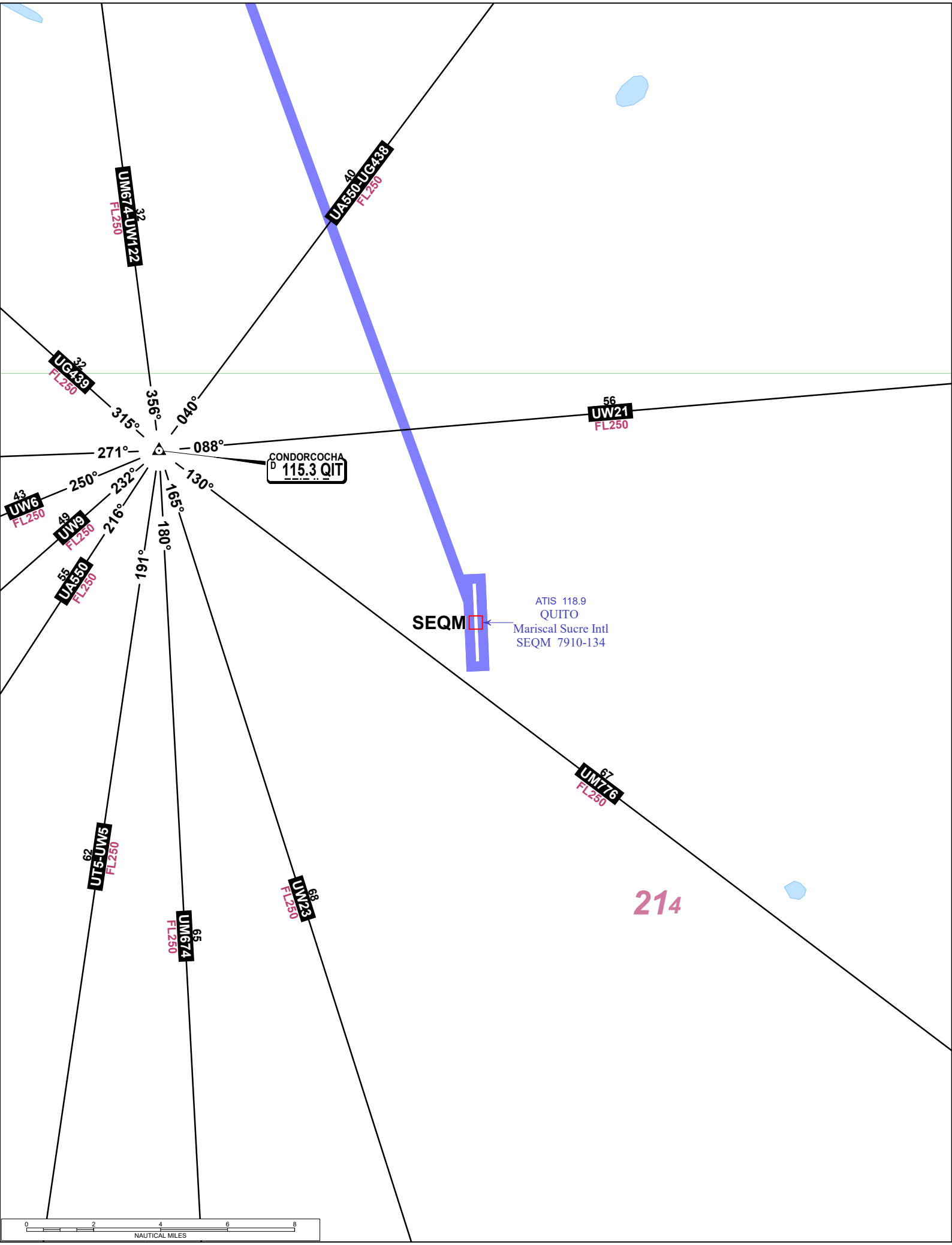
DEPARTURE (SEQM -> MPTO): SEQM (Mariscal Sucre Intl)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

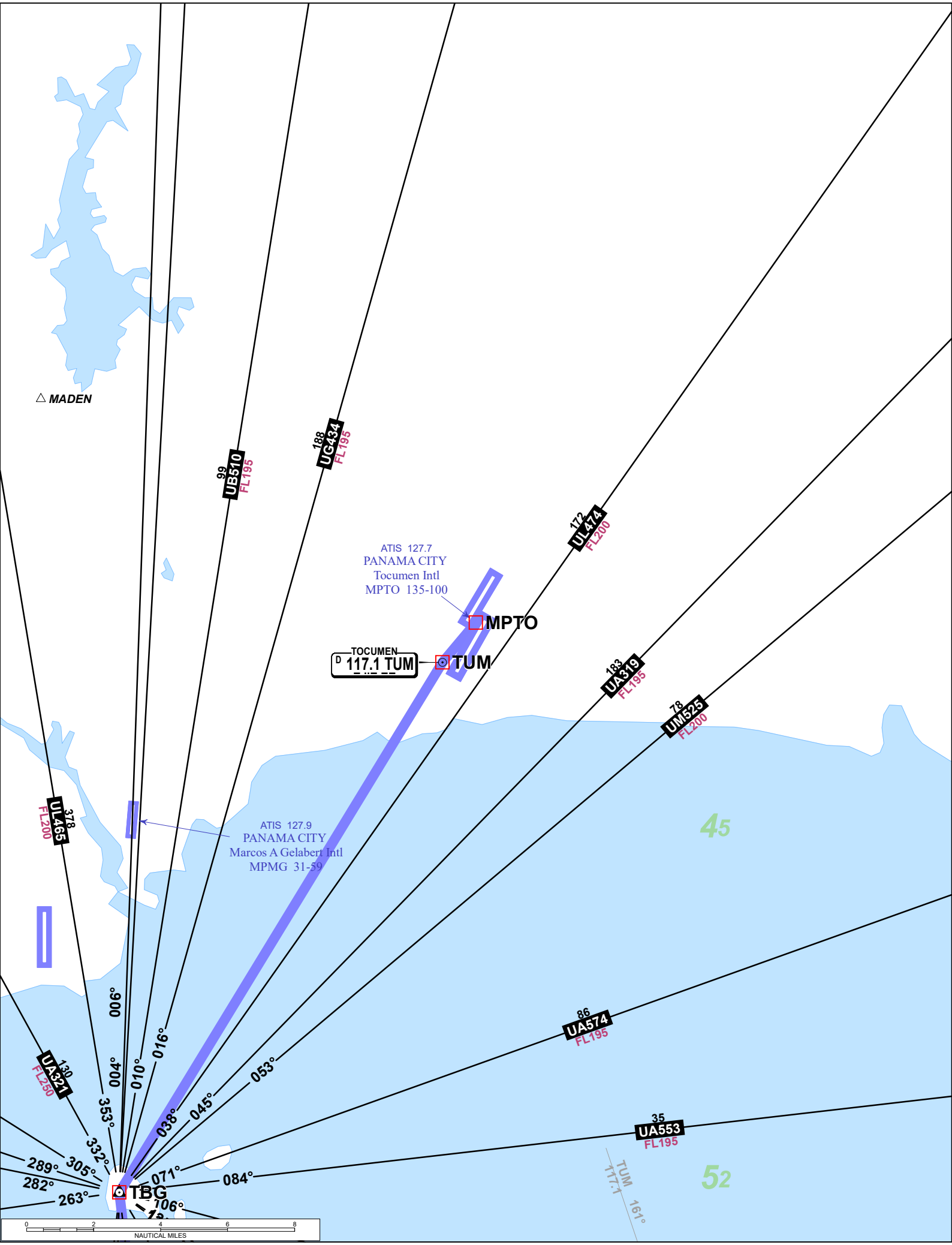
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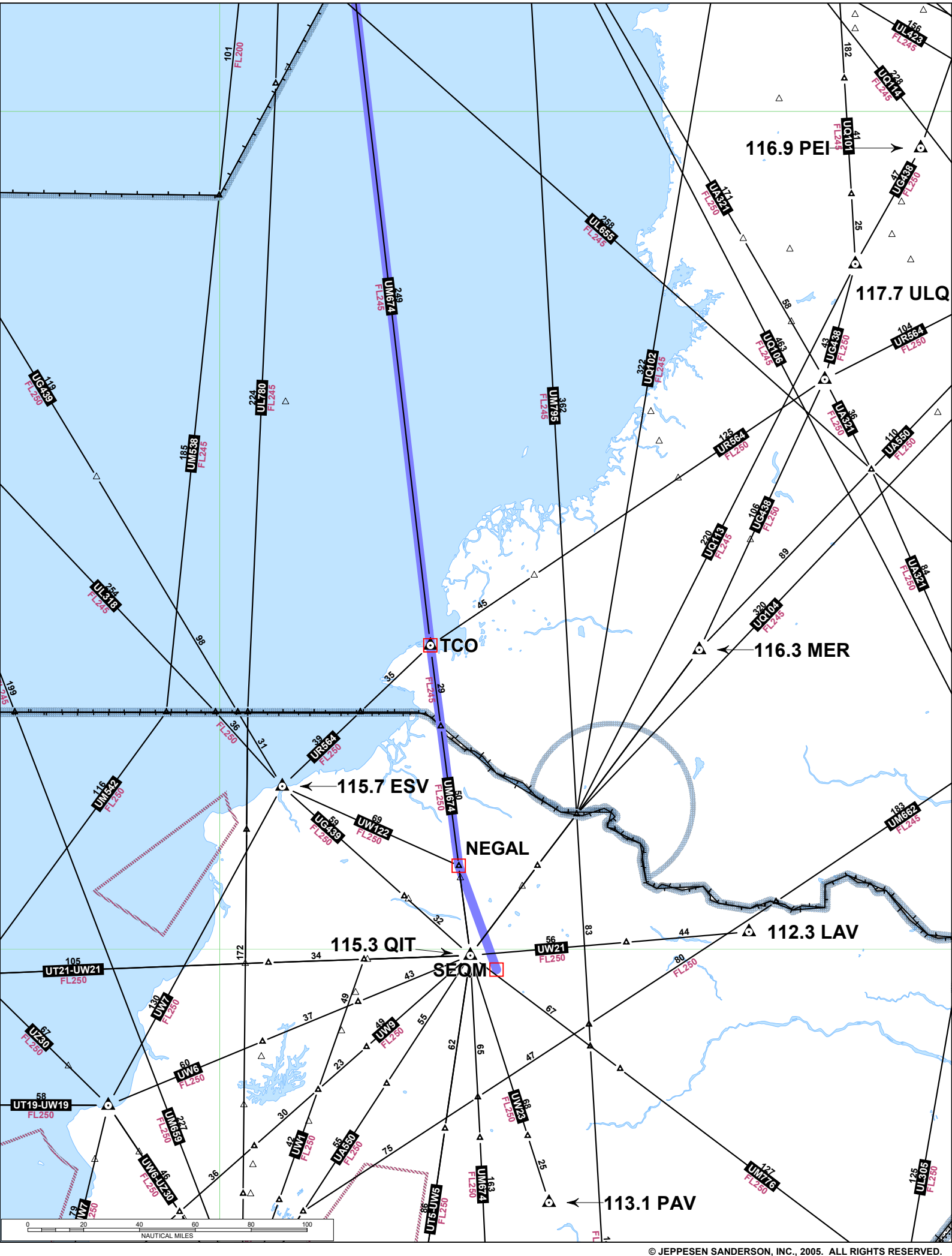
DESTINATION (SEQM -> MPTO): MPTO (Tocumen Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
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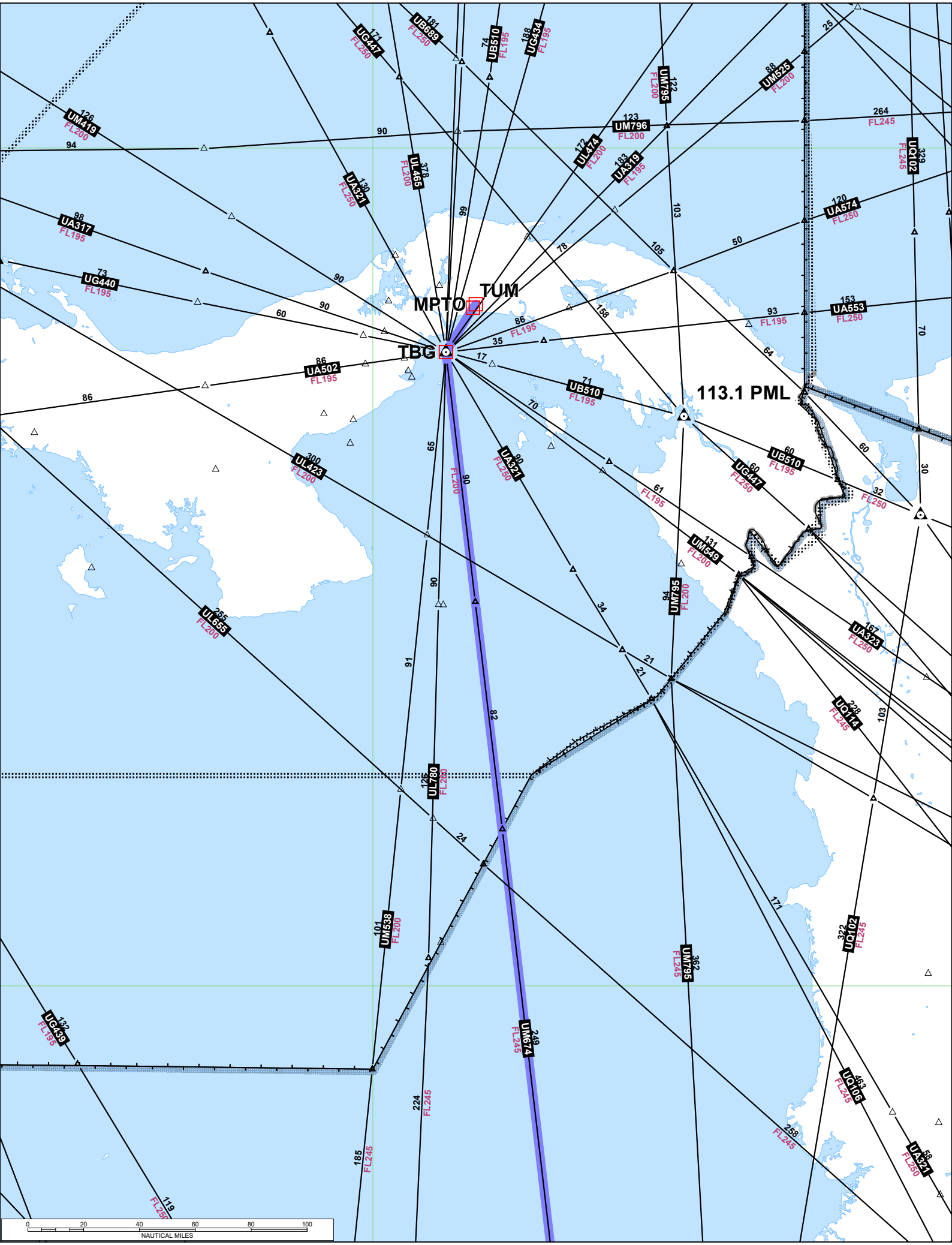


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SEQM/UIO
MARISCAL SUCRE INTL

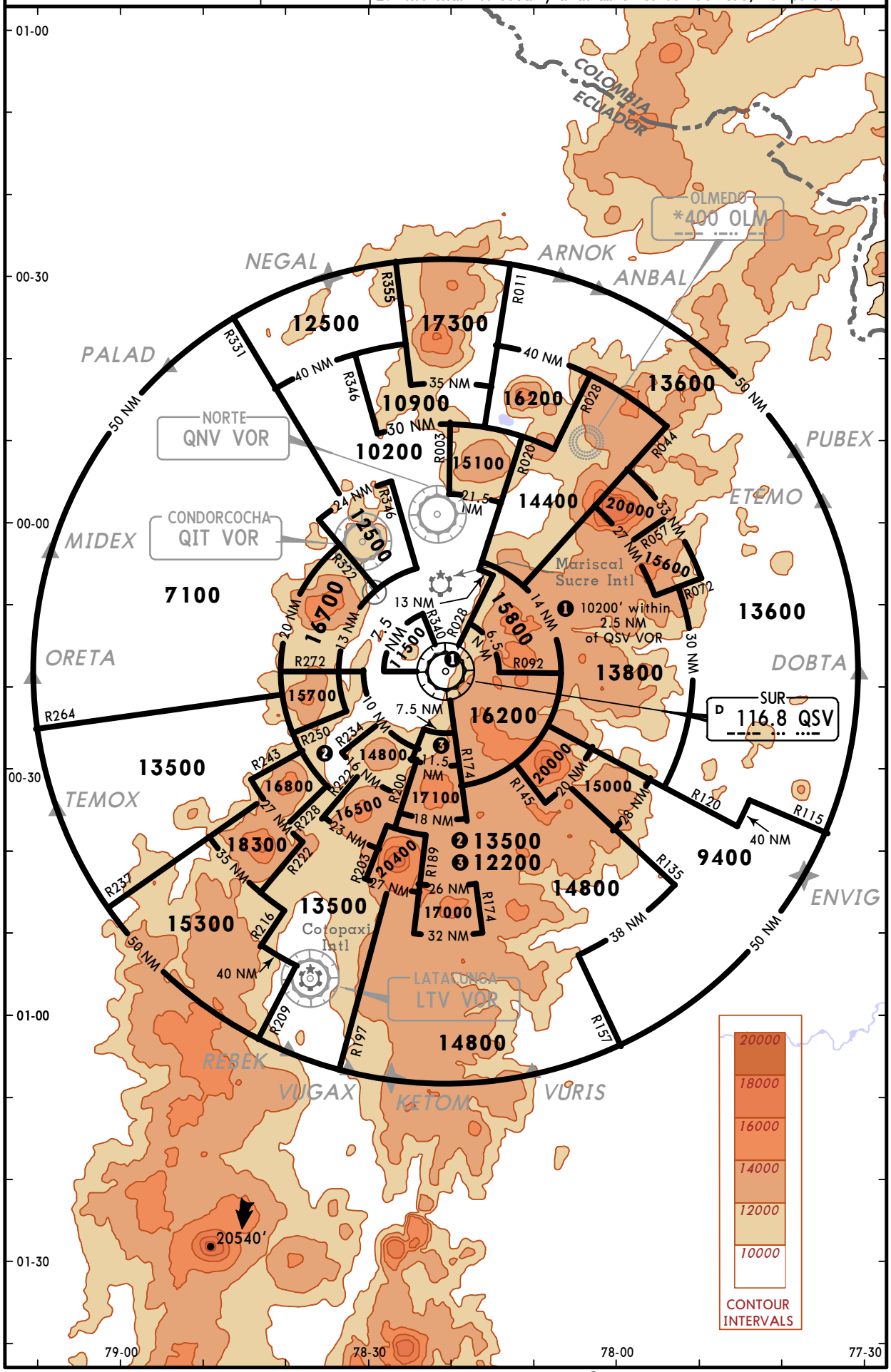
JEPPESEN
22 NOV 13
10-1R

QUITO, ECUADOR
RADAR MINIMUM ALTITUDES

*QUITO Approach (R)		Apt Elev
119.7	121.2	7910′

Alt Set: hPa Trans level: FL 180 Trans alt: 18000′

1. This supplementary chart shall provide the flight crew with information to enable it to monitor and verify altitudes assigned by a controller using an ATS surveillance system.
2. This chart is usually available for controllers, not pilots.



CHANGES: Sectors revised.

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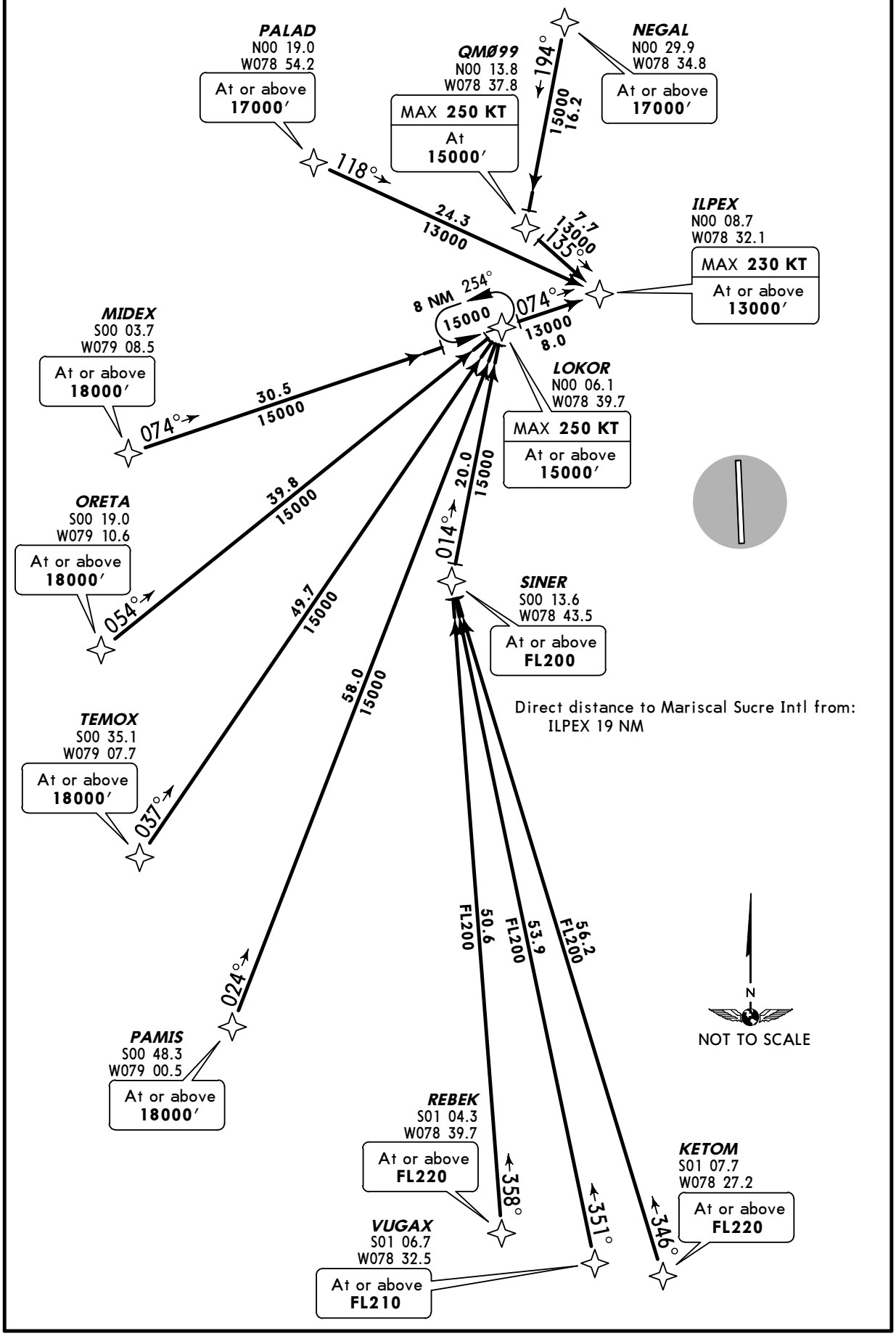
SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN 27 FEB 15 (10-2) Eff 5 Mar

QUITO, ECUADOR
RNAV STAR

ATIS	Apt Elev	
118.9	7910′	Alt Set: hPa Trans level: FL180 Trans alt: 18000′

RNAV FEEDER ROUTES
(RWY 18)



CHANGES: New procedures at this airport.

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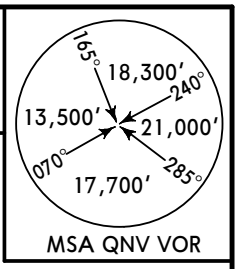
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JEPPESEN
3 JUL 15 (10-3)

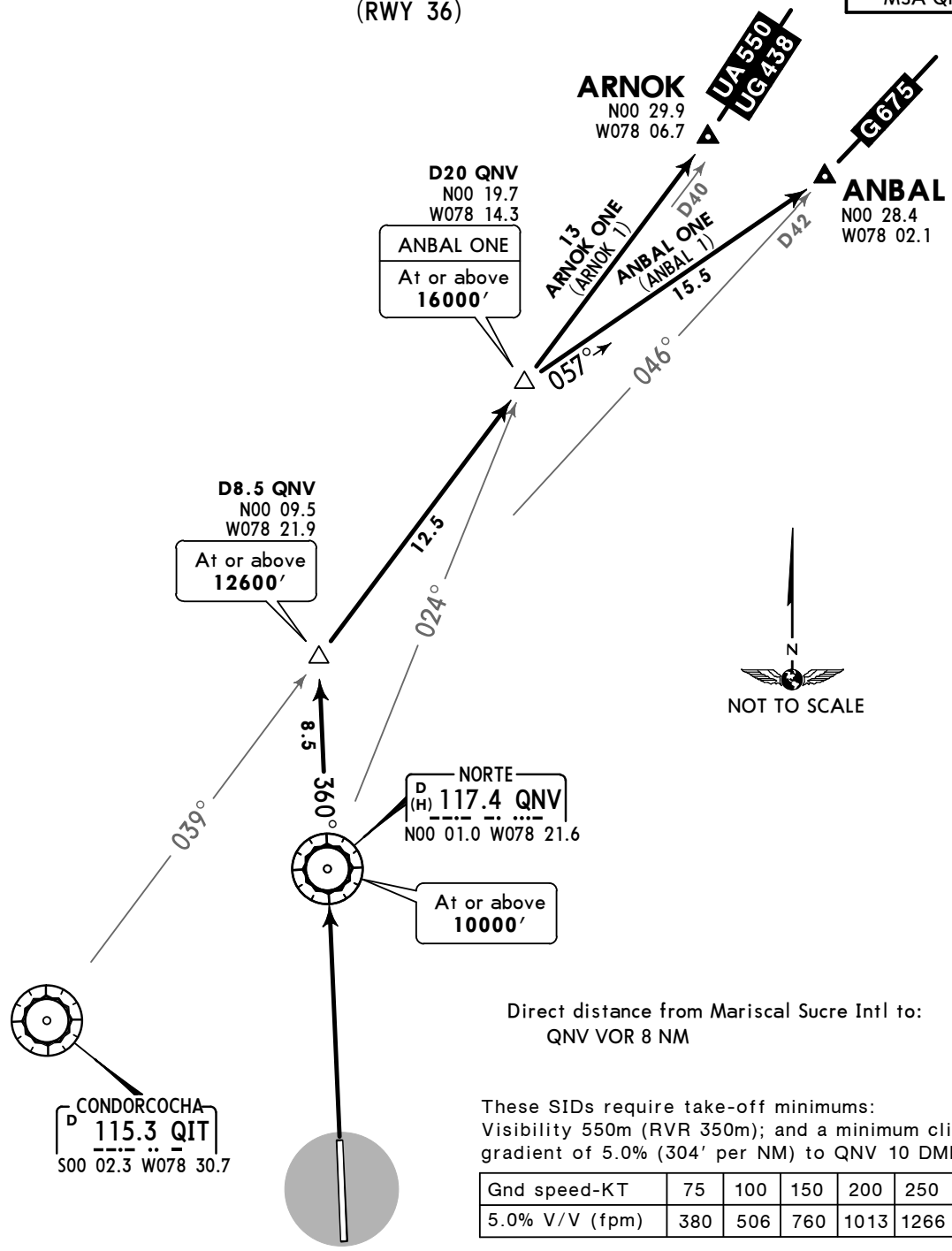
QUITO, ECUADOR
SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	



MSA QNV VOR

ANBAL ONE (ANBAL 1), ARNOK ONE (ARNOK 1) DEPARTURES
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QNV VOR 8 NM

These SIDs require take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304′ per NM) to QNV 10 DME.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Altitude at distance from QNV VOR

QNV DME	7.5	7	6	5	4	3	2	1	0
ALTITUDE	7792′	7940′	8250′	8550′	8860′	9160′	9460′	9770′	10070′

INITIAL CLIMB

After take-off continue to QNV VOR. Then climb on QNV R-360 to D8.5 QNV.

SID	ROUTING
ANBAL ONE	At D8.5 QNV, turn RIGHT on QIT R-039 to D20 QNV, then turn RIGHT track 057° to intercept airway G-675 (QIT R-046) at ANBAL or proceed according to ATC instructions.
ARNOK ONE	At D8.5 QNV, turn RIGHT on QIT R-039 climbing direct to ARNOK, airway UA-550, UG-438, or proceed according to ATC instructions.

CHANGES: Take-off minimums.

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SEQM/UIO
MARISCAL SUCRE INTL

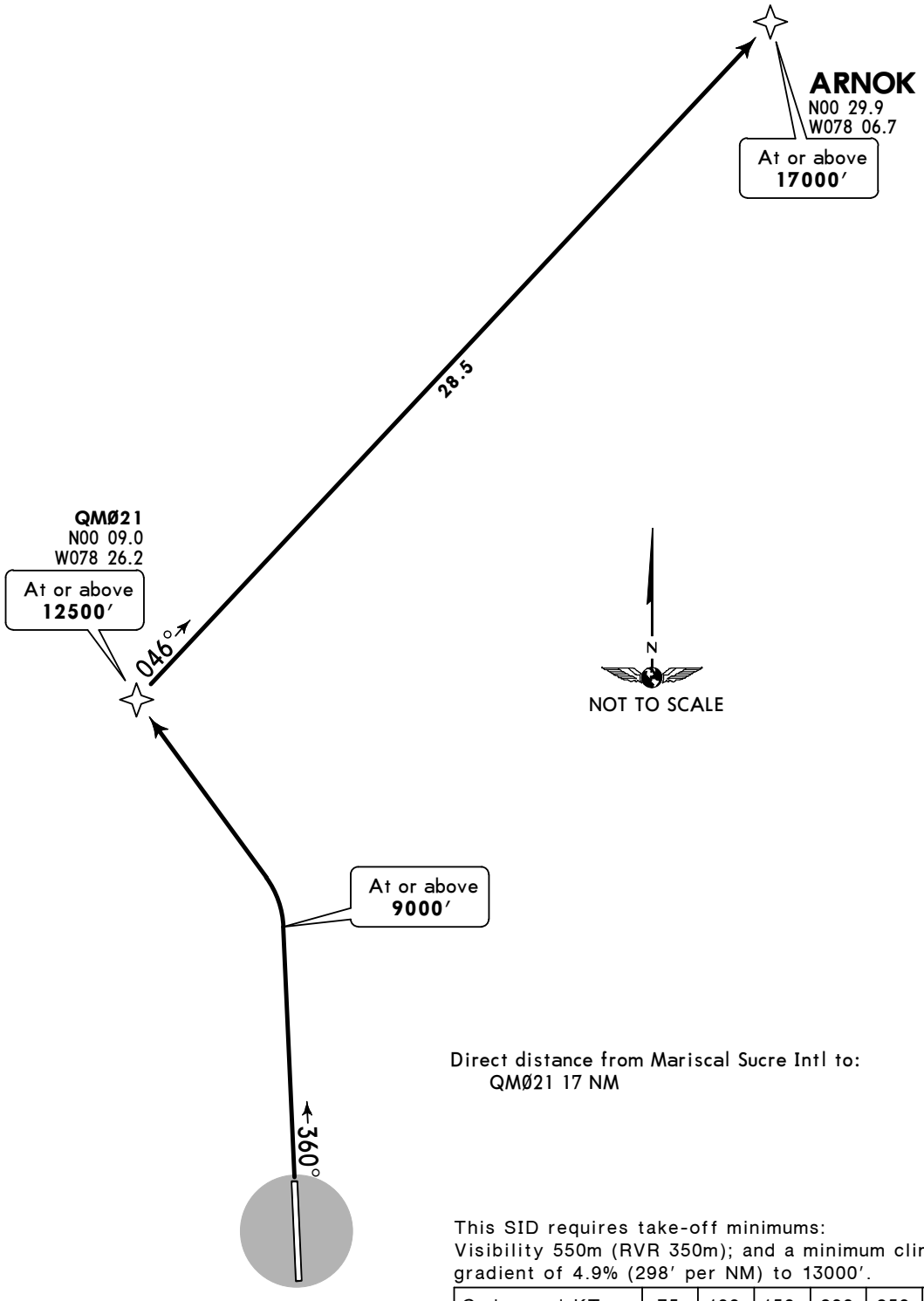
JEPPESEN
3 JUL 15 (10-3A)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.** 2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

ARNOK ONE ALPHA RNAV DEPARTURE (ARNOK 1A)
[ARNO1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ21 17 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.9% (298′ per NM) to 13000′.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM021, continue direct to ARNOK and intercept airway.

CHANGES: Take-off minimums.

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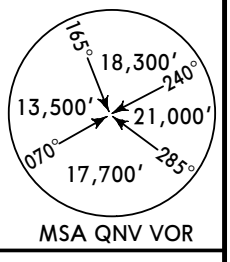
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MARISCAL SUCRE INTL

JEPPESEN
3 JUL 15 (10-3B)

QUITO, ECUADOR
SID

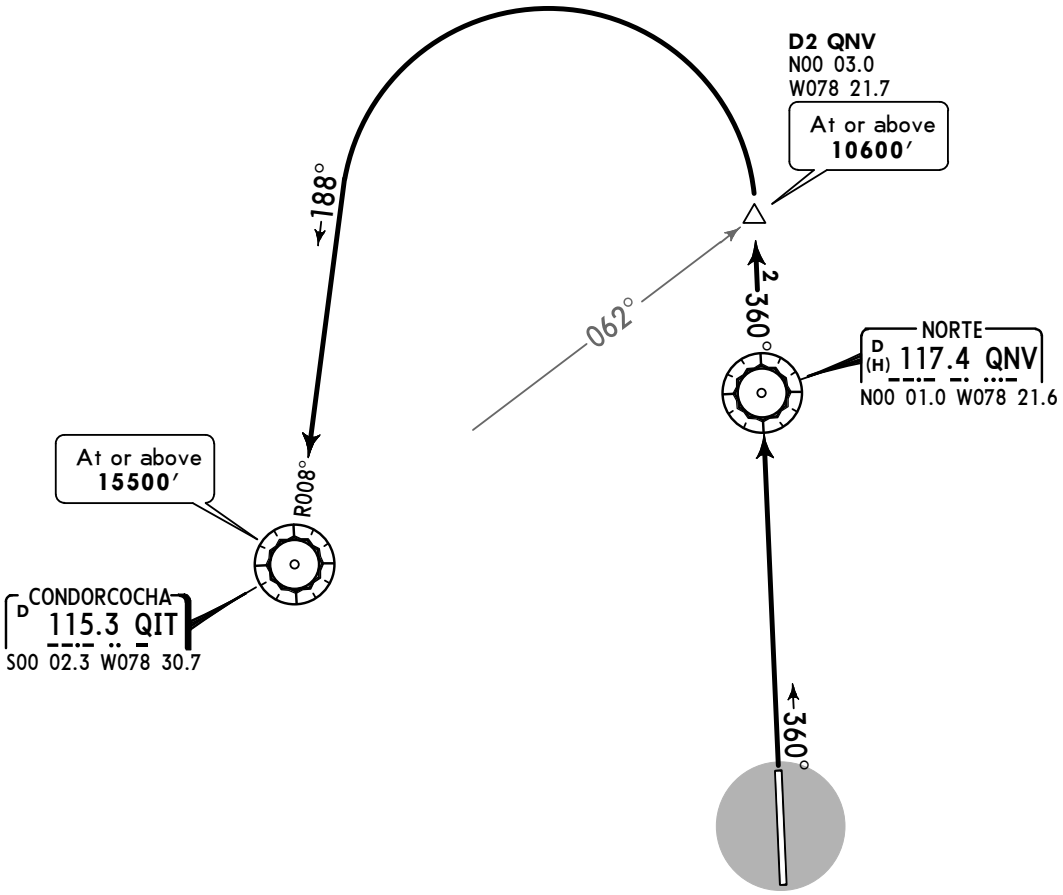
Apt Elev
7910′

Trans level: FL180 Trans alt: 18000′



MSA QNV VOR

CONDORCOCHA DEPARTURE
(QIT)
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QNV VOR 8 NM



NOT TO SCALE

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304′ per NM).

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Altitude at distance from QNV VOR

QNV DME	7.5	7	6	5	4	3	2	1	0	1	2
ALTITUDE	7792′	7940′	8250′	8550′	8860′	9160′	9460′	9770′	10070′	10380′	10680′

INITIAL CLIMB

After take-off continue direct to QNV VOR. Then climb on QNV R-360 to D2 QNV (QIT R-062). Turn LEFT to intercept QIT R-008 to QIT VOR, or proceed according to ATC instructions.

CHANGES: Take-off minimums.

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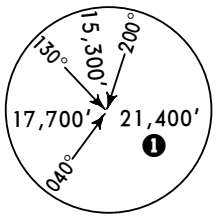
SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
3 JUL 15 (10-3C)

QUITO, ECUADOR
SID

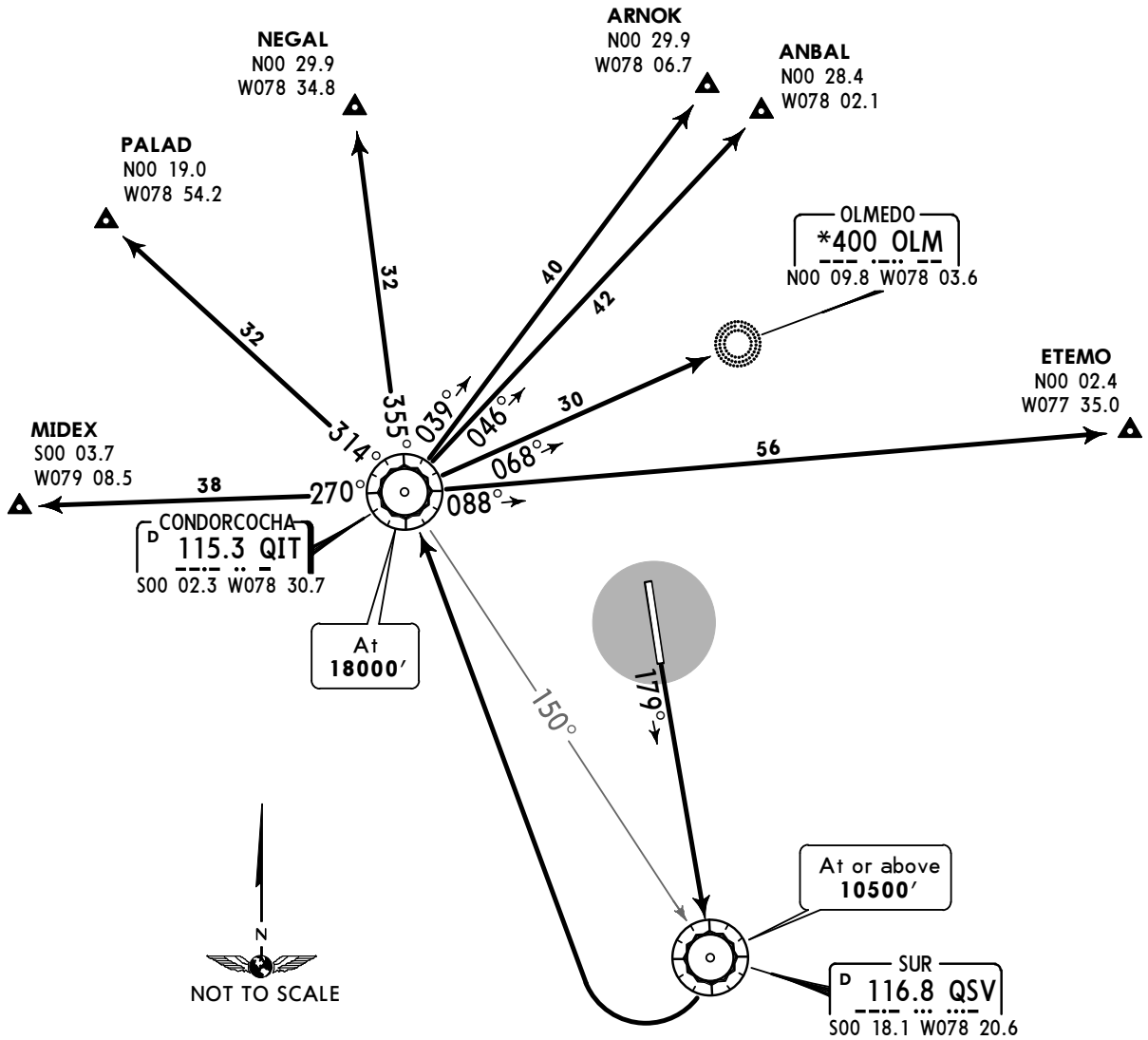
Apt Elev
7910′

Trans level: FL180 Trans alt: 18000′



MSA QSV VOR
1 16,600′
within 10 NM

CONDORCOCHA NORTH FLOW DEPARTURE (QIT)
[QITN]
(RWY 18)



Direct distance from Mariscal Sucre Intl to:
QSV VOR 11 NM

This SID requires take-off minimums:
Visibility 550m; and a minimum climb gradient of 4.5% (273′ per NM).

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

Altitude at distance from QSV VOR

QSV DME	9	8	7	6	5	4	3	2	1	0
ALTITUDE	8063′	8340′	8610′	8880′	9160′	9430′	9700′	9970′	10250′	10520′

INITIAL CLIMB

After take-off continue direct to QSV VOR. Turn RIGHT to QIT VOR climbing to 18000′ or proceed according to ATC instructions.

CHANGES: None.

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MARISCAL SUCRE INTL

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3 JUL 15 (10-3D)

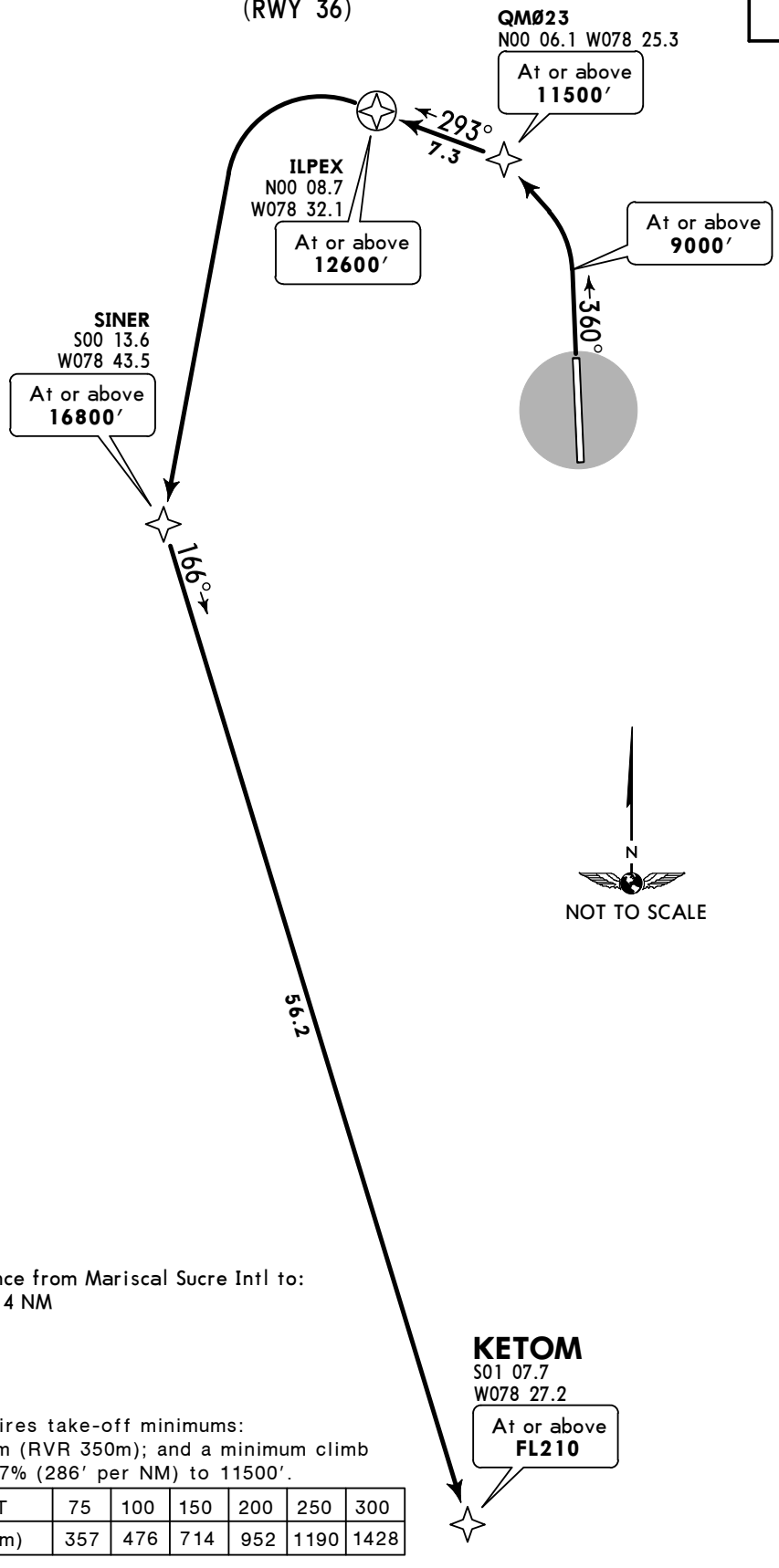
QUITO, ECUADOR
RNAV SID

Apt Elev
7910′

Trans level: FL180 Trans alt: 18000′
1. GNSS required.
2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

KETOM ONE ALPHA RNAV DEPARTURE (KETOM 1A)
[KETO1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ23 14 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286′ per NM) to 11500′.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM023, continue on track 293° to ILPEX, then turn LEFT direct to SINER, continue on track 166° to KETOM and intercept airway.

CHANGES: Take-off minimums.

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MARISCAL SUCRE INTL

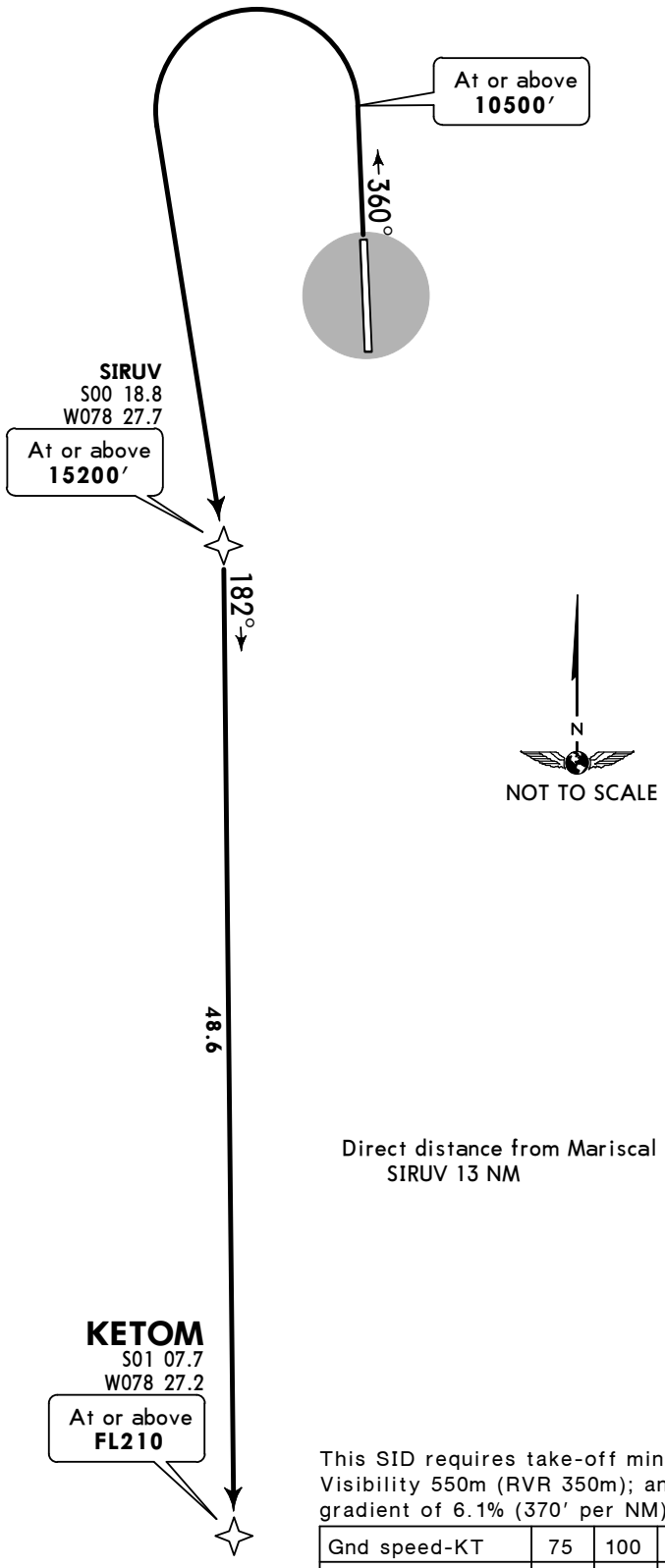
JEPPESEN
3 JUL 15 (10-3E)

QUITO, ECUADOR
RNAV SID

Apt Elev	
7910′	Trans level: FL180 Trans alt: 18000′ **1. GNSS required.** 2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

KETOM ONE BRAVO RNAV DEPARTURE (KETOM 1B)
[KETO1B]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
SIRUV 13 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 6.1% (370′ per NM) to FL210.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

INITIAL CLIMB

Climb on course 360° to 10500′, turn LEFT direct to SIRUV, continue on track 182° to KETOM and intercept airway.

CHANGES: Take-off minimums.

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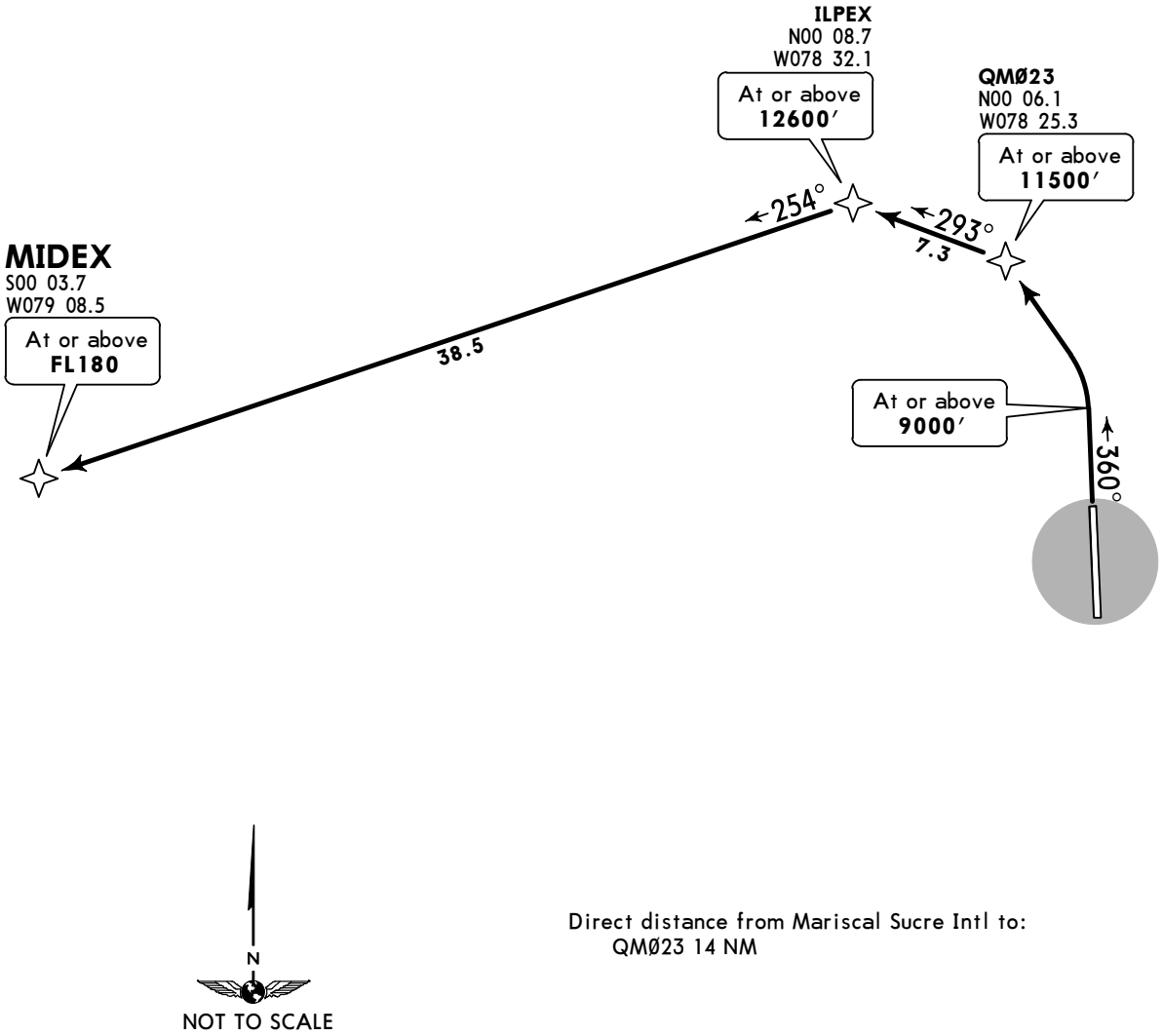
SEQM/UIO
MARISCAL SUCRE INTL

QUITO, ECUADOR
RNAV SID

Apt Elev	
7910′	Trans level: FL180 Trans alt: 18000′ **1. GNSS required.** 2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

MIDEX ONE ALPHA RNAV DEPARTURE (MIDEX 1A)
[MIDE1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ23 14 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286′ per NM) to 11500′.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM023, continue on track 293° to ILPEX, intercept track 254° to MIDEX to continue on airway.

CHANGES: Take-off minimums.

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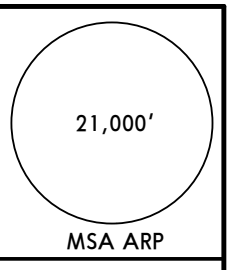
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MARISCAL SUCRE INTL

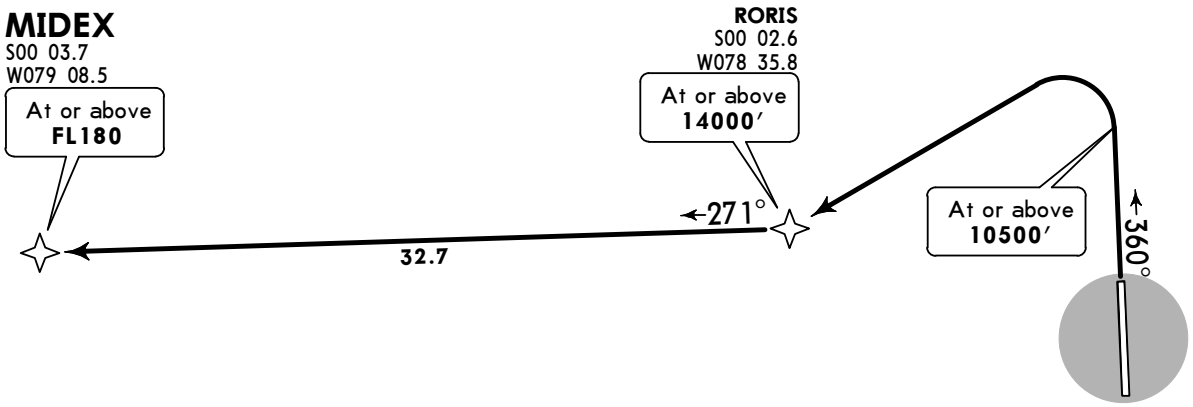
JEPPESEN
3 JUL 15 (10-3G)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.**
	2. RNAV 1 or RNP 1 certification required.



MIDEX ONE BRAVO RNAV DEPARTURE (MIDEX 1B)
[MIDE1B]
(RWY 36)





Direct distance from Mariscal Sucre Intl to:
RORIS 15 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.6% (340′ per NM) to 13000′.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

INITIAL CLIMB

Climb on course 360° to 10500′, turn LEFT direct to RORIS, continue on track 271° to MIDEX and intercept airway.

CHANGES: Take-off minimums.

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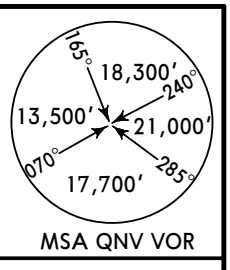
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MARISCAL SUCRE INTL

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3 JUL 15 (10-3H)

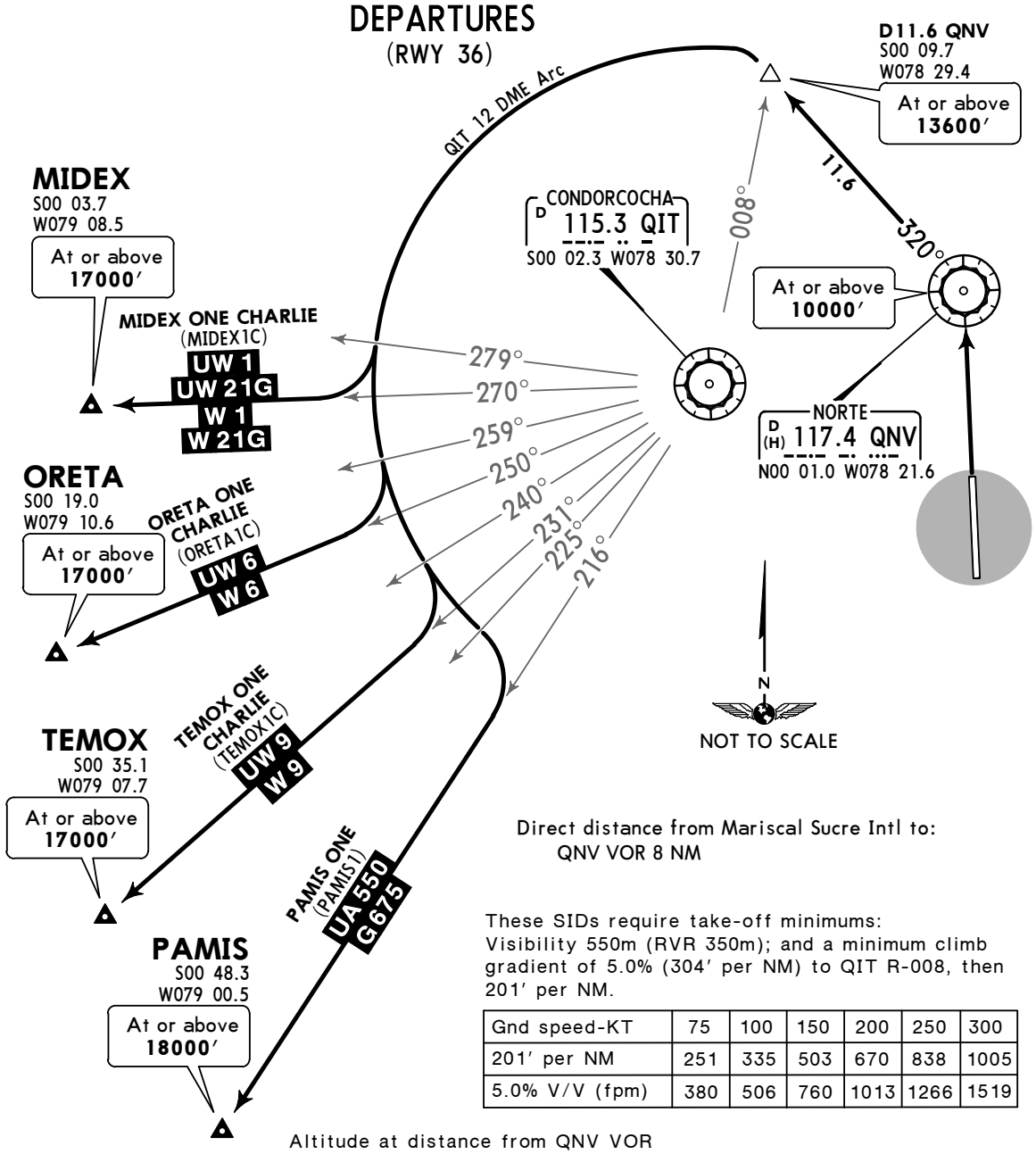
QUITO, ECUADOR
SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	



MIDEX ONE CHARLIE (MIDEX1C) [MIDE1C], ORETA ONE CHARLIE (ORETA1C) [ORET1C], PAMIS ONE (PAMIS1) [PAMIS1], TEMOX ONE CHARLIE (TEMOX1C) [TEMO1C] DEPARTURES

(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QNV VOR 8 NM

These SIDs require take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304′ per NM) to QIT R-008, then 201′ per NM.

Gnd speed-KT	75	100	150	200	250	300
201′ per NM	251	335	503	670	838	1005
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Altitude at distance from QNV VOR

QNV DME	7.5	7	6	5	4	3	2	1	0
ALTITUDE	7792′	7940′	8250′	8550′	8860′	9160′	9460′	9770′	10070′

INITIAL CLIMB

After take-off continue direct to QNV VOR, then climb on QNV R-320 to D11.6 QNV.

SID	ROUTING
MIDEX ONE CHARLIE	At D11.6 QNV, climb on QIT 12 DME Arc to intercept QIT R-270 on airways UW-1, W-1, UW-21G, W-21G direct MIDEX.
ORETA ONE CHARLIE	At D11.6 QNV, climb on QIT 12 DME Arc to intercept QIT R-250 on airways UW-6, W-6 direct ORETA.
PAMIS ONE	At D11.6 QNV, climb on QIT 12 DME Arc to intercept QIT R-216 on airways G-675, UA-550 direct PAMIS.
TEMOX ONE CHARLIE	At D11.6 QNV, climb on QIT 12 DME Arc to intercept QIT R-231 on airways UW-9, W-9 direct TEMOX.

CHANGES: Take-off minimums.

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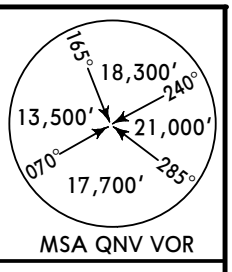
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MARISCAL SUCRE INTL

JEPPESEN
3 JUL 15 (10-3J)

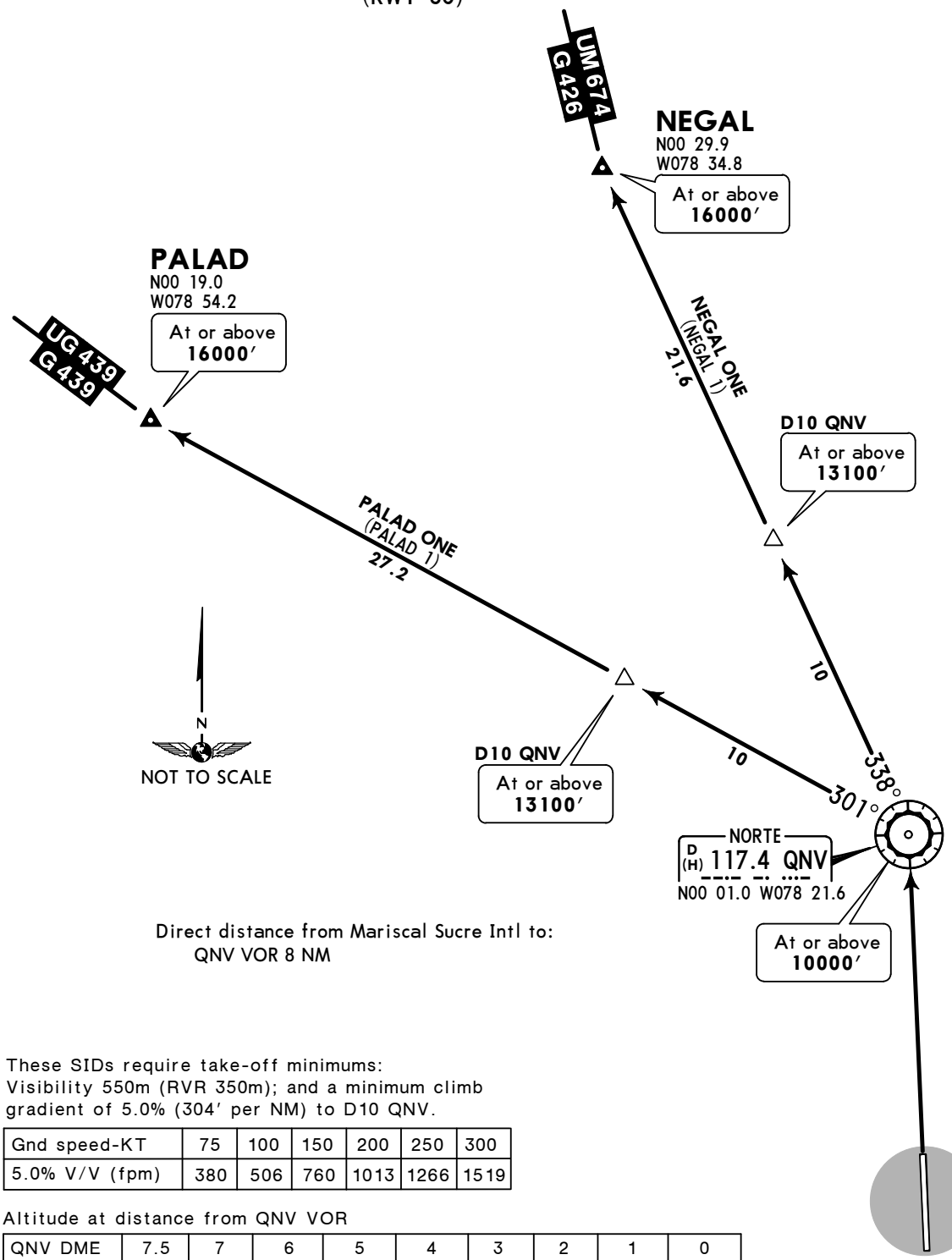
QUITO, ECUADOR
SID

Apt Elev	
7910′	Trans level: FL180 Trans alt: 18000′



MSA QNV VOR

NEGAL ONE (NEGAL 1), PALAD ONE (PALAD 1) DEPARTURES
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QNV VOR 8 NM

These SIDs require take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304′ per NM) to D10 QNV.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Altitude at distance from QNV VOR

QNV DME	7.5	7	6	5	4	3	2	1	0
ALTITUDE	7792′	7940′	8250′	8550′	8860′	9160′	9460′	9770′	10070′

INITIAL CLIMB

After take-off continue direct to QNV VOR.

SID	ROUTING
NEGAL ONE	At QNV VOR, turn LEFT to intercept QNV R-338 to NEGAL, or proceed according to ATC instructions.
PALAD ONE	At QNV VOR, turn LEFT to intercept QNV R-301 to PALAD, or proceed according to ATC instructions.

CHANGES: Take-off minimums.

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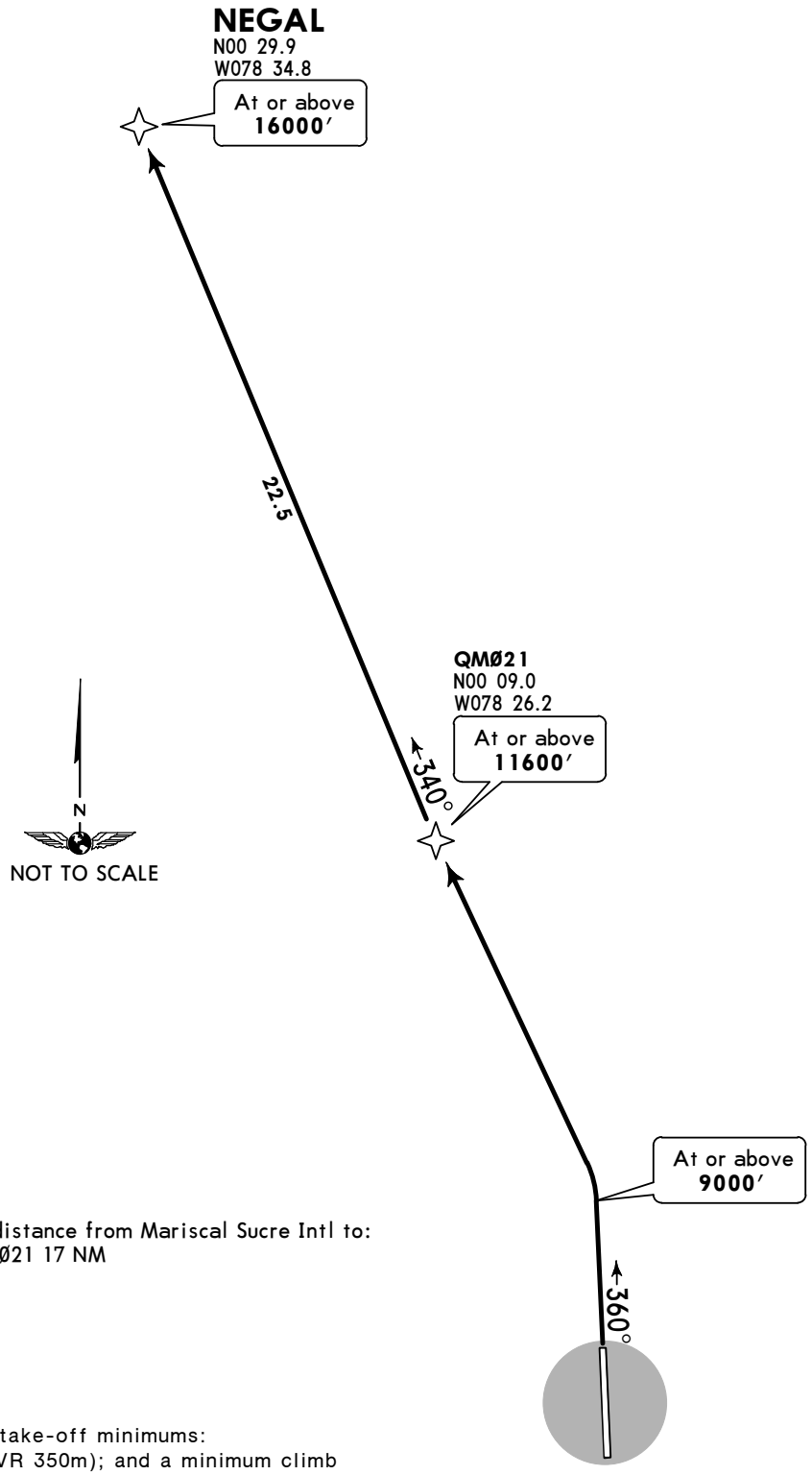
JEPPESEN
3 JUL 15 (10-3K)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.**
	2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

NEGAL ONE ALPHA RNAV DEPARTURE (NEGAL 1A)
[NEGA1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ21 17 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 3.9% (237′ per NM) to 13000′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM021, continue direct to NEGAL and intercept airway.

CHANGES: Take-off minimums.

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SEQM/UIO
MARISCAL SUCRE INTL

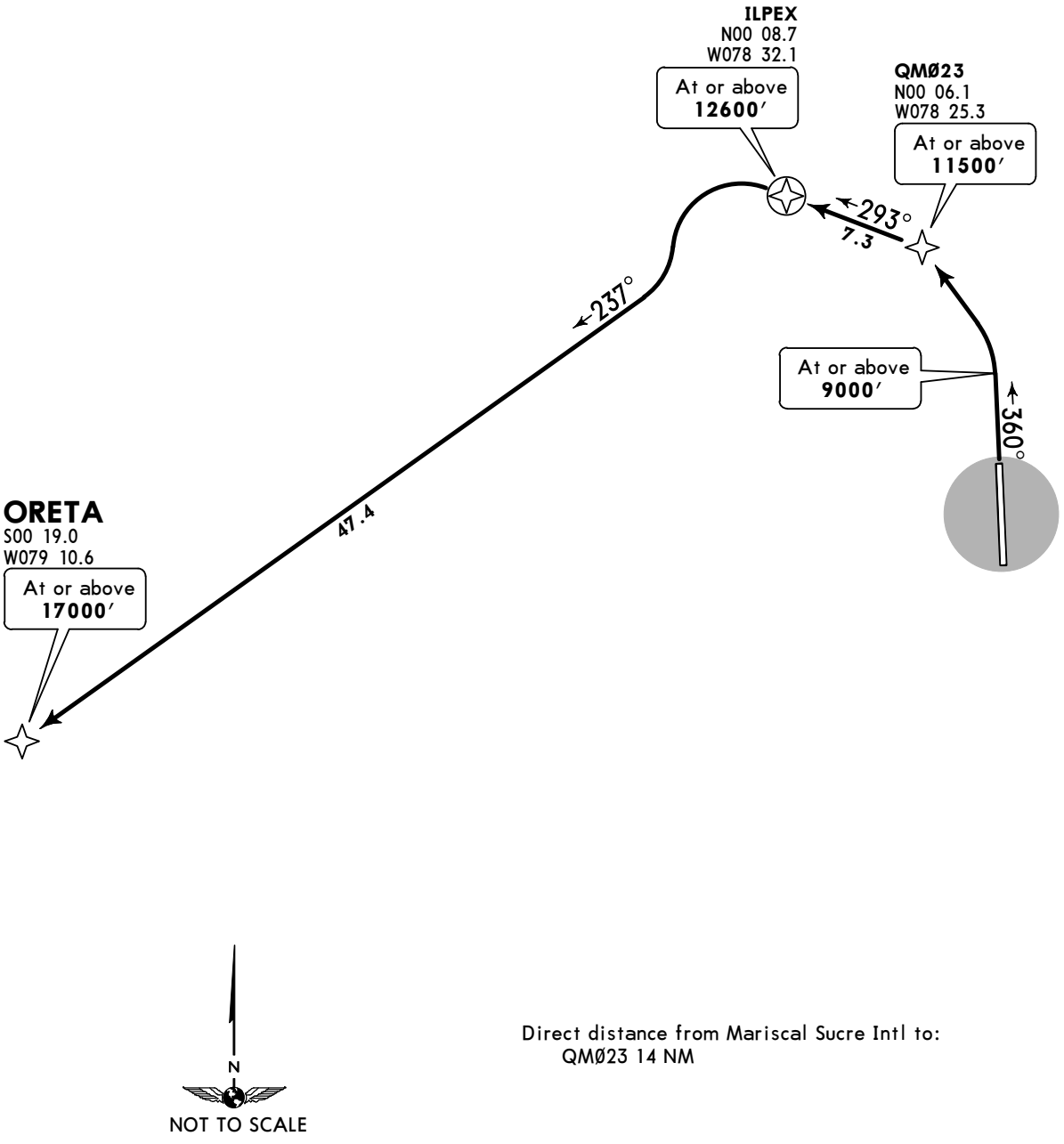
JEPPESEN
3 JUL 15 (10-3L)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.**
	2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

ORETA ONE ALPHA RNAV DEPARTURE (ORETA 1A)
[ORET1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ23 14 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286′ per NM) to 11500′.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM023, continue on track 293° to ILPEX, intercept track 237° to ORETA to continue on airway.

CHANGES: Take-off minimums.

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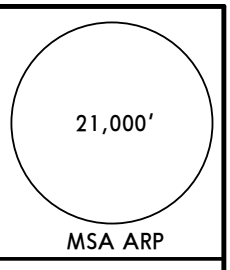
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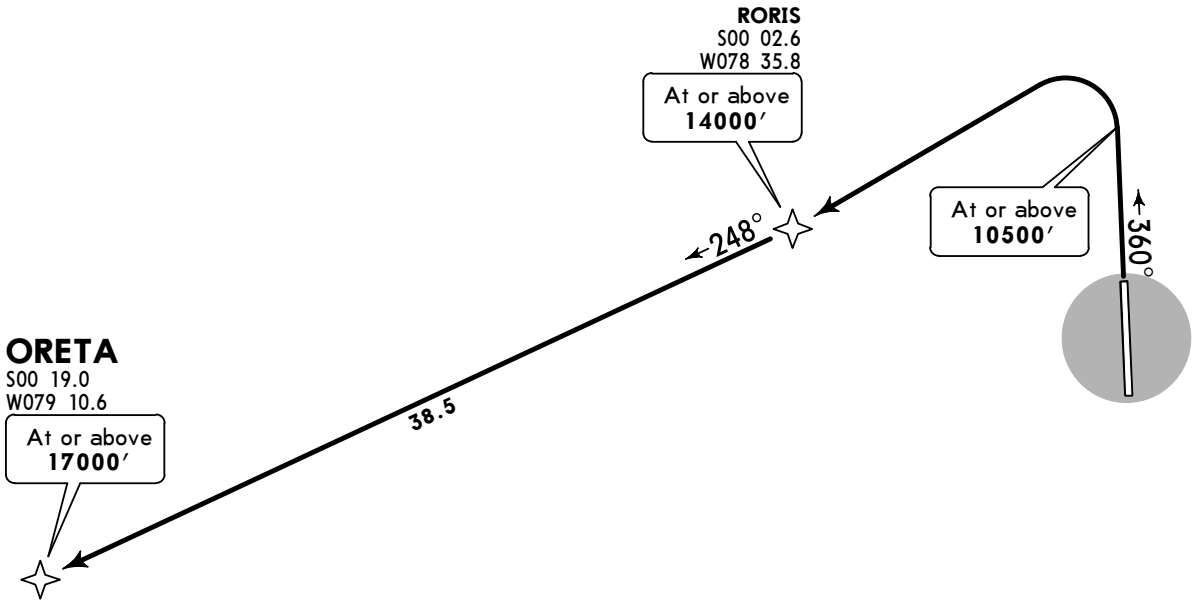
JEPPESEN
3 JUL 15 (10-3M)

QUITO, ECUADOR
RNAV SID

Apt Elev	
7910′	Trans level: FL180 Trans alt: 18000′ **1. GNSS required.** 2. RNAV 1 or RNP 1 certification required.



ORETA ONE BRAVO RNAV DEPARTURE (ORETA 1B)
[ORET1B]
(RWY 36)





Direct distance from Mariscal Sucre Intl to:
RORIS 15 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.6% (340′ per NM) to 13000′.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

INITIAL CLIMB

Climb on course 360° to 10500′, turn LEFT direct to RORIS, continue on track 248° to ORETA and intercept airway.

CHANGES: Take-off minimums.

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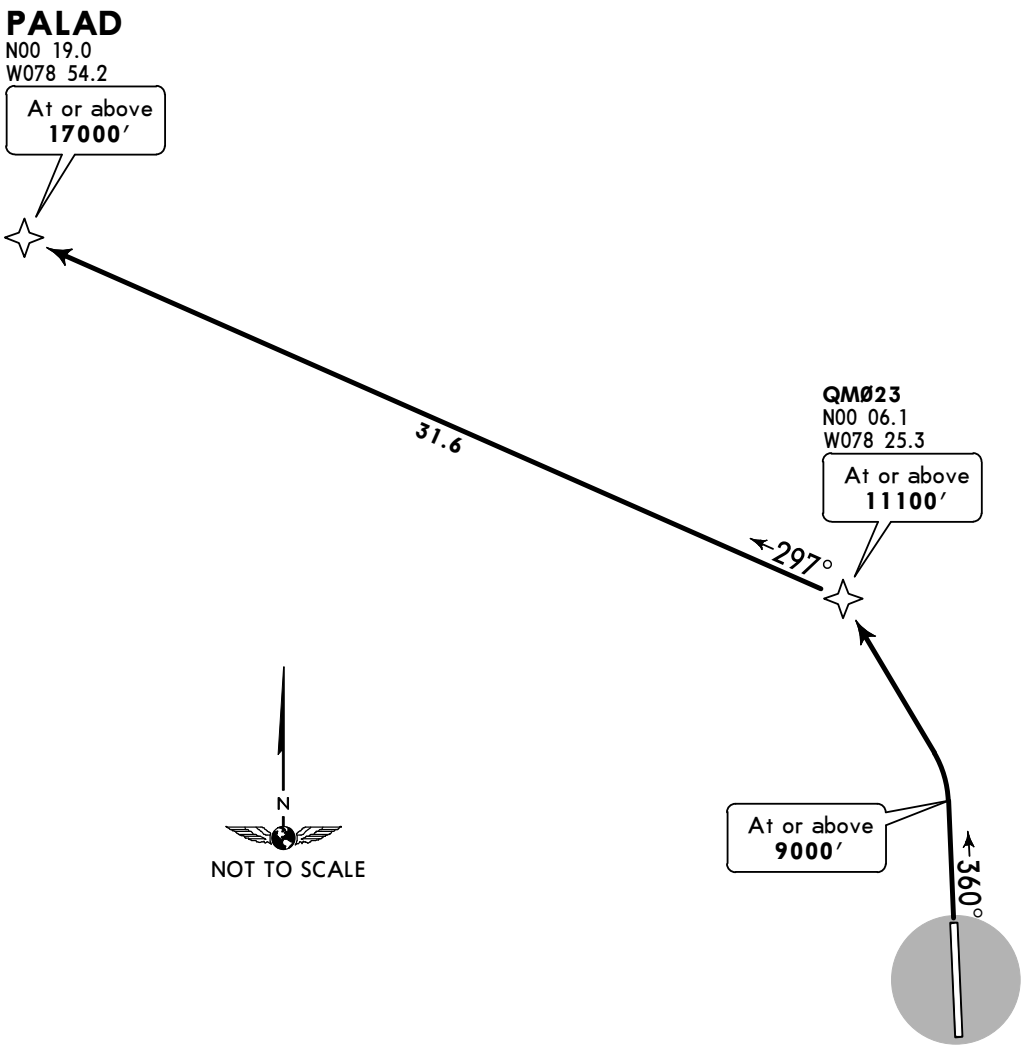
SEQM/UIO
MARISCAL SUCRE INTL

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.** 2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

PALAD ONE ALPHA RNAV DEPARTURE (PALAD 1A)
[PALA1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ23 14 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.3% (261′ per NM) to 11000′.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM023, continue direct to PALAD and intercept airway.

CHANGES: Take-off minimums.

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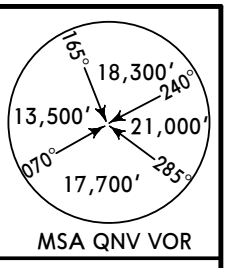
SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
3 JUL 15 (10-3P)

QUITO, ECUADOR
SID

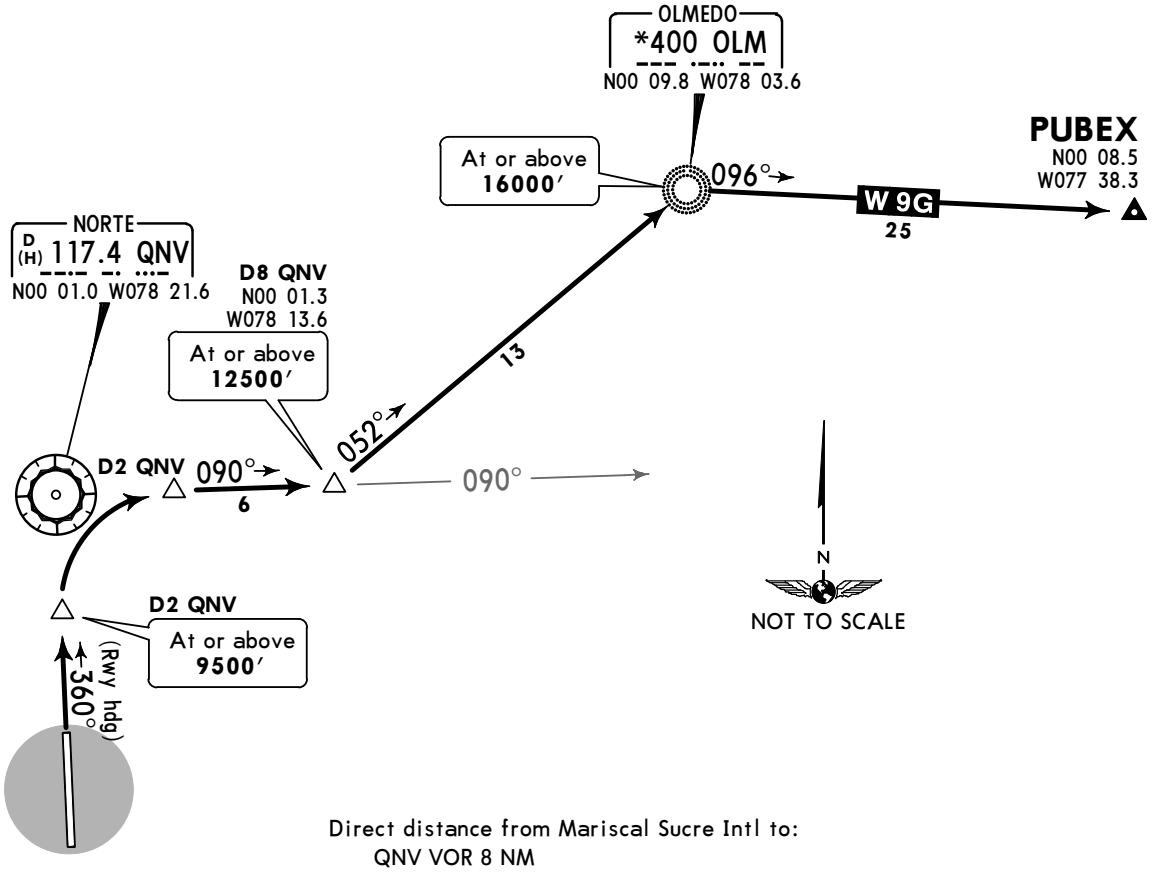
Apt Elev 7910′

Trans level: FL180 Trans alt: 18000′



MSA QNV VOR

PUBEX ONE DEPARTURE (PUBEX 1)
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QNV VOR 8 NM

These SIDs require take-off minimums: Visibility 550m (RVR 350m); and a minimum climb gradient of 5.0% (304′ per NM) to 16000′, then 201′ per NM.

Gnd speed-KT	75	100	150	200	250	300
201′ per NM	251	335	503	670	838	1005
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Altitude at distance from QNV VOR

QNV DME	7.5	7	6	5	4	3	2
ALTITUDE	7792′	7940′	8250′	8550′	8860′	9160′	9480′

INITIAL CLIMB

After take-off climb while maintaining runway heading to D2 QNV, turn RIGHT climbing to intercept QNV R-090 to D8 QNV, turn LEFT track 052° to OLM NDB, then continue on airway W-9G direct PUBEX, or proceed according to ATC instructions.

CHANGES: Take-off minimums.

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MARISCAL SUCRE INTL

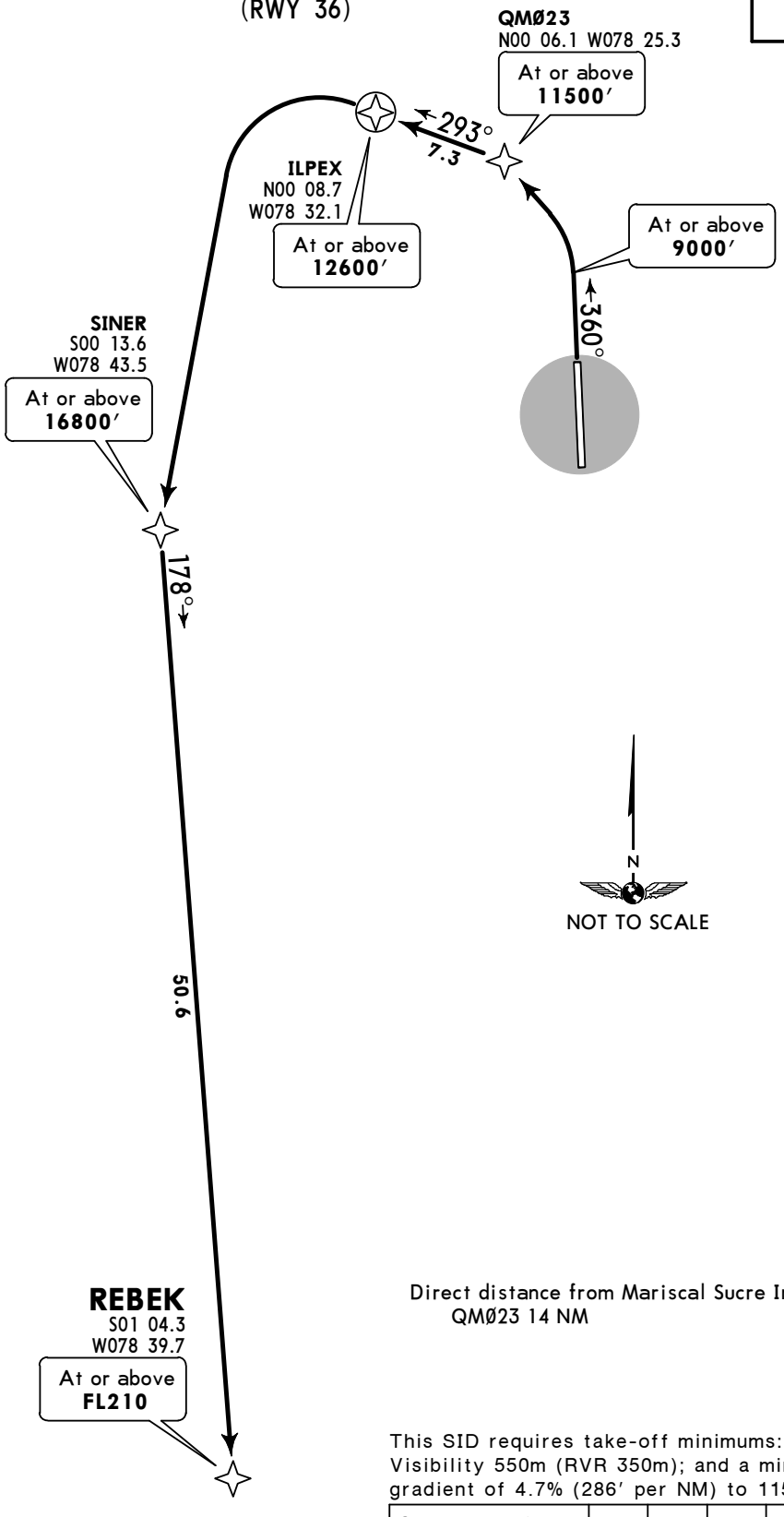
JEPPESEN
3 JUL 15 (10-3Q)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.**
	2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

REBEK ONE ALPHA RNAV DEPARTURE (REBEK 1A)
[REBE1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ23 14 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286′ per NM) to 11500′.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM023, continue on track 293° to ILPEX, then turn LEFT direct to SINER, continue on track 178° to REBEK and intercept airway.

CHANGES: Take-off minimums.

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MARISCAL SUCRE INTL

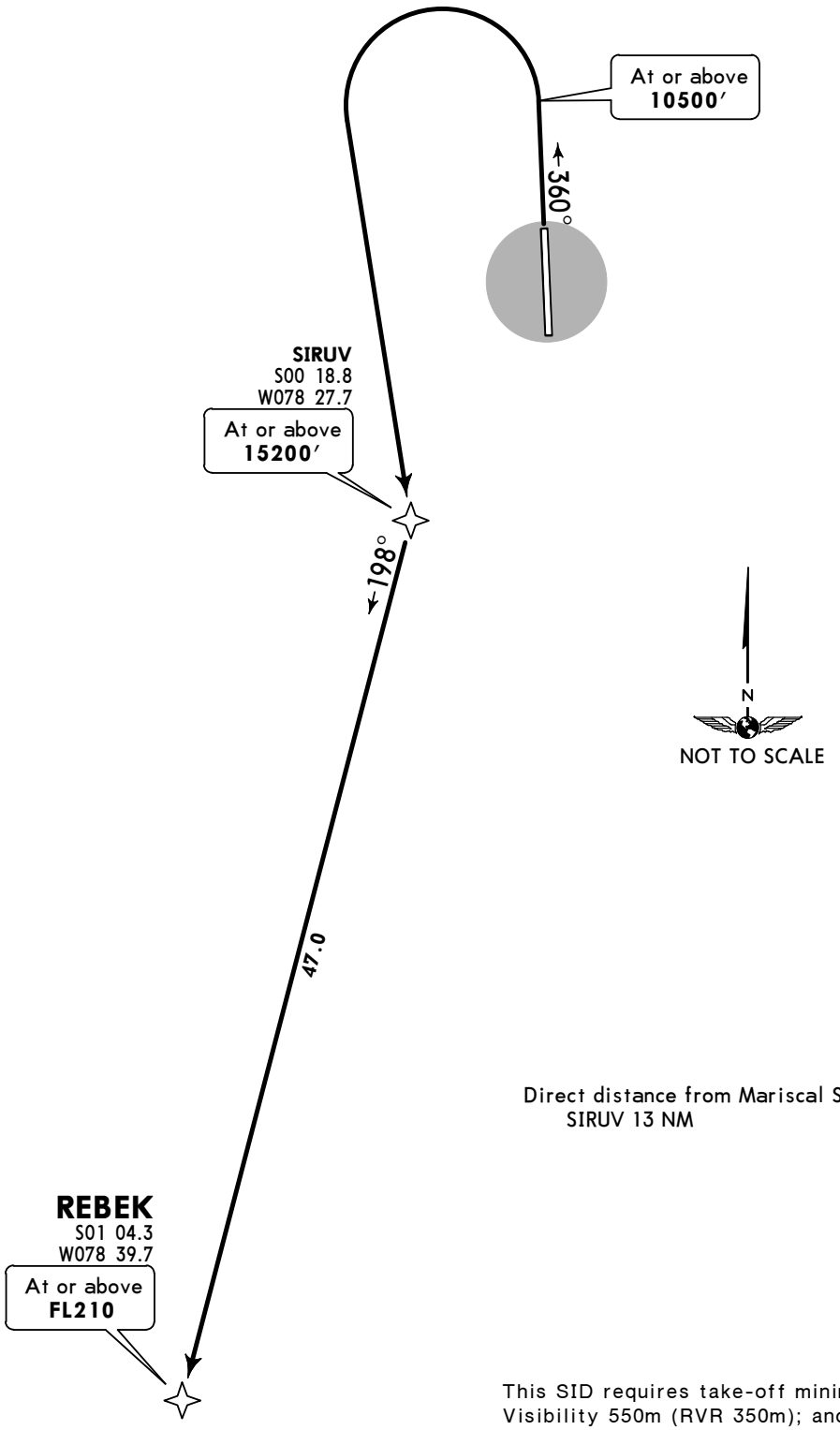
JEPPESEN
3 JUL 15 (10-3S)

QUITO, ECUADOR
RNAV SID

Apt Elev	
7910′	Trans level: FL180 Trans alt: 18000′ **1. GNSS required.** 2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

REBEK ONE BRAVO RNAV DEPARTURE (REBEK 1B)
[REBE1B]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
SIRUV 13 NM

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 6.1% (372′ per NM) to FL210.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

INITIAL CLIMB

Climb on course 360° to 10500′, turn LEFT direct to SIRUV, continue on track 198° to REBEK and intercept airway.

CHANGES: Take-off minimums.

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MARISCAL SUCRE INTL

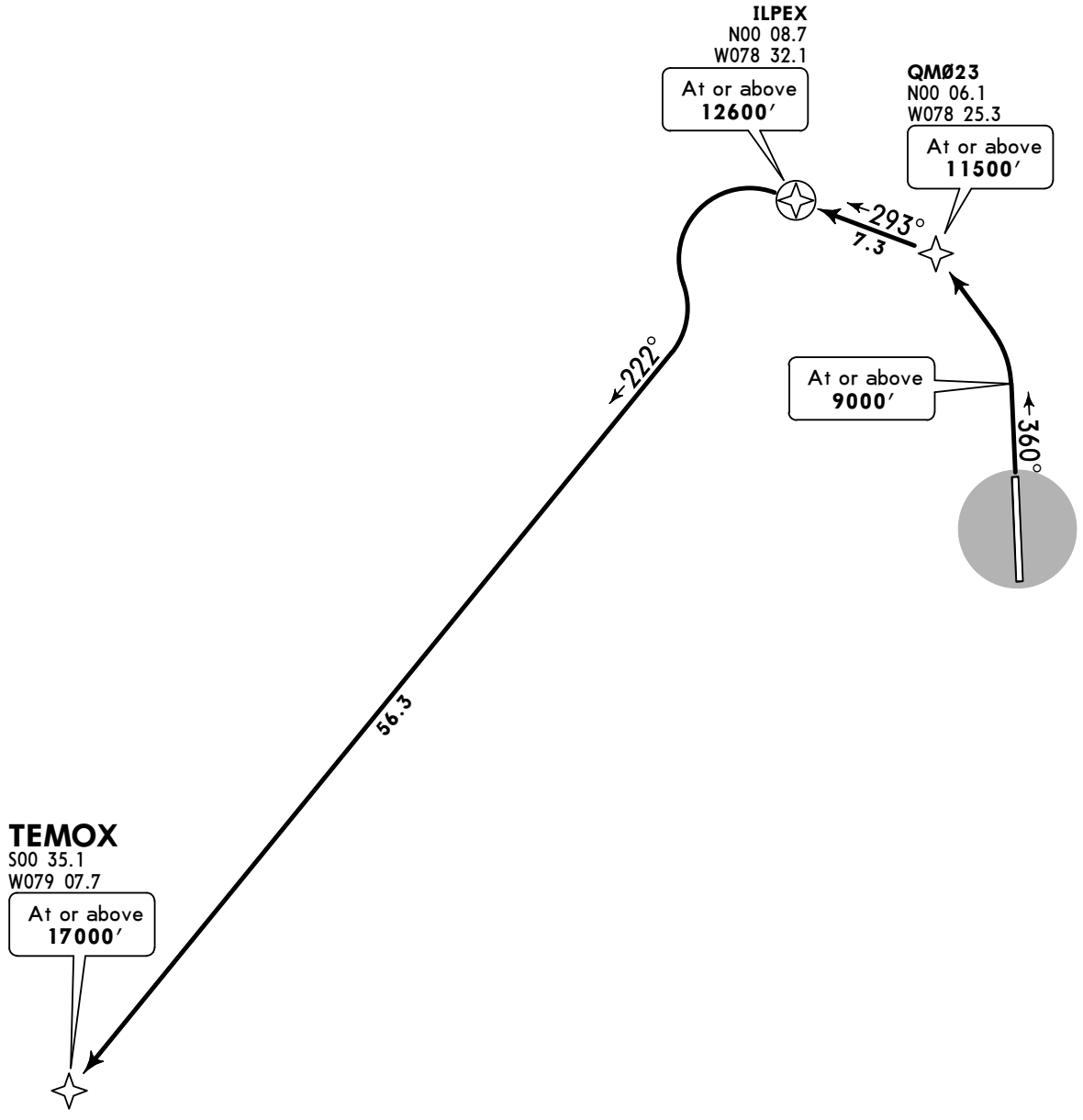
JEPPESEN
3 JUL 15 (10-3T)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.** 2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

TEMOX ONE ALPHA RNAV DEPARTURE (TEMOX 1A)
[TEMO1A]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
QMØ23 14 NM

N
NOT TO SCALE

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 4.7% (286′ per NM) to 11500′.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

INITIAL CLIMB

Climb on course 360° to 9000′, turn LEFT direct to QM023, continue on track 293° to ILPEX, intercept track 222° to TEMOX to continue on airway.

CHANGES: Take-off minimums.

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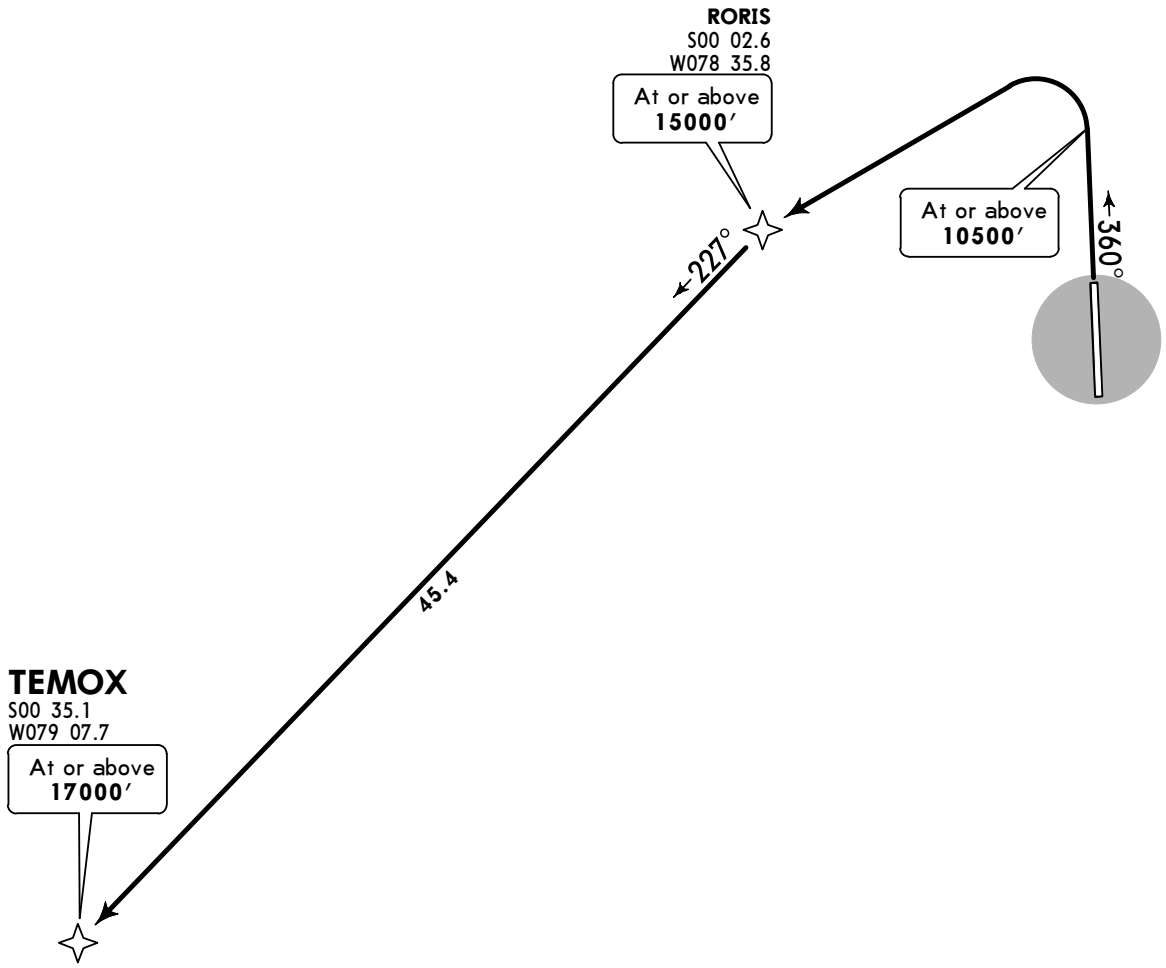
JEPPESEN
3 JUL 15 (10-3U)

QUITO, ECUADOR
RNAV SID

Apt Elev	Trans level: FL180 Trans alt: 18000′
7910′	**1. GNSS required.**
	2. RNAV 1 or RNP 1 certification required.

21,000′
MSA ARP

TEMOX ONE BRAVO RNAV DEPARTURE (TEMOX 1B)
[TEMO1B]
(RWY 36)



Direct distance from Mariscal Sucre Intl to:
RORIS 15 NM

N
NOT TO SCALE

This SID requires take-off minimums:
Visibility 550m (RVR 350m); and a minimum climb gradient of 5.6% (340′ per NM) to 17000′.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

INITIAL CLIMB

Climb on course 360° to 10500′, turn LEFT direct to RORIS, continue on track 227° to TEMOX and intercept airway.

CHANGES: Take-off minimums.

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CONTINGENCY PLAN
CONDORCOCHA (QIT) VOR/DME NAVAID OUT OF SERVICE

1. OBJECTIVE

Establish alternative ATS routes for entry/departure of aircraft to the Terminal Area of Quito and overflying aircraft using the airways sustained in Condorcocha VOR/DME (QIT) FREQ 115.3 MHZ CH100X, when the latter is out of service.

2. GENERAL

Air Traffic Management in anticipation of this event has developed this "Contingency Plan - Condorcocha (QIT) VOR/DME navaid out of service" to mitigate the operational impact that will be generated in the period during which this navaid remains out of service.

The Plan will also be executed by Air Traffic Units involved, when technical and operational reasons warrant its activation to maintain safety margins in the area of their responsibility.

3. SCOPE

Guayaquil Area Control Center, Quito Approach Control, Quito Aerodrome Control, Latacunga Aerodrome Control, Air Navigation Service, Air Traffic Management, International Notam Office and Bureau of Safety Management System.

4. RESPONSIBILITY

4.1 AIR TRAFFIC SERVICES

- ATM managers Quito/Guayaquil, Quito APP and TWR, coordinate and take the actions necessary to issue appropriate NOTAM, concerning the publication of current procedures in its entirety, existing procedures without using the missed approach procedure, procedures unusable Quito and Latacunga, outputs, etc.
- Being constantly aware of the contingency situation.
- Give notice of the contingency situation to higher authority DGAC.
- Staff of the facilities involved, should coordinate efforts to establish air traffic flow according to conditions prevailing at the time.

4.2 NOTAM INTERNATIONAL OFFICE (NOF)

- Prepares and promulgates different activation NOTAM this Contigency Plan and NOTAM that affect departure and approach procedures.

4.3 FLIGHT CREW

- Check this Contingency Plan and current NOTAM information.

CHANGES: New temporary chart.

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CONTINGENCY PLAN

CONDORCOCHA (QIT) VOR/DME NAVAID OUT OF SERVICE

5. NAVIGATION PROCEDRUES

QUITO TERMINAL AREA DEPARTURES

From the International Airport "Mariscal Sucre" of the city of Quito.

RUNWAY 36

After takeoff from runway 36, maintain runway heading until North VOR (QNV) FREQ 117.4 MHZ CH121X, then proceed in accordance with ATC instructions.

In case of communication failure, beyond North VOR (QNV) FREQ 117.4 MHZ CH121X, turn LEFT to intercept QNV R-301 up to 17,000 feet, later proceed to intercept airway according to flight plan.

RUNWAY 18

Departures to all points of the TMA proceed according to the following:

After takeoff from runway 18, maintain runway heading until South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, then proceed in accordance with ATC instructions.

In case of communication failure, beyond South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, turn RIGHT to intercept R-240 of QSV up to 17,000 feet, later proceed to intercept airway according to flight plan.

MISSED APPROACH PROCEDURES

RUNWAY 18

Maintain heading to South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, and then proceed in accordance with ATC instructions.

In case of communication failure, beyond South VOR/DME (QSV) FREQ 116.8 MHZ CH115X, turn RIGHT to intercept QSV R-240 up to 18,000 feet, then turn RIGHT and proceed back to North VOR/DME (QNV) for Missed Approach Procedure.

RUNWAY 36

Maintain heading to North VOR (QNV) FREQ 117.4 MHZ CH121X, and then proceed in accordance with ATC instructions.

In case of communication failure, beyond North VOR (QNV) FREQ 117.4 MHZ CH121X, turn LEFT to intercept (QNV) R-301 up to 18,000 feet, then turn RIGHT and proceed back to North VOR/DME (QNV) for Missed Approach Procedure.

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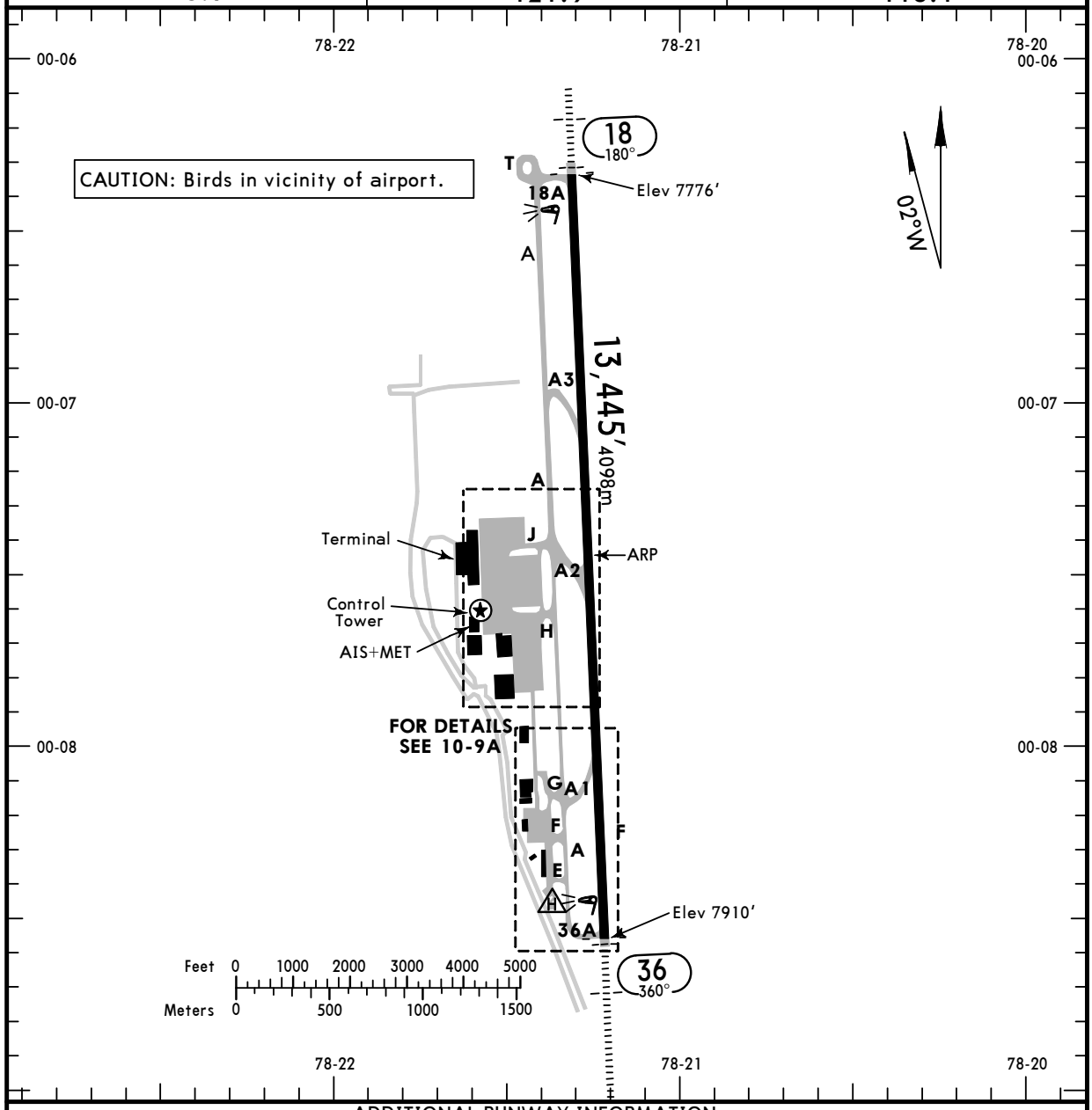
SEQM/UIO

Apt Elev **7910′**
S00 07.5 W078 21.3

JEPPESEN
3 JUL 15 (10-9)

QUITO, ECUADOR
MARISCAL SUCRE INTL

ATIS	QUITO Ground	Tower
118.9	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL CL SALS PAPI-L (angle 3.2°)		12421′3786m		148′ 45m
36	HIRL CL ALS TDZ PAPI-L (angle 3.2°) RVR		12299′3749m	❶ 9843′3000m	

❶ Authorized procedure takeoff from taxiway A1 for aircraft certified by DGAC.

TAKE-OFF

	Rwy 36	Rwy 18
A B C D	RVR 350m VIS 550m	550m

CHANGES: Take-off minimums, buildings.

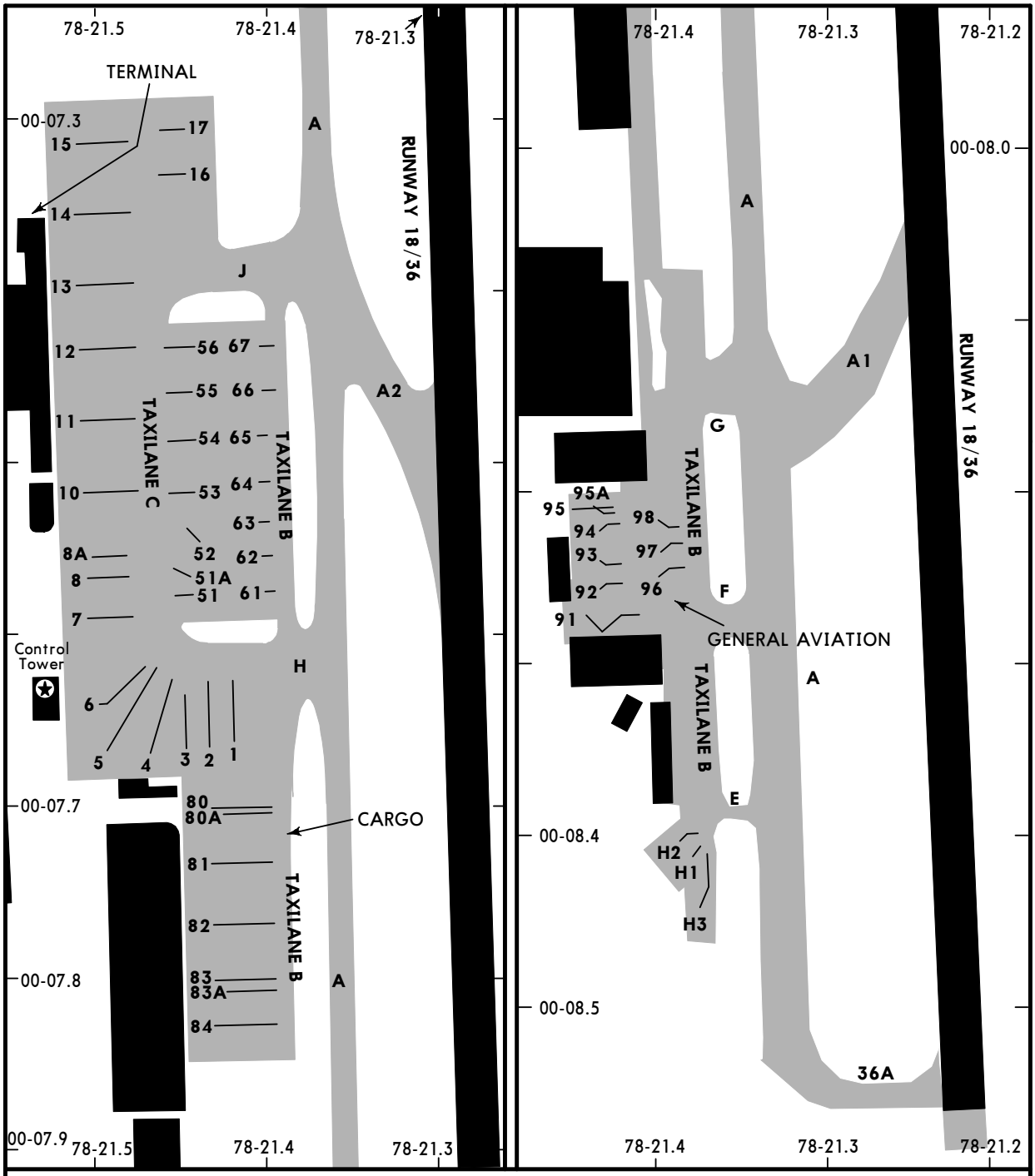
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JEPPESEN
3 JUL 15 (10-9A)

QUITO, ECUADOR
MARISCAL SUCRE INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
TERMINAL		**CARGO**	
1	S00 07.7 W078 21.4	80, 80A, 81	S00 07.7 W078 21.5
2 thru 4	S00 07.7 W078 21.5	82, 83, 83A, 84	S00 07.8 W078 21.5
5, 6	S00 07.7 W078 21.6		
7, 8, 8A	S00 07.6 W078 21.6	**GENERAL AVIATION**	
10 thru 12	S00 07.5 W078 21.6	91, 92	S00 08.3 W078 21.4
		93, 94	S00 08.2 W078 21.4
13, 14	S00 07.4 W078 21.6	95	S00 08.2 W078 21.5
16, 17	S00 07.4 W078 21.5	95A	S00 08.2 W078 21.4
51, 51A, 52	S00 07.6 W078 21.5	96	S00 08.3 W078 21.4
53 thru 56	S00 07.5 W078 21.5	97, 98	S00 08.2 W078 21.4
61 thru 63	S00 07.6 W078 21.4		
64 thru 67	S00 07.5 W078 21.4	H1, H2	S00 08.4 W078 21.4
		H3	S00 08.5 W078 21.4

CHANGES: None.

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LOW VISIBILITY PROCEDURES

1. FOREWORD

Through this document, The Directorate General of Civil Aviation of Ecuador informs users and operators the procedure and considerations related to the operation in low visibility conditions (LVP) at Mariscal Sucre International Airport of Quito (AIMS).

2. APPLICATION

2.1 LVP procedure will be applied when:

a) reported visibility is equal or less than 800m,
b) the RVR TDZ is equal or less than 550m.
Of the two conditions whichever comes first.

2.2 In case of aircraft arriving to Quito, this procedure shall only apply for ILS CAT I PRECISION APPROACH.

2.3 LVP procedure shall only apply to Rwy 36.

2.4 If visibility of RVR values are above the minimums to apply the LVP procedure, but the line of sight from the control tower does not display all or part of the movement area due to meteorological conditions, the LVP procedure will be activated and will proceed according to the provisions described therein.

3. GENERAL CONSIDERATIONS

The LVP procedure designed for Mariscal Sucre International, includes the following operations:

- Low Visibility Taxi and Take-off,
- Low Visibility Landing Category I

Information indicating the value of cloud ceiling is considered a secondary factor, which should only be reported to the crew and does not constitute a factor to cancel the approaches.

4. LVP PROCEDURES

4.1 Starting LVP

When reported visibility is 800m or RVR TDZ is 550m, Air Traffic Services will initiate the LVP procedure through a general call on frequency 121.9 MHz (Ground Control), with the following expression:

"LOW VISIBILITY PROCEDURE ACTIVE"

Starting of the LVP procedure will also be broadcast through the ATIS (frequency 118.9 Mhz), with the following message:

"LOW VISIBILITY PROCEDURE ACTIVE".

4.2 LVP Cancellation

The LVP procedure will be cancelled when:

a) ARRIVALS: Reported visibility is greater than 800m and remain stable or with an improving trend for a period of 5 minutes or more.

b) DEPARTURES: Reported RVR below 350m; in this case Air Traffic Services shall declare the airport below minimums.

In any case, **Ground Control,** shall make a general call on frequency (121.9 MHz) to aircraft on ground, reporting the cancellation of the LVP, with the following expression: **"LOW VISIBILITY PROCEDURE CANCELLED DUE TO (reason)".**

(CONTD on NEXT PAGE)

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LOW VISIBILITY PROCEDURES

4. LVP PROCEDURES (CONTD)

4.3 LOW VISIBILITY LANDING - RWY 36

The meteorological minimums for ILS CAT I precision landings in LVP are:

- VISIBILITY: 800m or;
- RVR TDZ: 550m.

Once the start of LVP is declared, Quito Approach Control (119.7 MHz) shall ensure a minimum separation of 15 NM, between successive approaches to Rwy 36.

No aircraft shall be authorized to take-off when other aircraft on approach to Rwy 36 have crossed QSV VOR.

If an aircraft executing a published precision approach procedure notifies that they have initiated the approach to Rwy 36 and RVR TDZ reports a value below 550m, Air Traffic Service shall transmit this information immediately and the pilot should decide whether to continue the approach or initiate the published missed approach procedure.

If an aircraft on vector guidance has already crossed the final approach fix (FAF) to Rwy 36 and the RVR TDZ reports a value below 550m, the Air Traffic Service shall transmit this information immediately and the pilot should decide whether to continue the approach or initiate the published missed approach procedure.

Aerodrome Control (118.1 MHz) (Tower) shall authorize the landing of an aircraft on final approach using the following phraseology:

WIND...QNH...RVR RUNWAY 36 TOUCHDOWN ZONE (distance in meters), [MIDPOINT ZONE (distance in meters)] CLEARED TO LAND, REPORT ON GROUND.

Aerodrome Control (Tower) shall authorize an aircraft that has reported ON GROUND, to continue with taxiing instructions using the following phraseology:

VACATE RUNWAY VIA (specific intersection) REPORT ON TAXIWAY ALPHA.

A landed aircraft will be considered outside the runway, once the pilot reports it is at Taxiway ALPHA.

Once an aircraft has reported to be on ALPHA, the **Aerodrome Control** (tower) shall authorize frequency change to **Ground Control** for taxiing instructions to apron.

4.4 LOW VISIBILITY TAXI AND TAKE-OFF - RWY 36

The take-off minimums are:

- VISIBILITY: 550m or;
- RVR TDZ: 350m (of the two conditions, whichever comes first).

Ground Control shall limit the push-back and taxi operations to one aircraft at a time, informing of delays sequence to start operations if that is the case.

Authorization to initiate push-back, start engines, or taxi, shall be granted to an aircraft on the apron when the preceding aircraft reports having reached the following reference points:

- Taxiway ALPHA;
- Abeam ALPHA ONE;
- Holding Point Rwy 36.

All taxiing from remote, cargo, national and international apron to RWY 36 holding point, normally via HOTEL - ALPHA.

(CONTD on NEXT PAGE)

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LOW VISIBILITY PROCEDURES

4. LVP PROCEDURES (CONTD)

4.4 LOW VISIBILITY TAXI AND TAKE-OFF - RWY 36 (CONTD)

Aircraft taxiing via JULIET - ALPHA shall be only authorized in special cases that prevent taxiing via HOTEL.

The change of frequency from **Ground Control to Aerodrome Control** (tower) shall be done at Rwy 36 holding point using the following phraseology:

HOLDING POINT RUNWAY 36, HOLD SHORT OF RUNWAY, CONTACT QUITO TOWER ON 118.1

Entry to Taxiway ALPHA for engine testing shall not be authorized while LVP is active.

Entry to Taxiway ALPHA to move aircraft shall be executed under strict authorization of **Ground Control.**

Aerodrome Control (tower) shall authorize the take-off of an aircraft using the following phraseology:

WIND...RVR RUNWAY 36 TOUCHDOWN ZONE (distance in meters), [MIDPOINT ZONE (distance in meters)], CLEARED FOR TAKE-OFF, REPORT AIRBORNE.

If RVR TDZ reports a value below 350m during aircraft taxiing and before the take-off clearance, the Air Traffic Services shall transmit immediately this information to the crew and shall provide holding instructions or to return to the apron.

5. FLIGHT CREWS

Flight Crews must:

a) Refrain from crossing the stop bar light when red, until Aerodrome Control (tower) authorizes entering the runway and the visual confirmation that the stop bar lights are green.

b) Immediately stop the aircraft and request additional instructions when receiving an ambiguous or confusing instruction.

c) Request to the Air Traffic Control Service the assistance of a FOLLOW ME vehicle when the visibility conditions prevent from continued safe taxiing, there is disorientation or doubt regarding the position on the aerodrome.

d) Maintain constant contact with the Control Tower when the aircraft is under the FOLLOW ME guidance.

e) Notify the Air Traffic Control Service when:

- The aircraft has entered the runway,
- The aircraft has taken off or is airborne,
- Missed approach procedure has been initiated,
- Is on the ground after landing,
- Vacated the runway and is at Taxiway ALPHA,
- Lost visual contact with the FOLLOW ME vehicle, in which case they immediately stop taxiing and turn on all exterior lights,
- Observe any irregular movement of a vehicle or aircraft in the maneuvering area, that in their view jeopardizes the development of operations.
- There is a discrepancy between the RVR values reported by the Control Tower and the visual range taken from the cockpit,
- Already at the apron.

(CONTD on NEXT PAGE)

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LOW VISIBILITY PROCEDURES

6. COMMUNICATIONS FAILURE

6.1 Communications failure of Aircraft or Vehicles.

In the event that an aircraft or vehicle operating in the maneuvering area experience a communication failure, proceed as follows:

- **Aircraft on ground:** maintain position, turn on all exterior lights and wait for the arrival of a FOLLOW ME vehicle.
- **Aircraft in the air:** shall execute the missed approach procedure, if it has not received any prior ATC instruction authorizing the landing.
- **Vehicles:** maintain position and wait for the arrival of a FOLLOW ME vehicle.

6.2 Air Traffic Services Communications Failure.

In the event of a failure of the communication frequencies of the ATS Service, the communication failure procedure of the current Contingency Plan of Quito Control Tower shall be applied.

The information about the alternate frequency to which the aircraft should communicate, shall be broadcast via the AIMS* ATIS system (118.9 MHz).

In case of total communication failure of the Air Traffic Services, all operations will be cancelled, and coordinate with the aerodrome operator for assistance of aircraft transfer to the apron, if necessary.

*AIMS = Mariscal Sucre International Airport.

7. SYSTEMS FAILURE

a) In the event of reported failure of all or any ILS system component, all precision landing operations shall be cancelled.

b) In the event of reported failure of all ground lighting systems or runway edge lights, LVP procedure shall be cancelled.

c) In the event of reported RVR TDZ system failure, LVP procedure shall be cancelled.

8. ACCIDENTS OR INCIDENTS AT THE AERODROME

When an accident or incident occurs at the aerodrome, all operations shall be cancelled and proceed in accordance with the airport emergency plan.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN 13 MAR 15 (11-1)

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

QUITO, ECUADOR
ILS Z Rwy 18

BRIEFING STRIP™

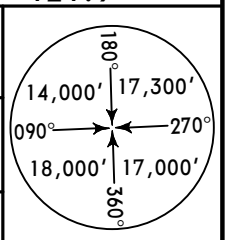
ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7	118.1	121.9

LOC IQN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 7910′
111.1	180°	D5.5 IQN 9700′ (1924′)	8100′ (324′)	Rwy 7776′

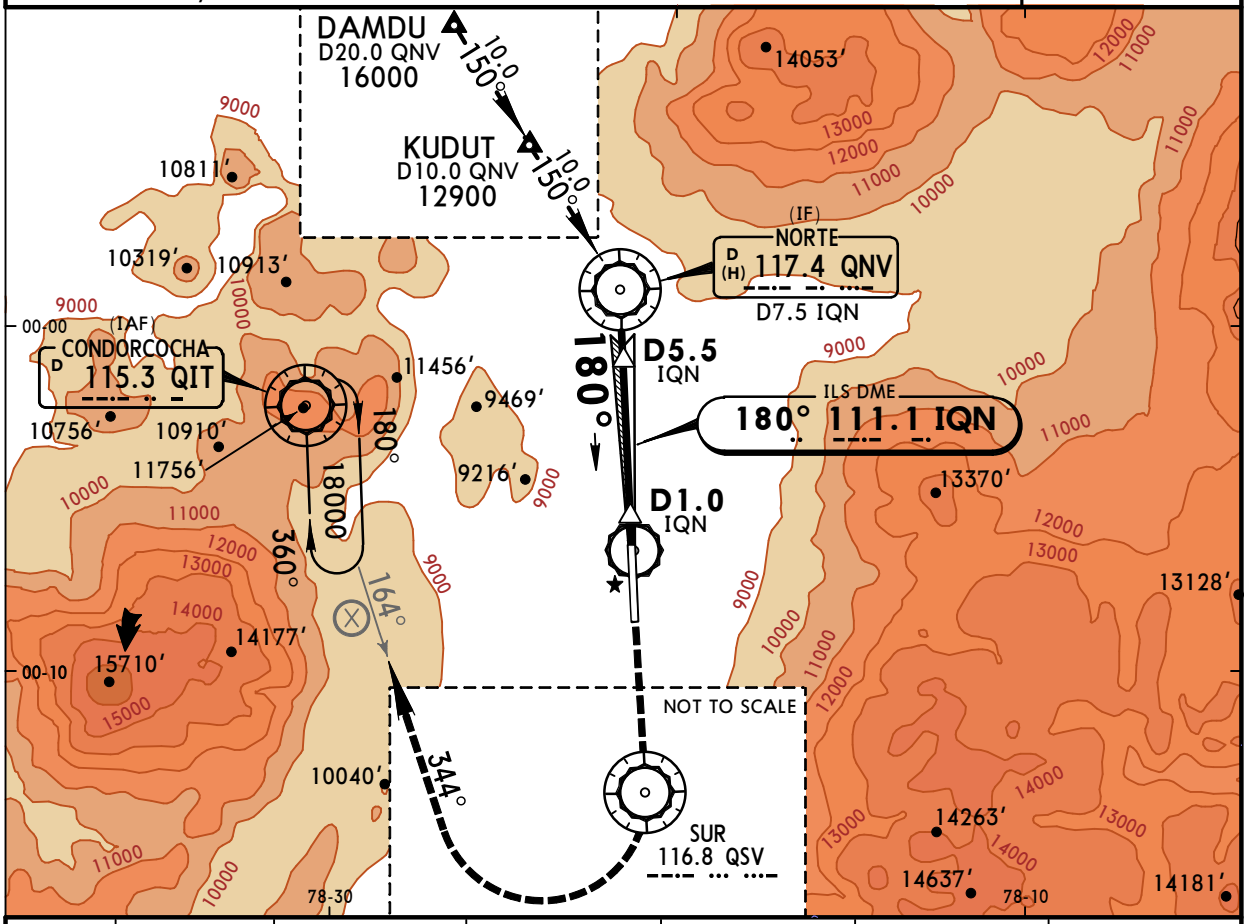
MISSED APCH: Climb direct to cross QSV VOR at or above 11200′, turn RIGHT to 344° course to QIT VOR and climb to 18000′ or proceed acording to ATC instructions.

Alt Set: hPa Rwy Elev: 254 hPa Trans level: FL 180 Trans alt: 18000′

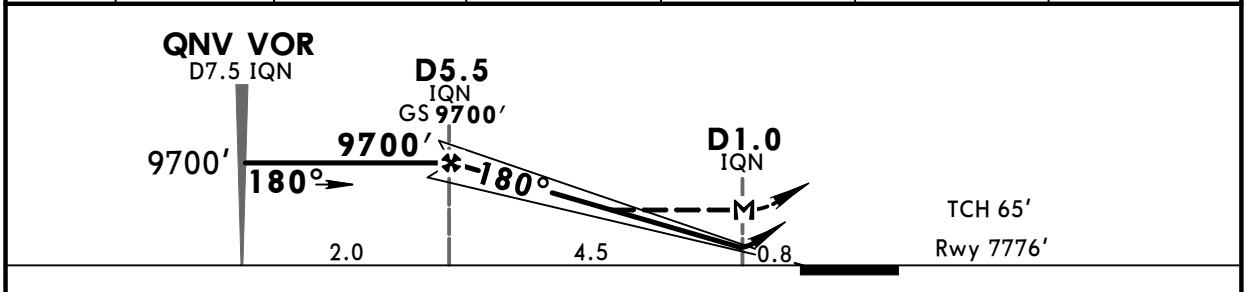
1. VOR/DME required. 2. RADAR required. 3. Terrain dips on final approach near threshold runway 18/36.



MSA QIT VOR



LOC (GS out)	IQN DME	5.5	5.0	4.0	3.0	2.0
	ALTITUDE	9700′	9510′	9160′	8820′	8450′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.2°	396	510	566	679	793	906
MAP at D1.0 IQN							
D5.5 IQN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS PAPI 11200′ D QSV 116.8

PANS OPS

STRAIGHT-IN LANDING RWY 18
Missed apch climb gradient mim 4.0%

	ILS DA(H) 8100′ (324′) FULL	ILS DA(H) 8100′ (324′) ALS out	LOC (GS out) MDA(H) 8350′ (574′)	LOC (GS out) MDA(H) 8350′ (574′) ALS out
A	NA	NA	NA	NA
B	1600m	2000m	2000m	2500m
C				
D				

CIRCLE-TO-LAND RWY 36

Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) -4000m
180	9600′ (1690′) -8000m
205	9900′ (1990′) -8000m

CHANGES: Approach frequency, recommended altitude table.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
13 MAR 15
11-2

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

QUITO, ECUADOR
ILS Y Rwy 18

BRIEFING STRIP™

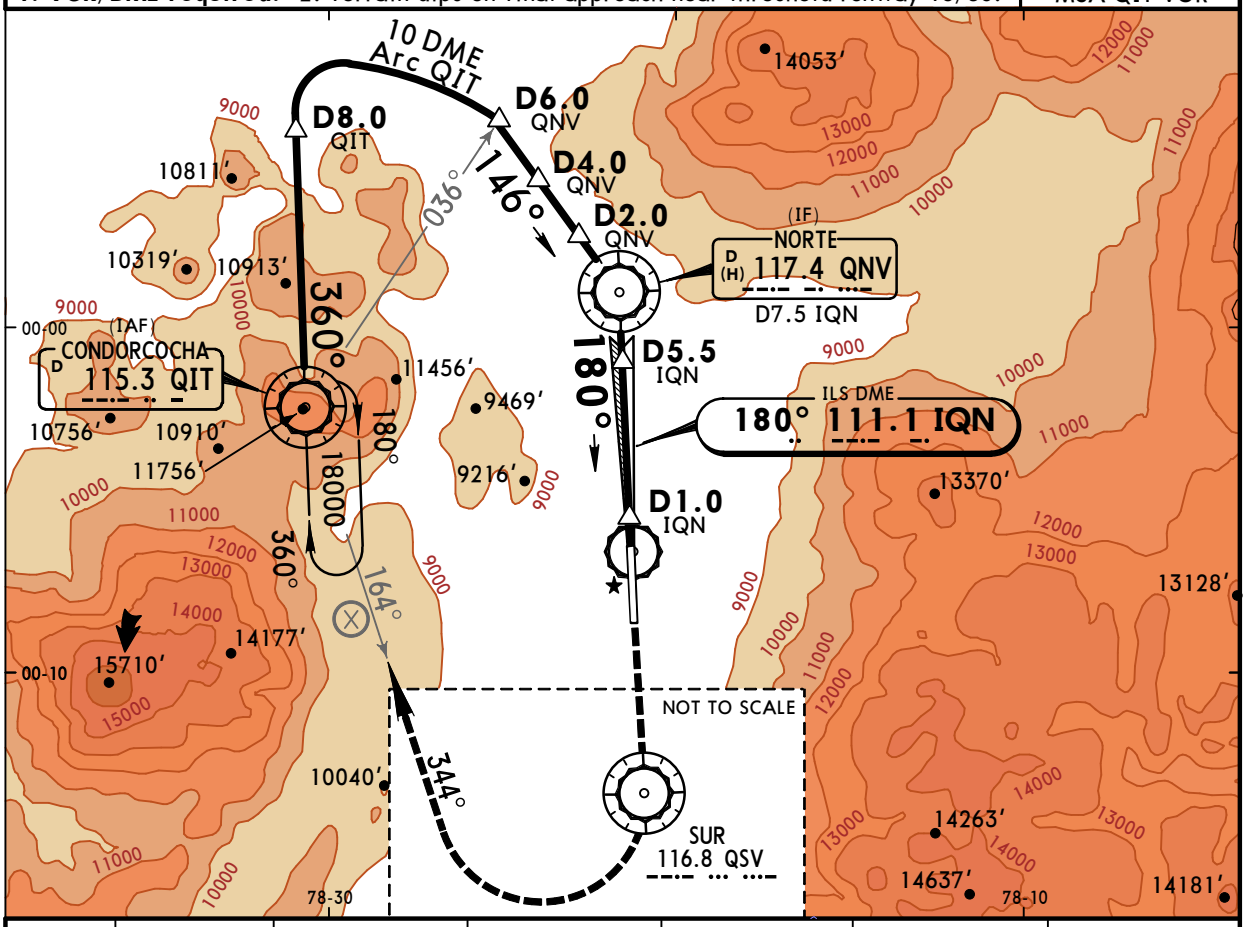
ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7	118.1	121.9

LOC IQN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 7910′
111.1	180°	D5.5 IQN 9700′ (1924′)	8100′ (324′)	Rwy 7776′

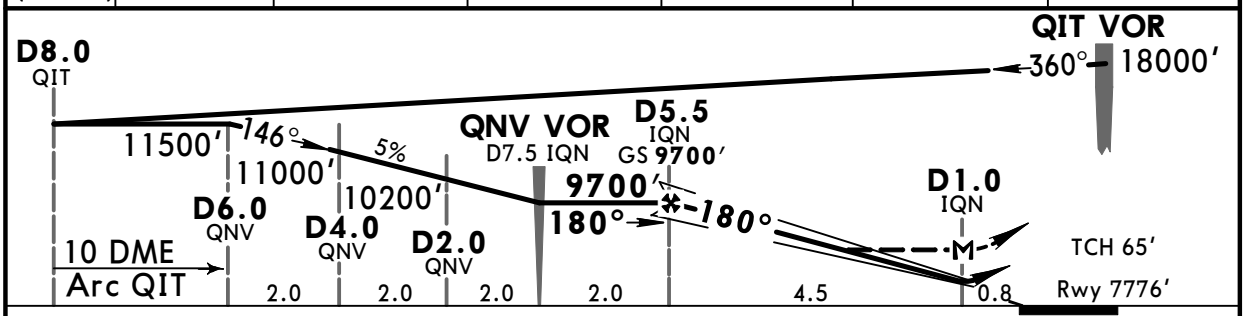
MISSED APCH: Climb direct to cross QSV VOR at or above 11200′, turn RIGHT to 344° course to QIT VOR and climb to 18000′ or proceed acording to ATC instructions.

Alt Set: hPa Rwy Elev: 254 hPa Trans level: FL 180 Trans alt: 18000′
1. VOR/DME required. 2. Terrain dips on final approach near threshold runway 18/36.

MSA QIT VOR
180° 14,000′ 17,300′ 090° 270° 18,000′ 17,000′ 360°



LOC (GS out)	IQN DME	5.5	5.0	4.0	3.0	2.0
	ALTITUDE	9700′	9510′	9160′	8820′	8450′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.2°	396	510	566	679	793	906
MAP at D1.0 IQN							
D5.5 IQN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

SALS
PAPI
11200′
D
QSV 116.8

PANS OPS

STRAIGHT-IN LANDING RWY 18
Missed apch climb gradient mim 4.0%

ILS		LOC (GS out)	
DA(H) 8100′ (324′)		MDA(H) 8350′ (574′)	
FULL	ALS out		ALS out

A	NA	NA	NA	NA
B	1600m	2000m	2000m	2500m
C				
D				

CIRCLE-TO-LAND RWY 36

Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) -4000m
180	9600′ (1690′) -8000m
205	9900′ (1990′) -8000m

CHANGES: Approach frequency, recommended altitude table.

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SEQM/UIO

JEPPESEN 3 JUL 15 (11-3)

MISSED APCH CLIMB GRADIENT MIM 4.0%

CAT B, C & D

QUITO, ECUADOR

MARISCAL SUCRE INTL

ILS Z Rwy 36

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

LOC IQS	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy 36
109.3	360°	D7.5 IQS 10500′ (2590′)	8110′ (200′)	7910′ / 7910′

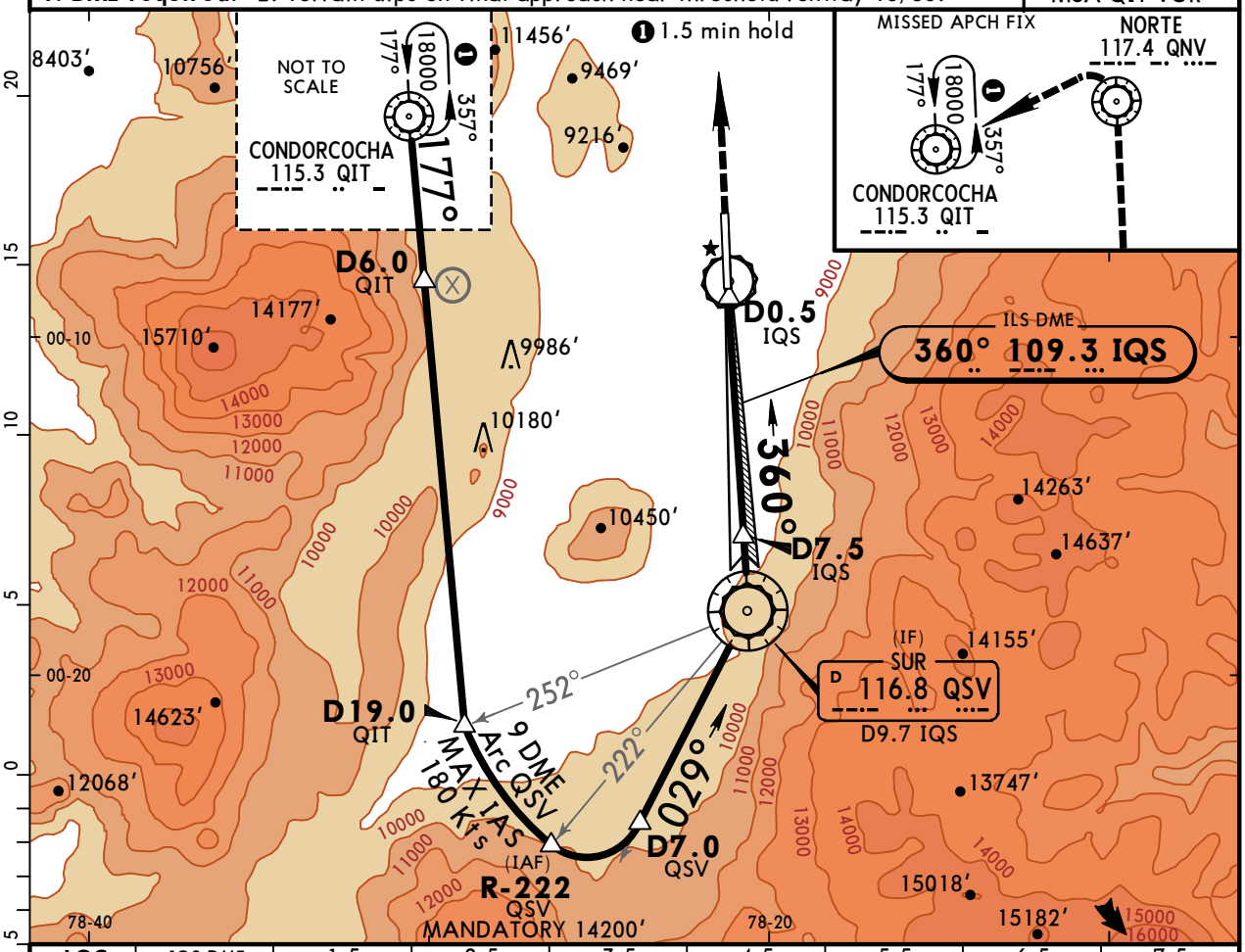
MISSED APCH: Climb direct to cross QNV VOR at or above 10600′, then turn LEFT climbing to QIT VOR to enter holding at 18000′, or in accordance with ATC instructions.

MSA QIT VOR: 180° 14,000′ 17,300′ 090° 270° 18,000′ 17,000′ 360°

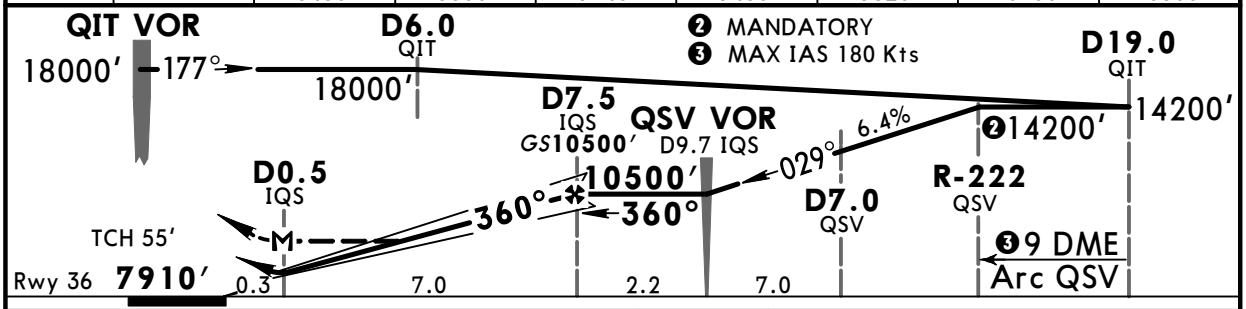
Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Terrain dips on final approach near threshold runway 18/36.

BRIEFING STRIP™



LOC (GS out)	IQS DME	1.5	2.5	3.5	4.5	5.5	6.5	7.5
	ALTITUDE	8460′	8800′	9140′	9480′	9820′	10160′	10500′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D0.5 IQS							
D7.5 IQS to MAP	7.0	6:00	4:40	4:12	3:30	3:00	2:38

ALS PAPI | 10600′ | D | QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 4.0%

	ILS DA(H) 8110′ (200′) FULL	ILS DA(H) 8110′ (200′) ALS out	LOC (GS out) MDA(H) 8300′ (390′)	LOC (GS out) MDA(H) 8300′ (390′) ALS out
A	NA	NA	NA	NA
B	RVR 550m VIS 800m	RVR 1200m VIS 1200m	1600m	2500m
C				
D				

CIRCLE-TO-LAND RWY18

Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) -4000m
180	9600′ (1690′) -8000m
205	9900′ (1990′) -8000m

CHANGES: ILS visibilities.

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SEQM/UIO

MARISCAL SUCRE INTL

JEPPESEN 3 JUL 15 (11-4)

MISSED APCH CLIMB GRADIENT MIM 4.0%

CAT B, C & D

QUITO, ECUADOR

ILS Y Rwy 36

BRIEFING STRIP™

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

LOC IQS	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy 36
109.3	360°	D7.5 IQS 10500′ (2590′)	8110′ (200′)	7910′ / 7910′

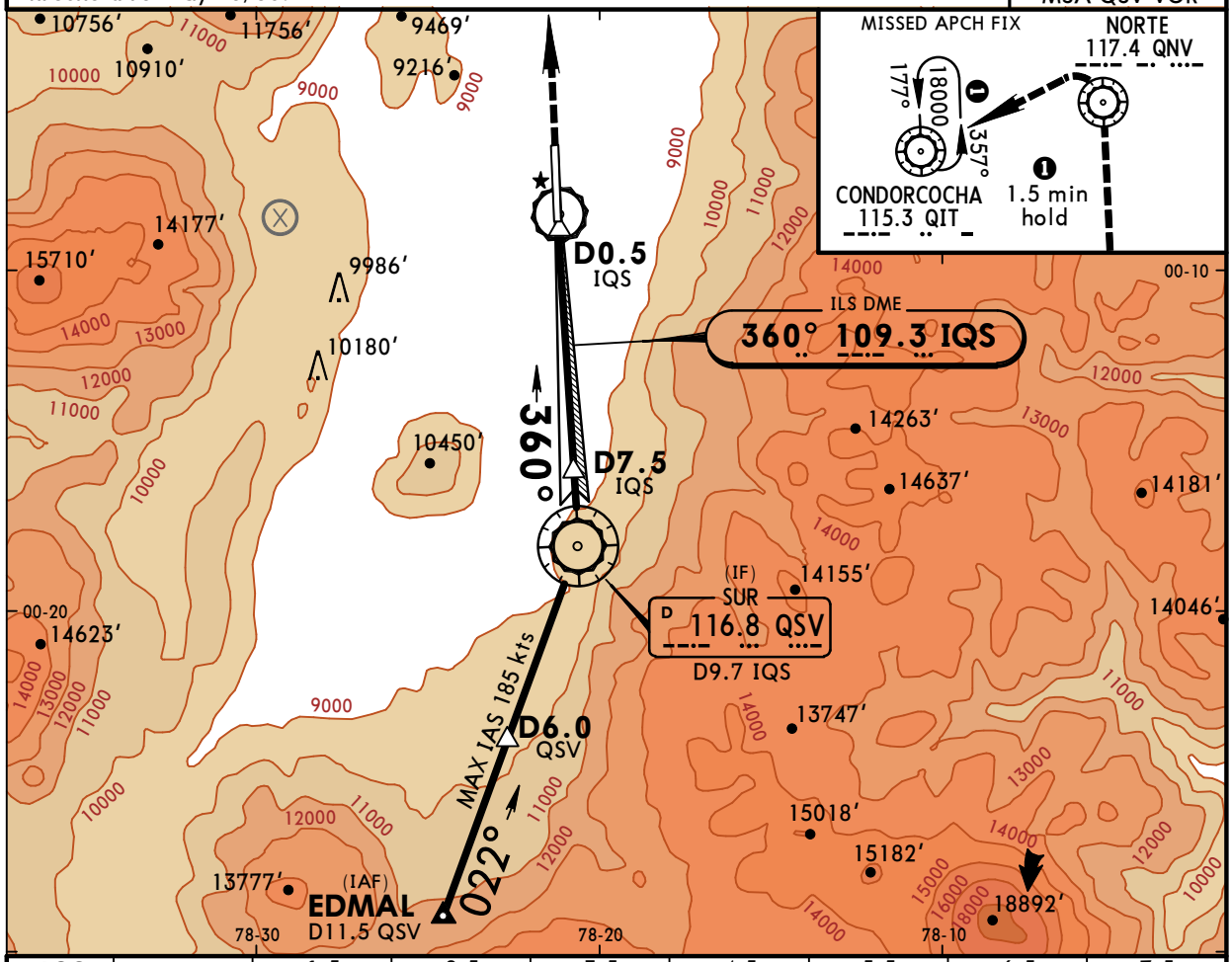
MISSED APCH: Climb direct to cross QNV VOR at or above 10600′, then turn LEFT climbing to QIT VOR to enter holding at 18000′, or in accordance with ATC instructions.

15,300′ 200° 130° 17,700′ 040° 21,400′

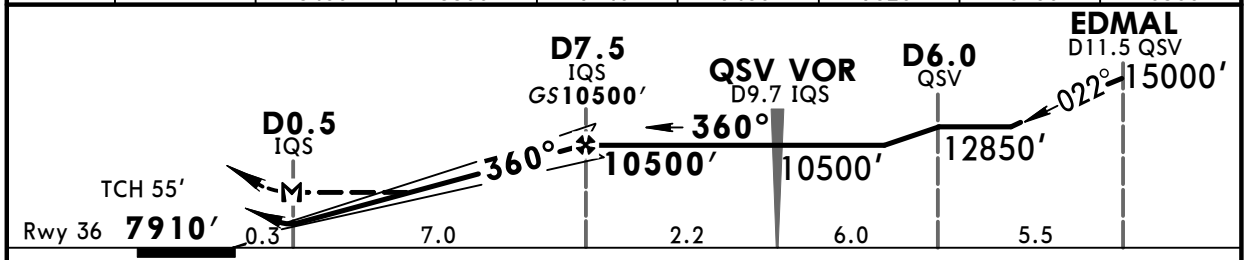
16,600 within 10 NM MSA QSV VOR

Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. VOR/DME required. 2. RADAR required. 3. Terrain dips on final approach near threshold runway 18/36.



LOC (GS out)	IQS DME	1.5	2.5	3.5	4.5	5.5	6.5	7.5
	ALTITUDE	8460′	8800′	9140′	9480′	9820′	10160′	10500′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D0.5 IQS							
D7.5 IQS to MAP	7.0	6:00	4:40	4:12	3:30	3:00	2:38

ALS
PAPI

10600′

D

QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 4.0%

	ILS DA(H) 8110′ (200′) FULL	ILS DA(H) 8110′ (200′) ALS out	LOC (GS out) MDA(H) 8300′ (390′)	LOC (GS out) MDA(H) 8300′ (390′) ALS out
A	NA	NA	NA	NA
B	RVR 550m VIS 800m	RVR 1200m VIS 1200m	1600m	2500m
C				
D				

CIRCLE-TO-LAND RWY 18

Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) - 4000m
180	9600′ (1690′) - 8000m
205	9900′ (1990′) - 8000m

CHANGES: ILS visibilities.

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SEQM/UIO

JEPPESEN 3 JUL 15 (11-5)

MISSED APCH CLIMB GRADIENT MIM 5.0%

CAT B, C & D

QUITO, ECUADOR

ILS X Rwy 36

MARISCAL SUCRE INTL

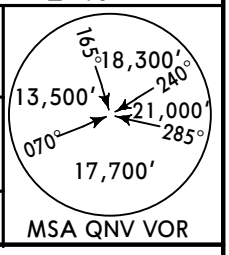
ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

LOC IQS	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy 36
109.3	360°	D7.5 IQS 10500′ (2590′)	8110′ (200′)	7910′ / 7910′

MISSED APCH: Climb direct to cross QNV VOR at or above 11200′, then intercept QNV VOR R-301 direct to PALAD and hold at 16000′ or proceed in accordance with ATC instructions.

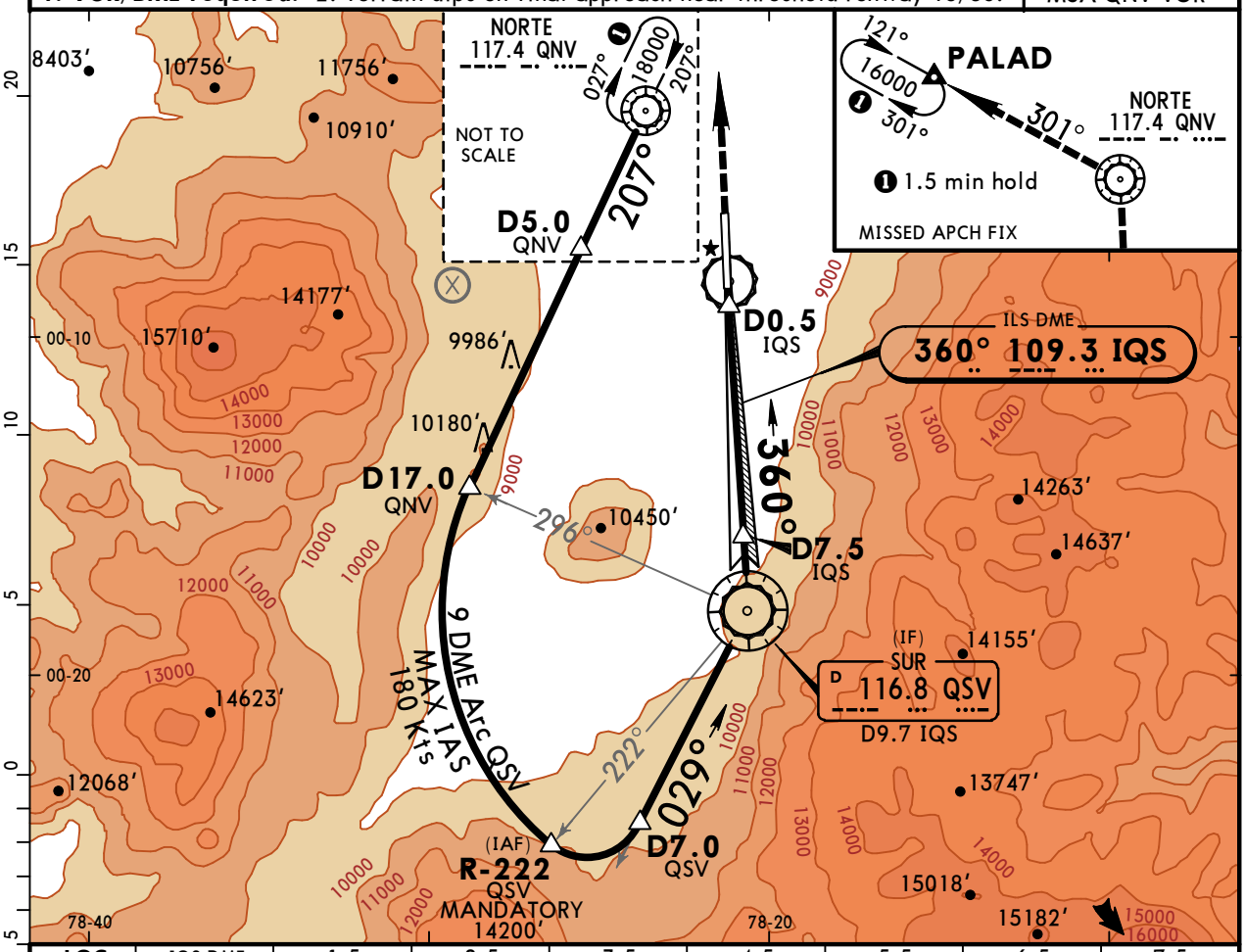
Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. VOR/DME required. 2. Terrain dips on final approach near threshold runway 18/36.

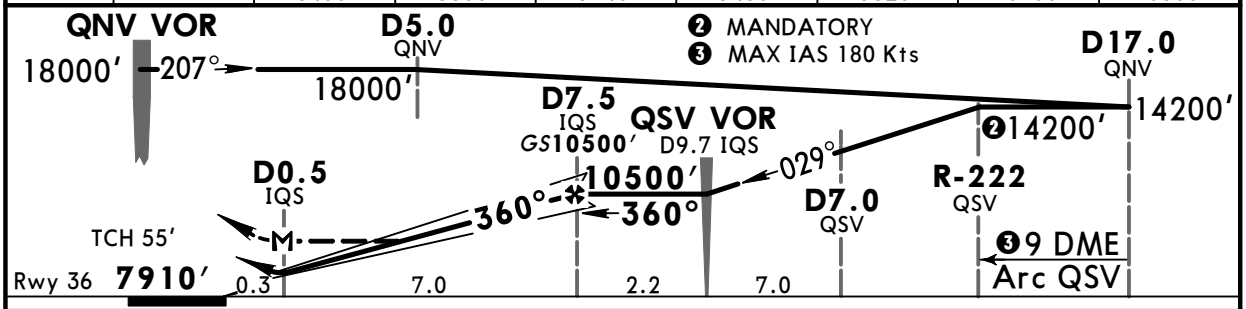


MSA QNV VOR

BRIEFING STRIP™



LOC (GS out)	IQS DME	1.5	2.5	3.5	4.5	5.5	6.5	7.5
	ALTITUDE	8460′	8800′	9140′	9480′	9820′	10160′	10500′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D0.5 IQS							
D7.5 IQS to MAP	7.0	6:00	4:40	4:12	3:30	3:00	2:38

ALS
PAPI

11200′

D

QNV
117.4

PANS OPS

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 5.0%

	ILS DA(H) 8110′ (200′) FULL	ILS DA(H) 8110′ (200′) ALS out	LOC (GS out) MDA(H) 8300′ (390′)	LOC (GS out) MDA(H) 8300′ (390′) ALS out
A	NA	NA	NA	NA
B	RVR 550m VIS 800m	RVR 1200m VIS 1200m	1600m	2500m
C				
D				

CIRCLE-TO-LAND RWY18

Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) -4000m
180	9600′ (1690′) -8000m
205	9900′ (1990′) -8000m

CHANGES: ILS visibilities.

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SEQM/UIO

JEPPESEN

2 JAN 15
Eff 8 Jan

12-20

CAT C & D

QUITO, ECUADOR
RNAV (RNP) Rwy 18

MISSED APCH CLIMB GRADIENT MIM 4.0%

MARISCAL SUCRE INTL

BRIEFING STRIP ™

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

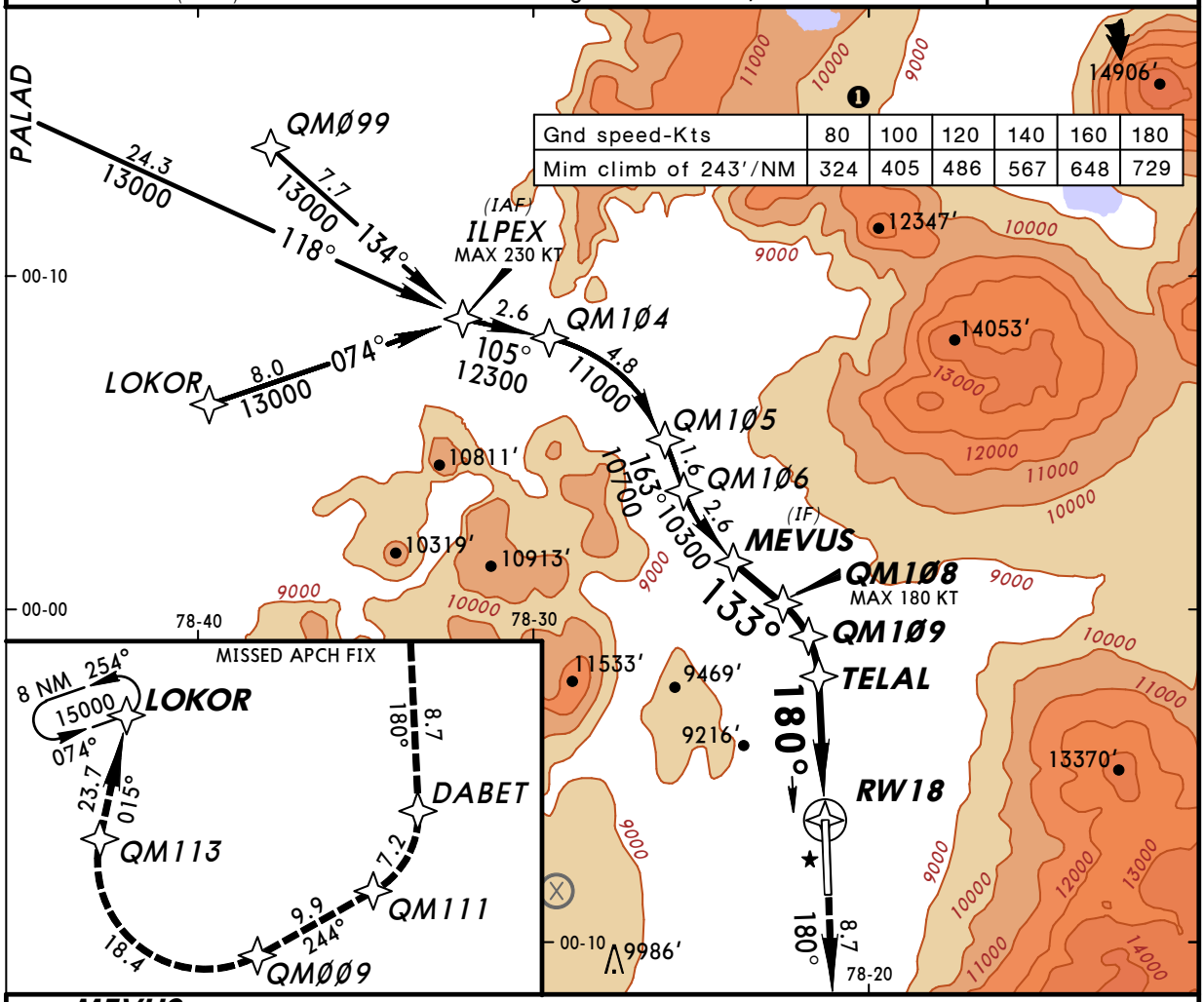
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / Rwy 18
	180°	TELAL 9200′ (1424′)	8190′ (414′)	7910′ / 7776′

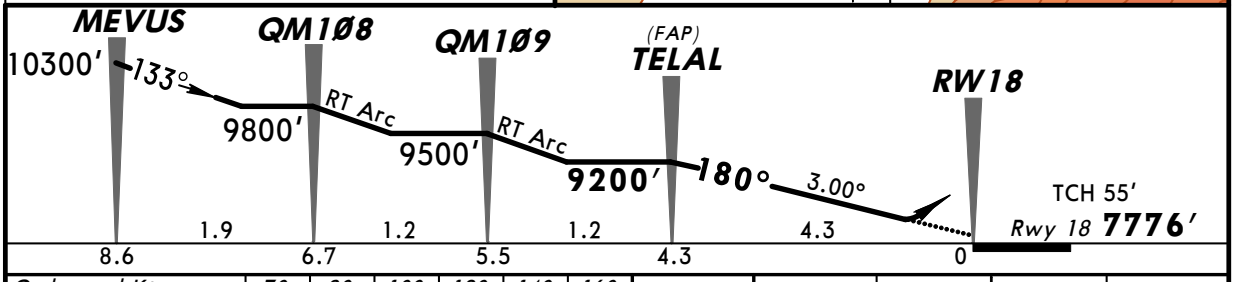
MISSED APCH: Climb on 180° track to DABET, continue climbing on RNP track to LOKOR and hold at 15000′ or higher or according to ATC instructions. ❶ Missed approach RNP 1.00.

Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF required.
3. For uncompensated Baro-VNAV systems, proceudre not authorized below 0°C (32°F) or above 30°C (86°F). 4. Initial and intermediate segments RNP 0.30, feeder RNP 1.00.

21,000′
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at DA						

SALS
PAPI
15000′ on 180°
DABET

STRAIGHT-IN LANDING RWY18
Missed Apch Climb Gradient Mim 4.0% until 11000′, then 3.3%; or 243′/NM
RNP 0.30
DA(H) **8190′ (414′)**

PANS OPS

	ALS out
A B	NA
C D	1500m / 1900m

NA

CHANGES: None.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
2 JAN 15
Eff 8 Jan
12-21

CAT C & D

QUITO, ECUADOR
RNAV (RNP) Z Rwy 36

BRIEFING STRIP™

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

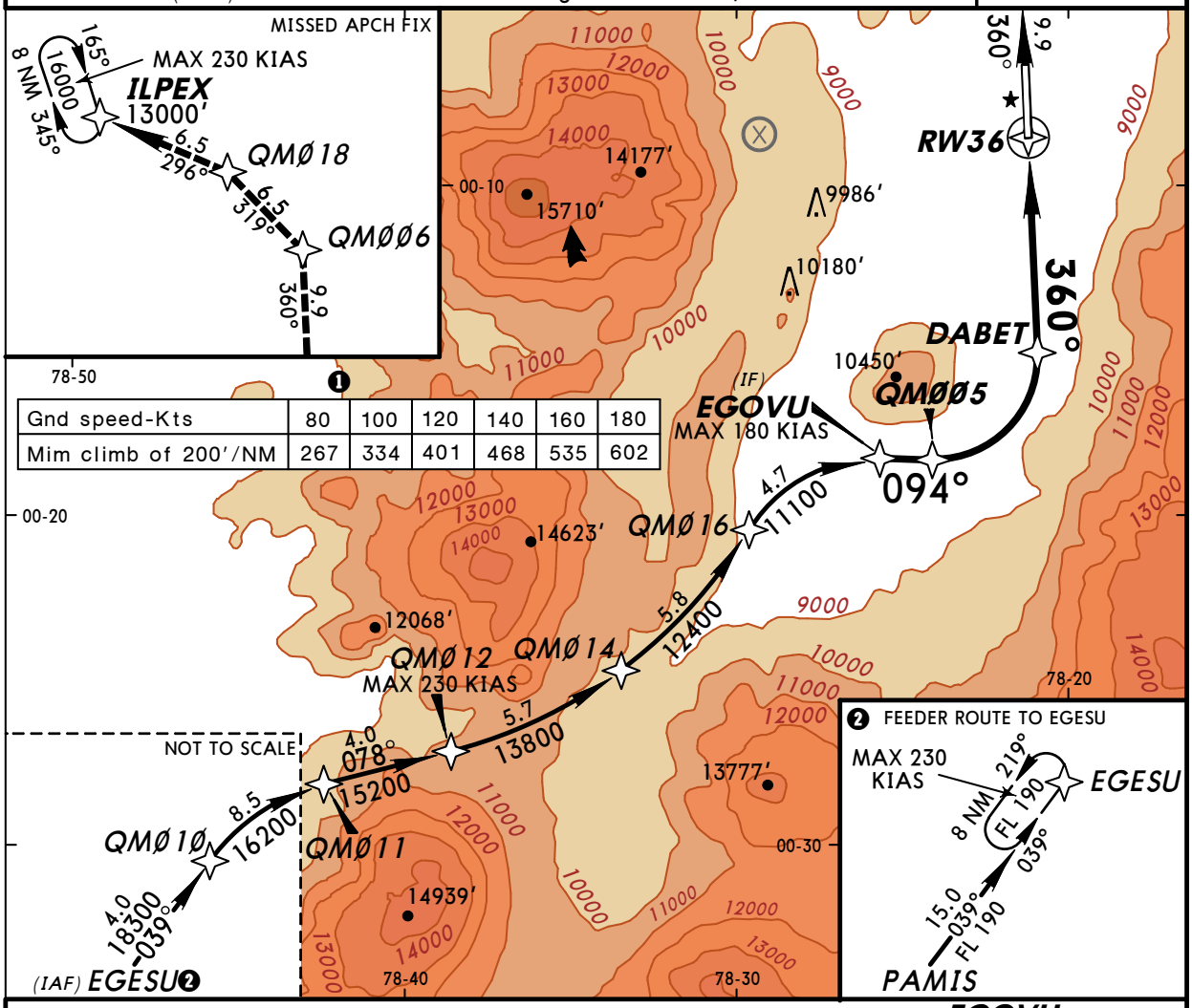
RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev / Rwy 36
	360°	DABET 10100′ (2190′)	8280′ (370′)	Apt Elev 7910′ Rwy 36 7910′

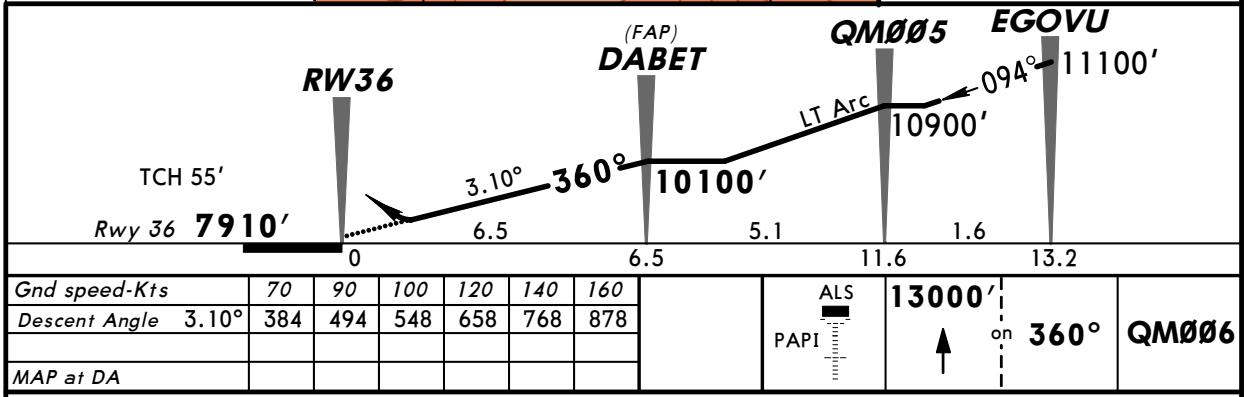
MISSED APCH: Climb on 360° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed Approach RNP 1.0.

Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 30°C (86°F). 4. Initial and intermediate segments RNP 0.30, feeder RNP 2.00.

21,000′
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at DA						

ALS
PAPI
13000′ on 360° QMØØ6

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 200′/NM

PANS OPS

	RNP 0.15 DA(H) 8280′ (370′)		RNP 0.30 DA(H) 8450′ (540′)	
	ALS out		ALS out	
A	NA	NA	NA	NA
B				
C	1000m	1700m	1700m	2400m
D				

CHANGES: Reindexed.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
2 JAN 15 (12-22)
Eff 8 Jan

CAT C & D

QUITO, ECUADOR
RNAV (RNP) Y Rwy 36

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

BRIEFING STRIP ™

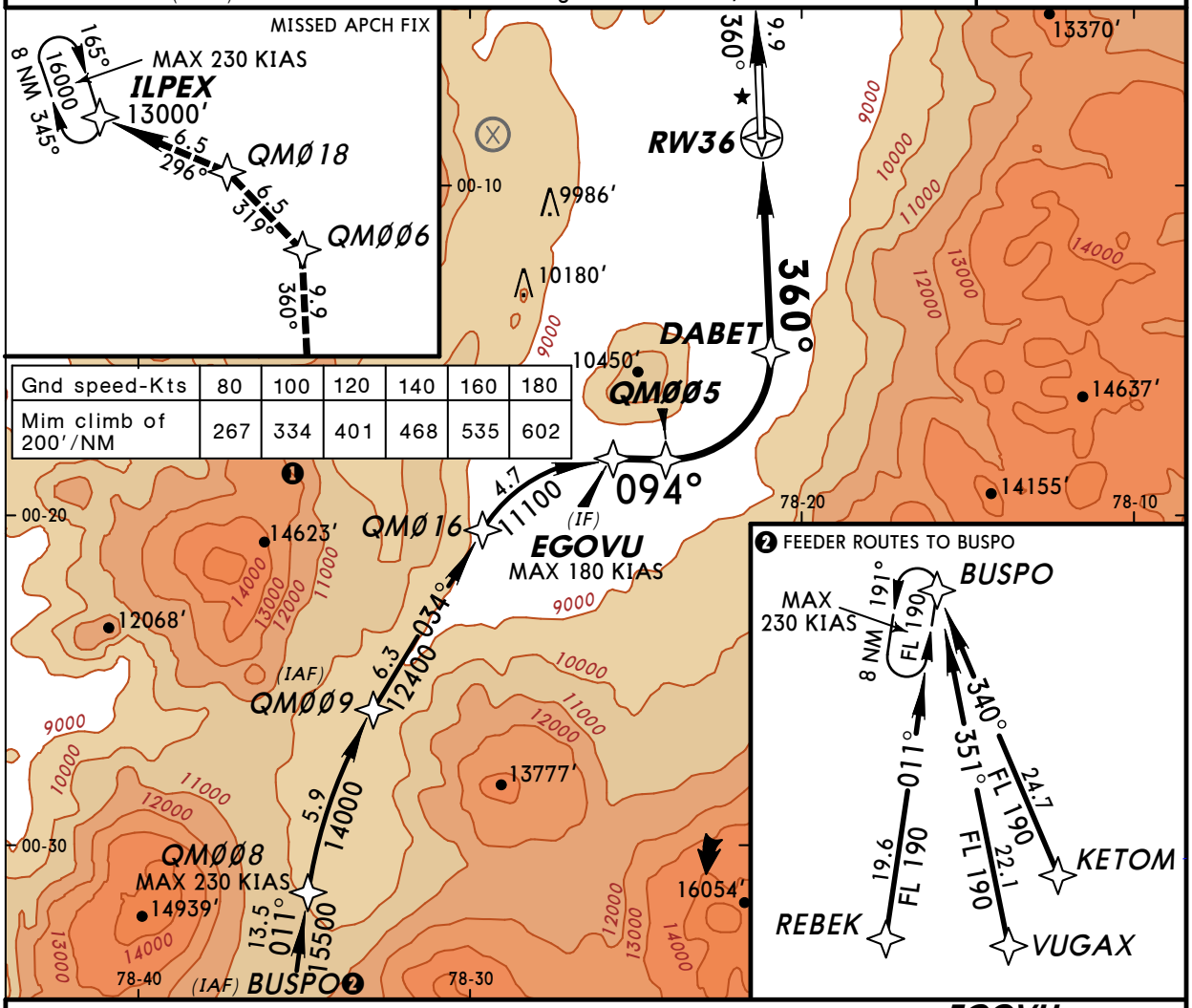
RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev / Rwy 36
	360°	DABET 10100′ (2190′)	8280′ (370′)	Apt Elev 7910′ / Rwy 36 7910′

MISSED APCH: Climb on 360° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed approach RNP 1.00.

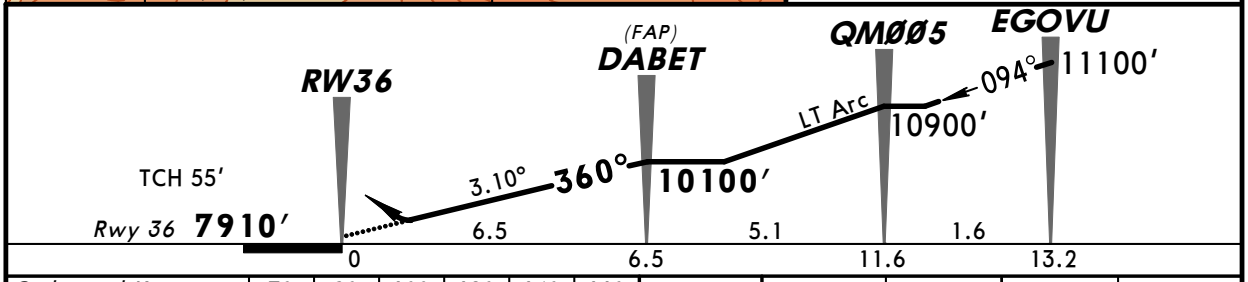
Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. Special aircrew & aircraft authorization required. 2. RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 30°C (86°F). 4. Initial and intermediate segments RNP 0.30, feeder RNP 2.00.

21,000′
MSA ARP



Gnd speed-Kts	80	100	120	140	160	180
Mim climb of 200′/NM	267	334	401	468	535	602



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at DA						

ALS
PAPI
13000′
on
360°
QMØØ6

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 200′/NM

RNP 0.15 DA(H) 8280′ (370′)		RNP 0.30 DA(H) 8450′ (540′)	
	ALS out		ALS out

PANS OPS

A	NA	NA	NA	NA
B				
C	1000m	1700m	1700m	2400m
D				

CHANGES: None.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
2 JAN 15
Eff 8 Jan
12-23

CAT C & D
QUITO, ECUADOR
RNAV (RNP) X Rwy 36

BRIEFING STRIP ™

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

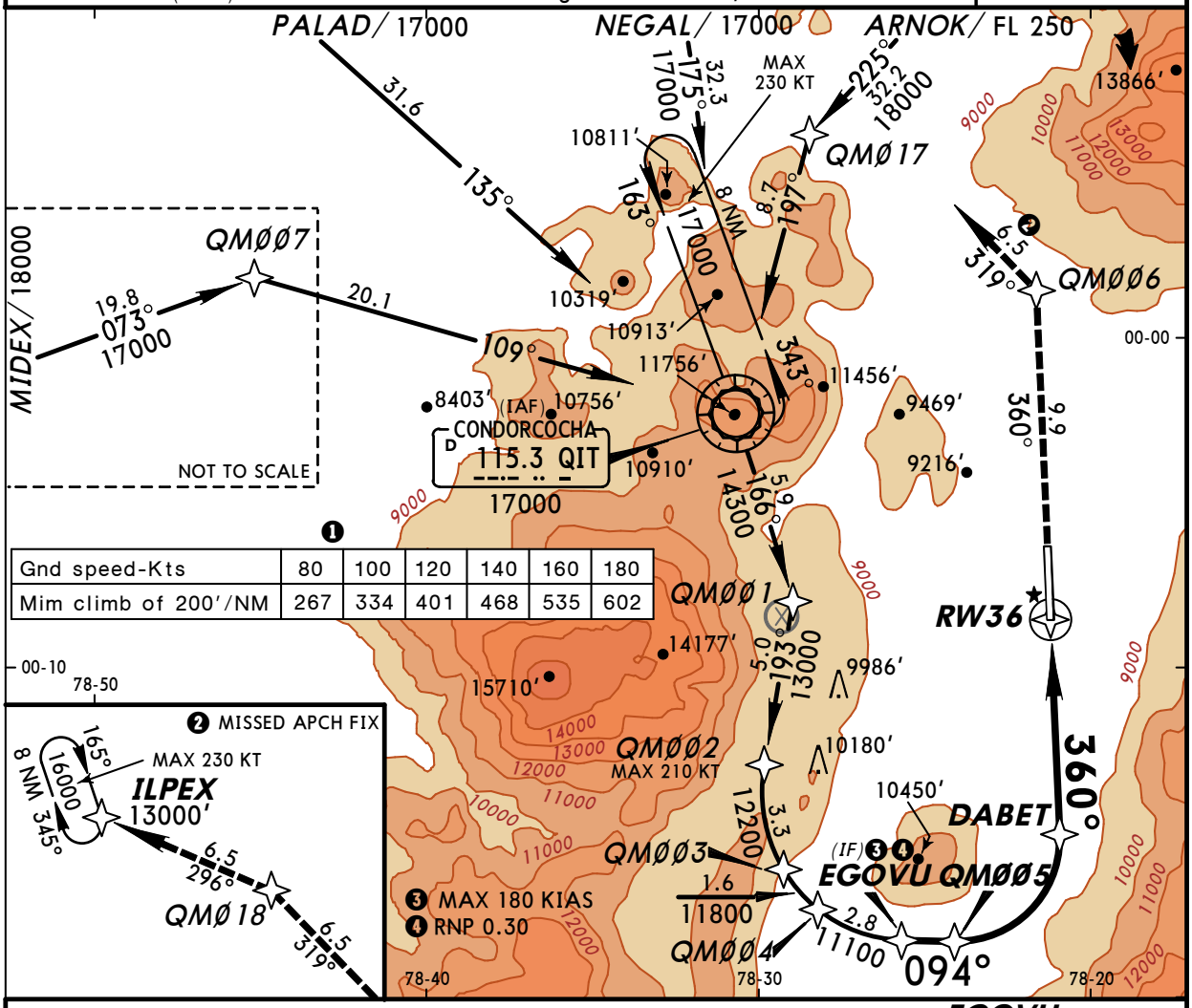
RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev / Rwy 36
	360°	DABET 10100′ (2190′)	8280′ (370′)	Apt Elev 7910′ / Rwy 36 7910′

MISSED APCH: Climb on 360° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed approach RNP 1.00.

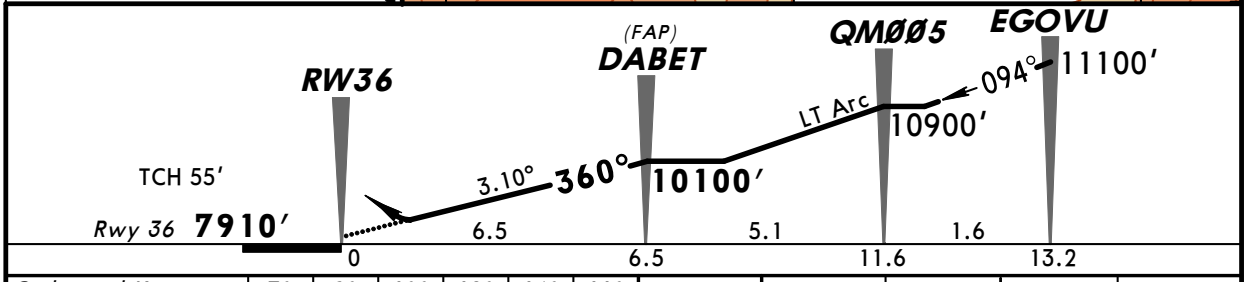
Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 30°C (86°F). 4. Initial and intermediate segments RNP 0.30, feeder RNP 2.0.

21,000′
MSA ARP



Gnd speed-Kts	80	100	120	140	160	180
Mim climb of 200′/NM	267	334	401	468	535	602



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at DA						

ALS
PAPI
13000′ on 360°
QMØØ6

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 200′/NM

	RNP 0.15 DA(H) 8280′ (370′)		RNP 0.30 DA(H) 8450′ (540′)	
		ALS out		ALS out
PANS OPS A	NA	NA	NA	NA
B				
C	1000m	1700m	1700m	2400m
D				

CHANGES: Reindexed.

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JeppView 3.6.2.0

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
22 MAY 15
Eff 28 May
12-24

CAT C

QUITO, ECUADOR
RNAV (RNP) W Rwy 36

BRIEFING STRIP™

ATIS	QUITO Approach (R)		QUITO Tower	Ground
118.9	119.7	121.2	118.1	121.9

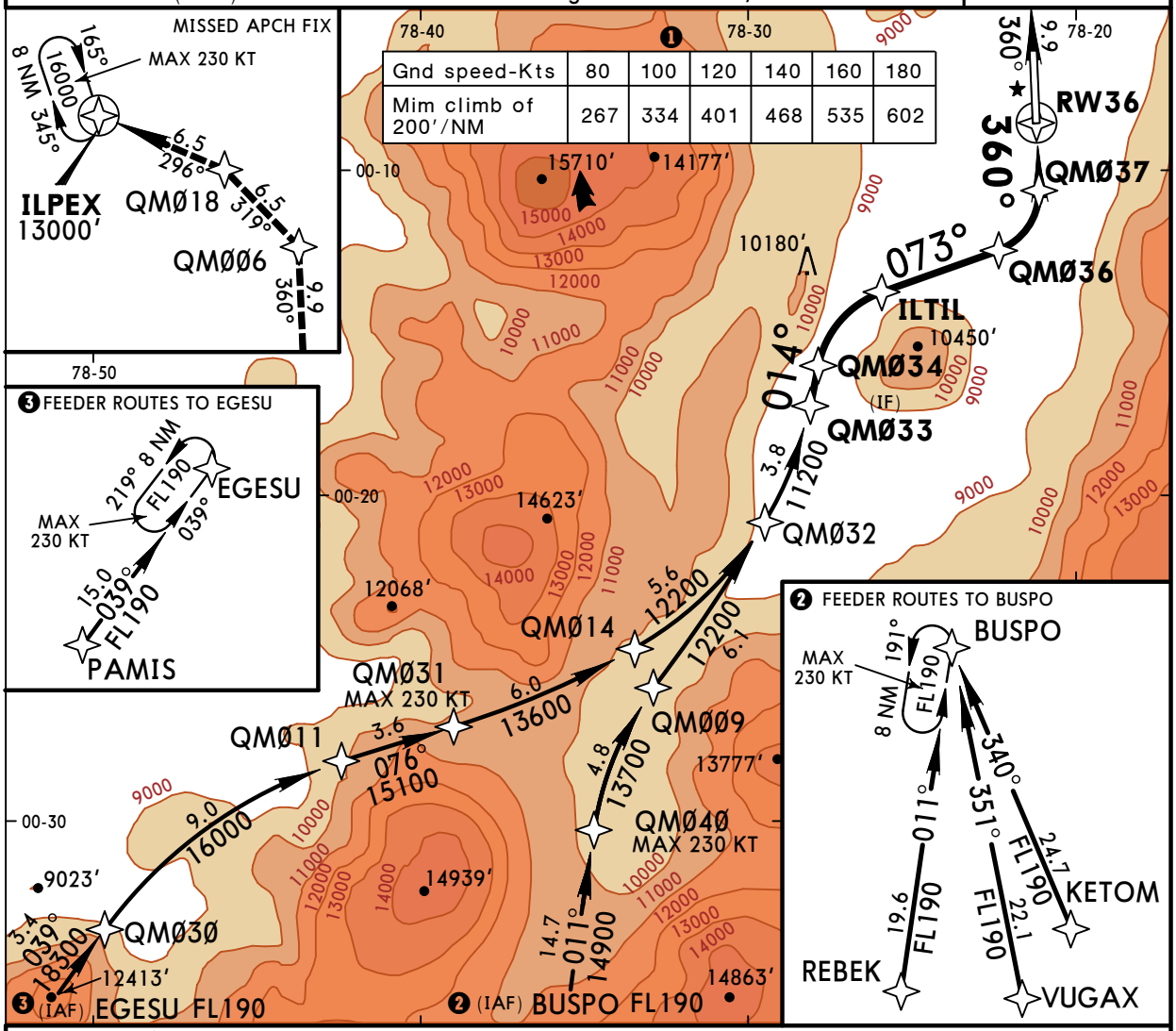
RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 7910′ Rwy 7910′
	360°	ILTIL 10500′ (2590′)	8280′ (370′)	

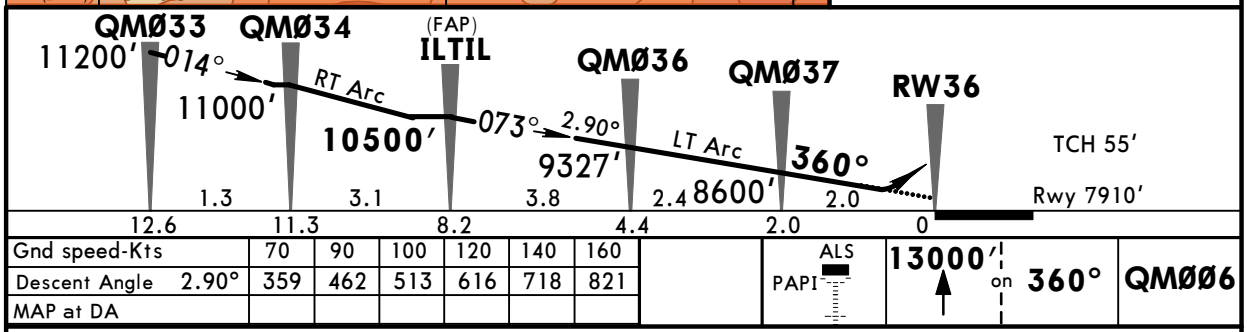
MISSED APCH: Climb on 360° track to QMØØ6, continue climbing on RNP track to cross ILPEX at or above 13000′. Climb in hold to 16000′ or higher according to ATC instructions. ❶ Missed approach RNP 1.00.

Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′

1. Special aircrew & aircraft authorization required. 2. RF required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 30°C (86°F). 4. Initial and intermediate segments RNP 0.30, feeder RNP 2.00.

21,000′
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
MAP at DA							

ALS
PAPI
13000′ on 360°
QMØØ6

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 200′/NM
RNP 0.15
DA(H) **8280′** (370′)

PANS OPS

	ALS out
A	NA
B	NA
C	1000m
D	NA

CHANGES: Approach transition alts, speed.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
23 MAY 14
Eff 29 May
13-1

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

QUITO, ECUADOR
VOR Z Rwy 18

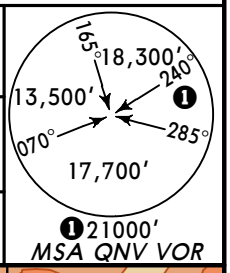
ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

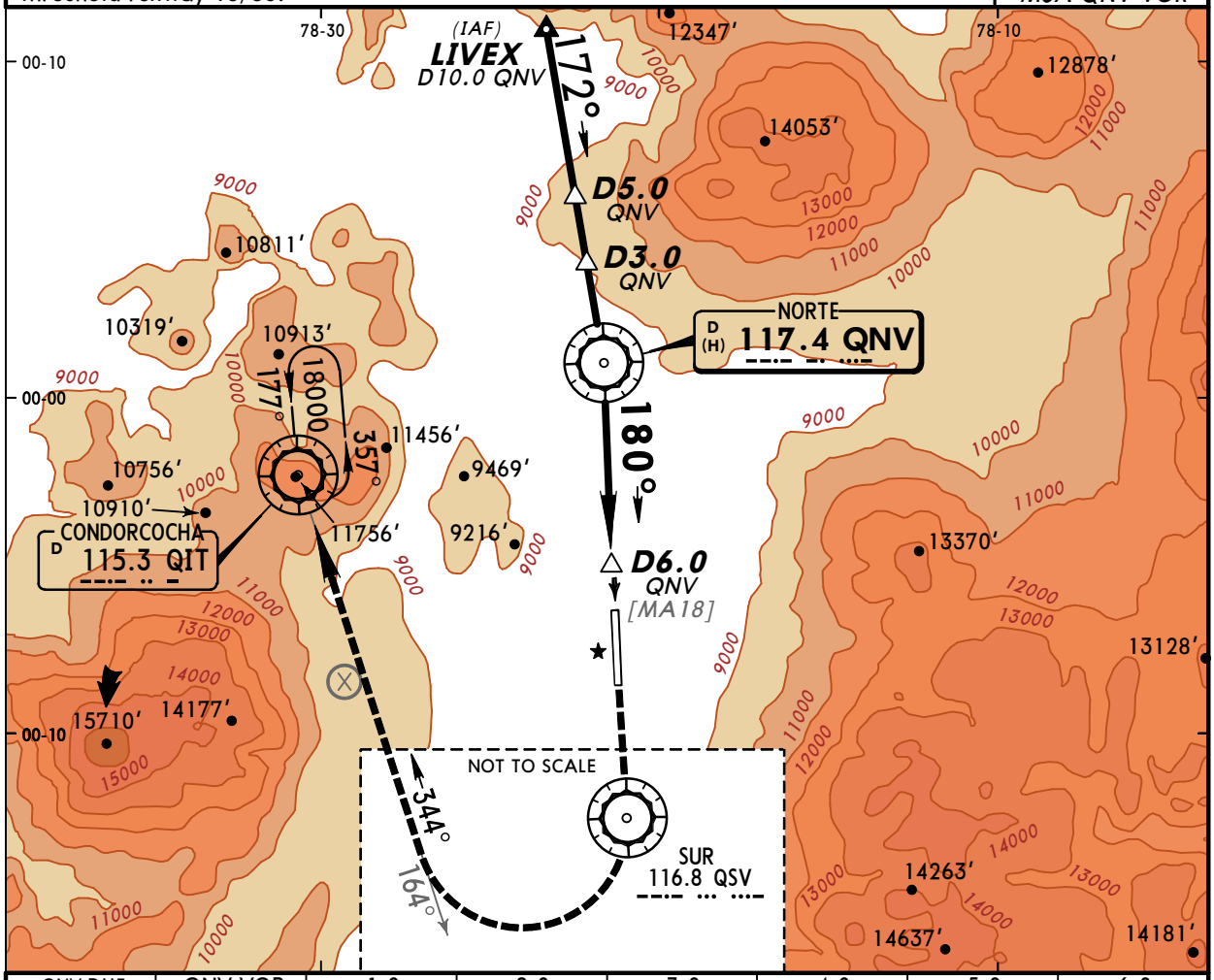
BRIEFING STRIP™

VOR QNV	Final Apch Crs	Minimum Alt QNV VOR	MDA(H)	Apt Elev 7910′
117.4	180°	10400′ (2624′)	8350′ (574′)	Rwy 18 7776′

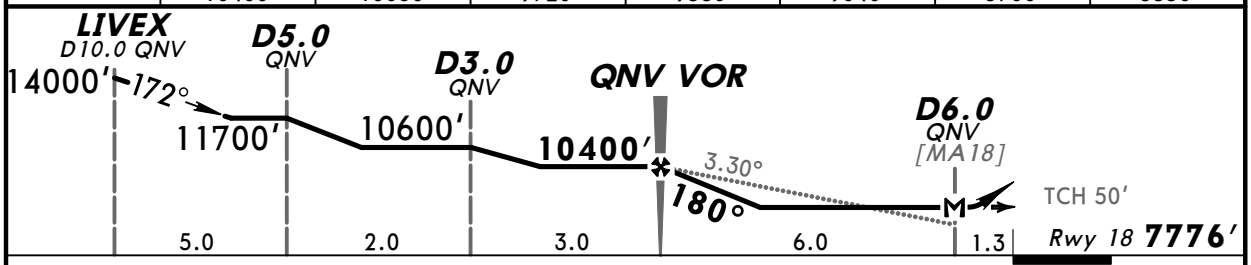
MISSED APCH: Climb direct to cross QSV VOR at or above 11500′, then turn RIGHT, heading 344° (QIT VOR R-164) climbing to QIT VOR to enter holding at 18000′ or in accordance with ATC instructions.

Alt Set: hPa Rwy Elev: 254 hPa Trans level: FL 180 Trans alt: 18000′
1. VOR/DME required. 2. RADAR required. 3. Terrain dips on final approach near threshold runway 18/36.





QNV DME	QNV VOR	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	10400′	10060′	9720′	9380′	9040′	8700′	8350′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.30	526	584	701	817	934
MAP at D6.0 QNV						
QNV VOR to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

SALS
PAPI
11500′
D
QSV 116.8

PANS OPS

STRAIGHT-IN LANDING RWY 18
Missed apch climb gradient mim 4.0%
MDA(H) 8350′ (574′)

	ALS out	
A	NA	NA
B	2000m	2500m
C		
D		

CIRCLE-TO-LAND RWY 36
Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) -4000m
180	9600′ (1690′) -8000m
205	9900′ (1990′) -8000m

CHANGES: Reissue.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
23 MAY 14
Eff 29 May
13-2

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

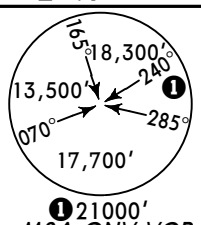
QUITO, ECUADOR
VOR Y Rwy 18

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

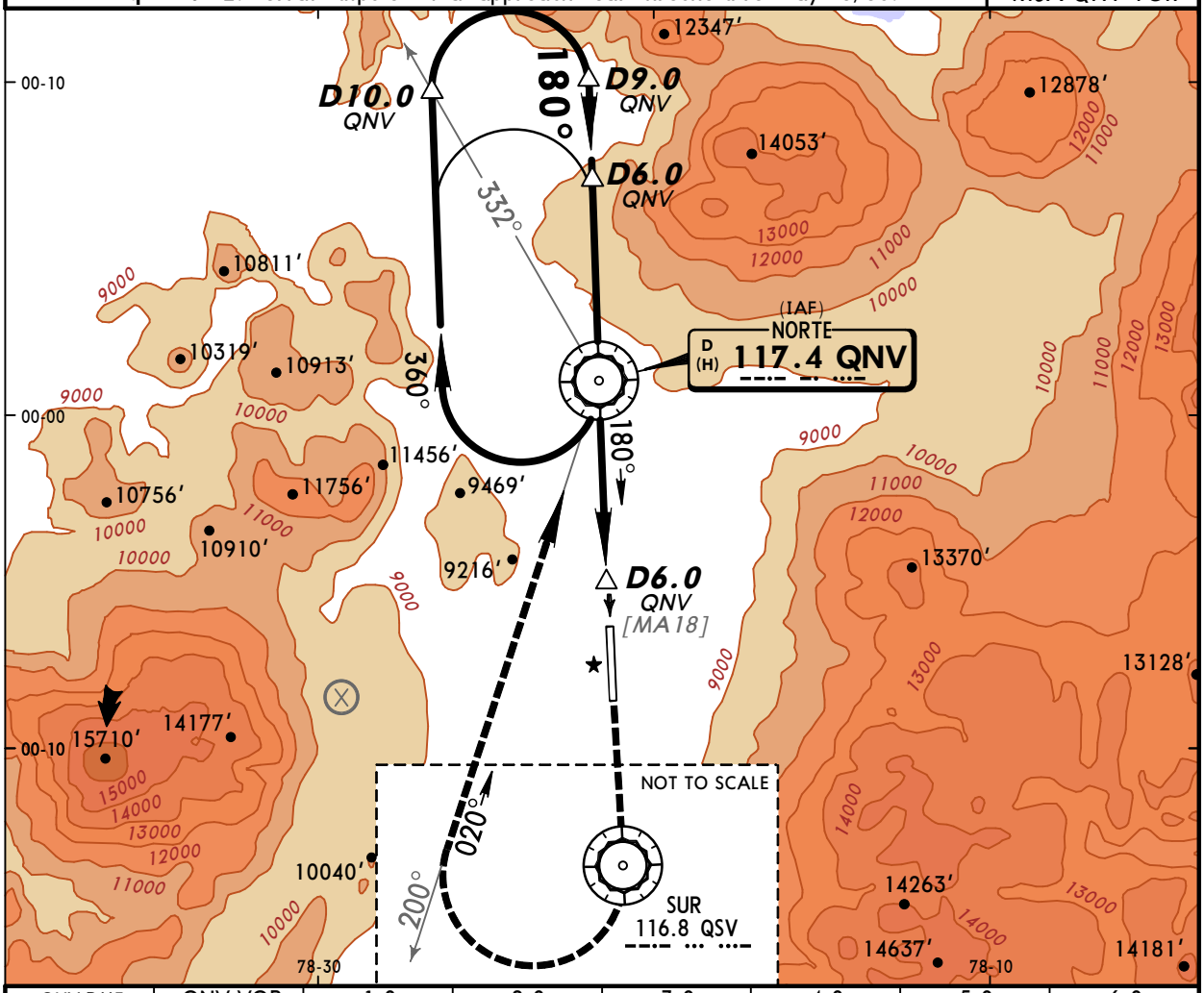
VOR QNV	Final Apch Crs	Minimum Alt QNV VOR	MDA(H)	Apt Elev / Rwy 18
117.4	180°	10400′ (2624′)	8350′ (574′)	7910′ / 7776′

MISSED APCH: Climb direct to cross QSV VOR at or above 11500′, then turn RIGHT heading 020° (QNV VOR R-200) climbing to QNV VOR at 17000′ or in accordance with ATC instructions.

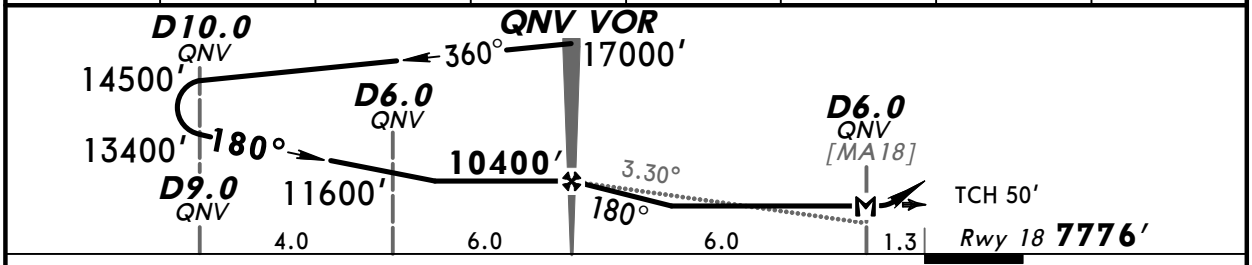
Alt Set: hPa Rwy Elev: 254 hPa Trans level: FL 180 Trans alt: 18000′
1. DME required. 2. Terrain dips on final approach near threshold runway 18/36.



BRIEFING STRIP ™



QNV DME	QNV VOR	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	10400′	10060′	9720′	9380′	9040′	8700′	8350′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.30°	526	584	701	817	934
MAP at D6.0 QNV						
QNV VOR to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

SALS
PAPI
11500′
D
QSV 116.8

PANS OPS

STRAIGHT-IN LANDING RWY 18
Missed apch climb gradient mim 4.0%
MDA(H) 8350′ (574′)

	ALS out	ALS out
A	NA	NA
B	2000m	2500m
C		
D		

CIRCLE-TO-LAND RWY 36
Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) -4000m
180	9600′ (1690′) -8000m
205	9900′ (1990′) -8000m

CHANGES: Reissue.

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SEQM/UIO MARISCAL SUCRE INTL

JEPPESEN 3 JAN 14 (13-3)

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

QUITO, ECUADOR VOR Z Rwy 36

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

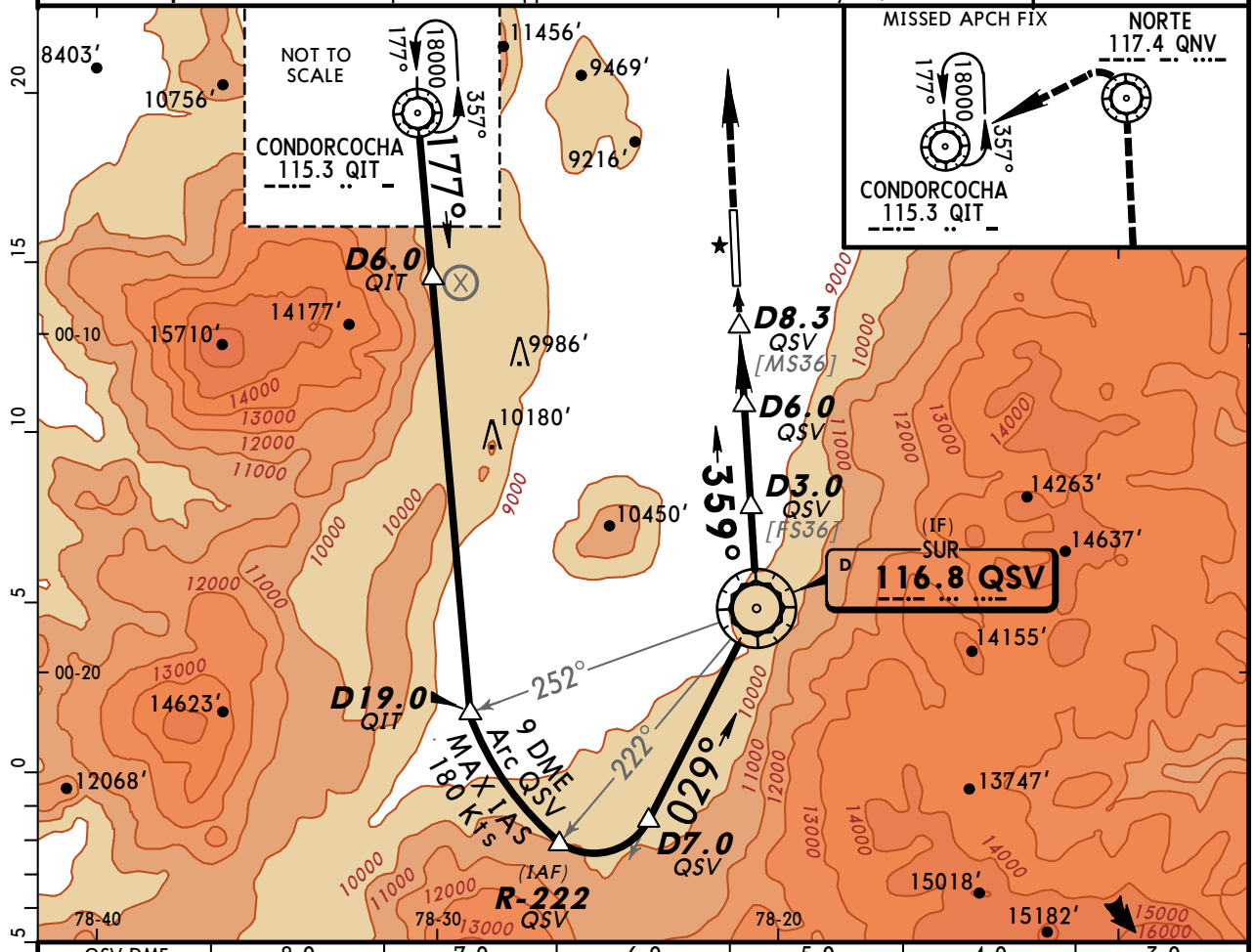
BRIEFING STRIP™

VOR QSV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 36
116.8	359°	D3.0 QSV 10100′ (2190′)	8300′ (390′)	Apt Elev 7910′ / Rwy 36 7910′

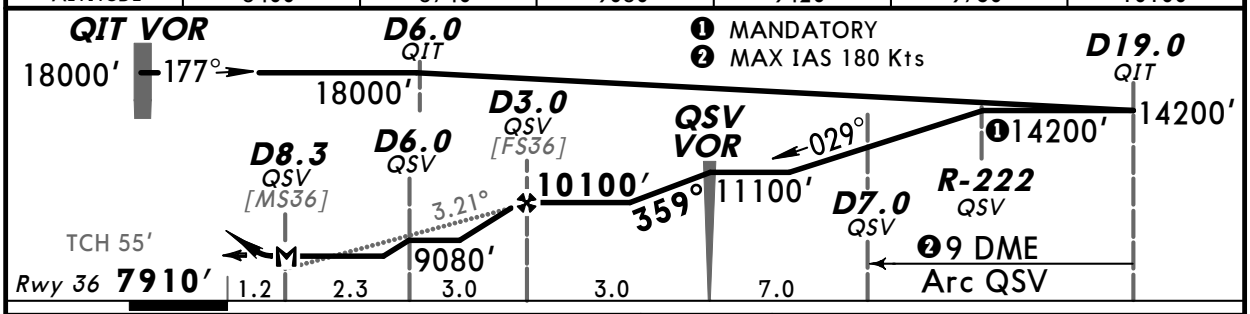
MISSED APCH: Climb direct to cross QNV VOR at or above 10600′, then turn LEFT climbing to QIT VOR to enter holding at 18000′, or in accordance with ATC instructions.

MSA QIT VOR: 180° 14,000′ 17,300′ 270° 18,000′ 17,000′ 360° 090°

Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′
1. DME required. 2. Terrain dips on final approach near threshold runway 18/36.



QSV DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	8400′	8740′	9080′	9420′	9760′	10100′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.21°	398	511	568	682	795	909
MAP at D8.3 QSV						
D3.0 QSV to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALS PAPI | 10600′ | D | QNV 117.4

PANS OPS

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 4.0%
MDA(H) 8300′ (390′)

	ALS out	
A	NA	NA
B	1600m	2500m
C		
D		

CIRCLE-TO-LAND RWY18
Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) - 4000m
180	9600′ (1690′) - 8000m
205	9900′ (1990′) - 8000m

CHANGES: Reissue.

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JeppView 3.6.2.0

SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN 3 JAN 14 (13-4)

MISSED APCH CLIMB GRADIENT MIM 4.0%
CAT B, C & D

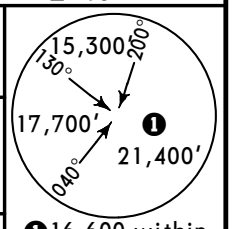
QUITO, ECUADOR
VOR Y Rwy 36

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

VOR QSV	Final Apch Crs	Minimum Alt D3.0 QSV	MDA(H)	Apt Elev / Rwy 36
116.8	359°	10100′ (2190′)	8300′ (390′)	7910′ / 7910′

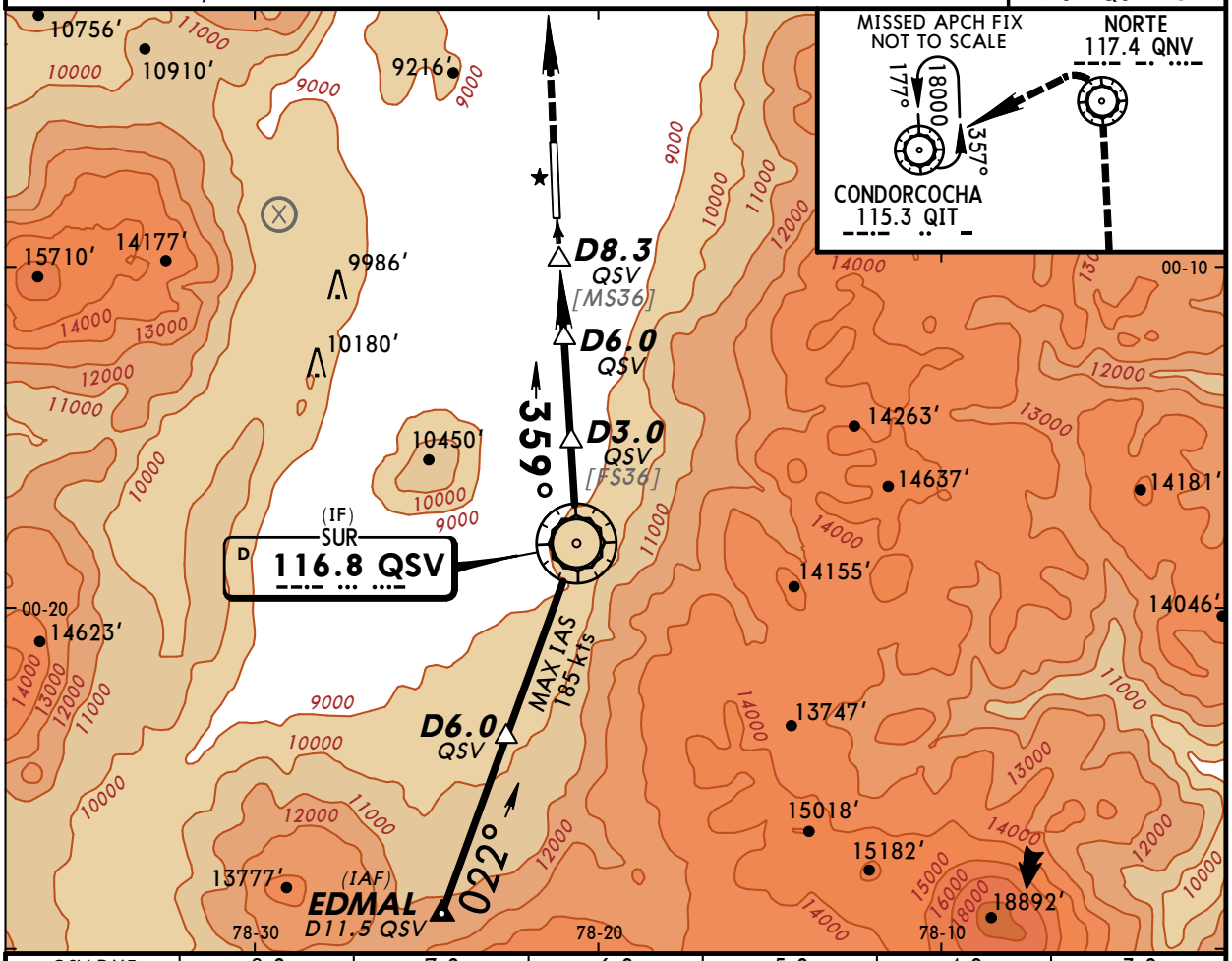
MISSED APCH: Climb direct to cross QNV VOR at or above 10600′, then turn LEFT climbing to QIT VOR to enter holding at 18000′, or in accordance with ATC instructions.

Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′
1. VOR/DME required. 2. RADAR required. 3. Terrain dips on final approach near threshold runway 18/36.

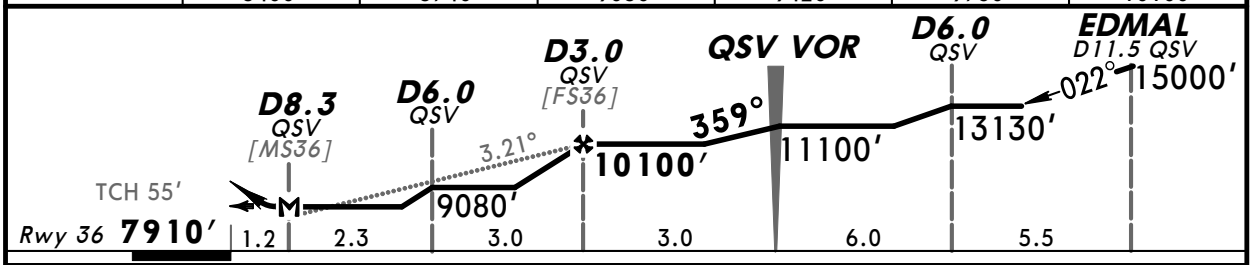


1 16,600 within 10 NM
MSA QSV VOR

BRIEFING STRIP™



QSV DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	8400′	8740′	9080′	9420′	9760′	10100′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.21°	398	511	568	682	795	909
MAP at D8.3 QSV						
D3.0 QSV to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALS
PAPI

10600′

D

QNV 117.4

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 4.0%
MDA(H) 8300′ (390′)

		ALS out
A	NA	NA
B	1600m	2500m
C		
D		

CIRCLE-TO-LAND RWY18
Not Authorized East of Airport

Max Kts	MDA(H)
A	NA
135	8600′ (690′) - 4000m
180	9600′ (1690′) - 8000m
205	9900′ (1990′) - 8000m

PANS OPS

CHANGES: None.

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SEQM/UIO
MARISCAL SUCRE INTL

JEPPESEN
23 MAY 14
Eff 29 May
13-5

MISSED APCH
CLIMB GRADIENT
MIM 5.0%
CAT B, C & D

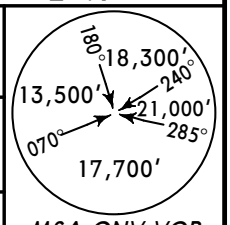
QUITO, ECUADOR
VOR X Rwy 36

ATIS	QUITO Approach (R)	QUITO Tower	Ground
118.9	119.7 121.2	118.1	121.9

BRIEFING STRIP™

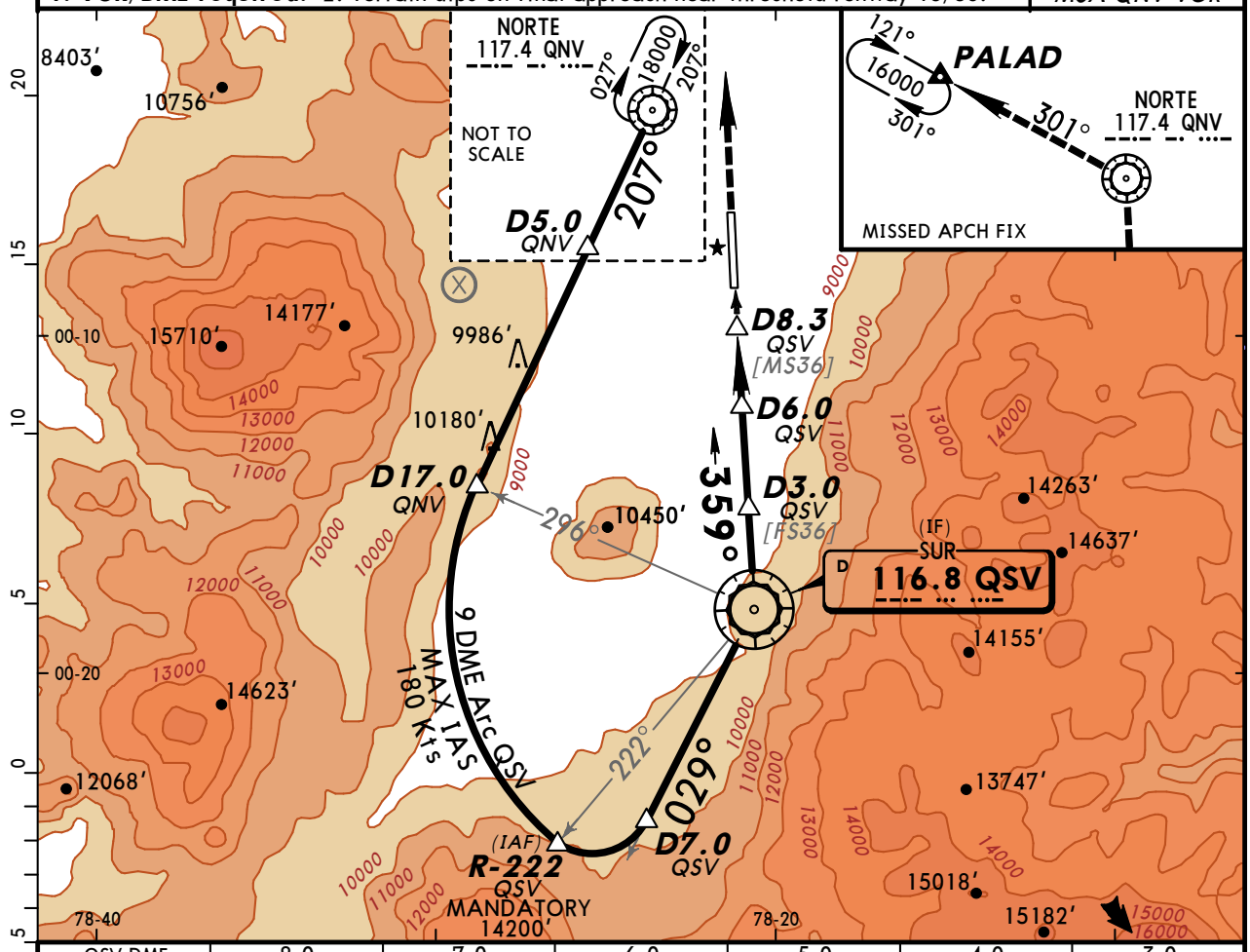
VOR QSV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / Rwy 36
116.8	359°	D3.0 QSV 10100′ (2190′)	8300′ (390′)	Apt Elev 7910′ / Rwy 36 7910′

MISSED APCH: Climb direct to cross QNV VOR at or above 11200′, then intercept QNV VOR R-301 direct to PALAD and hold at 16000′, or in accordance with ATC instructions.

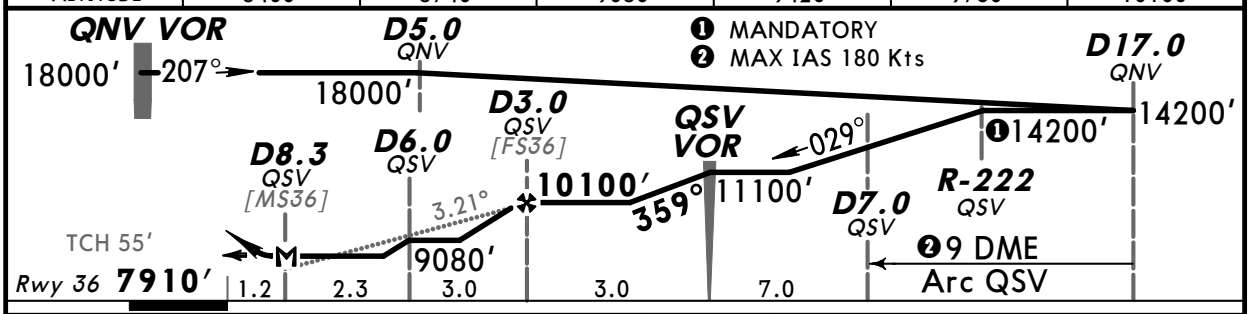


MSA QNV VOR

Alt Set: hPa Rwy Elev: 258 hPa Trans level: FL 180 Trans alt: 18000′
1. VOR/DME required. 2. Terrain dips on final approach near threshold runway 18/36.



QSV DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	8400′	8740′	9080′	9420′	9760′	10100′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.3°	511	568	682	795	909
MAP at D8.3 QSV						
D3.0 QSV to MAP 5.3	4:33	3:32	3:11	2:39	2:16	1:59

ALS
PAPI
11200′
D
QNV
117.4

STRAIGHT-IN LANDING RWY36
Missed apch climb gradient mim 5.0%
MDA(H) 8300′ (390′)

CIRCLE-TO-LAND RWY18
Not Authorized East of Airport

PANS OPS

	ALS out	
A	NA	NA
B	1600m	2500m
C		
D		

Max Kts	MDA(H)
A	NA
135	8600′ (690′) - 4000m
180	9600′ (1690′) - 8000m
205	9900′ (1990′) - 8000m

CHANGES: Altitude at R-222.

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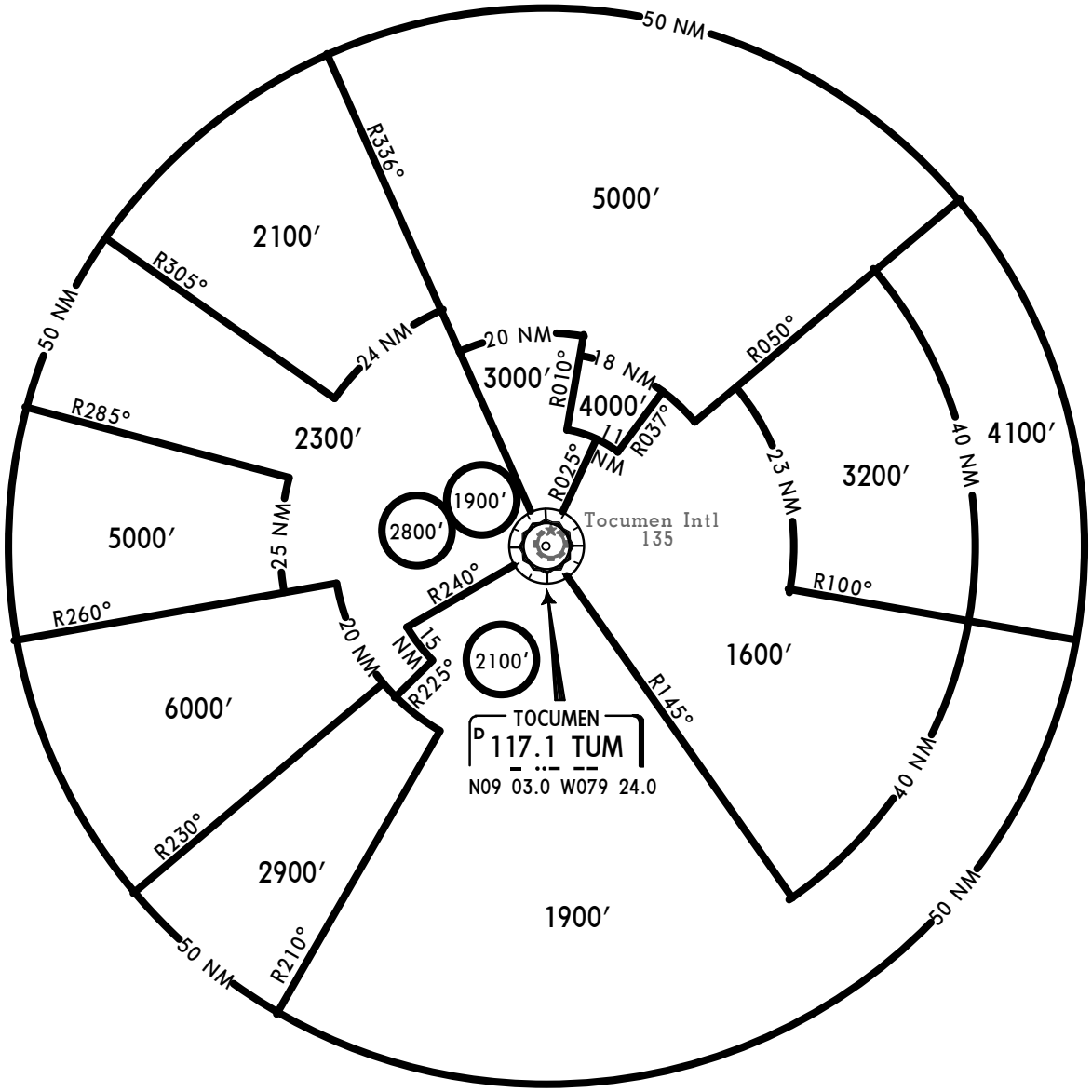
14 FEB 03 (10-1R)

PANAMA CITY, PANAMA

TOCUMEN INTL

IFR MINIMUM VECTOR ALTITUDE CLEARANCE

(Does not raise Airway MEA)



CHANGES: New chart.

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MPTO/PTY
TOCUMEN INTL

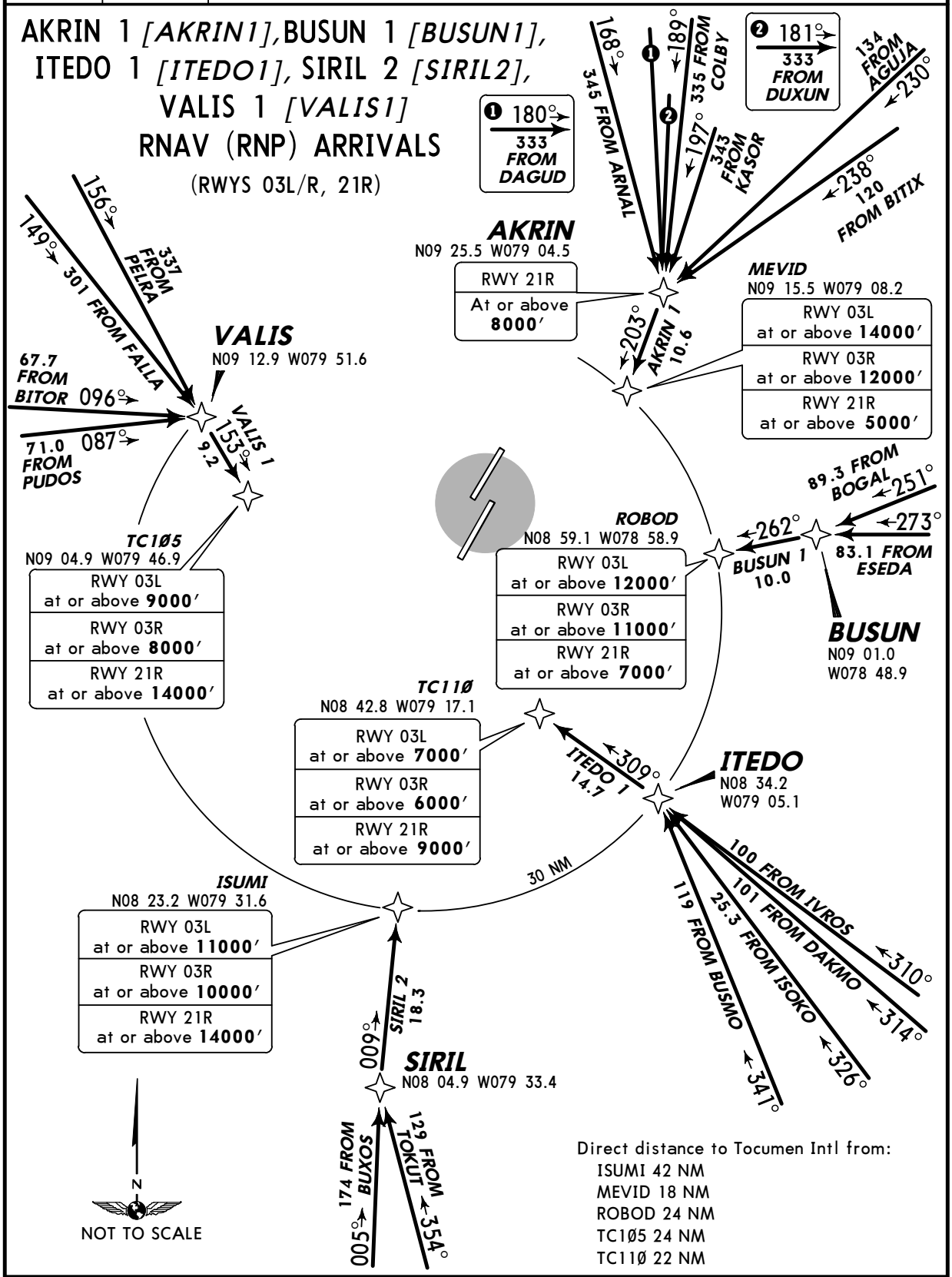
JEPPESEN
3 JAN 14 (10-2)

PANAMA CITY, PANAMA
RNAV STAR

ATIS	Apt Elev	
127.7	135′	Alt Set: hPa Trans level: By ATC Trans alt: 18000′ Special aircraft and aircrew authorization required.

AKRIN 1 *[AKRIN1]*, BUSUN 1 *[BUSUN1]*, ITEDO 1 *[ITEDO1]*, SIRIL 2 *[SIRIL2]*, VALIS 1 *[VALIS1]* RNAV (RNP) ARRIVALS

(RWYS 03L/R, 21R)



STAR	ROUTING
AKRIN 1	From AKRIN track 203° to MEVID.
BUSUN 1	From BUSUN track 262° to ROBOD.
ITEDO 1	From ITEDO track 309° to TC110.
SIRIL 2	From SIRIL track 009° to ISUMI.
VALIS 1	From VALIS track 153° to TC105.

LANDING

Execute RNAV (RNP) Y RWY 03L or RNAV (RNP) RWY 03R or RNAV (RNP) Z RWY 21R.

CHANGES: None.

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MPTO/PTY
TOCUMEN INTL

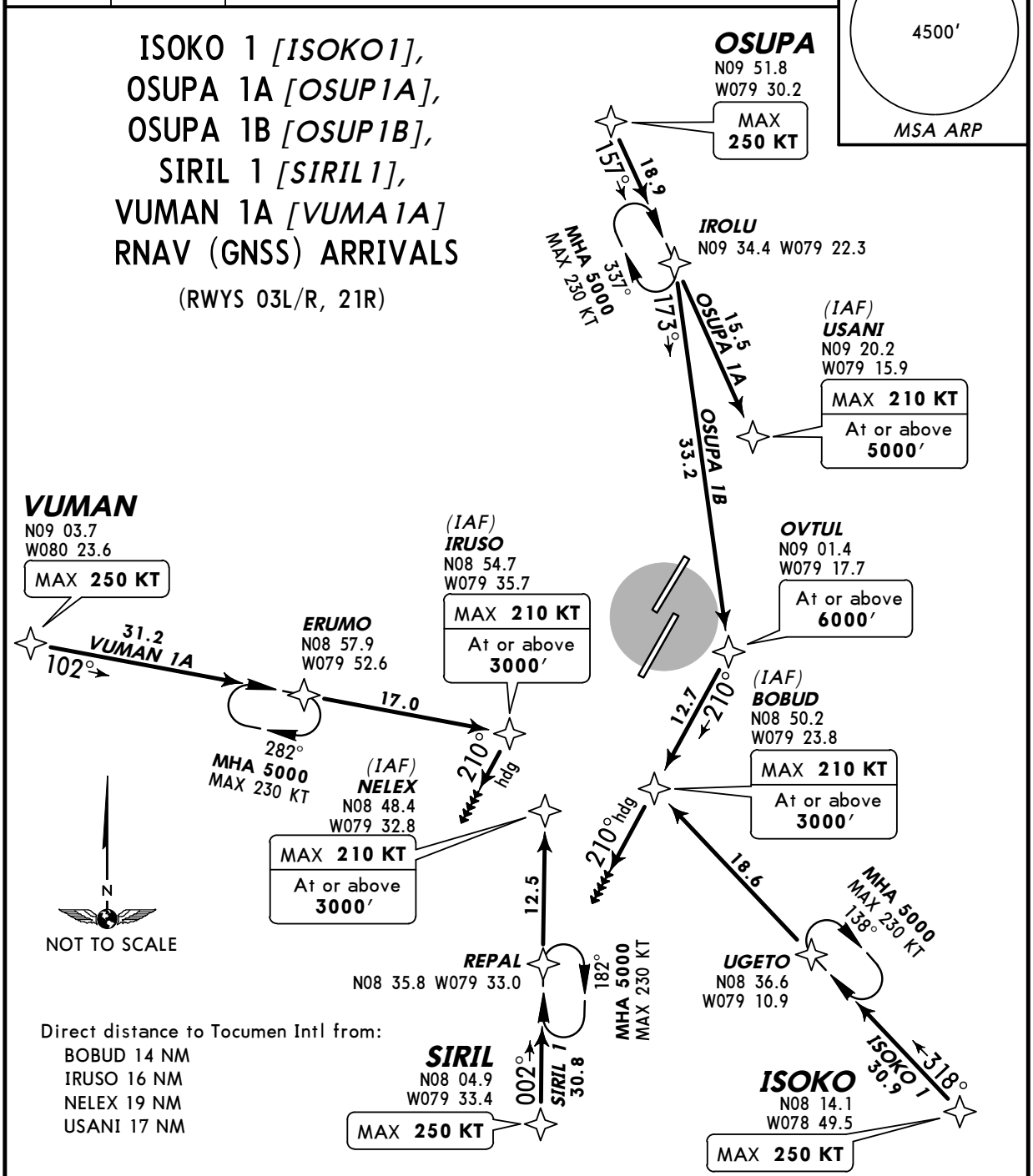
JEPPESEN
3 JAN 14 (10-2A)

PANAMA CITY, PANAMA
RNAV STAR

ATIS	Apt Elev	
127.7	135′	Alt Set: hPa Trans level: By ATC Trans alt: 18000′ Aircraft must be multi-sensor equipped.

ISOKO 1 *[ISOKO1]*, OSUPA 1A *[OSUP1A]*, OSUPA 1B *[OSUP1B]*, SIRIL 1 *[SIRIL1]*, VUMAN 1A *[VUMA1A]* RNAV (GNSS) ARRIVALS

(RWYS 03L/R, 21R)



STAR	ROUTING	ALTITUDE
ISOKO 1	From ISOKO track 318° to BOBUD. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure. If approach clearance is not received prior to BOBUD, MAINTAIN last altitude and heading 210° and EXPECT RADAR vectors.	MAINTAIN at or above 3000′
OSUPA 1A	From OSUPA track 157° to USANI. Execute RNAV (GNSS) RWY 21R procedure.	MAINTAIN at or above 5000′
OSUPA 1B	From OSUPA track 157° to IROLU then turn RIGHT track 173° to OVTUL, then turn RIGHT track 210° to BOBUD. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure. If approach clearance is not received prior to BOBUD, MAINTAIN last altitude and heading 210° and EXPECT RADAR vectors.	MAINTAIN at or above 3000′
SIRIL 1	From SIRIL track 002° to NELEX. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure.	
VUMAN 1A	From VUMAN track 102° to IRUSO. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure. If approach clearance is not received prior to IRUSO, MAINTAIN last altitude then turn RIGHT heading 210° and EXPECT RADAR vectors.	

CHANGES: BOMAN 1A and ISAKU 1A STARs renamed.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN
14 FEB 14 (10-3)

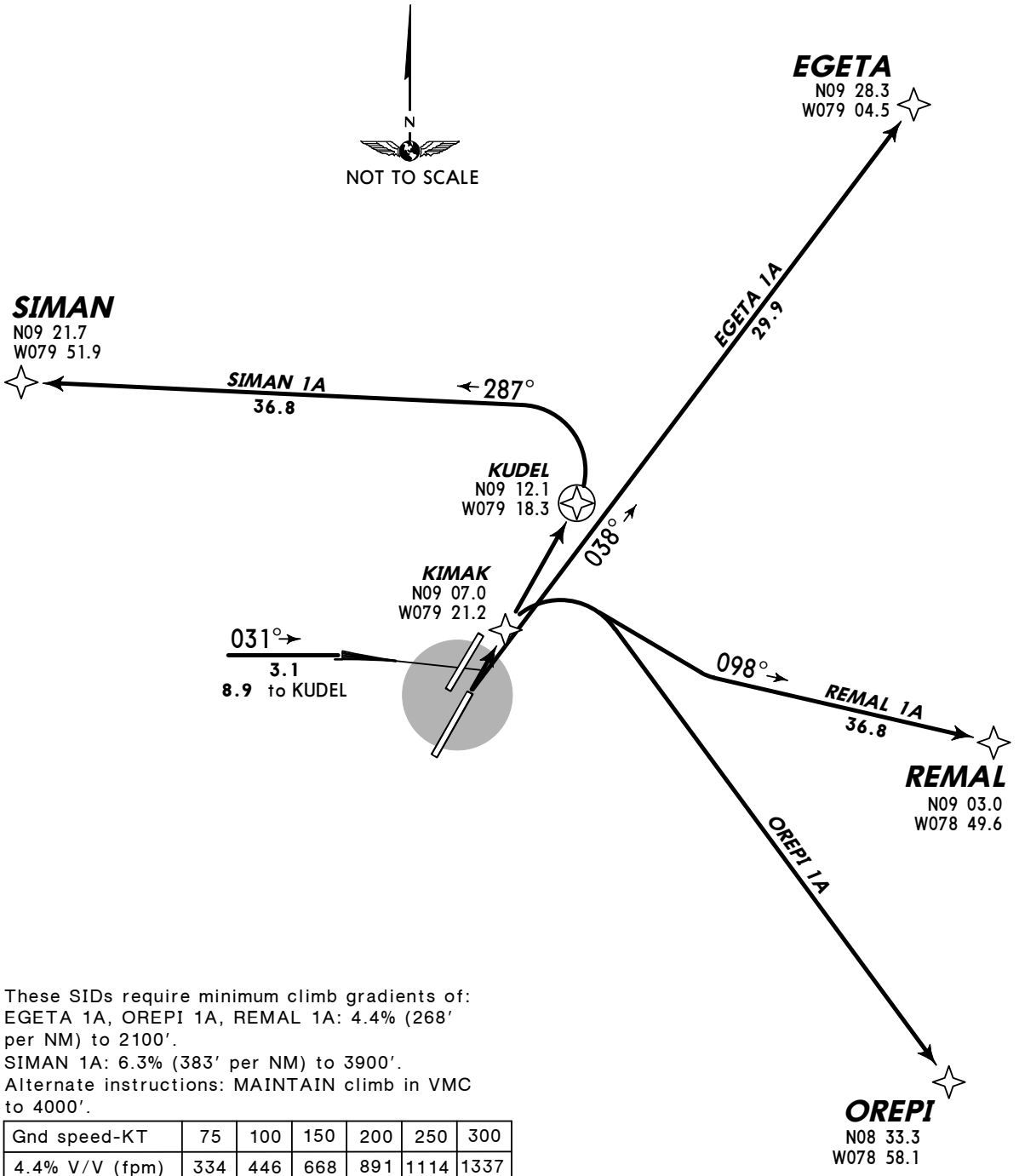
PANAMA CITY, PANAMA
RNAV SID

Apt Elev	
135′	Trans level: By ATC Trans alt: 18000′ Aircraft must be multi-sensor equipped.

4500′
MSA ARP

EGETA 1A *[EGET1A]*, OREPI 1A *[OREP1A]*, REMAL 1A *[REMA1A]*, SIMAN 1A *[SIMA1A]* RNAV (GNSS) DEPARTURES

(RWY 03R)



These SIDs require minimum climb gradients of:
EGETA 1A, OREPI 1A, REMAL 1A: 4.4% (268′ per NM) to 2100′.
SIMAN 1A: 6.3% (383′ per NM) to 3900′.
Alternate instructions: MAINTAIN climb in VMC to 4000′.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
6.3% V/V (fpm)	479	638	957	1276	1595	1914

SID	INITIAL CLIMB	ALTITUDE
EGETA 1A	Track 038° to EGETA.	MAINTAIN 5000′ until instructed by ATC
OREPI 1A	Direct to KIMAK, then turn RIGHT direct to OREPI.	
REMAL 1A	Direct to KIMAK, then turn RIGHT track 098° to REMAL.	
SIMAN 1A	Direct to KUDEL, then turn LEFT track 287° to SIMAN.	

CHANGES: SIMAN 1A SID depiction.

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TOCUMEN INTL

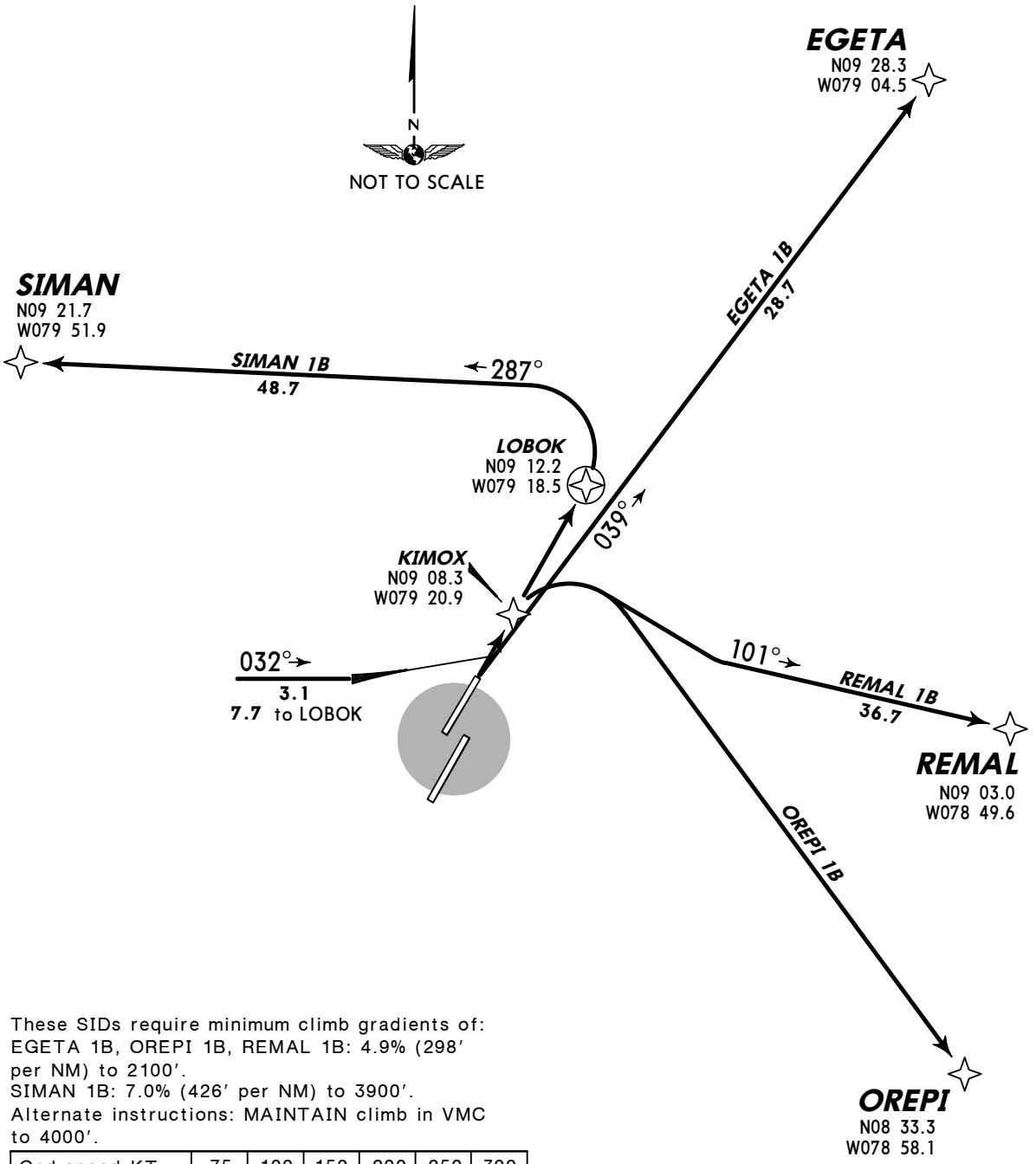
JEPPESEN
14 FEB 14 (10-3A)

PANAMA CITY, PANAMA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 18000′ Aircraft must be multi-sensor equipped.
135′	

4500′
MSA ARP

EGETA 1B *[EGET1B]*, OREPI 1B *[OREP1B]*, REMAL 1B *[REMA1B]*, SIMAN 1B *[SIMA1B]* RNAV (GNSS) DEPARTURES
(RWY 03L)



These SIDs require minimum climb gradients of:
EGETA 1B, OREPI 1B, REMAL 1B: 4.9% (298′ per NM) to 2100′.
SIMAN 1B: 7.0% (426′ per NM) to 3900′.
Alternate instructions: MAINTAIN climb in VMC to 4000′.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	INITIAL CLIMB	ALTITUDE
EGETA 1B	Track 039° to EGETA.	MAINTAIN 5000′ until instructed by ATC
OREPI 1B	Direct to KIMOX, then turn RIGHT direct to OREPI.	
REMAL 1B	Direct to KIMOX, then turn RIGHT track 101° to REMAL.	
SIMAN 1B	Direct to LOBOK, then turn LEFT track 287° to SIMAN.	

CHANGES: SIMAN 1B SID depiction.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN
20 JUN 14 (10-3B)

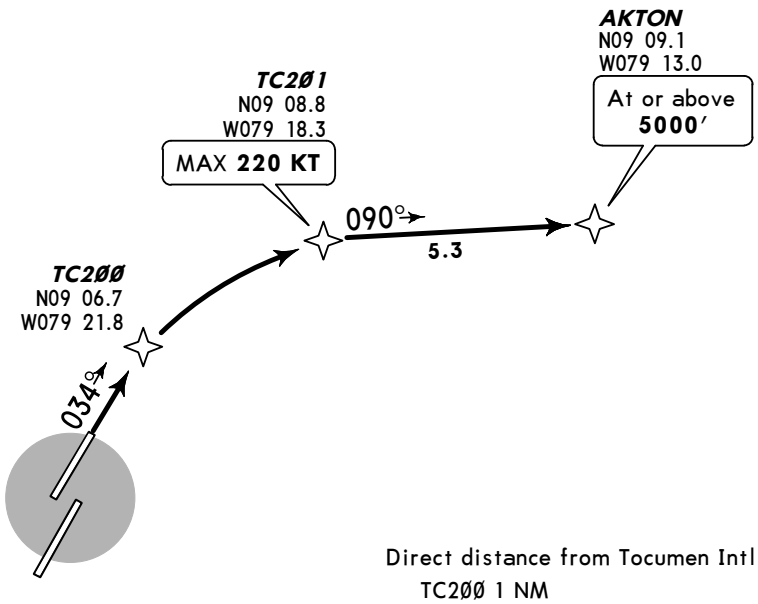
PANAMA CITY, PANAMA
RNAV SID

Apt Elev	
135′	Trans level: By ATC Trans alt: 18000′ **1. RF and GPS required.** **2. RNP 0.30.** 3. Special aircraft and aircrew authorization required.

RNAV (RNP) DEPARTURE

[RNPØ3L]

(RWY 03L)



Direct distance from Tocumen Intl to:
TC2ØØ 1 NM

This SID requires take-off minimums:
Ceiling 700′, Visibility 4000m, with minimum climb gradient of 380′ per NM to 900′, then 329′ per NM.

Gnd speed-KT	75	100	150	200	250	300
329′ per NM	411	548	822	1095	1370	1644
380′ per NM	475	633	950	1267	1583	1900

N
NOT TO SCALE

INITIAL CLIMB

Climb on track 034° to TC200, then via depicted route.

CHANGES: Chart reindexed (MUBAR SID cancelled).

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MPTO/PTY
TOCUMEN INTL

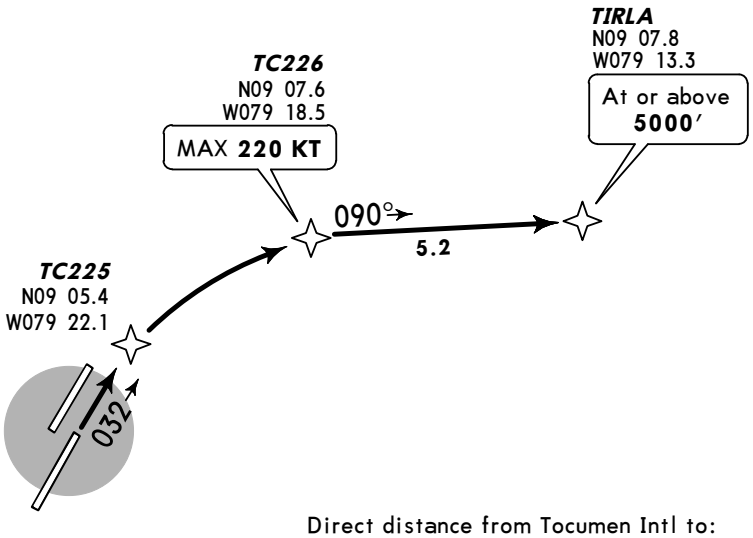
PANAMA CITY, PANAMA
RNAV SID

Apt Elev 135′	Trans level: By ATC Trans alt: 18000′ **1. RF and GPS required.** **2. RNP 0.30.** 3. Special aircraft and aircrew authorization required.

RNAV (RNP) DEPARTURE

[RNPØ3R]

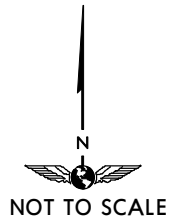
(RWY 03R)



Direct distance from Tocumen Intl to:
TC225 1 NM

This SID requires take-off minimums:
Ceiling 300′, Visibility 2000m, with minimum climb gradient of 384′ per NM to 400′, then 318′ per NM.

Gnd speed-KT	75	100	150	200	250	300
318′ per NM	398	530	795	1080	1325	1590
384′ per NM	480	630	960	1280	1600	1920



NOT TO SCALE

INITIAL CLIMB

Climb on track 032° to TC225, then via depicted route.

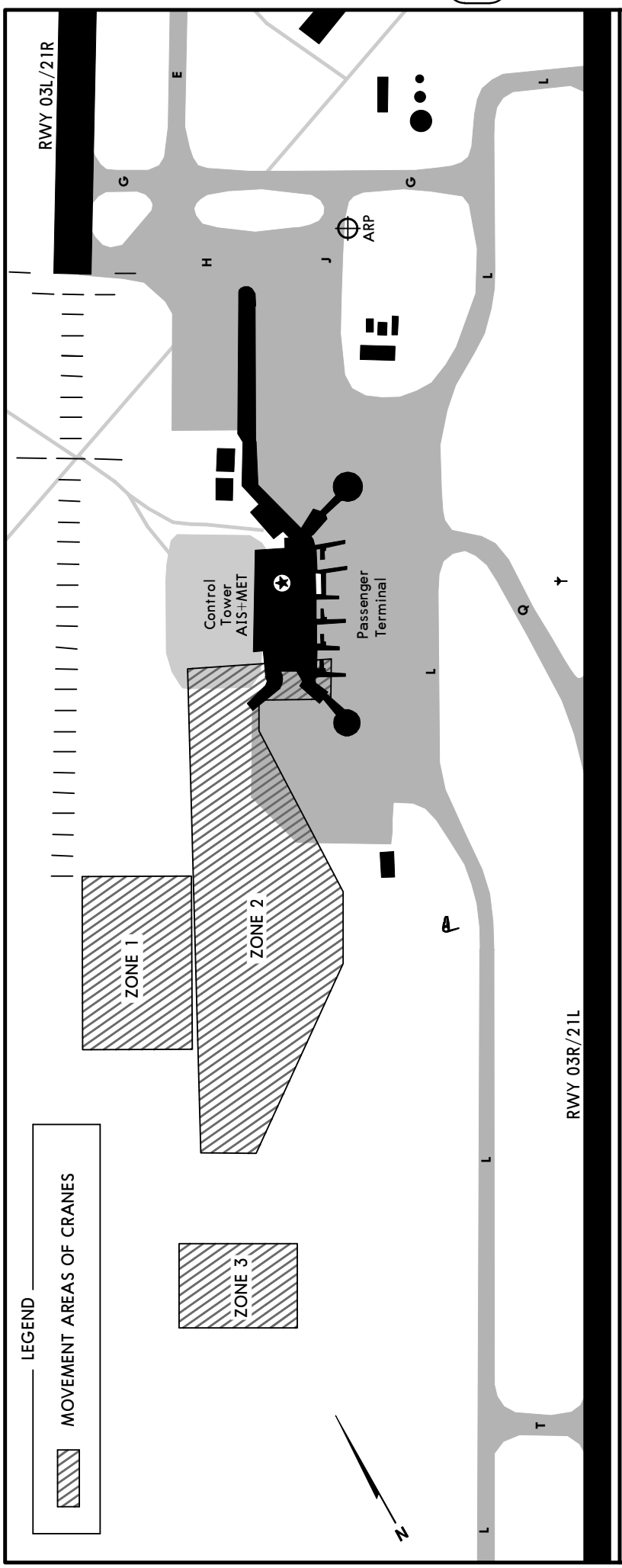
CHANGES: Chart reindexed.

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MPTO/PTY

PANAMA CITY, PANAMA
TOCUMEN INTL



CAUTION:
Until January 1, 2015 will continue to work with cranes moving in the vicinity of the future of the Terminal South from Tocumen International Airport, which has been divided into Zones 1, 2 and 3, with the following characteristics:

AREAS	DISTANCE FROM RWY 03L		MAXIMUM ELEVATION
Zone 1	From centerline	0′ (0m)	114.8′
	From threshold	3169′ (966m)	
Zone 2	From centerline	614′ (187m)	188.6′
	From threshold	2165′ (660m)	
Zone 3	From centerline	531′ (162m)	121.4′
	From threshold	5499′ (1676m)	

Cranes working hours:
1200/0000 daily

CHANGES: New crane movement areas.

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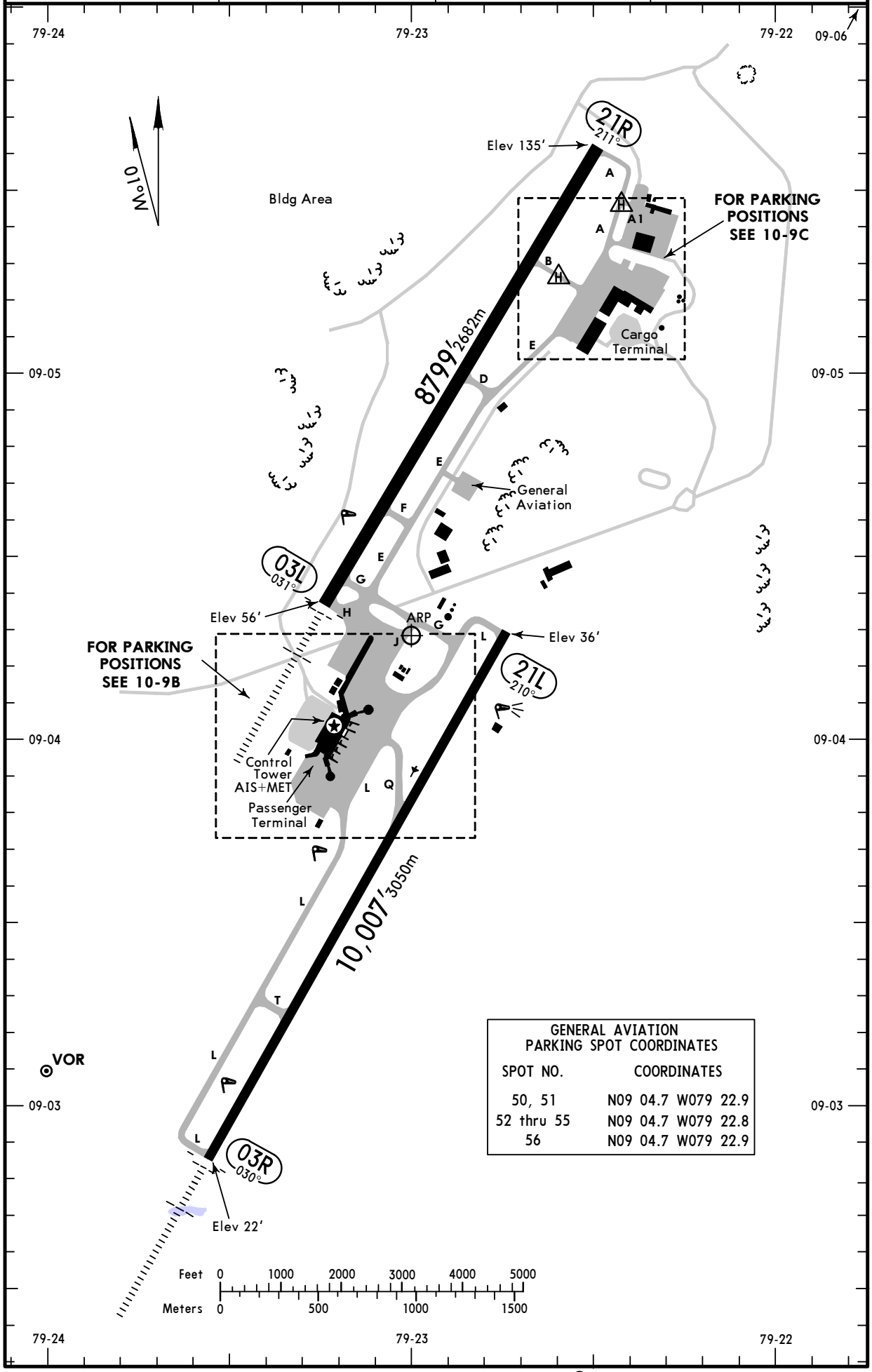
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MPTO/PTY
Apt Elev 135′
N09 04.3 W079 23.0

JEPPESEN 5 JUN 15 (10-9)

PANAMA CITY, PANAMA
TOCUMEN INTL

ATIS	TOCUMEN Clearance	Ground	Tower
127.7	129.8	121.9	118.1



GENERAL AVIATION
PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
50, 51	N09 04.7 W079 22.9
52 thru 55	N09 04.7 W079 22.8
56	N09 04.7 W079 22.9

CHANGES: None.

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MPTO/PTY

PANAMA CITY, PANAMA
TOCUMEN INTL

GENERAL

Visual circling Northwest of Rwy 03-21 not authorized.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03R	HIRL ALSF-I PAPI-L (angle 3.00°) RVR		8882′ 2707m		148′ 45m
21L	HIRL PAPI-L (angle 3.00°)				
03L	HIRL ❶HIALS PAPI-L (angle 3.07°)				148′ 45m
21R	HIRL PAPI-R (angle 3.07°)				

❶ ALSF-I with no flashers.

TAKE-OFF

	Rwys 03L, 03R
2 Eng	REFER TO SID FOR TAKE-OFF MINIMUMS
3 & 4 Eng	

CHANGES: Take off minimums.

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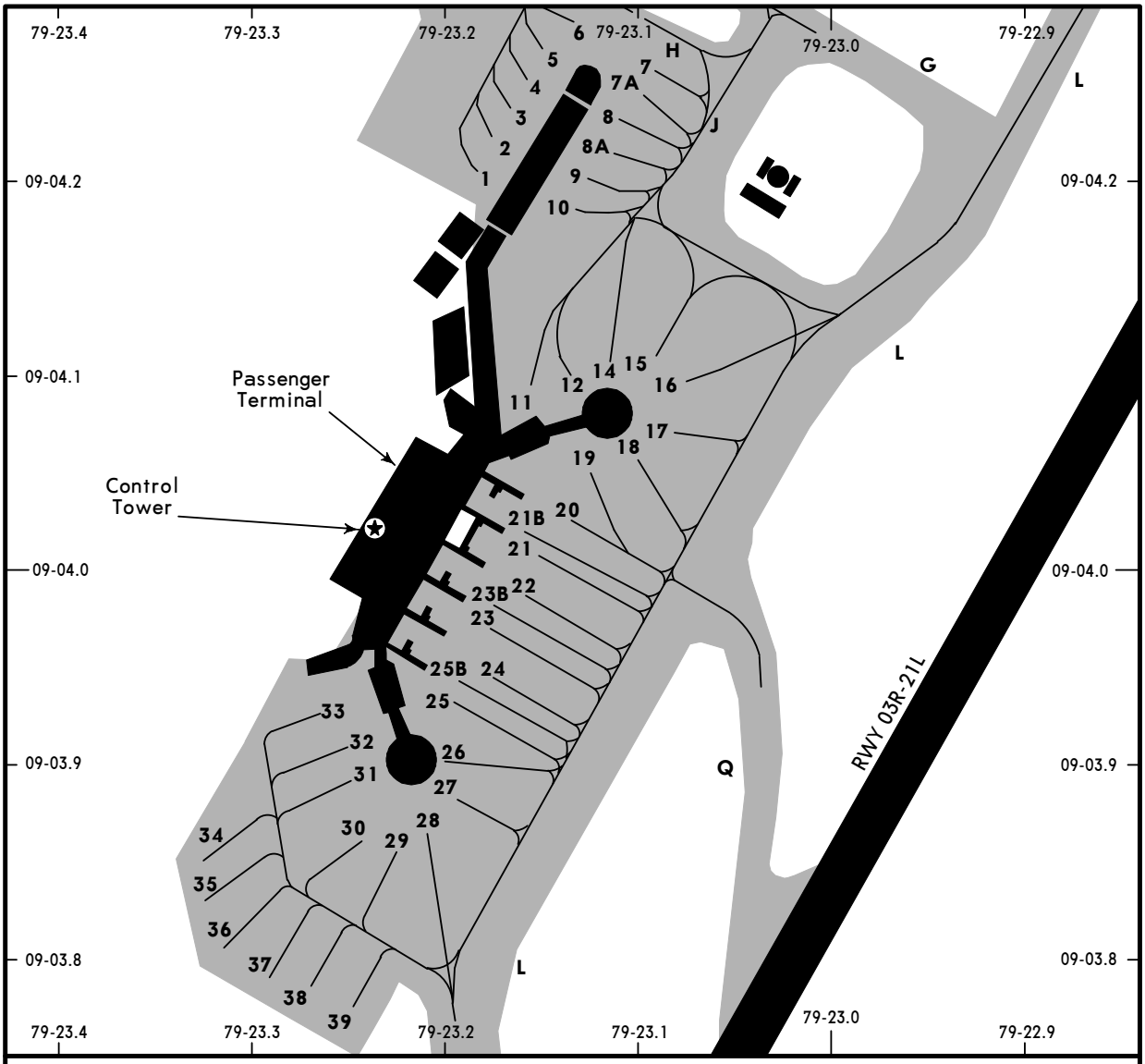
MPTO/PTY

JEPPESEN

1 MAR 13 (10-9B)

PANAMA CITY, PANAMA

TOCUMEN INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
PASSENGER TERMINAL	
1 thru 3	N09 04.2 W079 23.2
4 thru 7A	N09 04.3 W079 23.1
8 thru 10	N09 04.2 W079 23.1
11	N09 04.1 W079 23.2
12, 14 thru 19	N09 04.1 W079 23.1
20	N09 04.0 W079 23.1
21 thru 24	N09 04.0 W079 23.2
25	N09 03.9 W079 23.2
25B	N09 04.0 W079 23.2
26 thru 31	N09 03.9 W079 23.2
32, 33	N09 03.9 W079 23.3
REMOTE PARKING	
34 thru 36	N09 03.9 W079 23.3
37 thru 39	N09 03.8 W079 23.3

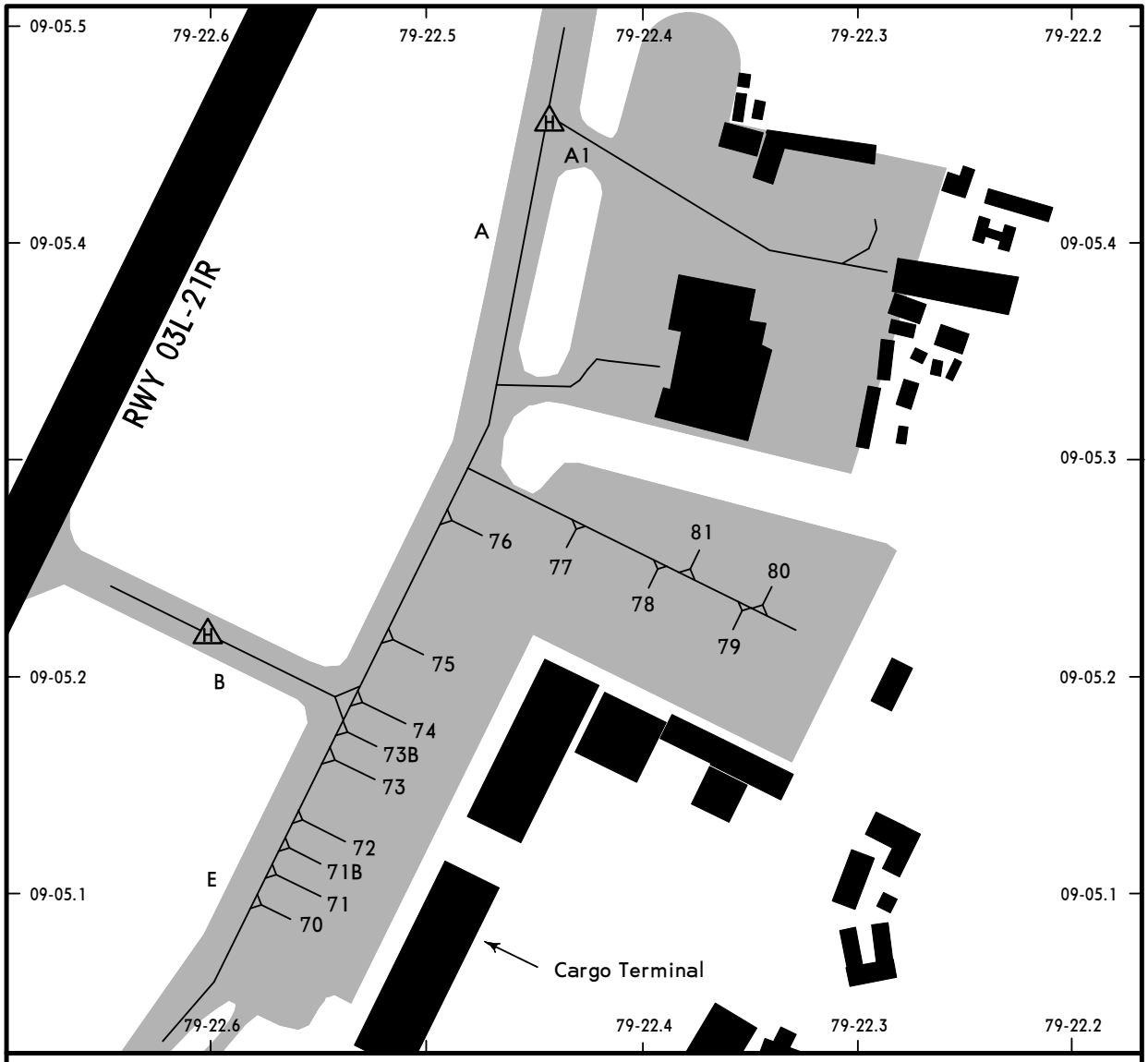
CHANGES: Parking spots.

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MPTO/PTY

PANAMA CITY, PANAMA
TOCUMEN INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
CARGO TERMINAL	
70	N09 05.1 W079 22.6
71 thru 72	N09 05.1 W079 22.5
73 thru 76	N09 05.2 W079 22.5
77 thru 79	N09 05.2 W079 22.4
80, 81	N09 05.3 W079 22.3

CHANGES: New chart.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 5 DEC 14 (11-1)

PANAMA CITY, PANAMA
ILS Rwy 03R

BRIEFING STRIP™

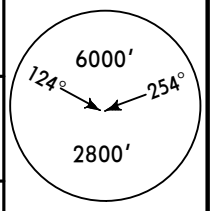
ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

LOC	Final	GS	ILS	Apt Elev 135′
INAT	Apch Crs	LAMBI	DA(H)	TDZE 28′
110.7	033°	1618′ (1590′)	228′ (200′)	

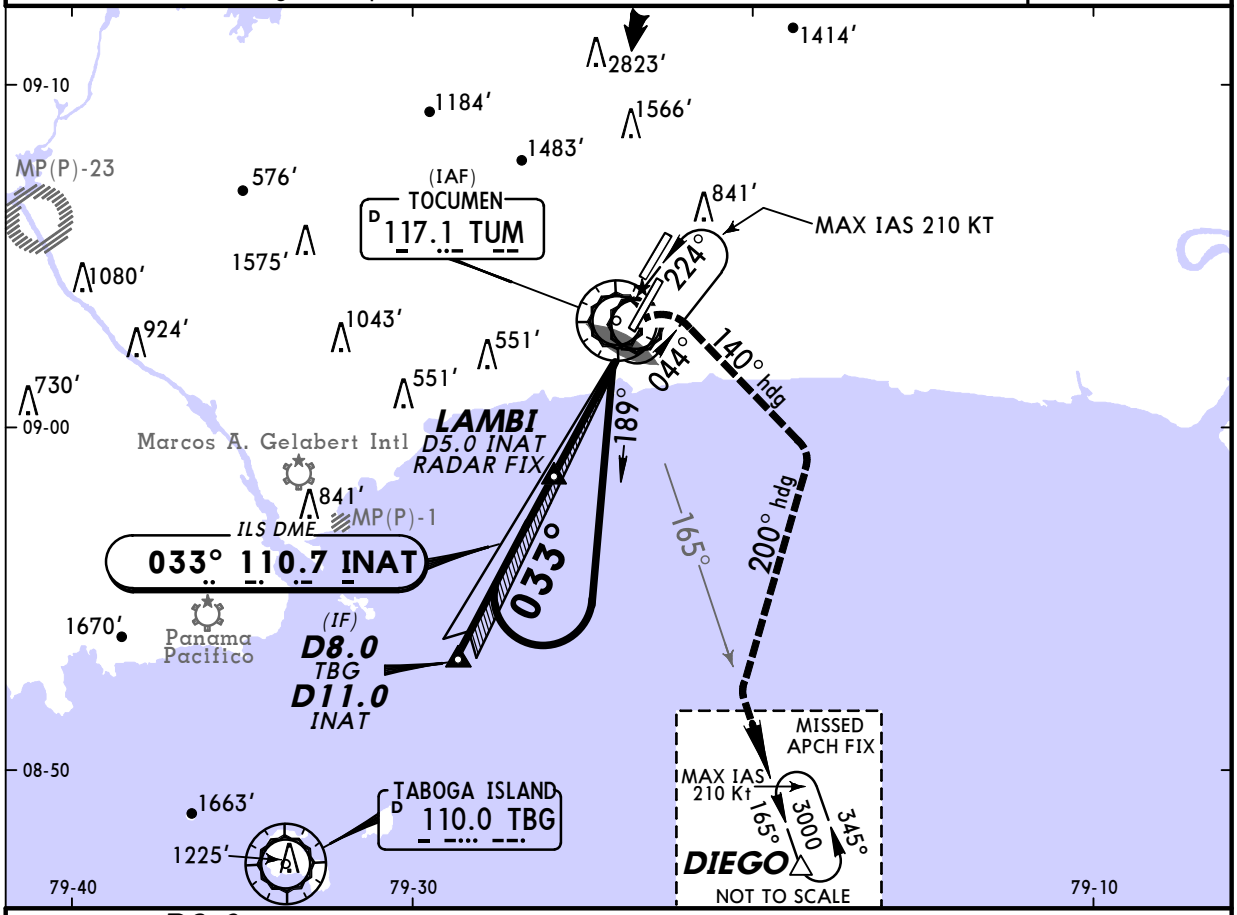
MISSED APCH: Climb STRAIGHT ahead to 500′, then turn RIGHT heading 140°, reaching 1200′ turn RIGHT heading 200° climbing to 3000′ intercept outbound TUM VOR R-165 to DIEGO and hold.

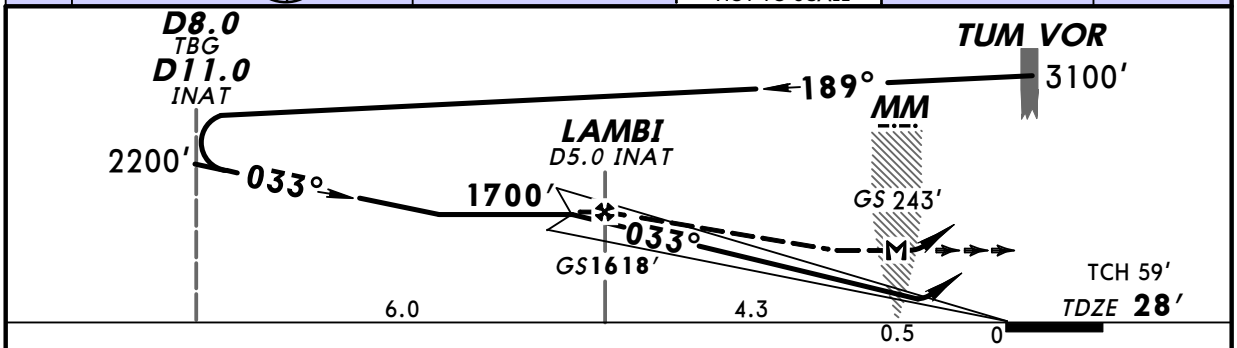
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. CAUTION: High terrain to the North and West of airport. 3. DME co-located with glide slope.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
GS 3.00°	320	426	553	640	747	853
LAMBI to MAP 4.3	4:18	3:14	2:34	2:09	1:51	1:37

ALSF-I
PAPI

500′

RT

140° hdg

STRAIGHT-IN LANDING RWY 03R **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 228′ (200′)		LOC (GS out) MDA(H) 360′ (332′)	
	FULL	ALS out		ALS out
	CEILING-VISIBILITY			
A	100′ - 800m	100′ - 1200m	300′ - 800m	300′ - 1600m
B				
C				
D			300′ - 1200m	

Not Authorized Northwest of Rwy 03L-21R

Max Kts	MDA(H)	CEIL-VIS
90	540′ (405′)	500′-1600m
120	640′ (505′)	600′-2400m
140	740′ (605′)	700′-3200m
165	860′ (725′)	800′-4000m

CHANGES: None.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 5 DEC 14 (11-2)

PANAMA CITY, PANAMA
RNAV (GNSS) ILS Rwy 03R

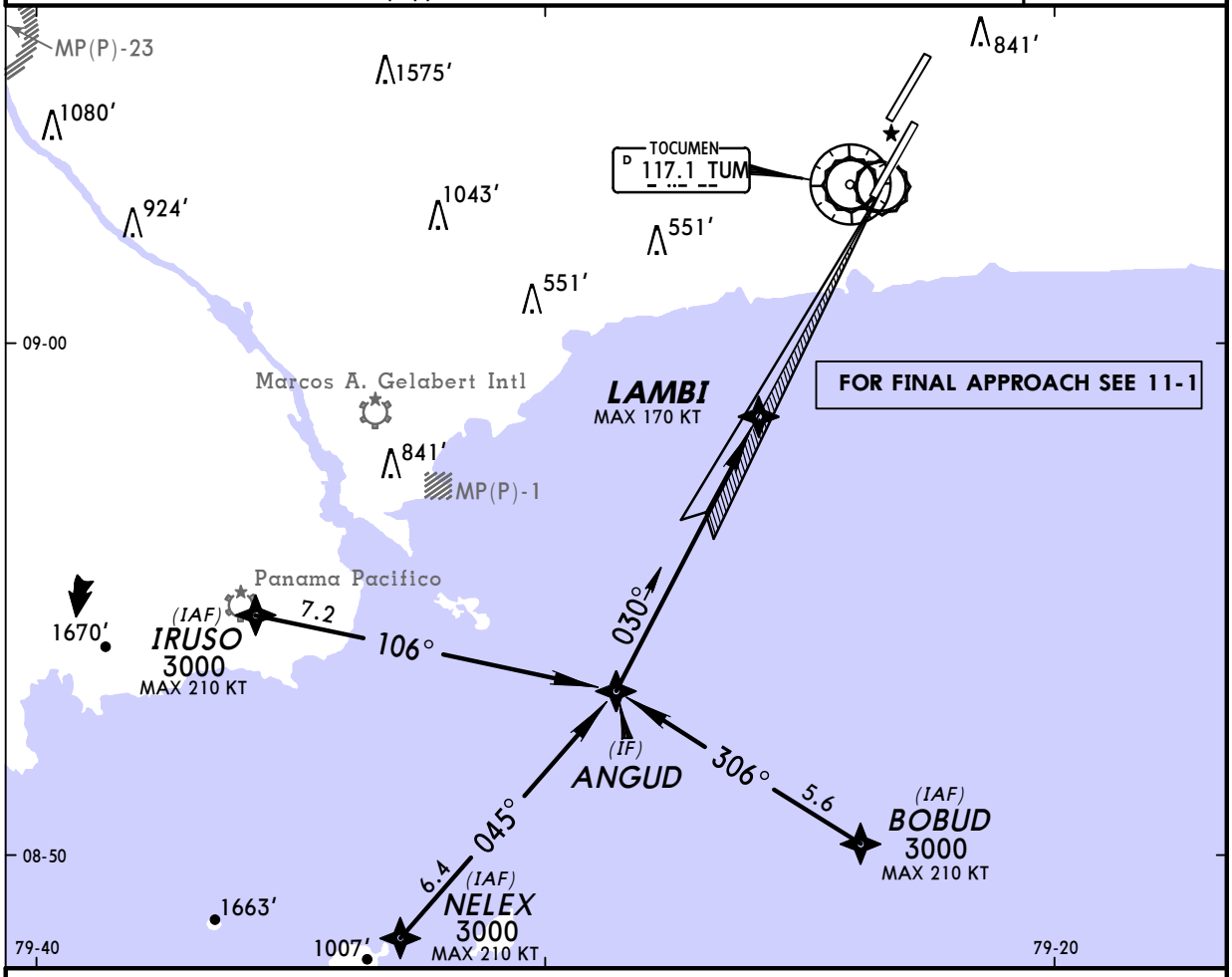
BRIEFING STRIP™

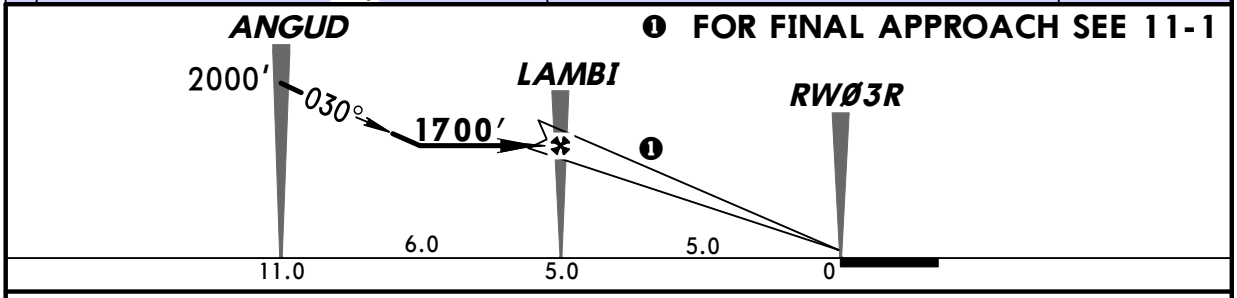
ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

FOR FINAL APPROACH SEE 11-1

4500′
MSA ARP

Alt Set: hPa | TDZ Elev: 1 hPa | Trans level: FL 180 | Trans alt: 18000′
1. Aircraft must be multisensor equipped.





Arrival Route Description

IRUSO: Track 106° until **ANGUD** proceed track 030° direct to **LAMBI**, continue ILS 03R approach.

NELEX: Track 045° until **ANGUD** proceed track 030° direct to **LAMBI**, continue ILS 03R approach.

BOBUD: Track 306° until **ANGUD** proceed track 030° direct to **LAMBI**, continue ILS 03R approach.

CHANGES: IAF altitudes.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 14 FEB 14 (12-1)

PANAMA CITY, PANAMA
RNAV (GNSS) Rwy 03L

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

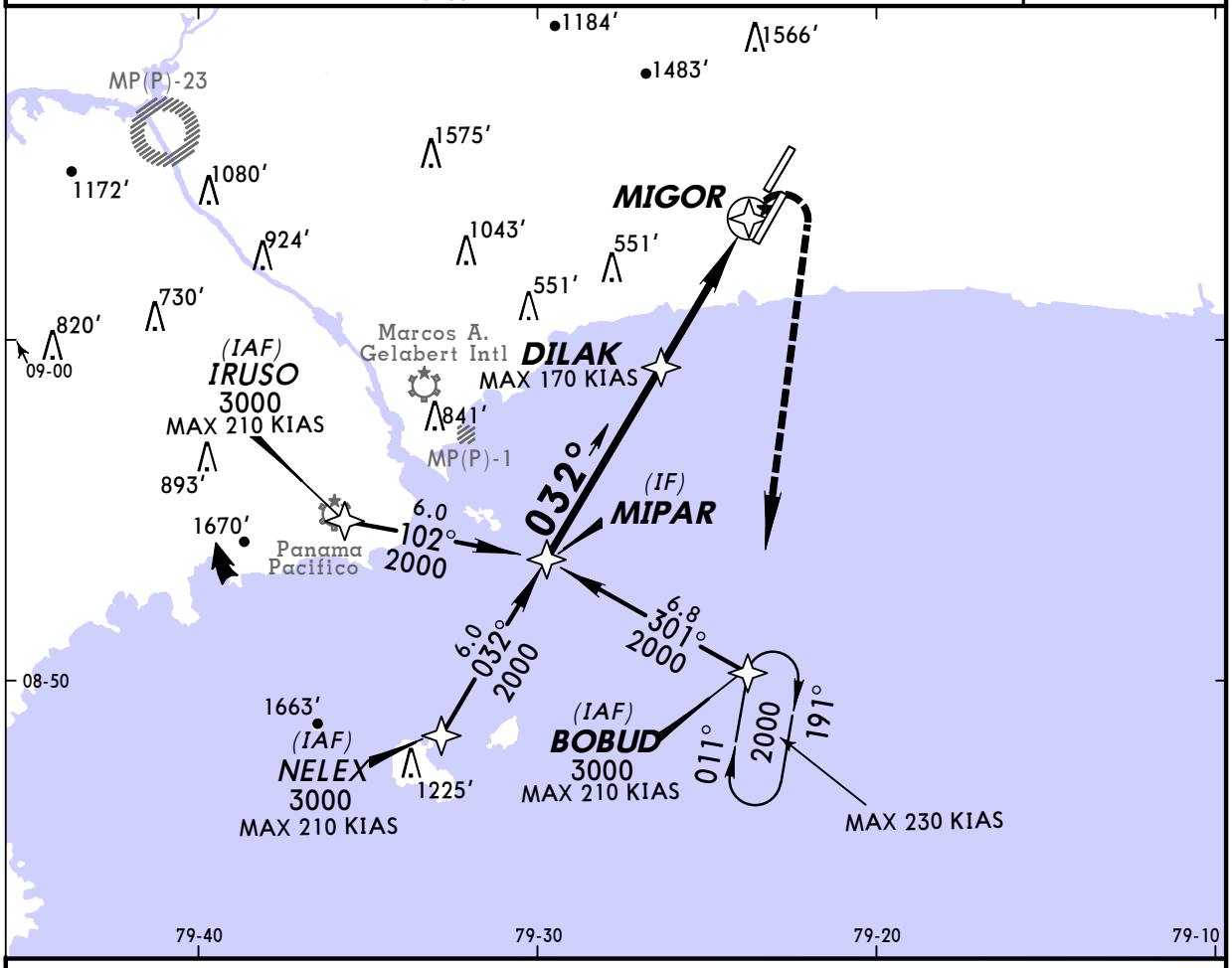
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev / Rwy 03L
	032°	DILAK 2000′ (1944′)	390′ (334′)	135′ / 56′

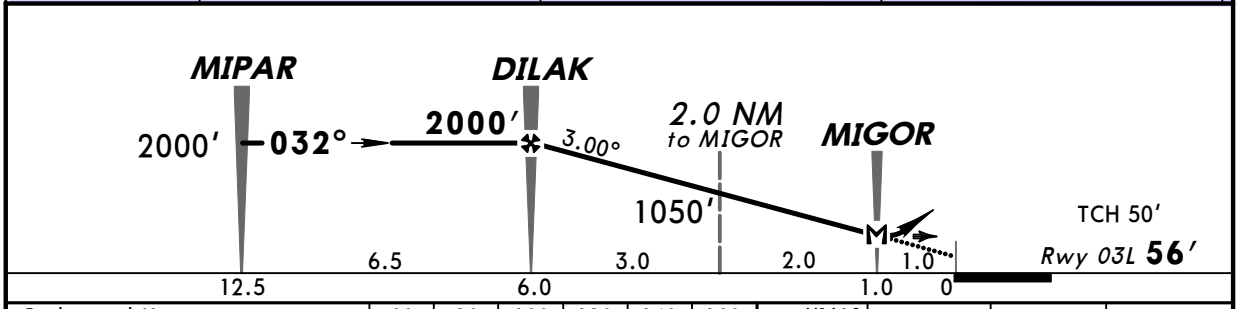
MISSED APCH: Turn RIGHT direct to BOBUD and hold at 2000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 18000′

1. Aircraft must be multi sensor equipped.

4500′
MSA ARP





Gnd speed-Kts		60	80	100	120	140	160
Descent Angle	3.00°	319	425	531	637	743	849
MAP at MIGOR							

HIALS
PAPI
RT
BOBUD

STRAIGHT-IN LANDING RWY 03L				CIRCLE-TO-LAND
LNAV/VNAV DA(H) 400′ (344′)		LNAV MDA(H) 390′ (334′)		
	ALS out		ALS out	
A	1200m	2000m	800m	1600m	A	NA
B					B	
C					C	
D	1600m		1200m	2000m	D	

CHANGES: None.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 14 FEB 14 (12-2)

PANAMA CITY, PANAMA
RNAV (GNSS) Rwy 21R

BRIEFING STRIP™

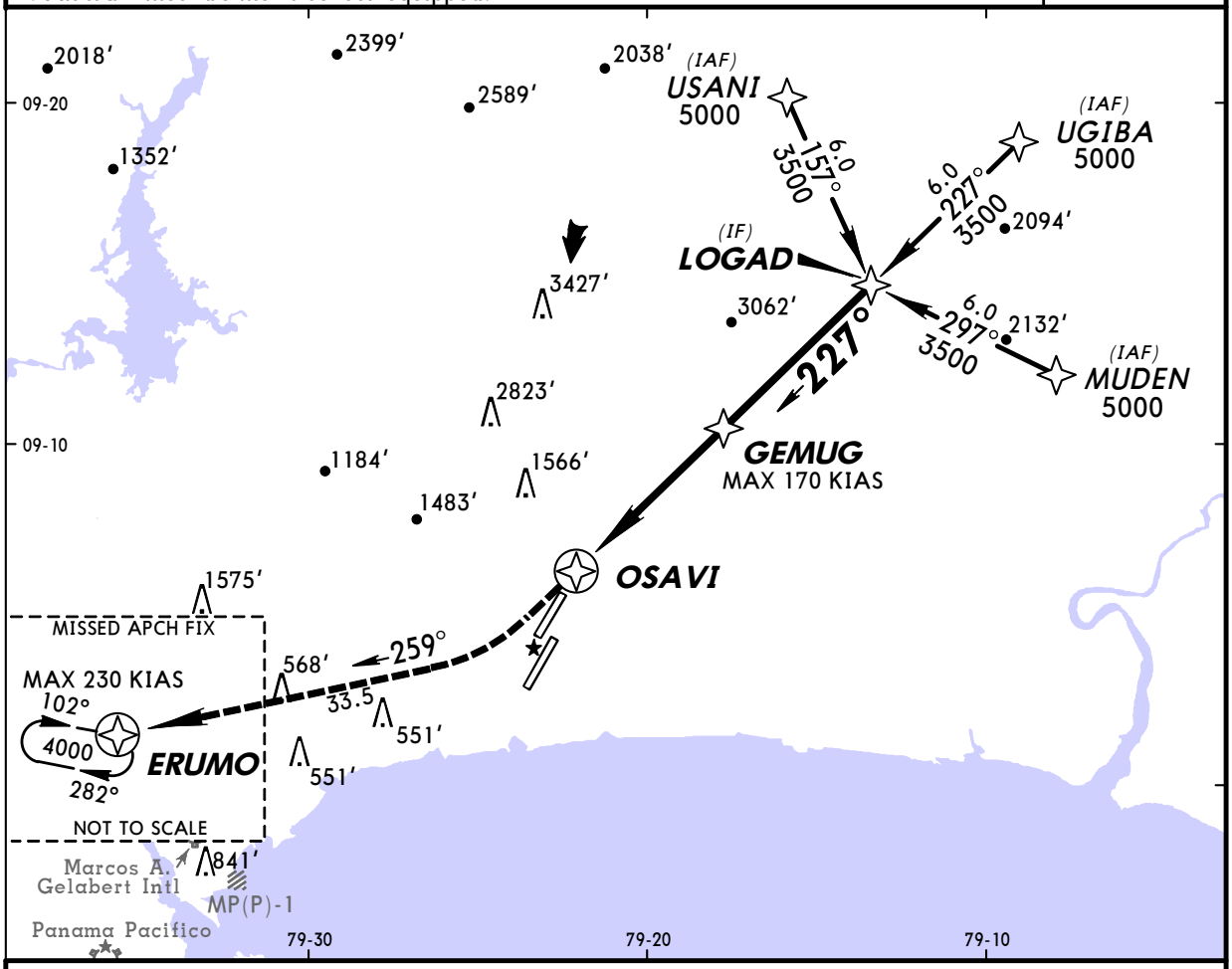
ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

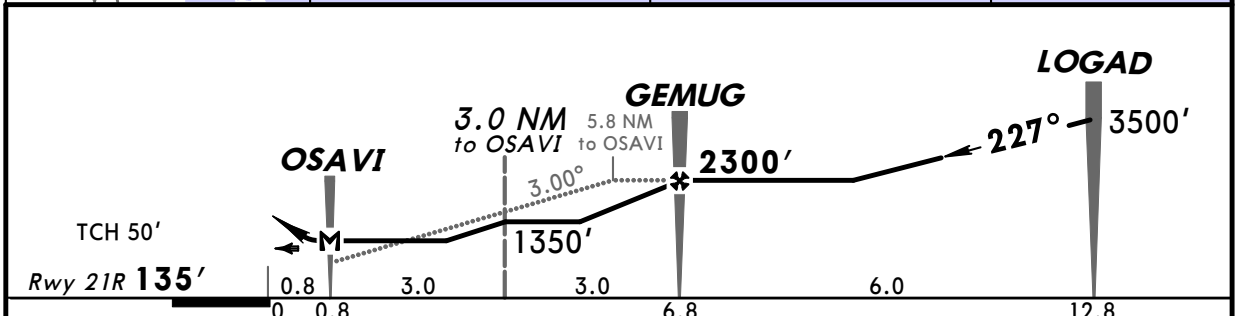
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 135′
	227°	GEMUG 2300′ (2165′)	1140′ (1005′)	Rwy 21R 135′

4500′
MSA ARP

MISSED APCH: As soon as possible, turn RIGHT track 259° to ERUMO and hold at 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 180 Trans alt: 18000′
1. Aircraft must be multi sensor equipped.





Gnd speed-Kts		60	80	100	120	140	160
Descent Angle	3.00°	319	425	531	637	743	849
MAP at OSAVI							

PAPI-R 259° RT ERUMO

STRAIGHT-IN LANDING RWY 21R LNAV MDA(H) 1140′ (1005′)		CIRCLE-TO-LAND	
A	2000m	A	NA
B	2400m	B	
C	4800m	C	
D		D	

CHANGES: Note removed.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 1 MAR 13 (12-20)

PANAMA CITY, PANAMA
RNAV (RNP) Y Rwy 03L

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

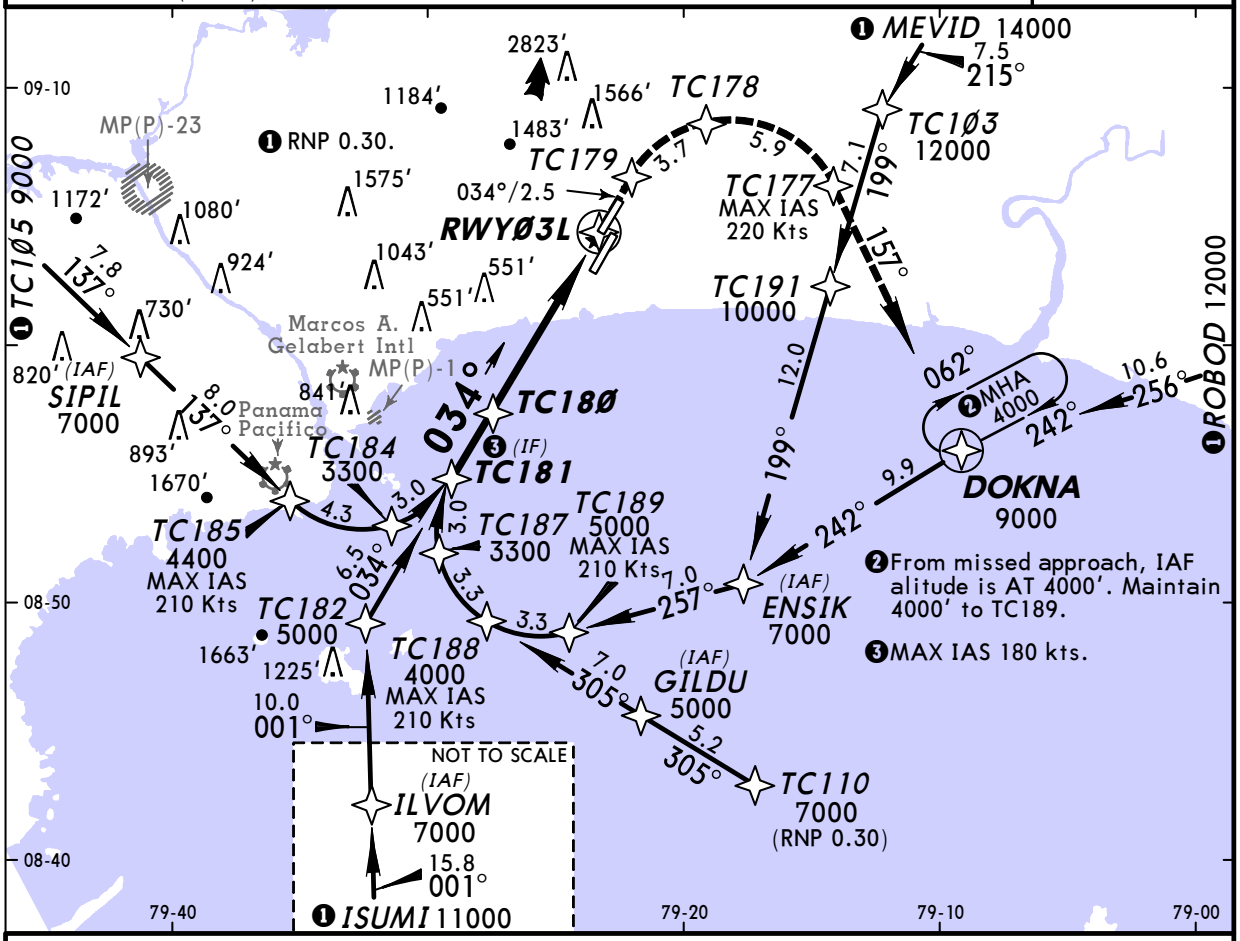
RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 135′
	034°	TC18Ø 2700′ (2644′)	425′ (369′)	Rwy 03L 56′

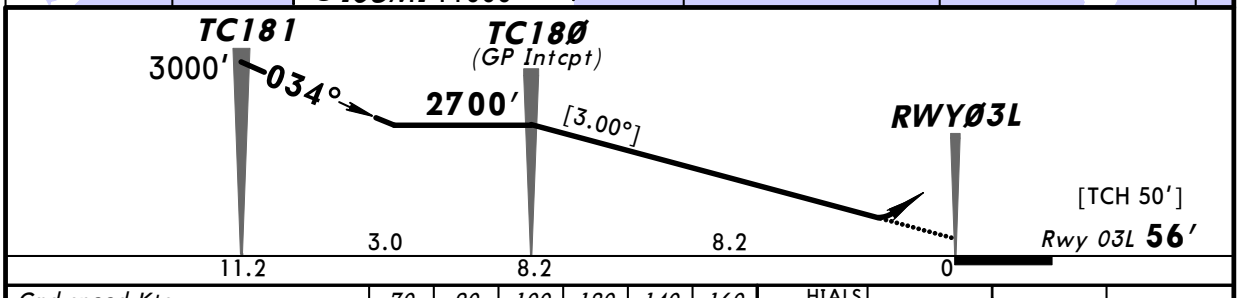
MISSED APCH: Climb to 4000′ on track 034° to TC179, then on RIGHT turn to TC178, then climbing RIGHT turn to TC177, then on track 157° to DOKNA and hold or as instructed by ATC. ATC may issue alternate missed approach instructions.
Missed approach requires RNP level less than 1.0.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 18000′

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 49°C (120°F).

5500′
MSA RWYØ3L





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

HIALS
PAPI

4000′ on 034° TC179

STRAIGHT-IN LANDING RWY03L

	RNP 0.15 DA(H) 425′ (369′)		RNP 0.30 DA(H) 462′ (406′)	
		ALS out		ALS out
A	1200m	2000m	1600m	2400m
B				
C				
D				

CHANGES: Missed approach instructions.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 1 MAR 13 (12-21)

PANAMA CITY, PANAMA
RNAV (RNP) Rwy 03R

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

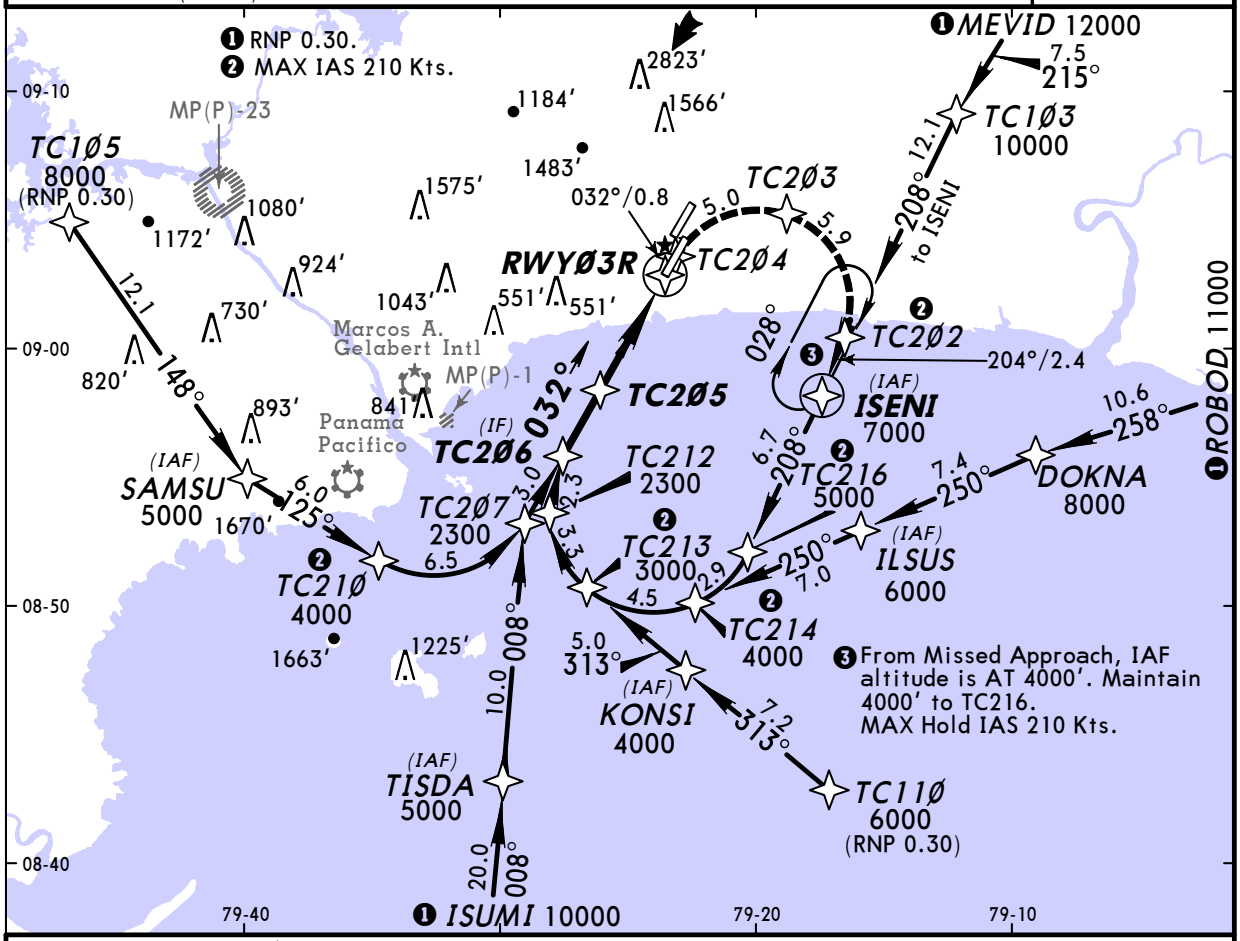
RNAV	Final Apch Crs	Minimum Alt TC2Ø5	RNP 0.15 DA(H)	Apt Elev 135′
	032°	1700′ (1672′)	278′ (250′)	TDZE 28′

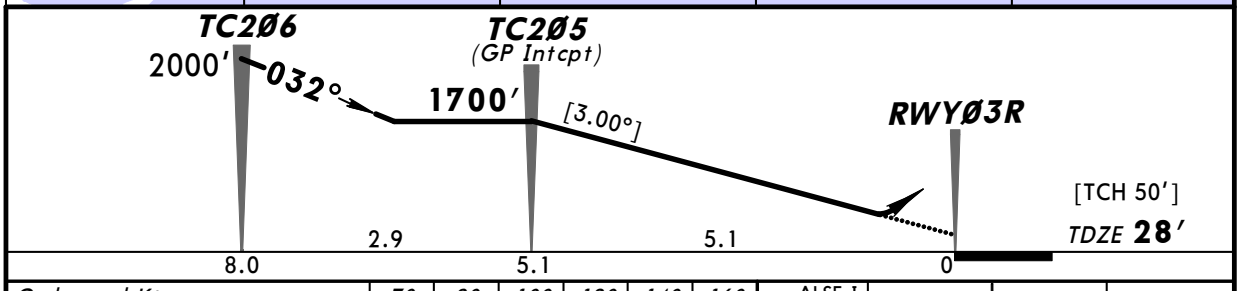
MISSED APCH: Climb to 4000′ on track 032° to TC2Ø4, then continue climbing RIGHT turn to TC2Ø3, then climbing RIGHT turn to TC2Ø2, then on track 204° to ISENI and hold or as instructed by ATC. ATC may issue alternate missed approach instructions.
Missed approach requires RNP level less than 1.0.

5500′

MSA RWYØ3R

Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 48°C (118°F).





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

ALSF-I
PAPI

4000′ on 032° TC2Ø4

STRAIGHT-IN LANDING RWY03R

	RNP 0.15 DA(H) 278′ (250′)		RNP 0.30 DA(H) 350′ (322′)	
		ALS out		ALS out
A	800m	1200m	1200m	1600m
B				
C				
D				

CHANGES: Missed approach instructions.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 1 MAR 13 (12-22)

PANAMA CITY, PANAMA
RNAV (RNP) Z Rwy 21R

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

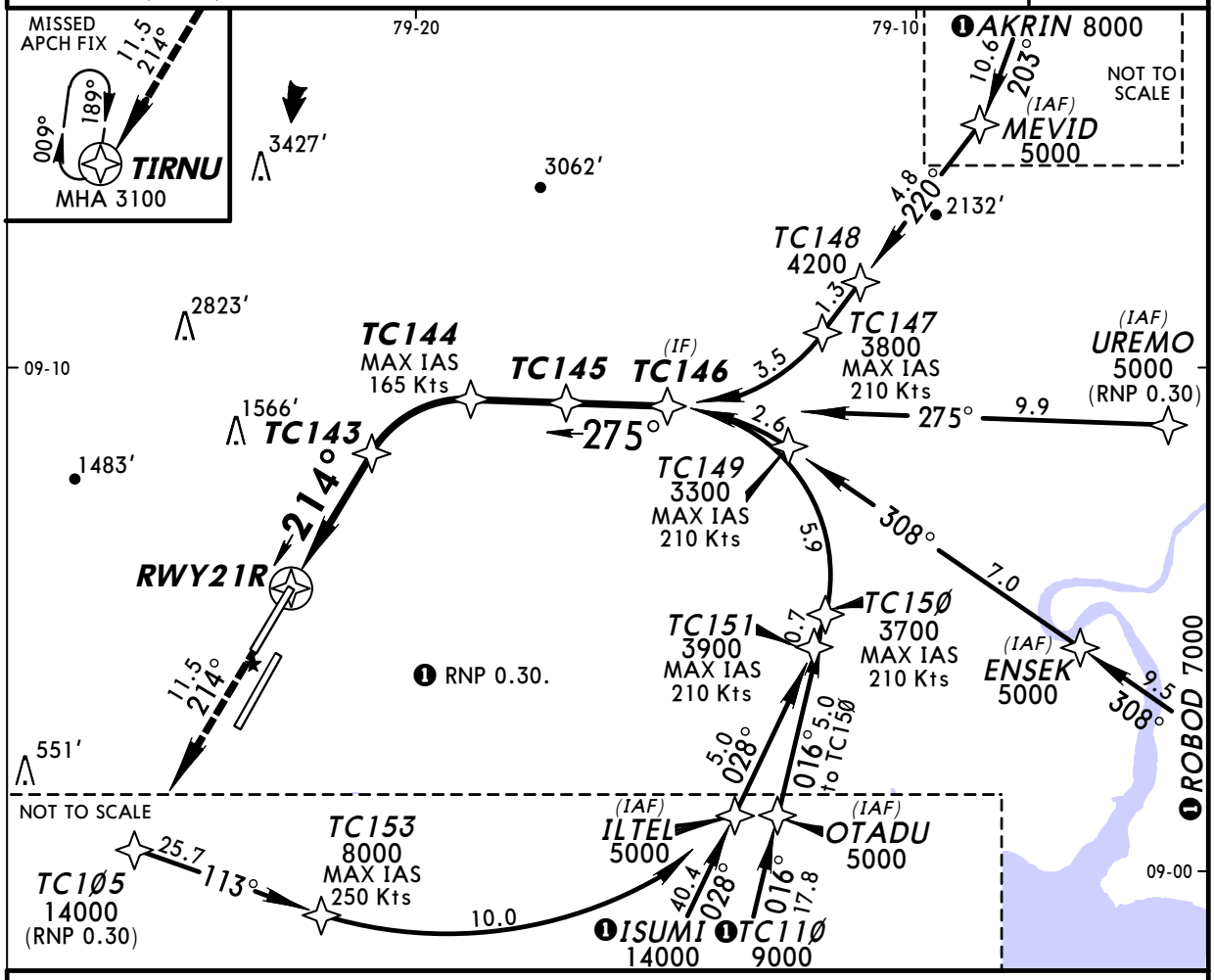
RNAV	Final Apch Crs	Minimum Alt TC145	RNP 0.10 DA(H)	Apt Elev 135′
	214°	2600′ (2465′)	385′ (250′)	Rwy 21R 135′

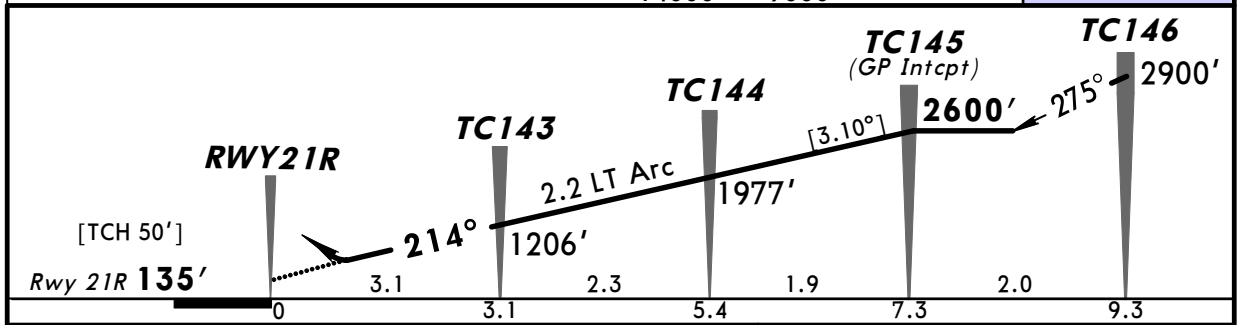
MISSED APCH: Climb to 3100′ on track 214° to TIRNU and hold. ATC may issue alternate missed approach instructions.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 180 Trans alt: 18000′

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 39°C (102°F).

5500′
MSA RWY21R





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[3.10°]	384	494	548	658	768	878
MAP at DA							

PAPI-R 3100′ on 214° TIRNU

STRAIGHT-IN LANDING RWY 21R

	RNP 0.10 DA(H) 385′ (250′)	RNP 0.15 DA(H) 455′ (320′)	RNP 0.30 DA(H) 948′ (813′)
A	1200m	1600m	4400m
B			
C			
D			

CHANGES: Missed approach instructions, PAPI-R.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 12 SEP 14 (13-1)

PANAMA CITY, PANAMA
VOR DME Rwy 03L

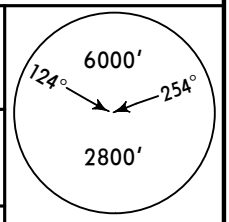
BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

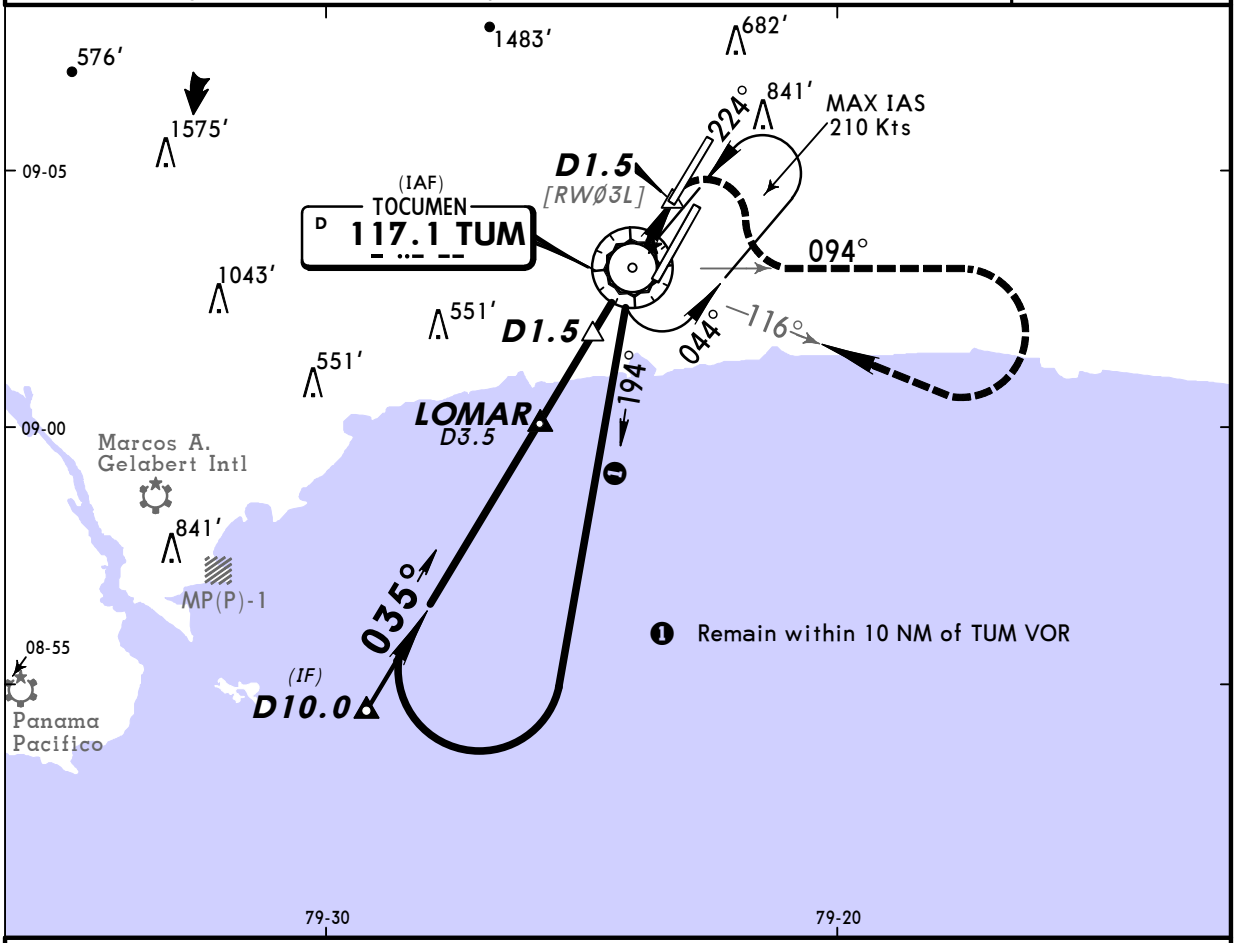
VOR TUM	Final Apch Crs	Minimum Alt LOMAR	MDA(H)	Apt Elev 135′
117.1	035°	1600′ (1530′)	420′ (350′)	TDZE 70′

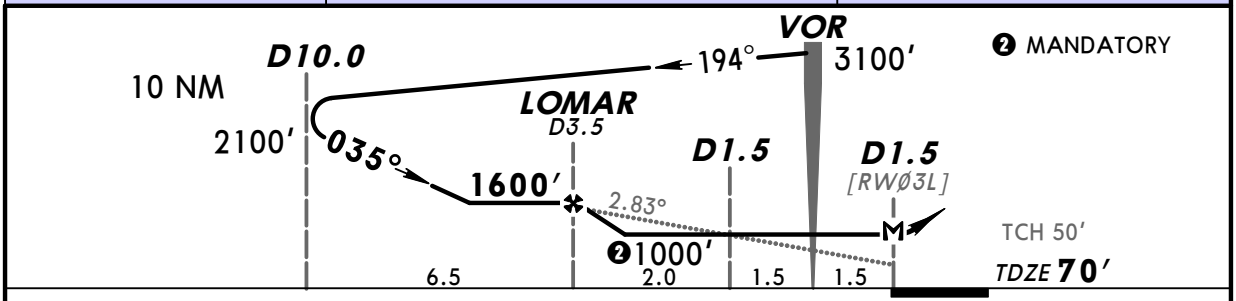
MISSED APCH: Climbing RIGHT turn to 3100′ to intercept TUM VOR R-094, turn RIGHT via TUM VOR R-116, to TUM VOR and hold.

Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 180 Trans alt: 18000′
1. CAUTION: High terrain Northwest of airport.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	350	450	550	650	750	850
MAP at D1.5 or LOMAR to MAP 5.0	5:00	3:45	3:00	2:30	2:09	1:53

HIALS
PAPI

3100′ TUM
RT on 117.1 R-094

STRAIGHT-IN LANDING RWY03L **CEILING REQUIRED**

MDA(H) 420′ (350′)

	CEILING-VISIBILITY	ALS out
A	300′- 1200m	300′- 1600m
B		
C	300′- 1600m	300′- 1900m
D		

CIRCLE-TO-LAND
Not Authorized
Northwest of Rwy 03L-21R

Max Kts	MDA(H)	CEIL-VIS
90	540′ (405′)	500′- 1600m
120	640′ (505′)	600′- 2400m
140	740′ (605′)	700′- 3200m
165	860′ (725′)	800′- 4000m

CHANGES: Minimums.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 12 SEP 14 (13-2)

PANAMA CITY, PANAMA
VOR Rwy 03L

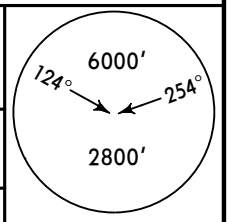
BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

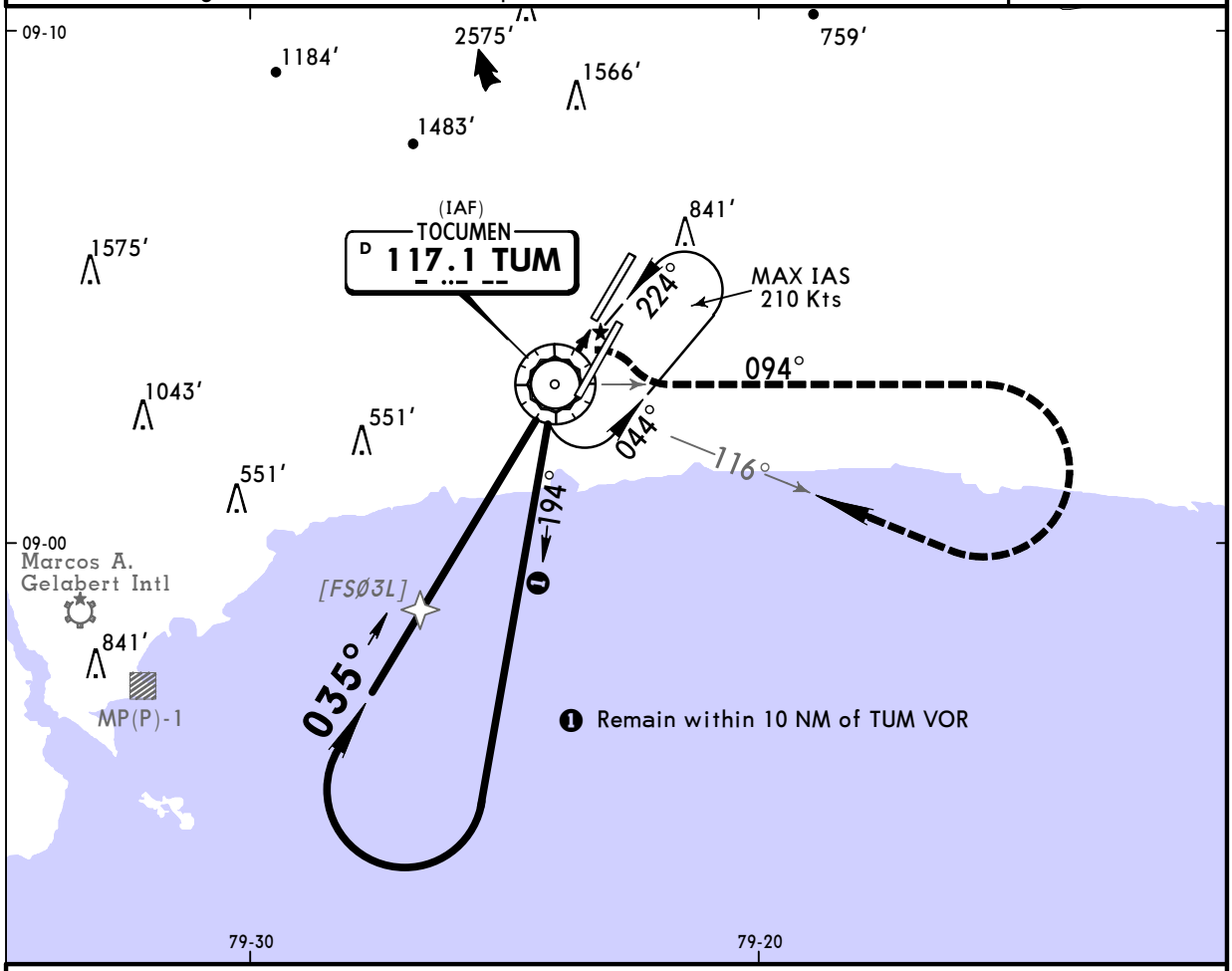
VOR TUM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 135′
117.1	035°		680′ (610′)	TDZE 70′

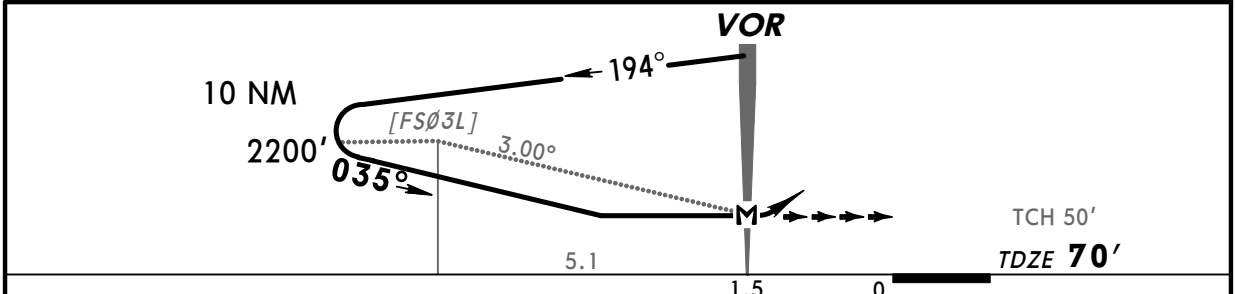
MISSED APCH: Climbing RIGHT turn to 3100′ to intercept TUM VOR R-094, turn RIGHT via TUM VOR R-116, to TUM VOR and hold.

Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 180 Trans alt: 18000′
1. CAUTION: High terrain Northwest of airport.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	600					750
MAP at VOR						

HIALS PAPI

3100′ on TUM 117.1 RT R-094

STRAIGHT-IN LANDING RWY 03L — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 680′ (610′)

	CEILING-VISIBILITY	ALS out
A	600′-1200m	600′-1600m
B		
C	600′-2700m	600′-3100m
D		

Max Kts	MDA(H)	CEIL-VIS
90	680′ (545′)	600′-1600m
120	680′ (545′)	600′-2400m
140	740′ (605′)	700′-3200m
165	860′ (725′)	800′-4000m

Not Authorized Northwest of Rwy 03L-21R

CHANGES: Minimums.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 12 SEP 14 (13-3)

PANAMA CITY, PANAMA
VOR DME Rwy 21L

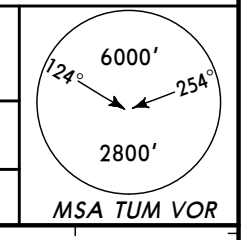
BRIEFING STRIP ™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

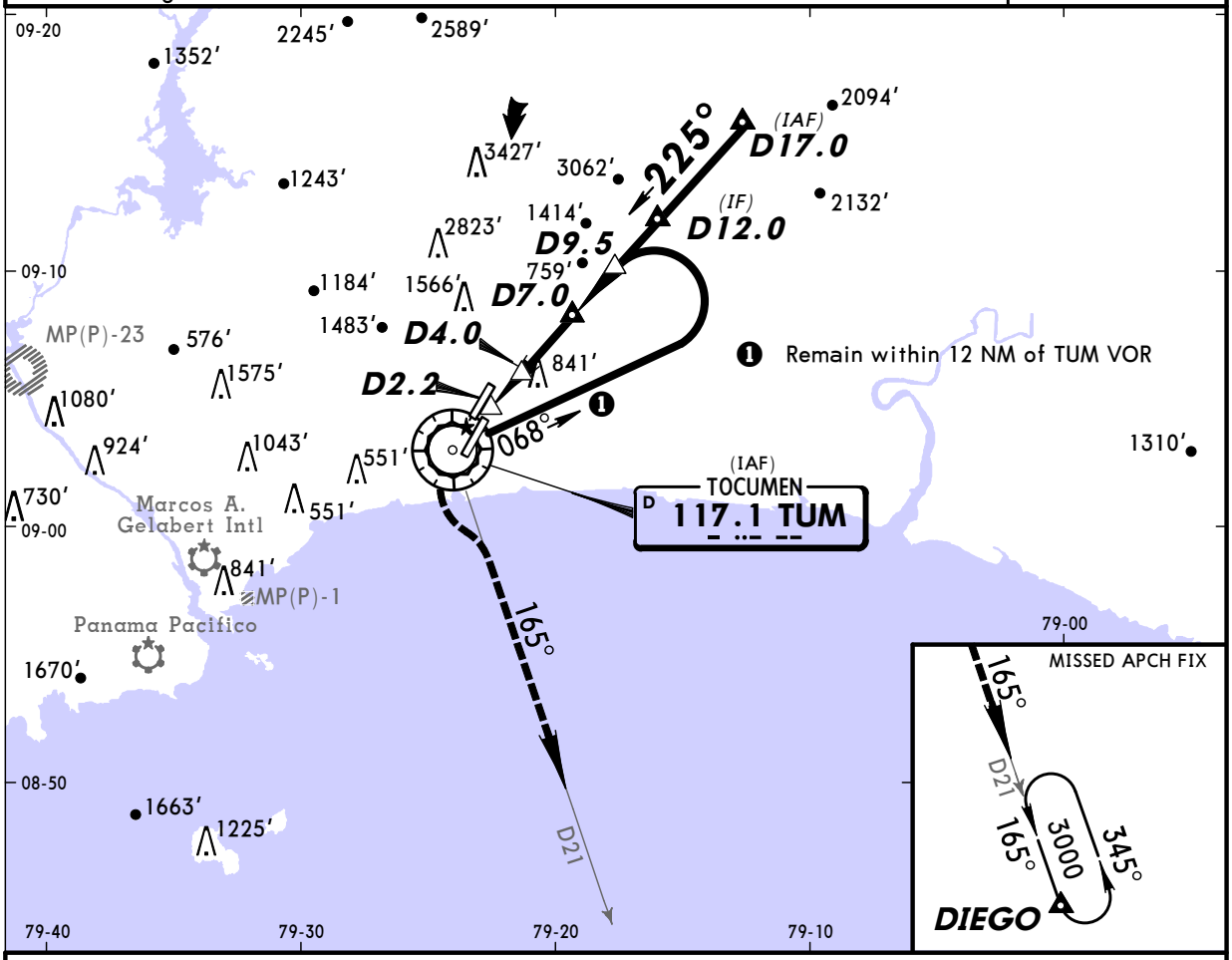
VOR TUM	Final Apch Crs	Minimum Alt D7.0	MDA(H)	Apt Elev 135′
117.1	225°	1900′ (1864′)	480′ (444′)	TDZE 36′

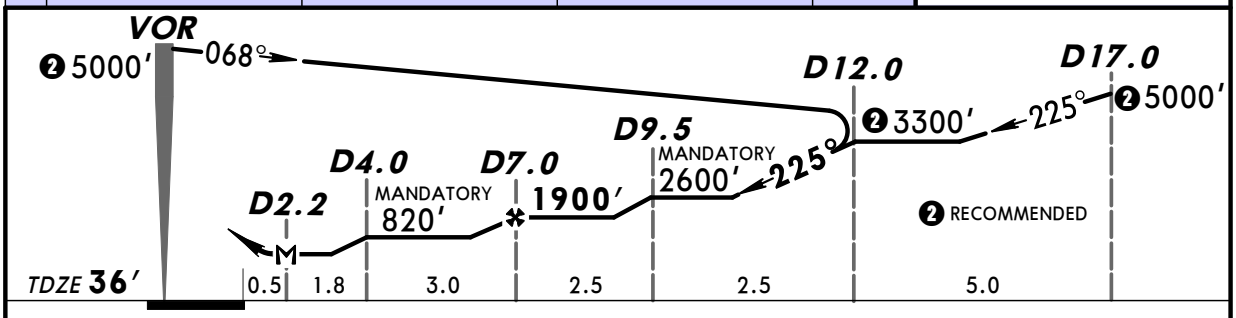
MISSED APCH: Direct to TUM VOR climbing to 800′, then outbound on TUM VOR R-165 to DIEGO climbing to 3000′ and hold.

Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′
1. Max holding IAS - 210 kts.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	400	500	600	750	850	1000
MAP at D2.2 or FAF to MAP 4.8	4:48	3:36	2:53	2:24	2:03	1:48

PAPI-L D to TUM 117.1 800′

STRAIGHT-IN LANDING RWY 21L

CEILING REQUIRED

MDA(H) 480′ (444′)

	CEILING-VISIBILITY
A	400′ - 1600m
B	
C	400′ - 2200m
D	

CIRCLE-TO-LAND

Not Authorized
Northwest of Rwy 03L-21R

	Max Kts	MDA(H)	CEIL-VIS
A	90	540′ (405′)	500′ - 1600m
B	120	640′ (505′)	600′ - 2400m
C	140	740′ (605′)	700′ - 3200m
D	165	860′ (725′)	800′ - 4000m

CHANGES: Minimums.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 8 JUN 12 (18-1)

PANAMA CITY, PANAMA
RADAR ASR Rwy 03R

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

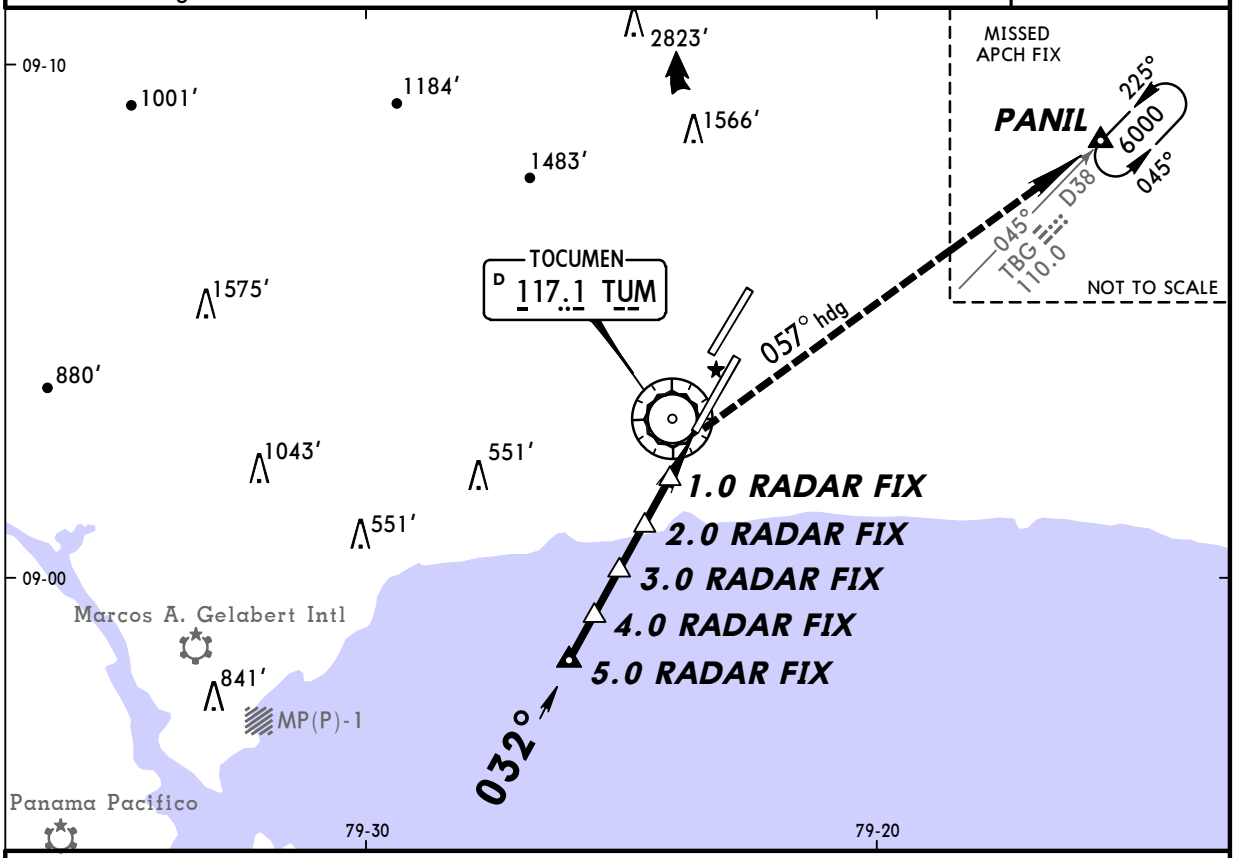
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
	032°	5.0 RADAR FIX 1600′ (1572′)	460′ (432′)	Apt Elev 135′ TDZE 28′

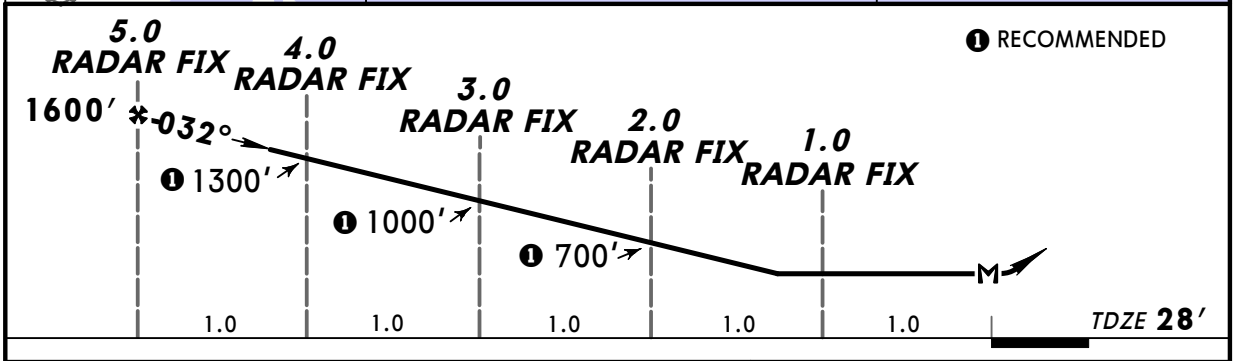
MISSED APCH: Climbing RIGHT turn via heading 057° to 6000′, direct to PANIL and hold.

No MSA Published

Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′

1. COMMUNICATIONS FAILURE: If no communications are received for approximately one minute while being vectored to final, 15 seconds while on ASR final approach, call TWR 118.1 and proceed VMC. If unable, proceed with a published IAP assigned by ATC. 2. Holding PANIL: Maximum IAS 210 kts.





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	320	420	520	620	720	820
FAF to MAP 5.0	5:00	3:45	3:00	2:30	2:09	1:53

ALSF-I / PAPI — 6000′ RT via 057° hdg — D PANIL

STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

ASR 03R

MDA(H) **460′** (432′)

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	400′ - 800m	400′ - 1600m	90	540′ (405′)	500′ - 1600m
B			120	600′ (465′)	500′ - 1600m
C	400′ - 1200m	400′ - 2000m	140	600′ (465′)	500′ - 2400m
D		400′ - 2400m	165	700′ (565′)	600′ - 3600m

CHANGES: Procedure.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 8 JUN 12 (18-2)

PANAMA CITY, PANAMA
RADAR ASR Rwy 03L

BRIEFING STRIP ™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

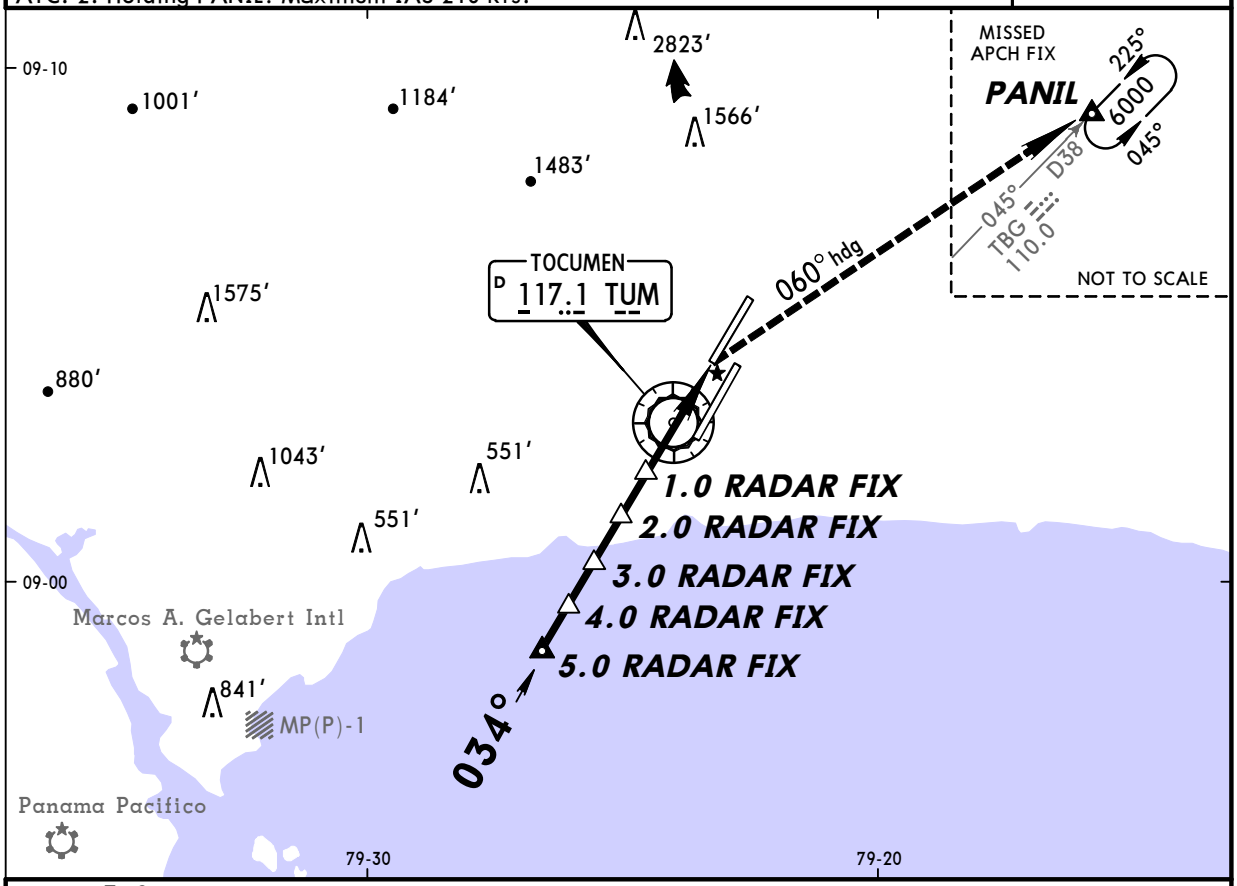
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
	034°	5.0 RADAR FIX 1600′ (1530′)	560′ (490′)	Apt Elev 135′ TDZE 70′

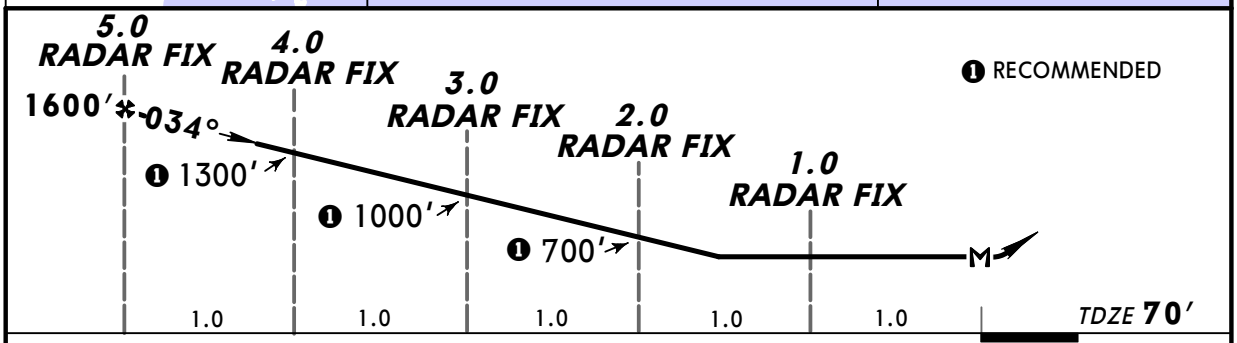
MISSED APCH: Climbing RIGHT turn via heading 060° to 6000′, direct to PANIL and hold.

No MSA Published

Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 180 Trans alt: 18000′

1. COMMUNICATIONS FAILURE: If no communications are received for approximately one minute while being vectored to final, 15 seconds while on ASR final approach, call TWR 118.1 and proceed VMC. If unable, proceed with a published IAP assigned by ATC. 2. Holding PANIL: Maximum IAS 210 kts.





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	300	400	500	600	700	800
FAF to MAP 5.0	5:00	3:45	3:00	2:30	2:09	1:53

HIALS PAPI 6000′ via RT 060° hdg D PANIL

STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

ASR 03L
MDA(H) **560′** (490′)

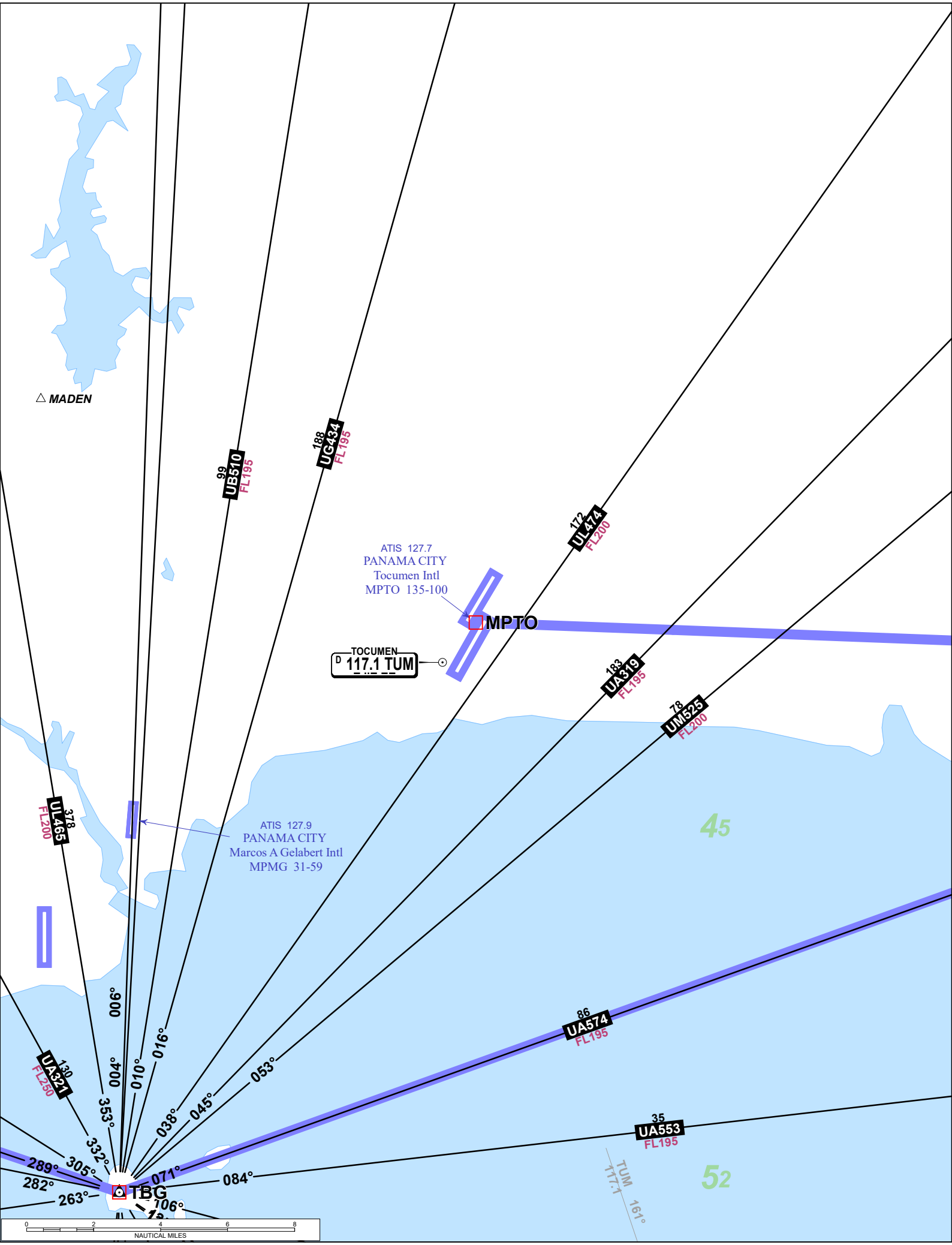
	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	500′ - 800m	500′ - 1600m	90	560′ (425′)	500′ - 1600m
B			120	600′ (465′)	500′ - 1600m
C	500′ - 1600m	500′ - 2400m	140	600′ (465′)	500′ - 3200m
D		500′ - 2800m	165	700′ (565′)	600′ - 3600m

CHANGES: Procedure.

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DEPARTURE (MPTO -> MGGT): MPTO (Tocumen Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

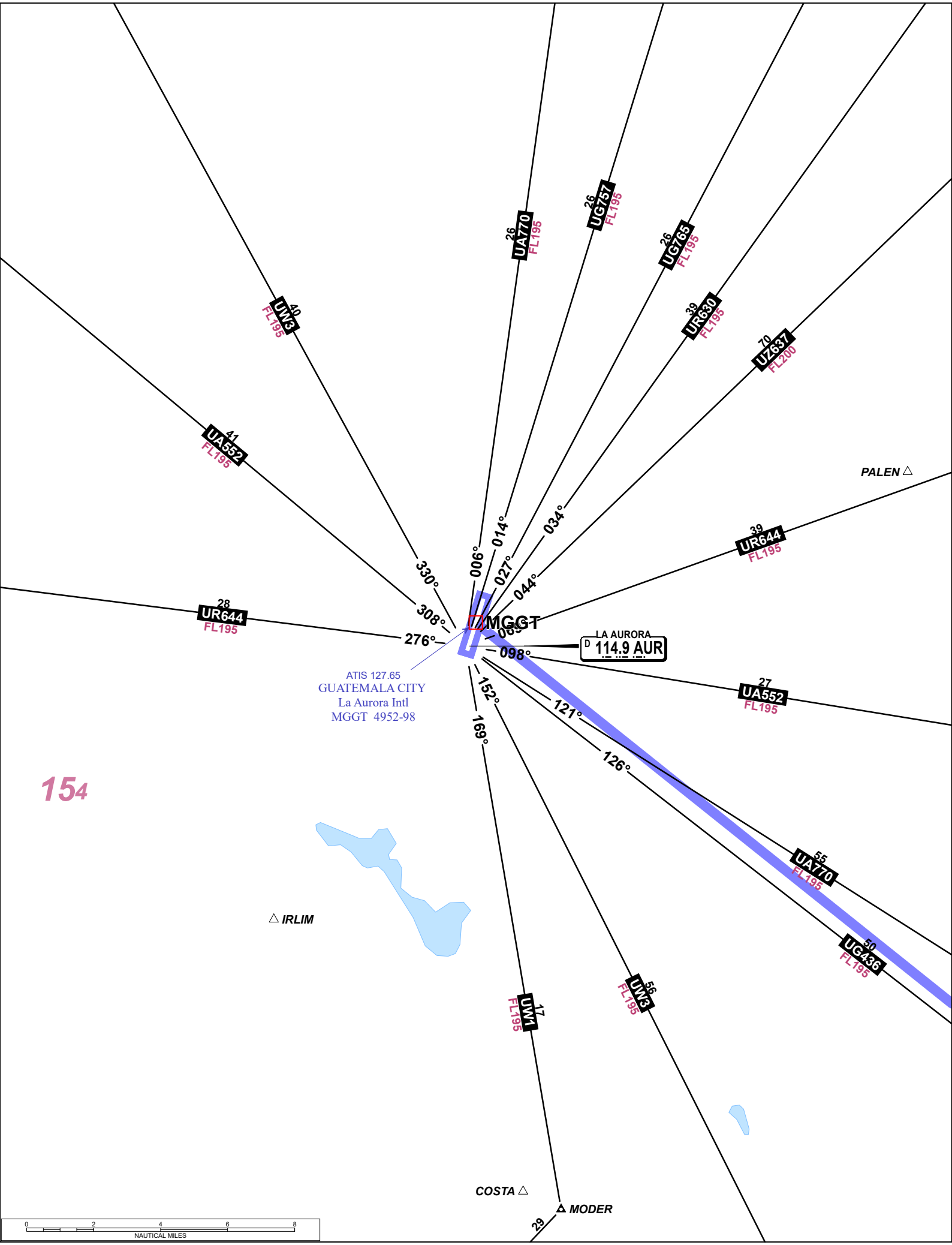
JEPPESEN
JeppView 3.6.2.0



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DESTINATION (MPTO -> MGGT): MGGT (La Aurora Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

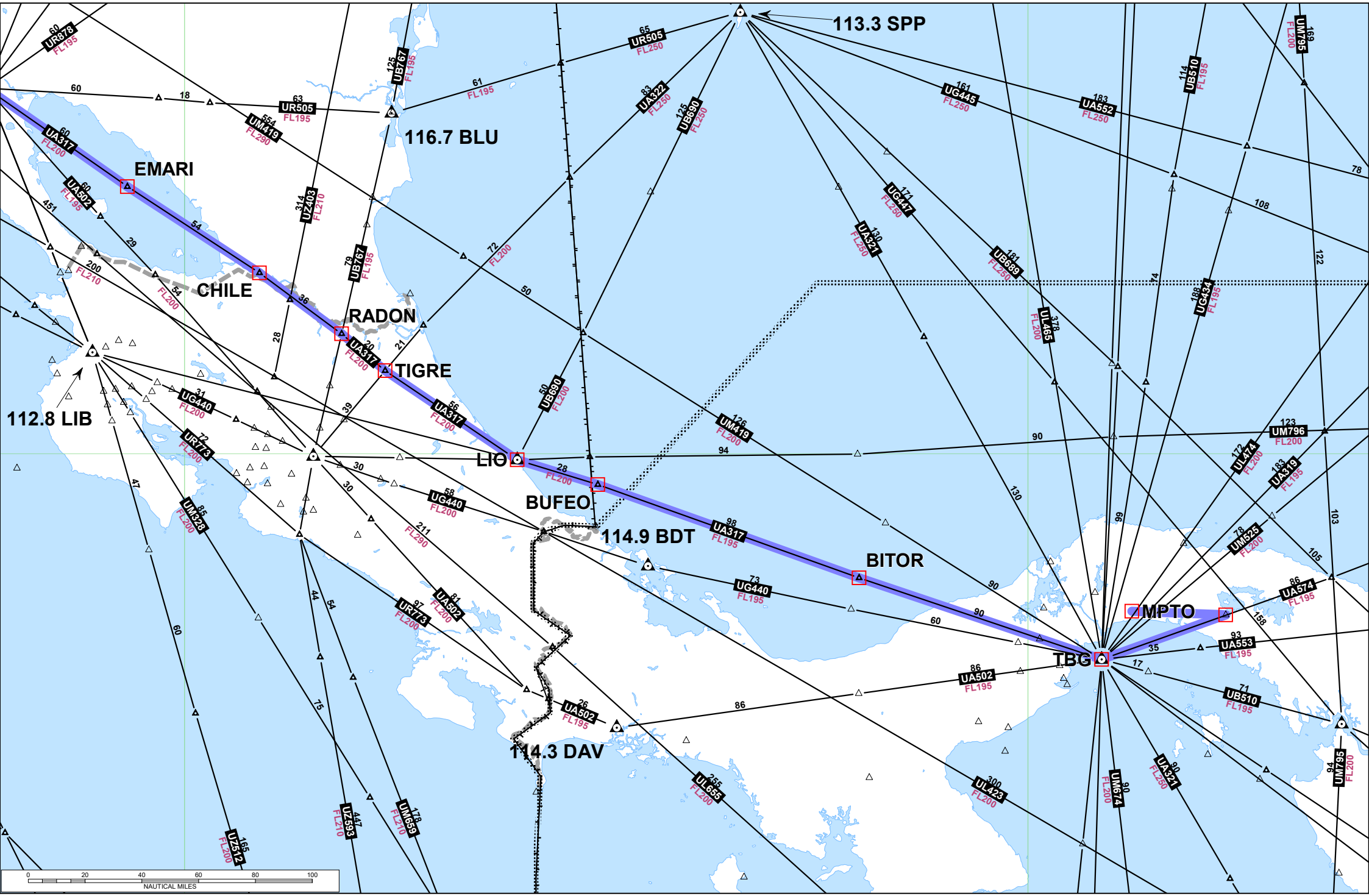
JEPPESEN
JeppView 3.6.2.0



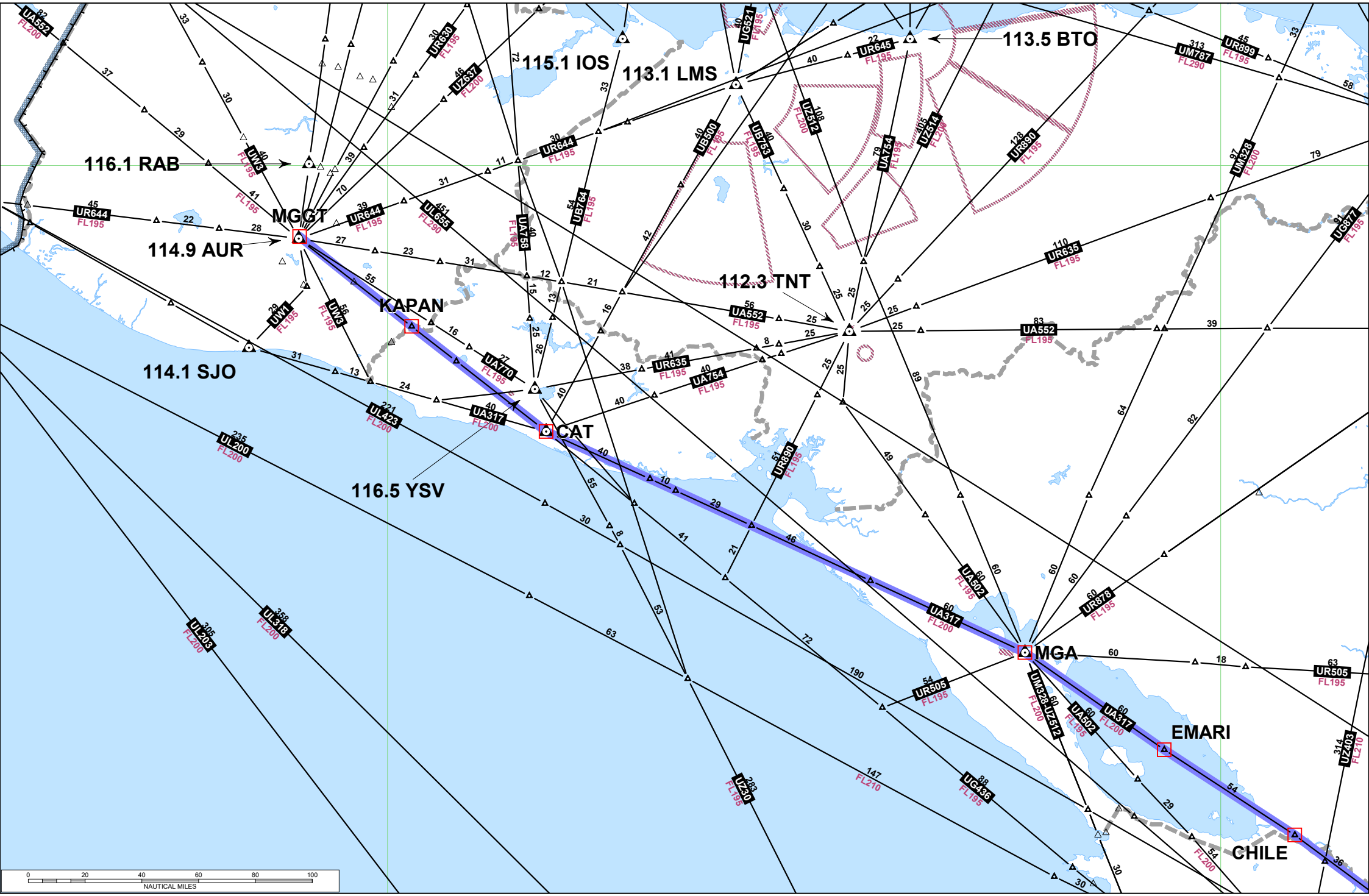
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MPTO -> MGGT (Page 1 of 2)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:2999093 (1 inch = 41.13 naut mi). Printed on 09 Sep 2015

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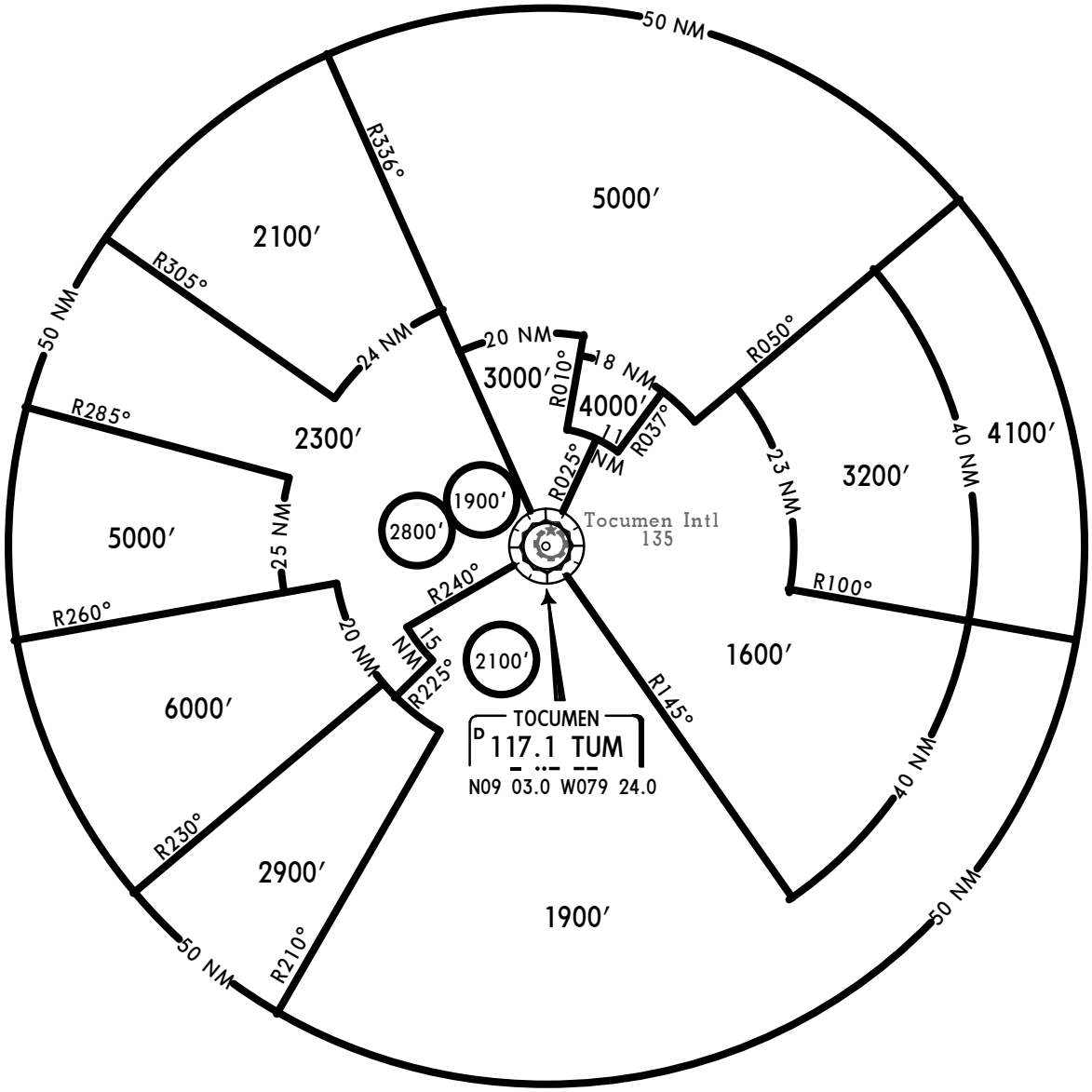
14 FEB 03 (10-1R)

PANAMA CITY, PANAMA

TOCUMEN INTL

IFR MINIMUM VECTOR ALTITUDE CLEARANCE

(Does not raise Airway MEA)



CHANGES: New chart.

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MPTO/PTY
TOCUMEN INTL

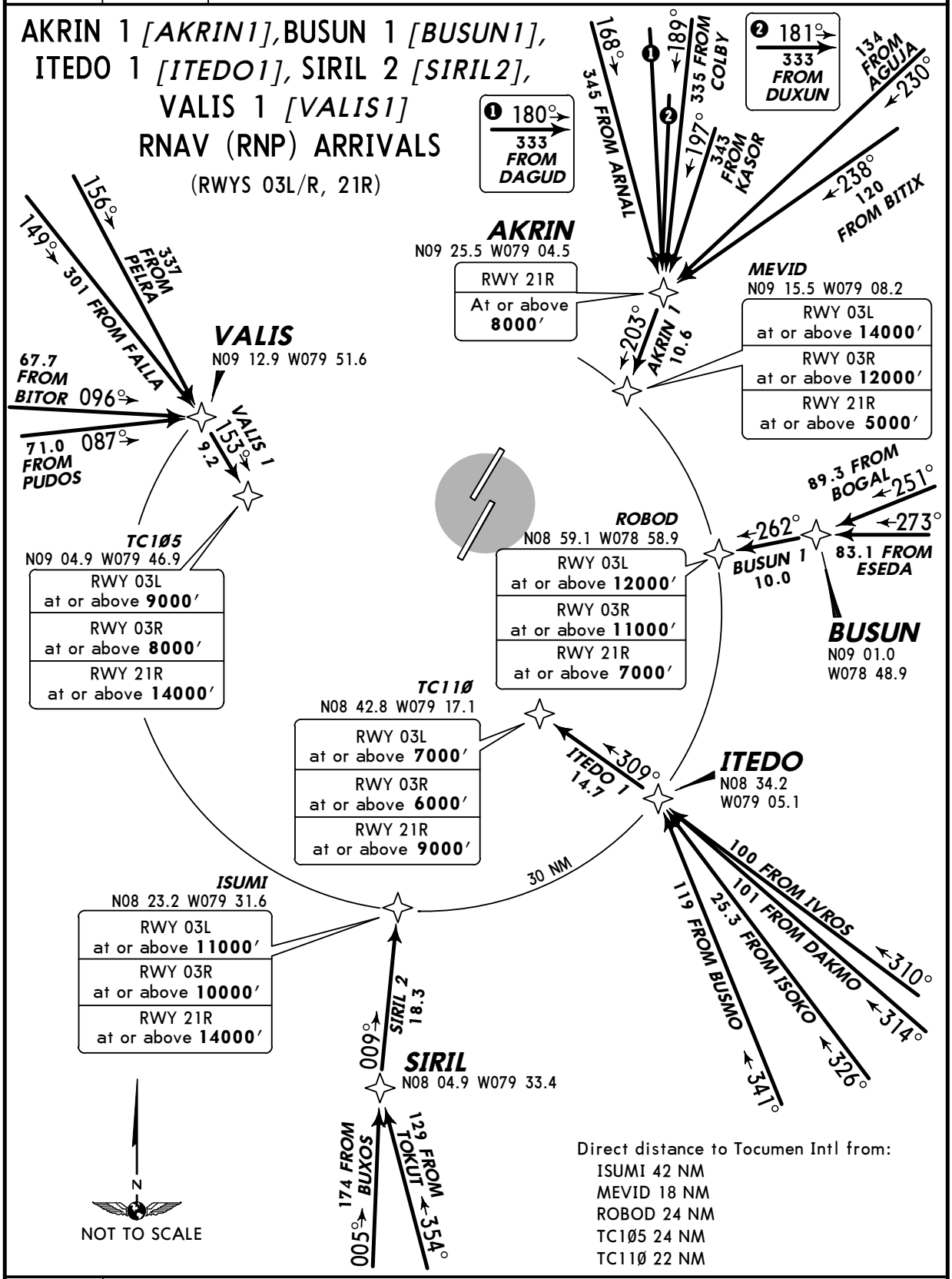
JEPPESEN
3 JAN 14 (10-2)

PANAMA CITY, PANAMA
RNAV STAR

ATIS	Apt Elev	
127.7	135′	Alt Set: hPa Trans level: By ATC Trans alt: 18000′ Special aircraft and aircrew authorization required.

AKRIN 1 *[AKRIN1]*, BUSUN 1 *[BUSUN1]*, ITEDO 1 *[ITEDO1]*, SIRIL 2 *[SIRIL2]*, VALIS 1 *[VALIS1]* RNAV (RNP) ARRIVALS

(RWYS 03L/R, 21R)



STAR	ROUTING
AKRIN 1	From AKRIN track 203° to MEVID.
BUSUN 1	From BUSUN track 262° to ROBOD.
ITEDO 1	From ITEDO track 309° to TC110.
SIRIL 2	From SIRIL track 009° to ISUMI.
VALIS 1	From VALIS track 153° to TC105.

LANDING

Execute RNAV (RNP) Y RWY 03L or RNAV (RNP) RWY 03R or RNAV (RNP) Z RWY 21R.

CHANGES: None.

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MPTO/PTY
TOCUMEN INTL

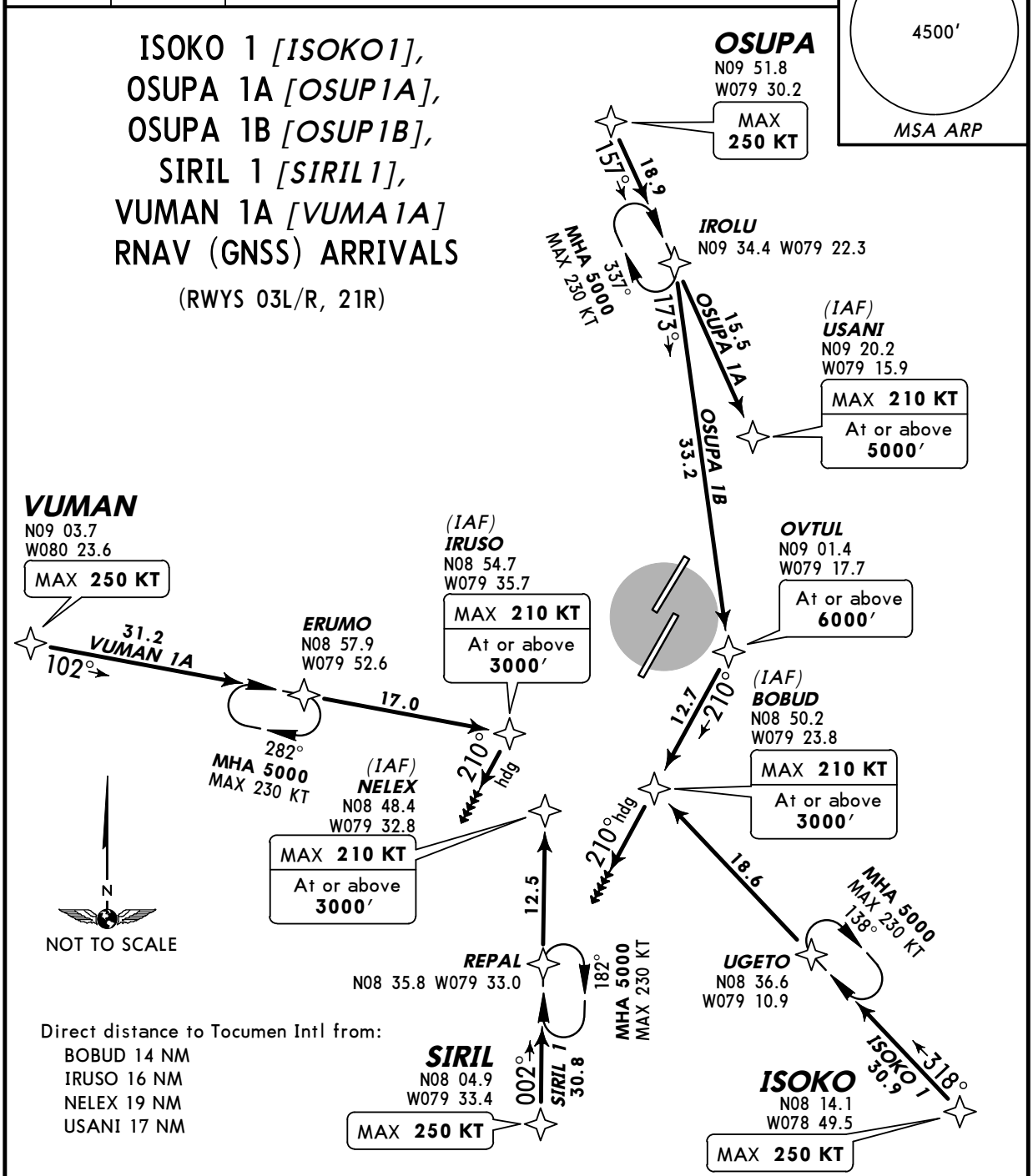
JEPPESEN
3 JAN 14 (10-2A)

PANAMA CITY, PANAMA
RNAV STAR

ATIS	Apt Elev	
127.7	135′	Alt Set: hPa Trans level: By ATC Trans alt: 18000′ Aircraft must be multi-sensor equipped.

ISOKO 1 *[ISOKO1]*, OSUPA 1A *[OSUP1A]*, OSUPA 1B *[OSUP1B]*, SIRIL 1 *[SIRIL1]*, VUMAN 1A *[VUMA1A]* RNAV (GNSS) ARRIVALS

(RWYS 03L/R, 21R)



STAR	ROUTING	ALTITUDE
ISOKO 1	From ISOKO track 318° to BOBUD. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure. If approach clearance is not received prior to BOBUD, MAINTAIN last altitude and heading 210° and EXPECT RADAR vectors.	MAINTAIN at or above 3000′
OSUPA 1A	From OSUPA track 157° to USANI. Execute RNAV (GNSS) RWY 21R procedure.	MAINTAIN at or above 5000′
OSUPA 1B	From OSUPA track 157° to IROLU then turn RIGHT track 173° to OVTUL, then turn RIGHT track 210° to BOBUD. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure. If approach clearance is not received prior to BOBUD, MAINTAIN last altitude and heading 210° and EXPECT RADAR vectors.	MAINTAIN at or above 3000′
SIRIL 1	From SIRIL track 002° to NELEX. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure.	
VUMAN 1A	From VUMAN track 102° to IRUSO. Execute RNAV (GNSS) RWY 03L or RNAV (GNSS) ILS TRANSITION RWY 03R procedure. If approach clearance is not received prior to IRUSO, MAINTAIN last altitude then turn RIGHT heading 210° and EXPECT RADAR vectors.	

CHANGES: BOMAN 1A and ISAKU 1A STARs renamed.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN
14 FEB 14 (10-3)

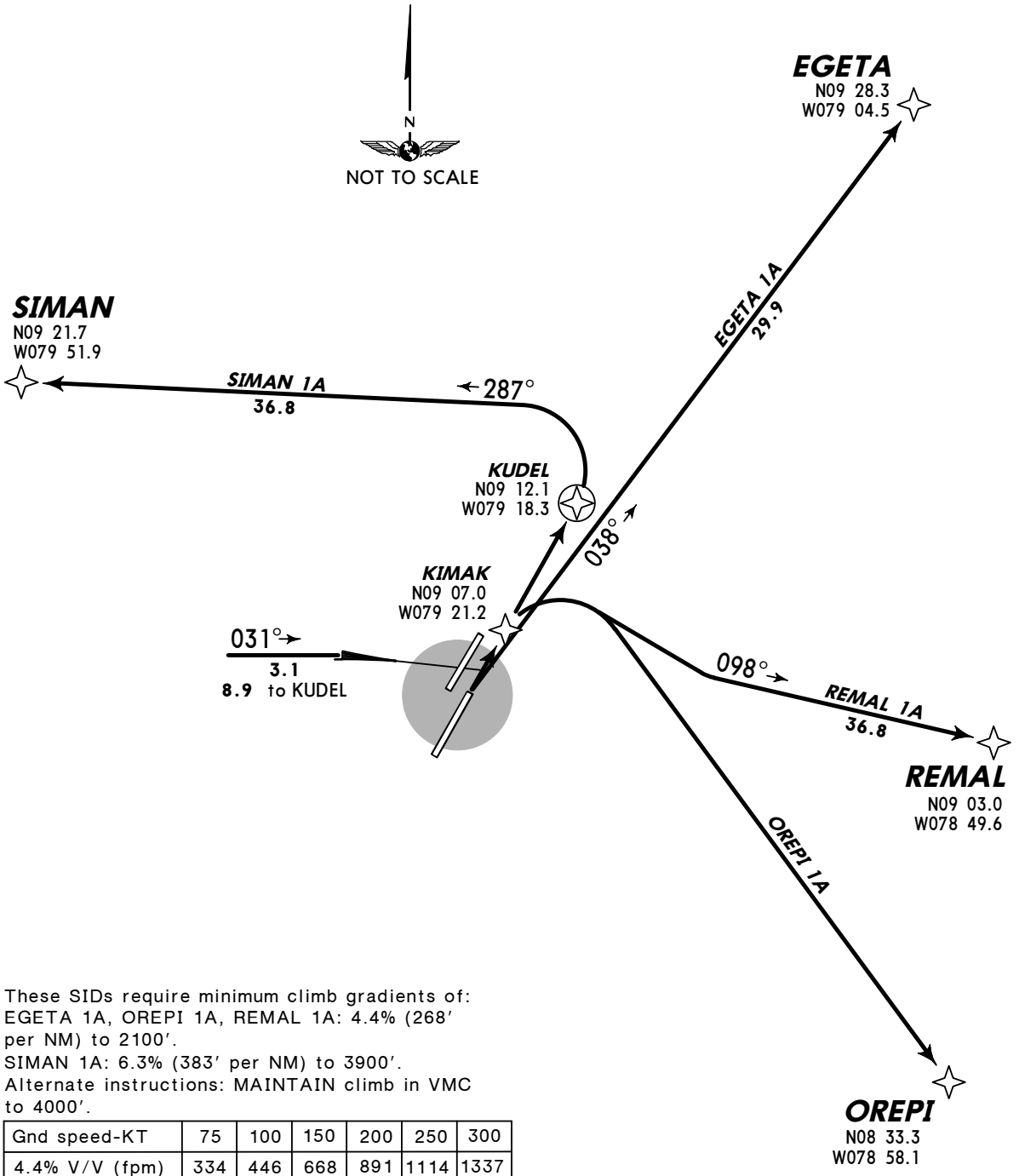
PANAMA CITY, PANAMA
RNAV SID

Apt Elev	
135′	Trans level: By ATC Trans alt: 18000′ Aircraft must be multi-sensor equipped.

4500′
MSA ARP

EGETA 1A *[EGET1A]*, OREPI 1A *[OREP1A]*, REMAL 1A *[REMA1A]*, SIMAN 1A *[SIMA1A]* RNAV (GNSS) DEPARTURES

(RWY 03R)



These SIDs require minimum climb gradients of:
EGETA 1A, OREPI 1A, REMAL 1A: 4.4% (268′ per NM) to 2100′.
SIMAN 1A: 6.3% (383′ per NM) to 3900′.
Alternate instructions: MAINTAIN climb in VMC to 4000′.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
6.3% V/V (fpm)	479	638	957	1276	1595	1914

SID	INITIAL CLIMB	ALTITUDE
EGETA 1A	Track 038° to EGETA.	MAINTAIN 5000′ until instructed by ATC
OREPI 1A	Direct to KIMAK, then turn RIGHT direct to OREPI.	
REMAL 1A	Direct to KIMAK, then turn RIGHT track 098° to REMAL.	
SIMAN 1A	Direct to KUDEL, then turn LEFT track 287° to SIMAN.	

CHANGES: SIMAN 1A SID depiction.

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MPTO/PTY
TOCUMEN INTL

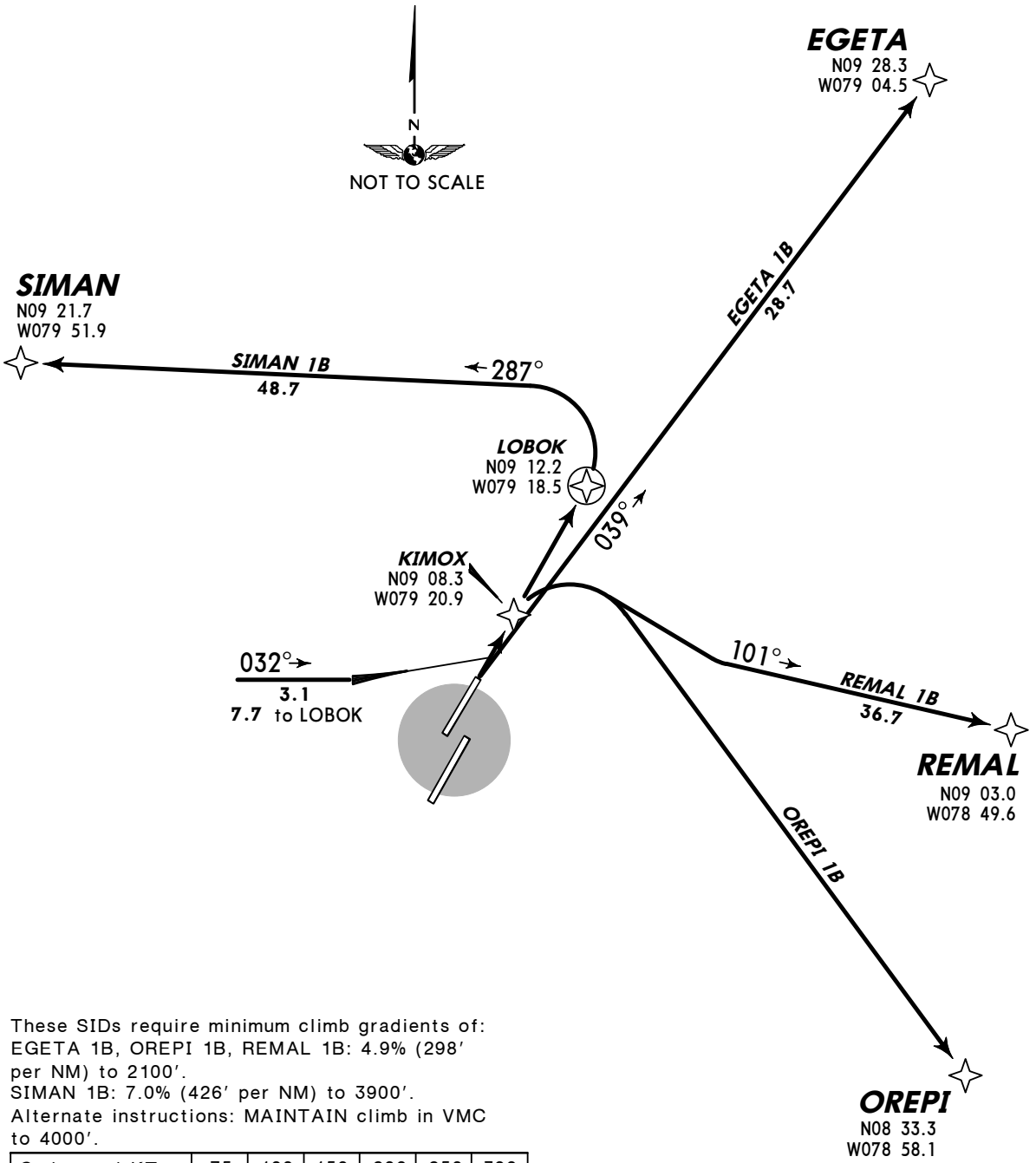
JEPPESEN
14 FEB 14 (10-3A)

PANAMA CITY, PANAMA
RNAV SID

Apt Elev	Trans level: By ATC Trans alt: 18000′ Aircraft must be multi-sensor equipped.
135′	

4500′
MSA ARP

EGETA 1B *[EGET1B]*, OREPI 1B *[OREP1B]*, REMAL 1B *[REMA1B]*, SIMAN 1B *[SIMA1B]* RNAV (GNSS) DEPARTURES
(RWY 03L)



These SIDs require minimum climb gradients of:
EGETA 1B, OREPI 1B, REMAL 1B: 4.9% (298′ per NM) to 2100′.
SIMAN 1B: 7.0% (426′ per NM) to 3900′.
Alternate instructions: MAINTAIN climb in VMC to 4000′.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	INITIAL CLIMB	ALTITUDE
EGETA 1B	Track 039° to EGETA.	MAINTAIN 5000′ until instructed by ATC
OREPI 1B	Direct to KIMOX, then turn RIGHT direct to OREPI.	
REMAL 1B	Direct to KIMOX, then turn RIGHT track 101° to REMAL.	
SIMAN 1B	Direct to LOBOK, then turn LEFT track 287° to SIMAN.	

CHANGES: SIMAN 1B SID depiction.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN
20 JUN 14 (10-3B)

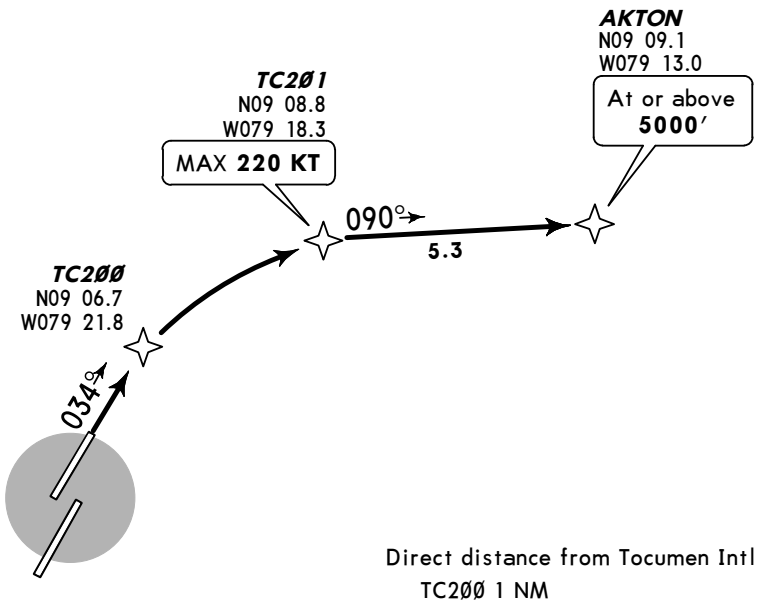
PANAMA CITY, PANAMA
RNAV SID

Apt Elev	
135′	Trans level: By ATC Trans alt: 18000′ **1. RF and GPS required.** **2. RNP 0.30.** 3. Special aircraft and aircrew authorization required.

RNAV (RNP) DEPARTURE

[RNPØ3L]

(RWY 03L)



Direct distance from Tocumen Intl to:
TC2ØØ 1 NM

This SID requires take-off minimums:
Ceiling 700′, Visibility 4000m, with minimum climb gradient of 380′ per NM to 900′, then 329′ per NM.

Gnd speed-KT	75	100	150	200	250	300
329′ per NM	411	548	822	1095	1370	1644
380′ per NM	475	633	950	1267	1583	1900

N
NOT TO SCALE

INITIAL CLIMB

Climb on track 034° to TC200, then via depicted route.

CHANGES: Chart reindexed (MUBAR SID cancelled).

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MPTO/PTY
TOCUMEN INTL

JEPPESEN
20 JUN 14 (10-3C)

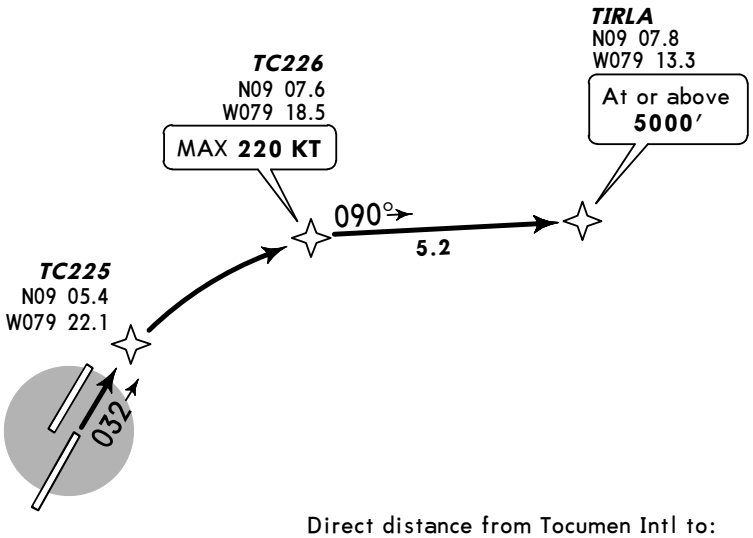
PANAMA CITY, PANAMA
RNAV SID

Apt Elev 135′	Trans level: By ATC Trans alt: 18000′ **1. RF and GPS required.** **2. RNP 0.30.** 3. Special aircraft and aircrew authorization required.

RNAV (RNP) DEPARTURE

[RNPØ3R]

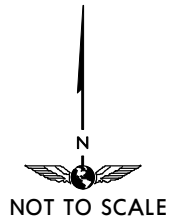
(RWY 03R)



Direct distance from Tocumen Intl to:
TC225 1 NM

This SID requires take-off minimums:
Ceiling 300′, Visibility 2000m, with minimum climb gradient of 384′ per NM to 400′, then 318′ per NM.

Gnd speed-KT	75	100	150	200	250	300
318′ per NM	398	530	795	1080	1325	1590
384′ per NM	480	630	960	1280	1600	1920



NOT TO SCALE

INITIAL CLIMB

Climb on track 032° to TC225, then via depicted route.

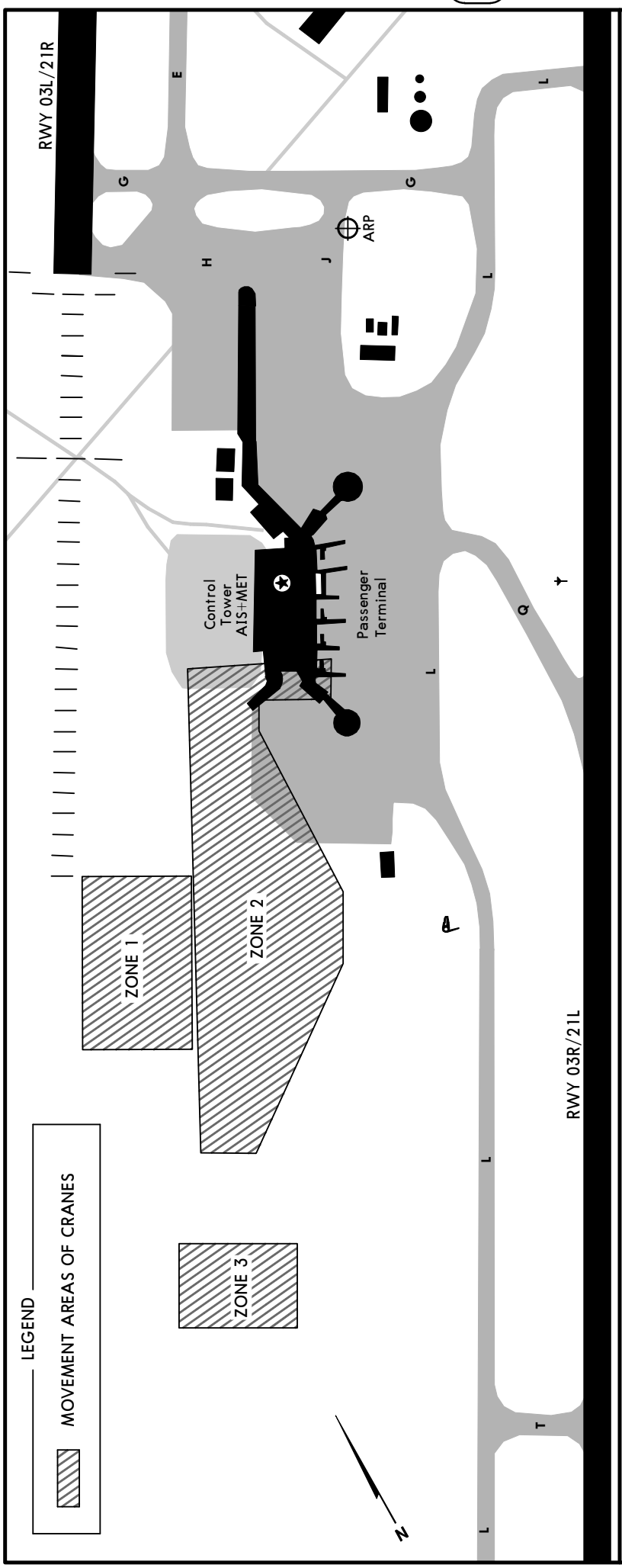
CHANGES: Chart reindexed.

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MPTO/PTY

PANAMA CITY, PANAMA
TOCUMEN INTL



CAUTION:
Until January 1, 2015 will continue to work with cranes moving in the vicinity of the future of the Terminal South from Tocumen International Airport, which has been divided into Zones 1, 2 and 3, with the following characteristics:

AREAS	DISTANCE FROM RWY 03L		MAXIMUM ELEVATION
Zone 1	From centerline	0′ (0m)	114.8′
	From threshold	3169′ (966m)	
Zone 2	From centerline	614′ (187m)	188.6′
	From threshold	2165′ (660m)	
Zone 3	From centerline	531′ (162m)	121.4′
	From threshold	5499′ (1676m)	

Cranes working hours:
1200/0000 daily

CHANGES: New crane movement areas.

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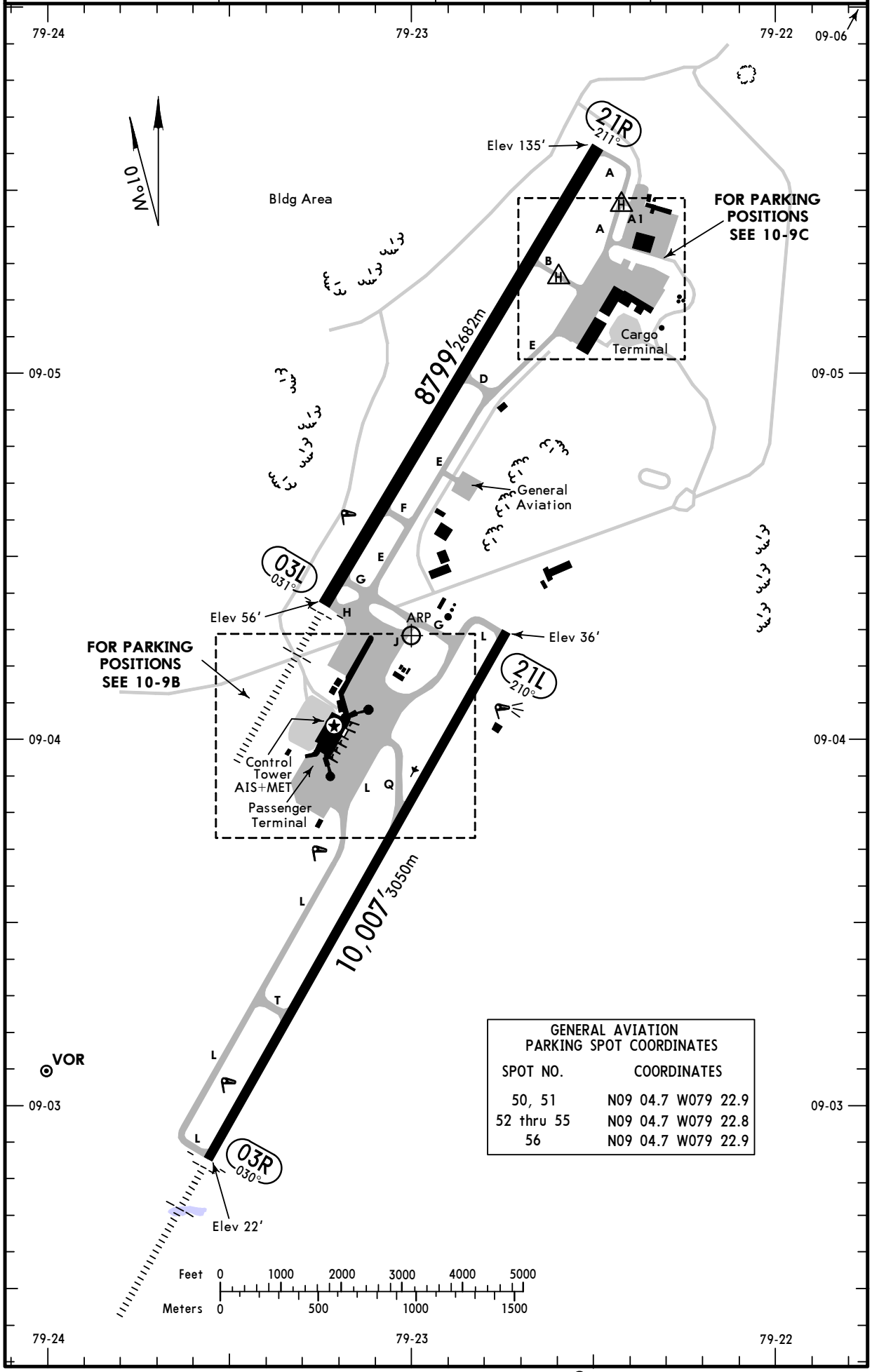
MPTO/PTY

Apt Elev 135′
N09 04.3 W079 23.0

JEPPESEN 5 JUN 15 (10-9)

PANAMA CITY, PANAMA
TOCUMEN INTL

ATIS	TOCUMEN Clearance	Ground	Tower
127.7	129.8	121.9	118.1



GENERAL AVIATION
PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
50, 51	N09 04.7 W079 22.9
52 thru 55	N09 04.7 W079 22.8
56	N09 04.7 W079 22.9

CHANGES: None.

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MPTO/PTY

PANAMA CITY, PANAMA
TOCUMEN INTL

GENERAL

Visual circling Northwest of Rwy 03-21 not authorized.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03R	HIRL ALSF-I PAPI-L (angle 3.00°) RVR		8882′ 2707m		148′ 45m
21L	HIRL PAPI-L (angle 3.00°)				
03L	HIRL ❶HIALS PAPI-L (angle 3.07°)				148′ 45m
21R	HIRL PAPI-R (angle 3.07°)				

❶ ALSF-I with no flashers.

TAKE-OFF

	Rwys 03L, 03R
2 Eng	REFER TO SID FOR TAKE-OFF MINIMUMS
3 & 4 Eng	

CHANGES: Take off minimums.

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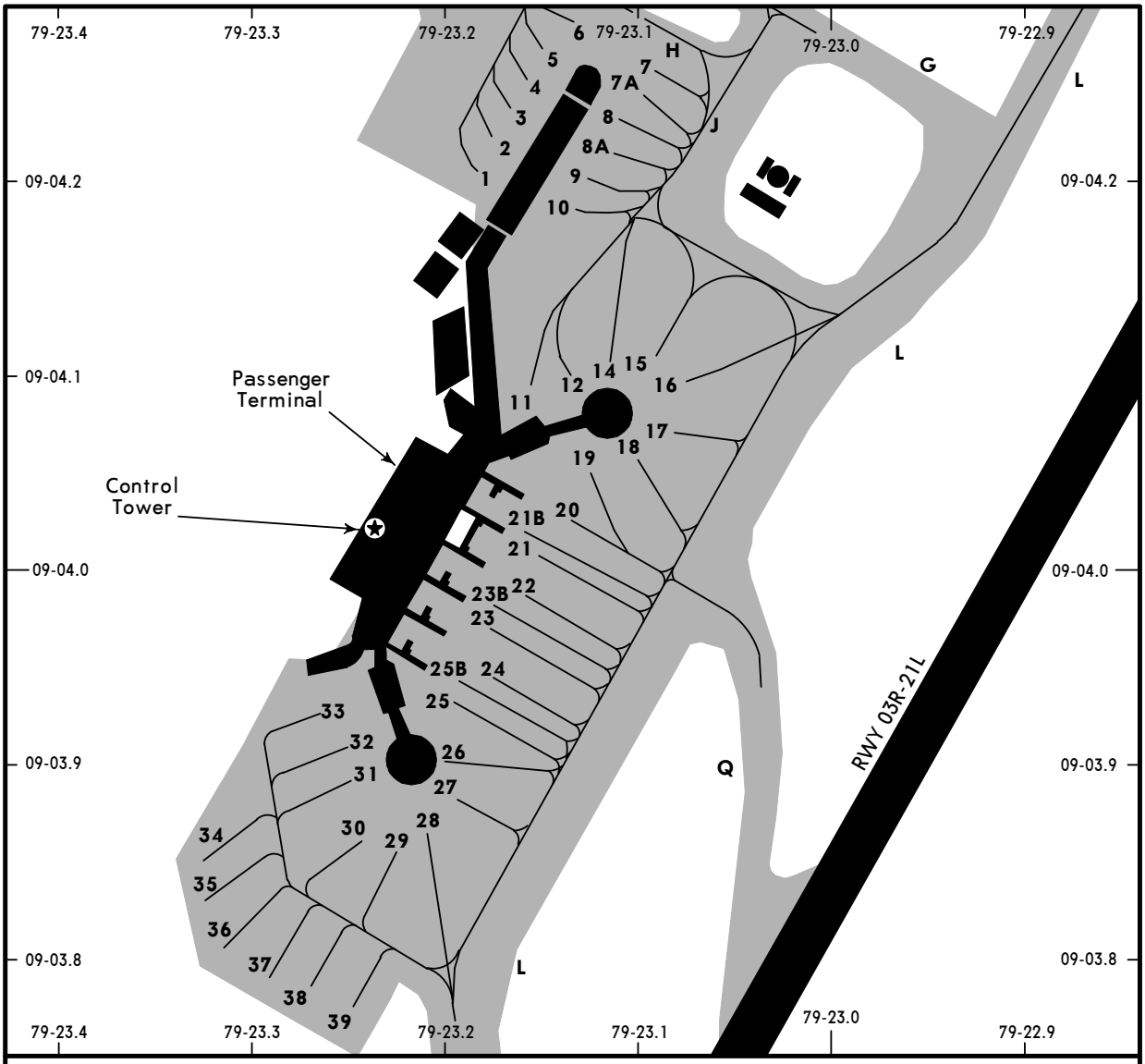
MPTO/PTY

JEPPESEN

1 MAR 13 (10-9B)

PANAMA CITY, PANAMA

TOCUMEN INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
PASSENGER TERMINAL	
1 thru 3	N09 04.2 W079 23.2
4 thru 7A	N09 04.3 W079 23.1
8 thru 10	N09 04.2 W079 23.1
11	N09 04.1 W079 23.2
12, 14 thru 19	N09 04.1 W079 23.1
20	N09 04.0 W079 23.1
21 thru 24	N09 04.0 W079 23.2
25	N09 03.9 W079 23.2
25B	N09 04.0 W079 23.2
26 thru 31	N09 03.9 W079 23.2
32, 33	N09 03.9 W079 23.3
REMOTE PARKING	
34 thru 36	N09 03.9 W079 23.3
37 thru 39	N09 03.8 W079 23.3

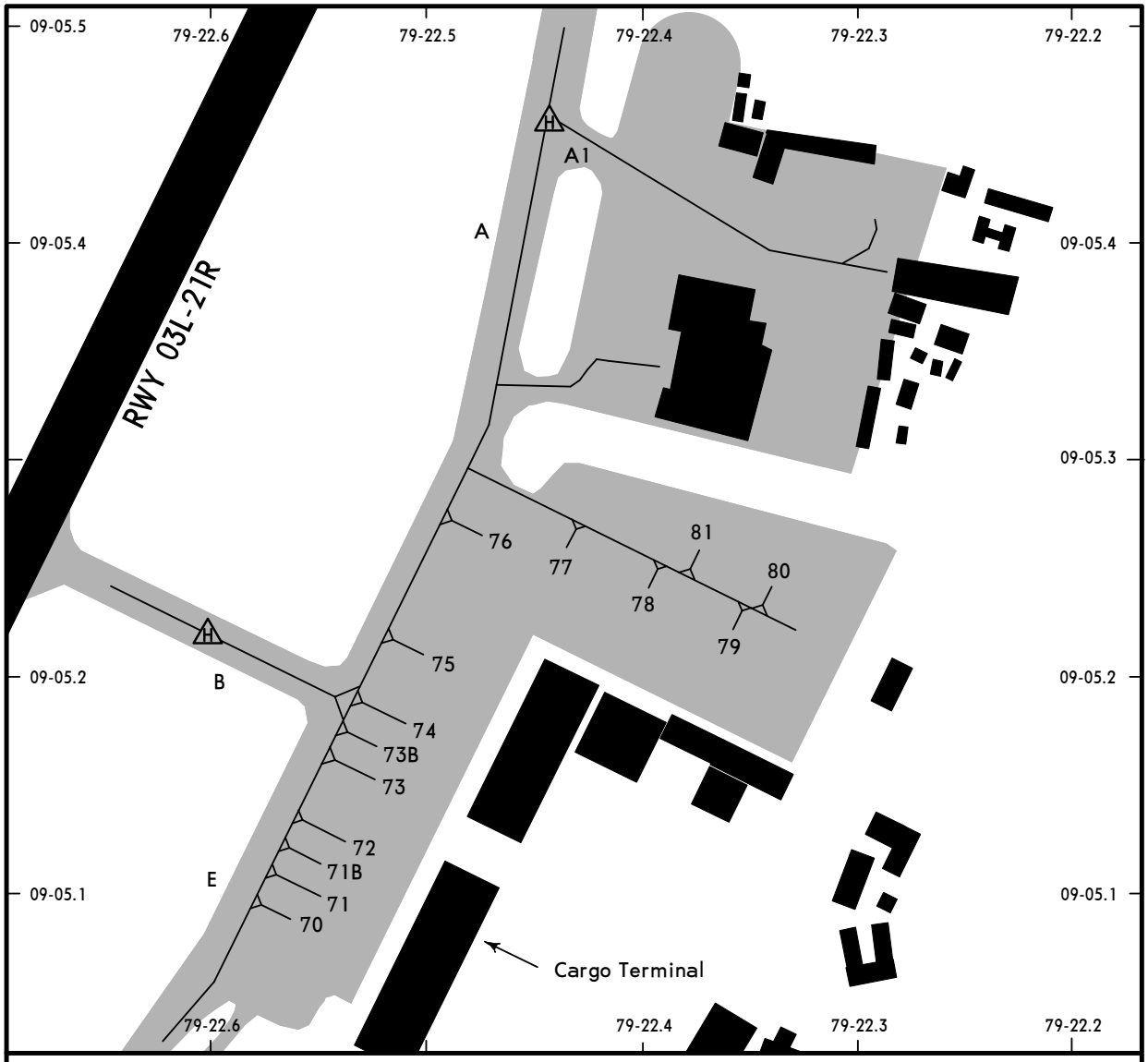
CHANGES: Parking spots.

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MPTO/PTY

PANAMA CITY, PANAMA
TOCUMEN INTL



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
CARGO TERMINAL	
70	N09 05.1 W079 22.6
71 thru 72	N09 05.1 W079 22.5
73 thru 76	N09 05.2 W079 22.5
77 thru 79	N09 05.2 W079 22.4
80, 81	N09 05.3 W079 22.3

CHANGES: New chart.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 5 DEC 14 (11-1)

PANAMA CITY, PANAMA
ILS Rwy 03R

BRIEFING STRIP™

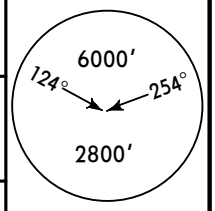
ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / TDZE
INAT 110.7	033°	LAMBI 1618′ (1590′)	228′ (200′)	Apt Elev 135′ / TDZE 28′

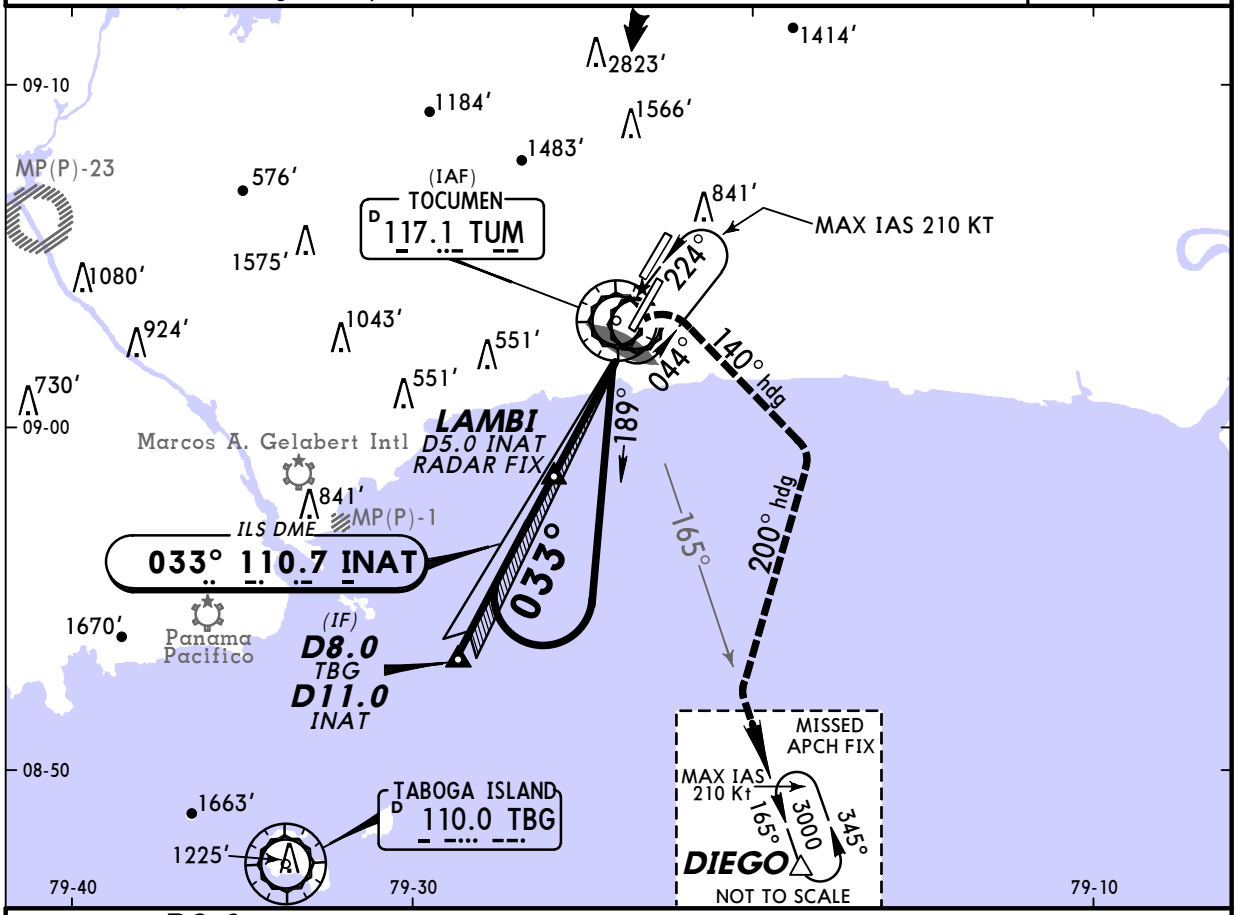
MISSED APCH: Climb STRAIGHT ahead to 500′, then turn RIGHT heading 140°, reaching 1200′ turn RIGHT heading 200° climbing to 3000′ intercept outbound TUM VOR R-165 to DIEGO and hold.

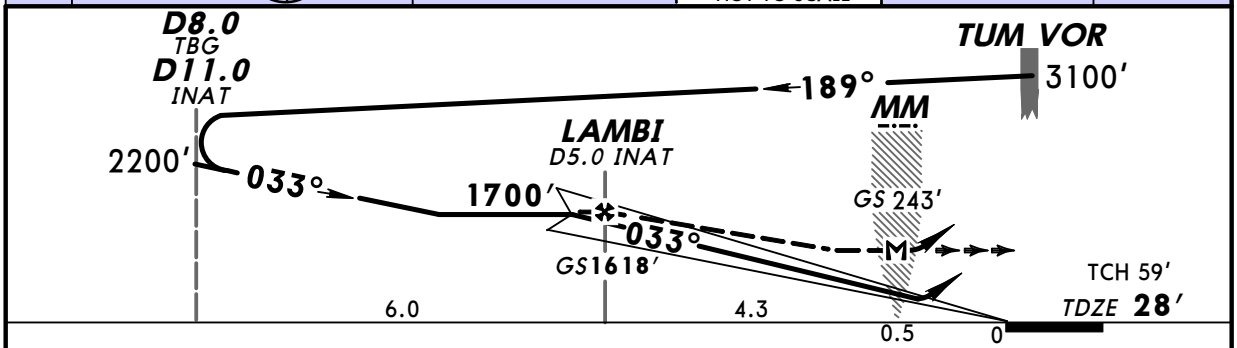
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. CAUTION: High terrain to the North and West of airport. 3. DME co-located with glide slope.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
GS 3.00°	320	426	553	640	747	853
LAMBI to MAP 4.3	4:18	3:14	2:34	2:09	1:51	1:37

ALSF-I
PAPI

500′

RT

140° hdg

STRAIGHT-IN LANDING RWY 03R **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 228′ (200′) FULL	ILS DA(H) 228′ (200′) ALS out	LOC (GS out) MDA(H) 360′ (332′)	LOC (GS out) MDA(H) 360′ (332′) ALS out
	CEILING-VISIBILITY			
A	100′ - 800m	100′ - 1200m	300′ - 800m	300′ - 1600m
B				
C				
D			300′ - 1200m	

Not Authorized Northwest of Rwy 03L-21R

Max Kts	MDA(H)	CEIL-VIS
90	540′ (405′)	500′-1600m
120	640′ (505′)	600′-2400m
140	740′ (605′)	700′-3200m
165	860′ (725′)	800′-4000m

CHANGES: None.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 5 DEC 14 (11-2)

PANAMA CITY, PANAMA
RNAV (GNSS) ILS Rwy 03R

BRIEFING STRIP™

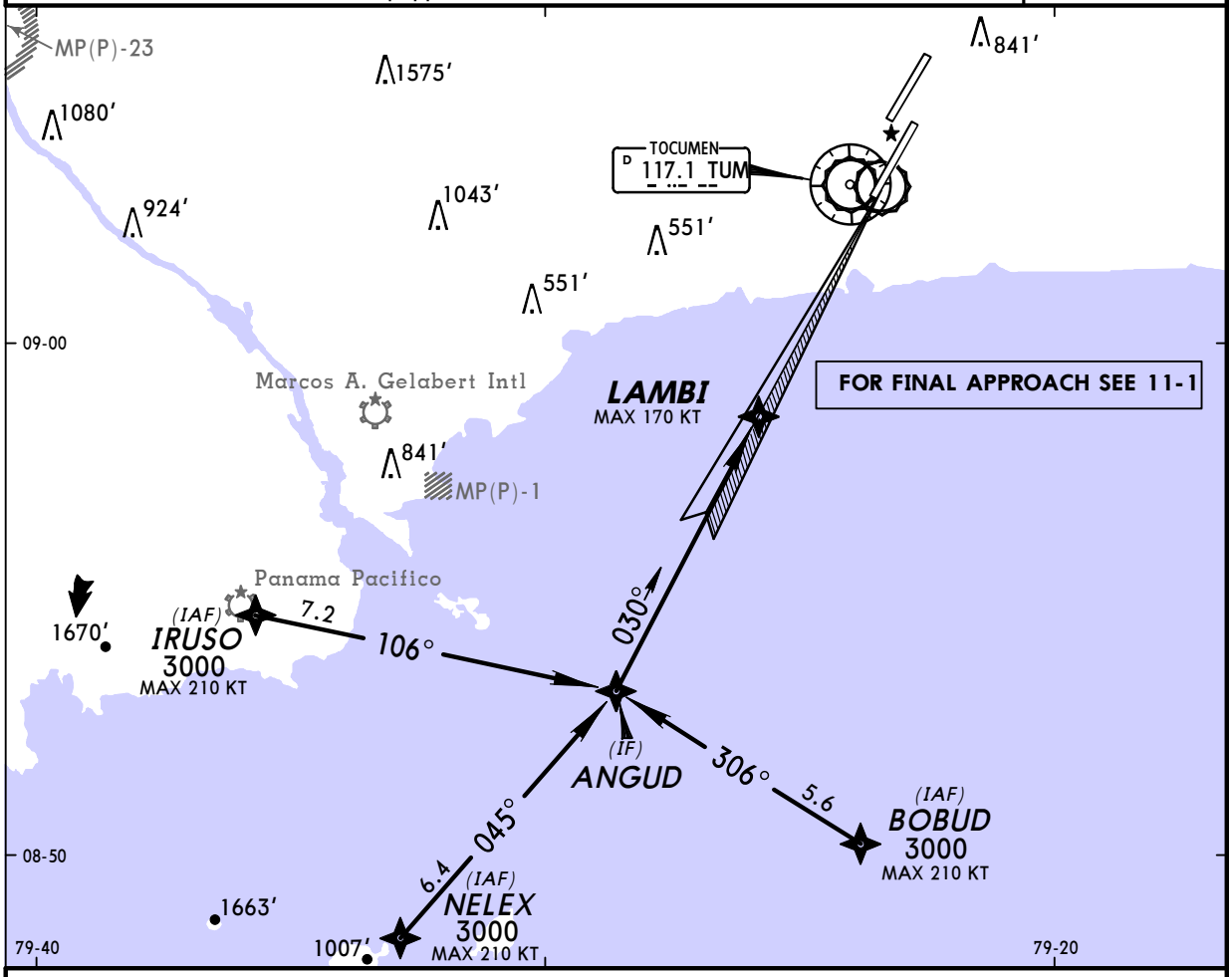
ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

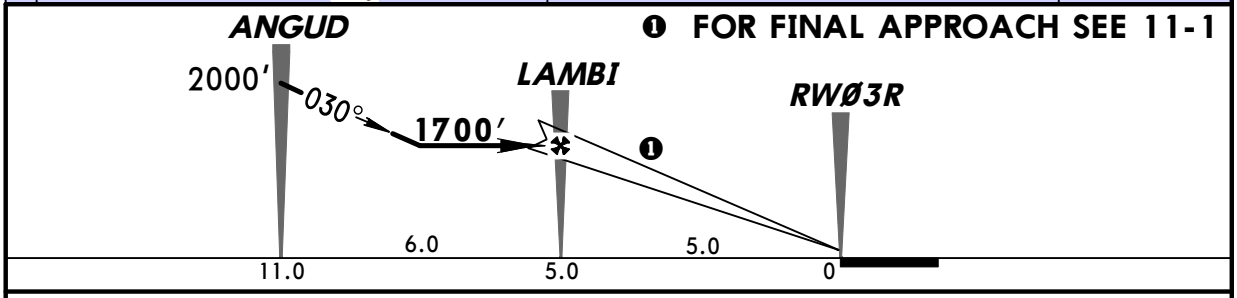
FOR FINAL APPROACH SEE 11-1

4500′
MSA ARP

Alt Set: hPa | TDZ Elev: 1 hPa | Trans level: FL 180 | Trans alt: 18000′

1. Aircraft must be multisensor equipped.





Arrival Route Description

IRUSO: Track 106° until **ANGUD** proceed track 030° direct to **LAMBI**, continue ILS 03R approach.

NELEX: Track 045° until **ANGUD** proceed track 030° direct to **LAMBI**, continue ILS 03R approach.

BOBUD: Track 306° until **ANGUD** proceed track 030° direct to **LAMBI**, continue ILS 03R approach.

CHANGES: IAF altitudes.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 14 FEB 14 (12-1)

PANAMA CITY, PANAMA
RNAV (GNSS) Rwy 03L

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

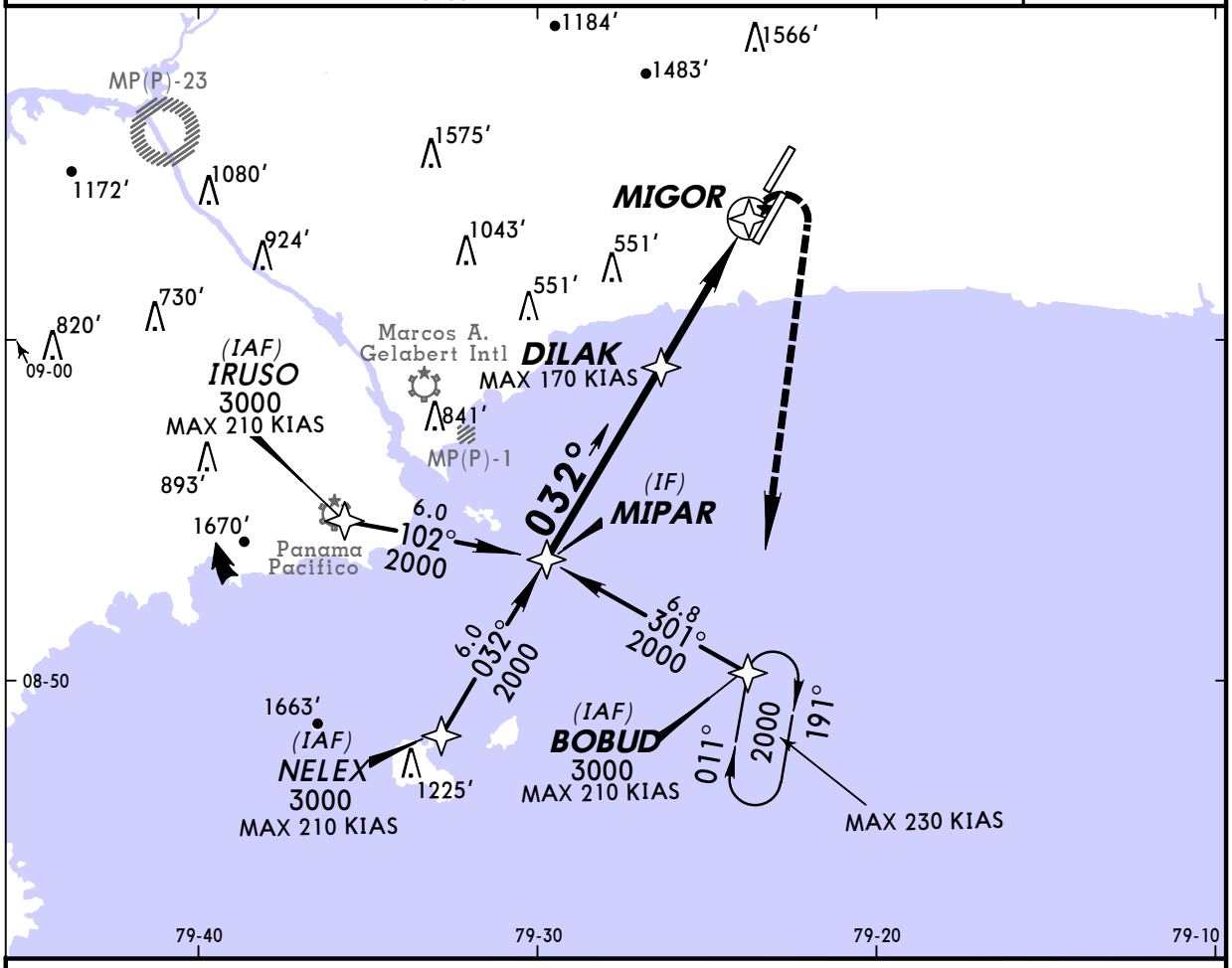
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev / Rwy 03L
	032°	DILAK 2000′ (1944′)	390′ (334′)	135′ / 56′

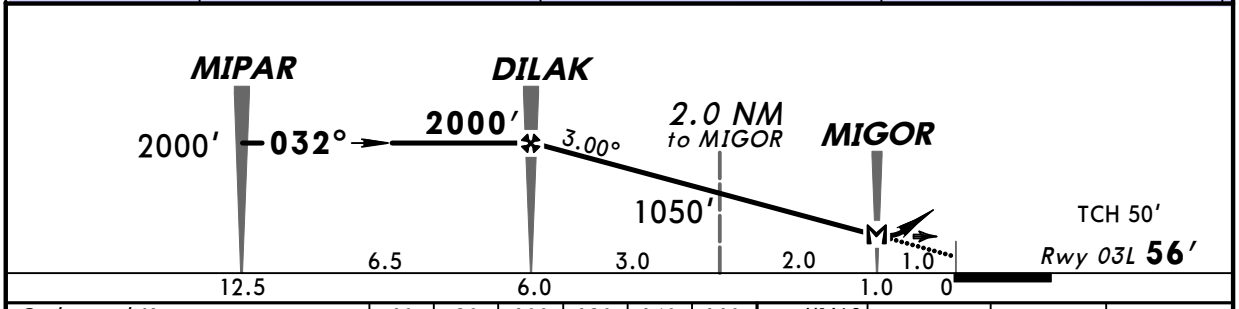
MISSED APCH: Turn RIGHT direct to BOBUD and hold at 2000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 18000′

1. Aircraft must be multi sensor equipped.

4500′
MSA ARP





Gnd speed-Kts		60	80	100	120	140	160
Descent Angle	3.00°	319	425	531	637	743	849
MAP at MIGOR							

HIALS
PAPI
RT
BOBUD

STRAIGHT-IN LANDING RWY 03L				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 400′ (344′)		LNAV MDA(H) 390′ (334′)			
	ALS out		ALS out		
A	1200m	2000m	800m	1600m	A
B					B
C					C
D	1600m		1200m	2000m	D

NA

CHANGES: None.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 14 FEB 14 (12-2)

PANAMA CITY, PANAMA
RNAV (GNSS) Rwy 21R

BRIEFING STRIP™

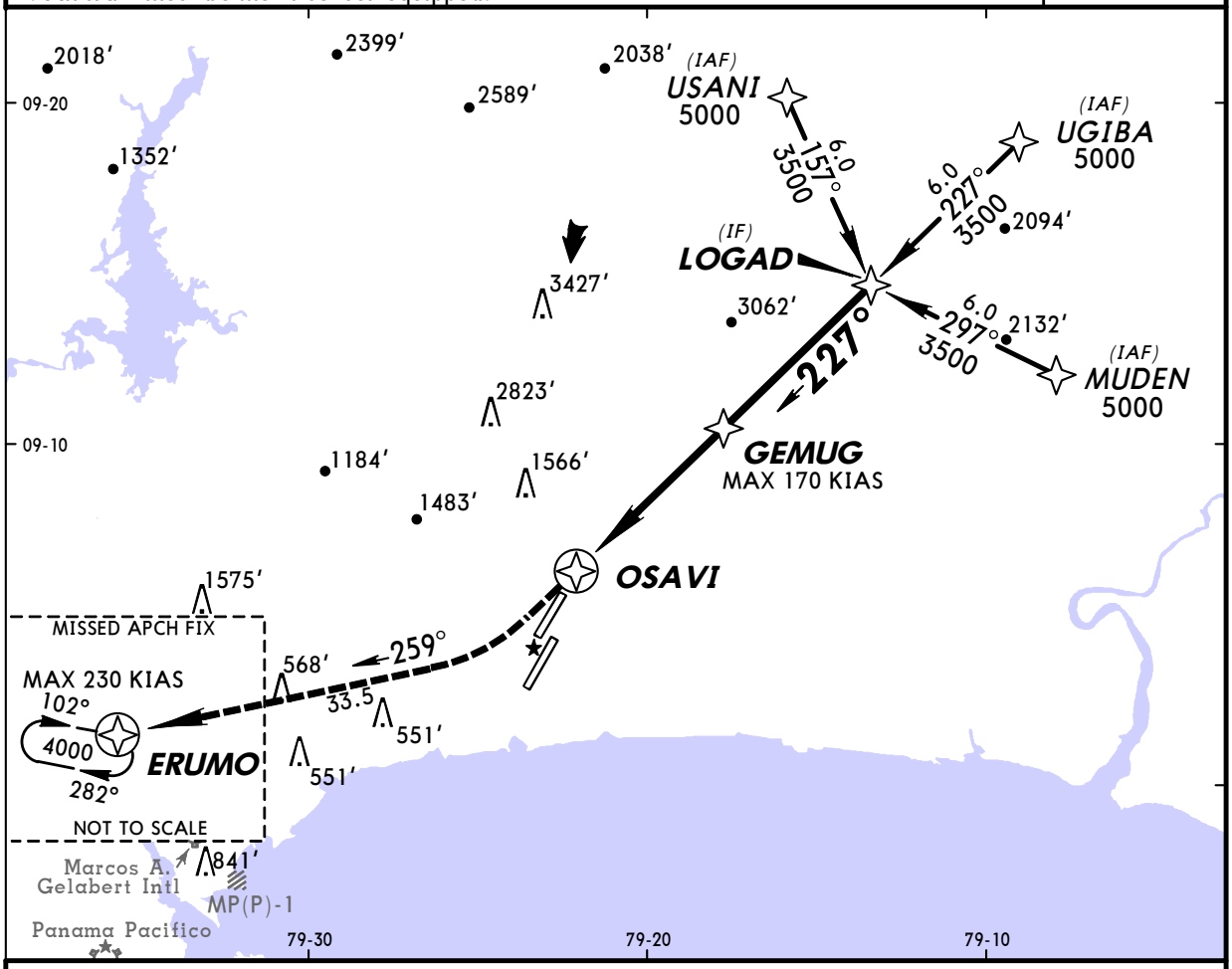
ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

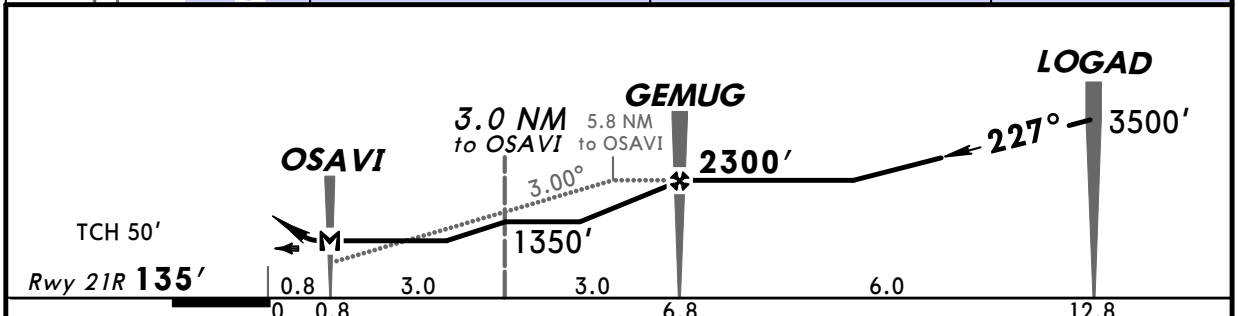
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 135′
	227°	GEMUG 2300′ (2165′)	1140′ (1005′)	Rwy 21R 135′

4500′
MSA ARP

MISSED APCH: As soon as possible, turn RIGHT track 259° to ERUMO and hold at 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 180 Trans alt: 18000′
1. Aircraft must be multi sensor equipped.





Gnd speed-Kts		60	80	100	120	140	160
Descent Angle	3.00°	319	425	531	637	743	849
MAP at OSAVI							

PAPI-R 259° RT ERUMO

STRAIGHT-IN LANDING RWY 21R LNAV MDA(H) 1140′ (1005′)		CIRCLE-TO-LAND	
A	2000m	A	NA
B	2400m	B	
C	4800m	C	
D		D	

CHANGES: Note removed.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 1 MAR 13 (12-20)

PANAMA CITY, PANAMA
RNAV (RNP) Y Rwy 03L

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

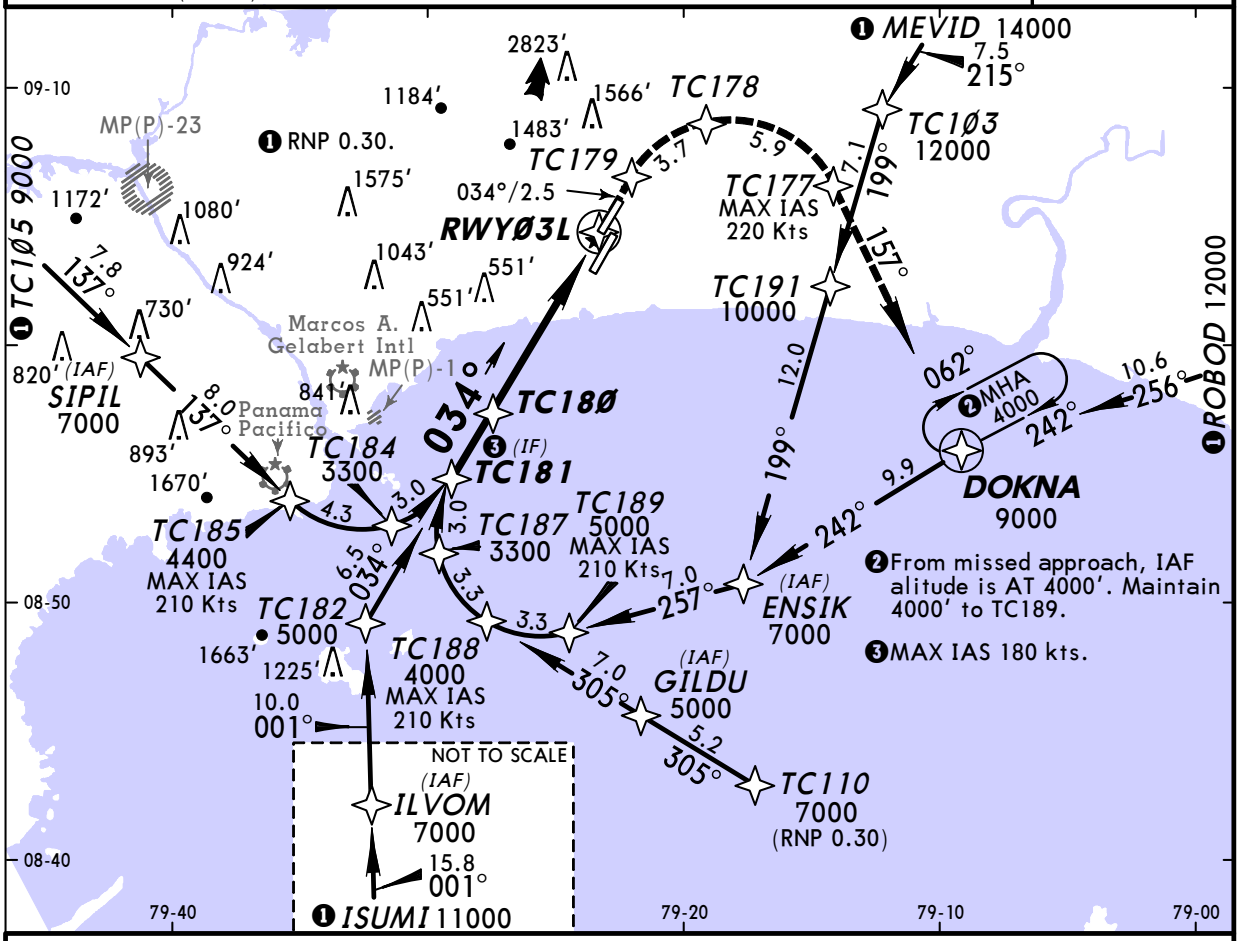
RNAV	Final Apch Crs	Minimum Alt	RNP 0.15 DA(H)	Apt Elev 135′
	034°	TC18Ø 2700′ (2644′)	425′ (369′)	Rwy 03L 56′

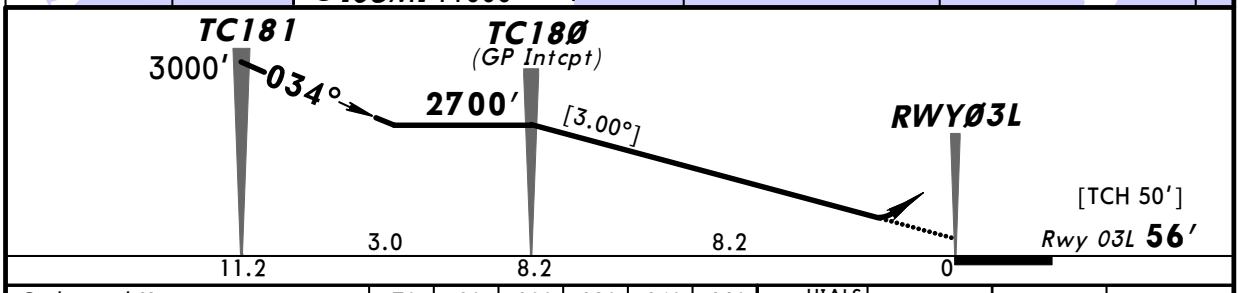
MISSED APCH: Climb to 4000′ on track 034° to TC179, then on RIGHT turn to TC178, then climbing RIGHT turn to TC177, then on track 157° to DOKNA and hold or as instructed by ATC. ATC may issue alternate missed approach instructions.
Missed approach requires RNP level less than 1.0.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 18000′

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 49°C (120°F).

5500′
MSA RWYØ3L





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

HIALS
PAPI

4000′ on 034° TC179

STRAIGHT-IN LANDING RWY03L

	RNP 0.15 DA(H) 425′ (369′)		RNP 0.30 DA(H) 462′ (406′)	
		ALS out		ALS out
A	1200m	2000m	1600m	2400m
B				
C				
D				

CHANGES: Missed approach instructions.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 1 MAR 13 (12-21)

PANAMA CITY, PANAMA
RNAV (RNP) Rwy 03R

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

BRIEFING STRIP™

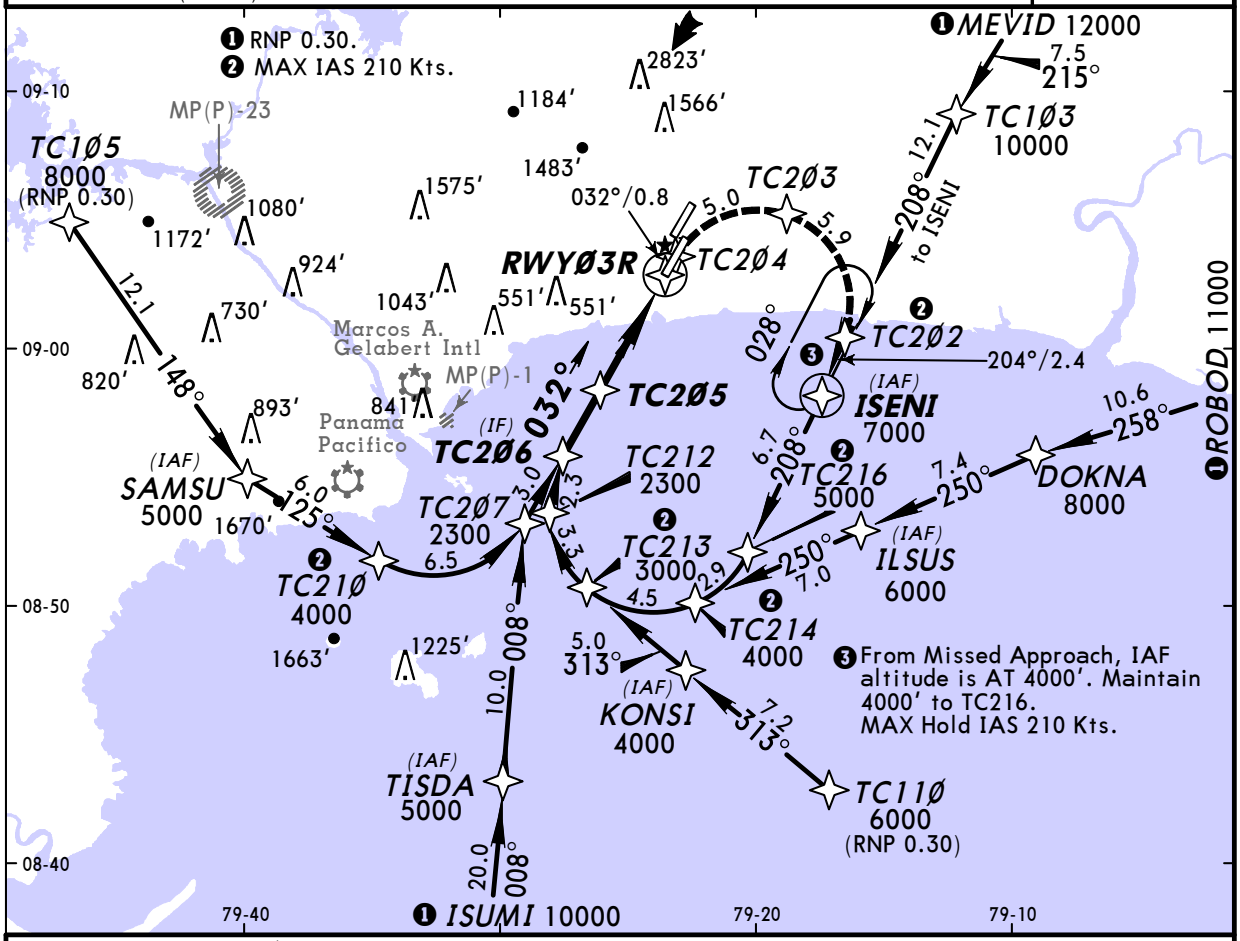
RNAV	Final Apch Crs	Minimum Alt TC2Ø5	RNP 0.15 DA(H)	Apt Elev 135′
	032°	1700′ (1672′)	278′ (250′)	TDZE 28′

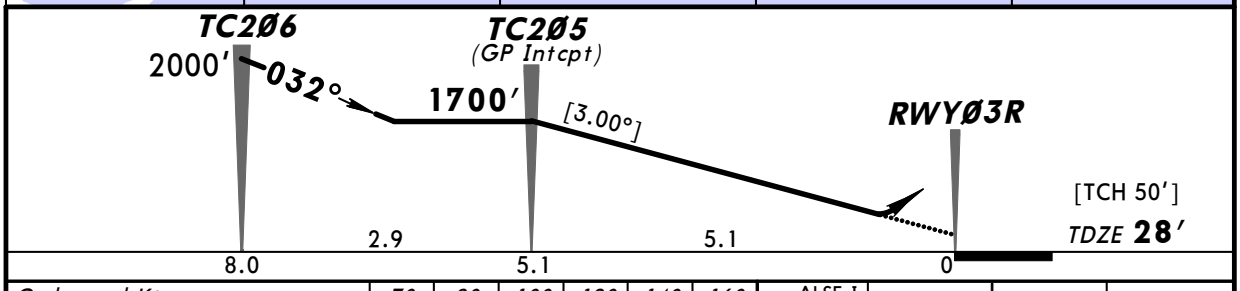
MISSED APCH: Climb to 4000′ on track 032° to TC2Ø4, then continue climbing RIGHT turn to TC2Ø3, then climbing RIGHT turn to TC2Ø2, then on track 204° to ISENI and hold or as instructed by ATC. ATC may issue alternate missed approach instructions.
Missed approach requires RNP level less than 1.0.

5500′

MSA RWYØ3R

Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′
1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 48°C (118°F).





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

ALSF-I
PAPI

4000′ on 032° TC2Ø4

STRAIGHT-IN LANDING RWY03R

	RNP 0.15 DA(H) 278′ (250′)		RNP 0.30 DA(H) 350′ (322′)	
		ALS out		ALS out
A	800m	1200m	1200m	1600m
B				
C				
D				

CHANGES: Missed approach instructions.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN
1 MAR 13
12-22

PANAMA CITY, PANAMA
RNAV (RNP) Z Rwy 21R

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

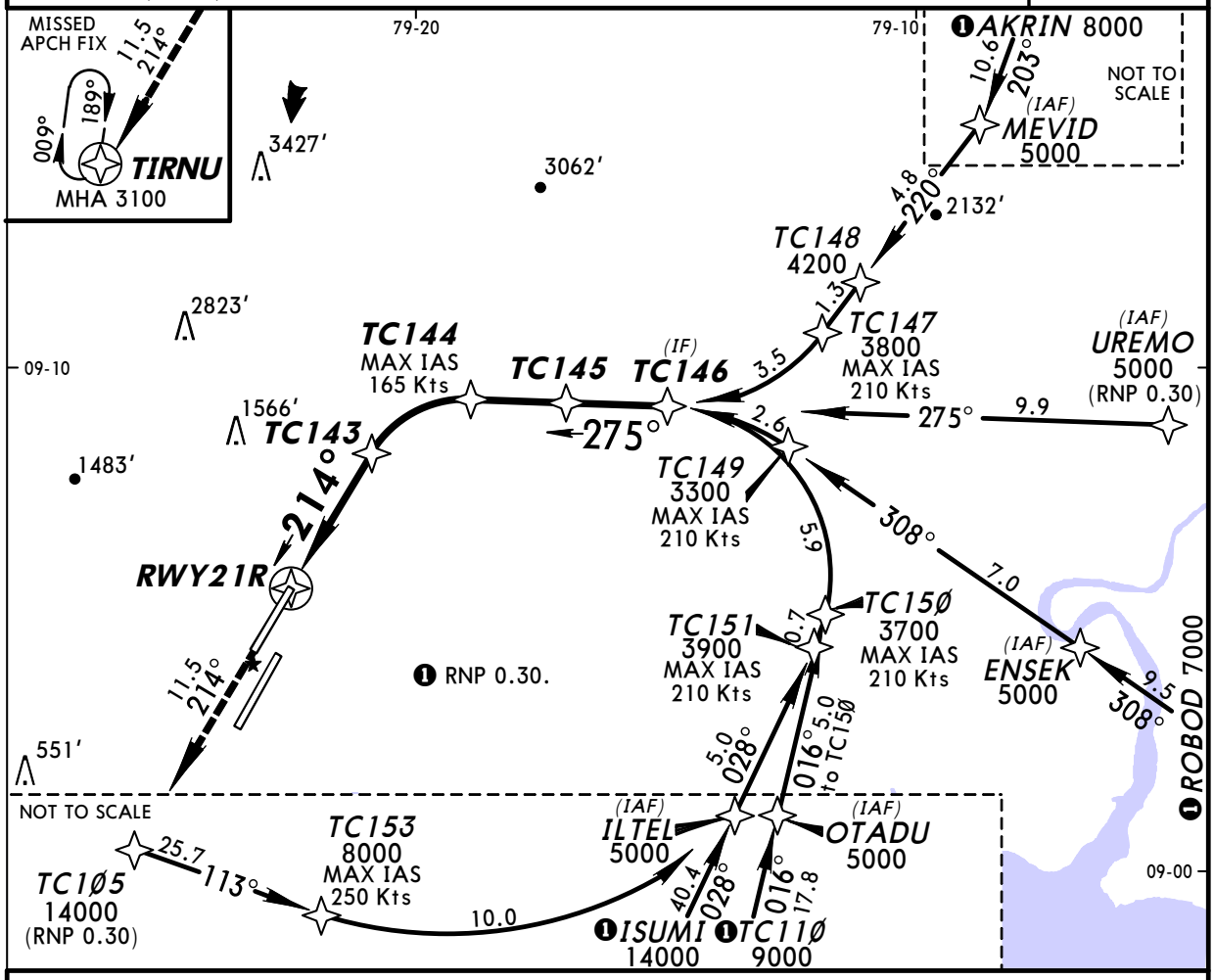
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 135′
	214°	TC145 2600′ (2465′)	385′ (250′)	Rwy 21R 135′

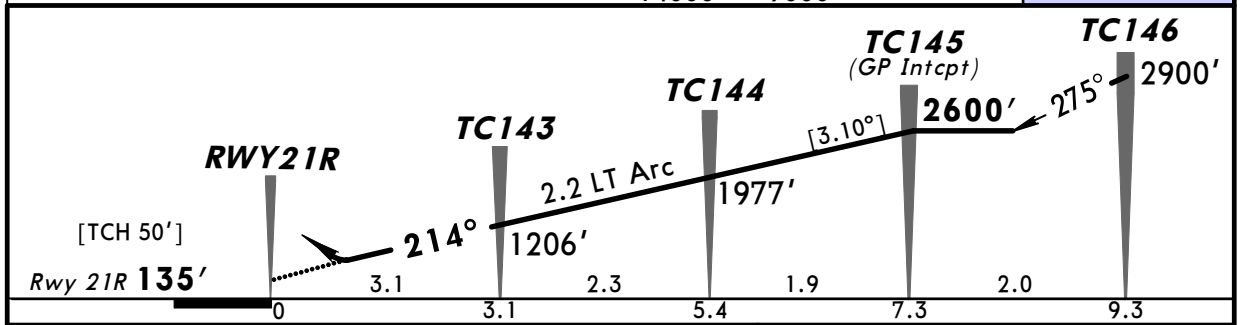
MISSED APCH: Climb to 3100′ on track 214° to TIRNU and hold. ATC may issue alternate missed approach instructions.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: FL 180 Trans alt: 18000′

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 39°C (102°F).

5500′
MSA RWY21R





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	[3.10°]	384	494	548	658	768	878
MAP at DA							

PAPI-R 3100′ on 214° TIRNU

STRAIGHT-IN LANDING RWY 21R

	RNP 0.10 DA(H) 385′ (250′)	RNP 0.15 DA(H) 455′ (320′)	RNP 0.30 DA(H) 948′ (813′)
A	1200m	1600m	4400m
B			
C			
D			

CHANGES: Missed approach instructions, PAPI-R.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 12 SEP 14 (13-1)

PANAMA CITY, PANAMA
VOR DME Rwy 03L

BRIEFING STRIP™

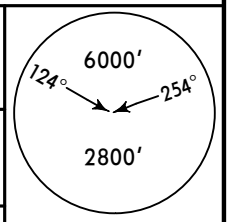
ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

VOR TUM	Final Apch Crs	Minimum Alt LOMAR	MDA(H)	Apt Elev 135′
117.1	035°	1600′ (1530′)	420′ (350′)	TDZE 70′

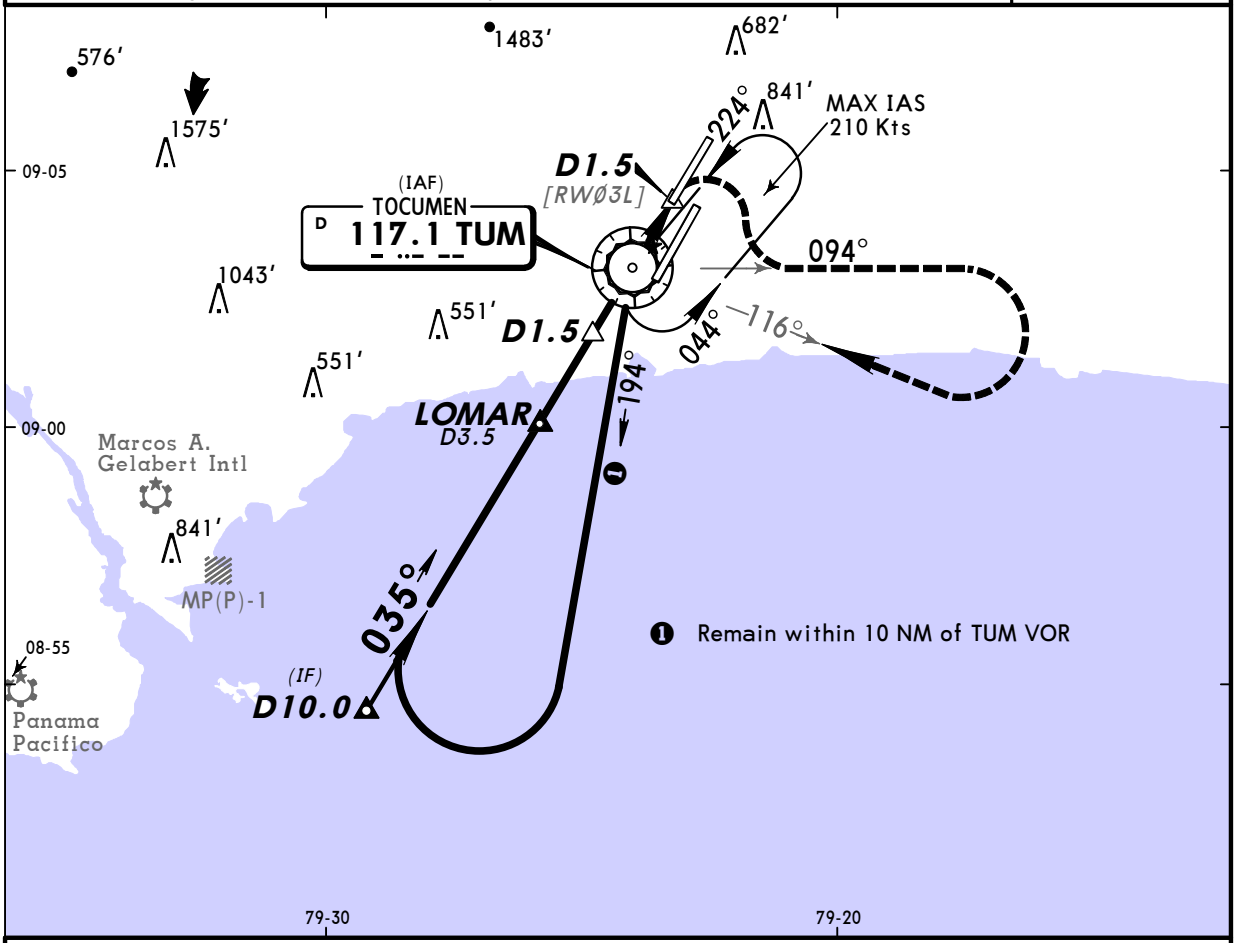
MISSED APCH: Climbing RIGHT turn to 3100′ to intercept TUM VOR R-094, turn RIGHT via TUM VOR R-116, to TUM VOR and hold.

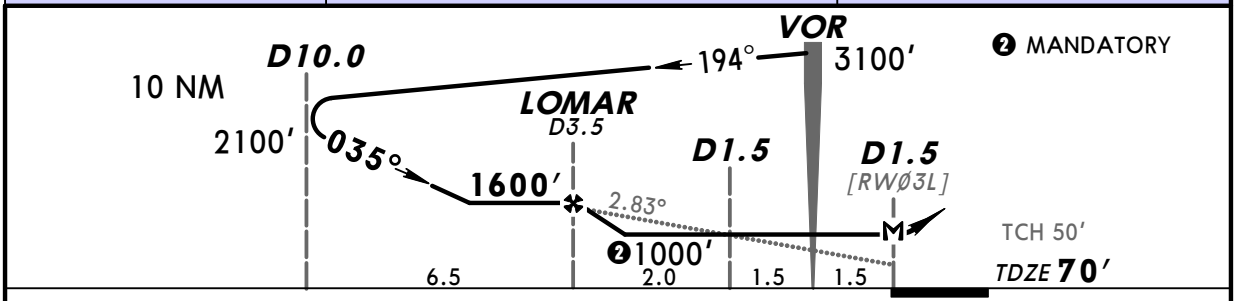
Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 180 Trans alt: 18000′

1. CAUTION: High terrain Northwest of airport.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	350	450	550	650	750	850
MAP at D1.5 or LOMAR to MAP 5.0	5:00	3:45	3:00	2:30	2:09	1:53

HIALS
PAPI

3100′ TUM
RT on 117.1 R-094

STRAIGHT-IN LANDING RWY03L — CEILING REQUIRED

MDA(H) 420′ (350′)

	CEILING-VISIBILITY	ALS out
A	300′- 1200m	300′- 1600m
B		
C	300′- 1600m	300′- 1900m
D		

CIRCLE-TO-LAND
Not Authorized
Northwest of Rwy 03L-21R

Max Kts	MDA(H)	CEIL-VIS
90	540′ (405′)	500′- 1600m
120	640′ (505′)	600′- 2400m
140	740′ (605′)	700′- 3200m
165	860′ (725′)	800′- 4000m

CHANGES: Minimums.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 12 SEP 14 (13-2)

PANAMA CITY, PANAMA
VOR Rwy 03L

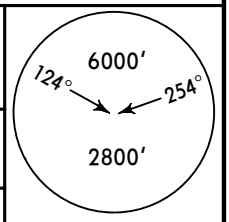
BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

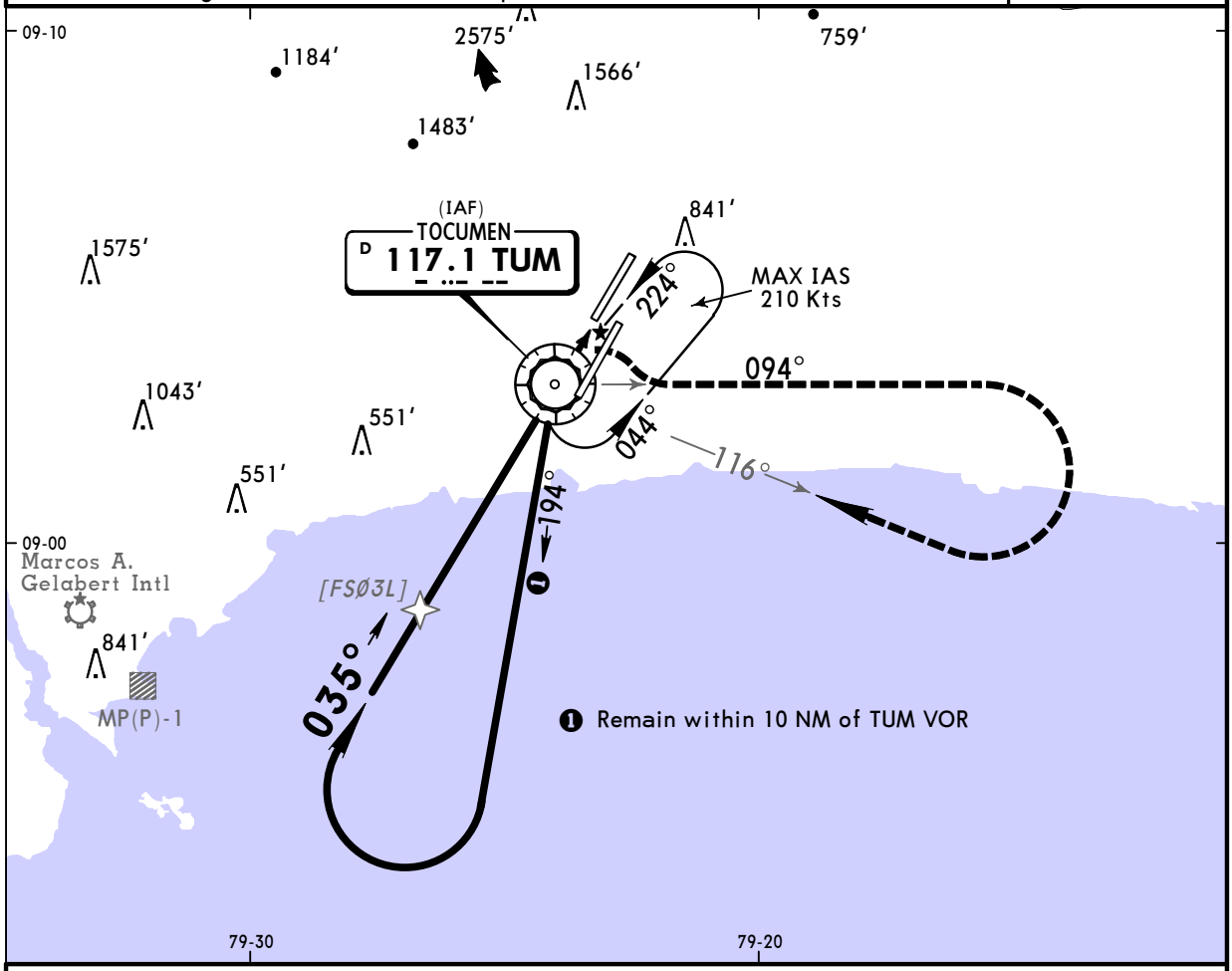
VOR TUM	Final Apch Crs	No FAF	MDA(H)	Apt Elev 135′
117.1	035°		680′ (610′)	TDZE 70′

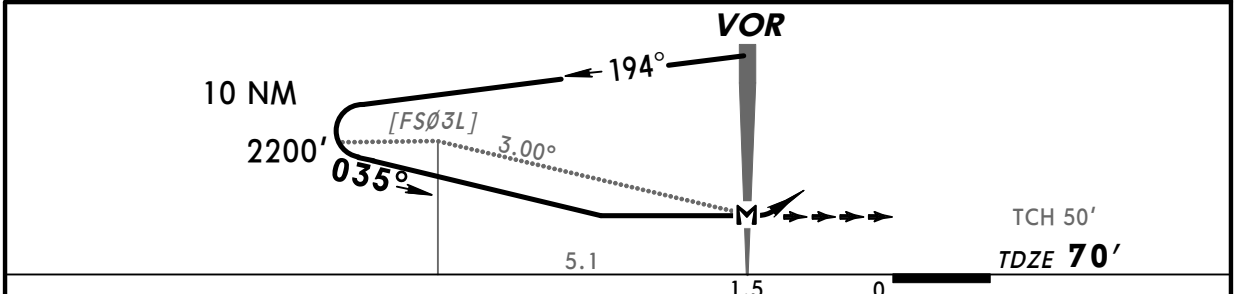
MISSED APCH: Climbing RIGHT turn to 3100′ to intercept TUM VOR R-094, turn RIGHT via TUM VOR R-116, to TUM VOR and hold.

Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 180 Trans alt: 18000′
1. CAUTION: High terrain Northwest of airport.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)			600			750
MAP at VOR						

HIALS PAPI

3100′ on TUM 117.1 RT R-094

STRAIGHT-IN LANDING RWY 03L — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 680′ (610′)

	CEILING-VISIBILITY	ALS out
A	600′-1200m	600′-1600m
B		
C	600′-2700m	600′-3100m
D		

Max Kts	MDA(H)	CEIL-VIS
90	680′ (545′)	600′-1600m
120	680′ (545′)	600′-2400m
140	740′ (605′)	700′-3200m
165	860′ (725′)	800′-4000m

Not Authorized Northwest of Rwy 03L-21R

CHANGES: Minimums.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 12 SEP 14 (13-3)

PANAMA CITY, PANAMA
VOR DME Rwy 21L

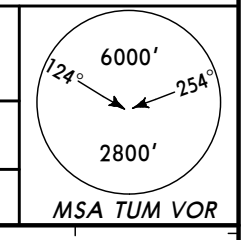
BRIEFING STRIP ™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

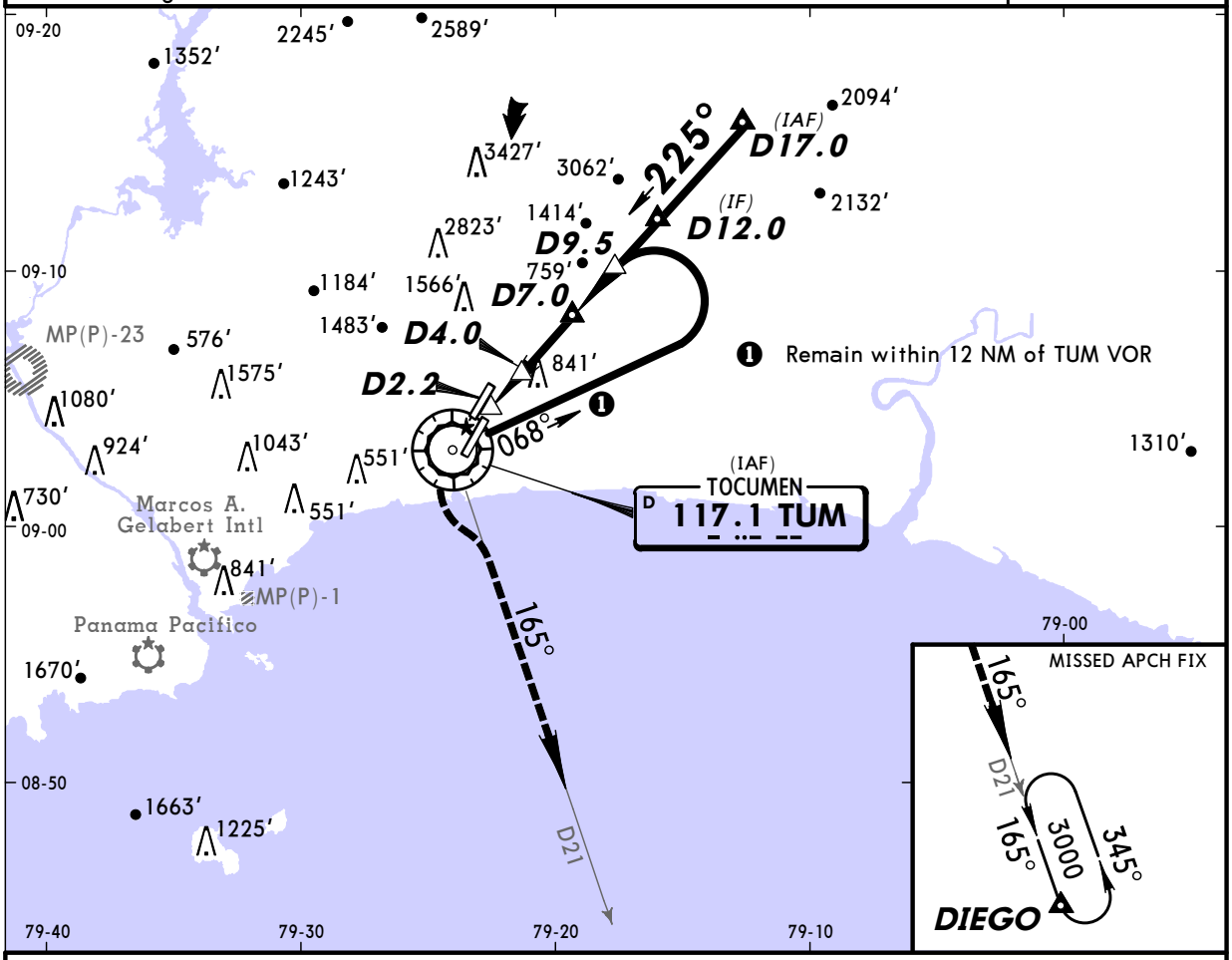
VOR TUM	Final Apch Crs	Minimum Alt D7.0	MDA(H)	Apt Elev 135′
117.1	225°	1900′ (1864′)	480′ (444′)	TDZE 36′

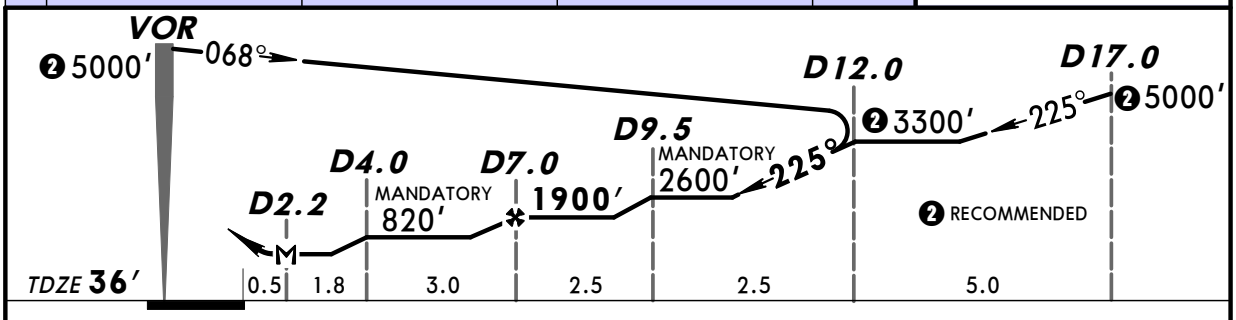
MISSED APCH: Direct to TUM VOR climbing to 800′, then outbound on TUM VOR R-165 to DIEGO climbing to 3000′ and hold.

Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′
1. Max holding IAS - 210 kts.



MSA TUM VOR





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	400	500	600	750	850	1000
MAP at D2.2 or FAF to MAP 4.8	4:48	3:36	2:53	2:24	2:03	1:48

PAPI-L | D to TUM 117.1 | 800′

STRAIGHT-IN LANDING RWY 21L — CEILING REQUIRED

MDA(H) 480′ (444′)

	CEILING-VISIBILITY
A	400′ - 1600m
B	
C	400′ - 2200m
D	

CIRCLE-TO-LAND

Not Authorized
Northwest of Rwy 03L-21R

Max Kts	MDA(H)	CEIL-VIS
90	540′ (405′)	500′ - 1600m
120	640′ (505′)	600′ - 2400m
140	740′ (605′)	700′ - 3200m
165	860′ (725′)	800′ - 4000m

CHANGES: Minimums.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 8 JUN 12 (18-1)

PANAMA CITY, PANAMA
RADAR ASR Rwy 03R

BRIEFING STRIP™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

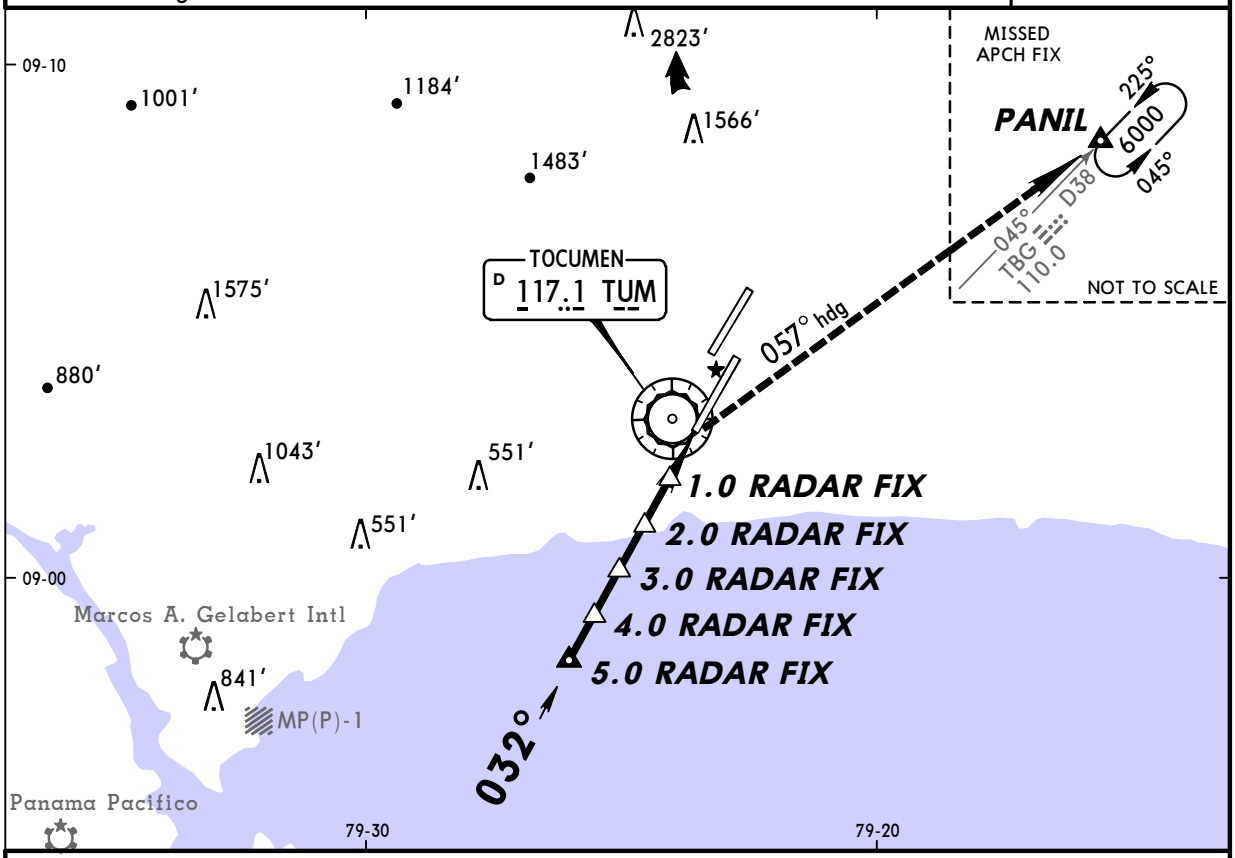
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
	032°	5.0 RADAR FIX 1600′ (1572′)	460′ (432′)	Apt Elev 135′ TDZE 28′

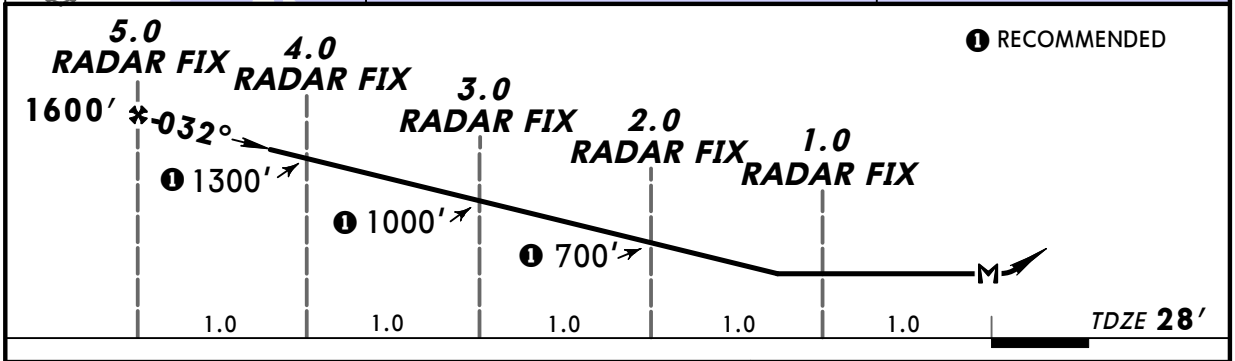
MISSED APCH: Climbing RIGHT turn via heading 057° to 6000′, direct to PANIL and hold.

No MSA Published

Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 180 Trans alt: 18000′

1. COMMUNICATIONS FAILURE: If no communications are received for approximately one minute while being vectored to final, 15 seconds while on ASR final approach, call TWR 118.1 and proceed VMC. If unable, proceed with a published IAP assigned by ATC. 2. Holding PANIL: Maximum IAS 210 kts.





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	320	420	520	620	720	820
FAF to MAP 5.0	5:00	3:45	3:00	2:30	2:09	1:53

ALSF-I PAPI

6000′ RT via 057° hdg

D PANIL

STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

ASR 03R

MDA(H) **460′** (432′)

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	400′ - 800m	400′ - 1600m	90	540′ (405′)	500′ - 1600m
B			120	600′ (465′)	500′ - 1600m
C	400′ - 1200m	400′ - 2000m	140	600′ (465′)	500′ - 2400m
D		400′ - 2400m	165	700′ (565′)	600′ - 3600m

CHANGES: Procedure.

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MPTO/PTY
TOCUMEN INTL

JEPPESEN 8 JUN 12 (18-2)

PANAMA CITY, PANAMA
RADAR ASR Rwy 03L

BRIEFING STRIP ™

ATIS	PANAMA Approach (R)		TOCUMEN Tower	Ground
127.7	119.7	121.2	118.1	121.9

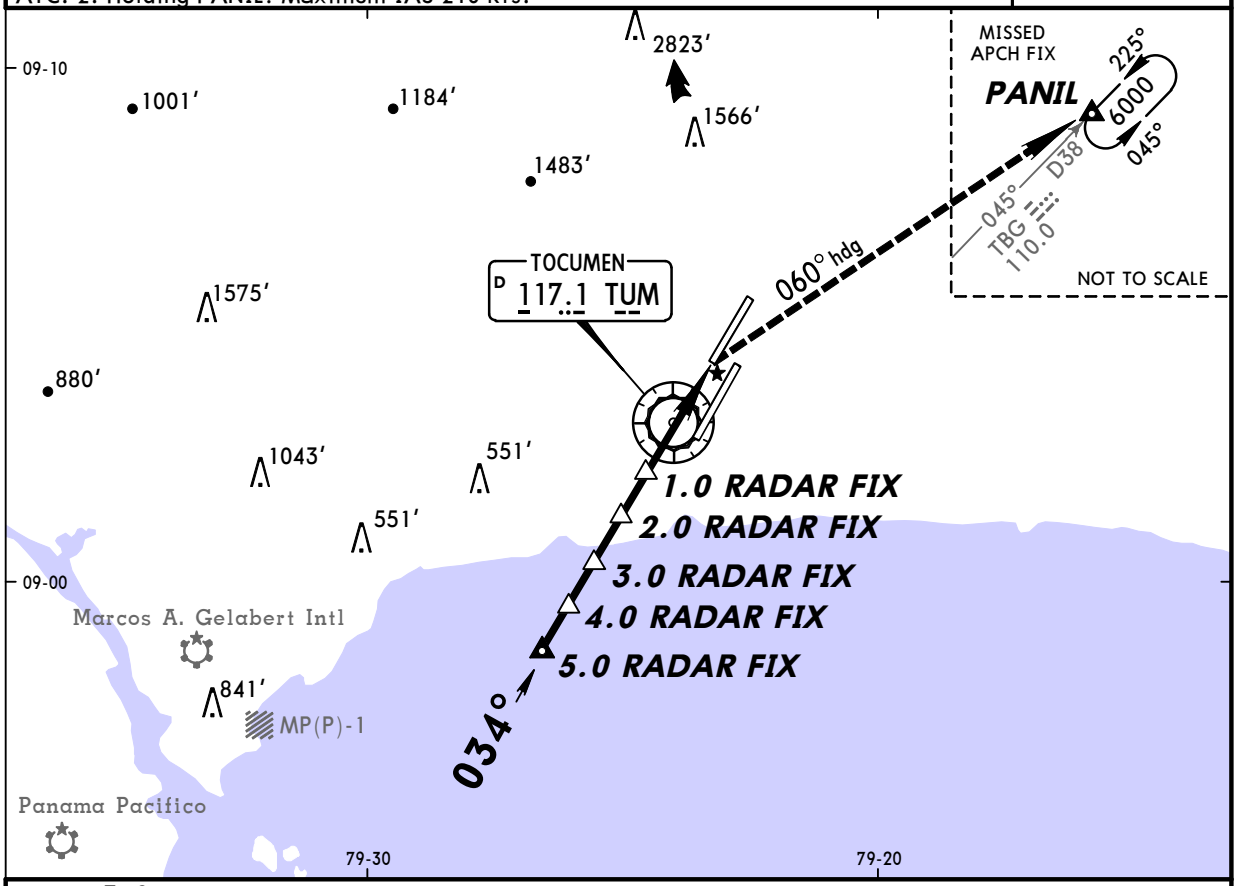
RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / TDZE
	034°	5.0 RADAR FIX 1600′ (1530′)	560′ (490′)	Apt Elev 135′ TDZE 70′

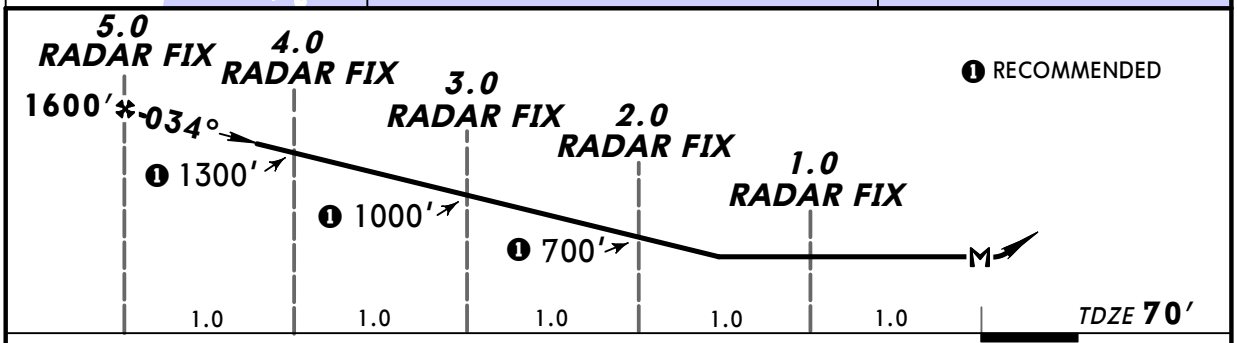
MISSED APCH: Climbing RIGHT turn via heading 060° to 6000′, direct to PANIL and hold.

No MSA Published

Alt Set: hPa TDZ Elev: 3 hPa Trans level: FL 180 Trans alt: 18000′

1. COMMUNICATIONS FAILURE: If no communications are received for approximately one minute while being vectored to final, 15 seconds while on ASR final approach, call TWR 118.1 and proceed VMC. If unable, proceed with a published IAP assigned by ATC. 2. Holding PANIL: Maximum IAS 210 kts.





Gnd speed-Kts	60	80	100	120	140	160
Rate of descent on final (feet/min)	300	400	500	600	700	800
FAF to MAP 5.0	5:00	3:45	3:00	2:30	2:09	1:53

HIALS PAPI

6000′ via RT 060° hdg D PANIL

STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

ASR 03L
MDA(H) **560′** (490′)

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	500′ - 800m	500′ - 1600m	90	560′ (425′)	500′ - 1600m
B			120	600′ (465′)	500′ - 1600m
C	500′ - 1600m	500′ - 2400m	140	600′ (465′)	500′ - 3200m
D		500′ - 2800m	165	700′ (565′)	600′ - 3600m

CHANGES: Procedure.

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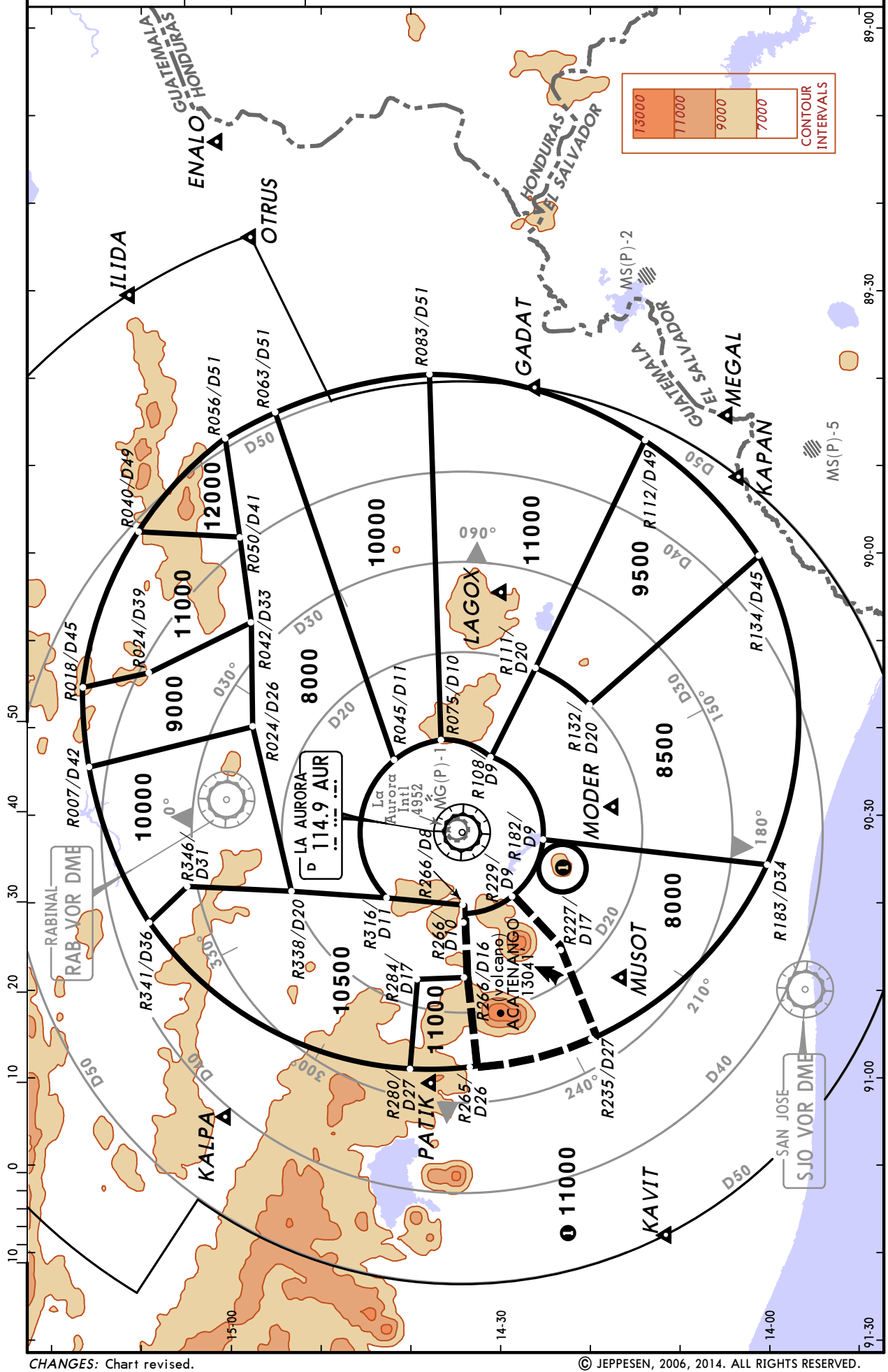
MGGT/GUA
LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

31 JAN 14 (10-1R) Eff 6 Feb

RADAR MINIMUM ALTITUDES

AURORA Approach (R)	Apt Elev	Alt Set: INCHES (hPa on req)	Trans level: FL 200	Trans alt: 19000'
119.3	4952'			



CHANGES: Chart revised.

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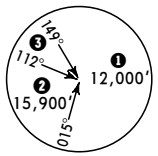
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MGGT/GUA
LA AURORA INTL

GUATEMALA CITY, GUATEMALA
RNAV STAR

ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′
127.65	4952′	

1. NAV SPEC RNP 1.
2. RNAV 1.
3. GNSS required.



MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

ASOKU
N16 04.6
W091 22.9
At or above **18000′**

147° ASOKU 49.2

MAVAL
N16 55.1
W090 12.8
At or above **18000′**

188° MAVAL 80.1

TIKIS
N16 43.4
W089 20.5
At or above **18000′**

209° TIKIS 86.6

GABEN
N15 42.6
W091 56.7
At or above **18000′**

123° GABEN 43.0

(IAF)
GT566
N15 35.6
W090 25.9
At or above **18000′**

(IAF)
GT577
N15 22.3
W090 56.6
At or above **18000′**

(IAF)
GT555
N15 28.6
W090 06.4
At or above **18000′**

GT688
N15 18.4
W091 19.8

18.9

(IAF)
GT588
N15 07.7
W091 03.6
At or above **16000′**

ENALO
N15 01.6
W089 13.0
At or above **18000′**

255° ENALO 21.8

(IAF)
GT544
N14 56.4
W089 34.9
At or above **18000′**

IMASO
N14 46.0
W092 09.6
At or above **18000′**

100° IMASO 25.0

(IAF)
GT599
N14 40.9
W091 44.4
At or above **18000′**

(IAF)
GT522
N14 12.6
W090 07.3
At or above **12000′**

299° KAPAN 18.0

KAPAN
N14 03.5
W089 51.3
At or above **16000′**

Direct distance to La Aurora Intl from:
GT522 32 NM
GT544 59 NM
GT555 59 NM
GT566 61 NM
GT577 53 NM
GT588 45 NM
GT599 71 NM

ASOKU *[ASOKU]*,
ENALO *[ENALO]*,
GABEN *[GABEN]*,
IMASO *[IMASO]*,
KAPAN *[KAPAN]*,
MAVAL *[MAVAL]*,
TIKIS *[TIKIS]*
RNAV ARRIVALS
(RWYS 02/20)

N
NOT TO SCALE

CHANGES: New procedures at this airport.

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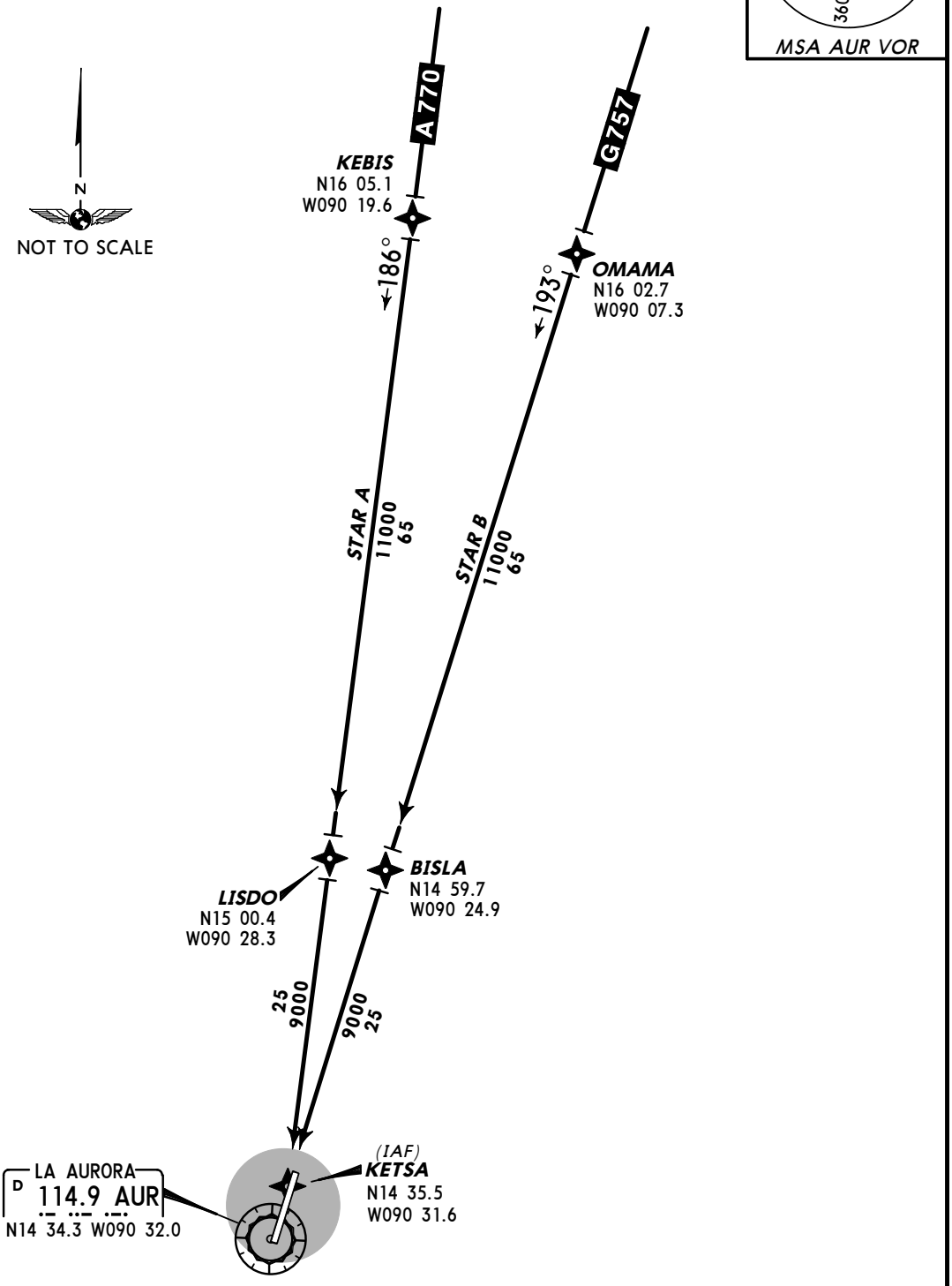
MGGT/GUA
LA AURORA INTL

JEPPESEN 5 DEC 14 (10-2A) Eff 11 Dec

GUATEMALA CITY, GUATEMALA
RNAV STAR

ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF KETSA/transition for ILS or VOR DME RWY 02 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from BISLA/LISDO at 25 NM.

STAR RNAV A *[ARRØ2A]*, STAR RNAV B *[ARRØ2B]* ARRIVALS
(RWY 02)



STAR	ROUTING
A	A-770 to KEBIS, to KETSA.
B	G-757 to OMAMA, to KETSA.

CHANGES: Chart reindexed.

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LA AURORA INTL

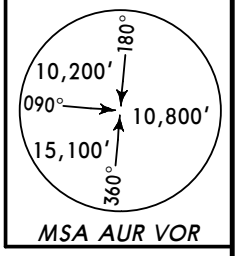
JEPPESEN GUATEMALA CITY, GUATEMALA

5 DEC 14 (10-2B) Eff 11 Dec

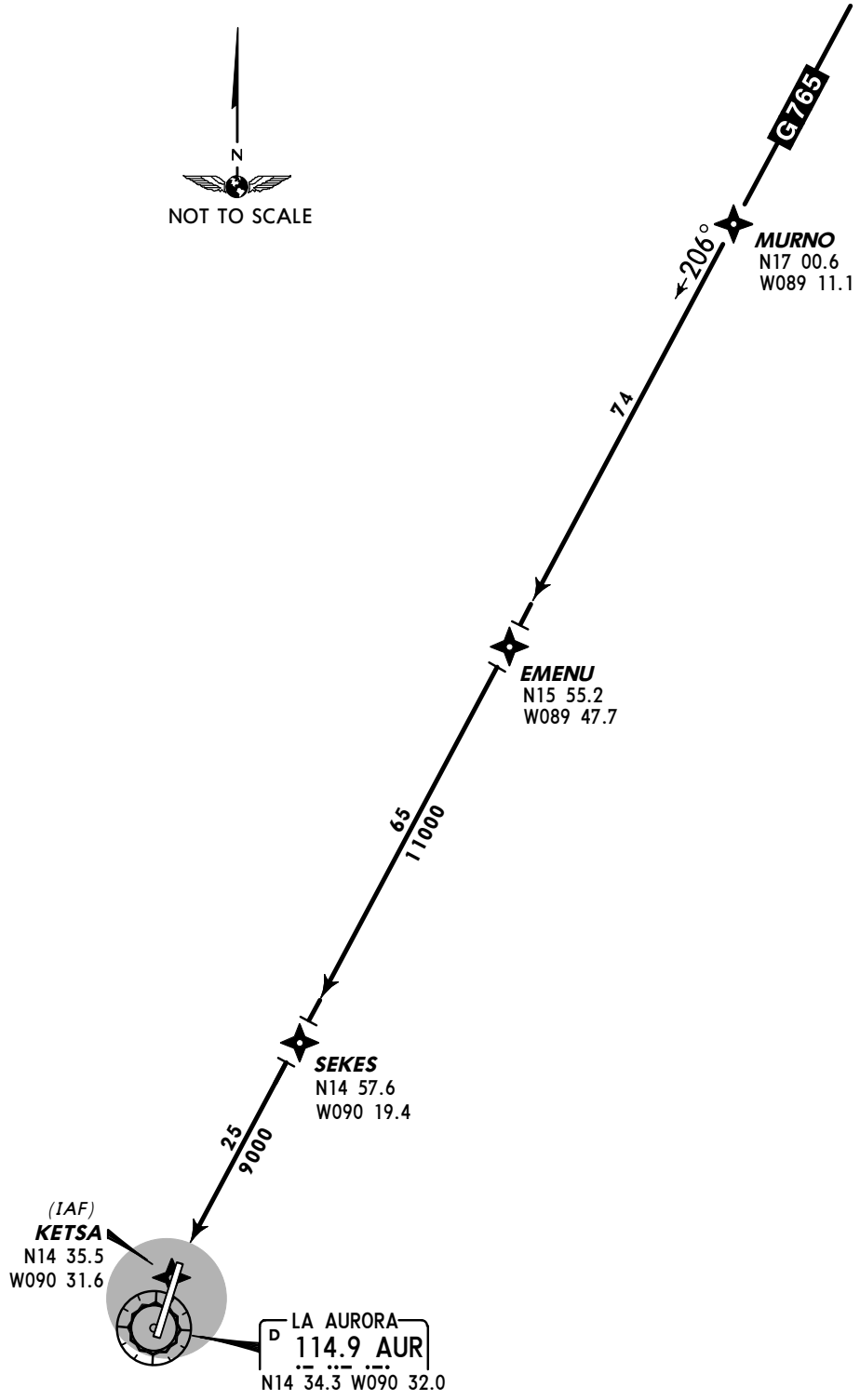
RNAV STAR

ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF KETSA/transition for ILS or VOR DME RWY 02 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from SEKES at 25 NM from IAF KETSA (AUR).

STAR RNAV C ARRIVAL
[ARRØ2C]
(RWY 02)



MSA AUR VOR



ROUTING

G-765 to MURNO, to EMENU, to SEKES, to KETSA (AUR).

CHANGES: Chart reindexed.

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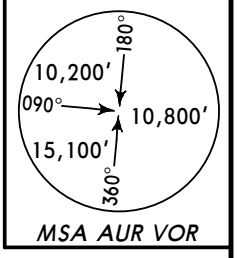
MGGT/GUA
LA AURORA INTL

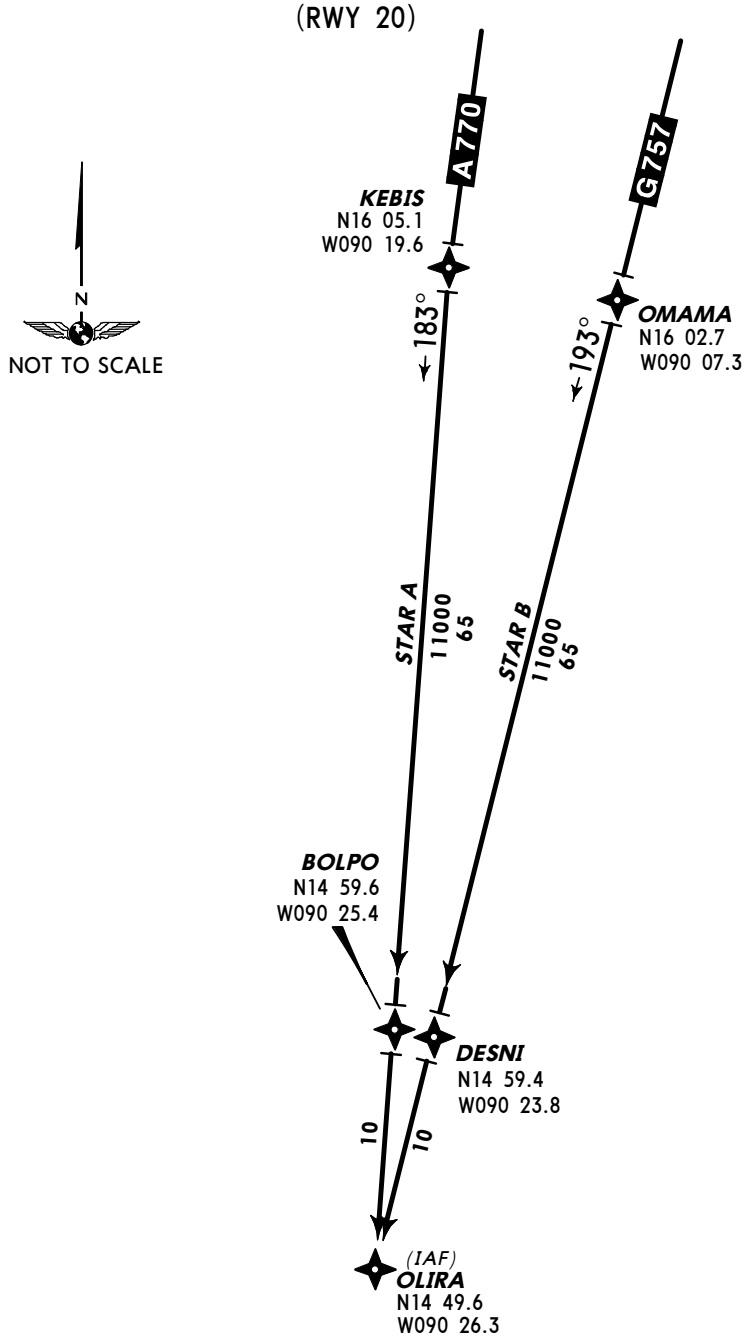
JEPPESEN 5 DEC 14 (10-2C) Eff 11 Dec

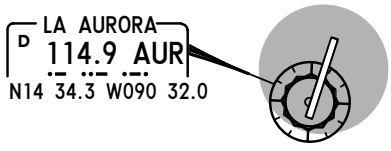
GUATEMALA CITY, GUATEMALA
RNAV STAR

ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF OLIRA/transition for VOR DME RWY 20 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from BOLPO/DESNI at 10 NM from IAF OLIRA (KATAS).

STAR RNAV A *[ARR2ØA]*, STAR RNAV B *[ARR2ØB]* ARRIVALS
(RWY 20)







Direct distance from OLIRA to:
La Aurora Intl 16 NM

STAR	ROUTING
A	A-770 to KEBIS, to BOLPO.
B	G-757 to OMAMA, to DESNI.

CHANGES: Chart reindexed.

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MGGT/GUA
LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

5 DEC 14 (10-2D) Eff 11 Dec

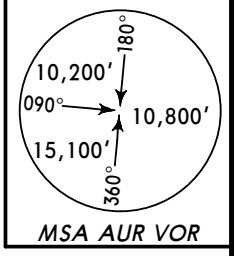
RNAV STAR

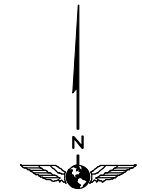
ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF OLIRA/transition for VOR DME RWY 20 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from ANALO at 10 NM from IAF OLIRA.

STAR RNAV C ARRIVAL

[ARR2ØC]

(RWY 20)





Direct distance from OLIRA to:
La Aurora Intl 16 NM

ROUTING

G-765 to MURNO, to EMENU, to OLIRA.

CHANGES: Chart reindexed.

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MGGT/GUA
LA AURORA INTL

GUATEMALA CITY, GUATEMALA
RNAV SID

Apt Elev	Trans level: FL200 Trans alt: 19000′	Authorization required.
4952′		

MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

❶ 12,000′
❷ 15,900′
❸ 149° 112° 015°

NOT TO SCALE

ASOKU NOVEMBER *[ASOKUN]*,
ENALO NOVEMBER *[ENALON]*,
GABEN NOVEMBER *[GABENN]*,
IMASO NOVEMBER *[IMASON]*,
MAVAL NOVEMBER *[MAVALN]*,
OBRAS NOVEMBER *[OBRASN]*,
TIKIS NOVEMBER *[TIKISN]*
RNAV (RNP) DEPARTURES
(RWY 02)

MAVAL N16 55.1 W090 12.8
TIKIS N16 43.4 W089 20.5
ASOKU N16 04.6 W091 22.9
GABEN N15 42.6 W091 56.7
ENALO (RNP 1.0) N15 01.6 W089 13.0
IMASO (RNP 1.0) N14 46.0 W092 09.6
OBRAS (RNP 1.0) N13 57.8 W089 58.6

MAVAL NOVEMBER 76.0
TIKIS NOVEMBER 83.6
ASOKU NOVEMBER 47.3
GABEN NOVEMBER 39.0
IMASO NOVEMBER 50.7
ENALO NOVEMBER 74.9
OBRAS NOVEMBER 38.2

Ⓑ GT734 N14 59.0 W090 40.1
Ⓐ GT776 N14 58.5 W090 28.6

GT782 N15 39.3 W090 22.6
GT736 (RNP 1.0) N15 18.6 W090 52.8
GT738 N15 24.5 W090 56.6
GT748 N15 20.9 W091 23.1
GT746 (RNP 1.0) N15 09.2 W091 05.1
GT744 N15 04.1 W090 57.4
GT778 (RNP 1.0) N15 12.3 W090 26.1
GT780 N15 14.4 W090 25.7
GT724 (RNP 1.0) N15 30.6 W090 03.7
GT722 N14 58.3 W090 22.7
GT754 N14 48.4 W091 17.3

25.0 · 006° · 1.0 · 23.0 · 326° · 14.0 · 009° · 028° · 37.0 · 21.0 · 9.0 · 20.2 · 302° · 36.5 · 266° · 075°

See Inset

These SIDs require a minimum climb gradient of 4.1% to 5300′.
Close in obstacles have been disregarded for procedure design gradient calculations.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

INITIAL CLIMB
Climb to enroute safety altitude via RNAV (RNP) departure.

GT734 · GT742 N14 52.8 W090 40.0 · GT776 · GT722 · GT732 N14 51.0 W090 34.8 · GT790 N14 50.6 W090 30.0 · GT752 N14 50.0 W090 39.7 · GT750 N14 50.1 W090 38.1 · GT740 N14 49.0 W090 34.2 · GT730 N14 47.1 W090 32.4 · GT712 N14 44.5 W090 30.8 · GT710 N14 42.7 W090 31.4 · GT784 N14 43.6 W090 28.2 · GT708 N14 41.7 W090 31.6 · GT796 (RNP 1.0) N14 39.4 W090 22.5 · GT706 N14 38.2 W090 31.5 · GT704 N14 37.2 W090 31.2 · GT702 N14 36.4 W090 31.2 · GT786 N14 33.8 W090 22.4 · RW02 (RNP 0.3) N14 34.2 W090 31.9 · GT788 N14 29.3 W090 21.0

9.5 · 6.8 · 8.0 · 266° · 1.5 · 4.0 · 303° · 4.5 · 326° · 2.6 · 15.8 · 009° · 028° · 8.0 · 4.9 · 2.0 · 075° · 7.9 · 7.0 · 1.0 · 3.5 · 343° · 1.0 · 0.8 · 016° · 2.3 · 178° · 5.6 · 4.7

MAX 190 KT

NOT TO SCALE

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GUATEMALA CITY, GUATEMALA

RNAV SID

MGGT/GUA
LA AURORA INTL

JEPPESEN 5 DEC 14 (10-3A) Eff 11 Dec

Apt Elev	Trans level: FL200 Trans alt: 19500′	Authorization required.
4952′		

MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

NOT TO SCALE

ASOKU SIERRA *[ASOKUS]*,
ENALO SIERRA *[ENALOS]*,
GABEN SIERRA *[GABENS]*,
IMASO SIERRA *[IMASOS]*,
IMASO WHISKEY *[IMASOW]*,
MAVAL SIERRA *[MAVALS]*,
OBRAS SIERRA *[OBRASS]*,
TIKIS SIERRA *[TIKISS]*
RNAV (RNP) DEPARTURES
(RWY 20)

MAVAL
N16 55.1 W090 12.8

TIKIS
(RNP 1.0)
N16 43.4 W089 20.5

ASOKU
(RNP 1.0)
N16 04.6 W091 22.9

GABEN
N15 42.6 W091 56.7

GT832
(RNP 1.0)
N15 23.0
W091 33.8

GT833
N15 24.6 W091 35.8

GT828
(RNP 1.0)
N15 22.7
W090 18.1

GT826
N14 50.6
W090 19.9

GT830
N14 55.8
W090 36.5

ENALO
(RNP 1.0)
N15 01.6 W089 13.0

GT835
(RNP 1.0)
N14 41.2
W091 16.9

GT831
N14 49.8
W090 44.6

GT824
N14 50.8
W090 11.6

GT822
N14 38.0
W090 00.2

IMASO
(RNP 1.0)
N14 46.0 W092 09.6

GT834
N14 38.4
W090 47.7

GT840
N14 25.2
W090 58.3

GT838
N14 24.7
W090 54.8

OBRAS
(RNP 1.0)
N13 57.8
W089 58.6

GT836
N14 24.5 W090 42.1

GT831 **GT830** **GT826**

GT816
N14 36.4 W090 26.1
MAX 250 KT

GT834

RW20
(RNP 0.3)
N14 35.7
W090 31.4

GT814
N14 35.4 W090 23.4
MAX 250 KT

GT812
N14 33.9 W090 21.9
MAX 250 KT

GT824

GT810
N14 30.6 W090 21.0
MAX 250 KT

GT800
N14 31.0 W090 32.9

GT808
N14 28.7 W090 21.5
MAX 250 KT

GT802
N14 27.7
W090 31.8

GT804
N14 26.4
W090 30.0

GT822

GT818
N14 25.7
W090 31.4
MAX 250 KT

GT805
N14 25.5
W090 28.2

GT806
N14 26.0
W090 24.1
MAX 250 KT

GT820
N14 17.2
W090 21.3

NOT TO SCALE

INITIAL CLIMB
Climb to enroute safety altitude via RNAV (RNP) departure.

CHANGES: New procedures at this airport.

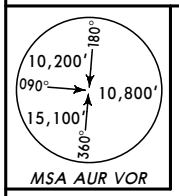
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LA AURORA INTL

GUATEMALA CITY, GUATEMALA
SID

Apt Elev	Trans level: FL200	Trans alt: 19000′
4952′		



AURORA 2 *[AUR2]*,
EMUSI 2 *[EMUSI2]*,
ILIDA 2 *[ILIDA2]*,
OMISO 2 *[OMISO2]*,
RIDEM 2 *[RIDEM2]*,
SERLA 2 *[SERLA2]*,
TATVO 2 *[TATVO2]*,
ULEBI 2 *[ULEBI2]*,
URSAT 2 *[URSAT2]*
DEPARTURES
(RWY 02)

These SIDs require a minimum climb gradient of 3.9% to 5250′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

INITIAL CLIMB	
Climb on runway heading 016° to D10 AUR.	
SID	**ROUTING**
AURORA 2	At D10 AUR turn LEFT direct to AUR VOR according to ATC instructions.
OMISO 2	At D10 AUR turn LEFT to intercept RAB R-220 to intercept airways A/UA-552 via OMISO.
URSAT 2	At D10 AUR turn LEFT to intercept RAB R-220 to intercept airways R/UR-644 via URSAT.

INITIAL CLIMB	
Climb on runway heading 016° to D7 AUR.	
SID	**ROUTING**
EMUSI 2	At D7 AUR turn RIGHT to intercept airways UZ/Z-637 via EMUSI.
ILIDA 2	At D7 AUR turn RIGHT to intercept airway W-2 via ILIDA.
RIDEM 2	At D7 AUR intercept airways UG/G-765 via RIDEM.
SERLA 2	At D7 AUR intercept airways UG/G-757 via SERLA.
TATVO 2	At D7 AUR intercept airways UA/A-770 via TATVO.
ULEBI 2	At D7 AUR turn LEFT to intercept airway W-3 via ULEBI.

CHANGES: New procedures at this airport.

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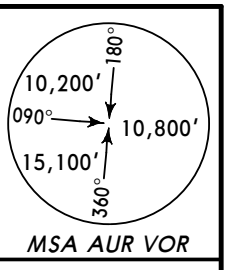
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LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

27 FEB 15 (10-3C) Eff 5 Mar

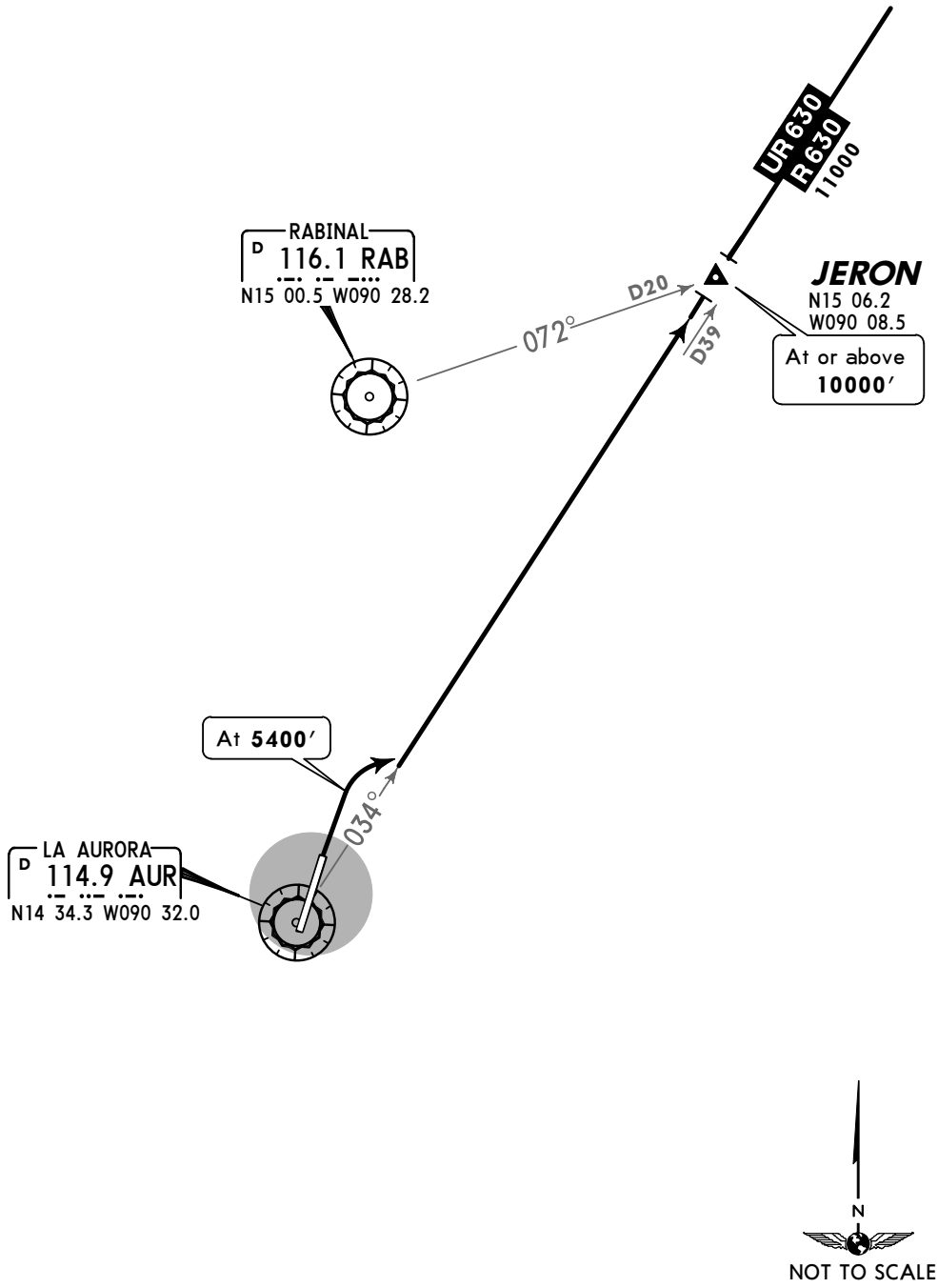
SID

Apt Elev	
4952′	Trans level: FL200 Trans alt: 19000′



MSA AUR VOR

JERON DEPARTURE
[JERON]
(RWY 02)



INITIAL CLIMB

Climb until reaching 5400′, turn RIGHT to intercept and proceed on AUR R-034 to JERON.
Continue climbing to 11000′ or above, according to ATC instructions.

CHANGES: Chart reindexed.

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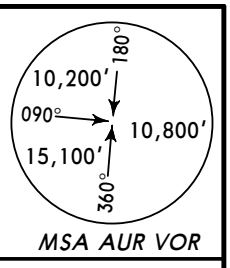
MGGT/GUA
LA AURORA INTL

JEPPESEN 27 FEB 15 (10-3D) Eff 5 Mar

GUATEMALA CITY, GUATEMALA

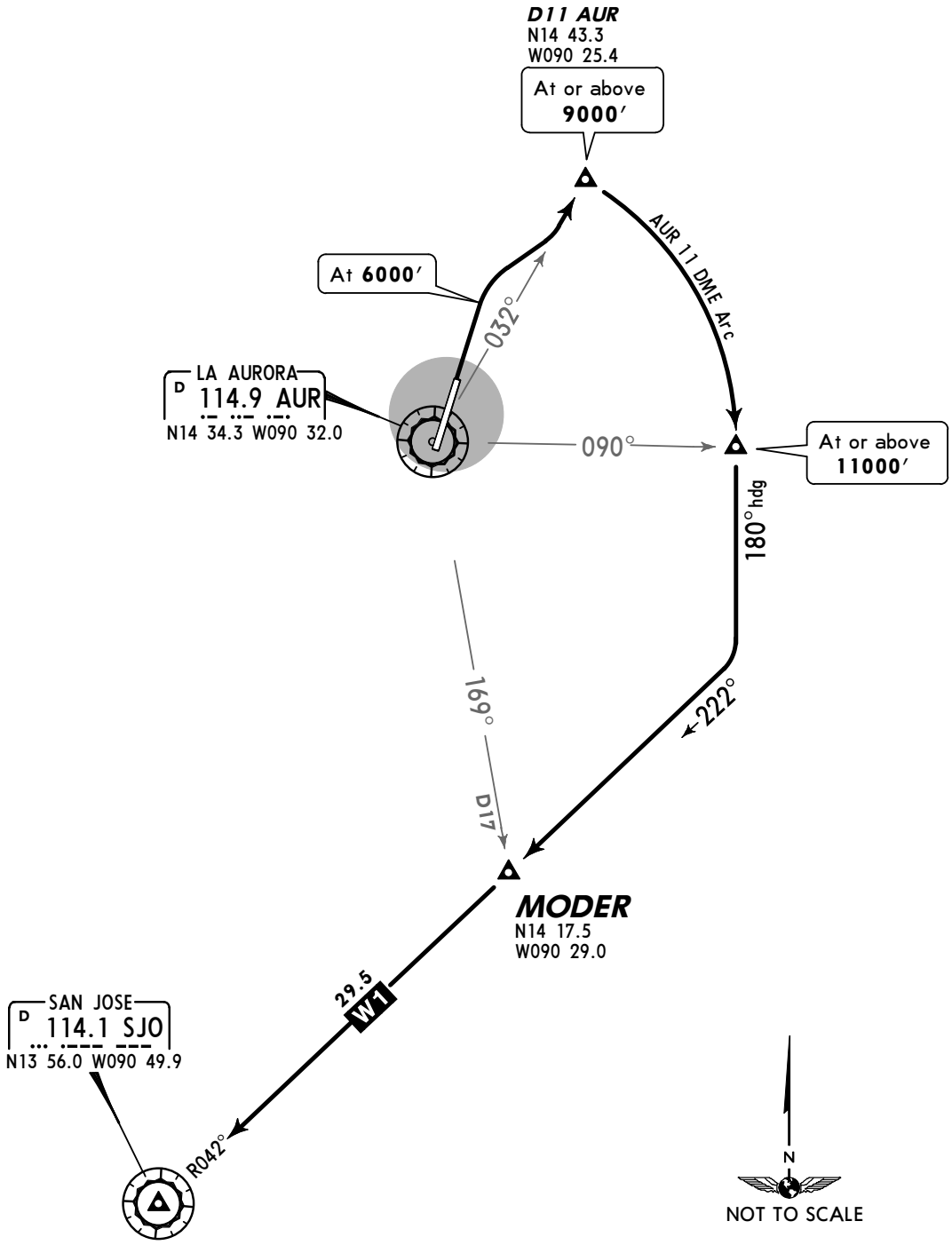
SID

Apt Elev	
4952′	Trans level: FL200 Trans alt: 19000′



MSA AUR VOR

MODER DEPARTURE
[MODER]
(RWY 02)



This SID requires a minimum climb gradient of 400′ per NM.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	666	1000	1333	1666	2000

INITIAL CLIMB

Climb on runway heading until reaching 6000′, then climbing RIGHT turn to intercept AUR R-032, continue to D11 AUR. Fly the AUR 11 DME Arc until crossing AUR R-090, then on heading 180° to intercept SJO R-042. Then proceed according to ATC instructions.

CHANGES: Chart reindexed.

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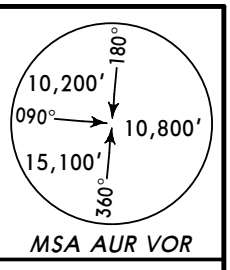
MGGT/GUA
LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

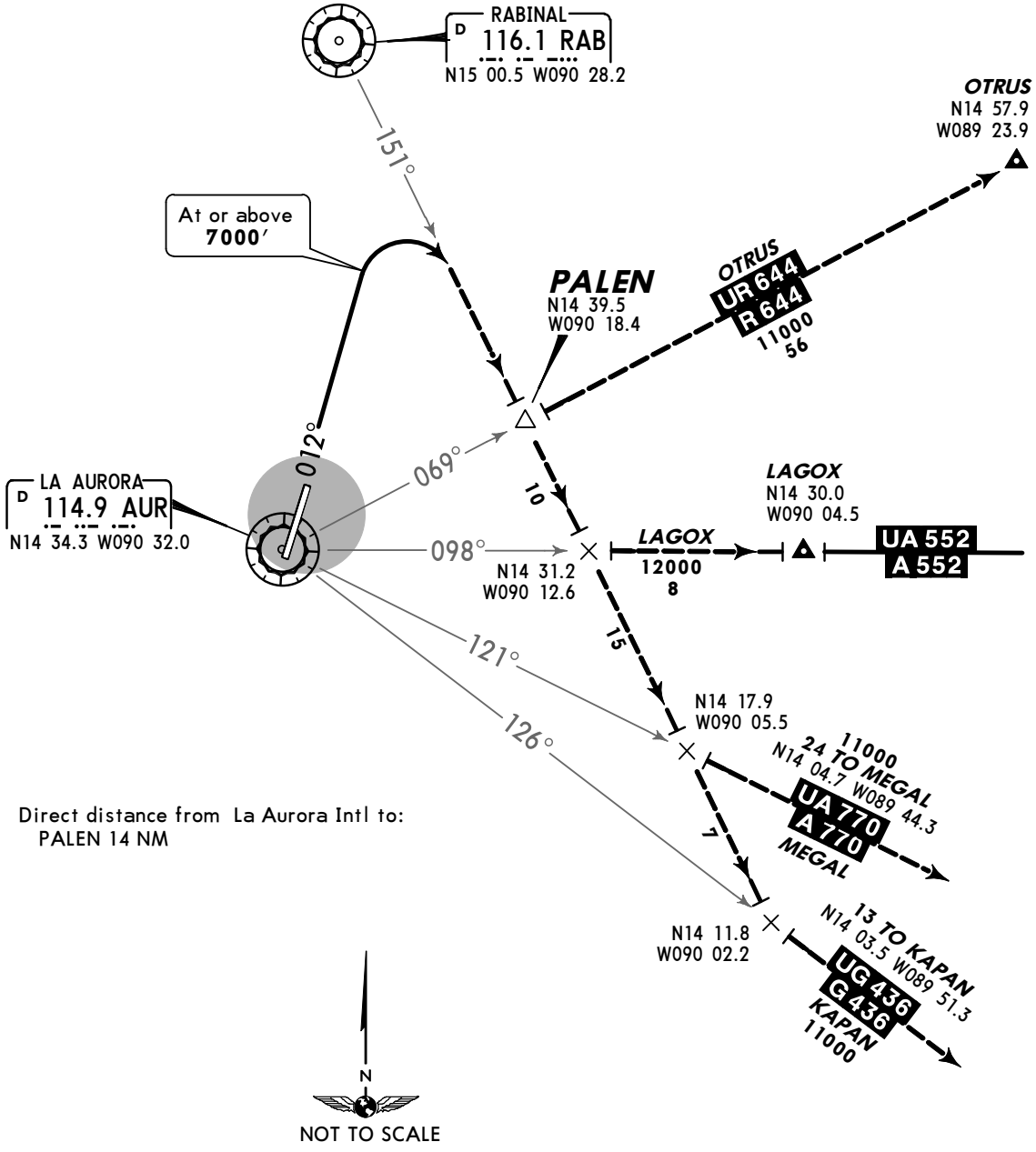
27 FEB 15 (10-3E) Eff 5 Mar

SID

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



PALEN DEPARTURE
[PALEN]
(RWY 02)



INITIAL CLIMB
Climb on AUR R-012 until reaching 7000′ or above turn RIGHT to intercept RAB R-151.

TRANSITIONS	
KAPAN	Continue climbing on RAB R-151 to intercept G-436/UG-436 at or above 11000′, according to ATC instructions.
LAGOX	Continue climbing on RAB R-151 to intercept A-552/UA-552 at or above 12000′, according to ATC instructions.
MEGAL	Continue climbing on RAB R-151 to intercept A-770/UA-770 at or above 11000′, according to ATC instructions.
OTRUS	Continue climbing on RAB R-151 to intercept R-644/UR-644 at or above 11000′, according to ATC instructions.

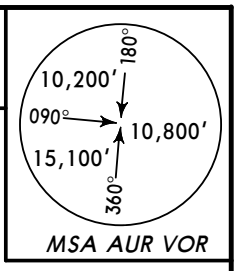
CHANGES: Chart reindexed.

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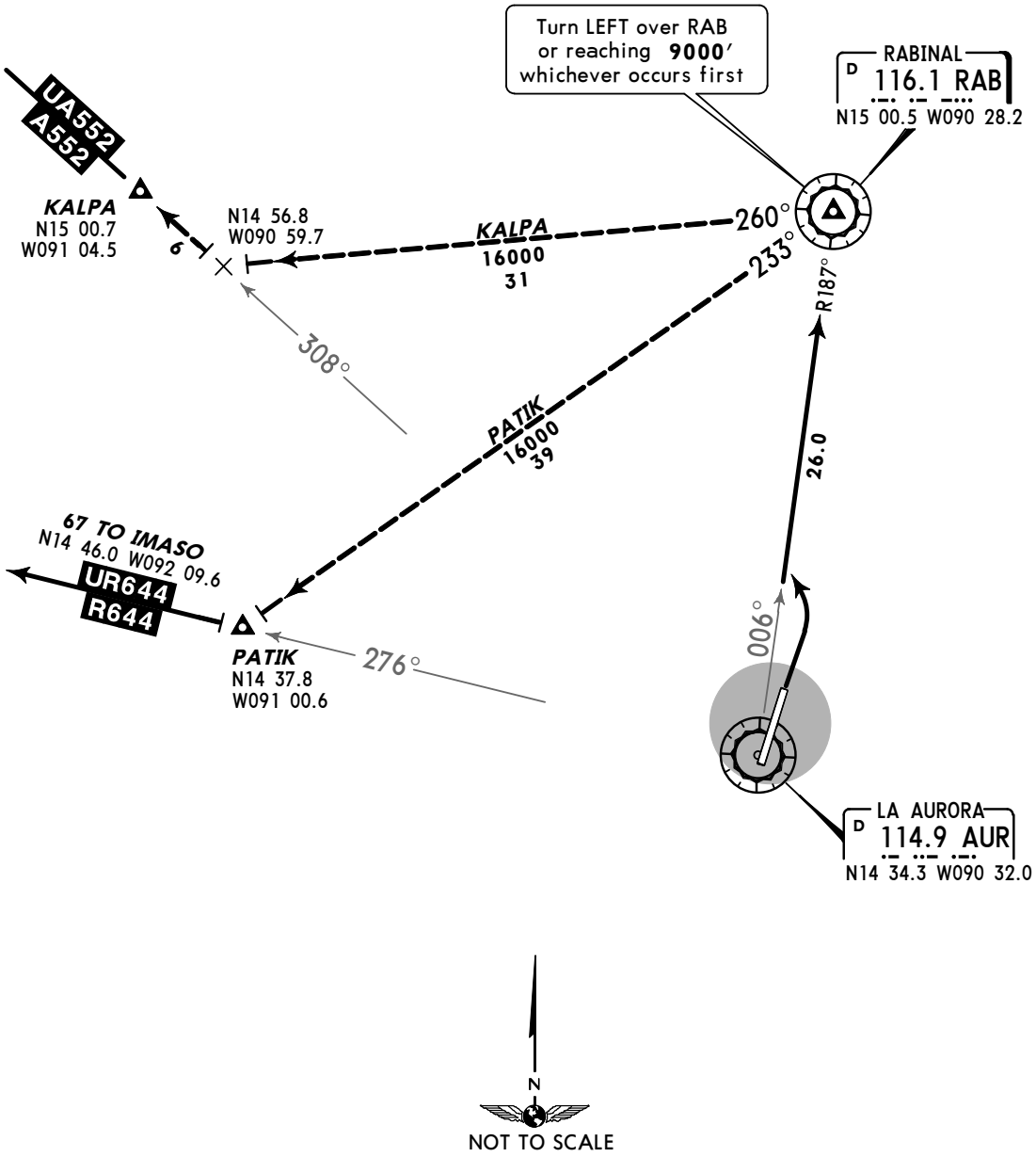
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MGGT/GUA LA AURORA INTL — GUATEMALA CITY, GUATEMALA

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



RABINAL 2 DEPARTURE
[RAB2]
(RWY 02)



INITIAL CLIMB

Turn LEFT climbing on AUR R-006.

TRANSITIONS		ALTITUDE
KALPA	From over RAB or reaching 9000′, whichever occurs first, turn LEFT on RAB R-260 to intercept A-552/UA-552.	Continue climbing to 16000′ or above, according to ATC instructions.
PATIK	From over RAB or reaching 9000′, whichever occurs first, turn LEFT on RAB R-233 to intercept R-644/UR-644.	

CHANGES: Chart reindexed.

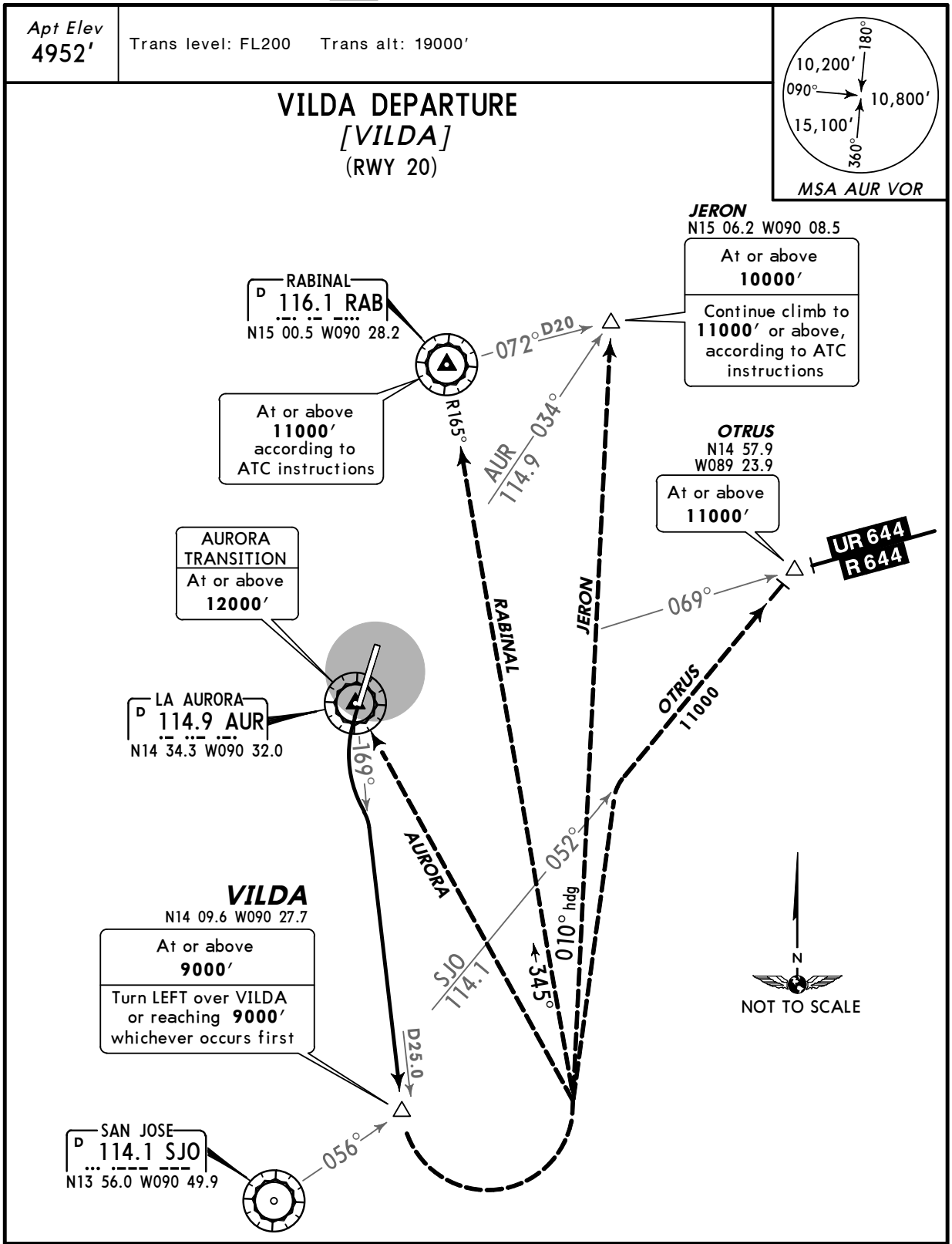
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MGGT/GUA LA AURORA INTL — GUATEMALA CITY, GUATEMALA

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	

VILDA DEPARTURE
[VILDA]
(RWY 20)



INITIAL CLIMB

Turn LEFT climbing on AUR R-169 to VILDA.

TRANSITIONS

AURORA	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT direct to AUR.
JERON	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 010° to intercept R-630/UR-630 to JERON. Continue climbing to 11000′ or above, according to ATC instructions.
OTRUS	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT to intercept and proceed on SJO R-052 to intercept R-644/UR-644. Continue climbing to 11000′ or above, according to ATC instructions.
RABINAL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT intercept and proceed inbound to RAB on RAB R-165. Continue climbing to 11000′ or above, according to ATC instructions.

CHANGES: Chart reindexed.

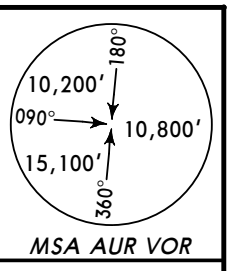
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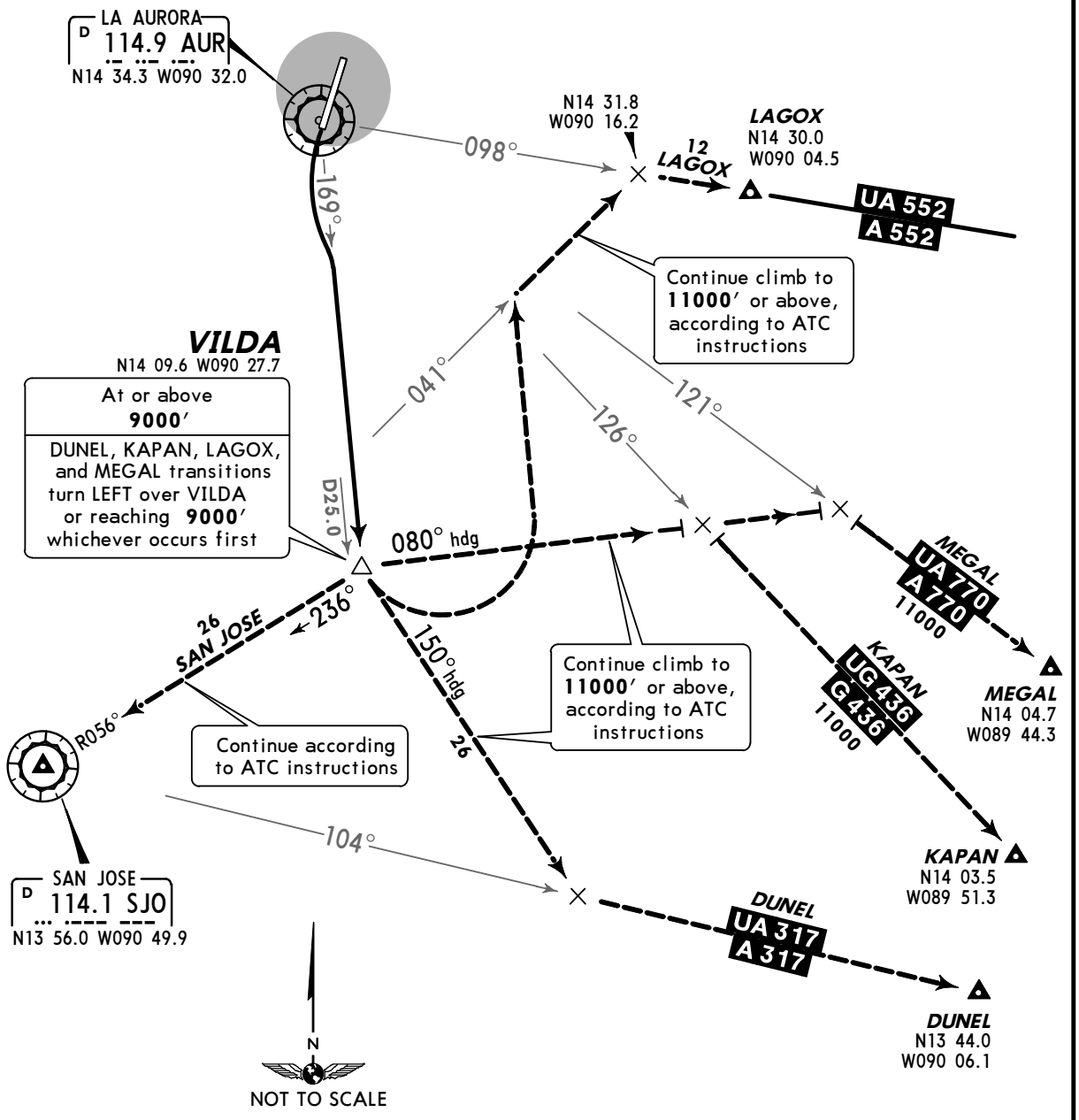
MGGT/GUA LA AURORA INTL — GUATEMALA CITY, GUATEMALA

JEPPESEN 27 FEB 15 (10-3H) Eff 5 Mar — SID

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



VILDA 2 DEPARTURE
[VILDA2]
(RWY 20)



INITIAL CLIMB

Turn LEFT climbing on AUR R-169 to VILDA.

TRANSITIONS		ALTITUDE
DUNEL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 150° to intercept A-317/UA-317.	Continue climbing to 11000′ or above, according to ATC instructions.
KAPAN	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 080° to intercept G-436/UG-436.	
LAGOX	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT to intercept A-552/UA-552.	
MEGAL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 080° to intercept A-770/UA-770.	
SAN JOSE	From over VILDA, turn RIGHT to intercept SJO R-056 to SJO VOR. Continue according to ATC instructions.	

CHANGES: Chart reindexed.

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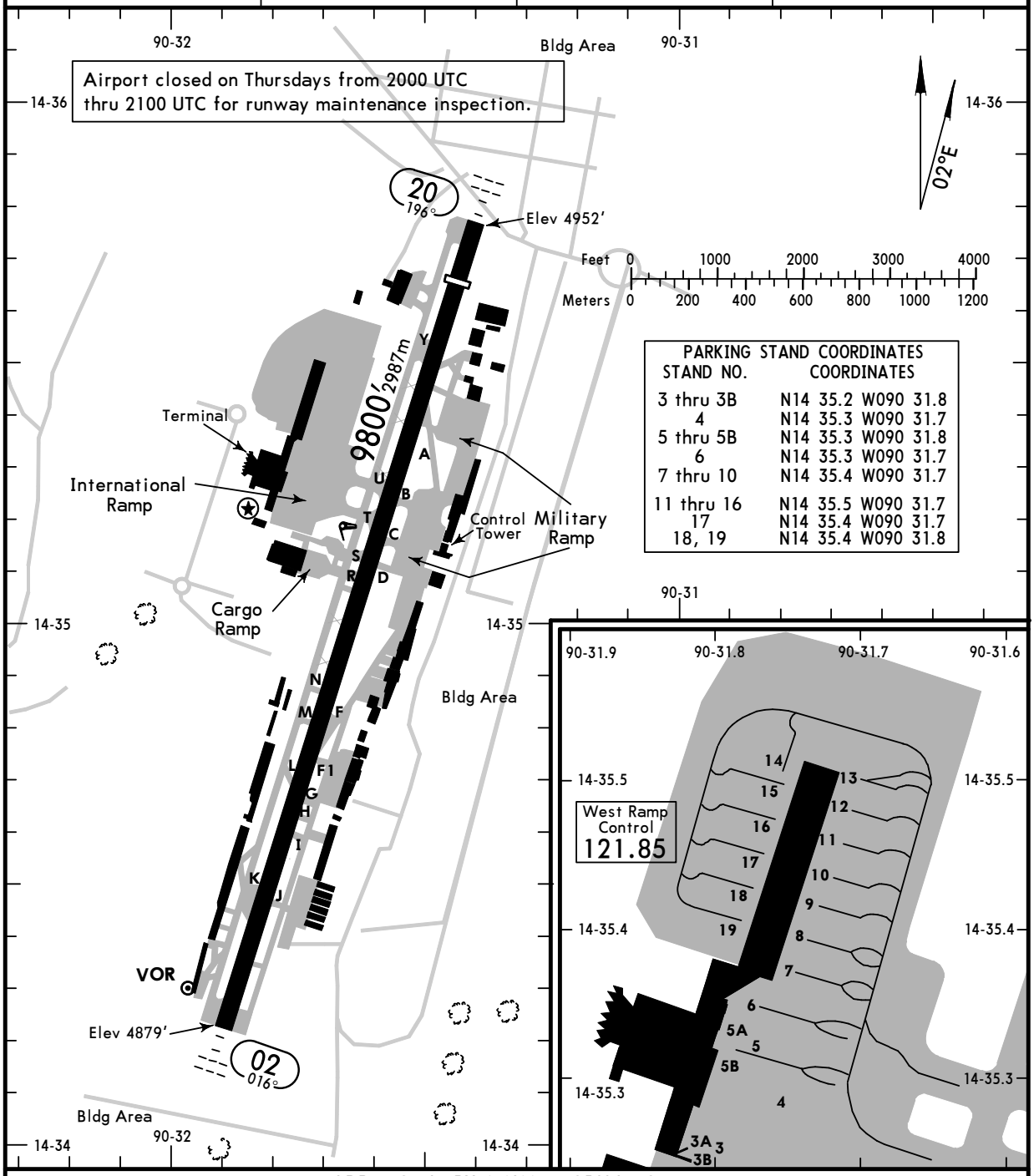
MGGT/GUA JEPPESEN GUATEMALA CITY, GUATEMALA

Apt Elev **4952′**
N14 35.0 W090 31.7

3 JUL 15 (10-9)

LA AURORA INTL

ATIS	LA AURORA Clearance	Ground	Tower
127.65	120.7	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL SSALS REIL PAPI (angle 3.00°)		8800′ 2682m		197′ 60m
20	HIRL SSALS REIL PAPI (angle 3.50°)	9078′ 2767m			

TAKE-OFF

	AIR CARRIER (JAA) All Rwys RCLM (Day only) or RL		AIR CARRIER (FAR 121) All Rwys Adequate Vis Ref
A	1/4	2 Eng	1/4
B			
C		3 & 4 Eng	
D			

CHANGES: Rwy 20 PAPI angle.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 19 DEC 14 (11-1)

GUATEMALA CITY, GUATEMALA
ILS Z Rwy 02

BRIEFING STRIP ™

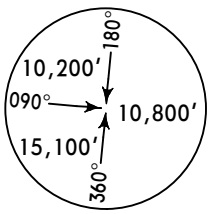
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

LOC IAAI	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev / TDZE
110.1	016°	VILAN 6300′ (1421′)	5100′ (221′)	Apt Elev 4952′ TDZE 4879′

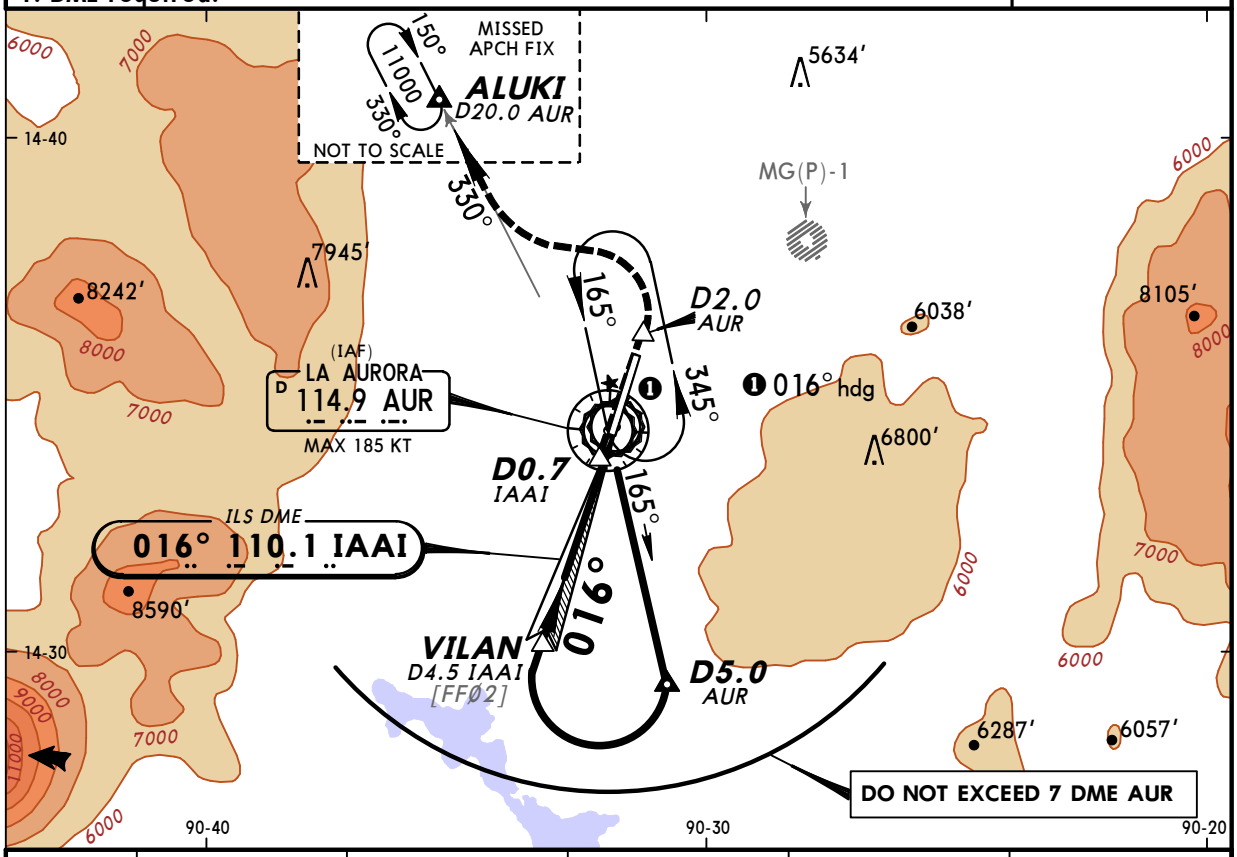
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

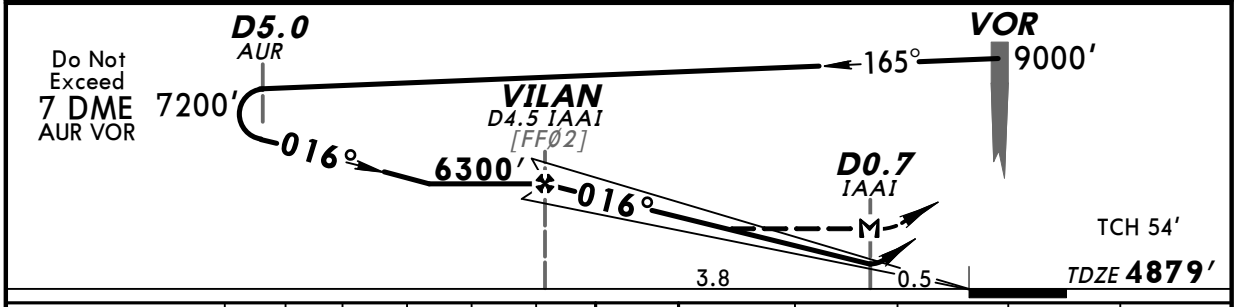
1. DME required.



MSA AUR VOR



LOC (GS out)	IAAI DME	5.0	4.0	3.0	2.0
	ALTITUDE	6460′	6140′	5830′	5510′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 IAAI or VILAN to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

SSALS
REIL
PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 5100′ (221′) FULL	ILS DA(H) 5100′ (221′) ALS out	LOC (GS out) MDA(H) 5340′ (461′)	LOC (GS out) MDA(H) 5340′ (461′) ALS out
	CEILING-VISIBILITY			
A	250′ - 1200m		500′ - 1600m	
B				
C				
D			500′ - 2400m	

Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′ (508′)	600′ - 1600m
120		
140	5460′ (508′)	600′ - 2400m
165	5680′ (728′)	800′ - 3600m

CHANGES: None.

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MGGT/GUA LA AURORA INTL

JEPPESEN 19 DEC 14 (11-2)

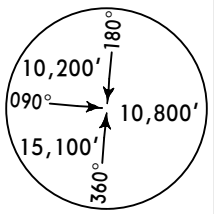
GUATEMALA CITY, GUATEMALA ILS Y Rwy 02

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

LOC IAAI	Final Apch Crs	Minimum Alt VILAN	ILS DA(H)	Apt Elev / TDZE
110.1	016°	6300′ (1421′)	5100′ (221′)	4952′ / 4879′

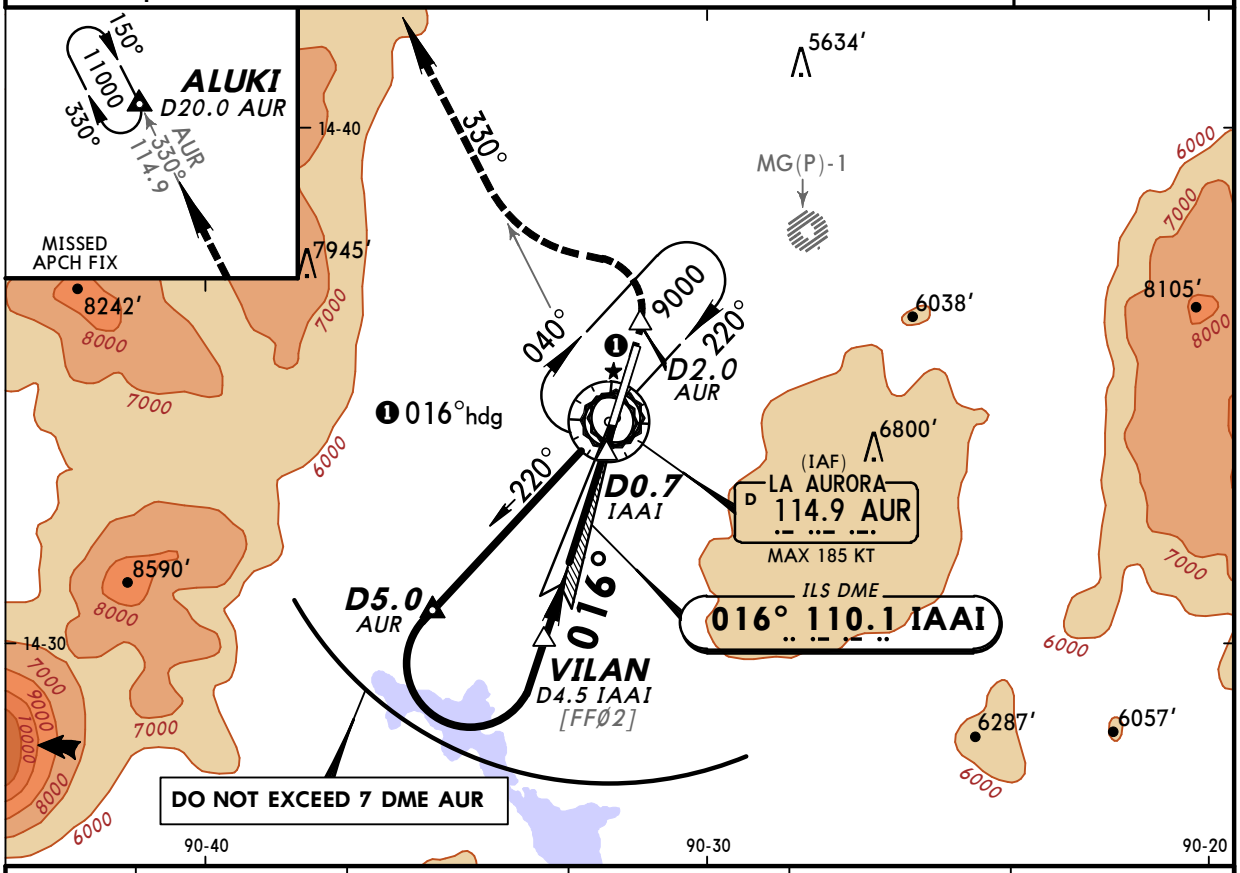
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.



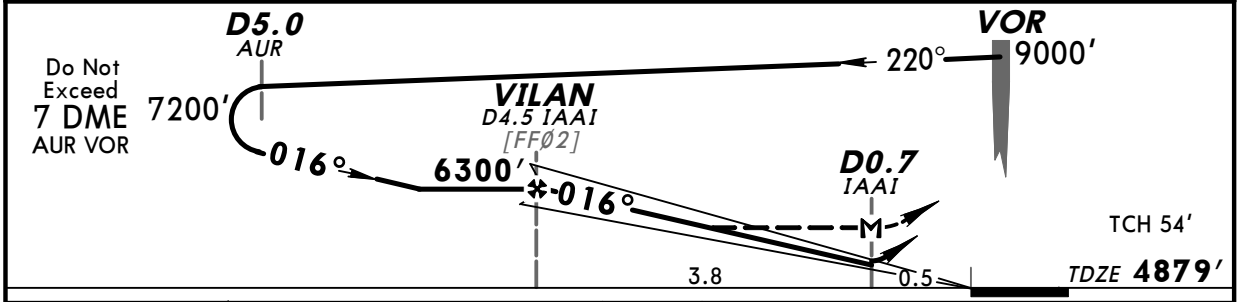
MSA AUR VOR

Alt Set: INCHES (hPa on req) | Trans level: FL 200 | Trans alt: 19000′

1. DME required.



LOC (GS out)	IAAI DME	5.0	4.0	3.0	2.0
	ALTITUDE	6460′	6140′	5830′	5510′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 IAAI or VILAN to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

SSALS
REIL
PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 5100′ (221′)		LOC (GS out) MDA(H) 5340′ (461′)	
	FULL	ALS out		ALS out
CEILING-VISIBILITY				
A	250′ - 1200m		500′ - 1600m	
B				
C				
D			500′ - 2400m	

Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′ (508′)	600′-1600m
120		
140	5460′ (508′)	600′-2400m
165	5680′ (728′)	800′-3600m

CHANGES: Waypoint idents.

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MGGT/GUA

LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-20

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Z Rwy 02

BRIEFING STRIP TM

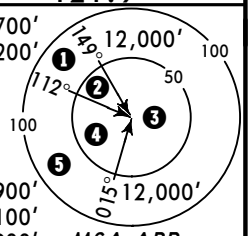
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

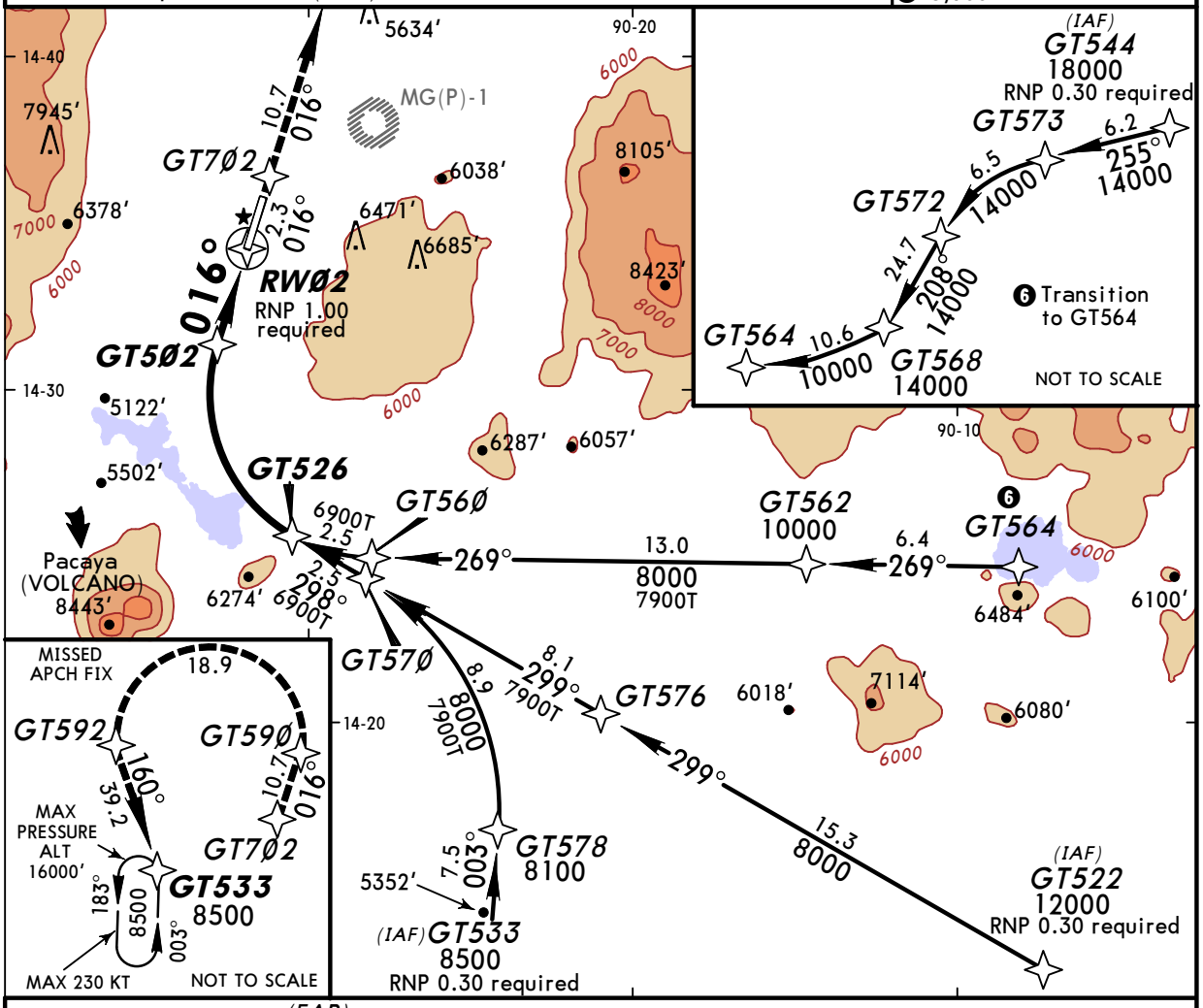
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 02
	016°	GT526 8000′ (3121′)	Refer to Minimums	4952′ / 4879′

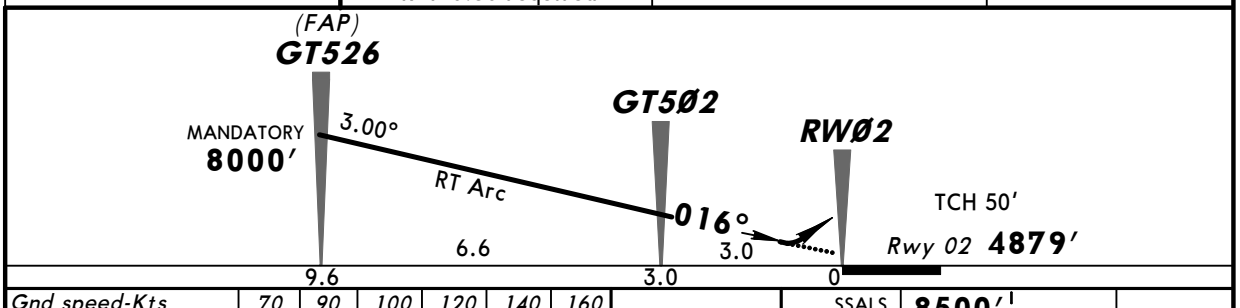
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′
1. AUTHORIZATION REQUIRED. 2. For non-baro compensated aircraft:
Minimum temperature: 0°C (32°F).

❶14,700′ ❷13,200′ ❸11,900′ ❹15,100′ ❺15,900′ MSA ARP







Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 02 — CEILING REQUIRED

1 RNP 0.10

DA(H)
A: 5180′ (301′) C: 5220′ (341′)
B: 5200′ (321′) D: 5240′ (361′)

2 RNP 0.30

DA(H)
A: 5230′ (351′) C: 5270′ (391′)
B: 5250′ (371′) D: 5290′ (411′)

	ALS out	ALS out
	CEILING-VISIBILITY	
A	400′-1600m	400′-1600m
B		
C	500′-2400m	500′-2400m
D		

1 RNP 0.10 is required until GT702. 2 Missed approach RNP 1.00.

CHANGES: New procedure.

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MGGT/GUA

LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-21

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Y Rwy 02

BRIEFING STRIP ™

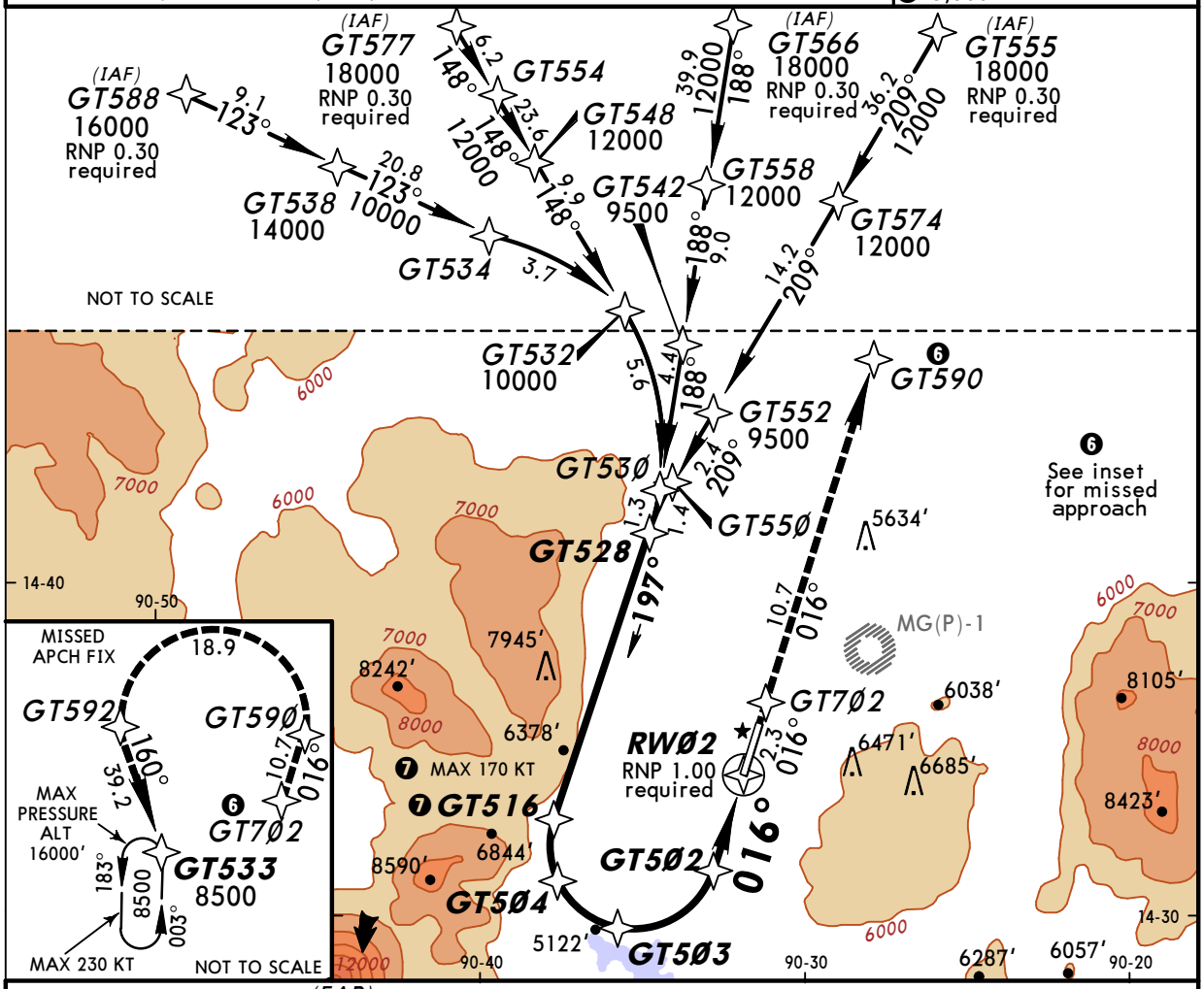
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

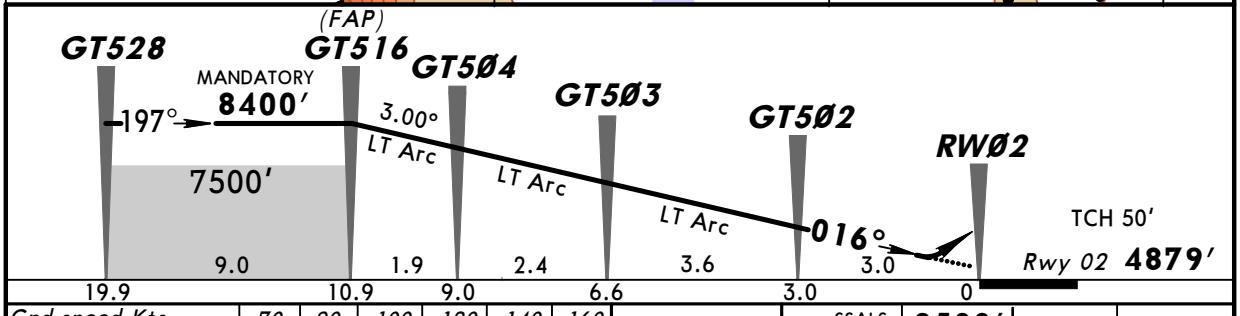
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 02
	016°	GT516 8400′ (3521′)	Refer to Minimums	4952′ / 4879′

MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′
1. AUTHORIZATION REQUIRED. 2. For non-baro compensated aircraft:
Minimum temperature: 0°C (32°F).

❶14,700′ ❷13,200′ ❸11,900′ ❹15,100′ ❺15,900′ MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track

GT533

STRAIGHT-IN LANDING RWY 02

CEILING REQUIRED

❶ RNP 0.10

DA(H)
A: 5180′ (301′) C: 5220′ (341′)
B: 5200′ (321′) D: 5240′ (361′)

❷ RNP 0.30

DA(H)
A: 5230′ (351′) C: 5270′ (391′)
B: 5250′ (371′) D: 5290′ (411′)

	ALS out	CEILING-VISIBILITY	ALS out
A	400′-1600m		400′-1600m
B			
C			
D	500′-2400m		500′-2400m

❶ RNP 0.10 is required until GT702. ❷ Missed approach RNP 1.00.

CHANGES: New procedure.

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MGGT/GUA

LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-22

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Z Rwy 20

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 20
	196°	GT626 8000′ (3058′)	Refer to Minimums	4952′ / 4942′

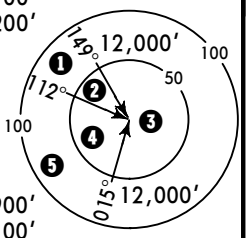
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

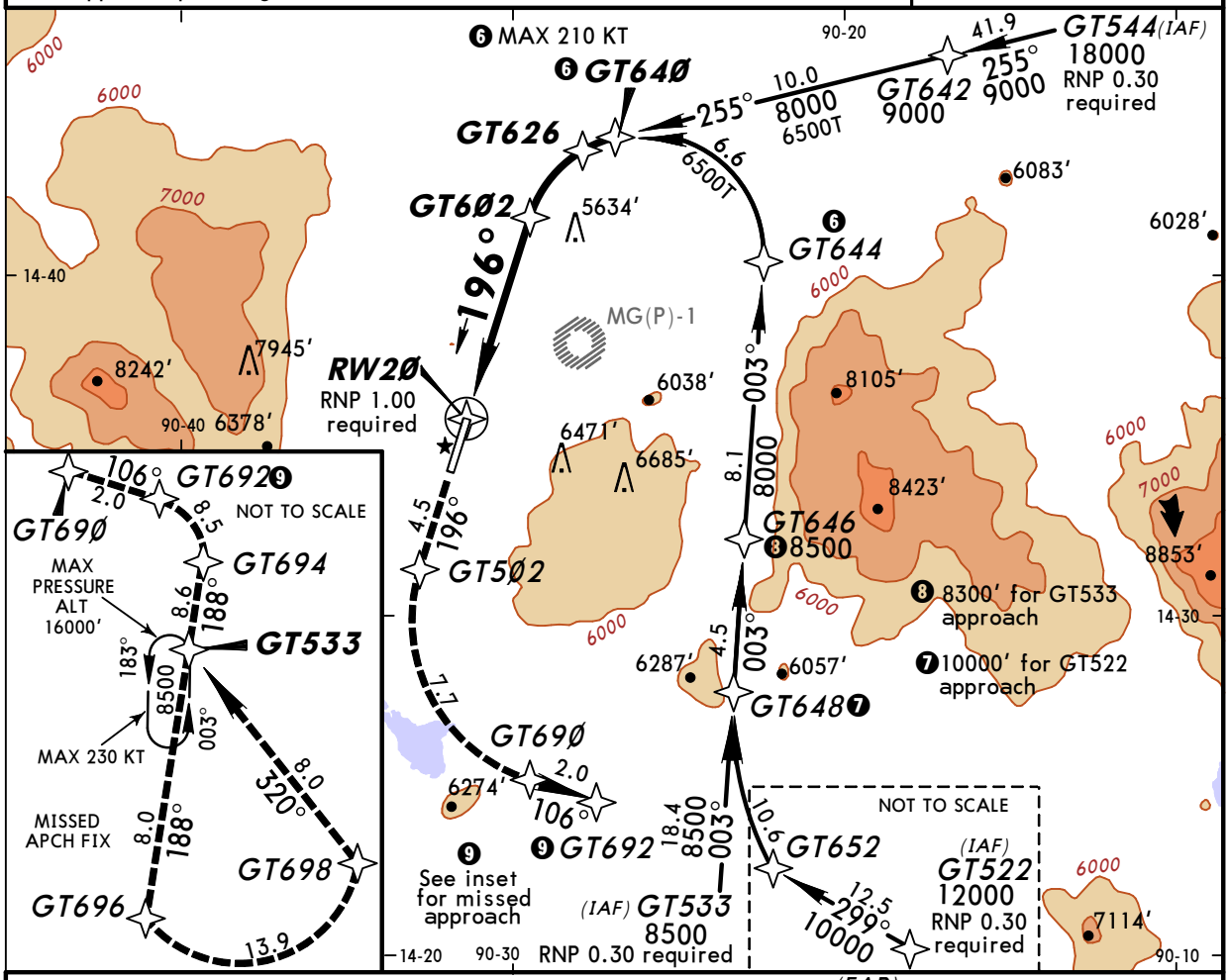
1. **AUTHORIZATION REQUIRED.** 2. CAUTION: In final, Visual Segment Surface (VSS) penetrated by obstacles up to 5031′ AMSL. 3. For non-baro compensated aircraft: Minimum temperature: 0°C (32°F). 4. PAPI VGSI not coincident with approach path angle.

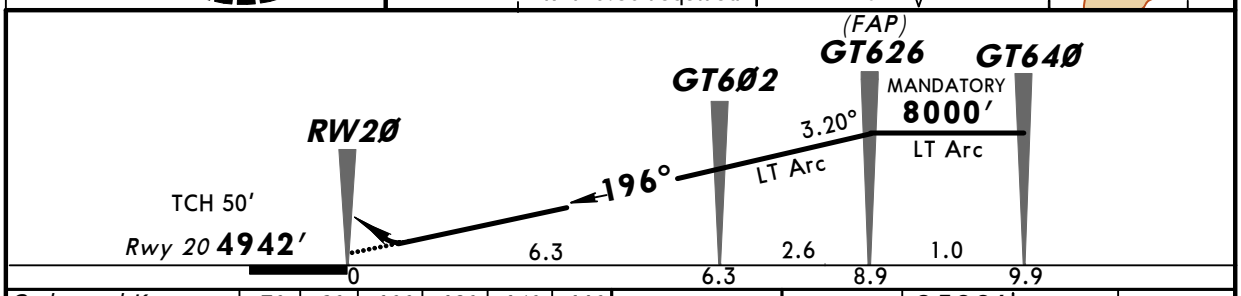
BRIEFING STRIP ™

❶14,700′
❷13,200′
❸11,900′
❹15,100′
❺15,900′



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track

GT533

STRAIGHT-IN LANDING RWY 20

CEILING REQUIRED

❶ RNP 0.10
DA(H)
A: B: C: 5240′ (298′) D: 5250′ (308′)

❷ RNP 0.30
DA(H)
A: 5340′ (398′) C: 5360′ (418′)
B: 5350′ (408′) D: 5380′ (438′)

	ALS out	CEILING-VISIBILITY	ALS out
A	400′-1600m		400′-1600m
B			
C	400′-2000m		400′-2000m
D	400′-2400m		400′-2400m

❶ RNP 0.10 is required until GT5Ø2. ❷ Missed approach RNP 1.00.

CHANGES: New procedure.

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MGGT/GUA

LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-23

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Y Rwy 20

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

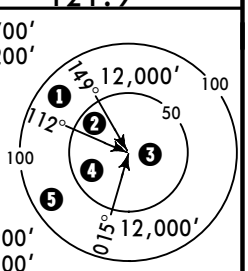
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 20
	196°	GT616 8000′ (3058′)	Refer to Minimums	4952′ / 4942′

MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

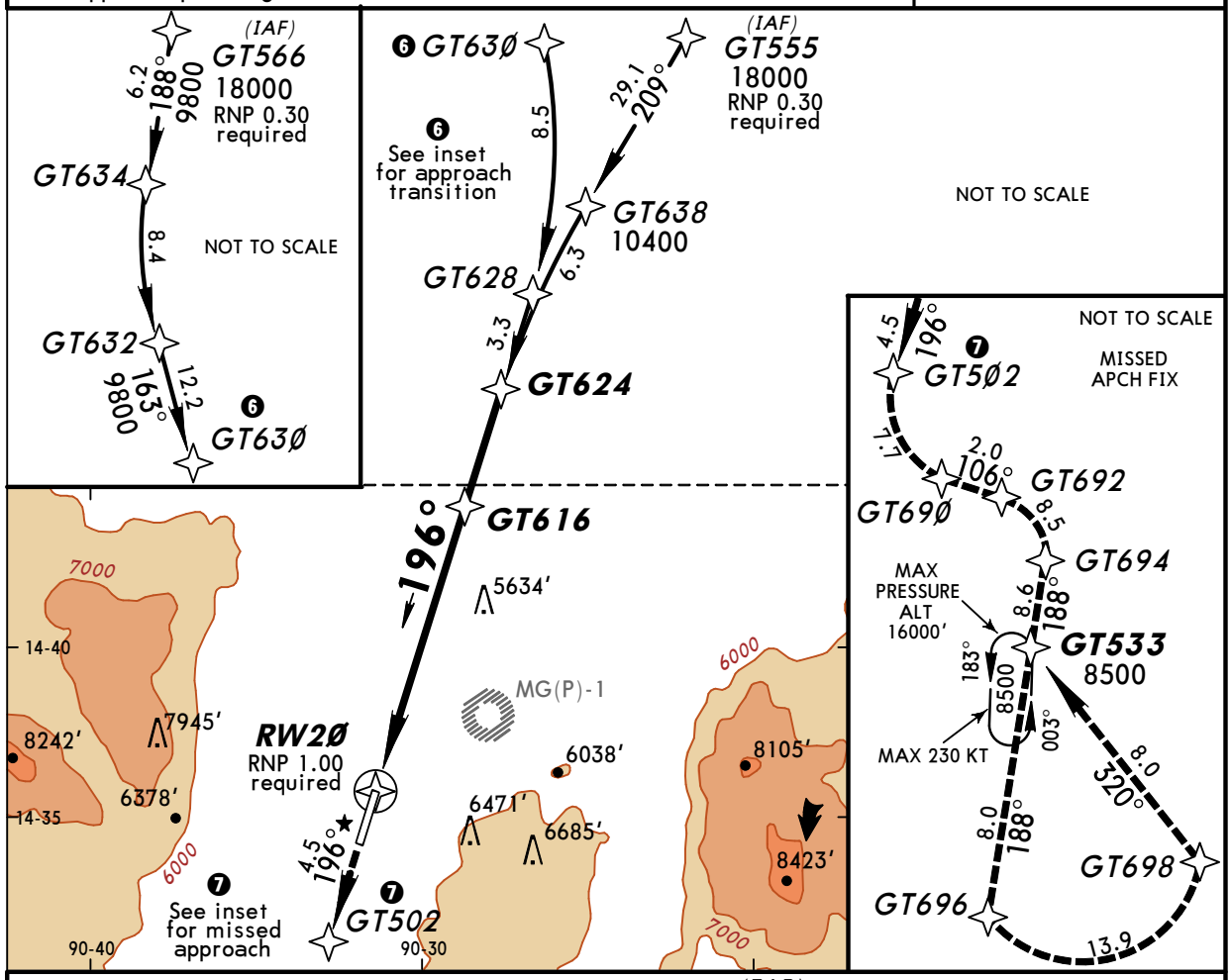
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

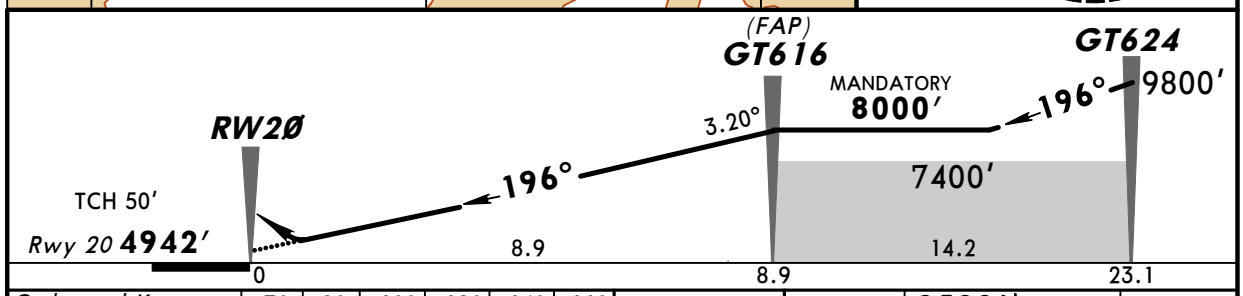
1. **AUTHORIZATION REQUIRED.** 2. CAUTION: In final, Visual Segment Surface (VSS) penetrated by obstacles up to 5031′ AMSL. 3. For non-baro compensated aircraft: Minimum temperature: 0°C (32°F). 4. PAPI VGSI not coincident with approach path angle.

❶14,700′
❷13,200′
❸11,900′
❹15,100′
❺15,900′



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 20

CEILING REQUIRED

❶ RNP 0.10
DA(H)
A: B: C: **5240′** (298′) D: **5250′** (308′)

❷ RNP 0.30
DA(H)
A: **5340′** (398′) C: **5360′** (418′)
B: **5350′** (408′) D: **5380′** (438′)

	ALS out	CEILING-VISIBILITY	ALS out
A	400′-1600m		400′-1600m
B			
C	400′-2000m		400′-2000m
D	400′-2400m		400′-2400m

❶ RNP 0.10 is required until GT5Ø2 ❷ Missed approach RNP 1.00.

CHANGES: New procedure.

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MGGT/GUA
LA AURORA INTL

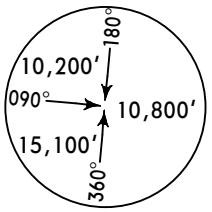
JEPPESEN GUATEMALA CITY, GUATEMALA
31 JAN 14 (13-1) Eff 6 Feb
VOR Z Rwy 02

BRIEFING STRIP ™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

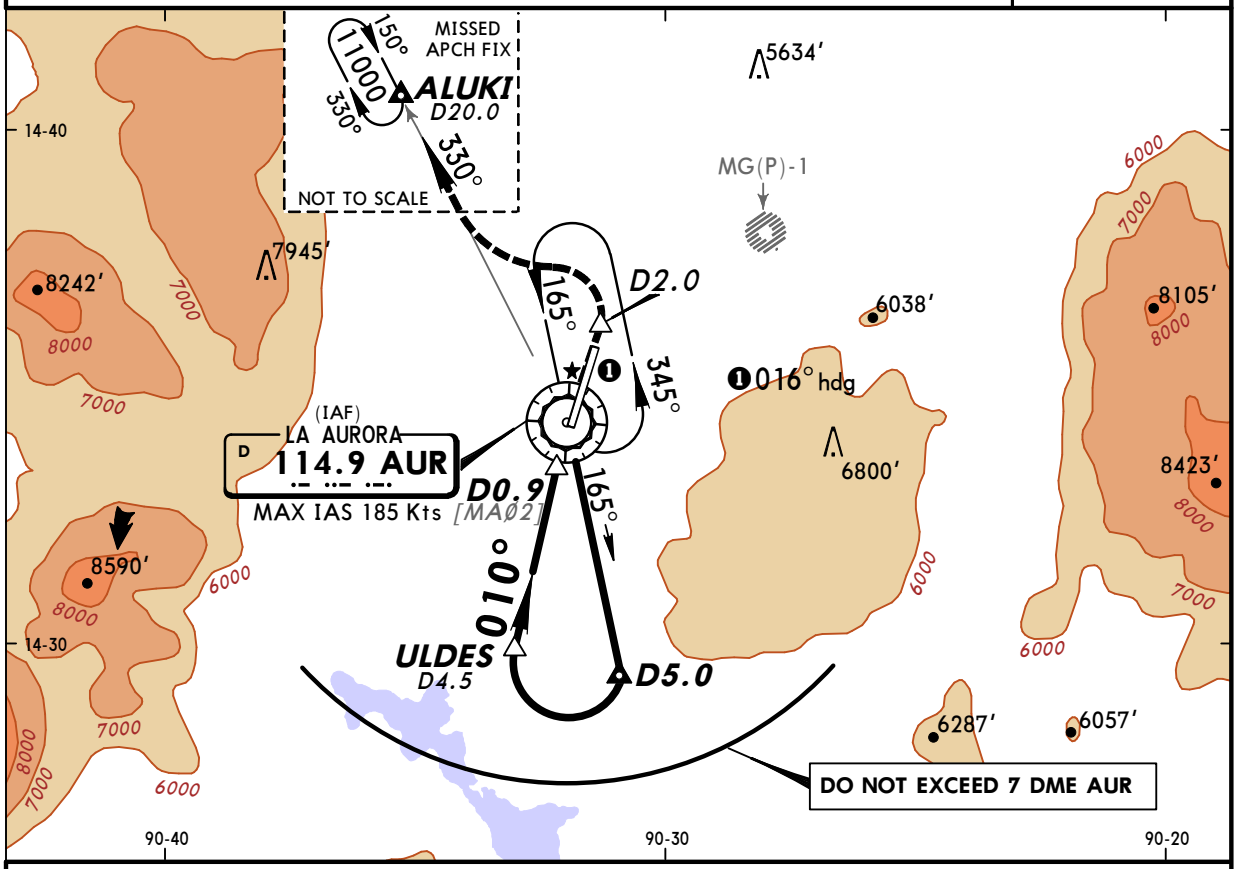
VOR AUR 114.9	Final Apch Crs 010°	Minimum Alt ULDES 6300′ (1421′)	MDA(H) 5340′ (461′)	Apt Elev 4952′ TDZE 4879′

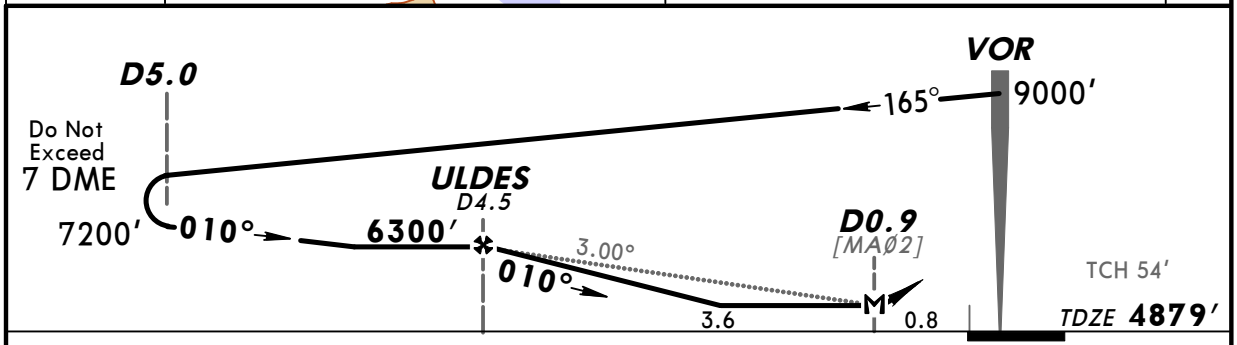
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.



MSA AUR VOR

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′
1. DME required.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9 or ULDES to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 5340′ (461′)
CEILING-VISIBILITY — ALS out

	CEILING-VISIBILITY	Max Kts	Not Authorized East of Rwy MDA(H)	CEIL-VIS
A	500′ - 1	90	5460′ (508′)	600′ - 1
B		120		
C		140	5460′ (508′)	600′ - 1½
D	500′ - 1½	165	5680′ (728′)	800′ - 2¼

CHANGES: Lighting.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 31 JAN 14 (13-2) Eff 6 Feb

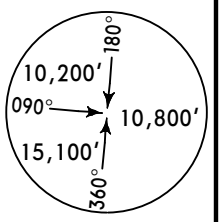
GUATEMALA CITY, GUATEMALA
VOR Y Rwy 02

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt ULDES	MDA(H)	Apt Elev 4952′
114.9	010°	6300′ (1421′)	5340′ (461′)	TDZE 4879′

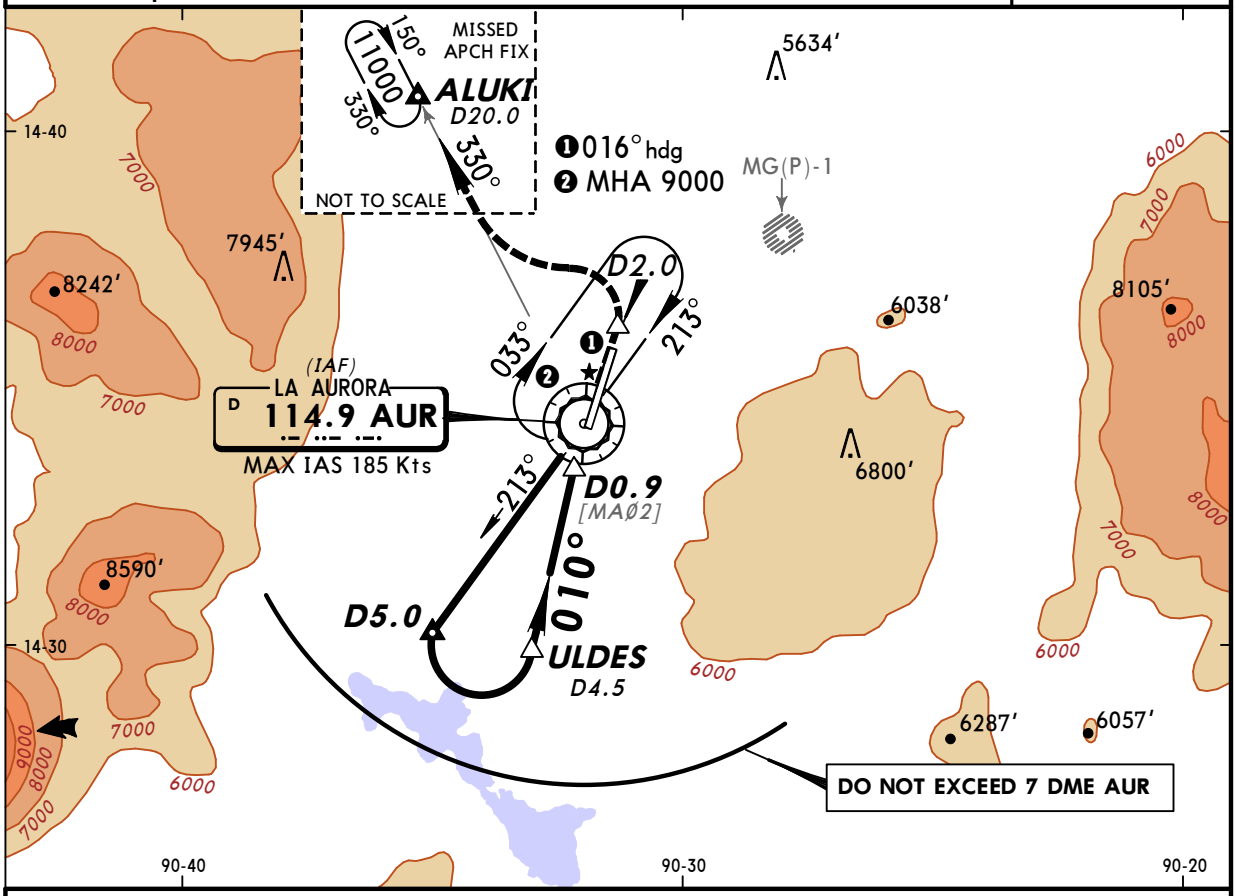
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.

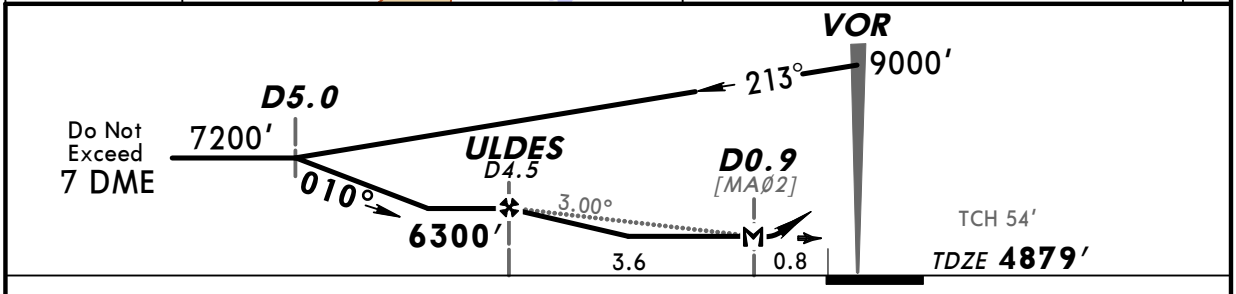


MSA AUR VOR

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9 or ULDES to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY02 CEILING REQUIRED

MDA(H) 5340′ (461′)

	CEILING-VISIBILITY (ALS out)
A	500′ - 1
B	
C	500′ - 1½
D	

CIRCLE-TO-LAND

Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′ (508′)	600′ - 1
120		
140	5460′ (508′)	600′ - 1½
165	5680′ (728′)	800′ - 2¼

CHANGES: Lighting.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 6 JUN 14 (13-3)

GUATEMALA CITY, GUATEMALA
VOR Z Rwy 20

BRIEFING STRIP™

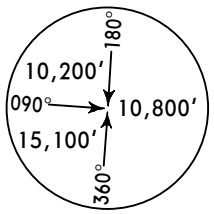
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 4952′
114.9	198°	6500′ (1548′)	5400′ (448′)	TDZE 4952′

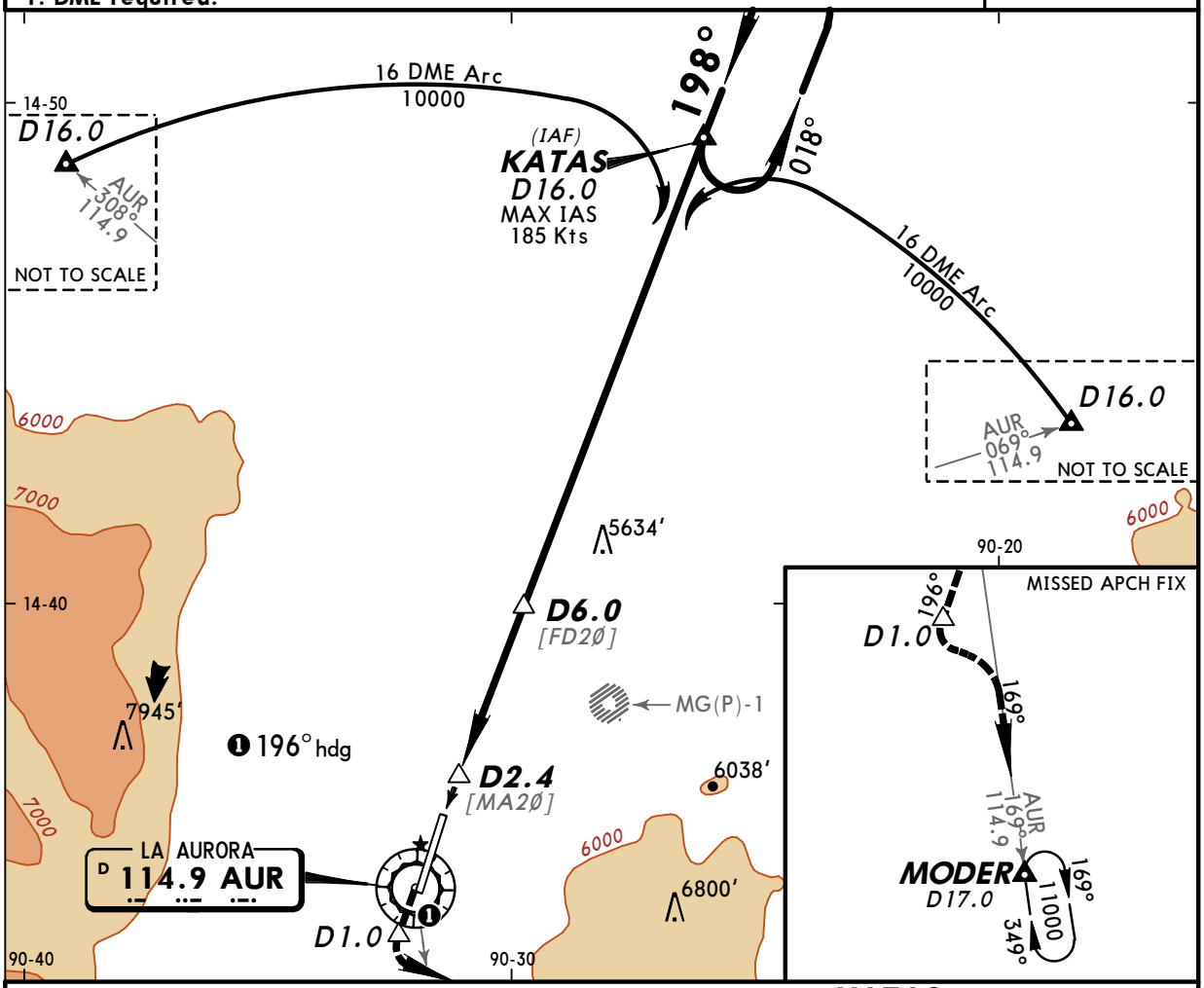
MISSED APCH: Climb on heading 196° to D1.0 SOUTH of AUR VOR, turn LEFT and intercept outbound AUR VOR R-169 to MODER D17.0 AUR VOR and hold at 11000′. Follow ATC instructions.

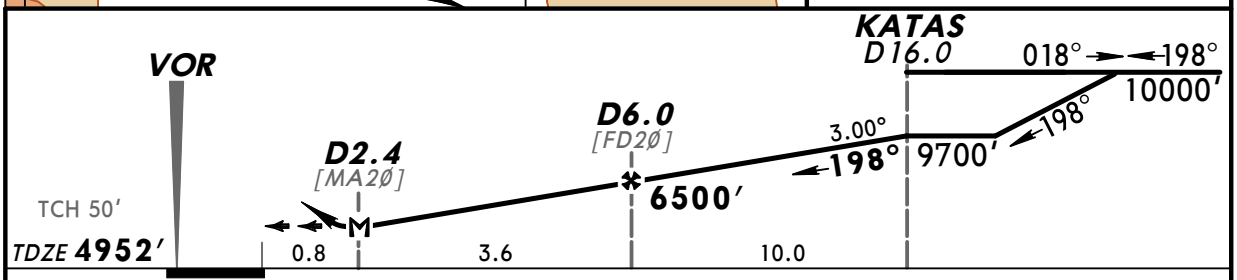
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required.



MSA AUR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.4 or FAF to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

196° hdg

D1.0 SOUTH AUR VOR

11000′ LT

AUR 114.9 R-169

STRAIGHT-IN LANDING RWY 20 **CEILING REQUIRED**

MDA(H) 5400′ (448′)

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	500′- 1		90	5520′ (568′)	600′- 1
B			120	5620′ (668′)	700′- 1
C	500′- 1¼		140	5620′ (668′)	700′- 1¾
D	500′- 1½		165	5860′ (908′)	1000′- 3

CIRCLE-TO-LAND
Not Authorized East of Rwy

CHANGES: None.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 6 JUN 14 (13-4)

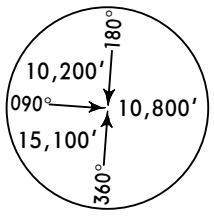
GUATEMALA CITY, GUATEMALA
VOR Y Rwy 20

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 4952′
114.9	198°	6500′ (1548′)	5400′ (448′)	TDZE 4952′

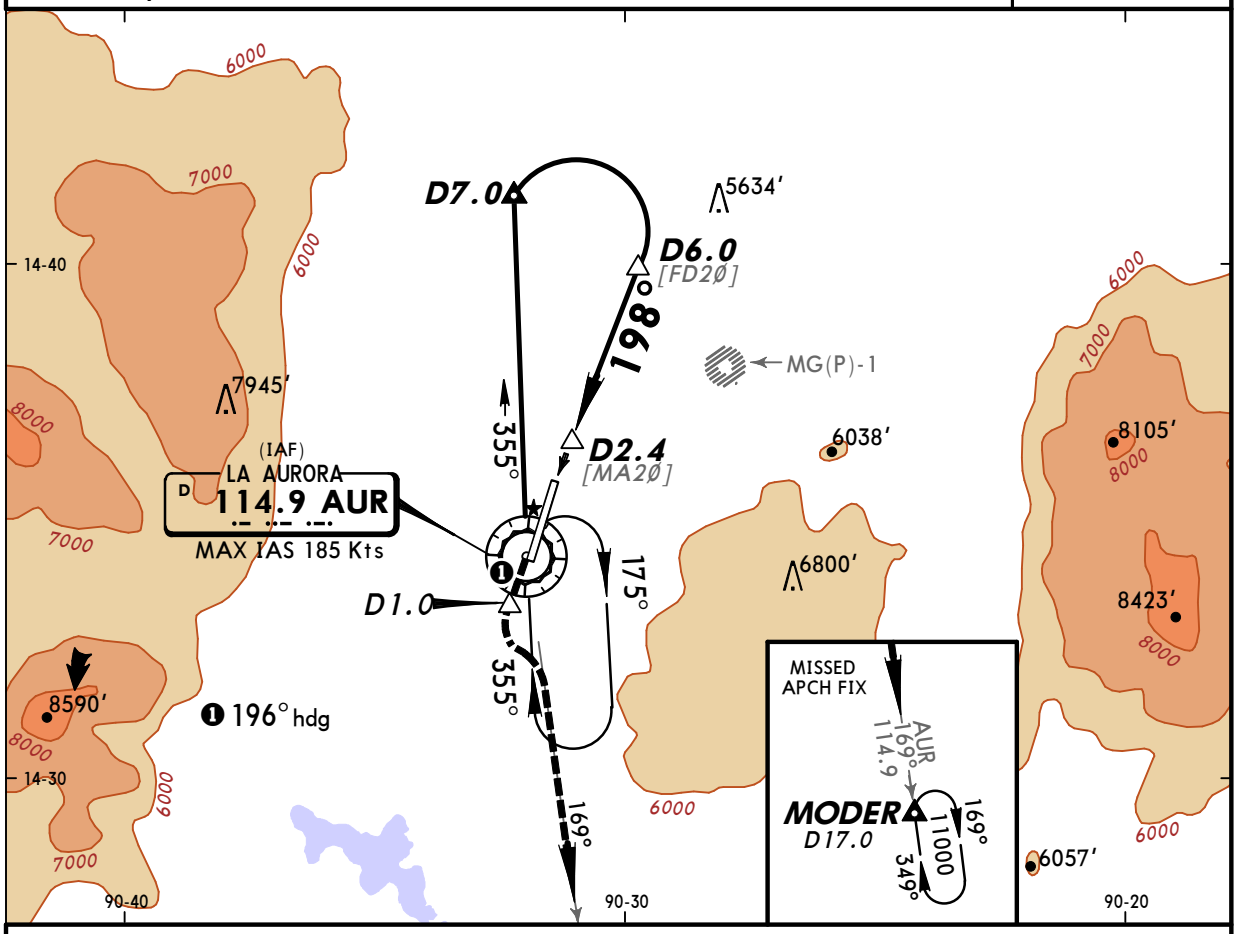
MISSED APCH: Climb on heading 196° to D1.0 SOUTH of AUR VOR, turn LEFT and intercept outbound AUR VOR R-169 to MODER D17.0 AUR VOR and hold at 11000′. Follow ATC instructions.

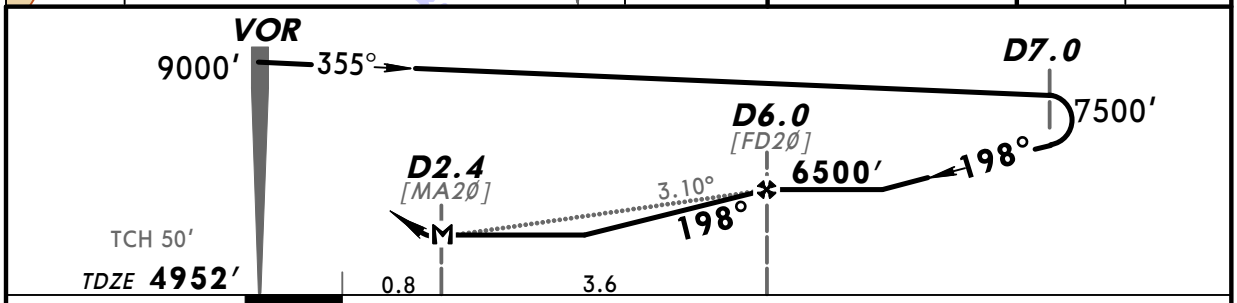


MSA AUR VOR

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required.





Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at D2.4 or FAF to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

196° hdg

D1.0 SOUTH AUR VOR

11000′ LT

AUR 114.9 R-169

STRAIGHT-IN LANDING RWY20 **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 5400′ (448′)

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	500′-1		90	5460′(508′)	1000′-1¼
B			120		
C	500′-1¼		140	5860′(908′)	1000′-2¾
D	500′-1½		165	5860′(908′)	1000′-3

Not Authorized East of Rwy

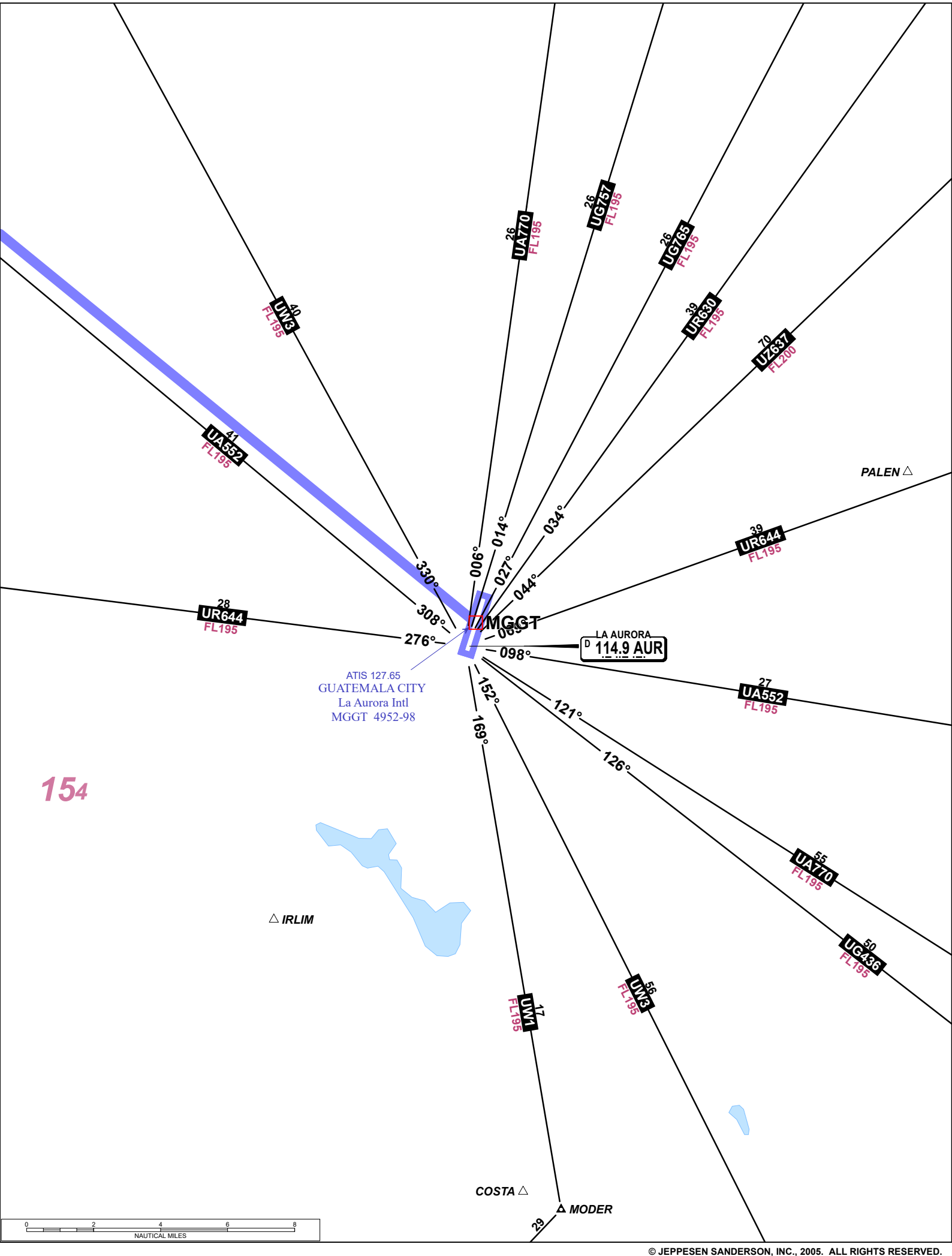
CHANGES: Holding pattern.

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DEPARTURE (MGGT -> MMMX): MGGT (La Aurora Intl)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

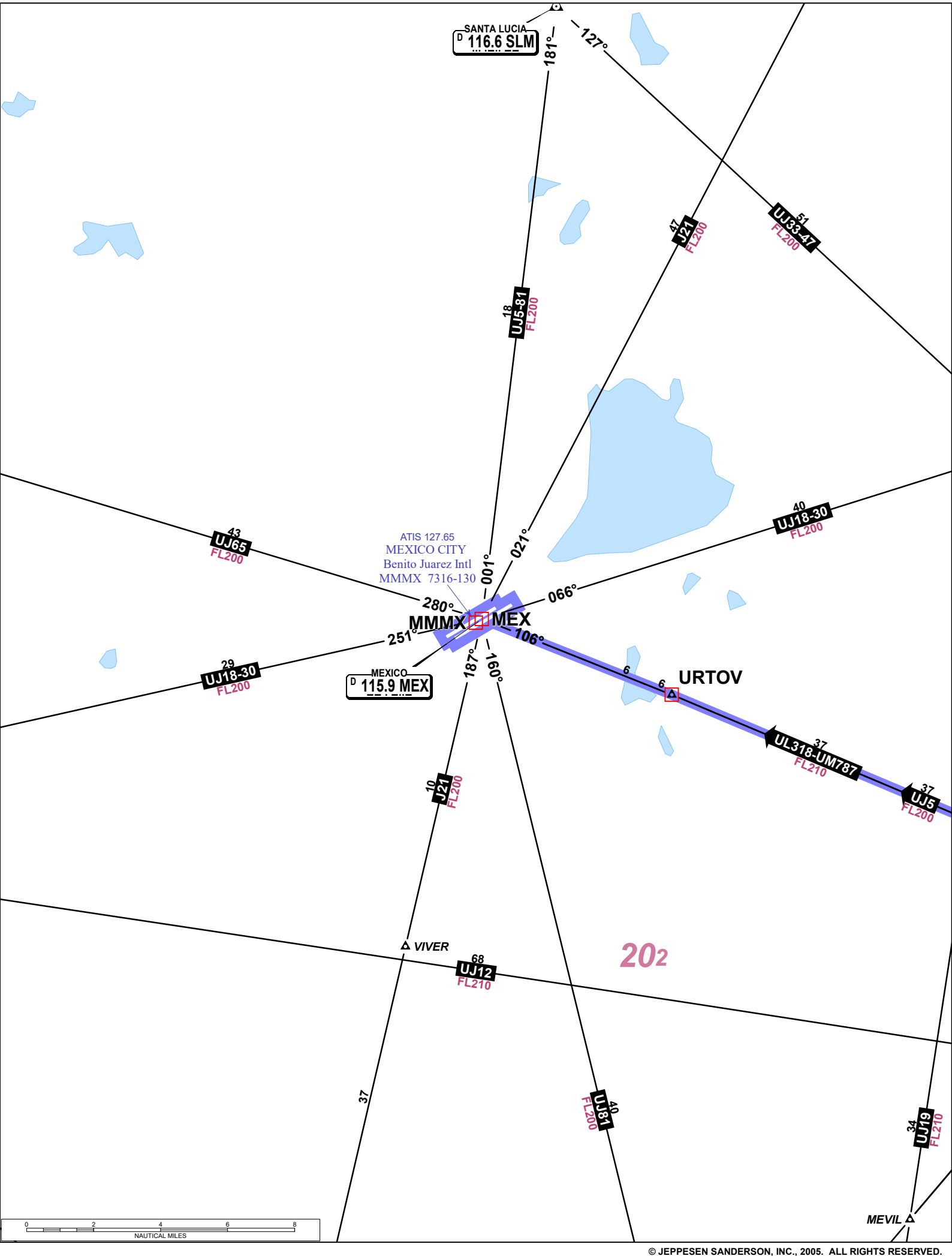
JEPPESEN
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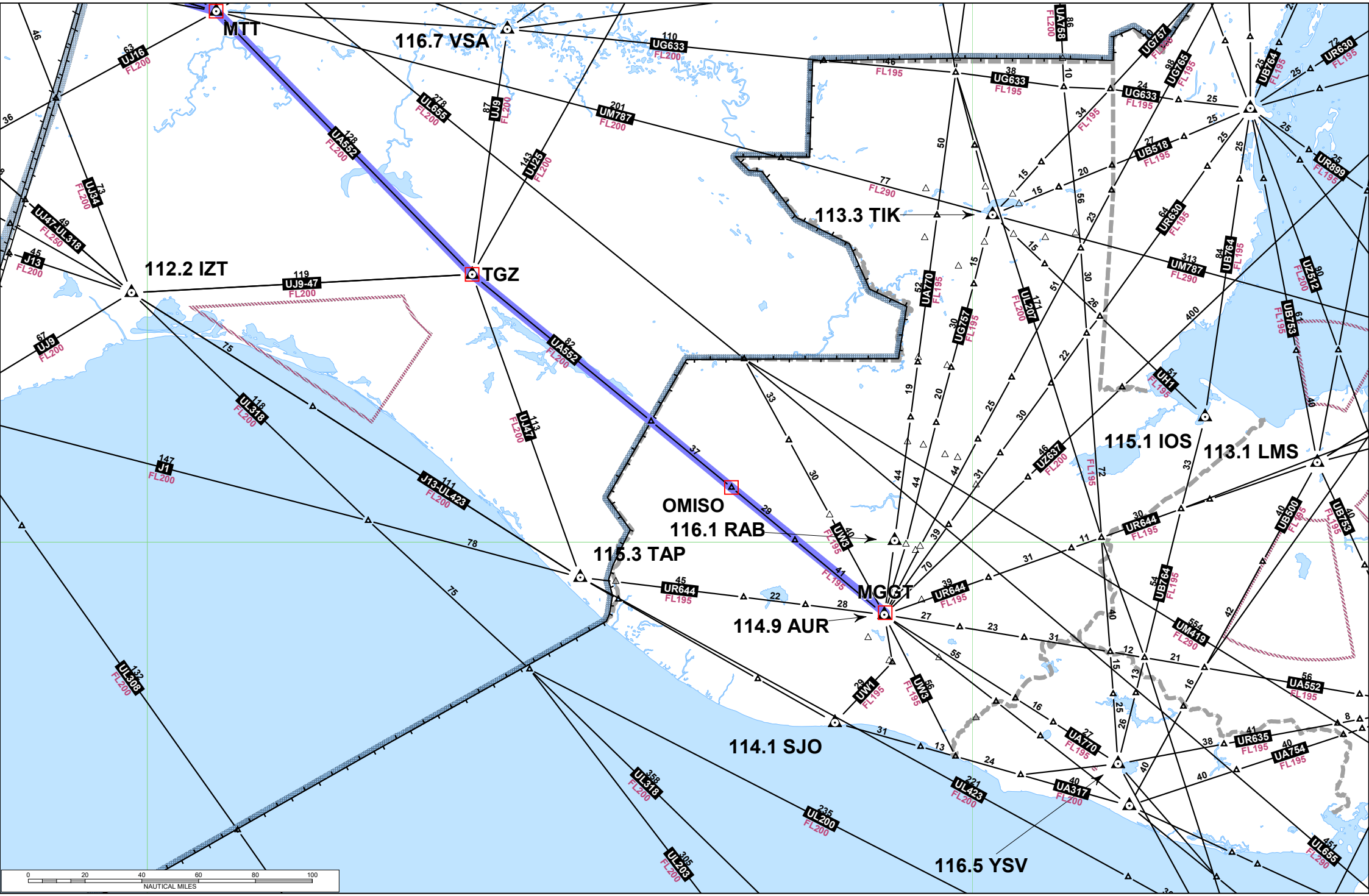
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DESTINATION (MGGT -> MMMX): MMMX (Benito Juarez Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

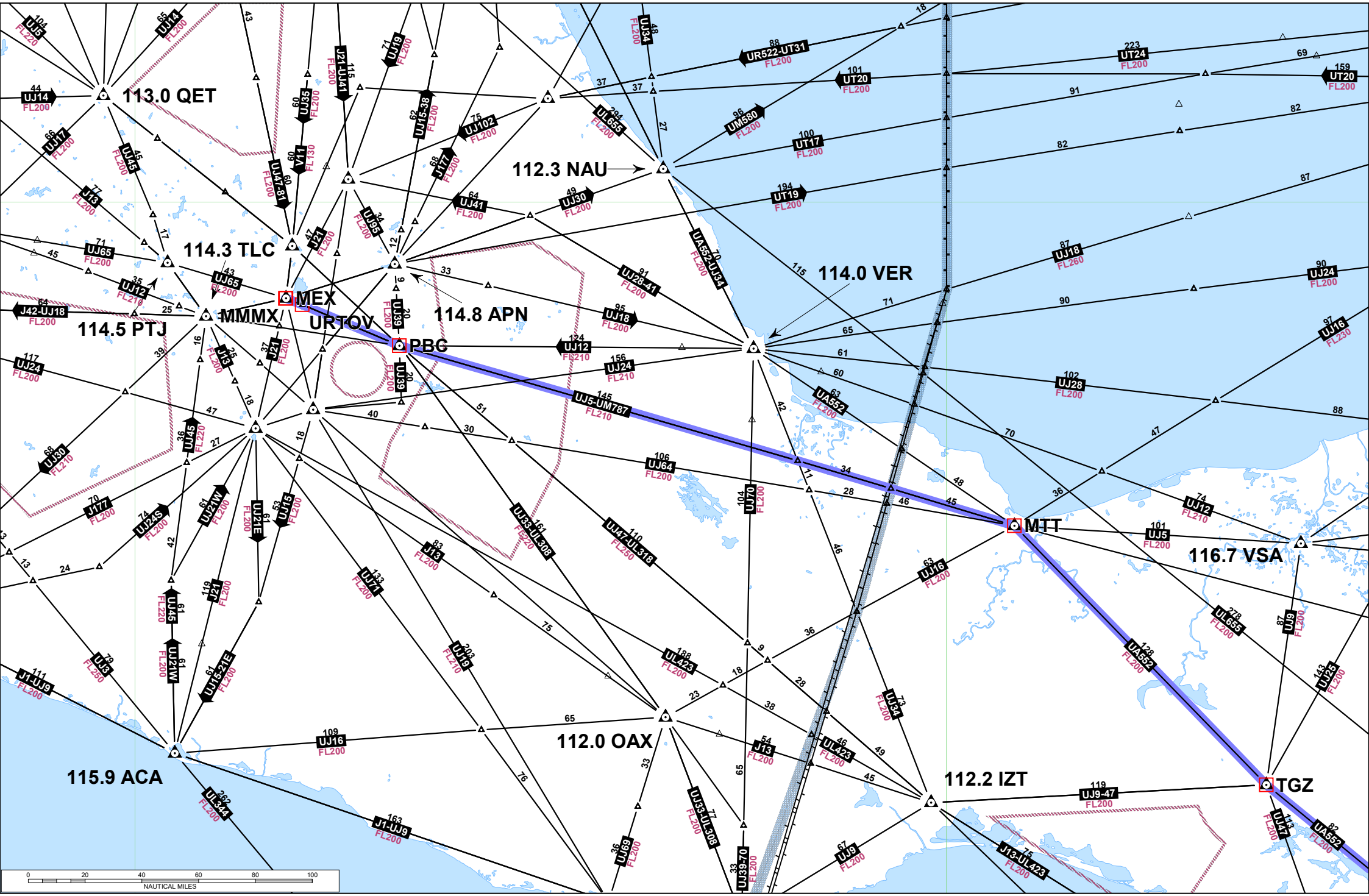
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JeppView 3.6.2.0



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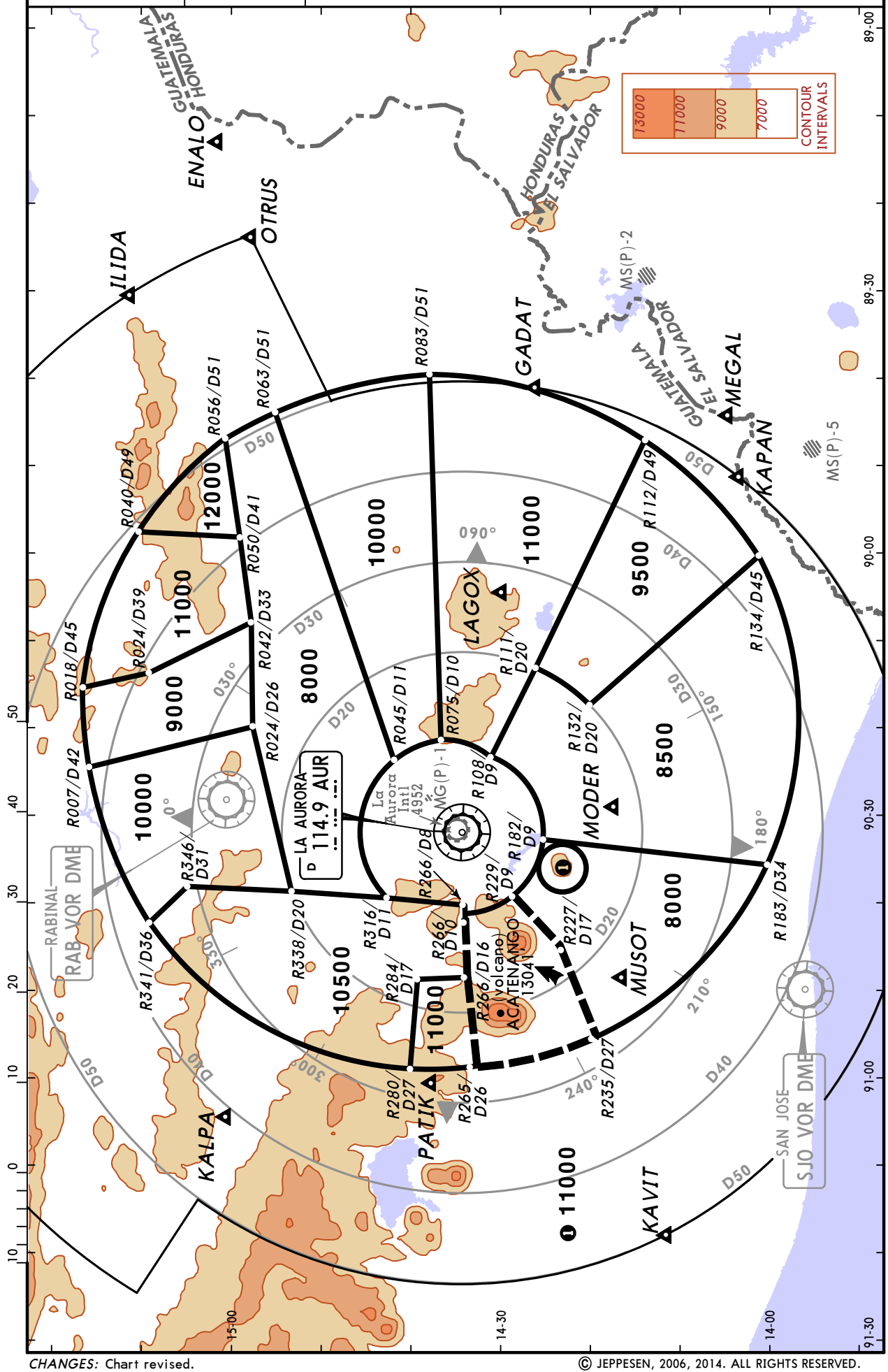
MGGT/GUA
LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

31 JAN 14 (10-1R) Eff 6 Feb

RADAR MINIMUM ALTITUDES

AURORA Approach (R)	Apt Elev	Alt Set: INCHES (hPa on req)	Trans level: FL 200	Trans alt: 19000'
119.3	4952'			



CHANGES: Chart revised.

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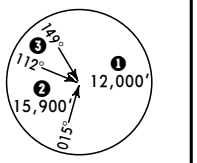
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MGGT/GUA
LA AURORA INTL

GUATEMALA CITY, GUATEMALA
RNAV STAR

ATIS	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′
127.65	4952′	

1. NAV SPEC RNP 1.
2. RNAV 1.
3. GNSS required.



MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

ASOKU
N16 04.6
W091 22.9
At or above **18000′**

147° ASOKU 49.2

MAVAL
N16 55.1
W090 12.8
At or above **18000′**

188° MAVAL 80.1

TIKIS
N16 43.4
W089 20.5
At or above **18000′**

209° TIKIS 86.6

ASOKU *[ASOKU]*,
ENALO *[ENALO]*,
GABEN *[GABEN]*,
IMASO *[IMASO]*,
KAPAN *[KAPAN]*,
MAVAL *[MAVAL]*,
TIKIS *[TIKIS]*
RNAV ARRIVALS
(RWYS 02/20)

GABEN
N15 42.6
W091 56.7
At or above **18000′**

123° GABEN 43.0

(IAF)
GT566
N15 35.6
W090 25.9
At or above **18000′**

(IAF)
GT555
N15 28.6
W090 06.4
At or above **18000′**

(IAF)
GT577
N15 22.3
W090 56.6
At or above **18000′**

GT688
N15 18.4
W091 19.8

18.9

(IAF)
GT588
N15 07.7
W091 03.6
At or above **16000′**

ENALO
N15 01.6
W089 13.0
At or above **18000′**

255° ENALO 21.8

(IAF)
GT544
N14 56.4
W089 34.9
At or above **18000′**

IMASO
N14 46.0
W092 09.6
At or above **18000′**

100° IMASO 25.0

(IAF)
GT599
N14 40.9
W091 44.4
At or above **18000′**

(IAF)
GT522
N14 12.6
W090 07.3
At or above **12000′**

299° KAPAN 18.0

KAPAN
N14 03.5
W089 51.3
At or above **16000′**

Direct distance to La Aurora Intl from:
GT522 32 NM
GT544 59 NM
GT555 59 NM
GT566 61 NM
GT577 53 NM
GT588 45 NM
GT599 71 NM

N
NOT TO SCALE

CHANGES: New procedures at this airport.

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MGGT/GUA
LA AURORA INTL

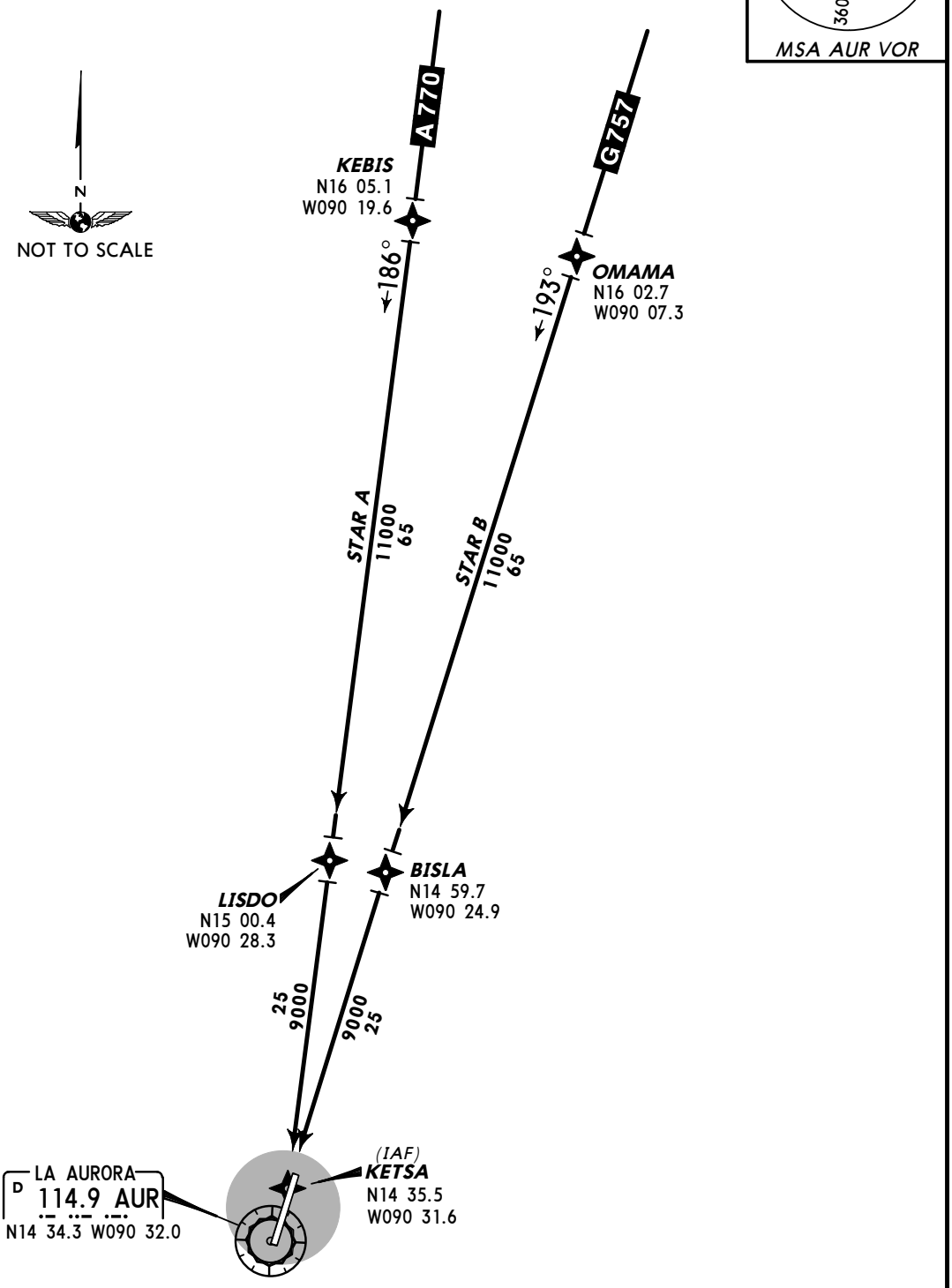
JEPPESEN GUATEMALA CITY, GUATEMALA

5 DEC 14 (10-2A) Eff 11 Dec

RNAV STAR

ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF KETSA/transition for ILS or VOR DME RWY 02 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from BISLA/LISDO at 25 NM.

STAR RNAV A *[ARRØ2A]*, STAR RNAV B *[ARRØ2B]* ARRIVALS
(RWY 02)



STAR	ROUTING
A	A-770 to KEBIS, to KETSA.
B	G-757 to OMAMA, to KETSA.

CHANGES: Chart reindexed.

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MGGT/GUA
LA AURORA INTL

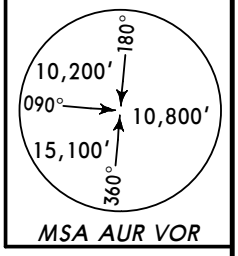
JEPPESEN GUATEMALA CITY, GUATEMALA

5 DEC 14 (10-2B) Eff 11 Dec

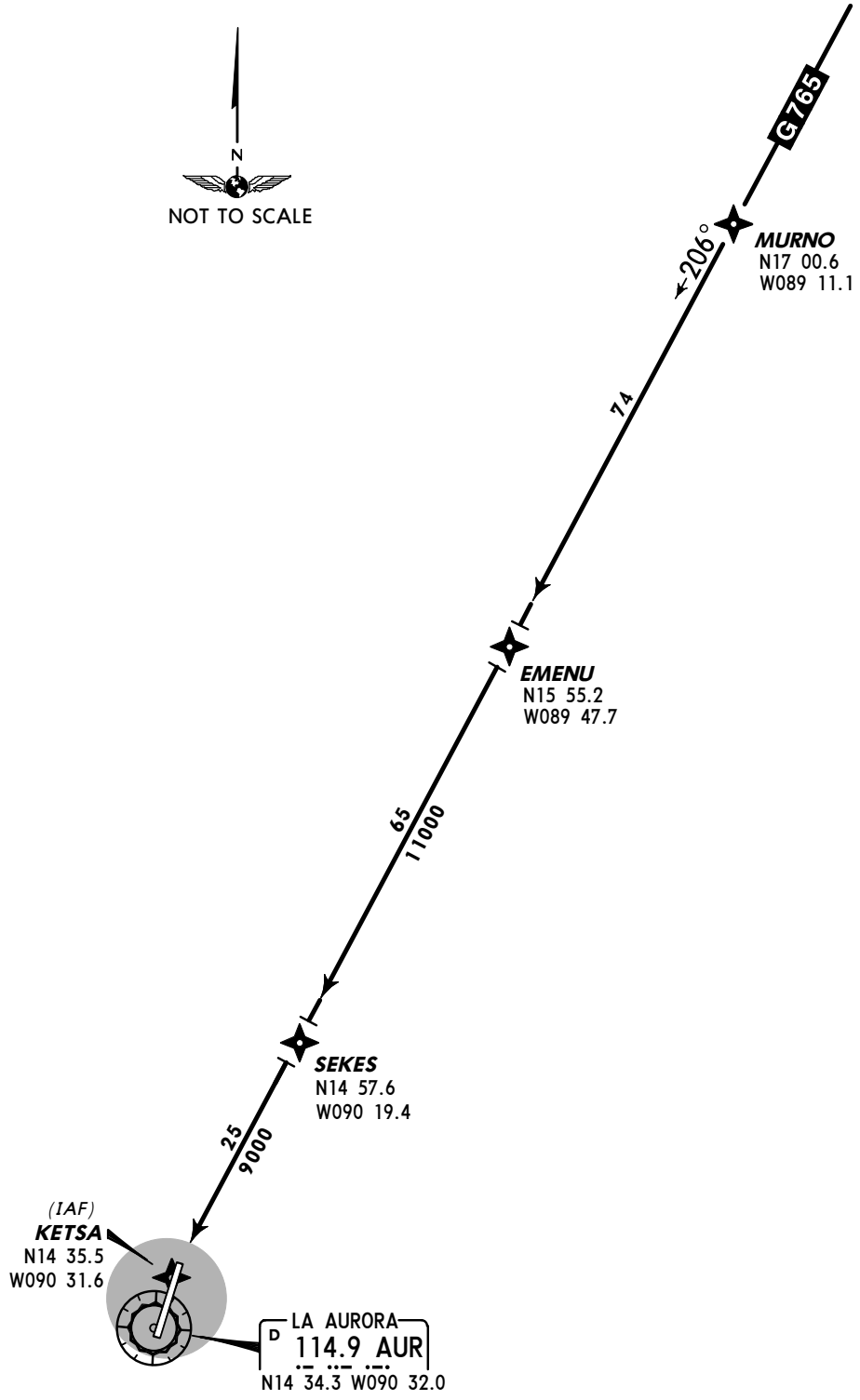
RNAV STAR

ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF KETSA/transition for ILS or VOR DME RWY 02 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from SEKES at 25 NM from IAF KETSA (AUR).

STAR RNAV C ARRIVAL
[ARRØ2C]
(RWY 02)



MSA AUR VOR



ROUTING

G-765 to MURNO, to EMENU, to SEKES, to KETSA (AUR).

CHANGES: Chart reindexed.

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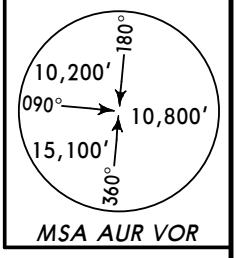
MGGT/GUA
LA AURORA INTL

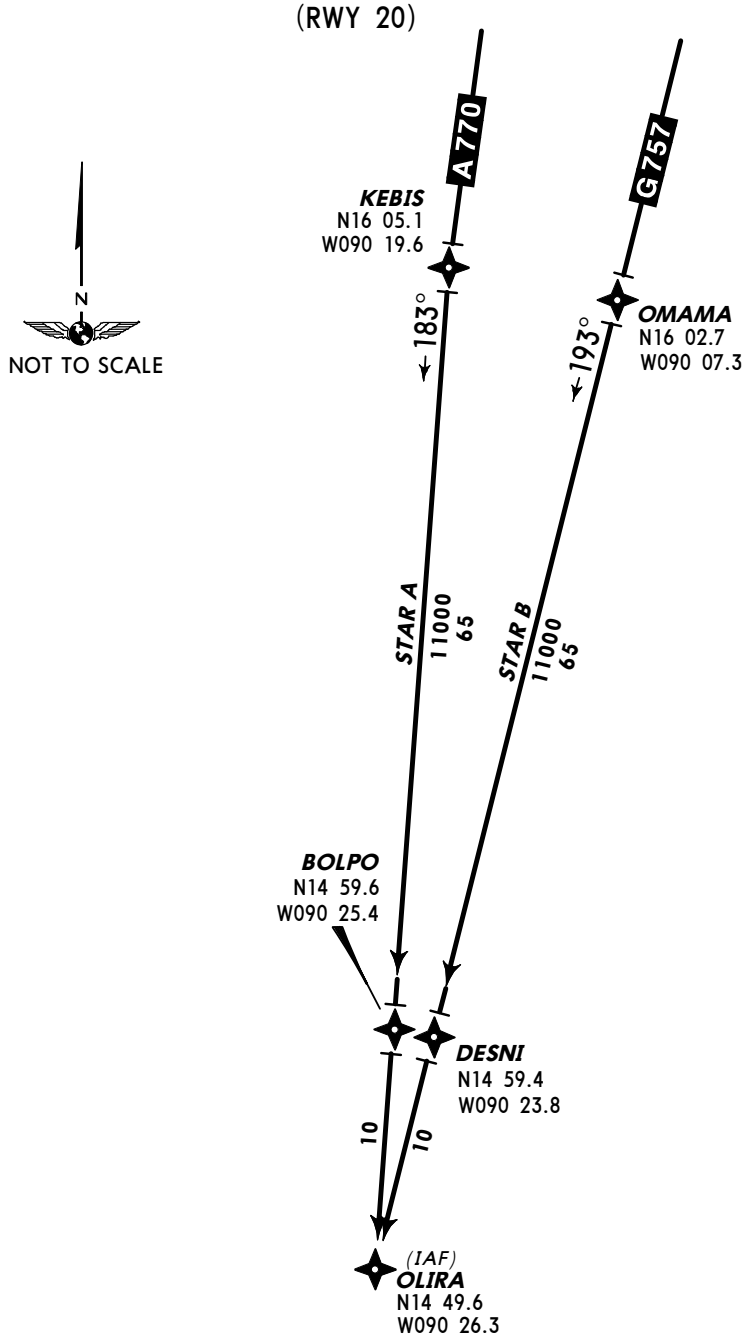
JEPPESEN 5 DEC 14 (10-2C) Eff 11 Dec

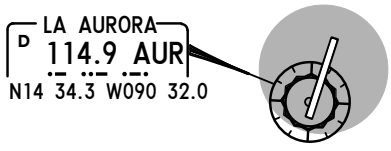
GUATEMALA CITY, GUATEMALA
RNAV STAR

ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF OLIRA/transition for VOR DME RWY 20 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from BOLPO/DESNI at 10 NM from IAF OLIRA (KATAS).

STAR RNAV A *[ARR2ØA]*, STAR RNAV B *[ARR2ØB]* ARRIVALS
(RWY 20)







Direct distance from OLIRA to:
La Aurora Intl 16 NM

STAR	ROUTING
A	A-770 to KEBIS, to BOLPO.
B	G-757 to OMAMA, to DESNI.

CHANGES: Chart reindexed.

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MGGT/GUA
LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

5 DEC 14 (10-2D) Eff 11 Dec

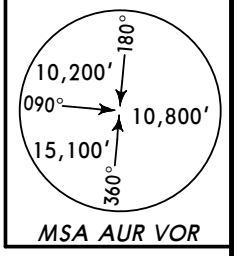
RNAV STAR

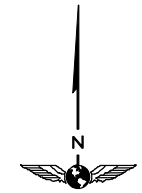
ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF OLIRA/transition for VOR DME RWY 20 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from ANALO at 10 NM from IAF OLIRA.

STAR RNAV C ARRIVAL

[ARR2ØC]

(RWY 20)





Direct distance from OLIRA to:
La Aurora Intl 16 NM

ROUTING

G-765 to MURNO, to EMENU, to OLIRA.

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MGGT/GUA
LA AURORA INTL

GUATEMALA CITY, GUATEMALA
RNAV SID

Apt Elev	Trans level: FL200 Trans alt: 19000′	Authorization required.
4952′		

MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

NOT TO SCALE

ASOKU NOVEMBER *[ASOKUN]*,
ENALO NOVEMBER *[ENALON]*,
GABEN NOVEMBER *[GABENN]*,
IMASO NOVEMBER *[IMASON]*,
MAVAL NOVEMBER *[MAVALN]*,
OBRAS NOVEMBER *[OBRASN]*,
TIKIS NOVEMBER *[TIKISN]*
RNAV (RNP) DEPARTURES
(RWY 02)

MAVAL N16 55.1 W090 12.8
TIKIS N16 43.4 W089 20.5
ASOKU N16 04.6 W091 22.9
GABEN N15 42.6 W091 56.7
ENALO (RNP 1.0) N15 01.6 W089 13.0
IMASO (RNP 1.0) N14 46.0 W092 09.6
OBRAS (RNP 1.0) N13 57.8 W089 58.6

MAVAL NOVEMBER 76.0
TIKIS NOVEMBER 83.6
ASOKU NOVEMBER 47.3
GABEN NOVEMBER 39.0
IMASO NOVEMBER 50.7
ENALO NOVEMBER 74.9
OBRAS NOVEMBER 38.2

Ⓑ GT734 N14 59.0 W090 40.1
Ⓐ GT776 N14 58.5 W090 28.6

GT782 N15 39.3 W090 22.6
GT736 (RNP 1.0) N15 18.6 W090 52.8
GT738 N15 24.5 W090 56.6
GT748 N15 20.9 W091 23.1
GT746 (RNP 1.0) N15 09.2 W091 05.1
GT744 N15 04.1 W090 57.4
GT778 (RNP 1.0) N15 12.3 W090 26.1
GT780 N15 14.4 W090 25.7
GT724 (RNP 1.0) N15 30.6 W090 03.7
GT722 N14 58.3 W090 22.7
GT754 N14 48.4 W091 17.3

006° 25.0
009° 14.0
028° 37.0
326° 23.0
302° 20.2
266° 36.5
075°
144°
1.0
2.1

See Inset

These SIDs require a minimum climb gradient of 4.1% to 5300′.
Close in obstacles have been disregarded for procedure design gradient calculations.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

INITIAL CLIMB
Climb to enroute safety altitude via RNAV (RNP) departure.

GT734
GT742 N14 52.8 W090 40.0
GT776
GT722
GT732 N14 51.0 W090 34.8
GT790 N14 50.6 W090 30.0
GT752 N14 50.0 W090 39.7
GT750 N14 50.1 W090 38.1
GT740 N14 49.0 W090 34.2
GT730 N14 47.1 W090 32.4
GT712 N14 44.5 W090 30.8
GT710 N14 42.7 W090 31.4
GT784 N14 43.6 W090 28.2
GT708 N14 41.7 W090 31.6
GT706 N14 38.2 W090 31.5
GT796 (RNP 1.0) N14 39.4 W090 22.5
GT704 N14 37.2 W090 31.2
GT702 N14 36.4 W090 31.2
GT786 N14 33.8 W090 22.4
RW02 (RNP 0.3) N14 34.2 W090 31.9
GT788 N14 29.3 W090 21.0

266° 1.5
303° 4.0
326° 2.6
009° 1.0
028° 8.0
075° 7.9
343° 1.0
016° 2.3
178° 5.6

MAX 190 KT

NOT TO SCALE

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GUATEMALA CITY, GUATEMALA

MGGT/GUA
LA AURORA INTL

JEPPESEN 5 DEC 14 (10-3A) Eff 11 Dec

RNAV SID

Apt Elev	Trans level: FL200 Trans alt: 19500′	Authorization required.
4952′		

MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

NOT TO SCALE

ASOKU SIERRA *[ASOKUS]*,
ENALO SIERRA *[ENALOS]*,
GABEN SIERRA *[GABENS]*,
IMASO SIERRA *[IMASOS]*,
IMASO WHISKEY *[IMASOW]*,
MAVAL SIERRA *[MAVALS]*,
OBRAS SIERRA *[OBRASS]*,
TIKIS SIERRA *[TIKISS]*
RNAV (RNP) DEPARTURES
(RWY 20)

MAVAL
N16 55.1 W090 12.8

TIKIS
(RNP 1.0)
N16 43.4 W089 20.5

ASOKU
(RNP 1.0)
N16 04.6 W091 22.9

GABEN
N15 42.6 W091 56.7

GT832
(RNP 1.0)
N15 23.0
W091 33.8

GT833
N15 24.6 W091 35.8

GT828
(RNP 1.0)
N15 22.7
W090 18.1

GT826
N14 50.6
W090 19.9

GT830
N14 55.8
W090 36.5

ENALO
(RNP 1.0)
N15 01.6 W089 13.0

GT835
(RNP 1.0)
N14 41.2
W091 16.9

GT831
N14 49.8
W090 44.6

GT824
N14 50.8
W090 11.6

GT822
N14 38.0
W090 00.2

IMASO
(RNP 1.0)
N14 46.0 W092 09.6

GT834
N14 38.4
W090 47.7

GT840
N14 25.2
W090 58.3

GT838
N14 24.7
W090 54.8

See Inset

OBRAS
(RNP 1.0)
N13 57.8
W089 58.6

GABEN SIERRA 27.0
ASOKU SIERRA 81.9
MAVAL SIERRA 92.1
TIKIS SIERRA 122
ENALO SIERRA 51.4
IMASO WHISKEY 51.4
IMASO SIERRA 72.2
OBRAS SIERRA 29.3
58.0
32.0
28.4
12.4
3.4
310°
325°
303°
002°
022°
061°
274°
285°
269°
130°

GT831
GT830
GT826
GT816
N14 36.4 W090 26.1
MAX 250 KT
GT834
GT824
RW20
(RNP 0.3)
N14 35.7
W090 31.4
GT814
N14 35.4 W090 23.4
MAX 250 KT
GT812
N14 33.9 W090 21.9
MAX 250 KT
GT810
N14 30.6 W090 21.0
MAX 250 KT
GT800
N14 31.0 W090 32.9
GT808
N14 28.7 W090 21.5
MAX 250 KT
GT802
N14 27.7
W090 31.8
GT804
N14 26.4
W090 30.0
GT818
N14 25.7
W090 31.4
MAX 250 KT
GT805
N14 25.5
W090 28.2
GT806
N14 26.0
W090 24.1
MAX 250 KT
GT836
N14 24.5 W090 42.1
GT822
GT820
N14 17.2
W090 21.3

25.0
26.0
20.0
24.0
21.0
2.8
2.1
3.5
2.0
4.8
3.7
5.8
2.2
2.0
4.1
11.8
13.0
274°
304°
326°
002°
022°
196°
125°
061°
130°

NOT TO SCALE

INITIAL CLIMB
Climb to enroute safety altitude via RNAV (RNP) departure.

CHANGES: New procedures at this airport.

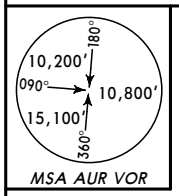
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MGGT/GUA
LA AURORA INTL

GUATEMALA CITY, GUATEMALA
SID

Apt Elev	Trans level: FL200	Trans alt: 19000′
4952′		



AURORA 2 *[AUR2]*,
EMUSI 2 *[EMUSI2]*,
ILIDA 2 *[ILIDA2]*,
OMISO 2 *[OMISO2]*,
RIDEM 2 *[RIDEM2]*,
SERLA 2 *[SERLA2]*,
TATVO 2 *[TATVO2]*,
ULEBI 2 *[ULEBI2]*,
URSAT 2 *[URSAT2]*
DEPARTURES
(RWY 02)

These SIDs require a minimum climb gradient of 3.9% to 5250′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

INITIAL CLIMB	
Climb on runway heading 016° to D10 AUR.	
SID	**ROUTING**
AURORA 2	At D10 AUR turn LEFT direct to AUR VOR according to ATC instructions.
OMISO 2	At D10 AUR turn LEFT to intercept RAB R-220 to intercept airways A/UA-552 via OMISO.
URSAT 2	At D10 AUR turn LEFT to intercept RAB R-220 to intercept airways R/UR-644 via URSAT.

INITIAL CLIMB	
Climb on runway heading 016° to D7 AUR.	
SID	**ROUTING**
EMUSI 2	At D7 AUR turn RIGHT to intercept airways UZ/Z-637 via EMUSI.
ILIDA 2	At D7 AUR turn RIGHT to intercept airway W-2 via ILIDA.
RIDEM 2	At D7 AUR intercept airways UG/G-765 via RIDEM.
SERLA 2	At D7 AUR intercept airways UG/G-757 via SERLA.
TATVO 2	At D7 AUR intercept airways UA/A-770 via TATVO.
ULEBI 2	At D7 AUR turn LEFT to intercept airway W-3 via ULEBI.

CHANGES: New procedures at this airport.

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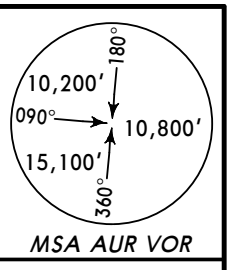
MGGT/GUA
LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

27 FEB 15 (10-3C) Eff 5 Mar

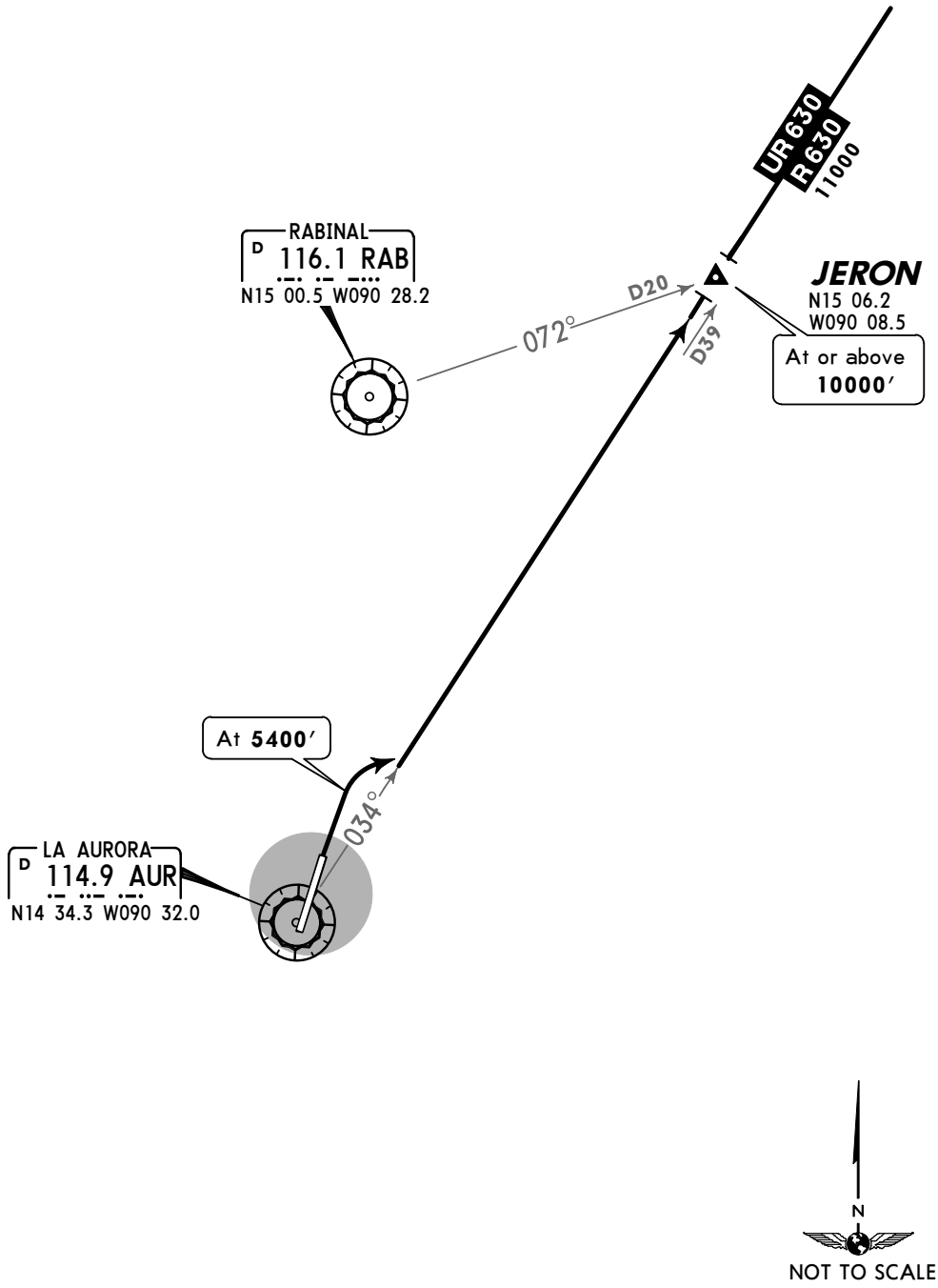
SID

Apt Elev	
4952′	Trans level: FL200 Trans alt: 19000′



MSA AUR VOR

JERON DEPARTURE
[JERON]
(RWY 02)



INITIAL CLIMB

Climb until reaching 5400′, turn RIGHT to intercept and proceed on AUR R-034 to JERON.
Continue climbing to 11000′ or above, according to ATC instructions.

CHANGES: Chart reindexed.

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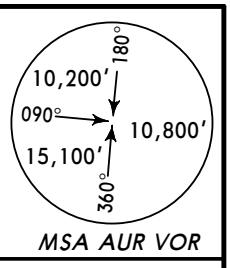
MGGT/GUA
LA AURORA INTL

JEPPESEN 27 FEB 15 (10-3D) Eff 5 Mar

GUATEMALA CITY, GUATEMALA

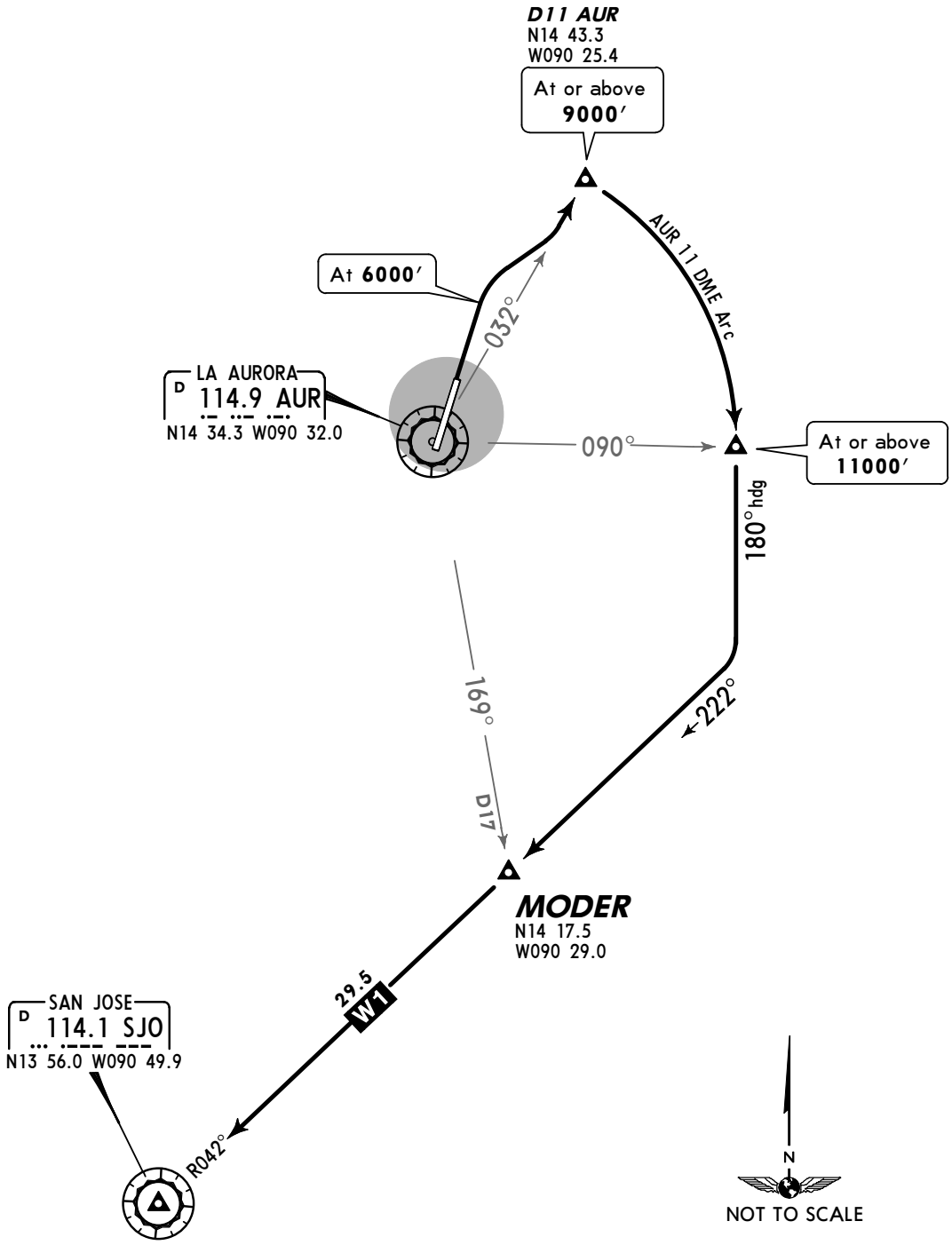
SID

Apt Elev	
4952′	Trans level: FL200 Trans alt: 19000′



MSA AUR VOR

MODER DEPARTURE
[MODER]
(RWY 02)



This SID requires a minimum climb gradient of 400′ per NM.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	666	1000	1333	1666	2000

INITIAL CLIMB

Climb on runway heading until reaching 6000′, then climbing RIGHT turn to intercept AUR R-032, continue to D11 AUR. Fly the AUR 11 DME Arc until crossing AUR R-090, then on heading 180° to intercept SJO R-042. Then proceed according to ATC instructions.

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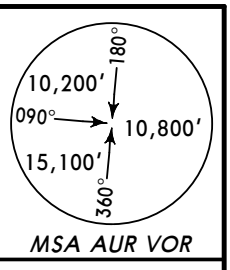
MGGT/GUA
LA AURORA INTL

JEPPESEN GUATEMALA CITY, GUATEMALA

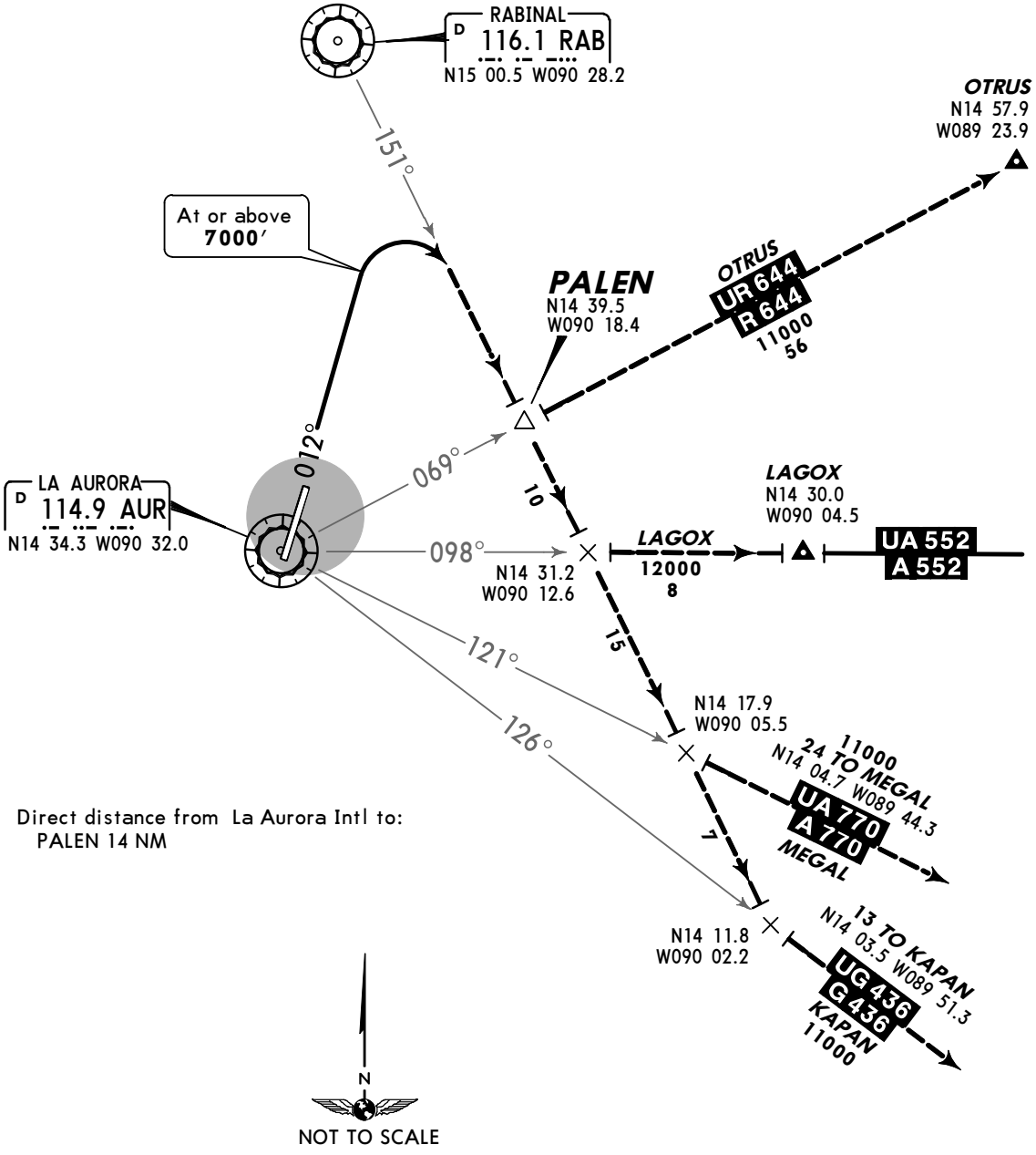
27 FEB 15 (10-3E) Eff 5 Mar

SID

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



PALEN DEPARTURE
[PALEN]
(RWY 02)



INITIAL CLIMB
Climb on AUR R-012 until reaching 7000′ or above turn RIGHT to intercept RAB R-151.

TRANSITIONS	
KAPAN	Continue climbing on RAB R-151 to intercept G-436/UG-436 at or above 11000′, according to ATC instructions.
LAGOX	Continue climbing on RAB R-151 to intercept A-552/UA-552 at or above 12000′, according to ATC instructions.
MEGAL	Continue climbing on RAB R-151 to intercept A-770/UA-770 at or above 11000′, according to ATC instructions.
OTRUS	Continue climbing on RAB R-151 to intercept R-644/UR-644 at or above 11000′, according to ATC instructions.

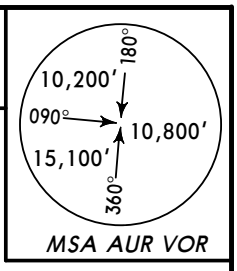
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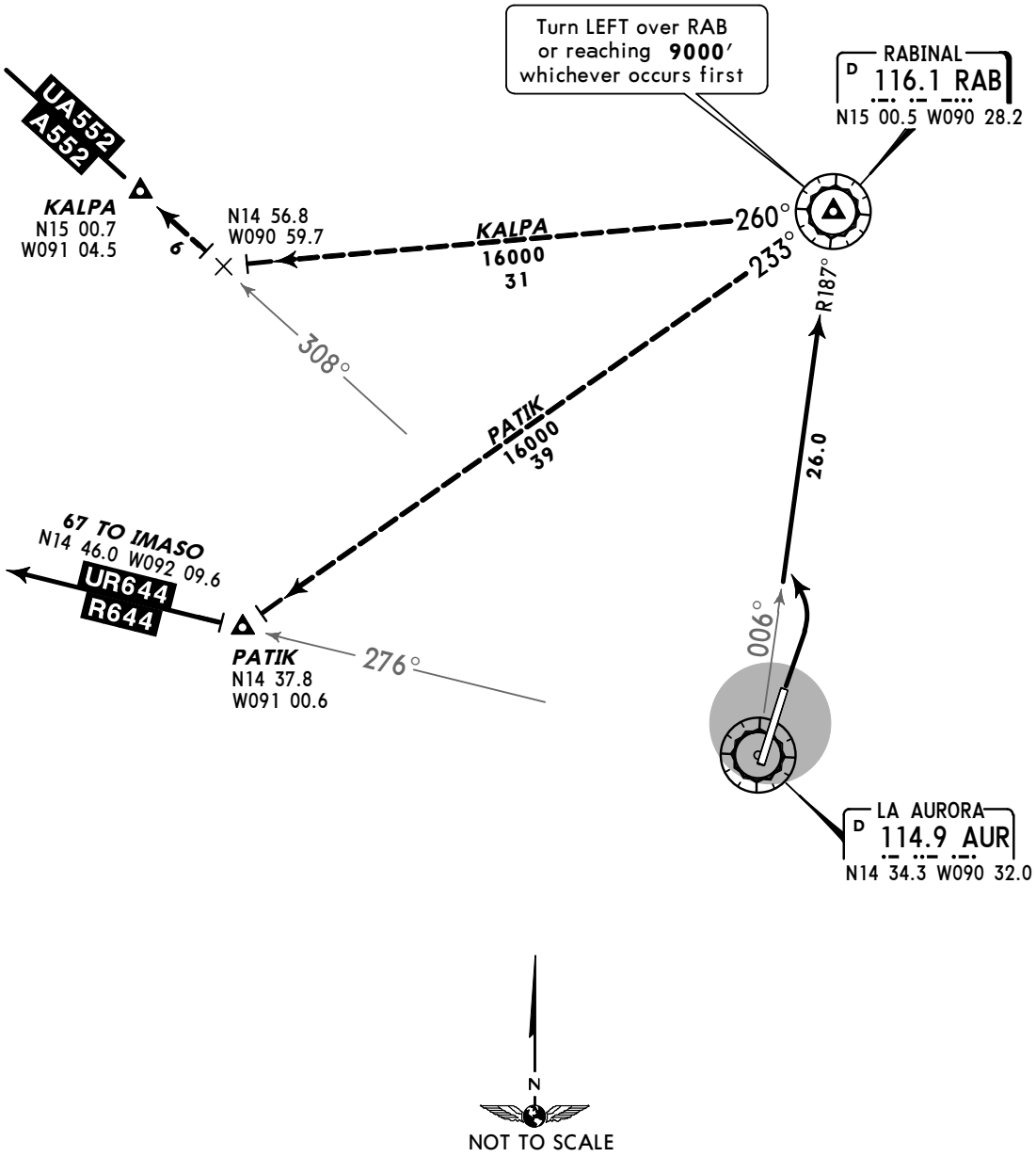
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MGGT/GUA LA AURORA INTL — GUATEMALA CITY, GUATEMALA

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



RABINAL 2 DEPARTURE
[RAB2]
(RWY 02)



INITIAL CLIMB

Turn LEFT climbing on AUR R-006.

TRANSITIONS		ALTITUDE
KALPA	From over RAB or reaching 9000′, whichever occurs first, turn LEFT on RAB R-260 to intercept A-552/UA-552.	Continue climbing to 16000′ or above, according to ATC instructions.
PATIK	From over RAB or reaching 9000′, whichever occurs first, turn LEFT on RAB R-233 to intercept R-644/UR-644.	

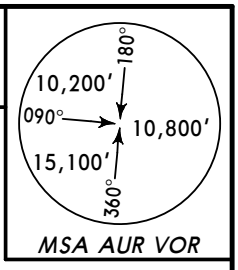
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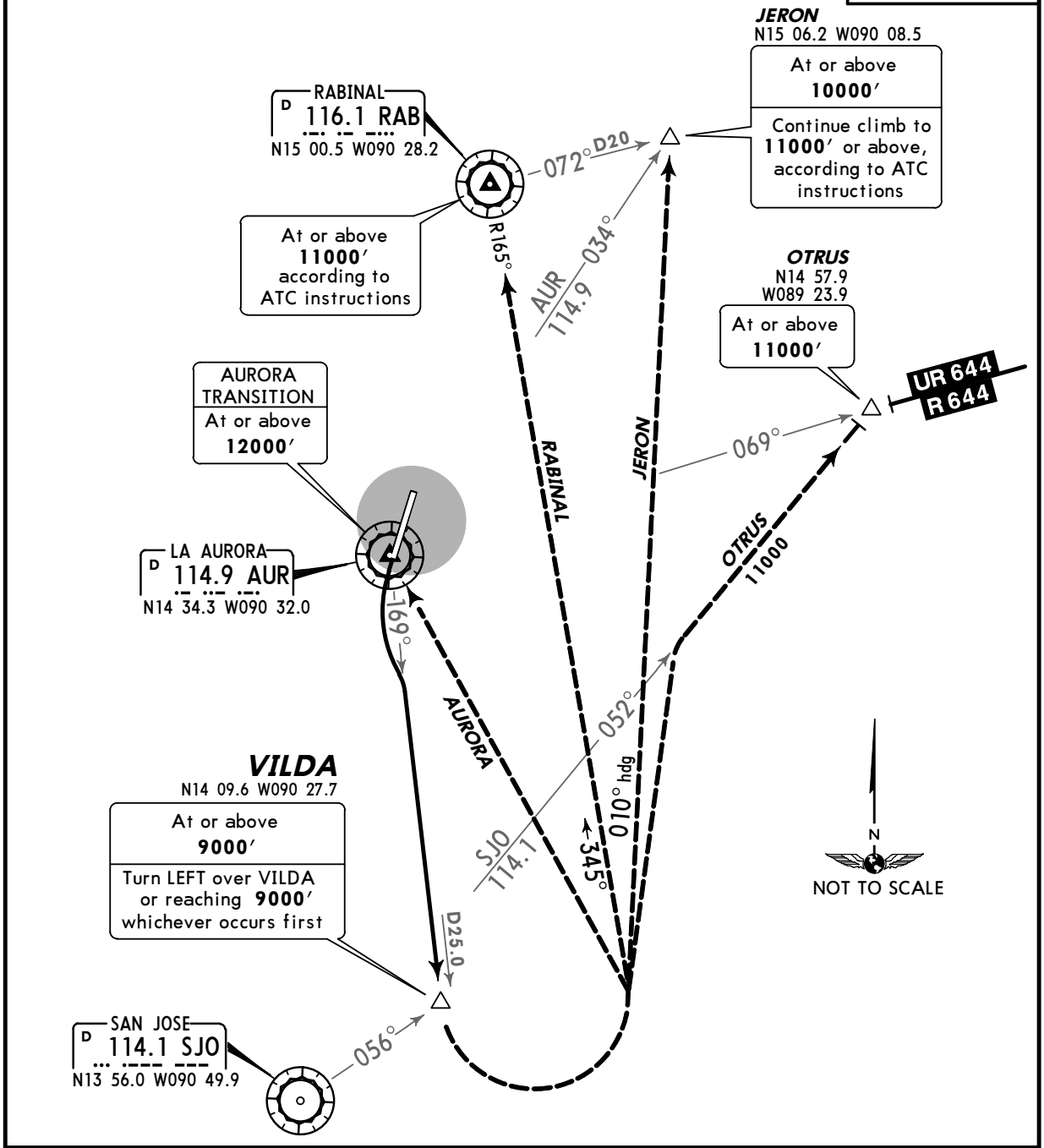
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MGGT/GUA LA AURORA INTL — GUATEMALA CITY, GUATEMALA

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



VILDA DEPARTURE
[VILDA]
(RWY 20)



INITIAL CLIMB

Turn LEFT climbing on AUR R-169 to VILDA.

TRANSITIONS

AURORA	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT direct to AUR.
JERON	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 010° to intercept R-630/UR-630 to JERON. Continue climbing to 11000′ or above, according to ATC instructions.
OTRUS	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT to intercept and proceed on SJO R-052 to intercept R-644/UR-644. Continue climbing to 11000′ or above, according to ATC instructions.
RABINAL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT intercept and proceed inbound to RAB on RAB R-165. Continue climbing to 11000′ or above, according to ATC instructions.

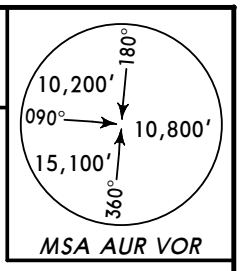
CHANGES: Chart reindexed.

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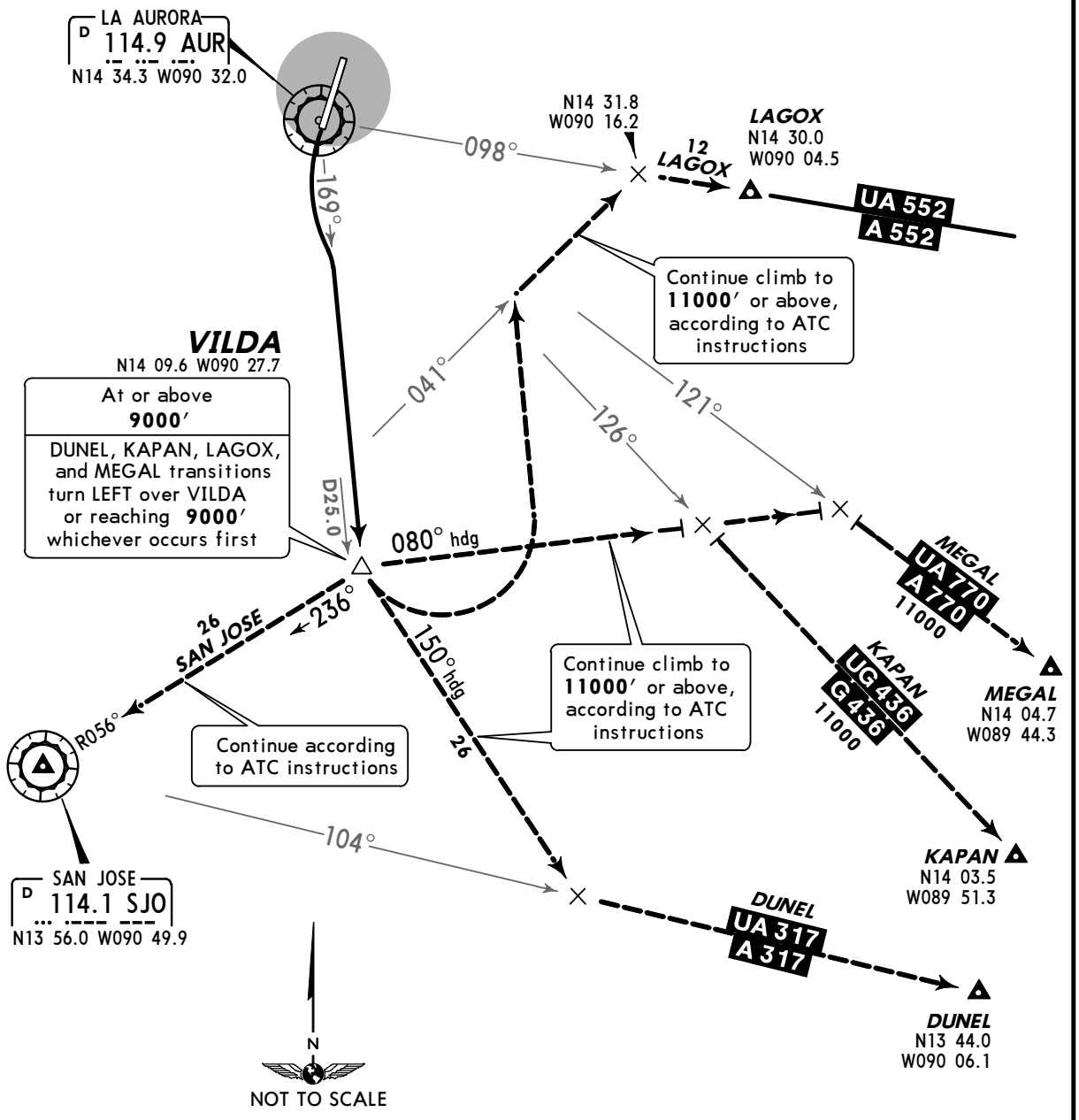
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MGGT/GUA LA AURORA INTL — GUATEMALA CITY, GUATEMALA

Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



VILDA 2 DEPARTURE
[VILDA2]
(RWY 20)



INITIAL CLIMB

Turn LEFT climbing on AUR R-169 to VILDA.

TRANSITIONS		ALTITUDE
DUNEL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 150° to intercept A-317/UA-317.	Continue climbing to 11000′ or above, according to ATC instructions.
KAPAN	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 080° to intercept G-436/UG-436.	
LAGOX	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT to intercept A-552/UA-552.	
MEGAL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 080° to intercept A-770/UA-770.	
SAN JOSE	From over VILDA, turn RIGHT to intercept SJO R-056 to SJO VOR. Continue according to ATC instructions.	

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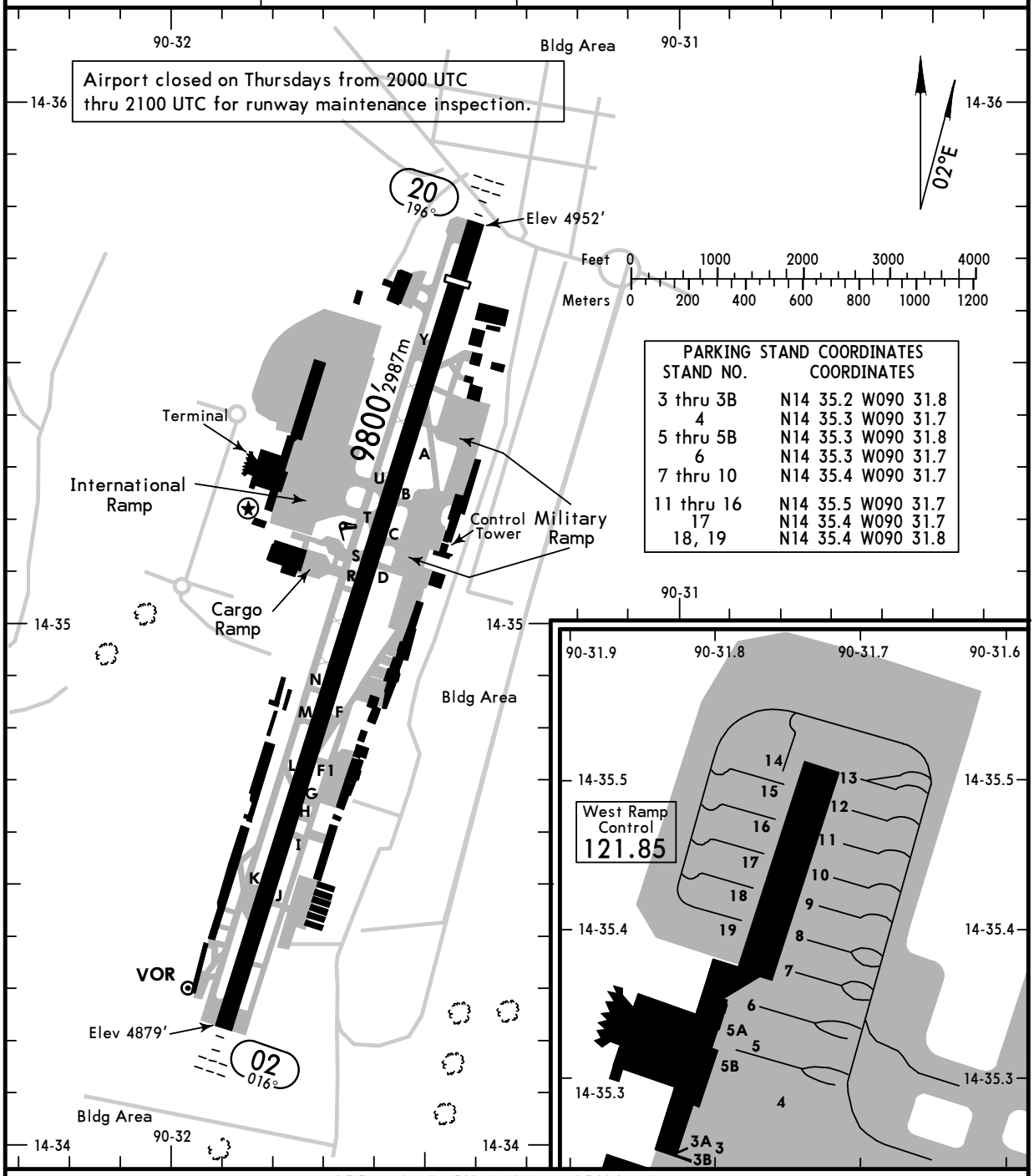
MGGT/GUA JEPPESEN GUATEMALA CITY, GUATEMALA

Apt Elev **4952′**
N14 35.0 W090 31.7

3 JUL 15 (10-9)

LA AURORA INTL

ATIS	LA AURORA Clearance	Ground	Tower
127.65	120.7	121.9	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL SSALS REIL PAPI (angle 3.00°)		8800′ 2682m		197′ 60m
20	HIRL SSALS REIL PAPI (angle 3.50°)	9078′ 2767m			

TAKE-OFF

	AIR CARRIER (JAA) All Rwys RCLM (Day only) or RL		AIR CARRIER (FAR 121) All Rwys Adequate Vis Ref
A	1/4	2 Eng	1/4
B			
C		3 & 4 Eng	
D			

CHANGES: Rwy 20 PAPI angle.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 19 DEC 14 (11-1)

GUATEMALA CITY, GUATEMALA
ILS Z Rwy 02

BRIEFING STRIP ™

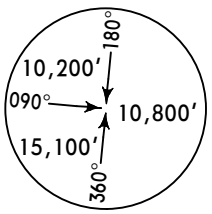
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

LOC IAAI	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev / TDZE
110.1	016°	VILAN 6300′ (1421′)	5100′ (221′)	Apt Elev 4952′ TDZE 4879′

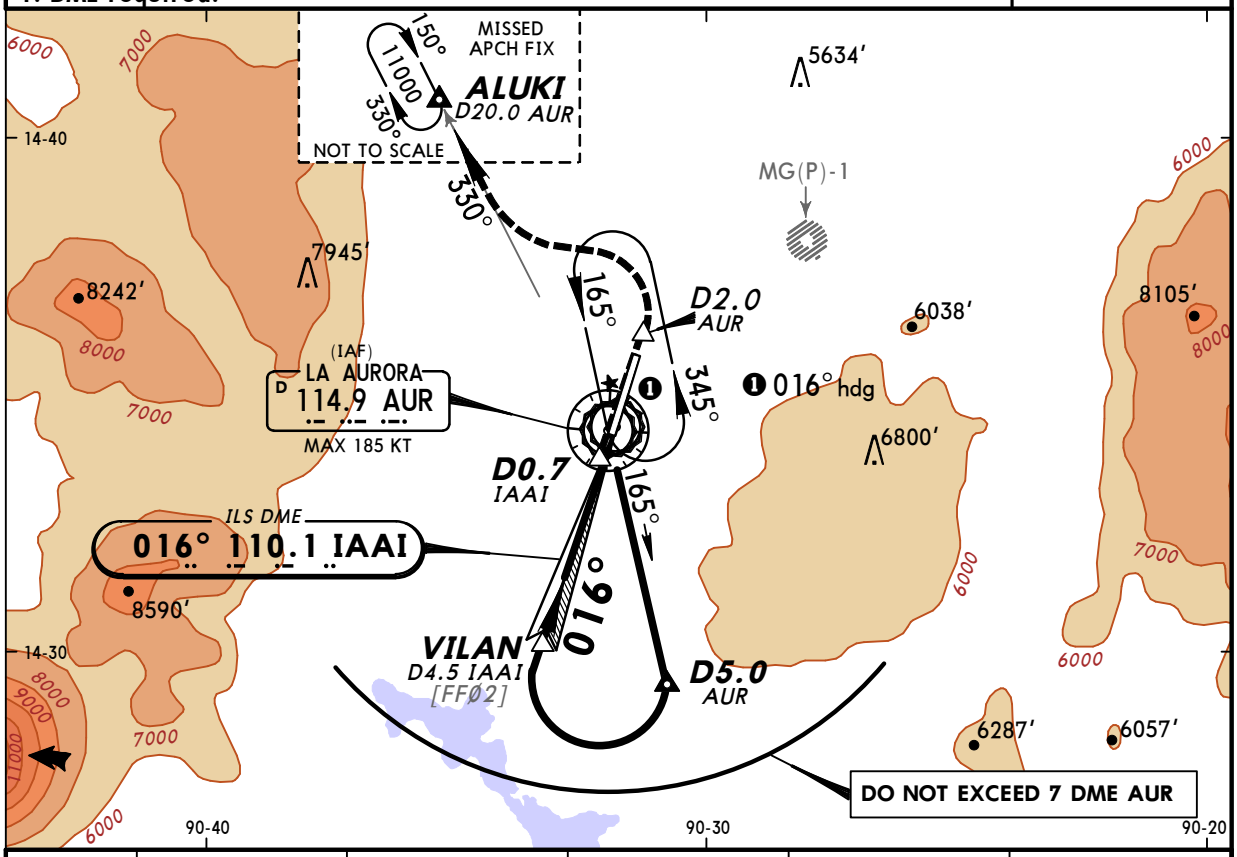
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

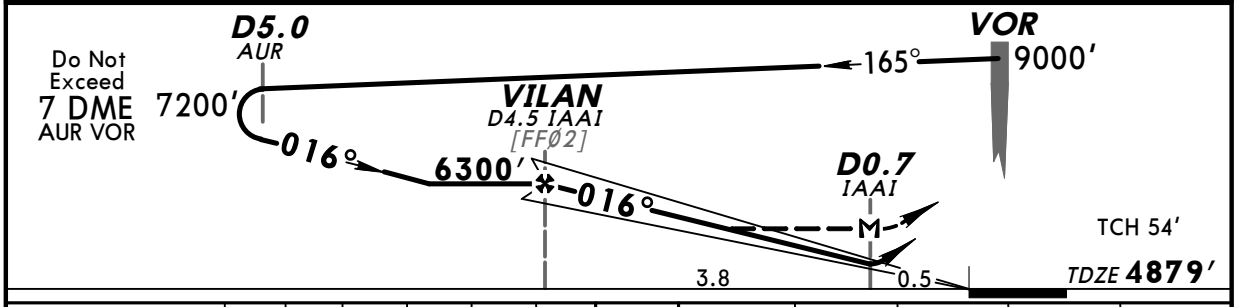
1. DME required.



MSA AUR VOR



LOC (GS out)	IAAI DME	5.0	4.0	3.0	2.0
	ALTITUDE	6460′	6140′	5830′	5510′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 IAAI or VILAN to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

SSALS
REIL
PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 5100′ (221′) FULL	ILS DA(H) 5100′ (221′) ALS out	LOC (GS out) MDA(H) 5340′ (461′)	LOC (GS out) MDA(H) 5340′ (461′) ALS out
	CEILING-VISIBILITY			
A	250′ - 1200m		500′ - 1600m	
B				
C				
D			500′ - 2400m	

Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′ (508′)	600′ - 1600m
120		
140	5460′ (508′)	600′ - 2400m
165	5680′ (728′)	800′ - 3600m

CHANGES: None.

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MGGT/GUA LA AURORA INTL

JEPPESEN 19 DEC 14 (11-2)

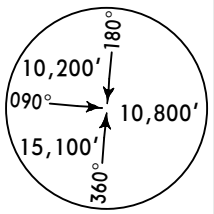
GUATEMALA CITY, GUATEMALA ILS Y Rwy 02

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

LOC IAAI	Final Apch Crs	Minimum Alt VILAN	ILS DA(H)	Apt Elev / TDZE
110.1	016°	6300′ (1421′)	5100′ (221′)	4952′ / 4879′

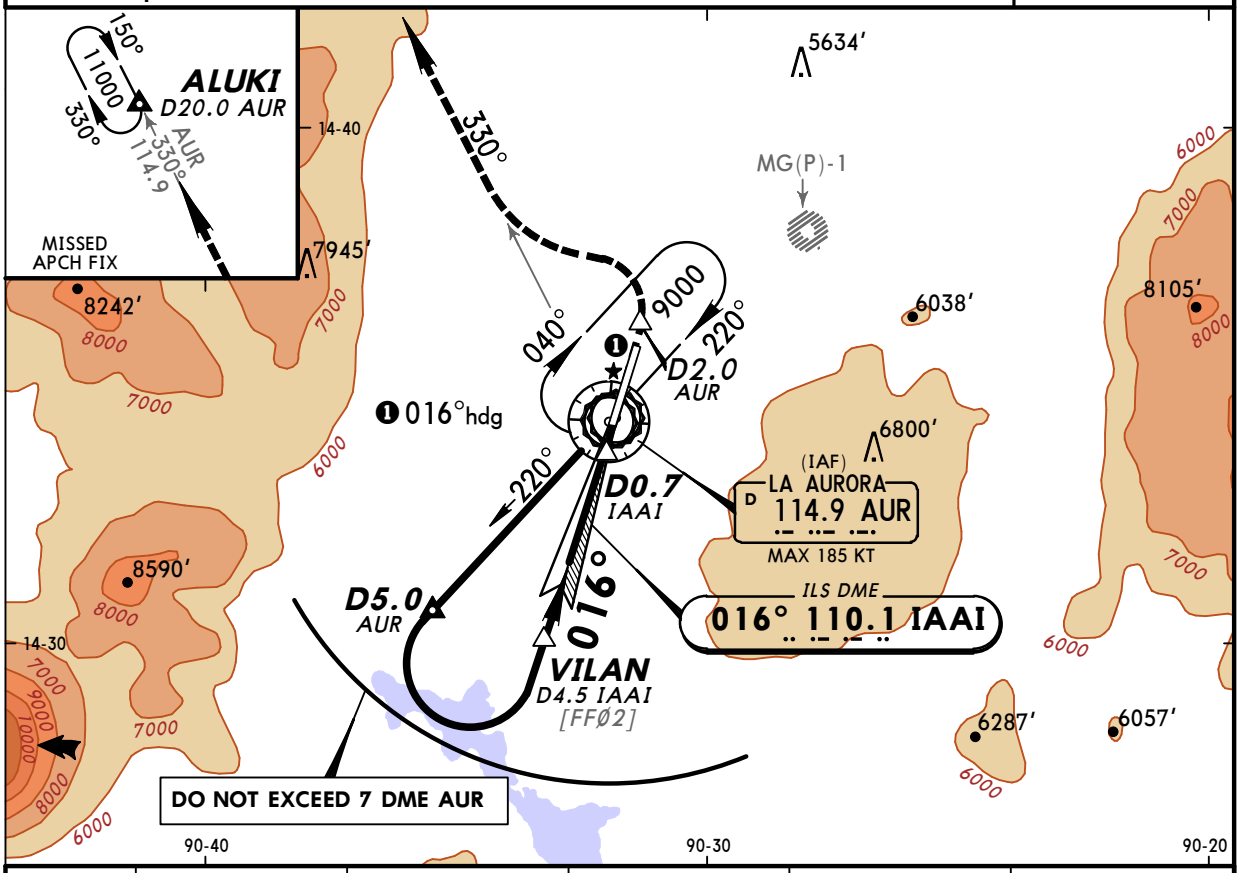
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.



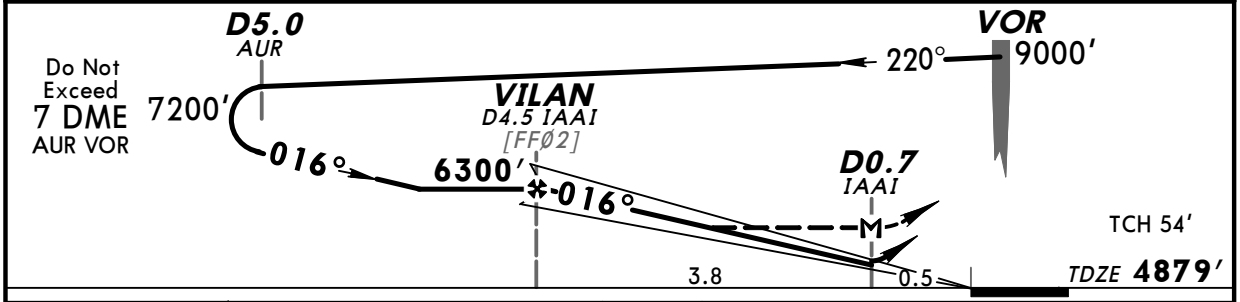
MSA AUR VOR

Alt Set: INCHES (hPa on req) | Trans level: FL 200 | Trans alt: 19000′

1. DME required.



LOC (GS out)	IAAI DME	5.0	4.0	3.0	2.0
	ALTITUDE	6460′	6140′	5830′	5510′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.7 IAAI or VILAN to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

SSALS
REIL
PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 5100′ (221′)		LOC (GS out) MDA(H) 5340′ (461′)	
	FULL	ALS out		ALS out
CEILING-VISIBILITY				
A	250′ - 1200m		500′ - 1600m	
B				
C				
D			500′ - 2400m	

Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′ (508′)	600′-1600m
120		
140	5460′ (508′)	600′-2400m
165	5680′ (728′)	800′-3600m

CHANGES: Waypoint idents.

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MGGT/GUA

LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-20

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Z Rwy 02

BRIEFING STRIP TM

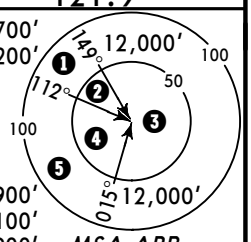
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

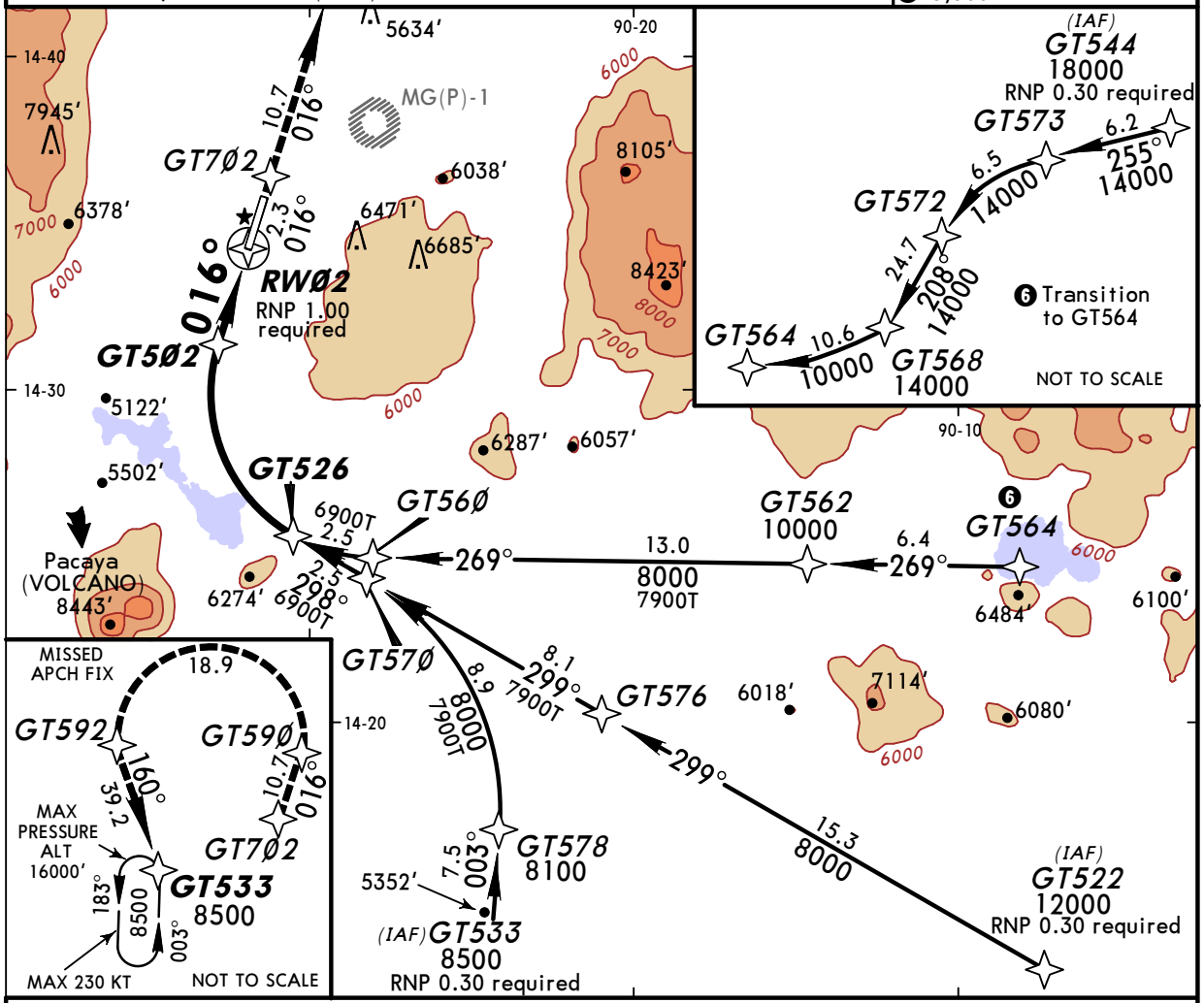
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 02
	016°	GT526 8000′ (3121′)	Refer to Minimums	4952′ / 4879′

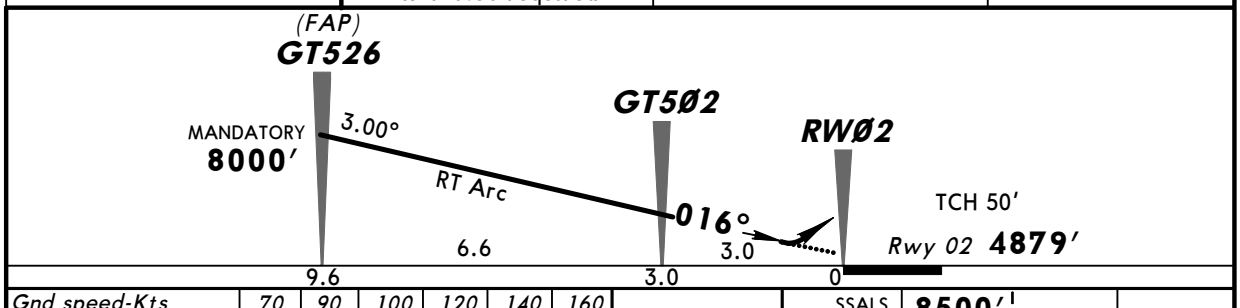
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′
1. AUTHORIZATION REQUIRED. 2. For non-baro compensated aircraft: Minimum temperature: 0°C (32°F).

❶14,700′ ❷13,200′ ❸11,900′ ❹15,100′ ❺15,900′ *MSA ARP*







Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track **GT533**

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED**

❶ RNP 0.10

DA(H)
A: 5180′ (301′) C: 5220′ (341′)
B: 5200′ (321′) D: 5240′ (361′)

❷ RNP 0.30

DA(H)
A: 5230′ (351′) C: 5270′ (391′)
B: 5250′ (371′) D: 5290′ (411′)

	ALS out	ALS out
	CEILING-VISIBILITY	
A B C	400′-1600m	400′-1600m
D	500′-2400m	500′-2400m

❶ RNP 0.10 is required until GT702. ❷ Missed approach RNP 1.00.

CHANGES: New procedure.

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LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-21

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Y Rwy 02

BRIEFING STRIP ™

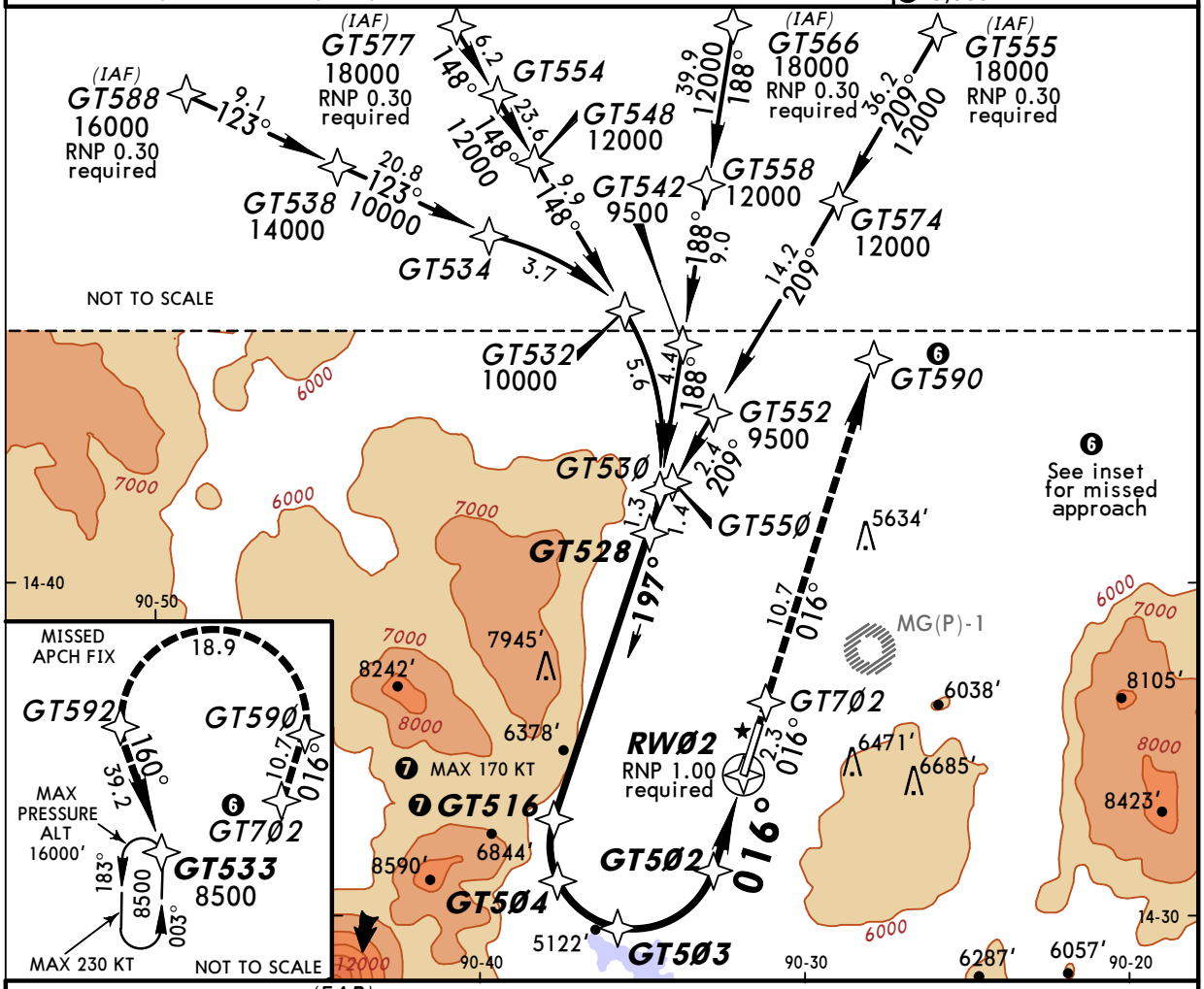
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

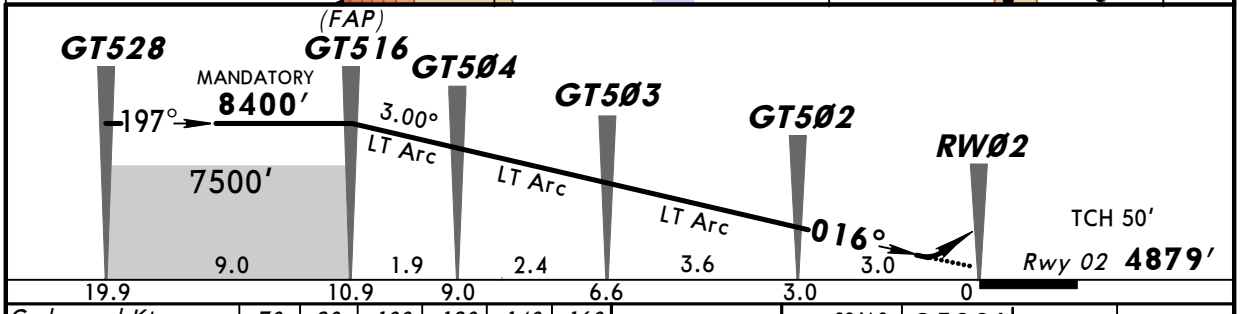
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 02
	016°	GT516 8400′ (3521′)	Refer to Minimums	4952′ / 4879′

MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′
1. AUTHORIZATION REQUIRED. 2. For non-baro compensated aircraft:
Minimum temperature: 0°C (32°F).

❶14,700′ ❷13,200′ ❸11,900′ ❹15,100′ ❺15,900′ MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 02 — CEILING REQUIRED

❶ RNP 0.10 DA(H)		❷ RNP 0.30 DA(H)	
A: 5180′ (301′)	C: 5220′ (341′)	A: 5230′ (351′)	C: 5270′ (391′)
B: 5200′ (321′)	D: 5240′ (361′)	B: 5250′ (371′)	D: 5290′ (411′)

	ALS out	ALS out
CEILING-VISIBILITY		
A	400′-1600m	400′-1600m
B		
C		
D	500′-2400m	500′-2400m

❶ RNP 0.10 is required until GT7Ø2. ❷ Missed approach RNP 1.00.

CHANGES: New procedure.

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MGGT/GUA

LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-22

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Z Rwy 20

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

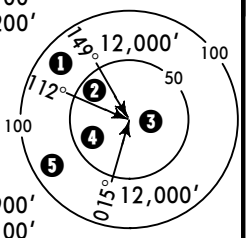
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 20
	196°	GT626 8000′ (3058′)	Refer to Minimums	4952′ / 4942′

MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

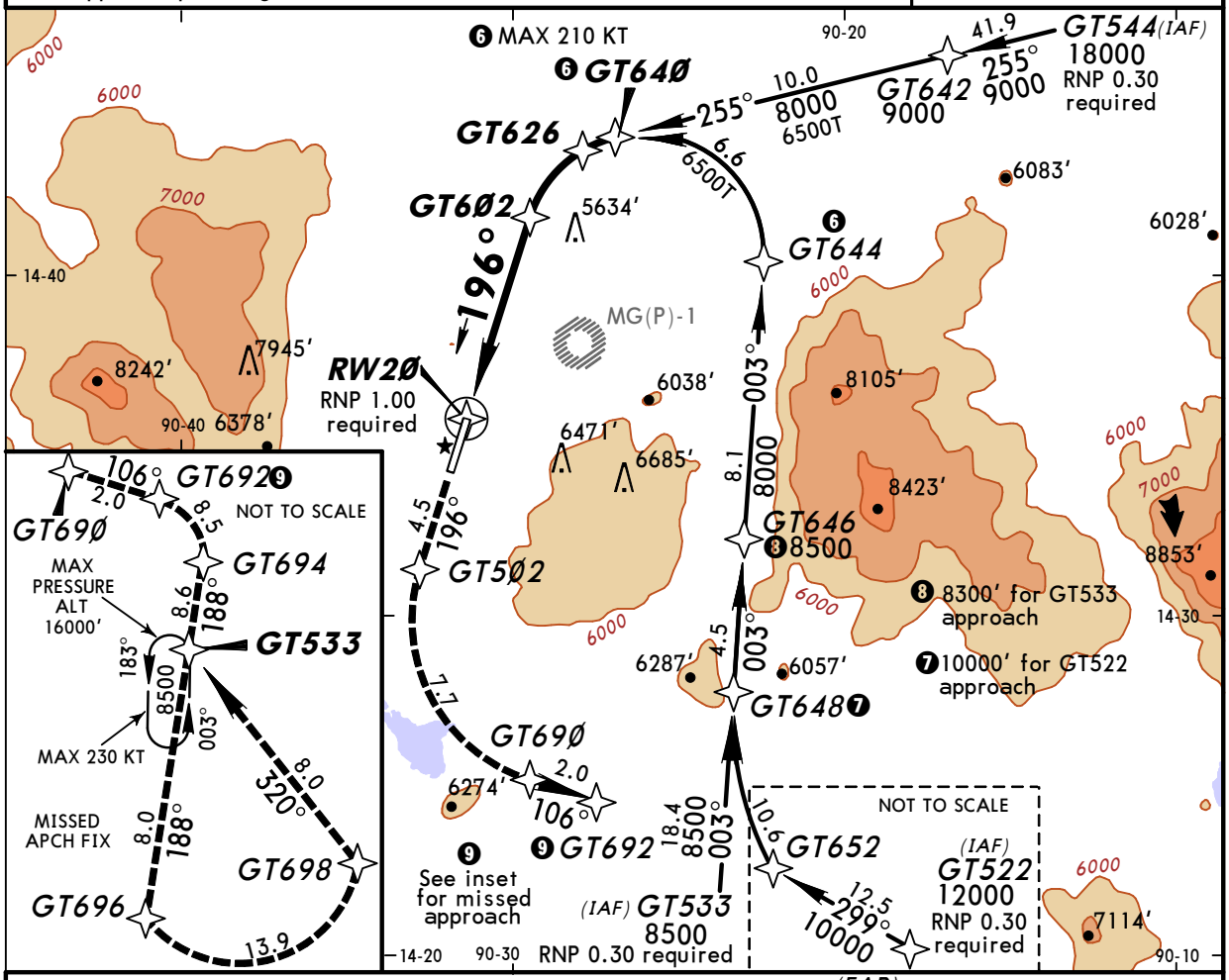
1. **AUTHORIZATION REQUIRED.** 2. CAUTION: In final, Visual Segment Surface (VSS) penetrated by obstacles up to 5031′ AMSL. 3. For non-baro compensated aircraft: Minimum temperature: 0°C (32°F). 4. PAPI VGSI not coincident with approach path angle.

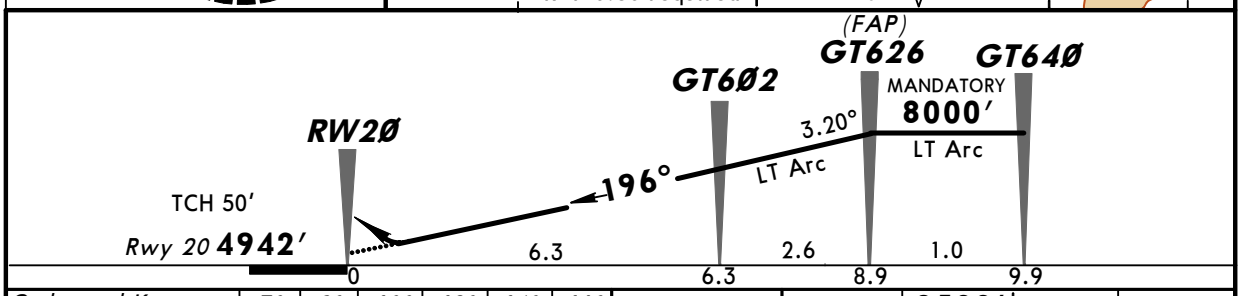
❶14,700′
❷13,200′
❸11,900′
❹15,100′
❺15,900′



MSA ARP

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track

GT533

STRAIGHT-IN LANDING RWY 20

CEILING REQUIRED

❶ **RNP 0.10**
DA(H)
A: B: C: **5240′** (298′) D: **5250′** (308′)

❷ **RNP 0.30**
DA(H)
A: **5340′** (398′) C: **5360′** (418′)
B: **5350′** (408′) D: **5380′** (438′)

	ALS out	CEILING-VISIBILITY	ALS out
A	400′-1600m		400′-1600m
B			
C	400′-2000m		400′-2000m
D	400′-2400m		400′-2400m

❶ RNP 0.10 is required until GT5Ø2. ❷ Missed approach RNP 1.00.

CHANGES: New procedure.

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LA AURORA INTL

JEPPESEN
5 DEC 14
Eff 11 Dec
12-23

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Y Rwy 20

BRIEFING STRIP™

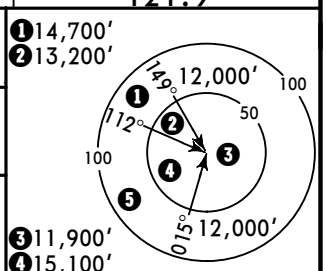
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

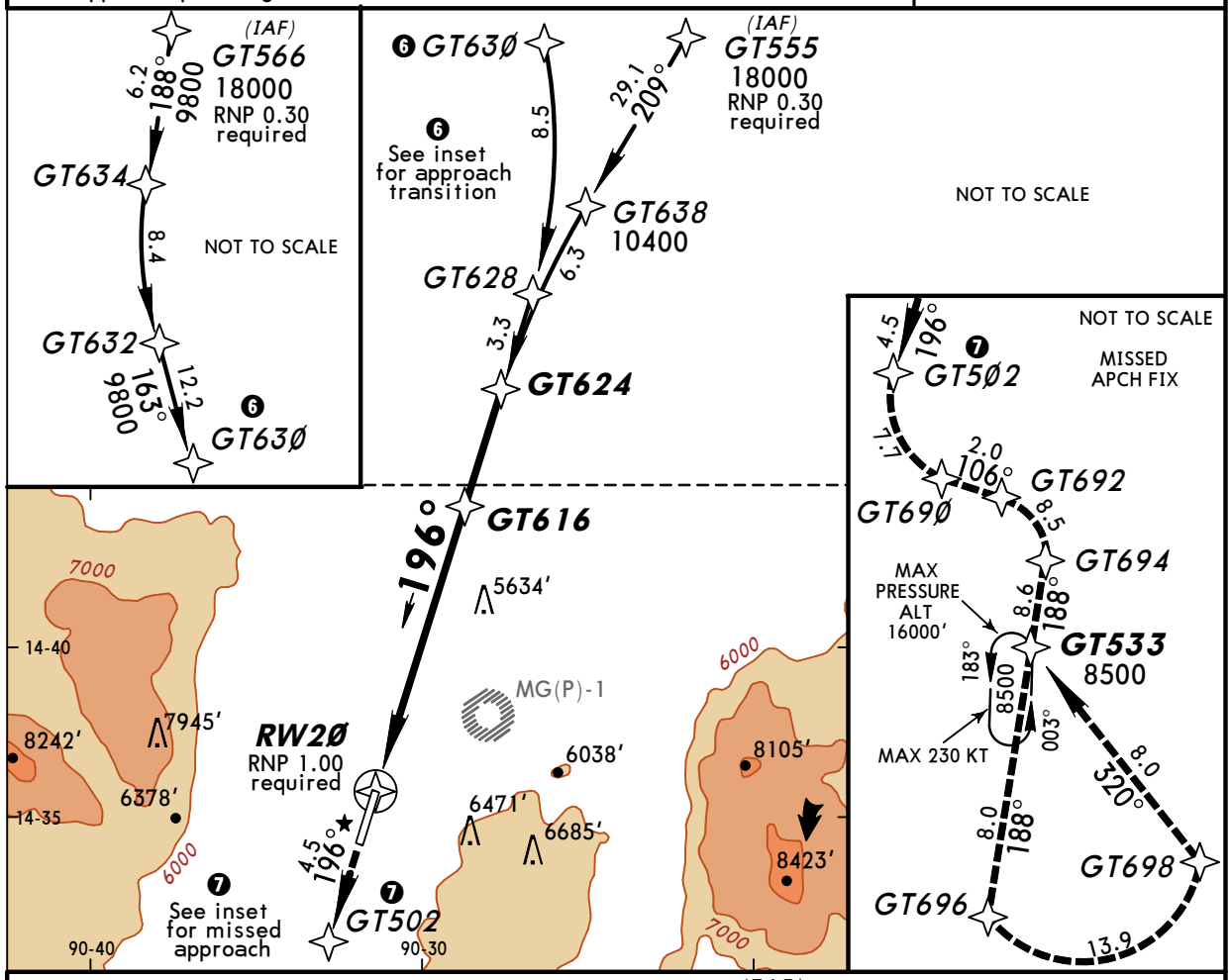
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev / Rwy 20
	196°	GT616 8000′ (3058′)	Refer to Minimums	4952′ / 4942′

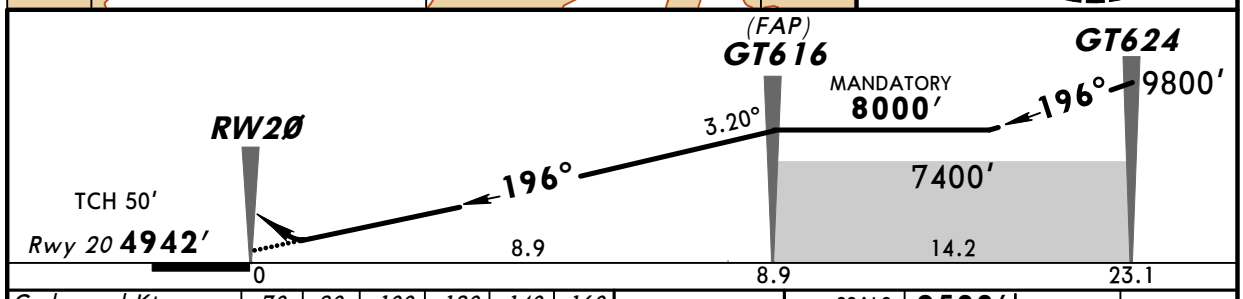
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. AUTHORIZATION REQUIRED. 2. CAUTION: In final, Visual Segment Surface (VSS) penetrated by obstacles up to 5031′ AMSL. 3. For non-baro compensated aircraft: Minimum temperature: 0°C (32°F). 4. PAPI VGSI not coincident with approach path angle.







Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 20

CEILING REQUIRED

1 RNP 0.10
DA(H)
A: B: C: **5240′** (298′) D: **5250′** (308′)

2 RNP 0.30
DA(H)
A: **5340′** (398′) C: **5360′** (418′)
B: **5350′** (408′) D: **5380′** (438′)

	ALS out	CEILING-VISIBILITY	ALS out
A	400′-1600m		400′-1600m
B			
C	400′-2000m		400′-2000m
D	400′-2400m		400′-2400m

1 RNP 0.10 is required until GT502 2 Missed approach RNP 1.00.

CHANGES: New procedure.

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LA AURORA INTL

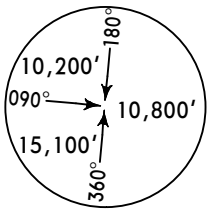
JEPPESEN GUATEMALA CITY, GUATEMALA
31 JAN 14 (13-1) Eff 6 Feb
VOR Z Rwy 02

BRIEFING STRIP ™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt ULDES	MDA(H)	Apt Elev 4952′ TDZE 4879′
114.9	010°	6300′ (1421′)	5340′ (461′)	

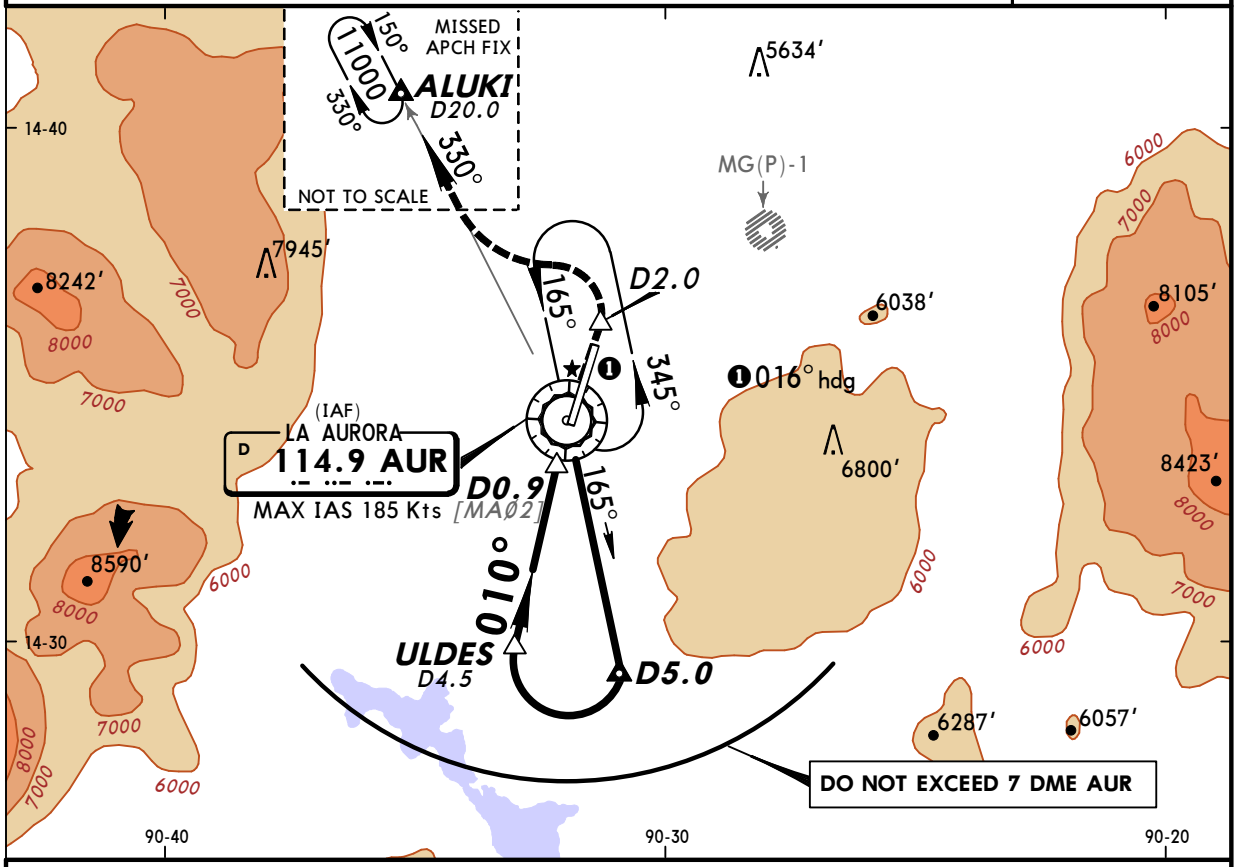
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.

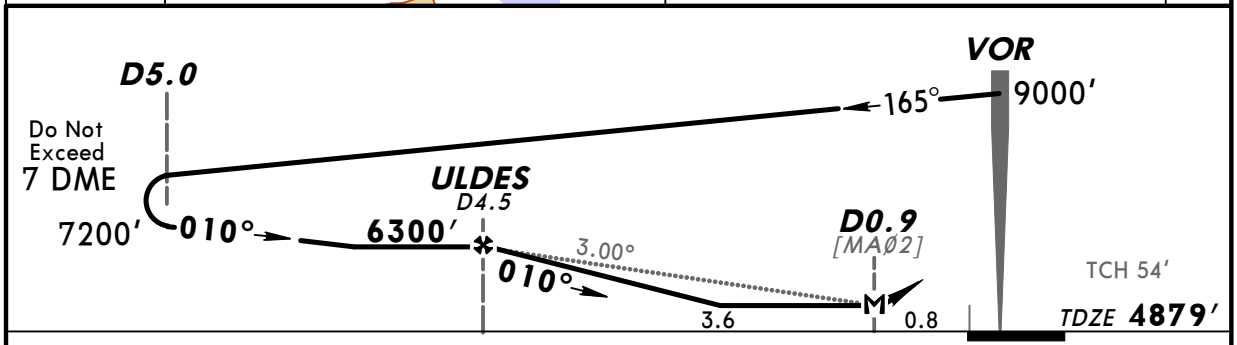


MSA AUR VOR

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9 or ULDES to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

MDA(H) 5340′ (461′)

ALS out

	CEILING-VISIBILITY
A	500′ - 1
B	
C	
D	500′ - 1½

Max Kts	Not Authorized East of Rwy MDA(H)	CEIL-VIS
90	5460′ (508′)	600′ - 1
120		
140	5460′ (508′)	600′ - 1½
165	5680′ (728′)	800′ - 2¼

CHANGES: Lighting.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 31 JAN 14 (13-2) Eff 6 Feb

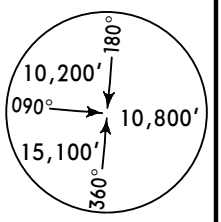
GUATEMALA CITY, GUATEMALA
VOR Y Rwy 02

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt ULDES	MDA(H)	Apt Elev 4952′
114.9	010°	6300′ (1421′)	5340′ (461′)	TDZE 4879′

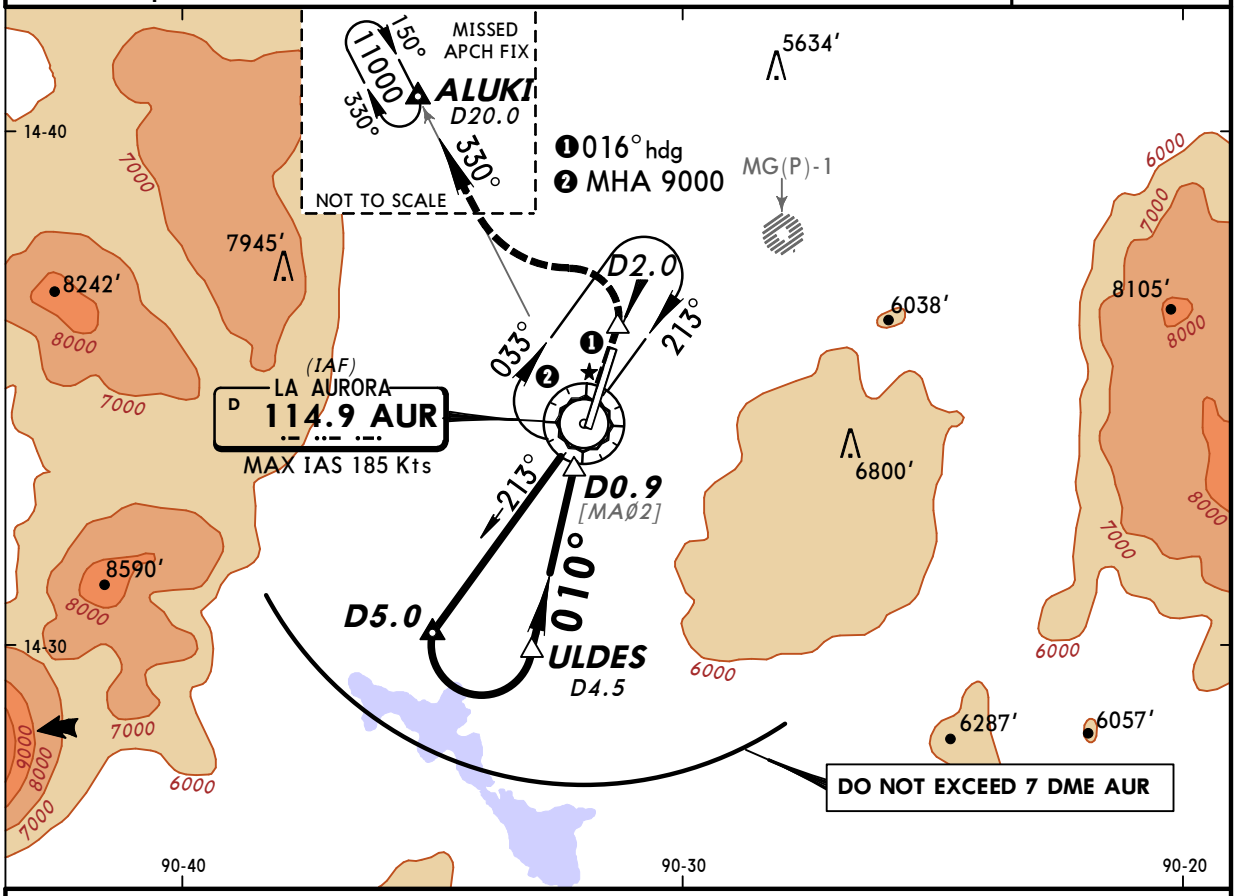
MISSED APCH: Climb on heading 016° to D2.0 NORTH of AUR VOR, turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to ALUKI D20.0 AUR VOR and hold. Follow ATC instructions.

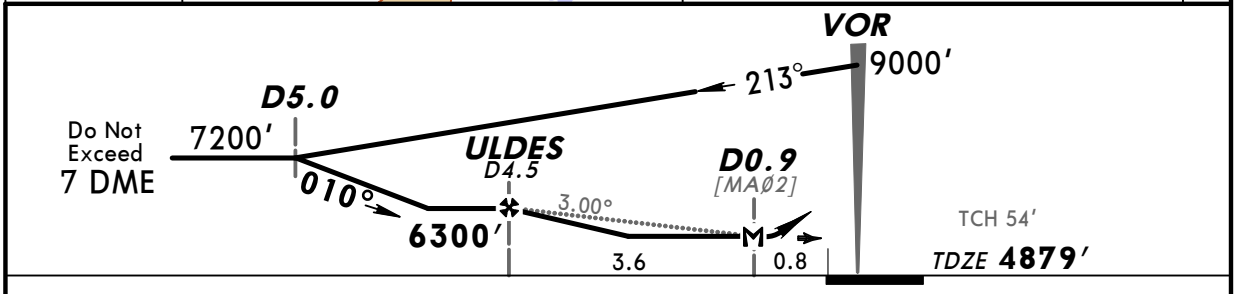


MSA AUR VOR

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required.





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9 or ULDES to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS REIL PAPI

016° hdg

D2.0 NORTH AUR VOR

11000′ LT

AUR 114.9 R-330

STRAIGHT-IN LANDING RWY02 **CEILING REQUIRED** CIRCLE-TO-LAND

Not Authorized East of Rwy

MDA(H) 5340′ (461′)

	CEILING-VISIBILITY (ALS out)
A	500′- 1
B	
C	
D	500′- 1½

Max Kts	MDA(H)	CEIL-VIS
90	5460′ (508′)	600′- 1
120		
140	5460′ (508′)	600′- 1½
165	5680′ (728′)	800′- 2¼

CHANGES: Lighting.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 6 JUN 14 (13-3)

GUATEMALA CITY, GUATEMALA
VOR Z Rwy 20

BRIEFING STRIP™

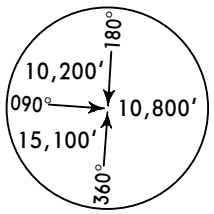
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 4952′
114.9	198°	6500′ (1548′)	5400′ (448′)	TDZE 4952′

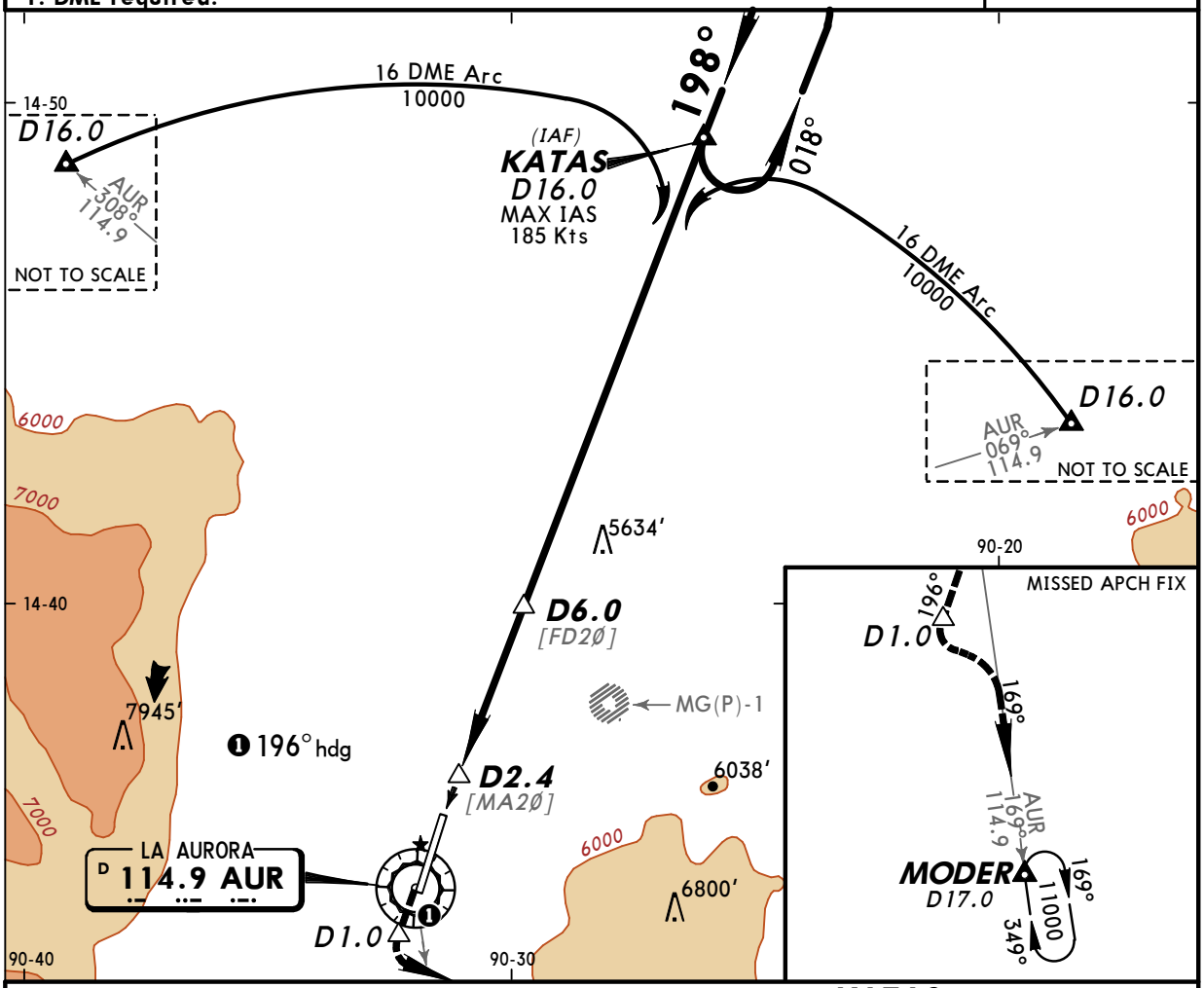
MISSED APCH: Climb on heading 196° to D1.0 SOUTH of AUR VOR, turn LEFT and intercept outbound AUR VOR R-169 to MODER D17.0 AUR VOR and hold at 11000′. Follow ATC instructions.

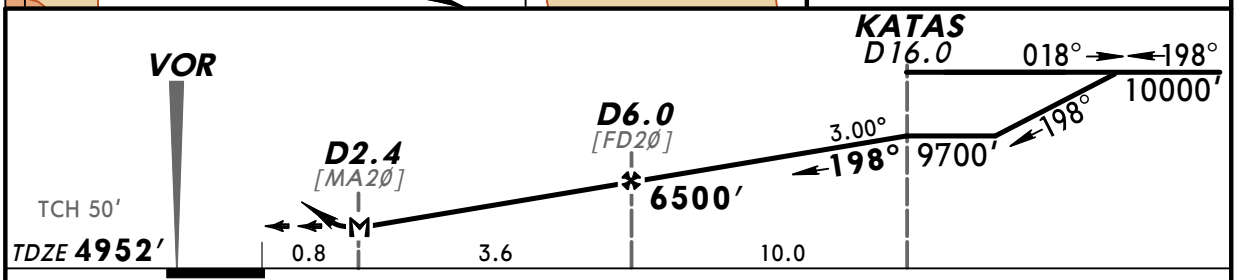
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required.



MSA AUR VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.4 or FAF to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

196° hdg

D1.0 SOUTH AUR VOR

11000′ LT

AUR 114.9 R-169

STRAIGHT-IN LANDING RWY 20 **CEILING REQUIRED**

MDA(H) 5400′ (448′)

	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	500′- 1		90	5520′ (568′)	600′- 1
B			120	5620′ (668′)	700′- 1
C	500′- 1¼		140	5620′ (668′)	700′- 1¾
D	500′- 1½		165	5860′ (908′)	1000′- 3

CIRCLE-TO-LAND
Not Authorized East of Rwy

CHANGES: None.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 6 JUN 14 (13-4)

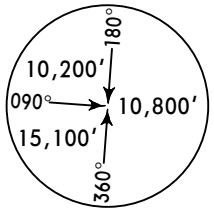
GUATEMALA CITY, GUATEMALA
VOR Y Rwy 20

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 4952′
114.9	198°	6500′ (1548′)	5400′ (448′)	TDZE 4952′

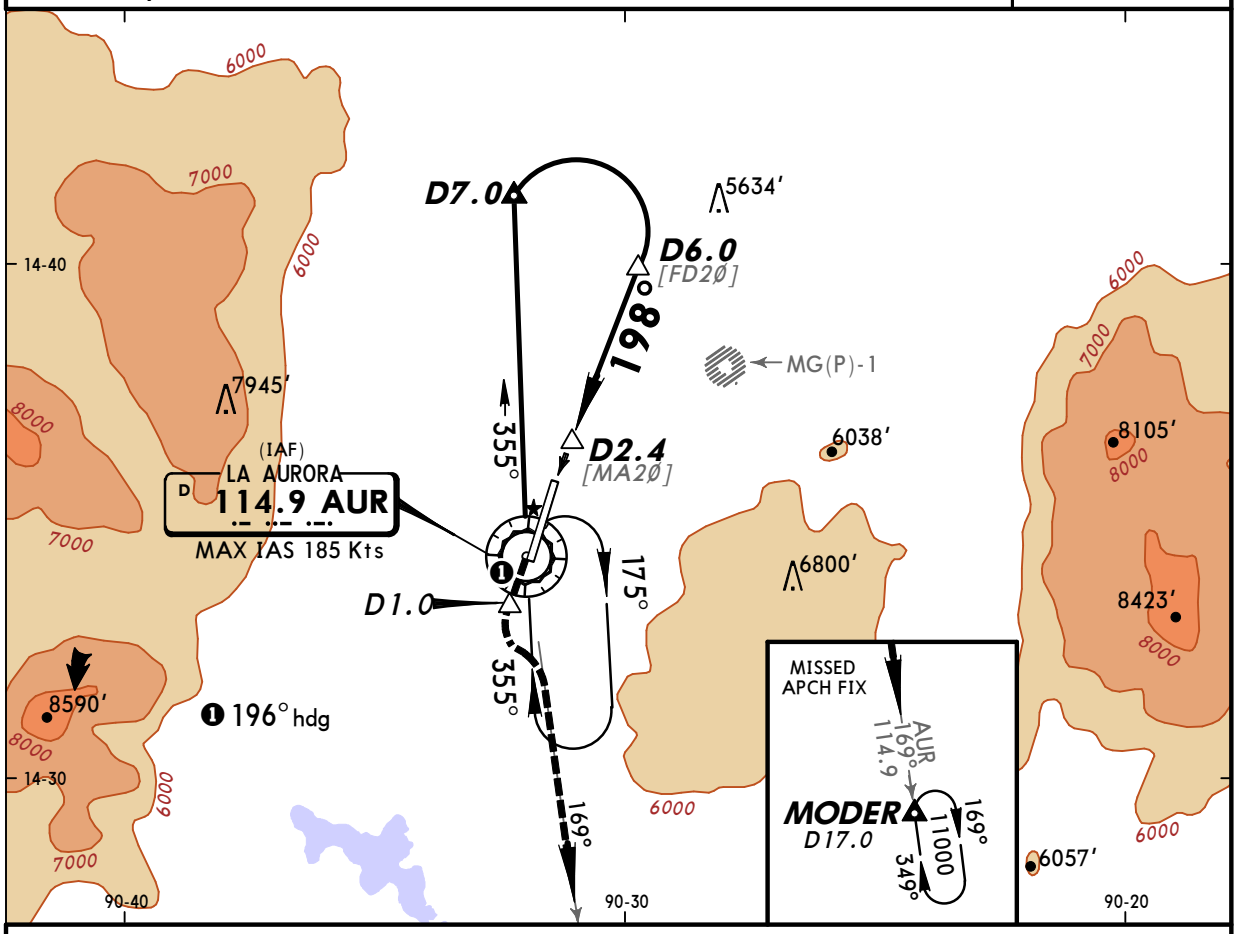
MISSED APCH: Climb on heading 196° to D1.0 SOUTH of AUR VOR, turn LEFT and intercept outbound AUR VOR R-169 to MODER D17.0 AUR VOR and hold at 11000′. Follow ATC instructions.

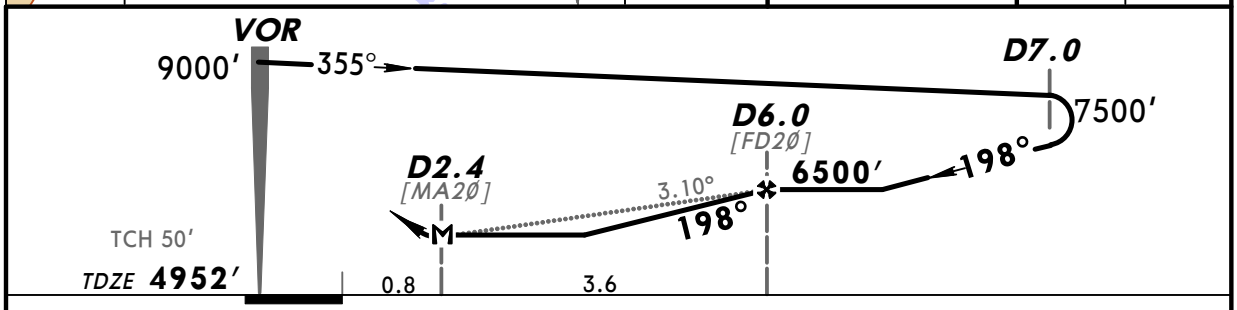


MSA AUR VOR

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required.





Gnd Speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at D2.4 or FAF to MAP 3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

196° hdg

D1.0 SOUTH AUR VOR

11000′ LT

AUR 114.9 R-169

STRAIGHT-IN LANDING RWY20 — CEILING REQUIRED — CIRCLE-TO-LAND

MDA(H) 5400′ (448′)

	CEILING-VISIBILITY ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)	CEIL-VIS
A	500′-1	90	5460′ (508′)	1000′-1¼
B		120		
C	500′-1¼	140	5860′ (908′)	1000′-2¾
D	500′-1½	165	5860′ (908′)	1000′-3

Not Authorized East of Rwy

CHANGES: Holding pattern.

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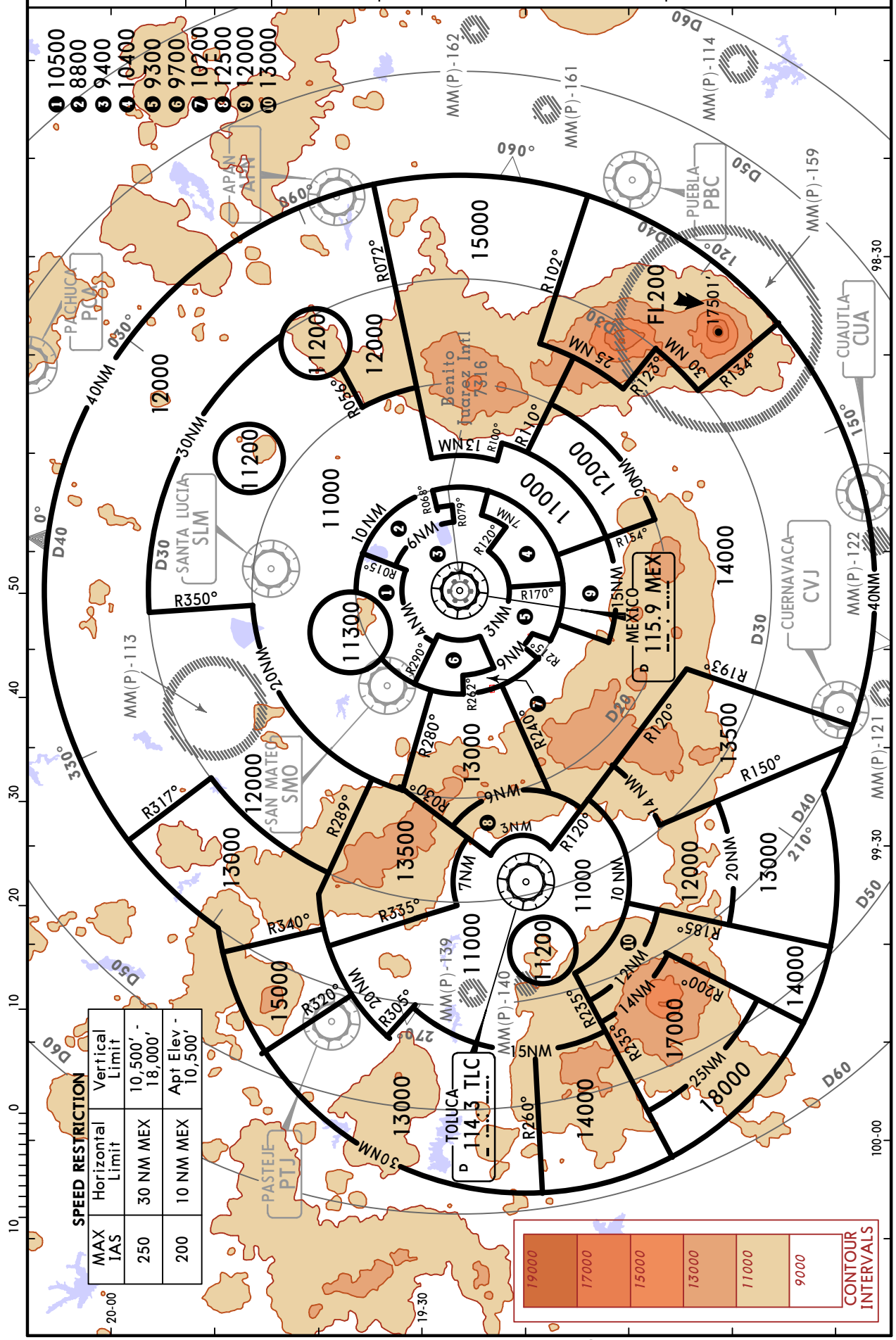
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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
27 FEB 15
Eff 5 Mar
10-1R

MEXICO CITY, MEXICO
RADAR MINIMUM ALTITUDES

MEXICO Terminal (R)	Apt Elev	Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500'
129.6	7316′	1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. Numerous prohibited areas within 15 NM of airport.



CHANGES: Navaid naming convention.

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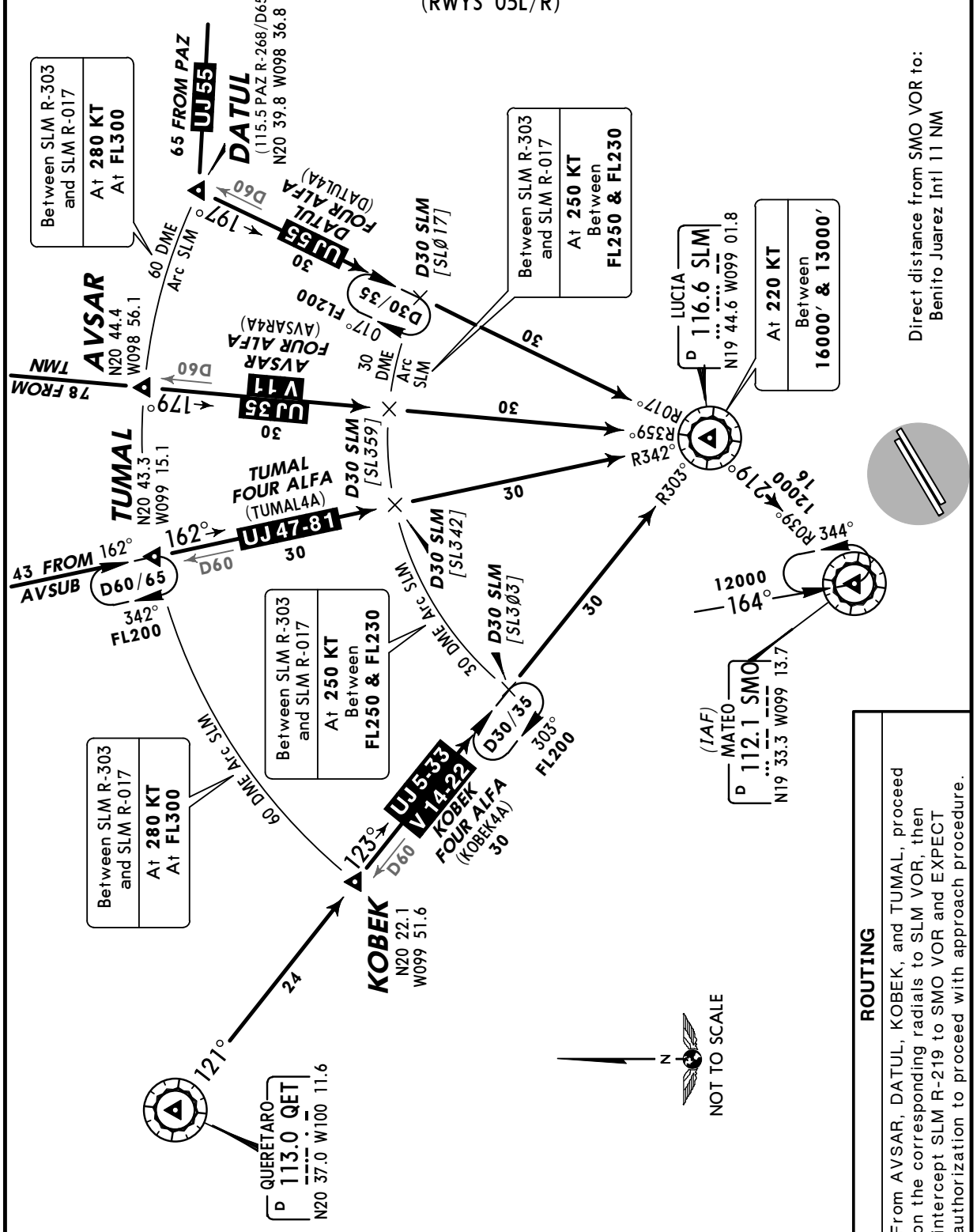
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500′
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

AVSAR FOUR ALFA (AVSAR4A) *[AVSA4A]*,
DATUL FOUR ALFA (DATUL4A) *[DATU4A]*,
KOBEK FOUR ALFA (KOBEK4A) *[KOBE4A]*,
TUMAL FOUR ALFA (TUMAL4A) *[TUMA4A]*
ARRIVALS
(RWYS 05L/R)



ROUTING

From AVSAR, DATUL, KOBEK, and TUMAL, proceed on the corresponding radials to SLM VOR, then intercept SLM R-219 to SMO VOR and EXPECT authorization to proceed with approach procedure.

CHANGES: Procedures renumbered.

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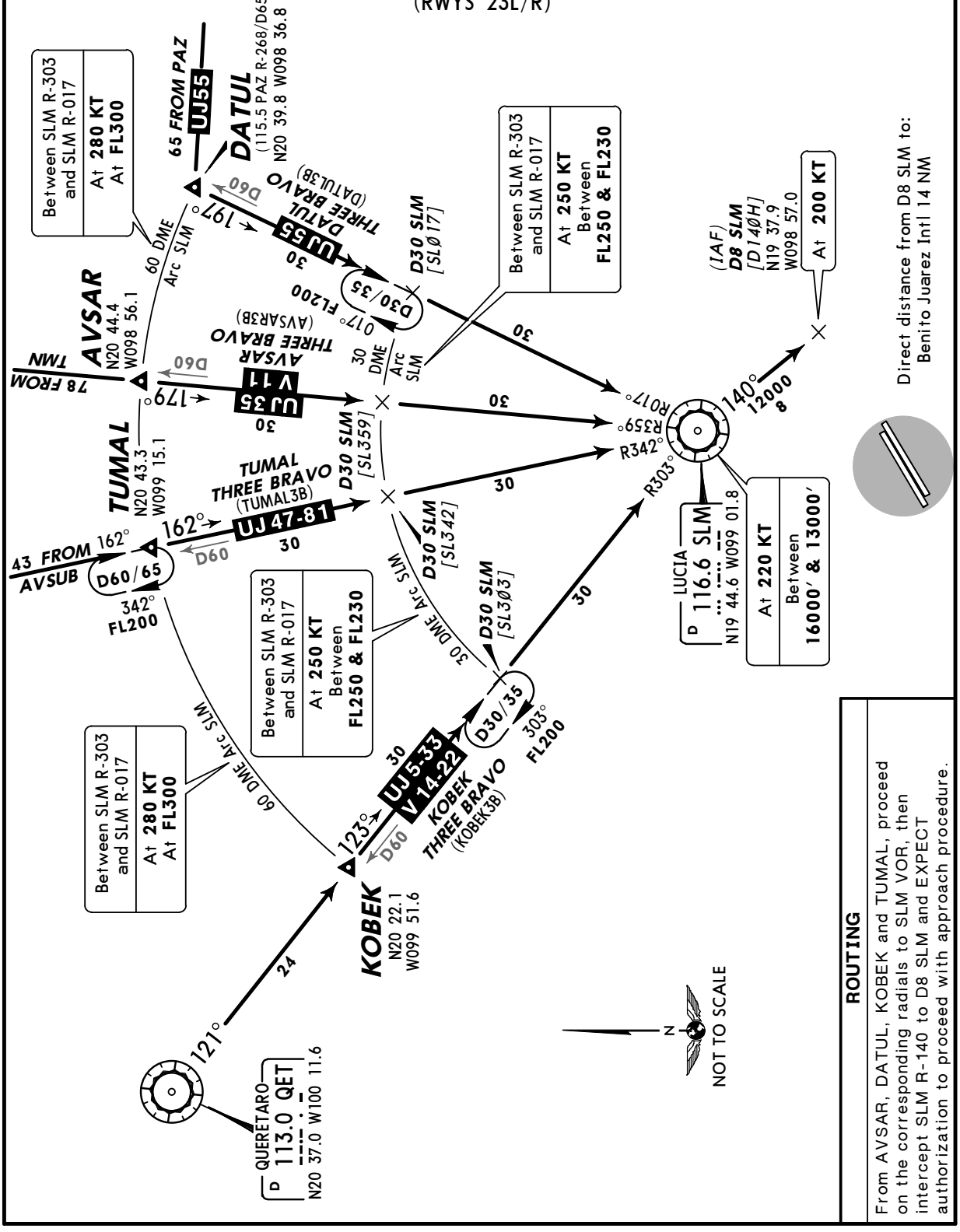
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500′
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

AVSAR THREE BRAVO (AVSAR3B) [AVSA3B], DATUL THREE BRAVO (DATUL3B) [DATU3B], KOBEK THREE BRAVO (KOBEK3B) [KOBE3B], TUMAL THREE BRAVO (TUMAL3B) [TUMA3B] ARRIVALS
(RWYS 23L/R)



ROUTING

From AVSAR, DATUL, KOBEK and TUMAL, proceed on the corresponding radials to SLM VOR, then intercept SLM R-140 to D8 SLM and EXPECT authorization to proceed with approach procedure.

CHANGES: None.

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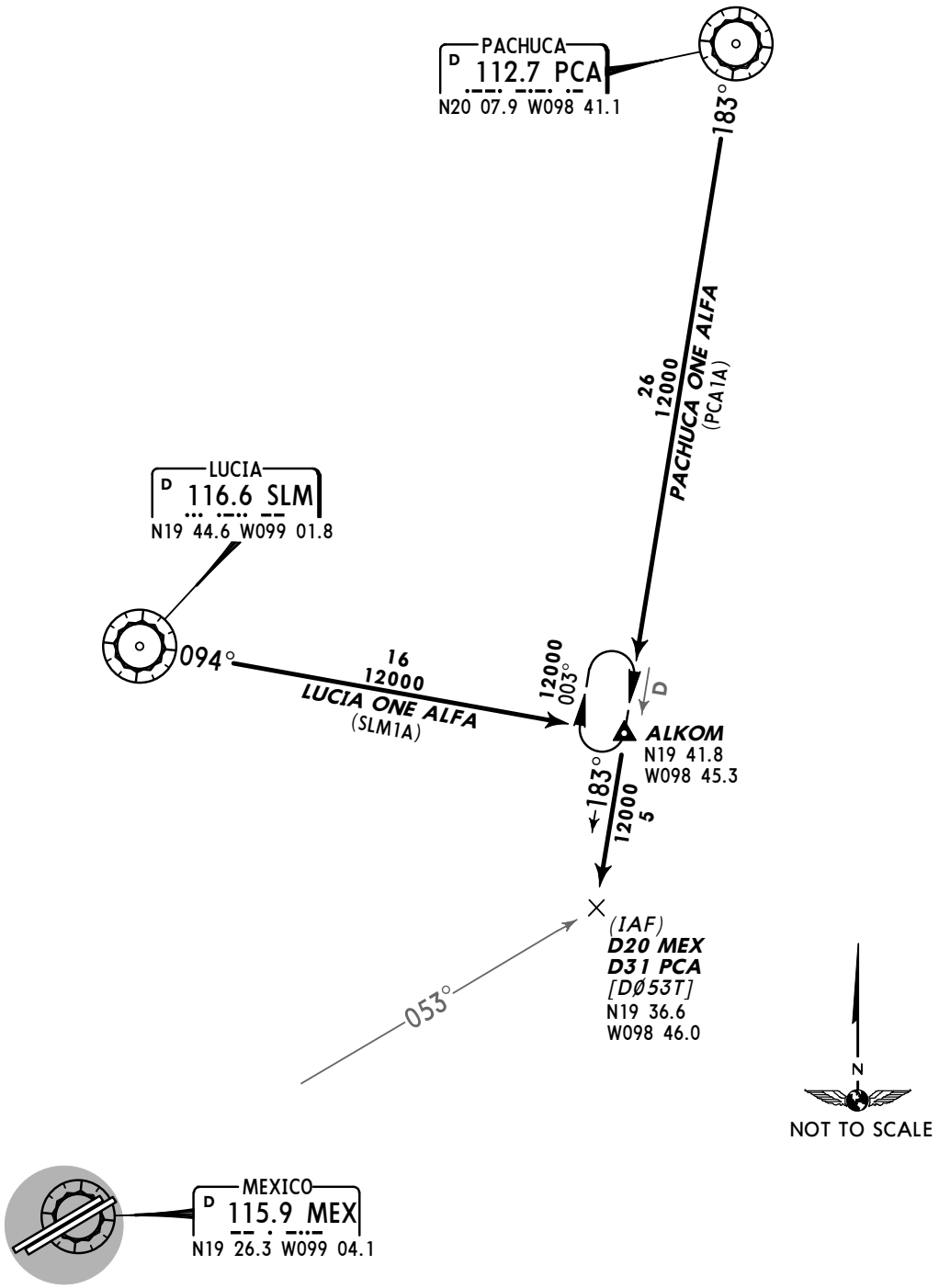
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500′
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

LUCIA ONE ALFA (SLM1A), PACHUCA ONE ALFA (PCA1A) ARRIVALS
(RWYS 23L/R)



STAR	ROUTING	ALTITUDE
LUCIA ONE ALFA	From SLM VOR on SLM R-094 to ALKOM, turn RIGHT to intercept PCA R-183 to D31 PCA and wait for ATC instructions to continue with the approach procedure.	MAINTAIN 12000′
PACHUCA ONE ALFA	From PCA VOR on PCA R-183 to D31 PCA and wait for ATC instructions to continue with the approach procedure.	

CHANGES: None.

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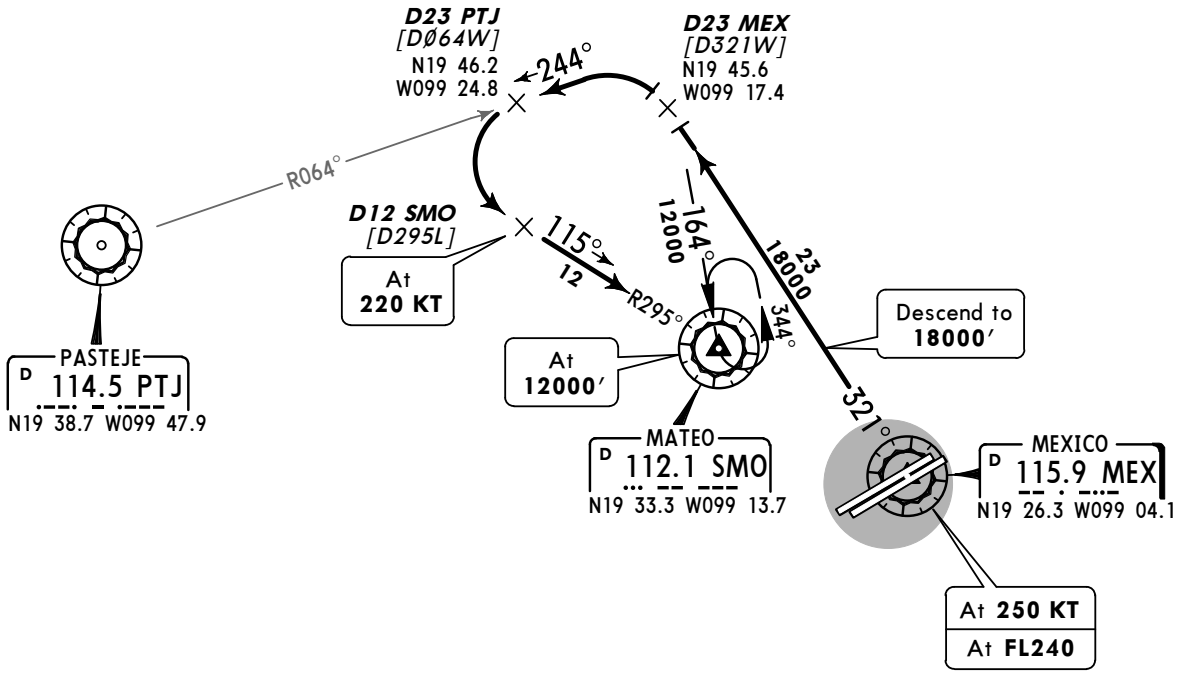
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BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′
127.65	7316′	

MEXICO FIVE ALFA (MEX5A) ARRIVAL
(RWYS 05L/R)



Direct distance from SMO VOR to:
Benito Juarez Intl 11 NM



NOT TO SCALE

ROUTING

From MEX VOR on MEX R-321 to D23 MEX descending to 18000′. Turn LEFT and intercept PTJ R-064 to D23 PTJ then turn LEFT and intercept SMO R-295 to SMO VOR. EXPECT authorization to proceed with approach procedure.

CHANGES: Procedure renumbered.

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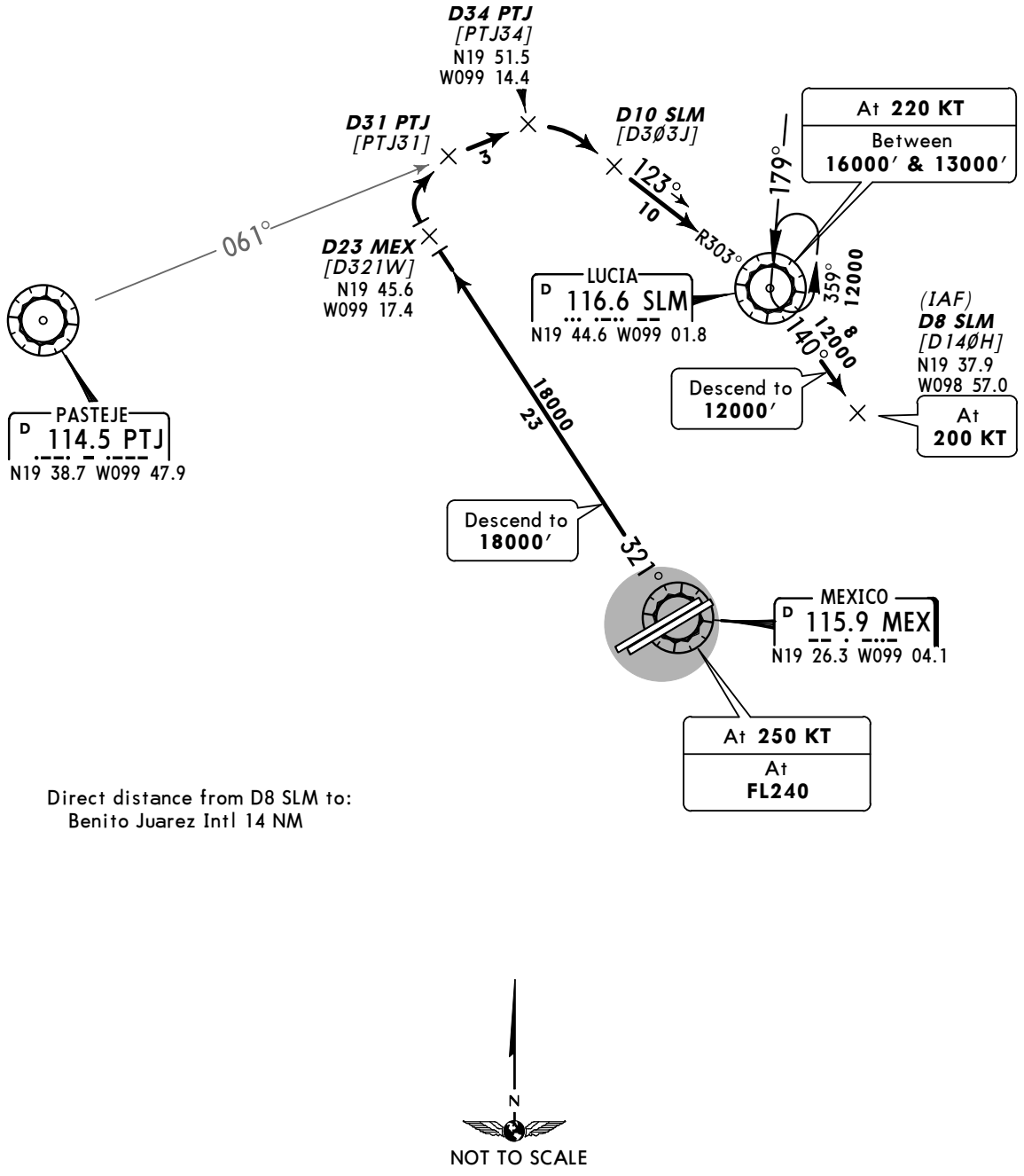
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MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′
127.65	7316′	

MEXICO THREE BRAVO (MEX3B) ARRIVAL
(RWYS 23L/R)



ROUTING

From MEX VOR on MEX R-321 to D23 MEX descending to 18000′. Turn RIGHT to intercept PTJ R-061 to D34 PTJ. Turn RIGHT to intercept SLM R-303 to SLM VOR. Follow SLM R-140 to D8 SLM and descend to 12000′ and EXPECT authorization to proceed with approach procedure.

CHANGES: None.

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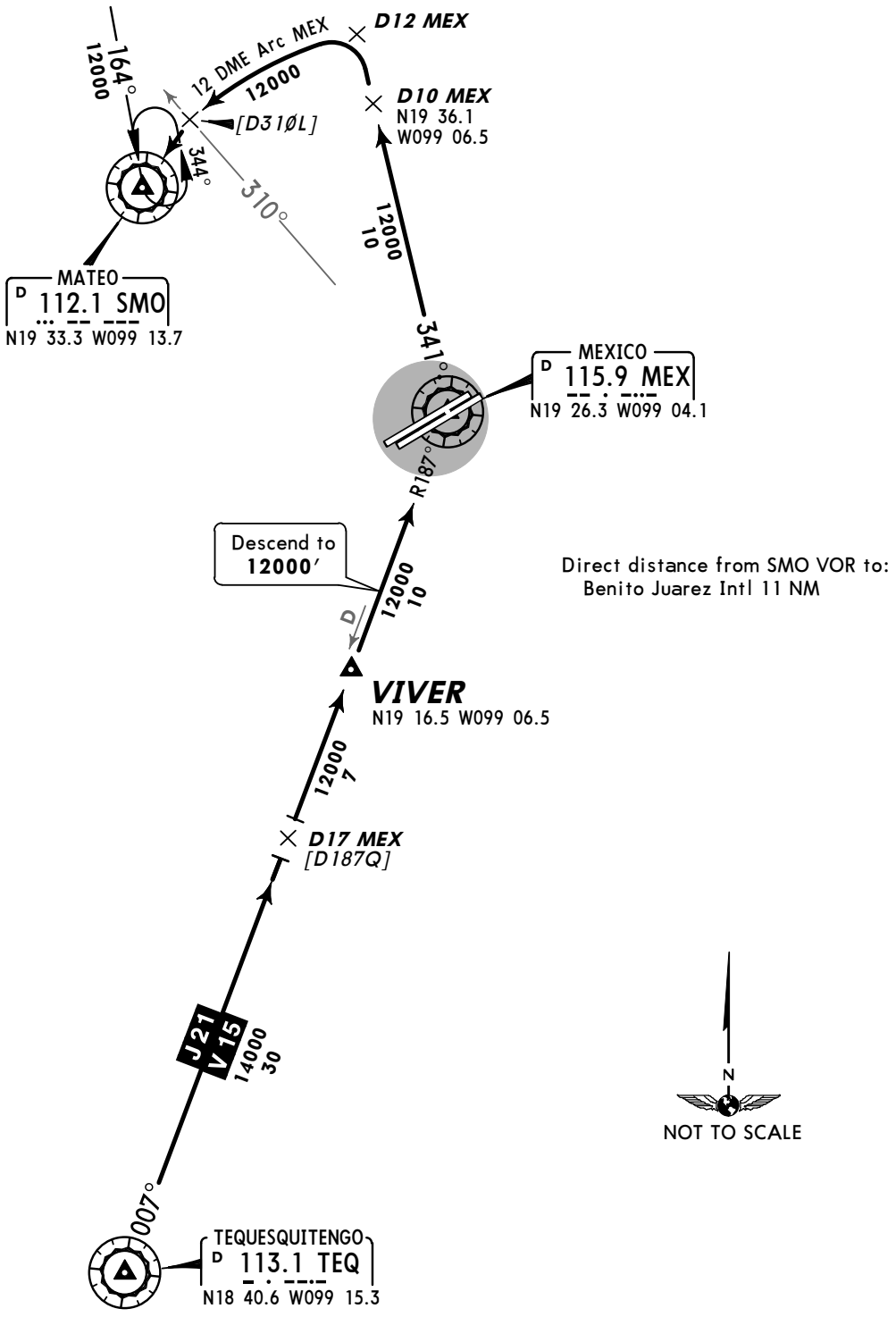
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′
1. This procedure is for turboprop operations only.
2. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
3. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

VIVER SIX (VIVER6) ARRIVAL
(RWYS 05L/R)



ROUTING

From VIVER proceed on MEX R-187 descending to 12000′ to MEX VOR. Turn LEFT to intercept MEX R-341 to D10 MEX, turn LEFT and proceed on the 12 DME Arc MEX to SMO VOR and EXPECT authorization to proceed with approach procedure.

CHANGES: Chart reissued.

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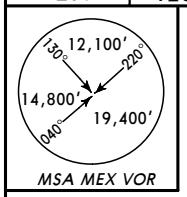
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MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
SID

MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev	Trans level: FL195	Trans alt: 18500′
129.1	120.5	7316′		

1. In case of failure of MEX VOR/DME and other navaids involved in each procedure, EXPECT RADAR vectors.
2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.



These SIDs require minimum and maximum climb gradients.
Minimum climb gradients:
APAN SEVEN ALFA and PUEBLA FOUR CHARLIE:
320′ per NM to 14000′.
BETER FOUR and VISOS FIVE:
240′ per NM to 13000′.
CUAUTLA FIVE ALFA, PASTEJE FIVE ALFA and TOLUCA SIX ALFA: 290′ per NM to 15000′.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
290′ per NM	363	483	725	967	1208	1450
320′ per NM	400	533	800	1067	1333	1600

Maximum climb gradient:
PASTEJE FIVE ALFA and TOLUCA SIX ALFA:
500′ per NM to FL230.

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

SID	INITIAL CLIMB	ALTITUDE
APAN SEVEN ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT to intercept APN R-249 to APN VOR.	MAINTAIN FL270 until further notice
BETER FOUR VISOS FIVE	Climb via MEX R-053 to D6 MEX, proceed on MEX R-053 to VISOS or BETER.	
CUAUTLA FIVE ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT to intercept CUA R-354 to CUA VOR.	MAINTAIN FL230 until further notice
PASTEJE FIVE ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT and continue on heading 174° to MEX R-102/D9.8, turn RIGHT to intercept TLC R-083 to D23 TLC, turn RIGHT and intercept R-110 PTJ to PTJ VOR.	
PUEBLA FOUR CHARLIE	Climb via MEX R-053 to D6 MEX, turn RIGHT to intercept APN R-249 to D19 APN, turn RIGHT to intercept PBC R-318 to PBC VOR.	MAINTAIN FL230 until further notice
TOLUCA SIX ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT and continue on heading 174° to MEX R-102/D9.8, turn RIGHT to intercept TLC R-083 to TLC VOR.	

ROUTING

Continue via assigned route or in accordance with ATC instructions.

CHANGES: Airway and CNF idents added.

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BENITO JUAREZ INTL

MEXICO CITY, MEXICO

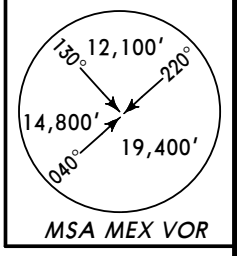
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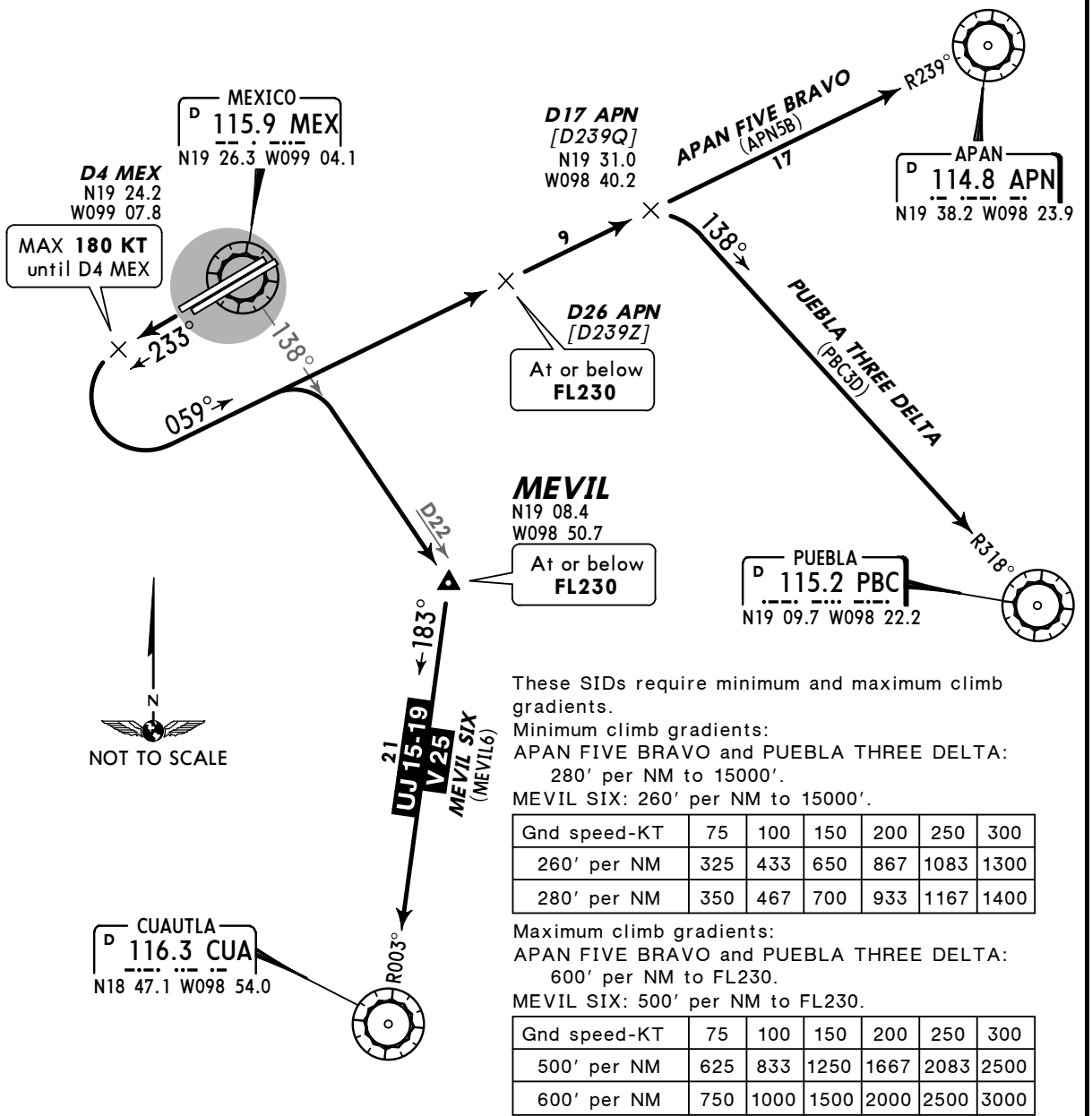
MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev	Trans level: FL195 Trans alt: 18500′
129.1	120.5	7316′	1. In case of failure of MEX VOR/DME and other navaids involved in each procedure, EXPECT RADAR vectors. 2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

APAN FIVE BRAVO (APN5B), MEVIL SIX (MEVIL6), PUEBLA THREE DELTA (PBC3D) DEPARTURES

(RWYS 23L/R)

SPEED: MAX 180 KT UNTIL D4 MEX





These SIDs require minimum and maximum climb gradients.

Minimum climb gradients:

APAN FIVE BRAVO and PUEBLA THREE DELTA: 280′ per NM to 15000′.

MEVIL SIX: 260′ per NM to 15000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400

Maximum climb gradients:

APAN FIVE BRAVO and PUEBLA THREE DELTA: 600′ per NM to FL230.

MEVIL SIX: 500′ per NM to FL230.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
600′ per NM	750	1000	1500	2000	2500	3000

SID	INITIAL CLIMB	ALTITUDE
APAN FIVE BRAVO	Climb via MEX R-233 to D4 MEX, turn LEFT to intercept APN R-239 to APN VOR.	MAINTAIN FL270 until further notice
MEVIL SIX	Climb via MEX R-233 to D4 MEX, turn LEFT to intercept MEX R-138 to MEVIL. Turn RIGHT to intercept CUA R-003 to CUA VOR.	MAINTAIN FL230 until further notice
PUEBLA THREE DELTA	Climb via MEX R-233 to D4 MEX, turn LEFT to intercept APN R-239 and proceed to D17 APN, turn RIGHT to intercept PBC R-318 to PBC VOR.	

ROUTING

Continue via assigned route or in accordance with ATC instructions.

CHANGES: CNF idents added.

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MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO

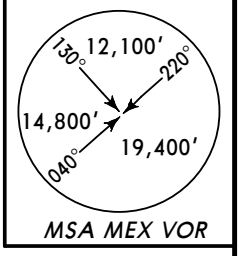
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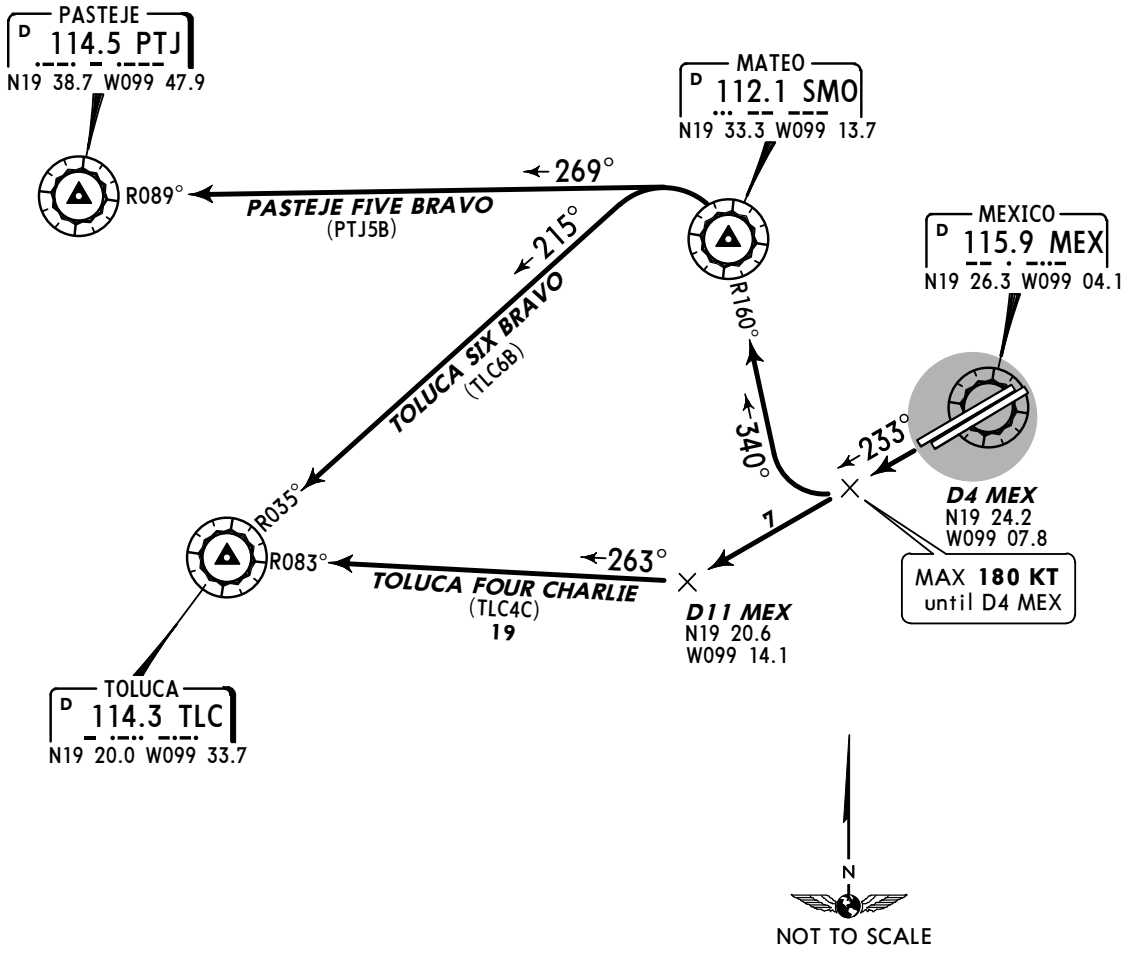
MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev	Trans level: FL195 Trans alt: 18500′
129.1	120.5	7316′	1. In case of failure of MEX and other navaids involved in each procedure, EXPECT RADAR vectors. 2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

PASTEJE FIVE BRAVO (PTJ5B), TOLUCA SIX BRAVO (TLC6B), TOLUCA FOUR CHARLIE (TLC4C) DEPARTURES

(RWYS 23L/R)

SPEED: MAX 180 KT UNTIL D4 MEX





These SIDs require minimum climb gradients:
PASTEJE FIVE BRAVO and TOLUCA SIX BRAVO:
320′ per NM to 15000′.
TOLUCA FOUR CHARLIE: 370′ per NM to 15000′.

Gnd speed-KT	75	100	150	200	250	300
320′ per NM	400	533	800	1067	1333	1600
370′ per NM	463	617	925	1233	1542	1850

SID	INITIAL CLIMB
PASTEJE FIVE BRAVO	Climb via MEX R-233 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, turn LEFT to intercept PTJ R-089 to PTJ VOR.
TOLUCA SIX BRAVO	Climb via MEX R-233 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, turn LEFT to intercept TLC R-035 to TLC VOR.
TOLUCA FOUR CHARLIE	Climb via MEX R-233 to D11 MEX, turn RIGHT to intercept TLC R-083 to TLC VOR.

ROUTING

At PTJ or TLC VOR continue via assigned route or in accordance with ATC instructions.

CHANGES: Procedures renumbered.

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MMMX/MEX

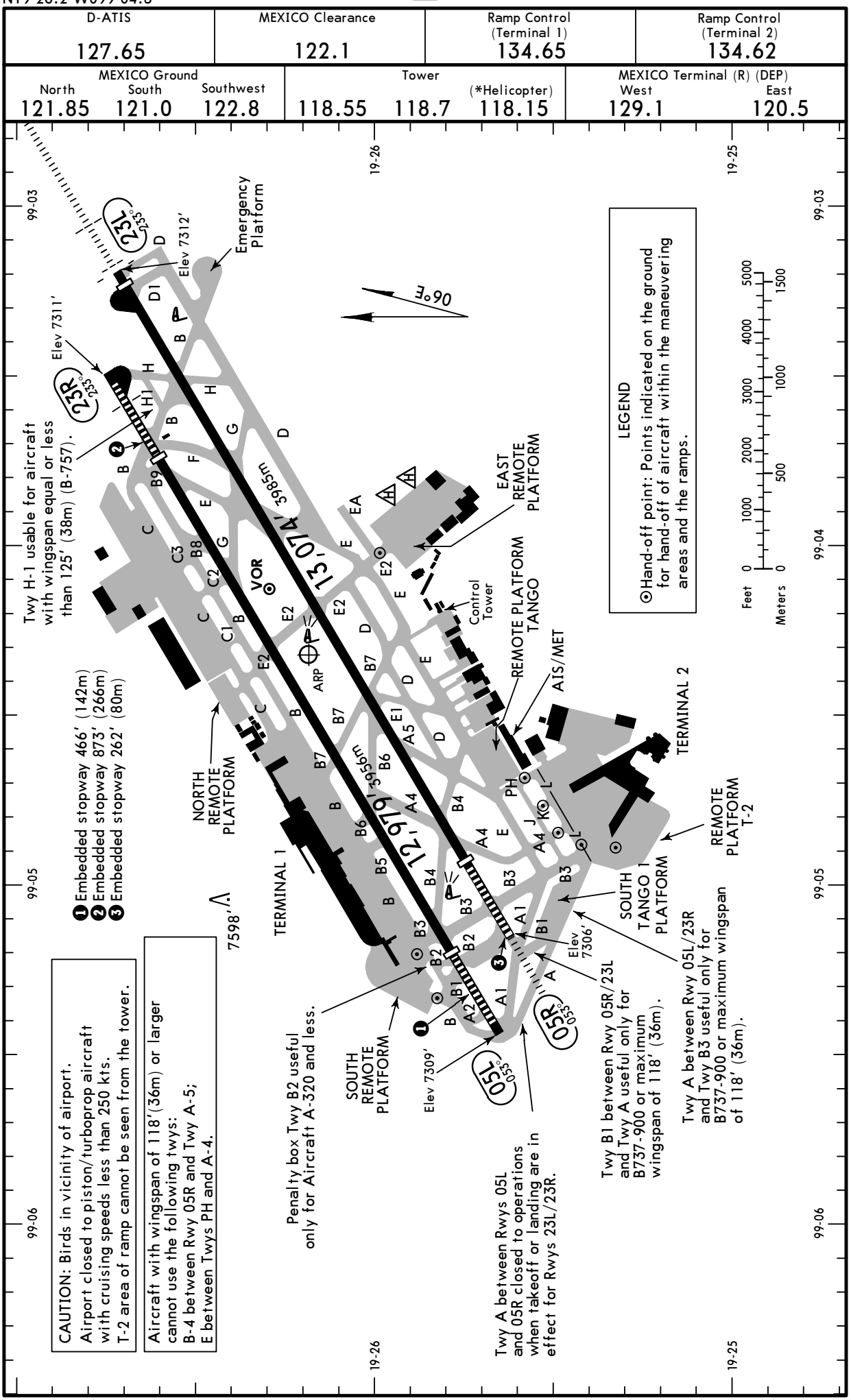
Apt Elev **7316′**
N19 26.2 W099 04.3

JEPPESEN 17 JUL 15 (10-9) **Eff 23 Jul**

MEXICO CITY, MEXICO
BENITO JUAREZ INTL

D-ATIS	MEXICO Clearance	Ramp Control (Terminal 1)	Ramp Control (Terminal 2)
127.65	122.1	134.65	134.62

MEXICO Ground			Tower			MEXICO Terminal (R) (DEP)	
North	South	Southwest			(*Helicopter)	West	East
121.85	121.0	122.8	118.55	118.7	118.15	129.1	120.5



CHANGES: Frequency added, lighting, stopways, apron.

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MMMX/MEX

JEPPESEN

17 JUL 15 (10-9A) Eff 23 Jul

MEXICO CITY, MEXICO
BENITO JUAREZ INTL

GENERAL

CAUTION: Birds in the vicinity of airport.

All civil aircraft that operate within a radius of 100 NM of MEX VOR must have transponder and automatic altitude transmitter.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
05R	HIRL HIALS PAPI-L (angle 3.0°)	11,582' 3530m	10,562' 3219m		148' 45m
23L	HIRL HIALS PAPI-L (angle 3.0°)	12,549' 3825m	11,700' 3566m	12,812' 3905m	
05L	HIRL SALS REIL PAPI-L (angle 3.0°)	9,751' 2972m		11,342' 3457m	148' 45m
23R	HIRL SALS REIL PAPI-L (angle 3.0°)	10,112' 3082m		11,772' 3588m	

TAKE-OFF

	Rwys 05L, 05R			Rwys 23L, 23R
	SCHEDULED AIR CARRIER ONLY If Weather Below Landing Minimums, Take-off Alternate Airport Required. Pilot is required to report existing visibility of at least 7 HIRLS and RCL along the rwy in the take-off direction. If differences exist between reported visibility and Pilot visibility, the Pilot's report will be given preference.		Other	
2 Eng	1/4	1 & 2 Eng	500- 1	700- 1
3 & 4 Eng		3 & 4 Eng	1/2	500- 1

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	1000-3

CHANGES: Lighting, landing distances.

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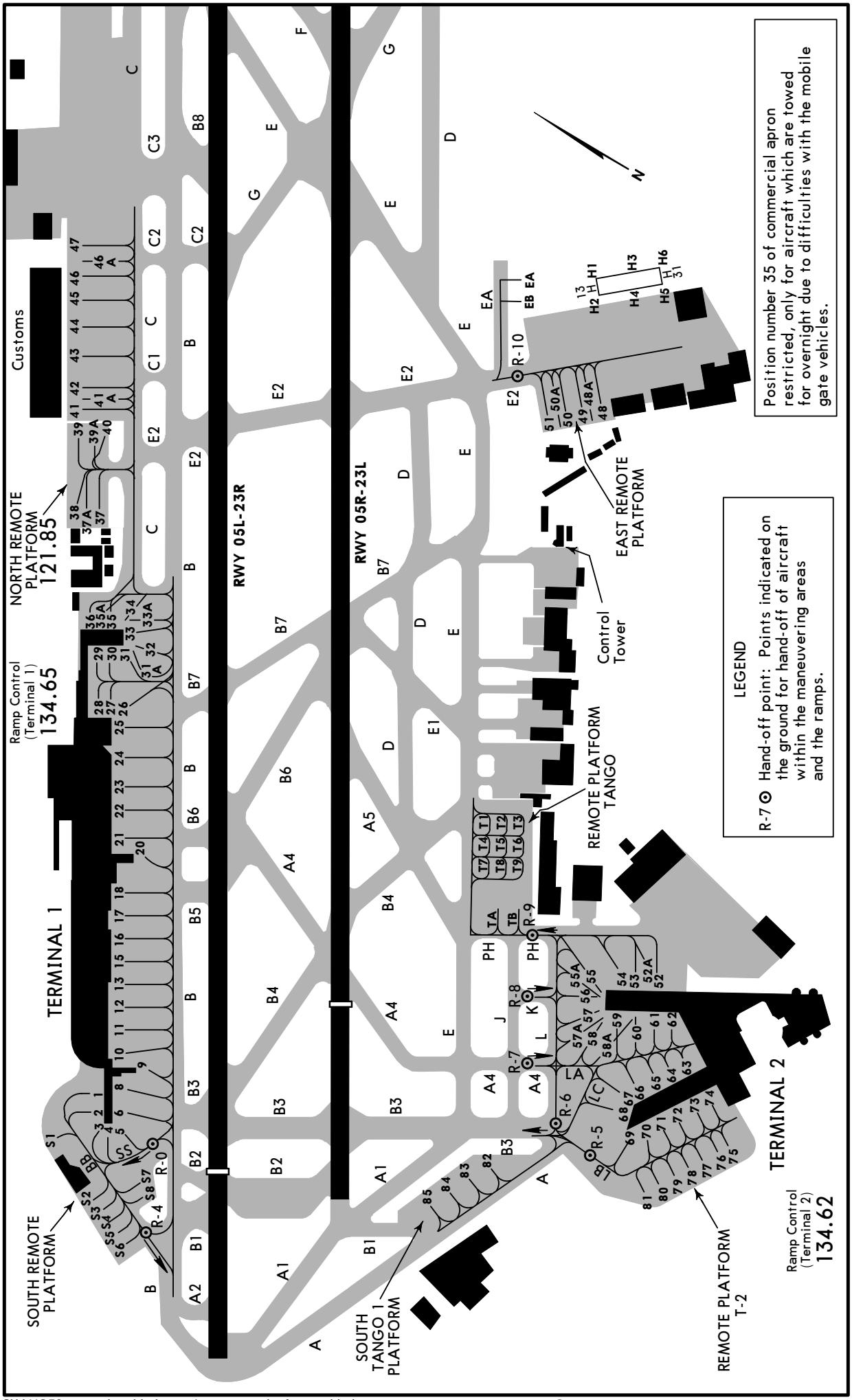
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MMMX/MEX

JEPPESEN

17 JUL 15 (10-9B) Eff 23 Jul

MEXICO CITY, MEXICO
BENITO JUAREZ INTL



CHANGES: Stands added, South Tango 1 Platform added.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Terminal 1	
1, 2, 3	N19 26.0 W099 05.2
4 thru 6, 8, 9	N19 25.9 W099 05.2
10 thru 13	N19 26.0 W099 05.1
15, 16	N19 26.0 W099 05.0
17, 18	N19 26.1 W099 05.0
20, 21, 22	N19 26.1 W099 04.9
23	N19 26.1 W099 04.8
24, 25	N19 26.2 W099 04.8
26, 27	N19 26.2 W099 04.7
28	N19 26.2 W099 04.8
29	N19 26.3 W099 04.7
30, 31, 31-A	N19 26.2 W099 04.7
32	N19 26.2 W099 04.7
33	N19 26.2 W099 04.6
33-A, 34, 35	N19 26.3 W099 04.6
35-A, 36	N19 26.3 W099 04.7
North Remote Platform	
37, 37-A, 38	N19 26.4 W099 04.5
39, 39-A, 40	N19 26.4 W099 04.4
Customs	
41, 41-A	N19 26.5 W099 04.4
42, 43, 44	N19 26.5 W099 04.3
45, 46	N19 26.5 W099 04.2
46-A, 47	N19 26.6 W099 04.2
East Remote Platform	
48, 48A, 49	N19 25.9 W099 04.0
50, 50-A	N19 25.9 W099 04.1
51	N19 26.0 W099 04.0
EA, EB	N19 26.0 W099 03.9
South Remote Platform	
S-1	N19 26.0 W099 05.3
S-2, S-3	N19 25.9 W099 05.3
S-4	N19 25.9 W099 05.4
S-5, S-6	N19 25.8 W099 05.4
S-7	N19 25.9 W099 05.3
S-8	N19 25.8 W099 05.3

GATE No.	COORDINATES
Terminal 2	
52, 52-A, 53	N19 25.4 W099 04.7
54 thru 58	N19 25.5 W099 04.7
58-A	N19 25.4 W099 04.8
59 thru 62	N19 25.4 W099 04.7
63	N19 25.3 W099 04.7
64, 65	N19 25.3 W099 04.8
66, 67	N19 25.4 W099 04.8
68	N19 25.4 W099 04.9
69	N19 25.3 W099 04.9
70 thru 74	N19 25.3 W099 04.8
75 thru 77	N19 25.2 W099 04.8
78 thru 81	N19 25.3 W099 04.9
South Tango 1 Platform	
82 thru 84	N19 25.5 W099 05.0
85	N19 25.5 W099 05.1
Heliport	
H1, H2	N19 25.9 W099 03.9
H3, H4, H5	N19 25.9 W099 03.8
H6	N19 25.9 W099 03.7
Remote Platform Tango	
T-1 thru T-6	N19 25.7 W099 04.6
T-7	N19 25.7 W099 04.7
T-8	N19 25.7 W099 04.6
T-9	N19 25.6 W099 04.6
TA, TB	N19 25.6 W099 04.7

CHANGES: Stands.

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MMMX/MEX
BENITO JUAREZ INTL

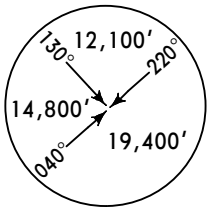
JEPPESEN 22 MAY 15 (11-1)

MEXICO CITY, MEXICO
RNAV (GPS) OR ILS Rwy 05R

BRIEFING STRIP ™

D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)	MEXICO Tower	Ground
127.65	129.6	121.2 Final 119.75	118.55 118.7	North 121.85 South 121.0 Southwest 122.8

LOC IMWX 109.1	Final Apch Crs 053°	GS PLAZA 8825′ (1509′)	ILS DA(H) 7600′ (284′)	Apt Elev 7316′
RNAV		Minimum Alt PLAZA 8800′ (1484′)	LNAV MDA(H) 7900′ (584′)	TDZE 7316′



MSA MEXØ1

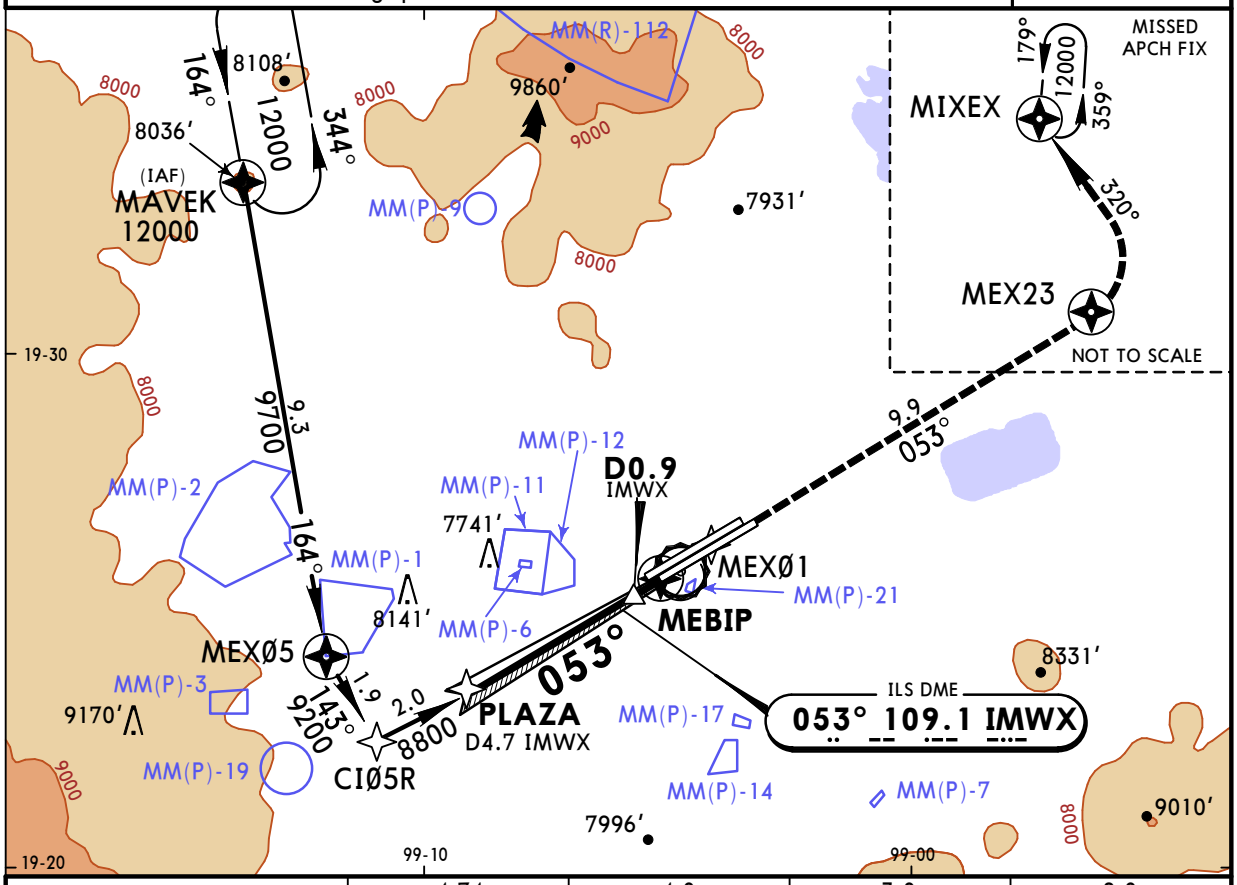
MISSED APCH: Climb outbound on track 053° to MEX23, turn LEFT to proceed inbound track 320° to MIXEX, join holding in accordance with ATC instructions.

MISSED APCH: Time to Turn from DA to D9.8 IMWX

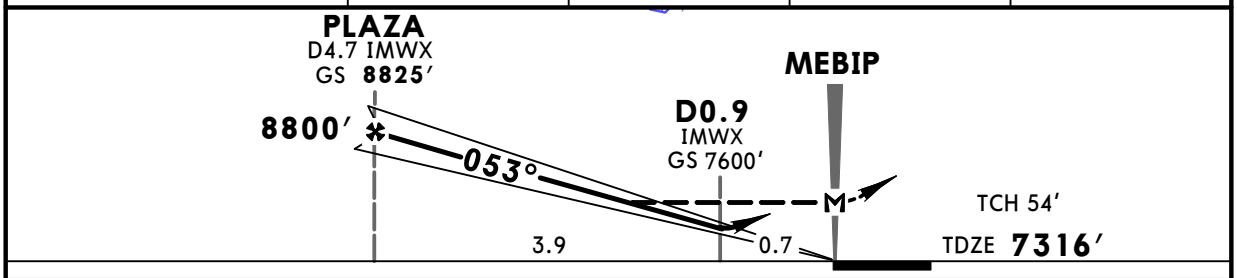
Gnd speed-Kts	80	100	120	140	160	180	200
Time	7:57	6:23	5:20	4:34	4:00	3:33	3:12

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. RADAR required. 2. GPS or DME/DME IRU required. 3. RNAV 1. 4. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 5. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed at MAVEK.



IMWX DME	4.74	4.0	3.0	2.0
ALTITUDE	8825′	8590′	8271′	7953′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MEBIP							
PLAZA to MAP	4.6	3:26	2:44	2:17	1:57	1:43	1:31

SALS
PAPI

on 053° MEX23

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 7600′ (284′) FULL	ILS DA(H) 7600′ (284′) ALS out	LOC (GS out) MDA(H) 7900′ (584′)	LOC (GS out) MDA(H) 7900′ (584′) ALS out	LNAV MDA(H) 7900′ (584′)	LNAV MDA(H) 7900′ (584′) ALS out
A/B	1/2	3/4	3/4	1	1	
C			1 1/4	1 1/2	1 1/2	
D			1 1/2	1 3/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′ (644′) - 1
140	7960′ (644′) - 1 3/4
165	7960′ (644′) - 2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (11-2)

MEXICO CITY, MEXICO
ILS DME Rwy 05R

BRIEFING STRIP ™

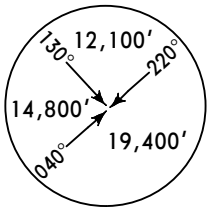
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower		Ground		
			Final			North	South	Southwest
127.65	129.6	121.2	119.75	118.55	118.7	121.85	121.0	122.8

LOC IMWX	Final Apch Crs	GS	ILS DA(H)	Apt Elev
109.1	053°	PLAZA 8825′ (1509′)	7600′ (284′)	7316′
				TDZE 7316′

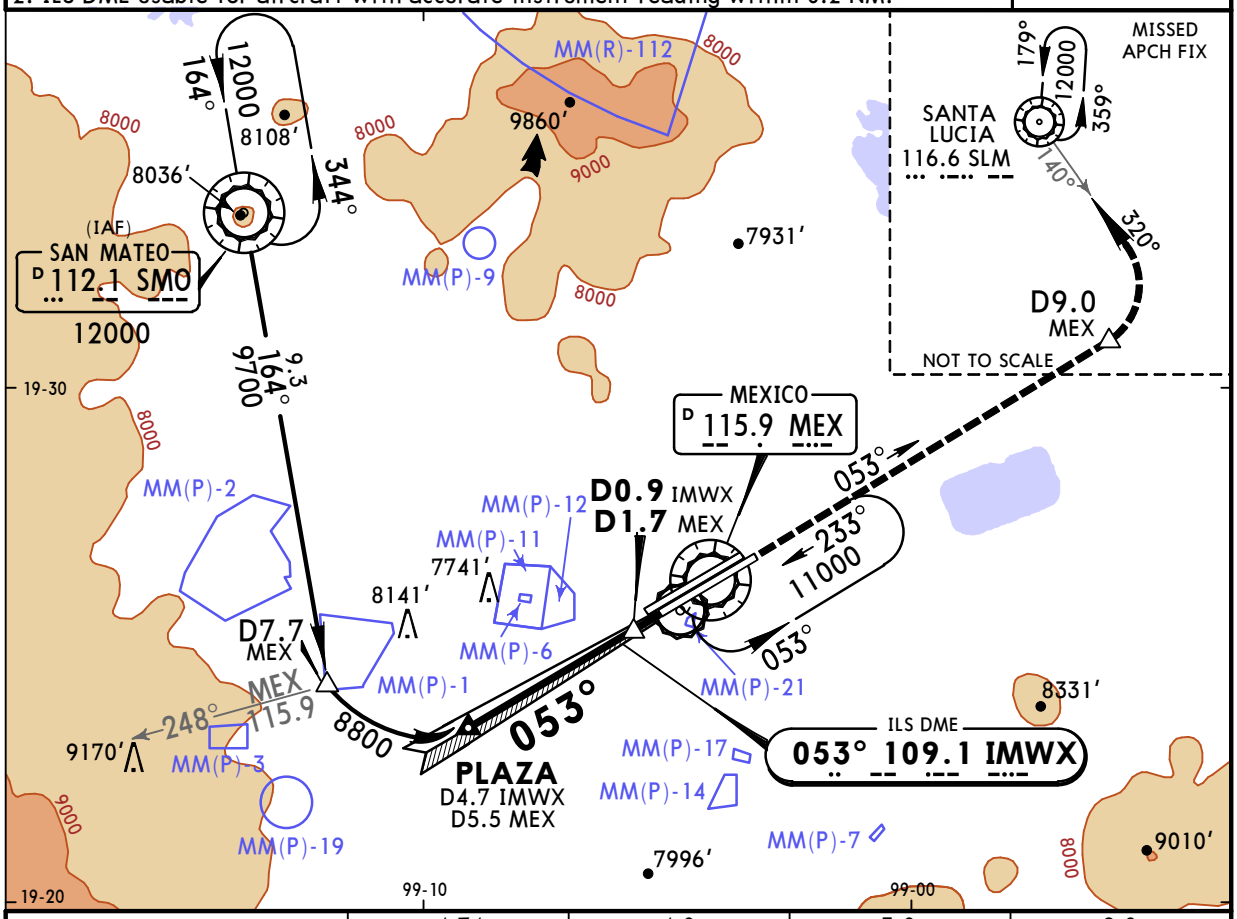
MISSED APCH: Climb outbound on MEX VOR R-053 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-140 to SLM VOR, join holding in accordance with ATC instructions.

MISSED APCH: Time to Turn from DA to D9.0 MEX							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	7:57	6:23	5:20	4:34	4:00	3:33	3:12

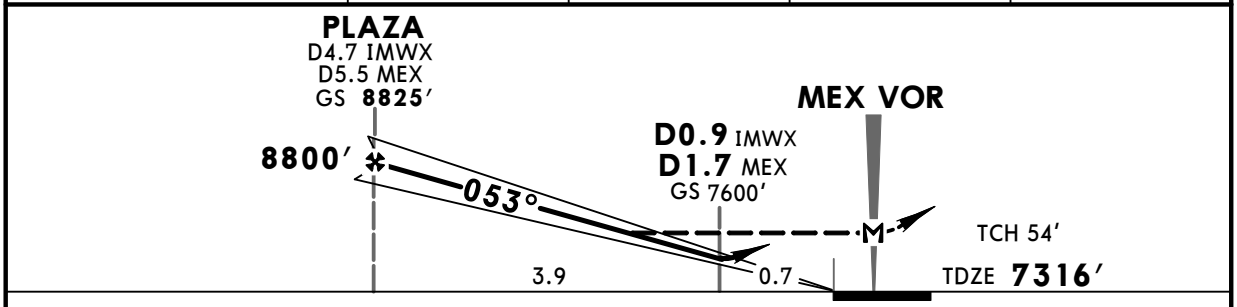
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′
1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from SMO VOR.
2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR



IMWX DME	4.74	4.0	3.0	2.0
ALTITUDE	8825′	8590′	8271′	7953′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MEX VOR							
PLAZA to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

SALS
PAPI

MEX on 115.9 R-053

D9.0 MEX

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 7600′ (284′)		LOC (GS out) MDA(H) 7900′ (584′)		CIRCLE-TO-LAND	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A/B	1/2	3/4	3/4	1	90/120	7960′ (644′) -1
C			1 1/4	1 1/2	140	7960′ (644′) -1 3/4
D			1 1/2	1 3/4	165	7960′ (644′) -2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (11-3)

MEXICO CITY, MEXICO
ILS DME-1 Rwy 23L

BRIEFING STRIP™

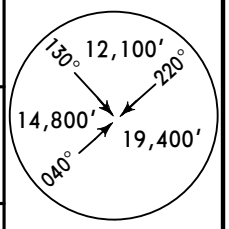
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower	Ground		
			Final		North	South	Southwest
127.65	129.6	121.2	119.75	118.55	121.85	121.0	122.8

LOC IMEX	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 7316′
109.7	233°	VASOS 8669′ (1353′)	7516′ (200′)	TDZE 7316′

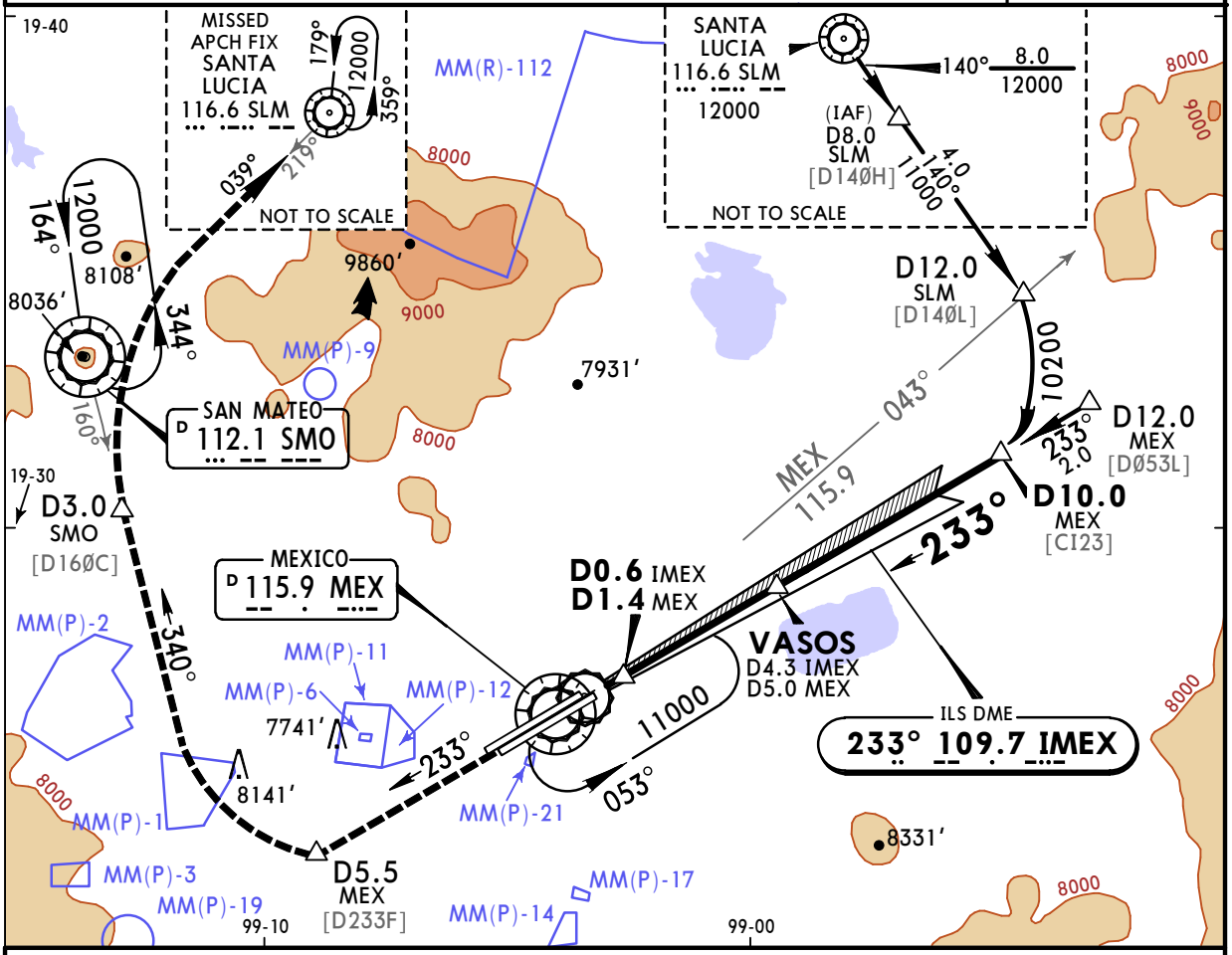
MISSED APCH: Climb outbound on MEX VOR R-233 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept inbound SLM VOR R-219 to SLM VOR, join holding in accordance with ATC instructions.

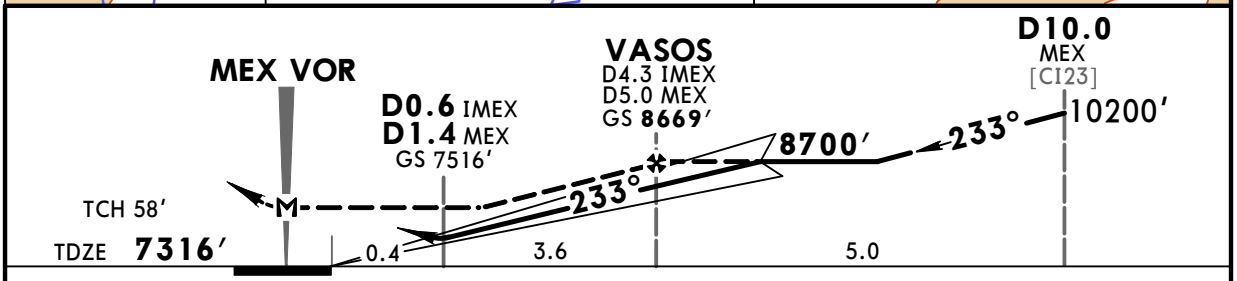
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at MEX VOR						

ALS PAPI

MEX on 115.9 R-233 — D5.5 MEX

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 7516′ (200′)		LOC (GS out) MDA(H) 7680′ (364′)	
	FULL	ALS out		ALS out
A/B	1/2	3/4	3/4	1
C				
D			1	1 1/4
ALL Non Skd	DA(H) 7566′ (250′) -1		1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′ (644′) -1
140	7960′ (644′) -1 3/4
165	7960′ (644′) -2

CHANGES: Ground control.

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BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (11-4)

MEXICO CITY, MEXICO
ILS DME-2 Rwy 23L

BRIEFING STRIP ™

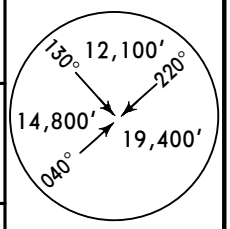
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower		Ground		
			Final			North	South	Southwest
127.65	129.6	121.2	119.75	118.55	118.7	121.85	121.0	122.8

LOC IMEX	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev / TDZE
109.7	233°	VASOS 8669′ (1353′)	7516′ (200′)	7316′ / 7316′

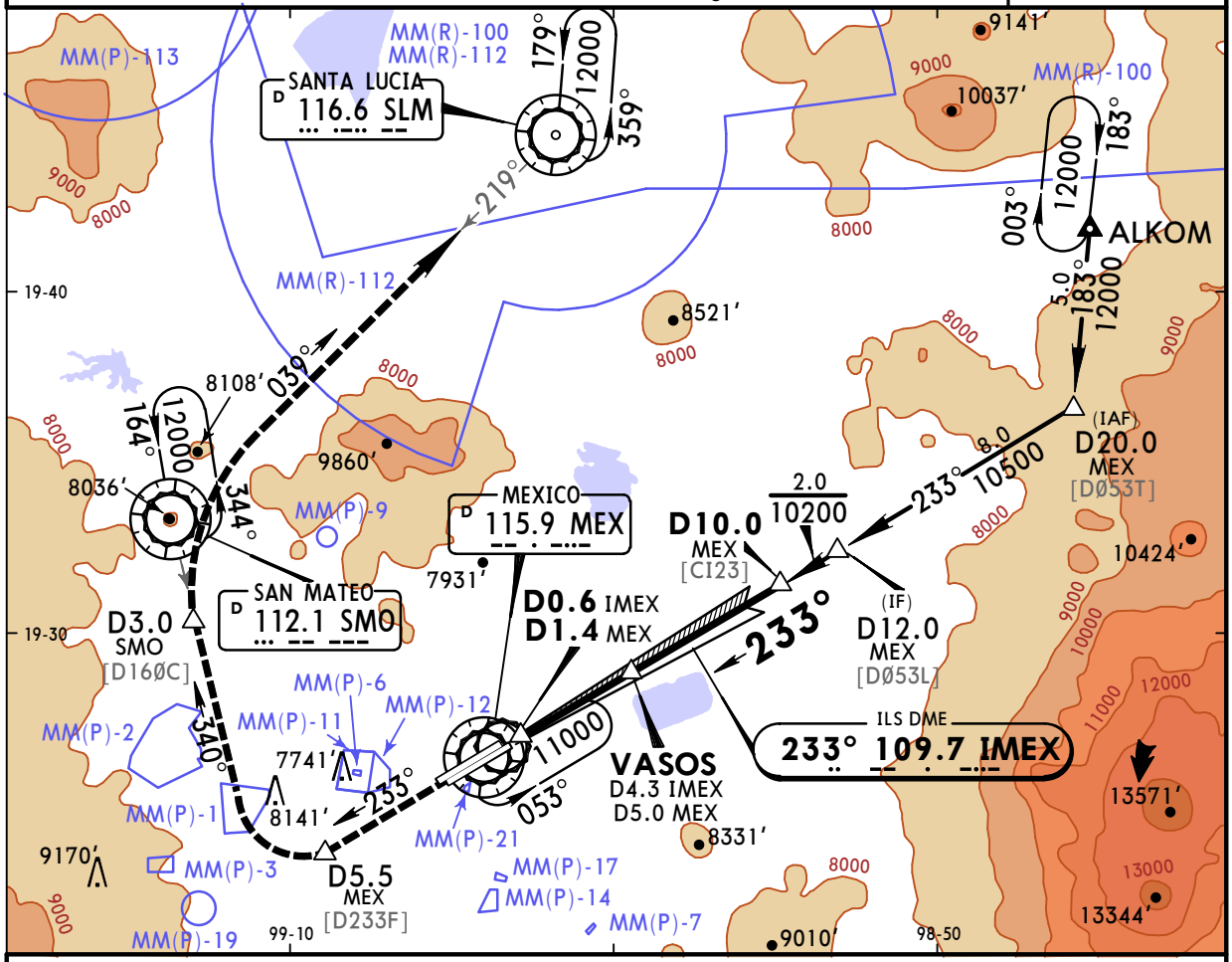
MISSED APCH: Climb outbound on MEX VOR R-233 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept inbound SLM VOR R-219 to SLM VOR, join holding in accordance with ATC instructions.

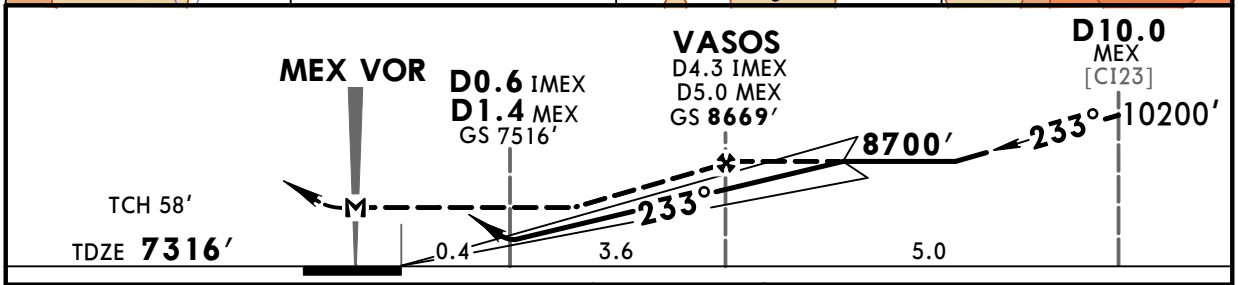
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at MEX VOR						

PAPI ALS

MEX on 115.9 R-233

D5.5 MEX

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 7516′ (200′)		LOC (GS out) MDA(H) 7680′ (364′)	
	FULL	ALS out		ALS out
A/B	1/2	3/4	3/4	1
C				
D			1	1 1/4
ALL Non Skd	DA(H) 7566′ (250′) -1		1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′ (644′) -1
140	7960′ (644′) -1 3/4
165	7960′ (644′) -2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
22 MAY 15 (13-1)

MEXICO CITY, MEXICO
VOR DME Rwy 05L/R

BRIEFING STRIP ™

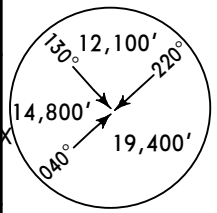
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower		Ground		
			Final			North	South	Southwest
127.65	129.6	121.2	119.75	118.55	118.7	121.85	121.0	122.8

VOR MEX	Final Apch Crs	Minimum Alt PLAZA	MDA(H)	Apt Elev
115.9	053°	8800′(1484′)	7900′(584′)	7316′

MISSED APCH: Climb outbound on MEX VOR R-053 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-140 to SLM VOR, join holding in accordance with ATC instructions.

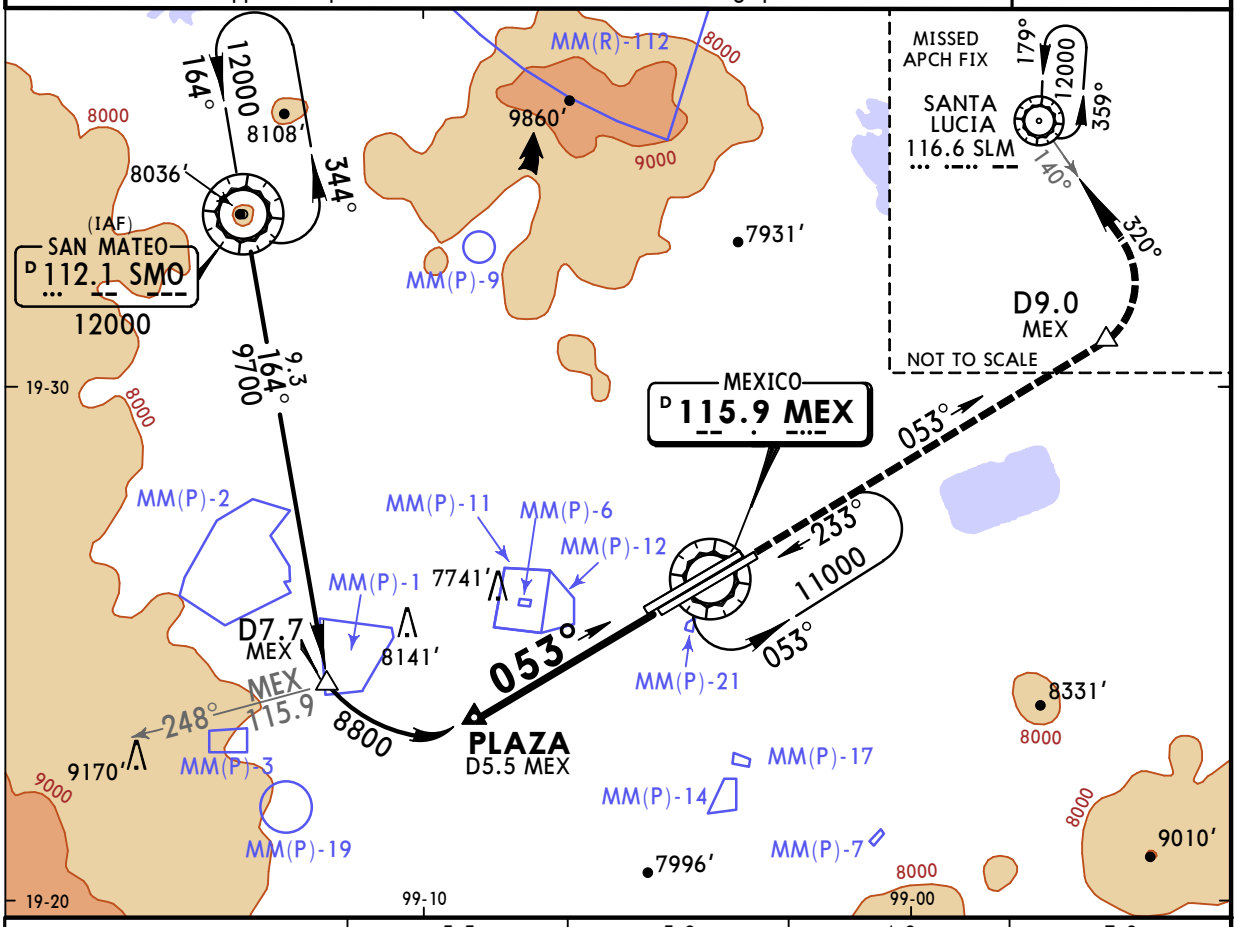
MISSED APCH: Max Distance Outbound Track D9.0 MEX

Gnd speed-Kts	80	100	120	140	160	180	200
Time	6:45	5:24	4:30	3:51	3:22	3:00	2:42

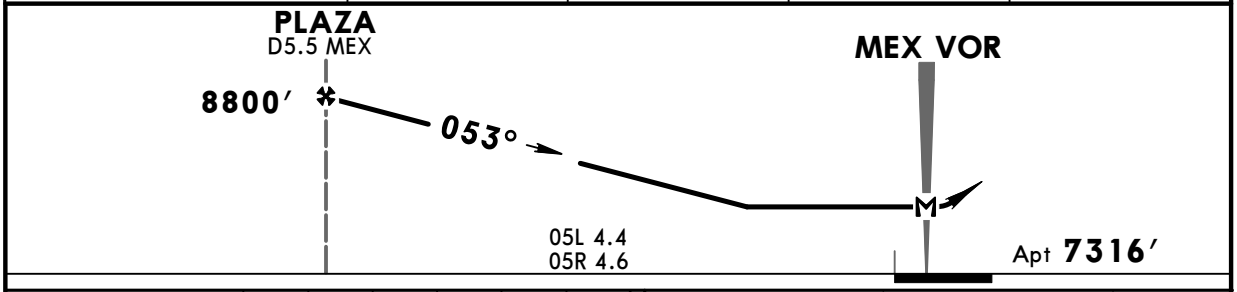


MSA MEX VOR

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′
1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from SMO VOR.



MEX DME	5.5	5.0	4.0	3.0
ALTITUDE	8825′	8666′	8348′	8029′



Gnd speed-Kts		70	90	100	120	140	160
MAP at MEX VOR							
PLAZA to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

Rwy 05L SALS, REIL, PAPI
Rwy 05R SALS, PAPI

MEX 115.9 R-053

D9.0 MEX

STRAIGHT-IN LANDING RWY 05L/R

MDA(H) 7900′(584′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′(644′) -1
120	
140	7960′(644′) -1¾
165	7960′(644′) -2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (13-2)

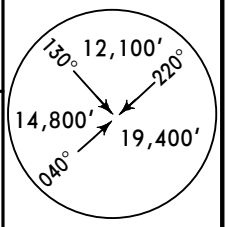
MEXICO CITY, MEXICO
VOR DME Rwy 23L/R

BRIEFING STRIP ™

D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower	Ground		
			Final		North	South	Southwest
127.65	129.6	121.2	119.75	118.55 118.7	121.85	121.0	122.8

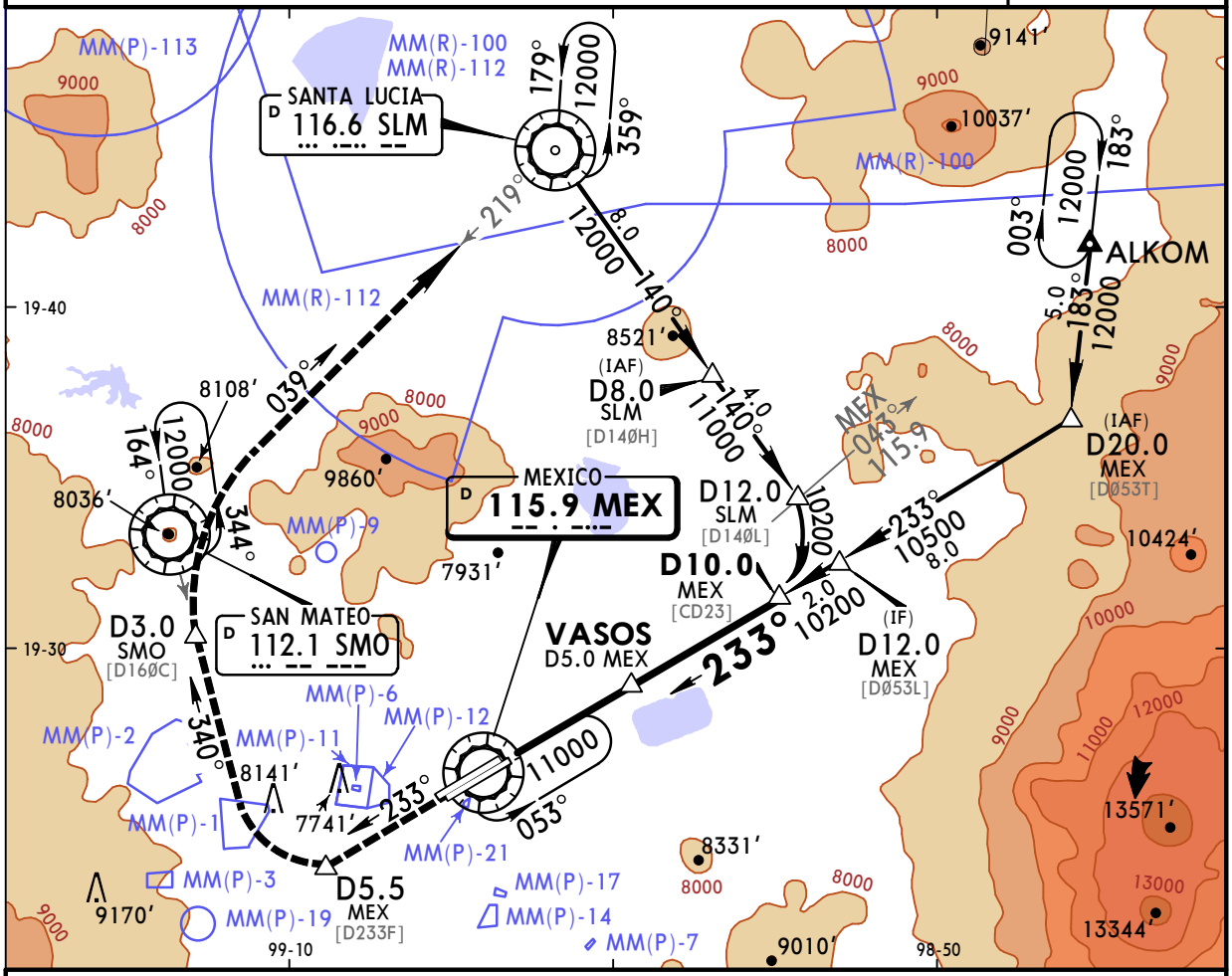
VOR MEX	Final Apch Crs	Minimum Alt VASOS	MDA(H)	Apt Elev
115.9	233°	8700′ (1384′)	7900′ (584′)	7316′

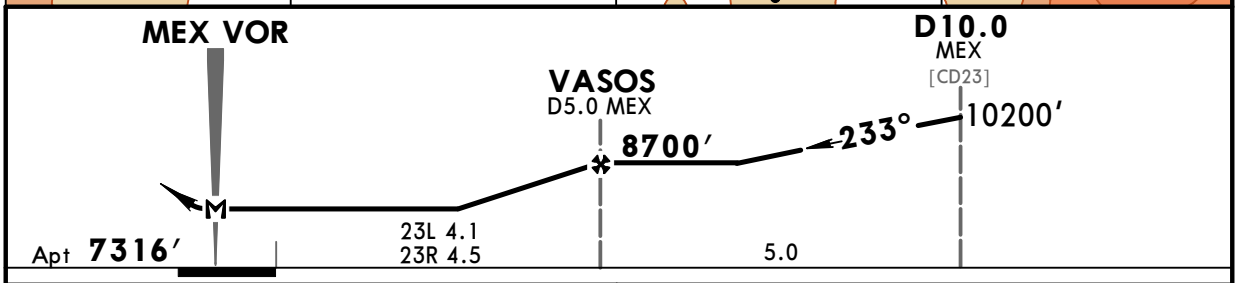
MISSED APCH: Climb outbound on MEX VOR R-233 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept SLM VOR R-219 to SLM VOR, join holding in accordance with ATC instructions.



MSA MEX VOR

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′





	Rwy 23L	Rwy 23R			
MAP at MEX VOR	ALS PAPI	SALS PAPI	on	MEX 115.9 R-233	D5.5 MEX

STRAIGHT-IN LANDING RWY 23L/R

MDA(H) 7900′ (584′)

	ALS out
A	1
B	1
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′ (644′) - 1
120	7960′ (644′) - 1
140	7960′ (644′) - 1¾
165	7960′ (644′) - 2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
22 MAY 15 (18-1)

MEXICO CITY, MEXICO
RADAR All Rwys

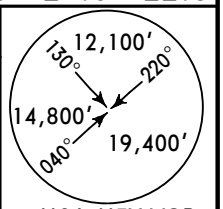
BRIEFING STRIP™

D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower	Ground		
			Final		North	South	Southwest
127.65	129.6	121.2	119.75	118.55 118.7	121.85	121.0	122.8

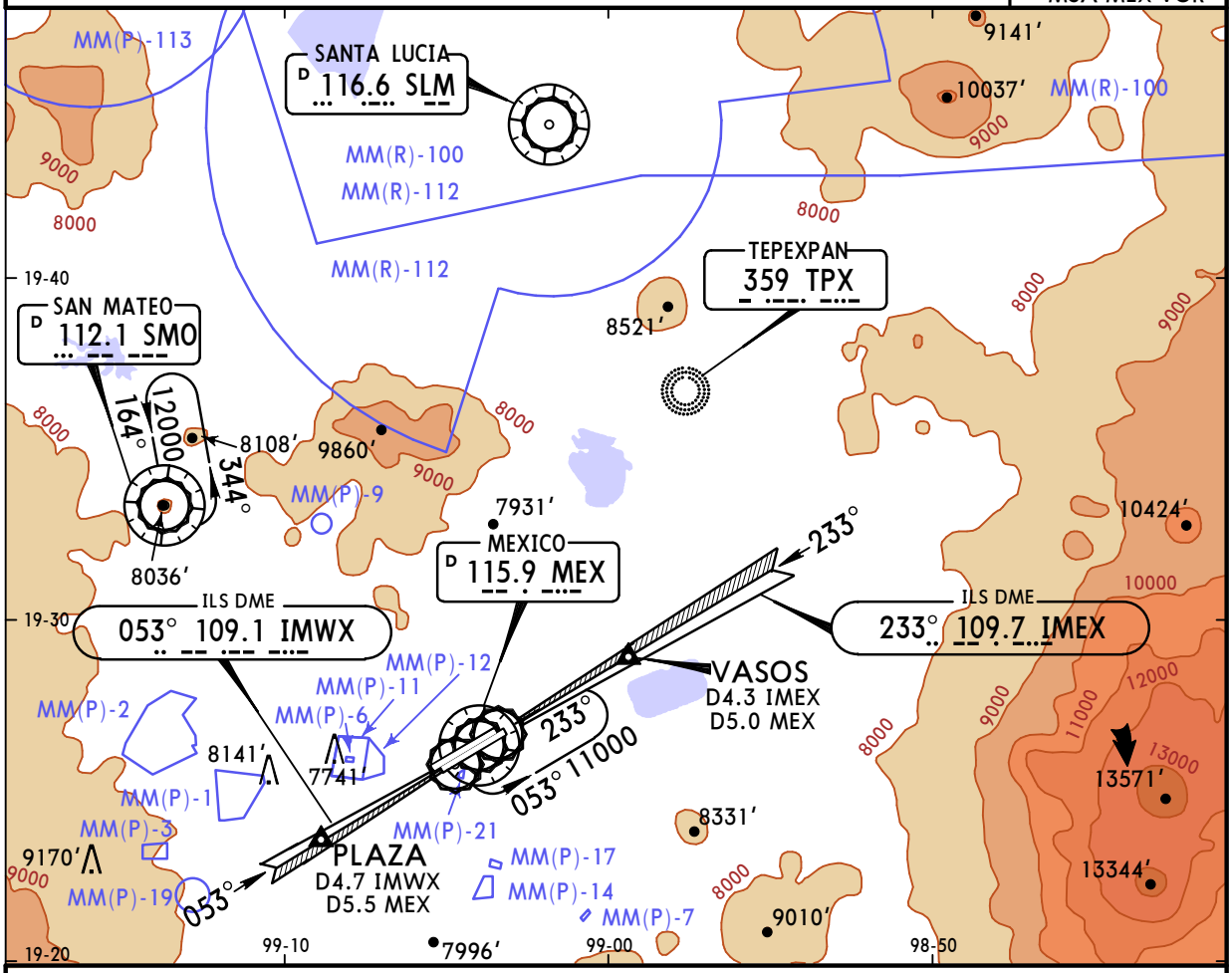
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 7316′

Missed Approach-See below

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′



MSA MEX VOR



MISSED APPROACH:

Runways 05L/R: Climb outbound on MEX VOR R-053 to D9.0 MEX, then turn LEFT and intercept inbound SLM VOR R-140 to SLM VOR, join holding in accordance with ATC instructions.

Runways 23L/R: Climb on MEX VOR R-233 to D5.5 MEX, then turn RIGHT and intercept R-160 to D3.0 SMO, then turn RIGHT and intercept SLM VOR R-219 to join holding in accordance with ATC instructions.

LOST COMMUNICATIONS: If transmission has not been received for more than 1 minute during vectors to final approach or for more than 30 seconds on final approach complete a visual approach. If a visual approach is not possible, proceed direct to MEX VOR at last assigned altitude or climb to 11000′, establish yourself in the holding pattern at MEX VOR and try communicating with ATC, using other frequencies if necessary.

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ASR 05L MDA(H) 7900′(584′) ALS out	ASR 05R MDA(H) 7900′(584′) ALS out	ASR 23L MDA(H) 7900′(584′) ALS out	ASR 23R MDA(H) 7900′(584′) ALS out	Max Kts	MDA(H)
A	1	1	1	1	90	7960′(644′) -1
B					120	
C	1½	1½	1½	1½	140	7960′(644′) -1¾
D	1¾	1¾	1¾	1¾	165	7960′(644′) -2

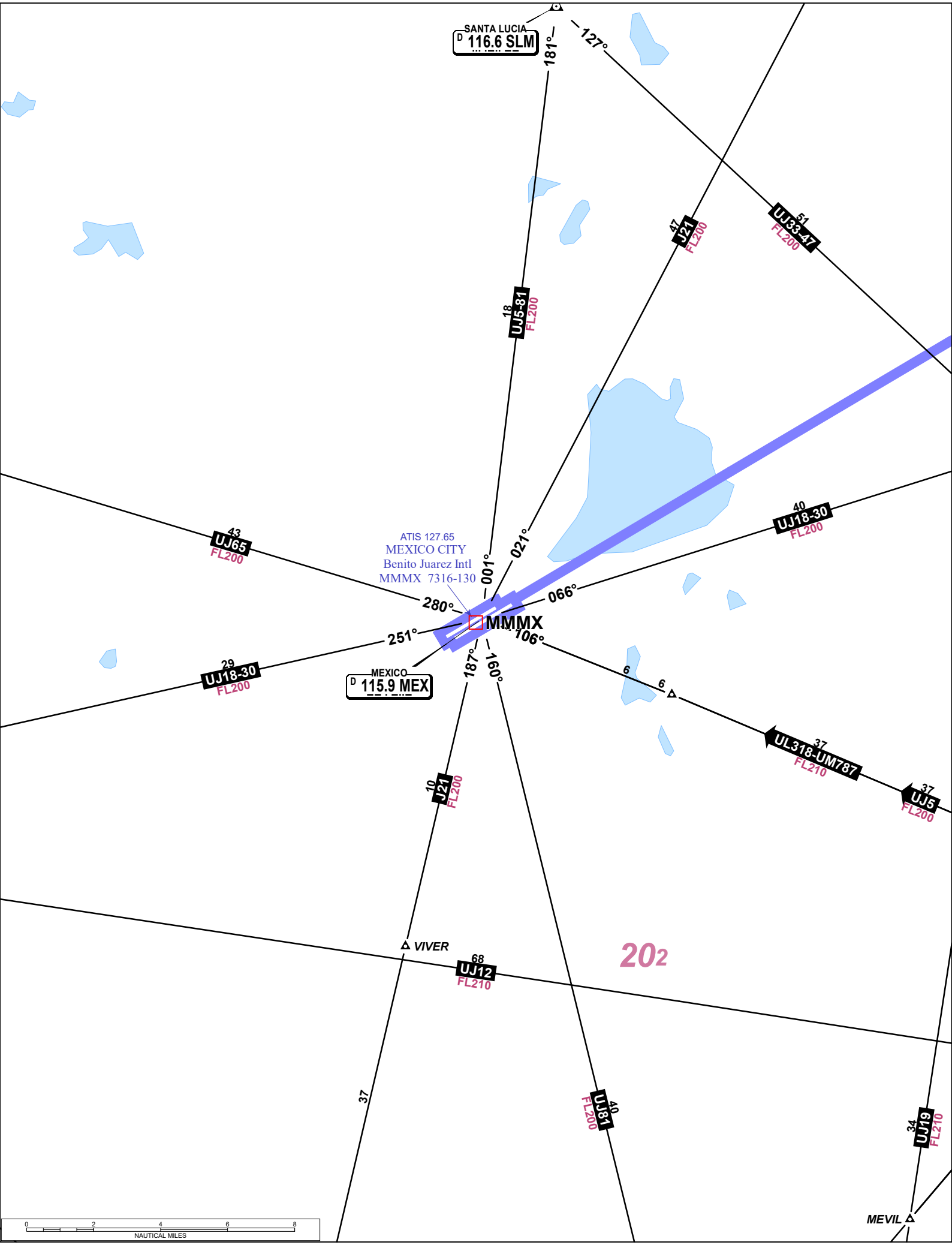
CHANGES: Ground control.

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DEPARTURE (MMMX -> MMMY): MMMX (Benito Juarez Intl)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

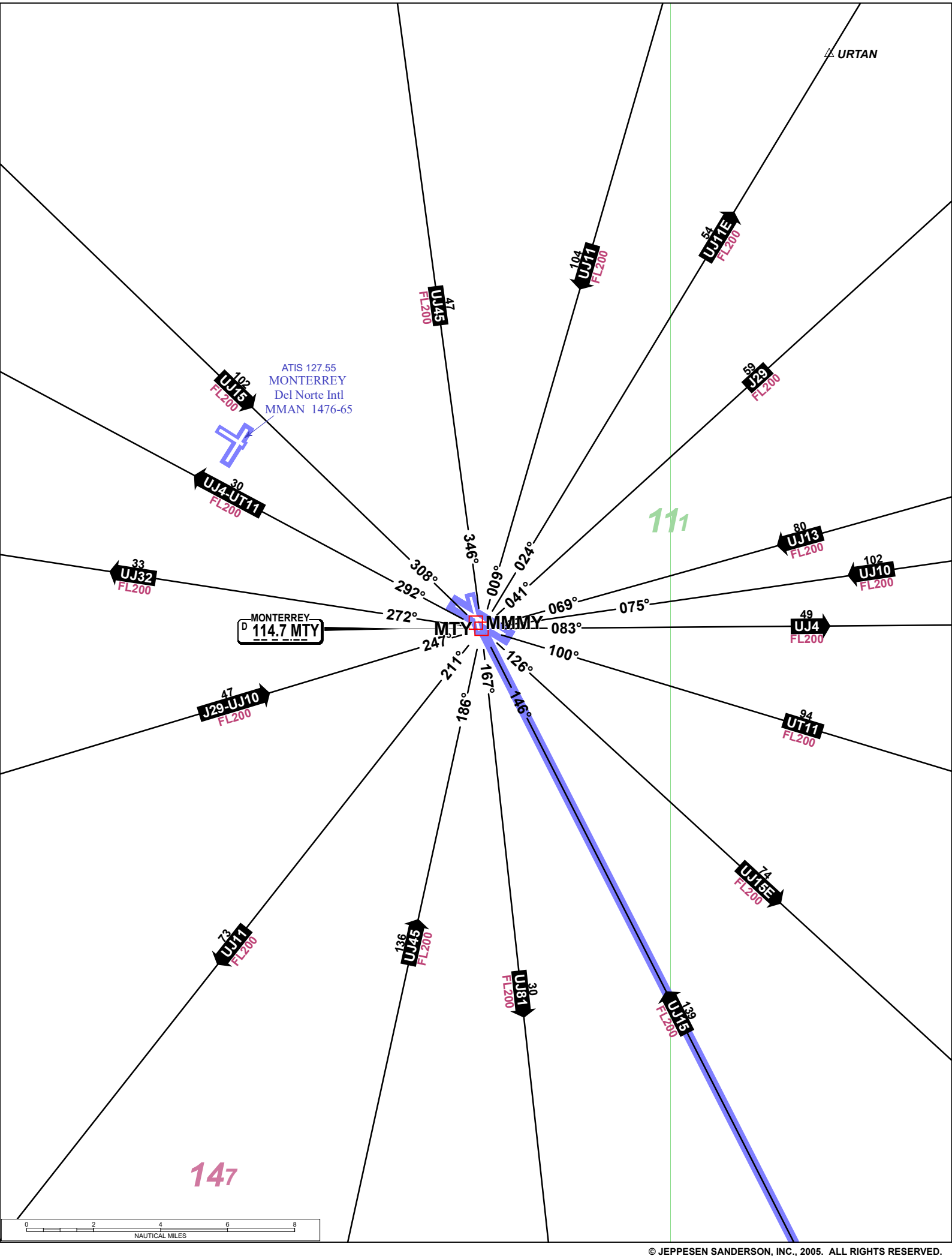
JEPPESEN
JeppView 3.6.2.0



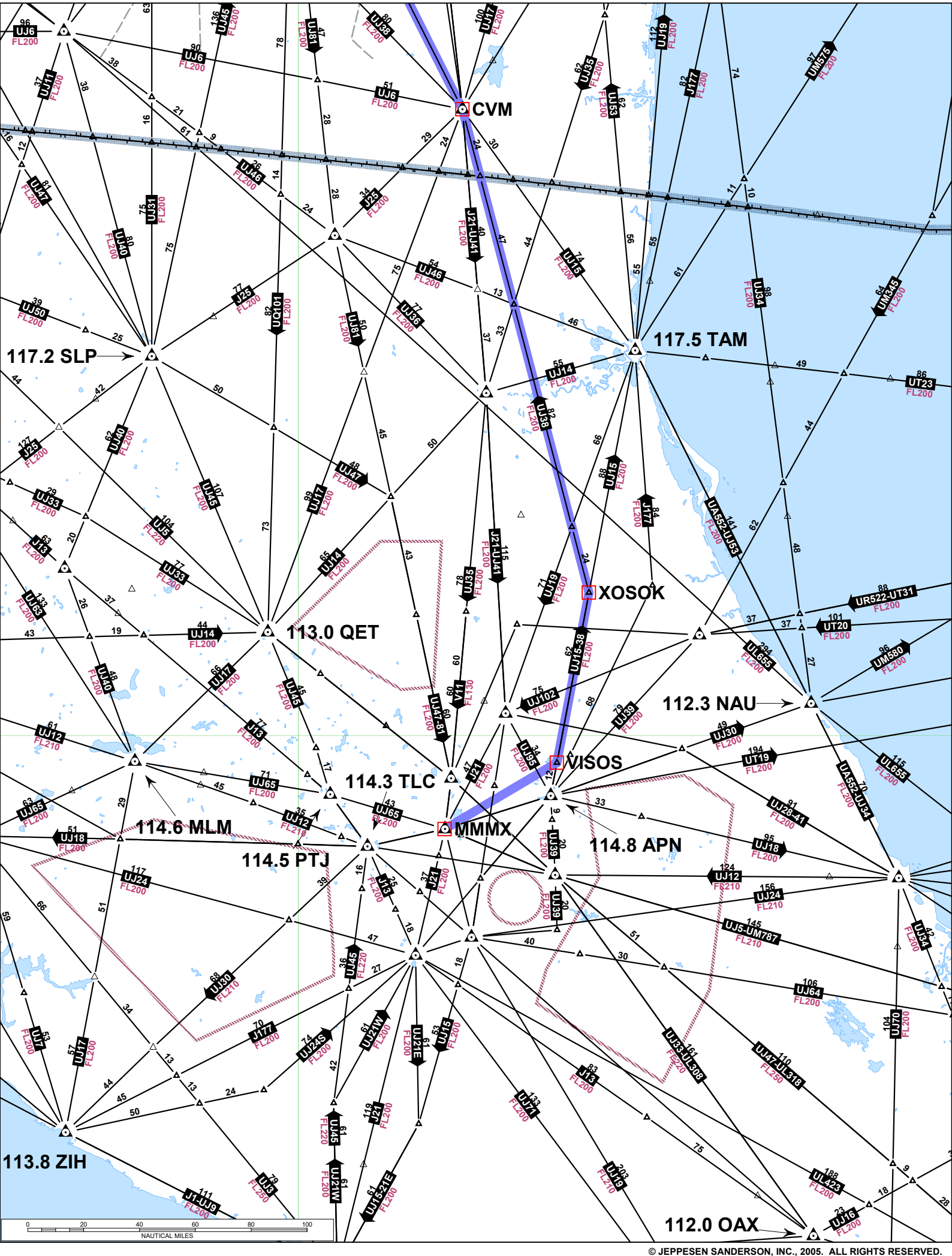
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DESTINATION (MMMX -> MMMY): MMMY (Gen Mariano Escobedo Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

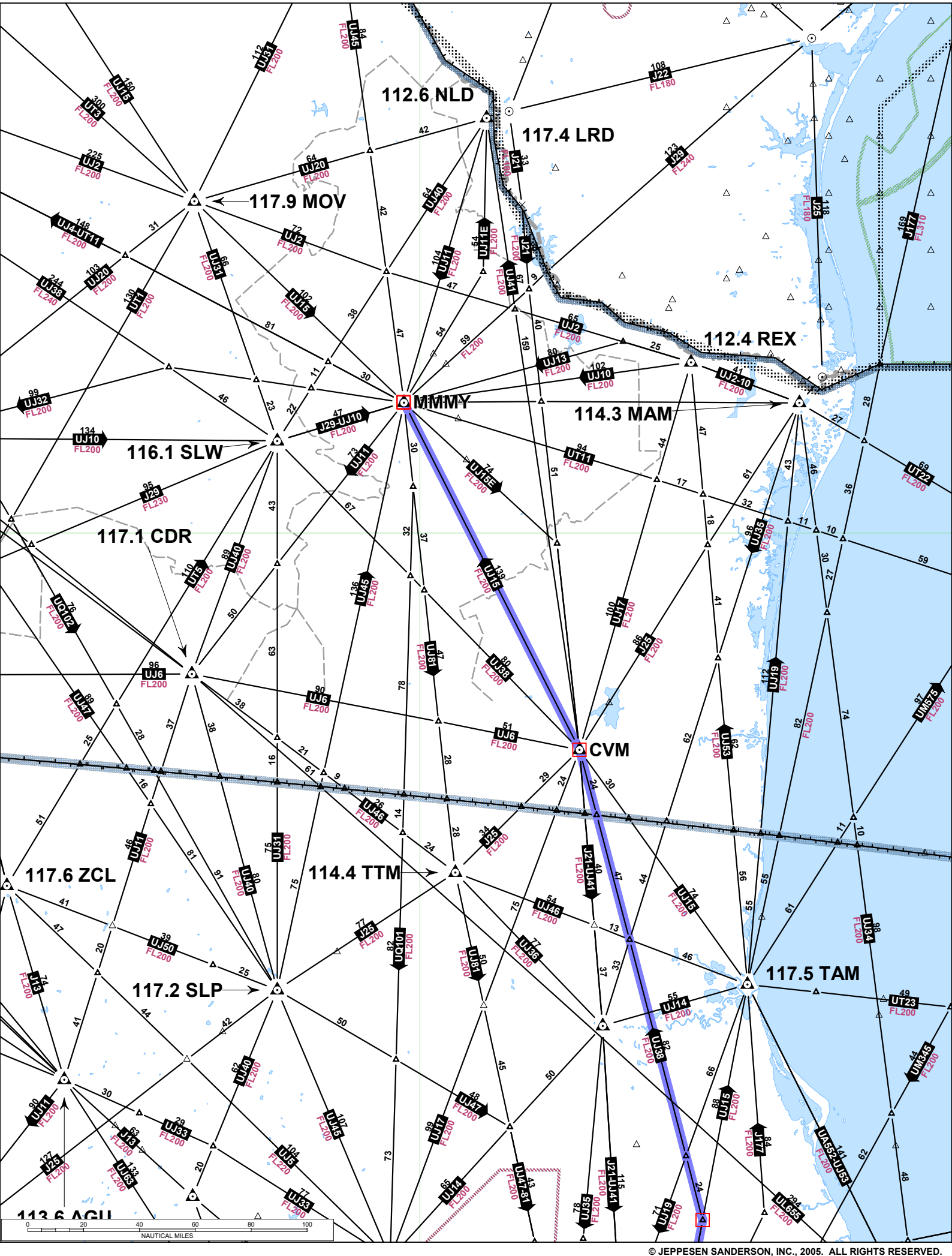
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JeppView 3.6.2.0



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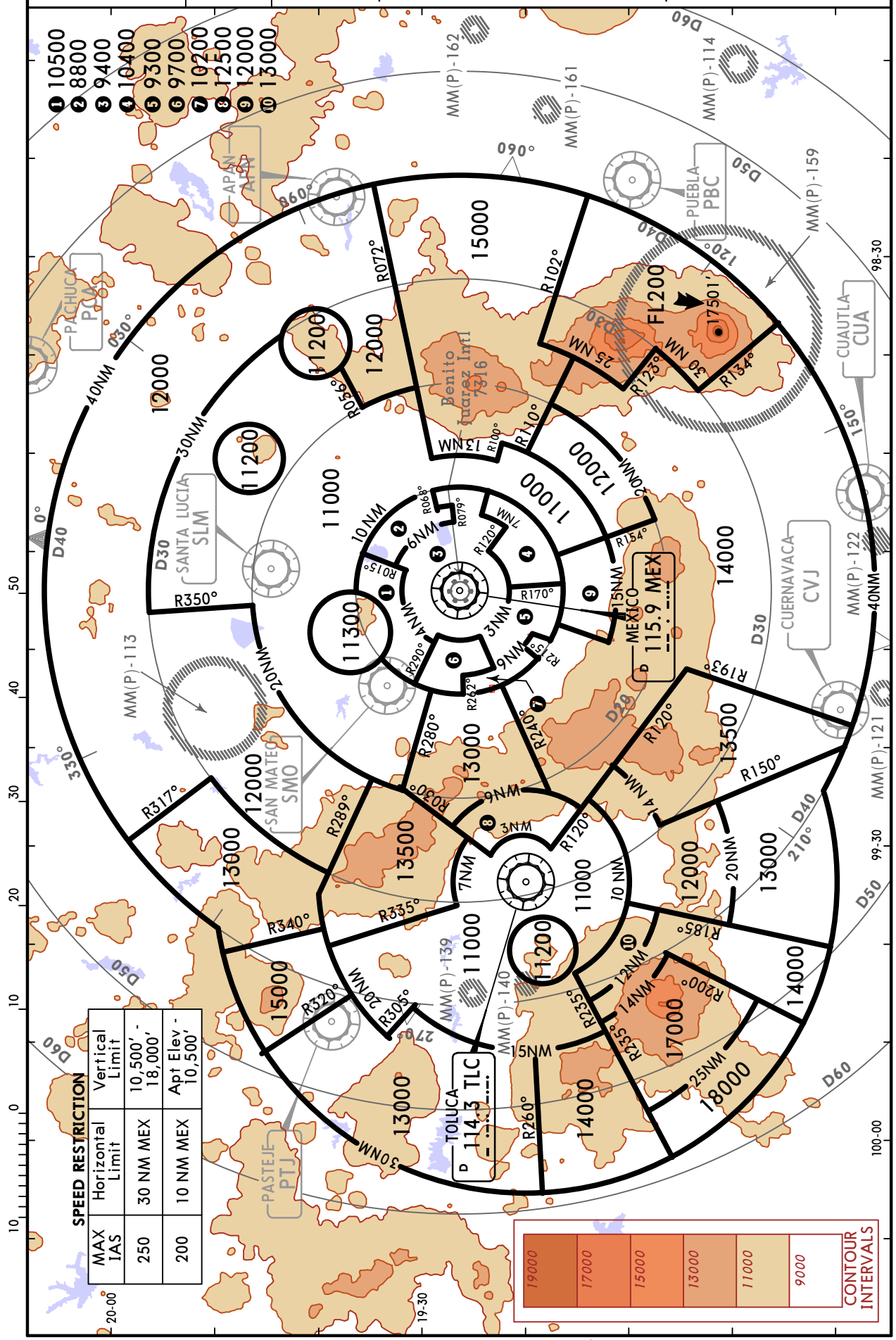
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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN
27 FEB 15
Eff 5 Mar
10-1R

MEXICO CITY, MEXICO
RADAR MINIMUM ALTITUDES

MEXICO Terminal (R)	Apt Elev	Alt Set: MB (IN on req) Trans level: FL 195 Trans alt: 18500'
129.6	7316′	1. These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures (vectors) are applied, without affecting routes and procedures with lower minimums. 2. Numerous prohibited areas within 15 NM of airport.



CHANGES: Navaid naming convention.

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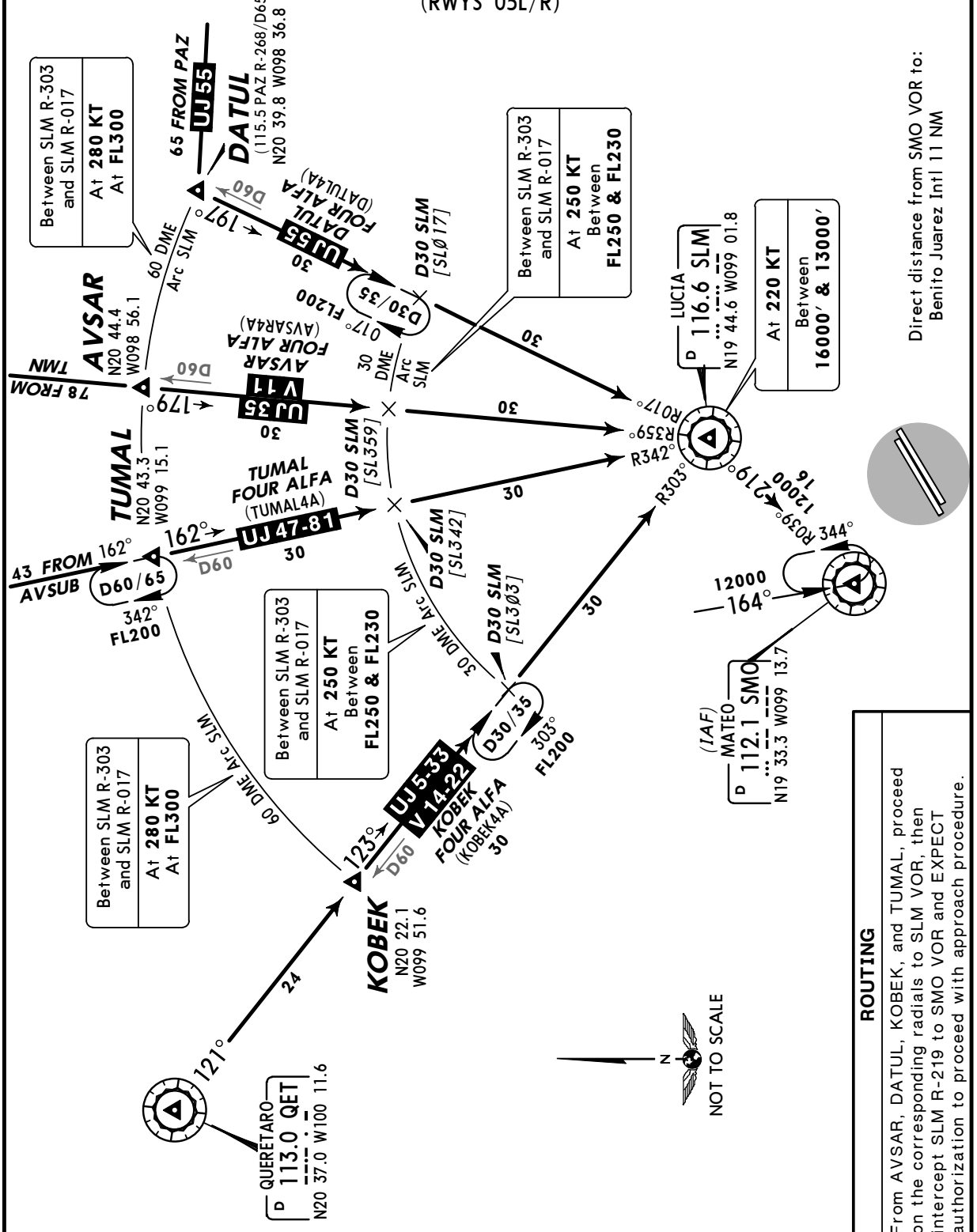
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500′
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

AVSAR FOUR ALFA (AVSAR4A) *[AVSA4A]*,
DATUL FOUR ALFA (DATUL4A) *[DATU4A]*,
KOBEK FOUR ALFA (KOBEK4A) *[KOBE4A]*,
TUMAL FOUR ALFA (TUMAL4A) *[TUMA4A]*
ARRIVALS
(RWYS 05L/R)



ROUTING

From AVSAR, DATUL, KOBEK, and TUMAL, proceed on the corresponding radials to SLM VOR, then intercept SLM R-219 to SMO VOR and EXPECT authorization to proceed with approach procedure.

CHANGES: Procedures renumbered.

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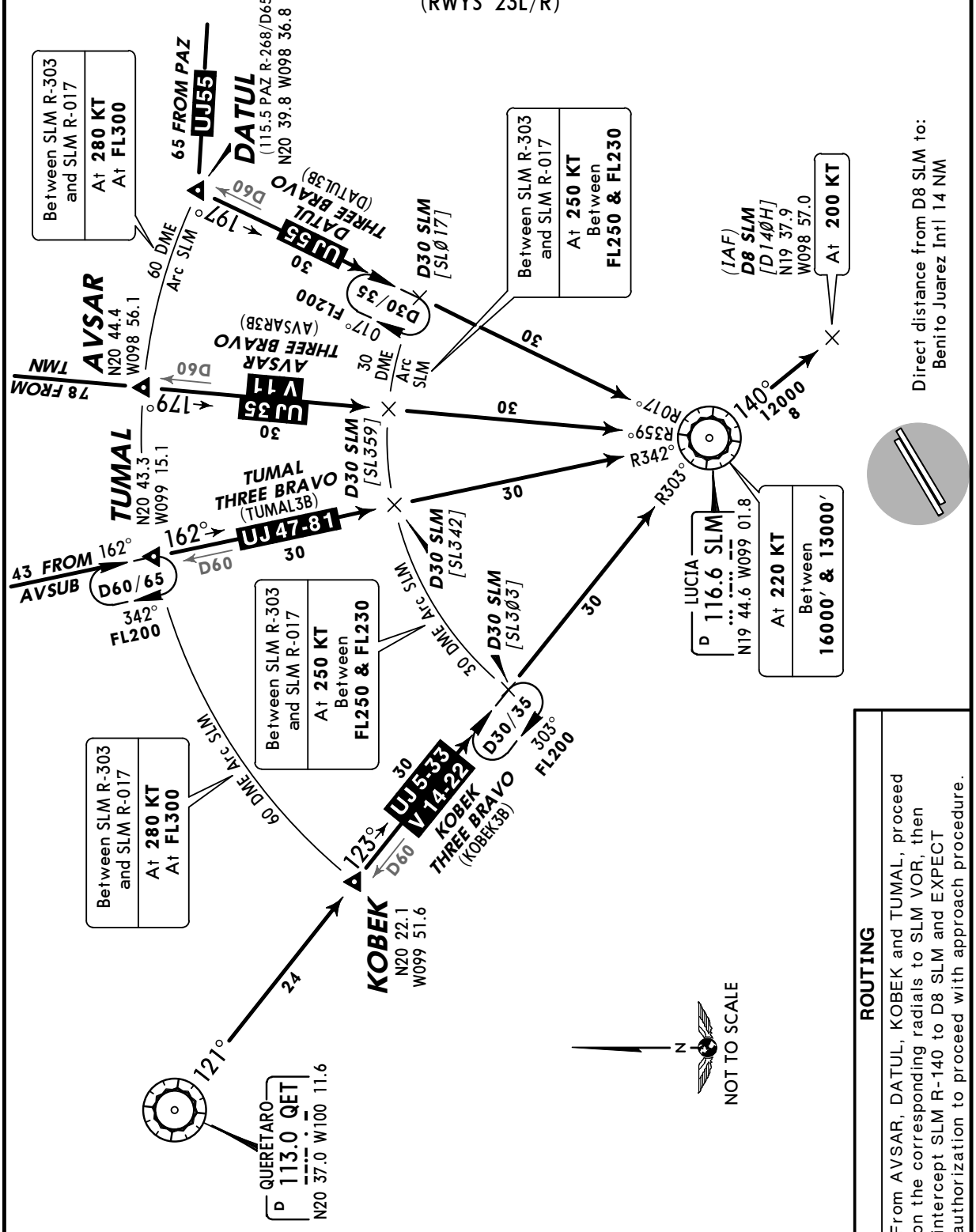
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500′
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

AVSAR THREE BRAVO (AVSAR3B) [AVSA3B],
DATUL THREE BRAVO (DATUL3B) [DATU3B],
KOBEK THREE BRAVO (KOBEK3B) [KOBE3B],
TUMAL THREE BRAVO (TUMAL3B) [TUMA3B]
ARRIVALS
(RWYS 23L/R)



ROUTING

From AVSAR, DATUL, KOBEK and TUMAL, proceed on the corresponding radials to SLM VOR, then intercept SLM R-140 to D8 SLM and EXPECT authorization to proceed with approach procedure.

CHANGES: None.

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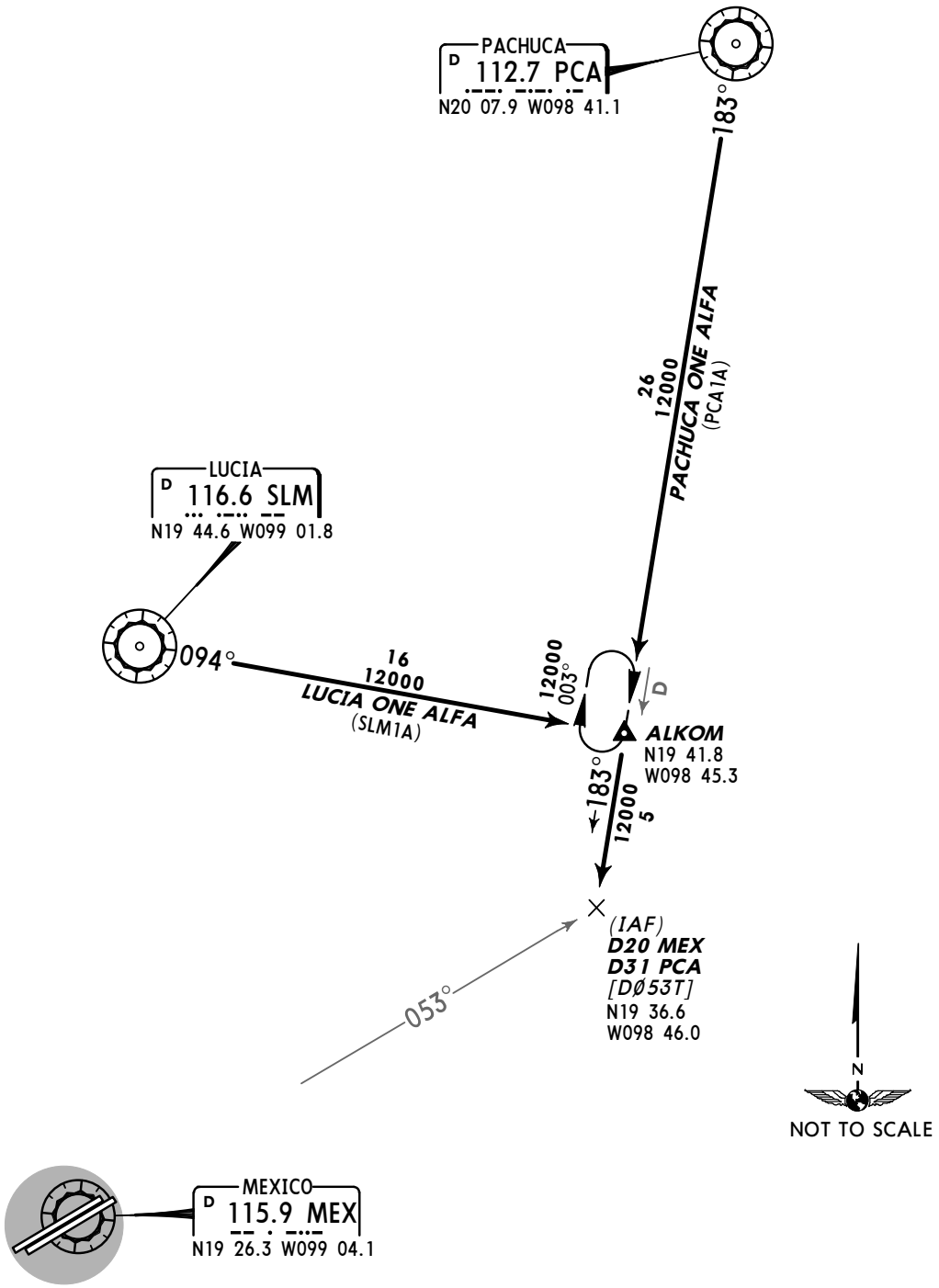
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req)
Trans level: FL195 Trans alt: 18500′
1. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
2. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

LUCIA ONE ALFA (SLM1A), PACHUCA ONE ALFA (PCA1A) ARRIVALS
(RWYS 23L/R)



STAR	ROUTING	ALTITUDE
LUCIA ONE ALFA	From SLM VOR on SLM R-094 to ALKOM, turn RIGHT to intercept PCA R-183 to D31 PCA and wait for ATC instructions to continue with the approach procedure.	MAINTAIN 12000′
PACHUCA ONE ALFA	From PCA VOR on PCA R-183 to D31 PCA and wait for ATC instructions to continue with the approach procedure.	

CHANGES: None.

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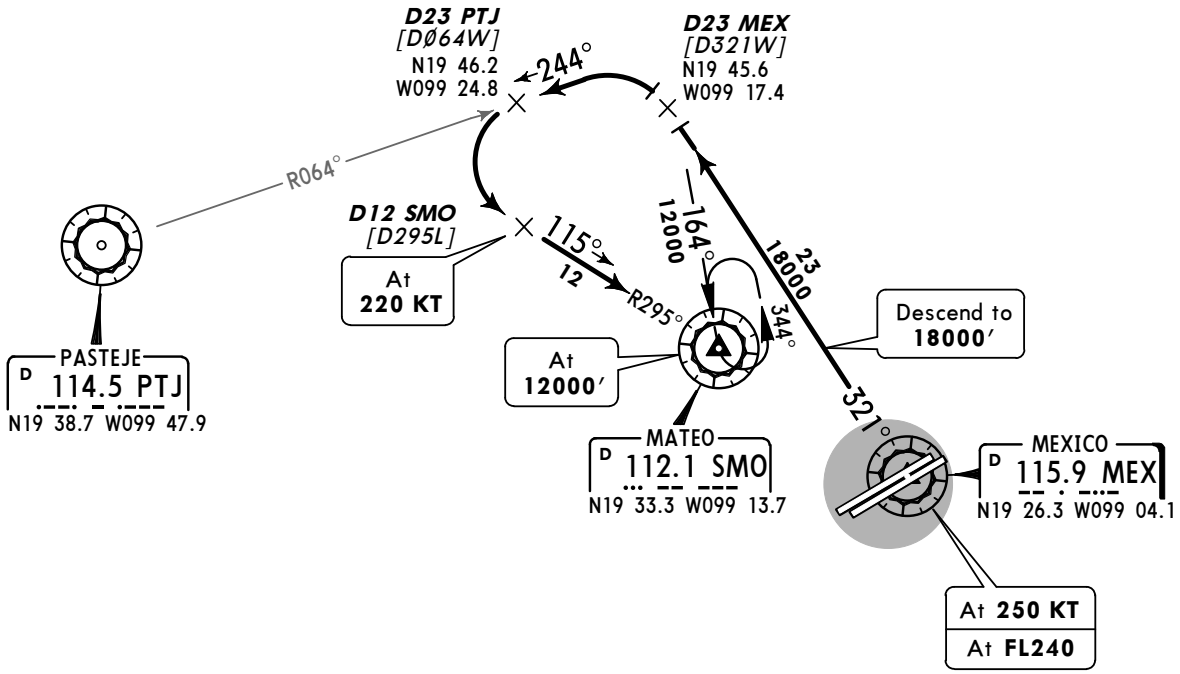
MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 27 FEB 15 (10-2C) Eff 5 Mar

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′
127.65	7316′	

MEXICO FIVE ALFA (MEX5A) ARRIVAL
(RWYS 05L/R)



Direct distance from SMO VOR to:
Benito Juarez Intl 11 NM



NOT TO SCALE

ROUTING

From MEX VOR on MEX R-321 to D23 MEX descending to 18000′. Turn LEFT and intercept PTJ R-064 to D23 PTJ then turn LEFT and intercept SMO R-295 to SMO VOR. EXPECT authorization to proceed with approach procedure.

CHANGES: Procedure renumbered.

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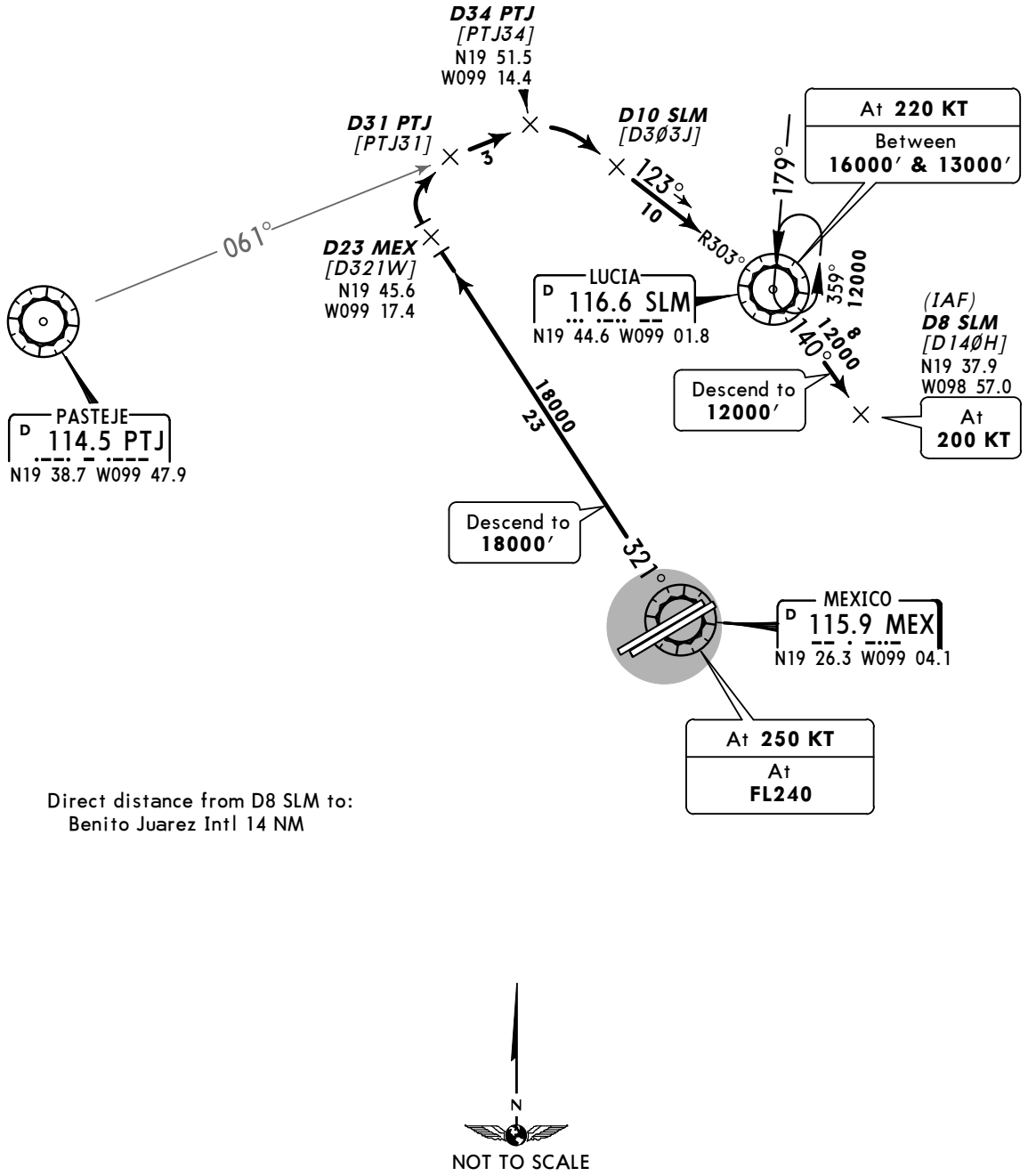
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BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev	Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′
127.65	7316′	

MEXICO THREE BRAVO (MEX3B) ARRIVAL
(RWYS 23L/R)



ROUTING

From MEX VOR on MEX R-321 to D23 MEX descending to 18000′. Turn RIGHT to intercept PTJ R-061 to D34 PTJ. Turn RIGHT to intercept SLM R-303 to SLM VOR. Follow SLM R-140 to D8 SLM and descend to 12000′ and EXPECT authorization to proceed with approach procedure.

CHANGES: None.

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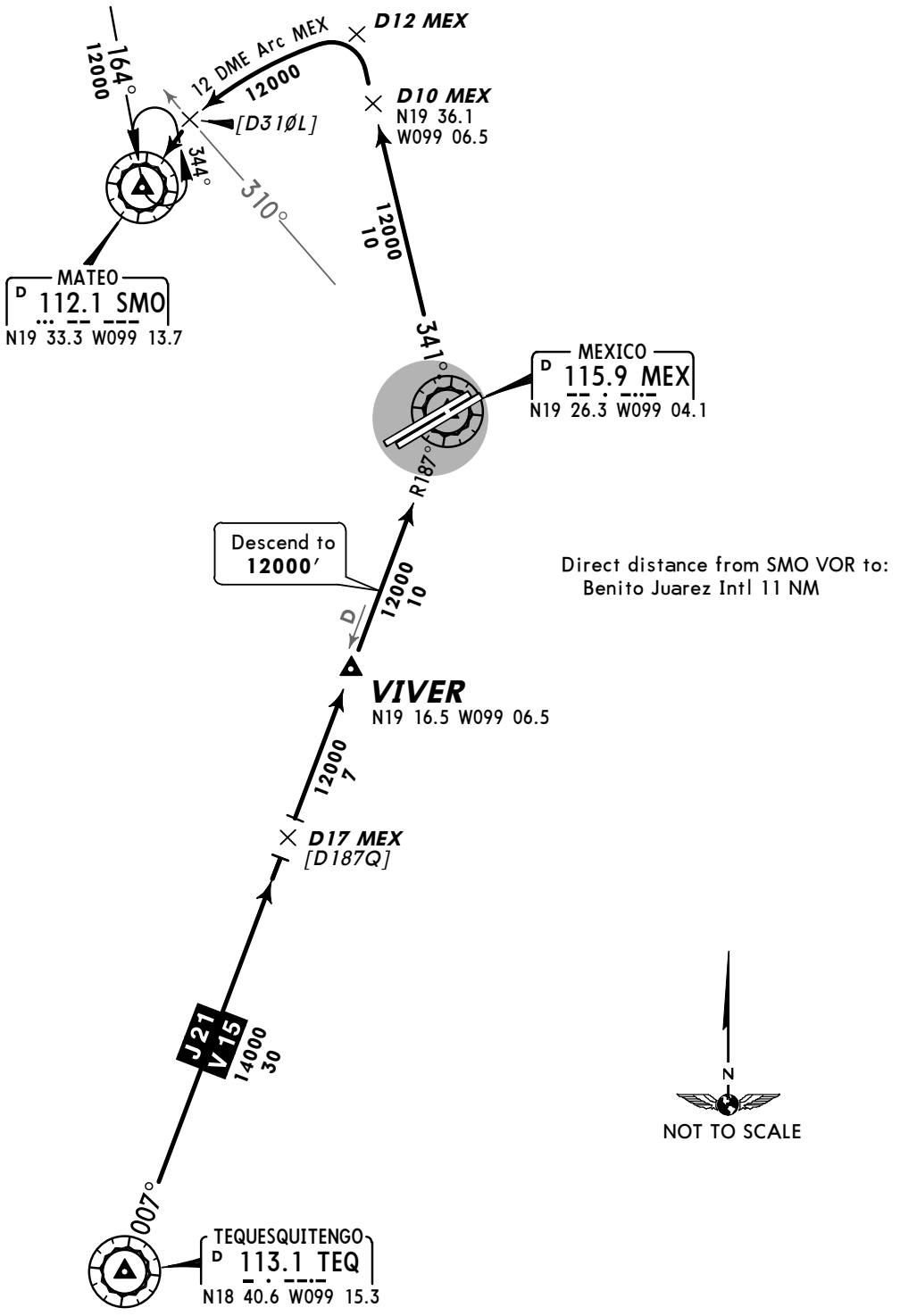
MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
STAR

D-ATIS	Apt Elev
127.65	7316′

Alt Set: IN (MB on req) Trans level: FL195 Trans alt: 18500′
1. This procedure is for turboprop operations only.
2. These arrival instructions can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.
3. If due to aircraft performance your aircraft cannot adjust to the speed and/or altitude restrictions, please inform ATC as soon as possible so that the proper aircraft separation can be maintained.

VIVER SIX (VIVER6) ARRIVAL
(RWYS 05L/R)



ROUTING

From VIVER proceed on MEX R-187 descending to 12000′ to MEX VOR. Turn LEFT to intercept MEX R-341 to D10 MEX, turn LEFT and proceed on the 12 DME Arc MEX to SMO VOR and EXPECT authorization to proceed with approach procedure.

CHANGES: Chart reissued.

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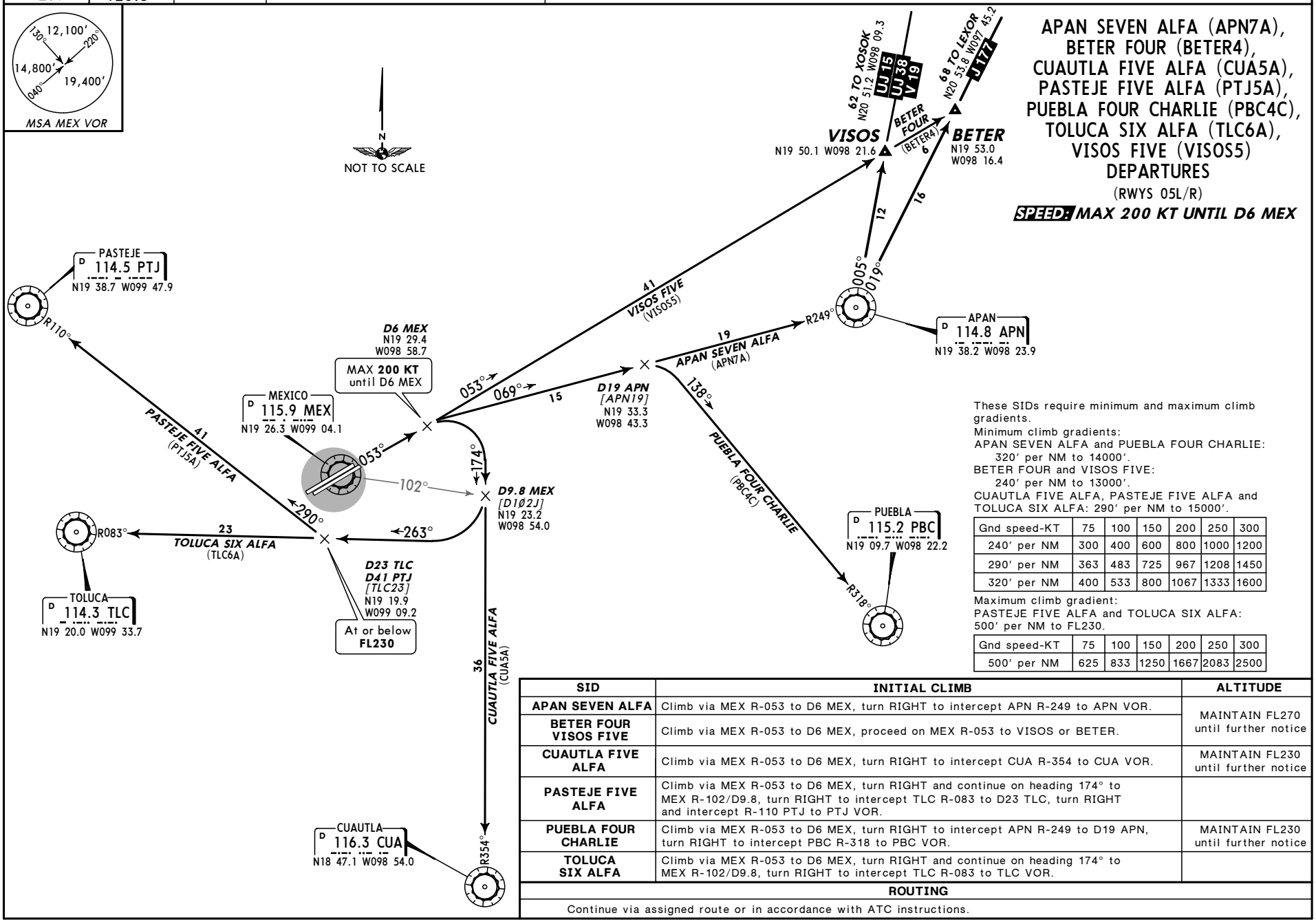
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MMMX/MEX
BENITO JUAREZ INTL

MEXICO CITY, MEXICO
SID

MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev	Trans level: FL195	Trans alt: 18500′
129.1	120.5	7316′		

1. In case of failure of MEX VOR/DME and other navaids involved in each procedure, EXPECT RADAR vectors.
2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.



These SIDs require minimum and maximum climb gradients.
Minimum climb gradients:
APAN SEVEN ALFA and PUEBLA FOUR CHARLIE:
320′ per NM to 14000′.
BETER FOUR and VISOS FIVE:
240′ per NM to 13000′.
CUAUTLA FIVE ALFA, PASTEJE FIVE ALFA and TOLUCA SIX ALFA: 290′ per NM to 15000′.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
290′ per NM	363	483	725	967	1208	1450
320′ per NM	400	533	800	1067	1333	1600

Maximum climb gradient:
PASTEJE FIVE ALFA and TOLUCA SIX ALFA:
500′ per NM to FL230.

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

SID	INITIAL CLIMB	ALTITUDE
APAN SEVEN ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT to intercept APN R-249 to APN VOR.	MAINTAIN FL270 until further notice
BETER FOUR VISOS FIVE	Climb via MEX R-053 to D6 MEX, proceed on MEX R-053 to VISOS or BETER.	
CUAUTLA FIVE ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT to intercept CUA R-354 to CUA VOR.	MAINTAIN FL230 until further notice
PASTEJE FIVE ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT and continue on heading 174° to MEX R-102/D9.8, turn RIGHT to intercept TLC R-083 to D23 TLC, turn RIGHT and intercept R-110 PTJ to PTJ VOR.	
PUEBLA FOUR CHARLIE	Climb via MEX R-053 to D6 MEX, turn RIGHT to intercept APN R-249 to D19 APN, turn RIGHT to intercept PBC R-318 to PBC VOR.	MAINTAIN FL230 until further notice
TOLUCA SIX ALFA	Climb via MEX R-053 to D6 MEX, turn RIGHT and continue on heading 174° to MEX R-102/D9.8, turn RIGHT to intercept TLC R-083 to TLC VOR.	

ROUTING

Continue via assigned route or in accordance with ATC instructions.

CHANGES: Airway and CNF idents added.

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BENITO JUAREZ INTL

MEXICO CITY, MEXICO

SID

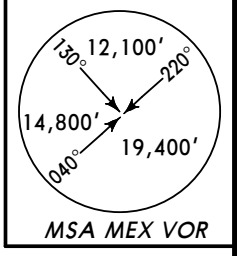
MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev
129.1	120.5	7316′

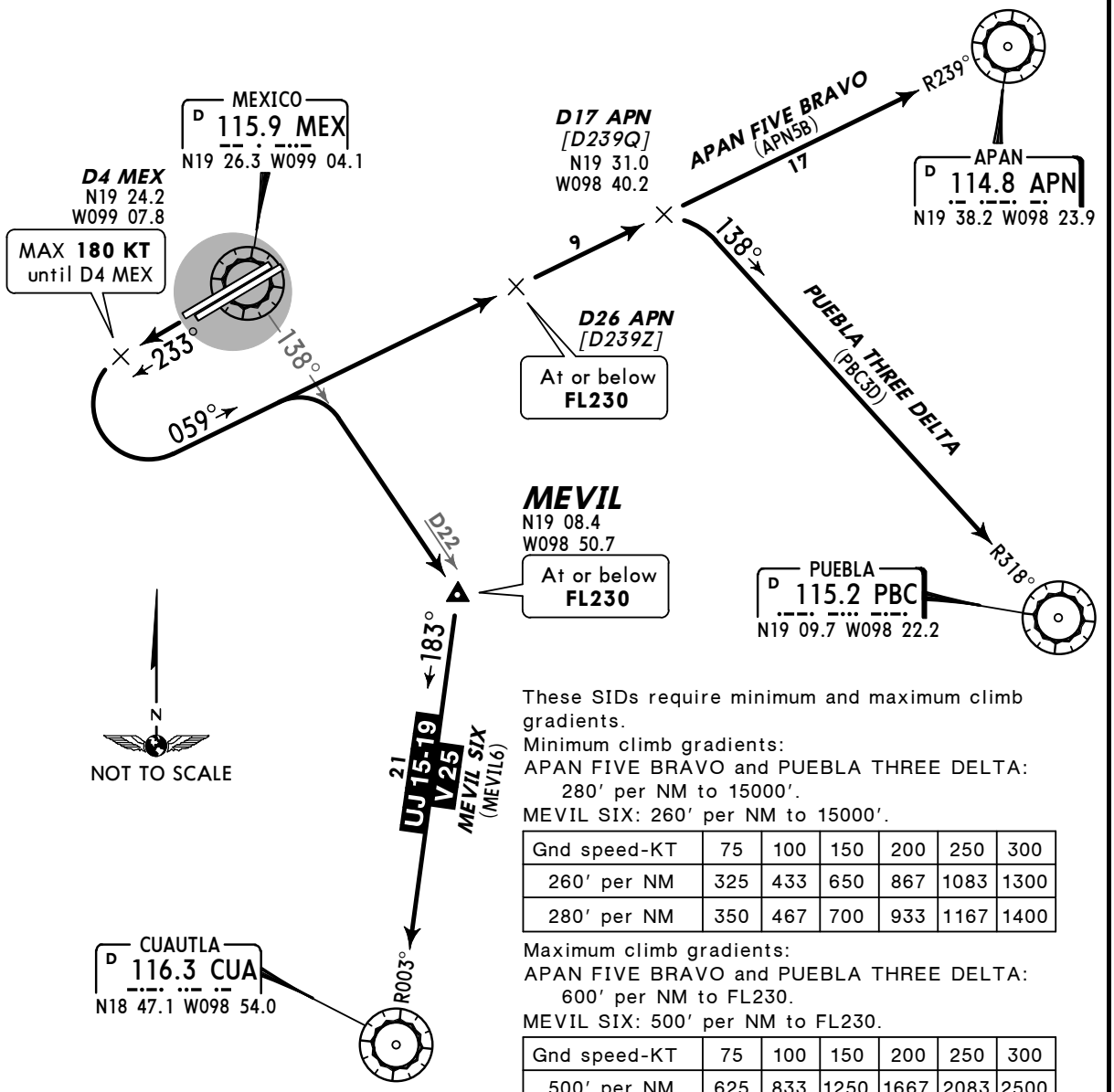
Trans level: FL195 Trans alt: 18500′
1. In case of failure of MEX VOR/DME and other navaids involved in each procedure, EXPECT RADAR vectors.
2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

APAN FIVE BRAVO (APN5B), MEVIL SIX (MEVIL6), PUEBLA THREE DELTA (PBC3D) DEPARTURES

(RWYS 23L/R)

SPEED: MAX 180 KT UNTIL D4 MEX





These SIDs require minimum and maximum climb gradients.

Minimum climb gradients:

APAN FIVE BRAVO and PUEBLA THREE DELTA: 280′ per NM to 15000′.

MEVIL SIX: 260′ per NM to 15000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400

Maximum climb gradients:

APAN FIVE BRAVO and PUEBLA THREE DELTA: 600′ per NM to FL230.

MEVIL SIX: 500′ per NM to FL230.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
600′ per NM	750	1000	1500	2000	2500	3000

SID	INITIAL CLIMB	ALTITUDE
APAN FIVE BRAVO	Climb via MEX R-233 to D4 MEX, turn LEFT to intercept APN R-239 to APN VOR.	MAINTAIN FL270 until further notice
MEVIL SIX	Climb via MEX R-233 to D4 MEX, turn LEFT to intercept MEX R-138 to MEVIL. Turn RIGHT to intercept CUA R-003 to CUA VOR.	MAINTAIN FL230 until further notice
PUEBLA THREE DELTA	Climb via MEX R-233 to D4 MEX, turn LEFT to intercept APN R-239 and proceed to D17 APN, turn RIGHT to intercept PBC R-318 to PBC VOR.	

ROUTING

Continue via assigned route or in accordance with ATC instructions.

CHANGES: CNF idents added.

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BENITO JUAREZ INTL

MEXICO CITY, MEXICO

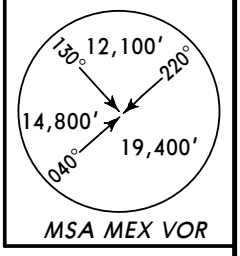
SID

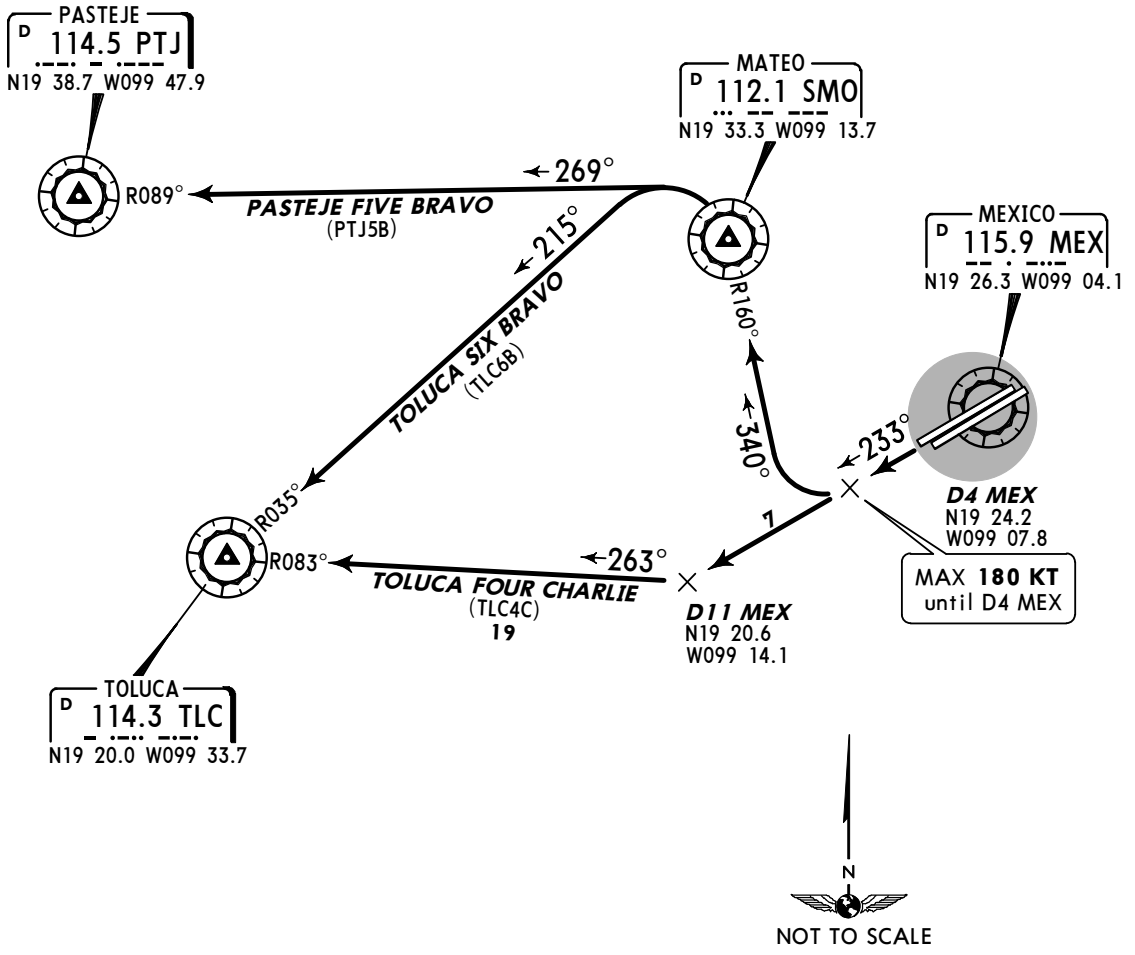
MEXICO Terminal (R) (DEP) West	MEXICO Terminal (R) (DEP) East	Apt Elev	Trans level: FL195 Trans alt: 18500′
129.1	120.5	7316′	1. In case of failure of MEX and other navaids involved in each procedure, EXPECT RADAR vectors. 2. These SIDs can be changed in accordance with ATC instructions by means of RADAR vectors and/or speed changes.

PASTEJE FIVE BRAVO (PTJ5B), TOLUCA SIX BRAVO (TLC6B), TOLUCA FOUR CHARLIE (TLC4C) DEPARTURES

(RWYS 23L/R)

SPEED: MAX 180 KT UNTIL D4 MEX





These SIDs require minimum climb gradients:
PASTEJE FIVE BRAVO and TOLUCA SIX BRAVO:
320′ per NM to 15000′.
TOLUCA FOUR CHARLIE: 370′ per NM to 15000′.

Gnd speed-KT	75	100	150	200	250	300
320′ per NM	400	533	800	1067	1333	1600
370′ per NM	463	617	925	1233	1542	1850

SID	INITIAL CLIMB
PASTEJE FIVE BRAVO	Climb via MEX R-233 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, turn LEFT to intercept PTJ R-089 to PTJ VOR.
TOLUCA SIX BRAVO	Climb via MEX R-233 to D4 MEX, turn RIGHT to intercept SMO R-160 to SMO, turn LEFT to intercept TLC R-035 to TLC VOR.
TOLUCA FOUR CHARLIE	Climb via MEX R-233 to D11 MEX, turn RIGHT to intercept TLC R-083 to TLC VOR.

ROUTING

At PTJ or TLC VOR continue via assigned route or in accordance with ATC instructions.

CHANGES: Procedures renumbered.

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MMMX/MEX

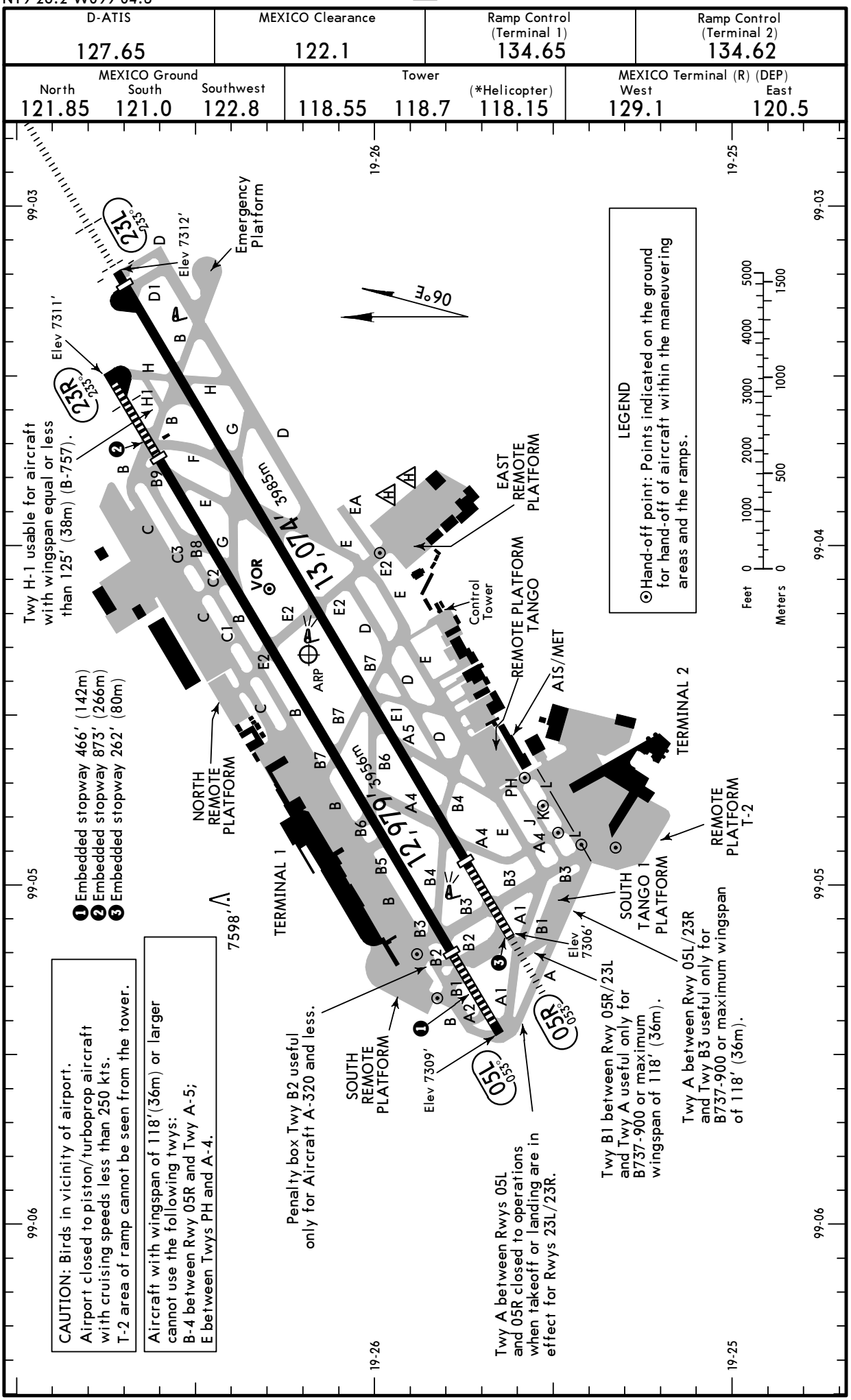
Apt Elev **7316′**
N19 26.2 W099 04.3

JEPPESEN 17 JUL 15 (10-9) **Eff 23 Jul**

MEXICO CITY, MEXICO
BENITO JUAREZ INTL

D-ATIS	MEXICO Clearance	Ramp Control (Terminal 1)	Ramp Control (Terminal 2)
127.65	122.1	134.65	134.62

MEXICO Ground			Tower			MEXICO Terminal (R) (DEP)	
North	South	Southwest			(*Helicopter)	West	East
121.85	121.0	122.8	118.55	118.7	118.15	129.1	120.5



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MMMX/MEX

JEPPESEN

17 JUL 15 (10-9A) Eff 23 Jul

MEXICO CITY, MEXICO
BENITO JUAREZ INTL

GENERAL

CAUTION: Birds in the vicinity of airport.

All civil aircraft that operate within a radius of 100 NM of MEX VOR must have transponder and automatic altitude transmitter.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
05R	HIRL HIALS PAPI-L (angle 3.0°)	11,582' 3530m	10,562' 3219m		148' 45m
23L	HIRL HIALS PAPI-L (angle 3.0°)	12,549' 3825m	11,700' 3566m	12,812' 3905m	
05L	HIRL SALS REIL PAPI-L (angle 3.0°)	9,751' 2972m		11,342' 3457m	148' 45m
23R	HIRL SALS REIL PAPI-L (angle 3.0°)	10,112' 3082m		11,772' 3588m	

TAKE-OFF

	Rwys 05L, 05R			Rwys 23L, 23R
	SCHEDULED AIR CARRIER ONLY If Weather Below Landing Minimums, Take-off Alternate Airport Required. Pilot is required to report existing visibility of at least 7 HIRLS and RCL along the rwy in the take-off direction. If differences exist between reported visibility and Pilot visibility, the Pilot's report will be given preference.		Other	
2 Eng	1/4	1 & 2 Eng	500- 1	700- 1
3 & 4 Eng		3 & 4 Eng	1/2	500- 1

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A B C D	600-2	1000-3

CHANGES: Lighting, landing distances.

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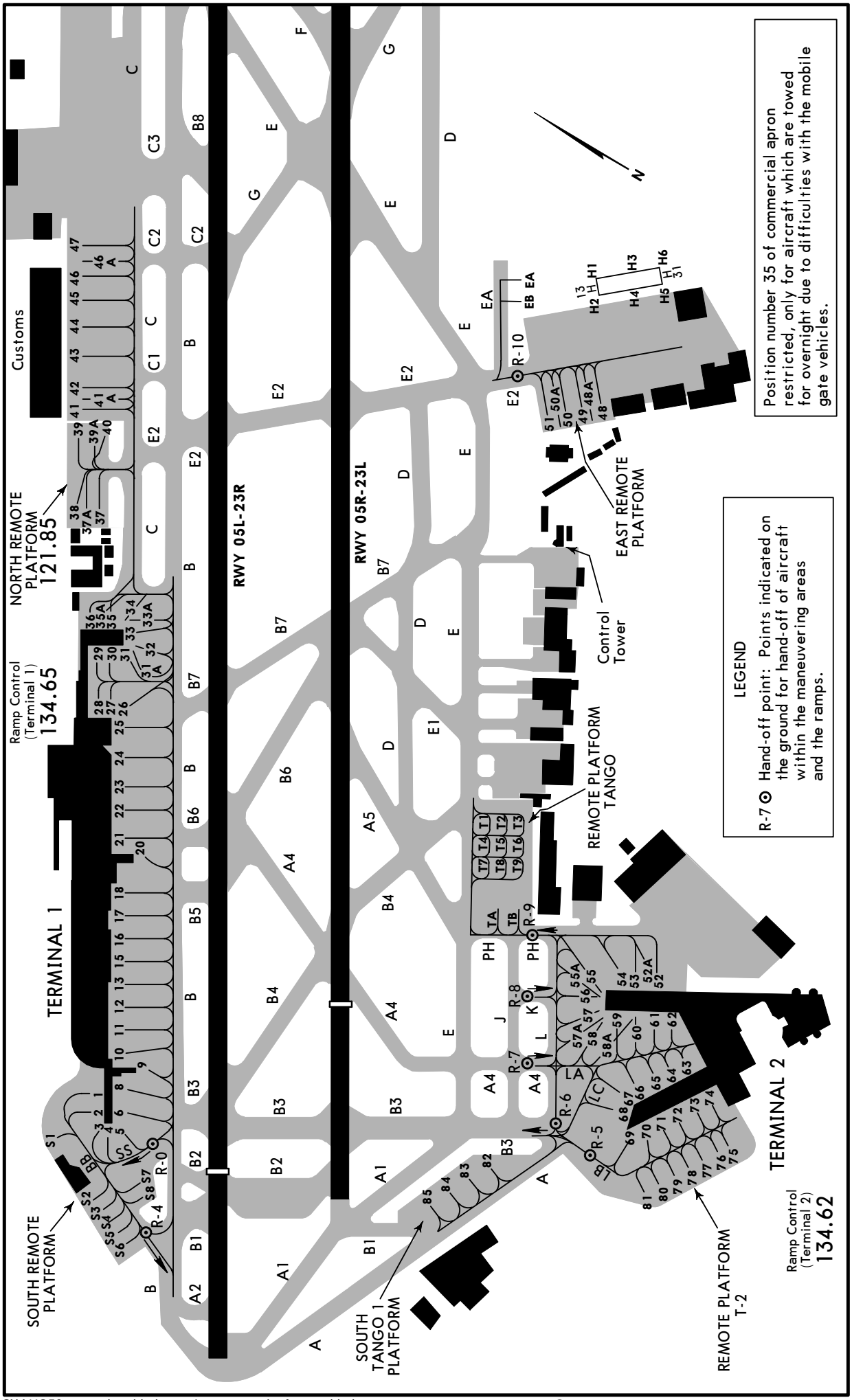
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MMMX/MEX

JEPPESEN

17 JUL 15 (10-9B) Eff 23 Jul

MEXICO CITY, MEXICO
BENITO JUAREZ INTL



CHANGES: Stands added, South Tango 1 Platform added.

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MMMX/MEX JEPPESEN MEXICO CITY, MEXICO

PARKING GATE COORDINATES

GATE No.	COORDINATES
Terminal 1	
1, 2, 3	N19 26.0 W099 05.2
4 thru 6, 8, 9	N19 25.9 W099 05.2
10 thru 13	N19 26.0 W099 05.1
15, 16	N19 26.0 W099 05.0
17, 18	N19 26.1 W099 05.0
20, 21, 22	N19 26.1 W099 04.9
23	N19 26.1 W099 04.8
24, 25	N19 26.2 W099 04.8
26, 27	N19 26.2 W099 04.7
28	N19 26.2 W099 04.8
29	N19 26.3 W099 04.7
30, 31, 31-A	N19 26.2 W099 04.7
32	N19 26.2 W099 04.7
33	N19 26.2 W099 04.6
33-A, 34, 35	N19 26.3 W099 04.6
35-A, 36	N19 26.3 W099 04.7
North Remote Platform	
37, 37-A, 38	N19 26.4 W099 04.5
39, 39-A, 40	N19 26.4 W099 04.4
Customs	
41, 41-A	N19 26.5 W099 04.4
42, 43, 44	N19 26.5 W099 04.3
45, 46	N19 26.5 W099 04.2
46-A, 47	N19 26.6 W099 04.2
East Remote Platform	
48, 48A, 49	N19 25.9 W099 04.0
50, 50-A	N19 25.9 W099 04.1
51	N19 26.0 W099 04.0
EA, EB	N19 26.0 W099 03.9
South Remote Platform	
S-1	N19 26.0 W099 05.3
S-2, S-3	N19 25.9 W099 05.3
S-4	N19 25.9 W099 05.4
S-5, S-6	N19 25.8 W099 05.4
S-7	N19 25.9 W099 05.3
S-8	N19 25.8 W099 05.3

GATE No.	COORDINATES
Terminal 2	
52, 52-A, 53	N19 25.4 W099 04.7
54 thru 58	N19 25.5 W099 04.7
58-A	N19 25.4 W099 04.8
59 thru 62	N19 25.4 W099 04.7
63	N19 25.3 W099 04.7
64, 65	N19 25.3 W099 04.8
66, 67	N19 25.4 W099 04.8
68	N19 25.4 W099 04.9
69	N19 25.3 W099 04.9
70 thru 74	N19 25.3 W099 04.8
75 thru 77	N19 25.2 W099 04.8
78 thru 81	N19 25.3 W099 04.9
South Tango 1 Platform	
82 thru 84	N19 25.5 W099 05.0
85	N19 25.5 W099 05.1
Heliport	
H1, H2	N19 25.9 W099 03.9
H3, H4, H5	N19 25.9 W099 03.8
H6	N19 25.9 W099 03.7
Remote Platform Tango	
T-1 thru T-6	N19 25.7 W099 04.6
T-7	N19 25.7 W099 04.7
T-8	N19 25.7 W099 04.6
T-9	N19 25.6 W099 04.6
TA, TB	N19 25.6 W099 04.7

CHANGES: Stands.

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MMMX/MEX
BENITO JUAREZ INTL

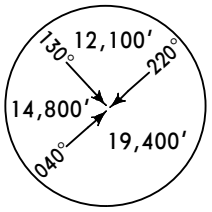
JEPPESEN 22 MAY 15 (11-1)

MEXICO CITY, MEXICO
RNAV (GPS) OR ILS Rwy 05R

BRIEFING STRIP ™

D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)	MEXICO Tower	Ground
127.65	129.6	121.2 Final 119.75	118.55 118.7	North 121.85 South 121.0 Southwest 122.8

LOC IMWX 109.1	Final Apch Crs	GS PLAZA	ILS DA(H)	Apt Elev 7316′
RNAV	053°	Minimum Alt PLAZA 8800′(1484′)	LNAV MDA(H) 7900′(584′)	TDZE 7316′



MSA MEXØ1

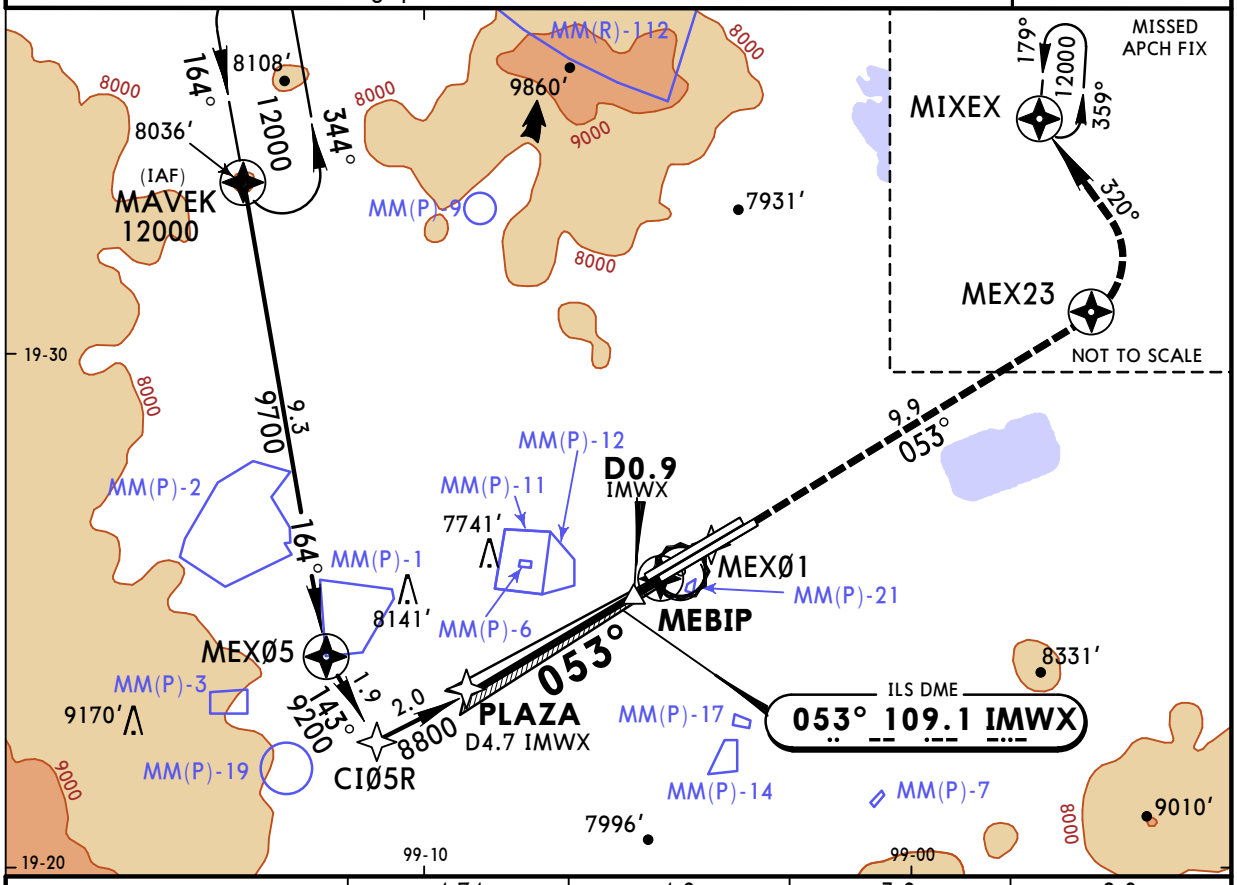
MISSED APCH: Climb outbound on track 053° to MEX23, turn LEFT to proceed inbound track 320° to MIXEX, join holding in accordance with ATC instructions.

MISSED APCH: Time to Turn from DA to D9.8 IMWX

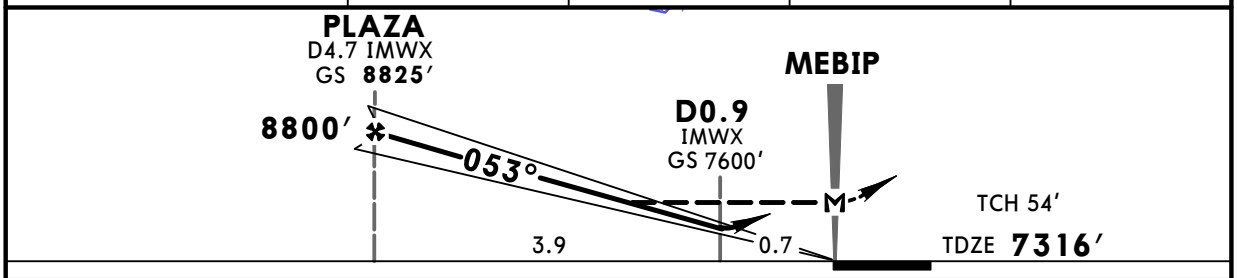
Gnd speed-Kts	80	100	120	140	160	180	200
Time	7:57	6:23	5:20	4:34	4:00	3:33	3:12

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. RADAR required. 2. GPS or DME/DME IRU required. 3. RNAV 1. 4. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM. 5. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed at MAVEK.



IMWX DME	4.74	4.0	3.0	2.0
ALTITUDE	8825′	8590′	8271′	7953′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MEBIP							
PLAZA to MAP	4.6	3:26	2:44	2:17	1:57	1:43	1:31

SALS
PAPI

on 053° MEX23

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 7600′(284′) FULL	ILS DA(H) 7600′(284′) ALS out	LOC (GS out) MDA(H) 7900′(584′)	LOC (GS out) MDA(H) 7900′(584′) ALS out	LNAV MDA(H) 7900′(584′)	LNAV MDA(H) 7900′(584′) ALS out
A/B	1/2	3/4	3/4	1	1	
C			1 1/4	1 1/2	1 1/2	
D			1 1/2	1 3/4	1 3/4	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′(644′) -1
140	7960′(644′) -1 3/4
165	7960′(644′) -2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (11-2)

MEXICO CITY, MEXICO
ILS DME Rwy 05R

BRIEFING STRIP ™

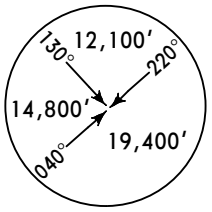
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower		Ground		
		Final				North	South	Southwest
127.65	129.6	121.2	119.75	118.55	118.7	121.85	121.0	122.8

LOC IMWX	Final Apch Crs	GS	ILS DA(H)	Apt Elev
109.1	053°	PLAZA 8825′ (1509′)	7600′ (284′)	7316′
				TDZE 7316′

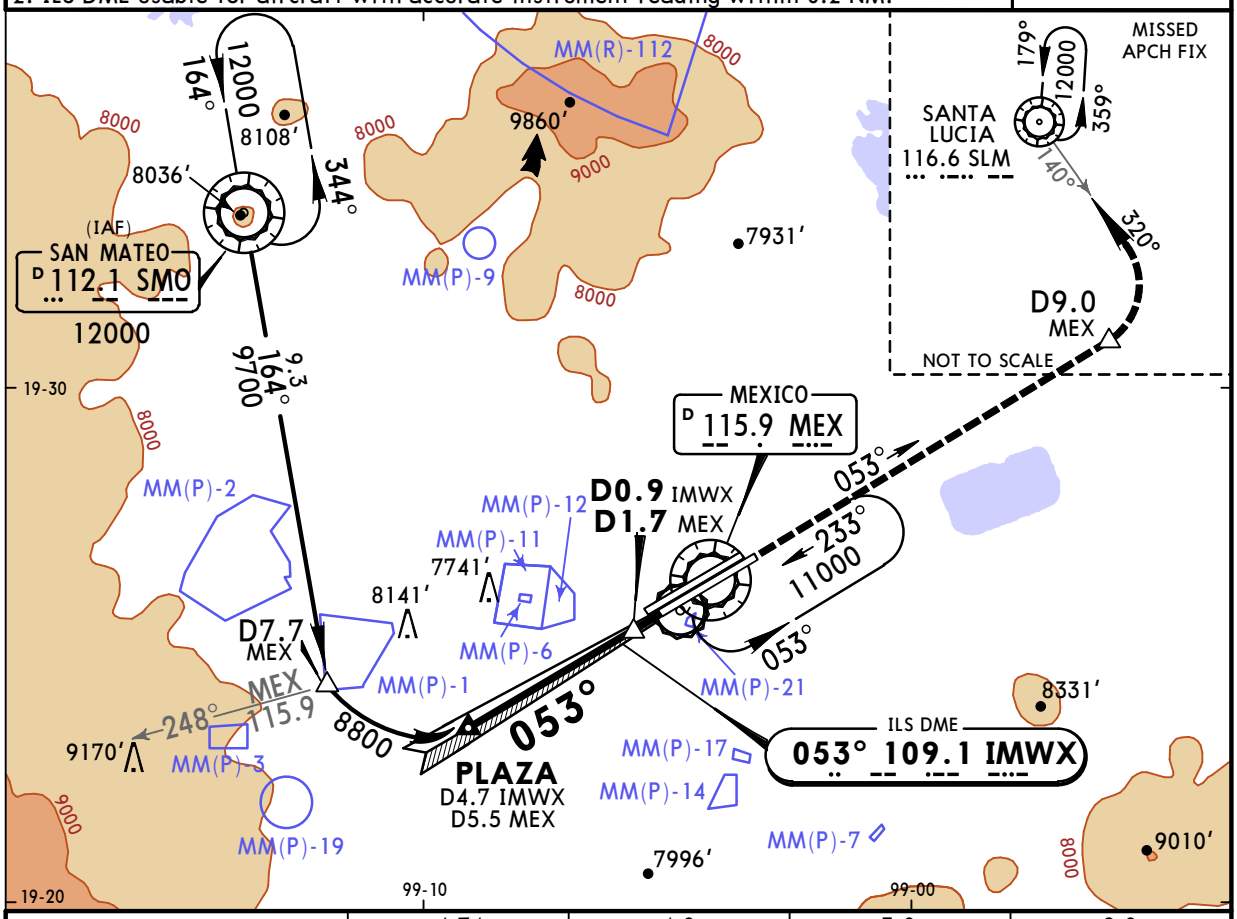
MISSED APCH: Climb outbound on MEX VOR R-053 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-140 to SLM VOR, join holding in accordance with ATC instructions.

MISSED APCH: Time to Turn from DA to D9.0 MEX							
Gnd speed-Kts	80	100	120	140	160	180	200
Time	7:57	6:23	5:20	4:34	4:00	3:33	3:12

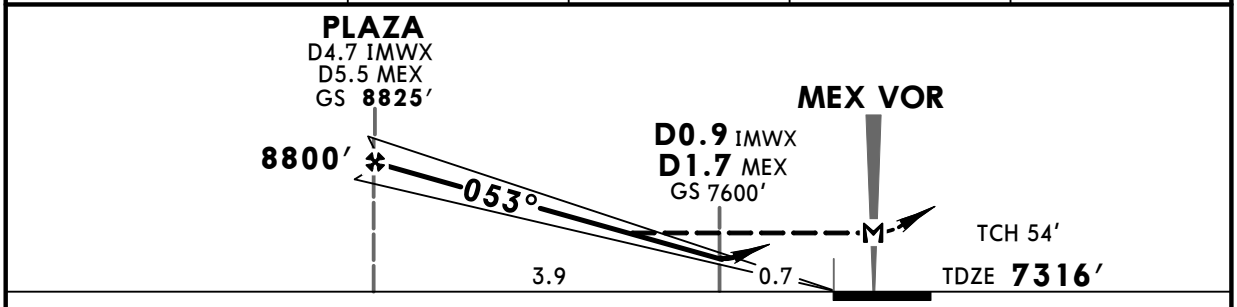
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′
1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from SMO VOR.
2. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR



IMWX DME	4.74	4.0	3.0	2.0
ALTITUDE	8825′	8590′	8271′	7953′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MEX VOR							
PLAZA to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

SALS
PAPI

MEX on 115.9 R-053

D9.0 MEX

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 7600′ (284′)		LOC (GS out) MDA(H) 7900′ (584′)		CIRCLE-TO-LAND	
	FULL	ALS out		ALS out	Max Kts	MDA(H)
A/B	1/2	3/4	3/4	1	90/120	7960′ (644′) -1
C			1 1/4	1 1/2	140	7960′ (644′) -1 3/4
D			1 1/2	1 3/4	165	7960′ (644′) -2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (11-3)

MEXICO CITY, MEXICO
ILS DME-1 Rwy 23L

BRIEFING STRIP™

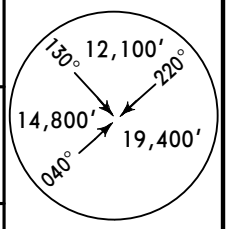
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower	Ground		
			Final		North	South	Southwest
127.65	129.6	121.2	119.75	118.55	118.7	121.85	121.0	122.8

LOC IMEX	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 7316′
109.7	233°	VASOS 8669′ (1353′)	7516′ (200′)	TDZE 7316′

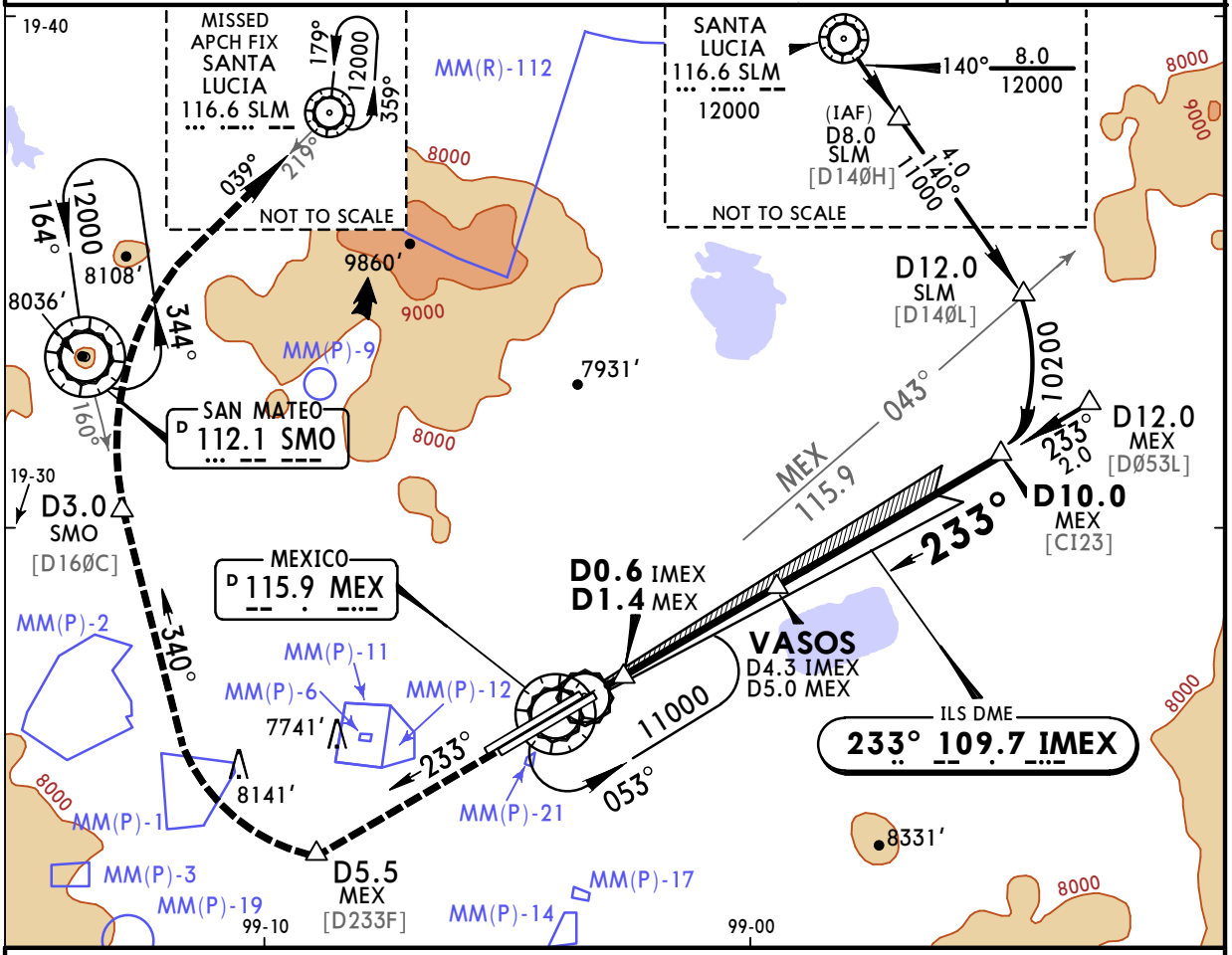
MISSED APCH: Climb outbound on MEX VOR R-233 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept inbound SLM VOR R-219 to SLM VOR, join holding in accordance with ATC instructions.

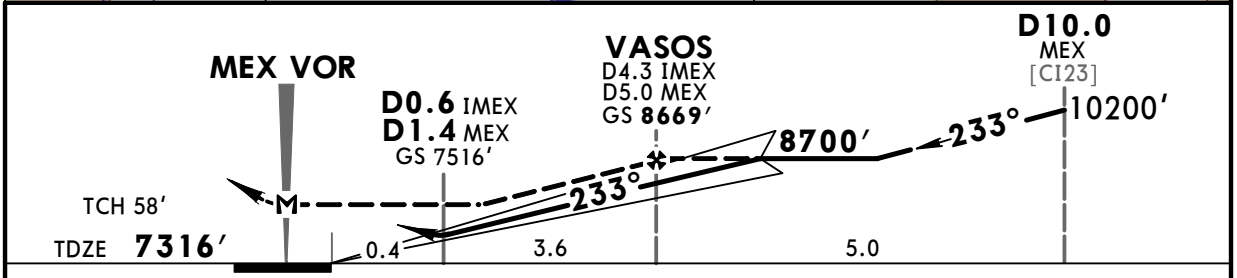
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at MEX VOR						

ALS PAPI

MEX on 115.9 R-233

D5.5 MEX

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 7516′ (200′)		LOC (GS out) MDA(H) 7680′ (364′)	
	FULL	ALS out		ALS out
A/B	1/2	3/4	3/4	1
C				
D			1	1 1/4
ALL Non Skd	DA(H) 7566′ (250′) -1		1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′ (644′) -1
140	7960′ (644′) -1 3/4
165	7960′ (644′) -2

CHANGES: Ground control.

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BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (11-4)

MEXICO CITY, MEXICO
ILS DME-2 Rwy 23L

BRIEFING STRIP ™

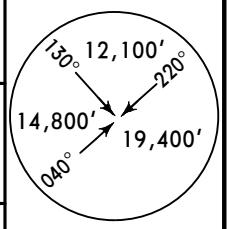
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower		Ground		
			Final			North	South	Southwest
127.65	129.6	121.2	119.75	118.55	118.7	121.85	121.0	122.8

LOC	Final	GS	ILS	
IMEX	Apch Crs	VASOS	DA(H) (CONDITIONAL)	Apt Elev 7316′
109.7	233°	8669′ (1353′)	7516′ (200′)	TDZE 7316′

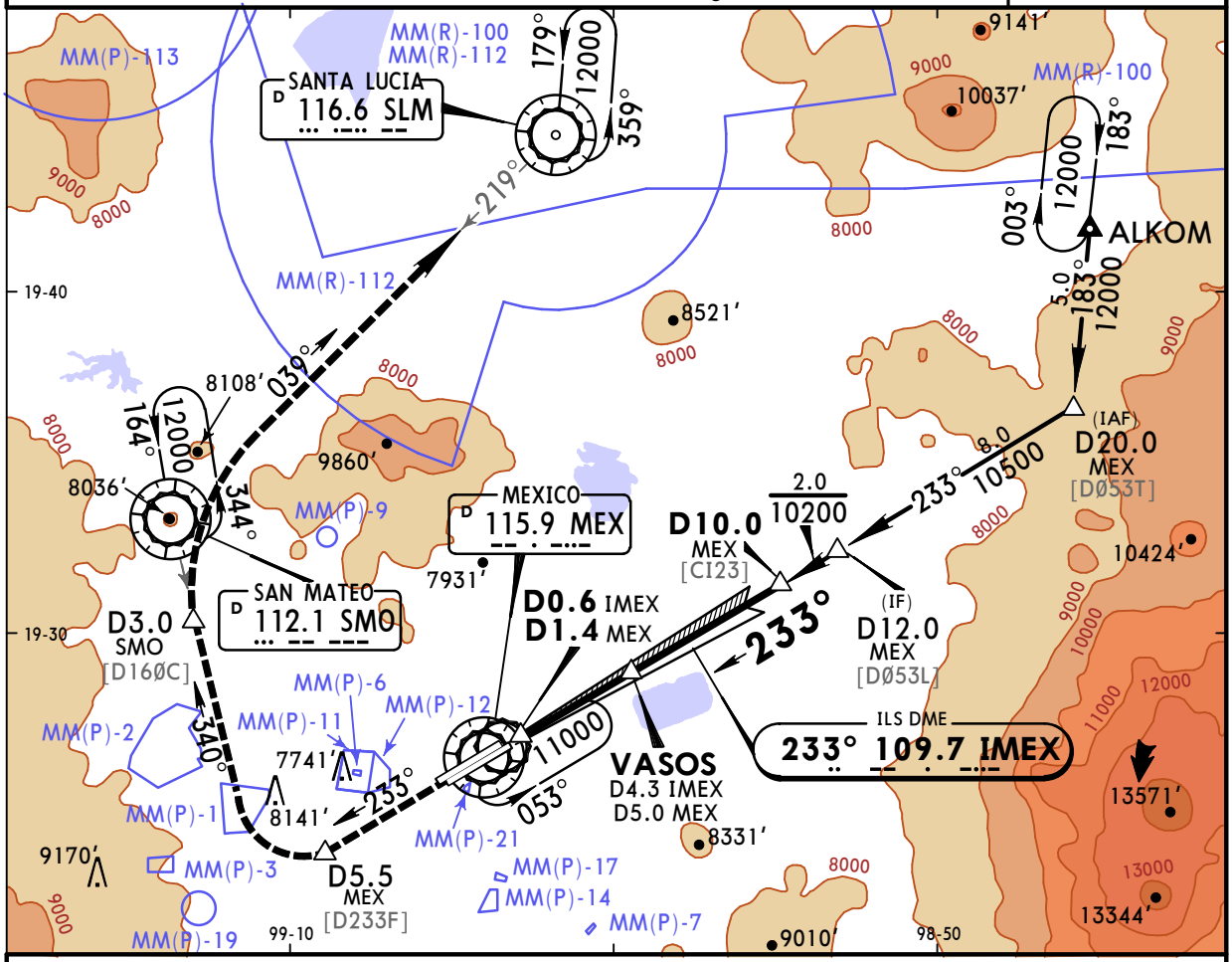
MISSED APCH: Climb outbound on MEX VOR R-233 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept inbound SLM VOR R-219 to SLM VOR, join holding in accordance with ATC instructions.

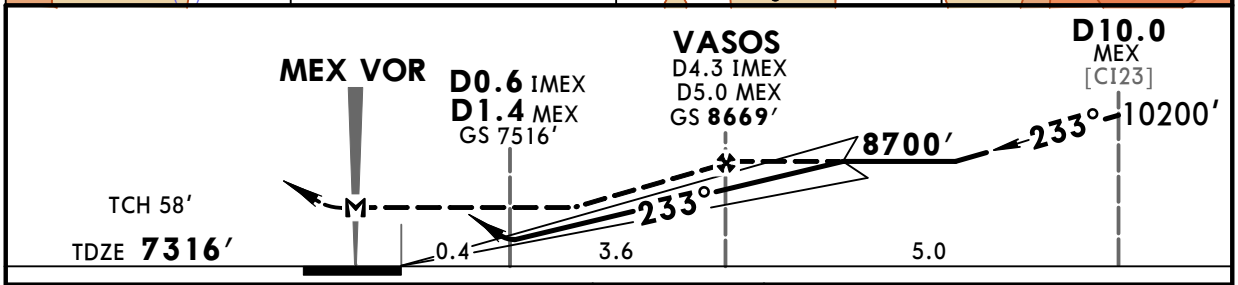
Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. ILS DME usable for aircraft with accurate instrument reading within 0.2 NM.



MSA MEX VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at MEX VOR						

PAPI ALS

MEX on 115.9 R-233

D5.5 MEX

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 7516′ (200′)		LOC (GS out) MDA(H) 7680′ (364′)	
	FULL	ALS out		ALS out
A/B	1/2	3/4	3/4	1
C			1	1 1/4
D				
ALL Non Skd	DA(H) 7566′ (250′) -1		1	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90/120	7960′ (644′) -1
140	7960′ (644′) -1 3/4
165	7960′ (644′) -2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (13-1)

MEXICO CITY, MEXICO
VOR DME Rwy 05L/R

BRIEFING STRIP ™

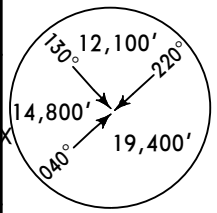
D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower		Ground		
			Final			North	South	Southwest
127.65	129.6	121.2	119.75	118.55	118.7	121.85	121.0	122.8

VOR MEX	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
115.9	053°	PLAZA 8800′(1484′)	7900′(584′)	7316′

MISSED APCH: Climb outbound on MEX VOR R-053 to D9.0 MEX, turn LEFT to intercept inbound SLM VOR R-140 to SLM VOR, join holding in accordance with ATC instructions.

MISSED APCH: Max Distance Outbound Track D9.0 MEX

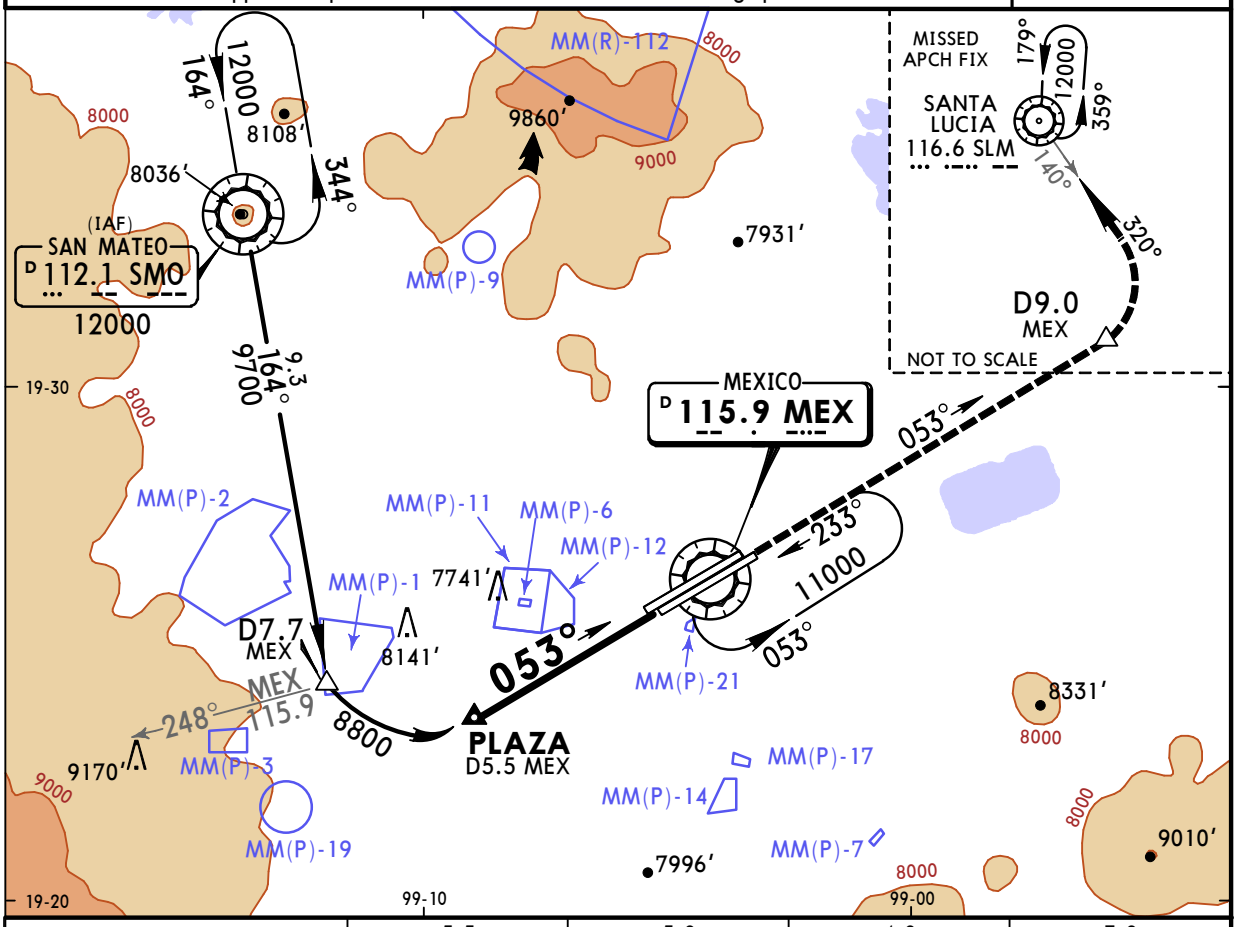
Gnd speed-Kts	80	100	120	140	160	180	200
Time	6:45	5:24	4:30	3:51	3:22	3:00	2:42



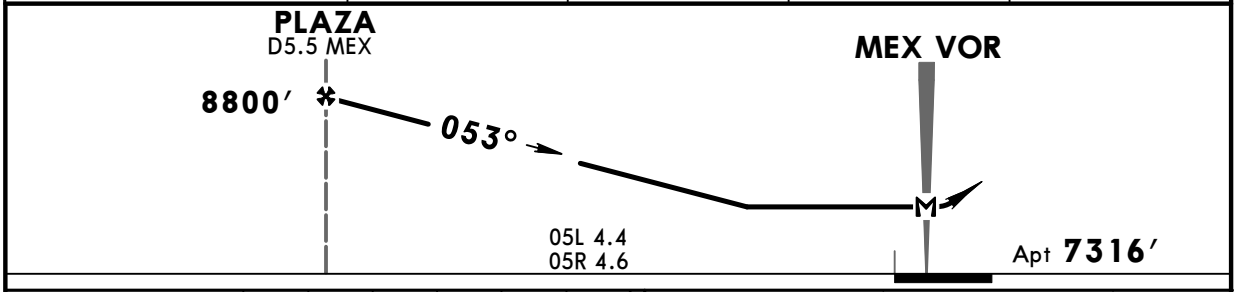
MSA MEX VOR

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′

1. Restriction: Max approach speed 160 KIAS or minimum maneuvering speed from SMO VOR.



MEX DME	5.5	5.0	4.0	3.0
ALTITUDE	8825′	8666′	8348′	8029′



Gnd speed-Kts	70	90	100	120	140	160
MAP at MEX VOR						
PLAZA to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

Rwy 05L SALS, REIL, PAPI — Rwy 05R SALS, PAPI

on MEX 115.9 R-053 — D9.0 MEX

STRAIGHT-IN LANDING RWY 05L/R

MDA(H) 7900′(584′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′(644′) -1
120	
140	7960′(644′) -1¾
165	7960′(644′) -2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

JEPPESEN 22 MAY 15 (13-2)

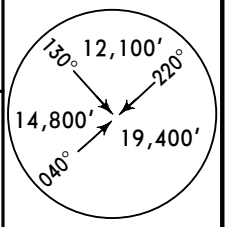
MEXICO CITY, MEXICO
VOR DME Rwy 23L/R

BRIEFING STRIP ™

D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower	Ground		
			Final		North	South	Southwest
127.65	129.6	121.2	119.75	118.55 118.7	121.85	121.0	122.8

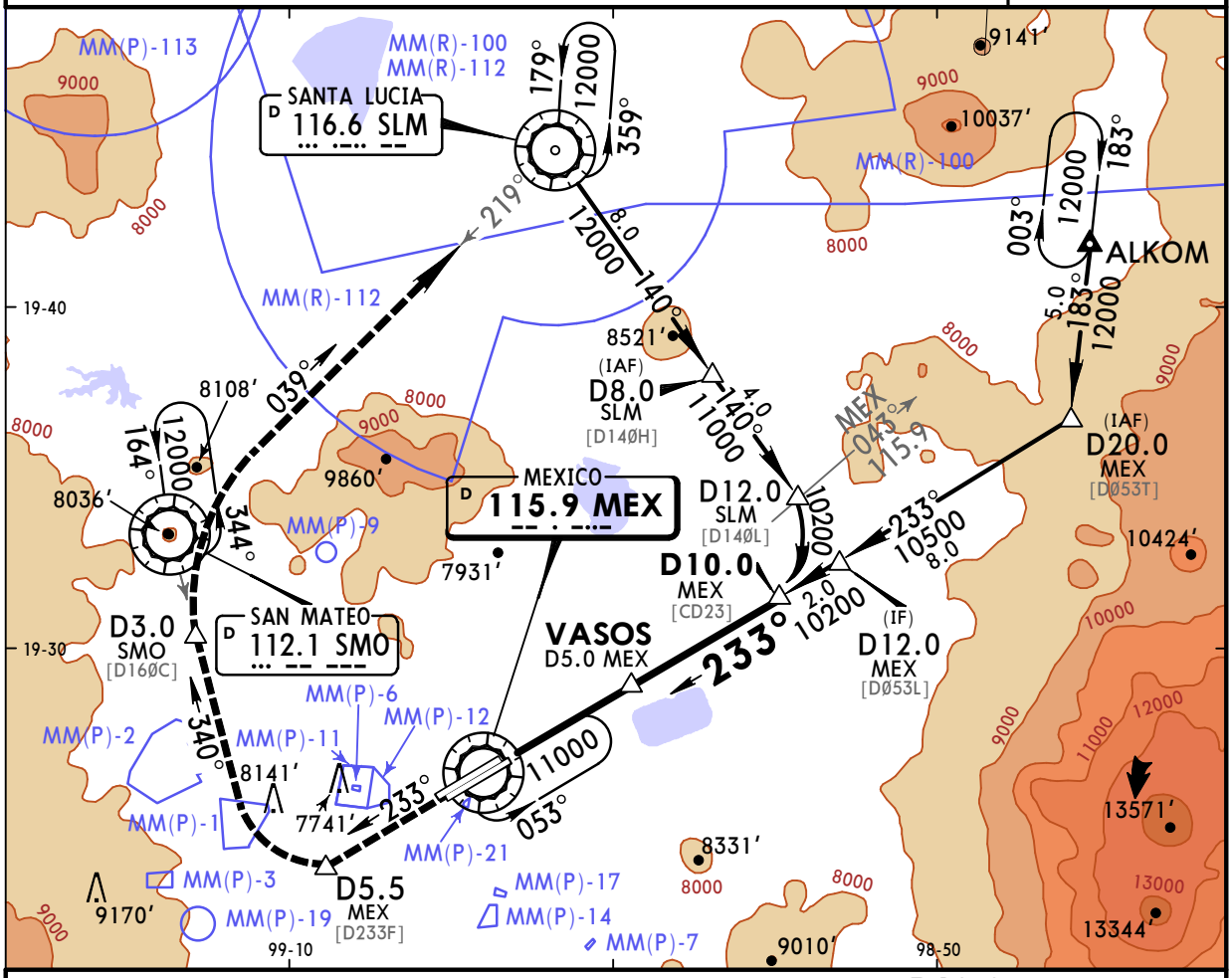
VOR MEX	Final Apch Crs	Minimum Alt VASOS	MDA(H)	Apt Elev
115.9	233°	8700′ (1384′)	7900′ (584′)	7316′

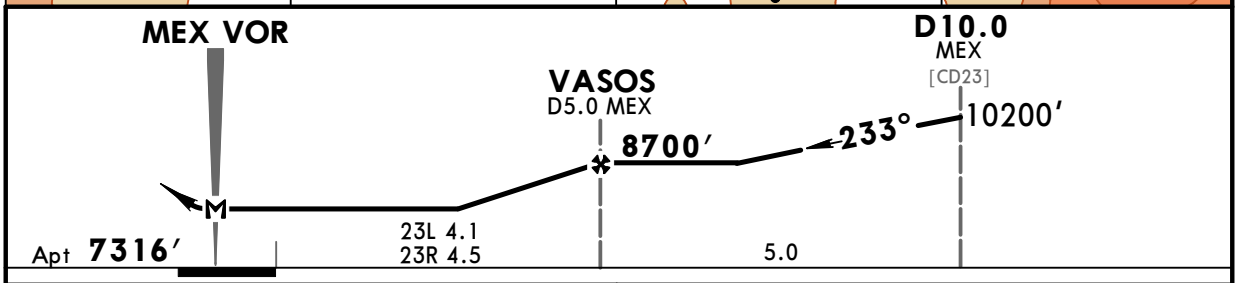
MISSED APCH: Climb outbound on MEX VOR R-233 to D5.5 MEX, turn RIGHT to intercept inbound SMO VOR R-160 to D3.0 SMO, turn RIGHT to intercept SLM VOR R-219 to SLM VOR, join holding in accordance with ATC instructions.



MSA MEX VOR

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′





	Rwy 23L	Rwy 23R			
MAP at MEX VOR	ALS PAPI	SALS PAPI	↑	on MEX 115.9 R-233	D5.5 MEX

STRAIGHT-IN LANDING RWY 23L/R

MDA(H) 7900′ (584′)

	ALS out
A	1
B	
C	1½
D	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	7960′ (644′) - 1
120	
140	7960′ (644′) - 1¾
165	7960′ (644′) - 2

CHANGES: Ground control.

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MMMX/MEX
BENITO JUAREZ INTL

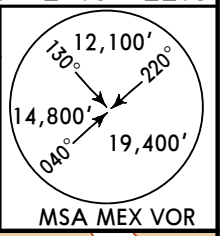
JEPPESEN
22 MAY 15 (18-1)

MEXICO CITY, MEXICO
RADAR All Rwys

BRIEFING STRIP™

D-ATIS	MEXICO Terminal (R) (APP)	MEXICO Approach (R)		MEXICO Tower	Ground		
			Final		North	South	Southwest
127.65	129.6	121.2	119.75	118.55 118.7	121.85	121.0	122.8

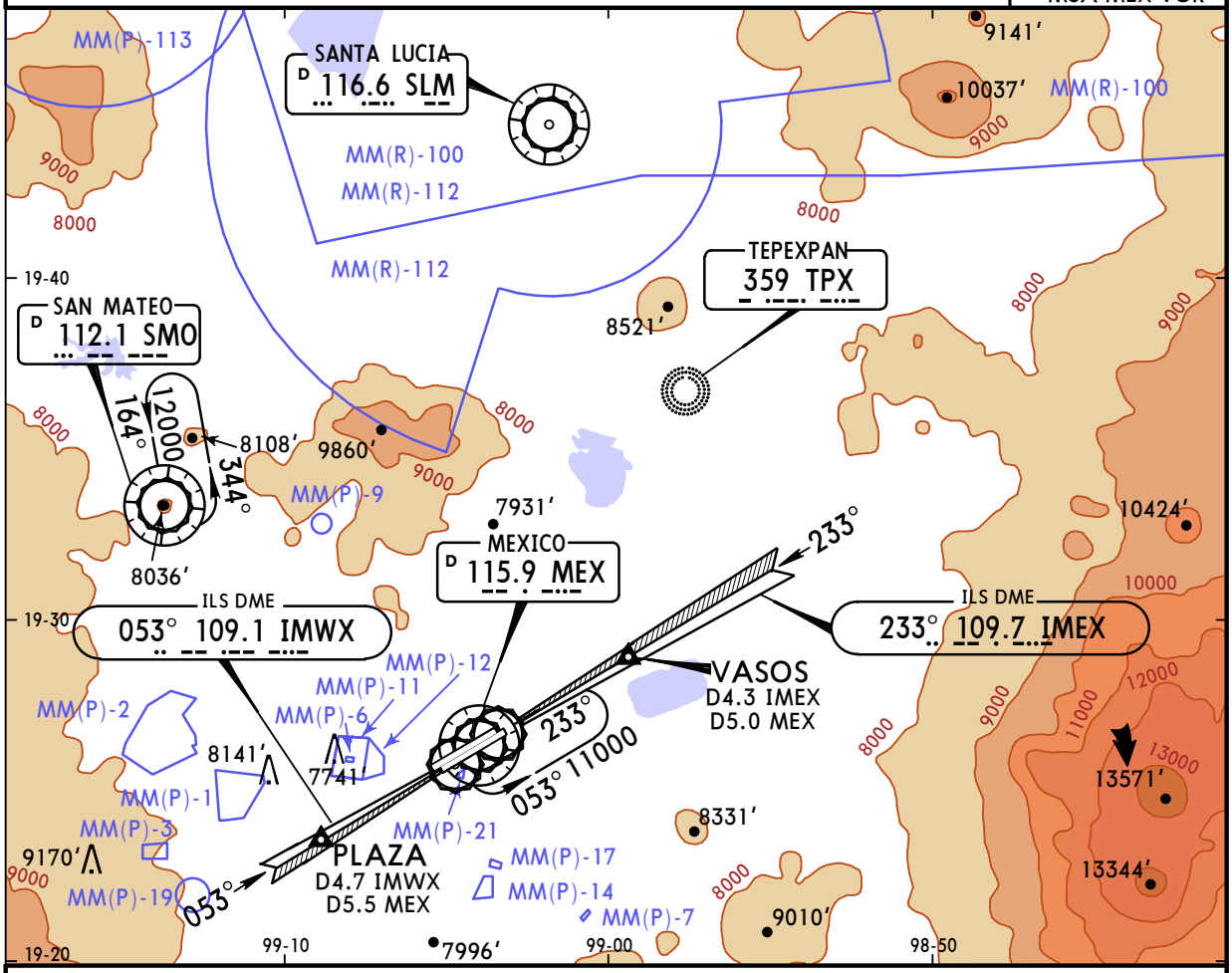
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 7316′



MSA MEX VOR

Missed Approach-See below

Alt Set: IN (MB on req) Trans level: FL 195 Trans alt: 18500′



MISSED APPROACH:

Runways 05L/R: Climb outbound on MEX VOR R-053 to D9.0 MEX, then turn LEFT and intercept inbound SLM VOR R-140 to SLM VOR, join holding in accordance with ATC instructions.

Runways 23L/R: Climb on MEX VOR R-233 to D5.5 MEX, then turn RIGHT and intercept R-160 to D3.0 SMO, then turn RIGHT and intercept SLM VOR R-219 to join holding in accordance with ATC instructions.

LOST COMMUNICATIONS: If transmission has not been received for more than 1 minute during vectors to final approach or for more than 30 seconds on final approach complete a visual approach. If a visual approach is not possible, proceed direct to MEX VOR at last assigned altitude or climb to 11000′, establish yourself in the holding pattern at MEX VOR and try communicating with ATC, using other frequencies if necessary.

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ASR 05L MDA(H) 7900′(584′) ALS out	ASR 05R MDA(H) 7900′(584′) ALS out	ASR 23L MDA(H) 7900′(584′) ALS out	ASR 23R MDA(H) 7900′(584′) ALS out	Max Kts	MDA(H)
A	1	1	1	1	90	7960′(644′) -1
B					120	
C	1½	1½	1½	1½	140	7960′(644′) -1¾
D	1¾	1¾	1¾	1¾	165	7960′(644′) -2

CHANGES: Ground control.

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JEPPESEN

2 SEP 11 (10-1B) TMA

MONTERREY, MEXICO

SPEED *RESTRICTION WITHIN MEXICO AIRSPACE*
MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC
At or below 3000′ AGL within 10NM of any airport.....200 KTS
At or below 10000′ MSL within Mexico Airspace.....250 KTS
At or below 10000′ AGL within 30NM of any airport.....250 KTS
WITHIN SALTILLO TMA
At or below 7800′ MSL within 10NM of SLW VORDME.....200KTS
At or below 14800′ MSL within 30NM of SLW VORDME.....250 KTS
WITHIN MONTERREY TMA
At or below 4300′ MSL within 10NM of MTY VORDME.....200 KTS
At or below 11300′ MSL within 30NM of MTY VORDME.....250 KTS

MONTERREY App (R) 119.75
*ATIS 127.7

SALTILLO TMA (D)
UNCT'L BELOW
13000′ 10 NM-25NM
GND 0 NM-10 NM

MONTERREY TMA (D)
UNCT'L BELOW
13000′ 25 NM-50NM
3000′ 10 NM-25 NM
GND 0 NM-10 NM

SALTILLO D 116.1 SLW N25 32.8 W100 55.8
MONTERREY D 114.7 MTY N25 46.4 W100 06.2
SALTILLO Plan De Guadalupe Intl 4782
MONTERREY Gen. Mariano Escobedo Intl 1276
MM(P)304 4000 GND VFR
13000 TMA(D)

NOTAL D47 N26 32.5 W100 13.1
RIKAN D54 N26 32.5 W099 35.2
DEVOE N26 32.6 W099 10.2
SUTOL N26 26.4 W099 17.3
TALBI N26 19.3 W099 22.8
URTUS D20 N26 06.2 W100 09.2
URTAN D20 N26 03.5 W99 54.8
OVEMA D20 N25 59.9 W099 49.8
GABLA D30 N26 00.7 W100 35.9
DUVRO D23 N25 54.4 W101 04.0
LIDAK D22 D33/MTY N25 51.5 W100 42.6
ONBON D20 N25 46.5 W099 44.0
XOTAT D20 N25 40.6 W099 45.0
DOTOR D49 N25 46.8 W099 12.5
SEGER D30 N25 26.1 W099 41.8
URTOB D30 N25 22.8 W100 26.8
URSUR D30 N25 16.6 W100 02.7
URSEK D35 N24 57.8 W100 55.8
IRBUR D35 N24 59.9 W101 09.1
BEROS D43 N24 49.0 W100 55.8
CHINO N24 56.3 W099 06.4

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CHANGES: ATS system. TMA modified Saltillo.

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MMMY/MTY GEN MARIANO ESCOBEDO INTL

JEPPESEN 10-1R 7 JAN 11 Eff 13 Jan

MONTERREY, MEXICO RADAR MINIMUM ALTITUDES

MONTERREY Approach (R)	Apt Elev	Alt Set: MB (IN on req)	Trans level: FL 195	Trans alt: 18500′
119.75	1276′			

These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures are applied, without affecting routes and MEAs.

Note: All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.

UNITED STATES MEXICO

50 NM
R327°
7000′
ROBERTO ADN VOR DME
28 NM
5500′
R314°
20 NM
3500′
R348°
ILS DME 205° IADN
11000′
30 NM
14 NM
3900′
R040°
R060°
SALTILLO SLW VOR DME
15 NM
10 NM
8 NM
10800′
7900′
4900′
R276°
Gen Mariano Escobedo Intl
ILS DME 295° IMTY
R255°
8NM 3000′
7200′
13 NM
R241°
R230°
9400′
MM(P)-304
D MONTERREY 114.7 MTY
6300′
13500′
20 NM
3500′
R190°
10700′
R156°
14500′
30 NM
50 NM
50 NM
12216′

26-30
25-30
25-00
24-30
101-00
100-30
100-00
99-30
50
40
30
20
10
0
10

Speed Restriction		
MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM MTY	Ground-11,300′
200	10 NM MTY	Apt Elev.-4300′

13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

CHANGES: Chart revised.

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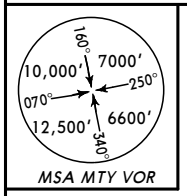
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MMMY/MTY
GEN MARIANO
ESCOBEDO INTL

MONTERREY, MEXICO
SID

Apt Elev
1276'

Trans level: FL195 Trans alt: 18500'



RWY 11 DEPARTURES

MONTERREY FIVE ALFA (MTY5A) *[MTY5A]*,
ONBON FOUR (ONBON4) *[ONBON4]*,
OVEMA THREE ALFA (OVEMA3A) *[OVEM3A]*,
SEGER TWO (SEGER2) *[SEGER2]*,
URSUR TWO ALFA (URSUR2A) *[URSU2A]*,
URTAN THREE ALFA (URTAN3A) *[URTA3A]*,
URTOB TWO ALFA (URTOB2A) *[URTO2A]*,
XOTAT TWO (XOTAT2) *[XOTAT2]*

NOT TO SCALE

URTAN
N26 03.5
W099 54.8
UJ 11E
V 37
34 TO RIKAN
N26 32.5
W099 35.2
D20
URTAN THREE ALFA (URTAN3A)
39 TO SUTOL
N26 26.4 W099 17.3
J 29
OVEMA
N25 59.9 W099 49.8
D20
OVEMA THREE ALFA (OVEMA3A)
024°
041°
11 DME Arc
D16 MTY
ONBON
N25 46.5
W099 44.0
D20
4
29 TO DOTOR
N25 46.8 W099 12.5
UJ 4
V 42
120 TO MAM VOR
N25 46.3 W097 31.4
083°
MONTERREY
114.7 MTY
N25 46.4 W100 06.2
140°
MONTERREY FIVE ALFA (MTY5A)
5000
110°
320°
ONBON FOUR (ONBON4)
9.2
D8 MTY
N25 42.7
W099 58.3
MONTERREY FIVE ALFA
Turn at D8 MTY (or 2800' in case of DME failure)
046° hdg
D16 MTY
XOTAT TWO (XOTAT2)
075° hdg
5.7
100°
4
D11 MTY
N25 41.4
W099 55.4
151° hdg
5.8
XOTAT
D20 MTY
N25 40.6
W099 45.0
UT 11
73 TO ELIXI
N25 18.9 W098 27.3
211°
167°
126°
11 DME Arc
D16 MTY
14
SEGER TWO (SEGER2)
D30
SEGER
N25 26.1
W099 41.8
UJ 15E
V 23
44 TO CHINO
N24 56.3 W099 06.4
URTOB TWO ALFA (URTOB2A)
D30
URTOB
N25 22.8
W100 26.8
UJ 11
V 26
43 TO BEROS
N24 49.0 W100 55.8
URSUR TWO ALFA (URSUR2A)
D30
URSUR
N25 16.6
W100 02.7
UJ 81
V 19
37 TO SAUCE
N24 39.6
W099 58.3

These SIDs require a minimum climb gradient of:
OVEMA THREE ALFA, URTAN THREE ALFA:
220' per NM to **7000'**.

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

A MINIMUM CROSSING ALTITUDE

NLD	V-26	UJ-11	3300
NLD	V-37	UJ-11E	2500
CRP		J-29	2000
REX	V-10	UJ-10	2100
BRO	V-70		2000
MAM	V-42	UJ-4	2000
CUN		UT-11	2000
CVM	V-23	UJ-15E	2000
CVM	V-15	UJ-15	2000
TTM	V-19	UJ-81	5000
SLP		UJ-45	7800
CDR	V-26	UJ-11	9100
SLW	V-10	UJ-10, J-29	6700
MEBIS	V-37	UJ-32	4300
DEL		UJ-4, UT-11	4300
ADN	DRT		3200
MOV	V-23, V-42	UJ-15	5800
PNG	V-15	UJ-45	2000
NLD	V-19		3200

SID	INITIAL CLIMB
MONTERREY FIVE ALFA	Climb on MTY R-110 to D8 MTY (or **2800'** in case of DME failure), turn LEFT within 11 NM to MTY and depart the station at the MCA (A) for the assigned route or in accordance with ATC instructions.
ONBON FOUR	Climb on MTY R-110 to D11 MTY, turn LEFT heading 046° to intercept MTY R-083 to ONBON and then continue on the assigned route or in accordance with ATC instructions.
OVEMA THREE ALFA, URTAN THREE ALFA	Climb on MTY R-110 to D8 MTY, turn LEFT and proceed on the 11 DME Arc until intercepting the corresponding radial from MTY to OVEMA or URTAN. Continue on assigned route or in accordance with ATC instructions.
SEGER TWO	Climb on MTY R-110 to D11 MTY, turn RIGHT heading 151° to intercept MTY R-126 to SEGER and then continue on the assigned route or in accordance with ATC instructions.
URSUR TWO ALFA, URTOB TWO ALFA	Climb on MTY R-110 to D8 MTY, turn RIGHT and proceed on the 11 DME Arc until intercepting the corresponding radial from MTY to URSUR or URTOB. Continue on assigned route or in accordance with ATC instructions.
XOTAT TWO	Climb on MTY R-110 to D11 MTY, turn LEFT heading 075° to intercept MTY R-100 to XOTAT and then continue on the assigned route or in accordance with ATC instructions.

CHANGES: To note, database identifiers added.

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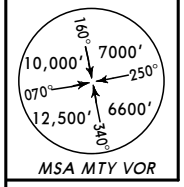
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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

MONTERREY, MEXICO
SID

Apt Elev 1276′

Trans level: FL195 Trans alt: 18500′



RWY 29 DEPARTURES

GABLA TWO (GABLA2)*[GABLA2]*,
LIDAK TWO BRAVO (LIDAK2B)*[LIDA2B]*,
MONTERREY FOUR BRAVO (MTY4B)*[MTY4B]*,
OVEMA THREE BRAVO (OVEMA3B)*[OVEM3B]*,
URTAN TWO BRAVO (URTAN2B) *[URTA2B]*,
URTOB TWO BRAVO (URTOB2B) *[URTO2B]*,
URTUS TWO ALFA (URTUS2A) *[URTU2A]*,

A MINIMUM CROSSING ALTITUDE			
NLD	V-26	UJ-11	3300
NLD	V-37	UJ-11E	2500
CRP		J-29	2000
REX	V-10	UJ-10	2100
BRO	V-70		2000
MAM	V-42	UJ-4	2000
CUN		UT-11	2000
CVM	V-23	UJ-15E	2000
CVM	V-15	UJ-15	2000
TTM	V-19	UJ-81	5000
SLP		UJ-45	7800
CDR	V-26	UJ-11	9100
SLW	V-10	UJ-10, J-29	6700
MEBIS	V-37	UJ-32	4300
DEL		UJ-4, UT-11	4300
ADN	DRT		3200
MOV	V-23, V-42	UJ-15	5800
PNG	V-15	UJ-45	2000
NLD	V-19		3200

These SIDs require minimum climb gradients of:
LIDAK TWO BRAVO:
360′ per NM to **12000′.**
MONTERREY FOUR BRAVO:
300′ per NM to **4000′.**
OVEMA THREE BRAVO, URTAN TWO BRAVO, URTUS TWO ALFA:
300′ per NM to **7000′.**
URTOB TWO BRAVO:
320′ per NM to **12000′.**

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
320′ per NM	400	533	800	1067	1333	1600
360′ per NM	450	600	900	1200	1500	1800

SID	INITIAL CLIMB
GABLA TWO	Climb on MTY R-300 to D11 MTY, turn LEFT heading 273° until intercepting MTY R-292 to GABLA. Continue on assigned route or in accordance with ATC instructions.
LIDAK TWO BRAVO	Climb on MTY R-300 to D11 MTY, turn LEFT heading 237° until intercepting MTY R-272 to LIDAK. Continue on assigned route or in accordance with ATC instructions.
MONTERREY FOUR BRAVO	Climb on MTY R-300 to D8 MTY (or **3400′** in case of DME failure), turn RIGHT within 11 NM to MTY and depart the station at the MCA A for the assigned route or in accordance with ATC instructions.
OVEMA THREE BRAVO URTAN TWO BRAVO URTUS TWO ALFA	Climb on MTY R-300 to D8 MTY, turn RIGHT and proceed on the 11 DME Arc until intercepting the corresponding radial from MTY to OVEMA, URTAN, or URTUS. Continue on assigned route or in accordance with ATC instructions.
URTOB TWO BRAVO	Climb on MTY R-300 to D8 MTY, turn LEFT and proceed on the 11 DME Arc to intercept MTY R-211 to URTOB. Continue on assigned route or in accordance with ATC instructions.

CHANGES: Database identifiers added.

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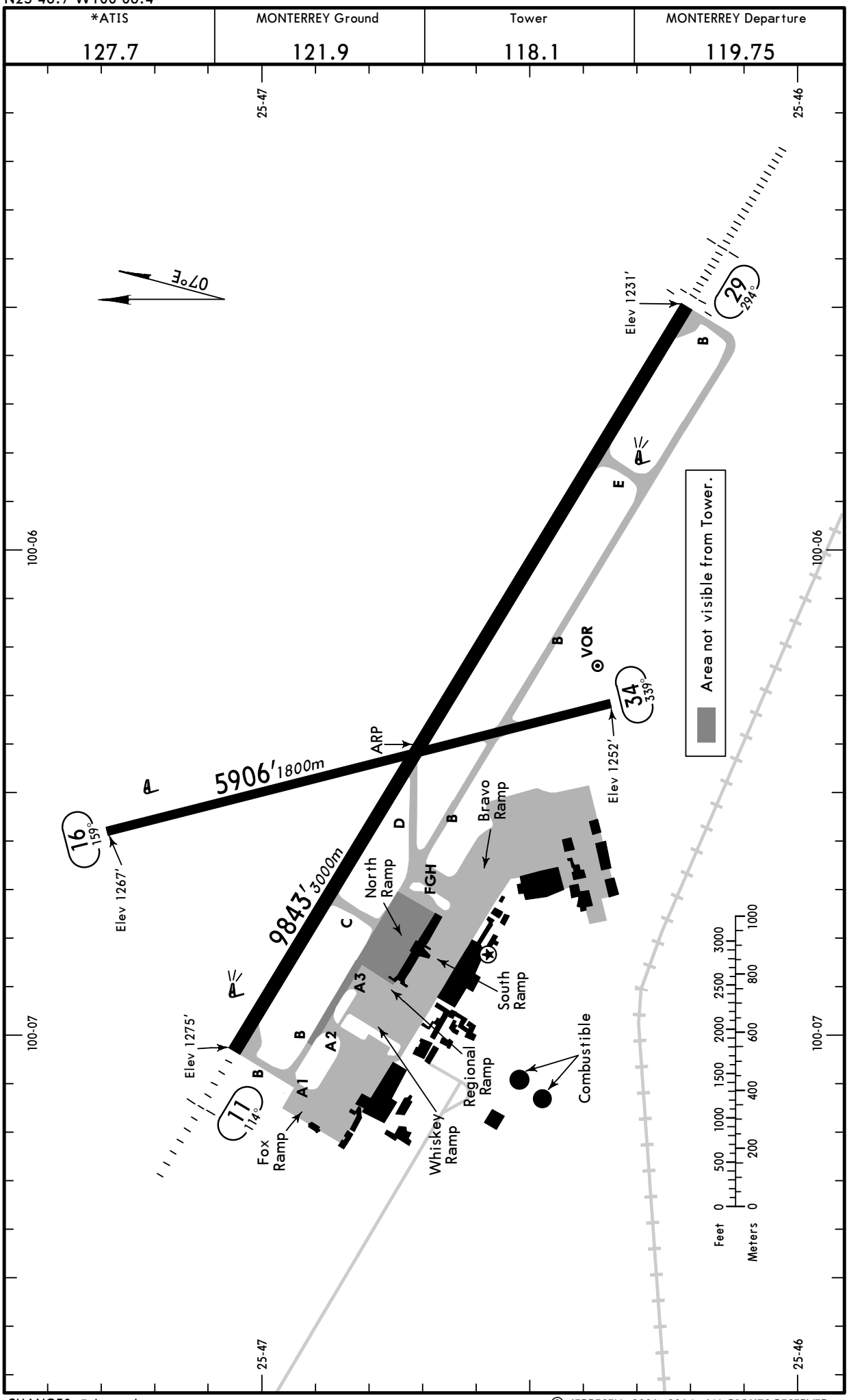
Apt Elev **1276′**
N25 46.7 W100 06.4

JEPPESEN
26 SEP 14 (10-9)

MONTERREY, MEXICO

GEN MARIANO ESCOBEDO INTL

*ATIS	MONTERREY Ground	Tower	MONTERREY Departure
127.7	121.9	118.1	119.75



CHANGES: Enhanced accuracy.

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MMMY/MTY

MONTERREY, MEXICO
GEN MARIANO ESCOBEDO INTL

GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL SALS REIL PAPI-L (angle 3.0°)				148′ *45m*
29	HIRL ALSF-I REIL PAPI-L (angle 3.0°)				
16 ❶ 34					98′ *30m*

❶ Closed to aircraft weighing more than 88,185 lbs (40,000 kg).

TAKE-OFF

	Rwys 11, 29	Rwys 16, 34
1 & 2 Eng	❶ 200-1	DAY VFR
3 & 4 Eng	200-½	

❶ Turbojet aircraft with 2 engines apply 200-1/2; to use this minimum the full ILS must be operating.

FOR FILING AS ALTERNATE

	ILS DME-1 Rwy 29 ILS DME-2 Rwy 29 ILS DME-3 Rwy 29 ILS DME-4 Rwy 29	VOR Rwy 16 VOR Rwy 34	Other
A	600-2	800-2	800-2
B			
C			
D		NA	

CHANGES: None.

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MMMY/MTY

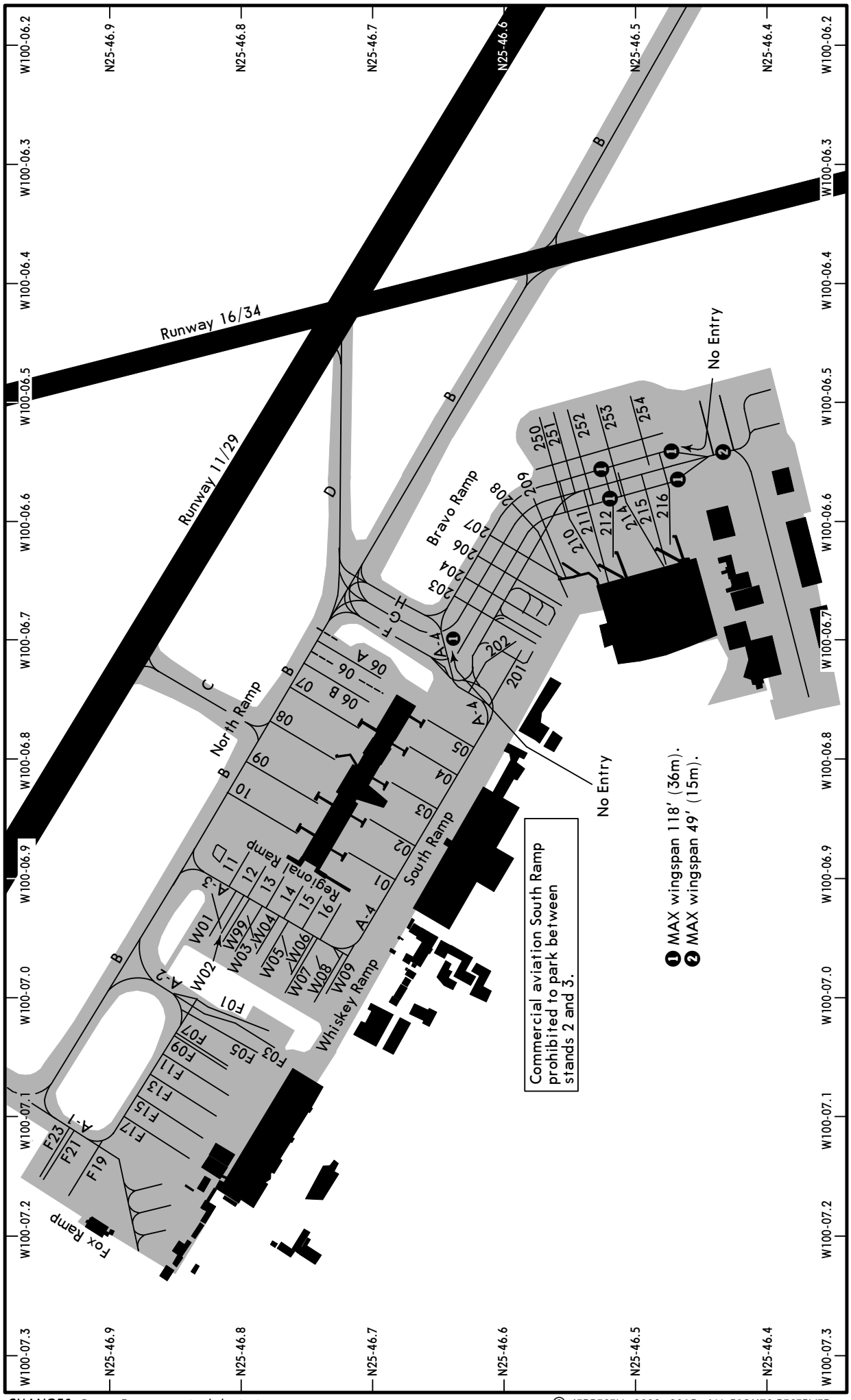
JEPPESEN

16 JAN 15

10-9B

MONTERREY, MEXICO

GEN MARIANO ESCOBEDO INTL



CHANGES: Bravo Ramp terminal depiction.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Fox Ramp	
F01, F03, F05	N25 46.8 W100 07.0
F7, F9, F11, F13, F15, F17	N25 46.8 W100 07.1
F19, F21	N25 46.9 W100 07.2
F23	N25 46.9 W100 07.1
South Ramp	
1, 2	N25 46.7 W100 06.9
3, 4, 5	N25 46.7 W100 06.8
North Ramp	
6A, 6	N25 46.7 W100 06.7
6B, 7, 8, 9	N25 46.7 W100 06.8
10	N25 46.8 W100 06.9
Regional Ramp	
11 thru 13	N25 46.8 W100 06.9
14 thru 16	N25 46.7 W100 06.9
Whiskey Ramp	
W01, W02	N25 46.8 W100 06.9
W03	N25 46.8 W100 07.0
W04	N25 46.8 W100 06.9
W05, W06, W07	N25 46.8 W100 07.0
W08, W09	N25 46.7 W100 07.0
W99	N25 46.8 W100 07.0
Bravo Ramp	
201 thru 208	N25 46.6 W100 06.7
209	N25 46.6 W100 06.6
210, 211	N25 46.5 W100 06.6
212 (Cat C), 212 (757-200)	N25 46.5 W100 06.6
214 thru 216	N25 46.5 W100 06.6
250, 251	N25 46.6 W100 06.5
252 thru 254	N25 46.5 W100 06.5

CHANGES: None.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-1)

MONTERREY, MEXICO
ILS DME-1 Rwy 29

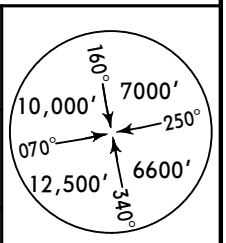
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP ™

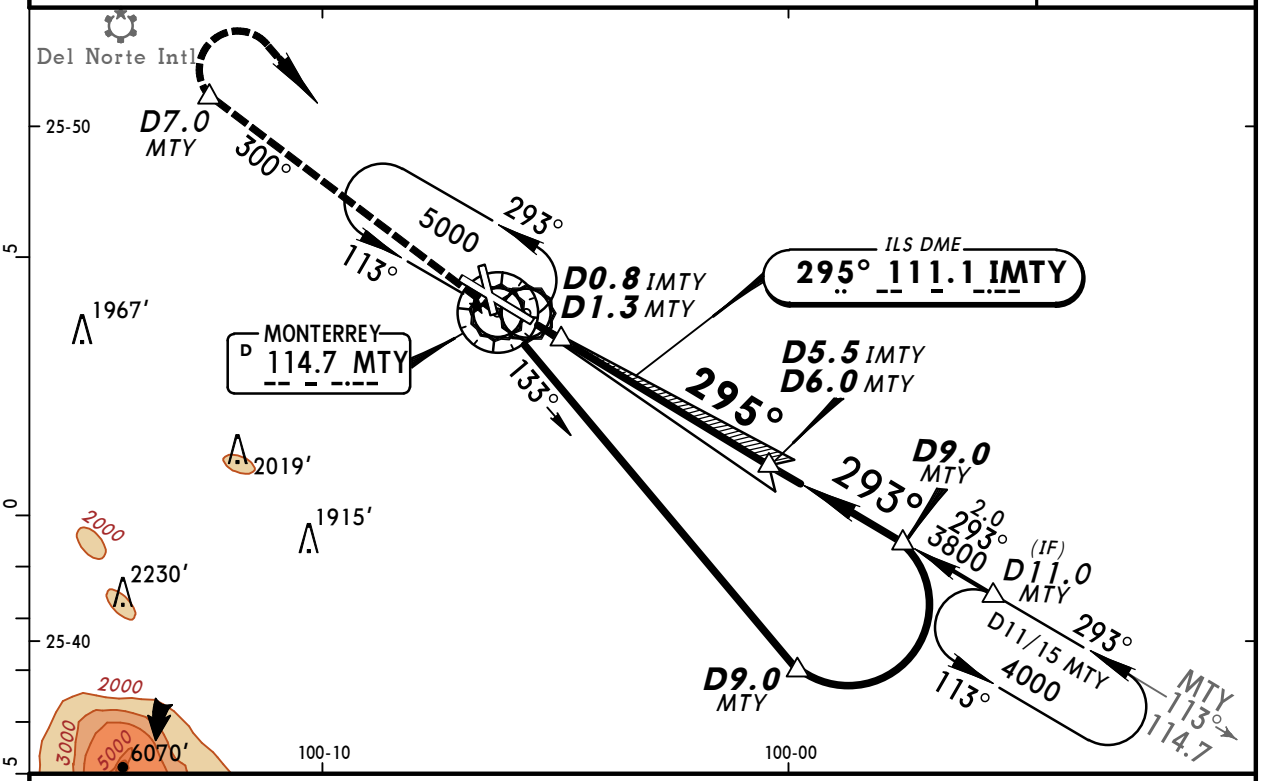
LOC IMTY 111.1	Final Apch Crs 295°	GS D5.5 IMTY D6.0 MTY 3000′ (1766′)	ILS DA(H) (CONDITIONAL) 1484′ (250′)	Apt Elev 1276′ TDZE 1234′

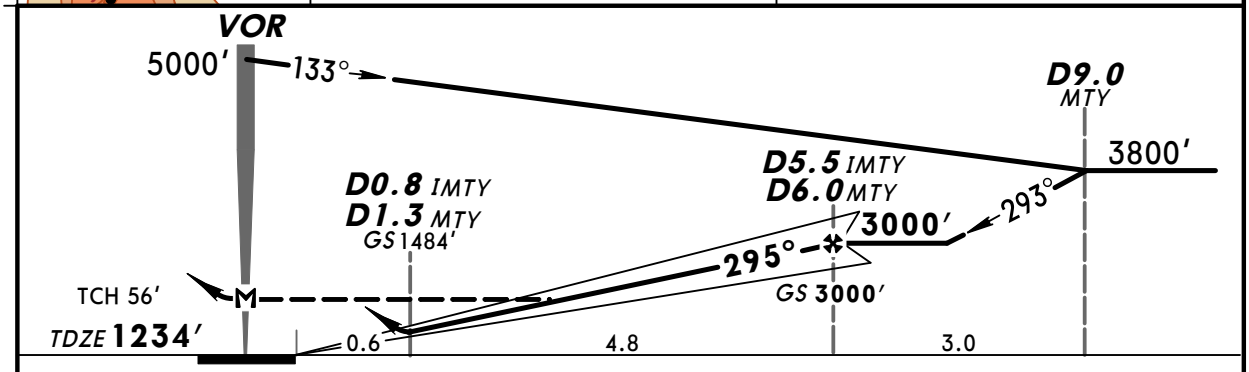
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at VOR						

REIL PAPI ALS

on MTY 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′) FULL	ILS DA(H) 1484′ (250′) ALS out	LOC (GS out) MDA(H) 1600′ (366′)	LOC (GS out) MDA(H) 1600′ (366′) ALS out
A	1/2	3/4	1/2	1
B				
C				
D				
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN

16 JAN 15 (11-2)

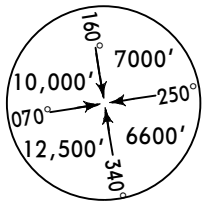
MONTERREY, MEXICO
TRANSITIONS FOR ILS DME-2 Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

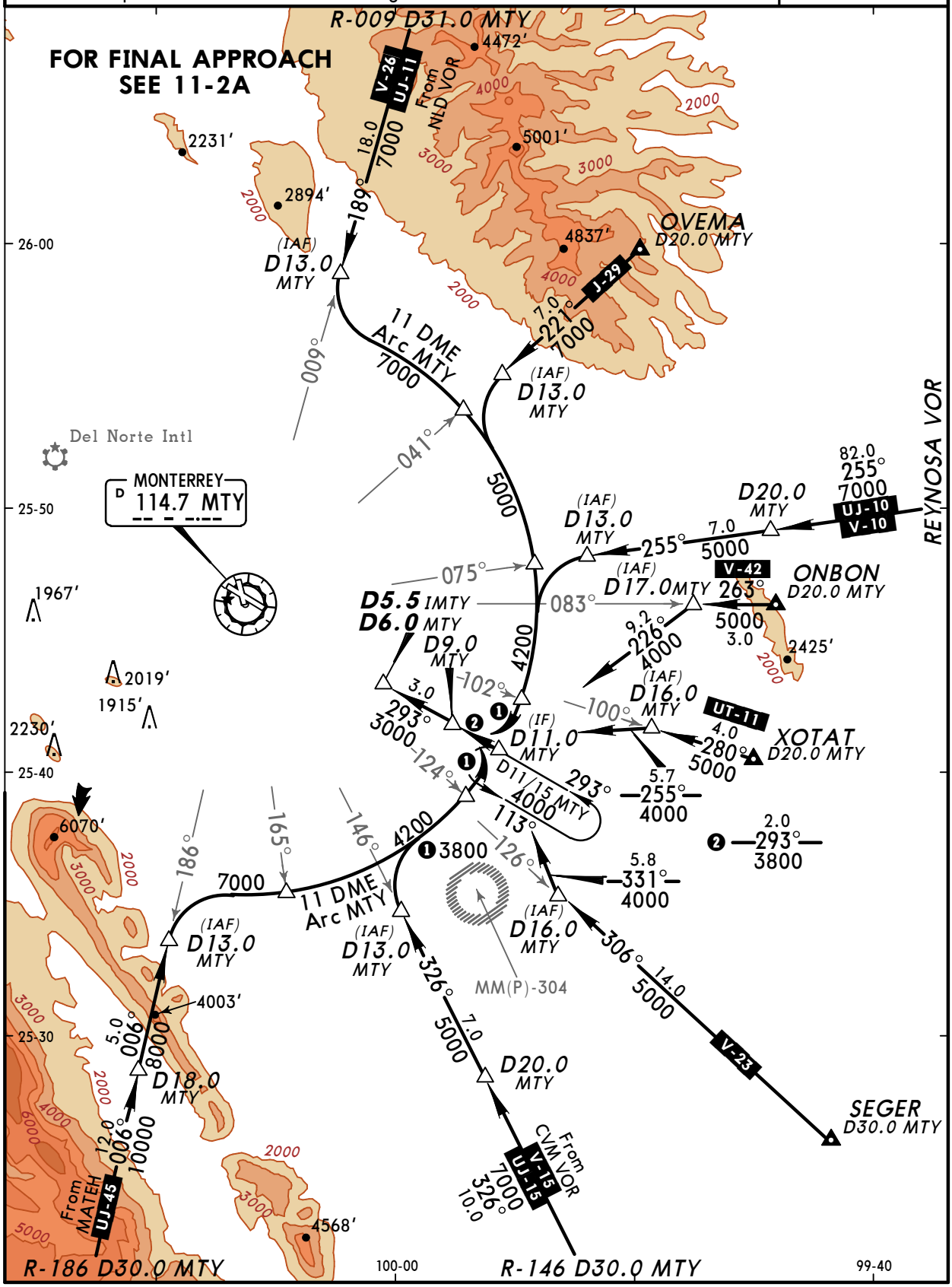
BRIEFING STRIP™

FOR FINAL APPROACH SEE 11-2A

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt: 18500'
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude. 3. In case of DME failure at any point of the procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA MTY VOR



CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-2A)

MONTERREY, MEXICO
ILS DME-2 Rwy 29

BRIEFING STRIP™

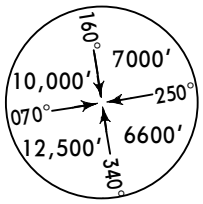
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
111.1	295°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	(CONDITIONAL) 1484′ (250′)	TDZE 1234′

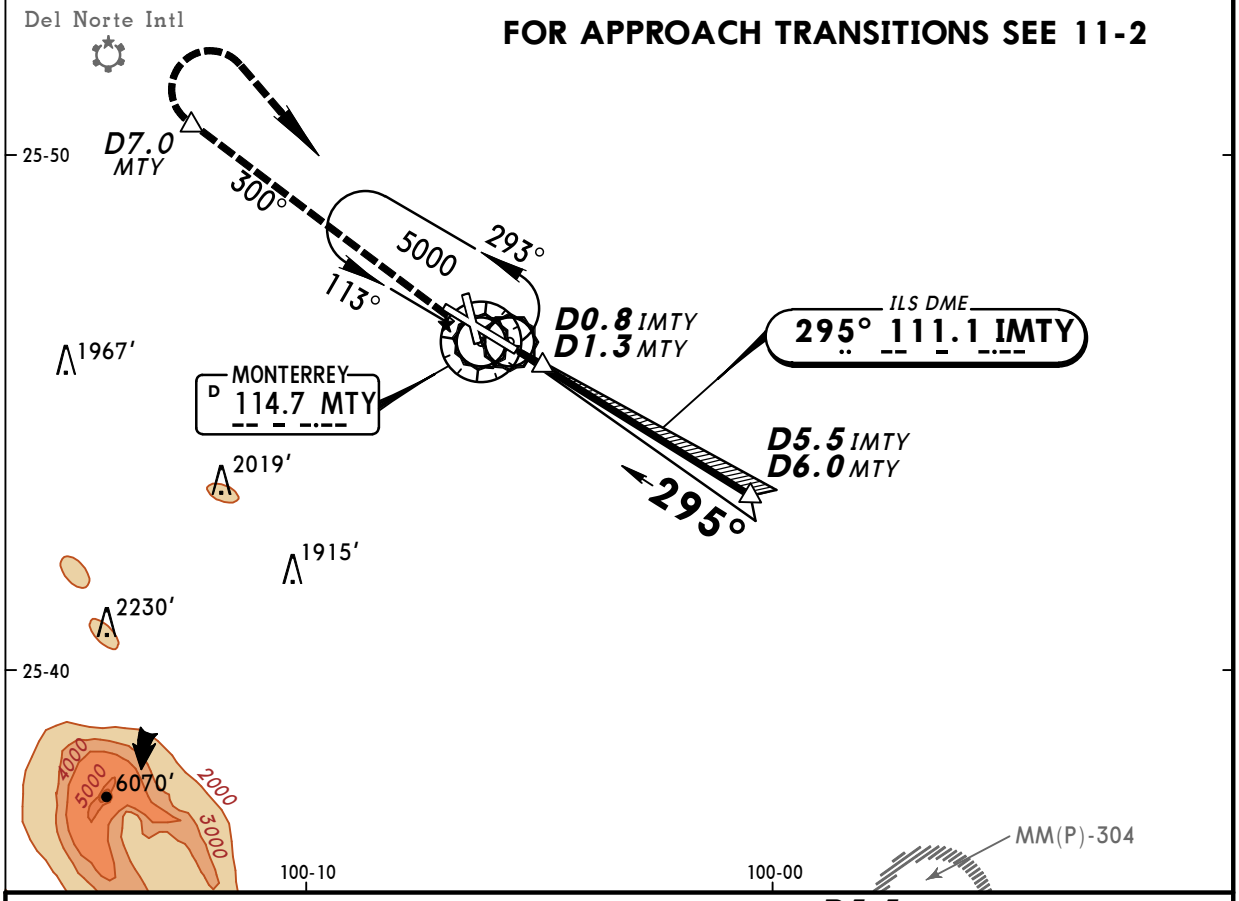
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

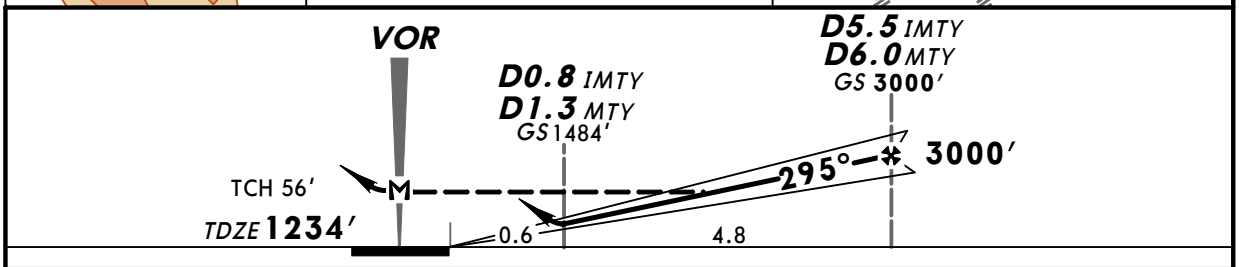
Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt: 18500′

1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude. 3. In case of DME failure at any point of the procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA MTY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at VOR						

ALS
REIL
PAPI

MTY on 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′) FULL	ILS DA(H) 1484′ (250′) ALS out	LOC (GS out) MDA(H) 1600′ (366′)	LOC (GS out) MDA(H) 1600′ (366′) ALS out
A	1/2	3/4	1/2	1
B				
C				
D				
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-3)

MONTERREY, MEXICO
ILS DME-3 Rwy 29

BRIEFING STRIP ™

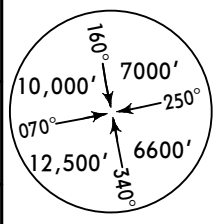
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
111.1	295°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	(CONDITIONAL) 1484′ (250′)	TDZE 1234′

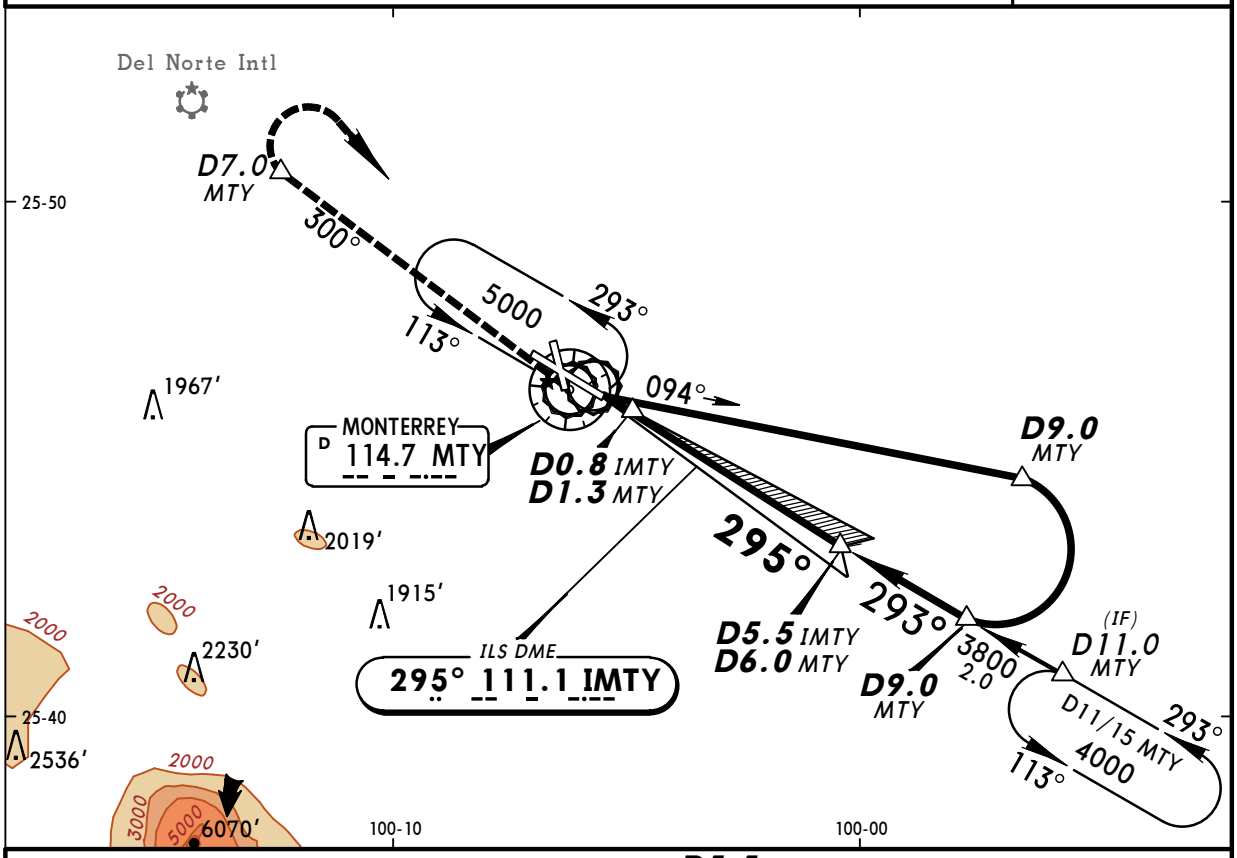
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

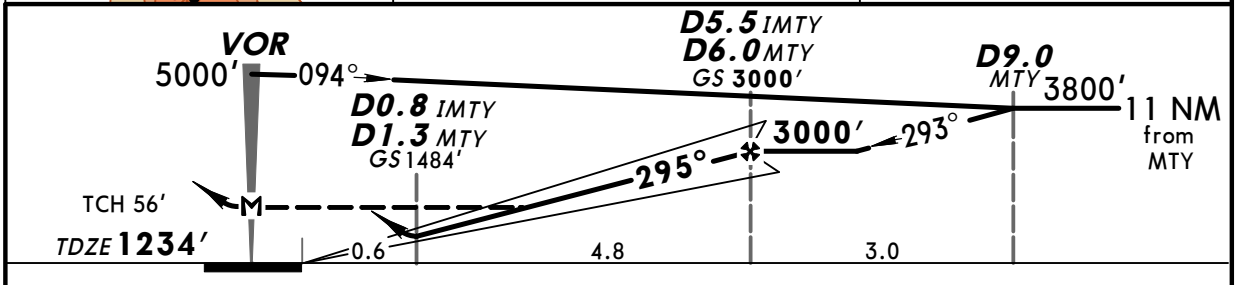
Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′

1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at VOR						

ALS
REIL
PAPI

MTY on 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				
D				
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-4)

MONTERREY, MEXICO
ILS DME-4 Rwy 29

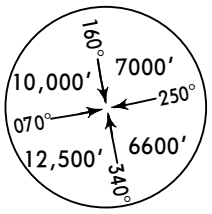
BRIEFING STRIP ™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

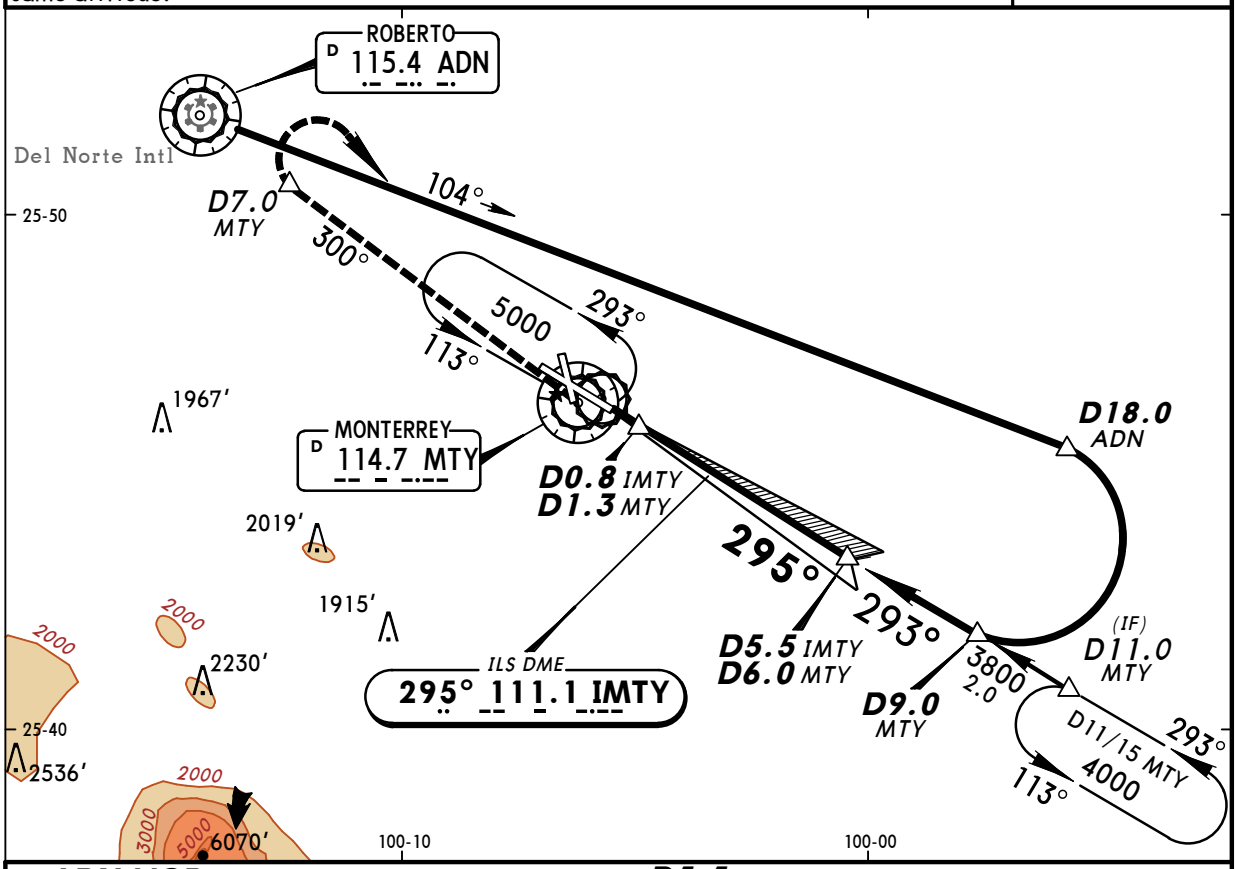
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
IMTY 111.1	295°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	(CONDITIONAL) 1484′ (250′)	TDZE 1234′

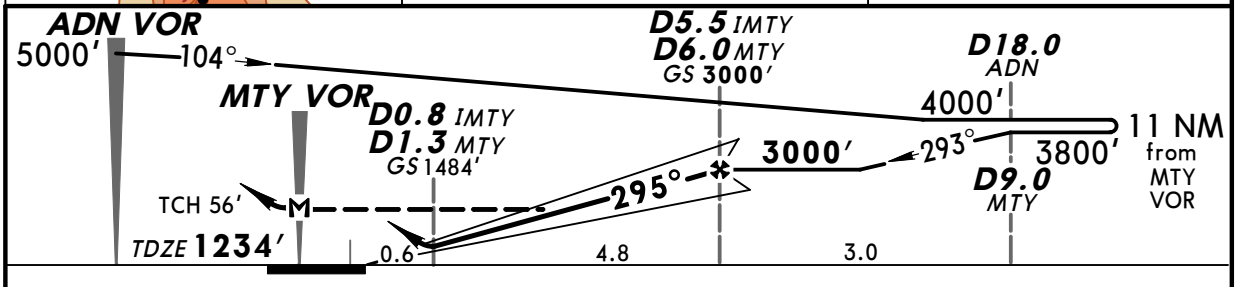
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at MTY VOR						

ALS REIL PAPI

on MTY 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				
D				
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-1)

MONTERREY, MEXICO
VOR DME-1 Rwy 11

BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

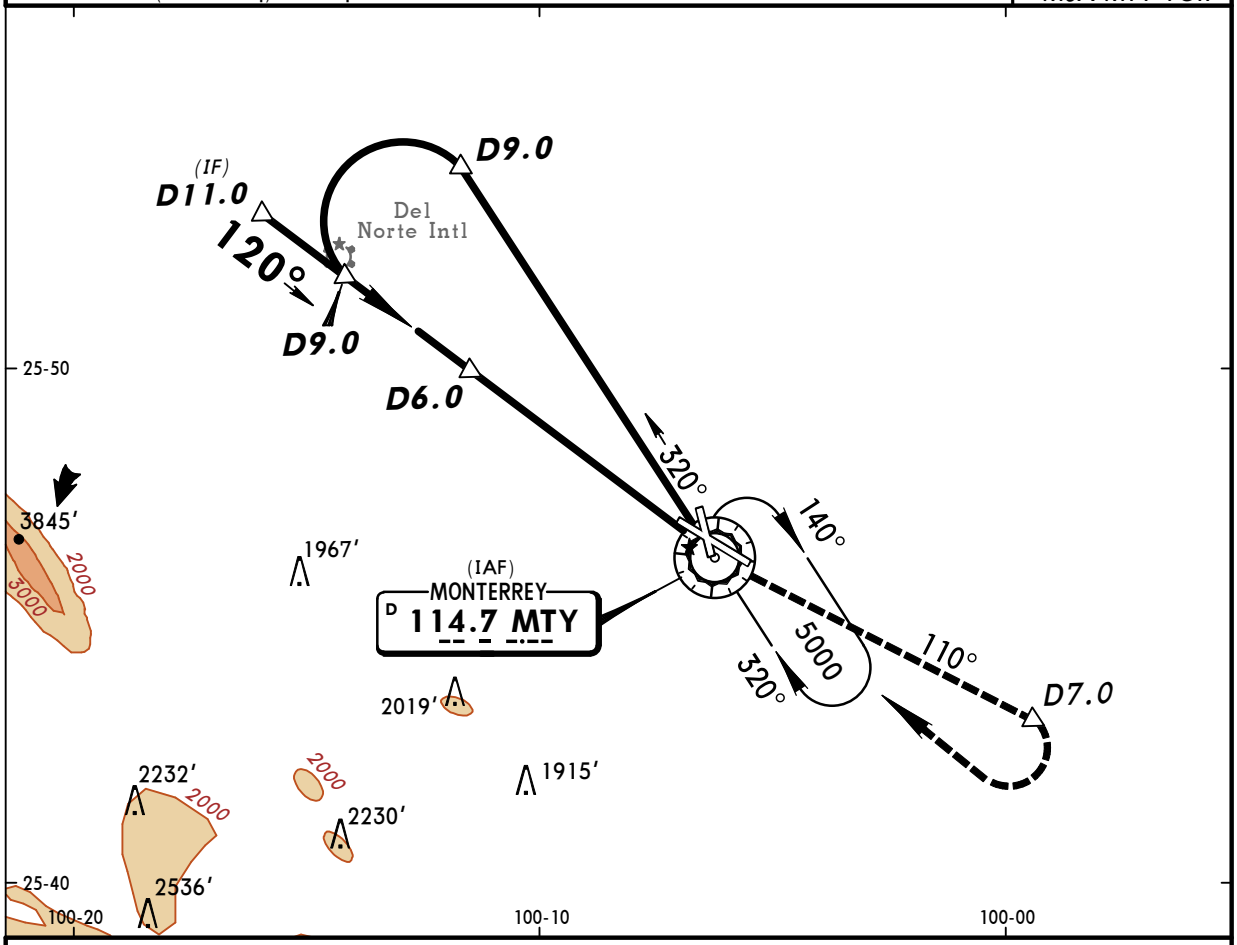
VOR MTY 114.7	Final Apch Crs 120°	Minimum Alt D6.0 3100′ (1824′)	MDA(H) 1740′ (464′)	Apt Elev 1276′

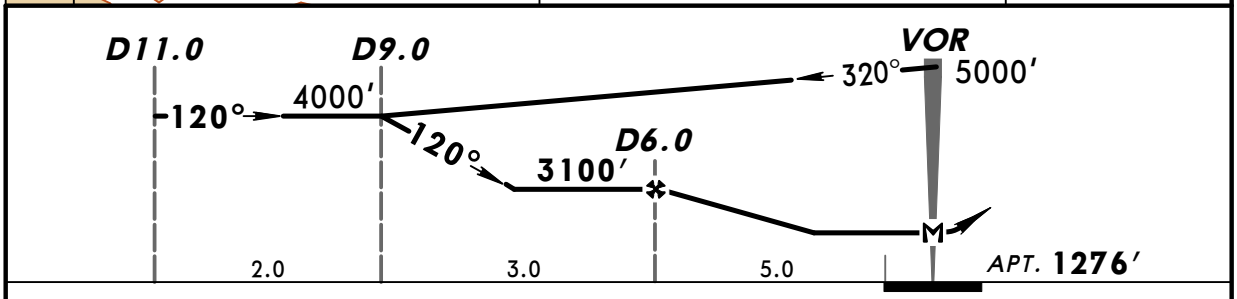
MISSED APCH: Climb outbound on MTY VOR R-110 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

MSA MTY VOR

160° 7000′ 250° 6600′ 340° 12,500′ 070° 10,000′

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





								SALS REIL PAPI	MTY on 114.7 R-110 / D7.0
MAP at VOR									

STRAIGHT-IN LANDING RWY11

MDA(H) 1740′ (464′)

	ALS out		Max Kts	MDA(H)
A	1		90	1820′ (544′)-1
B			120	
C	1	1¼	140	1820′ (544′)-1½
D	1¼	1½	165	1860′ (584′)-2

CIRCLE-TO-LAND

CHANGES: Airport elevation, hold bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-2)

MONTERREY, MEXICO
VOR DME-2 Rwy 11

BRIEFING STRIP™

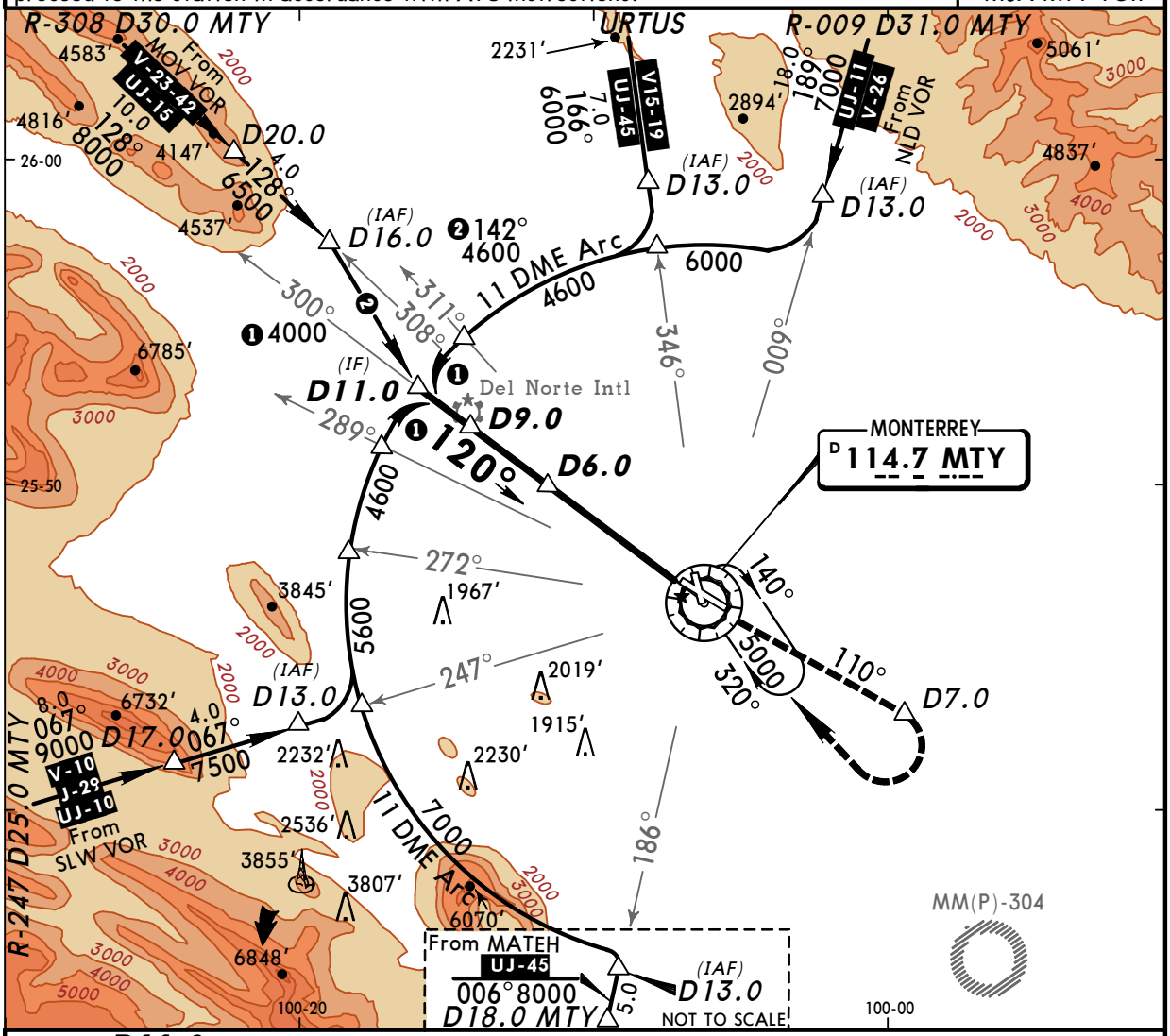
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

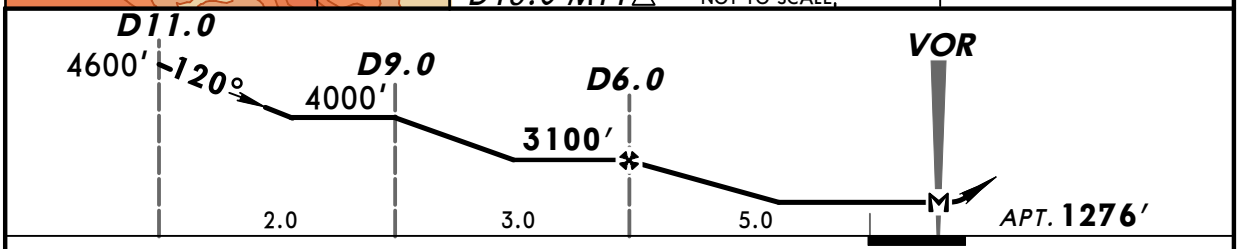
VOR MTY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
114.7	120°	D6.0 3100′ (1824′)	1740′ (464′)	1276′

MISSED APCH: Climb outbound on MTY VOR R-110 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

MSA MTY VOR
160° 7000′
10,000′ 250°
070° 6600′
12,500′ 340°





MAP at VOR								SALS REIL PAPI		MTY on 114.7 R-110	D7.0

	STRAIGHT-IN LANDING RWY11 MDA(H) 1740′ (464′)		Max Kts	CIRCLE-TO-LAND MDA(H)
	ALS out			
A	1		90	1820′ (544′)-1
B			120	
C	1	1¼	140	1820′ (544′)-1½
D	1¼	1½	165	1860′ (584′)-2

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-3)

MONTERREY, MEXICO
CAT A, B & C VOR Rwy 16

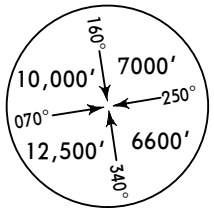
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP ™

VOR MTY 114.7	Final Apch Crs 159°	No FAF	MDA(H) (CONDITIONAL) 1760′ (484′)	Apt Elev 1276′

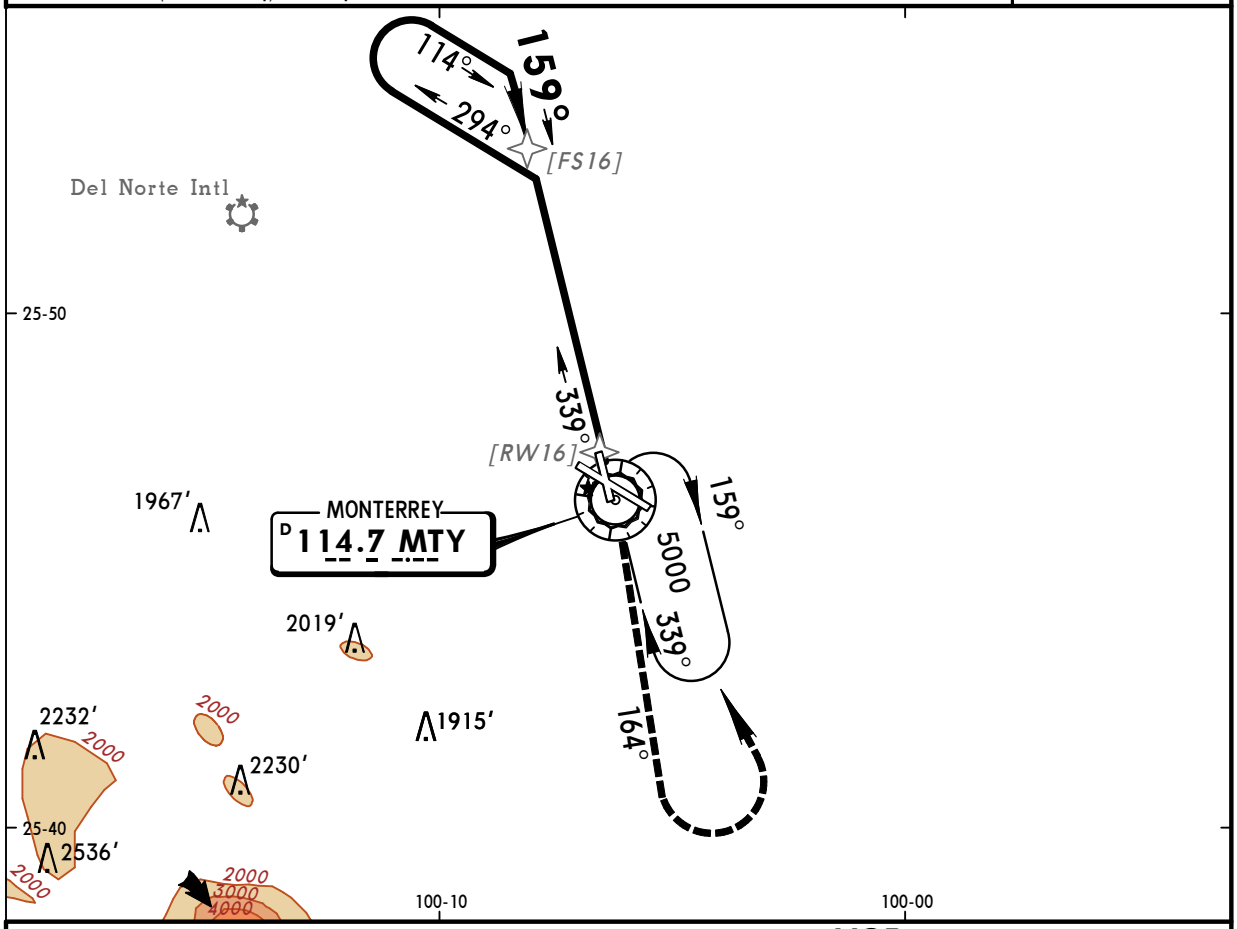
MISSED APCH: Climb outbound on MTY VOR R-164, turn LEFT within 10 NM to MTY VOR to the minimum holding altitude.

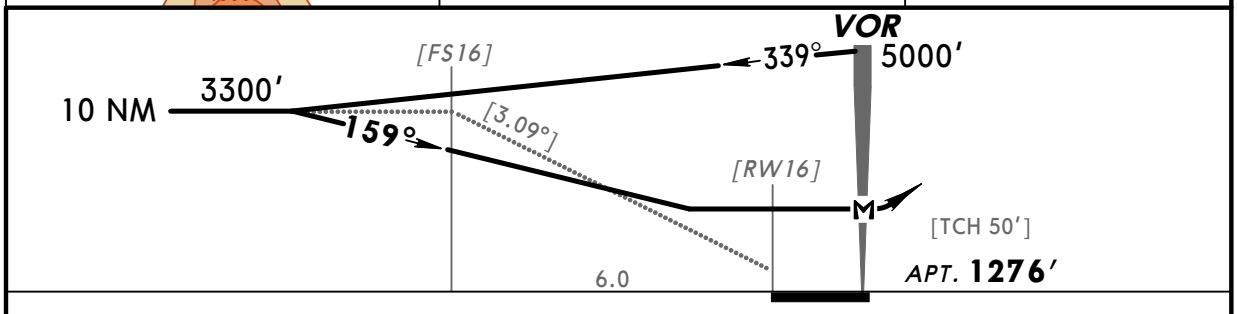
Gnd speed-Kts	80	100	120	140	160	180	200
Max Outbound Distance 7.0	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at VOR						

MTY on 114.7 R-164

STRAIGHT-IN LANDING RWY16

MDA(H) 1760′ (484′)

	DAY	NIGHT
A	1	NA
B		
C	1¼	
D	NOT APPLICABLE	

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1820′ (544′) - 1
B	120	
C	140	1820′ (544′) - 1½
D	D	NOT APPLICABLE

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-4)

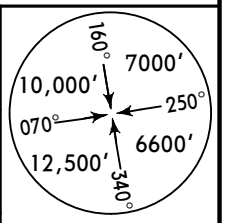
MONTERREY, MEXICO
VOR DME-1 Rwy 29

BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

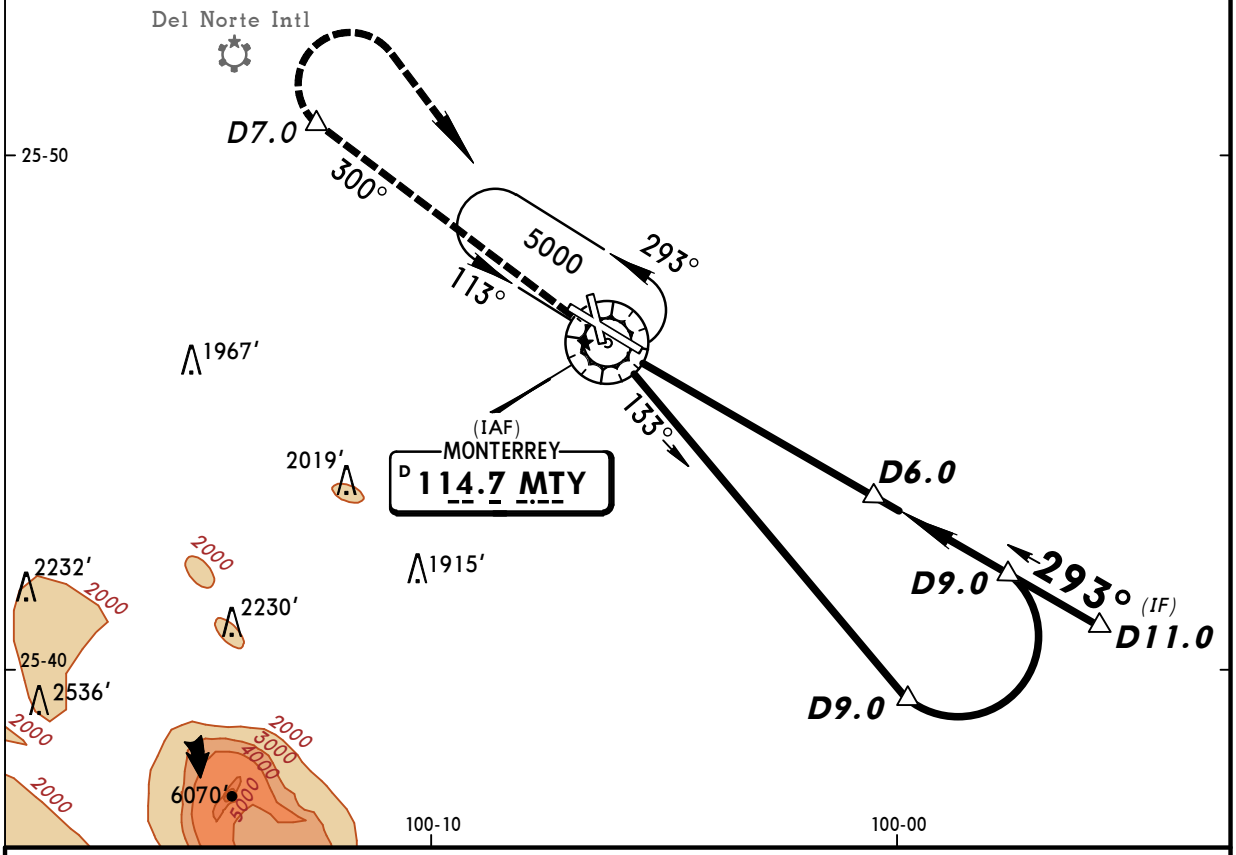
VOR MTY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
114.7	293°	D6.0 3000′ (1724′)	1760′ (484′)	1276′

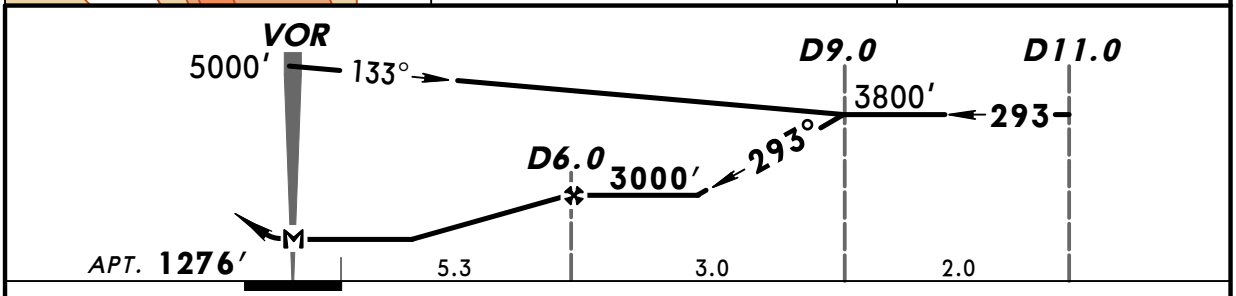
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR								REIL PAPI ALS	↑	on MTY 114.7 R-300	D7.0

STRAIGHT-IN LANDING RWY29

MDA(H) 1760′ (484′)

	ALS out		Max Kts	MDA(H)
A	1		90	1820′ (544′)-1
B			120	
C	1	1¼	140	1820′ (544′)-1½
D	1¼	1½	165	1860′ (584′)-2

CIRCLE-TO-LAND

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-5)

MONTERREY, MEXICO
VOR DME-2 Rwy 29

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

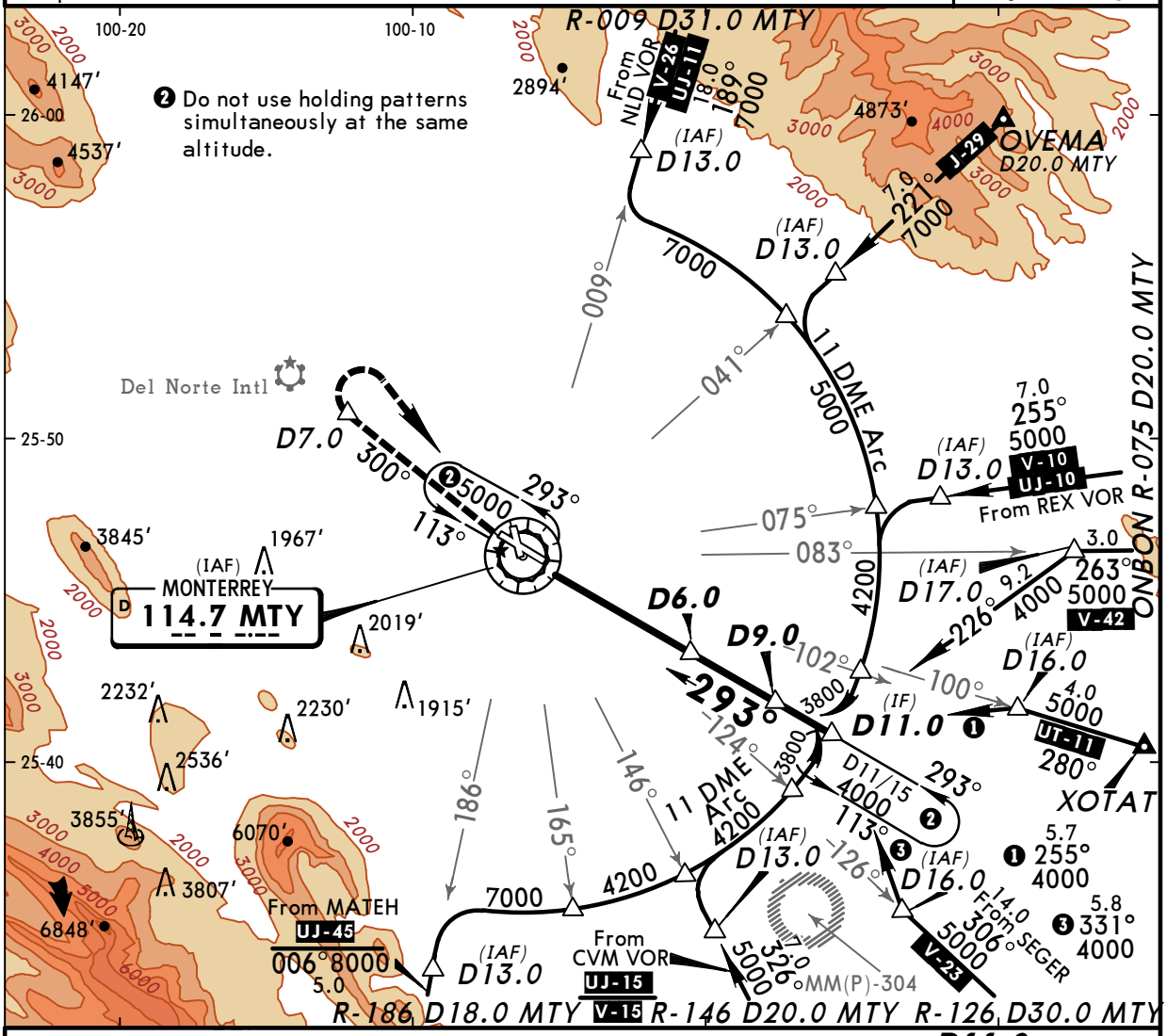
BRIEFING STRIP™

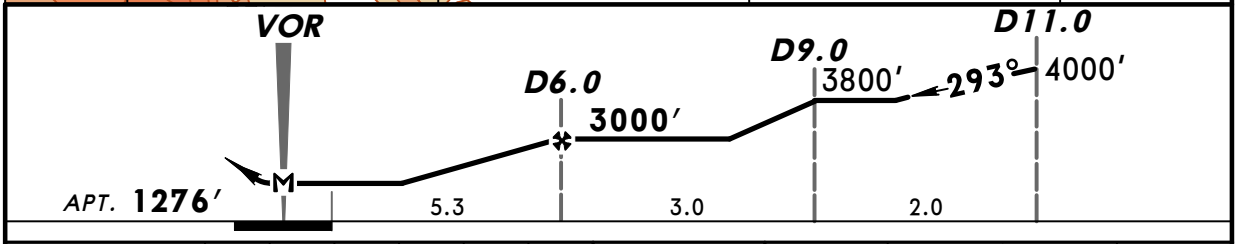
VOR MTY	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev
114.7	293°	3000′ (1724′)	1760′ (484′)	1276′

MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.

MSA MTY VOR
160° 7000′
10,000′ 250°
070° 6600′
12,500′ 340°





MAP at VOR	ALS REIL PAPI	MTY on 114.7 R-300	D7.0

STRAIGHT-IN LANDING RWY29 MDA(H) 1760′ (484′)			CIRCLE-TO-LAND	
	ALS out		Max Kts.	MDA(H)
A	1		90	1820′ (544′) - 1
B			120	
C	1	1¼	140	1820′ (544′) - 1½
D	1¼	1½	165	1860′ (584′) - 2

CHANGES: Procedure.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-6)

MONTERREY, MEXICO
VOR DME-3 Rwy 29

BRIEFING STRIP™

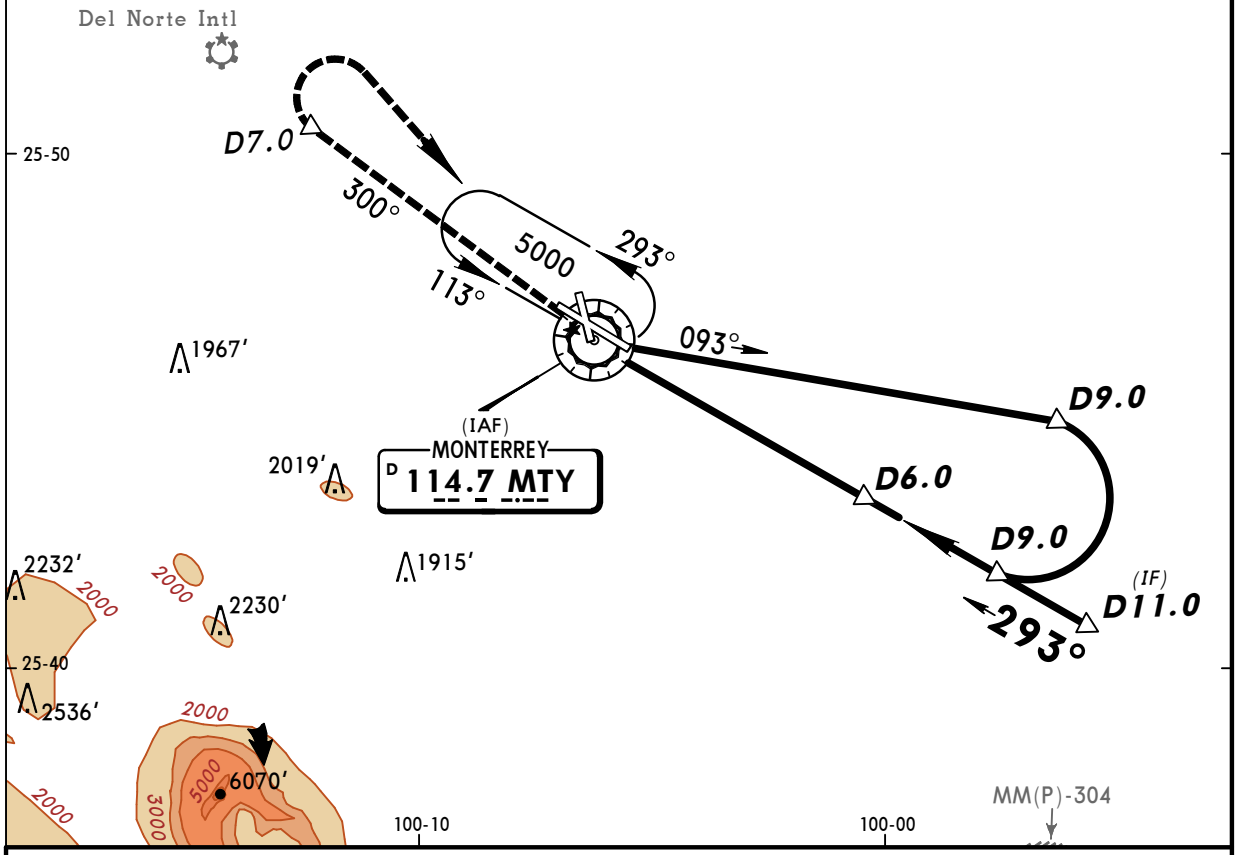
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

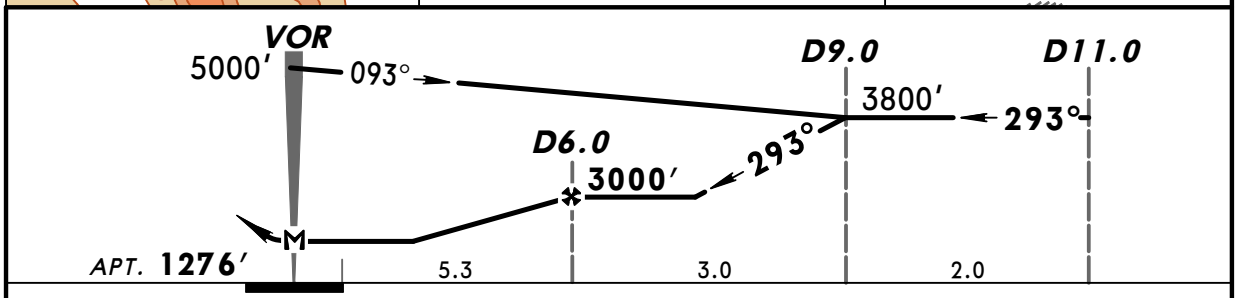
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MTY 114.7	293°	D6.0 3000′ (1724′)	1760′ (484′)	1276′

MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

MSA MTY VOR: 160° 7000′ · 250° 6600′ · 340° 12,500′ · 070° 10,000′

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR								ALS REIL PAPI		MTY on 114.7 R-300	D7.0

STRAIGHT-IN LANDING RWY29

MDA(H) 1760′ (484′)

	ALS out	
A, B	1	
C	1	1¼
D	1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90, 120	1820′ (544′)-1
140	1820′ (544′)-1½
165	1860′ (584′)-2

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-7)

MONTERREY, MEXICO
VOR DME-4 Rwy 29

BRIEFING STRIP™

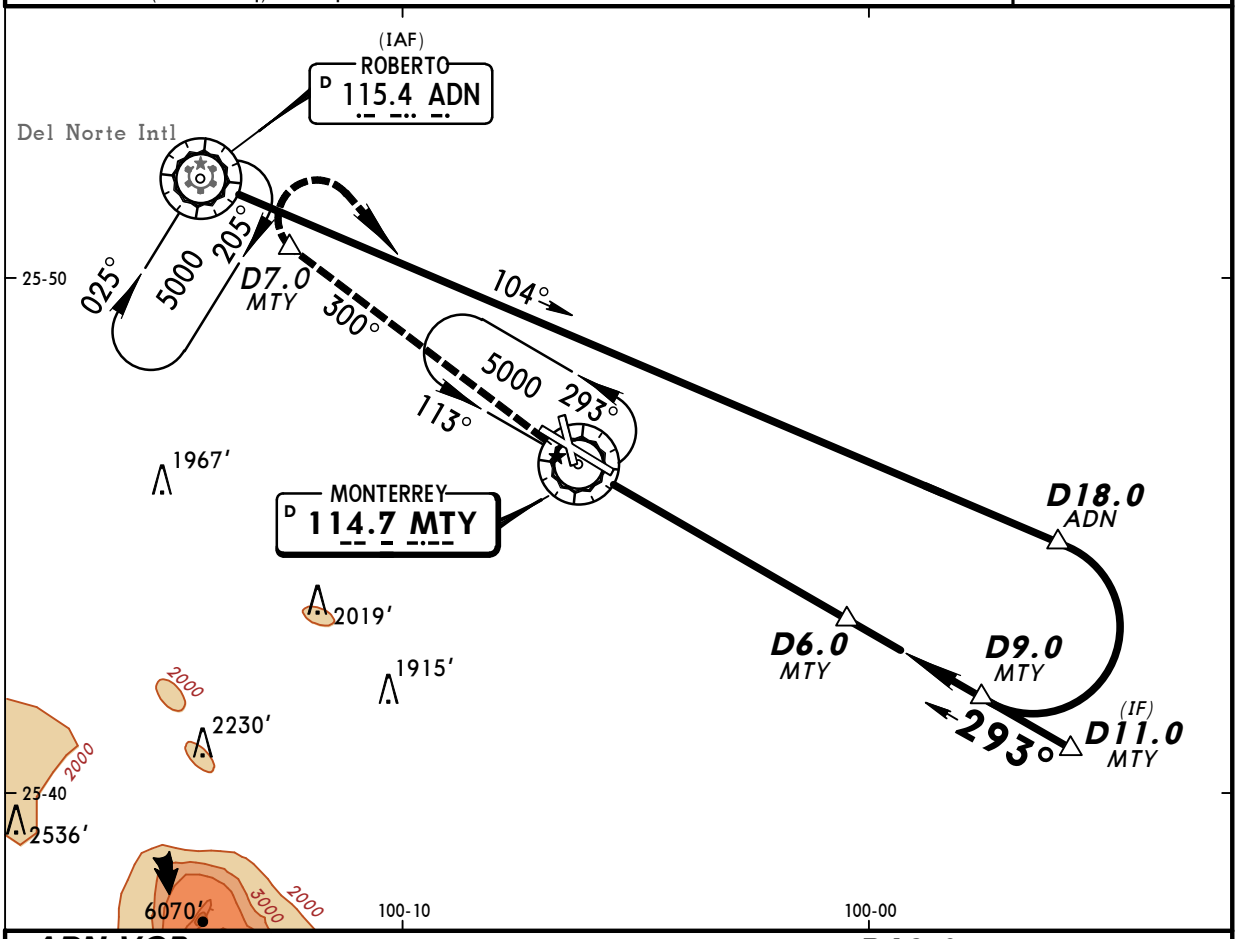
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

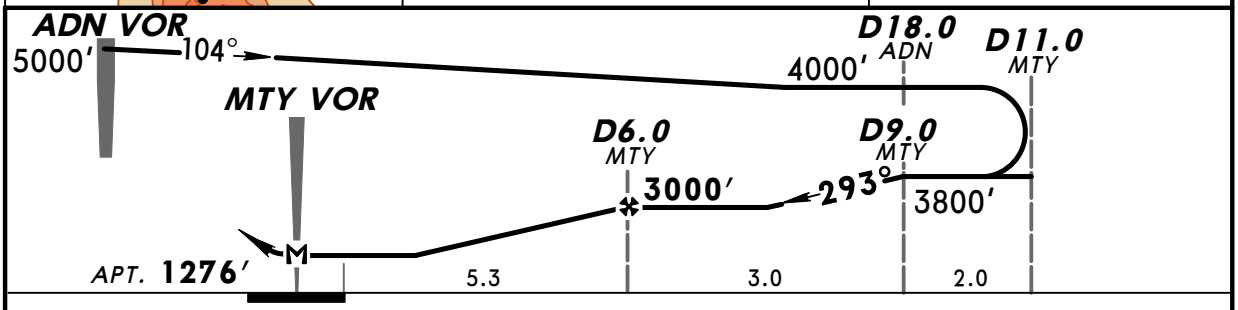
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MTY 114.7	293°	D6.0 MTY 3000′ (1724′)	1760′ (484′)	1276′

MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

MSA MTY VOR: 160° 7000′, 250° 6600′, 340° 12,500′, 070° 10,000′

Alt Set: MB (IN on req) | Apt Elev: 46 MB | Trans level: FL 195 | Trans alt: 18500′





MAP at MTY VOR								REIL PAPI ALS	MTY on 114.7 R-300	D7.0 MTY

STRAIGHT-IN LANDING RWY 29

MDA(H) 1760′ (484′)

	ALS out	
A	1	
B		
C	1	1¼
D	1¼	1½

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1820′ (544′)-1
B	120	
C	140	1820′ (544′)-1½
D	165	1860′ (584′)-2

CHANGES: Airport elevation, final apch course, holding patterns.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-8)

MONTERREY, MEXICO
VOR Rwy 29

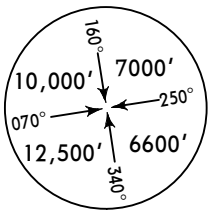
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

VOR MTY 114.7	Final Apch Crs 290°	No FAF	MDA(H) 1820′ (544′)	Apt Elev 1276′

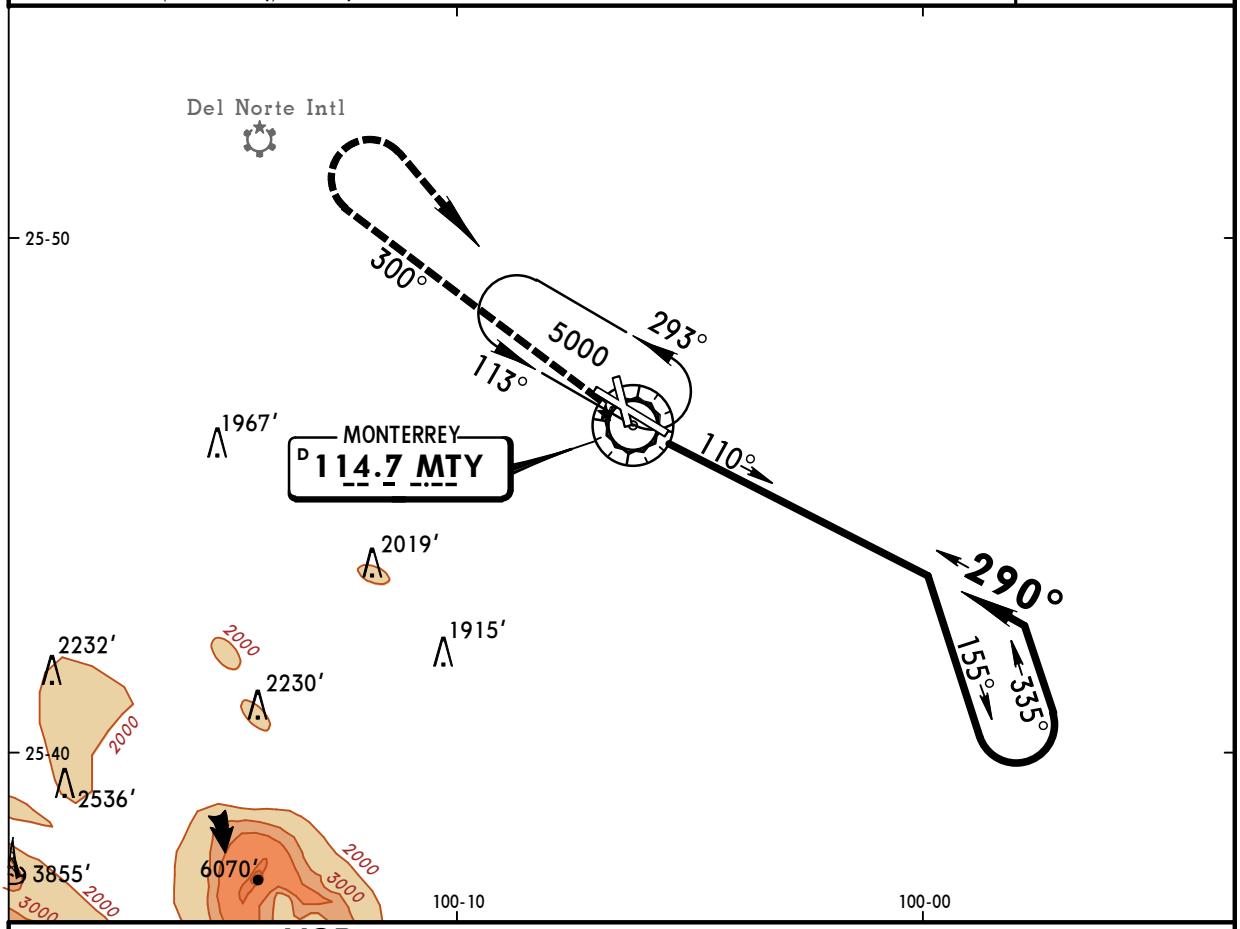
MISSED APCH: Climb outbound on MTY VOR R-300, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

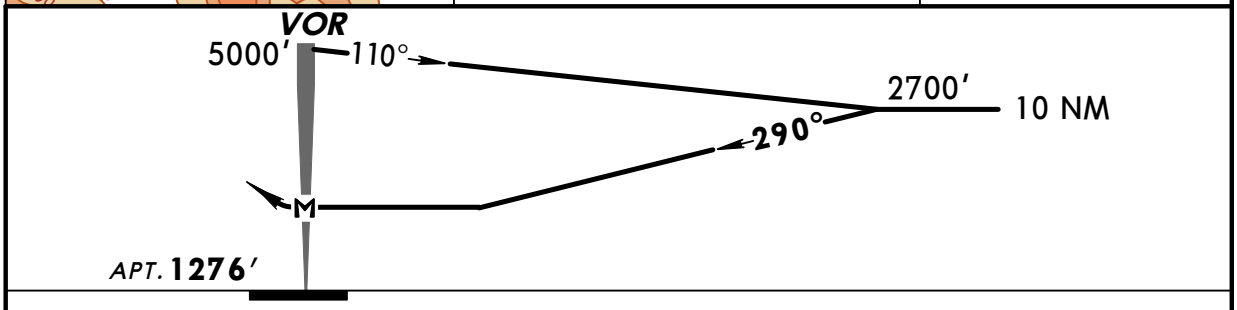
Gnd speed-Kts	80	100	120	140	160	180	200
Max Outbound Distance 7.0	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR							

REIL PAPI ALS

MTY on 114.7 R-300

STRAIGHT-IN LANDING RWY 29

MDA(H) 1820′ (544′)

	ALS out	
A	1	
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) -1
120	
140	1820′ (544′) -1½
165	1860′ (584′) -2

CHANGES: Airport elevation, missed apch hold.

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MMMY/MTY GEN MARIANO ESCOBEDO INTL

7 JAN 11
Eff 13 Jan

JEPPESEN
13-9

MONTERREY, MEXICO
CAT A, B & C VOR Rwy 34

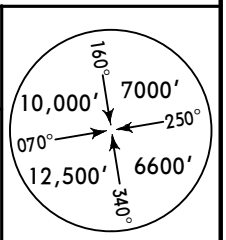
BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

VOR MTY 114.7	Final Apch Crs 344°	No FAF	MDA(H) (CONDITIONAL) 1760′ (484′)	Apt Elev 1276′

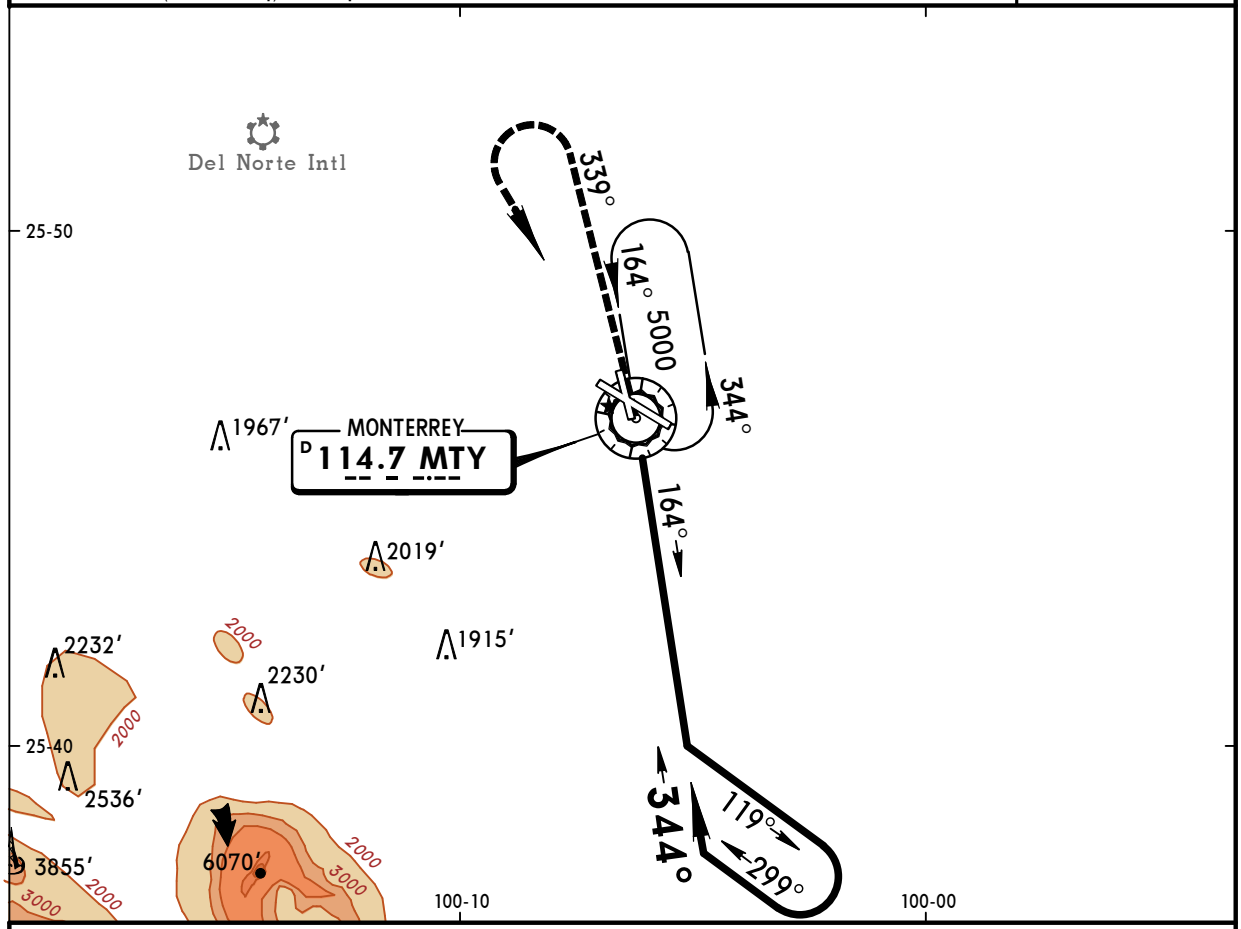
MISSED APCH: Climb outbound on MTY VOR R-339, turn LEFT within 10 NM to MTY VOR to the minimum holding altitude.

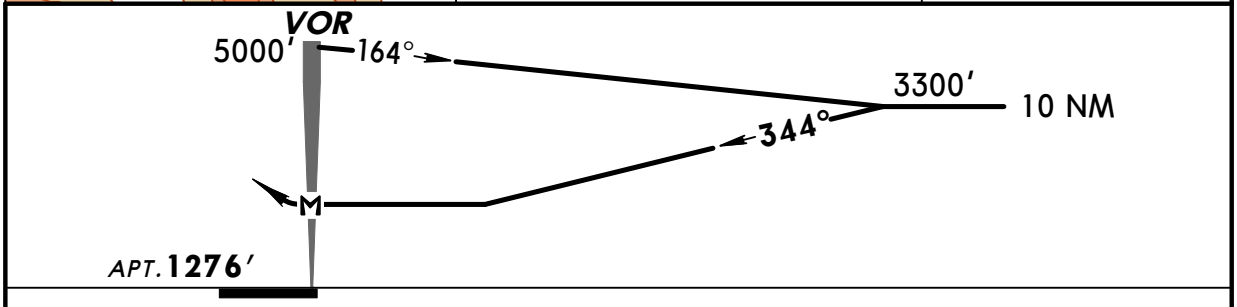
Gnd speed-Kts	80	100	120	140	160	180	200
Max Outbound Distance 7.0	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR

MTY on 114.7 R-339

STRAIGHT-IN LANDING RWY34

MDA(H) 1760′ (484′)

	DAY	NIGHT
A	1	NA
B		
C	1¼	
D	NOT APPLICABLE	

CIRCLE-TO-LAND

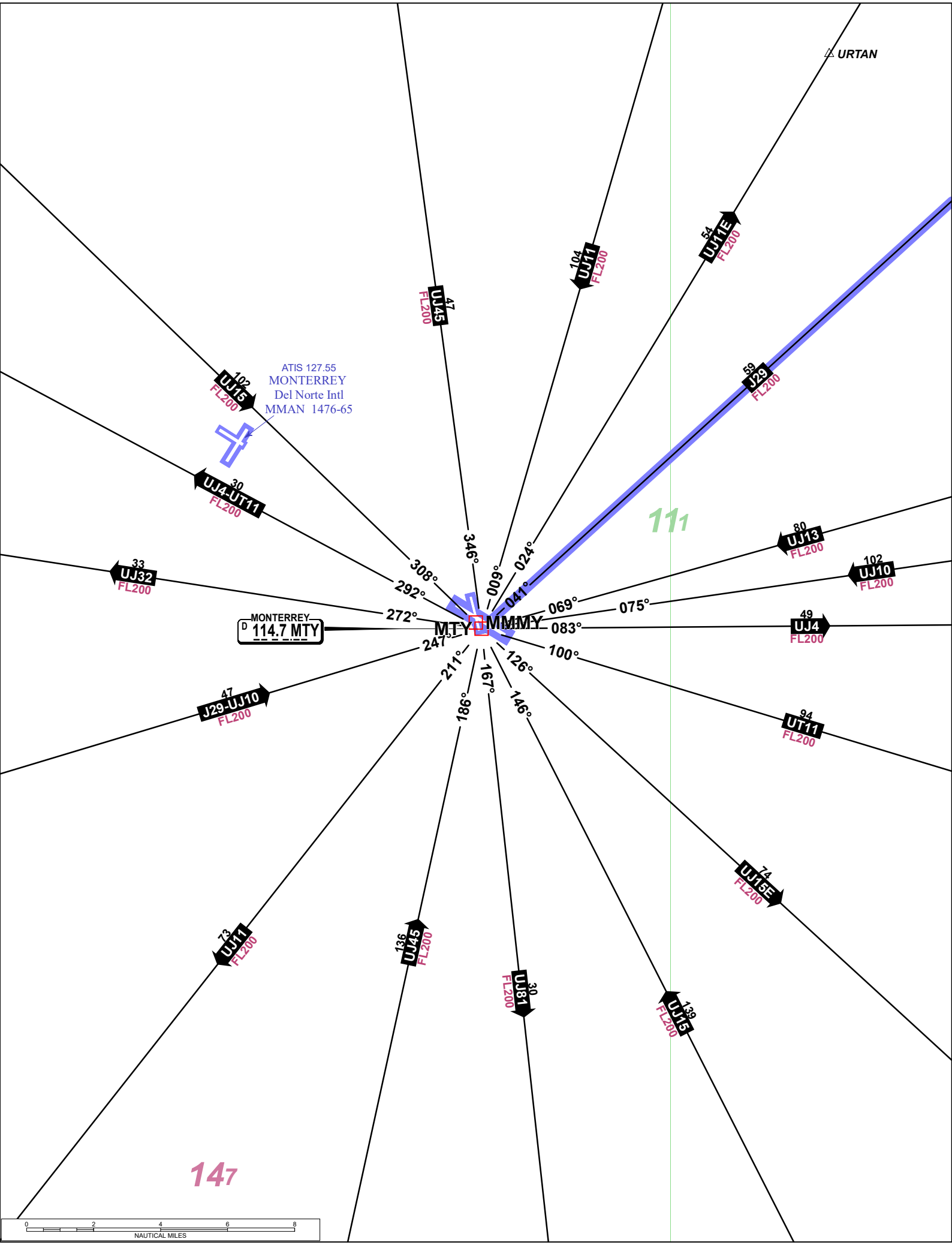
	Max Kts	MDA(H)
A	90	1820′ (544′) - 1
B	120	
C	140	1820′ (544′) - 1½
D	D	NOT APPLICABLE

CHANGES: Airport elevation, missed apch bearing and hold.

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DEPARTURE (MMMY -> KIAH): MMMY (Gen Mariano Escobedo Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

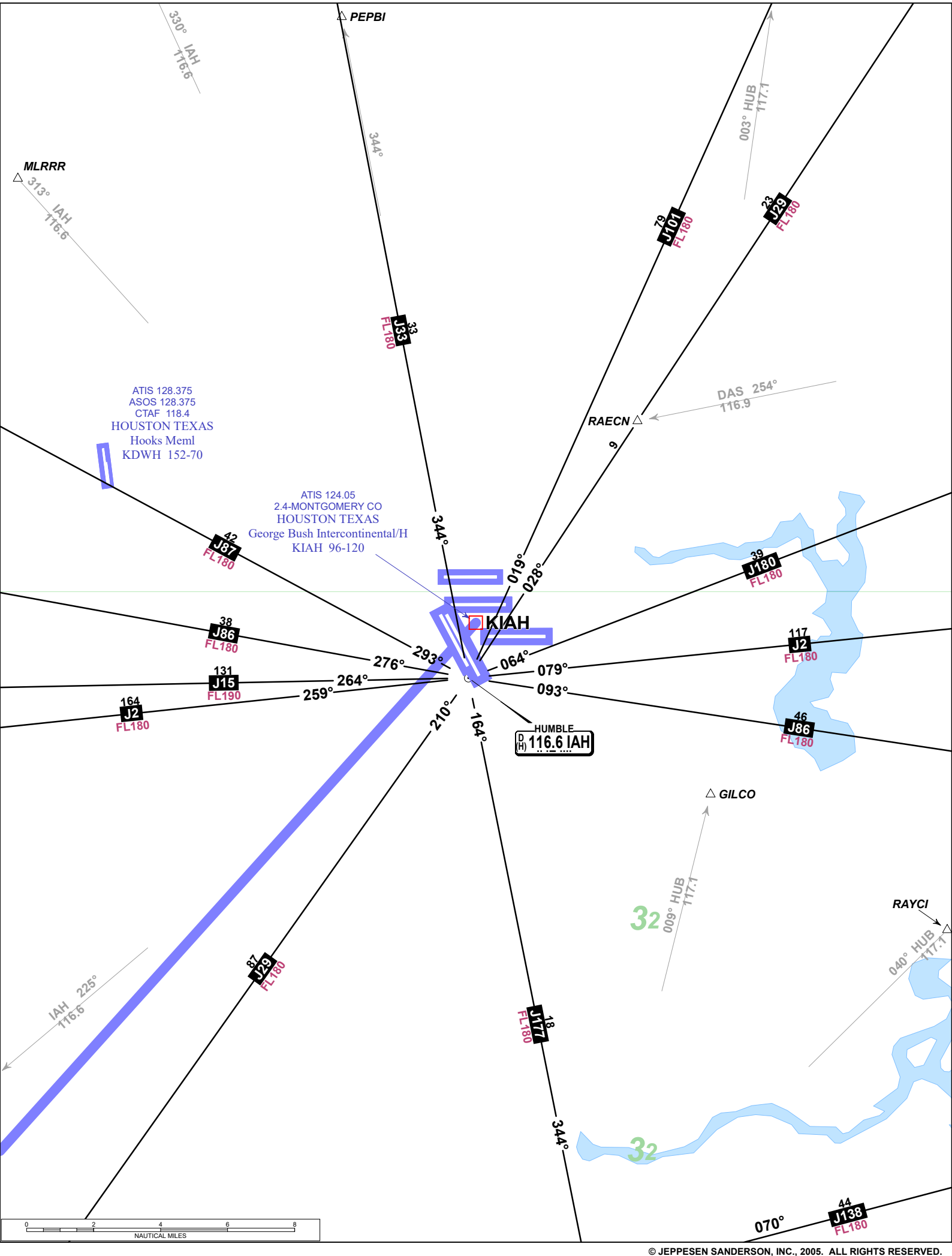
JEPPESEN
JeppView 3.6.2.0



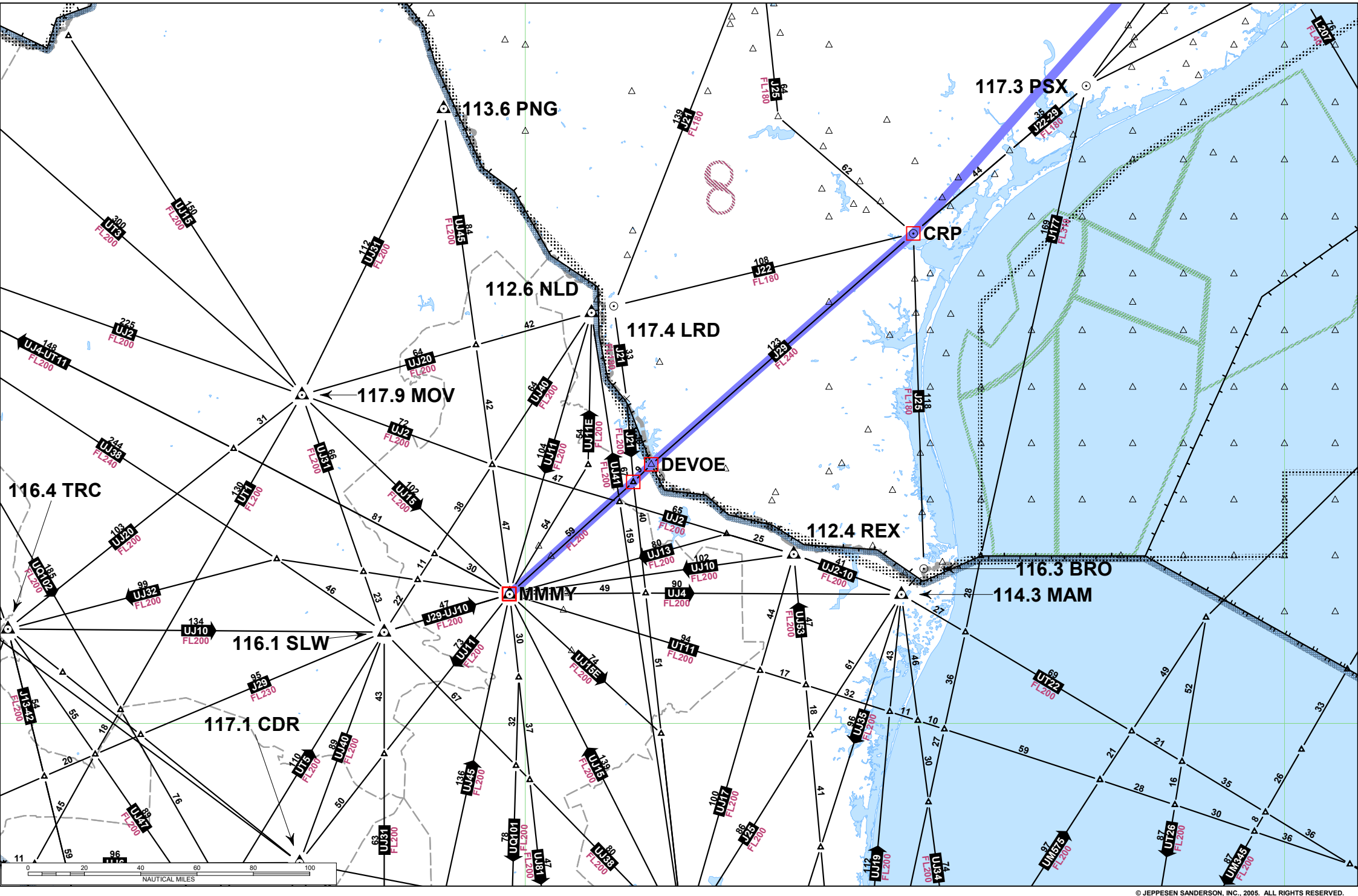
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DESTINATION (MMMY -> KIAH): KIAH (George Bush Intercontinental/H)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

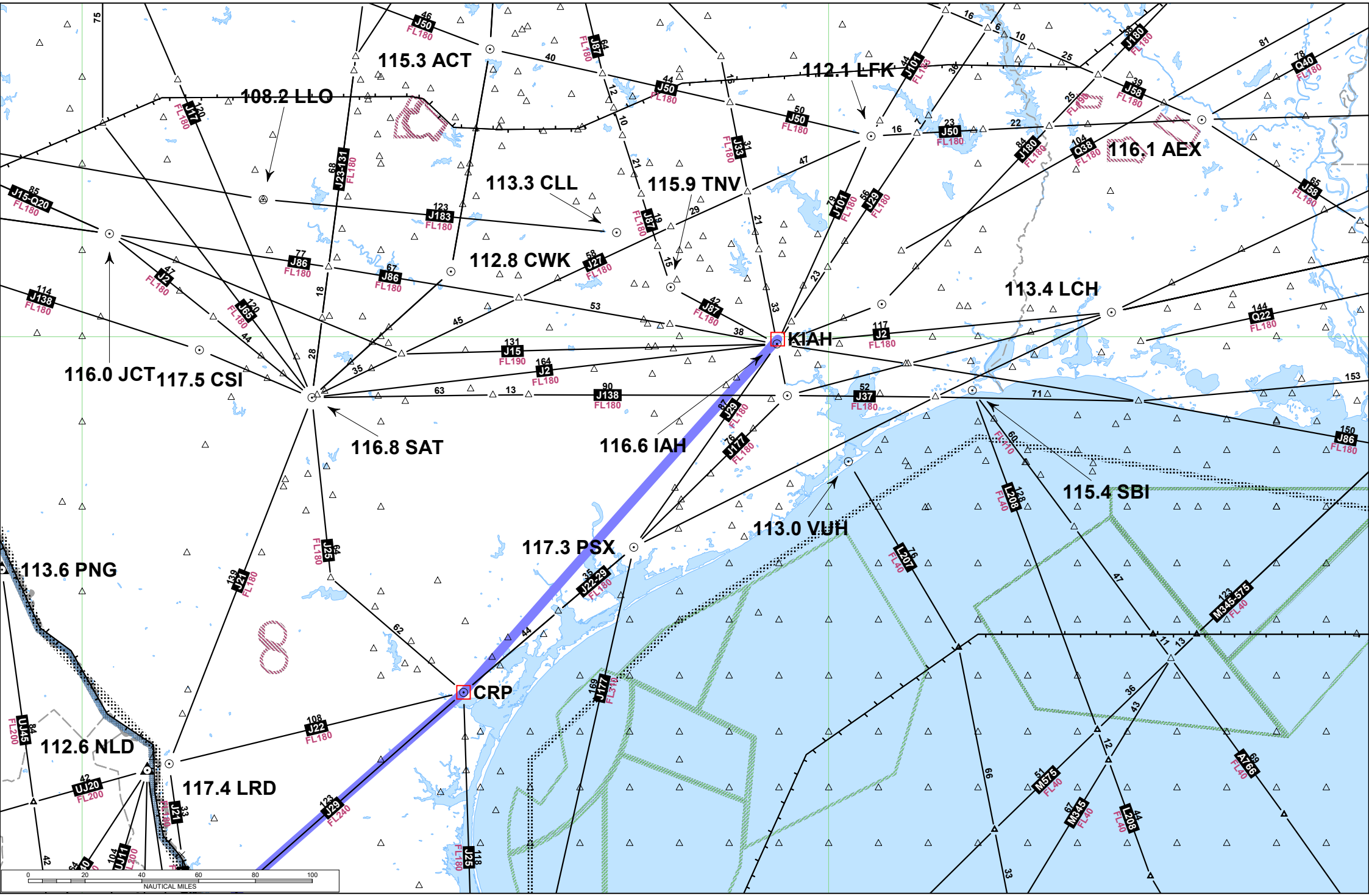
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JeppView 3.6.2.0



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JEPPESEN

2 SEP 11 (10-1B) TMA

MONTERREY, MEXICO

SPEED *RESTRICTION WITHIN MEXICO AIRSPACE*
MAXIMUM IAS UNLESS OTHERWISE DEPICTED OR AUTHORIZED BY ATC
At or below 3000′ AGL within 10NM of any airport.....200 KTS
At or below 10000′ MSL within Mexico Airspace.....250 KTS
At or below 10000′ AGL within 30NM of any airport.....250 KTS
WITHIN SALTILLO TMA
At or below 7800′ MSL within 10NM of SLW VORDME.....200KTS
At or below 14800′ MSL within 30NM of SLW VORDME.....250 KTS
WITHIN MONTERREY TMA
At or below 4300′ MSL within 10NM of MTY VORDME.....200 KTS
At or below 11300′ MSL within 30NM of MTY VORDME.....250 KTS

MONTERREY App (R) 119.75
*ATIS 127.7

SALTILLO TMA (D)
UNCT'L BELOW
13000′ 10 NM-25NM
GND 0 NM-10 NM

MONTERREY TMA (D)
UNCT'L BELOW
13000′ 25 NM-50NM
3000′ 10 NM-25 NM
GND 0 NM-10 NM

SALTILLO D 116.1 SLW N25 32.8 W100 55.8
MONTERREY D 114.7 MTY N25 46.4 W100 06.2
SALTILLO Plan De Guadalupe Intl 4782
MONTERREY Gen. Mariano Escobedo Intl 1276
MM(P)304 4000 GND VFR
13000 TMA(D)

NOTAL D47 N26 32.5 W100 13.1
RIKAN D54 N26 32.5 W099 35.2
DEVOE N26 32.6 W099 10.2
SUTOL N26 26.4 W099 17.3
TALBI N26 19.3 W099 22.8
URTUS D20 N26 06.2 W100 09.2
URTAN D20 N26 03.5 W99 54.8
OVEMA D20 N25 59.9 W099 49.8
GABLA D30 N26 00.7 W100 35.9
DUVRO D23 N25 54.4 W101 04.0
LIDAK D22 D33/MTY N25 51.5 W100 42.6
ONBON D20 N25 46.5 W099 44.0
XOTAT D20 N25 40.6 W099 45.0
DOTOR D49 N25 46.8 W099 12.5
SEGER D30 N25 26.1 W099 41.8
URTOB D30 N25 22.8 W100 26.8
URSUR D30 N25 16.6 W100 02.7
URSEK D35 N24 57.8 W100 55.8
IRBUR D35 N24 59.9 W101 09.1
BEROS D43 N24 49.0 W100 55.8
CHINO N24 56.3 W099 06.4

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CHANGES: ATS system. TMA modified Saltillo.

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MMMY/MTY GEN MARIANO ESCOBEDO INTL

JEPPESEN 10-1R 7 JAN 11 Eff 13 Jan

MONTERREY, MEXICO RADAR MINIMUM ALTITUDES

MONTERREY Approach (R)	Apt Elev	Alt Set: MB (IN on req)	Trans level: FL 195	Trans alt: 18500′
119.75	1276′			

These MVAs are the lowest altitudes that can be assigned by the controller in a sector when RADAR control procedures are applied, without affecting routes and MEAs.

Note: All aircraft operating under VFR within this TMA should have transponder mode 3 A/C with 4096 code capabilities.

UNITED STATES MEXICO

50 NM
30 NM
20 NM
15 NM
10 NM
8 NM
28 NM
14 NM

R327°
R314°
R348°
R040°
R060°
R276°
R255°
R241°
R230°
R190°
R156°

7000′
11000′
5500′
3500′
3900′
10800′
7900′
4900′
7200′
3000′
9400′
6300′
13500′
10700′
3500′
14500′

ROBERTO ADN VOR DME
SALTILLO SLW VOR DME
ILS DME 205° IADN
ILS DME 295° IMTY
Gen Mariano Escobedo Intl
MONTERREY D 114.7 MTY
MM(P)-304

12216′

Speed Restriction

MAX IAS	Horizontal Limit	Vertical Limit
250	30 NM MTY	Ground-11,300′
200	10 NM MTY	Apt Elev.-4300′

13000
11000
9000
7000
5000
3000
CONTOUR INTERVALS

26-30 25-30 25-00 24-30
101-00 100-30 100-00 99-30
50 40 30 20 10 0 10

CHANGES: Chart revised.

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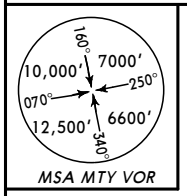
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MMMY/MTY
GEN MARIANO
ESCOBEDO INTL

MONTERREY, MEXICO
SID

Apt Elev
1276'

Trans level: FL195 Trans alt: 18500'



RWY 11 DEPARTURES

MONTERREY FIVE ALFA (MTY5A) *[MTY5A]*,
ONBON FOUR (ONBON4) *[ONBON4]*,
OVEMA THREE ALFA (OVEMA3A) *[OVEM3A]*,
SEGER TWO (SEGER2) *[SEGER2]*,
URSUR TWO ALFA (URSUR2A) *[URSU2A]*,
URTAN THREE ALFA (URTAN3A) *[URTA3A]*,
URTOB TWO ALFA (URTOB2A) *[URTO2A]*,
XOTAT TWO (XOTAT2) *[XOTAT2]*

NOT TO SCALE

URTAN
N26 03.5
W099 54.8
UJ 11E
V 37
34 TO RIKAN
N26 32.5
W099 35.2
D20
URTAN THREE ALFA (URTAN3A)
39 TO SUTOL
N26 26.4 W099 17.3
J 29
OVEMA
N25 59.9 W099 49.8
D20
OVEMA THREE ALFA (OVEMA3A)
024°
041°
11 DME Arc
D16 MTY
ONBON
N25 46.5
W099 44.0
D20
4
29 TO DOTOR
N25 46.8 W099 12.5
UJ 4
V 42
120 TO MAM VOR
N25 46.3 W097 31.4
083°
MONTERREY
114.7 MTY
N25 46.4 W100 06.2
140°
MONTERREY FIVE ALFA (MTY5A)
5000
110°
320°
ONBON FOUR (ONBON4)
9.2
D8 MTY
N25 42.7
W099 58.3
MONTERREY FIVE ALFA
Turn at D8 MTY (or 2800' in case of DME failure)
046° hdg
D16 MTY
XOTAT TWO (XOTAT2)
075° hdg
5.7
100°
4
D11 MTY
N25 41.4
W099 55.4
151° hdg
5.8
XOTAT
D20 MTY
N25 40.6
W099 45.0
UT 11
73 TO ELIXI
N25 18.9 W098 27.3
211°
167°
126°
11 DME Arc
D16 MTY
14
SEGER TWO (SEGER2)
D30
SEGER
N25 26.1
W099 41.8
UJ 15E
V 23
44 TO CHINO
N24 56.3 W099 06.4
URTOB TWO ALFA (URTOB2A)
D30
URTOB
N25 22.8
W100 26.8
UJ 11
V 26
43 TO BEROS
N24 49.0 W100 55.8
URSUR TWO ALFA (URSUR2A)
D30
URSUR
N25 16.6
W100 02.7
UJ 81
V 19
37 TO SAUCE
N24 39.6
W099 58.3

These SIDs require a minimum climb gradient of:
OVEMA THREE ALFA, URTAN THREE ALFA:
220' per NM to **7000'**.

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

A MINIMUM CROSSING ALTITUDE

NLD	V-26	UJ-11	3300
NLD	V-37	UJ-11E	2500
CRP		J-29	2000
REX	V-10	UJ-10	2100
BRO	V-70		2000
MAM	V-42	UJ-4	2000
CUN		UT-11	2000
CVM	V-23	UJ-15E	2000
CVM	V-15	UJ-15	2000
TTM	V-19	UJ-81	5000
SLP		UJ-45	7800
CDR	V-26	UJ-11	9100
SLW	V-10	UJ-10, J-29	6700
MEBIS	V-37	UJ-32	4300
DEL		UJ-4, UT-11	4300
ADN	DRT		3200
MOV	V-23, V-42	UJ-15	5800
PNG	V-15	UJ-45	2000
NLD	V-19		3200

SID	INITIAL CLIMB
MONTERREY FIVE ALFA	Climb on MTY R-110 to D8 MTY (or **2800'** in case of DME failure), turn LEFT within 11 NM to MTY and depart the station at the MCA (A) for the assigned route or in accordance with ATC instructions.
ONBON FOUR	Climb on MTY R-110 to D11 MTY, turn LEFT heading 046° to intercept MTY R-083 to ONBON and then continue on the assigned route or in accordance with ATC instructions.
OVEMA THREE ALFA, URTAN THREE ALFA	Climb on MTY R-110 to D8 MTY, turn LEFT and proceed on the 11 DME Arc until intercepting the corresponding radial from MTY to OVEMA or URTAN. Continue on assigned route or in accordance with ATC instructions.
SEGER TWO	Climb on MTY R-110 to D11 MTY, turn RIGHT heading 151° to intercept MTY R-126 to SEGER and then continue on the assigned route or in accordance with ATC instructions.
URSUR TWO ALFA, URTOB TWO ALFA	Climb on MTY R-110 to D8 MTY, turn RIGHT and proceed on the 11 DME Arc until intercepting the corresponding radial from MTY to URSUR or URTOB. Continue on assigned route or in accordance with ATC instructions.
XOTAT TWO	Climb on MTY R-110 to D11 MTY, turn LEFT heading 075° to intercept MTY R-100 to XOTAT and then continue on the assigned route or in accordance with ATC instructions.

CHANGES: To note, database identifiers added.

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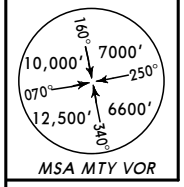
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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

MONTERREY, MEXICO
SID

Apt Elev 1276′

Trans level: FL195 Trans alt: 18500′



RWY 29 DEPARTURES

GABLA TWO (GABLA2)*[GABLA2]*,
LIDAK TWO BRAVO (LIDAK2B)*[LIDA2B]*,
MONTERREY FOUR BRAVO (MTY4B)*[MTY4B]*,
OVEMA THREE BRAVO (OVEMA3B)*[OVEM3B]*,
URTAN TWO BRAVO (URTAN2B) *[URTA2B]*,
URTOB TWO BRAVO (URTOB2B) *[URTO2B]*,
URTUS TWO ALFA (URTUS2A) *[URTU2A]*,

A MINIMUM CROSSING ALTITUDE			
NLD	V-26	UJ-11	3300
NLD	V-37	UJ-11E	2500
CRP		J-29	2000
REX	V-10	UJ-10	2100
BRO	V-70		2000
MAM	V-42	UJ-4	2000
CUN		UT-11	2000
CVM	V-23	UJ-15E	2000
CVM	V-15	UJ-15	2000
TTM	V-19	UJ-81	5000
SLP		UJ-45	7800
CDR	V-26	UJ-11	9100
SLW	V-10	UJ-10, J-29	6700
MEBIS	V-37	UJ-32	4300
DEL		UJ-4, UT-11	4300
ADN	DRT		3200
MOV	V-23, V-42	UJ-15	5800
PNG	V-15	UJ-45	2000
NLD	V-19		3200

These SIDs require minimum climb gradients of:
LIDAK TWO BRAVO:
360′ per NM to **12000′.**
MONTERREY FOUR BRAVO:
300′ per NM to **4000′.**
OVEMA THREE BRAVO, URTAN TWO BRAVO, URTUS TWO ALFA:
300′ per NM to **7000′.**
URTOB TWO BRAVO:
320′ per NM to **12000′.**

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
320′ per NM	400	533	800	1067	1333	1600
360′ per NM	450	600	900	1200	1500	1800

SID	INITIAL CLIMB
GABLA TWO	Climb on MTY R-300 to D11 MTY, turn LEFT heading 273° until intercepting MTY R-292 to GABLA. Continue on assigned route or in accordance with ATC instructions.
LIDAK TWO BRAVO	Climb on MTY R-300 to D11 MTY, turn LEFT heading 237° until intercepting MTY R-272 to LIDAK. Continue on assigned route or in accordance with ATC instructions.
MONTERREY FOUR BRAVO	Climb on MTY R-300 to D8 MTY (or **3400′** in case of DME failure), turn RIGHT within 11 NM to MTY and depart the station at the MCA A for the assigned route or in accordance with ATC instructions.
OVEMA THREE BRAVO URTAN TWO BRAVO URTUS TWO ALFA	Climb on MTY R-300 to D8 MTY, turn RIGHT and proceed on the 11 DME Arc until intercepting the corresponding radial from MTY to OVEMA, URTAN, or URTUS. Continue on assigned route or in accordance with ATC instructions.
URTOB TWO BRAVO	Climb on MTY R-300 to D8 MTY, turn LEFT and proceed on the 11 DME Arc to intercept MTY R-211 to URTOB. Continue on assigned route or in accordance with ATC instructions.

CHANGES: Database identifiers added.

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MMMY/MTY

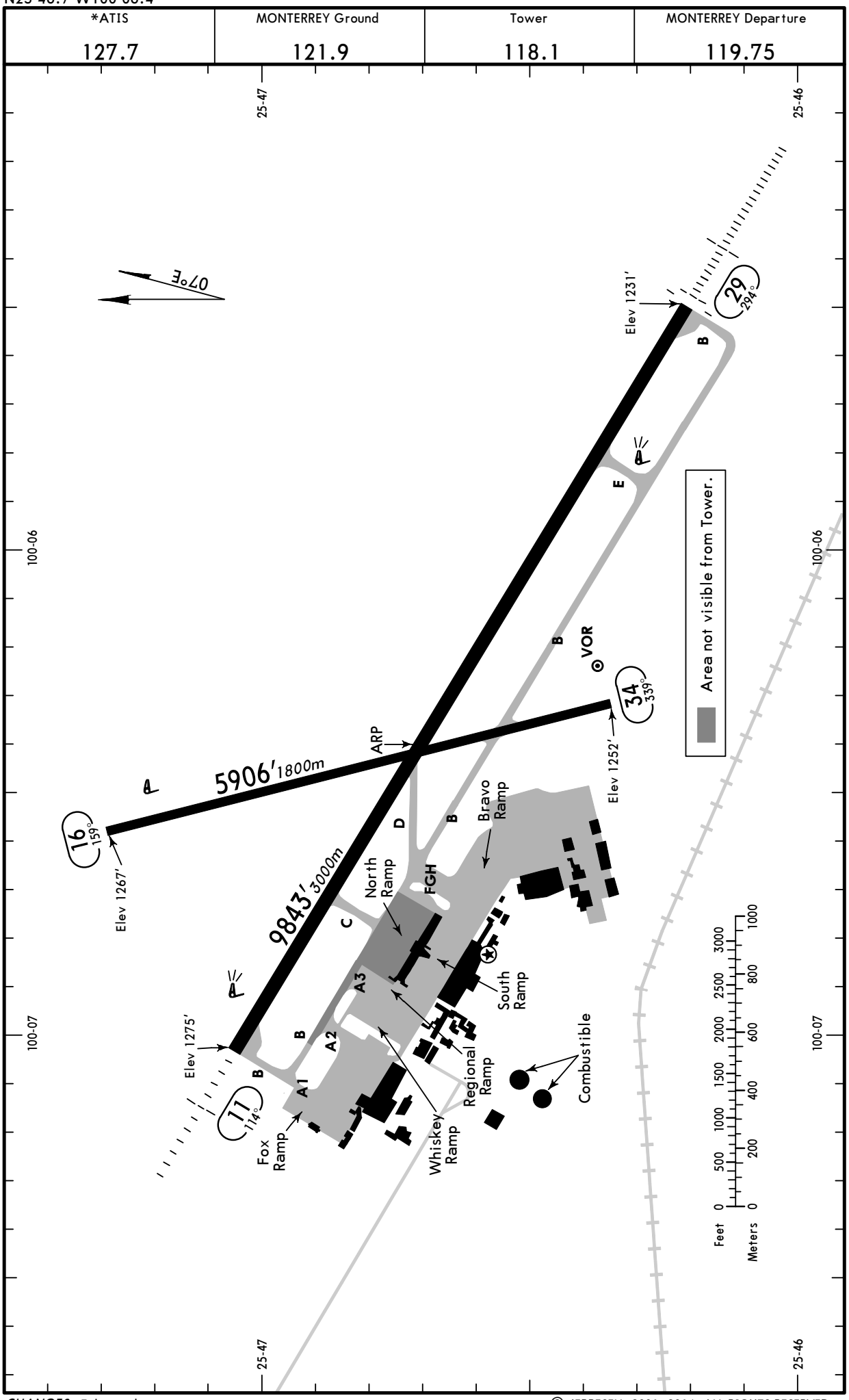
Apt Elev **1276′**
N25 46.7 W100 06.4

JEPPESEN
26 SEP 14 (10-9)

MONTERREY, MEXICO

GEN MARIANO ESCOBEDO INTL

*ATIS	MONTERREY Ground	Tower	MONTERREY Departure
127.7	121.9	118.1	119.75



CHANGES: Enhanced accuracy.

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MMMY/MTY

MONTERREY, MEXICO
GEN MARIANO ESCOBEDO INTL

GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL SALS REIL PAPI-L (angle 3.0°)				148′ *45m*
29	HIRL ALSF-I REIL PAPI-L (angle 3.0°)				
16 ❶ 34					98′ *30m*

❶ Closed to aircraft weighing more than 88,185 lbs (40,000 kg).

TAKE-OFF

	Rwys 11, 29	Rwys 16, 34
1 & 2 Eng	❶ 200-1	DAY VFR
3 & 4 Eng	200-½	

❶ Turbojet aircraft with 2 engines apply 200-1/2; to use this minimum the full ILS must be operating.

FOR FILING AS ALTERNATE

	ILS DME-1 Rwy 29 ILS DME-2 Rwy 29 ILS DME-3 Rwy 29 ILS DME-4 Rwy 29	VOR Rwy 16 VOR Rwy 34	Other
A	600-2	800-2	800-2
B			
C			
D		NA	

CHANGES: None.

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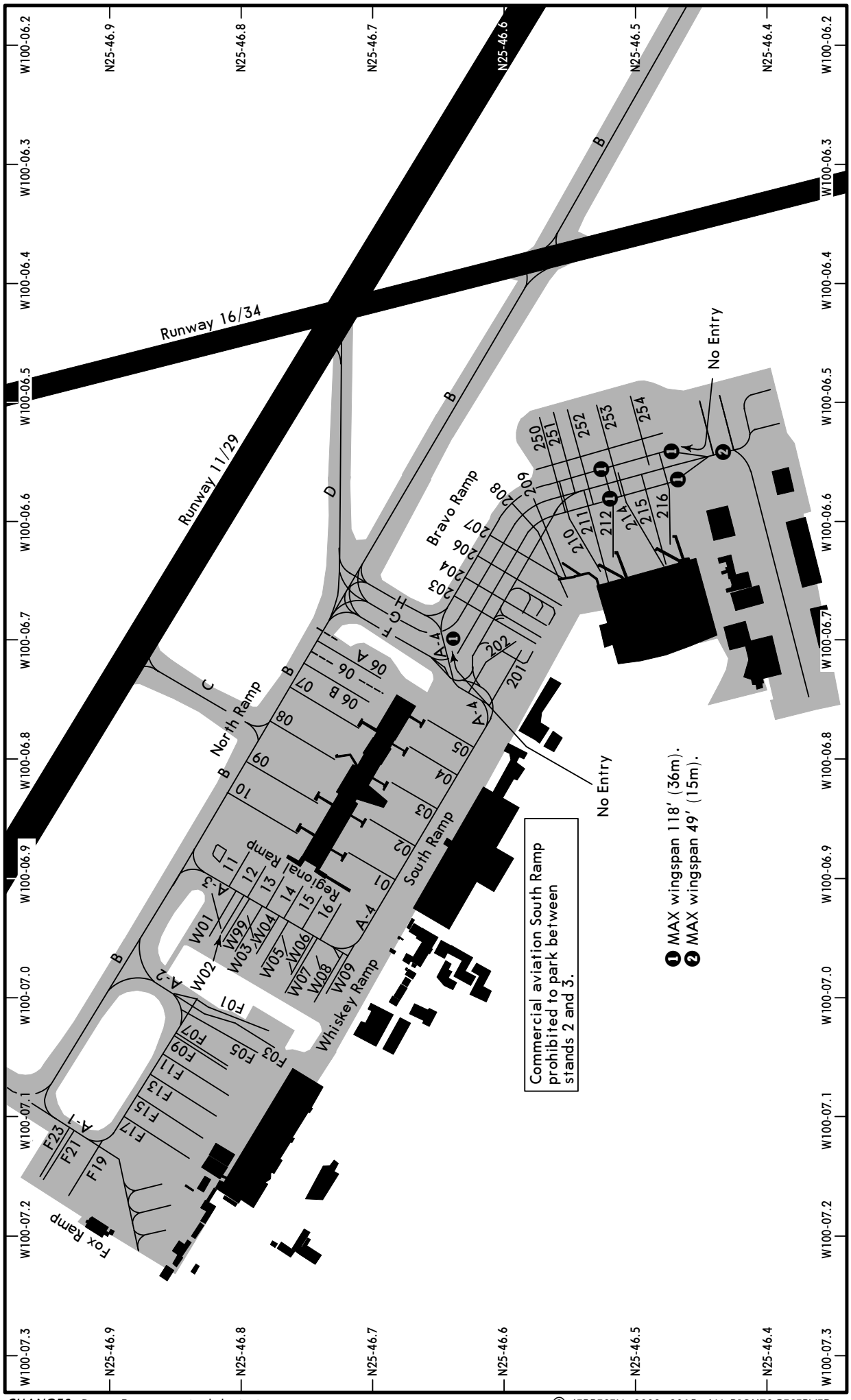
MMMY/MTY

JEPPESEN

16 JAN 15 (10-9B)

MONTERREY, MEXICO

GEN MARIANO ESCOBEDO INTL



CHANGES: Bravo Ramp terminal depiction.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Fox Ramp	
F01, F03, F05	N25 46.8 W100 07.0
F7, F9, F11, F13, F15, F17	N25 46.8 W100 07.1
F19, F21	N25 46.9 W100 07.2
F23	N25 46.9 W100 07.1
South Ramp	
1, 2	N25 46.7 W100 06.9
3, 4, 5	N25 46.7 W100 06.8
North Ramp	
6A, 6	N25 46.7 W100 06.7
6B, 7, 8, 9	N25 46.7 W100 06.8
10	N25 46.8 W100 06.9
Regional Ramp	
11 thru 13	N25 46.8 W100 06.9
14 thru 16	N25 46.7 W100 06.9
Whiskey Ramp	
W01, W02	N25 46.8 W100 06.9
W03	N25 46.8 W100 07.0
W04	N25 46.8 W100 06.9
W05, W06, W07	N25 46.8 W100 07.0
W08, W09	N25 46.7 W100 07.0
W99	N25 46.8 W100 07.0
Bravo Ramp	
201 thru 208	N25 46.6 W100 06.7
209	N25 46.6 W100 06.6
210, 211	N25 46.5 W100 06.6
212 (Cat C), 212 (757-200)	N25 46.5 W100 06.6
214 thru 216	N25 46.5 W100 06.6
250, 251	N25 46.6 W100 06.5
252 thru 254	N25 46.5 W100 06.5

CHANGES: None.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-1)

MONTERREY, MEXICO
ILS DME-1 Rwy 29

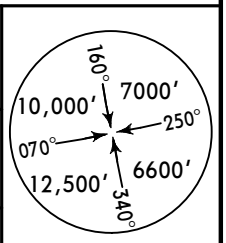
BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

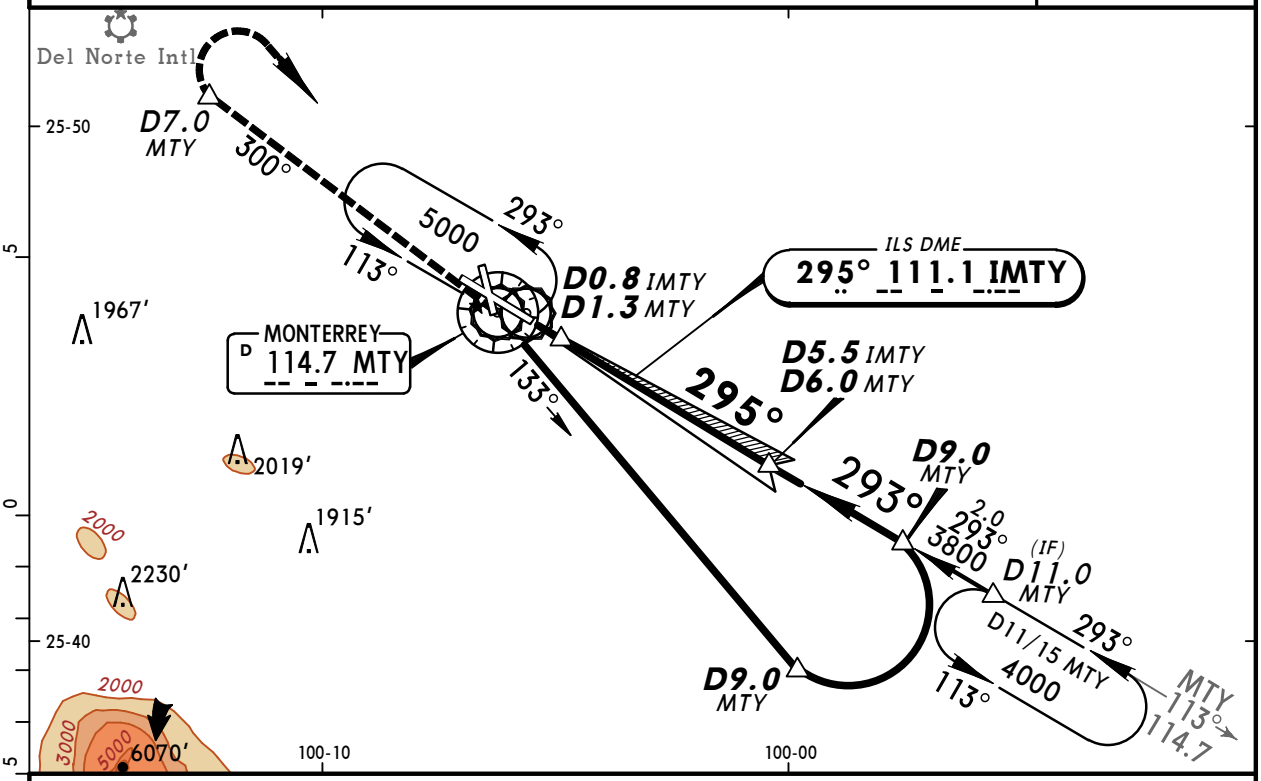
LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
111.1	295°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	(CONDITIONAL) 1484′ (250′)	TDZE 1234′

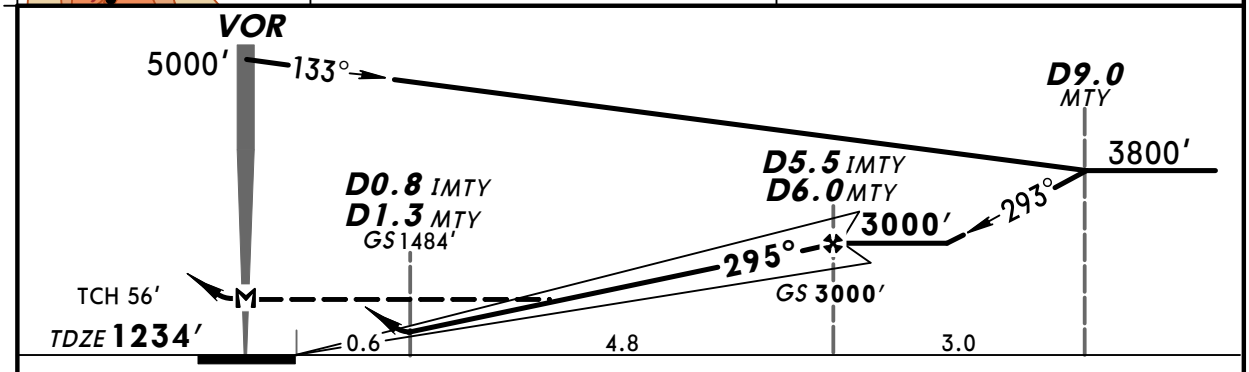
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at VOR						

REIL PAPI ALS

MTY on 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A, B, C, D	1/2	3/4	1/2	1
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN
16 JAN 15 (11-2)

MONTERREY, MEXICO
TRANSITIONS FOR ILS DME-2 Rwy 29

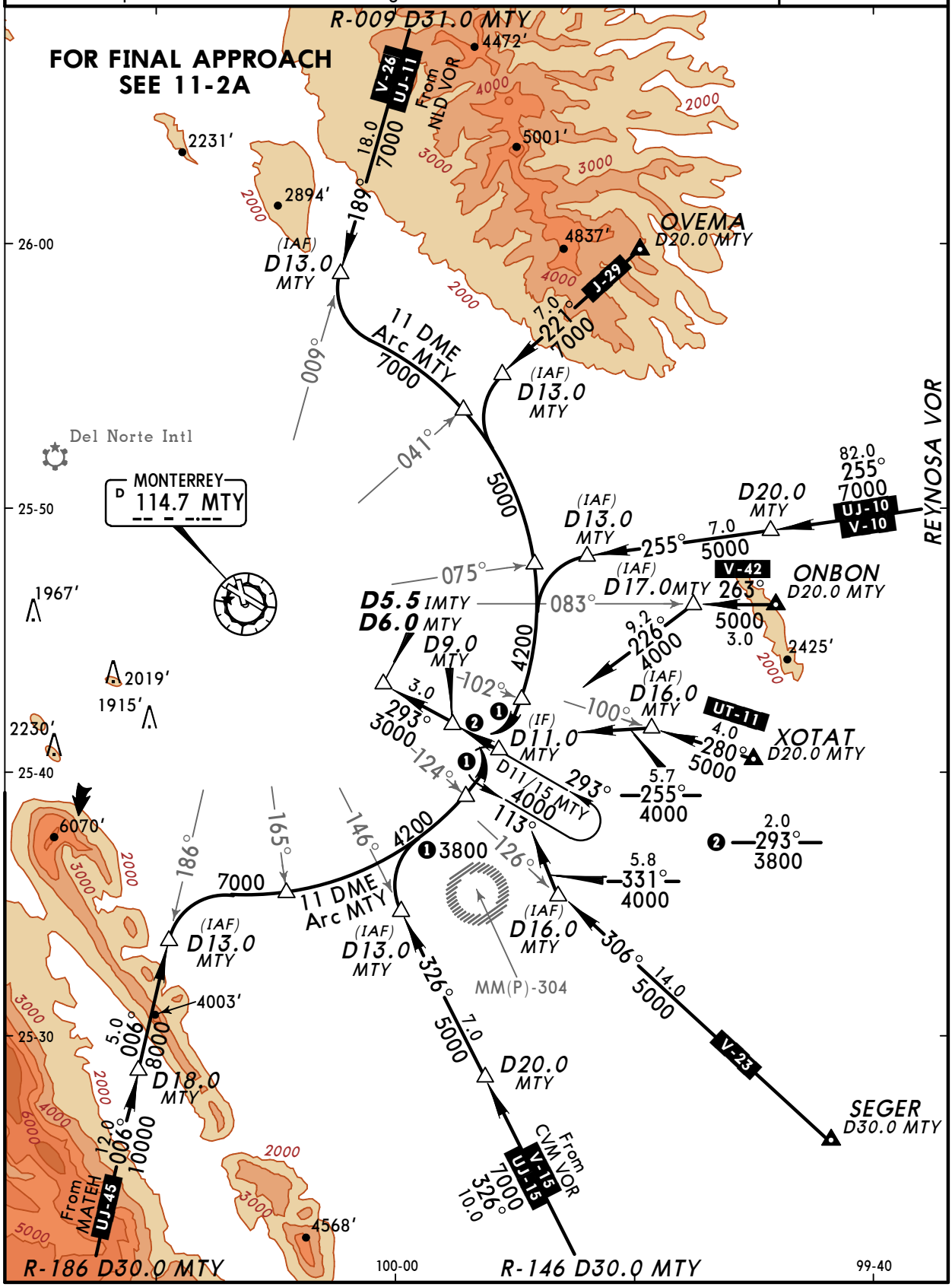
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

FOR FINAL APPROACH SEE 11-2A

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt: 18500'
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude. 3. In case of DME failure at any point of the procedure, maintain last altitude and proceed to the station according to ATC instructions.

MSA MTY VOR
160° 7000'
250° 6600'
340° 12,500'
070° 10,000'



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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-2A)

MONTERREY, MEXICO
ILS DME-2 Rwy 29

BRIEFING STRIP™

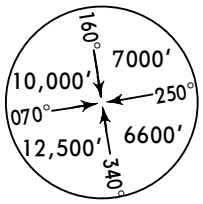
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

LOC IMTY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
111.1	295°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	(CONDITIONAL) 1484′ (250′)	TDZE 1234′

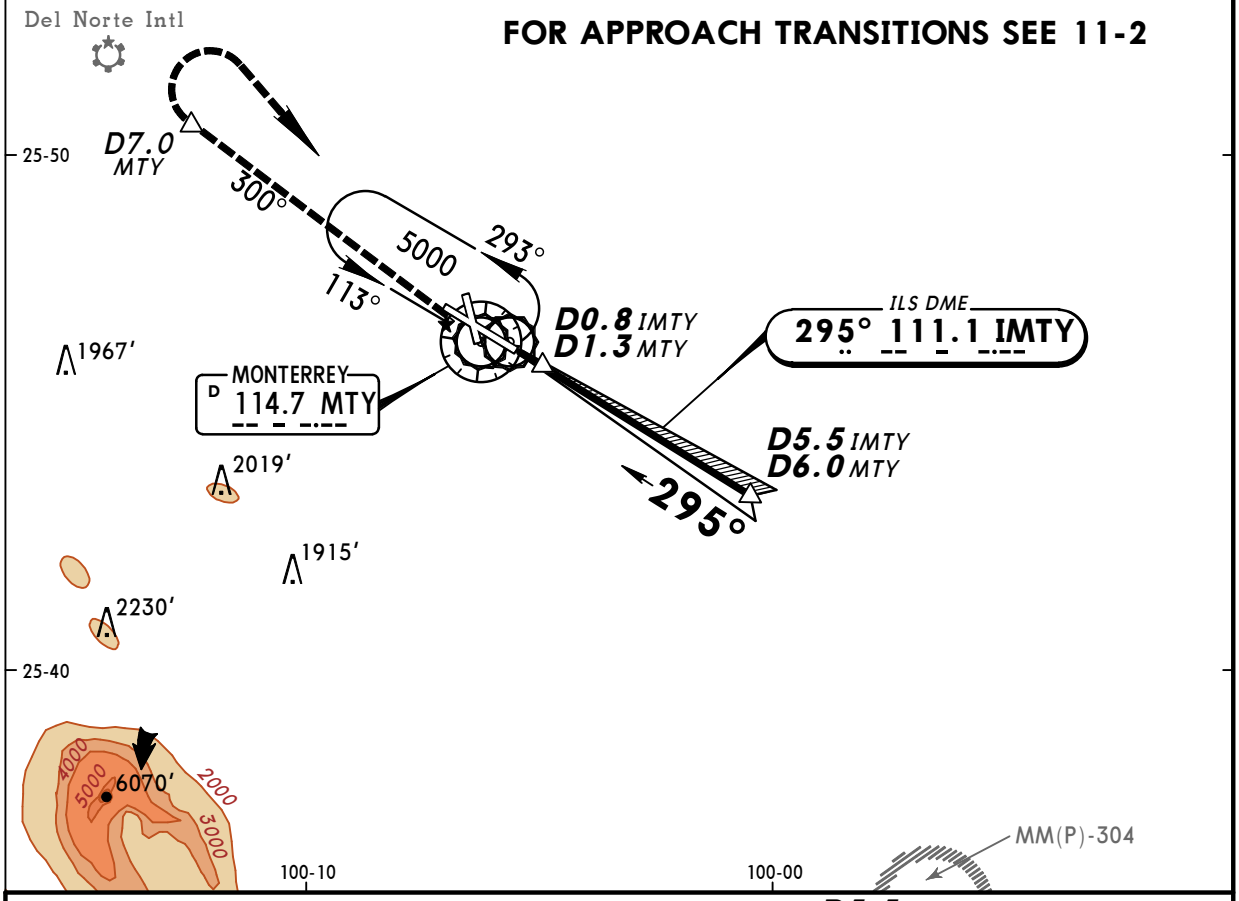
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

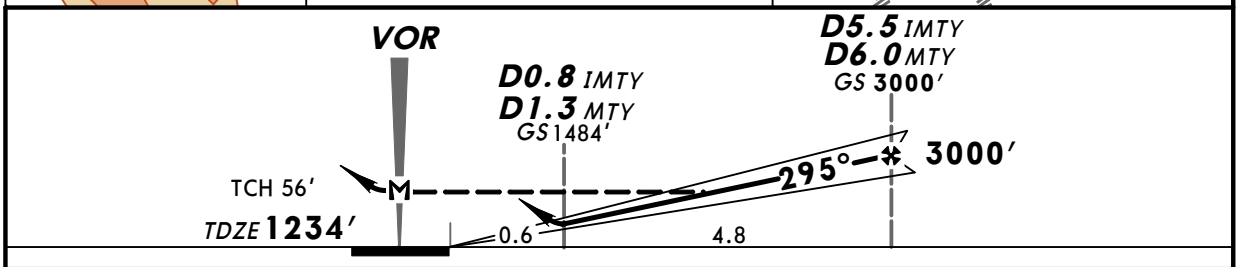
Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt: 18500′

1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude. 3. In case of DME failure at any point of the procedure, maintain last altitude and proceed to the station according to ATC instructions.



MSA MTY VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at VOR							

ALS
REIL
PAPI

MTY on 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′) FULL	ILS DA(H) 1484′ (250′) ALS out	LOC (GS out) MDA(H) 1600′ (366′)	LOC (GS out) MDA(H) 1600′ (366′) ALS out
A	1/2	3/4	1/2	1
B				
C				
D				
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-3)

MONTERREY, MEXICO
ILS DME-3 Rwy 29

BRIEFING STRIP ™

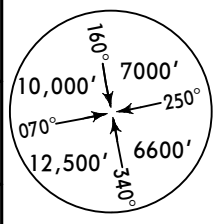
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1276′
IMTY 111.1	295°	D5.5 IMTY D6.0 MTY 3000′ (1766′)	(CONDITIONAL) 1484′ (250′)	TDZE 1234′

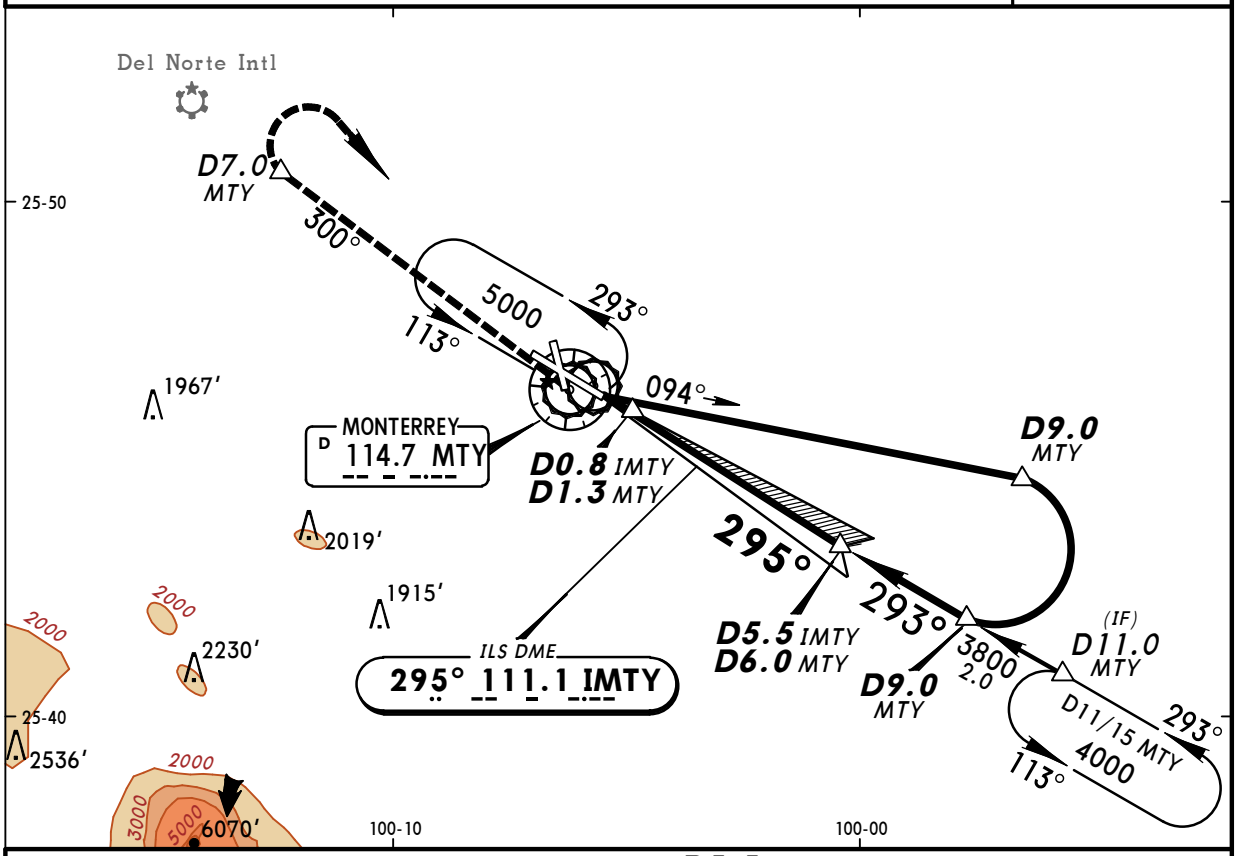
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

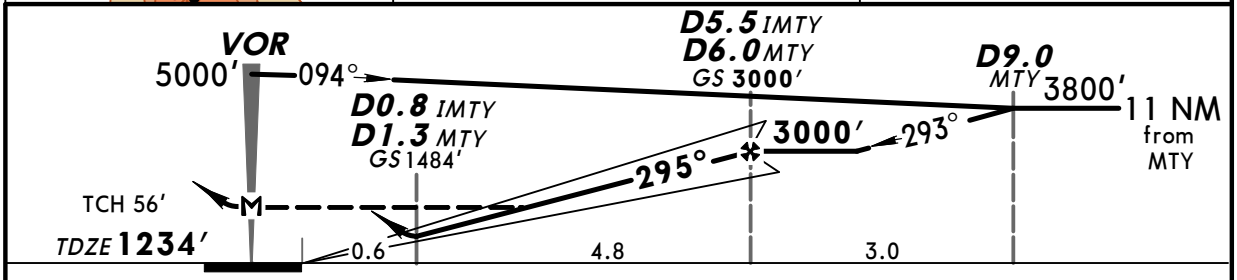
Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′

1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at VOR						

REIL PAPI ALS

on MTY 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				
D				
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 16 JAN 15 (11-4)

MONTERREY, MEXICO
ILS DME-4 Rwy 29

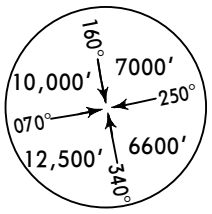
BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

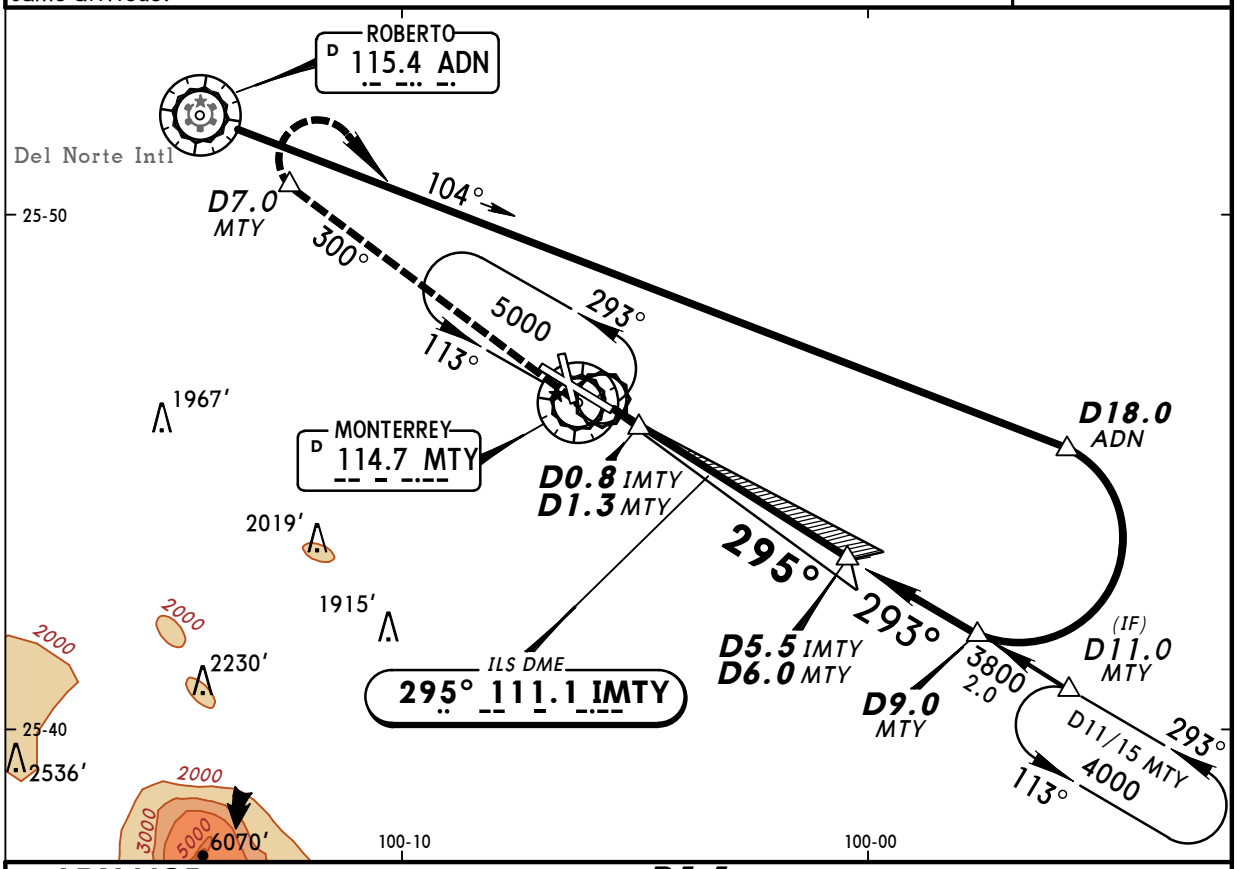
LOC	Final	GS	ILS	
IMTY	Apch Crs	D5.5 IMTY	DA(H)	Apt Elev 1276′
111.1	295°	D6.0 MTY 3000′ (1766′)	(CONDITIONAL) 1484′ (250′)	TDZE 1234′

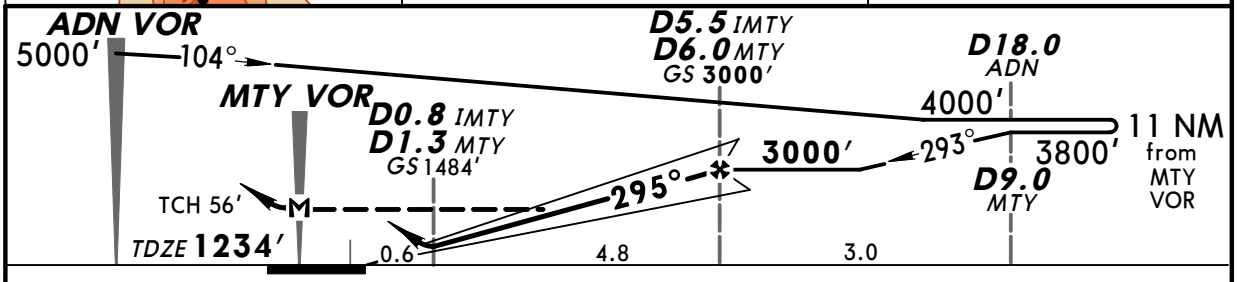
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) TDZ Elev: 44 MB Trans level: FL 195 Trans alt:18500′
1. ILS DME only usable by aircraft equipped with instruments that can read with a precision of 0.20 NM increments. 2. Do not simultaneously use holding patterns at the same altitude.



MSA MTY VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at MTY VOR						

ALS
REIL
PAPI

on MTY 114.7 R-300

D7.0 MTY

STRAIGHT-IN LANDING RWY29

	ILS DA(H) 1484′ (250′)		LOC (GS out) MDA(H) 1600′ (366′)	
	FULL	ALS out		ALS out
A	1/2	3/4	1/2	1
B				
C				
D				
All Non Skd	3/4 DA(H) 1534′ (300′)	1	3/4	1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1 1/2
165	1860′ (584′)-2

CHANGES: Notes.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-1)

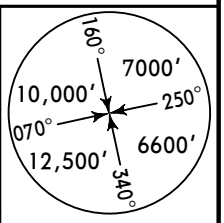
MONTERREY, MEXICO
VOR DME-1 Rwy 11

BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

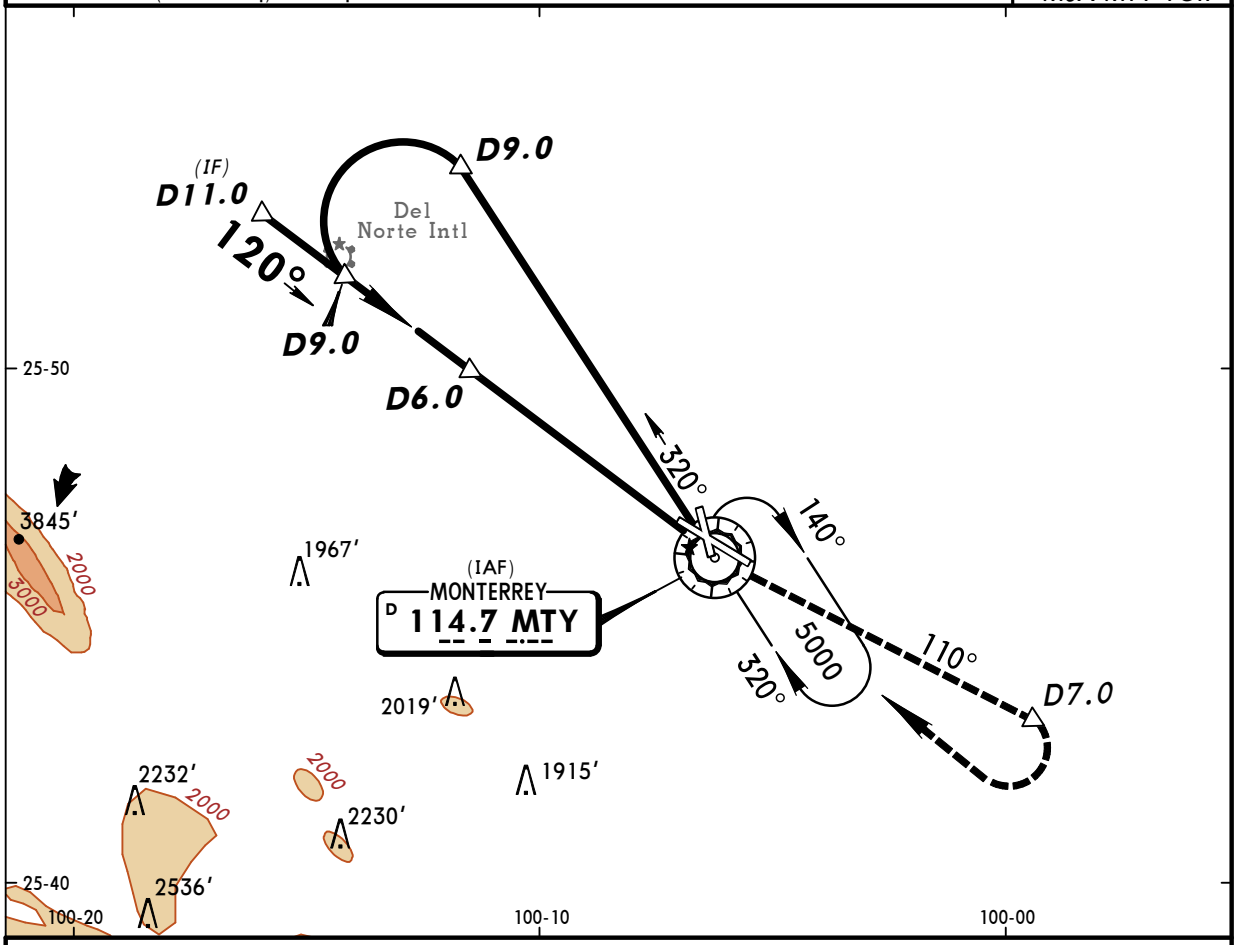
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MTY 114.7	120°	D6.0 3100′ (1824′)	1740′ (464′)	1276′

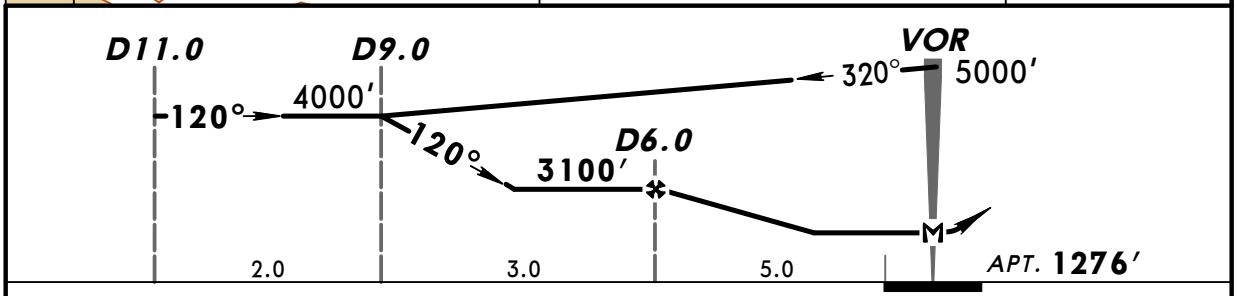
MISSED APCH: Climb outbound on MTY VOR R-110 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





								SALS REIL PAPI		MTY on 114.7 R-110 / D7.0
MAP at VOR										

STRAIGHT-IN LANDING RWY11

MDA(H) 1740′ (464′)

	ALS out		Max Kts	MDA(H)
A	1		90	1820′ (544′)-1
B			120	
C	1	1¼	140	1820′ (544′)-1½
D	1¼	1½	165	1860′ (584′)-2

CIRCLE-TO-LAND

CHANGES: Airport elevation, hold bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-2)

MONTERREY, MEXICO
VOR DME-2 Rwy 11

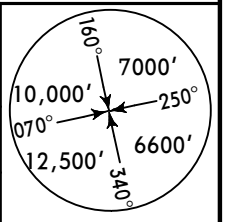
BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

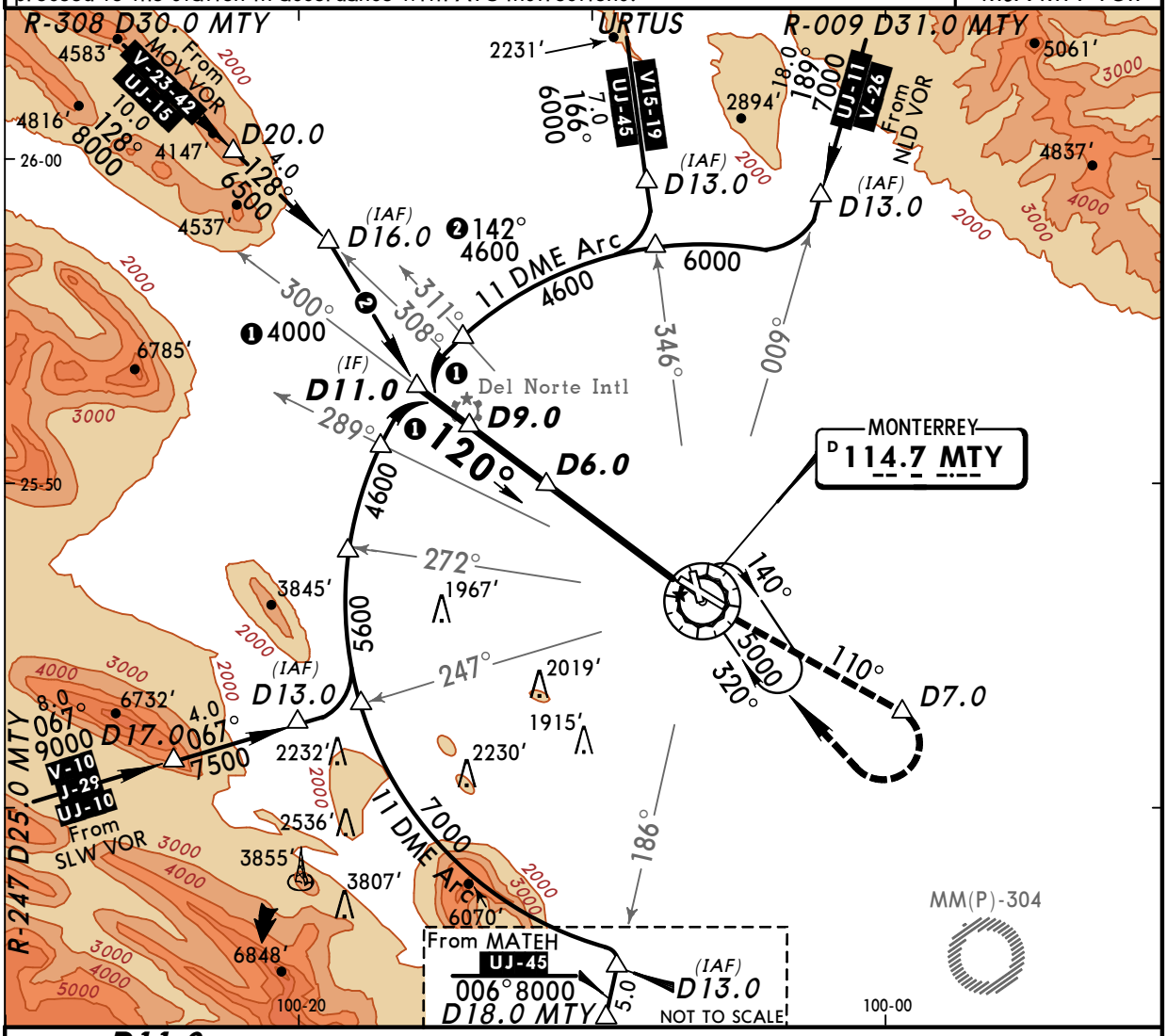
VOR MTY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
114.7	120°	D6.0 3100′ (1824′)	1740′ (464′)	1276′

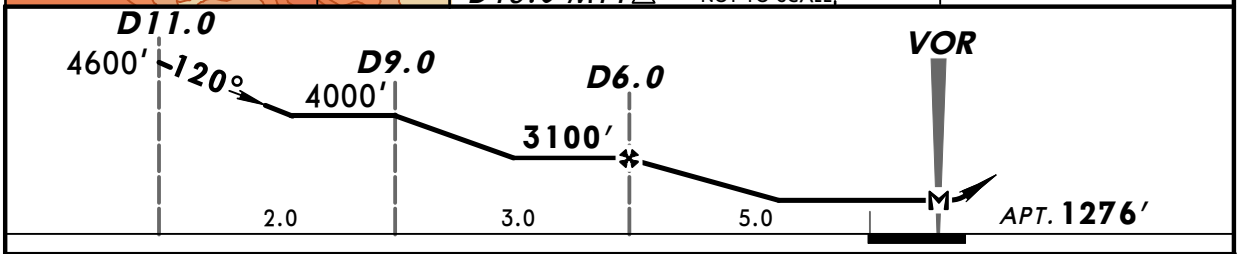
MISSED APCH: Climb outbound on MTY VOR R-110 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA MTY VOR





MAP at VOR								SALS REIL PAPI		MTY on 114.7 R-110	D7.0

STRAIGHT-IN LANDING RWY11 MDA(H) 1740′ (464′)			CIRCLE-TO-LAND	
	ALS out		Max Kts	MDA(H)
A	1		90	1820′ (544′)-1
B			120	
C	1	1¼	140	1820′ (544′)-1½
D	1¼	1½	165	1860′ (584′)-2

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-3)

MONTERREY, MEXICO
CAT A, B & C VOR Rwy 16

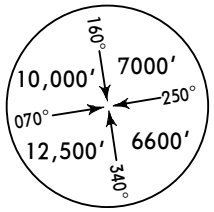
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

VOR MTY 114.7	Final Apch Crs 159°	No FAF	MDA(H) (CONDITIONAL) 1760′ (484′)	Apt Elev 1276′

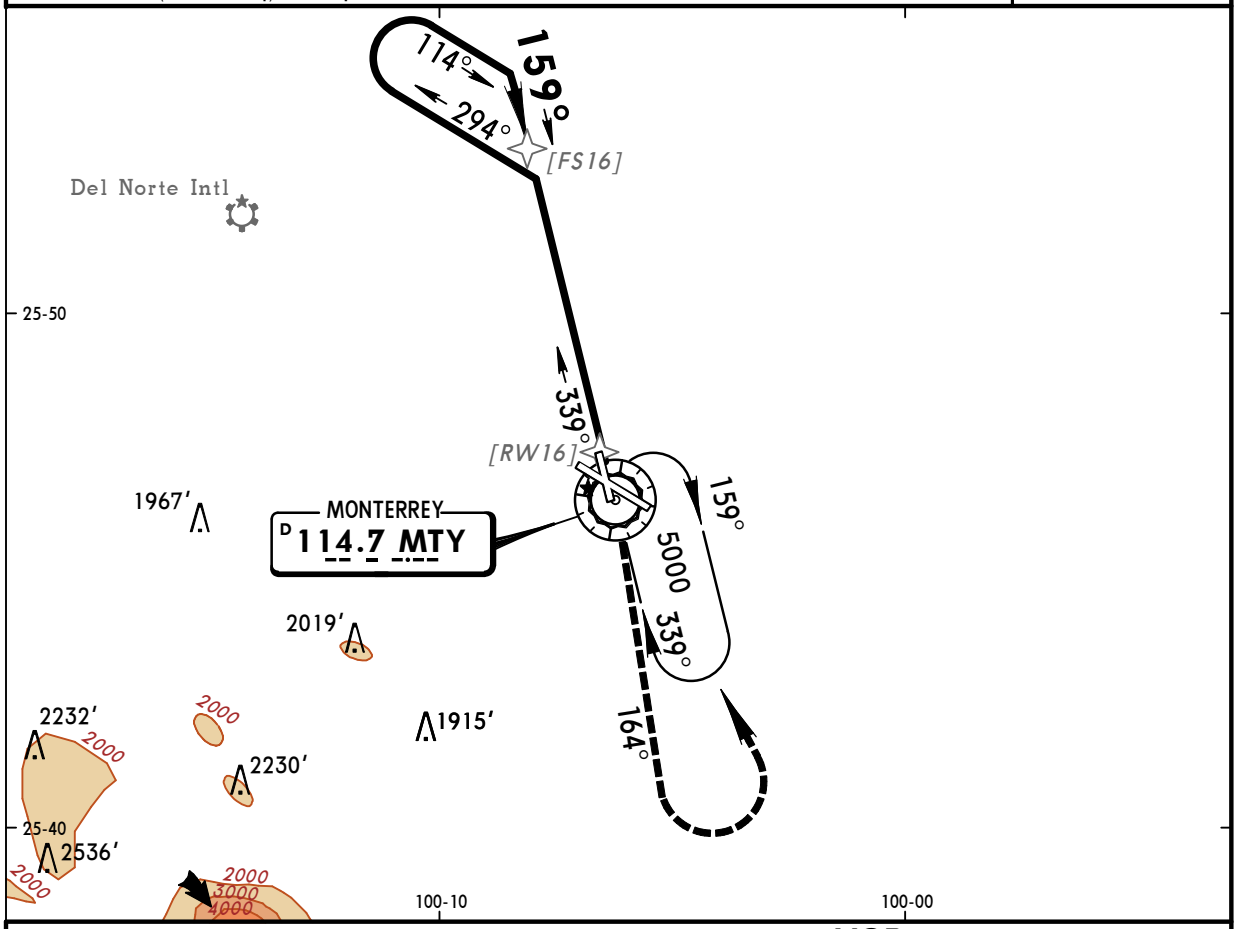
MISSED APCH: Climb outbound on MTY VOR R-164, turn LEFT within 10 NM to MTY VOR to the minimum holding altitude.

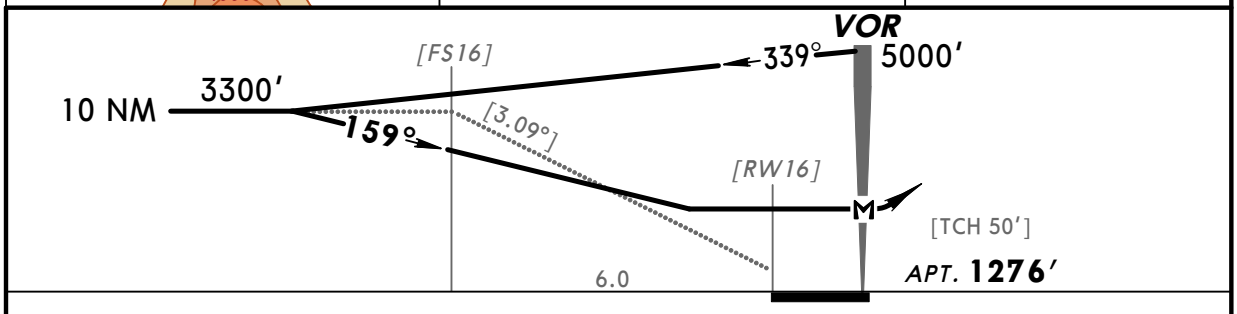
Gnd speed-Kts	80	100	120	140	160	180	200
Max Outbound Distance 7.0	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.09°]	383	492	547	656	765	875
MAP at VOR						

MTY on 114.7 R-164

STRAIGHT-IN LANDING RWY16

MDA(H) 1760′ (484′)

	DAY	NIGHT
A	1	NA
B		
C	1¼	
D	NOT APPLICABLE	

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1820′ (544′) - 1
B	120	
C	140	1820′ (544′) - 1½
D	D	NOT APPLICABLE

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-4)

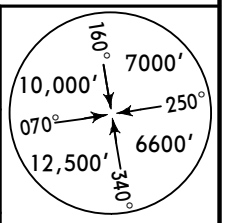
MONTERREY, MEXICO
VOR DME-1 Rwy 29

BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

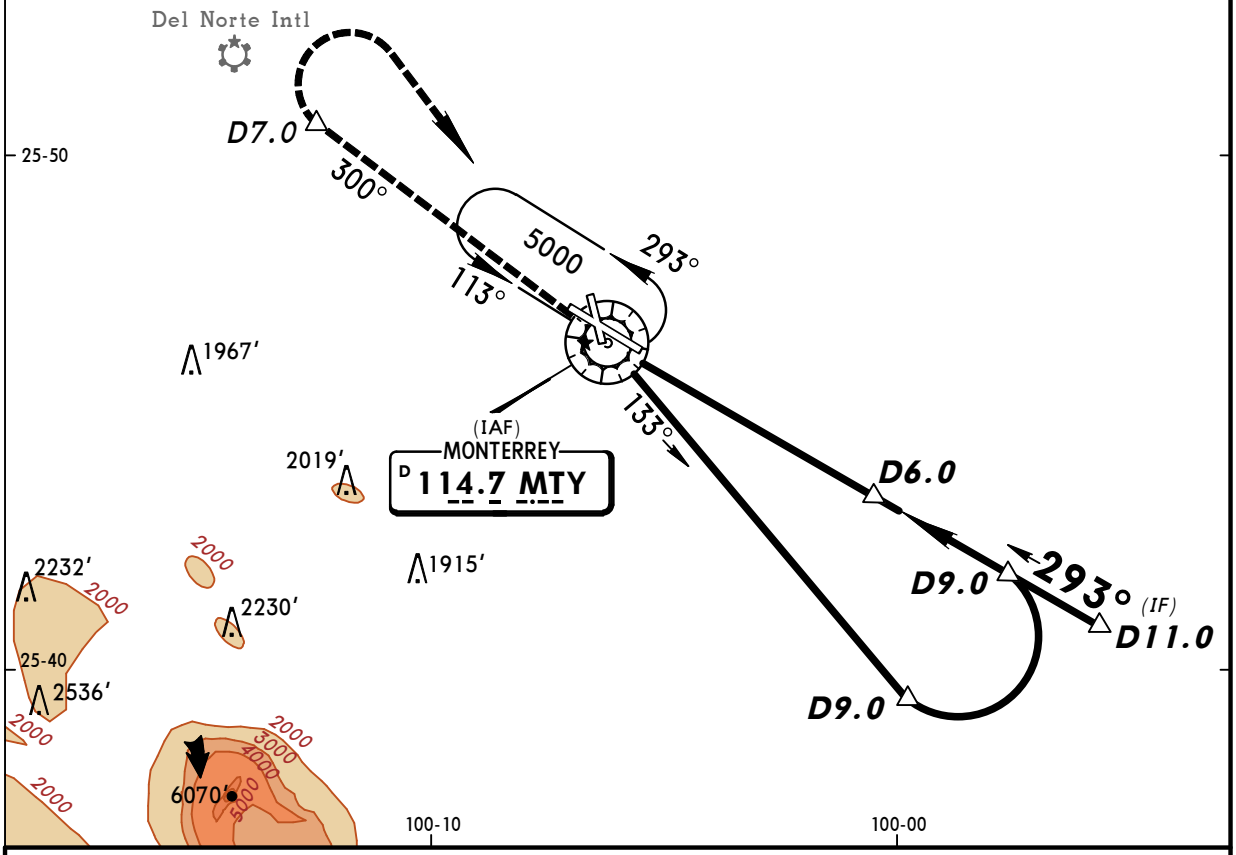
VOR MTY	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev
114.7	293°	3000′ (1724′)	1760′ (484′)	1276′

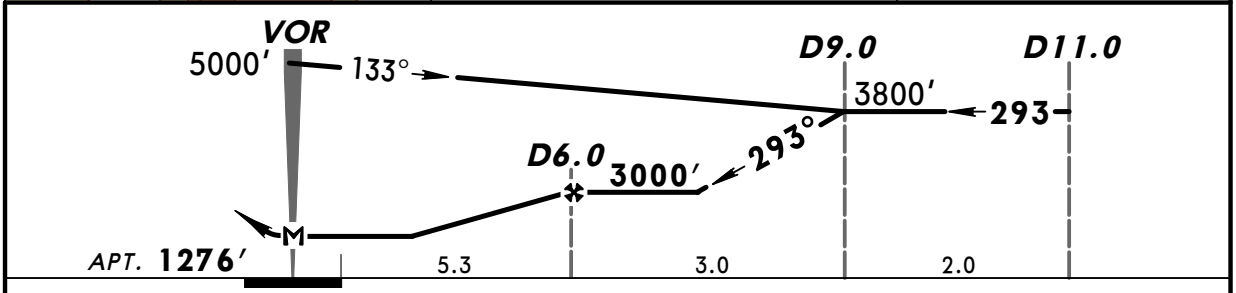
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, then turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR								ALS REIL PAPI	MTY on 114.7 R-300 / D7.0

STRAIGHT-IN LANDING RWY29 MDA(H) 1760′ (484′)			CIRCLE-TO-LAND	
		ALS out	Max Kts	MDA(H)
A	1		90	1820′ (544′)-1
B			120	
C	1	1¼	140	1820′ (544′)-1½
D	1¼	1½	165	1860′ (584′)-2

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-5)

MONTERREY, MEXICO
VOR DME-2 Rwy 29

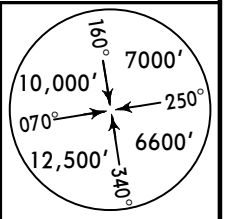
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

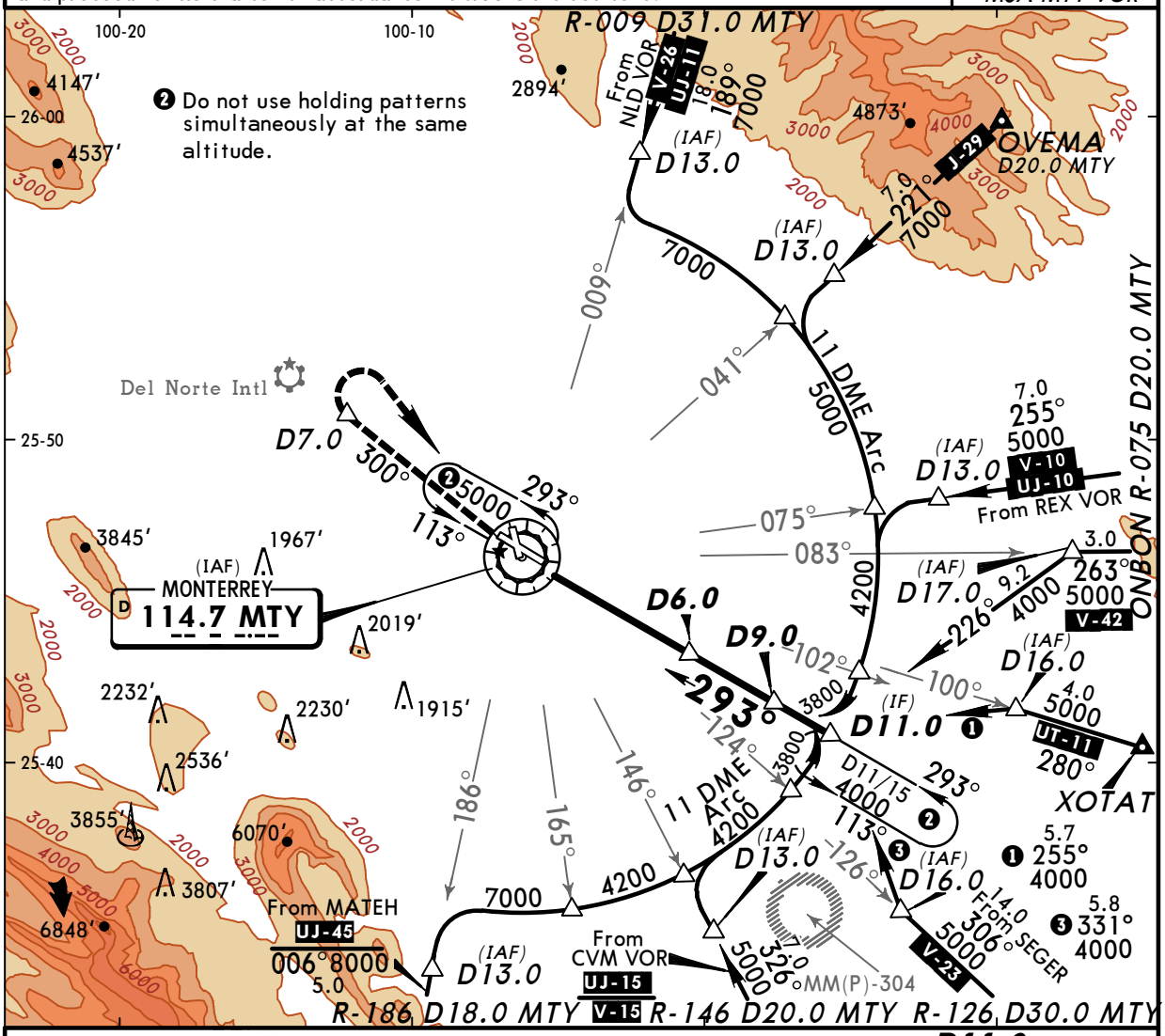
VOR MTY	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev
114.7	293°	3000′ (1724′)	1760′ (484′)	1276′

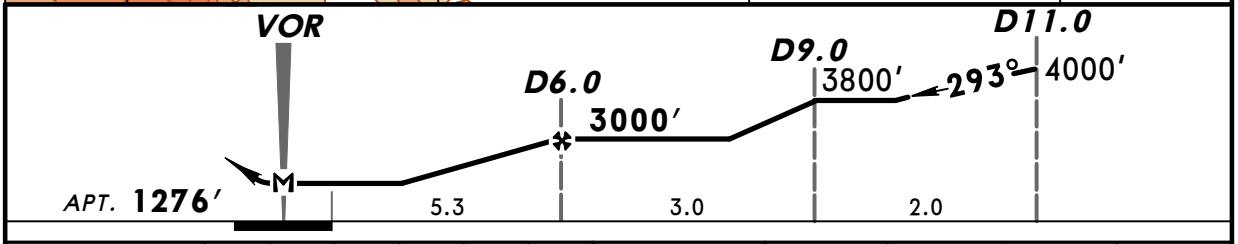
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′
1. In case of DME failure at any point during the procedure, maintain last altitude and proceed to the station in accordance with ATC instructions.



MSA MTY VOR





MAP at VOR	ALS REIL PAPI	MTY on 114.7 R-300	D7.0

STRAIGHT-IN LANDING RWY29 MDA(H) 1760′ (484′)			CIRCLE-TO-LAND	
	ALS out		Max Kts.	MDA(H)
A	1		90	1820′ (544′) - 1
B			120	
C	1	1¼	140	1820′ (544′) - 1½
D	1¼	1½	165	1860′ (584′) - 2

CHANGES: Procedure.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-6)

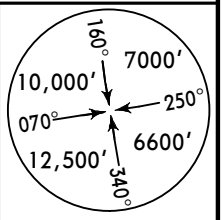
MONTERREY, MEXICO
VOR DME-3 Rwy 29

BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

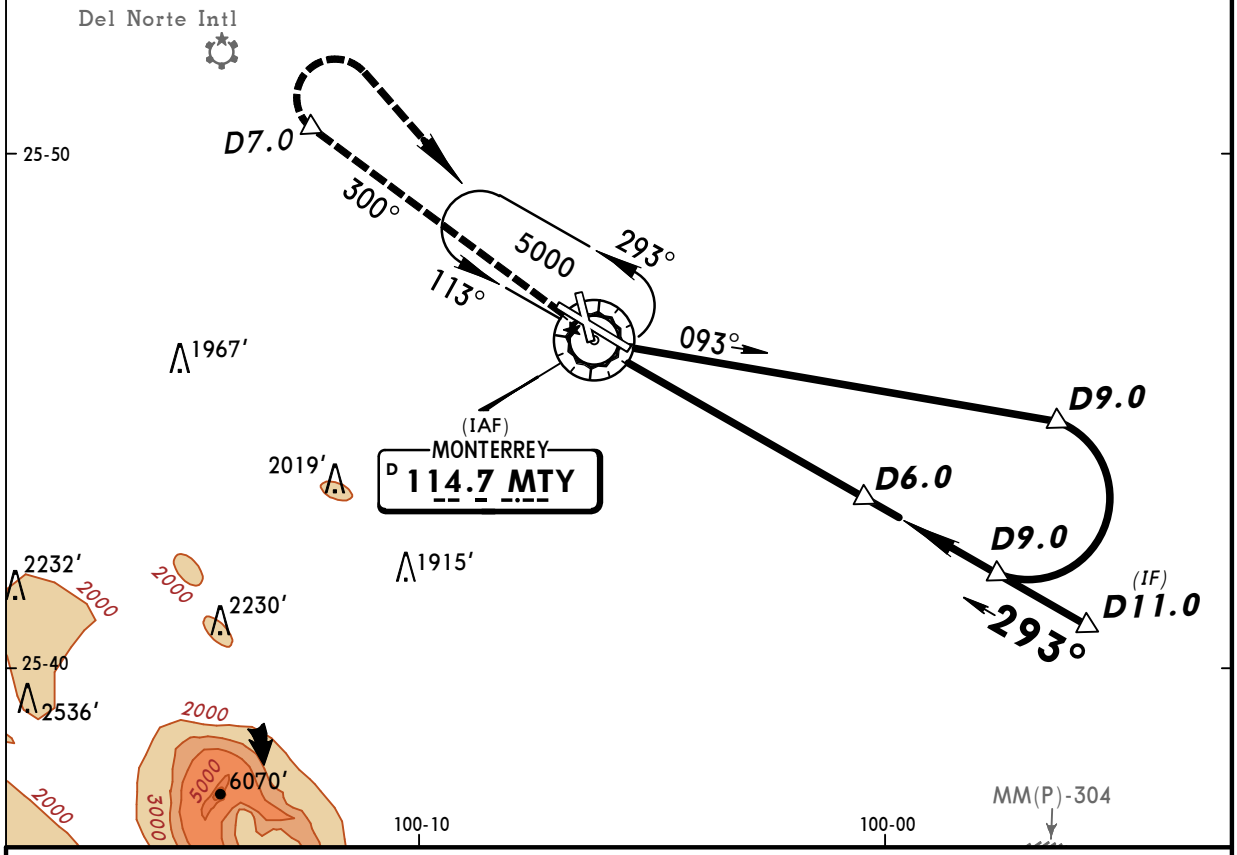
VOR MTY	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
114.7	293°	D6.0 3000′ (1724′)	1760′ (484′)	1276′

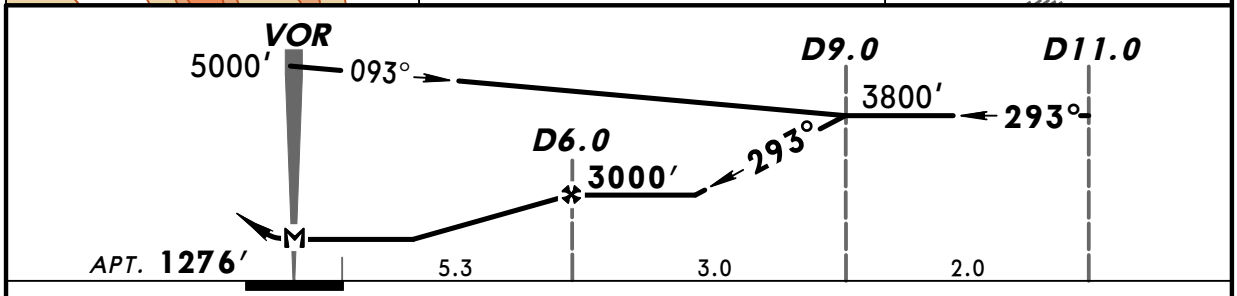
MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR								ALS REIL PAPI	↑	on MTY 114.7 R-300	D7.0

STRAIGHT-IN LANDING RWY29

MDA(H) 1760′ (484′)

	ALS out	
A	1	
B		
C	1	1¼
D	1¼	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′)-1
120	
140	1820′ (544′)-1½
165	1860′ (584′)-2

CHANGES: Airport elevation, procedure bearings.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-7)

MONTERREY, MEXICO
VOR DME-4 Rwy 29

BRIEFING STRIP™

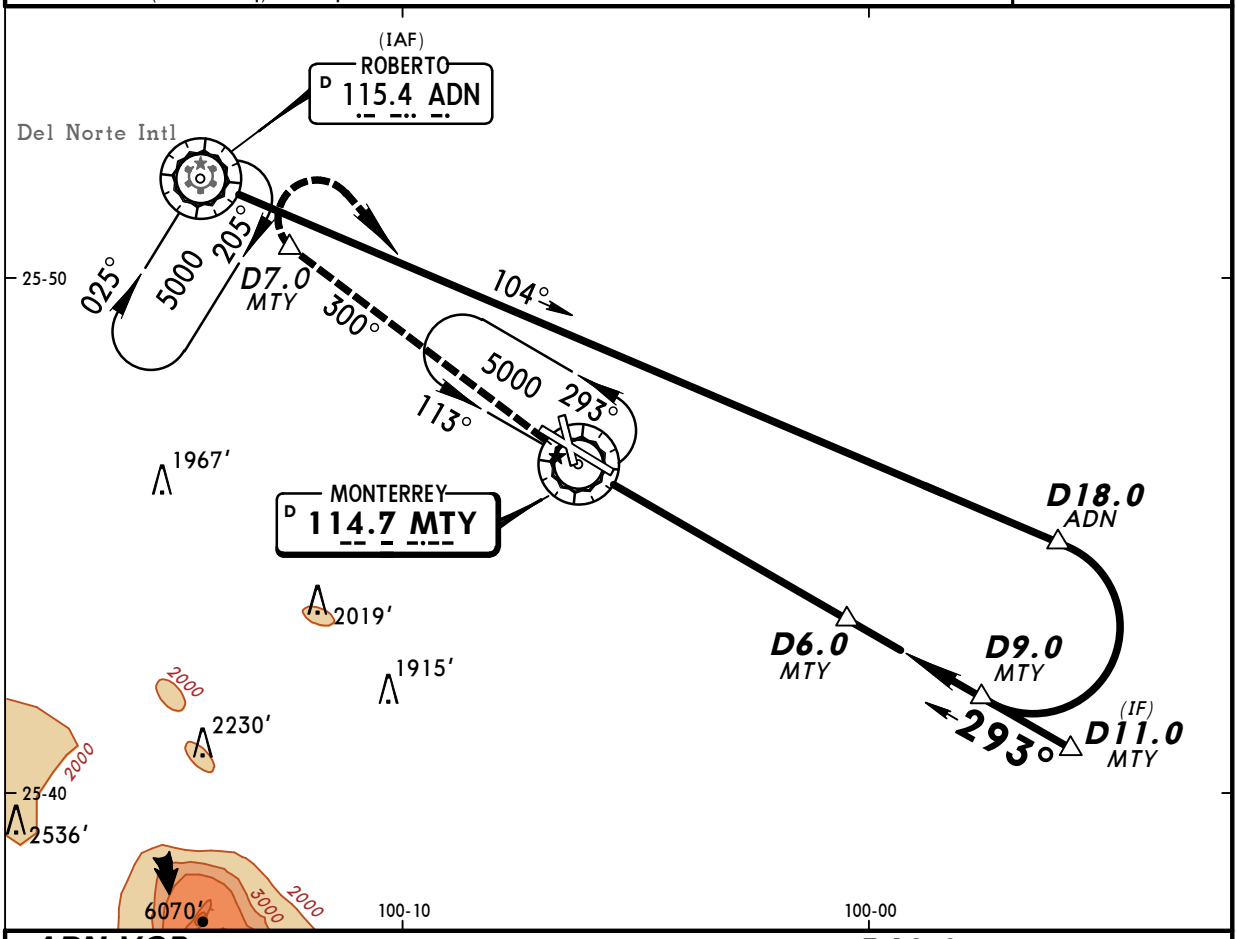
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

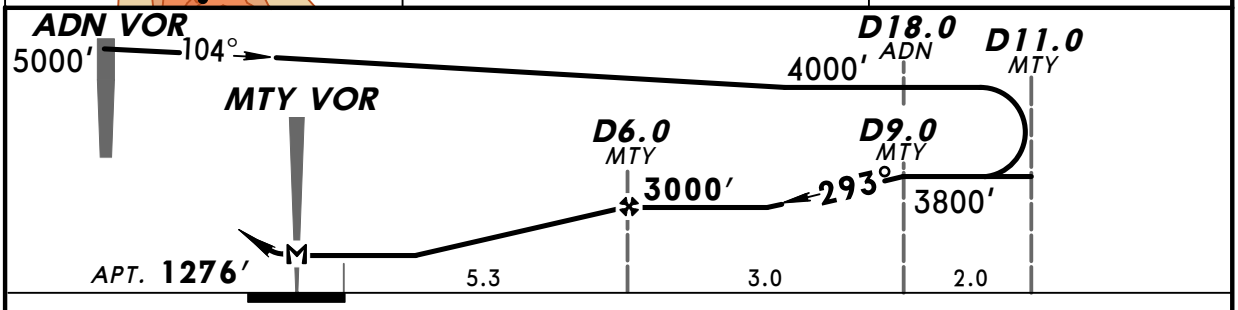
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MTY 114.7	293°	D6.0 MTY 3000′ (1724′)	1760′ (484′)	1276′

MISSED APCH: Climb outbound on MTY VOR R-300 to D7.0 MTY, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

MSA MTY VOR: 160° 7000′, 250° 6600′, 340° 12,500′, 070° 10,000′

Alt Set: MB (IN on req) | Apt Elev: 46 MB | Trans level: FL 195 | Trans alt: 18500′





MAP at MTY VOR								REIL PAPI ALS	MTY on 114.7 R-300	D7.0 MTY

STRAIGHT-IN LANDING RWY 29

MDA(H) 1760′ (484′)

	ALS out		Max Kts	MDA(H)
A	1		90	1820′ (544′)-1
B			120	
C	1	1¼	140	1820′ (544′)-1½
D	1¼	1½	165	1860′ (584′)-2

CIRCLE-TO-LAND

CHANGES: Airport elevation, final apch course, holding patterns.

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MMMY/MTY
GEN MARIANO ESCOBEDO INTL

JEPPESEN 7 JAN 11 Eff 13 Jan (13-8)

MONTERREY, MEXICO
VOR Rwy 29

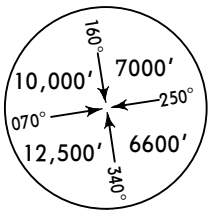
*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

BRIEFING STRIP™

VOR MTY 114.7	Final Apch Crs 290°	No FAF	MDA(H) 1820′ (544′)	Apt Elev 1276′

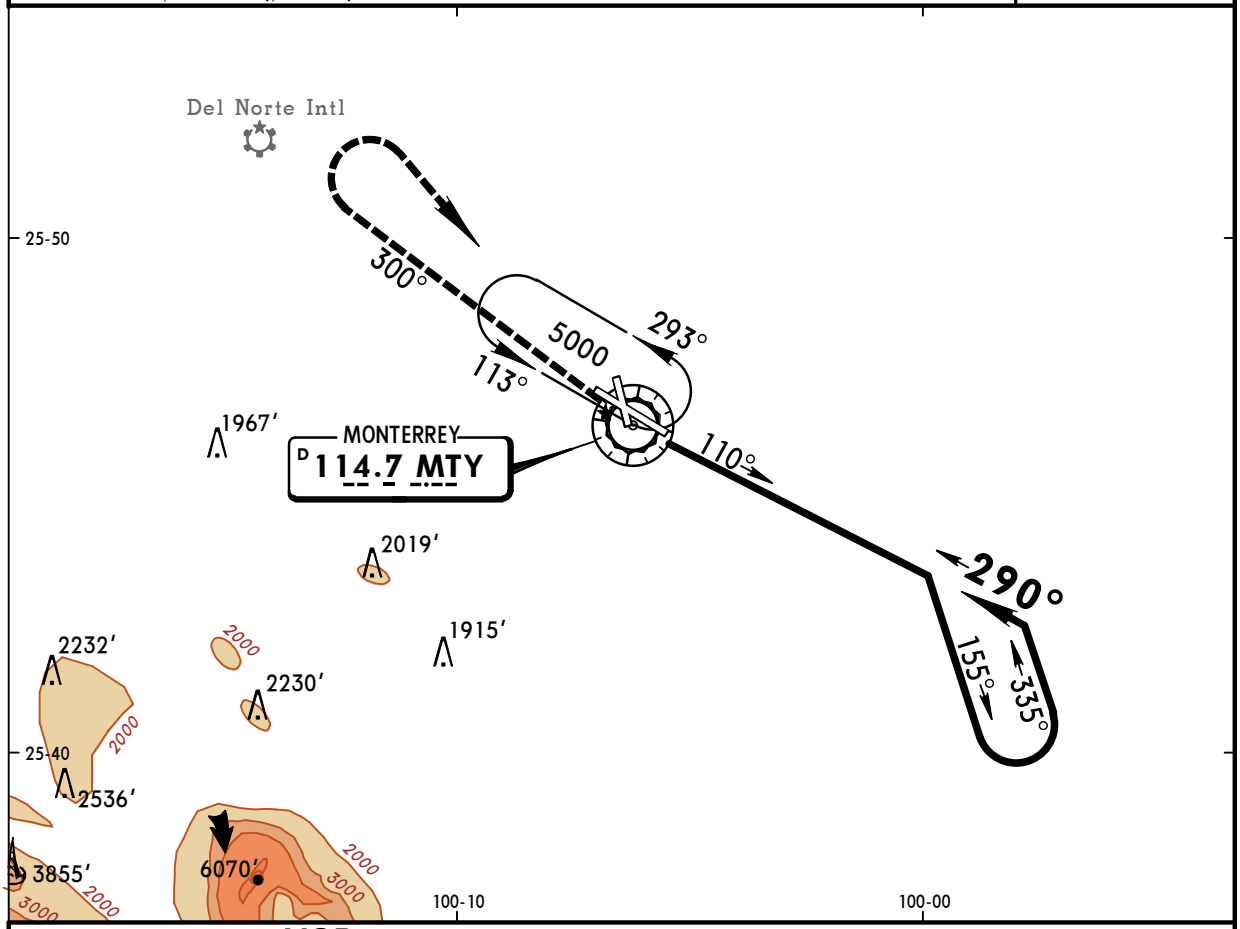
MISSED APCH: Climb outbound on MTY VOR R-300, turn RIGHT within 10 NM to MTY VOR to the minimum holding altitude.

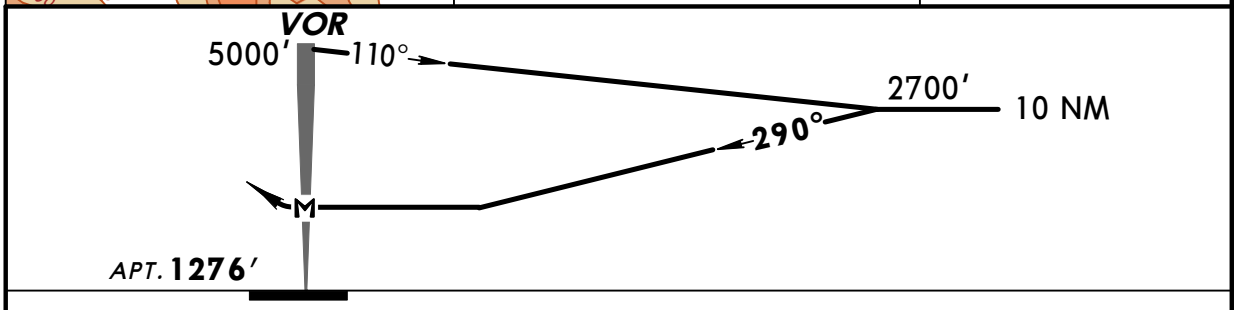
Gnd speed-Kts	80	100	120	140	160	180	200
Max Outbound Distance 7.0	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR							

REIL PAPI ALS

MTY on 114.7 R-300

STRAIGHT-IN LANDING RWY 29

MDA(H) 1820′ (544′)

		ALS out
A	1	
B		
C	1¼	1½
D	1½	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1820′ (544′) -1
120	
140	1820′ (544′) -1½
165	1860′ (584′) -2

CHANGES: Airport elevation, missed apch hold.

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MMMY/MTY GEN MARIANO ESCOBEDO INTL

7 JAN 11
Eff 13 Jan

JEPPESEN
13-9

MONTERREY, MEXICO
CAT A, B & C VOR Rwy 34

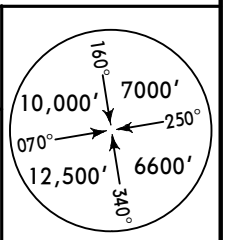
BRIEFING STRIP™

*ATIS	MONTERREY Approach (R)	MONTERREY Arrival	MONTERREY Tower	Ground
127.7	119.75	120.4	118.1	121.9

VOR MTY 114.7	Final Apch Crs 344°	No FAF	MDA(H) (CONDITIONAL) 1760′ (484′)	Apt Elev 1276′

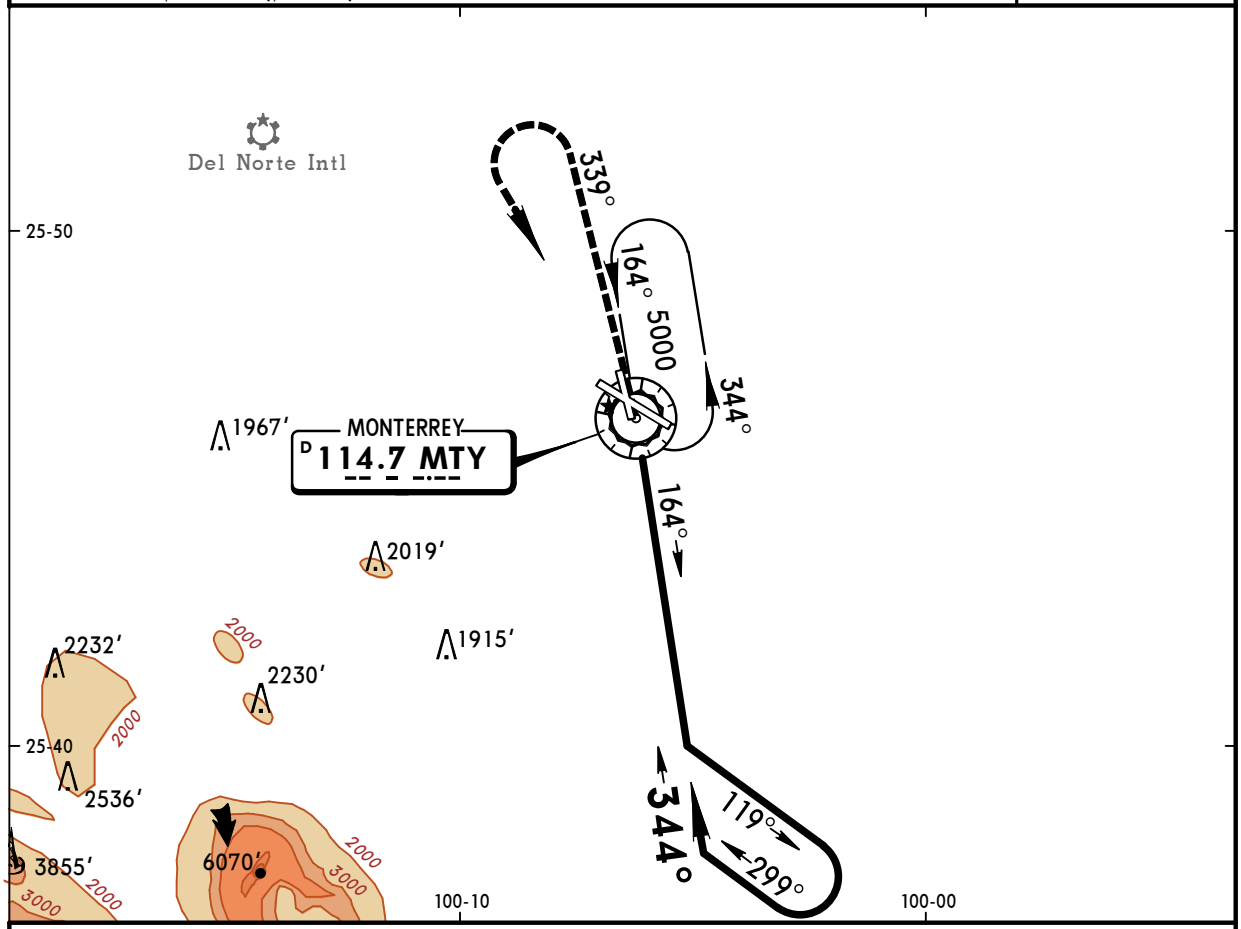
MISSED APCH: Climb outbound on MTY VOR R-339, turn LEFT within 10 NM to MTY VOR to the minimum holding altitude.

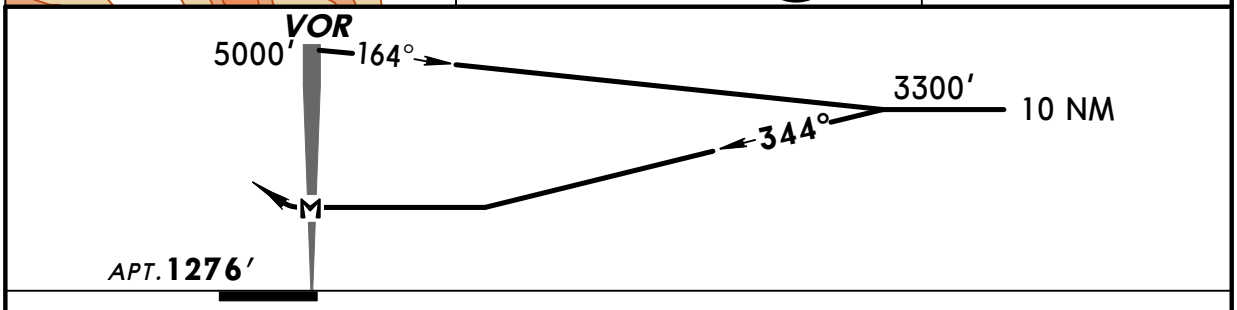
Gnd speed-Kts	80	100	120	140	160	180	200
Max Outbound Distance 7.0	5:15	4:12	3:30	3:00	2:38	2:20	2:06



MSA MTY VOR

Alt Set: MB (IN on req) Apt Elev: 46 MB Trans level: FL 195 Trans alt: 18500′





MAP at VOR

MTY on 114.7 R-339

STRAIGHT-IN LANDING RWY34

MDA(H) 1760′ (484′)

	DAY	NIGHT
A	1	NA
B		
C	1¼	
D	NOT APPLICABLE	

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1820′ (544′) - 1
B	120	
C	140	1820′ (544′) - 1½
D	D	NOT APPLICABLE

CHANGES: Airport elevation, missed apch bearing and hold.

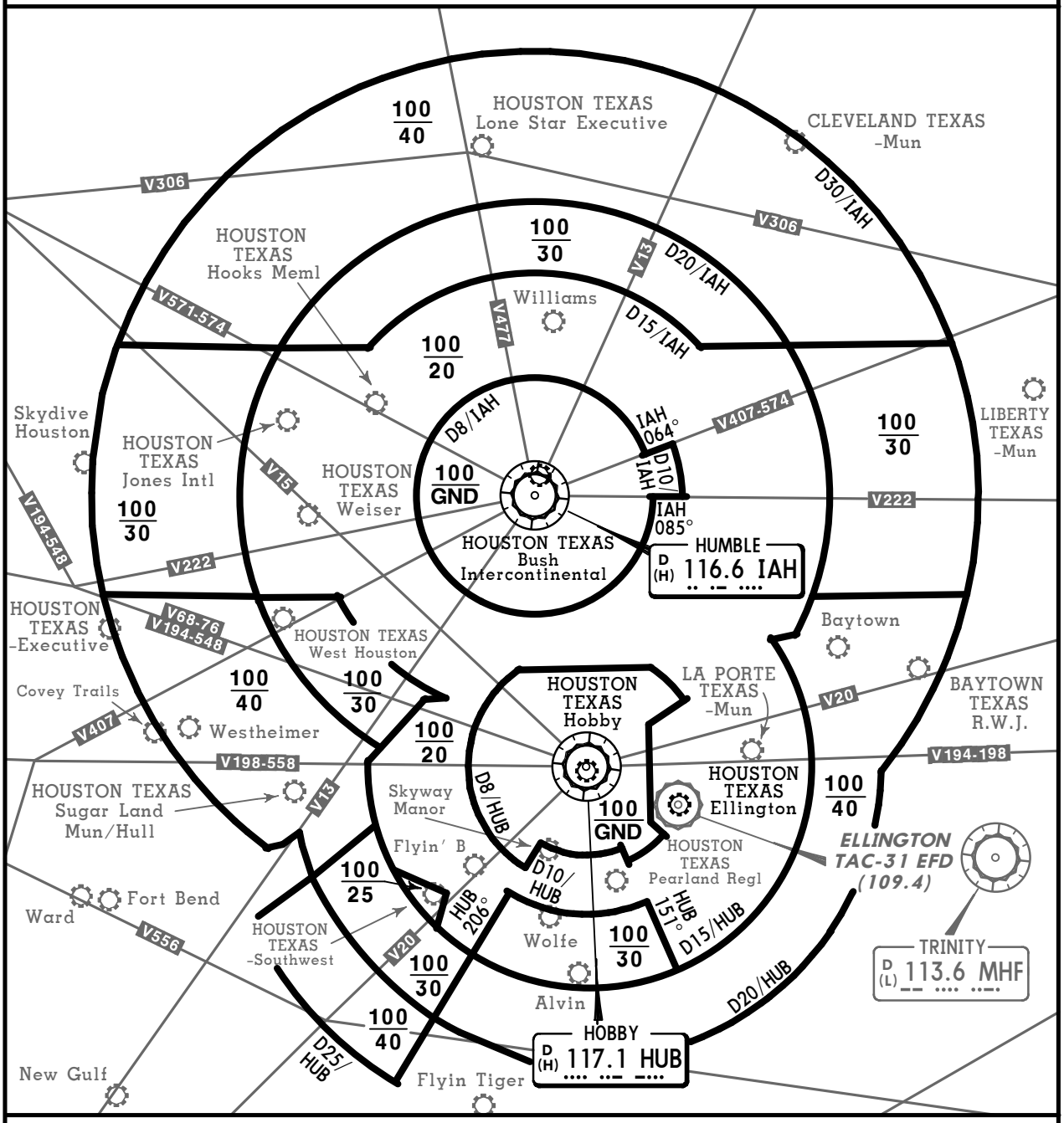
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HOUSTON CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N **Houston App** 119.7
E **Houston App** 133.6
S **Houston App** 134.45
W **Houston App** 123.8



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

FLIGHT PROCEDURES

IFR Flights. Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact Houston Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Houston Intercontinental Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace must obtain an ATC clearance and will be handled on an ATC workload permitting basis.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	
124.05	96′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For turbojet and turboprop aircraft capable of 280 KT or greater only.

5. EXPECT runway assignment from Houston TRACON upon initial contact.
6. Corresponding RNAV STAR is SKNRD. EXPECT SKNRD when George Bush Intercontinental/Houston is landing EAST.

DOOBI TWO RNAV ARRIVAL (DOOBI.DOOBI2)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

Direct distance to George Bush Intercontinental/Houston from:
BOZZZ 30 NM

SAWMILL D (H) 113.75 SWB
N31 58.4 W092 40.6

ALEXANDRIA D (H) 116.1 AEX
N31 15.4 W092 30.1

PLANB
N31 36.0 W093 43.9

EGULZ
N30 51.8 W093 54.7
At or above **FL240**

TURNR
N30 38.0 W094 09.9
At **280 KT**
Between **FL230 & 17000′**

JERNY
N30 41.6 W093 45.8
At or above **FL240**

BEATL
N30 32.8 W094 05.3
At **280 KT**
Between **FL230 & 17000′**

DOOBI
N30 24.0 W094 24.3
At **250 KT**
Between **17000′ & 15000′**

HHART
N30 12.5 W094 35.3
MIN **230 KT**
Between **13000′ & 10000′**

BOPPR
N30 06.1 W094 41.0
At **210 KT**
At or above **9000′**

ODISS
N30 02.9 W094 43.9
At **210 KT**
At or above **8000′**

BOZZZ
N30 00.5 W094 46.0
At **210 KT**
At **8000′**
EXPECT assigned instrument approach

221° SAWMILL (SWB.DOOBI2) 12000 2000T 91.8
189° 45.0 12000 2000T PLANB (PLANB.DOOBI2)
240° ALEXANDRIA (AEX.DOOBI2) 12000 1800T 73.3
220° 19.0 12000 1800T
060° 20 NM
239° 19.0 12000 1700T
219° 18.7 9000 1500T
059° 10 NM
18.6 9000 1600T
217° 15.0 6000
215° 8.0 4000
4.1 4000
216° 3.0 4000

N
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communication prior to runway assignment, execute the ILS Rwy 26L approach.

ROUTING
From DOOBI on track 217° to HHART, then on track 215° to BOPPR, then on track 215° to ODISS, then on track 216° to BOZZZ. EXPECT assigned instrument approach.

CHANGES: Reindexed.

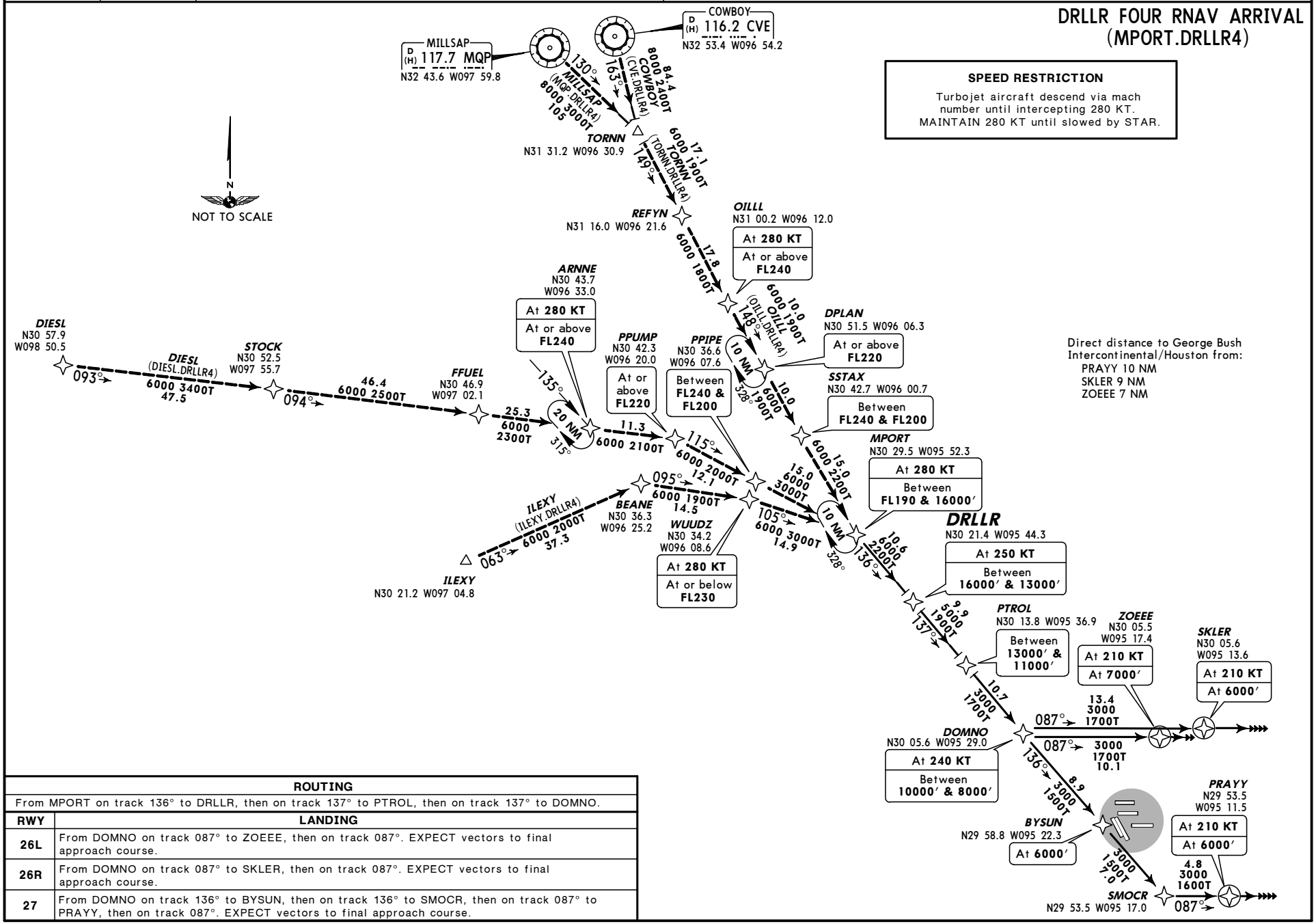
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the runway 26R transition; Houston Approach control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is GUSHR. EXPECT GUSHR when George Bush Intercontinental/Houston is landing EAST.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

DRLLR FOUR RNAV ARRIVAL
(MPORT.DRLLR4)



ROUTING	
From MPORT on track 136° to DRLLR, then on track 137° to PTROL, then on track 137° to DOMNO.	
RWY	**LANDING**
26L	From DOMNO on track 087° to ZOEEE, then on track 087°. EXPECT vectors to final approach course.
26R	From DOMNO on track 087° to SKLER, then on track 087°. EXPECT vectors to final approach course.
27	From DOMNO on track 136° to BYSUN, then on track 136° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.

CHANGES: Procedure revised, renumbered, reindexed.

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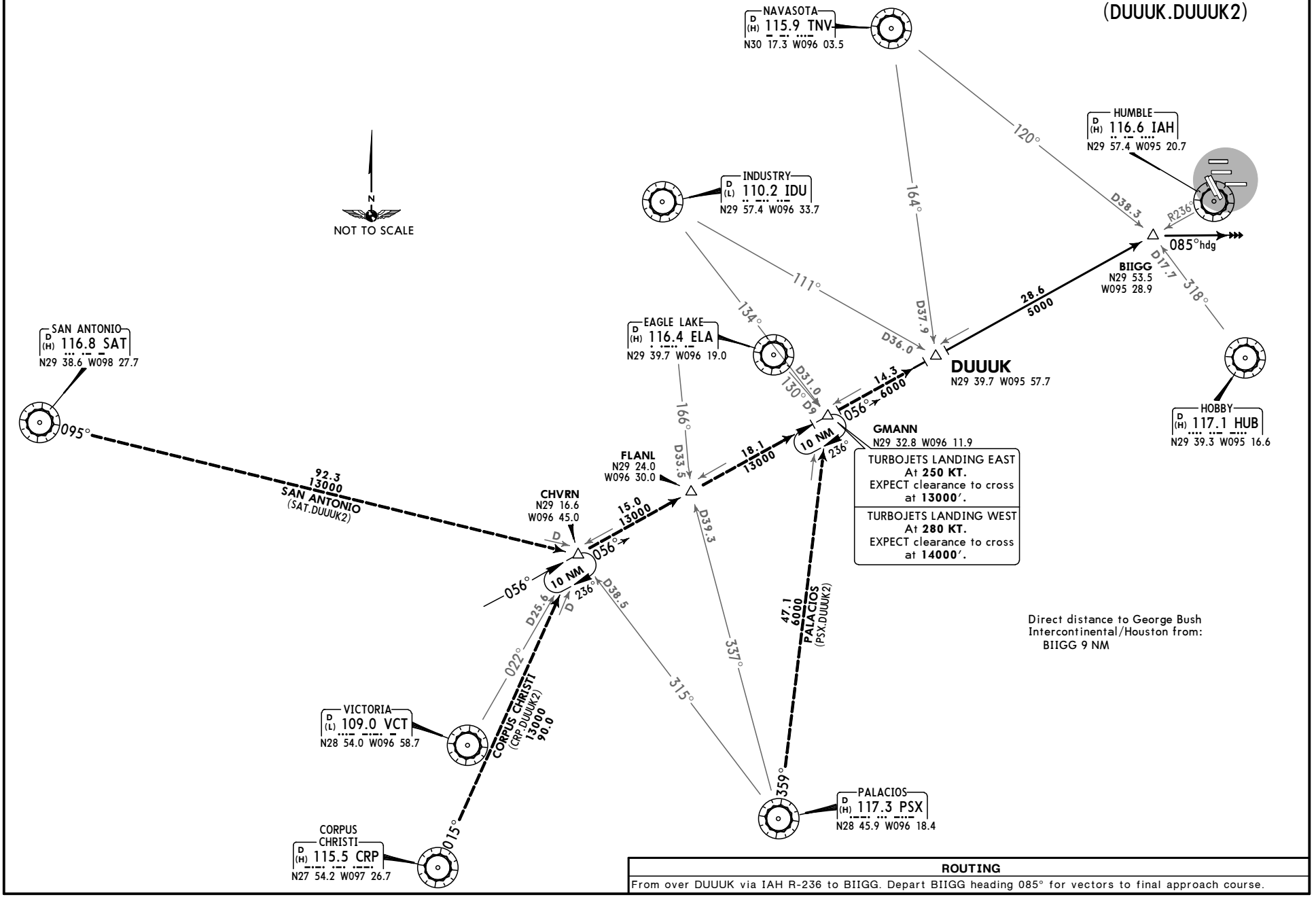
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
124.05	96′			

1. DME/DME/IRU or GPS equipped turbojet and turboprop aircraft must file HTOWN/TEJAS (RNAV) STARs.
2. SAN ANTONIO Transition FL240 and above only.

DUUUK TWO ARRIVAL
(DUUUK.DUUUK2)



ROUTING

From over DUUUK via IAH R-236 to BIIGG. Depart BIIGG heading 085° for vectors to final approach course.

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 8L transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is ZEEKK. EXPECT ZEEKK when George Bush Intercontinental/Houston is landing WEST. 7. EXCEPT for aircraft departing Shreveport Regl, PLANB transition is ATC assigned only; do not file. 8. CARPR transition is ATC assigned only; do not file.

GESNR ONE RNAV ARRIVAL (ZEEKK.GESNR1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

ⓘ At **280 KT** Between **FL270 & FL220**

Direct distance to George Bush Intercontinental/Houston from:
CASST 9 NM
HOWLN 8 NM

PLANB N31 36.0 W093 43.9
37.1 12000 1900T PLANB (PLANB.GESNR1) 209°

CARPR N31 04.5 W094 06.9
18.0 12000 1700T CARPR (CARPR.GESNR1) 209°

MURFF N30 49.2 W094 18.0
At **280 KT** Between **FL270 & FL220**

20.0 9000 1900T
20.0 9000 1700T

DOOTL ⓘ N30 45.8 W094 13.2

GESNR N30 24.1 W094 42.0
At **280 KT** Between **16000′ & 13000′**

12.9 6000 1600T 229°

KENNN N30 17.2 W094 51.2
At **250 KT** Between **11000′ & 10000′**

10.6 4000 1600T 226°

15.0 4000 1500T 227°

CASST N30 05.6 W095 27.9
At **210 KT** At **6000′**

ZOEEE N30 05.5 W095 17.4
At **240 KT** At **7000′**

9.1 4000 1700T 267°
11.4 4000 1700T 257°

KNGWD N30 07.6 W095 04.4
At **240 KT** Between **10000′ & 8000′**

6.0 4000 1400T 225°

EDEEE N30 03.6 W095 09.6
At or below **8000′**

10.4 4000 1600T

REAPR N29 56.6 W095 18.5
At **6000′**

4.8 4000 1700T 267°
4.5 4000 1700T

HOWLN N29 53.5 W095 27.9
At **210 KT** At **6000′**

SHIVV N29 53.5 W095 22.4
At **240 KT** At **6000′**

044° 10 NM

ZEEKK N30 32.1 W094 30.2
At **280 KT** Between **FL200 & 17000′**

SCHEX N30 40.0 W094 08.9
At **280 KT** Between **FL270 & FL220**

EMGEE N30 47.0 W093 49.7
At or above **FL240**

18.0 12000 1700T 244°

ALEXANDRIA (AEX.GESNR1) 12000 1800T 74.1 245°

ALEXANDRIA D (H) 116.1 AEX N31 15.4 W092 30.1

DLAKE N30 58.3 W093 57.5
At or above **FL240**

18.5 12000 2000T 224°

045° 20 NM

SAWMILL (SWB.GESNR1) 12000 2000T 89.0 225°

SAWMILL D (H) 113.75 SWB N31 58.4 W092 40.6

N
NOT TO SCALE

ROUTING	
From ZEEKK on track 229° to GESNR.	
RWY	**LANDING**
8L	From GESNR on track 226° to KENNN, then on track 227° to KNGWD, then on track 257° to ZOEEE, then on track 267° to CASST, then on track 267°. EXPECT RADAR vectors to final approach course.
8R, 9	From GESNR on track 226° to KENNN, then on track 227° to KNGWD, then on track 225° to EDEEE, then on track 225° to REAPR, then on track 225° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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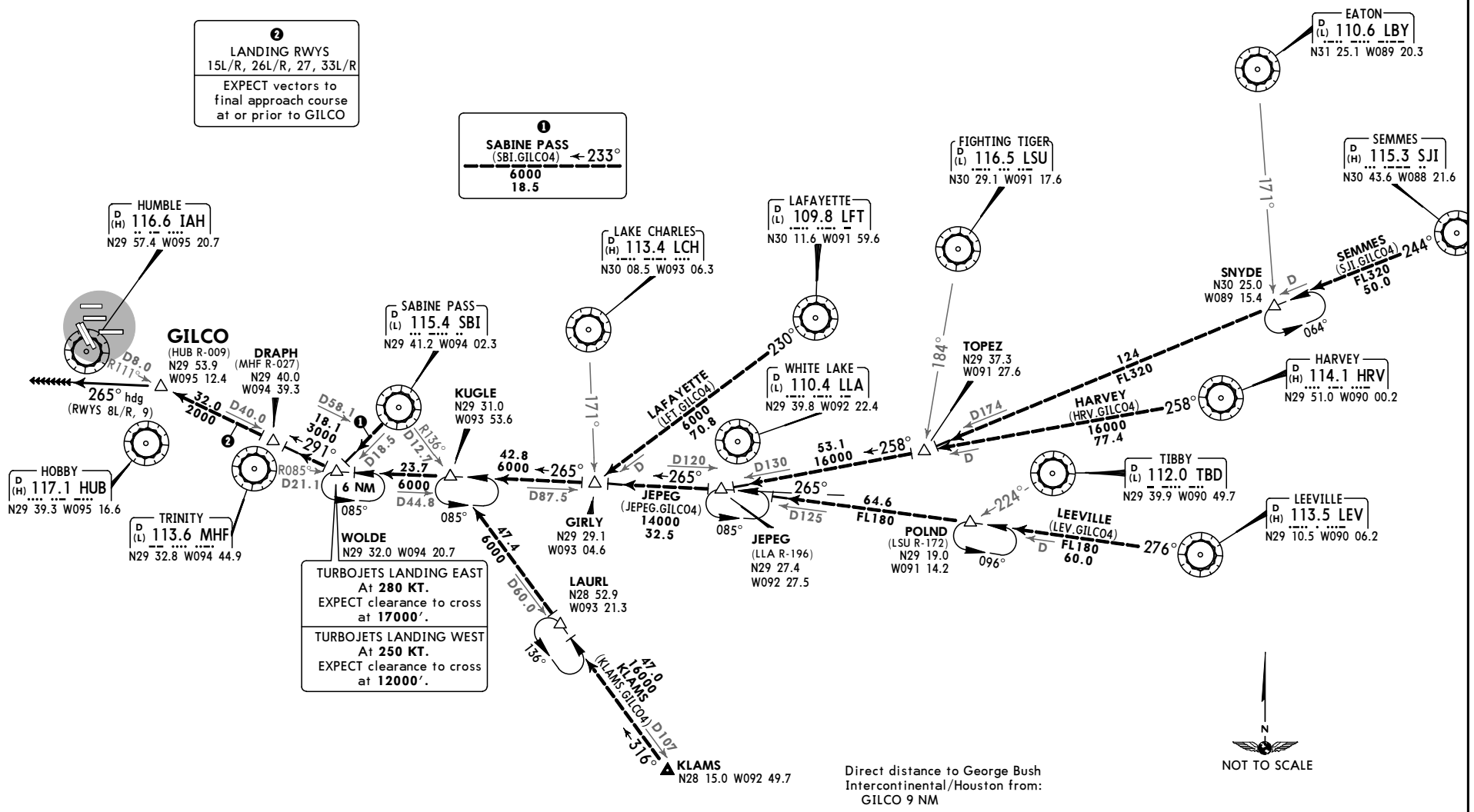
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
124.05	96′			

1. For conventional navigation aircraft only. DME/DME/IRU or GPS equipped aircraft must file via the NNCEE or LINKK RNAV STAR.
2. Turbojet and turboprop aircraft only.
3. KLAMS transition: DME required.
4. SABINE PASS transition: ATC assigned only. Do not file.

GILCO FOUR ARRIVAL
(WOLDE.GILCO4)



RWY	LANDING
8L/R, 9	From GILCO fly heading 265° for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to GILCO.

CHANGES: Chart reindexed.

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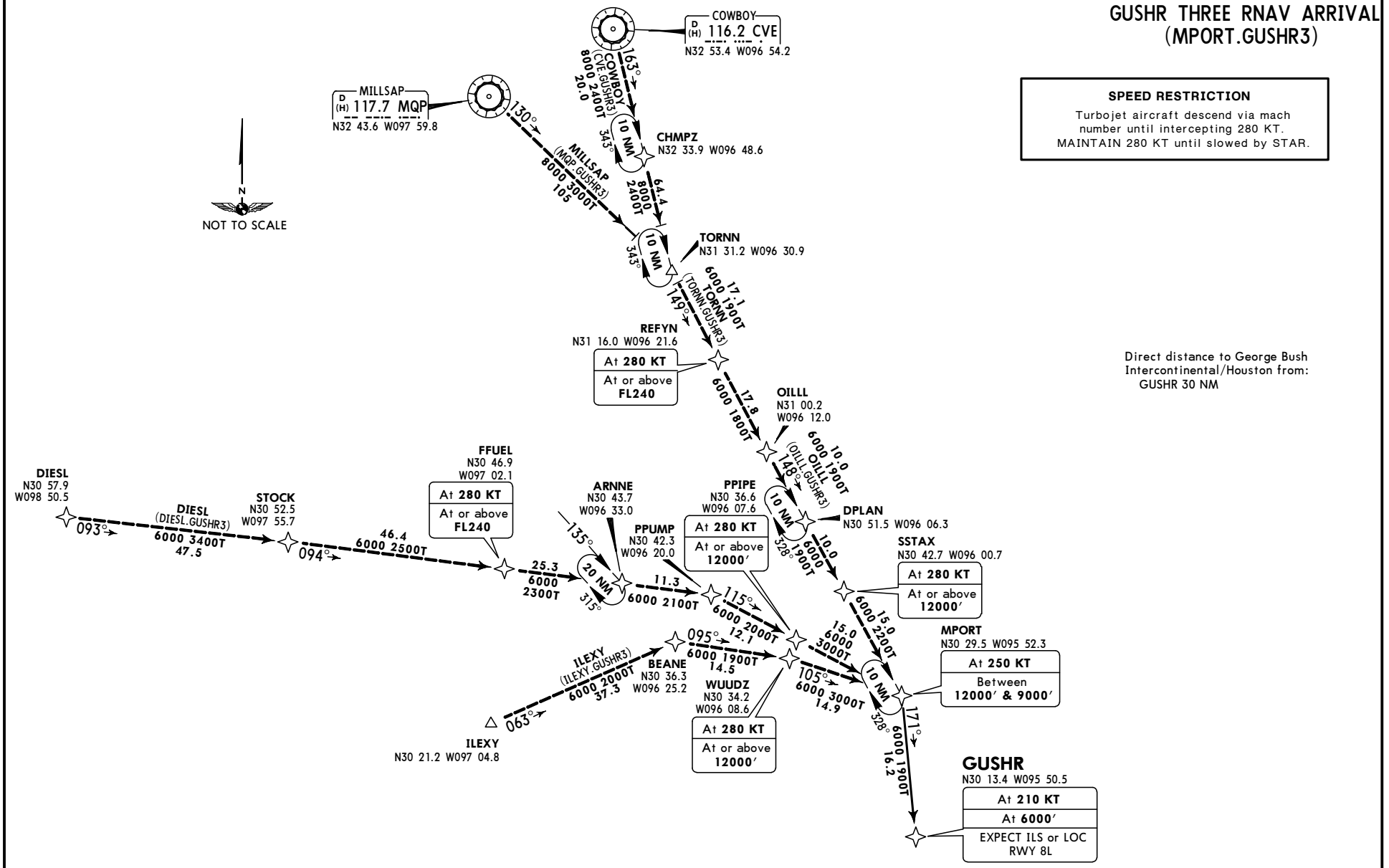
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. EXPECT runway assignment from Houston TRACON upon initial contact. 6. ILEXY Transition for Austin Terminal Area departures only. 7. Corresponding RNAV STAR is DRLLR. EXPECT DRLLR when George Bush Intercontinental/Houston is landing WEST.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For use by turbojet and turboprop aircraft only.	

GUSHR THREE RNAV ARRIVAL
(MPORT.GUSHR3)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.



Direct distance to George Bush Intercontinental/Houston from:
GUSHR 30 NM

ROUTING
From MPORT on track 171° to GUSHR. EXPECT ILS or LOC Rwy 8L.

CHANGES: Reissue.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 5 JUN 15 (70-2E)

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev
124.05	96′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and turboprop aircraft only.
5. EXPECT runway assignment from Houston TRACON upon initial contact.
6. Corresponding RNAV STAR is TEJAS. EXPECT TEJAS when George Bush Intercontinental/Houston is landing WEST.

HTOWN TWO RNAV ARRIVAL
(GMANN.HTOWN2)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

NOT TO SCALE

SAN ANTONIO D (H) 116.8 SAT
N29 38.6 W098 27.7

SMAKR
N29 41.6
W097 23.9

WDLNS
N29 52.1
W095 53.7
At 210 KT
At 7000′
EXPECT ILS or LOC Rwy 8R

HTOWN
N29 43.1
W096 00.7
At 240 KT
At 9000′

GMANN
N29 32.8
W096 11.9
At 250 KT
Between 16000′ & 13000′

KATYY
N29 35.1
W097 00.5
At or above FL240

CHEAP
N29 07.2 W096 40.2
At or above FL230

CATTT
N29 28.0 W096 19.1
At or above 14000′

BRRNS
N28 49.3 W096 57.4
At or above FL240

ALVNN
N29 18.1 W096 24.7

BIGTX
N28 49.3 W096 36.9

YEEHA
N28 33.9 W097 37.1

ALIEF
N28 41.2 W096 44.3
At or above FL240

NEHOW
N28 19.4 W097 26.1

LMEDA
N28 27.9 W096 56.4

CORPUS CHRISTI D (H) 115.5 CRP
N27 54.2 W097 26.7

095° 63.3 7000 2000T SMAKR (SMAKR.HTOWN2)
089° SAN ANTONIO (SAT.HTOWN2) 9000 2900T 76.0
090° 42.4 7000 1700T
040° 14.2 5000 1600T
031° 10.8 4000 1800T
050° 7000 1500T 7.9
218° 10 NM
038° 27.8 8000 1600T
023° 8000 1700T 11.0
017° 9000 2100T 30.6
217° 10 NM 9000 1600T 23.3
053° (YEEHA.HTOWN2) 60.0 9000 2200T YEEHA
037° (NEHOW.HTOWN2) 39.1 9000 1700T NEHOW
LMEDA (LMEDA.HTOWN2) 11000 1500T 17.0
10.3 11000 2100T
035° 43.0 11000 1500T CORPUS CHRISTI (CRP.HTOWN2)

Direct distance to George Bush Intercontinental/Houston from:
WDLNS 30 NM

ROUTING
From GMANN on track 040° to HTOWN, then on track 031° to WDLNS. EXPECT ILS or LOC Rwy 8R.

CHANGES: None.

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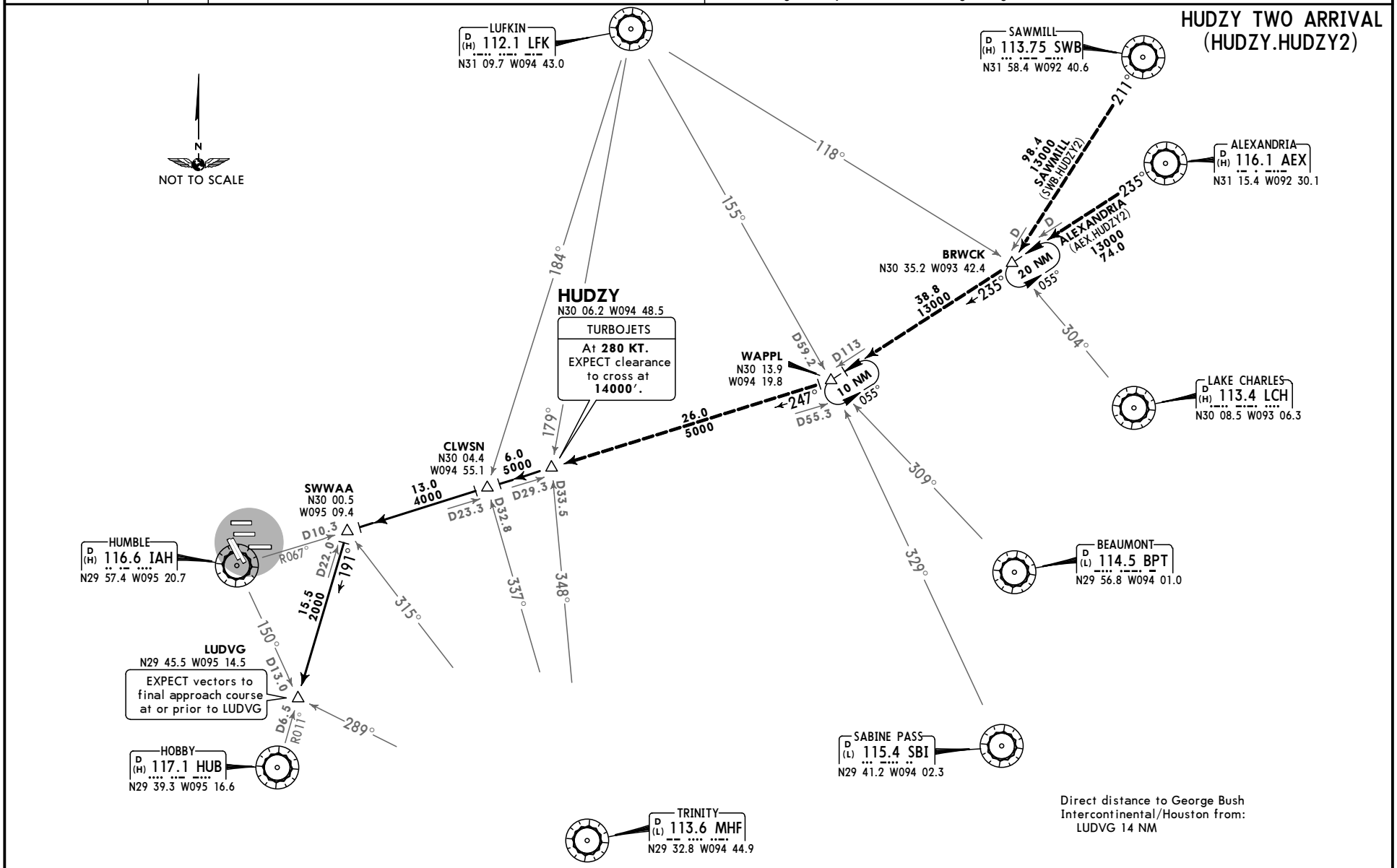
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
124.05	96′			

1. For use by turbojet and turboprop aircraft capable of 280 KT or greater only.
2. For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft must file the WAPPL (RNAV) STAR.
3. ATC assigned only for aircraft landing George Bush Intercontinental/Houston.

HUDZY TWO ARRIVAL (HUDZY.HUDZY2)



Direct distance to George Bush Intercontinental/Houston from:
LUDVG 14 NM

ROUTING

From over HUDZY on IAH R-067 to CLWSN, on IAH R-067 to SWWAA, on HUB R-011 to LUDVG.
EXPECT vectors to final approach course at or prior to LUDVG.

CHANGES: Reindexed.

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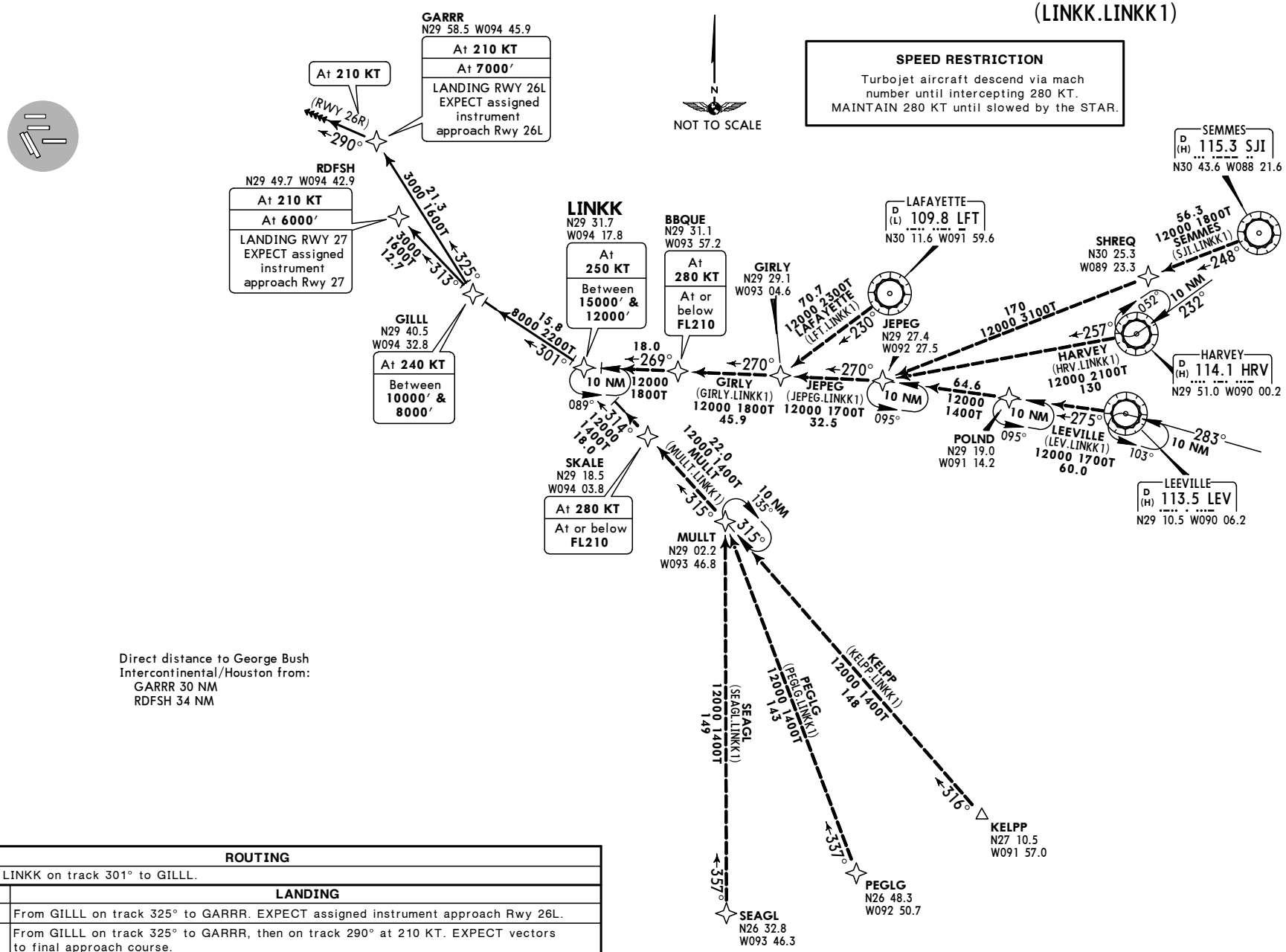
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the Rwy 27 transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is NNCEE. EXPECT NNCEE when George Bush Intercontinental/Houston is landing EAST. 7. GPS required for KELPP, PEGLG, and SEAGL Transitions.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

LINKK ONE RNAV ARRIVAL
(LINKK.LINKK1)



ROUTING	
From LINKK on track 301° to GILLL.	
RWY	**LANDING**
26L	From GILLL on track 325° to GARRR. EXPECT assigned instrument approach Rwy 26L.
26R	From GILLL on track 325° to GARRR, then on track 290° at 210 KT. EXPECT vectors to final approach course.
27	From GILLL on track 313° to RDFSH. EXPECT assigned instrument approach Rwy 27.

CHANGES: Procedure renamed, revised, reindexed.

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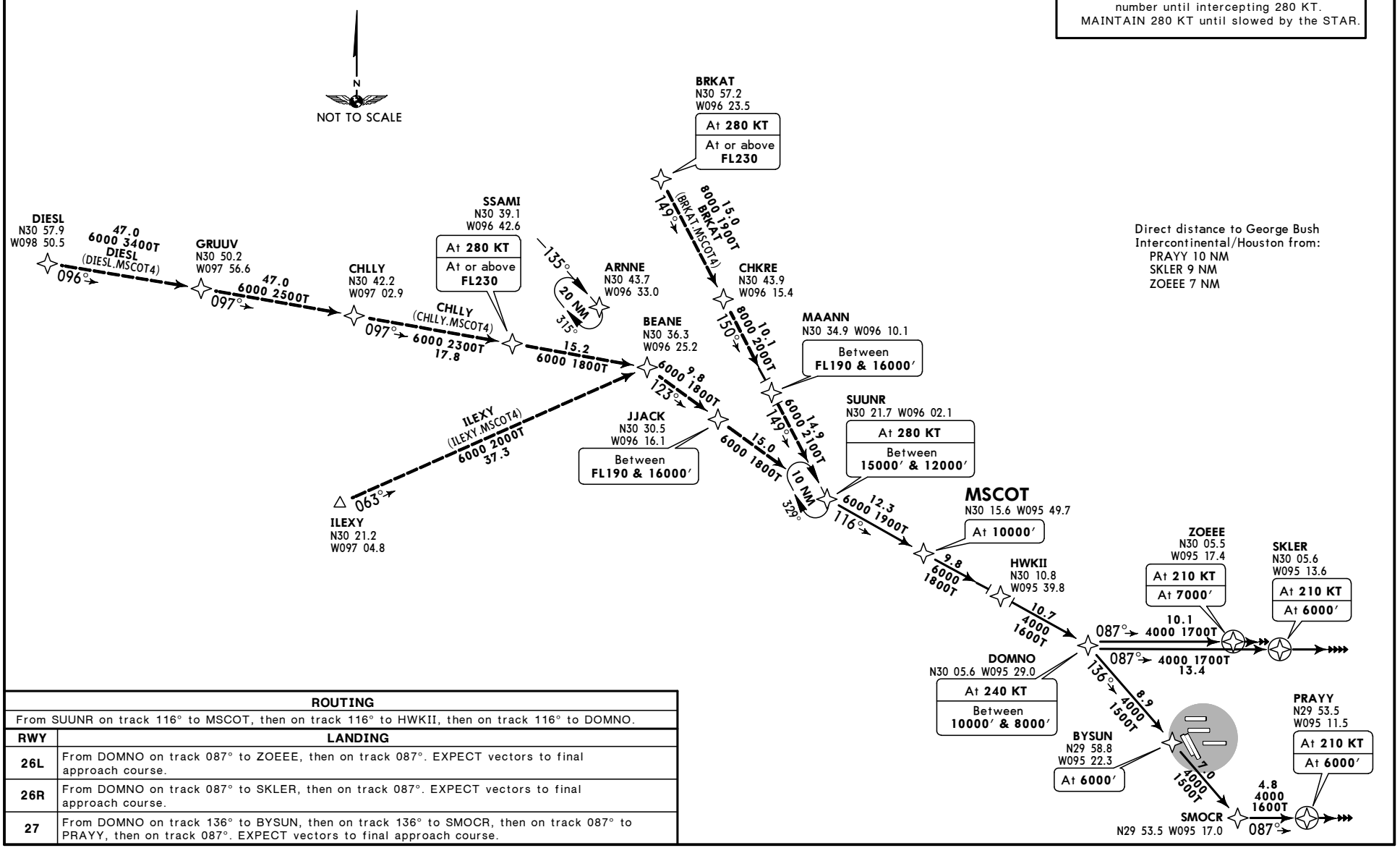
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	
124.05	96′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 26R transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is TTORO. EXPECT TTORO when George Bush Intercontinental/Houston is landing EAST. 7. BRKAT Transition ATC assigned only.
8. ILEXY Transition for Austin Terminal Area departures only.

MSCOT FOUR RNAV ARRIVAL
(SUUNR.MSCOT4)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by the STAR.



Direct distance to George Bush Intercontinental/Houston from:
PRAYY 10 NM
SKLER 9 NM
ZOEEE 7 NM

ROUTING	
From SUUNR on track 116° to MSCOT, then on track 116° to HWKII, then on track 116° to DOMNO.	
RWY	**LANDING**
26L	From DOMNO on track 087° to ZOEEE, then on track 087°. EXPECT vectors to final approach course.
26R	From DOMNO on track 087° to SKLER, then on track 087°. EXPECT vectors to final approach course.
27	From DOMNO on track 136° to BYSUN, then on track 136° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.

CHANGES: Procedure revised, renumbered, reindexed.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 24 APR 15 (70-2J) Eff 30 Apr

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the Rwy 8R transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is LINKK. EXPECT LINKK when George Bush Intercontinental/Houston is landing WEST. 7. GPS required for KELPP, PEGLG, and SEAGL Transitions.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

NNCEE ONE RNAV ARRIVAL
(LINKK.NNCEE1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

NOT TO SCALE

GOVVV N30 05.5 W095 22.2 — At 240 KT / At 6000′
CASST N30 05.6 W095 27.9 — At 210 KT / At 6000′
HOWLN N29 53.5 W095 27.9 — At 210 KT / At 6000′
SHIVV N29 53.5 W095 22.4 — At 240 KT
SMOCR N29 53.5 W095 17.0
PRAYY N29 53.5 W095 11.5 — At 6000′
CHKEN N29 52.5 W095 06.3 — At or below 7000′
BEDLM N29 46.3 W094 51.7 — At 250 KT / At or above 10000′
KONZZ N29 42.8 W094 43.5 — At 12000′
NNCEE N29 37.0 W094 30.1 — At or below 15000′
LINKK N29 31.7 W094 17.8 — At 280 KT / Between FL200 & 17000′
BBQUE N29 31.1 W093 57.2 — At 280 KT / At or below FL290
SKALE N29 18.5 W094 03.8 — At 280 KT / At or below FL290
MULLT N29 02.2 W093 46.8
GIRLY N29 29.1 W093 04.6
JEPEG N29 27.4 W092 27.5
POLND N29 19.0 W091 14.2
LEEVILLE (LEV.NNCEE1) 12000 1700T 60.0
SHREQ N30 25.3 W089 23.3
KELPP N27 10.5 W091 57.0
PEGLG N26 48.3 W092 50.7
SEAGL N26 32.8 W093 46.3

LAFAYETTE D (L) 109.8 LFT N30 11.6 W091 59.6
SEMMES D (H) 115.3 SJI N30 43.6 W088 21.6
HARVEY D (H) 114.1 HRV N29 51.0 W090 00.2
LEEVILLE D (H) 113.5 LEV N29 10.5 W090 06.2

Direct distance to George Bush Intercontinental/Houston from:
CASST 9 NM
HOWLN 8 NM

ROUTING	
From LINKK on track 293° to NNCEE, then on track 293° to KONZZ, then on track 293° to BEDLM.	
RWY	**LANDING**
8L	From BEDLM on track 293° to CHKEN, then on track 280° to PRAYY, then on track 319° to GOVVV, then on track 267° to CASST, then on track 267°. EXPECT vectors to final approach course.
8R, 9	From BEDLM on track 293° to CHKEN, then on track 280° to PRAYY, then on track 267° to SMOCR, then on track 267° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT vectors to final approach course.

CHANGES: Procedure renamed, revised, reindexed.

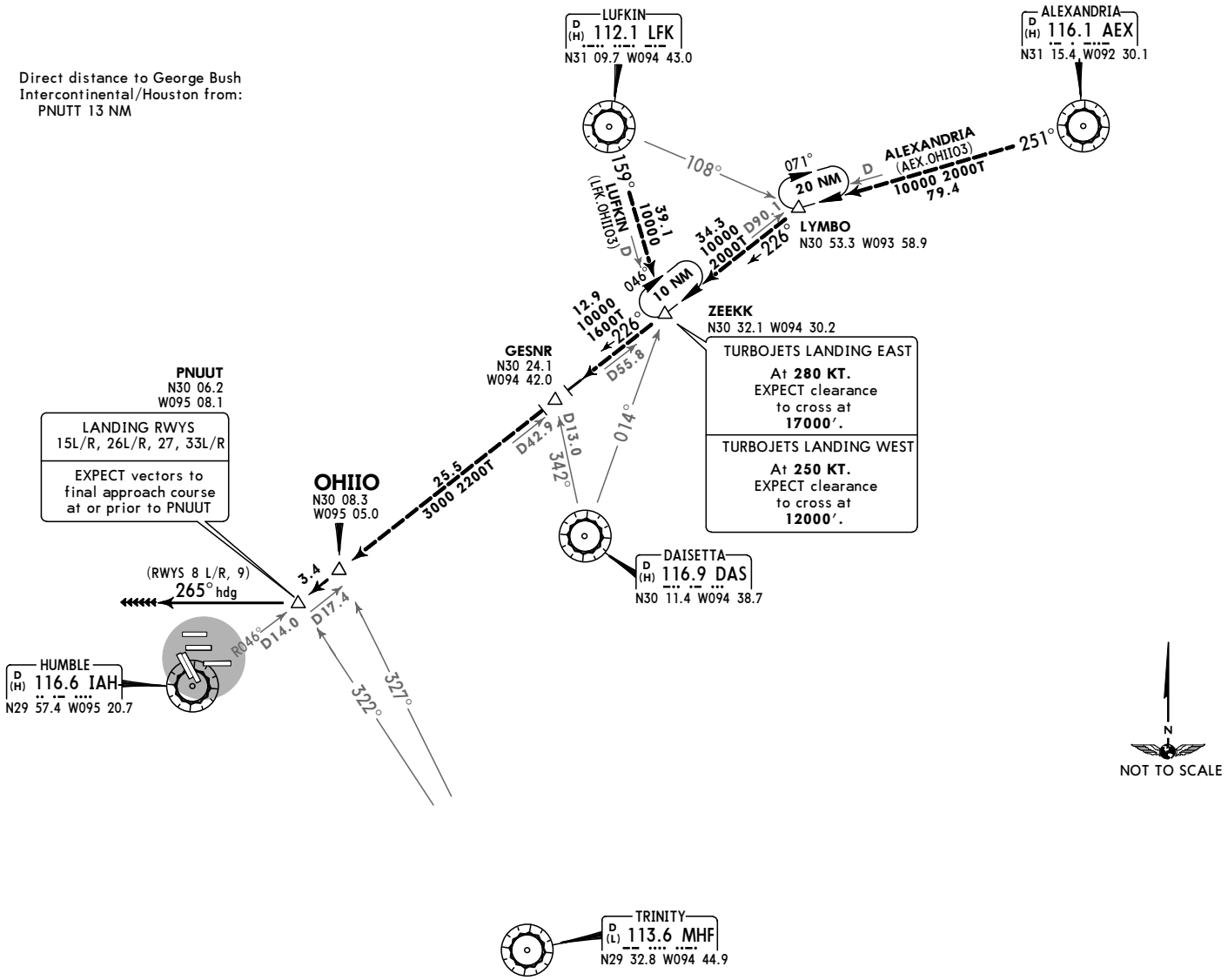
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	*Apt Elev*		
124.05	96′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	DME/DME/IRU or GPS equipped turbojet aircraft landing George Bush Intercontinental/Houston must file the GESNR/ZEEKK or DOOBI/SKNRD (RNAV) STAR.

OHIIO THREE ARRIVAL
(OHIIO.OHIIO3)



ROUTING	
From OHIIO on IAH R-046 to PNUUT.	
RWY	**LANDING**
8L/R, 9	At PNUUT, fly heading 265° for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to PNUUT.

CHANGES: Procedure renumbered, revised.

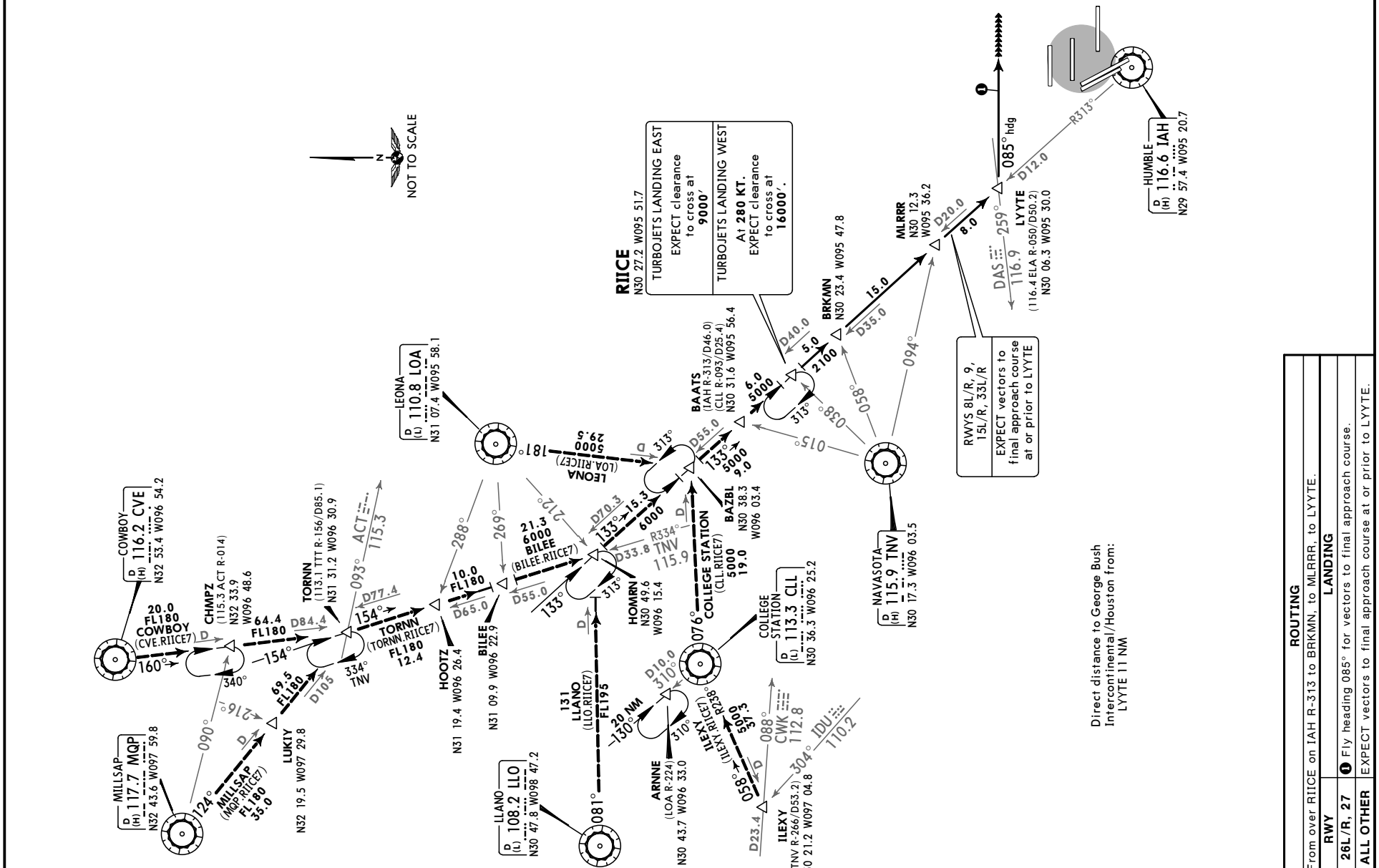
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	DME/DME/IRU or GPS equipped turbojet and turboprop aircraft landing George Bush Intercontinental/Houston must file DRLLR/GUSHR (RNAV) STARs.
124.05	96′		

RIICE SEVEN ARRIVAL
(BAZBL.RIICE7)



ROUTING	
From over RIICE on IAH R-313 to BRKMN, to MLRRR, to LYYTE.	
RWY	**LANDING**
26L/R, 27	❶ Fly heading 085° for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to LYYTE.

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the Rwy 8L transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is DOOBI. EXPECT DOOBI when George Bush Intercontinental/Houston is landing WEST.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

SKNRD FOUR RNAV ARRIVAL (DOOBI.SKNRD4)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

Direct distance to George Bush Intercontinental/Houston from:
CASST 9 NM
HOWLN 8 NM

SAWMILL D (H) 113.75 SWB
N31 58.4 W092 40.6

PLANB
N31 36.0 W093 43.9

EGULZ
N30 51.8 W093 54.7

TURNR
N30 38.0 W094 09.9
At **280 KT**
Between **FL280 & FL240**

ALEXANDRIA D (H) 116.1 AEX
N31 15.4 W092 30.1

JERNY
N30 41.6 W093 45.8

BEATL
N30 32.8 W094 05.3
At **280 KT**
Between **FL280 & FL240**

DOOBI
N30 24.0 W094 24.3
At **280 KT**
Between **FL220 & FL190**

SKNRD
N30 17.0 W094 41.5
At **280 KT**
At or below **16000′**

BFFET
N30 14.0 W094 48.8
At **250 KT**
Between **14000′ & 12000′**

KNGWD
N30 07.6 W095 04.4
At **240 KT**
Between **10000′ & 8000′**

EDEEE
N30 03.6 W095 09.6
At or below **8000′**

REAPR
N29 56.6 W095 18.5
At **6000′**

CASST
N30 05.6 W095 27.9
At **210 KT**
At **6000′**

ZOEEE
N30 05.5 W095 17.4
At **240 KT**
At **7000′**

HOWLN
N29 53.5 W095 27.9
At **210 KT**
At **6000′**

SHIVV
N29 53.5 W095 22.4
At **240 KT**
At **6000′**

SAWMILL (SWB.SKNRD4) 12000 1900T 91.8
PLANB (PLANB.SKNRD4) 45.0 12000 2000T
ALEXANDRIA (AEX.SKNRD4) 12000 1800T 73.3
19.0 12000 1800T
19.0 12000 1700T
18.7 9000 1500T
18.6 9000 1600T
16.5 6000 1600T
7.0 4000 1600T
15.0 4000 1600T
11.4 4000 1700T
9.1 4000 1700T
6.0 4000 1400T
10.4 4000 1600T
4.5 4000 1700T
4.8 4000 1700T
060° 20 NM
059° 10 NM
221° 189° 240° 220° 239° 219° 242° 257° 225° 267°

N
NOT TO SCALE

ROUTING
From DOOBI on track 242° to SKNRD.

RWY	LANDING
8L	From SKNRD on track 242° to BFFET, then on track 242° to KNGWD, then on track 257° to ZOEEE, then on track 267° to CASST, then on track 267°. EXPECT RADAR vectors to final approach course.
8R, 9	From SKNRD on track 242° to BFFET, then on track 242° to KNGWD, then on track 225° to EDEEE, then on track 225° to REAPR, then on track 225° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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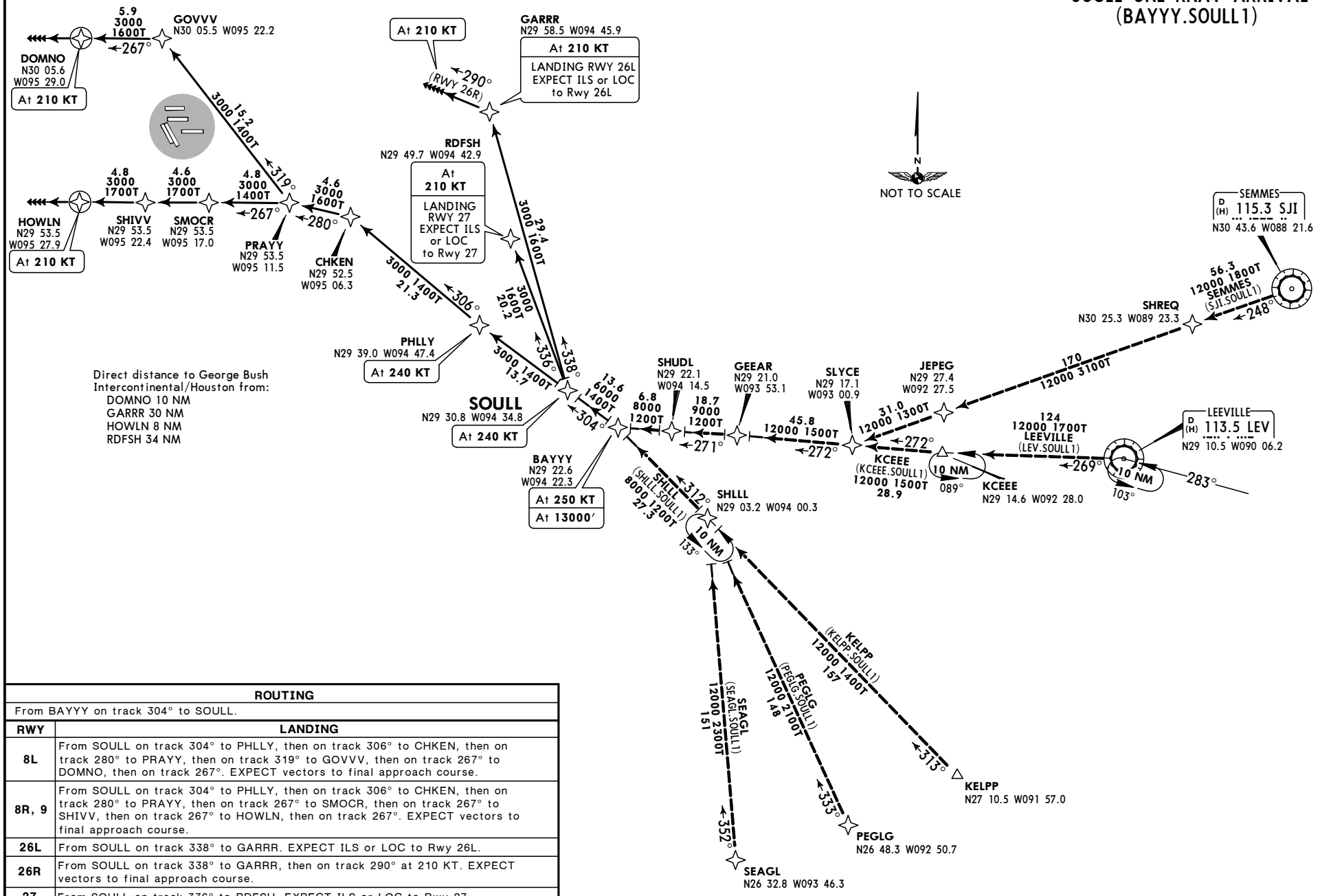
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev
124.05	96′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For turbojet and turboprop aircraft capable of 280 KT or greater only.
5. ATC assigned only.
6. EXPECT runway assignment from Houston TRACON upon initial contact.
7. GPS required for KELPP, PEGLG, and SEAGL Transitions.

SOULL ONE RNAV ARRIVAL
(BAYYY.SOULL1)



ROUTING	
From BAYYY on track 304° to SOULL.	
RWY	**LANDING**
8L	From SOULL on track 304° to PHLLY, then on track 306° to CHKEN, then on track 280° to PRAYY, then on track 319° to GOVVV, then on track 267° to DOMNO, then on track 267°. EXPECT vectors to final approach course.
8R, 9	From SOULL on track 304° to PHLLY, then on track 306° to CHKEN, then on track 280° to PRAYY, then on track 267° to SMOCR, then on track 267° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT vectors to final approach course.
26L	From SOULL on track 338° to GARRR. EXPECT ILS or LOC to Rwy 26L.
26R	From SOULL on track 338° to GARRR, then on track 290° at 210 KT. EXPECT vectors to final approach course.
27	From SOULL on track 336° to RDFSH. EXPECT ILS or LOC to Rwy 27.

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev
124.05	96′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 27 transition; Houston Approach control may assign a different transition on initial contact 6. Corresponding RNAV STAR is HTOWN. EXPECT HTOWN when George Bush Intercontinental/Houston is landing EAST.

TEJAS THREE RNAV ARRIVAL
(GMANN.TEJAS3)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

NOT TO SCALE

SAN ANTONIO
D (H) 116.8 SAT
N29 38.6 W098 27.7

SMAKR
N29 41.6 W097 23.9

SAN ANTONIO (SAT.TEJAS3)
KATYY
N29 35.1 W097 00.5
At or above FL240

CHEAP
N29 07.2 W096 40.2
At or above FL230

BRRNS
N28 49.3 W096 57.4
At or above FL240

YEEHA
N28 33.9 W097 37.1

NEHOW
N28 19.4 W097 26.1

CORPUS CHRISTI (CRP.TEJAS3)

CORPUS CHRISTI
D (H) 115.5 CRP
N27 54.2 W097 26.7

LMEDA
N28 27.9 W096 56.4

ALIEF
N28 41.2 W096 44.3
At or above FL240

BIGTX
N28 49.3 W096 36.9

ALVNN
N29 18.1 W096 24.7

CATTT
N29 28.0 W096 19.1
At or above FL190

CITTE
N29 36.6 W096 03.9
At or below 16000′

GMANN
N29 32.8 W096 11.9
At 280 KT
Between FL190 & 16000′

TEJAS
N29 41.2 W095 54.2
At 250 KT
Between 14000′ & 12000′

GLAMM
N29 46.8 W095 42.3
At or below 10000′

BEEEP
N29 50.8 W095 33.8
At or below 8000′

HOWLN
N29 53.5 W095 27.9
At 240 KT
At 6000′

ZOEEE
N30 05.5 W095 17.4

SKLER
N30 05.6 W095 13.6
At 210 KT
At 6000′

SHIVV
N29 53.5 W095 22.4

SMOCR
N29 53.5 W095 17.0

PRAYY
N29 53.5 W095 11.5
At 210 KT
At 6000′

Direct distance to George Bush Intercontinental/Houston from:
PRAYY 10 NM
SKLER 9 NM

LMEDA Transition

ROUTING	
From GMANN on track 058° to CITTE, then on track 059° to TEJAS.	
RWY	**LANDING**
26L	From TEJAS on track 059° to GLAMM, then on track 059° to BEEEP, then on track 059° to HOWLN, then on track 087° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.
26R	From TEJAS on track 059° to GLAMM, then on track 059° to BEEEP, then on track 059° to HOWLN, then on track 034° to ZOEEE, then on track 087° to SKLER, then on track 087°. EXPECT vectors to final approach course.
27	From TEJAS on track 059° to GLAMM, then on track 059° to BEEEP, then on track 059° to HOWLN, then on track 087° to SHIVV, then on track 087° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.

CHANGES: None.

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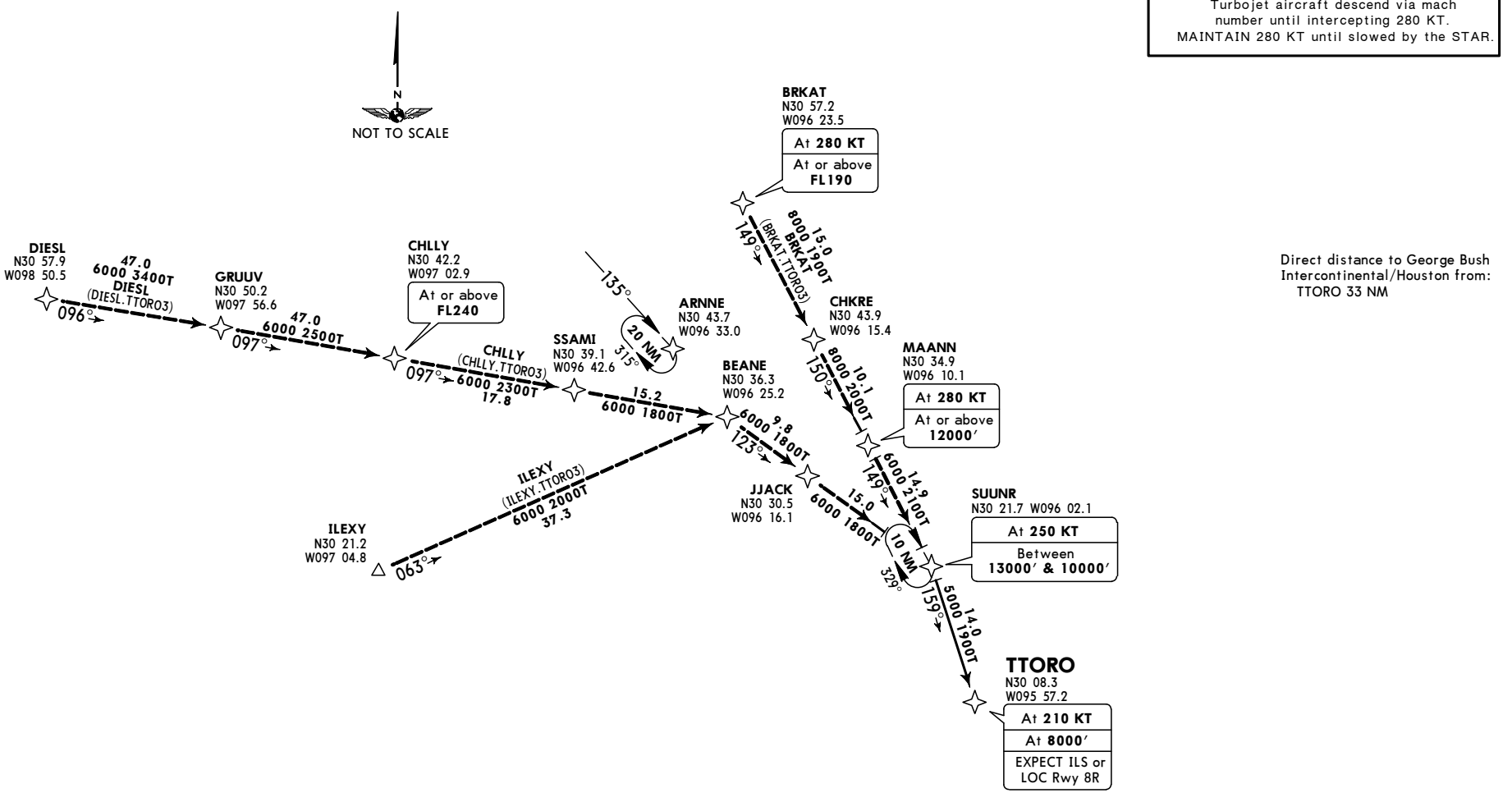
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev		
124.05	96′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4.Turbojet and turboprop aircraft only.	5. EXPECT runway assignment from Houston TRACON upon initial contact. 6. Corresponding RNAV STAR is MSCOT. EXPECT MSCOT when George Bush Intercontinental/Houston is landing WEST. 7. BRKAT Transition ATC assigned only. 8. ILEXY Transition for Austin Terminal Area departures only.

TTORO THREE RNAV ARRIVAL
(SUUNR.TTORO3)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by the STAR.



Direct distance to George Bush Intercontinental/Houston from:
TTORO 33 NM

ROUTING
From SUUNR on track 159° to TTORO. EXPECT ILS or LOC Rwy 8R.

CHANGES: Procedure revised, renumbered.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 26R transition; Houston Approach Control may assign a different transition on initial contact.
6. Corresponding RNAV STAR is GESNR. EXPECT GESNR when George Bush Intercontinental/Houston is landing EAST. 7. EXCEPT for aircraft departing Shreveport Regl, PLANB Transition is ATC assigned only; do not file.
8. CARPR Transition is ATC assigned only; do not file.

ZEEKK ONE RNAV ARRIVAL
(ZEEKK.ZEEKK1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

❶ At **280 KT** Between **FL200 & 17000′**

Direct distance to George Bush Intercontinental/Houston from:
BOZZZ 30 NM
CLSIK 37 NM
HOOTI 33 NM

PLANB N31 36.0 W093 43.9
37.1 12000 1900T PLANB (PLANB.ZEEKK1) 209°

CARPR N31 04.5 W094 06.9
18.0 12000 1700T CARPR (CARPR.ZEEKK1) 209°

SAWMILL D (H) 113.75 SWB N31 58.4 W092 40.6
SAWMILL (SWB.ZEEKK1) 12000 2000T 89.0 225°

045° 30 NM

DLAKE N30 58.3 W093 57.5
At **280 KT**
At or above **FL240**

18.5 12000 2000T 224°

ALEXANDRIA D (H) 116.1 AEX N31 15.4 W092 30.1
ALEXANDRIA (AEX.ZEEKK1) 12000 1800T 74.1 245°

MURFF N30 49.2 W094 18.0
At **280 KT**
Between **FL200 & 17000′**

DOOTL ❶ N30 45.8 W094 13.2
20.0 9000 1900T
20.0 9000 1700T

EMGEE N30 47.0 W093 49.7
18.0 12000 1700T 244°
At **280 KT**
At or above **FL240**

SCHEX N30 40.0 W094 08.9
20.0 9000 1700T
At **280 KT**
Between **FL200 & 17000′**

044° 10 NM

ZEEKK N30 32.1 W094 30.2
13.0 6000 1600T 211°
At **250 KT**
Between **14000′ & 12000′**

BLUUZ N30 21.4 W094 38.8
At **240 KT**
At or below **10000′**

TABRR N30 13.7 W094 41.4
Between **7000′ & 6000′**
8.0 4000 1500T 194°
5.9 4000 1500T 172°

HOOTI N30 06.7 W094 43.8
At **210 KT**
At **6000′**
EXPECT ILS or LOC Rwy 26R
7.2 4000 1600T 191°
4000 1600T 19.0

PPUNK N30 14.9 W094 38.1
At or below **8000′**
4000 2400T 10.8

SOFFT N30 04.1 W094 36.9
At **210 KT**
At or above **4000′**

ODISS N30 02.9 W094 43.9
At **210 KT**
At or above **8000′**

BOZZZ N30 00.5 W094 46.0
At **210 KT**
At **8000′**
EXPECT ILS or LOC Rwy 26L
216°
4000 1600T 3.0

4.0 4000 3100T 185°

CLSIK N30 00.1 W094 37.6
At **4000′**
EXPECT ILS or LOC to Rwy 27

N
NOT TO SCALE

ROUTING	
From ZEEKK on track 211° to BLUUZ.	
RWY	**LANDING**
26L	From BLUUZ on track 191° to ODISS, then on track 216° to BOZZZ. EXPECT ILS or LOC Rwy 26L.
26R	From BLUUZ on track 194° to TABRR, then on track 194° to HOOTI. EXPECT ILS or LOC Rwy 26R.
27	From BLUUZ on track 172° to PPUNK, then on track 172° to SOFFT, then on track 185° to CLSIK. EXPECT ILS or LOC Rwy 27.

CHANGES: New procedure at this airport (TWSTD STAR cancelled).

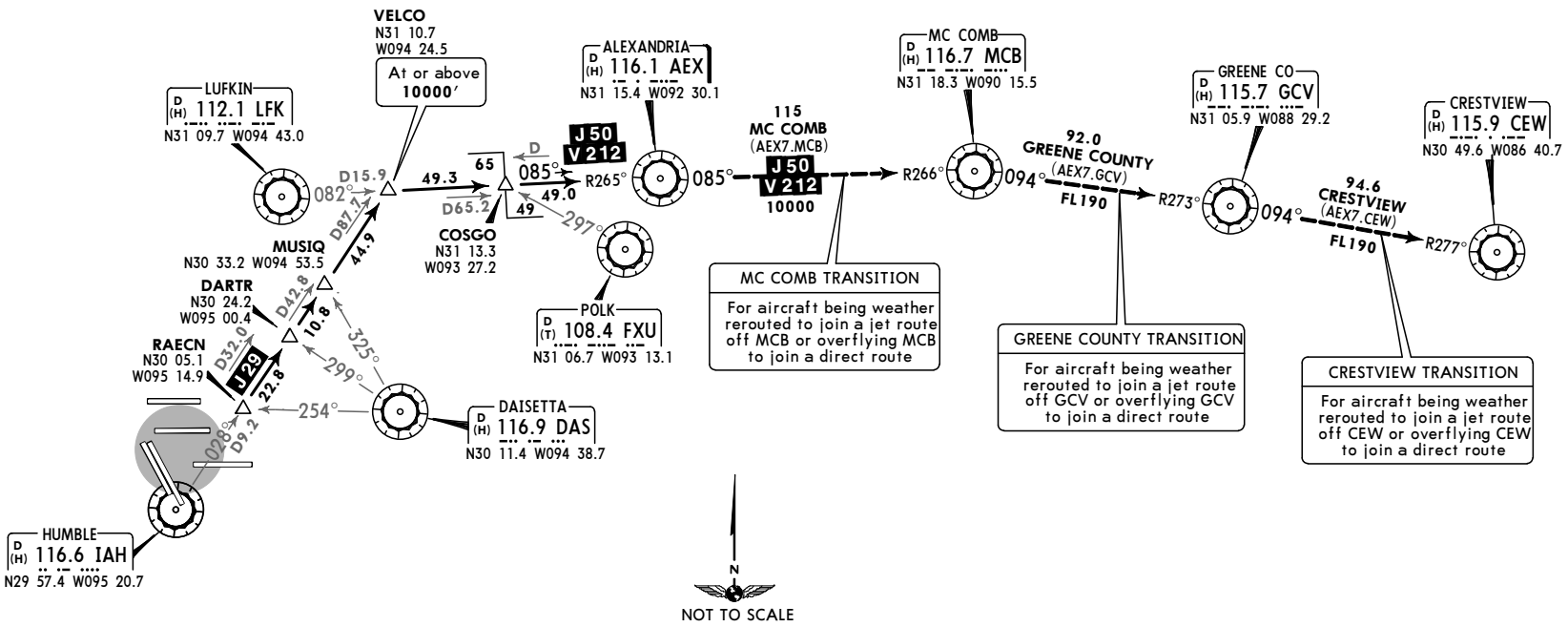
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. CRESTVIEW, GREENE COUNTY and MC COMB Transitions are ATC assigned only, do not file.

ALEXANDRIA SEVEN DEPARTURE
(AEX7.AEX)



Direct distance from George Bush Intercontinental/Houston to:
RAECN 8 NM

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to RAECN. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN on IAH R-028 to cross VELCO at or above 10000′, then RIGHT turn on LFK R-082 and AEX R-265 to AEX.	4000′

CHANGES: None.

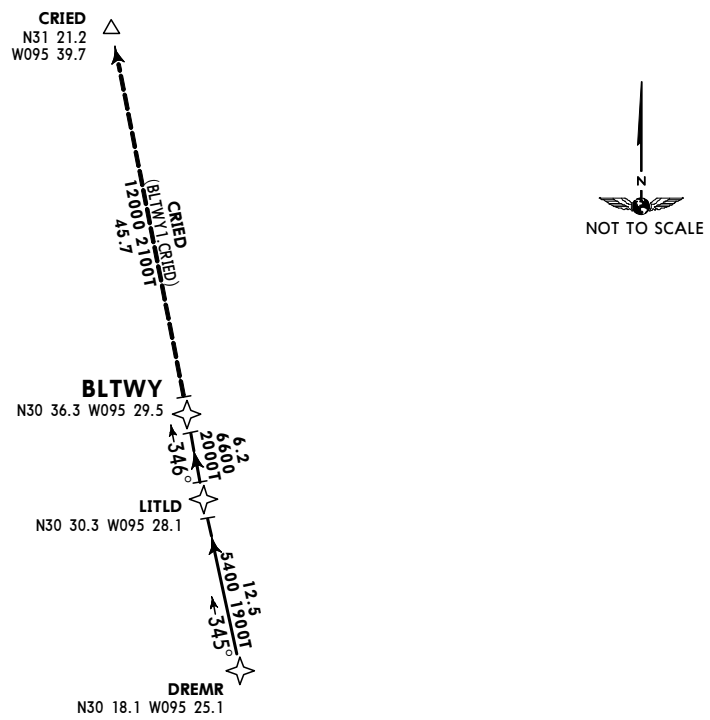
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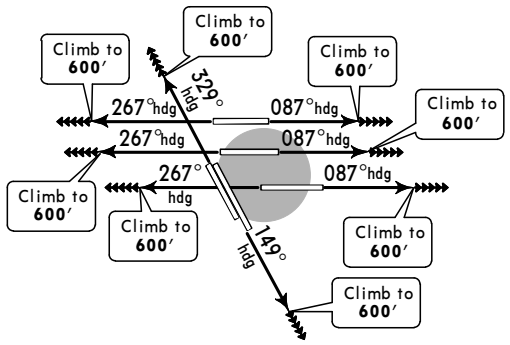
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

BLTWY ONE RNAV DEPARTURE (BLTWY1.BLTWY)



Direct distance from George Bush Intercontinental/Houston to:
DREMR 19 NM



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to DREMR.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to DREMR.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to DREMR.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to DREMR.	

ROUTING

From DREMR on track 345° to LITLD, then on track 346° to BLTWY, then on transition.
MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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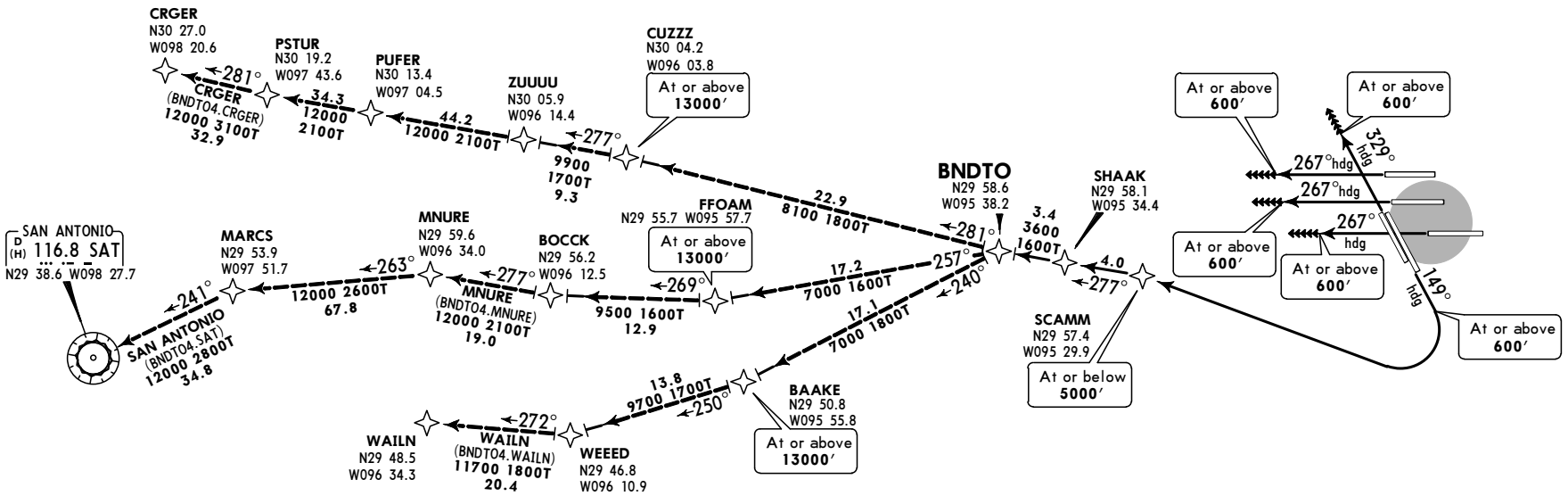
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 126.675	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For use during WEST flow at George Bush Intercontinental/Houston, for EAST flow file the PITZZ Departure.

BNDTO FOUR RNAV DEPARTURE
(BNDTO4.BNDTO)



Direct distance from George Bush Intercontinental/Houston
(Rwys 15L/R) to: SCAMM 8 NM
(Rwys 26L/R, 27, 33L/R) to: SHAAK 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.



NOT TO SCALE

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 1200′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
15L/R	Climb heading 149° to at or above 600′, then RIGHT turn direct to cross SCAMM at or below 5000′, then on track 277° to SHAAK.	4000′
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to SHAAK.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to SHAAK.	

ROUTING

From SHAAK on track 277° to BNDTO, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, crossing restrictions.

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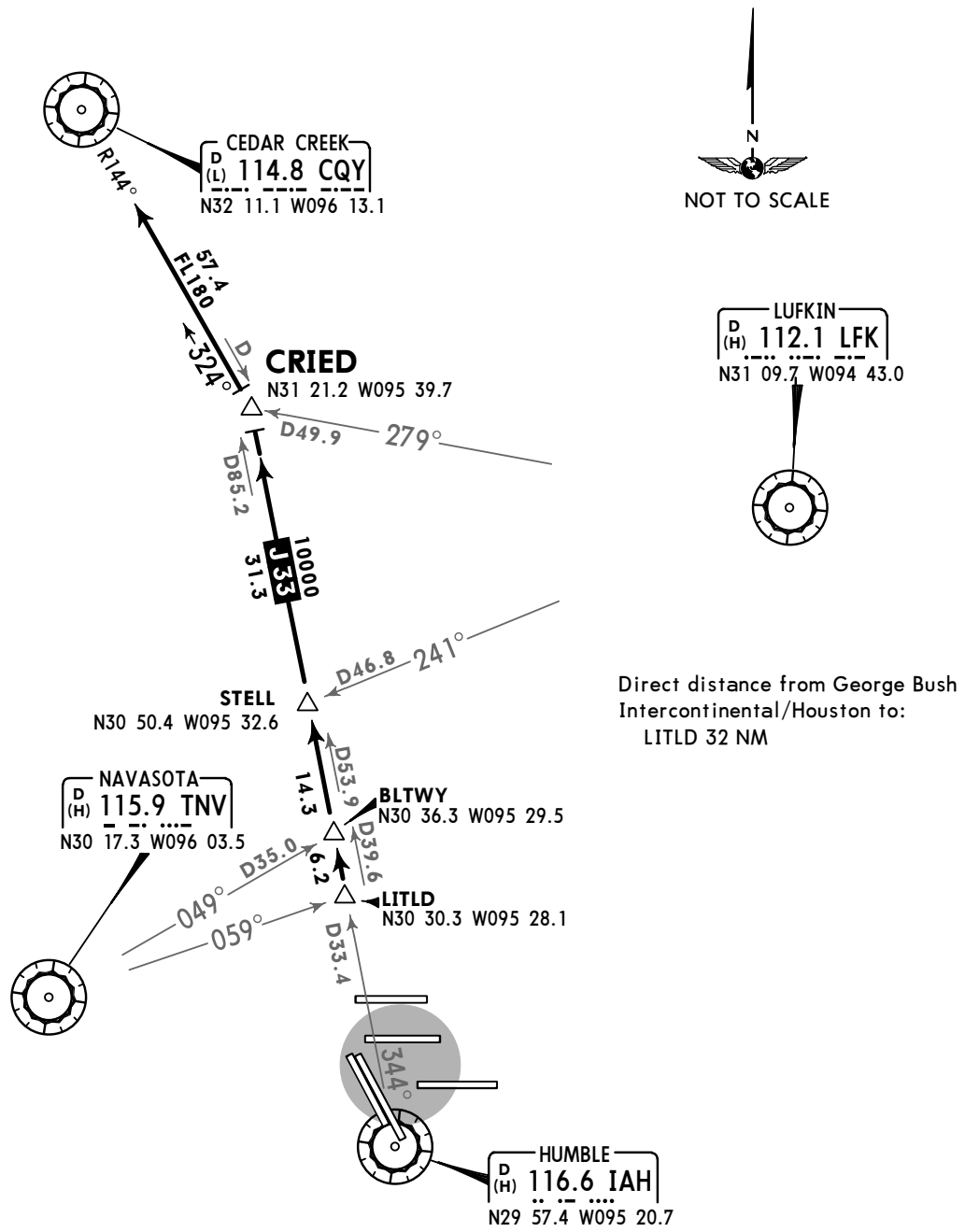
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
70-3C
19 JUN 15
Eff 25 Jun

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

CRIED SIX DEPARTURE (CRIED6.CRIED)



Direct distance from George Bush Intercontinental/Houston to:
LITLD 32 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to LITLD. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At LITLD, on IAH R-344 to STELL, then on IAH R-344 to CRIED, then LEFT turn on CQY R-144 to CQY.	4000′

CHANGES: None.

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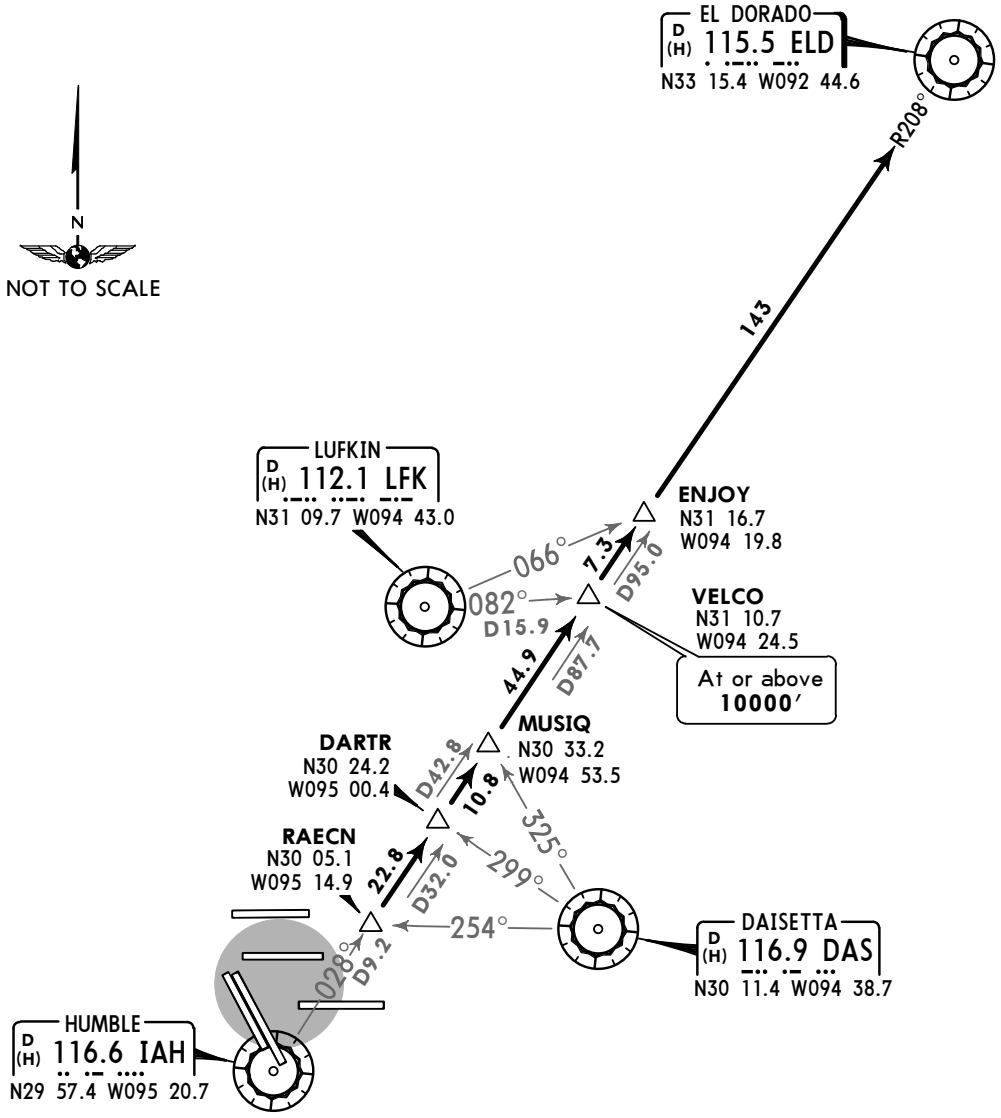
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft destined Memphis Intl, or filed via Q-32 or J-42.

EL DORADO SIX DEPARTURE (ELD6.ELD)



Direct distance from George Bush Intercontinental/Houston to:
RAECN 8 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R:
Standard (or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to RAECN, MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN on IAH R-028 and the ELD R-208 to ELD, cross VELCO at or above 10000′.	4000′

CHANGES: Procedure renumbered, VELCO crossing restriction.

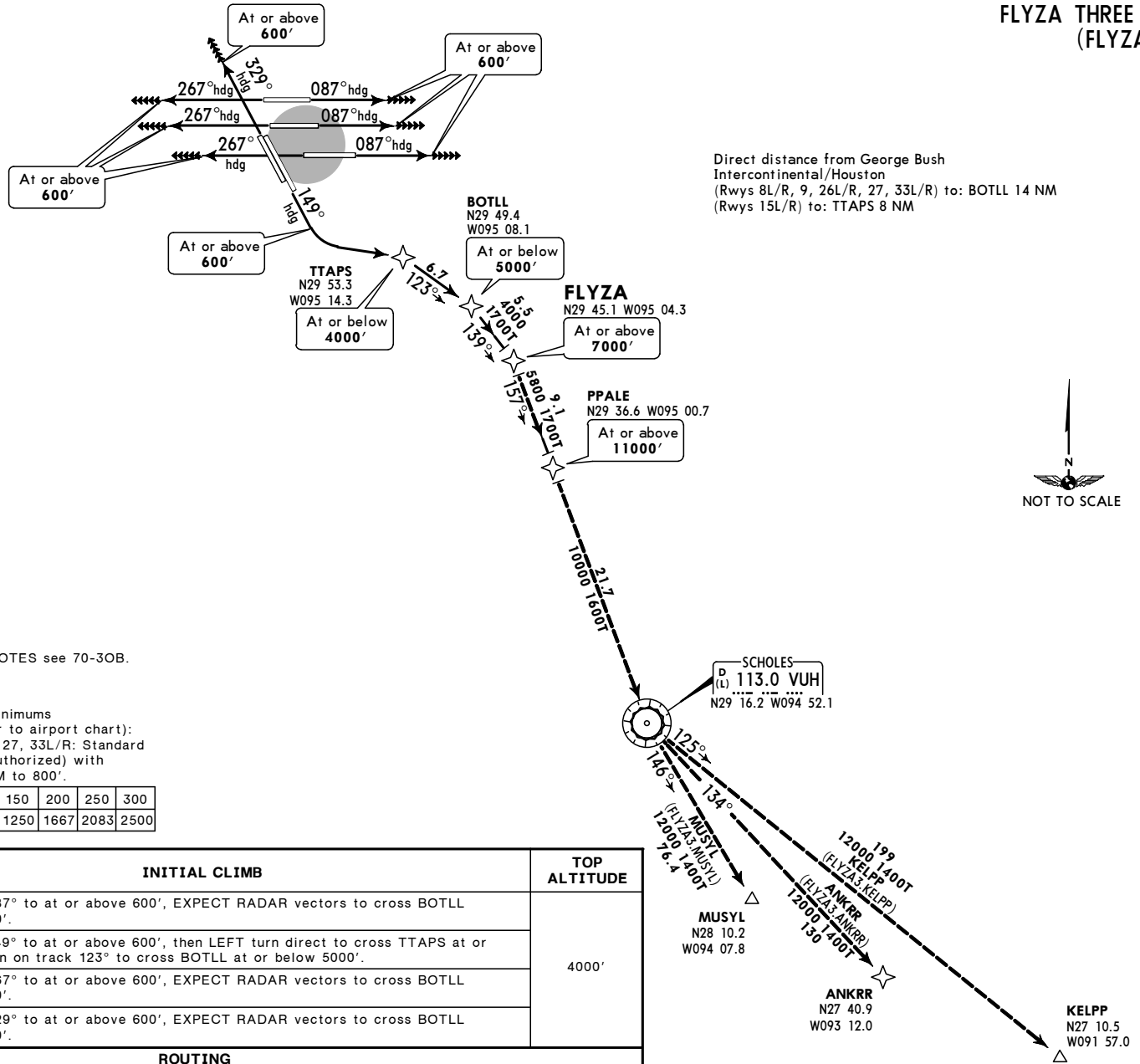
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. GPS required. 3. RNAV 1.

FLYZA THREE RNAV DEPARTURE (FLYZA3.FLYZA)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 800′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	4000′
15L/R	Climb heading 149° to at or above 600′, then LEFT turn direct to cross TTAPS at or below 4000′, then on track 123° to cross BOTLL at or below 5000′.	
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	

ROUTING

From BOTLL on track 139° to cross FLYZA at or above 7000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, crossing restrictions.

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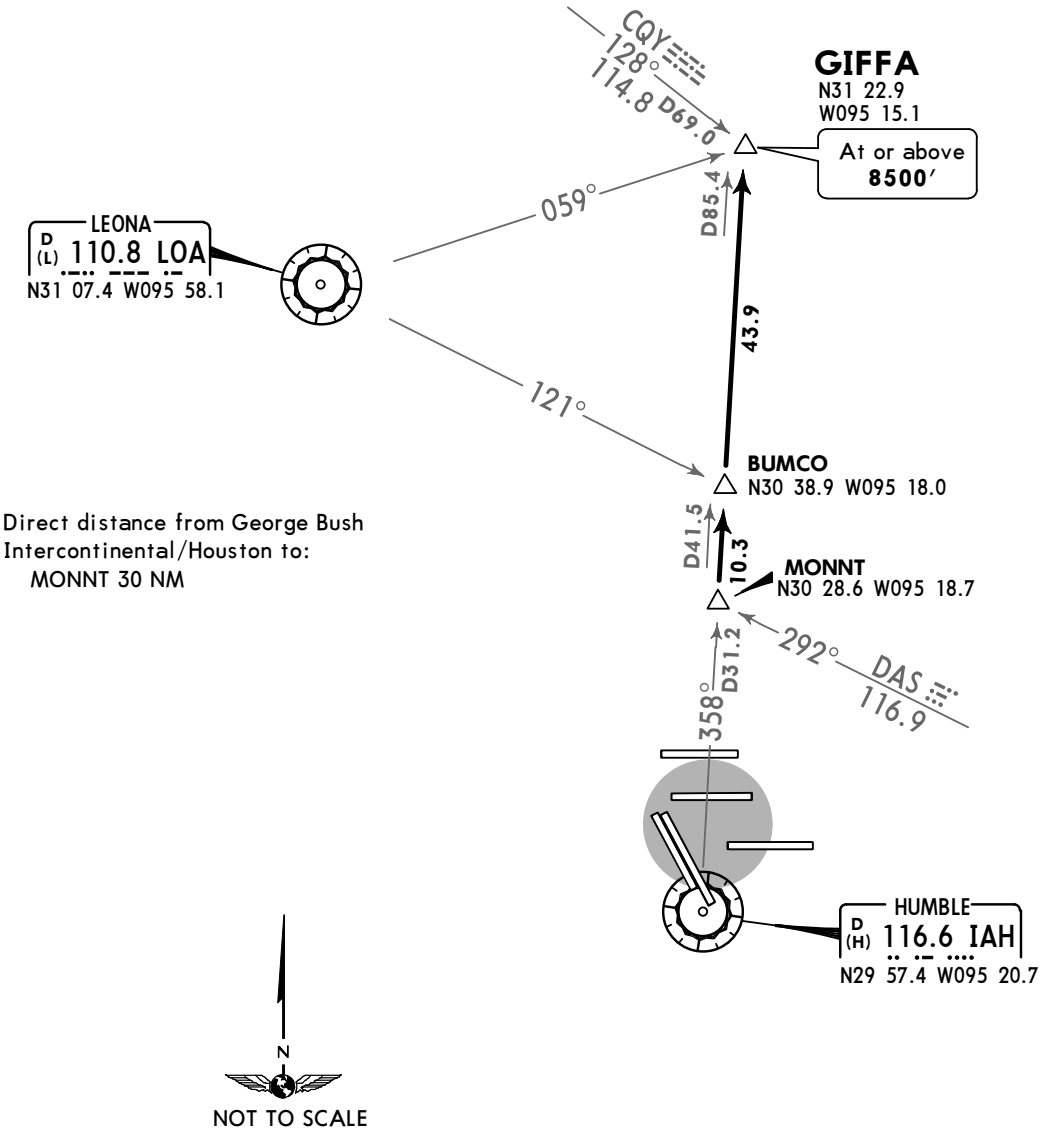
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HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft destined for Dallas Ft Worth (DFW) terminal area only.

GIFFA SIX DEPARTURE (GIFFA6.GIFFA)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to MONNT, MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At MONNT on IAH R-358 to cross GIFFA at or above 8500′.	4000′

CHANGES: None.

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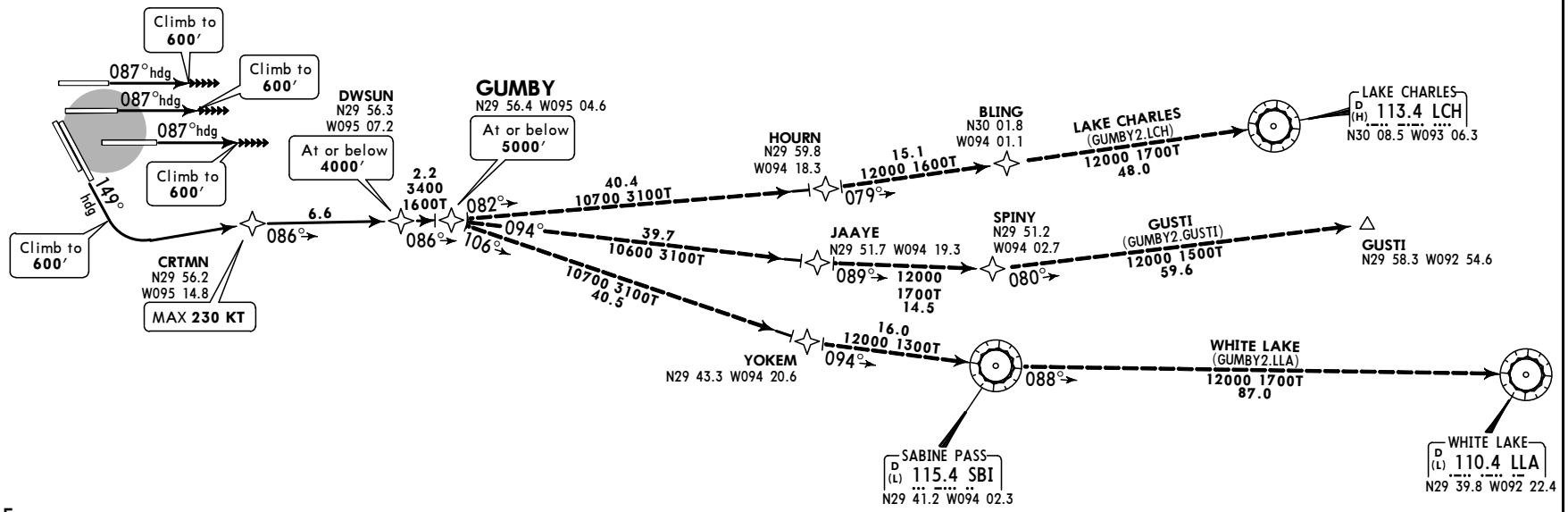
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HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.

GUMBY TWO RNAV DEPARTURE (GUMBY2.GUMBY)

Direct distance from George Bush Intercontinental/Houston
(Rwys 15L/R) to: CRTMN 6 NM
(Rwys 8L/R, 9) to: DWSUN 12 NM



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 1700′.

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

N
NOT TO SCALE

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to cross DWSUN at or below 4000′.	4000′
15L/R	Climb heading 149° to 600′, then LEFT turn direct CRTMN, then on track 086° to cross DWSUN at or below 4000′.	

ROUTING

From DWSUN on track 086° to cross GUMBY at or below 5000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, reindexed.

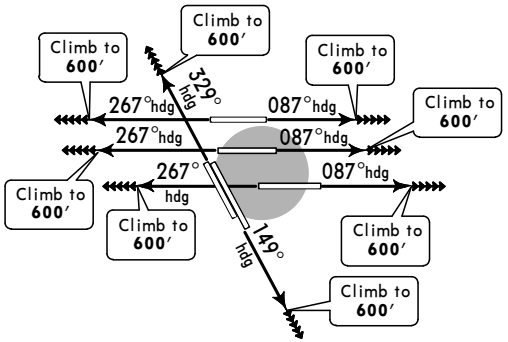
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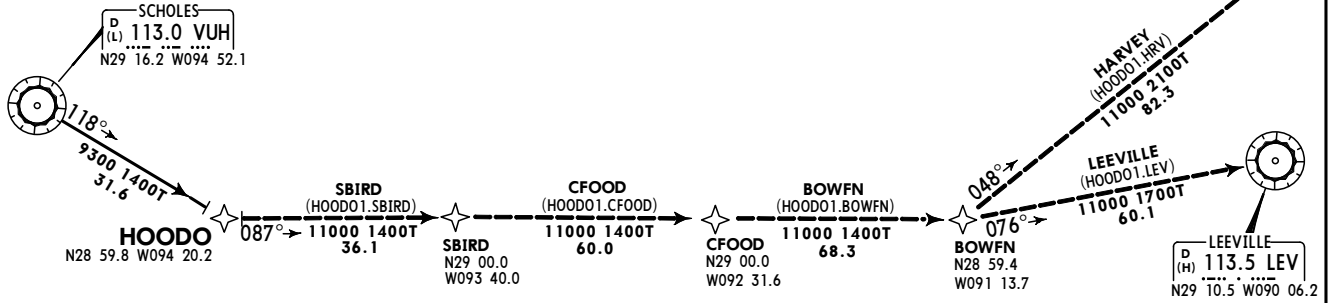
HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	4. For non-GPS equipped aircraft LCH, LEV, LLA and TBD DMEs must be operational. 5. ATC assigned only.

HOODO ONE RNAV DEPARTURE
(HOODO1.HOODO)



Direct distance from George Bush Intercontinental/Houston to:
VUH 49 NM

NOT TO SCALE



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to VUH.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to VUH.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to VUH.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to VUH.	

ROUTING

From VUH on track 118° to HOODO, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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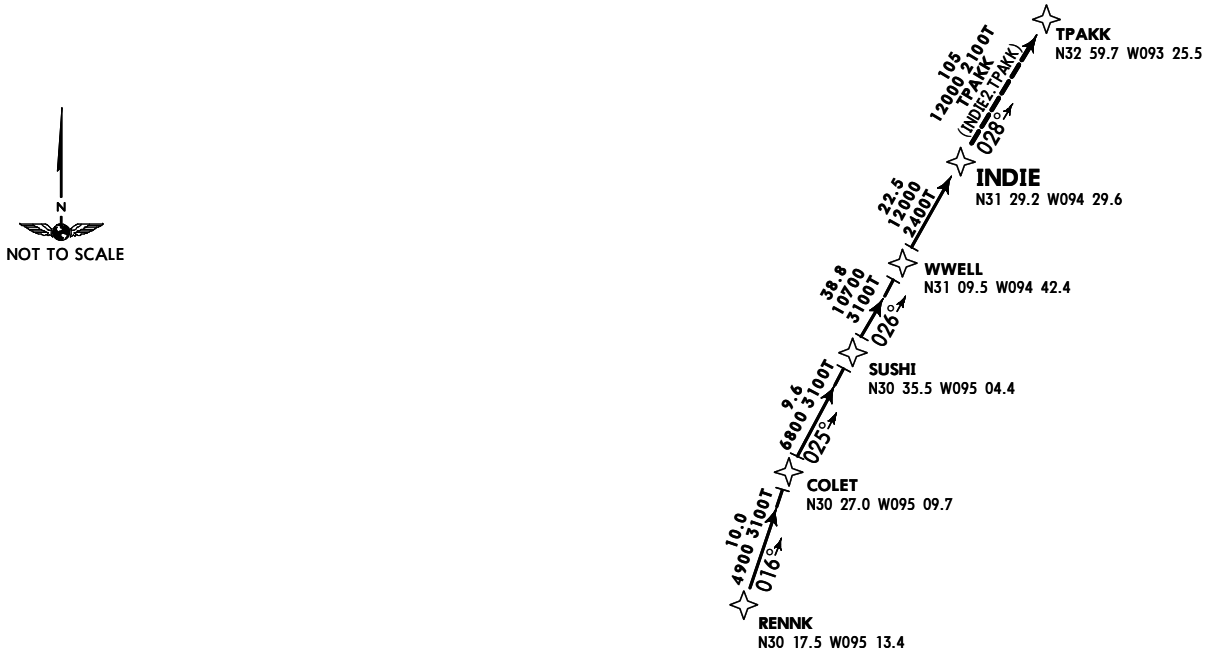
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INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. TPAKK Transition: For non-GPS equipped aircraft TNV DME must be operational.

INDIE TWO RNAV DEPARTURE
(INDIE2.INDIE)

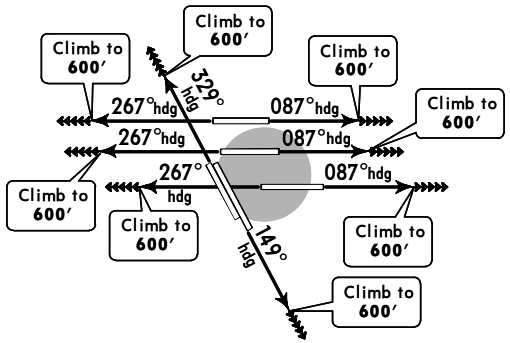


Direct distance from George Bush Intercontinental/Houston to:
RENNK 19 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.



RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to RENNK.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to RENNK.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to RENNK.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to RENNK.	

ROUTING

From RENNK on track 016° to COLET, then on track 025° to SUSHI, then on track 026° to WWELL, then on track 026° to INDIE, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

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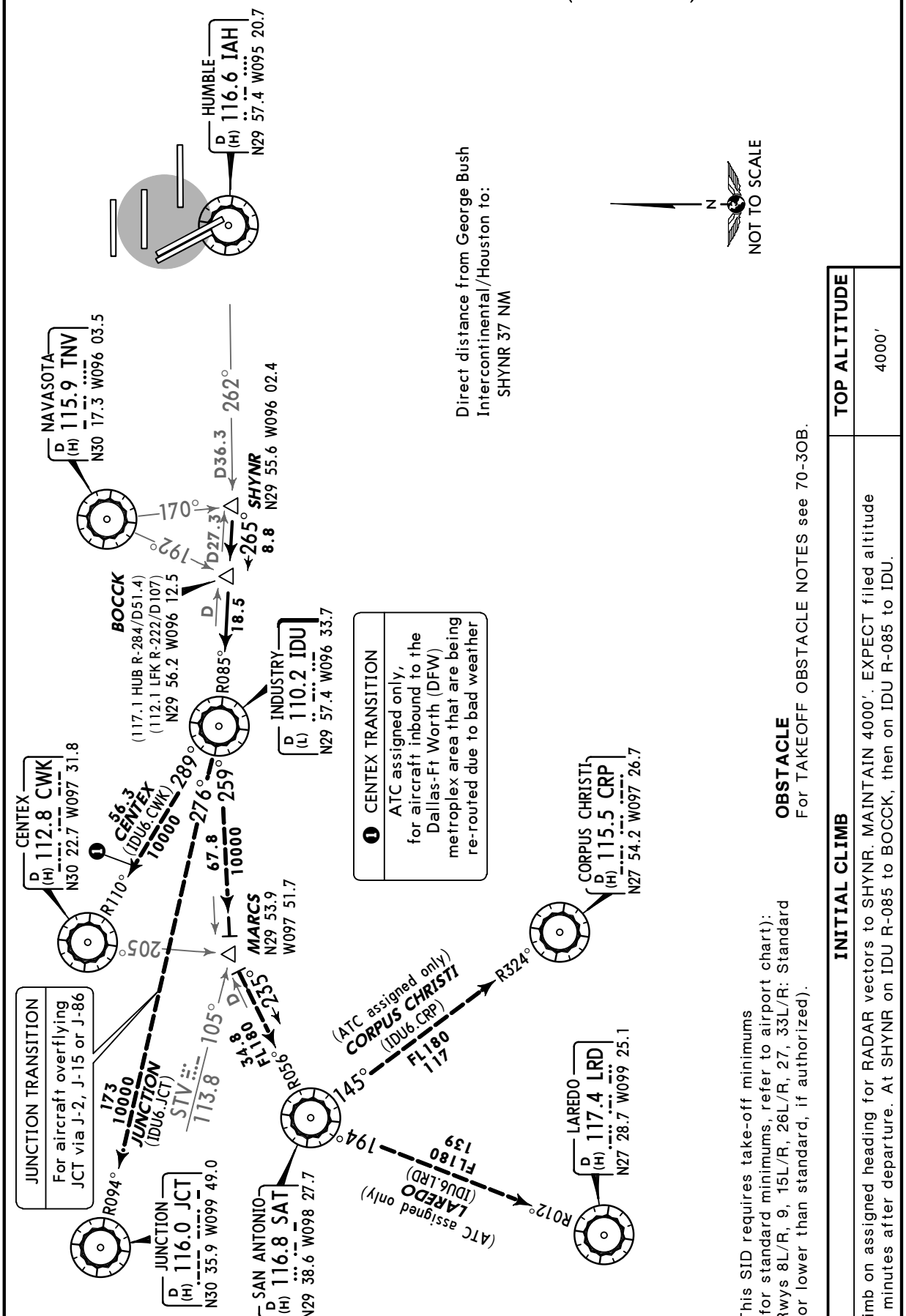
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INTERCONTINENTAL/HOUSTON

JEPPESEN
70-3K
27 FEB 15
Eff 5 Mar

HOUSTON, TEXAS
SID

HOUSTON Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.675	96′	**RADAR required.**

INDUSTRY SIX DEPARTURE (IDU6.IDU)



1 CENTEX TRANSITION
ATC assigned only, for aircraft inbound to the Dallas-Ft Worth (DFW) metroplex area that are being re-routed due to bad weather

JUNCTION TRANSITION
For aircraft overflying JCT via J-2, J-15 or J-86

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to SHYNR. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SHYNR on IDU R-085 to BOCCK, then on IDU R-085 to IDU.	4000′

CHANGES: Procedure renumbered, top altitude.

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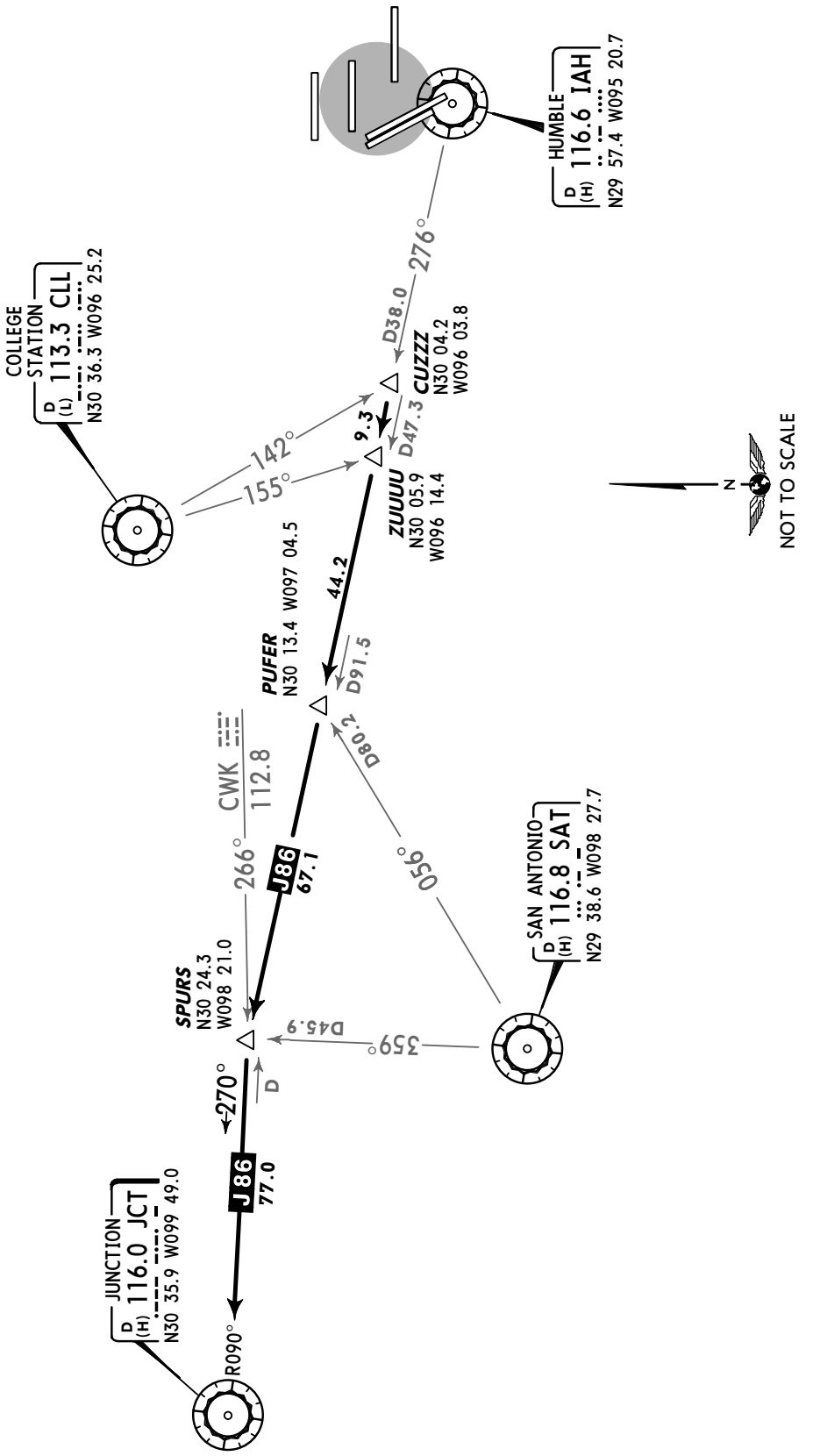
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HOUSTON, TEXAS
SID

HOUSTON Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.675	96′	**1. RADAR required.** 2. For aircraft overflying JCT via J-86 filing FL240 or above.

JUNCTION EIGHT DEPARTURE (JCT8.JCT)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to CUZZZ. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then via IAH R-276 and JCT R-090 to JCT.	4000′

CHANGES: Procedure renumbered, top altitude.

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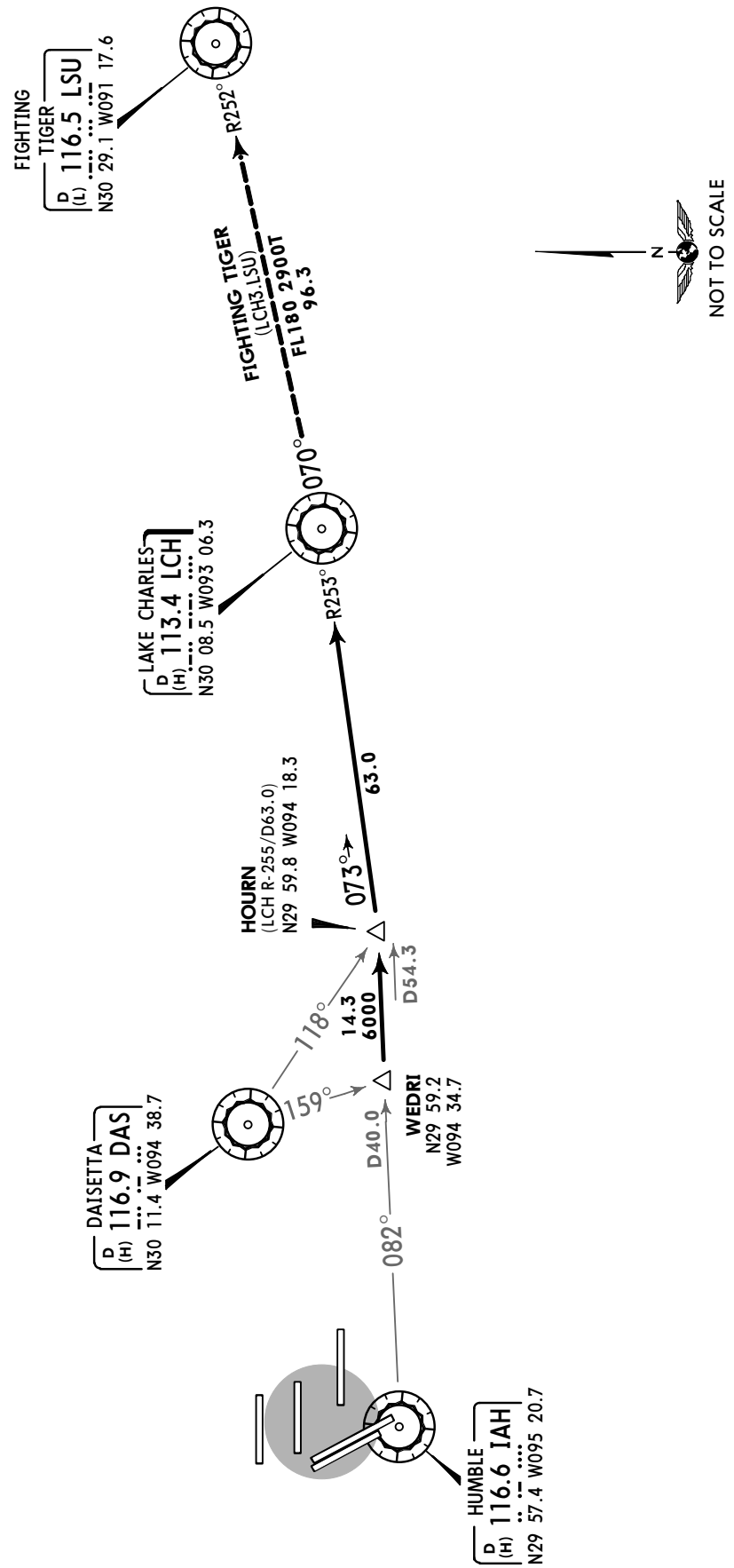
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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 127.125	*Apt Elev* 96′	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

LAKE CHARLES THREE DEPARTURE (LCH3.LCH)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB

Climb on assigned heading for RADAR vectors to WEDRI. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then on IAH R-082 to HOURN, then on LCH R-253 to LCH.

CHANGES: Procedure renumbered, revised.

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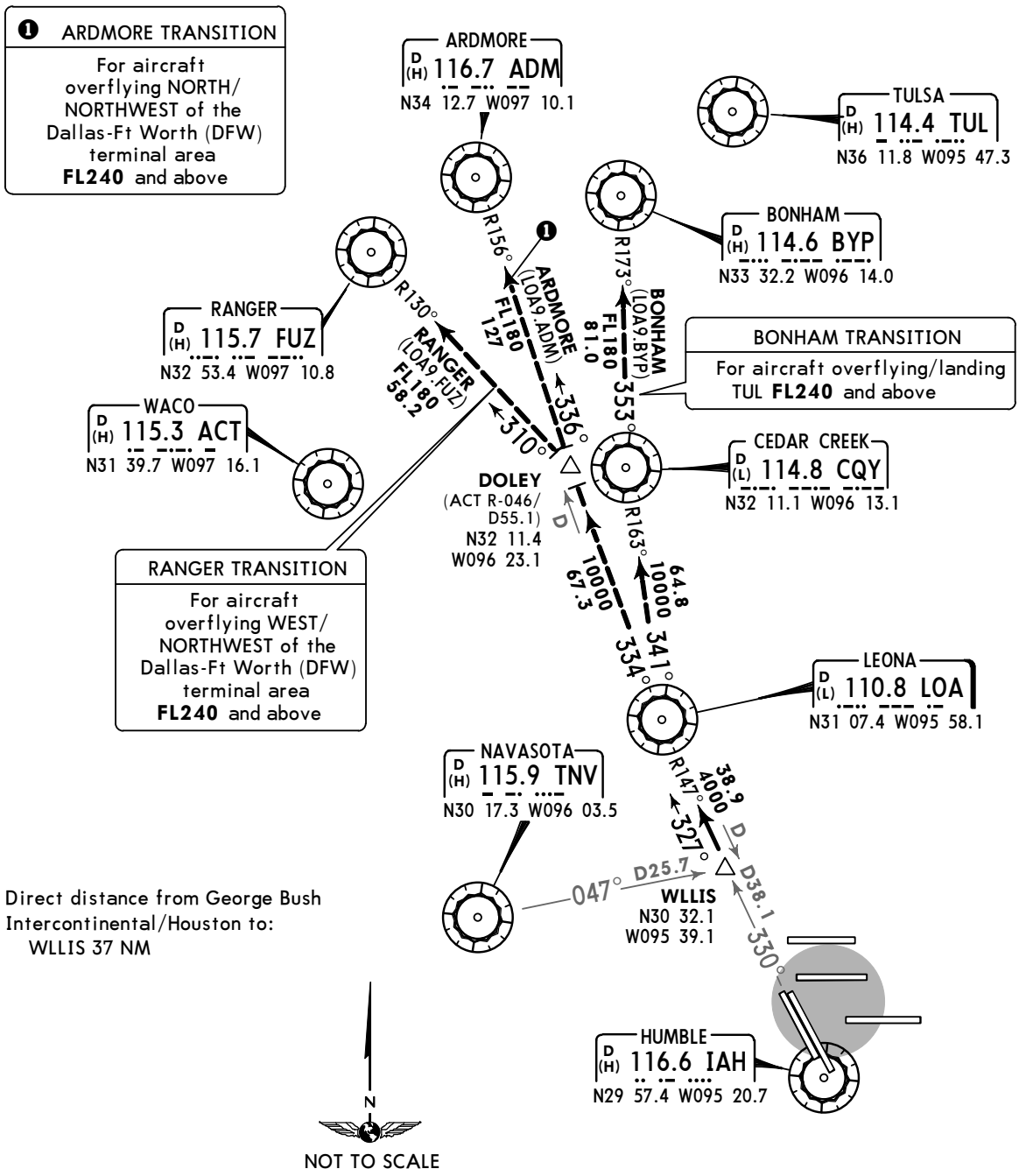
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
70-3N
24 APR 15
Eff 30 Apr

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Except for aircraft destined Waco (ACT) or the Dallas Ft Worth (DFW) terminal area, all aircraft filing the LEONA SID must file one of the published transitions via FUZ, ADM or BYP.

LEONA NINE DEPARTURE (LOA9.LOA)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R:
Standard (or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to WLLIS. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. From WLLIS on LOA R-147 to LOA.	4000′

CHANGES: None.

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4 JUL 14 (70-3OB)

HOUSTON, TEXAS
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

TAKEOFF OBSTACLE NOTES

◦ RWY 8L:

TREE 2866' FROM DER, 921' LEFT OF CENTERLINE, 107' AGL/201' MSL. MULTIPLE TREES BEGINNING 2750' FROM DER, 106' RIGHT OF CENTERLINE, UP TO 80' AGL/174' MSL.

◦ RWY 15L:

MULTIPLE TREES BEGINNING 2638' FROM DER, 758' RIGHT OF CENTERLINE, UP TO 76' AGL/160' MSL.

◦ RWY 15R:

TOWER 1431' FROM DER, 591' LEFT OF CENTERLINE, 48' AGL/133' MSL. ANTENNA ON GLIDESLOPE 1469' FROM DER, 621' LEFT OF CENTERLINE, 49' AGL/133' MSL.

◦ RWY 26R:

POLE 950' FROM DER, 660' RIGHT OF CENTERLINE, 40' AGL/129' MSL.

◦ RWY 33R:

TREE 2868' FROM DER, 1027' RIGHT OF CENTERLINE, 73' AGL/172' MSL.

CHANGES: Procedure reindexed.

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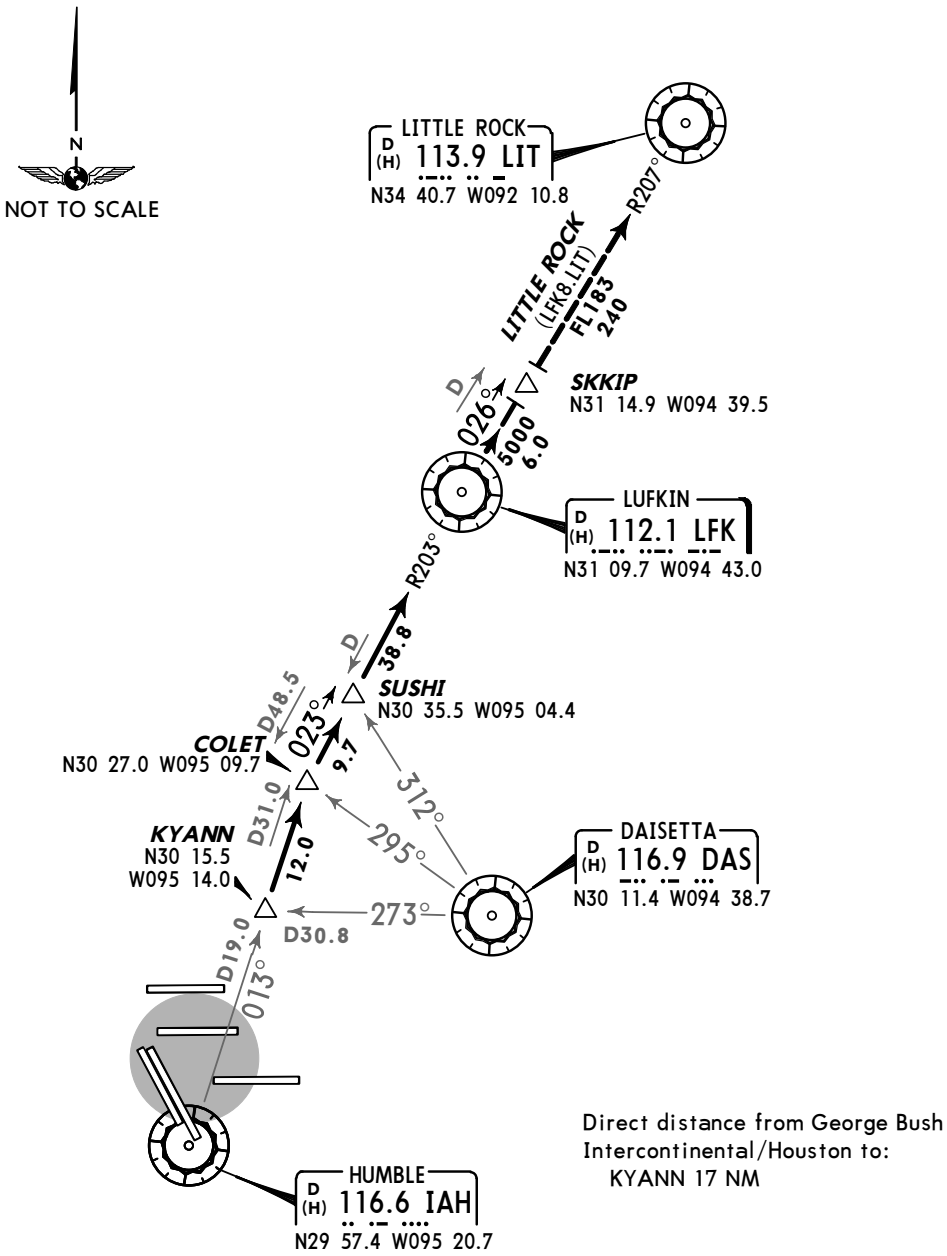
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INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	*Apt Elev* 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft destined LIT, or overflying LIT or PXV.

LUFKIN EIGHT DEPARTURE (LFK8.LFK)



Direct distance from George Bush Intercontinental/Houston to:
KYANN 17 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to KYANN. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At KYANN on IAH R-013 to COLET, then RIGHT turn on LFK R-203 to LFK.	4000′

CHANGES: Procedure renumbered, top altitude.

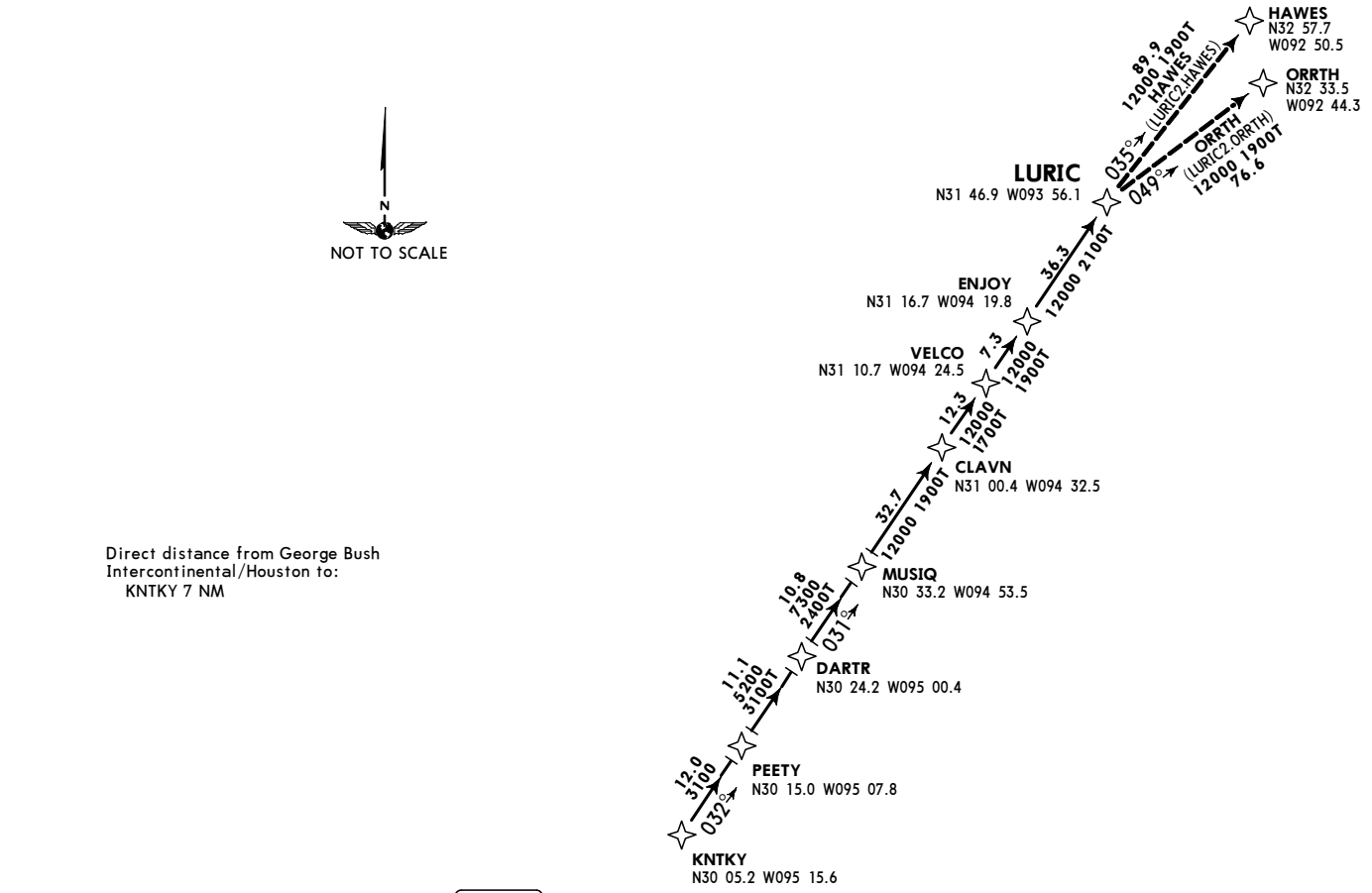
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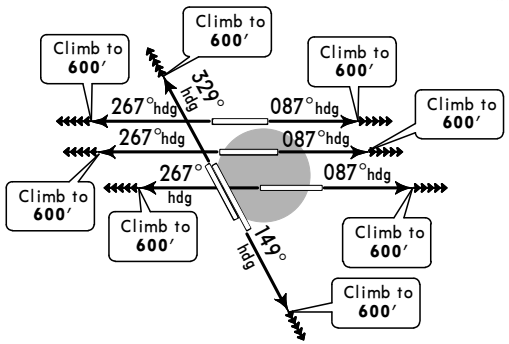
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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

LURIC TWO RNAV DEPARTURE (LURIC2.LURIC)





OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to KNTKY.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to KNTKY.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to KNTKY.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to KNTKY.	

ROUTING

From KNTKY on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ, CLAVN, VELCO, ENJOY, LURIC, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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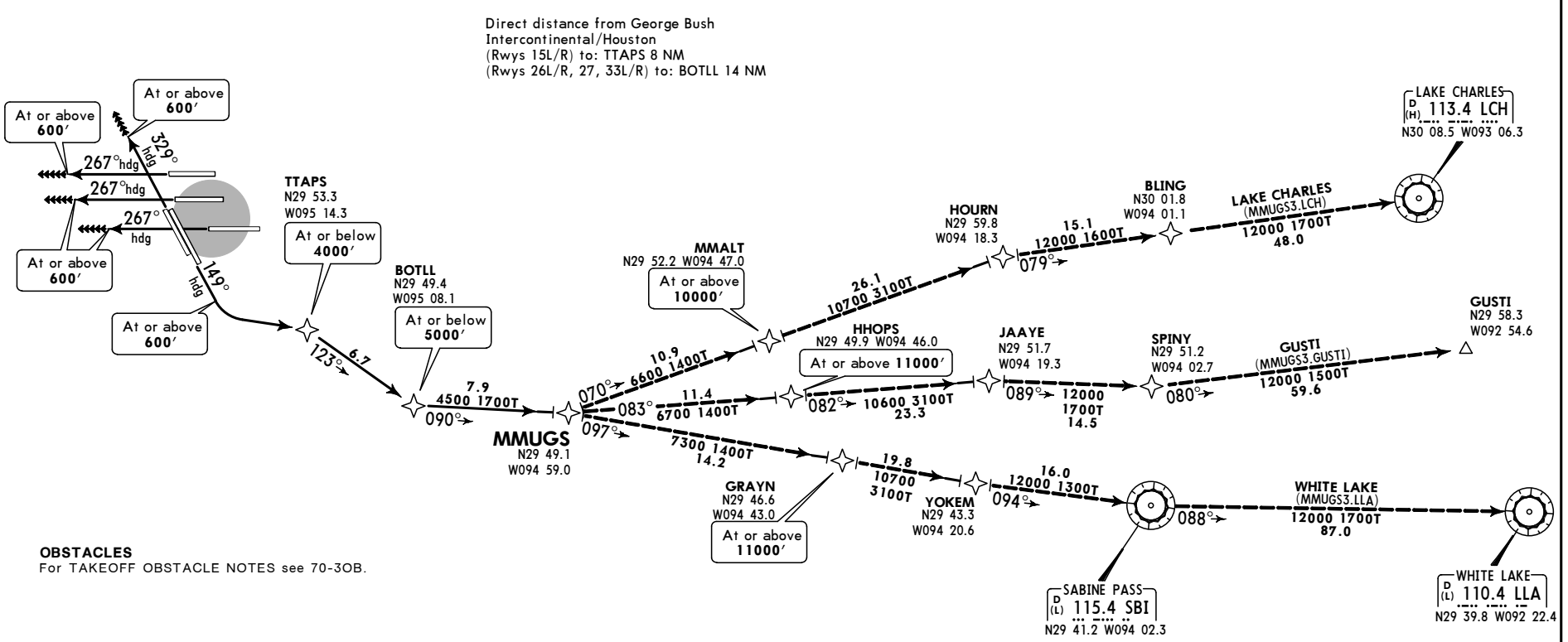
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HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For use during WEST flow at George Bush Intercontinental/Houston. For EAST flow file the GUMBY RNAV Departure.

MMUGS THREE RNAV DEPARTURE
(MMUGS3.MMUGS)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 800′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
15L/R	Climb heading 149° to at or above 600′, then LEFT turn direct to cross TTAPS at or below 4000′, then on track 123° to cross BOTLL at or below 5000′.	4000′
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	

ROUTING

From BOTLL on track 090° to MMUGS, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

N
NOT TO SCALE

CHANGES: Procedure renumbered, crossing restrictions.

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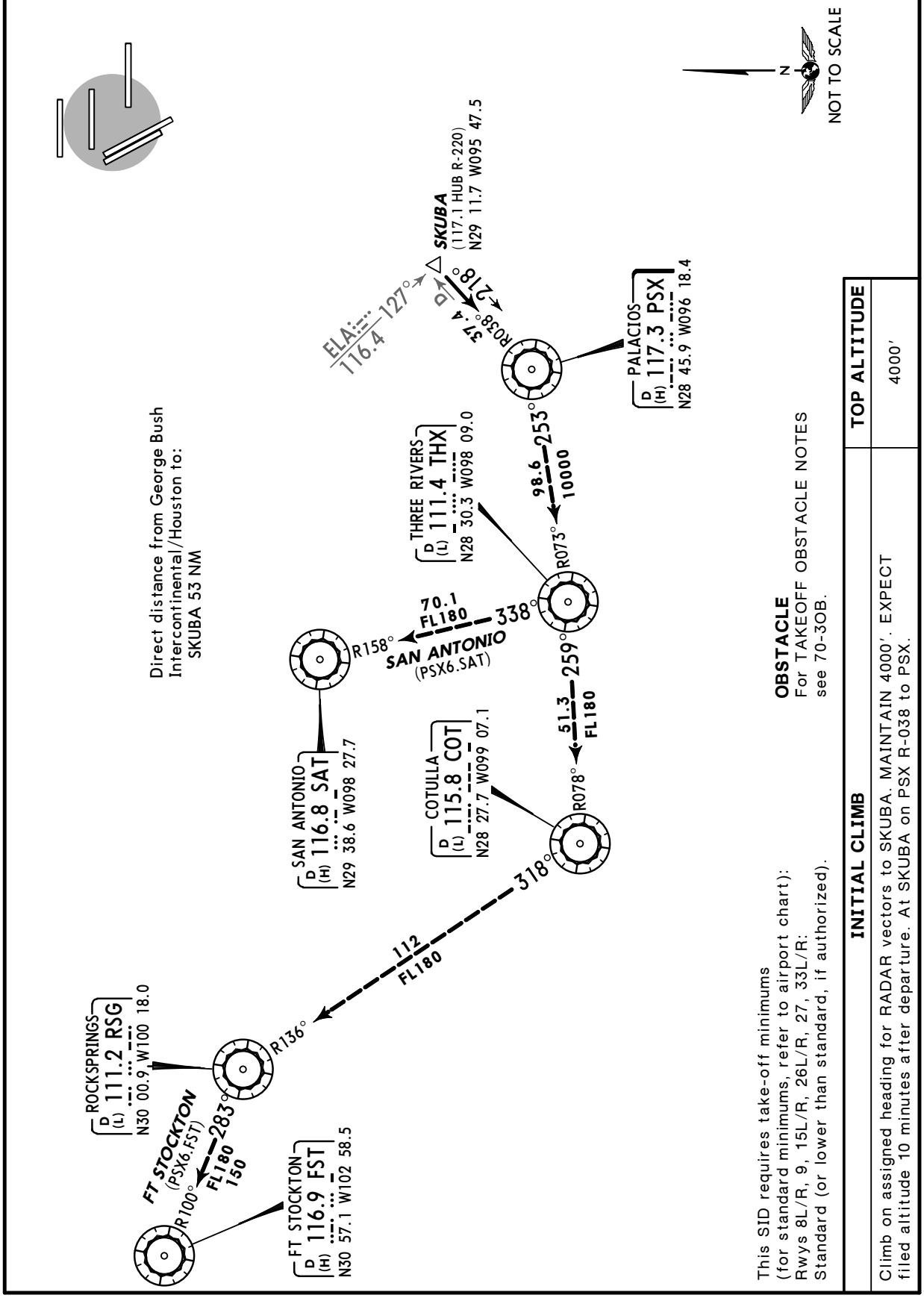
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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

PALACIOS SIX DEPARTURE (PSX6.PSX)



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R:
Standard (or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to SKUBA. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SKUBA on PSX R-038 to PSX.	4000′

CHANGES: Procedure renumbered, top altitude.

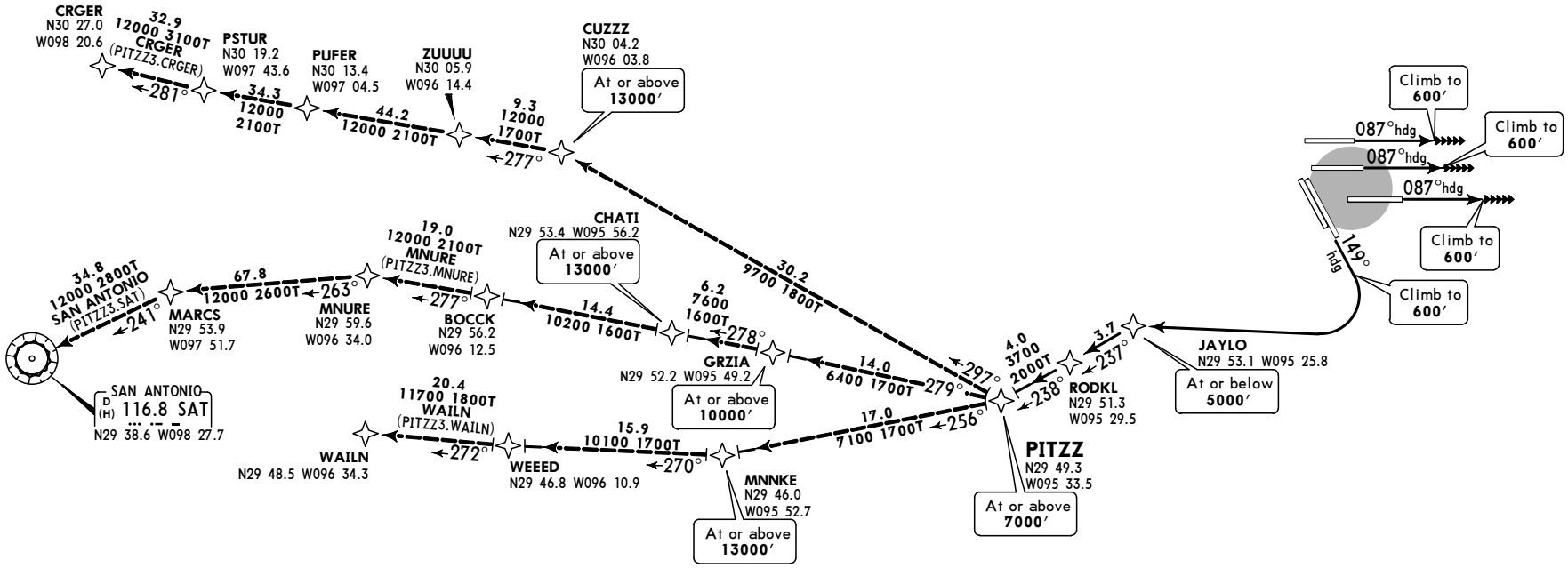
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 126.675	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For use during EAST flow at George Bush Intercontinental/Houston, for WEST flow file the BNDTO RNAV Departure.

PITZZ THREE RNAV DEPARTURE (PITZZ3.PITZZ)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1500′.

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

Direct distance from George Bush Intercontinental/Houston
(Rwys 8L/R, 9) to: RODKL 11 NM
(Rwys 15L/R) to: JAYLO 8 NM

N
NOT TO SCALE

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to RODKL.	4000′
15L/R	Climb heading 149° to 600′, then RIGHT turn direct to cross JAYLO at or below 5000′, then on track 237° to RODKL.	

ROUTING

From RODKL on track 238° to cross PITZZ at or above 7000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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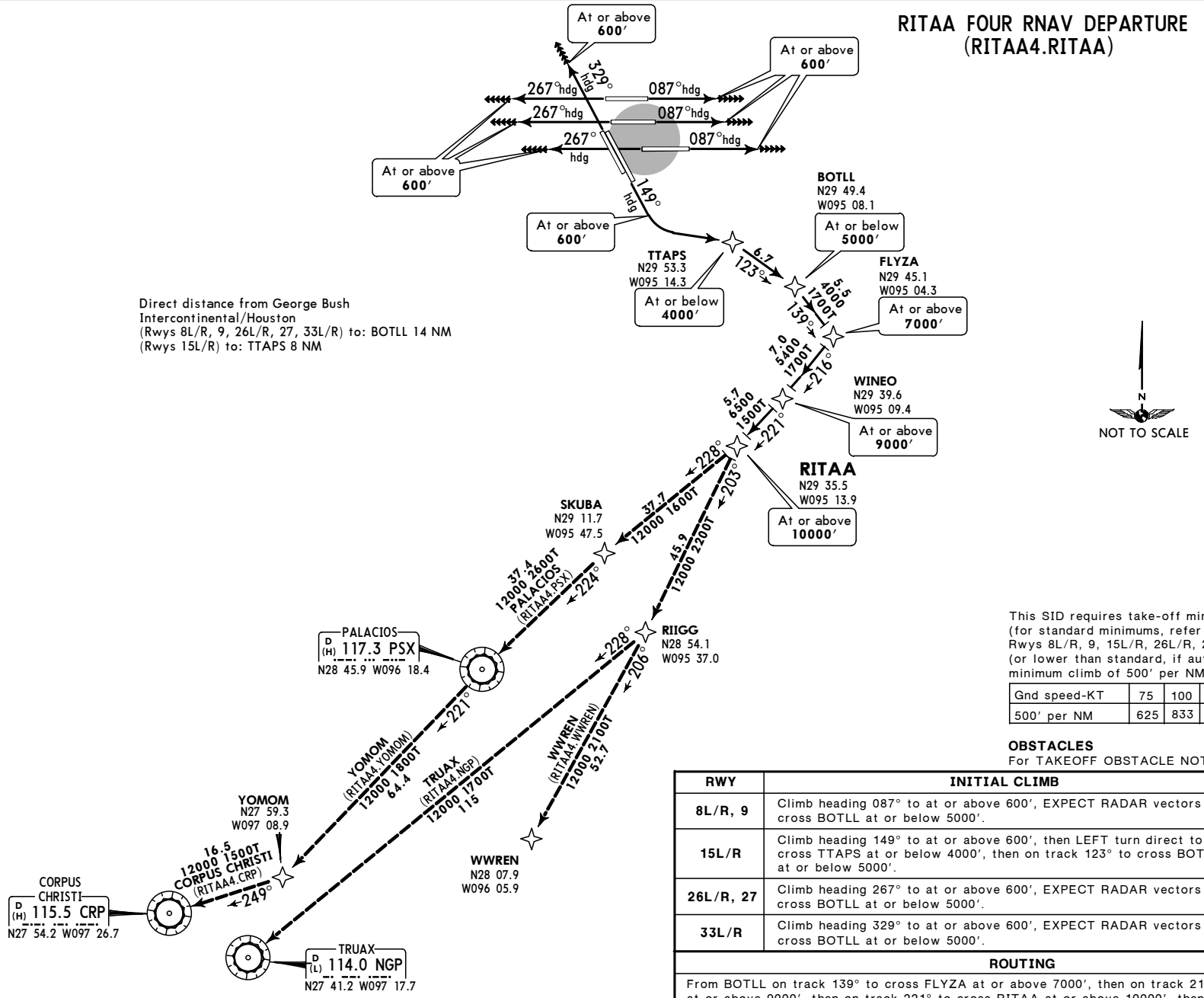
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

RITAA FOUR RNAV DEPARTURE
(RITAA4.RITAA)



Direct distance from George Bush Intercontinental/Houston
(Rwys 8L/R, 9, 26L/R, 27, 33L/R) to: BOTLL 14 NM
(Rwys 15L/R) to: TTAPS 8 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	4000′
15L/R	Climb heading 149° to at or above 600′, then LEFT turn direct to cross TTAPS at or below 4000′, then on track 123° to cross BOTLL at or below 5000′.	
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	

ROUTING

From BOTLL on track 139° to cross FLYZA at or above 7000′, then on track 216° to cross WINEO at or above 9000′, then on track 221° to cross RITAA at or above 10000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, crossing restrictions.

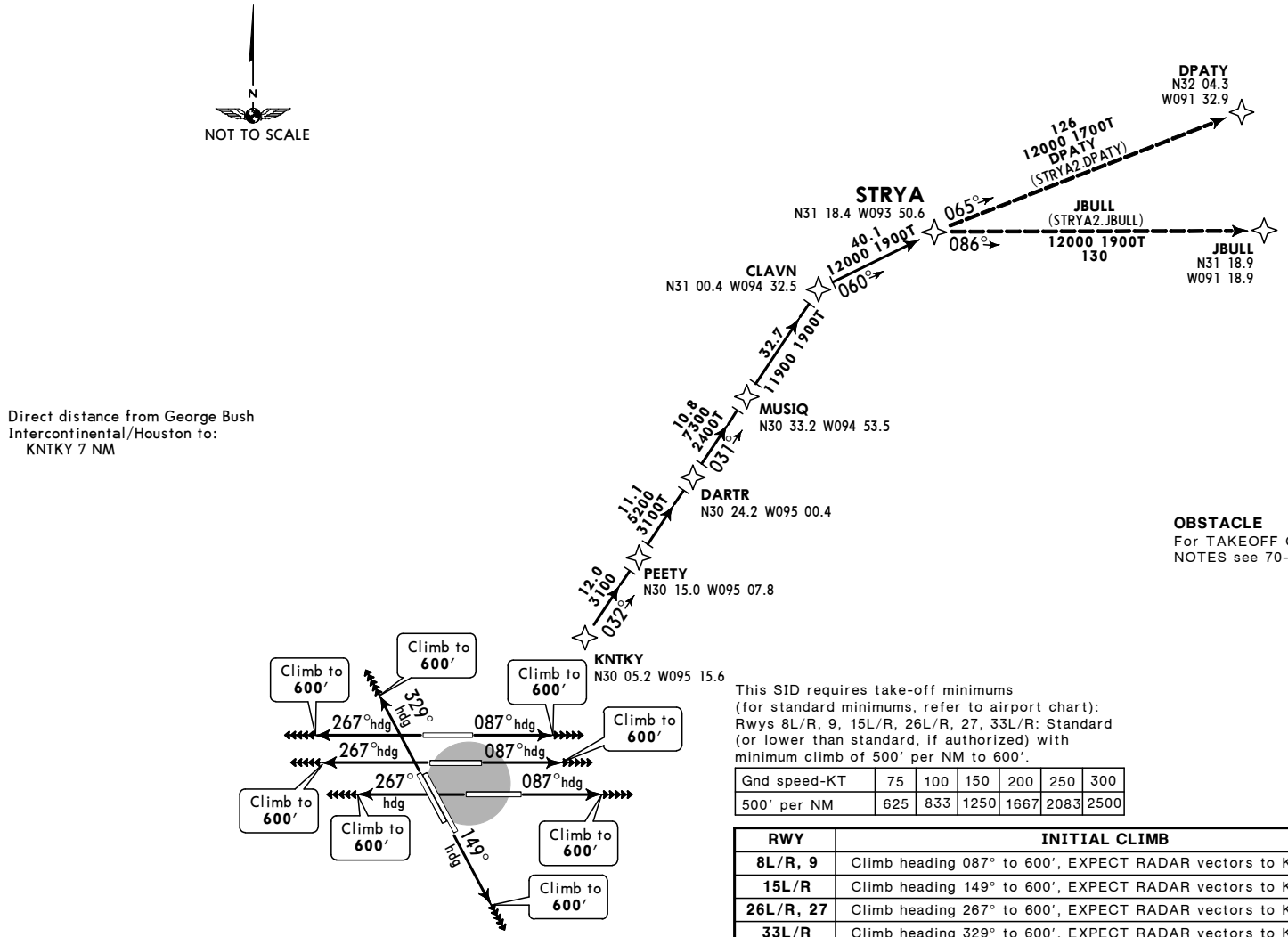
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

STRYA TWO RNAV DEPARTURE (STRYA2.STRYA)



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to KNTKY.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to KNTKY.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to KNTKY.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to KNTKY.	

ROUTING

From KNTKY on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ and CLAVN, then on track 060° to STRYA, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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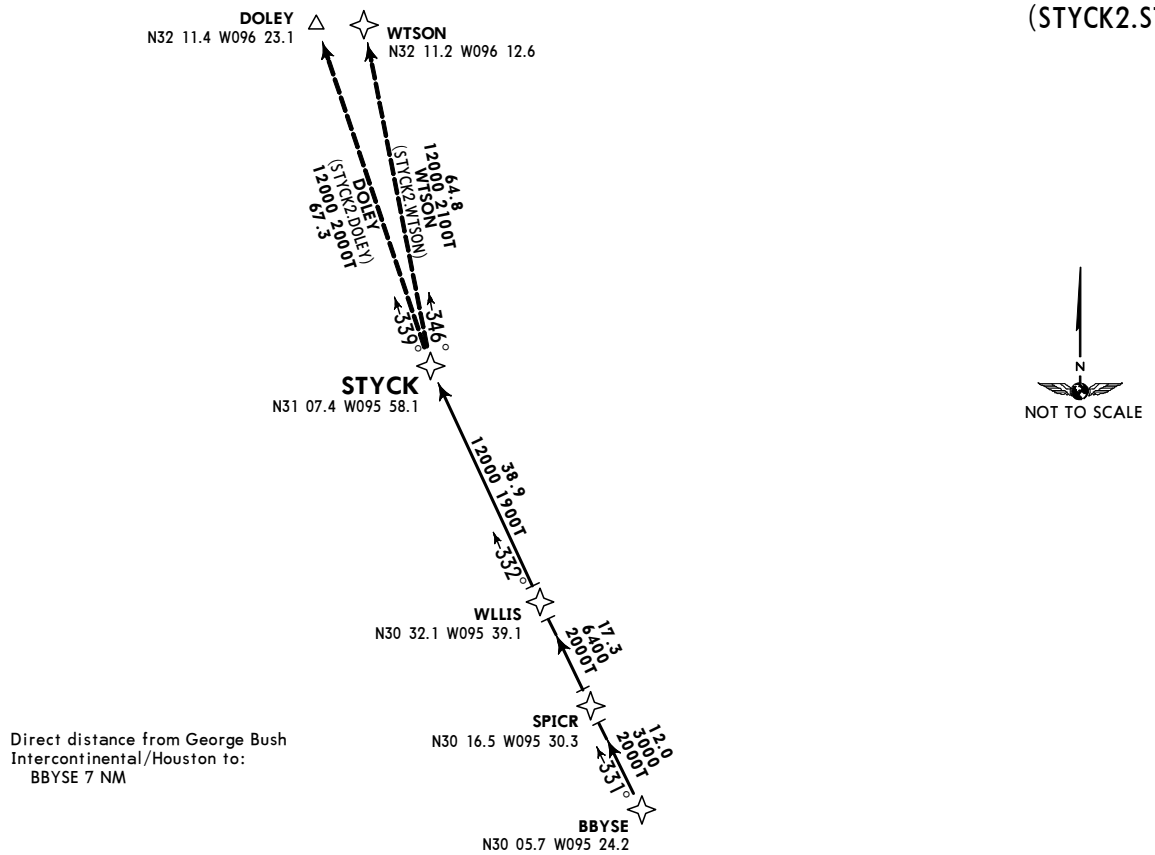
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

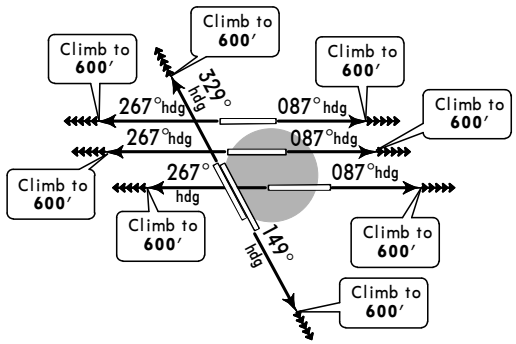
JEPPESEN 70-3X 24 APR 15 Eff 30 Apr

HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

STYCK TWO RNAV DEPARTURE
(STYCK2.STYCK)





This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to BBYSE.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to BBYSE.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to BBYSE.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to BBYSE.	

ROUTING

From BBYSE on track 331° to SPICR, then on track 331° to WLLIS, then on track 332° to STYCK, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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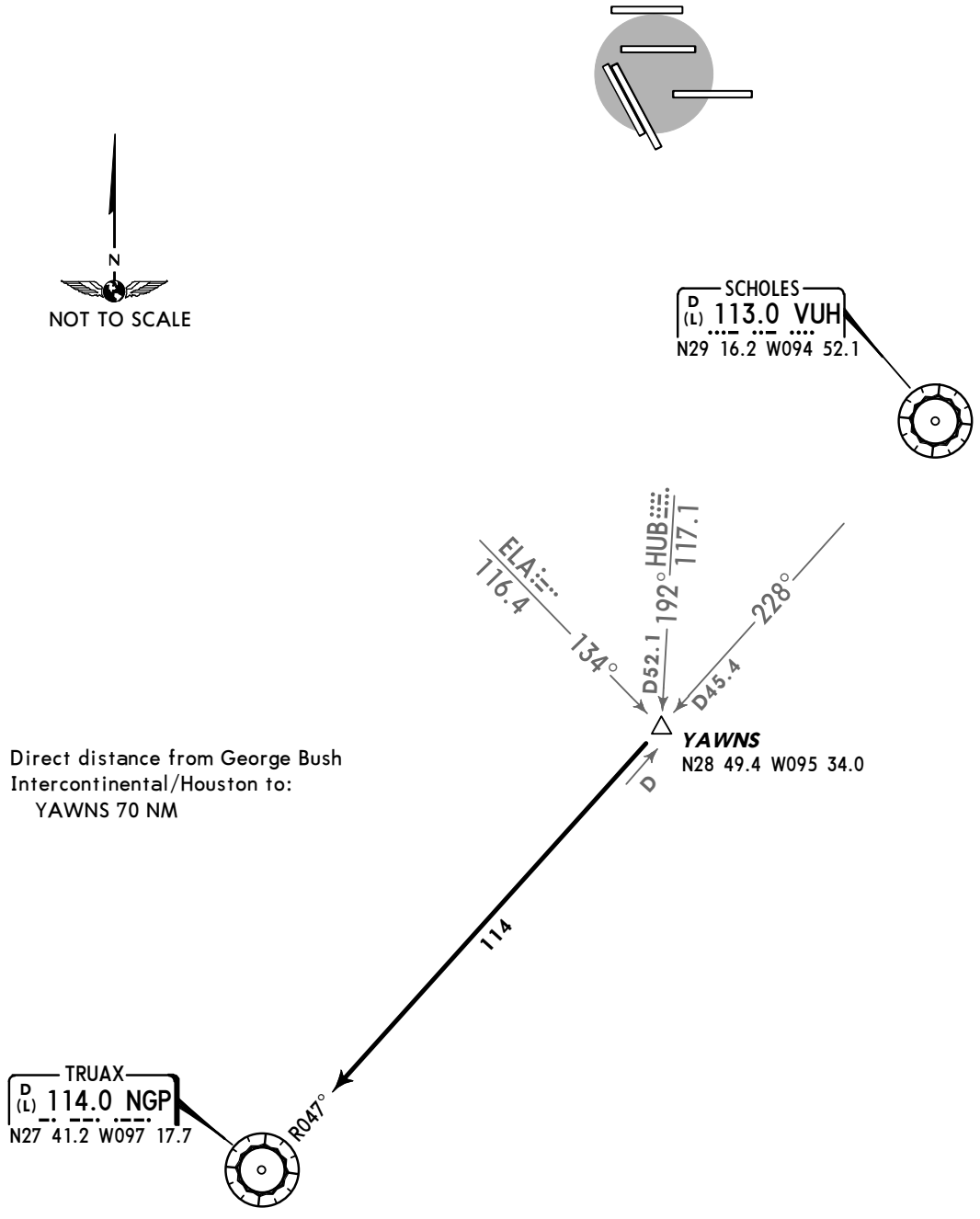
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 127.125	*Apt Elev* 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP to international destinations.

TRUAX FOUR DEPARTURE (NGP4.NGP)



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to YAWNS. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then on VUH R-228 and NGP R-047 to NGP.	4000′

CHANGES: Procedure renumbered, top altitude.

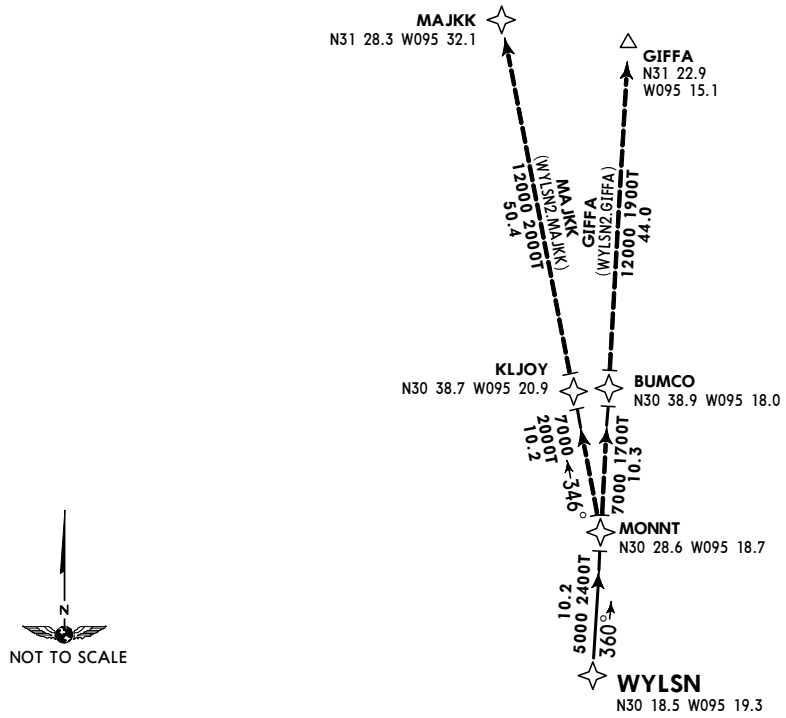
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

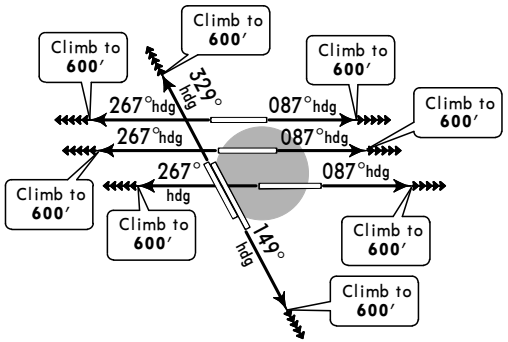
WYLSN TWO RNAV DEPARTURE
(WYLSN2.WYLSN)



Direct distance from George Bush Intercontinental/Houston to:
WYLSN 19 NM

N

NOT TO SCALE



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to WYLSN.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to WYLSN.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to WYLSN.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to WYLSN.	

ROUTING

From WYLSN on track 360° to MONNT, then on transition. MAINTAIN 4000′ or as assigned by ATC.
EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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KIAH/IAH

Apt Elev 96′
N29 59.1 W095 20.5

JEPPESEN 3 JUL 15 (70-9)

HOUSTON, TEXAS

GEORGE BUSH INTERCONTINENTAL/HOUSTON

D-ATIS	ACARS: D-ATIS TWIP PDC	HOUSTON Clearance	Ground Metering	Ground Rwys 15L/33R, 15R/33L	Ground Rwys 8L/26R, 8R/26L, 9/27
124.05		128.1	119.95	121.7	118.575

Tower				HOUSTON Departure (R)				RAMP CONTROL		
Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	West	North	East	South	North	East	West
120.72	125.35	135.15	127.3	126.67	132.25	133.6	127.125	130.825	131.275	121.625

CAUTION: Be alert to runway crossing clearances.
Readback of all runway holding instructions is required.

Rwy 8L closed to arrivals and departures 2200-0600.
Rwy 26R closed to departures 2200-0600.

Elev 92′ 9000′ 2743m Elev 95′

8L 087° 26R 267°

Dual taxiway operations: Twy NK between NB and north ramp; West centerline restricted to aircraft with maximum wingspans of 125′ (38m) and east centerline maximum wingspans of 214′ (65m).

Twy NK between Twy NB and Terminal D Ramp simultaneous aircraft operations prohibited when middle taxilane in use.

AIRCRAFT RESCUE & FIRE FIGHTING

North ramp north AND south taxilanes closed to aircraft with wingspans greater than 125′ (38m).

Twy NR between Twy WW and Twy WB designated non-movement area.

NJ Taxilane between Spot 10 and the North Ramp closed to wingspans over 135′ (41m).

Twy NR between Twy NC and Twy WW closed to aircraft with wingspan more than 214′ (65 m).

North ramp taxilane between Twys NF & NR closed to aircraft with wingspans greater than 125′ (38m).

Twy WW run up pad for Rwy 15L closed to aircraft with wingspans 135′ (41m) and greater.

8R 087° Elev 96′ LAHSO 9402′ 2866m LAHSO Elev 94′ 26L 267°

15L 149° Elev 97′

15R 149° Elev 97′

259′ 230′ CONSTRUCTION AREA

EAST BRIDGE

Twy SF between Twy NB and Twy RA is designated a non-movement area.

Control Tower 424′±

Twy WW between Twy NR and Twy WB closed to aircraft with wingspan more than 214′ (65m).

Twys RA, RB, RC, R2, SC North of Twy SB are designated non-movement areas operated by UAL ramp control.

Twy SF between Rwy 9/27 up to and including the East Bridge closed to aircraft with wingspan 215′ (66m) and greater.

Twy NR closed to aircraft with wingspans greater than 125′ (38m) between Twy WD and Twy WB.

TWY RA BRIDGE

TWY RB BRIDGE

AIRCRAFT RESCUE & FIRE FIGHTING

12,001′ 3658m

AIRCRAFT RESCUE & FIRE FIGHTING

10,000′ 3048m

9 087° Elev 92′ 10,000′ 3048m Elev 86′ 27 267°

Twy SC closed to aircraft with wingspans 215′ (66m) and greater.

Twy WC west of Rwy 15R/33L is restricted to aircraft with a wingspan of 118′ (36m) and below.

Twy RC closed to aircraft with wingspans greater than 135′ (41m).

Rwy 9/27 closed to aircraft with wingspans 215′ (66m) and greater.

Expressway lights paralleling Rwy 33R may be mistaken for Rwy lights on Rwy 15L-33R.

229′

The following movement areas are not visible from the tower: Portions of Twys WA & WB from Twy WH to the approach end of Rwy 33R. Twys WA & WB from Twy WD north for 400′. Twy WD from Twy WA to Twy NR. Twy WL from Rwy 15L to Twy WB. Twy WM.

Elev 88′ 33L 329° 242′

Elev 86′ 33R 329°

Twys WA and WB magnetic anomalies may affect compass heading.

Rwy 15L/33R magnetic anomalies may affect compass heading for take-off.

VOR

157′

181′

03°E

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

95-23 95-22 95-21 95-20 95-19 95-18
30-00 29-59 29-58

CHANGES: Construction area, notes.

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KIAH/IAH JEPPESEN HOUSTON, TEXAS

GEORGE BUSH INTERCONTINENTAL/HOUSTON

GENERAL

CAUTION: Bright lights 1 NM from threshold and 900' south of centerline Rwy 26L.
Birds in vicinity of airport.
Terminal Doppler Weather Radar.
ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.
Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8L ❶ 26R	HIRL CL ALSF-II TDZ RVR		7861'2396m 7860'2396m			150' 46m
8R ❶ 26L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR		8362'2549m 8360'2548m	Twy NP 9019'2749m Twy NE 9010' 2746m		150' 46m
9 ❶ 27	HIRL CL MALSR PAPI-R (angle 3.0°) RVR HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		8936'2724m 8965'2733m			150' 46m
15L ❶ 33R	HIRL CL PAPI-R (angle 3.0°) RVR HIRL CL MALSR RVR		 10,971'3344m			150' 46m
15R ❶ 33L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR HIRL CL TDZ PAPI-R (angle 3.0°) RVR		8874'2705m 			150' 46m

❶ Grooved.

TAKE-OFF

All Rwys

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

FOR FILING AS ALTERNATE

	ILS Rwy 8L ILS Rwy 9 ILS Rwy 15R ILS Rwy 26R ILS Rwy 27 ILS Rwy 33R	LOC Rwy 8L LOC Rwy 9 LOC Rwy 15R LOC Rwy 26R LOC Rwy 27 LOC Rwy 33R RNAV (GPS) Z Rwy 8L RNAV (GPS) Z Rwy 8R RNAV (GPS) Z Rwy 9 RNAV (GPS) Rwy 15R	RNAV (GPS) Z Rwy 26L RNAV (GPS) Z Rwy 26R RNAV (GPS) Z Rwy 27 RNAV (GPS) Rwy 33R RNAV (RNP) Y Rwy 8L RNAV (RNP) Y Rwy 8R RNAV (RNP) Y Rwy 9 RNAV (RNP) Y Rwy 26L RNAV (RNP) Y Rwy 26R RNAV (RNP) Y Rwy 27	ILS Rwy 26L LOC Rwy 26L	ILS Rwy 8R LOC Rwy 8R	GLS Rwy 8L GLS Rwy 8R GLS Rwy 9 GLS Rwy 26L GLS Rwy 26R GLS Rwy 27
A	600-2	800-2	800-2	900-2	NA	
B						
C			800-2½	900-2½		
D						

AMEND 2

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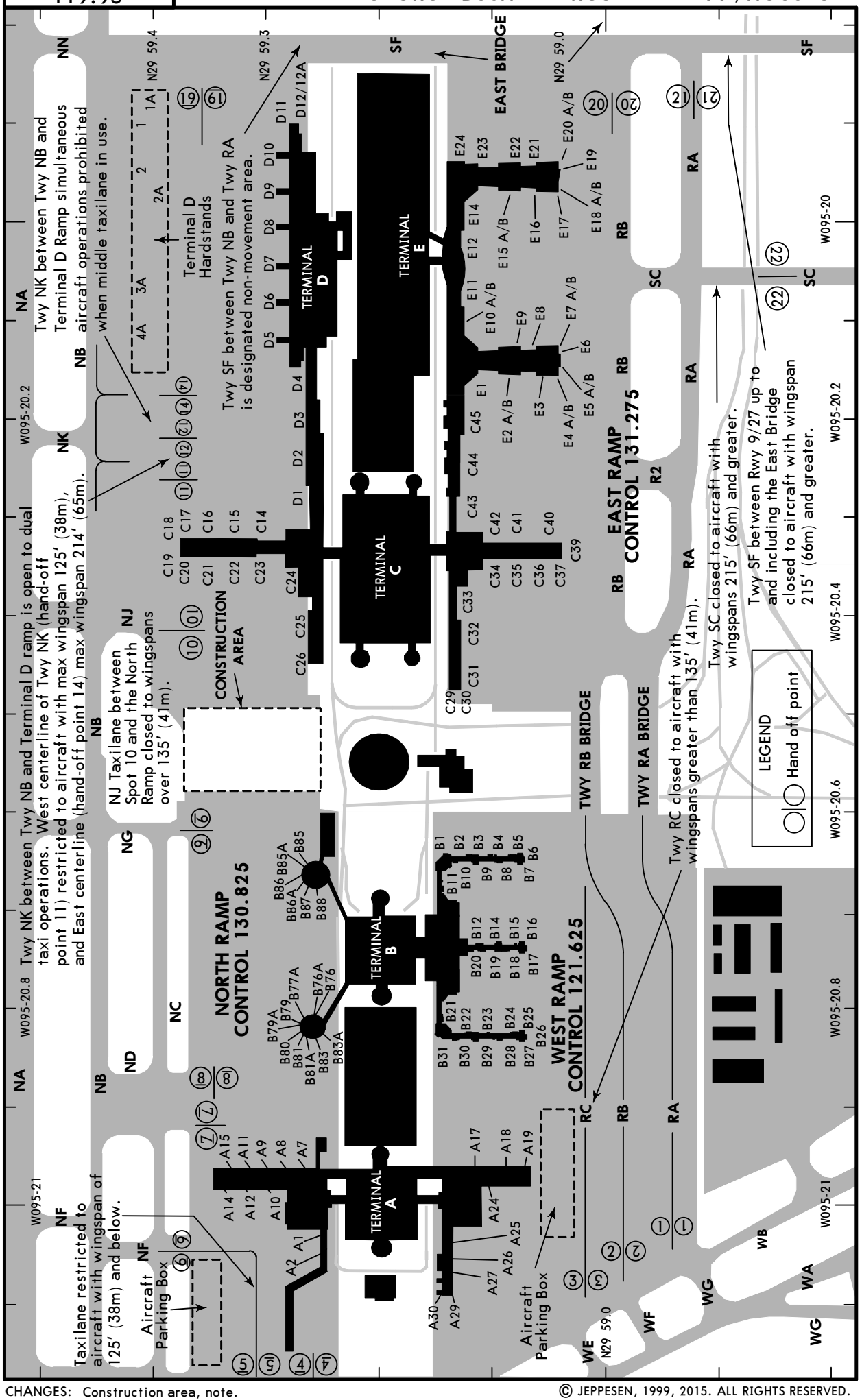
KIAH/IAH

JEPPESEN
3 JUL 15 (70-9B)

HOUSTON, TEXAS

GEORGE BUSH INTERCONTINENTAL/HOUSTON

Ground Metering
119.95



CHANGES: Construction area, note.

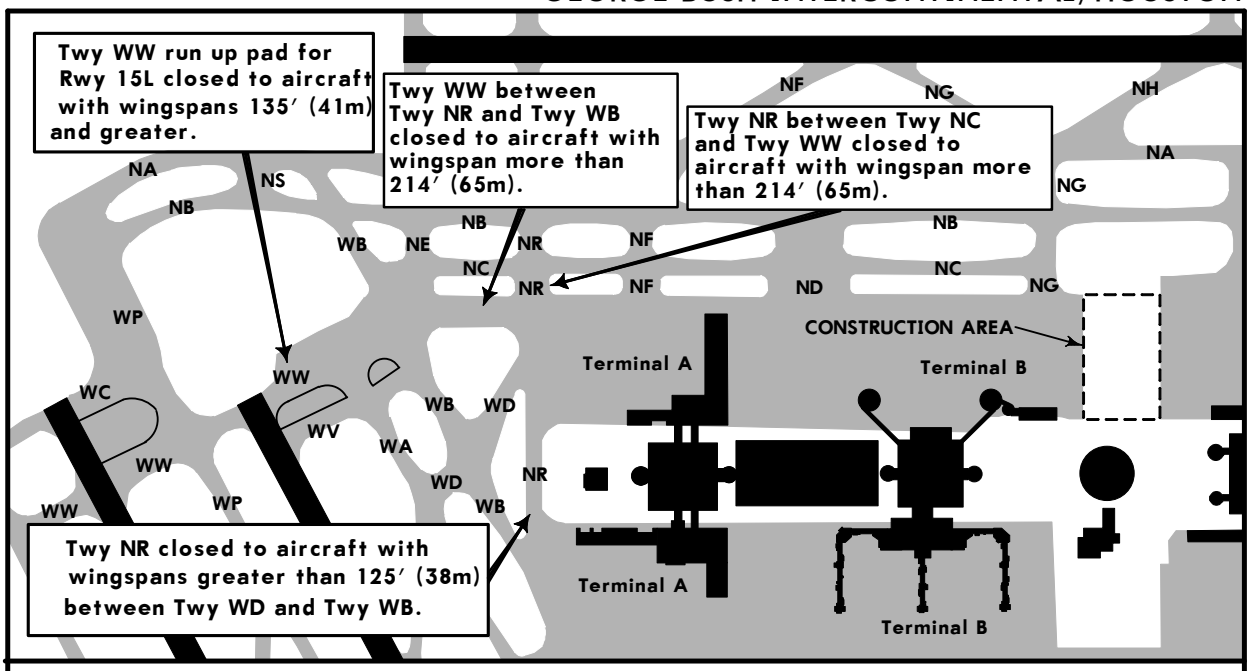
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HOUSTON, TEXAS

GEORGE BUSH INTERCONTINENTAL/HOUSTON



PARKING GATE COORDINATES

GATE	COORDINATES
TERMINAL A	
1	N29 59.3 W095 21.0
2	N29 59.3 W095 21.1
7 thru 12, 14, 15	N29 59.3 W095 21.0
17 thru 19, 24, 25	N29 59.1 W095 21.0
26, 27, 29, 30	N29 59.1 W095 21.1
TERMINAL B	
1 thru 6	N29 59.1 W095 20.6
7 thru 12	N29 59.1 W095 20.7
14 thru 20	N29 59.1 W095 20.7
21 thru 31	N29 59.1 W095 20.8
76	N29 59.2 W095 20.8
76A, 77A	N29 59.3 W095 20.8
79, 79A	N29 59.3 W095 20.8
80, 81, 81A, 83	N29 59.3 W095 20.8
83A	N29 59.2 W095 20.8
85, 85A	N29 59.3 W095 20.6
86, 86A, 87, 88	N29 59.3 W095 20.7
TERMINAL C	
14, 15	N29 59.3 W095 20.3
16 thru 21	N29 59.4 W095 20.3
22, 23	N29 59.3 W095 20.3
24 thru 26	N29 59.3 W095 20.4
29 thru 31	N29 59.1 W095 20.5
32, 33	N29 59.1 W095 20.4
34 thru 36	N29 59.1 W095 20.3
37, 39, 40	N29 59.0 W095 20.3
41 thru 43	N29 59.1 W095 20.3
44, 45	N29 59.1 W095 20.2

GATE	COORDINATES
TERMINAL D (INTERNATIONAL)	
1	N29 59.3 W095 20.3
2 thru 4	N29 59.3 W095 20.2
5, 6	N29 59.3 W095 20.1
7 thru 9	N29 59.3 W095 20.0
10 thru 12, 12A	N29 59.3 W095 19.9
TERMINAL D HARDSTANDS	
1, 1A, 2	N29 59.4 W095 19.9
2A	N29 59.4 W095 20.0
3A, 4A	N29 59.4 W095 20.1
TERMINAL E	
1, 2 A/B, 3	N29 59.1 W095 20.2
4 A/B	N29 59.0 W095 20.2
5 A/B, 6, 7 A/B	N29 59.0 W095 20.1
8, 9, 10 A/B, 11	N29 59.1 W095 20.1
12, 14, 15 A/B, 16	N29 59.1 W095 20.0
17, 18 A/B	N29 59.0 W095 20.0
19, 20 A/B	N29 59.0 W095 19.9
21 thru 24	N29 59.1 W095 19.9

CHANGES: Construction area, Terminal B gates.

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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
5 JUN 15 (70-9D)

SMGCS

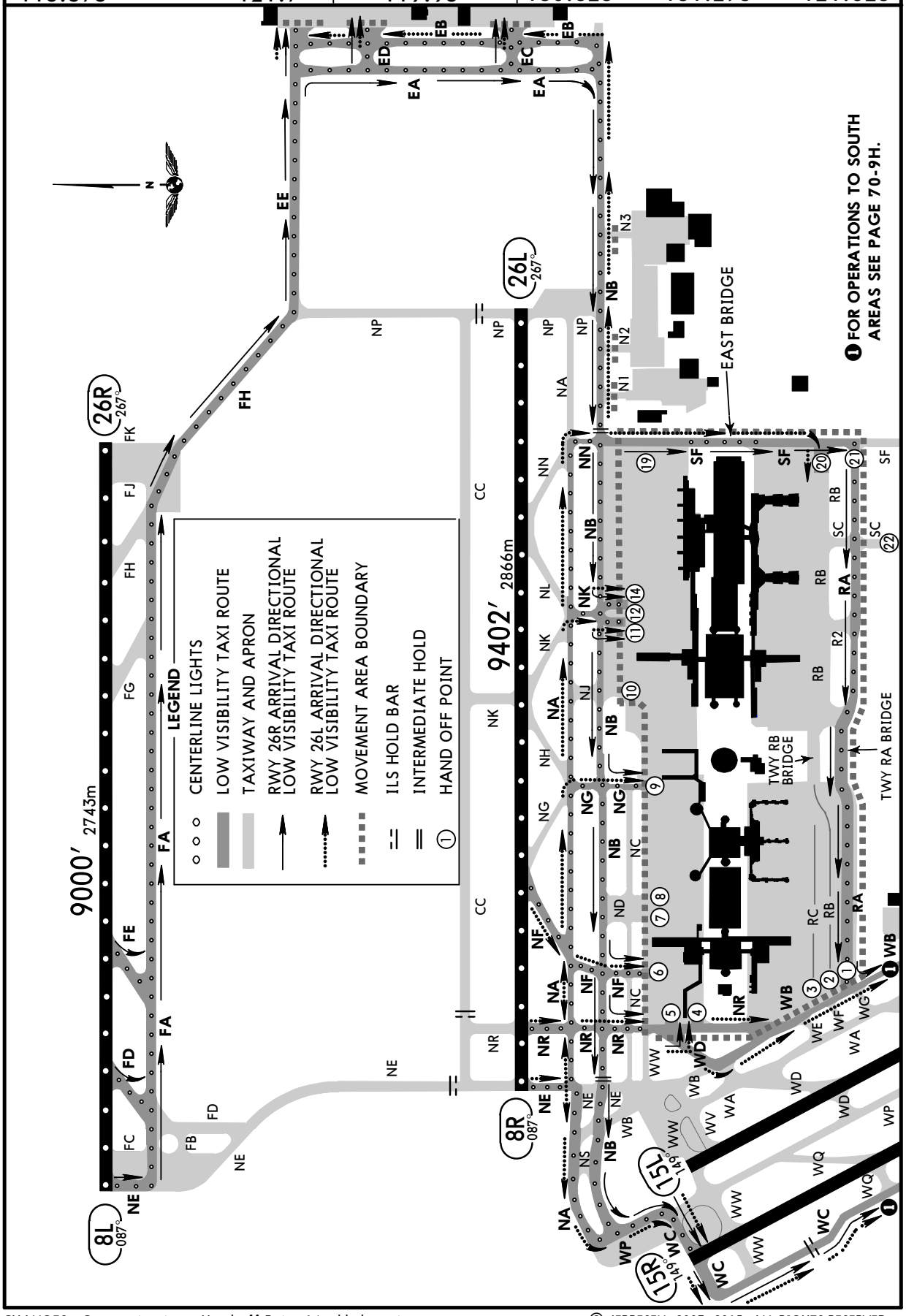
HOUSTON, TEXAS
LOW VISIBILITY TAXI ROUTES

RVR 1200 TO 600

RWY 26L & 26R ARRIVAL

D-ATIS	HOUSTON Approach (R)		Tower			
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3

Ground		Ground Metering	RAMP CONTROL		
Rwys 8L/26R 8R/26L, 9/27	Rwys 15L/33R, 15R/33L		North	East	West
118.575	121.7	119.95	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

RVR 1200 TO 600

JEPPESEN
5 JUN 15 (70-9E)

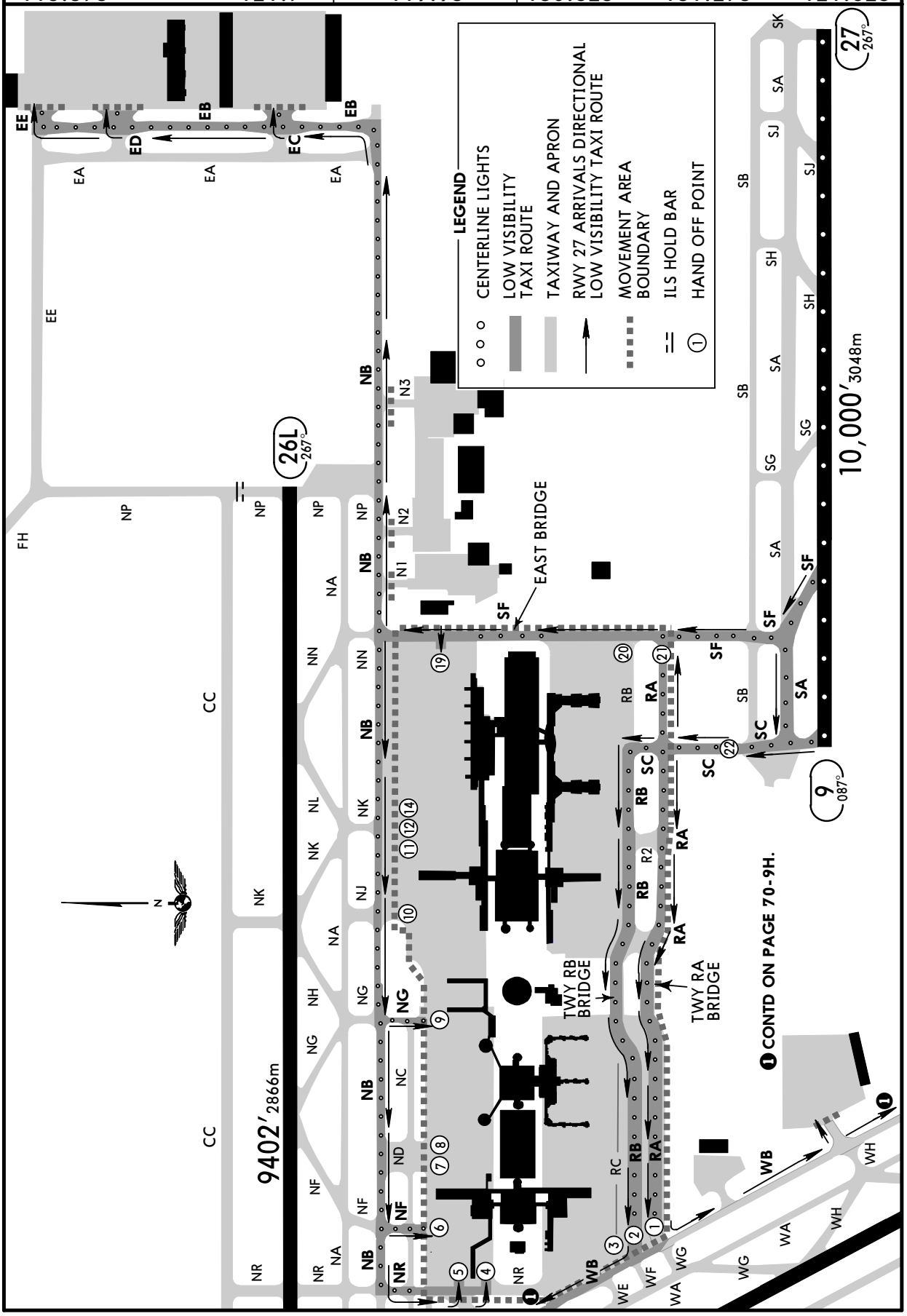
SMGCS

HOUSTON, TEXAS
LOW VISIBILITY TAXI ROUTES

RWY 27 ARRIVAL

D-ATIS	HOUSTON Approach (R)		Tower			
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3

Ground		Ground Metering	RAMP CONTROL		
Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L		North	East	West
118.575	121.7	119.95	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN
5 JUN 15 (70-9F)

SMGCS

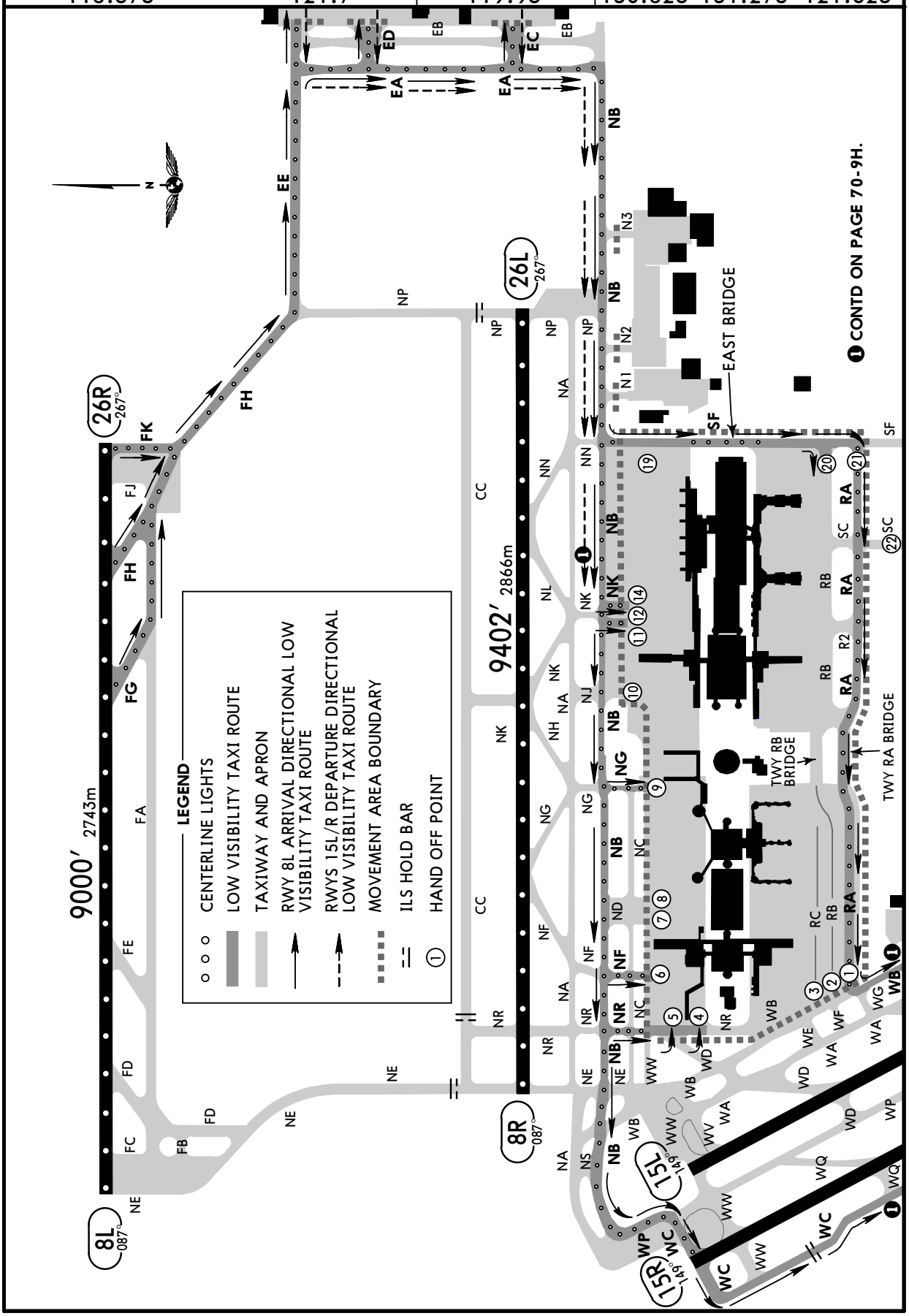
HOUSTON, TEXAS
LOW VISIBILITY TAXI ROUTES

RVR 1200 TO 600

RWY 8L ARRIVAL

D-ATIS	HOUSTON Approach (R)		Tower			
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3

Ground		Ground Metering	RAMP CONTROL		
Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L		North	East	West
118.575	121.7	119.95	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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JEPPESEN
JeppView 3.6.2.0

KIAH/IAH

GEORGE BUSH
INTERCONTINENTAL/HOUSTON

RVR 1200 TO 600

JEPPESEN
5 JUN 15 (70-9G)

SMGCS

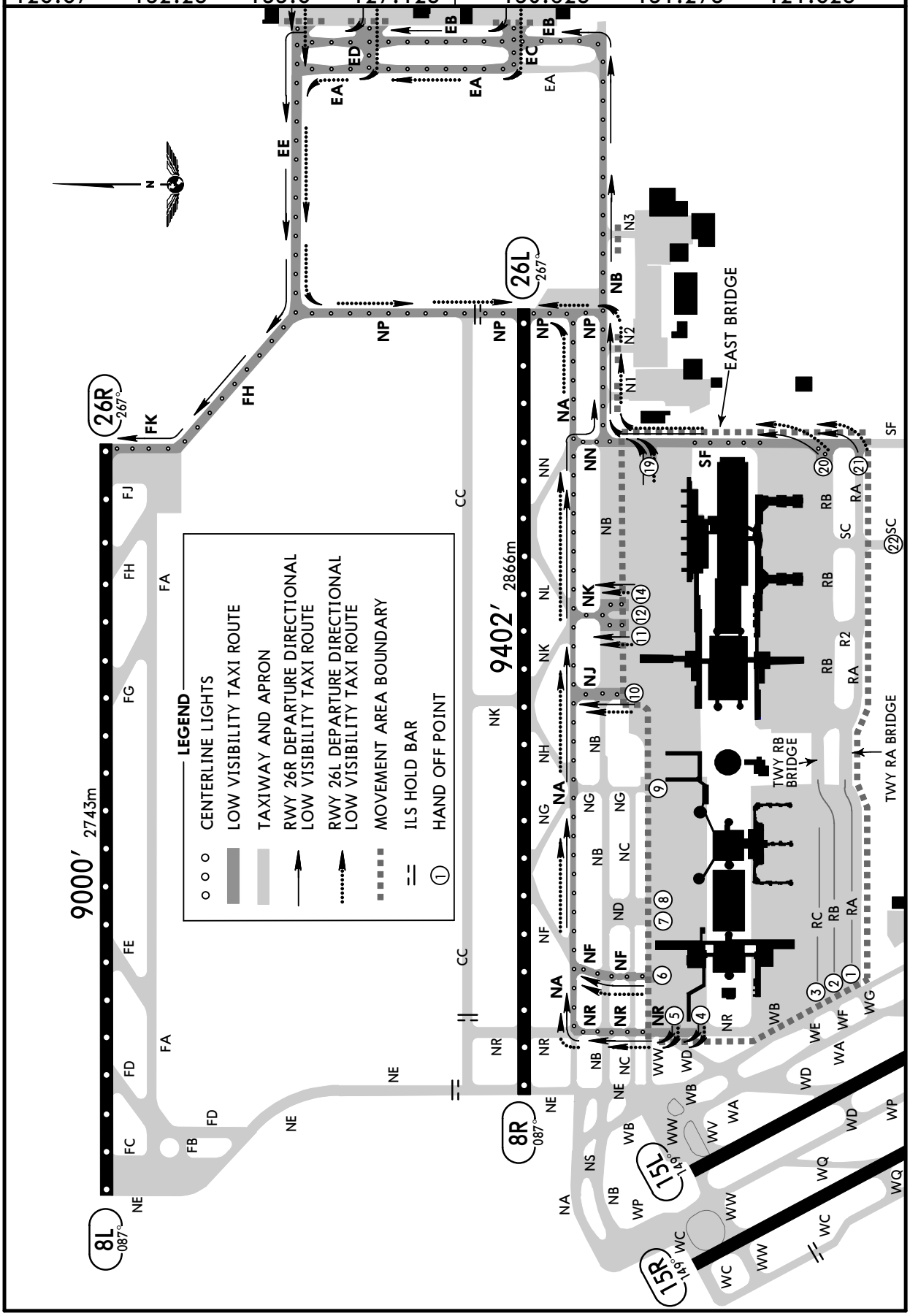
HOUSTON, TEXAS

LOW VISIBILITY TAXI ROUTES

RWY 26L & 26R DEPARTURE

D-ATIS	ACARS: D-ATIS TWIP PDC	HOUSTON Clearance	Ground Metering	Ground Rwys 8L/26R, 8R/26L, 9/27	Ground Rwys 15L/33R, 15R/33L	Tower Rwy 8L/26R	Tower Rwy 8R/26L	Tower Rwy 9/27	Tower Rwys 15L/33R, 15R/33L
124.05		128.1	119.95	118.575	121.7	120.72	125.35	135.15	127.3

HOUSTON Departure (R) West	North	East	South	RAMP CONTROL North	East	West
126.67	132.25	133.6	127.125	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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KIAH/IAH

GEORGE BUSH
INTERCONTINENTAL/HOUSTON

RVR 1200 TO 600

JEPPESEN
5 JUN 15 (70-9H)

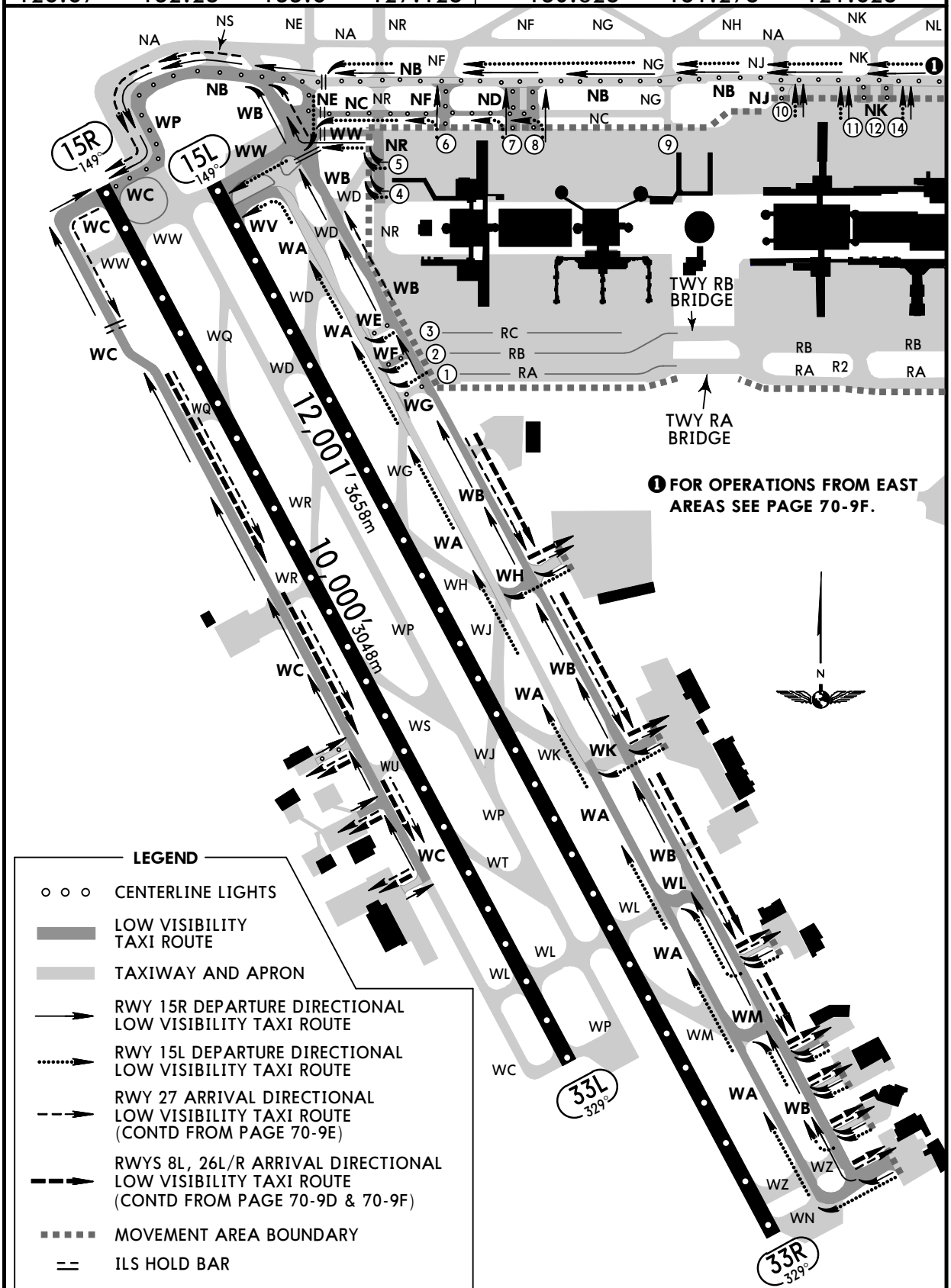
SMGCS

HOUSTON, TEXAS
LOW VISIBILITY TAXI ROUTES

ARRIVALS AND DEPARTURES (SEE LEGEND BELOW)

D-ATIS	ACARS: D-ATIS TWIP PDC	HOUSTON Clearance	Ground Metering	Ground Rwys 8L/26R, 8R/26L, 9/27	Ground Rwys 15L/33R, 15R/33L	Tower Rwy 8L/26R	Tower Rwy 8R/26L	Tower Rwy 9/27	Tower Rwys 15L/33R, 15R/33L
124.05		128.1	119.95	118.575	121.7	120.72	125.35	135.15	127.3

HOUSTON Departure (R) West	North	East	South	RAMP CONTROL North	East	West
126.67	132.25	133.6	127.125	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
19 JUN 15
71-1

HOUSTON, TEXAS
ILS or LOC Rwy 8L

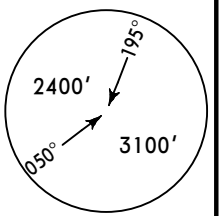
BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

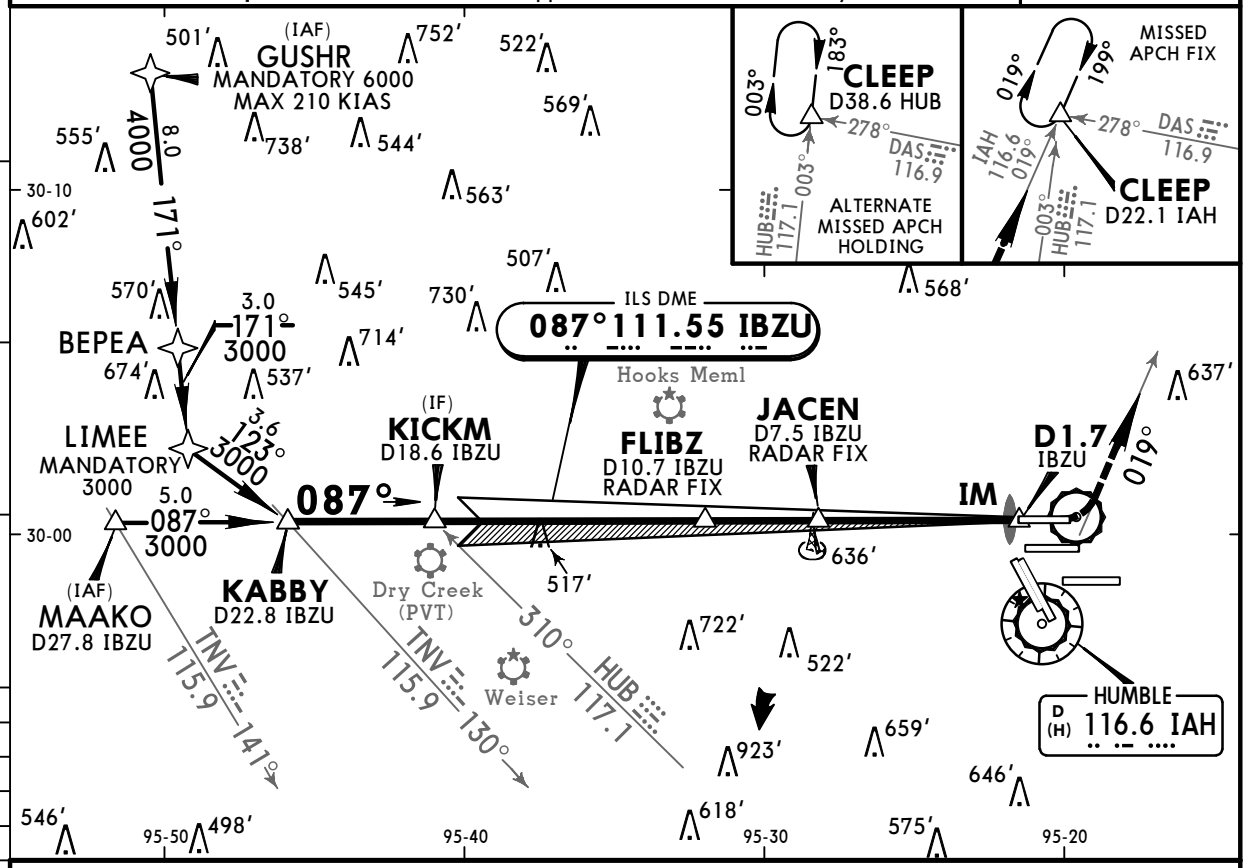
LOC IBZU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
111.55	087°	JACEN 2000′ (1905′)	295′ (200′)	TDZE 95′

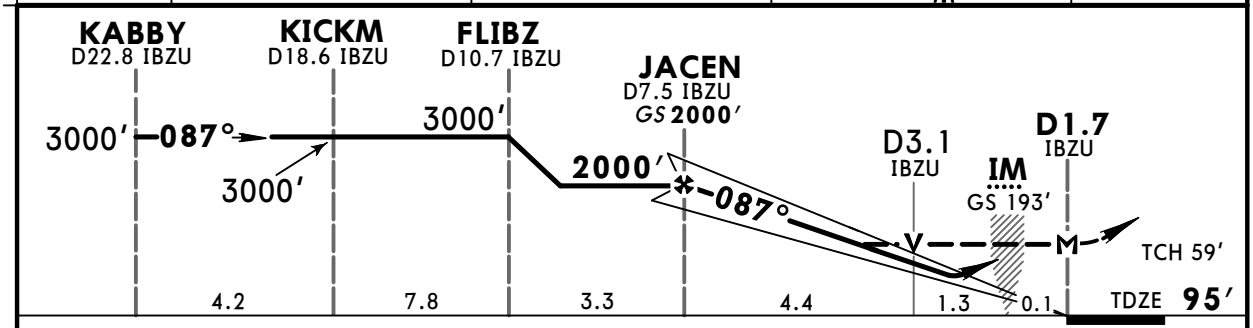
MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ outbound on IAH VOR R-019 to CLEEP INT/D22.1 IAH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. GPS or Radar required. 2. Simultaneous approach authorized with Rwys 8R and 9.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IBZU or JACEN to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-II

600′

4000′ LT on IAH 116.6 R-019

CLEEP

TERPS

STRAIGHT-IN LANDING RWY **8L**

	ILS DA(H) 295′ (200′)			LOC (GS out) MDA(H) 600′ (505′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 55 or 1	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4B 5 MAR 2015

CHANGES: LIMEE altitude restriction note.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
19 JUN 15
71-1A

HOUSTON, TEXAS
ILS Rwy 8L CAT II & III

BRIEFING STRIP ™

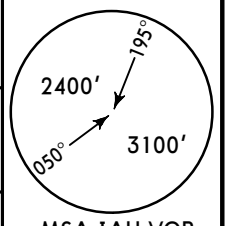
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC IBZU	Final Apch Crs	GS JACEN	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.55	087°	2000′ (1905′)	NA	Refer to Minimums		RA 104′ DA(H) 195′(100′)	96′ TDZE 95′

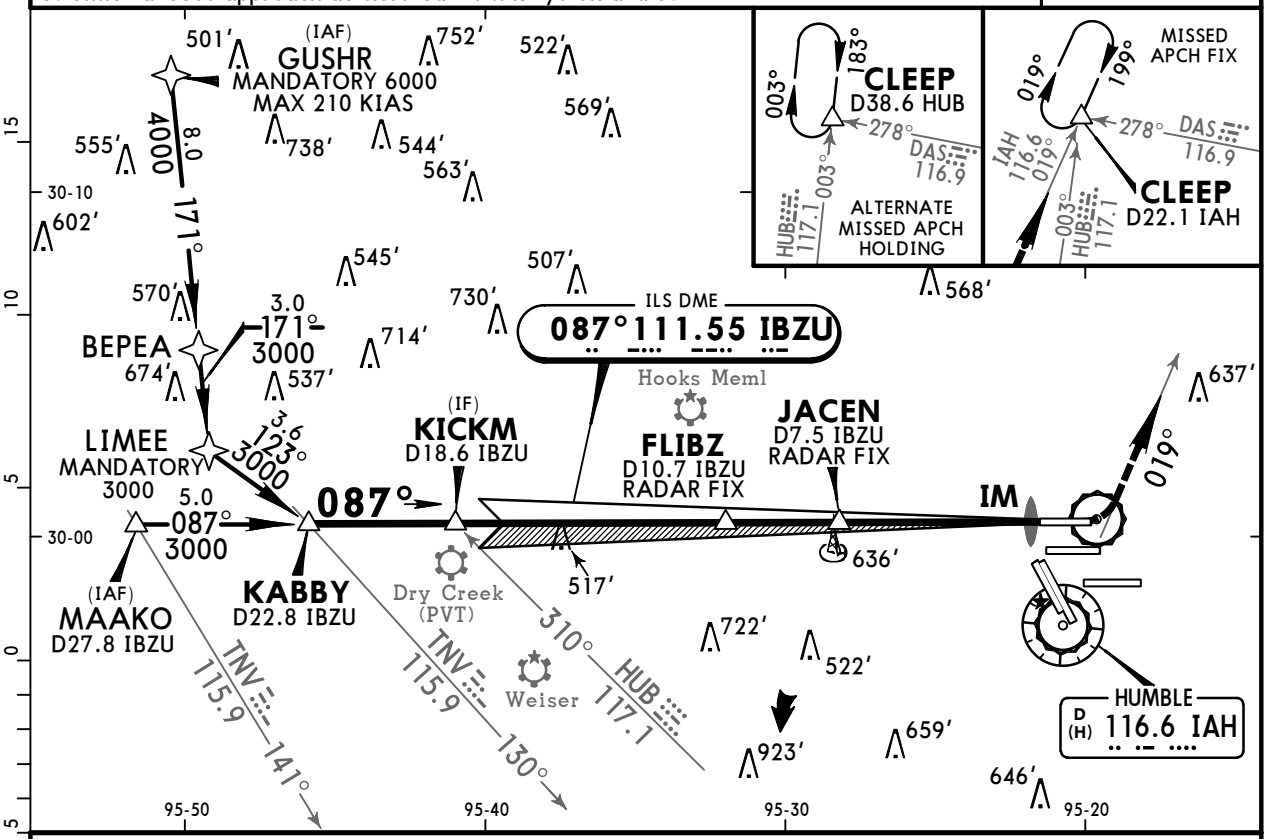
MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ outbound on IAH VOR R-019 to CLEEP INT/D22.1 IAH and hold, or as directed by ATC.

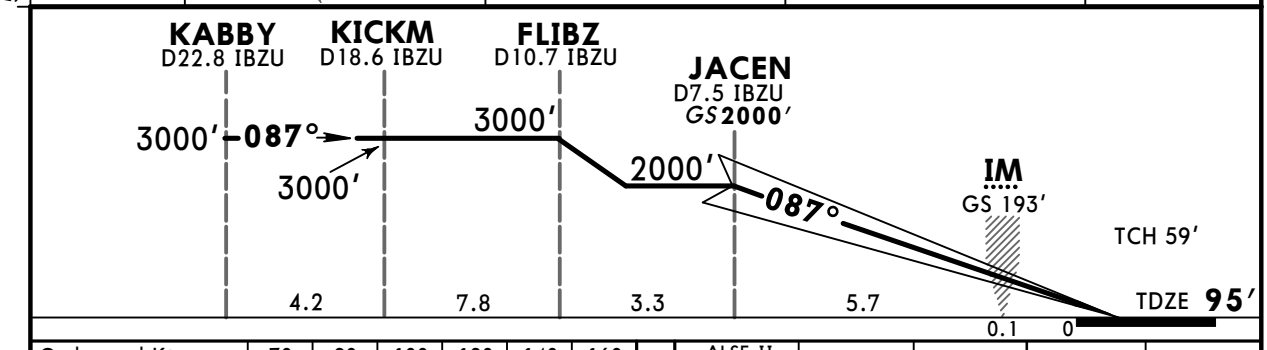
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwys 8R and 9.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 600′ | 4000′ LT on IAH 116.6 R-019 | CLEEP

TERPS STRAIGHT-IN LANDING RWY **8L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 104′ DA(H) 195′(100′)
NA	RVR 6	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 4B 5 MAR 2015

CHANGES: LIMEE altitude restriction note.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15
Eff 5 Mar
71-1B

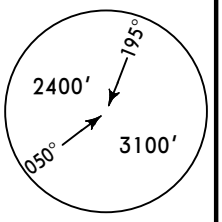
HOUSTON, TEXAS
ILS Rwy 8L SA CAT I

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 96′
IBZU	087°	JACEN 2000′ (1905′)	RA 156′	TDZE 95′
111.55			DA(H)(245′)(150′)	

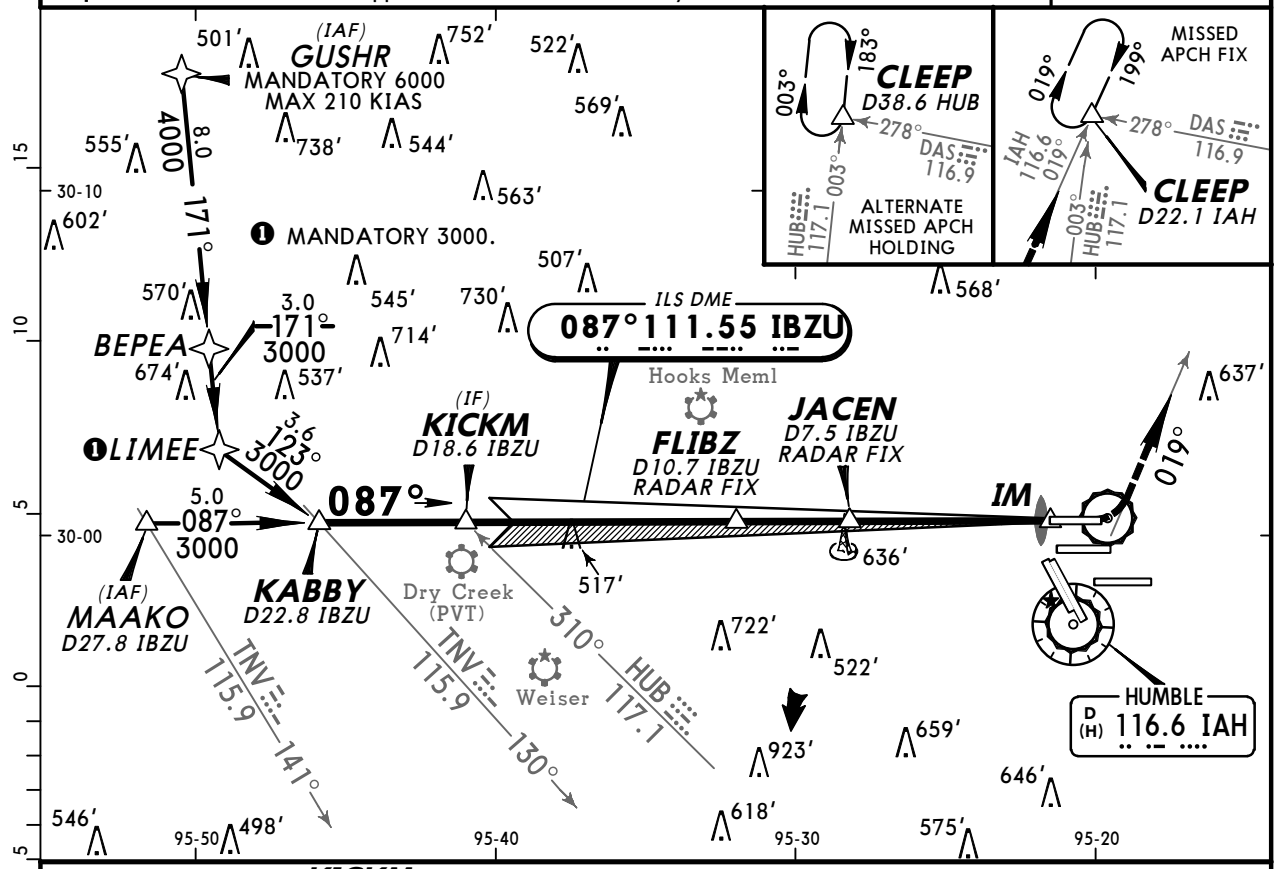
MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ outbound on IAH VOR R-019 to CLEEP INT/D22.1 IAH and hold, or as directed by ATC.

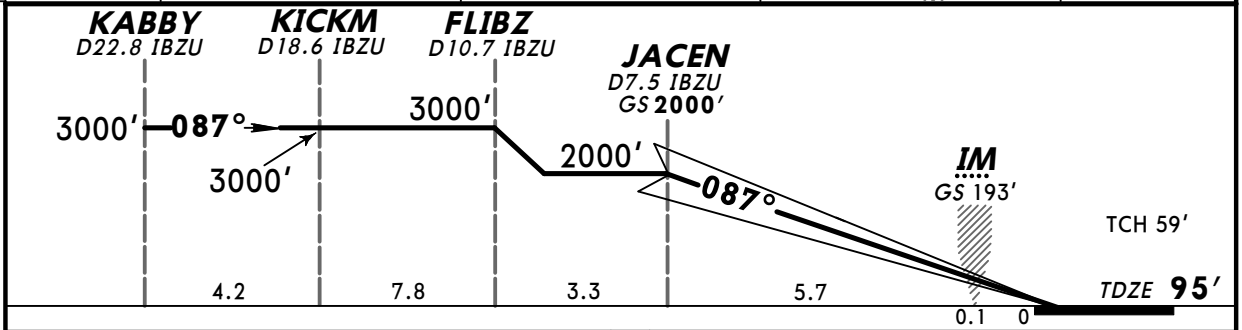


MSA IAH VOR

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

1. Special Aircrew and Aircraft Certification Required. 2. GPS or Radar required. 3. Simultaneous approach authorized with Rwys 8R and 9.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 600′ | 4000′ LT | IAH on 116.6 R-019 | CLEEP

TERPS

STRAIGHT-IN LANDING RWY **8L**
1 **SA CAT I ILS**
RA 156′
DA(H) **245′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

TERPS AMEND 4B 5 MAR 2015

CHANGES: LIMEE altitude restriction added, transition altitude, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 18 JUL 14 (71-2)

HOUSTON, TEXAS
ILS or LOC Rwy 8R

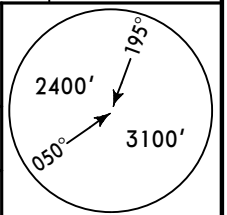
BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

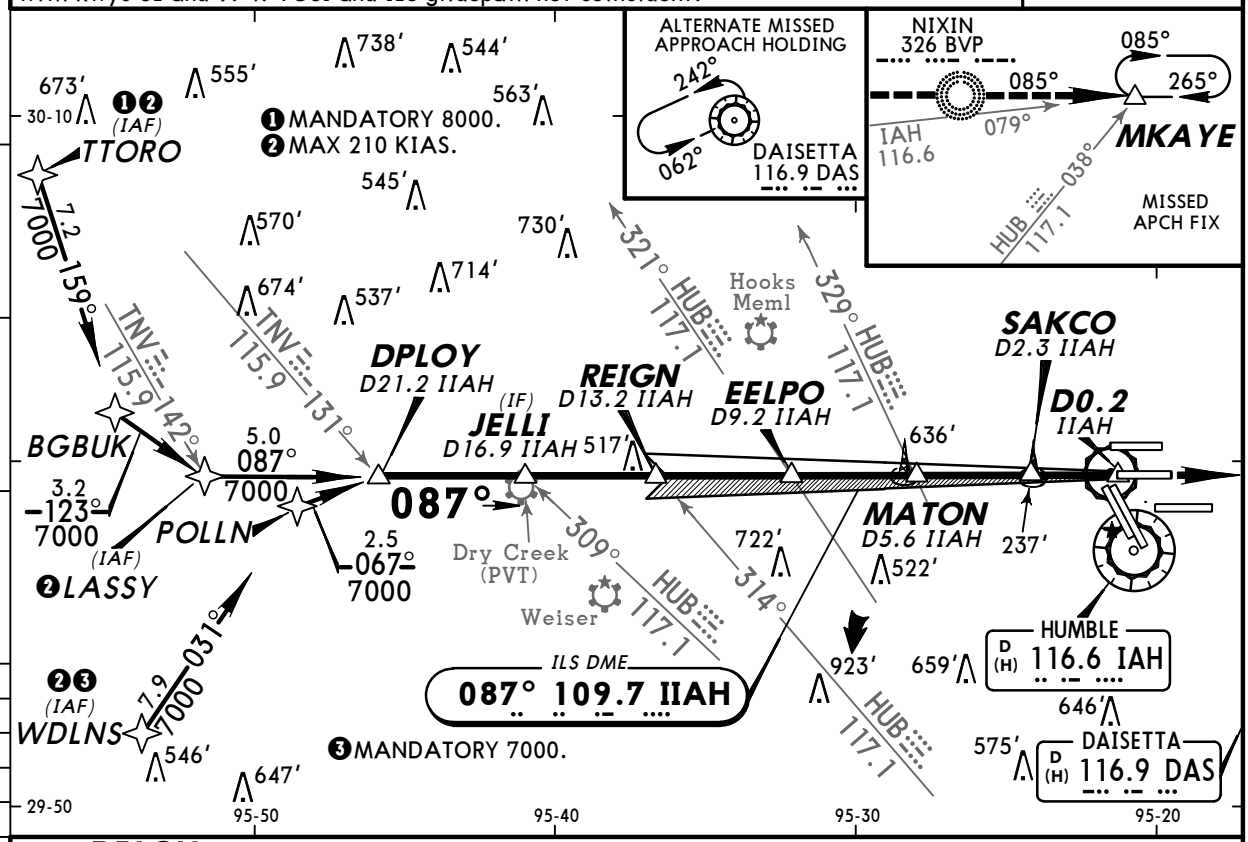
LOC	Final	GS	ILS	
IIAH	Apch Crs	MATON	DA(H)	Apt Elev 96′
109.7	087°	2000′ (1905′)	295′ (200′)	Rwy 8R 95′

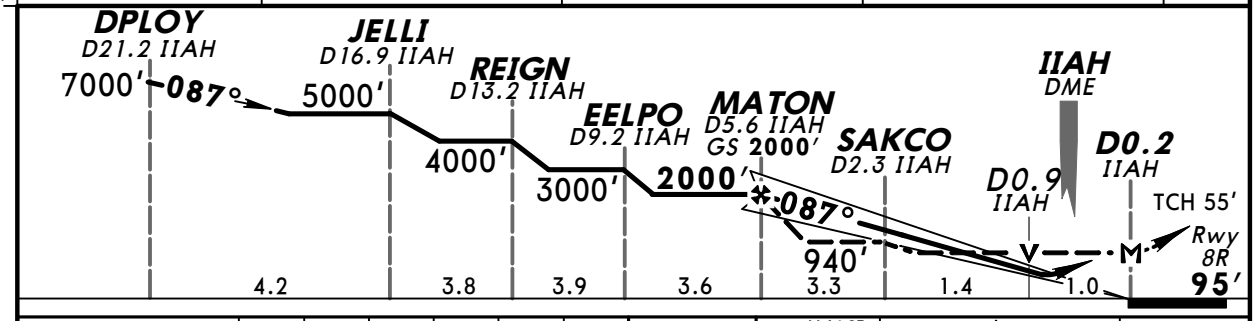
MISSED APCH: Climb to 3000′ on BVP NDB bearing 085° to MKAYE INT and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF required. 2. GPS or Radar required. 3. Simultaneous approach authorized with Rwys 8L and 9. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IIAH or							
MATON to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR
PAPI
3000′ on BVP 326 085°
MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**

	ILS DA(H) 295′ (200′)			LOC (GS out) MDA(H) 500′ (405′) ❷ With SAKCO			LOC (GS out) MDA(H) 940′ (845′) Without SAKCO		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							RVR 40 or 3/4	RVR 55 or 1	RVR 60 or 1 1/4
C				RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	1 7/8	2	2 1/2
D									

TERPS AMEND 25A 24 JUL 2014

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME required.

CHANGES: WDLNS altitude restriction added.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 18 JUL 14 (71-2A)

HOUSTON, TEXAS
ILS Rwy 8R SA CAT I

BRIEFING STRIP ™

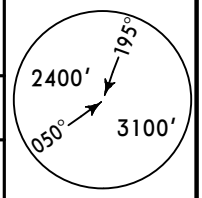
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 96′
IIAH	087°	MATON 2000′ (1905′)	RA 152′ DA(H)245′(150′)	Rwy 8R 95′

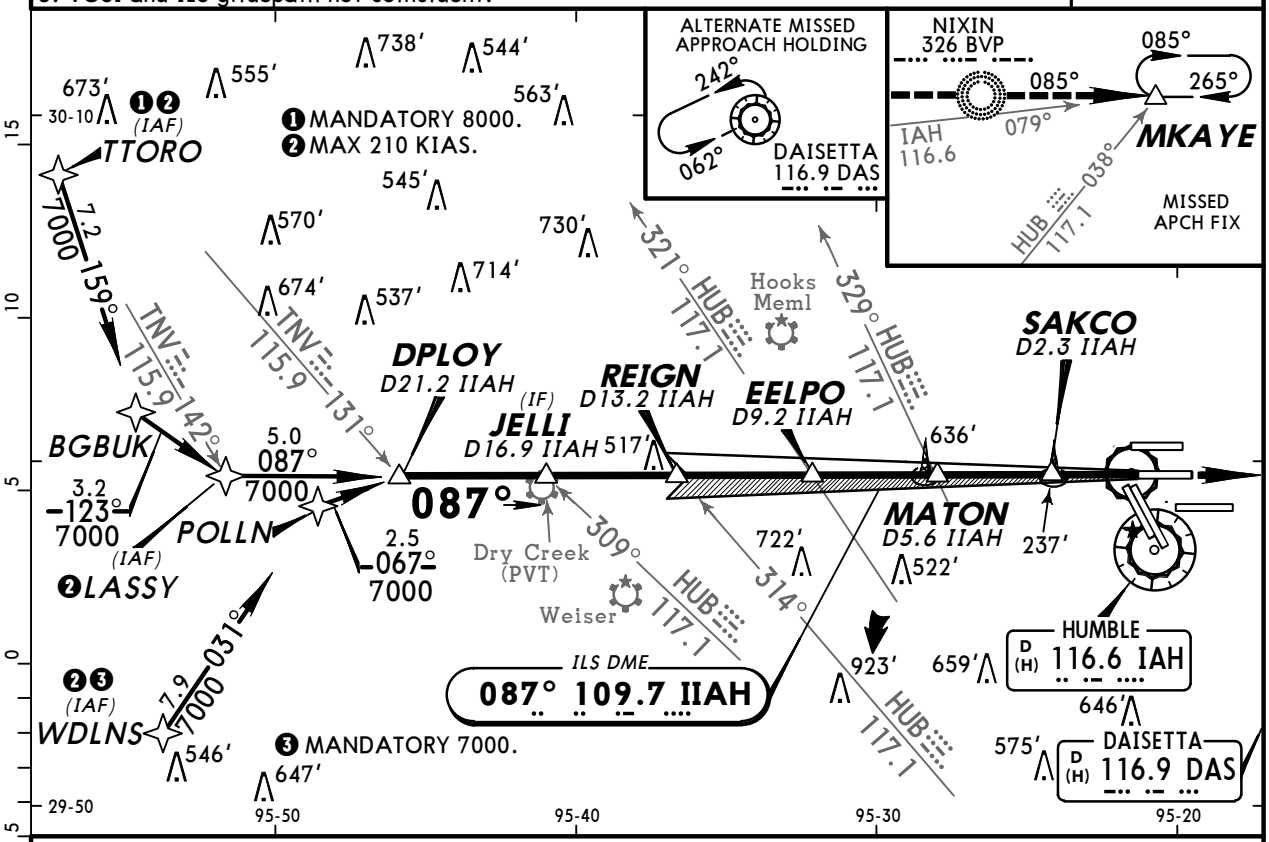
MISSED APCH: Climb to 3000′ on BVP NDB bearing 085° to MKAYE INT and hold, or as directed by ATC.

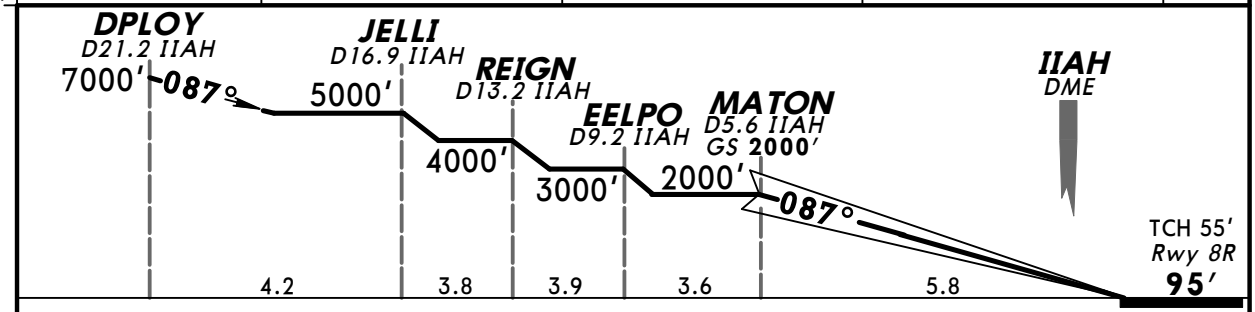
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. ADF required.
3. GPS or Radar Required. 4. Simultaneous approach authorized with Rwys 8L and 9.
5. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR
PAPI
3000′ on BVP 326 085°
MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**

❶ SA CAT I ILS
RA 152′
DA(H) **245′** (150′)

RVR 14

❶ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 25A 24 JUL 2014

CHANGES: WDLNS altitude restriction added.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 18 JUL 14 (71-2B)

HOUSTON, TEXAS
ILS Rwy 8R SA CAT II

BRIEFING STRIP ™

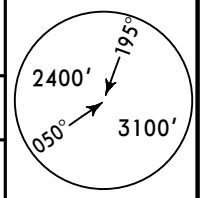
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 96′
IIAH	087°	MATON 2000′ (1905′)	RA 102′ DA(H)195′(100′)	Rwy 8R 95′

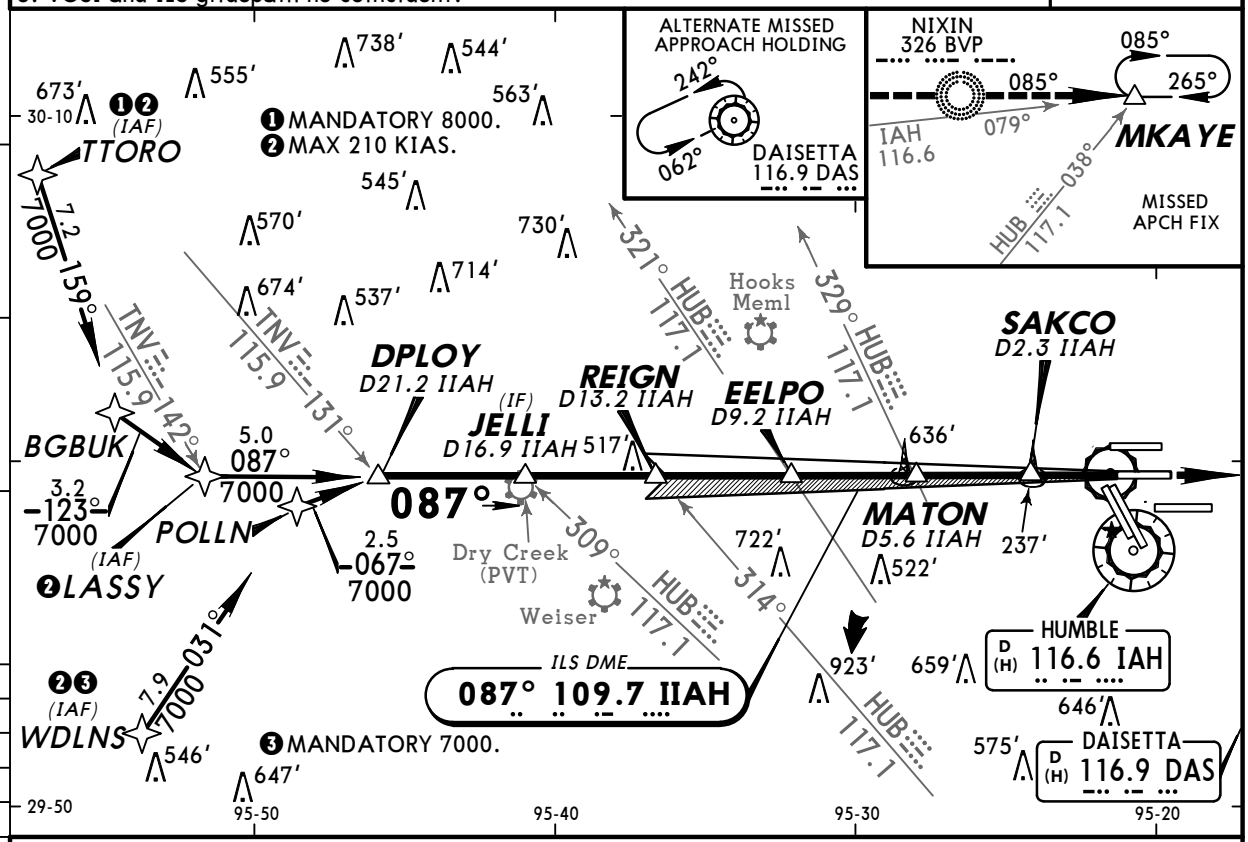
MISSED APCH: Climb to 3000′ on BVP NDB bearing 085° to MKAYE INT and hold, or as directed by ATC.

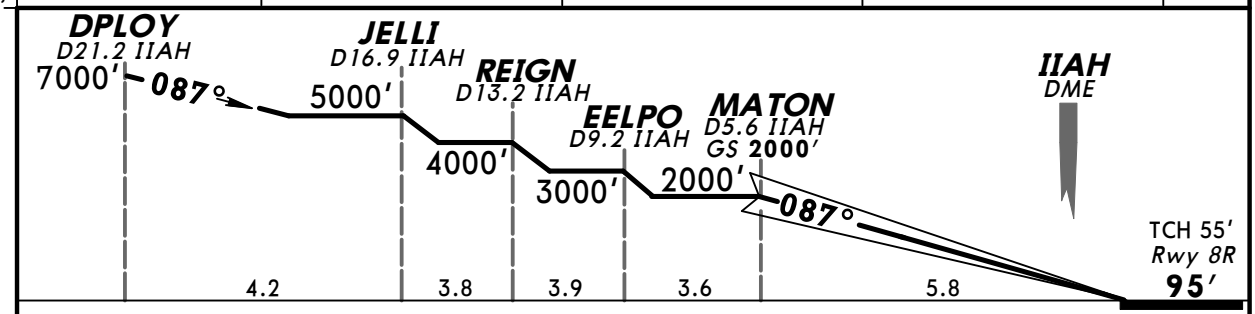
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. ADF required. 3. GPS or Radar required. 4. Simultaneous approach authorized with Rwys 8L and 9. 5. VGSI and ILS glidepath no coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR
PAPI
3000′ on BVP 326 085°
MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**

1 SA CAT II ILS
RA 102′
DA(H) **195′** (100′)

RVR 12

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

TERPS AMEND 25A 24 JUL 2014

CHANGES: WDLNS altitude restriction added.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
23 MAY 14 (71-3) Eff 29 May

HOUSTON, TEXAS
ILS or LOC Rwy 9

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3	118.575	121.7

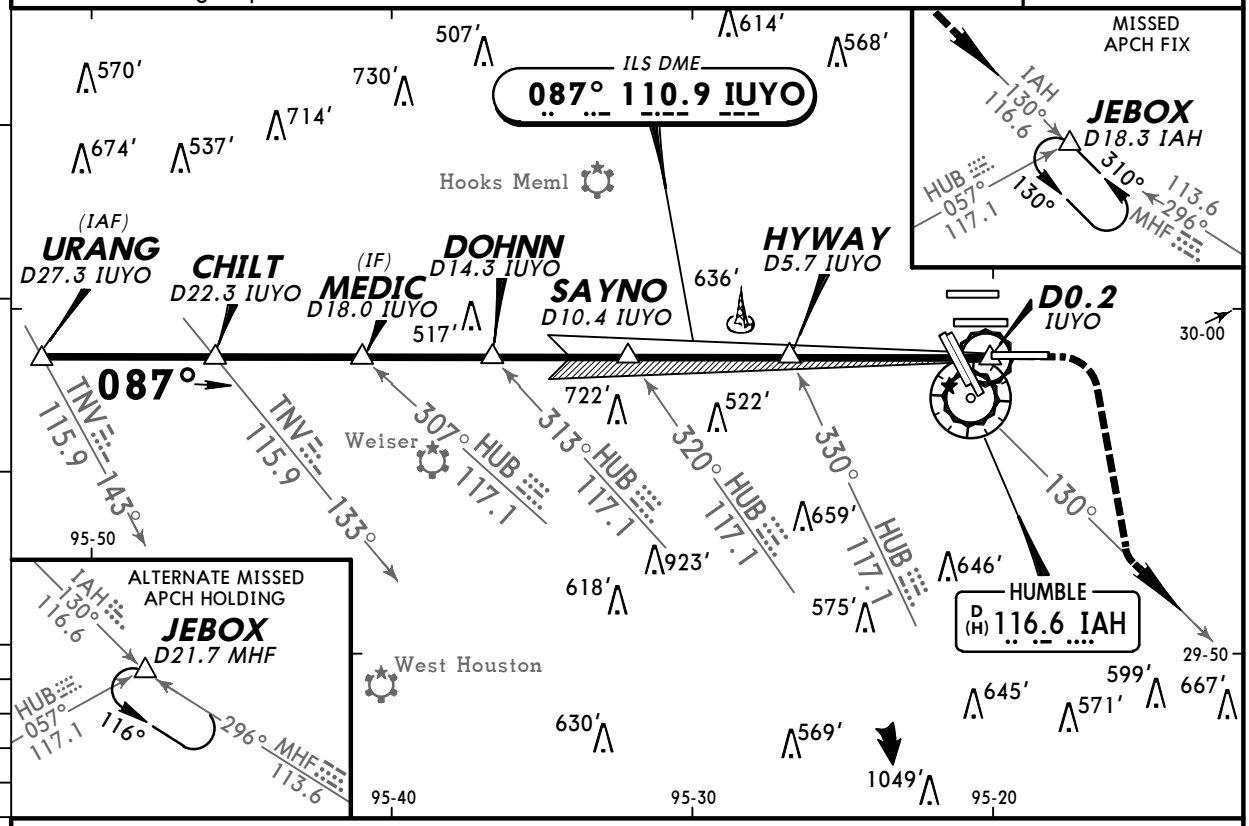
LOC	Final	GS	ILS	
IUYO	Apch Crs	HYWAY	DA(H)	Apt Elev 96′
110.9	087°	2000′ (1909′)	291′ (200′)	Rwy 9 91′

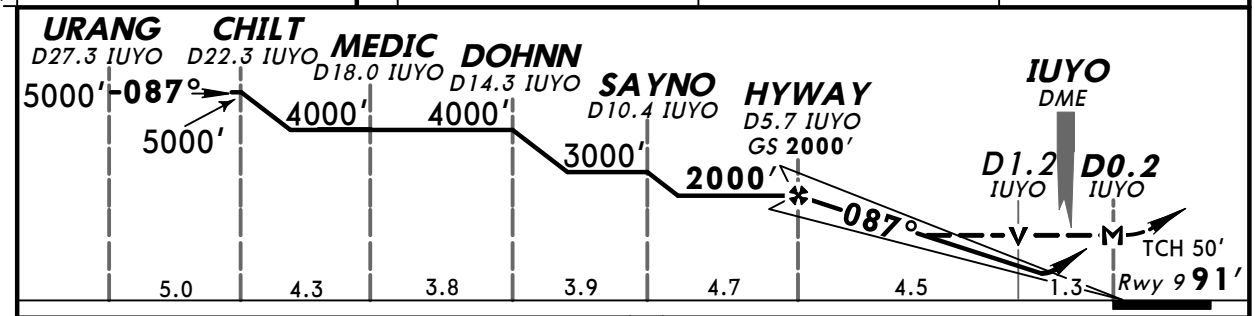
MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-130 to JEBOX INT/D18.3 IAH and hold, or as directed by ATC.

MSA IAH VOR: 195° 2400′ 050° 3100′

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 8L/R.
3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IUYO or HYWAY to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR
PAPI

580′

3000′ RT on IAH 116.6 R-130

JEBOX

TERPS

STRAIGHT-IN LANDING RWY 9

	ILS		LOC (GS out)		
	DA(H) 291′ (200′)		MDA(H) 580′ (489′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C			RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10 29 MAY 2014

CHANGES: Apt elevation, rwy elevation.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (71-3A) Eff 29 May

HOUSTON, TEXAS
ILS Rwy 9 SA CAT I

BRIEFING STRIP ™

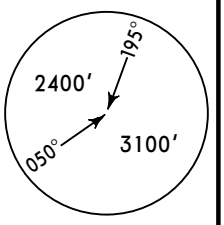
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3	118.575	121.7

LOC	Final	GS	SA CAT I ILS	
IUYO	Apch Crs	HYWAY	RA 149′	Apt Elev 96′
110.9	087°	2000′ (1909′)	DA(H) 241′(150′)	Rwy 9 91′

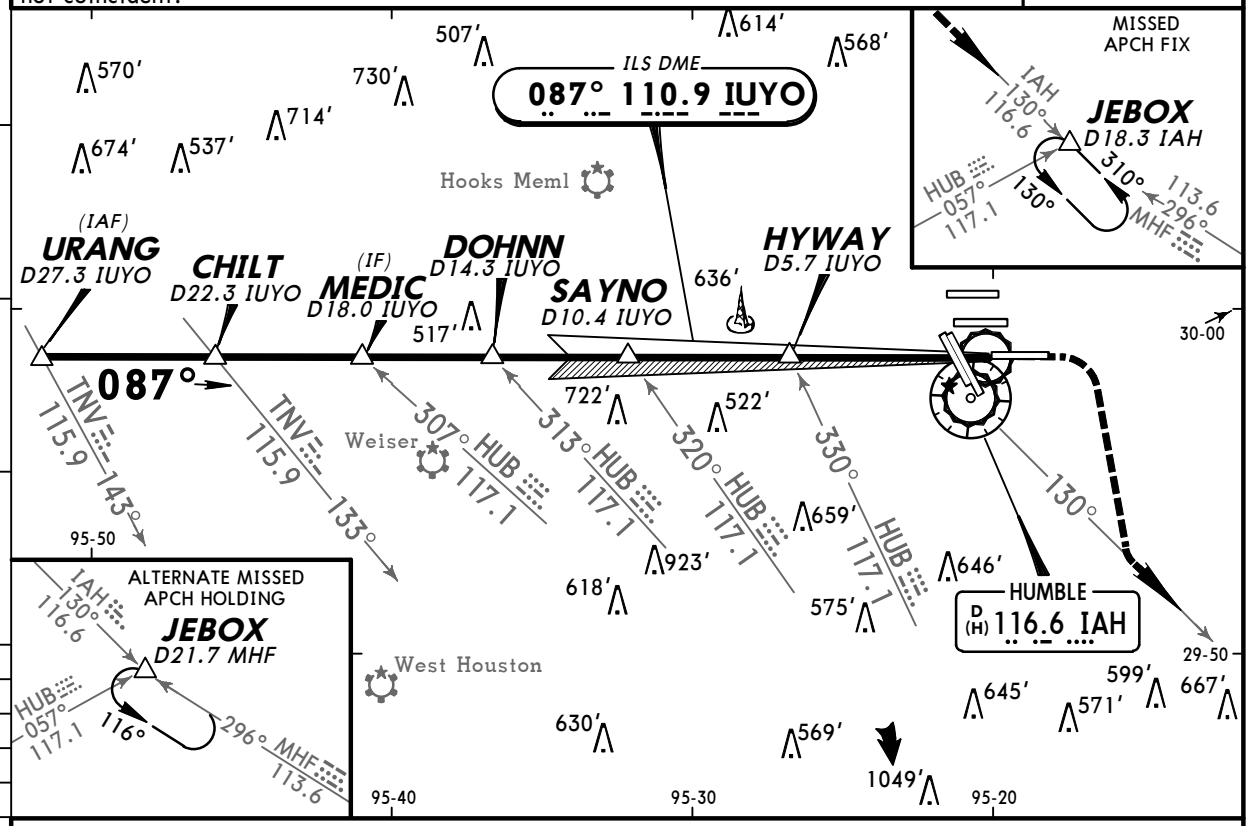
MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-130 to JEBOX INT/D18.3 IAH and hold, or as directed by ATC.

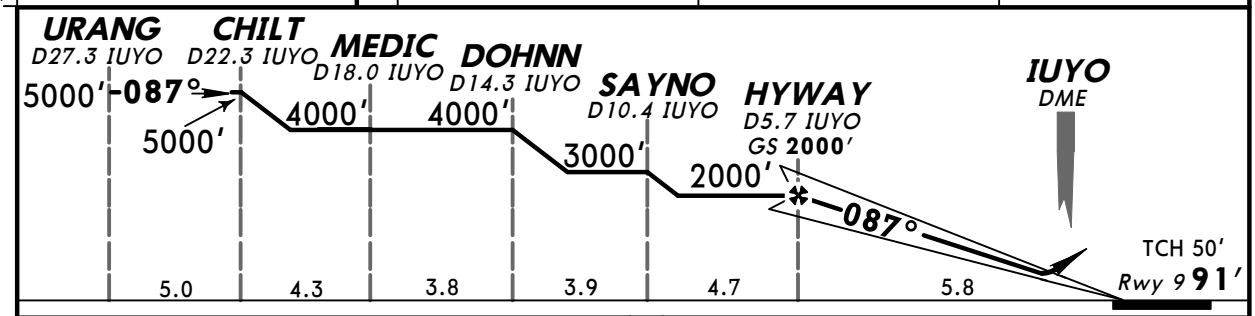
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special aircrew and aircraft certification required. 2. Radar required.
3. Simultaneous approach authorized with Rwys 8L/8R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR
PAPI

580′

3000′ RT on IAH 116.6 R-130

JEBOX

TERPS

STRAIGHT-IN LANDING RWY9
1 SA CAT I ILS

RA 149′
DA(H) **241′** (150′)

RVR 14

1 Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 10 29 MAY 2014

CHANGES: New procedure.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (71-3B) Eff 29 May

HOUSTON, TEXAS
ILS Rwy 9 SA CAT II

BRIEFING STRIP ™

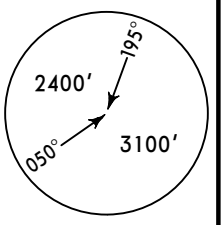
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3	118.575	121.7

LOC	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 96′
IUYO	087°	HYWAY 2000′ (1909′)	RA 99′	Rwy 9 91′
110.9			DA(H) 191′(100′)	

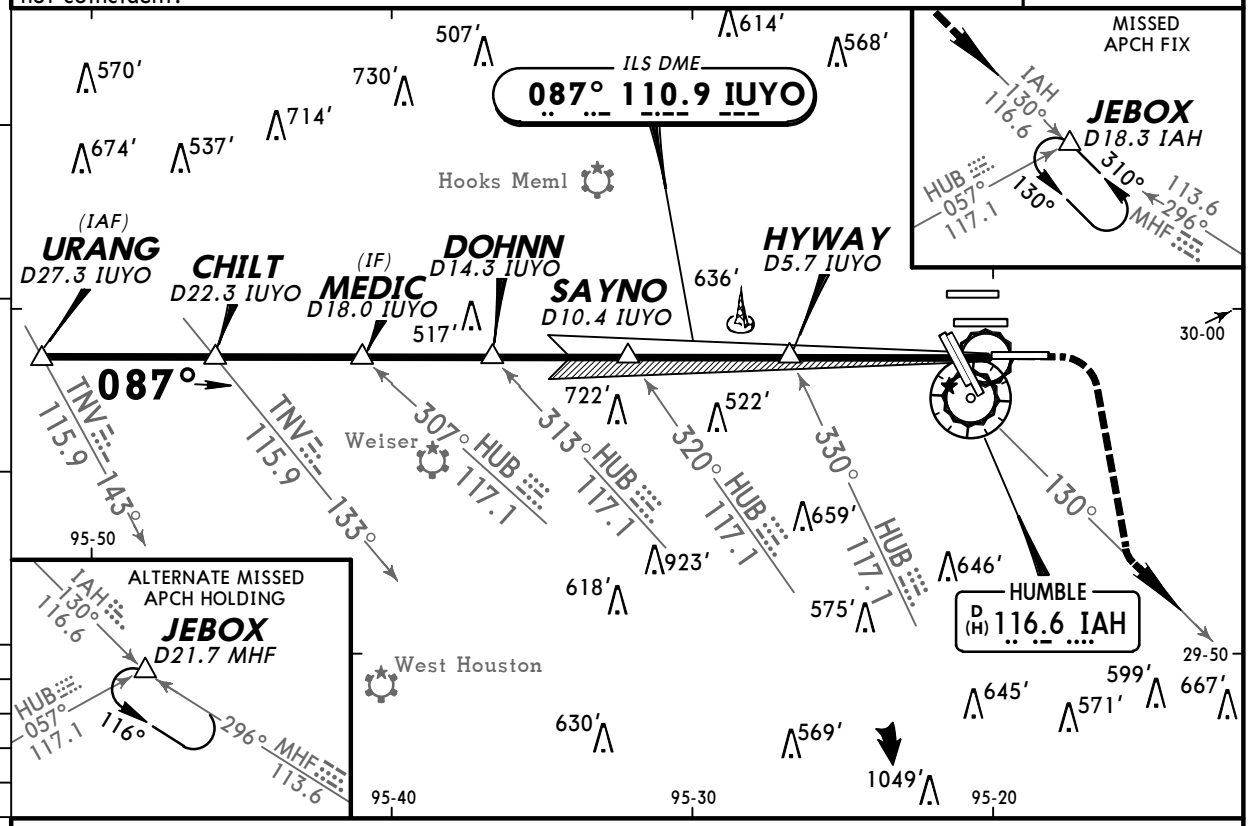
MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-130 to JEBOX INT/D18.3 IAH and hold, or as directed by ATC.

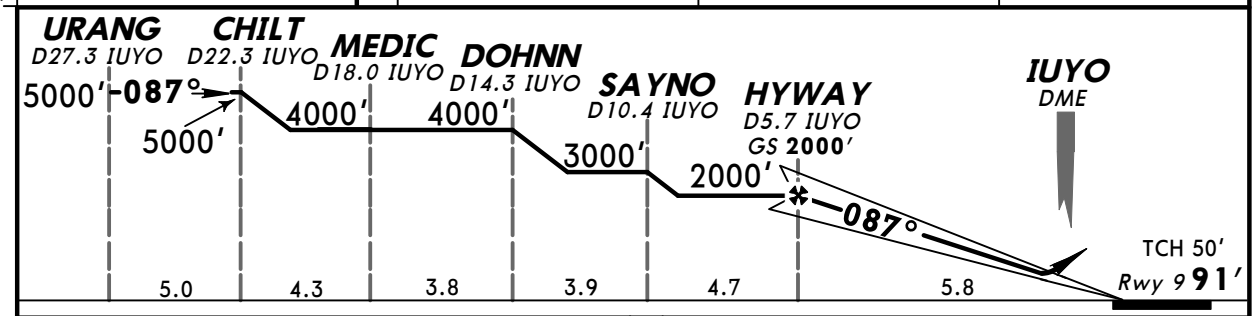
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special aircrew and aircraft certification required. 2. Radar required.
3. Simultaneous approach authorized with Rwys 8L & 8R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR PAPI | 580′ | 3000′ RT on IAH 116.6 R-130 | JEBOX

TERPS

STRAIGHT-IN LANDING RWY9
1 SA CAT II ILS

RA 99′
DA(H) **191′**(100′)

RVR 12

1 Reduced Lighting: Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 10 29 MAY 2014

CHANGES: Procedure.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (71-4) Eff 29 May

HOUSTON, TEXAS
ILS or LOC Rwy 15R

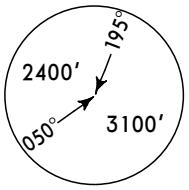
BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15R/33L, 15L/33R	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15R/33L, 15L/33R	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	120.72	125.35	135.15	121.7	118.575

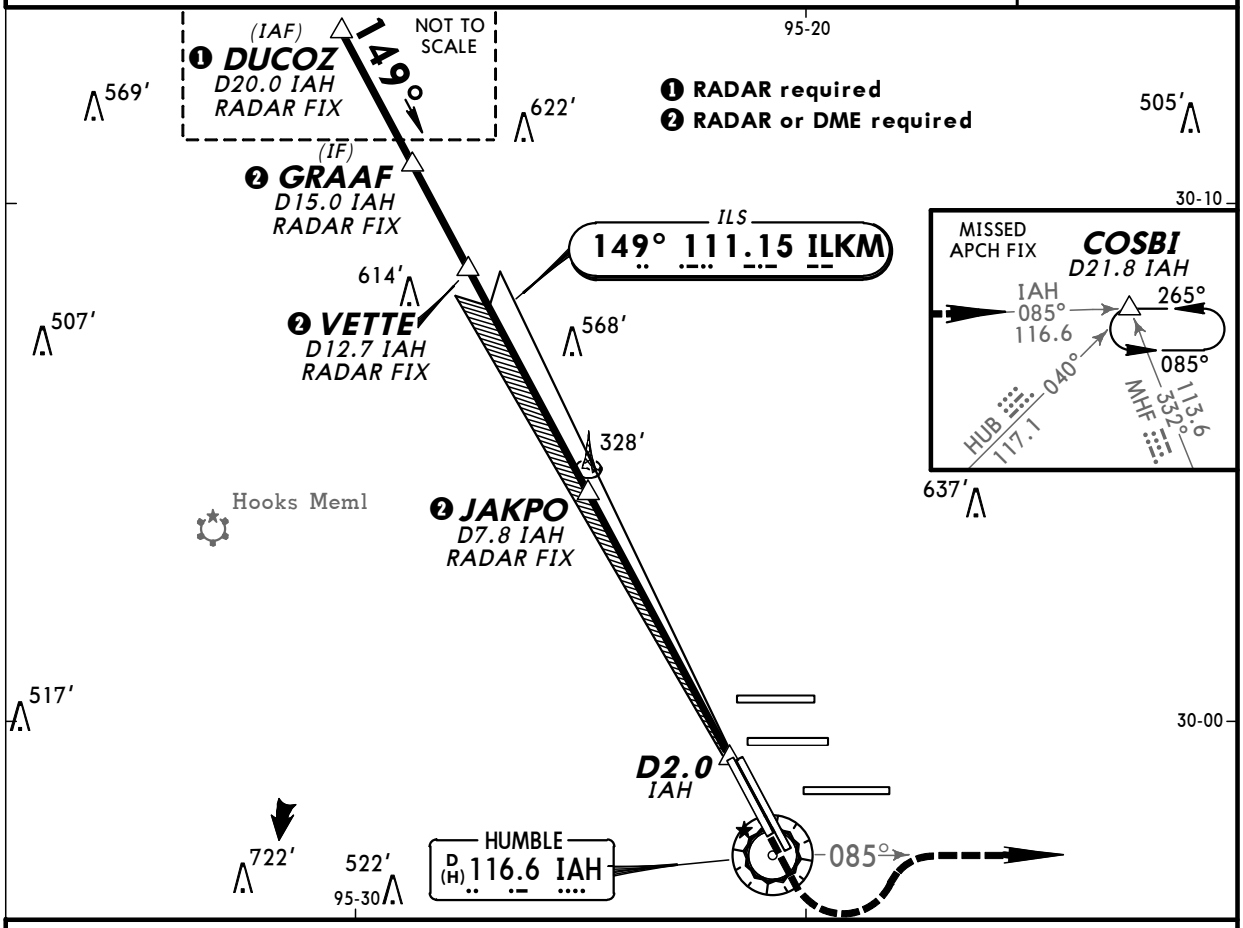
LOC	Final	GS	ILS	
ILKM	Apch Crs	JAKPO	DA(H)	Apt Elev 96′
111.15	149°	2000′ (1904′)	296′ (200′)	Rwy 15R 96′

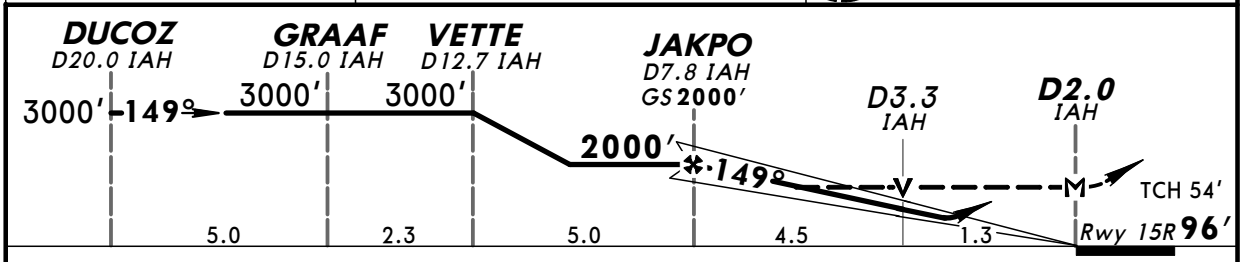
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 2000′ outbound on IAH VOR R-085 to COSBI INT/D21.8 IAH and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME or Radar required. 2. DME from IAH VOR, simultaneous reception of ILKM and IAH DME required. 3. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IAH or JAKPO to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR PAPI | 1000′ | 2000′ LT on IAH 116.6 R-085 | COSBI

TERPS STRAIGHT-IN LANDING RWY 15R

	ILS DA(H) 296′ (200′)			LOC (GS out) MDA(H) 580′ (484′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D						

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 29 MAY 2014

CHANGES: Procedure modified.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15 (71-5)

HOUSTON, TEXAS
ILS or LOC Rwy 26L

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC IJYV	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
109.7	267°	JEPNI 2000′ (1905′)	295′ (200′)	TDZE 95′

MISSED APCH: Climb to 3000′ then LEFT turn heading 240° and outbound IAH VOR R-270 to LUCEP INT/D22.9 IAH and hold, or as directed by ATC.

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

1. GPS or Radar required. 2. Simultaneous approach authorized with Rwys 26R & 27.
3. VGSI and ILS glidepath not coincident.

MSA IAH VOR
195°
2400′
050°
3100′

MISSED APCH FIX
TNV 133° 115.9
LUCEP
D22.9 IAH
090°
270°
IAH 116.6
240° hdg
30-10

ALTERNATE MISSED APCH HOLDING
TNV 133° 115.9
LUCEP
085°
265°
BVP 326
265°
(ADF REQUIRED)

ILS DME
267° 109.7 IJYV

D1.7 IJYV
SOROY D4.0 IJYV
JEPNI D7.6 IJYV
GRIEG D18.9 IJYV (IF)
KERNS D11.6 IJYV
MKAYE D23.1 IJYV
VANNN D28.1 IJYV
IM
HUMBLE D (H) 116.6 IAH
117.1 HUB

BOZZZ (IAF) 2.9 248° 7000
GARRR (IAF) 3.0 287° 7000

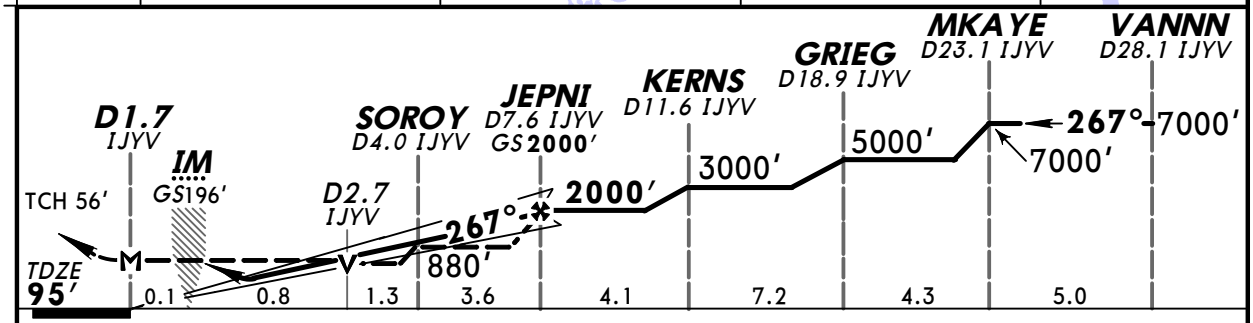
637′ 569′ 563′ 564′ 549′ 517′ 201′ 235′ 570′ 646′ 590′

DAS 116.9 225° 213°

004° 015° 031° 038°

30-00 29-50 95-20 95-10 95-00 94-50

❶ Max 210 KIAS.
❷ MANDATORY 8000.
❸ MANDATORY 7000.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IJYV or JEPNI to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-II PAPI 3000′ LT 240° hdg and IAH 116.6 R-270

TERPS STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 295′ (200′)			LOC (GS out) MDA(H) 460′ (365′) ❷ With SOROY		LOC (GS out) MDA(H) 880′ (785′) Without SOROY	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						RVR 40 or 3/4	RVR 60 or 1 1/4
C				RVR 35 or 5/8	RVR 50 or 1	1 3/4	2 1/2
D							

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME Required.

TERPS AMEND 21B 5 MAR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON — HOUSTON, TEXAS

JEPPESEN 27 FEB 15 (71-5A) ILS Rwy 26L CAT II & III

BRIEFING STRIP™

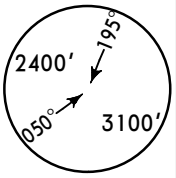
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev	TDZE
IJYV 109.7	267°	JEPNI 2000′ (1905′)	NA	Refer to Minimums		RA 100′ DA(H) 195′ (100′)	96′	95′

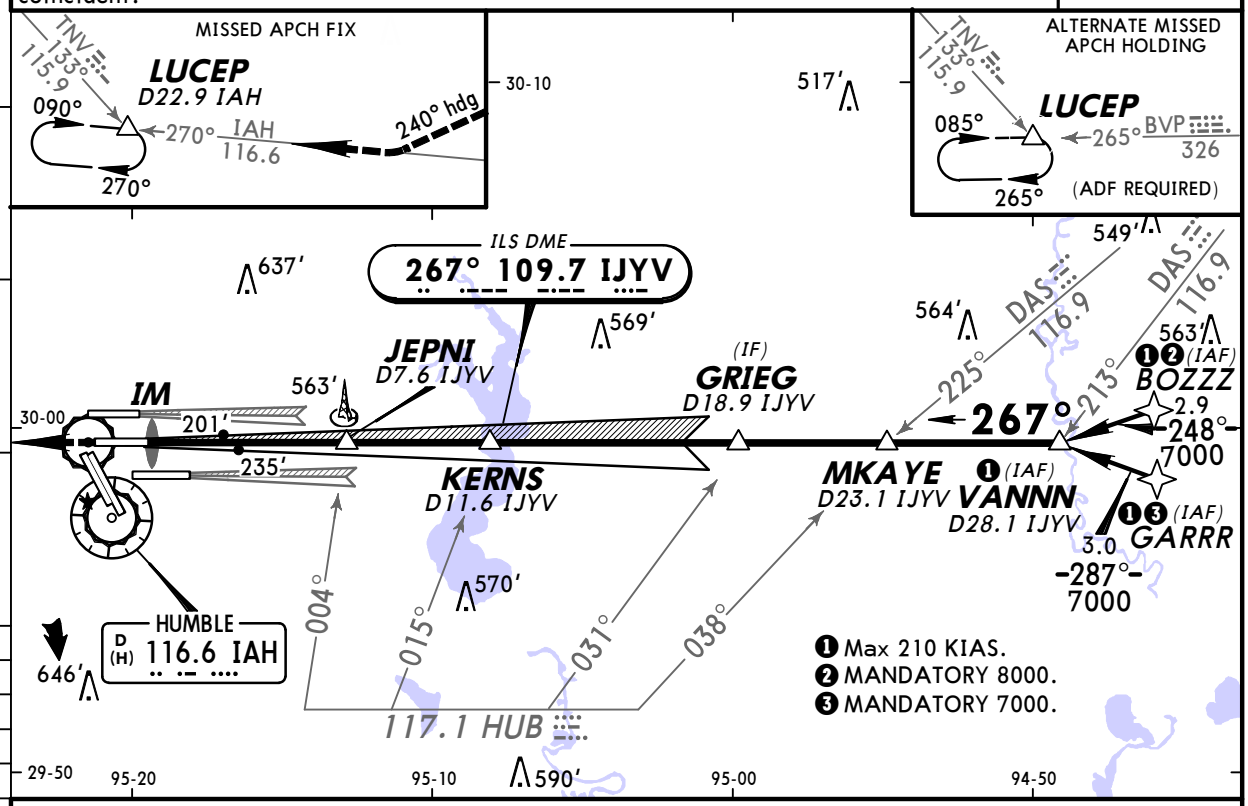
MISSED APCH: Climb to 3000′ then LEFT turn heading 240° and outbound IAH VOR R-270 to LUCEP INT/D22.9 IAH and hold, or as directed by ATC.

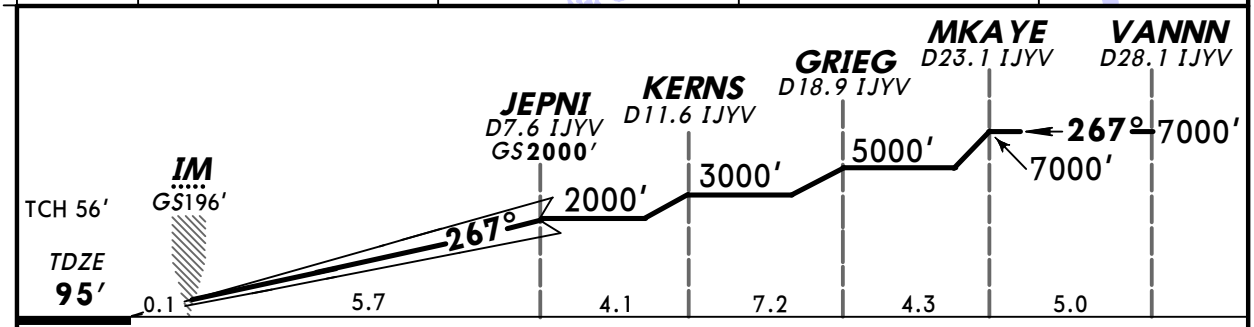
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwys 26R & 27. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 3000′ | LT | 240° hdg and IAH 116.6 R-270

TERPS STRAIGHT-IN LANDING RWY26L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 195′ (100′)
NA	RVR 6	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 21B 5 MAR 2015

CHANGES: TDZE, minimums.

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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN

27 FEB 15 (71-5B)

HOUSTON, TEXAS
ILS Rwy 26L SA CAT I

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

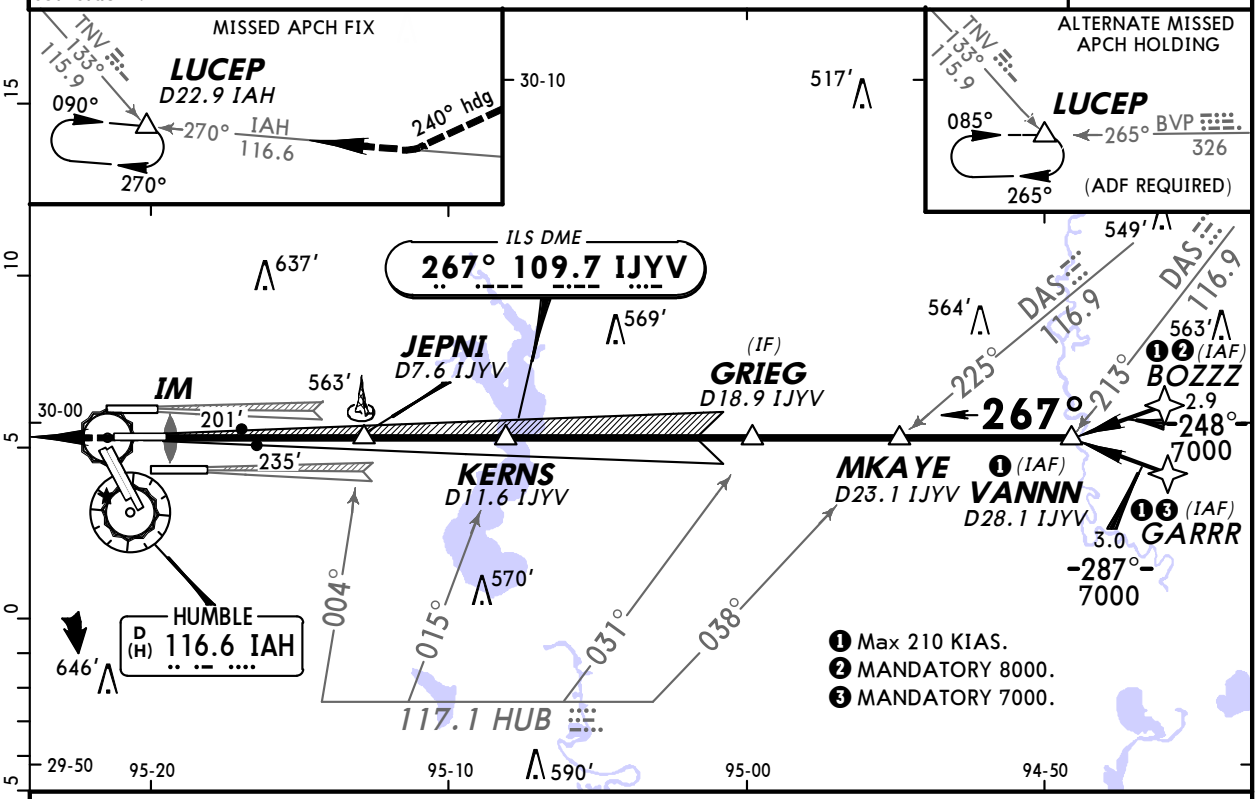
LOC	Final	GS	SA CAT I ILS	Apt Elev 96′
IJYV	Apch Crs	JEPNI	RA 152′	TDZE 95
109.7	267°	2000′ (1905′)	DA(H) 245′ (150′)	

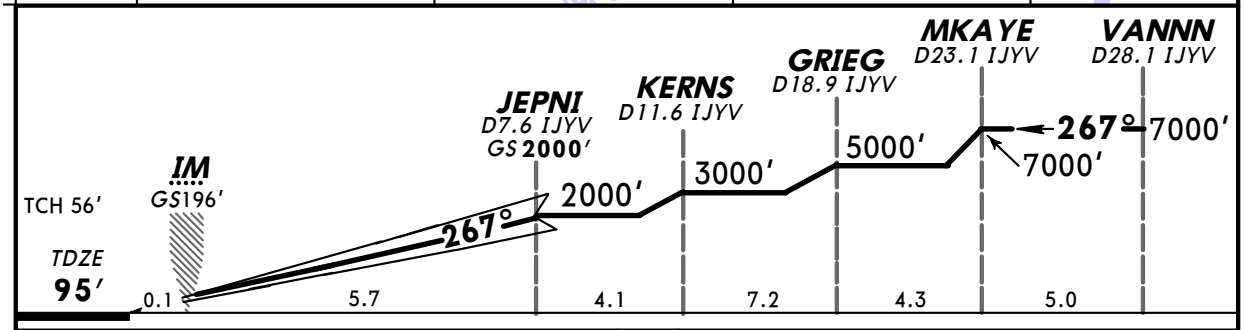
MISSED APCH: Climb to 3000′ then LEFT turn heading 240° and outbound IAH VOR R-270 to LUCEP INT/D22.9 IAH and hold, or as directed by ATC.

2400′ 195° 050° 3100′
MSA IAH VOR

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

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwys 26R & 27. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 3000′ | LT | 240° hdg and IAH 116.6 R-270

TERPS

STRAIGHT-IN LANDING RWY **26L**

1 SA CAT I ILS
RA 152′
DA(H) **245′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 21B 5 MAR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15
71-6

HOUSTON, TEXAS
ILS or LOC Rwy 26R

BRIEFING STRIP™

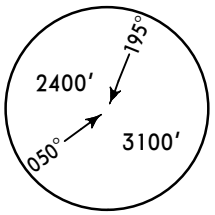
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC IOND	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
111.55	267°	OWELL 2000′ (1904′)	296′ (200′)	TDZE 96′

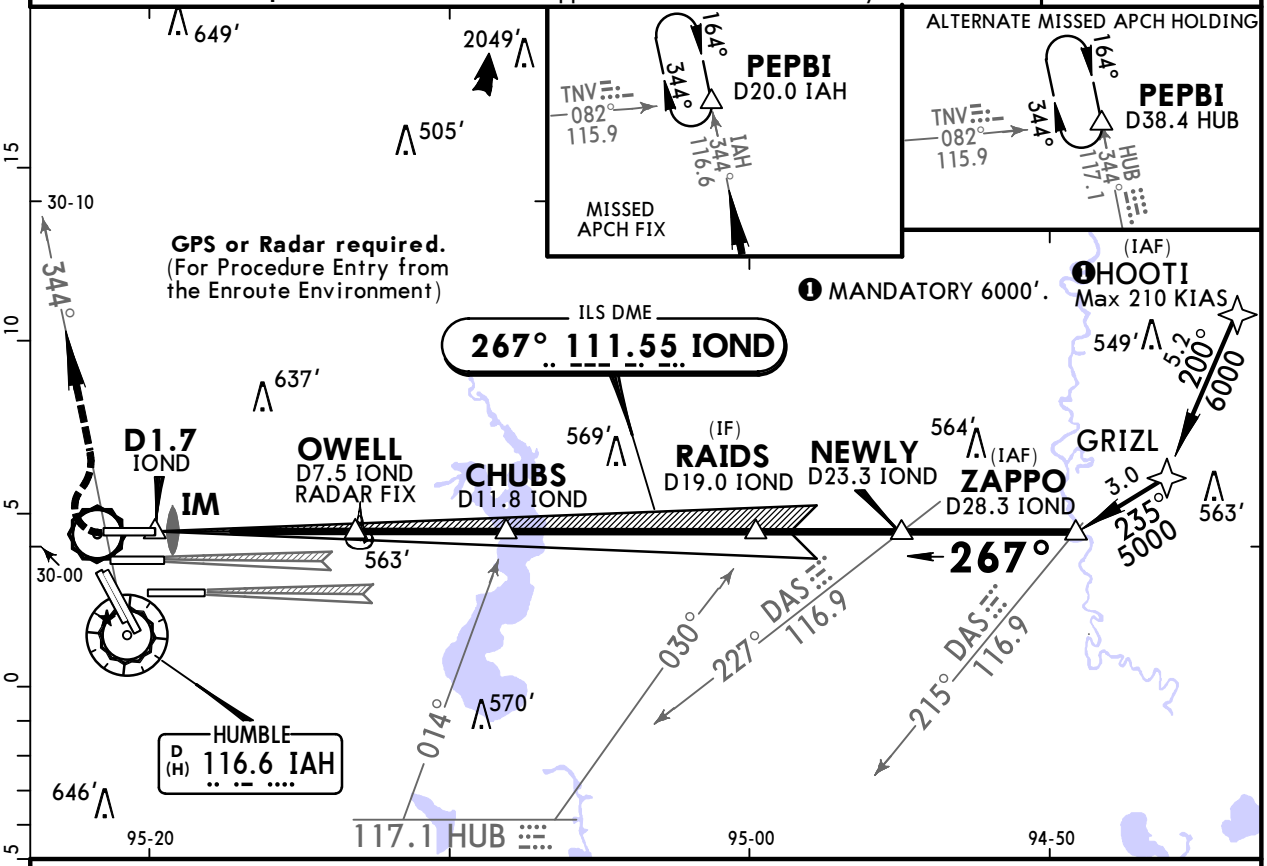
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-344 to PEPBI INT/D20.0 IAH and hold, or as directed by ATC.

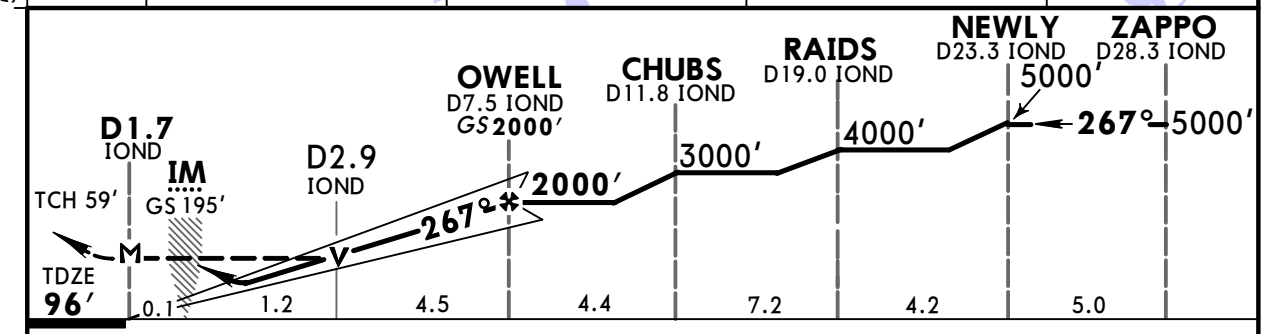
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME or Radar required. 2. Simultaneous approach authorized with Rwys 26L and 27.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 IOND or OWELL to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-II | 600′ | 3000′ RT on IAH 116.6 R-344 | PEPBI

TERPS STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 296′ (200′)			LOC (GS out) MDA(H) 560′ (464′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 50 or 1	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 24 APR 15 (71-6A)

HOUSTON, TEXAS
ILS Rwy 26R CAT II & III

BRIEFING STRIP ™

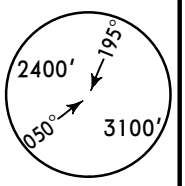
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC IOND	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II	Apt Elev / TDZE
111.55	267°	OWELL 2000′ (1904′)	NA	Refer to Minimums	RA 99′ DA(H) 196′ (100′)	96′ / 96′

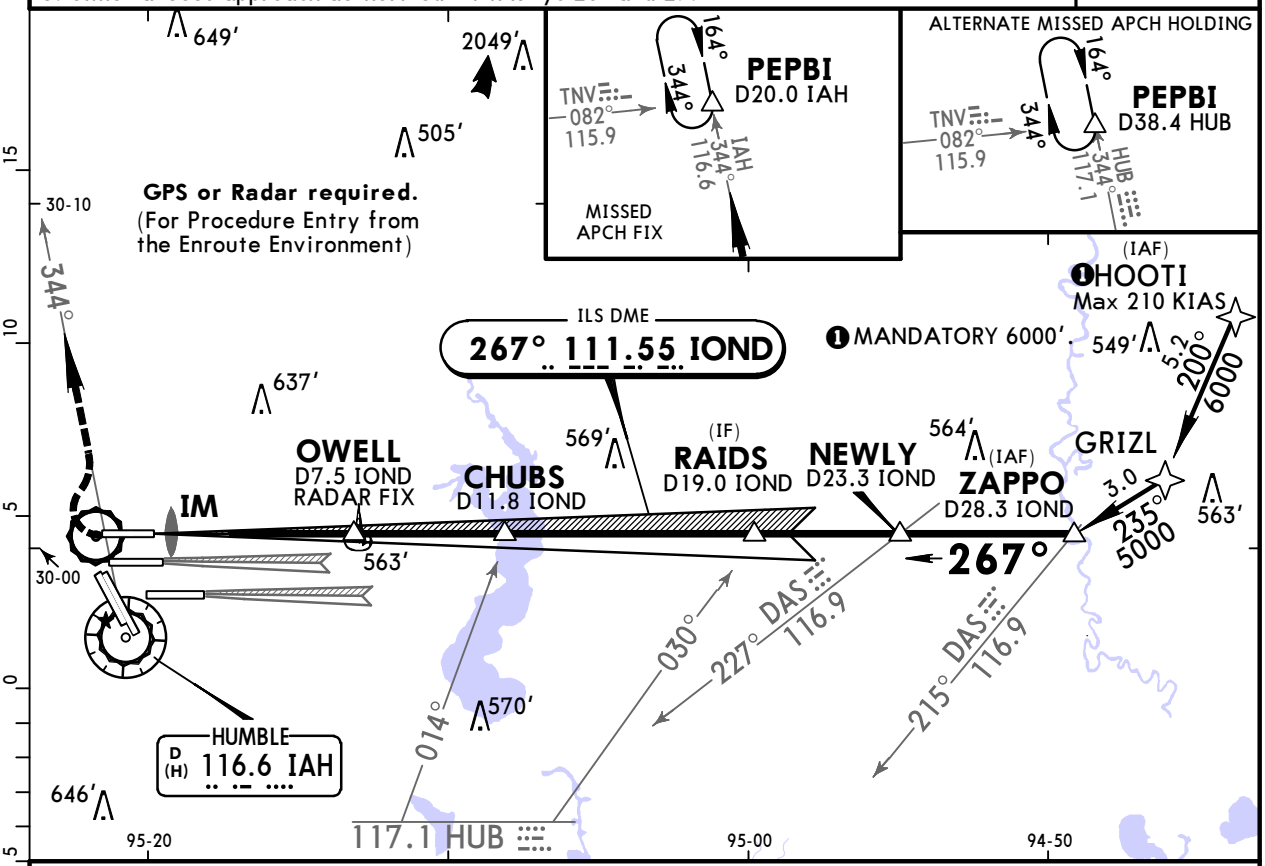
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-344 to PEPBI INT/D20.0 IAH and hold, or as directed by ATC.

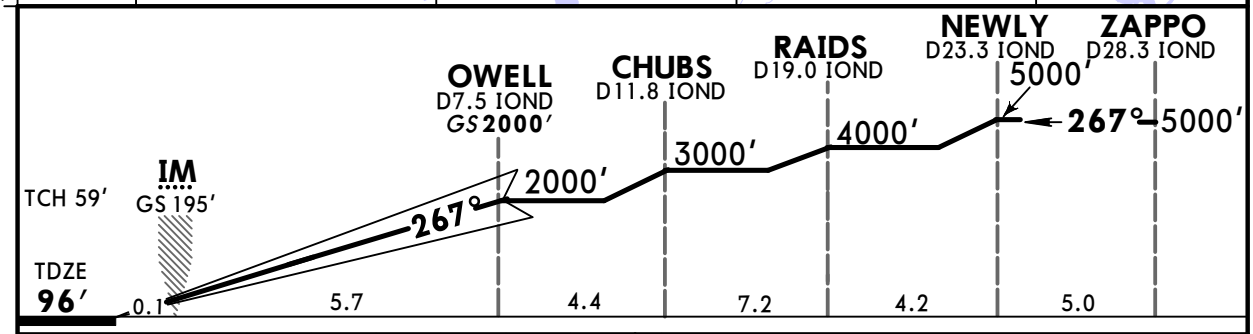
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwys 26L and 27.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 600′ | 3000′ RT | IAH on 116.6 R-344 | PEPBI

TERPS STRAIGHT-IN LANDING RWY **26R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 99′ DA(H) 196′ (100′)
NA	RVR 6	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 4A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15
71-6B

HOUSTON, TEXAS
ILS Rwy 26R SA CAT I

BRIEFING STRIP ™

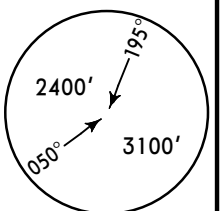
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC IOND	Final Apch Crs	GS	SA CAT I	Apt Elev 96′
111.55	267°	OWELL 2000′ (1904′)	RA 157′ DA(H) 246′(150′)	TDZE 96′

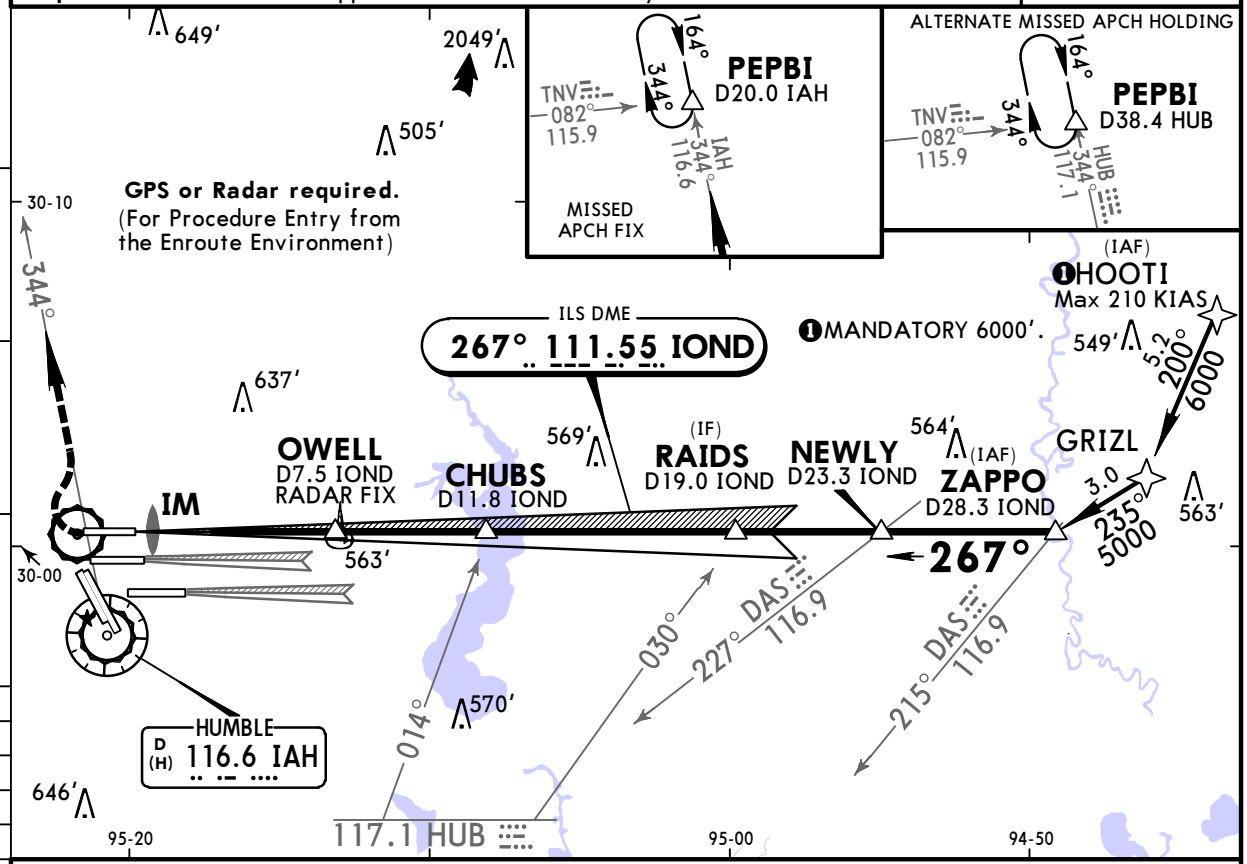
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ outbound via IAH VOR R-344 to PEPBI INT/D20.0 IAH and hold, or as directed by ATC.

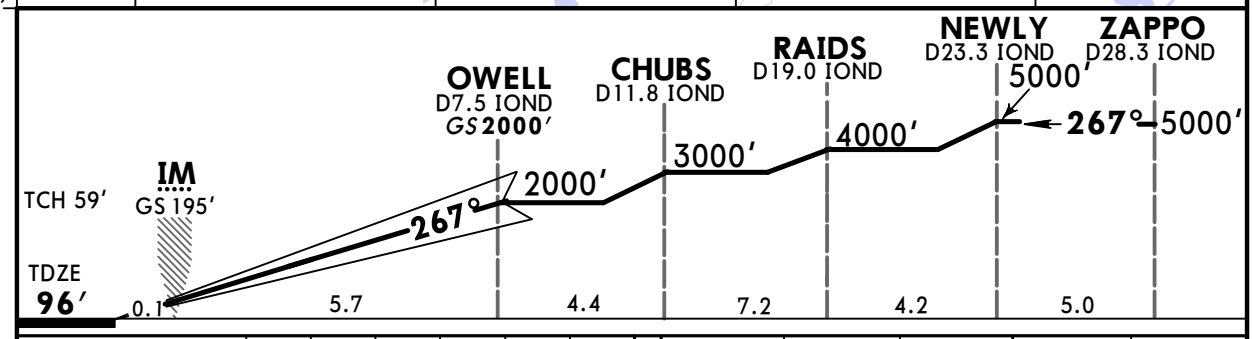
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 26L and 27.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 600′ | 3000′ RT | IAH on 116.6 R-344 | PEPBI

TERPS

STRAIGHT-IN LANDING RWY **26R**

1 **SA CAT I ILS**

RA 157′

DA(H) **246′**(150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 4A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (71-7)

HOUSTON, TEXAS
ILS or LOC Rwy 27

BRIEFING STRIP ™

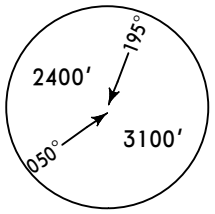
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LOC IGHI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
110.9	267°	REDOC 1500′ (1413′)	287′ (200′)	TDZE 87′

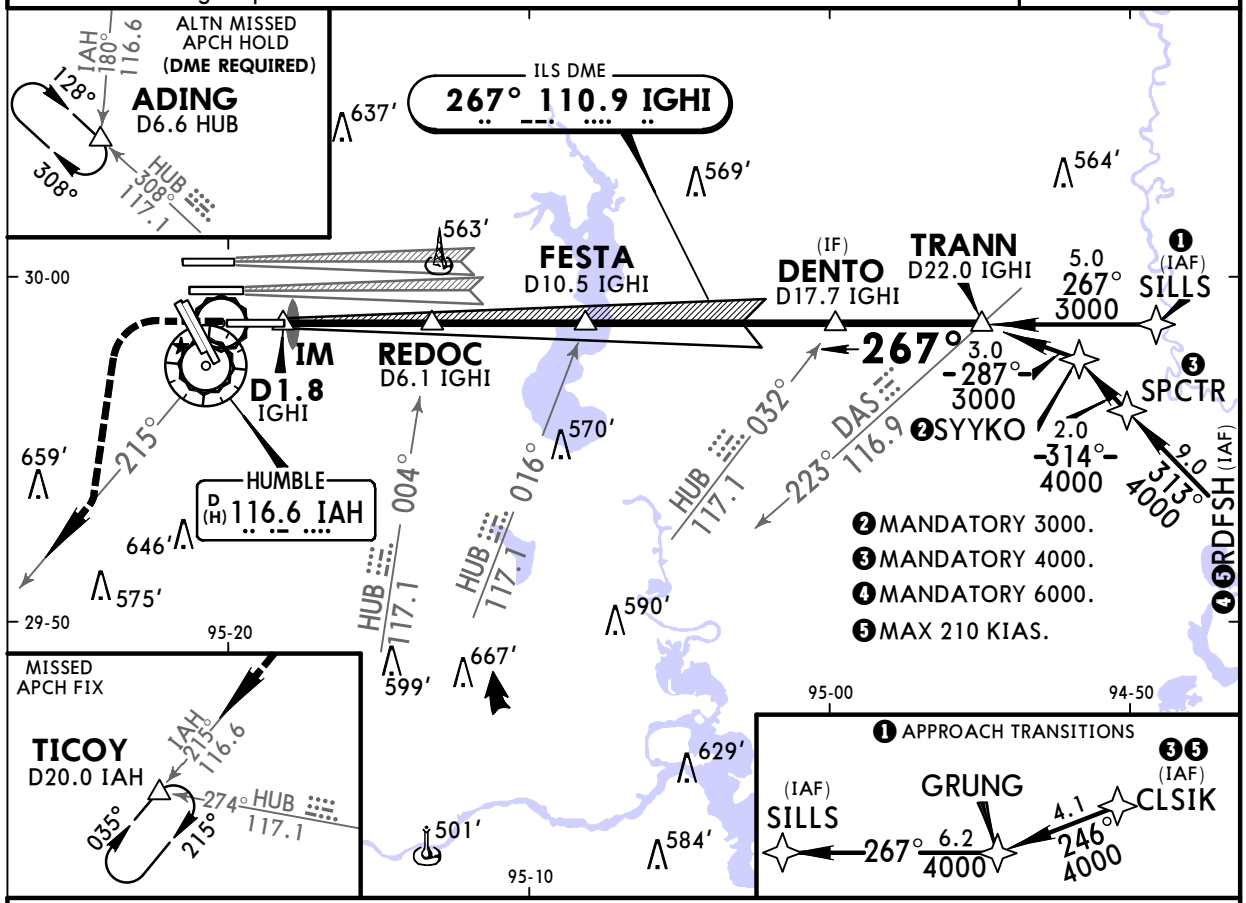
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ outbound on IAH VOR R-215 to TICOY INT/D20.0 IAH and hold, or as directed by ATC.

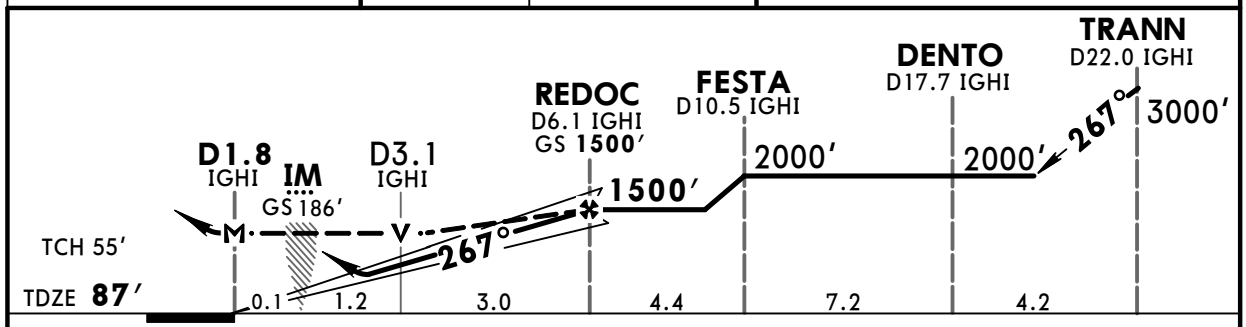
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or Radar required. 2. Simultaneous approach authorized with Rwy 26L/R.
3. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IGHI or REDOC to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

ALSF-II
PAPI

560′

3000′ LT on IAH 116.6 R-215

TICOY

TERPS

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 287′ (200′)			LOC (GS out) MDA(H) 560′ (473′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 50 or 1	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10B 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15
71-7A

HOUSTON, TEXAS
ILS Rwy 27 CAT II & III

BRIEFING STRIP ™

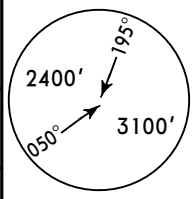
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LOC IGHI	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
110.9	267°	REDOC 1500′ (1413′)	NA	Refer to Minimums		RA 101′ DA(H) 187′ (100′)	96′ TDZE 87′

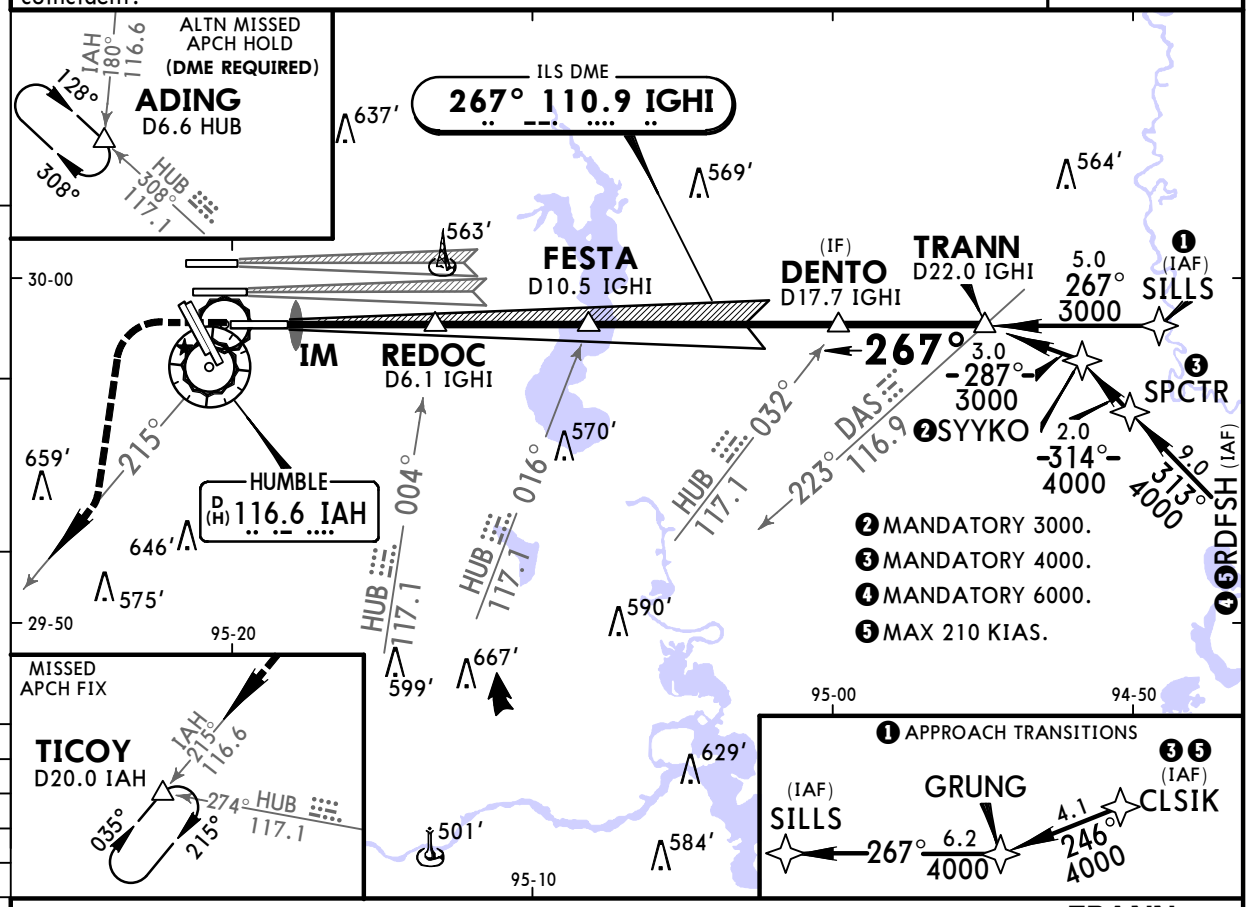
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ outbound on IAH VOR R-215 to TICOY INT/D20.0 IAH and hold, or as directed by ATC.

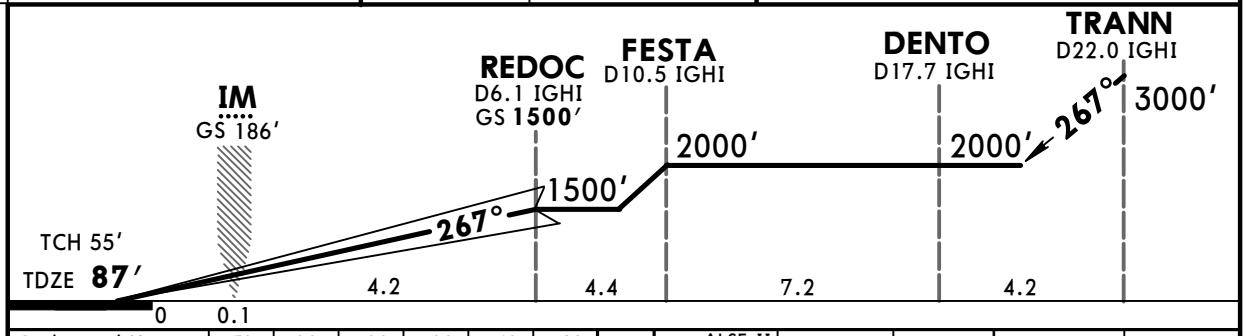
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwy 26L/R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
560′
3000′ LT on IAH 116.6 R-215
TICOY

TERPS

STRAIGHT-IN LANDING RWY **27**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 187′ (100′)
NA	RVR 6	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 10B 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (71-7B)

HOUSTON, TEXAS
ILS Rwy 27 SA CAT I

BRIEFING STRIP ™

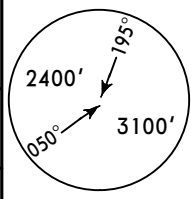
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LOC	Final	GS	SA CAT I ILS	
IGHI	Apch Crs	REDOC	RA 104′	Apt Elev 96′
110.9	267°	1500′ (1413′)	DA(H) 237′ (150′)	TDZE 87′

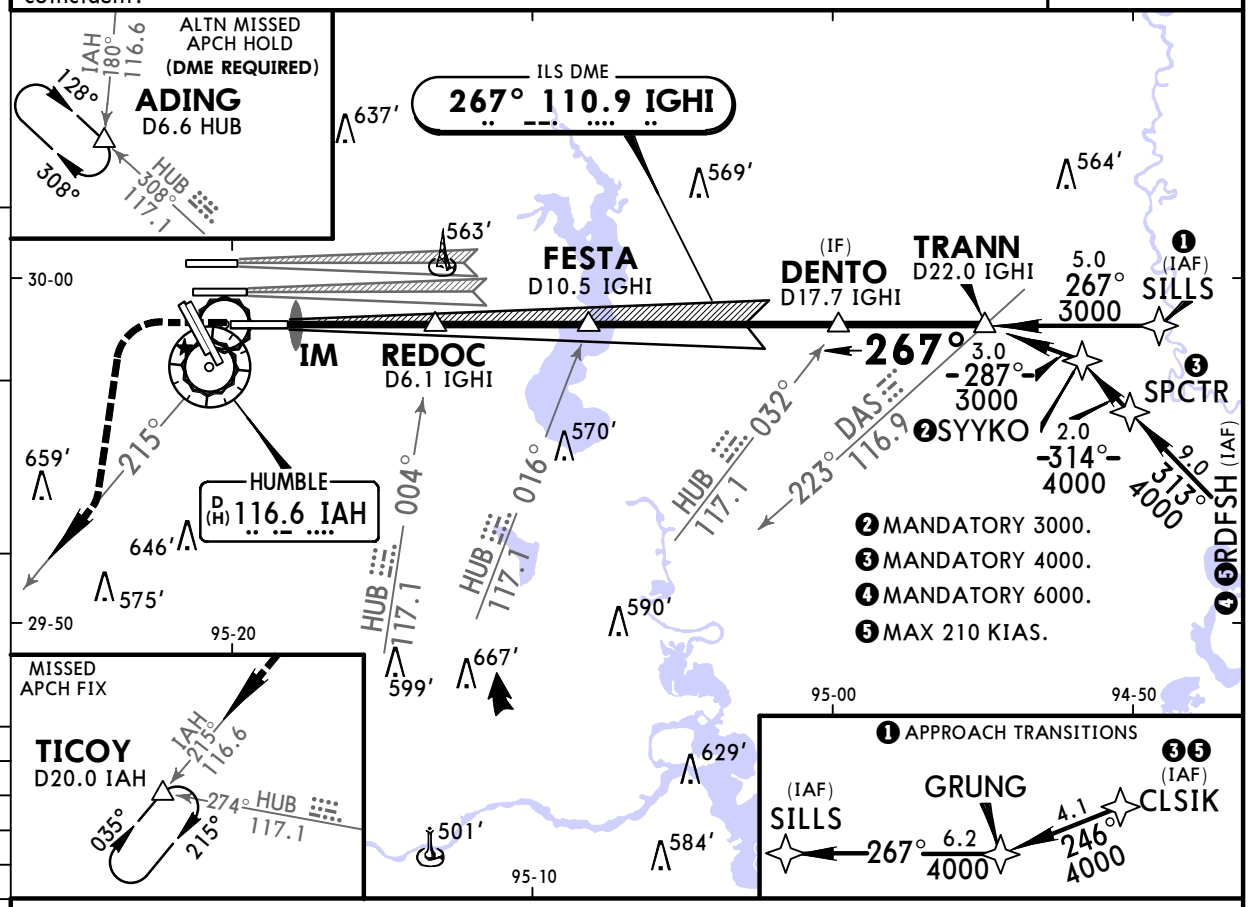
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ outbound on IAH VOR R-215 to TICOY INT/D20.0 IAH and hold, or as directed by ATC.

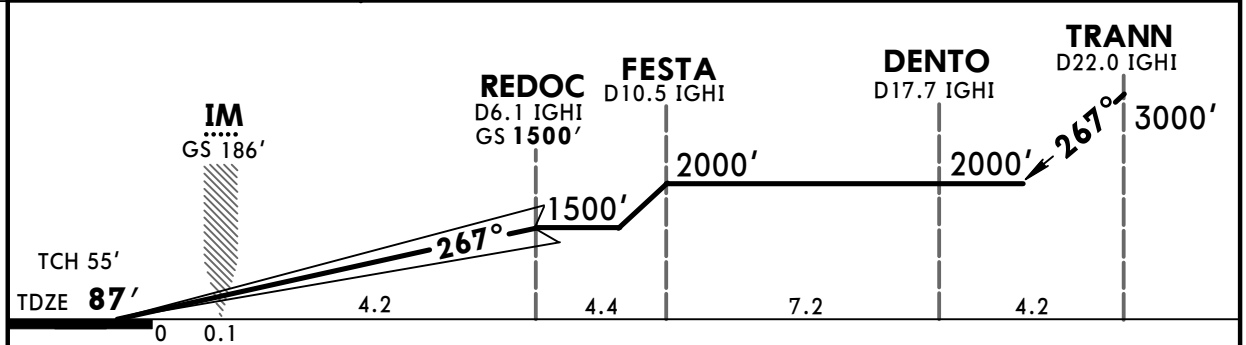
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwy 26L/R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

560′

3000′ LT on IAH 116.6 R-215

TICOY

TERPS

STRAIGHT-IN LANDING RWY 27

1 SA CAT I ILS
RA 104′
DA(H) 237′ (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 10B 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

23 MAY 14
Eff 29 May

JEPPESEN
71-8

HOUSTON, TEXAS
ILS or LOC Rwy 33R

BRIEFING STRIP ™

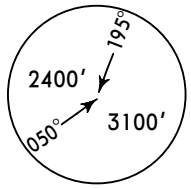
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15L/33R, 15R/33L	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	125.35	120.72	135.15	121.7	118.575

LOC ICDG	Final Apch Crs	GS JOLTE	ILS DA(H)	Apt Elev 96′
111.9	329°	1600′ (1514′)	286′ (200′)	Rwy 33R 86′

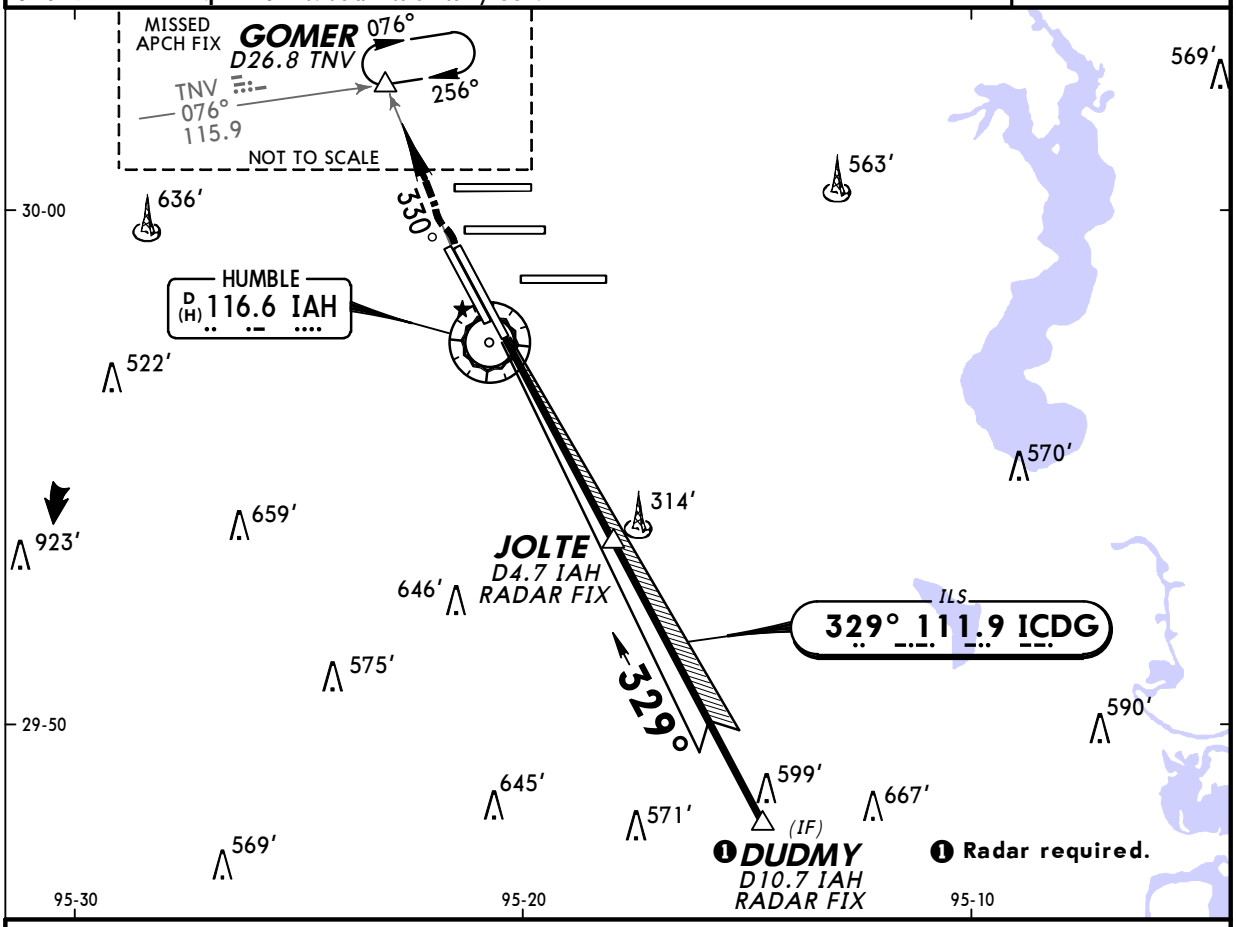
MISSED APCH: Climb to 2000′ outbound on IAH VOR R-330 to GOMER INT/D26.8 TNV and hold.

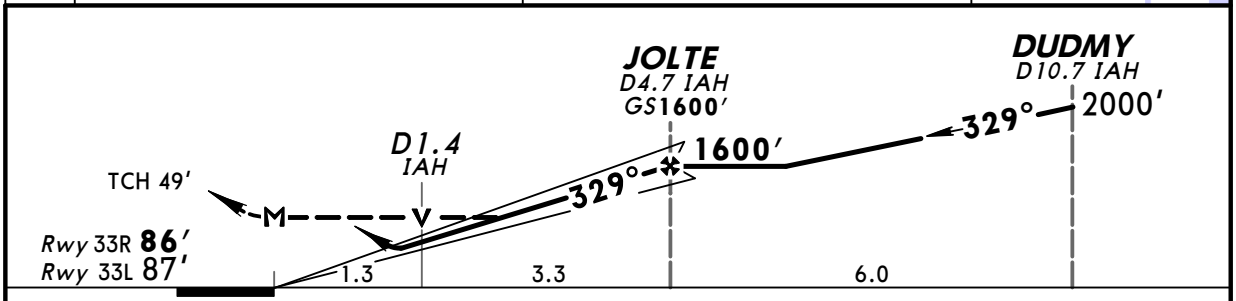
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. DME from IAH VOR. Simultaneous reception of ICDG and IAH DME required. 4. PAPI-R on Rwy 33L.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
JOLTE to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43

MALSR

2000′ IAH on 116.6 R-330 GOMER

TERPS

STRAIGHT-IN LANDING RWY 33R

	ILS DA(H) 286′ (200′)		LOC (GS out) MDA(H) 540′ (454′)			SIDESTEP LANDING RWY 33L
	FULL	RAIL or ALS out		RAIL out	ALS out	MDA(H) 540′ (453′)
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1
B						
C			RVR 45 or 7/8	RVR 55 or 1	1 3/8	1 1/2
D						2

1 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 13 29 MAY 2014

CHANGES: Procedure.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-1) Eff 5 Mar

HOUSTON, TEXAS
RNAV (GPS) Z Rwy 8L

BRIEFING STRIP ™

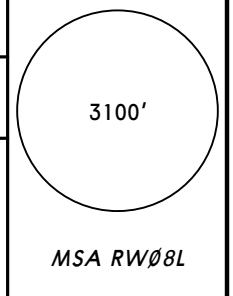
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

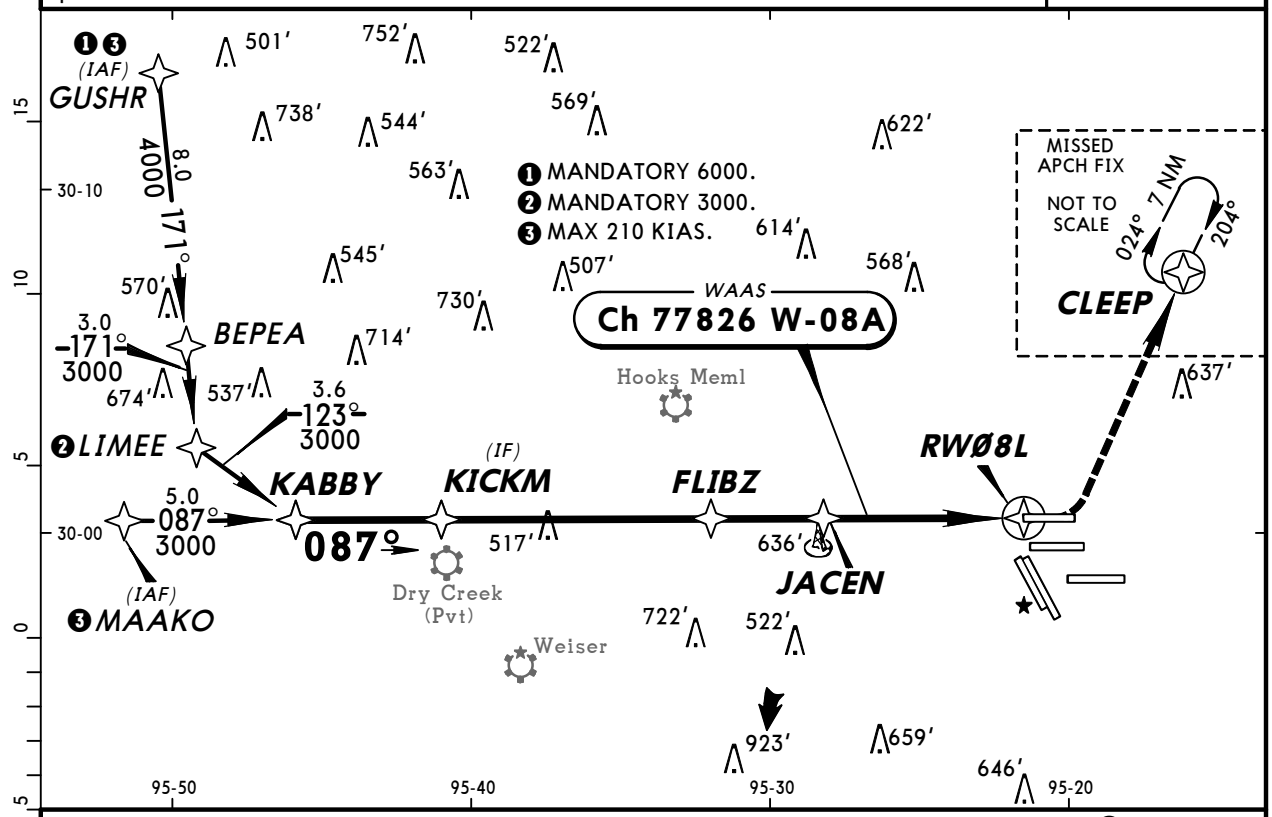
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96′
Ch 77826 W-08A	087°	JACEN 2000′ (1905′)	295′ (200′)	TDZE 95′

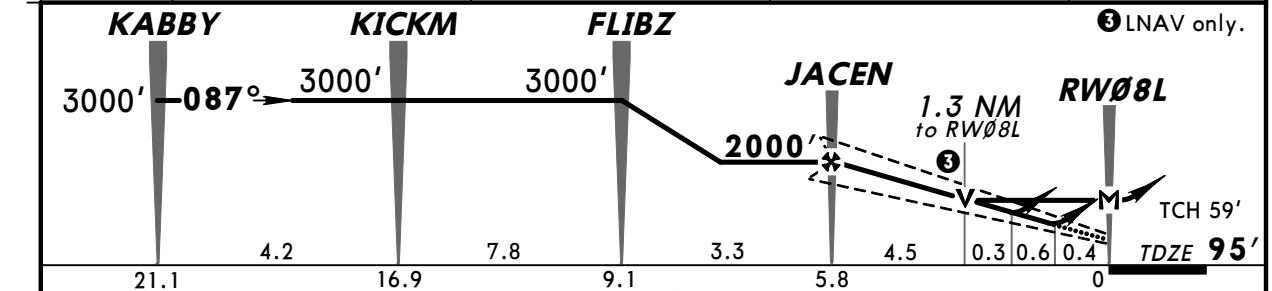
MISSED APCH: Climb to 580′, then climbing LEFT turn to 4000′ direct CLEEP and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 8R and Rwy 9. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

ALSF-II | 580′ | 4000′ LT | D | CLEEP

TERPS STRAIGHT-IN LANDING RWY **8L**

	LPV DA(H) 295′ (200′)		LNAV/VNAV DA(H) 486′ (391′)		❶ LNAV MDA(H) 580′ (485′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	1¼	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

❶ Not authorized during simultaneous operations.

TERPS AMEND 5B 5 MAR 2015

CHANGES: TDZE, LIMEE altitude restriction added, transition altitude, minimums.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-2) Eff 5 Mar

HOUSTON, TEXAS RNAV (GPS) Z Rwy 8R

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96'
Ch 53626 W-08B	087°	MATON 2000'(1905')	295'(200')	Rwy 8R 95'

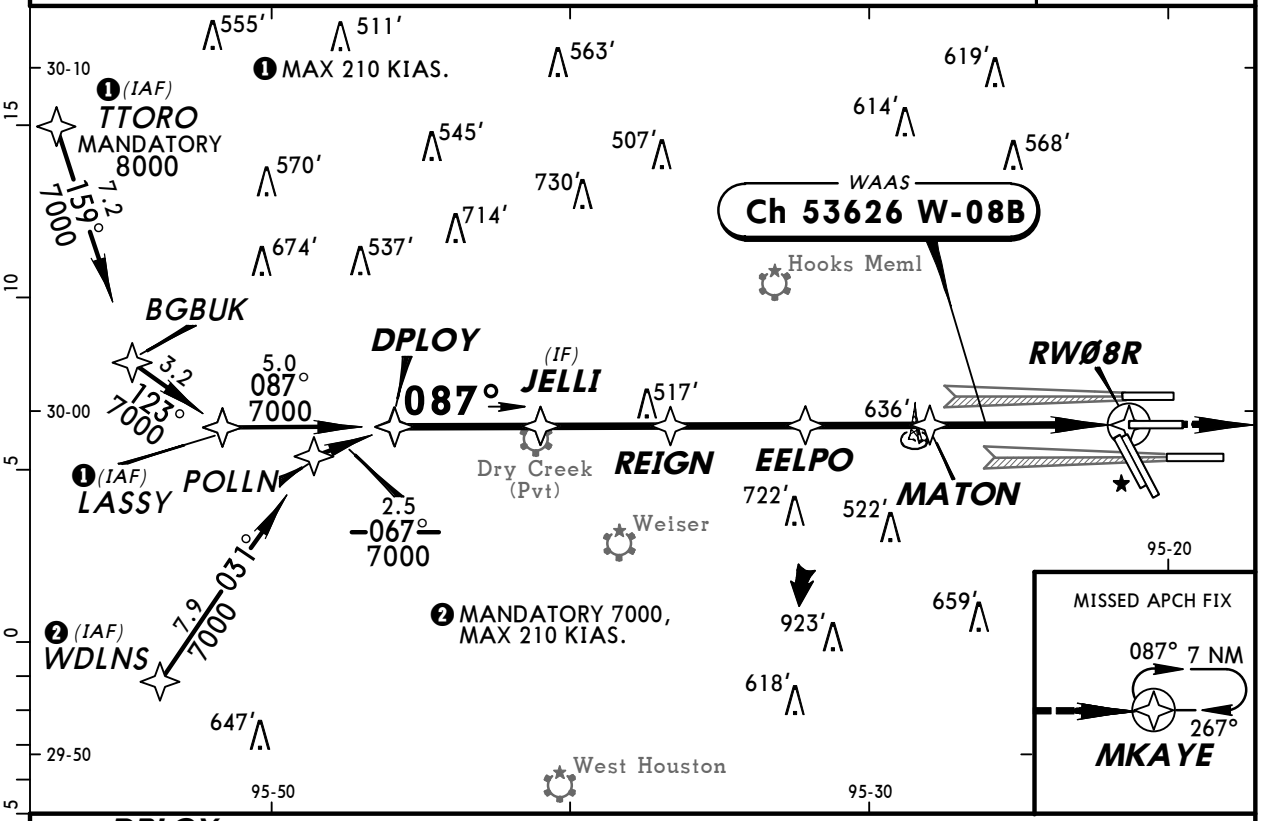
MISSED APCH: Climb to 3000' direct MKAYE and hold.

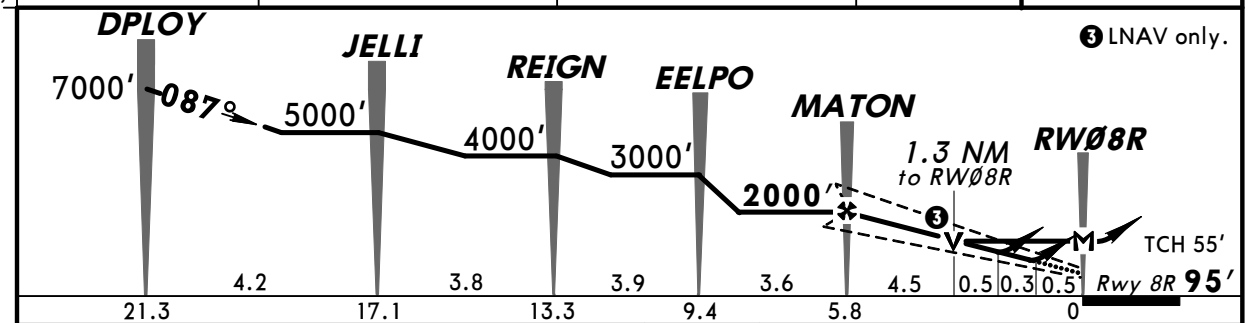
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 8L and Rwy 9. 6. Use of Flight Director or Autopilot providing RNAV track guidance during simultaneous operations.

3100'

MSA RWØ8R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8R						

MALSR PAPI 3000' D MKAYE

TERPS STRAIGHT-IN LANDING RWY **8R**

	LPV DA(H) 295'(200')			LNAV/VNAV DA(H) 420'(325')			1 LNAV MDA(H) 580'(485')		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 32 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C							RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D									

1 Not authorized during simultaneous operations.

TERPS AMEND 4A 24 JUL 2014

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (72-3) Eff 29 May

HOUSTON, TEXAS
RNAV (GPS) Z Rwy 9

BRIEFING STRIP ™

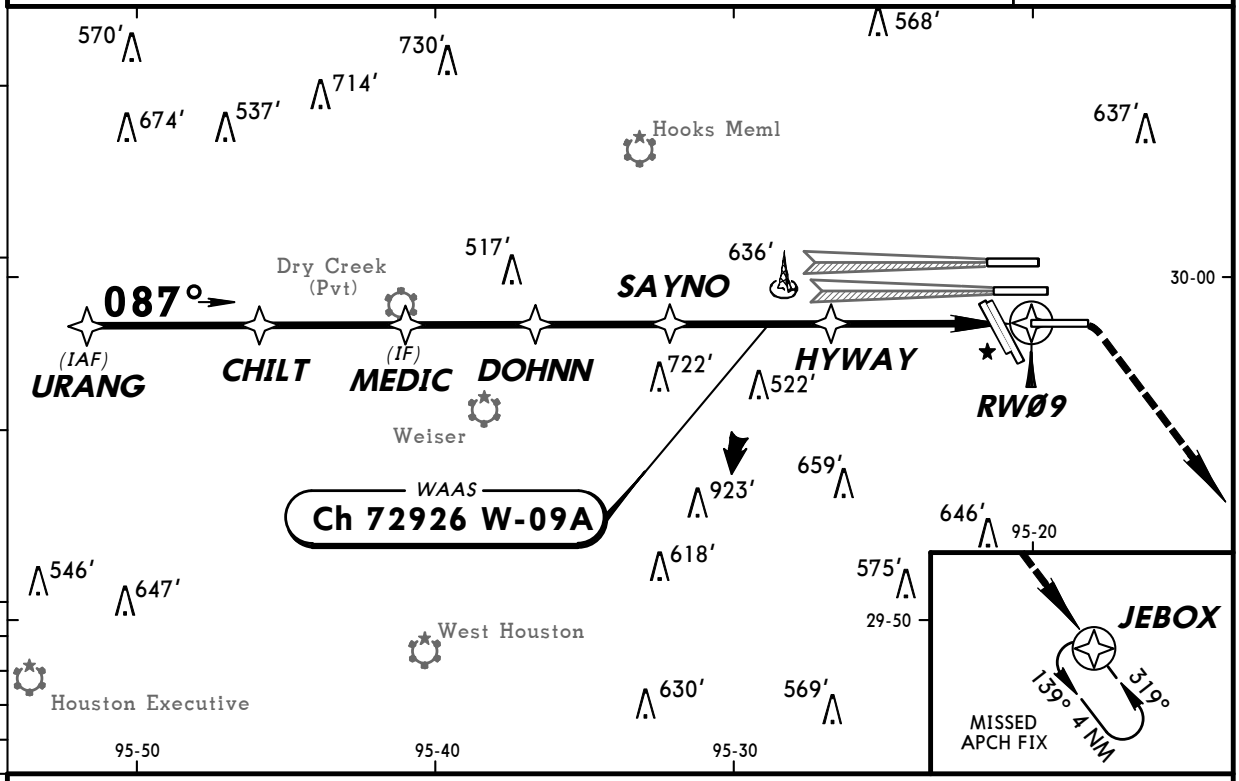
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

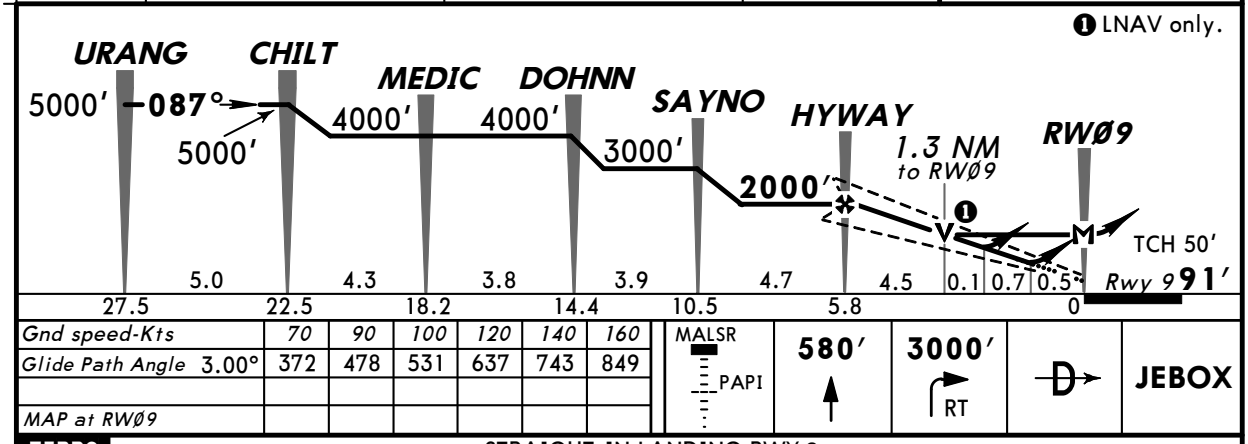
WAAS	Final Apch Crs	Minimum Alt HYWAY	LPV DA(H)	Apt Elev 96′
Ch 72926 W-09A	087°	2000′ (1909′)	291′ (200′)	Rwy 9 91′

MISSED APCH: Climb to 580′, then climbing RIGHT turn to 3000′ direct JEBOX and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 8L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160	MALSR / PAPI	580′	3000′ RT	D	JEBOX
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RWØ9											

TERPS STRAIGHT-IN LANDING RWY 9

TERPS AMEND 5 29 MAY 2014

	LPV DA(H) 291′ (200′)		LNAV/VNAV DA(H) 525′ (434′)		❶ LNAV MDA(H) 580′ (489′)		
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C					RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D							

❶ Not authorized during simultaneous operations.

CHANGES: Procedure.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (72-4) Eff 29 May

HOUSTON, TEXAS
RNAV (GPS) Rwy 15R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15R/33L, 15L/33R	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15R/33L, 15L/33R	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	120.72	125.35	135.15	121.7	118.575

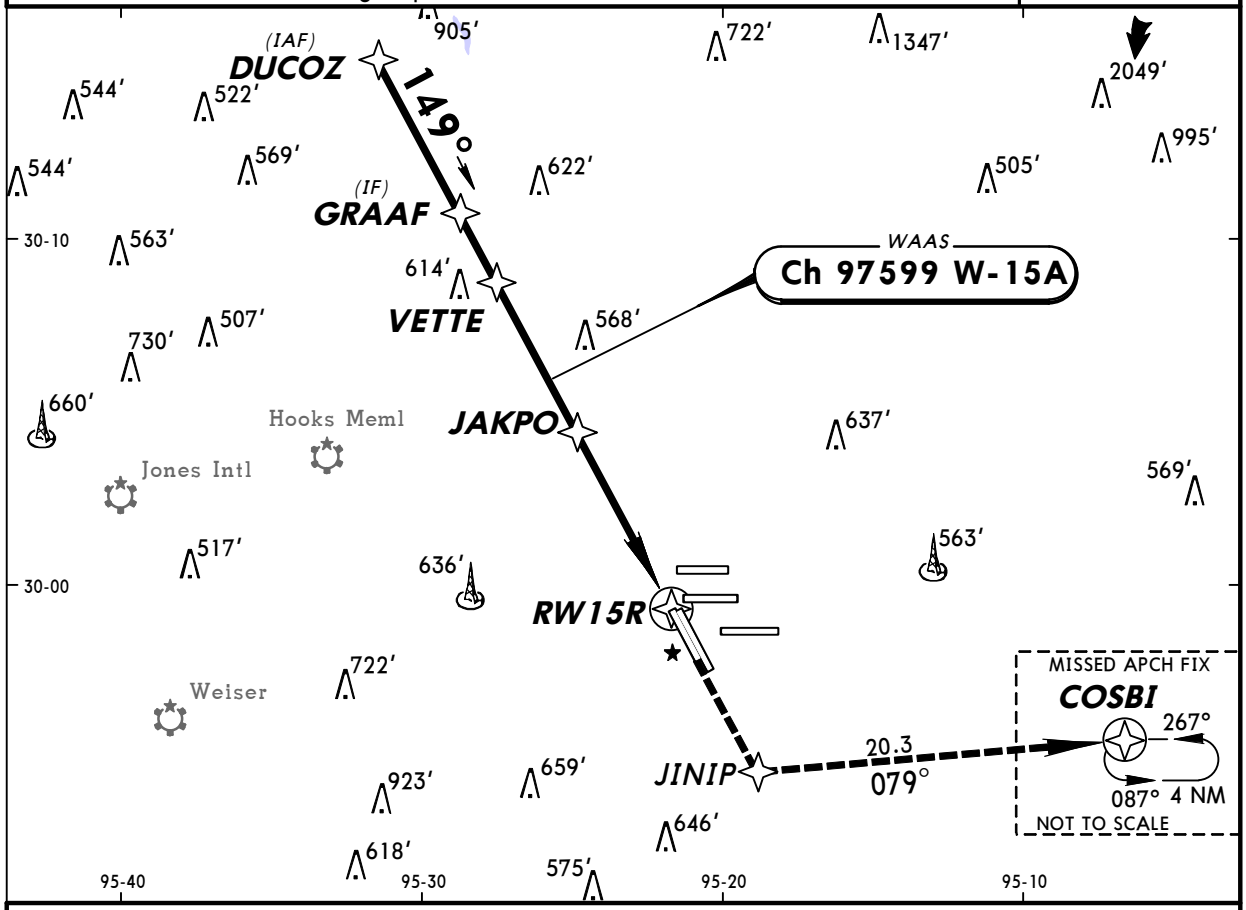
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96′
Ch 97599 W-15A	149°	JAKPO 2000′ (1904′)	296′ (200′)	Rwy 15R 96′

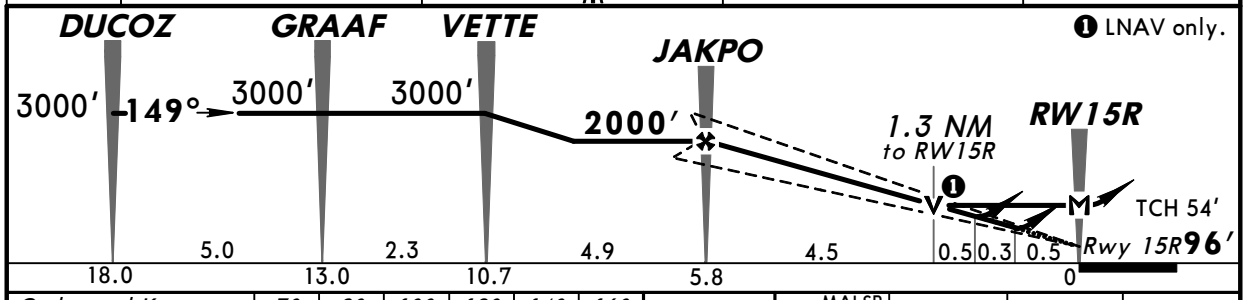
MISSED APCH: Climb to 2000′ direct JINIP and LEFT turn on track 079° to COSBI and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW15R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW15R						

MALSR
PAPI
2000′
D
JINIP

TERPS STRAIGHT-IN LANDING RWY **15R**

TERPS AMEND 2 29 MAY 2014

	LPV DA(H) 296′ (200′)		LNAV/VNAV DA(H) 420′ (324′)			LNAV MDA(H) 580′ (484′)		
		RAIL out	ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾		RVR 28 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B								
C							RVR 50 or 1	RVR 60 or 1⅛	1⅜
D								

CHANGES: Procedure.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 22 MAY 15 (72-5)

HOUSTON, TEXAS RNAV (GPS) Z Rwy 26L

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

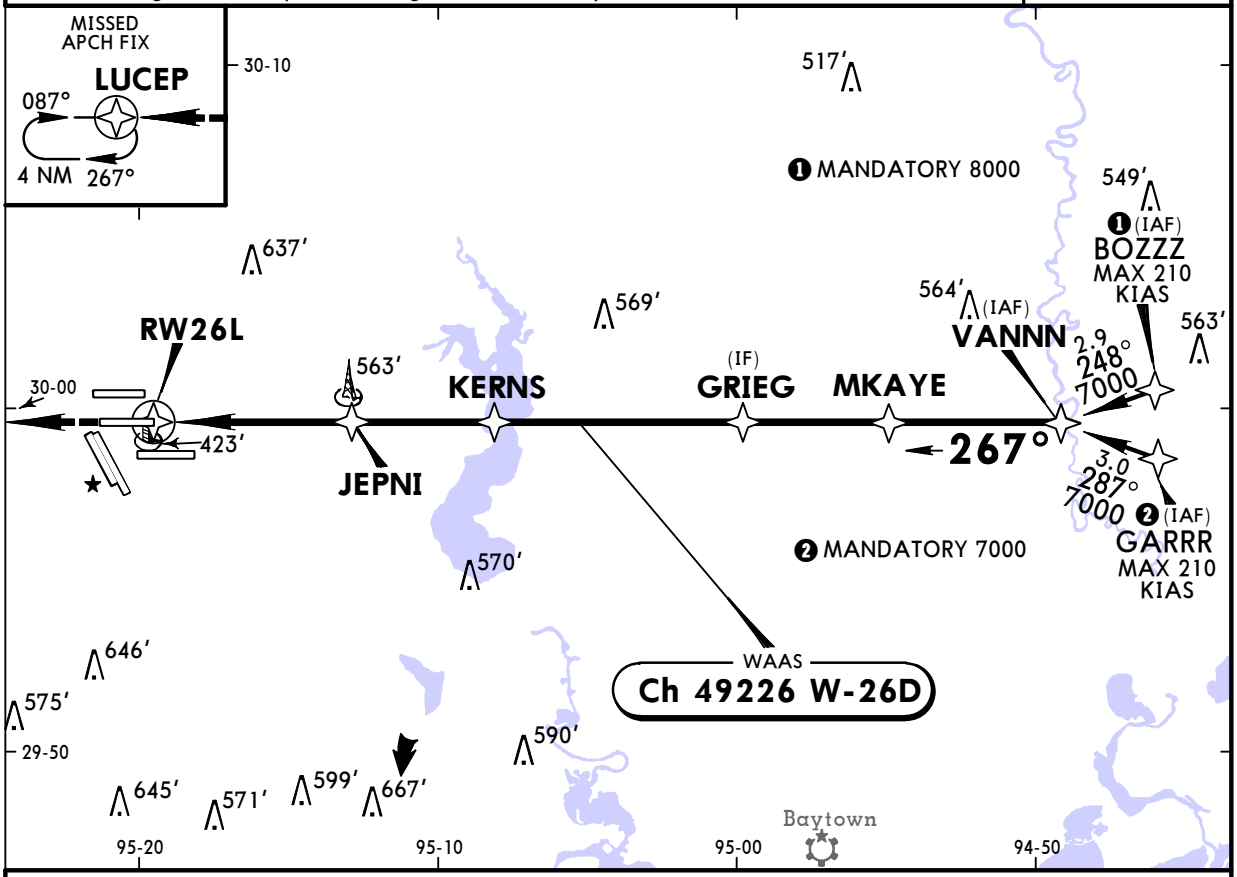
WAAS	Final	Minimum Alt	LPV	Apt Elev 96′
Ch 49226 W-26D	Apch Crs 267°	JEPNI 2000′ (1905′)	DA(H) 295′ (200′)	TDZE 95′

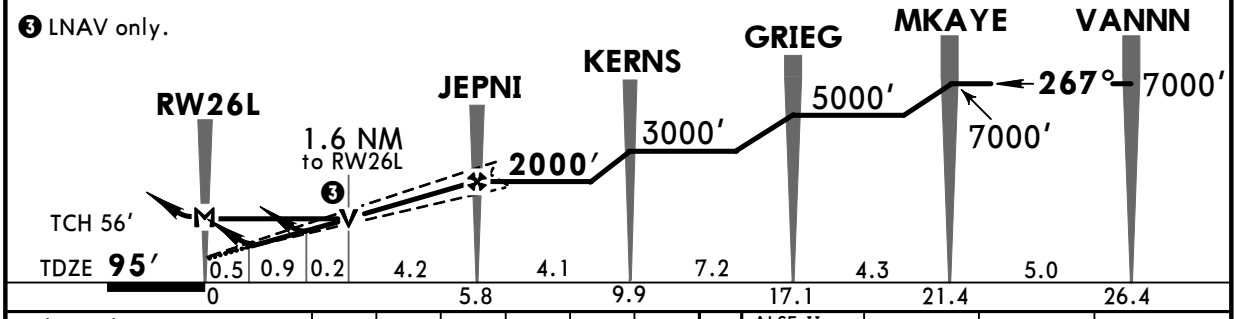
MISSED APCH: Climb to 3000′ direct LUCEP and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 26R and Rwy 27. 6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

3100′
MSA RW26L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW26L							

ALSF-II PAPI 3000′ D LUCEP

TERPS STRAIGHT-IN LANDING RWY **26L**

	LPV DA(H) 295′ (200′)		LNAV/VNAV DA(H) 586′ (491′)		❶ LNAV MDA(H) 680′ (585′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 5/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					1 1/4	1 3/4
D						

❶ Procedure not authorized during simultaneous operations.

TERPS AMEND 4A 5 MAR 2015

CHANGES: Ground speed box format.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 22 MAY 15 (72-6)

HOUSTON, TEXAS
RNAV (GPS) Z Rwy 26R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

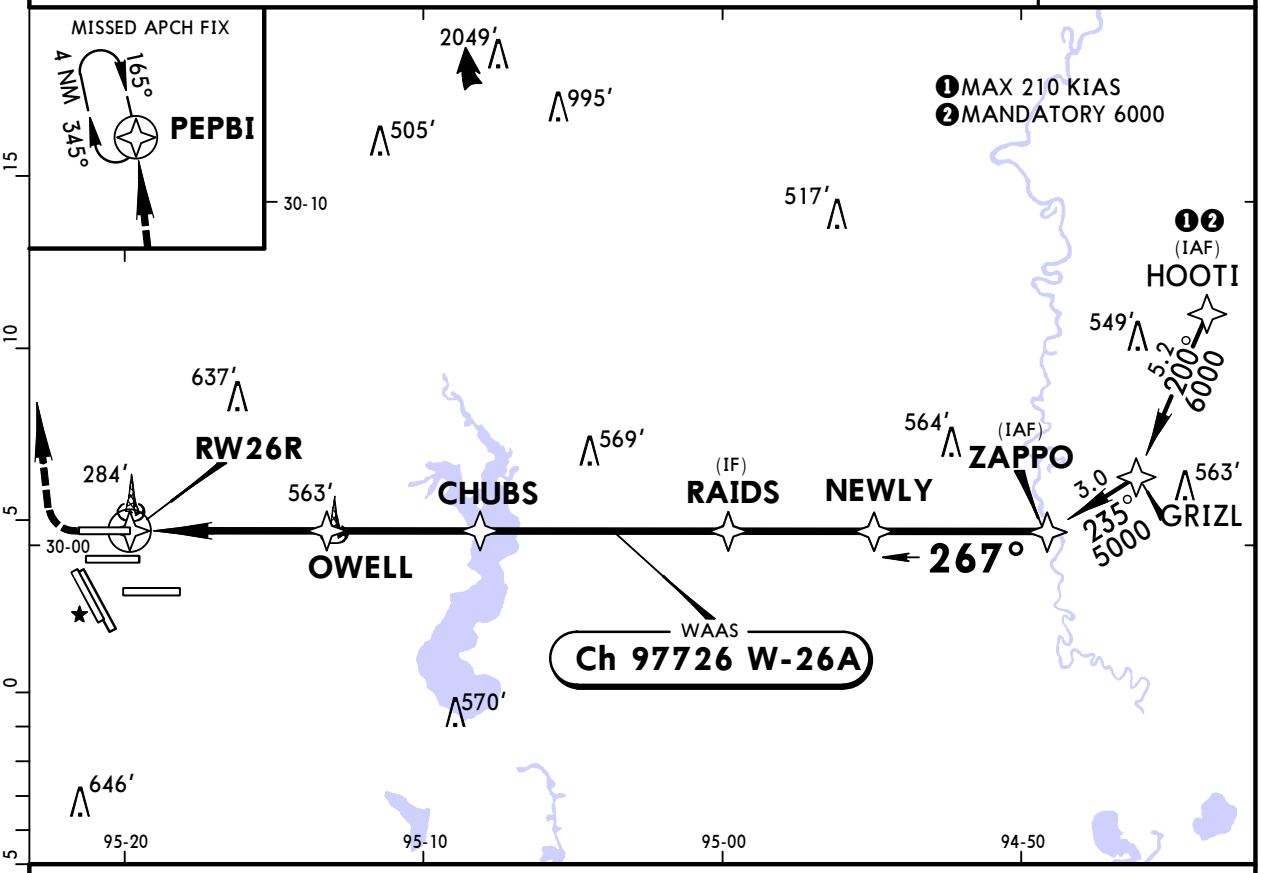
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 97726 W-26A	267°	OWELL 2000′ (1904′)	296′ (200′)	96′ / 96′

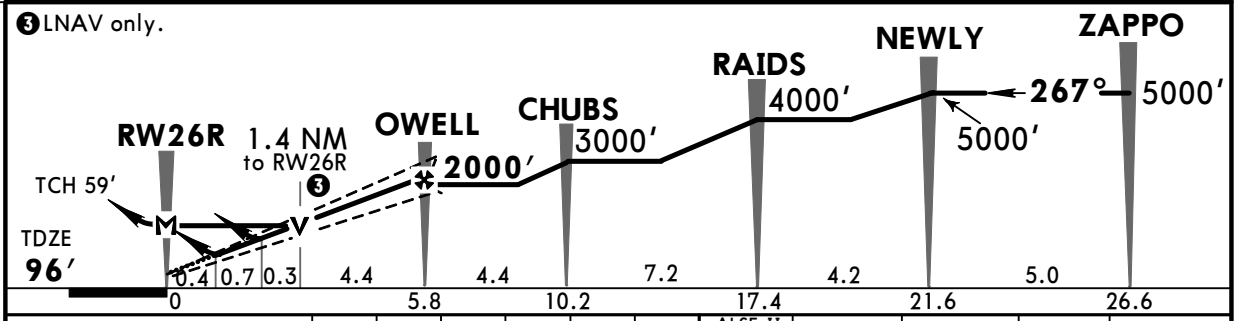
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ direct PEPBI and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 26L and Rwy 27. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3100′
MSA RW26R





Gnd speed-Kts		70	90	100	120	140	160	ALSF-II	600′	3000′ RT	D	PEPBI
Glide Path Angle	3.00°	372	478	531	637	743	849					
LPV, LNAV/VNAV: MAP at DA												
LNAV: MAP at RW26R												

TERPS STRAIGHT-IN LANDING RWY **26R**

	LPV DA(H) 296′ (200′)		LNAV/VNAV DA(H) 496′ (400′)		❶ LNAV MDA(H) 600′ (504′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 42 or 3/4	1 1/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 55 or 1	1 3/8
D						

❶ Procedure not authorized during simultaneous operations.

TERPS AMEND 4A 28 MAY 2015

CHANGES: TDZE, ground speed box format, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
18 JUL 14 (72-7)

HOUSTON, TEXAS
RNAV (GPS) Z Rwy 27

BRIEFING STRIP ™

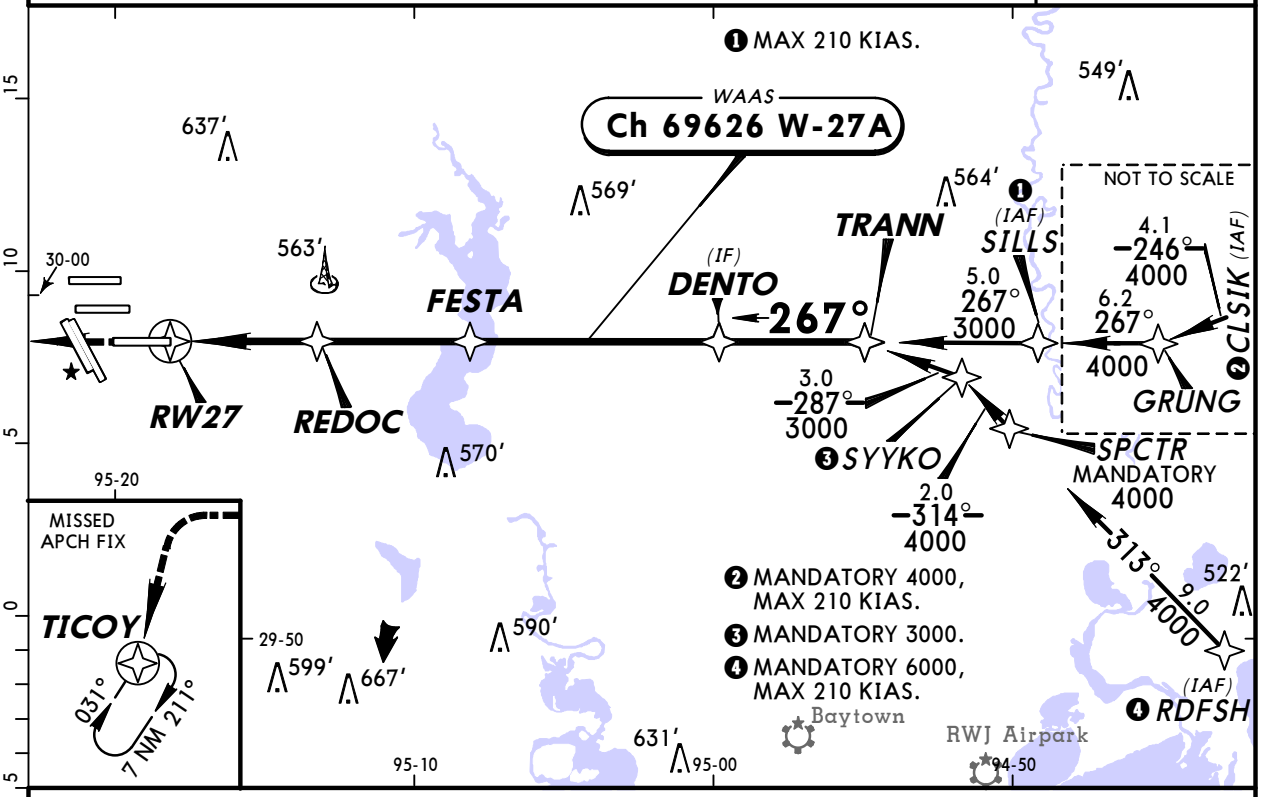
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

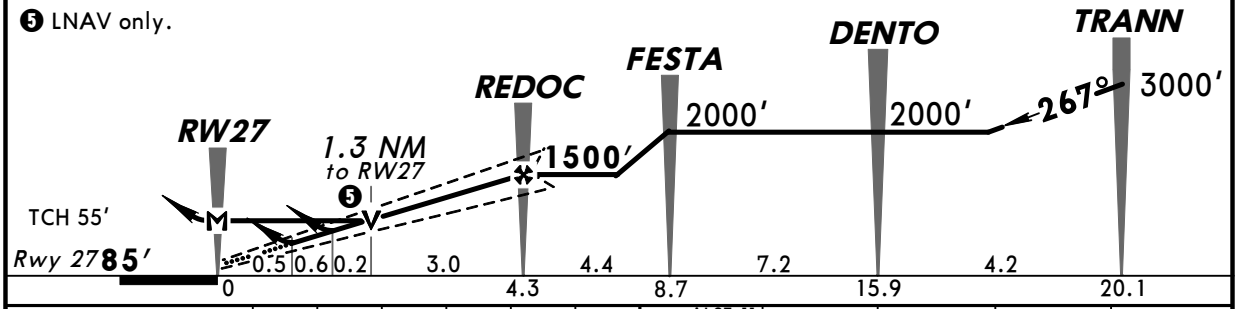
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96′
Ch 69626 W-27A	267°	REDOC 1500′ (1415′)	285′ (200′)	Rwy 27 85′

MISSED APCH: Climb to 560′ then climbing LEFT turn to 3100′ direct TICOY and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 26L/R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

ALSF-II PAPI 560′ 3100′ LT TICOY

TERPS STRAIGHT-IN LANDING RWY 27

TERPS AMEND 4A 24 JUL 2014

	LPV DA(H) 285′ (200′)		LNAV/VNAV DA(H) 475′ (390′)		1 LNAV MDA(H) 560′ (475′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	1¼	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

1 Not authorized during simultaneous operations.

CHANGES: SPCTR and SYYKO altitude restrictions added.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
18 JUL 14 (72-8)

HOUSTON, TEXAS
RNAV (GPS) Rwy 33R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15L/33R, 15R/33L	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	125.35	120.72	135.15	121.7	118.575

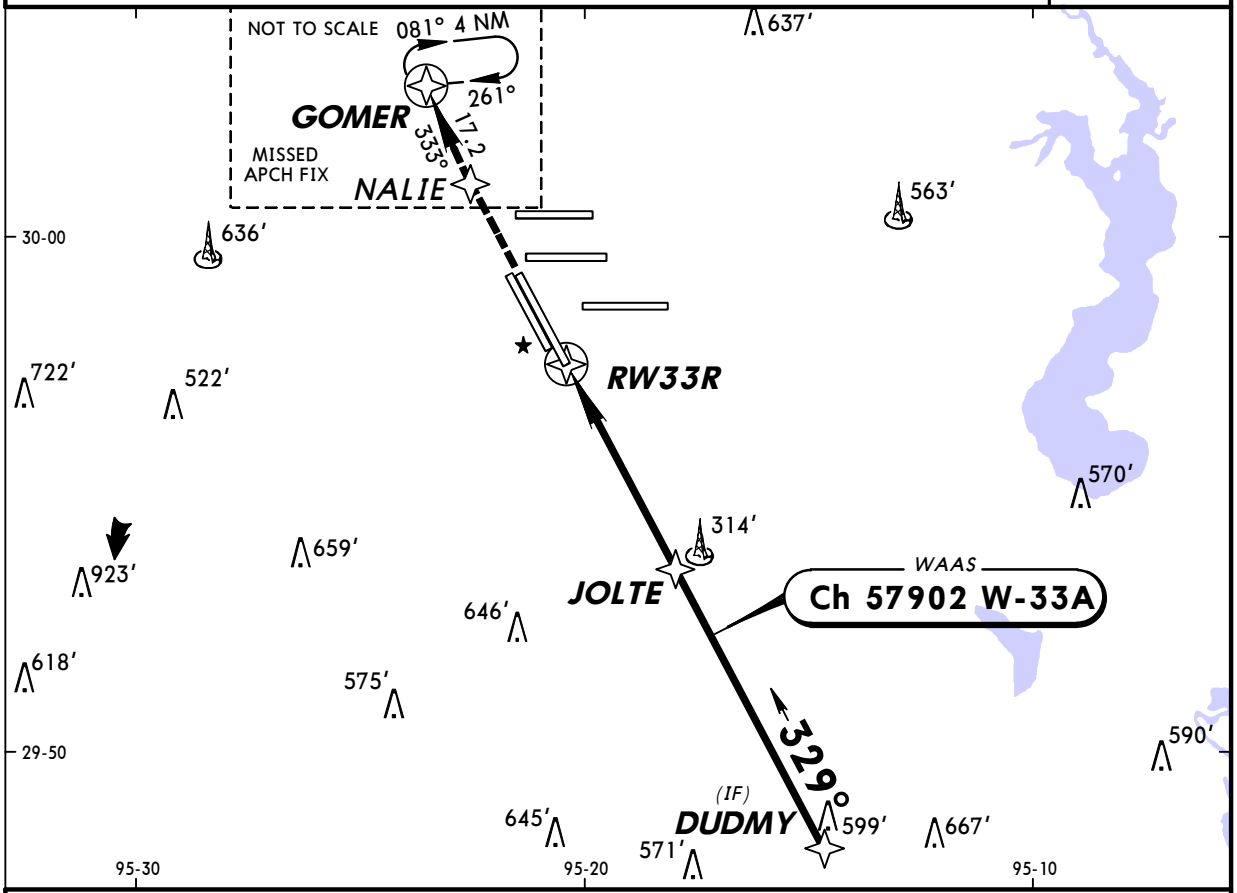
WAAS	Final Apch Crs	Minimum Alt JOLTE	LPV DA(H)	Apt Elev 96′
Ch 57902 W-33A	329°	1600′ (1514′)	286′ (200′)	Rwy 33R 86′

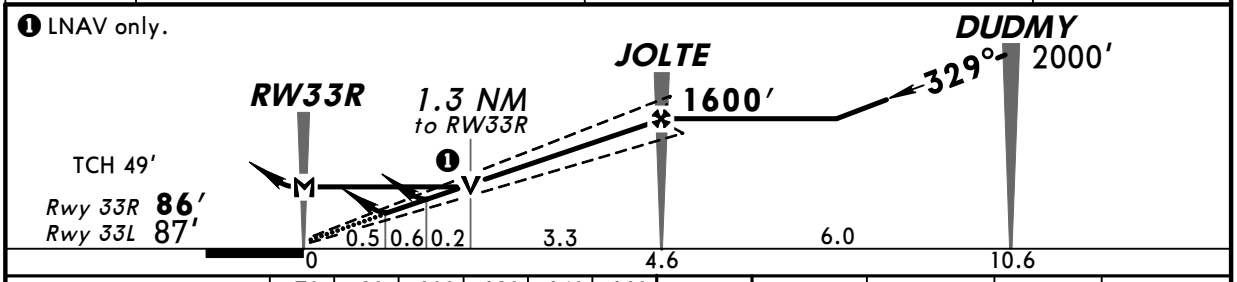
MISSED APCH: Climb to 2000′ direct NALIE and on track 333° to GOMER and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. PAPI-R on Rwy 33L.

3100′
MSA RW33R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW33R							

MALSR 2000′ D NALIE

TERPS STRAIGHT-IN LANDING RWY **33R**

	LPV DA(H) 286′ (200′)		LNAV/VNAV DA(H) 487′ (401′)			LNAV MDA(H) 540′ (454′)			SIDESTEP LANDING RWY 33L MDA(H) 540′ (453′)
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 50 or 1	1¼	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1
B									
C						RVR 45 or 7/8	RVR 55 or 1	1⅜	1½
D									2

TERPS AMEND 2 29 MAY 2014

CHANGES: None.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-20) Eff 5 Mar

HOUSTON, TEXAS RNAV (RNP) Y Rwy 8L

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

RNAV	Final Apch Crs	Minimum Alt JACEN	RNP 0.30 DA(H)	Apt Elev / TDZE
	087°	2000′ (1905′)	510′ (415′)	96′ / 95′

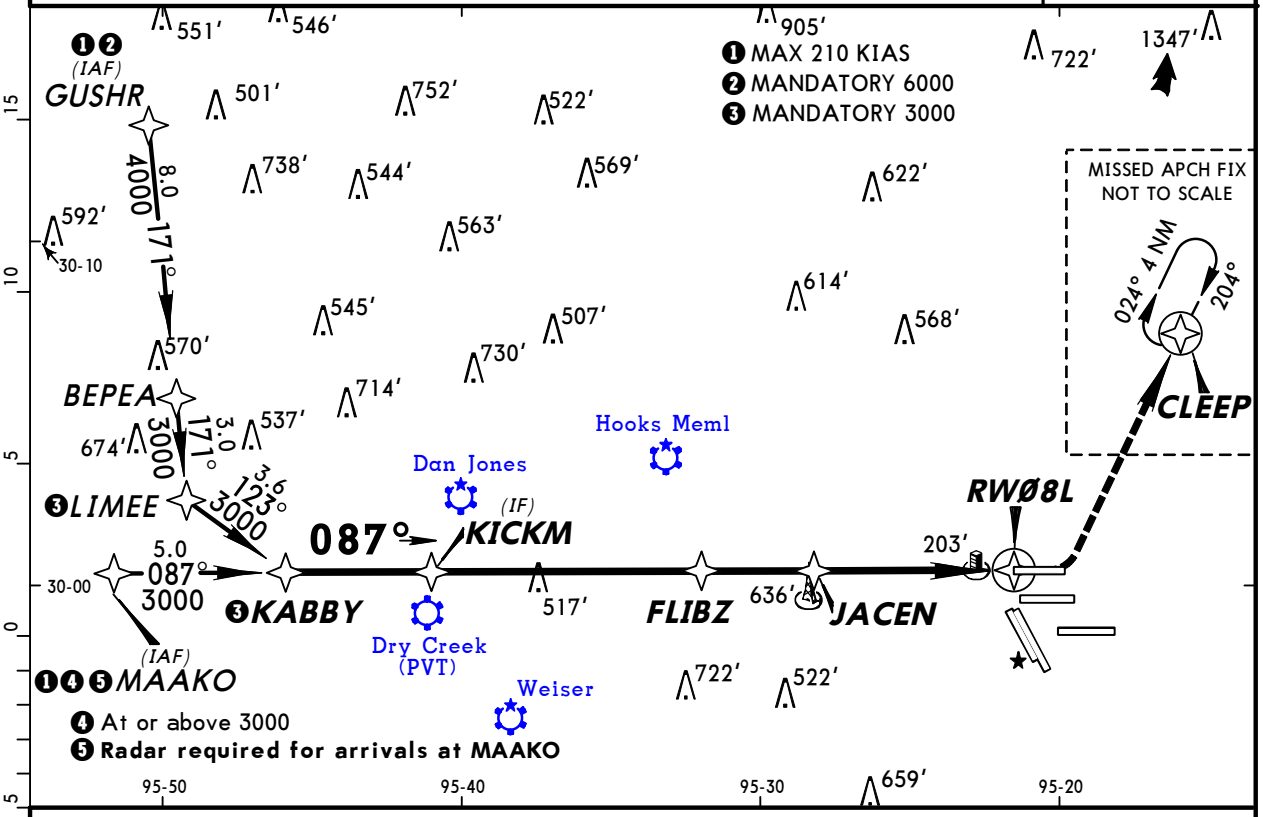
MISSED APCH: Climb to 580′ then climbing LEFT turn to 4000′ direct CLEEP and hold.

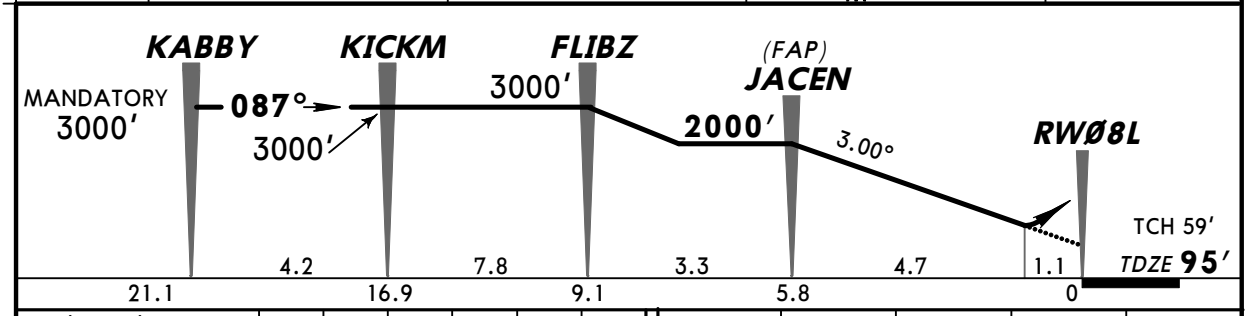
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 8R and Rwy 9. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F).

3100′

MSA RWØ8L





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II | 580′ | 4000′ LT | D | CLEEP

TERPS

STRAIGHT-IN LANDING RWY **8L**

RNP 0.30

DA(H) **510′** (415′)

	ALS out
A	
B	
C	RVR 45 or 7/8
D	1 3/8

TERPS AMEND 0A 5 MAR 2015

CHANGES: Transition altitude, notes, THR to TDZE.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-21) Eff 5 Mar

HOUSTON, TEXAS RNAV (RNP) Y Rwy 8R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

RNAV	Final Apch Crs	Minimum Alt MATON	RNP 0.13 DA(H)	Apt Elev / Rwy 8R
	087°	2000′ (1905′)	383′ (288′)	96′ / 95′

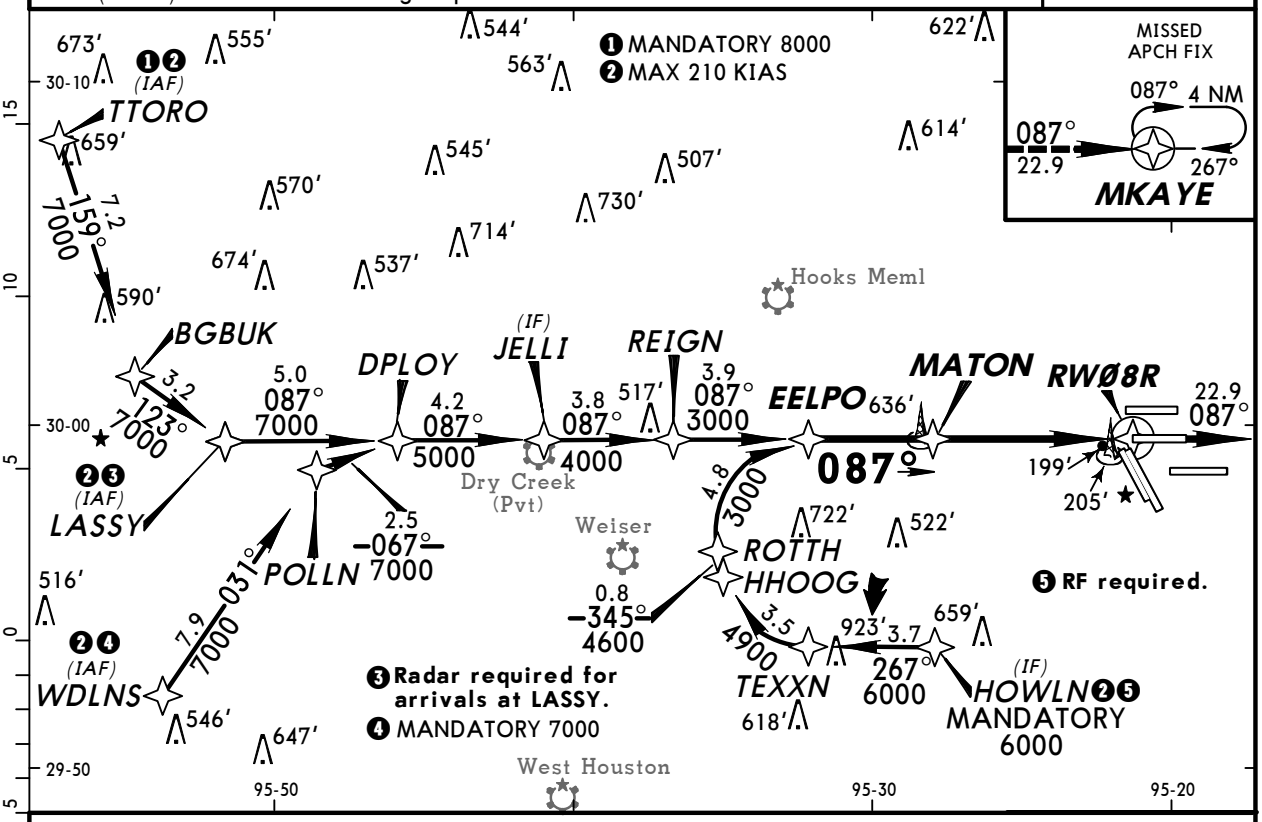
MISSED APCH: Climb to 3000′ on track 087° to MKAYE and hold.

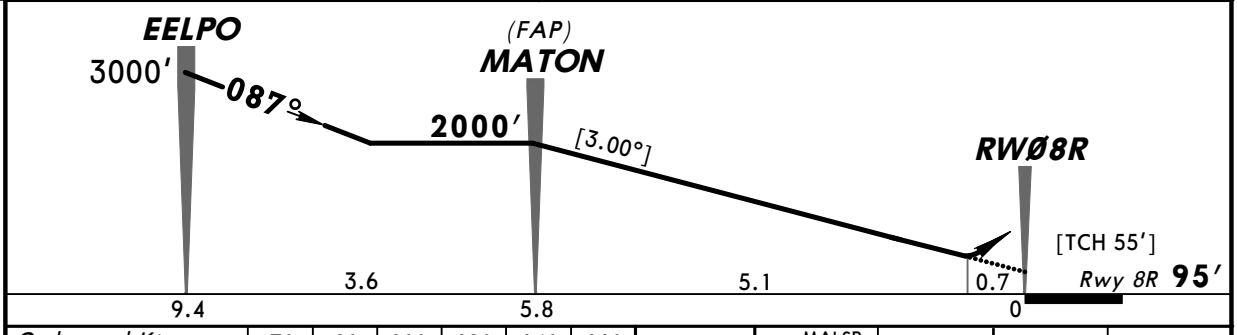
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 9. 4. Use of Flight Director or Autopilot or HUD providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.

3100′

MSA RWØ8R





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

MALSR PAPI 3000′ on 087° MKAYE

TERPS STRAIGHT-IN LANDING RWY **8R**

	RNP 0.13 DA(H) 383′ (288′)		RNP 0.14 DA(H) 441′ (346′)		RNP 0.30 DA(H) 492′ (397′)		
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 56 or 1	RVR 42 or ¾	RVR 45 or ⅞	1¼
B							
C							
D							

TERPS AMEND 1 29 MAY 2014

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15 (72-22)

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 9

BRIEFING STRIP™

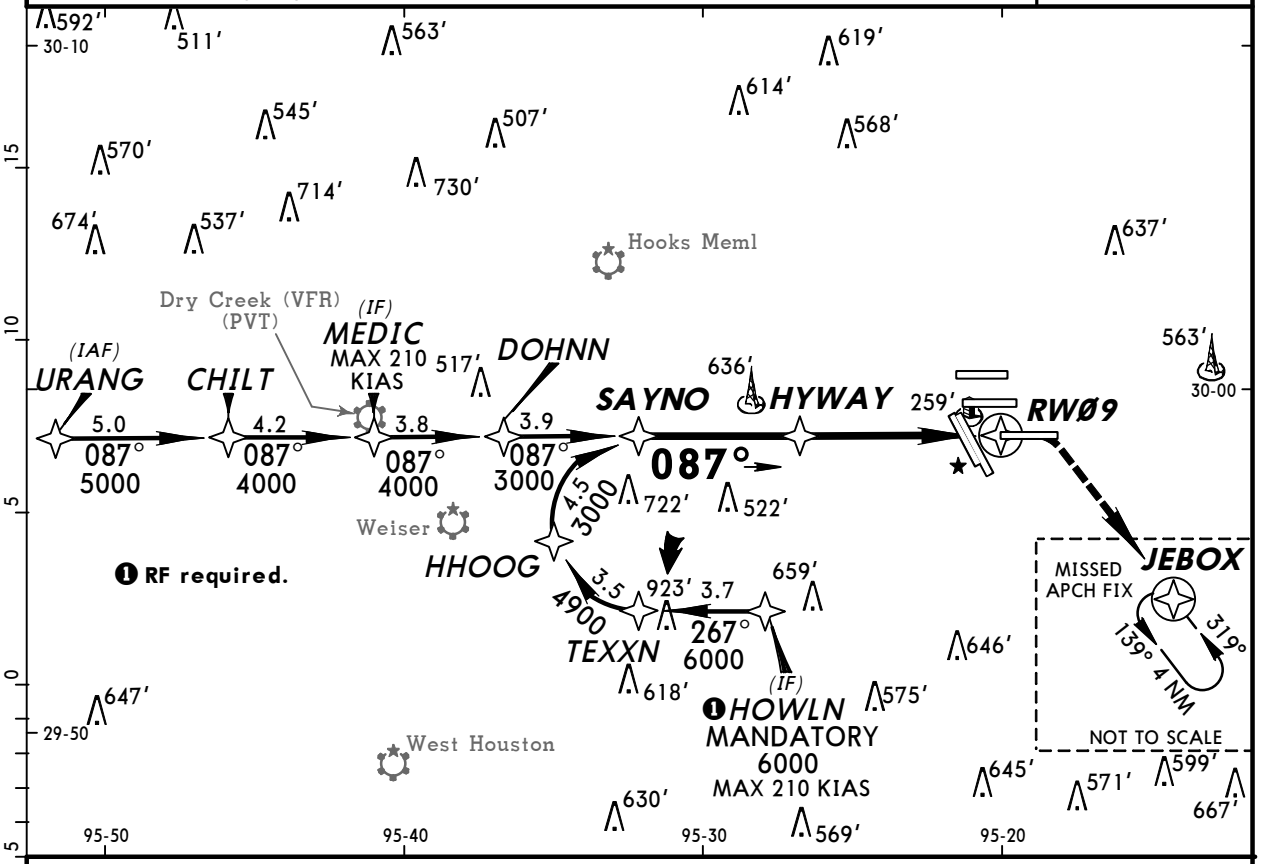
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

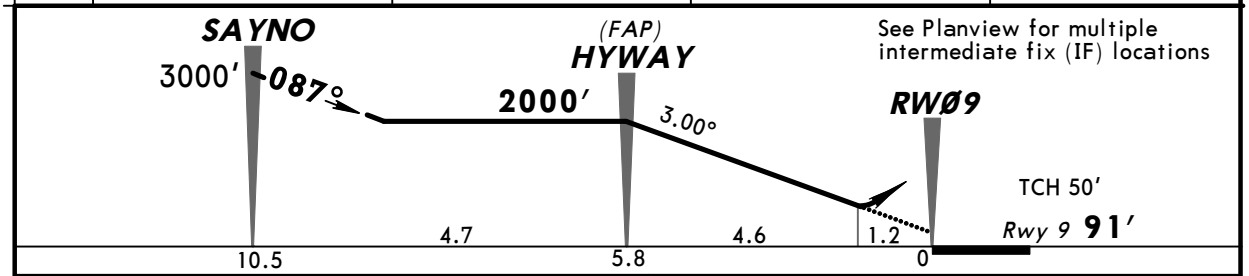
RNAV	Final Apch Crs	Minimum Alt HYWAY	RNP 0.30 DA(H)	Apt Elev 96′
	087°	2000′ (1909′)	516′ (425′)	Rwy 9 91′

MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ direct JEBOX and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 9. 4. Use of Flight Director or Autopilot or HUD providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160	MALSR / PAPI	580′	3000′ RT	D	JEBOX
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

TERPS

STRAIGHT-IN LANDING RWY **9**
RNP 0.30
DA(H) **516′** (425′)

TERPS AMEND 0 29 MAY 2014

	RAIL out	ALS out
A	RVR 49 or 7/8	RVR 50 or 1
B		
C		
D		1 3/8

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15
72-23

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 26L

BRIEFING STRIP™

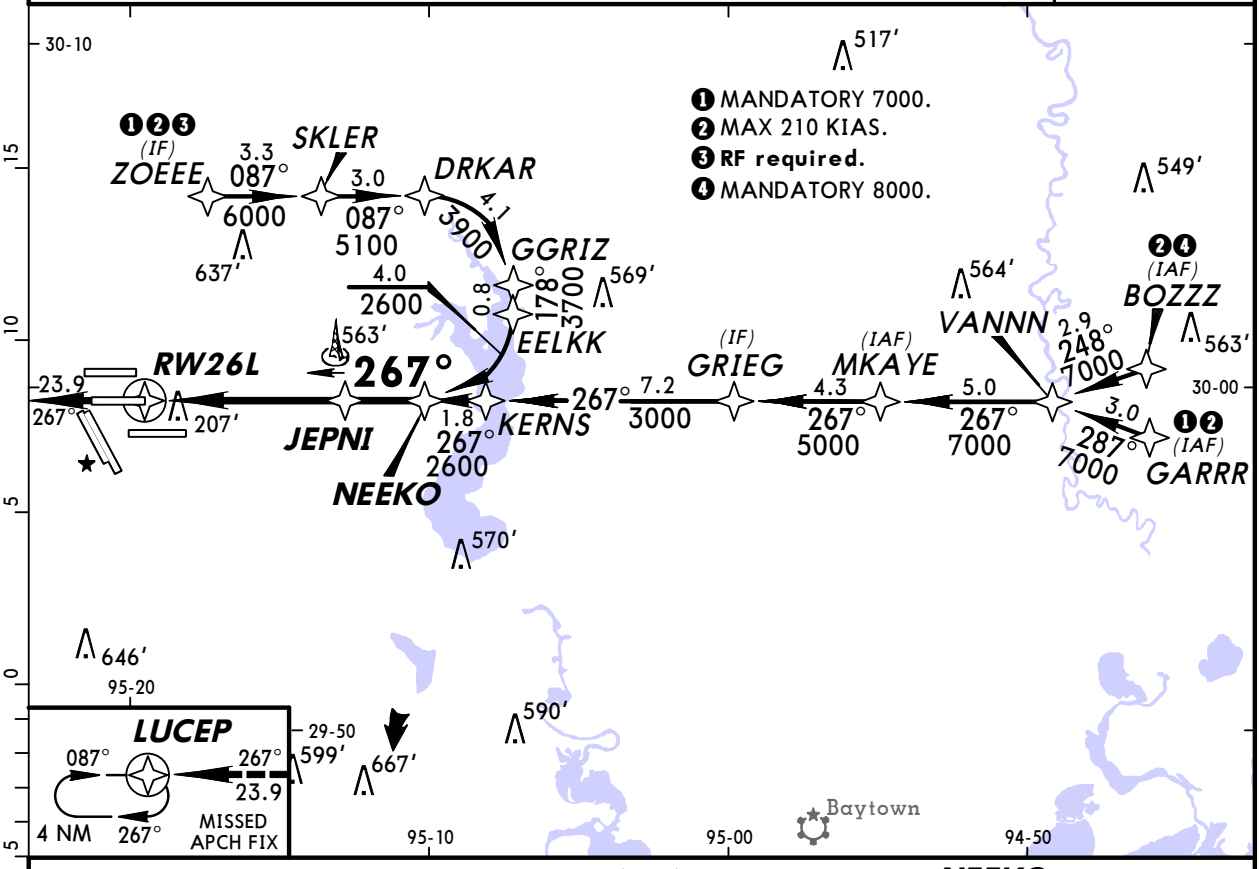
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

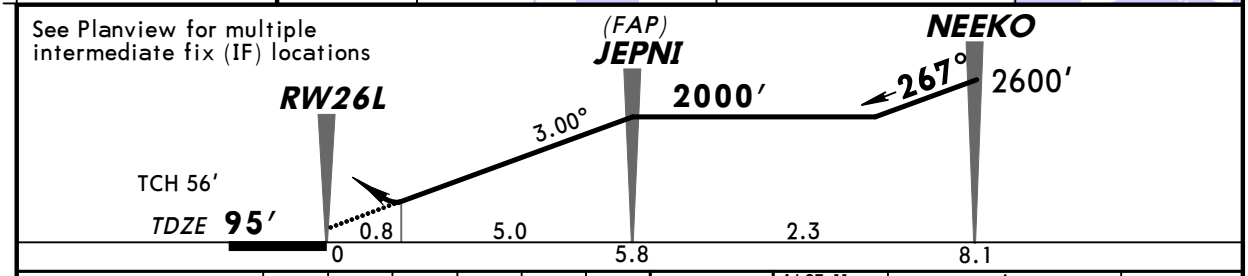
RNAV	Final Apch Crs	Minimum Alt	RNP 0.13 DA(H)	Apt Elev 96′
	267°	JEPNI 2000′ (1905′)	414′ (319′)	TDZE 95′

MISSED APCH: Climb to 3000′ on track 267° to LUCEP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. Simultaneous approach authorized with Rwy 26R and Rwy 27, except for arrivals at ZOEEE. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F). 7. VGSI and RNAV glidepath not coincident.

3100′
MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 3000′ on 267° LUCEP

TERPS STRAIGHT-IN LANDING RWY **26L**

	RNP 0.13 DA(H) 414′ (319′)		RNP 0.30 DA(H) 549′ (454′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 51 or 1	RVR 53 or 1	1½
B				
C				
D				

TERPS AMEND 0B 5 MAR 2015

CHANGES: TDZE, minimums.

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INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-24)

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 26R

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 96′
	267°	OWELL 2000′ (1905′)	428′ (333′)	Rwy 26R 95′

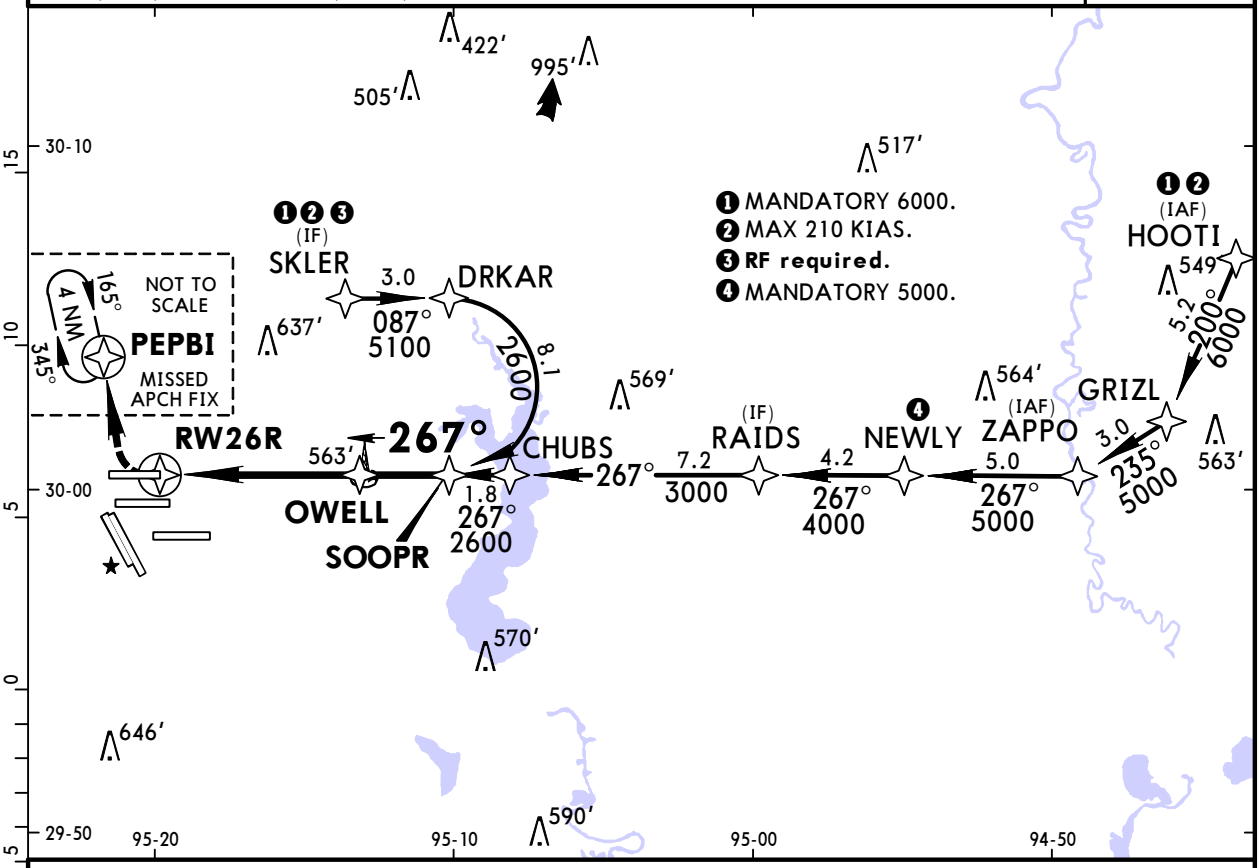
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ direct PEPBI and hold.

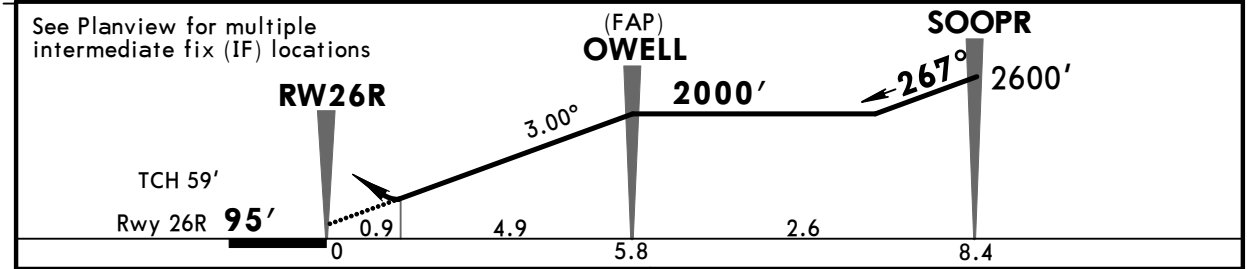
3100′

MSA RW26R

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

1. AUTHORIZATION REQUIRED. 2. GPS required 3. Radar required. 4. Simultaneous approach authorized with Rwy 26L and Rwy 27, except for arrivals at SKLER. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F).





Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600′	3000′ RT		PEPBI
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

TERPS STRAIGHT-IN LANDING RWY **26R**

TERPS AMEND 0A 18 SEP 2014

	RNP 0.11 DA(H) 428′ (333′)		RNP 0.15 DA(H) 495′ (400′)		RNP 0.30 DA(H) 553′ (458′)	
		ALS out		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 53 or 1	RVR 42 or ¾	1¼	RVR 53 or 1	1½

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-25)

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 27

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

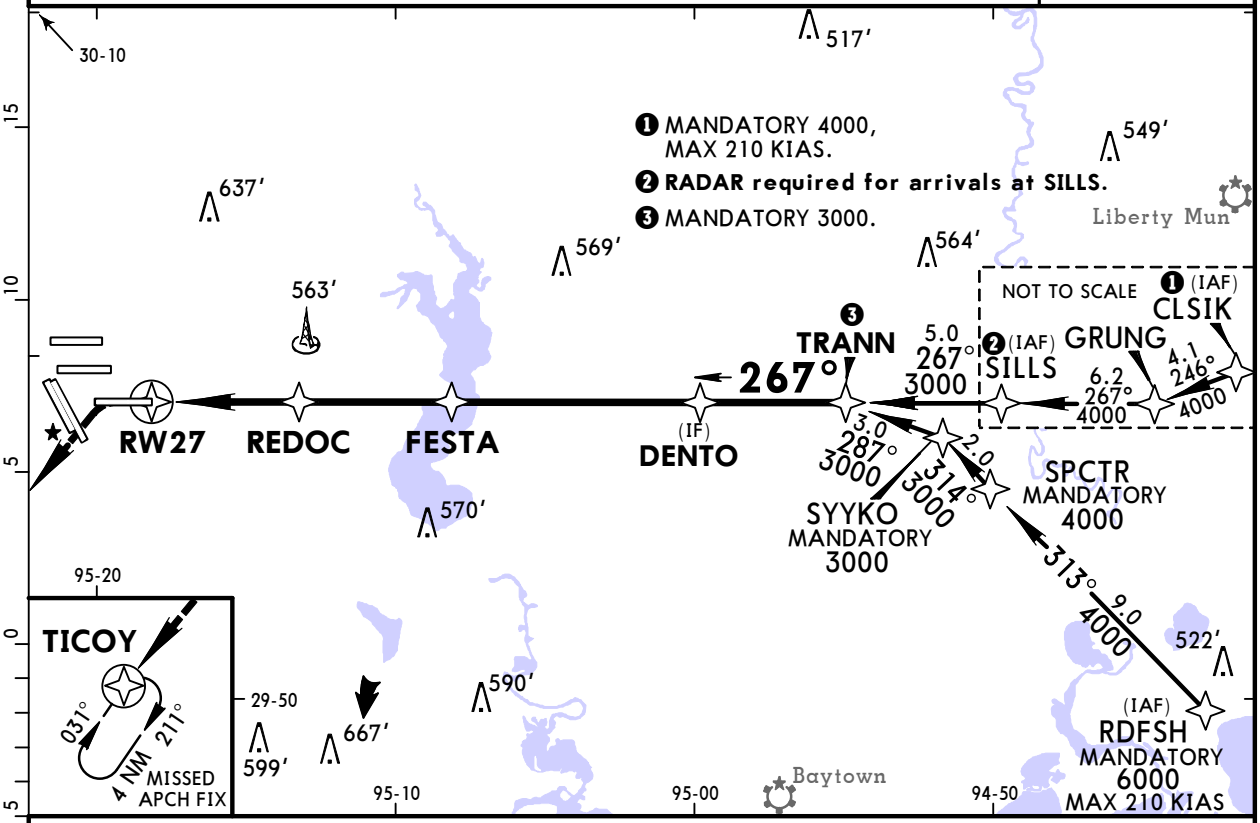
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / TDZE
	267°	REDOC 1500′ (1413′)	389′ (302′)	Apt Elev 96′ TDZE 87′

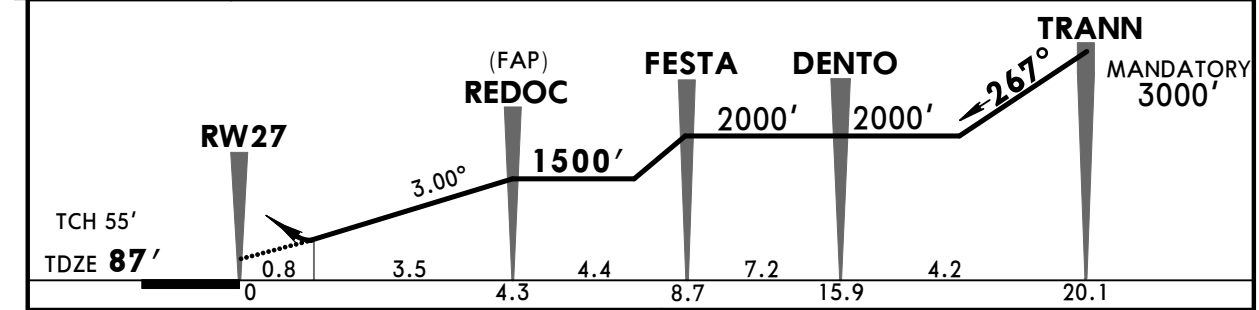
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ direct TICOY and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwys 26L/R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F).
6. VGSI and RNAV glidepath not coincident.

3100′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
560′
3000′
LT
D
TICOY

TERPS

STRAIGHT-IN LANDING RWY 27
RNP 0.30
DA(H) **389′** (302′)

	ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 48 or 7/8

TERPS AMEND 1B 30 APR 2015

CHANGES: TDZE, minimums.

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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-40)

HOUSTON, TEXAS
GLS Rwy 8L

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

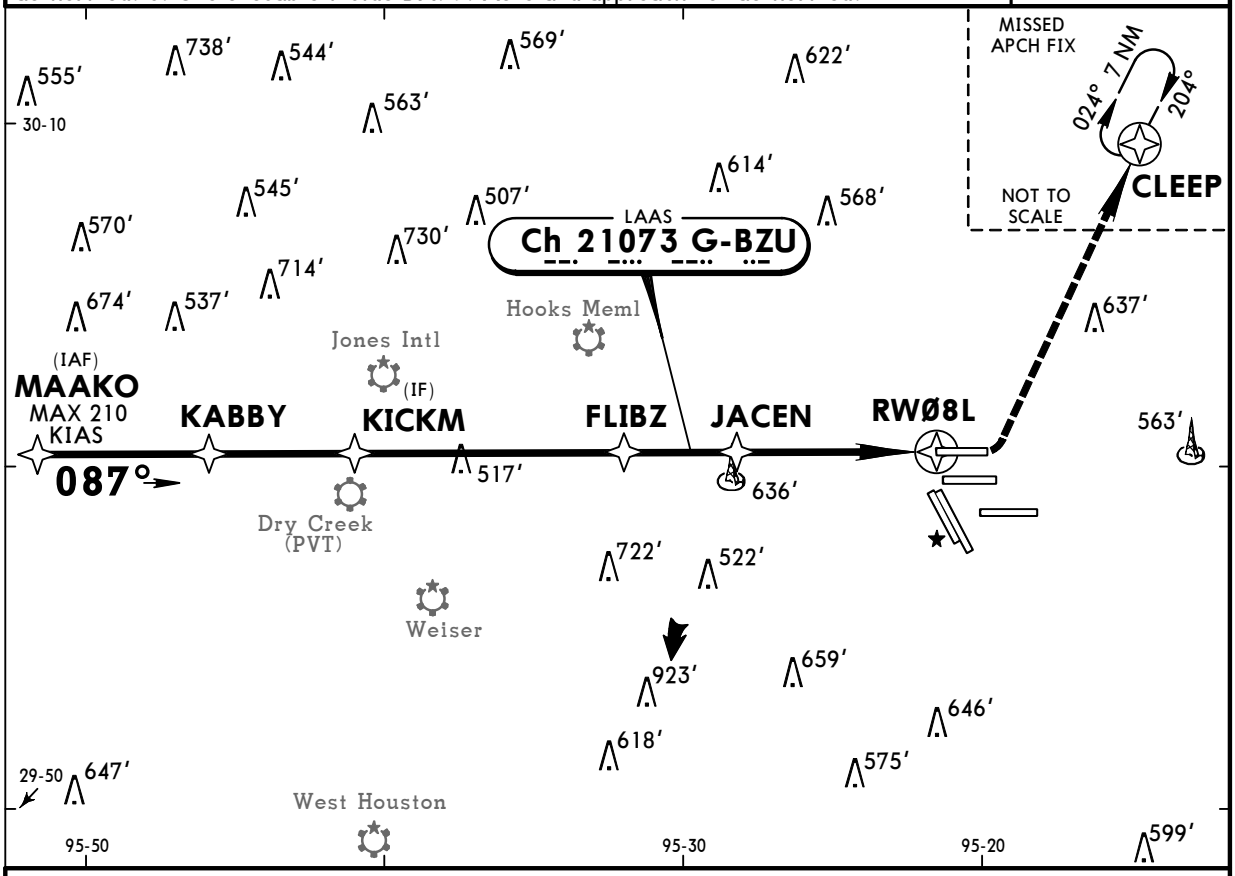
LAAS	*Final Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev 96′
Ch 21073 G-BZU	**087°**	**JACEN** **2000′** (1905′)	**295′** (200′)	TDZE **95′**

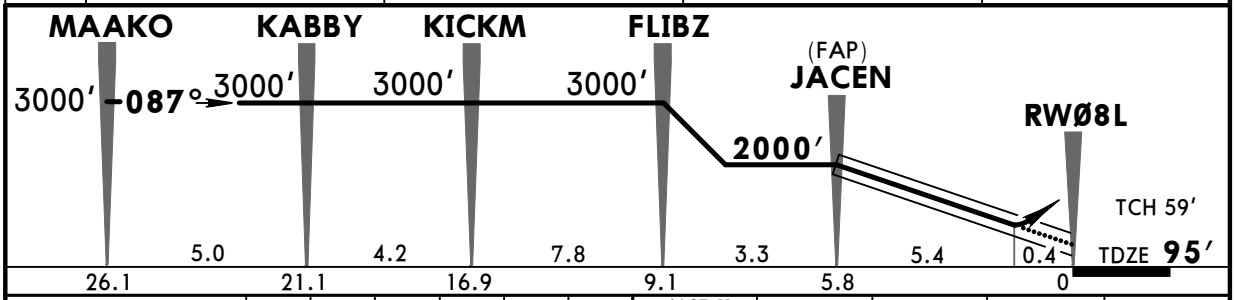
MISSED APCH: Climb to 580′ then climbing LEFT turn to 4000′ direct CLEEP and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 8R and Rwy 9. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. GLS unusable inside DA. 7. Autoland approach not authorized.

3100′
MSA RWØ8L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II | 580′ | 4000′ LT | D | CLEEP

TERPS

STRAIGHT-IN LANDING RWY **8L**
GLS
DA(H) **295′** (200′)

TERPS AMEND 1A 30 APR 2015

	ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 40 or 3/4

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-41)

HOUSTON, TEXAS
GLS Rwy 8R

BRIEFING STRIP™

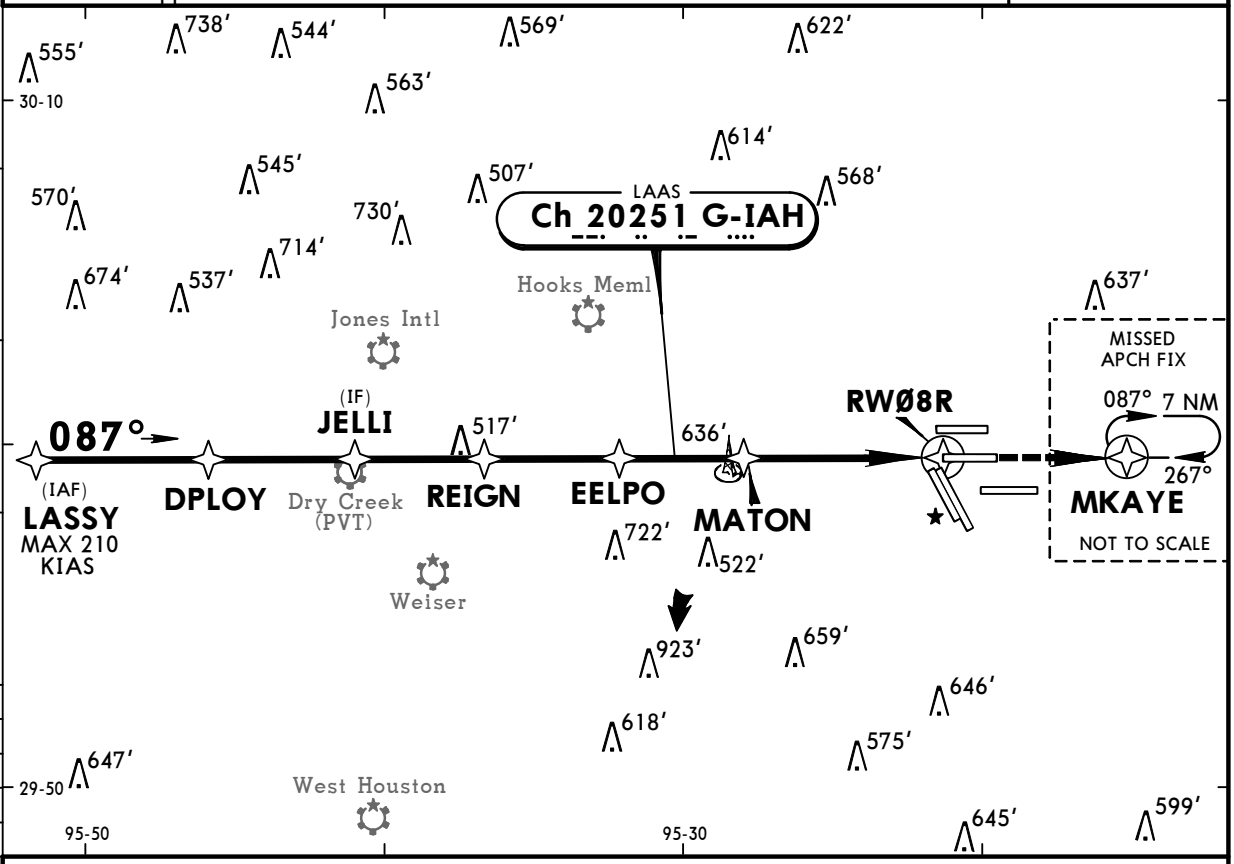
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

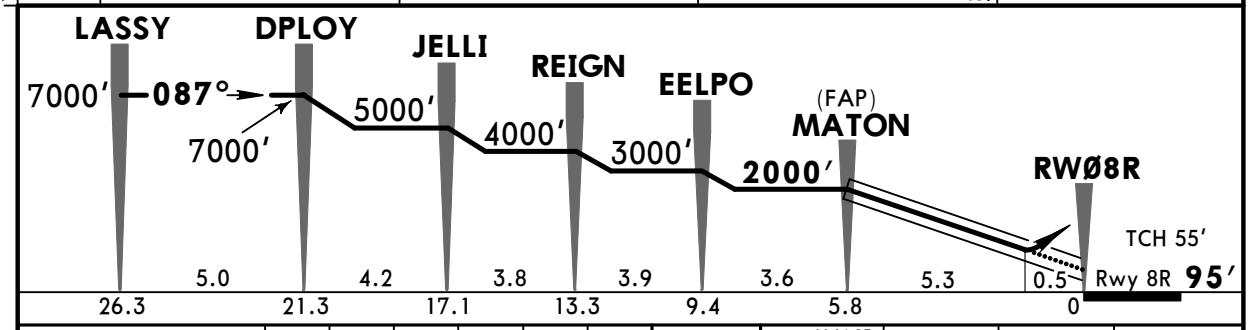
LAAS	*Final* *Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev / Rwy 8R
Ch 20251 G-IAH	**087°**	**MATON** **2000′**(1905′)	**295′**(200′)	96′ / **95′**

MISSED APCH: Climb to 3000′ direct MKAYE and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 9. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR
PAPI
3000′
MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**
GLS
DA(H) **295′**(200′)

TERPS AMEND 1 29 MAY 2014

	RAIL or ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 40 or 3/4

CHANGES: None.

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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15 (72-42)

HOUSTON, TEXAS
GLS Rwy 9

BRIEFING STRIP™

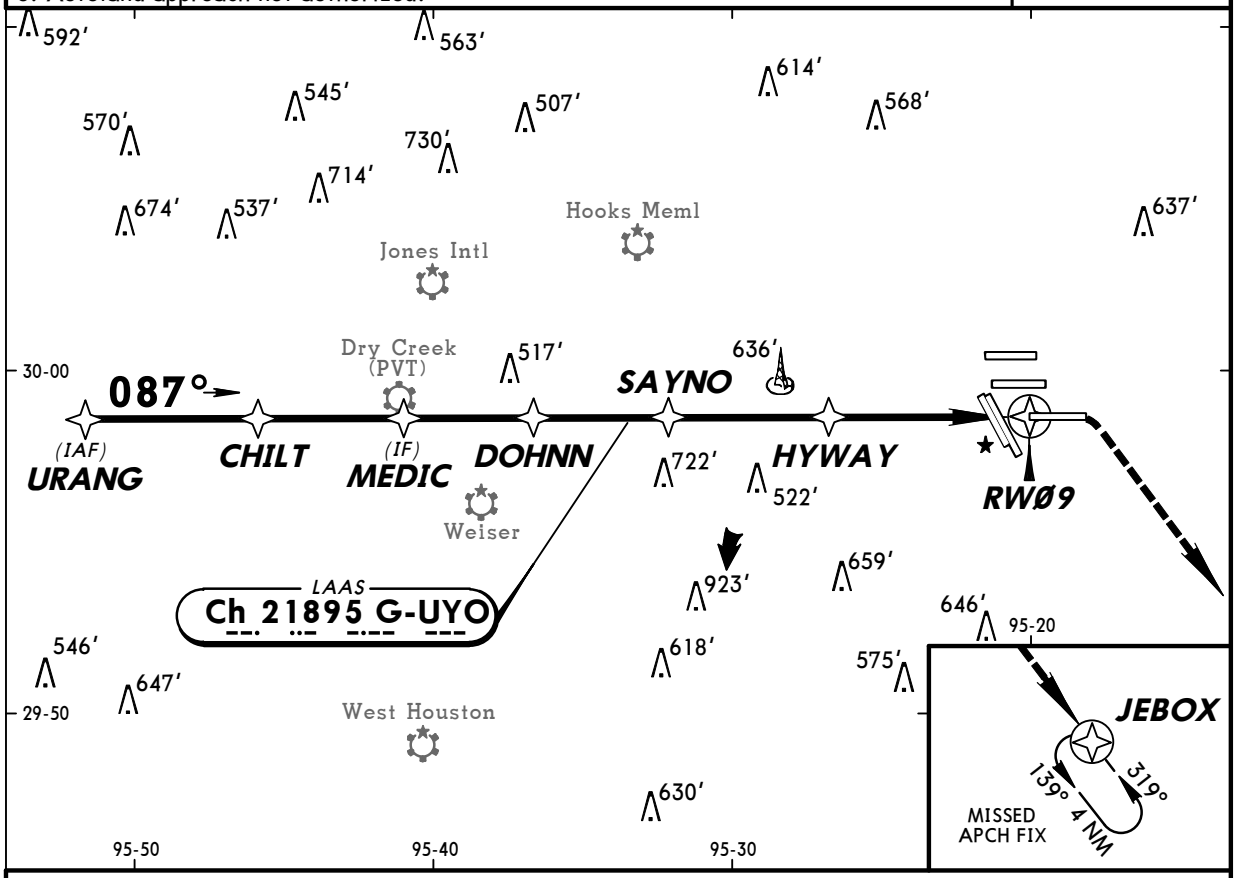
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

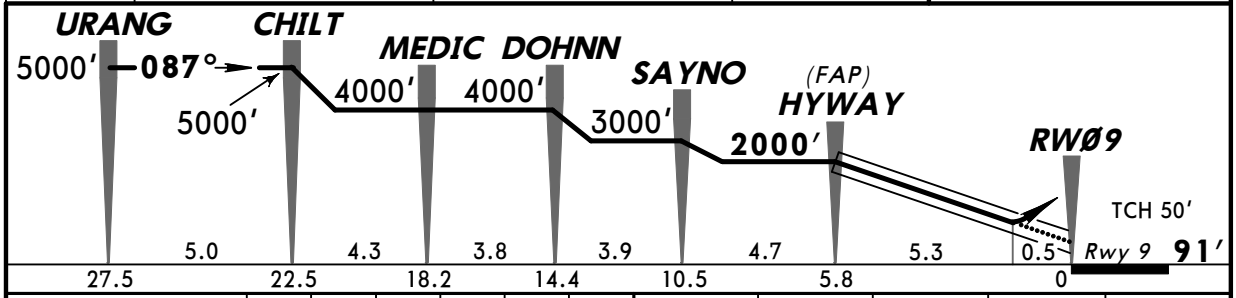
LAAS	Final Apch Crs	Minimum Alt HYWAY	GLS DA(H)	Apt Elev 96′
Ch 21895 G-UYO	087°	2000′ (1909′)	291′ (200′)	Rwy 9 91′

MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ direct JEBOX and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 8R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.





Gnd speed-Kts	70	90	100	120	140	160	MALSR	580′	3000′		JEBOX
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		RT	D	
MAP at DA											

TERPS

STRAIGHT-IN LANDING RWY **9**
GLS
DA(H) **291′** (200′)

	RAIL or ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 40 or 3/4

TERPS AMEND 1 29 MAY 2014

CHANGES: None.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15 (72-43)

HOUSTON, TEXAS
GLS Rwy 26L

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

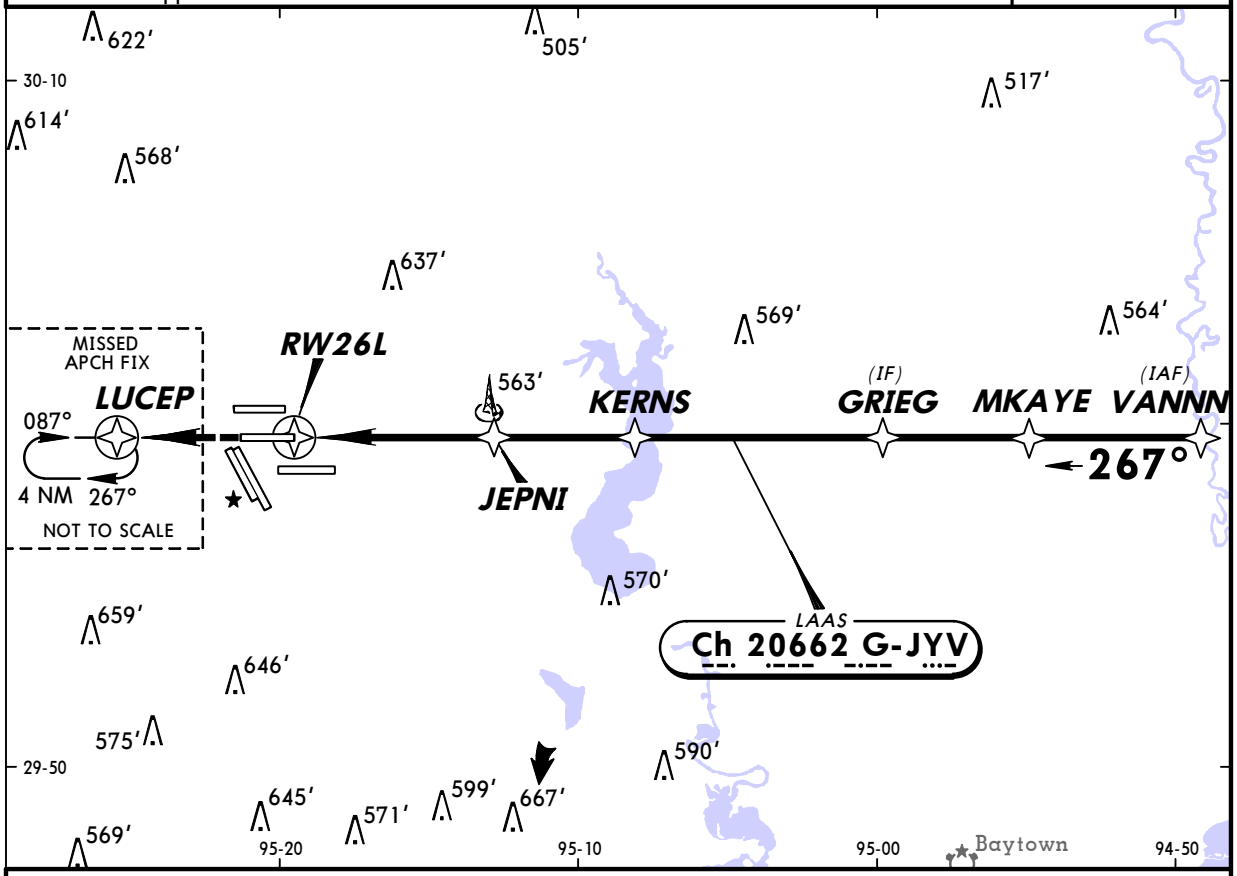
LAAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 96′
Ch 20662 G-JYV	267°	JEPNI 2000′ (1905′)	295′ (200′)	TDZE 95′

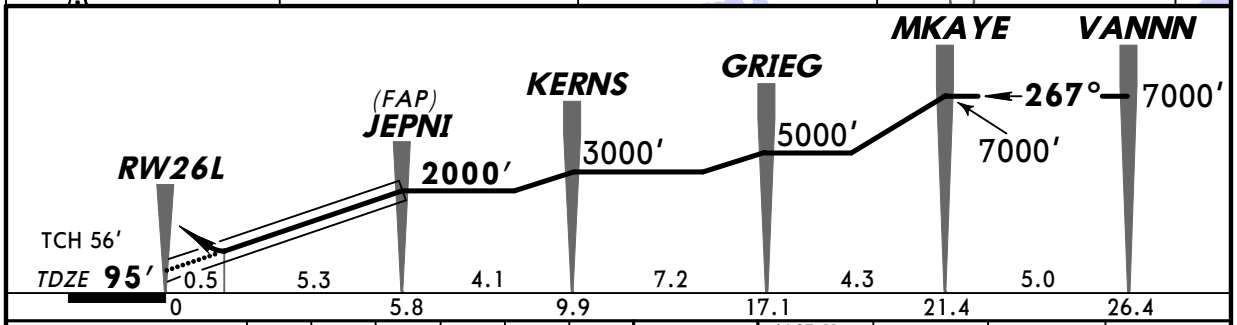
MISSED APCH: Climb to 3000′ direct LUCEP and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 26R and Rwy 27. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.

3100′
MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
3000′
D
LUCEP

TERPS

STRAIGHT-IN LANDING RWY **26L**
GLS
DA(H) **295′** (200′)

TERPS AMEND 1A 5 MAR 2015

	ALS out
A	RVR 24 or 1/2
B	
C	
D	

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-44)

HOUSTON, TEXAS
GLS Rwy 26R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LAAS	*Final Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev 96′
Ch 21484 G-OND	**267°**	**OWELL** **2000′** (1904′)	**296′** (200′)	TDZE **96′**

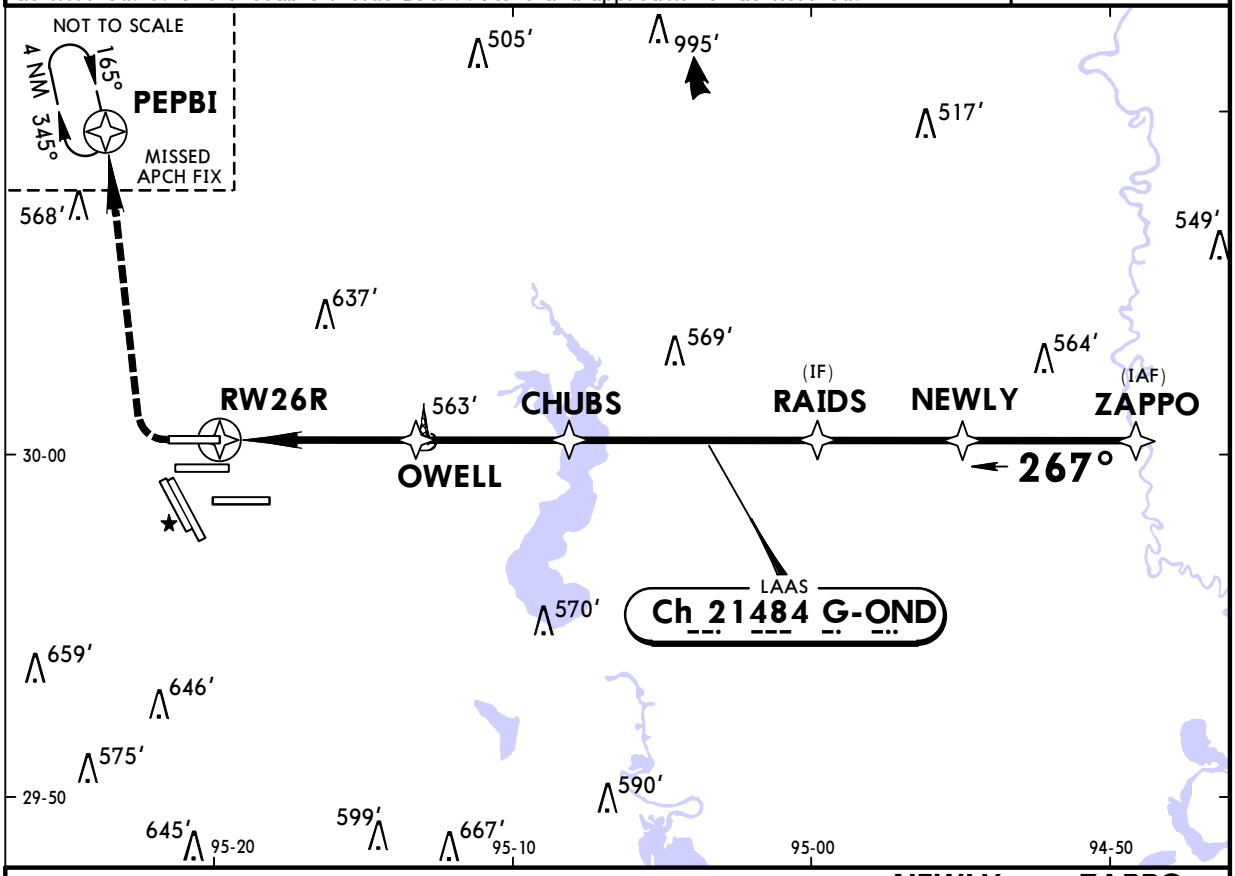
3100′

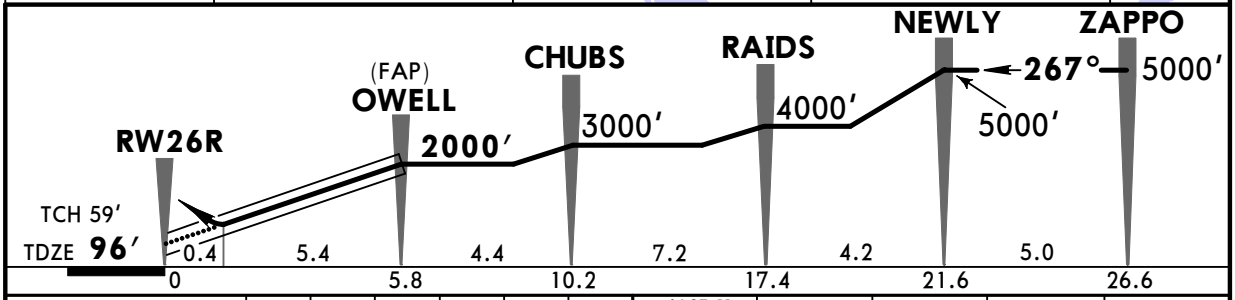
MSA RW26R

MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ direct PEPBI and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 26L and Rwy 27. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. GLS unusable inside DA. 7. Autoland approach not authorized.





Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600′	3000′ RT	D	PEPBI
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

TERPS

STRAIGHT-IN LANDING RWY **26R**
GLS
DA(H) **296′** (200′)

	ALS out
A	RVR 24 or ½
B	
C	RVR 40 or ¾
D	

TERPS AMEND 1A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 24 APR 15 (72-45)

HOUSTON, TEXAS
GLS Rwy 27

BRIEFING STRIP ™

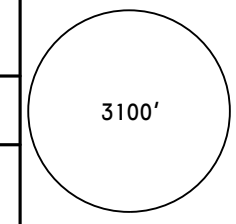
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LAAS	*Final Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev 96′
Ch 22306 G-GHI	**267°**	**REDOC** **1500′** (1413′)	**287′** (200′)	TDZE **87′**

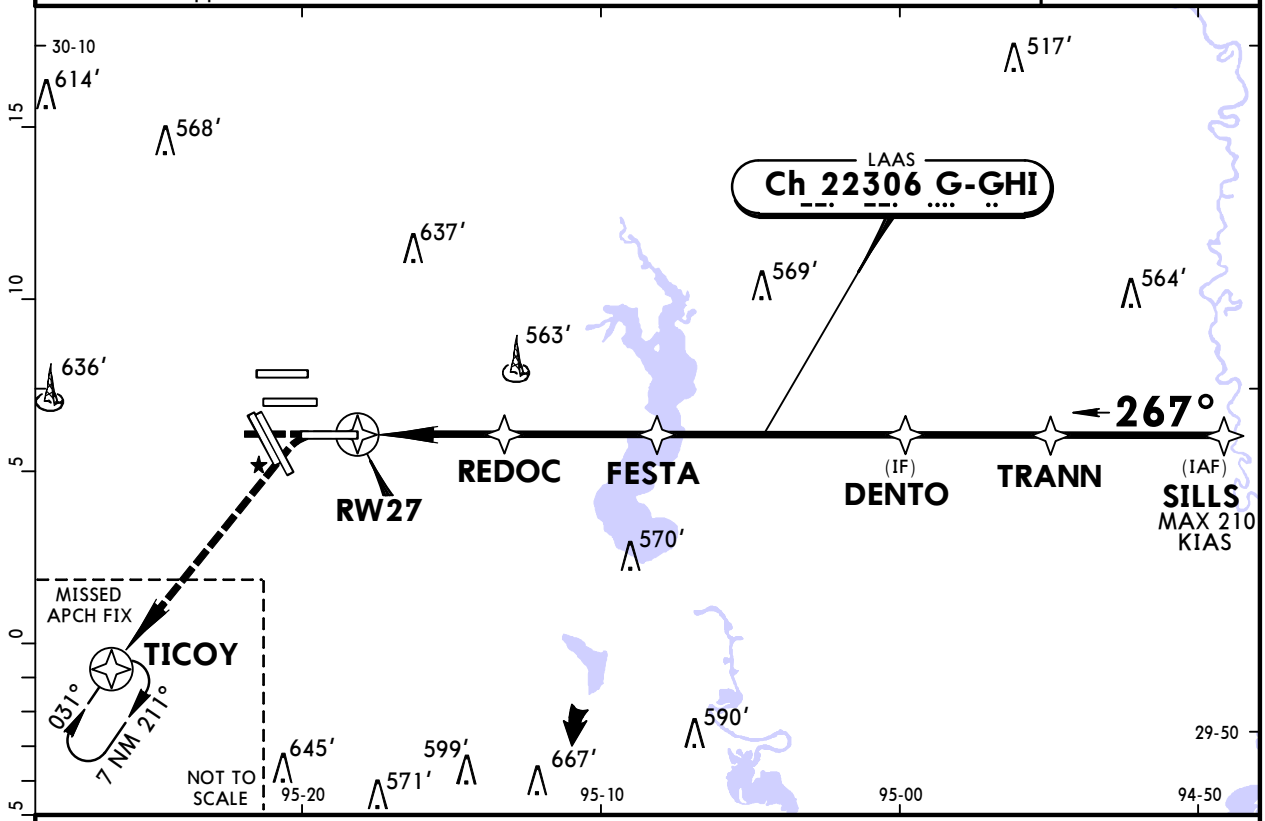
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3100′ direct TICOY and hold.

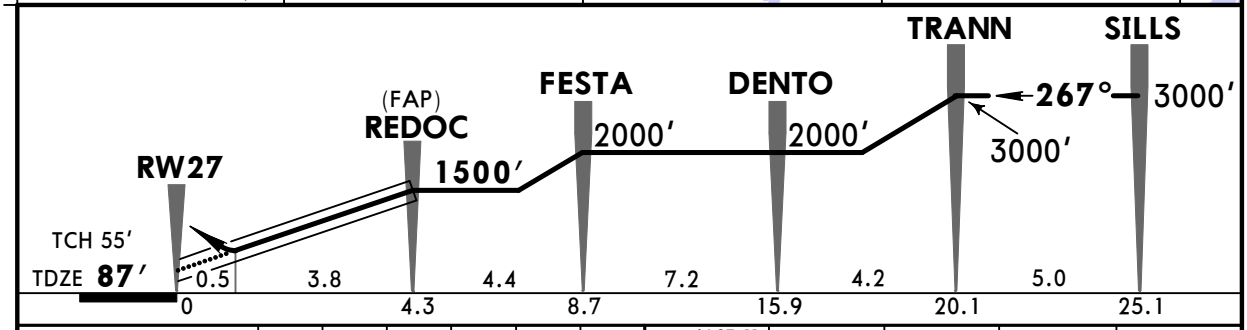
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 26L and Rwy 26R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.



MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI | 560′ | 3100′ LT | D | TICOY

TERPS

STRAIGHT-IN LANDING RWY **27**
GLS
DA(H) **287′** (200′)

	ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 40 or 3/4

TERPS AMEND 1A 30 APR 2015

CHANGES: TDZE, minimums.

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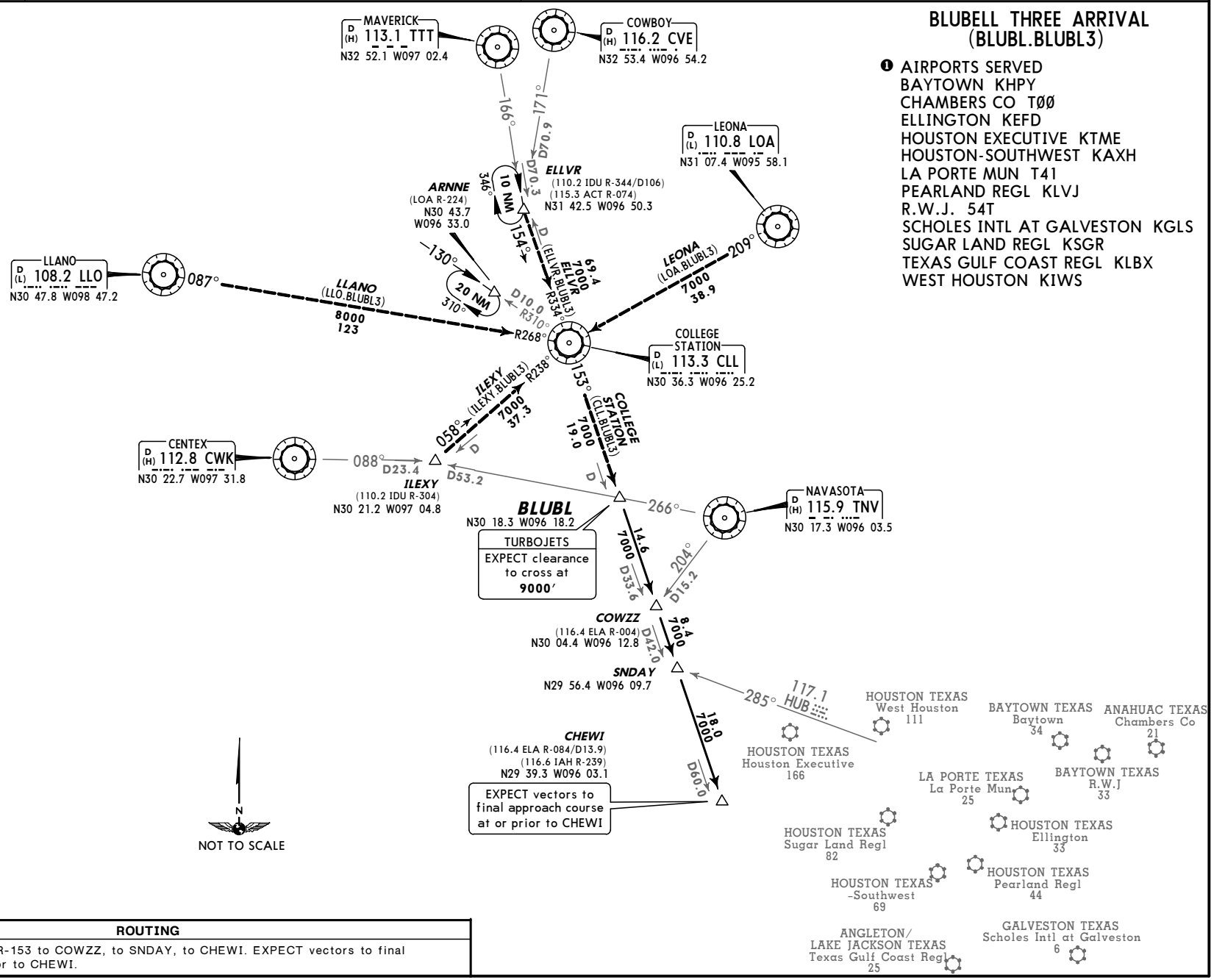
AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	ILEXY transition for Austin terminal area departures only.

BLUBELL THREE ARRIVAL (BLUBL.BLUBL3)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



ROUTING

From over BLUBL on CLL R-153 to COWZZ, to SNDAY, to CHEWI. EXPECT vectors to final approach course at or prior to CHEWI.

CHANGES: None.

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HOUSTON METROPLEX, TEXAS

AREA STAR
SERVES ONLY: ❶

JEPPESEN
2 JAN 15 (90-2A) Eff 8 Jan

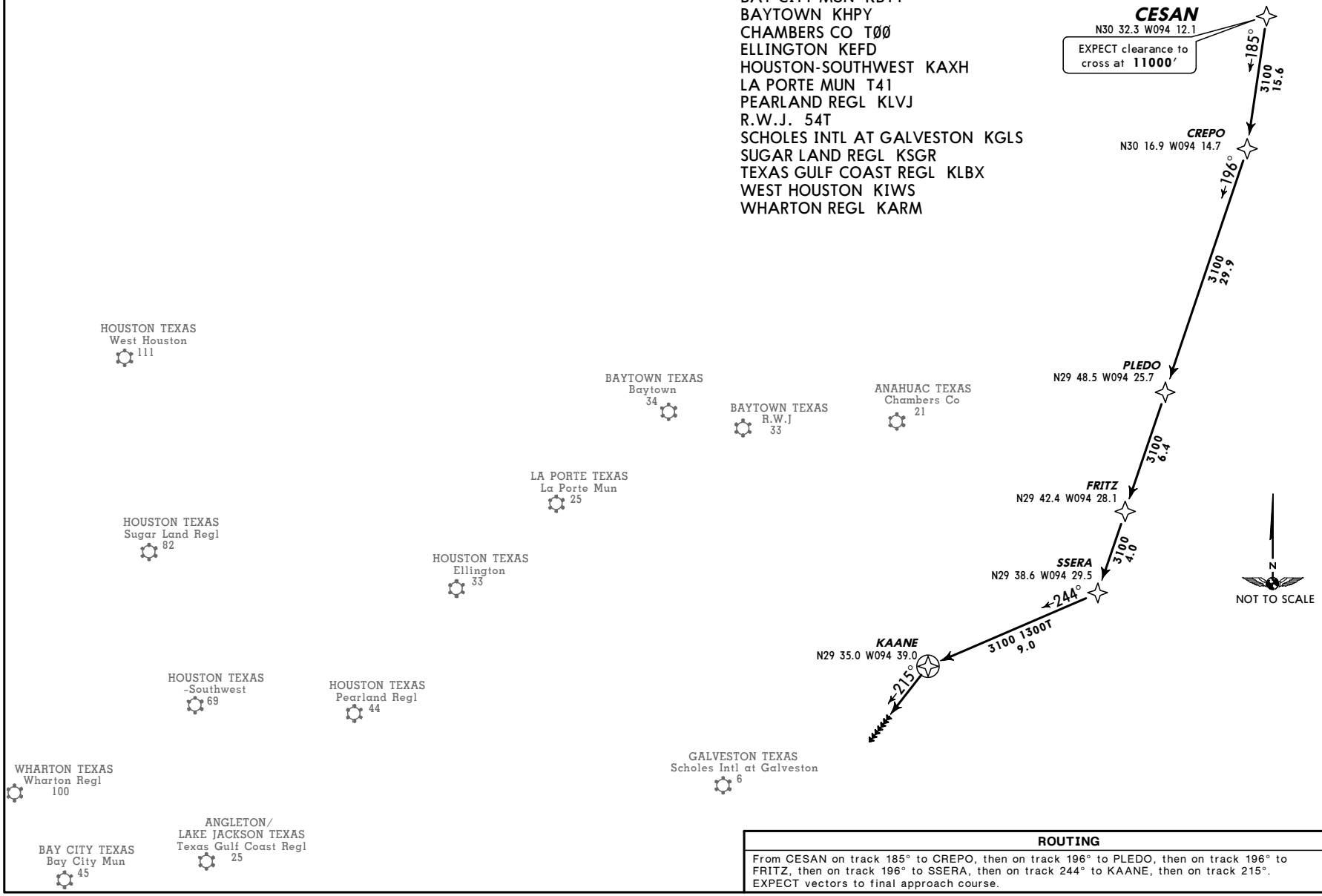
RNAV STAR

Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
See graphic			

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. DME/DME/IRU or GPS equipped turbojet and turboprop aircraft capable of 280 KT or greater must file the WAAPL RNAV STAR.

CESAN TWO RNAV ARRIVAL
(CESAN.CESAN2)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM



ROUTING

From CESAN on track 185° to CREPO, then on track 196° to PLEDO, then on track 196° to FRITZ, then on track 196° to SSERA, then on track 244° to KAANE, then on track 215°.
EXPECT vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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HOUSTON METROPLEX, TEXAS

JEPPESEN 19 JUN 15 (90-2B) Eff 25 Jun

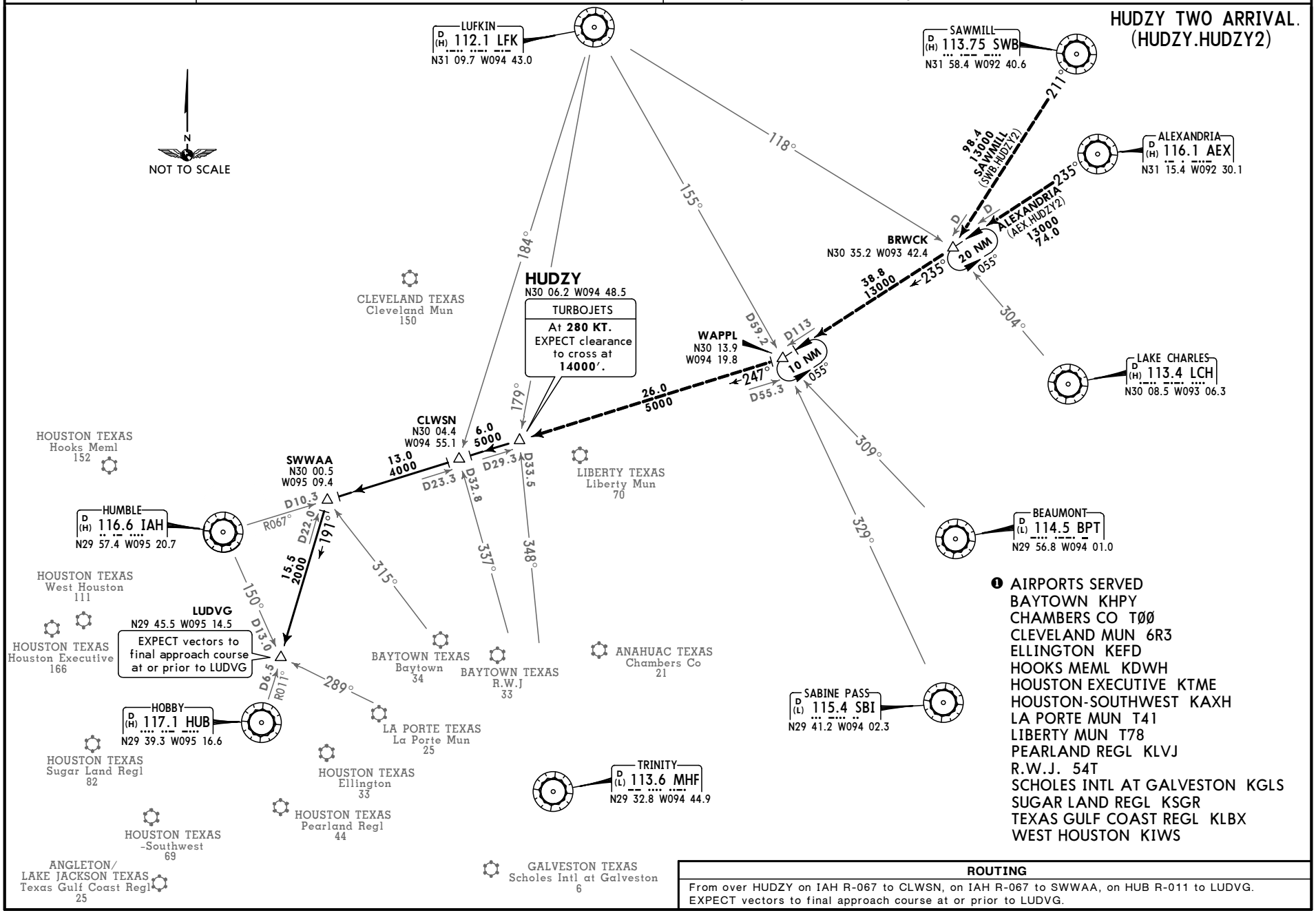
STAR

AREA STAR
SERVES ONLY: ❶

Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
See graphic			

1. For use by turbojet and turboprop aircraft capable of 280 KT or greater only.
2. For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft must file the WAPPL (RNAV) STAR.
3. ATC assigned only for aircraft landing Hooks Meml, Liberty Mun, Cleveland Mun.

HUDZY TWO ARRIVAL. (HUDZY.HUDZY2)



❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

ROUTING

From over HUDZY on IAH R-067 to CLWSN, on IAH R-067 to SWWAA, on HUB R-011 to LUDVG.
EXPECT vectors to final approach course at or prior to LUDVG.

CHANGES: None.

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HOUSTON METROPLEX, TEXAS

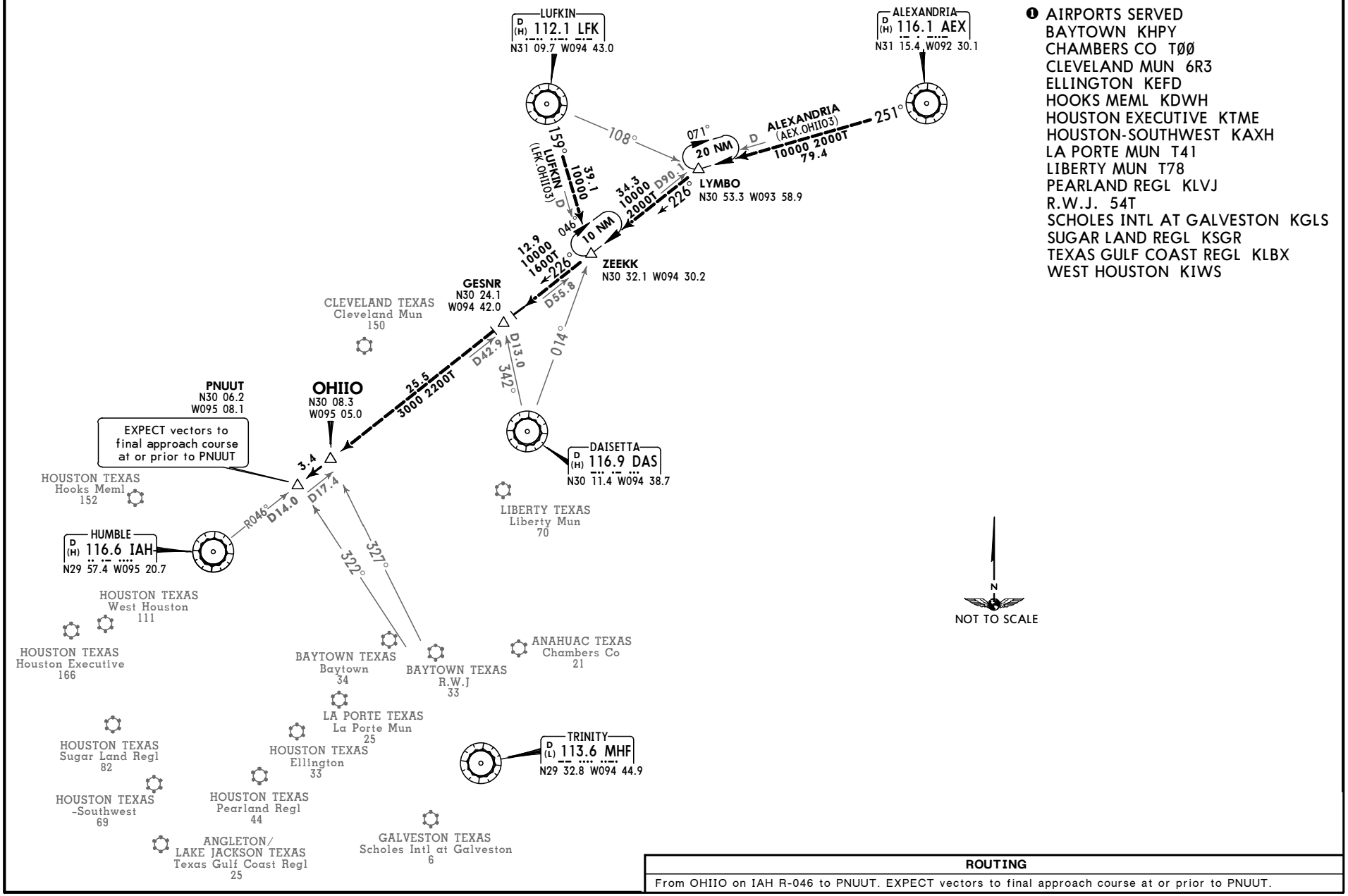
AREA STAR
SERVES ONLY: ❶

JEPPESEN
19 JUN 15 (90-2C) Eff 25 Jun
STAR

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	ATC assigned only for airports other than Hooks Meml, Liberty Mun, Cleveland Mun.

OHIIO THREE ARRIVAL
(OHIIO.OHII03)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



ROUTING

From OHIIO on IAH R-046 to PNUUT. EXPECT vectors to final approach course at or prior to PNUUT.

CHANGES: Procedure renumbered, revised.

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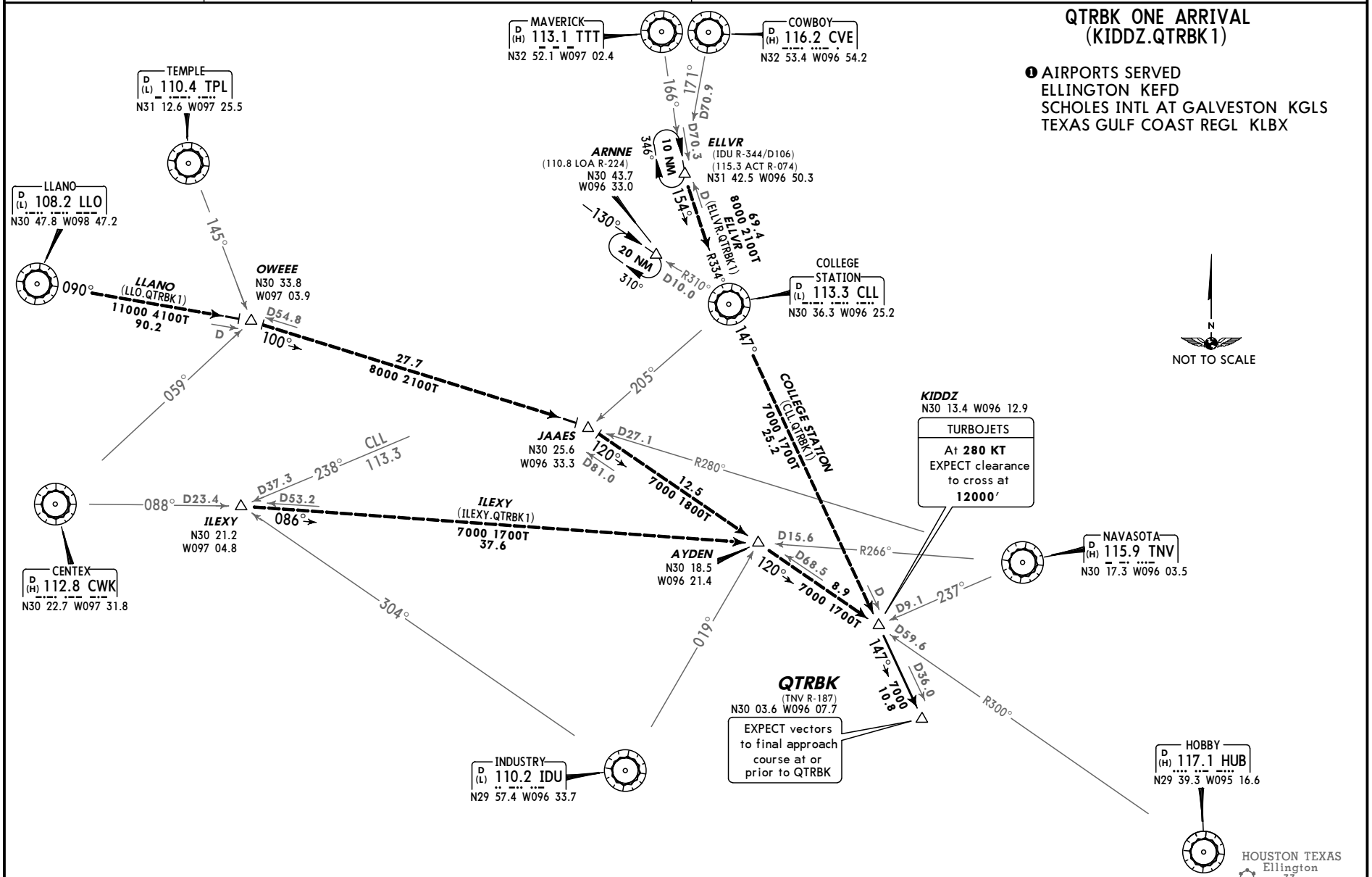
AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. Turbojet aircraft only. 2. DME/DME/IRU or GPS equipped turbojet aircraft landing HOU must file the KIDDZ RNAV STAR. 3. ILEXY transition for Austin terminal area departures only.

QTRBK ONE ARRIVAL (KIDDZ.QTRBK1)

❶ AIRPORTS SERVED
ELLINGTON KEFD
SCHOLES INTL AT GALVESTON KGLS
TEXAS GULF COAST REGL KLBX



ROUTING

From over KIDDZ on the CLL R-147 to QTRBK. EXPECT vectors to final approach course at or prior to QTRBK.

CHANGES: New chart.

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HOUSTON METROPLEX, TEXAS

AREA STAR
SERVES ONLY: ❶

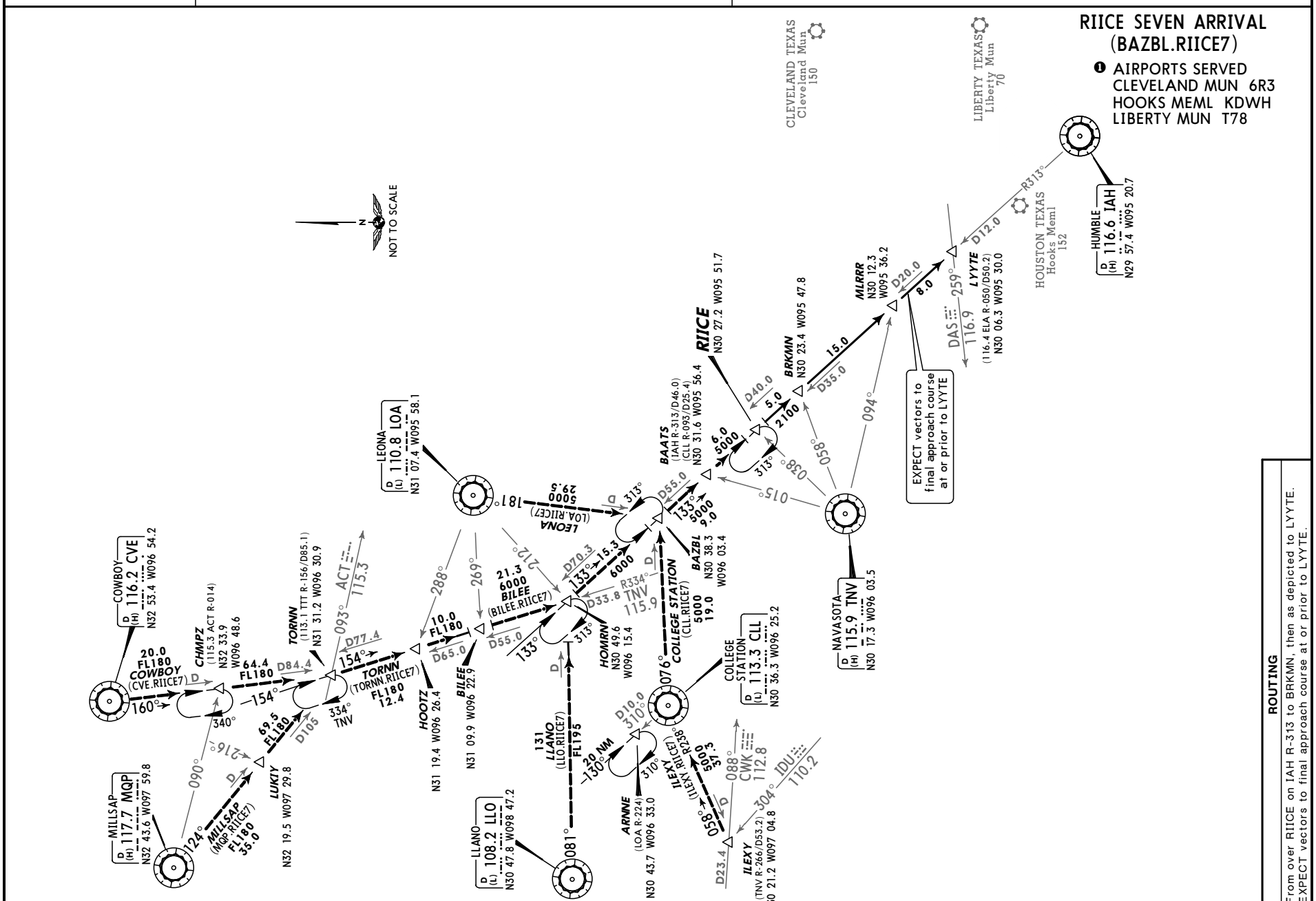
JEPPESEN
2 JAN 15 (90-2E) Eff 8 Jan
STAR

Apt Elev
See graphic

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

RIICE SEVEN ARRIVAL
(BAZBL.RIICE7)

❶ AIRPORTS SERVED
CLEVELAND MUN 6R3
HOOKS MEML KDWH
LIBERTY MUN T78



ROUTING

From over RIICE on IAH R-313 to BRKMN, then as depicted to LYYTE.
EXPECT vectors to final approach course at or prior to LYYTE.

CHANGES: Chart reindexed.

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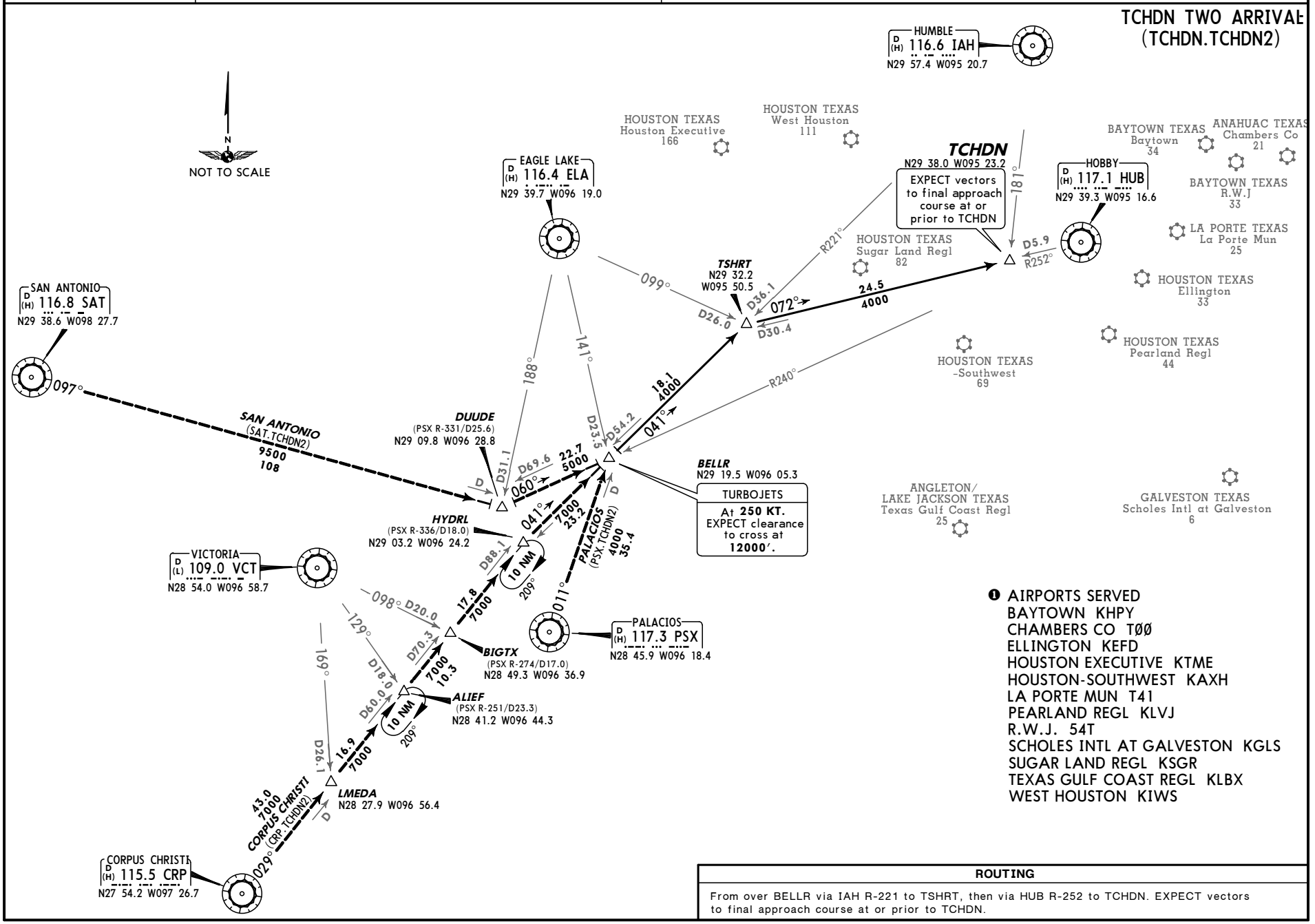
AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

JEPPESEN
18 JUL 14 90-2F Eff 24 Jul
STAR

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	

TCHDN TWO ARRIVAL (TCHDN.TCHDN2)



ROUTING

From over BELLR via IAH R-221 to TSHRT, then via HUB R-252 to TCHDN. EXPECT vectors to final approach course at or prior to TCHDN.

CHANGES: Procedure note, renumbered.

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HOUSTON METROPLEX, TEXAS

AREA STAR

SERVES ONLY: ❶

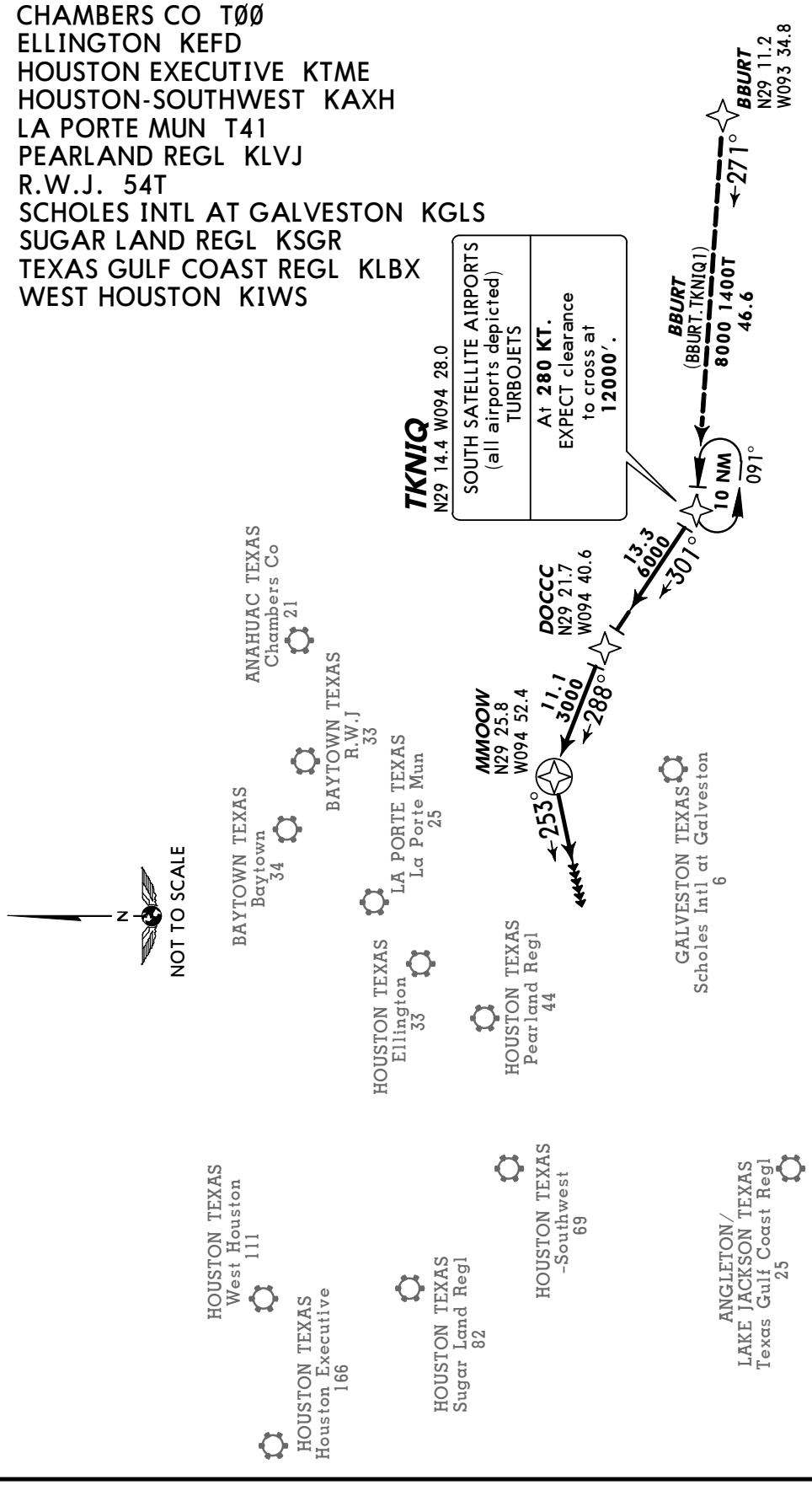
JEPPESEN
18 JUL 14 (90-2G) Eff 24 Jul

RNAV STAR

Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
See graphic	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**
	4. Turbojet and turboprop aircraft only.

TKNIQ ONE RNAV ARRIVAL (TKNIQ.TKNIQ1)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



ROUTING

From TKNIQ on track 301° to DOCCC. From DOCCC on track 288° to MMOOW. Then on track 253°.
EXPECT vectors to final approach course.

CHANGES: None.

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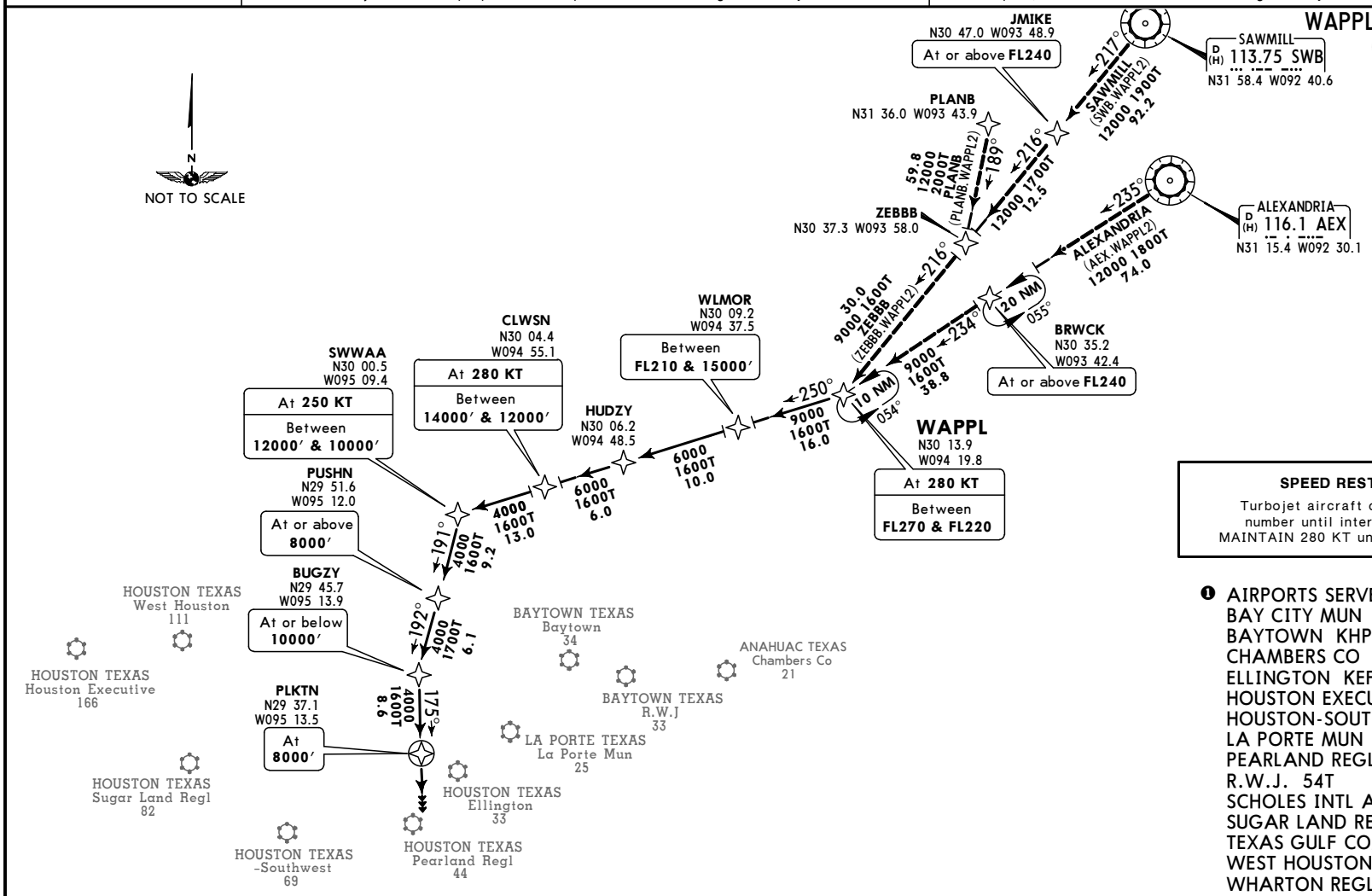
AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

JEPPESEN
24 APR 15 (90-2H) Eff 30 Apr RNAV STAR

Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. EXPECT runway assignment from Houston TRACON upon initial contact.
See graphic	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**	6. ZEBBB transition ATC assigned only. 7. Except for aircraft departing Shreveport, PLANB transition is ATC assigned only. Do not file.
	4. For turbojet and turboprop aircraft capable of 280 KT or greater only.	

WAPPL TWO RNAV ARRIVAL (WAPPL.WAPPL2)



SPEED RESTRICTION

Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

ROUTING

From WAPPL on track 250° to WLMOR, then on track 250° to HUDZY, then on track 250° to CLWSN, then on track 250° to SWWAA, then on track 191° to PUSHN, then on track 192° to BUGZY, then on track 175° to PLKTN, then on track 175°. EXPECT vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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HOUSTON METROPLEX, TEXAS

AREA STAR
SERVES ONLY: ❶

JEPPESEN
24 APR 15 (90-2J) Eff 30 Apr

STAR

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **RADAR required.**

WHAEL ONE ARRIVAL (WHAEL.WHAEL1)

❶ AIRPORTS SERVED
CLEVELAND MUN 6R3
HOOKS MEML KDWH
LIBERTY MUN T78

ROUTING

From over WHAEL on TNV R-204 to COWZZ, then on TNV R-204 to TNV. Depart TNV heading 070° for vectors to final approach course.

CLEVELAND TEXAS
Cleveland Mun
150

LIBERTY TEXAS
Liberty Mun
70

HOUSTON TEXAS
Hooks Meml
152

NAVASOTA
D (H) 115.9 TNV
N30 17.3 W096 03.5

070° hdg
R204°
15.2
D

COWZZ
N30 04.4 W096 12.8

EAGLE LAKE
D (H) 116.4 ELA
N29 39.7 W096 19.0

153°
D33.6
004°
28.9
2000
024°
D9.8
R262°

WHAEL
N29 39.7 W096 30.3

D4.1
D52.0
024°
(EATIT.WHAEL1)

EATIT
N29 33.0 W096 35.0

EXPECT clearance to cross at 9000′

PSX
117.3
335°
236°

COLLEGE STATION
D (L) 113.3 CLL
N30 36.3 W096 25.2

INDUSTRY
D (L) 110.2 IDU
N29 57.4 W096 33.7

15.4
3000
FFSSH
(FFSSH.WHAEL1)
7.9
3000
EATIT

207°
D25.2
082°

FFSSH
N29 39.7 W096 48.0

EXPECT clearance to cross at 9000′

N
NOT TO SCALE

CHANGES: None.

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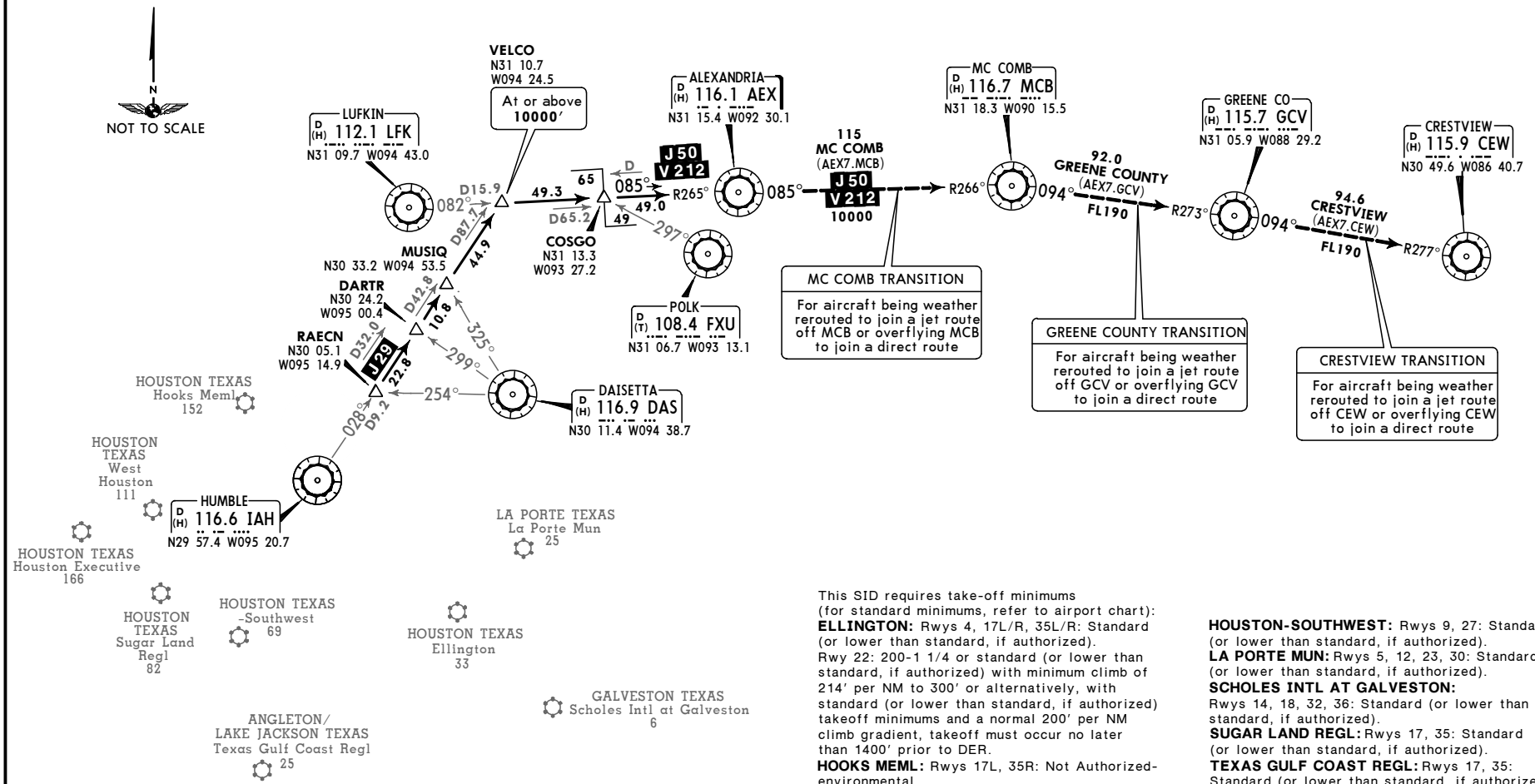
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AREA SID

SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. CRESTVIEW, GREENE COUNTY and MC COMB Transitions are ATC assigned only, do not file.

ALEXANDRIA SEVEN DEPARTURE (AEX7.AEX)



❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to RAECN.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN, on IAH R-028 to cross VELCO at or above 10000′, then RIGHT turn on LFK R-082 and AEX R-265 to AEX.

CHANGES: None.

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AREA SID

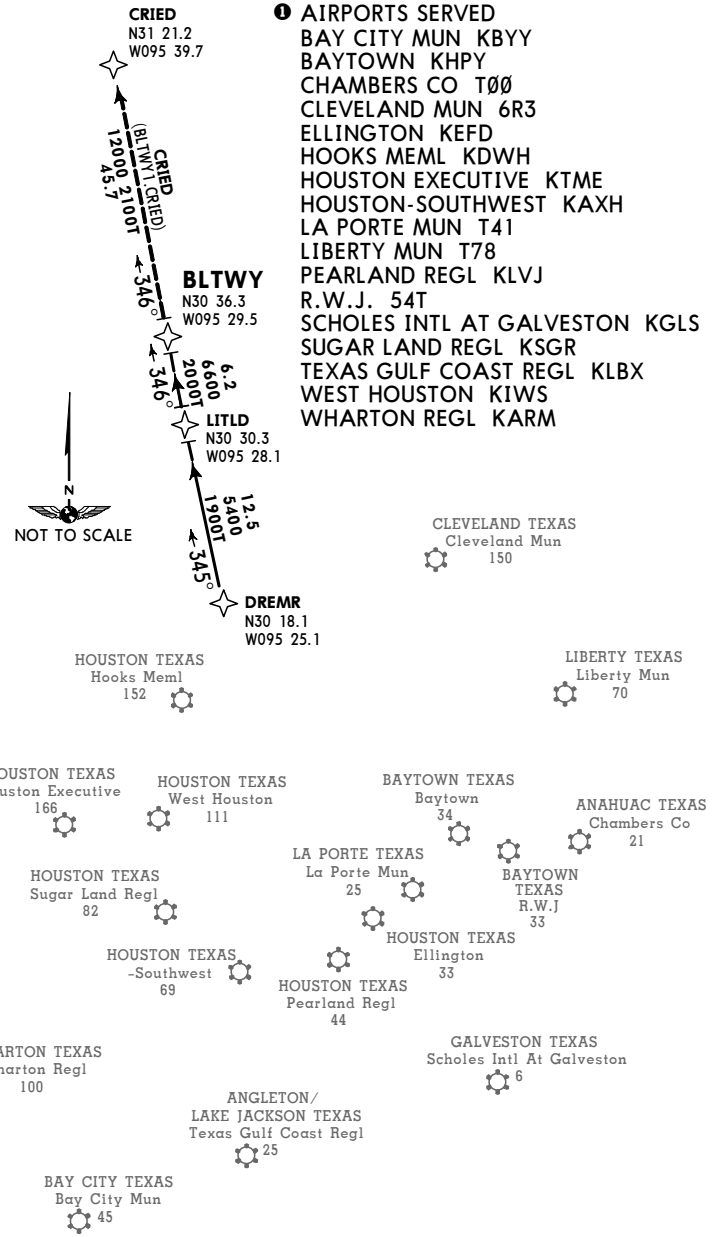
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

RNAV SID

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

BLTWY ONE RNAV DEPARTURE (BLTWY1.BLTWY)



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° or as assigned by ATC. **Rwy 31:** Climb on heading 308° or as assigned by ATC.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° or as assigned by ATC. **Rwy 32:** Climb on heading 325° or as assigned by ATC.	

ROUTING

EXPECT RADAR vectors to DREMR, then on track 345° to LITLD, then on track 346° to BLTWY, then on transition. MAINTAIN 4000′ or as assigned by ATC . EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

CHANGES: Reissue.

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HOUSTON METROPLEX, TEXAS

AREA SID

SERVES ONLY: ❶

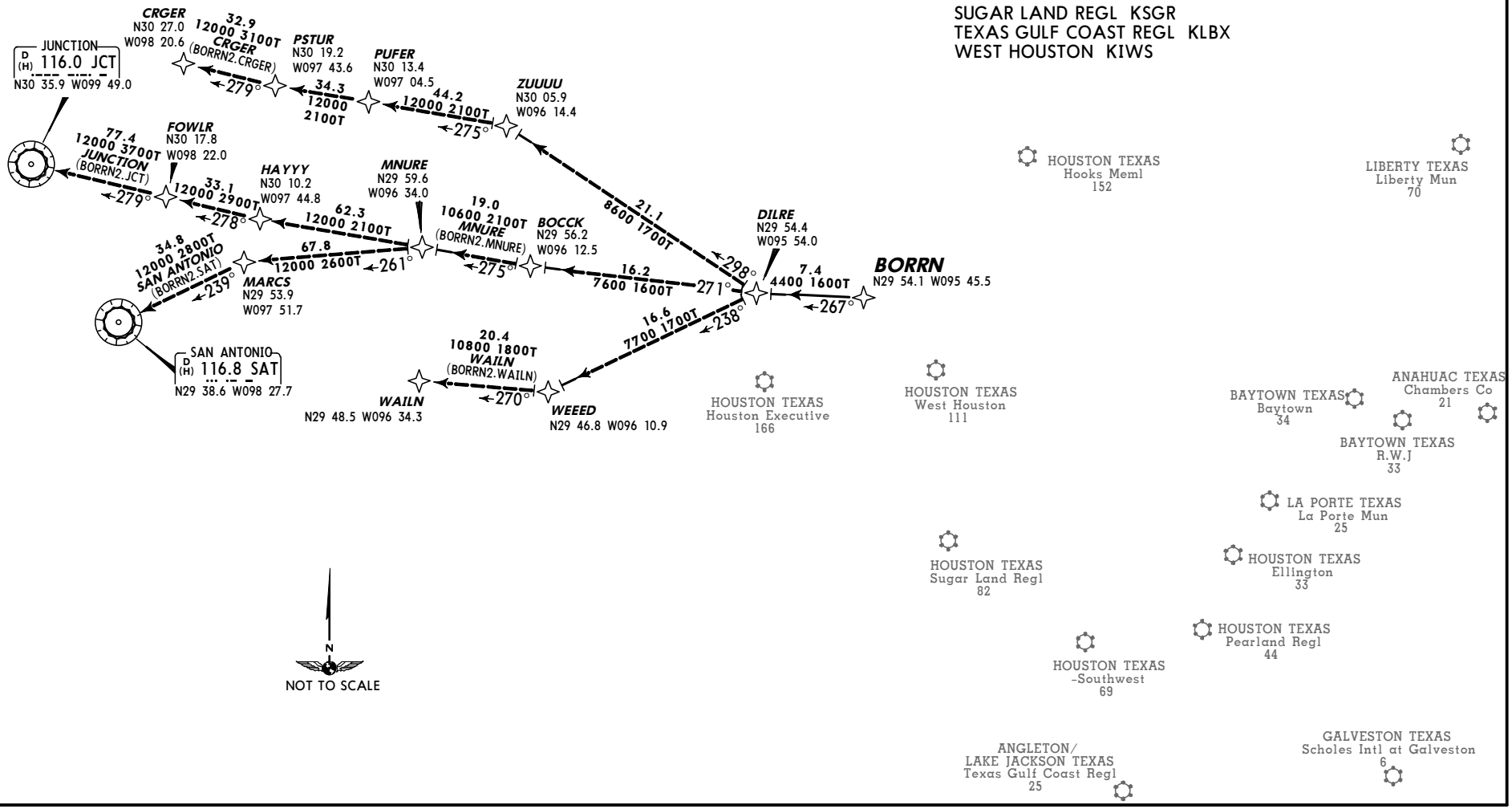
Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. CRGER transition ATC assigned only for aircraft departing 54T, AXH, EFD, GLS, HPY, IWS, LBX, LVJ, SGR, TME, T00, T41.

BORRN TWO RNAV DEPARTURE (BORRN2.BORRN)

For Procedure Text and Takeoff Minimums see 90-3A1
PROCEDURE GRAPHIC

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



CHANGES: Procedure renumbered, revised, top altitude.

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AREA SID
SERVES ONLY: ❶

BORRN TWO RNAV DEPARTURE (BORRN2.BORRN)

For Procedure Graphic see 90-3A

PROCEDURE TEXT

❶ AIRPORTS SERVED	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 320° to 540′, EXPECT RADAR vectors to BORRN.	4000′
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to BORRN.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to BORRN. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to BORRN.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to BORRN. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to BORRN. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to BORRN.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to BORRN. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to BORRN.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′, EXPECT RADAR vectors to BORRN. **Rwy 36:** Climb on heading 355° to 680′, EXPECT RADAR vectors to BORRN.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb heading 089° to 2000′, EXPECT RADAR vectors to BORRN. **Rwy 27:** Climb heading 269° to 2200′, EXPECT RADAR vectors to BORRN.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to BORRN.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to BORRN. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to BORRN.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 322° to 900′, EXPECT RADAR vectors to BORRN.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to BORRN.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′, EXPECT RADAR vectors to BORRN. **Rwy 18:** Climb on heading 179° to 520′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 318° to 520′, EXPECT RADAR vectors to BORRN. **Rwy 36:** Climb on heading 359° to 520′, EXPECT RADAR vectors to BORRN.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to BORRN. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to BORRN.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to BORRN.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to BORRN. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to BORRN.	

ROUTING

From BORRN on track 267° to DILRE, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not Authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′. Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

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

CHANGES: Procedure renumbered, revised, top altitude.

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AREA SID

SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**RADAR required.**

NOT TO SCALE

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

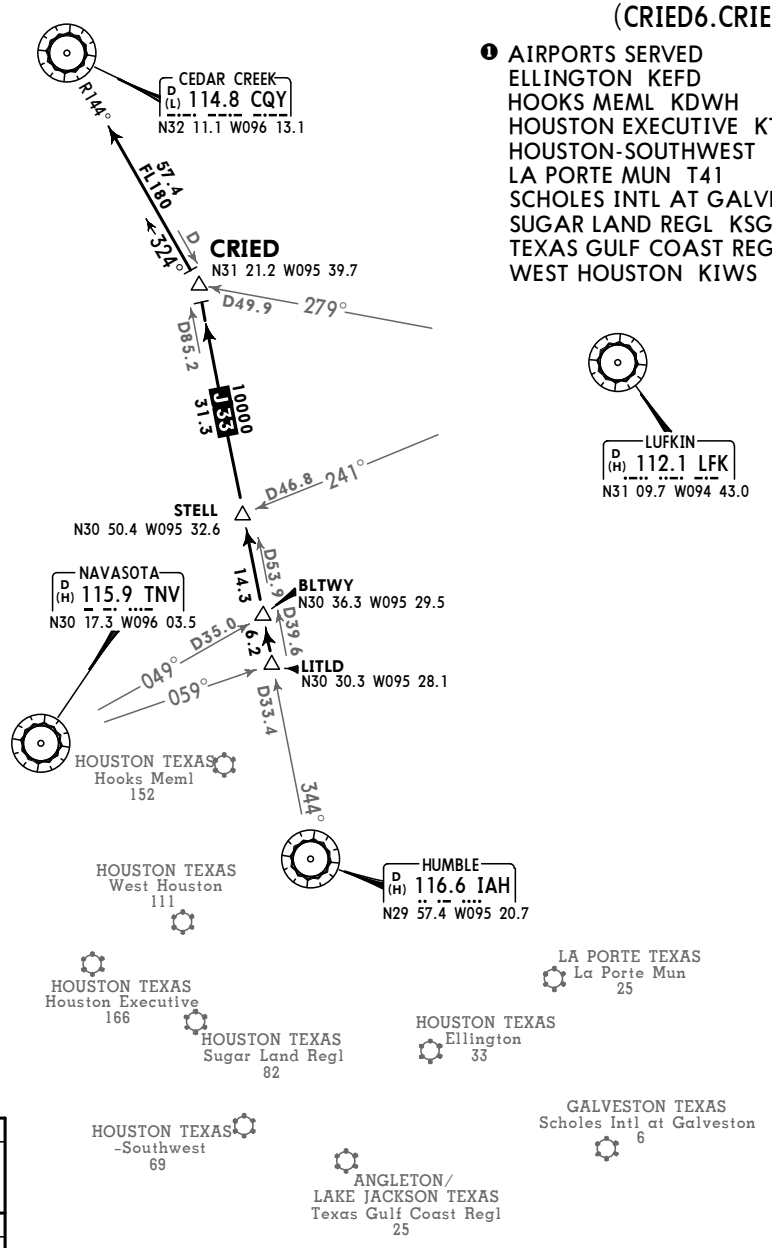
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to LITLD.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to LITLD.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At LITLD, on IAH R-344 to STELL, then on IAH R-344 to CRIED, then LEFT turn on CQY R-144 to CQY.

CRIED SIX DEPARTURE
(CRIED6.CRIED)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



CHANGES: None.

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HOUSTON METROPLEX, TEXAS

AREA SID
SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. For aircraft destined Memphis Intl, or filed via Q-32 or J-42.

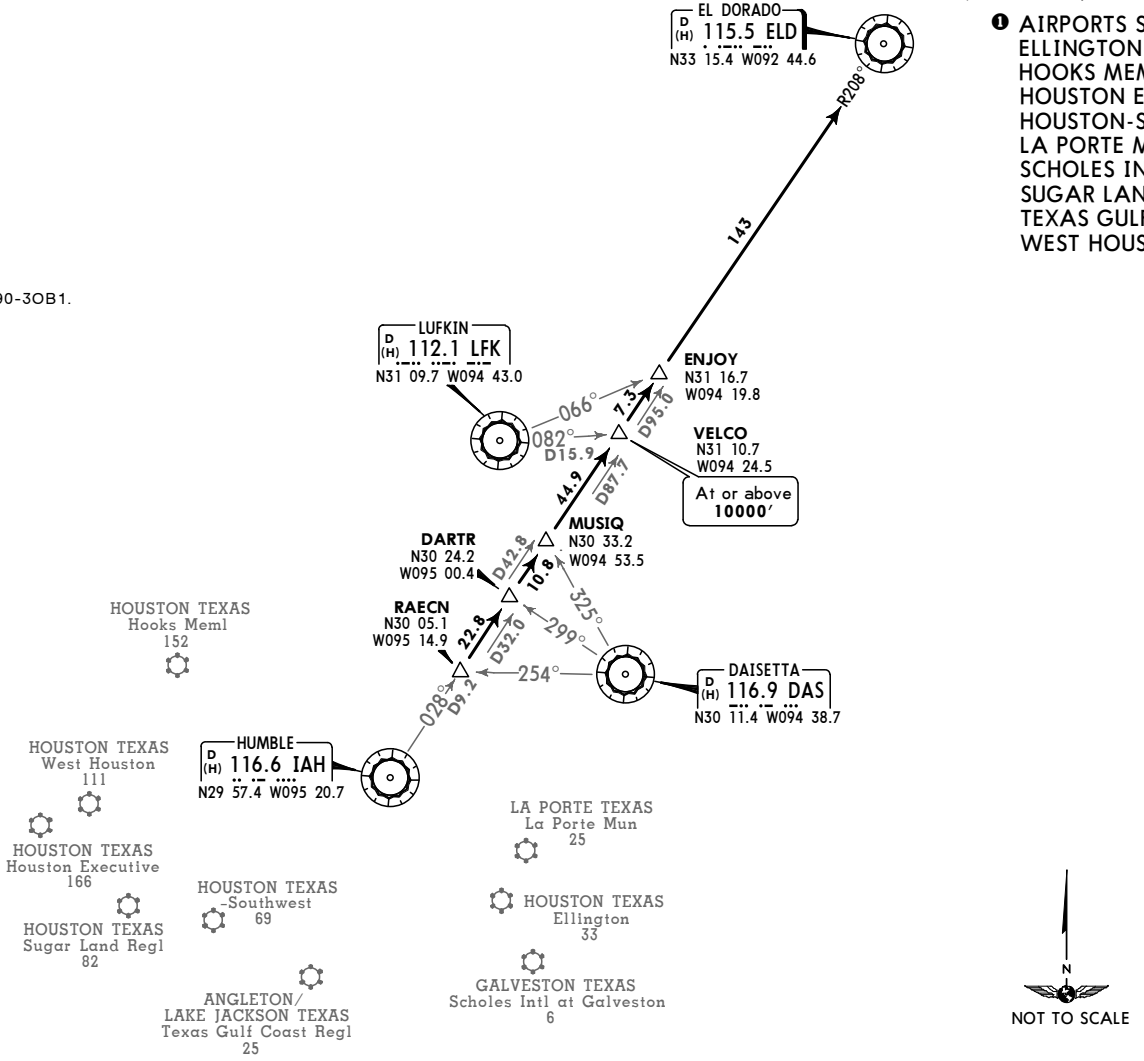
EL DORADO SIX DEPARTURE (ELD6.ELD)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to RAECN.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN on IAH R-028 and the ELD R-208 to ELD, cross VELCO at or above 10000′.

CHANGES: Procedure renumbered, VELCO crossing restriction.

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AREA SID

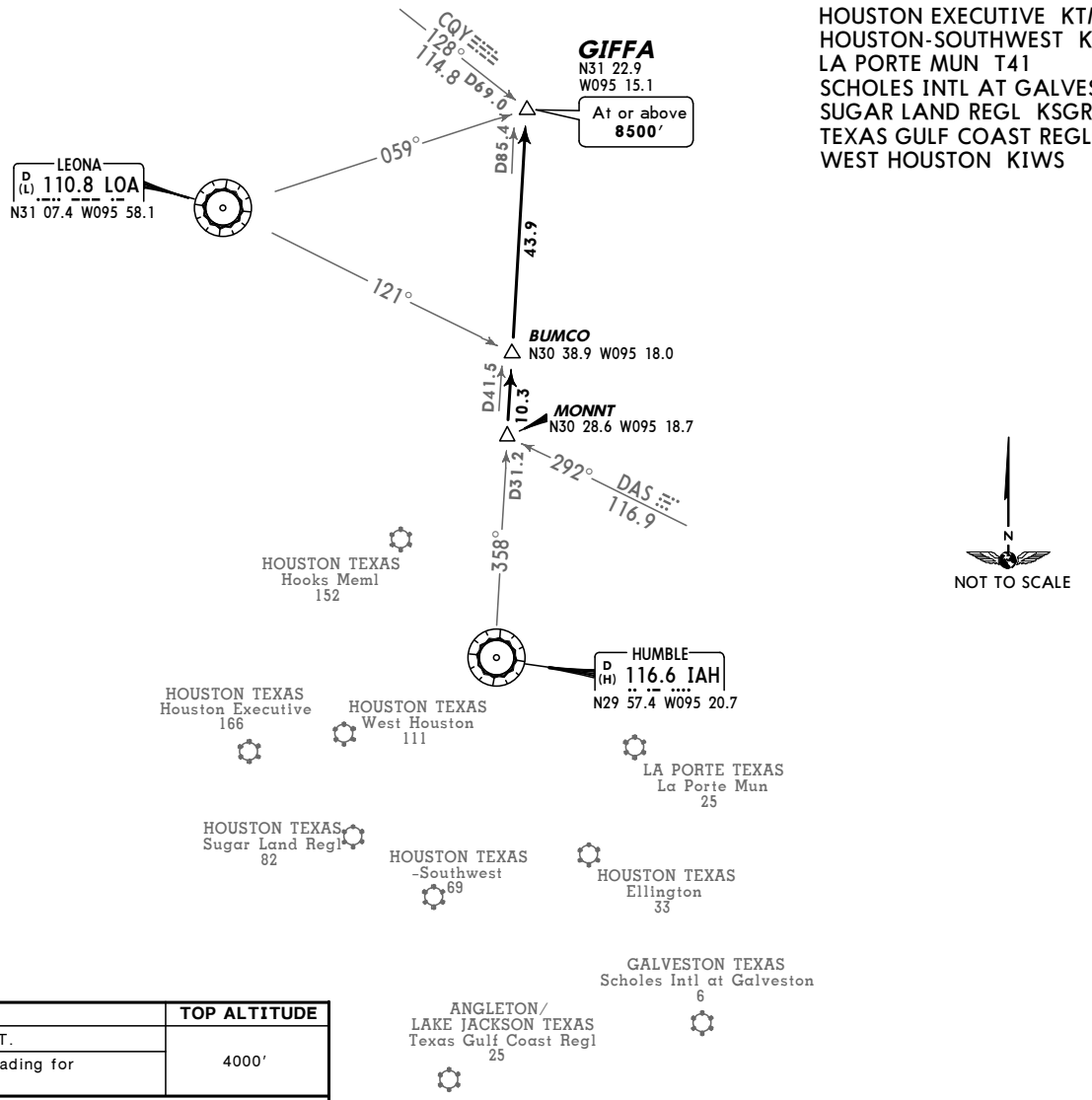
SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. For aircraft destined for Dallas Ft Worth (DFW) terminal area only.

GIFFA SIX DEPARTURE
(GIFFA6.GIFFA)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to MONNT.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to MONNT.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At MONNT on IAH R-358 to cross GIFFA at or above 8500′.

CHANGES: Procedure renumbered, top altitude.

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SERVES ONLY: ❶

HOUSTON METROPLEX
TEXAS
RNAV SID

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb heading 140° to 540′. **Rwy 32:** Climb heading 320° to 540′.	4000′
CHAMBERS CO	**Rwy 12:** Climb heading 124° to 540′. **Rwy 30:** Climb heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb heading 157° to 1400′. **Rwy 34:** Climb heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb heading 039° to 540′. **Rwys 17L/R:** Climb heading 174° to 540′. **Rwy 22:** Climb heading 219° to 540′. **Rwys 35L/R:** Climb heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb heading 168° to 660′. **Rwy 35L:** Climb heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb heading 175° to 680′. **Rwy 36:** Climb heading 355° to 700′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb heading 089° to 2000′. **Rwy 27:** Climb heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb heading 046° to 540′. **Rwy 12:** Climb heading 121° to 540′. **Rwy 23:** Climb heading 226° to 540′. **Rwy 30:** Climb heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb heading 161° to 1700′. **Rwy 34:** Climb heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb heading 142° to 1600′. **Rwy 32:** Climb heading 323° to 700′.	
R.W.J.	**Rwy 8:** Climb heading 084° to 540′. **Rwy 14:** Climb heading 143° to 540′. **Rwy 26:** Climb heading 264° to 540′. **Rwy 32:** Climb heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb heading 138° to 520′. **Rwy 18:** Climb heading 179° to 520′. **Rwy 32:** Climb heading 318° to 520′. **Rwy 36:** Climb heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb heading 170° to 1500′. **Rwy 35:** Climb heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb heading 175° to 540′. **Rwy 35:** Climb heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb heading 150° to 620′. **Rwy 33:** Climb heading 330° to 620′.	

ROUTING

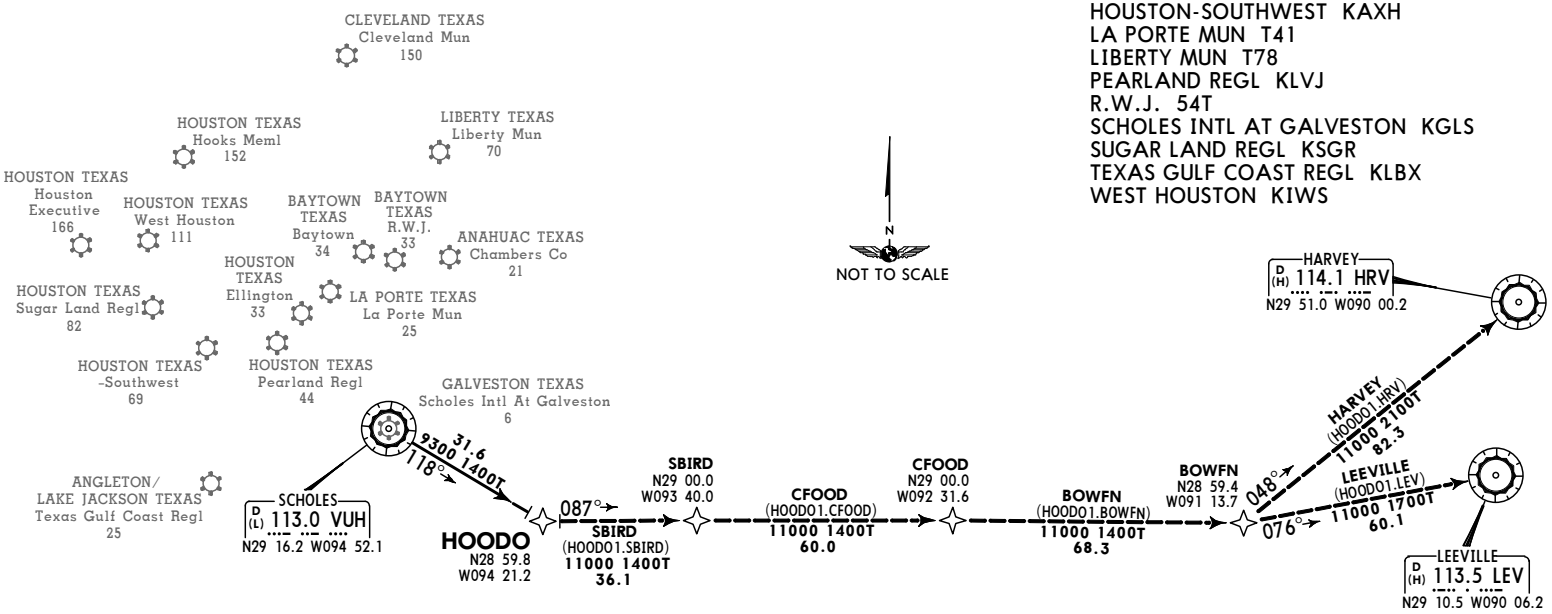
EXPECT RADAR vectors to VUH, then on track 118° to HOODO, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

Apt Elev	Trans level: FL180	Trans alt: 18000′
See Graphic		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For non-GPS equipped aircraft LCH, LEV, LLA and TBD DMEs must be operational.
5. ATC assigned only.

HOODO ONE RNAV DEPARTURE
(HOOD01.HOODO)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.

SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

CHANGES: Reissue.

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AREA SID

SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. TPAKK Transition: For non-GPS equipped aircraft TNV DME must be operational.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**RWY 13:** Climb on heading 128° to 560′. **RWY 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**RWY 14:** Climb on heading 140° to 540′. **RWY 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**RWY 12:** Climb on heading 124° to 540′. **RWY 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**RWY 16:** Climb on heading 157° to 1400′. **RWY 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**RWY 4:** Climb on heading 039° to 540′. **RWYS 17L/R:** Climb on heading 174° to 540′. **RWY 22:** Climb on heading 219° to 540′. **RWYS 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**RWY 17R:** Climb on heading 168° to 660′. **RWY 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**RWY 18:** Climb on heading 175° to 680′. **RWY 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**RWY 9:** Climb on heading 089° to 2000′. **RWY 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**RWY 5:** Climb on heading 046° to 540′. **RWY 12:** Climb on heading 121° to 540′. **RWY 23:** Climb on heading 226° to 540′. **RWY 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**RWY 16:** Climb on heading 161° to 1700′. **RWY 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**RWY 14:** Climb on heading 142° to 1600′. **RWY 32:** Climb on heading 322° to 700′.	
R.W.J.	**RWY 8:** Climb on heading 084° to 540′. **RWY 14:** Climb on heading 143° to 540′. **RWY 26:** Climb on heading 264° to 540′. **RWY 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**RWY 14:** Climb on heading 138° to 520′. **RWY 18:** Climb on heading 179° to 520′. **RWY 32:** Climb on heading 318° to 520′. **RWY 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**RWY 17:** Climb on heading 170° to 1500′. **RWY 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**RWY 17:** Climb on heading 175° to 540′. **RWY 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**RWY 15:** Climb on heading 150° to 620′. **RWY 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**RWY 14:** Climb on heading 145° to 600′. **RWY 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to RENNK, then on track 016° to COLET, then on track 025° to SUSHI, then on track 026° to WWELL, then on track 026° to INDIE, then on transition. MAINTAIN 5000′. EXPECT filed altitude 10 minutes after departure.

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

BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

Rwys 17, 35: Not authorized - Environmental.

CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.

Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

Waterways 17, 35: Not authorized - Air Traffic.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.

SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.

SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

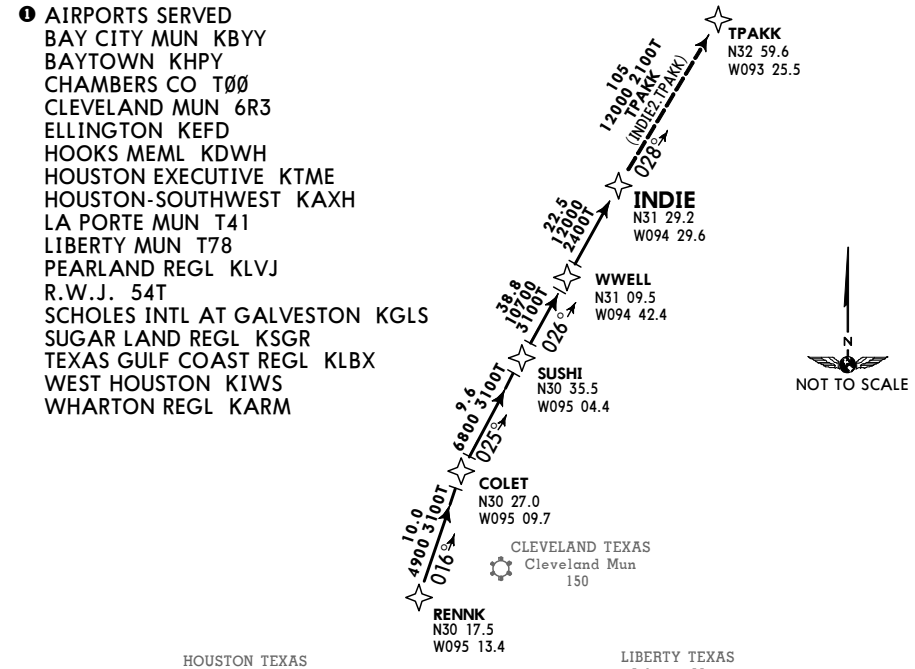
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

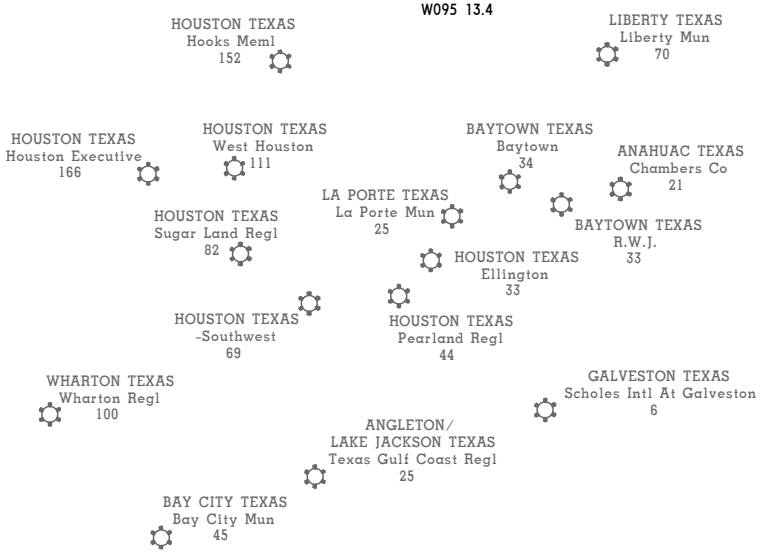
Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

INDIE TWO RNAV DEPARTURE (INDIE2.INDIE)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM





CHANGES: Procedure revised, renumbered.

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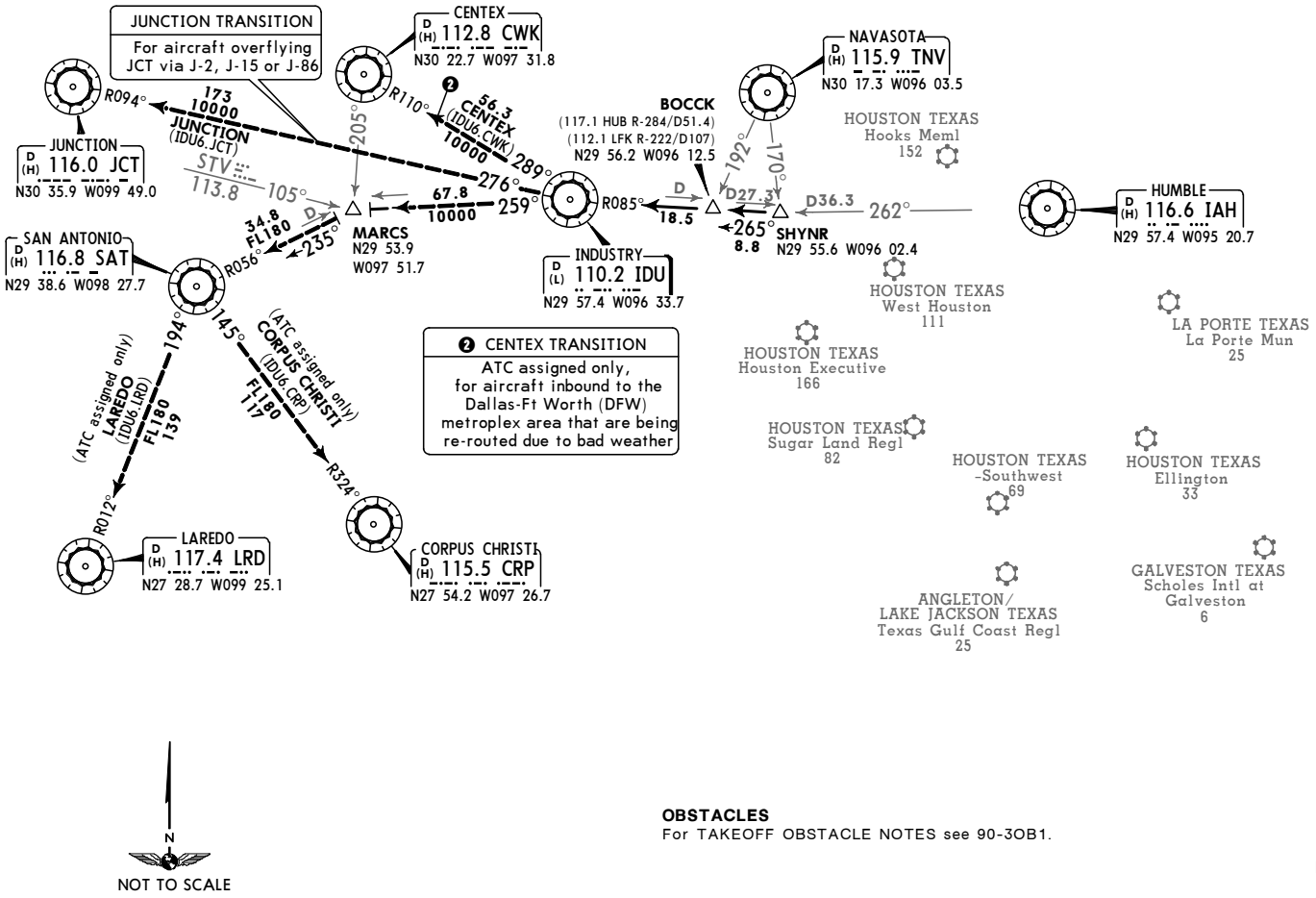
HOUSTON METROPLEX, TEXAS

AREA SID
SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**RADAR required.**

INDUSTRY SIX DEPARTURE (IDU6.IDU)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to SHYNR.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to SHYNR.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SHYNR on IDU R-085 to BOCCK, then on IDU R-085 to IDU.

CHANGES: None.

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HOUSTON METROPLEX, TEXAS

AREA SID

SERVES ONLY: ❶

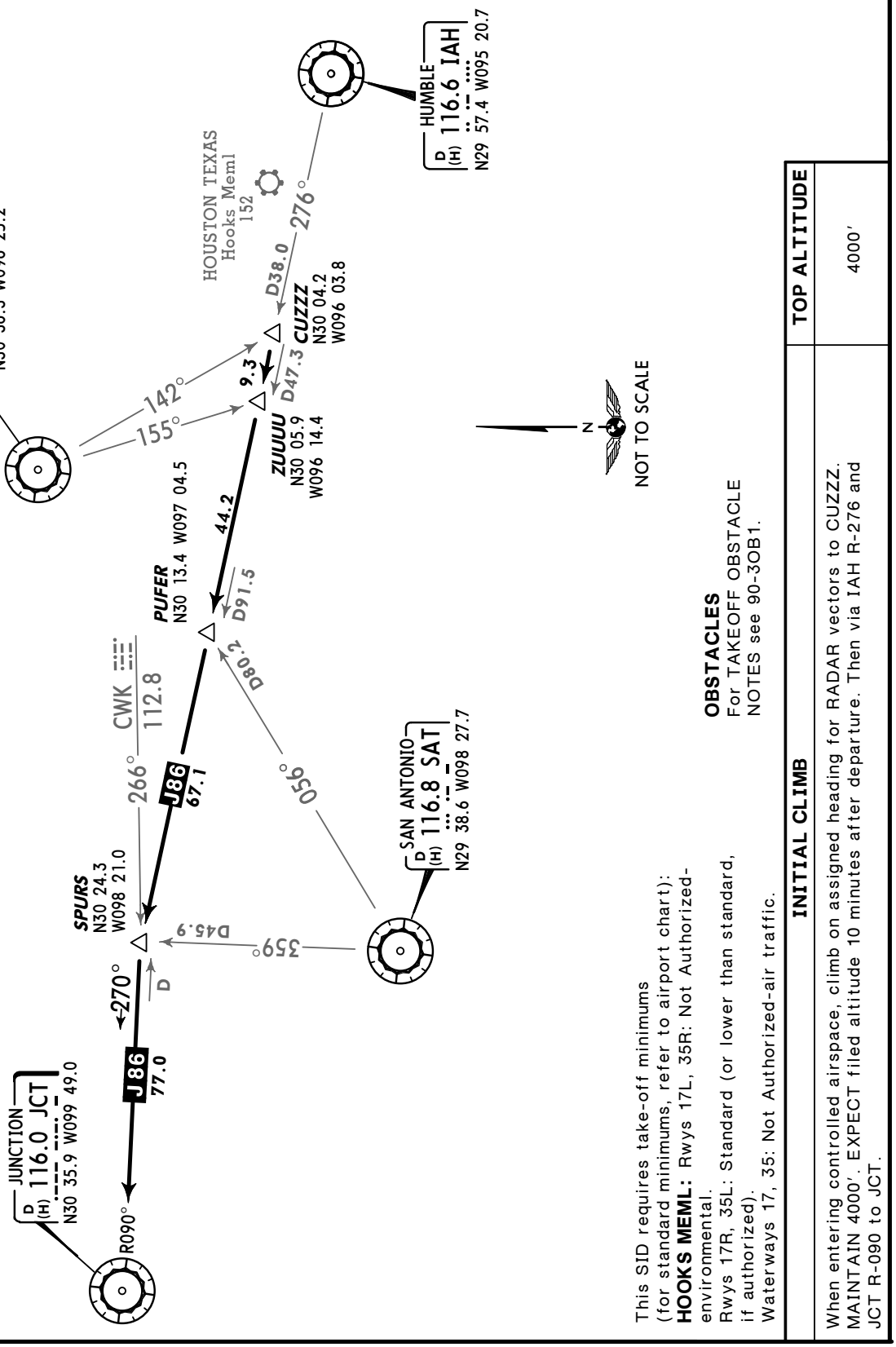
JEPPESEN
27 FEB 15 (90-3J) Eff 5 Mar

SID

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft overflying JCT via J-86 filing FL240 or above.

JUNCTION EIGHT DEPARTURE (JCT8.JCT)

❶ AIRPORT SERVED
HOOKS MEML KDWH



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.

INITIAL CLIMB	TOP ALTITUDE
When entering controlled airspace, climb on assigned heading for RADAR vectors to CUZZZ. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then via IAH R-276 and JCT R-090 to JCT.	4000′

CHANGES: Procedure renumbered, top altitude.

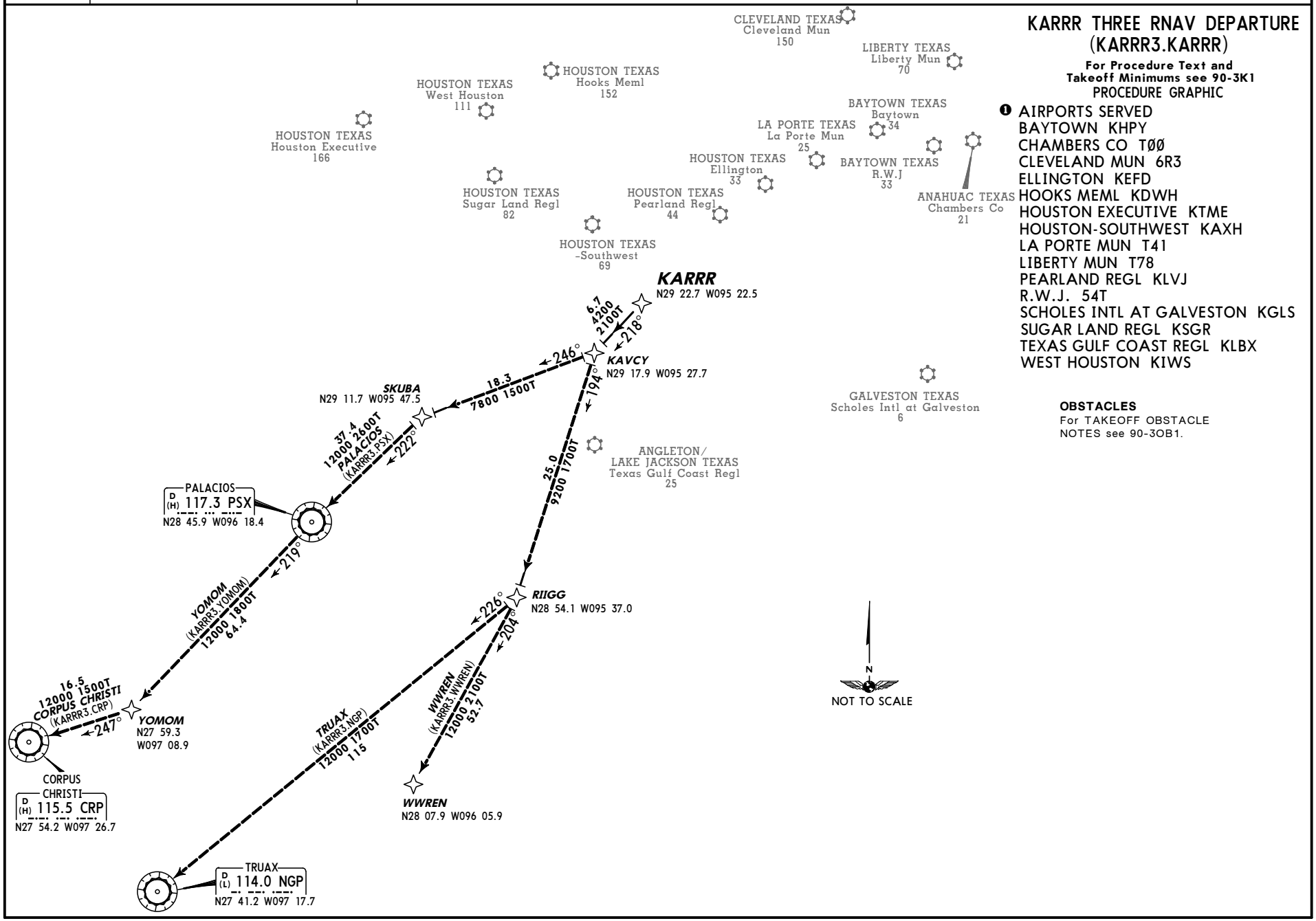
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AREA SID

SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.



KARRR THREE RNAV DEPARTURE (KARRR3.KARRR)

For Procedure Text and Takeoff Minimums see 90-3K1

PROCEDURE GRAPHIC

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

CHANGES: Procedure renumbered, revised, top altitude.

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AREA SID
SERVES ONLY: ❶

KARRR THREE RNAV DEPARTURE (KARRR3.KARRR)

For Procedure Graphic see 90-3K
PROCEDURE TEXT

❶ AIRPORTS SERVED	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 320° to 540′, EXPECT RADAR vectors to KARRR.	4000′
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to KARRR.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to KARRR. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to KARRR.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to KARRR. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to KARRR. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to KARRR.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to KARRR. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to KARRR.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′, EXPECT RADAR vectors to KARRR. **Rwy 36:** Climb on heading 355° to 680′, EXPECT RADAR vectors to KARRR.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′, EXPECT RADAR vectors to KARRR. **Rwy 27:** Climb on heading 269° to 2200′, EXPECT RADAR vectors to KARRR.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to KARRR.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to KARRR. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to KARRR.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 322° to 900′, EXPECT RADAR vectors to KARRR.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to KARRR.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′, EXPECT RADAR vectors to KARRR. **Rwy 18:** Climb on heading 179° to 520′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 318° to 520′, EXPECT RADAR vectors to KARRR. **Rwy 36:** Climb on heading 359° to 520′, EXPECT RADAR vectors to KARRR.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to KARRR. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to KARRR.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to KARRR.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to KARRR. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to KARRR.	

ROUTING

From KARRR on track 218° to KAVCY, then on transition. MAINTAIN 4000′ or as assigned by ATC.
EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not Authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′. Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

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

CHANGES: Procedure renumbered, revised, top altitude.

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HOUSTON METROPLEX, TEXAS

AREA SID

SERVES ONLY: ❶

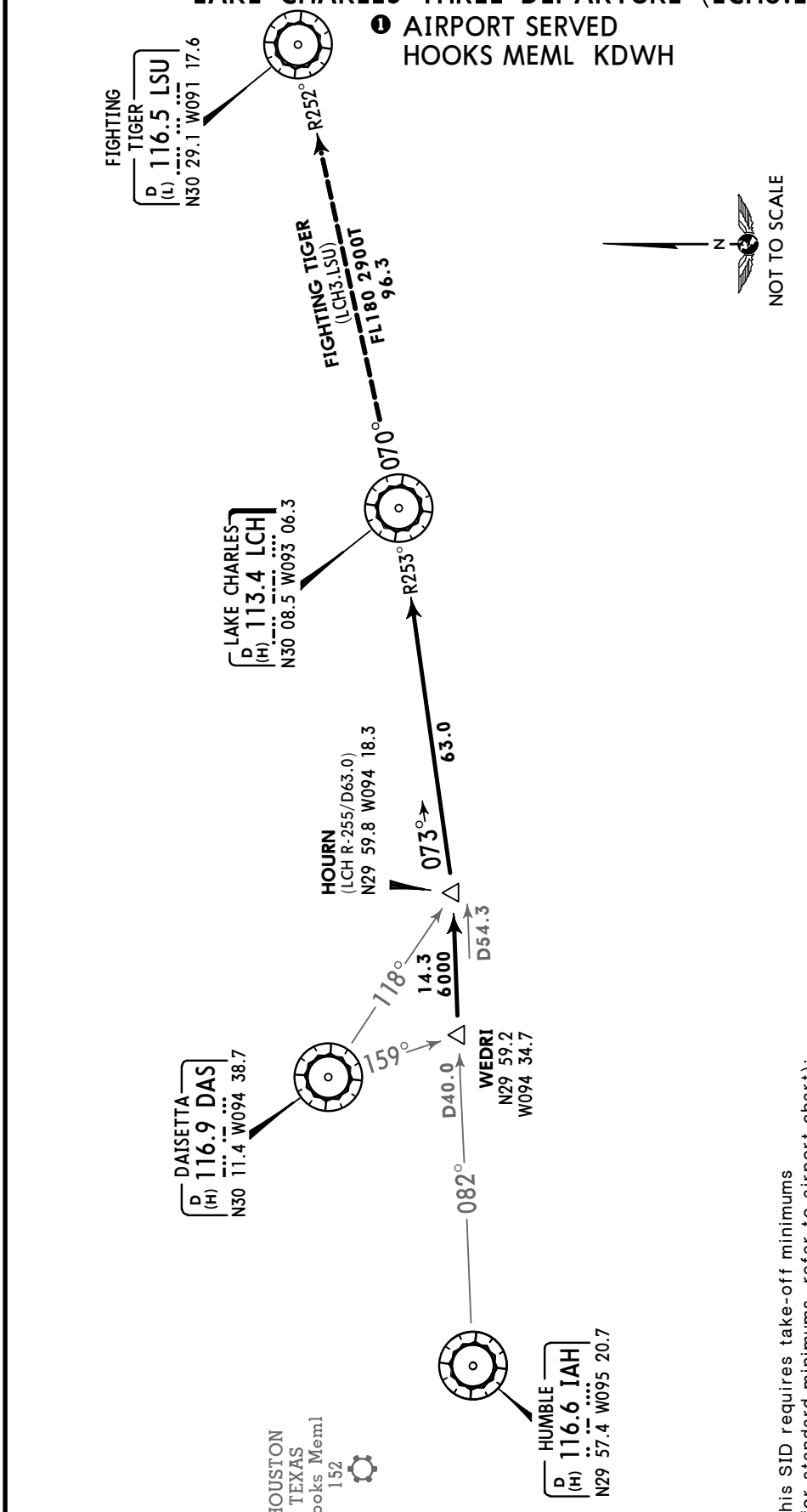
JEPPESEN
24 APR 15 (90-3L) Eff 30 Apr

SID

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

LAKE CHARLES THREE DEPARTURE (LCH3.LCH)

❶ AIRPORT SERVED
HOOKS MEML KDWH



This SID requires take-off minimums (for standard minimums, refer to airport chart):
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

INITIAL CLIMB

When entering controlled airspace, climb on assigned heading for RADAR vectors to WEDRI. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then on IAH R-082 to HOURN, then on LCH R-253 to LCH.

CHANGES: Procedure renumbered, revised.

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AREA SID

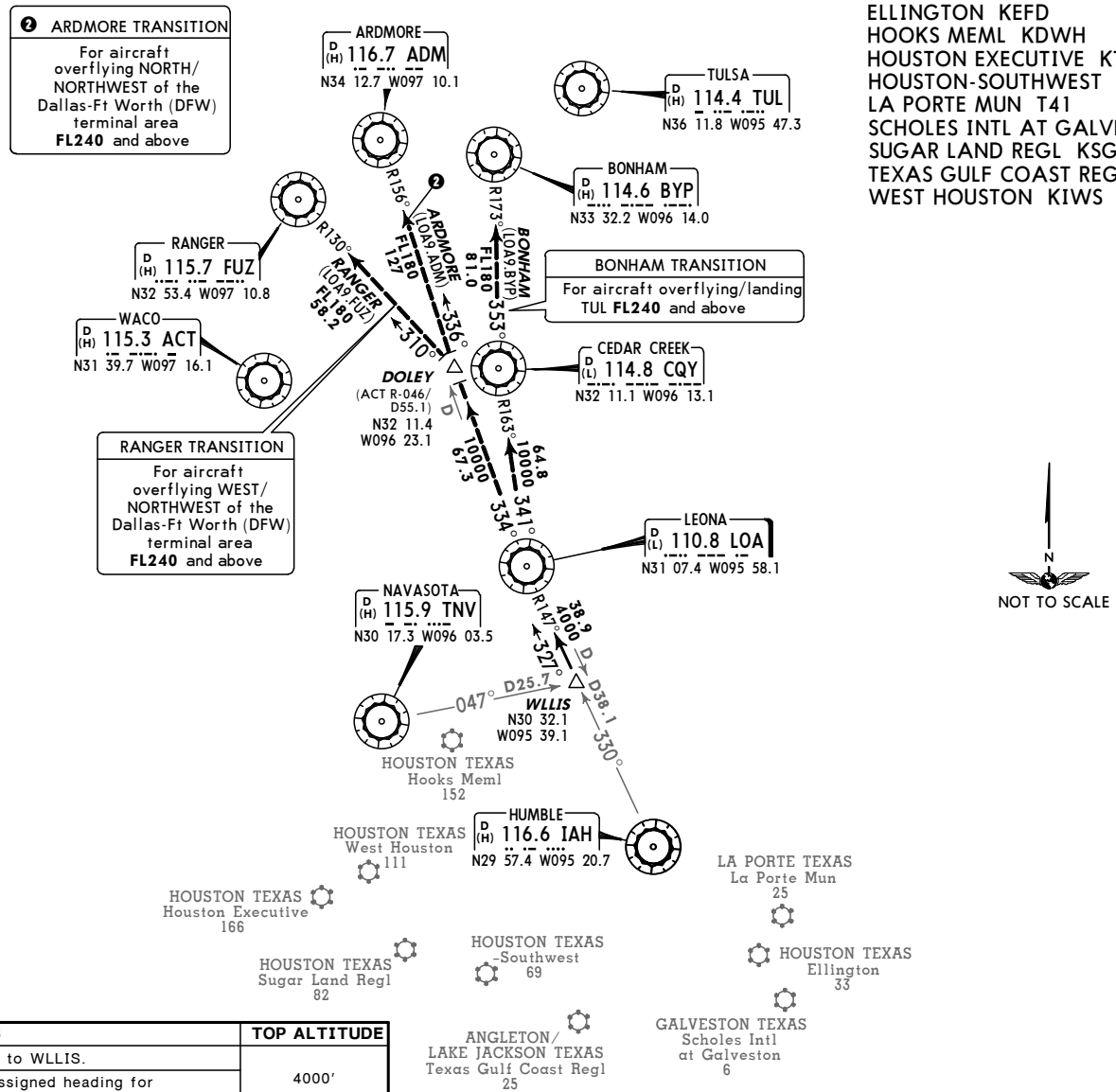
SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. Except for aircraft destined Waco (ACT) or the Dallas Ft Worth (DFW) terminal area, all aircraft filing the LEONA SID must file one of the published transitions via FUZ, ADM or BYP.

LEONA NINE DEPARTURE (LOA9.LOA)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to WLLIS.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to WLLIS.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. From WLLIS on LOA R-147 to LOA.

CHANGES: Procedure renumbered, top altitude.

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HOUSTON METROPLEX, TEXAS

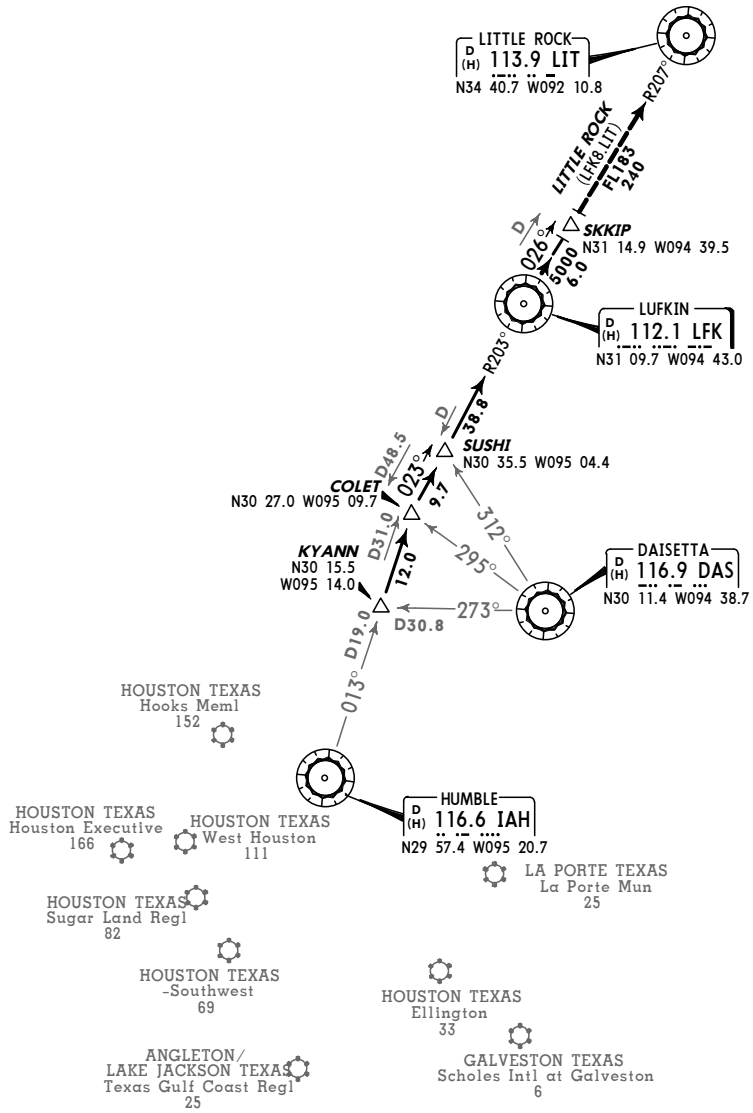
AREA SID
SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. For aircraft destined LIT, or overflying LIT or PXV.

LUFKIN EIGHT DEPARTURE (LFK8.LFK)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

NOT TO SCALE

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to KYANN.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to KYANN.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At KYANN on IAH R-013 to COLET, then RIGHT turn on LFK R-203 to LFK.

CHANGES: Procedure renumbered, top altitude.

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TAKEOFF OBSTACLE NOTES

BAY CITY

◦ RWY 13:
TREES BEGINNING 51' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 55' AGL/92' MSL. POLES BEGINNING 635' FROM DER, 402' LEFT OF CENTERLINE, 31' AGL/68' MSL.

◦ RWY 31:
TREES BEGINNING 102' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 34' AGL/80' MSL.

BAYTOWN

◦ RWY 14:
MULTIPLE TREES, POWER POLES AND HOUSES BEGINNING AT DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/89' MSL. VEHICLE 187' FROM DER, 47' RIGHT OF CENTERLINE, 15' AGL/44' MSL. TOWER 4066' FROM DER, 1217' RIGHT OF CENTERLINE, 156' AGL/180' MSL.

◦ RWY 32:
VEHICLE 53' FROM DER, 23' RIGHT OF CENTERLINE, 15' AGL/49' MSL. BUILDINGS BEGINNING 104' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/59' MSL. TREES BEGINNING 116' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/94' MSL.

CHAMBERS CO

◦ RWY 12:
VEHICLES ON ROADWAY BEGINNING 19' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15' AGL/34' MSL. TREES BEGINNING 986' FROM DER, 732' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL.

◦ RWY 30:
TREES BEGINNING 60' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/124' MSL. VEHICLES ON ROADWAY 121' FROM DER, 512' RIGHT OF CENTERLINE, UP TO 17' AGL/36' MSL. TOWER 2152' FROM DER, 593' RIGHT OF CENTERLINE, 60' AGL/83' MSL.

CLEVELAND MUN

◦ RWY 16:
TREES BEGINNING ABEAM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 100' AGL/239' MSL.

◦ RWY 34:
TREES BEGINNING 120' FROM DER, 243' LEFT OF CENTERLINE, UP TO 100' AGL/259' MSL. TREES AND POLES BEGINNING 225' FROM DER, 363' RIGHT OF CENTERLINE, UP TO 100' AGL/220' MSL. VEHICLES ON ROAD 738' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 19' AGL/169' MSL.

ELLINGTON

◦ RWY 4:
TREE 1526' FROM DER, 737' RIGHT OF CENTERLINE, 39' AGL/69' MSL.

◦ RWY 17R:
POLE 1488' FROM DER, 817' RIGHT OF CENTERLINE, 40' AGL/74' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

ELLINGTON (CONTD)

◦ RWY 22:
OBSTACLE LIGHT ON GLIDESLOPE AND EQUIPMENT 321' FROM DER, 544' LEFT OF CENTERLINE, 39' AGL/68' MSL. SIGN 213' FROM DER, 472' RIGHT OF CENTERLINE, 6' AGL/32' MSL. ANTENNA ON BUILDING 1998' FROM DER, 598' RIGHT OF CENTERLINE, 54' AGL/83' MSL. OBSTRUCTION LIGHT ON COMM EQUIPMENT AND ANTENNA 1626' FROM DER, 837' RIGHT OF CENTERLINE, 88' AGL/114' MSL. OBSTRUCTION LIGHT ON WATER TOWER AND TANK 6114' FROM DER, 1635' RIGHT OF CENTERLINE, 159' AGL/192' MSL.

◦ RWY 35L:
TREES BEGINNING 1119' FROM DER, 679' RIGHT OF CENTERLINE, UP TO 37' AGL/77' MSL. CRANE 2353' FROM DER, 1024' LEFT OF CENTERLINE, 58' AGL/97' MSL.

◦ RWY 35R:
TREE 1597' FROM DER, 32' LEFT OF CENTERLINE, 50' AGL/80' MSL. TANK 2639' FROM DER, 1157' RIGHT OF CENTERLINE, 77' AGL/109' MSL.

HOOKS MEML

◦ RWY 17R:
MULTIPLE TREES BEGINNING 708' FROM DER, 68' LEFT OF CENTERLINE, UP TO 71' AGL/220' MSL. MULTIPLE HANGARS BEGINNING 433' FROM DER, 515' LEFT OF CENTERLINE, UP TO 37' AGL/182' MSL. DME ANTENNA 653' FROM DER, 256' LEFT OF CENTERLINE, 13' AGL/162' MSL. MULTIPLE TREES AND POLE BEGINNING 85' FROM DER, 294' RIGHT OF CENTERLINE, UP TO 45' AGL/189' MSL.

◦ RWY 35L:
MULTIPLE TREES AND POLES BEGINNING 144' FROM DER, 32' LEFT OF CENTERLINE, UP TO 79' AGL/238' MSL. MULTIPLE HANGARS AND BUILDINGS BEGINNING 85' FROM DER, 9' LEFT OF CENTERLINE, UP TO 53' AGL/202' MSL. MULTIPLE TREES, TOWERS AND POLES BEGINNING 100' FROM DER, 124' RIGHT OF CENTERLINE, UP TO 93' AGL/247' MSL. VEHICLE AND ROAD 315' FROM DER, ON CENTERLINE, 15' AGL/166' MSL. BUILDING 894' FROM DER, 231' RIGHT OF CENTERLINE, 23' AGL/173' MSL.

HOUSTON EXECUTIVE

◦ RWY 36:
POWER POLES FROM LEFT TO RIGHT BEGINNING 703' FROM DER, 623' LEFT TO 685' RIGHT OF CENTERLINE, UP TO 32' AGL/196' MSL.

HOUSTON-SOUTHWEST

◦ RWY 9:
MULTIPLE HANGARS BEGINNING 239' FROM DER, 360' RIGHT OF CENTERLINE, UP TO 42' AGL/106' MSL. MULTIPLE TREES BEGINNING 501' FROM DER, 355' RIGHT OF CENTERLINE, UP TO 43' AGL/111' MSL. MULTIPLE HANGARS BEGINNING 119' FROM DER, 498' LEFT OF CENTERLINE, UP TO 41' AGL/105' MSL. POLE 332' FROM DER, 299' LEFT OF CENTERLINE, 43' AGL/97' MSL. ANTENNA 1172' FROM DER, 658' LEFT OF CENTERLINE, 51' AGL/115' MSL. MULTIPLE TREES BEGINNING 558' FROM DER, 68' LEFT OF CENTERLINE, UP TO 58' AGL/122' MSL.

◦ RWY 27:
MULTIPLE TREES BEGINNING 1050' FROM DER, 40' LEFT OF CENTERLINE, UP TO 71' AGL/140' MSL. VEHICLE ON ROAD 99' FROM DER, 291' RIGHT OF CENTERLINE, 15' AGL/83' MSL. MULTIPLE TREES BEGINNING 873' FROM DER, 514' RIGHT OF CENTERLINE, UP TO 59' AGL/130' MSL. MULTIPLE TRANSMISSION POLES BEGINNING 1304' FROM DER, 131' RIGHT OF CENTERLINE, UP TO 41' AGL/110' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD 1)

LA PORTE MUN
(ALEXANDRIA, CRIED, EL DORADO, GIFFA, HOODO, INDUSTRY, JUNCTION, LAKE CHARLES, LEONA, LUFKIN, PALACIOS DEPARTURES)

◦ RWY 12:
TREES AND POLES BEGINNING 128' FROM DER, 42' LEFT OF CENTERLINE, UP TO 50' AGL/74' MSL. TREES AND POLES BEGINNING 131' FROM DER, 114' RIGHT OF CENTERLINE, UP TO 39' AGL/63' MSL. CHIMNEY 676' FROM DER, 412' RIGHT OF CENTERLINE, 31' AGL/55' MSL.

◦ RWY 23:
TREES BEGINNING 1320' FROM DER, 43' LEFT OF CENTERLINE, UP TO 63' AGL/87' MSL. HANGARS BEGINNING 233' FROM DER, 288' RIGHT OF CENTERLINE, UP TO 35' AGL/59' MSL. VEHICLE ON ROAD 594' FROM DER, 513' LEFT OF CENTERLINE, 15' AGL/39' MSL. TREES 1010' FROM DER, 1010' RIGHT OF CENTERLINE, UP TO 63' AGL/87' MSL.

◦ RWY 30:
TREES AND POLES BEGINNING 114' FROM DER, 67' LEFT OF CENTERLINE, UP TO 63' AGL/87' MSL. BUILDINGS 335' FROM DER, 356' LEFT OF CENTERLINE, 25' AGL/50' MSL. TREES AND POLES BEGINNING 44' FROM DER, 35' RIGHT OF CENTERLINE, UP TO 52' AGL/76' MSL.

LA PORTE MUN
(BORRN, BLTWY, INDIE, KARRR, LURIC, MMALT, STRYA, STYCK, WATFO, WYLSN DEPARTURES)

◦ RWY 5:
TREES BEGINNING 334' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 67' AGL/91' MSL. POLES BEGINNING 973' FROM DER, 387' LEFT OF CENTERLINE, UP TO 40' AGL/64' MSL. BUILDINGS BEGINNING 319' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/54'MSL. STACK 2.3 NM FROM DER, 3296' LEFT OF CENTERLINE, 300' AGL/334' MSL.

◦ RWY 12:
POLES BEGINNING 127' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 54' AGL/74' MSL. TREES BEGINNING 183' FROM DER, 446' RIGHT OF CENTERLINE, UP TO 40' AGL/60' MSL. BUILDINGS 675' FROM DER, 411' RIGHT OF CENTERLINE, UP TO 32' AGL/55' MSL. TREES BEGINNING 888' FROM DER, 113' RIGHT OF CENTERLINE, UP TO 43' AGL/63' MSL.

◦ RWY 23:
BUILDINGS BEGINNING 30' FROM DER, 242' LEFT OF CENTERLINE, UP TO 30' AGL/54' MSL. BUILDINGS BEGINNING 231' FROM DER, 134' RIGHT OF CENTERLINE, UP TO 30' AGL/54' MSL. TREES BEGINNING 243' FROM DER, 494' RIGHT OF CENTERLINE, UP TO 67' AGL/91' MSL. POLES BEGINNING 363' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 40' AGL/64' MSL. VEHICLE ON ROAD BEGINNING 493' FROM DER, 562' LEFT OF CENTERLINE, UP TO 15' AGL/39' MSL. TREES BEGINNING 573' FROM DER, 292' LEFT OF CENTERLINE, UP TO 67' AGL/91' MSL. TREES BEGINNING 1123' FROM DER, 69' RIGHT OF CENTERLINE, UP TO 67' AGL/91' MSL.

◦ RWY 30:
TREES BEGINNING 44' FROM DER, 331' RIGHT OF CENTERLINE, UP TO 51' AGL/71' MSL. POLE 114' FROM DER, 500' LEFT OF CENTERLINE, 37' AGL/60' MSL. BUILDINGS BEGINNING 334' FROM DER, 355' LEFT OF CENTERLINE, UP TO 25' AGL/50' MSL. TREES BEGINNING 367' FROM DER, 471' LEFT OF CENTERLINE, UP TO 37' AGL/57' MSL. BUILDING 669' FROM DER, 415' RIGHT OF CENTERLINE, 30' AGL/55' MSL. POLES BEGINNING 768' FROM DER, 427' RIGHT OF CENTERLINE, UP TO 50' AGL/74' MSL. TREES BEGINNING 1048' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 67' AGL/87' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD 2)

LIBERTY MUN

◦ RWY 16:
HANGARS BEGINNING 4' FROM DER, 340' RIGHT OF CENTERLINE, UP TO 21' AGL/91' MSL. TREE 273' FROM DER, 401' RIGHT OF CENTERLINE, 28' AGL/96' MSL. TREES BEGINNING 1067' FROM DER, 122' LEFT OF CENTERLINE, UP TO 76' AGL/146' MSL. TREES AND POLES BEGINNING 1166' FROM DER, 48' RIGHT OF CENTERLINE, UP TO 85' AGL/155' MSL.

◦ RWY 34:
TREES BEGINNING 176' FROM DER, 262' LEFT OF CENTERLINE, UP TO 52' AGL/117' MSL. POLES BEGINNING 427' FROM DER, 318' RIGHT OF CENTERLINE, UP TO 40' AGL/105' MSL. POLES BEGINNING 451' FROM DER, 236' LEFT OF CENTERLINE, UP TO 39' AGL/106' MSL. TREES BEGINNING 758' FROM DER, 101' RIGHT OF CENTERLINE, UP TO 101' AGL/166' MSL. TREES BEGINNING 1953' FROM DER, 40' LEFT OF CENTERLINE, UP TO 96' AGL/161' MSL.

PEARLAND REGL
(BORRN, KARRR, MMALT, WATFO)

◦ RWY 14:
MULTIPLE TREES BEGINNING 199' FROM DER, 226' RIGHT OF CENTERLINE, UP TO 66' AGL/100' MSL. VEHICLE ON ROAD 398' FROM DER, 405' LEFT OF CENTERLINE, 9' AGL/55' MSL. TREES 1287' FROM DER, 453' LEFT OF CENTERLINE, UP TO 56' AGL/90' MSL.

◦ RWY 32:
MULTIPLE TREES BEGINNING 690' FROM DER, 81' LEFT OF CENTERLINE, UP TO 79' AGL/128' MSL. MULTIPLE POLES BEGINNING 745' FROM DER, 24' LEFT OF CENTERLINE, UP TO 40' AGL/80' MSL. MULTIPLE TREES AND POLES BEGINNING 29' FROM DER, 11' RIGHT OF CENTERLINE, UP TO 64' AGL/104' MSL. BUILDING 237' FROM DER, 520' RIGHT OF CENTERLINE, 32' AGL/72' MSL.

PEARLAND REGL
(BLTWY, HOODO, INDIE, LURIC, STRYA, STYCK, WYLSN)

◦ RWY 14:
VEHICLES ON ROAD BEGINNING 11' FROM DER, 450' RIGHT OF CENTERLINE, UP TO 15' AGL/54' MSL. HANGARS 99' FROM DER, 521' LEFT OF CENTERLINE, UP TO 13' AGL/53' MSL. TREES BEGINNING 102' FROM DER, 328' LEFT OF CENTERLINE, UP TO 27' AGL/71' MSL. TREES BEGINNING 199' FROM DER, 307' RIGHT OF CENTERLINE, UP TO 64' AGL/98' MSL. VEHICLES ON ROAD BEGINNING 364' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15' AGL/59' MSL. TREES BEGINNING 618' FROM DER, 331' LEFT OF CENTERLINE, UP TO 32' AGL/71' MSL. TREES BEGINNING 983' FROM DER, 94' RIGHT OF CENTERLINE, UP TO 20' AGL/90' MSL. TREES BEGINNING 1251' FROM DER, 72' LEFT OF CENTERLINE, UP TO 60' AGL/94' MSL.

◦ RWY 32:
MULTIPLE TREES BEGINNING 30' FROM DER, 142' RIGHT OF CENTERLINE, UP TO 59' AGL/100' MSL. MULTIPLE TREES BEGINNING 41' FROM DER, 200' LEFT OF CENTERLINE, UP TO 74' AGL/118' MSL. POLE 68' FROM DER, 107' RIGHT OF CENTERLINE, 26' AGL/70' MSL. MULTIPLE BUILDINGS AND POLES BEGINNING 103' FROM DER, 235' RIGHT OF CENTERLINE, UP TO 34' AGL/78' MSL. VEHICLES ON ROAD 513' FROM DER, LEFT AND RIGHT OF CENTERLINE, 15' AGL/59' MSL. MULTIPLE POLES AND TREES BEGINNING 605' FROM DER, LEFT AND RIGHT OF CENTERLINE UP TO 84' AGL/128' MSL.

R.W.J.

◦ RWY 8:
TREES BEGINNING 21' FROM DER, 152' LEFT OF CENTERLINE, UP TO 100' AGL/129'

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TAKEOFF OBSTACLE NOTES (CONTD 3)

R.W.J. (CONTD)

◦ RWY 8 (CONTD):
MSL. VEHICLE ON ROAD BEGINNING 100' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/44' MSL. FENCE BEGINNING ABEAM DER, 115' RIGHT OF CENTERLINE, UP TO 6' AGL/35' MSL. TREES BEGINNING 133' FROM DER, 333' RIGHT OF CENTERLINE, UP TO 100' AGL/129' MSL. BUILDINGS BEGINNING 266' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/59' MSL. POWER LINES BEGINNING 356' FROM DER, 460' LEFT OF CENTERLINE, UP TO 32' AGL/61' MSL. POLE 663' FROM DER, 188' RIGHT OF CENTERLINE, 100' AGL/129' MSL.

◦ RWY 14:
VEHICLE ON ROAD BEGINNING 10' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/44' MSL. BUILDINGS BEGINNING 35' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/59' MSL. TREES BEGINNING 30' FROM DER, CROSSING CENTERLINE, UP TO 100' AGL/129' MSL. POWER LINES BEGINNING 341' FROM DER, CROSSING CENTERLINE, UP TO 32' AGL/61' MSL.

◦ RWY 26:
BUILDINGS BEGINNING 47' FROM DER, 118' RIGHT OF CENTERLINE, UP TO 30' AGL/64' MSL. BUILDINGS BEGINNING 187' FROM DER, 85' LEFT OF CENTERLINE, UP TO 30' AGL/64' MSL. POWER LINES BEGINNING 407' FROM DER, CROSSING CENTERLINE, UP TO 32' AGL/66' MSL. VEHICLE ON ROAD BEGINNING 448' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/49' MSL. TREES BEGINNING 619' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/134' MSL. QUARRY EQUIPMENT 2800' FROM DER, 193' RIGHT OF CENTERLINE, UP TO 100' AGL/134' MSL.

◦ RWY 32:
VEHICLE ON ROAD BEGINNING 10' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/49' MSL. FENCE BEGINNING 30' FROM DER, CROSSING CENTERLINE, UP TO 6' AGL/40' MSL. BUILDINGS BEGINNING 29' FROM DER, 223' LEFT OF CENTERLINE, UP TO 30' AGL/64' MSL. BUILDINGS BEGINNING 31' FROM DER, 146' RIGHT OF CENTERLINE, UP TO 30' AGL/64' MSL. POWER LINES BEGINNING 259' FROM DER, 139' LEFT OF CENTERLINE, UP TO 32' AGL/66' MSL. TREES BEGINNING 620' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/139' MSL.

SCHOLES INTL AT GALVESTON

◦ RWY 14:
BUILDING 2614' FROM DER, 376' RIGHT OF CENTERLINE, 76' AGL/81' MSL.

◦ RWY 18:
BUILDINGS BEGINNING 2560' FROM DER, 284' LEFT OF CENTERLINE, UP TO 121' AGL/178' MSL. T-L TOWER 636' FROM DER, 551' RIGHT OF CENTERLINE, 55' AGL/60' MSL. TREES AND POLES BEGINNING 50' FROM DER, 75' RIGHT OF CENTERLINE, UP TO 60' AGL/65' MSL.

◦ RWY 32:
CRANE 4434' FROM DER, 1081' LEFT OF CENTERLINE, 131' AGL/131' MSL.

◦ RWY 36:
BUSH 419' FROM DER, 577' LEFT OF CENTERLINE, 12' AGL/17' MSL. TREE 526' FROM DER, 371' LEFT OF CENTERLINE, 14' AGL/19' MSL. TREES BEGINNING 713' FROM DER, 383' RIGHT OF CENTERLINE, UP TO 27' AGL/32' MSL.

SUGAR LAND REGL

◦ RWY 17:
MULTIPLE POLES BEGINNING 436' FROM DER, 172' RIGHT OF CENTERLINE, UP TO 44' AGL/124' MSL. RAILROAD 110' FROM DER, 10' LEFT OF CENTERLINE, 23' AGL/104'

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TAKEOFF OBSTACLE NOTES (CONTD 4)

SUGAR LAND REGL (CONTD)

◦ RWY 17 (CONTD):
MSL. MULTIPLE POLES BEGINNING 135' FROM DER, 270' LEFT OF CENTERLINE, UP TO 44' AGL/111' MSL. BUILDING 1036' FROM DER, 743' RIGHT OF CENTERLINE, 26' AGL/102' MSL.

◦ RWY 35:
VEHICLE AND ROAD 65' FROM DER, 2' RIGHT OF CENTERLINE, 15' AGL/96' MSL. MULTIPLE TREES BEGINNING 37' FROM DER, 275' RIGHT OF CENTERLINE, UP TO 81' AGL/164' MSL. DME ANTENNA 380' FROM DER, 253' RIGHT OF CENTERLINE, 24' AGL/100' MSL. MULTIPLE TREES BEGINNING 83' FROM DER, 65' LEFT OF CENTERLINE, UP TO 81' AGL/155' MSL.

TEXAS GULF COAST REGL

◦ RWY 35:
TREE 1510' FROM DER, 721' LEFT OF CENTERLINE, 48' AGL/68' MSL.

WEST HOUSTON

◦ RWY 15:
ROAD AND VEHICLE BEGINNING 74' FROM DER, 60' LEFT OF CENTERLINE, UP TO 15' AGL/123' MSL. ROAD AND VEHICLE BEGINNING 342' FROM DER, 6' RIGHT OF CENTERLINE, UP TO 15' AGL/123' MSL. BUILDING 177' FROM DER, 398' LEFT OF CENTERLINE, 18' AGL/126' MSL. LIGHT POLE 942' FROM DER, 453' RIGHT OF CENTERLINE, 39' AGL/145' MSL. TREES BEGINNING 307' FROM DER, 26' LEFT OF CENTERLINE, UP TO 58' AGL/165' MSL. TREES BEGINNING 130' FROM DER, 117' RIGHT OF CENTERLINE, UP TO 100' AGL/208' MSL.

◦ RWY 33:
TREES BEGINNING 168' FROM DER, 9' LEFT OF CENTERLINE, UP TO 70' AGL/179' MSL. TREES BEGINNING 66' FROM DER, 3' RIGHT OF CENTERLINE, UP TO 75' AGL/184' MSL.

WHARTON RGNL

◦ RWY 32:
VEHICLE ON ROADS BEGINNING 26' FROM DER, 312' RIGHT OF CENTERLINE, UP TO 17' AGL/113' MSL. BUILDINGS BEGINNING 40' FROM DER, 338' RIGHT OF CENTERLINE, UP TO 26' AGL/125' MSL. POLES BEGINNING 140' FROM DER, 467' RIGHT OF CENTERLINE, UP TO 43' AGL/142' MSL. TREE 828 ' FROM DER, 509' RIGHT OF CENTERLINE, 28' AGL/127' MSL. FENCE 24' FROM DER, 288' LEFT OF CENTERLINE, 4' AGL/103' MSL. TREE 1147' FROM DER, 425' LEFT OF CENTERLINE, 41' AGL/140' MSL.

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AREA SID

SERVES ONLY: ❶

HOUSTON METROPLEX
TEXAS
RNAV SID

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**RWY 13:** Climb on heading 128° to 560′. **RWY 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**RWY 14:** Climb on heading 140° to 540′. **RWY 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**RWY 12:** Climb on heading 124° to 540′. **RWY 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**RWY 16:** Climb on heading 157° to 1400′. **RWY 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**RWY 4:** Climb on heading 039° to 540′. **RWYS 17L/R:** Climb on heading 174° to 540′. **RWY 22:** Climb on heading 219° to 540′. **RWYS 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**RWY 17R:** Climb on heading 168° to 660′. **RWY 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**RWY 18:** Climb on heading 175° to 680′. **RWY 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**RWY 9:** Climb on heading 089° to 2000′. **RWY 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**RWY 5:** Climb on heading 046° to 540′. **RWY 12:** Climb on heading 121° to 540′. **RWY 23:** Climb on heading 226° to 540′. **RWY 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**RWY 16:** Climb on heading 161° to 1700′. **RWY 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**RWY 14:** Climb on heading 142° to 1600′. **RWY 32:** Climb on heading 322° to 700′.	
R.W.J.	**RWY 8:** Climb on heading 084° to 540′. **RWY 14:** Climb on heading 143° to 540′. **RWY 26:** Climb on heading 264° to 540′. **RWY 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**RWY 14:** Climb on heading 138° to 520′. **RWY 18:** Climb on heading 179° to 520′. **RWY 32:** Climb on heading 318° to 520′. **RWY 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**RWY 17:** Climb on heading 170° to 1500′. **RWY 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**RWY 17:** Climb on heading 175° to 540′. **RWY 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**RWY 15:** Climb on heading 150° to 620′. **RWY 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**RWY 14:** Climb on heading 145° to 600′. **RWY 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to KNTKY, then on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ, then on track 031° to CLAVN, then on track 031° to VELCO, then on track 031° to ENJOY, then on track 031° to LURIC, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

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

BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.

CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.

SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.

SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

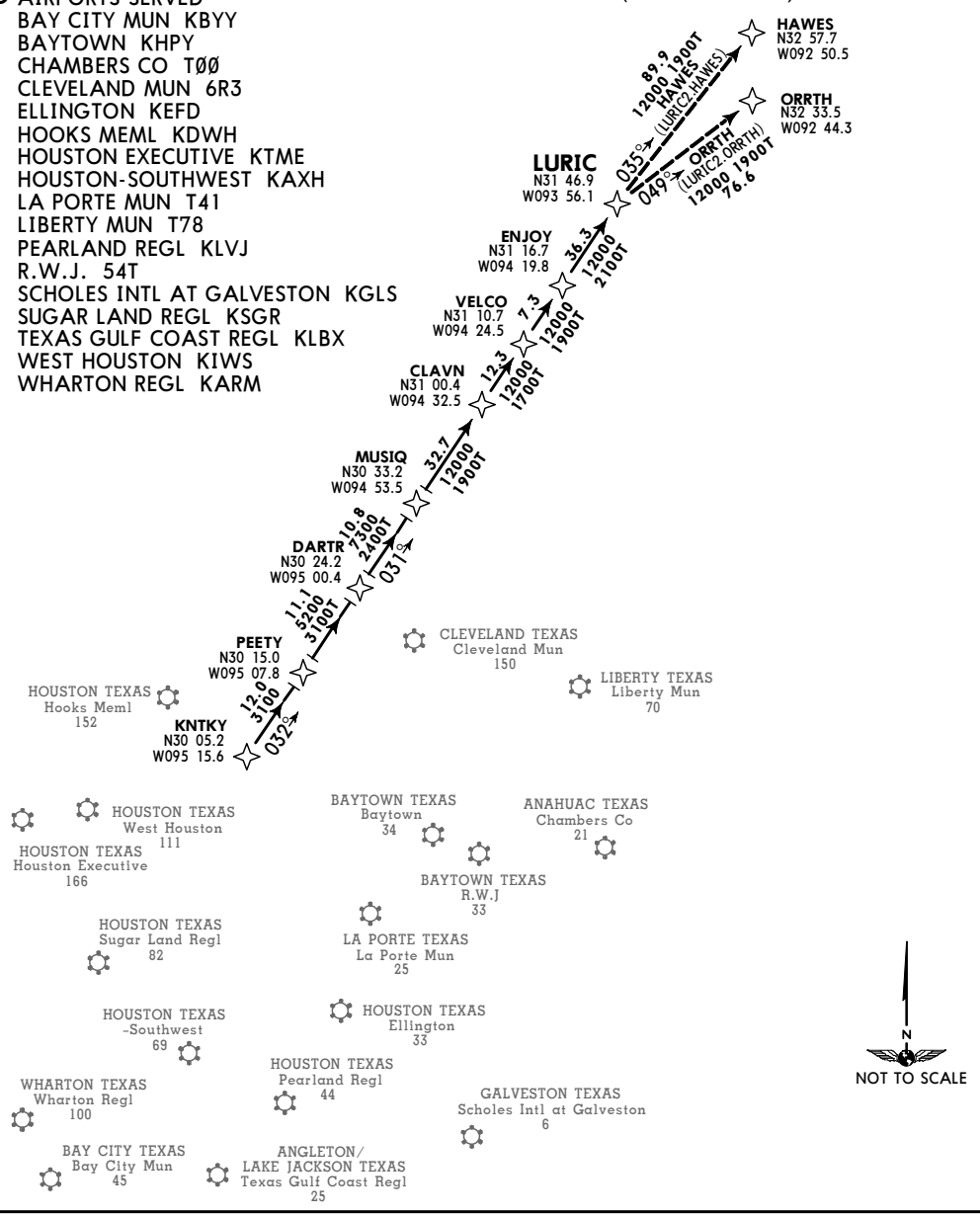
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

LURIC TWO RNAV DEPARTURE (LURIC2.LURIC)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM



CHANGES: Procedure revised, renumbered.

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HOUSTON METROPLEX, TEXAS

JEPPESEN
2 JAN 15 (90-3Q) Eff 8 Jan

RNAV SID

AREA SID

SERVES ONLY: ❶

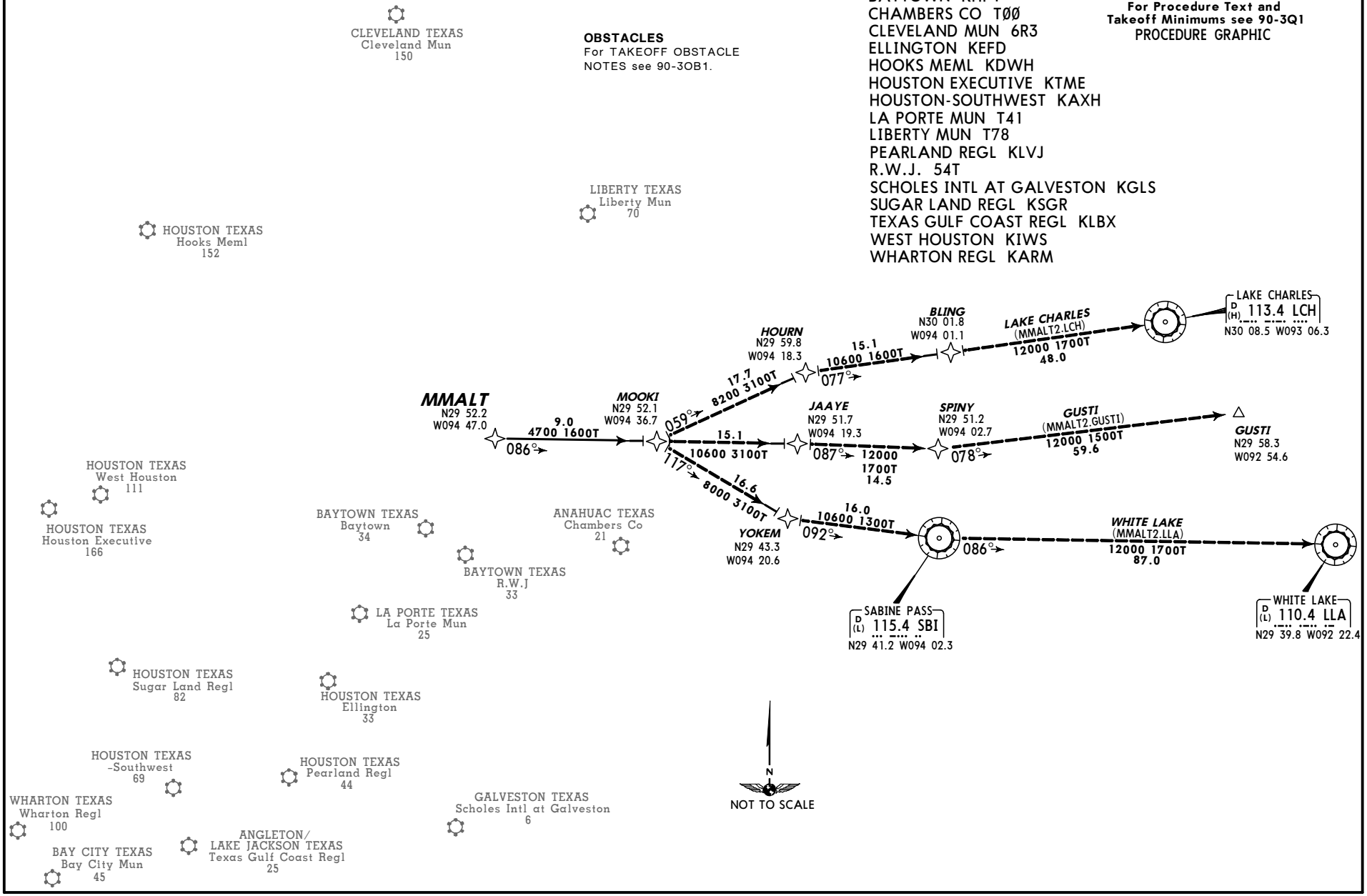
Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. GUSTI and LAKE CHARLES transitions ATC assigned only for aircraft departing AXH, EFD, GLS, HOU, HPY, IWS, LBX, LVJ, SGR, TME, T00, T41 and 54T.

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

MMALT TWO RNAV DEPARTURE (MMALT2.MMALT)

For Procedure Text and Takeoff Minimums see 90-3Q1
PROCEDURE GRAPHIC

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



CHANGES: Procedure revised, renumbered.

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AREA SID
SERVES ONLY: ❶

JEPPESEN
2 JAN 15 (90-3Q1) Eff 8 Jan

MMALT TWO RNAV DEPARTURE (MMALT2.MMALT)

For Procedure Graphic see 90-3Q
PROCEDURE TEXT

❶ AIRPORTS SERVED	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′, EXPECT RADAR vectors to MMALT. **Rwy 31:** Climb on heading 308° to 560′, EXPECT RADAR vectors to MMALT.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 320° to 540′, EXPECT RADAR vectors to MMALT.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to MMALT.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to MMALT. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to MMALT.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to MMALT. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to MMALT. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to MMALT.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to MMALT. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to MMALT.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′, EXPECT RADAR vectors to MMALT. **Rwy 36:** Climb on heading 355° to 680′, EXPECT RADAR vectors to MMALT.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′, EXPECT RADAR vectors to MMALT. **Rwy 27:** Climb on heading 269° to 2200′, EXPECT RADAR vectors to MMALT.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to MMALT.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to MMALT. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to MMALT.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 322° to 900′, EXPECT RADAR vectors to MMALT.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to MMALT.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′, EXPECT RADAR vectors to MMALT. **Rwy 18:** Climb on heading 179° to 520′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 318° to 520′, EXPECT RADAR vectors to MMALT. **Rwy 36:** Climb on heading 359° to 520′, EXPECT RADAR vectors to MMALT.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to MMALT. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to MMALT.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to MMALT.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to MMALT. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to MMALT.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 325° to 600′, EXPECT RADAR vectors to MMALT.	

ROUTING

From MMALT on track 086° to MOOKI, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not Authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

CHANGES: Procedure revised, renumbered.

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HOUSTON METROPLEX, TEXAS

AREA SID

SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**RADAR required.**

PALACIOS SIX DEPARTURE (PSX6.PSX)

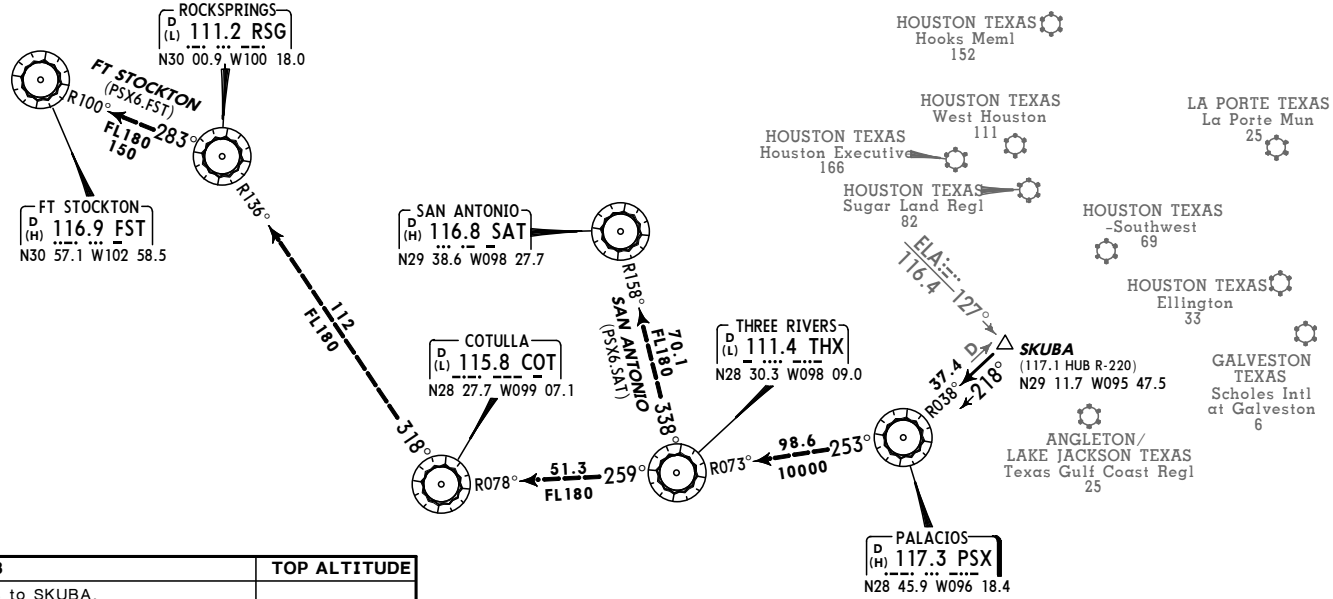
❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

N
NOT TO SCALE

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to SKUBA.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to SKUBA.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SKUBA on PSX R-038 to PSX.

CHANGES: Procedure renumbered, top altitude.

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AREA SID

SERVES ONLY: ❶

HOUSTON METROPLEX
TEXAS

RNAV SID

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′. **Rwy 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′. **Rwy 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to KNTKY, then on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ, then on track 031° to CLAVN, then on track 060° to STRYA, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

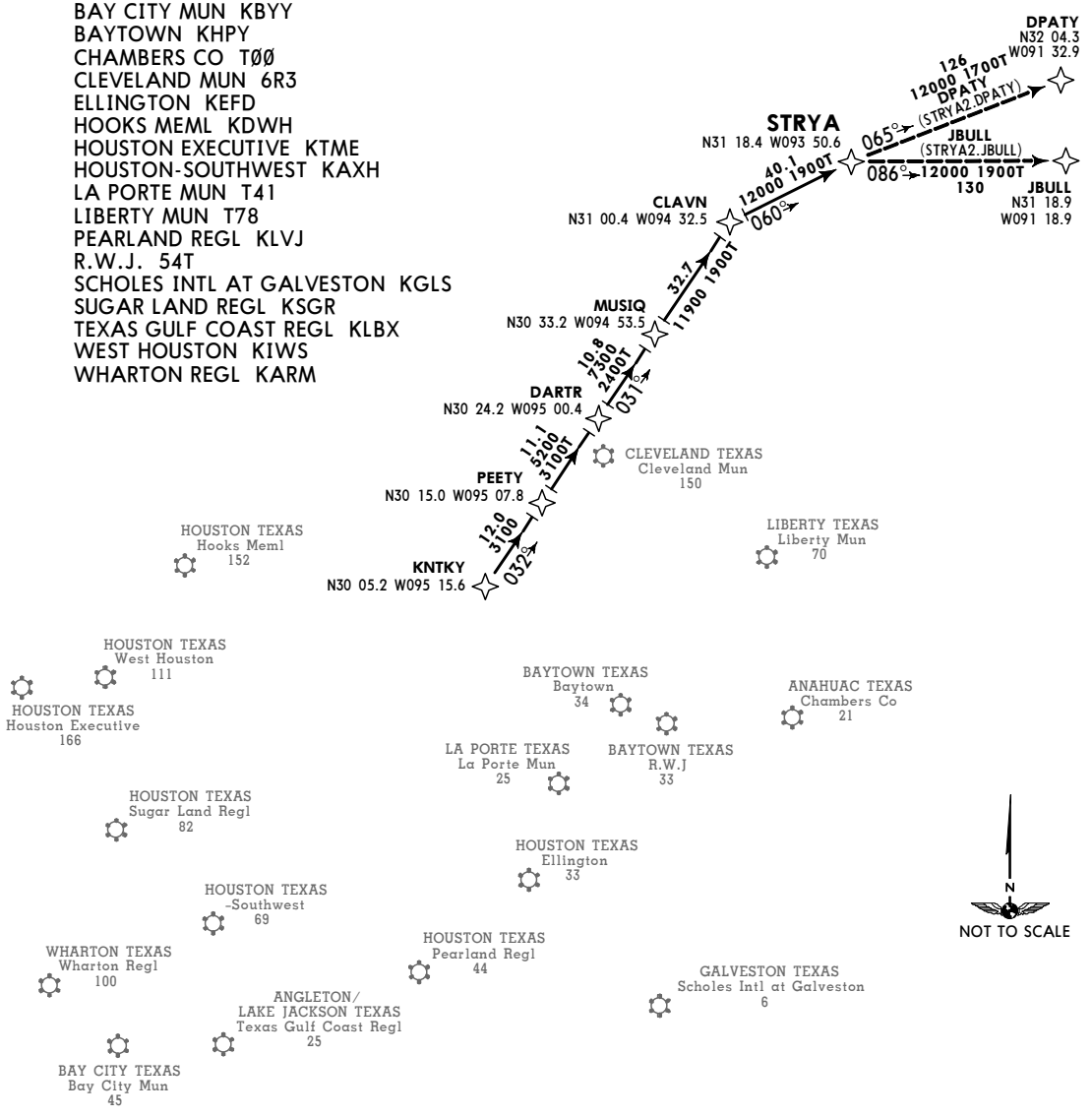
This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

STRYA TWO RNAV DEPARTURE
(STRYA2.STRYA)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM



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HOUSTON METROPLEX
TEXAS

AREA SID
SERVES ONLY: ❶

JEPPESEN
8 MAY 15 (90-3U)

RNAV SID

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′. **Rwy 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′. **Rwy 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to BBYSE, then on track 331° to SPICR, then on track 331° to WLLIS, then on track 332° to STYCK, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

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

BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.

CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.

SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.

SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

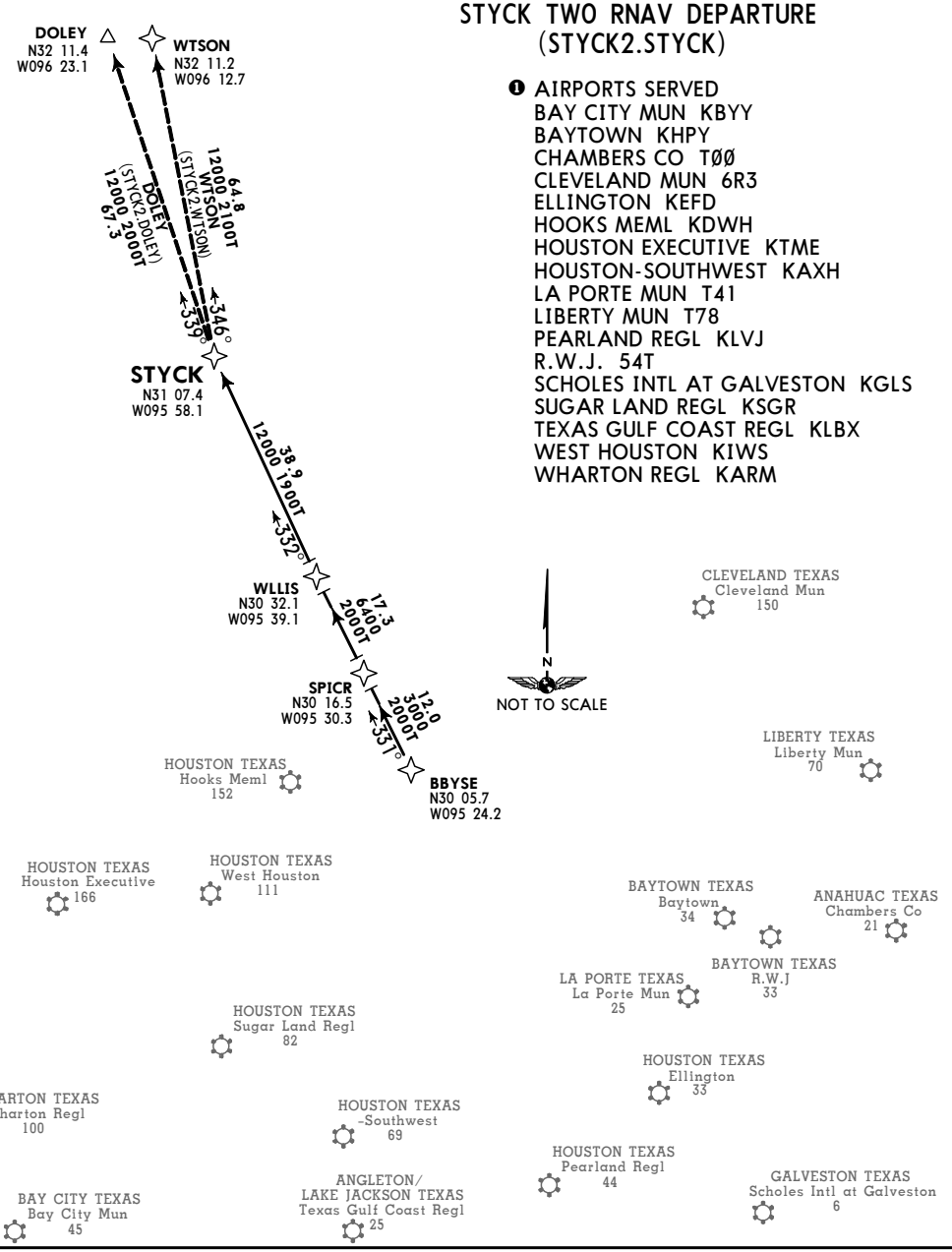
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

STYCK TWO RNAV DEPARTURE (STYCK2.STYCK)



❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

CHANGES: None.

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HOUSTON METROPLEX, TEXAS

AREA SID

SERVES ONLY: ❶

JEPPESEN
27 FEB 15 (90-3V) Eff 5 Mar

SID

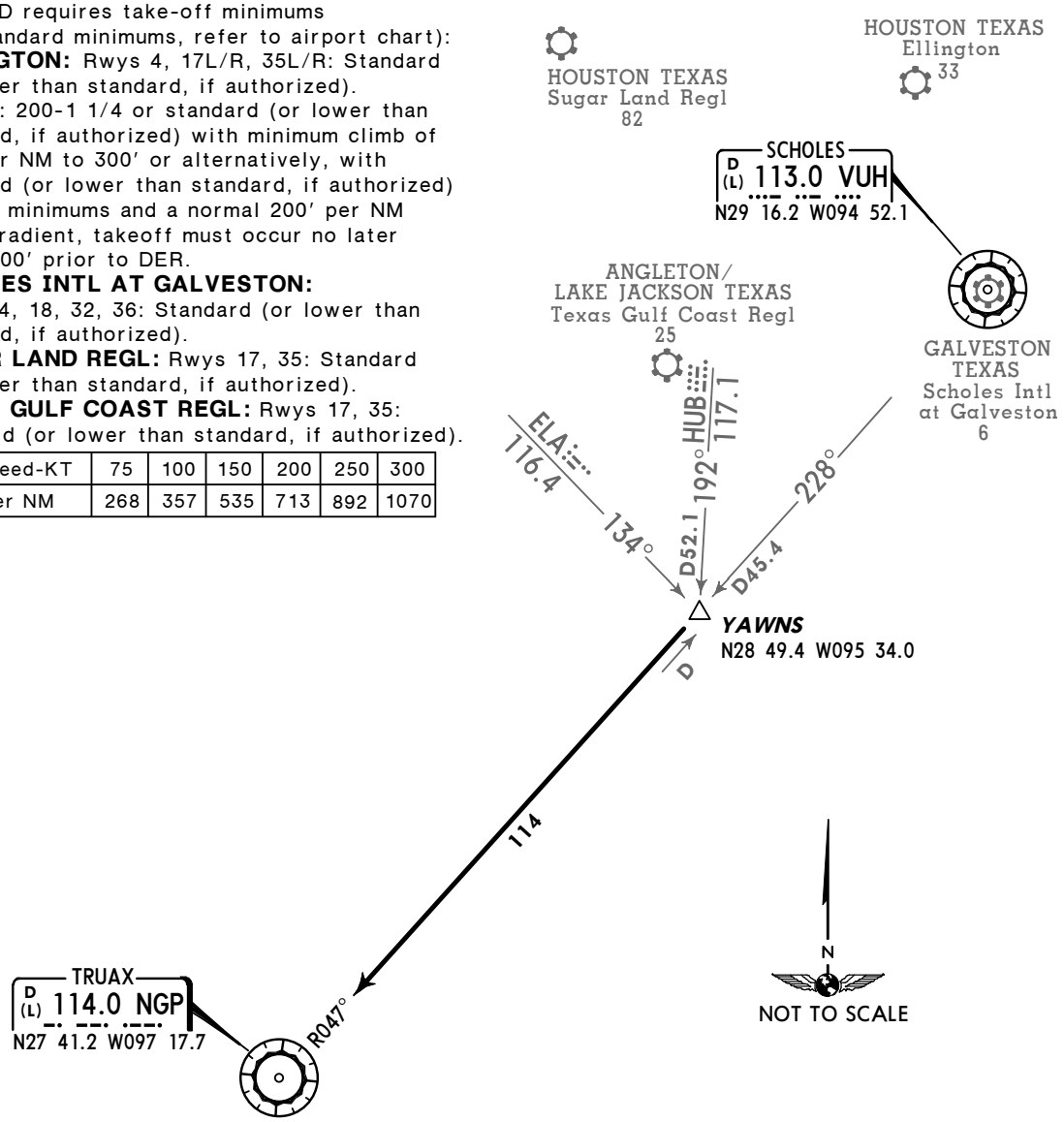
Apt Elev *See graphic*	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP to international destinations.

TRUAX FOUR DEPARTURE (NGP4.NGP)

❶ AIRPORTS SERVED
ELLINGTON KEFD
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to YAWNS.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to YAWNS.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At YAWNS, on VUH R-228 and NGP R-047 to NGP.

CHANGES: Procedure renumbered, top altitude.

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AREA SID

SERVES ONLY: ❶

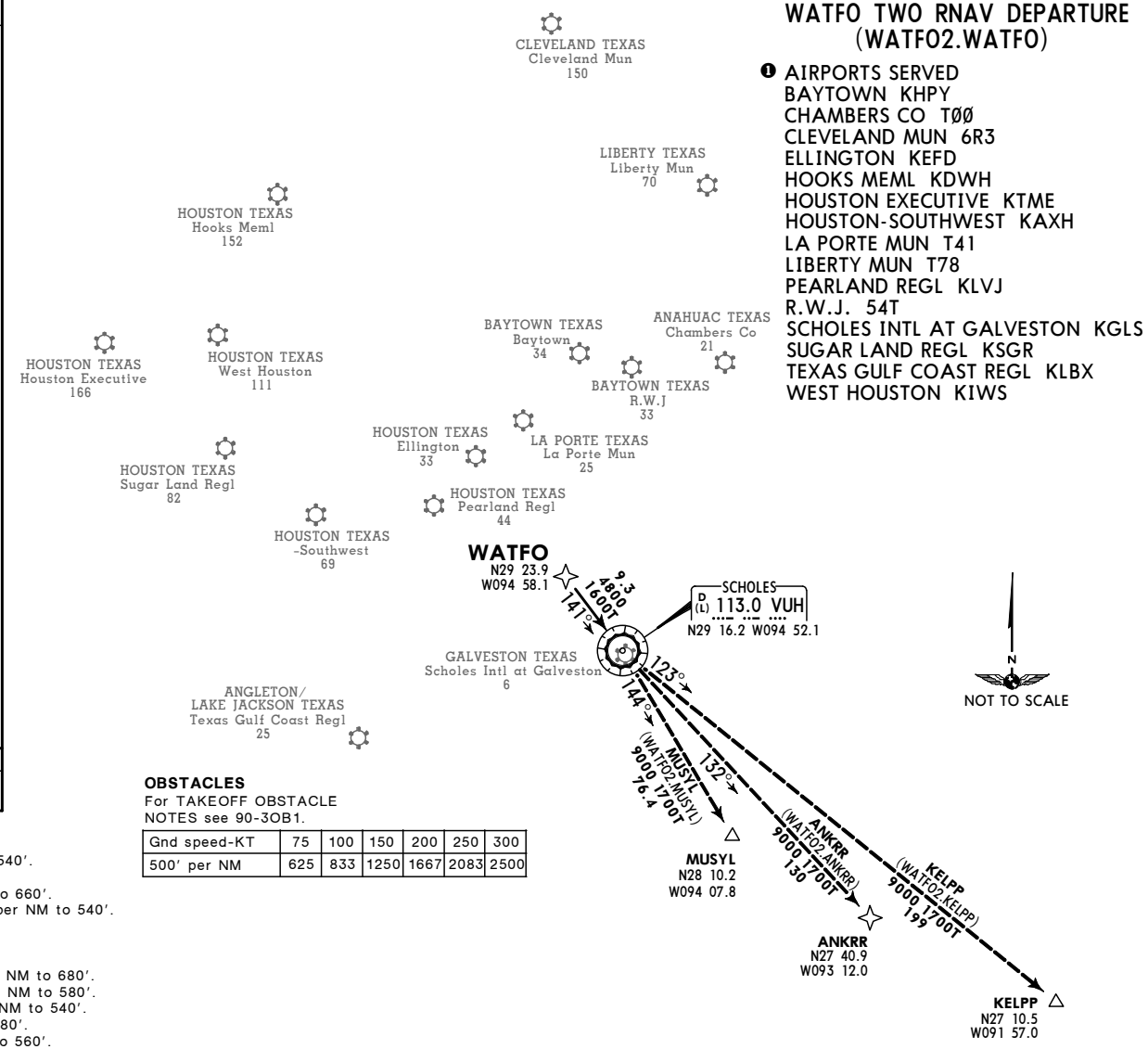
HOUSTON METROPLEX
TEXAS
RNAV SID

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb on heading 138° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 318° to 540′, EXPECT RADAR vectors to WATFO.	4000′
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to WATFO.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to WATFO. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to WATFO.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to WATFO. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to WATFO. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to WATFO.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to WATFO. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to WATFO.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 174° to 680′, EXPECT RADAR vectors to WATFO. **Rwy 36:** Climb on heading 354° to 680′, EXPECT RADAR vectors to WATFO.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′, EXPECT RADAR vectors to WATFO. **Rwy 27:** Climb on heading 269° to 2200′, EXPECT RADAR vectors to WATFO.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to WATFO.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to WATFO. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to WATFO.	
PEARLAND REGL	**Rwy 14:** Climb on heading 140° to 1600′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 320° to 900′, EXPECT RADAR vectors to WATFO.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to WATFO.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 135° to 520′, EXPECT RADAR vectors to WATFO. **Rwy 18:** Climb on heading 176° to 520′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 315° to 520′, EXPECT RADAR vectors to WATFO. **Rwy 36:** Climb on heading 356° to 520′, EXPECT RADAR vectors to WATFO.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to WATFO. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to WATFO.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to WATFO.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to WATFO. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to WATFO.	

ROUTING

From WATFO on track 141° to VUH, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.



WATFO TWO RNAV DEPARTURE (WATFO2.WATFO)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

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

This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′. Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

CHANGES: None.

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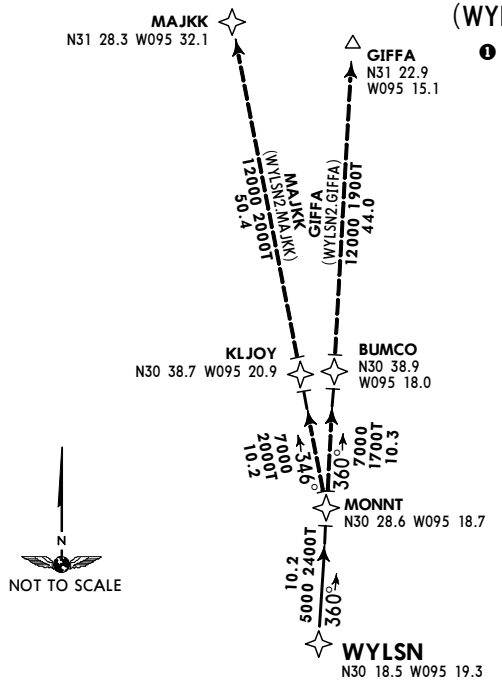
HOUSTON METROPLEX
TEXAS

AREA SID
SERVES ONLY: ❶

JEPPESEN
24 APR 15 (90-3X) Eff 30 Apr
RNAV SID

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

WYLSN TWO RNAV DEPARTURE
(WYLSN2.WYLSN)



❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′. **Rwy 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′. **Rwy 32:** Climb on heading 325° to 600′.	

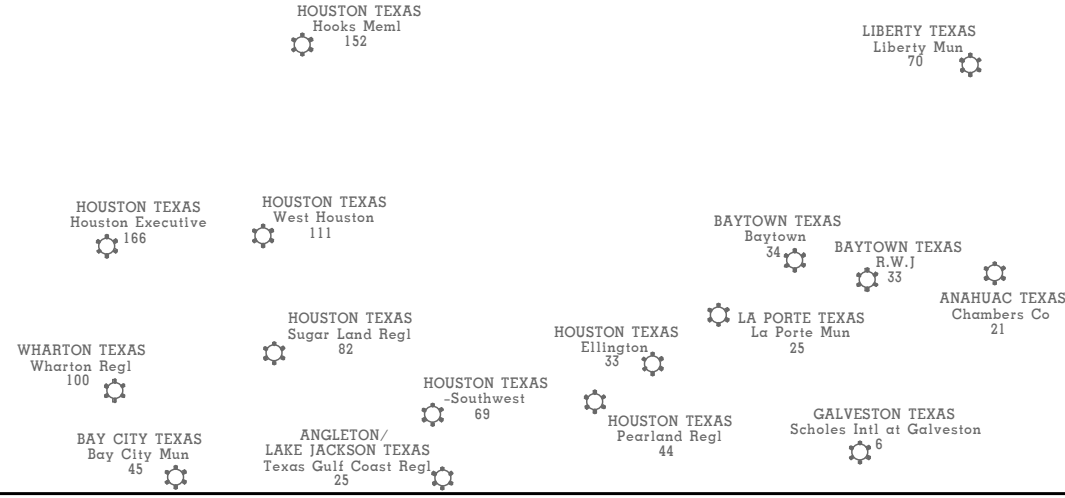
ROUTING

EXPECT RADAR vectors to WYLSN, then on track 360° to MONNT, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



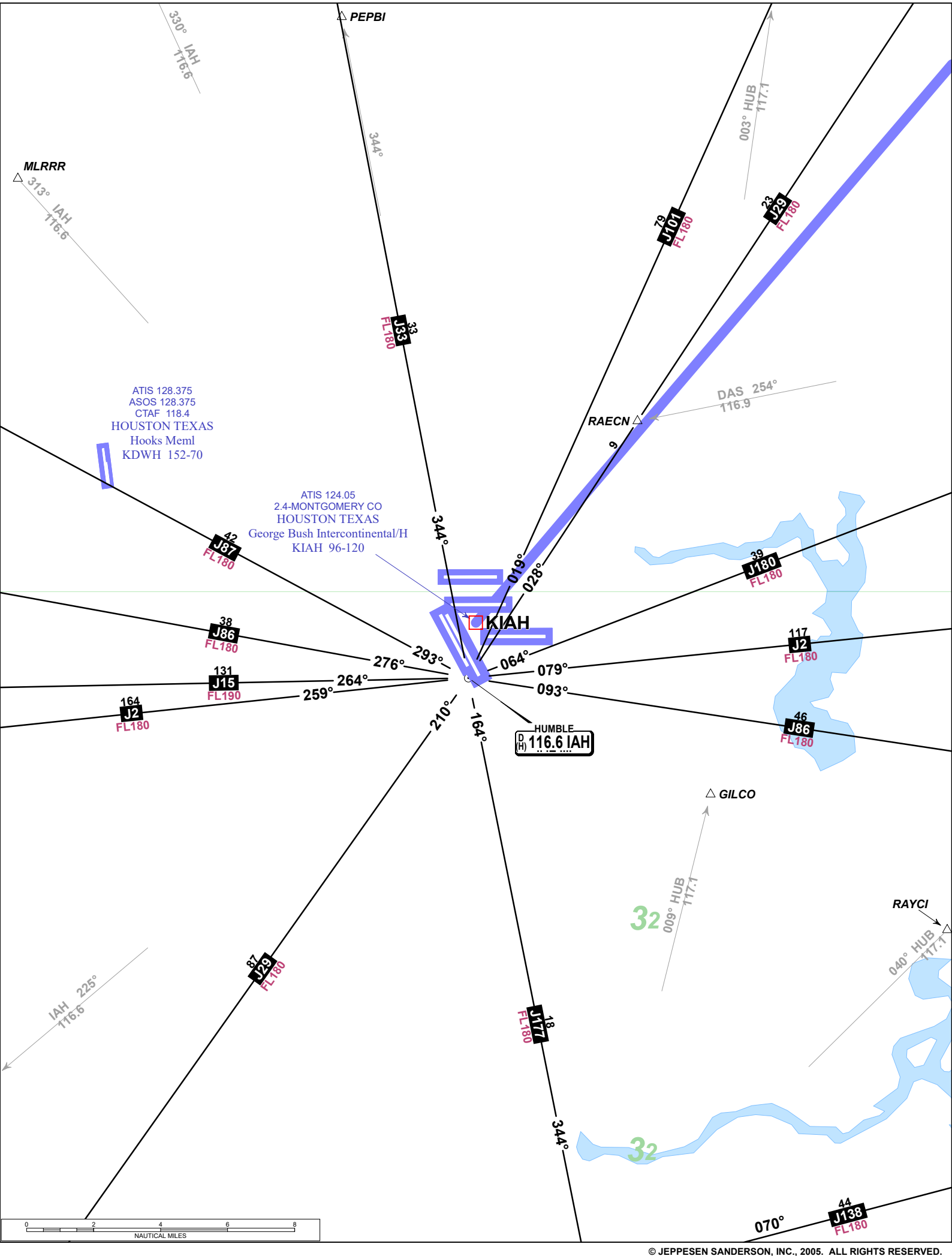
CHANGES: Procedure revised, renumbered.

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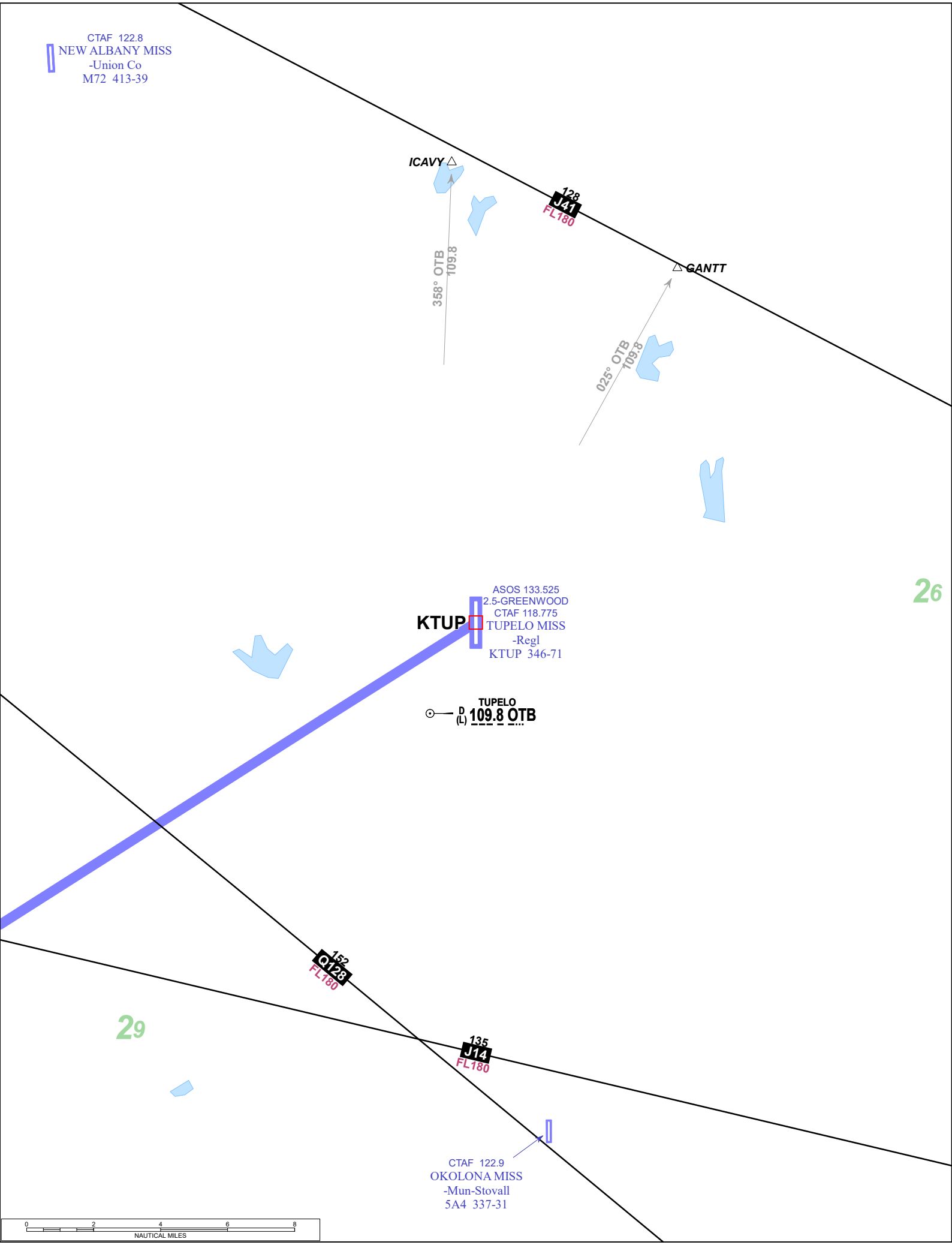
DEPARTURE (KIAH -> KTUP): KIAH (George Bush Intercontinental/H)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

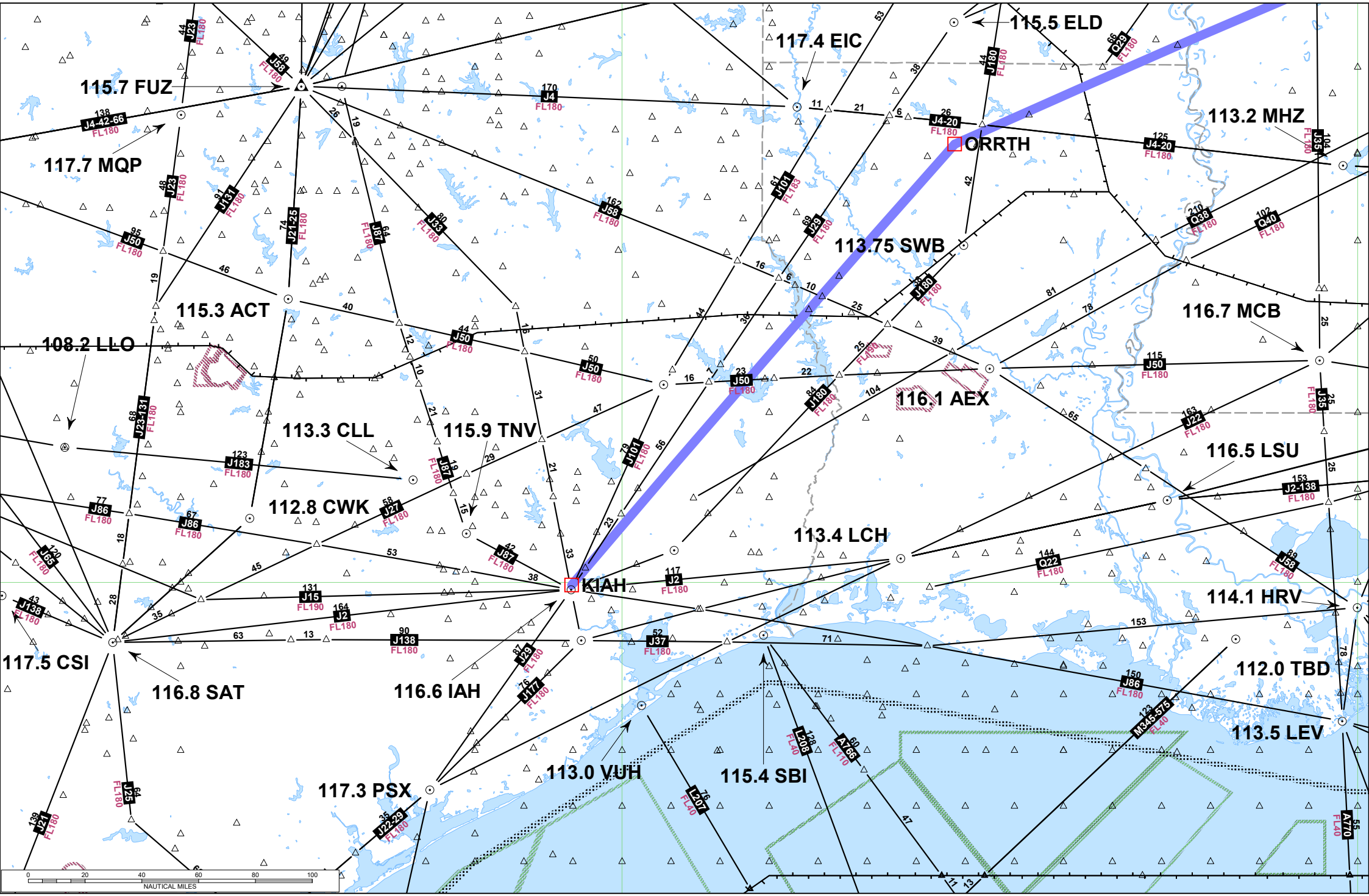
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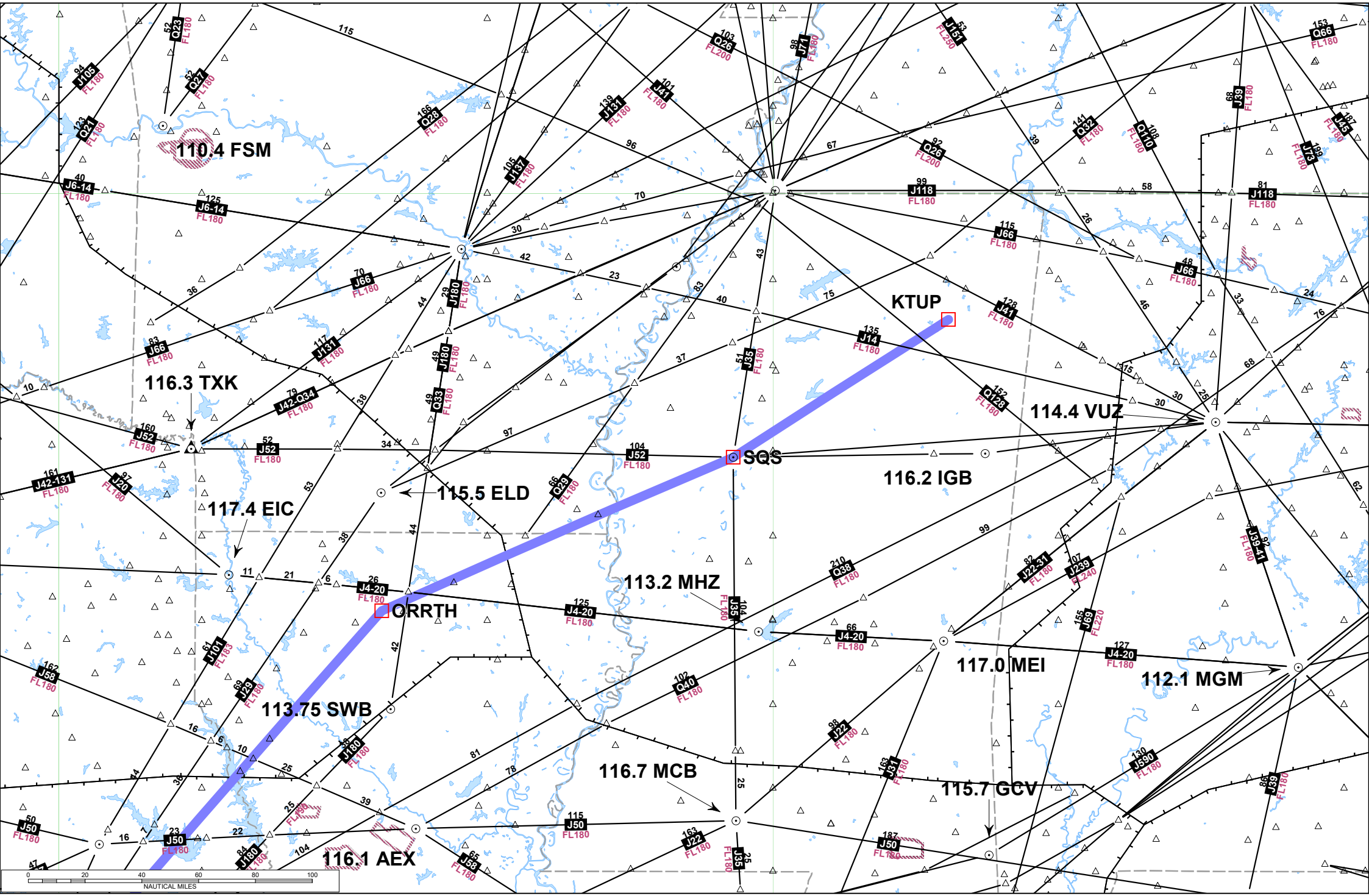
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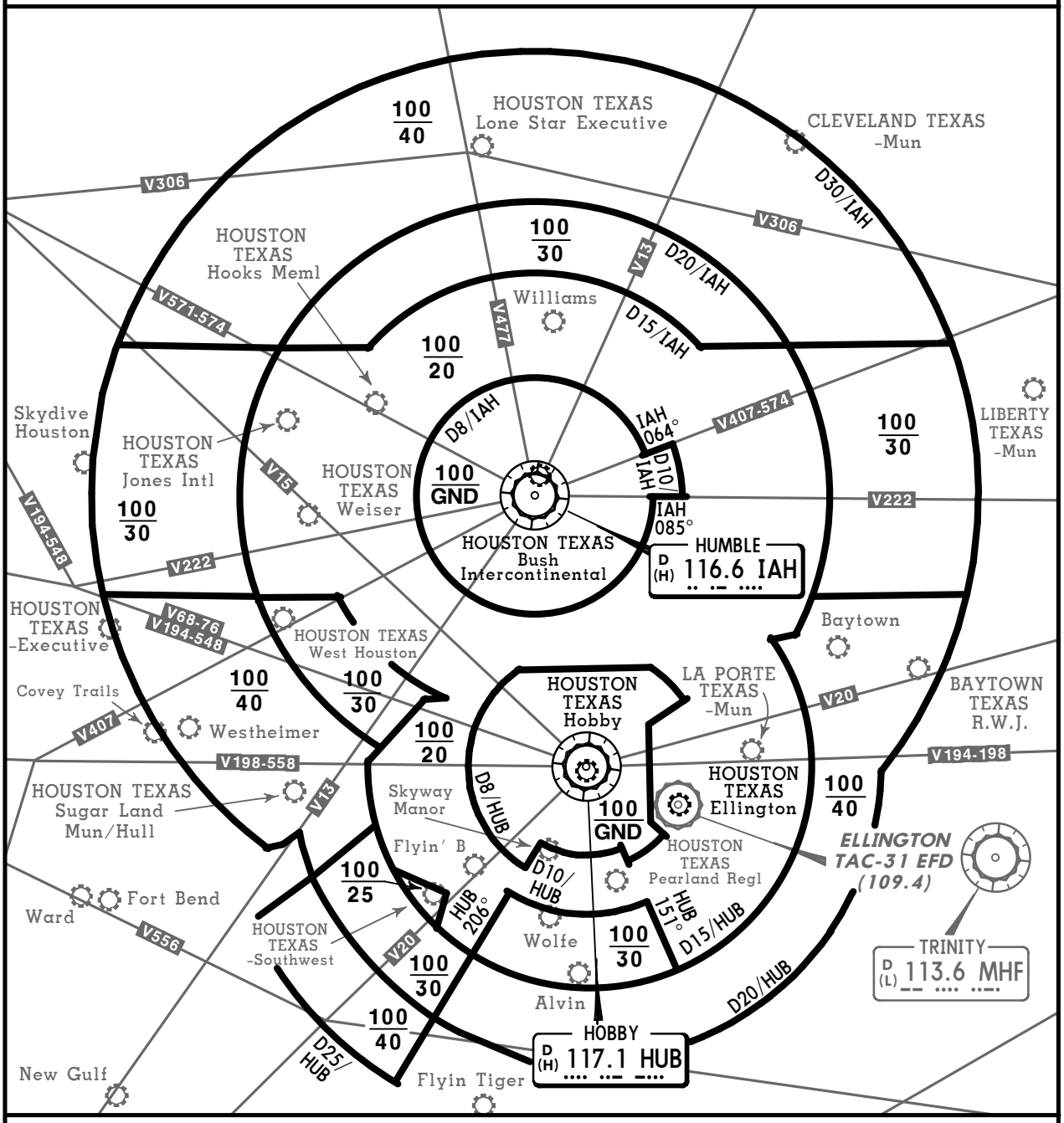
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HOUSTON CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N **Houston App** 119.7
E **Houston App** 133.6
S **Houston App** 134.45
W **Houston App** 123.8



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

FLIGHT PROCEDURES

IFR Flights. Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact Houston Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart Class B airspace. Aircraft departing from other than Houston Intercontinental Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace must obtain an ATC clearance and will be handled on an ATC workload permitting basis.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
2 JAN 15 (70-2) Eff 8 Jan

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For turbojet and turboprop aircraft capable of 280 KT or greater only.

5. EXPECT runway assignment from Houston TRACON upon initial contact.
6. Corresponding RNAV STAR is SKNRD. EXPECT SKNRD when George Bush Intercontinental/Houston is landing EAST.

DOOBI TWO RNAV ARRIVAL (DOOBI.DOOBI2)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

Direct distance to George Bush Intercontinental/Houston from:
BOZZZ 30 NM

SAWMILL D (H) 113.75 SWB
N31 58.4 W092 40.6

ALEXANDRIA D (H) 116.1 AEX
N31 15.4 W092 30.1

PLANB
N31 36.0 W093 43.9

EGULZ
N30 51.8 W093 54.7
At or above **FL240**

TURNR
N30 38.0 W094 09.9
At **280 KT**
Between **FL230 & 17000′**

JERNY
N30 41.6 W093 45.8
At or above **FL240**

BEATL
N30 32.8 W094 05.3
At **280 KT**
Between **FL230 & 17000′**

DOOBI
N30 24.0 W094 24.3
At **250 KT**
Between **17000′ & 15000′**

HHART
N30 12.5 W094 35.3
MIN **230 KT**
Between **13000′ & 10000′**

BOPPR
N30 06.1 W094 41.0
At **210 KT**
At or above **9000′**

ODISS
N30 02.9 W094 43.9
At **210 KT**
At or above **8000′**

BOZZZ
N30 00.5 W094 46.0
At **210 KT**
At **8000′**
EXPECT assigned instrument approach

221° SAWMILL (SWB.DOOBI2) 12000 2000T 91.8
189° 45.0 12000 2000T PLANB (PLANB.DOOBI2)
240° ALEXANDRIA (AEX.DOOBI2) 12000 1800T 73.3
060° 20 NM
220° 19.0 12000 1800T
239° 19.0 12000 1700T
219° 18.7 9000 1500T
059° 10 NM
18.6 9000 1600T
217° 15.0 6000
215° 8.0 4000
4.1 4000
216° 3.0 4000

N
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communication prior to runway assignment, execute the ILS Rwy 26L approach.

ROUTING
From DOOBI on track 217° to HHART, then on track 215° to BOPPR, then on track 215° to ODISS, then on track 216° to BOZZZ. EXPECT assigned instrument approach.

CHANGES: Reindexed.

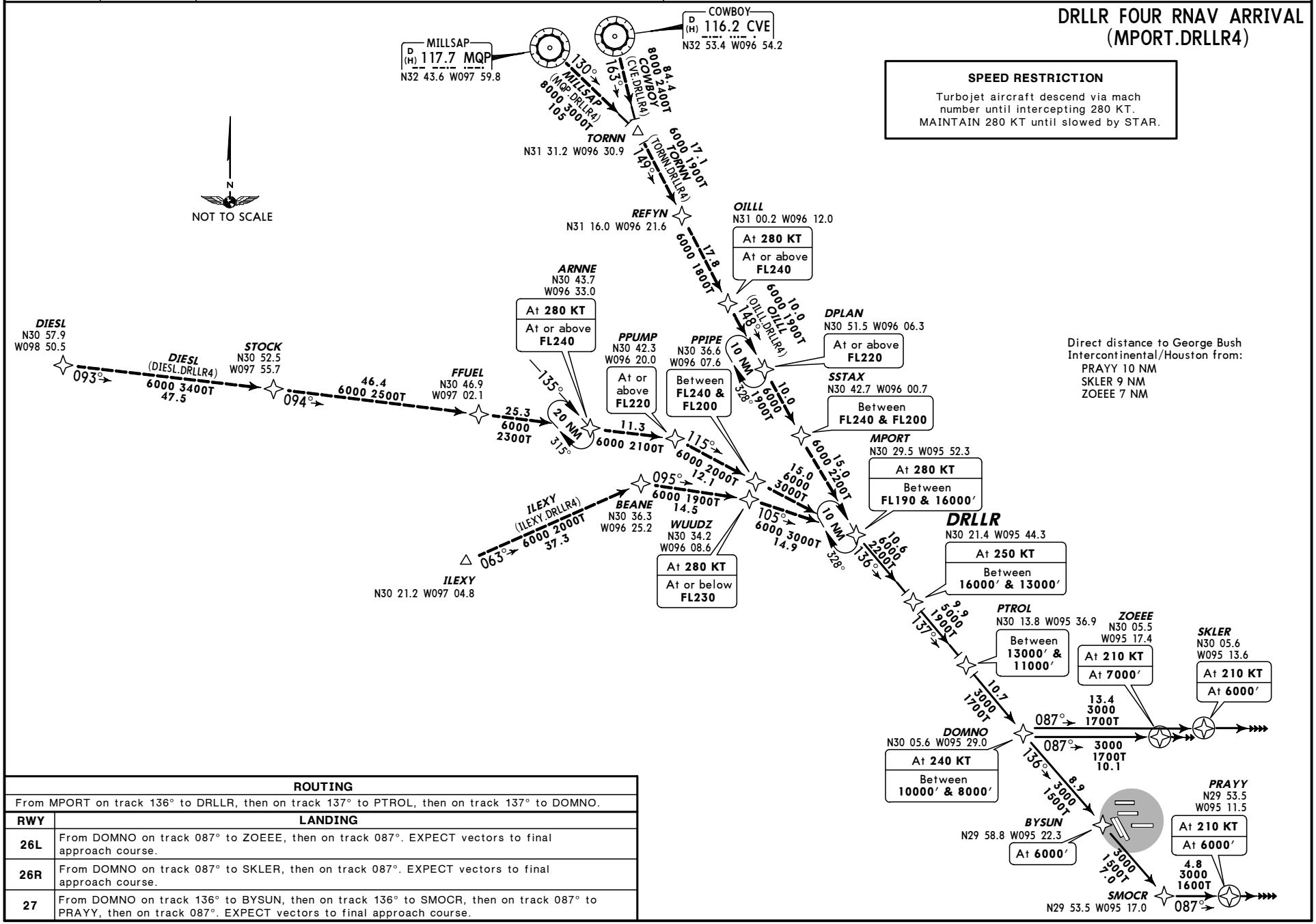
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the runway 26R transition; Houston Approach control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is GUSHR. EXPECT GUSHR when George Bush Intercontinental/Houston is landing EAST.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

DRLLR FOUR RNAV ARRIVAL
(MPORT.DRLLR4)



ROUTING	
From MPORT on track 136° to DRLLR, then on track 137° to PTROL, then on track 137° to DOMNO.	
RWY	**LANDING**
26L	From DOMNO on track 087° to ZOEEE, then on track 087°. EXPECT vectors to final approach course.
26R	From DOMNO on track 087° to SKLER, then on track 087°. EXPECT vectors to final approach course.
27	From DOMNO on track 136° to BYSUN, then on track 136° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.

CHANGES: Procedure revised, renumbered, reindexed.

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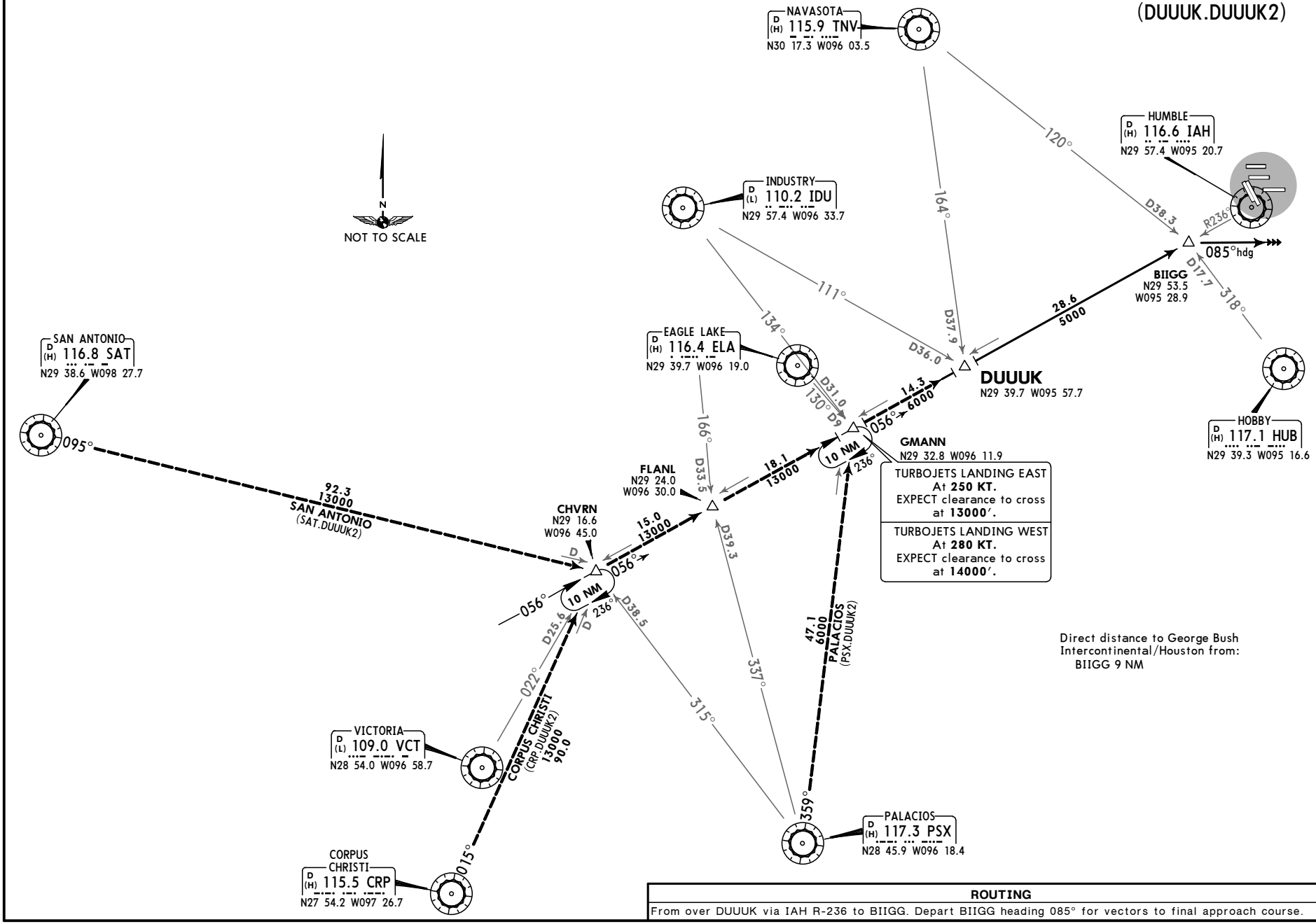
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
124.05	96′			

1. DME/DME/IRU or GPS equipped turbojet and turboprop aircraft must file HTOWN/TEJAS (RNAV) STARs.
2. SAN ANTONIO Transition FL240 and above only.

DUUUK TWO ARRIVAL
(DUUUK.DUUUK2)



ROUTING

From over DUUUK via IAH R-236 to BIIGG. Depart BIIGG heading 085° for vectors to final approach course.

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev
124.05	96′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 8L transition; Houston Approach Control may assign a different transition on initial contact.
6. Corresponding RNAV STAR is ZEEKK. EXPECT ZEEKK when George Bush Intercontinental/Houston is landing WEST. 7. EXCEPT for aircraft departing Shreveport Regl, PLANB transition is ATC assigned only; do not file. 8. CARPR transition is ATC assigned only; do not file.

GESNR ONE RNAV ARRIVAL (ZEEKK.GESNR1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

❶ At **280 KT** Between **FL270 & FL220**

Direct distance to George Bush Intercontinental/Houston from:
CASST 9 NM
HOWLN 8 NM

PLANB N31 36.0 W093 43.9
37.1 12000 1900T PLANB (PLANB.GESNR1) 209°

CARPR N31 04.5 W094 06.9
18.0 12000 1700T CARPR (CARPR.GESNR1) 209°

MURFF N30 49.2 W094 18.0
At **280 KT** Between **FL270 & FL220**

SAWMILL D (H) 113.75 SWB N31 58.4 W092 40.6
SAWMILL (SWB.GESNR1) 12000 2000T 89.0 225°

045° 20 NM

DLAKE N30 58.3 W093 57.5
At or above **FL240**
18.5 12000 2000T 224°

ALEXANDRIA D (H) 116.1 AEX N31 15.4 W092 30.1
ALEXANDRIA (AEX.GESNR1) 12000 1800T 74.1 245°

DOOTL ❶ N30 45.8 W094 13.2
20.0 9000 1900T
20.0 9000 1700T

EMGEE N30 47.0 W093 49.7
At or above **FL240**
18.0 12000 1700T 244°

GESNR N30 24.1 W094 42.0
At **280 KT** Between **16000′ & 13000′**

044° 10 NM

SCHEX N30 40.0 W094 08.9
At **280 KT** Between **FL270 & FL220**
20.0 9000 1700T

ZEEKK N30 32.1 W094 30.2
At **280 KT** Between **FL200 & 17000′**
12.9 6000 1600T 229°

KENNN N30 17.2 W094 51.2
At **250 KT** Between **11000′ & 10000′**
10.6 4000 1600T 226°

15.0 4000 1500T 227°

CASST N30 05.6 W095 27.9
At **210 KT** At **6000′**

ZOEEE N30 05.5 W095 17.4
At **240 KT** At **7000′**

9.1 4000 1700T 267°
11.4 4000 1700T 257°

KNGWD N30 07.6 W095 04.4
At **240 KT** Between **10000′ & 8000′**
6.0 4000 1400T 225°

EDEEE N30 03.6 W095 09.6
At or below **8000′**
10.4 4000 1600T

REAPR N29 56.6 W095 18.5
At **6000′**
4.5 4000 1700T

4.8 4000 1700T 267°

HOWLN N29 53.5 W095 27.9
At **210 KT** At **6000′**

SHIVV N29 53.5 W095 22.4
At **240 KT** At **6000′**

N
NOT TO SCALE

ROUTING	
From ZEEKK on track 229° to GESNR.	
RWY	**LANDING**
8L	From GESNR on track 226° to KENNN, then on track 227° to KNGWD, then on track 257° to ZOEEE, then on track 267° to CASST, then on track 267°. EXPECT RADAR vectors to final approach course.
8R, 9	From GESNR on track 226° to KENNN, then on track 227° to KNGWD, then on track 225° to EDEEE, then on track 225° to REAPR, then on track 225° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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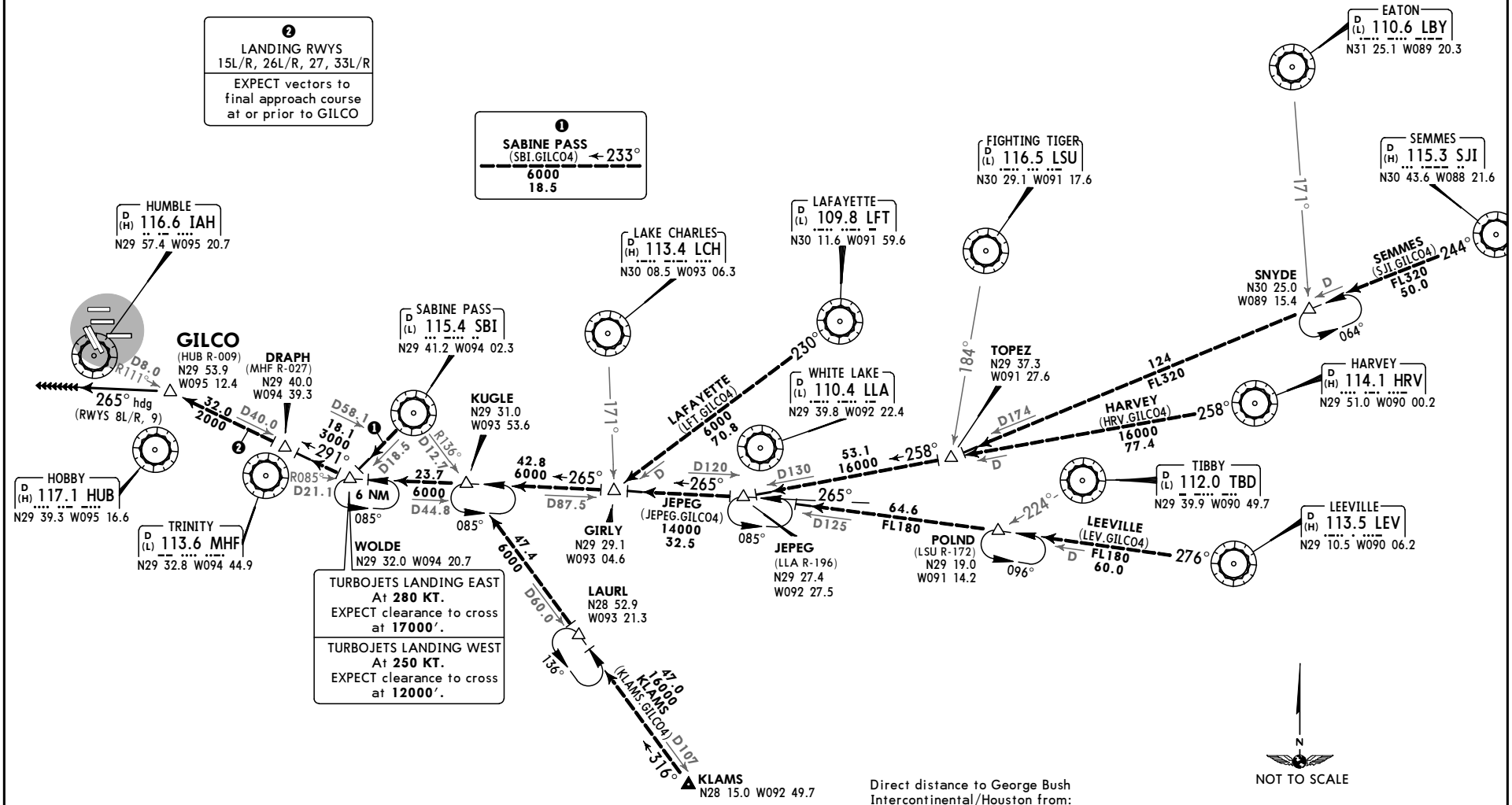
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
124.05	96′			

1. For conventional navigation aircraft only. DME/DME/IRU or GPS equipped aircraft must file via the NNCEE or LINKK RNAV STAR.
2. Turbojet and turboprop aircraft only.
3. KLAMS transition: DME required.
4. SABINE PASS transition: ATC assigned only. Do not file.

GILCO FOUR ARRIVAL
(WOLDE.GILCO4)



RWY	LANDING
8L/R, 9	From GILCO fly heading 265° for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to GILCO.

CHANGES: Chart reindexed.

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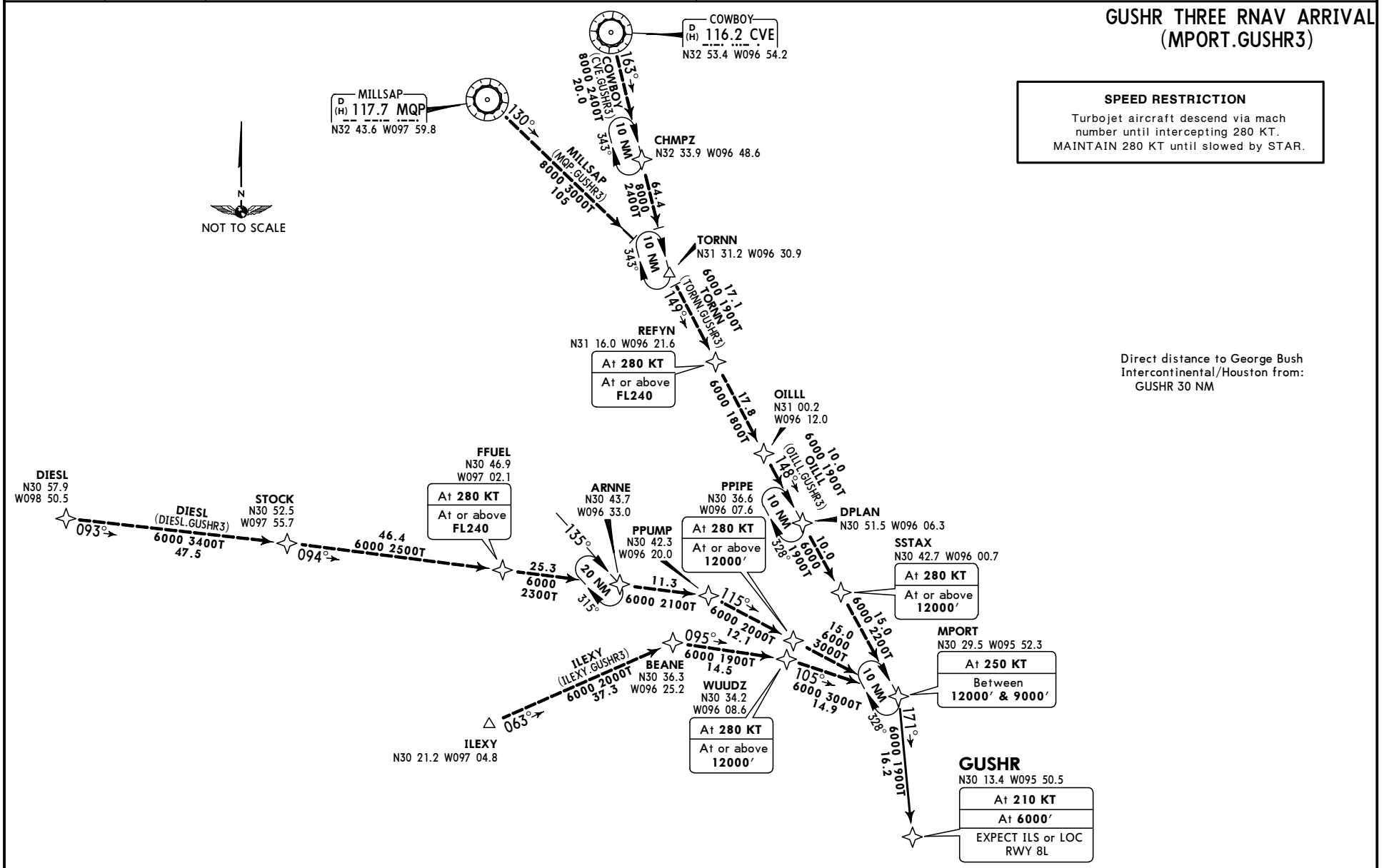
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. EXPECT runway assignment from Houston TRACON upon initial contact. 6. ILEXY Transition for Austin Terminal Area departures only. 7. Corresponding RNAV STAR is DRLLR. EXPECT DRLLR when George Bush Intercontinental/Houston is landing WEST.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For use by turbojet and turboprop aircraft only.	

GUSHR THREE RNAV ARRIVAL
(MPORT.GUSHR3)



ROUTING
From MPORT on track 171° to GUSHR. EXPECT ILS or LOC Rwy 8L.

CHANGES: Reissue.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

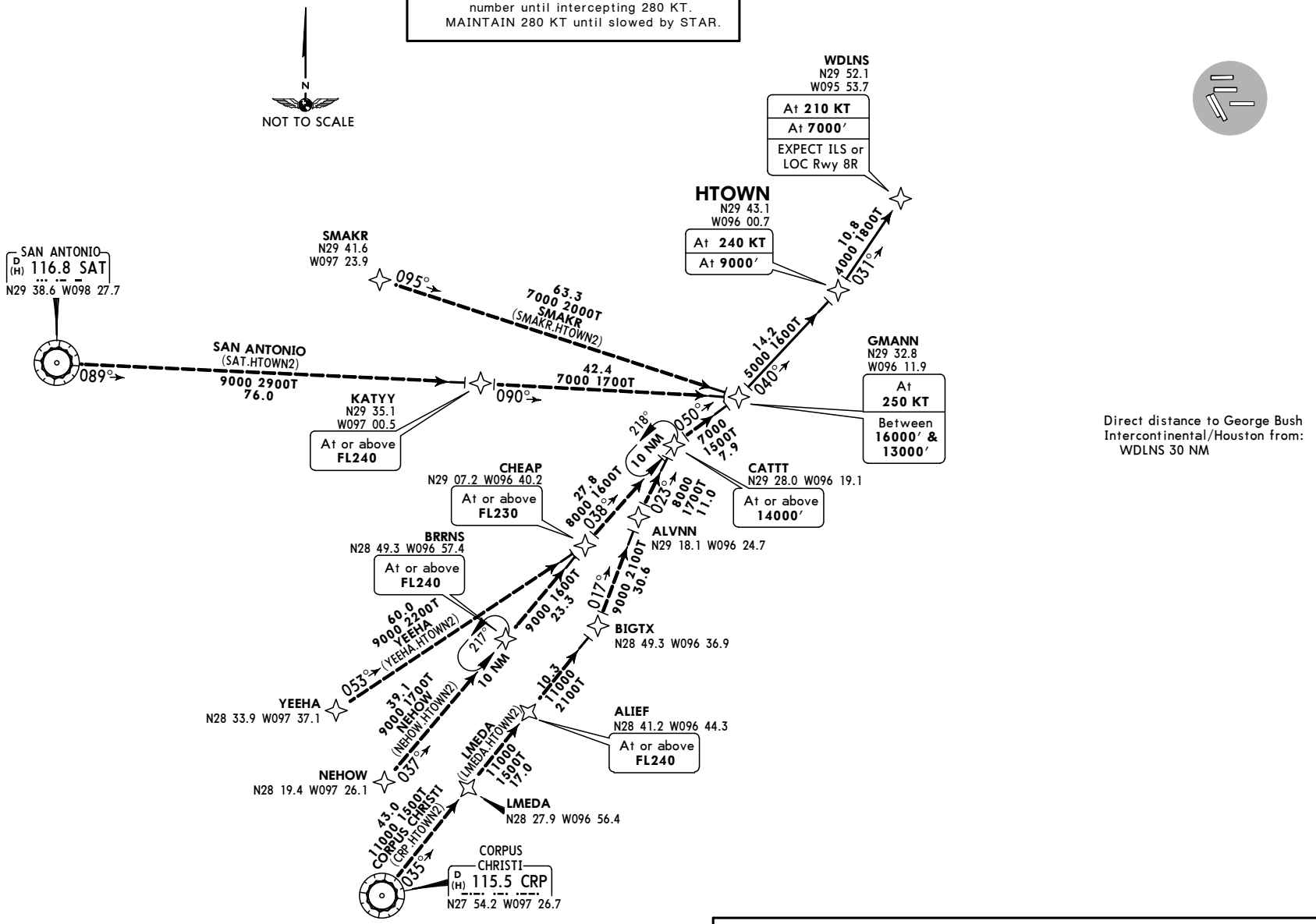
D-ATIS	Apt Elev
124.05	96′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and turboprop aircraft only.

5. EXPECT runway assignment from Houston TRACON upon initial contact.
6. Corresponding RNAV STAR is TEJAS. EXPECT TEJAS when George Bush Intercontinental/Houston is landing WEST.

HTOWN TWO RNAV ARRIVAL
(GMANN.HTOWN2)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.



Direct distance to George Bush Intercontinental/Houston from:
WDLNS 30 NM

ROUTING
From GMANN on track 040° to HTOWN, then on track 031° to WDLNS. EXPECT ILS or LOC Rwy 8R.

CHANGES: None.

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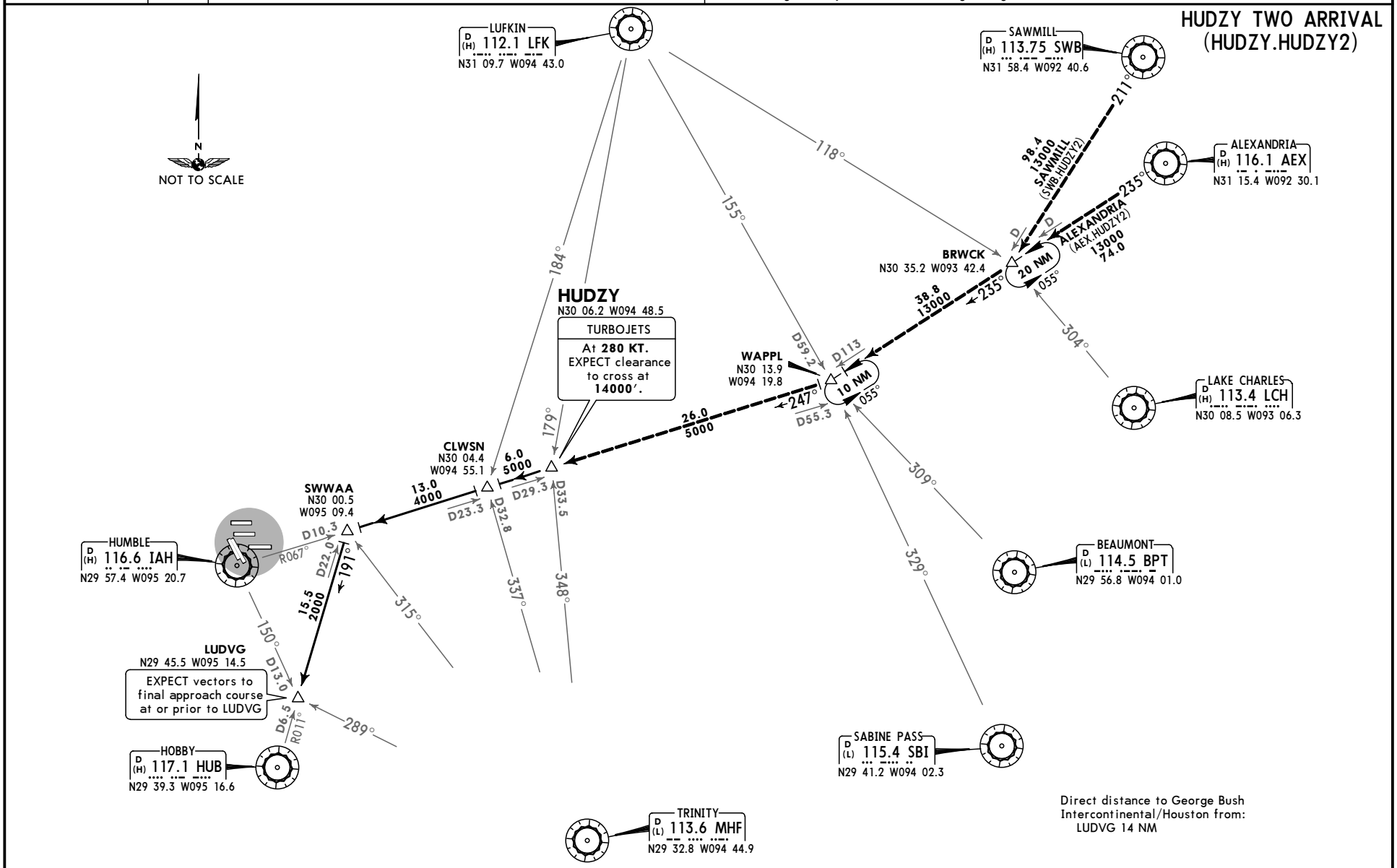
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
124.05	96′			

1. For use by turbojet and turboprop aircraft capable of 280 KT or greater only.
2. For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft must file the WAPPL (RNAV) STAR.
3. ATC assigned only for aircraft landing George Bush Intercontinental/Houston.

HUDZY TWO ARRIVAL (HUDZY.HUDZY2)



Direct distance to George Bush Intercontinental/Houston from:
LUDVG 14 NM

ROUTING

From over HUDZY on IAH R-067 to CLWSN, on IAH R-067 to SWWAA, on HUB R-011 to LUDVG.
EXPECT vectors to final approach course at or prior to LUDVG.

CHANGES: Reindexed.

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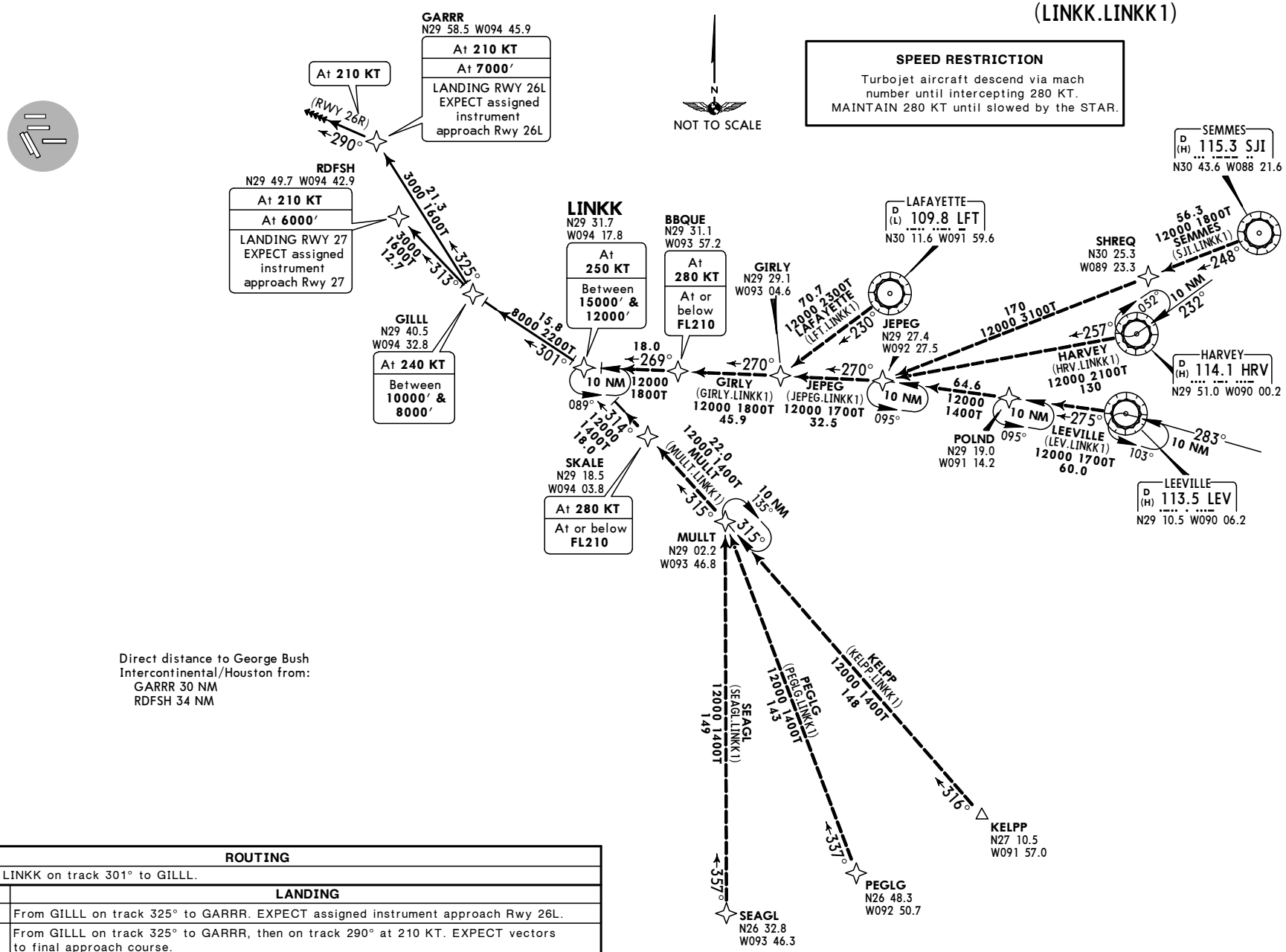
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the Rwy 27 transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is NNCEE. EXPECT NNCEE when George Bush Intercontinental/Houston is landing EAST. 7. GPS required for KELPP, PEGLG, and SEAGL Transitions.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

LINKK ONE RNAV ARRIVAL
(LINKK.LINKK1)



ROUTING	
From LINKK on track 301° to GILLL.	
RWY	**LANDING**
26L	From GILLL on track 325° to GARRR. EXPECT assigned instrument approach Rwy 26L.
26R	From GILLL on track 325° to GARRR, then on track 290° at 210 KT. EXPECT vectors to final approach course.
27	From GILLL on track 313° to RDFSH. EXPECT assigned instrument approach Rwy 27.

CHANGES: Procedure renamed, revised, reindexed.

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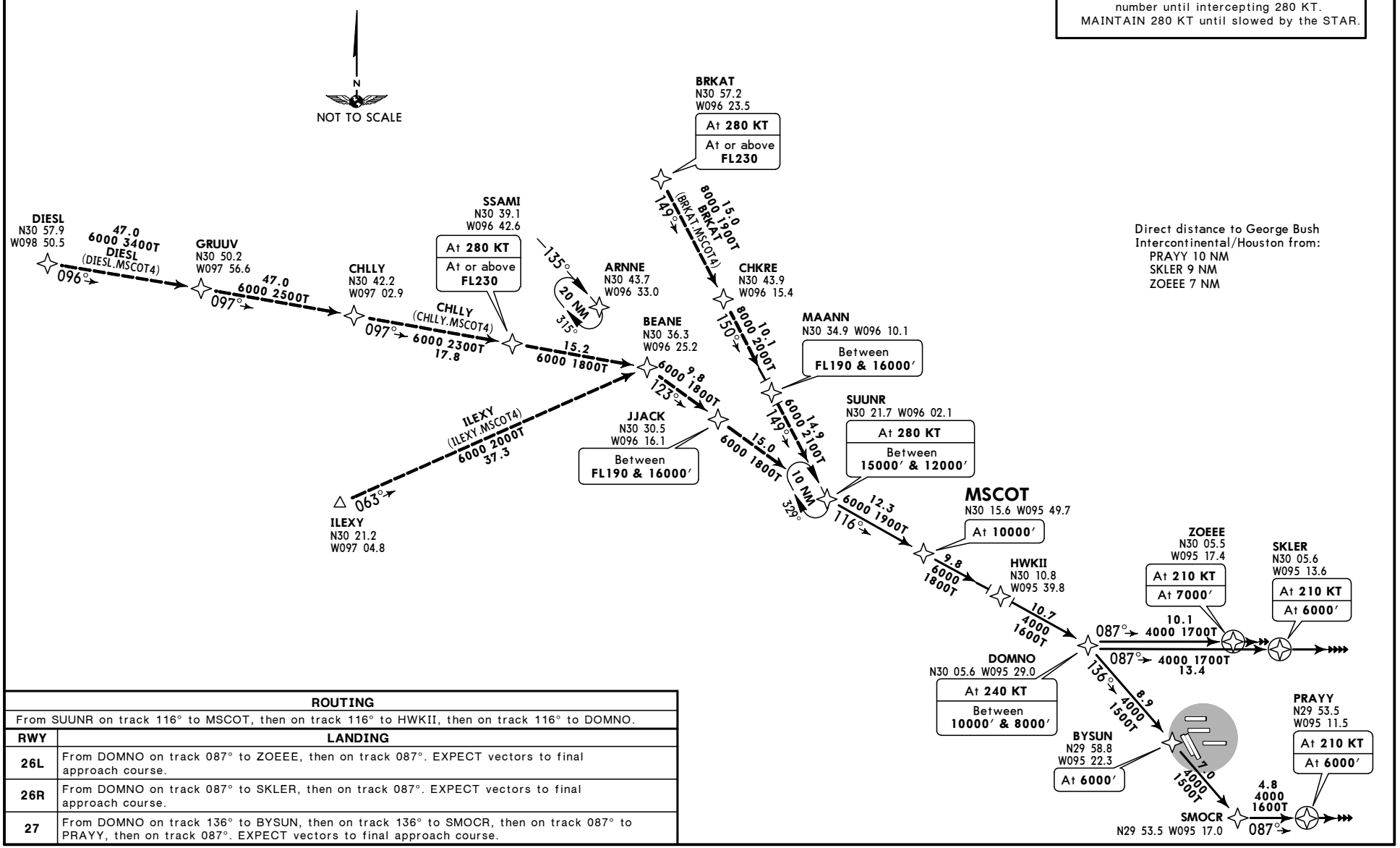
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	
124.05	96′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 26R transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is TTORO. EXPECT TTORO when George Bush Intercontinental/Houston is landing EAST. 7. BRKAT Transition ATC assigned only.
8. ILEXY Transition for Austin Terminal Area departures only.

MSCOT FOUR RNAV ARRIVAL
(SUUNR.MSCOT4)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by the STAR.



Direct distance to George Bush Intercontinental/Houston from:
PRAYY 10 NM
SKLER 9 NM
ZOEEE 7 NM

ROUTING	
From SUUNR on track 116° to MSCOT, then on track 116° to HWKII, then on track 116° to DOMNO.	
RWY	**LANDING**
26L	From DOMNO on track 087° to ZOEEE, then on track 087°. EXPECT vectors to final approach course.
26R	From DOMNO on track 087° to SKLER, then on track 087°. EXPECT vectors to final approach course.
27	From DOMNO on track 136° to BYSUN, then on track 136° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.

CHANGES: Procedure revised, renumbered, reindexed.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the Rwy 8R transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is LINKK. EXPECT LINKK when George Bush Intercontinental/Houston is landing WEST. 7. GPS required for KELPP, PEGLG, and SEAGL Transitions.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

NNCEE ONE RNAV ARRIVAL
(LINKK.NNCEE1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT. MAINTAIN 280 KT until slowed by STAR.

NOT TO SCALE

Direct distance to George Bush Intercontinental/Houston from:
CASST 9 NM
HOWLN 8 NM

ROUTING
From LINKK on track 293° to NNCEE, then on track 293° to KONZZ, then on track 293° to BEDLM.

RWY	LANDING
8L	From BEDLM on track 293° to CHKEN, then on track 280° to PRAYY, then on track 319° to GOVVV, then on track 267° to CASST, then on track 267°. EXPECT vectors to final approach course.
8R, 9	From BEDLM on track 293° to CHKEN, then on track 280° to PRAYY, then on track 267° to SMOCR, then on track 267° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT vectors to final approach course.

CHANGES: Procedure renamed, revised, reindexed.

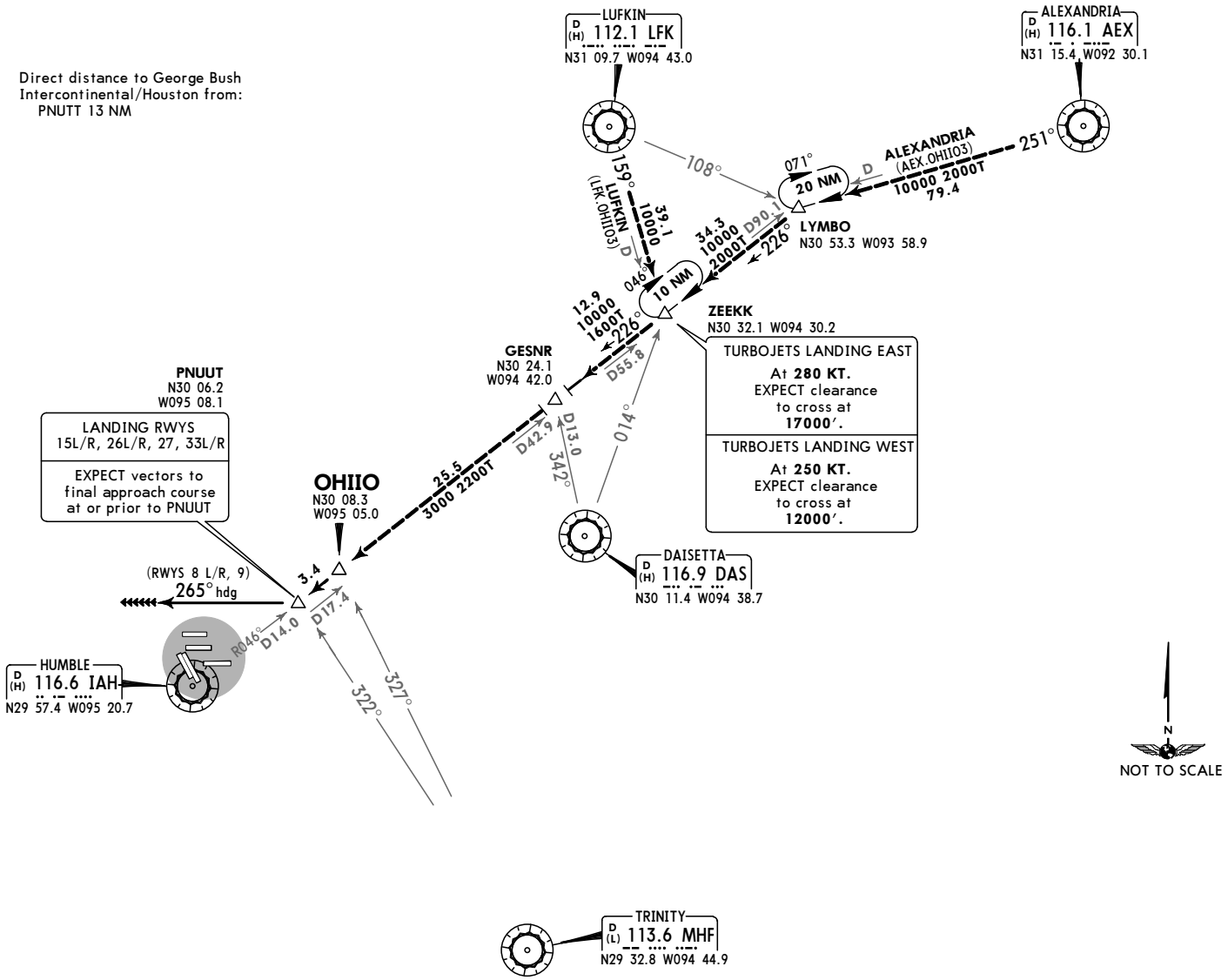
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	*Apt Elev*		
124.05	96′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	DME/DME/IRU or GPS equipped turbojet aircraft landing George Bush Intercontinental/Houston must file the GESNR/ZEEKK or DOOBI/SKNRD (RNAV) STAR.

OHIIO THREE ARRIVAL
(OHIIO.OHIIO3)



ROUTING	
From OHIIO on IAH R-046 to PNUUT.	
RWY	**LANDING**
8L/R, 9	At PNUUT, fly heading 265° for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to PNUUT.

CHANGES: Procedure renumbered, revised.

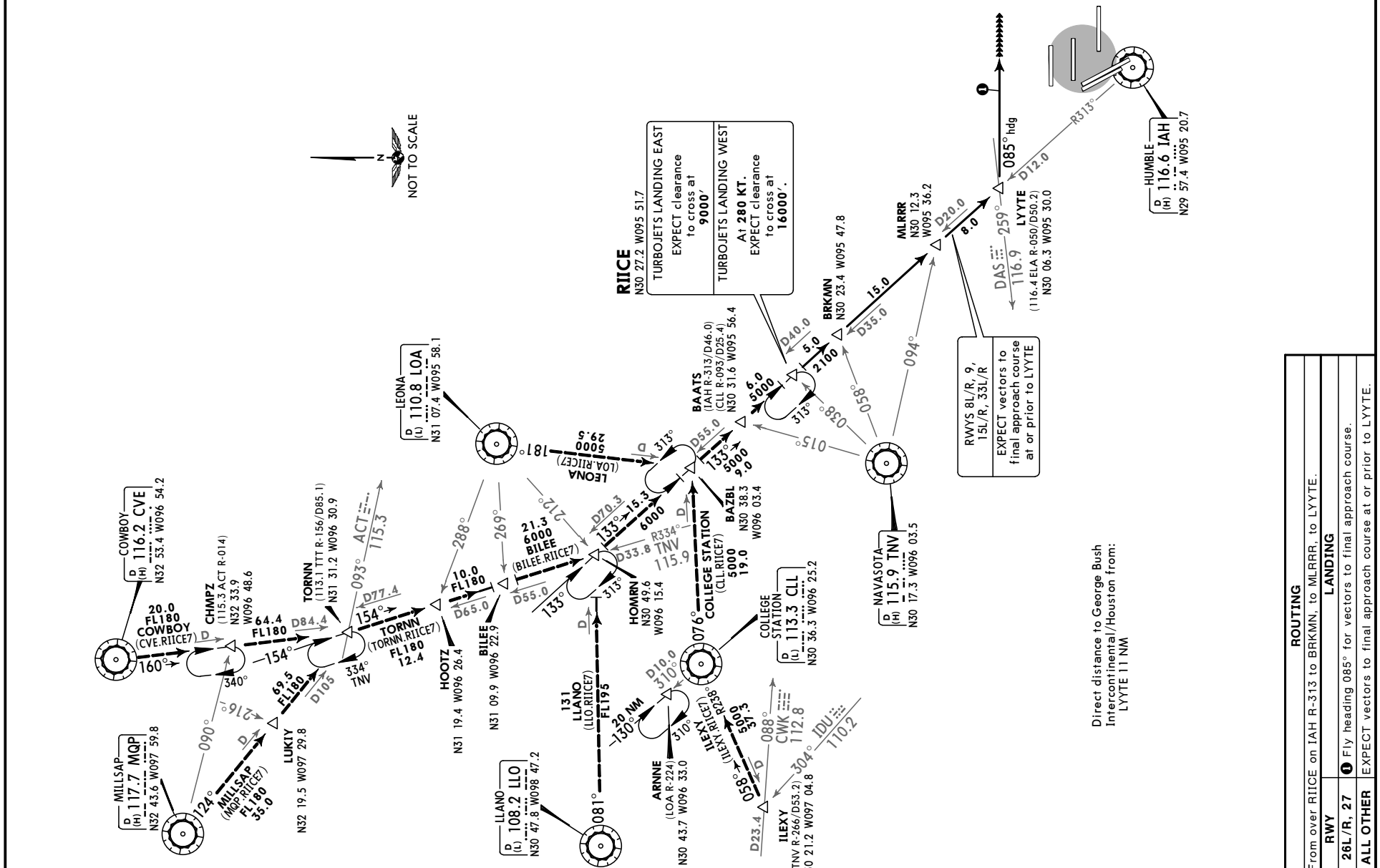
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	DME/DME/IRU or GPS equipped turbojet and turboprop aircraft landing George Bush Intercontinental/Houston must file DRLLR/GUSHR (RNAV) STARs.
124.05	96′		

RIICE SEVEN ARRIVAL
(BAZBL.RIICE7)



ROUTING	
From over RIICE on IAH R-313 to BRKMN, to MLRRR, to LYYTE.	
RWY	LANDING
26L/R, 27	❶ Fly heading 085° for vectors to final approach course.
ALL OTHER	EXPECT vectors to final approach course at or prior to LYYTE.

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. Fly the Rwy 8L transition; Houston Approach Control may assign a different transition on initial contact. 6. Corresponding RNAV STAR is DOOBI. EXPECT DOOBI when George Bush Intercontinental/Houston is landing WEST.
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.	

SKNRD FOUR RNAV ARRIVAL (DOOBI.SKNRD4)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

Direct distance to George Bush Intercontinental/Houston from:
CASST 9 NM
HOWLN 8 NM

SAWMILL D (H) 113.75 SWB
N31 58.4 W092 40.6

PLANB
N31 36.0 W093 43.9

EGULZ
N30 51.8 W093 54.7

TURNR
N30 38.0 W094 09.9
At **280 KT**
Between **FL280 & FL240**

ALEXANDRIA D (H) 116.1 AEX
N31 15.4 W092 30.1

JERNY
N30 41.6 W093 45.8

BEATL
N30 32.8 W094 05.3
At **280 KT**
Between **FL280 & FL240**

DOOBI
N30 24.0 W094 24.3
At **280 KT**
Between **FL220 & FL190**

SKNRD
N30 17.0 W094 41.5
At **280 KT**
At or below **16000′**

BFFET
N30 14.0 W094 48.8
At **250 KT**
Between **14000′ & 12000′**

KNGWD
N30 07.6 W095 04.4
At **240 KT**
Between **10000′ & 8000′**

EDEEE
N30 03.6 W095 09.6
At or below **8000′**

REAPR
N29 56.6 W095 18.5
At **6000′**

CASST
N30 05.6 W095 27.9
At **210 KT**
At **6000′**

ZOEEE
N30 05.5 W095 17.4
At **240 KT**
At **7000′**

SHIVV
N29 53.5 W095 22.4
At **240 KT**
At **6000′**

HOWLN
N29 53.5 W095 27.9
At **210 KT**
At **6000′**

SAWMILL (SWB.SKNRD4) 45.0 12000 2000T
PLANB (PLANB.SKNRD4) 189°
SAWMILL (SWB.SKNRD4) 221° 12000 1900T 91.8
ALEXANDRIA (AEX.SKNRD4) 240° 12000 1800T 73.3
060° 20 NM
19.0 12000 1700T 239°
19.0 12000 1800T 220°
18.7 9000 1500T 219°
18.6 9000 1600T
059° 10 NM
16.5 6000 1600T 242°
7.0 4000 1600T
15.0 4000 1600T
257°
11.4 4000 1700T
9.1 4000 1700T 267°
6.0 225° 4000 1400T
10.4 4000 1600T
4.8 4000 1700T
4.5 4000 1700T
267°

N
NOT TO SCALE

ROUTING	
From DOOBI on track 242° to SKNRD.	
RWY	**LANDING**
8L	From SKNRD on track 242° to BFFET, then on track 242° to KNGWD, then on track 257° to ZOEEE, then on track 267° to CASST, then on track 267°. EXPECT RADAR vectors to final approach course.
8R, 9	From SKNRD on track 242° to BFFET, then on track 242° to KNGWD, then on track 225° to EDEEE, then on track 225° to REAPR, then on track 225° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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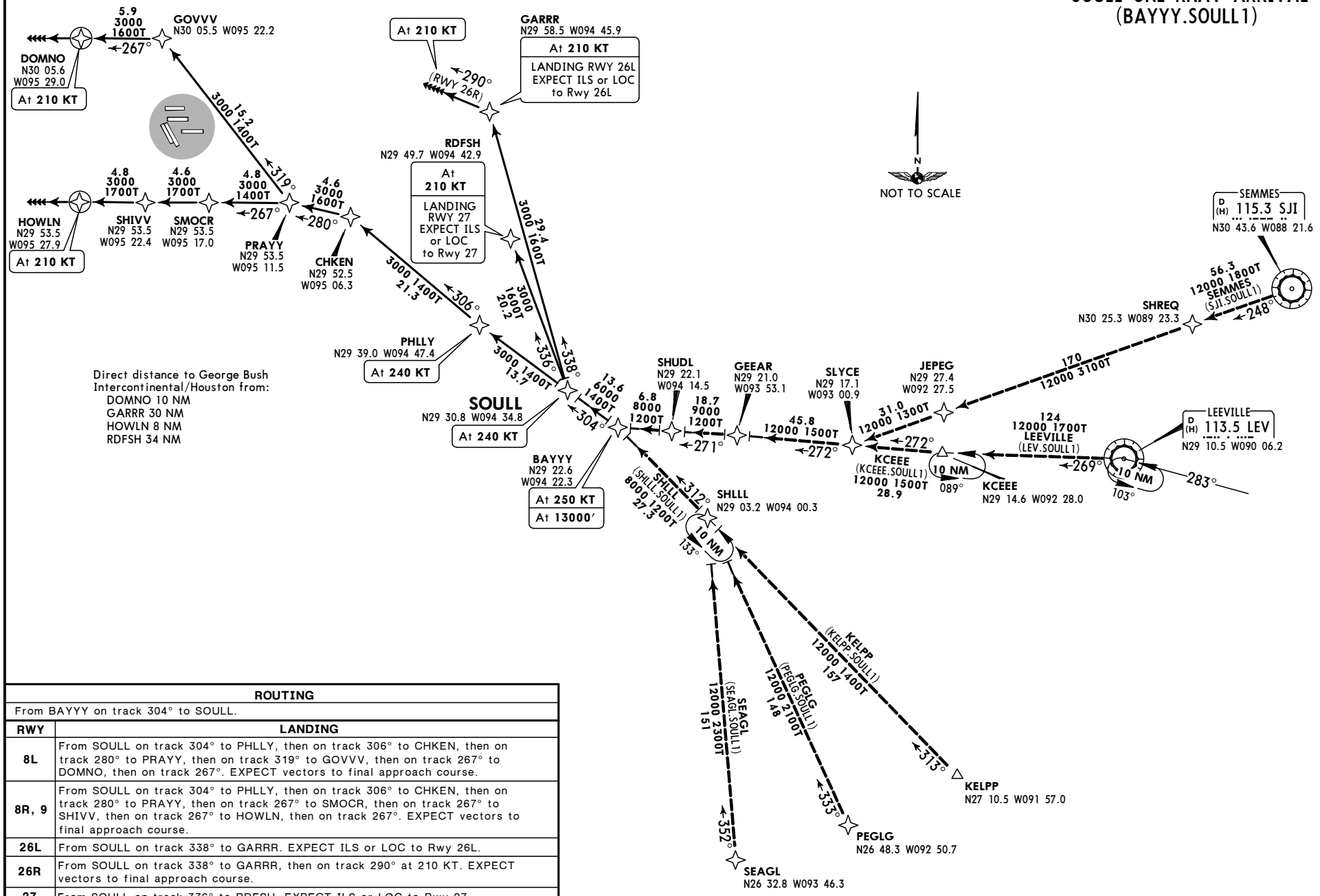
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev
124.05	96′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For turbojet and turboprop aircraft capable of 280 KT or greater only.
5. ATC assigned only.
6. EXPECT runway assignment from Houston TRACON upon initial contact.
7. GPS required for KELPP, PEGLG, and SEAGL Transitions.

SOULL ONE RNAV ARRIVAL
(BAYYY.SOULL1)



ROUTING	
From BAYYY on track 304° to SOULL.	
RWY	**LANDING**
8L	From SOULL on track 304° to PHLLY, then on track 306° to CHKEN, then on track 280° to PRAYY, then on track 319° to GOVVV, then on track 267° to DOMNO, then on track 267°. EXPECT vectors to final approach course.
8R, 9	From SOULL on track 304° to PHLLY, then on track 306° to CHKEN, then on track 280° to PRAYY, then on track 267° to SMOCR, then on track 267° to SHIVV, then on track 267° to HOWLN, then on track 267°. EXPECT vectors to final approach course.
26L	From SOULL on track 338° to GARRR. EXPECT ILS or LOC to Rwy 26L.
26R	From SOULL on track 338° to GARRR, then on track 290° at 210 KT. EXPECT vectors to final approach course.
27	From SOULL on track 336° to RDFSH. EXPECT ILS or LOC to Rwy 27.

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev
124.05	96′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 27 transition; Houston Approach control may assign a different transition on initial contact 6. Corresponding RNAV STAR is HTOWN. EXPECT HTOWN when George Bush Intercontinental/Houston is landing EAST.

TEJAS THREE RNAV ARRIVAL
(GMANN.TEJAS3)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

NOT TO SCALE

SAN ANTONIO
D (H) 116.8 SAT
N29 38.6 W098 27.7

SMAKR
N29 41.6 W097 23.9

KATYY
N29 35.1 W097 00.5
At or above FL240

CHEAP
N29 07.2 W096 40.2
At or above FL230

BRRNS
N28 49.3 W096 57.4
At or above FL240

YEEHA
N28 33.9 W097 37.1

NEHOW
N28 19.4 W097 26.1

CORPUS CHRISTI
D (H) 115.5 CRP
N27 54.2 W097 26.7

LMEDA
N28 27.9 W096 56.4

BIGTX
N28 49.3 W096 36.9

ALIEF
N28 41.2 W096 44.3
At or above FL240

ALVNN
N29 18.1 W096 24.7

CATTT
N29 28.0 W096 19.1
At or above FL190

CITTE
N29 36.6 W096 03.9
At or below 16000′

TEJAS
N29 41.2 W095 54.2
At 250 KT
Between 14000′ & 12000′

GLAMM
N29 46.8 W095 42.3
At or below 10000′

BEEEP
N29 50.8 W095 33.8
At or below 8000′

HOWLN
N29 53.5 W095 27.9
At 240 KT
At 6000′

GMANN
N29 32.8 W096 11.9
At 280 KT
Between FL190 & 16000′

ZOEEE
N30 05.5 W095 17.4

SKLER
N30 05.6 W095 13.6
At 210 KT
At 6000′

SHIVV
N29 53.5 W095 22.4

SMOCR
N29 53.5 W095 17.0

PRAYY
N29 53.5 W095 11.5
At 210 KT
At 6000′

SAN ANTONIO (SAT.TEJAS3) 089° 9000 2900T 76.0
SMAKR (SMAKR.TEJAS3) 095° 7000 2000T 63.3
090° 7000 1700T 42.4
059° 9.6 5000 1600T
058° 8.0 7000 1600T
11.8 5000 1500T
8.4 4000 1500T
5.8 4000 2000T
034° 15.1 4000 1700T
087° 3.3 4000 1700T
087° 4000 1700T 4.8
087° 9.5 4000 1700T
4000 1700T 4.6
4.8 4000 1600T
050° 7000 1500T 7.9
038° 27.8 8000 1600T
025° 8000 1700T 11.0
218° 10 NM
017° 9000 2100T 30.6
10.3 9000 2100T
036° LMEDA (LMEDA.TEJAS3) 11000 1500T 9000 1500T 17.0
217° 10 NM
9000 1600T 23.3
053° YEEHA (YEEHA.TEJAS3) 60.0 9000 2200T
037° NEHOW (NEHOW.TEJAS3) 39.1 9000 1700T
035° CORPUS CHRISTI (CRP.TEJAS3) 11000 1500T 43.0

Direct distance to George Bush Intercontinental/Houston from:
PRAYY 10 NM
SKLER 9 NM

ⓘ LMEDA Transition

ROUTING	
From GMANN on track 058° to CITTE, then on track 059° to TEJAS.	
RWY	**LANDING**
26L	From TEJAS on track 059° to GLAMM, then on track 059° to BEEEP, then on track 059° to HOWLN, then on track 087° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.
26R	From TEJAS on track 059° to GLAMM, then on track 059° to BEEEP, then on track 059° to HOWLN, then on track 034° to ZOEEE, then on track 087° to SKLER, then on track 087°. EXPECT vectors to final approach course.
27	From TEJAS on track 059° to GLAMM, then on track 059° to BEEEP, then on track 059° to HOWLN, then on track 087° to SHIVV, then on track 087° to SMOCR, then on track 087° to PRAYY, then on track 087°. EXPECT vectors to final approach course.

CHANGES: None.

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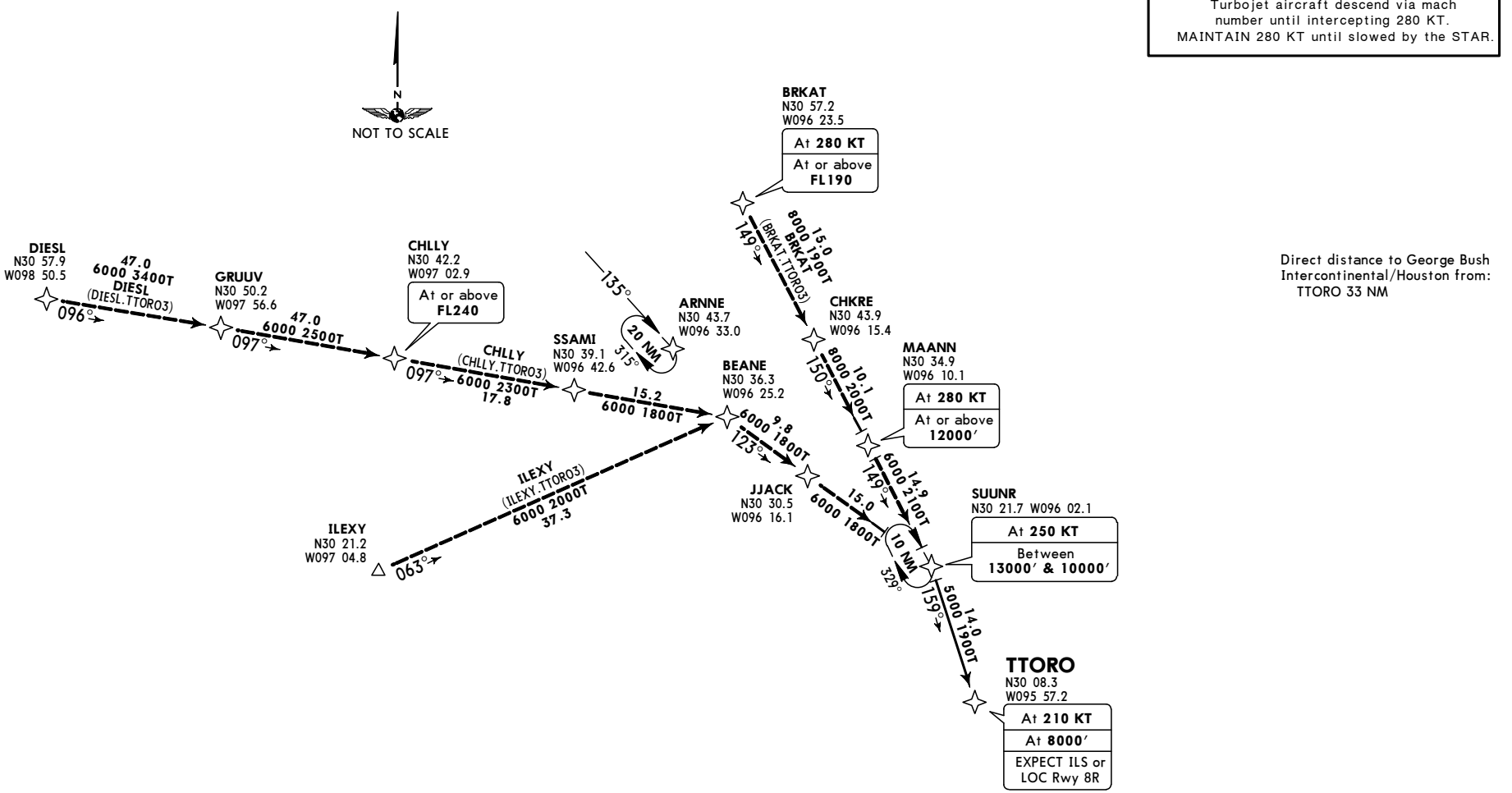
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev		
124.05	96′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4.Turbojet and turboprop aircraft only.	5. EXPECT runway assignment from Houston TRACON upon initial contact. 6. Corresponding RNAV STAR is MSCOT. EXPECT MSCOT when George Bush Intercontinental/Houston is landing WEST. 7. BRKAT Transition ATC assigned only. 8. ILEXY Transition for Austin Terminal Area departures only.

TTORO THREE RNAV ARRIVAL
(SUUNR.TTORO3)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by the STAR.



Direct distance to George Bush Intercontinental/Houston from:
TTORO 33 NM

ROUTING
From SUUNR on track 159° to TTORO. EXPECT ILS or LOC Rwy 8R.

CHANGES: Procedure revised, renumbered.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
124.05	96′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. Turbojet and turboprop aircraft only.

5. Fly the Rwy 26R transition; Houston Approach Control may assign a different transition on initial contact.
6. Corresponding RNAV STAR is GESNR. EXPECT GESNR when George Bush Intercontinental/Houston is landing EAST. 7. EXCEPT for aircraft departing Shreveport Regl, PLANB Transition is ATC assigned only; do not file.
8. CARPR Transition is ATC assigned only; do not file.

ZEEKK ONE RNAV ARRIVAL
(ZEEKK.ZEEKK1)

SPEED RESTRICTION
Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

❶ At **280 KT** Between **FL200 & 17000′**

Direct distance to George Bush Intercontinental/Houston from:
BOZZZ 30 NM
CLSIK 37 NM
HOOTI 33 NM

PLANB N31 36.0 W093 43.9
37.1 12000 1900T PLANB (PLANB.ZEEKK1) 209°

CARPR N31 04.5 W094 06.9
18.0 12000 1700T CARPR (CARPR.ZEEKK1) 209°

SAWMILL D (H) 113.75 SWB N31 58.4 W092 40.6
SAWMILL (SWB.ZEEKK1) 12000 2000T 89.0 225°

045° 30 NM

DLAKE N30 58.3 W093 57.5
At **280 KT**
At or above **FL240**

18.5 12000 2000T 224°

ALEXANDRIA D (H) 116.1 AEX N31 15.4 W092 30.1
ALEXANDRIA (AEX.ZEEKK1) 12000 1800T 74.1 245°

MURFF N30 49.2 W094 18.0
At **280 KT**
Between **FL200 & 17000′**

DOOTL ❶ N30 45.8 W094 13.2
20.0 9000 1900T
20.0 9000 1700T

EMGEE N30 47.0 W093 49.7
18.0 12000 1700T 244°
At **280 KT**
At or above **FL240**

SCHEX N30 40.0 W094 08.9
20.0 9000 1700T
At **280 KT**
Between **FL200 & 17000′**

044° 10 NM

ZEEKK N30 32.1 W094 30.2
13.0 6000 1600T 211°
At **250 KT**
Between **14000′ & 12000′**

BLUUZ N30 21.4 W094 38.8
At **240 KT**
At or below **10000′**

TABRR N30 13.7 W094 41.4
Between **7000′ & 6000′**
8.0 4000 1500T 194°
172° 1500T 4000 5.9

HOOTI N30 06.7 W094 43.8
At **210 KT**
At **6000′**
EXPECT ILS or LOC Rwy 26R
191°
7.2 4000 1600T
4000 1600T 19.0

PPUNK N30 14.9 W094 38.1
At or below **8000′**
4000 2400T 10.8

SOFFT N30 04.1 W094 36.9
At **210 KT**
At or above **4000′**

ODISS N30 02.9 W094 43.9
At **210 KT**
At or above **8000′**

BOZZZ N30 00.5 W094 46.0
At **210 KT**
At **8000′**
EXPECT ILS or LOC Rwy 26L
216°
4000 1600T 3.0

4.0 4000 3100T 185°

CLSIK N30 00.1 W094 37.6
At **4000′**
EXPECT ILS or LOC to Rwy 27

N
NOT TO SCALE

ROUTING	
From ZEEKK on track 211° to BLUUZ.	
RWY	**LANDING**
26L	From BLUUZ on track 191° to ODISS, then on track 216° to BOZZZ. EXPECT ILS or LOC Rwy 26L.
26R	From BLUUZ on track 194° to TABRR, then on track 194° to HOOTI. EXPECT ILS or LOC Rwy 26R.
27	From BLUUZ on track 172° to PPUNK, then on track 172° to SOFFT, then on track 185° to CLSIK. EXPECT ILS or LOC Rwy 27.

CHANGES: New procedure at this airport (TWSTD STAR cancelled).

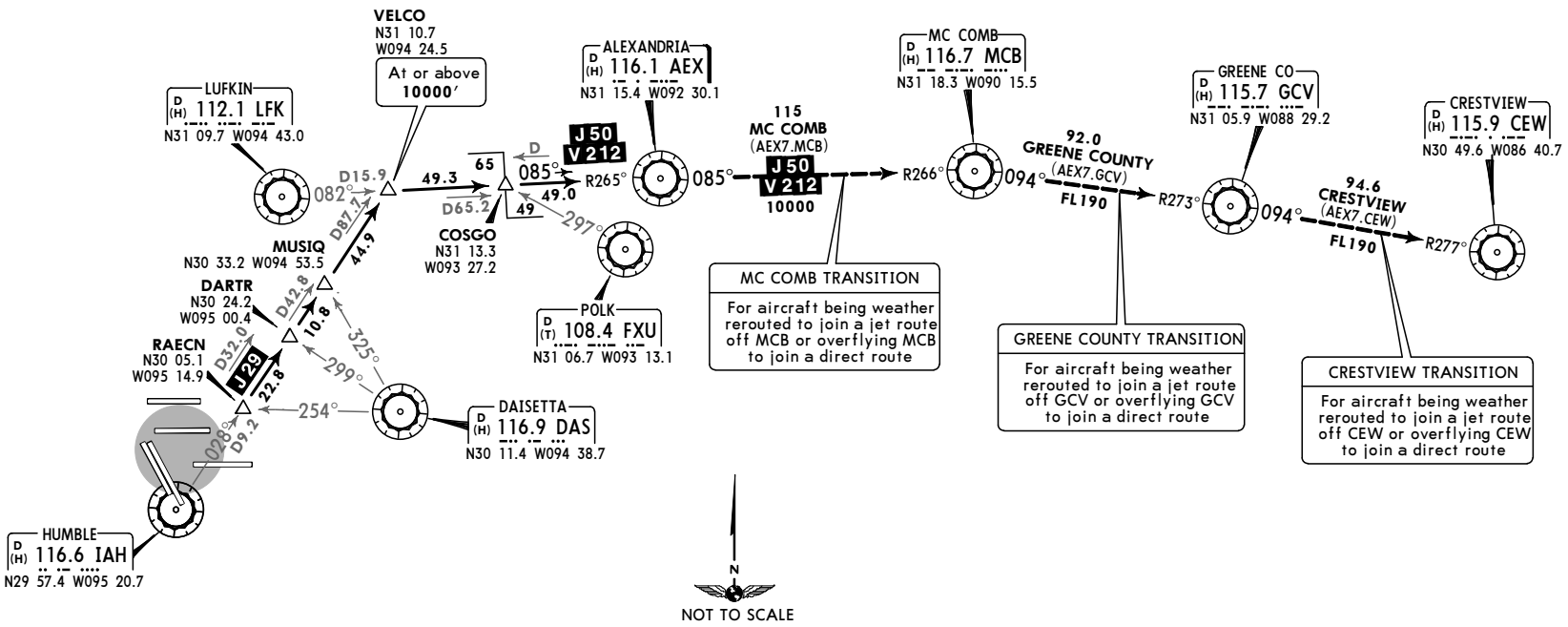
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. CRESTVIEW, GREENE COUNTY and MC COMB Transitions are ATC assigned only, do not file.

ALEXANDRIA SEVEN DEPARTURE
(AEX7.AEX)



Direct distance from George Bush Intercontinental/Houston to:
RAECN 8 NM

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to RAECN. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN on IAH R-028 to cross VELCO at or above 10000′, then RIGHT turn on LFK R-082 and AEX R-265 to AEX.	4000′

CHANGES: None.

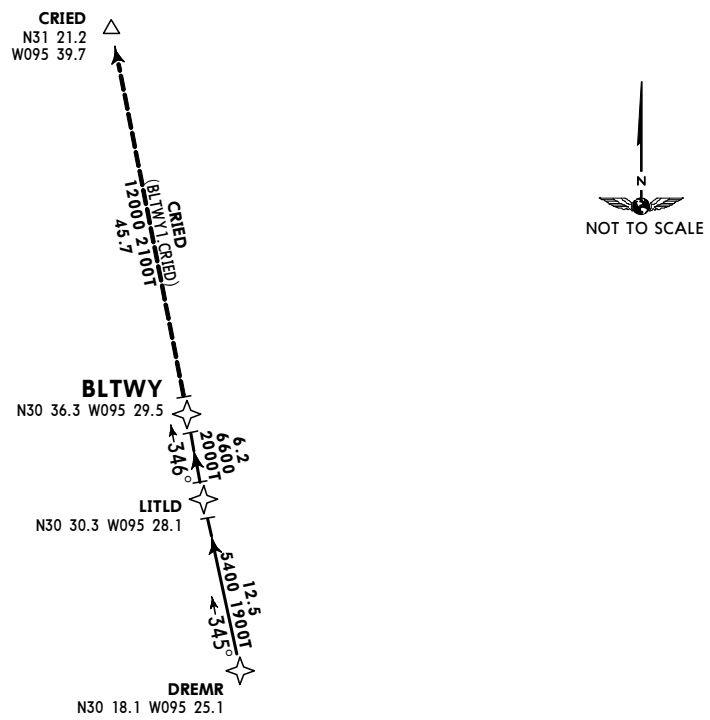
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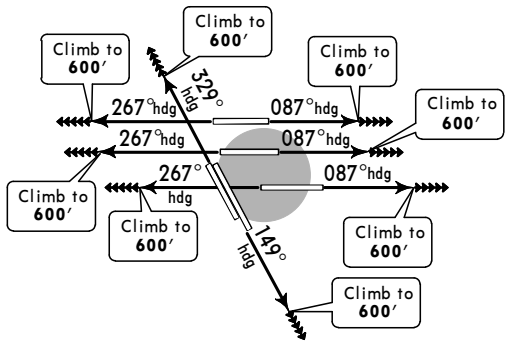
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

BLTWY ONE RNAV DEPARTURE (BLTWY1.BLTWY)



Direct distance from George Bush Intercontinental/Houston to:
DREMR 19 NM



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to DREMR.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to DREMR.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to DREMR.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to DREMR.	

ROUTING

From DREMR on track 345° to LITLD, then on track 346° to BLTWY, then on transition.
MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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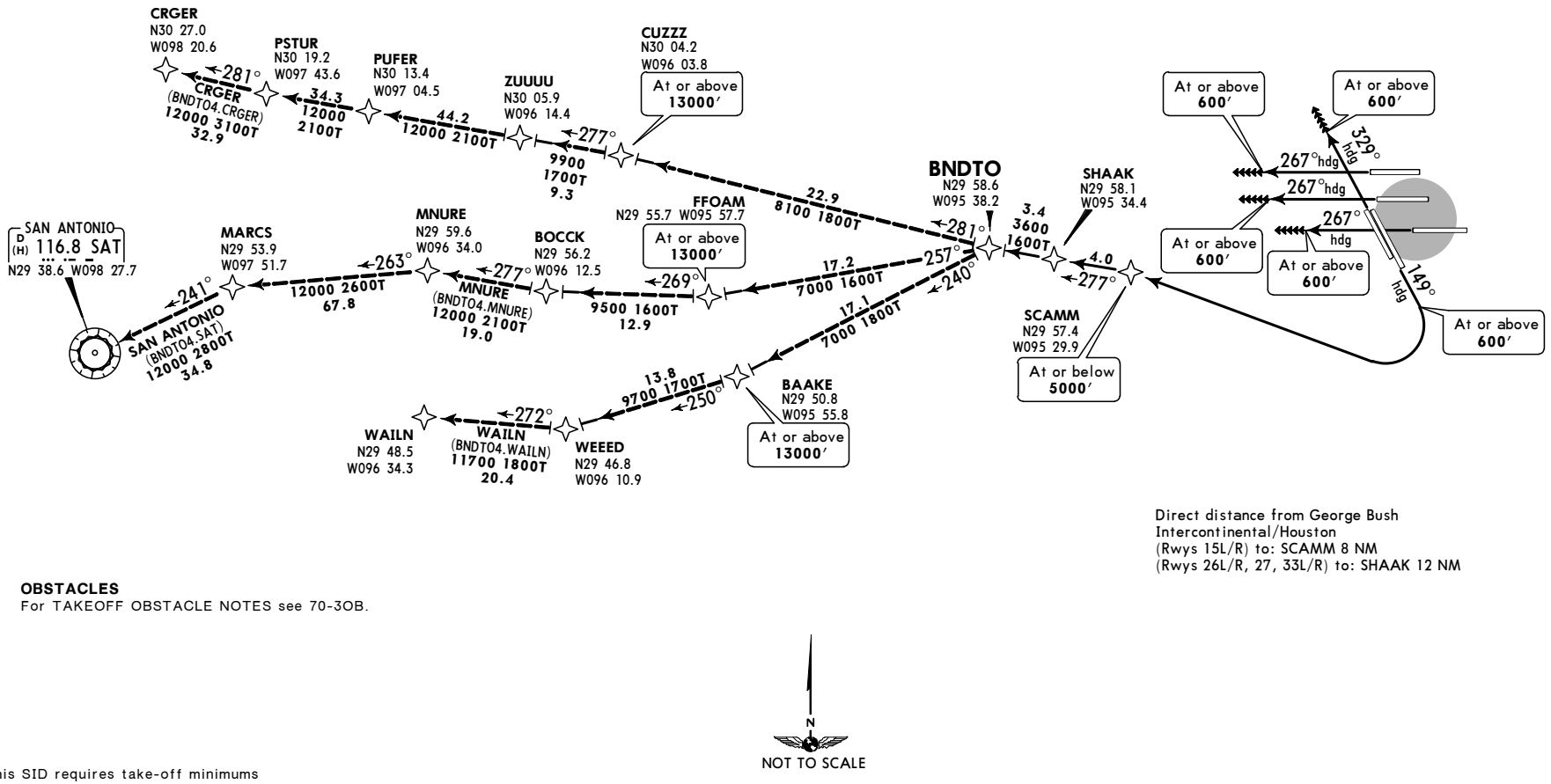
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 126.675	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For use during WEST flow at George Bush Intercontinental/Houston, for EAST flow file the PITZZ Departure.

BNDTO FOUR RNAV DEPARTURE
(BNDTO4.BNDTO)



Direct distance from George Bush Intercontinental/Houston
(Rwys 15L/R) to: SCAMM 8 NM
(Rwys 26L/R, 27, 33L/R) to: SHAAK 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

N
NOT TO SCALE

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 1200′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
15L/R	Climb heading 149° to at or above 600′, then RIGHT turn direct to cross SCAMM at or below 5000′, then on track 277° to SHAAK.	4000′
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to SHAAK.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to SHAAK.	

ROUTING

From SHAAK on track 277° to BNDTO, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, crossing restrictions.

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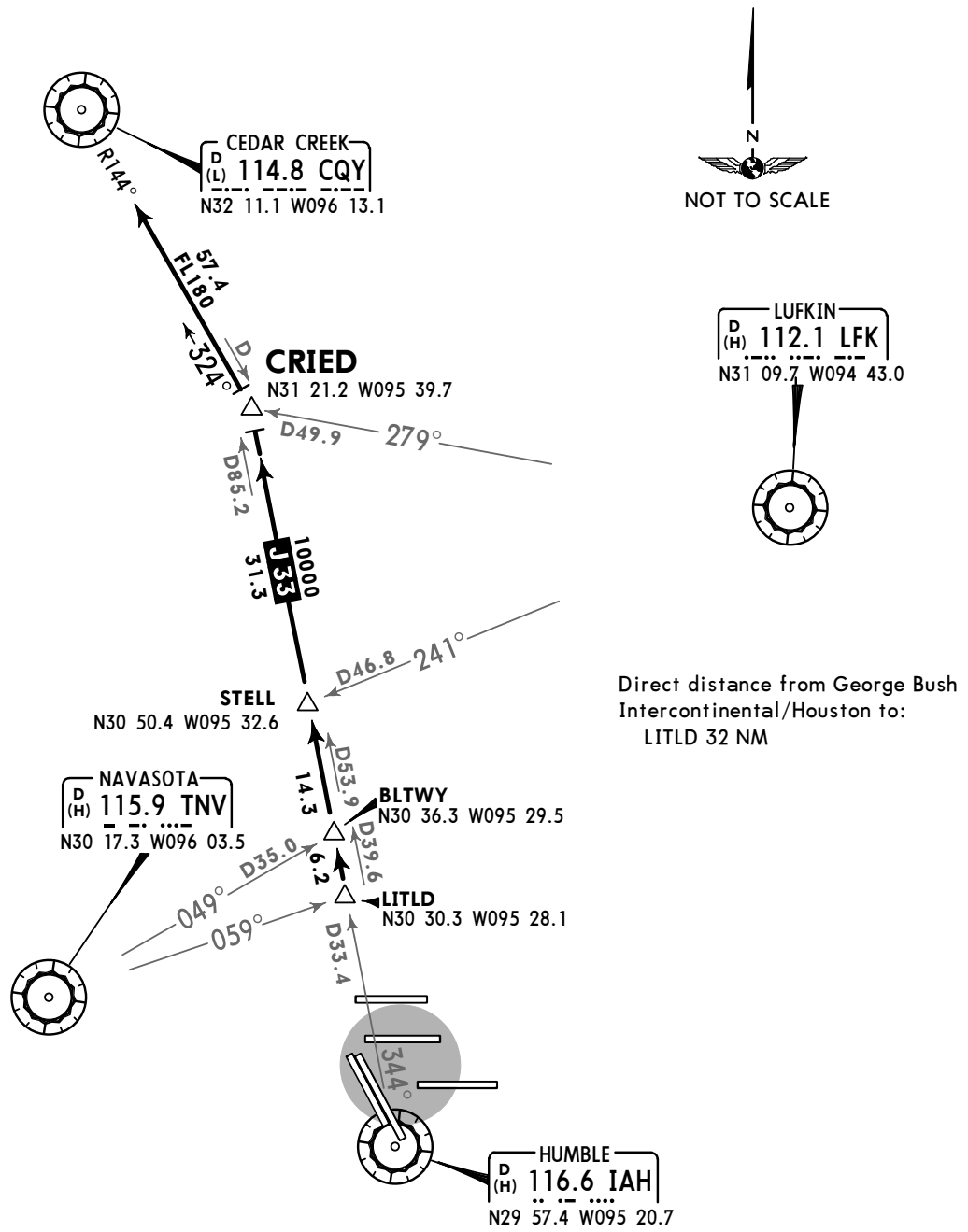
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
70-3C
19 JUN 15
Eff 25 Jun

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

CRIED SIX DEPARTURE (CRIED6.CRIED)



Direct distance from George Bush Intercontinental/Houston to:
LITLD 32 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to LITLD. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At LITLD, on IAH R-344 to STELL, then on IAH R-344 to CRIED, then LEFT turn on CQY R-144 to CQY.	4000′

CHANGES: None.

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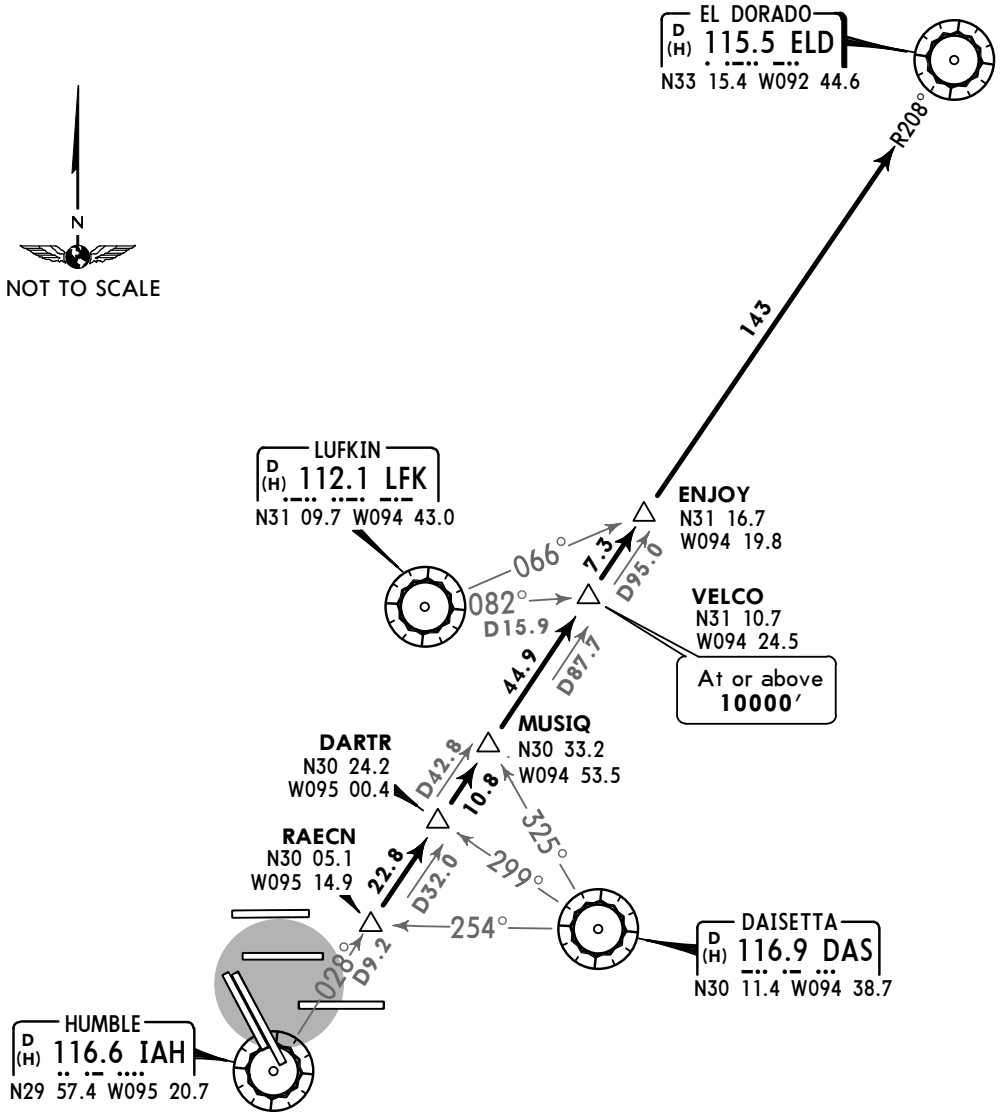
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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft destined Memphis Intl, or filed via Q-32 or J-42.

EL DORADO SIX DEPARTURE (ELD6.ELD)



Direct distance from George Bush Intercontinental/Houston to:
RAECN 8 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R:
Standard (or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to RAECN, MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN on IAH R-028 and the ELD R-208 to ELD, cross VELCO at or above 10000′.	4000′

CHANGES: Procedure renumbered, VELCO crossing restriction.

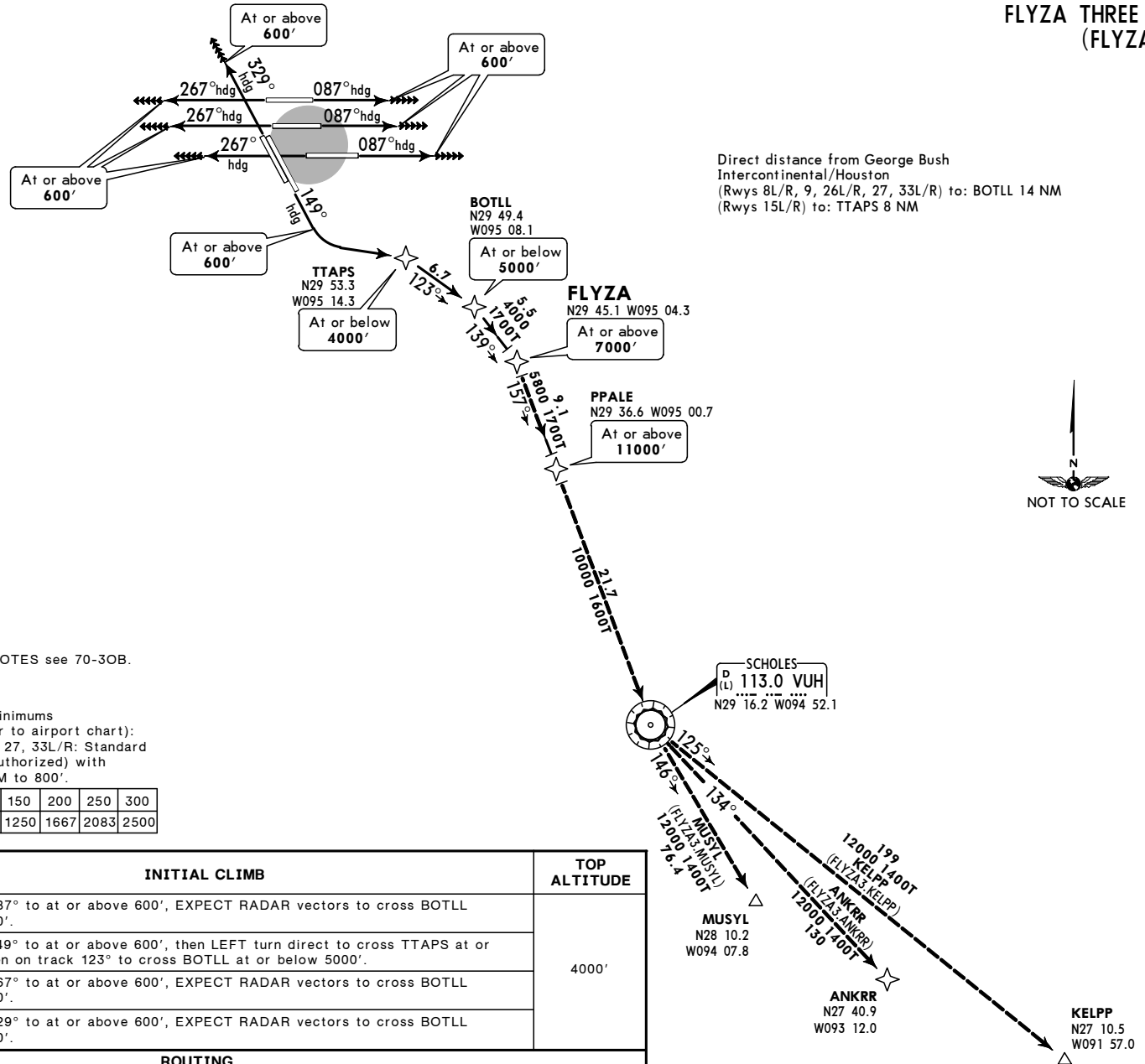
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HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. GPS required. 3. RNAV 1.

FLYZA THREE RNAV DEPARTURE (FLYZA3.FLYZA)



Direct distance from George Bush Intercontinental/Houston
(Rwys 8L/R, 9, 26L/R, 27, 33L/R) to: BOTLL 14 NM
(Rwys 15L/R) to: TTAPS 8 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 800′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	4000′
15L/R	Climb heading 149° to at or above 600′, then LEFT turn direct to cross TTAPS at or below 4000′, then on track 123° to cross BOTLL at or below 5000′.	
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	

ROUTING

From BOTLL on track 139° to cross FLYZA at or above 7000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, crossing restrictions.

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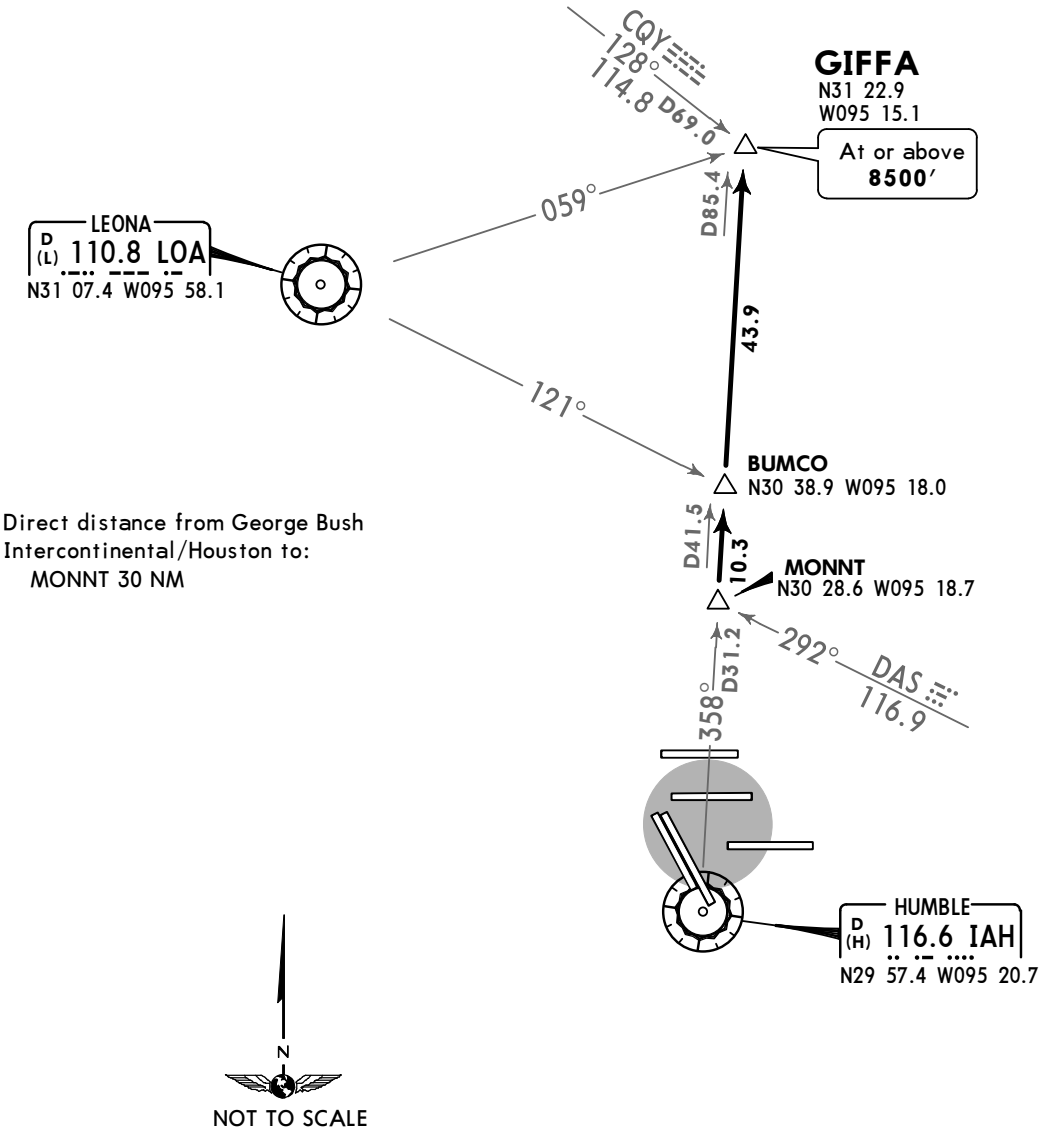
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INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft destined for Dallas Ft Worth (DFW) terminal area only.

GIFFA SIX DEPARTURE (GIFFA6.GIFFA)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to MONNT, MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At MONNT on IAH R-358 to cross GIFFA at or above 8500′.	4000′

CHANGES: None.

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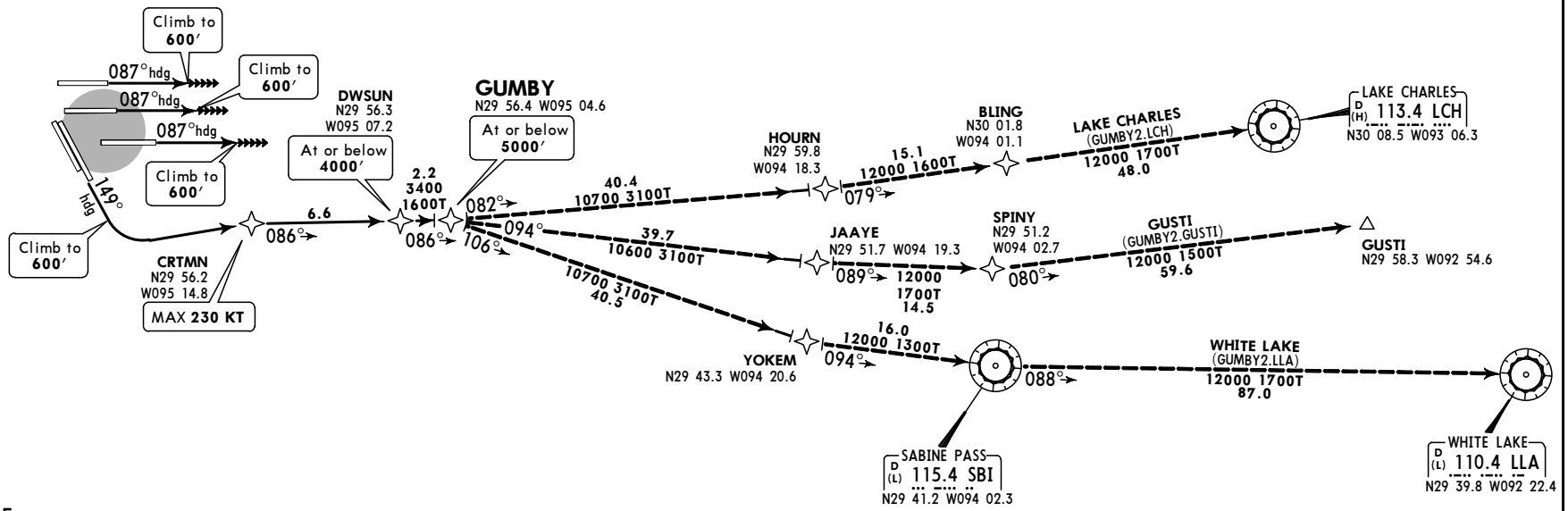
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INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.

GUMBY TWO RNAV DEPARTURE (GUMBY2.GUMBY)

Direct distance from George Bush Intercontinental/Houston
(Rwys 15L/R) to: CRTMN 6 NM
(Rwys 8L/R, 9) to: DWSUN 12 NM



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 1700′.

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



NOT TO SCALE

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to cross DWSUN at or below 4000′.	4000′
15L/R	Climb heading 149° to 600′, then LEFT turn direct CRTMN, then on track 086° to cross DWSUN at or below 4000′.	

ROUTING

From DWSUN on track 086° to cross GUMBY at or below 5000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised, reindexed.

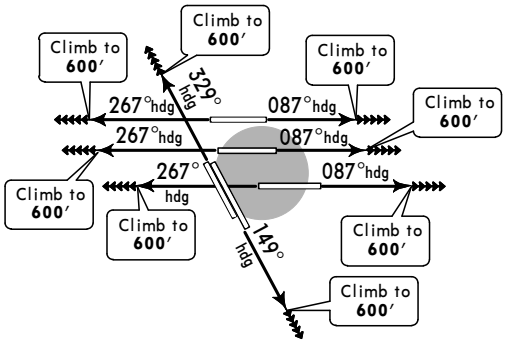
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INTERCONTINENTAL/HOUSTON

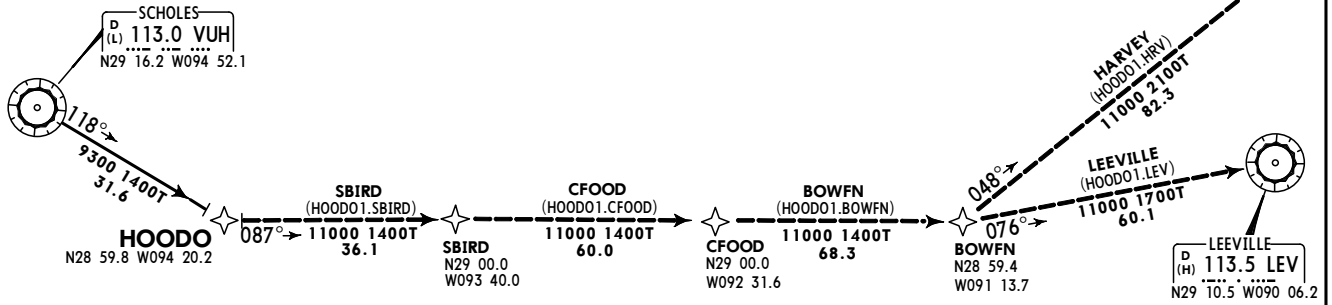
HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	4. For non-GPS equipped aircraft LCH, LEV, LLA and TBD DMEs must be operational. 5. ATC assigned only.

HOODO ONE RNAV DEPARTURE
(HOODO1.HOODO)



Direct distance from George Bush Intercontinental/Houston to:
VUH 49 NM

NOT TO SCALE



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to VUH.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to VUH.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to VUH.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to VUH.	

ROUTING

From VUH on track 118° to HOODO, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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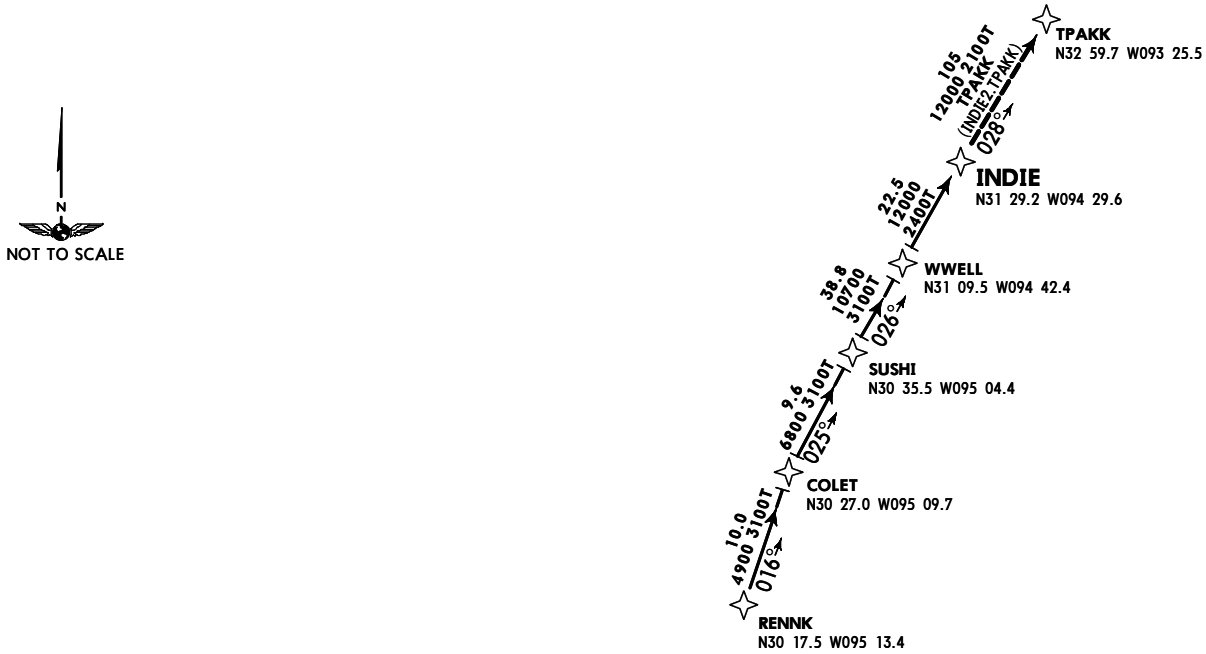
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INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. TPAKK Transition: For non-GPS equipped aircraft TNV DME must be operational.

INDIE TWO RNAV DEPARTURE
(INDIE2.INDIE)

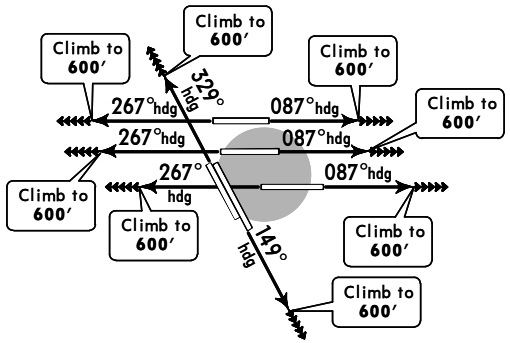


Direct distance from George Bush Intercontinental/Houston to:
RENNK 19 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.



RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to RENNK.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to RENNK.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to RENNK.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to RENNK.	

ROUTING

From RENNK on track 016° to COLET, then on track 025° to SUSHI, then on track 026° to WWELL, then on track 026° to INDIE, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

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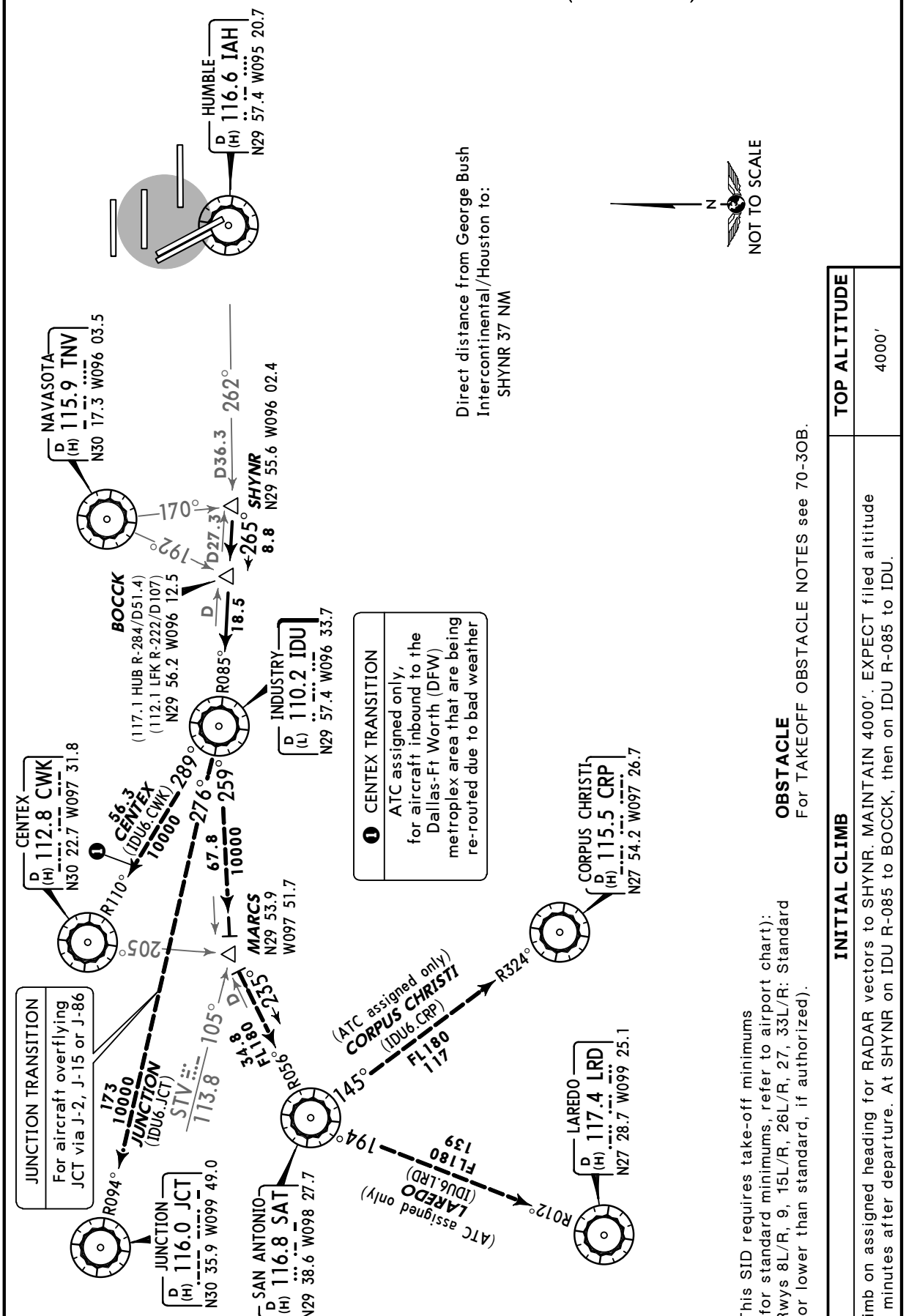
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
70-3K
27 FEB 15
Eff 5 Mar

HOUSTON, TEXAS
SID

HOUSTON Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.675	96′	**RADAR required.**

INDUSTRY SIX DEPARTURE (IDU6.IDU)



JUNCTION TRANSITION
For aircraft overflying JCT via J-2, J-15 or J-86

1 CENTEX TRANSITION
ATC assigned only, for aircraft inbound to the Dallas-Ft Worth (DFW) metroplex area that are being re-routed due to bad weather

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to SHYNR. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SHYNR on IDU R-085 to BOCCK, then on IDU R-085 to IDU.	4000′

CHANGES: Procedure renumbered, top altitude.

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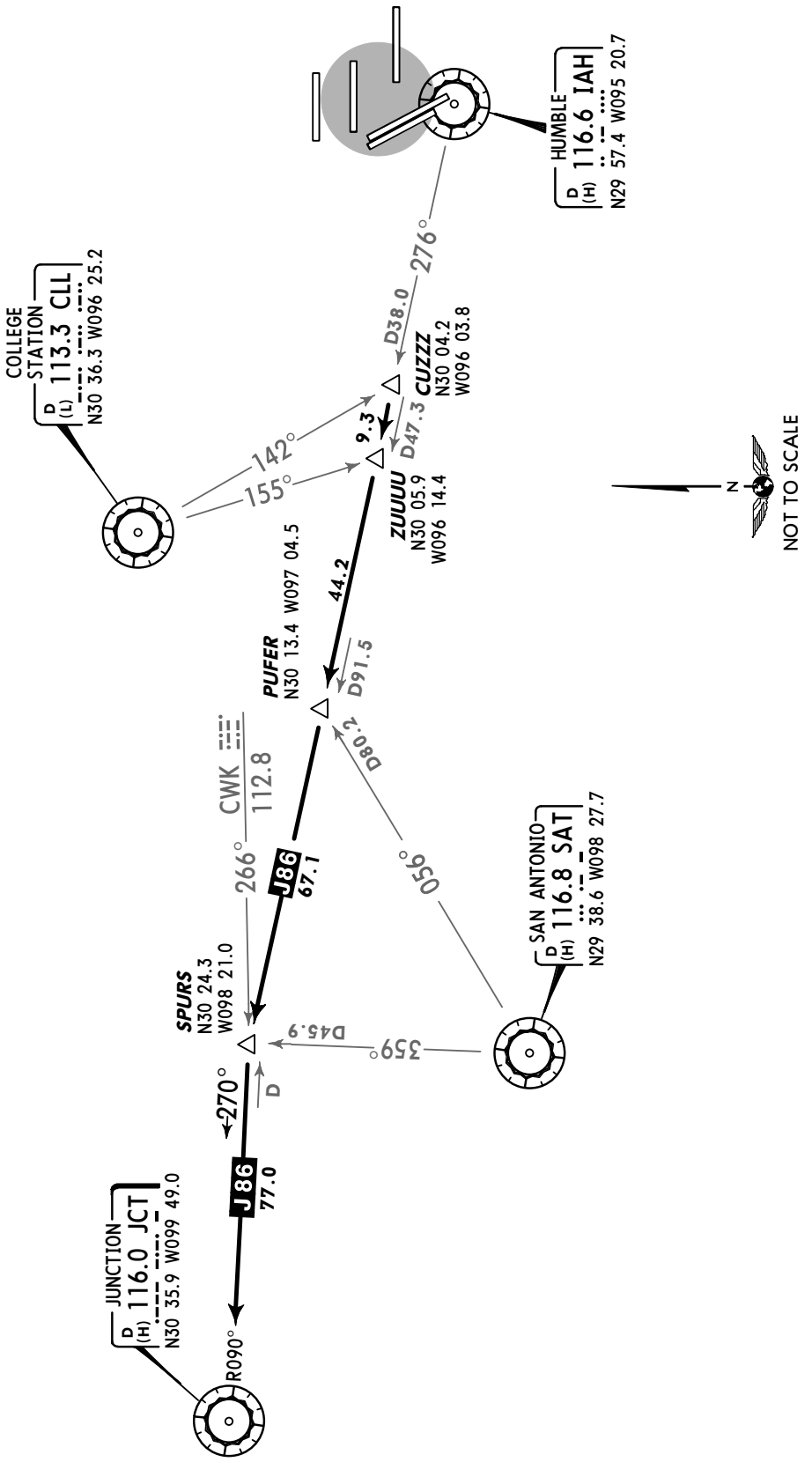
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
70-3L
27 FEB 15
Eff 5 Mar

HOUSTON, TEXAS
SID

HOUSTON Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
126.675	96′	**1. RADAR required.** 2. For aircraft overflying JCT via J-86 filing FL240 or above.

JUNCTION EIGHT DEPARTURE (JCT8.JCT)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to CUZZZ. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then via IAH R-276 and JCT R-090 to JCT.	4000′

CHANGES: Procedure renumbered, top altitude.

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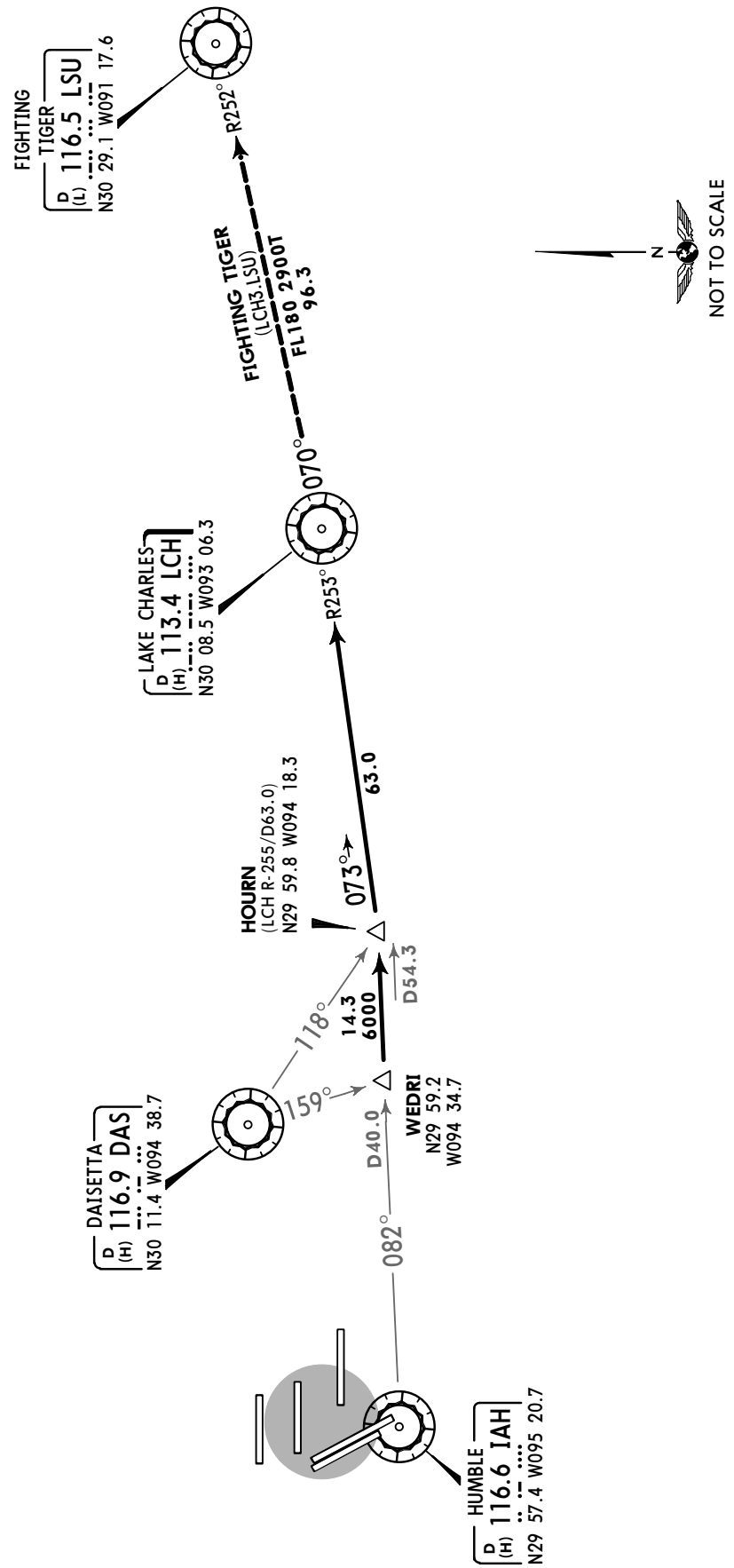
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 127.125	*Apt Elev* 96′	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

LAKE CHARLES THREE DEPARTURE (LCH3.LCH)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB

Climb on assigned heading for RADAR vectors to WEDRI. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then on IAH R-082 to HOURN, then on LCH R-253 to LCH.

CHANGES: Procedure renumbered, revised.

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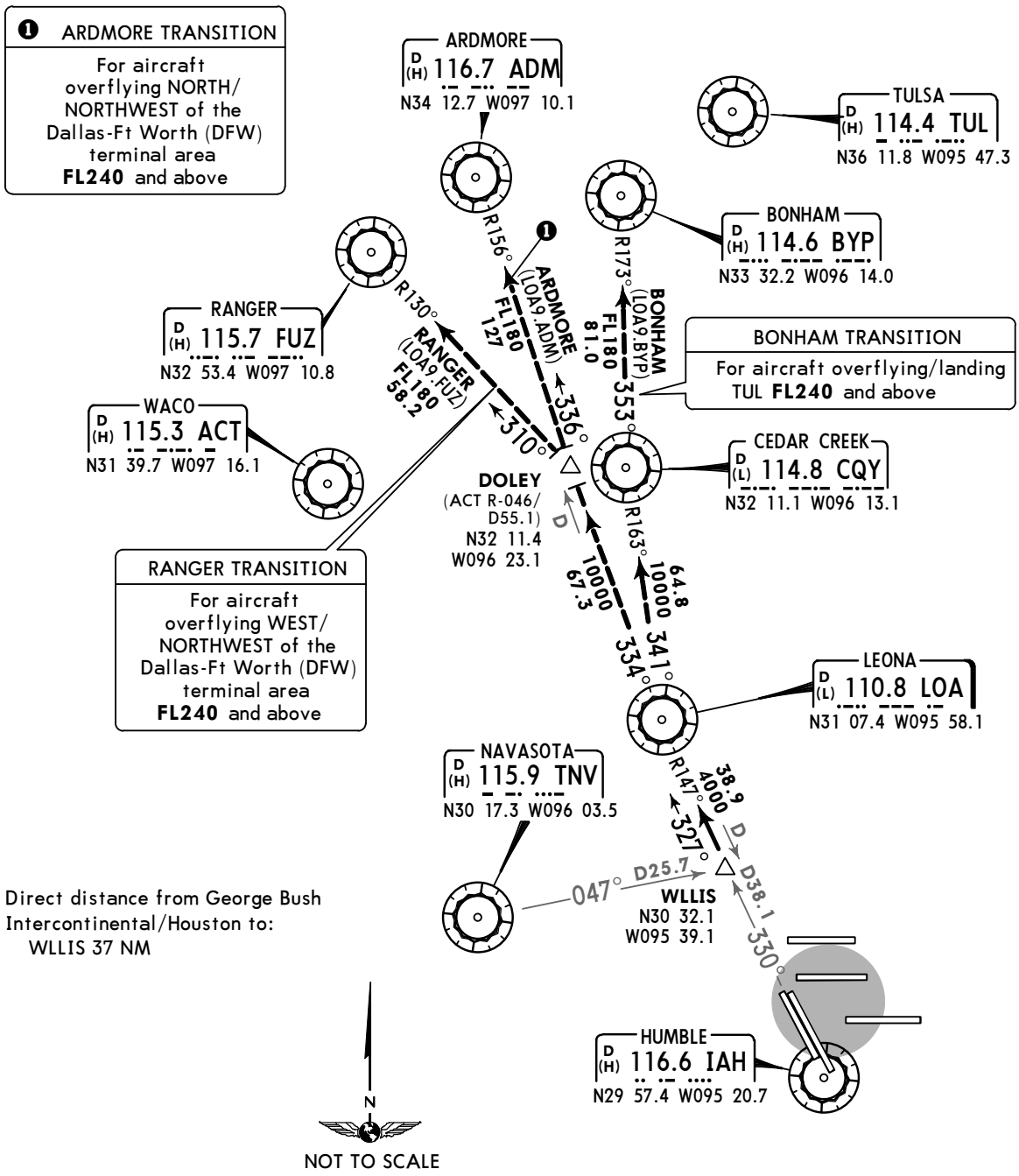
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
70-3N
24 APR 15
Eff 30 Apr

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Except for aircraft destined Waco (ACT) or the Dallas Ft Worth (DFW) terminal area, all aircraft filing the LEONA SID must file one of the published transitions via FUZ, ADM or BYP.

LEONA NINE DEPARTURE (LOA9.LOA)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R:
Standard (or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to WLLIS. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. From WLLIS on LOA R-147 to LOA.	4000′

CHANGES: None.

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KIAH/IAH

JEPPESEN
4 JUL 14 (70-3OB)

HOUSTON, TEXAS
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

TAKEOFF OBSTACLE NOTES

◦ RWY 8L:

TREE 2866' FROM DER, 921' LEFT OF CENTERLINE, 107' AGL/201' MSL. MULTIPLE TREES BEGINNING 2750' FROM DER, 106' RIGHT OF CENTERLINE, UP TO 80' AGL/174' MSL.

◦ RWY 15L:

MULTIPLE TREES BEGINNING 2638' FROM DER, 758' RIGHT OF CENTERLINE, UP TO 76' AGL/160' MSL.

◦ RWY 15R:

TOWER 1431' FROM DER, 591' LEFT OF CENTERLINE, 48' AGL/133' MSL. ANTENNA ON GLIDESLOPE 1469' FROM DER, 621' LEFT OF CENTERLINE, 49' AGL/133' MSL.

◦ RWY 26R:

POLE 950' FROM DER, 660' RIGHT OF CENTERLINE, 40' AGL/129' MSL.

◦ RWY 33R:

TREE 2868' FROM DER, 1027' RIGHT OF CENTERLINE, 73' AGL/172' MSL.

CHANGES: Procedure reindexed.

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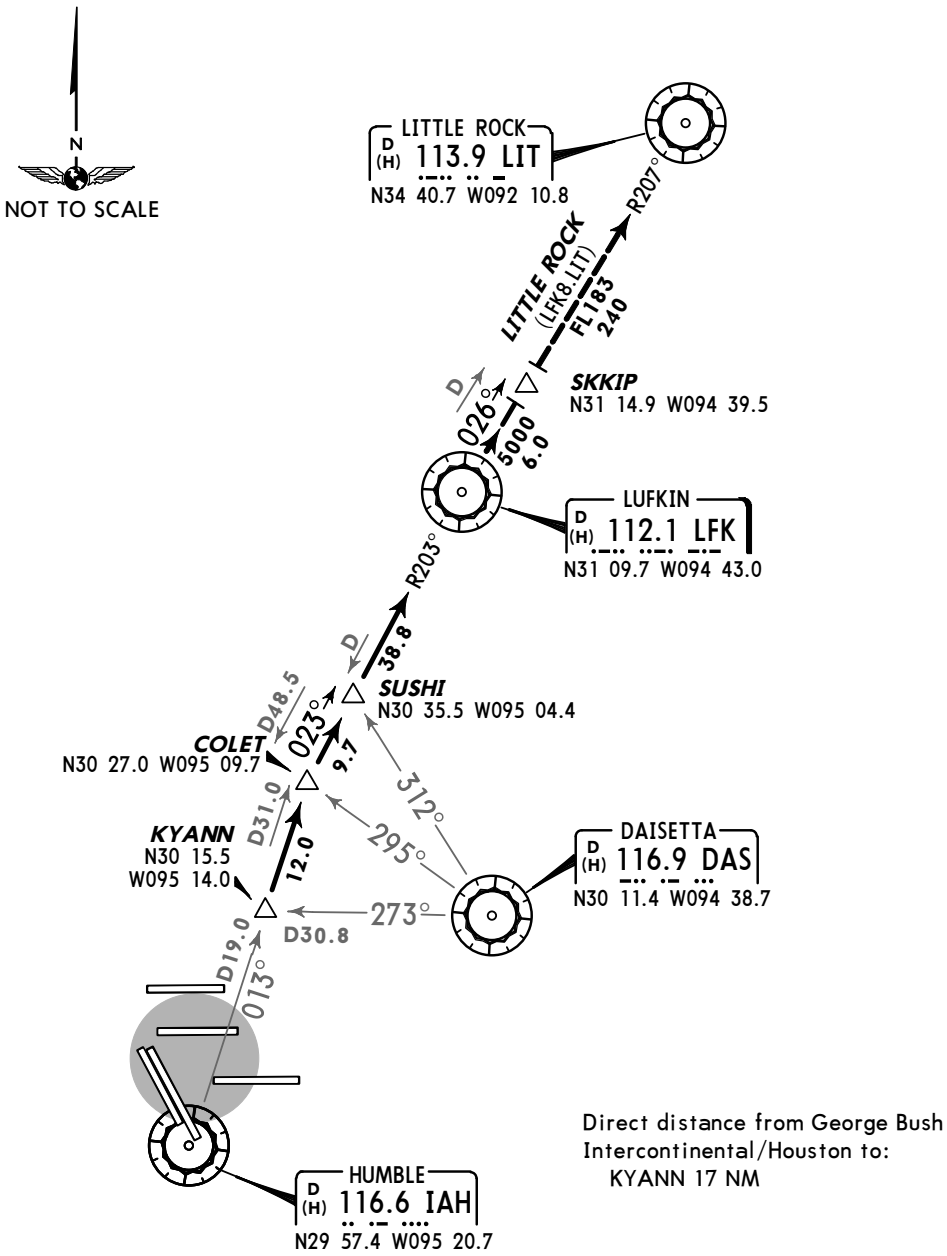
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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 132.25	*Apt Elev* 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft destined LIT, or overflying LIT or PXV.

LUFKIN EIGHT DEPARTURE (LFK8.LFK)



Direct distance from George Bush Intercontinental/Houston to:
KYANN 17 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to KYANN. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At KYANN on IAH R-013 to COLET, then RIGHT turn on LFK R-203 to LFK.	4000′

CHANGES: Procedure renumbered, top altitude.

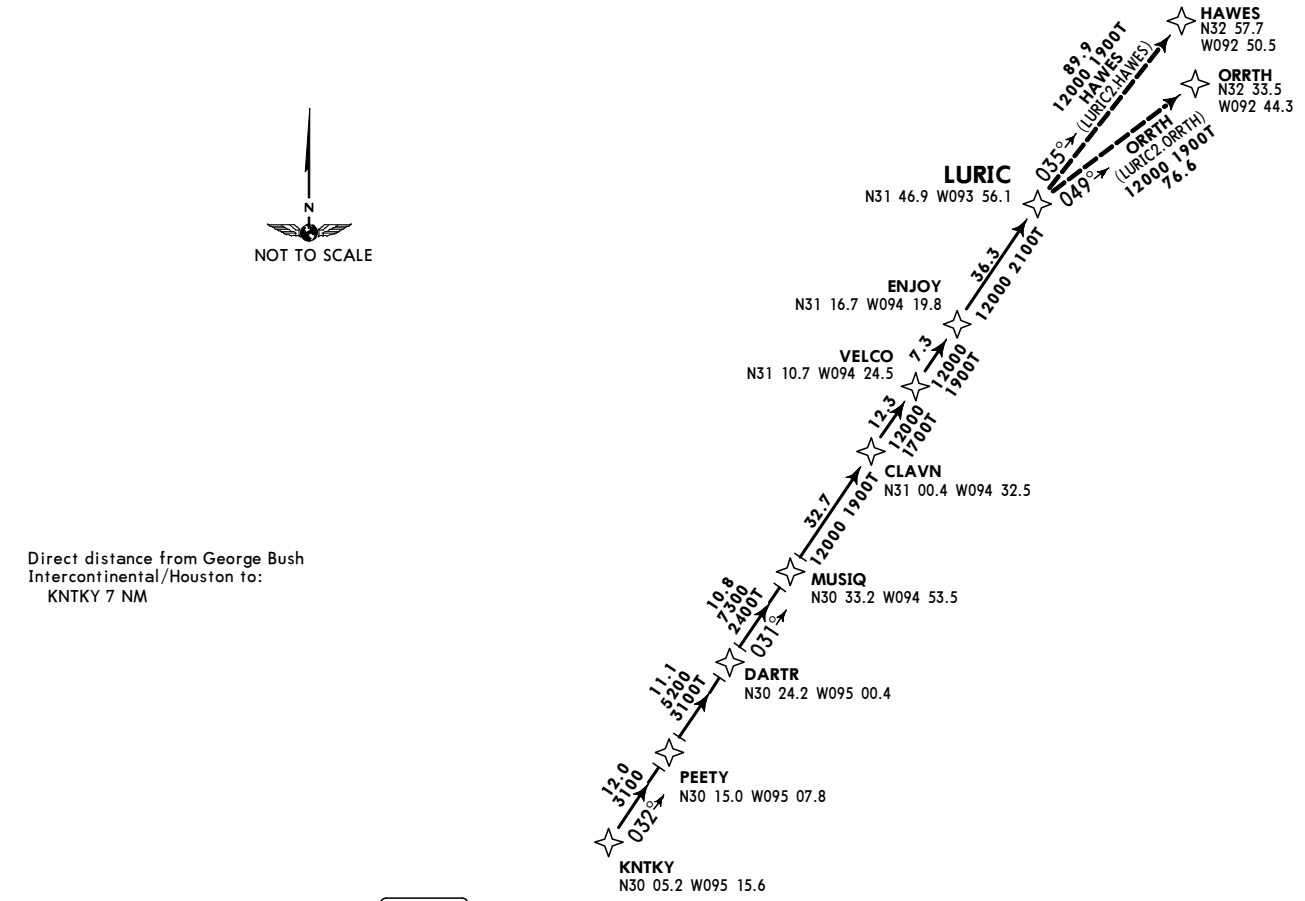
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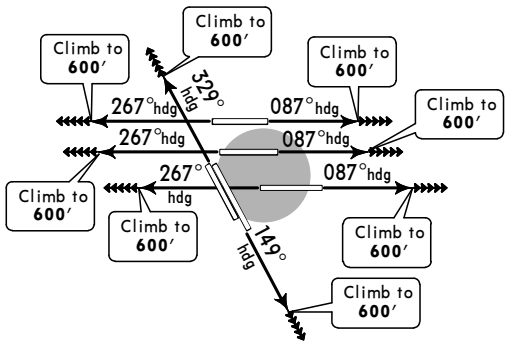
HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

LURIC TWO RNAV DEPARTURE (LURIC2.LURIC)



Direct distance from George Bush Intercontinental/Houston to:
KNTKY 7 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to KNTKY.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to KNTKY.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to KNTKY.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to KNTKY.	

ROUTING

From KNTKY on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ, CLAVN, VELCO, ENJOY, LURIC, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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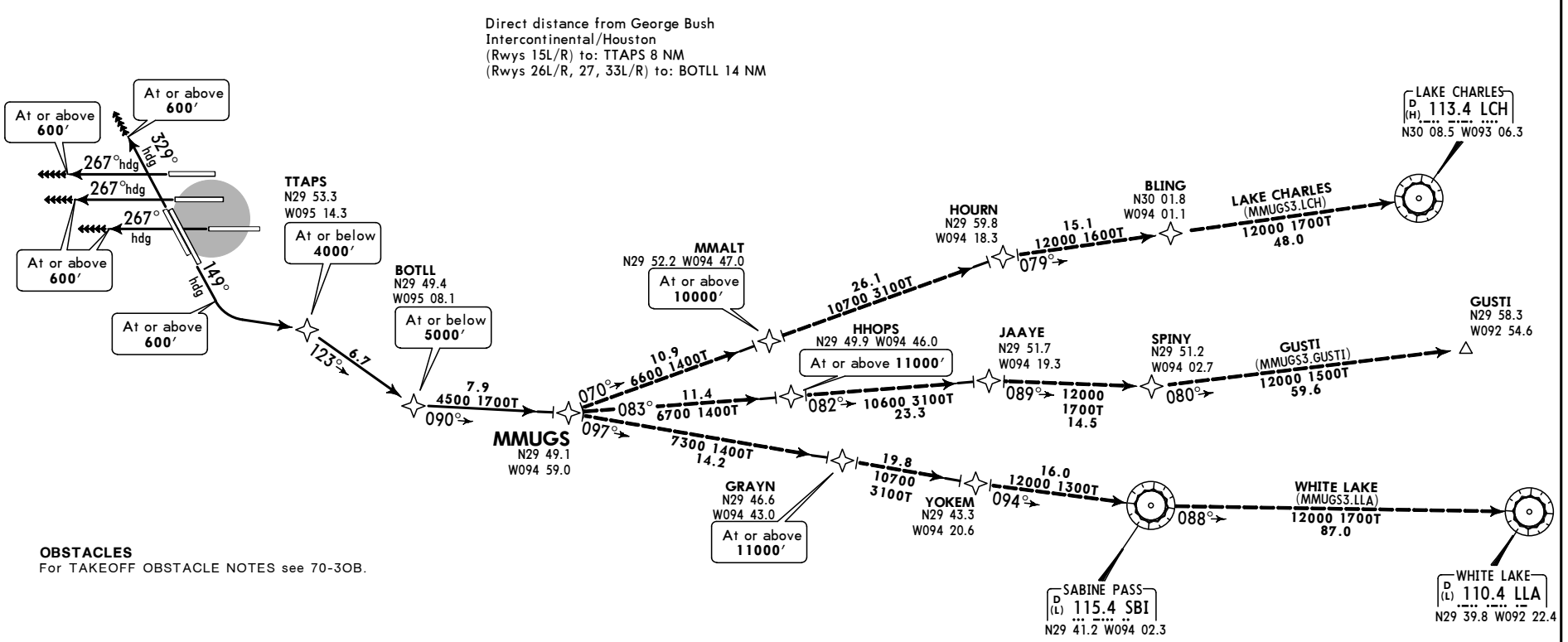
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For use during WEST flow at George Bush Intercontinental/Houston. For EAST flow file the GUMBY RNAV Departure.

MMUGS THREE RNAV DEPARTURE
(MMUGS3.MMUGS)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 800′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
15L/R	Climb heading 149° to at or above 600′, then LEFT turn direct to cross TTAPS at or below 4000′, then on track 123° to cross BOTLL at or below 5000′.	4000′
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	

ROUTING

From BOTLL on track 090° to MMUGS, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

N
NOT TO SCALE

CHANGES: Procedure renumbered, crossing restrictions.

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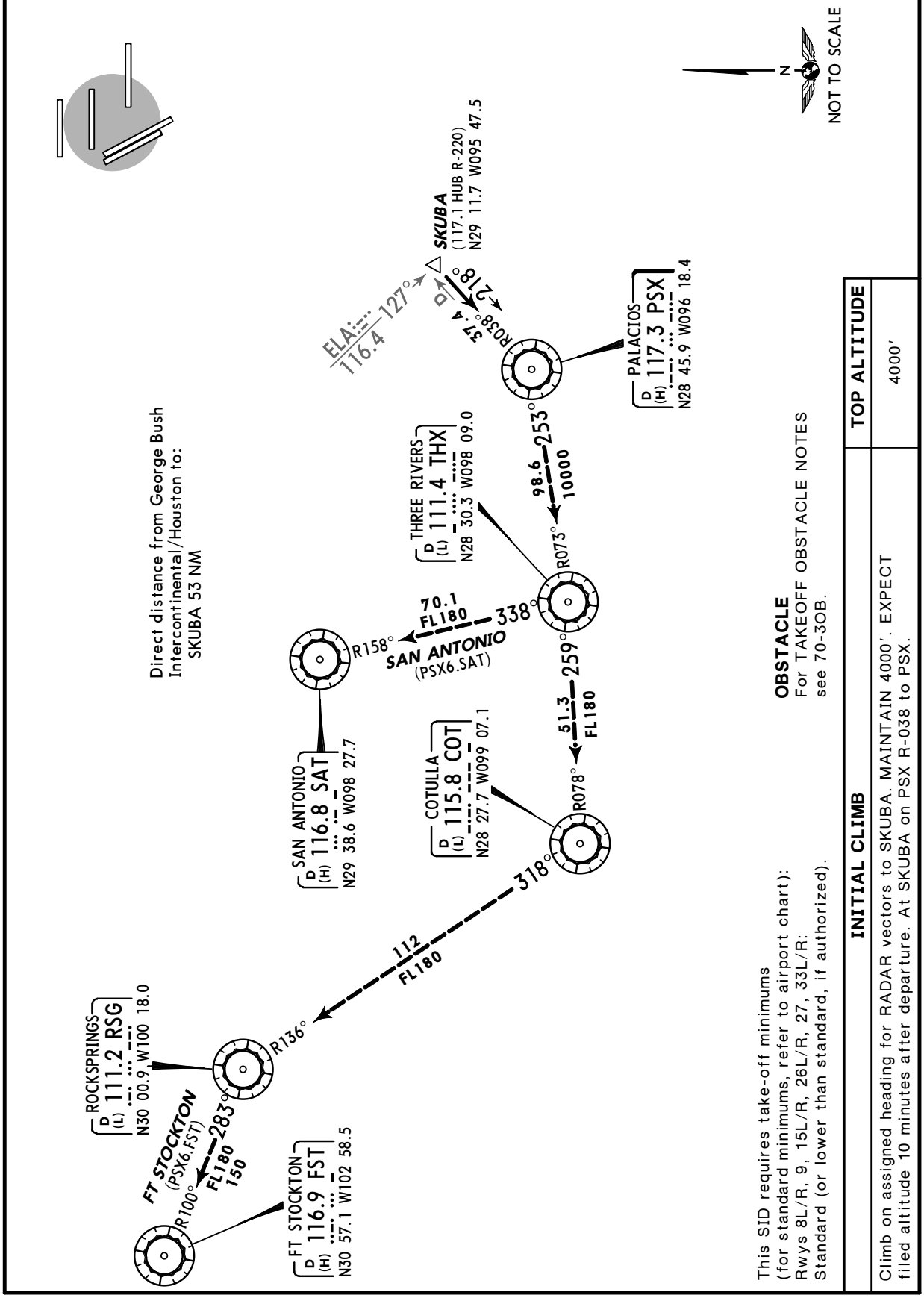
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INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

PALACIOS SIX DEPARTURE (PSX6.PSX)



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R:
Standard (or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to SKUBA. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SKUBA on PSX R-038 to PSX.	4000′

CHANGES: Procedure renumbered, top altitude.

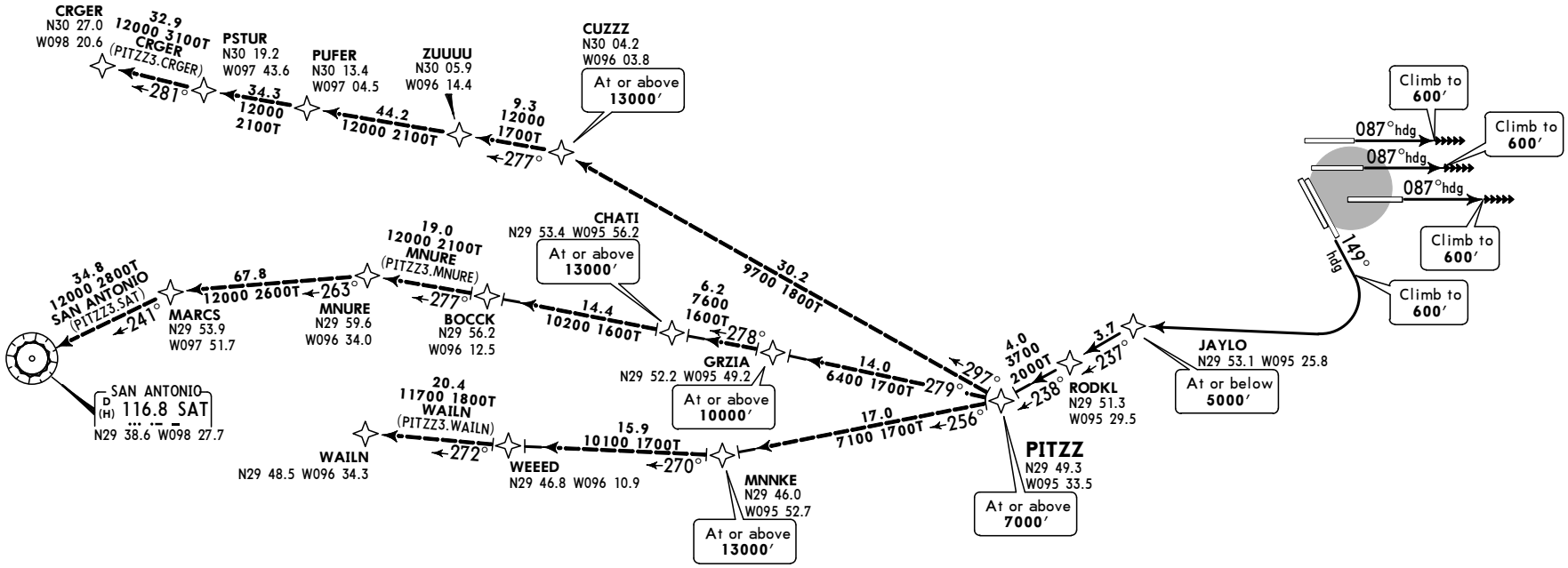
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INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 126.675	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. For use during EAST flow at George Bush Intercontinental/Houston, for WEST flow file the BNDTO RNAV Departure.

PITZZ THREE RNAV DEPARTURE (PITZZ3.PITZZ)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1500′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to RODKL.	4000′
15L/R	Climb heading 149° to 600′, then RIGHT turn direct to cross JAYLO at or below 5000′, then on track 237° to RODKL.	

ROUTING

From RODKL on track 238° to cross PITZZ at or above 7000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

Direct distance from George Bush Intercontinental/Houston
(Rwys 8L/R, 9) to: RODKL 11 NM
(Rwys 15L/R) to: JAYLO 8 NM

N
NOT TO SCALE

CHANGES: None.

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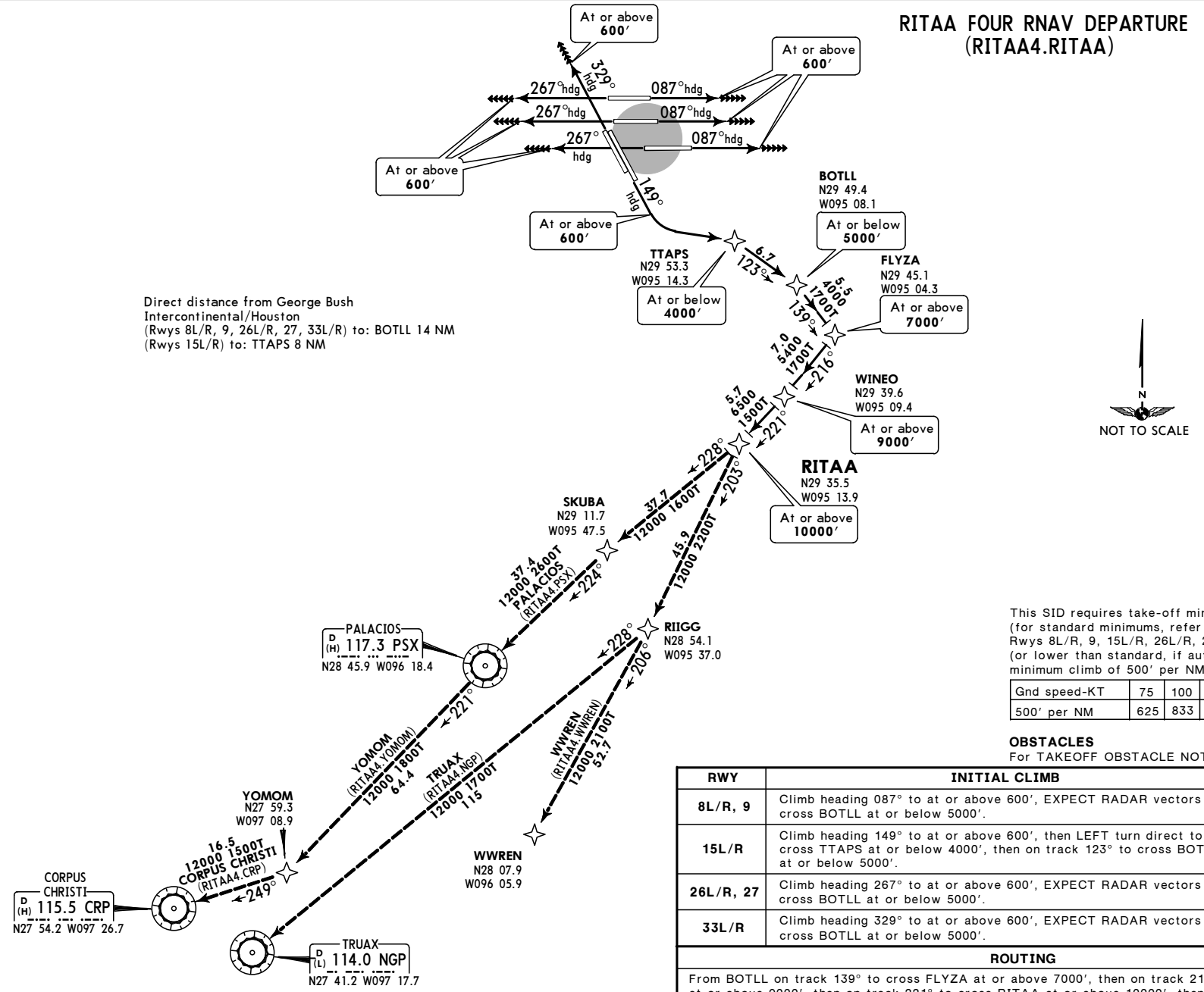
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 127.125	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

RITAA FOUR RNAV DEPARTURE (RITAA4.RITAA)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	4000′
15L/R	Climb heading 149° to at or above 600′, then LEFT turn direct to cross TTAPS at or below 4000′, then on track 123° to cross BOTLL at or below 5000′.	
26L/R, 27	Climb heading 267° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	
33L/R	Climb heading 329° to at or above 600′, EXPECT RADAR vectors to cross BOTLL at or below 5000′.	

ROUTING

From BOTLL on track 139° to cross FLYZA at or above 7000′, then on track 216° to cross WINEO at or above 9000′, then on track 221° to cross RITAA at or above 10000′, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, crossing restrictions.

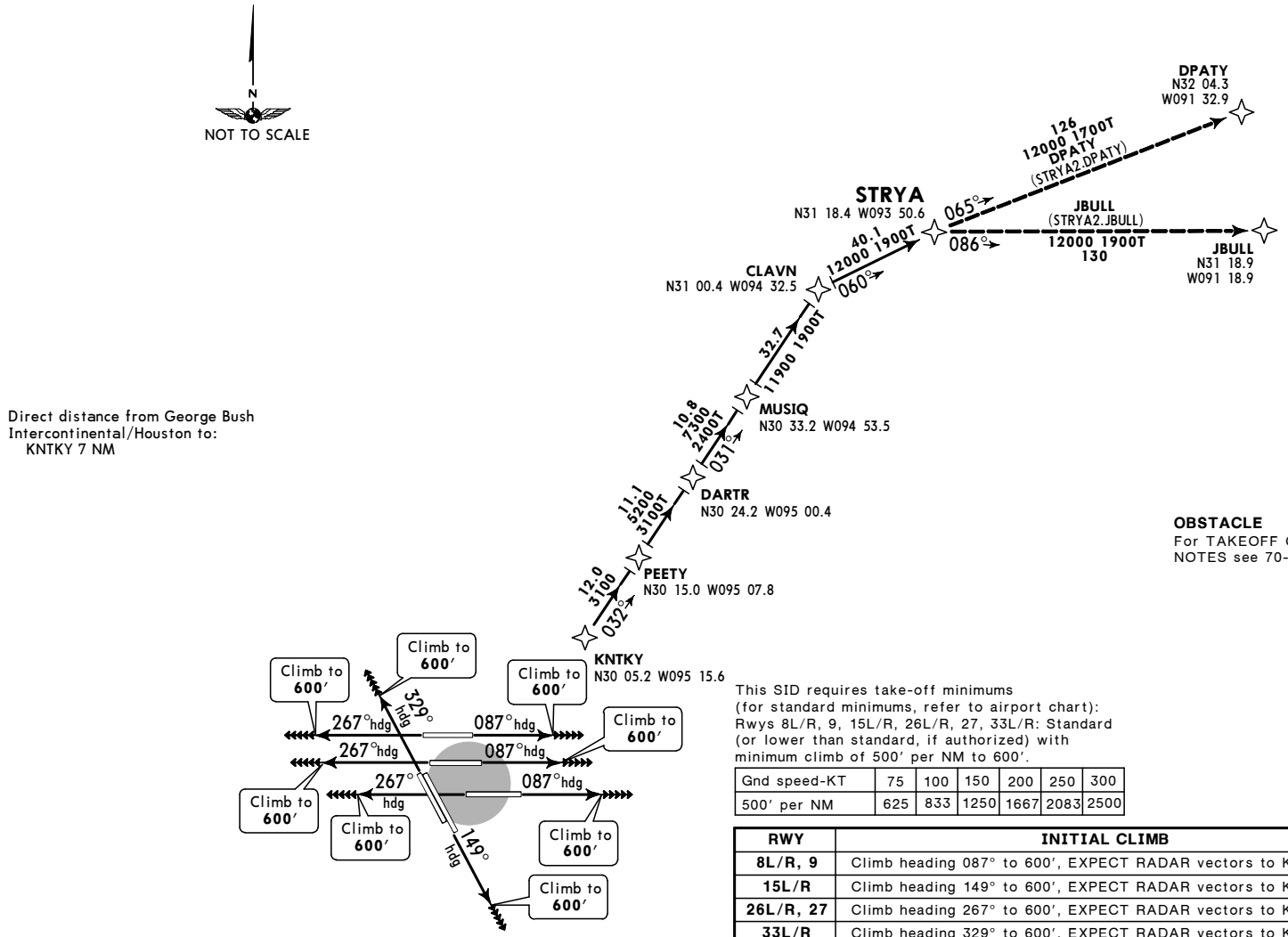
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

STRYA TWO RNAV DEPARTURE (STRYA2.STRYA)



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to KNTKY.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to KNTKY.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to KNTKY.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to KNTKY.	

ROUTING

From KNTKY on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ and CLAVN, then on track 060° to STRYA, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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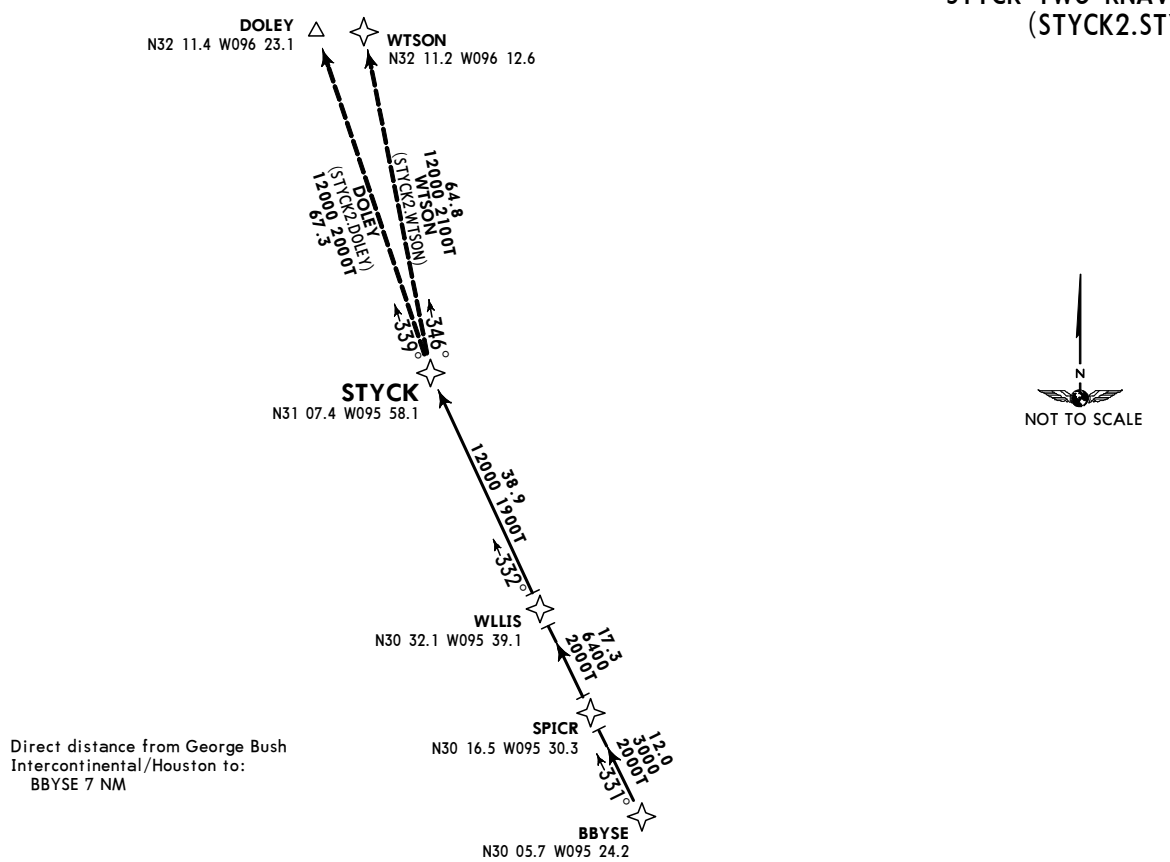
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

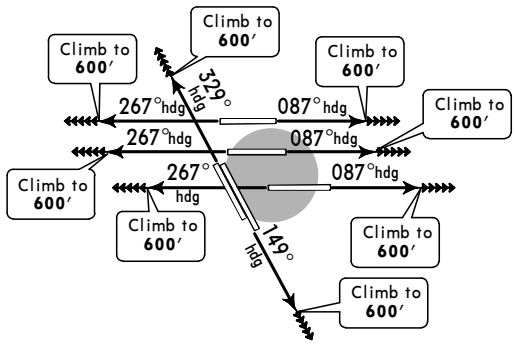
JEPPESEN 70-3X 24 APR 15 Eff 30 Apr

HOUSTON, TEXAS
RNAV SID

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

STYCK TWO RNAV DEPARTURE (STYCK2.STYCK)





This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to BBYSE.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to BBYSE.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to BBYSE.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to BBYSE.	

ROUTING

From BBYSE on track 331° to SPICR, then on track 331° to WLLIS, then on track 332° to STYCK, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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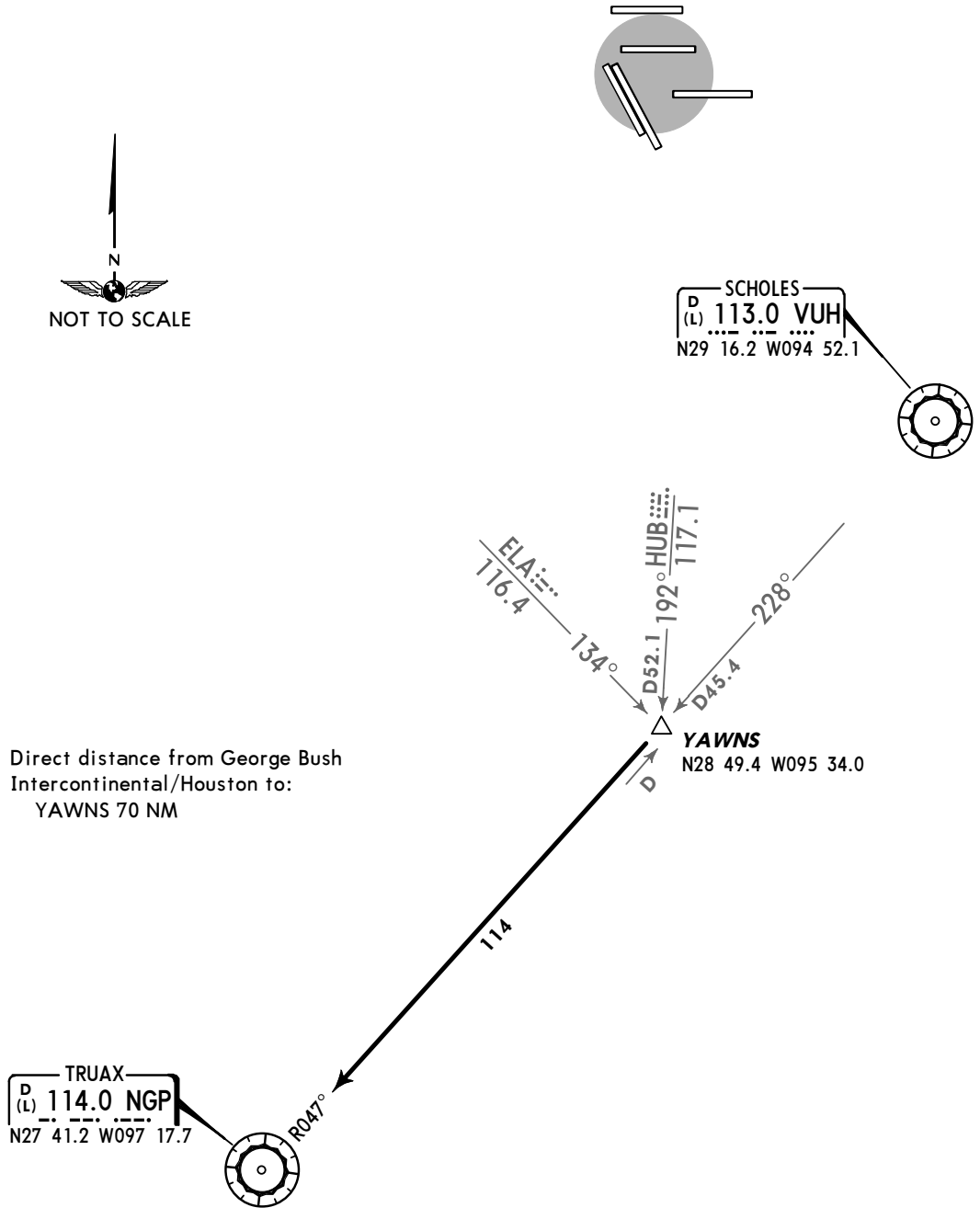
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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON, TEXAS
SID

HOUSTON Departure (R) 127.125	*Apt Elev* 96′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP to international destinations.

TRUAX FOUR DEPARTURE (NGP4.NGP)



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 70-3OB.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized).

INITIAL CLIMB	TOP ALTITUDE
Climb on assigned heading for RADAR vectors to YAWNS. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then on VUH R-228 and NGP R-047 to NGP.	4000′

CHANGES: Procedure renumbered, top altitude.

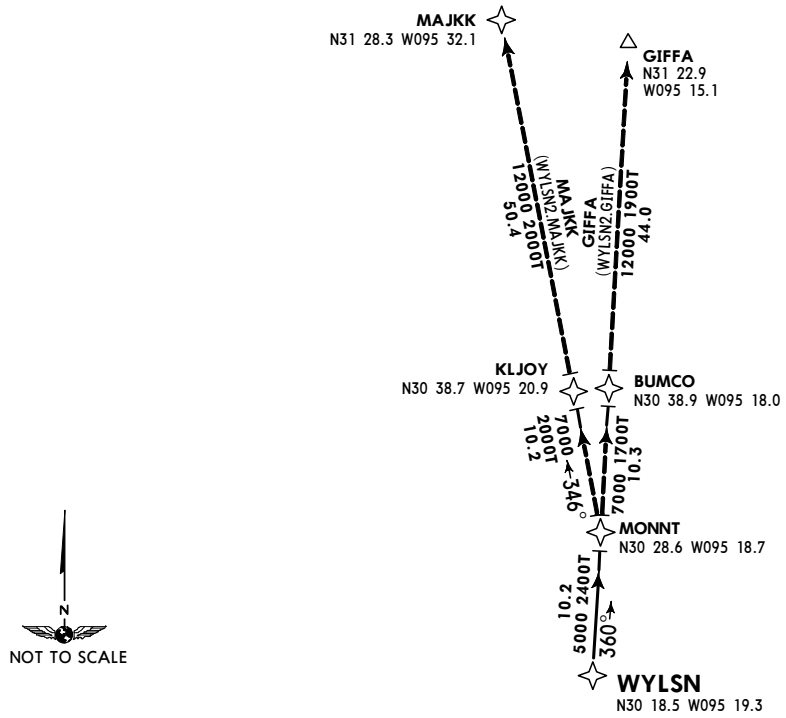
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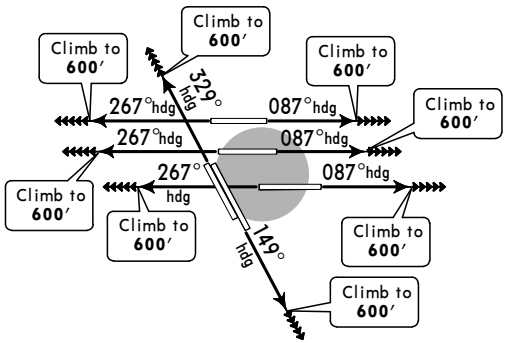
KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

HOUSTON Departure (R) 132.25	Apt Elev 96′	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

WYLSN TWO RNAV DEPARTURE
(WYLSN2.WYLSN)



Direct distance from George Bush Intercontinental/Houston to:
WYLSN 19 NM



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R, 9, 15L/R, 26L/R, 27, 33L/R: Standard
(or lower than standard, if authorized) with
minimum climb of 500′ per NM to 600′.

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

OBSTACLE
For TAKEOFF OBSTACLE
NOTES see 70-3OB.

RWY	INITIAL CLIMB	TOP ALTITUDE
8L/R, 9	Climb heading 087° to 600′, EXPECT RADAR vectors to WYLSN.	4000′
15L/R	Climb heading 149° to 600′, EXPECT RADAR vectors to WYLSN.	
26L/R, 27	Climb heading 267° to 600′, EXPECT RADAR vectors to WYLSN.	
33L/R	Climb heading 329° to 600′, EXPECT RADAR vectors to WYLSN.	

ROUTING

From WYLSN on track 360° to MONNT, then on transition. MAINTAIN 4000′ or as assigned by ATC.
EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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KIAH/IAH

Apt Elev 96′
N29 59.1 W095 20.5

JEPPESEN 3 JUL 15 (70-9)

HOUSTON, TEXAS

GEORGE BUSH INTERCONTINENTAL/HOUSTON

D-ATIS	ACARS: D-ATIS TWIP PDC	HOUSTON Clearance	Ground Metering	Ground Rwys 15L/33R, 15R/33L	Ground Rwys 8L/26R, 8R/26L, 9/27
124.05		128.1	119.95	121.7	118.575

Tower				HOUSTON Departure (R)				RAMP CONTROL		
Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	West	North	East	South	North	East	West
120.72	125.35	135.15	127.3	126.67	132.25	133.6	127.125	130.825	131.275	121.625

CAUTION: Be alert to runway crossing clearances.
Readback of all runway holding instructions is required.

Rwy 8L closed to arrivals and departures 2200-0600.
Rwy 26R closed to departures 2200-0600.

Elev 92′ 9000′ 2743m Elev 95′

8L 087° 26R 267°

Dual taxiway operations: Twy NK between NB and north ramp; West centerline restricted to aircraft with maximum wingspans of 125′ (38m) and east centerline maximum wingspans of 214′ (65m).

Twy NK between Twy NB and Terminal D Ramp simultaneous aircraft operations prohibited when middle taxilane in use.

AIRCRAFT RESCUE & FIRE FIGHTING

North ramp north AND south taxilanes closed to aircraft with wingspans greater than 125′ (38m).

Twy NR between Twy NC and Twy WW closed to aircraft with wingspan more than 214′ (65 m).

Twy NR between Twy WW and Twy WB designated non-movement area.

NJ Taxilane between Spot 10 and the North Ramp closed to wingspans over 135′ (41m).

North ramp taxilane between Twys NF & NR closed to aircraft with wingspans greater than 125′ (38m).

8R 087° Elev 96′ LAHSO 9402′ 2866m LAHSO Elev 94′ 26L 267°

15L 149°

Twy WW run up pad for Rwy 15L closed to aircraft with wingspans 135′ (41m) and greater.

Elev 97′ Elev 97′ 259′ 230′ CONSTRUCTION AREA

15R 149°

EAST BRIDGE

Twy SF between Twy NB and Twy RA is designated a non-movement area.

Control Tower 424′±

Twy WW between Twy NR and Twy WB closed to aircraft with wingspan more than 214′ (65m).

ARP

Twys RA, RB, RC, R2, SC North of Twy SB are designated non-movement areas operated by UAL ramp control.

Twy SF between Rwy 9/27 up to and including the East Bridge closed to aircraft with wingspan 215′ (66m) and greater.

Twy NR closed to aircraft with wingspans greater than 125′ (38m) between Twy WD and Twy WB.

TWY RA BRIDGE

TWY RB BRIDGE

AIRCRAFT RESCUE & FIRE FIGHTING

12,001′ 3658m

AIRCRAFT RESCUE & FIRE FIGHTING

10,000′ 3048m

9 087° Elev 92′ 10,000′ 3048m Elev 86′ 27 267°

Twy SC closed to aircraft with wingspans 215′ (66m) and greater.

Twy WC west of Rwy 15R/33L is restricted to aircraft with a wingspan of 118′ (36m) and below.

Twy RC closed to aircraft with wingspans greater than 135′ (41m).

Rwy 9/27 closed to aircraft with wingspans 215′ (66m) and greater.

Expressway lights paralleling Rwy 33R may be mistaken for Rwy lights on Rwy 15L-33R.

229′

The following movement areas are not visible from the tower: Portions of Twys WA & WB from Twy WH to the approach end of Rwy 33R. Twys WA & WB from Twy WD north for 400′. Twy WD from Twy WA to Twy NR. Twy WL from Rwy 15L to Twy WB. Twy WM.

Elev 88′ 33L 329° 242′

Elev 86′ 33R 329°

Twys WA and WB magnetic anomalies may affect compass heading.

Rwy 15L/33R magnetic anomalies may affect compass heading for take-off.

VOR

157′

181′

03°E

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

95-23 95-22 95-21 95-20 95-19 95-18
30-00 29-59 29-58

CHANGES: Construction area, notes.

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KIAH/IAH JEPPESEN HOUSTON, TEXAS

GEORGE BUSH INTERCONTINENTAL/HOUSTON

GENERAL

CAUTION: Bright lights 1 NM from threshold and 900' south of centerline Rwy 26L.
Birds in vicinity of airport.
Terminal Doppler Weather Radar.
ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.
Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
8L ❶ 26R	HIRL CL ALSF-II TDZ RVR		7861'2396m 7860'2396m			150' 46m
8R ❶ 26L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR		8362'2549m 8360'2548m	Twy NP 9019'2749m Twy NE 9010' 2746m		150' 46m
9 ❶ 27	HIRL CL MALSR PAPI-R (angle 3.0°) RVR HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR		8936'2724m 8965'2733m			150' 46m
15L ❶ 33R	HIRL CL PAPI-R (angle 3.0°) RVR HIRL CL MALSR RVR		 10,971'3344m			150' 46m
15R ❶ 33L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°) RVR HIRL CL TDZ PAPI-R (angle 3.0°) RVR		8874'2705m 			150' 46m

❶ Grooved.

TAKE-OFF

All Rwys

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

FOR FILING AS ALTERNATE

	ILS Rwy 8L ILS Rwy 9 ILS Rwy 15R ILS Rwy 26R ILS Rwy 27 ILS Rwy 33R	LOC Rwy 8L LOC Rwy 9 LOC Rwy 15R LOC Rwy 26R LOC Rwy 27 LOC Rwy 33R RNAV (GPS) Z Rwy 8L RNAV (GPS) Z Rwy 8R RNAV (GPS) Z Rwy 9 RNAV (GPS) Rwy 15R	RNAV (GPS) Z Rwy 26L RNAV (GPS) Z Rwy 26R RNAV (GPS) Z Rwy 27 RNAV (GPS) Rwy 33R RNAV (RNP) Y Rwy 8L RNAV (RNP) Y Rwy 8R RNAV (RNP) Y Rwy 9 RNAV (RNP) Y Rwy 26L RNAV (RNP) Y Rwy 26R RNAV (RNP) Y Rwy 27	ILS Rwy 26L LOC Rwy 26L	ILS Rwy 8R LOC Rwy 8R	GLS Rwy 8L GLS Rwy 8R GLS Rwy 9 GLS Rwy 26L GLS Rwy 26R GLS Rwy 27
A	600-2	800-2	800-2	900-2	NA	
B						
C			800-2½	900-2½		
D						

AMEND 2

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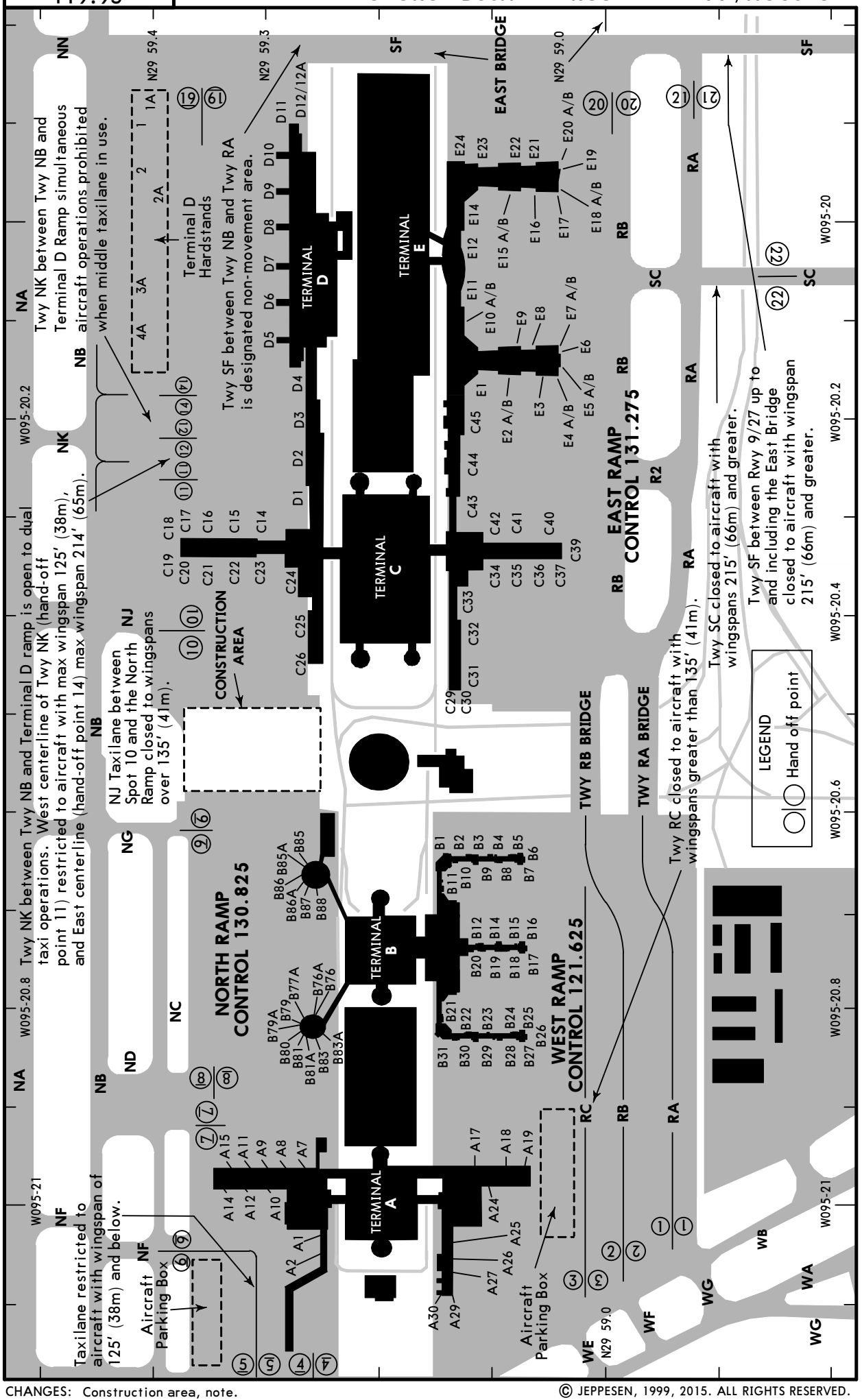
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JEPPESEN
3 JUL 15 (70-9B)

HOUSTON, TEXAS

Ground Metering
119.95

GEORGE BUSH INTERCONTINENTAL/HOUSTON



CHANGES: Construction area, note.

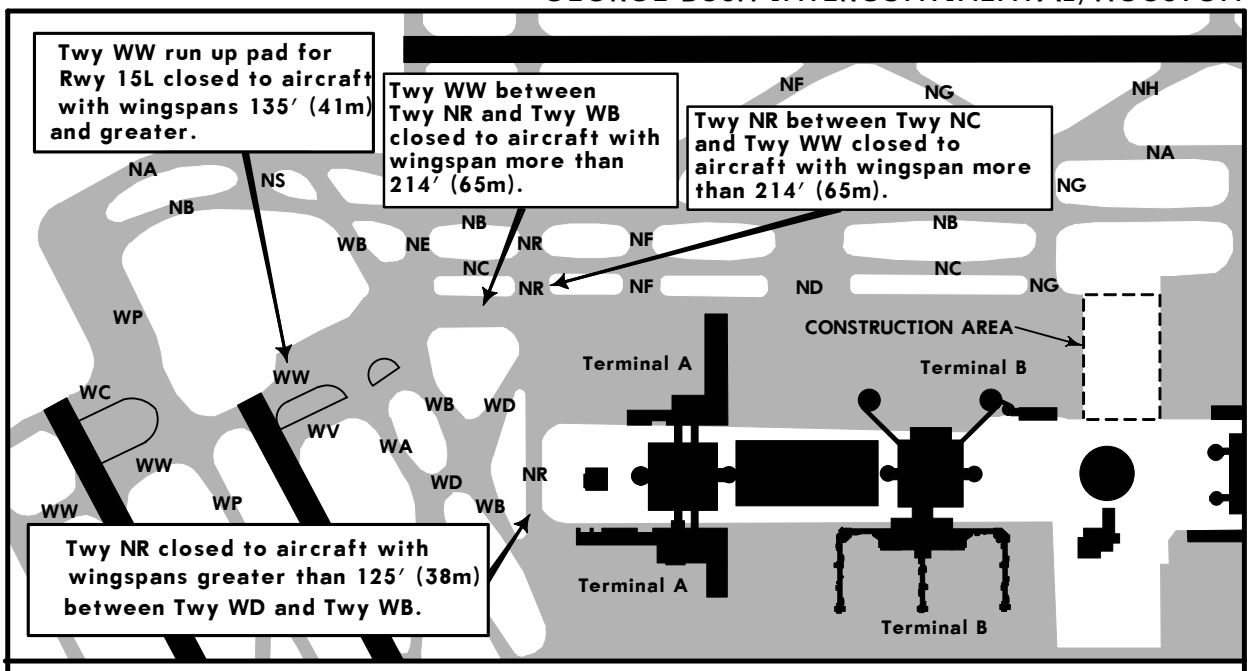
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HOUSTON, TEXAS

GEORGE BUSH INTERCONTINENTAL/HOUSTON



PARKING GATE COORDINATES

GATE	COORDINATES
TERMINAL A	
1	N29 59.3 W095 21.0
2	N29 59.3 W095 21.1
7 thru 12, 14, 15	N29 59.3 W095 21.0
17 thru 19, 24, 25	N29 59.1 W095 21.0
26, 27, 29, 30	N29 59.1 W095 21.1
TERMINAL B	
1 thru 6	N29 59.1 W095 20.6
7 thru 12	N29 59.1 W095 20.7
14 thru 20	N29 59.1 W095 20.7
21 thru 31	N29 59.1 W095 20.8
76	N29 59.2 W095 20.8
76A, 77A	N29 59.3 W095 20.8
79, 79A	N29 59.3 W095 20.8
80, 81, 81A, 83	N29 59.3 W095 20.8
83A	N29 59.2 W095 20.8
85, 85A	N29 59.3 W095 20.6
86, 86A, 87, 88	N29 59.3 W095 20.7
TERMINAL C	
14, 15	N29 59.3 W095 20.3
16 thru 21	N29 59.4 W095 20.3
22, 23	N29 59.3 W095 20.3
24 thru 26	N29 59.3 W095 20.4
29 thru 31	N29 59.1 W095 20.5
32, 33	N29 59.1 W095 20.4
34 thru 36	N29 59.1 W095 20.3
37, 39, 40	N29 59.0 W095 20.3
41 thru 43	N29 59.1 W095 20.3
44, 45	N29 59.1 W095 20.2

GATE	COORDINATES
TERMINAL D (INTERNATIONAL)	
1	N29 59.3 W095 20.3
2 thru 4	N29 59.3 W095 20.2
5, 6	N29 59.3 W095 20.1
7 thru 9	N29 59.3 W095 20.0
10 thru 12, 12A	N29 59.3 W095 19.9
TERMINAL D HARDSTANDS	
1, 1A, 2	N29 59.4 W095 19.9
2A	N29 59.4 W095 20.0
3A, 4A	N29 59.4 W095 20.1
TERMINAL E	
1, 2 A/B, 3	N29 59.1 W095 20.2
4 A/B	N29 59.0 W095 20.2
5 A/B, 6, 7 A/B	N29 59.0 W095 20.1
8, 9, 10 A/B, 11	N29 59.1 W095 20.1
12, 14, 15 A/B, 16	N29 59.1 W095 20.0
17, 18 A/B	N29 59.0 W095 20.0
19, 20 A/B	N29 59.0 W095 19.9
21 thru 24	N29 59.1 W095 19.9

CHANGES: Construction area, Terminal B gates.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
5 JUN 15 (70-9D)

SMGCS

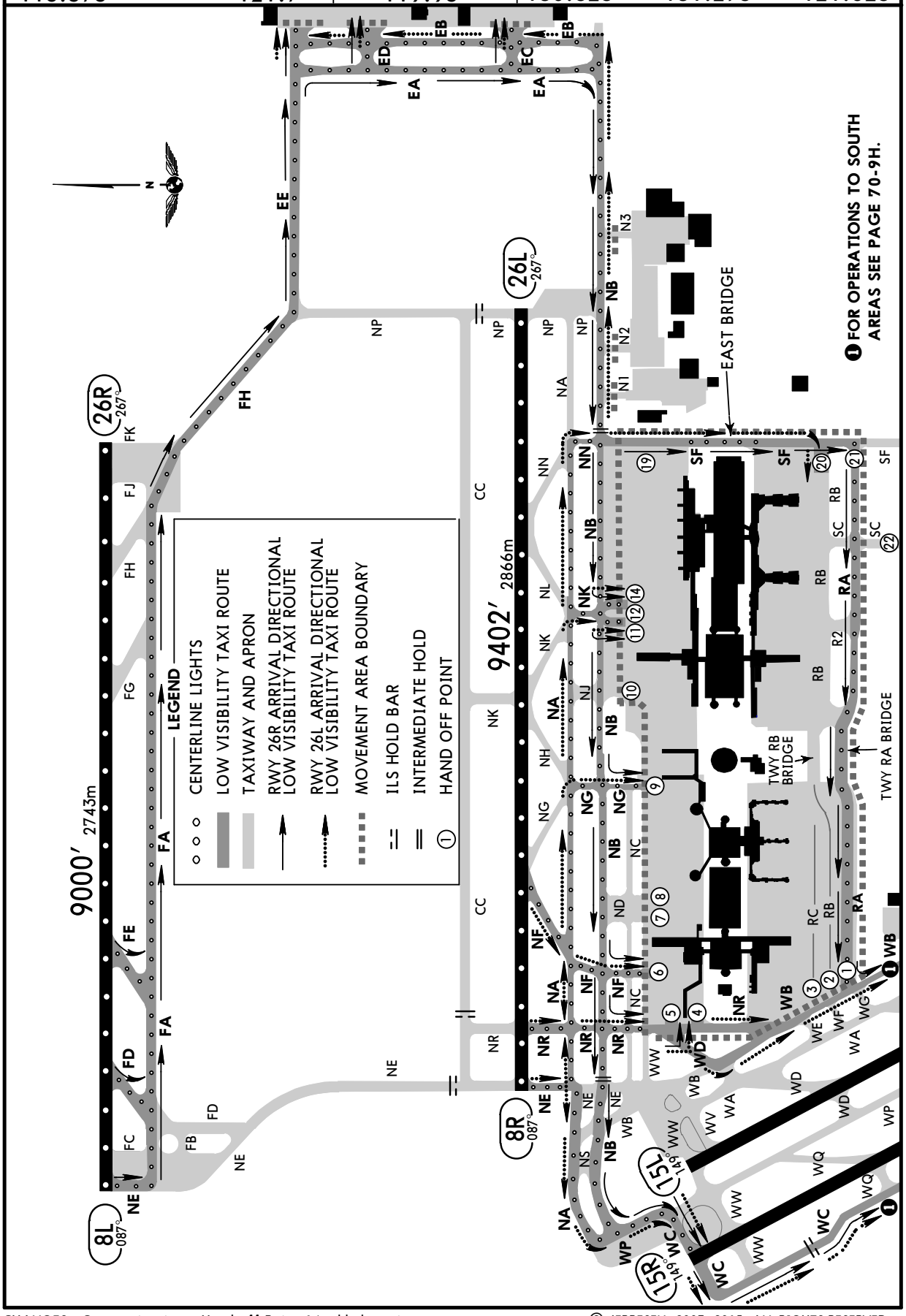
HOUSTON, TEXAS
LOW VISIBILITY TAXI ROUTES

RVR 1200 TO 600

RWY 26L & 26R ARRIVAL

D-ATIS	HOUSTON Approach (R)		Tower			
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3

Ground		Ground Metering	RAMP CONTROL		
Rwys 8L/26R 8R/26L, 9/27	Rwys 15L/33R, 15R/33L		North	East	West
118.575	121.7	119.95	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

RVR 1200 TO 600

JEPPESEN
5 JUN 15 (70-9E)

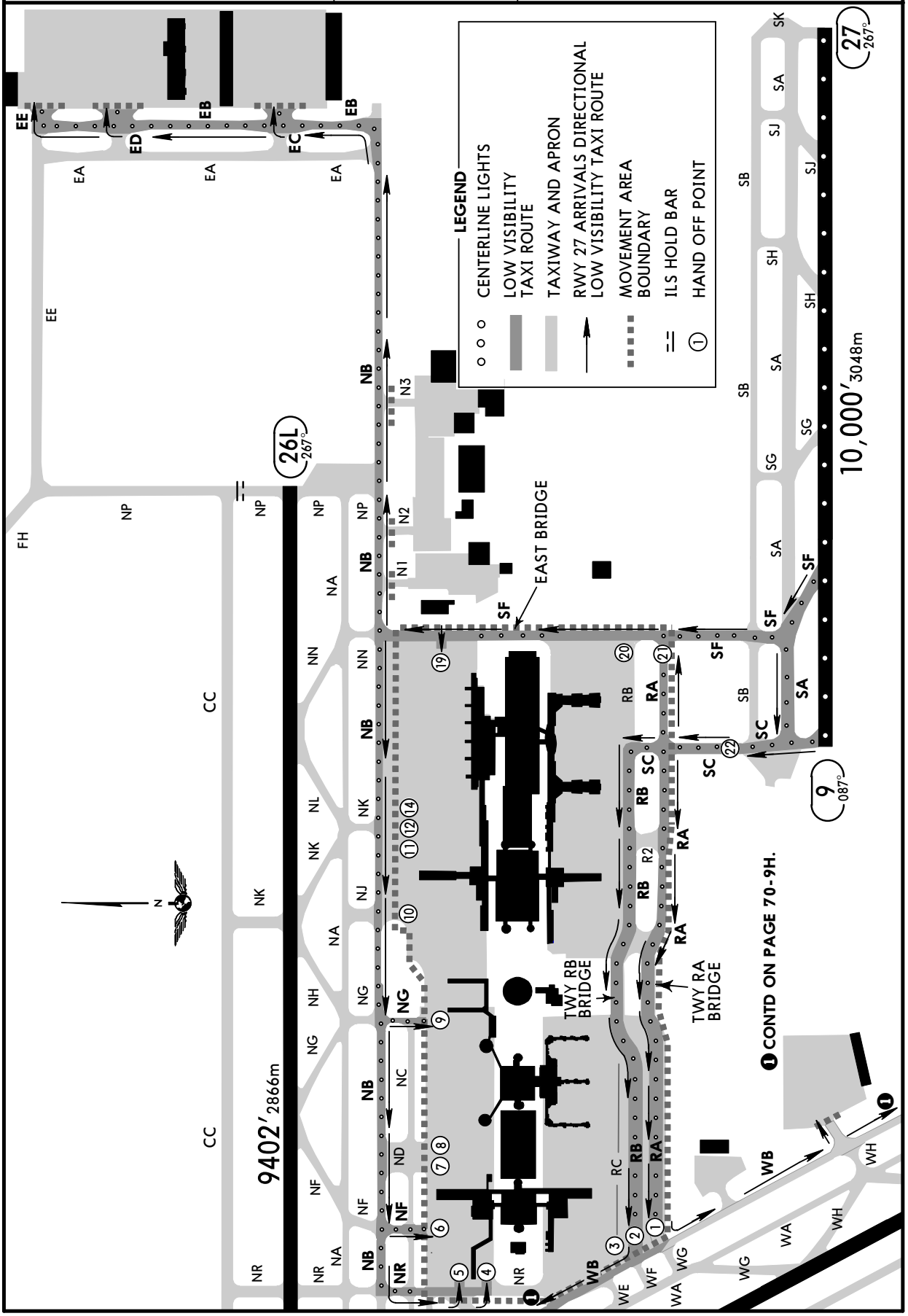
SMGCS

HOUSTON, TEXAS
LOW VISIBILITY TAXI ROUTES

RWY 27 ARRIVAL

D-ATIS	HOUSTON Approach (R)		Tower			
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3

Ground		Ground Metering	RAMP CONTROL		
Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L		North	East	West
118.575	121.7	119.95	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN
5 JUN 15 (70-9F)

SMGCS

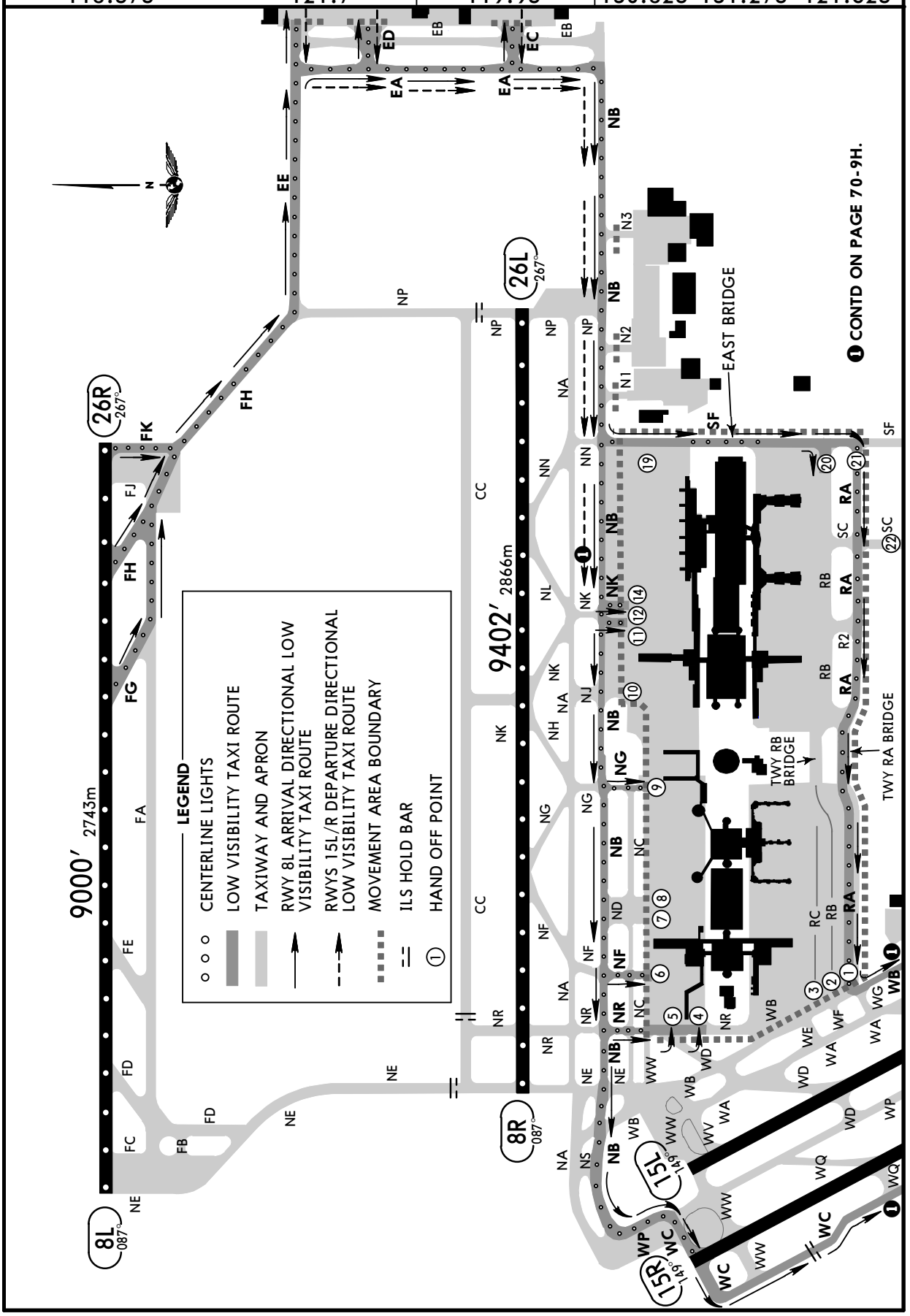
HOUSTON, TEXAS
LOW VISIBILITY TAXI ROUTES

RVR 1200 TO 600

RWY 8L ARRIVAL

D-ATIS	HOUSTON Approach (R)		Tower			
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3

Ground		Ground Metering	RAMP CONTROL		
Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L		North	East	West
118.575	121.7	119.95	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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KIAH/IAH

GEORGE BUSH
INTERCONTINENTAL/HOUSTON

RVR 1200 TO 600

JEPPESEN
5 JUN 15 (70-9G)

SMGCS

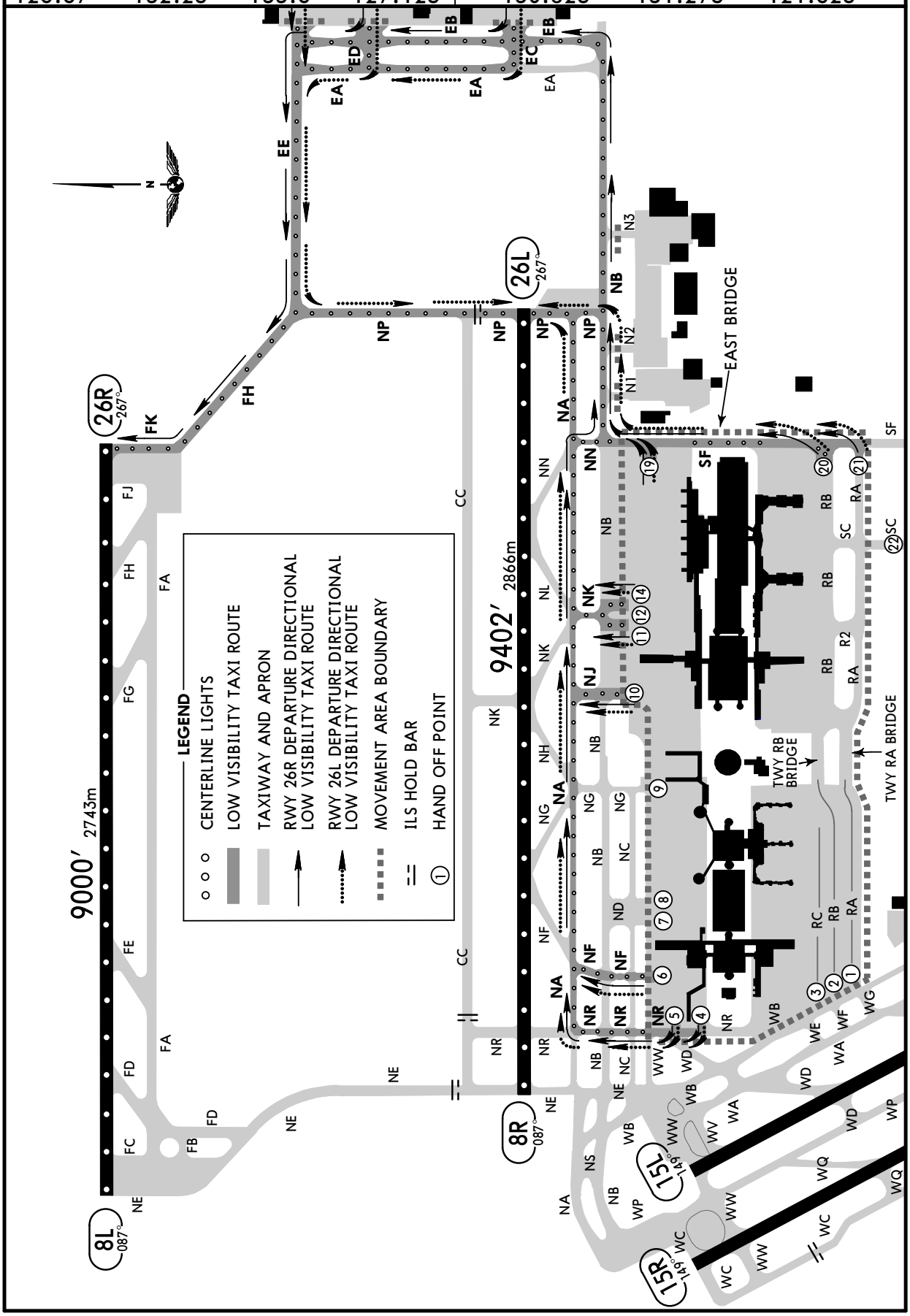
HOUSTON, TEXAS

LOW VISIBILITY TAXI ROUTES

RWY 26L & 26R DEPARTURE

D-ATIS	ACARS: D-ATIS TWIP PDC	HOUSTON Clearance	Ground Metering	Ground Rwys 8L/26R, 8R/26L, 9/27	Ground Rwys 15L/33R, 15R/33L	Tower Rwy 8L/26R	Tower Rwy 8R/26L	Tower Rwy 9/27	Tower Rwys 15L/33R, 15R/33L
124.05		128.1	119.95	118.575	121.7	120.72	125.35	135.15	127.3

HOUSTON Departure (R) West	North	East	South	RAMP CONTROL North	East	West
126.67	132.25	133.6	127.125	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added, taxiways.

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KIAH/IAH

GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
5 JUN 15 (70-9H)

SMGCS

HOUSTON, TEXAS

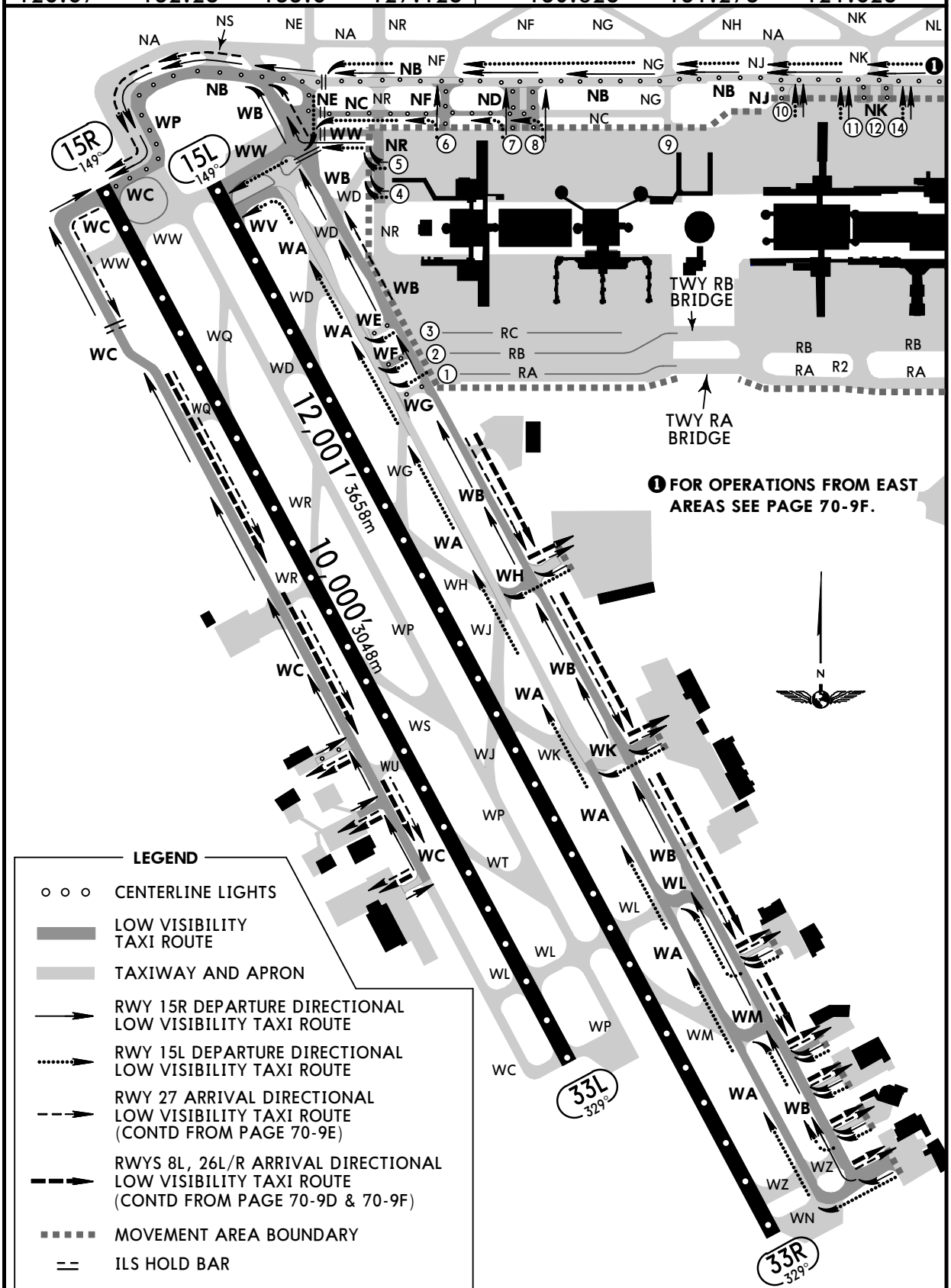
LOW VISIBILITY TAXI ROUTES

RVR 1200 TO 600

ARRIVALS AND DEPARTURES (SEE LEGEND BELOW)

D-ATIS	ACARS: D-ATIS TWIP PDC	HOUSTON Clearance	Ground Metering	Ground Rwys 8L/26R, 8R/26L, 9/27	Ground Rwys 15L/33R, 15R/33L	Tower Rwy 8L/26R	Tower Rwy 8R/26L	Tower Rwy 9/27	Tower Rwys 15L/33R, 15R/33L
124.05		128.1	119.95	118.575	121.7	120.72	125.35	135.15	127.3

HOUSTON Departure (R) West	North	East	South	RAMP CONTROL North	East	West
126.67	132.25	133.6	127.125	130.825	131.275	121.625



CHANGES: Communications, Hand-off Point 14 added.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
19 JUN 15
71-1

HOUSTON, TEXAS
ILS or LOC Rwy 8L

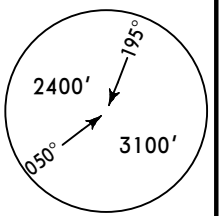
BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

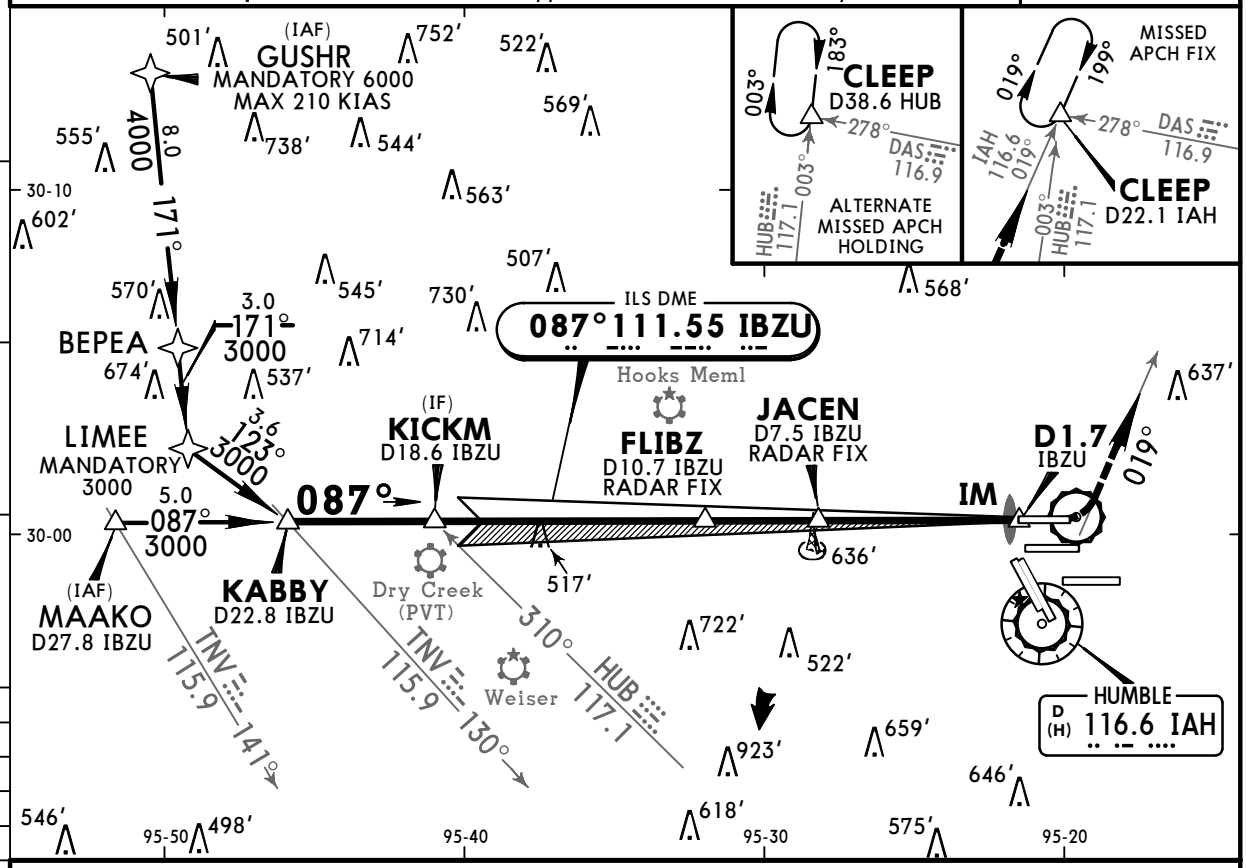
LOC IBZU	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
111.55	087°	JACEN 2000′ (1905′)	295′ (200′)	TDZE 95′

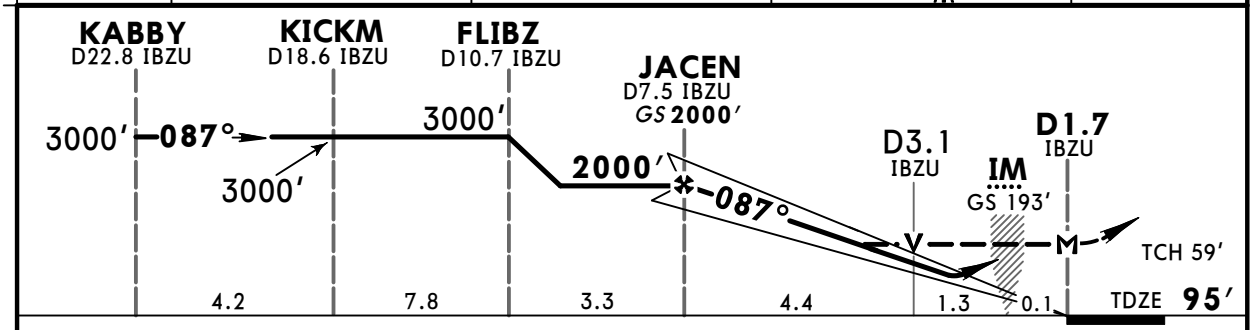
MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ outbound on IAH VOR R-019 to CLEEP INT/D22.1 IAH and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. GPS or Radar required. 2. Simultaneous approach authorized with Rwys 8R and 9.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IBZU or JACEN to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-II | 600′ | 4000′ LT on IAH 116.6 R-019 | CLEEP

TERPS

STRAIGHT-IN LANDING RWY **8L**

	ILS DA(H) 295′ (200′)			LOC (GS out) MDA(H) 600′ (505′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 55 or 1	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4B 5 MAR 2015

CHANGES: LIMEE altitude restriction note.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 19 JUN 15 (71-1A)

HOUSTON, TEXAS
ILS Rwy 8L CAT II & III

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

BRIEFING STRIP ™

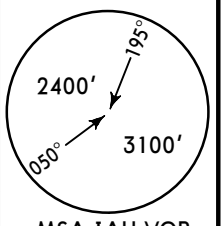
LOC IBZU	*Final Apch Crs*	GS JACEN	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.55	087°	2000′ (1905′)	NA	Refer to Minimums		RA 104′ DA(H) 195′(100′)	96′ TDZE 95′

MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ outbound on IAH VOR R-019 to CLEEP INT/D22.1 IAH and hold, or as directed by ATC.

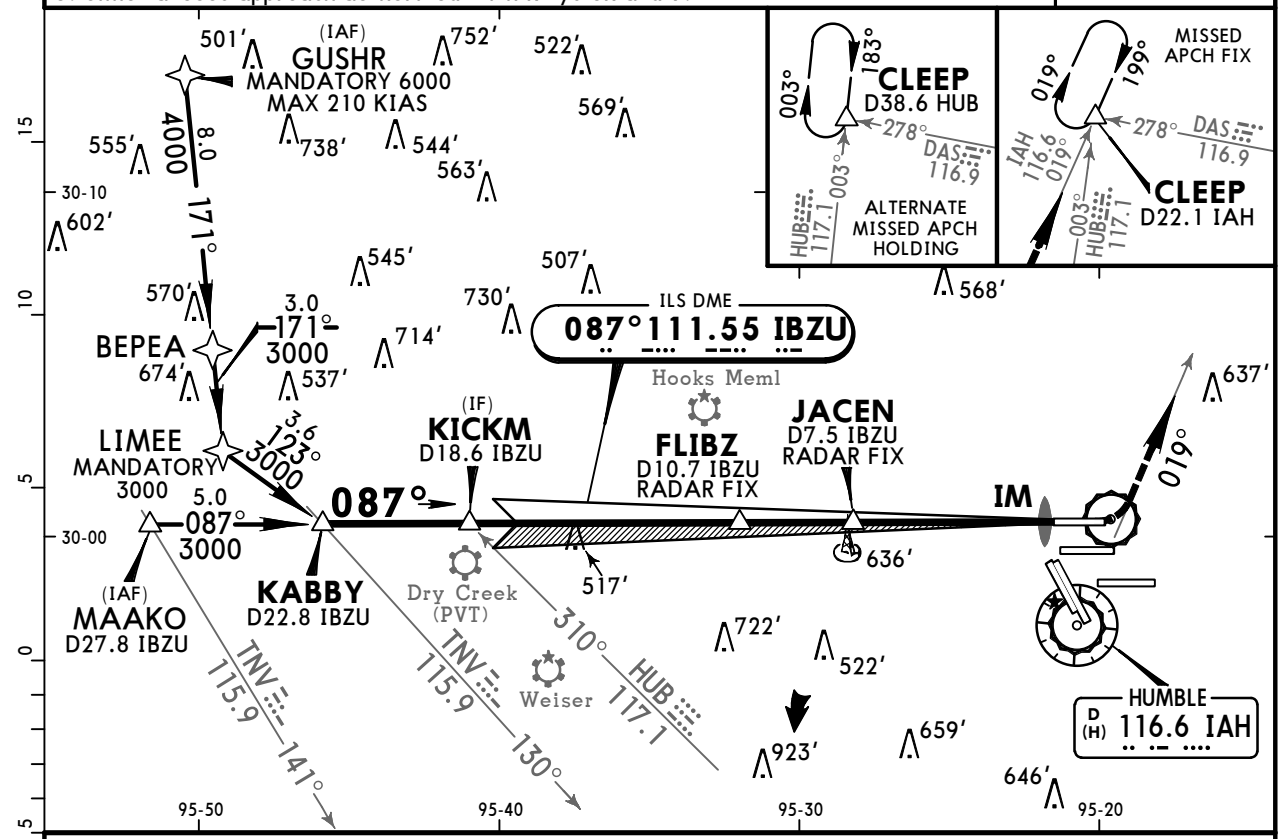
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

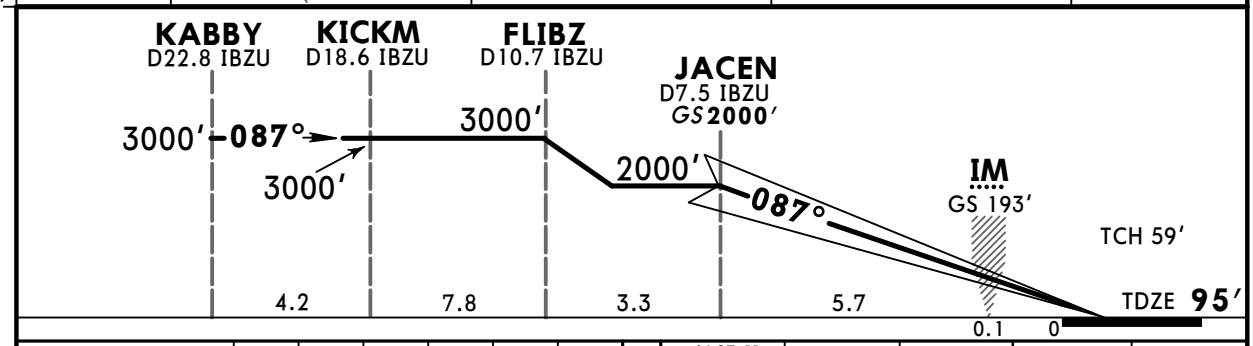
1. Special Aircrew & Aircraft Certification Required. 2. GPS or Radar required.

3. Simultaneous approach authorized with Rwys 8R and 9.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 600′ | 4000′ LT on IAH 116.6 R-019 | CLEEP

TERPS STRAIGHT-IN LANDING RWY **8L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 104′ DA(H) 195′(100′)
NA	RVR 6	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 4B 5 MAR 2015

CHANGES: LIMEE altitude restriction note.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15
Eff 5 Mar
71-1B

HOUSTON, TEXAS
ILS Rwy 8L SA CAT I

BRIEFING STRIP ™

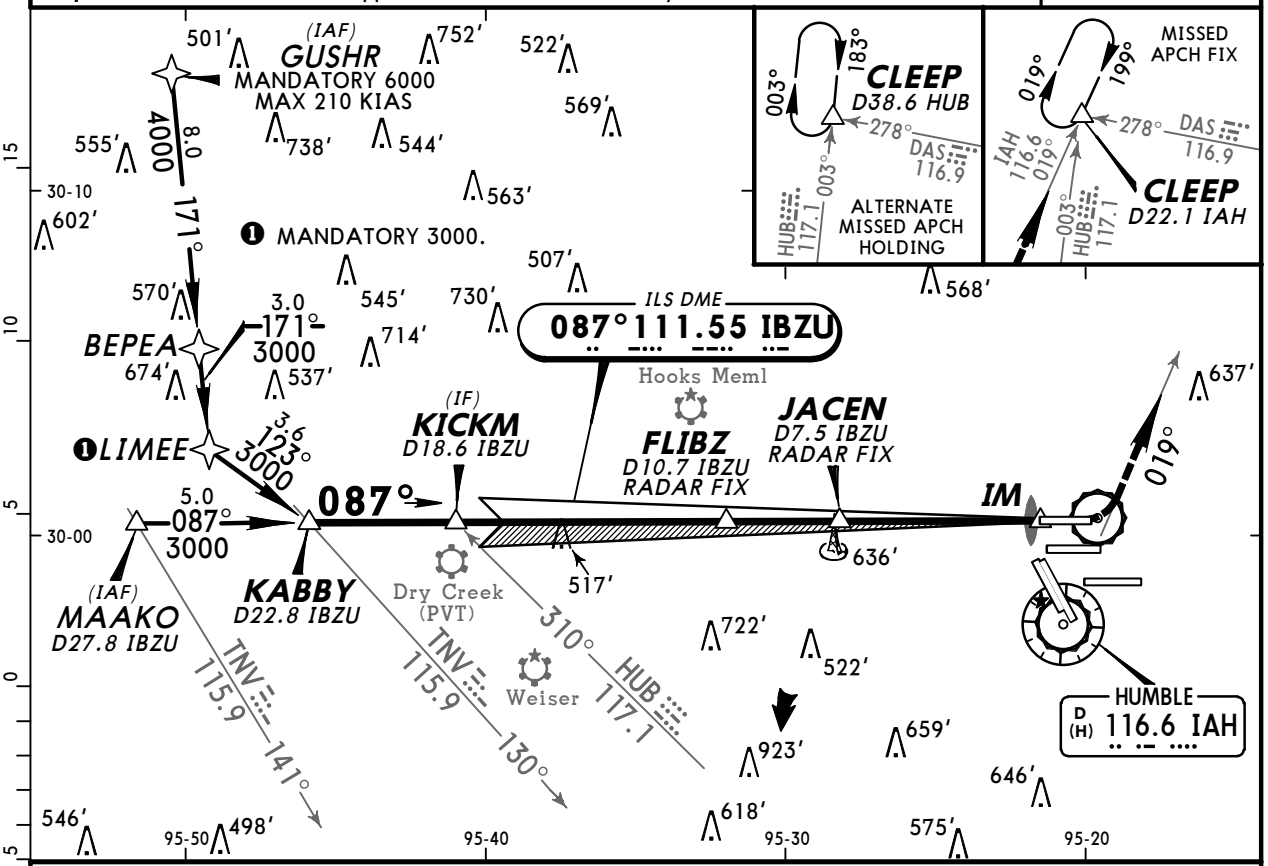
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

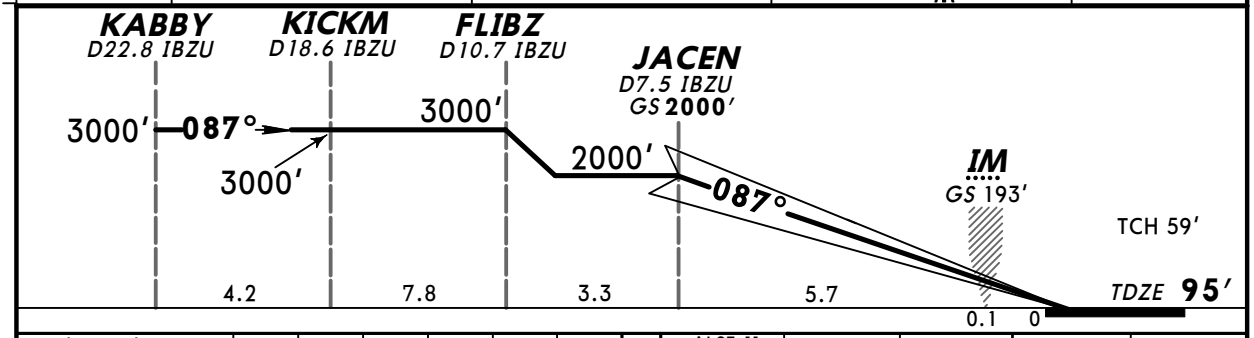
LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 96′
IBZU		JACEN	RA 156′	TDZE 95′
111.55	087°	2000′ (1905′)	DA(H)(245′)(150′)	

MISSED APCH: Climb to 600′ then climbing LEFT turn to 4000′ outbound on IAH VOR R-019 to CLEEP INT/D22.1 IAH and hold, or as directed by ATC.

2400′ 195° 050° 3100′
MSA IAH VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew and Aircraft Certification Required. 2. GPS or Radar required. 3. Simultaneous approach authorized with Rwys 8R and 9.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 600′ | 4000′ LT | IAH on 116.6 R-019 | CLEEP

TERPS
STRAIGHT-IN LANDING RWY **8L**
1 **SA CAT I ILS**
RA 156′
DA(H) **245′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

TERPS AMEND 4B 5 MAR 2015

CHANGES: LIMEE altitude restriction added, transition altitude, minimums.

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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 18 JUL 14 (71-2)

HOUSTON, TEXAS
ILS or LOC Rwy 8R

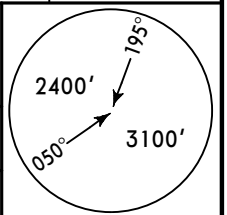
BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

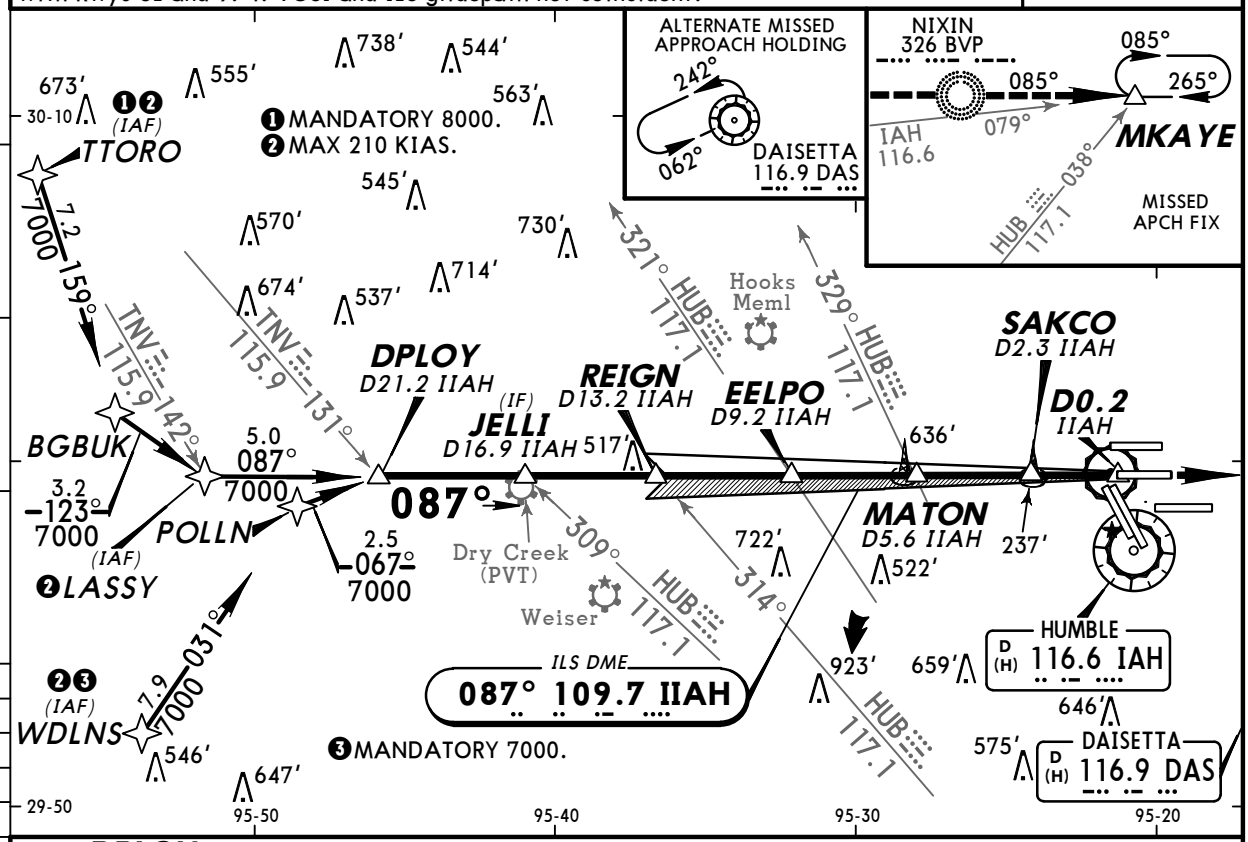
LOC	Final	GS	ILS	
IIAH	Apch Crs	MATON	DA(H)	Apt Elev 96′
109.7	087°	2000′ (1905′)	295′ (200′)	Rwy 8R 95′

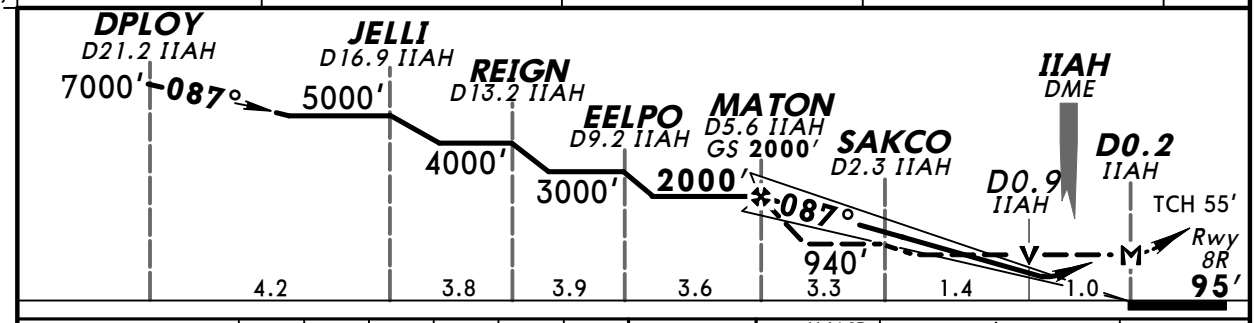
MISSED APCH: Climb to 3000′ on BVP NDB bearing 085° to MKAYE INT and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF required. 2. GPS or Radar required. 3. Simultaneous approach authorized with Rwys 8L and 9. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IIAH or							
MATON to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR
PAPI

3000′ on BVP 326 085°

MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**

	ILS DA(H) 295′ (200′)			LOC (GS out) MDA(H) 500′ (405′) ❷ With SAKCO			LOC (GS out) MDA(H) 940′ (845′) Without SAKCO		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							RVR 40 or 3/4	RVR 55 or 1	RVR 60 or 1 1/4
C				RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	1 7/8	2	2 1/2
D									

TERPS AMEND 25A 24 JUL 2014

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME required.

CHANGES: WDLNS altitude restriction added.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 18 JUL 14 (71-2A)

HOUSTON, TEXAS
ILS Rwy 8R SA CAT I

BRIEFING STRIP ™

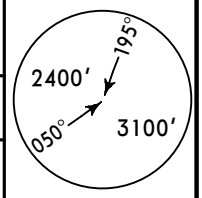
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 96′
IIAH	087°	MATON 2000′ (1905′)	RA 152′ DA(H)245′(150′)	Rwy 8R 95′
109.7				

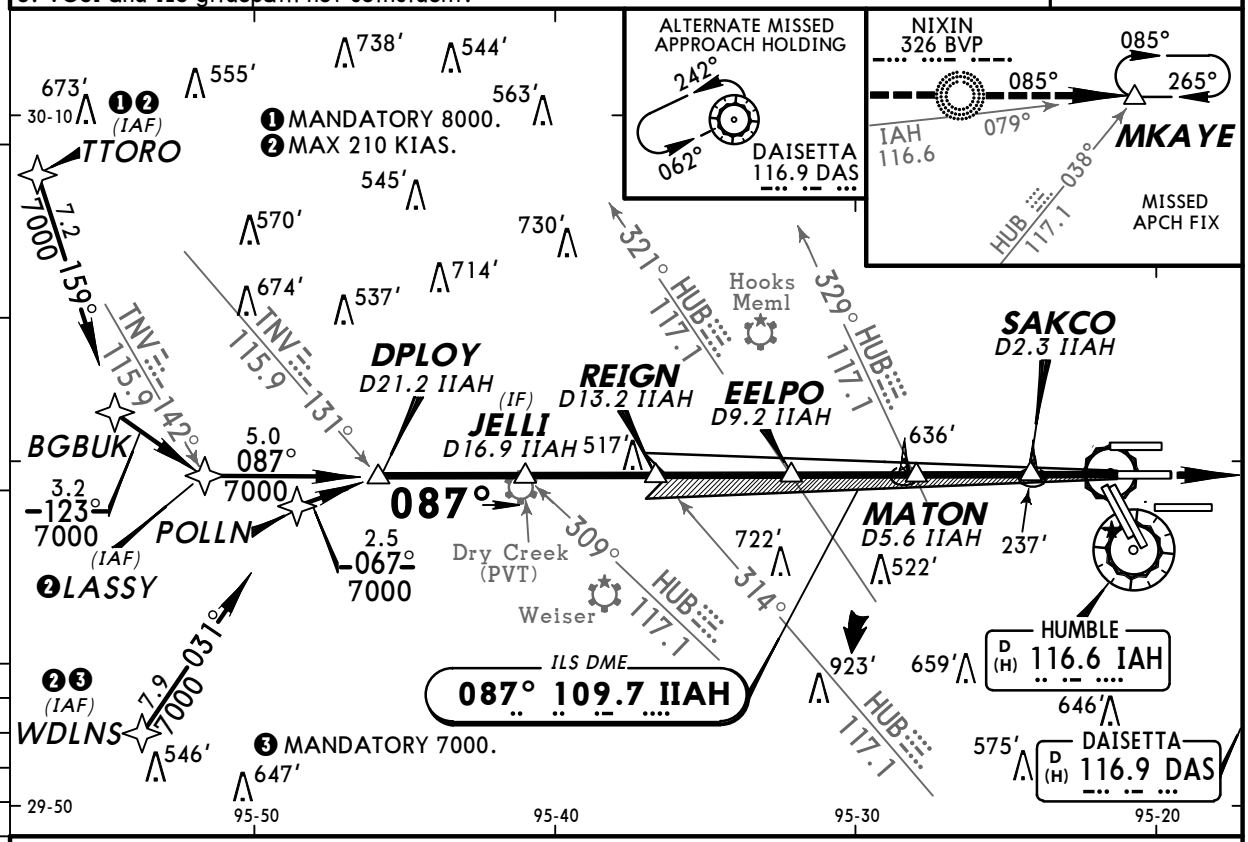
MISSED APCH: Climb to 3000′ on BVP NDB bearing 085° to MKAYE INT and hold, or as directed by ATC.

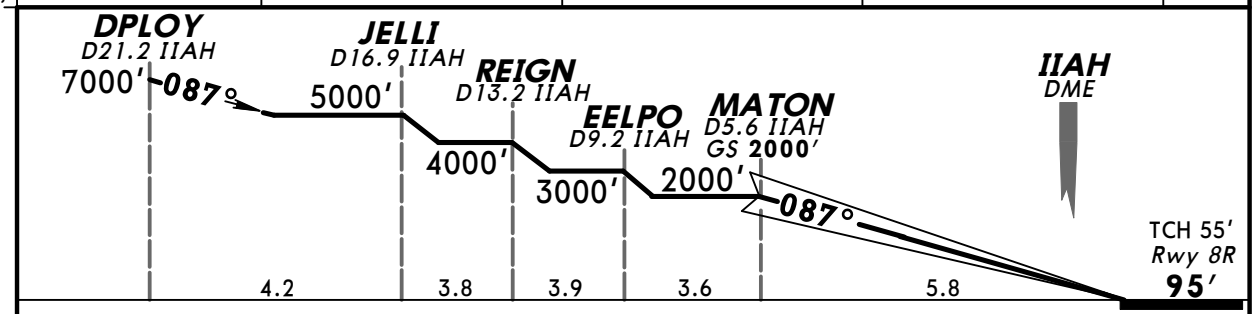
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. ADF required. 3. GPS or Radar Required. 4. Simultaneous approach authorized with Rwys 8L and 9. 5. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR
PAPI
3000′ on BVP 326 085°
MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**

1 SA CAT I ILS
RA 152′
DA(H) **245′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 25A 24 JUL 2014

CHANGES: WDLNS altitude restriction added.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 18 JUL 14 (71-2B)

HOUSTON, TEXAS
ILS Rwy 8R SA CAT II

BRIEFING STRIP ™

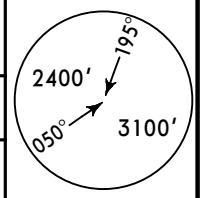
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 96′
IIAH	087°	MATON 2000′ (1905′)	RA 102′ DA(H)195′(100′)	Rwy 8R 95′
109.7				

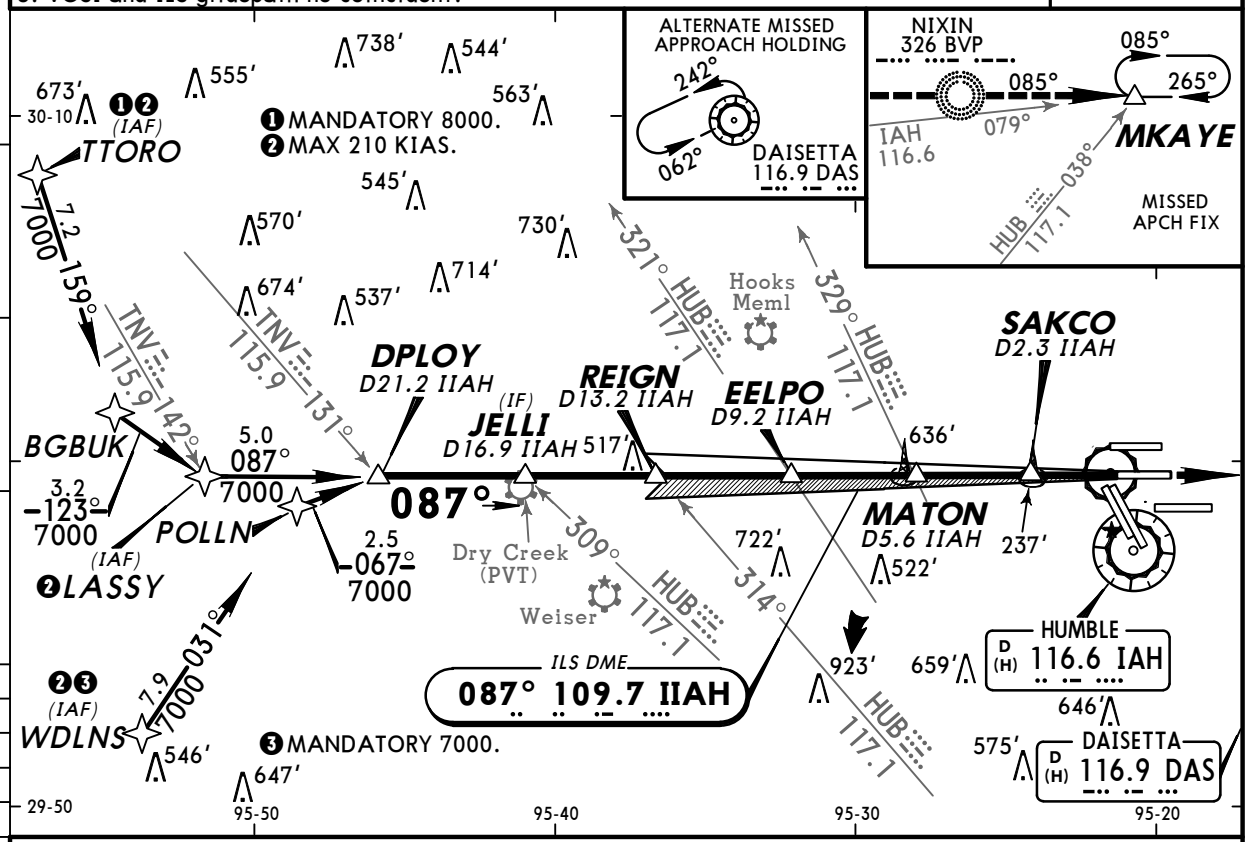
MISSED APCH: Climb to 3000′ on BVP NDB bearing 085° to MKAYE INT and hold, or as directed by ATC.

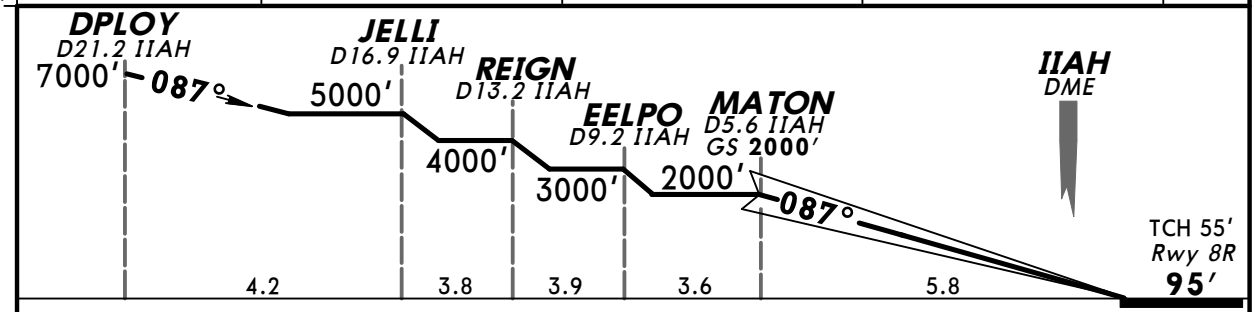
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. ADF required. 3. GPS or Radar required. 4. Simultaneous approach authorized with Rwys 8L and 9. 5. VGSI and ILS glidepath no coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR
PAPI
3000′ on BVP 326 085°
MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**

1 SA CAT II ILS

RA 102′

DA(H) **195′** (100′)

RVR 12

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

TERPS AMEND 25A 24 JUL 2014

CHANGES: WDLNS altitude restriction added.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
23 MAY 14 (71-3) Eff 29 May

HOUSTON, TEXAS
ILS or LOC Rwy 9

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3	118.575	121.7

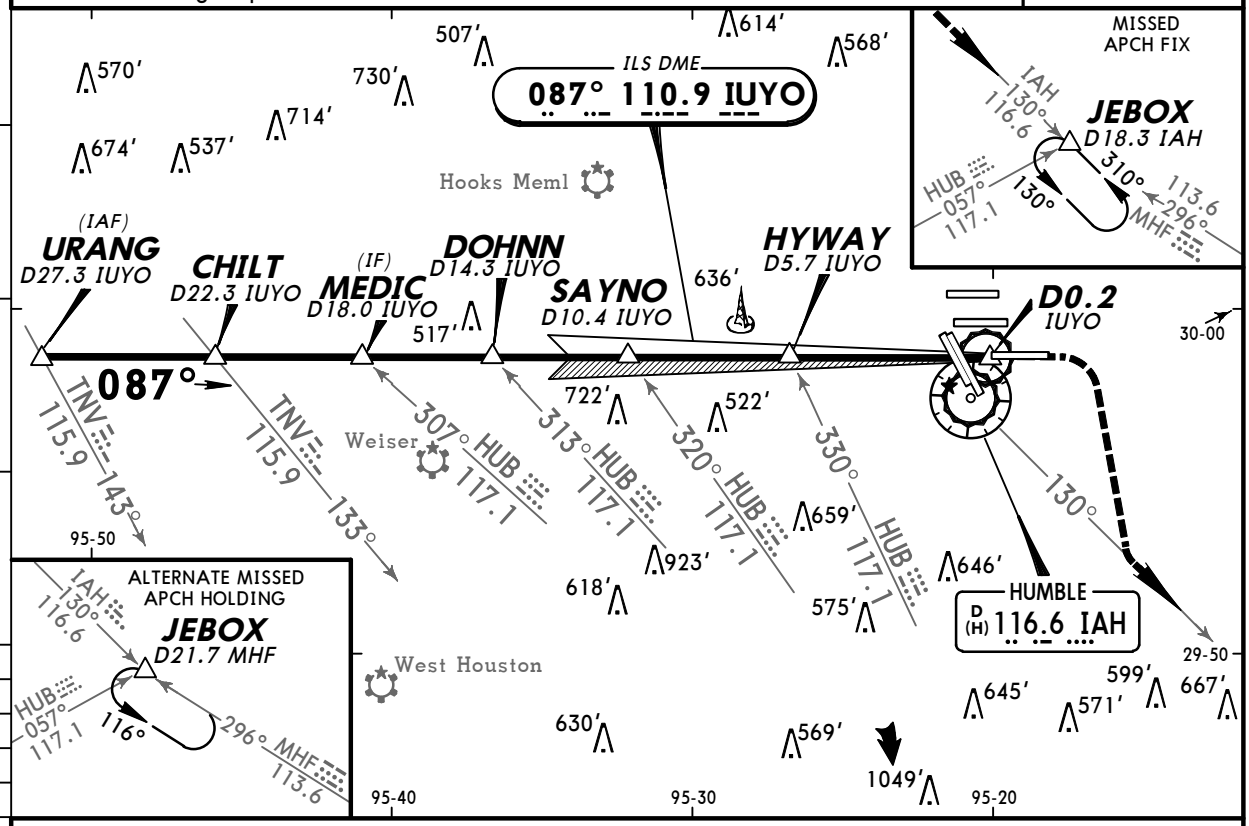
LOC IUYO	Final Apch Crs	GS HYWAY	ILS DA(H)	Apt Elev 96′
110.9	087°	2000′ (1909′)	291′ (200′)	Rwy 9 91′

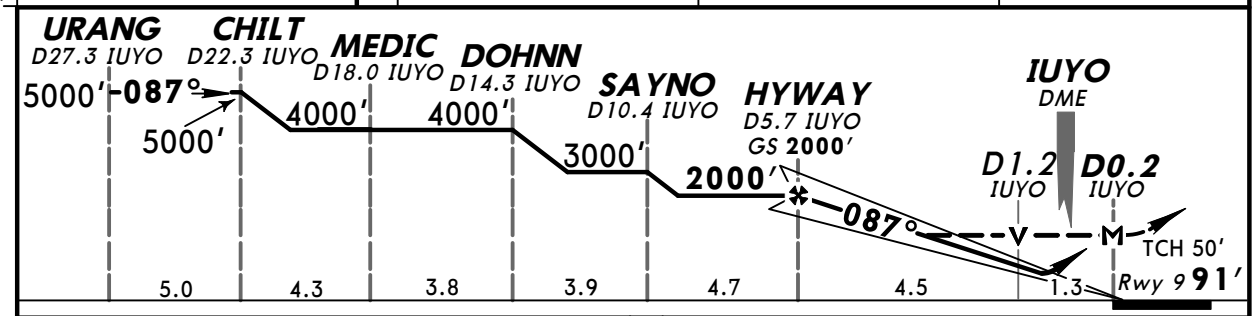
MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-130 to JEBOX INT/D18.3 IAH and hold, or as directed by ATC.

MSA IAH VOR
195° 2400′ 050° 3100′

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 8L/R.
3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IUYO or HYWAY to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR
PAPI

580′

3000′ RT on IAH 116.6 R-130

JEBOX

TERPS STRAIGHT-IN LANDING RWY 9

TERPS AMEND 10 29 MAY 2014

	ILS DA(H) 291′ (200′)		LOC (GS out) MDA(H) 580′ (489′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C			RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Apt elevation, rwy elevation.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
23 MAY 14 (71-3A) Eff 29 May

HOUSTON, TEXAS
ILS Rwy 9 SA CAT I

BRIEFING STRIP ™

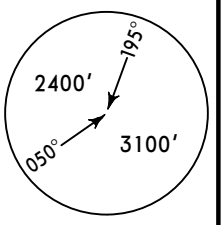
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3	118.575	121.7

LOC	Final	GS	SA CAT I ILS	
IUYO	Apch Crs	HYWAY	RA 149′	Apt Elev 96′
110.9	087°	2000′ (1909′)	DA(H) 241′(150′)	Rwy 9 91′

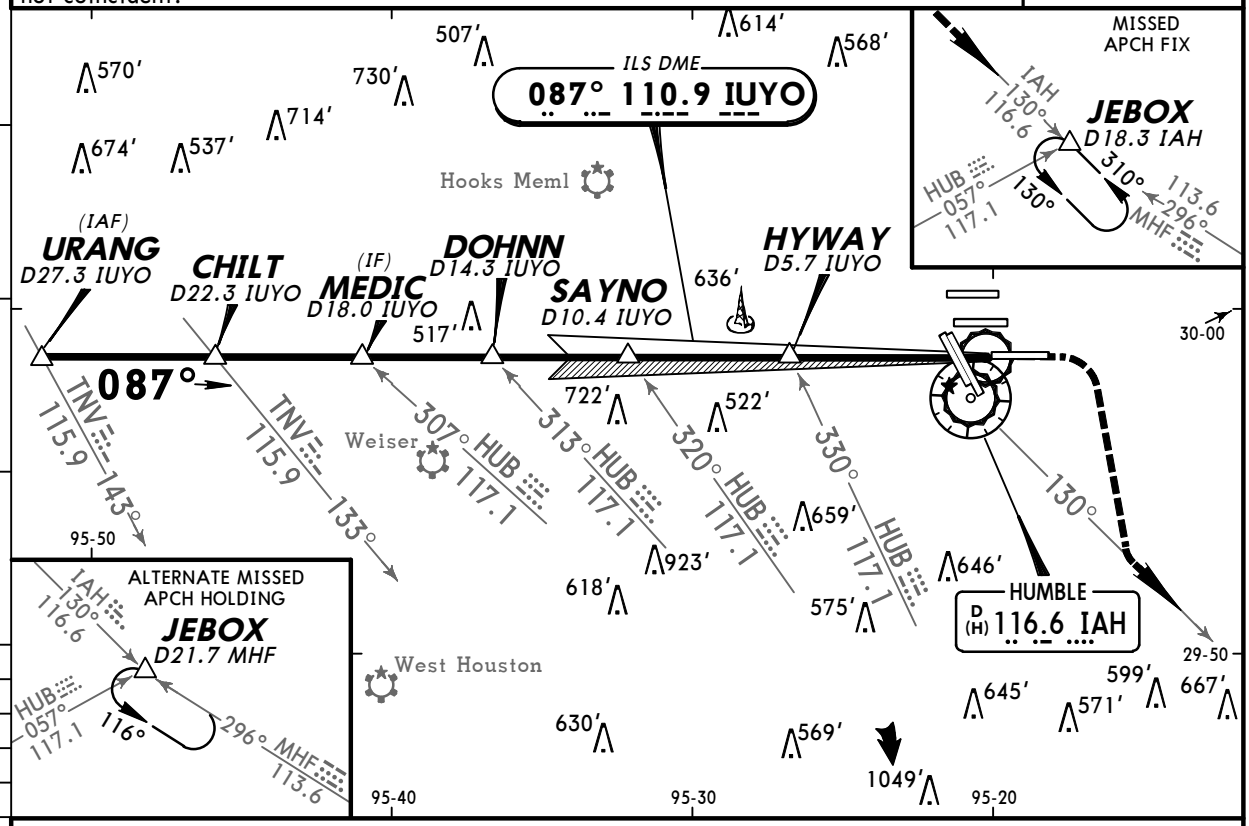
MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-130 to JEBOX INT/D18.3 IAH and hold, or as directed by ATC.

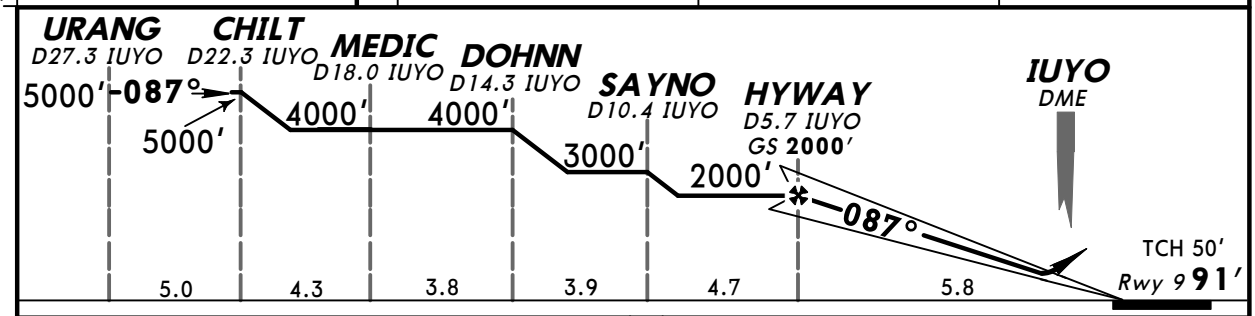
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special aircrew and aircraft certification required. 2. Radar required.
3. Simultaneous approach authorized with Rwys 8L/8R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR
PAPI

580′

3000′ RT on IAH 116.6 R-130

JEBOX

TERPS

STRAIGHT-IN LANDING RWY9
1 SA CAT I ILS

RA 149′
DA(H) **241′** (150′)

RVR 14

1 Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 10 29 MAY 2014

CHANGES: New procedure.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (71-3B) Eff 29 May

HOUSTON, TEXAS
ILS Rwy 9 SA CAT II

BRIEFING STRIP ™

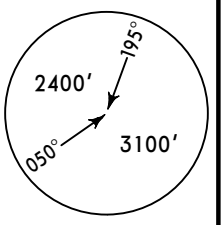
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8L/26R	Rwy 8R/26L	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	120.72	125.35	127.3	118.575	121.7

LOC	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 96′
IUYO	087°	HYWAY 2000′ (1909′)	RA 99′	Rwy 9 91′
110.9			DA(H) 191′(100′)	

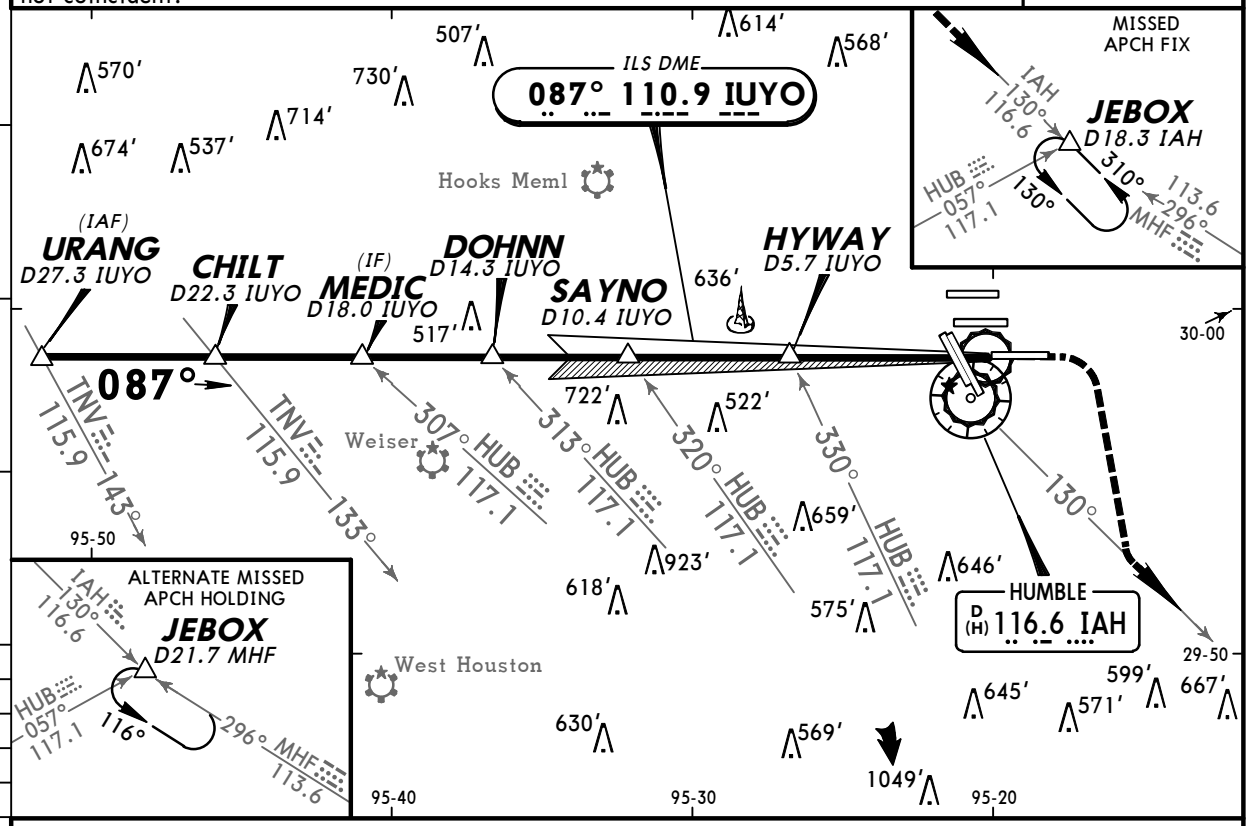
MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-130 to JEBOX INT/D18.3 IAH and hold, or as directed by ATC.

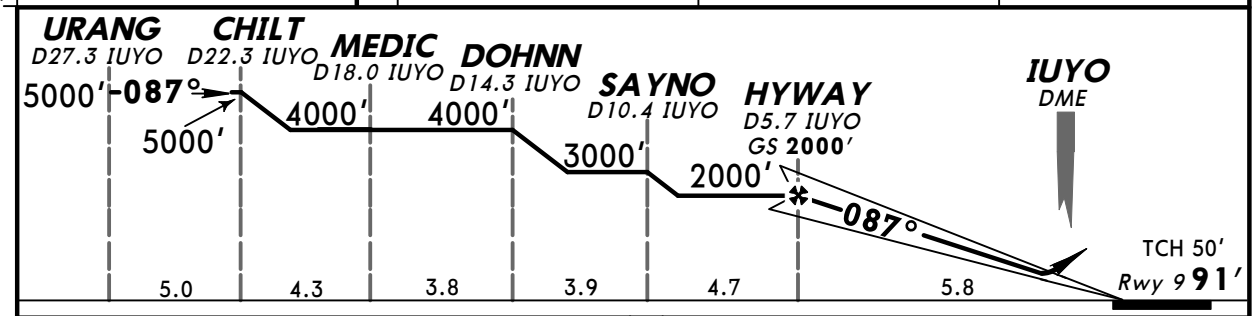
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special aircrew and aircraft certification required. 2. Radar required.
3. Simultaneous approach authorized with Rwys 8L & 8R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR
PAPI

580′

3000′ RT on IAH 116.6 R-130 JEBOX

TERPS

STRAIGHT-IN LANDING RWY9
1 SA CAT II ILS

RA 99′
DA(H) **191′**(100′)

RVR 12

1 Reduced Lighting: Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 10 29 MAY 2014

CHANGES: Procedure.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (71-4) Eff 29 May

HOUSTON, TEXAS
ILS or LOC Rwy 15R

BRIEFING STRIP™

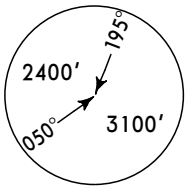
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15R/33L, 15L/33R	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15R/33L, 15L/33R	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	120.72	125.35	135.15	121.7	118.575

LOC	Final	GS	ILS	
ILKM	Apch Crs	JAKPO	DA(H)	Apt Elev 96′
111.15	149°	2000′ (1904′)	296′ (200′)	Rwy 15R 96′

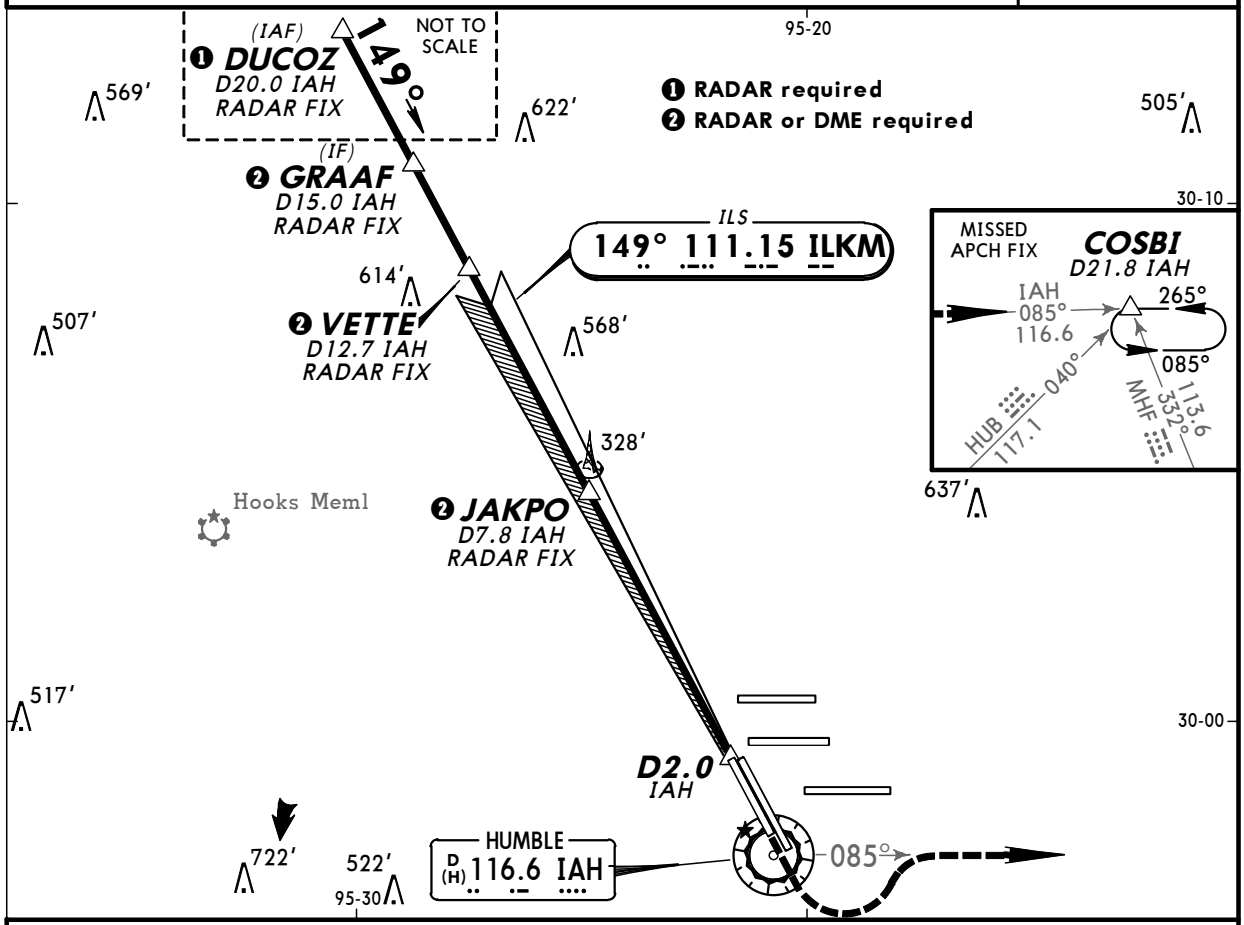
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 2000′ outbound on IAH VOR R-085 to COSBI INT/D21.8 IAH and hold.

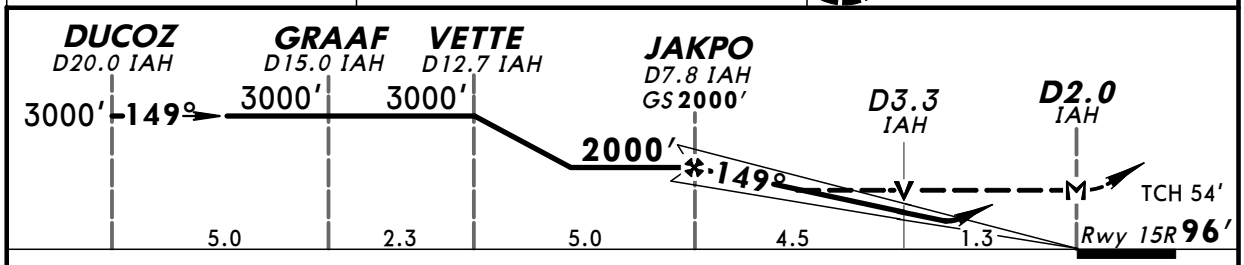
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. DME from IAH VOR, simultaneous reception of ILKM and IAH DME required. 3. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.0 IAH or JAKPO to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSR PAPI | 1000′ | 2000′ LT on IAH 116.6 R-085 | COSBI

TERPS STRAIGHT-IN LANDING RWY 15R

	ILS DA(H) 296′ (200′)			LOC (GS out) MDA(H) 580′ (484′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D						

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 29 MAY 2014

CHANGES: Procedure modified.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (71-5)

HOUSTON, TEXAS
ILS or LOC Rwy 26L

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC IJYV	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
109.7	267°	JEPNI 2000′ (1905′)	295′ (200′)	TDZE 95′

MISSED APCH: Climb to 3000′ then LEFT turn heading 240° and outbound IAH VOR R-270 to LUCEP INT/D22.9 IAH and hold, or as directed by ATC.

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

1. GPS or Radar required. 2. Simultaneous approach authorized with Rwys 26R & 27.
3. VGSI and ILS glidepath not coincident.

MSA IAH VOR
2400′ 195° 050° 3100′

MISSED APCH FIX
TNV 133° 115.9
LUCEP D22.9 IAH
090° 270° IAH 116.6 240° hdg
270°
30-10

ALTERNATE MISSED APCH HOLDING
TNV 133° 115.9
LUCEP
085° 265° BVP 326
265° (ADF REQUIRED)

517′

ILS DME 267° 109.7 IJYV

637′ 569′ 563′ 549′ 564′ 563′

D1.7 IJYV
SOROY D4.0 IJYV
JEPNI D7.6 IJYV
(IF) GRIEG D18.9 IJYV
IM
30-00
201′
235′
KERNS D11.6 IJYV
MKAYE D23.1 IJYV
VANNN D28.1 IJYV
GARRR
BOZZZ
DAS 116.9
225° 213°
267°
2.9 248° 7000
3.0 287° 7000
(IAF)

HUMBLE D (H) 116.6 IAH
646′
004° 015° 031° 038°
570′
117.1 HUB
590′

❶ Max 210 KIAS.
❷ MANDATORY 8000.
❸ MANDATORY 7000.

29-50 95-20 95-10 95-00 94-50

MKAYE D23.1 IJYV
VANNN D28.1 IJYV
GRIEG D18.9 IJYV
KERNS D11.6 IJYV
JEPNI D7.6 IJYV GS 2000′
SOROY D4.0 IJYV
D1.7 IJYV
IM GS 196′
D2.7 IJYV
TCH 56′
TDZE 95′
2000′ 3000′ 5000′ 267° 7000′ 7000′
880′
0.1 0.8 1.3 3.6 4.1 7.2 4.3 5.0

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.7 IJYV or JEPNI to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-II PAPI | 3000′ | LT | 240° hdg and IAH 116.6 R-270

TERPS STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 295′ (200′)			LOC (GS out) MDA(H) 460′ (365′) ❷ With SOROY		LOC (GS out) MDA(H) 880′ (785′) Without SOROY	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						RVR 40 or 3/4	RVR 60 or 1 1/4
C				RVR 35 or 5/8	RVR 50 or 1	1 3/4	2 1/2
D							

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME Required.

TERPS AMEND 21B 5 MAR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON — HOUSTON, TEXAS

JEPPESEN 27 FEB 15 (71-5A) ILS Rwy 26L CAT II & III

BRIEFING STRIP™

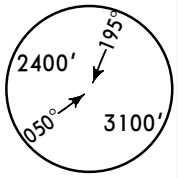
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev	TDZE
IJYV 109.7	267°	JEPNI 2000′ (1905′)	NA	Refer to Minimums		RA 100′ DA(H) 195′ (100′)	96′	95′

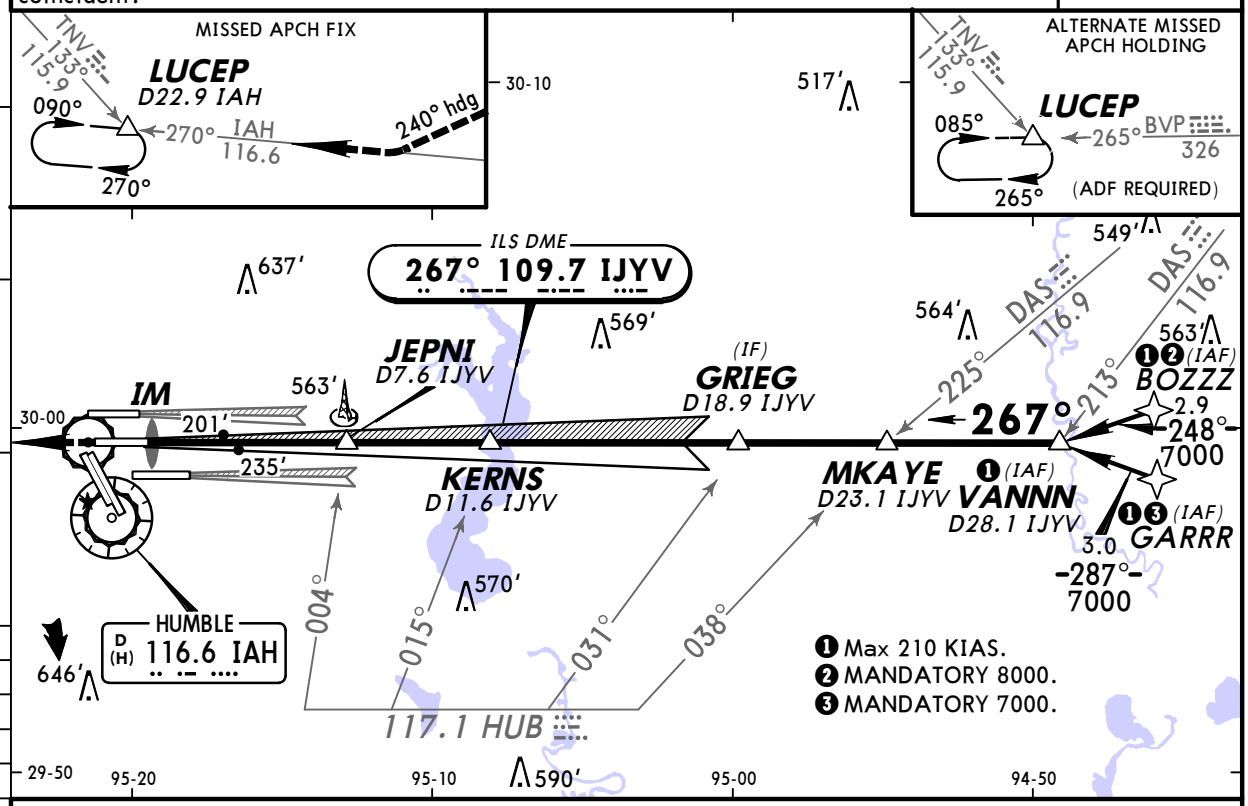
MISSED APCH: Climb to 3000′ then LEFT turn heading 240° and outbound IAH VOR R-270 to LUCEP INT/D22.9 IAH and hold, or as directed by ATC.

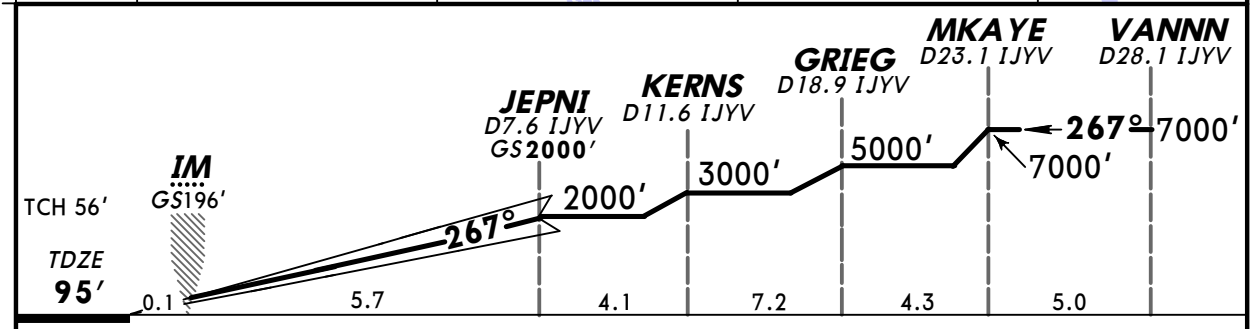
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwys 26R & 27. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 3000′ | LT | 240° hdg and IAH 116.6 R-270

TERPS STRAIGHT-IN LANDING RWY26L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100′ DA(H) 195′ (100′)
NA	RVR 6	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 21B 5 MAR 2015

CHANGES: TDZE, minimums.

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INTERCONTINENTAL/HOUSTON

JEPPESEN

27 FEB 15 (71-5B)

HOUSTON, TEXAS
ILS Rwy 26L SA CAT I

BRIEFING STRIP™

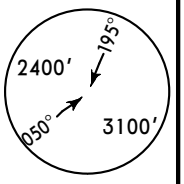
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

LOC	Final	GS	SA CAT I ILS	Apt Elev 96′
IJYV	Apch Crs	JEPNI	RA 152′	TDZE 95
109.7	267°	2000′ (1905′)	DA(H) 245′ (150′)	

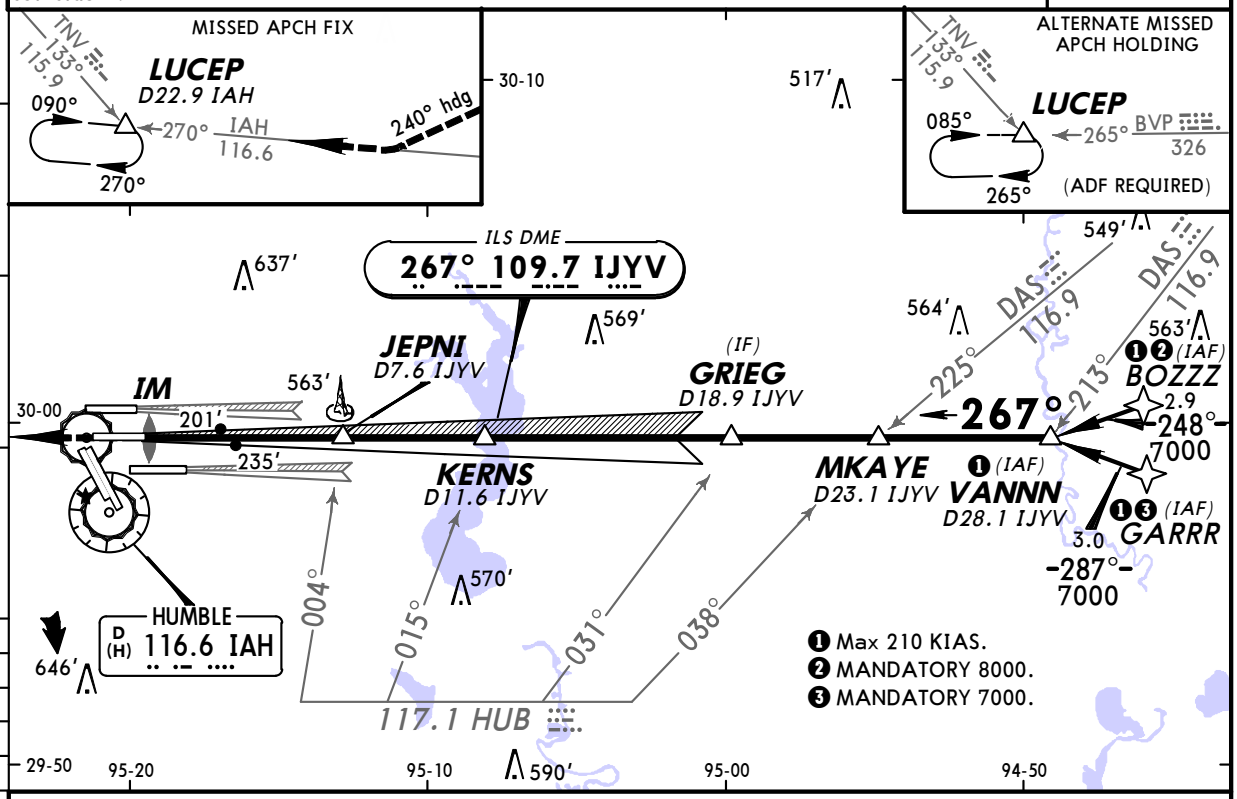
MISSED APCH: Climb to 3000′ then LEFT turn heading 240° and outbound IAH VOR R-270 to LUCEP INT/D22.9 IAH and hold, or as directed by ATC.

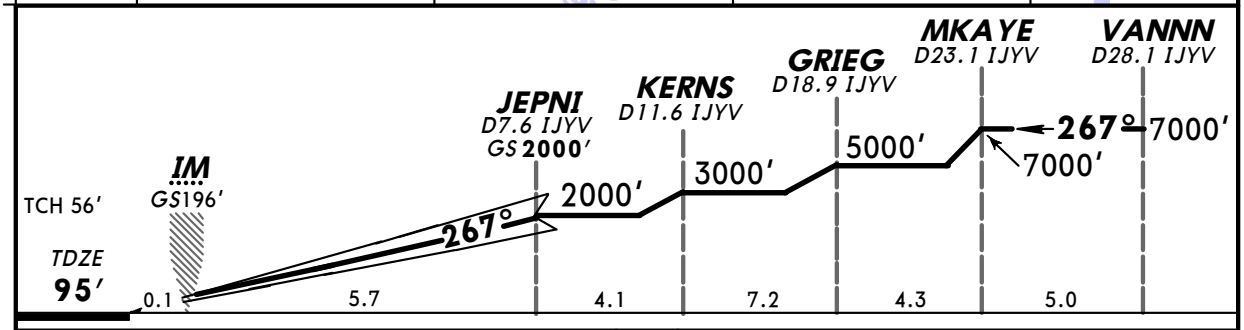
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwys 26R & 27. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 3000′ LT 240° hdg and IAH 116.6 R-270

TERPS

STRAIGHT-IN LANDING RWY **26L**

1 SA CAT I ILS
RA 152′
DA(H) **245′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 21B 5 MAR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15
71-6

HOUSTON, TEXAS
ILS or LOC Rwy 26R

BRIEFING STRIP™

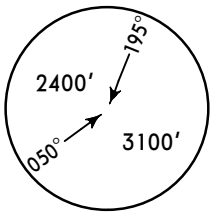
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC IOND	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
111.55	267°	OWELL 2000′ (1904′)	296′ (200′)	TDZE 96′

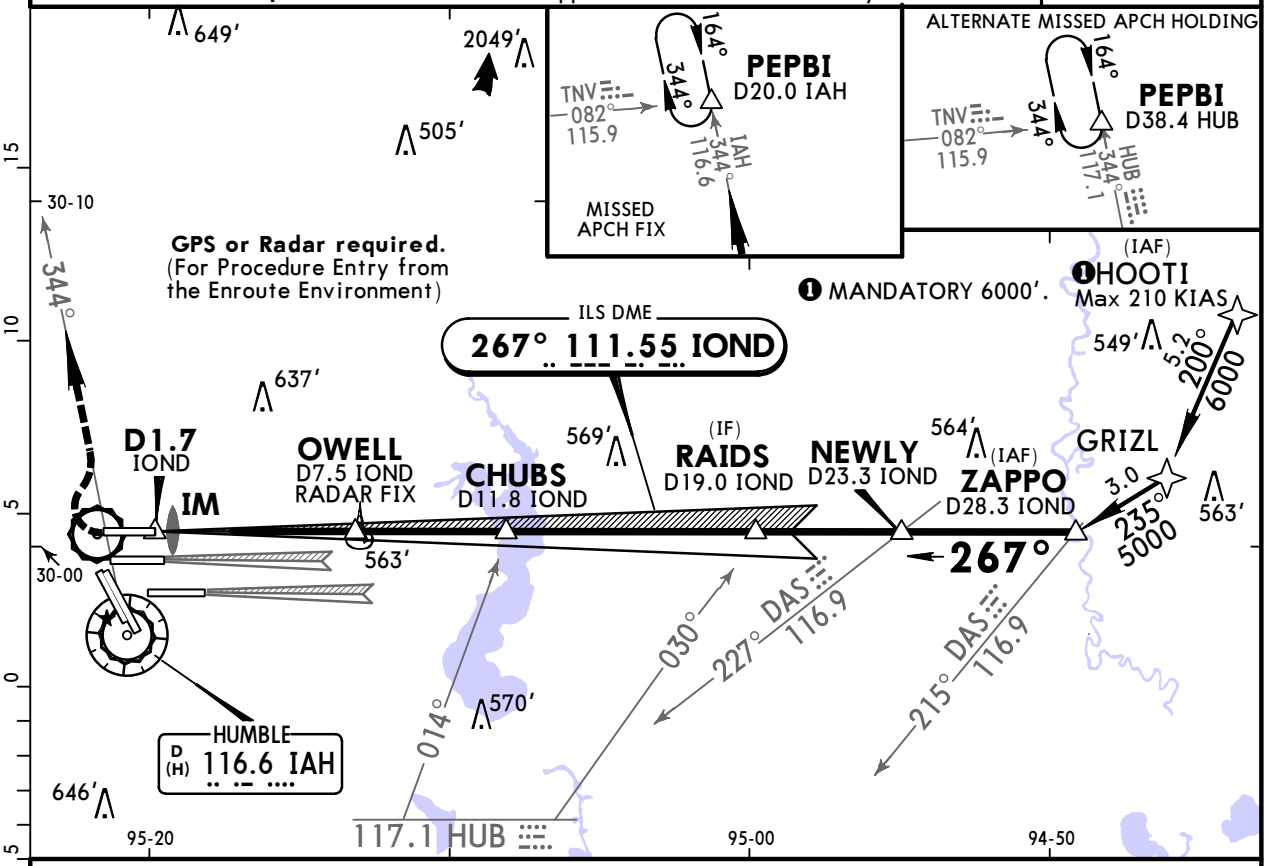
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-344 to PEPBI INT/D20.0 IAH and hold, or as directed by ATC.

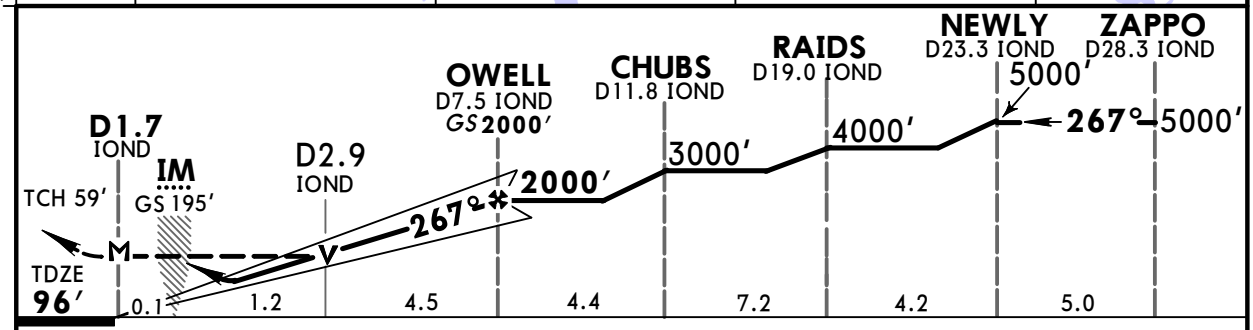
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME or Radar required. 2. Simultaneous approach authorized with Rwys 26L and 27.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 IOND or OWELL to MAP	5.8	4:58	3:52	3:29	2:54	2:29	2:10

ALSF-II | 600′ | 3000′ RT on IAH 116.6 R-344 | PEPBI

TERPS STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) 296′ (200′)			LOC (GS out) MDA(H) 560′ (464′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 50 or 1	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 24 APR 15 (71-6A)

HOUSTON, TEXAS
ILS Rwy 26R CAT II & III

BRIEFING STRIP ™

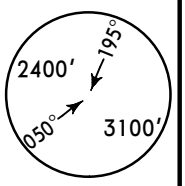
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC IOND	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II	Apt Elev / TDZE
111.55	267°	OWELL 2000′ (1904′)	NA	Refer to Minimums	RA 99′ DA(H) 196′ (100′)	96′ / 96′

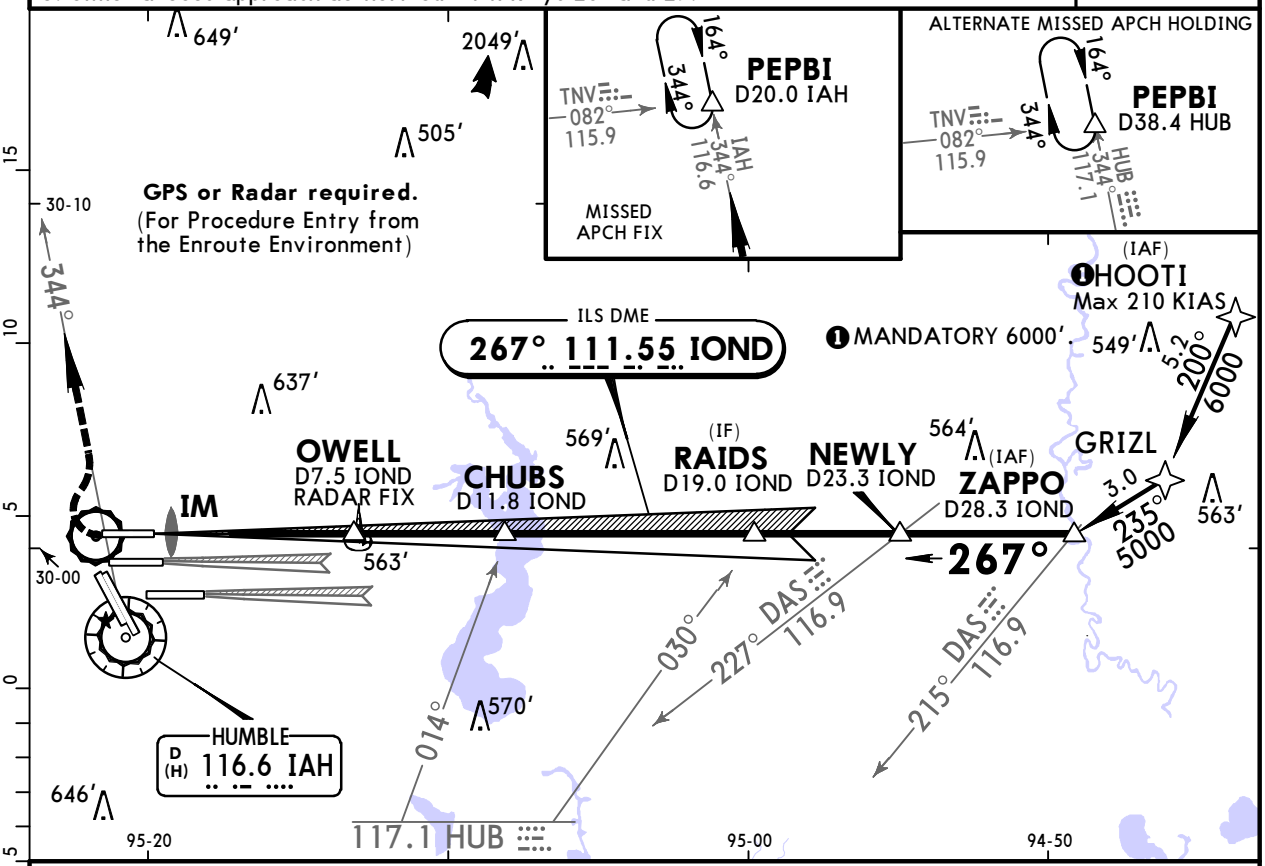
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ outbound on IAH VOR R-344 to PEPBI INT/D20.0 IAH and hold, or as directed by ATC.

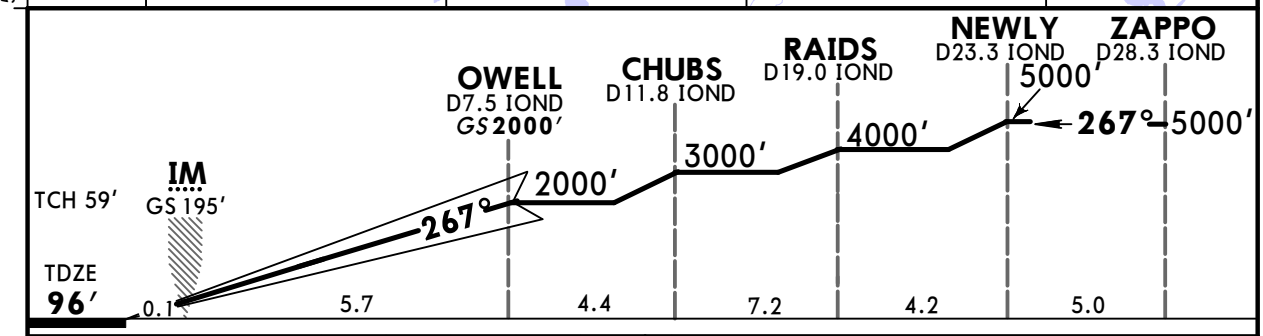
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwys 26L and 27.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II | 600′ | 3000′ RT | IAH on 116.6 R-344 | PEPBI

TERPS STRAIGHT-IN LANDING RWY **26R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 99′ DA(H) 196′ (100′)
NA	RVR 6	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 4A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15
71-6B

HOUSTON, TEXAS
ILS Rwy 26R SA CAT I

BRIEFING STRIP ™

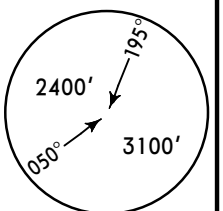
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

LOC IOND	Final Apch Crs	GS	SA CAT I	Apt Elev 96′
111.55	267°	OWELL 2000′ (1904′)	RA 157′ DA(H) 246′(150′)	TDZE 96′

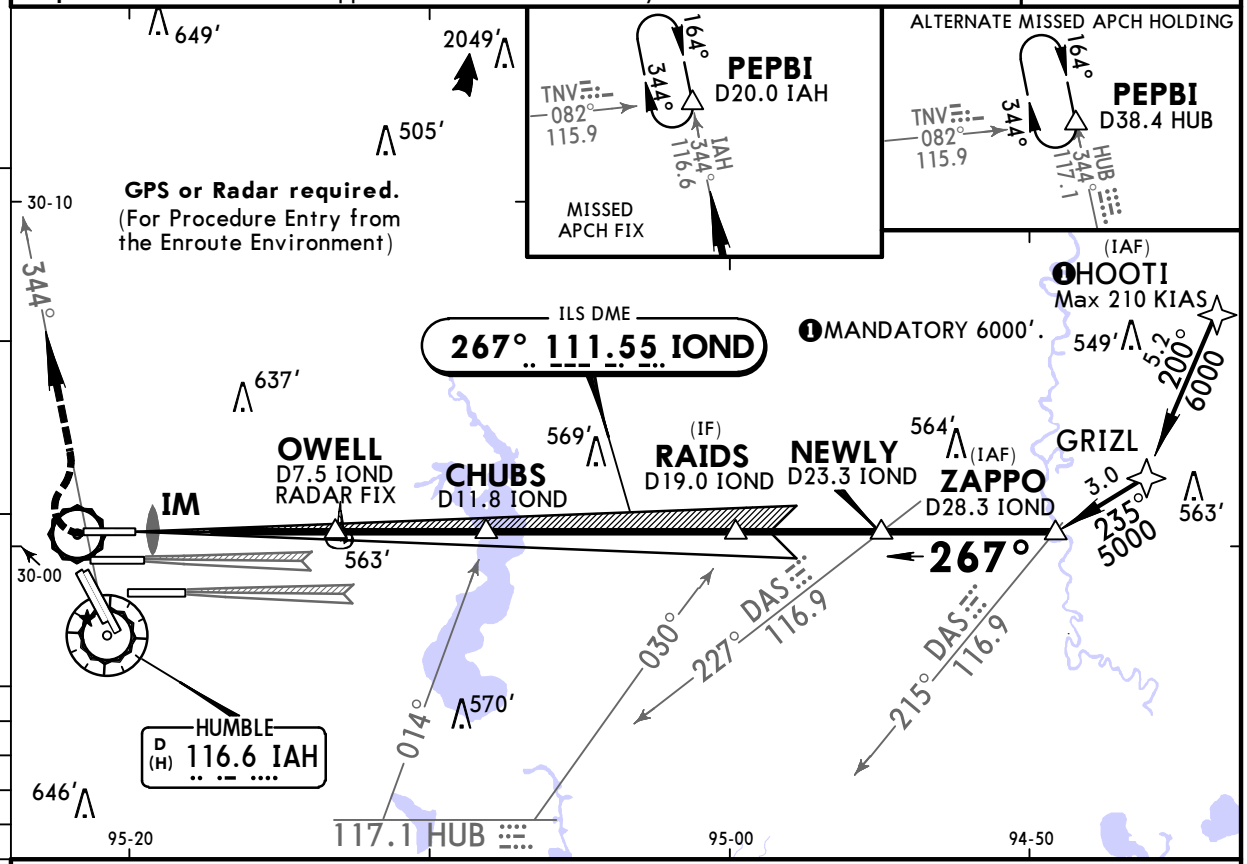
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ outbound via IAH VOR R-344 to PEPBI INT/D20.0 IAH and hold, or as directed by ATC.

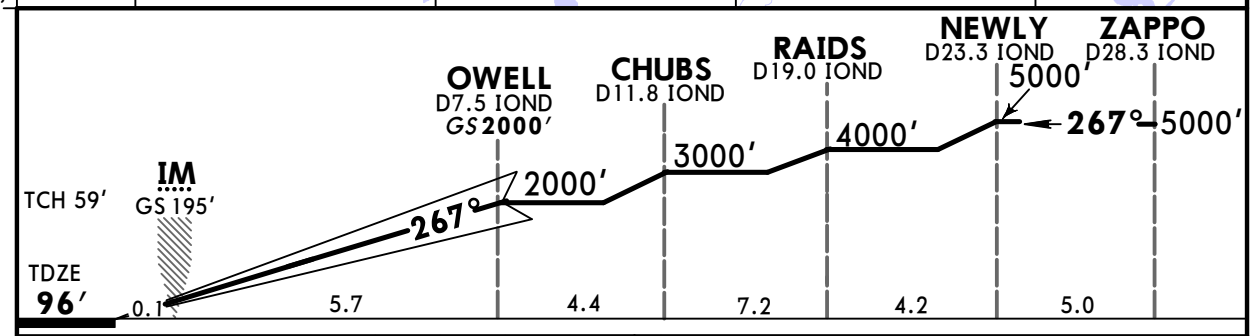
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 26L and 27.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II

600′

3000′ RT on IAH 116.6 R-344

PEPBI

TERPS

STRAIGHT-IN LANDING RWY **26R**

1 **SA CAT I ILS**

RA 157′

DA(H) **246′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 4A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (71-7)

HOUSTON, TEXAS
ILS or LOC Rwy 27

BRIEFING STRIP™

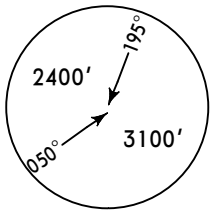
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LOC IGHI	Final Apch Crs	GS	ILS DA(H)	Apt Elev 96′
110.9	267°	REDOC 1500′ (1413′)	287′ (200′)	TDZE 87′

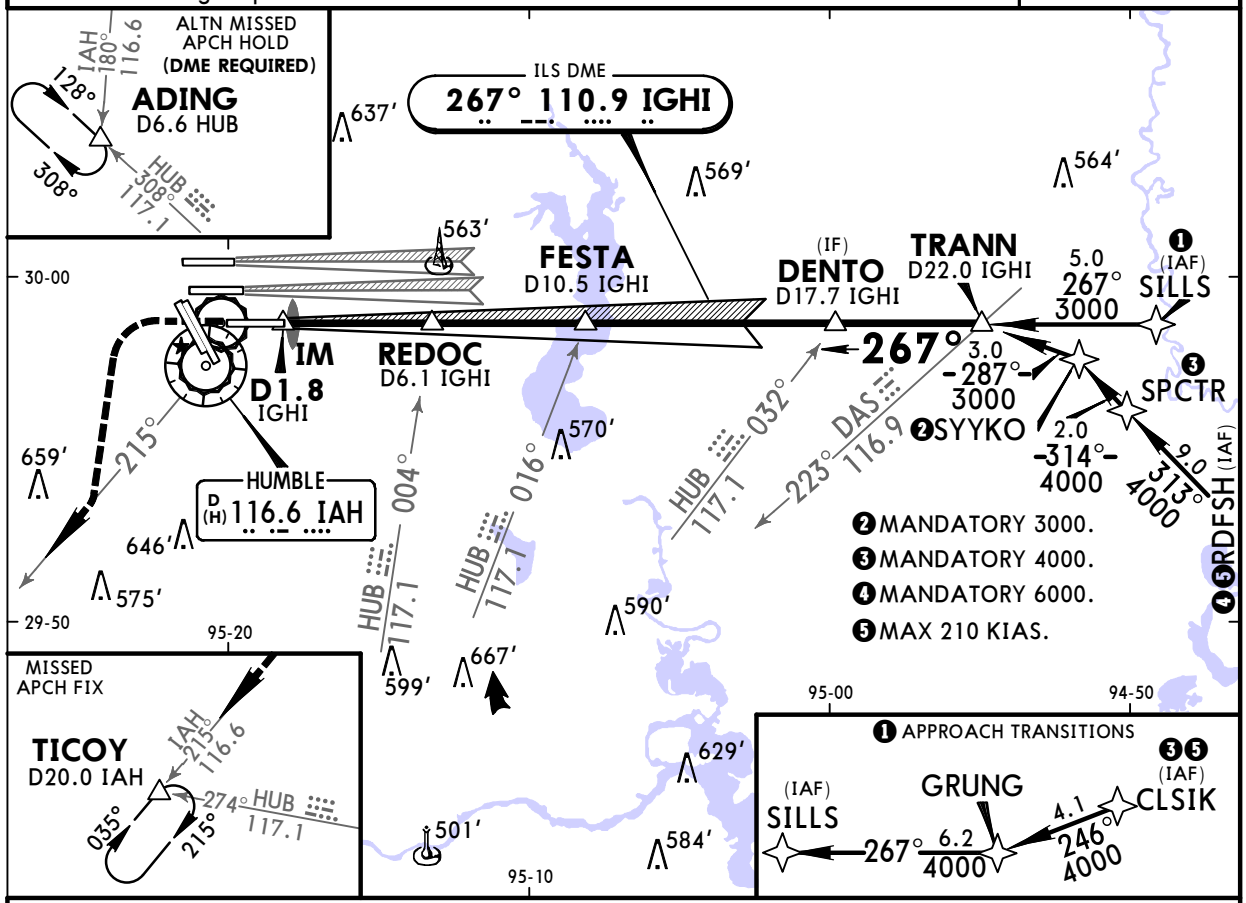
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ outbound on IAH VOR R-215 to TICOY INT/D20.0 IAH and hold, or as directed by ATC.

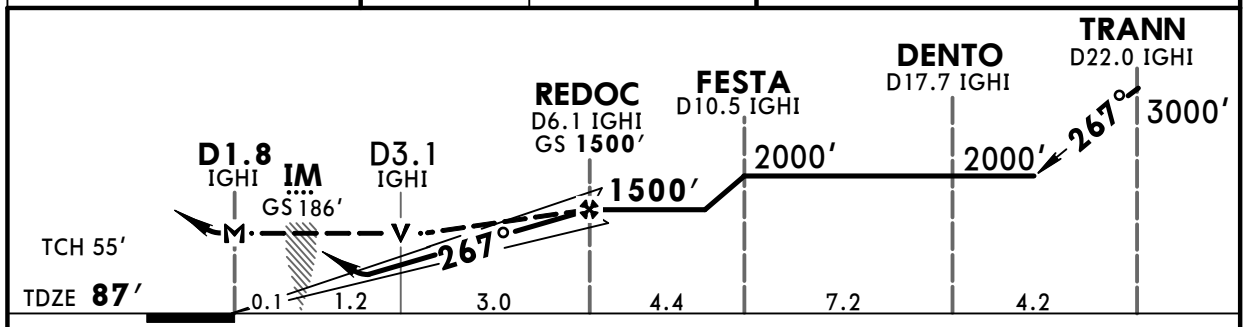
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or Radar required. 2. Simultaneous approach authorized with Rwy 26L/R.
3. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IGHI or REDOC to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

ALSF-II PAPI

560′

3000′ LT on IAH 116.6 R-215

TICOY

TERPS STRAIGHT-IN LANDING RWY 27

TERPS AMEND 10B 30 APR 2015

	ILS DA(H) 287′ (200′)			LOC (GS out) MDA(H) 560′ (473′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 50 or 1	1 3/8
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 24 APR 15 (71-7A)

HOUSTON, TEXAS
ILS Rwy 27 CAT II & III

BRIEFING STRIP

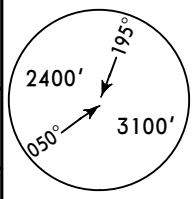
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LOC IGHI	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
110.9	267°	REDOC 1500′ (1413′)	NA	Refer to Minimums		RA 101′ DA(H) 187′ (100′)	96′ TDZE 87′

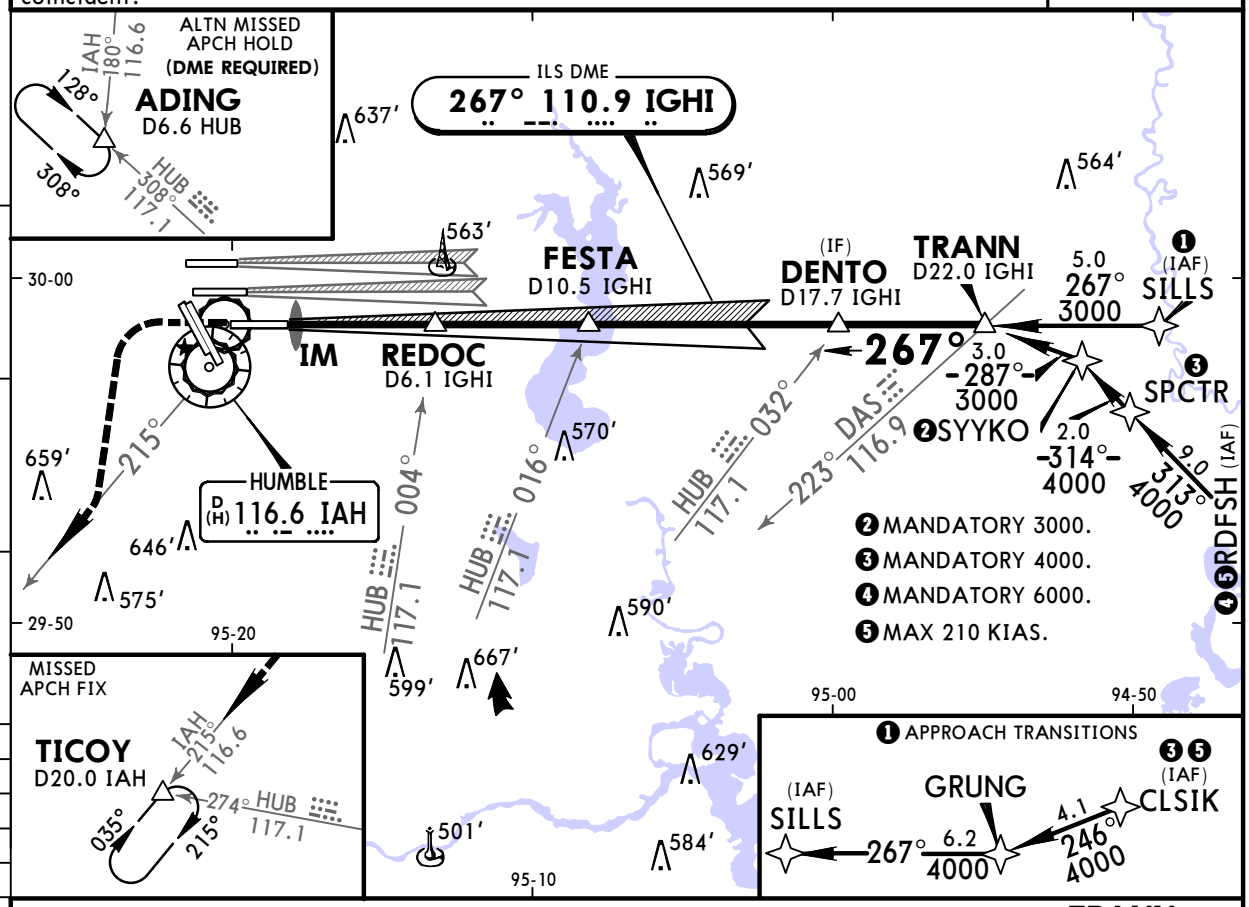
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ outbound on IAH VOR R-215 to TICOY INT/D20.0 IAH and hold, or as directed by ATC.

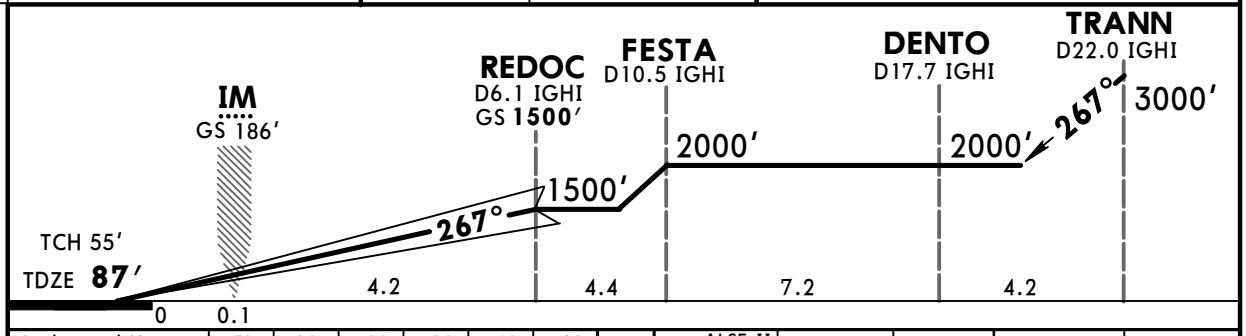
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwy 26L/R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 560′ 3000′ LT on IAH 116.6 R-215 TICOY

TERPS STRAIGHT-IN LANDING RWY **27**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101′ DA(H) 187′ (100′)
NA	RVR 6	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA Approval and use of Autoland or HUD to touchdown.

TERPS AMEND 10B 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (71-7B)

HOUSTON, TEXAS
ILS Rwy 27 SA CAT I

BRIEFING STRIP ™

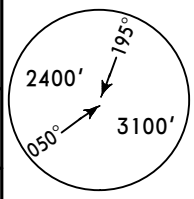
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LOC	Final	GS	SA CAT I ILS	
IGHI	Apch Crs	REDOC	RA 104′	Apt Elev 96′
110.9	267°	1500′ (1413′)	DA(H) 237′ (150′)	TDZE 87′

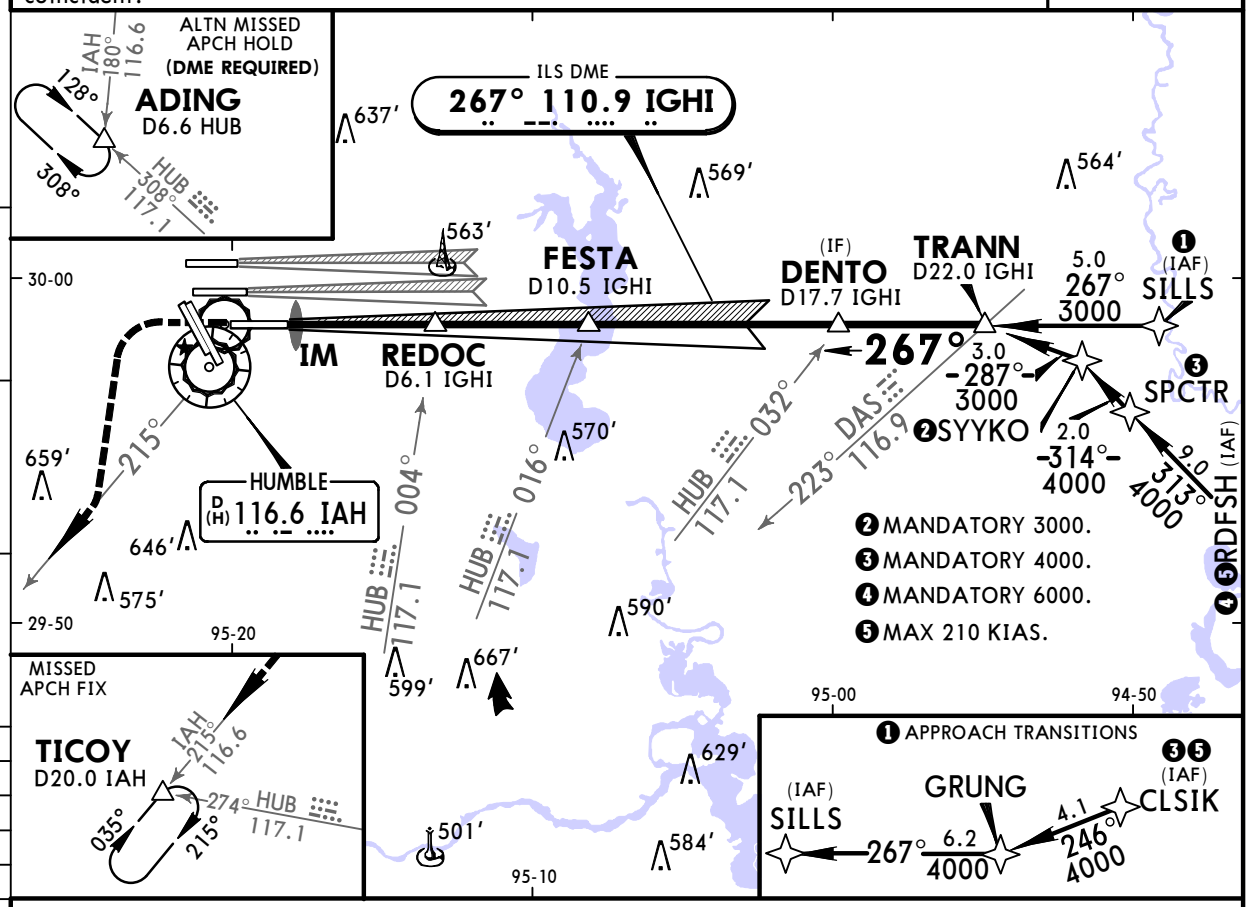
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ outbound on IAH VOR R-215 to TICOY INT/D20.0 IAH and hold, or as directed by ATC.

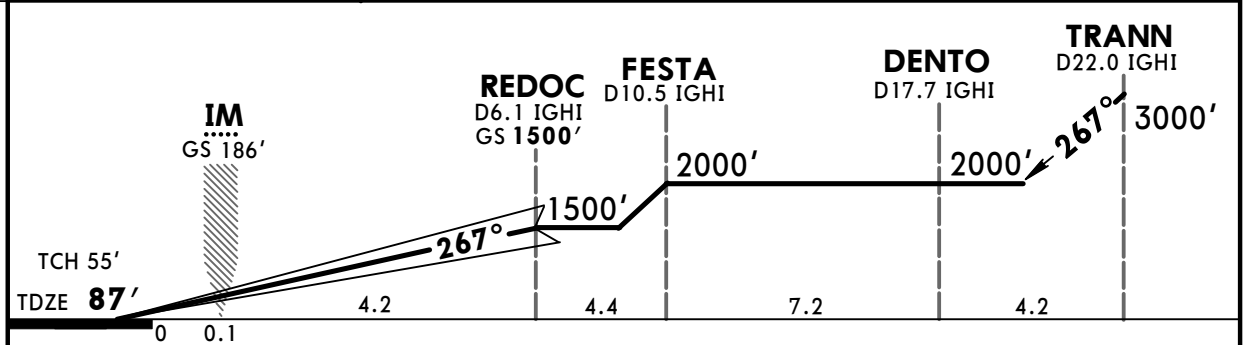
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwy 26L/R. 4. VGSI and ILS glidepath not coincident.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

560′

3000′ LT on IAH 116.6 R-215

TICOY

TERPS

STRAIGHT-IN LANDING RWY 27

1 SA CAT I ILS
RA 104′
DA(H) 237′ (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 10B 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

23 MAY 14
Eff 29 May

JEPPESEN
71-8

HOUSTON, TEXAS
ILS or LOC Rwy 33R

BRIEFING STRIP ™

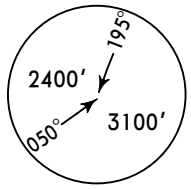
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15L/33R, 15R/33L	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	125.35	120.72	135.15	121.7	118.575

LOC ICDG	Final Apch Crs	GS JOLTE	ILS DA(H)	Apt Elev 96′
111.9	329°	1600′ (1514′)	286′ (200′)	Rwy 33R 86′

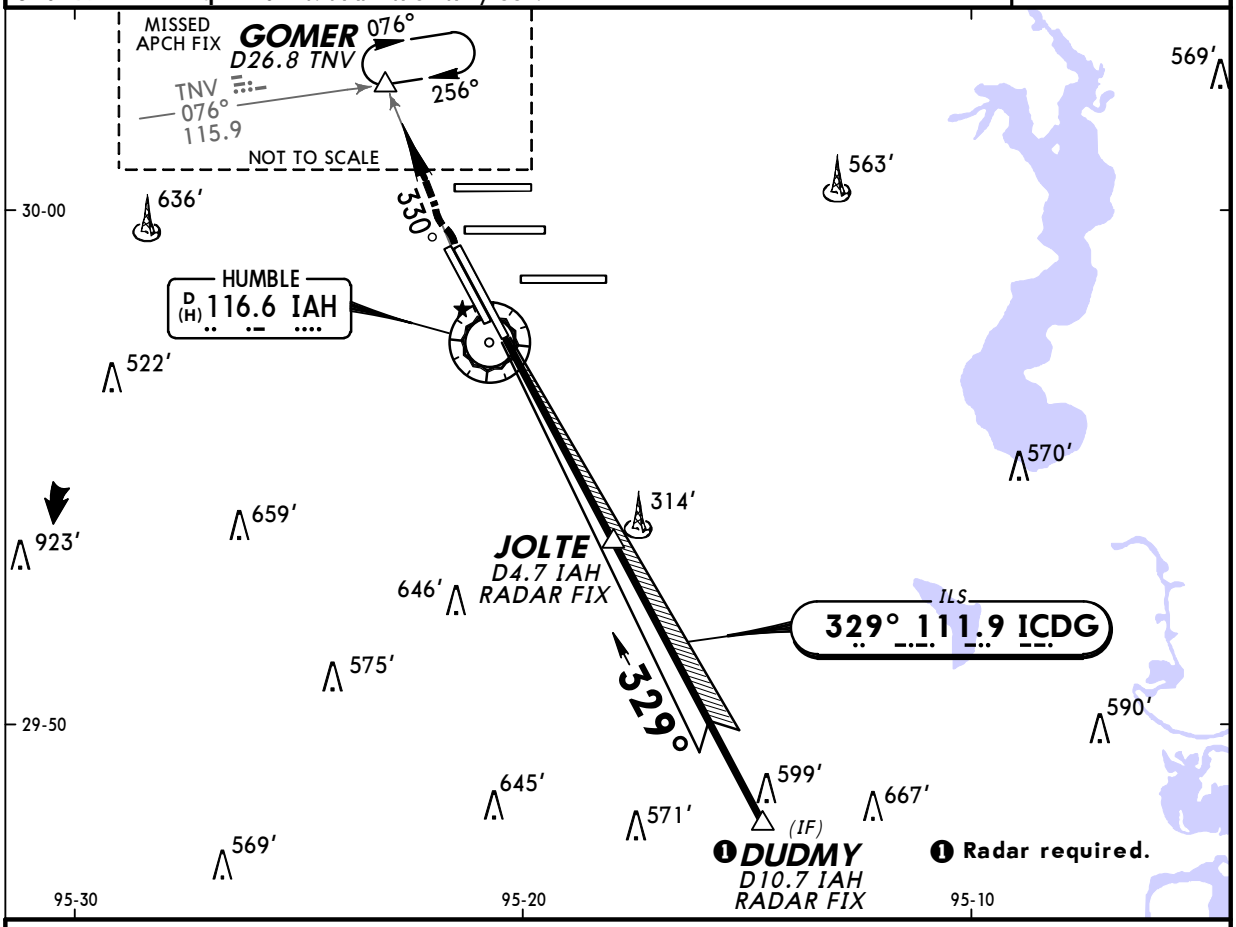
MISSED APCH: Climb to 2000′ outbound on IAH VOR R-330 to GOMER INT/D26.8 TNV and hold.

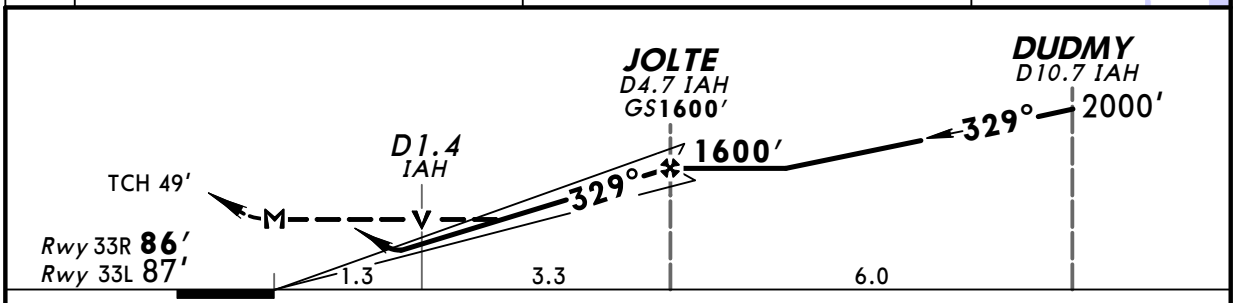
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. DME from IAH VOR. Simultaneous reception of ICDG and IAH DME required. 4. PAPI-R on Rwy 33L.



MSA IAH VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
JOLTE to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:43

MALSR

2000′ IAH on 116.6 R-330 GOMER

TERPS

STRAIGHT-IN LANDING RWY 33R

	ILS DA(H) 286′ (200′)		LOC (GS out) MDA(H) 540′ (454′)			SIDESTEP LANDING RWY 33L
	FULL	RAIL or ALS out		RAIL out	ALS out	MDA(H) 540′ (453′)
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1
B						
C			RVR 45 or 7/8	RVR 55 or 1	1 3/8	1 1/2
D						2

1 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 13 29 MAY 2014

CHANGES: Procedure.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-1) Eff 5 Mar

HOUSTON, TEXAS
RNAV (GPS) Z Rwy 8L

BRIEFING STRIP ™

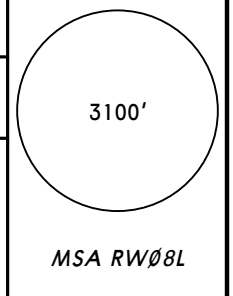
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

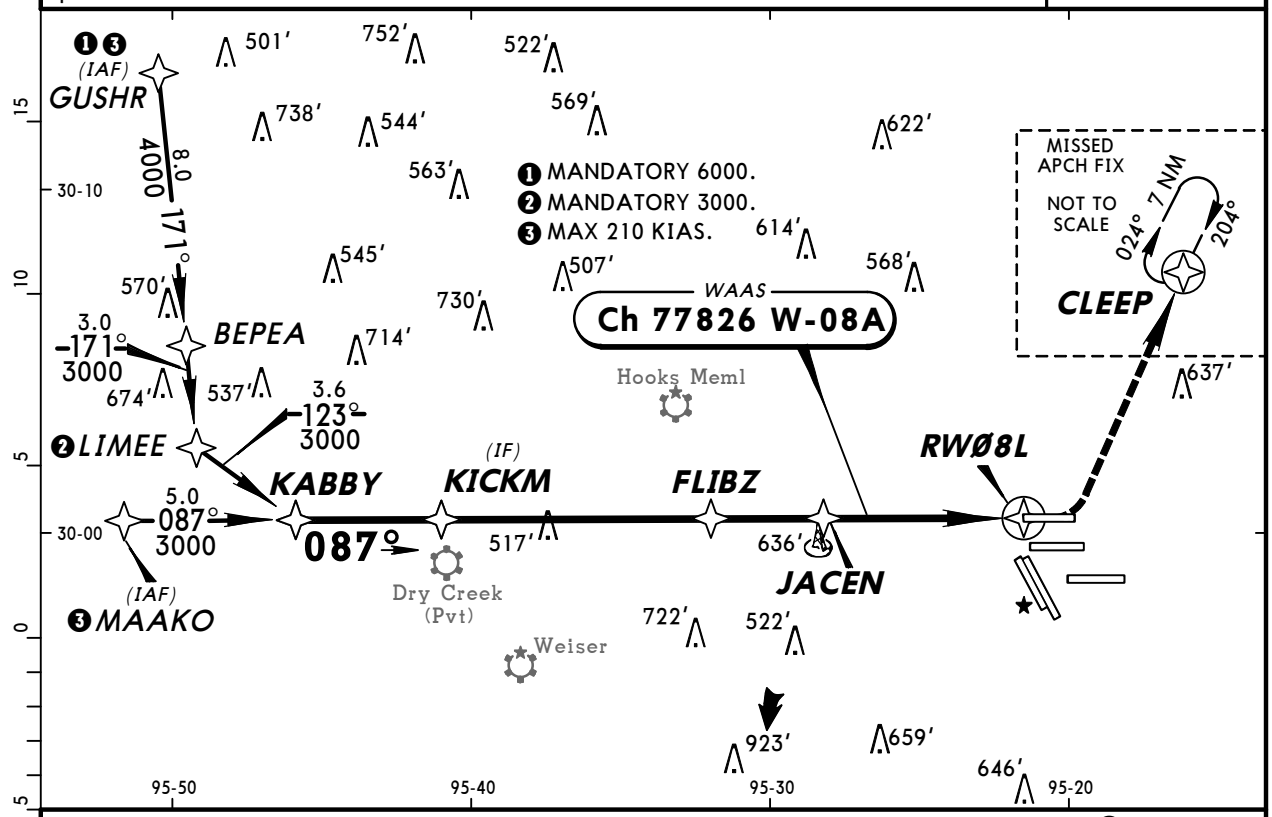
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96′
Ch 77826 W-08A	087°	JACEN 2000′ (1905′)	295′ (200′)	TDZE 95′

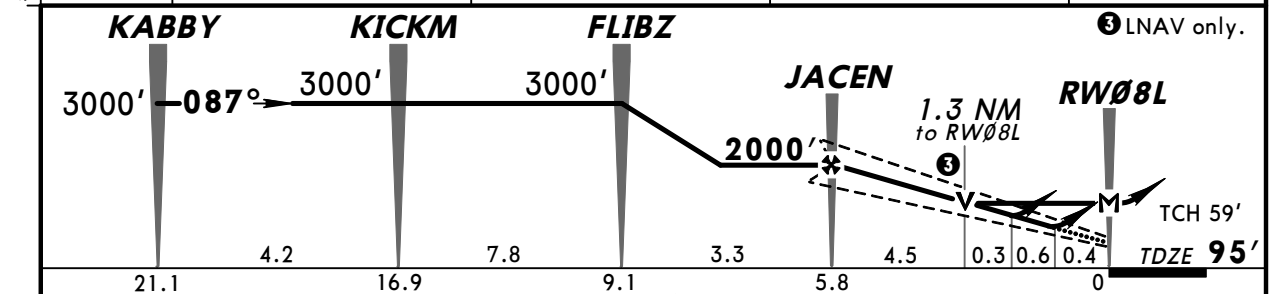
MISSED APCH: Climb to 580′, then climbing LEFT turn to 4000′ direct CLEEP and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 8R and Rwy 9. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8L						

ALSF-II | 580′ | 4000′ LT | D | CLEEP

TERPS STRAIGHT-IN LANDING RWY **8L**

	LPV DA(H) 295′ (200′)		LNAV/VNAV DA(H) 486′ (391′)		❶ LNAV MDA(H) 580′ (485′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	1 1/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 50 or 1	1 3/8
D						

❶ Not authorized during simultaneous operations.

TERPS AMEND 5B 5 MAR 2015

CHANGES: TDZE, LIMEE altitude restriction added, transition altitude, minimums.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-2) Eff 5 Mar

HOUSTON, TEXAS RNAV (GPS) Z Rwy 8R

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

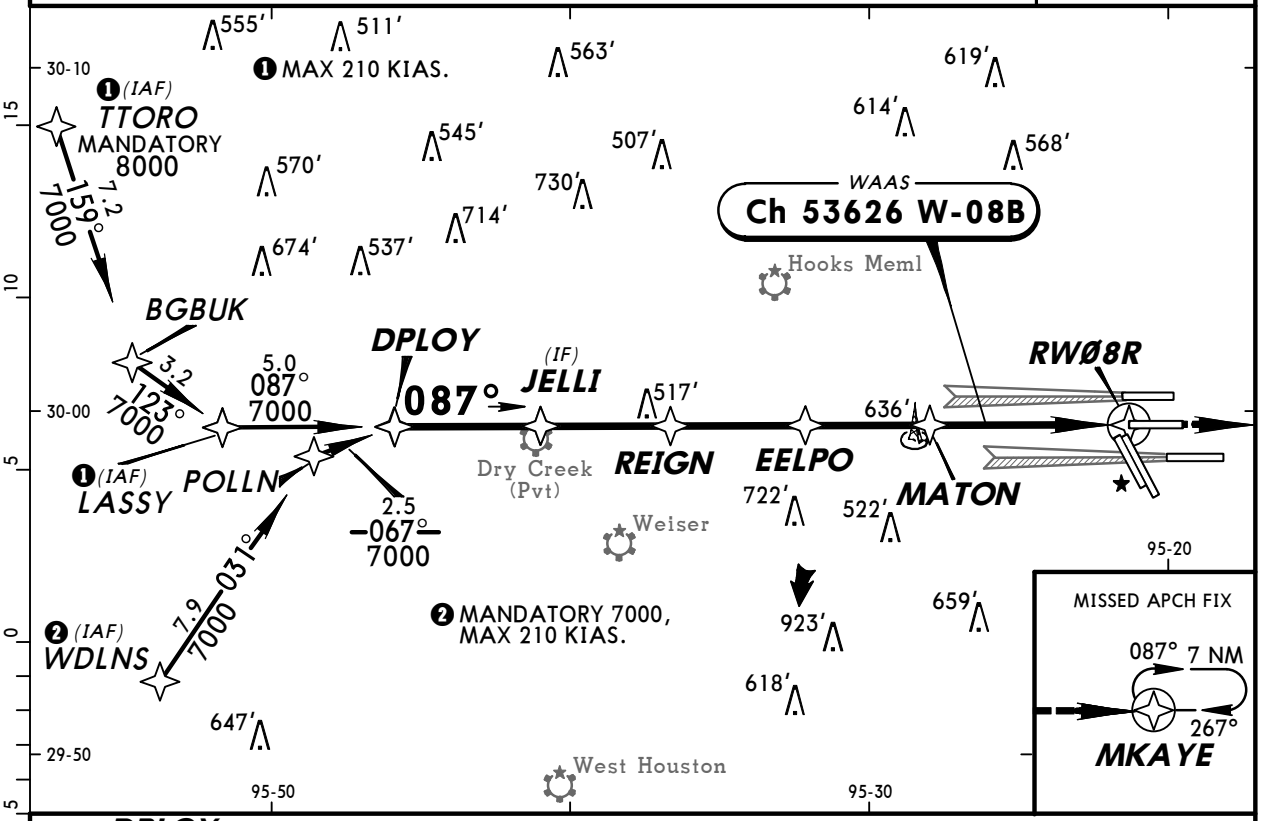
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy 8R
Ch 53626 W-08B	087°	MATON 2000′ (1905′)	295′ (200′)	Apt Elev 96′ / Rwy 8R 95′

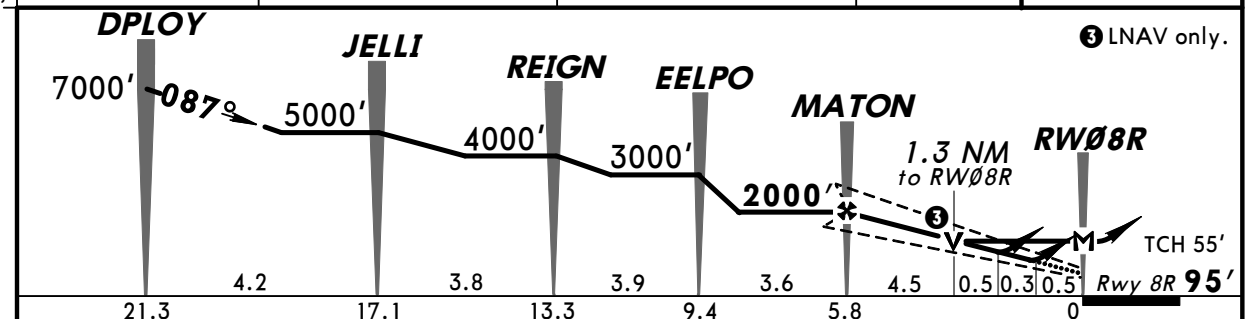
MISSED APCH: Climb to 3000′ direct MKAYE and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 8L and Rwy 9. 6. Use of Flight Director or Autopilot providing RNAV track guidance during simultaneous operations.

3100′
MSA RWØ8R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8R						

MALSR PAPI 3000′ D MKAYE

TERPS STRAIGHT-IN LANDING RWY **8R**

TERPS AMEND 4A 24 JUL 2014

	LPV DA(H) 295′ (200′)			LNAV/VNAV DA(H) 420′ (325′)			1 LNAV MDA(H) 580′ (485′)		
		RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 32 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C							RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D									

1 Not authorized during simultaneous operations.

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (72-3) Eff 29 May

HOUSTON, TEXAS
RNAV (GPS) Z Rwy 9

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

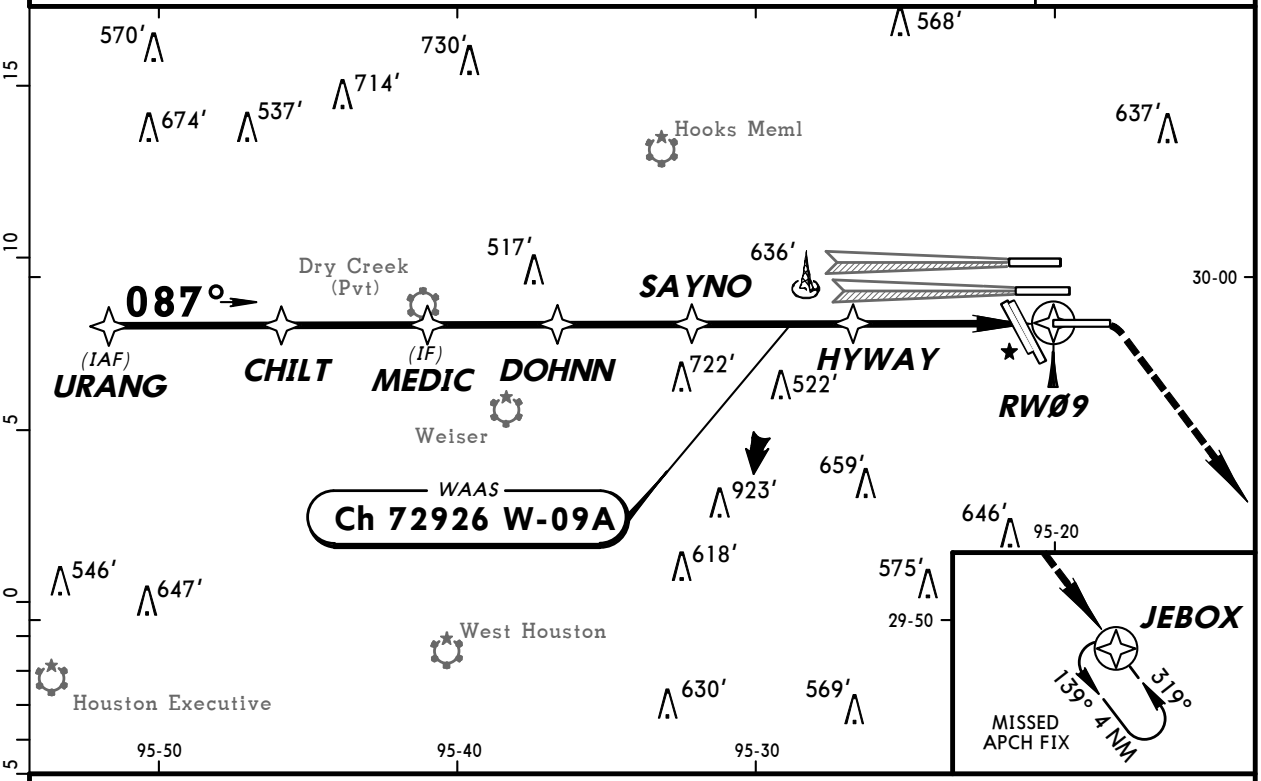
WAAS	Final Apch Crs	Minimum Alt HYWAY	LPV DA(H)	Apt Elev 96′
Ch 72926 W-09A	087°	2000′ (1909′)	291′ (200′)	Rwy 9 91′

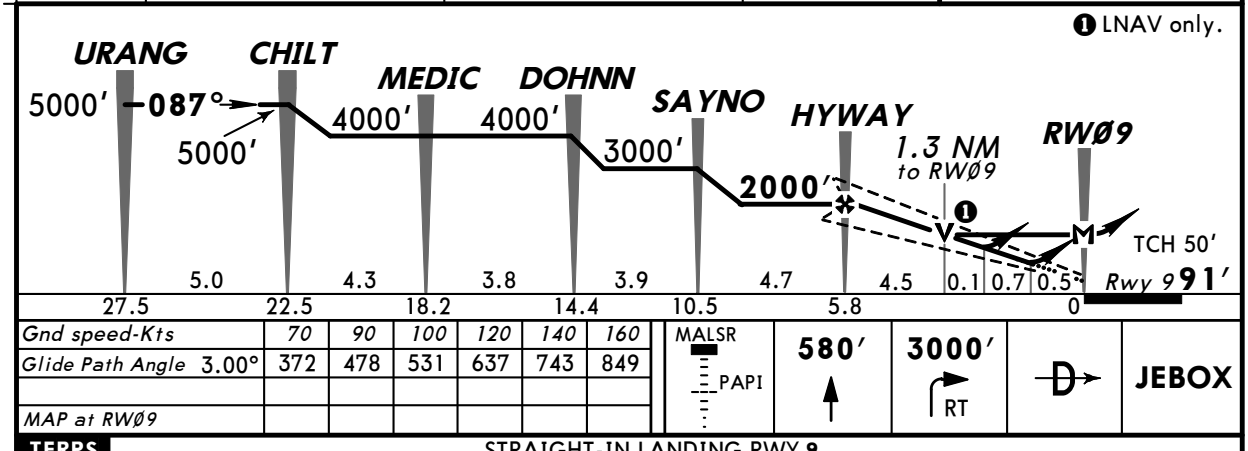
MISSED APCH: Climb to 580′, then climbing RIGHT turn to 3000′ direct JEBOX and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 8L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3100′
MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

MALSR
PAPI
580′
3000′ RT
D
JEBOX

TERPS STRAIGHT-IN LANDING RWY 9

TERPS AMEND 5 29 MAY 2014

	LPV DA(H) 291′ (200′)		LNAV/VNAV DA(H) 525′ (434′)		❶ LNAV MDA(H) 580′ (489′)		
		RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					RVR 50 or 1	RVR 60 or 1⅛	1⅜
D							

❶ Not authorized during simultaneous operations.

CHANGES: Procedure.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN 23 MAY 14 (72-4) Eff 29 May

HOUSTON, TEXAS
RNAV (GPS) Rwy 15R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15R/33L, 15L/33R	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15R/33L, 15L/33R	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	120.72	125.35	135.15	121.7	118.575

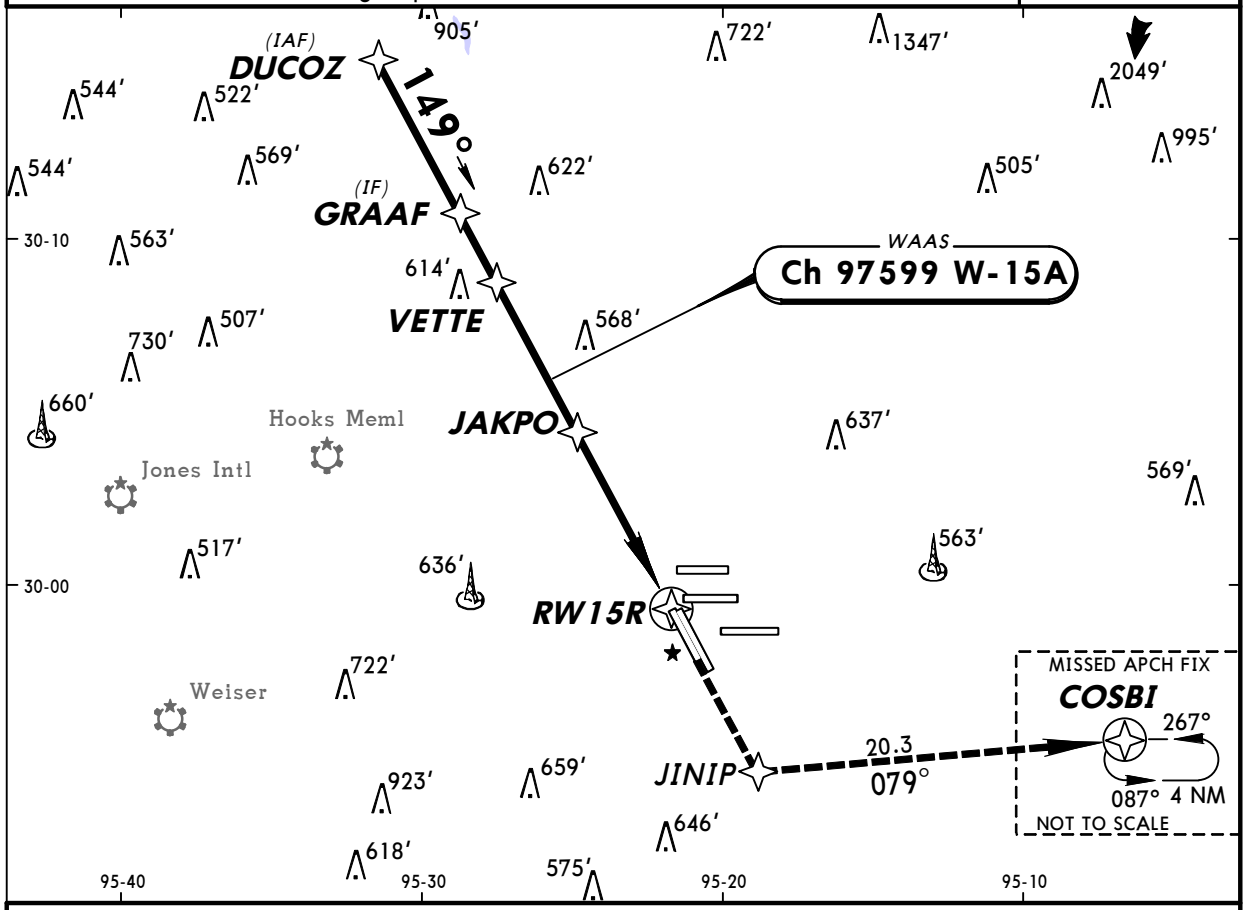
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96′
Ch 97599 W-15A	149°	JAKPO 2000′ (1904′)	296′ (200′)	Rwy 15R 96′

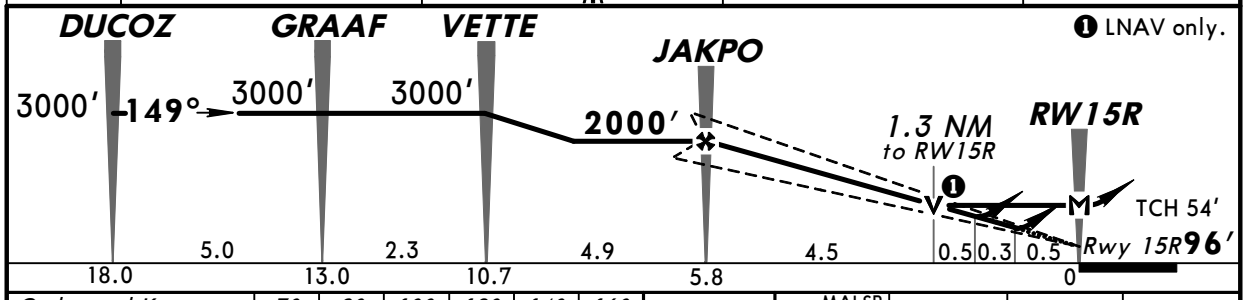
MISSED APCH: Climb to 2000′ direct JINIP and LEFT turn on track 079° to COSBI and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

3100′
MSA RW15R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW15R						

MALSR
PAPI
2000′
JINIP

TERPS STRAIGHT-IN LANDING RWY **15R**

TERPS AMEND 2 29 MAY 2014

	LPV DA(H) 296′ (200′)		LNAV/VNAV DA(H) 420′ (324′)			LNAV MDA(H) 580′ (484′)		
		RAIL out	ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾		RVR 28 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B								
C							RVR 50 or 1	RVR 60 or 1⅛	1⅜
D								

CHANGES: Procedure.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 22 MAY 15 (72-5)

HOUSTON, TEXAS RNAV (GPS) Z Rwy 26L

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

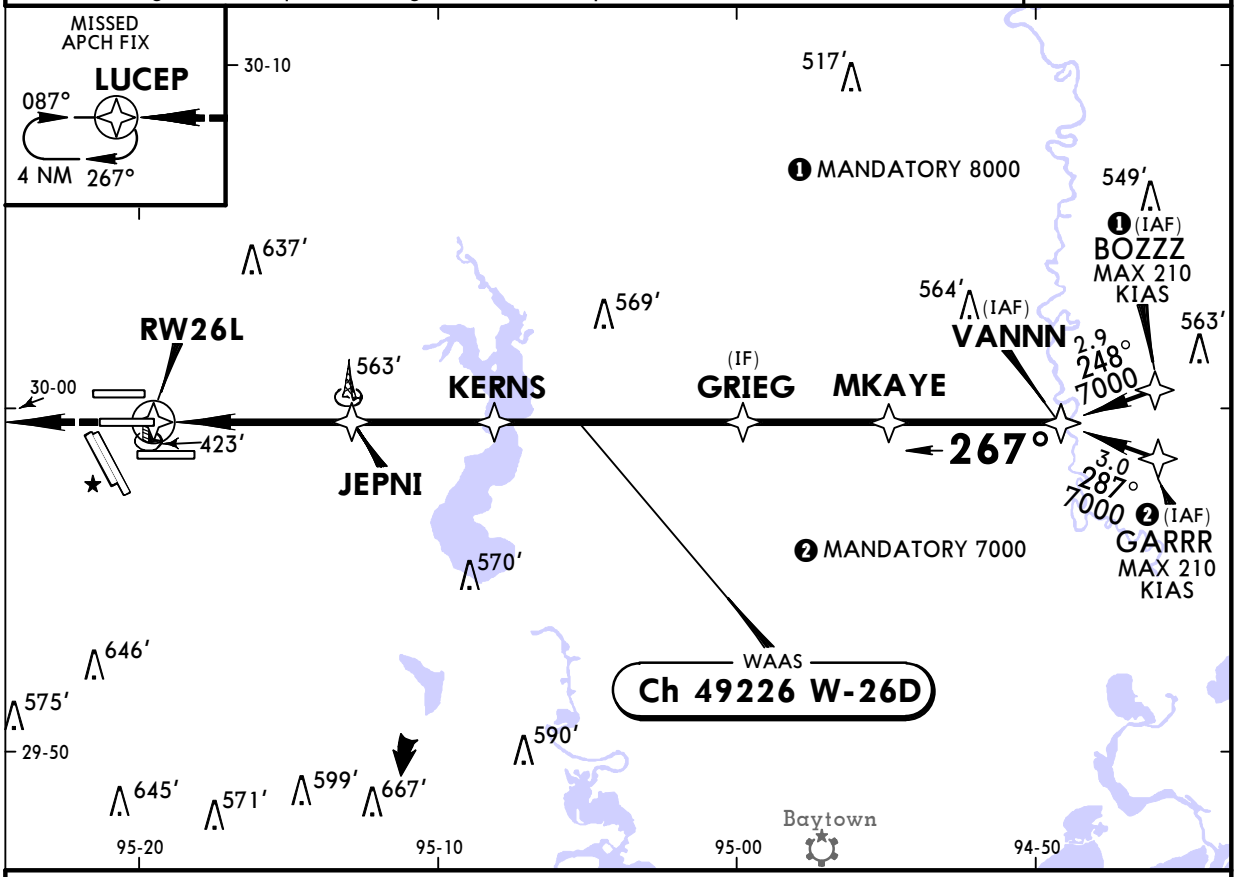
WAAS	Final	Minimum Alt	LPV	Apt Elev 96′
Ch 49226 W-26D	Apch Crs 267°	JEPNI 2000′ (1905′)	DA(H) 295′ (200′)	TDZE 95′

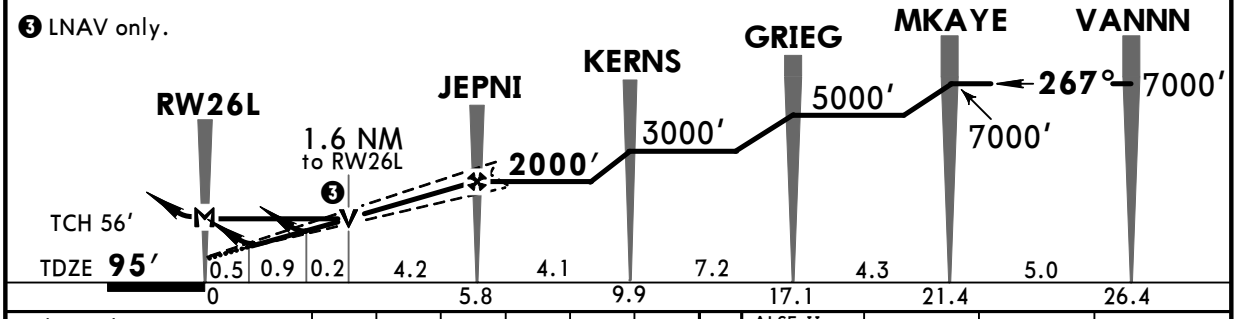
MISSED APCH: Climb to 3000′ direct LUCEP and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 26R and Rwy 27. 6. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations.

3100′
MSA RW26L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW26L							

ALSF-II PAPI 3000′ D LUCEP

TERPS STRAIGHT-IN LANDING RWY **26L**

	LPV DA(H) 295′ (200′)		LNAV/VNAV DA(H) 586′ (491′)		❶ LNAV MDA(H) 680′ (585′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 5/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					1 1/4	1 3/4
D						

❶ Procedure not authorized during simultaneous operations.

TERPS AMEND 4A 5 MAR 2015

CHANGES: Ground speed box format.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 22 MAY 15 (72-6)

HOUSTON, TEXAS RNAV (GPS) Z Rwy 26R

BRIEFING STRIP ™

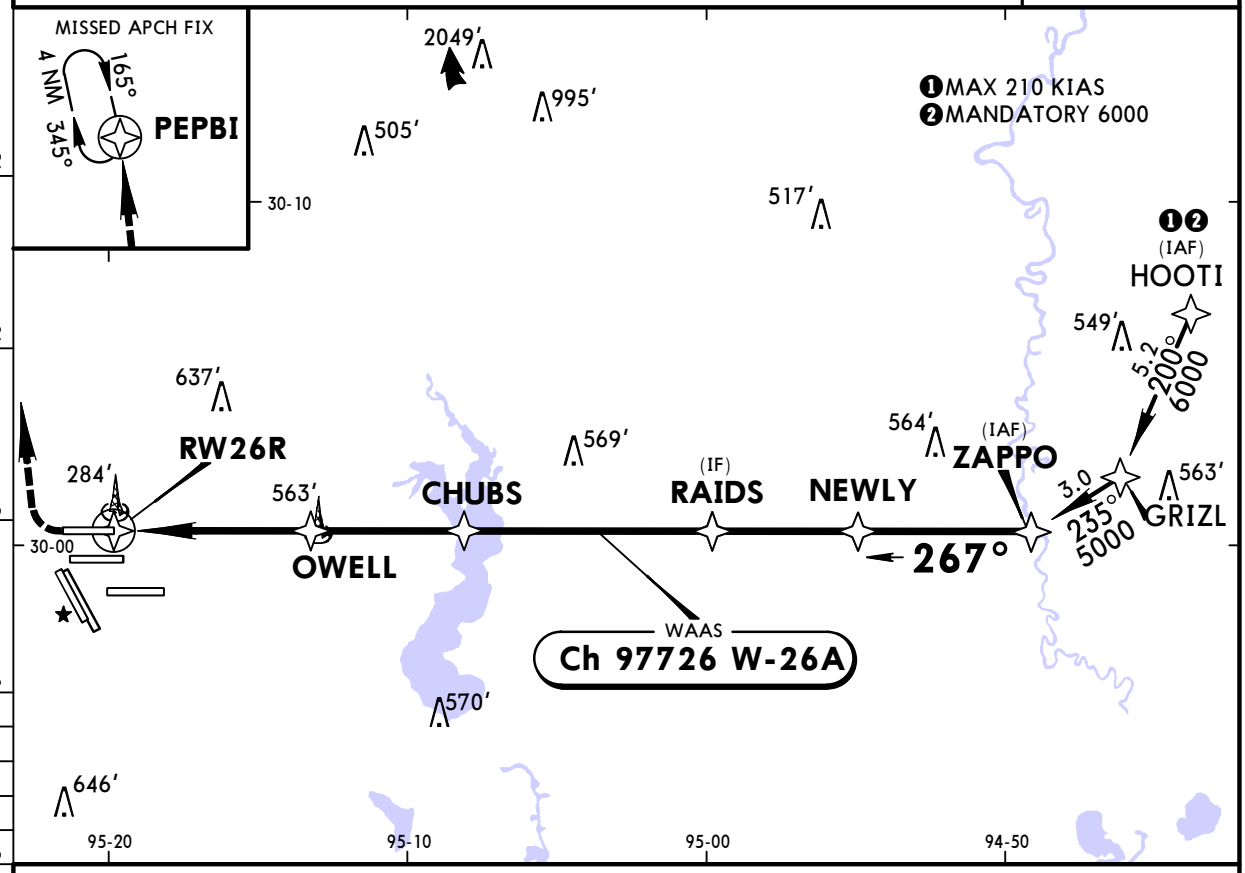
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

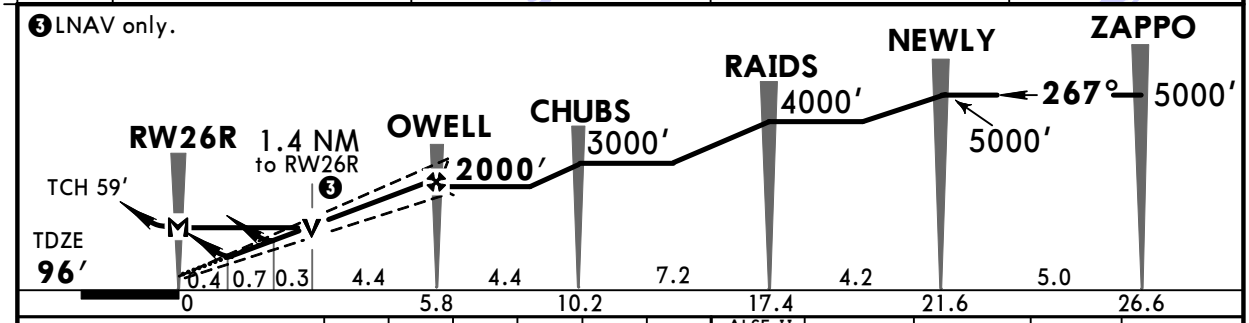
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 97726 W-26A	267°	OWELL 2000′ (1904′)	296′ (200′)	96′ / 96′

MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ direct PEPBI and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 26L and Rwy 27. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts		70	90	100	120	140	160	ALSF-II	600′	3000′ RT	D	PEPBI
Glide Path Angle	3.00°	372	478	531	637	743	849					
LPV, LNAV/VNAV: MAP at DA												
LNAV: MAP at RW26R												

TERPS STRAIGHT-IN LANDING RWY **26R**

	LPV DA(H) 296′ (200′)		LNAV/VNAV DA(H) 496′ (400′)		❶ LNAV MDA(H) 600′ (504′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 42 or 3/4	1 1/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 55 or 1	1 3/8
D						

❶ Procedure not authorized during simultaneous operations.

TERPS AMEND 4A 28 MAY 2015

CHANGES: TDZE, ground speed box format, minimums.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 18 JUL 14 (72-7)

HOUSTON, TEXAS
RNAV (GPS) Z Rwy 27

BRIEFING STRIP™

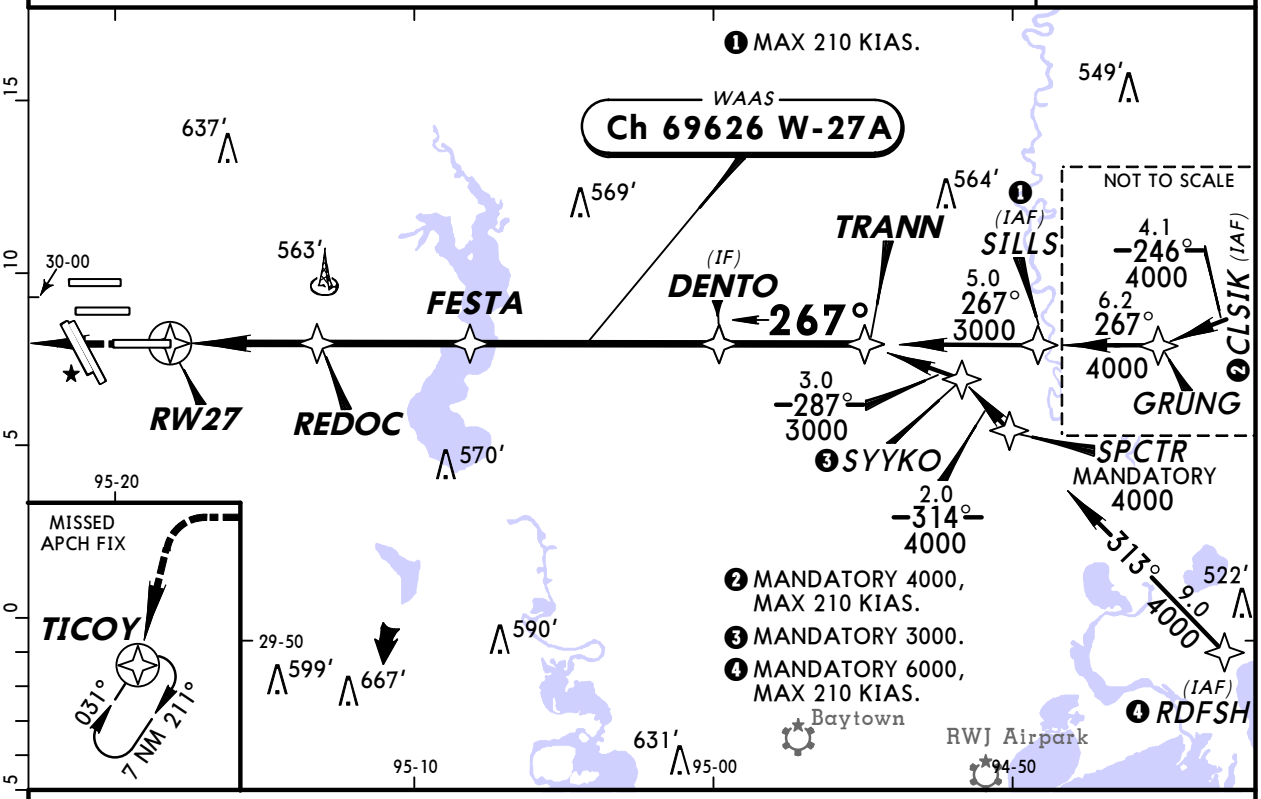
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

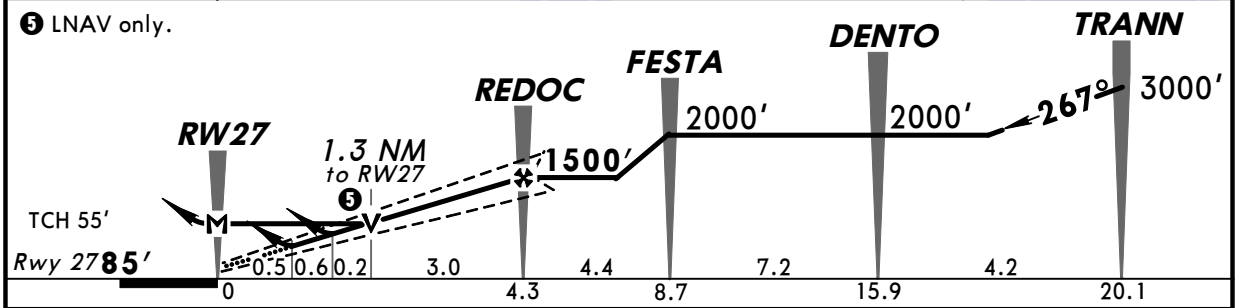
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 96′
Ch 69626 W-27A	267°	REDOC 1500′ (1415′)	285′ (200′)	Rwy 27 85′

MISSED APCH: Climb to 560′ then climbing LEFT turn to 3100′ direct TICOY and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 26L/R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

ALSF-II PAPI 560′ 3100′ LT TICOY

TERPS

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 285′ (200′)		LNAV/VNAV DA(H) 475′ (390′)		1 LNAV MDA(H) 560′ (475′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	1¼	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

1 Not authorized during simultaneous operations.

TERPS AMEND 4A 24 JUL 2014

CHANGES: SPCTR and SYYKO altitude restrictions added.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
18 JUL 14 (72-8)

HOUSTON, TEXAS
RNAV (GPS) Rwy 33R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwys 15L/33R, 15R/33L	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27
124.05	124.35	120.05	127.3	125.35	120.72	135.15	121.7	118.575

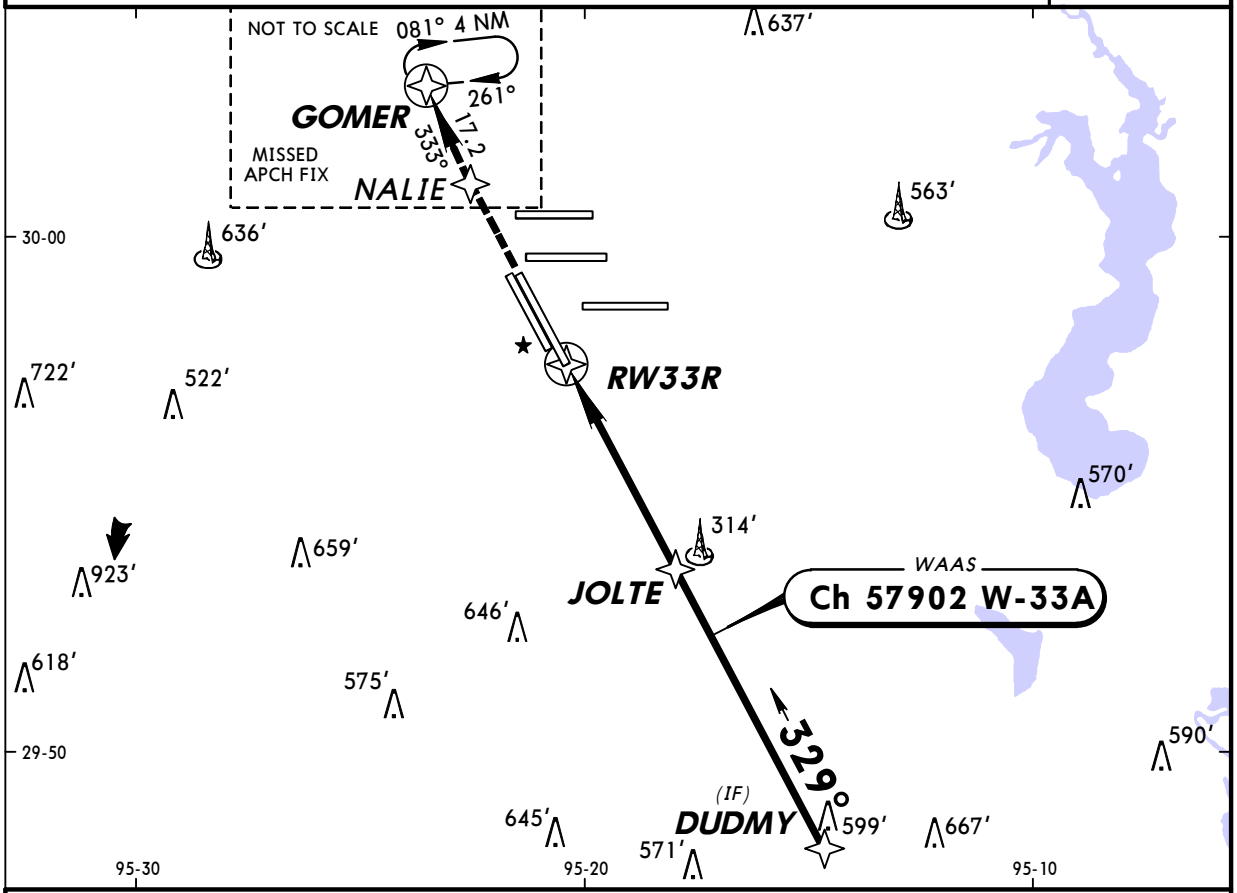
WAAS	Final Apch Crs	Minimum Alt JOLTE	LPV DA(H)	Apt Elev 96′
Ch 57902 W-33A	329°	1600′ (1514′)	286′ (200′)	Rwy 33R 86′

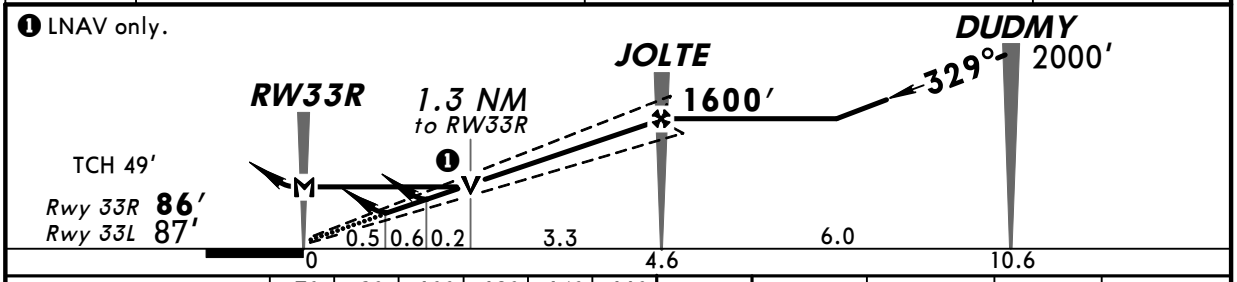
MISSED APCH: Climb to 2000′ direct NALIE and on track 333° to GOMER and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C (27°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. PAPI-R on Rwy 33L.

3100′
MSA RW33R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW33R							

MALSR 2000′ D NALIE

TERPS STRAIGHT-IN LANDING RWY **33R**

	LPV DA(H) 286′ (200′)		LNAV/VNAV DA(H) 487′ (401′)			LNAV MDA(H) 540′ (454′)			SIDESTEP LANDING RWY 33L MDA(H) 540′ (453′)
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	
A	RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	RVR 50 or 1	1¼	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	1
B									
C						RVR 45 or ⅞	RVR 55 or 1	1⅜	1½
D									2

TERPS AMEND 2 29 MAY 2014

CHANGES: None.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-20) Eff 5 Mar

HOUSTON, TEXAS RNAV (RNP) Y Rwy 8L

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / TDZE
	087°	JACEN 2000′ (1905′)	510′ (415′)	96′ / 95′

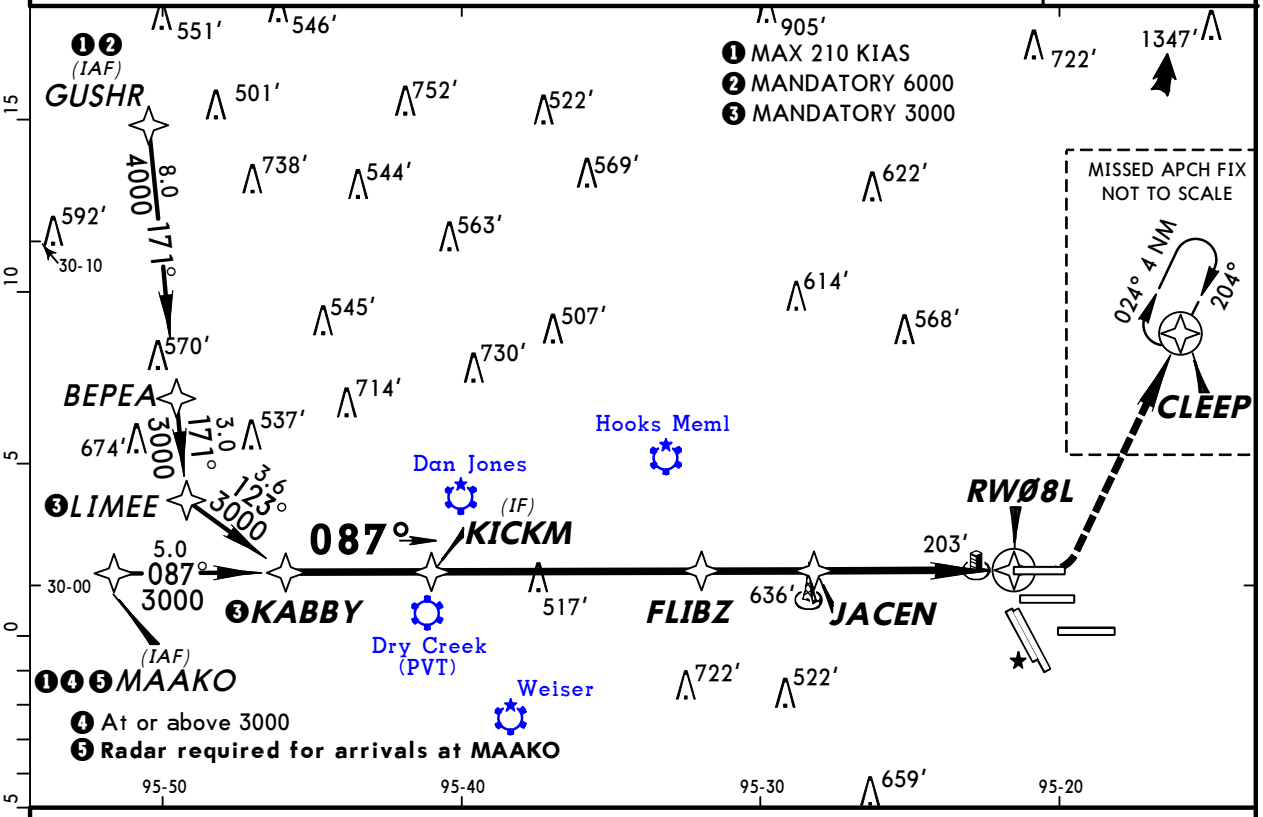
MISSED APCH: Climb to 580′ then climbing LEFT turn to 4000′ direct CLEEP and hold.

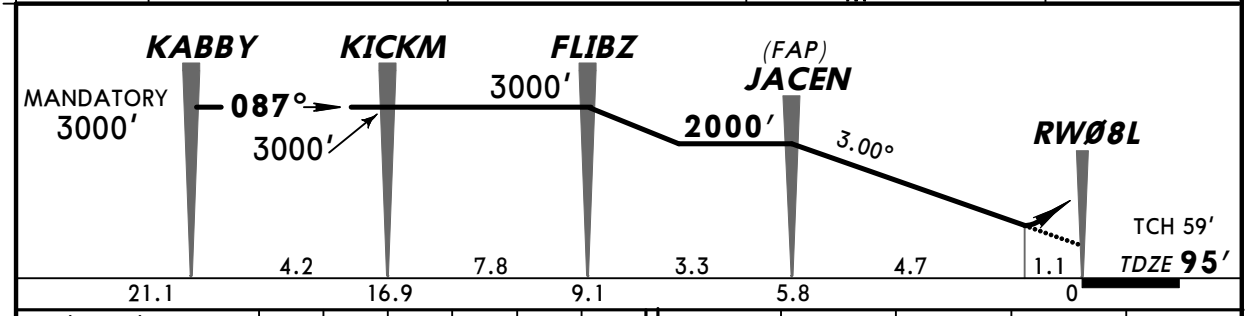
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 8R and Rwy 9. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F).

3100′

MSA RWØ8L





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II | 580′ | 4000′ LT | D | CLEEP

TERPS

STRAIGHT-IN LANDING RWY **8L**

RNP 0.30

DA(H) **510′** (415′)

	ALS out
A	RVR 45 or 7/8
B	
C	
D	1 3/8

TERPS AMEND 0A 5 MAR 2015

CHANGES: Transition altitude, notes, THR to TDZE.

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KIAH/IAH GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 27 FEB 15 (72-21) Eff 5 Mar

HOUSTON, TEXAS RNAV (RNP) Y Rwy 8R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

RNAV	Final Apch Crs	Minimum Alt MATON	RNP 0.13 DA(H)	Apt Elev / Rwy 8R
	087°	2000′ (1905′)	383′ (288′)	96′ / 95′

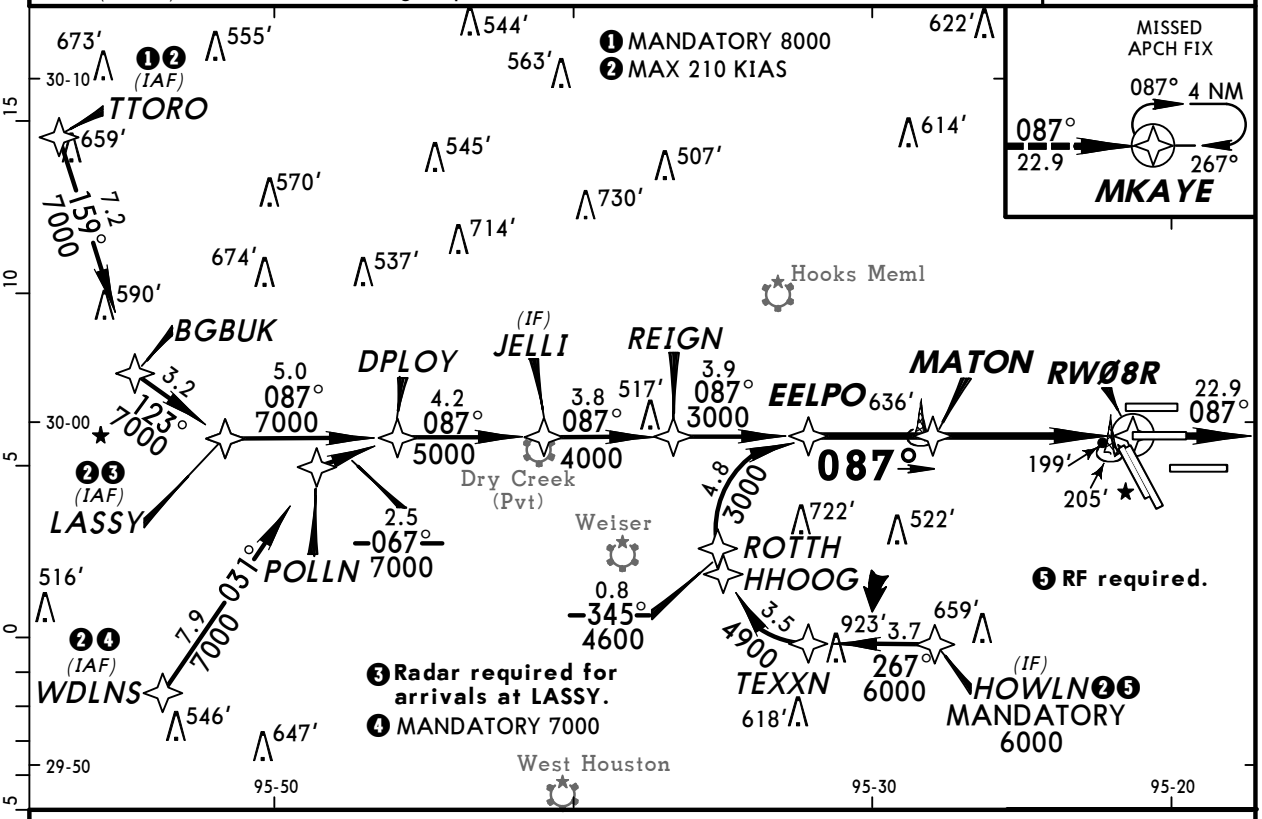
MISSED APCH: Climb to 3000′ on track 087° to MKAYE and hold.

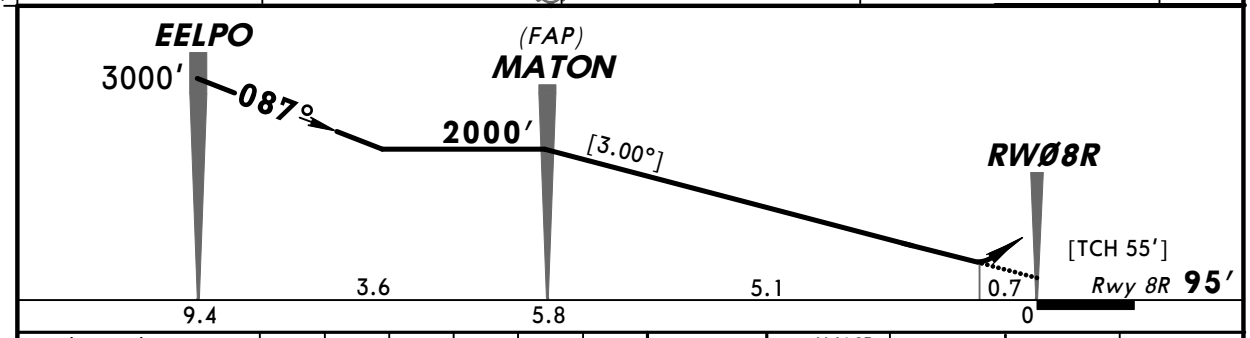
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 9. 4. Use of Flight Director or Autopilot or HUD providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.

3100′

MSA RWØ8R





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

MALSR
PAPI

3000′ on 087° MKAYE

TERPS STRAIGHT-IN LANDING RWY **8R**

	RNP 0.13 DA(H) 383′ (288′)		RNP 0.14 DA(H) 441′ (346′)		RNP 0.30 DA(H) 492′ (397′)		
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 56 or 1	RVR 42 or ¾	RVR 45 or ⅞	1¼
B							
C							
D							

TERPS AMEND 1 29 MAY 2014

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15
72-22

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 9

BRIEFING STRIP ™

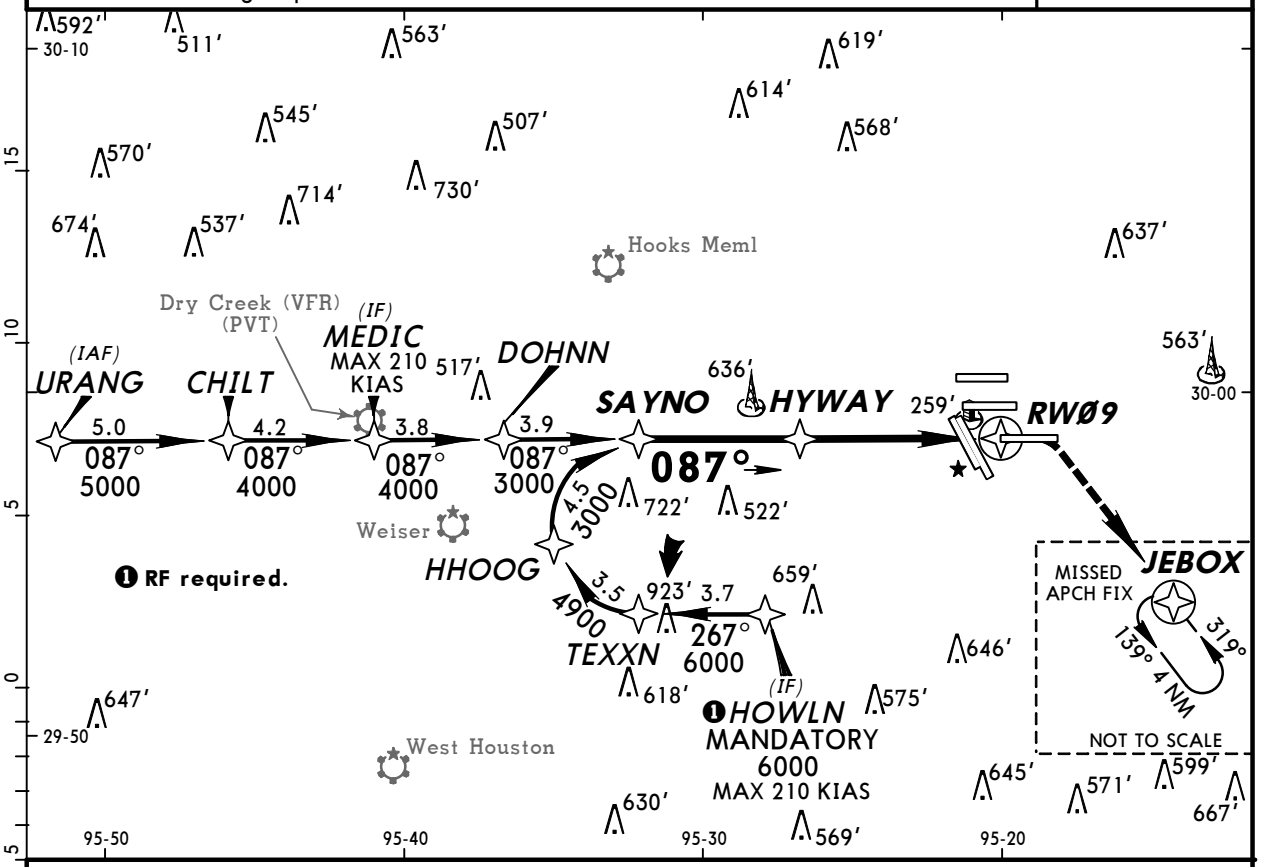
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

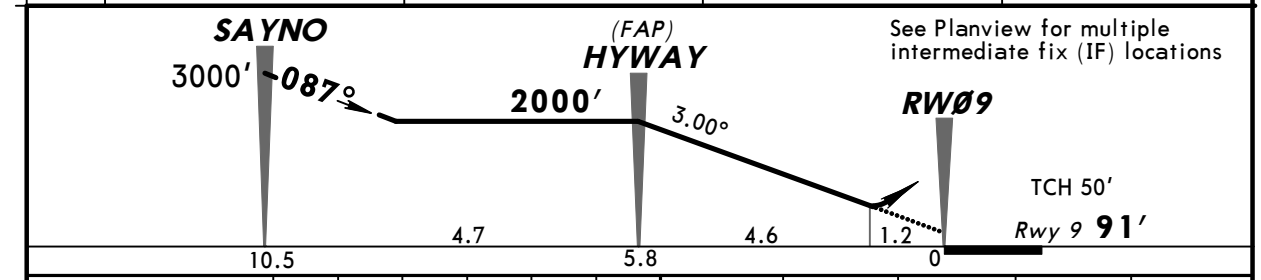
RNAV	Final Apch Crs	Minimum Alt HYWAY	RNP 0.30 DA(H)	Apt Elev 96′
	087°	2000′ (1909′)	516′ (425′)	Rwy 9 91′

MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ direct JEBOX and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 9. 4. Use of Flight Director or Autopilot or HUD providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F). 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
580′
3000′
RT
JEBOX

TERPS

STRAIGHT-IN LANDING RWY **9**
RNP 0.30
DA(H) **516′** (425′)

	RAIL out	ALS out
A B C D	RVR 49 or 7/8	RVR 50 or 1	1 3/8

TERPS AMEND 0 29 MAY 2014

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15
72-23

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 26L

BRIEFING STRIP™

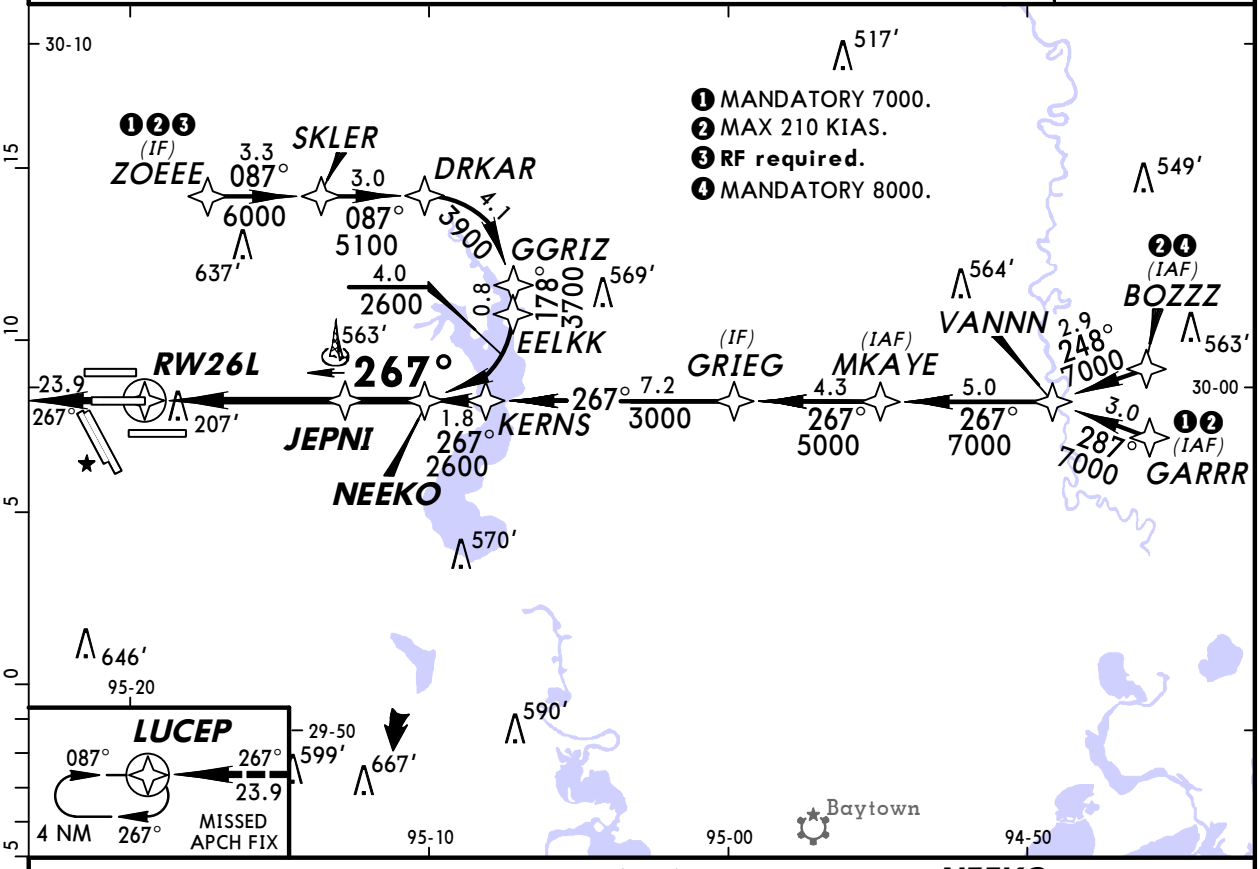
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

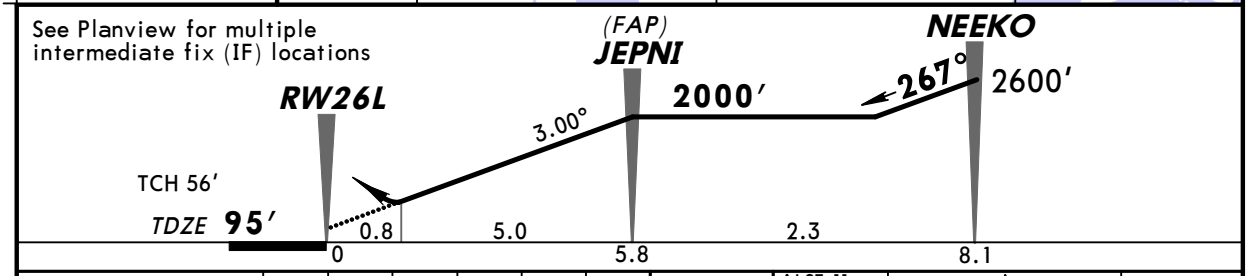
RNAV	Final Apch Crs	Minimum Alt	RNP 0.13 DA(H)	Apt Elev 96′
	267°	JEPNI 2000′ (1905′)	414′ (319′)	TDZE 95′

MISSED APCH: Climb to 3000′ on track 267° to LUCEP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. Simultaneous approach authorized with Rwy 26R and Rwy 27, except for arrivals at ZOEEE. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F). 7. VGSI and RNAV glidepath not coincident.

3100′
MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI
3000′ on 267°
LUCEP

TERPS STRAIGHT-IN LANDING RWY **26L**

	RNP 0.13 DA(H) 414′ (319′)		RNP 0.30 DA(H) 549′ (454′)	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 51 or 1	RVR 53 or 1	1½
B				
C				
D				

TERPS AMEND 0B 5 MAR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-24)

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 26R

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 96′
	267°	OWELL 2000′ (1905′)	428′ (333′)	Rwy 26R 95′

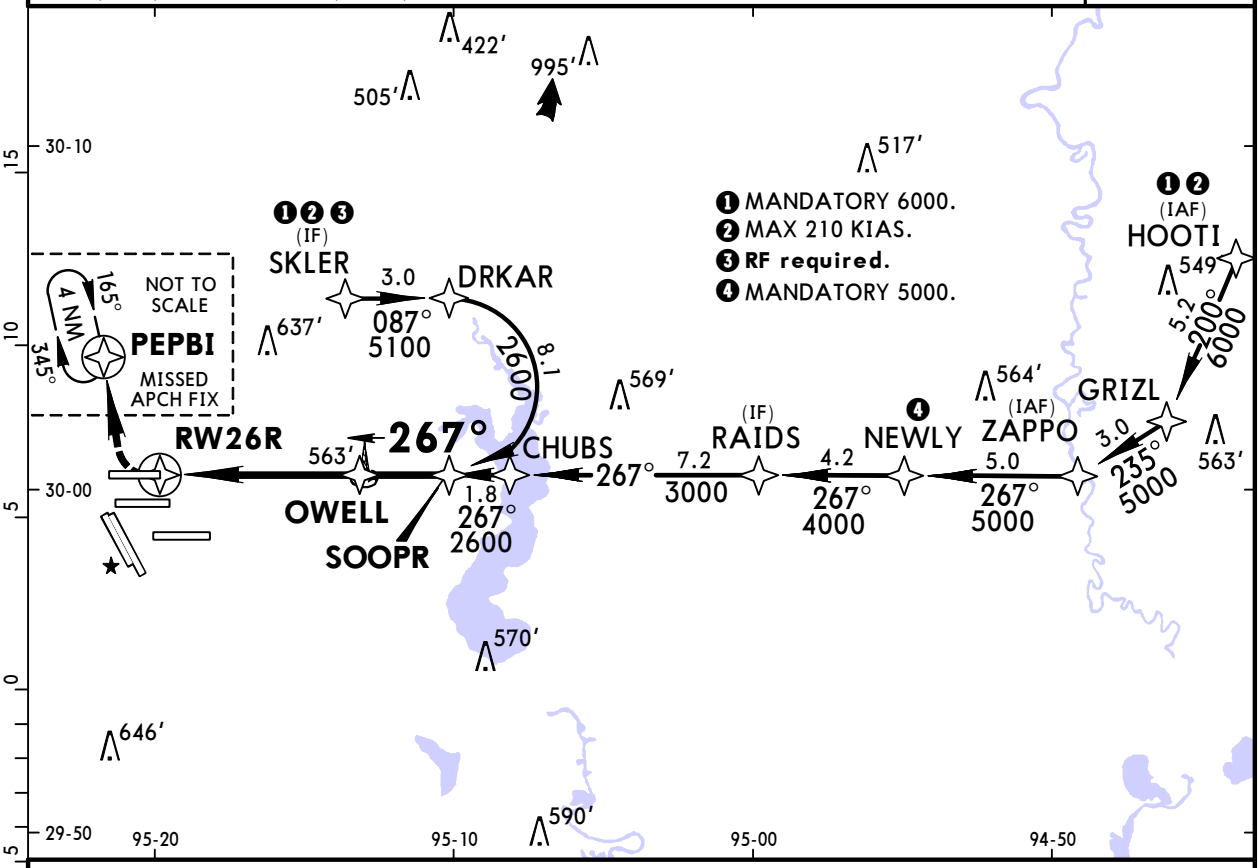
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ direct PEPBI and hold.

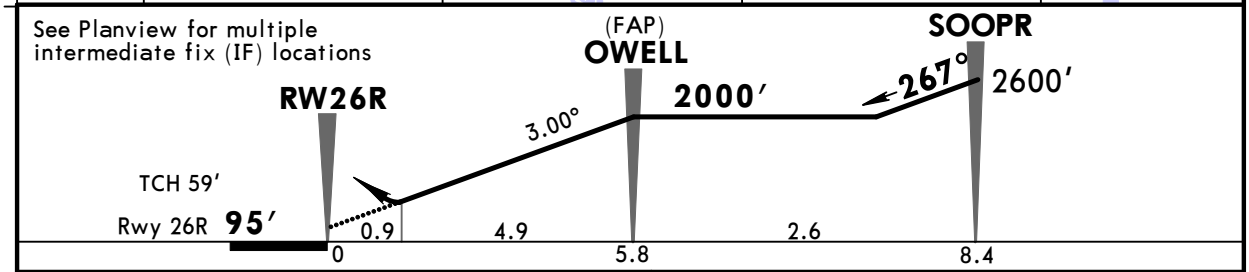
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required 3. Radar required. 4. Simultaneous approach authorized with Rwy 26L and Rwy 27, except for arrivals at SKLER. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F).

3100′

MSA RW26R





Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600′	3000′ RT		PEPBI
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

TERPS STRAIGHT-IN LANDING RWY **26R**

TERPS AMEND 0A 18 SEP 2014

	RNP 0.11 DA(H) 428′ (333′)		RNP 0.15 DA(H) 495′ (400′)		RNP 0.30 DA(H) 553′ (458′)	
		ALS out		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 53 or 1	RVR 42 or ¾	1¼	RVR 53 or 1	1½

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-25)

HOUSTON, TEXAS
RNAV (RNP) Y Rwy 27

BRIEFING STRIP™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

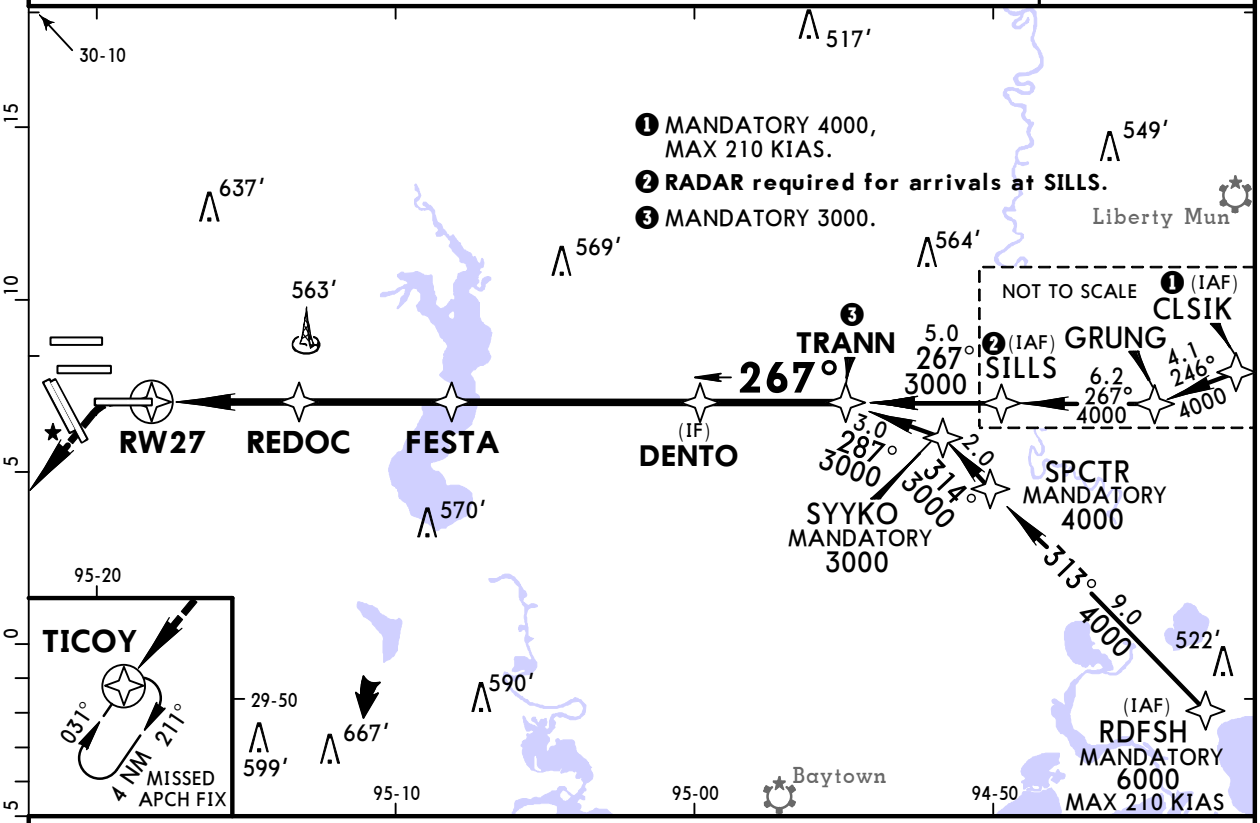
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / TDZE
	267°	REDOC 1500′ (1413′)	389′ (302′)	Apt Elev 96′ TDZE 87′

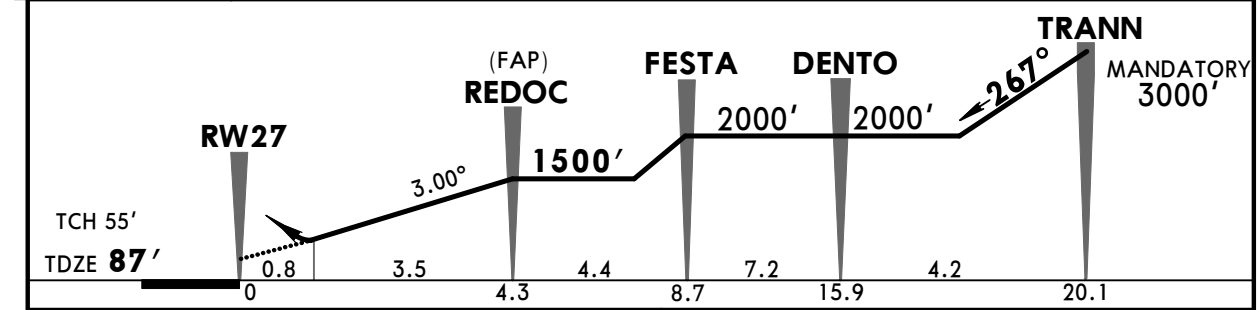
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3000′ direct TICOY and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Simultaneous approach authorized with Rwys 26L/R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -3°C (27°F) or above 54°C (130°F).
6. VGSI and RNAV glidepath not coincident.

3100′
MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
560′
3000′
LT
D
TICOY

TERPS

STRAIGHT-IN LANDING RWY 27
RNP 0.30
DA(H) **389′** (302′)

	ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 48 or 7/8

TERPS AMEND 1B 30 APR 2015

CHANGES: TDZE, minimums.

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GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-40)

HOUSTON, TEXAS
GLS Rwy 8L

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

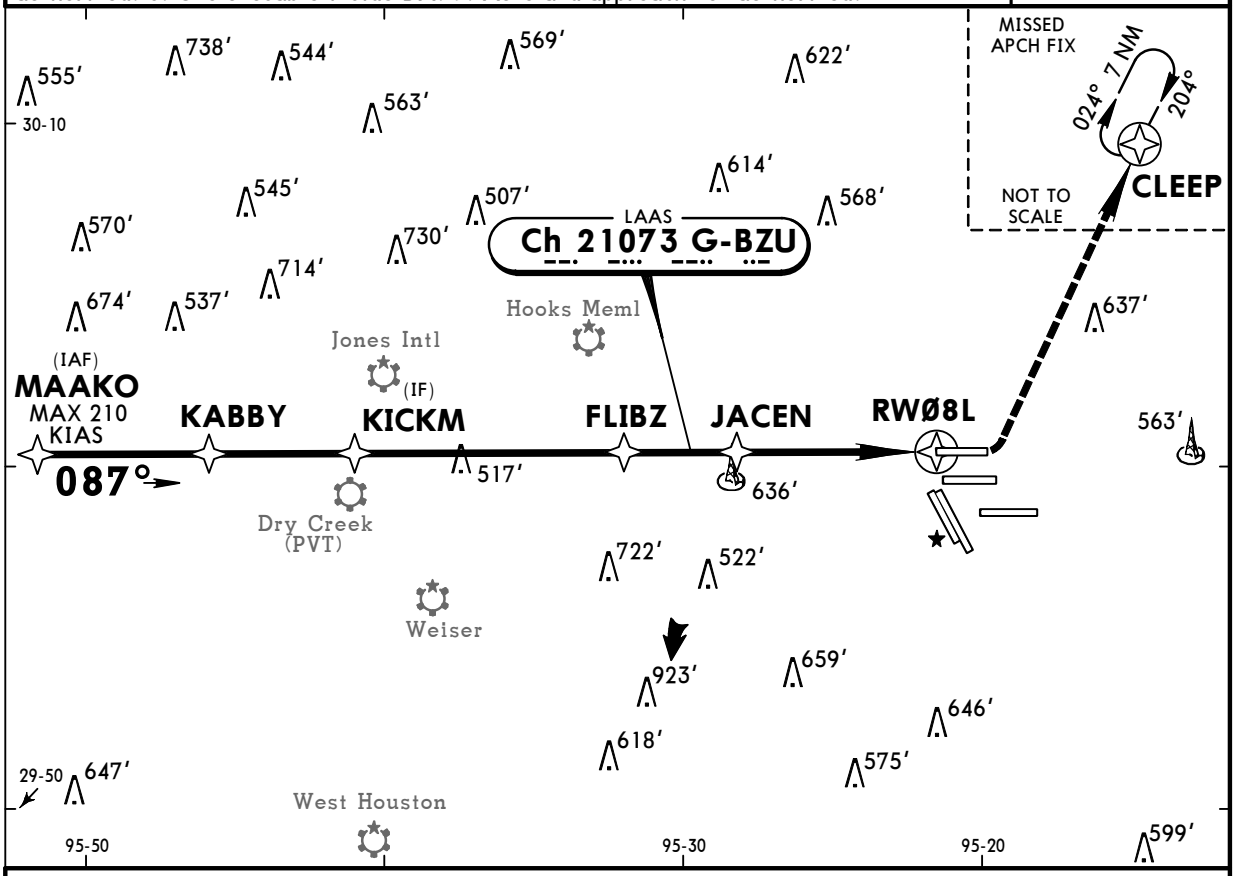
LAAS	*Final Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev 96′
Ch 21073 G-BZU	**087°**	**JACEN** **2000′** (1905′)	**295′** (200′)	TDZE **95′**

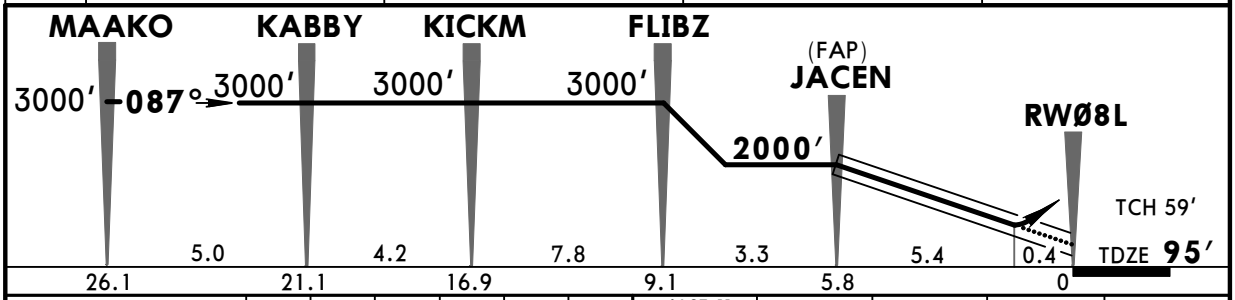
MISSED APCH: Climb to 580′ then climbing LEFT turn to 4000′ direct CLEEP and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 8R and Rwy 9. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. GLS unusable inside DA. 7. Autoland approach not authorized.

3100′
MSA RWØ8L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II | 580′ | 4000′ LT | D | CLEEP

TERPS AMEND 1A 30 APR 2015

TERPS

STRAIGHT-IN LANDING RWY **8L**
GLS
DA(H) **295′** (200′)

	ALS out
A	RVR 24 or 1/2
B	
C	
D	

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-41)

HOUSTON, TEXAS
GLS Rwy 8R

BRIEFING STRIP ™

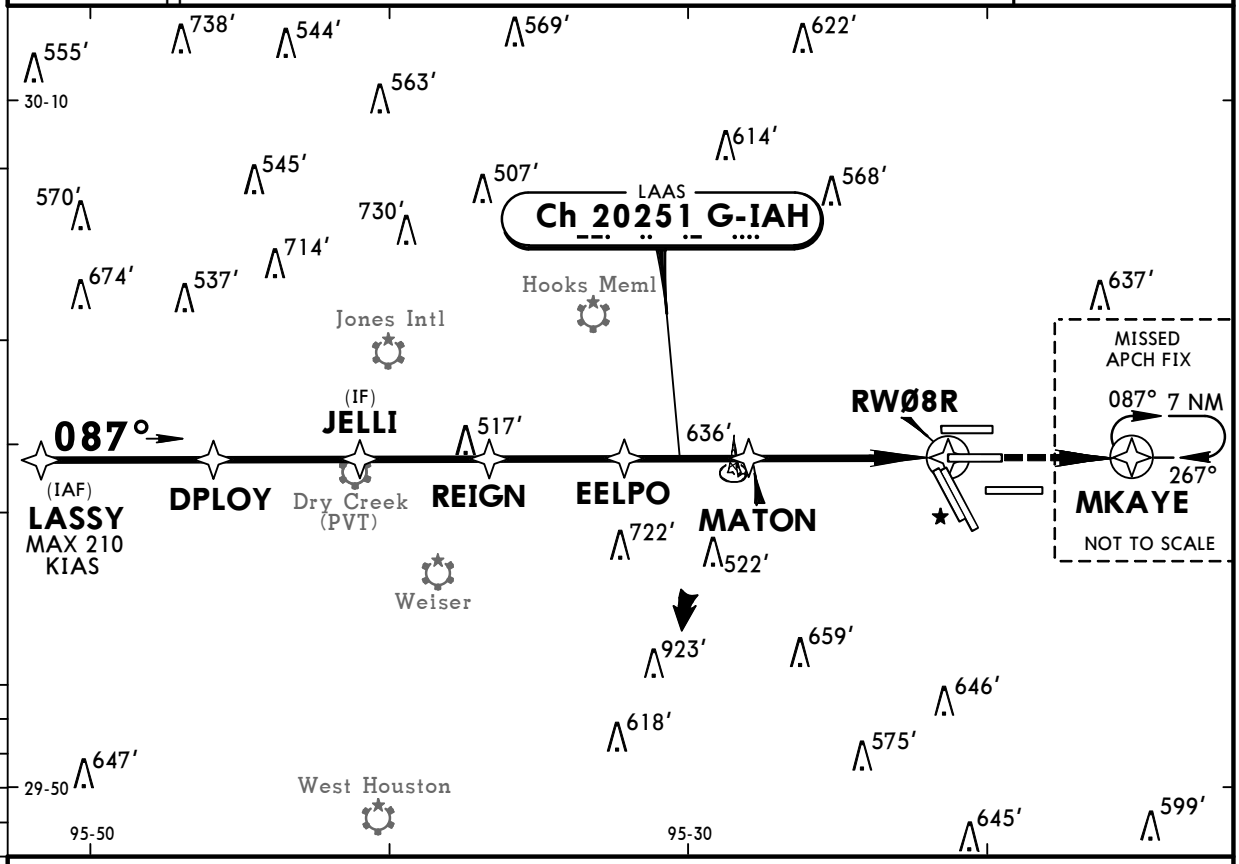
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

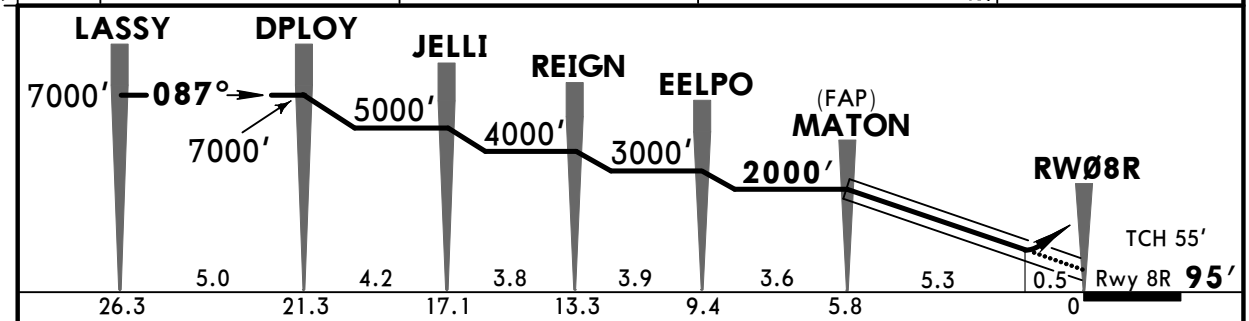
LAAS	*Final* *Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev / Rwy 8R
Ch 20251 G-IAH	**087°**	**MATON** **2000′**(1905′)	**295′**(200′)	96′ / **95′**

MISSED APCH: Climb to 3000′ direct MKAYE and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 9. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR
PAPI
3000′
D
MKAYE

TERPS

STRAIGHT-IN LANDING RWY **8R**
GLS
DA(H) **295′**(200′)

	RAIL or ALS out
A B C D	RVR 24 or ½	RVR 40 or ¾

TERPS AMEND 1 29 MAY 2014

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15 (72-42)

HOUSTON, TEXAS
GLS Rwy 9

BRIEFING STRIP™

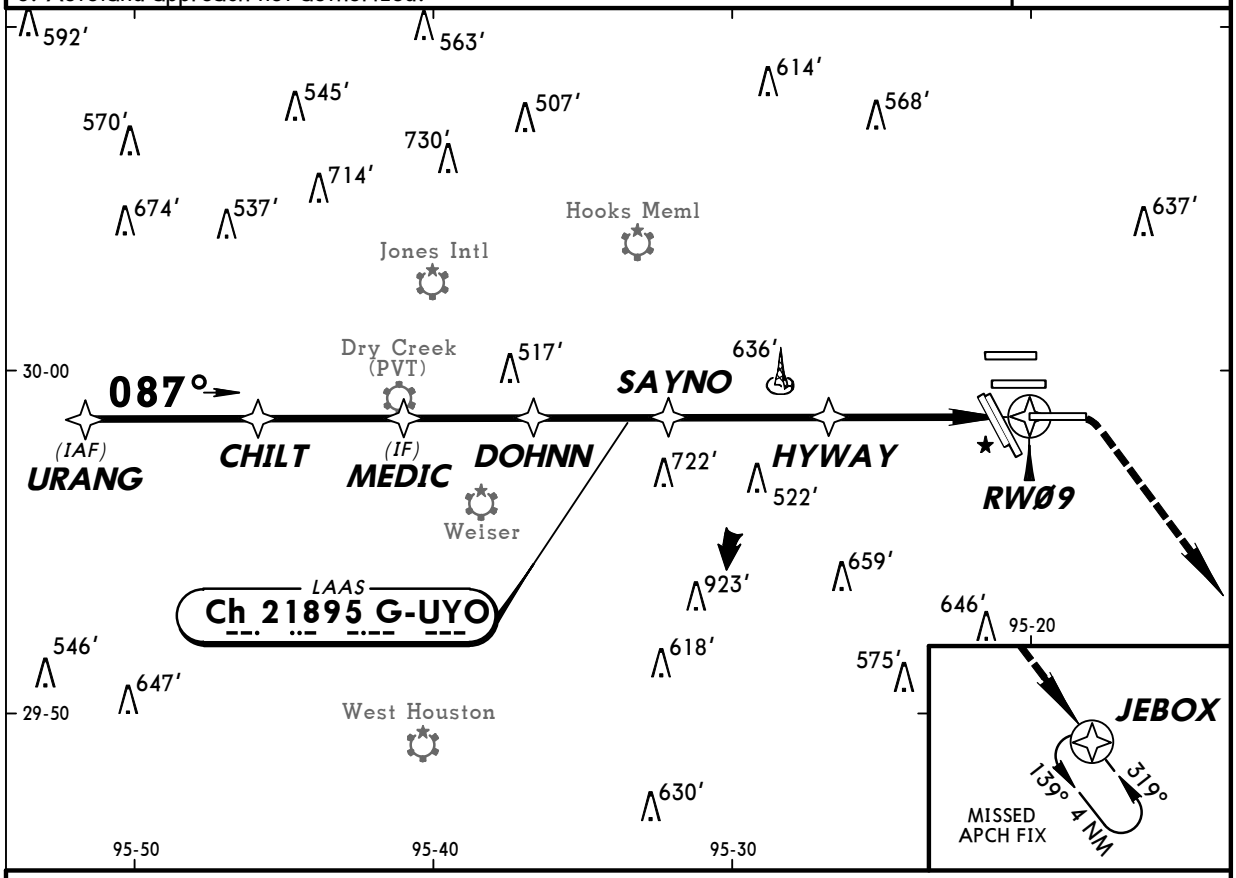
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

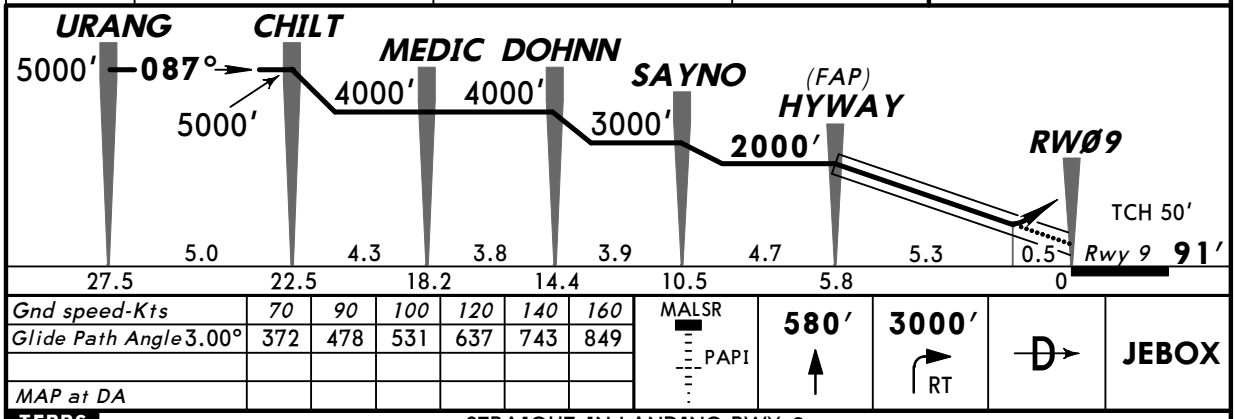
LAAS	Final Apch Crs	Minimum Alt HYWAY	GLS DA(H)	Apt Elev 96′
Ch 21895 G-UYO	087°	2000′ (1909′)	291′ (200′)	Rwy 9 91′

MISSED APCH: Climb to 580′ then climbing RIGHT turn to 3000′ direct JEBOX and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 8L and Rwy 8R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.





Gnd speed-Kts	70	90	100	120	140	160	MALSR	580′	3000′		JEBOX
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		RT	D	
MAP at DA											

TERPS

STRAIGHT-IN LANDING RWY **9**
GLS
DA(H) **291′** (200′)

	RAIL or ALS out
A	RVR 24 or 1/2
B	
C	
D	RVR 40 or 3/4

TERPS AMEND 1 29 MAY 2014

CHANGES: None.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
27 FEB 15 (72-43)

HOUSTON, TEXAS
GLS Rwy 26L

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8R/26L	Rwy 8L/26R	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8R/26L, 8L/26R, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	125.35	120.72	135.15	127.3	118.575	121.7

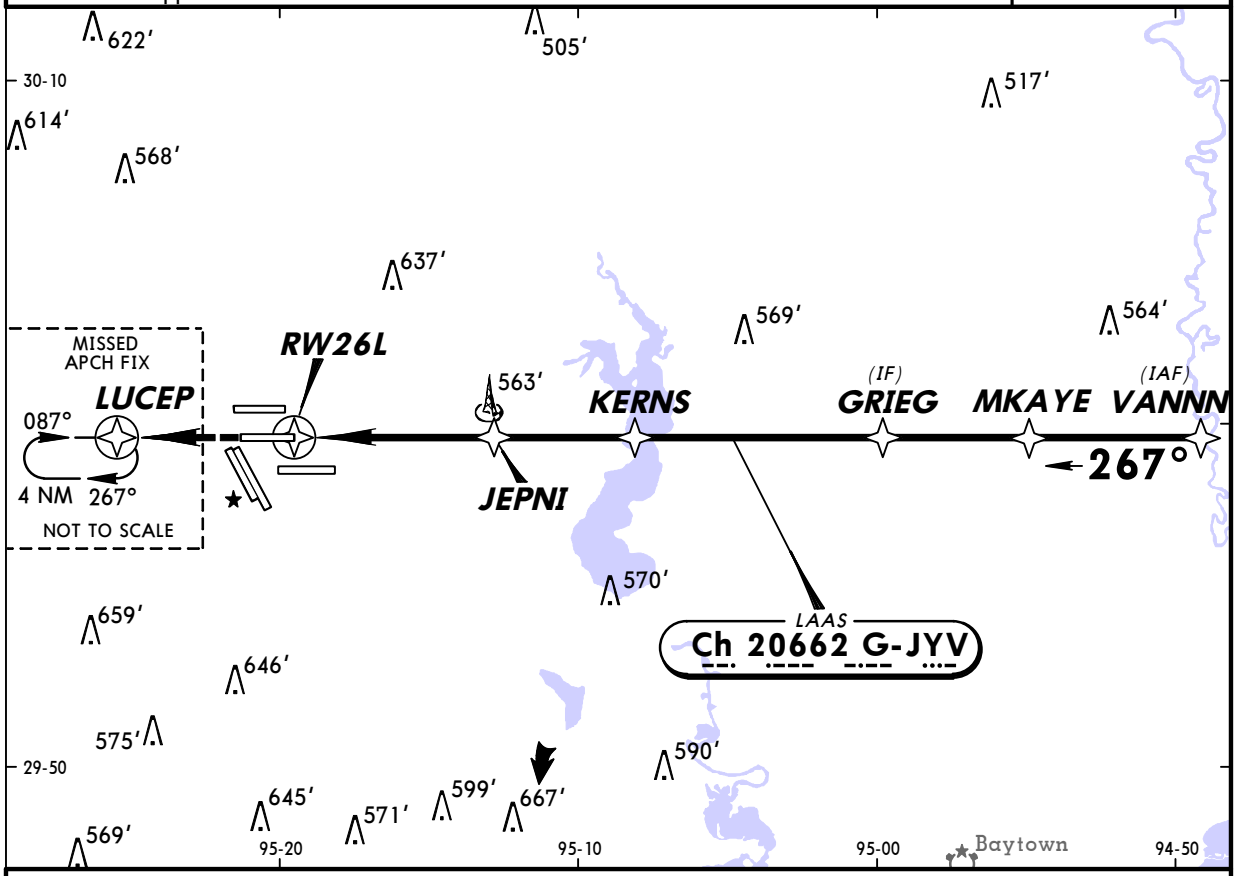
LAAS	Final Apch Crs	Minimum Alt JEPNI	GLS DA(H)	Apt Elev 96′
Ch 20662 G-JYV	267°	2000′ (1905′)	295′ (200′)	TDZE 95′

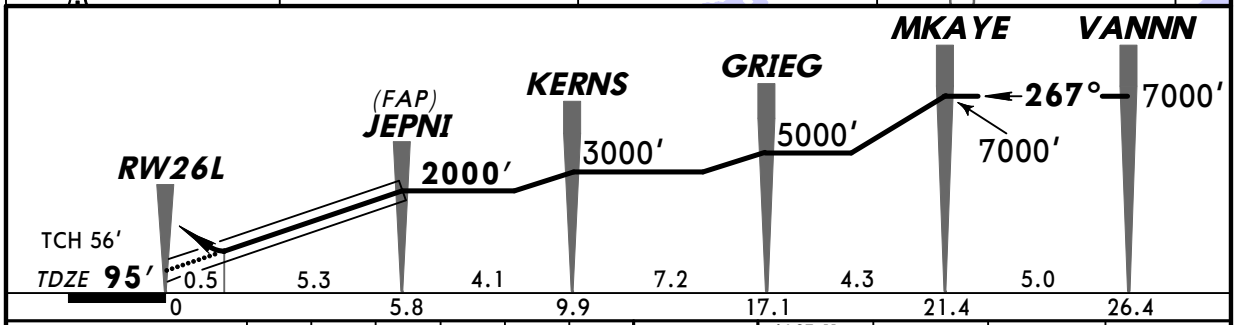
MISSED APCH: Climb to 3000′ direct LUCEP and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 26R and Rwy 27. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.

3100′
MSA RW26L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
3000′
D
LUCEP

TERPS

STRAIGHT-IN LANDING RWY **26L**
GLS
DA(H) **295′** (200′)

		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4
B		
C		
D		

TERPS AMEND 1A 5 MAR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH
INTERCONTINENTAL/HOUSTON

JEPPESEN
24 APR 15 (72-44)

HOUSTON, TEXAS
GLS Rwy 26R

BRIEFING STRIP ™

D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 8L/26R	Rwy 8R/26L	Rwy 9/27	Rwys 15L/33R, 15R/33L	Rwys 8L/26R, 8R/26L, 9/27	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	120.72	125.35	135.15	127.3	118.575	121.7

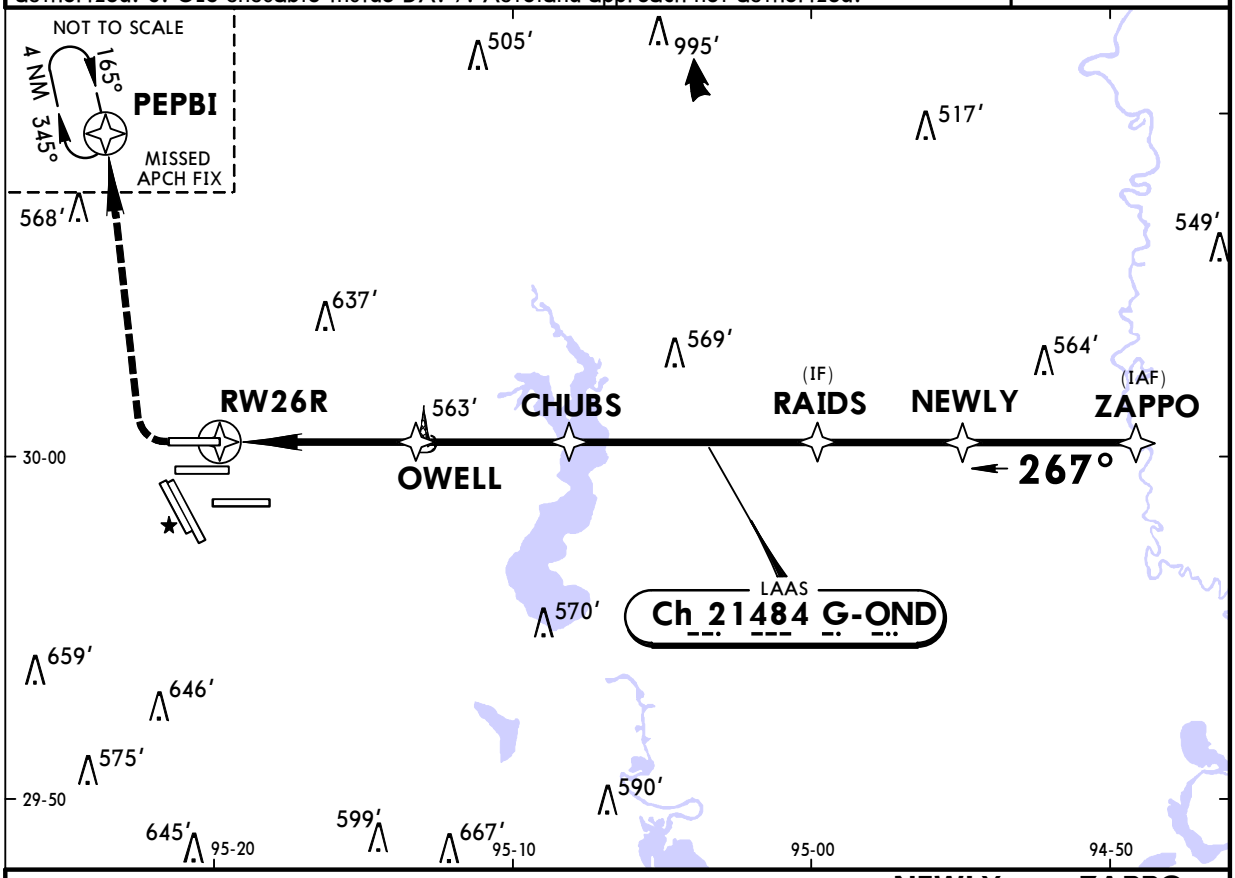
LAAS	*Final Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev / TDZE
Ch 21484 G-OND	**267°**	**OWELL** **2000′** (1904′)	**296′** (200′)	96′ / **96′**

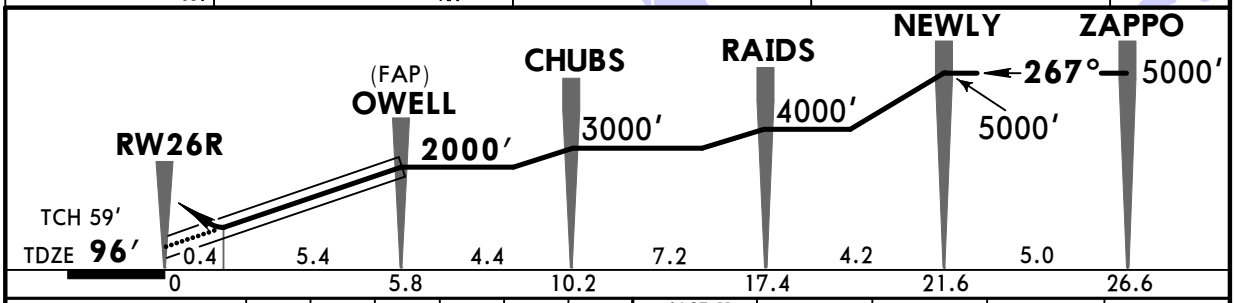
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ direct PEPBI and hold.

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

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 26L and Rwy 27. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. GLS unusable inside DA. 7. Autoland approach not authorized.

3100′
MSA RW26R





Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600′	3000′ RT		PEPBI
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at DA											

TERPS

STRAIGHT-IN LANDING RWY **26R**
GLS
DA(H) **296′** (200′)

		ALS out
A	RVR **24** or 1/2	RVR **40** or 3/4
B		
C		
D		

TERPS AMEND 1A 30 APR 2015

CHANGES: TDZE, minimums.

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KIAH/IAH
GEORGE BUSH INTERCONTINENTAL/HOUSTON

JEPPESEN 24 APR 15 (72-45)

HOUSTON, TEXAS
GLS Rwy 27

BRIEFING STRIP ™

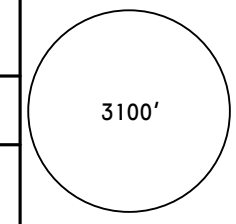
D-ATIS	HOUSTON Approach (R)		HOUSTON Tower				Ground	
	West	East	Rwy 9/27	Rwy 8R/26L	Rwy 8L/26R	Rwys 15L/33R, 15R/33L	Rwys 9/27, 8L/26R, 8R/26L	Rwys 15L/33R, 15R/33L
124.05	124.35	120.05	135.15	125.35	120.72	127.3	118.575	121.7

LAAS	*Final Apch Crs*	Minimum Alt	GLS DA(H)	Apt Elev 96′
Ch 22306 G-GHI	**267°**	**REDOC** **1500′** (1413′)	**287′** (200′)	TDZE **87′**

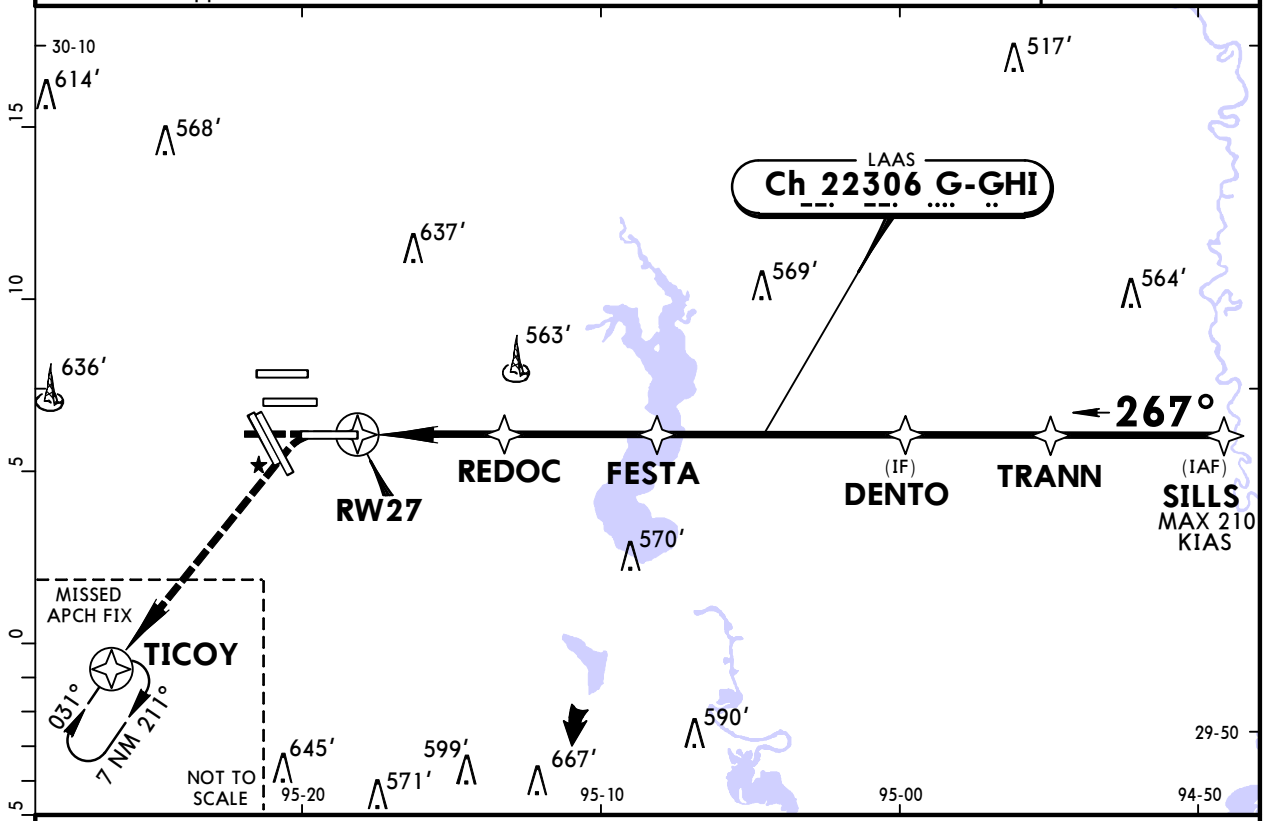
MISSED APCH: Climb to 560′ then climbing LEFT turn to 3100′ direct TICOY and hold.

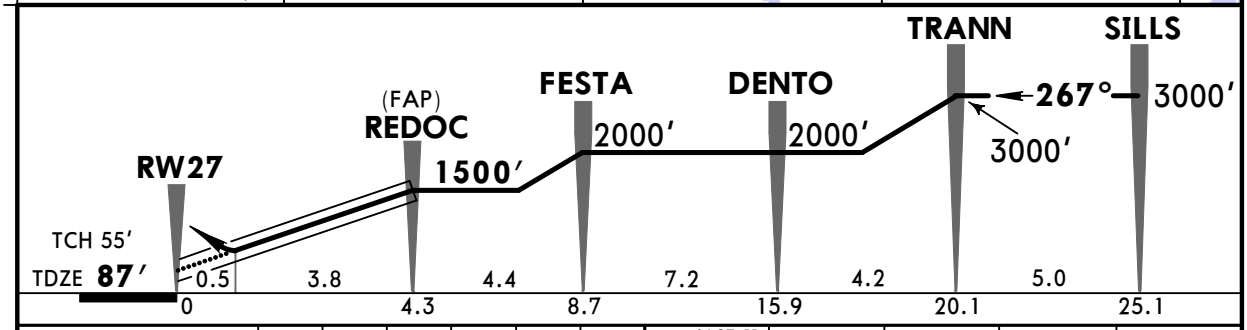
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 26L and Rwy 26R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and GLS glidepath not coincident. 7. GLS unusable inside DA. 8. Autoland approach not authorized.



MSA RW27





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 560′ 3100′ LT D TICOY

TERPS

STRAIGHT-IN LANDING RWY **27**
GLS
DA(H) **287′** (200′)

TERPS AMEND 1A 30 APR 2015

	ALS out
A	RVR **24** or 1/2
B	
C	
D	RVR **40** or 3/4

CHANGES: TDZE, minimums.

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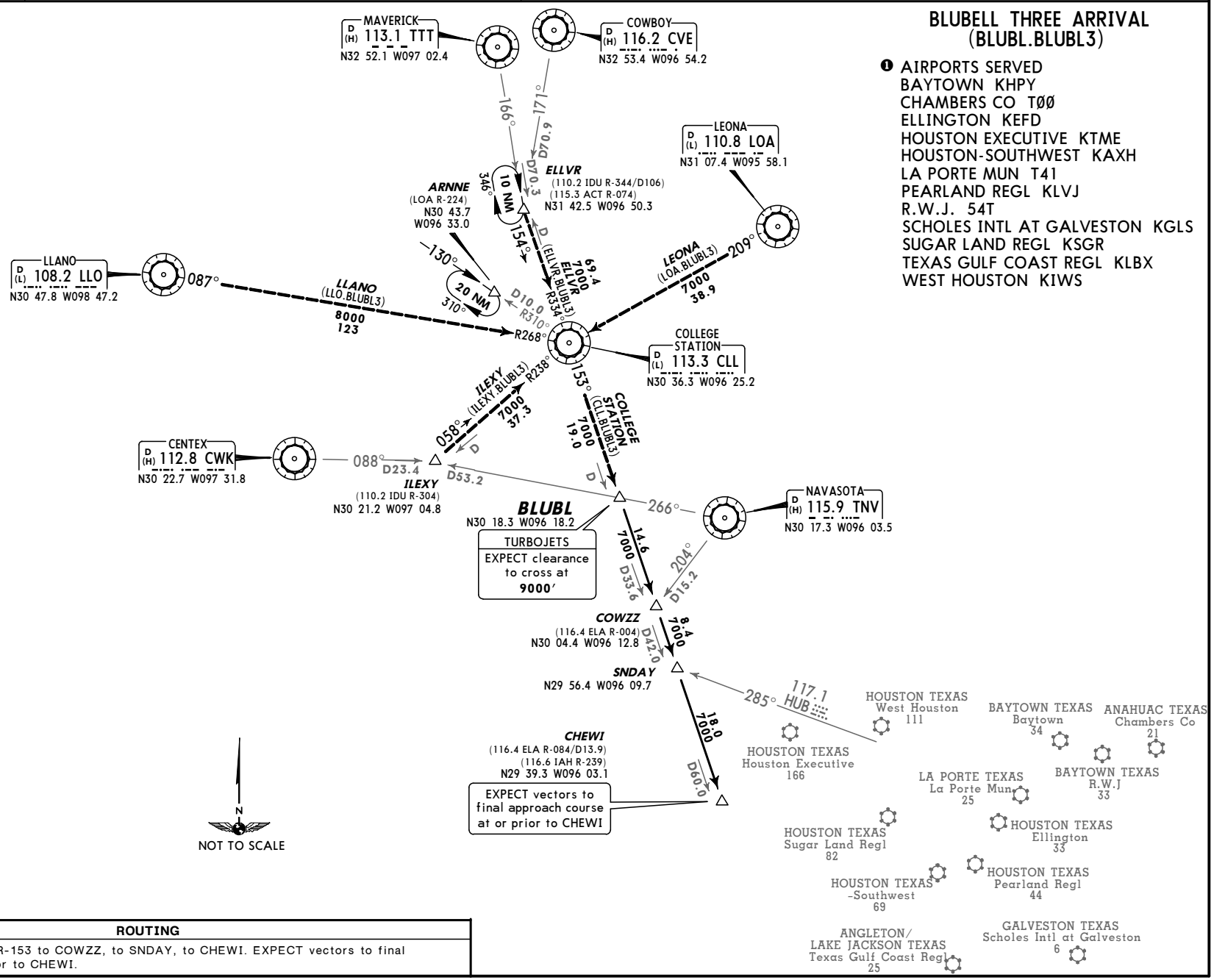
AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	ILEXY transition for Austin terminal area departures only.

BLUBELL THREE ARRIVAL (BLUBL.BLUBL3)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



ROUTING

From over BLUBL on CLL R-153 to COWZZ, to SNDAY, to CHEWI. EXPECT vectors to final approach course at or prior to CHEWI.

CHANGES: None.

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HOUSTON METROPLEX, TEXAS

AREA STAR

SERVES ONLY: ❶

JEPPESEN
2 JAN 15 (90-2A) Eff 8 Jan

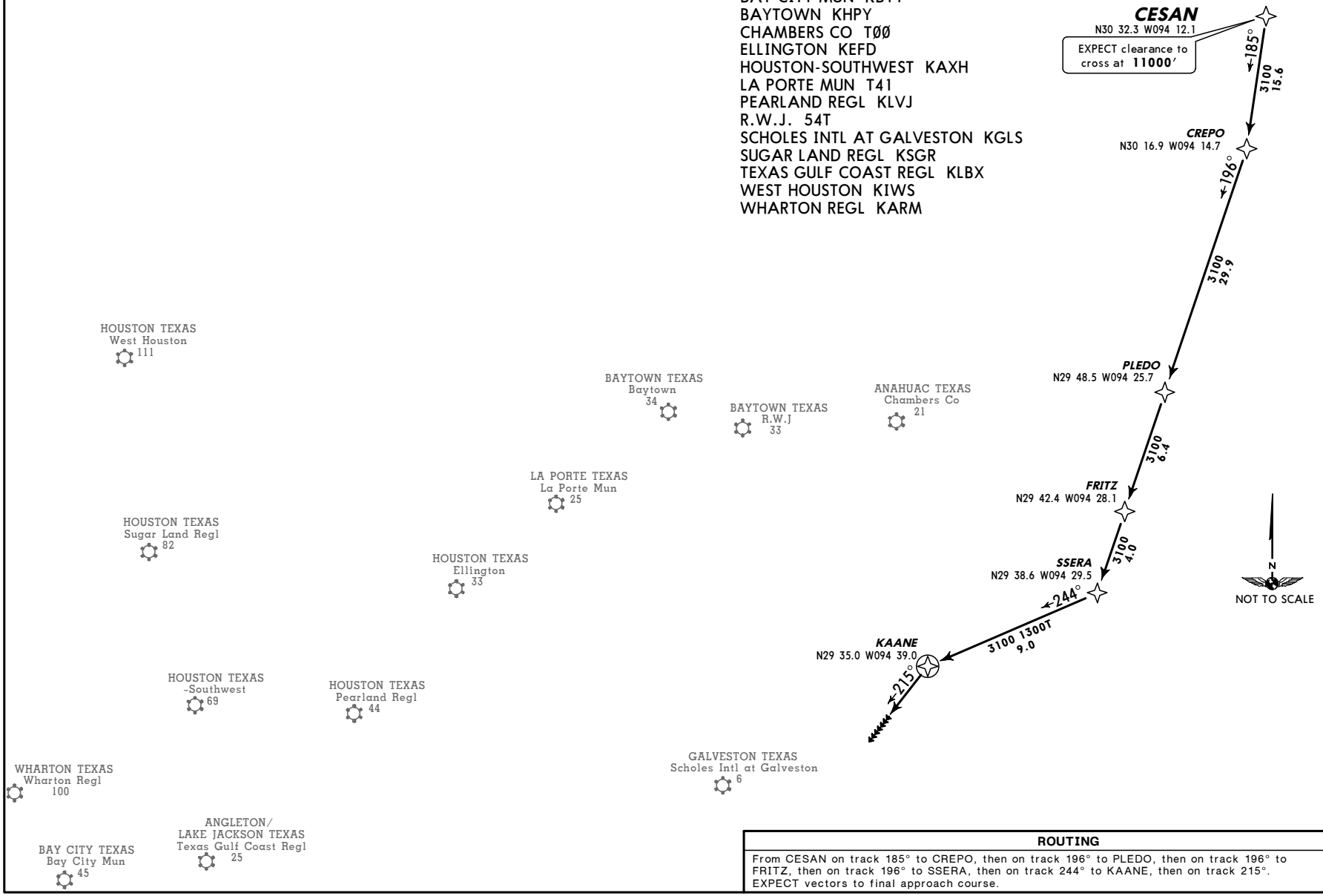
RNAV STAR

Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
See graphic			

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. DME/DME/IRU or GPS equipped turbojet and turboprop aircraft capable of 280 KT or greater must file the WAAPL RNAV STAR.

CESAN TWO RNAV ARRIVAL (CESAN.CESAN2)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM



ROUTING

From CESAN on track 185° to CREPO, then on track 196° to PLEDO, then on track 196° to FRITZ, then on track 196° to SSERA, then on track 244° to KAANE, then on track 215°. EXPECT vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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HOUSTON METROPLEX, TEXAS

JEPPESEN 19 JUN 15 90-2B Eff 25 Jun

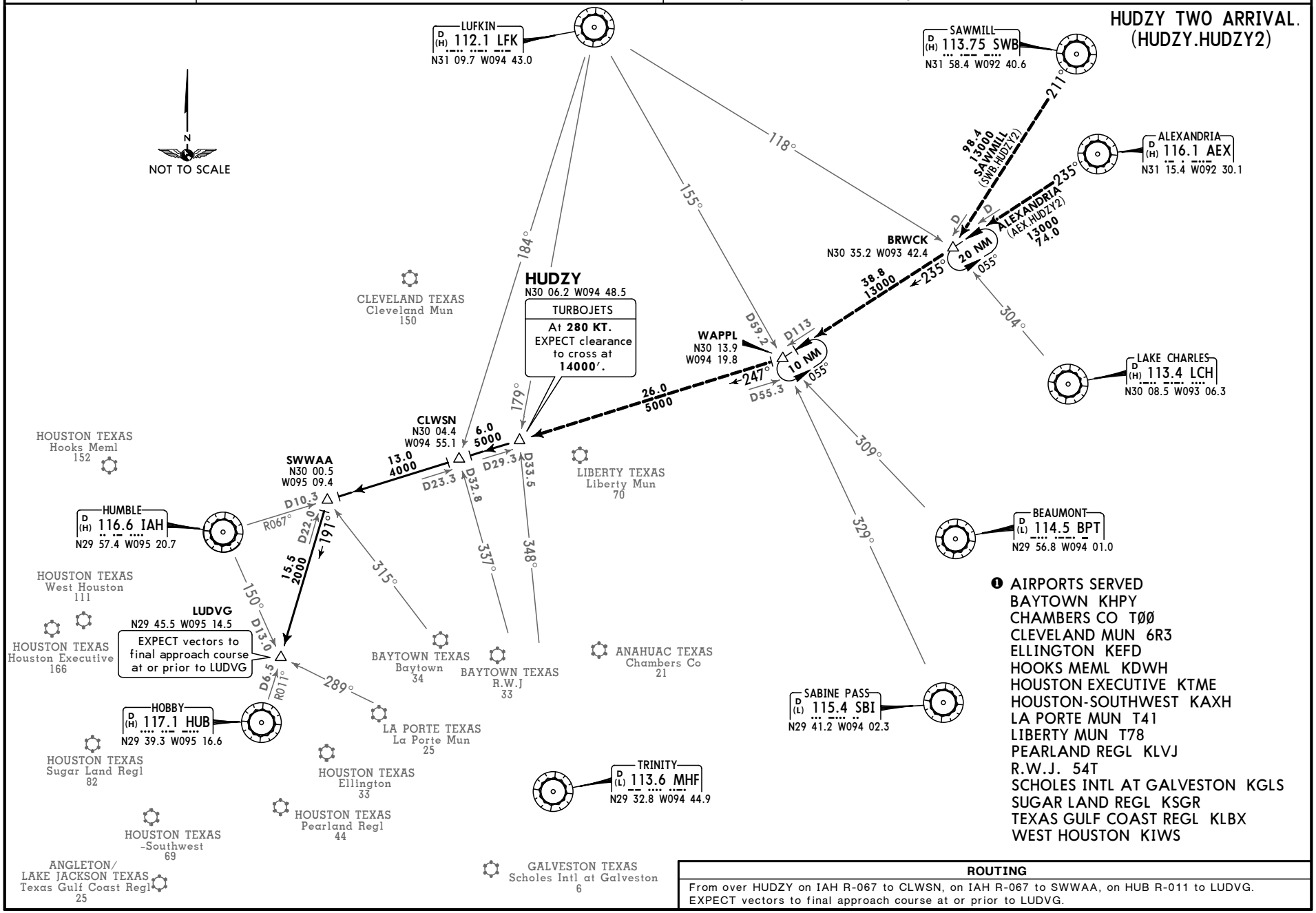
STAR

AREA STAR
SERVES ONLY: ❶

Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
See graphic			

1. For use by turbojet and turboprop aircraft capable of 280 KT or greater only.
2. For conventional navigation equipped aircraft only. DME/DME/IRU or GPS equipped aircraft must file the WAPPL (RNAV) STAR.
3. ATC assigned only for aircraft landing Hooks Meml, Liberty Mun, Cleveland Mun.

HUDZY TWO ARRIVAL. (HUDZY.HUDZY2)



❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

ROUTING

From over HUDZY on IAH R-067 to CLWSN, on IAH R-067 to SWWAA, on HUB R-011 to LUDVG.
EXPECT vectors to final approach course at or prior to LUDVG.

CHANGES: None.

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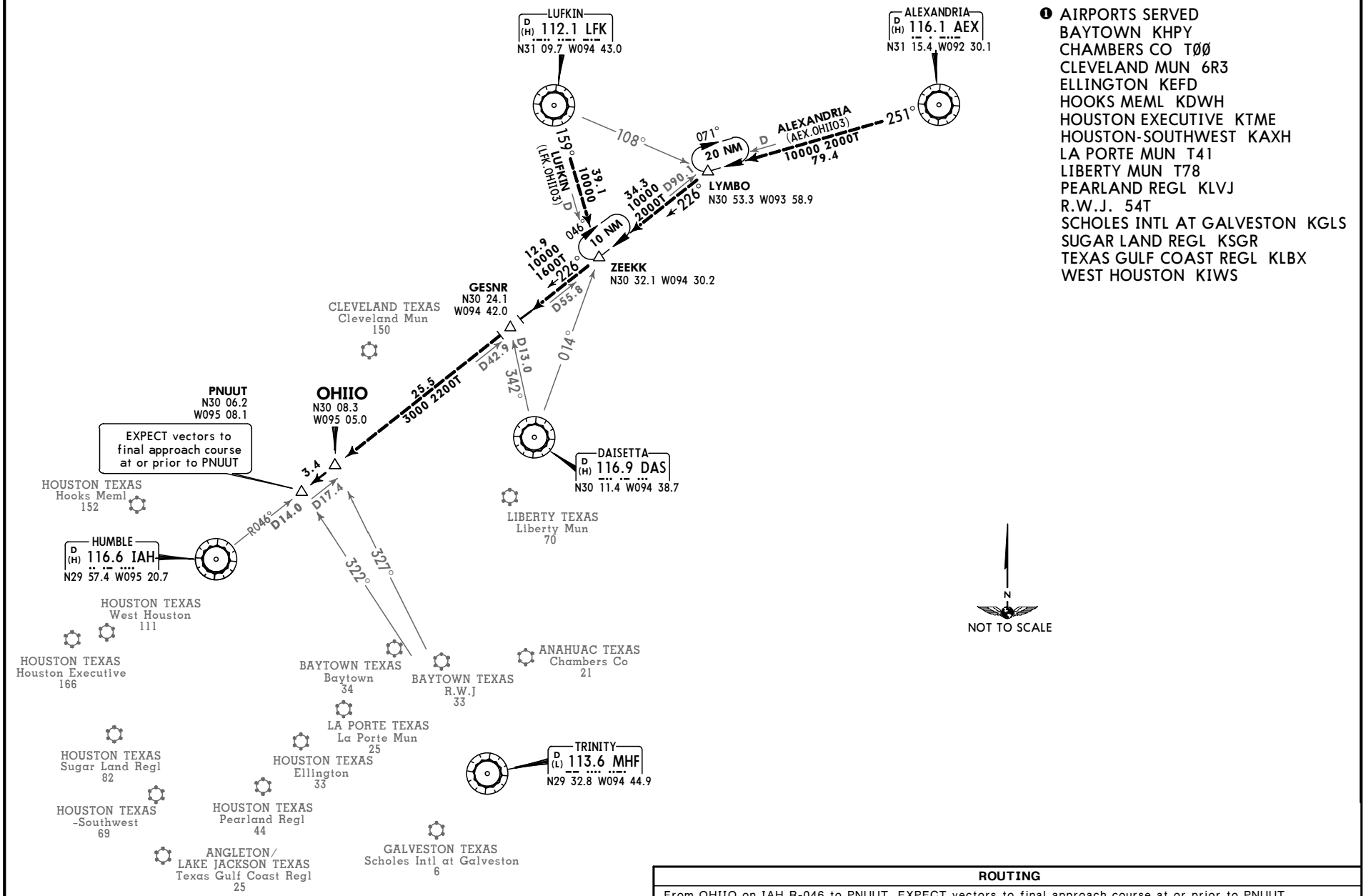
HOUSTON METROPLEX, TEXAS

AREA STAR
SERVES ONLY: ❶

JEPPESEN
19 JUN 15 (90-2C) Eff 25 Jun
STAR

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	ATC assigned only for airports other than Hooks Meml, Liberty Mun, Cleveland Mun.

OHIIO THREE ARRIVAL
(OHIIO.OHII03)



❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

ROUTING

From OHIIO on IAH R-046 to PNUUT. EXPECT vectors to final approach course at or prior to PNUUT.

CHANGES: Procedure renumbered, revised.

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AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS
JEPPESEN 2 JAN 15 (90-2D) Eff 8 Jan STAR

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. Turbojet aircraft only. 2. DME/DME/IRU or GPS equipped turbojet aircraft landing HOU must file the KIDDZ RNAV STAR. 3. ILEXY transition for Austin terminal area departures only.

QTRBK ONE ARRIVAL (KIDDZ.QTRBK1)

❶ AIRPORTS SERVED
ELLINGTON KEFD
SCHOLES INTL AT GALVESTON KGLS
TEXAS GULF COAST REGL KLBX

NOT TO SCALE

MAVERICK D (H) 113.1 TTT N32 52.1 W097 02.4
COWBOY D (H) 116.2 CVE N32 53.4 W096 54.2
TEMPLE D (L) 110.4 TPL N31 12.6 W097 25.5
LLANO D (L) 108.2 LLO N30 47.8 W098 47.2
ELLVR (IDU R-344/D106) (115.3 ACT R-074) N31 42.5 W096 50.3
ARNNE (110.8 LOA R-224) N30 43.7 W096 33.0
OWEEE N30 33.8 W097 03.9
COLLEGE STATION D (L) 113.3 CLL N30 36.3 W096 25.2
JAAES N30 25.6 W096 33.3
KIDDZ N30 13.4 W096 12.9
ILEXY N30 21.2 W097 04.8
AYDEN N30 18.5 W096 21.4
CENTEX D (H) 112.8 CWK N30 22.7 W097 31.8
NAVASOTA D (H) 115.9 TNV N30 17.3 W096 03.5
QTRBK (TNV R-187) N30 03.6 W096 07.7
INDUSTRY D (L) 110.2 IDU N29 57.4 W096 33.7
HOBBY D (H) 117.1 HUB N29 39.3 W095 16.6

TURBOJETS
At **280 KT**
EXPECT clearance to cross at **12000′**

EXPECT vectors to final approach course at or prior to QTRBK

ROUTING
From over KIDDZ on the CLL R-147 to QTRBK. EXPECT vectors to final approach course at or prior to QTRBK.

HOUSTON TEXAS Ellington 33
ANGLETON/ LAKE JACKSON TEXAS Texas Gulf Coast Regl 25
GALVESTON TEXAS Scholes Intl at Galveston 6

CHANGES: New chart.

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HOUSTON METROPLEX, TEXAS

AREA STAR
SERVES ONLY: ❶

JEPPESEN
2 JAN 15 (90-2E) Eff 8 Jan
STAR

Apt Elev
See graphic

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

RIICE SEVEN ARRIVAL
(BAZBL.RIICE7)

❶ AIRPORTS SERVED
CLEVELAND MUN 6R3
HOOKS MEML KDWH
LIBERTY MUN T78

NOT TO SCALE

COWBOY D (H) 116.2 CVE N32 53.4 W096 54.2
MILLSAP D (H) 117.7 MQP N32 43.6 W097 59.8
LLANO D (L) 108.2 LLO N30 47.8 W098 47.2
LEONA D (L) 110.8 LOA N31 07.4 W095 58.1
NAVASOTA D (H) 115.9 TNV N30 17.3 W096 03.5
COLLEGE STATION D (L) 113.3 CLL N30 36.3 W096 25.2
HUMBLE D (H) 116.6 IAH N29 57.4 W095 20.7
DAS 116.9 (116.4 ELA R-050/D50.2) N30 06.3 W095 30.0

CHMPZ (115.3 ACT R-014) N32 33.9 W096 48.6
TORNN (113.1 TTT R-156/D85.1) N31 31.2 W096 30.9
HOOTZ N31 19.4 W096 26.4
BILEE N31 09.9 W096 22.9
LUKIY N32 19.5 W097 29.8
ARNNE (LOA R-224) N30 43.7 W096 33.0
ILEXY (TNV R-266/D53.2) N30 21.2 W097 04.8
HOMRN N30 49.6 W096 15.4
BAZBL N30 38.3 W096 03.4
BAATS (IAH R-313/D46.0) (CLL R-093/D25.4) N30 31.6 W095 56.4
RIICE N30 27.2 W095 51.7
BRKMN N30 23.4 W095 47.8
MLRRR N30 12.3 W095 36.2
LYYTE (116.4 ELA R-050/D50.2) N30 06.3 W095 30.0

CLEVELAND TEXAS Cleveland Mun 150
LIBERTY TEXAS Liberty Mun 70
HOUSTON TEXAS Hooks Meml 152

EXPECT vectors to final approach course at or prior to LYYTE

ROUTING

From over RIICE on IAH R-313 to BRKMN, then as depicted to LYYTE.
EXPECT vectors to final approach course at or prior to LYYTE.

CHANGES: Chart reindexed.

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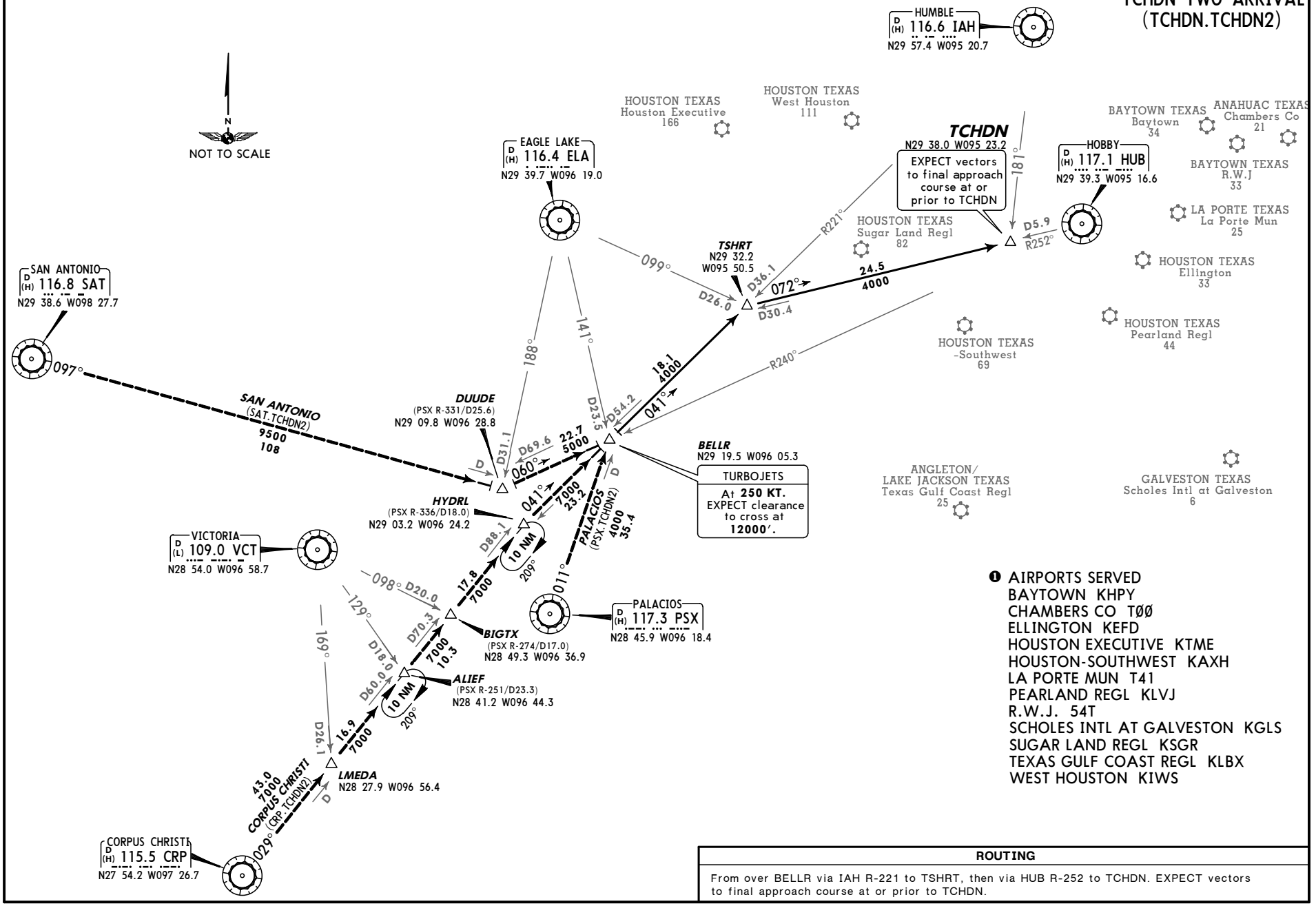
AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

JEPPESEN
18 JUL 14 (90-2F) Eff 24 Jul
STAR

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	

TCHDN TWO ARRIVAL (TCHDN.TCHDN2)



ROUTING

From over BELLR via IAH R-221 to TSHRT, then via HUB R-252 to TCHDN. EXPECT vectors to final approach course at or prior to TCHDN.

CHANGES: Procedure note, renumbered.

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HOUSTON METROPLEX, TEXAS

AREA STAR

SERVES ONLY: ❶

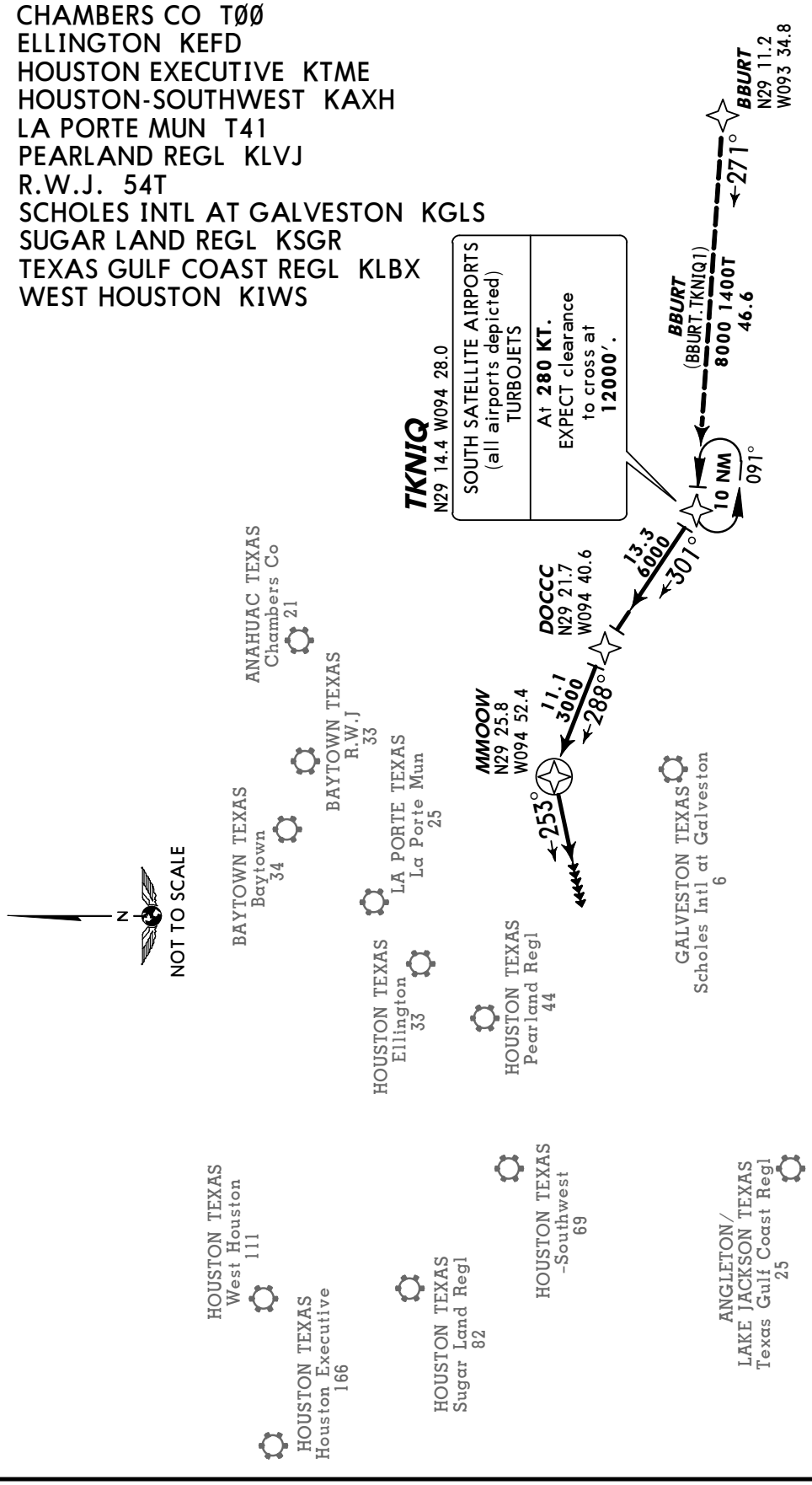
JEPPESEN
18 JUL 14 (90-2G) Eff 24 Jul

RNAV STAR

Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
See graphic	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**
	4. Turbojet and turboprop aircraft only.

TKNIQ ONE RNAV ARRIVAL (TKNIQ.TKNIQ1)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



ROUTING

From TKNIQ on track 301° to DOCCC. From DOCCC on track 288° to MMOOW. Then on track 253°.
EXPECT vectors to final approach course.

CHANGES: None.

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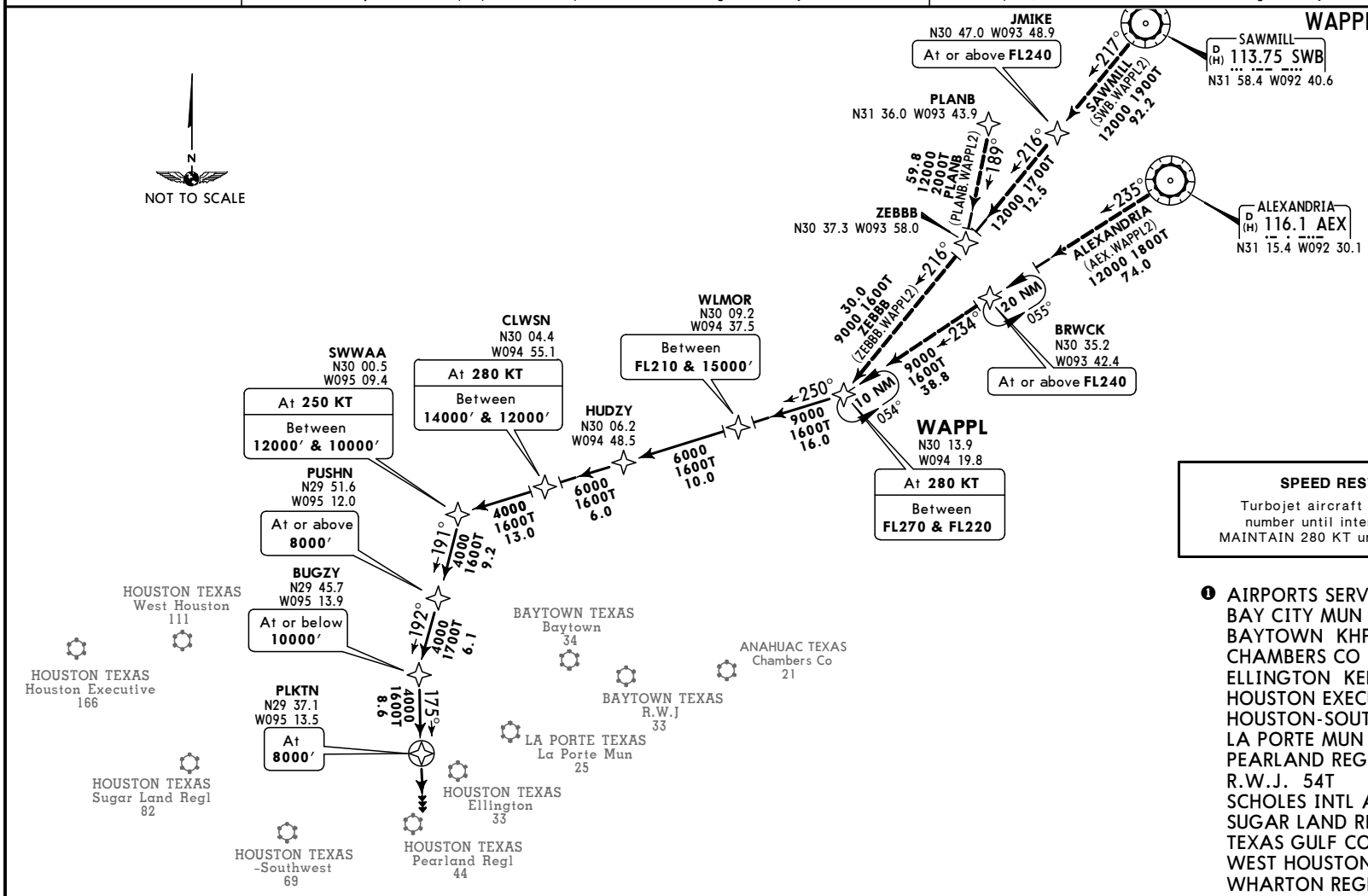
AREA STAR
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

JEPPESEN
24 APR 15 (90-2H) Eff 30 Apr RNAV STAR

Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	5. EXPECT runway assignment from Houston TRACON upon initial contact.
See graphic	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**	6. ZEBBB transition ATC assigned only. 7. Except for aircraft departing Shreveport, PLANB transition is ATC assigned only. Do not file.
	4. For turbojet and turboprop aircraft capable of 280 KT or greater only.	

WAPPL TWO RNAV ARRIVAL (WAPPL.WAPPL2)



SPEED RESTRICTION

Turbojet aircraft descend via mach number until intercepting 280 KT.
MAINTAIN 280 KT until slowed by STAR.

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
ELLINGTON KEFD
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

ROUTING

From WAPPL on track 250° to WLMOR, then on track 250° to HUDZY, then on track 250° to CLWSN, then on track 250° to SWWAA, then on track 191° to PUSHN, then on track 192° to BUGZY, then on track 175° to PLKTN, then on track 175°. EXPECT vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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HOUSTON METROPLEX, TEXAS

AREA STAR
SERVES ONLY: ❶

JEPPESEN
24 APR 15 (90-2J) Eff 30 Apr

STAR

Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **RADAR required.**

WHAEL ONE ARRIVAL (WHAEL.WHAEL1)

❶ AIRPORTS SERVED
CLEVELAND MUN 6R3
HOOKS MEML KDWH
LIBERTY MUN T78

ROUTING

From over WHAEL on TNV R-204 to COWZZ, then on TNV R-204 to TNV. Depart TNV heading 070° for vectors to final approach course.

CLEVELAND TEXAS
Cleveland Mun
150

LIBERTY TEXAS
Liberty Mun
70

HOUSTON TEXAS
Hooks Meml
152

NAVASOTA
D (H) 115.9 TNV
N30 17.3 W096 03.5

070° hdg
R204°
15.2
D
COWZZ
N30 04.4 W096 12.8

EAGLE LAKE
D (H) 116.4 ELA
N29 39.7 W096 19.0

D33.6
153°
004°
28.9
2000
024°
D9.8
R262°
WHAEL
N29 39.7 W096 30.3
D4.1

EATIT
N29 33.0 W096 35.0
EXPECT clearance to cross at 9000′
D52.0
024°
(EATIT.WHAEL1)
7.9
3000
EATIT

PSX
117.3
335°
236°

COLLEGE STATION
D (L) 113.3 CLL
N30 36.3 W096 25.2

INDUSTRY
D (L) 110.2 IDU
N29 57.4 W096 33.7

15.4
3000
FFSSH
(FFSSH.WHAEL1)
D25.2
082°
207°

FFSSH
N29 39.7 W096 48.0
EXPECT clearance to cross at 9000′

N
NOT TO SCALE

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AREA SID

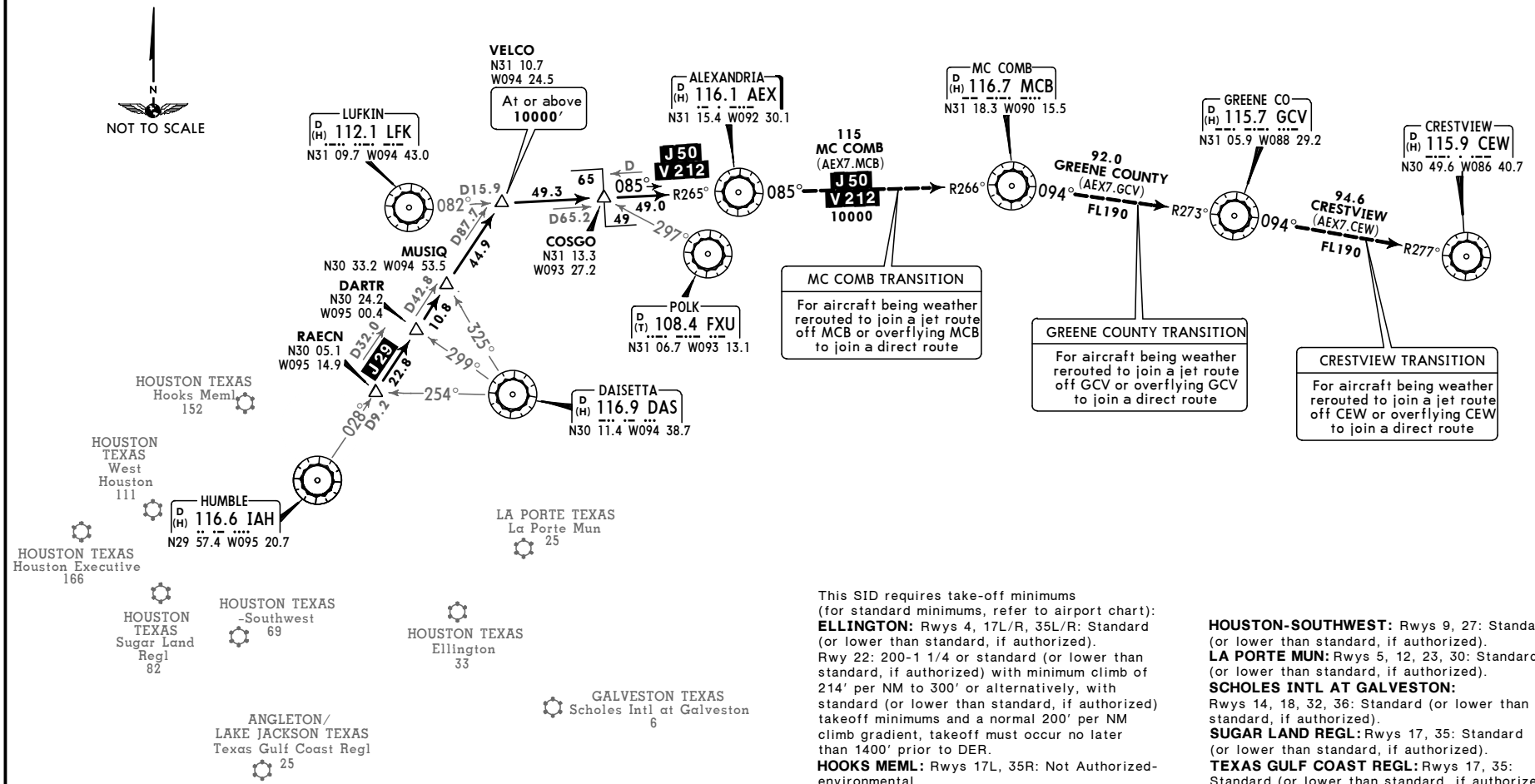
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

SID

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. CRESTVIEW, GREENE COUNTY and MC COMB Transitions are ATC assigned only, do not file.

ALEXANDRIA SEVEN DEPARTURE (AEX7.AEX)



❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to RAECN.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN, on IAH R-028 to cross VELCO at or above 10000′, then RIGHT turn on LFK R-082 and AEX R-265 to AEX.

CHANGES: None.

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AREA SID

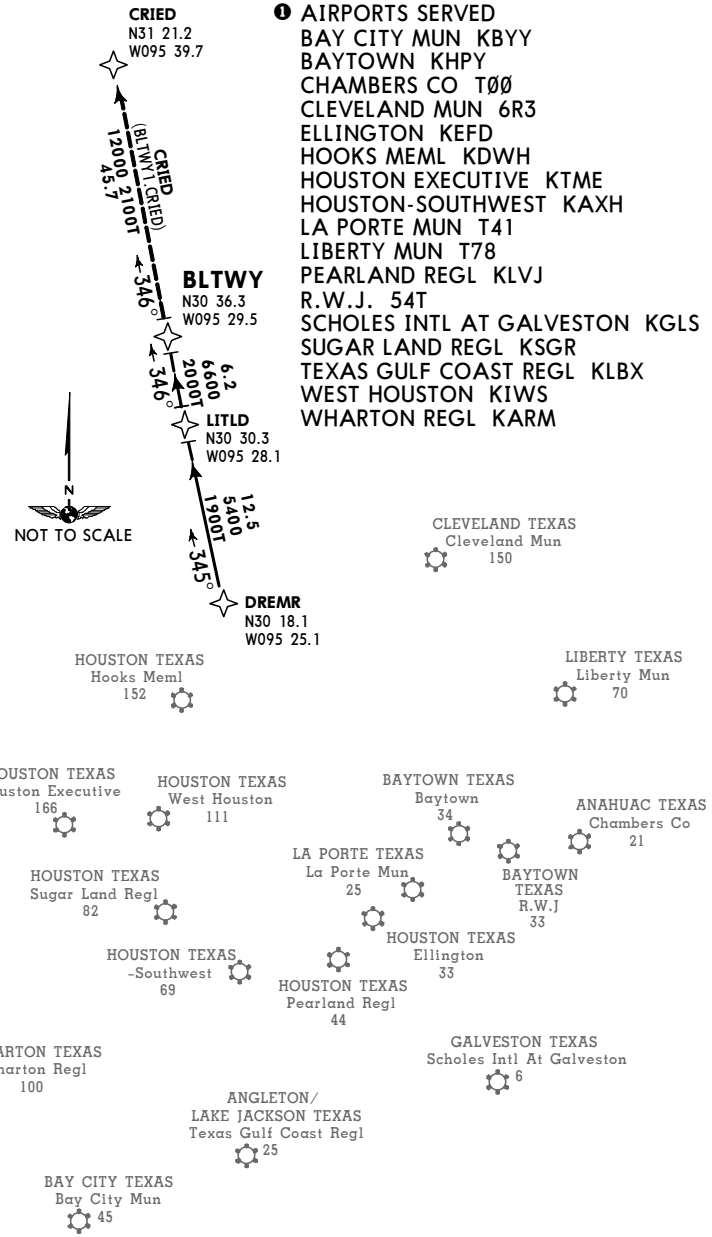
SERVES ONLY: ❶

HOUSTON METROPLEX, TEXAS

RNAV SID

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

BLTWY ONE RNAV DEPARTURE (BLTWY1.BLTWY)



❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° or as assigned by ATC. **Rwy 31:** Climb on heading 308° or as assigned by ATC.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° or as assigned by ATC. **Rwy 32:** Climb on heading 325° or as assigned by ATC.	

ROUTING

EXPECT RADAR vectors to DREMR, then on track 345° to LITLD, then on track 346° to BLTWY, then on transition. MAINTAIN 4000′ or as assigned by ATC . EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

CHANGES: Reissue.

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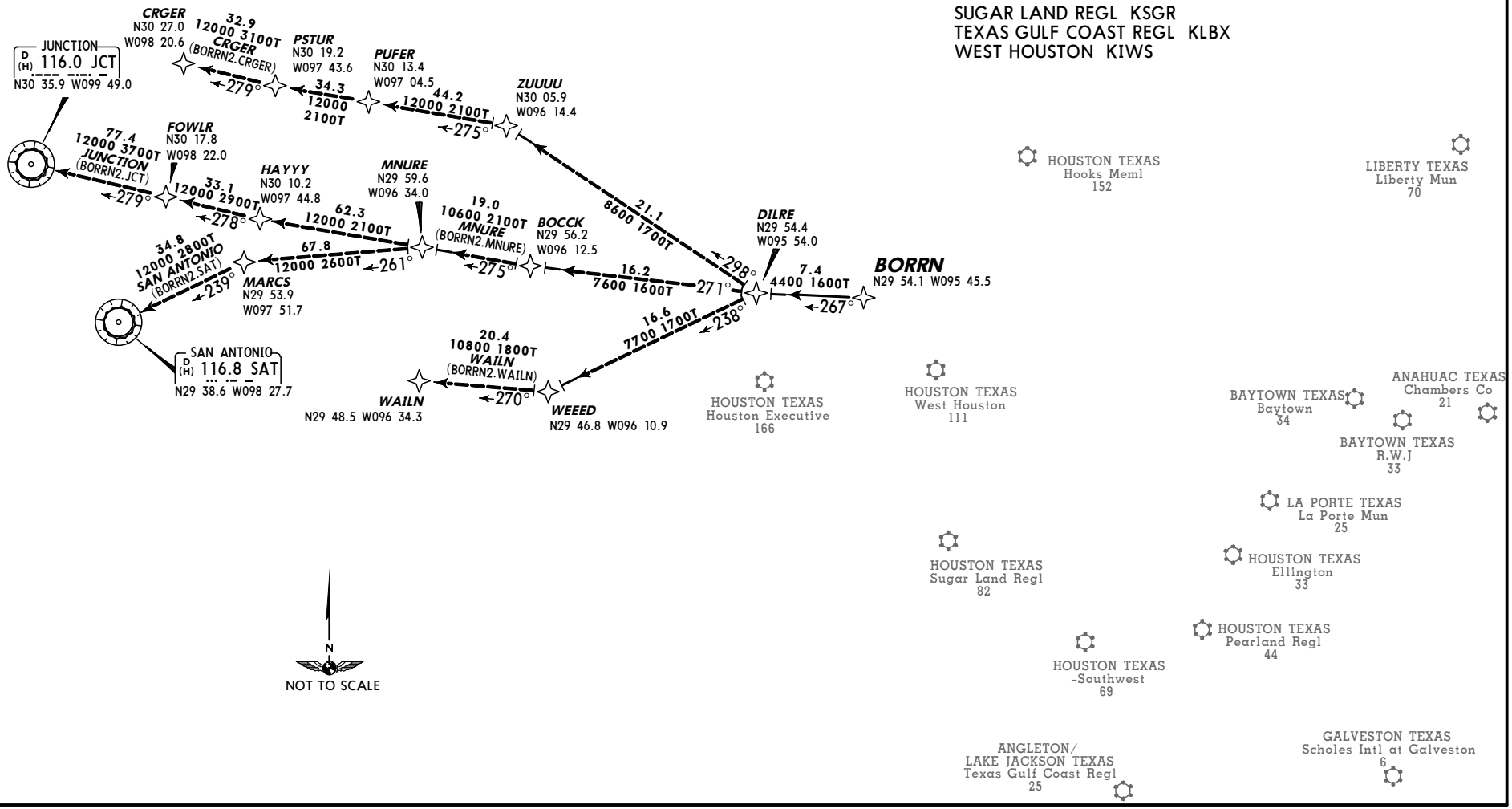
Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. CRGER transition ATC assigned only for aircraft departing 54T, AXH, EFD, GLS, HPY, IWS, LBX, LVJ, SGR, TME, T00, T41.

BORRN TWO RNAV DEPARTURE (BORRN2.BORRN)

For Procedure Text and Takeoff Minimums see 90-3A1
PROCEDURE GRAPHIC

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



CHANGES: Procedure renumbered, revised, top altitude.

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BORRN TWO RNAV DEPARTURE (BORRN2.BORRN)

For Procedure Graphic see 90-3A
PROCEDURE TEXT

❶ AIRPORTS SERVED	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 320° to 540′, EXPECT RADAR vectors to BORRN.	4000′
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to BORRN.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to BORRN. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to BORRN.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to BORRN. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to BORRN. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to BORRN.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to BORRN. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to BORRN.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′, EXPECT RADAR vectors to BORRN. **Rwy 36:** Climb on heading 355° to 680′, EXPECT RADAR vectors to BORRN.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb heading 089° to 2000′, EXPECT RADAR vectors to BORRN. **Rwy 27:** Climb heading 269° to 2200′, EXPECT RADAR vectors to BORRN.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to BORRN.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to BORRN. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to BORRN.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 322° to 900′, EXPECT RADAR vectors to BORRN.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to BORRN.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′, EXPECT RADAR vectors to BORRN. **Rwy 18:** Climb on heading 179° to 520′, EXPECT RADAR vectors to BORRN. **Rwy 32:** Climb on heading 318° to 520′, EXPECT RADAR vectors to BORRN. **Rwy 36:** Climb on heading 359° to 520′, EXPECT RADAR vectors to BORRN.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to BORRN. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to BORRN.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to BORRN. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to BORRN.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to BORRN. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to BORRN.	

ROUTING

From BORRN on track 267° to DILRE, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not Authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′. Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

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

CHANGES: Procedure renumbered, revised, top altitude.

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AREA SID

SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**RADAR required.**

NOT TO SCALE

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

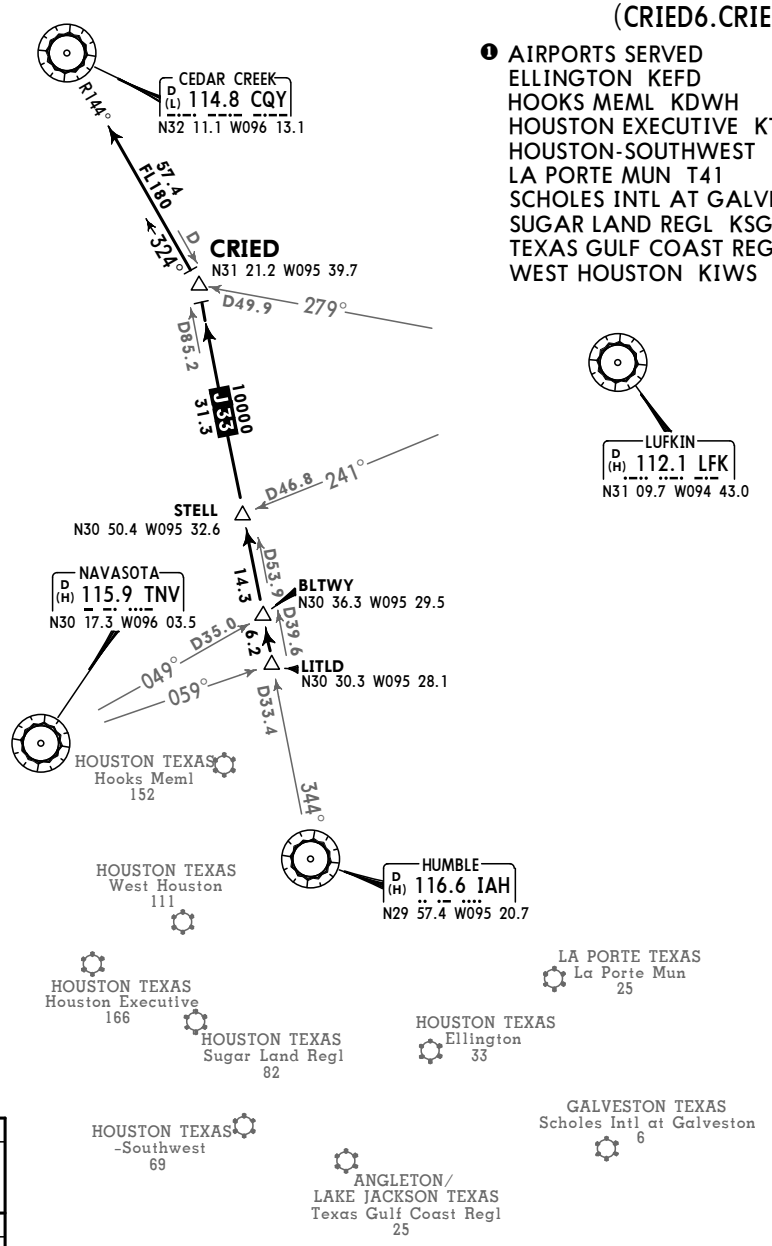
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to LITLD.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to LITLD.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At LITLD, on IAH R-344 to STELL, then on IAH R-344 to CRIED, then LEFT turn on CQY R-144 to CQY.

CRIED SIX DEPARTURE (CRIED6.CRIED)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



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HOUSTON METROPLEX, TEXAS

AREA SID
SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. For aircraft destined Memphis Intl, or filed via Q-32 or J-42.

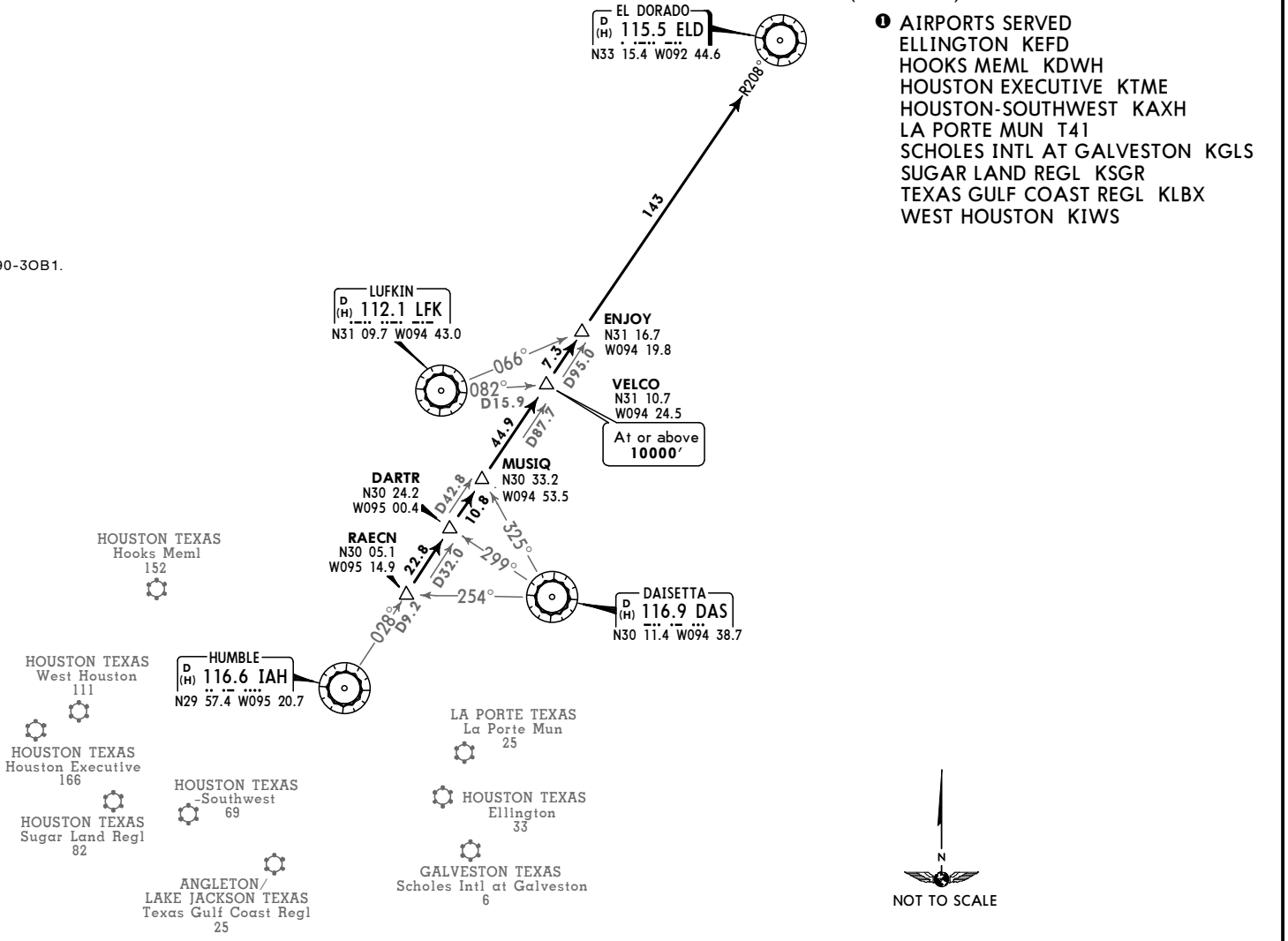
EL DORADO SIX DEPARTURE (ELD6.ELD)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to RAECN.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to RAECN.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At RAECN on IAH R-028 and the ELD R-208 to ELD, cross VELCO at or above 10000′.

CHANGES: Procedure renumbered, VELCO crossing restriction.

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AREA SID

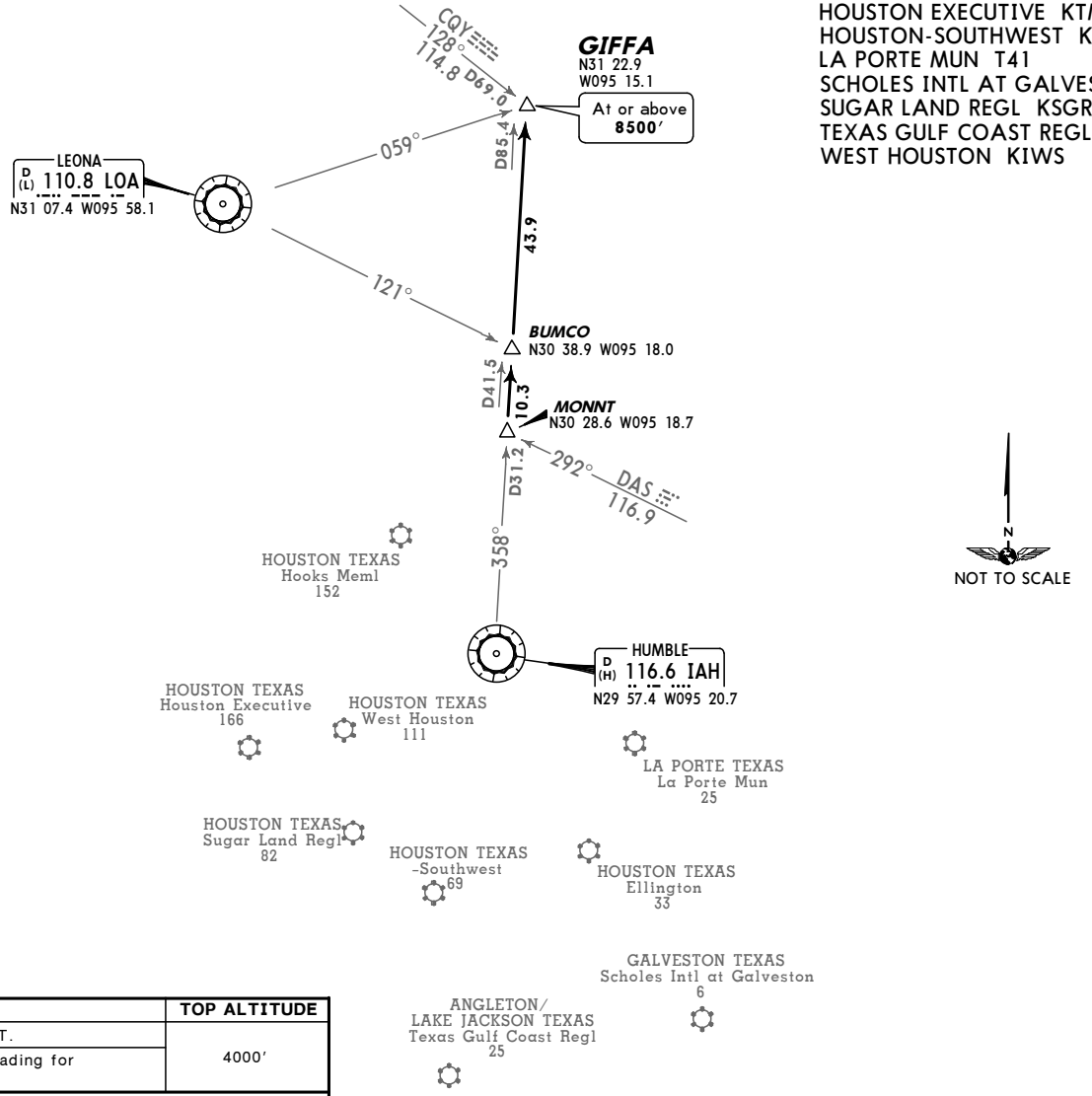
SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. For aircraft destined for Dallas Ft Worth (DFW) terminal area only.

GIFFA SIX DEPARTURE
(GIFFA6.GIFFA)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to MONNT.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to MONNT.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At MONNT on IAH R-358 to cross GIFFA at or above 8500′.

CHANGES: Procedure renumbered, top altitude.

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AREA SID

SERVES ONLY: ❶

HOUSTON METROPLEX
TEXAS
RNAV SID

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb heading 140° to 540'. **Rwy 32:** Climb heading 320° to 540'.	4000'
CHAMBERS CO	**Rwy 12:** Climb heading 124° to 540'. **Rwy 30:** Climb heading 304° to 540'.	
CLEVELAND MUN	**Rwy 16:** Climb heading 157° to 1400'. **Rwy 34:** Climb heading 312° to 2000'.	
ELLINGTON	**Rwy 4:** Climb heading 039° to 540'. **Rwys 17L/R:** Climb heading 174° to 540'. **Rwy 22:** Climb heading 219° to 540'. **Rwys 35L/R:** Climb heading 354° to 540'.	
HOOKS MEML	**Rwy 17R:** Climb heading 168° to 660'. **Rwy 35L:** Climb heading 348° to 660'.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb heading 175° to 680'. **Rwy 36:** Climb heading 355° to 700'.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb heading 089° to 2000'. **Rwy 27:** Climb heading 269° to 2200'.	
LA PORTE MUN	**Rwy 5:** Climb heading 046° to 540'. **Rwy 12:** Climb heading 121° to 540'. **Rwy 23:** Climb heading 226° to 540'. **Rwy 30:** Climb heading 301° to 540'.	
LIBERTY MUN	**Rwy 16:** Climb heading 161° to 1700'. **Rwy 34:** Climb heading 341° to 1000'.	
PEARLAND REGL	**Rwy 14:** Climb heading 142° to 1600'. **Rwy 32:** Climb heading 323° to 700'.	
R.W.J.	**Rwy 8:** Climb heading 084° to 540'. **Rwy 14:** Climb heading 143° to 540'. **Rwy 26:** Climb heading 264° to 540'. **Rwy 32:** Climb heading 323° to 540'.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb heading 138° to 520'. **Rwy 18:** Climb heading 179° to 520'. **Rwy 32:** Climb heading 318° to 520'. **Rwy 36:** Climb heading 359° to 520'.	
SUGAR LAND REGL	**Rwy 17:** Climb heading 170° to 1500'. **Rwy 35:** Climb heading 350° to 1100'.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb heading 175° to 540'. **Rwy 35:** Climb heading 355° to 540'.	
WEST HOUSTON	**Rwy 15:** Climb heading 150° to 620'. **Rwy 33:** Climb heading 330° to 620'.	

ROUTING

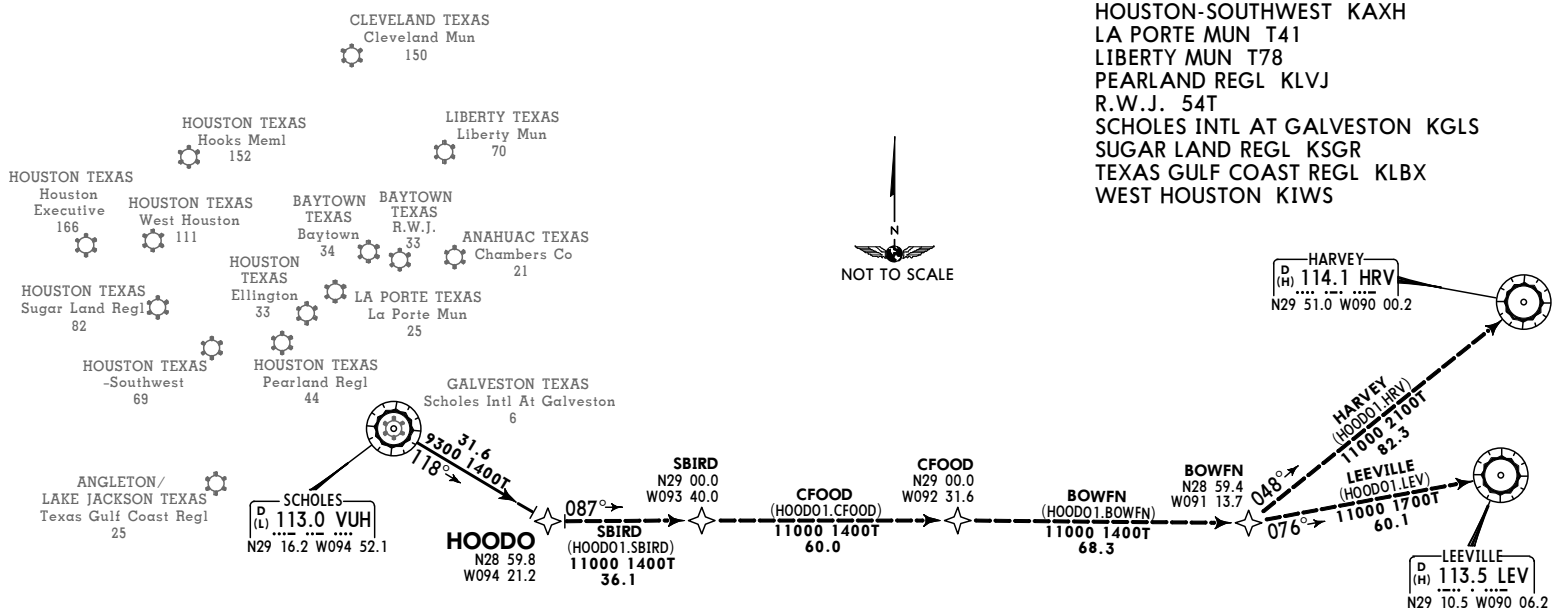
EXPECT RADAR vectors to VUH, then on track 118° to HOODO, then on transition. MAINTAIN 4000'. EXPECT filed altitude 10 minutes after departure.

Apt Elev	Trans level: FL180	Trans alt: 18000'
See Graphic		

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For non-GPS equipped aircraft LCH, LEV, LLA and TBD DMEs must be operational.
5. ATC assigned only.

HOODO ONE RNAV DEPARTURE
(HOOD01.HOODO)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'. Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 660'.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental. Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 660'. Waterways 17, 35: Not authorized - Air Traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 680'.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 580'.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 580'.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 560'.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'. Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540' - Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 600'.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 540'.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 620'.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

CHANGES: Reissue.

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AREA SID

SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. TPAKK Transition: For non-GPS equipped aircraft TNV DME must be operational.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**RWY 13:** Climb on heading 128° to 560′. **RWY 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**RWY 14:** Climb on heading 140° to 540′. **RWY 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**RWY 12:** Climb on heading 124° to 540′. **RWY 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**RWY 16:** Climb on heading 157° to 1400′. **RWY 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**RWY 4:** Climb on heading 039° to 540′. **RWYS 17L/R:** Climb on heading 174° to 540′. **RWY 22:** Climb on heading 219° to 540′. **RWYS 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**RWY 17R:** Climb on heading 168° to 660′. **RWY 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**RWY 18:** Climb on heading 175° to 680′. **RWY 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**RWY 9:** Climb on heading 089° to 2000′. **RWY 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**RWY 5:** Climb on heading 046° to 540′. **RWY 12:** Climb on heading 121° to 540′. **RWY 23:** Climb on heading 226° to 540′. **RWY 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**RWY 16:** Climb on heading 161° to 1700′. **RWY 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**RWY 14:** Climb on heading 142° to 1600′. **RWY 32:** Climb on heading 322° to 700′.	
R.W.J.	**RWY 8:** Climb on heading 084° to 540′. **RWY 14:** Climb on heading 143° to 540′. **RWY 26:** Climb on heading 264° to 540′. **RWY 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**RWY 14:** Climb on heading 138° to 520′. **RWY 18:** Climb on heading 179° to 520′. **RWY 32:** Climb on heading 318° to 520′. **RWY 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**RWY 17:** Climb on heading 170° to 1500′. **RWY 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**RWY 17:** Climb on heading 175° to 540′. **RWY 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**RWY 15:** Climb on heading 150° to 620′. **RWY 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**RWY 14:** Climb on heading 145° to 600′. **RWY 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to RENNK, then on track 016° to COLET, then on track 025° to SUSHI, then on track 026° to WWELL, then on track 026° to INDIE, then on transition. MAINTAIN 5000′. EXPECT filed altitude 10 minutes after departure.

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

BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

Rwys 17, 35: Not authorized - Environmental.

CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.

Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

Waterways 17, 35: Not authorized - Air Traffic.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.

SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.

SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

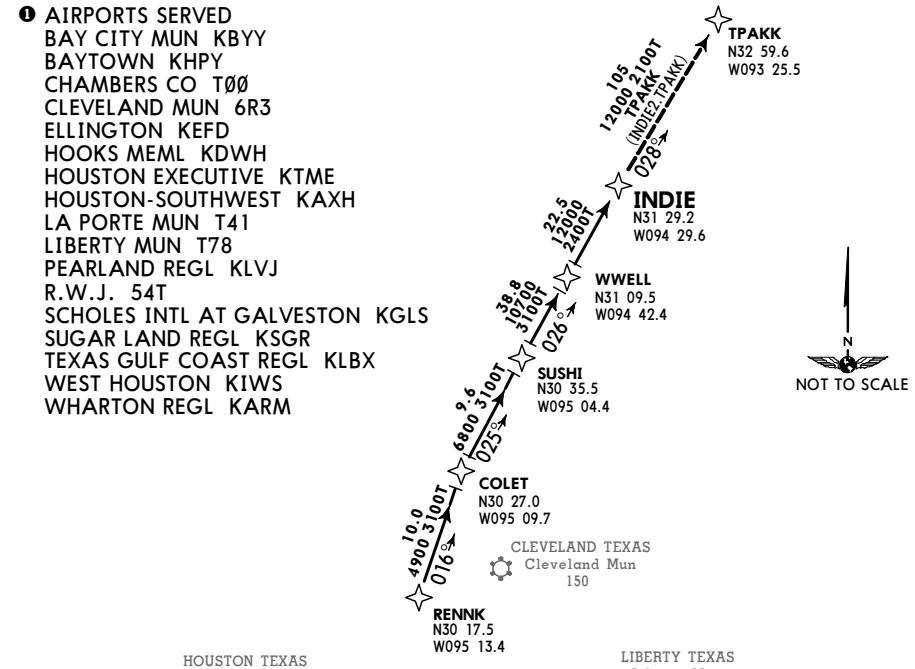
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

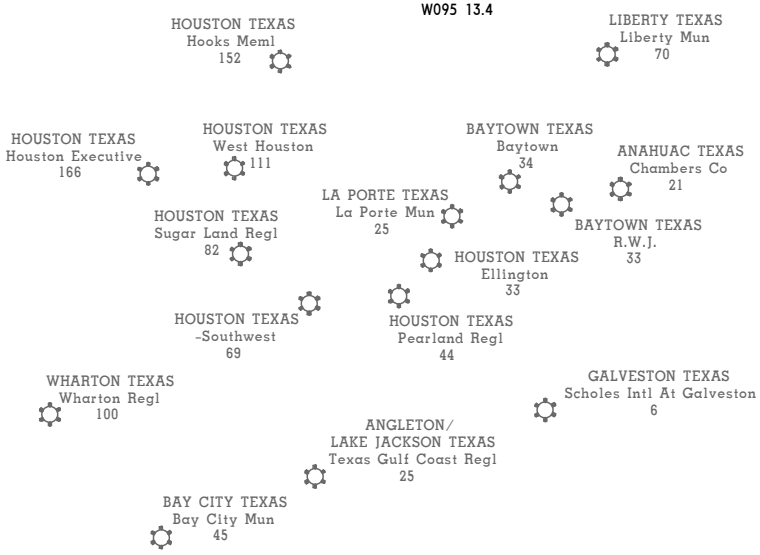
Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

INDIE TWO RNAV DEPARTURE (INDIE2.INDIE)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM





CHANGES: Procedure revised, renumbered.

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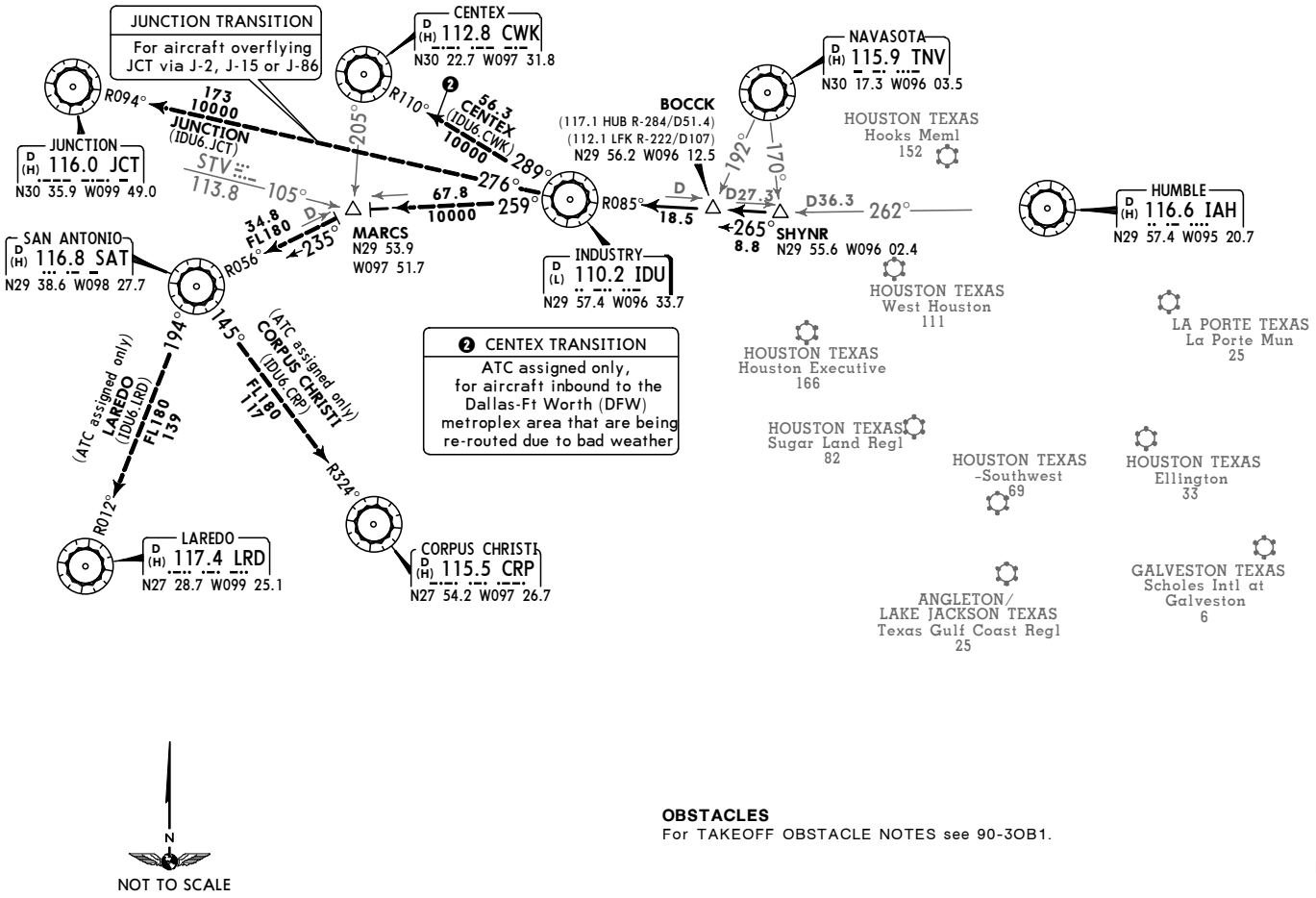
HOUSTON METROPLEX, TEXAS

AREA SID
SERVES ONLY: ❶

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**RADAR required.**

INDUSTRY SIX DEPARTURE (IDU6.IDU)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to SHYNR.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to SHYNR.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SHYNR on IDU R-085 to BOCCK, then on IDU R-085 to IDU.

CHANGES: None.

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HOUSTON METROPLEX, TEXAS

AREA SID

SERVES ONLY: ❶

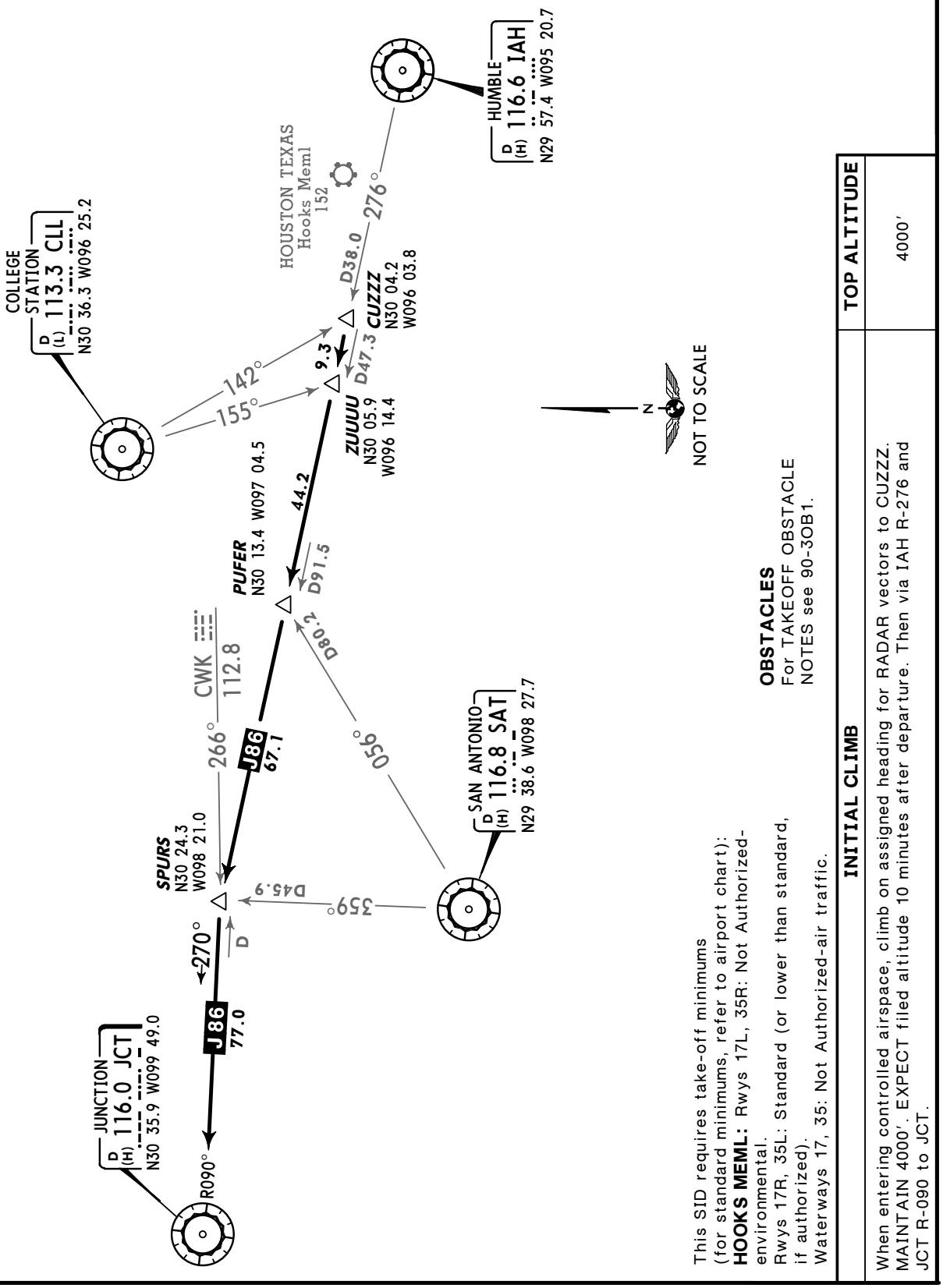
JEPPESEN
27 FEB 15 (90-3J) Eff 5 Mar

SID

Apt Elev *See graphic*	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft overflying JCT via J-86 filing FL240 or above.

JUNCTION EIGHT DEPARTURE (JCT8.JCT)

❶ AIRPORT SERVED
HOOKS MEML KDWH



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.

INITIAL CLIMB	TOP ALTITUDE
When entering controlled airspace, climb on assigned heading for RADAR vectors to CUZZZ. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then via IAH R-276 and JCT R-090 to JCT.	4000′

CHANGES: Procedure renumbered, top altitude.

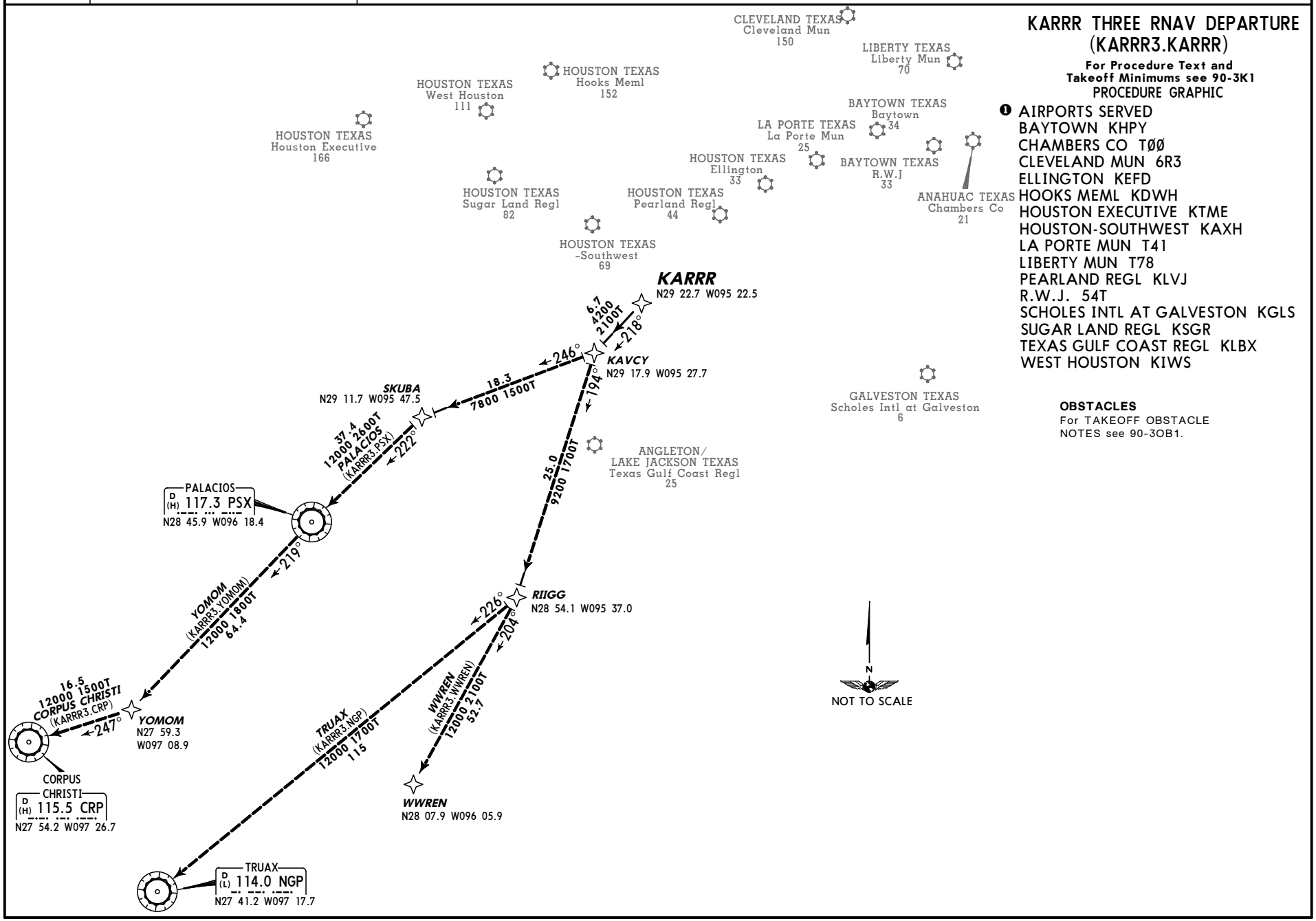
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AREA SID

SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.



KARRR THREE RNAV DEPARTURE (KARRR3.KARRR)

For Procedure Text and Takeoff Minimums see 90-3K1
PROCEDURE GRAPHIC

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

CHANGES: Procedure renumbered, revised, top altitude.

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AREA SID
SERVES ONLY: ❶

KARRR THREE RNAV DEPARTURE (KARRR3.KARRR)

For Procedure Graphic see 90-3K

PROCEDURE TEXT

❶ AIRPORTS SERVED	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 320° to 540′, EXPECT RADAR vectors to KARRR.	4000′
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to KARRR.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to KARRR. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to KARRR.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to KARRR. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to KARRR. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to KARRR.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to KARRR. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to KARRR.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′, EXPECT RADAR vectors to KARRR. **Rwy 36:** Climb on heading 355° to 680′, EXPECT RADAR vectors to KARRR.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′, EXPECT RADAR vectors to KARRR. **Rwy 27:** Climb on heading 269° to 2200′, EXPECT RADAR vectors to KARRR.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to KARRR.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to KARRR. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to KARRR.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 322° to 900′, EXPECT RADAR vectors to KARRR.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to KARRR.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′, EXPECT RADAR vectors to KARRR. **Rwy 18:** Climb on heading 179° to 520′, EXPECT RADAR vectors to KARRR. **Rwy 32:** Climb on heading 318° to 520′, EXPECT RADAR vectors to KARRR. **Rwy 36:** Climb on heading 359° to 520′, EXPECT RADAR vectors to KARRR.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to KARRR. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to KARRR.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to KARRR. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to KARRR.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to KARRR. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to KARRR.	

ROUTING

From KARRR on track 218° to KAVCY, then on transition. MAINTAIN 4000′ or as assigned by ATC.
EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not Authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′. Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

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

CHANGES: Procedure renumbered, revised, top altitude.

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HOUSTON METROPLEX, TEXAS

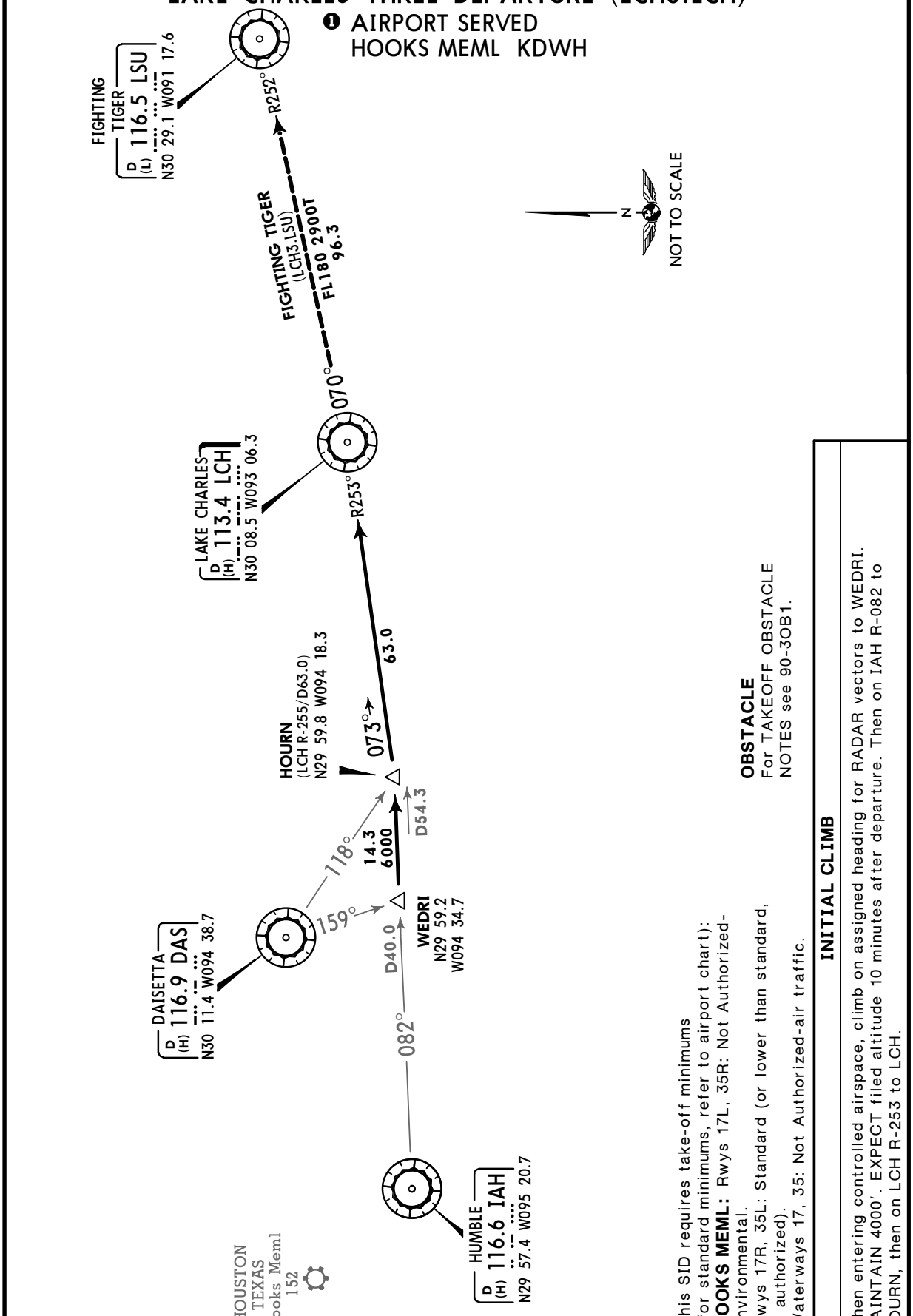
AREA SID

SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′ **RADAR required.**

LAKE CHARLES THREE DEPARTURE (LCH3.LCH)

❶ AIRPORT SERVED
HOOKS MEML KDWH



This SID requires take-off minimums (for standard minimums, refer to airport chart):
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

INITIAL CLIMB

When entering controlled airspace, climb on assigned heading for RADAR vectors to WEDRI. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. Then on IAH R-082 to HOURN, then on LCH R-253 to LCH.

CHANGES: Procedure renumbered, revised.

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AREA SID

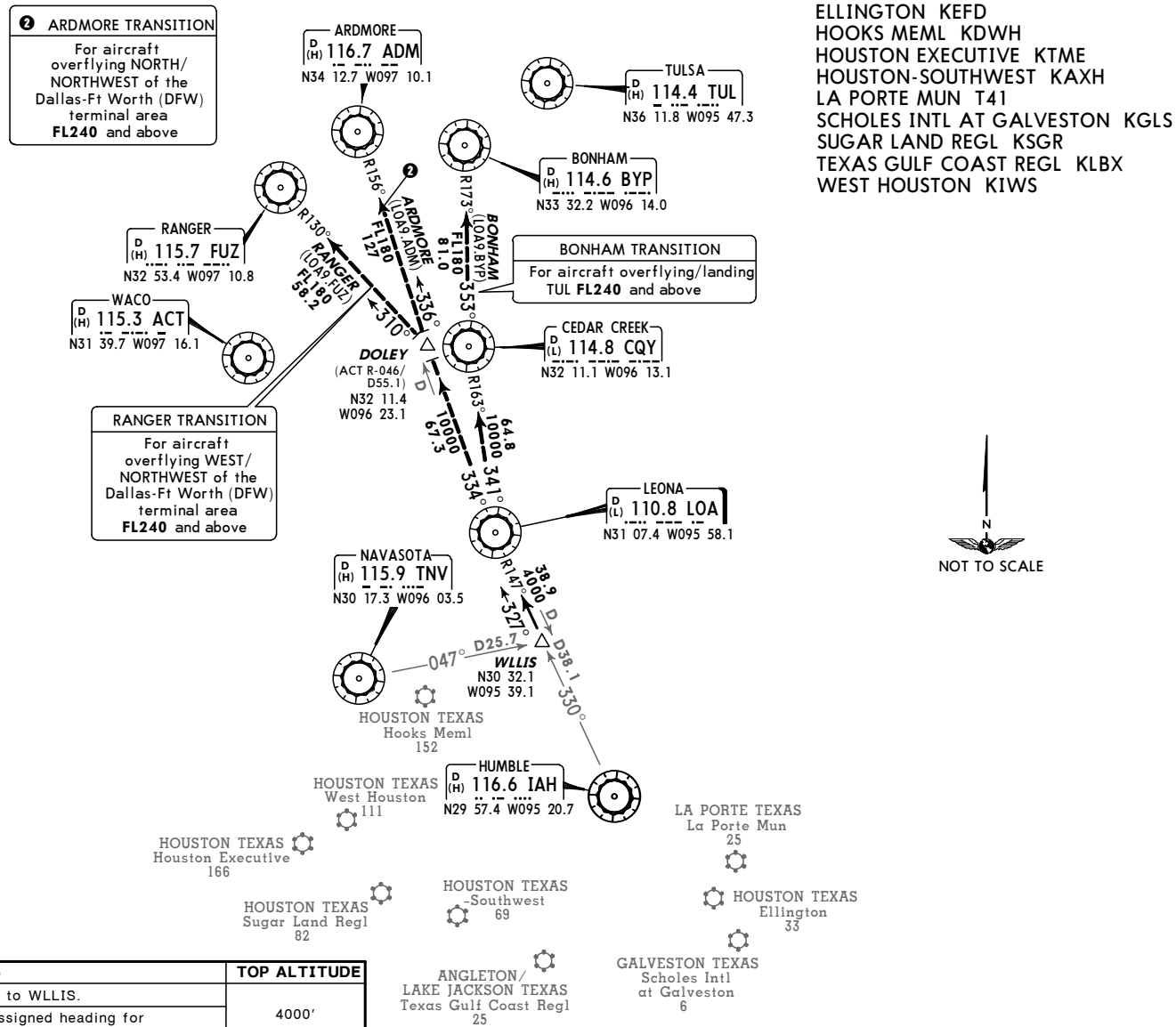
SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. Except for aircraft destined Waco (ACT) or the Dallas Ft Worth (DFW) terminal area, all aircraft filing the LEONA SID must file one of the published transitions via FUZ, ADM or BYP.

LEONA NINE DEPARTURE (LOA9.LOA)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to WLLIS.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to WLLIS.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. From WLLIS on LOA R-147 to LOA.

CHANGES: Procedure renumbered, top altitude.

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HOUSTON METROPLEX, TEXAS

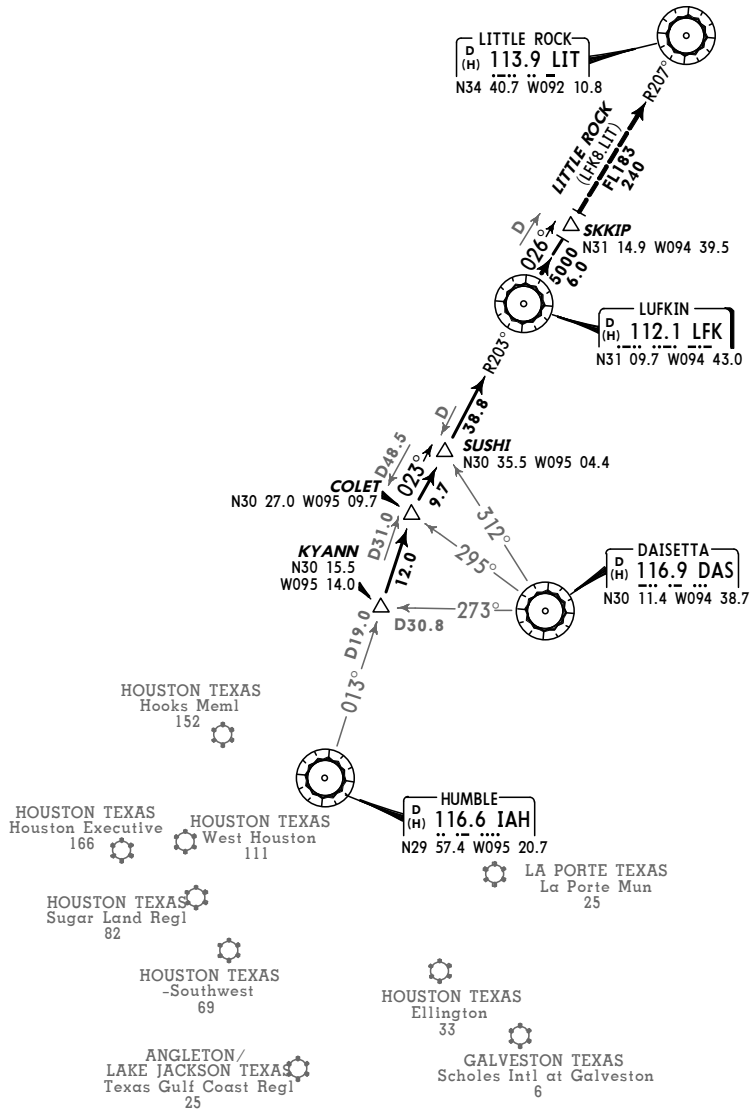
AREA SID
SERVES ONLY: ❶

Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** 2. For aircraft destined LIT, or overflying LIT or PXV.

LUFKIN EIGHT DEPARTURE (LFK8.LFK)

❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070

NOT TO SCALE

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to KYANN.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to KYANN.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At KYANN on IAH R-013 to COLET, then RIGHT turn on LFK R-203 to LFK.

CHANGES: Procedure renumbered, top altitude.

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TAKEOFF OBSTACLE NOTES

BAY CITY

◦ RWY 13:
TREES BEGINNING 51' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 55' AGL/92' MSL. POLES BEGINNING 635' FROM DER, 402' LEFT OF CENTERLINE, 31' AGL/68' MSL.

◦ RWY 31:
TREES BEGINNING 102' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 34' AGL/80' MSL.

BAYTOWN

◦ RWY 14:
MULTIPLE TREES, POWER POLES AND HOUSES BEGINNING AT DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/89' MSL. VEHICLE 187' FROM DER, 47' RIGHT OF CENTERLINE, 15' AGL/44' MSL. TOWER 4066' FROM DER, 1217' RIGHT OF CENTERLINE, 156' AGL/180' MSL.

◦ RWY 32:
VEHICLE 53' FROM DER, 23' RIGHT OF CENTERLINE, 15' AGL/49' MSL. BUILDINGS BEGINNING 104' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/59' MSL. TREES BEGINNING 116' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/94' MSL.

CHAMBERS CO

◦ RWY 12:
VEHICLES ON ROADWAY BEGINNING 19' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15' AGL/34' MSL. TREES BEGINNING 986' FROM DER, 732' LEFT OF CENTERLINE, UP TO 100' AGL/119' MSL.

◦ RWY 30:
TREES BEGINNING 60' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/124' MSL. VEHICLES ON ROADWAY 121' FROM DER, 512' RIGHT OF CENTERLINE, UP TO 17' AGL/36' MSL. TOWER 2152' FROM DER, 593' RIGHT OF CENTERLINE, 60' AGL/83' MSL.

CLEVELAND MUN

◦ RWY 16:
TREES BEGINNING ABEAM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 100' AGL/239' MSL.

◦ RWY 34:
TREES BEGINNING 120' FROM DER, 243' LEFT OF CENTERLINE, UP TO 100' AGL/259' MSL. TREES AND POLES BEGINNING 225' FROM DER, 363' RIGHT OF CENTERLINE, UP TO 100' AGL/220' MSL. VEHICLES ON ROAD 738' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 19' AGL/169' MSL.

ELLINGTON

◦ RWY 4:
TREE 1526' FROM DER, 737' RIGHT OF CENTERLINE, 39' AGL/69' MSL.

◦ RWY 17R:
POLE 1488' FROM DER, 817' RIGHT OF CENTERLINE, 40' AGL/74' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

ELLINGTON (CONTD)

◦ RWY 22:
OBSTACLE LIGHT ON GLIDESLOPE AND EQUIPMENT 321' FROM DER, 544' LEFT OF CENTERLINE, 39' AGL/68' MSL. SIGN 213' FROM DER, 472' RIGHT OF CENTERLINE, 6' AGL/32' MSL. ANTENNA ON BUILDING 1998' FROM DER, 598' RIGHT OF CENTERLINE, 54' AGL/83' MSL. OBSTRUCTION LIGHT ON COMM EQUIPMENT AND ANTENNA 1626' FROM DER, 837' RIGHT OF CENTERLINE, 88' AGL/114' MSL. OBSTRUCTION LIGHT ON WATER TOWER AND TANK 6114' FROM DER, 1635' RIGHT OF CENTERLINE, 159' AGL/192' MSL.

◦ RWY 35L:
TREES BEGINNING 1119' FROM DER, 679' RIGHT OF CENTERLINE, UP TO 37' AGL/77' MSL. CRANE 2353' FROM DER, 1024' LEFT OF CENTERLINE, 58' AGL/97' MSL.

◦ RWY 35R:
TREE 1597' FROM DER, 32' LEFT OF CENTERLINE, 50' AGL/80' MSL. TANK 2639' FROM DER, 1157' RIGHT OF CENTERLINE, 77' AGL/109' MSL.

HOOKS MEML

◦ RWY 17R:
MULTIPLE TREES BEGINNING 708' FROM DER, 68' LEFT OF CENTERLINE, UP TO 71' AGL/220' MSL. MULTIPLE HANGARS BEGINNING 433' FROM DER, 515' LEFT OF CENTERLINE, UP TO 37' AGL/182' MSL. DME ANTENNA 653' FROM DER, 256' LEFT OF CENTERLINE, 13' AGL/162' MSL. MULTIPLE TREES AND POLE BEGINNING 85' FROM DER, 294' RIGHT OF CENTERLINE, UP TO 45' AGL/189' MSL.

◦ RWY 35L:
MULTIPLE TREES AND POLES BEGINNING 144' FROM DER, 32' LEFT OF CENTERLINE, UP TO 79' AGL/238' MSL. MULTIPLE HANGARS AND BUILDINGS BEGINNING 85' FROM DER, 9' LEFT OF CENTERLINE, UP TO 53' AGL/202' MSL. MULTIPLE TREES, TOWERS AND POLES BEGINNING 100' FROM DER, 124' RIGHT OF CENTERLINE, UP TO 93' AGL/247' MSL. VEHICLE AND ROAD 315' FROM DER, ON CENTERLINE, 15' AGL/166' MSL. BUILDING 894' FROM DER, 231' RIGHT OF CENTERLINE, 23' AGL/173' MSL.

HOUSTON EXECUTIVE

◦ RWY 36:
POWER POLES FROM LEFT TO RIGHT BEGINNING 703' FROM DER, 623' LEFT TO 685' RIGHT OF CENTERLINE, UP TO 32' AGL/196' MSL.

HOUSTON-SOUTHWEST

◦ RWY 9:
MULTIPLE HANGARS BEGINNING 239' FROM DER, 360' RIGHT OF CENTERLINE, UP TO 42' AGL/106' MSL. MULTIPLE TREES BEGINNING 501' FROM DER, 355' RIGHT OF CENTERLINE, UP TO 43' AGL/111' MSL. MULTIPLE HANGARS BEGINNING 119' FROM DER, 498' LEFT OF CENTERLINE, UP TO 41' AGL/105' MSL. POLE 332' FROM DER, 299' LEFT OF CENTERLINE, 43' AGL/97' MSL. ANTENNA 1172' FROM DER, 658' LEFT OF CENTERLINE, 51' AGL/115' MSL. MULTIPLE TREES BEGINNING 558' FROM DER, 68' LEFT OF CENTERLINE, UP TO 58' AGL/122' MSL.

◦ RWY 27:
MULTIPLE TREES BEGINNING 1050' FROM DER, 40' LEFT OF CENTERLINE, UP TO 71' AGL/140' MSL. VEHICLE ON ROAD 99' FROM DER, 291' RIGHT OF CENTERLINE, 15' AGL/83' MSL. MULTIPLE TREES BEGINNING 873' FROM DER, 514' RIGHT OF CENTERLINE, UP TO 59' AGL/130' MSL. MULTIPLE TRANSMISSION POLES BEGINNING 1304' FROM DER, 131' RIGHT OF CENTERLINE, UP TO 41' AGL/110' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD 1)

LA PORTE MUN
(ALEXANDRIA, CRIED, EL DORADO, GIFFA, HOODO, INDUSTRY, JUNCTION, LAKE CHARLES, LEONA, LUFKIN, PALACIOS DEPARTURES)

◦ RWY 12:
TREES AND POLES BEGINNING 128' FROM DER, 42' LEFT OF CENTERLINE, UP TO 50' AGL/74' MSL. TREES AND POLES BEGINNING 131' FROM DER, 114' RIGHT OF CENTERLINE, UP TO 39' AGL/63' MSL. CHIMNEY 676' FROM DER, 412' RIGHT OF CENTERLINE, 31' AGL/55' MSL.

◦ RWY 23:
TREES BEGINNING 1320' FROM DER, 43' LEFT OF CENTERLINE, UP TO 63' AGL/87' MSL. HANGARS BEGINNING 233' FROM DER, 288' RIGHT OF CENTERLINE, UP TO 35' AGL/59' MSL. VEHICLE ON ROAD 594' FROM DER, 513' LEFT OF CENTERLINE, 15' AGL/39' MSL. TREES 1010' FROM DER, 1010' RIGHT OF CENTERLINE, UP TO 63' AGL/87' MSL.

◦ RWY 30:
TREES AND POLES BEGINNING 114' FROM DER, 67' LEFT OF CENTERLINE, UP TO 63' AGL/87' MSL. BUILDINGS 335' FROM DER, 356' LEFT OF CENTERLINE, 25' AGL/50' MSL. TREES AND POLES BEGINNING 44' FROM DER, 35' RIGHT OF CENTERLINE, UP TO 52' AGL/76' MSL.

LA PORTE MUN
(BORRN, BLTWY, INDIE, KARRR, LURIC, MMALT, STRYA, STYCK, WATFO, WYLSN DEPARTURES)

◦ RWY 5:
TREES BEGINNING 334' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 67' AGL/91' MSL. POLES BEGINNING 973' FROM DER, 387' LEFT OF CENTERLINE, UP TO 40' AGL/64' MSL. BUILDINGS BEGINNING 319' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/54'MSL. STACK 2.3 NM FROM DER, 3296' LEFT OF CENTERLINE, 300' AGL/334' MSL.

◦ RWY 12:
POLES BEGINNING 127' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 54' AGL/74' MSL. TREES BEGINNING 183' FROM DER, 446' RIGHT OF CENTERLINE, UP TO 40' AGL/60' MSL. BUILDINGS 675' FROM DER, 411' RIGHT OF CENTERLINE, UP TO 32' AGL/55' MSL. TREES BEGINNING 888' FROM DER, 113' RIGHT OF CENTERLINE, UP TO 43' AGL/63' MSL.

◦ RWY 23:
BUILDINGS BEGINNING 30' FROM DER, 242' LEFT OF CENTERLINE, UP TO 30' AGL/54' MSL. BUILDINGS BEGINNING 231' FROM DER, 134' RIGHT OF CENTERLINE, UP TO 30' AGL/54' MSL. TREES BEGINNING 243' FROM DER, 494' RIGHT OF CENTERLINE, UP TO 67' AGL/91' MSL. POLES BEGINNING 363' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 40' AGL/64' MSL. VEHICLE ON ROAD BEGINNING 493' FROM DER, 562' LEFT OF CENTERLINE, UP TO 15' AGL/39' MSL. TREES BEGINNING 573' FROM DER, 292' LEFT OF CENTERLINE, UP TO 67' AGL/91' MSL. TREES BEGINNING 1123' FROM DER, 69' RIGHT OF CENTERLINE, UP TO 67' AGL/91' MSL.

◦ RWY 30:
TREES BEGINNING 44' FROM DER, 331' RIGHT OF CENTERLINE, UP TO 51' AGL/71' MSL. POLE 114' FROM DER, 500' LEFT OF CENTERLINE, 37' AGL/60' MSL. BUILDINGS BEGINNING 334' FROM DER, 355' LEFT OF CENTERLINE, UP TO 25' AGL/50' MSL. TREES BEGINNING 367' FROM DER, 471' LEFT OF CENTERLINE, UP TO 37' AGL/57' MSL. BUILDING 669' FROM DER, 415' RIGHT OF CENTERLINE, 30' AGL/55' MSL. POLES BEGINNING 768' FROM DER, 427' RIGHT OF CENTERLINE, UP TO 50' AGL/74' MSL. TREES BEGINNING 1048' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 67' AGL/87' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD 2)

LIBERTY MUN

◦ RWY 16:
HANGARS BEGINNING 4' FROM DER, 340' RIGHT OF CENTERLINE, UP TO 21' AGL/91' MSL. TREE 273' FROM DER, 401' RIGHT OF CENTERLINE, 28' AGL/96' MSL. TREES BEGINNING 1067' FROM DER, 122' LEFT OF CENTERLINE, UP TO 76' AGL/146' MSL. TREES AND POLES BEGINNING 1166' FROM DER, 48' RIGHT OF CENTERLINE, UP TO 85' AGL/155' MSL.

◦ RWY 34:
TREES BEGINNING 176' FROM DER, 262' LEFT OF CENTERLINE, UP TO 52' AGL/117' MSL. POLES BEGINNING 427' FROM DER, 318' RIGHT OF CENTERLINE, UP TO 40' AGL/105' MSL. POLES BEGINNING 451' FROM DER, 236' LEFT OF CENTERLINE, UP TO 39' AGL/106' MSL. TREES BEGINNING 758' FROM DER, 101' RIGHT OF CENTERLINE, UP TO 101' AGL/166' MSL. TREES BEGINNING 1953' FROM DER, 40' LEFT OF CENTERLINE, UP TO 96' AGL/161' MSL.

PEARLAND REGL
(BORRN, KARRR, MMALT, WATFO)

◦ RWY 14:
MULTIPLE TREES BEGINNING 199' FROM DER, 226' RIGHT OF CENTERLINE, UP TO 66' AGL/100' MSL. VEHICLE ON ROAD 398' FROM DER, 405' LEFT OF CENTERLINE, 9' AGL/55' MSL. TREES 1287' FROM DER, 453' LEFT OF CENTERLINE, UP TO 56' AGL/90' MSL.

◦ RWY 32:
MULTIPLE TREES BEGINNING 690' FROM DER, 81' LEFT OF CENTERLINE, UP TO 79' AGL/128' MSL. MULTIPLE POLES BEGINNING 745' FROM DER, 24' LEFT OF CENTERLINE, UP TO 40' AGL/80' MSL. MULTIPLE TREES AND POLES BEGINNING 29' FROM DER, 11' RIGHT OF CENTERLINE, UP TO 64' AGL/104' MSL. BUILDING 237' FROM DER, 520' RIGHT OF CENTERLINE, 32' AGL/72' MSL.

PEARLAND REGL
(BLTWY, HOODO, INDIE, LURIC, STRYA, STYCK, WYLSN)

◦ RWY 14:
VEHICLES ON ROAD BEGINNING 11' FROM DER, 450' RIGHT OF CENTERLINE, UP TO 15' AGL/54' MSL. HANGARS 99' FROM DER, 521' LEFT OF CENTERLINE, UP TO 13' AGL/53' MSL. TREES BEGINNING 102' FROM DER, 328' LEFT OF CENTERLINE, UP TO 27' AGL/71' MSL. TREES BEGINNING 199' FROM DER, 307' RIGHT OF CENTERLINE, UP TO 64' AGL/98' MSL. VEHICLES ON ROAD BEGINNING 364' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15' AGL/59' MSL. TREES BEGINNING 618' FROM DER, 331' LEFT OF CENTERLINE, UP TO 32' AGL/71' MSL. TREES BEGINNING 983' FROM DER, 94' RIGHT OF CENTERLINE, UP TO 20' AGL/90' MSL. TREES BEGINNING 1251' FROM DER, 72' LEFT OF CENTERLINE, UP TO 60' AGL/94' MSL.

◦ RWY 32:
MULTIPLE TREES BEGINNING 30' FROM DER, 142' RIGHT OF CENTERLINE, UP TO 59' AGL/100' MSL. MULTIPLE TREES BEGINNING 41' FROM DER, 200' LEFT OF CENTERLINE, UP TO 74' AGL/118' MSL. POLE 68' FROM DER, 107' RIGHT OF CENTERLINE, 26' AGL/70' MSL. MULTIPLE BUILDINGS AND POLES BEGINNING 103' FROM DER, 235' RIGHT OF CENTERLINE, UP TO 34' AGL/78' MSL. VEHICLES ON ROAD 513' FROM DER, LEFT AND RIGHT OF CENTERLINE, 15' AGL/59' MSL. MULTIPLE POLES AND TREES BEGINNING 605' FROM DER, LEFT AND RIGHT OF CENTERLINE UP TO 84' AGL/128' MSL.

R.W.J.

◦ RWY 8:
TREES BEGINNING 21' FROM DER, 152' LEFT OF CENTERLINE, UP TO 100' AGL/129'

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TAKEOFF OBSTACLE NOTES (CONTD 3)

R.W.J. (CONTD)

◦ RWY 8 (CONTD):
MSL. VEHICLE ON ROAD BEGINNING 100' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/44' MSL. FENCE BEGINNING ABEAM DER, 115' RIGHT OF CENTERLINE, UP TO 6' AGL/35' MSL. TREES BEGINNING 133' FROM DER, 333' RIGHT OF CENTERLINE, UP TO 100' AGL/129' MSL. BUILDINGS BEGINNING 266' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/59' MSL. POWER LINES BEGINNING 356' FROM DER, 460' LEFT OF CENTERLINE, UP TO 32' AGL/61' MSL. POLE 663' FROM DER, 188' RIGHT OF CENTERLINE, 100' AGL/129' MSL.

◦ RWY 14:
VEHICLE ON ROAD BEGINNING 10' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/44' MSL. BUILDINGS BEGINNING 35' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 30' AGL/59' MSL. TREES BEGINNING 30' FROM DER, CROSSING CENTERLINE, UP TO 100' AGL/129' MSL. POWER LINES BEGINNING 341' FROM DER, CROSSING CENTERLINE, UP TO 32' AGL/61' MSL.

◦ RWY 26:
BUILDINGS BEGINNING 47' FROM DER, 118' RIGHT OF CENTERLINE, UP TO 30' AGL/64' MSL. BUILDINGS BEGINNING 187' FROM DER, 85' LEFT OF CENTERLINE, UP TO 30' AGL/64' MSL. POWER LINES BEGINNING 407' FROM DER, CROSSING CENTERLINE, UP TO 32' AGL/66' MSL. VEHICLE ON ROAD BEGINNING 448' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/49' MSL. TREES BEGINNING 619' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/134' MSL. QUARRY EQUIPMENT 2800' FROM DER, 193' RIGHT OF CENTERLINE, UP TO 100' AGL/134' MSL.

◦ RWY 32:
VEHICLE ON ROAD BEGINNING 10' FROM DER, CROSSING CENTERLINE, UP TO 15' AGL/49' MSL. FENCE BEGINNING 30' FROM DER, CROSSING CENTERLINE, UP TO 6' AGL/40' MSL. BUILDINGS BEGINNING 29' FROM DER, 223' LEFT OF CENTERLINE, UP TO 30' AGL/64' MSL. BUILDINGS BEGINNING 31' FROM DER, 146' RIGHT OF CENTERLINE, UP TO 30' AGL/64' MSL. POWER LINES BEGINNING 259' FROM DER, 139' LEFT OF CENTERLINE, UP TO 32' AGL/66' MSL. TREES BEGINNING 620' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100' AGL/139' MSL.

SCHOLES INTL AT GALVESTON

◦ RWY 14:
BUILDING 2614' FROM DER, 376' RIGHT OF CENTERLINE, 76' AGL/81' MSL.

◦ RWY 18:
BUILDINGS BEGINNING 2560' FROM DER, 284' LEFT OF CENTERLINE, UP TO 121' AGL/178' MSL. T-L TOWER 636' FROM DER, 551' RIGHT OF CENTERLINE, 55' AGL/60' MSL. TREES AND POLES BEGINNING 50' FROM DER, 75' RIGHT OF CENTERLINE, UP TO 60' AGL/65' MSL.

◦ RWY 32:
CRANE 4434' FROM DER, 1081' LEFT OF CENTERLINE, 131' AGL/131' MSL.

◦ RWY 36:
BUSH 419' FROM DER, 577' LEFT OF CENTERLINE, 12' AGL/17' MSL. TREE 526' FROM DER, 371' LEFT OF CENTERLINE, 14' AGL/19' MSL. TREES BEGINNING 713' FROM DER, 383' RIGHT OF CENTERLINE, UP TO 27' AGL/32' MSL.

SUGAR LAND REGL

◦ RWY 17:
MULTIPLE POLES BEGINNING 436' FROM DER, 172' RIGHT OF CENTERLINE, UP TO 44' AGL/124' MSL. RAILROAD 110' FROM DER, 10' LEFT OF CENTERLINE, 23' AGL/104'

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TAKEOFF OBSTACLE NOTES (CONTD 4)

SUGAR LAND REGL (CONTD)

◦ RWY 17 (CONTD):
MSL. MULTIPLE POLES BEGINNING 135' FROM DER, 270' LEFT OF CENTERLINE, UP TO 44' AGL/111' MSL. BUILDING 1036' FROM DER, 743' RIGHT OF CENTERLINE, 26' AGL/102' MSL.

◦ RWY 35:
VEHICLE AND ROAD 65' FROM DER, 2' RIGHT OF CENTERLINE, 15' AGL/96' MSL. MULTIPLE TREES BEGINNING 37' FROM DER, 275' RIGHT OF CENTERLINE, UP TO 81' AGL/164' MSL. DME ANTENNA 380' FROM DER, 253' RIGHT OF CENTERLINE, 24' AGL/100' MSL. MULTIPLE TREES BEGINNING 83' FROM DER, 65' LEFT OF CENTERLINE, UP TO 81' AGL/155' MSL.

TEXAS GULF COAST REGL

◦ RWY 35:
TREE 1510' FROM DER, 721' LEFT OF CENTERLINE, 48' AGL/68' MSL.

WEST HOUSTON

◦ RWY 15:
ROAD AND VEHICLE BEGINNING 74' FROM DER, 60' LEFT OF CENTERLINE, UP TO 15' AGL/123' MSL. ROAD AND VEHICLE BEGINNING 342' FROM DER, 6' RIGHT OF CENTERLINE, UP TO 15' AGL/123' MSL. BUILDING 177' FROM DER, 398' LEFT OF CENTERLINE, 18' AGL/126' MSL. LIGHT POLE 942' FROM DER, 453' RIGHT OF CENTERLINE, 39' AGL/145' MSL. TREES BEGINNING 307' FROM DER, 26' LEFT OF CENTERLINE, UP TO 58' AGL/165' MSL. TREES BEGINNING 130' FROM DER, 117' RIGHT OF CENTERLINE, UP TO 100' AGL/208' MSL.

◦ RWY 33:
TREES BEGINNING 168' FROM DER, 9' LEFT OF CENTERLINE, UP TO 70' AGL/179' MSL. TREES BEGINNING 66' FROM DER, 3' RIGHT OF CENTERLINE, UP TO 75' AGL/184' MSL.

WHARTON RGNL

◦ RWY 32:
VEHICLE ON ROADS BEGINNING 26' FROM DER, 312' RIGHT OF CENTERLINE, UP TO 17' AGL/113' MSL. BUILDINGS BEGINNING 40' FROM DER, 338' RIGHT OF CENTERLINE, UP TO 26' AGL/125' MSL. POLES BEGINNING 140' FROM DER, 467' RIGHT OF CENTERLINE, UP TO 43' AGL/142' MSL. TREE 828 ' FROM DER, 509' RIGHT OF CENTERLINE, 28' AGL/127' MSL. FENCE 24' FROM DER, 288' LEFT OF CENTERLINE, 4' AGL/103' MSL. TREE 1147' FROM DER, 425' LEFT OF CENTERLINE, 41' AGL/140' MSL.

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HOUSTON METROPLEX
TEXAS
RNAV SID

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**RWY 13:** Climb on heading 128° to 560′. **RWY 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**RWY 14:** Climb on heading 140° to 540′. **RWY 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**RWY 12:** Climb on heading 124° to 540′. **RWY 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**RWY 16:** Climb on heading 157° to 1400′. **RWY 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**RWY 4:** Climb on heading 039° to 540′. **RWYS 17L/R:** Climb on heading 174° to 540′. **RWY 22:** Climb on heading 219° to 540′. **RWYS 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**RWY 17R:** Climb on heading 168° to 660′. **RWY 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**RWY 18:** Climb on heading 175° to 680′. **RWY 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**RWY 9:** Climb on heading 089° to 2000′. **RWY 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**RWY 5:** Climb on heading 046° to 540′. **RWY 12:** Climb on heading 121° to 540′. **RWY 23:** Climb on heading 226° to 540′. **RWY 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**RWY 16:** Climb on heading 161° to 1700′. **RWY 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**RWY 14:** Climb on heading 142° to 1600′. **RWY 32:** Climb on heading 322° to 700′.	
R.W.J.	**RWY 8:** Climb on heading 084° to 540′. **RWY 14:** Climb on heading 143° to 540′. **RWY 26:** Climb on heading 264° to 540′. **RWY 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**RWY 14:** Climb on heading 138° to 520′. **RWY 18:** Climb on heading 179° to 520′. **RWY 32:** Climb on heading 318° to 520′. **RWY 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**RWY 17:** Climb on heading 170° to 1500′. **RWY 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**RWY 17:** Climb on heading 175° to 540′. **RWY 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**RWY 15:** Climb on heading 150° to 620′. **RWY 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**RWY 14:** Climb on heading 145° to 600′. **RWY 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to KNTKY, then on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ, then on track 031° to CLAVN, then on track 031° to VELCO, then on track 031° to ENJOY, then on track 031° to LURIC, then on transition. MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure.

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

BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.

CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.

SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.

SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

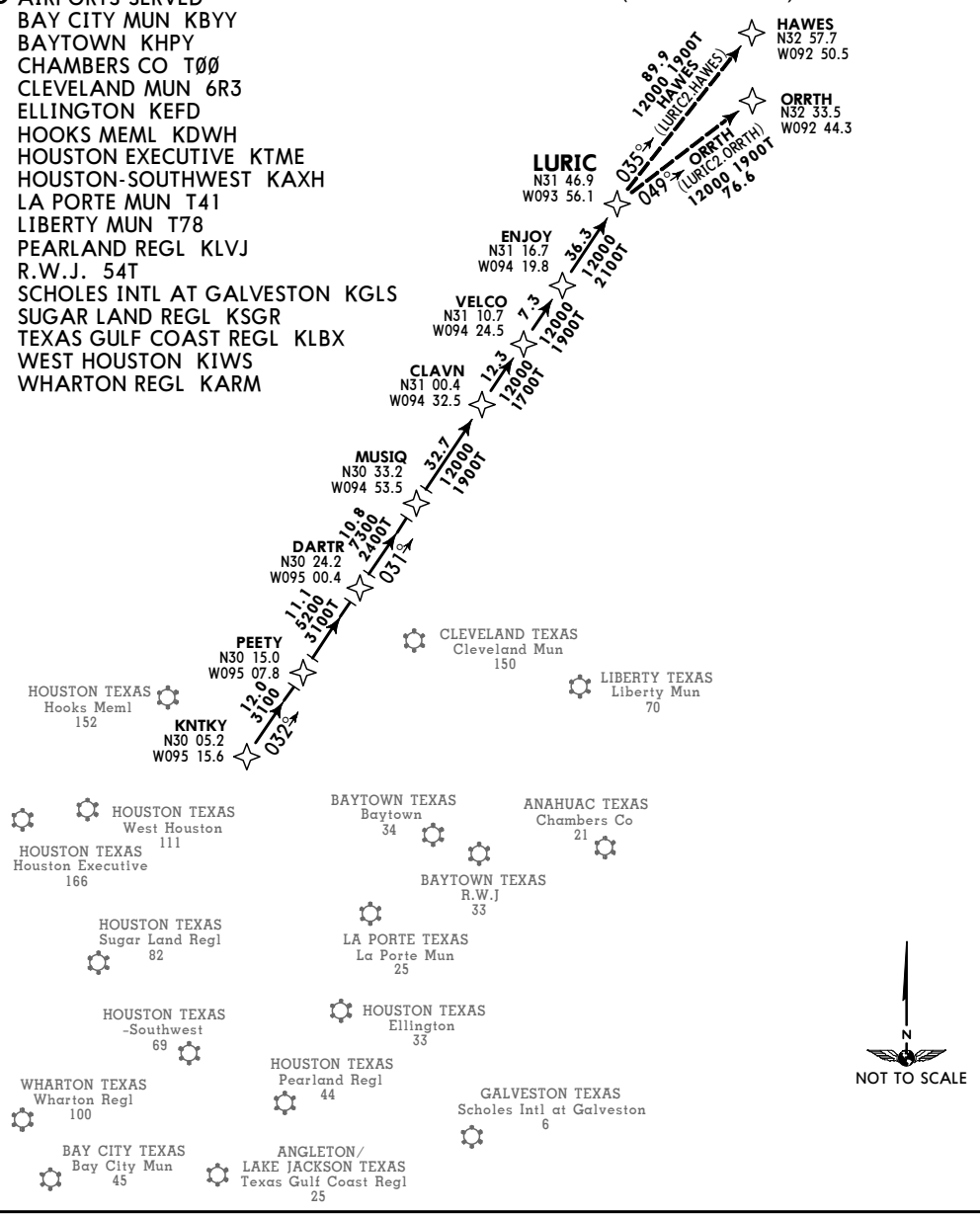
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

LURIC TWO RNAV DEPARTURE (LURIC2.LURIC)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM



CHANGES: Procedure revised, renumbered.

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HOUSTON METROPLEX, TEXAS

JEPPESEN
2 JAN 15 90-3Q Eff 8 Jan

RNAV SID

AREA SID

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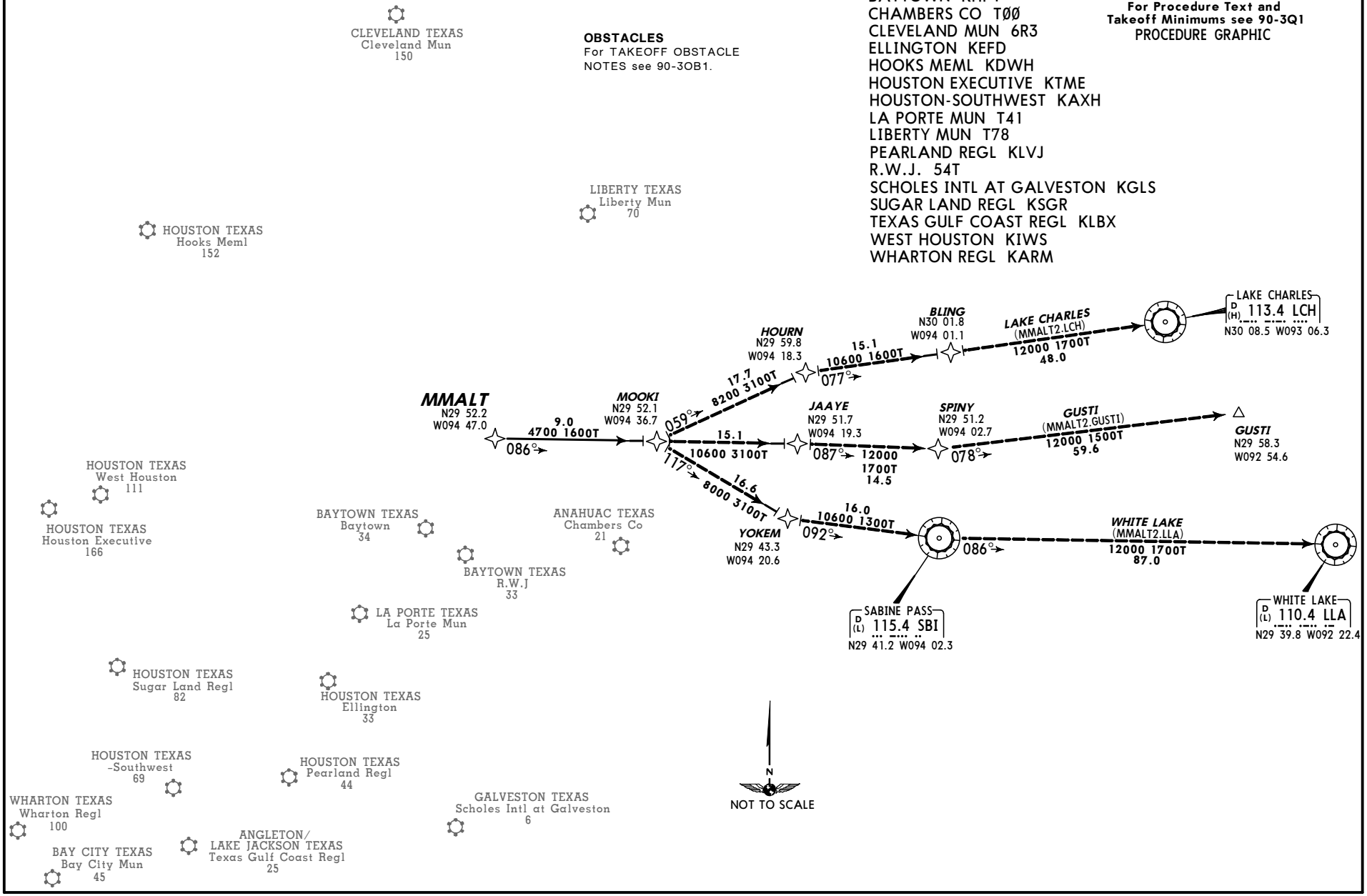
Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. GUSTI and LAKE CHARLES transitions ATC assigned only for aircraft departing AXH, EFD, GLS, HOU, HPY, IWS, LBX, LVJ, SGR, TME, T00, T41 and 54T.

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

MMALT TWO RNAV DEPARTURE (MMALT2.MMALT)

For Procedure Text and Takeoff Minimums see 90-3Q1
PROCEDURE GRAPHIC

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



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MMALT TWO RNAV DEPARTURE (MMALT2.MMALT)

For Procedure Graphic see 90-3Q
PROCEDURE TEXT

❶ AIRPORTS SERVED	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′, EXPECT RADAR vectors to MMALT. **Rwy 31:** Climb on heading 308° to 560′, EXPECT RADAR vectors to MMALT.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 320° to 540′, EXPECT RADAR vectors to MMALT.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to MMALT.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to MMALT. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to MMALT.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to MMALT. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to MMALT. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to MMALT.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to MMALT. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to MMALT.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′, EXPECT RADAR vectors to MMALT. **Rwy 36:** Climb on heading 355° to 680′, EXPECT RADAR vectors to MMALT.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′, EXPECT RADAR vectors to MMALT. **Rwy 27:** Climb on heading 269° to 2200′, EXPECT RADAR vectors to MMALT.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to MMALT.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to MMALT. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to MMALT.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 322° to 900′, EXPECT RADAR vectors to MMALT.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to MMALT.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′, EXPECT RADAR vectors to MMALT. **Rwy 18:** Climb on heading 179° to 520′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 318° to 520′, EXPECT RADAR vectors to MMALT. **Rwy 36:** Climb on heading 359° to 520′, EXPECT RADAR vectors to MMALT.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to MMALT. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to MMALT.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to MMALT. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to MMALT.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to MMALT. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to MMALT.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′, EXPECT RADAR vectors to MMALT. **Rwy 32:** Climb on heading 325° to 600′, EXPECT RADAR vectors to MMALT.	

ROUTING

From MMALT on track 086° to MOOKI, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not Authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

CHANGES: Procedure revised, renumbered.

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Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	**RADAR required.**

PALACIOS SIX DEPARTURE (PSX6.PSX)

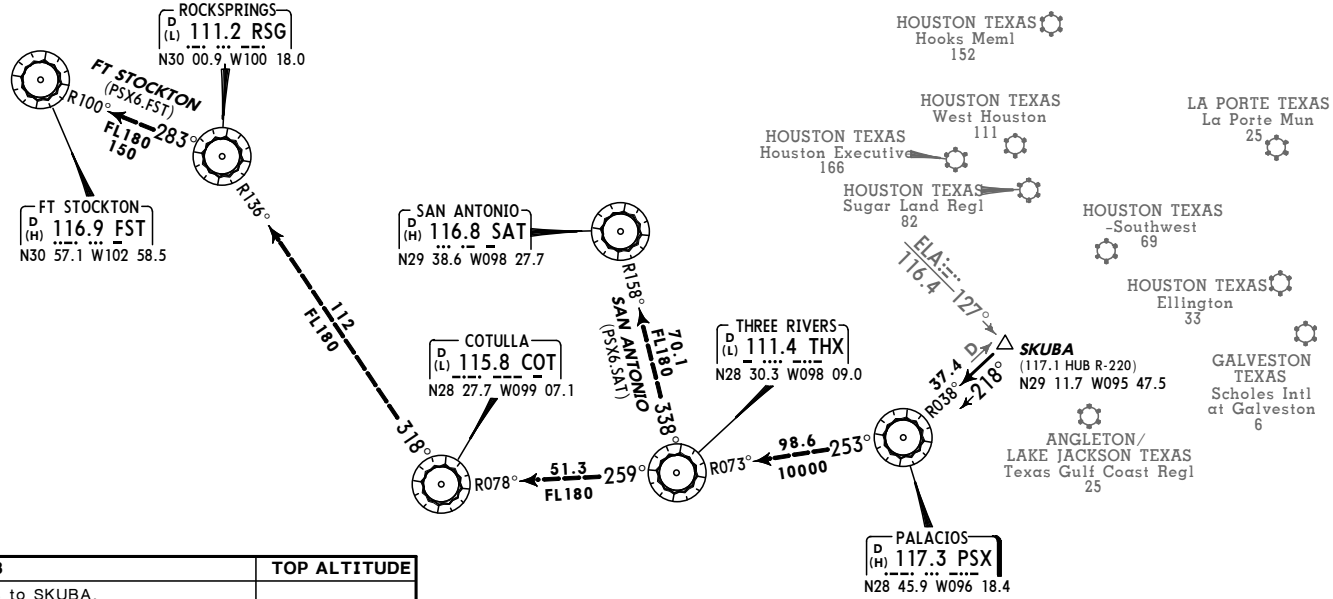
❶ AIRPORTS SERVED
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

NOT TO SCALE

OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
HOOKS MEML: Rwys 17L, 35R: Not Authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized).
Waterways 17, 35: Not Authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized).
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized).
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized).
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to SKUBA.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to SKUBA.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At SKUBA on PSX R-038 to PSX.

CHANGES: Procedure renumbered, top altitude.

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AREA SID

SERVES ONLY: ❶

HOUSTON METROPLEX
TEXAS

RNAV SID

Apt Elev See Graphic	Trans level: FL180	Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′. **Rwy 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′. **Rwy 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to KNTKY, then on track 032° to PEETY, then on track 032° to DARTR, then on track 031° to MUSIQ, then on track 031° to CLAVN, then on track 060° to STRYA, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

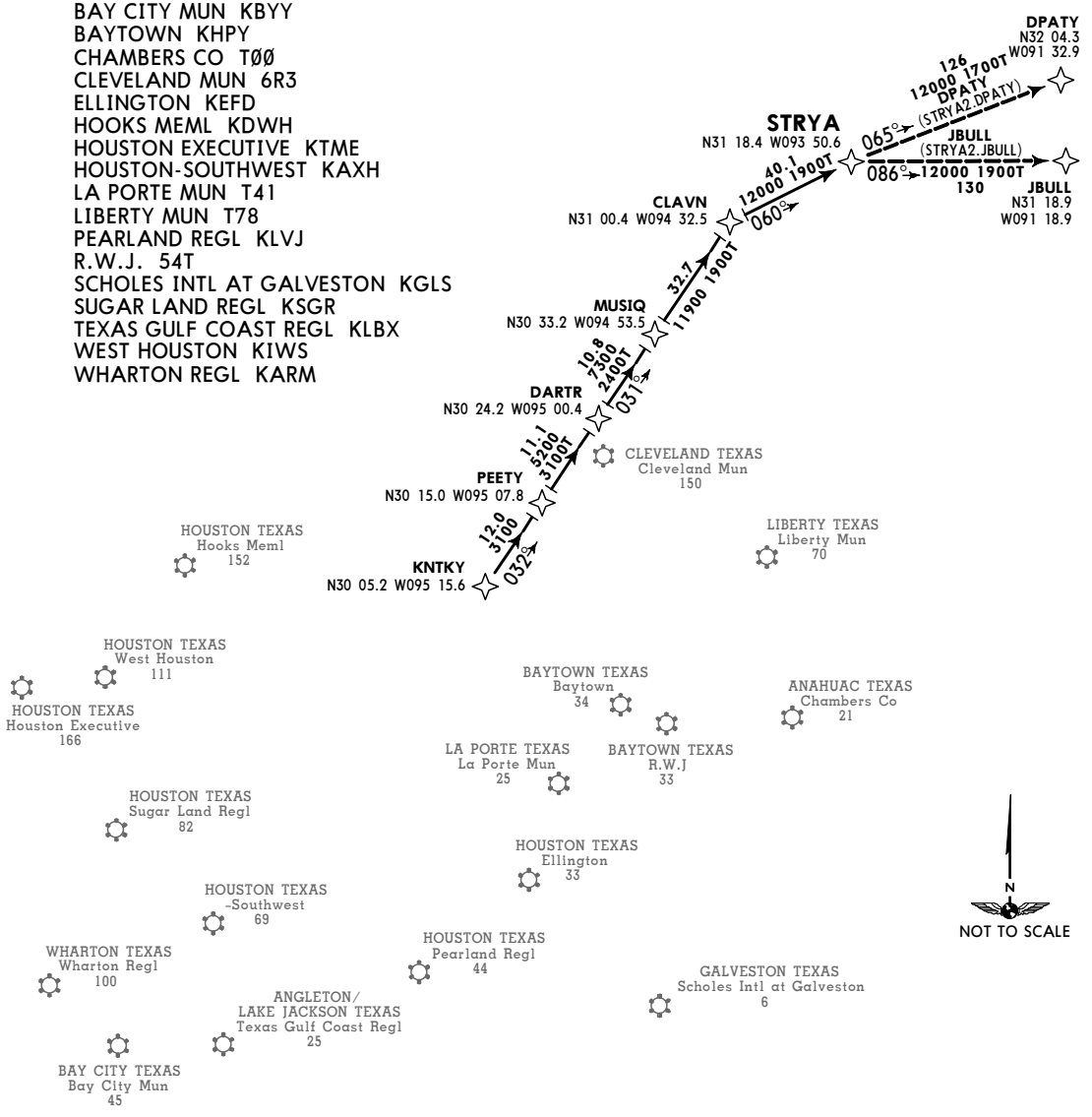
This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

STRYA TWO RNAV DEPARTURE
(STRYA2.STRYA)

❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM



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HOUSTON METROPLEX
TEXAS

AREA SID
SERVES ONLY: ❶

JEPPESEN
8 MAY 15 (90-3U)

RNAV SID

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′. **Rwy 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′. **Rwy 32:** Climb on heading 325° to 600′.	

ROUTING

EXPECT RADAR vectors to BBYSE, then on track 331° to SPICR, then on track 331° to WLLIS, then on track 332° to STYCK, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

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

BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.

CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.

ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.

HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.

HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.

PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.

R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.

SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.

SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.

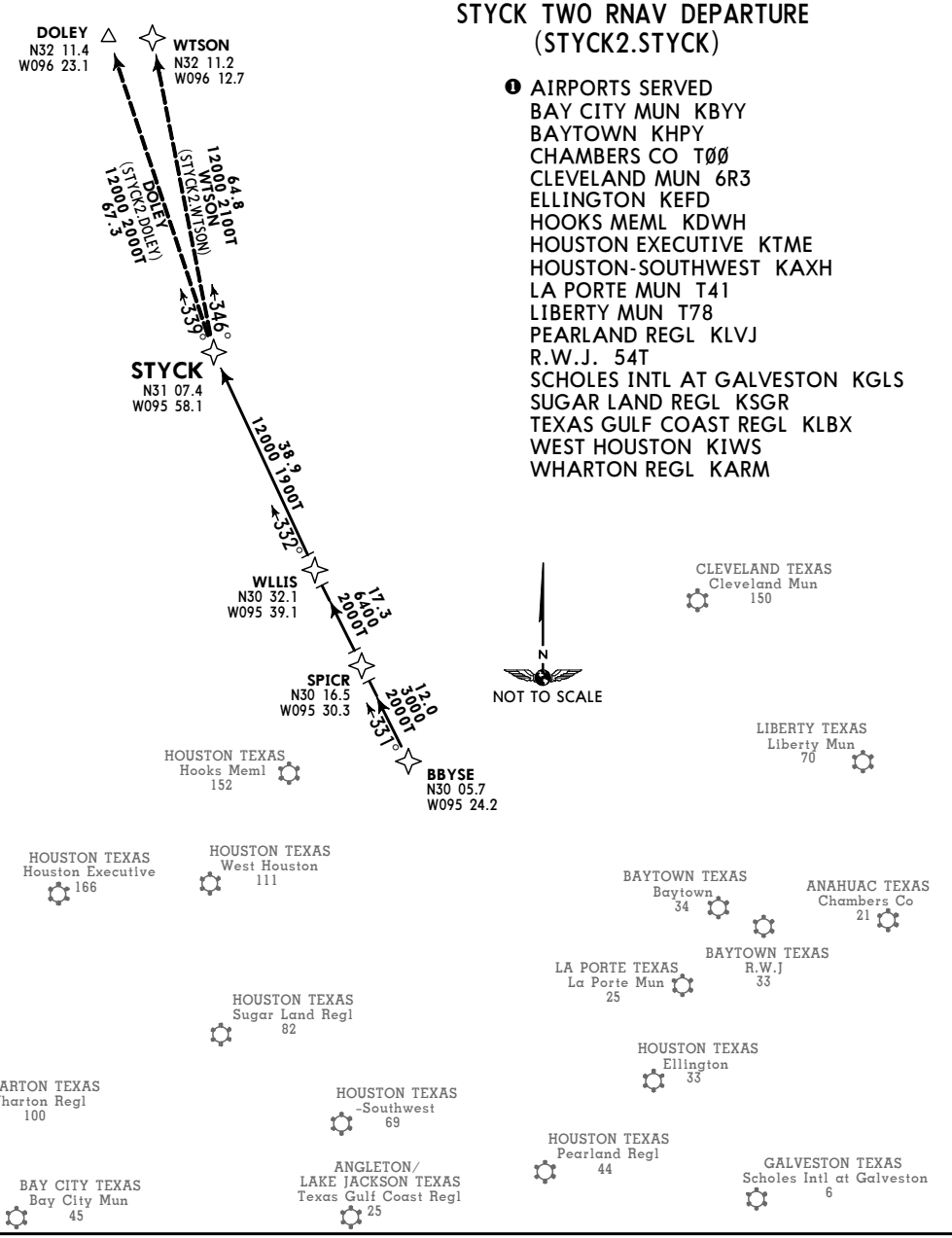
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

STYCK TWO RNAV DEPARTURE (STYCK2.STYCK)



❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

CHANGES: None.

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HOUSTON METROPLEX, TEXAS

AREA SID

SERVES ONLY: ❶

JEPPESEN
27 FEB 15 (90-3V) Eff 5 Mar

SID

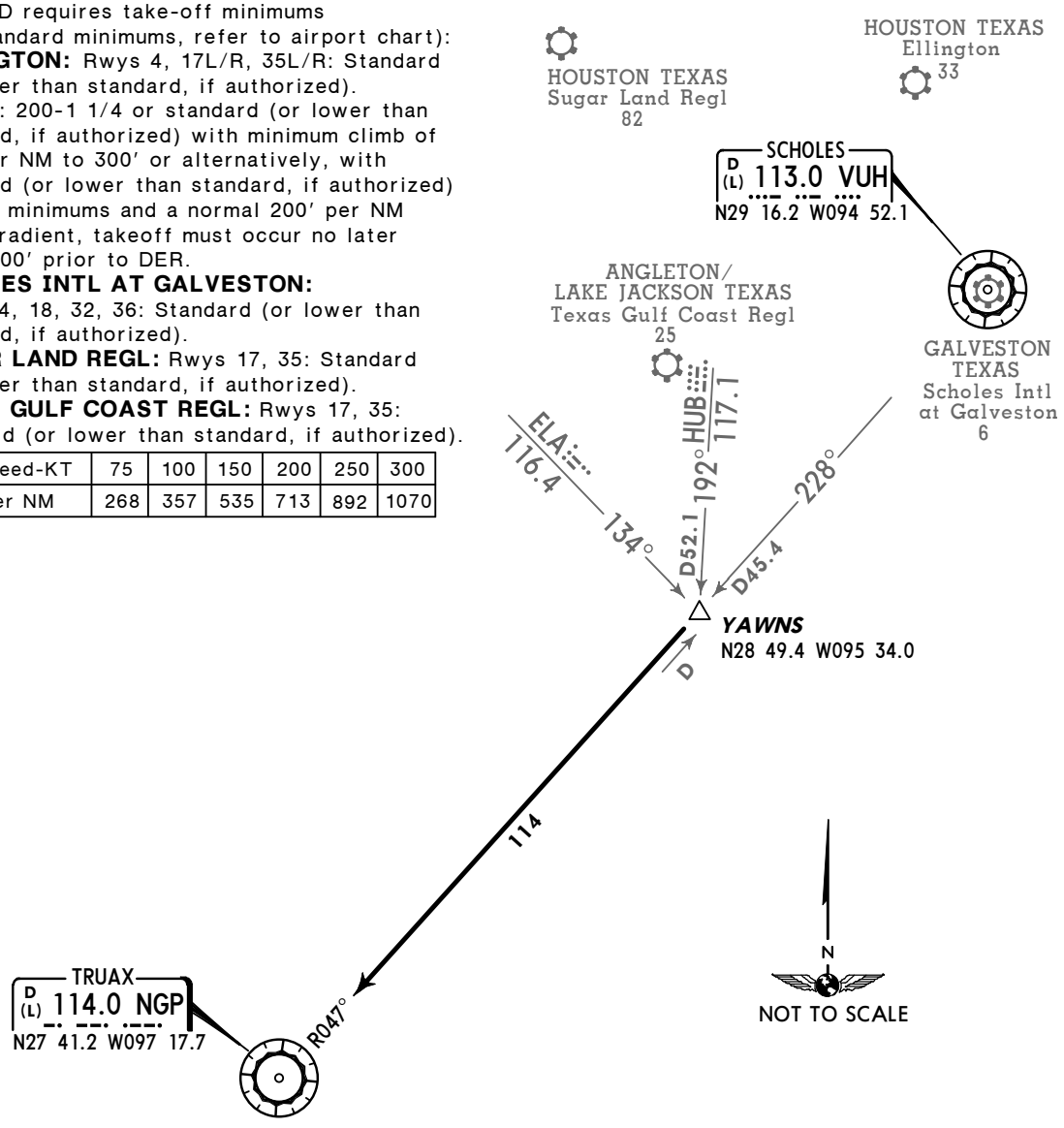
Apt Elev *See graphic*	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP to international destinations.

TRUAX FOUR DEPARTURE (NGP4.NGP)

❶ AIRPORTS SERVED
ELLINGTON KEFD
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX

This SID requires take-off minimums (for standard minimums, refer to airport chart):
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized).
Rwy 22: 200-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 214′ per NM to 300′ or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized).
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
214′ per NM	268	357	535	713	892	1070



OBSTACLE
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
ELLINGTON	Climb on assigned heading for RADAR vectors to YAWNS.	4000′
ALL OTHER AIRPORTS	When entering controlled airspace, climb on assigned heading for RADAR vectors to YAWNS.	

ROUTING

MAINTAIN 4000′. EXPECT filed altitude 10 minutes after departure. At YAWNS, on VUH R-228 and NGP R-047 to NGP.

CHANGES: Procedure renumbered, top altitude.

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AREA SID

SERVES ONLY: ❶

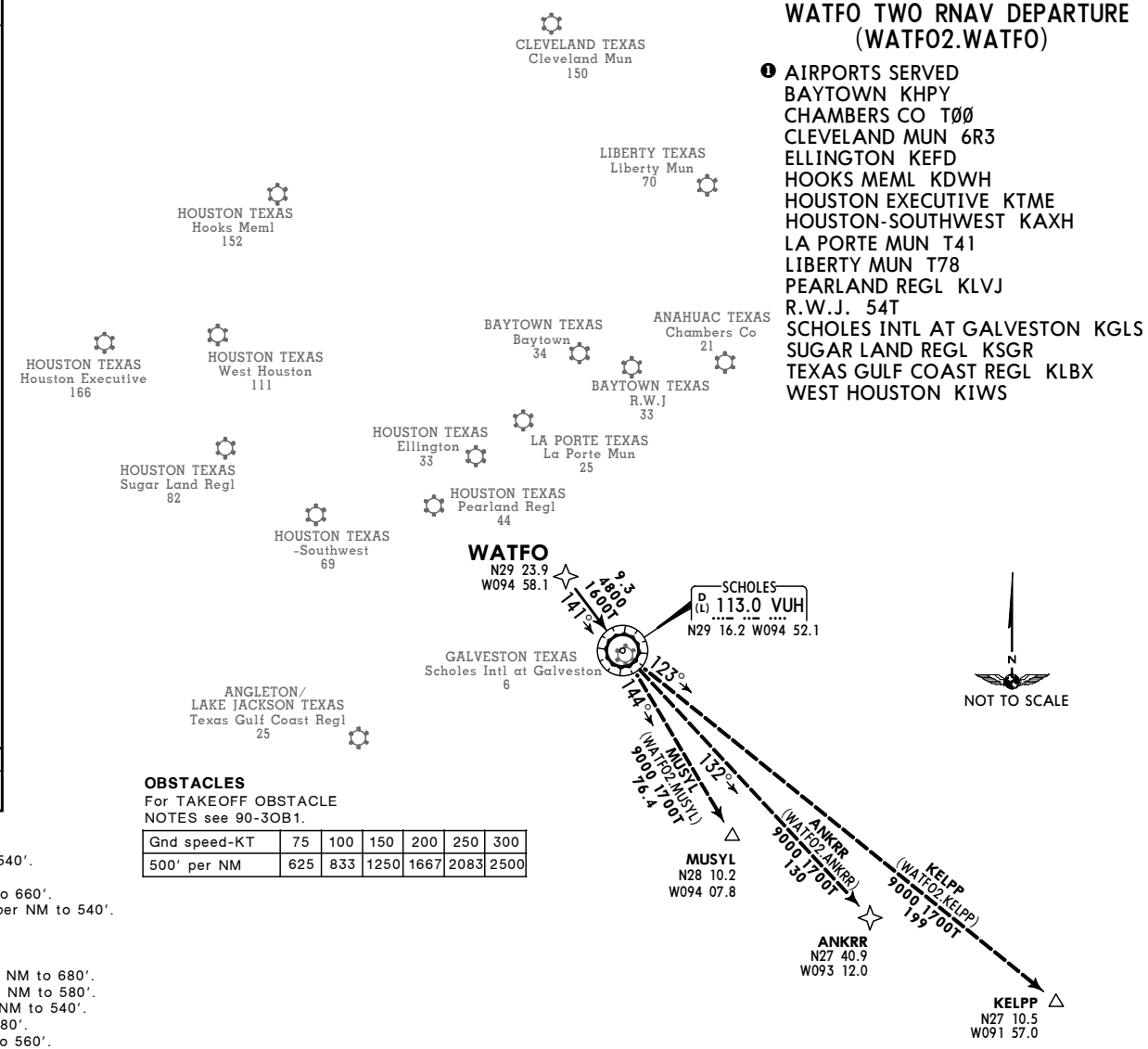
HOUSTON METROPLEX
TEXAS
RNAV SID

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. GPS required. 3. RNAV 1.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAYTOWN	**Rwy 14:** Climb on heading 138° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 318° to 540′, EXPECT RADAR vectors to WATFO.	4000′
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 30:** Climb on heading 304° to 540′, EXPECT RADAR vectors to WATFO.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′, EXPECT RADAR vectors to WATFO. **Rwy 34:** Climb on heading 337° to 2000′, EXPECT RADAR vectors to WATFO.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′, EXPECT RADAR vectors to WATFO. **Rwys 17L/R:** Climb on heading 174° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 22:** Climb on heading 219° to 540′, EXPECT RADAR vectors to WATFO. **Rwys 35L/R:** Climb on heading 354° to 540′, EXPECT RADAR vectors to WATFO.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′, EXPECT RADAR vectors to WATFO. **Rwy 35L:** Climb on heading 348° to 660′, EXPECT RADAR vectors to WATFO.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 174° to 680′, EXPECT RADAR vectors to WATFO. **Rwy 36:** Climb on heading 354° to 680′, EXPECT RADAR vectors to WATFO.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′, EXPECT RADAR vectors to WATFO. **Rwy 27:** Climb on heading 269° to 2200′, EXPECT RADAR vectors to WATFO.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 12:** Climb on heading 121° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 23:** Climb on heading 226° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 30:** Climb on heading 301° to 540′, EXPECT RADAR vectors to WATFO.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′, EXPECT RADAR vectors to WATFO. **Rwy 34:** Climb on heading 341° to 1000′, EXPECT RADAR vectors to WATFO.	
PEARLAND REGL	**Rwy 14:** Climb on heading 140° to 1600′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 320° to 900′, EXPECT RADAR vectors to WATFO.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 14:** Climb on heading 143° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 26:** Climb on heading 264° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 323° to 540′, EXPECT RADAR vectors to WATFO.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 135° to 520′, EXPECT RADAR vectors to WATFO. **Rwy 18:** Climb on heading 176° to 520′, EXPECT RADAR vectors to WATFO. **Rwy 32:** Climb on heading 315° to 520′, EXPECT RADAR vectors to WATFO. **Rwy 36:** Climb on heading 356° to 520′, EXPECT RADAR vectors to WATFO.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′, EXPECT RADAR vectors to WATFO. **Rwy 35:** Climb on heading 350° to 1100′, EXPECT RADAR vectors to WATFO.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′, EXPECT RADAR vectors to WATFO. **Rwy 35:** Climb on heading 355° to 540′, EXPECT RADAR vectors to WATFO.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′, EXPECT RADAR vectors to WATFO. **Rwy 33:** Climb on heading 330° to 620′, EXPECT RADAR vectors to WATFO.	

ROUTING

From WATFO on track 141° to VUH, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.



WATFO TWO RNAV DEPARTURE
(WATFO2.WATFO)

❶ AIRPORTS SERVED
BAYTOWN KHPY
CHAMBERS CO T00
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.

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

This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized-environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 22, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized-environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized-air traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′. Not authorized at night.
SCHOLES INTL AT GALVESTON: Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.

CHANGES: None.

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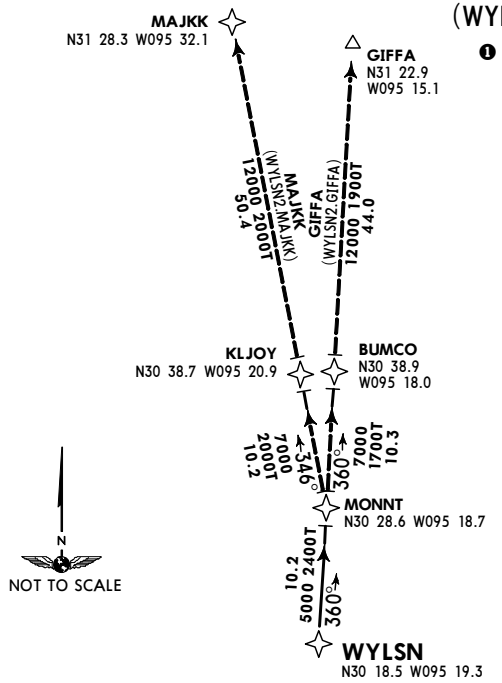
HOUSTON METROPLEX
TEXAS

AREA SID
SERVES ONLY: ❶

JEPPESEN
24 APR 15 (90-3X) Eff 30 Apr
RNAV SID

Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

WYLSN TWO RNAV DEPARTURE
(WYLSN2.WYLSN)



❶ AIRPORTS SERVED
BAY CITY MUN KBYY
BAYTOWN KHPY
CHAMBERS CO TØØ
CLEVELAND MUN 6R3
ELLINGTON KEFD
HOOKS MEML KDWH
HOUSTON EXECUTIVE KTME
HOUSTON-SOUTHWEST KAXH
LA PORTE MUN T41
LIBERTY MUN T78
PEARLAND REGL KLVJ
R.W.J. 54T
SCHOLES INTL AT GALVESTON KGLS
SUGAR LAND REGL KSGR
TEXAS GULF COAST REGL KLBX
WEST HOUSTON KIWS
WHARTON REGL KARM

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BAY CITY MUN	**Rwy 13:** Climb on heading 128° to 560′. **Rwy 31:** Climb on heading 308° to 560′.	4000′
BAYTOWN	**Rwy 14:** Climb on heading 140° to 540′. **Rwy 32:** Climb on heading 320° to 540′.	
CHAMBERS CO	**Rwy 12:** Climb on heading 124° to 540′. **Rwy 30:** Climb on heading 304° to 540′.	
CLEVELAND MUN	**Rwy 16:** Climb on heading 157° to 1400′. **Rwy 34:** Climb on heading 312° to 2000′.	
ELLINGTON	**Rwy 4:** Climb on heading 039° to 540′. **Rwys 17L/R:** Climb on heading 174° to 540′. **Rwy 22:** Climb on heading 219° to 540′. **Rwys 35L/R:** Climb on heading 354° to 540′.	
HOOKS MEML	**Rwy 17R:** Climb on heading 168° to 660′. **Rwy 35L:** Climb on heading 348° to 660′.	
HOUSTON EXECUTIVE	**Rwy 18:** Climb on heading 175° to 680′. **Rwy 36:** Climb on heading 355° to 680′.	
HOUSTON -SOUTHWEST	**Rwy 9:** Climb on heading 089° to 2000′. **Rwy 27:** Climb on heading 269° to 2200′.	
LA PORTE MUN	**Rwy 5:** Climb on heading 046° to 540′. **Rwy 12:** Climb on heading 121° to 540′. **Rwy 23:** Climb on heading 226° to 540′. **Rwy 30:** Climb on heading 301° to 540′.	
LIBERTY MUN	**Rwy 16:** Climb on heading 161° to 1700′. **Rwy 34:** Climb on heading 341° to 1000′.	
PEARLAND REGL	**Rwy 14:** Climb on heading 142° to 1600′. **Rwy 32:** Climb on heading 322° to 700′.	
R.W.J.	**Rwy 8:** Climb on heading 084° to 540′. **Rwy 14:** Climb on heading 143° to 540′. **Rwy 26:** Climb on heading 264° to 540′. **Rwy 32:** Climb on heading 323° to 540′.	
SCHOLES INTL AT GALVESTON	**Rwy 14:** Climb on heading 138° to 520′. **Rwy 18:** Climb on heading 179° to 520′. **Rwy 32:** Climb on heading 318° to 520′. **Rwy 36:** Climb on heading 359° to 520′.	
SUGAR LAND REGL	**Rwy 17:** Climb on heading 170° to 1500′. **Rwy 35:** Climb on heading 350° to 1100′.	
TEXAS GULF COAST REGL	**Rwy 17:** Climb on heading 175° to 540′. **Rwy 35:** Climb on heading 355° to 540′.	
WEST HOUSTON	**Rwy 15:** Climb on heading 150° to 620′. **Rwy 33:** Climb on heading 330° to 620′.	
WHARTON REGL	**Rwy 14:** Climb on heading 145° to 600′. **Rwy 32:** Climb on heading 325° to 600′.	

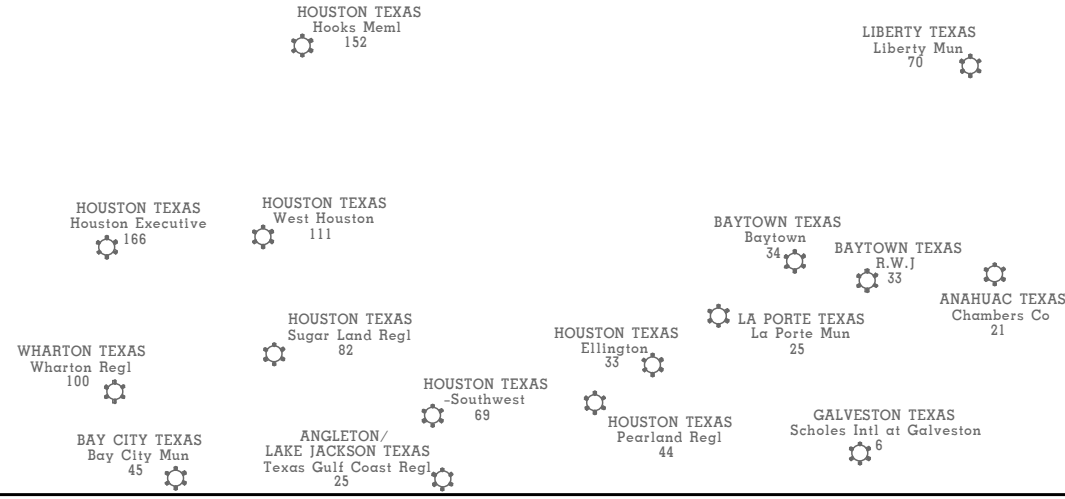
ROUTING

EXPECT RADAR vectors to WYLSN, then on track 360° to MONNT, then on transition. MAINTAIN 4000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
BAY CITY MUN: Rwys 13, 31: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
BAYTOWN: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
CHAMBERS CO: Rwys 12, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 17, 35: Not authorized - Environmental.
CLEVELAND MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
ELLINGTON: Rwys 4, 17L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
HOOKS MEML: Rwys 17L, 35R: Not authorized - Environmental.
Rwys 17R, 35L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 660′.
Waterways 17, 35: Not authorized - Air Traffic.
HOUSTON EXECUTIVE: Rwys 18, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 680′.
HOUSTON-SOUTHWEST: Rwys 9, 27: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
LA PORTE MUN: Rwys 5, 12, 23, 30: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
LIBERTY MUN: Rwys 16, 34: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 580′.
PEARLAND REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 560′.
R.W.J.: Rwys 8, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′ - Not authorized at night.
SCHOLES INTL AT GALVESTON:
Rwys 14, 18, 32, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 520′.
SUGAR LAND REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.
TEXAS GULF COAST REGL: Rwys 17, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 540′.
WEST HOUSTON: Rwys 15, 33: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 620′.
WHARTON REGL: Rwys 14, 32: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 600′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 90-3OB1.



CHANGES: Procedure revised, renumbered.

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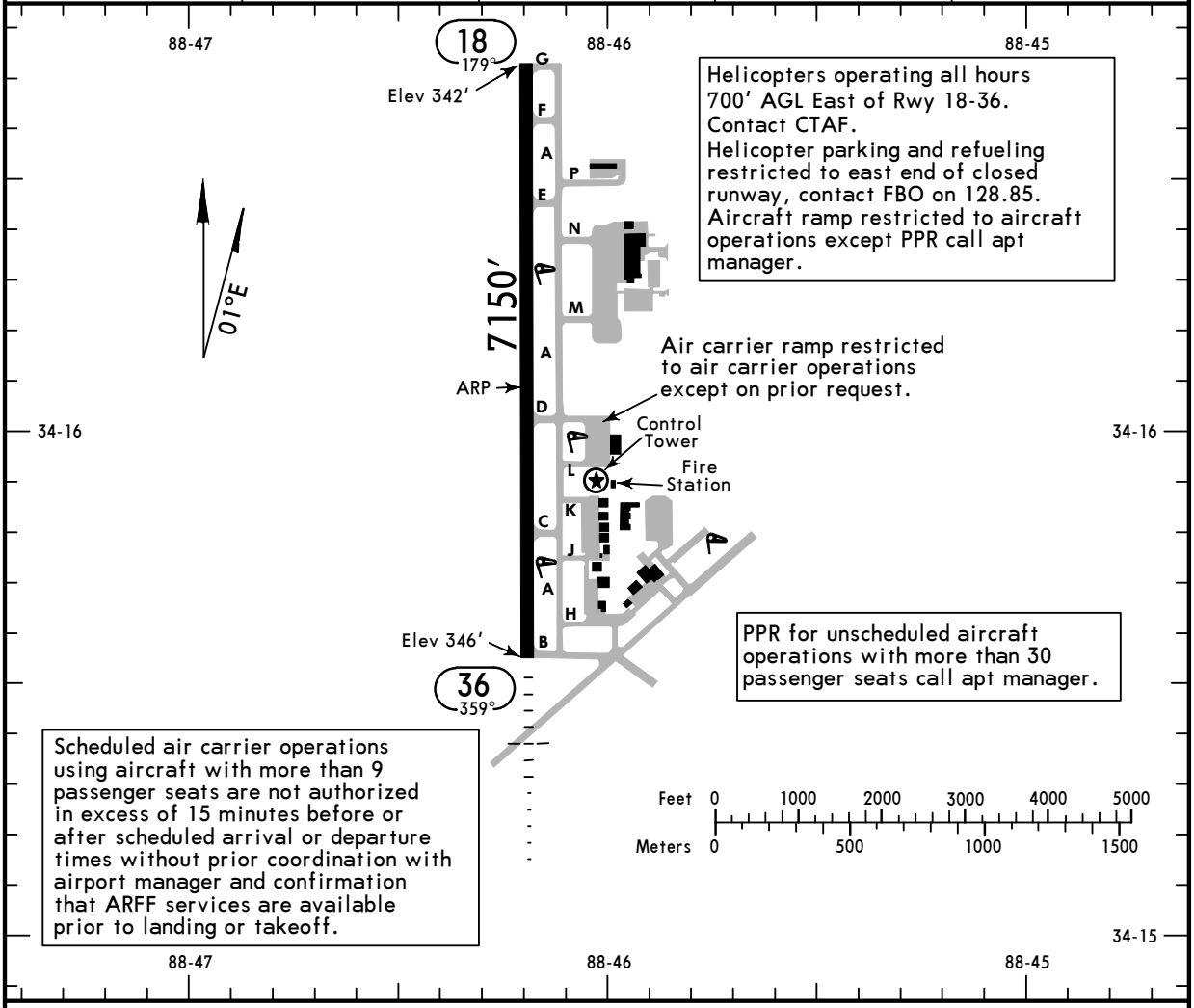
KTUP/TUP

Apt Elev **346′**
N34 16.1 W088 46.2

JEPPESEN
27 FEB 15 (10-9) **Eff 5 Mar**

TUPELO, MISS
TUPELO REGL

ASOS	*TUPELO Ground	*Tower	UNICOM	MEMPHIS Center
133.52	121.82	CTAF 118.77	128.85	128.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
18	❶ HIRL ❶ REIL PAPI-R (angle 3.00°) grooved				150′
36	❶ HIRL ❶ MALSR grooved		6100′		

❶ Activate on 118.77.

	TAKE-OFF All Rwys Adequate Vis Ref	TAKE-OFF All Rwys STD	FOR FILING AS ALTERNATE Authorized Only When Local Weather Available: ILS Z Rwy 36 ILS Y Rwy 36	COPTER VOR 023°	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR DME Rwy 18	Other
1 & 2 Eng	1/4	1	A B 600-2	800-2	800-2	NA
3 & 4 Eng		1/2	C D 800-2½		800-2½	

AMEND 1

CHANGES: Chart reindexed, alternate minimums.

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KTUP/TUP TUPELO REGL

JEPPESEN 10 APR 15 (11-1)

TUPELO, MISS ILS Z or LOC Z Rwy 36

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

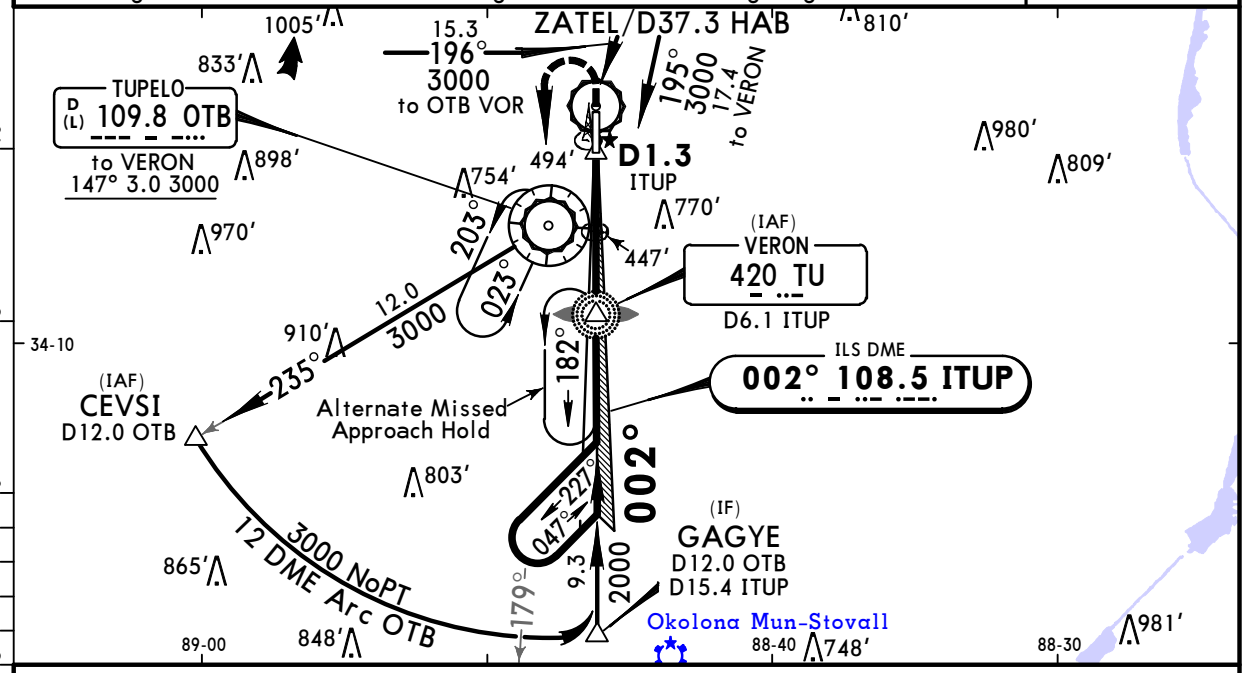
BRIEFING STRIP™

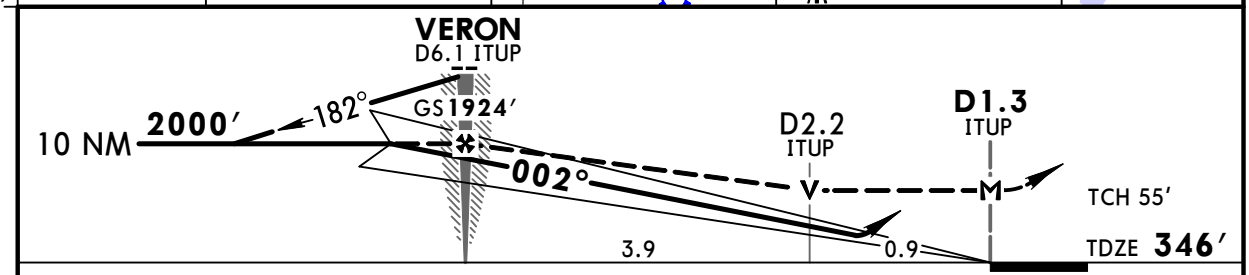
LOC ITUP	*Final Apch Crs*	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 346′
108.5	002°	VERON 1924′ (1578′)	546′ (200′)	TDZE 346′

MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ direct OTB VOR and hold, or as directed by ATC.

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

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 3. Use ITUP DME when on the LOC course. 4. VDP not authorized when using Columbus AFB altimeter setting. 5. Pilot controlled lighting 118.77.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 ITUP or VERON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR | 1500′ | 3000′ LT | D | OTB 109.8

TERPS

STRAIGHT-IN LANDING RWY 36

With Local Altimeter Setting

	ILS DA(H) 546′ (200′) FULL	ILS DA(H) 546′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 700′ (354′)	LOC (GS out) MDA(H) 700′ (354′) RAIL out	LOC (GS out) MDA(H) 700′ (354′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			5/8		
D					

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (454′) - 1
120	
140	900′ (554′) - 1 1/2
165	1140′ (794′) - 2 1/2

With Columbus AFB Altimeter Setting

	ILS DA(H) 658′ (312′) FULL	ILS DA(H) 658′ (312′) RAIL out	ILS DA(H) 658′ (312′) ALS out	LOC (GS out) MDA(H) 820′ (474′)	LOC (GS out) MDA(H) 820′ (474′) RAIL out	LOC (GS out) MDA(H) 820′ (474′) ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C				1	1 1/8	1 3/8
D						

With Columbus AFB Altimeter Setting

Max Kts	MDA(H)
90	920′ (574′) - 1
120	
140	1020′ (674′) - 2
165	1260′ (914′) - 3

TERPS AMEND 10 5 MAR 2015

CHANGES: Minimums.

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KTUP/TUP TUPELO REGL

JEPPESEN 10 APR 15 (11-2)

TUPELO, MISS ILS Y or LOC Y Rwy 36

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

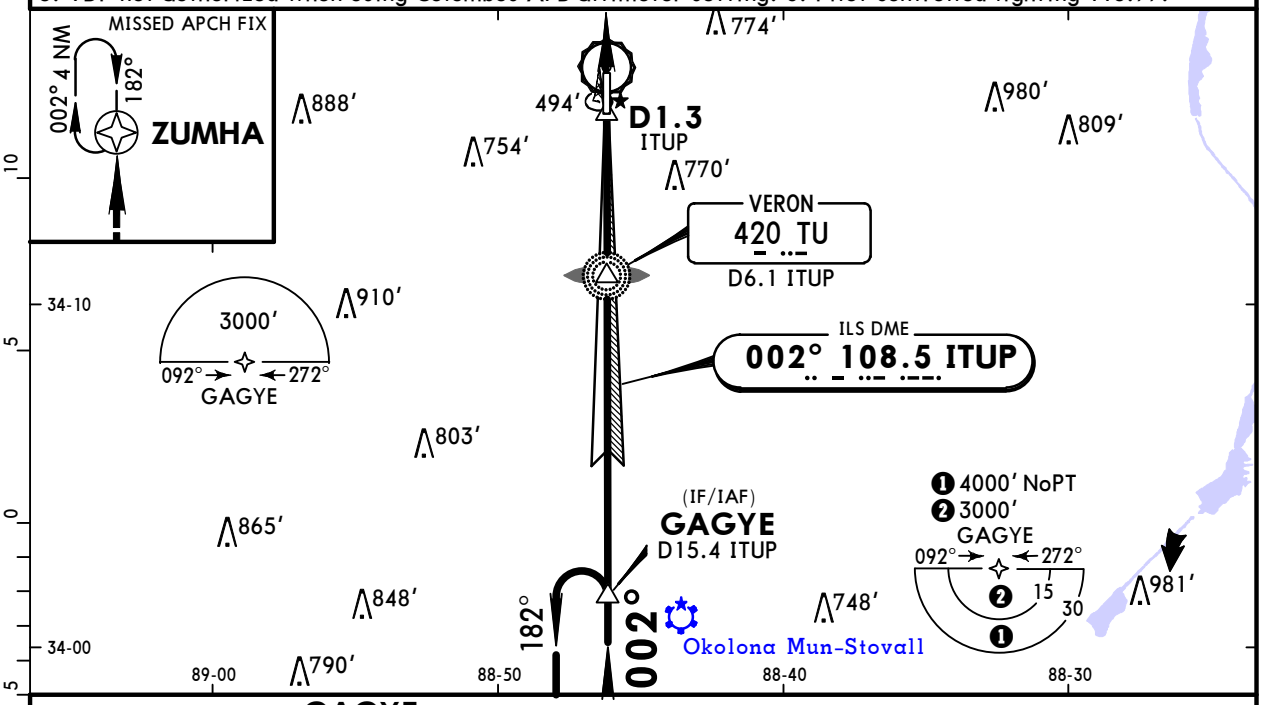
LOC ITUP	*Final Apch Crs*	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 346′	*TAA*
108.5	**002°**	**VERON 1924′** (1578′)	**546′** (200′)	TDZE **346′**	30 NM *IAF*

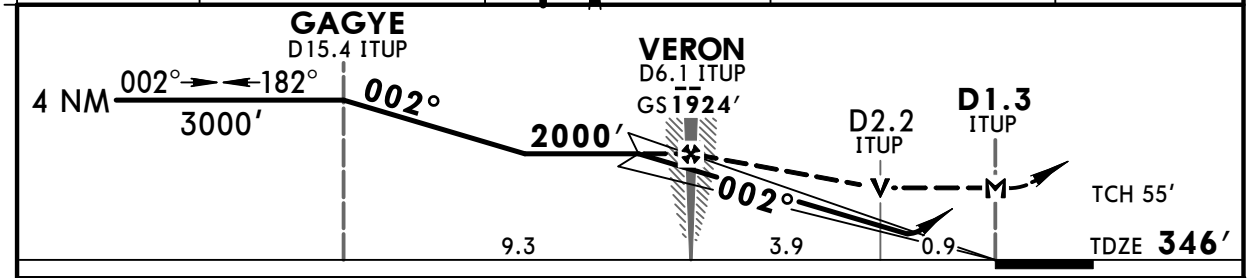
MISSED APCH: Climb to 3000′ direct ZUMHA and hold.

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

1. GPS and ADF or DME required. 2. GPS required for terminal arrival area. 3. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 4. Use ITUP DME when on the LOC course. 5. VDP not authorized when using Columbus AFB altimeter setting. 6. Pilot controlled lighting 118.77.

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 ITUP or VERON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR 3000′ D ZUMHA

TERPS

STRAIGHT-IN LANDING RWY 36

With Local Altimeter Setting

	ILS DA(H) 546′ (200′)		LOC (GS out) MDA(H) 700′ (354′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	½	¾	½	¾	1
B					
C			⅝		
D					

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (454′) - 1
120	
140	900′ (554′) - 1½
165	1140′ (794′) - 2½

With Columbus AFB Altimeter Setting

	ILS DA(H) 658′ (312′)			LOC (GS out) MDA(H) 820′ (474′)		
	FULL	RAIL out	ALS out		RAIL out	ALS out
A	½	¾	1	½	¾	1
B						
C				1	1⅛	1⅜
D						

With Columbus AFB Altimeter Setting

Max Kts	MDA(H)
90	920′ (574′) - 1
120	
140	1020′ (674′) - 2
165	1260′ (914′) - 3

TERPS AMEND 0 5 MAR 2015

CHANGES: Minimums.

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KTUP/TUP
TUPELO REGL

JEPPESEN 27 FEB 15 (12-1) Eff 5 Mar

TUPELO, MISS
RNAV (GPS) Rwy 18

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

BRIEFING STRIP™

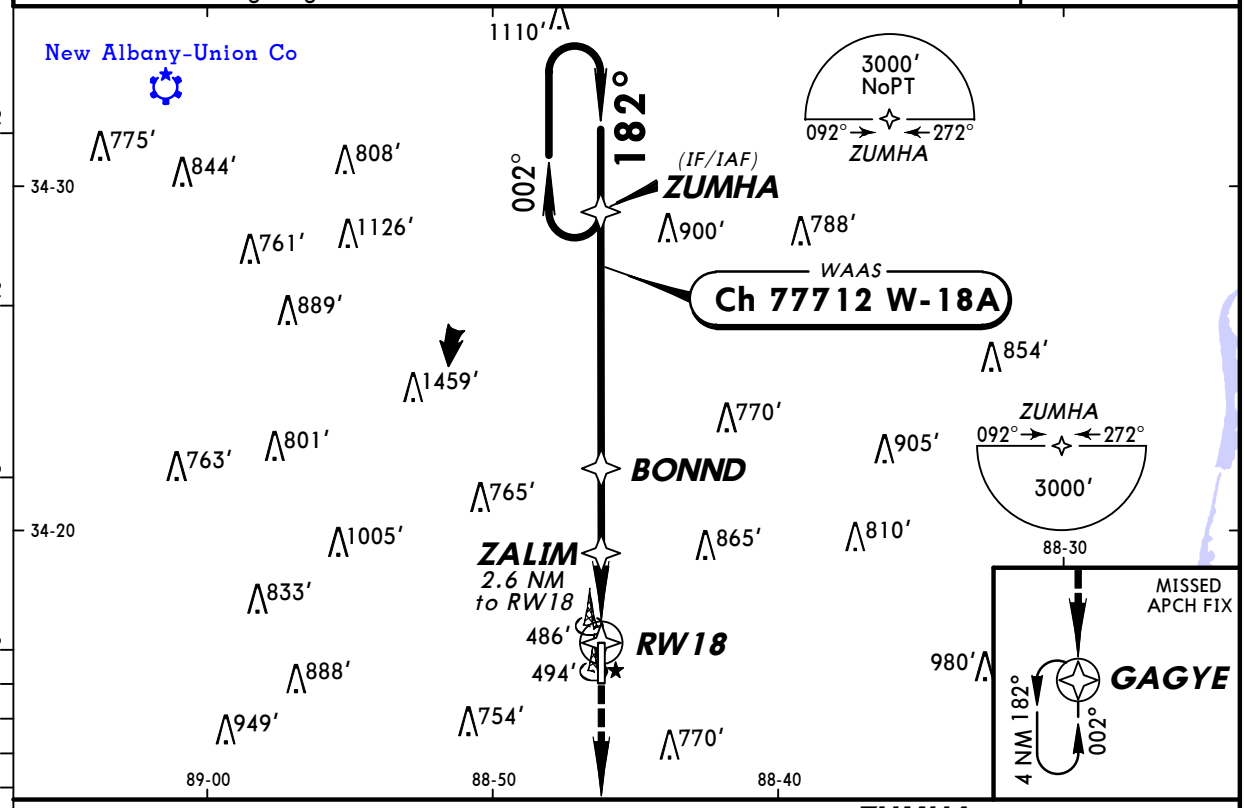
WAAS	Final	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 346′
Ch 77712 W-18A	Apch Crs 182°	BONND 2000′ (1656′)	544′ (200′)	TDZE 344′

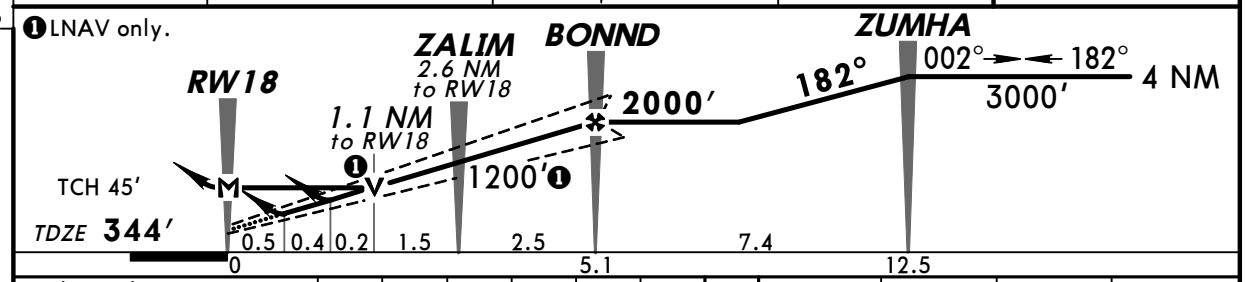
MISSED APCH: Climb to 3000′ direct GAGYE and hold.

TAA
30 NM
IAF

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

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. Baro-VNAV and VDP not authorized when using Columbus AFB altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -9°C (16°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 118.77.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW18							

REIL
PAPI-R
3000′
GAGYE

TERPS

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 544′ (200′)	LNAV/VNAV DA(H) 659′ (315′)	LNAV MDA(H) 740′ (396′)
A	3/4	1	1
B			
C			1 1/8
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

C Max Kts	MDA(H)
90 120	800′ (454′)-1
140	900′ (554′)-1 1/2
165	1140′ (794′)-2 1/2

With Columbus AFB Altimeter Setting

	LPV DA(H) 656′ (312′)	LNAV/VNAV DA(H) 771′ (427′)	LNAV MDA(H) 860′ (516′)
A	1	1 1/2	1
B			
C			1 3/8
D			

With Columbus AFB Altimeter Setting

C Max Kts	MDA(H)
90 120	920′ (574′)-1
140	1020′ (674′)-2
165	1260′ (914′)-3

TERPS AMEND 1 5 MAR 2015

CHANGES: Procedure.

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KTUP/TUP
TUPELO REGL

JEPPESEN 27 FEB 15 (12-2) Eff 5 Mar

TUPELO, MISS
RNAV (GPS) Rwy 36

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

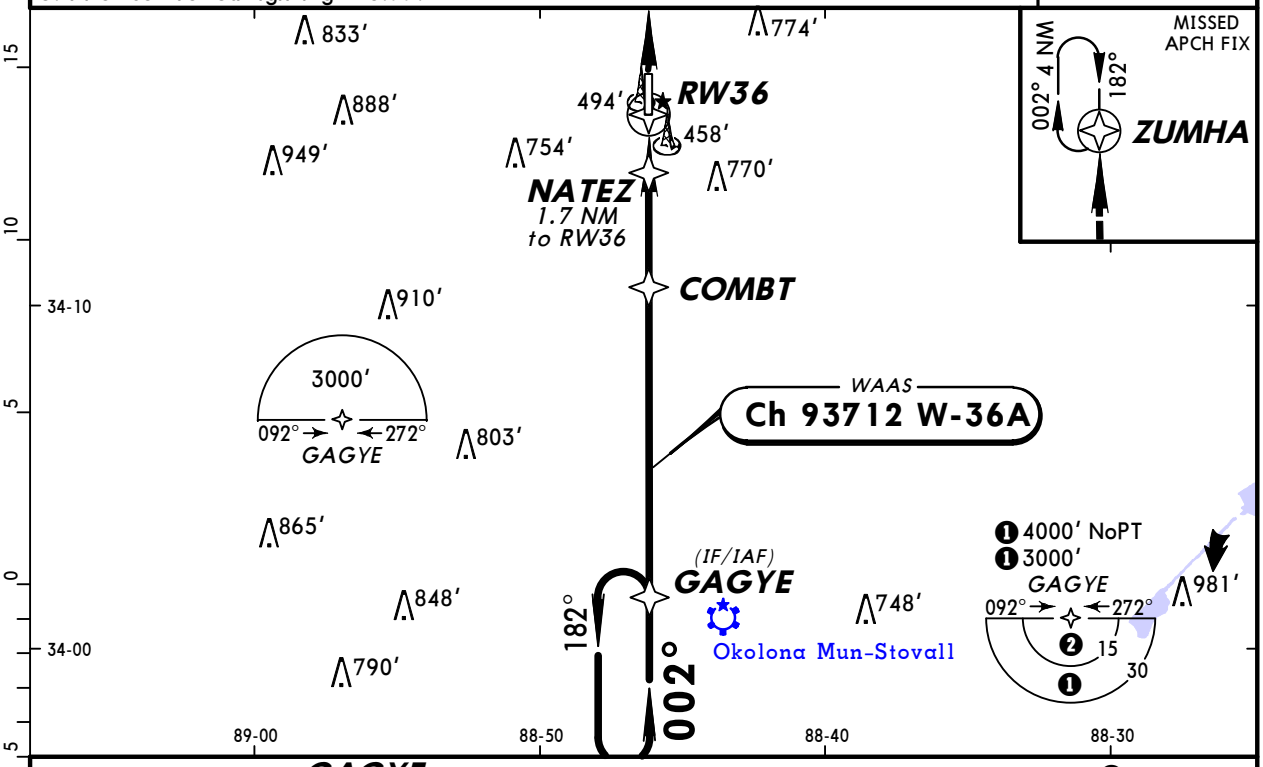
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev / TDZE
Ch 93712 W-36A	002°	COMBT 2000′ (1654′)	546′ (200′)	346′ / TDZE 346′

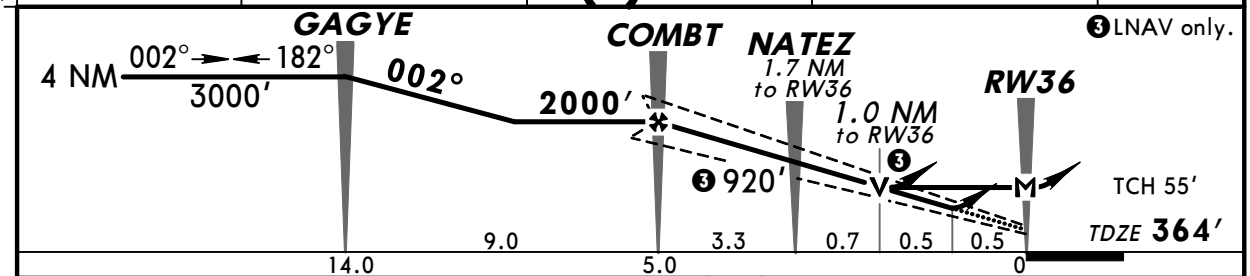
MISSED APCH: Climb to 3000′ direct ZUMHA and hold.

TAA
30 NM
IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. Baro-VNAV and VDP not authorized when using Columbus AFB altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -9°C (16°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 118.77.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW36						

MALSR 3000′ D ZUMHA

TERPS

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 546′ (200′)		LNAV/VNAV DA(H) 730′ (384′)		LNAV MDA(H) 720′ (374′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	1/2	3/4	3/4	7/8	1 1/4	1/2	3/4	1
B							
C						5/8		
D							

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (454′) - 1
120	
140	900′ (554′) - 1 1/2
165	1140′ (794′) - 2 1/2

With Columbus AFB Altimeter Setting

	LPV DA(H) 658′ (312′)		LNAV/VNAV DA(H) 842′ (496′)		LNAV MDA(H) 840′ (494′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1 1/4	1 1/4	1 5/8	1/2	3/4	1
B							
C					1	1 1/8	1 3/8
D							

With Columbus AFB Altimeter Setting

Max Kts	MDA(H)
90	920′ (574′) - 1
120	
140	1020′ (674′) - 2
165	1260′ (914′) - 3

TERPS AMEND 1 5 MAR 2015

CHANGES: Procedure.

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KTUP/TUP
TUPELO REGL

JEPPESEN
24 APR 15 (13-1)

TUPELO, MISS
VOR DME Rwy 18

BRIEFING STRIP ™

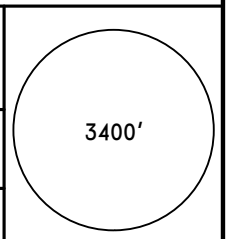
ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

VOR OTB	*Final* *Apch Crs*	Minimum Alt PYLIP	MDA(H) (CONDITIONAL)	Apt Elev 346′ TDZE 344′
109.8	196°	2000′(1656′)	740′(396′)	

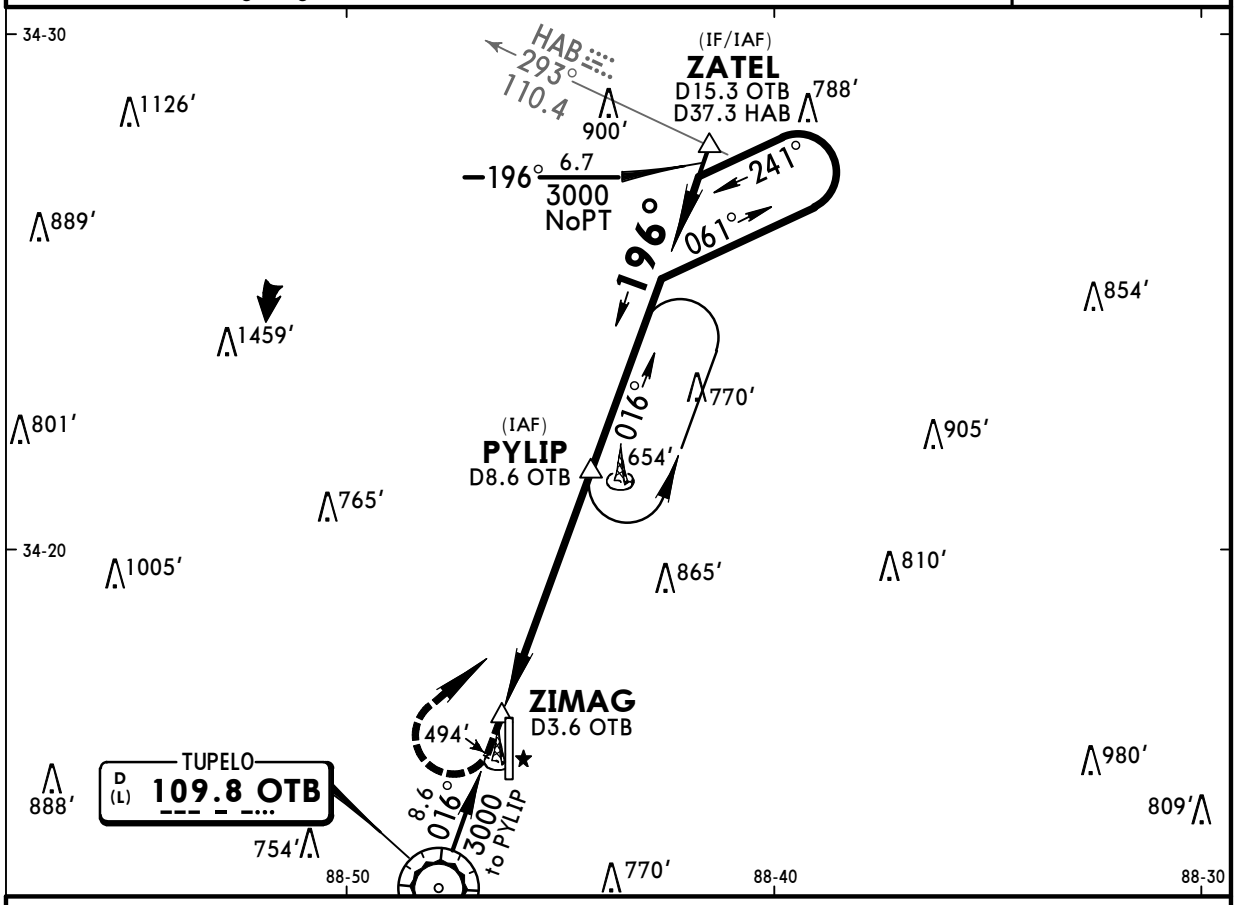
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ outbound on OTB VOR R-016 to PYLIP/D8.6 and hold.

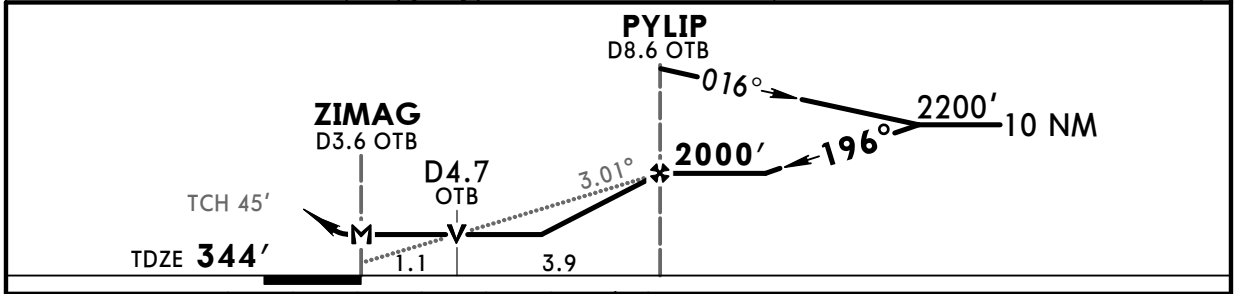
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. VDP not authorized when using Columbus AFB altimeter setting.
3. Pilot controlled lighting 118.77.



MSA OTB VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at ZIMAG/D3.6						

REIL PAPI-R	1500′	3000′ RT	OTB on 109.8 R-016	PYLIP

TERPS STRAIGHT-IN LANDING RWY 18

	MDA(H) 740′(396′) With Local Altimeter Setting	MDA(H) 860′(516′) With Columbus AFB Altimeter Setting
A	1	1
B		
C	1⅛	1⅜
D		

CIRCLE-TO-LAND

C Max Kts	With Local Altimeter Setting MDA(H)	With Columbus AFB Altimeter Setting MDA(H)
90	800′(454′) -1	920′(574′) -1
120		
140	900′(554′) -1½	1020′(674′) -2
165	1140′(794′) -2½	1260′(914′) -3

TERPS AMEND 1A 30 APR 2015

CHANGES: ZATEL transition.

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KTUP/TUP
TUPELO REGL

JEPPESEN
24 APR 15 (13-2)

TUPELO, MISS
COPTER VOR 023°

BRIEFING STRIP ™

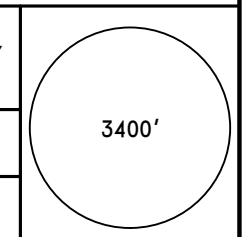
ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

VOR OTB	*Final Apch Crs*	Minimum Alt OTB VOR	MDA(H) (CONDITIONAL)	Apt Elev
109.8	**023°**	**2000′** (1654′)	**700′** (354′)	**346′**

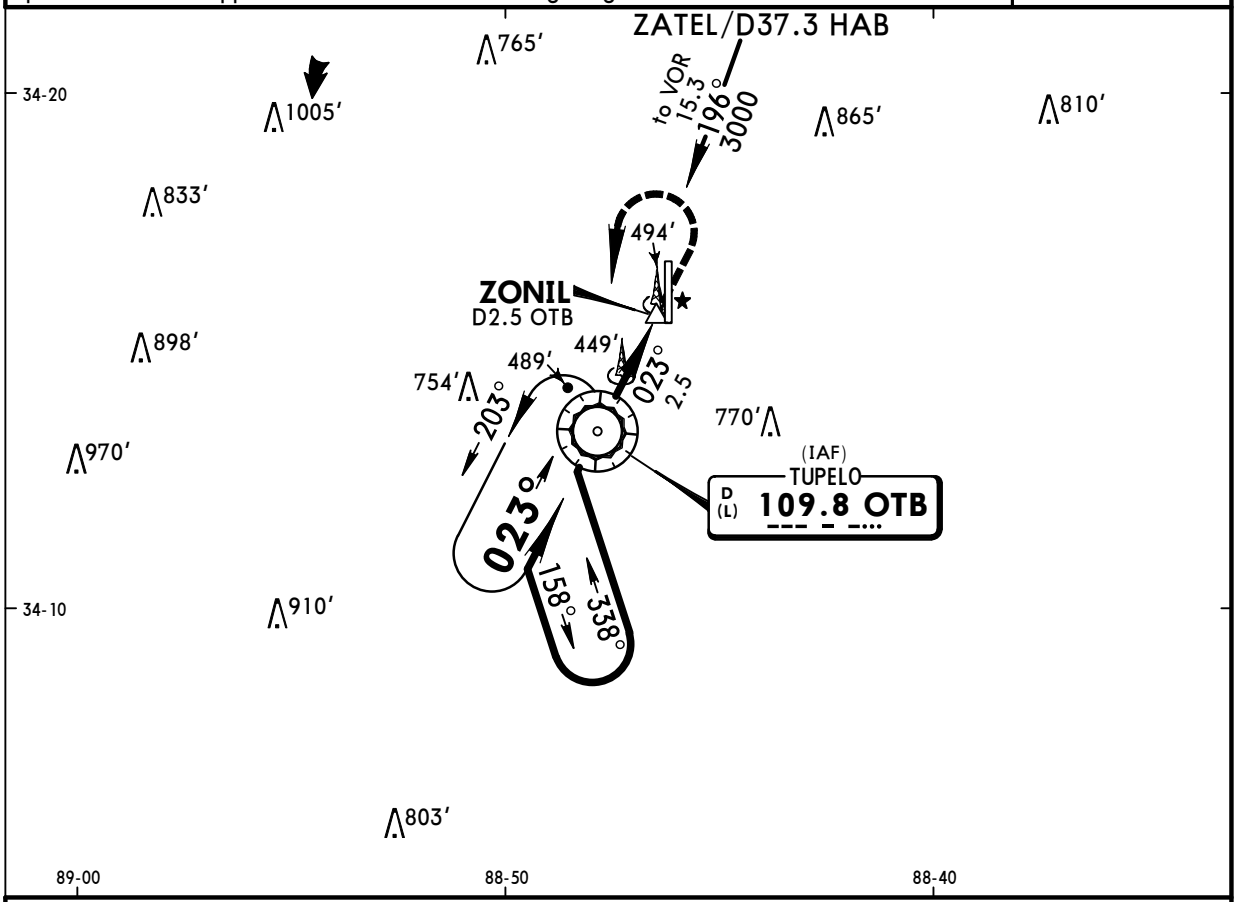
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ direct OTB VOR and hold.

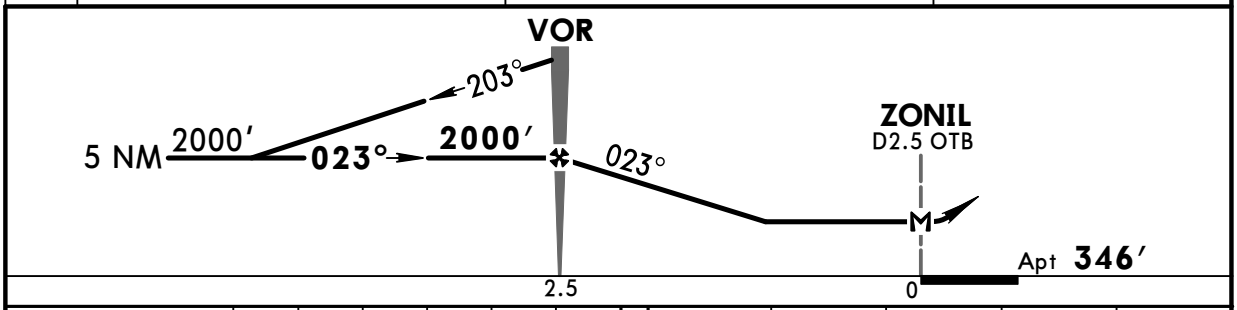
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 2. Limit all segments to 90 KIAS. 3. Proceed VFR from ZONIL (MAP) or conduct the specified missed approach. 4. Pilot controlled lighting 118.77.



MSA OTB VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at ZONIL or OTB VOR to MAP 2.5	2:09	1:40	1:30	1:15	1:04	0:56

Lighting - Refer to Airport Chart | 1500′ ↑ | 3000′ LT ↰ | D | OTB 109.8

TERPS

LANDING **H-023°**

MDA(H) **700′** (354′) With Local Altimeter Setting	MDA(H) **820′** (474′) With Columbus AFB Altimeter Setting
COPTER 1	COPTER 1

TERPS AMEND 0 5 MAR 2015

CHANGES: None.

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KTUP/TUP
TUPELO REGL

JEPPESEN
27 FEB 15 (16-1) Eff 5 Mar

TUPELO, MISS
NDB Rwy 36

BRIEFING STRIP ™

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

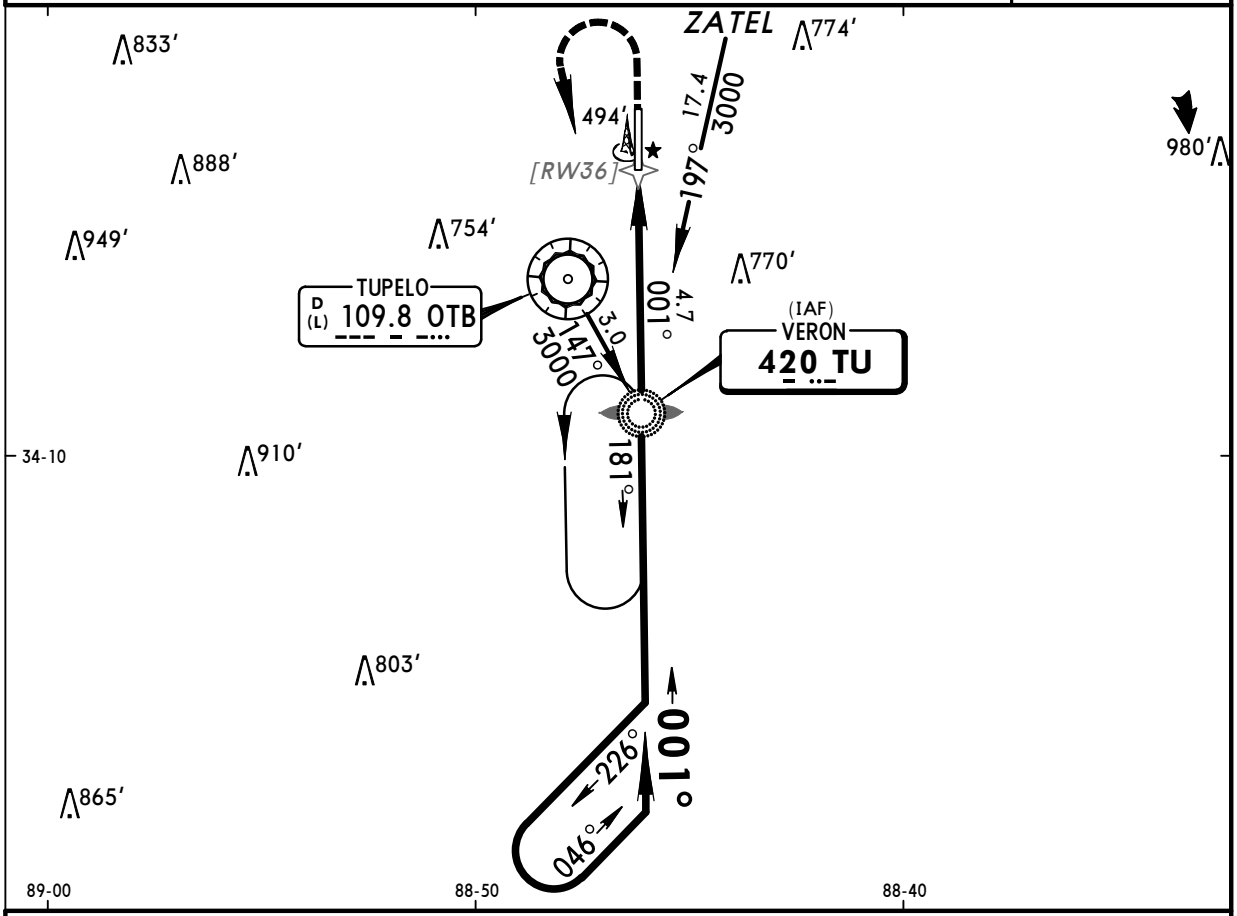
LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 346′
TU		LOM	(CONDITIONAL)	TDZE 346′
420	001°	2000′ (1654′)	840′ (494′)	

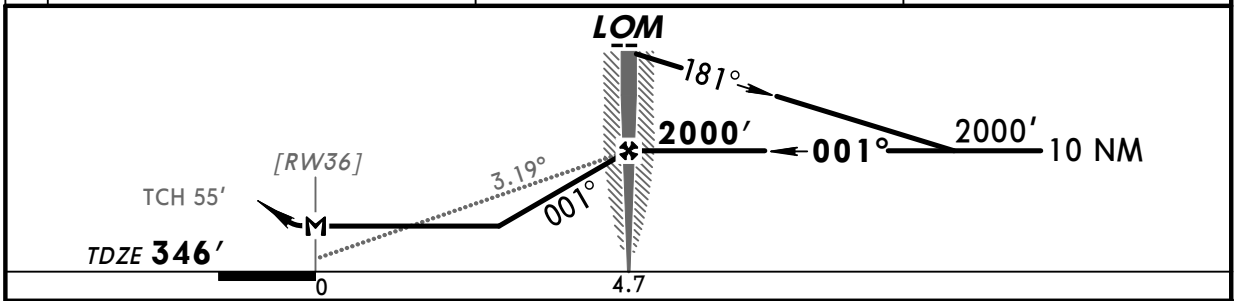
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ direct TU LOM and hold.

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

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. Pilot controlled lighting 118.77.

3400′
MSA TU LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.19°	395	508	564	677	790	903
LOM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR | 1500′ ↑ | 3000′ LT | D | TU 420

TERPS STRAIGHT-IN LANDING RWY **36**

	MDA(H) 840′ (494′) With Local Altimeter Setting			MDA(H) 960′ (614′) With Columbus AFB Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	3/4		1	3/4		1
B						
C	1	1 1/8	1 3/8	1 3/8	1 1/2	1 3/4
D						

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Columbus AFB Altimeter Setting MDA(H)
90	840′ (494′)-1	960′ (614′)-1
120		
140	900′ (554′)-1 1/2	1020′ (674′)-2
165	1140′ (794′)-2 1/2	1260′ (914′)-3

TERPS AMEND 5 5 MAR 2015

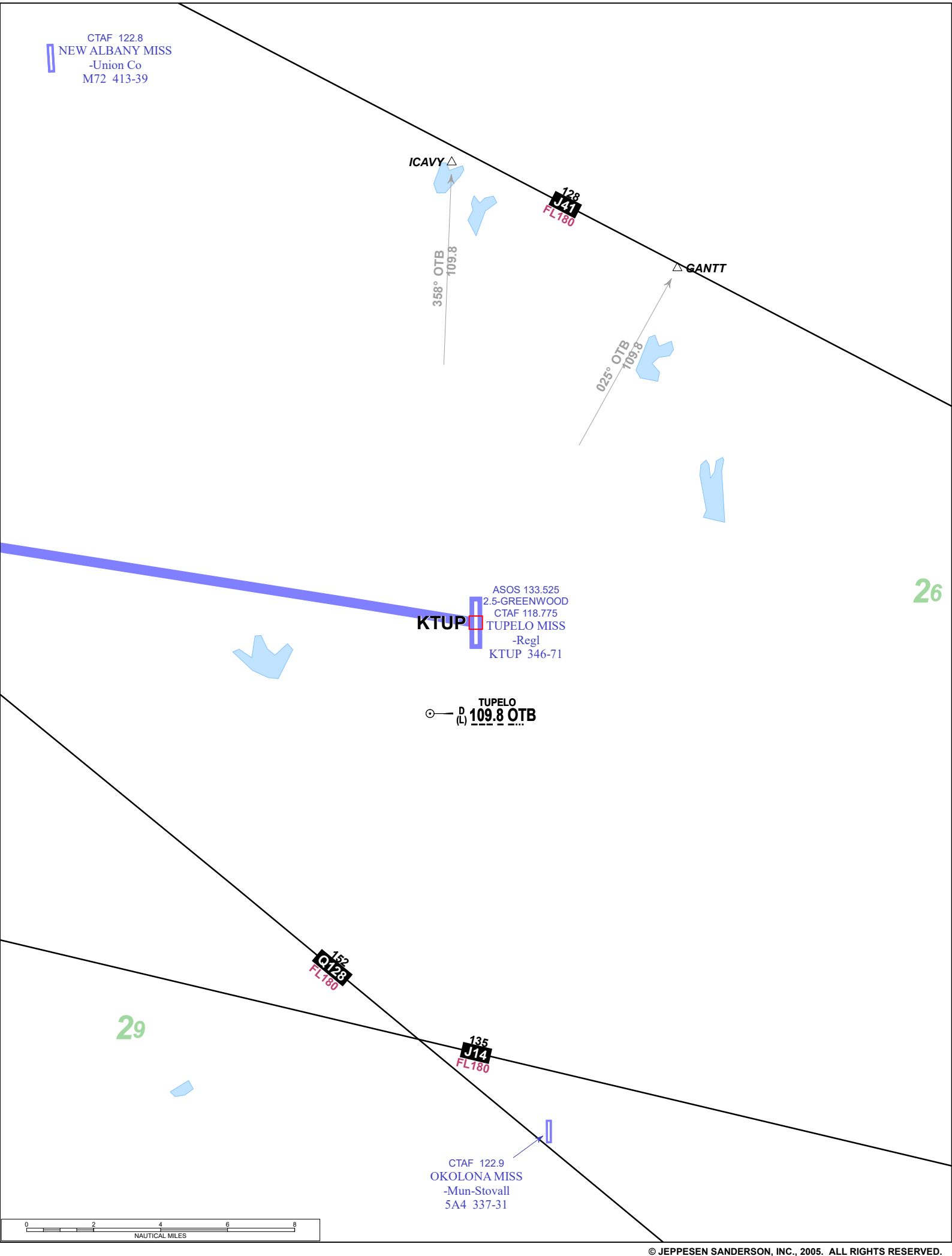
CHANGES: Procedure.

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DEPARTURE (KTUP -> KOKC): KTUP (Tupelo Regl)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

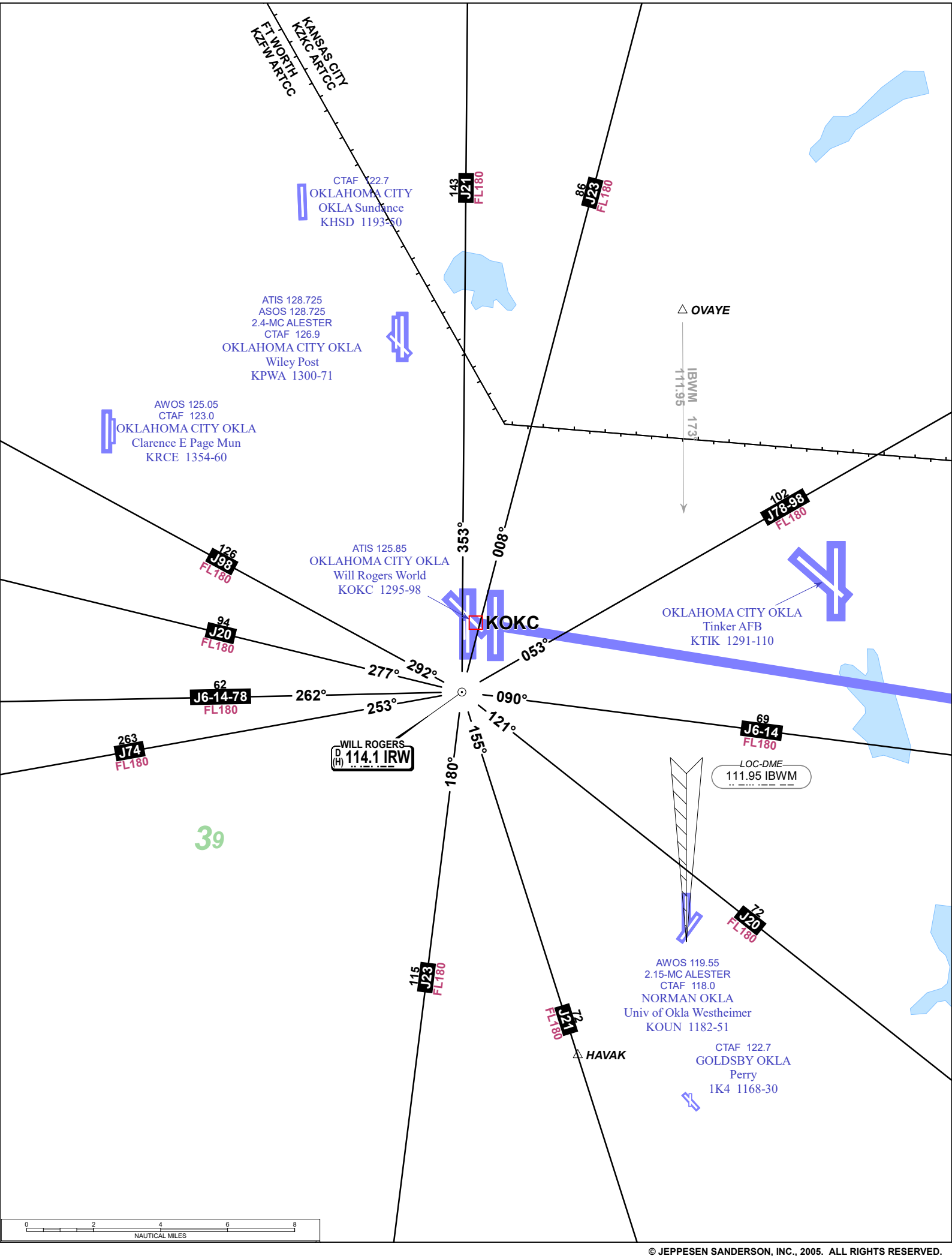
JEPPESEN
JeppView 3.6.2.0



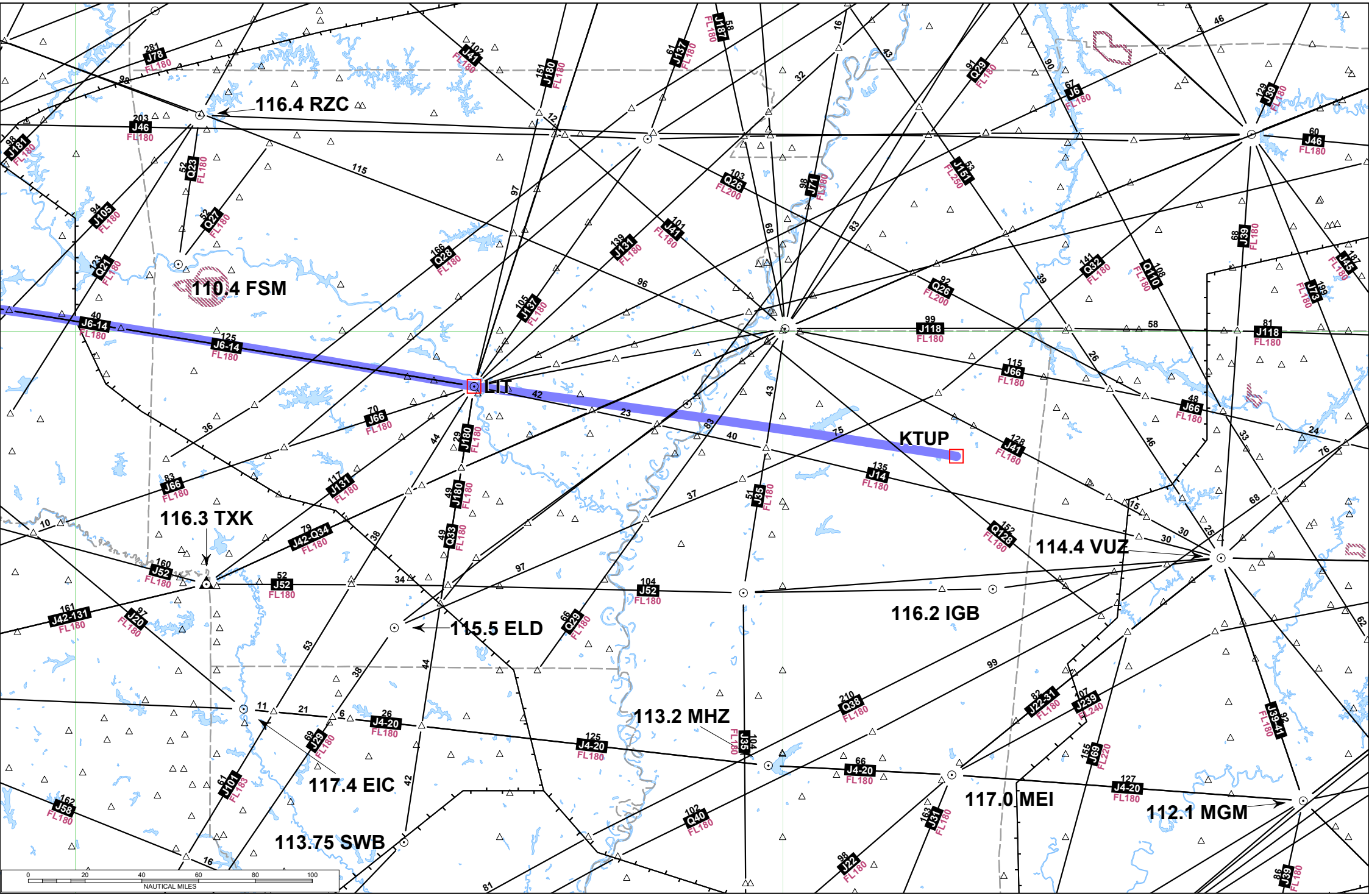
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DESTINATION (KTUP -> KOKC): KOKC (Will Rogers World)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

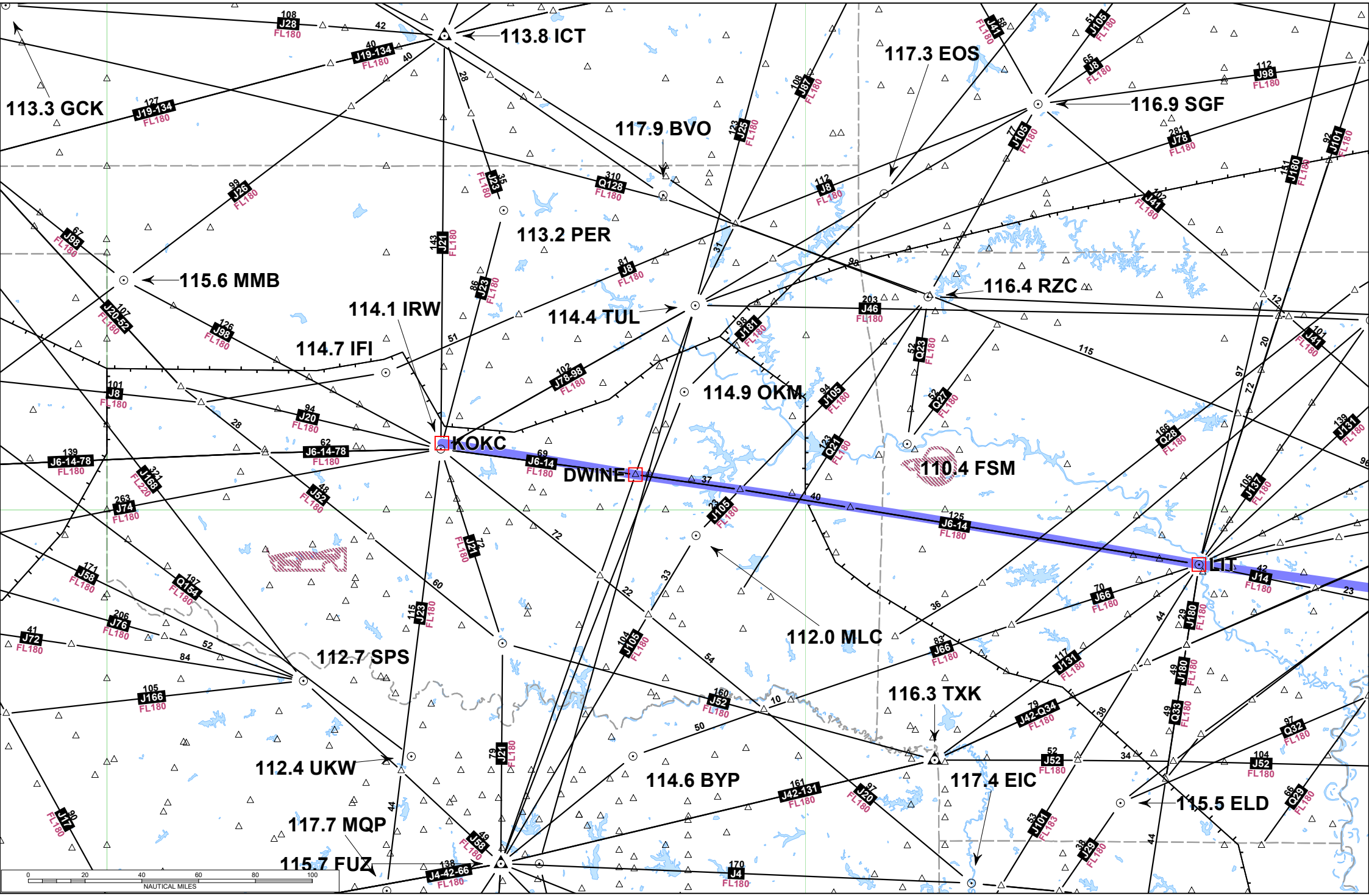
JEPPESEN
JeppView 3.6.2.0



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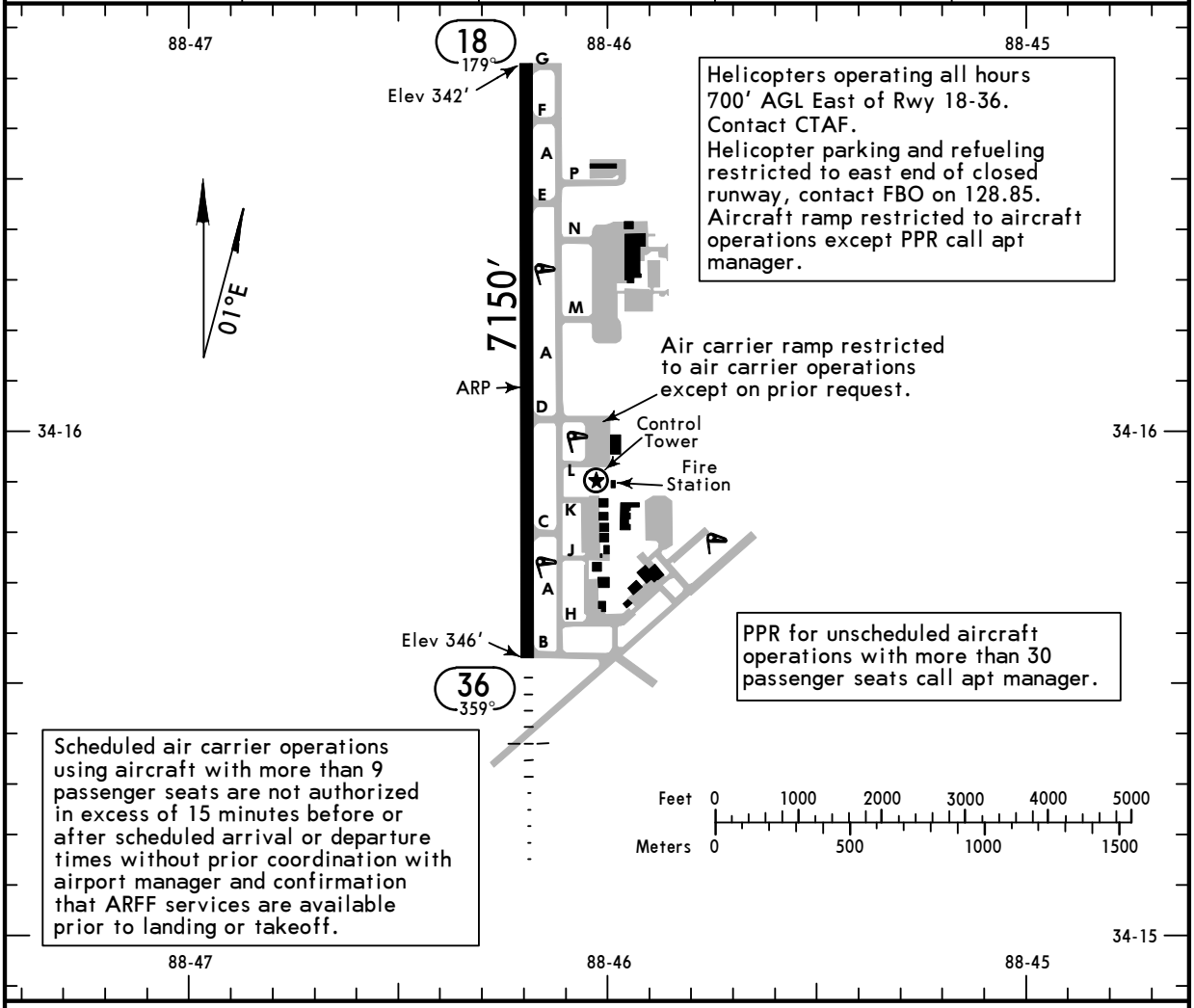
KTUP/TUP

Apt Elev **346′**
N34 16.1 W088 46.2

JEPPESEN
27 FEB 15 (10-9) **Eff 5 Mar**

TUPELO, MISS
TUPELO REGL

ASOS	*TUPELO Ground	*Tower	UNICOM	MEMPHIS Center
133.52	121.82	CTAF 118.77	128.85	128.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
18	❶ HIRL ❶ REIL PAPI-R (angle 3.00°) grooved				150′
36	❶ HIRL ❶ MALSR grooved		6100′		

❶ Activate on 118.77.

	TAKE-OFF All Rwys Adequate Vis Ref	TAKE-OFF All Rwys STD	FOR FILING AS ALTERNATE Authorized Only When Local Weather Available: ILS Z Rwy 36 ILS Y Rwy 36	COPTER VOR 023°	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR DME Rwy 18	Other
1 & 2 Eng	1/4	1	A B 600-2	800-2	800-2	NA
3 & 4 Eng		1/2	C D 800-2½		800-2½	

AMEND 1

CHANGES: Chart reindexed, alternate minimums.

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KTUP/TUP TUPELO REGL

JEPPESEN 10 APR 15 (11-1)

TUPELO, MISS ILS Z or LOC Z Rwy 36

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

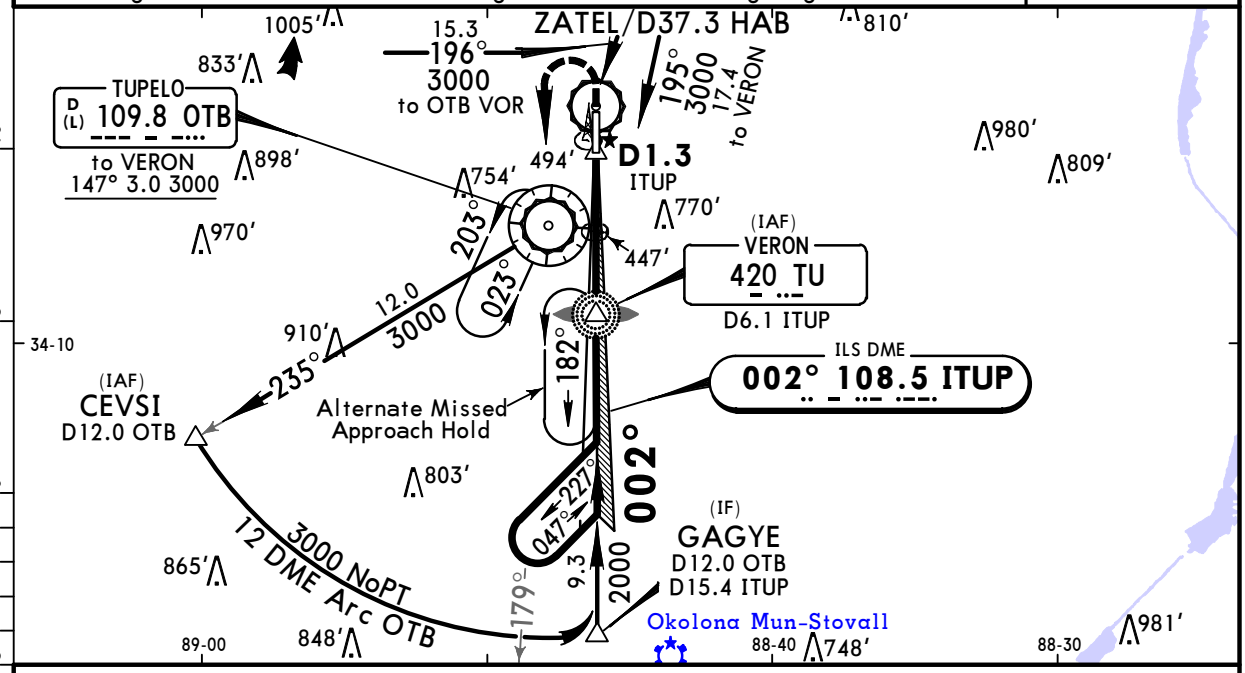
BRIEFING STRIP™

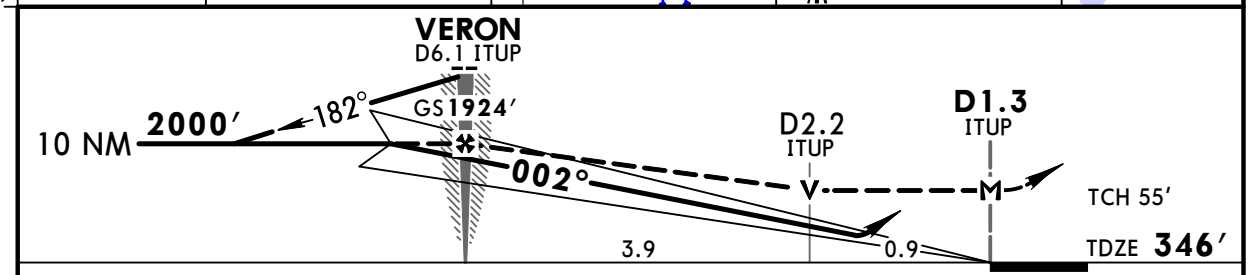
LOC ITUP	*Final Apch Crs*	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 346′
108.5	002°	VERON 1924′ (1578′)	546′ (200′)	TDZE 346′

MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ direct OTB VOR and hold, or as directed by ATC.

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

1. ADF or DME required. 2. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 3. Use ITUP DME when on the LOC course. 4. VDP not authorized when using Columbus AFB altimeter setting. 5. Pilot controlled lighting 118.77.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 ITUP or VERON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR | 1500′ | 3000′ LT | D | OTB 109.8

TERPS

STRAIGHT-IN LANDING RWY 36

With Local Altimeter Setting

	ILS DA(H) 546′ (200′) FULL	ILS DA(H) 546′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 700′ (354′)	LOC (GS out) MDA(H) 700′ (354′) RAIL out	LOC (GS out) MDA(H) 700′ (354′) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C			5/8		
D					

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (454′) - 1
120	
140	900′ (554′) - 1 1/2
165	1140′ (794′) - 2 1/2

With Columbus AFB Altimeter Setting

	ILS DA(H) 658′ (312′) FULL	ILS DA(H) 658′ (312′) RAIL out	ILS DA(H) 658′ (312′) ALS out	LOC (GS out) MDA(H) 820′ (474′)	LOC (GS out) MDA(H) 820′ (474′) RAIL out	LOC (GS out) MDA(H) 820′ (474′) ALS out
A	1/2	3/4	1	1/2	3/4	1
B						
C				1	1 1/8	1 3/8
D						

With Columbus AFB Altimeter Setting

Max Kts	MDA(H)
90	920′ (574′) - 1
120	
140	1020′ (674′) - 2
165	1260′ (914′) - 3

TERPS AMEND 10 5 MAR 2015

CHANGES: Minimums.

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KTUP/TUP TUPELO REGL

JEPPESEN 10 APR 15 (11-2)

TUPELO, MISS ILS Y or LOC Y Rwy 36

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

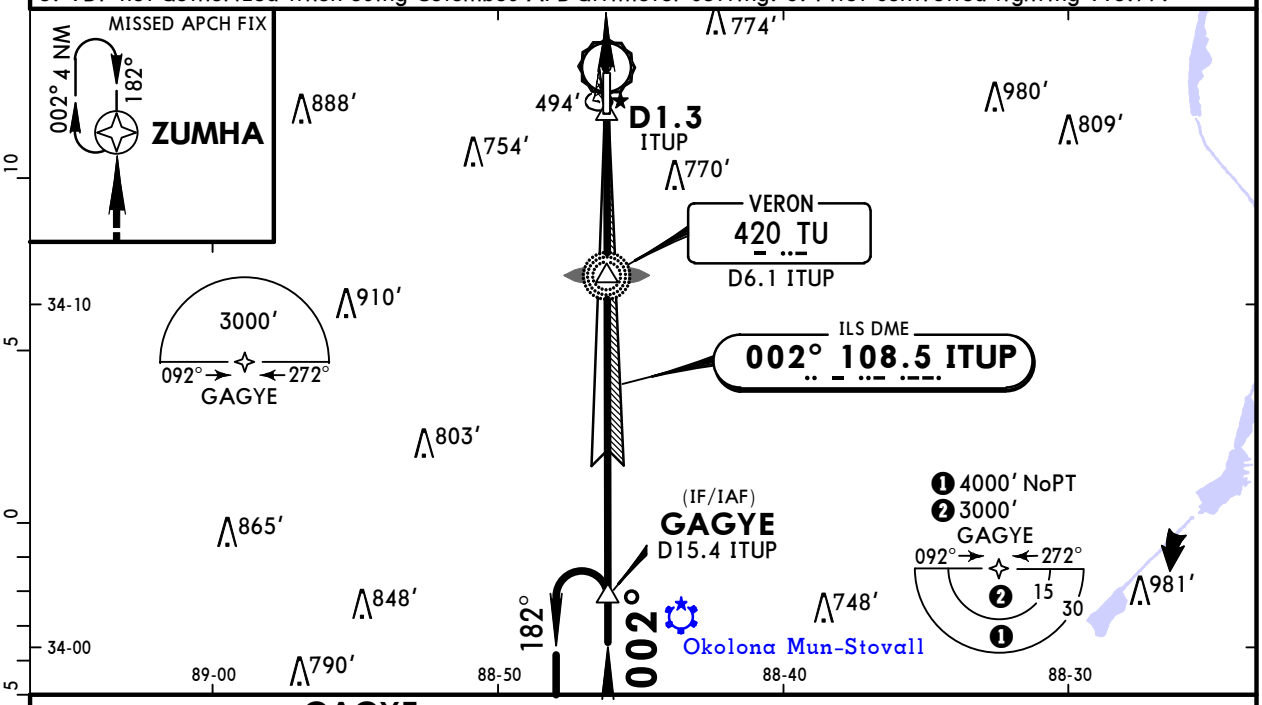
LOC ITUP	*Final Apch Crs*	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 346′	*TAA*
108.5	**002°**	**VERON 1924′** (1578′)	**546′** (200′)	TDZE **346′**	30 NM *IAF*

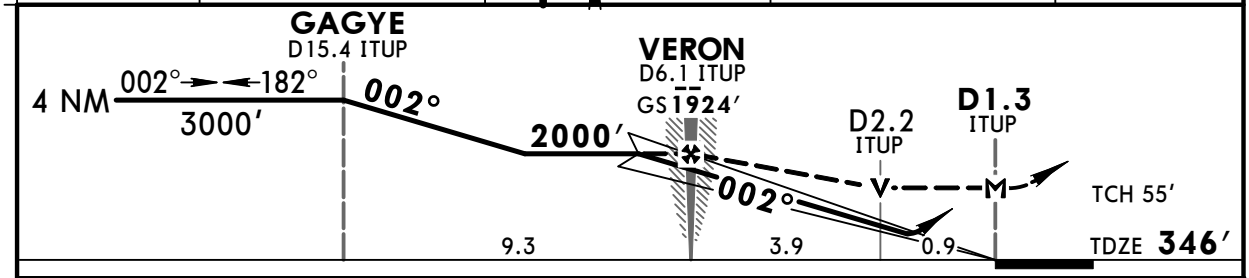
MISSED APCH: Climb to 3000′ direct ZUMHA and hold.

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

1. GPS and ADF or DME required. 2. GPS required for terminal arrival area. 3. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 4. Use ITUP DME when on the LOC course. 5. VDP not authorized when using Columbus AFB altimeter setting. 6. Pilot controlled lighting 118.77.

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 ITUP or VERON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR 3000′ D ZUMHA

TERPS

STRAIGHT-IN LANDING RWY 36

With Local Altimeter Setting

	ILS DA(H) 546′ (200′)		LOC (GS out) MDA(H) 700′ (354′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	½	¾	½	¾	1
B					
C			⅝		
D					

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (454′) - 1
120	
140	900′ (554′) - 1½
165	1140′ (794′) - 2½

With Columbus AFB Altimeter Setting

	ILS DA(H) 658′ (312′)			LOC (GS out) MDA(H) 820′ (474′)		
	FULL	RAIL out	ALS out		RAIL out	ALS out
A	½	¾	1	½	¾	1
B						
C				1	1⅛	1⅜
D						

With Columbus AFB Altimeter Setting

Max Kts	MDA(H)
90	920′ (574′) - 1
120	
140	1020′ (674′) - 2
165	1260′ (914′) - 3

TERPS AMEND 0 5 MAR 2015

CHANGES: Minimums.

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KTUP/TUP
TUPELO REGL

JEPPESEN 27 FEB 15 (12-1) Eff 5 Mar

TUPELO, MISS
RNAV (GPS) Rwy 18

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

BRIEFING STRIP™

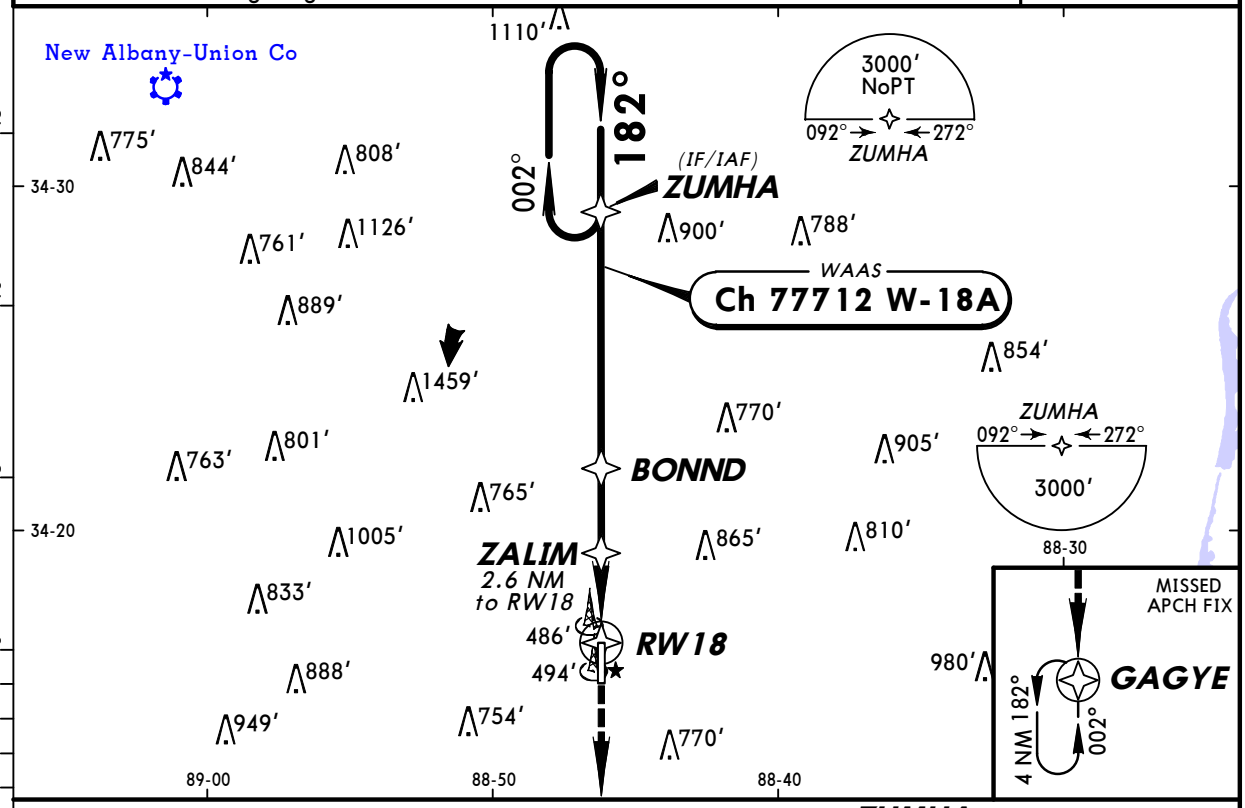
WAAS	Final	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 346′
Ch 77712 W-18A	Apch Crs 182°	BONND 2000′ (1656′)	544′ (200′)	TDZE 344′

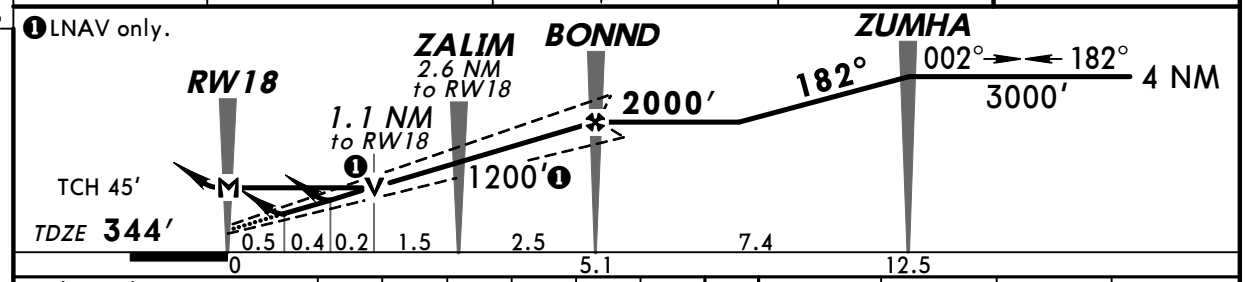
MISSED APCH: Climb to 3000′ direct GAGYE and hold.

TAA
30 NM
IAF

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

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. Baro-VNAV and VDP not authorized when using Columbus AFB altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -9°C (16°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 118.77.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW18							

REIL
PAPI-R
3000′
GAGYE

TERPS

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 544′ (200′)	LNAV/VNAV DA(H) 659′ (315′)	LNAV MDA(H) 740′ (396′)
A	3/4	1	1
B			
C			1 1/8
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

C Max Kts	MDA(H)
90 120	800′ (454′)-1
140	900′ (554′)-1 1/2
165	1140′ (794′)-2 1/2

With Columbus AFB Altimeter Setting

	LPV DA(H) 656′ (312′)	LNAV/VNAV DA(H) 771′ (427′)	LNAV MDA(H) 860′ (516′)
A	1	1 1/2	1
B			
C			1 3/8
D			

With Columbus AFB Altimeter Setting

C Max Kts	MDA(H)
90 120	920′ (574′)-1
140	1020′ (674′)-2
165	1260′ (914′)-3

TERPS AMEND 1 5 MAR 2015

CHANGES: Procedure.

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KTUP/TUP
TUPELO REGL

JEPPESEN
27 FEB 15 (12-2) Eff 5 Mar

TUPELO, MISS
RNAV (GPS) Rwy 36

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

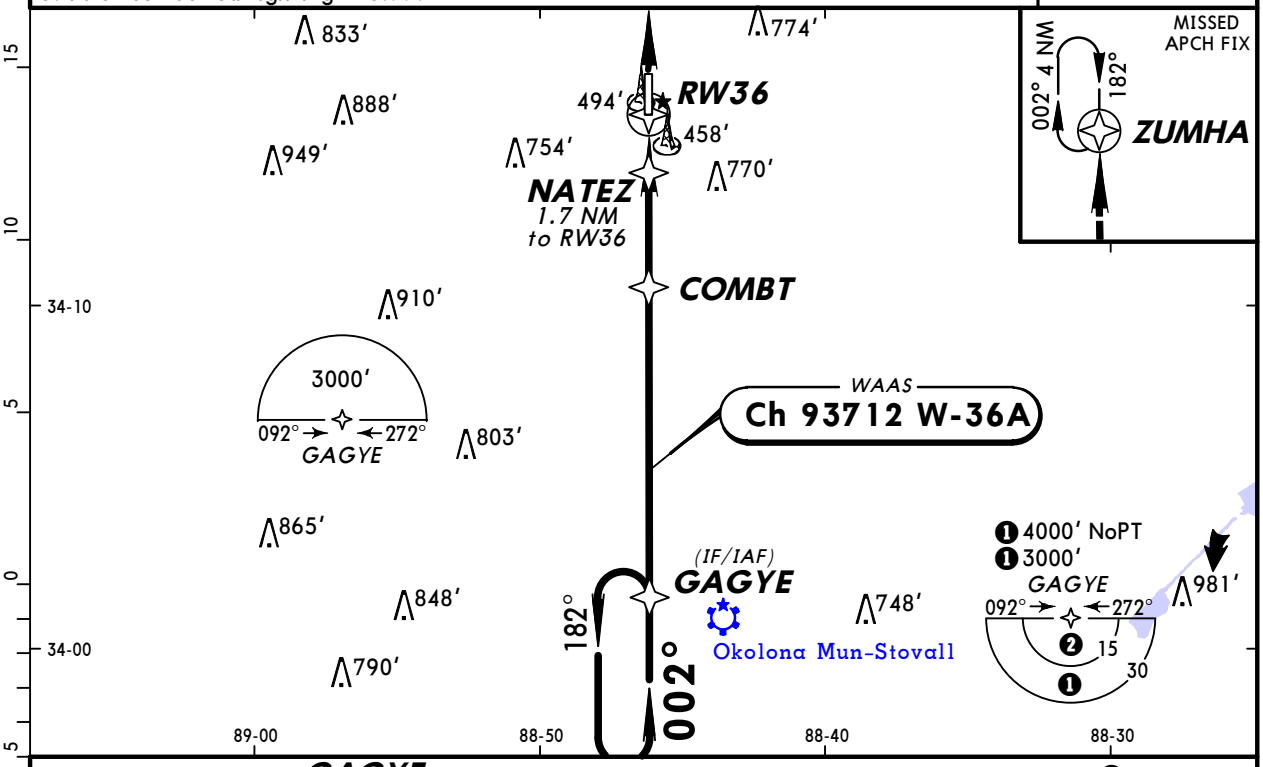
BRIEFING STRIP™

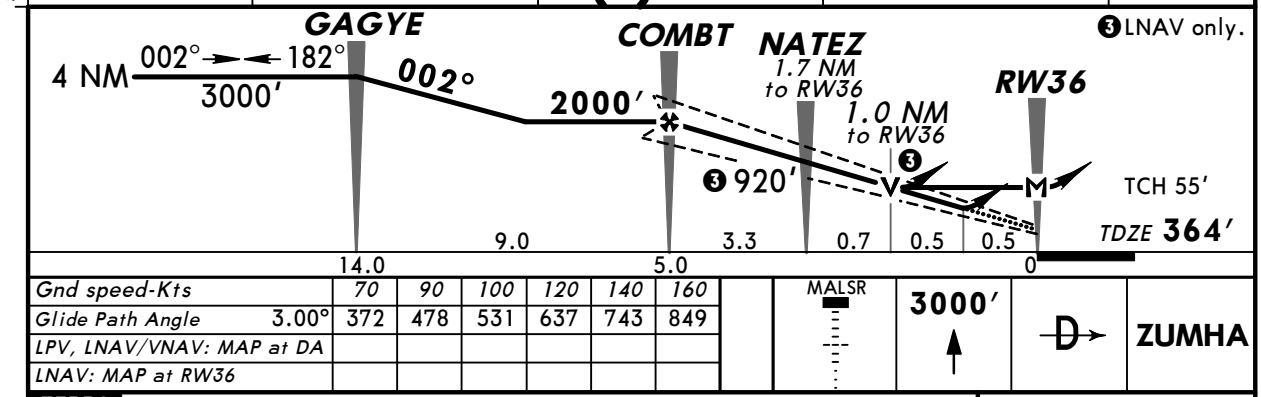
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 346′
Ch 93712 W-36A	002°	COMBT 2000′ (1654′)	546′ (200′)	TDZE 346′

MISSED APCH: Climb to 3000′ direct ZUMHA and hold.

TAA
30 NM
IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. Baro-VNAV and VDP not authorized when using Columbus AFB altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -9°C (16°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 118.77.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW36						

MALSR 3000′ D ZUMHA

TERPS

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 546′ (200′)		LNAV/VNAV DA(H) 730′ (384′)			LNAV MDA(H) 720′ (374′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	3/4	7/8	1 1/4	1/2	3/4	1
B								
C						5/8		
D								

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	800′ (454′)-1
120	
140	900′ (554′)-1 1/2
165	1140′ (794′)-2 1/2

With Columbus AFB Altimeter Setting

	LPV DA(H) 658′ (312′)		LNAV/VNAV DA(H) 842′ (496′)		LNAV MDA(H) 840′ (494′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	1/2	1 1/4	1 1/4	1 5/8	1/2	3/4	1
B							
C					1	1 1/8	1 3/8
D							

With Columbus AFB Altimeter Setting

Max Kts	MDA(H)
90	920′ (574′)-1
120	
140	1020′ (674′)-2
165	1260′ (914′)-3

TERPS AMEND 1 5 MAR 2015

CHANGES: Procedure.

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KTUP/TUP
TUPELO REGL

JEPPESEN
24 APR 15 (13-1)

TUPELO, MISS
VOR DME Rwy 18

BRIEFING STRIP ™

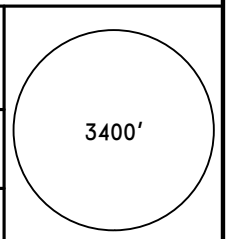
ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

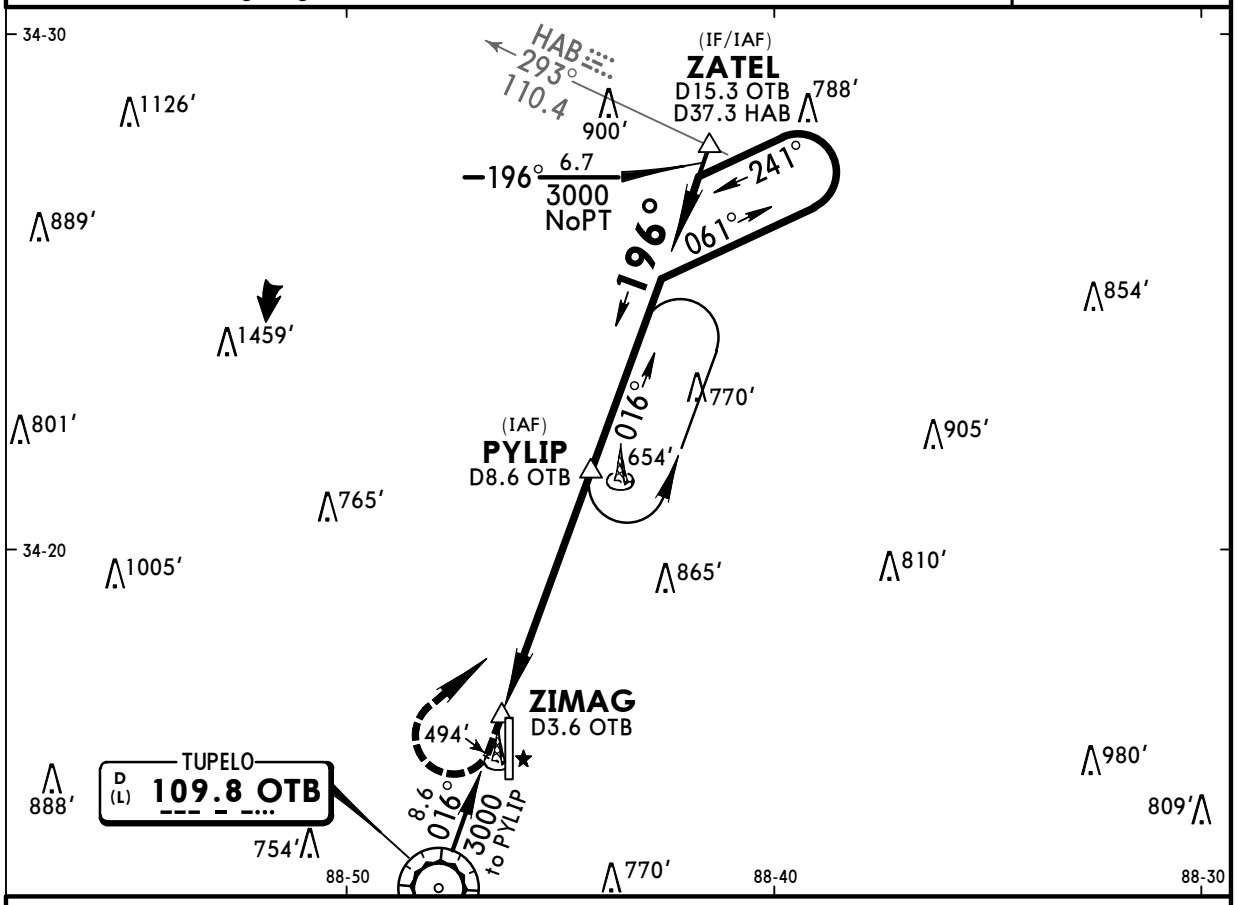
VOR OTB	*Final* Apch Crs	Minimum Alt PYLIP	MDA(H) (CONDITIONAL)	Apt Elev 346′ TDZE 344′
109.8	196°	2000′(1656′)	740′(396′)	

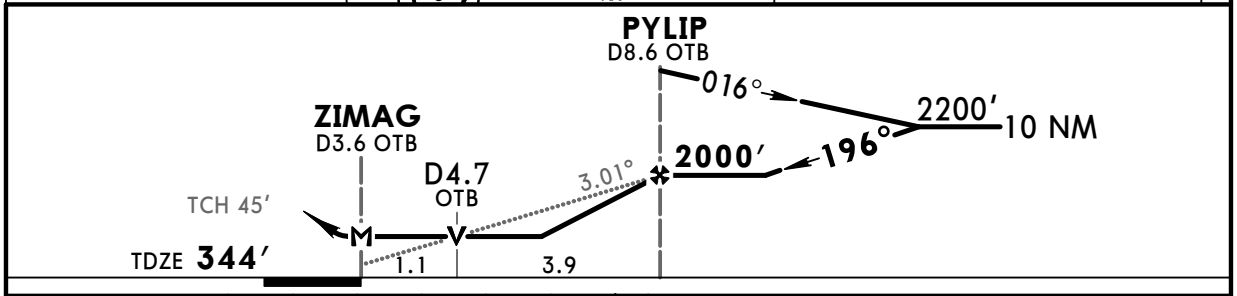
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ outbound on OTB VOR R-016 to PYLIP/D8.6 and hold.

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

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. VDP not authorized when using Columbus AFB altimeter setting.
3. Pilot controlled lighting 118.77.







Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at ZIMAG/D3.6						

REIL PAPI-R	1500′ ↑	3000′ RT	on OTB 109.8 R-016	PYLIP

TERPS STRAIGHT-IN LANDING RWY **18**

MDA(H) 740′(396′) With Local Altimeter Setting	MDA(H) 860′(516′) With Columbus AFB Altimeter Setting
1	1
1⅛	1⅜

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Columbus AFB Altimeter Setting MDA(H)
90	800′(454′) - 1	920′(574′) - 1
120		
140	900′(554′) - 1½	1020′(674′) - 2
165	1140′(794′) - 2½	1260′(914′) - 3

TERPS AMEND 1A 30 APR 2015

CHANGES: ZATEL transition.

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KTUP/TUP
TUPELO REGL

JEPPESEN
24 APR 15 (13-2)

TUPELO, MISS
COPTER VOR 023°

BRIEFING STRIP ™

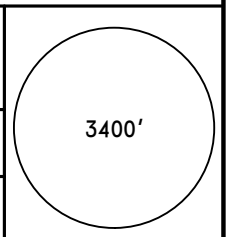
ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

VOR OTB	*Final Apch Crs*	Minimum Alt OTB VOR	MDA(H) (CONDITIONAL)	Apt Elev
109.8	**023°**	**2000′** (1654′)	**700′** (354′)	**346′**

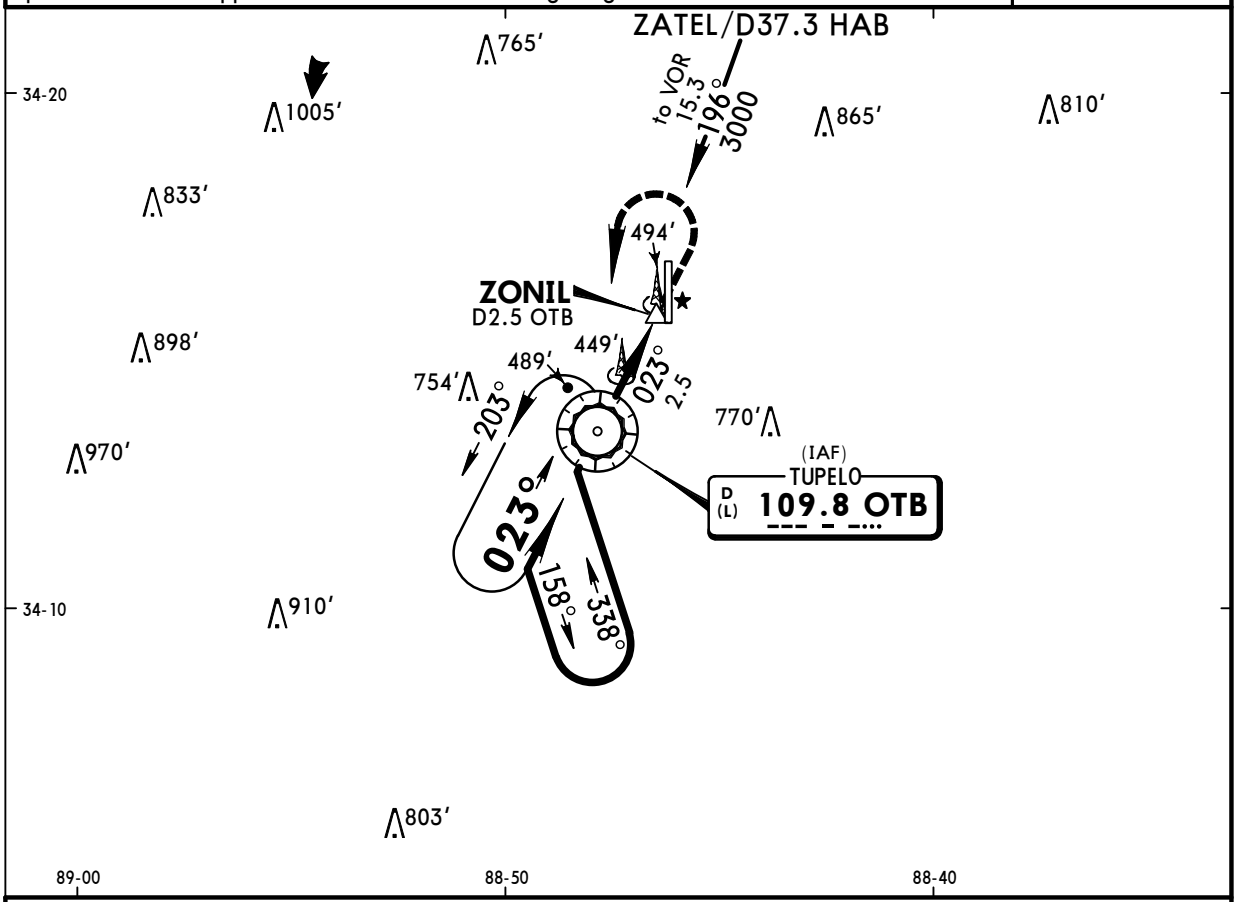
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ direct OTB VOR and hold.

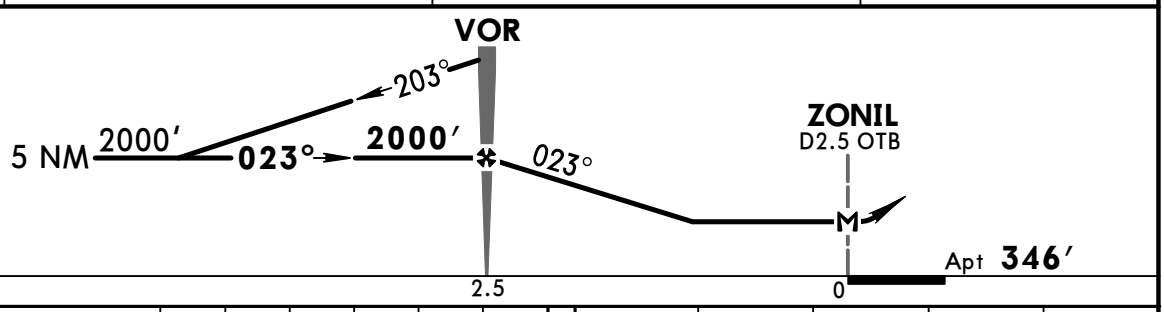
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 2. Limit all segments to 90 KIAS. 3. Proceed VFR from ZONIL (MAP) or conduct the specified missed approach. 4. Pilot controlled lighting 118.77.



MSA OTB VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at ZONIL or OTB VOR to MAP 2.5	2:09	1:40	1:30	1:15	1:04	0:56

Lighting - Refer to Airport Chart | 1500′ ↑ | 3000′ LT ↰ | D | OTB 109.8

TERPS

LANDING **H-023°**

MDA(H) **700′** (354′) With Local Altimeter Setting	MDA(H) **820′** (474′) With Columbus AFB Altimeter Setting
COPTER 1	COPTER 1

TERPS AMEND 0 5 MAR 2015

CHANGES: None.

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KTUP/TUP
TUPELO REGL

JEPPESEN
27 FEB 15 (16-1) Eff 5 Mar

TUPELO, MISS
NDB Rwy 36

BRIEFING STRIP ™

ASOS	MEMPHIS Center	*TUPELO Tower	*Ground
133.52	128.5	CTAF 118.77	121.82

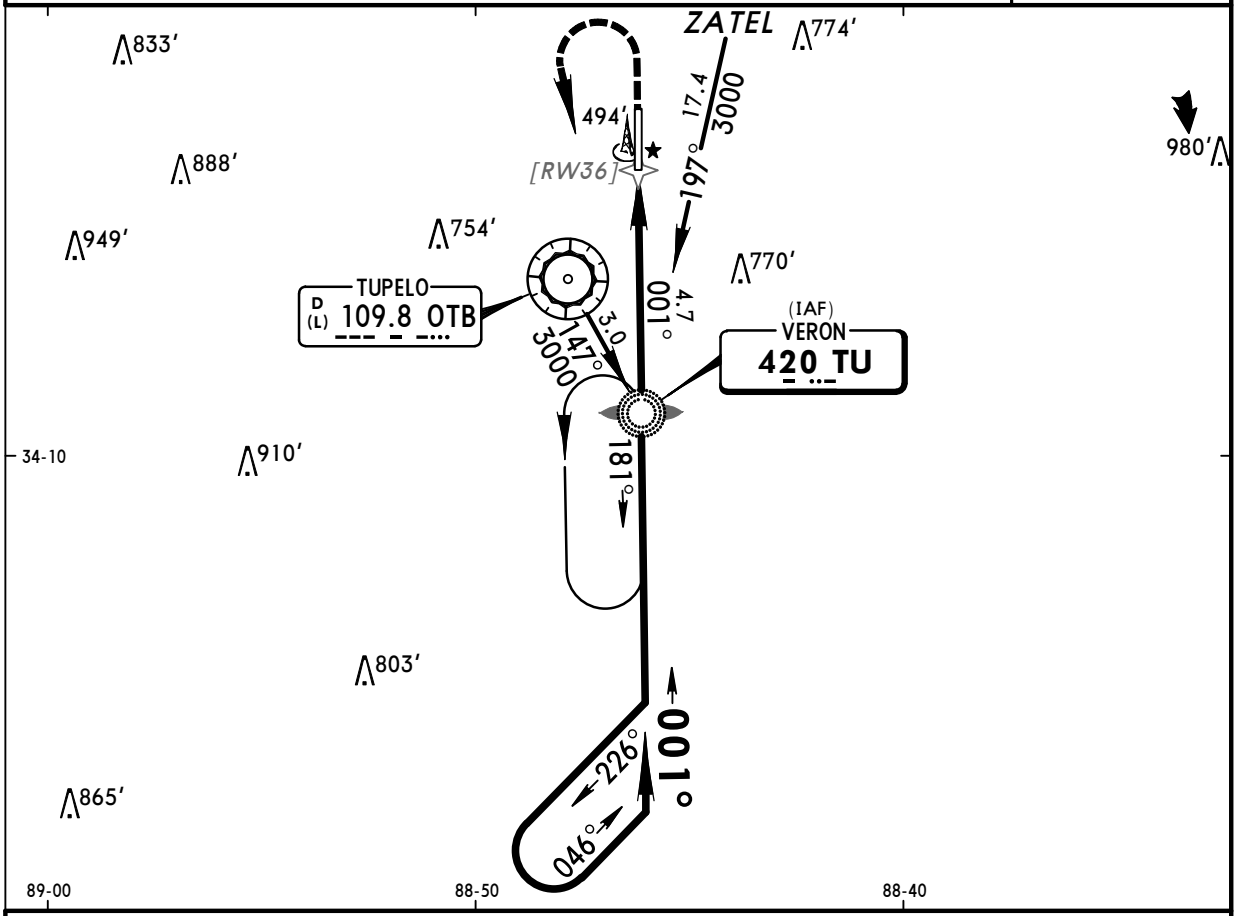
LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 346′
TU		LOM	(CONDITIONAL)	TDZE 346′
420	001°	2000′ (1654′)	840′ (494′)	

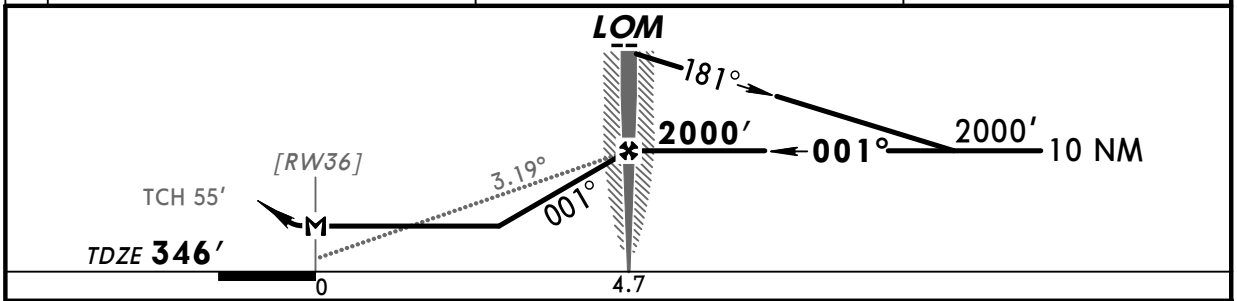
MISSED APCH: Climb to 1500′ then climbing LEFT turn to 3000′ direct TU LOM and hold.

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

1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting.
2. Pilot controlled lighting 118.77.

3400′
MSA TU LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.19°	395	508	564	677	790	903
LOM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR | 1500′ ↑ | 3000′ LT | D | TU 420

TERPS STRAIGHT-IN LANDING RWY **36**

	MDA(H) 840′ (494′) With Local Altimeter Setting			MDA(H) 960′ (614′) With Columbus AFB Altimeter Setting		
		RAIL out	ALS out		RAIL out	ALS out
A	3/4		1	3/4		1
B						
C	1	1 1/8	1 3/8	1 3/8	1 1/2	1 3/4
D						

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Columbus AFB Altimeter Setting MDA(H)
90	840′ (494′)-1	960′ (614′)-1
120		
140	900′ (554′)-1 1/2	1020′ (674′)-2
165	1140′ (794′)-2 1/2	1260′ (914′)-3

TERPS AMEND 5 5 MAR 2015

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 (10-2) Eff 24 Jul

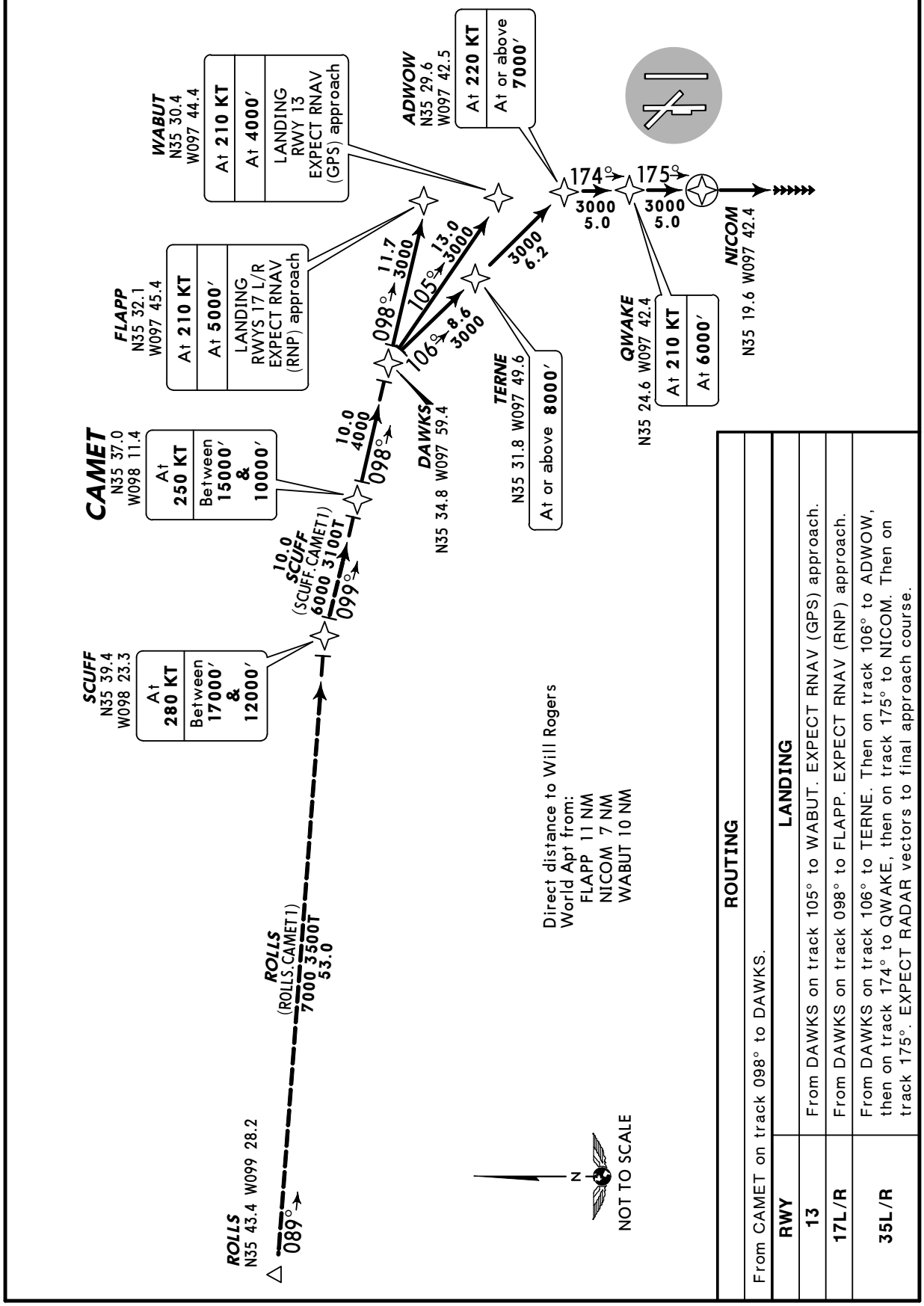
OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	Apt Elev
125.85	1295′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.
4.Turbojet aircraft only.

CAMET ONE RNAV ARRIVAL (CAMET.CAMET1)



ROUTING

From CAMET on track 098° to DAWKS.

RWY	LANDING
13	From DAWKS on track 105° to WABUT. EXPECT RNAV (GPS) approach.
17L/R	From DAWKS on track 098° to FLAPP. EXPECT RNAV (RNP) approach.
35L/R	From DAWKS on track 106° to TERNE. Then on track 106° to ADWOW, then on track 174° to QWAKE, then on track 175° to NICOM. Then on track 175°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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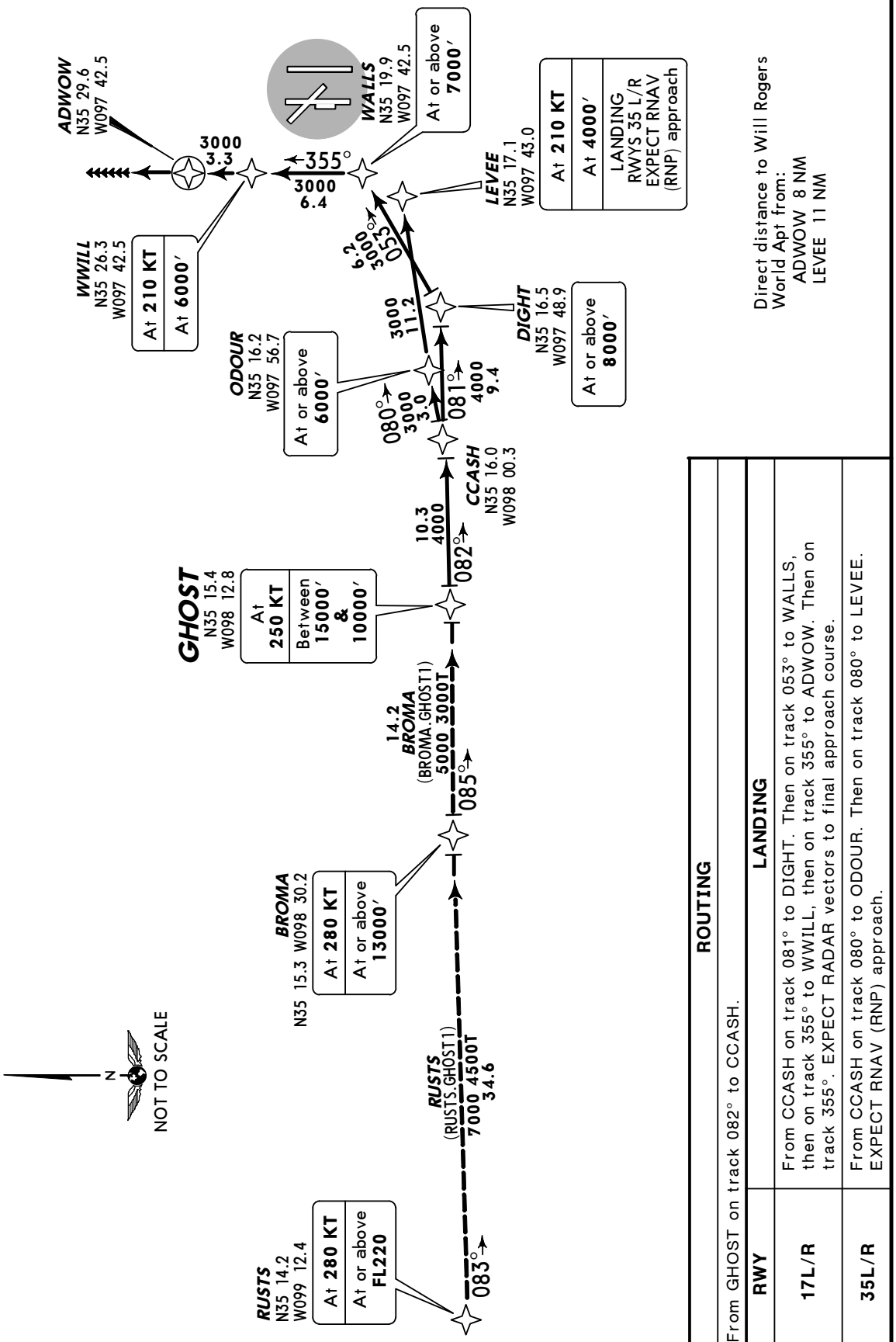
KOKC/OKC WILL ROGERS WORLD

OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	*Apt Elev*	
125.85	1295′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojet aircraft only.

GHOST ONE RNAV ARRIVAL (GHOST.GHOST1)



ROUTING

From GHOST on track 082° to CCASH.

RWY	LANDING
17L/R	From CCASH on track 081° to DIGHT. Then on track 053° to WALLS, then on track 355° to WWILL, then on track 355° to ADWOW. Then on track 355°. EXPECT RADAR vectors to final approach course.
35L/R	From CCASH on track 080° to ODOUR. Then on track 080° to LEVEE. EXPECT RNAV (RNP) approach.

CHANGES: New procedure at this airport.

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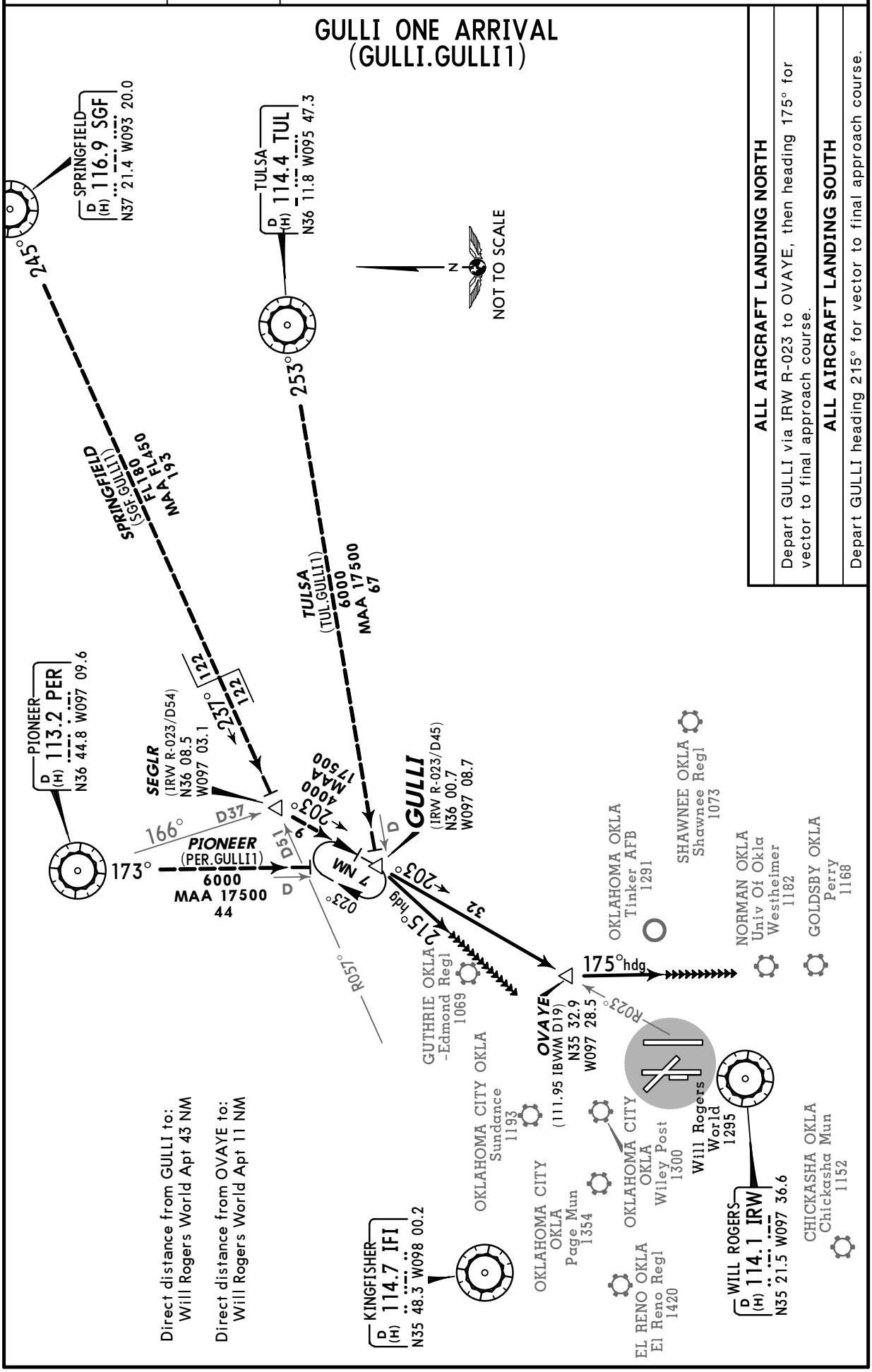
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
125.85	*See Graphic*	**RADAR required.**

GULLI ONE ARRIVAL
(GULLI.GULLI1)



ALL AIRCRAFT LANDING NORTH

Depart GULLI via IRW R-023 to OVAYE, then heading 175° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH

Depart GULLI heading 215° for vector to final approach course.

CHANGES: Airports served removed, chart depiction.

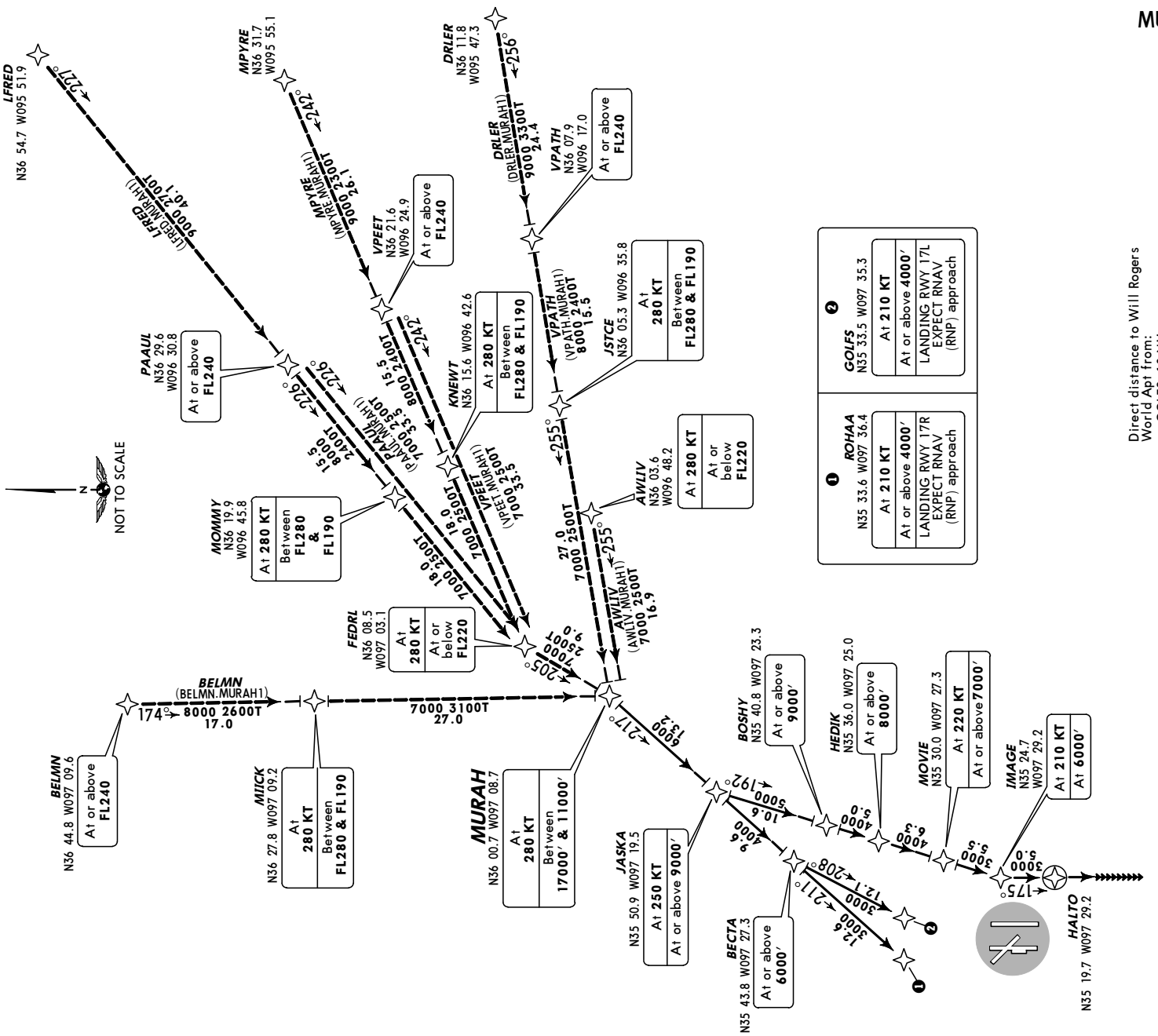
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KOKC/OKC
WILL ROGERS WORLD

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	4. Turbojet aircraft only.
125.85	1295′			

MURAH ONE RNAV ARRIVAL
(MURAH.MURAH1)



ROUTING	
From MURAH on track 217° to JASKA.	
LANDING	
RWY	
17L	From JASKA on track 217° to BECTA. Then on track 208° to GOLFS. EXPECT RNAV (RNP) approach.
17R	From JASKA on track 217° to BECTA. Then on track 211° to ROHAA. EXPECT RNAV (RNP) approach.
35L/R	From JASKA on track 192° to BOSHY. Then on track 192° to HEDIK. Then on track 192° to MOVIE, then on track 192° to IMAGE, then on track 175° to HALTO. Then on track 175°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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KOKC/OKC WILL ROGERS WORLD

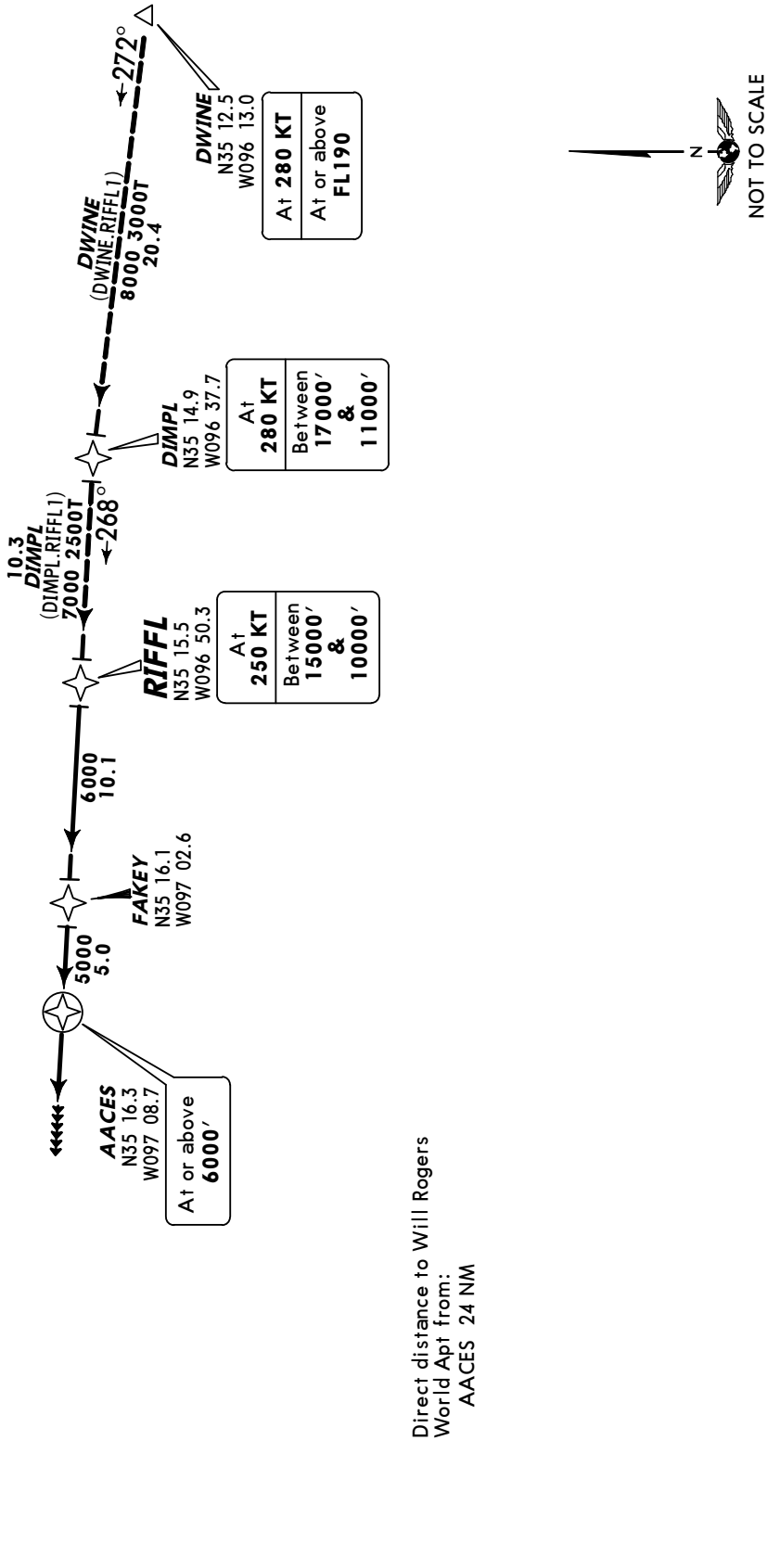
OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	*Apt Elev*	
125.85	1295′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojet aircraft only.

RIFFL ONE RNAV ARRIVAL (RIFFL.RIFFL1)

(RWYS 17L/R, 35L/R)



ROUTING

From RIFFL on track 268° to FAKEY. From FAKEY on track 268° to AACES. Then on track 268°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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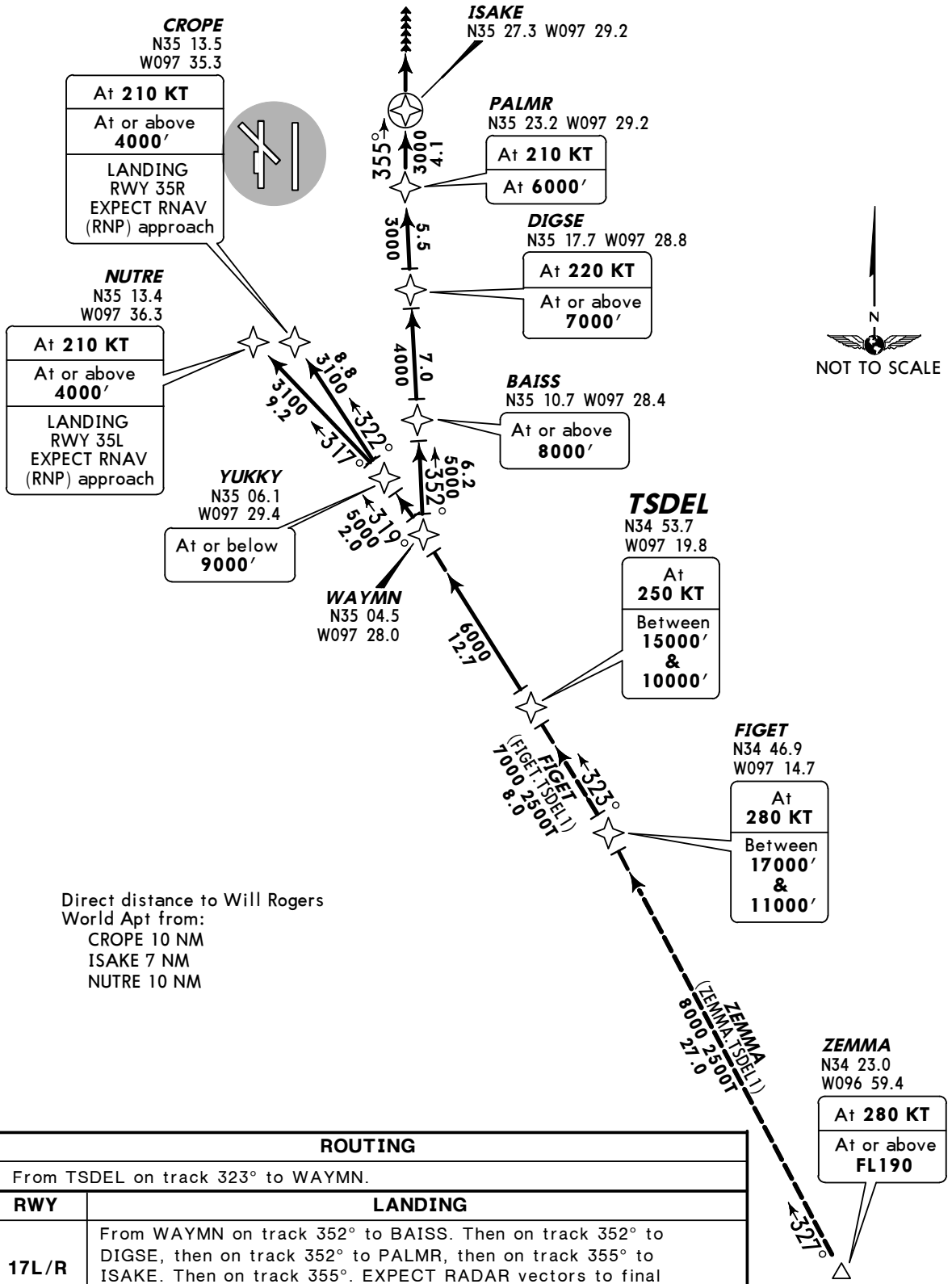
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV STAR

D-ATIS	*Apt Elev*	
125.85	1295′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojet aircraft only.

TSDEL ONE RNAV ARRIVAL (TSDEL.TSDEL1)



ROUTING	
From TSDEL on track 323° to WAYMN.	
RWY	**LANDING**
17L/R	From WAYMN on track 352° to BAISS. Then on track 352° to DIGSE, then on track 352° to PALMR, then on track 355° to ISAKE. Then on track 355°. EXPECT RADAR vectors to final approach course.
35L	From WAYMN on track 319° to YUKKY, then on track 317° to NUTRE. EXPECT RNAV (RNP) approach.
35R	From WAYMN on track 319° to YUKKY, then on track 322° to CROPE. EXPECT RNAV (RNP) approach.

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 27 FEB 15 (10-2F) Eff 5 Mar

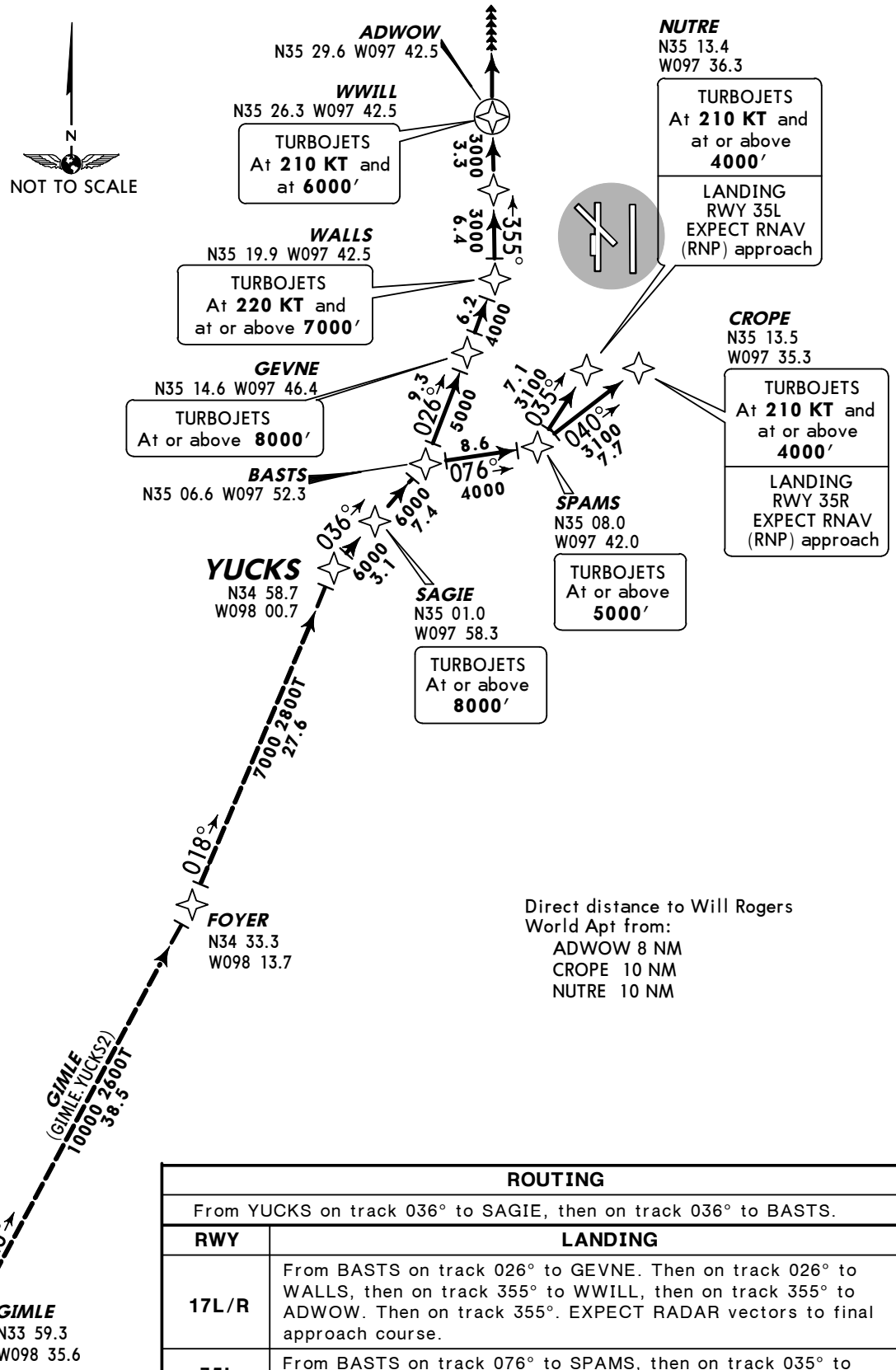
OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	Apt Elev
125.85	1295′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Altitude and speeds apply to turbojet aircraft only.

YUCKS TWO RNAV ARRIVAL (YUCKS.YUCKS2)



ROUTING	
From YUCKS on track 036° to SAGIE, then on track 036° to BASTS.	
RWY	**LANDING**
17L/R	From BASTS on track 026° to GEVNE. Then on track 026° to WALLS, then on track 355° to WWILL, then on track 355° to ADWOW. Then on track 355°. EXPECT RADAR vectors to final approach course.
35L	From BASTS on track 076° to SPAMS, then on track 035° to NUTRE. EXPECT RNAV (RNP) approach.
35R	From BASTS on track 076° to SPAMS, then on track 040° to CROPE. EXPECT RNAV (RNP) approach.

CHANGES: Notes, procedure renumbered.

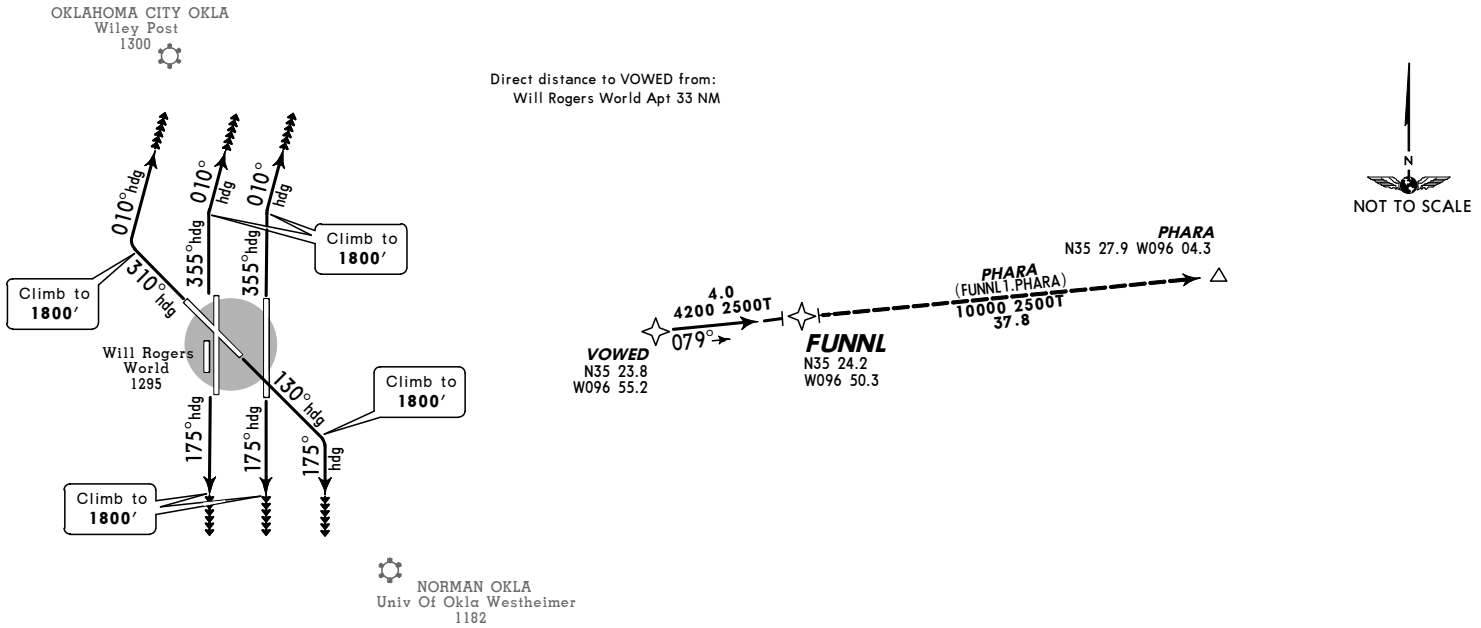
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KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

FUNNL ONE RNAV DEPARTURE (FUNNL1.FUNNL)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.

ROUTING

From VOWED on track 079° to FUNNL. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 17: Climb heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 21: Climb heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 35: Climb heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwys 17L/R: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 35L: Climb heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 35R: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.

ROUTING

From VOWED on track 079° to FUNNL. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

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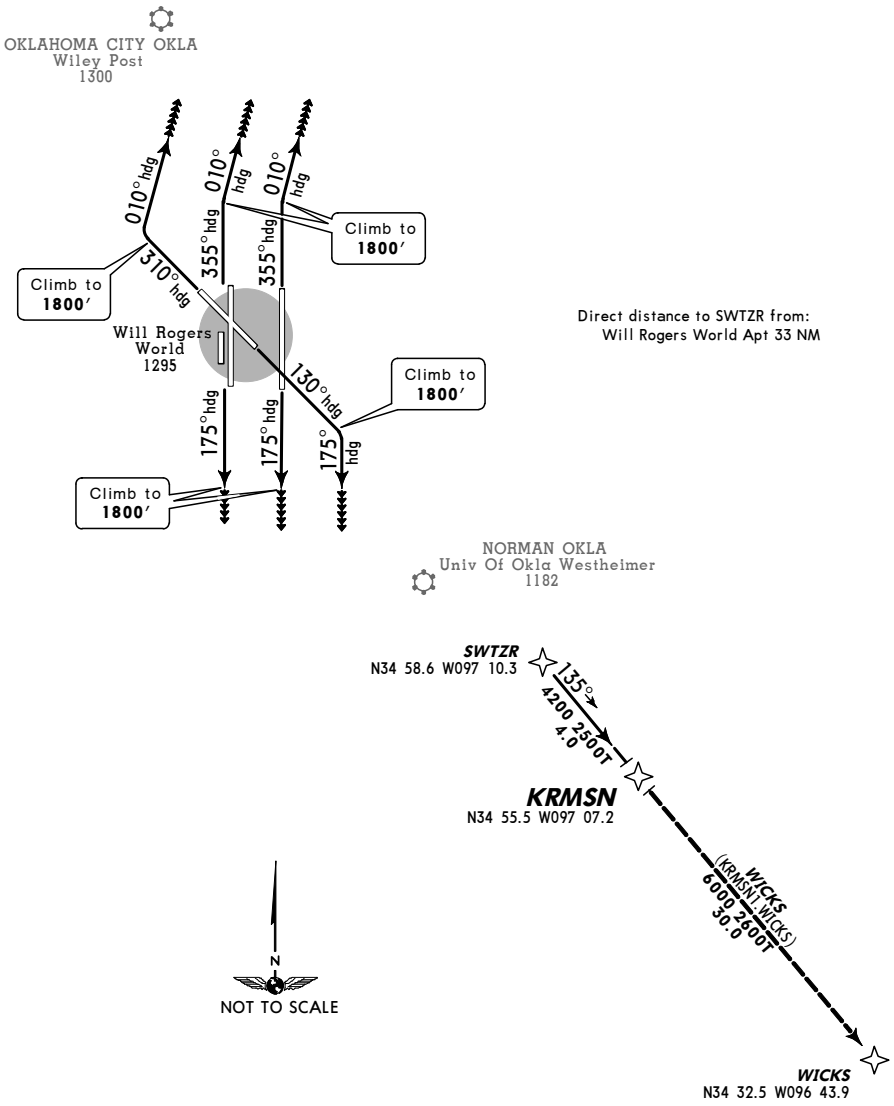
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

KRMSN ONE RNAV DEPARTURE (KRMSN1.KRMSN)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance to SWTZR from: Will Rogers World Apt 33 NM

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
ROUTING	
From SWTZR on track 135° to KRMSN. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
ROUTING	
From SWTZR on track 135° to KRMSN. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

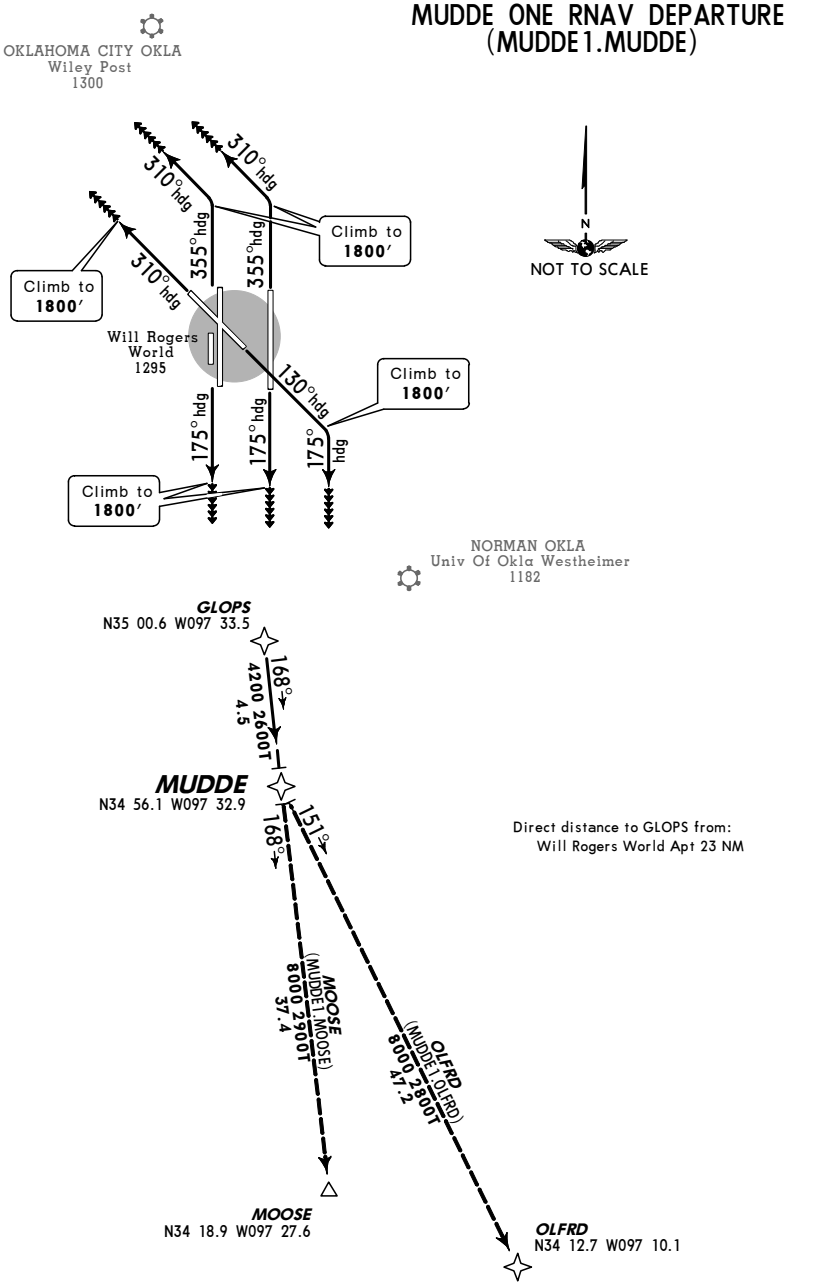
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KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

MUDDE ONE RNAV DEPARTURE (MUDDE1.MUDDE)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
ROUTING	
From GLOPS on track 168° to MUDDE. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
ROUTING	
From GLOPS on track 168° to MUDDE. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

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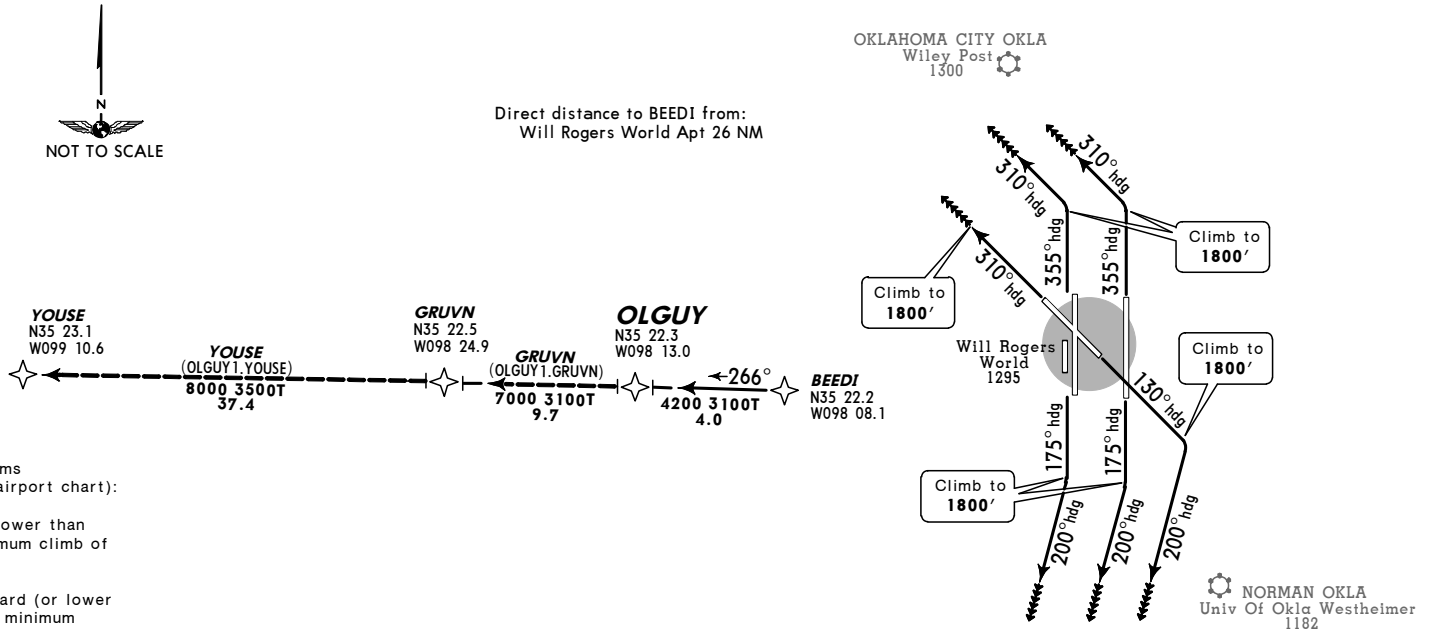
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

OLGUY ONE RNAV DEPARTURE (OLGUY1.OLGUY)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.

ROUTING

From BEEDI on track 266° to OLGUY. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.

ROUTING

From BEEDI on track 266° to OLGUY. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

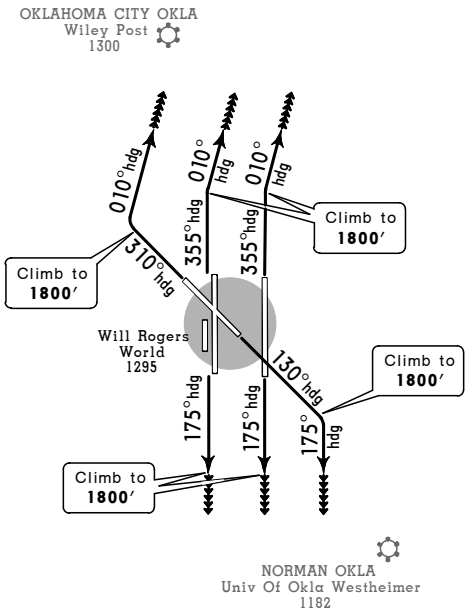
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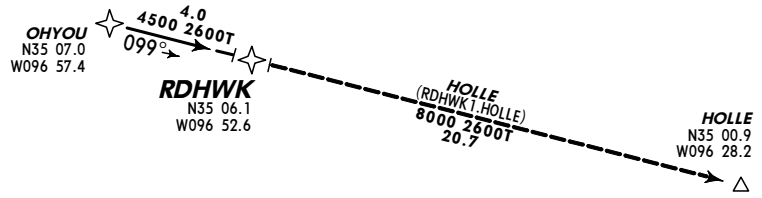
KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

RDHWK ONE RNAV DEPARTURE (RDHWK1.RDHWK)



Direct distance to OHYOU from:
Will Rogers World Apt 36 NM



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.

ROUTING

From OHYOU on track 099° to RDHWK. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.

ROUTING

From OHYOU on track 099° to RDHWK. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

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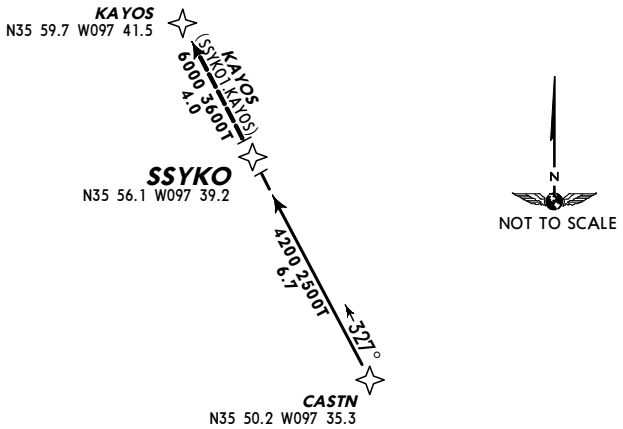
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

SSYKO ONE RNAV DEPARTURE (SSYKO1.SSYKO)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

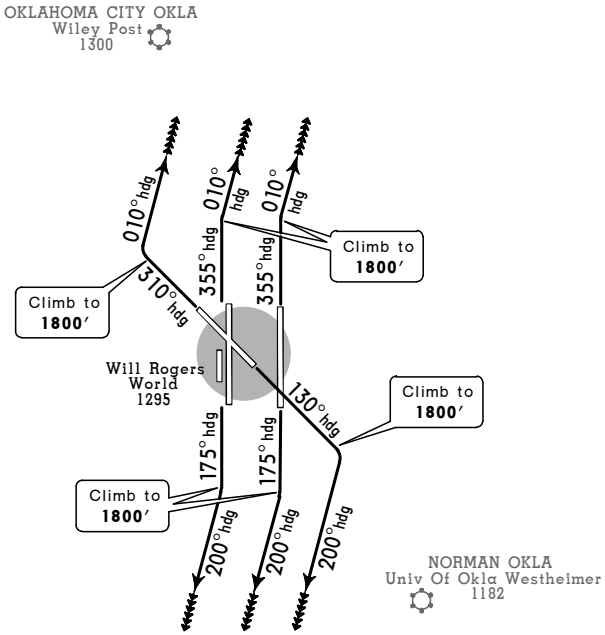
Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
ROUTING	
From CASTN on track 327° to SSYKO. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
ROUTING	
From CASTN on track 327° to SSYKO. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

Direct distance to CASTN from:
Will Rogers World Apt 27 NM



CHANGES: Reissue.

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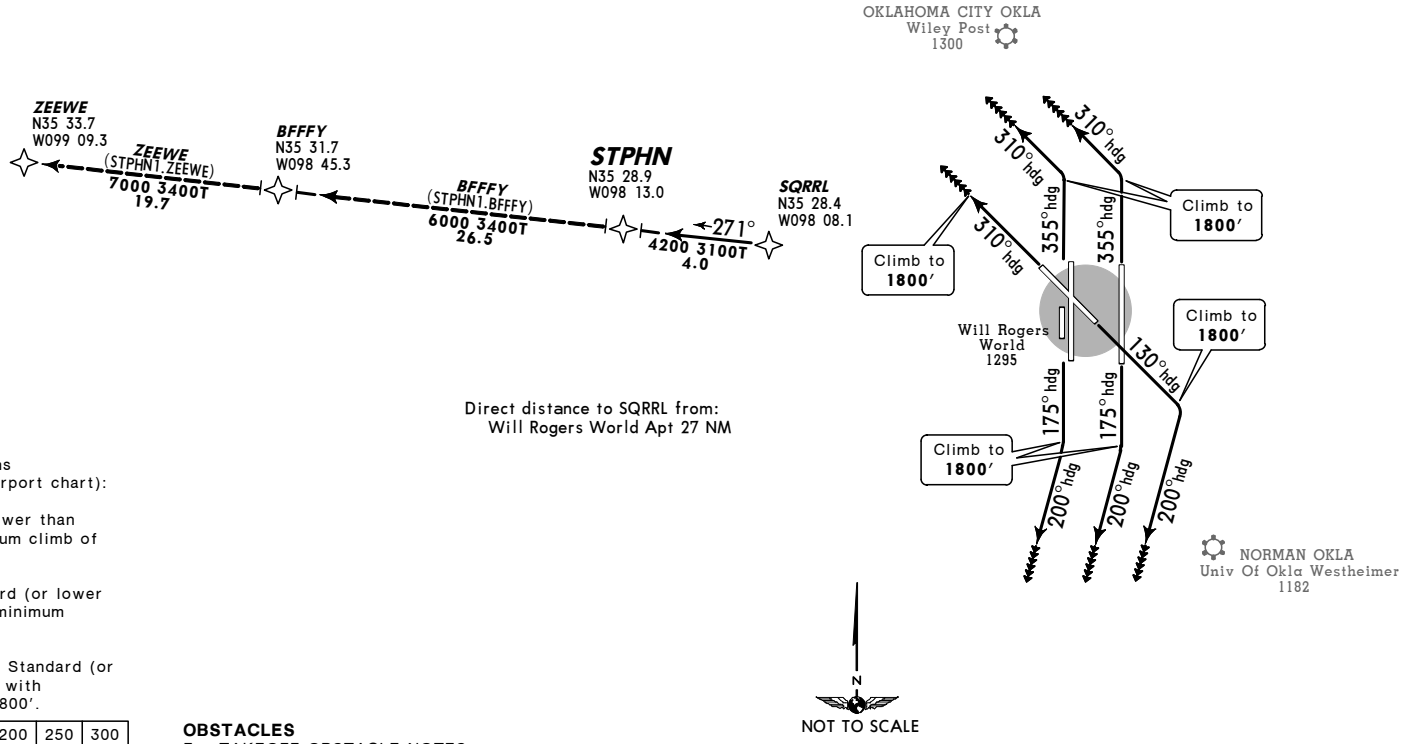
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

STPHN ONE RNAV DEPARTURE (STPHN1.STPHN)



Direct distance to SQRRL from:
Will Rogers World Apt 27 NM

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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 31: Climb on heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.

ROUTING

From SQRRL on track 271° to STPHN. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.

ROUTING

From SQRRL on track 271° to STPHN. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

TEBRD ONE RNAV DEPARTURE (TEBRD1.TEBRD)

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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

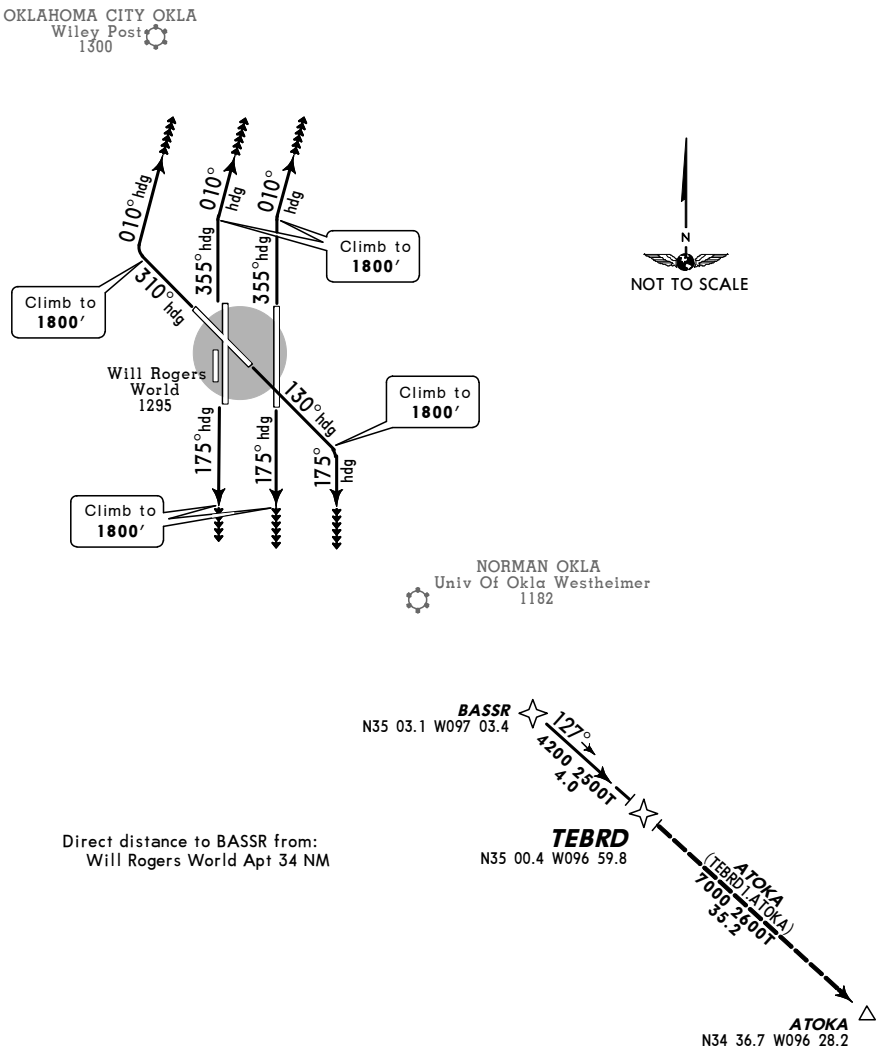
WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 35L: Climb heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 35R: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
ROUTING	
From BASSR on track 127° to TEBRD. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
ROUTING	
From BASSR on track 127° to TEBRD. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	



CHANGES: Reissue.

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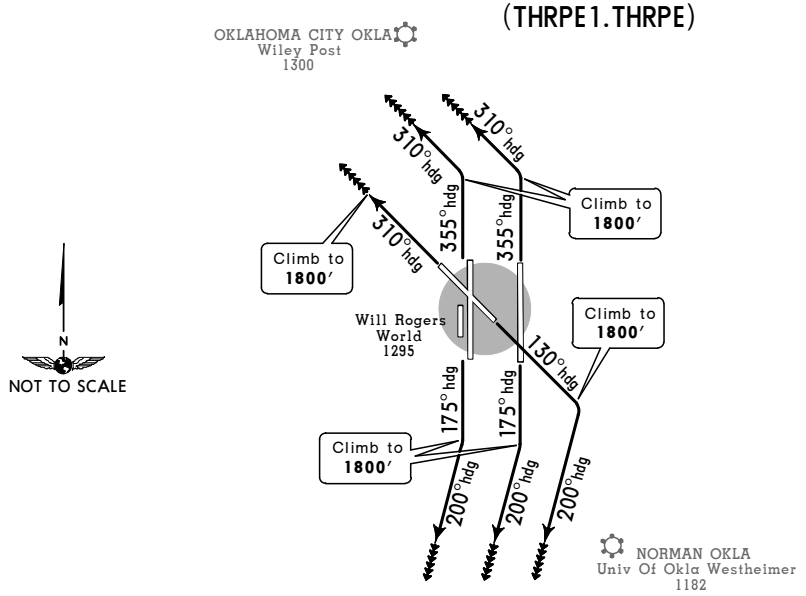
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

THRPE ONE RNAV DEPARTURE (THRPE1.THRPE)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

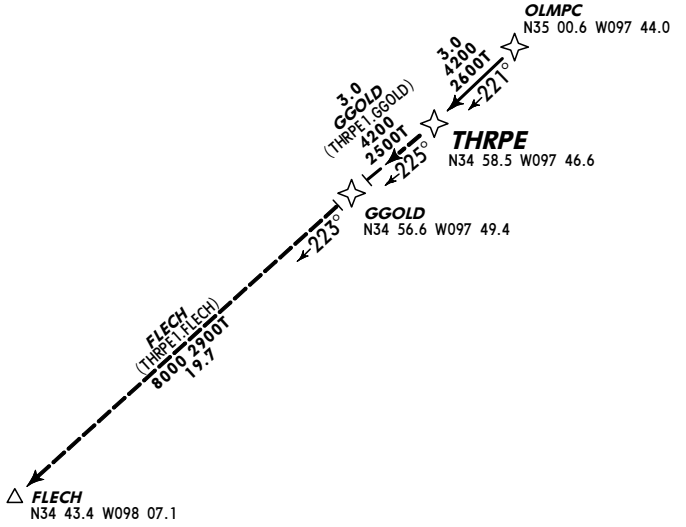
WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

NOT TO SCALE

Direct distance to OLMPC from:
Will Rogers World Apt 24 NM



AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
ROUTING	
From OLMPC on track 221° to THRPE. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
ROUTING	
From OLMPC on track 221° to THRPE. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

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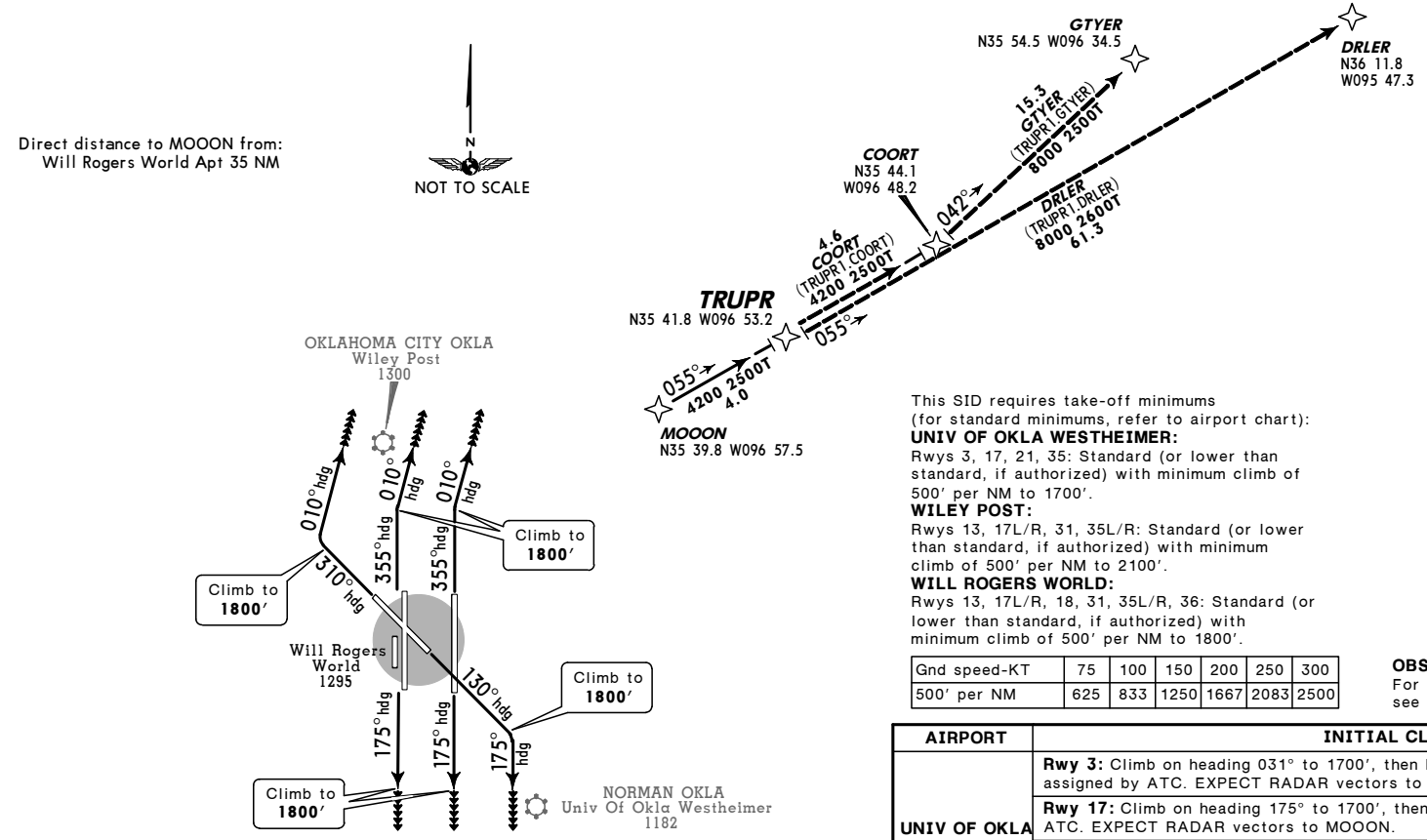
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

TRUPR ONE RNAV DEPARTURE (TRUPR1.TRUPR)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.

ROUTING

From MOOON on track 055° to TRUPR. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.

ROUTING

From MOOON on track 055° to TRUPR. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

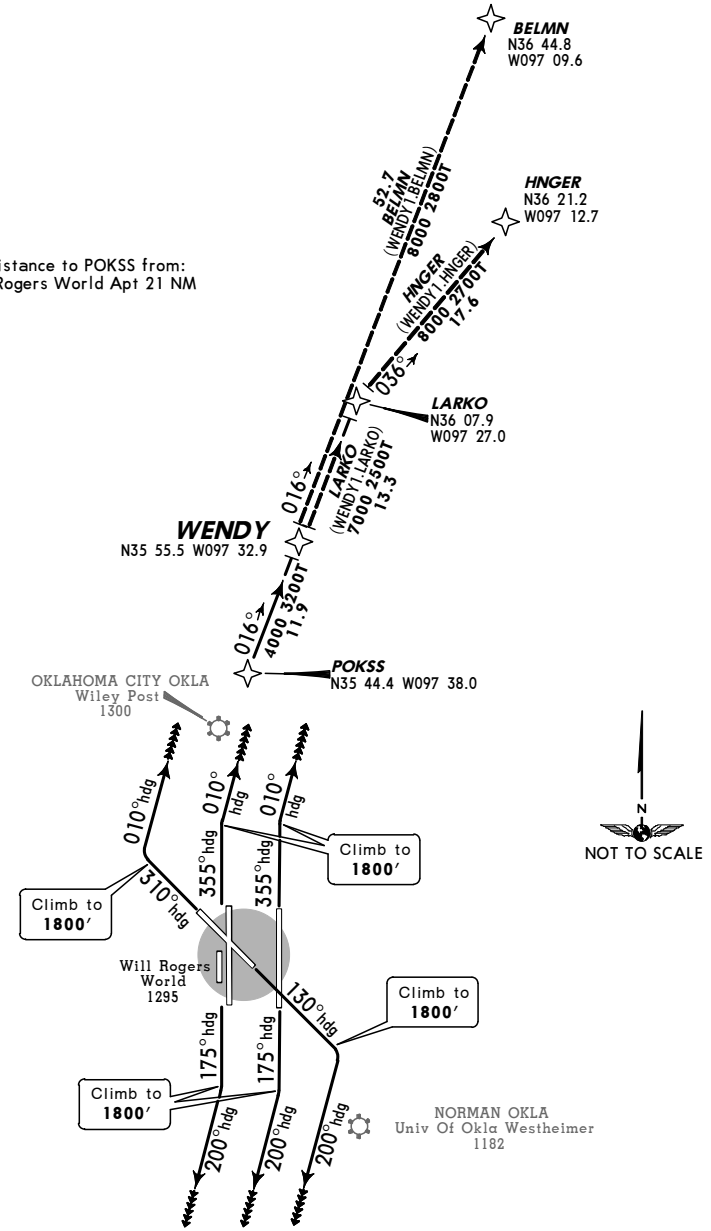
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KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

WENDY ONE RNAV DEPARTURE (WENDY1.WENDY)



Direct distance to POKSS from:
Will Rogers World Apt 21 NM

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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 17: Climb heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 21: Climb heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 35: Climb heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwys 17L/R: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 35L: Climb heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 35R: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
ROUTING	
From POKSS on track 016° to WENDY. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
ROUTING	
From POKSS on track 016° to WENDY. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

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TAKEOFF OBSTACLE NOTES

- RWY 35L:
  POST 48' FROM DER, 495' LEFT OF CENTERLINE, 8' AGL/1287' MSL.

- RWY 36:
  OBSTRUCTION LIGHT ON WINDSOCK 674' FROM DER, 152' LEFT OF CENTERLINE, 25' AGL/1295' MSL.

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KOKC/OKC OKLAHOMA CITY, OKLA

Apt Elev **1295′**
N35 23.6 W097 36.0

JEPPESEN 3 JUL 15 (10-9)

WILL ROGERS WORLD

D-ATIS	ACARS: D-ATIS TWIP PDC	ROGERS Clearance (Cpt)
125.85 VOT 112.15 (Limited)		124.35
Ground	**Tower**	**OKE CITY Departure (R)**
121.9	119.35	001°-080° 124.2 / 081°-170° 120.45 / 171°-360° 124.6

PARKING GATE COORDINATES	
GATE NO.	COORDINATES
1 thru 4	N35 23.7 W097 36.0
5, 6	N35 23.7 W097 35.9
8 thru 12	N35 23.7 W097 35.9
14, 16, 18	N35 23.7 W097 35.8
20, 22, 24	N35 23.7 W097 35.7

Ramps are uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi.

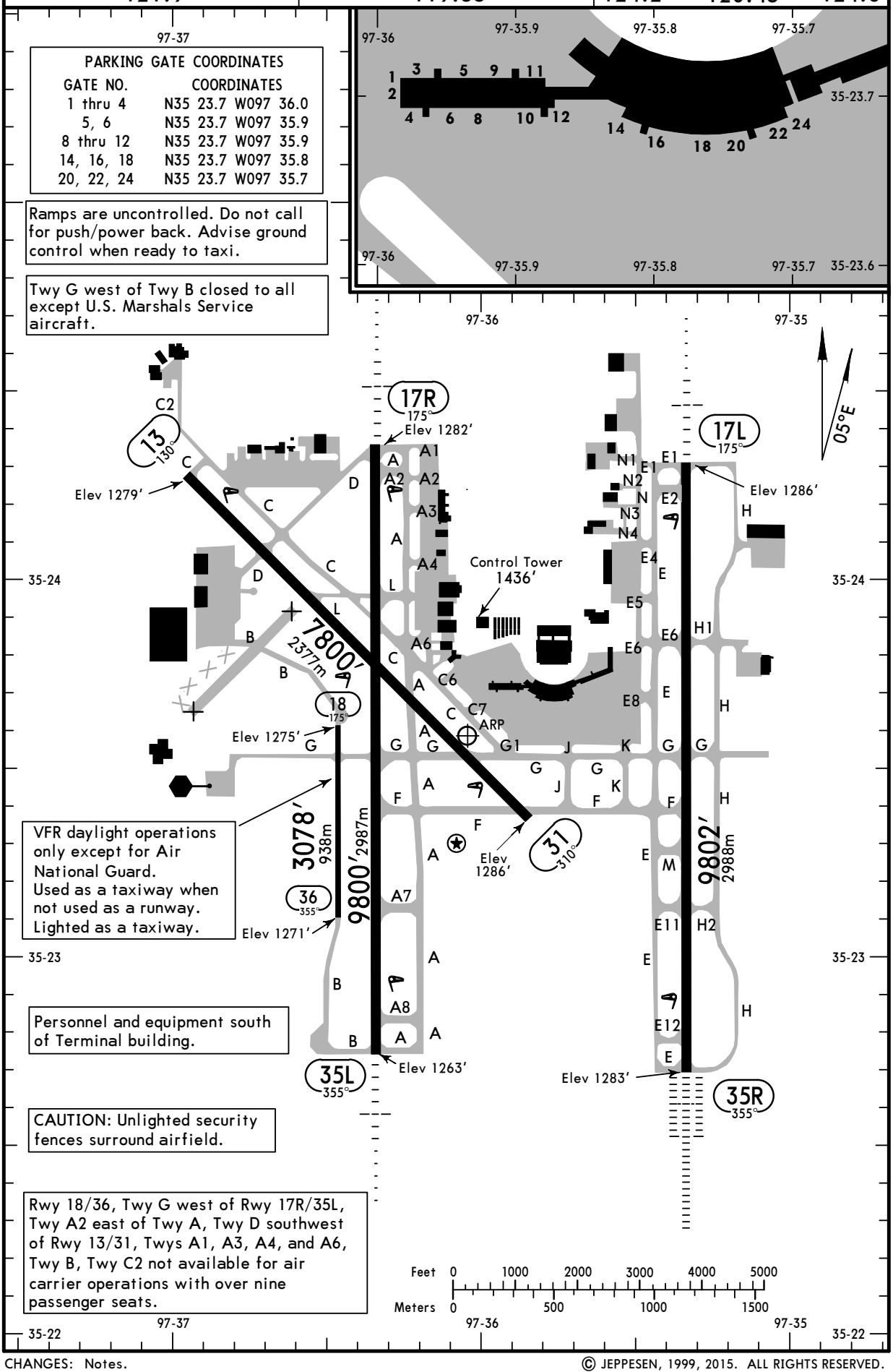
Twy G west of Twy B closed to all except U.S. Marshals Service aircraft.

VFR daylight operations only except for Air National Guard. Used as a taxiway when not used as a runway. Lighted as a taxiway.

Personnel and equipment south of Terminal building.

CAUTION: Unlighted security fences surround airfield.

Rwy 18/36, Twy G west of Rwy 17R/35L, Twy A2 east of Twy A, Twy D southwest of Rwy 13/31, Twys A1, A3, A4, and A6, Twy B, Twy C2 not available for air carrier operations with over nine passenger seats.



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KOKC/OKC

OKLAHOMA CITY, OKLA
WILL ROGERS WORLD

GENERAL

Low-level wind shear alert system.
Deer in vicinity of airport.
Terminal Doppler Weather Radar.
Numerous birds on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
13 31	MIRL PAPI-L (angle 3.00°)	grooved				150′ 46m
17R	HIRL CL MALSR ❶ PAPI-L (angle 3.0°)	grooved RVR		8650′ 2637m		150′ 46m
35L	HIRL CL MALSR	grooved RVR		8850′ 2697m		
❶ PAPI unusable 4 degrees right of course.						
17L	HIRL CL MALSR	grooved RVR		8682′ 2646m		150′ 46m
35R	HIRL CL ALSF-II TDZ	grooved RVR		8714′ 2656m		
18 36						75′ 23m

TAKE-OFF

Rwys 17L, 35R

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

Rwys 17R, 35L

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

Rwys 13, 18, 31, 36

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

FOR FILING AS ALTERNATE

	ILS Rwy 17L ILS Rwy 17R ILS Rwy 35L ILS Rwy 35R	RNAV (RNP) Z Rwy 17L RNAV (RNP) Z Rwy 17R RNAV (GPS) Rwy 31 RNAV (GPS) Y Rwy 35R RNAV (RNP) Z Rwy 35L RNAV (RNP) Z Rwy 35R RADAR-1	LOC Rwy 17L LOC Rwy 17R LOC DME Rwy 35L LOC DME Rwy 35R	RNAV (GPS) Rwy 13 RNAV (GPS) Y Rwy 17L RNAV (GPS) Y Rwy 17R RNAV (GPS) Y Rwy 35L	VOR Rwy 17L
A B	600-2	800-2	800-2			1100-2
C	700-2					1100-3
D	800-2 1/4		800-2 1/4			

AMEND 2

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 (11-1) Eff 24 Jul

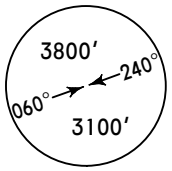
OKLAHOMA CITY, OKLA ILS or LOC Rwy 17L

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IEXR	Final Apch Crs	GS HANGS	ILS DA(H)	Apt Elev 1295'
110.9	175°	3000' (1714')	1486' (200')	Rwy 17L 1286'

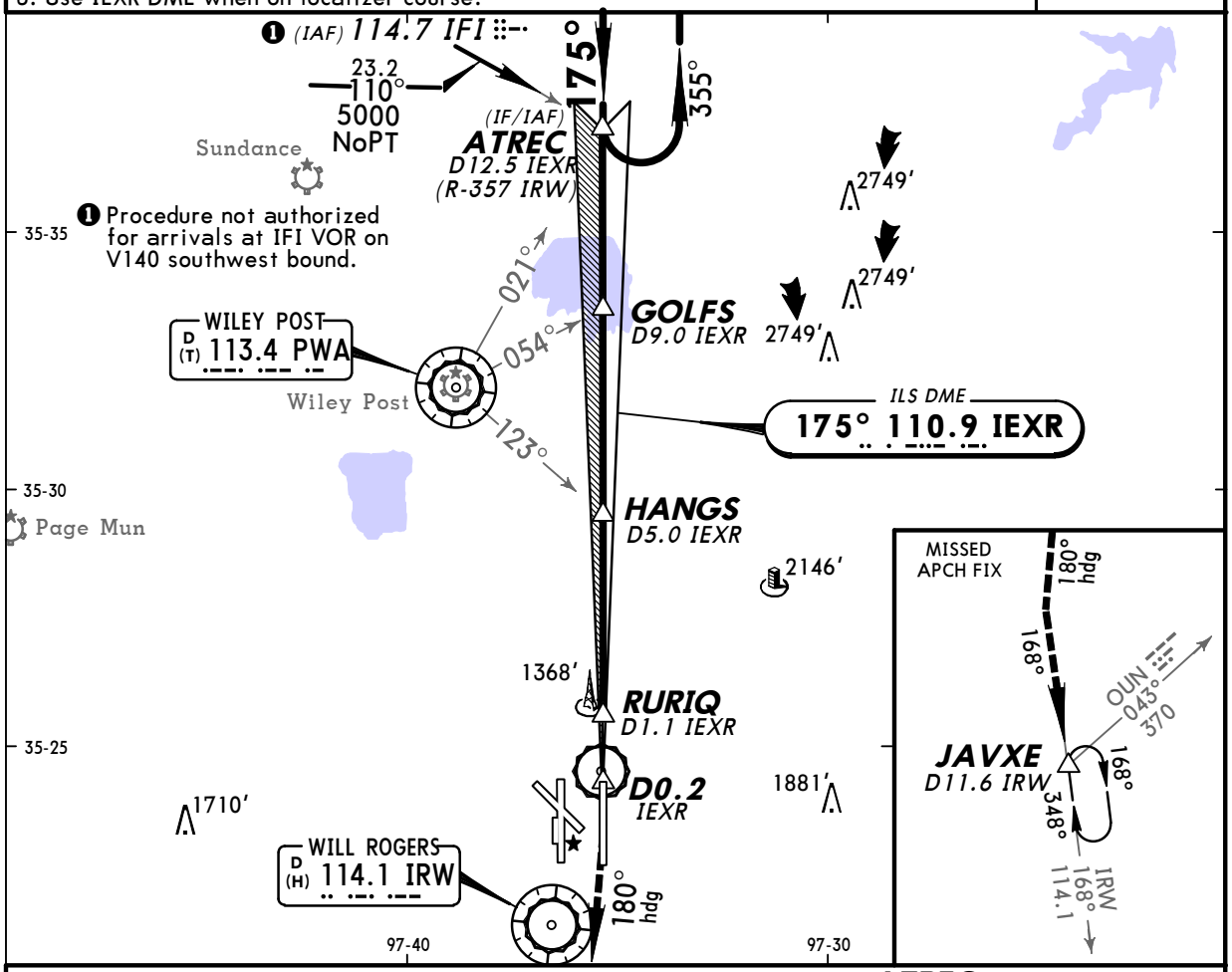
MISSED APCH: Climb to 5000' on heading 180° and outbound on IRW VOR R-168 to JAVXE INT/D11.6 IRW and hold, continue climb-in-hold to 5000'.

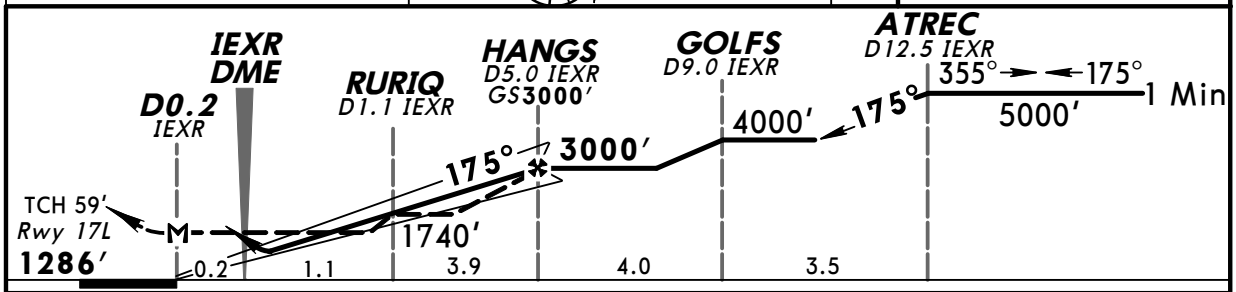


MSA IRW VOR

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

1. ADF or DME required. 2. Simultaneous approach authorized with Rwy 17R.
3. Use IEXR DME when on localizer course.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IEXR or HANGS to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR

5000' on 180° hdg on IRW 114.1 R-168 JAVXE

TERPS STRAIGHT-IN LANDING RWY17L

	ILS DA(H) 1486' (200') FULL	ILS DA(H) 1486' (200') RAIL or ALS out	LOC (GS out) MDA(H) 1680' (394') With RURIQ RAIL out	LOC (GS out) MDA(H) 1680' (394') With RURIQ ALS out	LOC (GS out) MDA(H) 1740' (454') Without RURIQ	RAIL out	ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C			RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8	RVR 45 or 7/8	RVR 55 or 1	1 3/8
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740' (445') - 1
120	1760' (465') - 1
140	1960' (665') - 1 3/4
165	2000' (705') - 2 1/4

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 (11-2) Eff 24 Jul

OKLAHOMA CITY, OKLA ILS or LOC Rwy 17R

BRIEFING STRIP ™

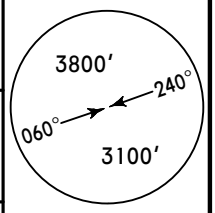
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IOKC	Final Apch Crs	GS IVEYI	ILS DA(H)	Apt Elev 1295′
110.7	175°	3000′ (1718′)	1482′ (200′)	Rwy 17R 1282′

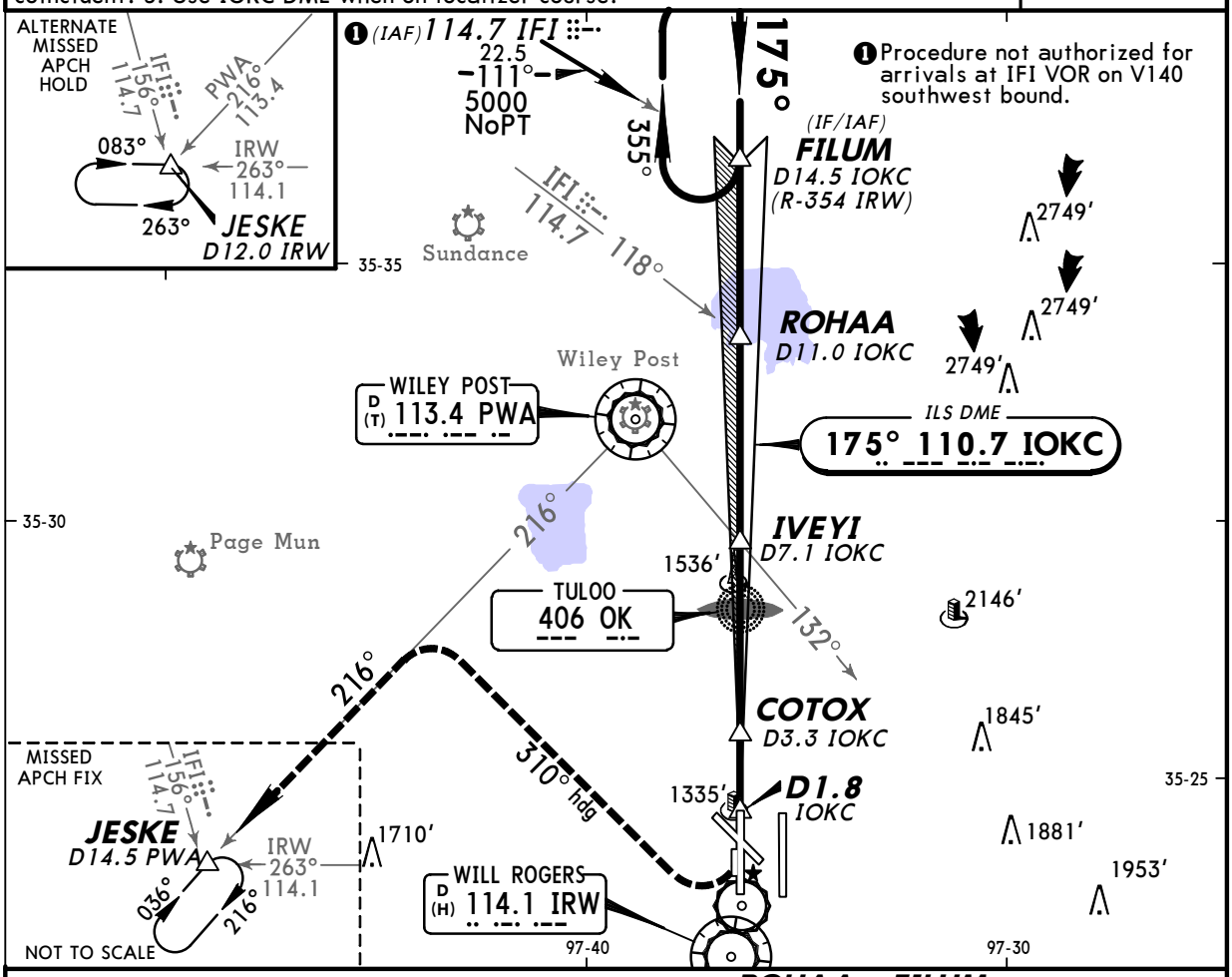
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ on heading 310° and outbound on PWA VOR R-216 to JESKE INT/D14.5 PWA and hold, or as directed by ATC.

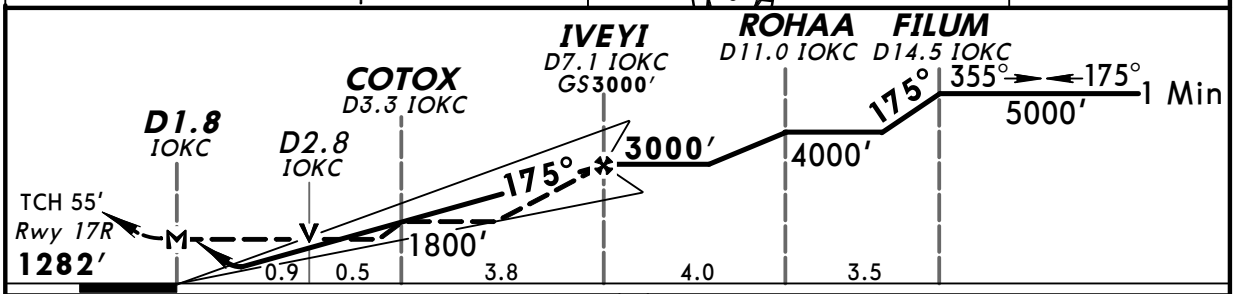
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 17L. 2. VGSI and ILS glidepath not coincident. 3. Use IOKC DME when on localizer course.



MSA IRW VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IOKC or IVEYI to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

2000′ ↑

3000′ RT on 310° hdg on PWA 113.4 R-216

TERPS

STRAIGHT-IN LANDING RWY 17R

	ILS DA(H) 1482′ (200′) FULL	ILS DA(H) 1482′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1640′ (358′) With COTOX RAIL out	LOC (GS out) MDA(H) 1640′ (358′) With COTOX ALS out	LOC (GS out) MDA(H) 1800′ (518′) Without COTOX	Without COTOX RAIL out	Without COTOX ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C			RVR 30 or 5/8		RVR 55 or 1	1 1/4	1 3/8
D							

CIRCLE-TO-LAND

Max Kts	With COTOX MDA(H)	Without COTOX MDA(H)
90	1740′ (445′) - 1	1800′ (505′) - 1
120	1760′ (465′) - 1	
140	1960′ (665′) - 1 3/4	1960′ (665′) - 1 3/4
165	2000′ (705′) - 2 1/4	2000′ (705′) - 2 1/4

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 12 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-3)

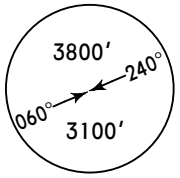
OKLAHOMA CITY, OKLA ILS or LOC DME Rwy 35L

BRIEFING STRIP™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC ILIK	Final Apch Crs	GS BRIGE	ILS DA(H)	Apt Elev 1295′
110.7	355°	3000′ (1737′)	1463′ (200′)	Rwy 35L 1263′

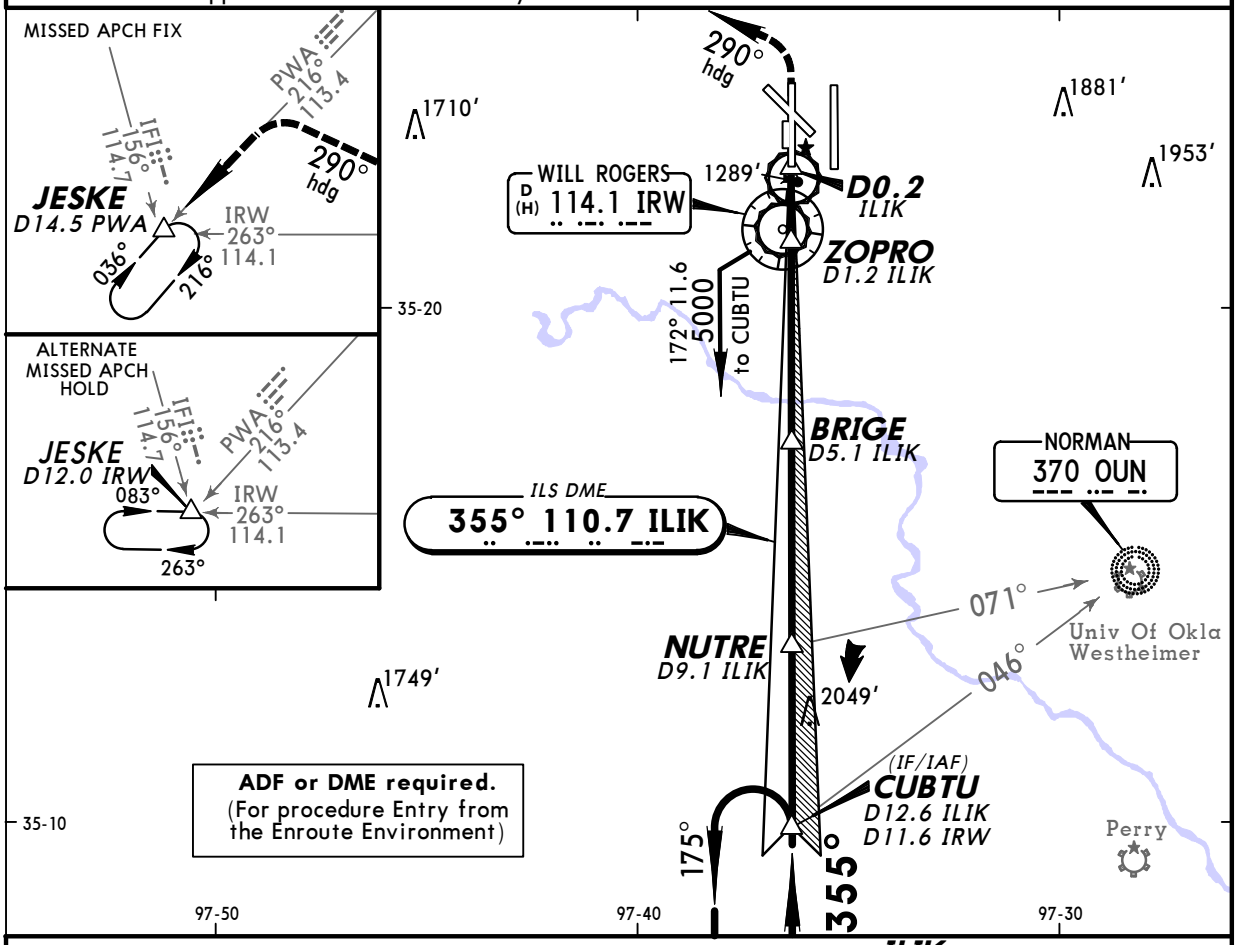
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ on heading 290° and outbound on PWA VOR R-216 to JESKE INT/ D14.5 PWA and hold, or as directed by ATC.

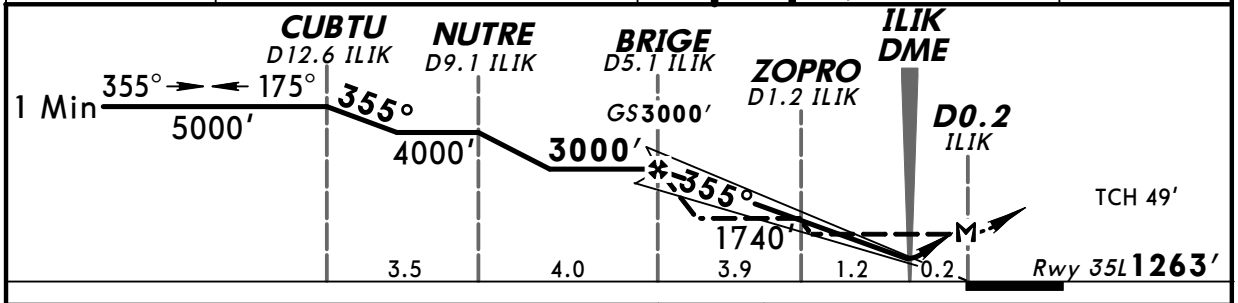


MSA IRW VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 35R. 2. Use ILIK DME when on localizer course.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 ILIK						

MALSR | 2000′ | 3000′ LT on 290° hdg

TERPS STRAIGHT-IN LANDING RWY35L

	ILS DA(H) 1463′ (200′) FULL	ILS DA(H) 1463′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1640′ (377′)	LOC (GS out) MDA(H) 1640′ (377′) RAIL out	LOC (GS out) MDA(H) 1640′ (377′) ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 35 or ⅝		
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1¾
165	2000′ (705′)-2¼

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-4)

OKLAHOMA CITY, OKLA ILS or LOC DME Rwy 35R

BRIEFING STRIP ™

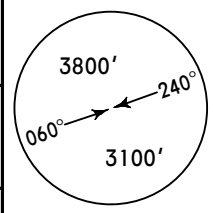
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IRGR	Final Apch Crs	GS OVDIE	ILS DA(H)	Apt Elev 1295′
110.9	355°	2900′ (1617′)	1483′ (200′)	Rwy 35R 1283′

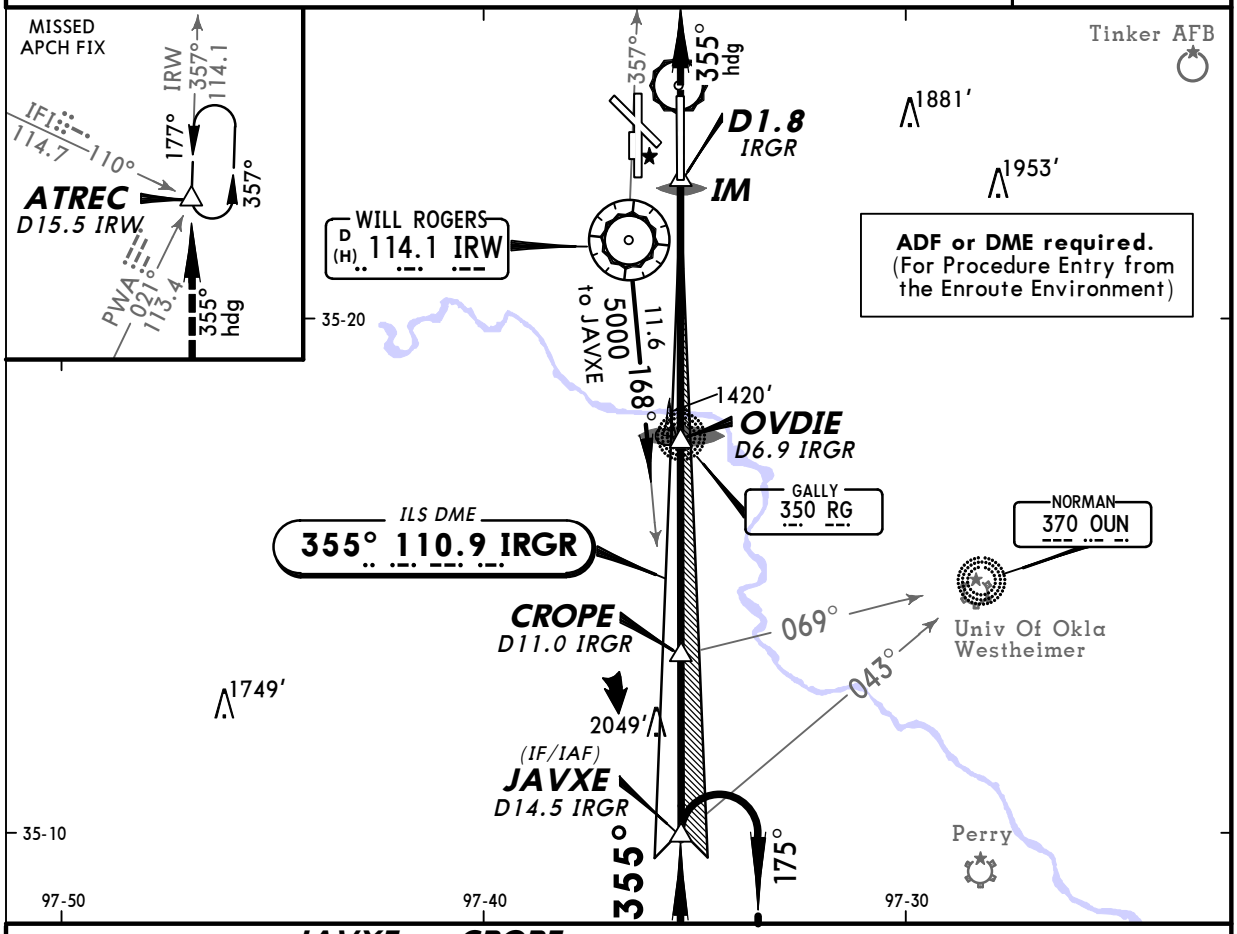
MISSED APCH: Climb to 5000′ on heading 355° and outbound on IRW VOR R-357 to ATREC INT/D15.5 IRW and hold, continue climb-in-hold to 5000′.

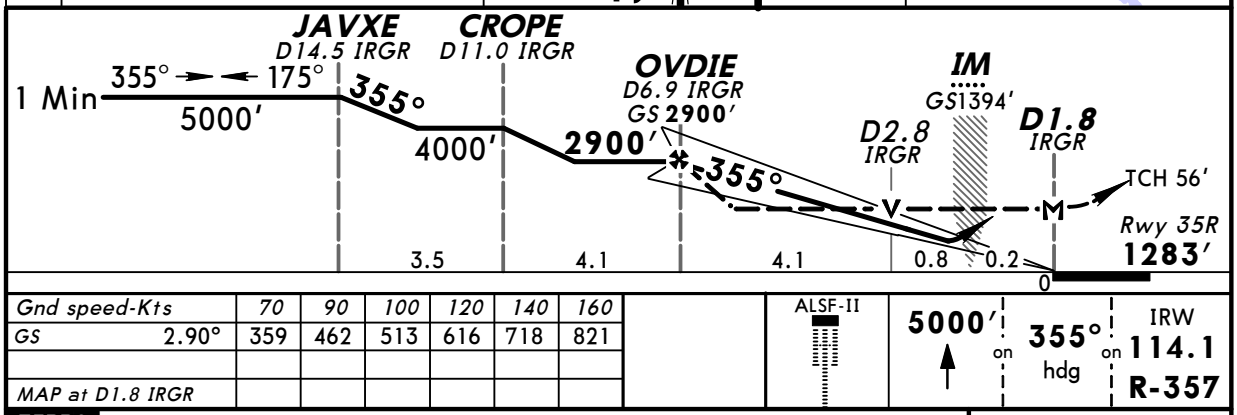
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 35L. 2. Use IRGR DME when on localizer course.



MSA IRW VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.90°	359	462	513	616	718	821
MAP at D1.8 IRGR						

ALSF-II

5000′ on 355° hdg on IRW 114.1 R-357

TERPS STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 1483′ (200′)			LOC (GS out) MDA(H) 1640′ (357′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1 3/4
165	2000′ (705′)-2 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-4A)

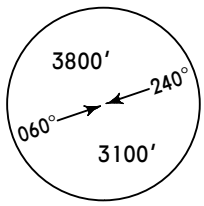
OKLAHOMA CITY, OKLA ILS Rwy 35R CAT II

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IRGR	Final Apch Crs	GS	CAT II ILS	Apt Elev / Rwy 35R
110.9	355°	OVDIE 2900′ (1617′)	RA 121′ DA(H) 1383′ (100′)	Apt Elev 1295′ / Rwy 35R 1283′

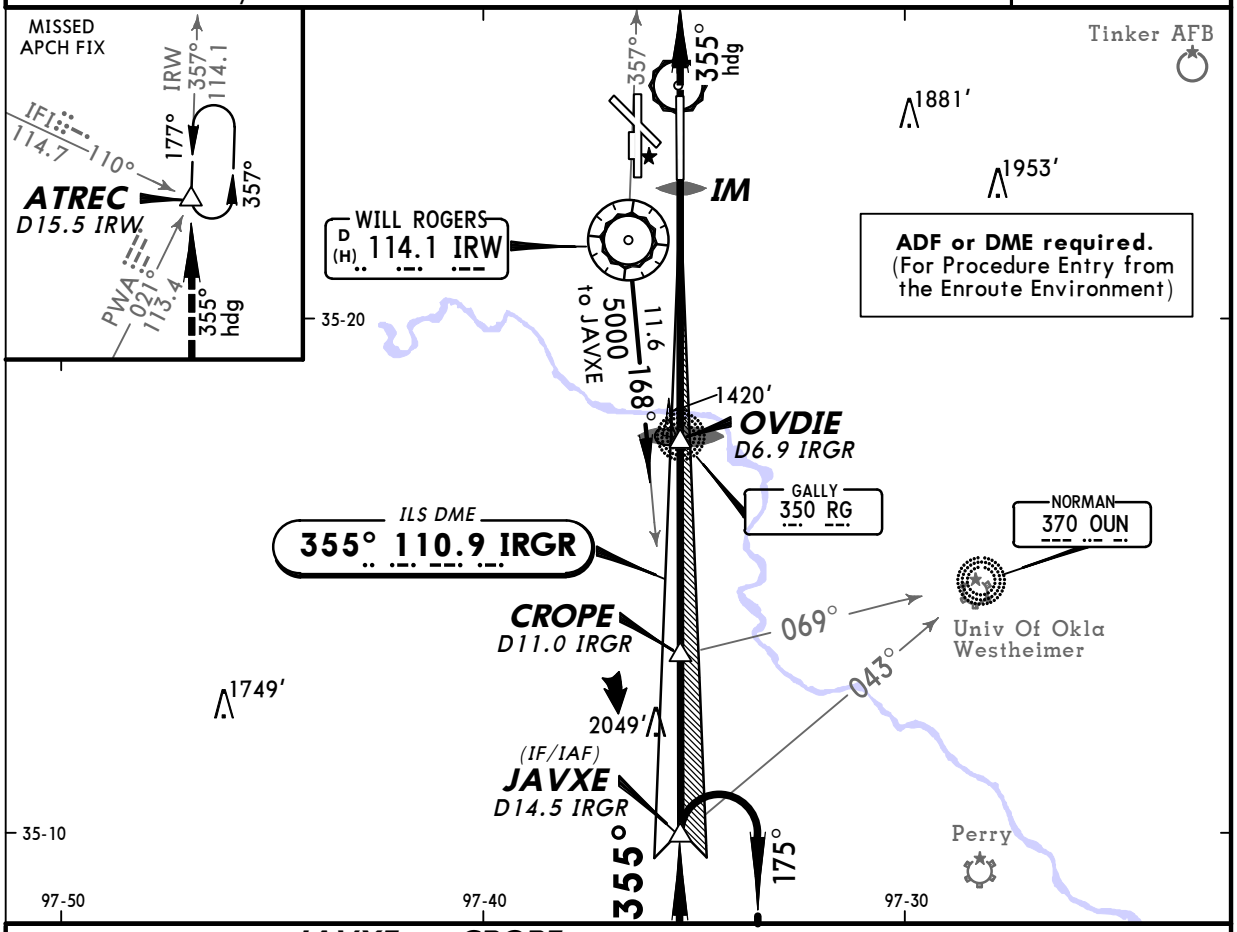
MISSED APCH: Climb to 5000′ on heading 355° and outbound on IRW VOR R-357 to ATREC INT/D15.5 IRW and hold, continue climb-in-hold to 5000′.

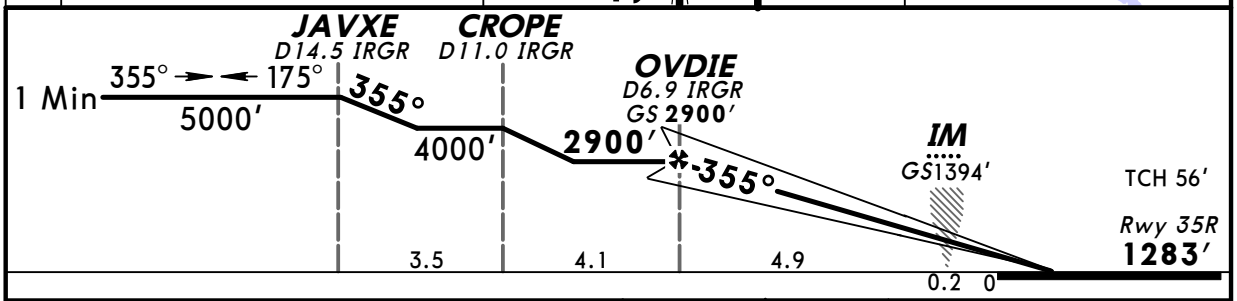


MSA IRW VOR

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

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 35L. 3. Use IRGR DME when on localizer course.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.90°	359	462	513	616	718	821

ALSF-II

5000′ on 355° hdg on IRW 114.1 R-357

TERPS

STRAIGHT-IN LANDING RWY **35R**
CAT II ILS

RA 121′
DA(H) **1383′** (100′)

RVR 12

TERPS AMEND 10 24 JUL 2014

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-5)

OKLAHOMA CITY, OKLA ILS Rwy 35R SA CAT I

BRIEFING STRIP ™

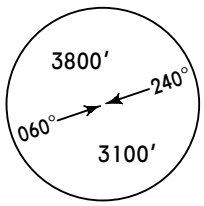
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IRGR	Final Apch Crs	GS	SA CAT I ILS	Apt Elev / Rwy 35R
110.9	355°	OVDIE 2900′ (1617′)	RA 178′ DA(H) 1433′ (150′)	Apt Elev 1295′ / Rwy 35R 1283′

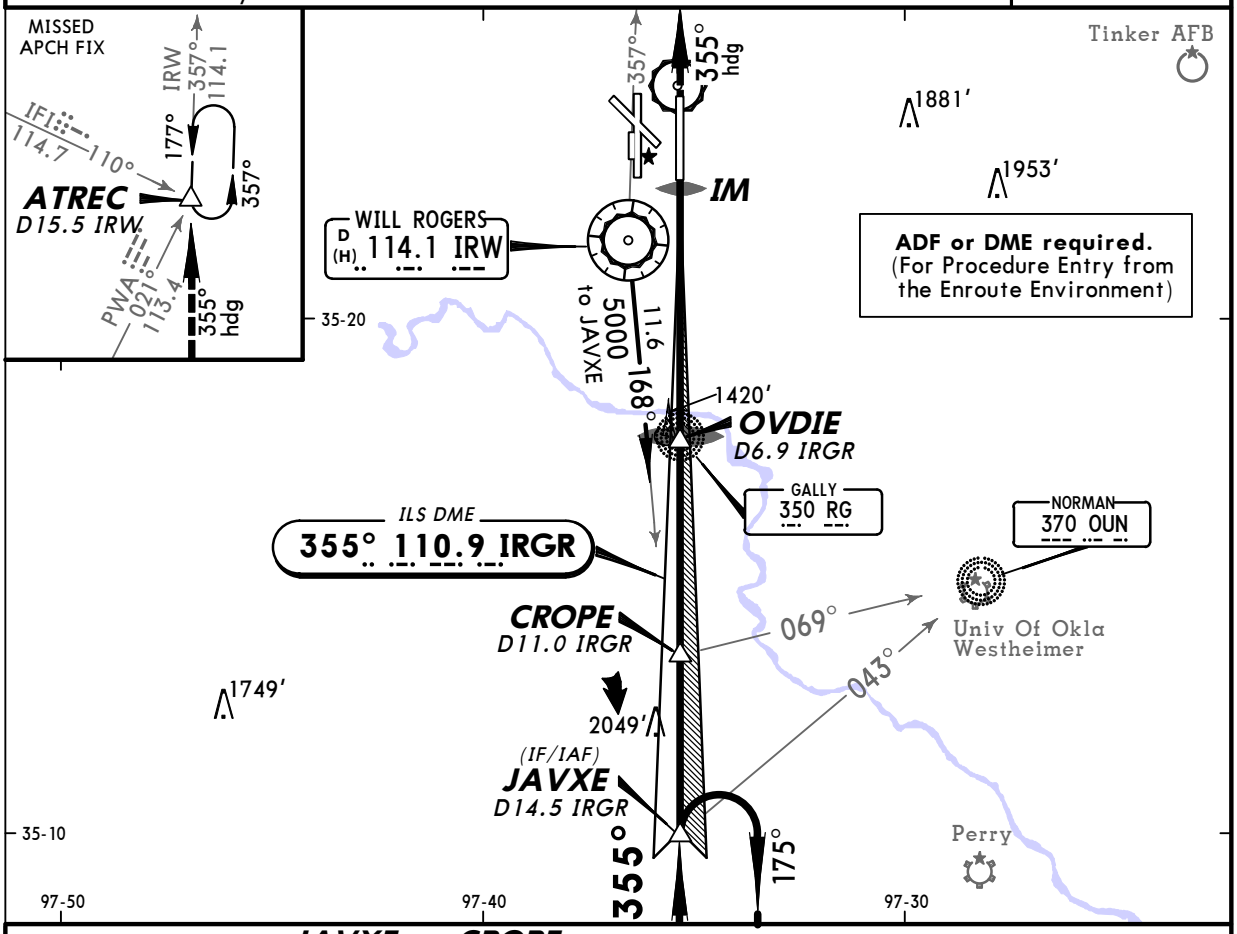
MISSED APCH: Climb to 5000′ on heading 355° and outbound on IRW VOR R-357 to ATREC INT/D15.5 IRW and hold, continue climb-in-hold to 5000′.

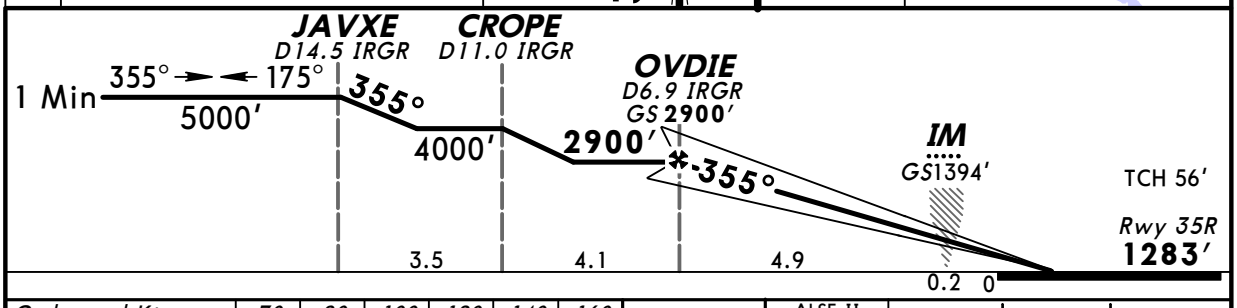
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 35L. 3. Use IRGR DME when on localizer course.



MSA IRW VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.90°	359	462	513	616	718	821

ALSF-II

5000′ on 355° hdg on IRW 114.1 R-357

TERPS

STRAIGHT-IN LANDING RWY 35R

1 SA CAT I ILS

RA 178′

DA(H) **1433′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 10 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-1)

OKLAHOMA CITY, OKLA RNAV (GPS) Rwy 13

BRIEFING STRIP ™

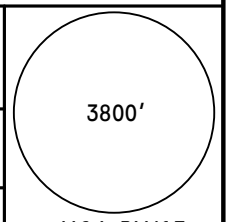
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

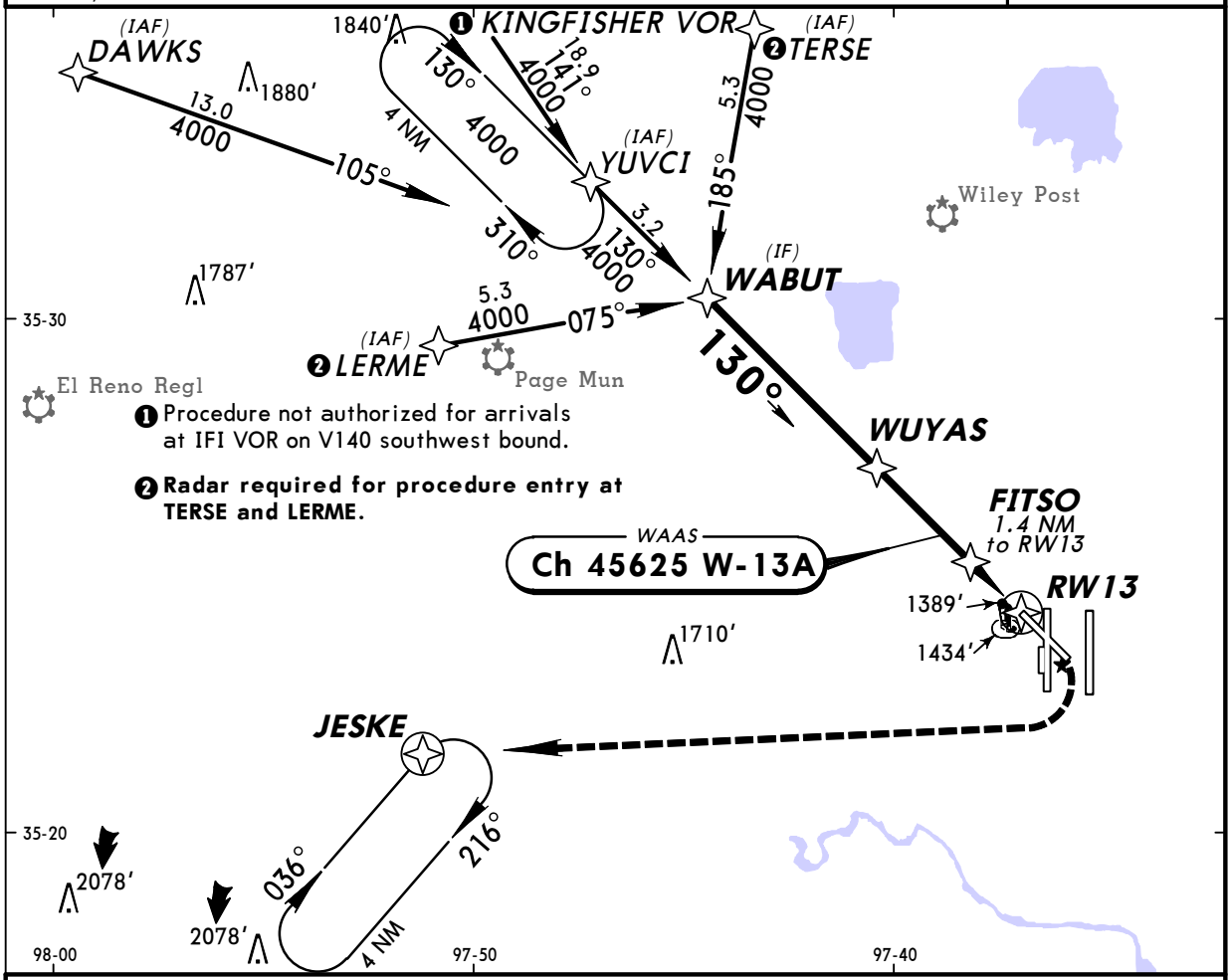
WAAS	Final Apch Crs	Minimum Alt WUYAS	LP MDA(H)	Apt Elev 1295′
Ch 45625 W-13A	130°	2600′ (1321′)	1640′ (361′)	TDZE 1279′

MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3000′ direct JESKE and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

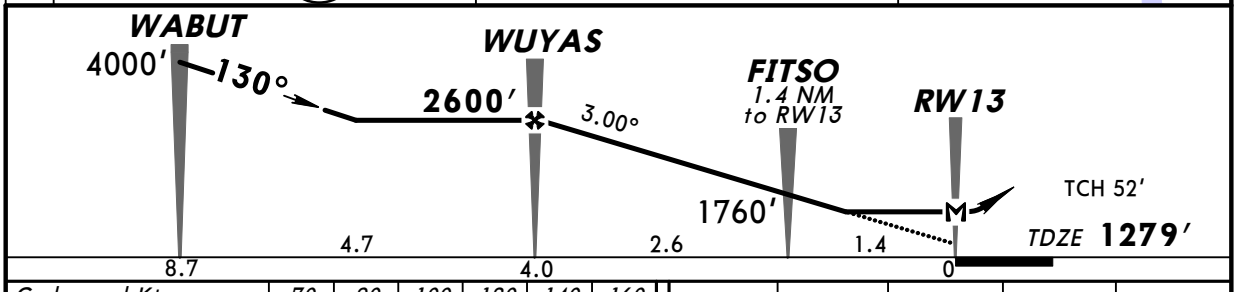
1. DME/DME RNP-0.30 not authorized.





❶ Procedure not authorized for arrivals at IFI VOR on V140 southwest bound.

❷ **Radar required for procedure entry at TERSE and LERME.**



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW13							

PAPI-L | 1700′ ↑ | 3000′ RT | D | JESKE

TERPS AMEND 3 24 JUL 2014

STRAIGHT-IN LANDING RWY 13

	LP MDA(H) 1640′ (361′)	LNAV MDA(H) 1700′ (421′)
A	1	1
B		
C		1¼
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1¾
165	2000′ (705′)-2¼

CHANGES: Reissue.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-2)

OKLAHOMA CITY, OKLA
RNAV (GPS) Y Rwy 17L

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

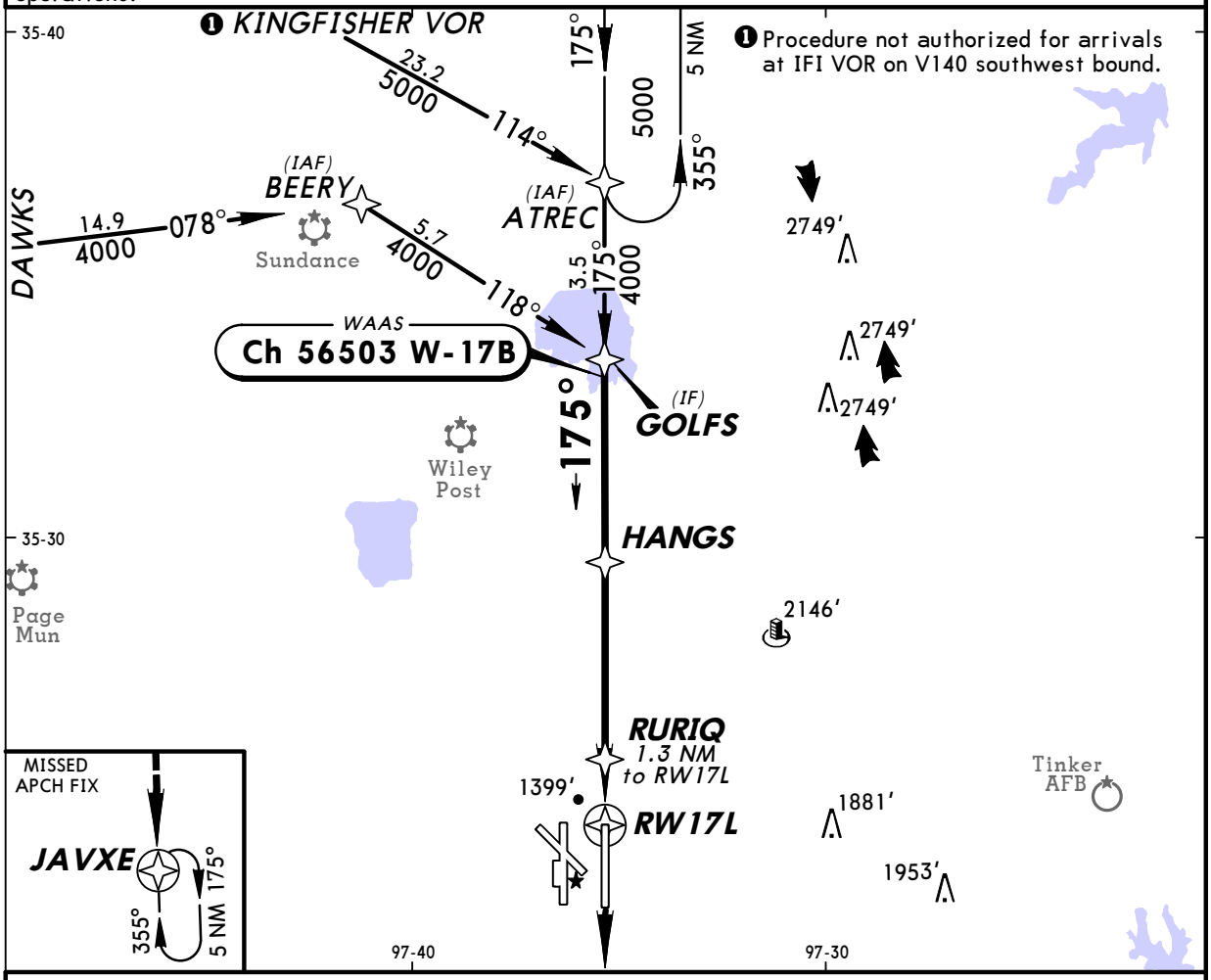
WAAS	Final Apch Crs	Minimum Alt HANGS	LPV DA(H)	Apt Elev 1295′ / Rwy 17L 1286′
Ch 56503 W-17B	175°	3000′ (1714′)	1486′ (200′)	

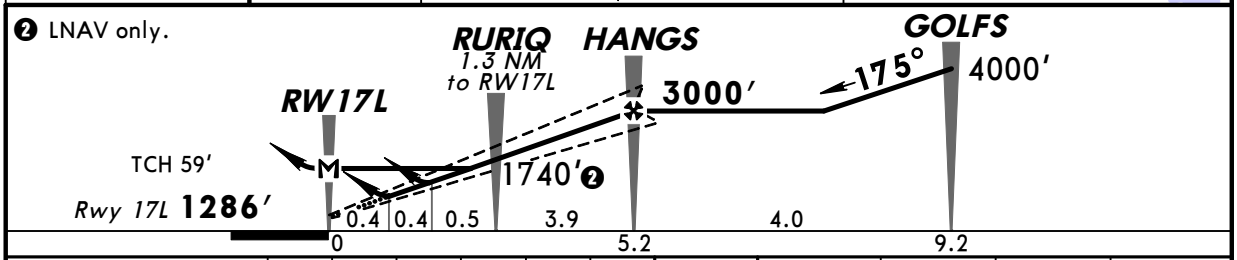
MISSED APCH: Climb to 5000′ direct JAVXE and hold, continue climb-in-hold to 5000′.

3800′
MSA RW17L

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 17R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17L						

MALSR 5000′ JAVXE

TERPS STRAIGHT-IN LANDING RWY 17L

	LPV DA(H) 1486′ (200′) RAIL or ALS out	LNAV/VNAV DA(H) 1589′ (303′) RAIL out	LNAV/VNAV DA(H) 1589′ (303′) ALS out	1 LNAV MDA(H) 1660′ (374′) RAIL out	1 LNAV MDA(H) 1660′ (374′) ALS out
A	RVR 24 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4
B					
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 45 or 7/8	RVR 35 or 5/8	RVR 55 or 1
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′) - 1
120	1760′ (465′) - 1
140	1960′ (665′) - 1¾
165	2000′ (705′) - 2¼

1 Not authorized during simultaneous operations.

TERPS AMEND 3 24 JUL 2014

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-3)

OKLAHOMA CITY, OKLA RNAV (GPS) Y Rwy 17R

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy 17R
Ch 50102 W-17A	175°	IVEYI 3000′ (1718′)	1482′ (200′)	Apt Elev 1295′ / Rwy 17R 1282′

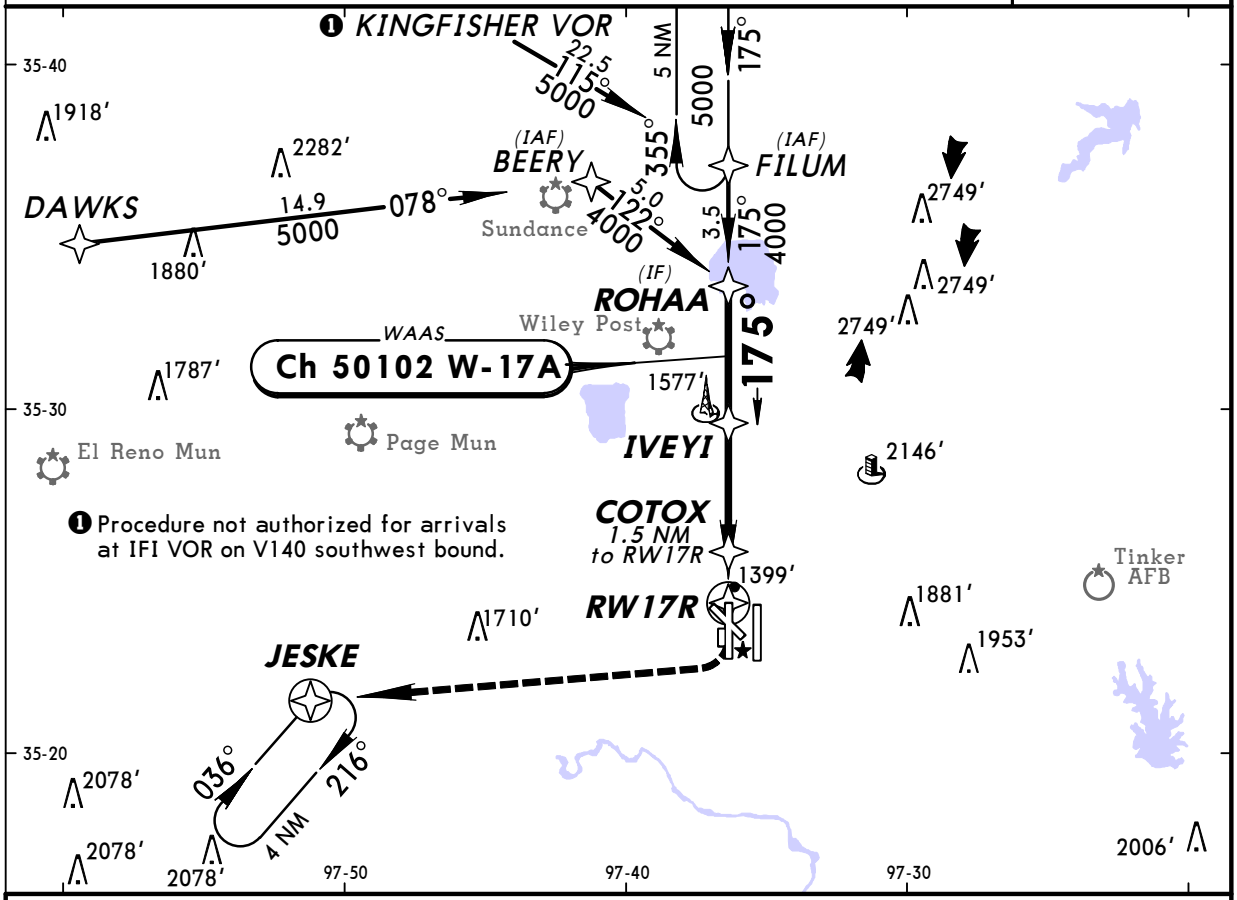
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct JESKE and hold.

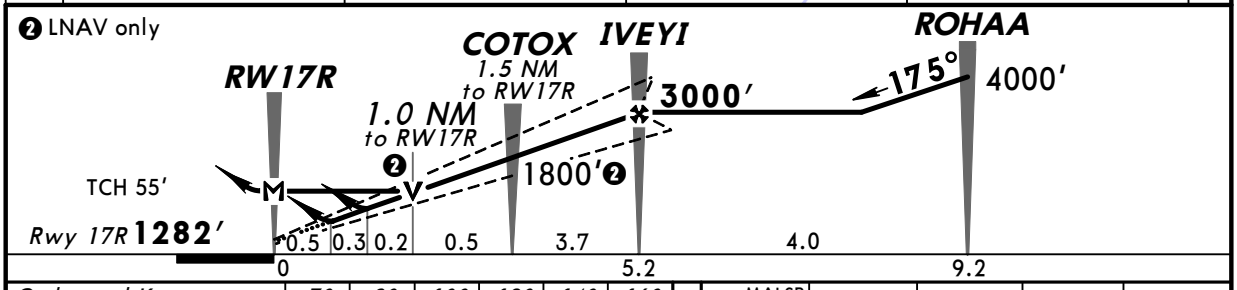
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 17L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3800′

MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17R						

MALSR PAPI 2000′ 3000′ RT D JESKE

STRAIGHT-IN LANDING RWY 17R

	LPV DA(H) 1482′ (200′)		LNAV/VNAV DA(H) 1598′ (316′)		1 LNAV MDA(H) 1660′ (378′)		
		RAIL or ALS out		RAIL out / ALS out		RAIL out / ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 26 or 1/2	RVR 40 or 3/4 / RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4 / RVR 55 or 1	
B							
C					RVR 35 or 5/8		
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1 3/4
165	2000′ (705′)-2 1/4

1 Not authorized during simultaneous operations

TERPS AMEND 4 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 (12-4) Eff 24 Jul

OKLAHOMA CITY, OKLA RNAV (GPS) Rwy 31

BRIEFING STRIP™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

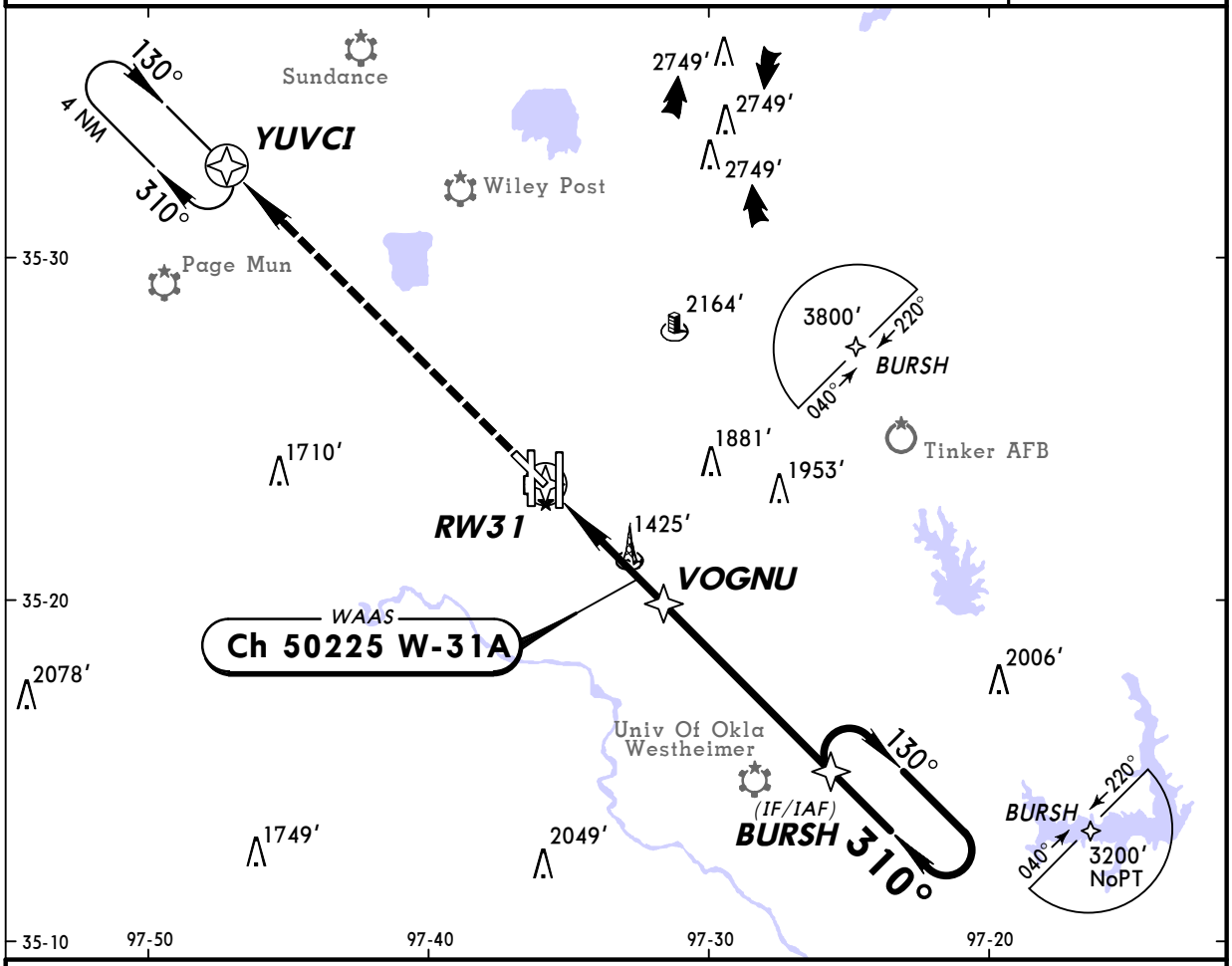
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 1295′
Ch 50225 W-31A	310°	VOGNU 2900′ (1614′)	1680′ (394′)	Rwy 31 1286′

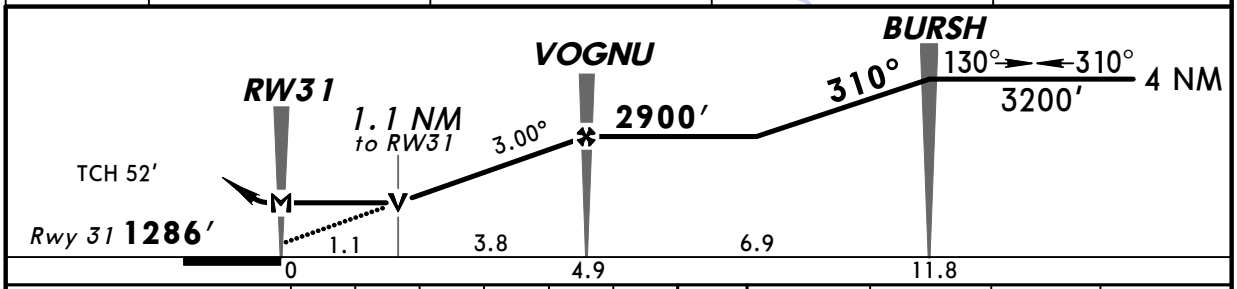
TAA
30 NM
IAF

MISSED APCH: Climb to 3600′ direct YUVCI and hold.

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

1. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at RW31							

PAPI-L 3600′ D YUVCI

TERPS STRAIGHT-IN LANDING RWY 31

	LP MDA(H) 1680′ (394′)	LNAV MDA(H) 1700′ (414′)
A	1	1
B		
C	1⅛	1⅛
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1760′ (465′)-1½
165	1860′ (565′)-2

TERPS AMEND 1 25 AUG 2011

CHANGES: Profile note removed.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-5)

OKLAHOMA CITY, OKLA RNAV (GPS) Y Rwy 35L

BRIEFING STRIP™

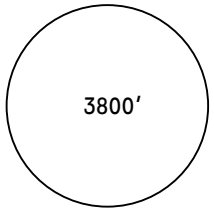
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1295′
Ch 56202 W-35A	355°	BRIGE 3000′ (1723′)	1477′ (200′)	TDZE 1277′

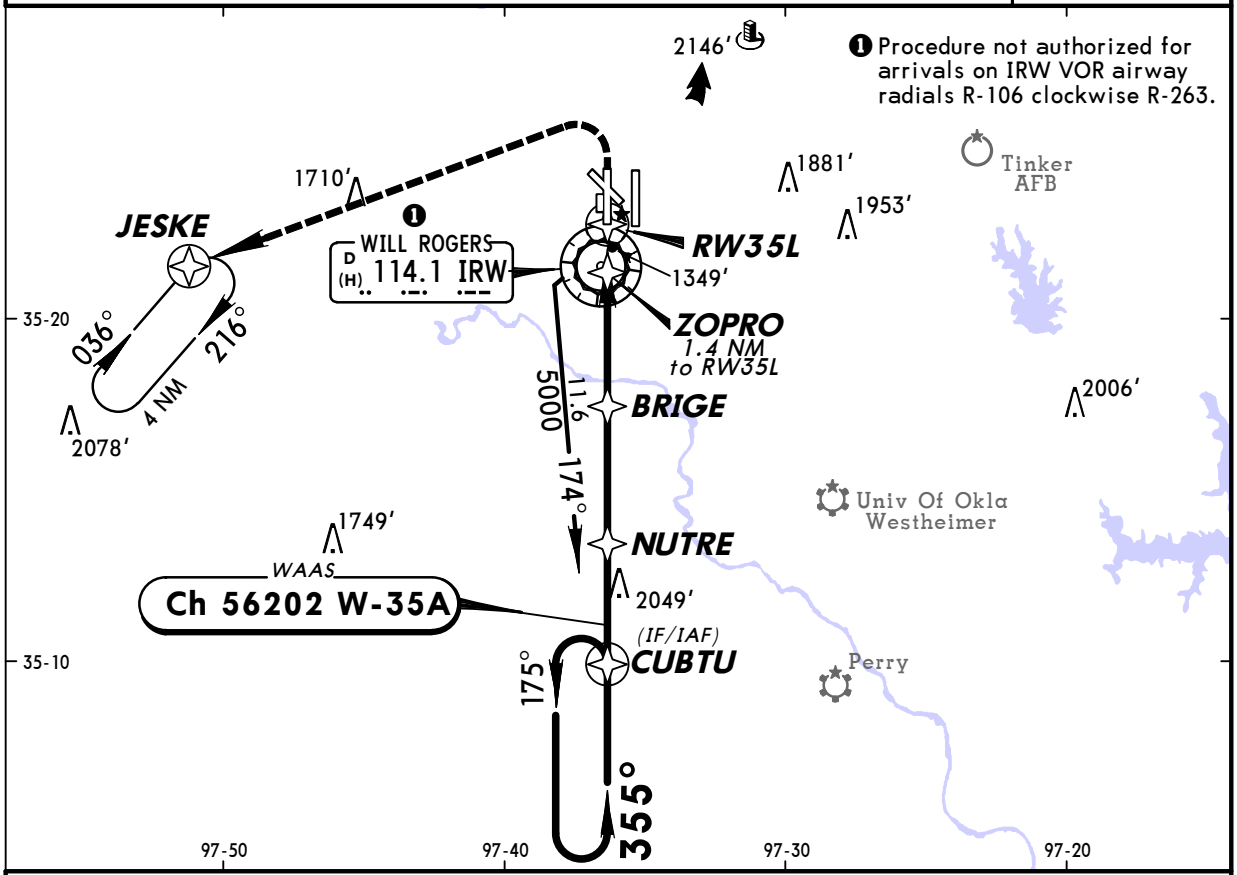
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 5000′ direct JESKE and hold.

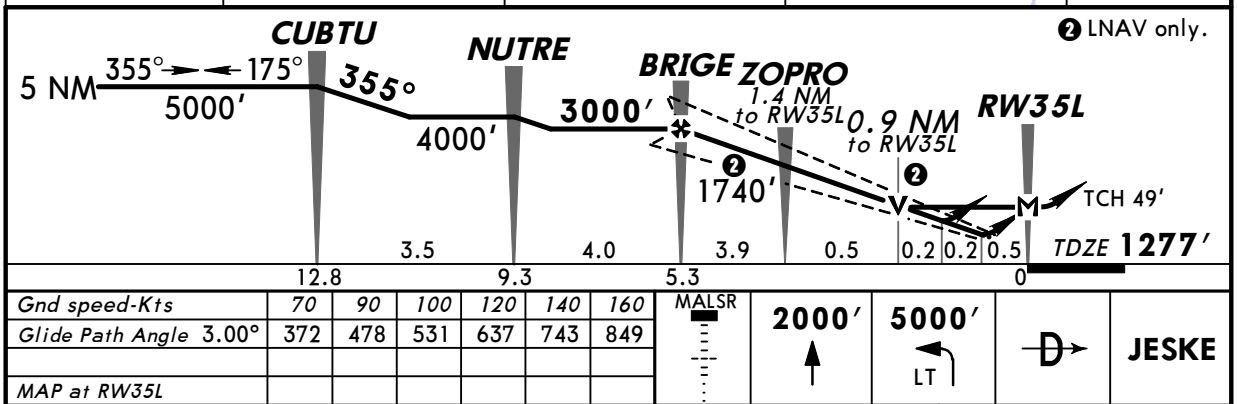
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW35L





Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000′	5000′ LT	D	JESKE
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW35L											

TERPS STRAIGHT-IN LANDING RWY 35L

CIRCLE-TO-LAND

	LPV DA(H) 1477′ (200′)		LNAV/VNAV DA(H) 1544′ (267′)		❶ LNAV MDA(H) 1600′ (323′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C					RVR 26 or 1/2		RVR 50 or 1
D							

Ⓒ Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1 3/4
165	2000′ (705′)-2 1/4

❶ Not authorized during simultaneous operations

TERPS AMEND 4 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-6)

OKLAHOMA CITY, OKLA RNAV (GPS) Y Rwy 35R

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

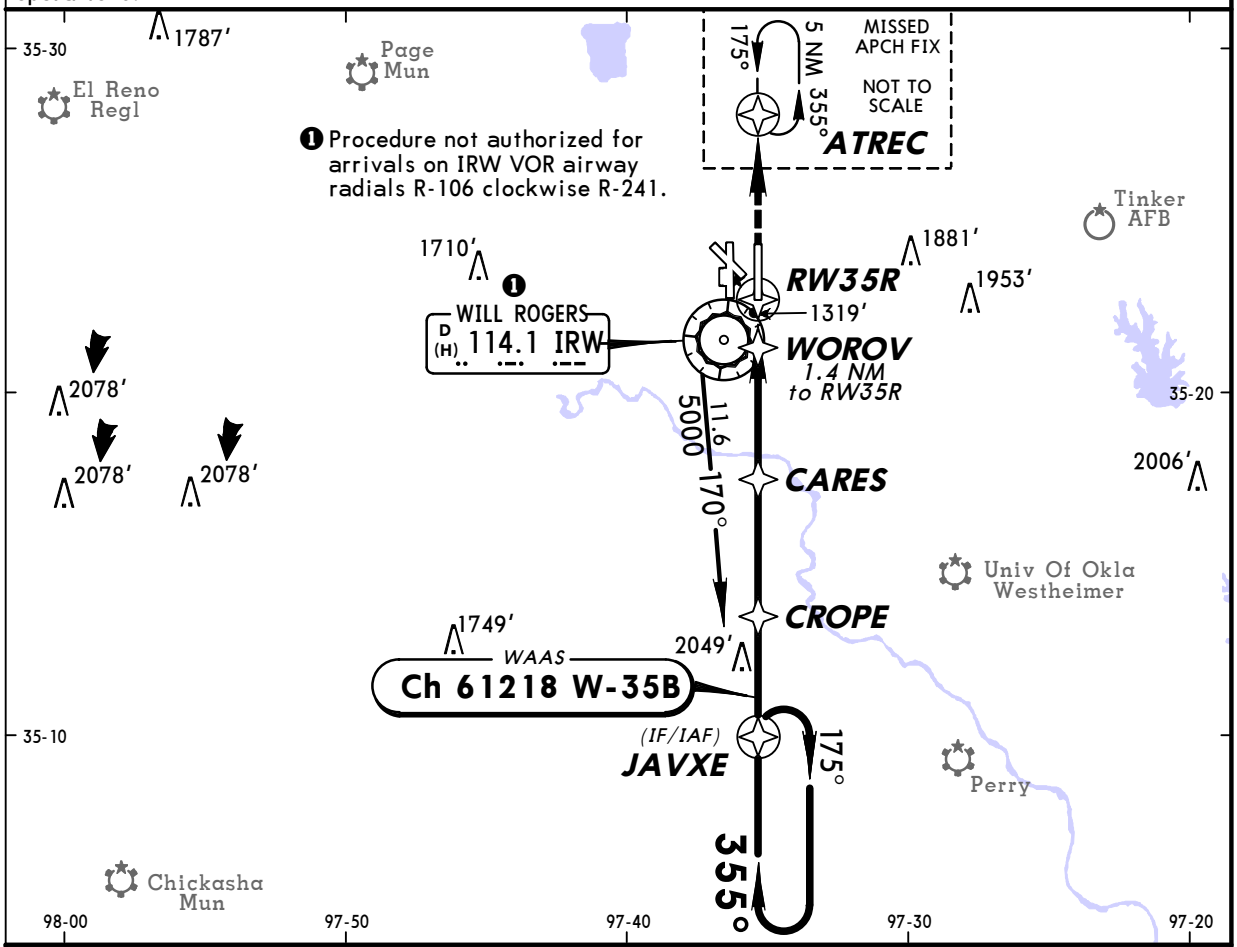
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy 35R
Ch 61218 W-35B	355°	CARES 3000′ (1717′)	1483′ (200′)	Apt Elev 1295′ / Rwy 35R 1283′

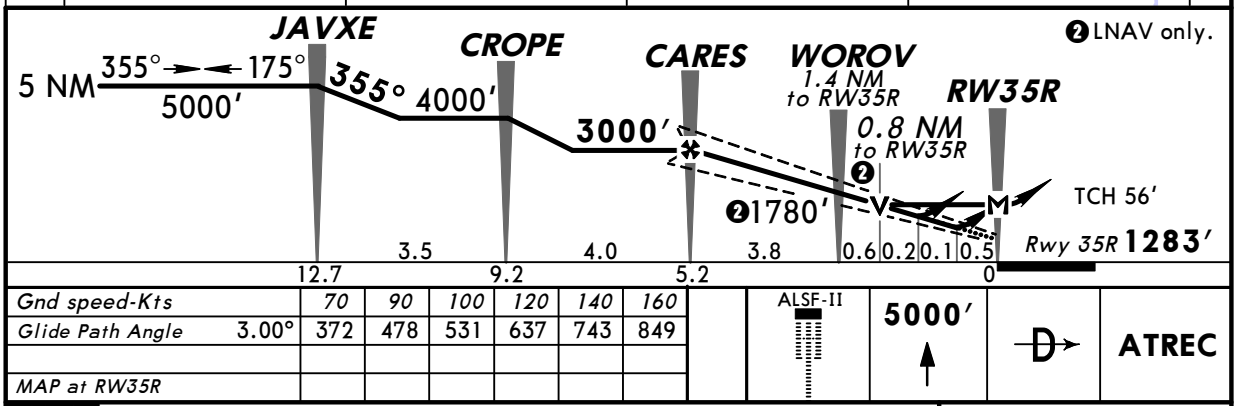
MISSED APCH: Climb to 5000′ direct ATREC and hold, continue climb-in-hold to 5000′.

3800′ MSA RW35R

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35L.
4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW35R							

ALSF-II 5000′ ATREC

TERPS AMEND 3 24 JUL 2014

TERPS STRAIGHT-IN LANDING RWY 35R

	LPV DA(H) 1483′ (200′)		LNAV/VNAV DA(H) 1533′ (250′)		1 LNAV MDA(H) 1580′ (297′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B						
C						RVR 45 or ⅞
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1¾
165	2000′ (705′)-2¼

1 Not authorized during simultaneous operations.

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-20)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 17L

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

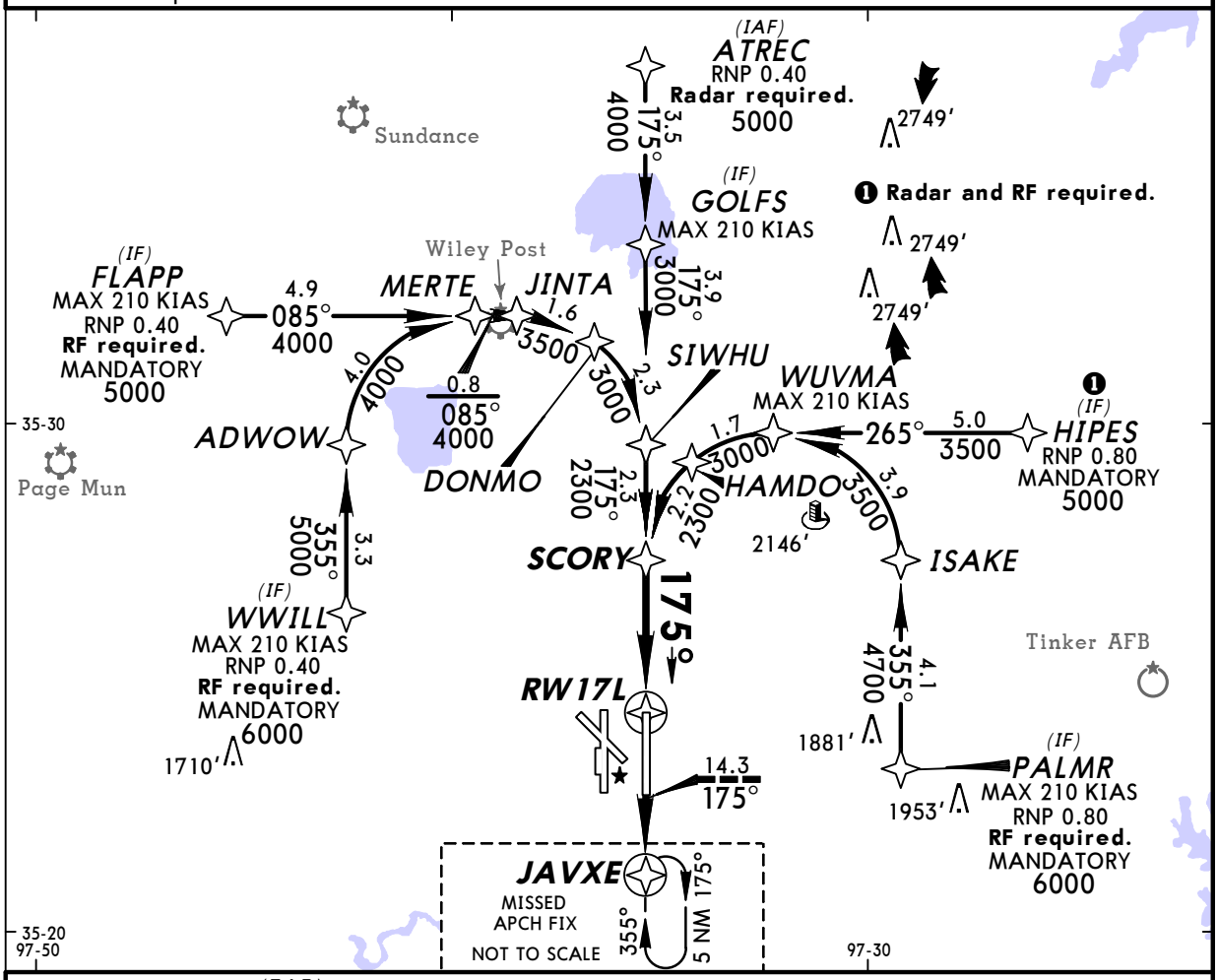
RNAV	Final Apch Crs	Minimum Alt SCORY	RNP 0.11 DA(H)	Apt Elev 1295′ / Rwy 17L 1286′
	175°	2300′ (1014′)	1554′ (268′)	

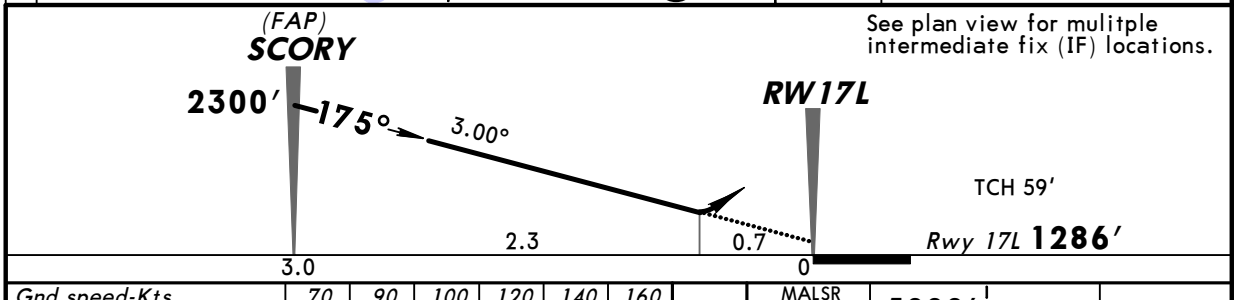
MISSED APCH: Climb to 5000′ on track 175° to JAVXE and hold, continue climb-in-hold to 5000′.

3800′
MSA RW17L

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 17R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





See plan view for mulitple intermediate fix (IF) locations.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR

5000′ on 175° JAVXE

TERPS

STRAIGHT-IN LANDING RWY 17L

	RNP 0.11 DA(H) 1554′ (268′)		RNP 0.20 DA(H) 1642′ (356′)		RNP 0.30 DA(H) 1723′ (437′)	
		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out
A B C D	RVR 24 or 1/2	RVR 45 or 7/8	RVR 34 or 5/8	RVR 57 or 1 1/8	RVR 49 or 7/8	1 3/8

TERPS AMEND 3 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-21)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 17R

BRIEFING STRIP™

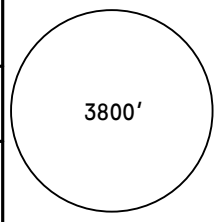
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

RNAV	Final Apch Crs	Minimum Alt JILDI	RNP 0.20 DA(H)	Apt Elev 1295′
	175°	2300′ (1018′)	1559′ (277′)	Rwy 17R 1282′

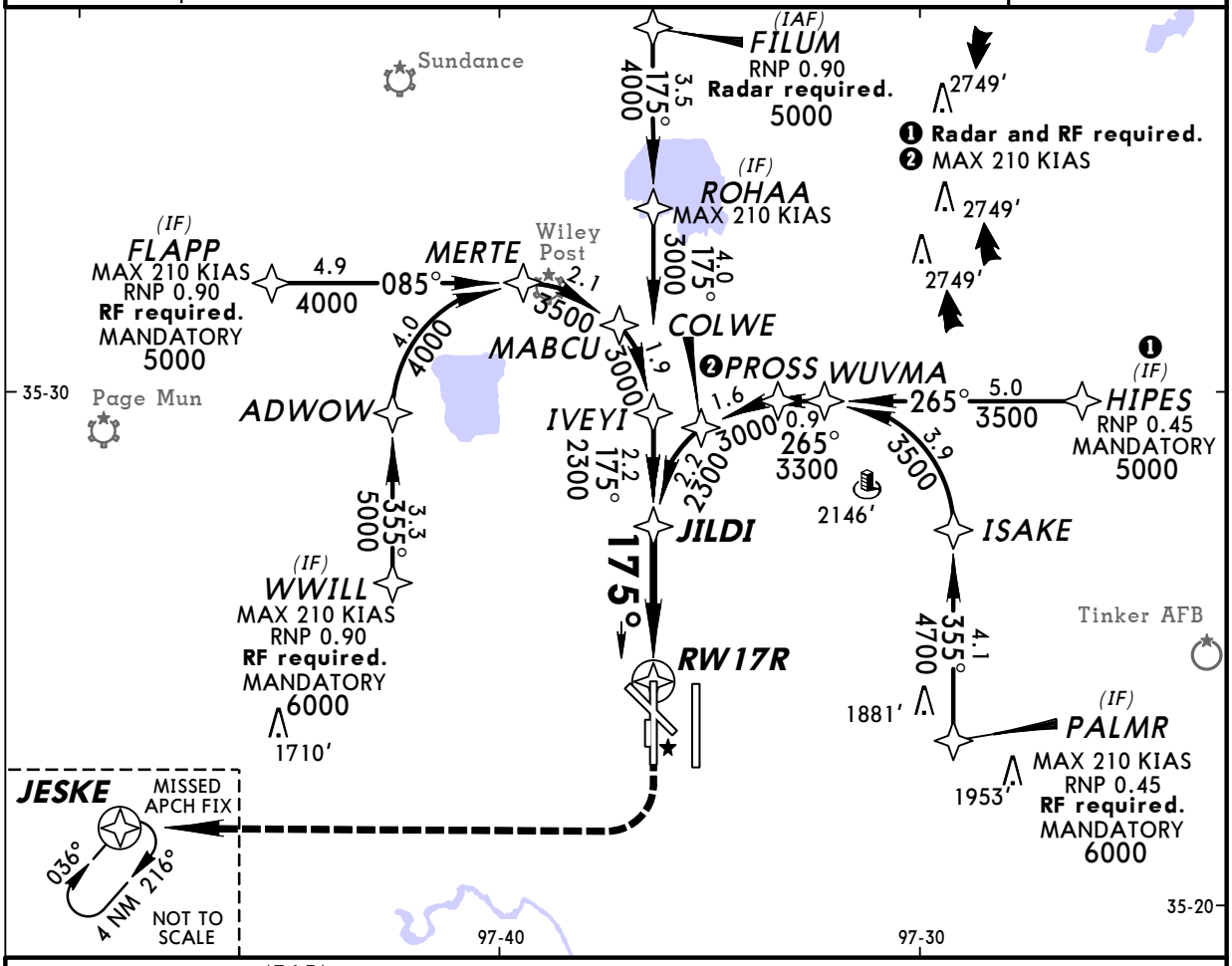
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct JESKE and hold.

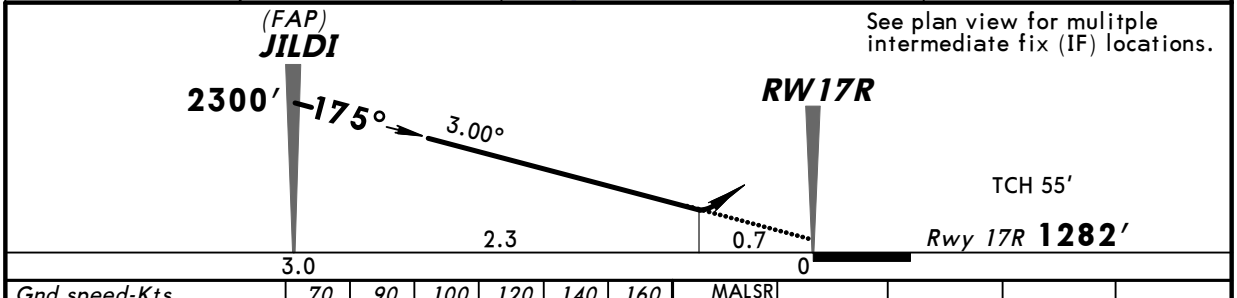
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 17L. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW17R





See plan view for mulitple intermediate fix (IF) locations.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR PAPI | 2000′ | 3000′ RT | D | JESKE

TERPS STRAIGHT-IN LANDING RWY 17R

	RNP 0.20 DA(H) 1559′ (277′)		RNP 0.30 DA(H) 1675′ (393′)	
		RAIL or ALS out		RAIL or ALS out
A B C D	RVR 24 or 1/2	RVR 45 or 7/8	RVR 41 or 3/4	1 1/4

TERPS AMEND 1 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-22)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 35L

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

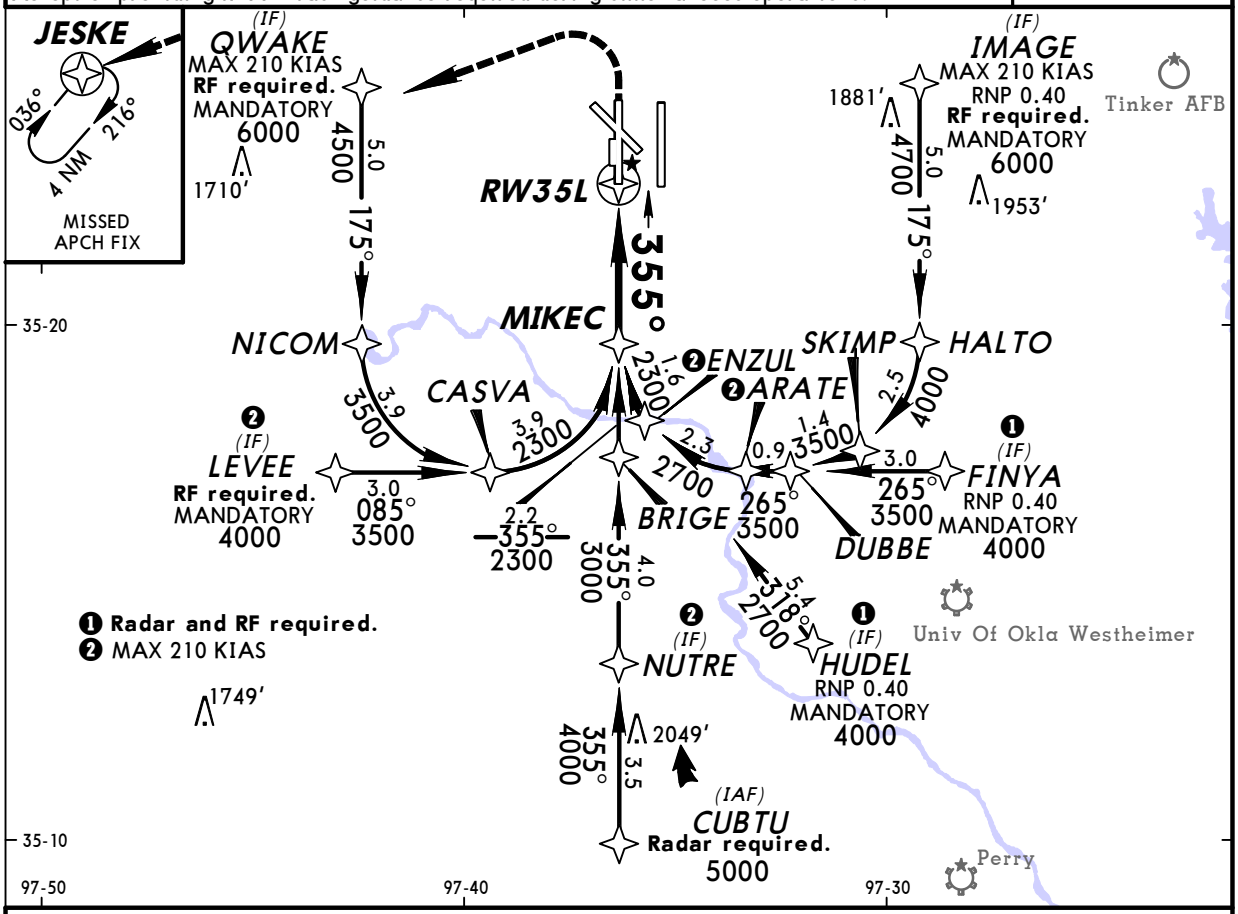
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / Rwy 35L
	355°	MIKEC 2300′ (1037′)	1633′ (370′)	1295′ / 1263′

MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct JESKE and hold.

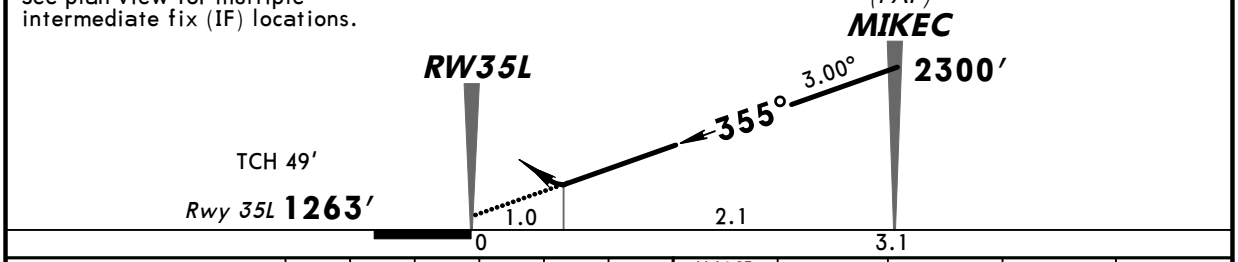
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F).
4. Simultaneous approach authorized with Rwy 35R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3800′
MSA RW35L



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts		70	90	100	120	140	160	MALSR	2000′	3000′ LT	D	JESKE
Descent Angle	3.00°	372	478	531	637	743	849					
MAP at DA												

TERPS

STRAIGHT-IN LANDING RWY **35L**
RNP 0.30
DA(H) **1633′** (370′)

TERPS AMEND 1 24 JUL 2014

	RAIL or ALS out
A B C D	RVR 38 or ¾ — 1¼

CHANGES: Reissue.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-23)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 35R

BRIEFING STRIP ™

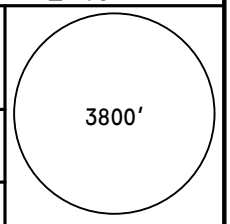
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

RNAV	Final Apch Crs	Minimum Alt CARLY	RNP 0.16 DA(H)	Apt Elev 1295′
	355°	2300′ (1017′)	1559′ (276′)	Rwy 35R 1283′

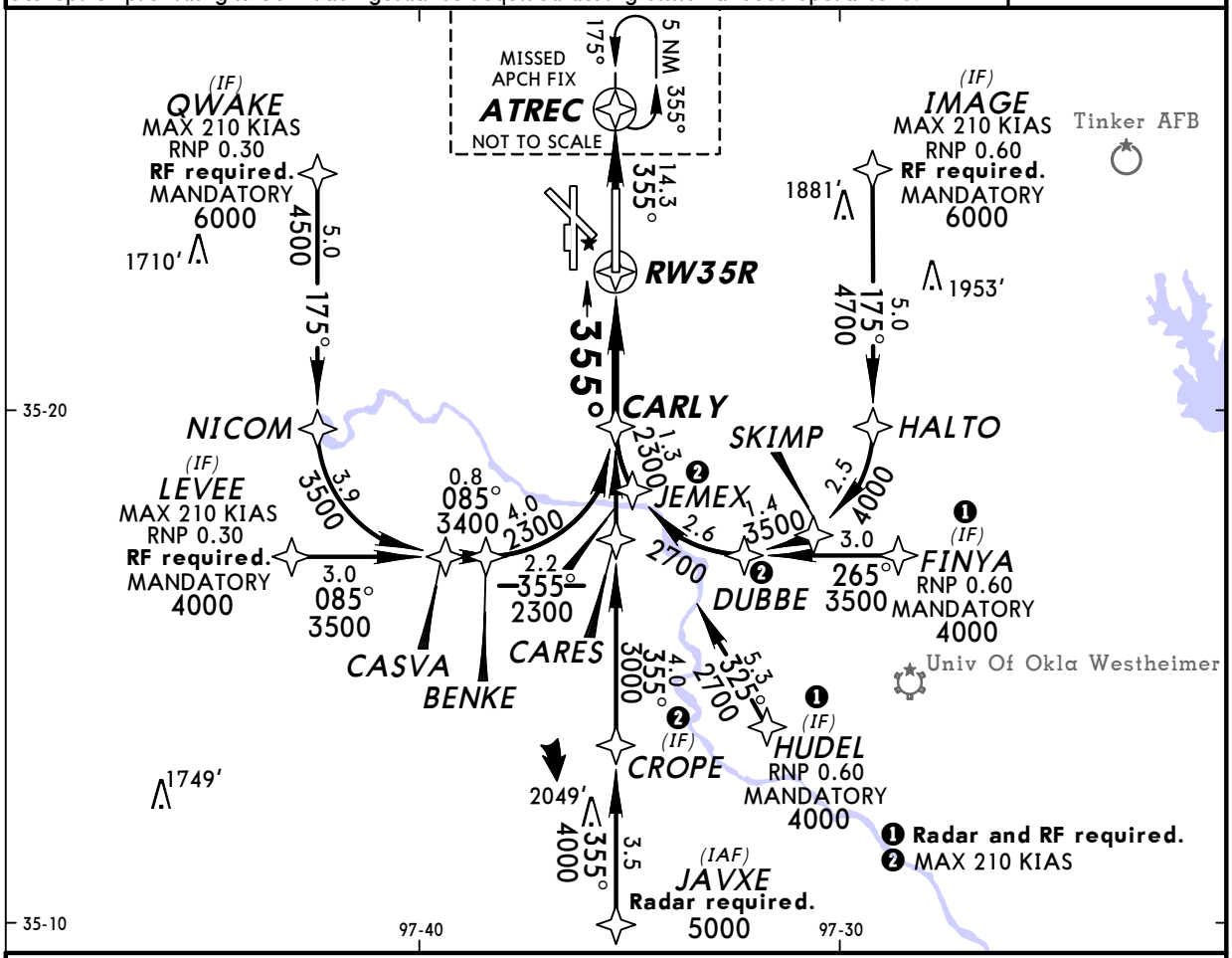
MISSED APCH: Climb to 5000′ on track 355° to ATREC and hold, continue climb-in-holding to 5000′.

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

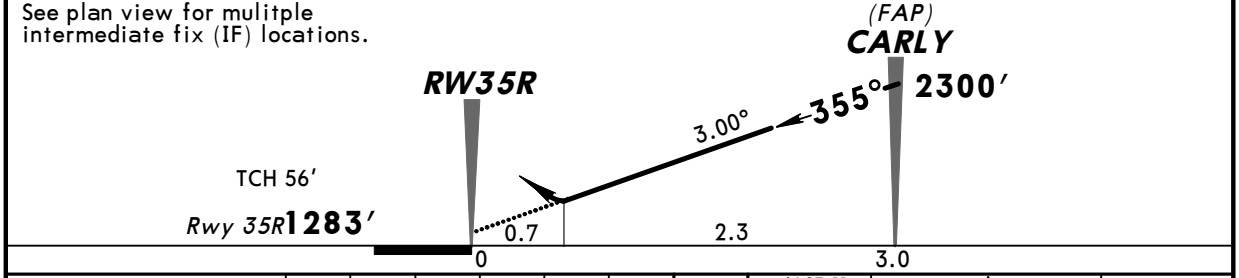
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 35L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW35R



See plan view for mulitple intermediate fix (IF) locations.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II

5000′ on 355° ATREC

TERPS STRAIGHT-IN LANDING RWY 35R

	RNP 0.16 DA(H) 1559′ (276′)		RNP 0.30 DA(H) 1663′ (380′)	
		ALS out		ALS out
A B C D	RVR 24 or 1/2	RVR 45 or 7/8	RVR 39 or 3/4	1 1/4

TERPS AMEND 2 24 JUL 2014

CHANGES: Reissue.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 19 AUG 11 (13-1) Eff 25 Aug

OKLAHOMA CITY, OKLA VOR Rwy 17L

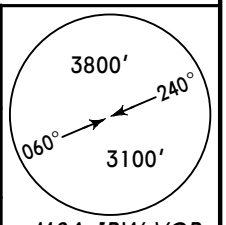
BRIEFING STRIP™

ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

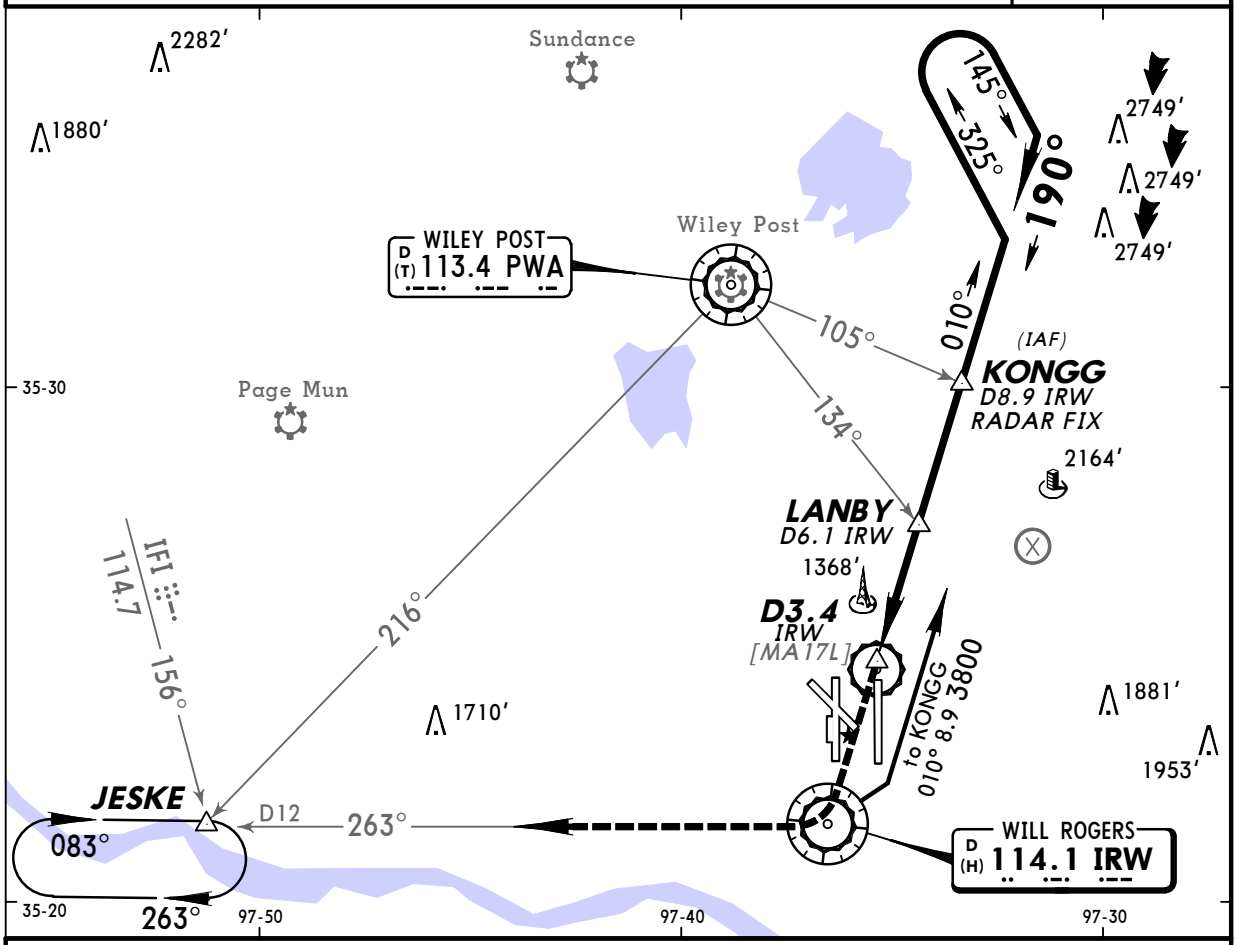
VOR IRW 114.1	Final Apch Crs 190°	Minimum Alt KONGG 3300′ (2014′)	MDA(H) (CONDITIONAL) 1680′ (394′)	Apt Elev 1295′ TDZE 1286′

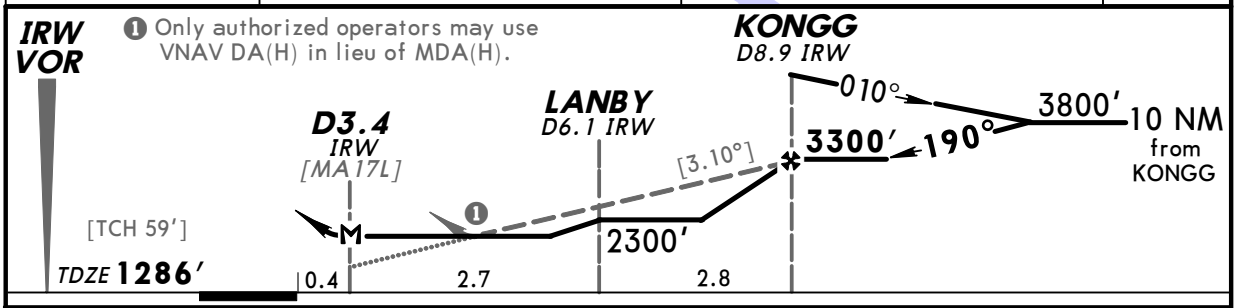
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ outbound via IRW VOR R-263 to JESKE INT and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



MSA IRW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.10°]	384	494	548	658	768	878
MAP at D3.4 IRW or KONGG to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR	2000′	3000′ RT	via IRW 114.1 R-263	JESKE

AMEND 2 TERPS

STRAIGHT-IN LANDING RWY 17L

	MDA(H) 1680′ (394′) With Lanby			MDA(H) 2300′ (1014′) Without Lanby	
		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	
B				1 1/2	
C				3	
D	RVR 50 or 1	RVR 60 or 1 1/4			

CIRCLE-TO-LAND

Max Kts	With Lanby MDA(H)	Without Lanby MDA(H)
90	1760′ (465′)-1	2300′ (1005′)-1 1/4
120		2300′ (1005′)-1 1/2
140	1760′ (465′)-1 1/2	2300′ (1005′)- 3
165	1860′ (565′)-2	

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD — OKLAHOMA CITY, OKLA

JEPPESEN 19 AUG 11 Eff 25 Aug (18-1) RADAR-1 ASR Rwy 17L/R, 35L/R

BRIEFING STRIP ™

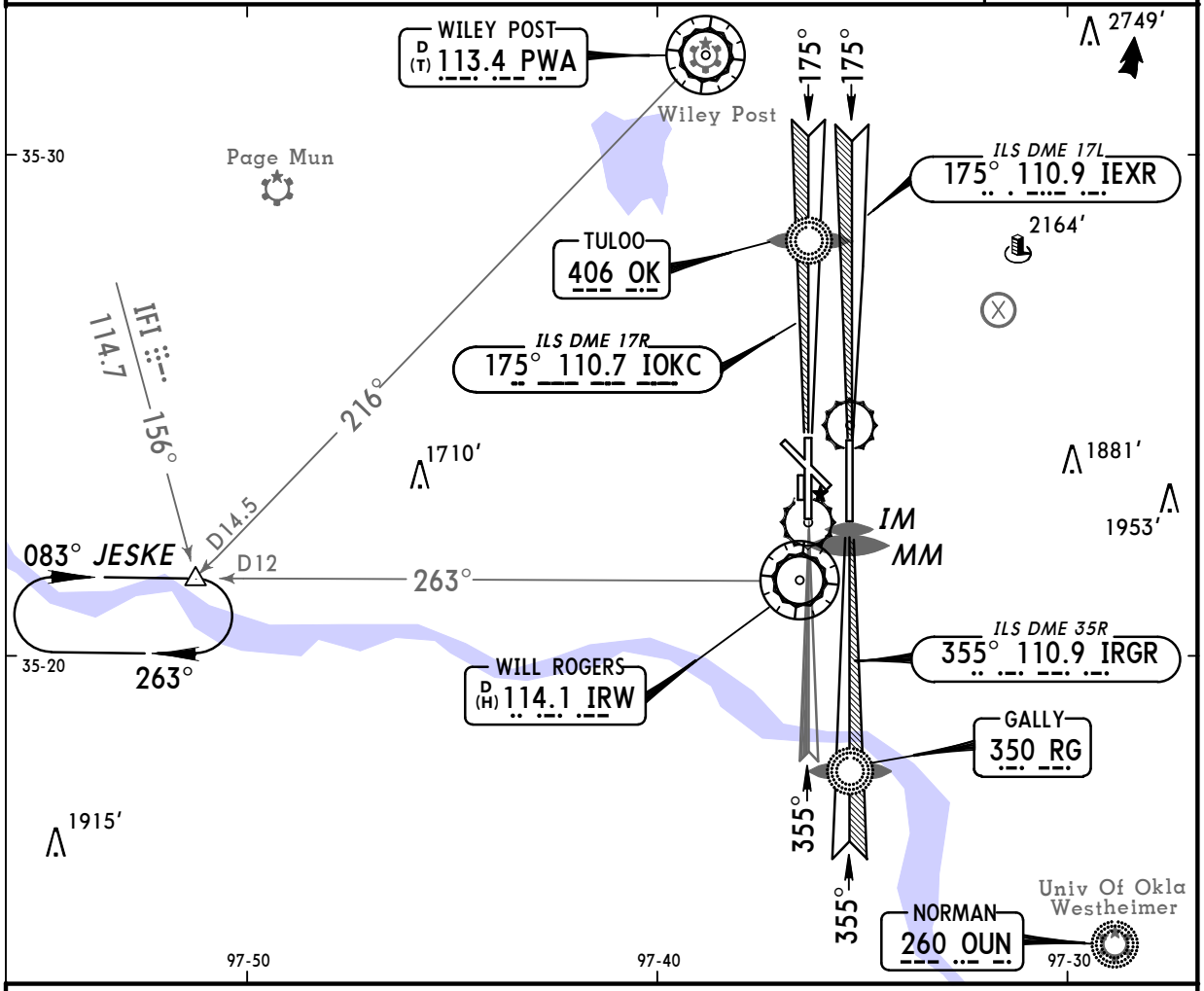
ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1295′
	By ATC	No FAF	Refer to Minimums	TDZE-See Below

No MSA published

Missed Approach-See below

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



MISSED APPROACH:

Runway 17L/R: Climb to 2000′ then climbing RIGHT turn to 3000′ outbound on IRW VOR R-263 to JESKE INT/D12.0 IRW and hold.

Runway 35L/R: Climb to 2000′ then climbing LEFT turn to 3000′ on 180° heading and outbound on IRW VOR R-263 to JESKE INT/D12.0 IRW and hold.

RWY 17L	RWY 17R	RWY 35L	RWY 35R
TDZE 1286′	TDZE 1282′	TDZE 1263′	TDZE 1283′

ASR Rwys 17L/R, 35L/R: MAP 1 mile from Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 17L MDA(H) 1680′(394′)		ASR 17R MDA(H) 1680′(398′)		ASR 35L MDA(H) 1680′(417′)		ASR 35R MDA(H) 1680′(397′)	
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out		ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1
B								
C					RVR 40 or ¾	RVR 60 or 1¼		
D	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 60 or 1¼				RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′(445′)-1¼
120	1760′(465′)-1¼
140	1760′(465′)-1½
165	1860′(565′)-2

TERPS AMEND 21 25 AUG 2011

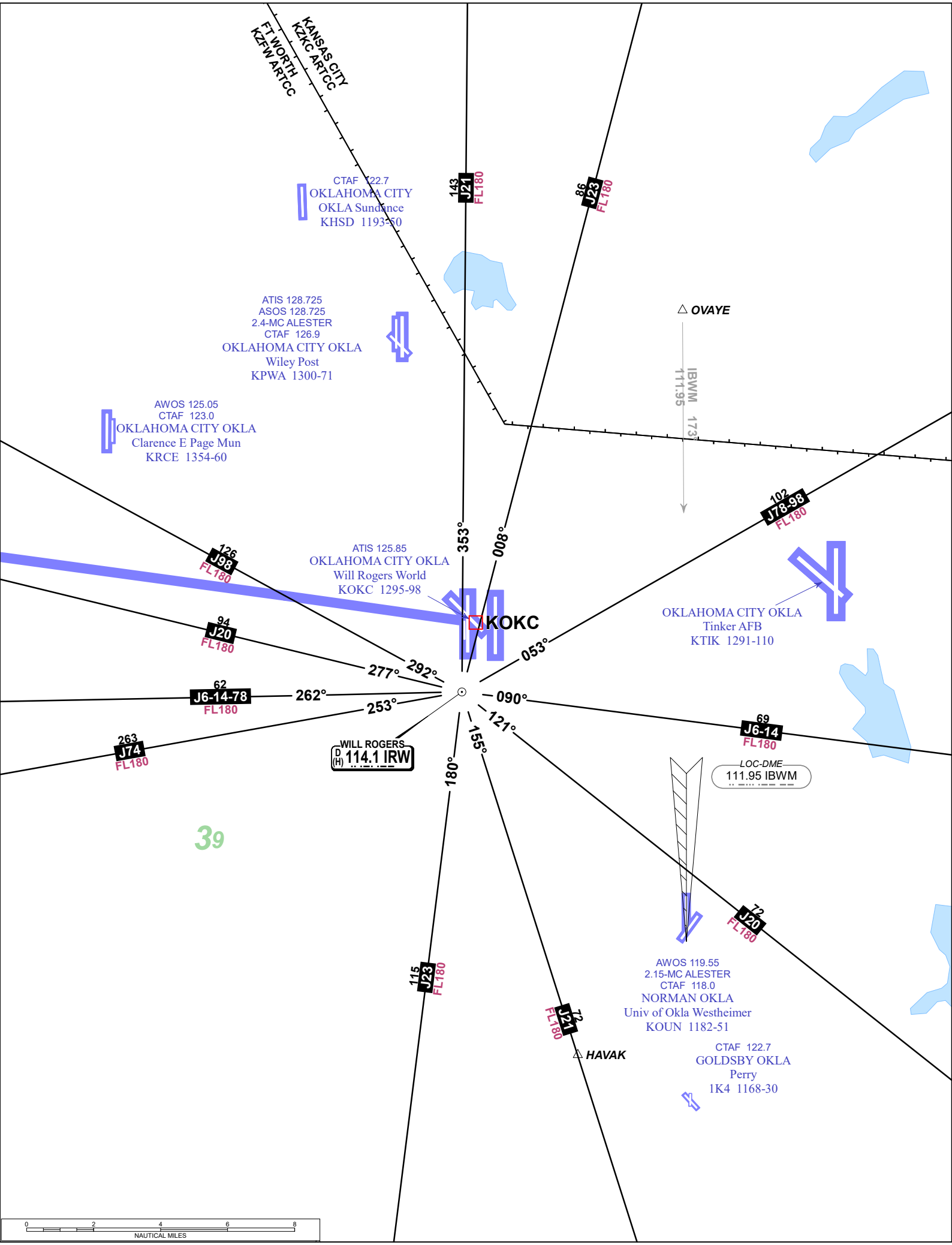
CHANGES: Procedure.

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DEPARTURE (KOKC -> KDEN): KOKC (Will Rogers World)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

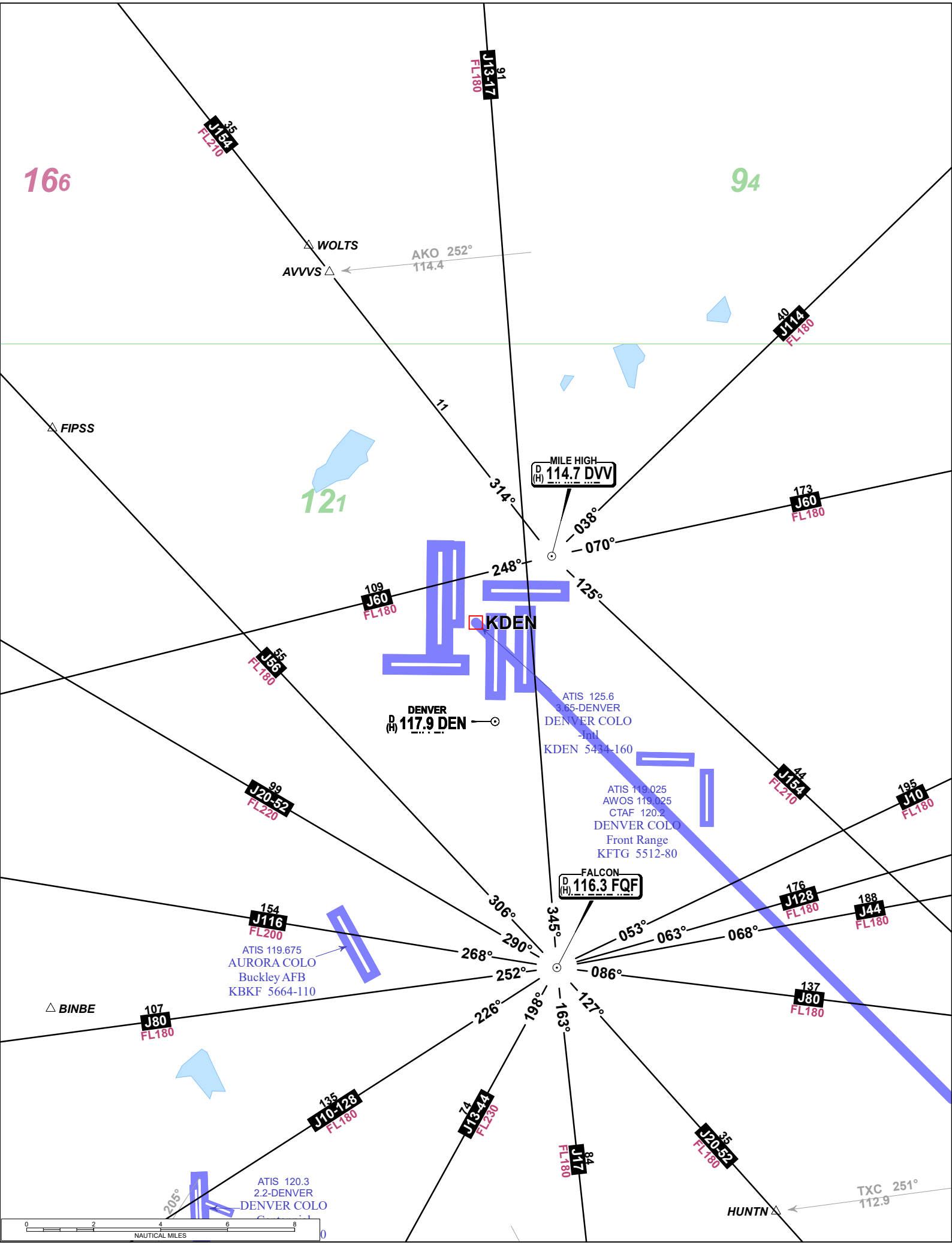
JEPPESEN
JeppView 3.6.2.0



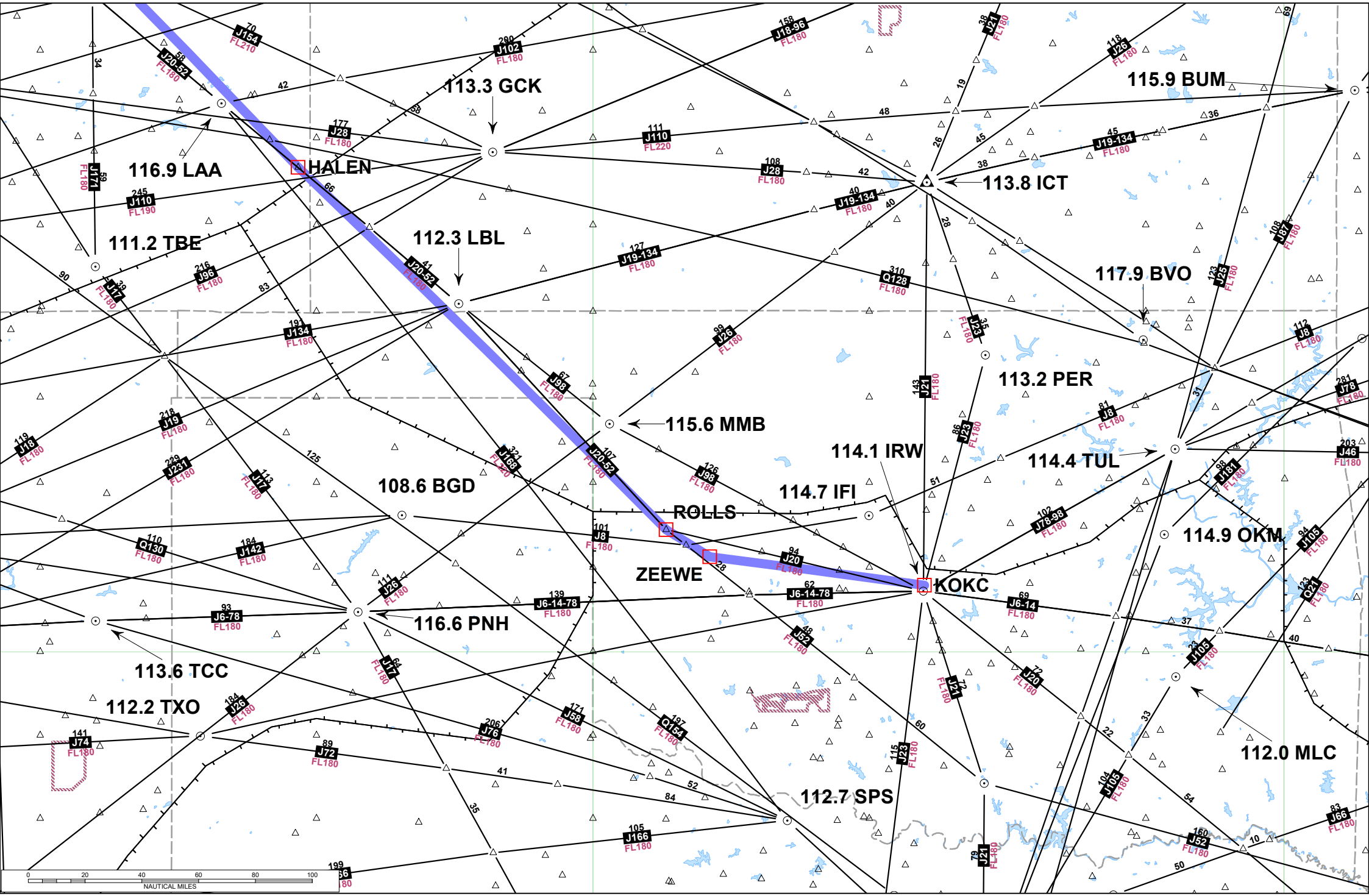
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DESTINATION (KOKC -> KDEN): KDEN (Denver Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

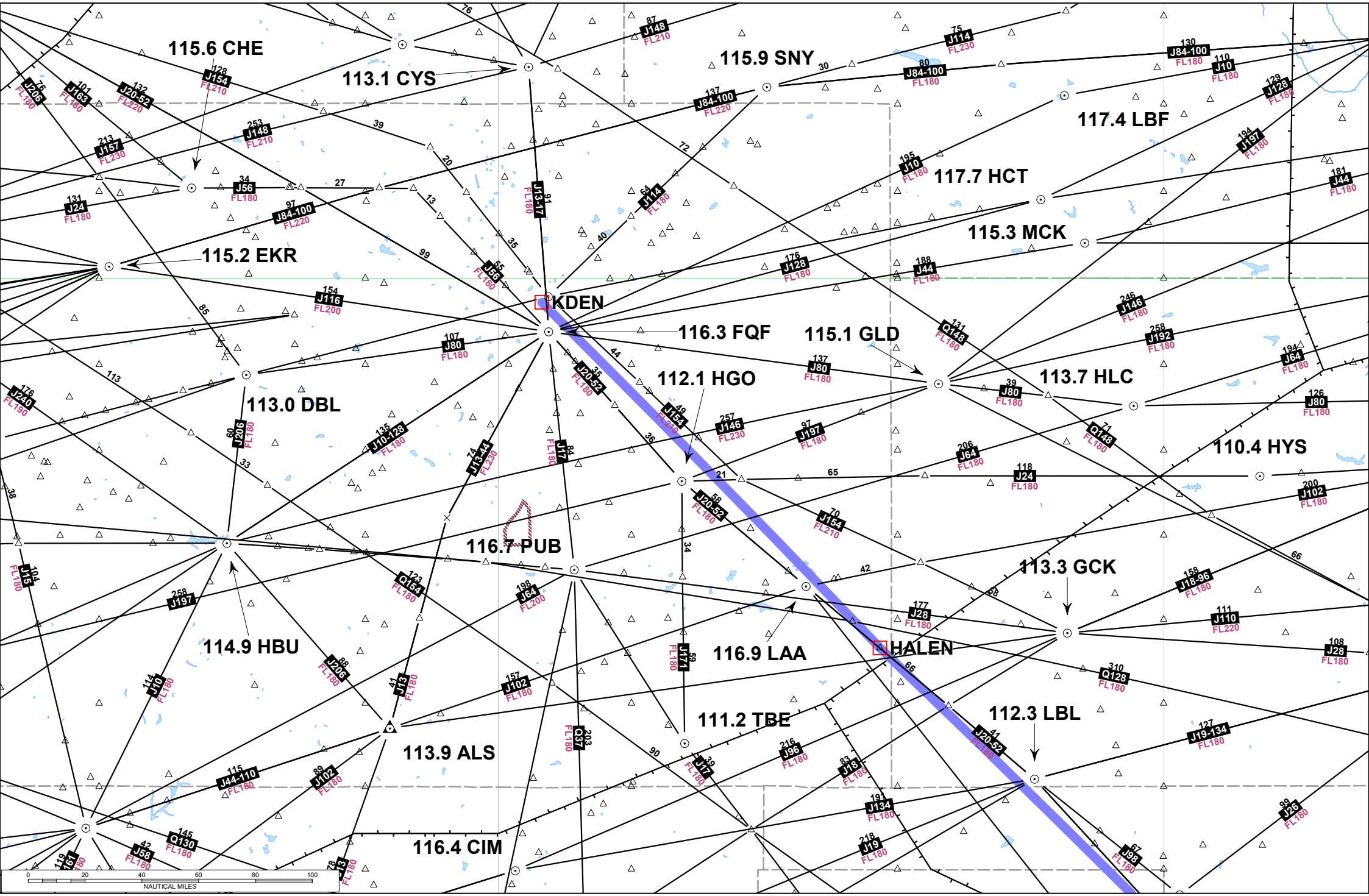
JEPPESEN
JeppView 3.6.2.0



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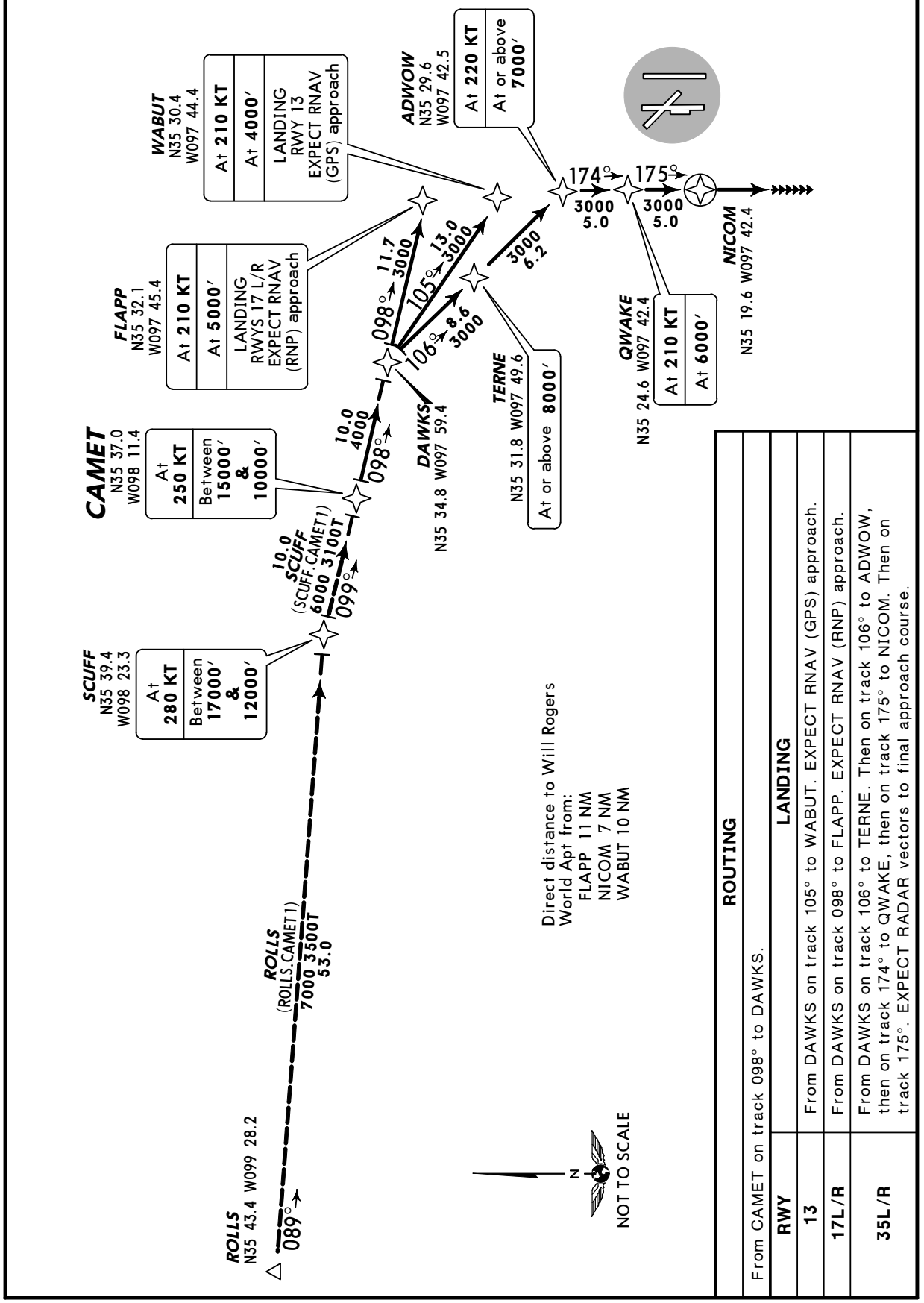
KOKC/OKC WILL ROGERS WORLD

OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	*Apt Elev*	
125.85	1295′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4.Turbojet aircraft only.

CAMET ONE RNAV ARRIVAL (CAMET.CAMET1)



ROUTING

From CAMET on track 098° to DAWKS.

RWY	LANDING
13	From DAWKS on track 105° to WABUT. EXPECT RNAV (GPS) approach.
17L/R	From DAWKS on track 098° to FLAPP. EXPECT RNAV (RNP) approach.
35L/R	From DAWKS on track 106° to TERNE. Then on track 106° to ADWOW, then on track 174° to QWAKE, then on track 175° to NICOM. Then on track 175°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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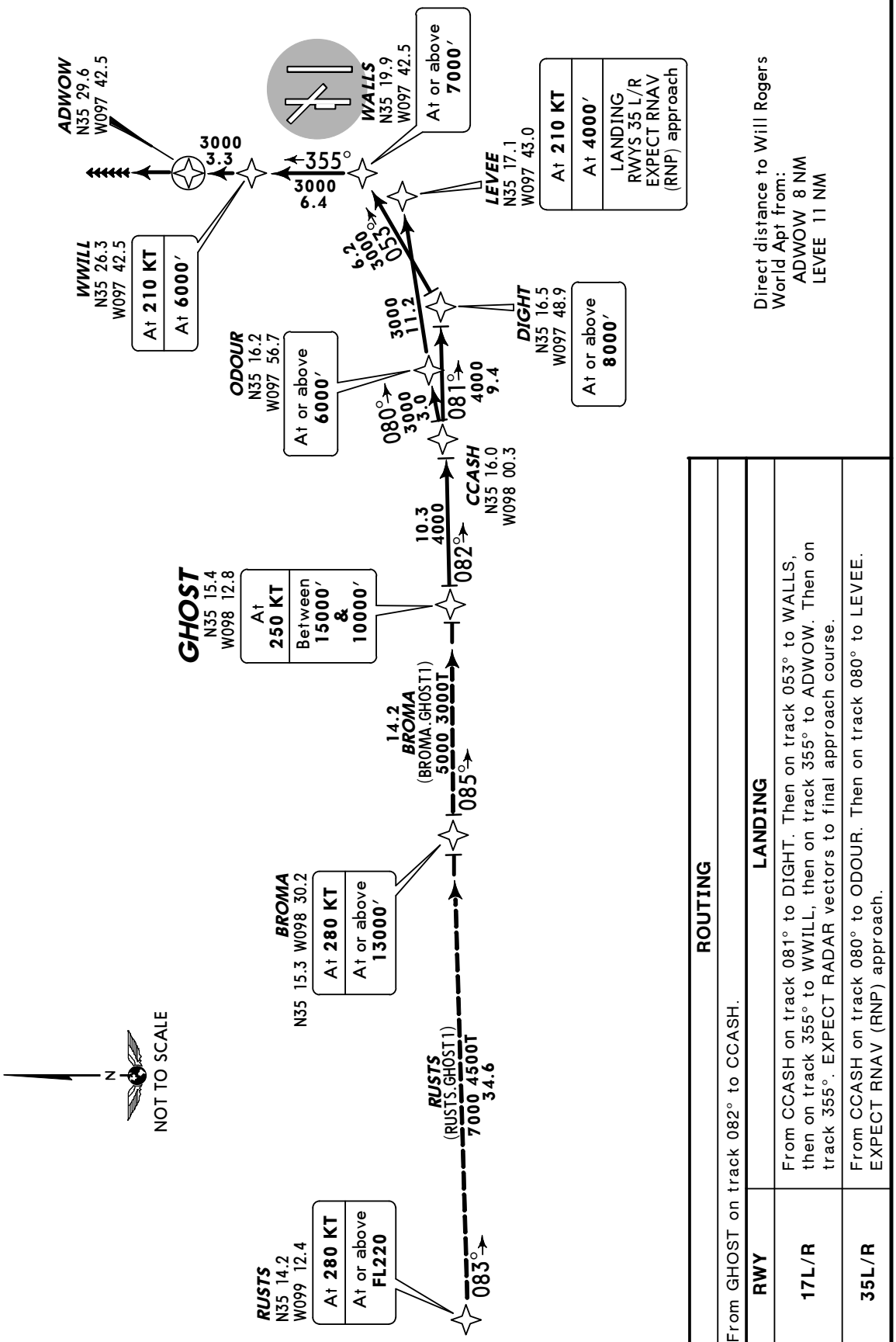
KOKC/OKC WILL ROGERS WORLD

OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	*Apt Elev*	
125.85	1295′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojet aircraft only.

GHOST ONE RNAV ARRIVAL (GHOST.GHOST1)



ROUTING

From GHOST on track 082° to CCASH.

RWY	LANDING
17L/R	From CCASH on track 081° to DIGHT. Then on track 053° to WALLS, then on track 355° to WWILL, then on track 355° to ADWOW. Then on track 355°. EXPECT RADAR vectors to final approach course.
35L/R	From CCASH on track 080° to ODOUR. Then on track 080° to LEVEE. EXPECT RNAV (RNP) approach.

CHANGES: New procedure at this airport.

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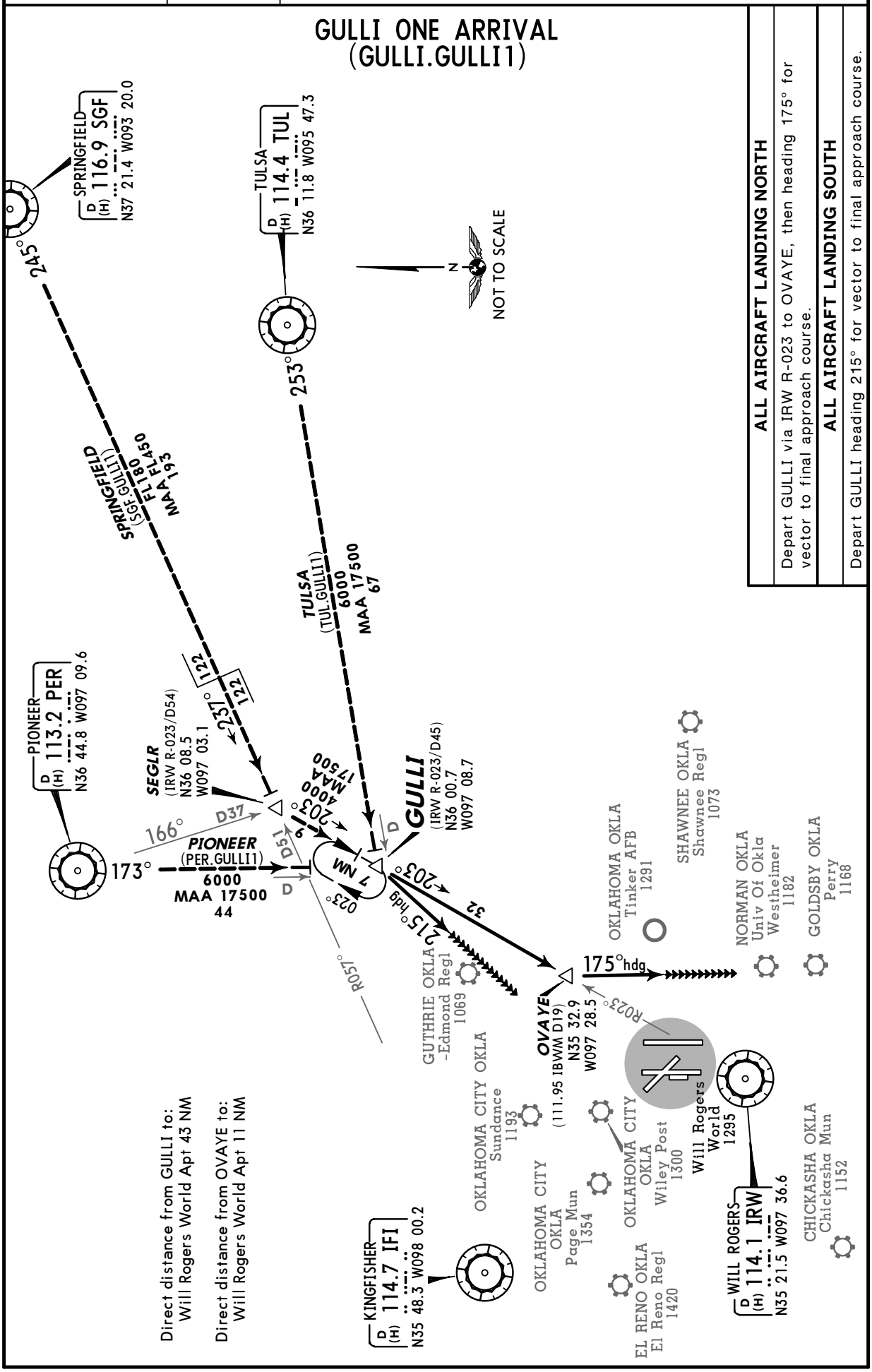
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
125.85	*See Graphic*	**RADAR required.**

GULLI ONE ARRIVAL
(GULLI.GULLI1)



ALL AIRCRAFT LANDING NORTH

Depart GULLI via IRW R-023 to OVAYE, then heading 175° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH

Depart GULLI heading 215° for vector to final approach course.

CHANGES: Airports served removed, chart depiction.

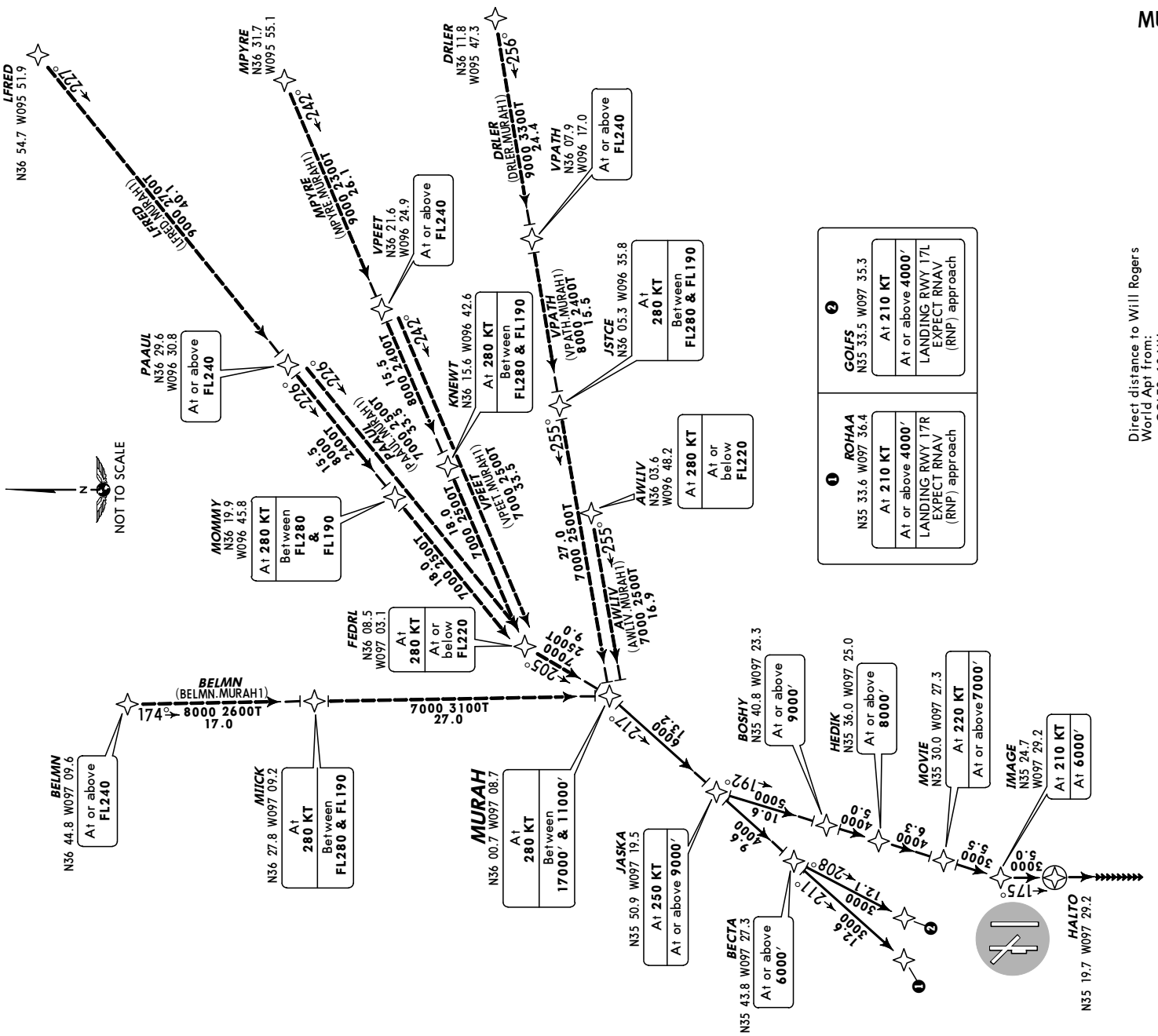
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KOKC/OKC
WILL ROGERS WORLD

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	4. Turbojet aircraft only.
125.85	1295′			

MURAH ONE RNAV ARRIVAL
(MURAH.MURAH1)



ROUTING	
From MURAH on track 217° to JASKA.	
LANDING	
RWY	
17L	From JASKA on track 217° to BECTA. Then on track 208° to GOLFS. EXPECT RNAV (RNP) approach.
17R	From JASKA on track 217° to BECTA. Then on track 211° to ROHAA. EXPECT RNAV (RNP) approach.
35L/R	From JASKA on track 192° to BOSHY. Then on track 192° to HEDIK. Then on track 192° to MOVIE, then on track 192° to IMAGE, then on track 175° to HALTO. Then on track 175°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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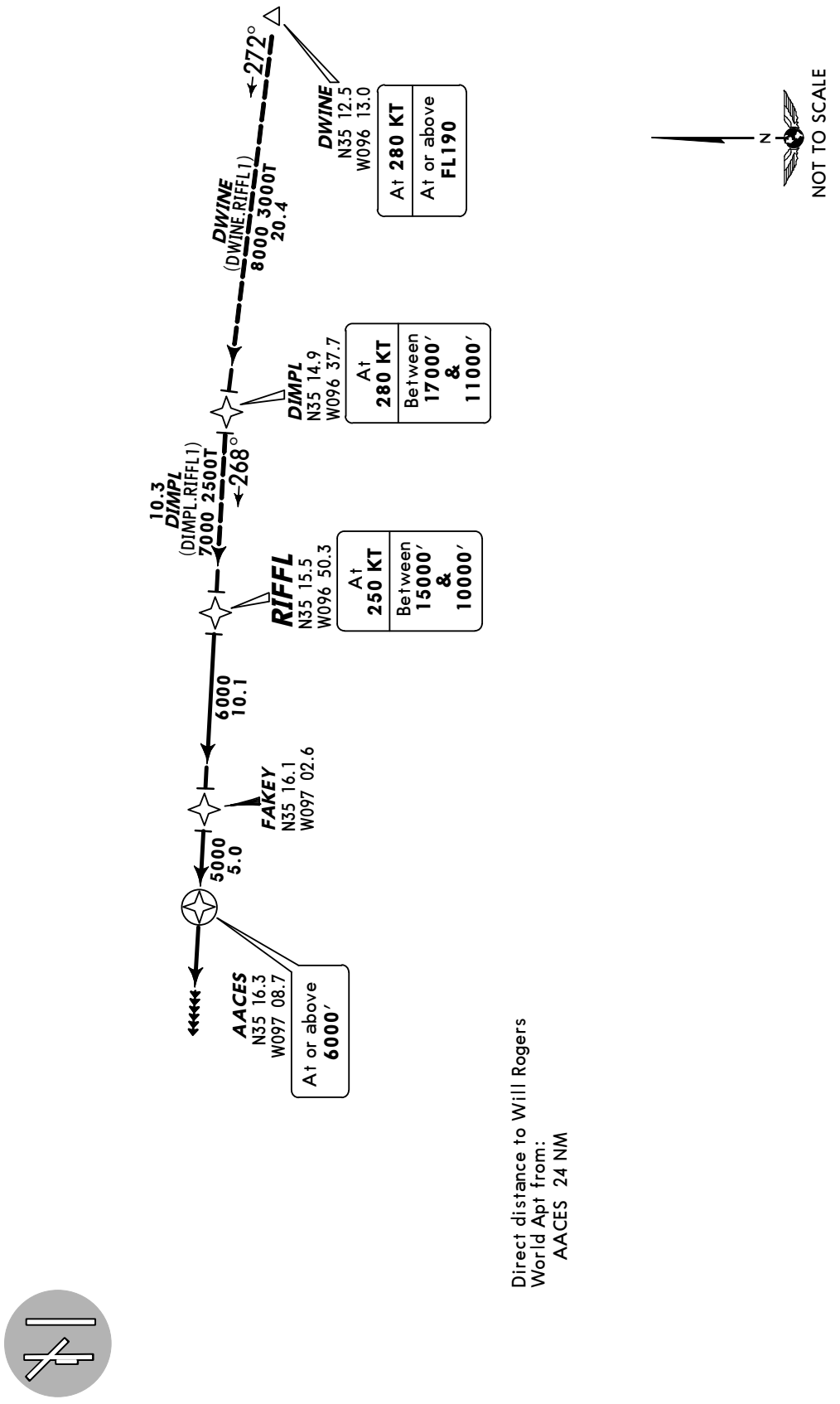
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV STAR

D-ATIS	*Apt Elev*	
125.85	1295′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojet aircraft only.

RIFFL ONE RNAV ARRIVAL (RIFFL.RIFFL1)
(RWYS 17L/R, 35L/R)



ROUTING

From RIFFL on track 268° to FAKEY. From FAKEY on track 268° to AACES. Then on track 268°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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KOKC/OKC WILL ROGERS WORLD

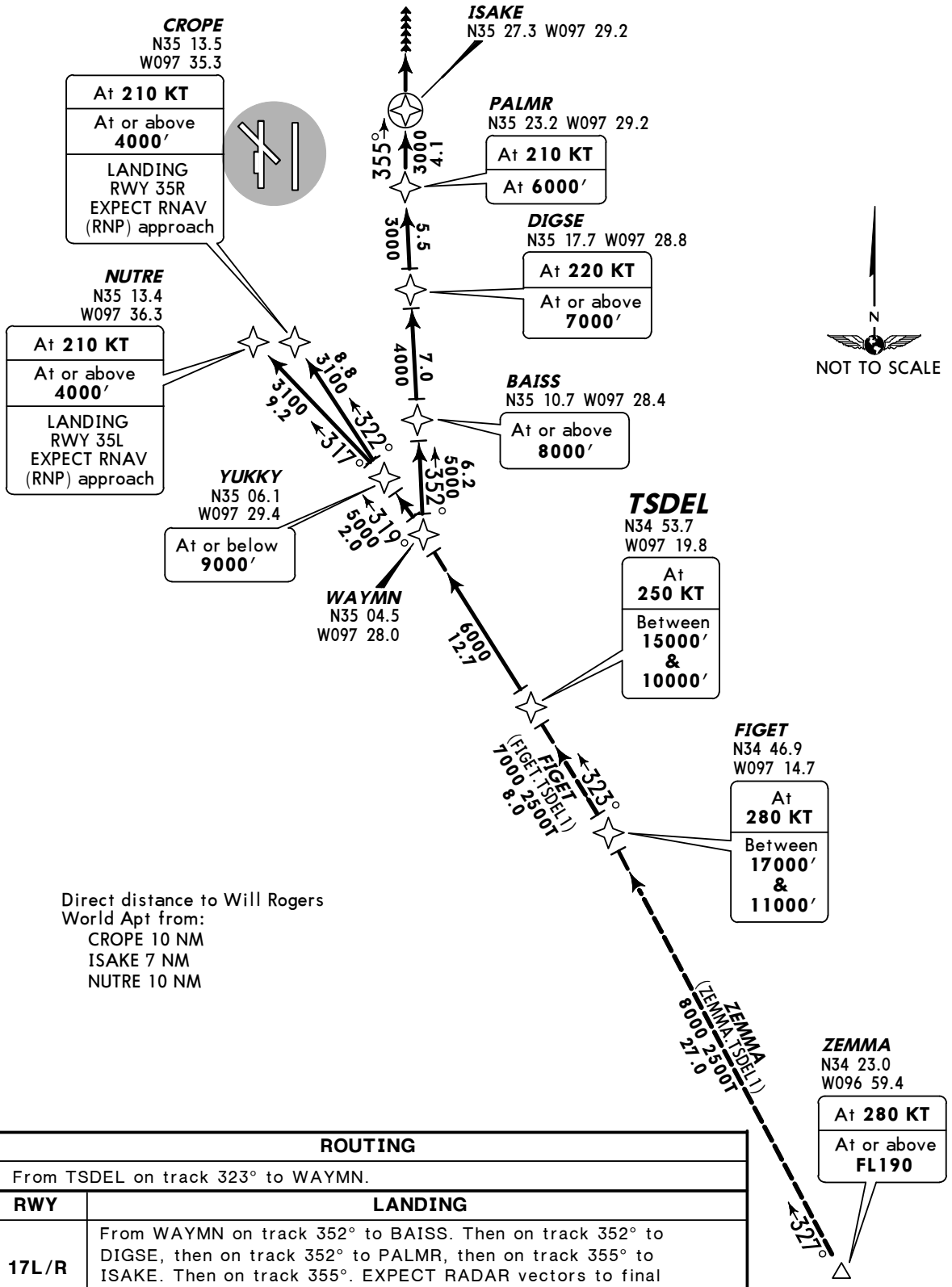
JEPPESEN 27 FEB 15 (10-2E) Eff 5 Mar

OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	Apt Elev	
125.85	1295′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojet aircraft only.

TSDEL ONE RNAV ARRIVAL (TSDEL.TSDEL1)



ROUTING	
From TSDEL on track 323° to WAYMN.	
RWY	**LANDING**
17L/R	From WAYMN on track 352° to BAISS. Then on track 352° to DIGSE, then on track 352° to PALMR, then on track 355° to ISAKE. Then on track 355°. EXPECT RADAR vectors to final approach course.
35L	From WAYMN on track 319° to YUKKY, then on track 317° to NUTRE. EXPECT RNAV (RNP) approach.
35R	From WAYMN on track 319° to YUKKY, then on track 322° to CROPE. EXPECT RNAV (RNP) approach.

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 27 FEB 15 (10-2F) Eff 5 Mar

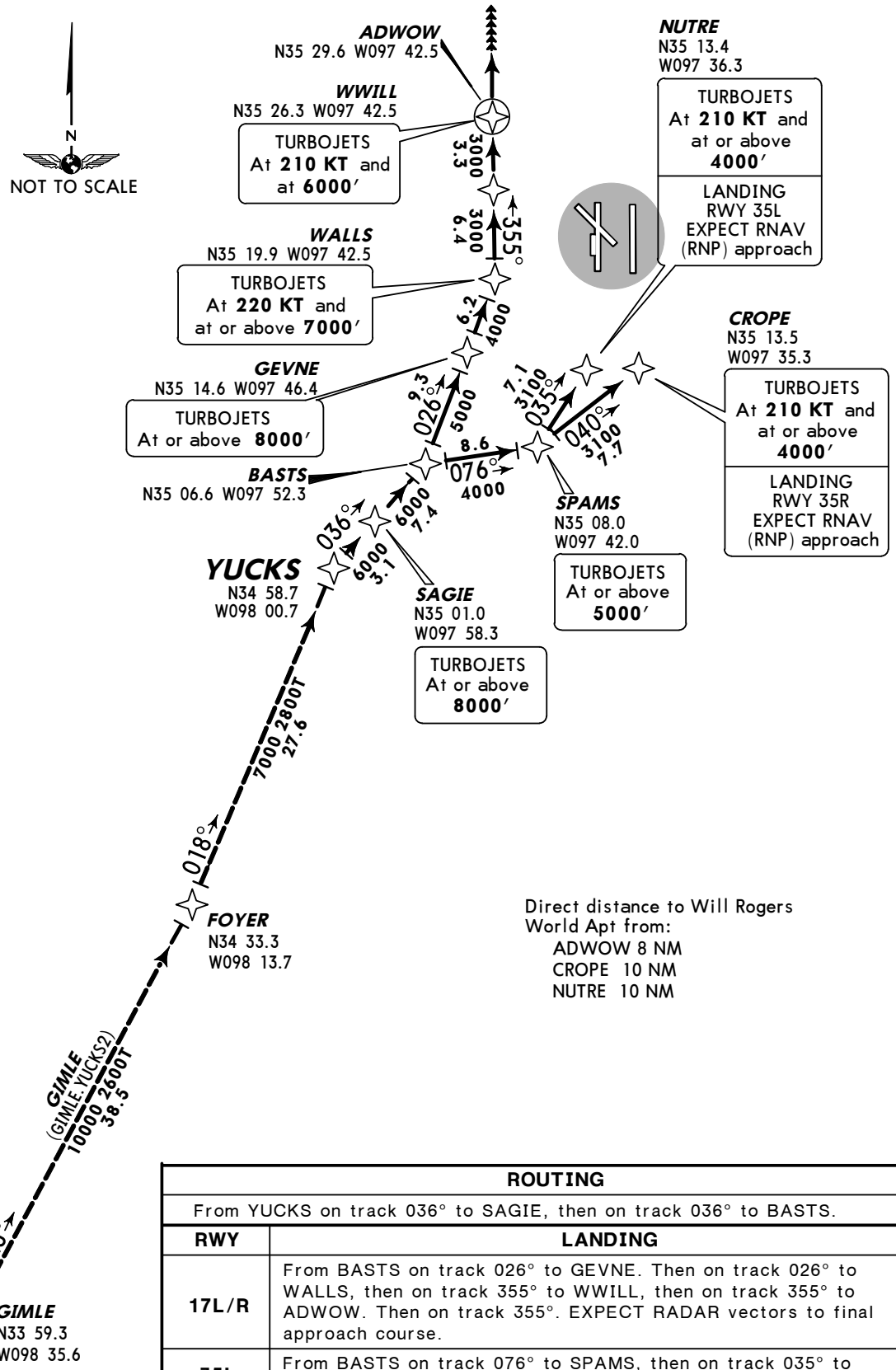
OKLAHOMA CITY, OKLA

RNAV STAR

D-ATIS	Apt Elev
125.85	1295′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Altitude and speeds apply to turbojet aircraft only.

YUCKS TWO RNAV ARRIVAL (YUCKS.YUCKS2)



ROUTING	
From YUCKS on track 036° to SAGIE, then on track 036° to BASTS.	
RWY	**LANDING**
17L/R	From BASTS on track 026° to GEVNE. Then on track 026° to WALLS, then on track 355° to WWILL, then on track 355° to ADWOW. Then on track 355°. EXPECT RADAR vectors to final approach course.
35L	From BASTS on track 076° to SPAMS, then on track 035° to NUTRE. EXPECT RNAV (RNP) approach.
35R	From BASTS on track 076° to SPAMS, then on track 040° to CROPE. EXPECT RNAV (RNP) approach.

CHANGES: Notes, procedure renumbered.

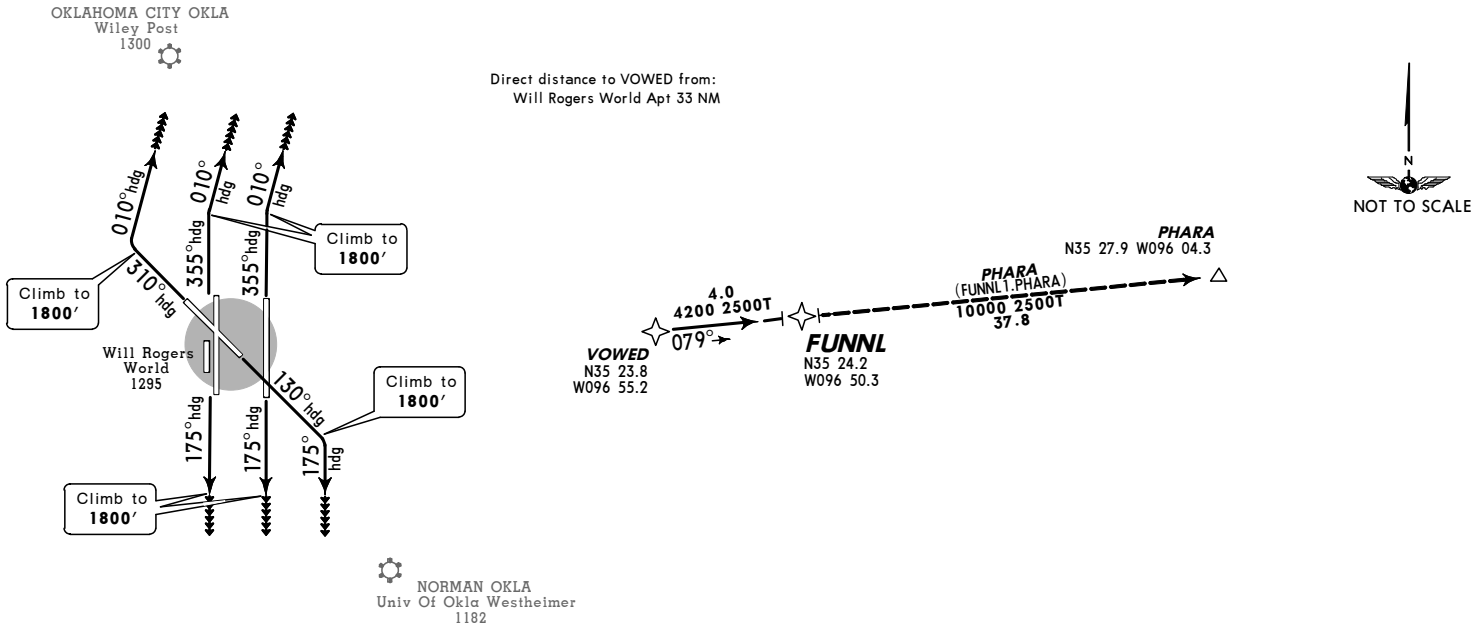
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KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

FUNNL ONE RNAV DEPARTURE (FUNNL1.FUNNL)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.

ROUTING

From VOWED on track 079° to FUNNL. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 17: Climb heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 21: Climb heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 35: Climb heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwys 17L/R: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 35L: Climb heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.
	Rwy 35R: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to VOWED.

ROUTING

From VOWED on track 079° to FUNNL. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

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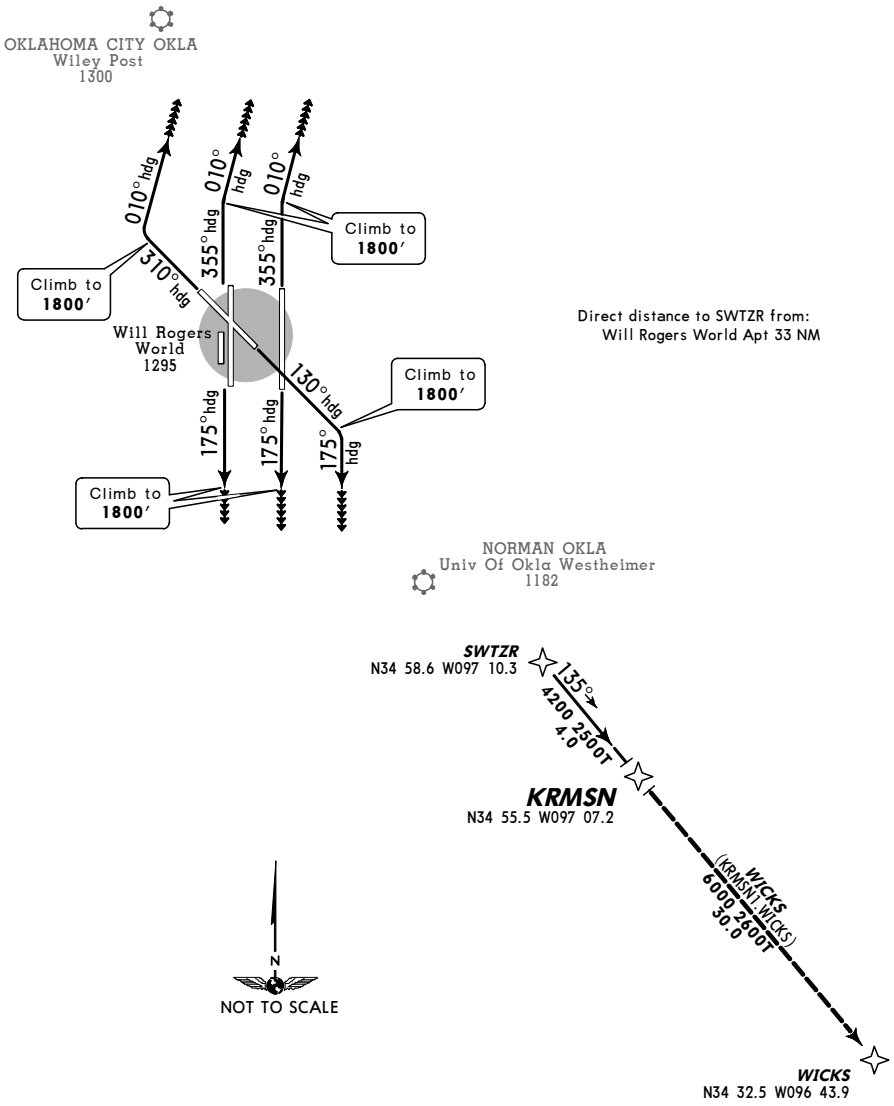
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

KRMSN ONE RNAV DEPARTURE (KRMSN1.KRMSN)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance to SWTZR from: Will Rogers World Apt 33 NM

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
ROUTING	
From SWTZR on track 135° to KRMSN. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to SWTZR.
ROUTING	
From SWTZR on track 135° to KRMSN. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

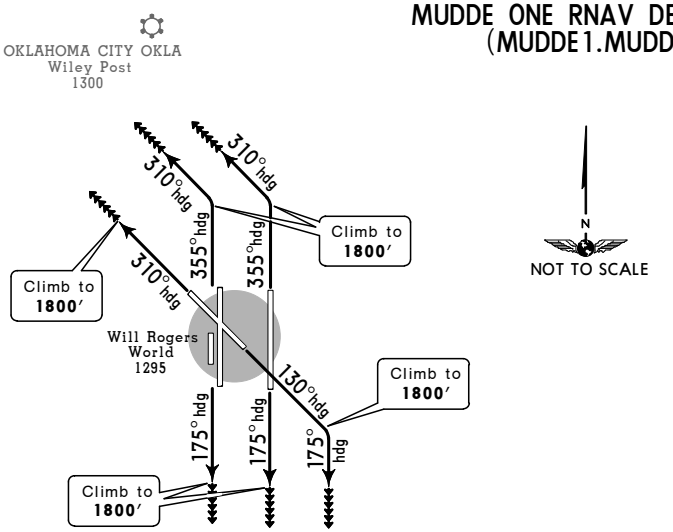
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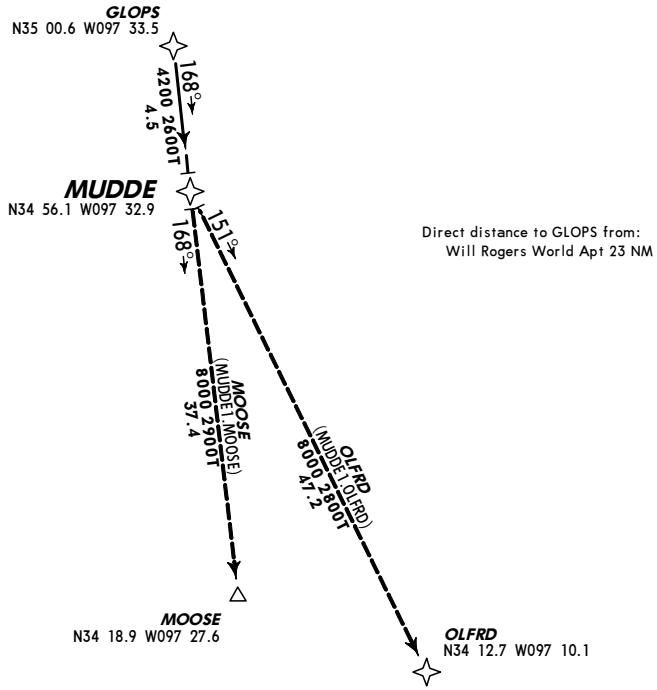
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KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

MUDDE ONE RNAV DEPARTURE (MUDDE1.MUDDE)





Direct distance to GLOPS from:
Will Rogers World Apt 23 NM

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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
ROUTING	
From GLOPS on track 168° to MUDDE. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to GLOPS.
ROUTING	
From GLOPS on track 168° to MUDDE. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

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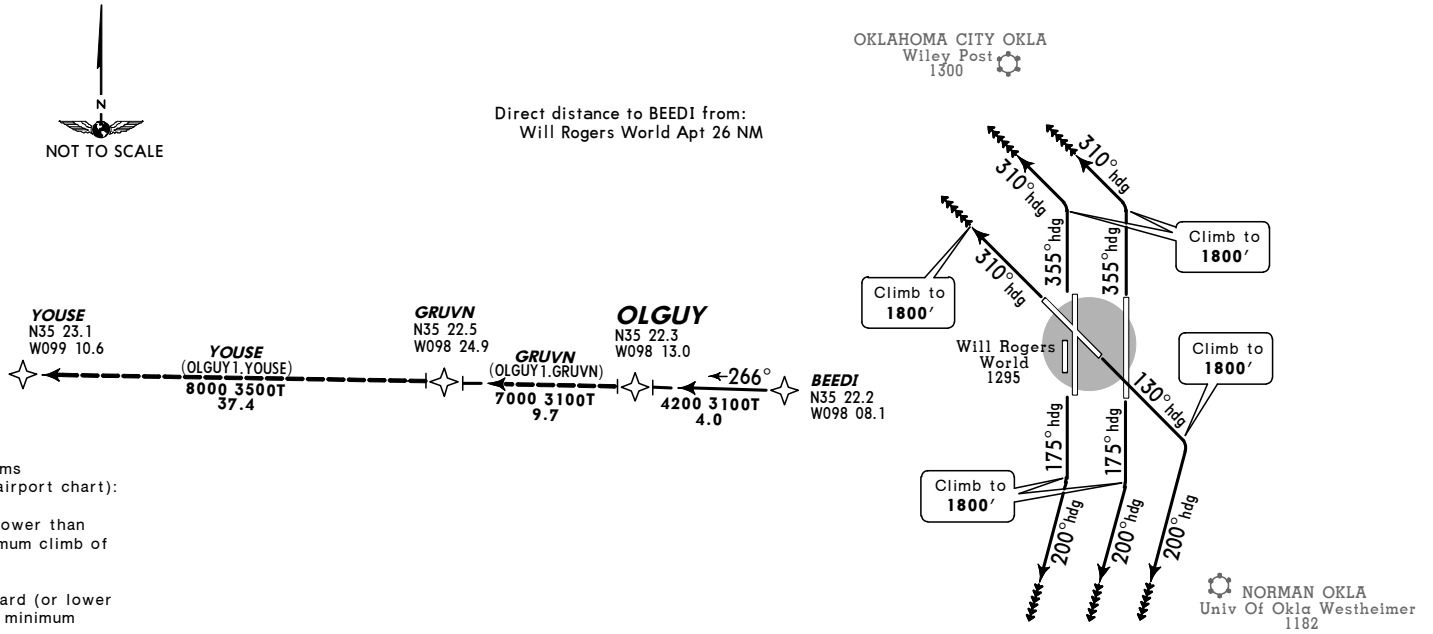
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

OLGUY ONE RNAV DEPARTURE (OLGUY1.OLGUY)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.

ROUTING

From BEEDI on track 266° to OLGUY. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to BEEDI.

ROUTING

From BEEDI on track 266° to OLGUY. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

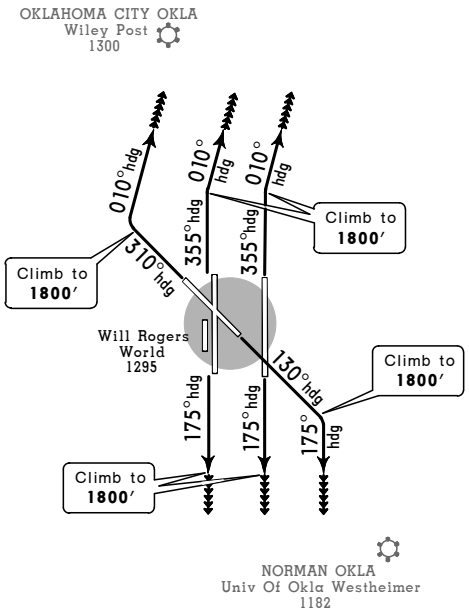
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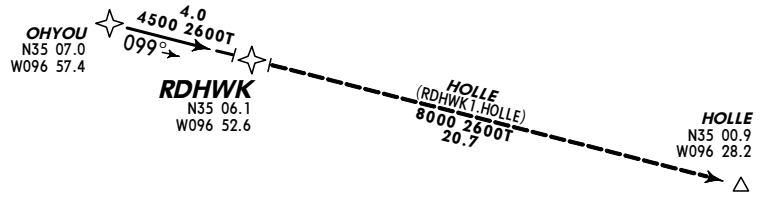
KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

RDHWK ONE RNAV DEPARTURE (RDHWK1.RDHWK)



Direct distance to OHYOU from:
Will Rogers World Apt 36 NM



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.

ROUTING

From OHYOU on track 099° to RDHWK. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to OHYOU.

ROUTING

From OHYOU on track 099° to RDHWK. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

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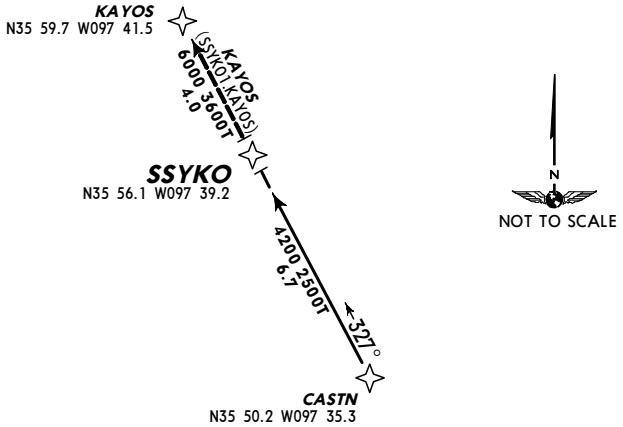
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

SSYKO ONE RNAV DEPARTURE (SSYKO1.SSYKO)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

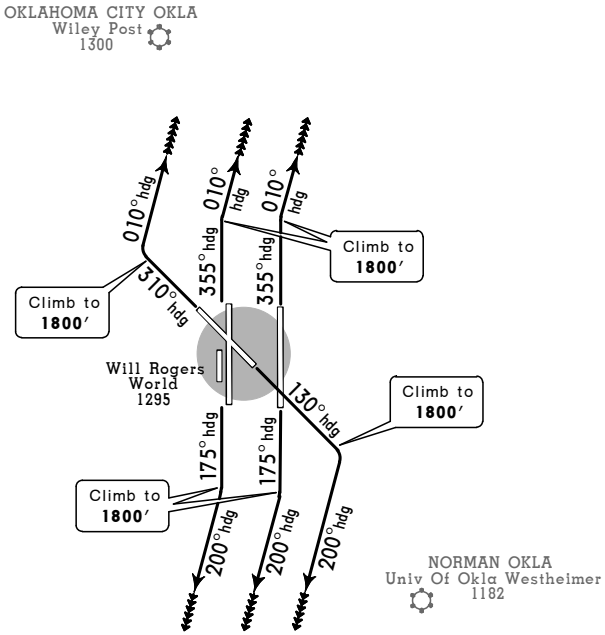
Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
ROUTING	
From CASTN on track 327° to SSYKO. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to CASTN.
ROUTING	
From CASTN on track 327° to SSYKO. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

Direct distance to CASTN from:
Will Rogers World Apt 27 NM



CHANGES: Reissue.

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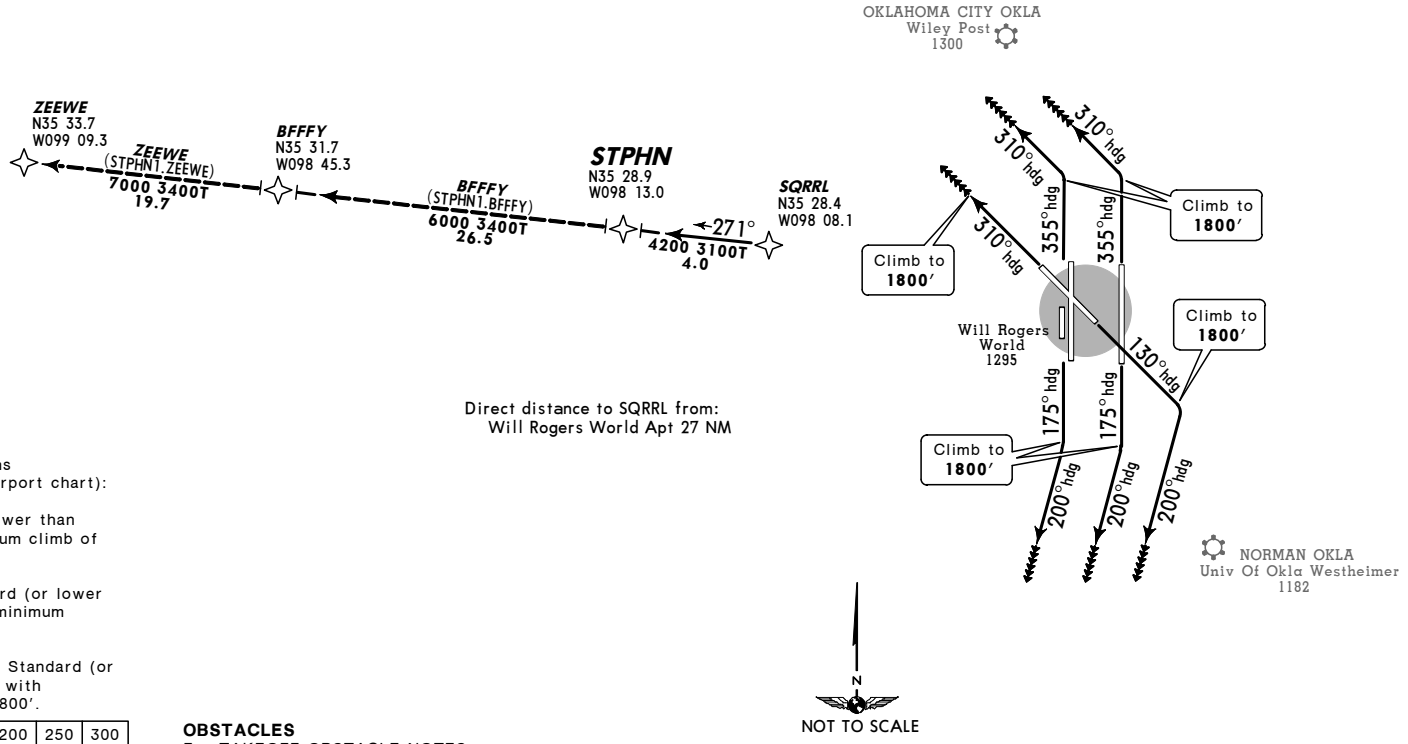
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

STPHN ONE RNAV DEPARTURE (STPHN1.STPHN)



Direct distance to SQRRL from:
Will Rogers World Apt 27 NM

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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 31: Climb on heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
ROUTING	
From SQRRL on track 271° to STPHN. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to SQRRL.
ROUTING	
From SQRRL on track 271° to STPHN. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

TEBRD ONE RNAV DEPARTURE (TEBRD1.TEBRD)

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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

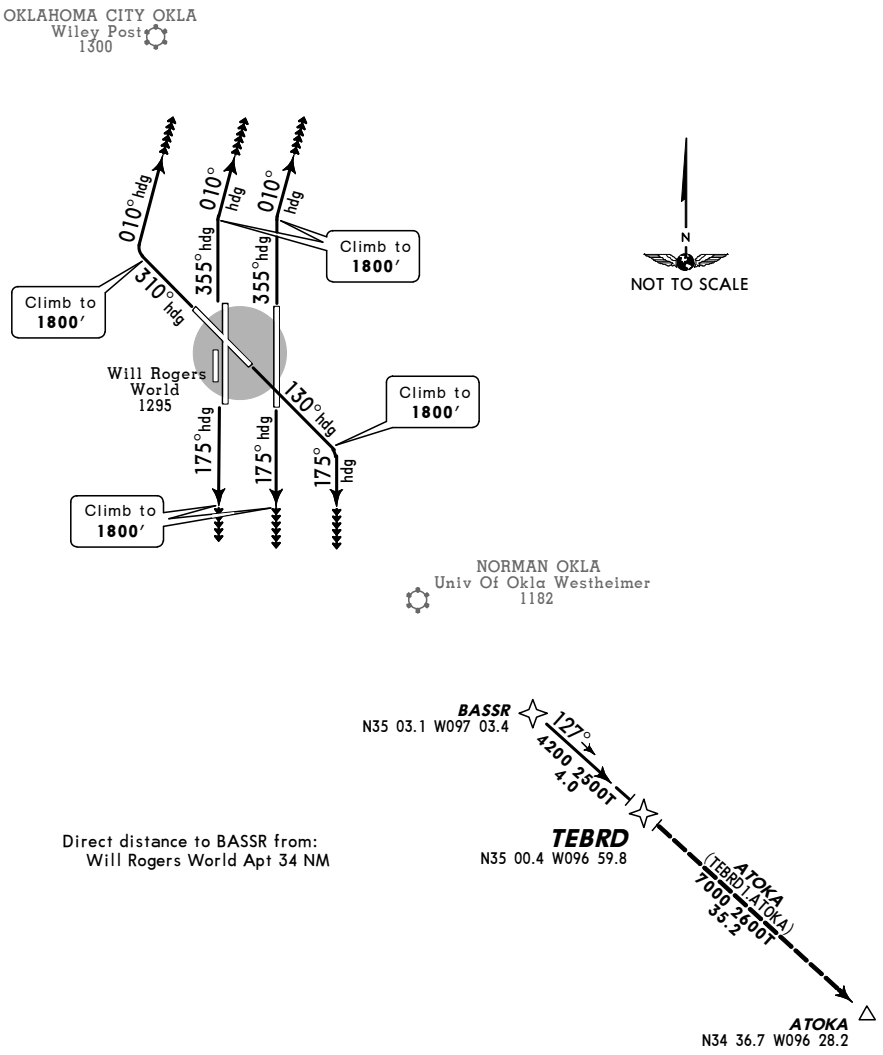
WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 35L: Climb heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 35R: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
ROUTING	
From BASSR on track 127° to TEBRD. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to BASSR.
ROUTING	
From BASSR on track 127° to TEBRD. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	



CHANGES: Reissue.

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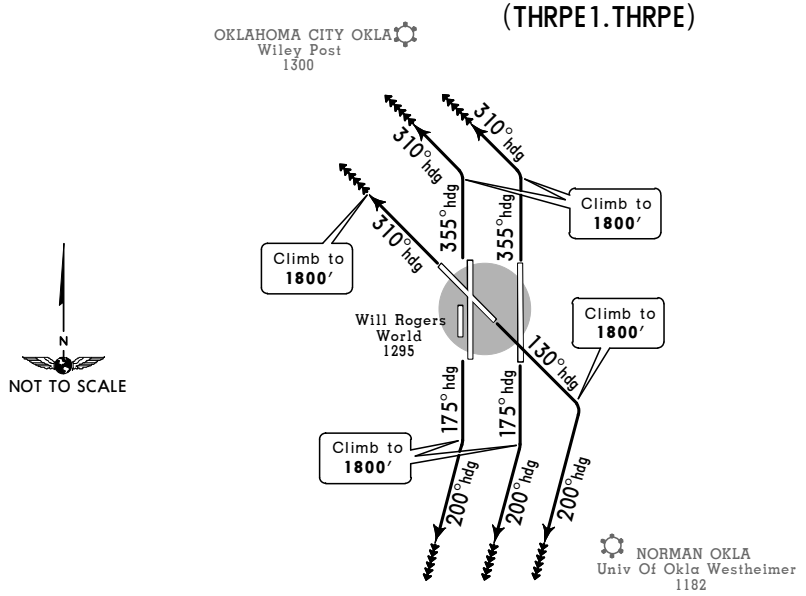
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

THRPE ONE RNAV DEPARTURE (THRPE1.THRPE)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

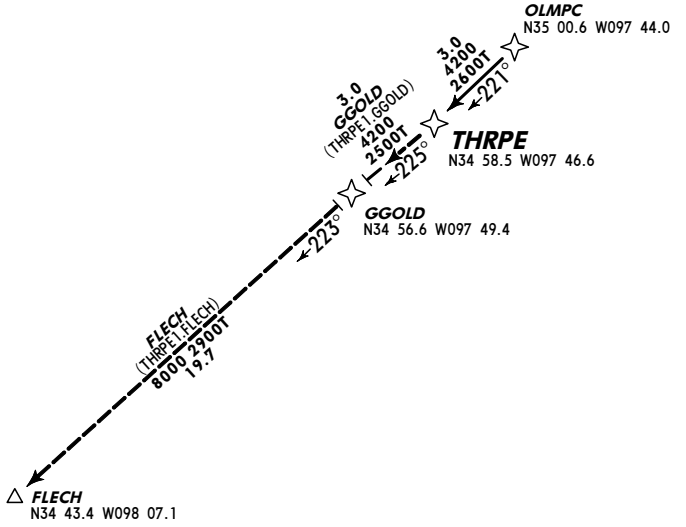
WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

NOT TO SCALE

Direct distance to OLMPC from:
Will Rogers World Apt 24 NM



AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 35L/R: Climb on heading 355° to 1800′, then LEFT turn heading 335° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
ROUTING	
From OLMPC on track 221° to THRPE. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwy 31: Climb heading 310° to 1800′, then heading 310° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then LEFT turn heading 310° or as assigned by ATC. EXPECT RADAR vectors to OLMPC.
ROUTING	
From OLMPC on track 221° to THRPE. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

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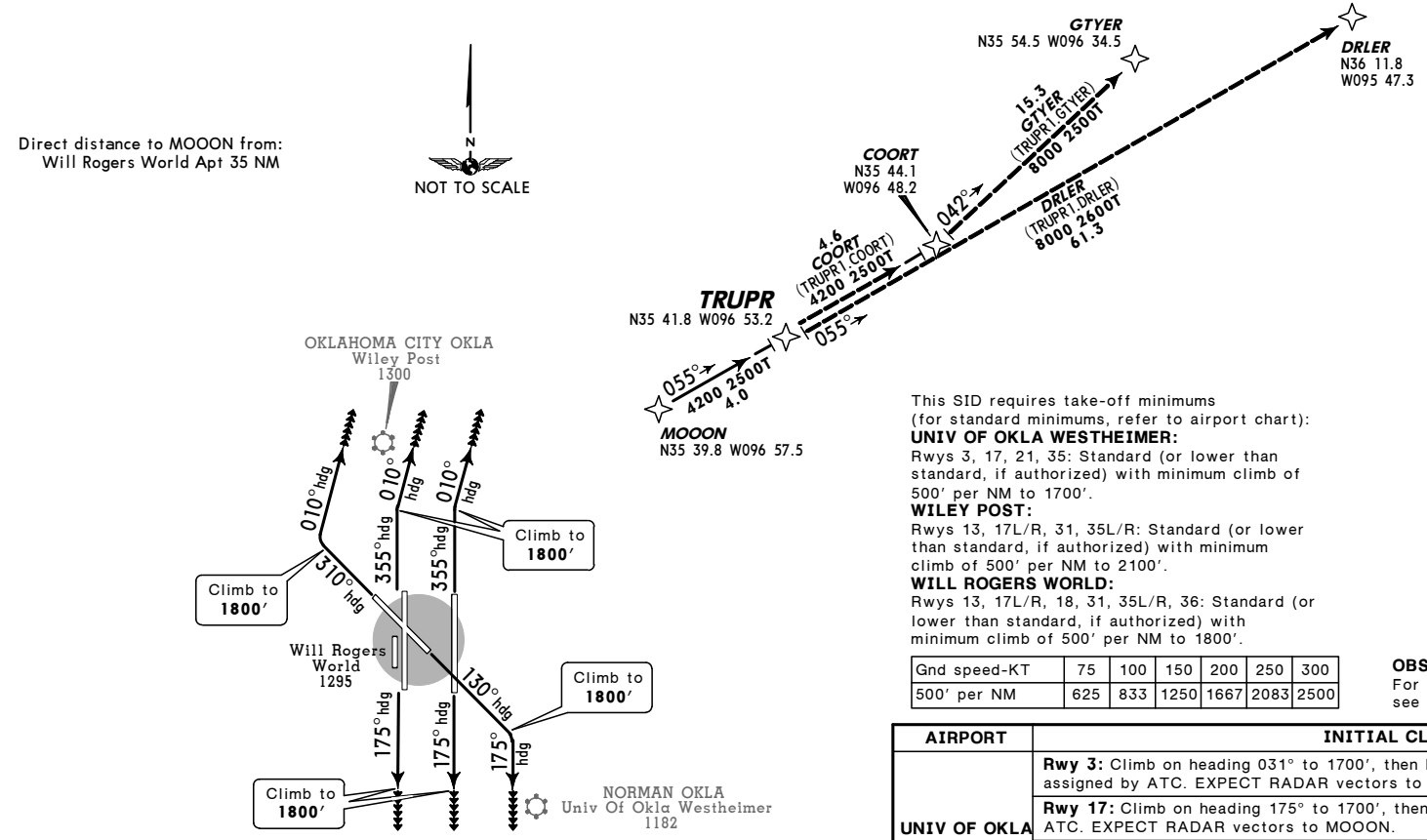
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KOKC/OKC
WILL ROGERS WORLD

OKLAHOMA CITY, OKLA
RNAV SID

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

TRUPR ONE RNAV DEPARTURE (TRUPR1.TRUPR)



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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.

ROUTING

From MOOON on track 055° to TRUPR. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb on heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 17: Climb on heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 21: Climb on heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 35: Climb on heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwys 17L/R: Climb on heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 31: Climb on heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 35L: Climb on heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.
	Rwy 35R: Climb on heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to MOOON.

ROUTING

From MOOON on track 055° to TRUPR. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

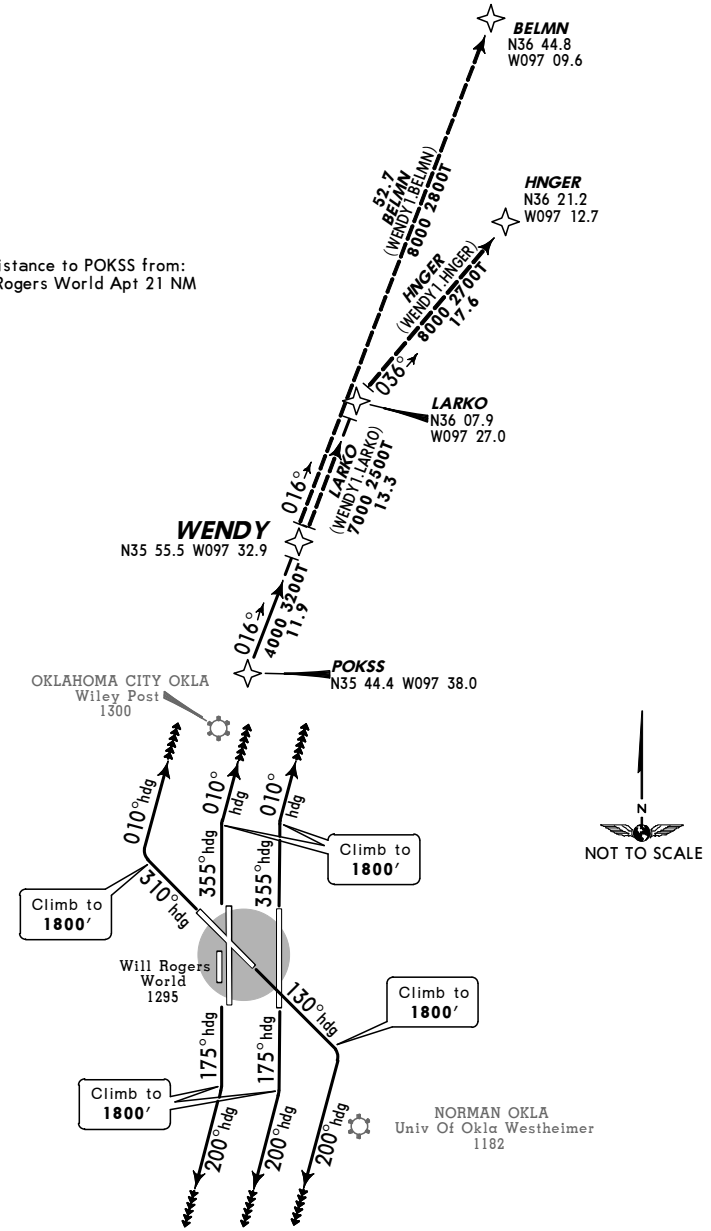
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KOKC/OKC
WILL ROGERS WORLD

OKE CITY Departure (R) 124.6	*Apt Elev See Graphic*	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

WENDY ONE RNAV DEPARTURE (WENDY1.WENDY)



Direct distance to POKSS from:
Will Rogers World Apt 21 NM

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

UNIV OF OKLA WESTHEIMER:
Rwys 3, 17, 21, 35: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1700′.

WILEY POST:
Rwys 13, 17L/R, 31, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2100′.

WILL ROGERS WORLD:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1800′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB
UNIV OF OKLA WESTHEIMER	**Rwy 3:** Climb heading 031° to 1700′, then LEFT turn heading 355° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 17: Climb heading 175° to 1700′, then heading 175° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 21: Climb heading 211° to 1700′, then LEFT turn heading 175° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 35: Climb heading 355° to 1700′, then heading 355° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
WILEY POST	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwys 17L/R: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 35L: Climb heading 355° to 1800′, then heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 35R: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
ROUTING	
From POKSS on track 016° to WENDY. Then on transition. MAINTAIN 3000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

AIRPORT	INITIAL CLIMB
WILL ROGERS WORLD	**Rwy 13:** Climb heading 130° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwys 17L/R, 18: Climb heading 175° to 1800′, then RIGHT turn heading 200° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwy 31: Climb heading 310° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
	Rwys 35L/R, 36: Climb heading 355° to 1800′, then RIGHT turn heading 010° or as assigned by ATC. EXPECT RADAR vectors to POKSS.
ROUTING	
From POKSS on track 016° to WENDY. Then on transition. MAINTAIN 5000′ or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

CHANGES: Reissue.

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TAKEOFF OBSTACLE NOTES

- RWY 35L:
  POST 48' FROM DER, 495' LEFT OF CENTERLINE, 8' AGL/1287' MSL.

- RWY 36:
  OBSTRUCTION LIGHT ON WINDSOCK 674' FROM DER, 152' LEFT OF CENTERLINE, 25' AGL/1295' MSL.

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KOKC/OKC OKLAHOMA CITY, OKLA

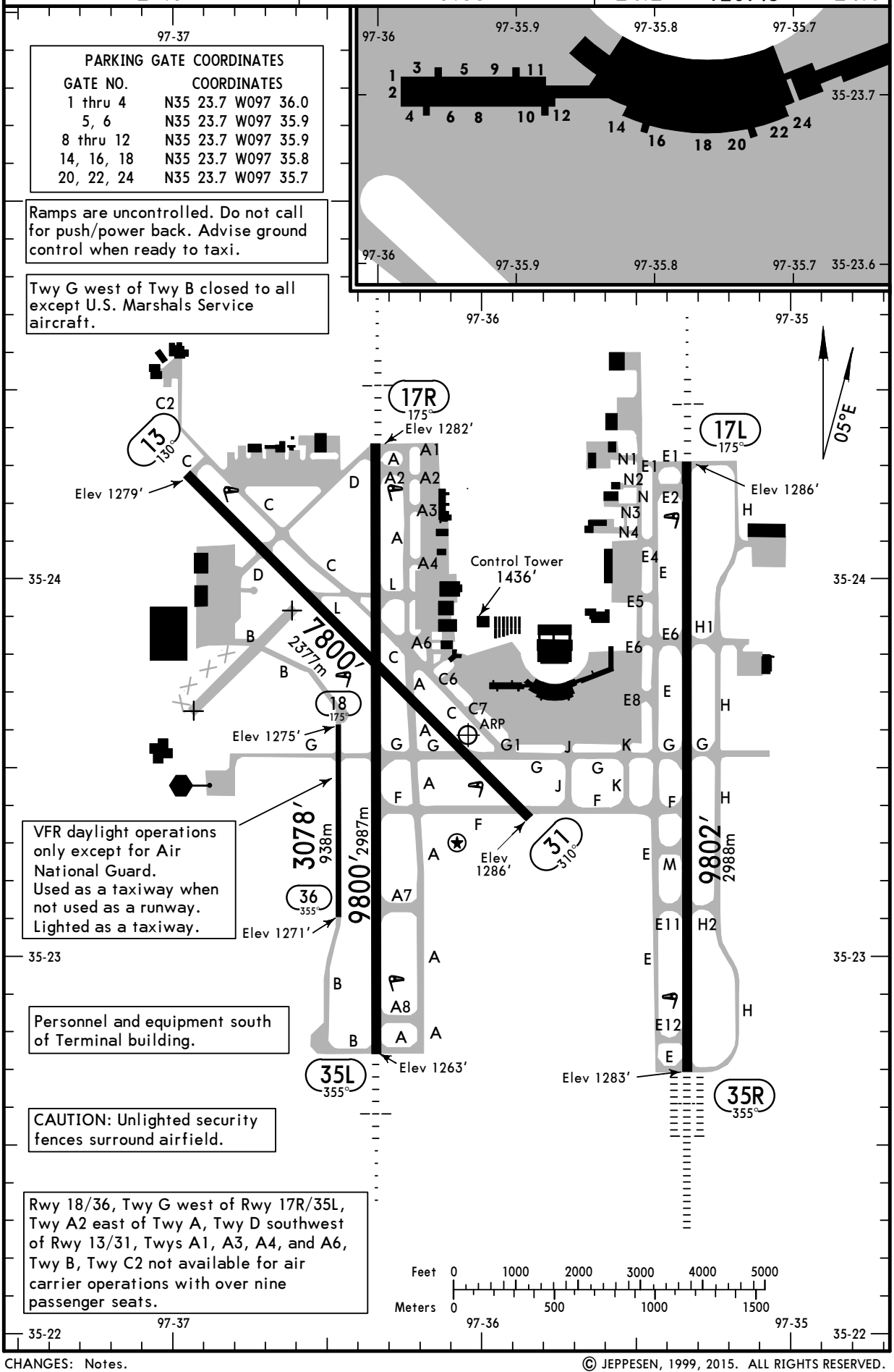
Apt Elev **1295′**
N35 23.6 W097 36.0

JEPPESEN 3 JUL 15 (10-9)

WILL ROGERS WORLD

D-ATIS	ACARS:	ROGERS Clearance (Cpt)
125.85	D-ATIS TWIP PDC	124.35
VOT 112.15 (Limited)		

Ground	Tower	OKE CITY Departure (R)		
		001°-080°	081°-170°	171°-360°
121.9	119.35	124.2	120.45	124.6



CHANGES: Notes.

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KOKC/OKC

OKLAHOMA CITY, OKLA
WILL ROGERS WORLD

GENERAL

Low-level wind shear alert system.
Deer in vicinity of airport.
Terminal Doppler Weather Radar.
Numerous birds on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
13 31	MIRL PAPI-L (angle 3.00°)	grooved				150′ 46m
17R	HIRL CL MALSR ❶ PAPI-L (angle 3.0°)	grooved RVR		8650′ 2637m		150′ 46m
35L	HIRL CL MALSR	grooved RVR		8850′ 2697m		
❶ PAPI unusable 4 degrees right of course.						
17L	HIRL CL MALSR	grooved RVR		8682′ 2646m		150′ 46m
35R	HIRL CL ALSF-II TDZ	grooved RVR		8714′ 2656m		
18 36						75′ 23m

TAKE-OFF

Rwys 17L, 35R

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

Rwys 17R, 35L

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

Rwys 13, 18, 31, 36

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

FOR FILING AS ALTERNATE

	ILS Rwy 17L ILS Rwy 17R ILS Rwy 35L ILS Rwy 35R	RNAV (RNP) Z Rwy 17L RNAV (RNP) Z Rwy 17R RNAV (GPS) Rwy 31 RNAV (GPS) Y Rwy 35R RNAV (RNP) Z Rwy 35L RNAV (RNP) Z Rwy 35R RADAR-1	LOC Rwy 17L LOC Rwy 17R LOC DME Rwy 35L LOC DME Rwy 35R	RNAV (GPS) Rwy 13 RNAV (GPS) Y Rwy 17L RNAV (GPS) Y Rwy 17R RNAV (GPS) Y Rwy 35L	VOR Rwy 17L
A B	600-2	800-2	800-2			1100-2
C	700-2					1100-3
D	800-2 1/4		800-2 1/4			

AMEND 2

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 (11-1) Eff 24 Jul

OKLAHOMA CITY, OKLA ILS or LOC Rwy 17L

BRIEFING STRIP ™

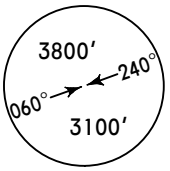
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IEXR	Final Apch Crs	GS HANGS	ILS DA(H)	Apt Elev 1295'
110.9	175°	3000' (1714')	1486' (200')	Rwy 17L 1286'

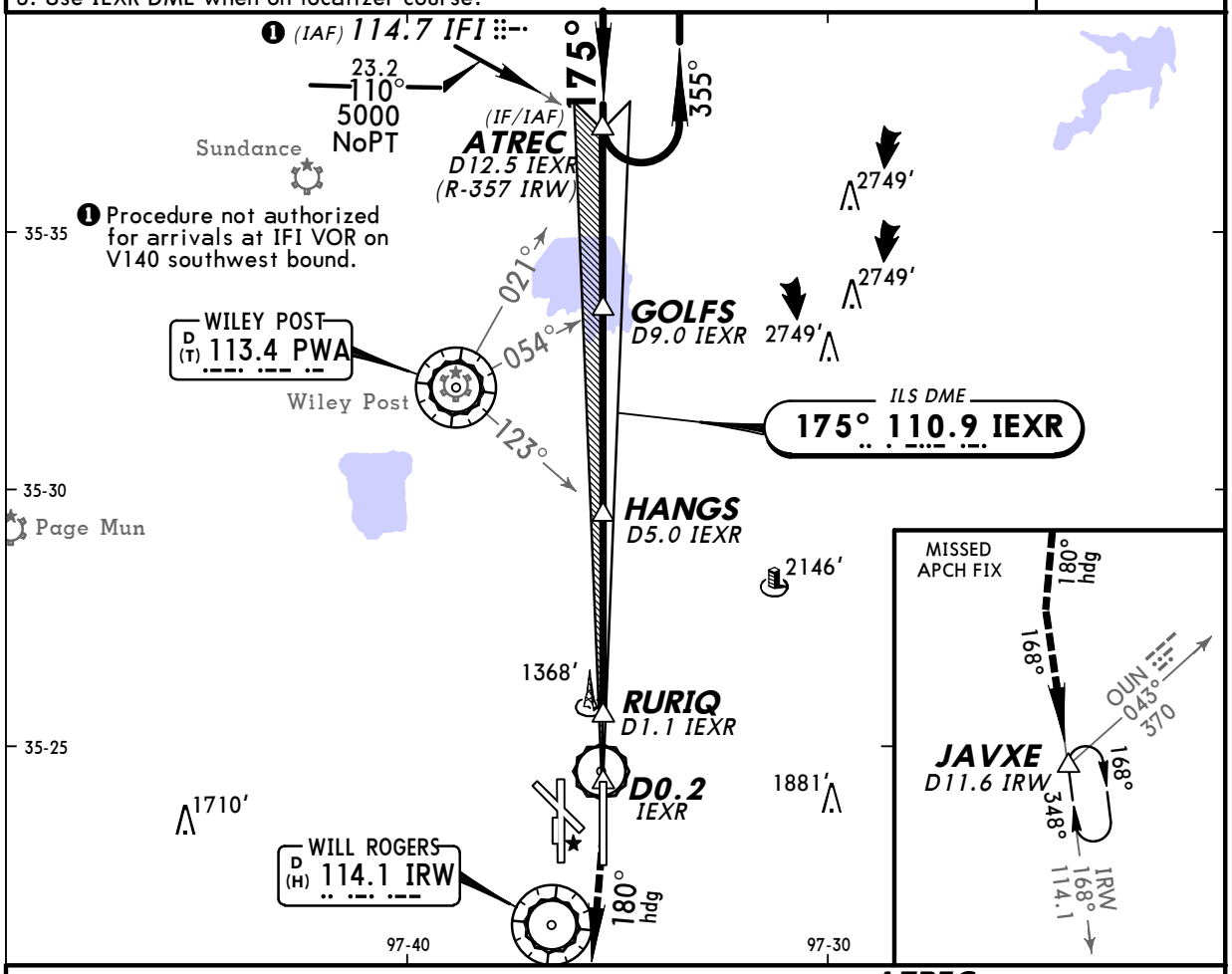
MISSED APCH: Climb to 5000' on heading 180° and outbound on IRW VOR R-168 to JAVXE INT/D11.6 IRW and hold, continue climb-in-hold to 5000'.

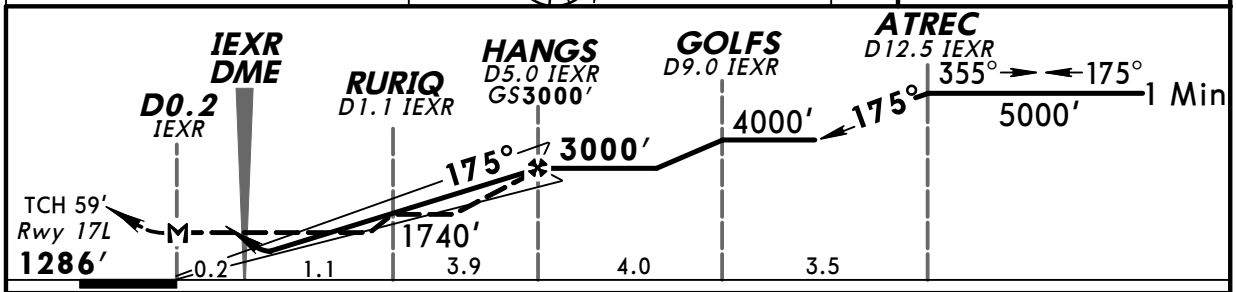
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. ADF or DME required. 2. Simultaneous approach authorized with Rwy 17R.
3. Use IEXR DME when on localizer course.



MSA IRW VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IEXR or HANGS to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR

5000' on 180° hdg on IRW 114.1 R-168 JAVXE

TERPS STRAIGHT-IN LANDING RWY17L

CIRCLE-TO-LAND

	ILS DA(H) 1486' (200') FULL	ILS DA(H) 1486' (200') RAIL or ALS out	LOC (GS out) MDA(H) 1680' (394') With RURIQ RAIL out	LOC (GS out) MDA(H) 1680' (394') With RURIQ ALS out	LOC (GS out) MDA(H) 1740' (454') Without RURIQ RAIL out	LOC (GS out) MDA(H) 1740' (454') Without RURIQ ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2
B						
C			RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8	RVR 45 or 7/8
D						

Max Kts	MDA(H)
90	1740' (445') - 1
120	1760' (465') - 1
140	1960' (665') - 1 3/4
165	2000' (705') - 2 1/4

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 (11-2) Eff 24 Jul

OKLAHOMA CITY, OKLA ILS or LOC Rwy 17R

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

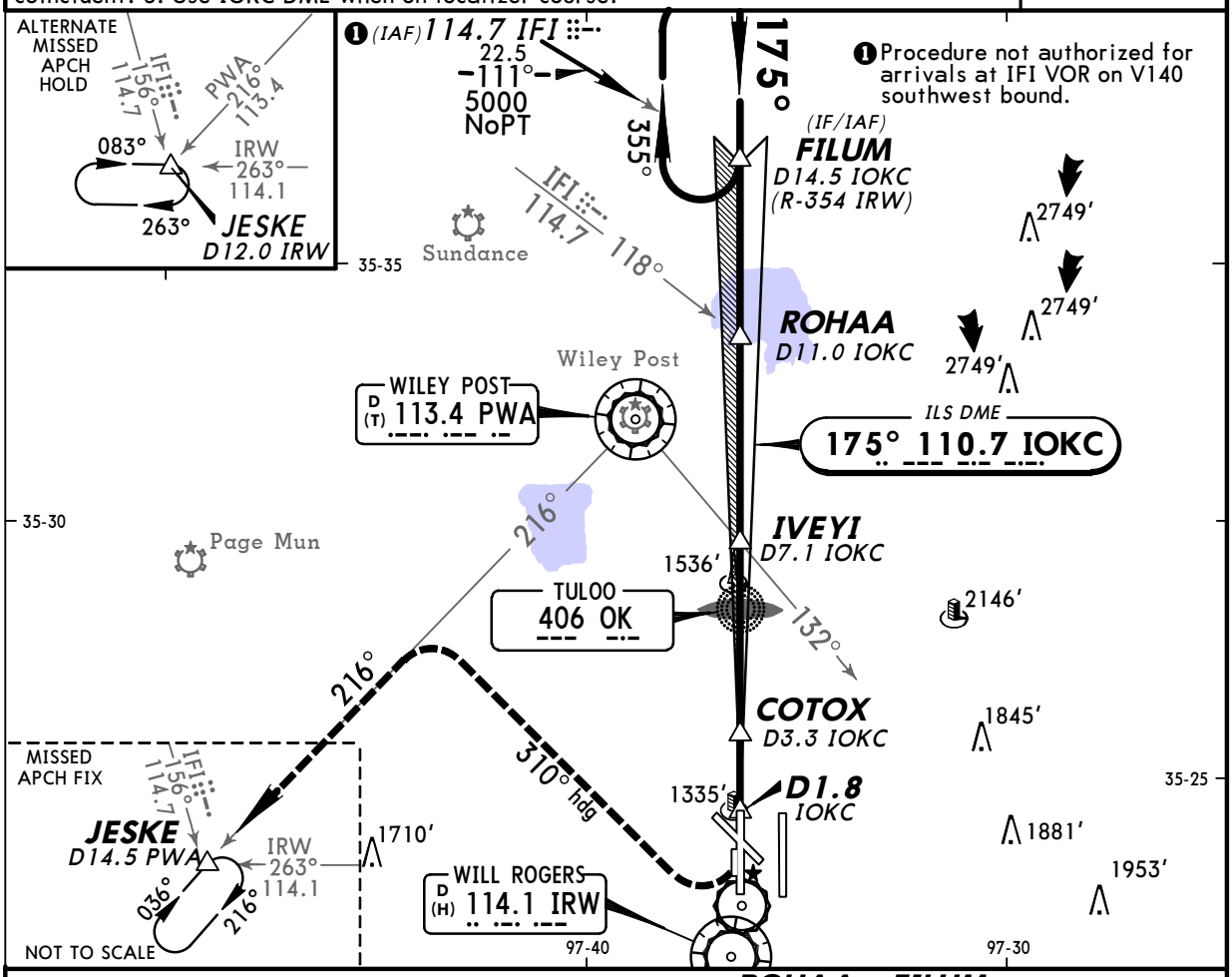
LOC IOKC	Final Apch Crs	GS IVEYI	ILS DA(H)	Apt Elev 1295′
110.7	175°	3000′ (1718′)	1482′ (200′)	Rwy 17R 1282′

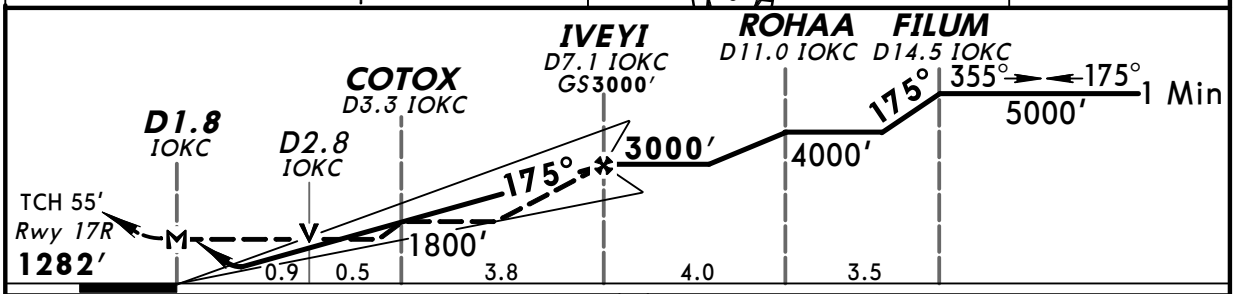
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ on heading 310° and outbound on PWA VOR R-216 to JESKE INT/D14.5 PWA and hold, or as directed by ATC.

3800′ 240° 060° 3100′
MSA IRW VOR

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

1. Simultaneous approach authorized with Rwy 17L. 2. VGSI and ILS glidepath not coincident. 3. Use IOKC DME when on localizer course.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.8 IOKC or IVEYI to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

2000′ ↑

3000′ RT on 310° hdg on PWA 113.4 R-216

TERPS STRAIGHT-IN LANDING RWY 17R

	ILS DA(H) 1482′ (200′) FULL	ILS DA(H) 1482′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1640′ (358′) With COTOX RAIL out	LOC (GS out) MDA(H) 1640′ (358′) With COTOX ALS out	LOC (GS out) MDA(H) 1800′ (518′) Without COTOX	LOC (GS out) Without COTOX RAIL out	LOC (GS out) Without COTOX ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C			RVR 30 or 5/8		RVR 55 or 1	1 1/4	1 3/8
D							

CIRCLE-TO-LAND

Max Kts	With COTOX MDA(H)	Without COTOX MDA(H)
90	1740′ (445′) - 1	1800′ (505′) - 1
120	1760′ (465′) - 1	
140	1960′ (665′) - 1 3/4	1960′ (665′) - 1 3/4
165	2000′ (705′) - 2 1/4	2000′ (705′) - 2 1/4

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 12 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-3)

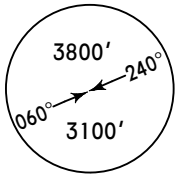
OKLAHOMA CITY, OKLA ILS or LOC DME Rwy 35L

BRIEFING STRIP™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC ILIK	Final Apch Crs	GS BRIGE	ILS DA(H)	Apt Elev 1295′
110.7	355°	3000′ (1737′)	1463′ (200′)	Rwy 35L 1263′

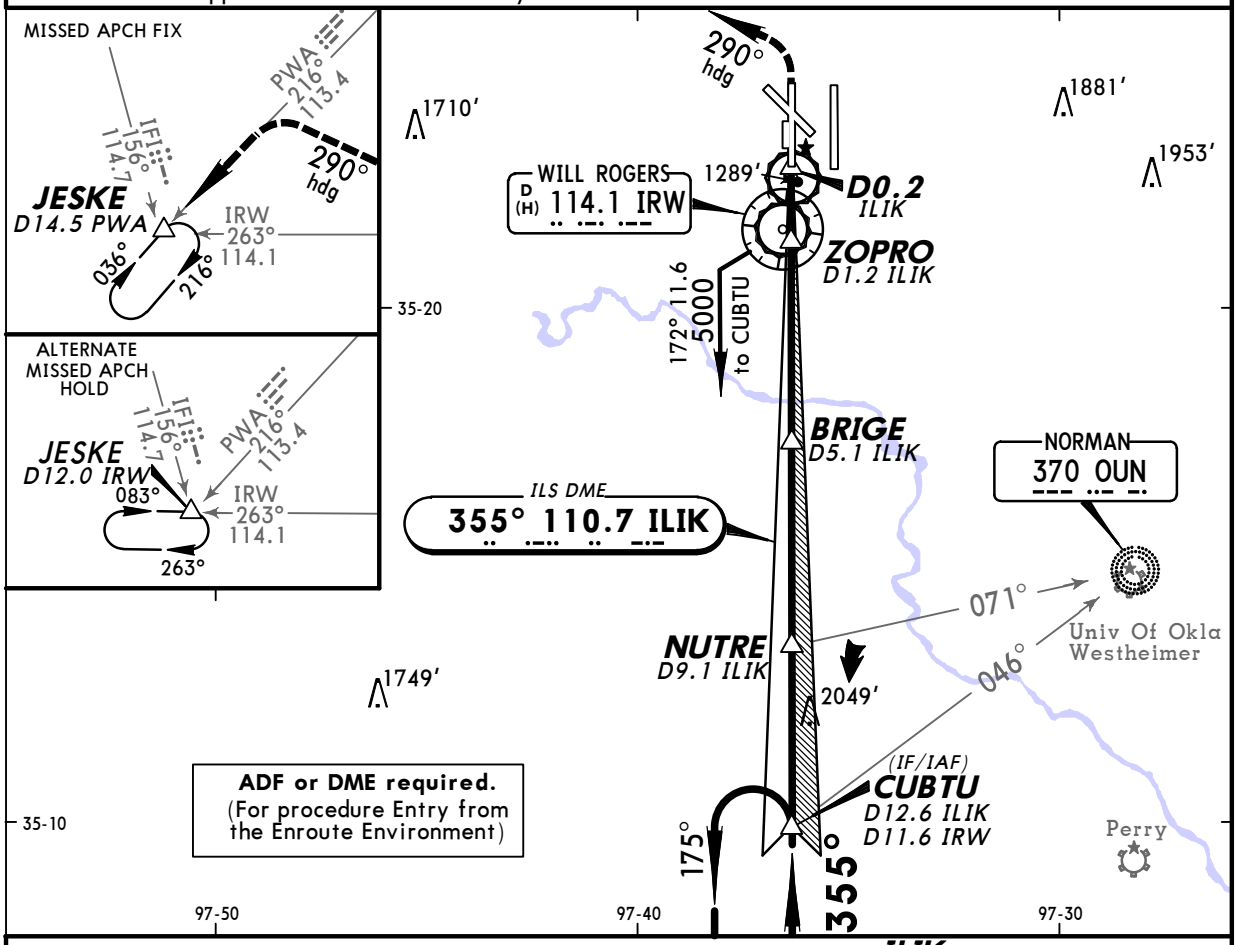
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ on heading 290° and outbound on PWA VOR R-216 to JESKE INT/ D14.5 PWA and hold, or as directed by ATC.

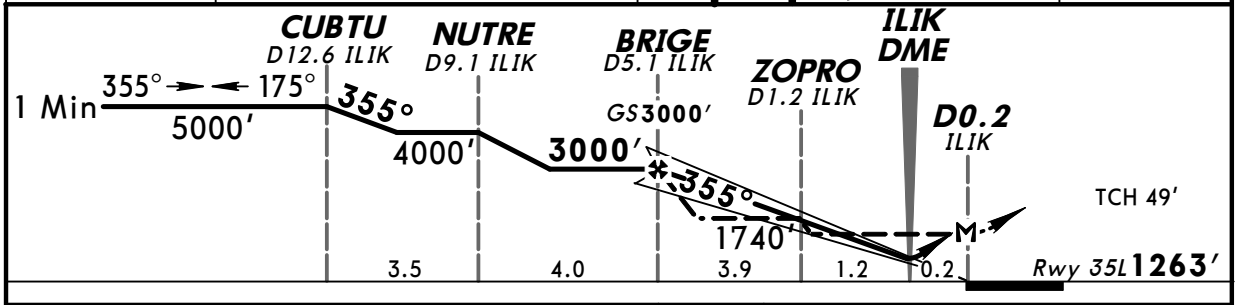


MSA IRW VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 35R. 2. Use ILIK DME when on localizer course.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 ILIK						

MALSR | 2000′ | 3000′ LT on 290° hdg

TERPS STRAIGHT-IN LANDING RWY35L

	ILS DA(H) 1463′ (200′) FULL	ILS DA(H) 1463′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 1640′ (377′)	LOC (GS out) MDA(H) 1640′ (377′) RAIL out	LOC (GS out) MDA(H) 1640′ (377′) ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B					
C			RVR 35 or ⅝		
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′) - 1
120	1760′ (465′) - 1
140	1960′ (665′) - 1¾
165	2000′ (705′) - 2¼

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 2 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-4)

OKLAHOMA CITY, OKLA ILS or LOC DME Rwy 35R

BRIEFING STRIP ™

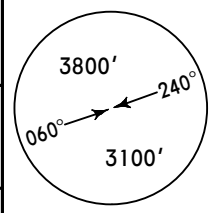
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IRGR	Final Apch Crs	GS OVDIE	ILS DA(H)	Apt Elev 1295′
110.9	355°	2900′ (1617′)	1483′ (200′)	Rwy 35R 1283′

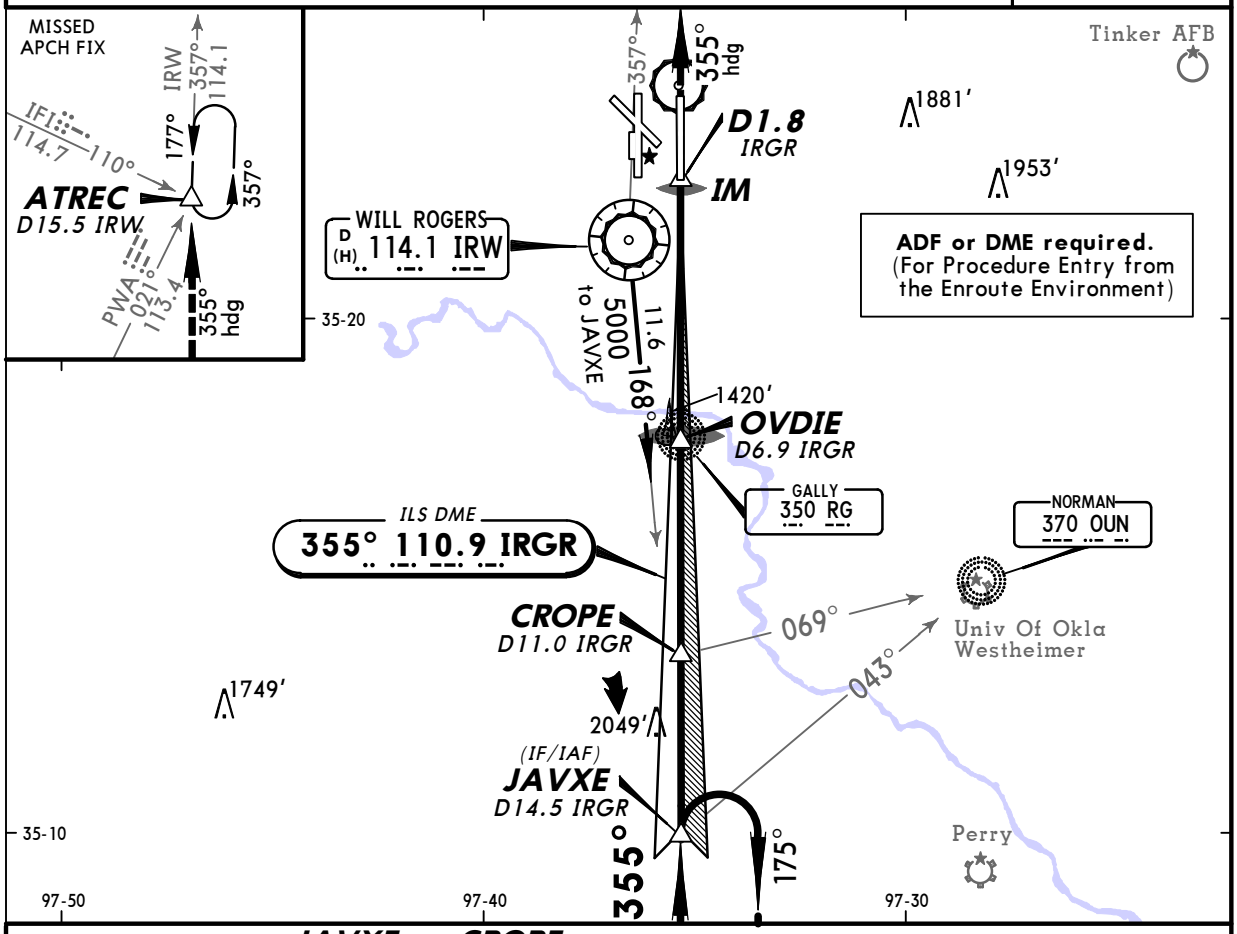
MISSED APCH: Climb to 5000′ on heading 355° and outbound on IRW VOR R-357 to ATREC INT/D15.5 IRW and hold, continue climb-in-hold to 5000′.

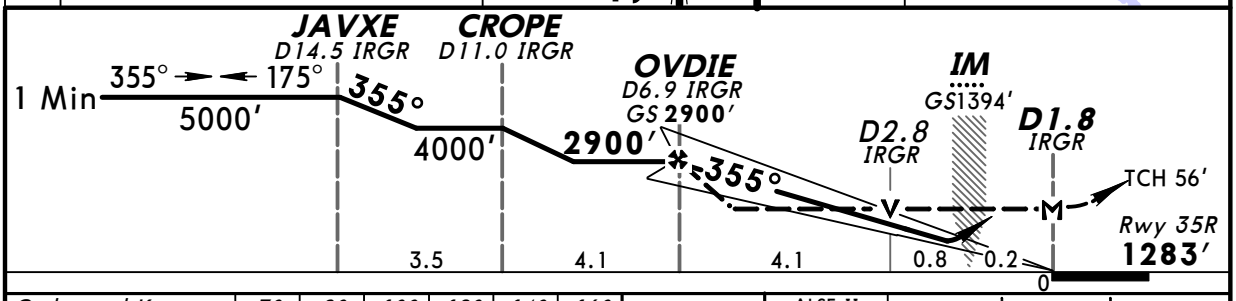
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwy 35L. 2. Use IRGR DME when on localizer course.



MSA IRW VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.90°	359	462	513	616	718	821
MAP at D1.8 IRGR						

ALSF-II

5000′ on 355° hdg on IRW 114.1 R-357

TERPS STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 1483′ (200′)			LOC (GS out) MDA(H) 1640′ (357′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1 3/4
165	2000′ (705′)-2 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-4A)

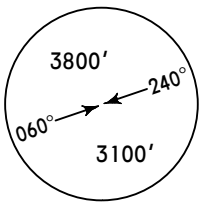
OKLAHOMA CITY, OKLA ILS Rwy 35R CAT II

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 1295′
IRGR 110.9	355°	OVDIE 2900′ (1617′)	RA 121′ DA(H) 1383′ (100′)	Rwy 35R 1283′

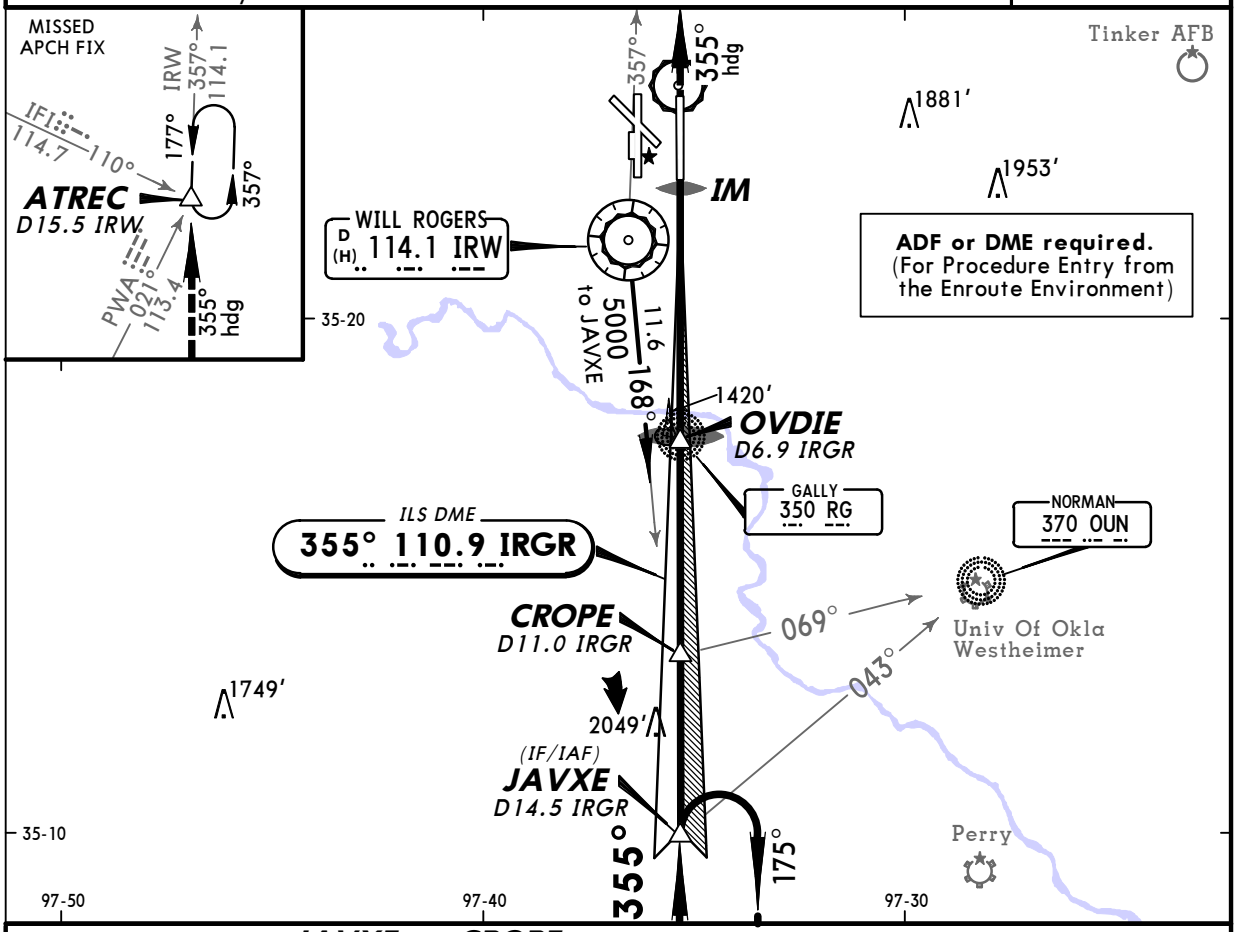
MISSED APCH: Climb to 5000′ on heading 355° and outbound on IRW VOR R-357 to ATREC INT/D15.5 IRW and hold, continue climb-in-hold to 5000′.

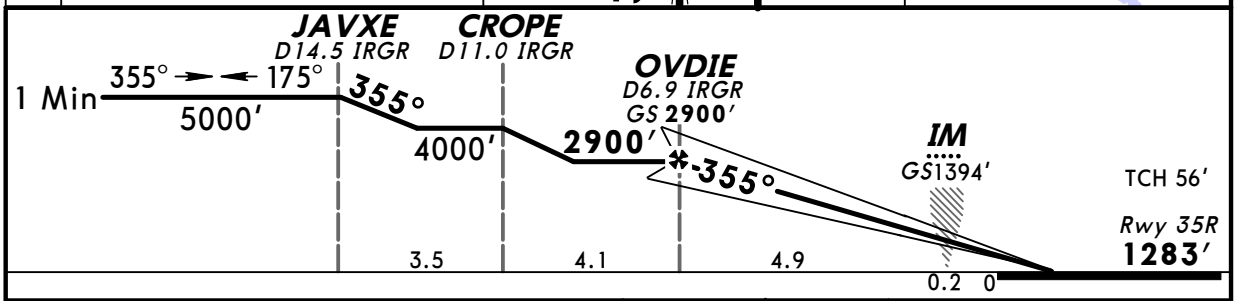


MSA IRW VOR

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

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 35L. 3. Use IRGR DME when on localizer course.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.90°	359	462	513	616	718	821

ALSF-II

5000′ on 355° hdg on IRW 114.1 R-357

TERPS

STRAIGHT-IN LANDING RWY **35R**
CAT II ILS

RA 121′
DA(H) **1383′** (100′)

RVR 12

TERPS AMEND 10 24 JUL 2014

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (11-5)

OKLAHOMA CITY, OKLA ILS Rwy 35R SA CAT I

BRIEFING STRIP ™

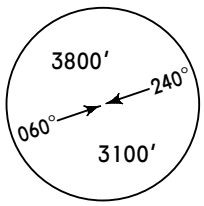
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

LOC IRGR	Final Apch Crs	GS	SA CAT I ILS	Apt Elev / Rwy 35R
110.9	355°	OVDIE 2900′ (1617′)	RA 178′ DA(H) 1433′ (150′)	Apt Elev 1295′ / Rwy 35R 1283′

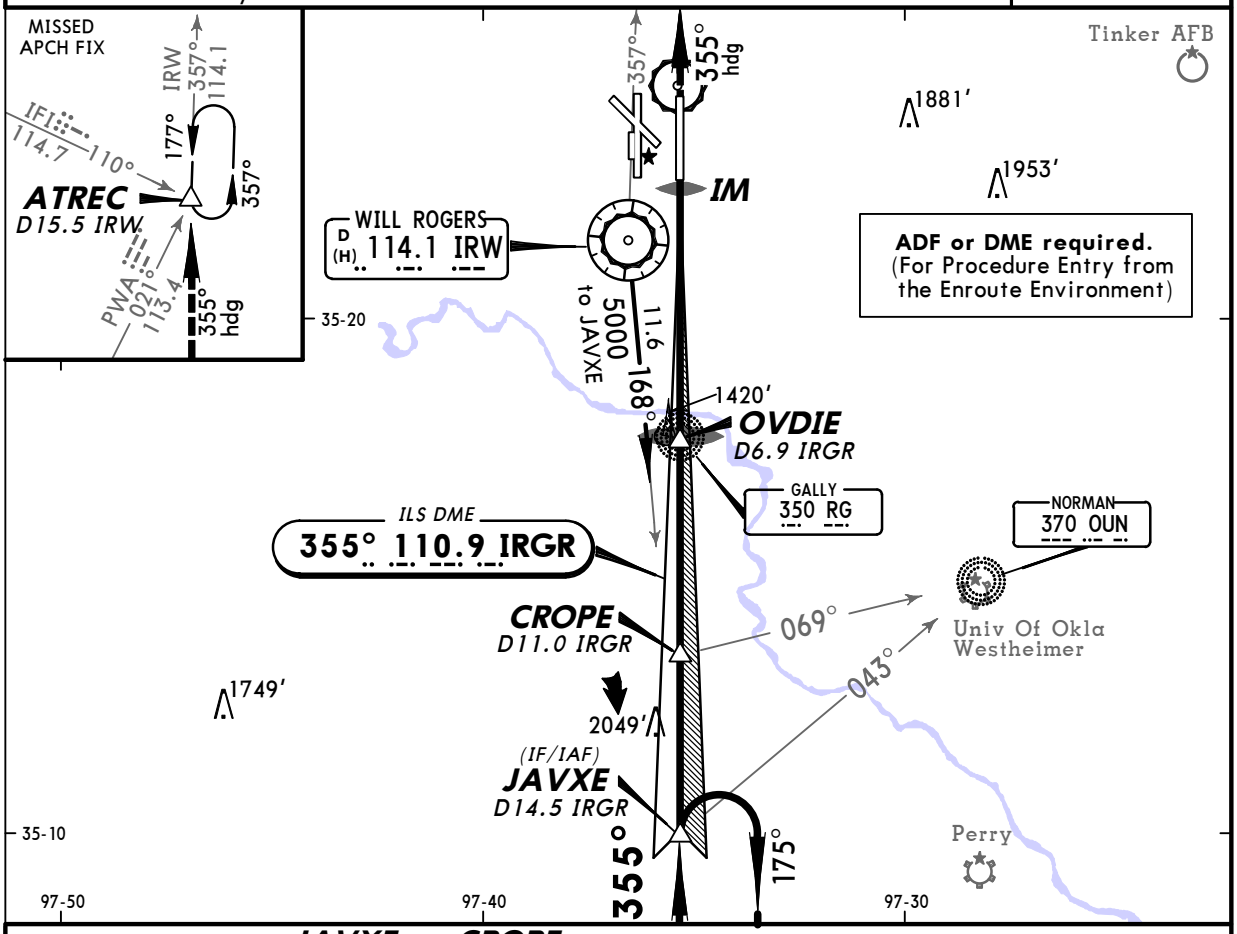
MISSED APCH: Climb to 5000′ on heading 355° and outbound on IRW VOR R-357 to ATREC INT/D15.5 IRW and hold, continue climb-in-hold to 5000′.

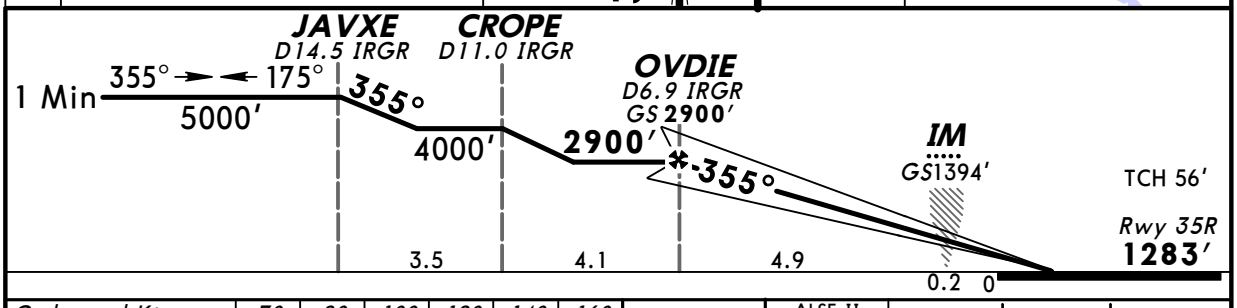
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 35L. 3. Use IRGR DME when on localizer course.



MSA IRW VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.90°	359	462	513	616	718	821

ALSF-II

5000′ on 355° hdg on IRW 114.1 R-357

TERPS STRAIGHT-IN LANDING RWY 35R

1 SA CAT I ILS
RA 178′
DA(H) 1433′ (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 10 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-1)

OKLAHOMA CITY, OKLA RNAV (GPS) Rwy 13

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

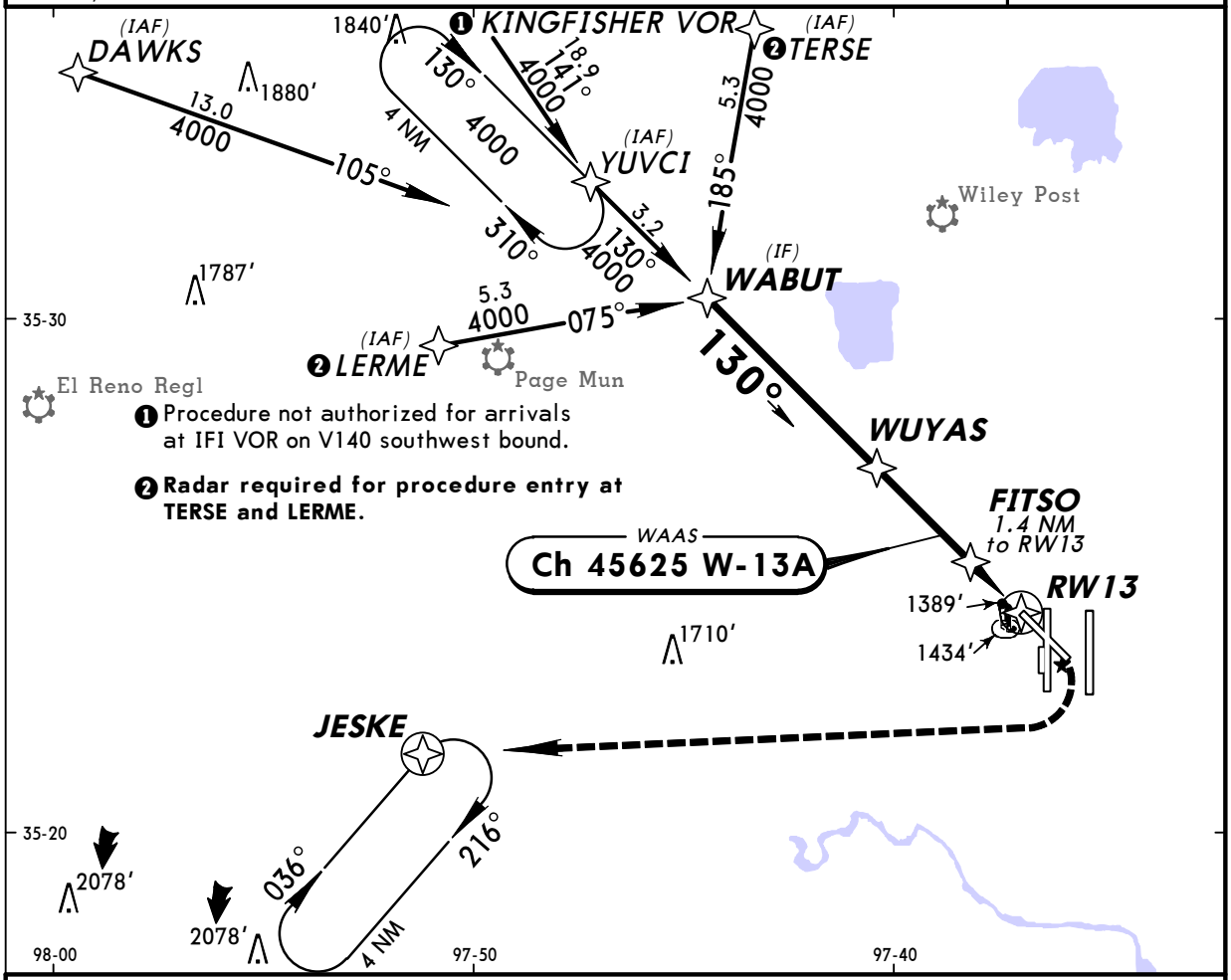
WAAS	Final Apch Crs	Minimum Alt WUYAS	LP MDA(H)	Apt Elev 1295′
Ch 45625 W-13A	130°	2600′ (1321′)	1640′ (361′)	TDZE 1279′

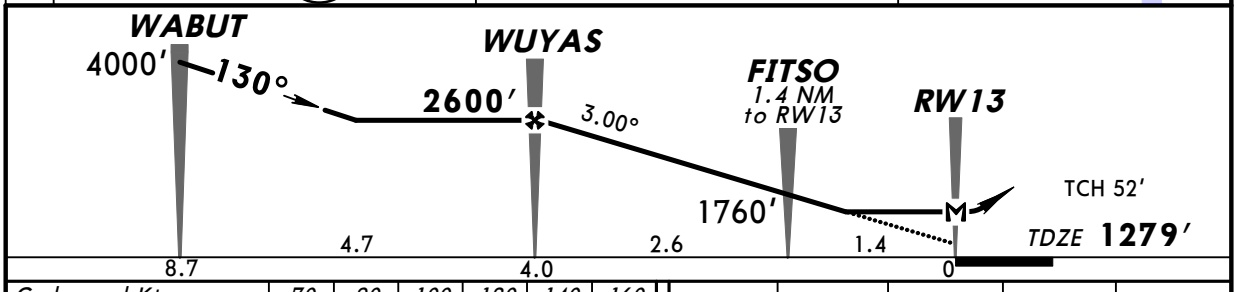
MISSED APCH: Climb to 1700′ then climbing RIGHT turn to 3000′ direct JESKE and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized.

3800′
MSA RW13





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW13							

PAPI-L | 1700′ ↑ | 3000′ RT | D | JESKE

TERPS STRAIGHT-IN LANDING RWY 13

	LP MDA(H) 1640′ (361′)	LNAV MDA(H) 1700′ (421′)
A	1	1
B		
C		1¼
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1¾
165	2000′ (705′)-2¼

TERPS AMEND 3 24 JUL 2014

CHANGES: Reissue.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-2)

OKLAHOMA CITY, OKLA
RNAV (GPS) Y Rwy 17L

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

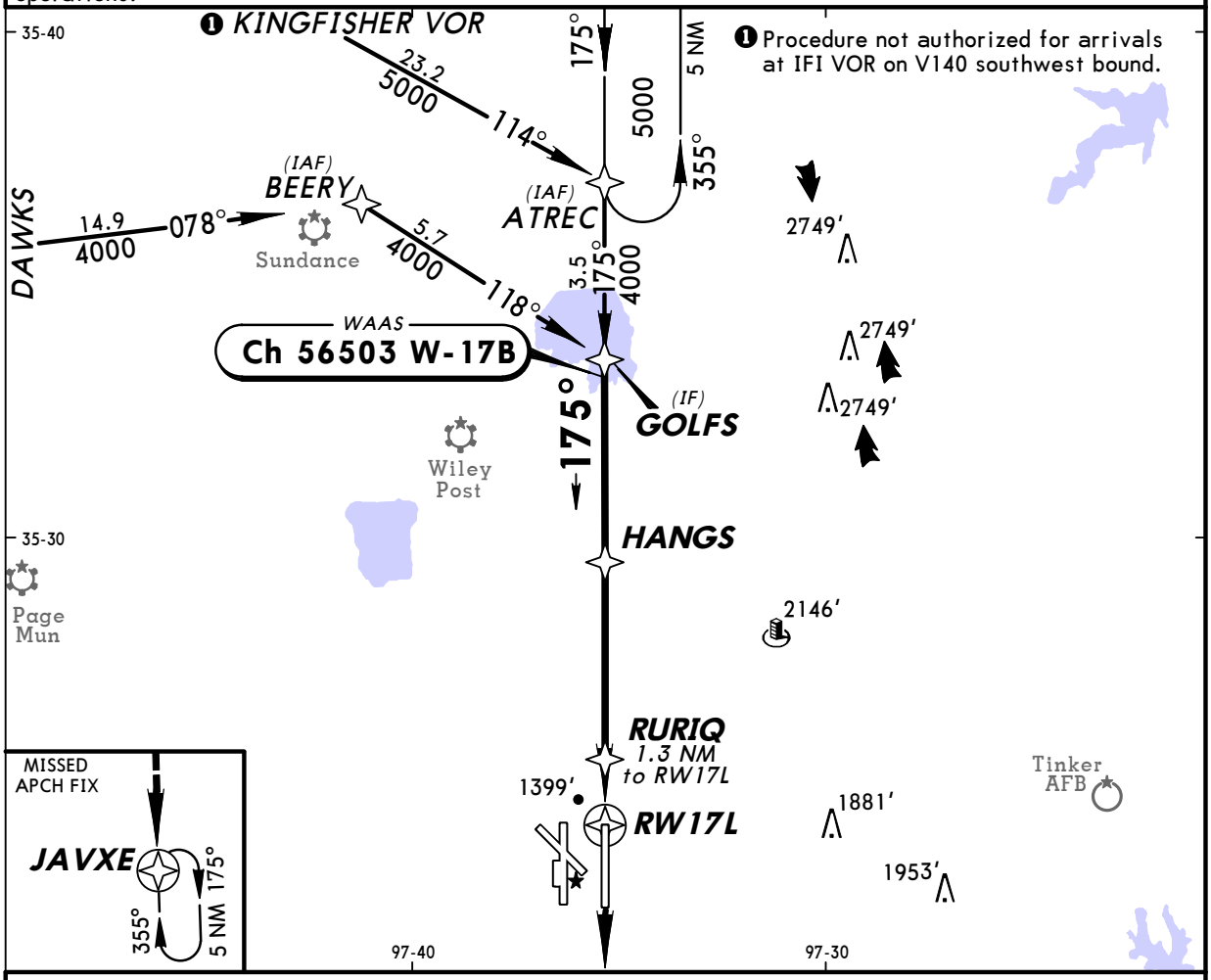
WAAS	Final Apch Crs	Minimum Alt HANGS	LPV DA(H)	Apt Elev 1295′
Ch 56503 W-17B	175°	3000′ (1714′)	1486′ (200′)	Rwy 17L 1286′

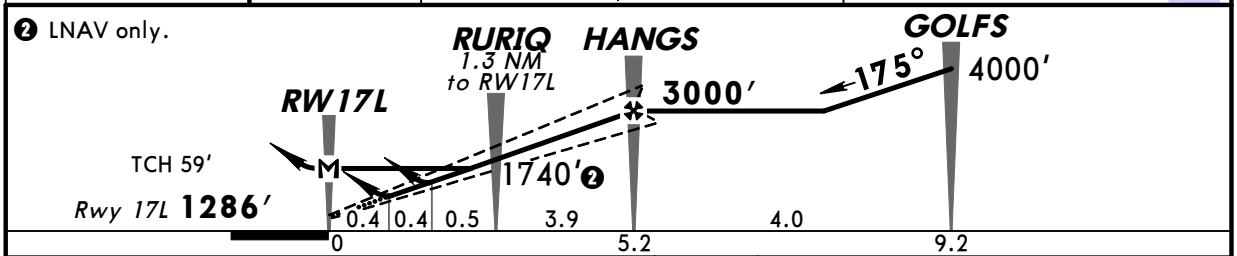
MISSED APCH: Climb to 5000′ direct JAVXE and hold, continue climb-in-hold to 5000′.

3800′
MSA RW17L

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 17R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17L						

MALSR 5000′ JAVXE

TERPS STRAIGHT-IN LANDING RWY 17L — CIRCLE-TO-LAND

	LPV DA(H) 1486′ (200′)		LNAV/VNAV DA(H) 1589′ (303′)			1 LNAV MDA(H) 1660′ (374′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 35 or 5/8		
D								

Max Kts	MDA(H)
90	1740′ (445′) - 1
120	1760′ (465′) - 1
140	1960′ (665′) - 1¾
165	2000′ (705′) - 2¼

1 Not authorized during simultaneous operations.

TERPS AMEND 3 24 JUL 2014

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-3)

OKLAHOMA CITY, OKLA RNAV (GPS) Y Rwy 17R

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy 17R
Ch 50102 W-17A	175°	IVEYI 3000′ (1718′)	1482′ (200′)	Apt Elev 1295′ / Rwy 17R 1282′

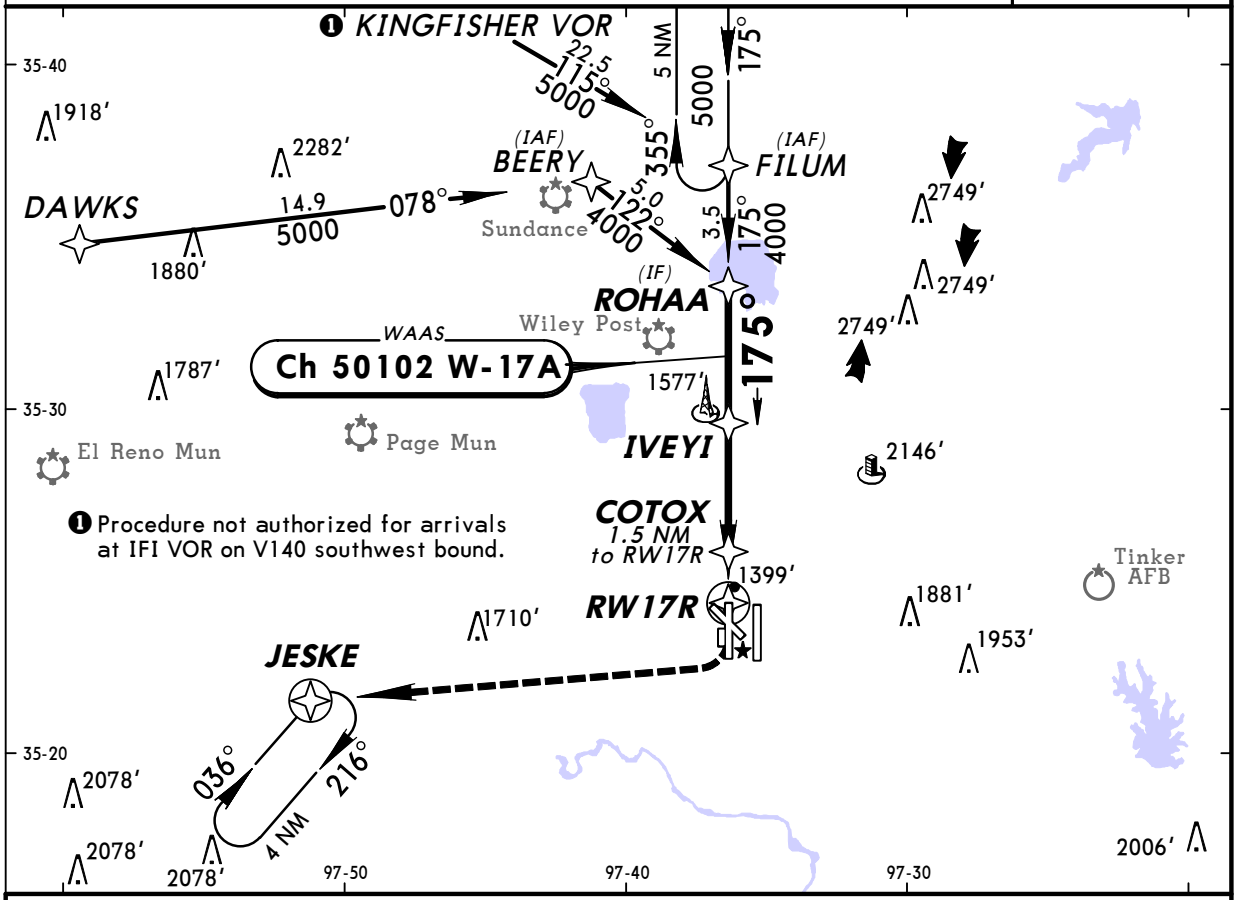
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct JESKE and hold.

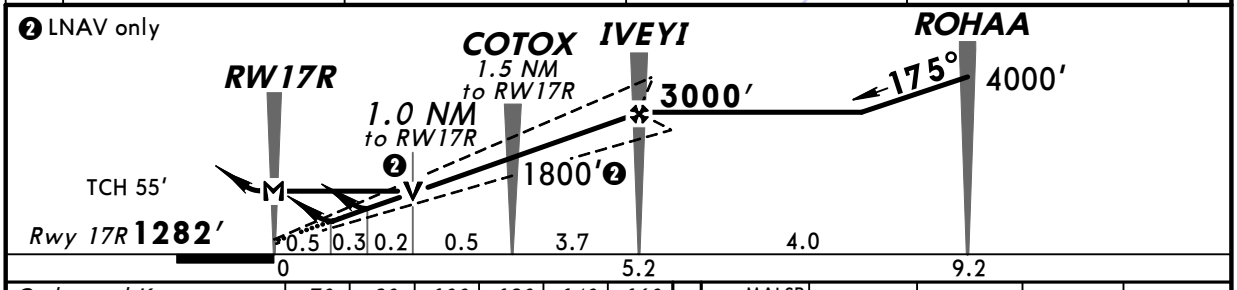
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 17L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3800′

MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17R						

MALSR PAPI 2000′ 3000′ RT D JESKE

STRAIGHT-IN LANDING RWY 17R

	LPV DA(H) 1482′ (200′)		LNAV/VNAV DA(H) 1598′ (316′)		1 LNAV MDA(H) 1660′ (378′)	
	RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 26 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4
B						
C				RVR 50 or 1	RVR 35 or 5/8	RVR 55 or 1
D						

1 Not authorized during simultaneous operations

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1 3/4
165	2000′ (705′)-2 1/4

TERPS AMEND 4 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 (12-4) Eff 24 Jul

OKLAHOMA CITY, OKLA RNAV (GPS) Rwy 31

BRIEFING STRIP™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

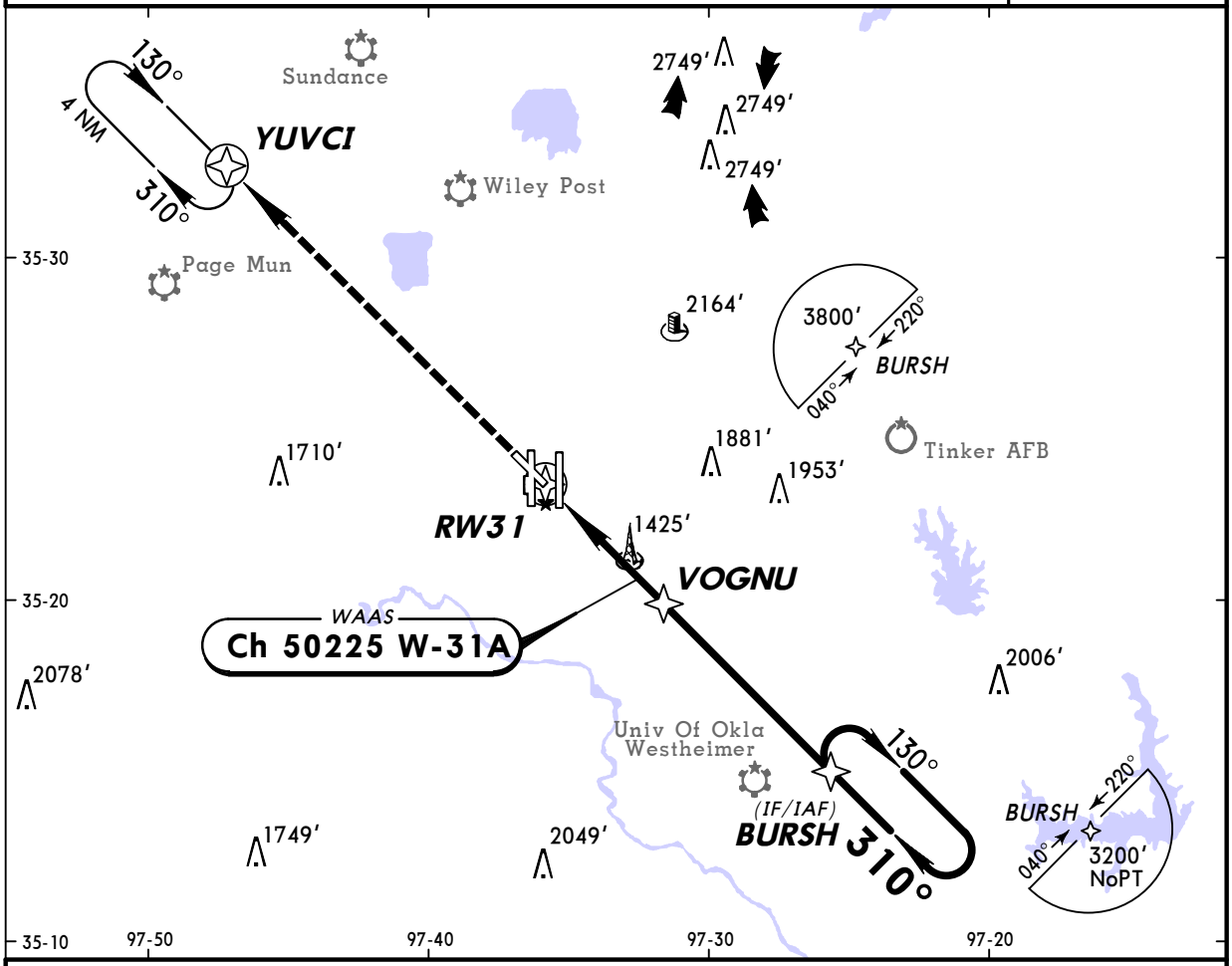
WAAS	Final Apch Crs	Minimum Alt	LP MDA(H)	Apt Elev 1295′
Ch 50225 W-31A	310°	VOGNU 2900′ (1614′)	1680′ (394′)	Rwy 31 1286′

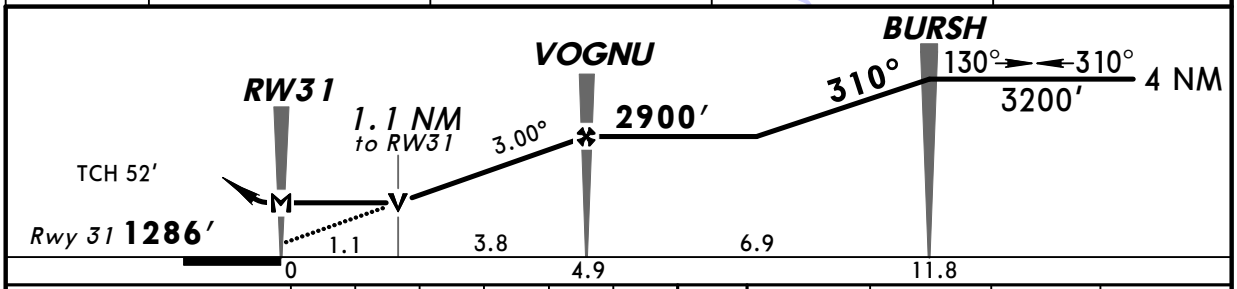
TAA
30 NM
IAF

MISSED APCH: Climb to 3600′ direct YUVCI and hold.

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

1. DME/DME RNP-0.30 not authorized.





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at RW31							

PAPI-L 3600′ D YUVCI

TERPS STRAIGHT-IN LANDING RWY 31

	LP MDA(H) 1680′ (394′)	LNAV MDA(H) 1700′ (414′)
A	1	1
B		
C	1⅛	1⅛
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1760′ (465′)-1½
165	1860′ (565′)-2

TERPS AMEND 1 25 AUG 2011

CHANGES: Profile note removed.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-5)

OKLAHOMA CITY, OKLA RNAV (GPS) Y Rwy 35L

BRIEFING STRIP™

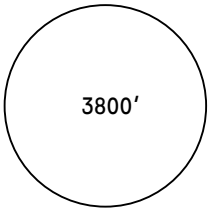
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1295′
Ch 56202 W-35A	355°	BRIGE 3000′ (1723′)	1477′ (200′)	TDZE 1277′

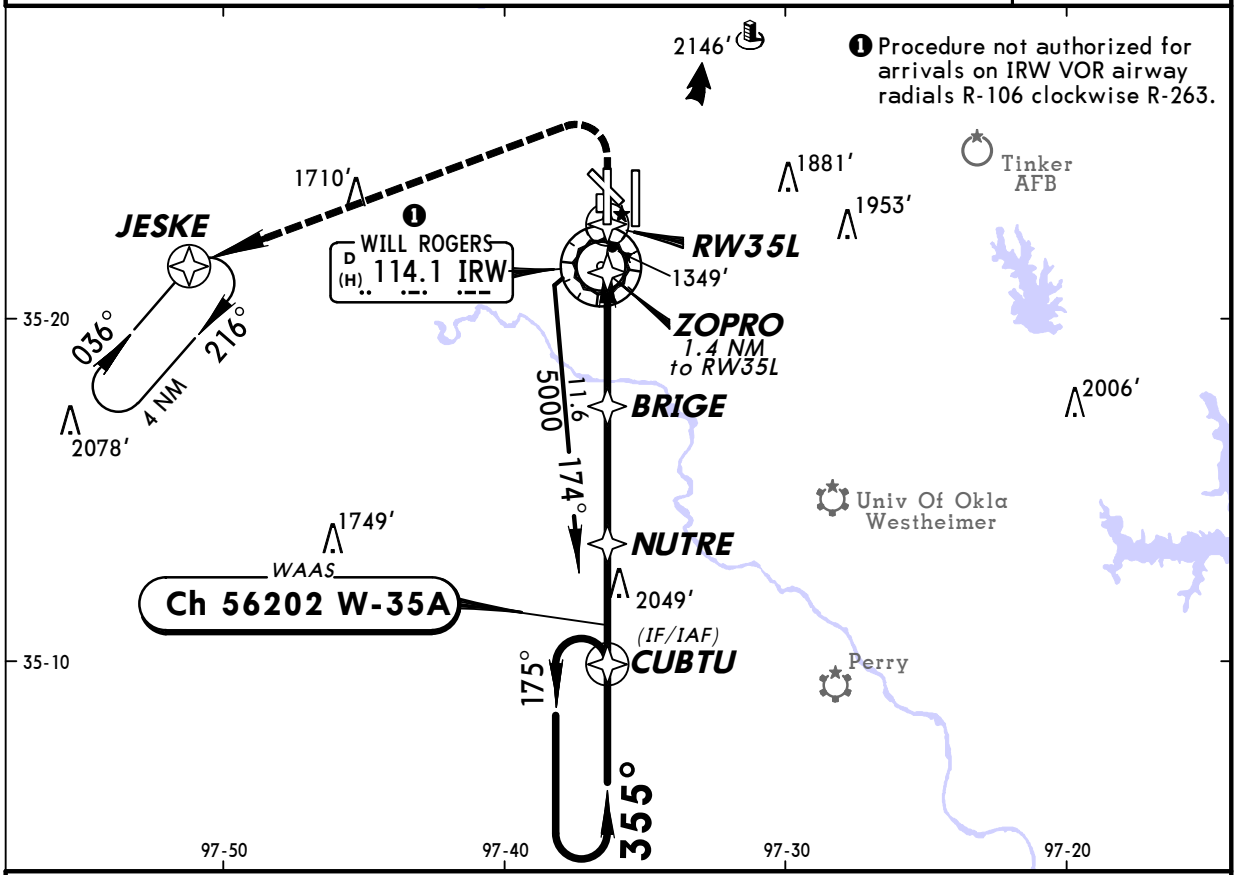
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 5000′ direct JESKE and hold.

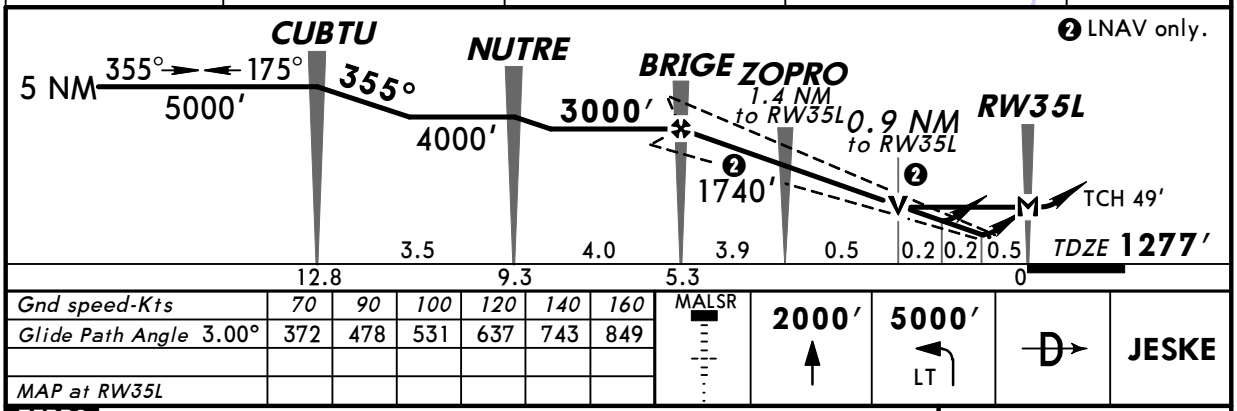
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW35L





Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000′	5000′ LT	D	JESKE
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW35L											

TERPS STRAIGHT-IN LANDING RWY 35L

	LPV DA(H) 1477′ (200′)		LNAV/VNAV DA(H) 1544′ (267′)		❶ LNAV MDA(H) 1600′ (323′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C					RVR 26 or 1/2		RVR 50 or 1
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1 3/4
165	2000′ (705′)-2 1/4

❶ Not authorized during simultaneous operations

TERPS AMEND 4 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-6)

OKLAHOMA CITY, OKLA RNAV (GPS) Y Rwy 35R

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

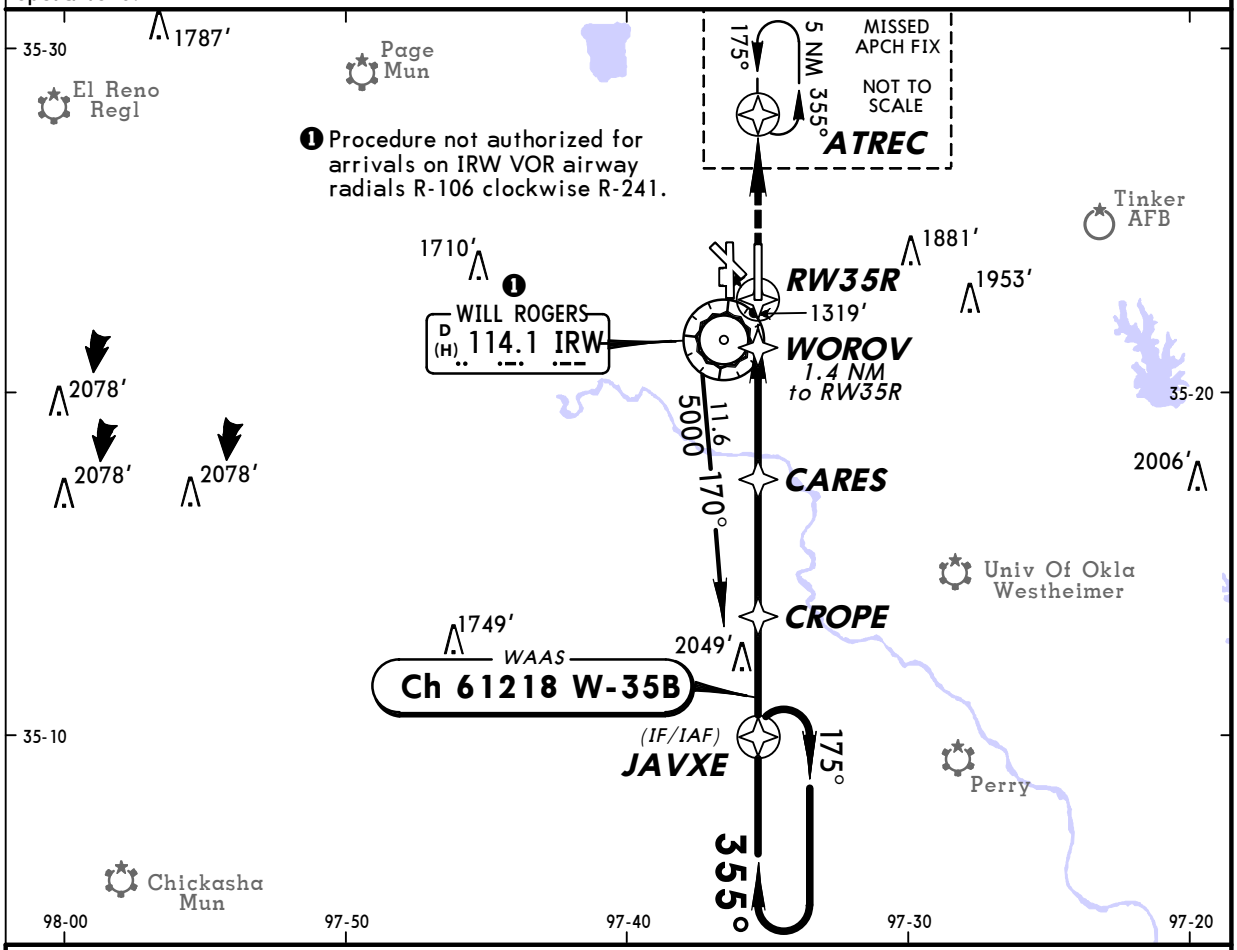
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / Rwy 35R
Ch 61218 W-35B	355°	CARES 3000′ (1717′)	1483′ (200′)	Apt Elev 1295′ / Rwy 35R 1283′

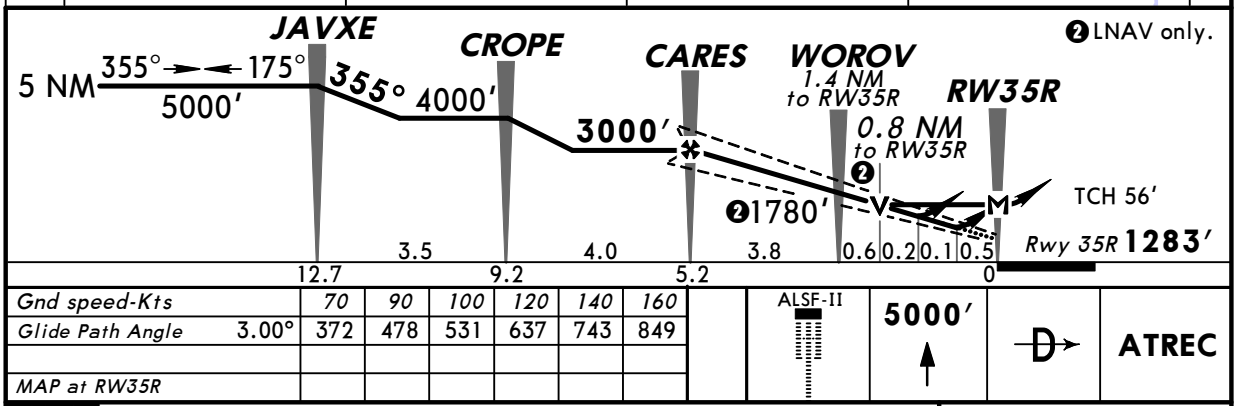
MISSED APCH: Climb to 5000′ direct ATREC and hold, continue climb-in-hold to 5000′.

3800′ MSA RW35R

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35L.
4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW35R							

ALSF-II 5000′ D ATREC

TERPS STRAIGHT-IN LANDING RWY 35R

	LPV DA(H) 1483′ (200′)		LNAV/VNAV DA(H) 1533′ (250′)		1 LNAV MDA(H) 1580′ (297′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B						
C						RVR 45 or ⅞
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (445′)-1
120	1760′ (465′)-1
140	1960′ (665′)-1¾
165	2000′ (705′)-2¼

1 Not authorized during simultaneous operations.

TERPS AMEND 3 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-20)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 17L

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

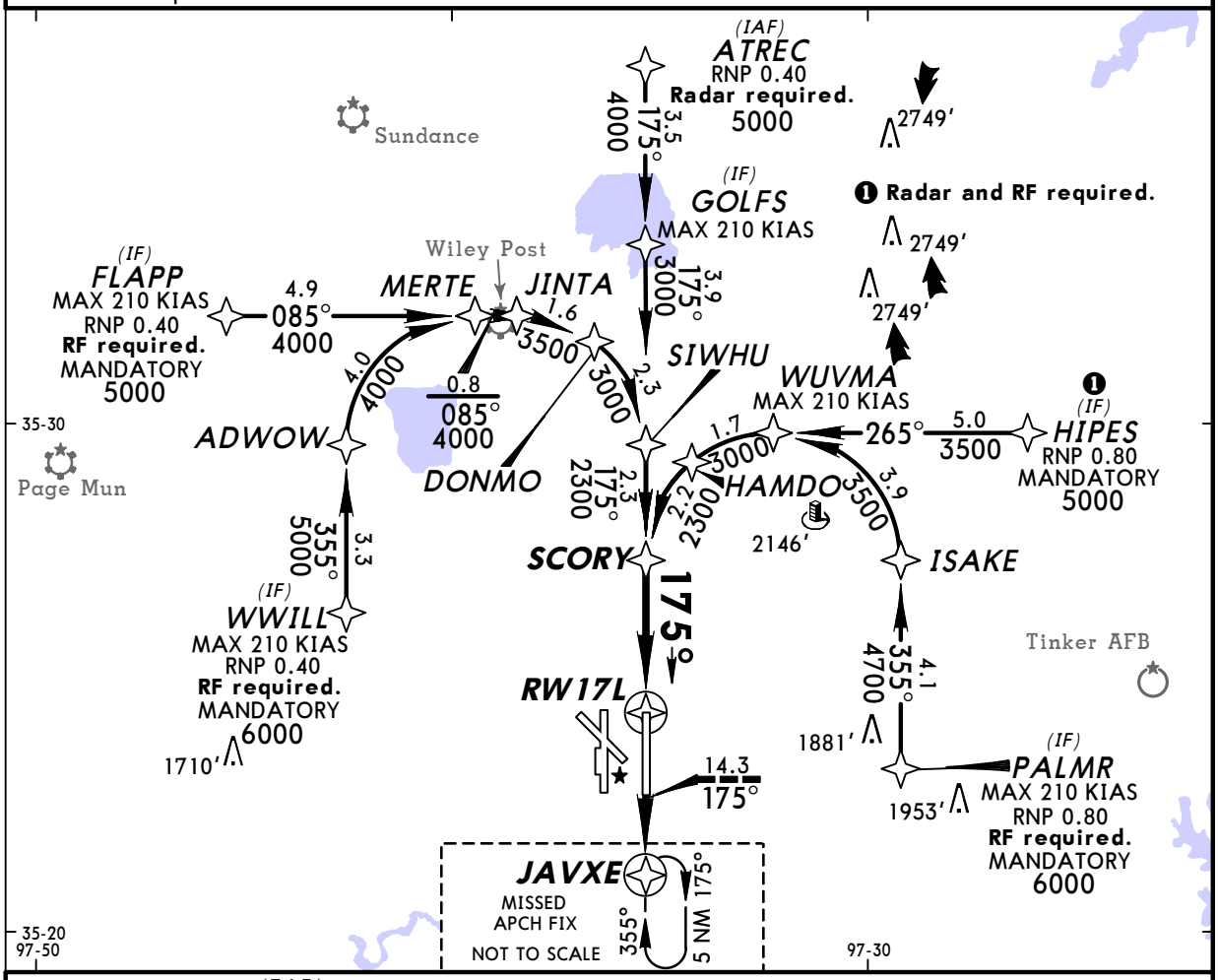
RNAV	Final Apch Crs	Minimum Alt SCORY	RNP 0.11 DA(H)	Apt Elev 1295′ / Rwy 17L 1286′
	175°	2300′ (1014′)	1554′ (268′)	

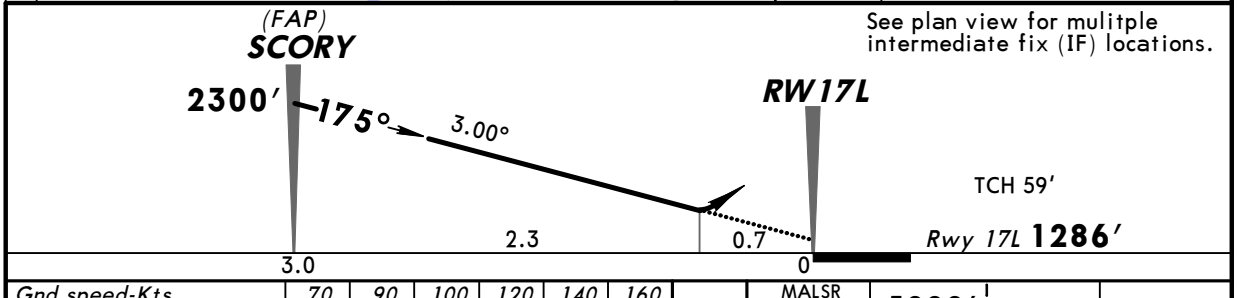
MISSED APCH: Climb to 5000′ on track 175° to JAVXE and hold, continue climb-in-hold to 5000′.

3800′
MSA RW17L

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 17R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR

5000′ on 175° JAVXE

TERPS STRAIGHT-IN LANDING RWY 17L

TERPS AMEND 3 24 JUL 2014

	RNP 0.11 DA(H) 1554′ (268′)		RNP 0.20 DA(H) 1642′ (356′)		RNP 0.30 DA(H) 1723′ (437′)	
		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out
A B C D	RVR 24 or 1/2	RVR 45 or 7/8	RVR 34 or 5/8	RVR 57 or 1 1/8	RVR 49 or 7/8	1 3/8

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 18 JUL 14 Eff 24 Jul (12-21)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 17R

BRIEFING STRIP™

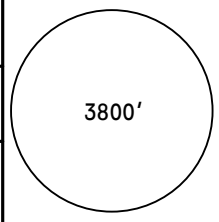
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

RNAV	Final Apch Crs	Minimum Alt JILDI	RNP 0.20 DA(H)	Apt Elev 1295′
	175°	2300′ (1018′)	1559′ (277′)	Rwy 17R 1282′

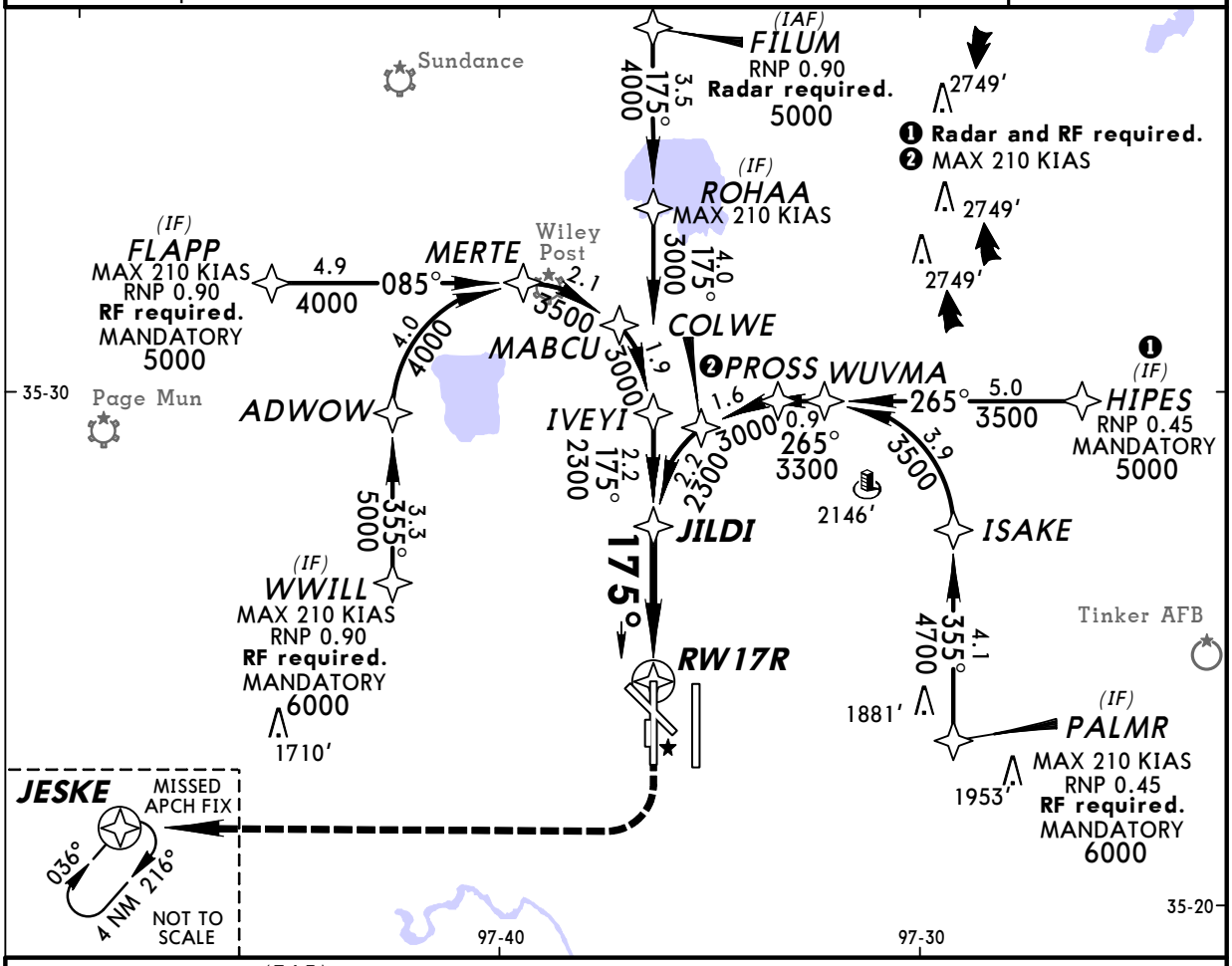
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct JESKE and hold.

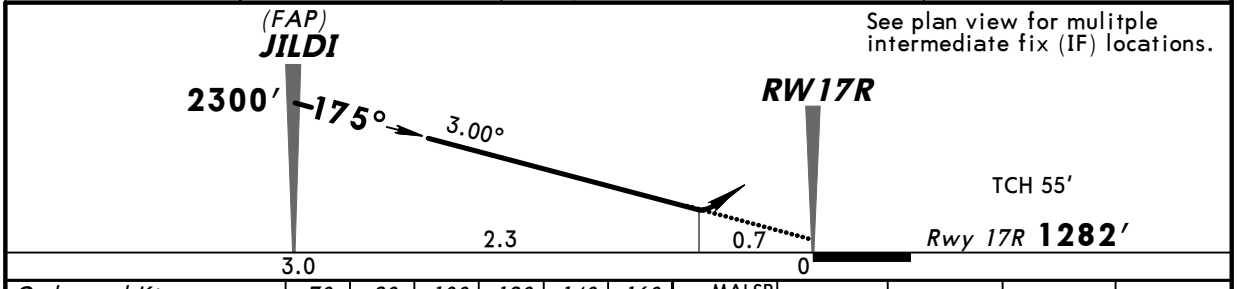
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 17L. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW17R





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

MALSR PAPI | 2000′ | 3000′ RT | D | JESKE

TERPS

STRAIGHT-IN LANDING RWY 17R

	RNP 0.20 DA(H) 1559′ (277′)		RNP 0.30 DA(H) 1675′ (393′)	
		RAIL or ALS out		RAIL or ALS out
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 41 or 3/4	1 1/4
B				
C				
D				

TERPS AMEND 1 24 JUL 2014

CHANGES: Procedure.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-22)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 35L

BRIEFING STRIP ™

D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

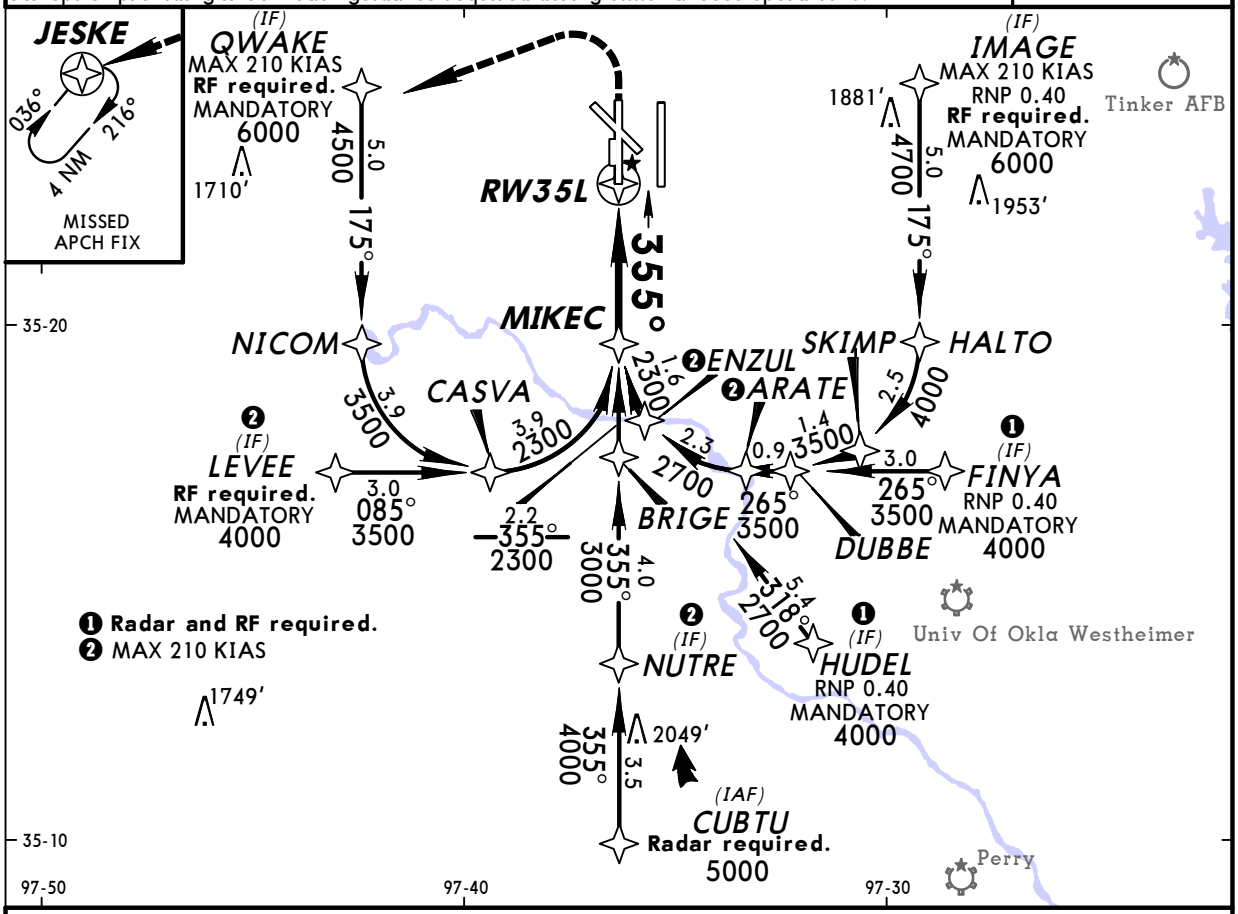
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / Rwy 35L
	355°	MIKEC 2300′ (1037′)	1633′ (370′)	1295′ / 1263′

MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct JESKE and hold.

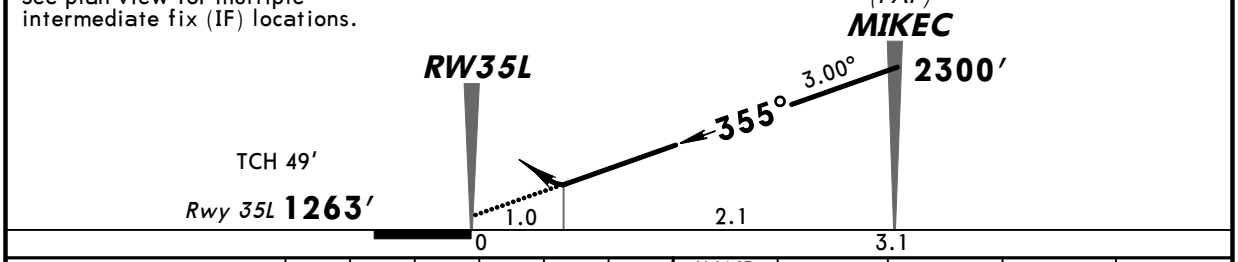
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F).
4. Simultaneous approach authorized with Rwy 35R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3800′
MSA RW35L



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts		70	90	100	120	140	160	MALSR	2000′	3000′ LT	D	JESKE
Descent Angle	3.00°	372	478	531	637	743	849					
MAP at DA												

TERPS

STRAIGHT-IN LANDING RWY **35L**
RNP 0.30
DA(H) **1633′** (370′)

TERPS AMEND 1 24 JUL 2014

	RAIL or ALS out
A	
B	
C	RVR 38 or ¾ — 1¼
D	

CHANGES: Reissue.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 12 SEP 14 (12-23)

OKLAHOMA CITY, OKLA RNAV (RNP) Z Rwy 35R

BRIEFING STRIP ™

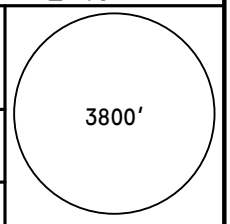
D-ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.16 DA(H)	Apt Elev / Rwy 35R
	355°	CARLY 2300′ (1017′)	1559′ (276′)	Apt Elev 1295′ / Rwy 35R 1283′

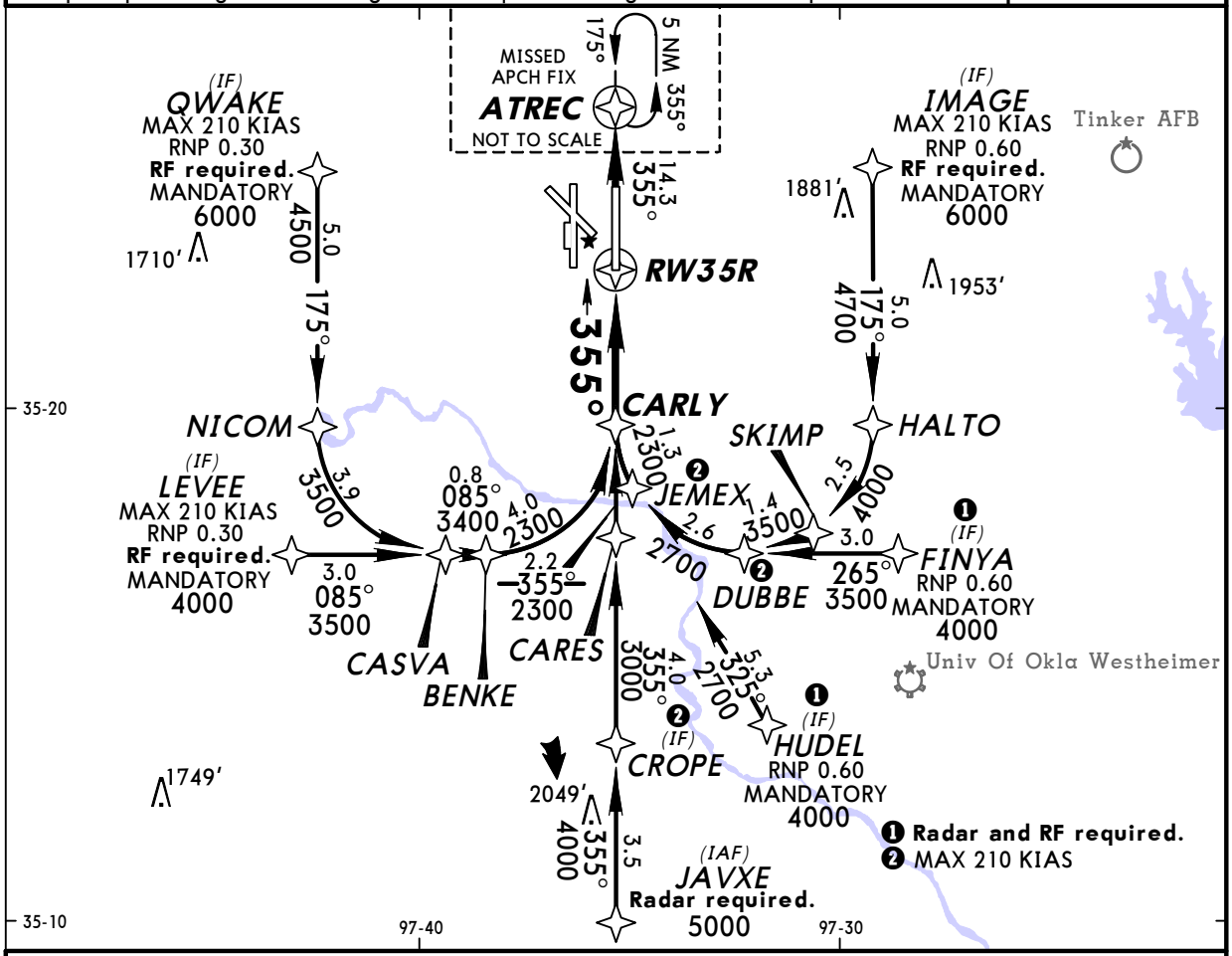
MISSED APCH: Climb to 5000′ on track 355° to ATREC and hold, continue climb-in-holding to 5000′.

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

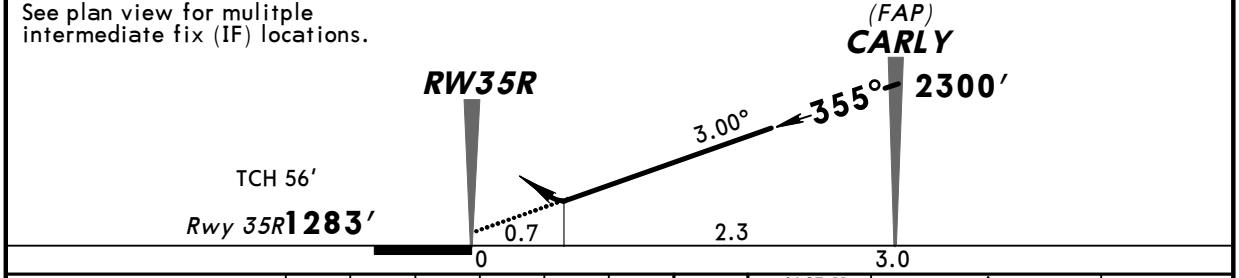
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 35L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW35R



See plan view for mulitple intermediate fix (IF) locations.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II

5000′ on 355° ATREC

TERPS STRAIGHT-IN LANDING RWY 35R

	RNP 0.16 DA(H) 1559′ (276′)		RNP 0.30 DA(H) 1663′ (380′)	
		ALS out		ALS out
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 39 or 3/4	1 1/4
B				
C				
D				

TERPS AMEND 2 24 JUL 2014

CHANGES: Reissue.

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KOKC/OKC WILL ROGERS WORLD

JEPPESEN 19 AUG 11 (13-1) Eff 25 Aug

OKLAHOMA CITY, OKLA VOR Rwy 17L

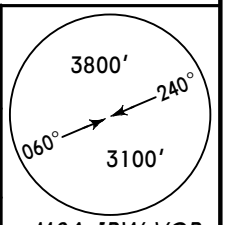
BRIEFING STRIP™

ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

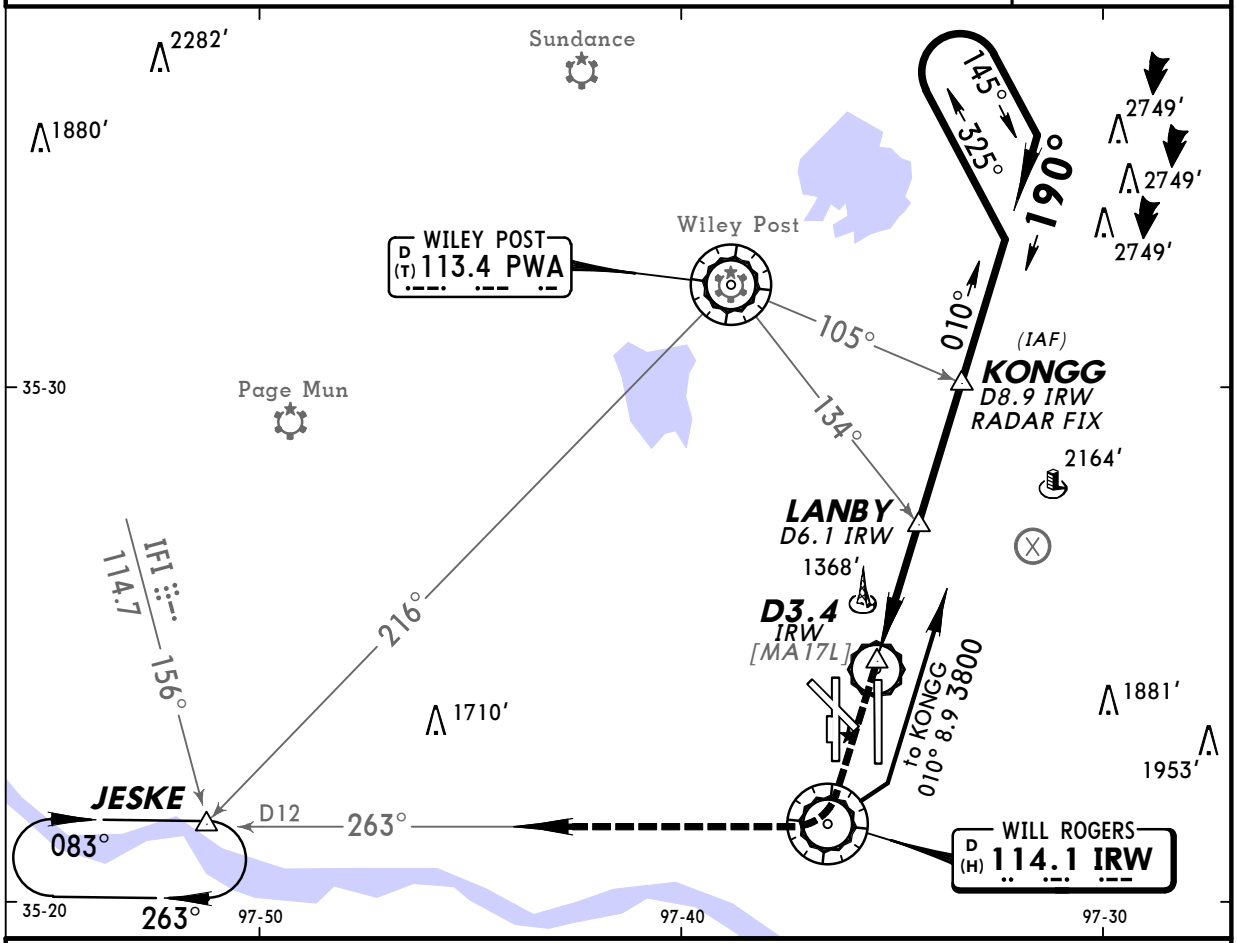
VOR IRW 114.1	Final Apch Crs 190°	Minimum Alt KONGG 3300′ (2014′)	MDA(H) (CONDITIONAL) 1680′ (394′)	Apt Elev 1295′ TDZE 1286′

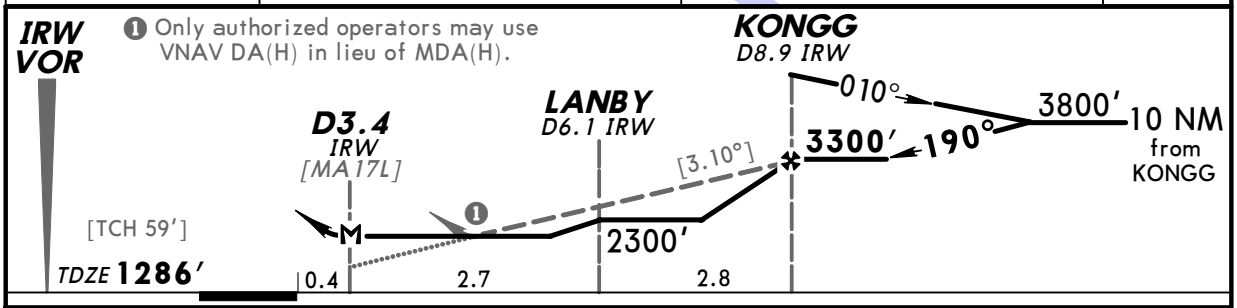
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ outbound via IRW VOR R-263 to JESKE INT and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



MSA IRW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.10°]	384	494	548	658	768	878
MAP at D3.4 IRW or KONGG to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

MALSR | 2000′ | 3000′ RT via IRW 114.1 R-263 | JESKE

STRAIGHT-IN LANDING RWY 17L

	MDA(H) 1680′ (394′) With Lanby RAIL out	MDA(H) 1680′ (394′) With Lanby ALS out	MDA(H) 2300′ (1014′) Without Lanby RAIL out	MDA(H) 2300′ (1014′) Without Lanby ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1
B			1 1/2	
C			3	
D	RVR 50 or 1		RVR 60 or 1 1/4	

CIRCLE-TO-LAND

Max Kts	With Lanby MDA(H)	Without Lanby MDA(H)
90	1760′ (465′)-1	2300′ (1005′)-1 1/4
120		2300′ (1005′)-1 1/2
140	1760′ (465′)-1 1/2	2300′ (1005′)-3
165	1860′ (565′)-2	

AMEND 2 TERPS

CHANGES: None.

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KOKC/OKC WILL ROGERS WORLD — OKLAHOMA CITY, OKLA

JEPPESEN 19 AUG 11 Eff 25 Aug (18-1) RADAR-1 ASR Rwy 17L/R, 35L/R

BRIEFING STRIP ™

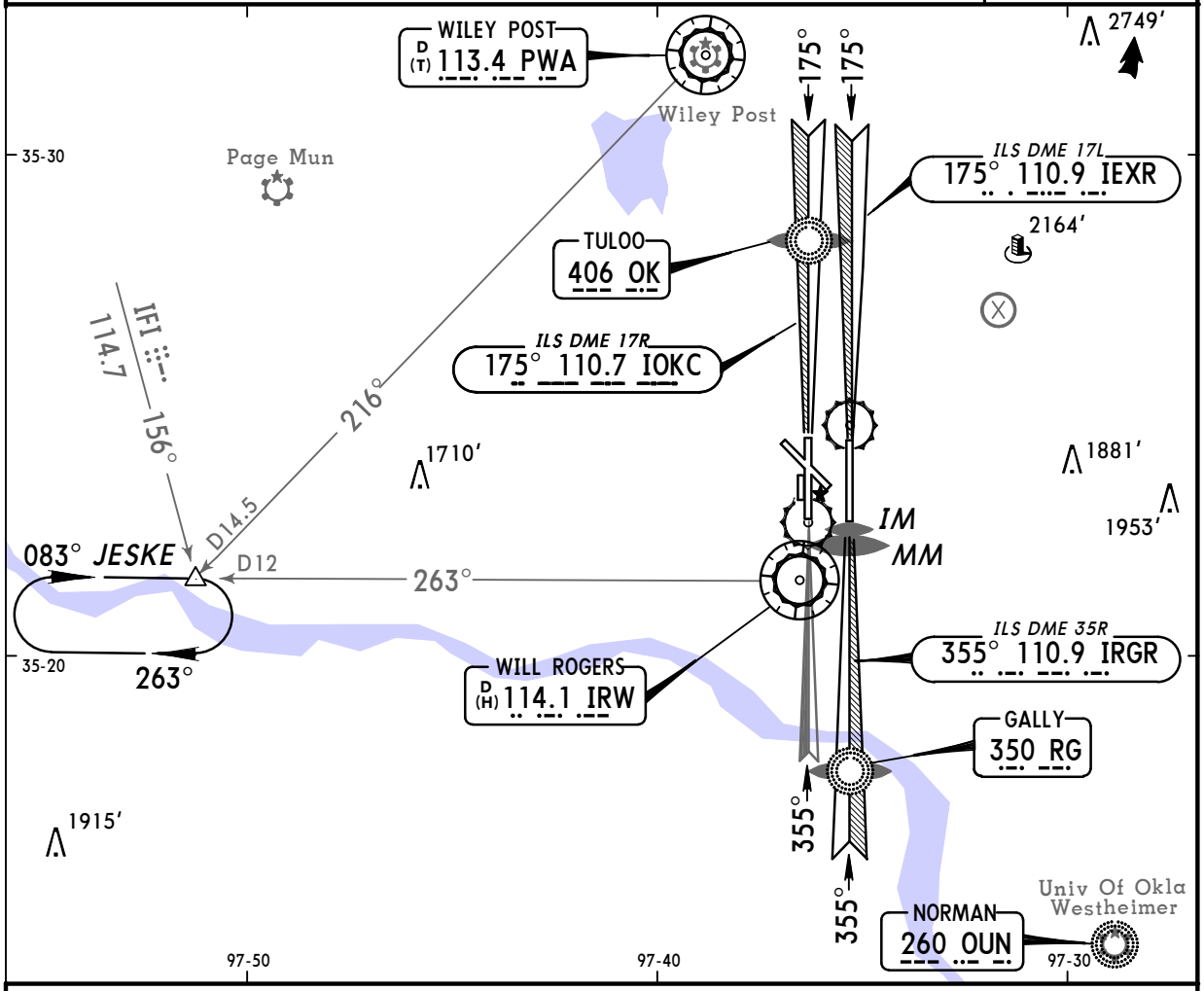
ATIS	OKE CITY Approach (R)	ROGERS Tower	Ground
125.85	124.6	119.35	121.9

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1295′
	By ATC	No FAF	Refer to Minimums	TDZE-See Below

No MSA published

Missed Approach-See below

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′



MISSED APPROACH:

Runway 17L/R: Climb to 2000′ then climbing RIGHT turn to 3000′ outbound on IRW VOR R-263 to JESKE INT/D12.0 IRW and hold.

Runway 35L/R: Climb to 2000′ then climbing LEFT turn to 3000′ on 180° heading and outbound on IRW VOR R-263 to JESKE INT/D12.0 IRW and hold.

RWY 17L	RWY 17R	RWY 35L	RWY 35R
TDZE 1286′	TDZE 1282′	TDZE 1263′	TDZE 1283′

ASR Rwys 17L/R, 35L/R: MAP 1 mile from Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	ASR 17L MDA(H) 1680′(394′)		ASR 17R MDA(H) 1680′(398′)		ASR 35L MDA(H) 1680′(417′)		ASR 35R MDA(H) 1680′(397′)	
	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out		ALS out
A	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 50 or 1
B								
C					RVR 40 or ¾	RVR 60 or 1¼		
D	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾	RVR 60 or 1¼				RVR 60 or 1¼

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′(445′)-1¼
120	1760′(465′)-1¼
140	1760′(465′)-1½
165	1860′(565′)-2

TERPS AMEND 21 25 AUG 2011

CHANGES: Procedure.

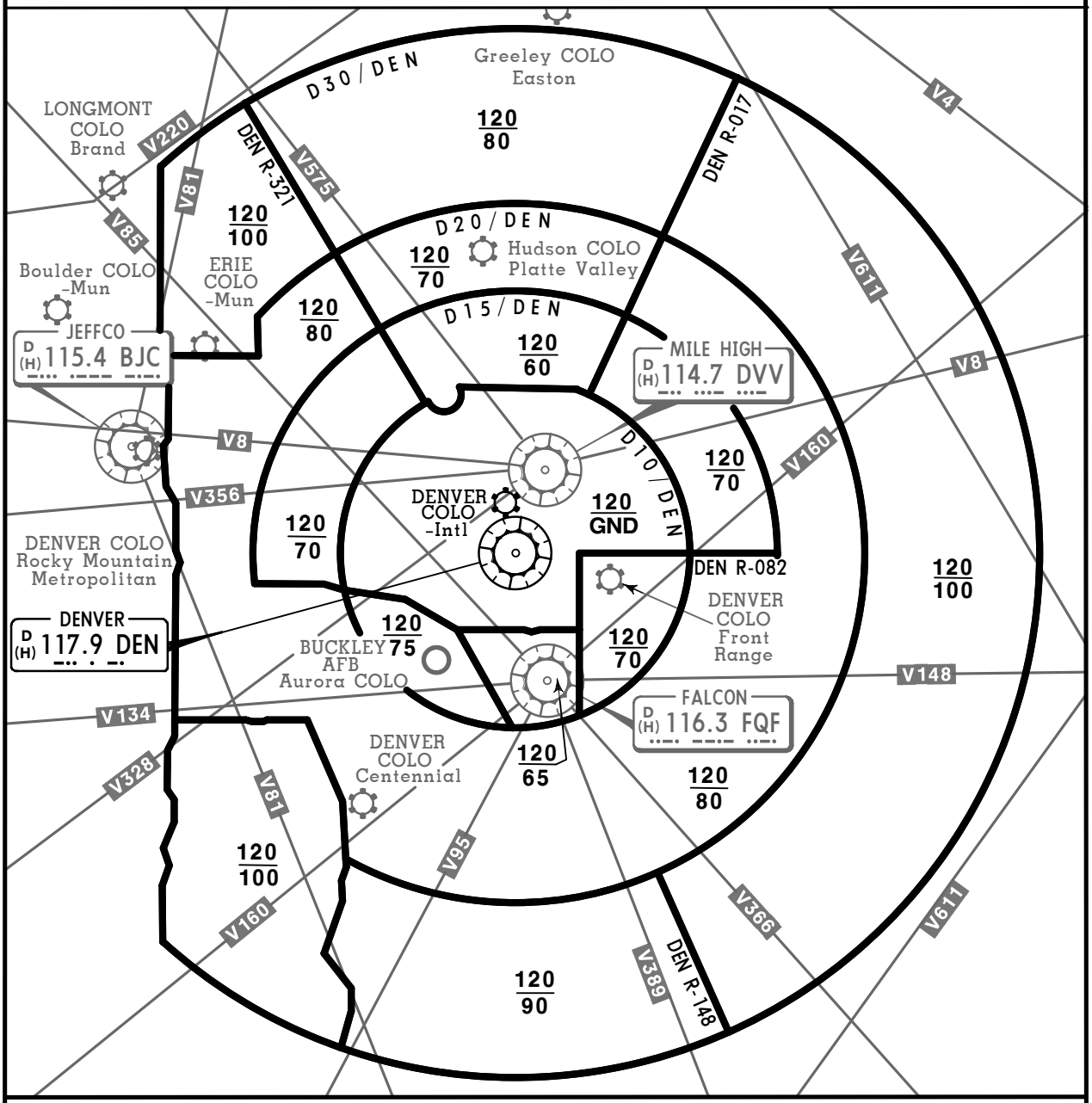
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DENVER CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N **Denver App** 134.85 E **Denver App** 128.25
S **Denver App** 128.45 W **Denver App** 126.1



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

FLIGHT PROCEDURES

IFR Flights. Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact DENVER RADAR on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with DENVER RADAR for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Denver International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

CHANGES: ATS system.

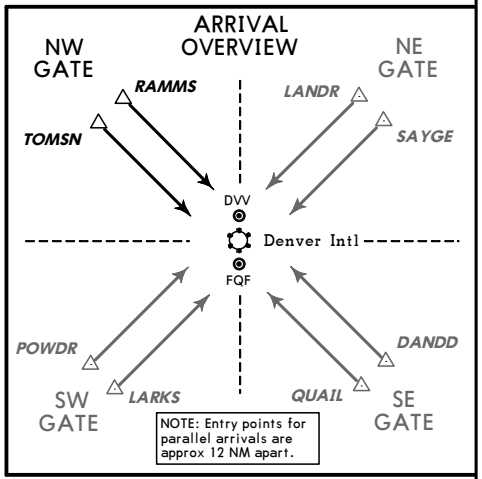
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KDEN/DEN
DENVER INTL

DENVER INTL D-ATIS Arrival 125.6	*Apt Elev See Graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	Also serves ❶

(NORTHWEST GATE)
RAMMS SIX ARRIVAL and TOMSN SIX ARRIVAL



TOMSN ARRIVAL
Direct distance from SHAFT to:
Denver Intl **6 NM**

Direct distance from SHAFT to:
❶ AIRPORTS SERVED
Buckley AFB **8 NM**
Centennial **16 NM**
Ft Collins-Loveland Mun **38 NM**
Front Range **12 NM**
Rocky Mountain Metro **15 NM**
-Weld Co **37 NM**

RAMMS ARRIVAL
Direct distance from PRONG to:
Denver Intl **14 NM**

Direct distance from PRONG to:
❶ AIRPORTS SERVED
Buckley AFB **23 NM**
Centennial **30 NM**
Ft Collins-Loveland Mun **24 NM**
Front Range **21 NM**
Rocky Mountain Metro **17 NM**
-Weld Co **23 NM**

STAR	ROUTING
RAMMS SIX	From over RAMMS via DVV R-314 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN SIX	From over TOMSN via FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

CHANGES: Arrivals revised, renumbered.

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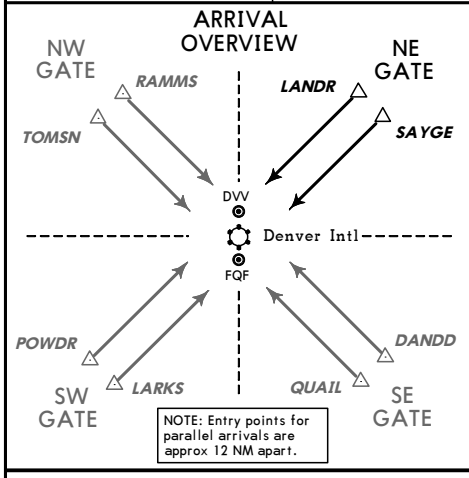
KDEN/DEN
DENVER INTL

DENVER, COLO
STAR

DENVER INTL D-ATIS Arrival	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
125.6	*See Graphic*			

1. **DME required for SAYGE arrival.**
2. Also serves ❶

ARRIVAL OVERVIEW



LANDR ARRIVAL
Direct distance from PHLAT to:
Denver Intl **10 NM**

Direct distance from PHLAT to:
❶ AIRPORTS SERVED
Buckley AFB **22 NM**
Centennial **31 NM**
Ft Collins-Loveland Mun **36 NM**
Front Range **14 NM**
Rocky Mountain Metro **30 NM**
-Weld Co **26 NM**

(NORTHEAST GATE)
LANDR SEVEN ARRIVAL and SAYGE EIGHT ARRIVAL

SCOTTSBLUFF D (H) 112.6 BFF N41 53.6 W103 28.9
CHEYENNE D (H) 113.1 CYS N41 12.7 W104 46.4
SIDNEY D (H) 115.9 SNY N41 05.8 W102 59.0
WOLBACH D (H) 114.8 OBH N41 22.5 W098 21.2
YANKI N41 31.7 W100 44.1
GILL D (H) 114.2 GLL N40 30.2 W104 33.2
NORTH PLATTE D (L) 117.4 LBF N41 02.9 W100 44.8
HAYES CENTER D (H) 117.7 HCT N40 27.2 W100 55.4
JEFFCO D (H) 115.4 BJC N39 54.8 W105 08.3
MILE HIGH D (H) 114.7 DVV N39 53.7 W104 37.5
AKRON D (H) 114.4 AKO N40 09.3 W103 10.8
GOODLAND D (H) 115.1 GLD N39 23.3 W101 41.5
DENVER D (H) 117.9 DEN N39 48.8 W104 39.6
FALCON D (H) 116.3 FQF N39 41.4 W104 37.3

LANDR N40 21.5 W104 00.2
TURBOJETS
EXPECT to cross at **250 KT & 17000′** or as assigned by ATC

SAYGE N40 12.0 W103 51.1
TURBOJETS
EXPECT to cross at **250 KT & FL190** or as assigned by ATC

GLIMR N40 51.0 W103 38.1
LIBIE (BFF R-173/D78.0) N40 36.1 W103 40.2
YONDR N40 16.0 W104 07.6
PHLAT N39 58.3 W104 31.3
FONTO (AKO R-327) N40 45.1 W103 27.8
SYLVR N40 17.6 W103 42.6
DUNNY N40 15.4 W103 46.0
WITNE (DEN R-053/D25.6) N39 59.8 W104 09.7
ACTOR N39 45.3 W104 31.4
KATLN N40 56.6 W101 23.6
AMWAY (AKO R-347) N40 38.0 W103 11.0
TATTR N40 32.7 W102 00.6
ELJAY (GLL R-060/D158) (SNY R-071/D80.2) N41 13.5 W101 13.3

LANDR SEVEN ARRIVAL (LANDR.LANDR7)
(This side of line.)

SAYGE EIGHT ARRIVAL (SAYGE.SAYGE8)
(This side of line.)

EXPECT RADAR vectors to the final approach course at or before DVV

EXPECT RADAR vectors to the final approach course at or before FQF

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

GREELEY COLO
-Weld Co
4697

DENVER COLO
Rocky Mountain Metro
5673

Denver Intl
5434

DENVER COLO
Front Range
5512

DENVER COLO
Centennial
5885

BUCKLEY AFB
COLO
5664

NOT TO SCALE

SAYGE ARRIVAL
Direct distance from ACTOR to:
Denver Intl **9 NM**

Direct distance from ACTOR to:
❶ AIRPORTS SERVED
Buckley AFB **11 NM**
Centennial **19 NM**
Ft Collins-Loveland Mun **47 NM**
Front Range **2 NM**
Rocky Mountain Metro **29 NM**
-Weld Co **41 NM**

STAR	ROUTING
LANDR SEVEN	From over LANDR via DVV R-038 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
SAYGE EIGHT	From over SAYGE via FQF R-038 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

CHANGES: Arrivals revised, renumbered.

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KDEN/DEN
DENVER INTL

DENVER INTL D-ATIS Arrival	*Apt Elev*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. DME required for POWDR Arrival.**
125.6	*See Graphic*		2. Also serves ❶

(SOUTHWEST GATE)
POWDR EIGHT ARRIVAL and LARKS SEVEN ARRIVAL

POWDR ARRIVAL
Direct distance from SLOPE to:
Denver Intl 7 NM

Direct distance from SLOPE to:
❶ AIRPORTS SERVED
Buckley AFB 6 NM
Centennial 14 NM
Ft Collins-Loveland Mun 41 NM
Front Range 12 NM
Rocky Mountain Metro 16 NM
-Weld Co 39 NM

STAR	ROUTING
LARKS SEVEN	From over LARKS via FQF R-220 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.
POWDR EIGHT	From over POWDR via the DVV R-225 to HLLIE, then via DVV R-225 to SLOPE, then via DVV R-225 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.

KREMMLING D (H) 113.8 RLG N40 00.2 W106 26.5

GILL D (H) 114.2 GLL N40 30.2 W104 33.2
GREELEY COLO -Weld Co 4697

EXPECT RADAR vectors to the final approach course at or before DVV

FT COLLINS/LOVELAND COLO Ft Collins-Loveland Mun 5016

JEFFCO D (H) 115.4 BJC N39 54.8 W105 08.3
DENVER COLO Rocky Mountain Metro 5673

Denver Intl 5434

MILE HIGH D (H) 114.7 DVV N39 53.7 W104 37.5

DENVER D (H) 117.9 DEN N39 48.8 W104 39.6

DENVER COLO Front Range 5512

FALCON D (H) 116.3 FQF N39 41.4 W104 37.3

EXPECT RADAR vectors to the final approach course at or before FQF

POWDR N39 23.7 W105 28.9

TURBOJETS
EXPECT to cross at **250 KT & FL190** or as assigned by ATC

SLOPE N39 47.7 W104 47.9

HLLIE N39 35.1 W105 09.6

BUCKLEY AFB COLO 5664

DENVER COLO Centennial 5885

HUUGE N39 34.7 W104 47.9

PAYDD (BJC R-164) N39 24.1 W105 04.7

LARKS N39 15.4 W105 18.3

TURBOJETS
EXPECT to cross at **250 KT & 17000′** or as assigned by ATC

LARKS ARRIVAL
Direct distance from HUUGE to:
Denver Intl 18 NM

Direct distance from HUUGE to:
❶ AIRPORTS SERVED
Buckley AFB 8 NM
Centennial 2 NM
Ft Collins-Loveland Mun 53 NM
Front Range 17 NM
Rocky Mountain Metro 25 NM
-Weld Co 52 NM

RED TABLE D (H) 113.0 DBL N39 26.4 W106 53.7

GRAND JUNCTION D (H) 112.4 JNC N39 03.6 W108 47.6

SKEED N39 17.5 W105 39.4

COLAS N39 20.6 W105 34.2

BASEE N39 12.4 W105 48.0

JNETT N39 21.1 W106 28.8

GRIPP N38 48.7 W106 27.3

DIRDY N38 55.8 W107 30.9

MURFE N39 08.3 W105 29.5

TERRO N38 53.5 W105 52.4

HICKY N38 46.3 W106 03.4

BLACK FOREST D (L) 112.5 BRK N38 56.7 W104 38.0

BLUE MESA D (H) 114.9 HBU N38 27.1 W107 02.4

PAPPA N38 29.6 W106 28.7

KANON N38 23.8 W105 59.5

PUEBLO (PUB.LARKS7) FL200 15400T MAA FL450 74.0

PUEBLO D (H) 116.7 PUB N38 17.7 W104 25.8

LOPEC N38 05.6 W106 51.6

RATTLESNAKE D (H) 115.3 RSK N36 44.9 W108 05.9

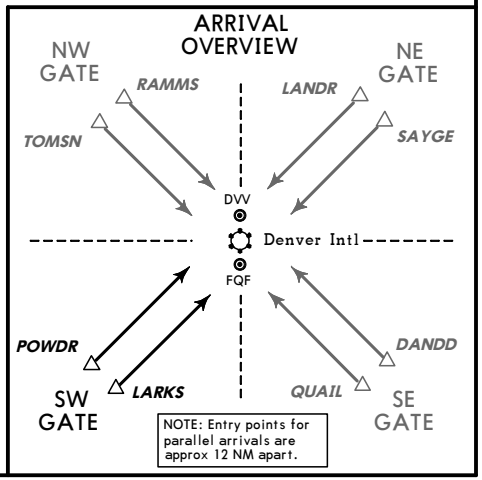
ALAMOSA D (H) 113.9 ALS N37 20.9 W105 48.9

POWDR EIGHT ARRIVAL
(POWDR.POWDR8)
(This side of line.)

LARKS SEVEN ARRIVAL
(LARKS.LARKS7)
(This side of line.)

NOT TO SCALE

ARRIVAL OVERVIEW



CHANGES: KANON formation.

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KDEN/DEN
DENVER INTL

DENVER, COLO
STAR

DENVER INTL D-ATIS Arrival	*Apt Elev*	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
125.6	*See Graphic*			

1. DME required for DANDD arrival.
2. DME required for QUAIL arrival.
3. Also serves ❶

(SOUTHEAST GATE)
DANDD SEVEN ARRIVAL and QUAIL SEVEN ARRIVAL

STAR	ROUTING
DANDD SEVEN	From over DANDD via DVV R-125 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
QUAIL SEVEN	From over QUAIL via HGO R-307 and FQF R-127 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

GILL
D (H) 114.2 GLL
N40 30.2 W104 33.2

GREELEY COLO
-Weld Co
4697

NOT TO SCALE

MILE HIGH
D (H) 114.7 DVV
N39 53.7 W104 37.5

JEFFCO
D (H) 115.4 BJC
N39 54.8 W105 08.3

DENVER COLO
Rocky Mountain Metro
5673

Denver Intl
5434

DENVER
D (H) 117.9 DEN
N39 48.8 W104 39.6

EXPECT RADAR vectors to the final approach course at or before DVV

R125° 6.2 D

GOAVS
N39 49.4 W104 31.6

DANDD
N39 23.8 W103 56.3

TURBOJETS
EXPECT to cross at **250 KT & FL190** or as assigned by ATC

018°

BUCKLEY AFB
COLO
5664

DENVER COLO
Front Range
5512

21.2 D27.4

PEEDE
N39 34.9
W104 11.5

16.2 D43.6

230°

THURMAN
D (L) 112.9 TXC
N39 41.9 W103 12.9

4.7 10000 8300T

125° D48.2

CLEVE
N39 20.7 W103 52.0

FALCON
D (H) 116.3 FQF
N39 41.4 W104 37.3

7.0 D

R127°

CELMI
N39 36.2
W104 31.2

DENVER COLO
Centennial
5885

19.3 D26.7

JEFEL
N39 21.8
W104 14.6

8.3 D34.6

FQF 127°

QUAIL
N39 15.6 W104 07.5

TURBOJETS
EXPECT to cross at **250 KT & 17000′** or as assigned by ATC

EXPECT RADAR vectors to the final approach course at or before FQF

QUAIL ARRIVAL
Direct distance from CELMI to:
Denver Intl 17 NM

Direct distance from CELMI to:
❶ AIRPORTS SERVED
Buckley AFB 12 NM
Centennial 15 NM
Ft Collins-Loveland Mun 56 NM
Front Range 11 NM
Rocky Mountain Metro 33 NM
-Weld Co 50 NM

DANDD ARRIVAL
Direct distance from GOAVS to:
Denver Intl 7 NM

Direct distance from GOAVS to:
❶ AIRPORTS SERVED
Buckley AFB 13 NM
Centennial 21 NM
Fort Collins-Loveland Mun 44 NM
Front Range 2 NM
Rocky Mountain Metro 28 NM
-Weld Co 37 NM

GOODLAND
D (H) 115.1 GLD
N39 23.3 W101 41.5

DANDD SEVEN ARRIVAL (DANDD.DANDD7)
(This side of line.)

187° 172°

23.8 10000 8300T D72.0

KIPPY
N39 04.2
W103 29.8

13.3 17000 8300T MAA FL450 D85.3

305°

PRAGG
N38 55.0
W103 17.5

125°

79.8 GOODLAND (GLD.DANDD7) 17000 5100T MAA FL450

238°

057° D16.6

7.7 FL180 7500T MAA FL450

305°

SELLS
N38 49.7
W103 10.4

D93.0

64.7 OATHE (OATHE.DANDD7) FL180 7500T MAA FL450

80 256° 124

OATHE
N38 51.0
W101 47.7

081°

D118

261°

HAYS
D (L) 110.4 HYS
N38 50.9 W099 16.6

11.1 10500 8500T MAA FL450

HGO 127°

CONAL
N39 07.4
W103 58.0

D

24.4 HUGO (HGO.QUAIL7) 10500 8500T MAA FL450

307°

BLACK FOREST
D (L) 112.5 BRK
N38 56.7 W104 38.0

HUGO
D (H) 112.1 HGO
N38 49.1 W103 37.3

127°

307°

R118° 25.0 10500 6900T MAA FL450

298°

D

HYMNS
N38 32.9
W103 12.8

R076° PUB D21.0

048° 116.7

D128

69.8 FL210 5800T MAA FL450

174° GLD 115.1

GARDEN CITY
D (H) 113.3 GCK
N37 55.1 W100 43.5

HGO 298°

118° HGO

32.6 LAMAR (LAA.QUAIL7) 10500 6900T MAA FL450

299°

D41.5

066°

RYLIE
N38 20.2
W101 49.7

57.9 GARDEN CITY (GCK.DANDD7) FL210 5800T MAA FL450

285°

LAMAR
D (H) 116.9 LAA
N38 11.8 W102 41.3

QUAIL SEVEN ARRIVAL (QUAIL.QUAIL7)
(This side of line.)

R168° 33.9 TODDE (TODDE.QUAIL7) 10500 8000T MAA FL450

348°

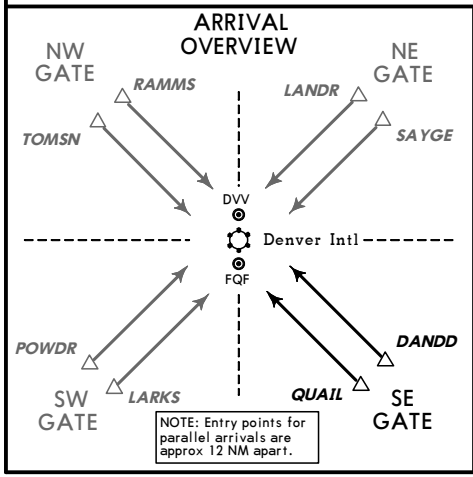
D

TODDE
N38 15.1 W103 37.0

081° D38.5

PUEBLO
D (H) 116.7 PUB
N38 17.7 W104 25.8

ARRIVAL OVERVIEW



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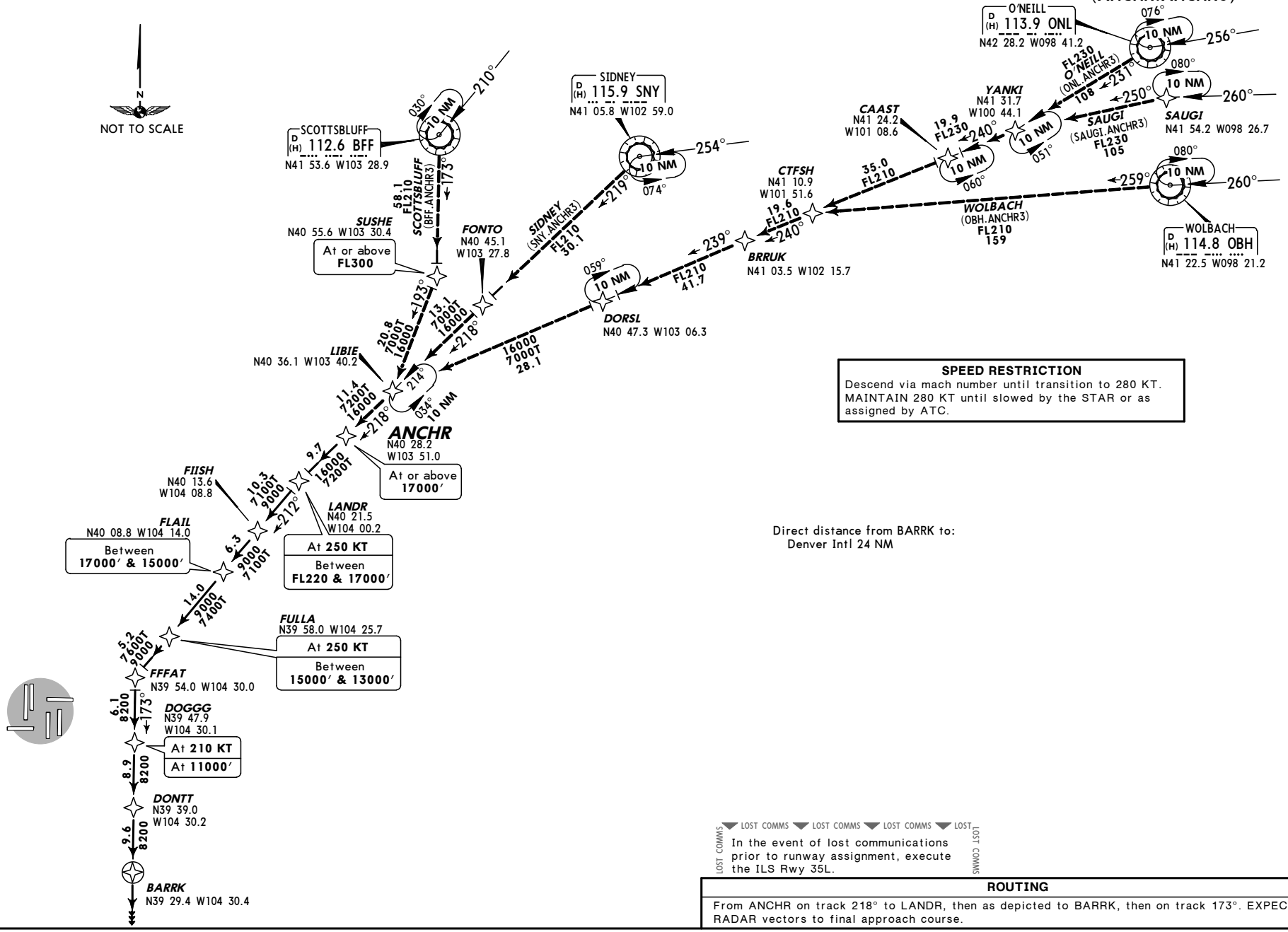
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KDEN/DEN
DENVER INTL

D-ATIS Arrival	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
125.6	5434′			

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. WOLBACH transition ATC assigned only. 6. EXPECT runway assignment on initial contact with Denver TRACON. 7.The corresponding RNAV STAR is KIPPR. EXPECT KIPPR when Denver Intl is landing SOUTH.

ANCHR THREE RNAV ARRIVAL
(ANCHR.ANCHR3)



ROUTING

From ANCHR on track 218° to LANDR, then as depicted to BARRK, then on track 173°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN DENVER INTL

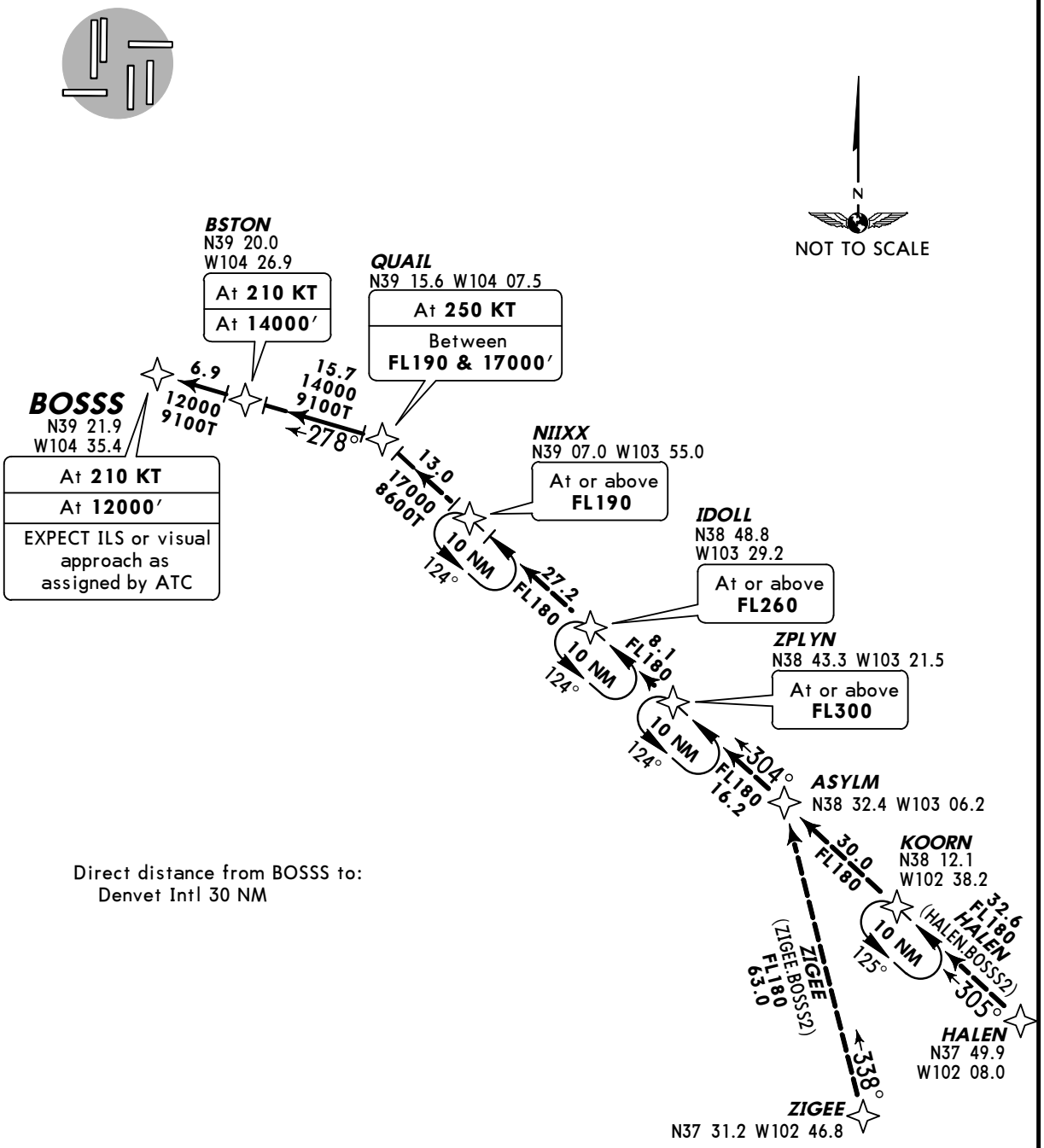
DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is ZPLYN. EXPECT ZPLYN when Denver Intl is landing SOUTH.

BOSSS TWO RNAV ARRIVAL (QUAIL.BOSSS2)



SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.

ROUTING

From QUAIL on track 278° to BSTON, then on track 278° to BOSSS. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: None.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is TELLR. EXPECT TELLR when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft on WOLFF, HAQHY, or BLUE MESA Transitions, DBL and HBU DMEs must be operational.

CREDE THREE RNAV ARRIVAL (CREDE.CREDE3)

ENROUTE TRANSITIONS
NOT TO SCALE

JNETT N39 21.1 W106 28.8
At or below **FL260**

17.5 MAA FL260 FL190 JNETT (JNETT.CREDE3) 103°

CRSTE N39 14.9 W106 07.8
21.8 MAA FL260 17000 16500T 072°

CREDE N39 18.8 W105 40.1
At or above **17000′**
10 NM 232°

93.0 MAA FL260 17000 HAQHY (HAQHY.CREDE3) 071°

HAQHY N38 49.2 W108 05.3

COFMN N39 00.7 W106 20.9
At or above **FL270**
052°

052° 17000 16100T 25.0
10 NM 232°

TUCKK N39 06.5 W106 08.1
At or above **FL220**

11.5 17000 16400T

KEBLR N38 51.8 W106 40.2
051° 17000 17.5
10 NM 232°

50.0 17000 15200T WOLLF (WOLLF.CREDE3) 052°

WOLLF N38 27.1 W107 35.7

BLUE MESA (HBU.CREDE3) MAA FL260 17000 57.9 039°

211° 10 NM 031°

BLUE MESA D (H) 114.9 HBU
N38 27.1 W107 02.4

HIMAY N40 14.1 W104 50.3

11.5 9000 7500T

GREYS N40 02.6 W104 50.4

CLFFF N39 55.3 W104 50.3
7.2 11000 7500T 352°
At **210 KT**
At **11000′**

Direct distance from HIMAY to:
Denver Intl 24 NM

11.6 11000 7800T 353°

LONGS N39 43.8 W104 50.5
Between **15000′ & 13000′**

6.9 13000 7900T

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

MOGLS N39 40.0 W104 57.9
At **250 KT**
At or above **13000′**

13.0 13000 11200T

TLRID N39 32.7 W105 11.8
Between **17000′ & 15000′**

6.0 15000 12300T

POWDR N39 23.7 W105 28.9
At **250 KT**
Between **FL220 & 17000′**

10.0 17000 13300T 048°

LBASN N39 29.3 W105 18.2

CREDE N39 18.8 W105 40.1
At or above **17000′**

10.0 17000 14700T 053°

052° 10 NM 232°

For Enroute Transitions See Inset

N
NOT TO SCALE

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

In the event of lost communications prior to runway assignment, execute the ILS Rwy 16R.

LOST COMMS

LOST COMMS

ROUTING

From CREDE on track 053° to POWDR, then as depicted to HIMAY, then on track 352°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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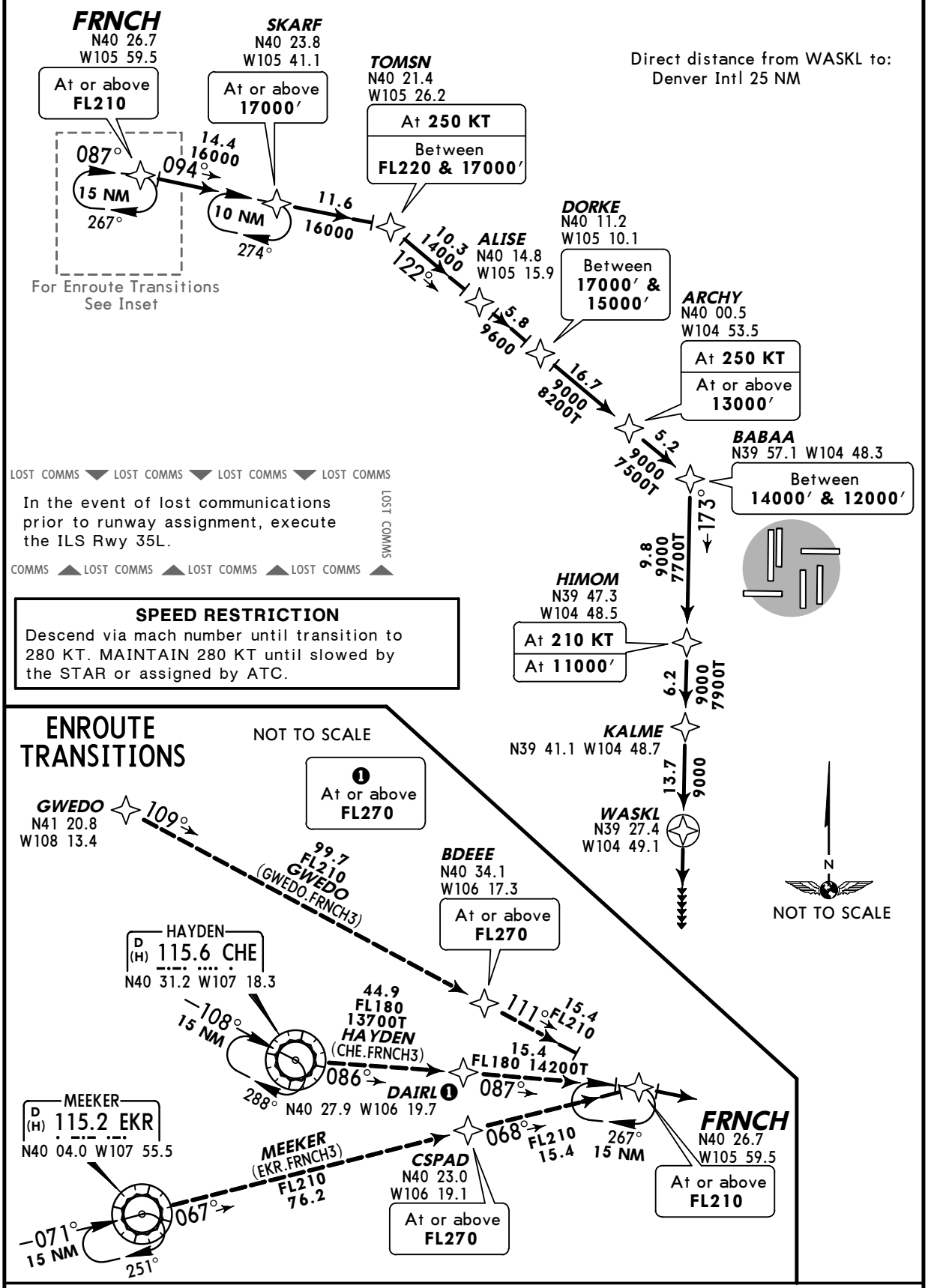
KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. The corresponding RNAV STAR is KAILE. EXPECT KAILE when Denver Intl is landing SOUTH.

FRNCH THREE RNAV ARRIVAL (FRNCH.FRNCH3)



ROUTING

From FRNCH on track 094° to SKARF, then as depicted to WASKL, then on track 173°. EXPECT RADAR vectors to final approach course.

CHANGES: Reissue.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is PURRL. EXPECT PURRL when Denver Intl is landing NORTH.

JAGGR THREE RNAV ARRIVAL (JAGGR.JAGGR3)

Direct distance from SISEE to:
Denver Intl 23 NM

353°
SISEE
N40 13.3 W104 29.7

8.8 8000 7400T 358°
ROOOL
N40 04.6
W104 31.0

N
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
LOST COMMS

8.7 9000 7600T 353°
QWIKE
N39 55.9
W104 31.3
At **210 KT**
At **11000′**

5.8 11000 7700T 352°
OPREE
N39 50.2 W104 31.3
Between **12000′ & 11000′**

5.3 11000 7900T 353°
JAAAM
N39 44.9 W104 31.4
Between **14000′ & 13000′**

7.4 13000 8200T
HARUM
N39 40.4
W104 23.9
At **250 KT**
At or above **13000′**

11.8 13000 8200T
HASHE
N39 33.2
W104 11.8
Between **17000′ & 15000′**

5.2 15000 8300T
BAAND
N39 30.0
W104 06.5

10.0 15000 8200T 300°

For Enroute Transitions & Common Route See Inset

DANDD
N39 23.8 W103 56.3
At **250 KT**
Between **FL220 & 17000′**

ENROUTE TRANSITIONS & COMMON ROUTE

DANDD
N39 23.8 W103 56.3
At **250 KT**
Between **FL220 & 17000′**

13.0 16000 8400T 113°
10 NM

NOT TO SCALE

28.0 16000 7900T

CLPTN
N39 17.2
W103 41.9
At or above **FL190**

8.0 16000 6600T 293°

LYNKN
N39 02.7
W103 11.2
At or above **FL260**

114°
10 NM

JAGGR
N38 58.5
W103 02.4
At or above **FL300**

081°
10 NM
294°
FL180
16.1

44.7
FL210
OATHE
(OATHE.JAGGR3)
261°

081°
10 NM
261°
OATHE
N38 51.0
W101 47.7

30.0 FL210
BOWEE
N38 50.1
W102 44.8

114°
10 NM

DYLLN
N38 34.3
W102 12.3

42.5
FL210
KIISS
(KIISS.JAGGR3)
294°

KIISS
N38 11.6 W101 26.6

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

ROUTING

From JAGGR on track 293° to LYNKN, then as depicted to SISEE, then on track 353°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, Brand removed.

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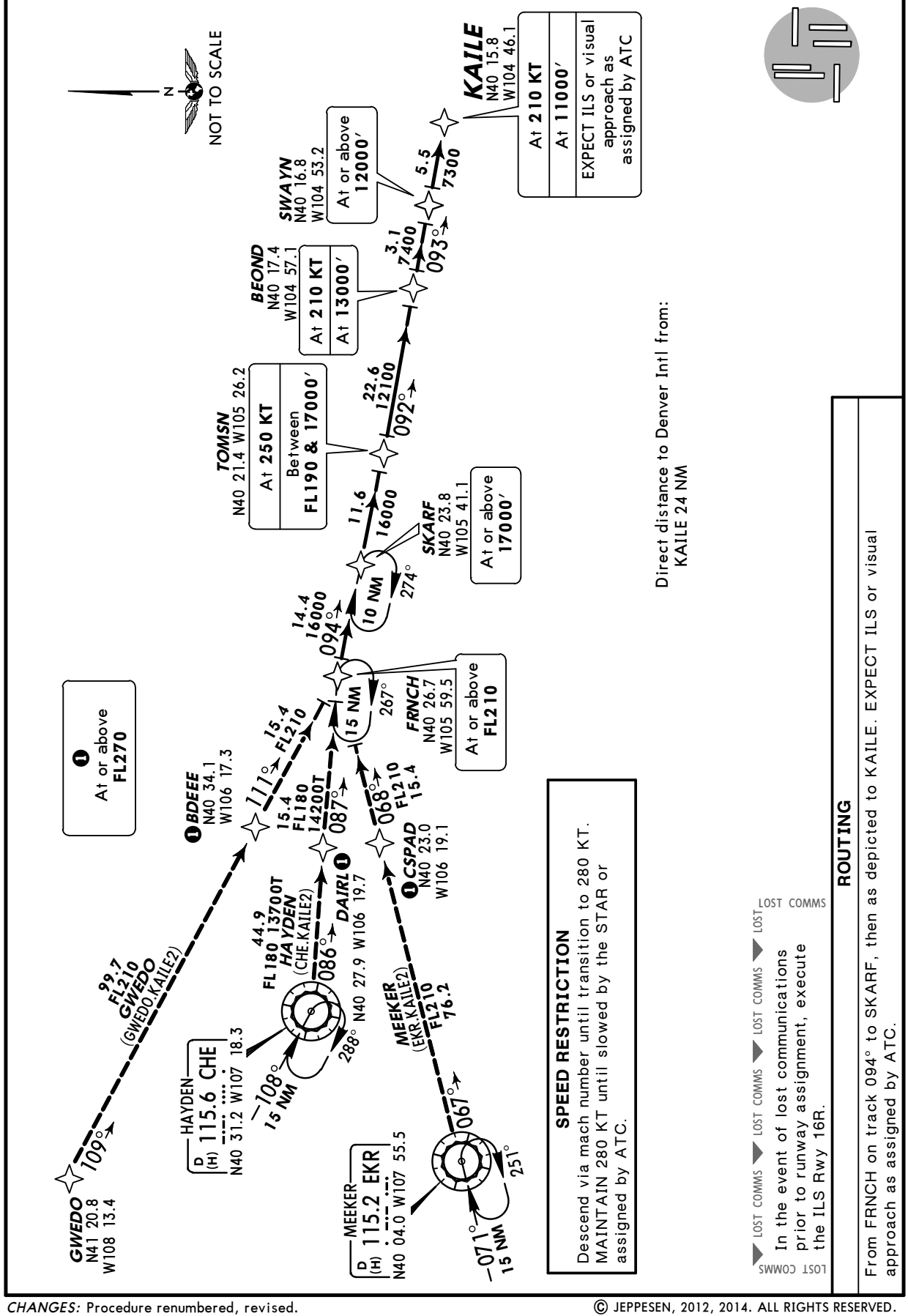
KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is FRNCH. EXPECT FRNCH when Denver Intl is landing NORTH.

KAILE TWO RNAV ARRIVAL (FRNCH.KAILE2)



SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 16R.
LOST COMMS

ROUTING
From FRNCH on track 094° to SKARF, then as depicted to KAILE. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

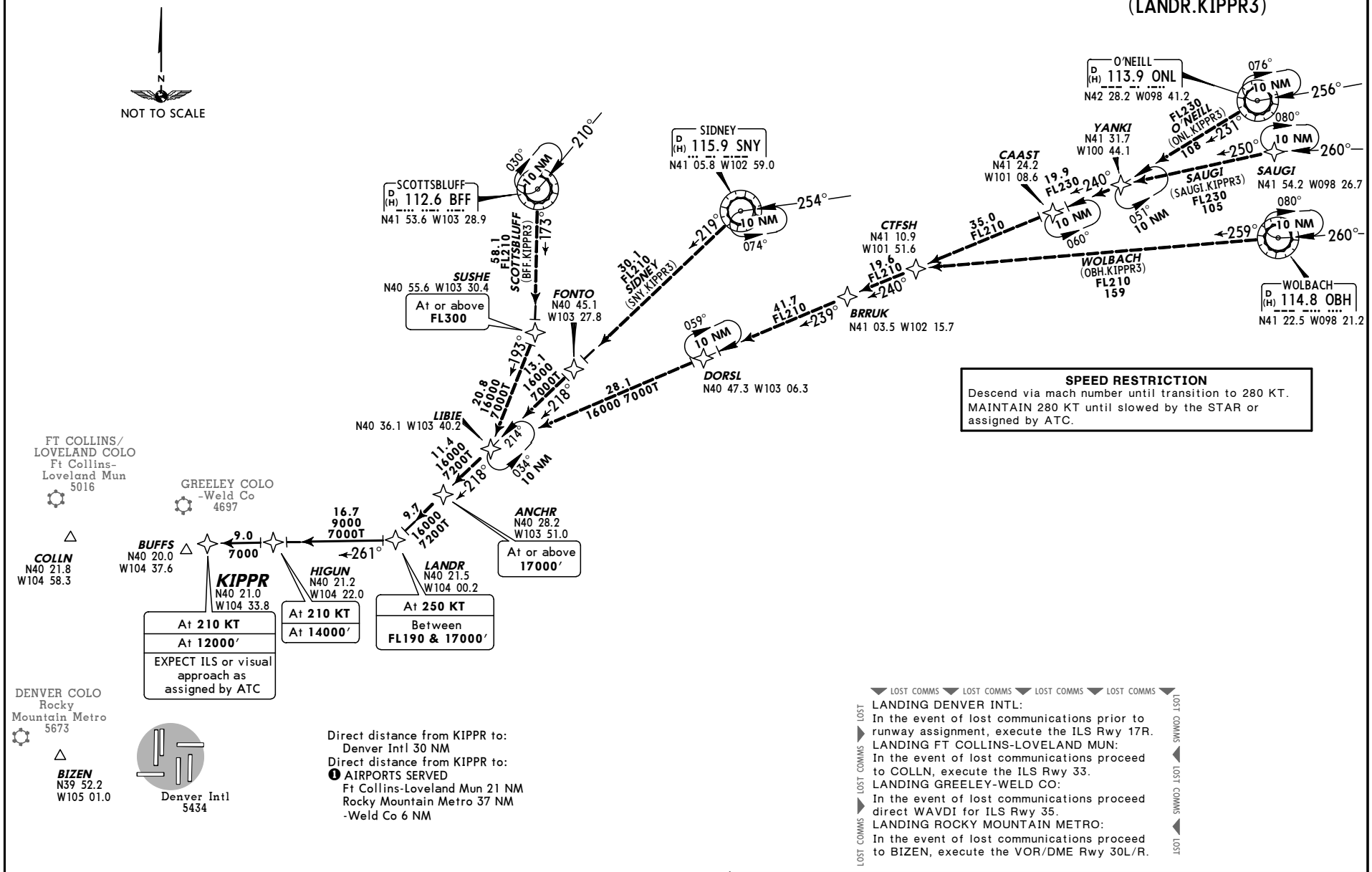
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KDEN/DEN
DENVER INTL

DENVER D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. WOLBACH Transition ATC assigned only.	6. EXPECT runway assignment on initial contact with Denver TRACON. 7. The corresponding RNAV STAR is ANCHR. EXPECT ANCHR when Denver Intl is landing NORTH. 8. Aircraft landing Ft Collins-Loveland Mun, Greeley-Weld Co, Rocky Mountain Metro, EXPECT RADAR vectors to final approach course. 9. For non-GPS equipped aircraft, GLL DME must be operational. 10. For non-GPS equipped aircraft using SAUGI Transition, OBH DME must be operational. 11. Also Serves ❶

KIPPR THREE RNAV ARRIVAL
(LANDR.KIPPR3)



CHANGES: Procedure revised, renumbered.

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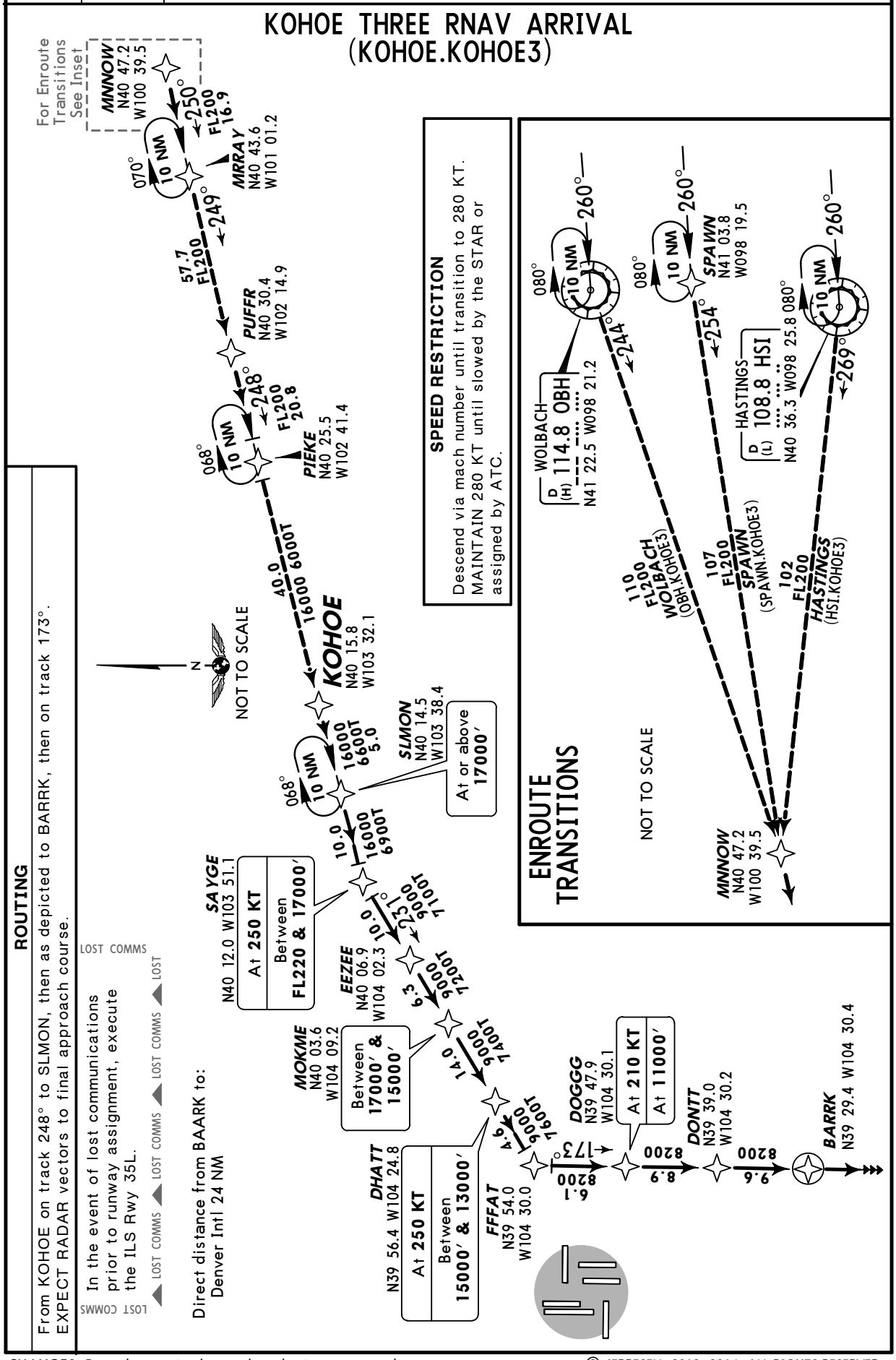
KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is WAHUU. EXPECT WAHUU when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using WOLBACH Transition, ONL DME must be operational.

KOHOE THREE RNAV ARRIVAL
(KOHOE.KOHOE3)



CHANGES: Procedure revised,renumbered, airports served.

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KDEN/DEN DENVER INTL

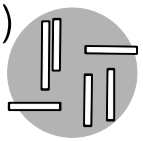
DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is PEEKK. EXPECT PEEKK when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using BLUE MESA Transition, HBU DME must be operational. 8. For non-GPS equipped aircraft using BRAZO Transition: ALS, RSK and PUB DMEs must be operational.

LDORA TWO RNAV ARRIVAL (FREZE.LDORA2)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST
LOST COMMS

Direct distance to Denver Intl from:
LDORA 31 NM

N
NOT TO SCALE

LDORA
N39 21.6
W104 47.3
At 210 KT
At 13000′

SKKII
N39 20.2
W104 52.7
At 210 KT
At 14000′

BDIVN
N39 18.9
W105 00.2
At or below 16000′

LARKS
N39 15.4
W105 18.3
At 250 KT
Between FL190 & 17000′

4.4
10000
9500T
064°
6.0
12000
10700T
14.5
14000
068°
10.1
16000
14400T
217°
10 NM
037°

PEEKK
N39 08.3
W105 27.4
At or above 17000′

FREZE
N38 50.6
W105 50.0
At or above FL200

25.0
17000
13600T
037°
10 NM
217°
037°

For Enroute Transitions See Inset

ENROUTE TRANSITIONS

NOT TO SCALE

FREZE
N38 50.6 W105 50.0
At or above FL200

10 NM
217°
17000
13000T
037°
17.4
17000
13200T
15.6

RAWAH (1)
N38 38.3
W106 05.6

61.4
MAA FL260
17000 16500T
BLUE MESA
(HBU.LDORA2)

BUMPY (1)
N38 36.3
W105 58.2

216°
10 NM
11.7
17000
16200T

KNOSA
N38 29.9
W106 16.0

211°
059°
10 NM
031°

BLUE MESA
(D) (H) 114.9 HBU
N38 27.1 W107 02.4

22.0
FL190
OURAY
(OURAY.LDORA2)
036°

OURAY
N38 14.2
W106 35.6

17000 15500T
35.2
016°

MONRK
N38 04.1 W106 16.3

77.0
FL190
BRAZO
(BRAZO.LDORA2)
000°

BRAZO
N36 49.3 W106 39.1

(1) At or above FL270

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

ROUTING

From FREZE on track 037° to PEEKK, then as depicted to LDORA. Then on track 064°.
EXPECT RADAR vectors to ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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KDEN/DEN
DENVER INTL

JEPPESEN
12 SEP 14 (10-2N) Eff 18 Sep

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is TSHNR. EXPECT TSHNR when Denver Intl is landing SOUTH.

MOLTN THREE RNAV ARRIVAL (SOYAR.MOLTN3)

ENROUTE TRANSITIONS

NOT TO SCALE

CHEROKEE D (H) 115.0 CKW
N41 45.3 W107 34.9

117° CHEROKEE (CKW.MOLTN3) FL210 33.0
15 NM 297°
JLONG N41 26.4 W106 58.9
40.9 FL210

OPPEE N41 27.6 W106 14.7
154° 15 NM 334°
154° (OPPEE.MOLTN3) 20.7 15000 14000T OPPEE

HNMAN N41 07.9 W106 06.2
At or above FL270

BKAYY N41 02.7 W106 14.6
At or above FL270
118° 15.3 15000 12300T 149°
298° 15 NM
118° FL210 15.3

SOYAR N40 53.8 W105 58.3
At or above FL230

SOYAR N40 53.8 W105 58.3
At or above FL230
15.4 15000 13300T 118°
15 NM 298°
For Enroute Transitions See Inset

MOLTN N40 44.8 W105 41.8
At or above FL190
14.4 14000 13300T

WOOKY N40 36.3 W105 26.5
At or above 17000′
10 NM 298°
11.5 13000

RAMMS N40 29.6 W105 14.3
At 250 KT
Between FL220 & 17000′
140° 11000 10500T 10.3

AMUCK N40 20.9 W105 07.3
141° 9600 8300T 5.9

TOTTT N40 15.8 W105 03.2
Between 17000′ & 15000′
140° 9000 8300T 17.0

BAACK N40 01.4 W104 51.7
At 250 KT
At or above 13000′
141° 9000 7400T 5.0

BABAA N39 57.1 W104 48.3
Between 14000′ & 12000′
9.8 9000 7700T 173°

HIMOM N39 47.3 W104 48.5
At 210 KT
At 11000′
6.2 9000 7900T

KALME N39 41.1 W104 48.7
13.7 9000 8800T

WASKL N39 27.4 W104 49.1

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.
COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

N
NOT TO SCALE

Direct distance to Denver Intl from:
WASKL 25 NM

ROUTING

From SOYAR on track 118° to MOLTN, then as depicted to WASKL, then on track 173°.
EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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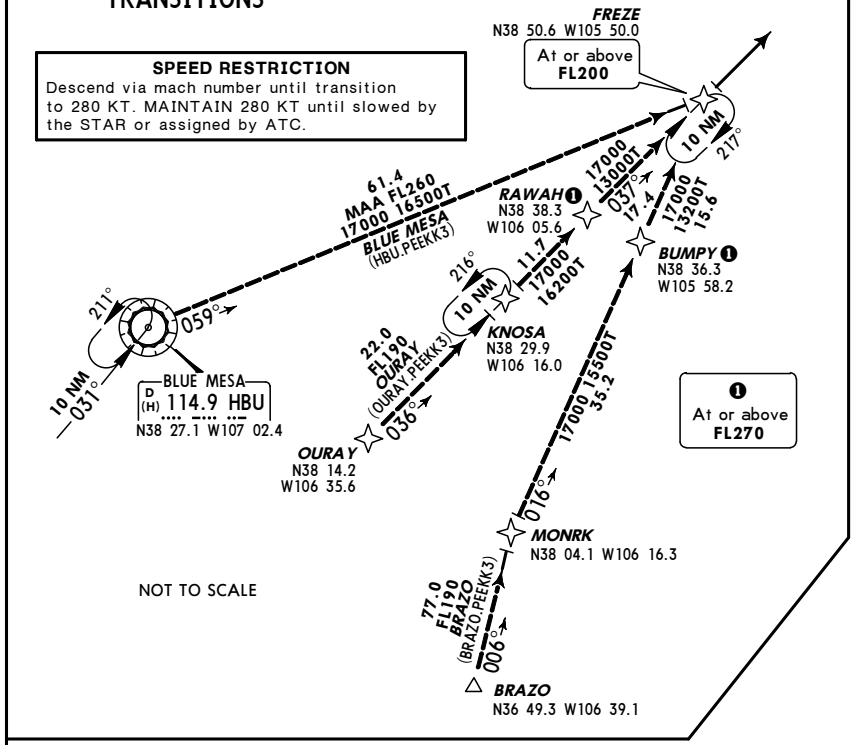
KDEN/DEN
DENVER INTL

D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
125.6	5434′	**1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only.

5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is LDORA. EXPECT LDORA when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft using BRAZO Transition, ALS, RSK and PUB DMEs must be operational. 8. For non-GPS equipped aircraft using BLUE MESA Transition, HBU DME must be operational.

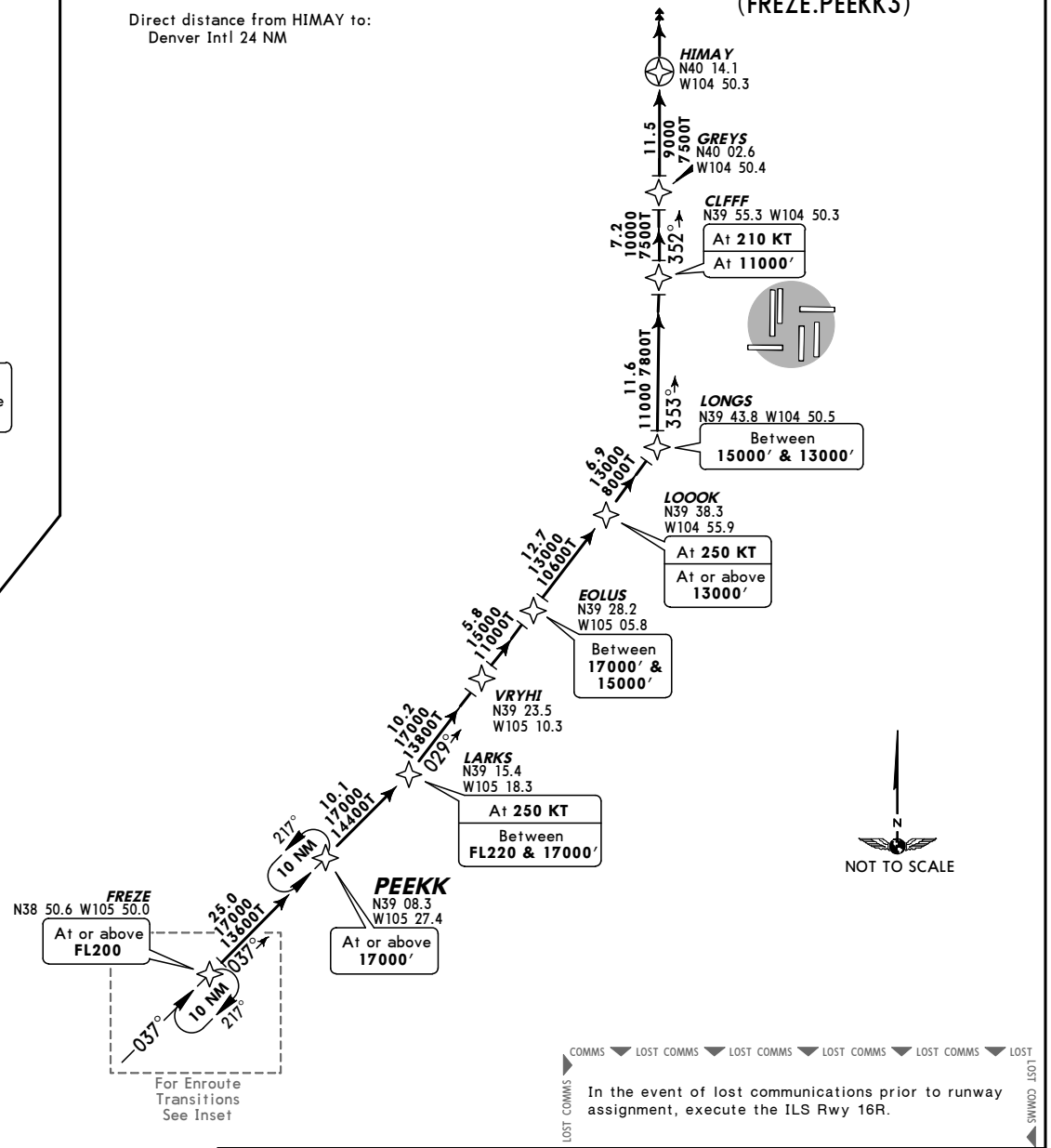
ENROUTE TRANSITIONS

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.



PEEKK THREE RNAV ARRIVAL (FREZE.PEEKK3)

Direct distance from HIMAY to:
Denver Intl 24 NM



COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

In the event of lost communications prior to runway assignment, execute the ILS Rwy 16R.

ROUTING

From FREZE on track 037° to PEEKK, then as depicted to HIMAY, then on track 352°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, Brand airport removed.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

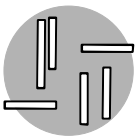
D-ATIS Arrival	Apt Elev
125.6	5434′

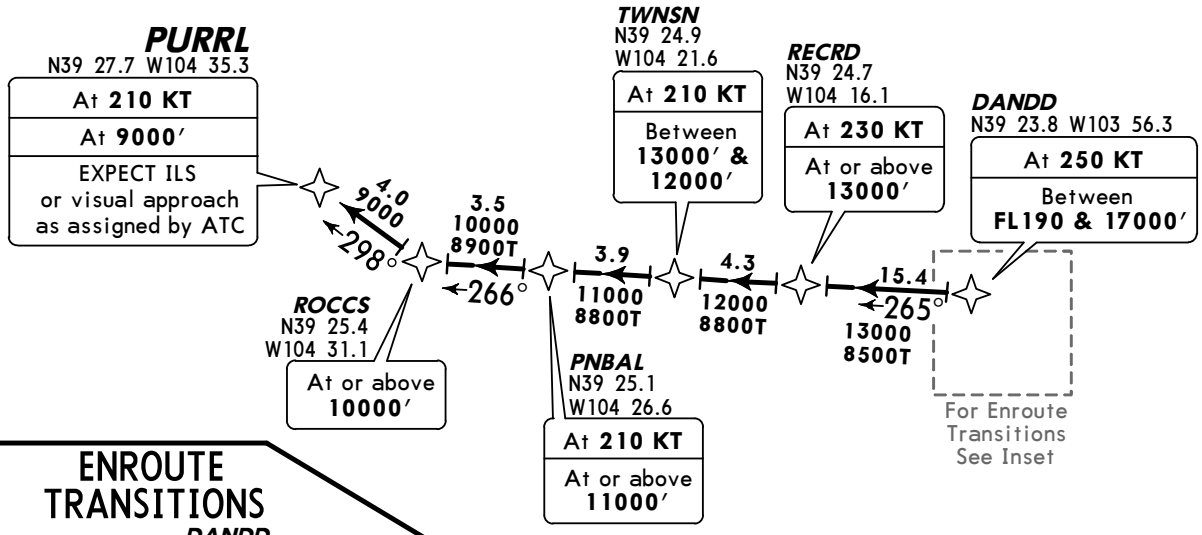
Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is JAGGR. EXPECT JAGGR when Denver Intl is landing SOUTH.

PURRL TWO RNAV ARRIVAL (DANDD.PURRL2)

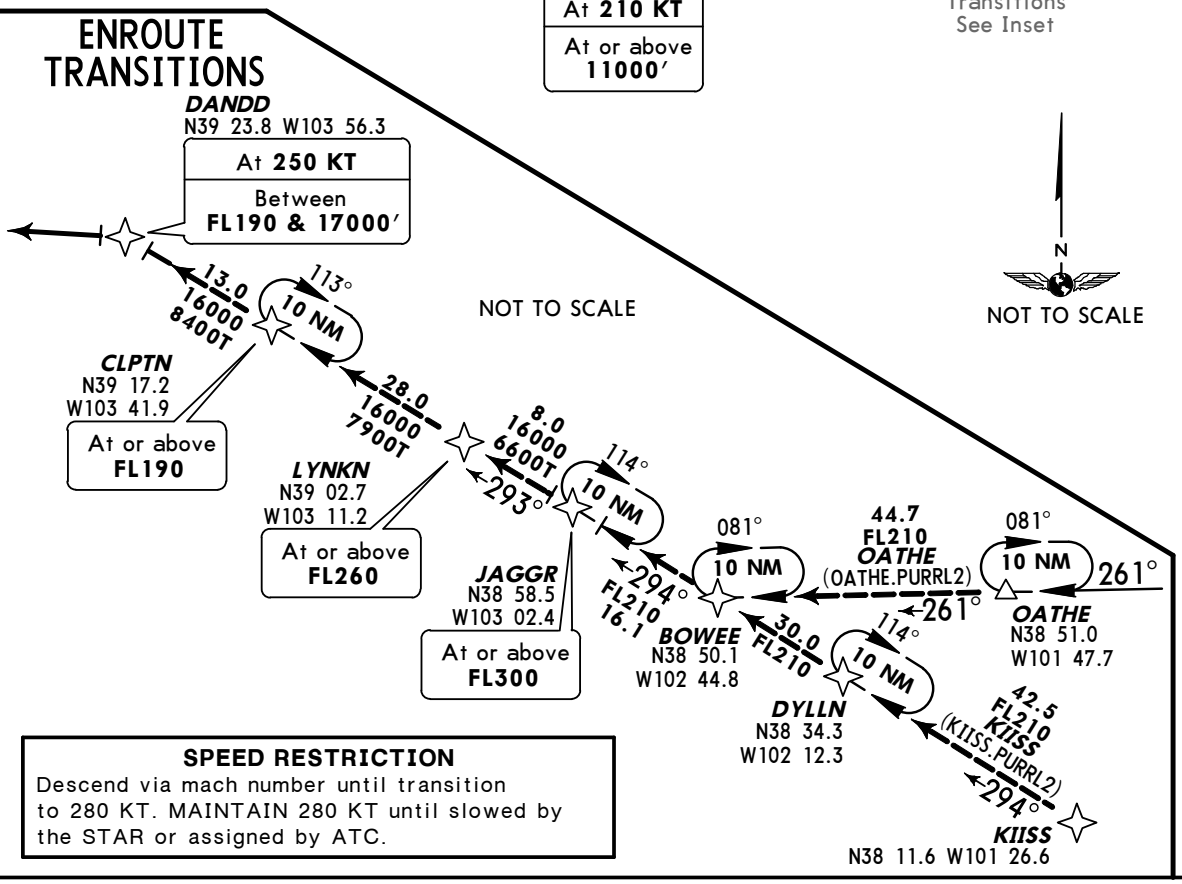
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMS: In the event of lost communications prior to runway assignment, execute the ILS Rwy 35R approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from PURRL to:
Denver Intl 25 NM





ENROUTE TRANSITIONS



SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

ROUTING

From DANDD on track 265° to RECRD, then as depicted to PURRL. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised, Brand airport removed.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is CREDE. EXPECT CREDE when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using WOLLF, HAQHY, and BLUE MESA Transitions, DBL and HBU DMEs must be operational.

TELLR TWO RNAV ARRIVAL (CREDE.TELLR2)

ENROUTE TRANSITIONS

NOT TO SCALE

JNETT
N39 21.1
W106 28.8
At or below **FL260**

17.5
MAA FL260
FL190
JNETT
(JNETT.TELLR2)
103°

CRSTE
N39 14.9
W106 07.8
21.8
MAA FL260
17000
16500T
072°
10 NM
232°

CREDE
N39 18.8
W105 40.1
At or above **17000′**

93.0
MAA FL260
17000
HAQHY
(HAQHY.TELLR2)
071°

HAQHY
N38 49.2
W108 05.3

COFMN
N39 00.7 W106 20.9
At or above **FL270**

052°
17000
16100T
25.0
10 NM
232°

TUCKK
N39 06.5
W106 08.1
At or above **FL220**

052°
11.5
17000
16400T

KEBLR
N38 51.8 W106 40.2
051°
17000
17.5
10 NM
232°

50.0
17000
15200T
WOLLF
(WOLLF.TELLR2)
052°

WOLLF
N38 27.1
W107 35.7

BLUE MESA
(HBU.TELLR2)
MAA FL260
17000
57.9
039°
211°
BLUE MESA
D (H) 114.9 HBU
N38 27.1 W107 02.4
10 NM
031°

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

N
NOT TO SCALE

TELLR
N39 26.1 W104 45.7
At **210 KT**
At **11000′**
EXPECT ILS or visual approach as assigned by ATC

CRAGG
N39 25.1
W104 56.6
At **210 KT**
At **13000′**

NARLE
N39 25.6
W104 51.5
At or above **12000′**

POWDR
N39 23.7 W105 28.9
At **250 KT**
Between **FL190 & 17000′**

THRUU
N39 24.2
W105 18.5

CREDE
N39 18.8
W105 40.1
At or above **17000′**

10.0
15000
053°
079°
14000
13400T
8.0
12000
17.0
075°
11000
9100T
4.0
11000
9000T
4.5

052°
10 NM
232°
For Enroute Transitions See Inset

Direct distance to Denver Intl from:
TELLR 26 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 34R.

ROUTING

From CREDE on track 053° to POWDR, then as depicted to TELLR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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KDEN/DEN
DENVER INTL

JEPPESEN
12 SEP 14 (10-2T) Eff 18 Sep

DENVER, COLO
RNAV STAR

DENVER D-ATIS Arrival 125.6

Apt Elev See Graphic

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

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is MOLTN. EXPECT MOLTN when Denver Intl is landing NORTH. 7. Aircraft landing Ft Collins-Loveland Mun, Front Range, Greeley-Weld Co, EXPECT RADAR vectors to final approach course. 8. Also serves ❶

TSHNR TWO RNAV ARRIVAL (SOYAR.TSHNR2)

ENROUTE TRANSITIONS

NOT TO SCALE

CHEROKEE
D (H) 115.0 CKW
N41 45.3 W107 34.9

117° CHEROKEE (CKW.TSHNR2) FL210 33.0 297° 15 NM

JLONG
N41 26.4 W106 58.9

40.9 FL210

OPPEE
N41 27.6 W106 14.7

154° 15 NM 334°
154° 20.7 15000 14000T OPPEE (OPPEE.TSHNR2)

HNMAN
N41 07.9 W106 06.2
At or above FL270

118° 15000 12300T 15.3 149° 118° FL210 15.3

BKAYY
N41 02.7 W106 14.6
At or above FL270

298° 15 NM

SOYAR
N40 53.8 W105 58.3
At or above FL230

SOYAR
N40 53.8 W105 58.3
At or above FL230

MOLTN
N40 44.8 W105 41.8
At or above FL190

15.4 15000 13300T 118° 15 NM 298°

14.4 14000 13300T

WOOKY
N40 36.3 W105 26.5
At or above 17000′

10 NM 298°

11.5 13000

11.0 11000 9900T 102°

6.0 7400 103°

7.0 7400 101°

For Enroute Transitions See Inset

FT COLLINS LOVELAND COLO
Ft Collins-Loveland Mun
5016

GREELEY COLO
-Weld Co
4697

RAMMS
N40 29.6 W105 14.3
At 250 KT
Between FL190 & 17000′

BSAFE
N40 25.8 W105 00.9
At or below 16000′

BDUNN
N40 23.7 W104 53.5
At 210 KT
Between 15000′ & 14000′

TSHNR
N40 21.4 W104 44.9
At 210 KT
At 13000′
EXPECT ILS or visual approach as assigned by ATC

WAVDI
N40 15.2 W104 21.5

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

Direct distance from TSHNR to:
Denver Intl 30 NM
Direct distance from TSHNR to:
❶ AIRPORTS SERVED
Ft Collins-Loveland Mun 13 NM
Front Range 36 NM
-Weld Co 7 NM

Denver Intl
5434

DENVER COLO
Front Range
5512

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

In the event of lost communications prior to runway assignment:
LANDING DENVER INTL:
Execute the ILS Rwy 16R.
LANDING FT COLLINS-LOVELAND MUN:
Execute the ILS Rwy 33.
LANDING FRONT RANGE:
Execute the ILS Rwy 26.
LANDING GREELEY-WELD CO:
Proceed direct WAVDI for the ILS Rwy 35.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

N

NOT TO SCALE

ROUTING

From SOYAR on track 118° to MOLTN, then as depicted to TSHNR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-2U) Eff 13 Nov

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. The corresponding RNAV STAR is KOHOE. EXPECT KOHOE when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft, BJC DME must be operational. 8. For non-GPS equipped aircraft using WOLBACH Transition ONL DME must be operational.

WAHUU TWO RNAV ARRIVAL
(WAHUU.WAHUU2)

For Enroute Transitions See Inset

MNNOW N40 47.2 W100 39.5
250° 16.9 FL200
MRRAY N40 43.6 W101 01.2
070° 10 NM 249° 57.7 FL200
PUFFR N40 30.4 W102 14.9
248° 20.8 FL200
068° 10 NM
PIEKE N40 25.5 W102 41.4
40.0 16000 6000T
KOHOE N40 15.8 W103 32.1
068° 10 NM 16000 6600T 5.0
SLMON N40 14.5 W103 38.4
At or above 17000′
10.0 16000 6900T
269° 9000 7100T 19.9
5.7 9000 7100T
266° 4.2 7200
257° 4.7 7200

SAYGE N40 12.0 W103 51.1
At 250 KT
Between FL190 & 17000′

GRRUB N40 14.4 W104 16.8
Between 13000′ & 12000′

KOKOO N40 15.1 W104 24.2
At 210 KT
At or above 11000′

LIPKE N40 15.4 W104 29.7
At or above 10000′

WAHUU N40 15.0 W104 35.8
At 210 KT
At 9000′
EXPECT ILS or visual approach as assigned by ATC

N
NOT TO SCALE

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

ENROUTE TRANSITIONS
NOT TO SCALE

WOLBACH D (H) 114.8 OBH N41 22.5 W098 21.2
080° 10 NM 260° 244°
110 FL200 WOLBACH (OBH.WAHUU2)

SPAWN N41 03.8 W098 19.5
080° 10 NM 260° 254°
107 FL200 SPAWN (SPAWN.WAHUU2)

HASTINGS D (L) 108.8 HSI N40 36.3 W098 25.8
080° 10 NM 260° 269°
102 FL200 HASTINGS (HSI.WAHUU2)

MNNOW N40 47.2 W100 39.5

ROUTING
From SAYGE on track 269° to GRRUB, then as depicted to WAHUU. EXPECT ILS or visual approach as assigned by ATC.

In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R.
LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST

Direct distance to Denver Intl from:
WAHUU 24 NM

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is BOSSS. EXPECT BOSSS when Denver Intl is landing NORTH.

ZPLYN THREE RNAV ARRIVAL (ZPLYN.ZPLYN3)

Direct distance from SISEE to:
Denver Intl 23 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
LOST COMMS

NOT TO SCALE

353°
SISEE
N40 13.3 W104 29.7

8.8 8000 7400T 358°
ROOOL
N40 04.6
W104 31.0

8.7 9000 7600T 353°
QWIKE
N39 55.9
W104 31.3
At **210 KT**
At **11000′**

5.8 11000 7700T 352°
OPREE
N39 50.2 W104 31.3
Between **12000′ & 11000′**

JAAAM
N39 44.9 W104 31.4
5.3 11000 7900T 353°
Between **14000′ & 13000′**

7.4 13000 8200T
BOOON
N39 38.7
W104 26.3
At **250 KT**
At or above **13000′**

11.8 13000 8400T
JPAGE
N39 28.7 W104 18.1
Between **17000′ & 15000′**

5.3 15000 8500T
HAIIR
N39 24.3 W104 14.5

10.2 15000 8600T 320°
QUAIL
N39 15.6
W104 07.5
At **250 KT**
Between **FL220 & 17000′**

For Enroute Transitions & Common Route See Inset

QUAIL
N39 15.6
W104 07.5
At **250 KT**
Between **FL220 & 17000′**

13.0 16000 8600T
NIIXX
N39 07.0 W103 55.0
At or above **FL190**

10 NM 124°
27.2 FL180
IDOLL
N38 48.8
W103 29.2
At or above **FL260**

10 NM 124°
8.1 FL180
ZPLYN
N38 43.3
W103 21.5
At or above **FL300**

10 NM 124°
304°
FL180 16.2
ASYLM
N38 32.4 W103 06.2

30.0 FL180
KOORN
N38 12.1
W102 38.2

10 NM 125°
32.6 FL180 HALEN
(HALEN.ZPLYN3)
305°
HALEN
N37 49.9
W102 08.0

(ZIGEE.ZPLYN3)
ZIGEE FL180 63.0
338°
ZIGEE
N37 31.2 W102 46.8

ENROUTE TRANSITIONS & COMMON ROUTE

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

N
NOT TO SCALE

ROUTING

From ZPLYN on track 304° to IDOLL, then as depicted to SISEE, then on track 353°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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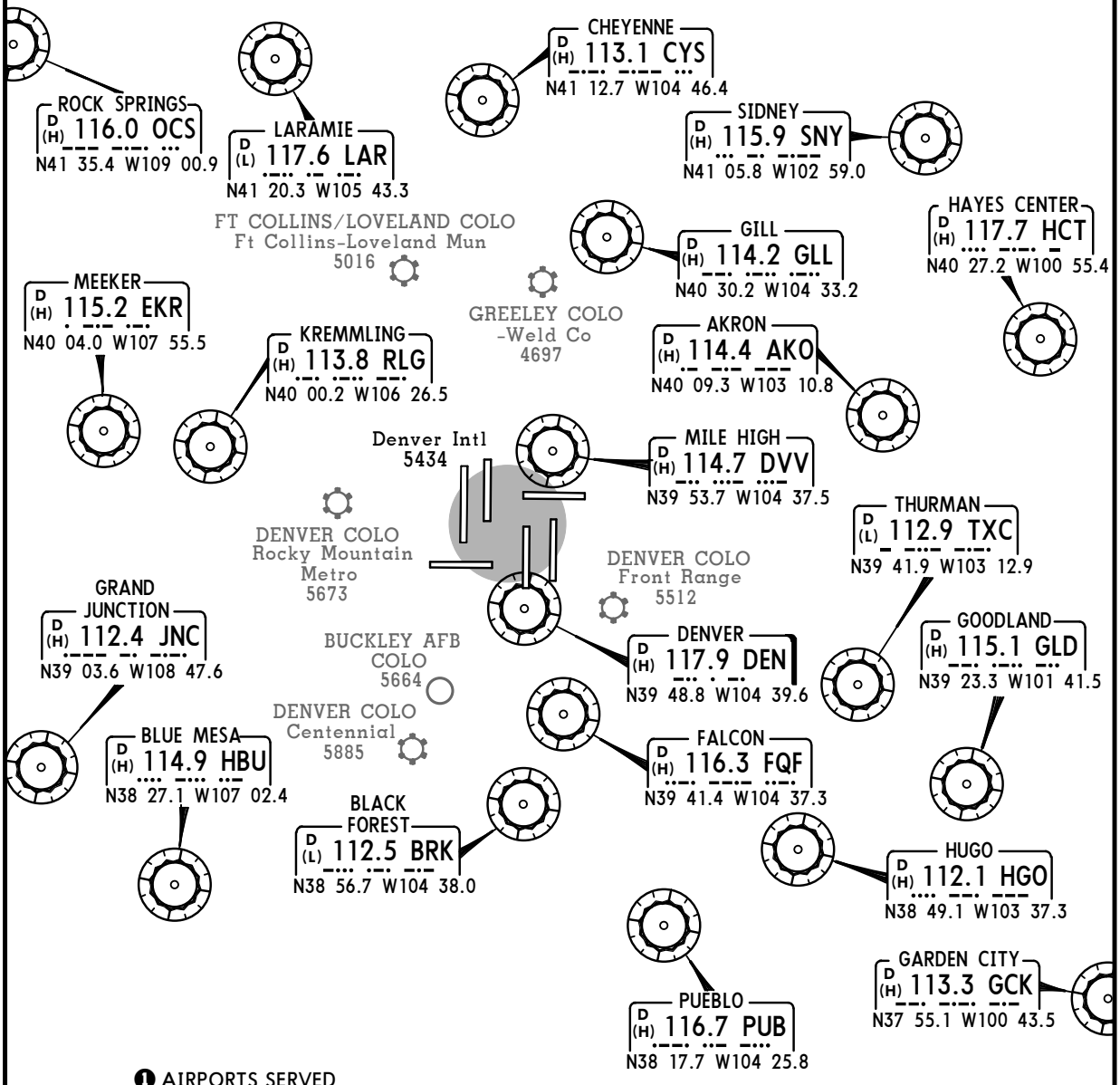
KDEN/DEN
DENVER INTL

DENVER, COLO
SID

DENVER Departure (R)				Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
North	East	South	West		**1. RADAR required.**
127.05	128.25	128.45	126.1		2. Also serves ❶

DENVER EIGHT DEPARTURE

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3-1



❶ AIRPORTS SERVED
Buckley AFB
Centennial
Ft Collins-Loveland Mun
Front Range
Rocky Mountain Metro
-Weld Co

N

NOT TO SCALE

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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DENVER EIGHT DEPARTURE

For Procedure Graphic see 10-3

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned route. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned route.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned route.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS- LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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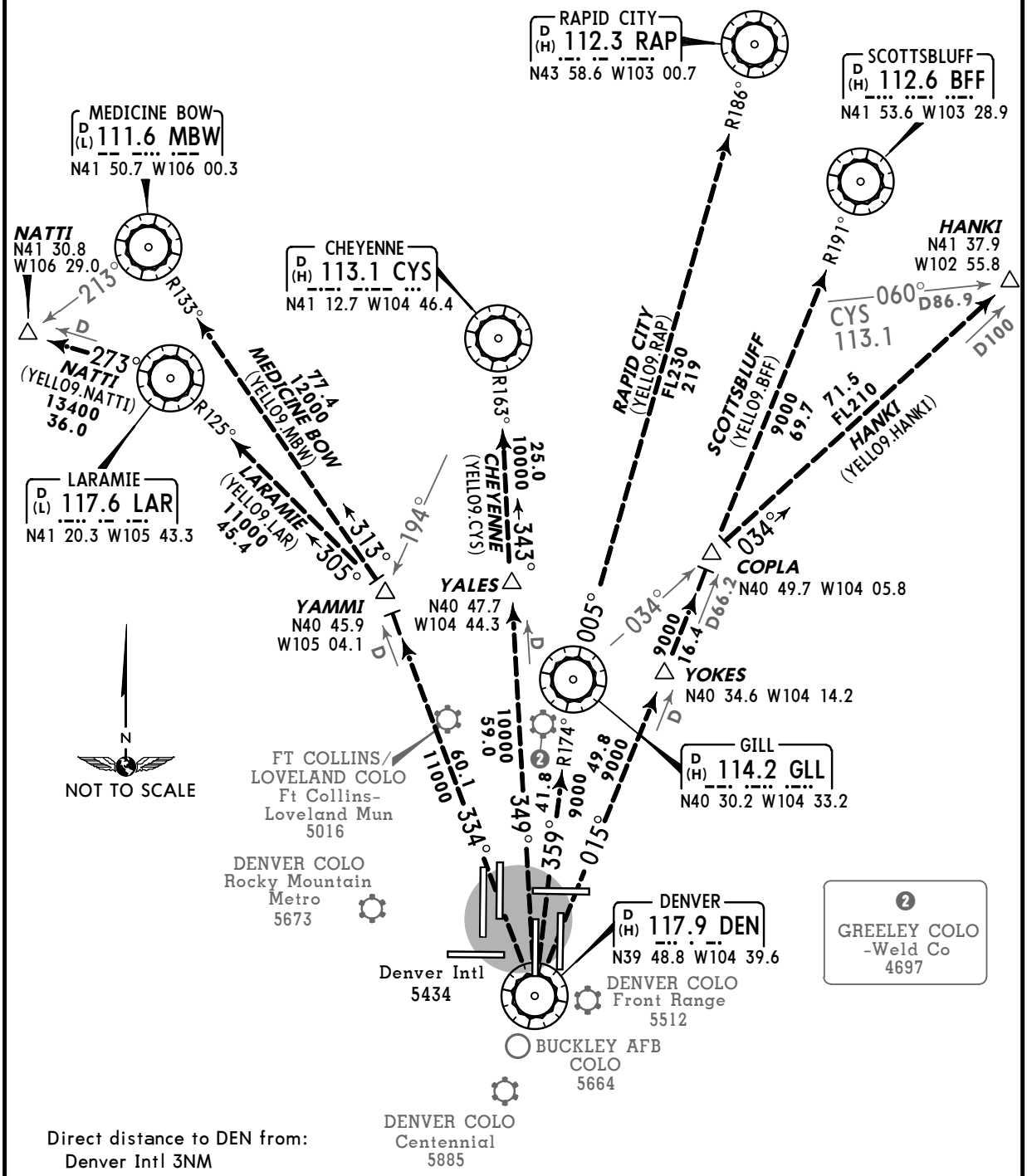
KDEN/DEN
DENVER INTL

DENVER, COLO
SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
127.05	See Graphic	**1. RADAR required.** 2. Also serves ❶

(NORTH)
YELLOWSTONE NINE DEPARTURE (YELLO9.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl 3NM

Direct distance to DEN from:
❶ AIRPORTS SERVED
Buckley AFB 8 NM
Centennial 17 NM
Ft Collins-Loveland Mun 42 NM
Front Range 6 NM
Rocky Mountain Metro 22 NM
-Weld Co 37 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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(NORTH)

YELLOWSTONE NINE DEPARTURE (YELLO9.DEN)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS: If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS- LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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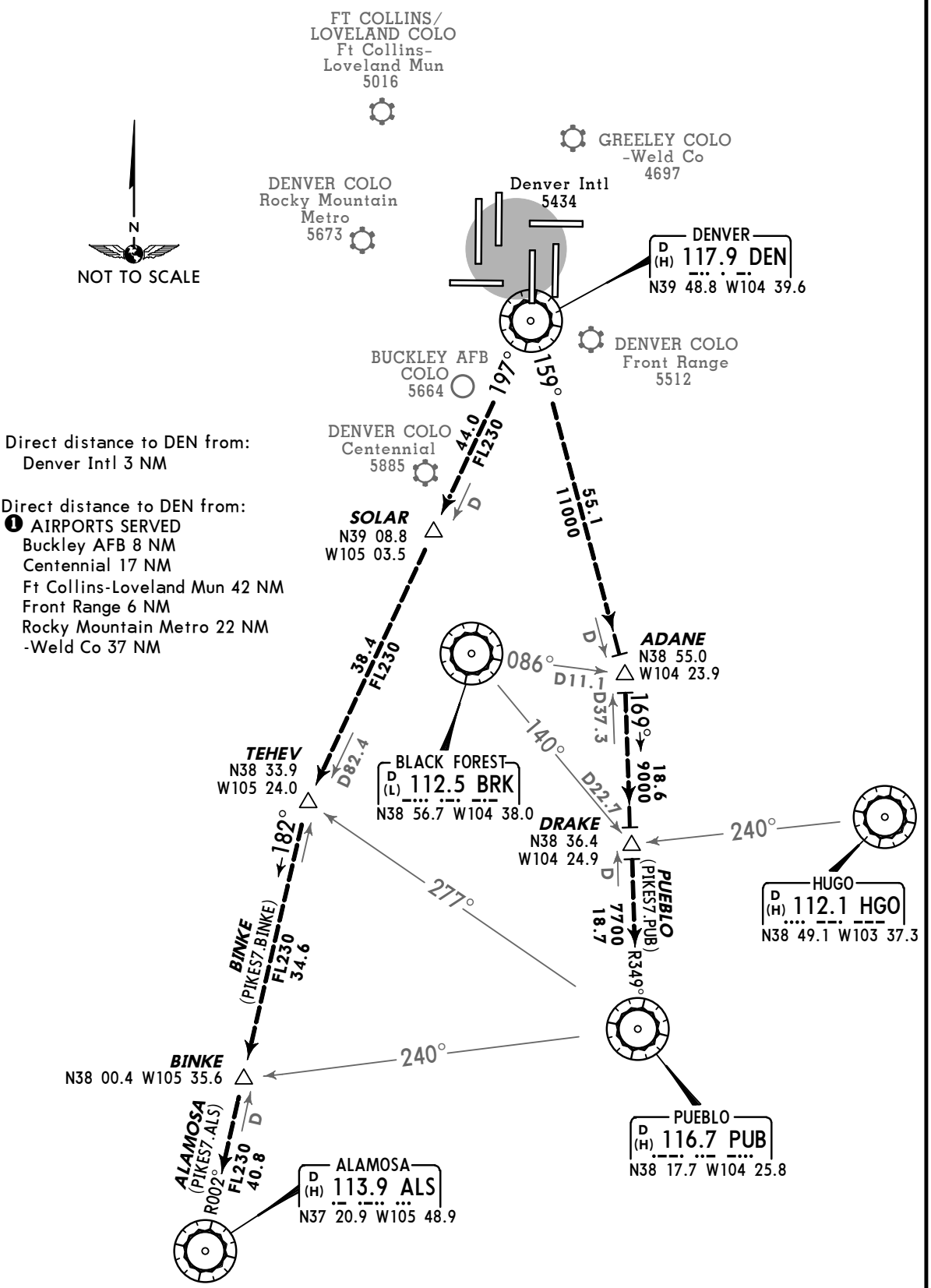
KDEN/DEN
DENVER INTL

DENVER, COLO
SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
128.45	See Graphic	**1. RADAR required.**
		2. Also serves ❶

(SOUTH)
PIKES SEVEN DEPARTURE (PIKES7.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3B-1



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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(SOUTH)

PIKES SEVEN DEPARTURE (PIKES7.DEN)

For Procedure Graphic see 10-3B

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned transition.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

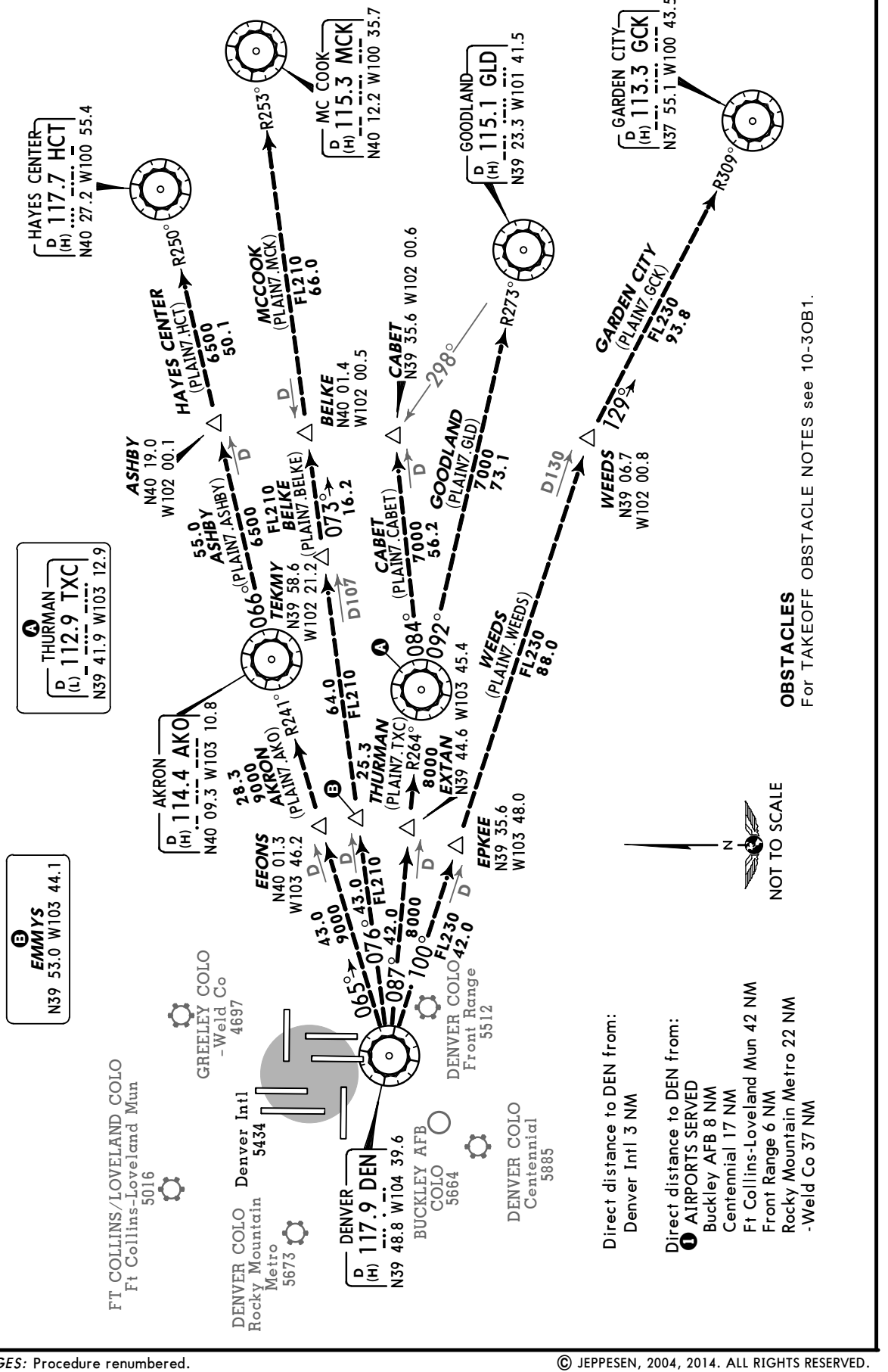
DENVER, COLO
SID

DENVER Departure (R) 128.25	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶

(EAST)

PLAINS SEVEN DEPARTURE (PLAIN7.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3C-1



CHANGES: Procedure renumbered.

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(EAST)

PLAINS SEVEN DEPARTURE (PLAIN7.DEN)

For Procedure Graphic see 10-3C

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST COMMS
If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS- LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned transition.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

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KDEN/DEN
DENVER INTL

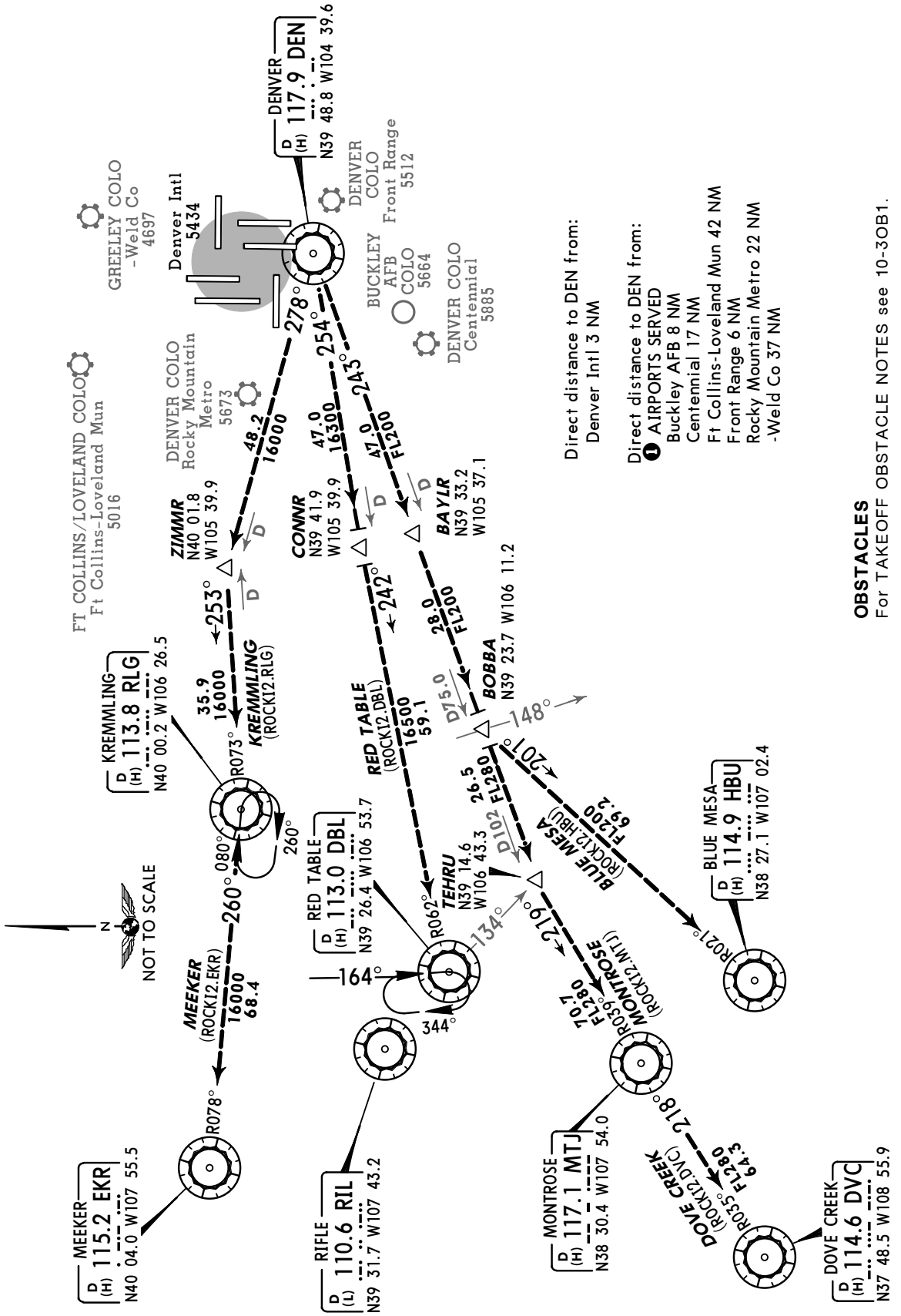
DENVER, COLO
SID

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶

(WEST)

ROCKIES TWO DEPARTURE (ROCKI2.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3D-1



CHANGES: Procedure renumbered.

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(WEST)

ROCKIES TWO DEPARTURE (ROCKI2.DEN)

For Procedure Graphic see 10-3D

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS: If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned route.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned route.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. For non-GPS equipped aircraft on the BLUE MESA Transition: GLL, DBL and HBU DMEs must be operational. 7. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to BAYLR.	FL230
16L	Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
16R	Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTUSI at or above 16000′, then on track 237° to BAYLR.	
17L	Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
17R	Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
25	Climb heading 263° to intercept course 242° to cross LOHII at or below 10000′, then on track 243° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing LEFT turn direct to cross CRAGR at or below 10000′, then on track 229° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	

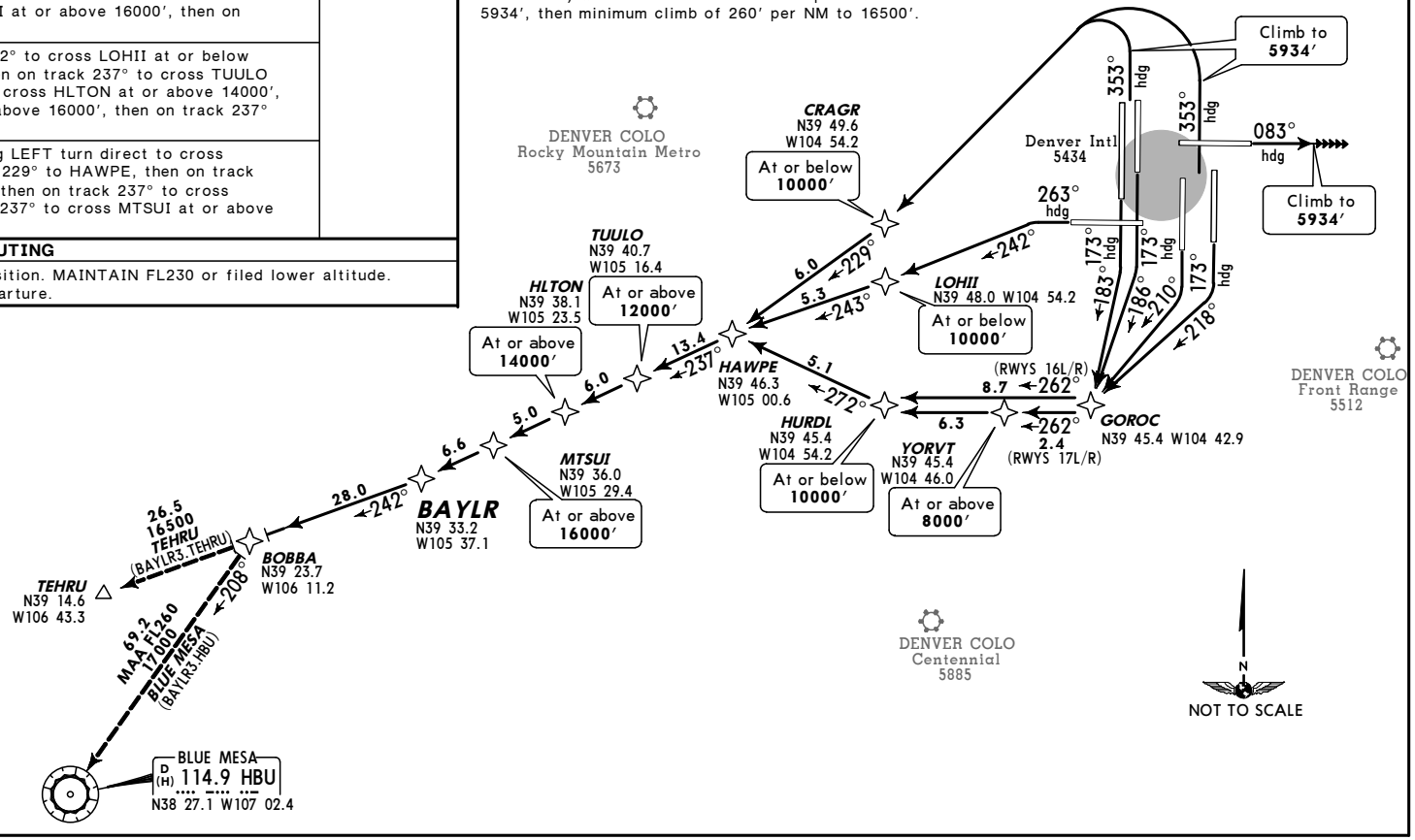
ROUTING

From BAYLR as depicted to BOBBA, then via transition. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 265′ per NM to 16500′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 270′ per NM to 16500′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 6400′, then minimum climb of 265′ per NM to 16500′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 7000′, then minimum climb of 260′ per NM to 16500′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 275′ per NM to 16500′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 265′ per NM to 16500′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 16500′.

BAYLR THREE RNAV DEPARTURE (BAYLR3.BOBBA)

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
420′ per NM	525	700	1050	1400	1750	2100
425′ per NM	531	708	1063	1417	1771	2125
450′ per NM	563	750	1125	1500	1875	2250
460′ per NM	575	767	1150	1533	1917	2300



Direct distance from Denver Intl
(Rwy 8) to: BAYLR 48 NM
(Rwys 16L/R, 17L/R) to: GOROC 7 NM
(Rwy 25) to: LOHII 11 NM
(Rwys 34L/R, 35L/R) to: CRAGR 11 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

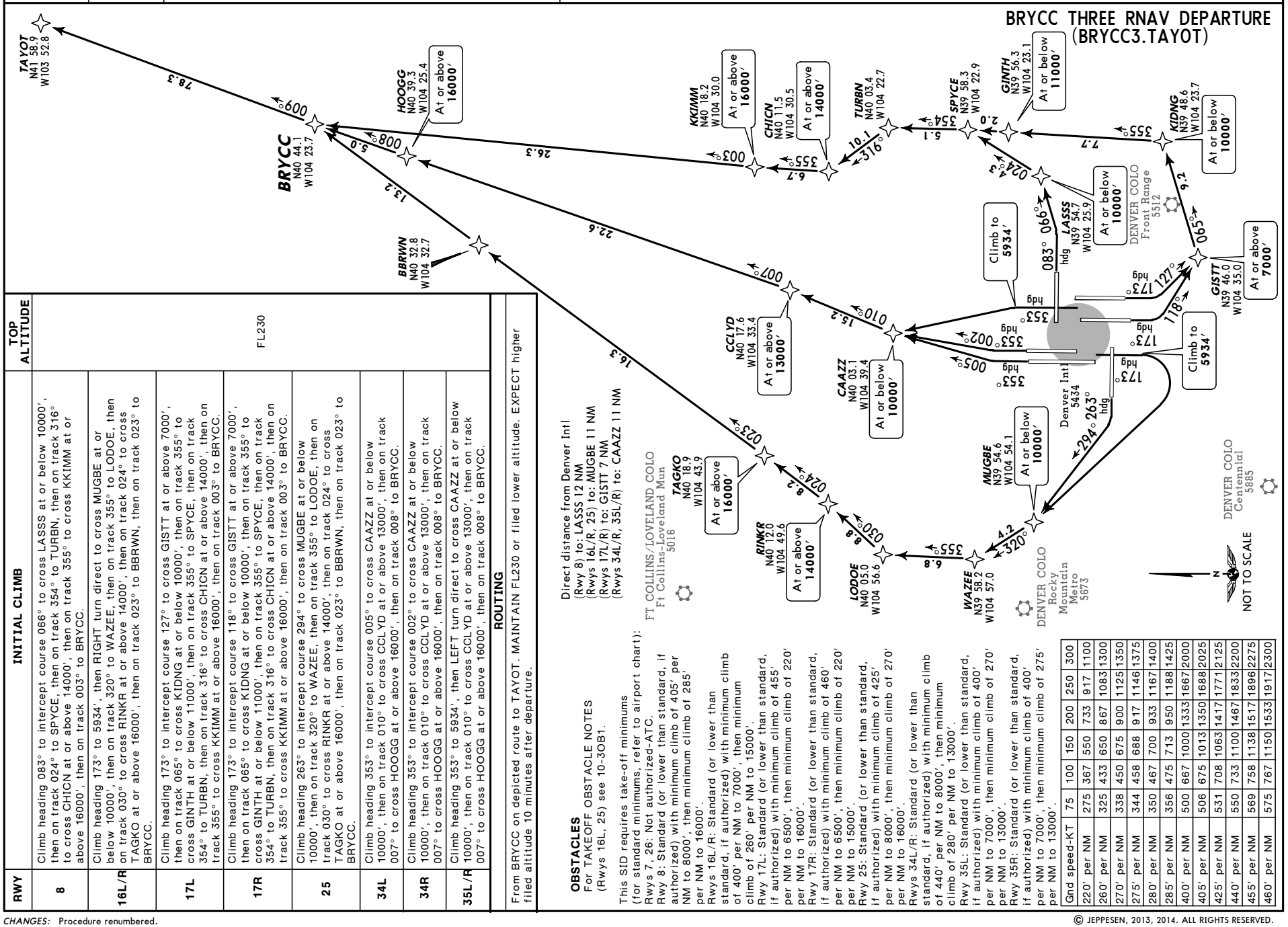
DENVER Departure (R) 127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.

5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

BRYCC THREE RNAV DEPARTURE (BRYCC3.TAYOT)



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 024° to cross TAGKO at or above 16000′, then on track 023° to BBRWN, then on track 023° to BRYCC.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 024° to cross TAGKO at or above 16000′, then on track 023° to BBRWN, then on track 023° to BRYCC.	
34L	Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	
34R	Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	
35L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	

ROUTING

From BRYCC on depicted route to TAYOT. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES
(Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 405′ per NM to 8000′, then minimum climb of 285′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 15000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 16000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 440′ per NM to 8000′, then minimum climb of 280′ per NM to 13000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 270′ per NM to 13000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 275′ per NM to 13000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
405′ per NM	506	675	1013	1350	1688	2025
425′ per NM	531	708	1063	1417	1771	2125
440′ per NM	550	733	1100	1467	1833	2200
455′ per NM	569	758	1138	1517	1896	2275
460′ per NM	575	767	1150	1533	1917	2300

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.

6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to CONNR.	FL230
16L	Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
16R	Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
17L	Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246°to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
17R	Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
25	Climb heading 263° to 5934′, then direct to cross WRIPS at or below 10000′, then on track 262° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing LEFT turn direct to cross YOBUB at or below 10000′, then on track 246° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 246° to cross BRNKO at or above 14000′, then on track 247° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	

ROUTING

From CONNR on depicted route to DBL. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 6400′, then minimum climb of 265′ per NM to 16500′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 7000′, then minimum climb of 250′ per NM to 16500′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 270′ per NM to 16500′.
Rwys 34L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.

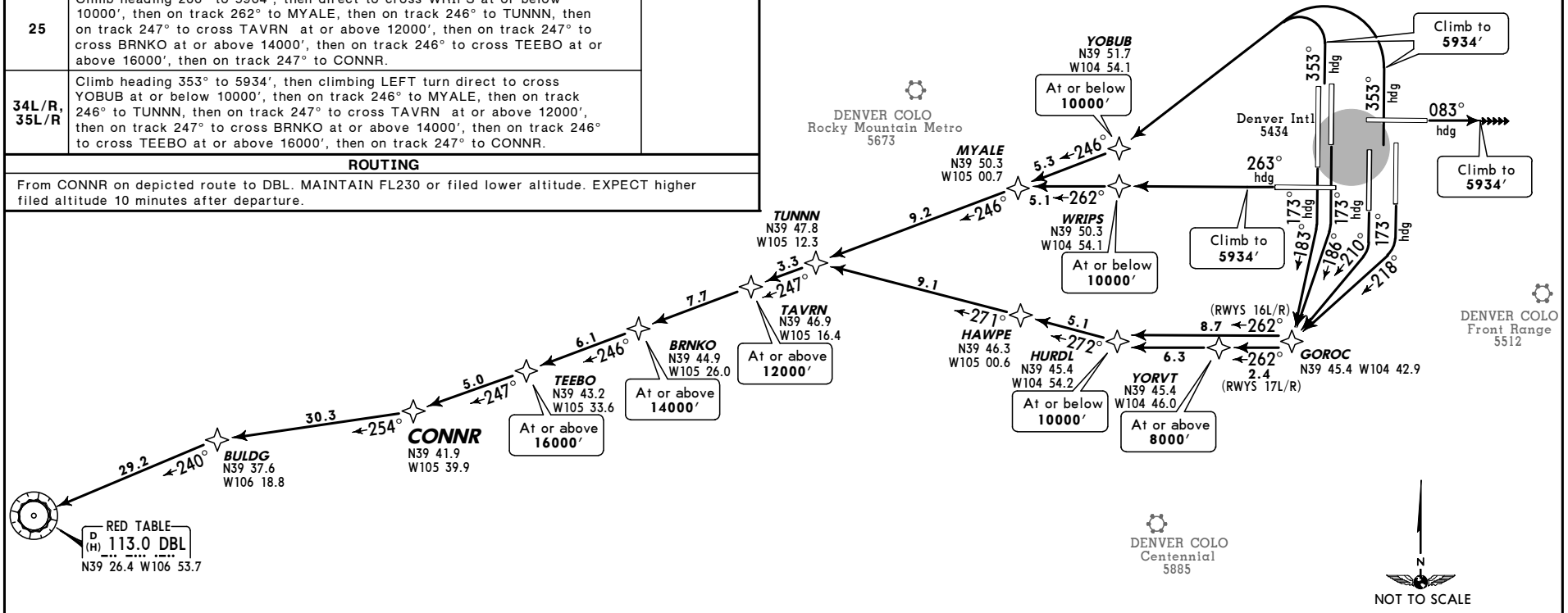
CONNR THREE RNAV DEPARTURE (CONNR3.DBL)

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
400′ per NM	500	667	1000	1333	1667	2000
420′ per NM	525	700	1050	1400	1750	2100
425′ per NM	531	708	1063	1417	1771	2125
450′ per NM	563	750	1125	1500	1875	2250
460′ per NM	575	767	1150	1533	1917	2300

Direct distance from Denver Intl
(Rwy 8) to: CONNR 47 NM
(Rwys 16L/R, 17L/R) to: GOROC 7 NM
(Rwy 25) to: WRIPS 11 NM
(Rwys 34L/R, 35L/R) to: YOBUB 11 NM

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
126.1		**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to COORZ.	FL230
16L/R, 17L/R	Climb heading 173° to 5934′, then RIGHT turn direct FOAMS, then on track 274° to cross BERRS at or below 10000′, then on track 271° to MYALE, then on track 278° to HADDA, then on track 278° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
34L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
35L	Climb heading 353° to intercept course 279° to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
35R	Climb heading 353° to intercept course 276° to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	

ROUTING

From COORZ on depicted route to VOAXA. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 16L, 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 240′ per NM to 16000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 480′ per NM to 5934′, then minimum climb of 245′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 250′ per NM to 16000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 360′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 375′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.

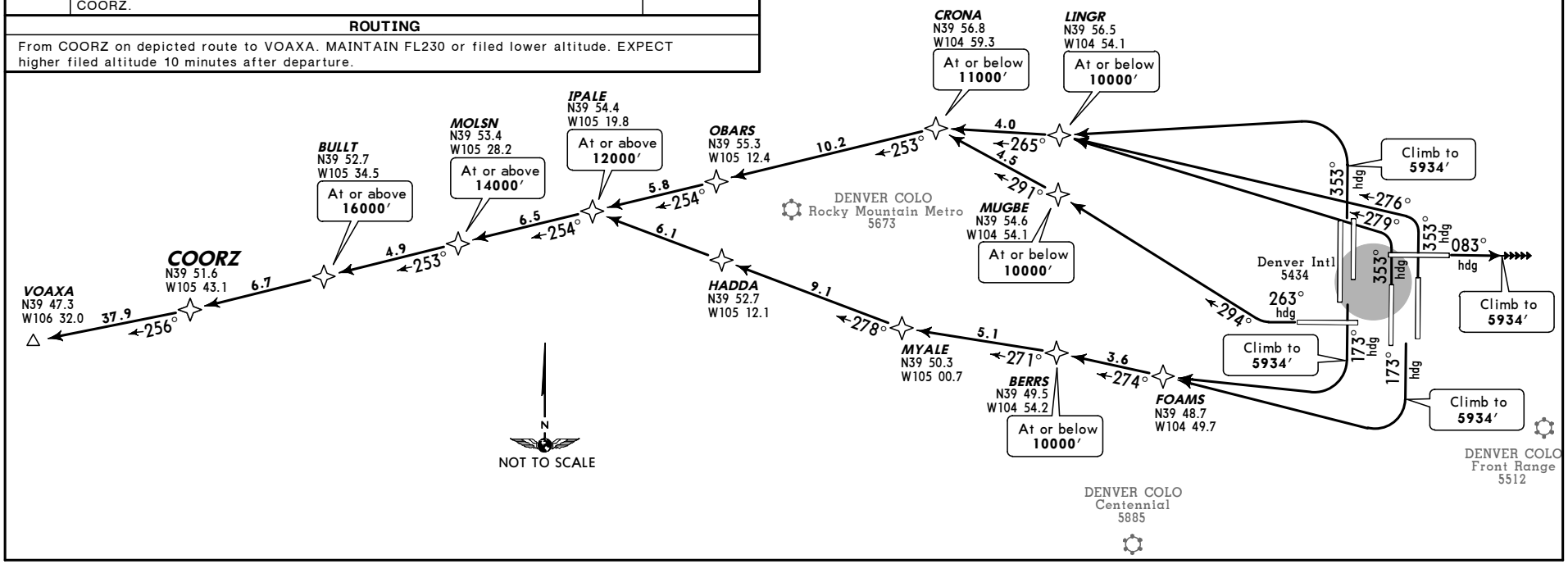
FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

COORZ THREE RNAV DEPARTURE (COORZ3.VOAXA)

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
360′ per NM	450	600	900	1200	1500	1800
375′ per NM	469	625	938	1250	1563	1875
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
480′ per NM	600	800	1200	1600	2000	2400

Direct distance from Denver Intl
(Rwy 8) to: COORZ 48 NM
(Rwys 16L/R, 17L/R) to: FOAMS 8 NM
(Rwy 25) to: MUGBE 11 NM
(Rwys 34L/R, 35L/R) to: LINGR 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



CHANGES: Procedure renumbered.

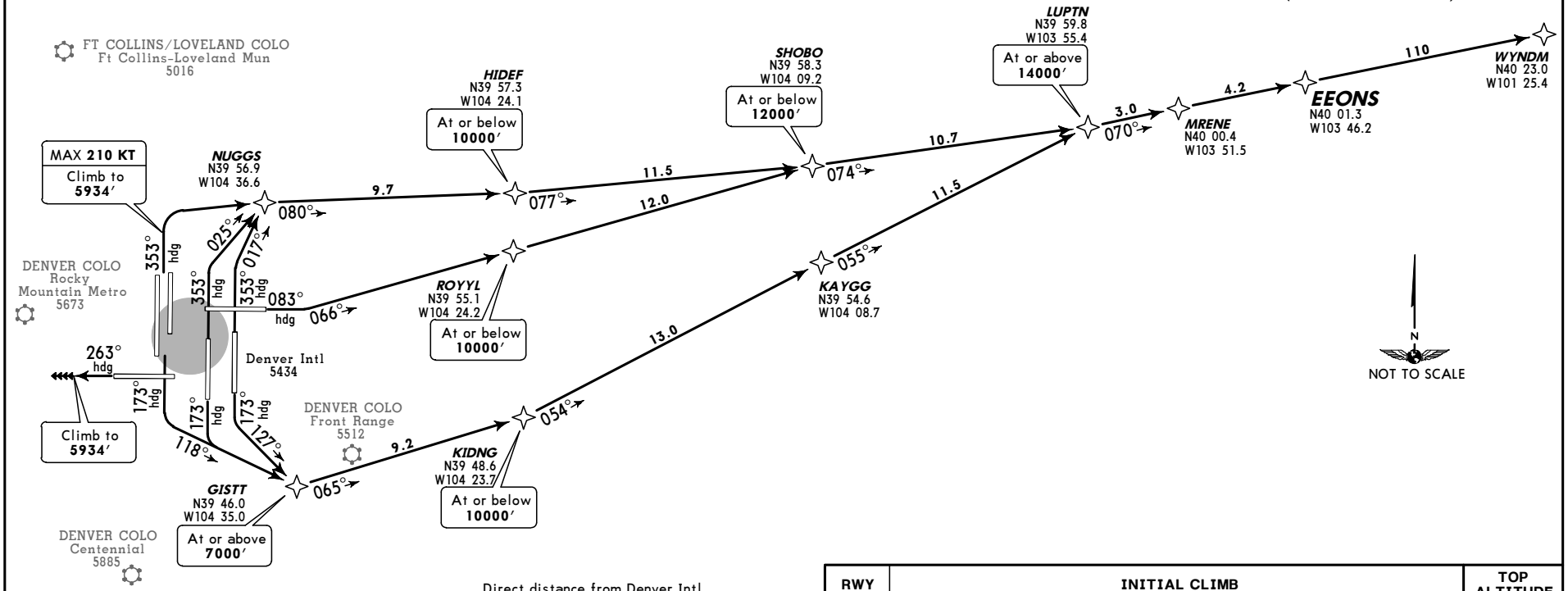
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KDEN/DEN
DENVER INTL

DENVER Departure (R) 128.25	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

EEONS FOUR RNAV DEPARTURE (EEONS4.WYNDM)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 245′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 320′ per NM to 8400′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.

Direct distance from Denver Intl
(Rwy 8) to: ROYYL 13 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EEONS 43 NM
(Rwys 34L/R, 35L/R) to: NUGGS 6 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
300′ per NM	375	500	750	1000	1250	1500
320′ per NM	400	533	800	1067	1333	1600
400′ per NM	500	667	1000	1333	1667	2000
420′ per NM	525	700	1050	1400	1750	2100
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross ROYYL at or below 10000′, then on track 066° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000′.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000′.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EEONS.	
34L/R	Climb heading 353° MAX 210 KT to 5934′, then climbing RIGHT turn direct NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	
35L	Climb heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	
35R	Climb heading 353° to intercept course 017° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	

ROUTING

Then on depicted route to WYNDM. MAINTAIN FL230 or filed lower altitude.
EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

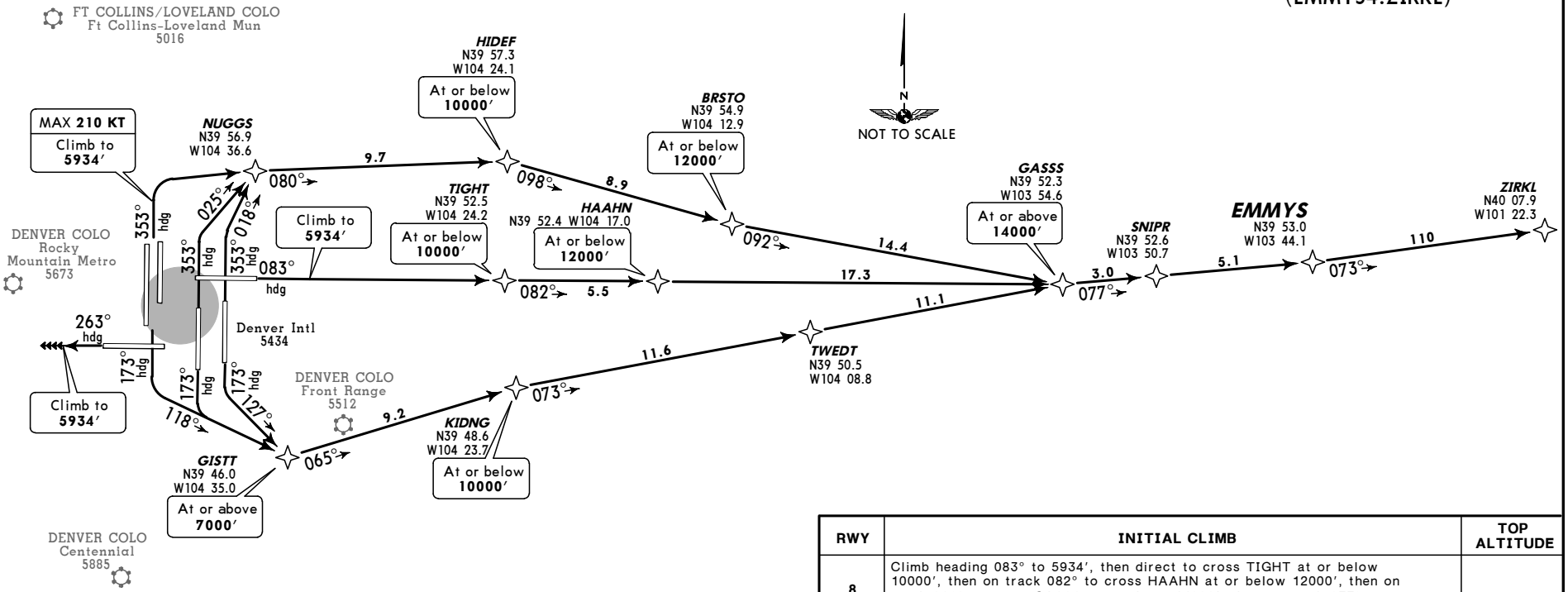
JEPPESEN
7 NOV 14 (10-3K) Eff 13 Nov

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
128.25	See Graphic	**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.

6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

EMMYS FOUR RNAV DEPARTURE (EMMYS4.ZIRKL)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to 8700′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 215′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 9300′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 235′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 320′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 285′ per NM to 9000′.

Direct distance from Denver Intl
(Rwy 8) to: TIGHT 12 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EMMYS 43 NM
(Rwys 34L/R, 35L/R) to: NUGGS 6 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
220′ per NM	275	367	550	733	917	1100
235′ per NM	294	392	588	783	979	1175
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
320′ per NM	400	533	800	1067	1333	1600
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then direct to cross TIGHT at or below 10000′, then on track 082° to cross HAAHN at or below 12000′, then on track 082° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EMMYS.	
34L/R	Climb heading 353° MAX 210 KT to 5934′, then climbing RIGHT turn direct NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
35L	Climb heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
35R	Climb heading 353° to intercept course 018° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	

ROUTING

From EMMYS on depicted route to ZIRKL. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

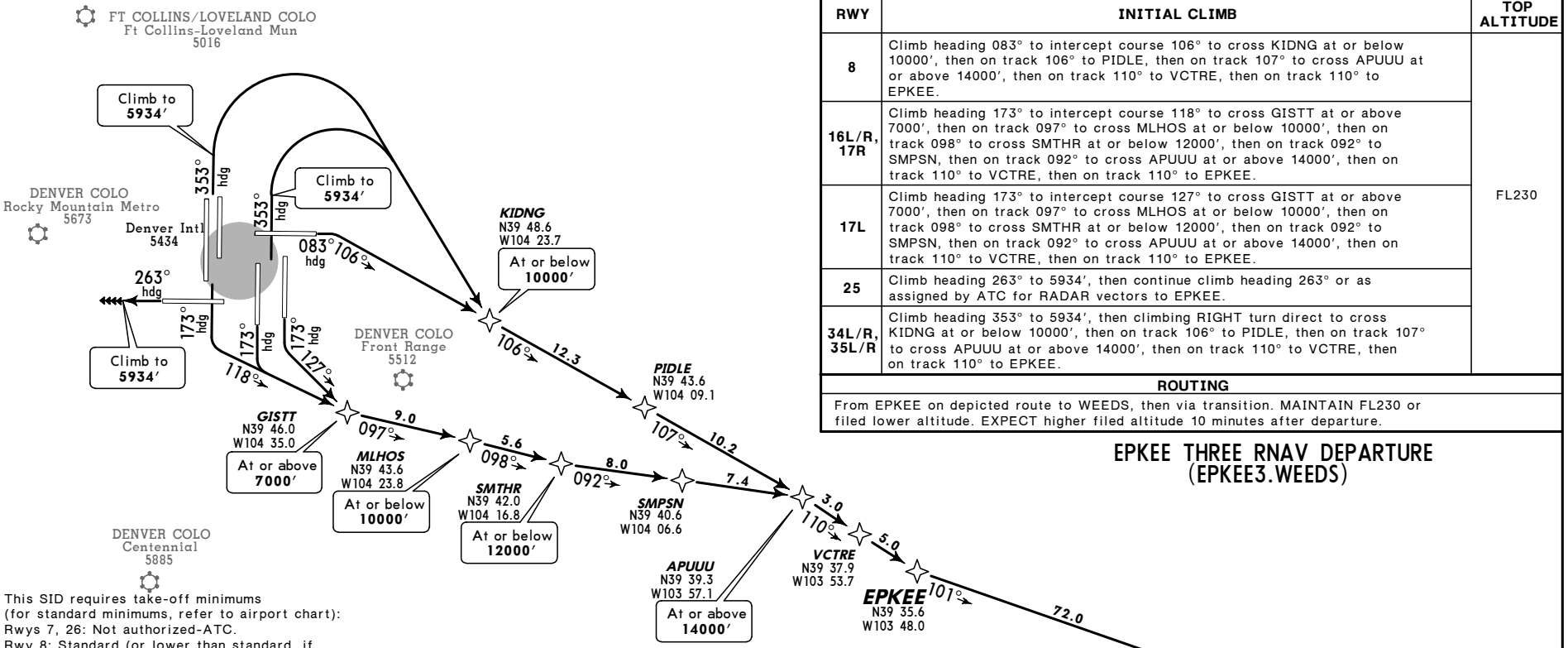
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KDEN/DEN
DENVER INTL

DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
128.25		**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.

6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 097° to cross MLHOS at or below 10000′, then on track 098° to cross SMTHR at or below 12000′, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 097° to cross MLHOS at or below 10000′, then on track 098° to cross SMTHR at or below 12000′, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EPKEE.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	

ROUTING

From EPKEE on depicted route to WEEDS, then via transition. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

EPKEE THREE RNAV DEPARTURE
(EPKEE3.WEEDS)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 255′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 245′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 215′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 235′ per NM to 14000′.

Direct distance from Denver Intl
(Rwys 8, 34L/R, 35L/R) to: KIDNG 13 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EPKEE 44 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
220′ per NM	275	367	550	733	917	1100
230′ per NM	288	383	575	767	958	1150
235′ per NM	294	392	588	783	979	1175
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
255′ per NM	319	425	638	850	1063	1275
280′ per NM	350	467	700	933	1167	1400
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure renumbered.

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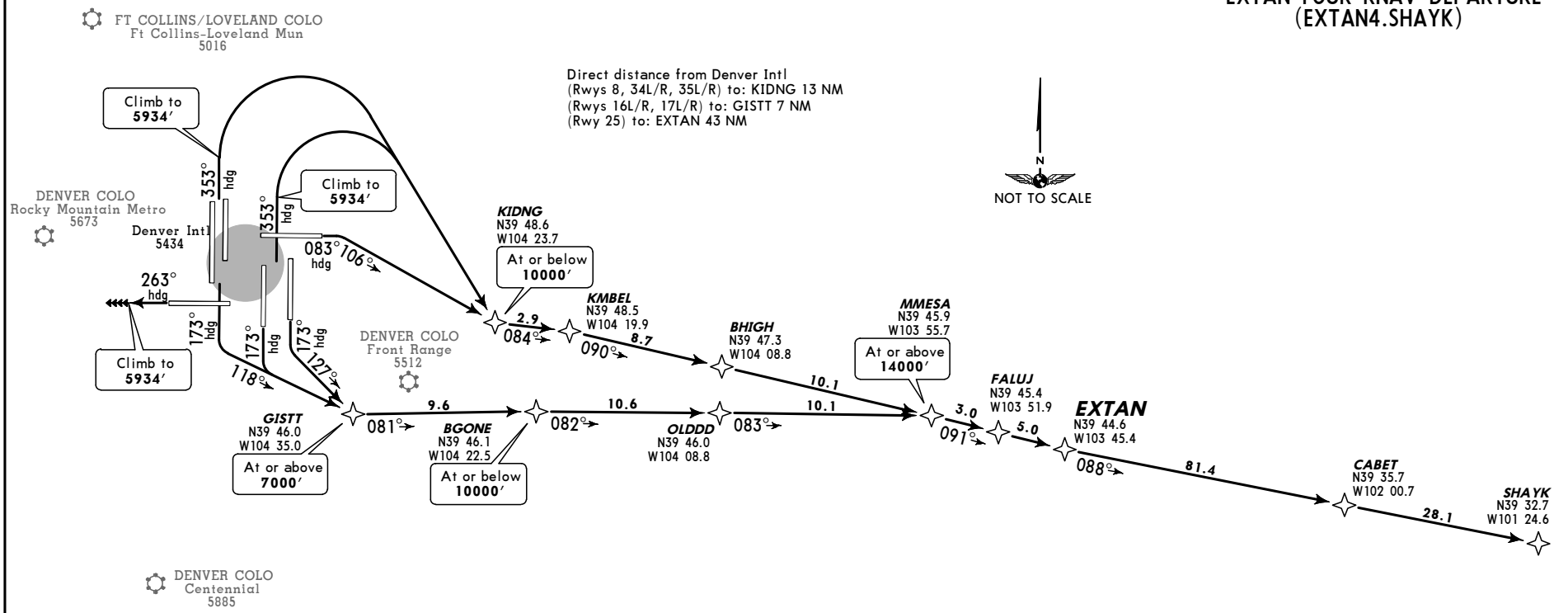
KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-3M) Eff 13 Nov

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.	6. For non-GPS equipped aircraft TXC DME must be operational. 7. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.
128.25			

EXTAN FOUR RNAV DEPARTURE
(EXTAN4.SHAYK)



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000′.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 081° to cross BGONE at or below 10000′, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000′.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 081° to cross BGONE at or below 10000′, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000′.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EXTAN.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 084° to KIMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000′.	

ROUTING

On depicted route to SHAYK. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimiums
(for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 225′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 240′ per NM to 14000′.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
225′ per NM	281	375	563	750	938	1125
230′ per NM	288	383	575	767	958	1150
240′ per NM	300	400	600	800	1000	1200
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to PENEY.	FL230
16L/R, 17L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
34L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
35L	Climb heading 353° to intercept 279° course to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
35R	Climb heading 353° to intercept 276° course to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	

ROUTING

From PENEY on depicted route to RLG. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 245′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934, then minimum climb of 250′ per NM to 16000′.

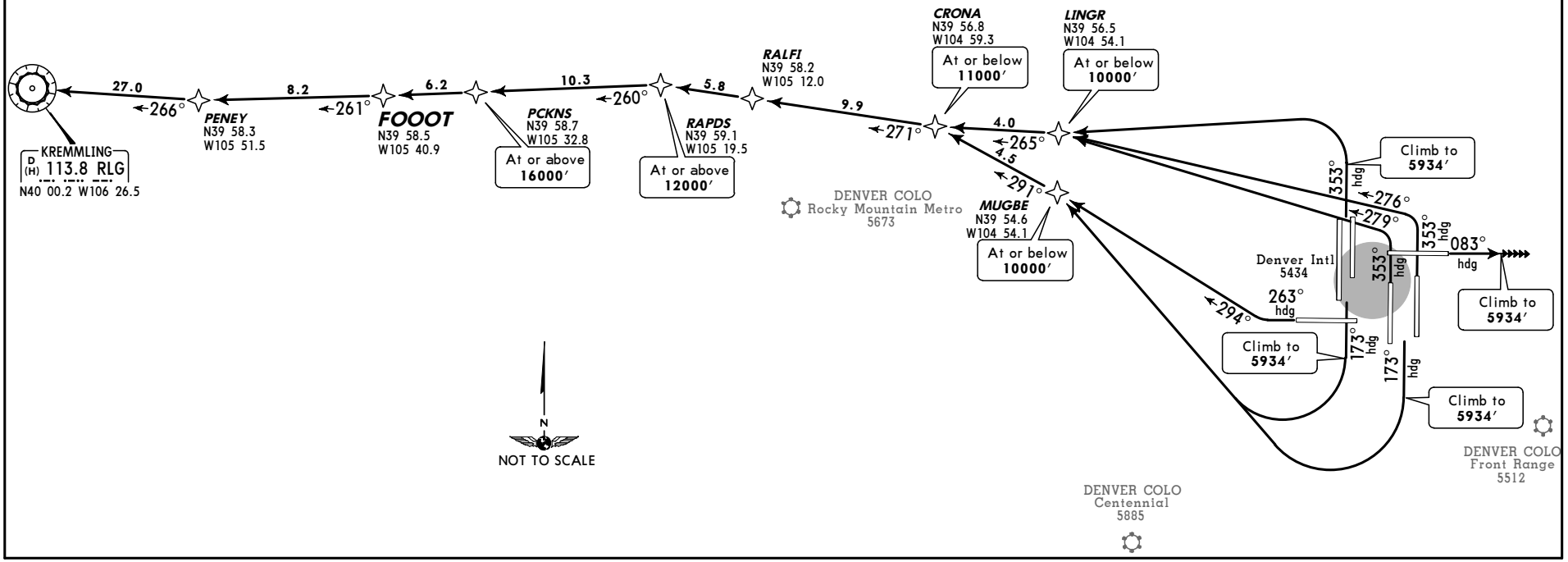
FOOOT THREE RNAV DEPARTURE (FOOOT3.RLG)

Gnd speed-KT	75	100	150	200	250	300
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

Direct distance from Denver Intl
(Rwy 8) to: PENEY 55 NM
(Rwys 16L/R, 17L/R, 25) to: MUGBE 11 NM
(Rwys 34L/R, 35L/R) to: LINGR 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES
(Rwys 16L, 25) see 10-3OB1.



CHANGES: None.

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TAKEOFF OBSTACLE NOTES

BUCKLEY AFB

◦ RWY 14:
TERRAIN 110' FROM DER, 529' LEFT OF CENTERLINE, 5666' MSL.

CENTENNIAL

◦ RWY 10:
TERRAIN BEGINNING 369' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5854' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1358' FROM DER, 253' LEFT OF CENTERLINE, UP TO 5830' MSL.

◦ RWY 17L:
TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, UP TO 100' AGL/5976' MSL.

◦ RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5886' MSL. TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE, 90' AGL/6021' MSL.

◦ RWY 28:
TERRAIN BEGINNING 89' FROM DER, ON CENTERLINE, EXTENDING TO 514' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5843' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.

DENVER INTL

◦ RWY 7:
SIGN 21' FROM DER, 337' LEFT OF CENTERLINE, 5' AGL/5357' MSL.

◦ RWY 16L:
MULTIPLE SIGNS BEGINNING 126' FROM DER, 490' LEFT OF CENTERLINE, UP TO 7' AGL/5359' MSL. COMMUNICATION TOWER 4749' FROM DER, 1358' LEFT OF CENTERLINE, 107' AGL/5478' MSL.

◦ RWY 25:
SIGN 48' FROM DER, 450' RIGHT OF CENTERLINE, 6' AGL/5354' MSL.

◦ RWY 26:
SIGN 50' FROM DER, 339' LEFT OF CENTERLINE, 5' AGL/5356' MSL.

FT COLLINS-LOVELAND MUN

◦ RWY 33:
TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

FRONT RANGE

- RWY 17:
  POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 43' AGL/5603' MSL.

- RWY 26:
  TREES BEGINNING 98' FROM DER, 456' RIGHT OF CENTERLINE, UP TO 50' AGL/5489' MSL.

GREELEY-WELD CO

- RWY 28:
  TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 11' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 10' AGL/4665' MSL.

- RWY 35:
  MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

ROCKY MOUNTAIN METRO

- RWY 3:
  POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.

- RWY 12L:
  GROUND 1' FROM DER, 266' LEFT OF CENTERLINE, 5566' MSL. POLES BEGINNING 11' FROM DER, 395' LEFT OF CENTERLINE, 2' AGL/5567' MSL.

- RWY 12R:
  POLES BEGINNING 7' FROM DER, 265' RIGHT OF CENTERLINE, 2' AGL/5596' MSL. LIGHTS 8' FROM DER, 52' LEFT AND RIGHT OF CENTERLINE, 2' AGL/5596' MSL.

- RWY 21:
  WINDSOCK 116' FROM DER, 209' LEFT OF CENTERLINE, 10' AGL/5622' MSL.

- RWY 30L:
  TERRAIN BEGINNING 23' FROM DER, 28' LEFT OF CENTERLINE, UP TO 5724' MSL. LIGHTS 40' FROM DER, 76' LEFT AND RIGHT OF CENTERLINE, 2' AGL/5676' MSL. GROUND BEGINNING 831' FROM DER, 170' LEFT OF CENTERLINE, 5698' MSL. FENCE BEGINNING 946' FROM DER, 206' LEFT OF CENTERLINE, UP TO 19' AGL/5734' MSL. VEHICLES ON ROADS BEGINNING 1425' FROM DER, 715' LEFT OF CENTERLINE, 10' AGL/5748' MSL. TREES AND POLES BEGINNING 1106' FROM DER, 92' LEFT OF CENTERLINE, UP TO 44' AGL/5754' MSL.

- RWY 30R:
  GROUND 1' FROM DER, 183' RIGHT OF CENTERLINE, 5661' MSL. LIGHT POLE 10' FROM DER, 59' LEFT OF CENTERLINE, 2' AGL/5661' MSL. LIGHTS BEGINNING 11' FROM DER, 127' RIGHT OF CENTERLINE, 2' AGL/5567' MSL. POLE 1606' FROM DER, 917' LEFT OF CENTERLINE, 44' AGL/5702' MSL.

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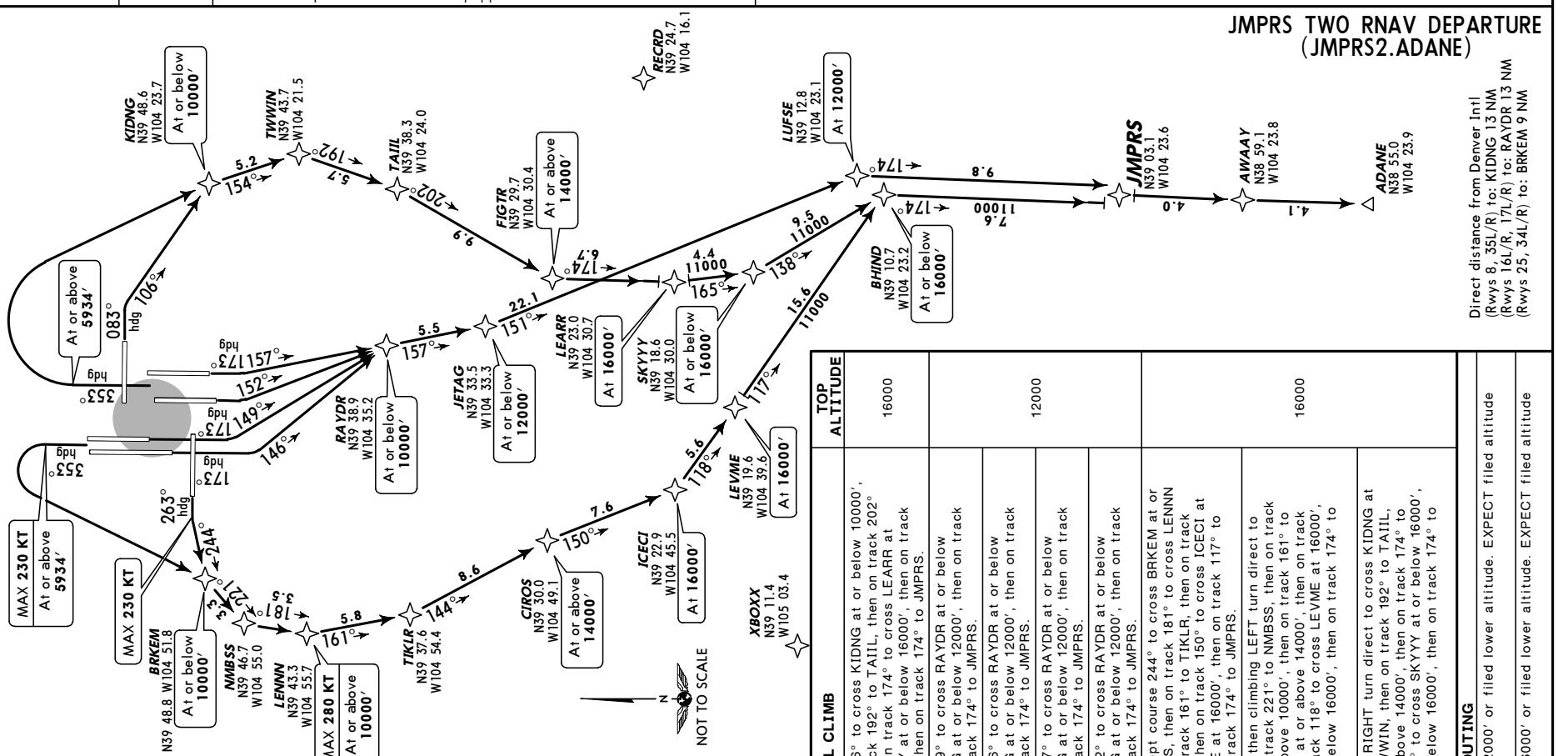
KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
128.45	5434′	**1. RNAV 1.** 2. Turbojets only. 3. RADAR required for non-GPS equipped aircraft.

4. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise ATC prior to departure.

JMPRS TWO RNAV DEPARTURE (JMPRS2.ADANE)



OBSTACLES
For TAKEOFF OBSTACLE NOTES
(Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized), with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to 10000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 9000′, then minimum climb of 270′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
325′ per NM	406	542	813	1083	1354	1625
350′ per NM	438	583	875	1167	1458	1750
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at 16000′, then on track 165° to cross SKYYY at or below 16000′, then on track 138° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	16000
16L	Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	12000
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at 16000′, then on track 118° to cross LEVME at 16000′, then on track 117° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	16000
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at 16000′, then on track 118° to cross LEVME at 16000′, then on track 117° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	
35L/R	Climb heading 353° to 5934′ then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at 16000′, then on track 165° to cross SKYYY at or below 16000′, then on track 138° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	

RWY	ROUTING
16L/R, 17L/R	From JMPRS as depicted. MAINTAIN 12000′ or filed lower altitude. EXPECT filed altitude 10 minutes after departure.
All other RWYS	From JMPRS as depicted. MAINTAIN 16000′ or filed lower altitude. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

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KDEN/DEN
DENVER INTL

DENVER Departure (R)
127.05

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.

5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RIKKK THREE RNAV DEPARTURE (RIKKK3.FISAR)

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 347° to RIKKK.	
17L	Climb heading 173° to intercept course 125° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 347° to RIKKK.	
34L	Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	
34R	Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	
35L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	

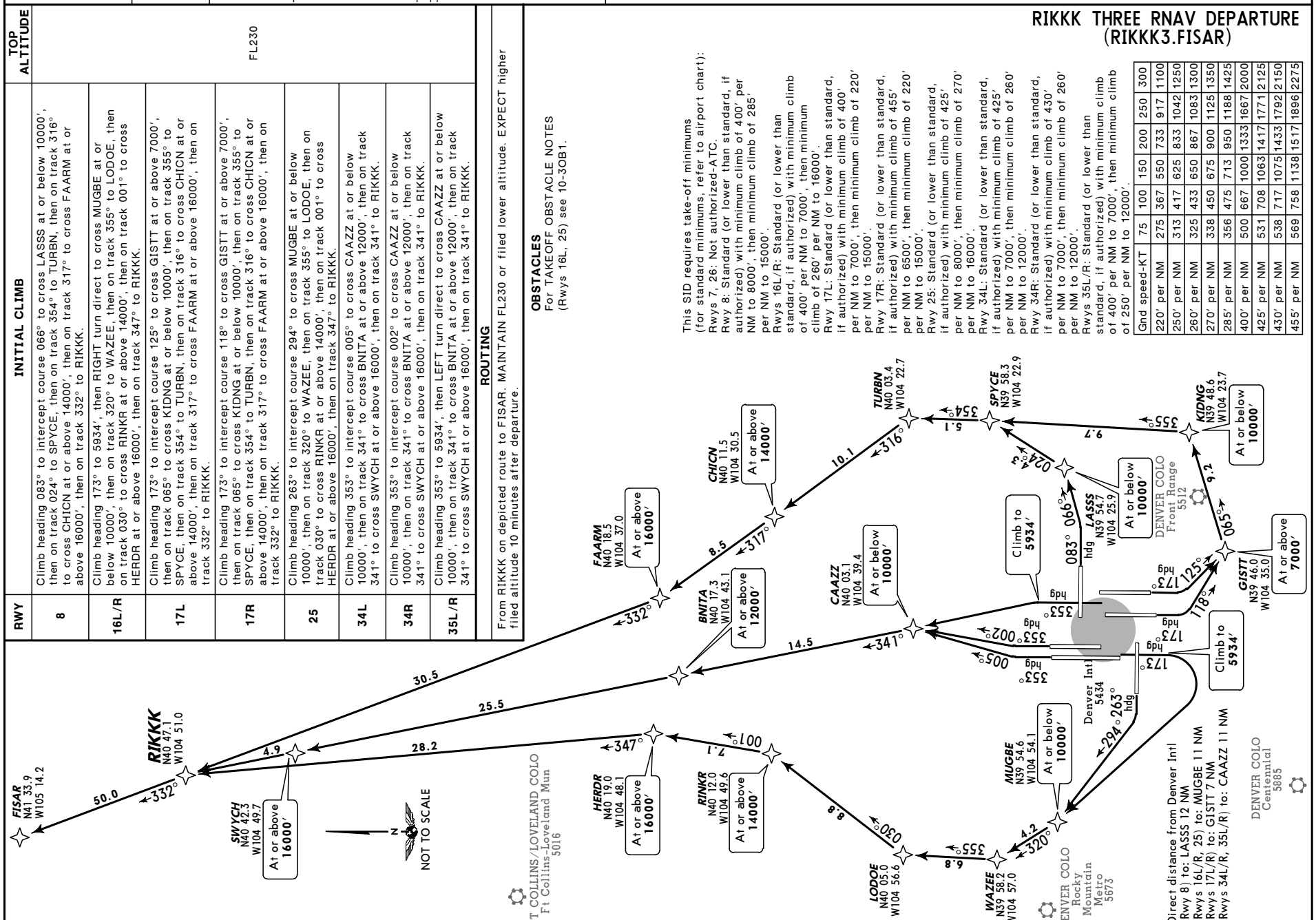
ROUTING

From RIKKK on depicted route to FISAR. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 7000′, then minimum climb of 260′ per NM to 12000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 430′ per NM to 7000′, then minimum climb of 260′ per NM to 12000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 250′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
430′ per NM	538	717	1075	1433	1792	2150
455′ per NM	569	758	1138	1517	1896	2275



CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-3S) Eff 13 Nov

DENVER, COLO
RNAV SID

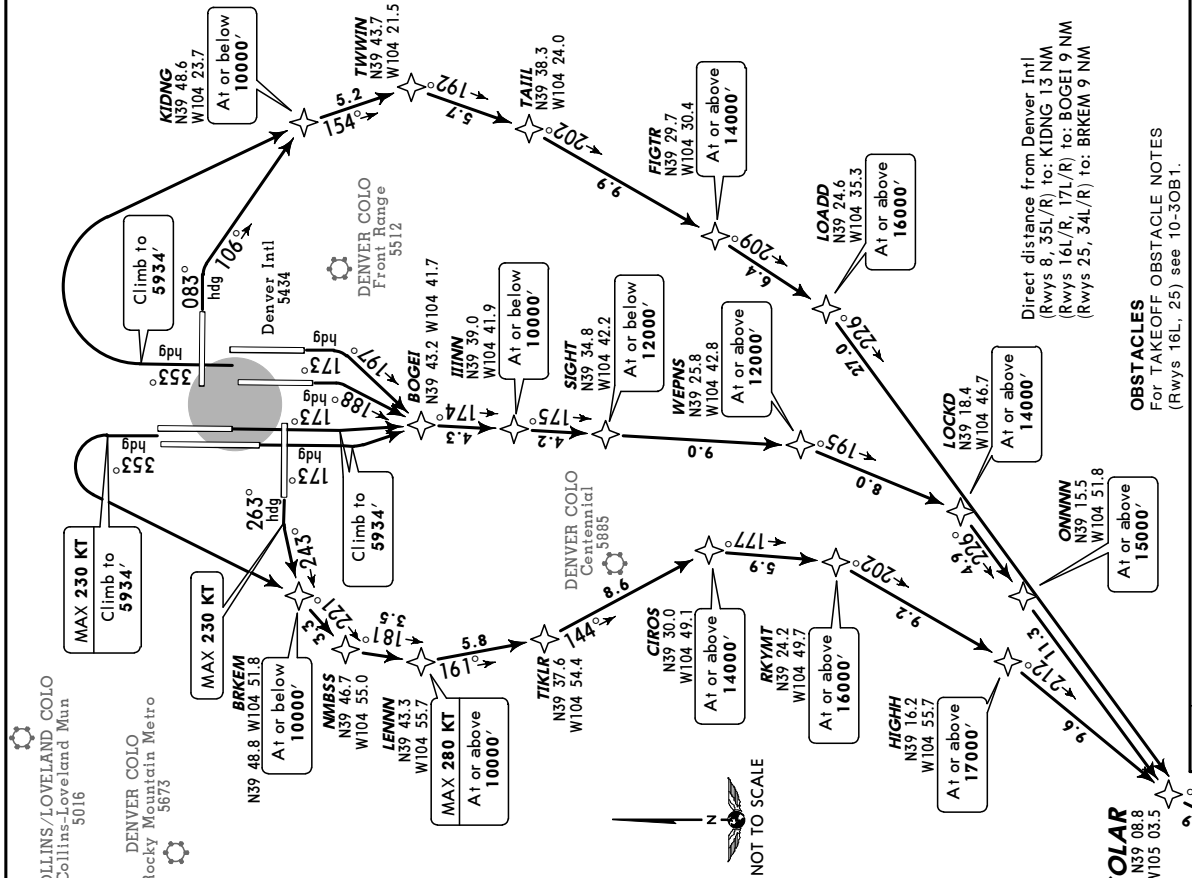
DENVER Departure (R)
128.45

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then a minimum climb of 290′ per NM to 13000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380′ per NM to 5934′, then a minimum climb of 265′ per NM to 13000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 380′ per NM to 5934′, then minimum climb of 265′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 435′ per NM to 5934′, then a minimum climb of 270′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415′ per NM to 9000′, then minimum climb of 285′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 13000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
285′ per NM	356	475	713	950	1188	1425
290′ per NM	363	483	725	967	1208	1450
380′ per NM	475	633	950	1267	1583	1900
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
415′ per NM	519	692	1038	1383	1729	2075
435′ per NM	544	725	1088	1450	1813	2175
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 209° to cross LOADD at or above 16000′, then on track 226° to SOLAR.	FL230
16L	Climb heading 173° to 5934′, then BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
16R	Climb heading 173° to 5934′, then climbing RIGHT turn direct BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
17L	Climb heading 173° to intercept course 197° to BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
17R	Climb heading 173° to intercept course 188° to BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
25	Climb heading 263° MAX 230 KT to intercept course 243° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 177° to cross RKYMT at or above 16000′, then on track 202° to cross HIGHH at or above 17000′, then on track 212° to SOLAR.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 177° to cross RKYMT at or above 16000′, then on track 202° to cross HIGHH at or above 17000′, then on track 212° to SOLAR.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 209° to cross LOADD at or above 16000′, then on track 226° to SOLAR.	

ROUTING

From SOLAR on depicted route to DAAYE. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

SOLAR THREE RNAV DEPARTURE (SOLAR3.DAAYE)

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

DENVER Departure (R)
128.45

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. ZAPAA Transition: For non-GPS equipped aircraft, PUB and ALS DMEs must be operational.
6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to 10000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′, then minimum climb of 250′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 9000′, then minimum climb of 285′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 285′ per NM to 15000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 280′ per NM to 15000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

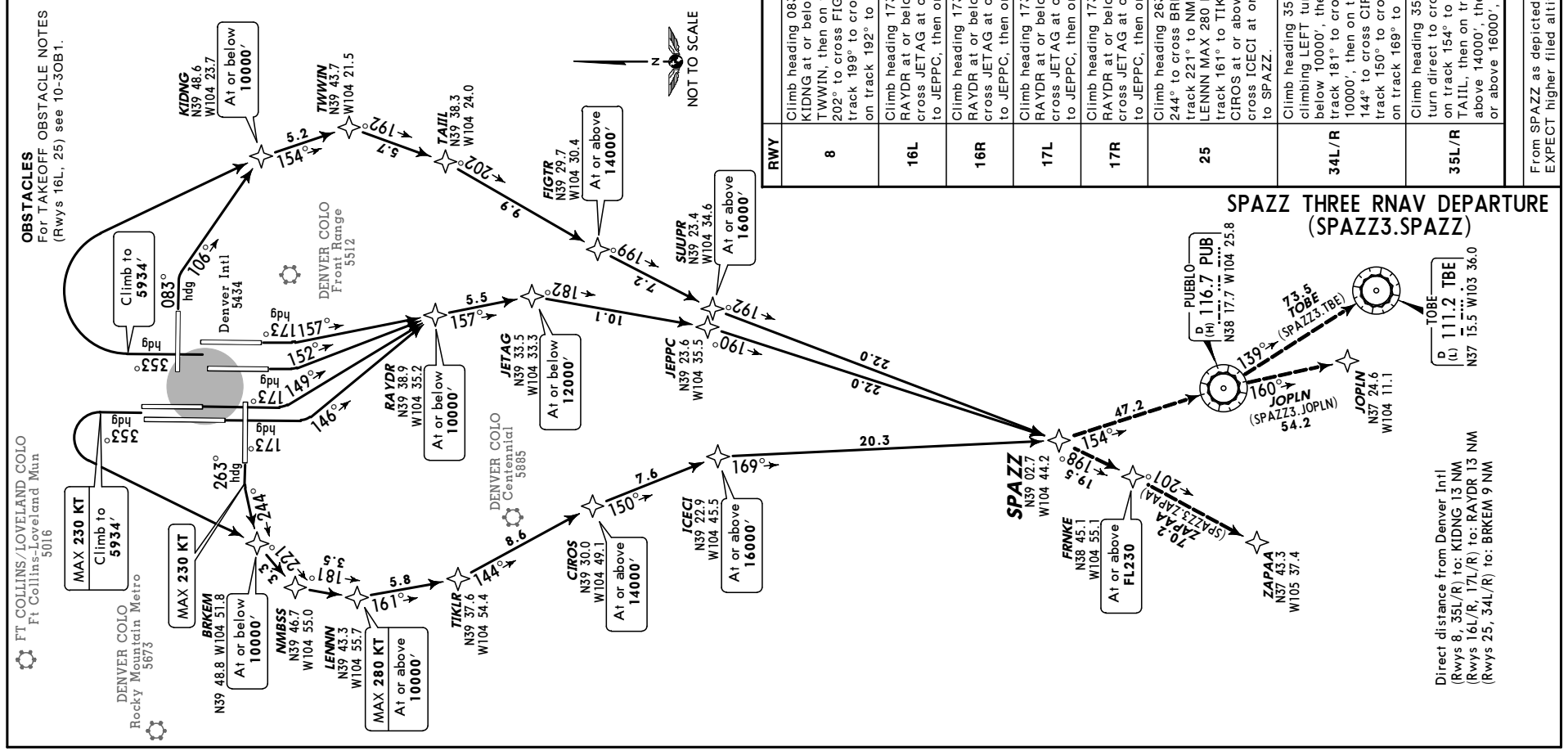
Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
275′ per NM	344	458	688	917	1146	1375
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
325′ per NM	406	542	813	1083	1354	1625
350′ per NM	438	583	875	1167	1458	1750
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 199° to cross SUUPR at or above 16000′, then on track 192° to SPAZZ.	FL230
16L	Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 169° to SPAZZ.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 169° to SPAZZ.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 199° to cross SUUPR at or above 16000′, then on track 192° to SPAZZ.	

ROUTING
From SPAZZ as depicted. MAINTAIN FL230 or filed lower altitude.
EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

SPAZZ THREE RNAV DEPARTURE (SPAZZ3.SPAZZ)



CHANGES: Procedure renumbered.

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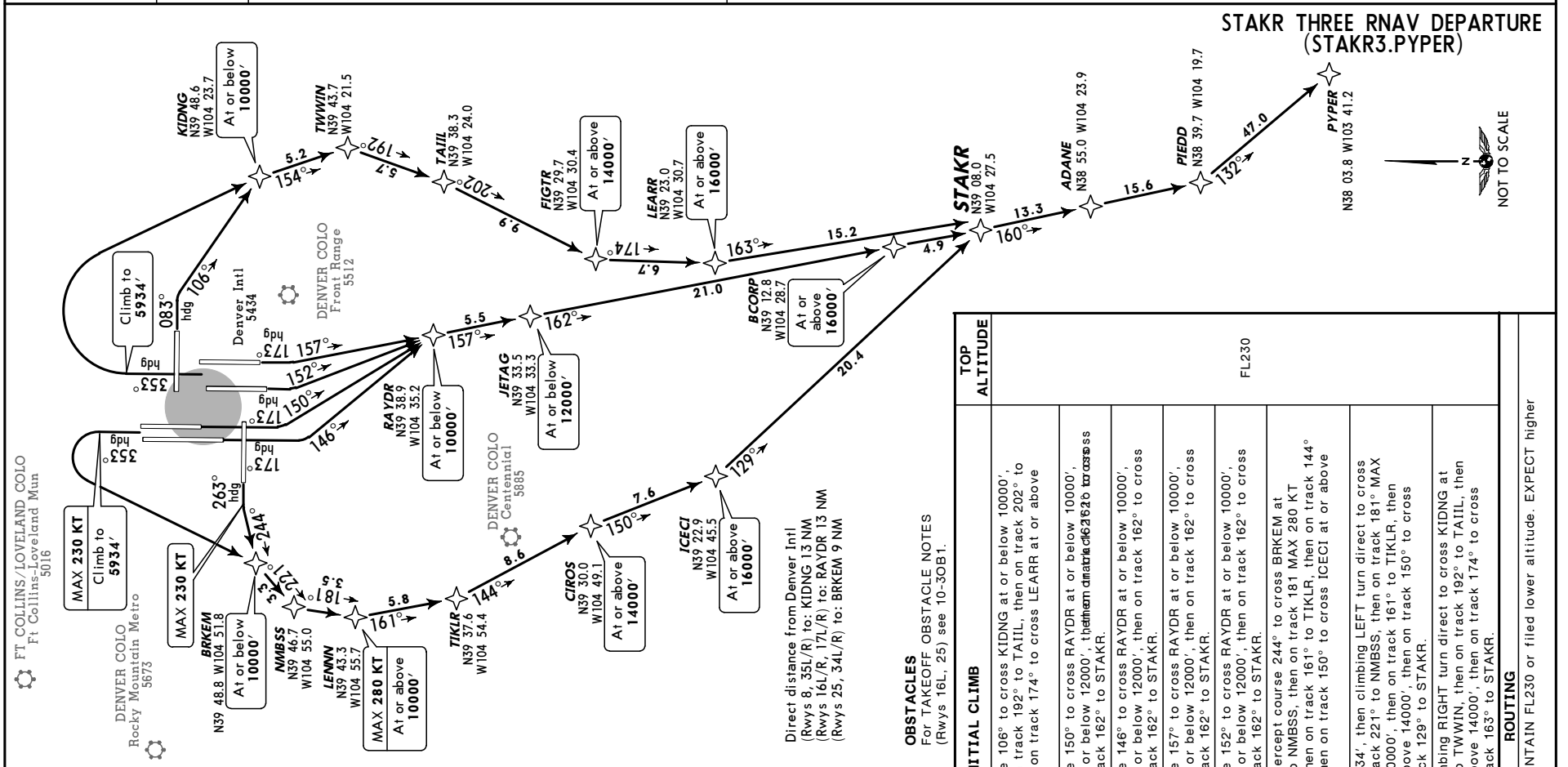
KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-3U) Eff 13 Nov

DENVER, COLO
RNAV SID

DENVER Departure (R) 128.45	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. RADAR required for non-GPS equipped aircraft.	5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

STAKR THREE RNAV DEPARTURE (STAKR3.PYPER)



OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 5934′, then minimum climb of 280′ per NM to 16000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′, then minimum climb of 280′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 7600′, then minimum climb of 285′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 15000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
350′ per NM	438	583	875	1167	1458	1750
355′ per NM	444	592	888	1183	1479	1775
390′ per NM	488	650	975	1300	1625	1950
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at or above 16000′, then on track 163° to STAKR.	FL230
16L	Climb heading 173° to intercept course 150° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181 MAX 280 KT to cross LENNN at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 129° to STAKR.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° MAX 280 KT to cross LENNN at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 129° to STAKR.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at or above 16000′, then on track 163° to STAKR.	

ROUTING

From STAKR on depicted route to PYPER. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000'. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

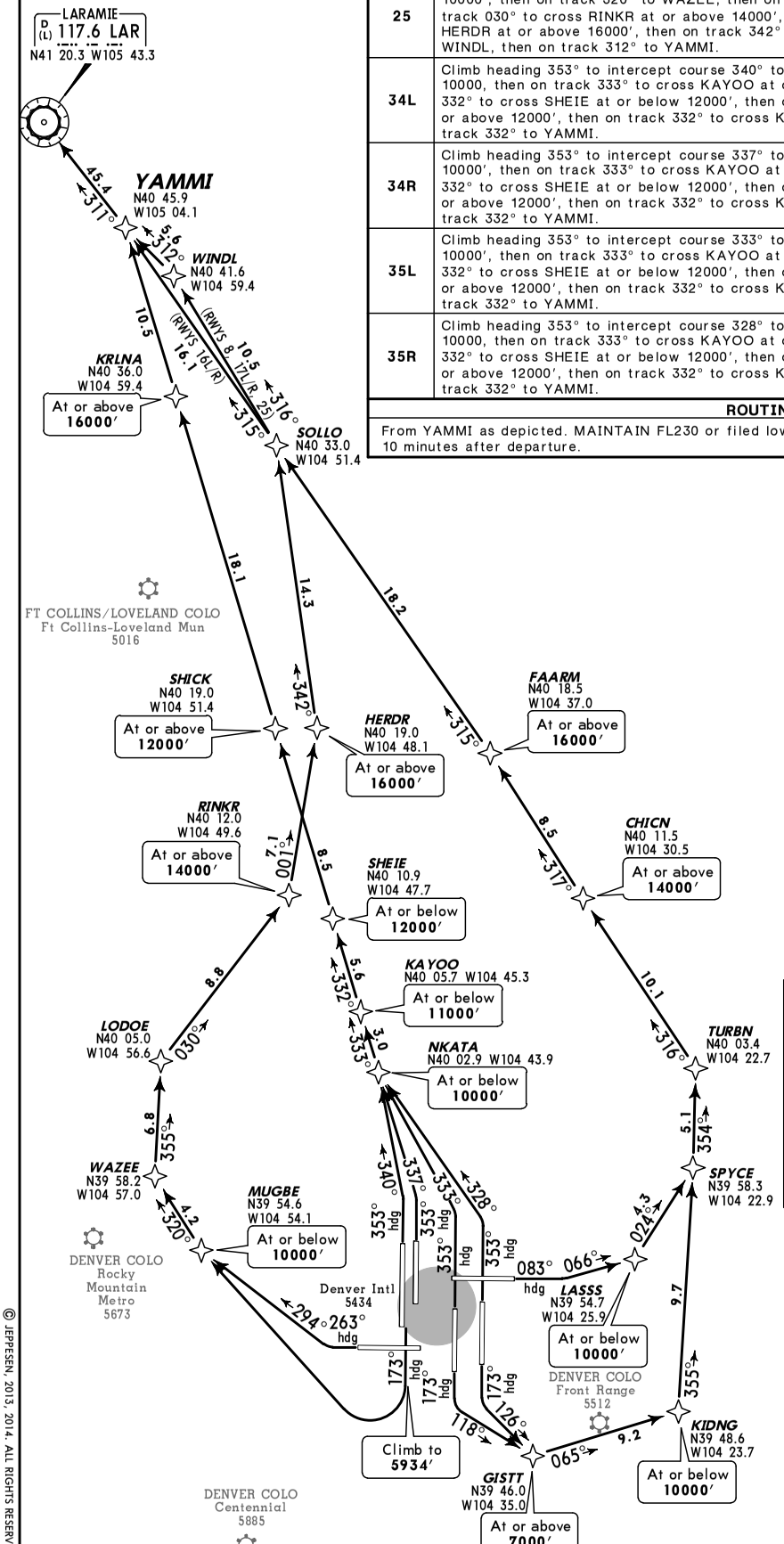
RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000', then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000', then on track 317° to cross FAARM at or above 16000', then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	FL230
16L/R	Climb heading 173° to 5934', then RIGHT turn direct to cross MUGBE at or below 10000', then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000', then on track 001° to cross HERDR at or above 16000', then on track 342° to SOLLO, then on track 315° to YAMMI.	
17L	Climb heading 173° to intercept course 126° to cross GISTT at or above 7000', then on track 065° to cross KIDNG at or below 10000', then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000', then on track 317° to cross FAARM at or above 16000', then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000', then on track 065° to cross KIDNG at or below 10000', then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000', then on track 317° to cross FAARM at or above 16000', then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000', then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000', then on track 001° to cross HERDR at or above 16000', then on track 342° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
34L	Climb heading 353° to intercept course 340° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332° to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	
34R	Climb heading 353° to intercept course 337° to cross NKATA at or below 10000', then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332°to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	
35L	Climb heading 353° to intercept course 333° to cross NKATA at or below 10000', then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332° to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	
35R	Climb heading 353° to intercept course 328° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332° to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	

ROUTING

From YAMMI as depicted. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

Direct distance from Denver Intl
(Rwy 8) to: LASSS 12 NM
(Rwys 16L/R, 25) to: MUGBE 11 NM
(Rwys 17L/R) to: GISTT 7 NM
(Rwys 34L/R, 35L/R) to: NKATA 11 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 8000', then minimum climb of 280' per NM to 16000'.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 7000', then minimum climb of 260' per NM to 16000'.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 7000', then minimum climb of 220' per NM to 15000'.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455' per NM to 7000', then minimum climb of 220' per NM to 15000'.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 8000', then minimum climb of 275' per NM to 16000'.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 7000', then minimum climb of 240' per NM to 12000'.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 7000', then minimum climb of 250' per NM to 12000'.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
240' per NM	300	400	600	800	1000	1200
250' per NM	313	417	625	833	1042	1250
260' per NM	325	433	650	867	1083	1300
275' per NM	344	458	688	917	1146	1375
280' per NM	350	467	700	933	1167	1400
400' per NM	500	667	1000	1333	1667	2000
410' per NM	513	683	1025	1367	1708	2050
455' per NM	569	758	1138	1517	1896	2275
500' per NM	625	833	1250	1667	2083	2500

DENVER, COLO
RNAV SID

YAMMI THREE RNAV DEPARTURE (YAMMI3.LAR)

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CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

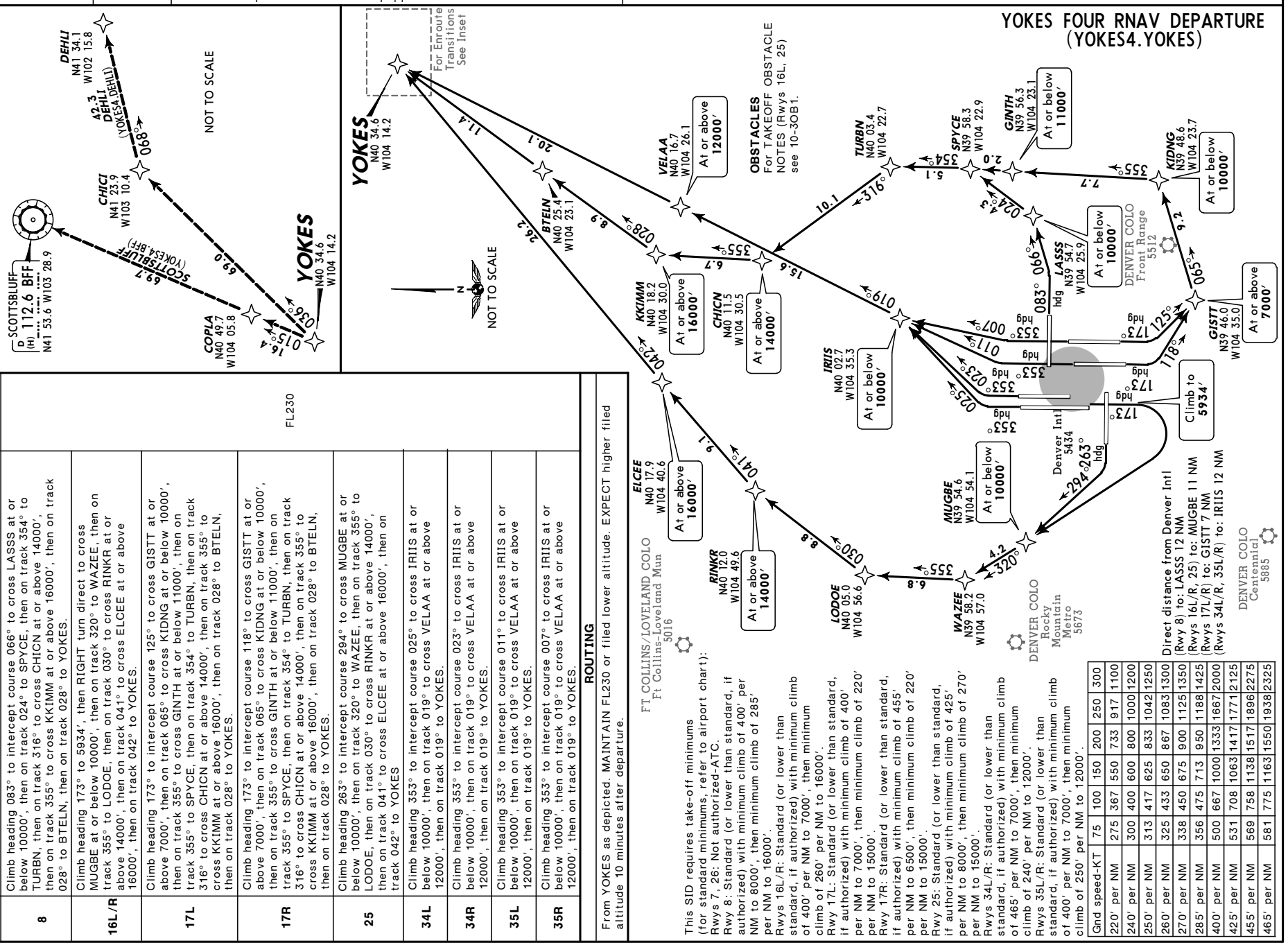
DENVER Departure (R)
127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.

5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

YOKES FOUR RNAV DEPARTURE (YOKES4.YOKES)



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 041° to cross ELCEE at or above 16000′, then on track 042° to YOKES.	
17L	Climb heading 173° to intercept course 125° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 041° to cross ELCEE at or above 16000′, then on track 042° to YOKES	
34L	Climb heading 353° to intercept course 025° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
34R	Climb heading 353° to intercept course 023° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
35L	Climb heading 353° to intercept course 011° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
35R	Climb heading 353° to intercept course 007° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	

ROUTING

From YOKES as depicted. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 15000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 7000′, then minimum climb of 240′ per NM to 12000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 250′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
240′ per NM	300	400	600	800	1000	1200
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
455′ per NM	569	758	1138	1517	1896	2275
465′ per NM	581	775	1163	1550	1938	2325

CHANGES: Procedure renumbered.

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STANDARD RAMP DEPARTURE TAXI ROUTES

Standard Taxi East	
Origin	**Routing**
Concourse A - South Side	Taxi via Taxiway Alfa Sierra (AS) towards Ramp Control Marking 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 2E.
Concourse A - North Side	Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E.
Concourse B - South Side	Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E.
Concourse B - North Side	Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E.
Concourse C - South Side	Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 7E.
South Cargo	Taxi East on Taxiway Alfa (A) towards Ramp Control Marking 3S. Hold short of Taxiway Lima (L). Monitor Ground on 121.85.

Standard Taxi West	
Origin	**Routing**
Concourse A - South Side	Taxi via Taxiway Alfa Alfa (AA) towards Ramp Control Marking 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 1W.
Concourse A - North Side	Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W.
Concourse B - South Side	Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W.
Concourse B - North Side	Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W.
Concourse C - South Side	Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 7W.

CHANGES: Apron Location Point changed to Ramp Control Markings.

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KDEN/DEN

Apt Elev 5434′
N39 51.7 W104 40.4

JEPPESEN
3 JUL 15 (10-9)

DENVER, COLO
DENVER INTL

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground West	Ground East
134.02 VOT 110.0 (Limited)		118.75	127.5	121.85

Tower				DENVER Departure (R)			
Rwys 8/26,17L/35R	132.35	Rwy 7/25	128.75	North	127.05	South	128.45
Rwy 17R/35L	133.3	Rwys 16L/34R, 16R/34L	135.3	East	128.25	West	126.1

RAMP CONTROL
Contact the Ramp Control frequency associated with the parking location, regardless of the ramp entry points used.

CONCOURSE A	CONCOURSE B (North Side)	CONCOURSE B (South Side)	CONCOURSE C	CARGO RAMP
131.97	130.95	130.6	119.47	131.97

LEGEND
1W RAMP CONTROL MARKING

Waterfowl and migratory bird activity in vicinity of airport year-round.

RUNWAY INCURSION HOT SPOTS
HS1
For information only, not to be construed as ATC instructions.

HS1 Pilots taxiing from Cargo ramp on Twy SC or A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization.

HS2 Rwy 17R approach area. Hold short when directed by ATC. Pilots turning eastbound from Twy M sometimes cross the APCH hold bar without authorization.

DVV VOR

❶ Overhead passenger bridge on south side of Concourse A provides 42′ (13m) tail and up to 118′ (36m) wingspan clearance when on taxiway centerline.
❷ Taxilane AE on east side of Concourse A restricted to Aircraft Design Group III, wingspan less than 118′ (36m) south of AE3.
❸ Twy K, between Twys BS and BN, restricted to Aircraft Design Group III. Wingspan less than 118′ (36m).

❹ De-ice Pad EE
❺ De-ice Pad C
❻ De-ice Pad J
❼ De-ice Pad DS West
❽ RON Pad DS East
❾ De-ice Pad B
❿ De-ice Pad A
⓫ De-ice Pad WA
⓬ De-ice Pad D

CHANGES: Hot spot descriptions added.

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GENERAL

ASDE-X surveillance system in use. Pilots should operate transponders, with Mode C, on all runways and taxiways.
Low Level Wind Shear Alert System.
Terminal Doppler Weather Radar.
All runways grooved.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
7	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR		10,959' 3340m		150' 46m
25	HIRL CL MALSR PAPI-L(angle 3.0°) RVR		10,941' 3335m		
8	HIRL CL MALSR PAPI-L (angle 3.0°) RVR		10,899' 3322m		150' 46m
26	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,042' 3366m		
16L	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,006' 3355m		150' 46m
34R	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR		10,929' 3331m		
16R	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR		14,980' 4566m		200' 61m
34L	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR		14,910' 4545m		
17L	HIRL CL MALSR PAPI-L (angle 3.0°) RVR		11,015' 3357m		150' 46m
35R	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR		10,874' 3314m		
17R	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,035' 3363m		150' 46m
35L	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR		10,899' 3322m		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 34L

2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 34R, 35L

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

Rwy 16R

2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 16L, 17L/R, 35R

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

Rwys 7, 8, 25, 26

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

OBSTACLE DP

Runway 7, climb on a heading between 315° clockwise to 218° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runway 8, climb on a heading between 310° clockwise to 220° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 16L, 16R, climb on a heading between 213° counter-clockwise to 353° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 17L, 17R, climb on a heading between 222° counter-clockwise to 353° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runway 25, climb on a heading between 317° clockwise to 083° or 206° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runway 26, climb on a heading between 313° clockwise to 083° or 219° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 34L, 34R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 35L, 35R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	LOC Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	RNAV (GPS) Y Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	RNAV (RNP) Z Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R
A B C D	600-2	800-2		

AMEND 3

CHANGES: Hot Spot information moved to 10-9.

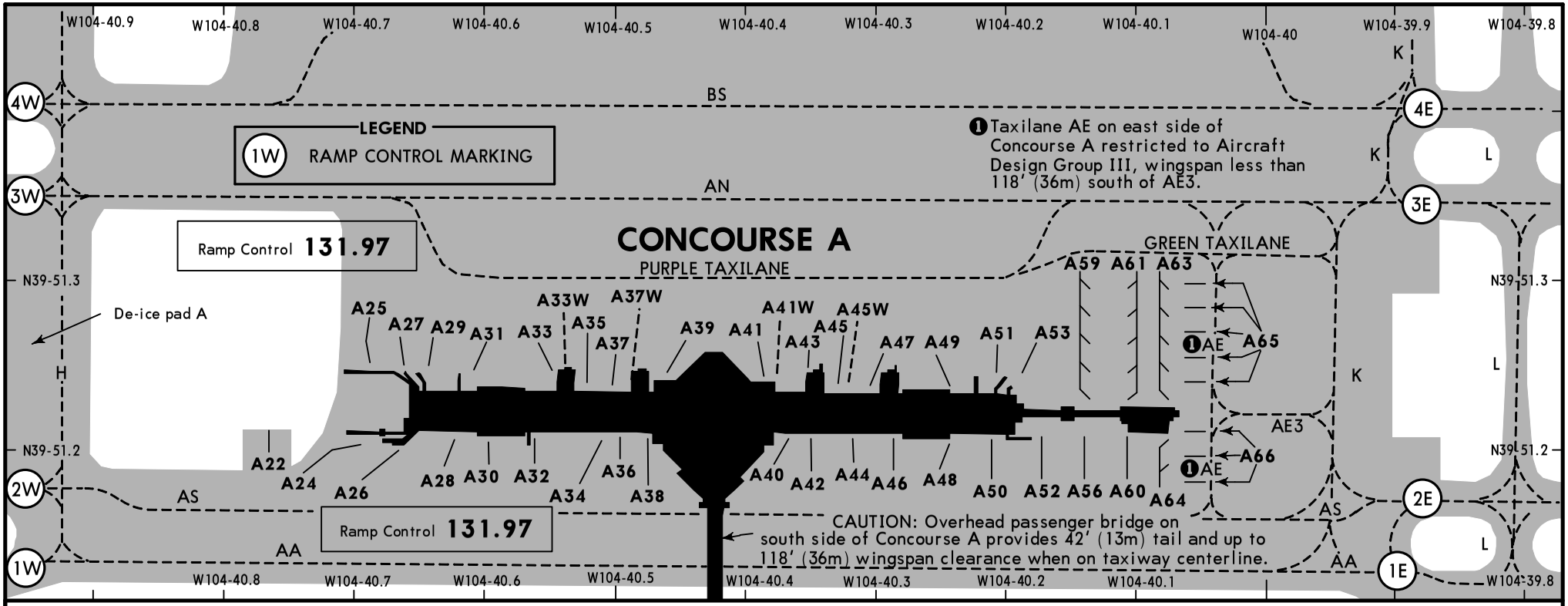
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CHANGES: Parking gates and coordinates revised.

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PARKING GATE COORDINATES
CONCOURSE A

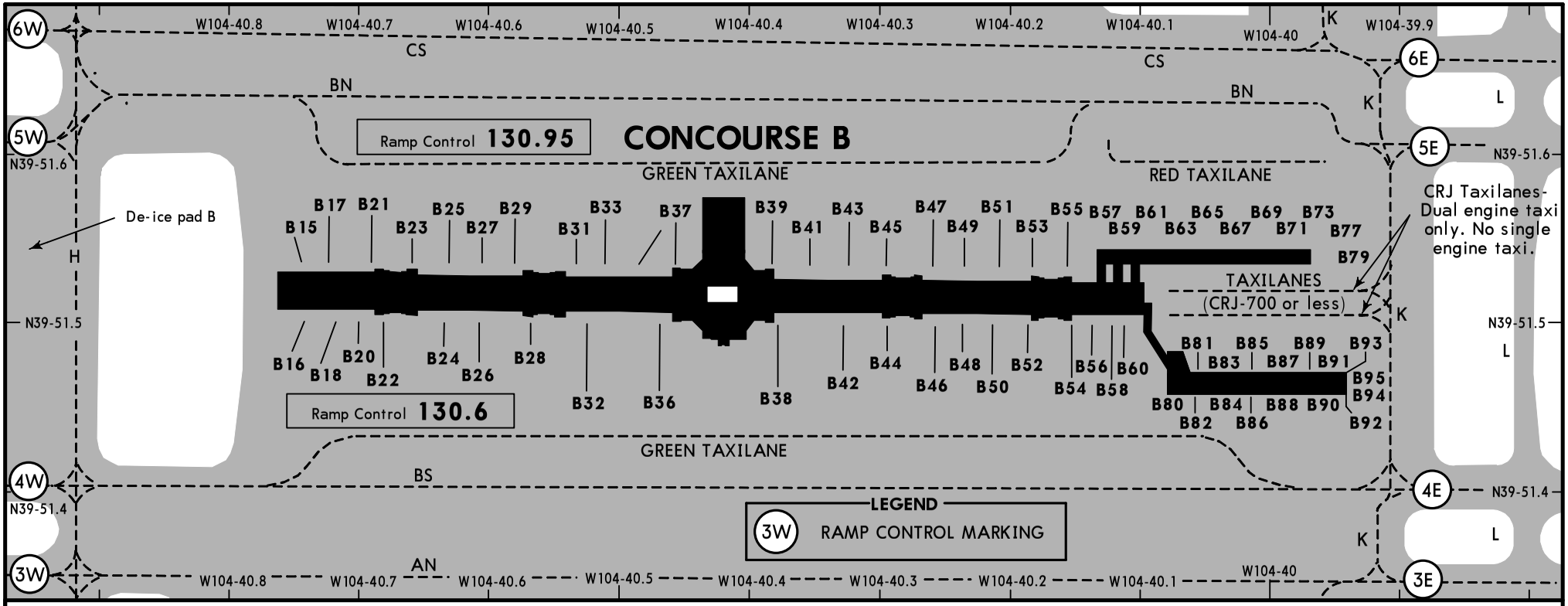
GATE NO.	COORDINATES	GATE NO.	COORDINATES	GATE NO.	COORDINATES
A22	N39 51.2 W104 40.8	A33, A33W	N39 51.2 W104 40.5	A45W	N39 51.2 W104 40.3
A24	N39 51.2 W104 40.7	A34 thru A37	N39 51.2 W104 40.5	A46, A47	N39 51.2 W104 40.3
A25	N39 51.3 W104 40.7	A37W	N39 51.3 W104 40.5	A48 thru A53	N39 51.2 W104 40.2
A26	N39 51.2 W104 40.7	A38, A39	N39 51.2 W104 40.5	A56, A60, A64	N39 51.2 W104 40.1
A27	N39 51.3 W104 40.7	A40, A41	N39 51.2 W104 40.4	A65	N39 51.3 W104 40.1
A28	N39 51.2 W104 40.6	A41W	N39 51.2 W104 40.4	A66	N39 51.2 W104 40.1
A29	N39 51.3 W104 40.6	A42	N39 51.2 W104 40.4		
A30 thru A32	N39 51.2 W104 40.6	A43 thru A45	N39 51.2 W104 40.3		

CHANGES: Parking gates and coordinates revised.

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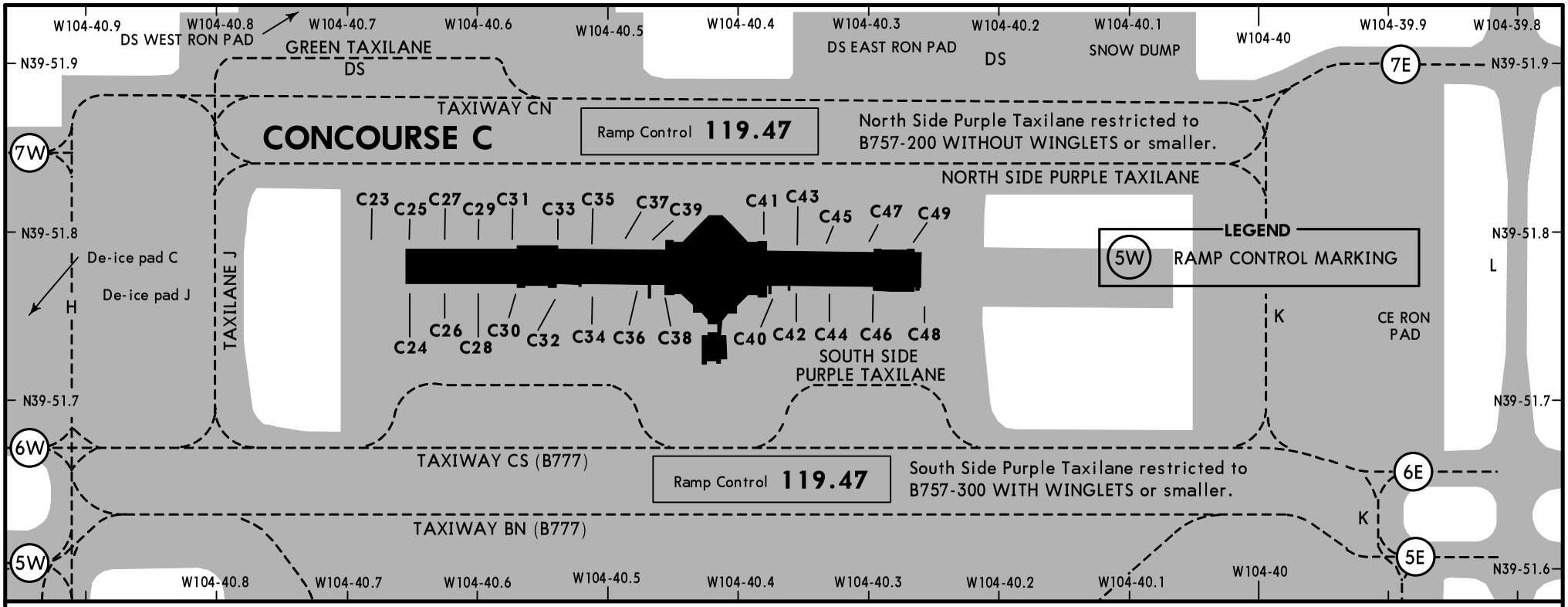
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PARKING GATE COORDINATES
CONCOURSE B

GATE NO.	COORDINATES		GATE NO.	COORDINATES		GATE NO.	COORDINATES	
B15 thru B18	N39 51.5	W104 40.7	B56	N39 51.5	W104 40.1	B77	N39 51.6	W104 39.9
B20 thru B23	N39 51.5	W104 40.7	B57	N39 51.6	W104 40.1	B79	N39 51.5	W104 39.9
B24 thru B29	N39 51.5	W104 40.6	B58	N39 51.5	W104 40.1	B80 thru B82	N39 51.5	W104 40.1
B31 thru B33	N39 51.5	W104 40.5	B59	N39 51.6	W104 40.1	B83 thru B90	N39 51.5	W104 40.0
B36, B37	N39 51.5	W104 40.5	B60	N39 51.5	W104 40.1	B91 thru B95	N39 51.5	W104 39.9
B38, B39, B41	N39 51.5	W104 40.4	B61, B63	N39 51.6	W104 40.1			
B42 thru B47	N39 51.5	W104 40.3	B65, B67, B69	N39 51.6	W104 40.0			
B48 thru B55	N39 51.5	W104 40.2	B71, B73	N39 51.6	W104 40.0			

CHANGES: Parking gates and coordinates revised.



PARKING GATE COORDINATES
CONCOURSE C

GATE NO.	COORDINATES					
C23 thru C25	N39 51.8	W104 40.7				
C26 thru C31	N39 51.8	W104 40.6				
C32 thru C39	N39 51.8	W104 40.5				
C40 thru C43	N39 51.8	W104 40.4				
C44 thru C49	N39 51.8	W104 40.3				

KDEN/DEN
CONCOURSE C
5 DEC 14
JEPPESEN
10-9D
DENVER, COLO
DENVER INTL

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DEICING PROCEDURES

GENERAL PROCEDURES:

Deicing with engines running is allowed.

SEQUENCING:

With the assistance of the Aerobahn Deicing Manager tool, the Ramp Tower is responsible for sequencing aircraft to the deice pads.

Each departing aircraft will be assigned a Recommended Off-Block Time (ROBT) that is calculated based on the scheduled departure time or amended departure time.

The ROBT will be provided to local airline station operations personnel.

Airline personnel should board the aircraft in an effort to have the aircraft ready to push back from the gate to meet the ROBT.

Aircraft that push more than 5 minutes before the ROBT will be taxied to a holding area until their calculated Target Deice Queue Entry Time, when the flight can re-join the departure queue.

After 10 minutes past the ROBT, the flight will be resequenced and a new ROBT will be issued.

An airline can prioritize and swap their own aircraft in the calculated sequence

STAGING:

Aircraft will be staged at the " DEICE HOLD" signs east of Taxiway H or Taxiway J.

Aircraft may be staged mid-ramp to allow taxi flexibility and exit points for non-deicers.

The goal of the Aerobahn Deicing Manager tool is to have no more than 4 aircraft waiting In queue for each deice pad with a maximum queue time of 10 minutes

COMMUNICATIONS:

ASDE-X surveillance system in use. Operate transponder with Mode C at all times.

Contact Ramp Control to "push for deicing."

Ramp control will direct aircraft to appropriate "DEICE HOLD" location. Aircraft destined for the WA-Pad will be directed to contact Ground Control at the appropriate Ramp Control Marking.

When directed by Ramp Control, contact the deice controller on the appropriate frequency (typically when you are #1 at the "DEICE HOLD" sign).

Upon completion of deicing, the deice pad controller will instruct you to contact Ground Control (Ramp Control for J-Pad and DS-Pad) for taxi.

Contact Ground Control (Ramp Control for J-Pad and DS-Pad) with your deice pad and spot number.

DEICE EFFICIENCY ENHANCEMENT PROGRAM:

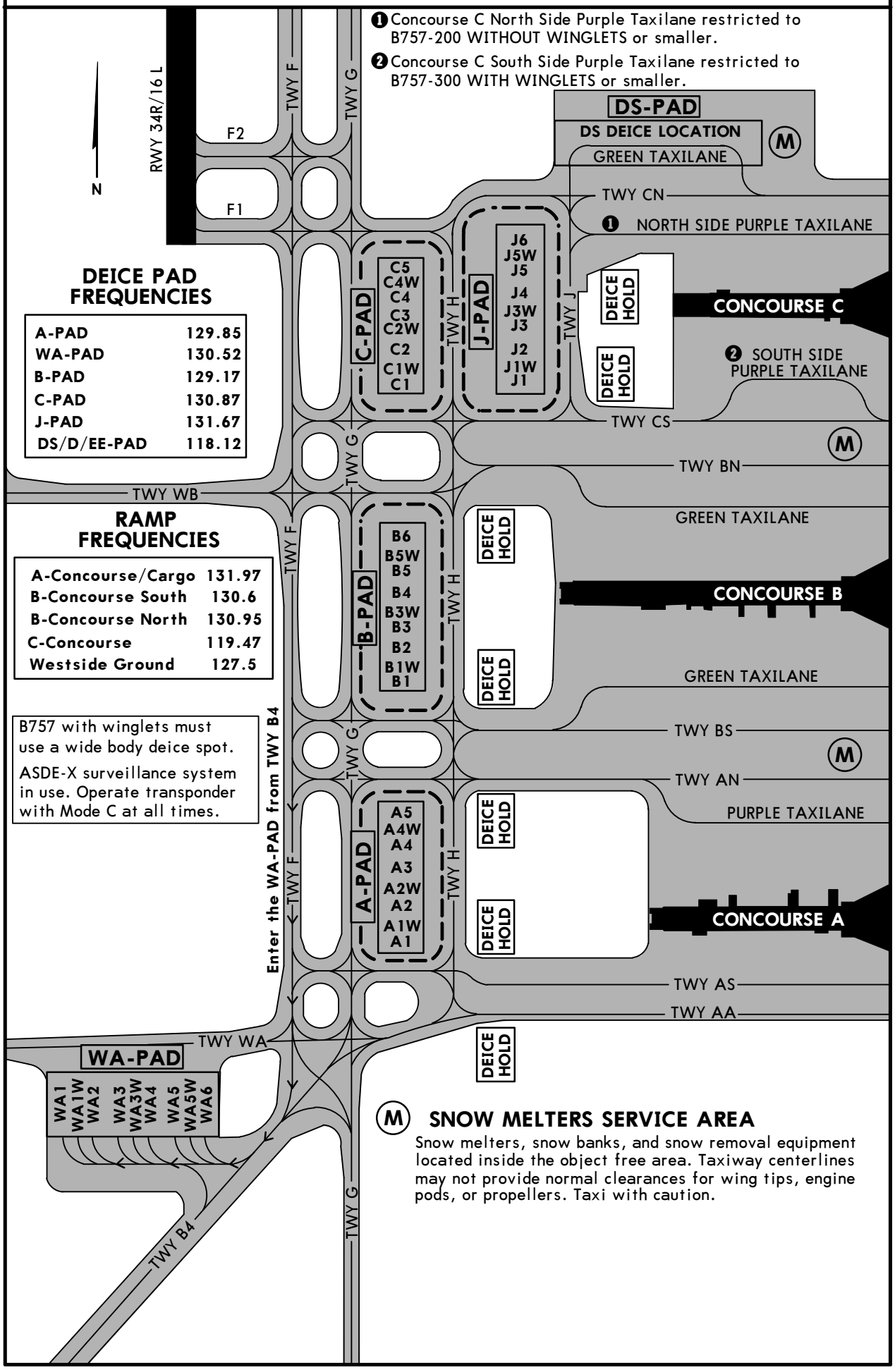
Upon the completion of deice and receipt of the "post deice" report, expedite departure from the deice pad.

CHANGES: Deicing procedures revised.

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DEICING PROCEDURES CONTINUED



CHANGES: C-Pad revised.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9E)

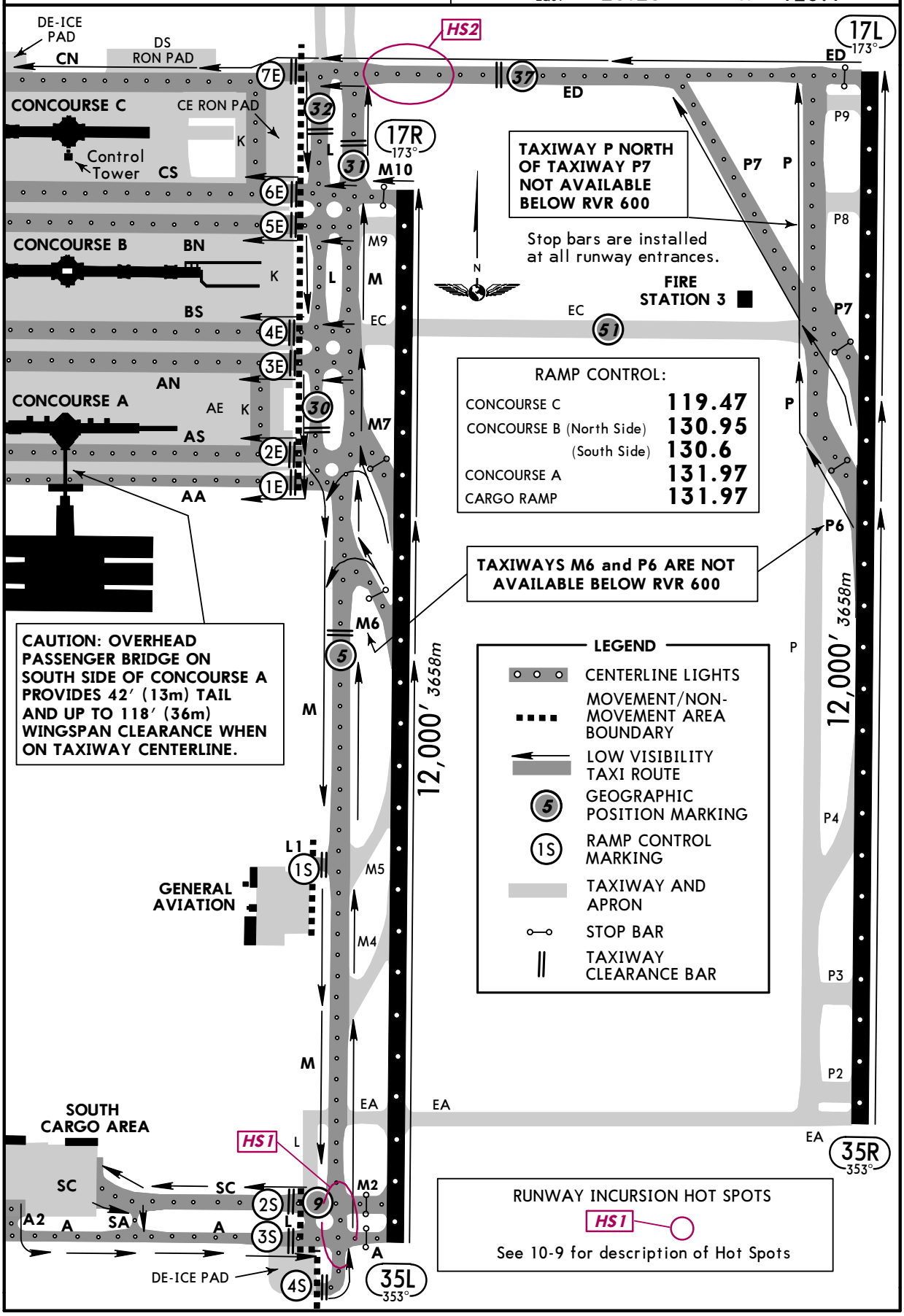
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
Rwys 35L & 35R

LESS THAN RVR 1200

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	East 121.85

Tower		DENVER Departure (R)	
Rwys 17L/35R	Rwys 17R/35L	North 127.05	South 128.45
132.35	133.3	East 128.25	West 126.1



CHANGES: None.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9F)

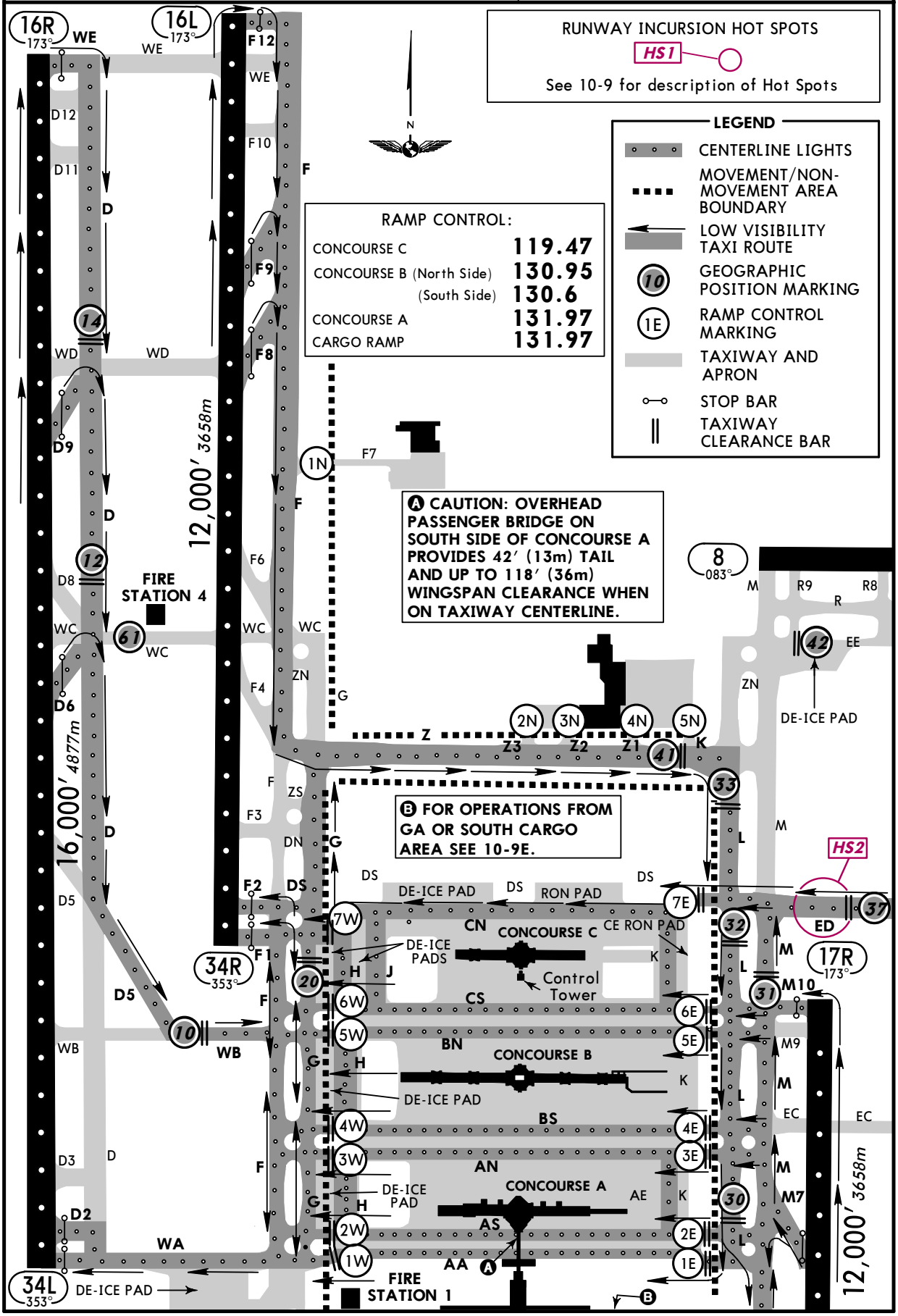
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
Rwys 34L & 34R

LESS THAN RVR 1200

D-ATIS Departure	ACARS:	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)	D-ATIS TWIP, PDC	118.75	West 127.5

Tower	DENVER Departure (R)
Rwys 16R/34L, 16L/34R 135.3	North 127.05 South 128.45 East 128.25 West 126.1



CHANGES: Geographic position markings 41 and 42 added.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9G)

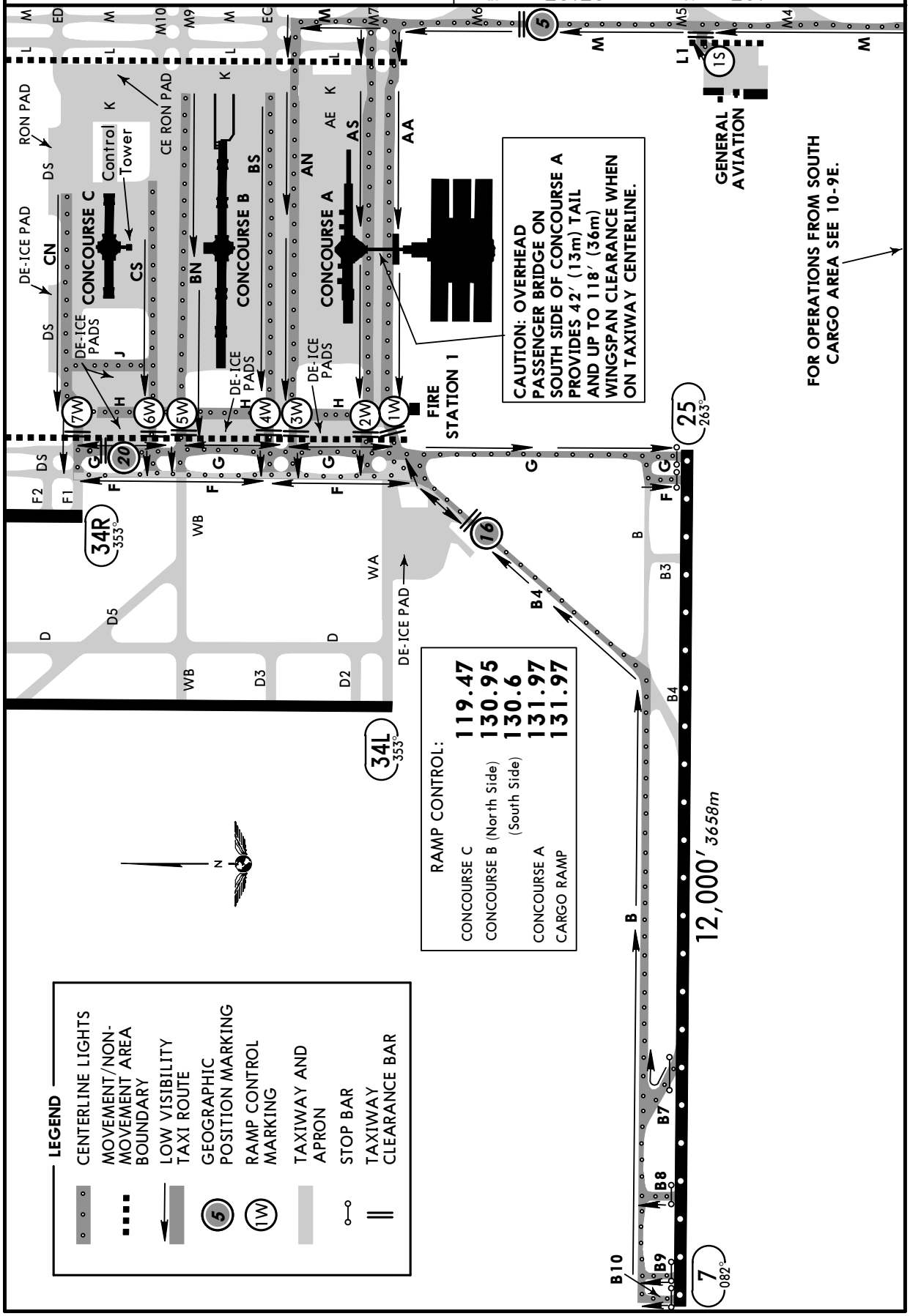
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 25

LESS THAN RVR 1200 TO 600

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	West 127.5

Tower	DENVER Departure (R)
Rwys 7/25 128.75	North 127.05 South 128.45 East 128.25 West 126.1



CHANGES: None.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9H)

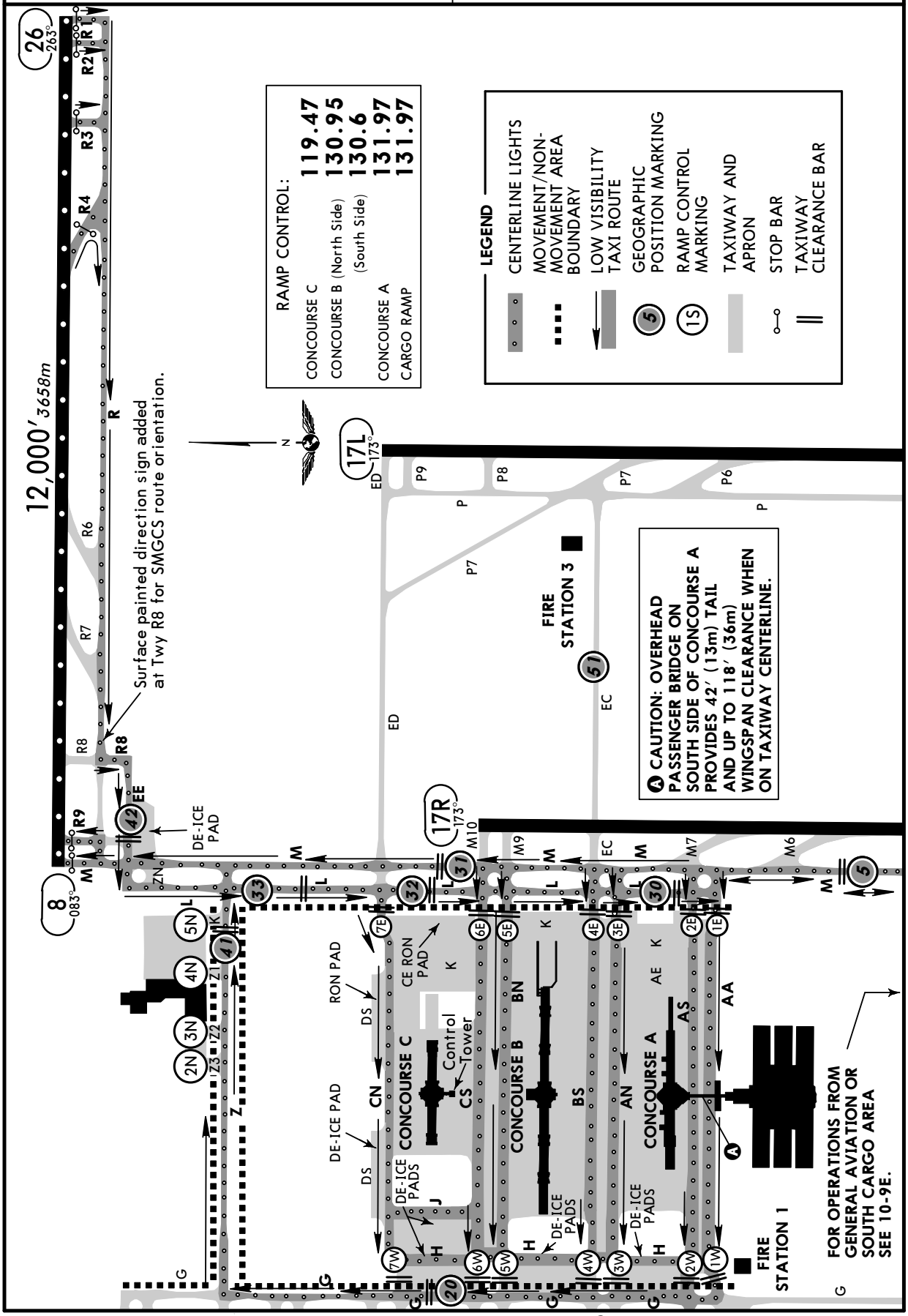
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 8

LESS THAN RVR 1200 TO 600

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	West 127.5

Tower	DENVER Departure (R)
Rwys 8/26 132.35	North 127.05 South 128.45 East 128.25 West 126.1



CHANGES: Geographic position markings 41 and 42 added.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-1)

DENVER, COLO
ILS or LOC Rwy 7

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

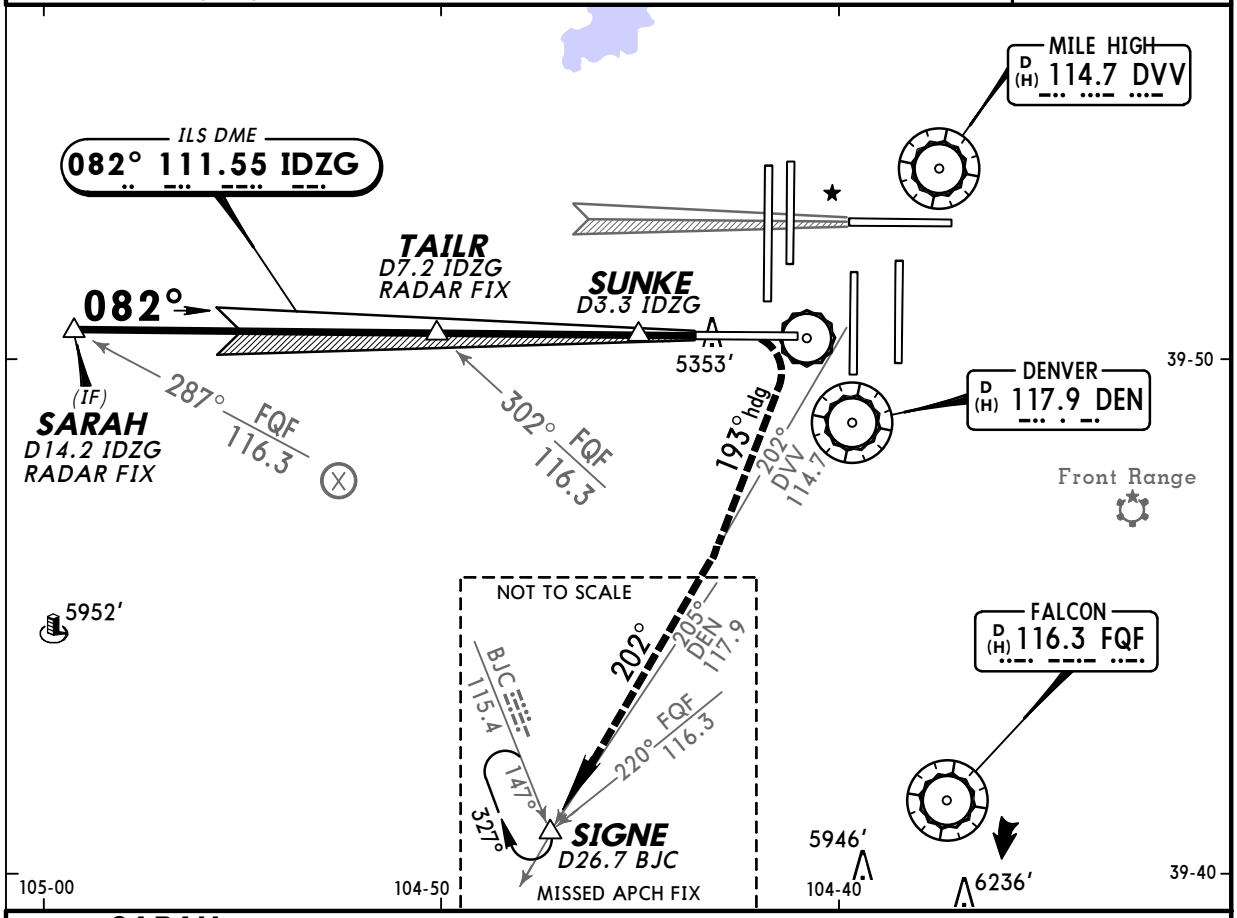
LOC IDZG	Final Apch Crs	GS TAILR	ILS DA(H)	Apt Elev 5434′
111.55	082°	7000′ (1648′)	5552′ (200′)	TDZE 5352′

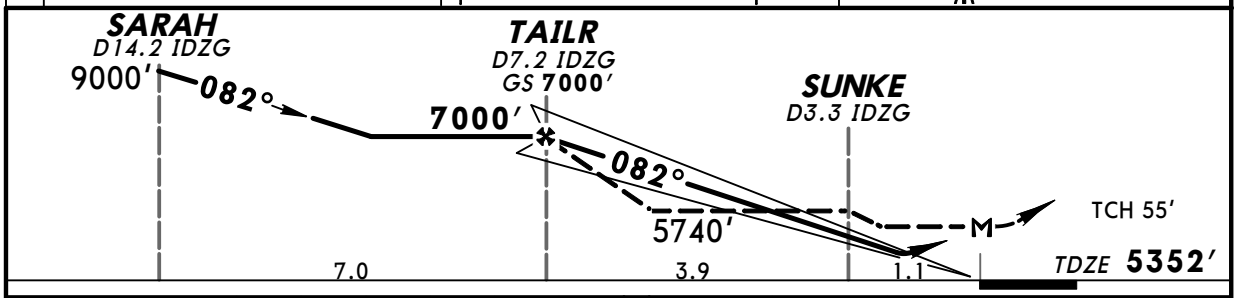
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 11000′ on heading 193° and outbound on DVV VOR R-202 to SIGNE INT/D26.7 BJC and hold, or as directed by ATC.

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

1. Radar required. 2. Simultaneous approach authorized with Rwy 8.
3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
TAILR to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

5900′

11000′ RT on 193° hdg and DVV 114.7 R-202

TERPS STRAIGHT-IN LANDING RWY 7

	ILS DA(H) 5552′ (200′)			LOC (GS out) MDA(H) 5640′ (288′) With SUNKE			LOC (GS out) MDA(H) 5740′ (388′) Without SUNKE		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C						RVR 45 or 7/8	RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8
D									

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-2)

DENVER, COLO
ILS or LOC Rwy 8

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

LOC IFUI	Final Apch Crs	GS OWNER	ILS DA(H)	Apt Elev 5434′
108.9	083°	7000′ (1646′)	5554′ (200′)	TDZE 5354′

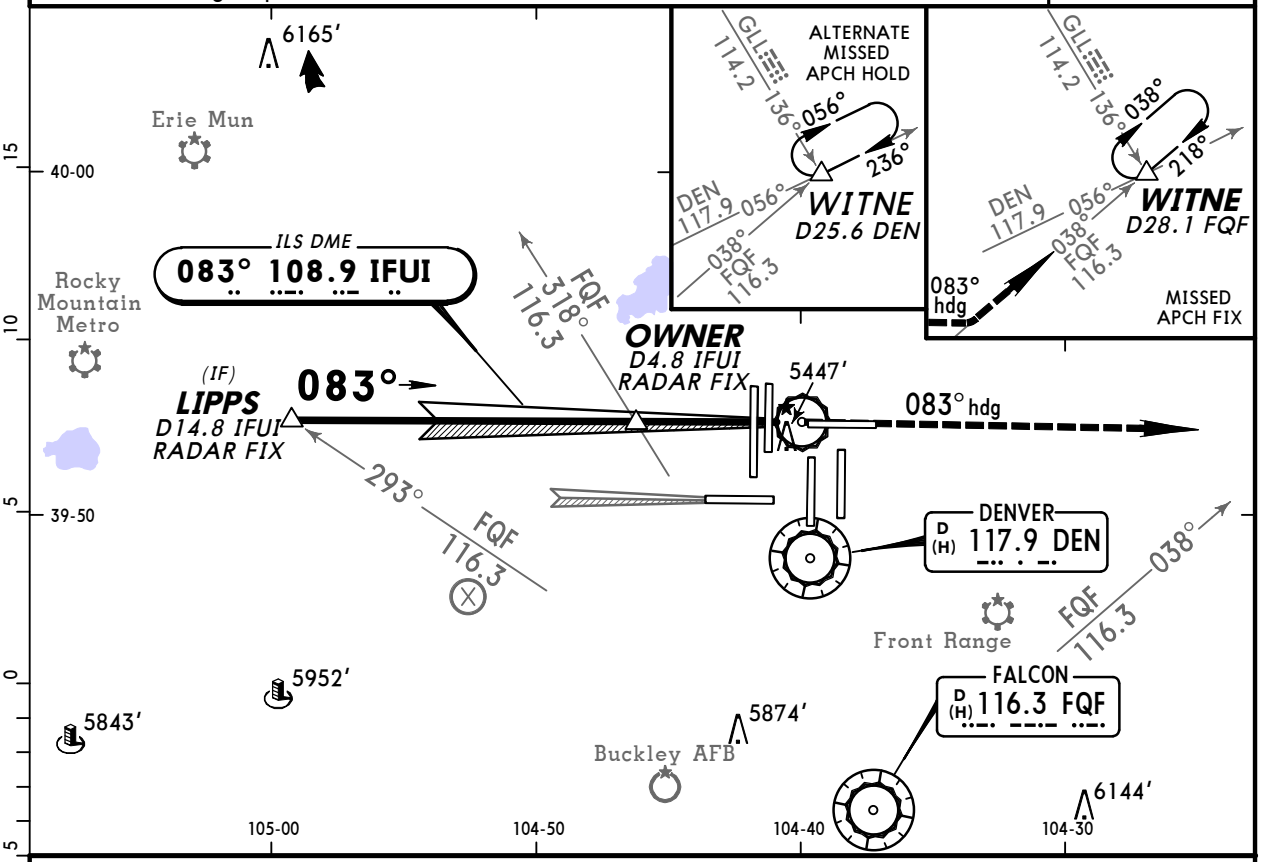
MISSED APCH: Climb to 10000′ on heading 083° and outbound on FQF VOR R-038 to WITNE INT/D28.1 FQF and hold, or as directed by ATC.

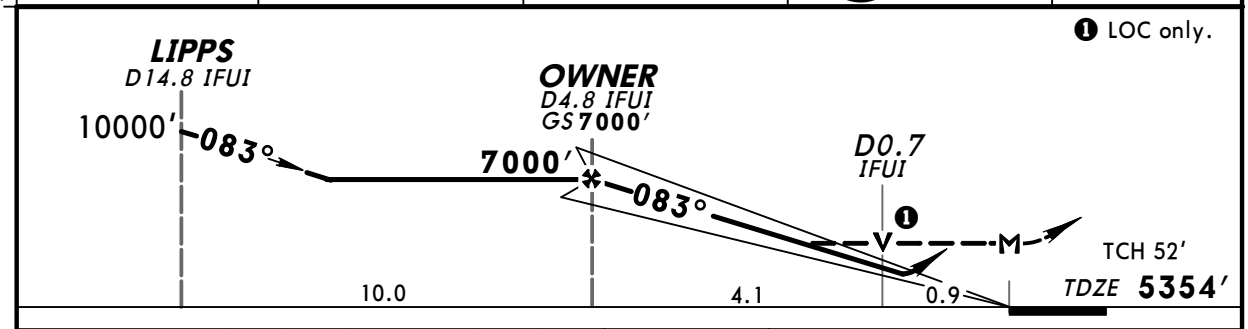
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 7.
3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
OWNER to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

10000′ on 083° hdg and FQF 116.3 R-038

TERPS

STRAIGHT-IN LANDING RWY **8**

	ILS DA(H) 5554′ (200′) FULL	ILS DA(H) 5554′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 5700′ (346′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C			RVR 30 or 5/8		
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

18 JUL 14
Eff 24 Jul

JEPPESEN
DENVER, COLO
11-3 ILS or LOC Rwy 16L

BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC ILTT	Final Apch Crs	GS LEETS	ILS DA(H)	Apt Elev 5434′ TDZE 5357′
111.1	173°	7000′ (1643′)	5557′ (200′)	

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 12000′ on heading 218° and outbound on FQF VOR R-254 to BREWS INT/D26.0 FQF and hold, or as directed by ATC.

9200′

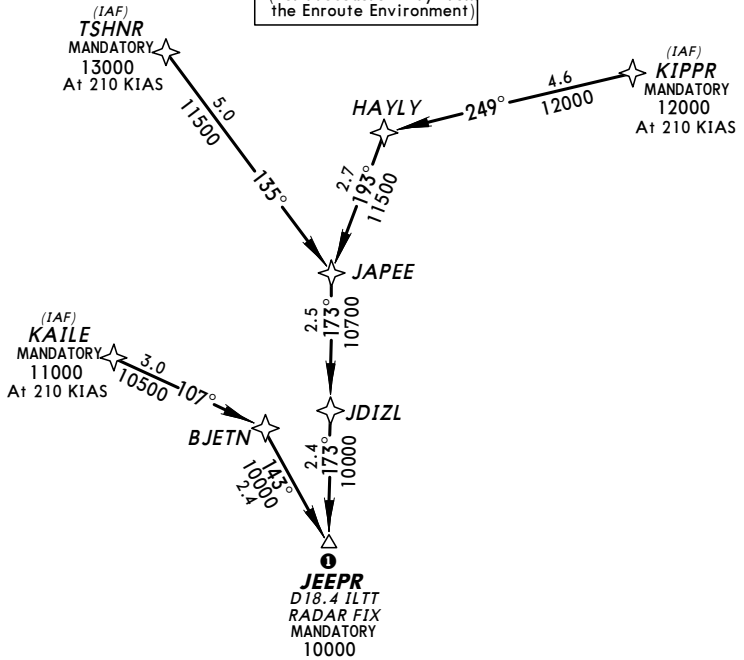
MSA DEN VOR

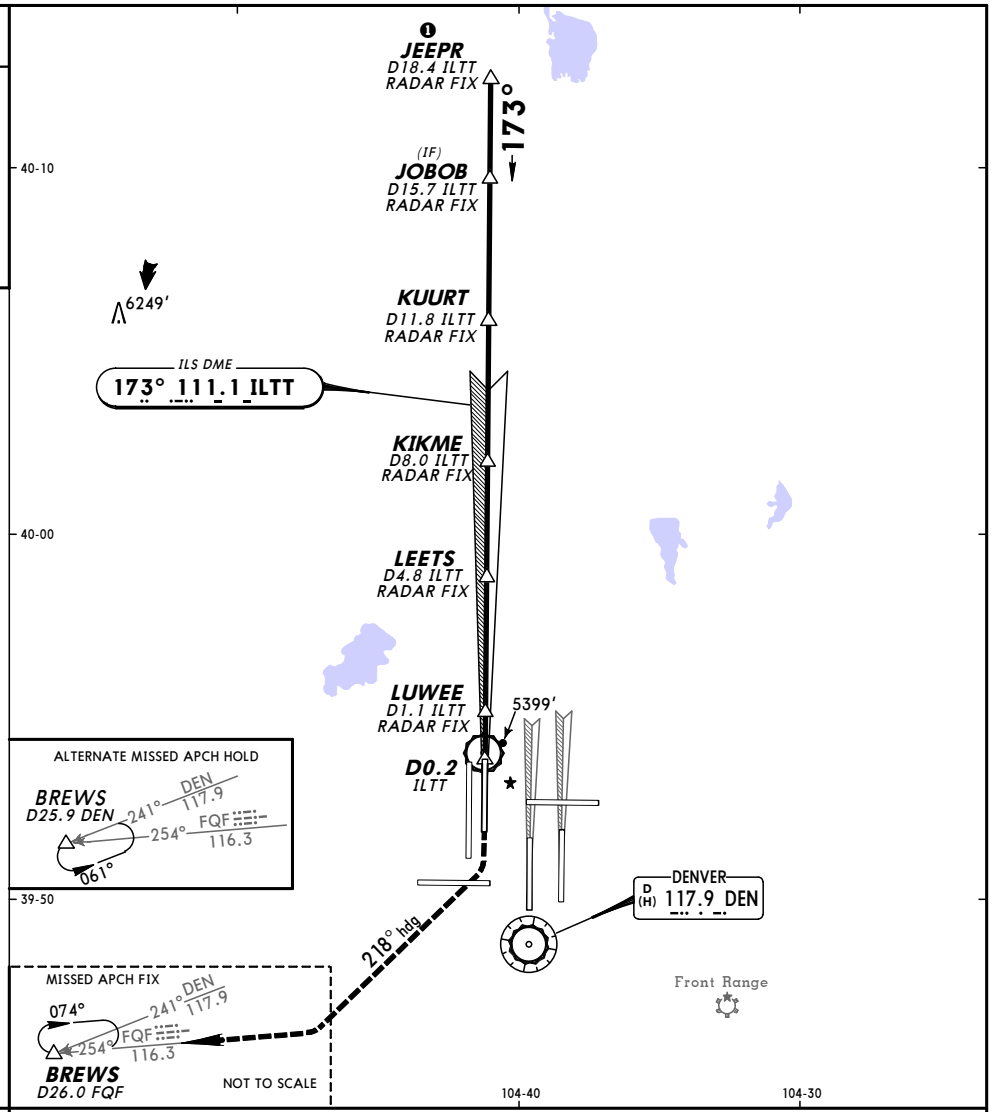
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME required. 2. Simultaneous approach authorized with Rwys 17L/17R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO JEEPR

NOT TO SCALE

GPS or Radar required.
(For Procedure Entry from the Enroute Environment)





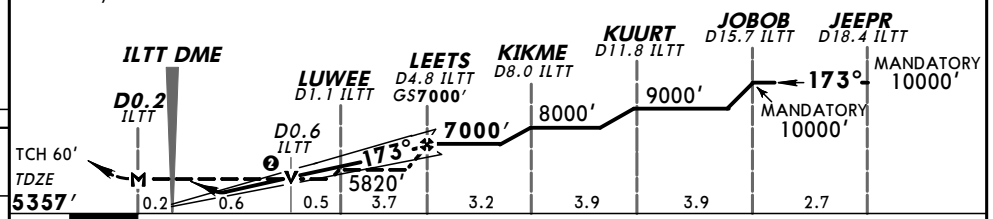
TERPS

STRAIGHT-IN LANDING RWY **16L**

	ILS DA(H) 5557′ (200′)			❷ LOC (GS out) MDA(H) 5660′ (303′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C						RVR 45 or 7/8
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 ILTT or LEETS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

5900′ | 12000′ on RT | 218° hdg and | FQF 116.3 R-254 | BREWS

TERPS AMEND 3A 24 JUL 2014

CHANGES: JEEPR mandatory altitude added, JOBOB mandatory altitude added, THRE changed to TDZE.

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KDEN/DEN
DENVER INTL

DENVER, COLO
ILS or LOC Rwy 16R

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IDQQ	Final Apch Crs	GS JETSN	ILS DA(H)	Apt Elev 5434′
111.9	173°	7000′ (1674′)	5526′ (200′)	TDZE 5326′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 12000′ on heading 218° and outbound on FQF VOR R-254 to BREWS INT/D26.0 FQF and hold, or as directed by ATC.

9200′

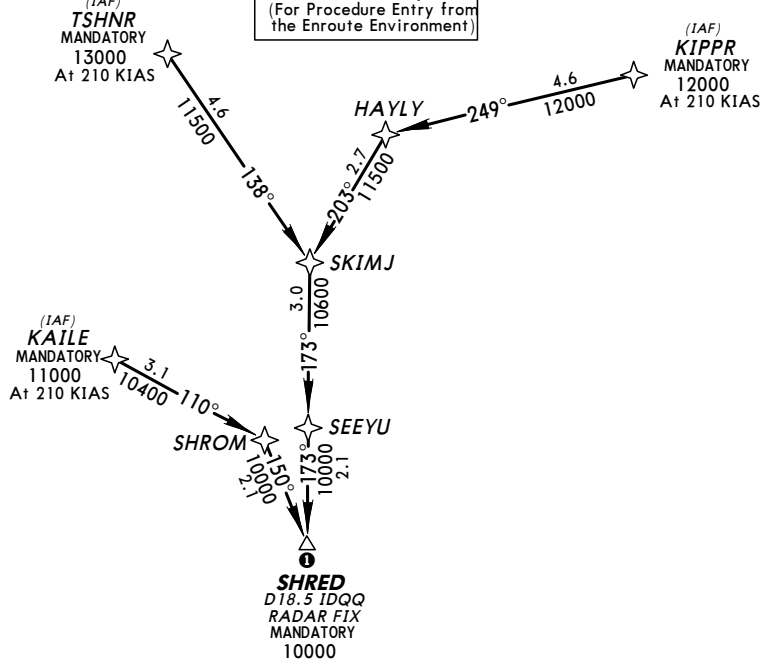
MSA DEN VOR

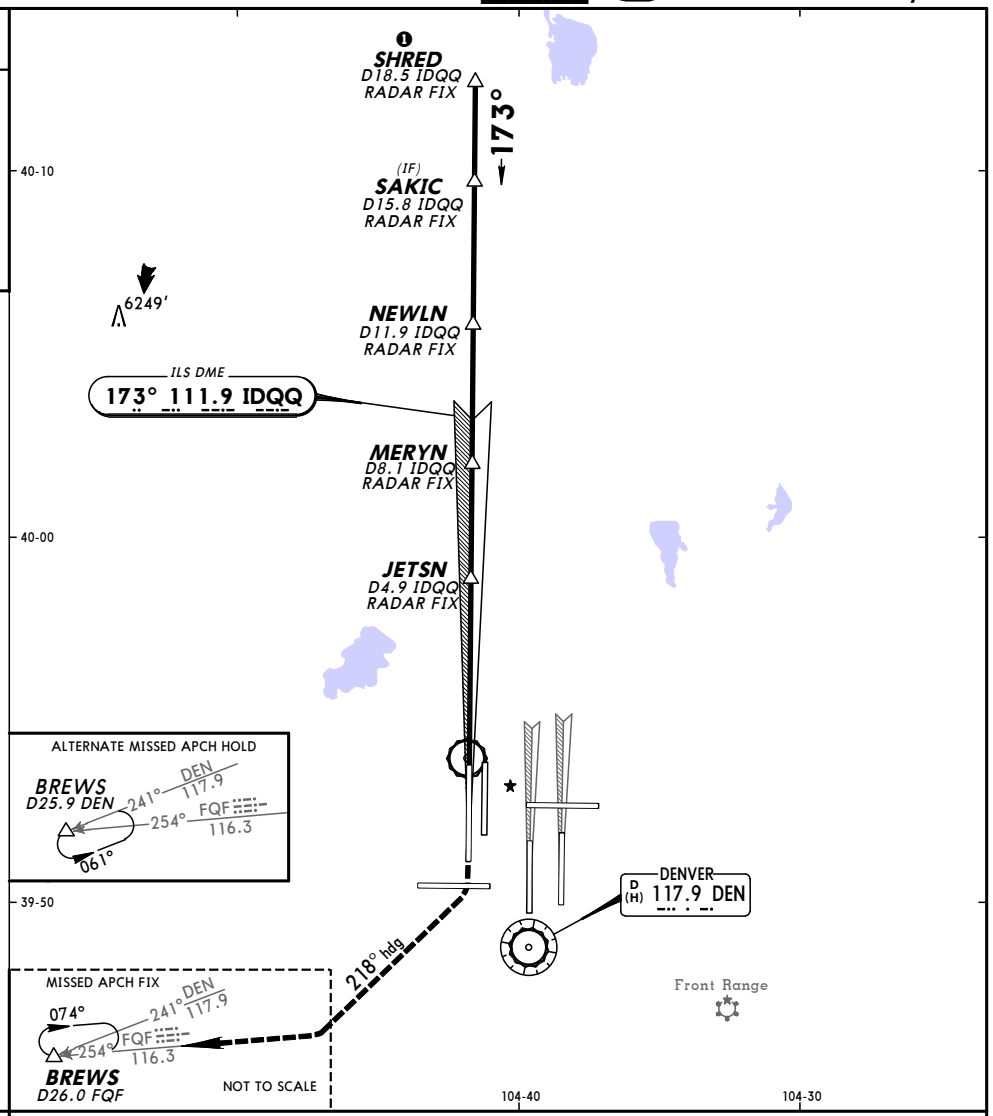
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. **DME required.** 2. Simultaneous approach authorized with Rwys 17L/17R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO SHRED

NOT TO SCALE

GPS or Radar required.
(For Procedure Entry from the Enroute Environment)





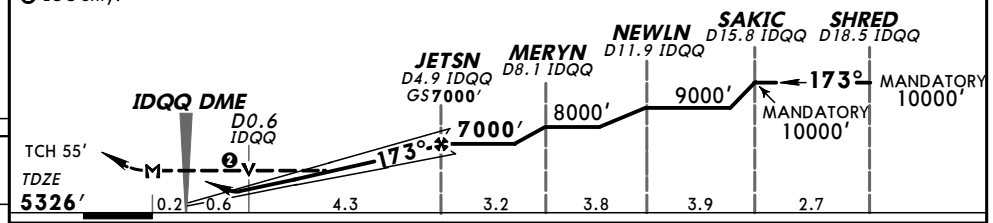
TERPS

STRAIGHT-IN LANDING RWY **16R**

	ILS DA(H) 5526′ (200′)			LOC (GS out) MDA(H) 5640′ (314′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C						RVR 45 or 7/8
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

❷ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
JETSN to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI

5900′ ↑

12000′ on RT

218° hdg and

FQF 116.3 R-254

BREWS

TERPS AMEND 1A 24 JUL 2014

CHANGES: SHRED mandatory altitude added, SAKIC mandatory altitude added, THRE changed to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
11-5
ILS or LOC Rwy 17L

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

LOC IBXP	Final Apch Crs	GS IRINE	ILS DA(H)	Apt Elev 5434′
110.15	173°	7000′ (1661′)	5539′ (200′)	TDZE 5339′

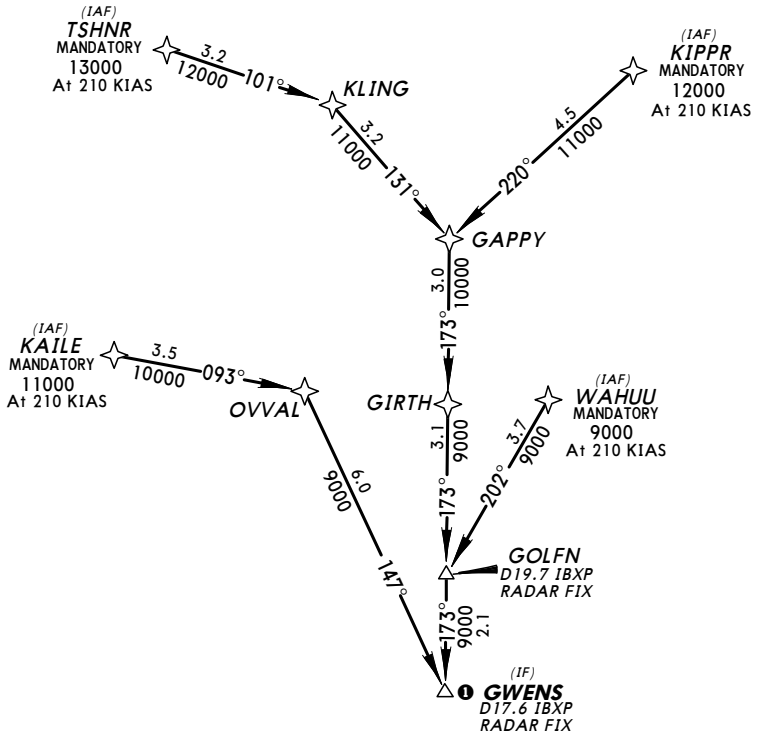
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ on heading 120° and outbound on FQF VOR R-078 to LIMEX INT/D31.9 FQF and hold, or as directed by ATC.

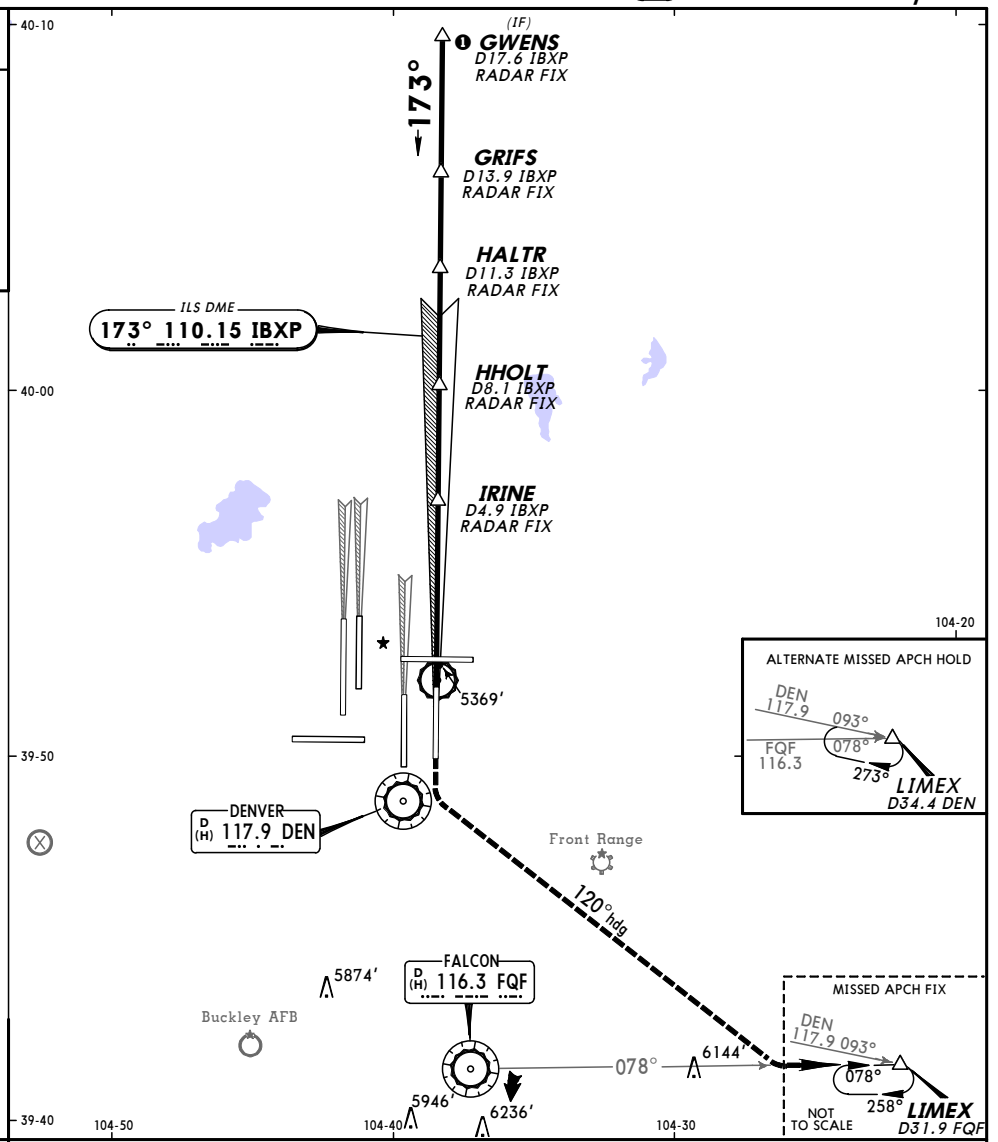
9200′
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwy 17R and Rwys 16L/16R. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO GWENS

NOT TO SCALE



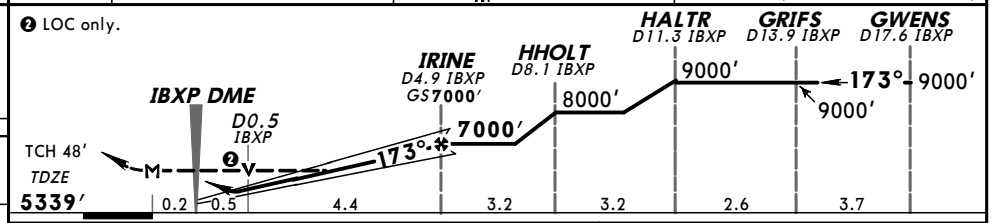


TERPS STRAIGHT-IN LANDING RWY **17L**

	ILS DA(H) 5539′ (200′)		❷ LOC (GS out) MDA(H) 5620′ (281′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C					RVR 45 or 7/8
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA. ❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
IRINE to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI
5900′
10000′ LT
120° on hdg and
FQF 116.3 R-078

TERPS AMEND 4A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14 (11-6)

DENVER, COLO
ILS or LOC Rwy 17R

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IACX	Final Apch Crs	GS JOULE	ILS DA(H)	Apt Elev 5434′
108.5	173°	7000′ (1608′)	5592′ (200′)	TDZE 5392′

MISSED APCH: Climb to 10000′ on heading 173° and outbound on FQF VOR R-197 to HOHUM INT/D22.5 FQF and hold, or as directed by ATC.

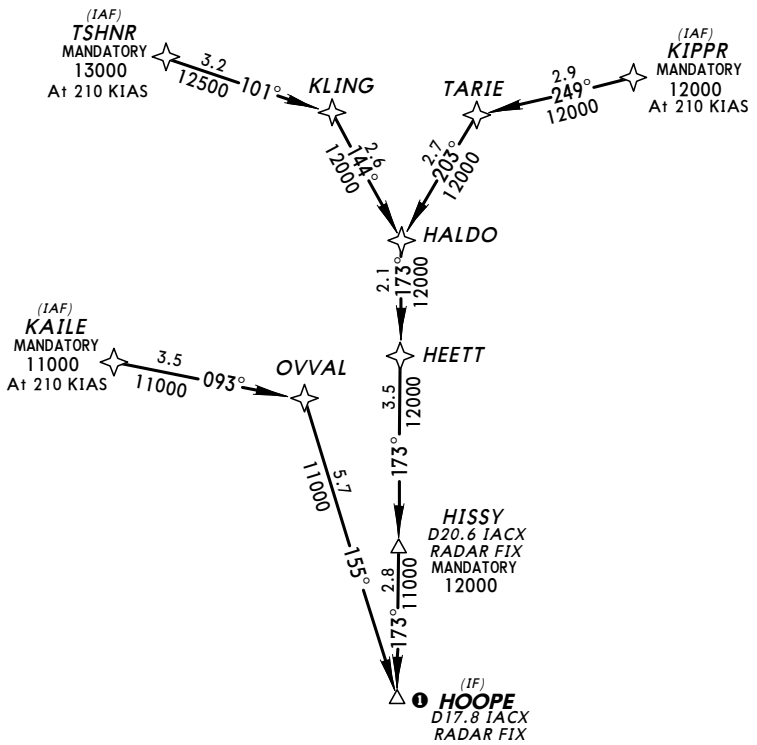
9200′

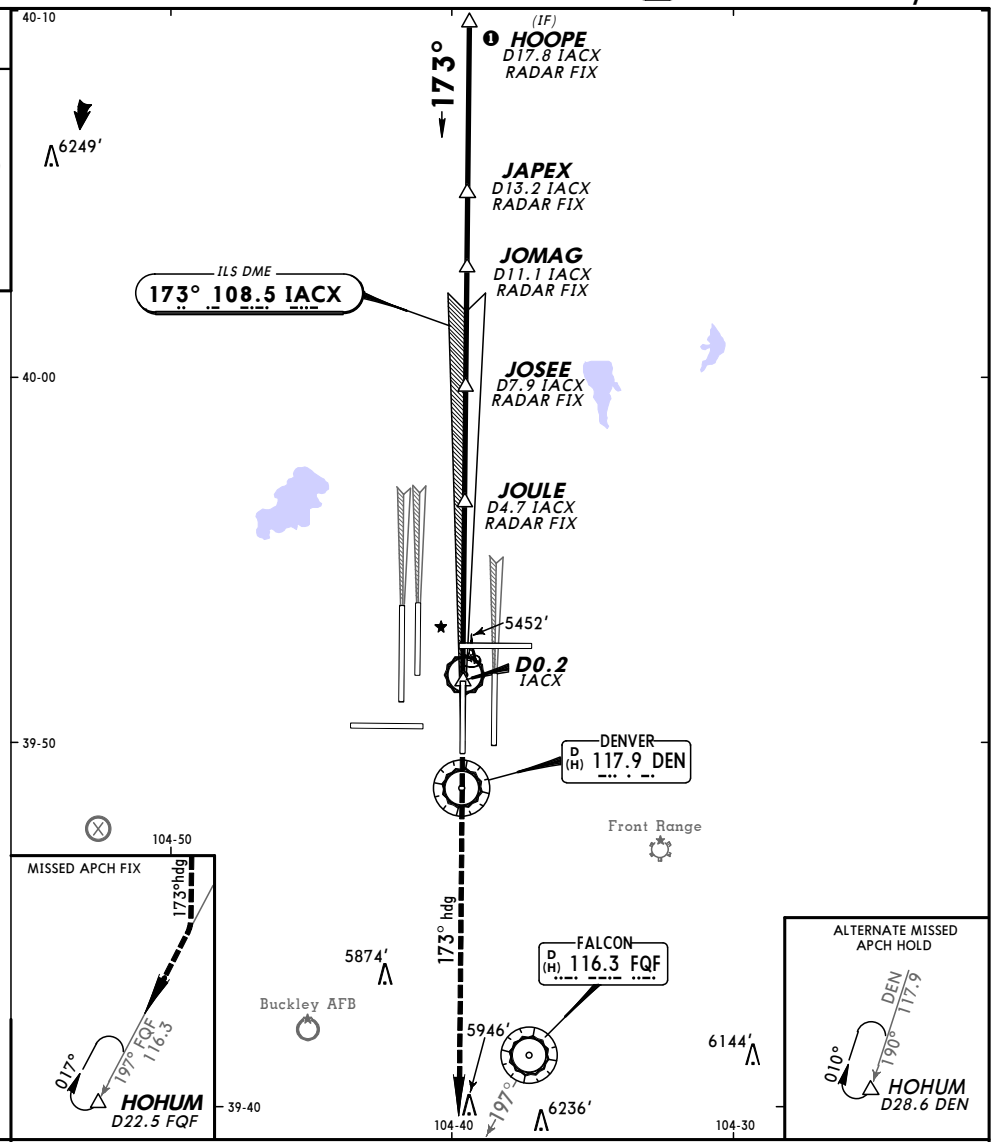
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17L. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO HOOPE

NOT TO SCALE



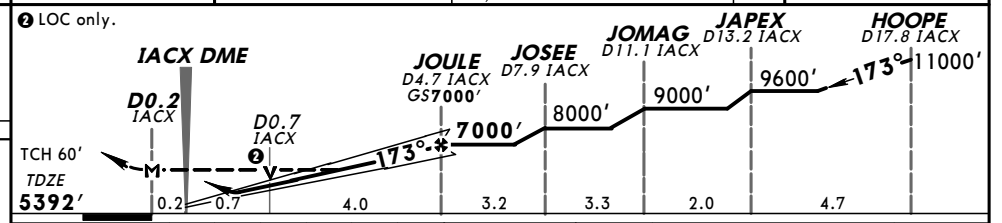


TERPS STRAIGHT-IN LANDING RWY **17R**

	ILS DA(H) 5592′ (200′)			2 LOC (GS out) MDA(H) 5720′ (328′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A B C D	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2 RVR 30 or 5/8	RVR 40 or 3/4	RVR 55 or 1

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 DME or Radar required.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IACX or JOULE to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
PAPI

10000′ on 173° hdg and FQF 116.3 R-197 HOHUM

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (11-7)

DENVER, COLO ILS or LOC Rwy 25

BRIEFING STRIP™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

LOC IERP	Final Apch Crs	GS GASTI	ILS DA(H)	Apt Elev 5434′
111.55	263°	7000′ (1645′)	5555′ (200′)	TDZE 5355′

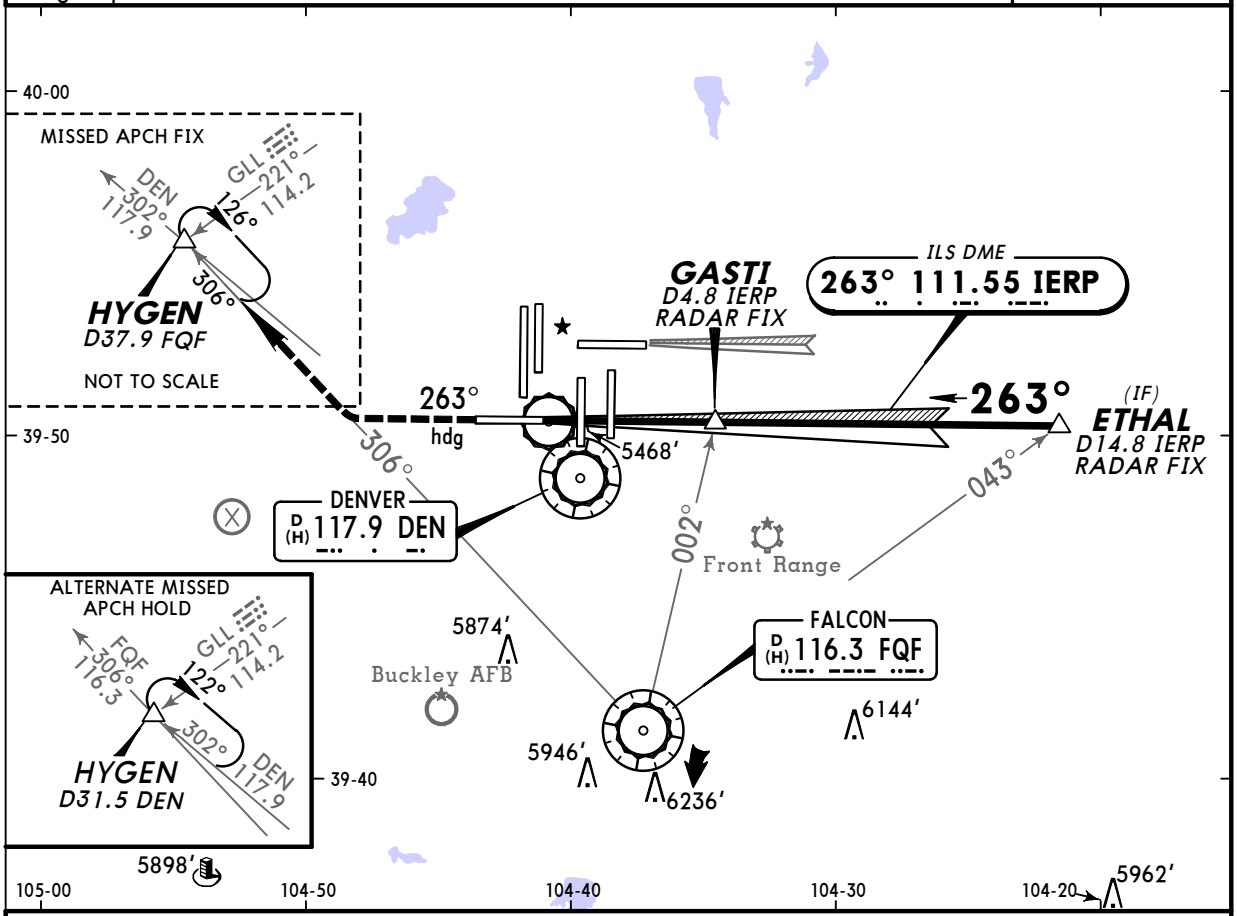
MISSED APCH: Climb to 10000′ on heading 263° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

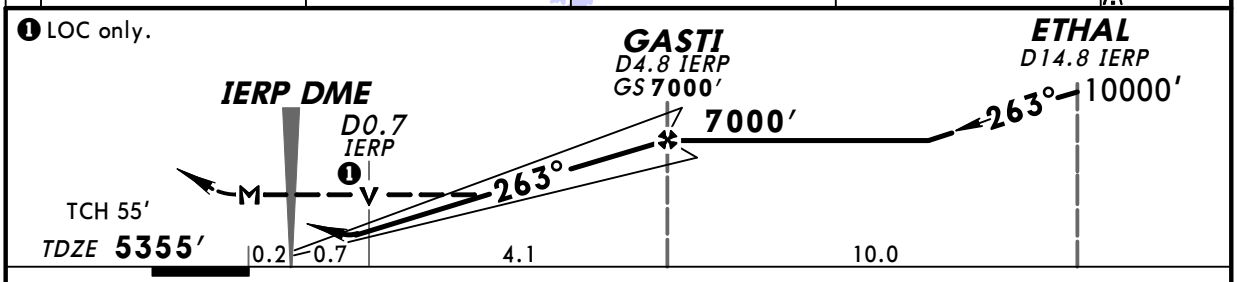
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. VGSI and ILS glidepath not coincident.

9200′

MSA DEN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
GASTI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

10000′ on 263° hdg and FQF 116.3 R-306

HYGEN

TERPS STRAIGHT-IN LANDING RWY 25

TERPS AMEND 3A 11 DEC 2014

	ILS DA(H) 5555′ (200′)		LOC (GS out) MDA(H) 5720′ (365′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A B C D	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2 / RVR 35 or 5/8	RVR 40 or 3/4	RVR 55 or 1

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-8)

DENVER, COLO
ILS or LOC Rwy 26

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

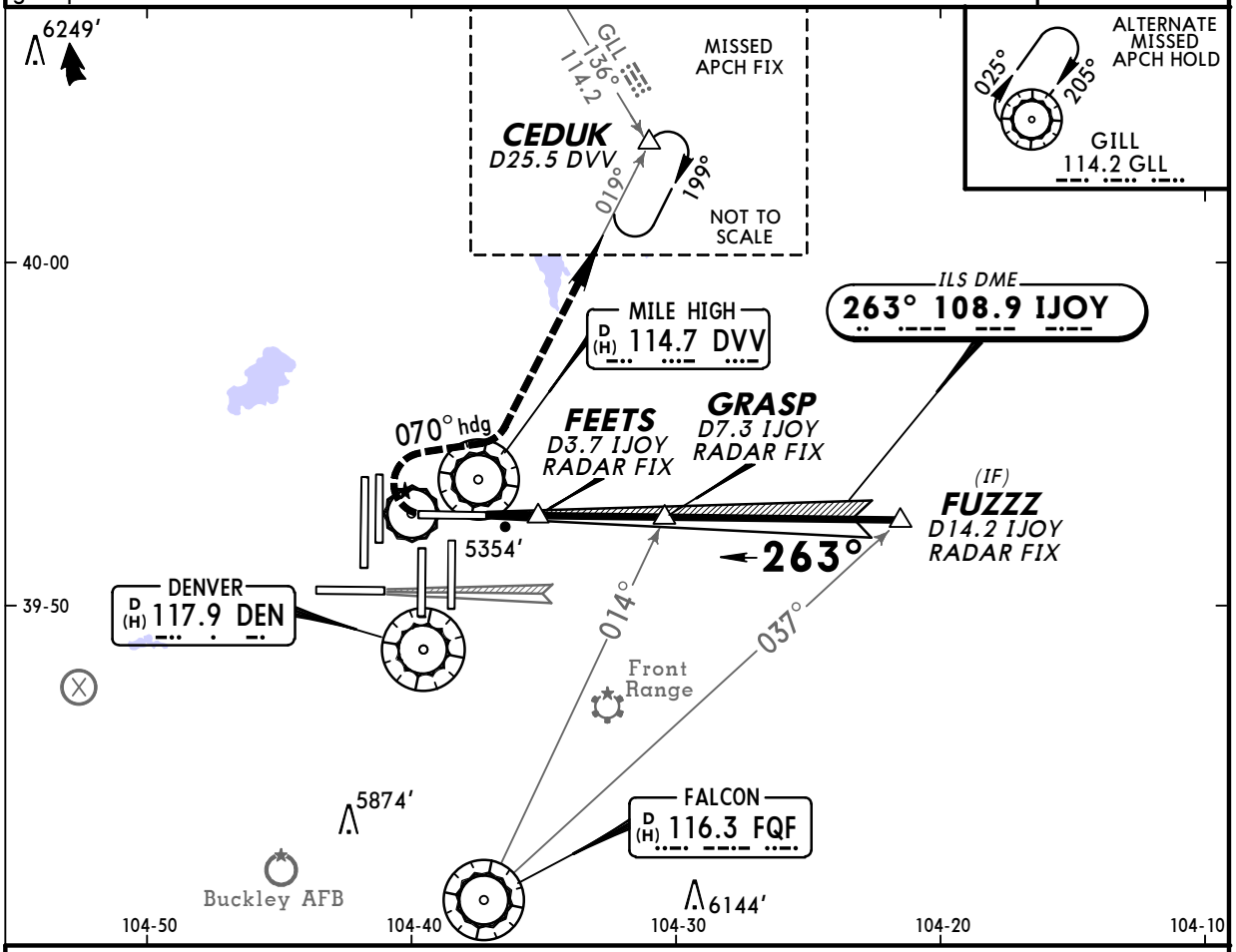
LOC IJOY	Final Apch Crs	GS GRASP	ILS DA(H)	Apt Elev 5434′
108.9	263°	7000′ (1691′)	5509′ (200′)	TDZE 5309′

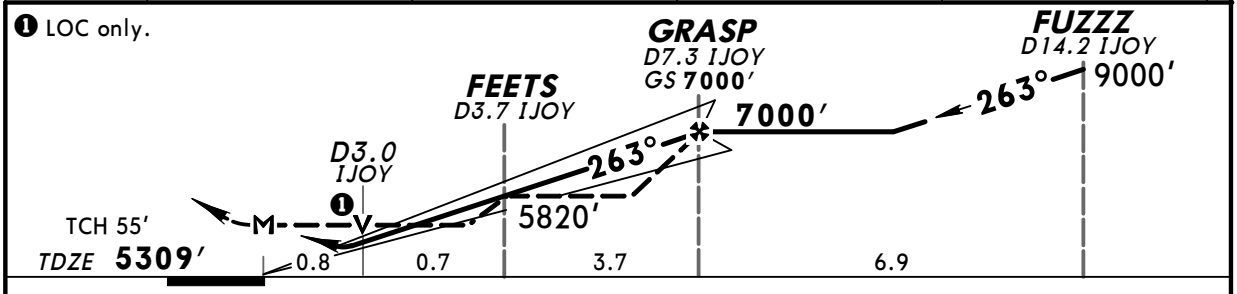
MISSED APCH: Climb to 5900′, then climbing RIGHT turn to 9000′ on heading 070° and outbound on DVV VOR R-019 to CEDUK INT/D25.5 DVV and hold, or as directed by ATC.

9200′
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar required. 2. Simultaneous approach authorized with Rwy 25. 3. VGSI and ILS glidepath not coincident.

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
GRASP to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

5900′

9000′ RT on 070° hdg and DVV 114.7 R-019

TERPS STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 5509′ (200′)			LOC (GS out) MDA(H) 5620′ (311′) With FEETS			LOC (GS out) MDA(H) 5820′ (511′) Without FEETS		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C				RVR 26 or 1/2		RVR 45 or 7/8	RVR 55 or 1	1 1/4	1 3/8
D									

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
11-9

DENVER, COLO
ILS or LOC Rwy 34L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IDXU	Final Apch Crs	GS WINTR	ILS DA(H)	Apt Elev / TDZE
111.9	353°	7000′ (1673′)	5527′ (200′)	5434′ / 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

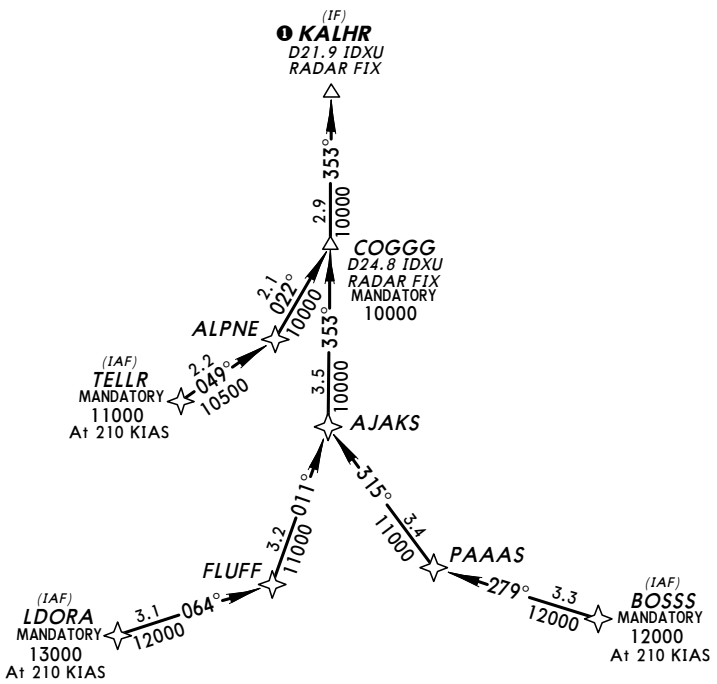
9200′
MSA DEN VOR

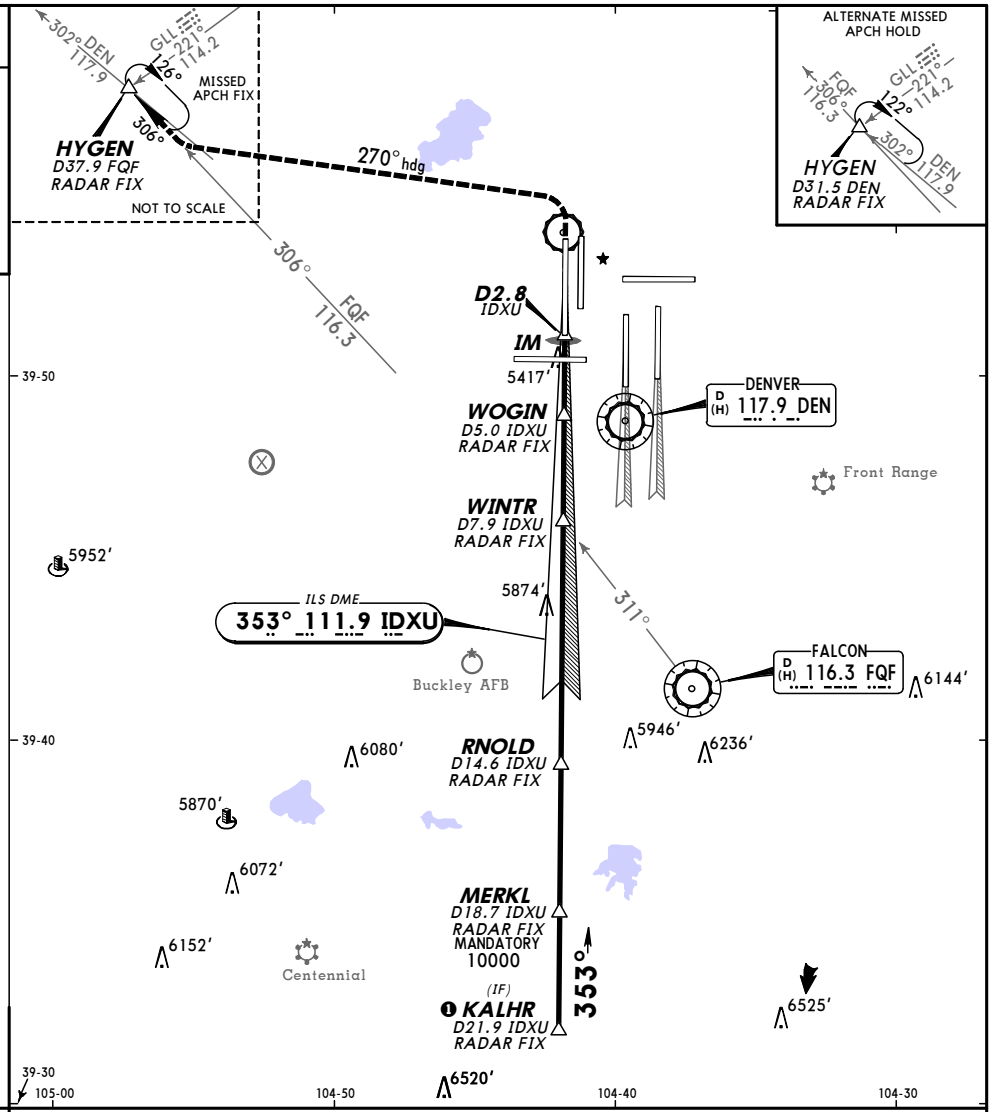
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar, DME or GPS required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. VGSI and ILS glidepath not coincident.

BRIEFING STRIP ™

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE





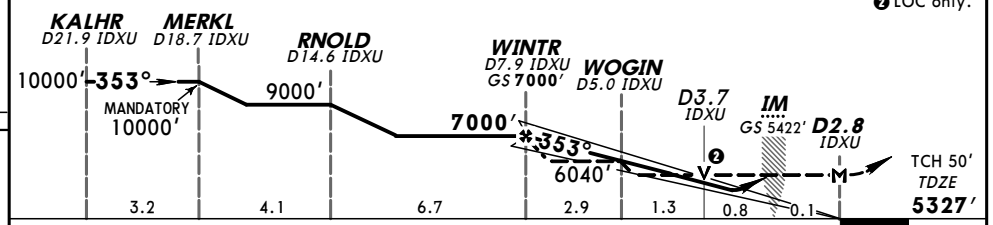
TERPS

STRAIGHT-IN LANDING RWY **34L**

	ILS DA(H) 5527′ (200′)			LOC (GS out) MDA(H) 5680′ (353′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.8 IDXU or WINTR to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-II
PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-9A)

DENVER, COLO
ILS Rwy 34L CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
IDXU 111.9	353°	WINTR 7000′ (1673′)	NA	Refer to Minimums	RA 108′ DA(H) 5427′ (100′)	5434′ TDZE 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. Radar, DME or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

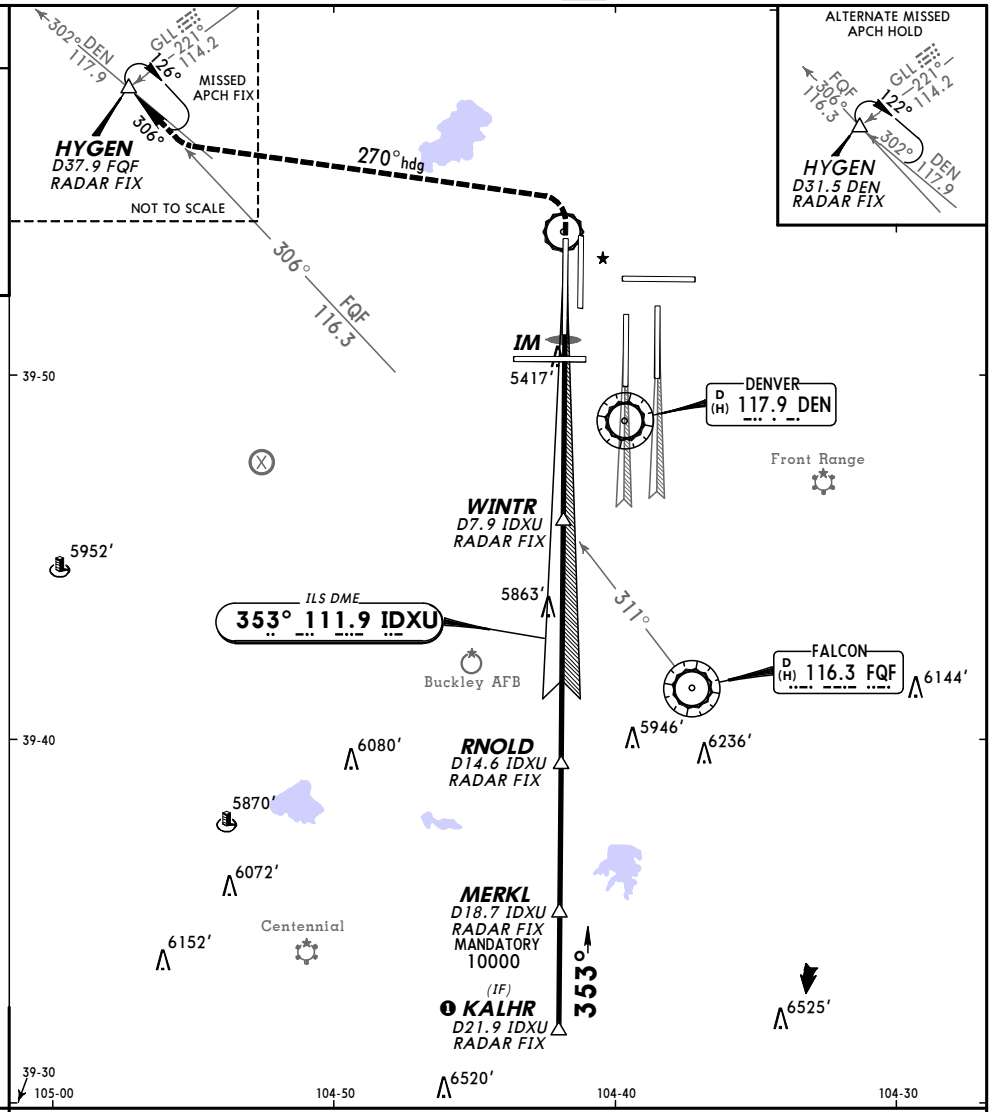
9200′

MSA DEN VOR

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE



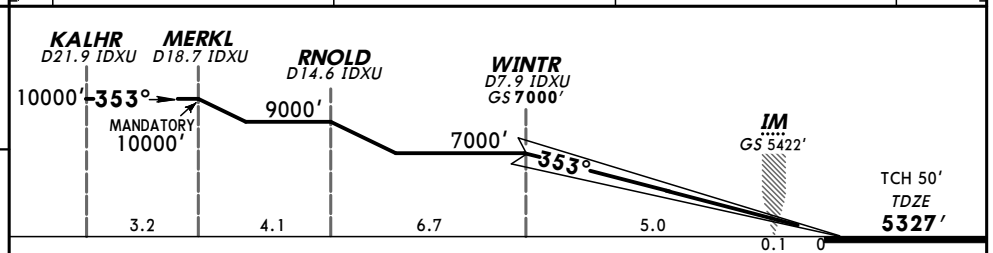


TERPS

STRAIGHT-IN LANDING RWY **34L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108′ DA(H) 5427′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
11-9B

DENVER, COLO
ILS Rwy 34L SA CAT I

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IDXU	Final Apch Crs	GS	SA CAT I ILS	Apt Elev / TDZE
111.9	353°	WINTR 7000′ (1673′)	RA 148′ DA(H) 5477′ (150′)	5434′ / 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. Radar, DME or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

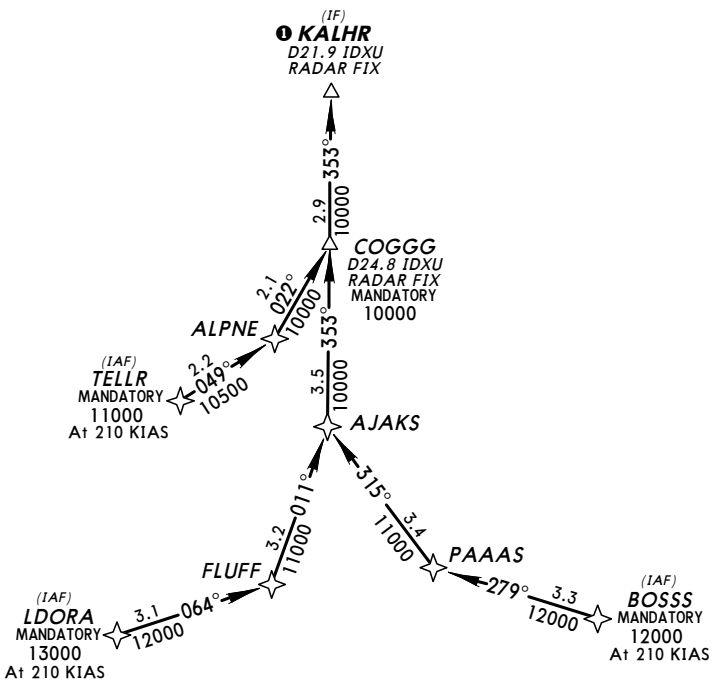
9200′

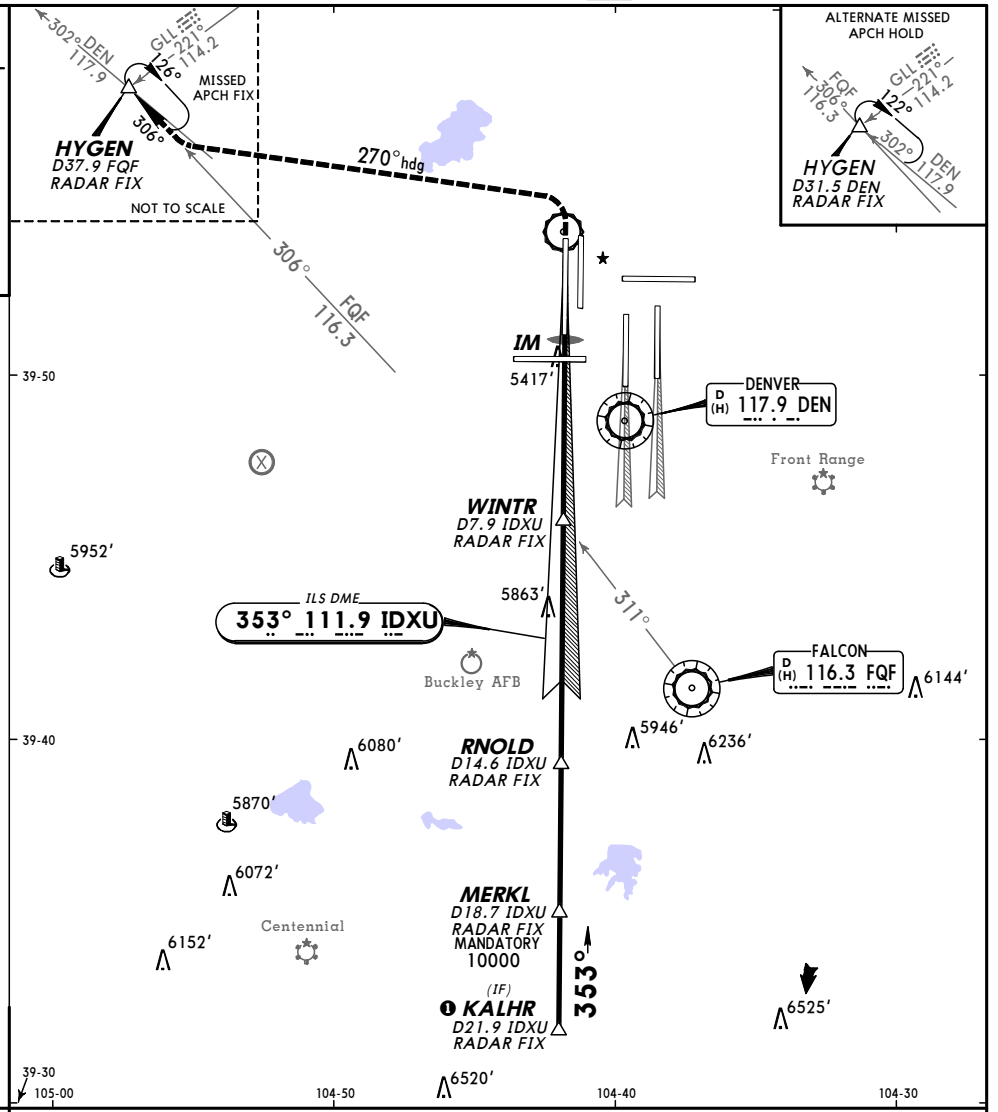
MSA DEN VOR

BRIEFING STRIP

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE





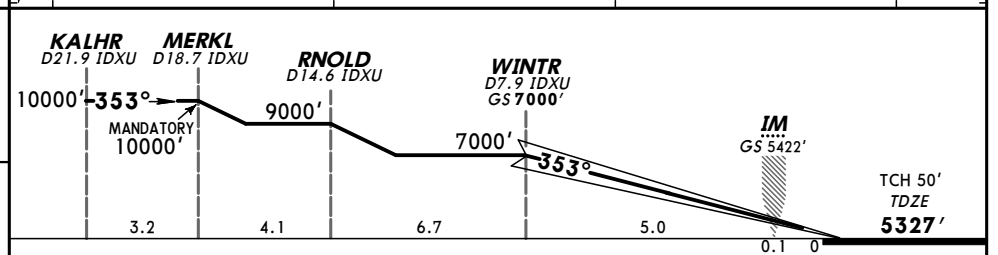
TERPS

STRAIGHT-IN LANDING RWY **34L**

❶ SA CAT I ILS
RA 148′
DA(H) **5477′** (150′)

RVR 14

❶ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
11-10 ILS or LOC Rwy 34R

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IOUF	Final Apch Crs	GS CORDE	ILS DA(H)	Apt Elev / TDZE
111.1	353°	7000′ (1646′)	5554′ (200′)	5434′ / 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

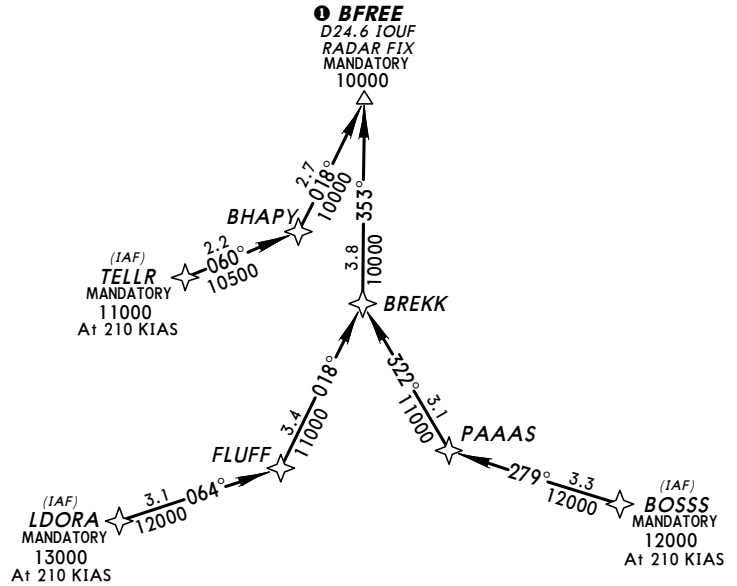
9200′

MSA DEN VOR

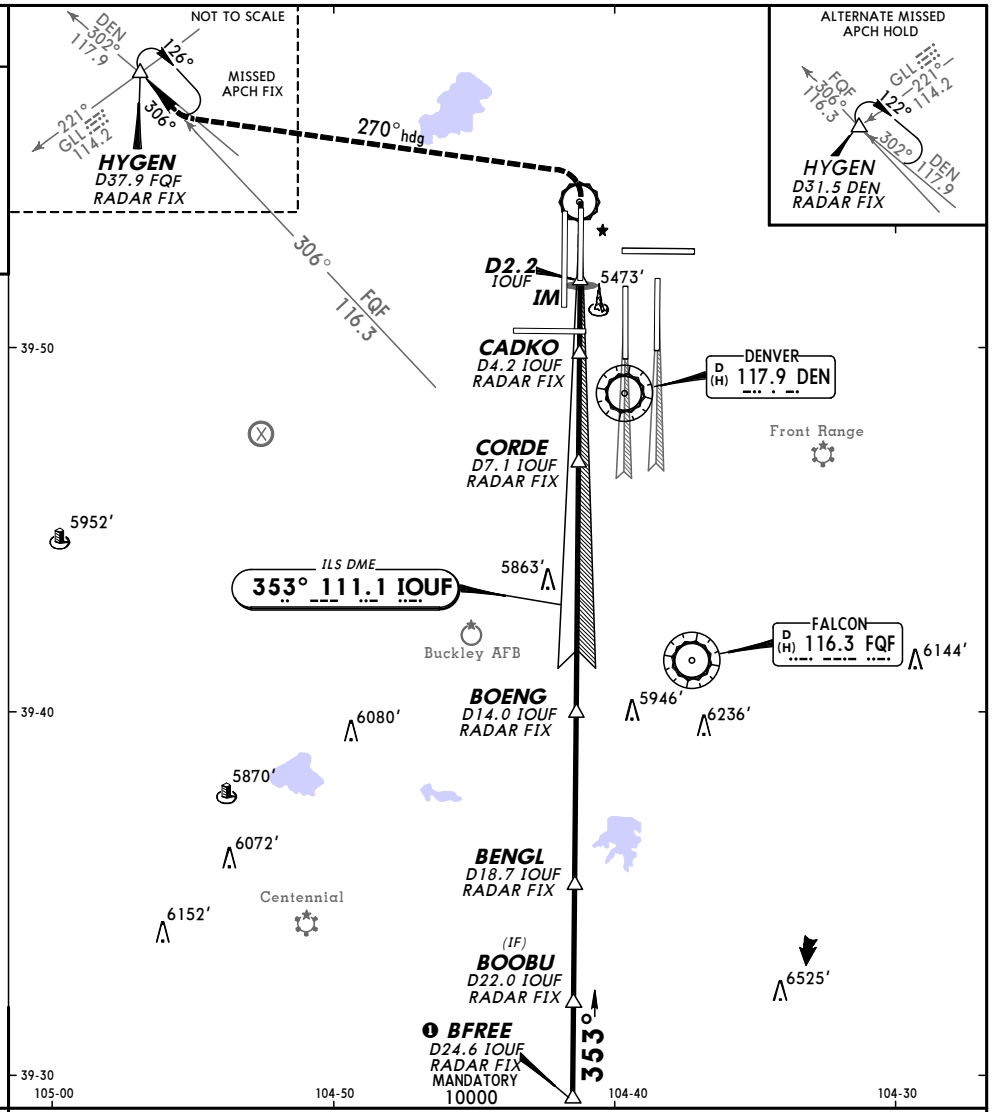
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 35L/35R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE



NOT TO SCALE



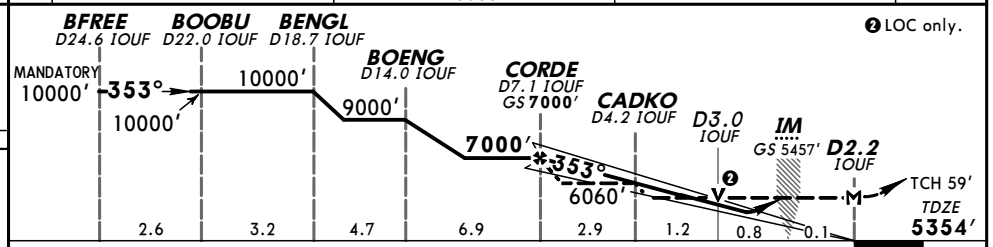
TERPS

STRAIGHT-IN LANDING RWY **34R**

	ILS DA(H) 5554′ (200′)			❷ LOC (GS out) MDA(H) 5700′ (346′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IOUF or CORDE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II
PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14

DENVER, COLO
(11-10A) ILS Rwy 34R CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC IOUF	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
111.1	353°	CORDE 7000′ (1646′)	NA	Refer to Minimums	RA 155′ DA(H) 5454′ (100′)	5434′ TDZE 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

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

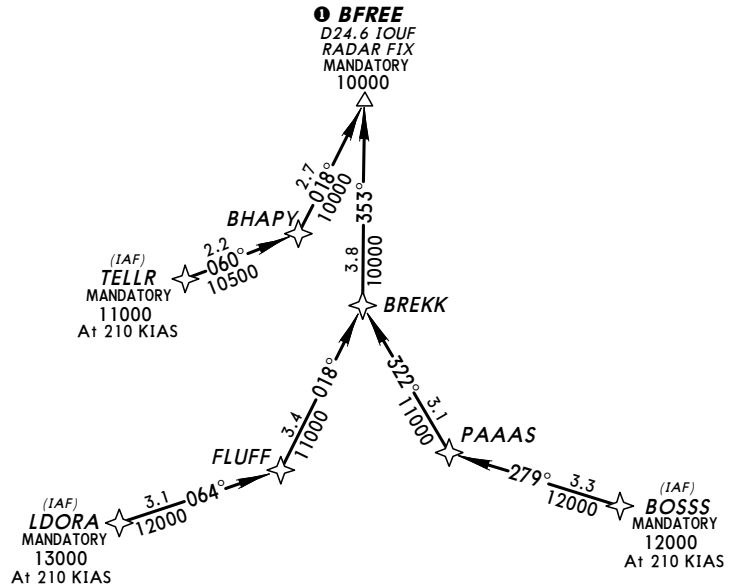
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

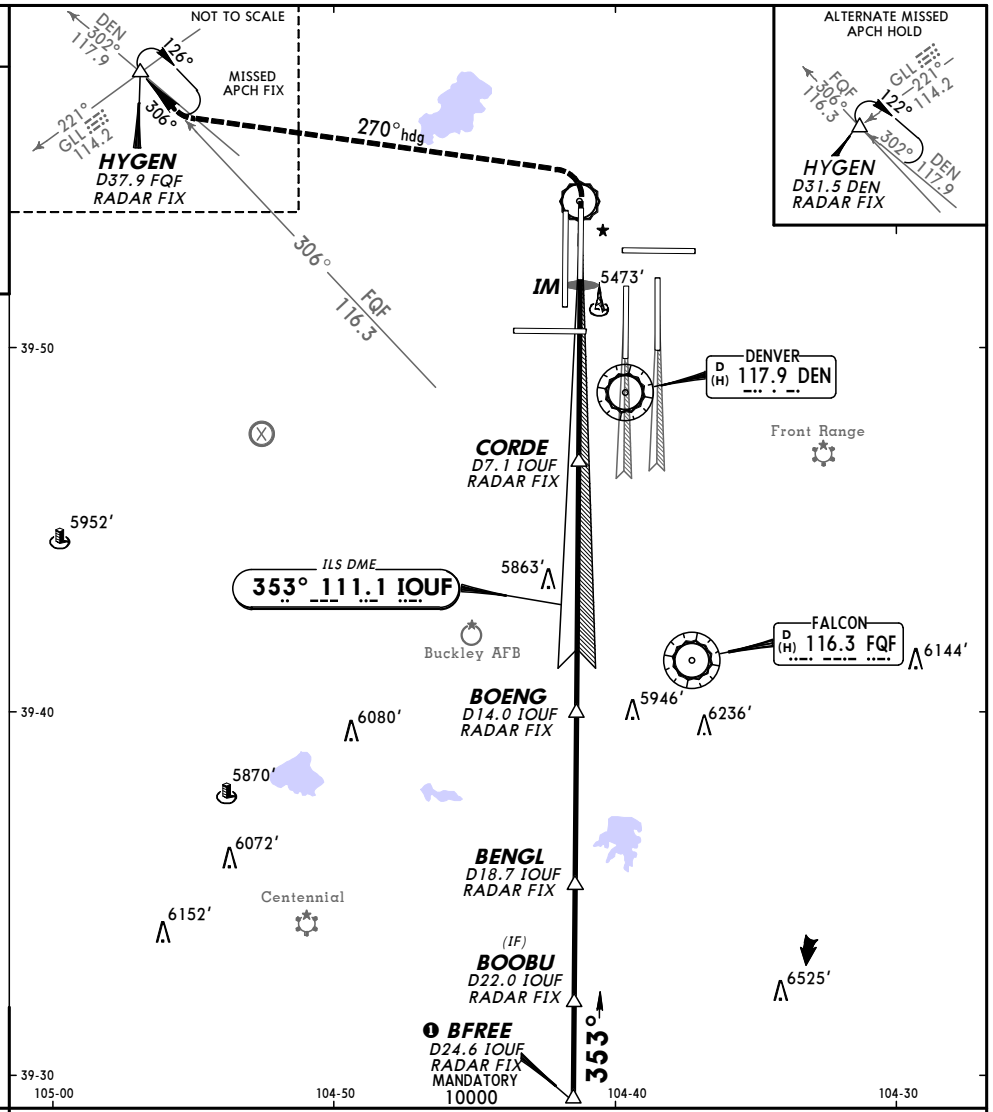
9200′

MSA DEN VOR

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE



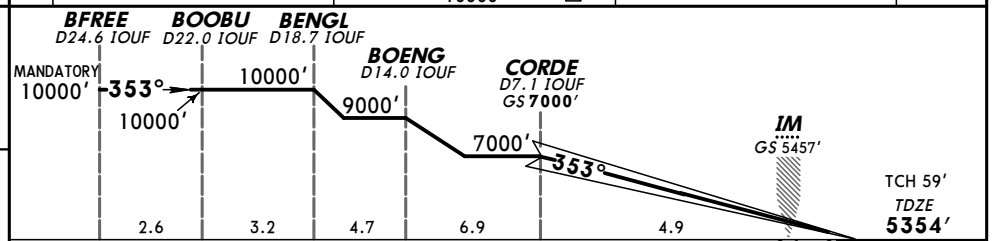


TERPS

STRAIGHT-IN LANDING RWY **34R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 155′ DA(H) 5454′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI

5800′ ↑

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
(11-10B) ILS Rwy 34R SA CAT I

BRIEFING STRIP™

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IOUF	Final Apch Crs	GS CORDE	SA CAT I ILS	Apt Elev 5434′
111.1	353°	7000′ (1646′)	RA 175′ DA(H) 5504′(150′)	TDZE 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

9200′

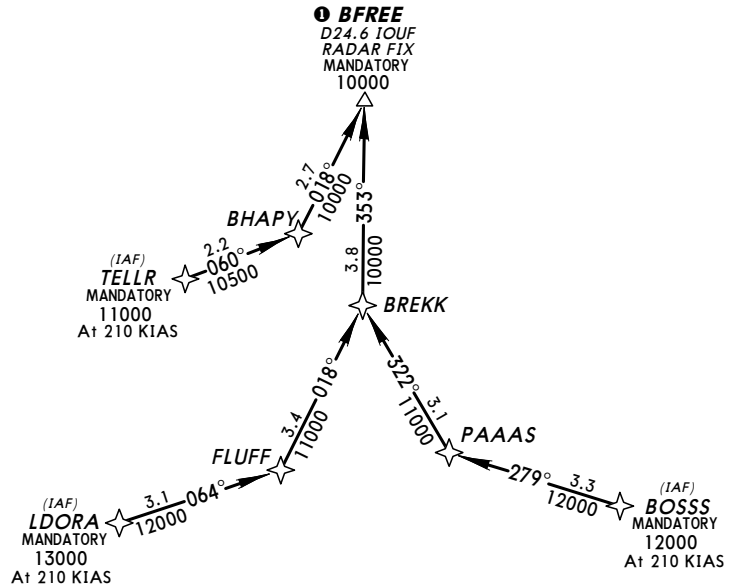
MSA DEN VOR

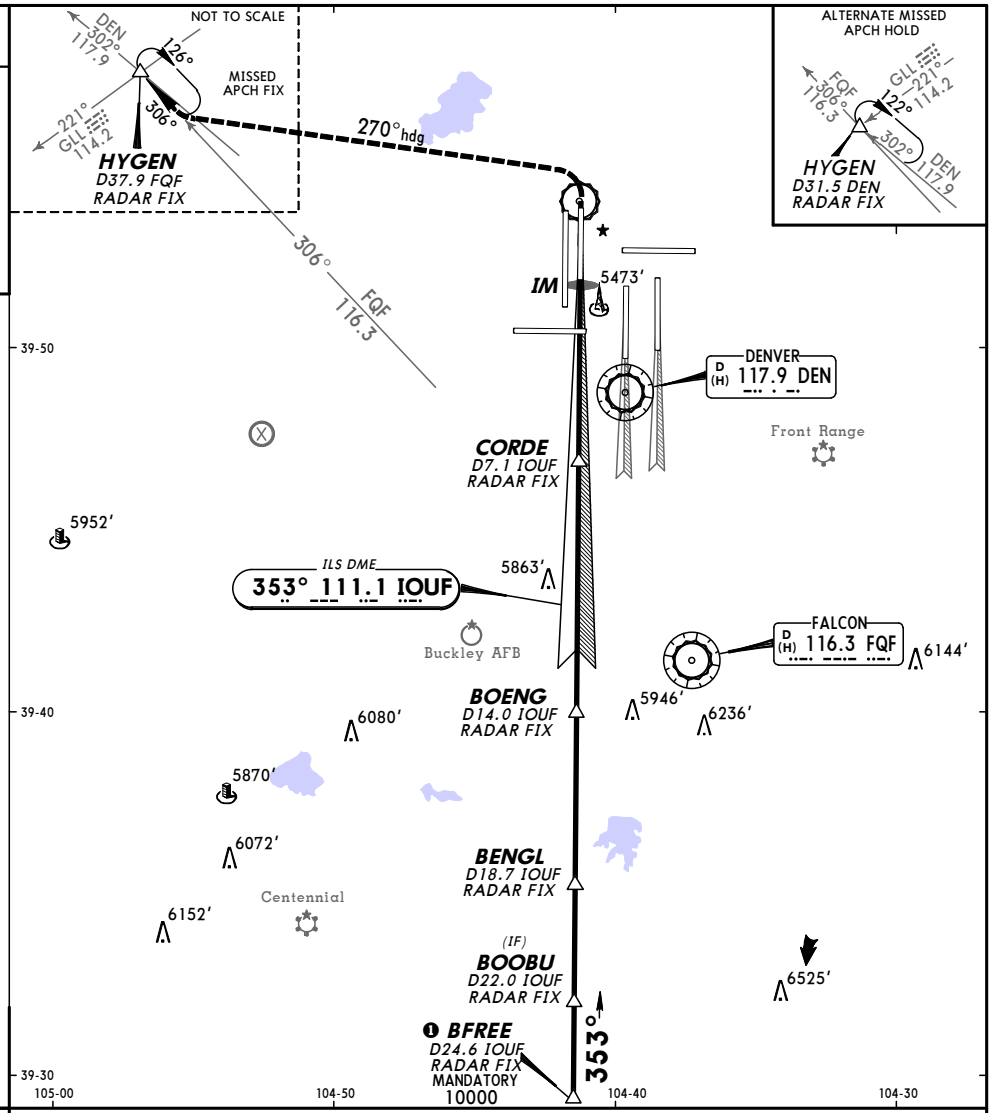
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 35L/35R. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE





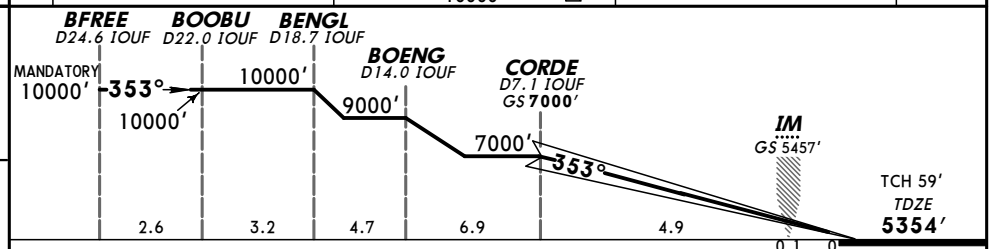
TERPS

STRAIGHT-IN LANDING RWY **34R**

1 SA CAT I ILS
RA 175′
DA(H) **5504′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

5800′ ↑

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
11-11

DENVER, COLO
ILS or LOC Rwy 35L

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IAQD	Final Apch Crs	GS DYMON	ILS DA(H)	Apt Elev / TDZE
108.5	353°	7000′ (1566′)	5634′ (200′)	Apt Elev 5434′ TDZE 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

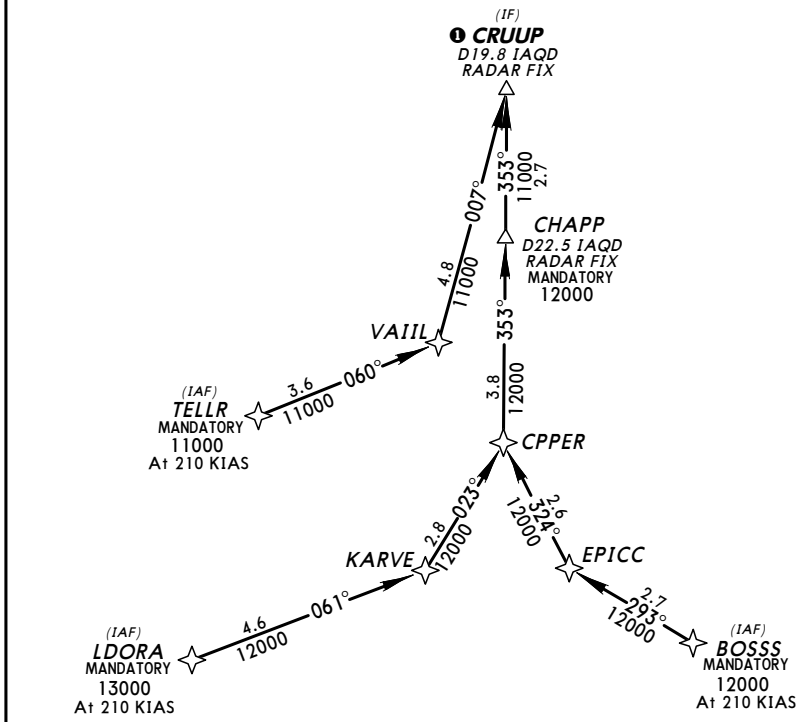
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

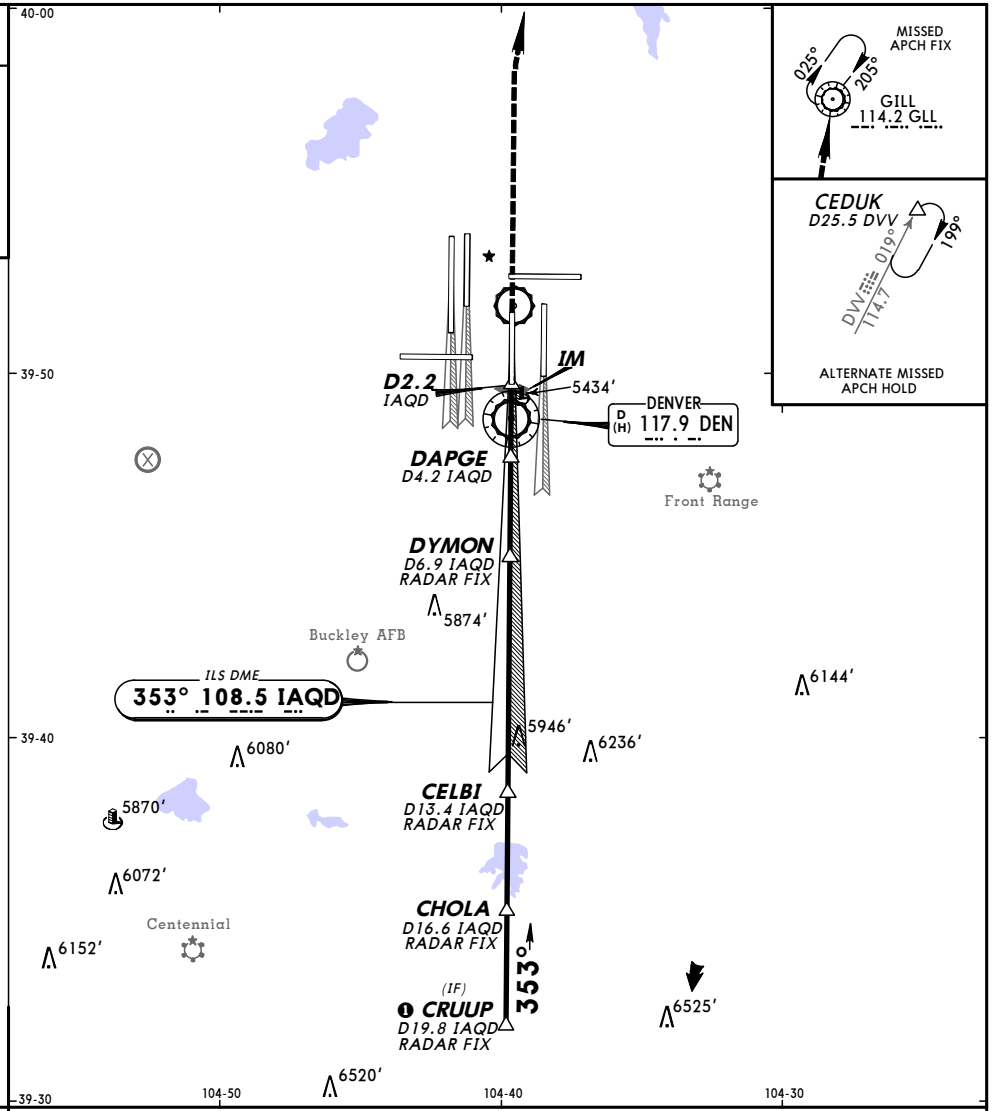
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE

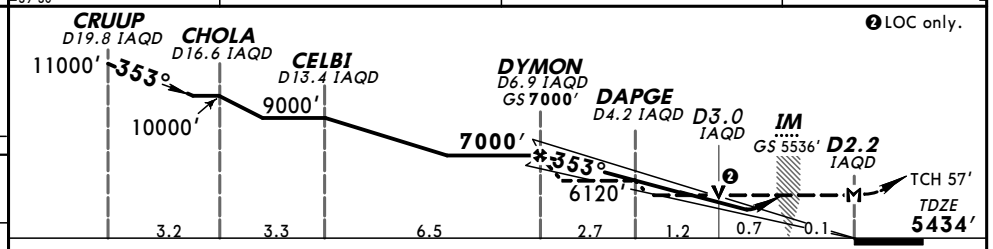




TERPS STRAIGHT-IN LANDING RWY **35L**

	ILS DA(H) 5634′(200′)			❷ LOC (GS out) MDA(H) 5760′(326′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 26 or 1/2	RVR 50 or 1
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IAQD or DYMON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II PAPI | 10000′ | RT | D | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14

DENVER, COLO
11-11A ILS Rwy 35L CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	133.3	121.85

LOC IAQD	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
108.5	353°	DYMON 7000′ (1566′)	NA	Refer to Minimums	RA 115′ DA(H) 5534′ (100′)	5434′ TDZE 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

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

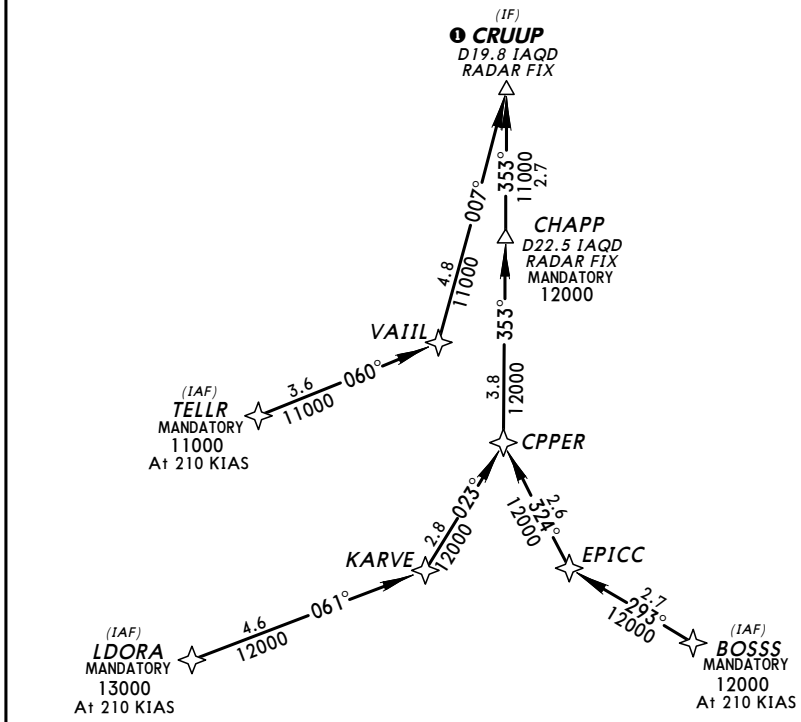
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 4. VGSI and ILS glidepath not coincident.

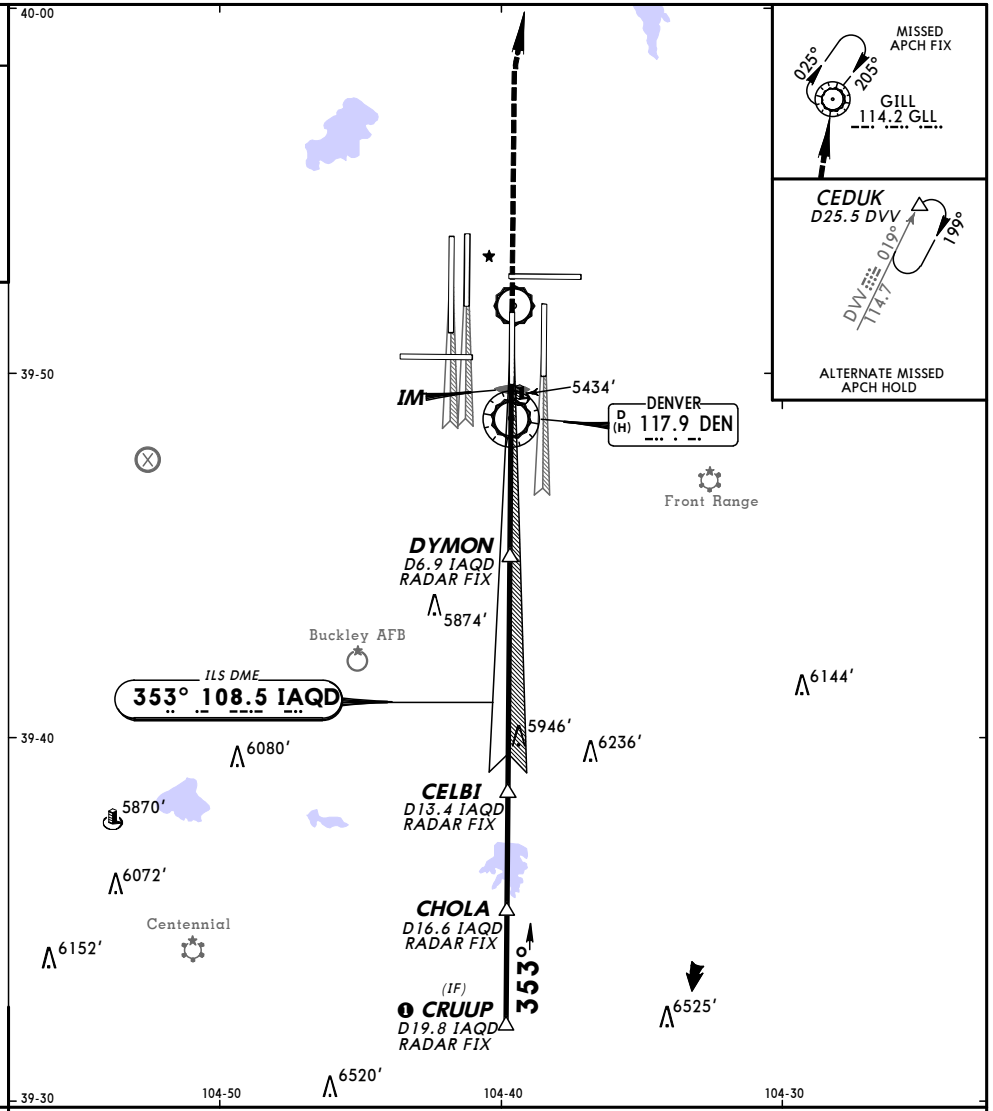
9200′

MSA DEN VOR

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE



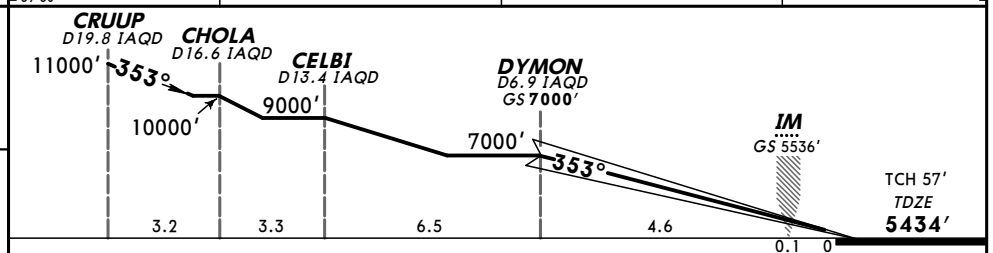


TERPS

STRAIGHT-IN LANDING RWY **35L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 115′ DA(H) 5534′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 10000′ | RT | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN

DENVER, COLO
11-11B ILS Rwy 35L SA CAT I

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IAQD	Final Apch Crs	GS DYMON	SA CAT I ILS	
108.5	353°	7000′ (1566′)	RA 165′ DA(H) 5584′ (150′)	Apt Elev 5434′ TDZE 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 4. VGSI and ILS glidepath not coincident.

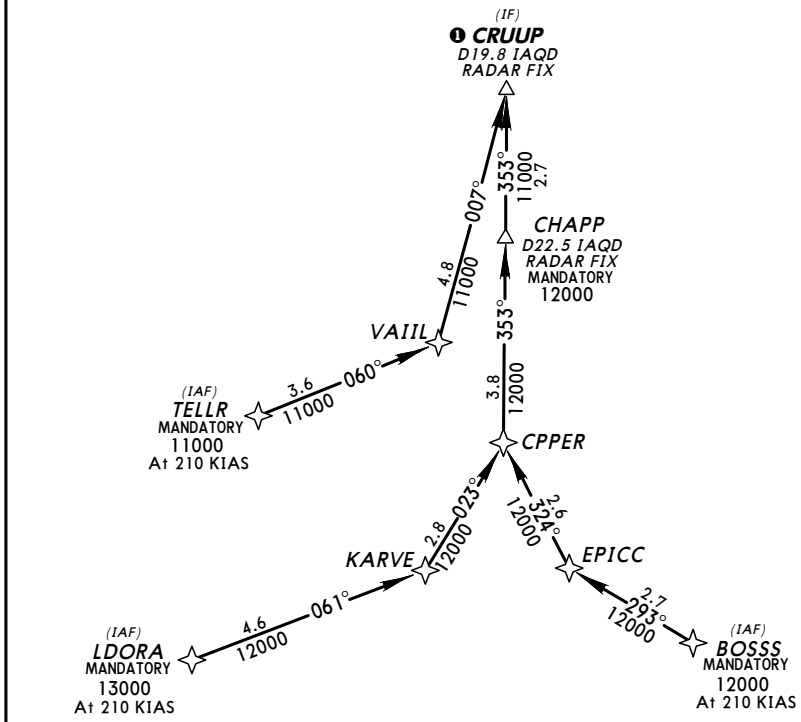
9200′

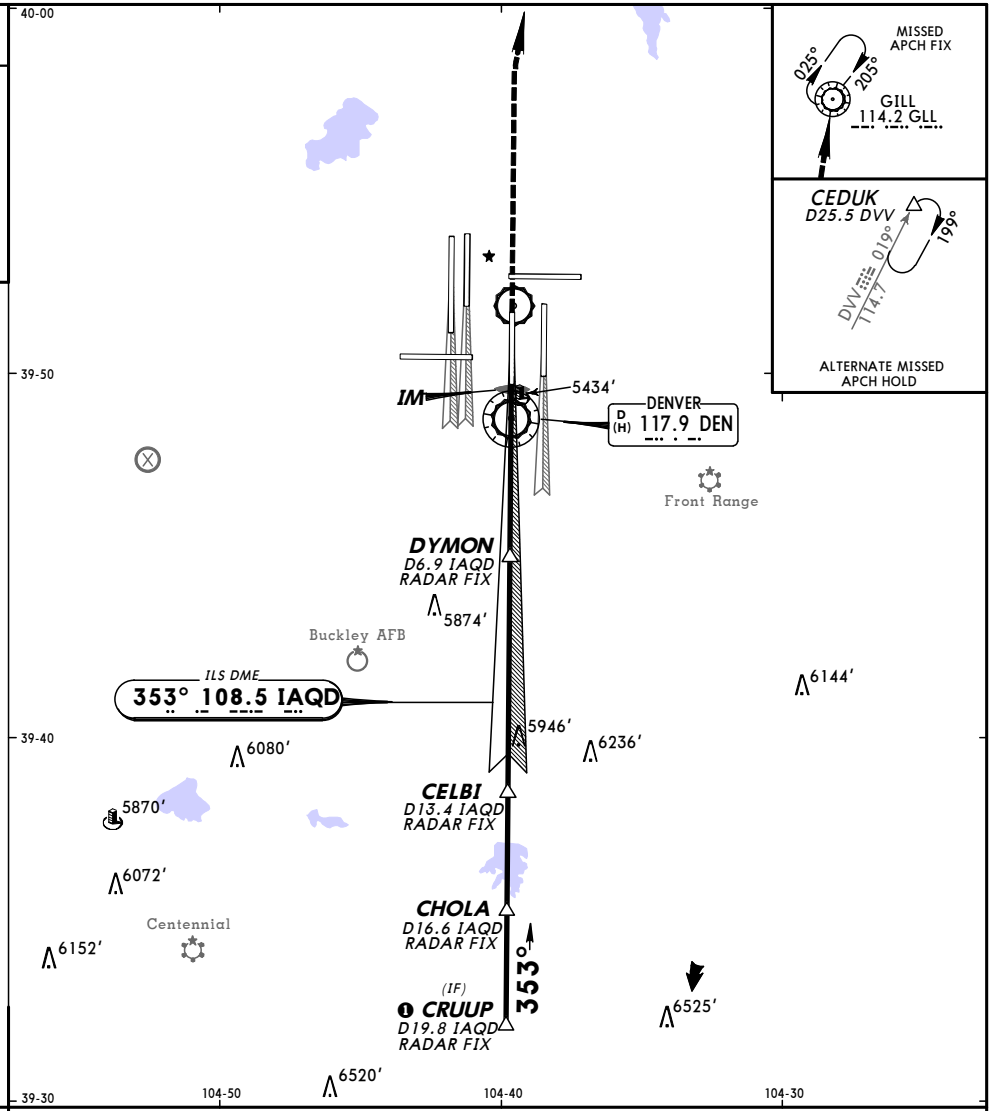
MSA DEN VOR

BRIEFING STRIP ™

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE





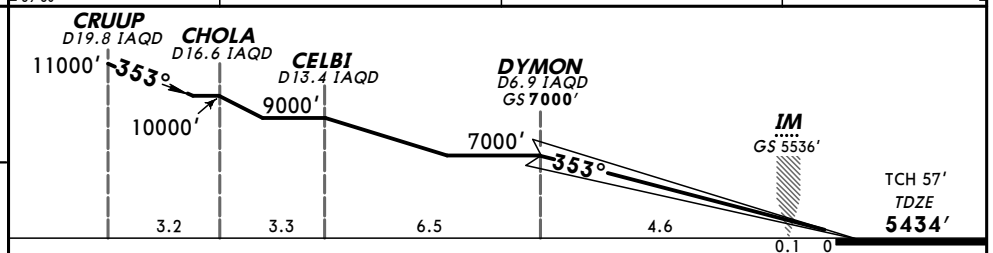
TERPS

STRAIGHT-IN LANDING RWY **35L**

❶ SA CAT I ILS
RA 165′
DA(H) **5584′** (150′)

RVR 14

❶ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 10000′ | RT | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
(11-12) ILS or LOC Rwy 35R

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS FRONZ	ILS DA(H)	Apt Elev 5434′ TDZE 5370′
110.15	353°	7000′ (1630′)	5570′ (200′)	

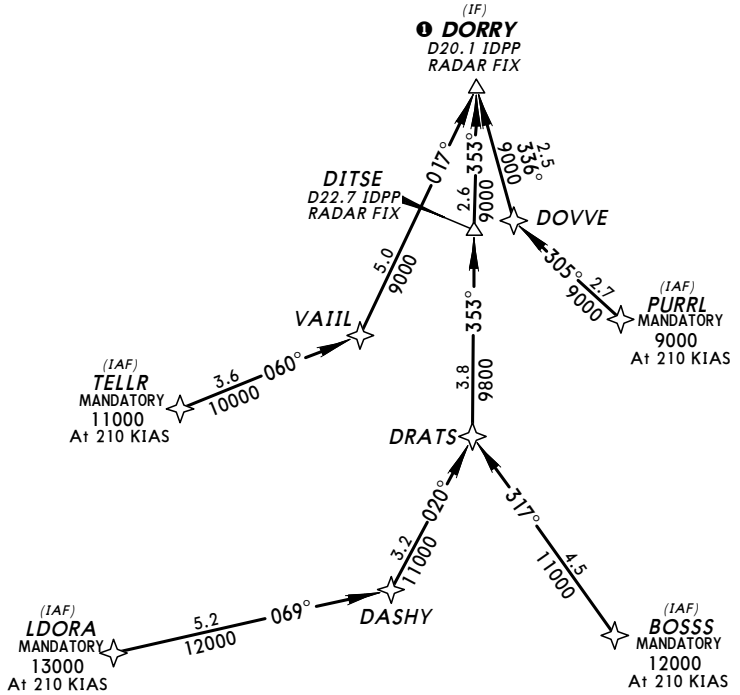
MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

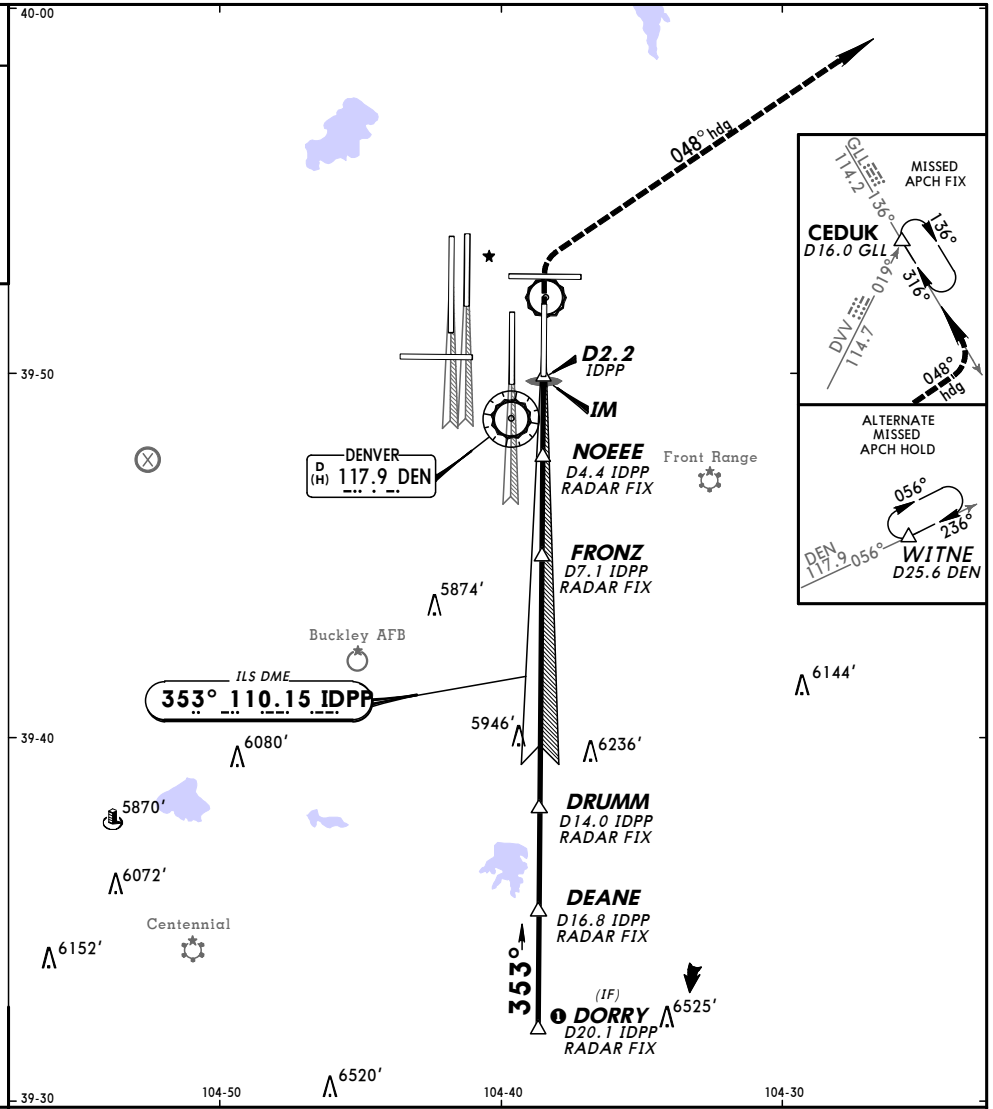
9200′
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE



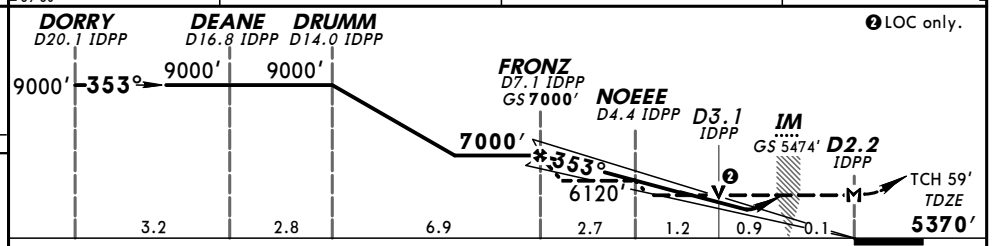


TERPS STRAIGHT-IN LANDING RWY **35R**

	ILS DA(H) 5570′ (200′)			❷ LOC (GS out) MDA(H) 5740′ (370′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 35 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IDPP or FRONZ to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALSF-II PAPI | 5800′ | 10000′ RT on 048° hdg and GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14

DENVER, COLO
(11-12A) ILS Rwy 35R CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.15	353°	FRONZ 7000′ (1630′)	NA	Refer to Minimums		RA 111′ DA(H) 5470′ (100′)	5434′ TDZE 5370′

MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

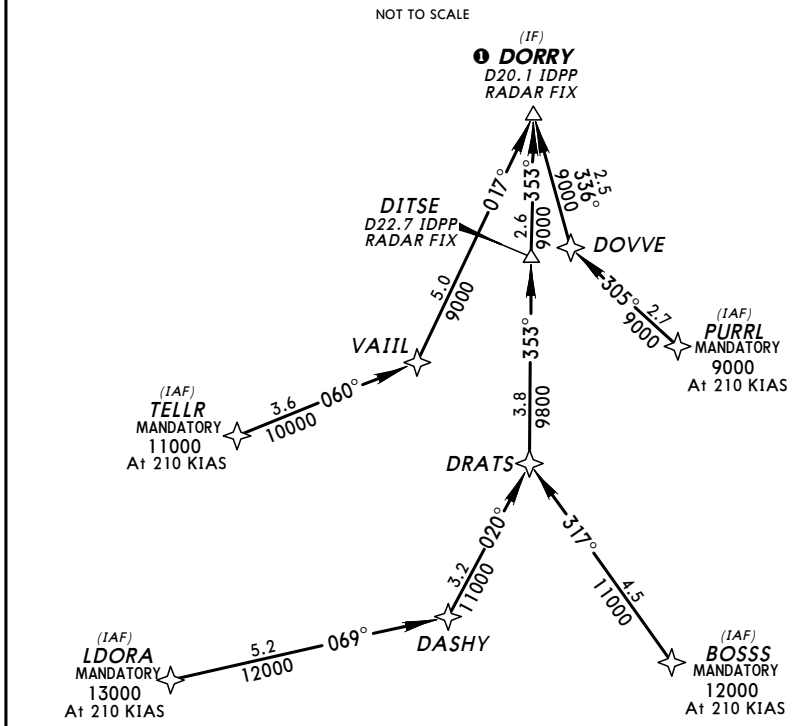
9200′
MSA DEN VOR

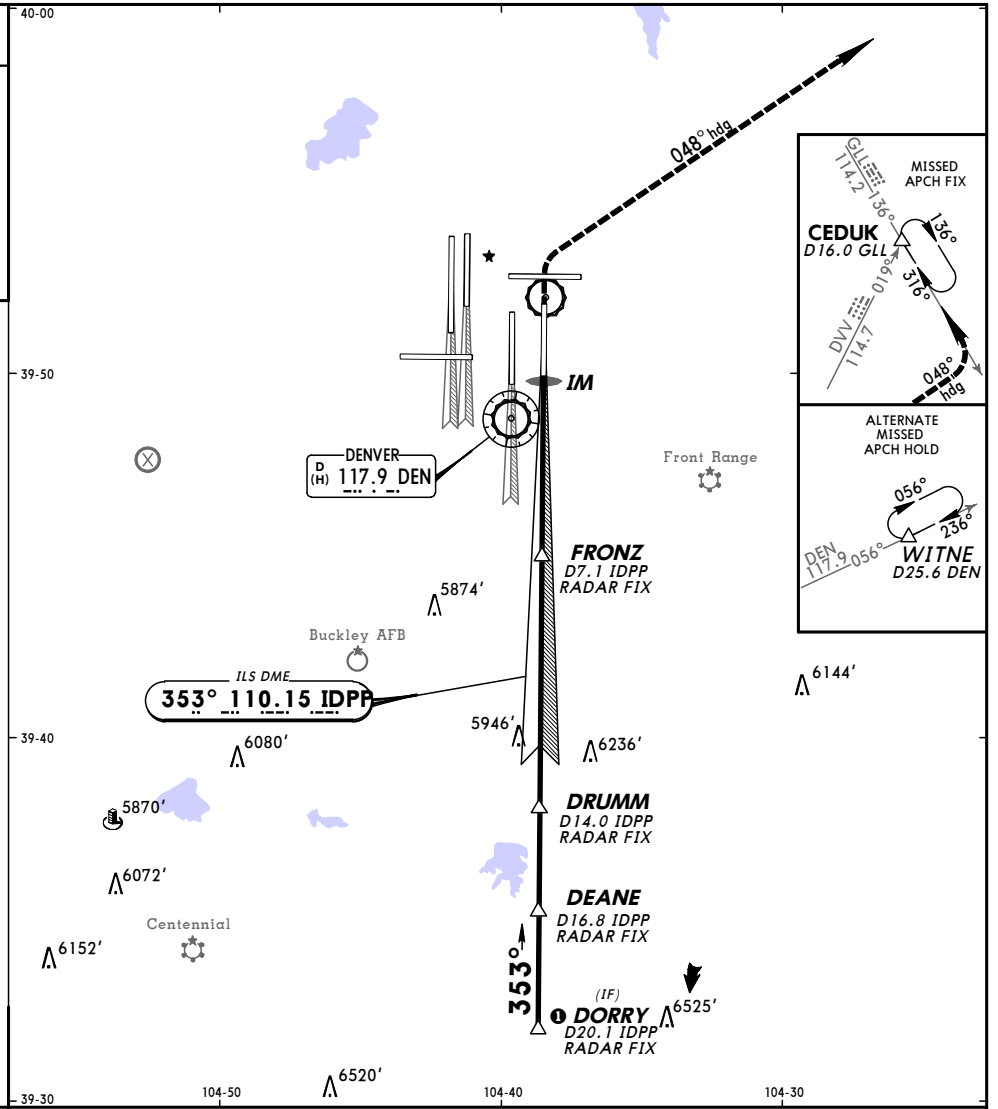
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 4. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE



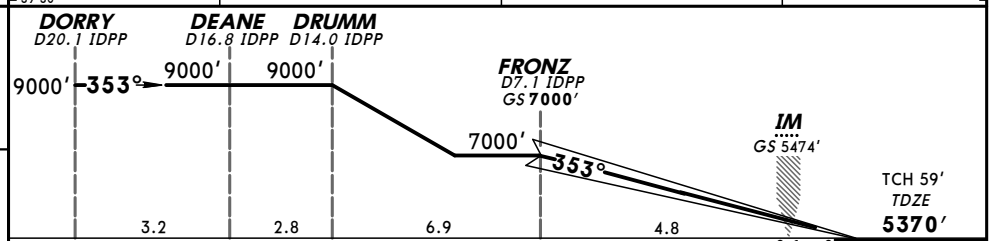


TERPS

STRAIGHT-IN LANDING RWY **35R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 111′ DA(H) 5470′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI

5800′ ↑

10000′ RT on 048° hdg and GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
11-12B ILS Rwy 35R SA CAT I

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS	SA CAT I ILS	
110.15	353°	FRONZ 7000′ (1630′)	RA 161′ DA(H) 5520′ (150′)	Apt Elev 5434′ TDZE 5370′

MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

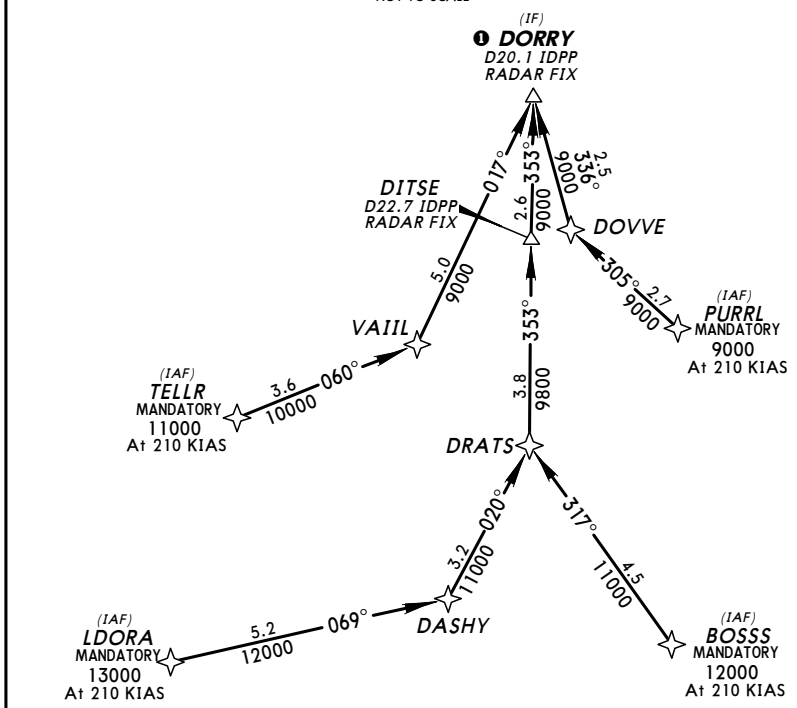
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

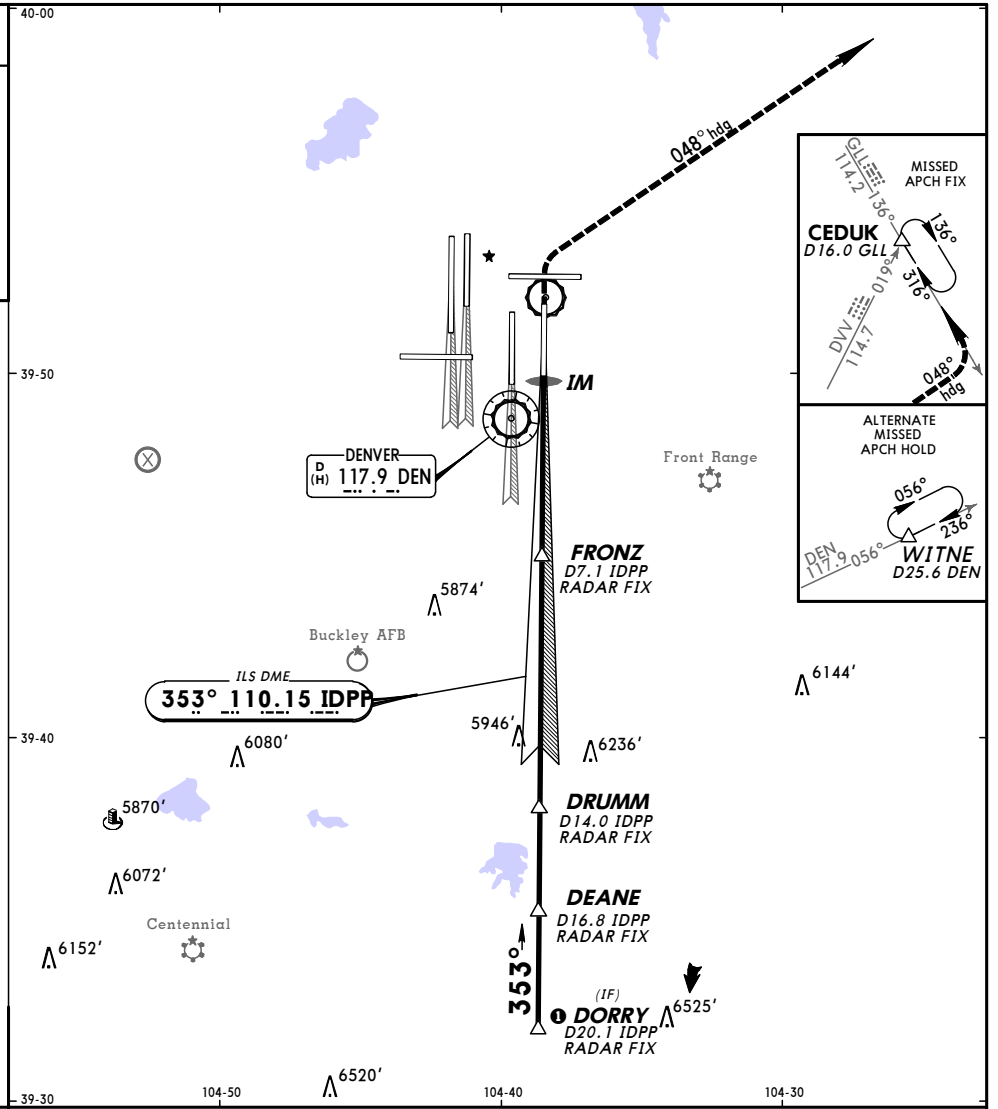
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 4. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE





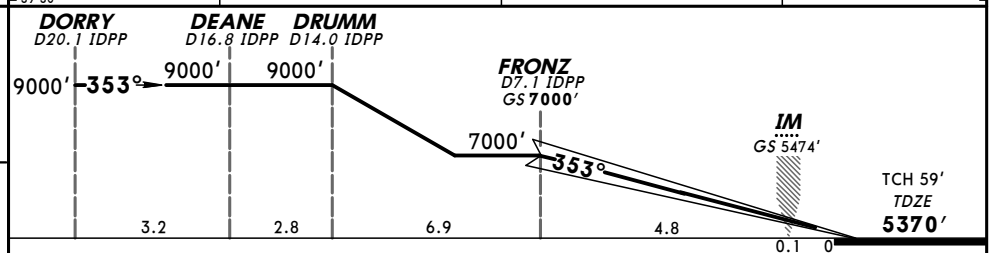
TERPS

STRAIGHT-IN LANDING RWY **35R**

1 SA CAT I ILS
RA 161′
DA(H) **5520′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 5800′ | 10000′ on RT | 048° hdg and | GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-1)

DENVER, COLO RNAV (GPS) Y Rwy 7

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434′
Ch 87128 W-07A	082°	TAILR 7000′ (1648′)	5552′ (200′)	TDZE 5352′

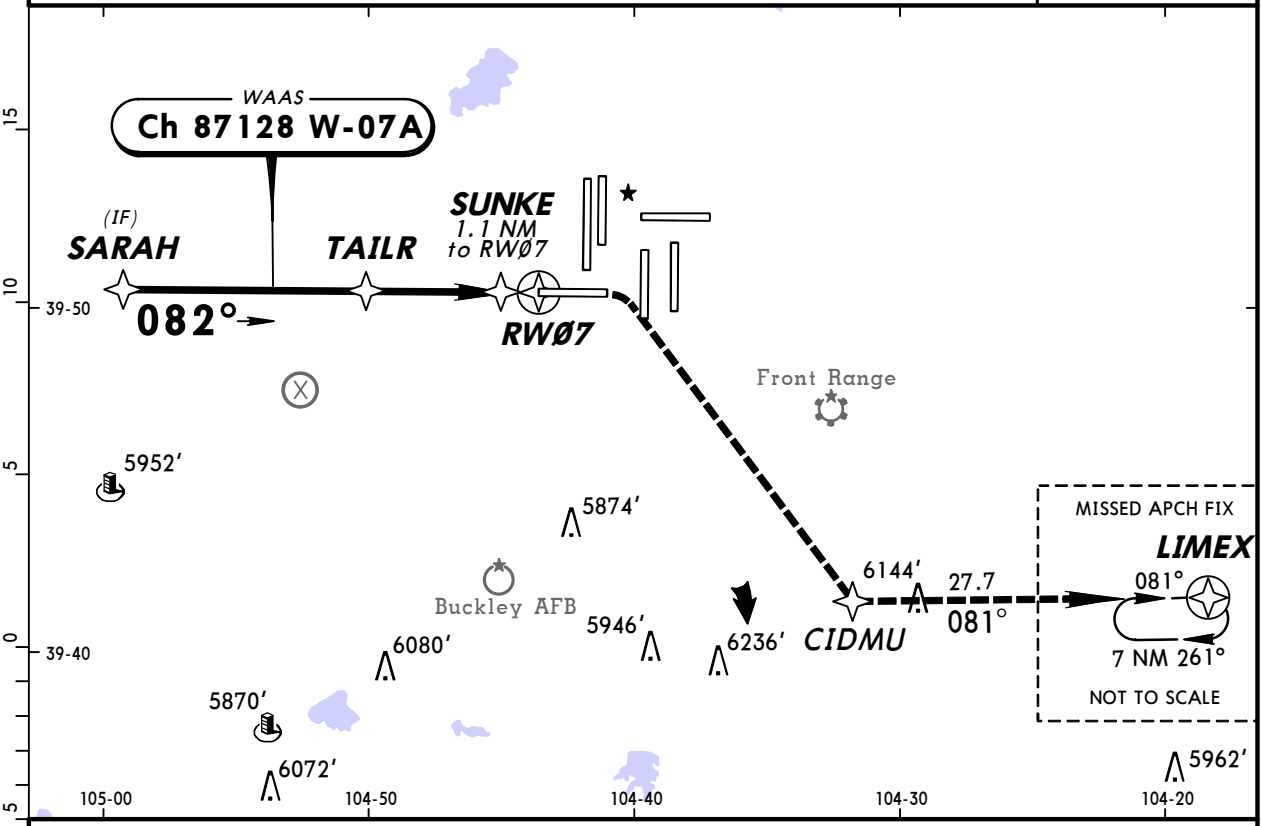
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct CIDMU and on track 081° to LIMEX and hold.

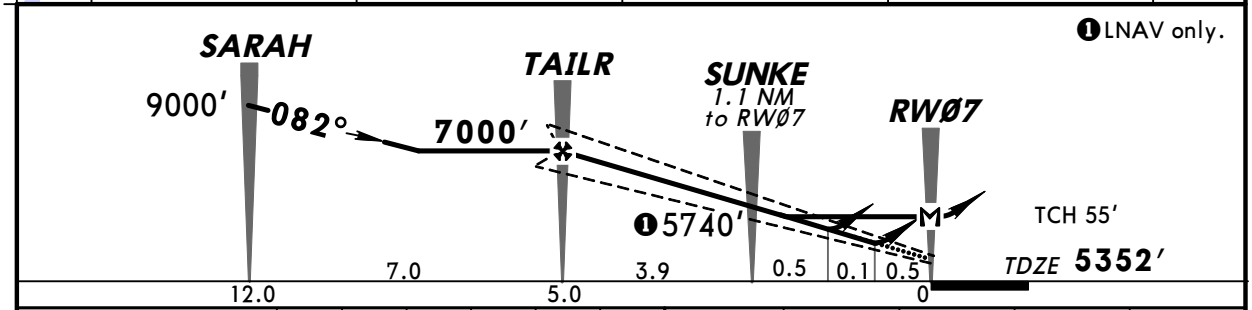
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 8. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,900′

MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

MALSR PAPI | 5900′ | 10000′ RT | D | CIDMU

TERPS STRAIGHT-IN LANDING RWY 7

TERPS AMEND 1A 11 DEC 2014

	LPV DA(H) 5552′ (200′) RAIL out	LPV DA(H) 5552′ (200′) ALS out	LNAV/VNAV DA(H) 5602′ (250′) RAIL out	LNAV/VNAV DA(H) 5602′ (250′) ALS out	❶ LNAV MDA(H) 5680′ (328′) RAIL out	❶ LNAV MDA(H) 5680′ (328′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 26 or 1/2	RVR 50 or 1
D						

❶ LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (12-2)

DENVER, COLO
RNAV (GPS) Y Rwy 8

BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

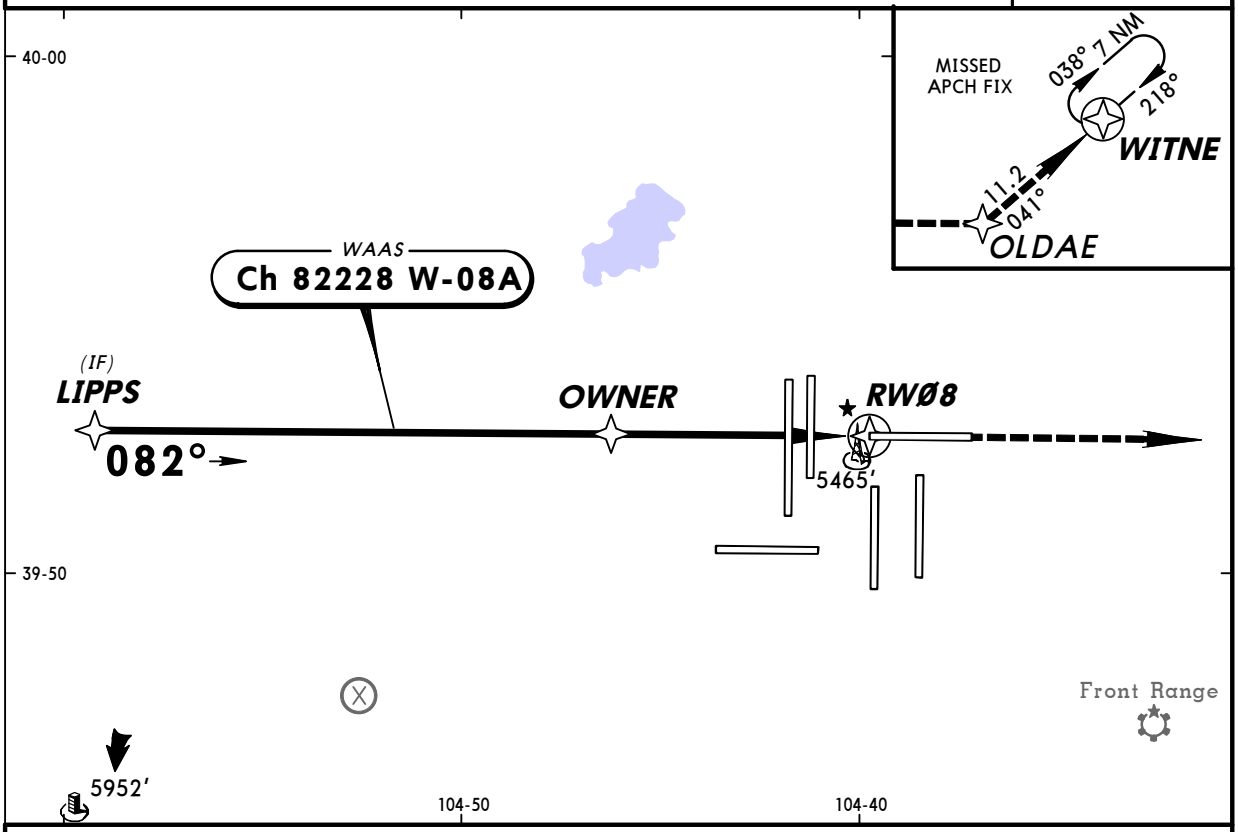
WAAS	Final Apch Crs	Minimum Alt OWNER	LPV DA(H)	Apt Elev 5434′
Ch 82228 W-08A	082°	7000′ (1646′)	5554′ (200′)	TDZE 5354′

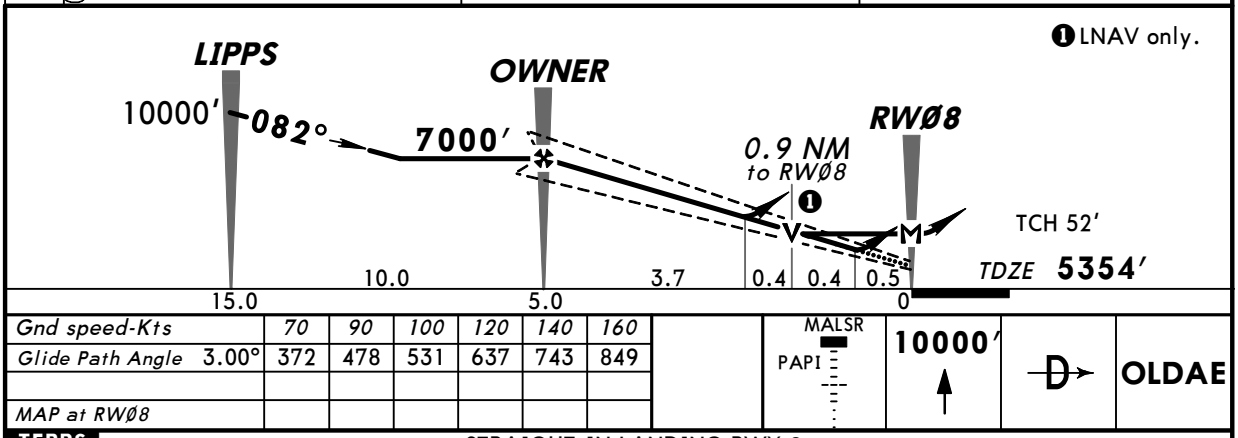
MISSED APCH: Climb to 10000′ direct OLDAE and on track 041° to WITNE and hold.

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

1. Radar required. 2. Simultaneous approach authorized with Rwy 7. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 47°C (117°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

9700′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSR
PAPI
10000′
D
OLDAE

TERPS

STRAIGHT-IN LANDING RWY **8**

	LPV DA(H) 5554′ (200′) RAIL out	LPV DA(H) 5554′ (200′) ALS out	LNAV/VNAV DA(H) 5833′ (479′) RAIL out	LNAV/VNAV DA(H) 5833′ (479′) ALS out	**1** LNAV MDA(H) 5720′ (366′) RAIL out	**1** LNAV MDA(H) 5720′ (366′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C					RVR 35 or 5/8		
D							

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-3)

DENVER, COLO RNAV (GPS) Y Rwy 16L

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt LEETS	LPV DA(H)	Apt Elev 5434′
Ch 99307 W-16A	173°	7000′ (1643′)	5557′ (200′)	TDZE 5357′

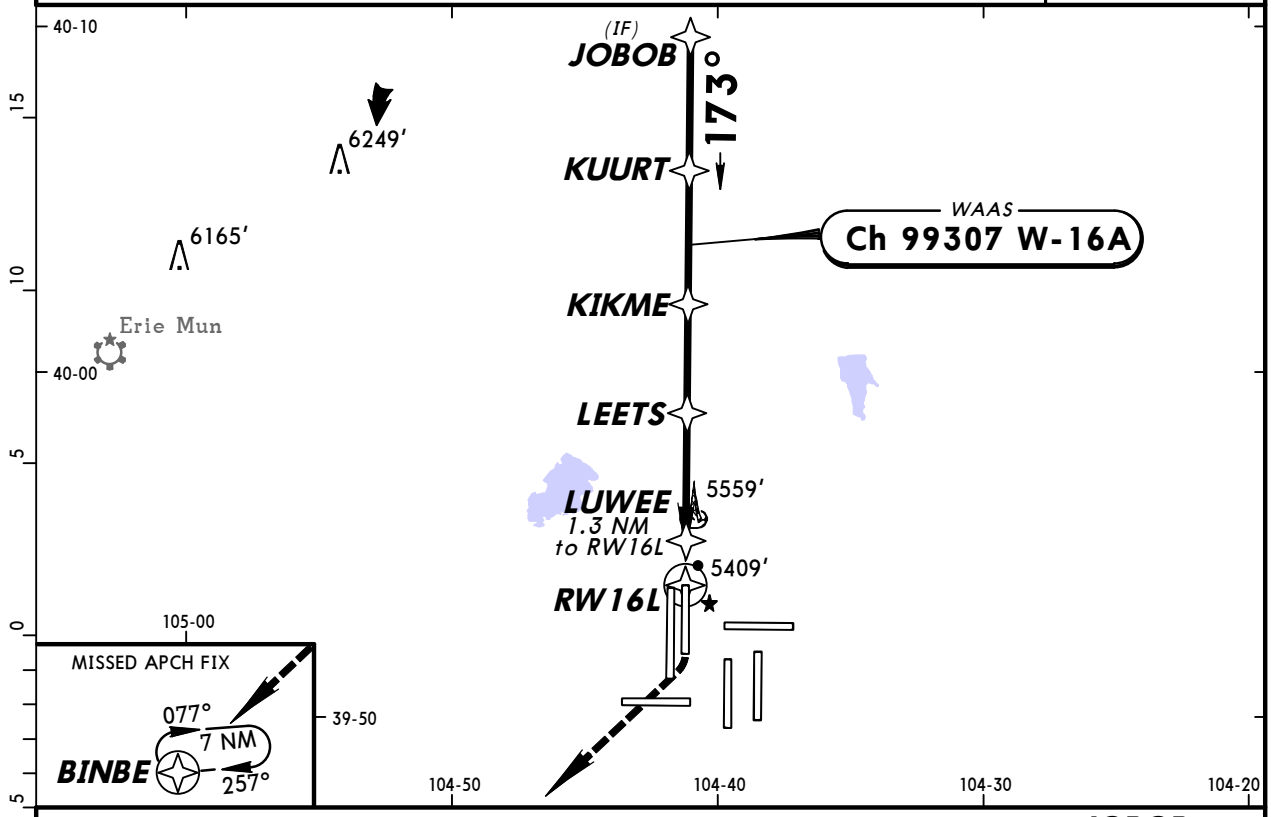
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000′.

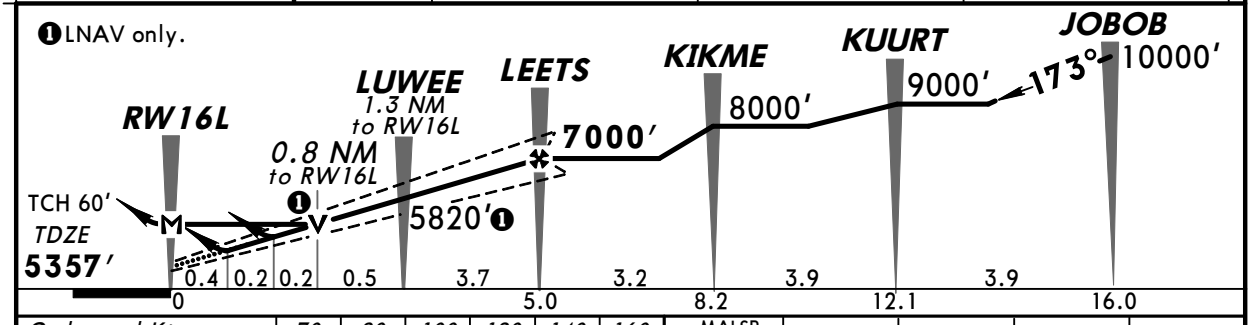
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 17L/17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,200′

MSA RW16L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16L						

MALSR
PAPI

5900′ | 10000′ RT | D | BINBE

TERPS STRAIGHT-IN LANDING RWY 16L

	LPV DA(H) 5557′ (200′) RAIL out	LPV DA(H) 5557′ (200′) ALS out	LNAV/VNAV DA(H) 5607′ (250′) RAIL out	LNAV/VNAV DA(H) 5607′ (250′) ALS out	1 LNAV MDA(H) 5660′ (303′) RAIL out	1 LNAV MDA(H) 5660′ (303′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C							RVR 45 or 7/8
D							

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-4)

DENVER, COLO RNAV (GPS) Y Rwy 16R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

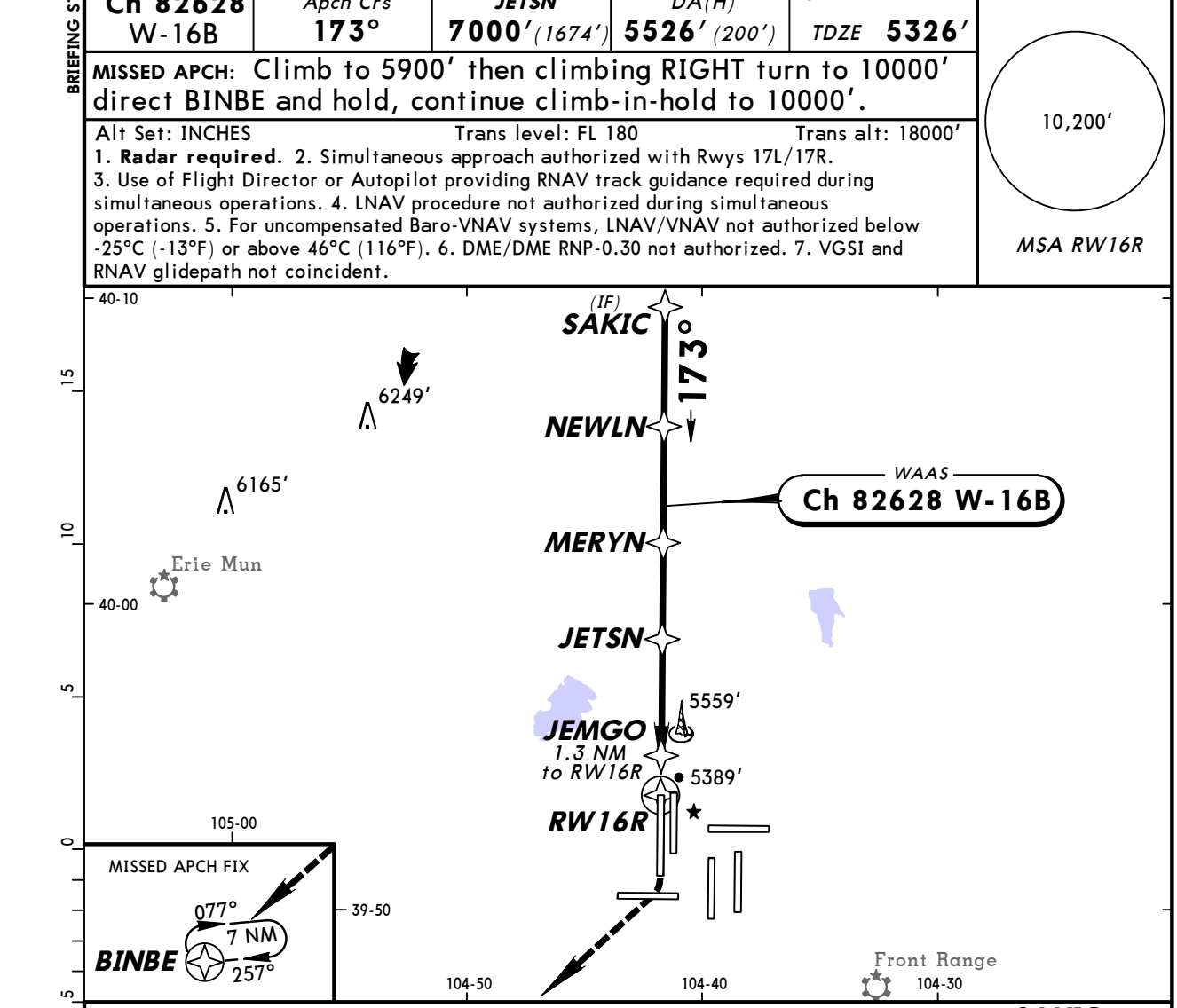
BRIEFING STRIP ™

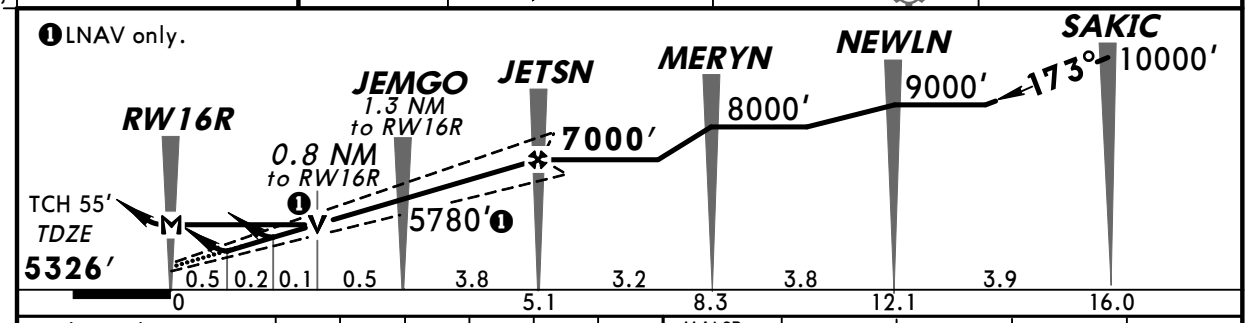
WAAS	Final Apch Crs	Minimum Alt JETSN	LPV DA(H)	Apt Elev / TDZE
Ch 82628 W-16B	173°	7000′ (1674′)	5526′ (200′)	5434′ / 5326′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000′.

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 17L/17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16R						

MALSR PAPI 5900′ 10000′ RT D BINBE

TERPS STRAIGHT-IN LANDING RWY **16R**

	LPV DA(H) 5526′ (200′) RAIL out	LPV DA(H) 5526′ (200′) ALS out	LNAV/VNAV DA(H) 5589′ (263′)	LNAV/VNAV DA(H) 5589′ (263′) RAIL out	LNAV/VNAV DA(H) 5589′ (263′) ALS out	1 LNAV MDA(H) 5640′ (314′)	1 LNAV MDA(H) 5640′ (314′) RAIL out	1 LNAV MDA(H) 5640′ (314′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C								RVR 45 or 7/8
D								

TERPS AMEND 1B 11 DEC 2014

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-5)

DENVER, COLO RNAV (GPS) Y Rwy 17L

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

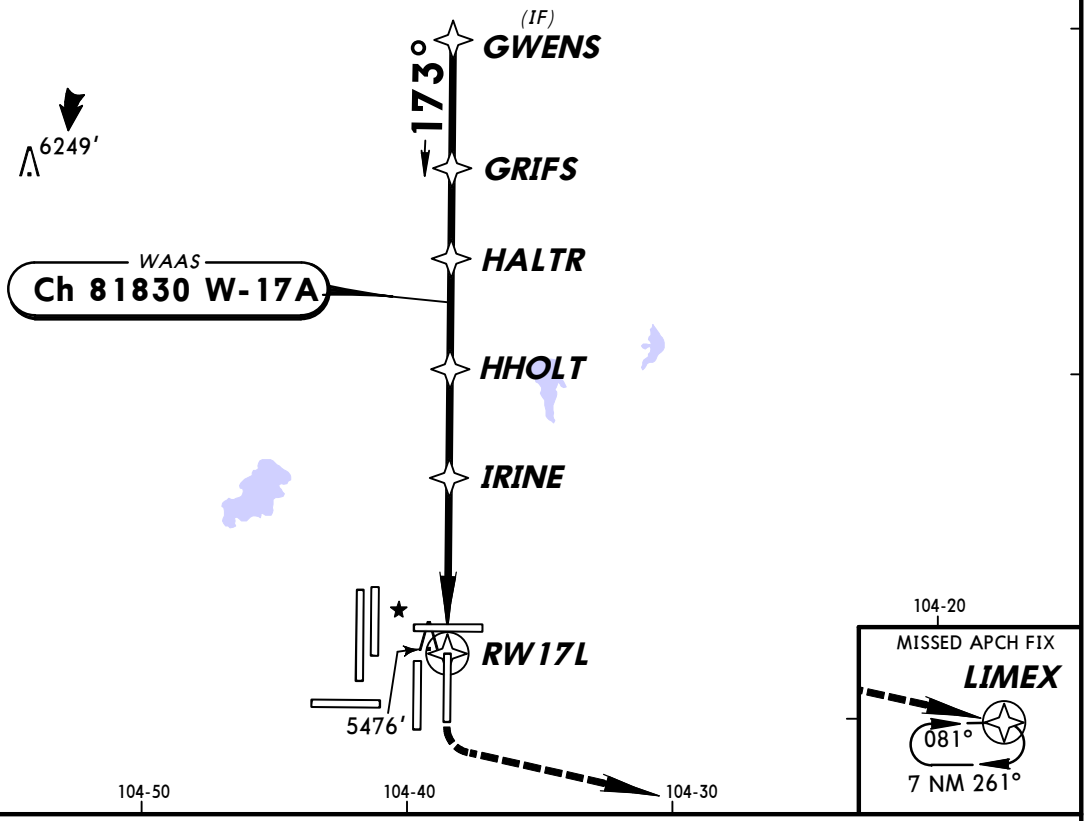
BRIEFING STRIP™

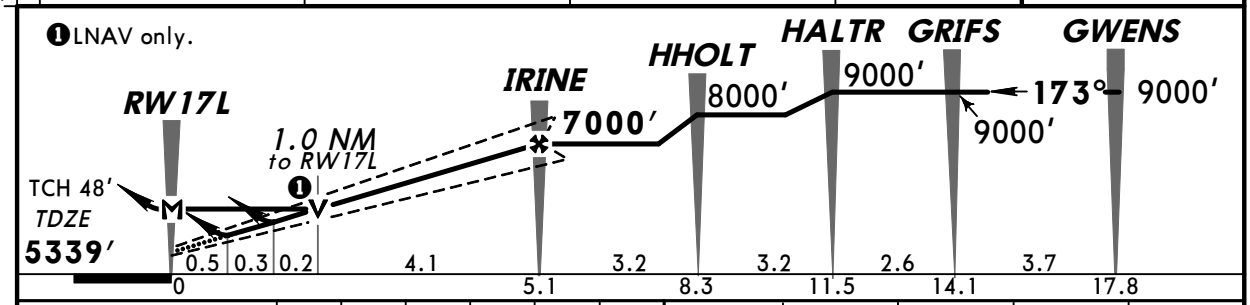
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434′
Ch 81830 W-17A	173°	IRINE 7000′ (1661′)	5539′ (200′)	TDZE 5339′

MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct LIMEX and hold.

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (119°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17L						

MALSR PAPI 5900′ 10000′ LT LIMEX

TERPS STRAIGHT-IN LANDING RWY 17L

	LPV DA(H) 5539′ (200′) RAIL out	LPV DA(H) 5539′ (200′) ALS out	LNAV/VNAV DA(H) 5648′ (309′)	LNAV/VNAV RAIL out	LNAV/VNAV ALS out	1 LNAV MDA(H) 5700′ (361′)	LNAV RAIL out	LNAV ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 35 or 5/8		
D								

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-6)

DENVER, COLO RNAV (GPS) Y Rwy 17R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	133.3	121.85

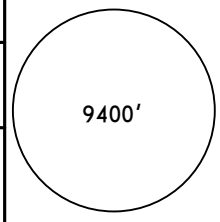
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt JOULE	LPV DA(H)	Apt Elev / TDZE
Ch 93529 W-17B	173°	7000′ (1608′)	5592′ (200′)	5434′ / 5392′

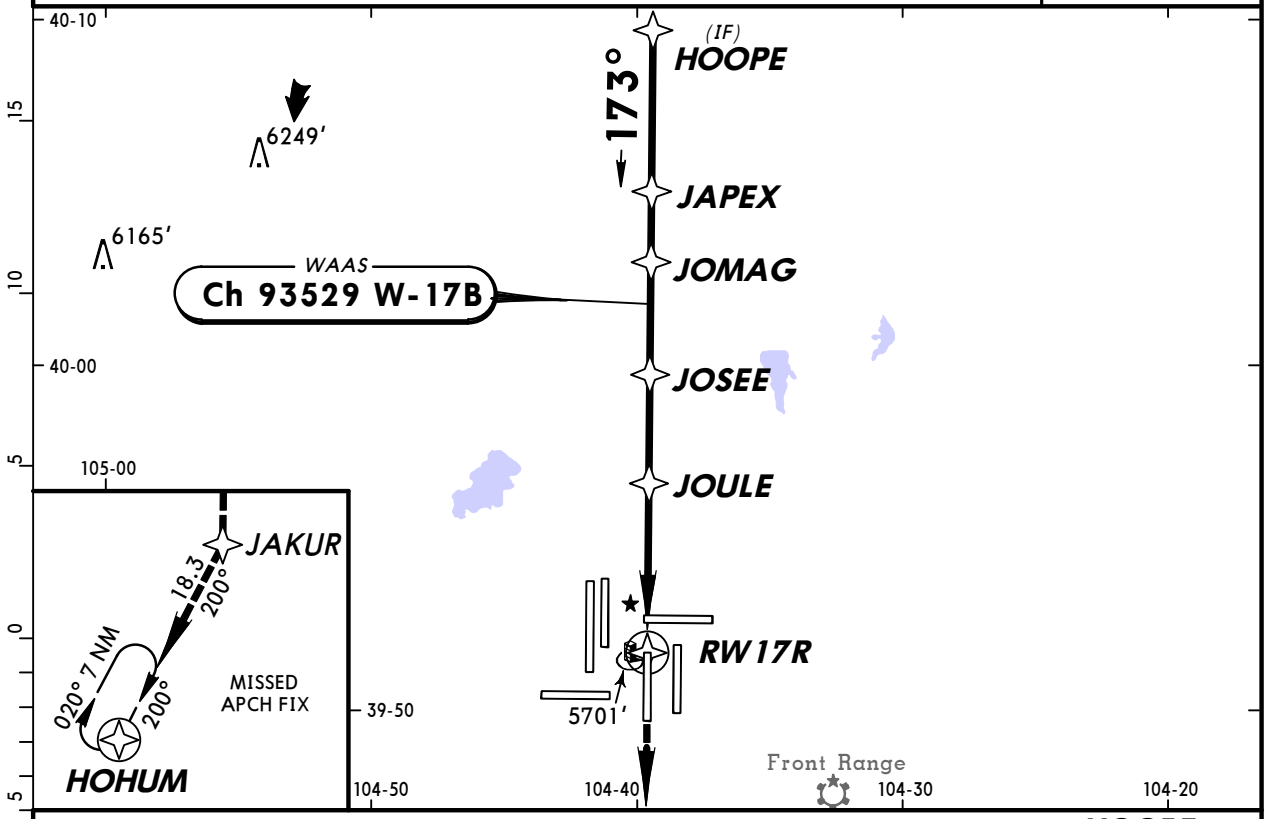
MISSED APCH: Climb to 10000′ direct JAKUR and on track 200° to HOHUM and hold.

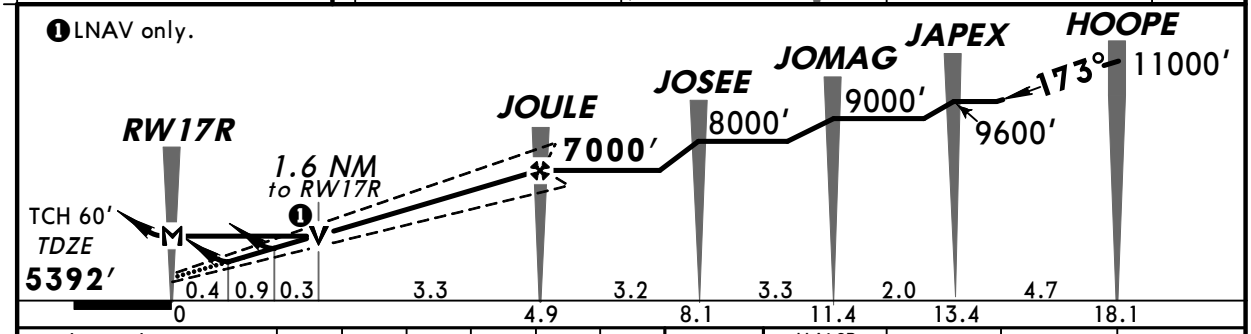
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17L. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.



MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17R						

MALSR
PAPI

10000′

D

JAKUR

TERPS

STRAIGHT-IN LANDING RWY **17R**

	LPV DA(H) 5592′ (200′) RAIL out	LPV DA(H) 5592′ (200′) ALS out	LNAV/VNAV DA(H) 5857′ (465′) RAIL out	LNAV/VNAV DA(H) 5857′ (465′) ALS out	1 LNAV MDA(H) 5940′ (548′) RAIL out	1 LNAV MDA(H) 5940′ (548′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 40 or ¾ / RVR 55 or 1
B						
C					1¼	1⅜ / 1⅝
D						

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14 (12-7)

DENVER, COLO
RNAV (GPS) Y Rwy 25

BRIEFING STRIP ™

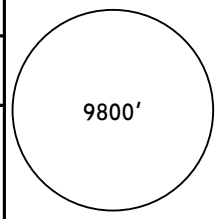
D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

WAAS	Final Apch Crs	Minimum Alt GASTI	LPV DA(H)	Apt Elev 5434′
Ch 40428 W-25A	263°	7000′ (1645′)	5555′ (200′)	TDZE 5355′

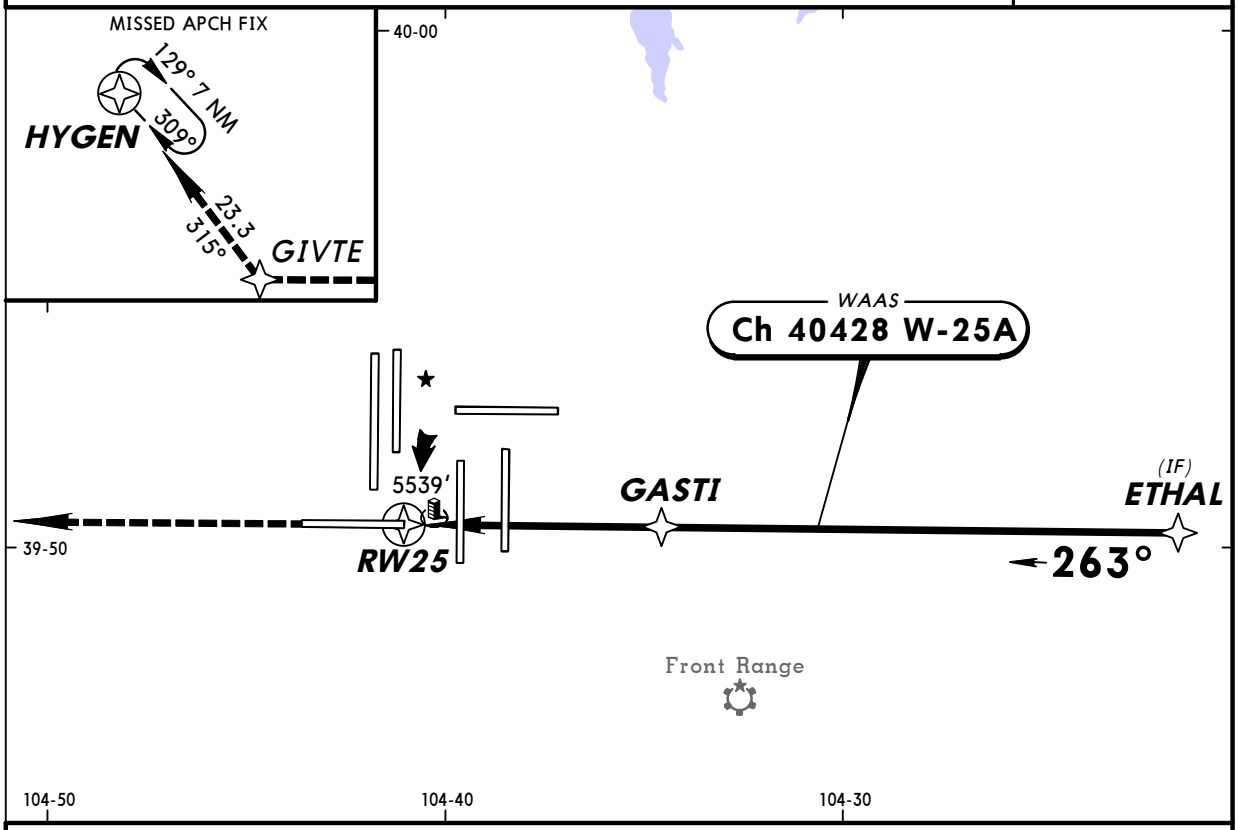
MISSED APCH: Climb to 10000′ direct GIVTE and on track 315° to HYGEN and hold.

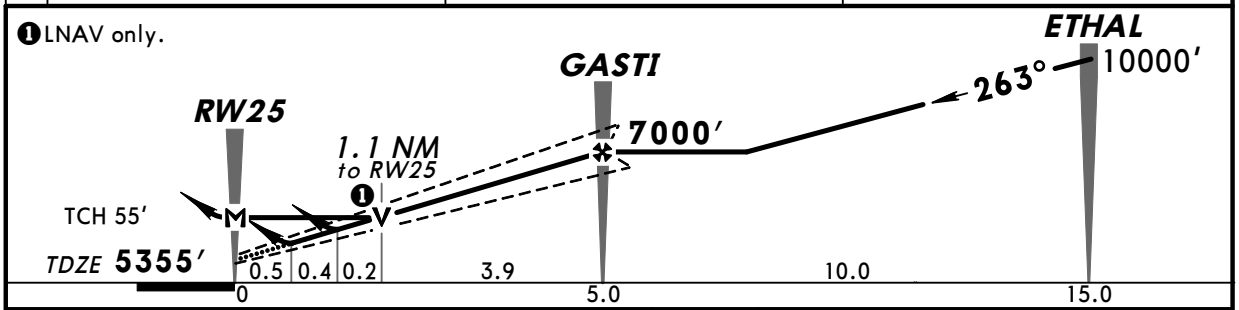
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.



MSA RW25





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

MALSR
PAPI

10000′

D

GIVTE

TERPS STRAIGHT-IN LANDING RWY **25**

	LPV DA(H) 5555′ (200′) RAIL out	LPV DA(H) 5555′ (200′) ALS out	LNAV/VNAV DA(H) 5700′ (345′)	LNAV/VNAV DA(H) 5700′ (345′) RAIL out	LNAV/VNAV DA(H) 5700′ (345′) ALS out	❶ LNAV MDA(H) 5800′ (445′)	❶ LNAV MDA(H) 5800′ (445′) RAIL out	❶ LNAV MDA(H) 5800′ (445′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 45 or 7/8	RVR 55 or 1	1 3/8
D								

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-8)

DENVER, COLO RNAV (GPS) Y Rwy 26

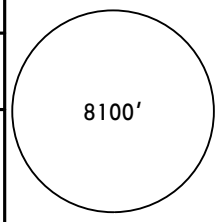
D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

WAAS	Final Apch Crs	Minimum Alt GRASP	LPV DA(H)	Apt Elev 5434′
Ch 58128 W-26A	263°	7000′ (1691′)	5509′ (200′)	TDZE 5309′

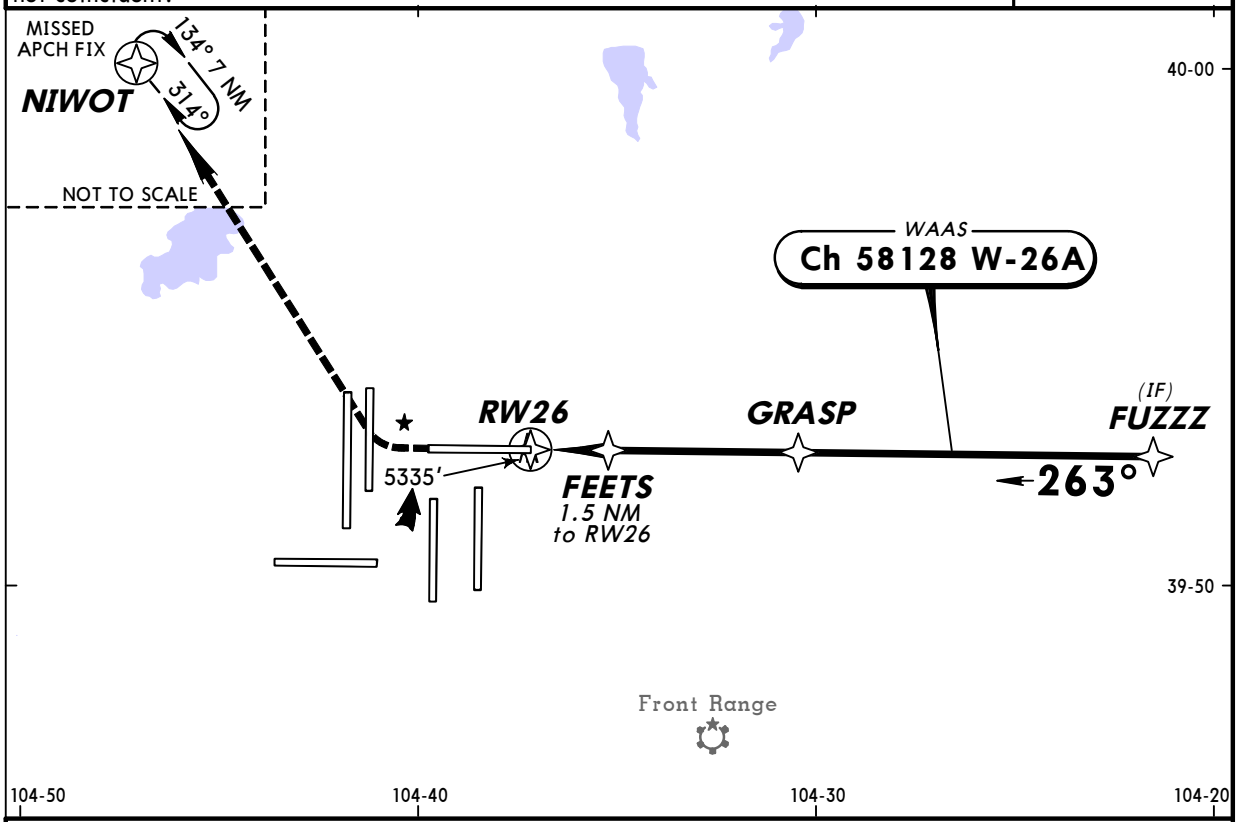
MISSED APCH: Climb to 6000′ then climbing RIGHT turn to 11000′ direct NIWOT and hold.

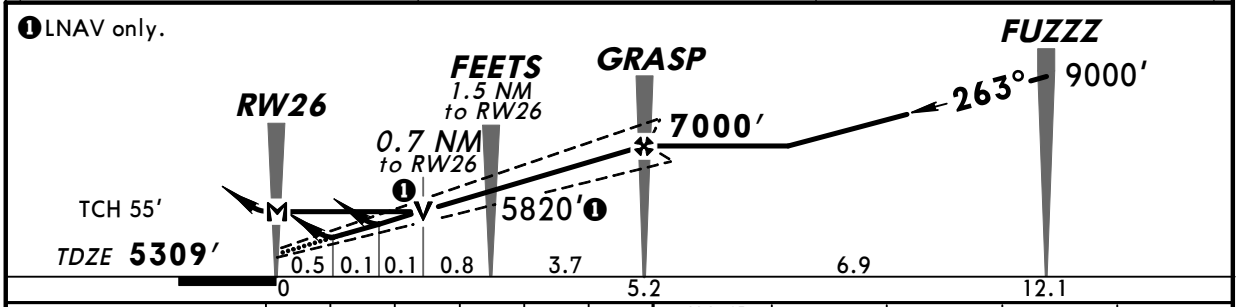
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 25. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-14°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.



MSA RW26





Gnd speed-Kts	70	90	100	120	140	160	MALSR	6000′	11000′		NIWOT
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		RT		
MAP at RW26											

TERPS STRAIGHT-IN LANDING RWY **26**

	LPV DA(H) 5509′ (200′)		LNAV/VNAV DA(H) 5559′ (250′)		❶ LNAV MDA(H) 5600′ (291′)		
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C							RVR 45 or 7/8
D							

❶ LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE, minimums.

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BRIEFING STRIP™

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-9)

DENVER, COLO RNAV (GPS) Y Rwy 34L

BRIEFING STRIP ™

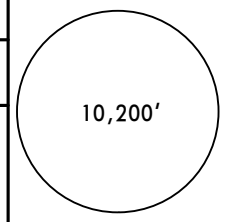
D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

WAAS	Final Apch Crs	Minimum Alt WINTR	LPV DA(H)	Apt Elev / TDZE
Ch 45619 W-34A	353°	7000′ (1673′)	5527′ (200′)	Apt Elev 5434′ TDZE 5327′

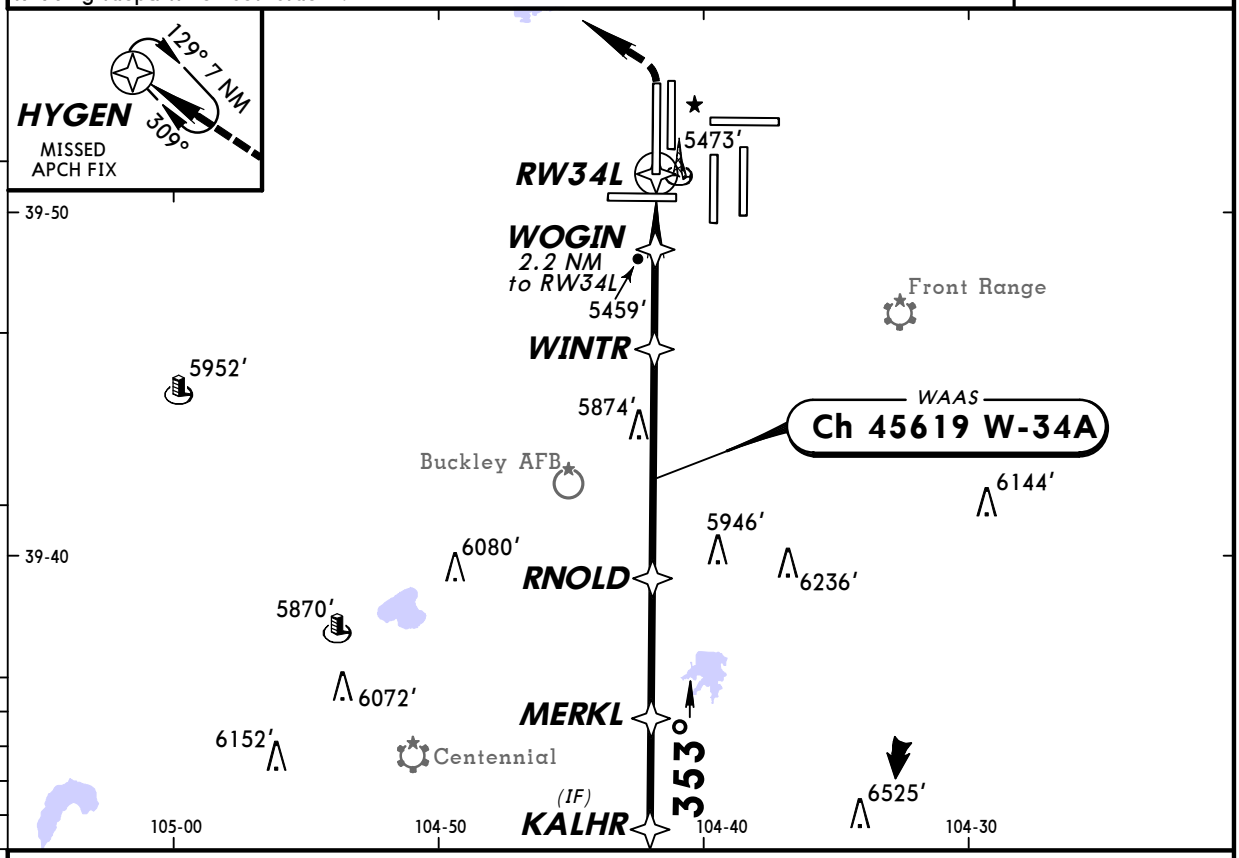
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

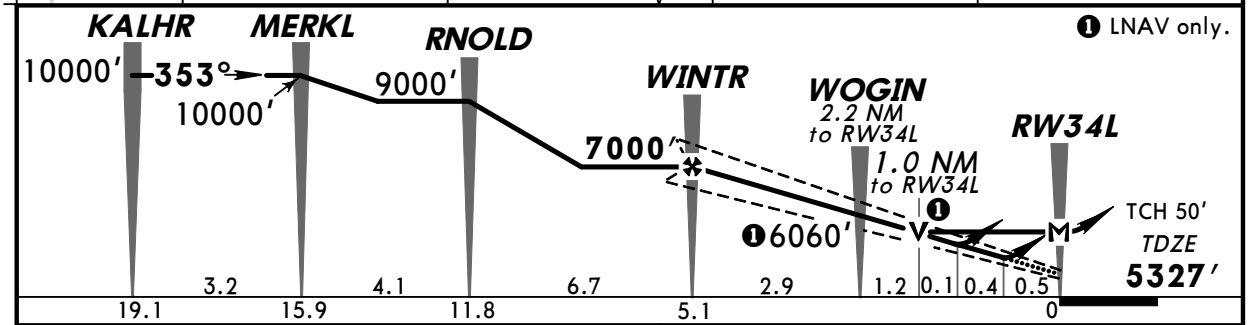
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.



MSA RW34L





❶ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34L						

ALSF-II
PAPI

5900′

10000′ LT

HYGEN

TERPS STRAIGHT-IN LANDING RWY 34L

	LPV DA(H) 5527′ (200′)		LNAV/VNAV DA(H) 5660′ (333′)		❶ LNAV MDA(H) 5720′ (393′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 35 or 5/8	RVR 60 or 1 1/8
D						

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14 (12-10)

DENVER, COLO
RNAV (GPS) Y Rwy 34R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

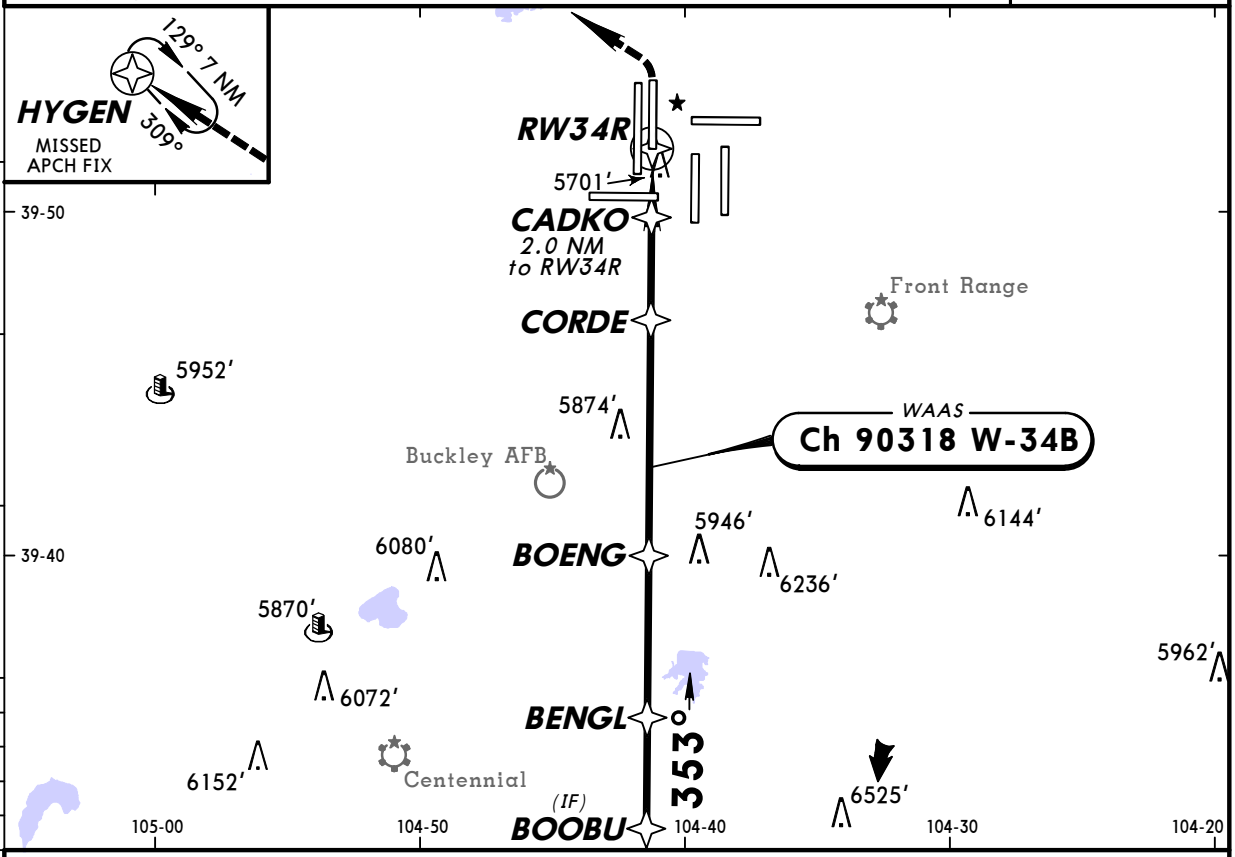
BRIEFING STRIP ™

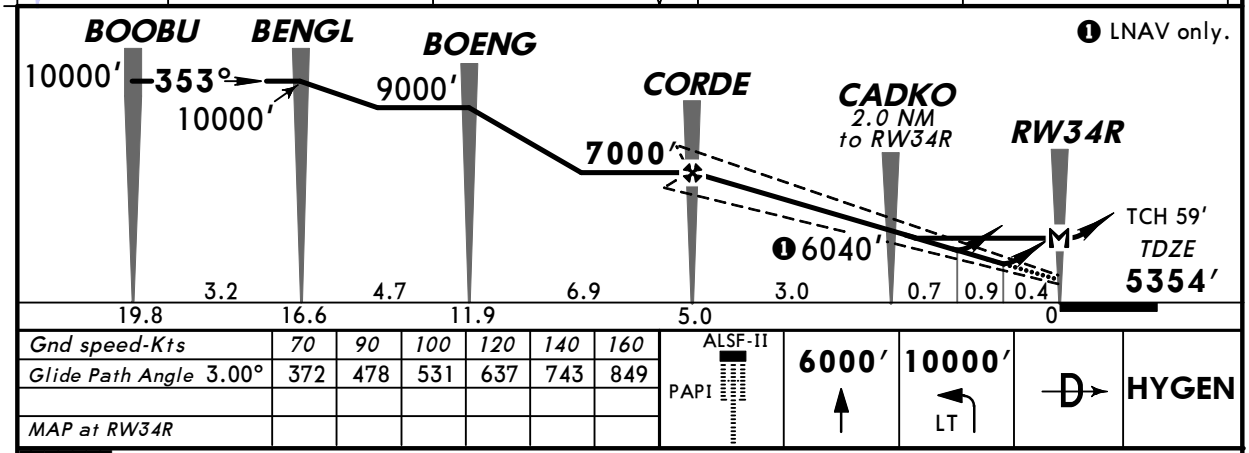
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 90318 W-34B	353°	CORDE 7000′ (1646′)	5554′ (200′)	Apt Elev 5434′ TDZE 5354′

MISSED APCH: Climb to 6000′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (114°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34R						

ALSF-II
PAPI
6000′
10000′ LT
HYGEN

TERPS AMEND 2A 11 DEC 2014

TERPS STRAIGHT-IN LANDING RWY **34R**

	LPV DA(H) 5554′ (200′)		LNAV/VNAV DA(H) 5838′ (484′)		1 LNAV MDA(H) 5940′ (586′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 55 or 1
B						
C					1¼	1¾
D						

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-11)

DENVER, COLO RNAV (GPS) Y Rwy 35L

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	133.3	121.85

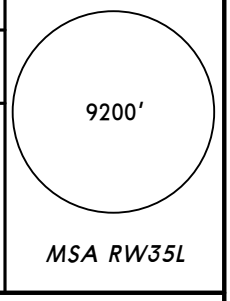
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 53419 W-35A	353°	DYMON 7000′ (1566′)	5634′ (200′)	Apt Elev 5434′ TDZE 5434′

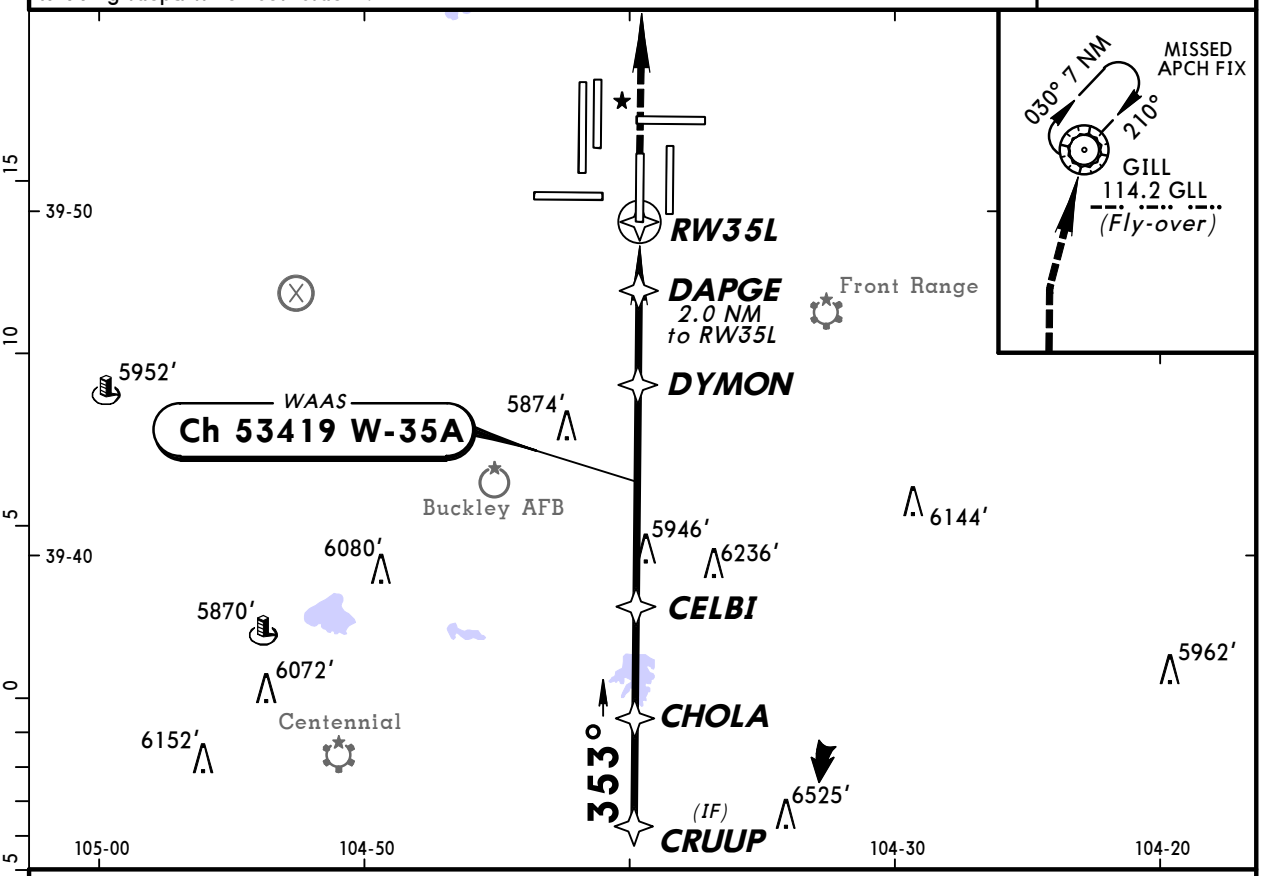
MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold.

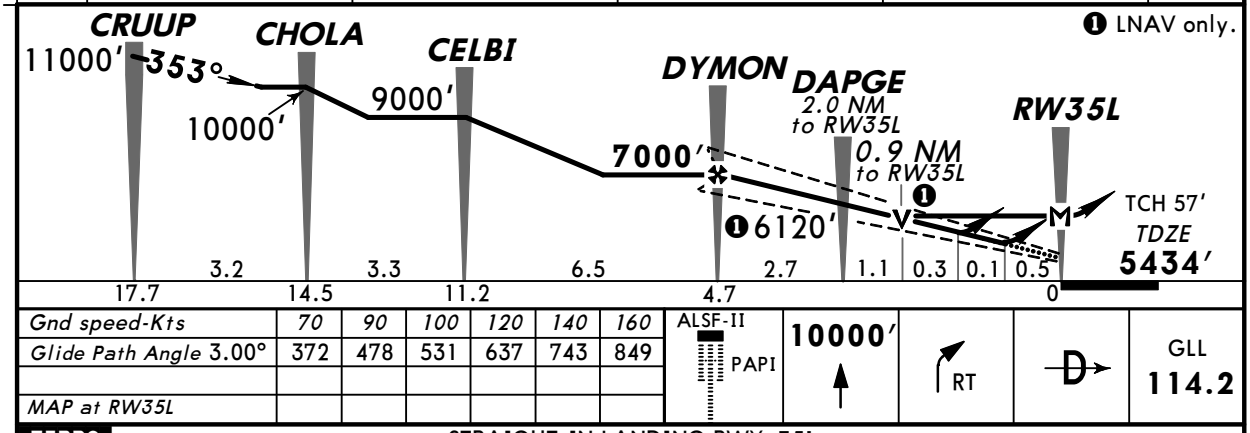
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (115°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.



MSA RW35L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35L						

ALSF-II PAPI | 10000′ | RT | D | GLL 114.2

TERPS STRAIGHT-IN LANDING RWY **35L**

TERPS AMEND 2A 11 DEC 2014

	LPV DA(H) 5634′ (200′)		LNAV/VNAV DA(H) 5684′ (250′)		1 LNAV MDA(H) 5780′ (346′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 30 or 5/8	
D						

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-12)

DENVER, COLO RNAV (GPS) Y Rwy 35R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt FRONZ	LPV DA(H)	Apt Elev 5434′
Ch 45719 W-35B	353°	7000′ (1630′)	5570′ (200′)	TDZE 5370′

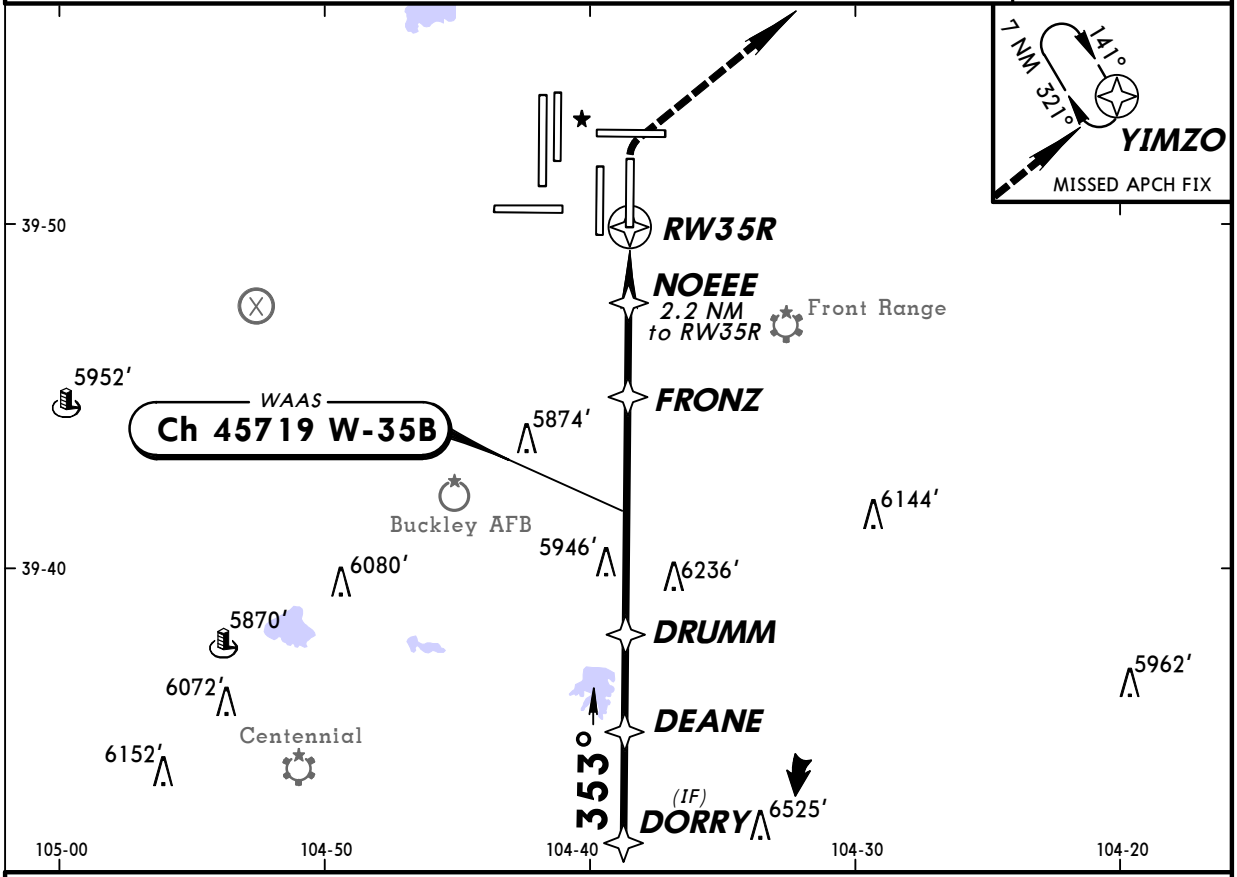
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 8000′ direct YIMZO and hold.

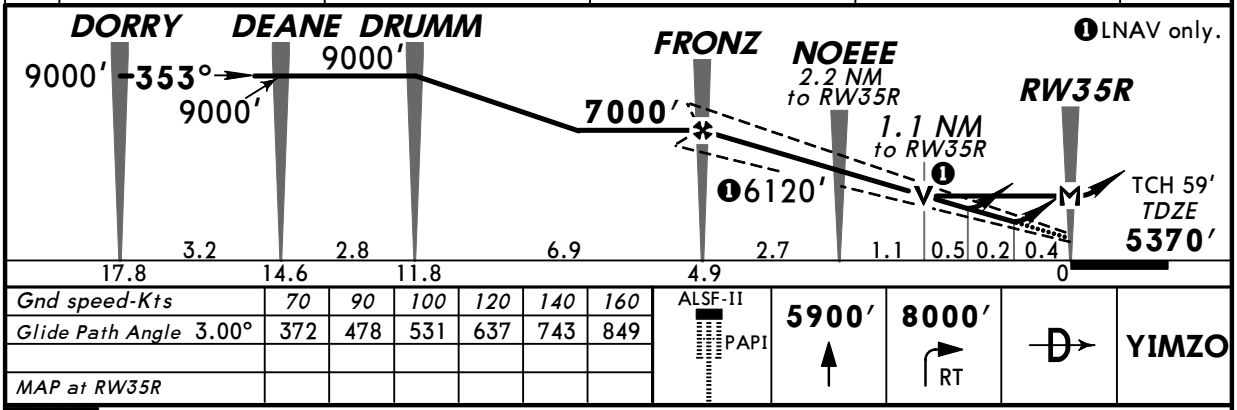
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.

9200′

MSA RW35R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35R						

ALSF-II PAPI | 5900′ | 8000′ RT | D | YIMZO

TERPS STRAIGHT-IN LANDING RWY 35R

	LPV DA(H) 5570′ (200′)		LNAV/VNAV DA(H) 5620′ (250′)		1 LNAV MDA(H) 5800′ (430′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C						1 1/4
D					RVR 40 or 3/4	

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-20)

DENVER, COLO RNAV (RNP) Z Rwy 7

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	082°	TAILR 7000′ (1648′)	5619′ (267′)	TDZE 5352′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct CIDMU and on track 081° to LIMEX and hold.

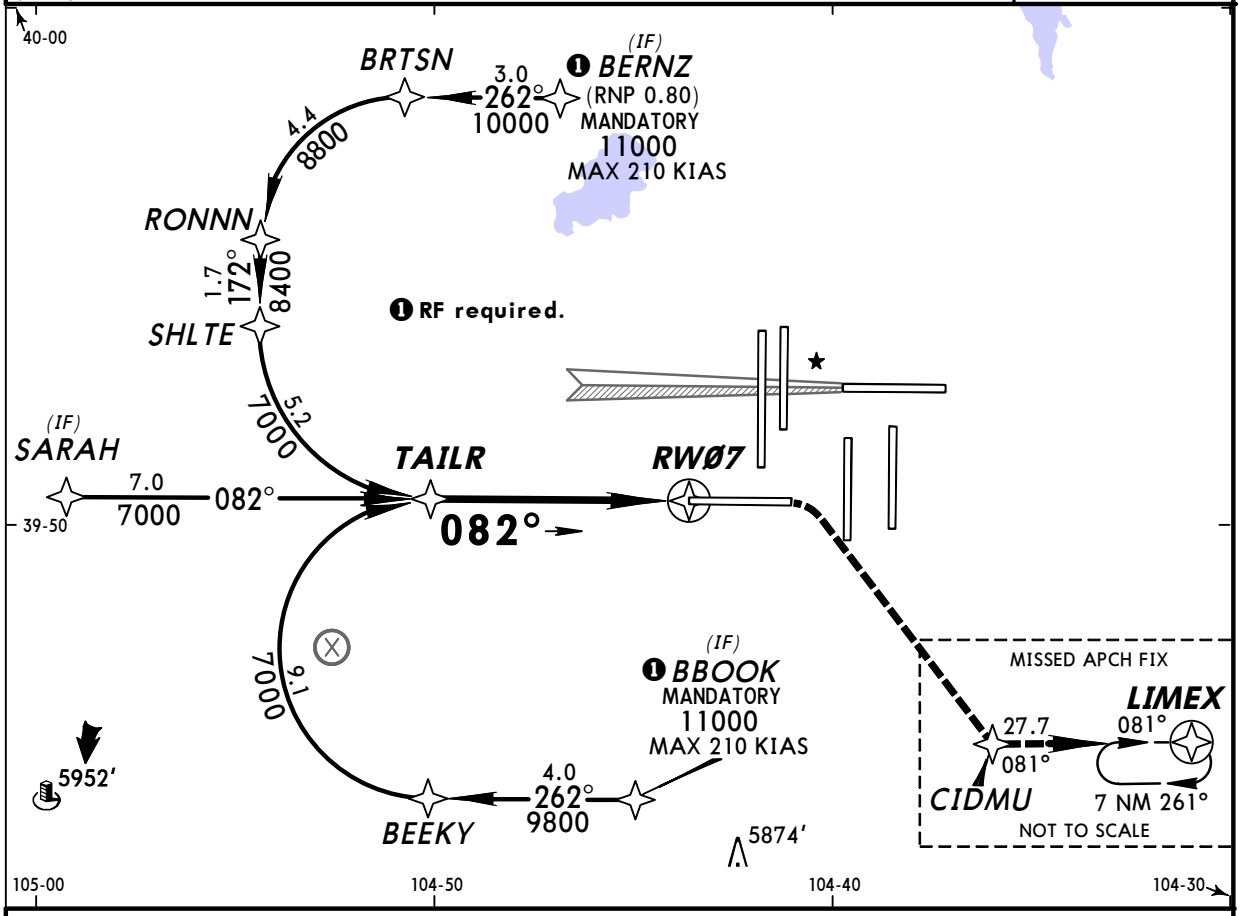
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

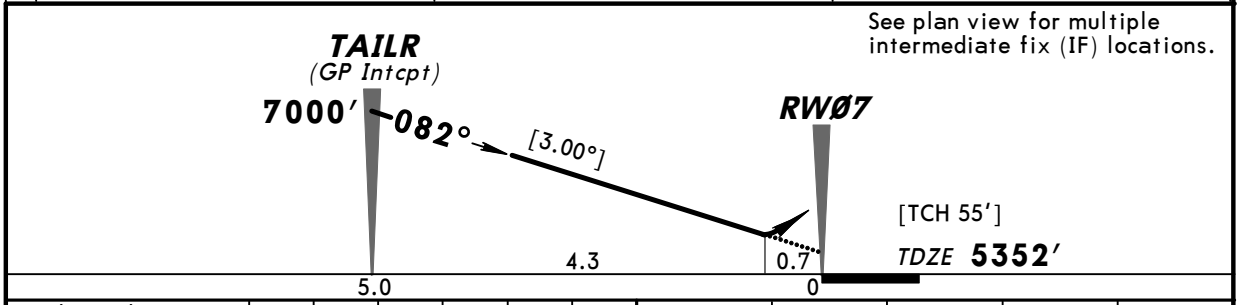
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 8, except for arrivals at BBOOK and BERNZ. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

11,000′

MSA RWØ7

BRIEFING STRIP ™





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

MALSR PAPI | 5900′ | 10000′ RT | D | CIDMU

TERPS STRAIGHT-IN LANDING RWY **7**

TERPS AMEND 0A 11 DEC 2014

	RNP 0.10 DA(H) 5619′ (267′)			RNP 0.30 DA(H) 5678′ (326′)		
		RAIL out	ALS out		RAIL out	ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-21)

DENVER, COLO RNAV (RNP) Z Rwy 8

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	082°	OWNER 7000′ (1646′)	5727′ (373′)	Apt Elev 5434′ TDZE 5354′

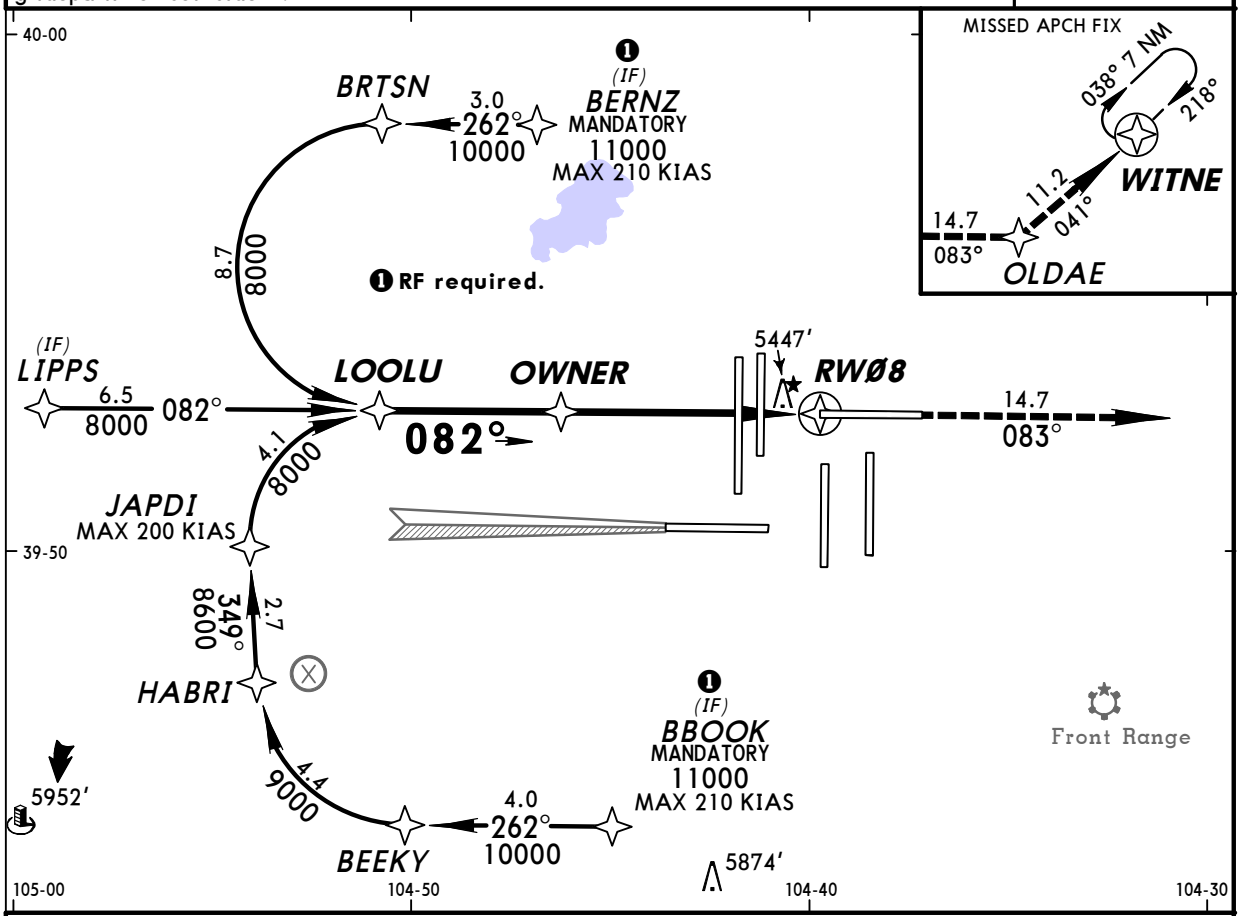
MISSED APCH: Climb to 10000′ on track 083° to OLDAE and on track 041° to WITNE and hold.

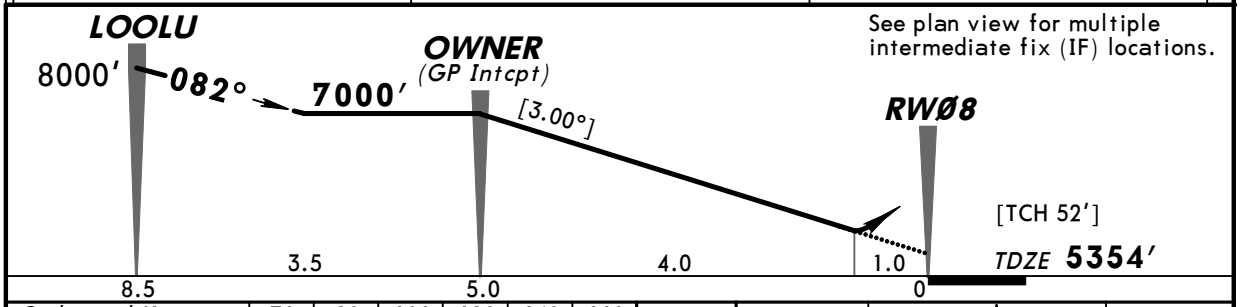
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 47°C (117°F). 5. Simultaneous approach authorized with Rwy 7, except for arrivals at BERNZ and BBOOK. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9800′

MSA RWØ8





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

MALSR
PAPI

10000′ on 083° OLDAE

TERPS STRAIGHT-IN LANDING RWY **8**

TERPS AMEND 0A 11 DEC 2014

	RNP 0.10 DA(H) 5727′ (373′)		RNP 0.30 DA(H) 5777′ (423′)	
	RAIL out	ALS out	RAIL out	ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1⅛	RVR 50 or 1	1⅜

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-22)

DENVER, COLO RNAV (RNP) Z Rwy 16L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

BRIEFING STRIP™

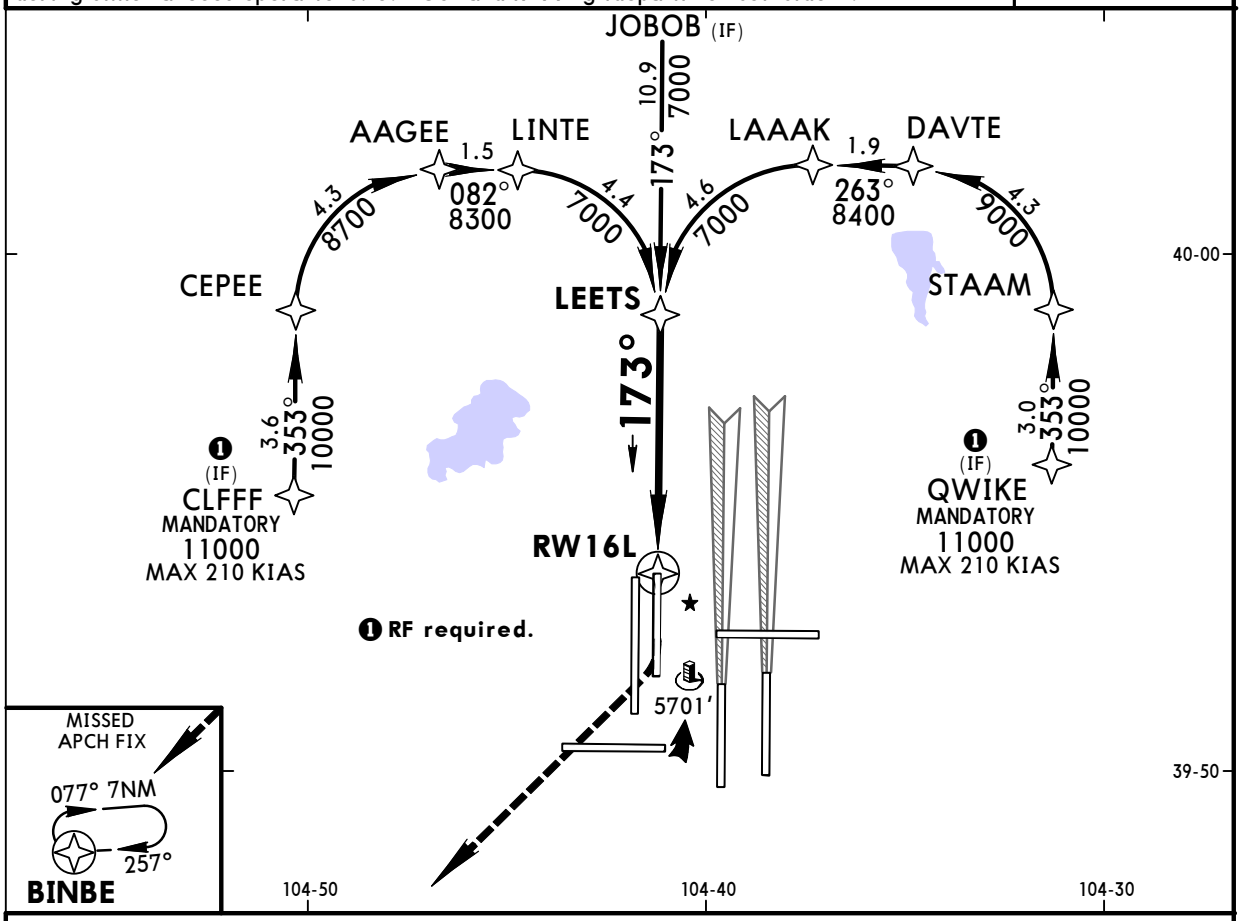
RNAV	*Final Apch Crs* 173°	Minimum Alt LEETS 7000′ (1643′)	RNP 0.10 DA(H) 5617′ (260′)	Apt Elev 5434′ TDZE 5357′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10,000.

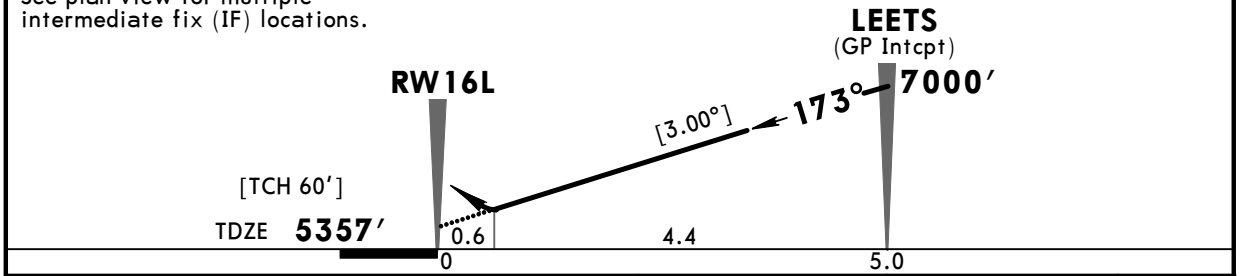
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwy 17L. 6. Simultaneous approach authorized with Rwy 17R, except for arrivals at QWIKE and CLFFF. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

10,300′
MSA RW16L



See plan view for multiple intermediate fix (IF) locations.



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

MALSR PAPI | 5900′ | 10000′ RT | D | BINBE

TERPS STRAIGHT-IN LANDING RWY **16L**

	RNP 0.10 DA(H) 5617′ (260′)		RNP 0.30 DA(H) 5683′ (326′)		
		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1
B						
C						
D						

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-23)

DENVER, COLO RNAV (RNP) Z Rwy 16R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	173°	JETSN 7000′ (1674′)	5586′ (260′)	Apt Elev 5434′ TDZE 5326′

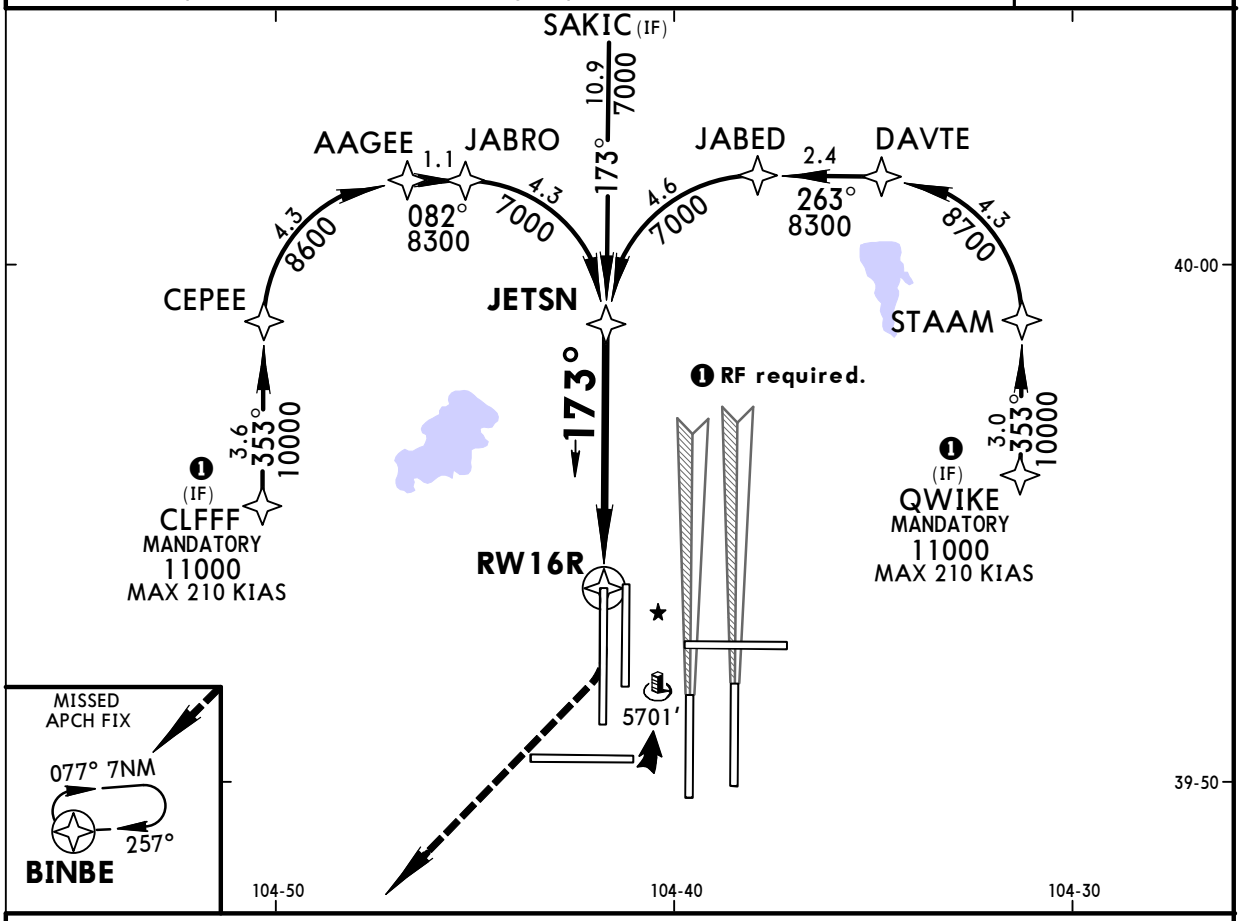
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000.

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

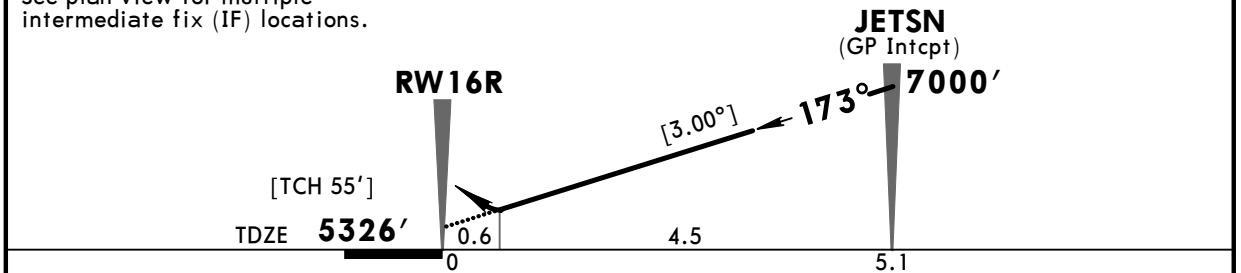
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 17L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

10,300′
MSA RW16R

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



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

MALSR PAPI | 5900′ | 10000′ RT | D | BINBE

TERPS STRAIGHT-IN LANDING RWY **16R**

	RNP 0.10 DA(H) 5586′ (260′)		RNP 0.30 DA(H) 5651′ (325′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 50 or 1		RVR 50 or 1	
B				
C				
D				

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-24)

DENVER, COLO RNAV (RNP) Z Rwy 17L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

BRIEFING STRIP™

RNAV	*Final Apch Crs* 173°	Minimum Alt IRINE 7000′ (1661′)	RNP 0.10 DA(H) 5600′ (261′)	Apt Elev 5434′ TDZE 5339′

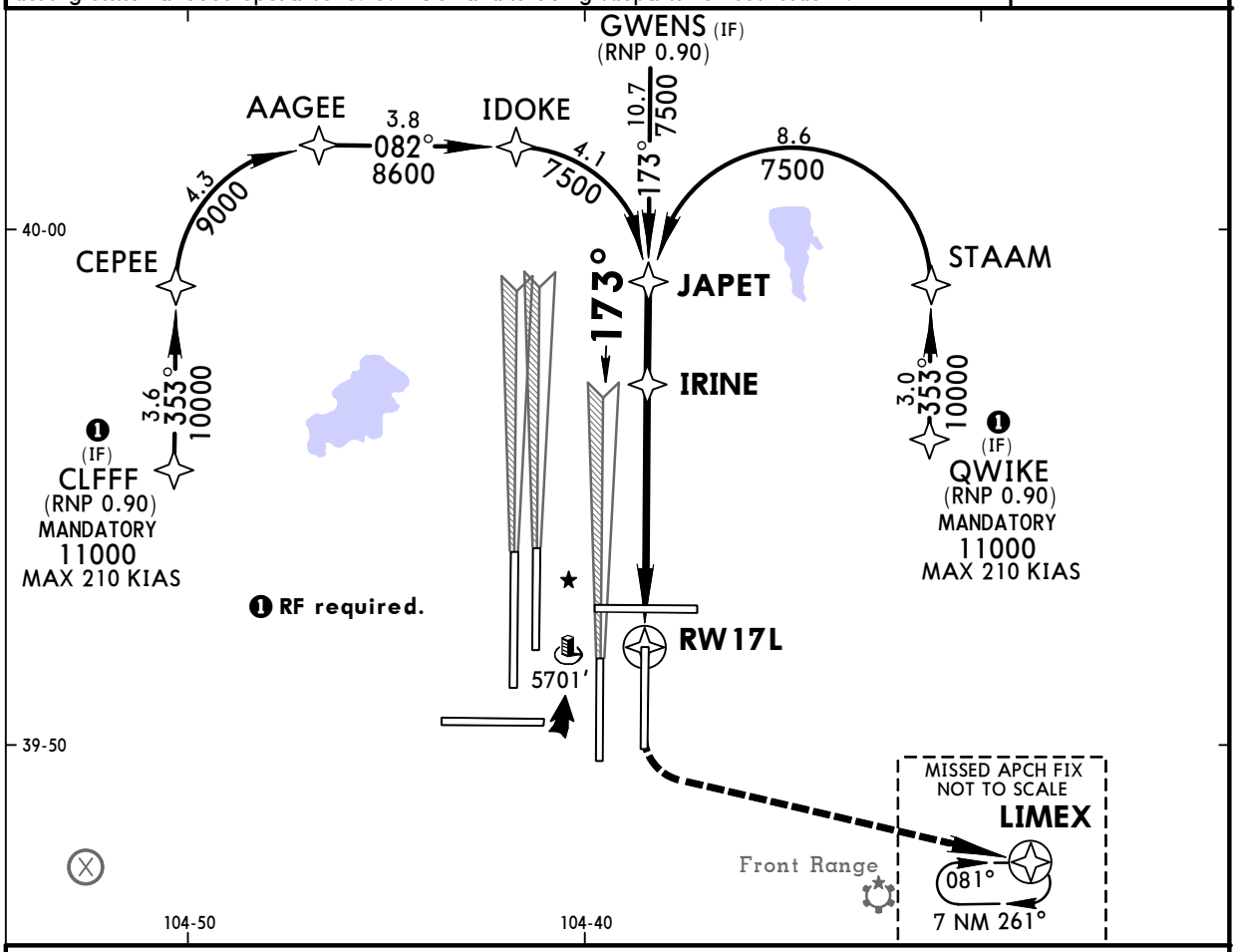
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct LIMEX and hold.

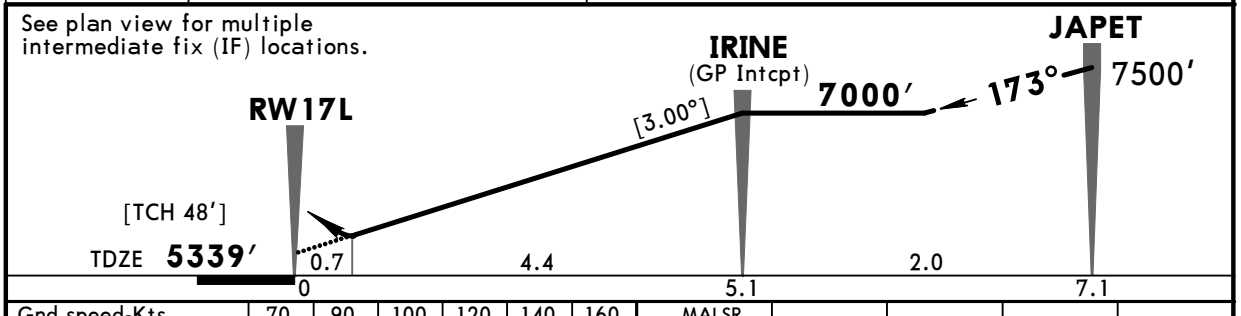
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwy 16L/R. 6. Simultaneous approach authorized for Rwy 17R, except for arrivals at QWIKE and CLFFF. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

9300′

MSA RW17L





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

MALSR PAPI 5900′ 10000′ LT D LIMEX

TERPS STRAIGHT-IN LANDING RWY **17L**

TERPS AMEND 0B 30 APR 2015

	RNP 0.10 DA(H) 5600′ (261′)			RNP 0.30 DA(H) 5716′ (377′)	
		RAIL out	ALS out	RAIL out	ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 60 or 1 1/8

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-25)

DENVER, COLO RNAV (RNP) Z Rwy 17R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	173°	JOULE 7000′ (1608′)	5722′ (330′)	Apt Elev 5434′ TDZE 5392′

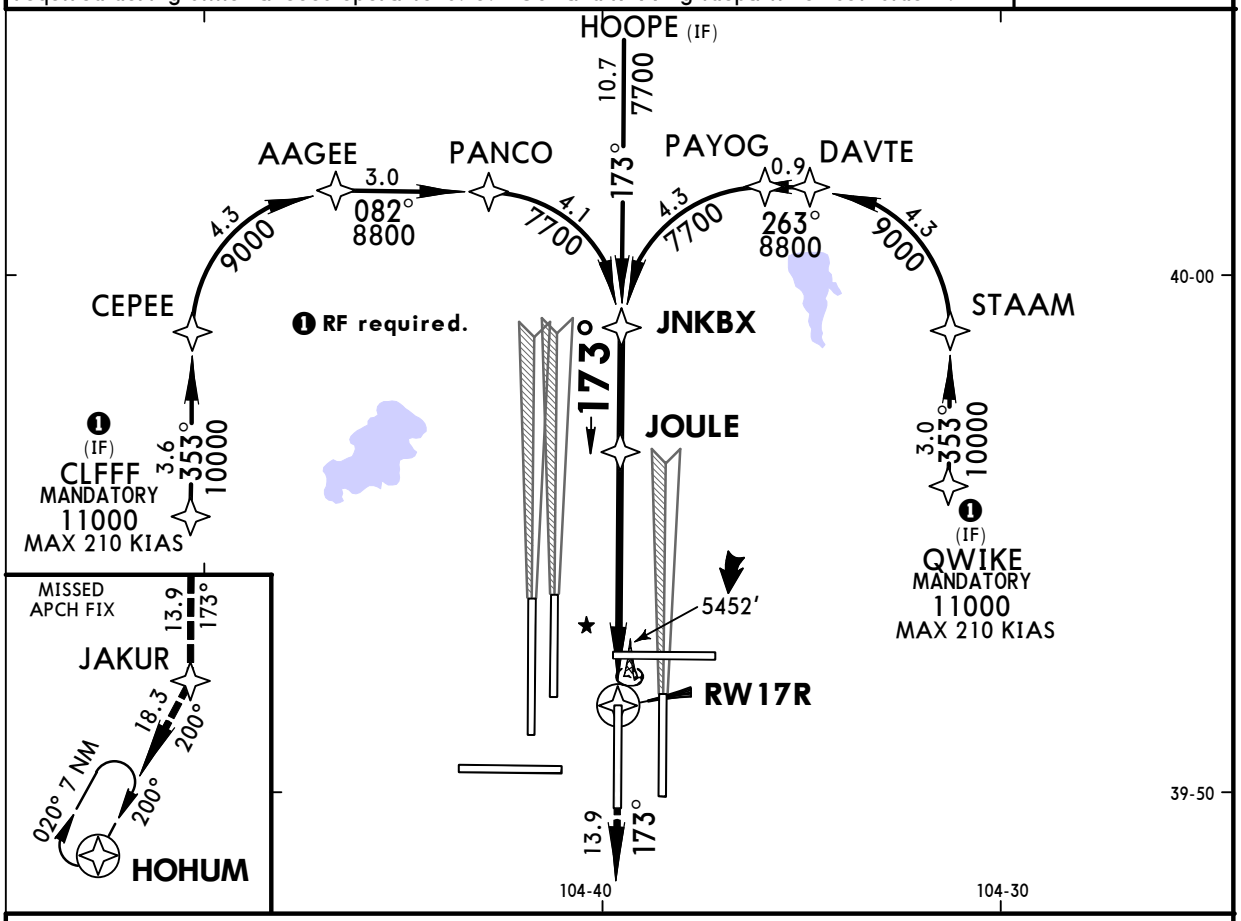
MISSED APCH: Climb to 10000′ on track 173° to JAKUR and on track 200° to HOHUM and hold.

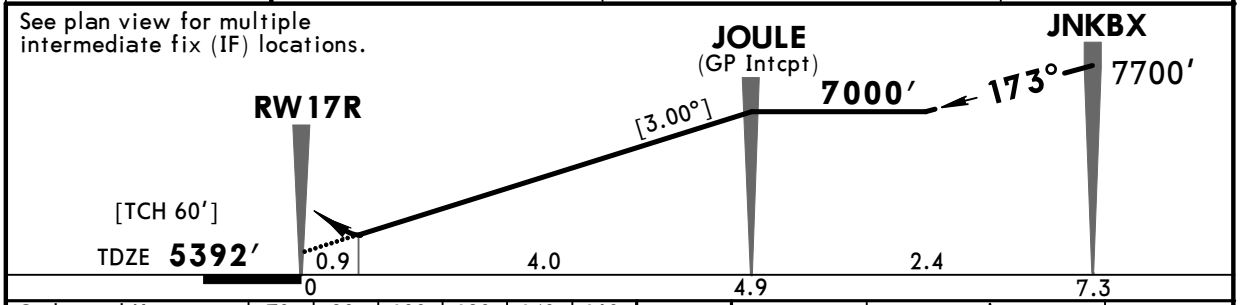
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwy 16R. 6. Simultaneous approach authorized with Rwy 16L and Rwy 17L, except for arrivals at QWIKE and CLFFF. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

9500′
MSA RW17R

BRIEFING STRIP ™





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

MALSR
PAPI
10000′ on 173°
JAKUR

TERPS STRAIGHT-IN LANDING RWY **17R**

TERPS AMEND 0B 30 APR 2015

	RNP 0.10 DA(H) 5722′ (330′)			RNP 0.30 DA(H) 5894′ (502′)		
		RAIL out	ALS out		RAIL out	ALS out
A B C D	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	1 1/4	1 5/8

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-26)

DENVER, COLO RNAV (RNP) Z Rwy 25

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

RNAV	Final Apch Crs	Minimum Alt GASTI	RNP 0.10 DA(H)	Apt Elev / TDZE
	263°	7000′ (1645′)	5743′ (388′)	Apt Elev 5434′ TDZE 5355′

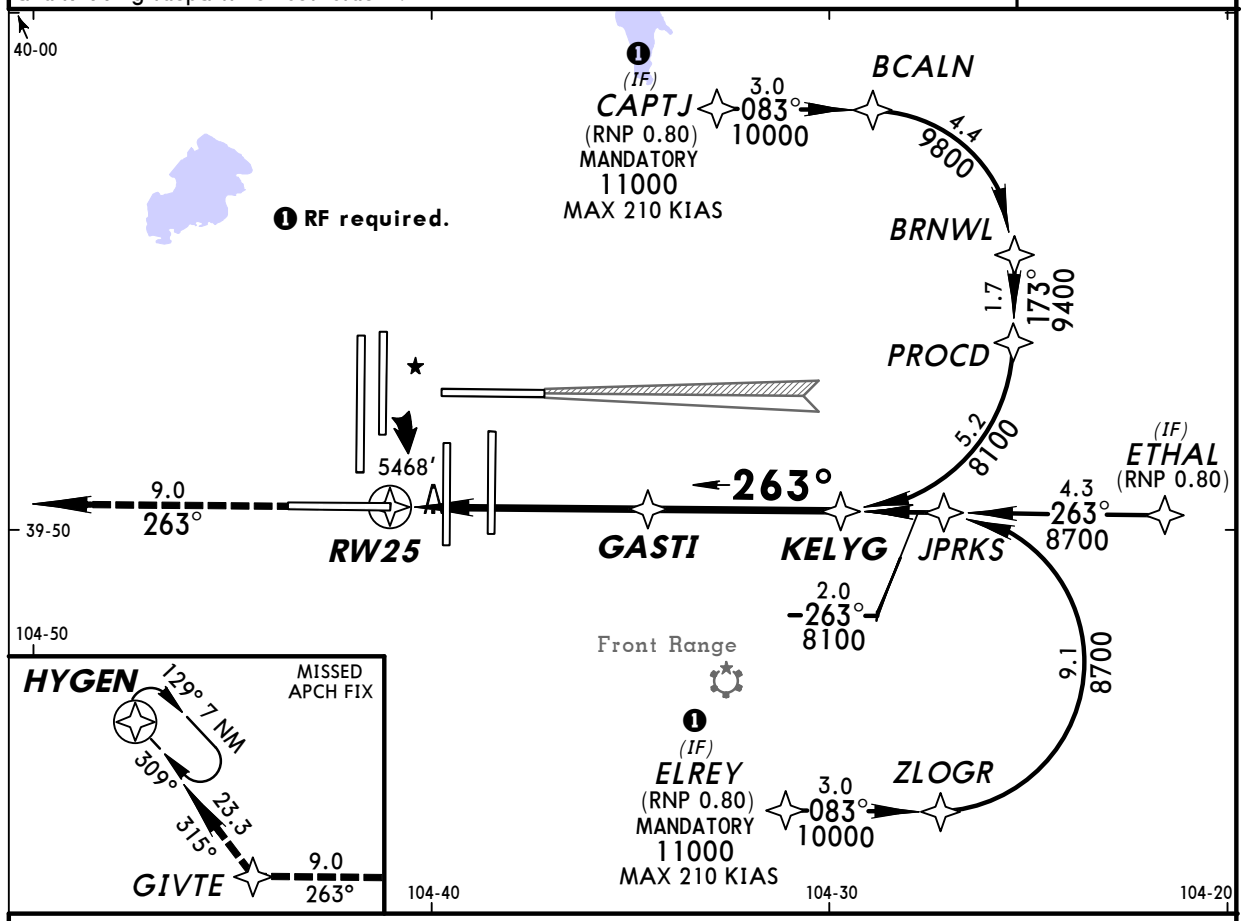
MISSED APCH: Climb to 10000′ on track 263° to GIVTE and on track 315° to HYGEN and hold.

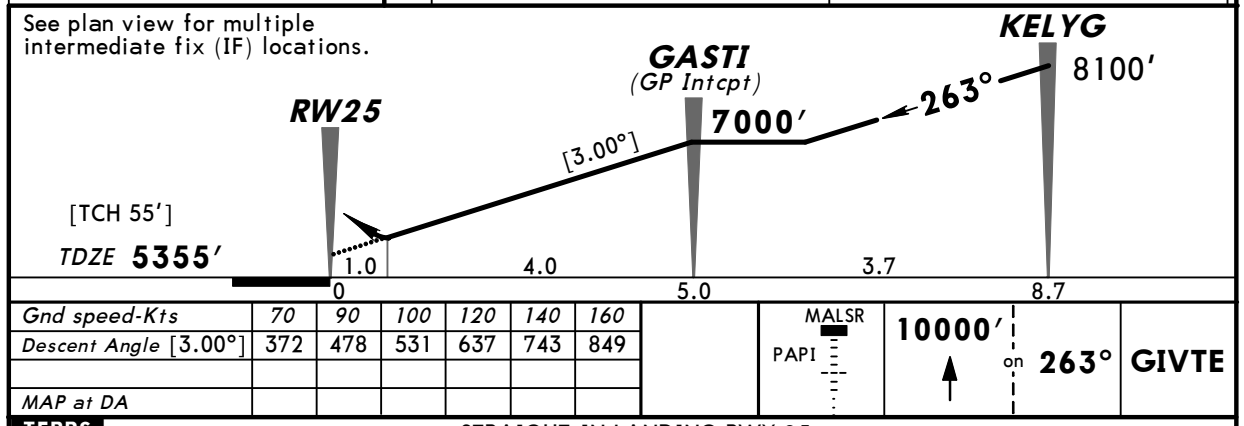
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 26, except for arrivals at CAPTJ and ELREY. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9900′
MSA RW25

BRIEFING STRIP ™





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

MALSR
PAPI
10000′ on 263° GIVTE

TERPS STRAIGHT-IN LANDING RWY **25**

TERPS AMEND 0B 11 DEC 2014

	RNP 0.10 DA(H) 5743′ (388′)			RNP 0.30 DA(H) 5783′ (428′)	
		RAIL out	ALS out	RAIL out	ALS out
A B C D	RVR 40 or ¾	RVR 45 or ⅞	RVR 60 or 1⅛	RVR 50 or 1	1⅜

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-27)

DENVER, COLO RNAV (RNP) Z Rwy 26

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

RNAV	Final Apch Crs	Minimum Alt GRASP	RNP 0.10 DA(H)	Apt Elev 5434′
	263°	7000′ (1691′)	5570′ (261′)	TDZE 5309′

MISSED APCH: Climb to 6000′ then climbing RIGHT turn to 10000′ direct NIWOT and hold.

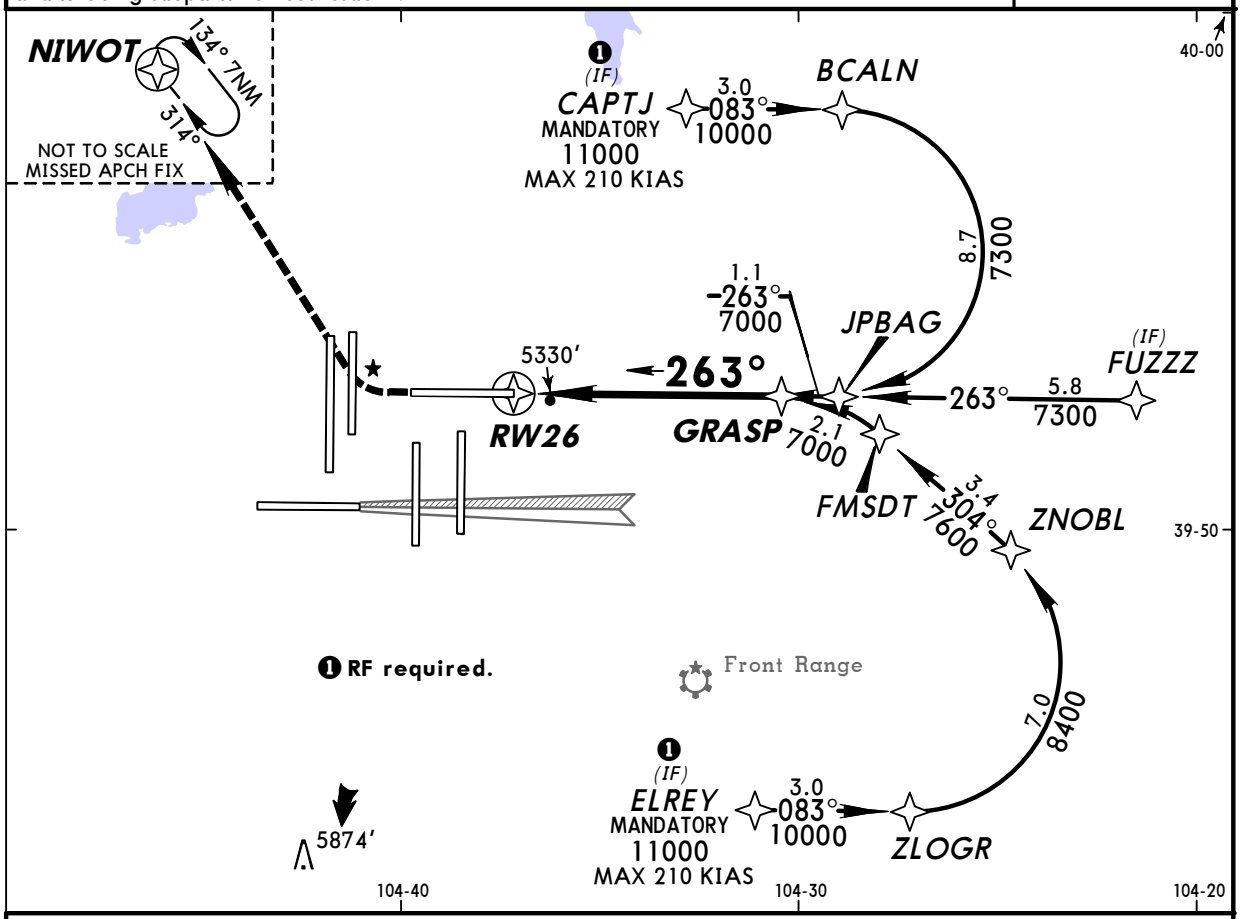
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 25, except for arrivals at CAPTJ and ELREY. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

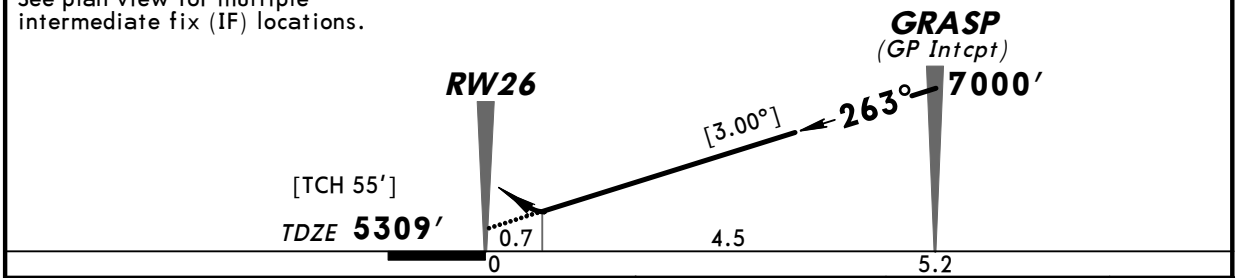
8100′

MSA RW26

BRIEFING STRIP ™



See plan view for multiple intermediate fix (IF) locations.



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

MALSR
PAPI

6000′

10000′ RT

D

NIWOT

TERPS STRAIGHT-IN LANDING RWY **26**

	RNP 0.10 DA(H) 5570′ (261′)		RNP 0.30 DA(H) 5668′ (359′)	
	RAIL out	ALS out	RAIL out	ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 60 or 1 1/8

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-28)

DENVER, COLO RNAV (RNP) Z Rwy 34L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	WINTR 7000′ (1673′)	5587′ (260′)	5434′ / 5327′

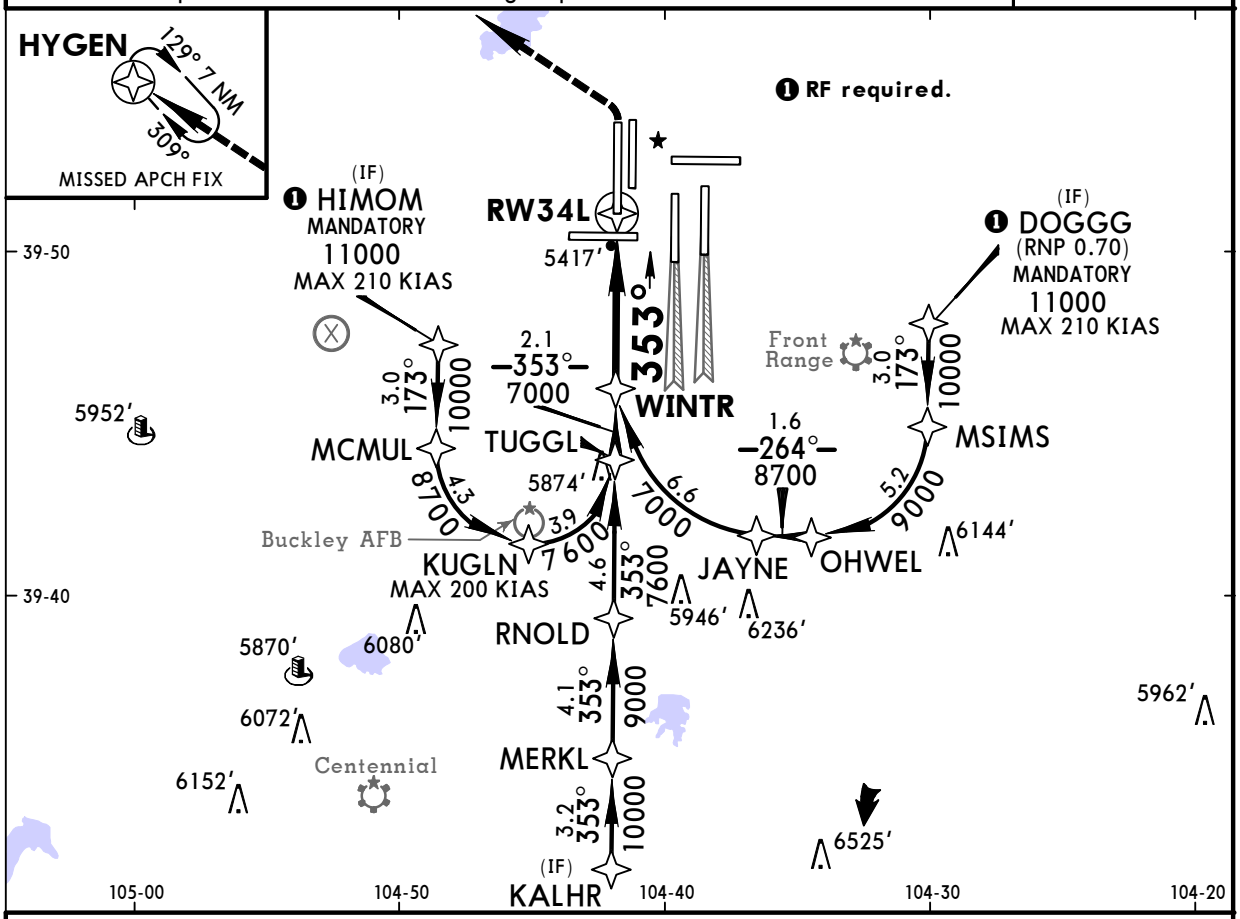
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

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

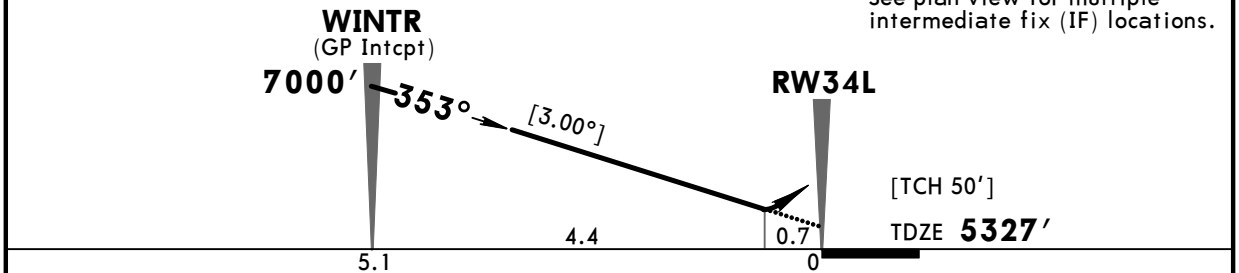
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwys 35L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

10,300′
MSA RW34L

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



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

ALSF-II PAPI 5900′ 10000′ LT HYGEN

TERPS STRAIGHT-IN LANDING RWY **34L**

	RNP 0.10 DA(H) 5587′ (260′)		RNP 0.20 DA(H) 5720′ (393′)		RNP 0.30 DA(H) 5782′ (455′)	
		ALS out		ALS out		ALS out
A B C D	RVR 24 or 1/2	RVR 45 or 7/8	RVR 45 or 7/8	RVR 60 or 1 1/8	RVR 60 or 1 1/8	1 1/2

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-29)

DENVER, COLO RNAV (RNP) Z Rwy 34R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	CORDE 7000′ (1646′)	5739′ (385′)	5434′ / 5354′

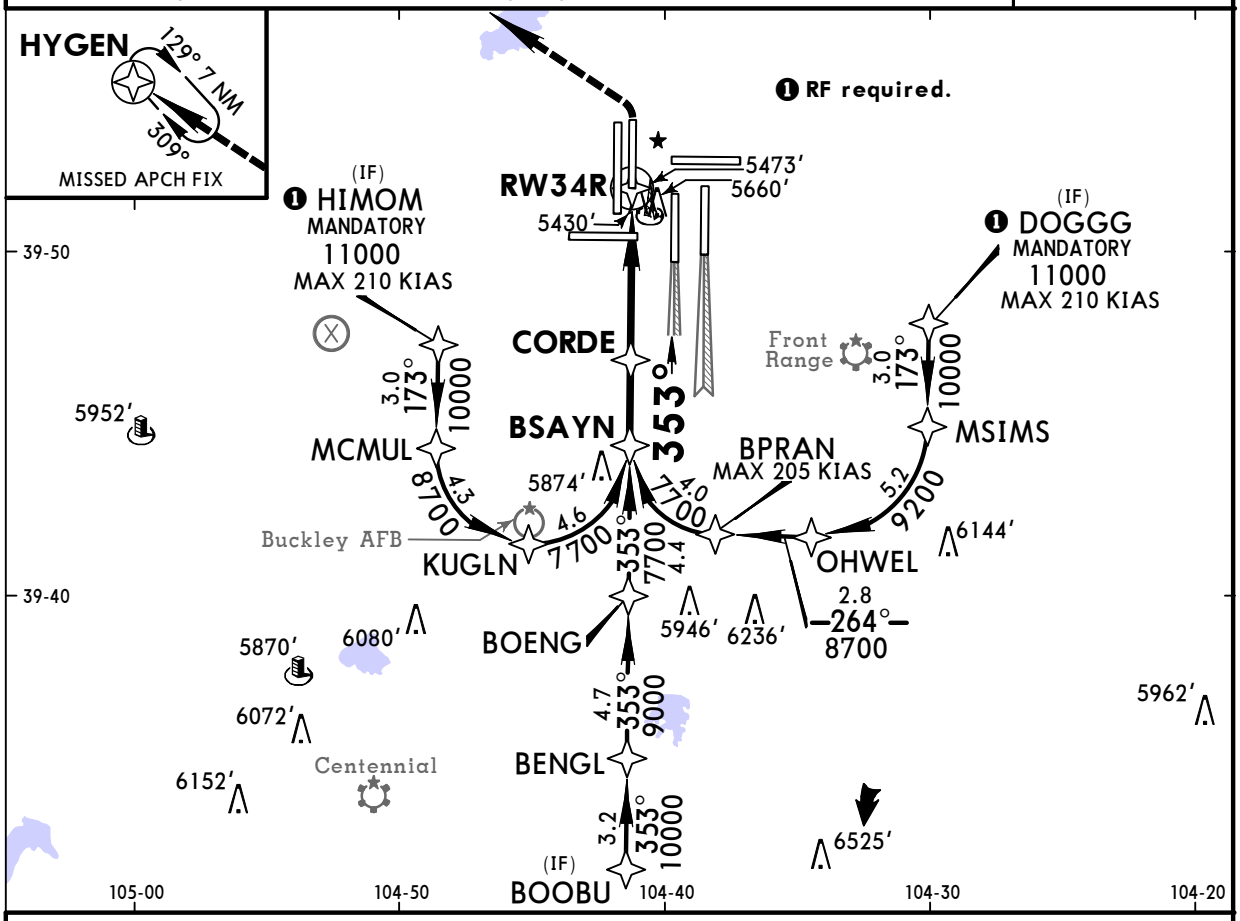
MISSED APCH: Climb to 6000′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

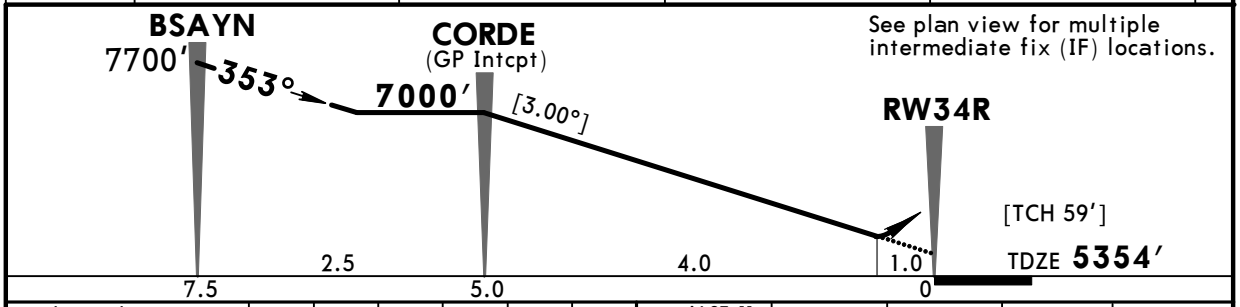
10,300′

MSA RW34R

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (114°F). 5. Simultaneous approach authorized with Rwys 35L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.





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

ALSF-II PAPI 6000′ 10000′ LT HYGEN

TERPS STRAIGHT-IN LANDING RWY **34R**

	RNP 0.10 DA(H) 5739′ (385′)		RNP 0.20 DA(H) 5849′ (495′)		RNP 0.30 DA(H) 5980′ (626′)	
		ALS out		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1⅛	RVR 60 or 1⅛	1⅝	1⅝	2¼

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-30)

DENVER, COLO RNAV (RNP) Z Rwy 35L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	**DYMON** **7000′** (1566′)	**5695′** (261′)	5434′ / **5434′**

MISSED APCH: Climb to 10000′, then RIGHT turn direct GLL VOR and hold.

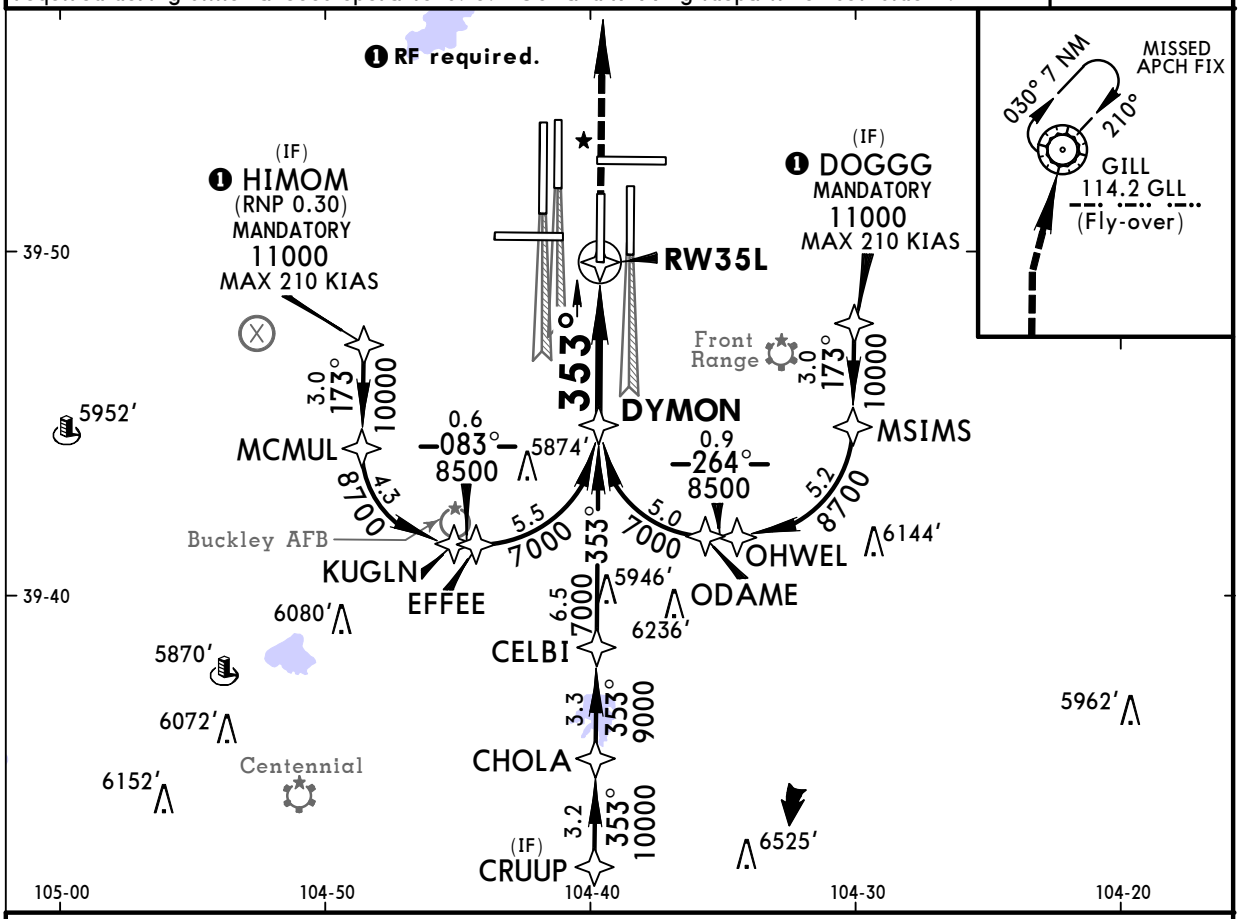
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (115°F). 5. Simultaneous approach authorized with Rwys 34L.
6. Simultaneous approach authorized with Rwy 34R and Rwy 35R, except for arrivals at DOGGG and HIMOM. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

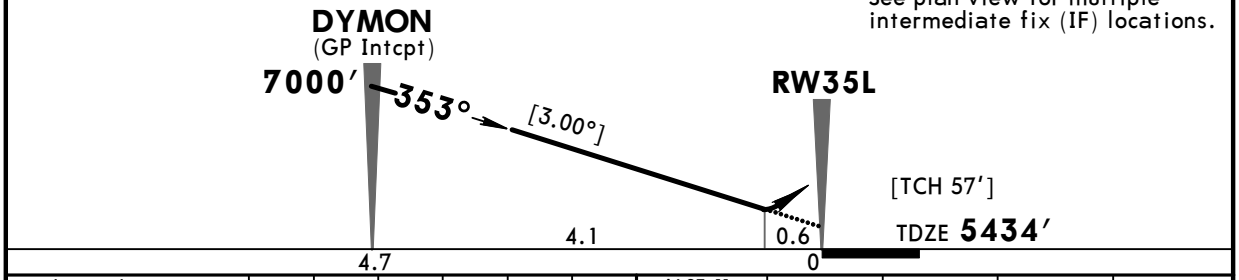
9300′

MSA RW35L

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



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

ALSF-II PAPI | 10000′ | RT | D | GLL 114.2

TERPS STRAIGHT-IN LANDING RWY **35L**

	RNP 0.10 DA(H) **5695′** (261′)		**RNP 0.30** DA(H) **5760′** (326′)	
		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 50 or 1
B				
C				
D				

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-31)

DENVER, COLO RNAV (RNP) Z Rwy 35R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	FRONZ 7000′ (1630′)	5631′ (261′)	Apt Elev 5434′ TDZE 5370′

MISSED APCH: Climb to 5900′, then climbing RIGHT turn to 8000′ direct YIMZO and hold.

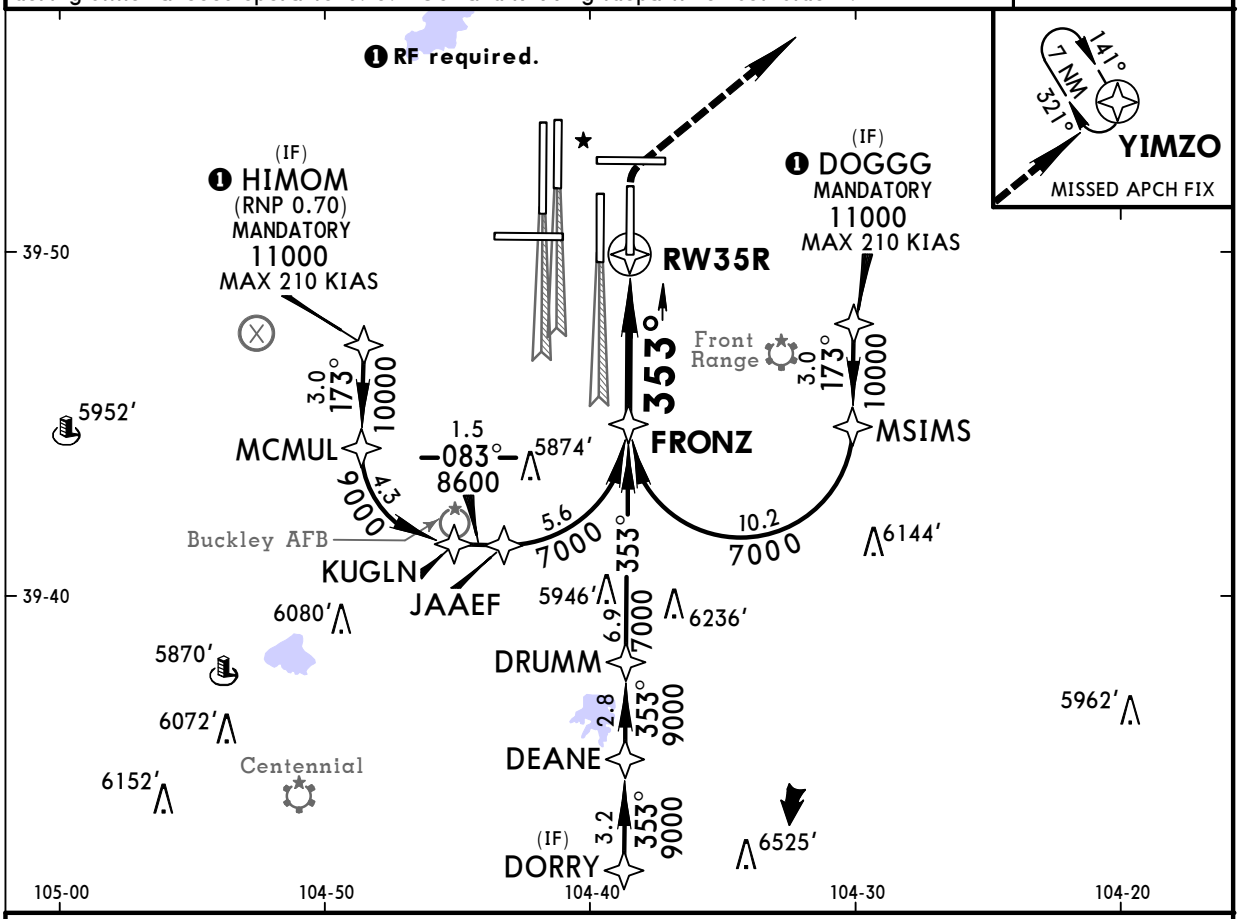
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwys 34L/R. 6. Simultaneous approach authorized with Rwy 35L, except for arrivals at DOGGG and HIMOM. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

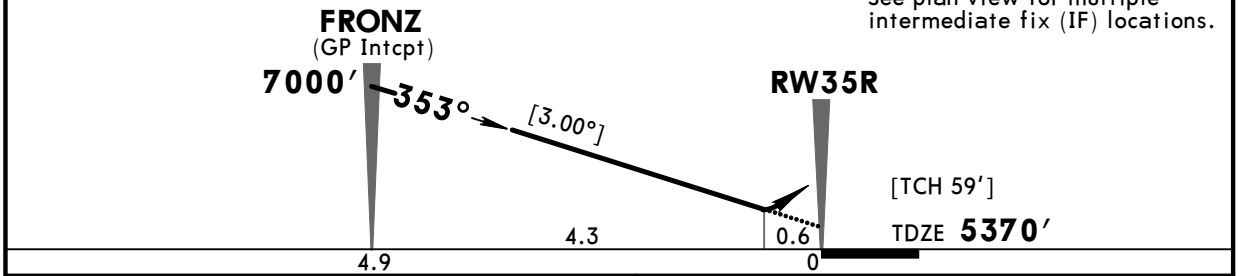
9300′

MSA RW35R

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



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

ALSF-II PAPI | 5900′ | 8000′ RT | D | YIMZO

TERPS STRAIGHT-IN LANDING RWY **35R**

	RNP 0.10 DA(H) 5631′ (261′)		RNP 0.30 DA(H) 5702′ (332′)	
		ALS out		ALS out
A B C D	RVR 24 or 1/2	RVR 45 or 7/8	RVR 32 or 5/8	RVR 50 or 1

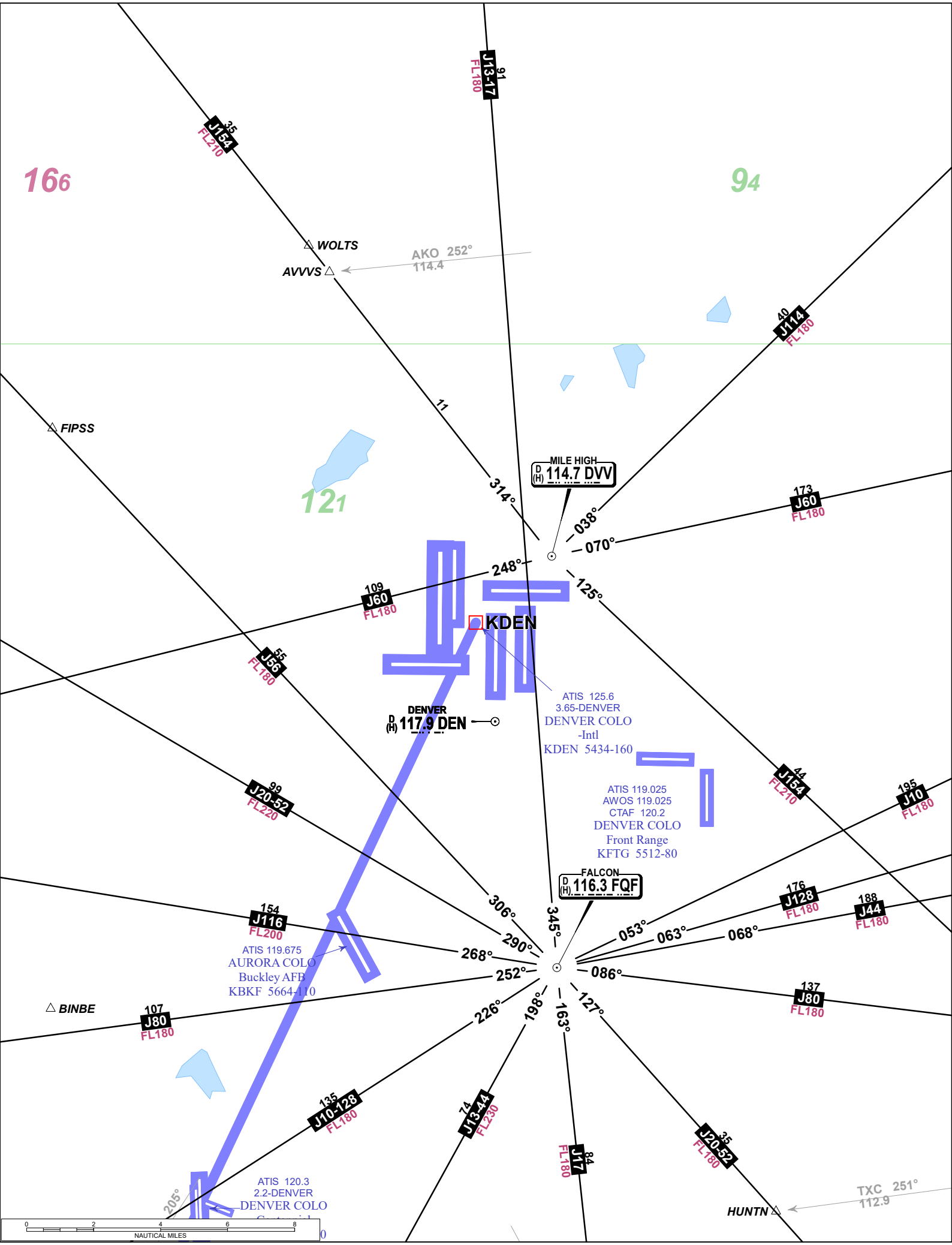
TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

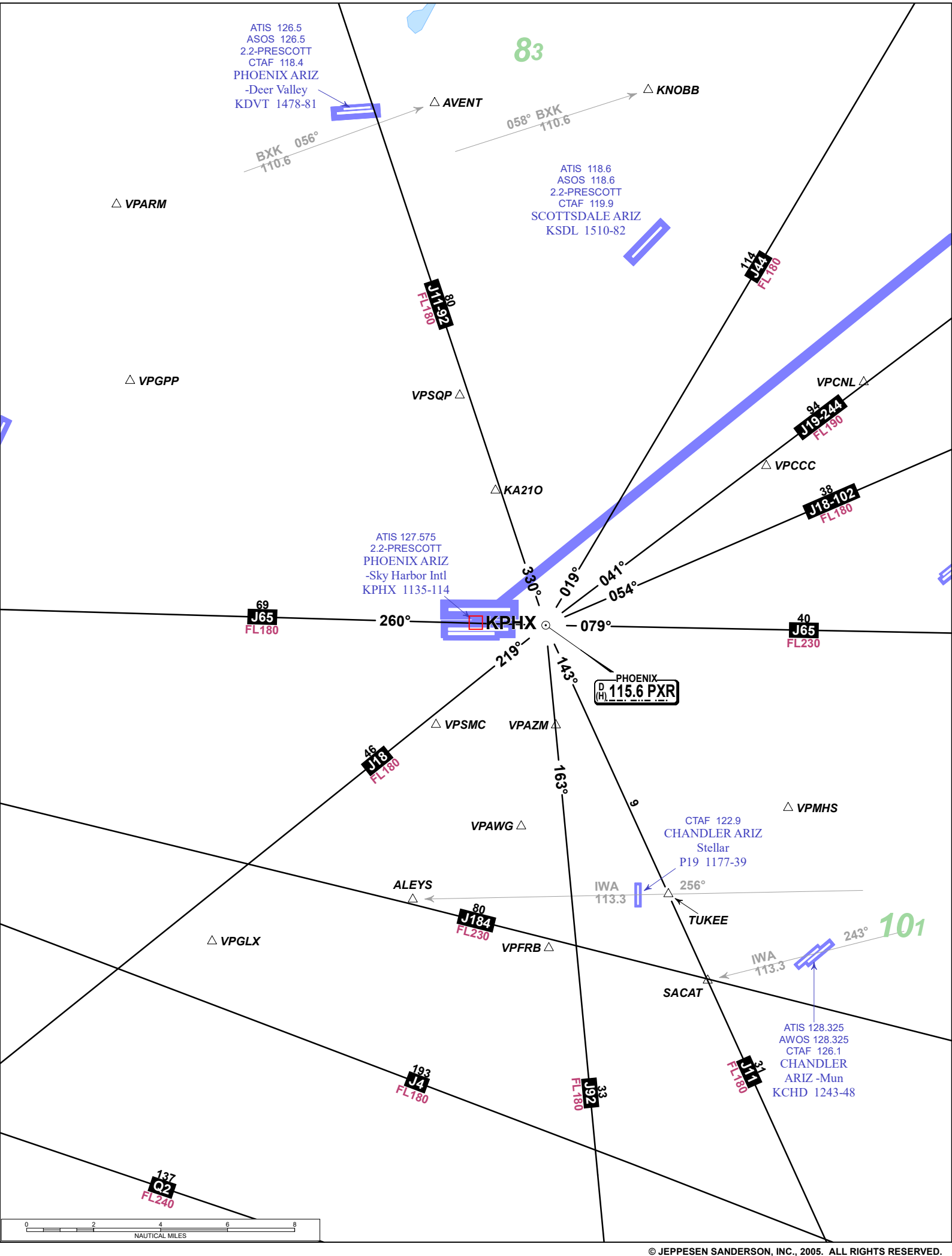
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DEPARTURE (KDEN -> KPHX): KDEN (Denver Intl)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

JEPPESEN
JeppView 3.6.2.0



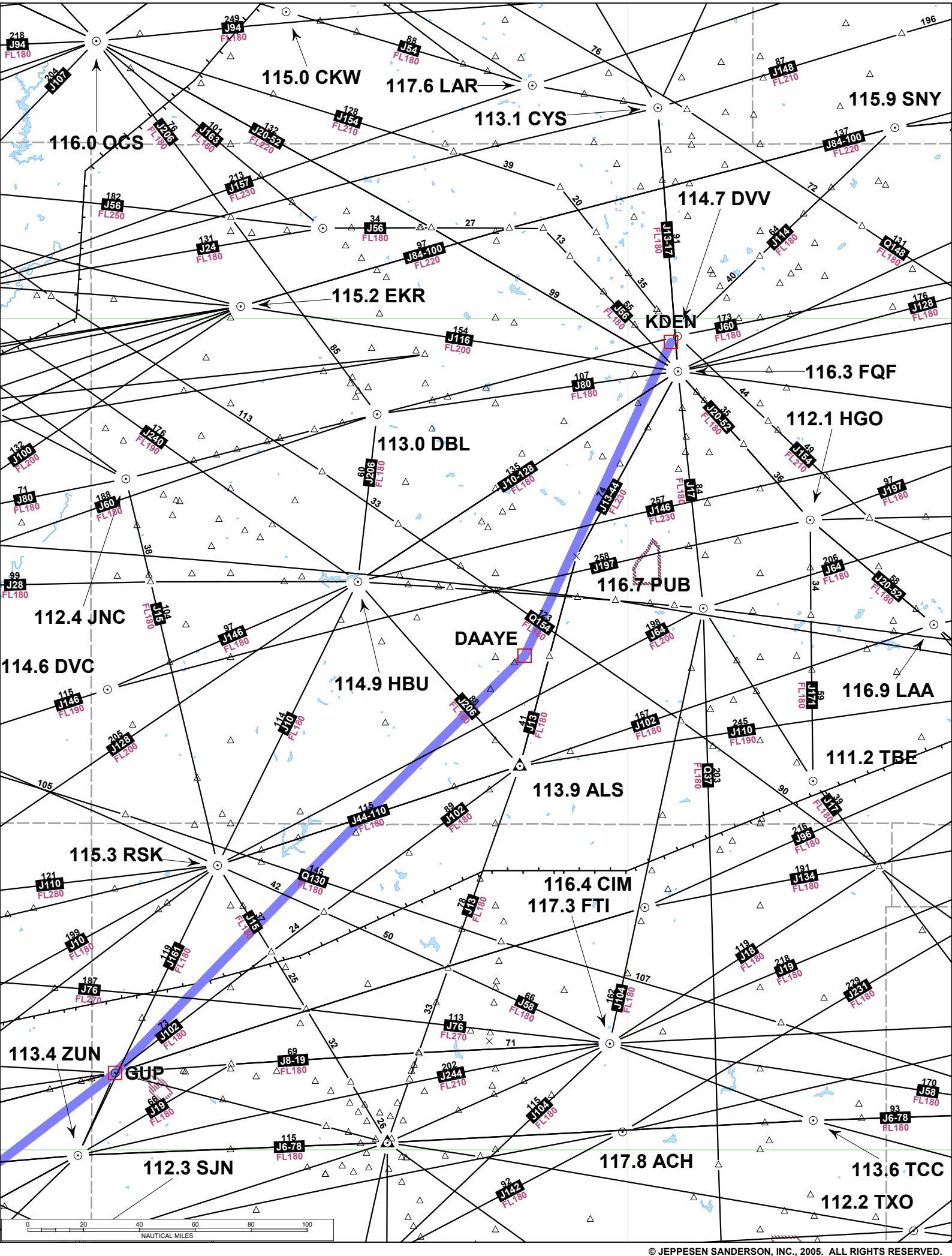
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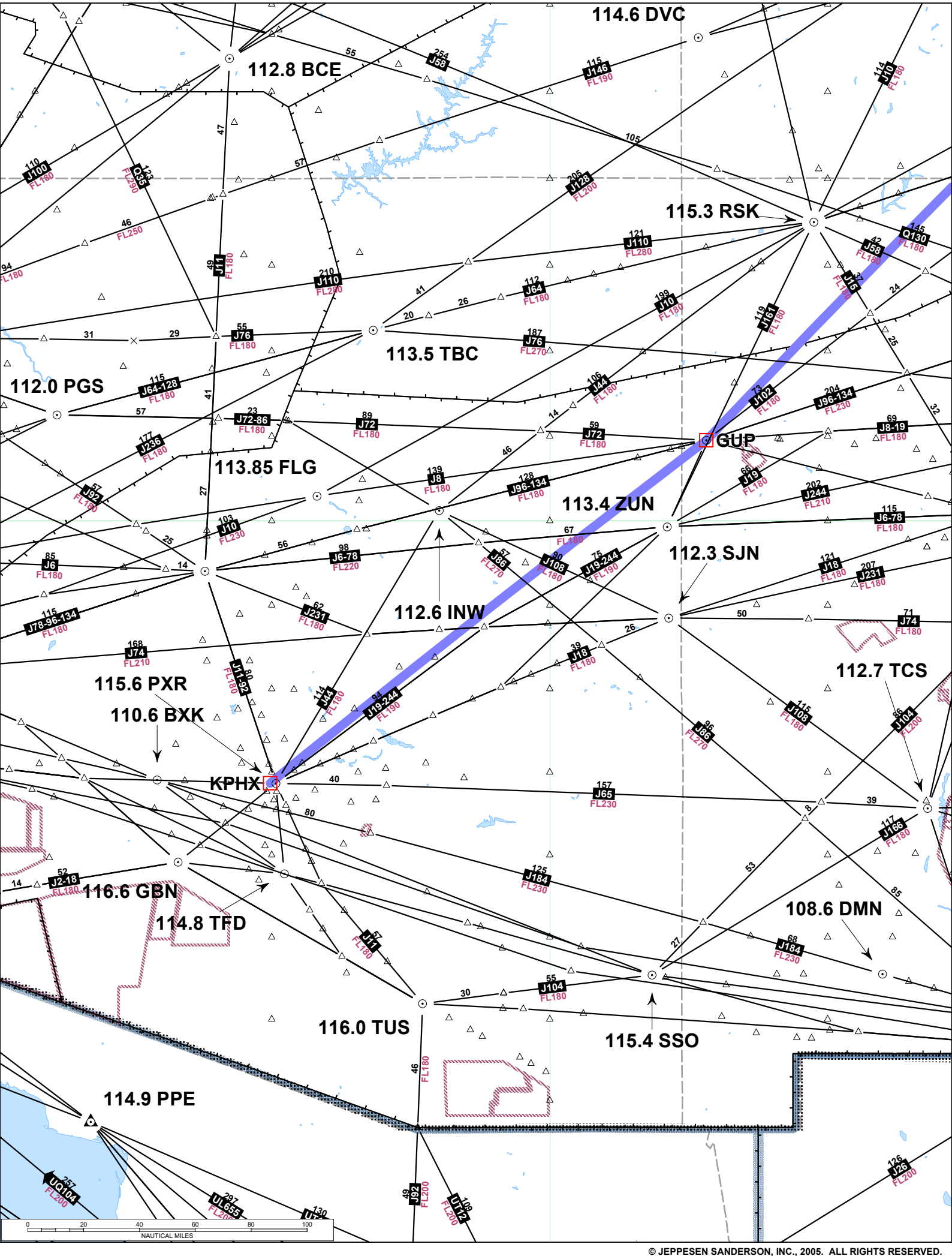
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KDEN -> KPHX (Page 1 of 2)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:2999093 (1 inch = 41.13 naut mi). Printed on 09 Sep 2015

JEPPESEN
JeppView 3.6.2.0



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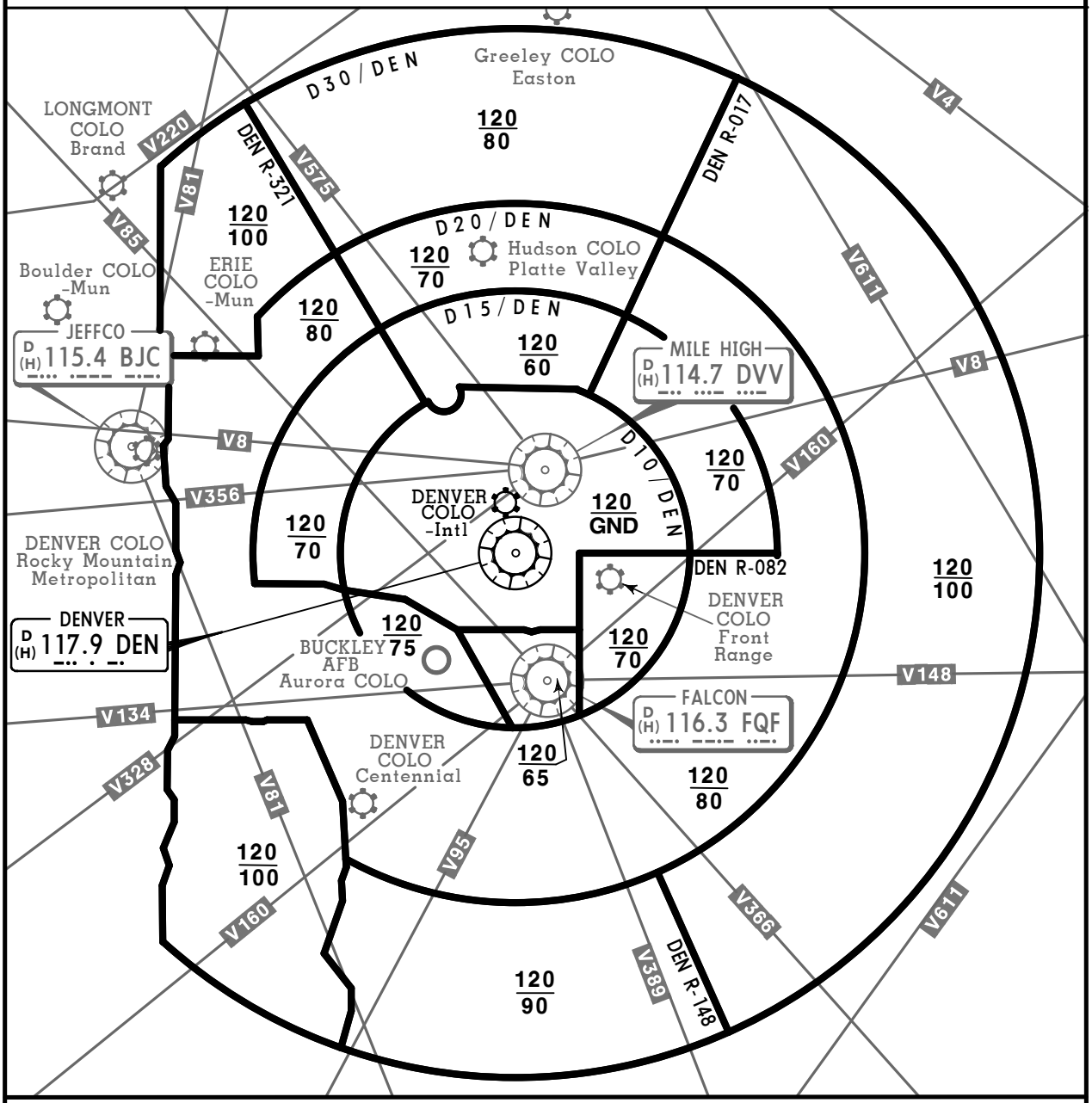
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DENVER CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N **Denver App** 134.85 E **Denver App** 128.25
S **Denver App** 128.45 W **Denver App** 126.1



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

FLIGHT PROCEDURES

IFR Flights. Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

a. Arriving aircraft should contact DENVER RADAR on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with DENVER RADAR for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Denver International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

CHANGES: ATS system.

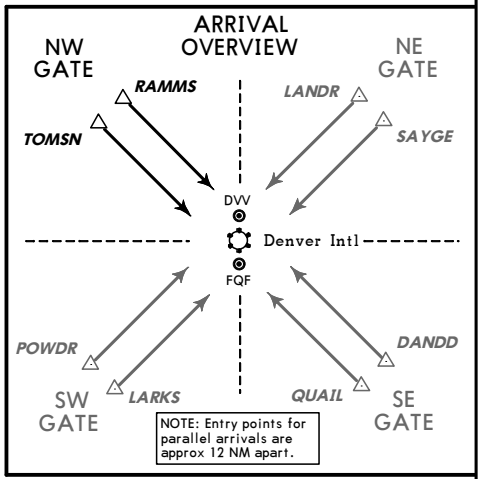
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KDEN/DEN
DENVER INTL

DENVER INTL D-ATIS Arrival 125.6	*Apt Elev See Graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	Also serves ❶

(NORTHWEST GATE)
RAMMS SIX ARRIVAL and TOMSN SIX ARRIVAL



TOMSN ARRIVAL
Direct distance from SHAFT to:
Denver Intl **6 NM**

Direct distance from SHAFT to:
❶ AIRPORTS SERVED
Buckley AFB **8 NM**
Centennial **16 NM**
Ft Collins-Loveland Mun **38 NM**
Front Range **12 NM**
Rocky Mountain Metro **15 NM**
-Weld Co **37 NM**

RAMMS ARRIVAL
Direct distance from PRONG to:
Denver Intl **14 NM**

Direct distance from PRONG to:
❶ AIRPORTS SERVED
Buckley AFB **23 NM**
Centennial **30 NM**
Ft Collins-Loveland Mun **24 NM**
Front Range **21 NM**
Rocky Mountain Metro **17 NM**
-Weld Co **23 NM**

STAR	ROUTING
RAMMS SIX	From over RAMMS via DVV R-314 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN SIX	From over TOMSN via FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

CHANGES: Arrivals revised, renumbered.

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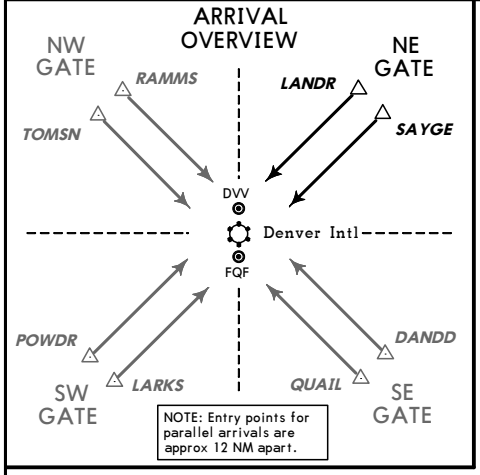
KDEN/DEN
DENVER INTL

DENVER, COLO
STAR

DENVER INTL D-ATIS Arrival	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
125.6	*See Graphic*			

1. **DME required for SAYGE arrival.**
2. Also serves ❶

ARRIVAL OVERVIEW



LANDR ARRIVAL
Direct distance from PHLAT to:
Denver Intl **10 NM**

Direct distance from PHLAT to:
❶ AIRPORTS SERVED
Buckley AFB **22 NM**
Centennial **31 NM**
Ft Collins-Loveland Mun **36 NM**
Front Range **14 NM**
Rocky Mountain Metro **30 NM**
-Weld Co **26 NM**

(NORTHEAST GATE)
LANDR SEVEN ARRIVAL and SAYGE EIGHT ARRIVAL

SCOTTSBLUFF D (H) 112.6 BFF
N41 53.6 W103 28.9

CHEYENNE D (H) 113.1 CYS
N41 12.7 W104 46.4

SIDNEY D (H) 115.9 SNY
N41 05.8 W102 59.0

YANKI
N41 31.7 W100 44.1

WOLBACH D (H) 114.8 OBH
N41 22.5 W098 21.2

ELJAY (GLL R-060/D158) (SNY R-071/D80.2)
N41 13.5 W101 13.3

FONTO (AKO R-327)
N40 45.1 W103 27.8

GLIMR
N40 51.0 W103 38.1

LIBIE (BFF R-173/D78.0)
N40 36.1 W103 40.2

LANDR
N40 21.5 W104 00.2

TURBOJETS
EXPECT to cross at **250 KT & 17000′** or as assigned by ATC

GILL D (H) 114.2 GLL
N40 30.2 W104 33.2

YONDR
N40 16.0 W104 07.6

PHLAT
N39 58.3 W104 31.3

EXPECT RADAR vectors to the final approach course at or before DVV

JEFFCO D (H) 115.4 BJC
N39 54.8 W105 08.3

MILE HIGH D (H) 114.7 DVV
N39 53.7 W104 37.5

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

GREELEY COLO
-Weld Co
4697

DENVER COLO
Rocky Mountain Metro
5673

Denver Intl
5434

DENVER D (H) 117.9 DEN
N39 48.8 W104 39.6

DENVER COLO
Front Range
5512

DENVER COLO
Centennial
5885

BUCKLEY AFB
COLO
5664

FALCON D (H) 116.3 FQF
N39 41.4 W104 37.3

ACTOR
N39 45.3 W104 31.4

WITNE (DEN R-053/D25.6)
N39 59.8 W104 09.7

SAYGE
N40 12.0 W103 51.1

TURBOJETS
EXPECT to cross at **250 KT & FL190** or as assigned by ATC

SYLVR
N40 17.6 W103 42.6

DUNNY
N40 15.4 W103 46.0

AKRON D (H) 114.4 AKO
N40 09.3 W103 10.8

GOODLAND D (H) 115.1 GLD
N39 23.3 W101 41.5

EXPECT RADAR vectors to the final approach course at or before FQF

NOT TO SCALE

LANDR SEVEN ARRIVAL (LANDR.LANDR7)
(This side of line.)

SAYGE EIGHT ARRIVAL (SAYGE.SAYGE8)
(This side of line.)

KATLN
N40 56.6 W101 23.6

NORTH PLATTE (LBF.SAYGE8)

NORTH PLATTE D (L) 117.4 LBF
N41 02.9 W100 44.8

HAYES CENTER (HCT.SAYGE8)

HAYES CENTER D (H) 117.7 HCT
N40 27.2 W100 55.4

AMWAY (AKO R-347)
N40 38.0 W103 11.0

TATTR
N40 32.7 W102 00.6

SAYGE ARRIVAL
Direct distance from ACTOR to:
Denver Intl **9 NM**

Direct distance from ACTOR to:
❶ AIRPORTS SERVED
Buckley AFB **11 NM**
Centennial **19 NM**
Ft Collins-Loveland Mun **47 NM**
Front Range **2 NM**
Rocky Mountain Metro **29 NM**
-Weld Co **41 NM**

STAR	ROUTING
LANDR SEVEN	From over LANDR via DVV R-038 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
SAYGE EIGHT	From over SAYGE via FQF R-038 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

CHANGES: Arrivals revised, renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
STAR

DENVER INTL D-ATIS Arrival	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′	1. DME required for POWDR Arrival.
125.6	See Graphic				2. Also serves ❶

(SOUTHWEST GATE)
POWDR EIGHT ARRIVAL and LARKS SEVEN ARRIVAL

POWDR ARRIVAL
Direct distance from SLOPE to:
Denver Intl 7 NM

Direct distance from SLOPE to:
❶ AIRPORTS SERVED
Buckley AFB 6 NM
Centennial 14 NM
Ft Collins-Loveland Mun 41 NM
Front Range 12 NM
Rocky Mountain Metro 16 NM
-Weld Co 39 NM

STAR	ROUTING
LARKS SEVEN	From over LARKS via FQF R-220 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.
POWDR EIGHT	From over POWDR via the DVV R-225 to HLLIE, then via DVV R-225 to SLOPE, then via DVV R-225 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.

KREMMLING D (H) 113.8 RLG N40 00.2 W106 26.5

GILL D (H) 114.2 GLL N40 30.2 W104 33.2
GREELEY COLO -Weld Co 4697

EXPECT RADAR vectors to the final approach course at or before DVV

FT COLLINS/LOVELAND COLO Ft Collins-Loveland Mun 5016

JEFFCO D (H) 115.4 BJC N39 54.8 W105 08.3
DENVER COLO Rocky Mountain Metro 5673

Denver Intl 5434

MILE HIGH D (H) 114.7 DVV N39 53.7 W104 37.5

DENVER D (H) 117.9 DEN N39 48.8 W104 39.6

DENVER COLO Front Range 5512

FALCON D (H) 116.3 FQF N39 41.4 W104 37.3

EXPECT RADAR vectors to the final approach course at or before FQF

POWDR N39 23.7 W105 28.9

TURBOJETS
EXPECT to cross at **250 KT & FL190** or as assigned by ATC

SLOPE N39 47.7 W104 47.9
D 10.0 R225°

HLLIE N39 35.1 W105 09.6
21.0 D31.0
18.8 D49.8

BUCKLEY AFB COLO 5664

BJC 115.4

HUUGE N39 34.7 W104 47.9
D 10.6 R220°
14400 13800T
D27.4
14400 13800T 16.8

PAYDD (BJC R-164) N39 24.1 W105 04.7

DENVER COLO Centennial 5885

RED TABLE D (H) 113.0 DBL N39 26.4 W106 53.7

COLAS N39 20.6 W105 34.2
5.1 15600 D54.9
5.1 15600 D60.0

SKEED N39 17.5 W105 39.4

125°

BASEE N39 12.4 W105 48.0
8.4 16500 045°
32.9 16500 D52.9
D68.4
225°

16500 RED TABLE (DBL.POWDR8) 093° 20.0 D

JNETT N39 21.1 W106 28.8

GRAND JUNCTION D (H) 112.4 JNC N39 03.6 W108 47.6

212° 139°

GRAND JUNCTION (JNC.POWDR8) 082°
FL270 13000T 60.3
D42.1 D

DIRDY N38 55.8 W107 30.9

GRIPP N38 48.7 W106 27.3
50.2 FL270 16400T
D

038° 77 65 FL200 16400T 38.7 045°

218°

BLUE MESA (HBU.POWDR8) FL200 16400T 34.9

112° DBL 113.0

220° D52.3 15000 14400T 11.2
D41.7 273°

MURFE N39 08.3 W105 29.5

220° D75.5 16200 14400T 23.2

TERRO N38 53.5 W105 52.4

220° D86.7 17000 14400T 11.2

HICKY N38 46.3 W106 03.4

050° 038°

BLUE MESA D (H) 114.9 HBU N38 27.1 W107 02.4

211° 031°

053° **BLUE MESA** (HBU.LARKS7) 17000 16500T 50.1

071°

040° 26.0 FL280 16300T MAA FL450

FL200 15400T MAA FL450

D86.0 22.7 339°

HBU 114.9 D49.5 080°

D130

PAPPA N38 29.6 W106 28.7

KANON N38 23.8 W105 59.5

PUEBLO (PUB.LARKS7) FL200 15400T MAA FL450 74.0

262°

BLACK FOREST D (L) 112.5 BRK N38 56.7 W104 38.0

PUEBLO D (H) 116.7 PUB N38 17.7 W104 25.8

LOPEC N38 05.6 W106 51.6

LOPEC (LOPEC.LARKS7) FL310 16300T MAA FL450 30.0

RATTLESNAKE (RSK.LARKS7) FL310 16300T MAA FL450 100

ALAMOSA (ALS.LARKS7) FL200 15400T MAA FL450 63.3

339°

RATTLESNAKE D (H) 115.3 RSK N36 44.9 W108 05.9

022°

ALAMOSA D (H) 113.9 ALS N37 20.9 W105 48.9

N
NOT TO SCALE

POWDR EIGHT ARRIVAL
(POWDR.POWDR8)
(This side of line.)

LARKS SEVEN ARRIVAL
(LARKS.LARKS7)
(This side of line.)

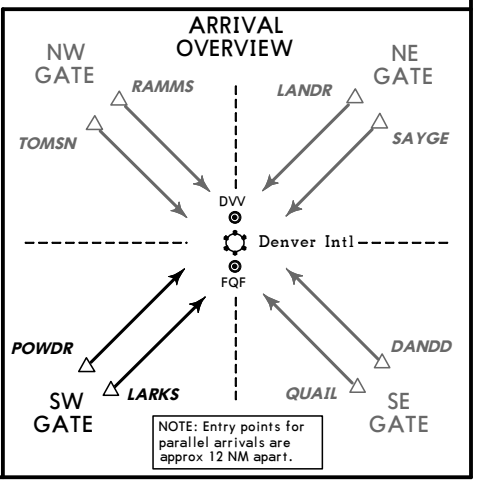
LARKS N39 15.4 W105 18.3

TURBOJETS
EXPECT to cross at **250 KT & 17000′** or as assigned by ATC

LARKS ARRIVAL
Direct distance from HUUGE to:
Denver Intl 18 NM

Direct distance from HUUGE to:
❶ AIRPORTS SERVED
Buckley AFB 8 NM
Centennial 2 NM
Ft Collins-Loveland Mun 53 NM
Front Range 17 NM
Rocky Mountain Metro 25 NM
-Weld Co 52 NM

ARRIVAL OVERVIEW



NOTE: Entry points for parallel arrivals are approx 12 NM apart.

CHANGES: KANON formation.

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KDEN/DEN
DENVER INTL

DENVER, COLO
STAR

DENVER INTL D-ATIS Arrival	*Apt Elev*	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′	1. DME required for DANDD arrival. 2. DME required for QUAIL arrival. 3. Also serves ❶
125.6	*See Graphic*				

(SOUTHEAST GATE)
DANDD SEVEN ARRIVAL and QUAIL SEVEN ARRIVAL

NOT TO SCALE

STAR	ROUTING
DANDD SEVEN	From over DANDD via DVV R-125 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
QUAIL SEVEN	From over QUAIL via HGO R-307 and FQF R-127 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

GILL
D (H) 114.2 GLL
N40 30.2 W104 33.2

GREELEY COLO
-Weld Co
4697

MILE HIGH
D (H) 114.7 DVV
N39 53.7 W104 37.5

JEFFCO
D (H) 115.4 BJC
N39 54.8 W105 08.3

DENVER COLO
Rocky Mountain Metro
5673

Denver Intl
5434

DENVER
D (H) 117.9 DEN
N39 48.8 W104 39.6

EXPECT RADAR vectors to the final approach course at or before DVV

R125° 6.2 D

GOAVS
N39 49.4 W104 31.6

018°

21.2 D27.4

PEEDE
N39 34.9
W104 11.5

DANDD
N39 23.8 W103 56.3

TURBOJETS
EXPECT to cross at **250 KT & FL190** or as assigned by ATC

16.2 D43.6

4.7 10000 8300T

125°

CLEVE
N39 20.7 W103 52.0

D48.2

230°

BUCKLEY AFB
COLO
5664

DENVER COLO
Front Range
5512

THURMAN
D (L) 112.9 TXC
N39 41.9 W103 12.9

DANDD ARRIVAL
Direct distance from GOAVS to:
Denver Intl 7 NM

Direct distance from GOAVS to:
❶ AIRPORTS SERVED
Buckley AFB 13 NM
Centennial 21 NM
Fort Collins-Loveland Mun 44 NM
Front Range 2 NM
Rocky Mountain Metro 28 NM
-Weld Co 37 NM

FALCON
D (H) 116.3 FQF
N39 41.4 W104 37.3

7.0 D

R127°

CELMI
N39 36.2
W104 31.2

19.3 D26.3

JEFEL
N39 21.8
W104 14.6

8.3 D34.6

DENVER COLO
Centennial
5885

QUAIL ARRIVAL
Direct distance from CELMI to:
Denver Intl 17 NM

Direct distance from CELMI to:
❶ AIRPORTS SERVED
Buckley AFB 12 NM
Centennial 15 NM
Ft Collins-Loveland Mun 56 NM
Front Range 11 NM
Rocky Mountain Metro 33 NM
-Weld Co 50 NM

EXPECT RADAR vectors to the final approach course at or before FQF

FQF 127°

QUAIL
N39 15.6 W104 07.5

TURBOJETS
EXPECT to cross at **250 KT & 17000′** or as assigned by ATC

D35.5

11.1 10500 8500T MAA FL450

HGO 127°

CONAL
N39 07.4
W103 58.0

D

24.4 HUGO (HGO.QUAIL7) 307° 10500 8500T MAA FL450

187°

172°

KIPPY
N39 04.2
W103 29.8

23.8 10000 8300T D72.0

13.3 17000 8300T MAA FL450 D85.3

305°

125°

PRAGG
N38 55.0
W103 17.5

D16.6

057°

D93.0

7.7 FL180 7500T MAA FL450

SELLS
N38 49.7
W103 10.4

64.7 OATHE (OATHE.DANDD7) 80 FL180 7500T MAA FL450

256° 124

OATHE
N38 51.0
W101 47.7

081°

D118

261°

HAYS
D (L) 110.4 HYS
N38 50.9 W099 16.6

DANDD SEVEN ARRIVAL
(DANDD.DANDD7)
(This side of line.)

79.8 GOODLAND (GLD.DANDD7) 17000 5100T MAA FL450

238°

GOODLAND
D (H) 115.1 GLD
N39 23.3 W101 41.5

BLACK FOREST
D (L) 112.5 BRK
N38 56.7 W104 38.0

HUGO
D (H) 112.1 HGO
N38 49.1 W103 37.3

R118° 307° 127°

R076°

PUB D21.0

048°

116.7

25.0 10500 6900T MAA FL450

298°

HYMNS
N38 32.9
W103 12.8

D128

69.8 FL210 5800T MAA FL450

174°

GLD 115.1

GARDEN CITY
D (H) 113.3 GCK
N37 55.1 W100 43.5

HGO 298°

118° HGO

32.6 LAMAR (LAA.QUAIL7) 10500 6900T MAA FL450

299°

D41.5

066°

RYLIE
N38 20.2
W101 49.7

57.9 GARDEN CITY (GCK.DANDD7) FL210 5800T MAA FL450

285°

LAMAR
D (H) 116.9 LAA
N38 11.8 W102 41.3

QUAIL SEVEN ARRIVAL
(QUAIL.QUAIL7)
(This side of line.)

R168° 33.9 TODDE (TODDE.QUAIL7) 10500 8000T MAA FL450

348°

081°

D38.5

TODDE
N38 15.1 W103 37.0

PUEBLO
D (H) 116.7 PUB
N38 17.7 W104 25.8

ARRIVAL OVERVIEW

NW GATE — RAMMS — TOMSN
NE GATE — LANDR — SAYGE
SW GATE — LARKS — POWDR
SE GATE — QUAIL — DANDD
DVV
Denver Intl
FQF

NOTE: Entry points for parallel arrivals are approx 12 NM apart.

CHANGES: None.

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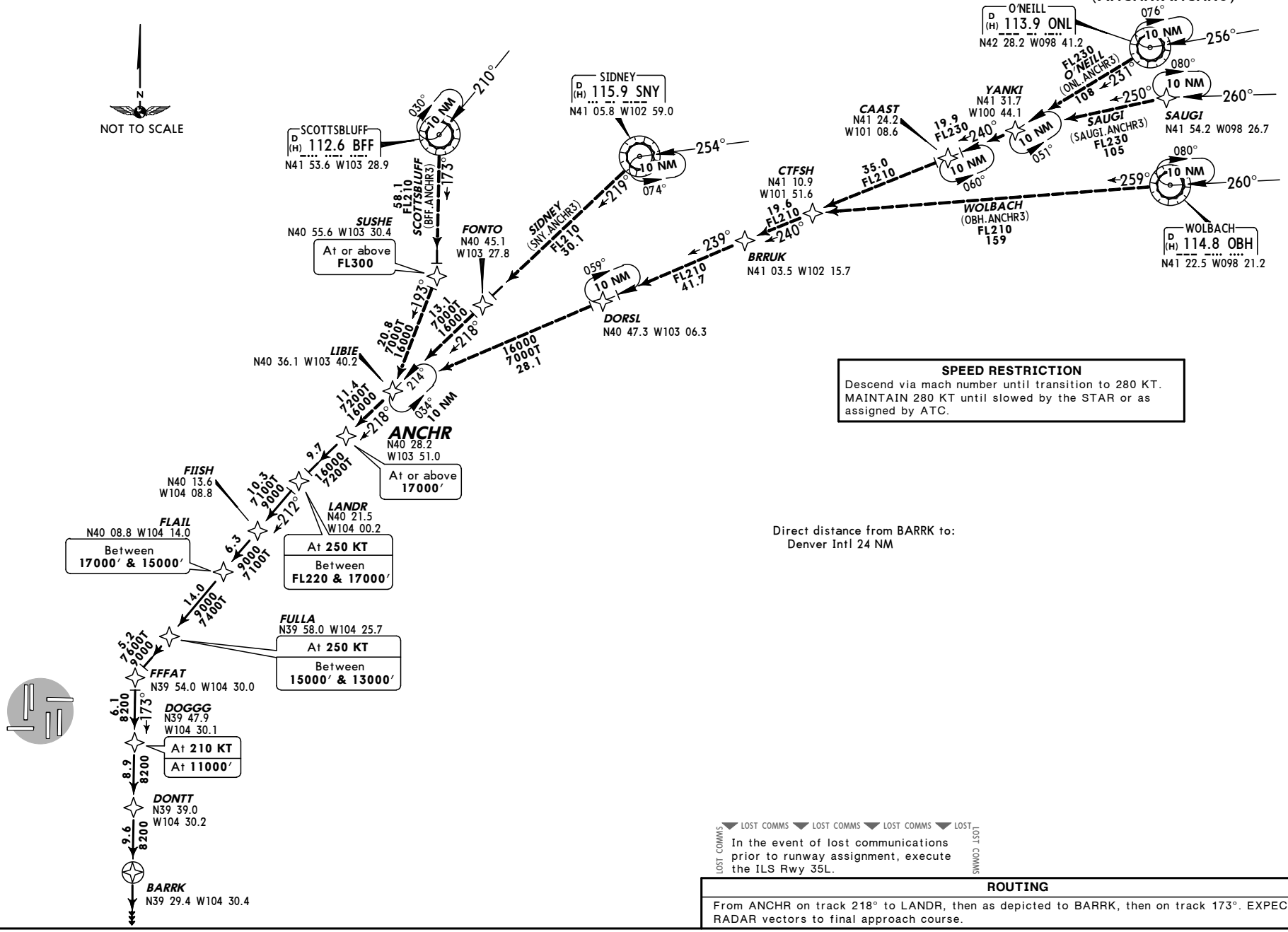
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KDEN/DEN
DENVER INTL

D-ATIS Arrival	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
125.6	5434′			

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. WOLBACH transition ATC assigned only. 6. EXPECT runway assignment on initial contact with Denver TRACON. 7.The corresponding RNAV STAR is KIPPR. EXPECT KIPPR when Denver Intl is landing SOUTH.

ANCHR THREE RNAV ARRIVAL
(ANCHR.ANCHR3)



ROUTING

From ANCHR on track 218° to LANDR, then as depicted to BARRK, then on track 173°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN DENVER INTL

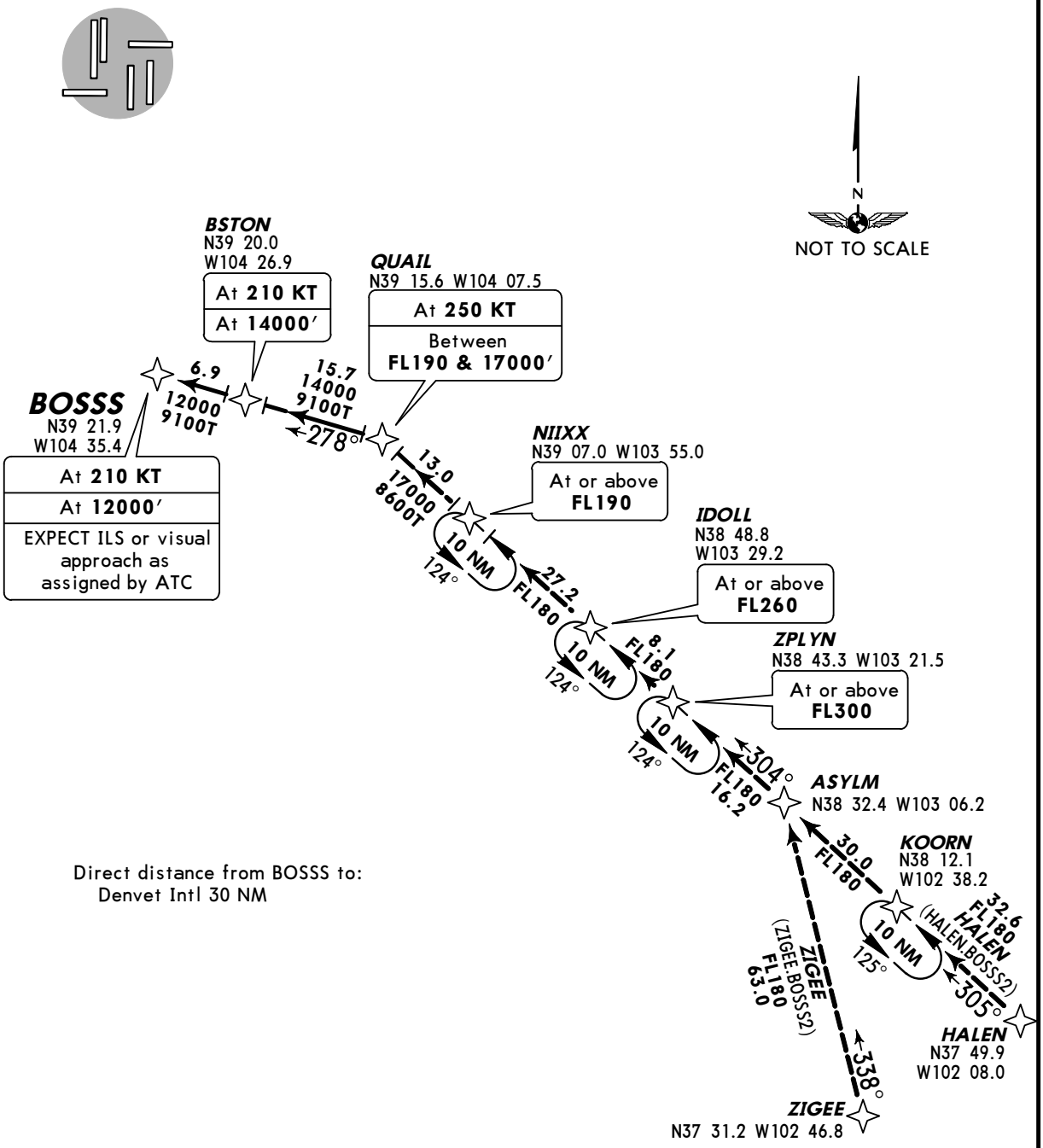
DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is ZPLYN. EXPECT ZPLYN when Denver Intl is landing SOUTH.

BOSSS TWO RNAV ARRIVAL (QUAIL.BOSSS2)



SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.

ROUTING

From QUAIL on track 278° to BSTON, then on track 278° to BOSSS. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: None.

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KDEN/DEN DENVER INTL

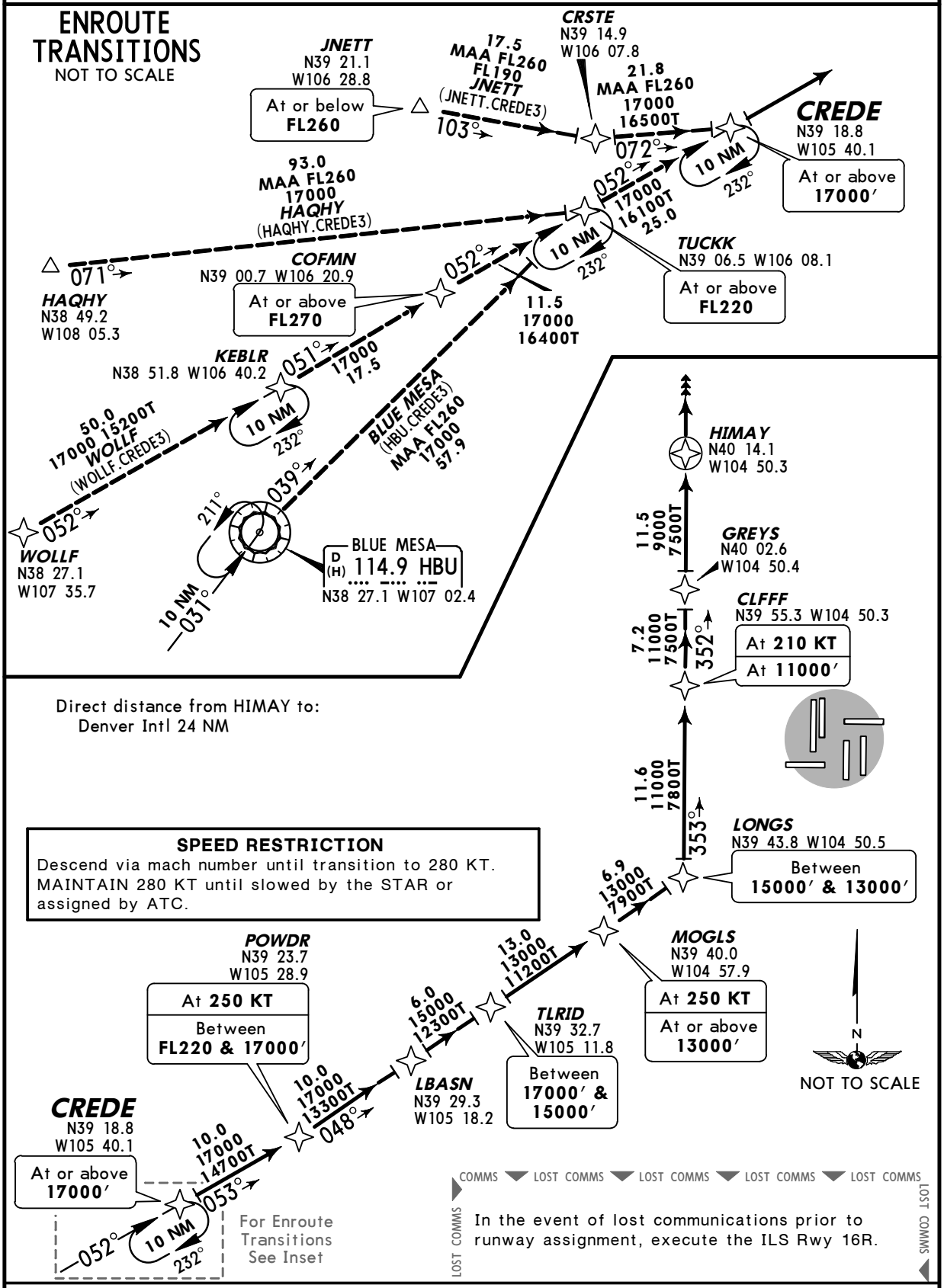
DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is TELLR. EXPECT TELLR when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft on WOLFF, HAQHY, or BLUE MESA Transitions, DBL and HBU DMEs must be operational.

CREDE THREE RNAV ARRIVAL (CREDE.CREDE3)



ROUTING

From CREDE on track 053° to POWDR, then as depicted to HIMAY, then on track 352°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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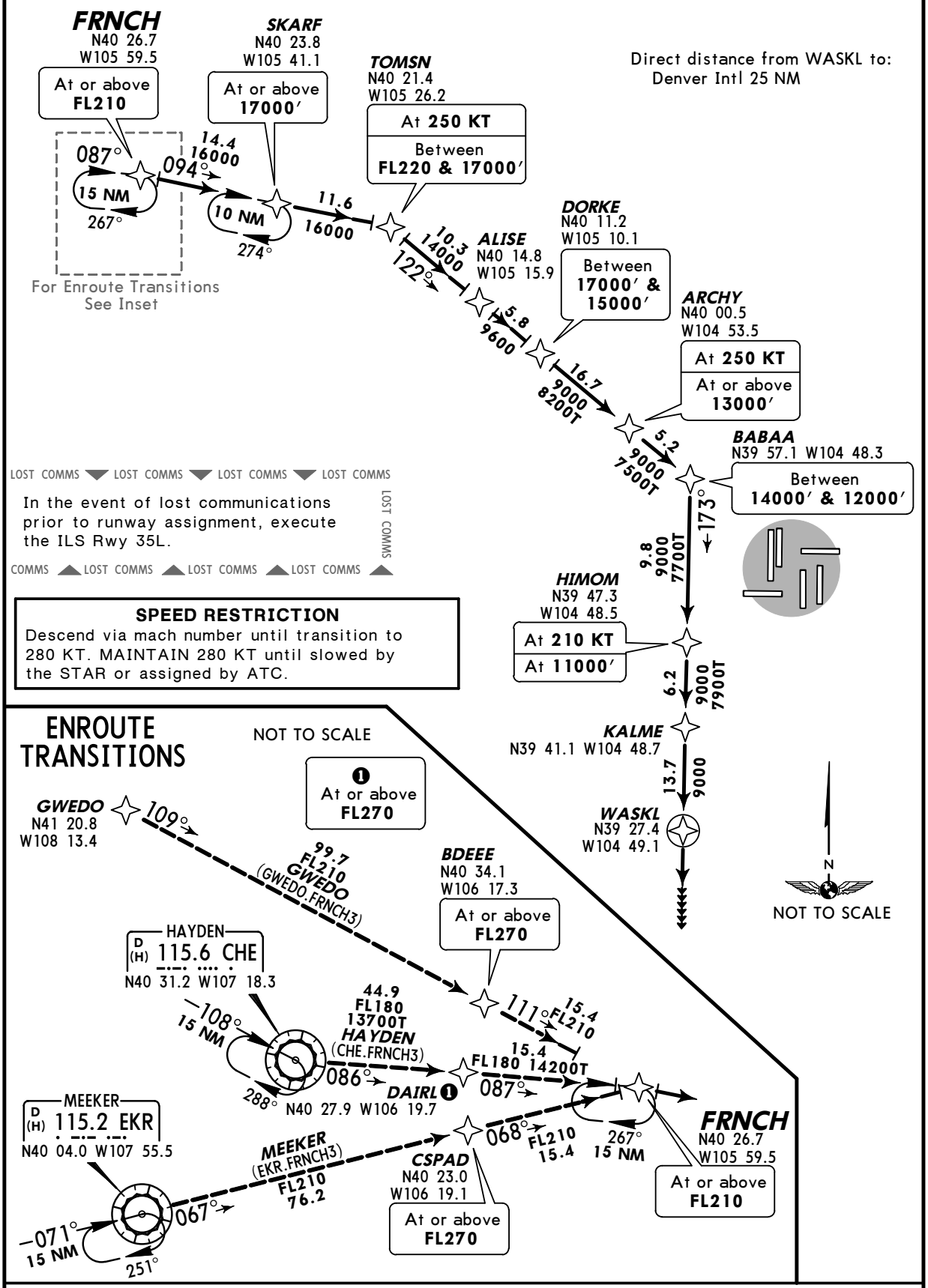
KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. The corresponding RNAV STAR is KAILE. EXPECT KAILE when Denver Intl is landing SOUTH.

FRNCH THREE RNAV ARRIVAL (FRNCH.FRNCH3)



ROUTING

From FRNCH on track 094° to SKARF, then as depicted to WASKL, then on track 173°. EXPECT RADAR vectors to final approach course.

CHANGES: Reissue.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is PURRL. EXPECT PURRL when Denver Intl is landing NORTH.

JAGGR THREE RNAV ARRIVAL (JAGGR.JAGGR3)

Direct distance from SISEE to:
Denver Intl 23 NM

SISEE
N40 13.3 W104 29.7
353°

8.8 8000 7400T 358°
ROOOL
N40 04.6
W104 31.0

8.7 9000 7600T 353°
QWIKE
N39 55.9
W104 31.3
At **210 KT**
At **11000′**

5.8 11000 7700T 352°
OPREE
N39 50.2 W104 31.3
Between **12000′ & 11000′**

5.3 11000 7900T 353°
JAAAM
N39 44.9 W104 31.4
Between **14000′ & 13000′**

7.4 13000 8200T
HARUM
N39 40.4
W104 23.9
At **250 KT**
At or above **13000′**

11.8 13000 8200T
HASHE
N39 33.2
W104 11.8
Between **17000′ & 15000′**

5.2 15000 8300T
BAAND
N39 30.0
W104 06.5

10.0 15000 8200T 300°
For Enroute Transitions & Common Route See Inset

DANDD
N39 23.8 W103 56.3
At **250 KT**
Between **FL220 & 17000′**

N
NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
LOST COMMS

ENROUTE TRANSITIONS & COMMON ROUTE

DANDD
N39 23.8 W103 56.3
At **250 KT**
Between **FL220 & 17000′**

13.0 16000 8400T 113°
10 NM

CLPTN
N39 17.2
W103 41.9
At or above **FL190**

28.0 16000 7900T

LYNKN
N39 02.7
W103 11.2
At or above **FL260**

8.0 16000 6600T 293°
114°
10 NM

JAGGR
N38 58.5
W103 02.4
At or above **FL300**

294°
FL180
16.1

081°
10 NM
44.7
FL210
OATHE
(OATHE.JAGGR3)
261°

081°
10 NM
261°
OATHE
N38 51.0
W101 47.7

BOWEE
N38 50.1
W102 44.8
30.0 FL210
114°
10 NM

DYLLN
N38 34.3
W102 12.3
42.5
FL210
KIISS
(KIISS.JAGGR3)
294°

KIISS
N38 11.6 W101 26.6

NOT TO SCALE

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

ROUTING

From JAGGR on track 293° to LYNKN, then as depicted to SISEE, then on track 353°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, Brand removed.

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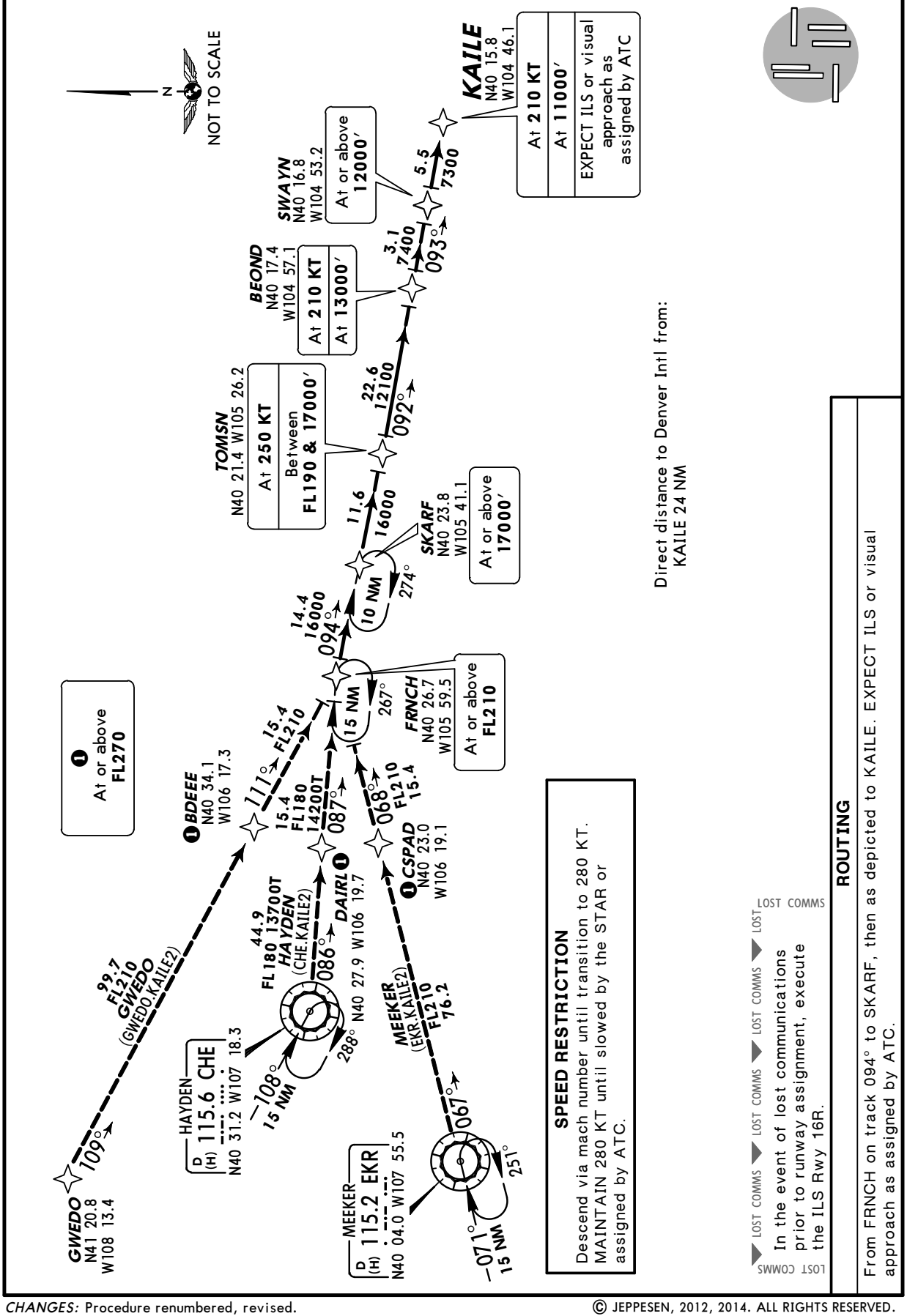
KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is FRNCH. EXPECT FRNCH when Denver Intl is landing NORTH.

KAILE TWO RNAV ARRIVAL (FRNCH.KAILE2)



CHANGES: Procedure renumbered, revised.

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KDEN/DEN
DENVER INTL

DENVER D-ATIS Arrival 125.6	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only. 5. WOLBACH Transition ATC assigned only.	6. EXPECT runway assignment on initial contact with Denver TRACON. 7. The corresponding RNAV STAR is ANCHR. EXPECT ANCHR when Denver Intl is landing NORTH. 8. Aircraft landing Ft Collins-Loveland Mun, Greeley-Weld Co, Rocky Mountain Metro, EXPECT RADAR vectors to final approach course. 9. For non-GPS equipped aircraft, GLL DME must be operational. 10. For non-GPS equipped aircraft using SAUGI Transition, OBH DME must be operational. 11. Also Serves ❶

KIPPR THREE RNAV ARRIVAL
(LANDR.KIPPR3)

NOT TO SCALE

O'NEILL
D (H) 113.9 ONL
N42 28.2 W098 41.2

SIDNEY
D (H) 115.9 SNY
N41 05.8 W102 59.0

SCOTTSBLUFF
D (H) 112.6 BFF
N41 53.6 W103 28.9

YANKI
N41 31.7
W100 44.1

CAAST
N41 24.2
W101 08.6

SAUGI
N41 54.2 W098 26.7

CTFSH
N41 10.9
W101 51.6

WOLBACH
D (H) 114.8 OBH
N41 22.5 W098 21.2

SUSHE
N40 55.6 W103 30.4

FONTO
N40 45.1
W103 27.8

BRRUK
N41 03.5 W102 15.7

DORSL
N40 47.3 W103 06.3

LIBIE
N40 36.1 W103 40.2

ANCHR
N40 28.2
W103 51.0

BUFFS
N40 20.0
W104 37.6

KIPPR
N40 21.0
W104 33.8

HIGUN
N40 21.2
W104 22.0

LANDR
N40 21.5
W104 00.2

COLLN
N40 21.8
W104 58.3

FT COLLINS/
LOVELAND COLO
Ft Collins-
Loveland Mun
5016

GREELEY COLO
-Weld Co
4697

DENVER COLO
Rocky
Mountain Metro
5673

BIZEN
N39 52.2
W105 01.0

Denver Intl
5434

At or above FL300

At or above 17000′

At 210 KT
At 12000′
EXPECT ILS or visual approach as assigned by ATC

At 210 KT
At 14000′

At 250 KT
Between FL190 & 17000′

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

Direct distance from KIPPR to:
Denver Intl 30 NM
Direct distance from KIPPR to:
❶ AIRPORTS SERVED
Ft Collins-Loveland Mun 21 NM
Rocky Mountain Metro 37 NM
-Weld Co 6 NM

LOST COMMS
LANDING DENVER INTL:
In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R.
LANDING FT COLLINS-LOVELAND MUN:
In the event of lost communications proceed to COLLN, execute the ILS Rwy 33.
LANDING GREELEY-WELD CO:
In the event of lost communications proceed direct WAVDI for ILS Rwy 35.
LANDING ROCKY MOUNTAIN METRO:
In the event of lost communications proceed to BIZEN, execute the VOR/DME Rwy 30L/R.

ROUTING
From LANDR on track 261° to HIGUN, then on track 261° to KIPPR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure revised, renumbered.

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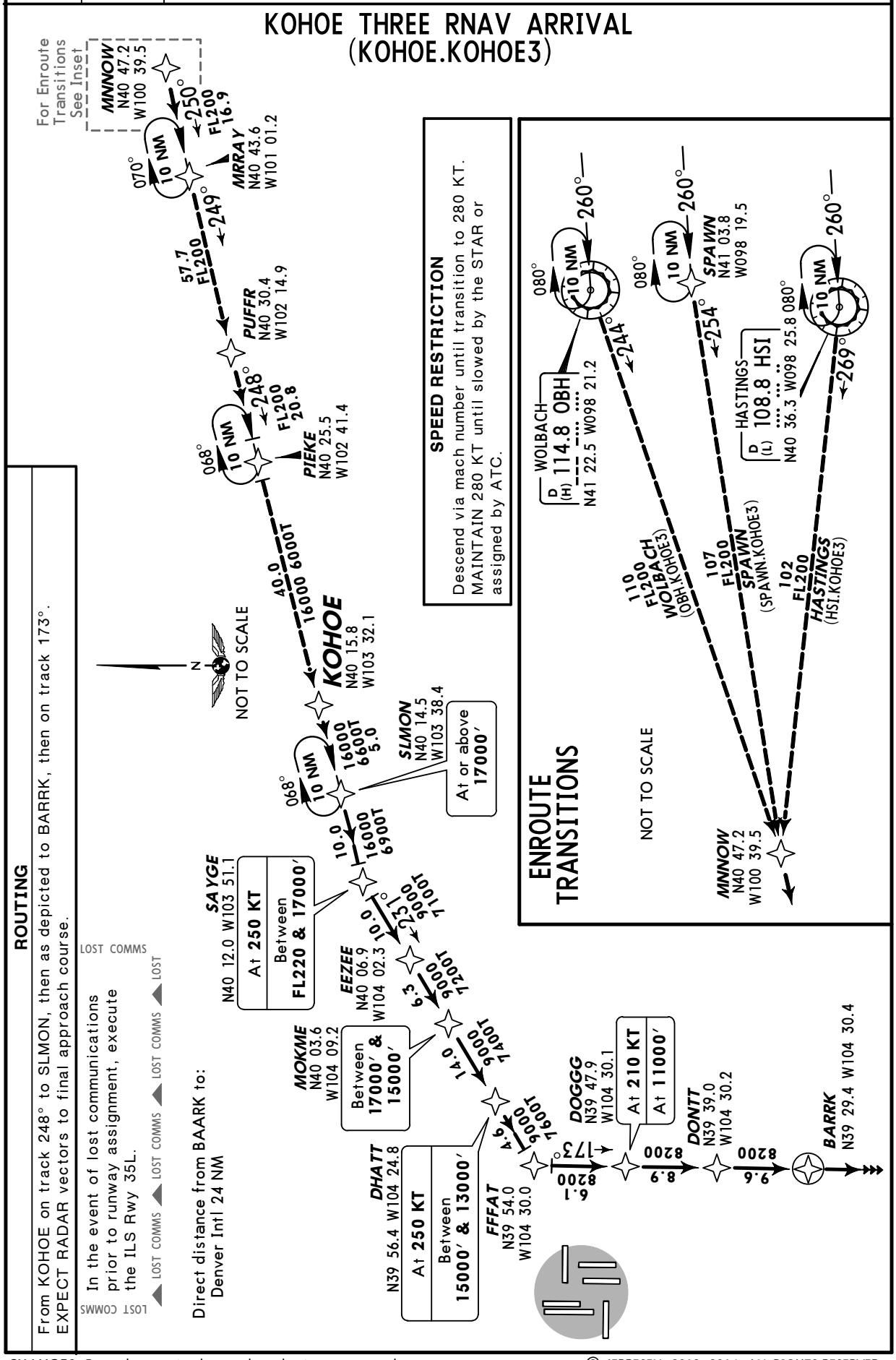
KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is WAHUU. EXPECT WAHUU when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using WOLBACH Transition, ONL DME must be operational.

KOHOE THREE RNAV ARRIVAL
(KOHOE.KOHOE3)



CHANGES: Procedure revised,renumbered, airports served.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is PEEKK. EXPECT PEEKK when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using BLUE MESA Transition, HBU DME must be operational. 8. For non-GPS equipped aircraft using BRAZO Transition: ALS, RSK and PUB DMEs must be operational.

LDORA TWO RNAV ARRIVAL (FREZE.LDORA2)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST
LOST COMMS

Direct distance to Denver Intl from:
LDORA 31 NM

N
NOT TO SCALE

LDORA
N39 21.6
W104 47.3
At 210 KT
At 13000′

SKKII
N39 20.2
W104 52.7
At 210 KT
At 14000′

BDIVN
N39 18.9
W105 00.2
At or below 16000′

LARKS
N39 15.4
W105 18.3
At 250 KT
Between FL190 & 17000′

4.4
10000
9500T
064°
6.0
12000
10700T
14.5
14000
068°
10.1
16000
14400T
217°
10 NM
037°

PEEKK
N39 08.3
W105 27.4
At or above 17000′

FREZE
N38 50.6
W105 50.0
At or above FL200
25.0
17000
13600T
037°
10 NM
217°
037°

For Enroute Transitions See Inset

ENROUTE TRANSITIONS

NOT TO SCALE

FREZE
N38 50.6 W105 50.0
At or above FL200

10 NM
217°
17000
13000T
037°
17.4
17000
13200T
15.6

RAWAH (1)
N38 38.3
W106 05.6

61.4
MAA FL260
17000 16500T
BLUE MESA
(HBU.LDORA2)

BUMPY (1)
N38 36.3
W105 58.2

11.7
17000
16200T
216°
10 NM

KNOSA
N38 29.9
W106 16.0

22.0
FL190
OURAY
(OURAY.LDORA2)
036°

OURAY
N38 14.2
W106 35.6

211°
059°
10 NM
031°

BLUE MESA
(D) (H) 114.9 HBU
N38 27.1 W107 02.4

17000 15500T
35.2
016°

MONRK
N38 04.1 W106 16.3

77.0
FL190
BRAZO
(BRAZO.LDORA2)
006°

BRAZO
N36 49.3 W106 39.1

(1) At or above FL270

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

ROUTING

From FREZE on track 037° to PEEKK, then as depicted to LDORA. Then on track 064°.
EXPECT RADAR vectors to ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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KDEN/DEN
DENVER INTL

JEPPESEN
12 SEP 14 (10-2N) Eff 18 Sep

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is TSHNR. EXPECT TSHNR when Denver Intl is landing SOUTH.

MOLTN THREE RNAV ARRIVAL (SOYAR.MOLTN3)

ENROUTE TRANSITIONS

NOT TO SCALE

CHEROKEE D (H) 115.0 CKW
N41 45.3 W107 34.9

117° CHEROKEE (CKW.MOLTN3) FL210 33.0
15 NM 297°
JLONG N41 26.4 W106 58.9
40.9 FL210

154° 15 NM 334°
OPPEE N41 27.6 W106 14.7
154° (OPPEE.MOLTN3) 20.7 15000 14000T OPPEE

HNMAN N41 07.9 W106 06.2
At or above FL270

BKAYY N41 02.7 W106 14.6
At or above FL270
118° 15.3 15000 12300T 149°
298° 15 NM
118° FL210 15.3

SOYAR N40 53.8 W105 58.3
At or above FL230

SOYAR N40 53.8 W105 58.3
At or above FL230
15.4 15000 13300T 118°
15 NM 298°
For Enroute Transitions See Inset

MOLTN N40 44.8 W105 41.8
At or above FL190
14.4 14000 13300T

WOOKY N40 36.3 W105 26.5
At or above 17000′
10 NM 298°
11.5 13000

RAMMS N40 29.6 W105 14.3
At 250 KT
Between FL220 & 17000′

140° 11000 10500T 10.3

AMUCK N40 20.9 W105 07.3

141° 9600 8300T 5.9

TOTTT N40 15.8 W105 03.2
Between 17000′ & 15000′

140° 9000 8300T 17.0

BAACK N40 01.4 W104 51.7
At 250 KT
At or above 13000′

141° 9000 7400T 5.0

BABAA N39 57.1 W104 48.3
Between 14000′ & 12000′

173° 9.8 9000 7700T

HIMOM N39 47.3 W104 48.5
At 210 KT
At 11000′

6.2 9000 7900T

KALME N39 41.1 W104 48.7

13.7 9000 8800T

WASKL N39 27.4 W104 49.1

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 35L.
COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

N
NOT TO SCALE

Direct distance to Denver Intl from:
WASKL 25 NM

ROUTING

From SOYAR on track 118° to MOLTN, then as depicted to WASKL, then on track 173°.
EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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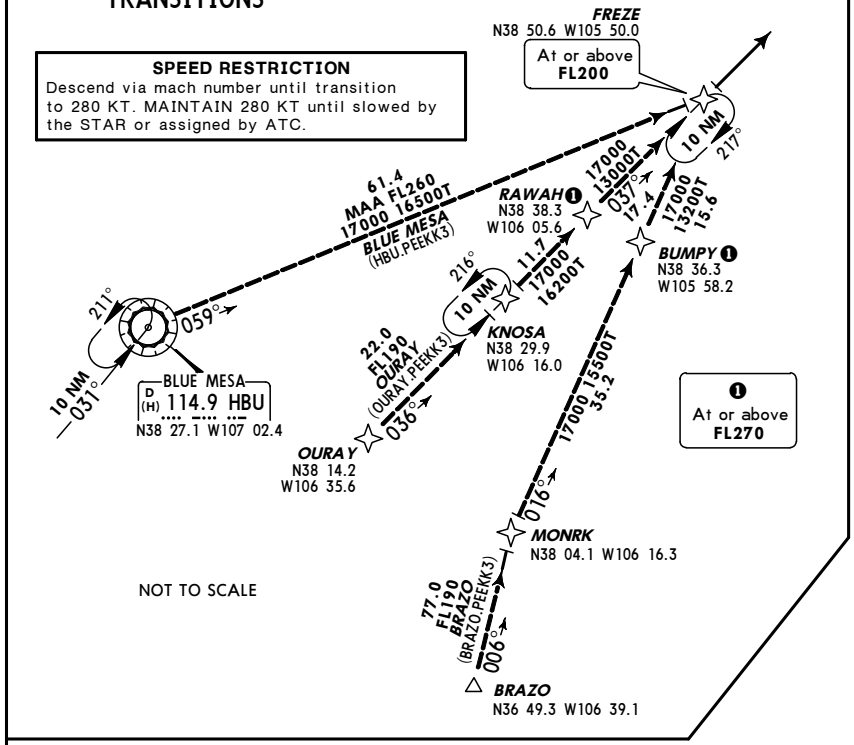
KDEN/DEN
DENVER INTL

D-ATIS Arrival	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
125.6	5434′	**1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.** 4. Turbojet aircraft only.

5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is LDORA. EXPECT LDORA when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft using BRAZO Transition, ALS, RSK and PUB DMEs must be operational. 8. For non-GPS equipped aircraft using BLUE MESA Transition, HBU DME must be operational.

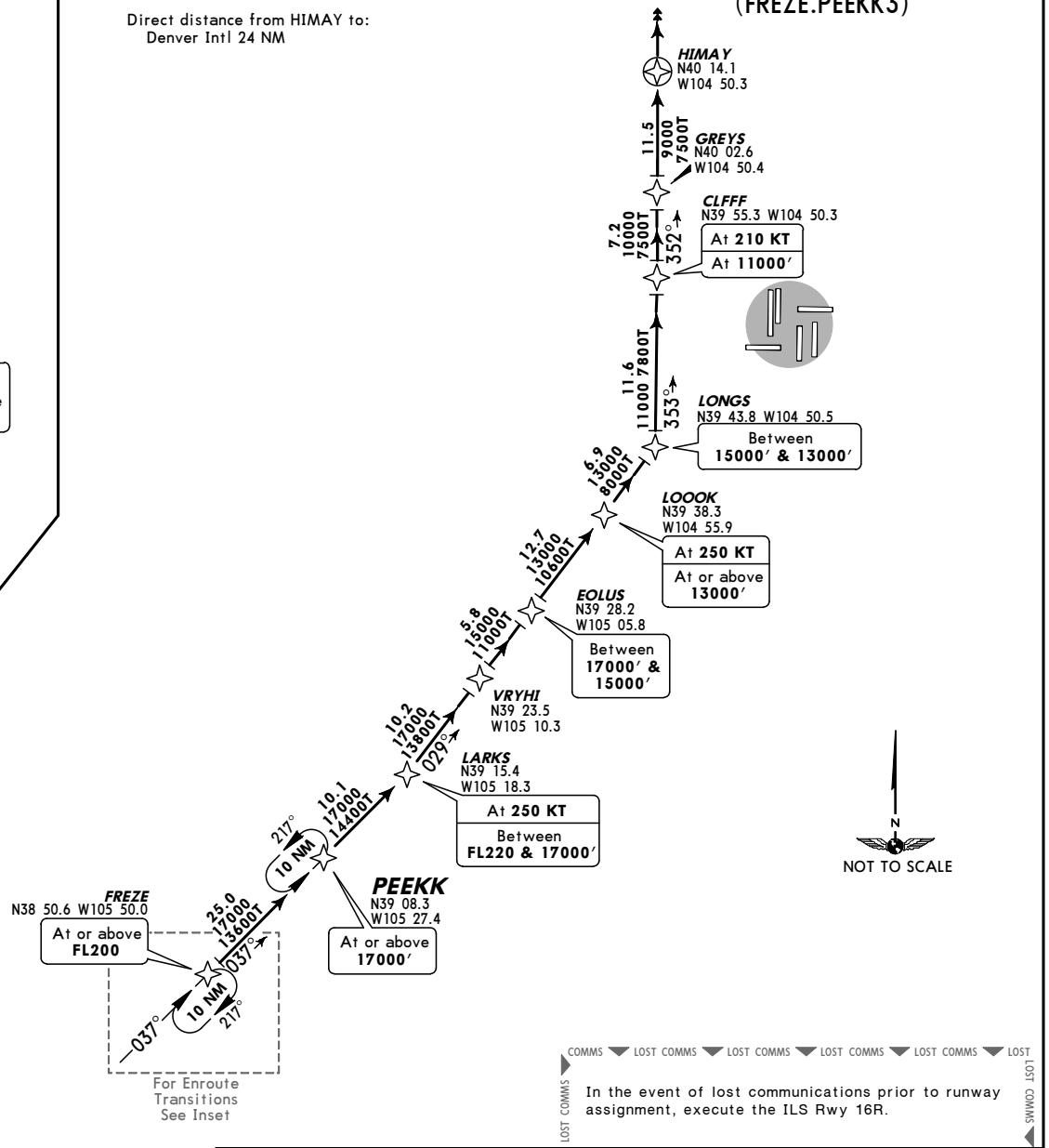
ENROUTE TRANSITIONS

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.



PEEKK THREE RNAV ARRIVAL (FREZE.PEEKK3)

Direct distance from HIMAY to:
Denver Intl 24 NM



COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

In the event of lost communications prior to runway assignment, execute the ILS Rwy 16R.

ROUTING

From FREZE on track 037° to PEEKK, then as depicted to HIMAY, then on track 352°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised, Brand airport removed.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

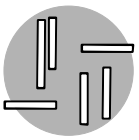
D-ATIS Arrival	Apt Elev
125.6	5434′

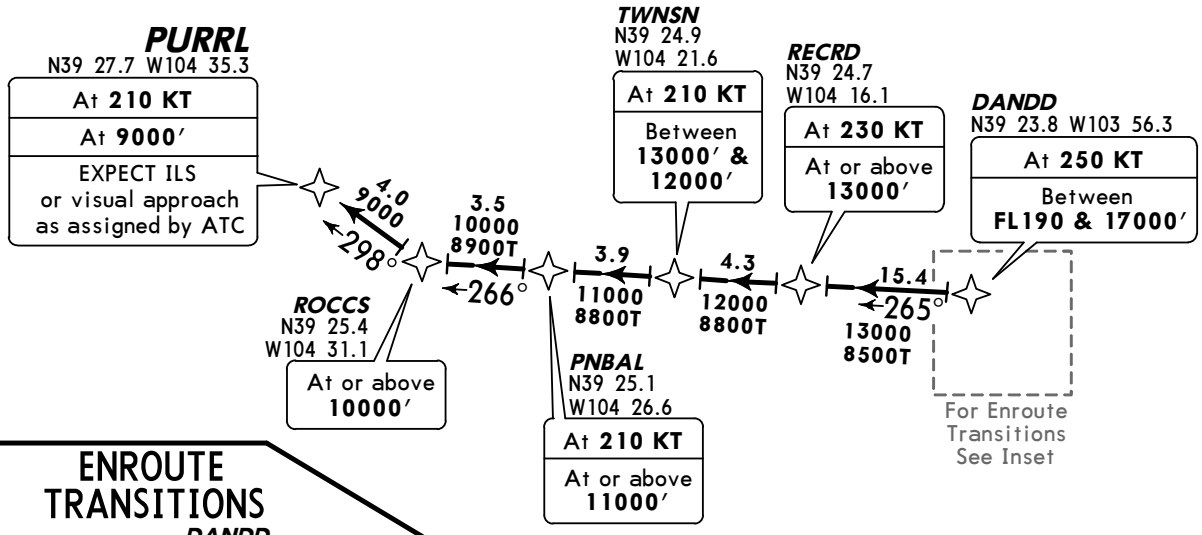
Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is JAGGR. EXPECT JAGGR when Denver Intl is landing SOUTH.

PURRL TWO RNAV ARRIVAL (DANDD.PURRL2)

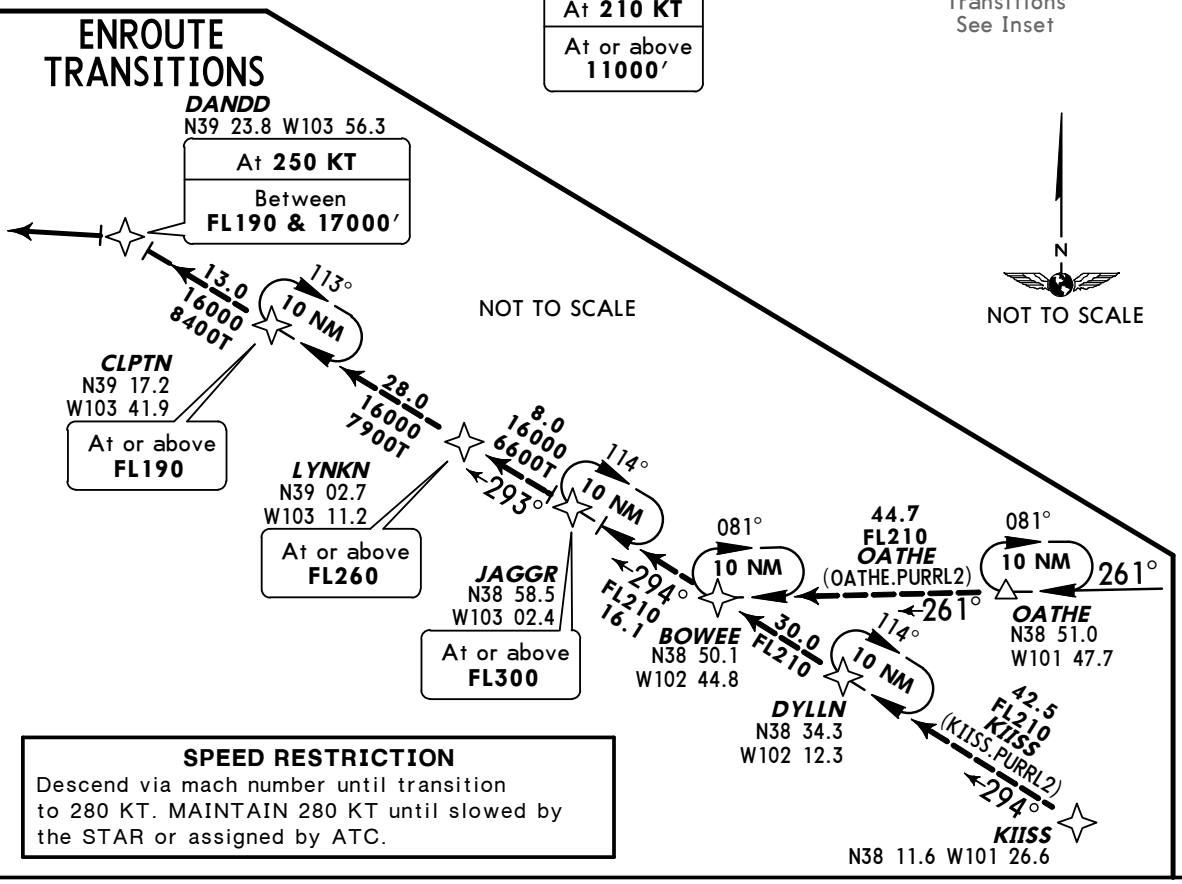
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LOST COMMS: In the event of lost communications prior to runway assignment, execute the ILS Rwy 35R approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from PURRL to:
Denver Intl 25 NM





ENROUTE TRANSITIONS



SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

ROUTING

From DANDD on track 265° to RECRD, then as depicted to PURRL. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised, Brand airport removed.

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KDEN/DEN DENVER INTL

DENVER, COLO

RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is CREDE. EXPECT CREDE when Denver Intl is landing SOUTH. 7. For non-GPS equipped aircraft using WOLLF, HAQHY, and BLUE MESA Transitions, DBL and HBU DMEs must be operational.

TELLR TWO RNAV ARRIVAL (CREDE.TELLR2)

ENROUTE TRANSITIONS

NOT TO SCALE

JNETT
N39 21.1
W106 28.8
At or below **FL260**

17.5
MAA FL260
FL190
JNETT
(JNETT.TELLR2)
103°

CRSTE
N39 14.9
W106 07.8
21.8
MAA FL260
17000
16500T
072°
10 NM
232°

CREDE
N39 18.8
W105 40.1
At or above **17000′**

93.0
MAA FL260
17000
HAQHY
(HAQHY.TELLR2)
071°

HAQHY
N38 49.2
W108 05.3

COFMN
N39 00.7 W106 20.9
At or above **FL270**

052°
17000
16100T
25.0
10 NM
232°

TUCKK
N39 06.5
W106 08.1
At or above **FL220**

052°
11.5
17000
16400T

KEBLR
N38 51.8 W106 40.2
051°
17000
17.5
10 NM
232°

50.0
17000
15200T
WOLLF
(WOLLF.TELLR2)
052°

WOLLF
N38 27.1
W107 35.7

BLUE MESA
(HBU.TELLR2)
MAA FL260
17000
57.9
039°
211°

BLUE MESA
D (H) 114.9 HBU
N38 27.1 W107 02.4

10 NM
031°

N
NOT TO SCALE

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

TELLR
N39 26.1 W104 45.7
At **210 KT**
At **11000′**
EXPECT ILS or visual approach as assigned by ATC

CRAGG
N39 25.1
W104 56.6
At **210 KT**
At **13000′**

NARLE
N39 25.6
W104 51.5
At or above **12000′**

POWDR
N39 23.7 W105 28.9
At **250 KT**
Between **FL190 & 17000′**

THRUU
N39 24.2
W105 18.5

075°
11000
9100T
4.0

11000
9000T
4.5

079°
14000
13400T
8.0

12000
17.0

CREDE
N39 18.8
W105 40.1
At or above **17000′**

10.0
15000
053°

052°
10 NM
232°

For Enroute Transitions See Inset

Direct distance to Denver Intl from:
TELLR 26 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 34R.

ROUTING

From CREDE on track 053° to POWDR, then as depicted to TELLR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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KDEN/DEN
DENVER INTL

JEPPESEN
12 SEP 14 (10-2T) Eff 18 Sep

DENVER, COLO
RNAV STAR

DENVER D-ATIS Arrival 125.6

Apt Elev See Graphic

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

1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. Corresponding RNAV STAR is MOLTN. EXPECT MOLTN when Denver Intl is landing NORTH. 7. Aircraft landing Ft Collins-Loveland Mun, Front Range, Greeley-Weld Co, EXPECT RADAR vectors to final approach course. 8. Also serves ❶

TSHNR TWO RNAV ARRIVAL (SOYAR.TSHNR2)

ENROUTE TRANSITIONS

NOT TO SCALE

CHEROKEE
D (H) 115.0 CKW
N41 45.3 W107 34.9

OPPEE
N41 27.6 W106 14.7

JLONG
N41 26.4 W106 58.9

HNMAN
N41 07.9 W106 06.2
At or above FL270

BKAYY
N41 02.7 W106 14.6
At or above FL270

SOYAR
N40 53.8 W105 58.3
At or above FL230

MOLTN
N40 44.8 W105 41.8
At or above FL190

WOOKY
N40 36.3 W105 26.5
At or above 17000′

SOYAR
N40 53.8 W105 58.3
At or above FL230

For Enroute Transitions See Inset

FT COLLINS LOVELAND COLO
Ft Collins-Loveland Mun
5016

RAMMS
N40 29.6 W105 14.3
At 250 KT
Between FL190 & 17000′

BSAFE
N40 25.8 W105 00.9
At or below 16000′

BDUNN
N40 23.7 W104 53.5
At 210 KT
Between 15000′ & 14000′

GREELEY COLO
-Weld Co
4697

TSHNR
N40 21.4 W104 44.9
At 210 KT
At 13000′
EXPECT ILS or visual approach as assigned by ATC

WAVDI
N40 15.2 W104 21.5

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

Direct distance from TSHNR to:
Denver Intl 30 NM
Direct distance from TSHNR to:
❶ AIRPORTS SERVED
Ft Collins-Loveland Mun 13 NM
Front Range 36 NM
-Weld Co 7 NM

Denver Intl
5434

DENVER COLO
Front Range
5512

N
NOT TO SCALE

LOST COMMS
In the event of lost communications prior to runway assignment:
LANDING DENVER INTL:
Execute the ILS Rwy 16R.
LANDING FT COLLINS-LOVELAND MUN:
Execute the ILS Rwy 33.
LANDING FRONT RANGE:
Execute the ILS Rwy 26.
LANDING GREELEY-WELD CO:
Proceed direct WAVDI for the ILS Rwy 35.

ROUTING

From SOYAR on track 118° to MOLTN, then as depicted to TSHNR. EXPECT ILS or visual approach as assigned by ATC.

CHANGES: Procedure renumbered, revised.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only. 5. EXPECT runway assignment on initial contact with Denver TRACON. 6. The corresponding RNAV STAR is KOHOE. EXPECT KOHOE when Denver Intl is landing NORTH. 7. For non-GPS equipped aircraft, BJC DME must be operational. 8. For non-GPS equipped aircraft using WOLBACH Transition ONL DME must be operational.

WAHUU TWO RNAV ARRIVAL
(WAHUU.WAHUU2)

For Enroute Transitions See Inset

MNNOW N40 47.2 W100 39.5

250° 16.9 FL200

MRRAY N40 43.6 W101 01.2

070° 10 NM 249° 57.7 FL200

PUFFR N40 30.4 W102 14.9

248° 20.8 FL200

068° 10 NM

PIEKE N40 25.5 W102 41.4

40.0 16000 6000T

KOHOE N40 15.8 W103 32.1

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or as assigned by ATC.

16000 6600T 5.0

068° 10 NM

SLMON N40 14.5 W103 38.4

At or above 17000′

10.0 16000 6900T

269° 9000 7100T 19.9

SAYGE N40 12.0 W103 51.1

At 250 KT
Between FL190 & 17000′

GRRUB N40 14.4 W104 16.8

Between 13000′ & 12000′

5.7 9000 7100T

266° 4.2 7200

KOKOO N40 15.1 W104 24.2

At 210 KT
At or above 11000′

257° 4.7 7200

LIPKE N40 15.4 W104 29.7

At or above 10000′

WAHUU N40 15.0 W104 35.8

At 210 KT
At 9000′
EXPECT ILS or visual approach as assigned by ATC

Direct distance to Denver Intl from:
WAHUU 24 NM

N
NOT TO SCALE

ROUTING

From SAYGE on track 269° to GRRUB, then as depicted to WAHUU. EXPECT ILS or visual approach as assigned by ATC.

In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST

ENROUTE TRANSITIONS
NOT TO SCALE

WOLBACH D (H) 114.8 OBH N41 22.5 W098 21.2

080° 10 NM 260° 244°

110 FL200 WOLBACH (OBH.WAHUU2)

SPAWN N41 03.8 W098 19.5

080° 10 NM 260° 254°

107 FL200 SPAWN (SPAWN.WAHUU2)

HASTINGS D (L) 108.8 HSI N40 36.3 W098 25.8

080° 10 NM 260° 269°

102 FL200 HASTINGS (HSI.WAHUU2)

MNNOW N40 47.2 W100 39.5

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-2V) Eff 13 Nov

DENVER, COLO
RNAV STAR

D-ATIS Arrival	Apt Elev
125.6	5434′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT runway assignment from Denver TRACON upon initial contact. 6. Corresponding RNAV STAR is BOSSS. EXPECT BOSSS when Denver Intl is landing NORTH.

ZPLYN THREE RNAV ARRIVAL (ZPLYN.ZPLYN3)

Direct distance from SISEE to:
Denver Intl 23 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of lost communications prior to runway assignment, execute the ILS Rwy 17R approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
LOST COMMS

NOT TO SCALE

353°
SISEE
N40 13.3 W104 29.7

8.8 8000 7400T 358°
ROOOL
N40 04.6
W104 31.0

8.7 9000 7600T 353°
QWIKE
N39 55.9
W104 31.3
At **210 KT**
At **11000′**

5.8 11000 7700T 352°
OPREE
N39 50.2 W104 31.3
Between **12000′ & 11000′**

JAAAM
N39 44.9 W104 31.4
5.3 11000 7900T 353°
Between **14000′ & 13000′**

7.4 13000 8200T
BOOON
N39 38.7
W104 26.3
At **250 KT**
At or above **13000′**

11.8 13000 8400T
JPAGE
N39 28.7 W104 18.1
Between **17000′ & 15000′**

5.3 15000 8500T
HAIIR
N39 24.3 W104 14.5

10.2 15000 8600T 320°
QUAIL
N39 15.6
W104 07.5
At **250 KT**
Between **FL220 & 17000′**

For Enroute Transitions & Common Route See Inset

QUAIL
N39 15.6
W104 07.5
At **250 KT**
Between **FL220 & 17000′**

13.0 16000 8600T
NIIXX
N39 07.0 W103 55.0
At or above **FL190**

10 NM 124°
27.2 FL180
IDOLL
N38 48.8
W103 29.2
At or above **FL260**

10 NM 124°
8.1 FL180
ZPLYN
N38 43.3
W103 21.5
At or above **FL300**

10 NM 124°
304°
FL180 16.2
ASYLM
N38 32.4 W103 06.2

30.0 FL180
KOORN
N38 12.1
W102 38.2

10 NM 125°
32.6 FL180 HALEN
(HALEN.ZPLYN3)
305°
HALEN
N37 49.9
W102 08.0

(ZIGEE.ZPLYN3)
ZIGEE FL180 63.0
338°
ZIGEE
N37 31.2 W102 46.8

ENROUTE TRANSITIONS & COMMON ROUTE

SPEED RESTRICTION
Descend via mach number until transition to 280 KT. MAINTAIN 280 KT until slowed by the STAR or assigned by ATC.

N
NOT TO SCALE

ROUTING

From ZPLYN on track 304° to IDOLL, then as depicted to SISEE, then on track 353°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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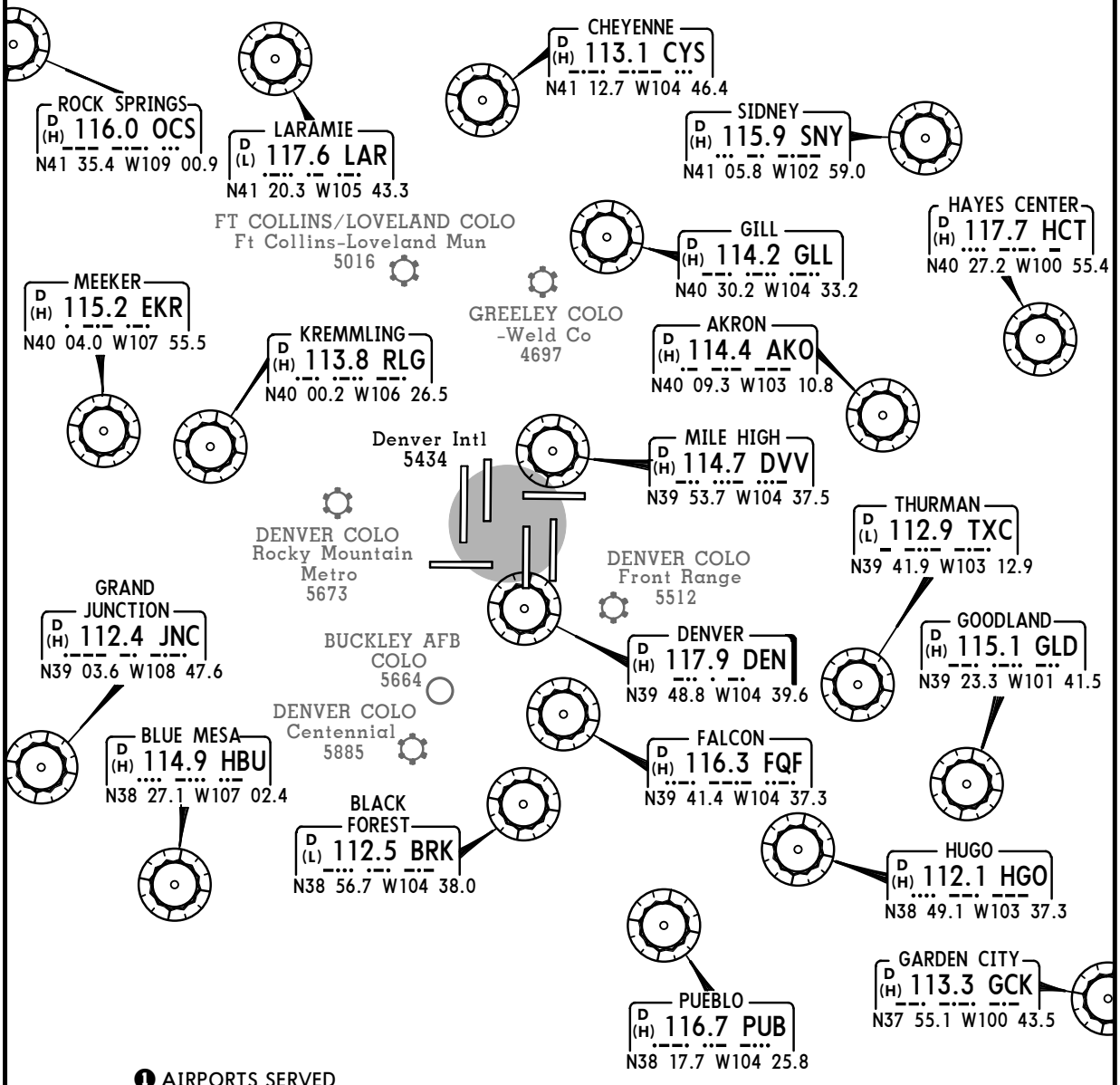
KDEN/DEN
DENVER INTL

DENVER, COLO
SID

DENVER Departure (R)				Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
North	East	South	West		**1. RADAR required.**
127.05	128.25	128.45	126.1		2. Also serves ❶

DENVER EIGHT DEPARTURE

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3-1



❶ AIRPORTS SERVED
Buckley AFB
Centennial
Ft Collins-Loveland Mun
Front Range
Rocky Mountain Metro
-Weld Co

N

NOT TO SCALE

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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DENVER EIGHT DEPARTURE

For Procedure Graphic see 10-3

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned route. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned route.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned route.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS- LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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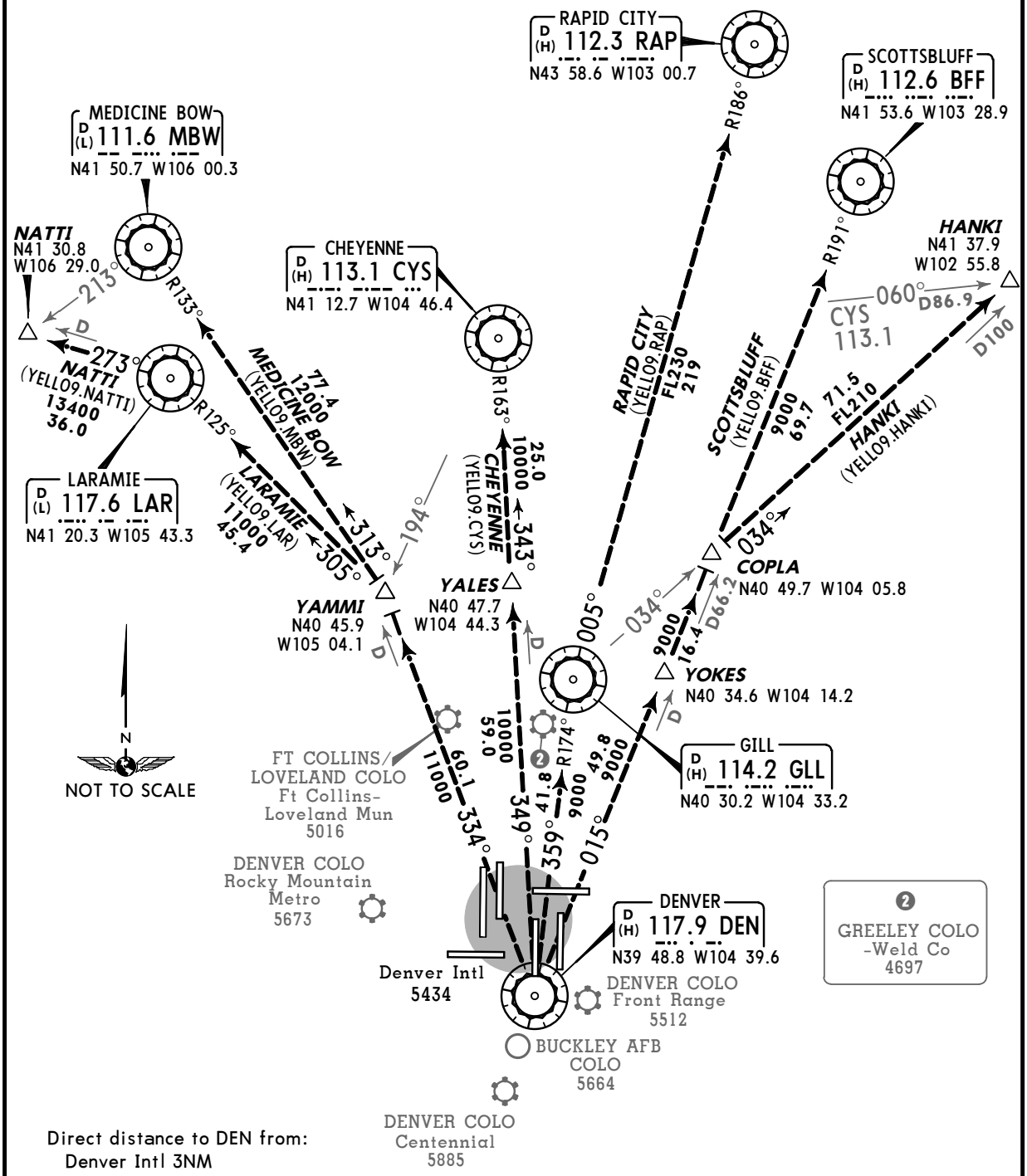
KDEN/DEN
DENVER INTL

DENVER, COLO
SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
127.05	See Graphic	**1. RADAR required.** 2. Also serves ❶

(NORTH)
YELLOWSTONE NINE DEPARTURE (YELLO9.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl 3NM

Direct distance to DEN from:
❶ AIRPORTS SERVED
Buckley AFB 8 NM
Centennial 17 NM
Ft Collins-Loveland Mun 42 NM
Front Range 6 NM
Rocky Mountain Metro 22 NM
-Weld Co 37 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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(NORTH)

YELLOWSTONE NINE DEPARTURE (YELLO9.DEN)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS: If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS- LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

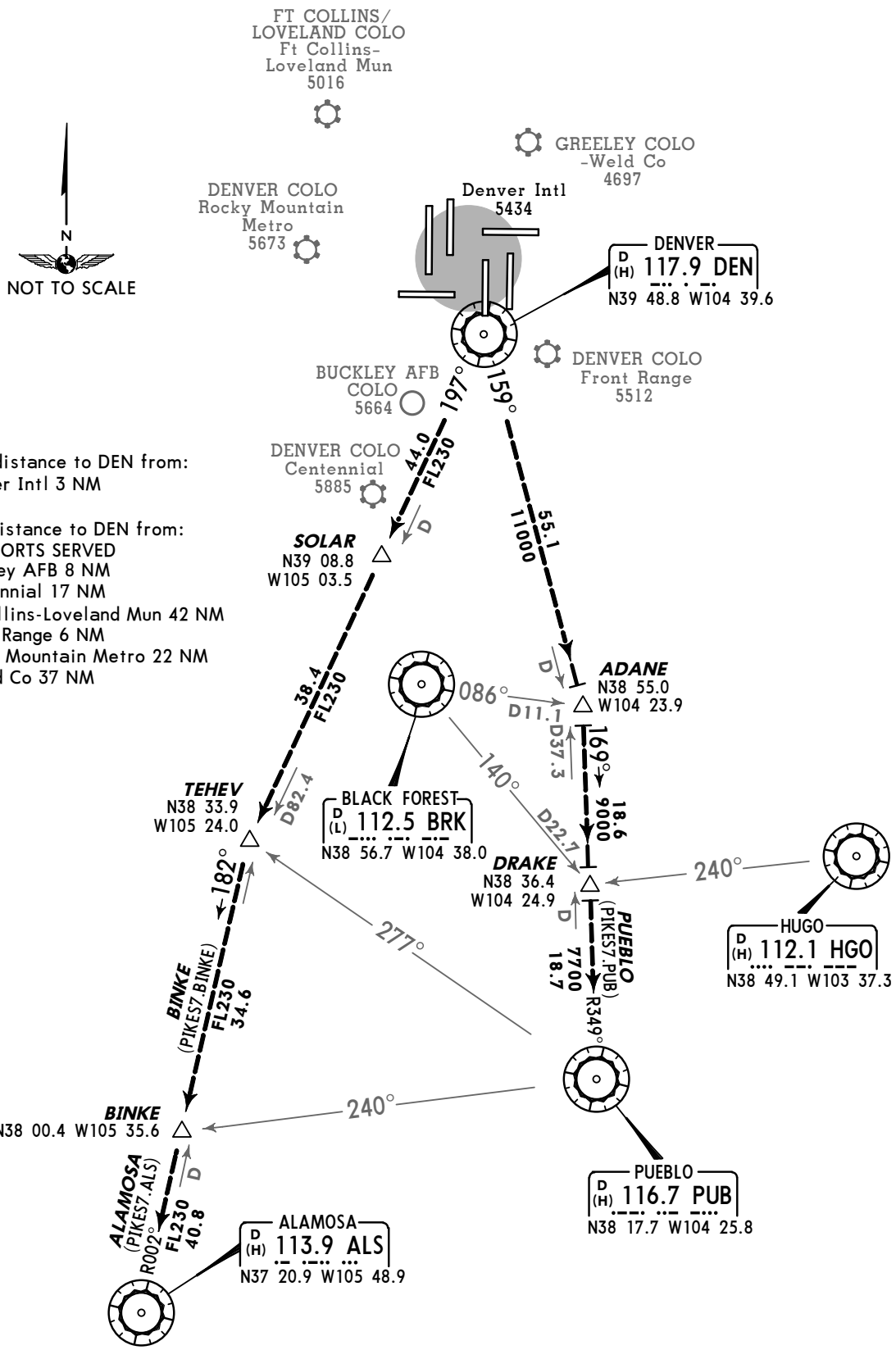
JEPPESEN
7 NOV 14 (10-3B) Eff 13 Nov

DENVER, COLO
SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
128.45	See Graphic	**1. RADAR required.**
		2. Also serves ❶

(SOUTH)
PIKES SEVEN DEPARTURE (PIKES7.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3B-1



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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(SOUTH)

PIKES SEVEN DEPARTURE (PIKES7.DEN)

For Procedure Graphic see 10-3B

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned transition.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

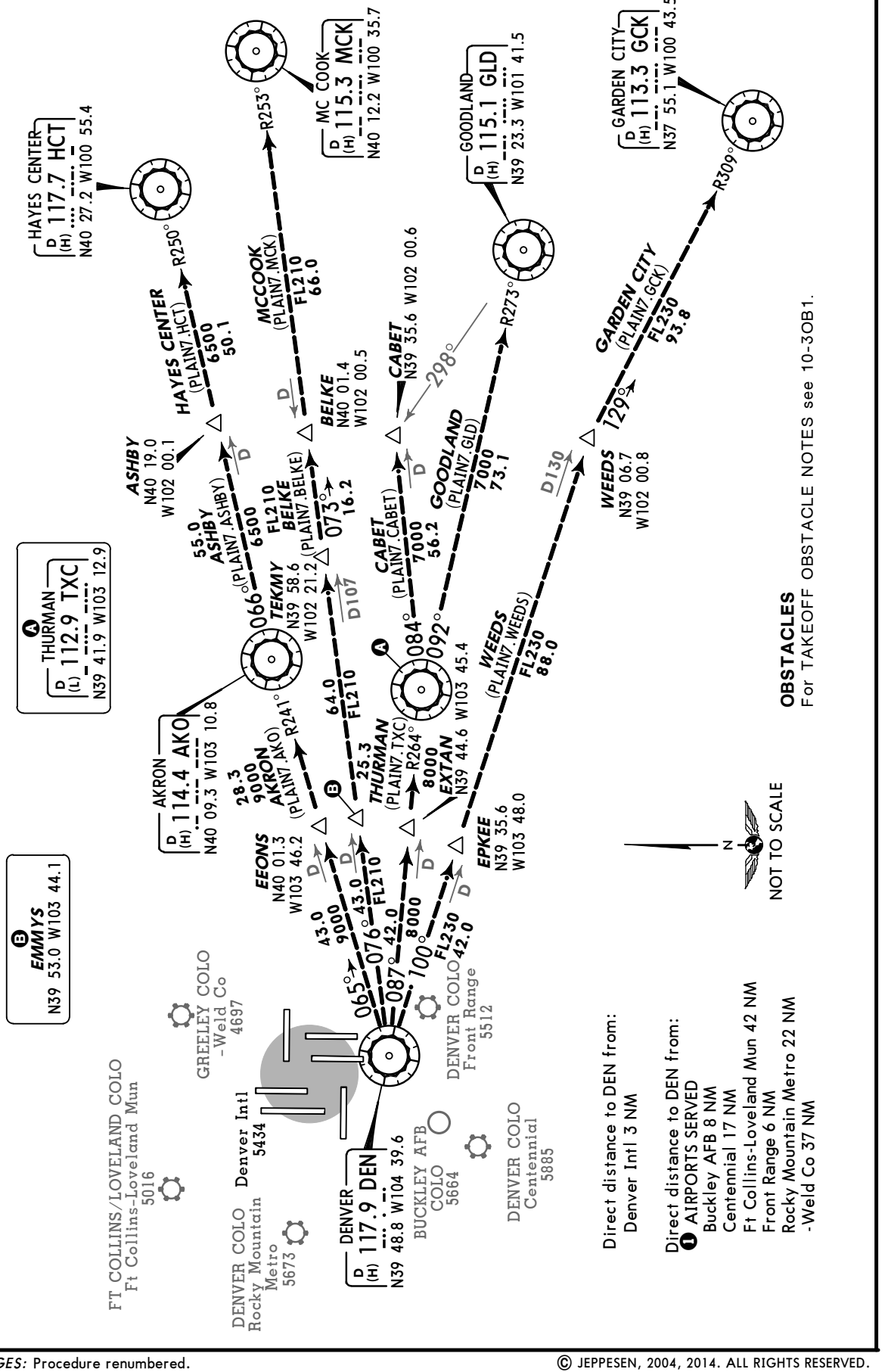
DENVER, COLO
SID

DENVER Departure (R) 128.25	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶

(EAST)

PLAINS SEVEN DEPARTURE (PLAIN7.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3C-1



CHANGES: Procedure renumbered.

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(EAST)

PLAINS SEVEN DEPARTURE (PLAIN7.DEN)

For Procedure Graphic see 10-3C

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS

If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned transition.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned transition. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned transition.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

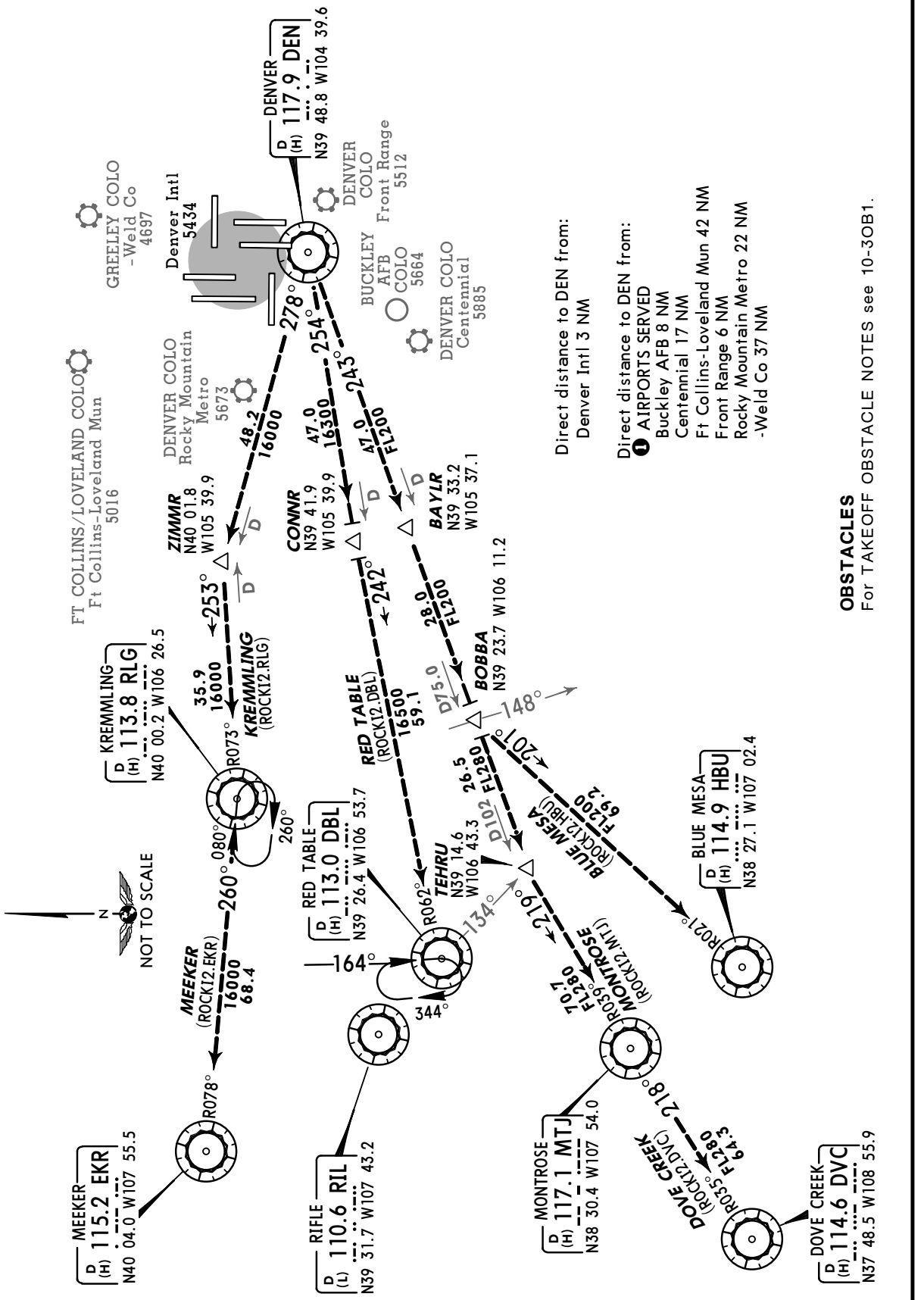
DENVER, COLO
SID

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Also serves ❶

(WEST)

ROCKIES TWO DEPARTURE (ROCKI2.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3D-1



CHANGES: Procedure renumbered.

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(WEST)

ROCKIES TWO DEPARTURE (ROCKI2.DEN)

For Procedure Graphic see 10-3D

PROCEDURE TEXT

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

BUCKLEY AFB:
Standard (or lower than standard, if authorized).

CENTENNIAL:
Rwys 10, 35L/R: Standard (or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 255′ per NM to 8000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to 8000′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.

DENVER INTL:
Standard (or lower than standard, if authorized).

FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized-VFR runway.
Rwys 15, 33: Standard (or lower than standard, if authorized).

FRONT RANGE:
Standard (or lower than standard, if authorized).

ROCKY MOUNTAIN METRO:
Rwys 3, 12L/R, 21, 30L/R: Standard (or lower than standard, if authorized).

-WELD CO:
Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	850	1063	1275
300′ per NM	375	500	750	1000	1250	1500
370′ per NM	463	617	925	1233	1542	1850

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

LOST COMMS: If no transmissions are received within 1 minute after departure, MAINTAIN assigned heading until 7000′, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000′, cross DEN at or above 11000′.

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

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BUCKLEY AFB FRONT RANGE -WELD CO	Fly assigned heading and altitude for RADAR vectors to assigned route.	
CENTENNIAL	**Rwy 10:** Climb heading 100° to 6600′ before turning RIGHT. **All other runways:** Fly assigned heading and altitude for RADAR vectors to assigned route.	Assigned by ATC
DENVER INTL	Fly assigned heading for RADAR vectors to assigned route. Climb and MAINTAIN 10000′ or ATC assigned lower altitude.	10000′
FT COLLINS-LOVELAND MUN	**Rwy 15:** Climb to assigned altitude and heading between 180° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 33:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route.	
ROCKY MOUNTAIN METRO	**Rwy 3:** Climb to assigned altitude and heading between 350° clockwise to 150° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 12L/R:** Climb to assigned altitude and heading between 150° counterclockwise to 350° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwy 21:** Climbing LEFT turn to assigned altitude and heading between 150° counterclockwise to 024° from departure end of runway. EXPECT RADAR vectors to assigned route. **Rwys 30L/R:** Climbing RIGHT turn to assigned altitude and heading between 350° clockwise to 113° from departure end of runway. EXPECT RADAR vectors to assigned route.	

ROUTING

EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

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KDEN/DEN
DENVER INTL

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. For non-GPS equipped aircraft on the BLUE MESA Transition: GLL, DBL and HBU DMEs must be operational. 7. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to BAYLR.	FL230
16L	Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
16R	Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTUSI at or above 16000′, then on track 237° to BAYLR.	
17L	Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
17R	Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
25	Climb heading 263° to intercept course 242° to cross LOHII at or below 10000′, then on track 243° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing LEFT turn direct to cross CRAGR at or below 10000′, then on track 229° to HAWPE, then on track 237° to cross TUULO at or above 12000′, then on track 237° to cross HLTON at or above 14000′, then on track 237° to cross MTSUI at or above 16000′, then on track 237° to BAYLR.	

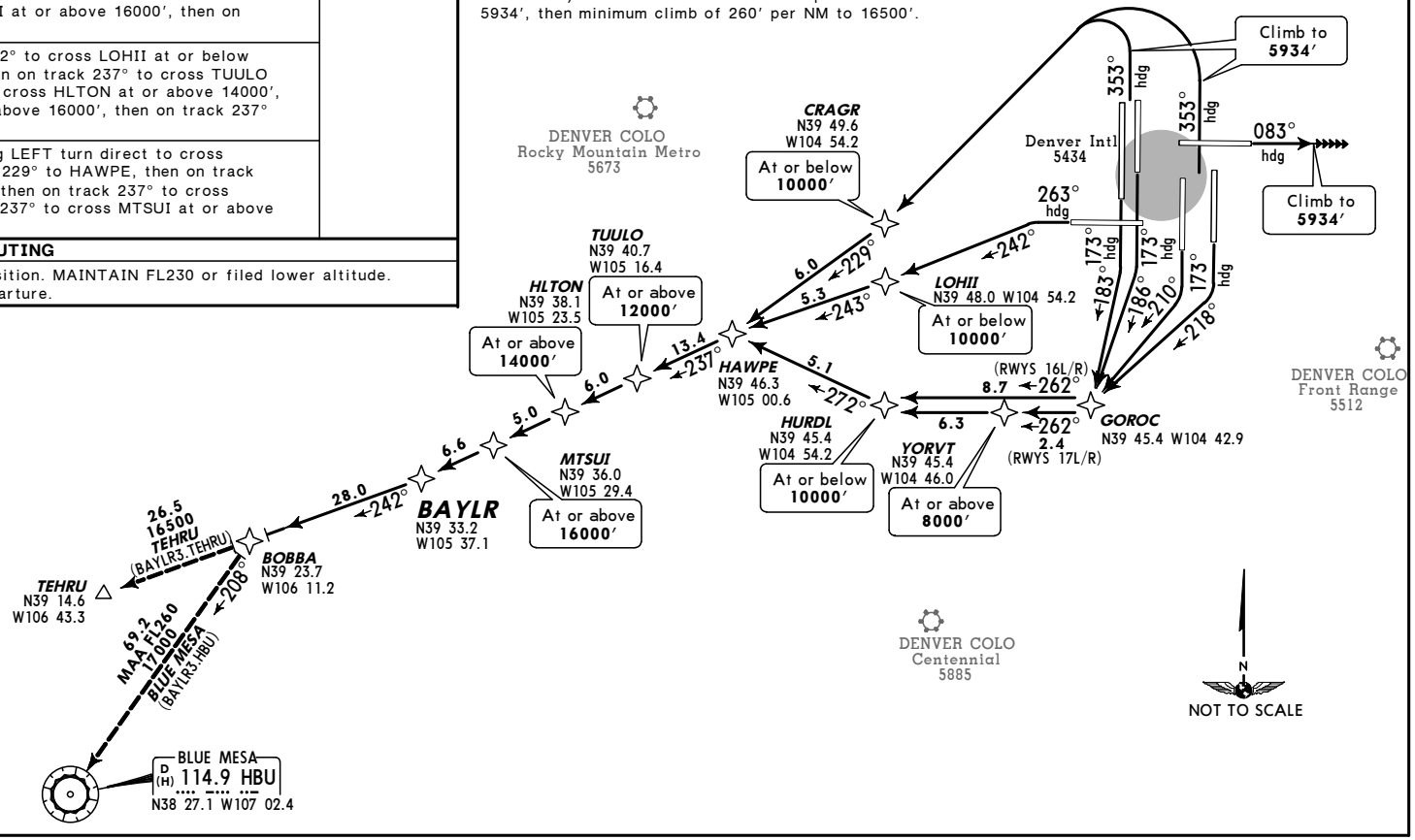
ROUTING

From BAYLR as depicted to BOBBA, then via transition. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 265′ per NM to 16500′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 270′ per NM to 16500′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 6400′, then minimum climb of 265′ per NM to 16500′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 7000′, then minimum climb of 260′ per NM to 16500′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 275′ per NM to 16500′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 265′ per NM to 16500′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 16500′.

BAYLR THREE RNAV DEPARTURE (BAYLR3.BOBBA)

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
420′ per NM	525	700	1050	1400	1750	2100
425′ per NM	531	708	1063	1417	1771	2125
450′ per NM	563	750	1125	1500	1875	2250
460′ per NM	575	767	1150	1533	1917	2300



Direct distance from Denver Intl
(Rwy 8) to: BAYLR 48 NM
(Rwys 16L/R, 17L/R) to: GOROC 7 NM
(Rwy 25) to: LOHII 11 NM
(Rwys 34L/R, 35L/R) to: CRAGR 11 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

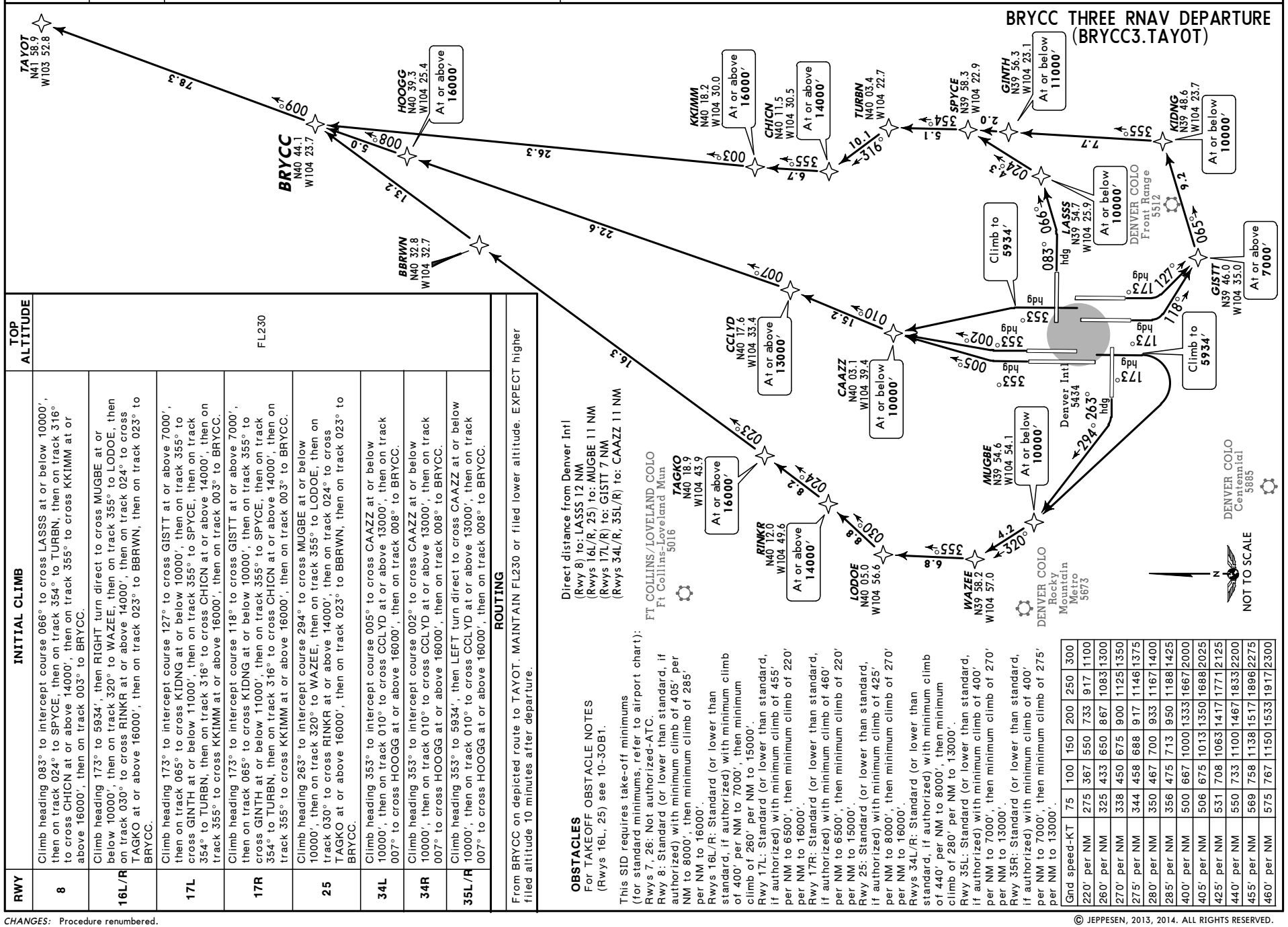
DENVER Departure (R) 127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.

5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

BRYCC THREE RNAV DEPARTURE (BRYCC3.TAYOT)



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 024° to cross TAGKO at or above 16000′, then on track 023° to BBRWN, then on track 023° to BRYCC.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 003° to BRYCC.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 024° to cross TAGKO at or above 16000′, then on track 023° to BBRWN, then on track 023° to BRYCC.	
34L	Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	
34R	Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	
35L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross CAAZZ at or below 10000′, then on track 010° to cross CCLYD at or above 13000′, then on track 007° to cross HOOGG at or above 16000′, then on track 008° to BRYCC.	

ROUTING

From BRYCC on depicted route to TAYOT. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 405′ per NM to 8000′, then minimum climb of 285′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 15000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 16000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 440′ per NM to 8000′, then minimum climb of 280′ per NM to 13000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 270′ per NM to 13000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 275′ per NM to 13000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
405′ per NM	506	675	1013	1350	1688	2025
425′ per NM	531	708	1063	1417	1771	2125
440′ per NM	550	733	1100	1467	1833	2200
455′ per NM	569	758	1138	1517	1896	2275
460′ per NM	575	767	1150	1533	1917	2300

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.

6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to CONNR.	FL230
16L	Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
16R	Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
17L	Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246°to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
17R	Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at or above 8000′, then on track 262° to cross HURDL at or below 10000′, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
25	Climb heading 263° to 5934′, then direct to cross WRIPS at or below 10000′, then on track 262° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing LEFT turn direct to cross YOBUB at or below 10000′, then on track 246° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at or above 12000′, then on track 247° to cross BRNKO at or above 14000′, then on track 246° to cross TEEBO at or above 16000′, then on track 247° to CONNR.	

ROUTING

From CONNR on depicted route to DBL. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 6400′, then minimum climb of 265′ per NM to 16500′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 7000′, then minimum climb of 250′ per NM to 16500′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 270′ per NM to 16500′.
Rwys 34L/R, 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 250′ per NM to 16500′.

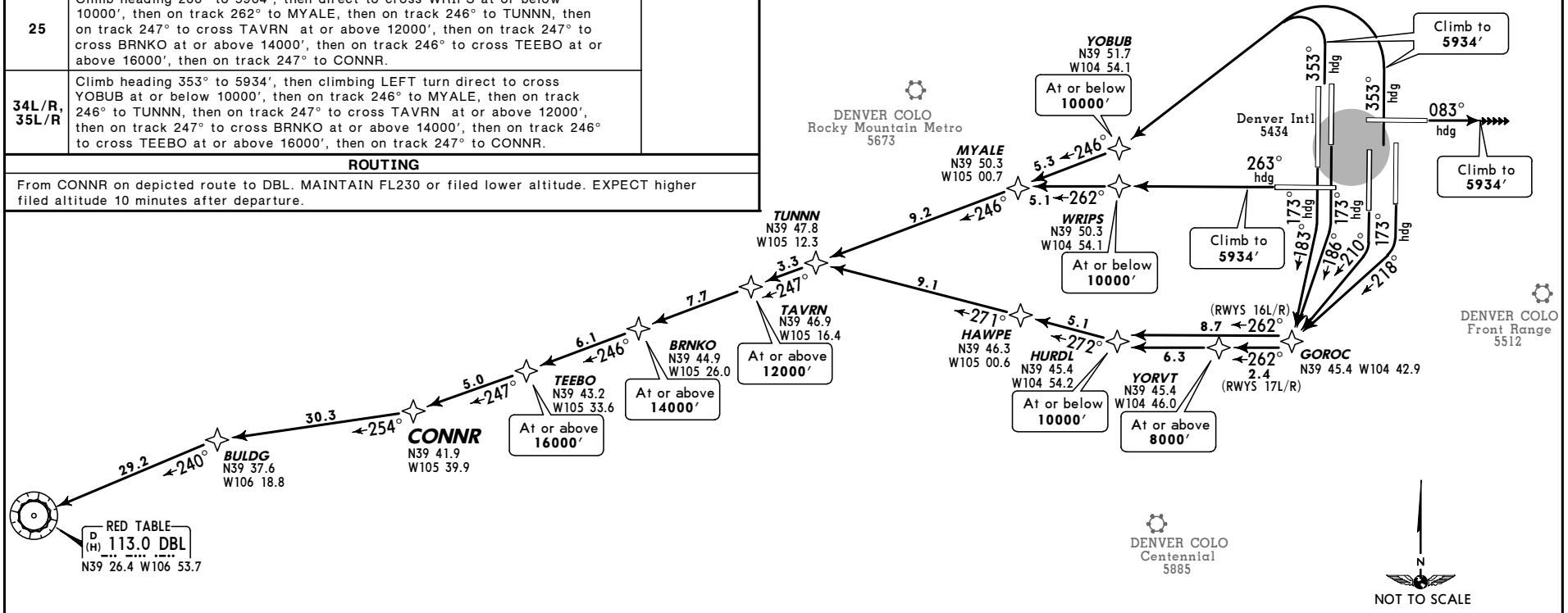
CONNR THREE RNAV DEPARTURE (CONNR3.DBL)

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
400′ per NM	500	667	1000	1333	1667	2000
420′ per NM	525	700	1050	1400	1750	2100
425′ per NM	531	708	1063	1417	1771	2125
450′ per NM	563	750	1125	1500	1875	2250
460′ per NM	575	767	1150	1533	1917	2300

Direct distance from Denver Intl
(Rwy 8) to: CONNR 47 NM
(Rwys 16L/R, 17L/R) to: GOROC 7 NM
(Rwy 25) to: WRIPS 11 NM
(Rwys 34L/R, 35L/R) to: YOBUB 11 NM

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
126.1		**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to COORZ.	FL230
16L/R, 17L/R	Climb heading 173° to 5934′, then RIGHT turn direct FOAMS, then on track 274° to cross BERRS at or below 10000′, then on track 271° to MYALE, then on track 278° to HADDA, then on track 278° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
34L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
35L	Climb heading 353° to intercept course 279° to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	
35R	Climb heading 353° to intercept course 276° to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 253° to OBARS, then on track 254° to cross IPALE at or above 12000′, then on track 254° to cross MOLSN at or above 14000′, then on track 253° to cross BULLT at or above 16000′, then on track 253° to COORZ.	

ROUTING

From COORZ on depicted route to VOAXA. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 16L, 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 240′ per NM to 16000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 480′ per NM to 5934′, then minimum climb of 245′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 250′ per NM to 16000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 360′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 375′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.

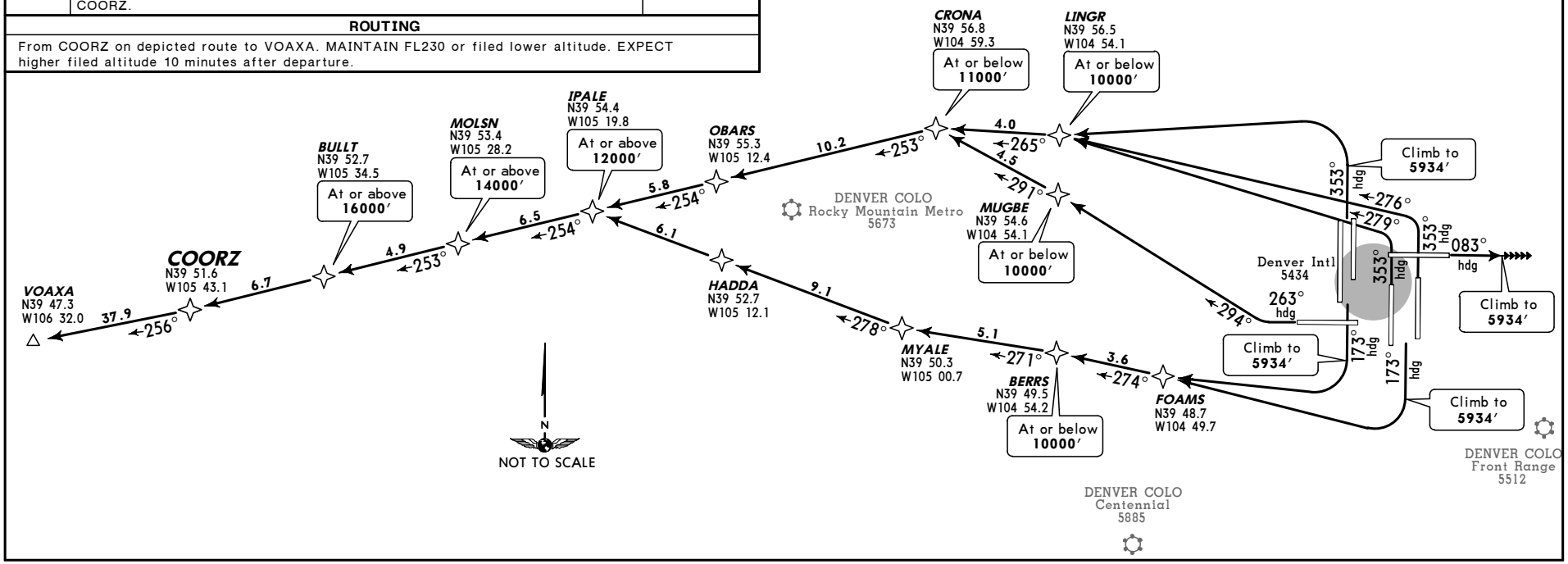
FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

COORZ THREE RNAV DEPARTURE (COORZ3.VOAXA)

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
360′ per NM	450	600	900	1200	1500	1800
375′ per NM	469	625	938	1250	1563	1875
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
480′ per NM	600	800	1200	1600	2000	2400

Direct distance from Denver Intl
(Rwy 8) to: COORZ 48 NM
(Rwys 16L/R, 17L/R) to: FOAMS 8 NM
(Rwy 25) to: MUGBE 11 NM
(Rwys 34L/R, 35L/R) to: LINGR 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



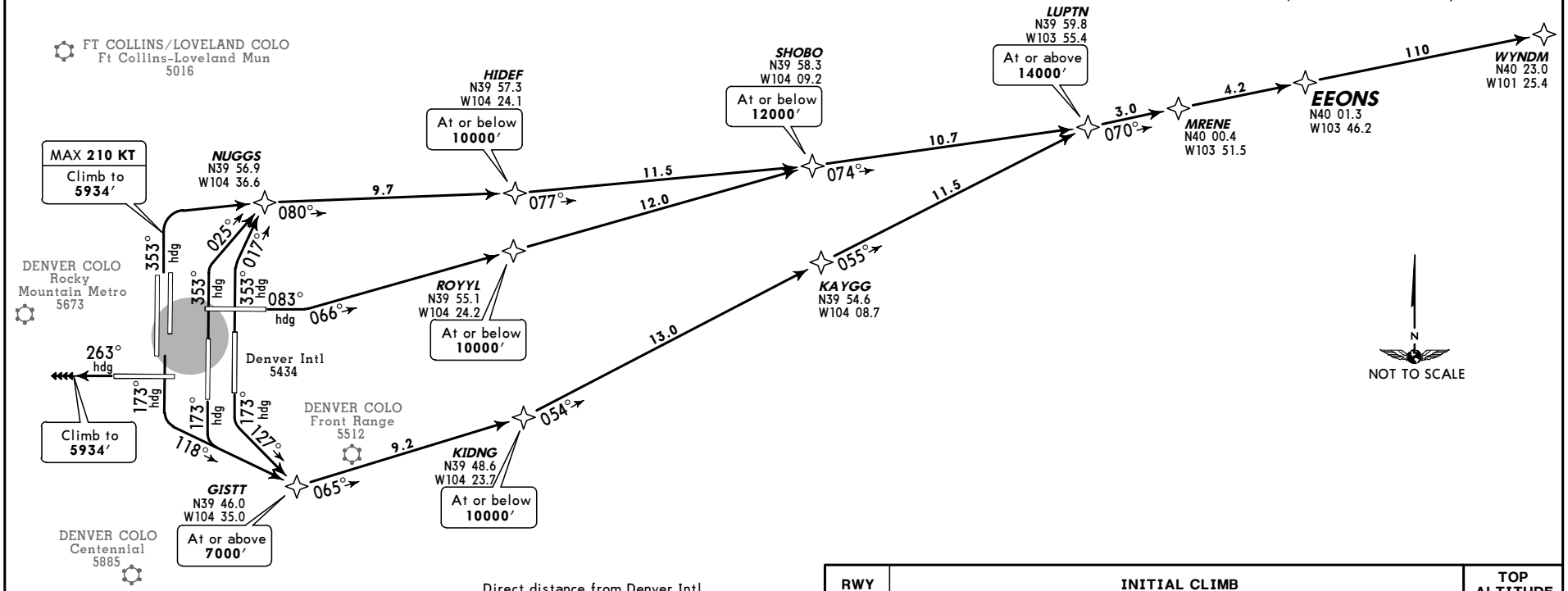
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KDEN/DEN
DENVER INTL

DENVER Departure (R) 128.25	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

EEONS FOUR RNAV DEPARTURE (EEONS4.WYNDM)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 420′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 245′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 320′ per NM to 8400′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.

Direct distance from Denver Intl
(Rwy 8) to: ROYYL 13 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EEONS 43 NM
(Rwys 34L/R, 35L/R) to: NUGGS 6 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
230′ per NM	288	383	575	767	958	1150
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
300′ per NM	375	500	750	1000	1250	1500
320′ per NM	400	533	800	1067	1333	1600
400′ per NM	500	667	1000	1333	1667	2000
420′ per NM	525	700	1050	1400	1750	2100
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross ROYYL at or below 10000′, then on track 066° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000′.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000′.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EEONS.	
34L/R	Climb heading 353° MAX 210 KT to 5934′, then climbing RIGHT turn direct NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	
35L	Climb heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	
35R	Climb heading 353° to intercept course 017° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 077° to cross SHOBO at or below 12000′, then on track 074° to cross LUPTN at or above 14000′.	

ROUTING

Then on depicted route to WYNDM. MAINTAIN FL230 or filed lower altitude.
EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

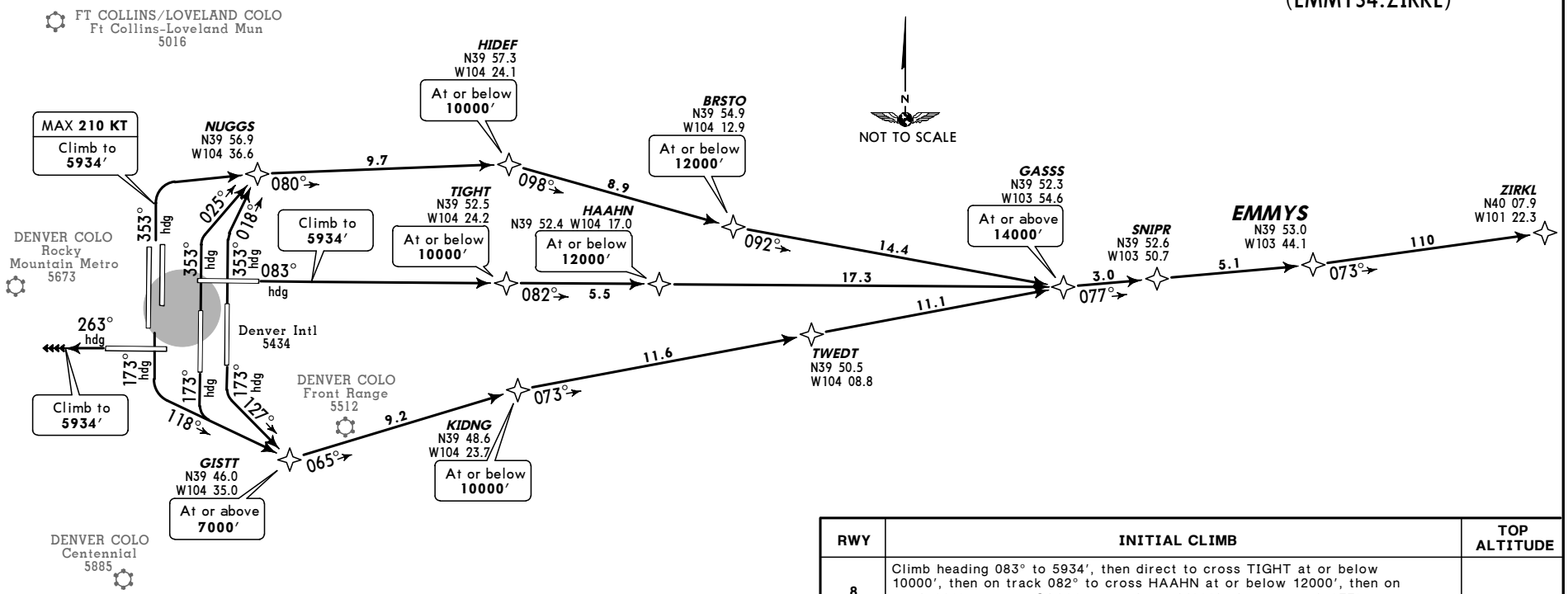
JEPPESEN
7 NOV 14 (10-3K) Eff 13 Nov

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
128.25	See Graphic	**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.

6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

EMMYS FOUR RNAV DEPARTURE (EMMYS4.ZIRKL)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 250′ per NM to 8700′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 215′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 9300′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 235′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 320′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 285′ per NM to 9000′.

Direct distance from Denver Intl
(Rwy 8) to: TIGHT 12 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EMMYS 43 NM
(Rwys 34L/R, 35L/R) to: NUGGS 6 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
220′ per NM	275	367	550	733	917	1100
235′ per NM	294	392	588	783	979	1175
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
320′ per NM	400	533	800	1067	1333	1600
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then direct to cross TIGHT at or below 10000′, then on track 082° to cross HAAHN at or below 12000′, then on track 082° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EMMYS.	
34L/R	Climb heading 353° MAX 210 KT to 5934′, then climbing RIGHT turn direct NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
35L	Climb heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	
35R	Climb heading 353° to intercept course 018° to NUGGS, then on track 080° to cross HIDEF at or below 10000′, then on track 098° to cross BRSTO at or below 12000′, then on track 092° to cross GASSS at or above 14000′, then on track 077° to SNIPR, then on track 077° to EMMYS.	

ROUTING

From EMMYS on depicted route to ZIRKL. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

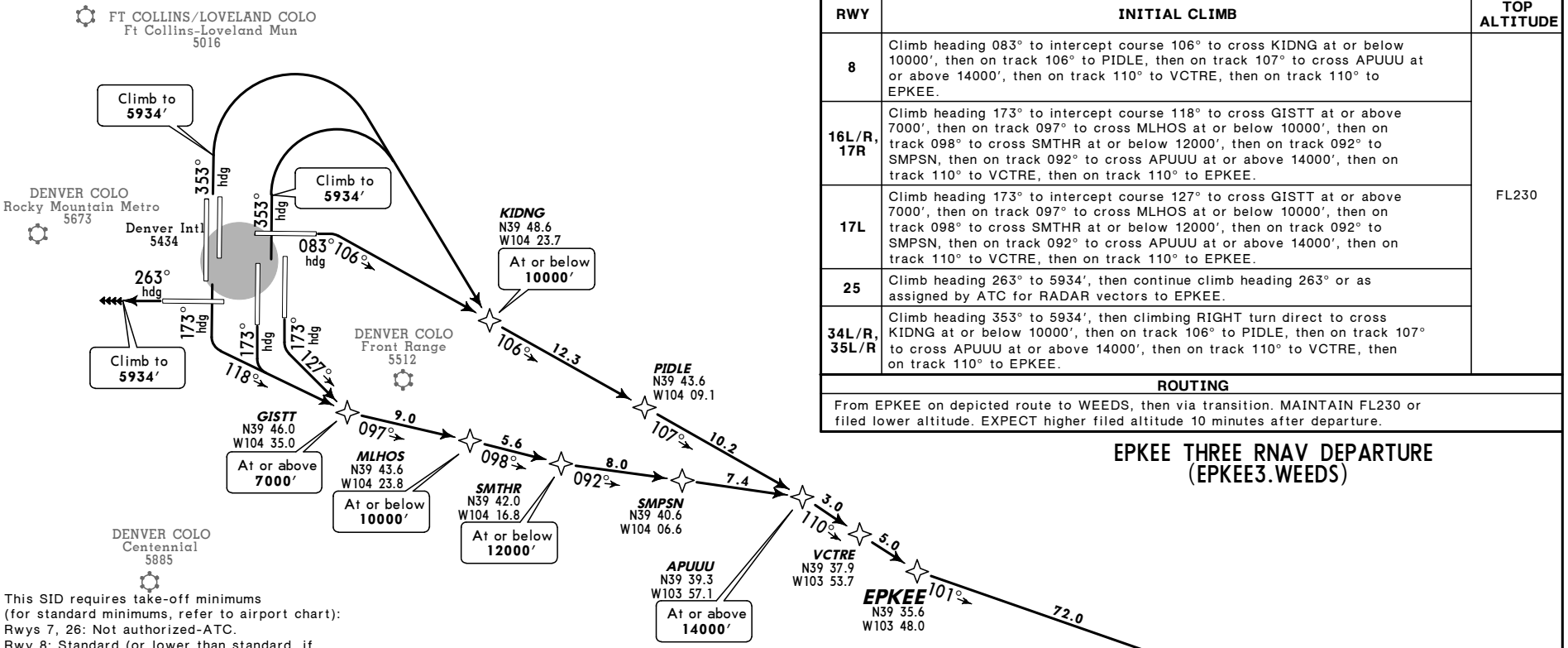
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KDEN/DEN
DENVER INTL

DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′
128.25		**1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.

6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 097° to cross MLHOS at or below 10000′, then on track 098° to cross SMTHR at or below 12000′, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 097° to cross MLHOS at or below 10000′, then on track 098° to cross SMTHR at or below 12000′, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EPKEE.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000′, then on track 110° to VCTRE, then on track 110° to EPKEE.	

ROUTING

From EPKEE on depicted route to WEEDS, then via transition. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

EPKEE THREE RNAV DEPARTURE (EPKEE3.WEEDS)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 255′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 245′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 215′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 235′ per NM to 14000′.

Direct distance from Denver Intl
(Rwys 8, 34L/R, 35L/R) to: KIDNG 13 NM
(Rwys 16L/R, 17L/R) to: GISTT 7 NM
(Rwy 25) to: EPKEE 44 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
215′ per NM	269	358	538	717	896	1075
220′ per NM	275	367	550	733	917	1100
230′ per NM	288	383	575	767	958	1150
235′ per NM	294	392	588	783	979	1175
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
255′ per NM	319	425	638	850	1063	1275
280′ per NM	350	467	700	933	1167	1400
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure renumbered.

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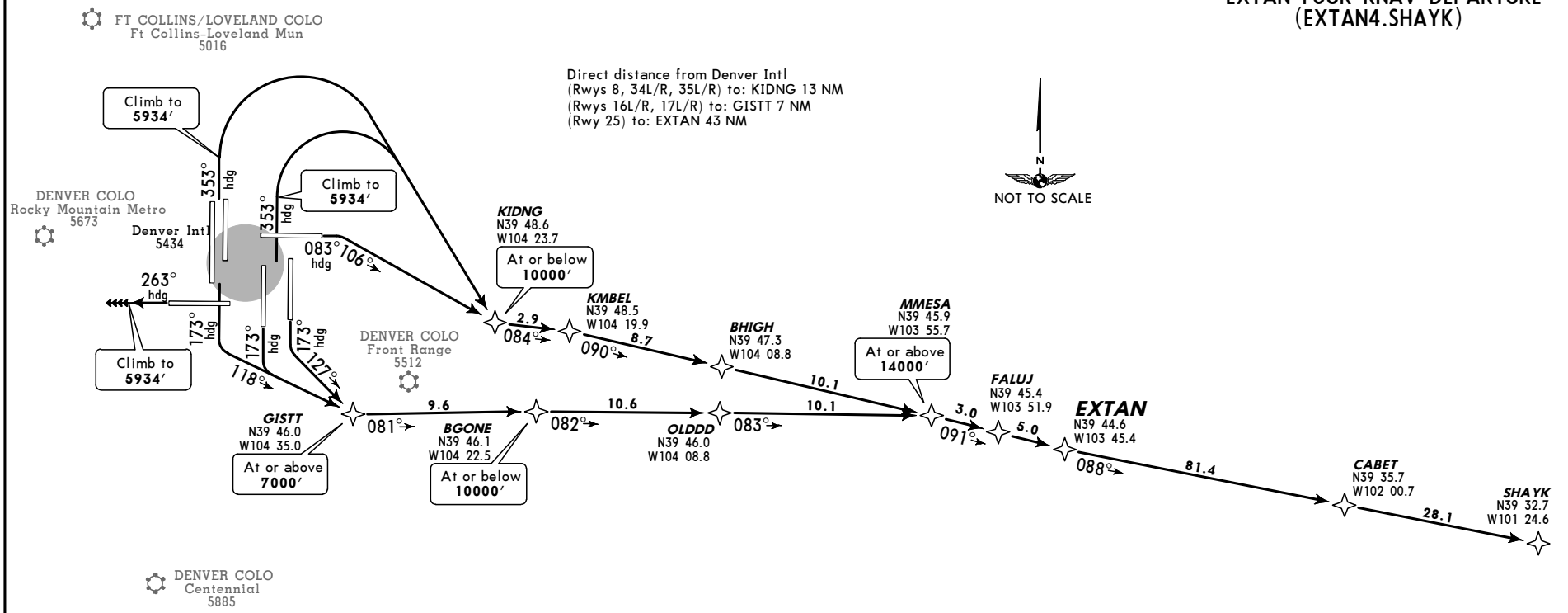
KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-3M) Eff 13 Nov

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft. 5. Rwy 25: RADAR required.	6. For non-GPS equipped aircraft TXC DME must be operational. 7. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.
128.25			

EXTAN FOUR RNAV DEPARTURE
(EXTAN4.SHAYK)



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000′.	FL230
16L/R, 17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 081° to cross BGONE at or below 10000′, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000′.	
17L	Climb heading 173° to intercept course 127° to cross GISTT at or above 7000′, then on track 081° to cross BGONE at or below 10000′, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000′.	
25	Climb heading 263° to 5934′, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EXTAN.	
34L/R, 35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 084° to KIMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000′.	

ROUTING

On depicted route to SHAYK. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimiums
(for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 260′ per NM to 14000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 245′ per NM to 14000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 225′ per NM to 14000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 280′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 5934′, then minimum climb of 250′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 220′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 230′ per NM to 14000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 240′ per NM to 14000′.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
225′ per NM	281	375	563	750	938	1125
230′ per NM	288	383	575	767	958	1150
240′ per NM	300	400	600	800	1000	1200
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
280′ per NM	350	467	700	933	1167	1400
400′ per NM	500	667	1000	1333	1667	2000
450′ per NM	563	750	1125	1500	1875	2250
465′ per NM	581	775	1163	1550	1938	2325
500′ per NM	625	833	1250	1667	2083	2500

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

DENVER Departure (R) 126.1	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. Takeoff Rwy 8: RADAR required. 5. Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R: RADAR required for non-GPS equipped aircraft.	6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to 5934′, then continue climb heading 083° or as assigned by ATC for RADAR vectors to PENEY.	FL230
16L/R, 17L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 291° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
34L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
35L	Climb heading 353° to intercept 279° course to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	
35R	Climb heading 353° to intercept 276° course to cross LINGR at or below 10000′, then on track 265° to cross CRONA at or below 11000′, then on track 271° to RALFI, then on track 271° to cross RAPDS at or above 12000′, then on track 260° to cross PCKNS at or above 16000′, then on track 260° to FOOOT, then on track 261° to PENEY.	

ROUTING

From PENEY on depicted route to RLG. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 245′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934, then minimum climb of 250′ per NM to 16000′.

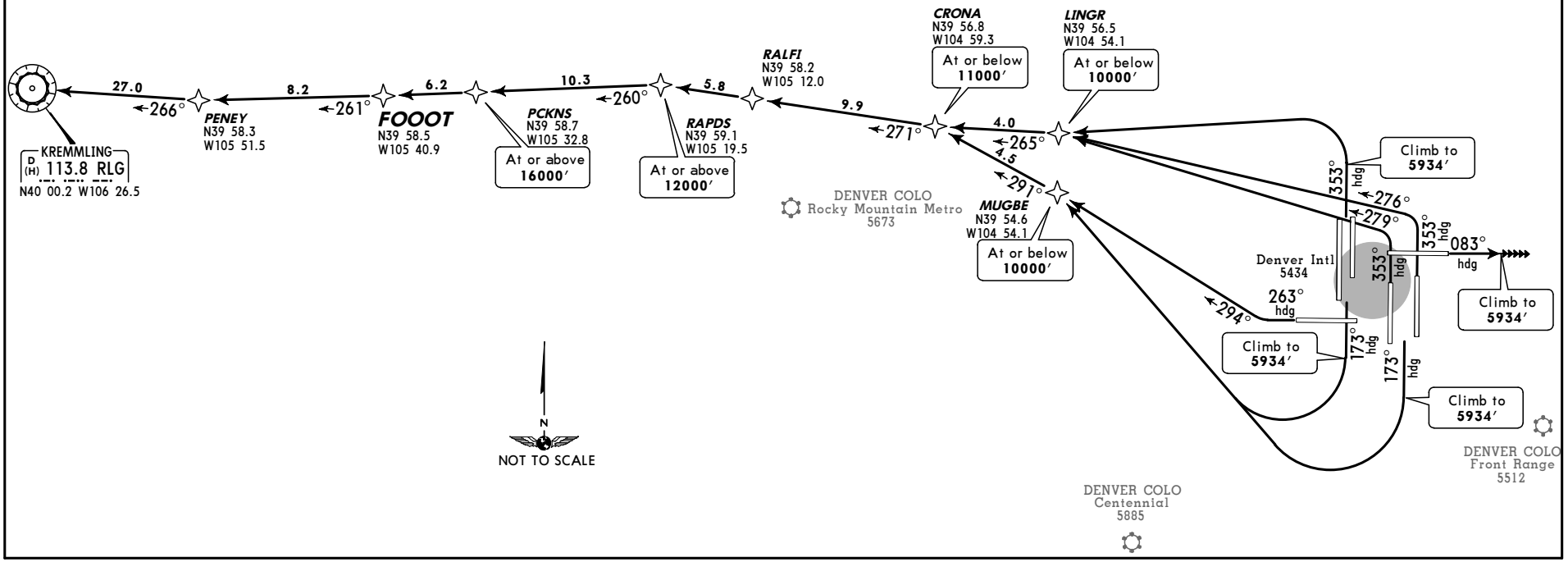
FOOOT THREE RNAV DEPARTURE (FOOOT3.RLG)

Gnd speed-KT	75	100	150	200	250	300
245′ per NM	306	408	613	817	1021	1225
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016

Direct distance from Denver Intl
(Rwy 8) to: PENEY 55 NM
(Rwys 16L/R, 17L/R, 25) to: MUGBE 11 NM
(Rwys 34L/R, 35L/R) to: LINGR 12 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES
(Rwys 16L, 25) see 10-3OB1.



CHANGES: None.

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TAKEOFF OBSTACLE NOTES

BUCKLEY AFB

◦ RWY 14:
TERRAIN 110' FROM DER, 529' LEFT OF CENTERLINE, 5666' MSL.

CENTENNIAL

◦ RWY 10:
TERRAIN BEGINNING 369' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5854' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1358' FROM DER, 253' LEFT OF CENTERLINE, UP TO 5830' MSL.

◦ RWY 17L:
TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, UP TO 100' AGL/5976' MSL.

◦ RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5886' MSL. TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE, 90' AGL/6021' MSL.

◦ RWY 28:
TERRAIN BEGINNING 89' FROM DER, ON CENTERLINE, EXTENDING TO 514' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5843' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.

DENVER INTL

◦ RWY 7:
SIGN 21' FROM DER, 337' LEFT OF CENTERLINE, 5' AGL/5357' MSL.

◦ RWY 16L:
MULTIPLE SIGNS BEGINNING 126' FROM DER, 490' LEFT OF CENTERLINE, UP TO 7' AGL/5359' MSL. COMMUNICATION TOWER 4749' FROM DER, 1358' LEFT OF CENTERLINE, 107' AGL/5478' MSL.

◦ RWY 25:
SIGN 48' FROM DER, 450' RIGHT OF CENTERLINE, 6' AGL/5354' MSL.

◦ RWY 26:
SIGN 50' FROM DER, 339' LEFT OF CENTERLINE, 5' AGL/5356' MSL.

FT COLLINS-LOVELAND MUN

◦ RWY 33:
TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

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TAKEOFF OBSTACLE NOTES (CONTD)

FRONT RANGE

- RWY 17:
  POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 43' AGL/5603' MSL.

- RWY 26:
  TREES BEGINNING 98' FROM DER, 456' RIGHT OF CENTERLINE, UP TO 50' AGL/5489' MSL.

GREELEY-WELD CO

- RWY 28:
  TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 11' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 10' AGL/4665' MSL.

- RWY 35:
  MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

ROCKY MOUNTAIN METRO

- RWY 3:
  POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.

- RWY 12L:
  GROUND 1' FROM DER, 266' LEFT OF CENTERLINE, 5566' MSL. POLES BEGINNING 11' FROM DER, 395' LEFT OF CENTERLINE, 2' AGL/5567' MSL.

- RWY 12R:
  POLES BEGINNING 7' FROM DER, 265' RIGHT OF CENTERLINE, 2' AGL/5596' MSL. LIGHTS 8' FROM DER, 52' LEFT AND RIGHT OF CENTERLINE, 2' AGL/5596' MSL.

- RWY 21:
  WINDSOCK 116' FROM DER, 209' LEFT OF CENTERLINE, 10' AGL/5622' MSL.

- RWY 30L:
  TERRAIN BEGINNING 23' FROM DER, 28' LEFT OF CENTERLINE, UP TO 5724' MSL. LIGHTS 40' FROM DER, 76' LEFT AND RIGHT OF CENTERLINE, 2' AGL/5676' MSL. GROUND BEGINNING 831' FROM DER, 170' LEFT OF CENTERLINE, 5698' MSL. FENCE BEGINNING 946' FROM DER, 206' LEFT OF CENTERLINE, UP TO 19' AGL/5734' MSL. VEHICLES ON ROADS BEGINNING 1425' FROM DER, 715' LEFT OF CENTERLINE, 10' AGL/5748' MSL. TREES AND POLES BEGINNING 1106' FROM DER, 92' LEFT OF CENTERLINE, UP TO 44' AGL/5754' MSL.

- RWY 30R:
  GROUND 1' FROM DER, 183' RIGHT OF CENTERLINE, 5661' MSL. LIGHT POLE 10' FROM DER, 59' LEFT OF CENTERLINE, 2' AGL/5661' MSL. LIGHTS BEGINNING 11' FROM DER, 127' RIGHT OF CENTERLINE, 2' AGL/5567' MSL. POLE 1606' FROM DER, 917' LEFT OF CENTERLINE, 44' AGL/5702' MSL.

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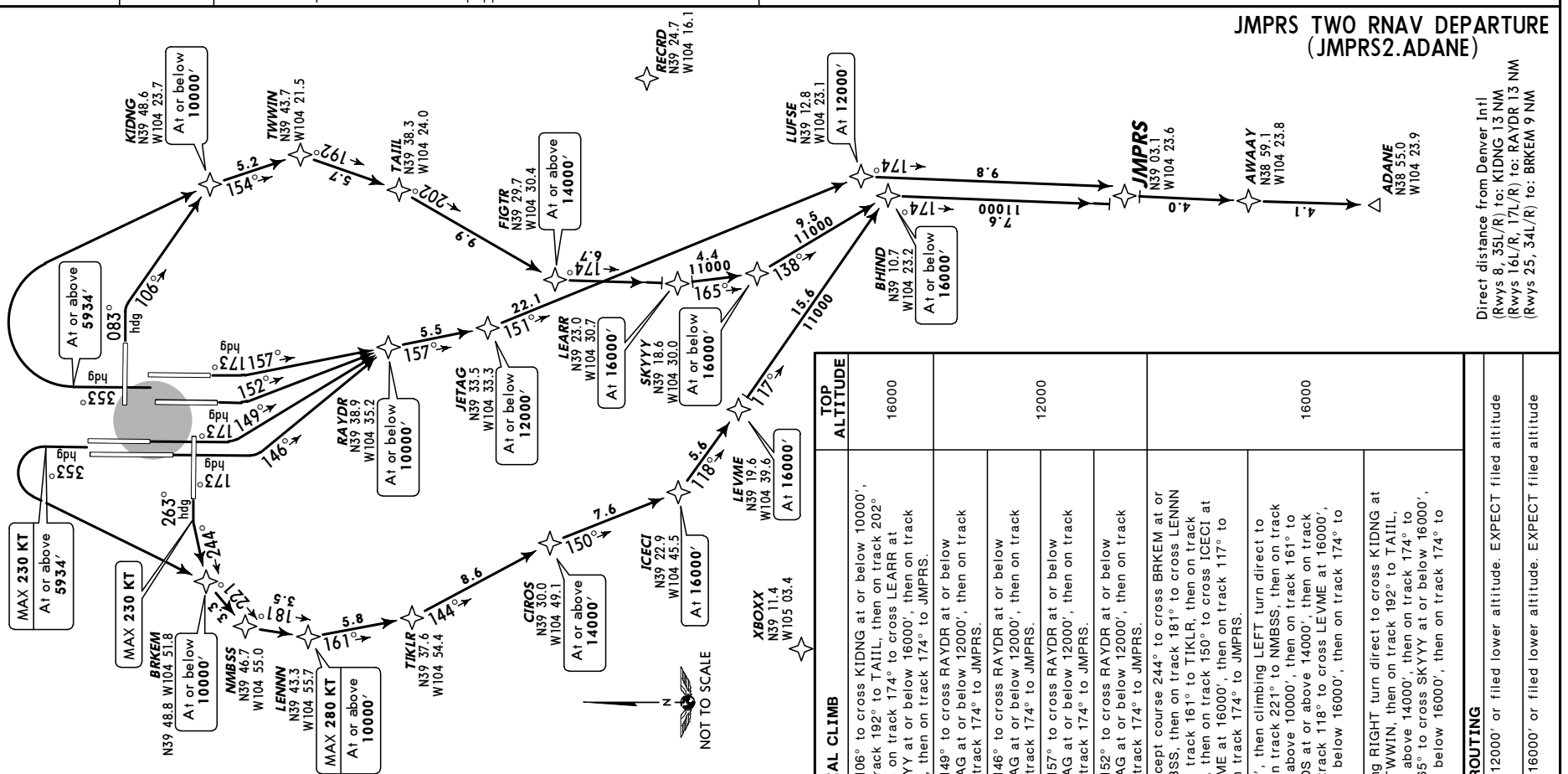
JEPPESEN
19 DEC 14 (10-3P)

DENVER, COLO
RNAV SID

DENVER Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′
128.45	5434′	**1. RNAV 1.** 2. Turbojets only. 3. RADAR required for non-GPS equipped aircraft.

4. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise ATC prior to departure.

JMPRS TWO RNAV DEPARTURE (JMPRS2.ADANE)



OBSTACLES
For TAKEOFF OBSTACLE NOTES
(Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to 10000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 9000′, then minimum climb of 270′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
325′ per NM	406	542	813	1083	1354	1625
350′ per NM	438	583	875	1167	1458	1750
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at 16000′, then on track 165° to cross SKYYY at or below 16000′, then on track 138° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	16000
16L	Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	12000
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 151° to cross LUFSE at 12000′, then on track 174° to JMPRS.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at 16000′, then on track 118° to cross LEVME at 16000′, then on track 117° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	16000
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to TIKLR, then on track 144° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to 150° to cross ICECI at 16000′, then on track 118° to cross LEVME at 16000′, then on track 117° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	
35L/R	Climb heading 353° to 5934′ then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at 16000′, then on track 165° to cross SKYYY at or below 16000′, then on track 138° to cross BHIND at or below 16000′, then on track 174° to JMPRS.	

RWY	ROUTING
16L/R, 17L/R	From JMPRS as depicted. MAINTAIN 12000′ or filed lower altitude. EXPECT filed altitude 10 minutes after departure.
All other RWYS	From JMPRS as depicted. MAINTAIN 16000′ or filed lower altitude. EXPECT filed altitude 10 minutes after departure.

CHANGES: Reissue.

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KDEN/DEN
DENVER INTL

DENVER Departure (R)
127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.

5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

RIKKK THREE RNAV DEPARTURE (RIKKK3.FISAR)

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 347° to RIKKK.	
17L	Climb heading 173° to intercept course 125° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 317° to cross FAARM at or above 16000′, then on track 332° to RIKKK.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 001° to cross HERDR at or above 16000′, then on track 347° to RIKKK.	
34L	Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	
34R	Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	
35L/R	Climb heading 353° to 5934′, then LEFT turn direct to cross CAAZZ at or below 10000′, then on track 341° to cross BNITA at or above 12000′, then on track 341° to cross SWYCH at or above 16000′, then on track 341° to RIKKK.	

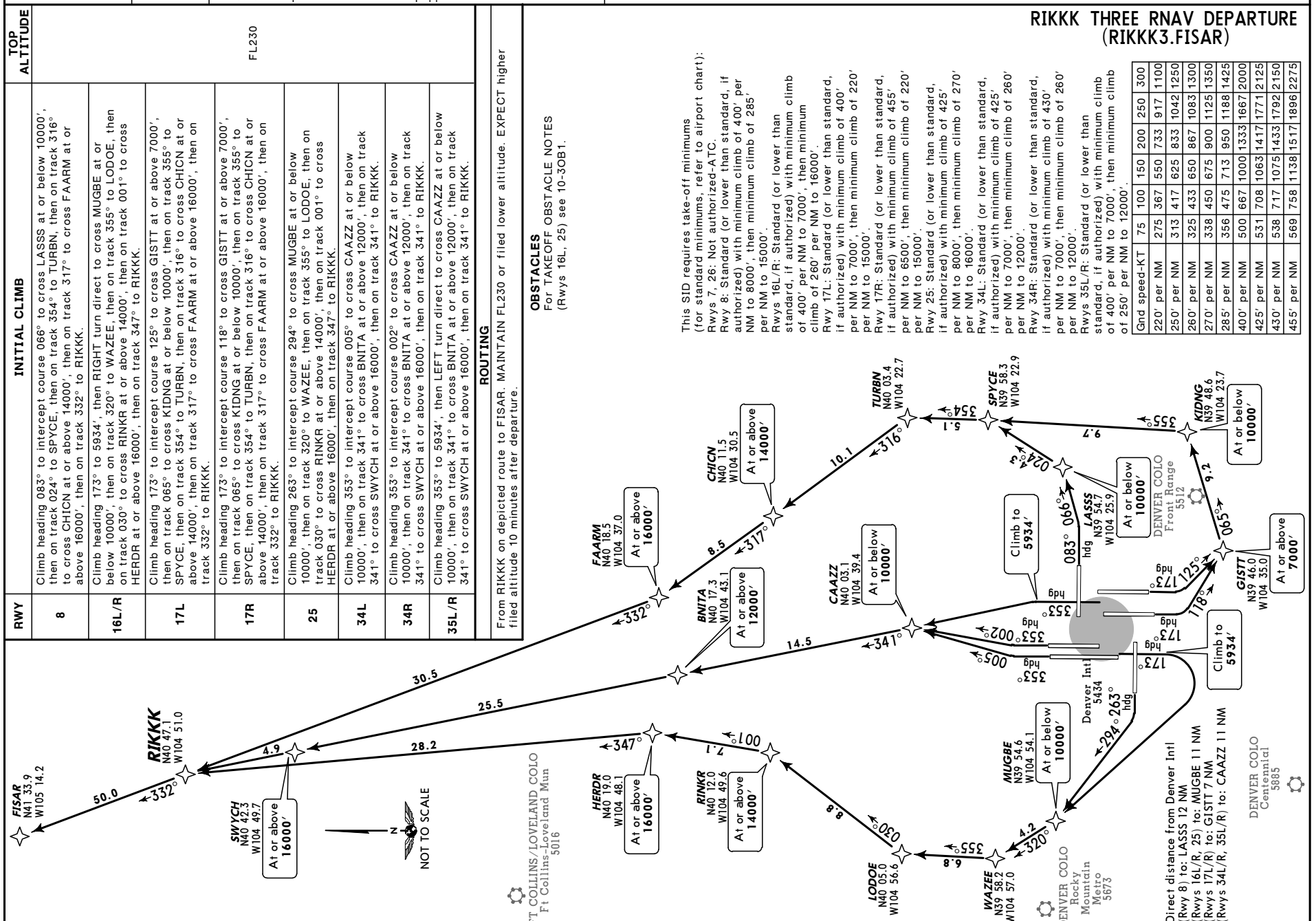
ROUTING

From RIKKK on depicted route to FISAR. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 7000′, then minimum climb of 260′ per NM to 12000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 430′ per NM to 7000′, then minimum climb of 260′ per NM to 12000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 250′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
430′ per NM	538	717	1075	1433	1792	2150
455′ per NM	569	758	1138	1517	1896	2275



CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-3S) Eff 13 Nov

DENVER, COLO
RNAV SID

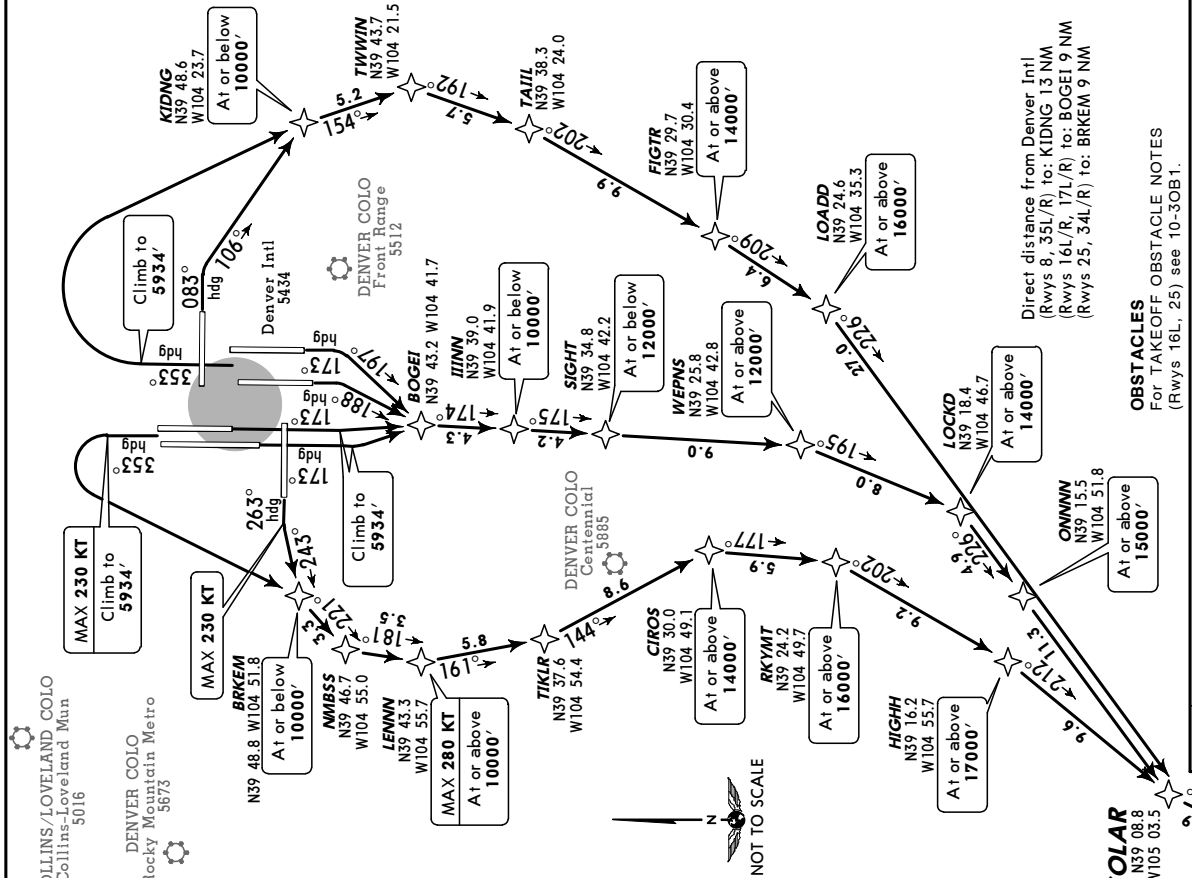
DENVER Departure (R)
128.45

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 5934′, then a minimum climb of 290′ per NM to 13000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 380′ per NM to 5934′, then a minimum climb of 265′ per NM to 13000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 380′ per NM to 5934′, then minimum climb of 265′ per NM to 14000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 435′ per NM to 5934′, then a minimum climb of 270′ per NM to 14000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 415′ per NM to 9000′, then minimum climb of 285′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 13000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 8000′, then minimum climb of 270′ per NM to 14000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
275′ per NM	344	458	688	917	1146	1375
285′ per NM	356	475	713	950	1188	1425
290′ per NM	363	483	725	967	1208	1450
380′ per NM	475	633	950	1267	1583	1900
390′ per NM	488	650	975	1300	1625	1950
400′ per NM	500	667	1000	1333	1667	2000
410′ per NM	513	683	1025	1367	1708	2050
415′ per NM	519	692	1038	1383	1729	2075
435′ per NM	544	725	1088	1450	1813	2175
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 209° to cross LOADD at or above 16000′, then on track 226° to SOLAR.	FL230
16L	Climb heading 173° to 5934′, then BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
16R	Climb heading 173° to 5934′, then climbing RIGHT turn direct BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
17L	Climb heading 173° to intercept course 197° to BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
17R	Climb heading 173° to intercept course 188° to BOGEI, then on track 174° to cross IIINN at or below 10000′, then on track 175° to cross SIGHT at or below 12000′, then on track 175° to cross WEPNS at or above 12000′, then on track 195° to cross LOCKD at or above 14000′, then on track 226° to cross ONNNN at or above 15000′, then on track 226° to SOLAR.	
25	Climb heading 263° MAX 230 KT to intercept course 243° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 177° to cross RKYMT at or above 16000′, then on track 202° to cross HIGHH at or above 17000′, then on track 212° to SOLAR.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 177° to cross RKYMT at or above 16000′, then on track 202° to cross HIGHH at or above 17000′, then on track 212° to SOLAR.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 209° to cross LOADD at or above 16000′, then on track 226° to SOLAR.	

ROUTING

From SOLAR on depicted route to DAAYE. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

SOLAR THREE RNAV DEPARTURE (SOLAR3.DAAYE)

CHANGES: Procedure renumbered.

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

DENVER Departure (R)
128.45

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.
5. ZAPAA Transition: For non-GPS equipped aircraft, PUB and ALS DMEs must be operational.
6. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 5934′, then minimum climb of 275′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 325′ per NM to 10000′.
Rwys 17L/R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′, then minimum climb of 250′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 9000′, then minimum climb of 285′ per NM to 16000′.
Rwy 34L: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwy 34R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 285′ per NM to 15000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 280′ per NM to 15000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

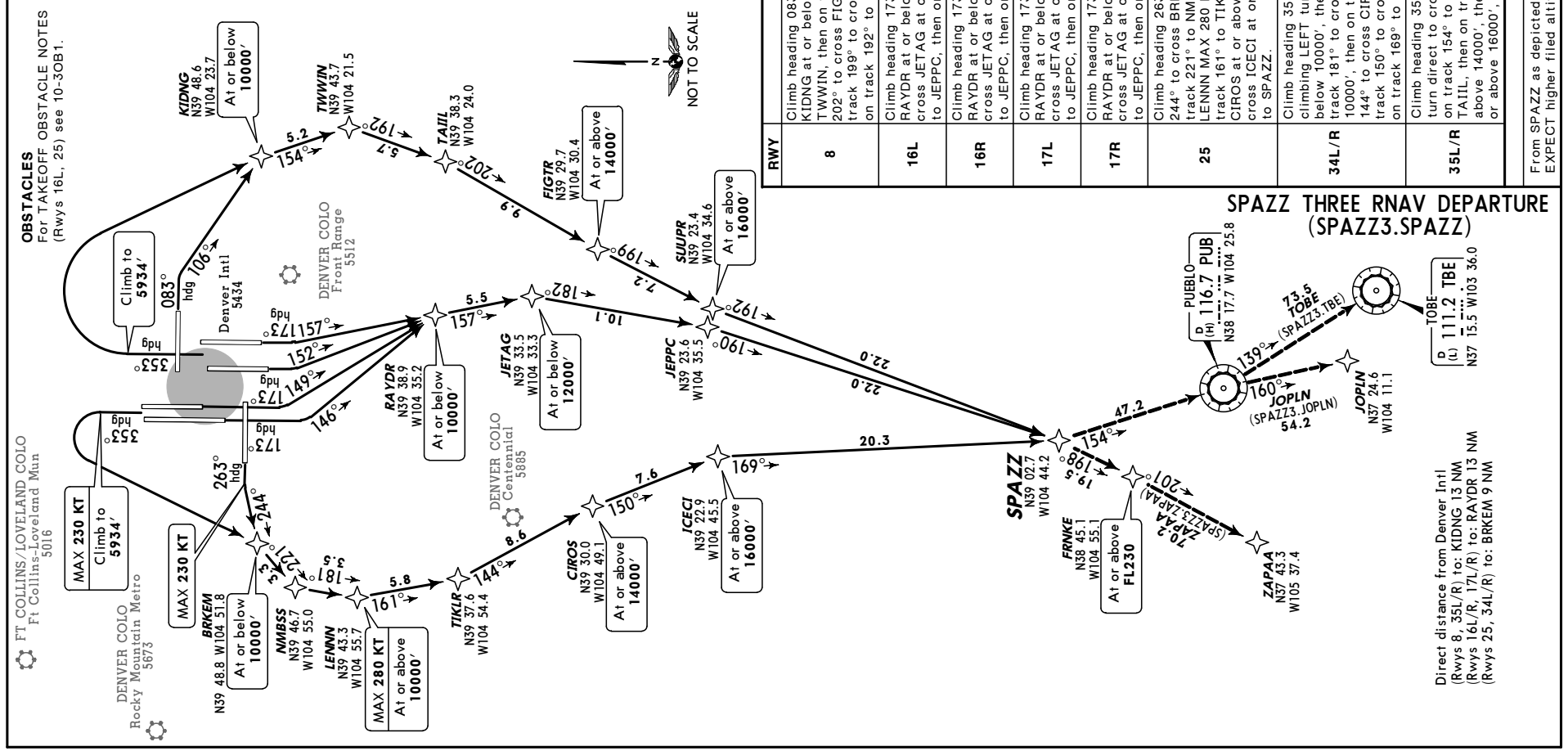
Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
275′ per NM	344	458	688	917	1146	1375
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
325′ per NM	406	542	813	1083	1354	1625
350′ per NM	438	583	875	1167	1458	1750
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 199° to cross SUUPR at or above 16000′, then on track 192° to SPAZZ.	FL230
16L	Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 182° to JEPPC, then on track 190° to SPAZZ.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 169° to SPAZZ.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° to cross LENNN MAX 280 KT at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 169° to SPAZZ.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 199° to cross SUUPR at or above 16000′, then on track 192° to SPAZZ.	

ROUTING
From SPAZZ as depicted. MAINTAIN FL230 or filed lower altitude.
EXPECT higher filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.

SPAZZ THREE RNAV DEPARTURE (SPAZZ3.SPAZZ)



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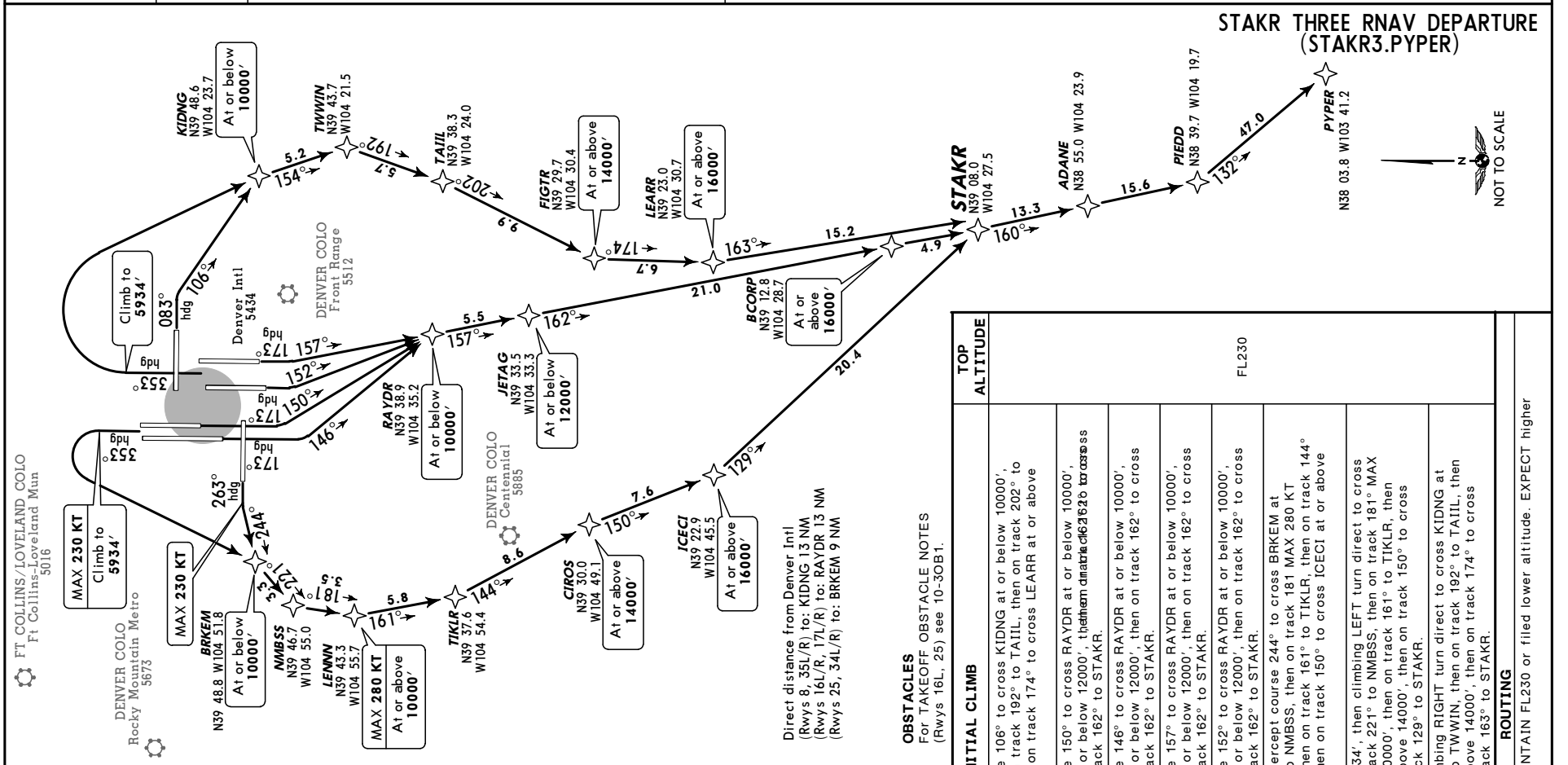
KDEN/DEN
DENVER INTL

JEPPESEN
7 NOV 14 (10-3U) Eff 13 Nov

DENVER, COLO
RNAV SID

DENVER Departure (R) 128.45	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′ **1. DME/DME/IRU or GPS required. 2. RNAV 1.** 3. Turbojets only. 4. RADAR required for non-GPS equipped aircraft.	5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

STAKR THREE RNAV DEPARTURE (STAKR3.PYPER)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 5934′, then minimum climb of 270′ per NM to 16000′.
Rwy 16L: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.
Rwy 16R: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to 5934′, then minimum climb of 265′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 390′ per NM to 5934′, then minimum climb of 280′ per NM to 16000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 5934′, then minimum climb of 280′ per NM to 16000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 475′ per NM to 7600′, then minimum climb of 285′ per NM to 16000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 8000′, then minimum climb of 285′ per NM to 15000′.
Rwy 35L: Standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to 5934′, then minimum climb of 260′ per NM to 15000′.
Rwy 35R: Standard (or lower than standard, if authorized) with minimum climb of 410′ per NM to 5934′, then minimum climb of 260′ per NM to 16000′.

Gnd speed-KT	75	100	150	200	250	300
260′ per NM	325	433	650	867	1083	1300
265′ per NM	331	442	663	883	1104	1325
270′ per NM	338	450	675	900	1125	1350
280′ per NM	350	467	700	933	1167	1400
285′ per NM	356	475	713	950	1188	1425
350′ per NM	438	583	875	1167	1458	1750
355′ per NM	444	592	888	1183	1479	1775
390′ per NM	488	650	975	1300	1625	1950
410′ per NM	513	683	1025	1367	1708	2050
450′ per NM	563	750	1125	1500	1875	2250
475′ per NM	594	792	1188	1583	1979	2375
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at or above 16000′, then on track 163° to STAKR.	FL230
16L	Climb heading 173° to intercept course 150° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
16R	Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
17L	Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
17R	Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000′, then on track 157° to cross JETAG at or below 12000′, then on track 162° to cross BCORP at or above 16000′, then on track 162° to STAKR.	
25	Climb heading 263° MAX 230 KT to intercept course 244° to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181 MAX 280 KT to cross LENNN at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 129° to STAKR.	
34L/R	Climb heading 353° MAX 230 KT to 5934′, then climbing LEFT turn direct to cross BRKEM at or below 10000′, then on track 221° to NMBSS, then on track 181° MAX 280 KT to cross LENNN at or above 10000′, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000′, then on track 150° to cross ICECI at or above 16000′, then on track 129° to STAKR.	
35L/R	Climb heading 353° to 5934′, then climbing RIGHT turn direct to cross KIDNG at or below 10000′, then on track 154° to TWWIN, then on track 192° to TAIIL, then on track 202° to cross FIGTR at or above 14000′, then on track 174° to cross LEARR at or above 16000′, then on track 163° to STAKR.	

ROUTING

From STAKR on depicted route to PYPER. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered.

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CHANGES: Procedure renumbered.

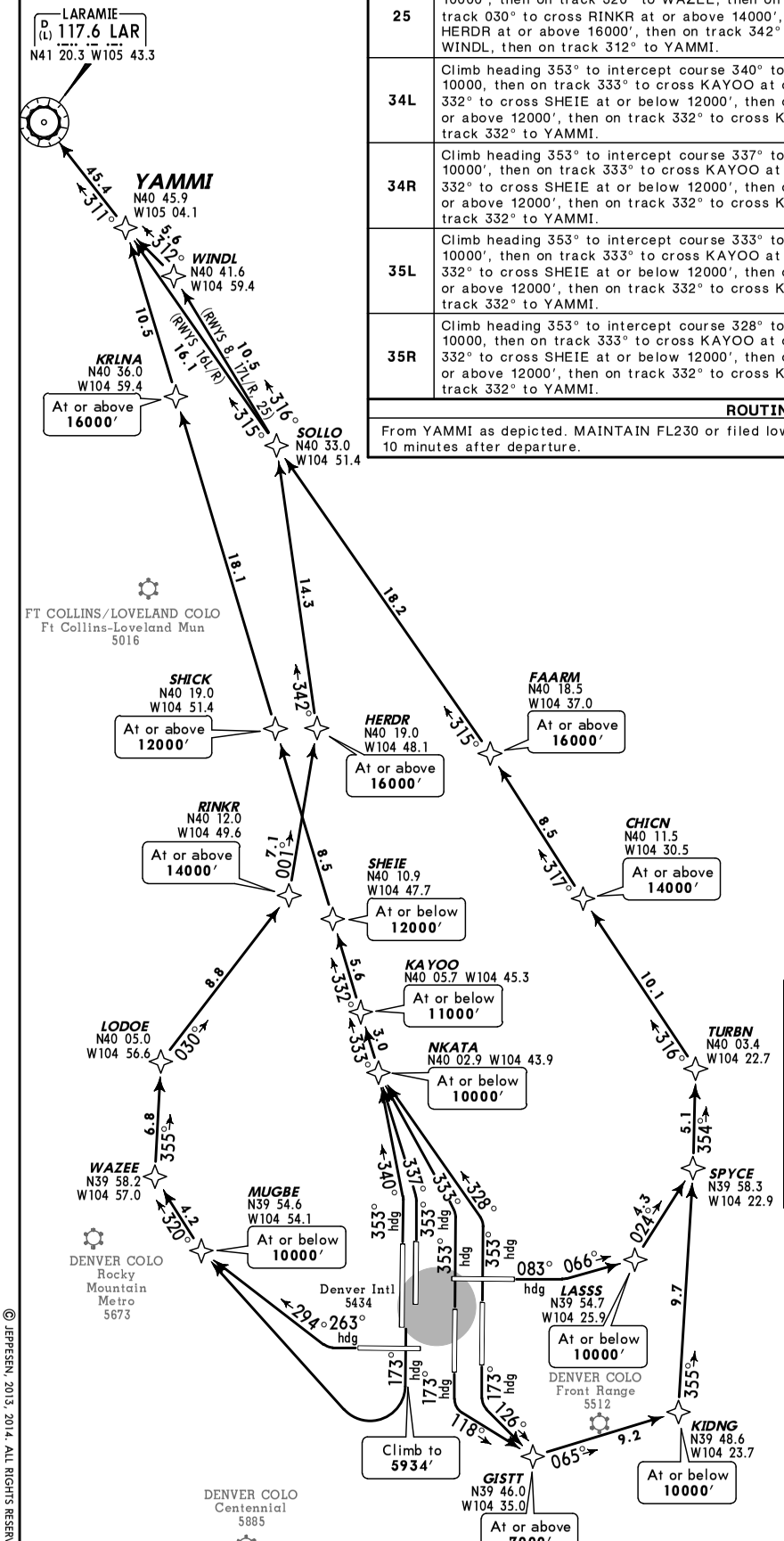
RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000', then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000', then on track 317° to cross FAARM at or above 16000', then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	FL230
16L/R	Climb heading 173° to 5934', then RIGHT turn direct to cross MUGBE at or below 10000', then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000', then on track 001° to cross HERDR at or above 16000', then on track 342° to SOLLO, then on track 315° to YAMMI.	
17L	Climb heading 173° to intercept course 126° to cross GISTT at or above 7000', then on track 065° to cross KIDNG at or below 10000', then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000', then on track 317° to cross FAARM at or above 16000', then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000', then on track 065° to cross KIDNG at or below 10000', then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000', then on track 317° to cross FAARM at or above 16000', then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000', then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000', then on track 001° to cross HERDR at or above 16000', then on track 342° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI.	
34L	Climb heading 353° to intercept course 340° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332° to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	
34R	Climb heading 353° to intercept course 337° to cross NKATA at or below 10000', then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332°to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	
35L	Climb heading 353° to intercept course 333° to cross NKATA at or below 10000', then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332° to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	
35R	Climb heading 353° to intercept course 328° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000', then on track 332° to cross SHEIE at or below 12000', then on track 332° to cross SHICK at or above 12000', then on track 332° to cross KRLNA at or above 16000', then on track 332° to YAMMI.	

ROUTING

From YAMMI as depicted. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

Direct distance from Denver Intl
(Rwy 8) to: LASSS 12 NM
(Rwys 16L/R, 25) to: MUGBE 11 NM
(Rwys 17L/R) to: GISTT 7 NM
(Rwys 34L/R, 35L/R) to: NKATA 11 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES (Rwys 16L, 25) see 10-3OB1.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 8000', then minimum climb of 280' per NM to 16000'.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 7000', then minimum climb of 260' per NM to 16000'.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 410' per NM to 7000', then minimum climb of 220' per NM to 15000'.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455' per NM to 7000', then minimum climb of 220' per NM to 15000'.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 8000', then minimum climb of 275' per NM to 16000'.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 7000', then minimum climb of 240' per NM to 12000'.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 7000', then minimum climb of 250' per NM to 12000'.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
240' per NM	300	400	600	800	1000	1200
250' per NM	313	417	625	833	1042	1250
260' per NM	325	433	650	867	1083	1300
275' per NM	344	458	688	917	1146	1375
280' per NM	350	467	700	933	1167	1400
400' per NM	500	667	1000	1333	1667	2000
410' per NM	513	683	1025	1367	1708	2050
455' per NM	569	758	1138	1517	1896	2275
500' per NM	625	833	1250	1667	2083	2500

NOT TO SCALE

YAMMI THREE RNAV DEPARTURE (YAMMI3.LAR)

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KDEN/DEN
DENVER INTL

DENVER, COLO
RNAV SID

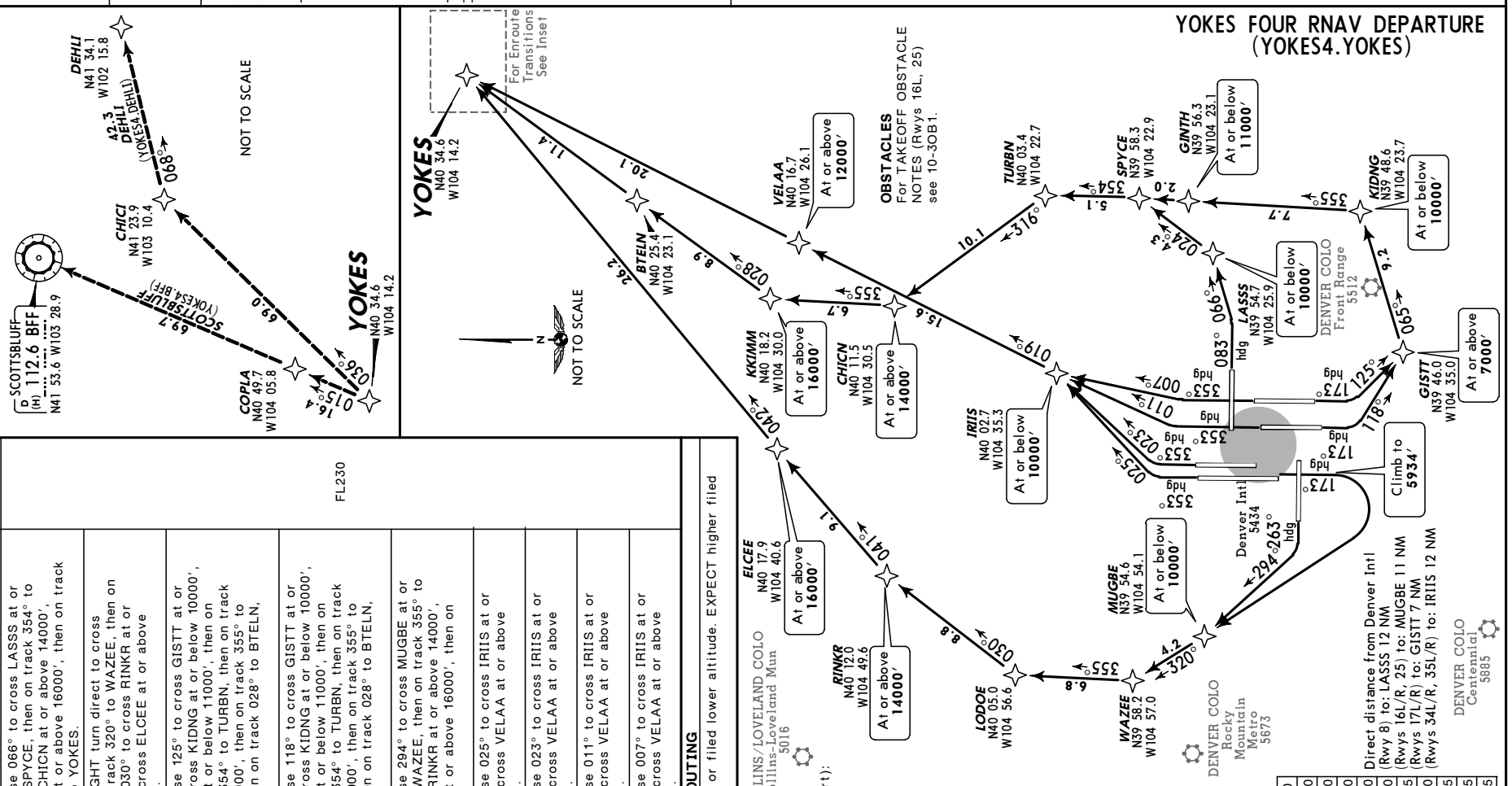
DENVER Departure (R)
127.05

Apt Elev See Graphic

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. Turbojets only.
4. RADAR required for non-GPS equipped aircraft.

5. Accelerate to at or above 250 KT above 10000′. If slower speed is required to meet crossing restrictions, advise clearance delivery prior to taxi.

YOKES FOUR RNAV DEPARTURE (YOKES4.YOKES)



RWY	INITIAL CLIMB	TOP ALTITUDE
8	Climb heading 083° to intercept course 066° to cross LASSS at or below 10000′, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to YOKES.	FL230
16L/R	Climb heading 173° to 5934′, then RIGHT turn direct to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 041° to cross ELCEE at or above 16000′, then on track 042° to YOKES.	
17L	Climb heading 173° to intercept course 125° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	
17R	Climb heading 173° to intercept course 118° to cross GISTT at or above 7000′, then on track 065° to cross KIDNG at or below 10000′, then on track 355° to cross GINTH at or below 11000′, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000′, then on track 355° to cross KKIMM at or above 16000′, then on track 028° to BTELN, then on track 028° to YOKES.	
25	Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000′, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000′, then on track 041° to cross ELCEE at or above 16000′, then on track 042° to YOKES	
34L	Climb heading 353° to intercept course 025° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
34R	Climb heading 353° to intercept course 023° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
35L	Climb heading 353° to intercept course 011° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	
35R	Climb heading 353° to intercept course 007° to cross IRIIS at or below 10000′, then on track 019° to cross VELAA at or above 12000′, then on track 019° to YOKES.	

ROUTING

From YOKES as depicted. MAINTAIN FL230 or filed lower altitude. EXPECT higher filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7, 26: Not authorized-ATC.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 8000′, then minimum climb of 285′ per NM to 16000′.
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 260′ per NM to 16000′.
Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 220′ per NM to 15000′.
Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 455′ per NM to 6500′, then minimum climb of 220′ per NM to 15000′.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 425′ per NM to 8000′, then minimum climb of 270′ per NM to 15000′.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 7000′, then minimum climb of 240′ per NM to 12000′.
Rwys 35L/R: Standard (or lower than standard, if authorized) with minimum climb of 400′ per NM to 7000′, then minimum climb of 250′ per NM to 12000′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
240′ per NM	300	400	600	800	1000	1200
250′ per NM	313	417	625	833	1042	1250
260′ per NM	325	433	650	867	1083	1300
270′ per NM	338	450	675	900	1125	1350
285′ per NM	356	475	713	950	1188	1425
400′ per NM	500	667	1000	1333	1667	2000
425′ per NM	531	708	1063	1417	1771	2125
455′ per NM	569	758	1138	1517	1896	2275
465′ per NM	581	775	1163	1550	1938	2325

CHANGES: Procedure renumbered.

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STANDARD RAMP DEPARTURE TAXI ROUTES

Standard Taxi East	
Origin	**Routing**
Concourse A - South Side	Taxi via Taxiway Alfa Sierra (AS) towards Ramp Control Marking 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 2E.
Concourse A - North Side	Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E.
Concourse B - South Side	Taxi via Taxiway Bravo Sierra (BS) towards Ramp Control Marking 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 4E.
Concourse B - North Side	Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E.
Concourse C - South Side	Taxi via Taxiway Charlie Sierra (CS) towards Ramp Control Marking 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 6E.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Ramp Control Marking 7E.
South Cargo	Taxi East on Taxiway Alfa (A) towards Ramp Control Marking 3S. Hold short of Taxiway Lima (L). Monitor Ground on 121.85.

Standard Taxi West	
Origin	**Routing**
Concourse A - South Side	Taxi via Taxiway Alfa Alfa (AA) towards Ramp Control Marking 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 1W.
Concourse A - North Side	Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W.
Concourse B - South Side	Taxi via Taxiway Alfa November (AN) towards Ramp Control Marking 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 3W.
Concourse B - North Side	Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W.
Concourse C - South Side	Taxi via Taxiway Bravo November (BN) towards Ramp Control Marking 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 5W.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Ramp Control Marking 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Ramp Control Marking 7W.

CHANGES: Apron Location Point changed to Ramp Control Markings.

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KDEN/DEN

Apt Elev 5434′
N39 51.7 W104 40.4

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3 JUL 15 (10-9)

DENVER, COLO
DENVER INTL

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground West	Ground East
134.02 VOT 110.0 (Limited)		118.75	127.5	121.85

Tower				DENVER Departure (R)			
Rwys 8/26,17L/35R	132.35	Rwy 7/25	128.75	North	127.05	South	128.45
Rwy 17R/35L	133.3	Rwys 16L/34R, 16R/34L	135.3	East	128.25	West	126.1

RAMP CONTROL
Contact the Ramp Control frequency associated with the parking location, regardless of the ramp entry points used.

CONCOURSE A	CONCOURSE B (North Side)	CONCOURSE B (South Side)	CONCOURSE C	CARGO RAMP
131.97	130.95	130.6	119.47	131.97

LEGEND
1W RAMP CONTROL MARKING

Waterfowl and migratory bird activity in vicinity of airport year-round.

RUNWAY INCURSION HOT SPOTS
HS1
For information only, not to be construed as ATC instructions.
HS1 Pilots taxiing from Cargo ramp on Twy SC or A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization.
HS2 Rwy 17R approach area. Hold short when directed by ATC. Pilots turning eastbound from Twy M sometimes cross the APCH hold bar without authorization.

DVV VOR

❶ Overhead passenger bridge on south side of Concourse A provides 42′ (13m) tail and up to 118′ (36m) wingspan clearance when on taxiway centerline.
❷ Taxilane AE on east side of Concourse A restricted to Aircraft Design Group III, wingspan less than 118′ (36m) south of AE3.
❸ Twy K, between Twys BS and BN, restricted to Aircraft Design Group III. Wingspan less than 118′ (36m).
❹ De-ice Pad EE
❺ De-ice Pad C
❻ De-ice Pad J
❼ De-ice Pad DS West
❽ RON Pad DS East
❾ De-ice Pad B
❿ De-ice Pad A
⓫ De-ice Pad WA
⓬ De-ice Pad D

CHANGES: Hot spot descriptions added.

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GENERAL

ASDE-X surveillance system in use. Pilots should operate transponders, with Mode C, on all runways and taxiways.
Low Level Wind Shear Alert System.
Terminal Doppler Weather Radar.
All runways grooved.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
7	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR		10,959' 3340m		150' 46m
25	HIRL CL MALSR PAPI-L(angle 3.0°) RVR		10,941' 3335m		
8	HIRL CL MALSR PAPI-L (angle 3.0°) RVR		10,899' 3322m		150' 46m
26	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,042' 3366m		
16L	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,006' 3355m		150' 46m
34R	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR		10,929' 3331m		
16R	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR		14,980' 4566m		200' 61m
34L	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR		14,910' 4545m		
17L	HIRL CL MALSR PAPI-L (angle 3.0°) RVR		11,015' 3357m		150' 46m
35R	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR		10,874' 3314m		
17R	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR		11,035' 3363m		150' 46m
35L	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR		10,899' 3322m		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 34L

2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 34R, 35L

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

Rwy 16R

2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 16L, 17L/R, 35R

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

Rwys 7, 8, 25, 26

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

OBSTACLE DP

Runway 7, climb on a heading between 315° clockwise to 218° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runway 8, climb on a heading between 310° clockwise to 220° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 16L, 16R, climb on a heading between 213° counter-clockwise to 353° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 17L, 17R, climb on a heading between 222° counter-clockwise to 353° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runway 25, climb on a heading between 317° clockwise to 083° or 206° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runway 26, climb on a heading between 313° clockwise to 083° or 219° counter-clockwise to 083° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 34L, 34R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

Runways 35L, 35R, climb on a heading between 313° clockwise to 172° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 343° inbound) to 16,500' before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	LOC Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	RNAV (GPS) Y Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R	RNAV (RNP) Z Rwys 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R
A B C D	600-2	800-2		

AMEND 3

CHANGES: Hot Spot information moved to 10-9.

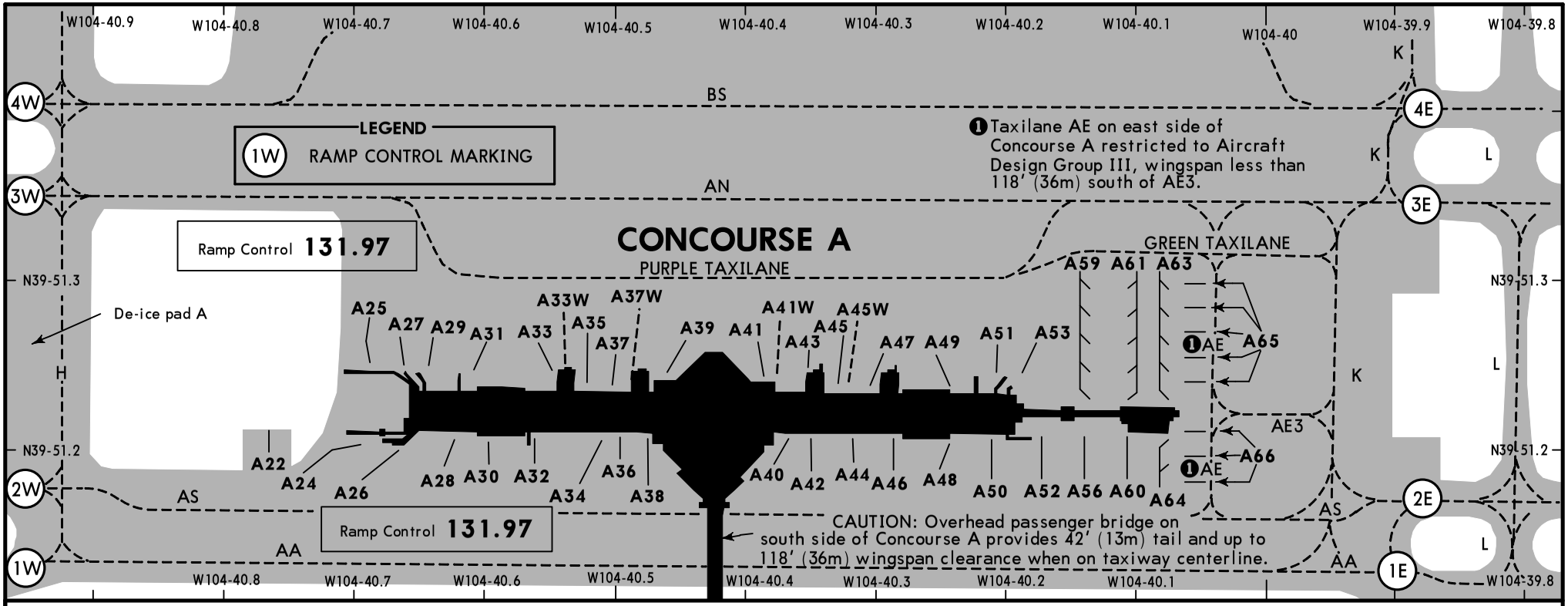
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CHANGES: Parking gates and coordinates revised.

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PARKING GATE COORDINATES
CONCOURSE A

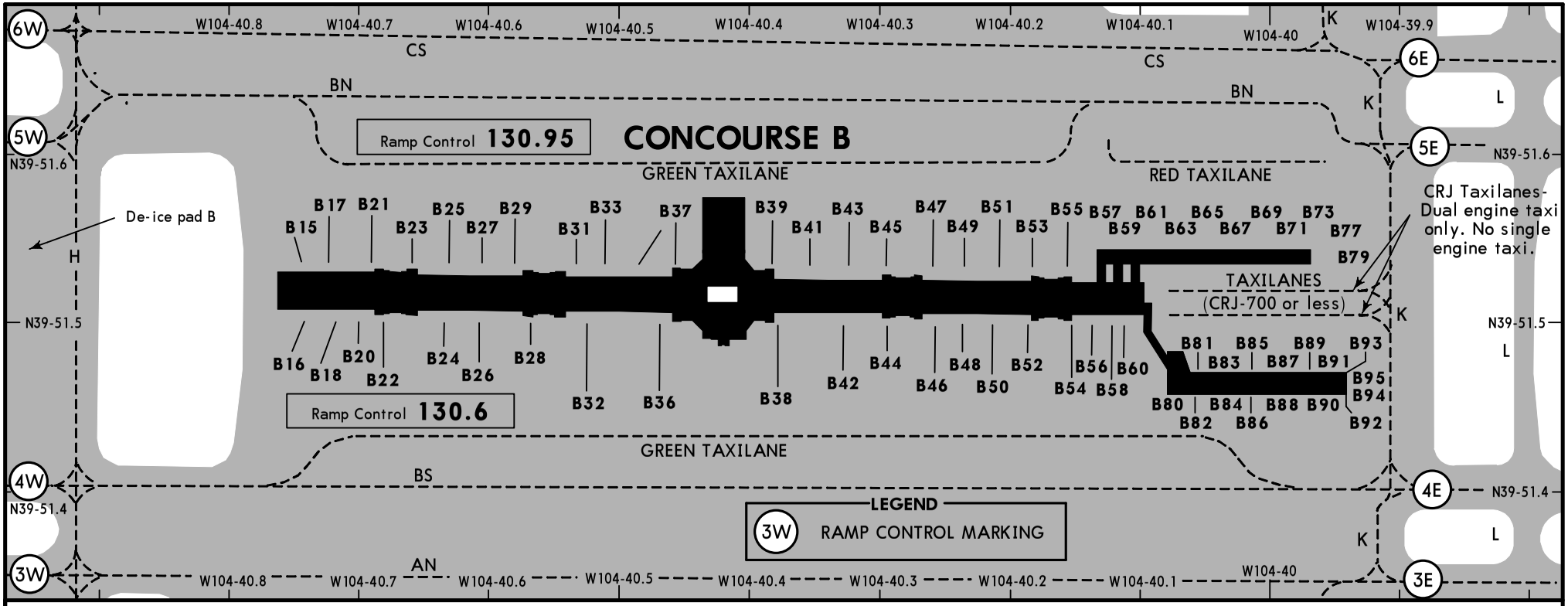
GATE NO.	COORDINATES	GATE NO.	COORDINATES	GATE NO.	COORDINATES
A22	N39 51.2 W104 40.8	A33, A33W	N39 51.2 W104 40.5	A45W	N39 51.2 W104 40.3
A24	N39 51.2 W104 40.7	A34 thru A37	N39 51.2 W104 40.5	A46, A47	N39 51.2 W104 40.3
A25	N39 51.3 W104 40.7	A37W	N39 51.3 W104 40.5	A48 thru A53	N39 51.2 W104 40.2
A26	N39 51.2 W104 40.7	A38, A39	N39 51.2 W104 40.5	A56, A60, A64	N39 51.2 W104 40.1
A27	N39 51.3 W104 40.7	A40, A41	N39 51.2 W104 40.4	A65	N39 51.3 W104 40.1
A28	N39 51.2 W104 40.6	A41W	N39 51.2 W104 40.4	A66	N39 51.2 W104 40.1
A29	N39 51.3 W104 40.6	A42	N39 51.2 W104 40.4		
A30 thru A32	N39 51.2 W104 40.6	A43 thru A45	N39 51.2 W104 40.3		

CHANGES: Parking gates and coordinates revised.

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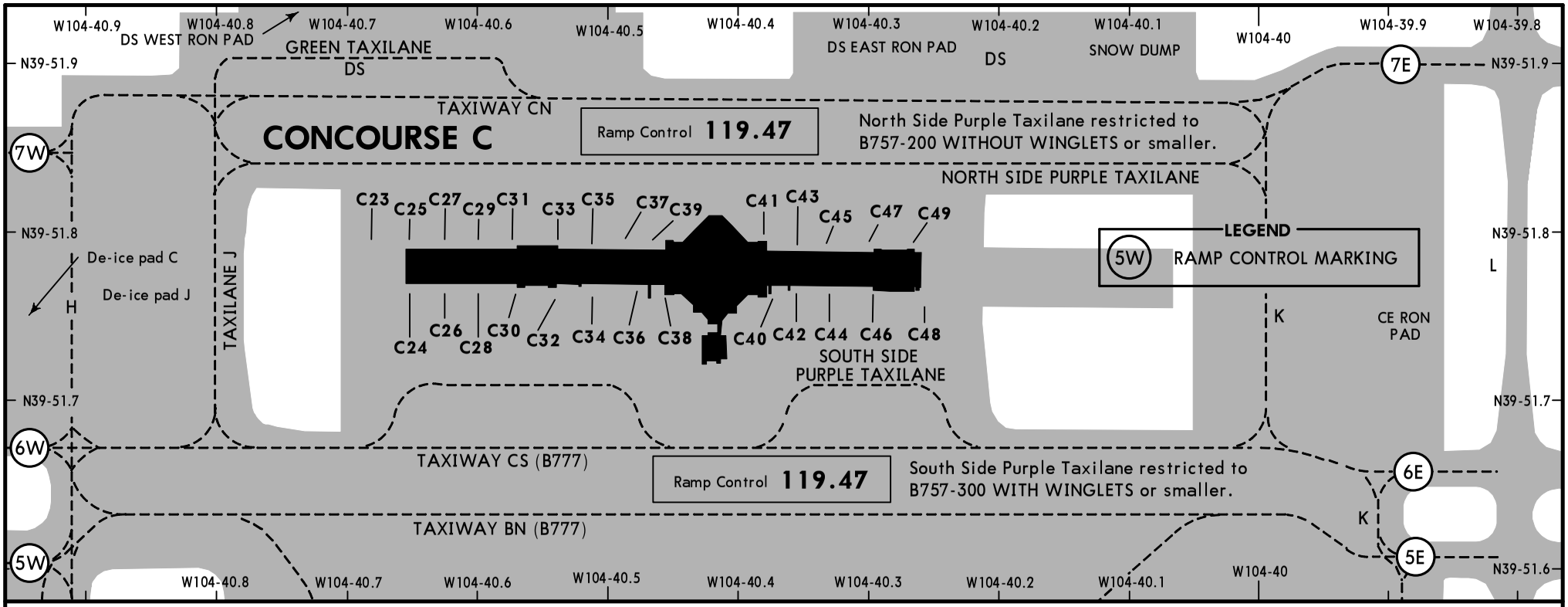
JEPPESEN
JeppView 3.6.2.0



PARKING GATE COORDINATES
CONCOURSE B

GATE NO.	COORDINATES		GATE NO.	COORDINATES		GATE NO.	COORDINATES	
B15 thru B18	N39 51.5	W104 40.7	B56	N39 51.5	W104 40.1	B77	N39 51.6	W104 39.9
B20 thru B23	N39 51.5	W104 40.7	B57	N39 51.6	W104 40.1	B79	N39 51.5	W104 39.9
B24 thru B29	N39 51.5	W104 40.6	B58	N39 51.5	W104 40.1	B80 thru B82	N39 51.5	W104 40.1
B31 thru B33	N39 51.5	W104 40.5	B59	N39 51.6	W104 40.1	B83 thru B90	N39 51.5	W104 40.0
B36, B37	N39 51.5	W104 40.5	B60	N39 51.5	W104 40.1	B91 thru B95	N39 51.5	W104 39.9
B38, B39, B41	N39 51.5	W104 40.4	B61, B63	N39 51.6	W104 40.1			
B42 thru B47	N39 51.5	W104 40.3	B65, B67, B69	N39 51.6	W104 40.0			
B48 thru B55	N39 51.5	W104 40.2	B71, B73	N39 51.6	W104 40.0			

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PARKING GATE COORDINATES
CONCOURSE C

GATE NO.	COORDINATES					
C23 thru C25	N39 51.8	W104 40.7				
C26 thru C31	N39 51.8	W104 40.6				
C32 thru C39	N39 51.8	W104 40.5				
C40 thru C43	N39 51.8	W104 40.4				
C44 thru C49	N39 51.8	W104 40.3				

CHANGES: Parking gates and coordinates revised.

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DEICING PROCEDURES

GENERAL PROCEDURES:

Deicing with engines running is allowed.

SEQUENCING:

With the assistance of the Aerobahn Deicing Manager tool, the Ramp Tower is responsible for sequencing aircraft to the deice pads.

Each departing aircraft will be assigned a Recommended Off-Block Time (ROBT) that is calculated based on the scheduled departure time or amended departure time.

The ROBT will be provided to local airline station operations personnel.

Airline personnel should board the aircraft in an effort to have the aircraft ready to push back from the gate to meet the ROBT.

Aircraft that push more than 5 minutes before the ROBT will be taxied to a holding area until their calculated Target Deice Queue Entry Time, when the flight can re-join the departure queue.

After 10 minutes past the ROBT, the flight will be resequenced and a new ROBT will be issued.

An airline can prioritize and swap their own aircraft in the calculated sequence

STAGING:

Aircraft will be staged at the " DEICE HOLD" signs east of Taxiway H or Taxiway J.

Aircraft may be staged mid-ramp to allow taxi flexibility and exit points for non-deicers.

The goal of the Aerobahn Deicing Manager tool is to have no more than 4 aircraft waiting In queue for each deice pad with a maximum queue time of 10 minutes

COMMUNICATIONS:

ASDE-X surveillance system in use. Operate transponder with Mode C at all times.

Contact Ramp Control to "push for deicing."

Ramp control will direct aircraft to appropriate "DEICE HOLD" location. Aircraft destined for the WA-Pad will be directed to contact Ground Control at the appropriate Ramp Control Marking.

When directed by Ramp Control, contact the deice controller on the appropriate frequency (typically when you are #1 at the "DEICE HOLD" sign).

Upon completion of deicing, the deice pad controller will instruct you to contact Ground Control (Ramp Control for J-Pad and DS-Pad) for taxi.

Contact Ground Control (Ramp Control for J-Pad and DS-Pad) with your deice pad and spot number.

DEICE EFFICIENCY ENHANCEMENT PROGRAM:

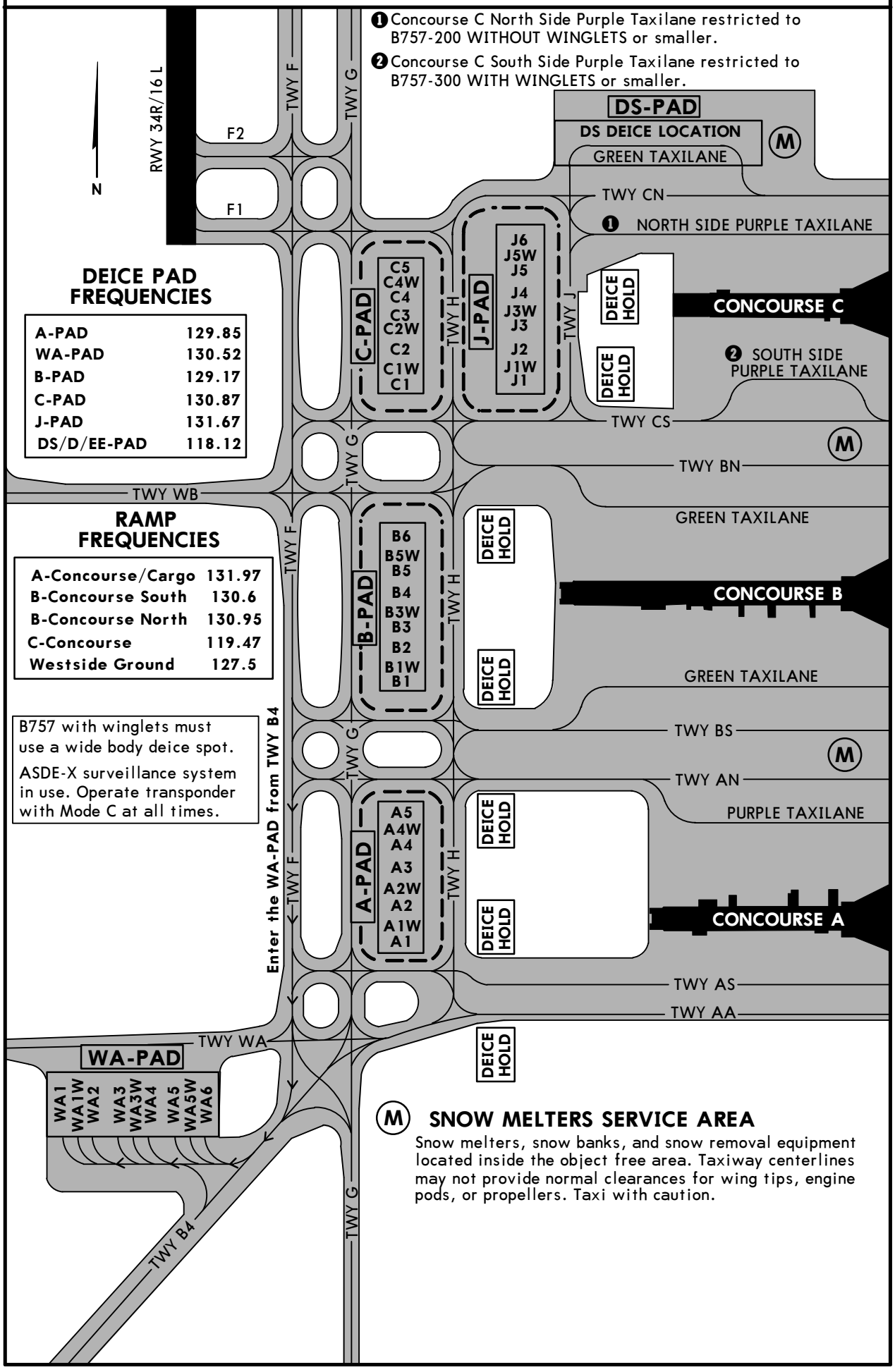
Upon the completion of deice and receipt of the "post deice" report, expedite departure from the deice pad.

CHANGES: Deicing procedures revised.

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DEICING PROCEDURES CONTINUED



CHANGES: C-Pad revised.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9E)

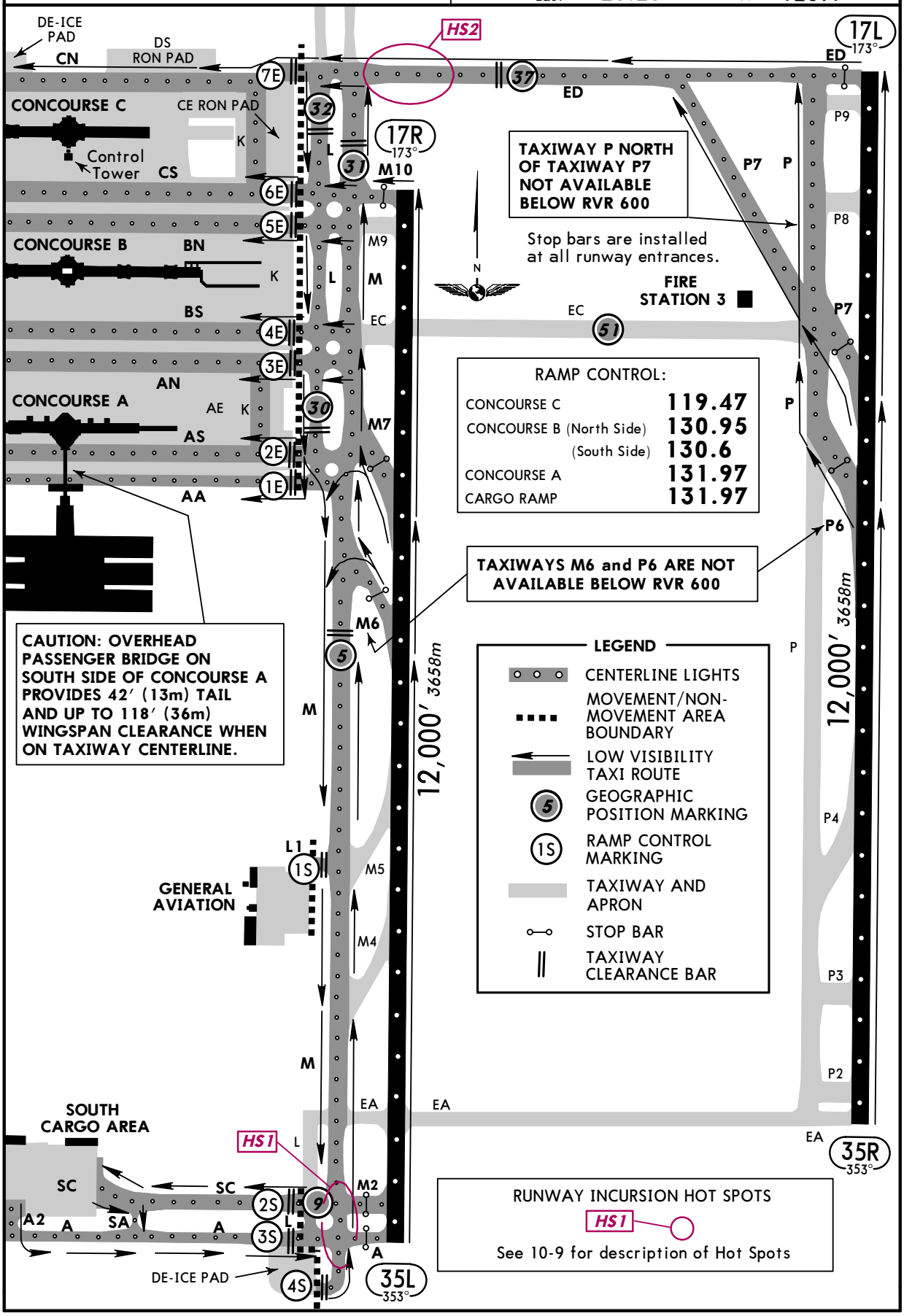
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
Rwys 35L & 35R

LESS THAN RVR 1200

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	East 121.85

Tower		DENVER Departure (R)	
Rwys 17L/35R	Rwys 17R/35L	North 127.05	South 128.45
132.35	133.3	East 128.25	West 126.1



CHANGES: None.

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JEPPESEN
JeppView 3.6.2.0

KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9F)

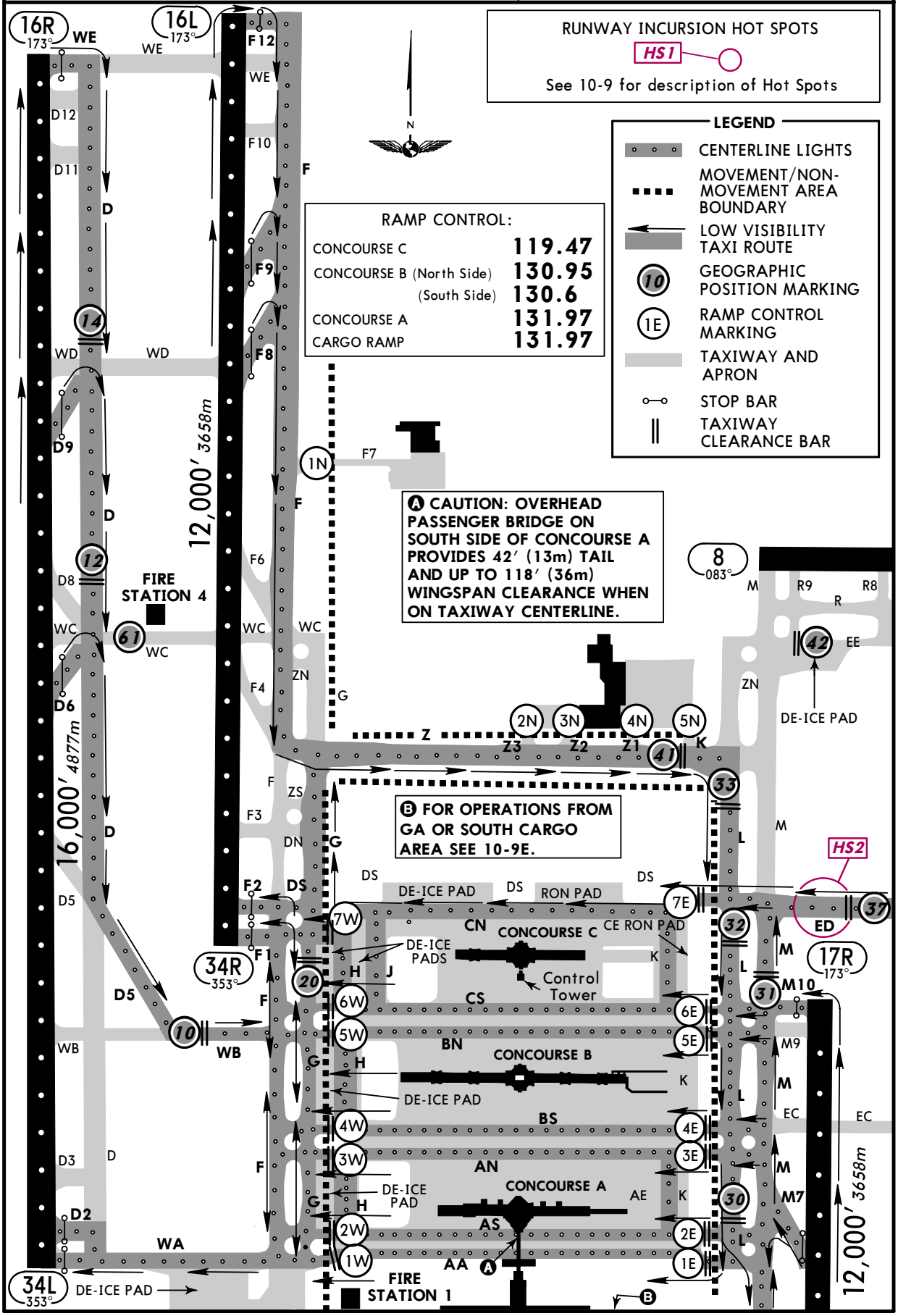
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
Rwys 34L & 34R

LESS THAN RVR 1200

D-ATIS Departure	ACARS:	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)	D-ATIS TWIP, PDC	118.75	West 127.5

Tower	DENVER Departure (R)
Rwys 16R/34L, 16L/34R 135.3	North 127.05 South 128.45 East 128.25 West 126.1



CHANGES: Geographic position markings 41 and 42 added.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9G)

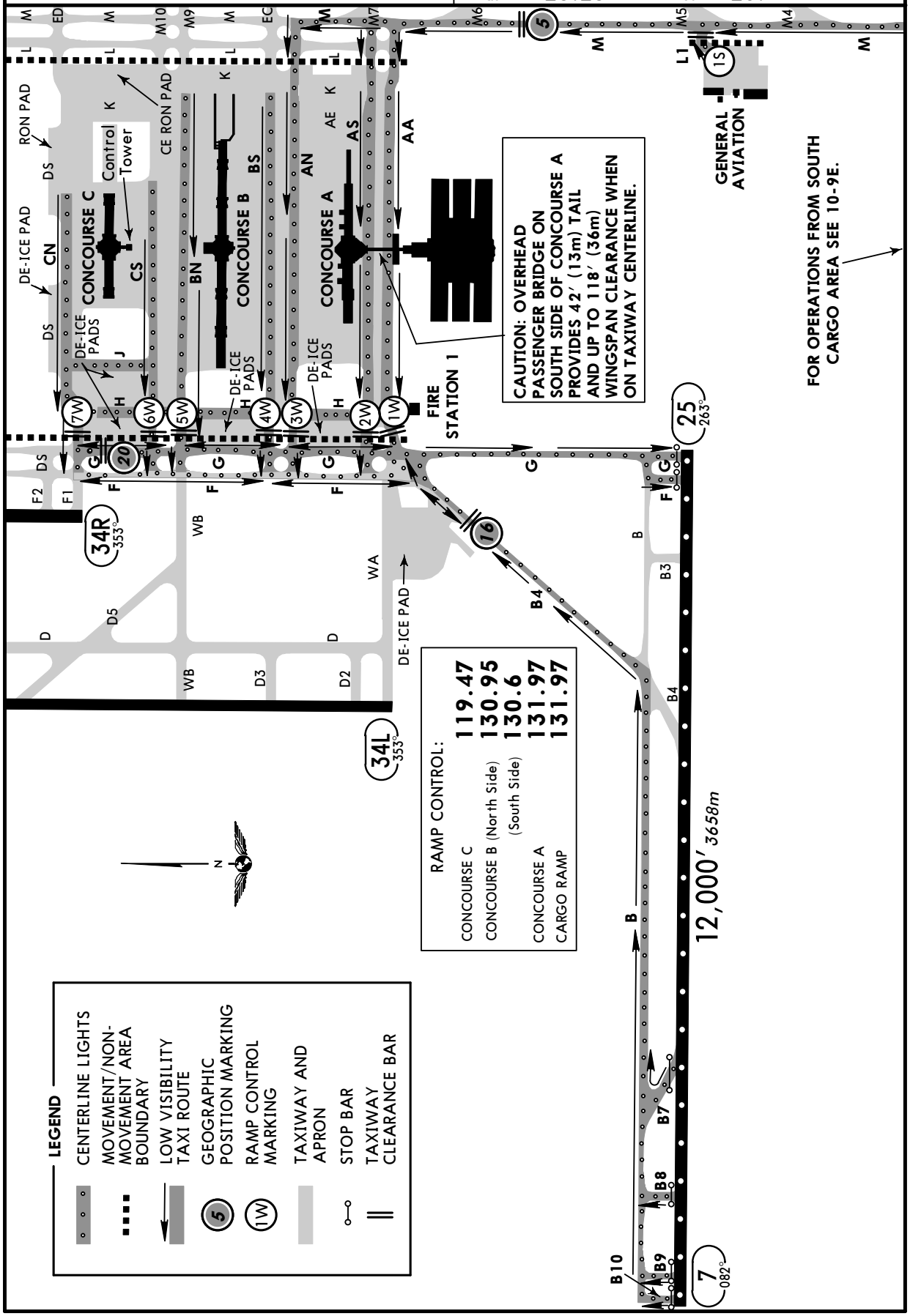
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 25

LESS THAN RVR 1200 TO 600

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	West 127.5

Tower	DENVER Departure (R)	
Rwys 7/25 128.75	North 127.05 East 128.25	South 128.45 West 126.1



CHANGES: None.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (10-9H)

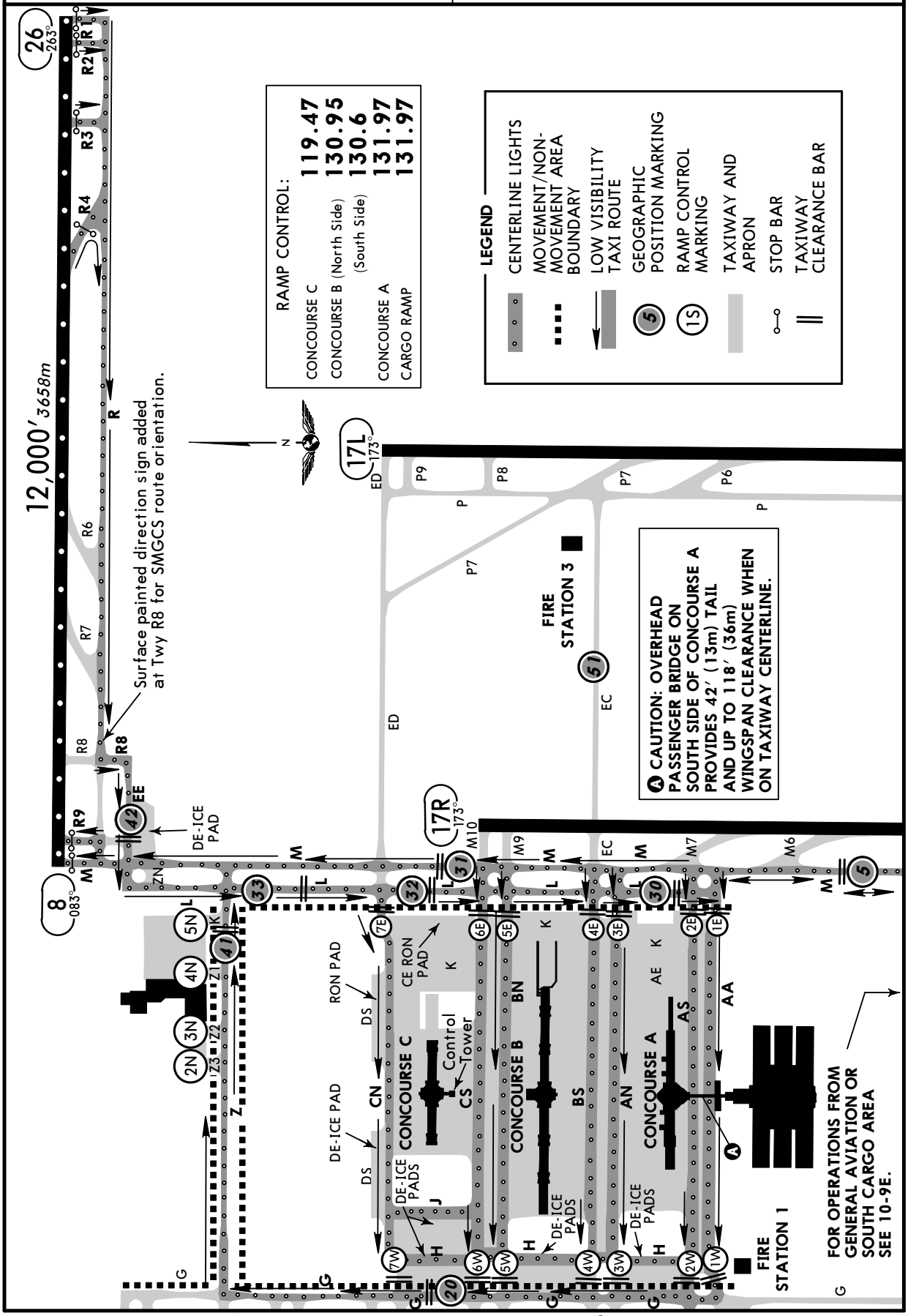
SMGCS

DENVER, COLO
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwy 8

LESS THAN RVR 1200 TO 600

D-ATIS Departure	ACARS: D-ATIS PDC TWIP	DENVER Clearance	Ground
134.02 VOT 110.0 (Limited)		118.75	West 127.5

Tower	DENVER Departure (R)
Rwys 8/26 132.35	North 127.05 South 128.45 East 128.25 West 126.1



CHANGES: Geographic position markings 41 and 42 added.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-1)

DENVER, COLO
ILS or LOC Rwy 7

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	128.75	127.5

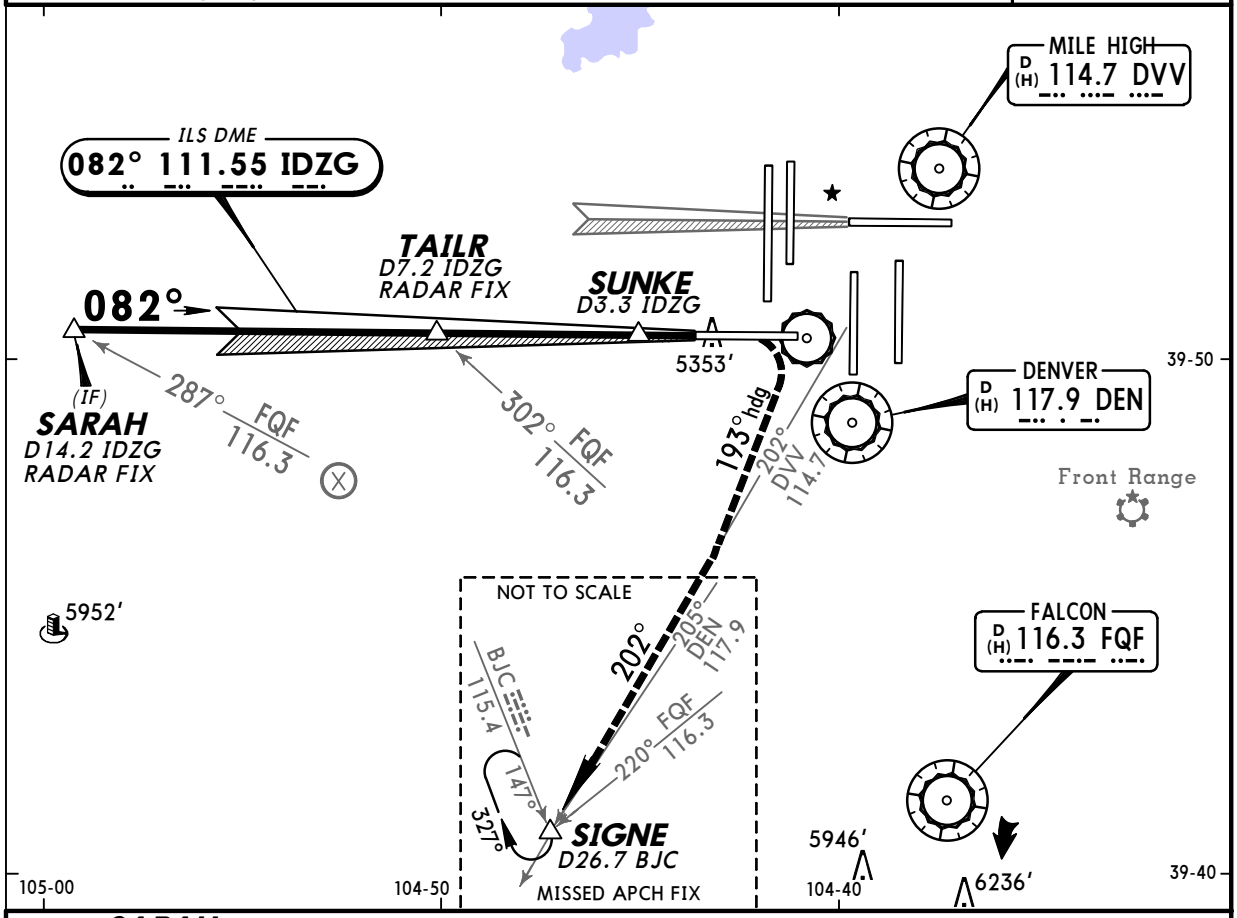
LOC IDZG	Final Apch Crs	GS TAILR	ILS DA(H)	Apt Elev 5434′
111.55	082°	7000′ (1648′)	5552′ (200′)	TDZE 5352′

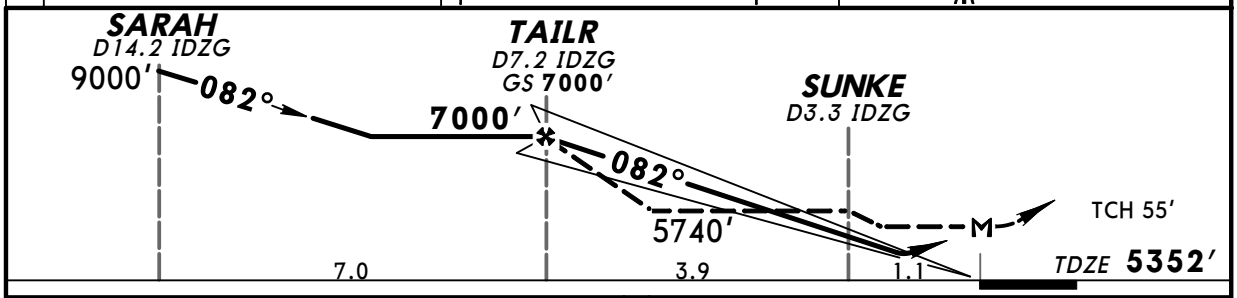
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 11000′ on heading 193° and outbound on DVV VOR R-202 to SIGNE INT/D26.7 BJC and hold, or as directed by ATC.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 8.
3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
TAILR to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

5900′

11000′ RT on 193° hdg and DVV 114.7 R-202

TERPS STRAIGHT-IN LANDING RWY 7

	ILS DA(H) 5552′ (200′)			LOC (GS out) MDA(H) 5640′ (288′) With SUNKE			LOC (GS out) MDA(H) 5740′ (388′) Without SUNKE		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C						RVR 45 or 7/8	RVR 35 or 5/8	RVR 45 or 7/8	RVR 60 or 1 1/8
D									

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-2)

DENVER, COLO
ILS or LOC Rwy 8

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

LOC IFUI	Final Apch Crs	GS OWNER	ILS DA(H)	Apt Elev 5434′
108.9	083°	7000′ (1646′)	5554′ (200′)	TDZE 5354′

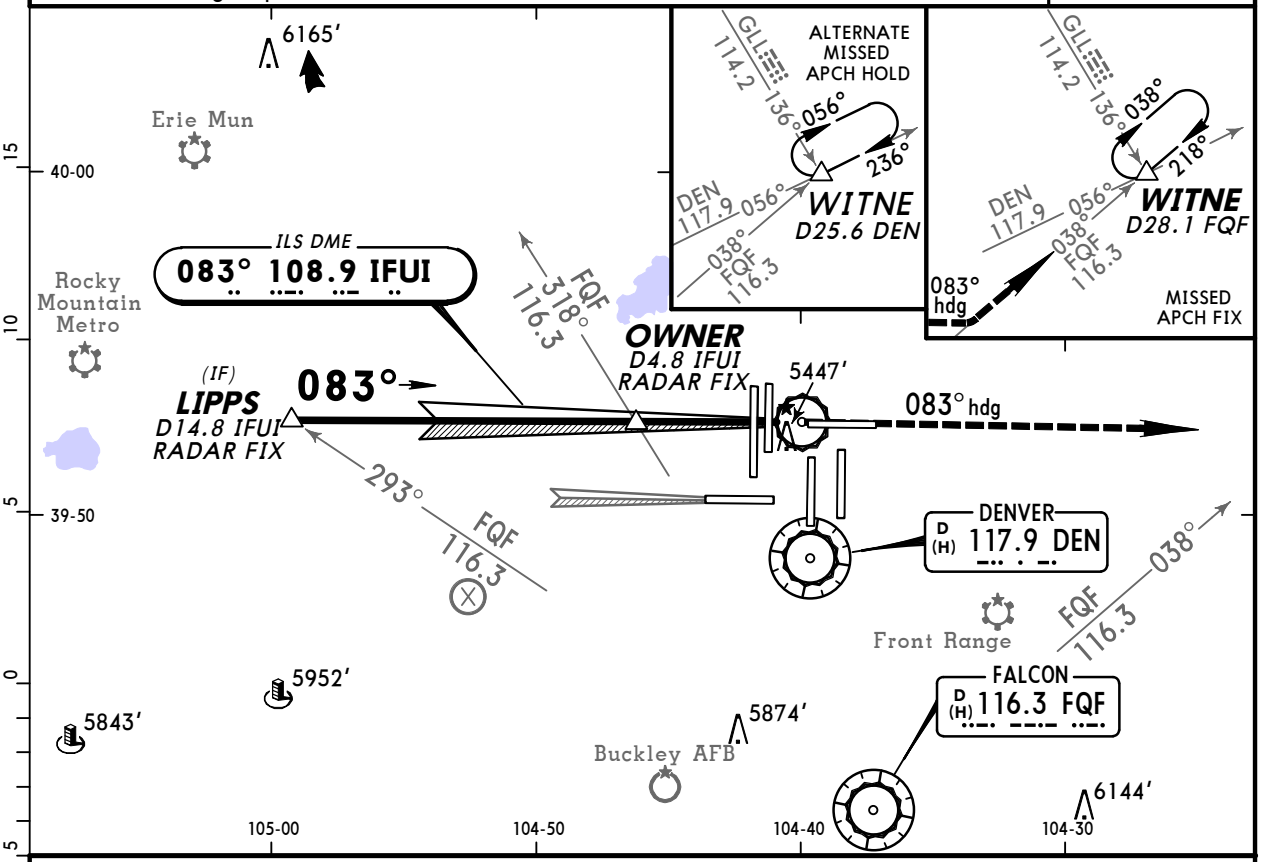
MISSED APCH: Climb to 10000′ on heading 083° and outbound on FQF VOR R-038 to WITNE INT/D28.1 FQF and hold, or as directed by ATC.

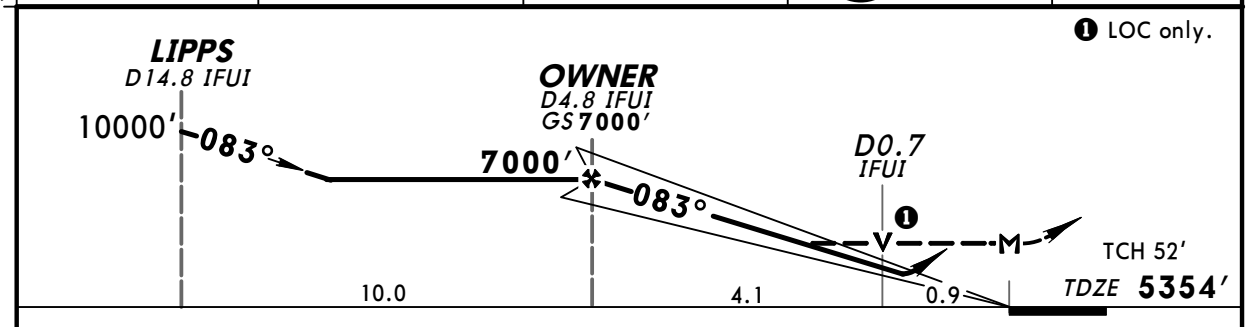
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 7.
3. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

BRIEFING STRIP ™





❶ LOC only.

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
OWNER to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

10000′ on 083° hdg and FQF 116.3 R-038

TERPS

STRAIGHT-IN LANDING RWY **8**

	ILS DA(H) 5554′ (200′) FULL	ILS DA(H) 5554′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 5700′ (346′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C			RVR 30 or 5/8		
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

18 JUL 14
Eff 24 Jul

JEPPESEN
DENVER, COLO
11-3 ILS or LOC Rwy 16L

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC ILTT	Final Apch Crs	GS	ILS DA(H)	Apt Elev / TDZE
111.1	173°	LEETS 7000′ (1643′)	5557′ (200′)	5434′ / 5357′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 12000′ on heading 218° and outbound on FQF VOR R-254 to BREWS INT/D26.0 FQF and hold, or as directed by ATC.

9200′

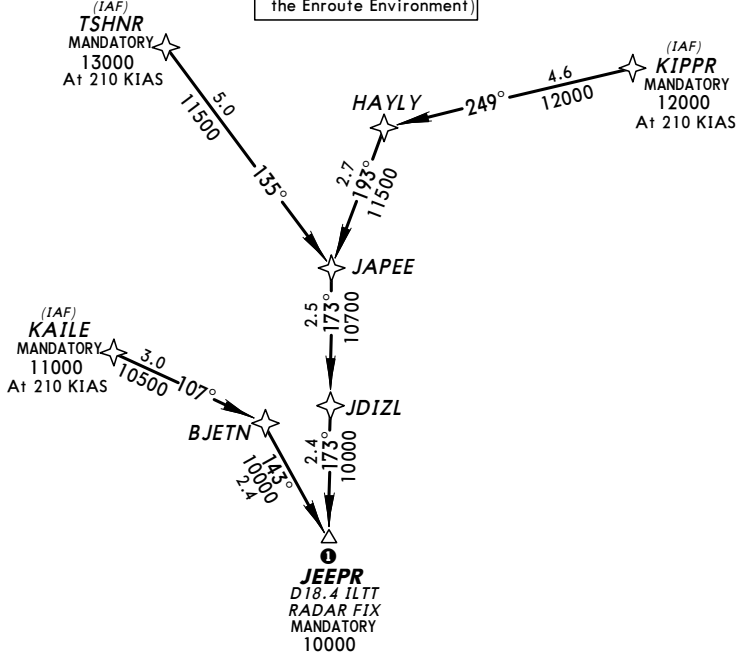
MSA DEN VOR

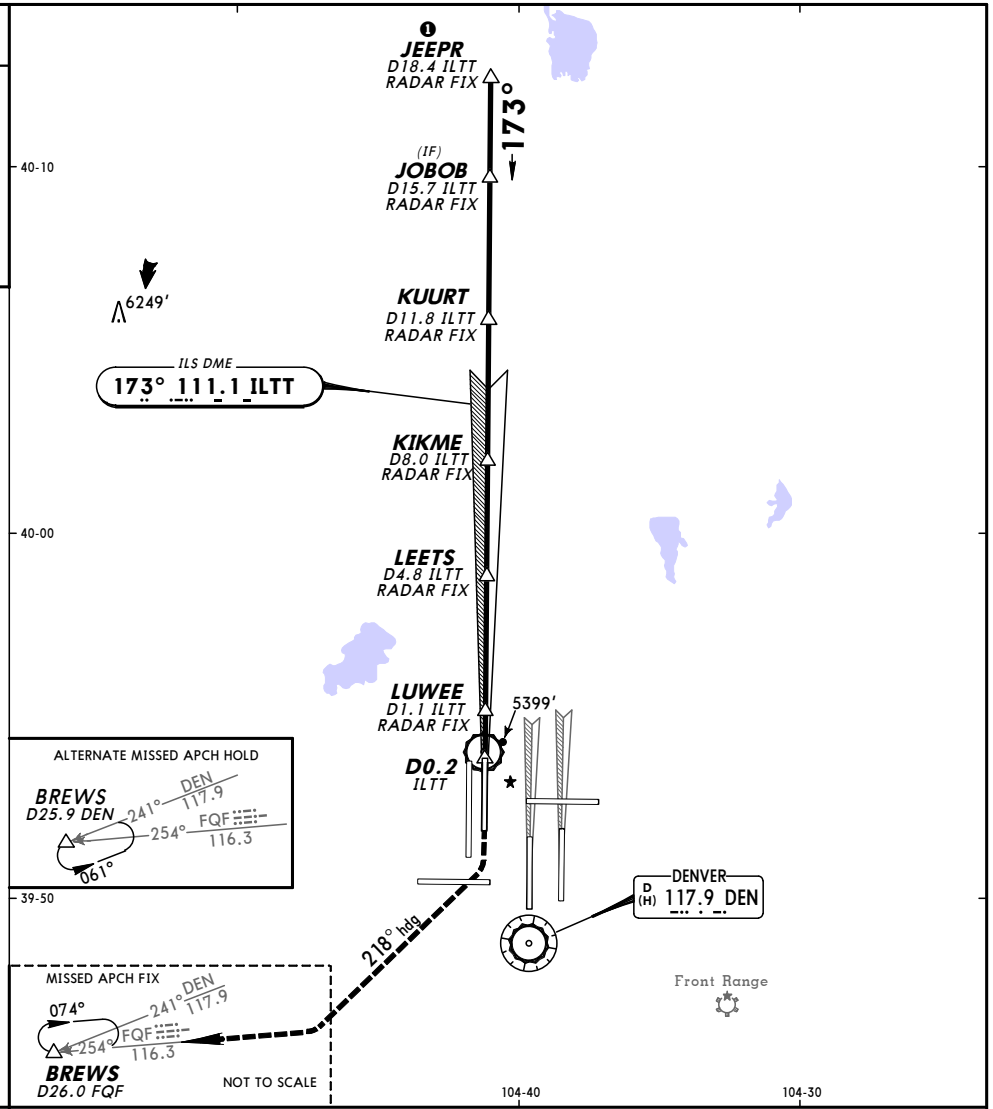
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. **DME required.** 2. Simultaneous approach authorized with Rwys 17L/17R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO JEEPR

NOT TO SCALE

GPS or Radar required.
(For Procedure Entry from the Enroute Environment)





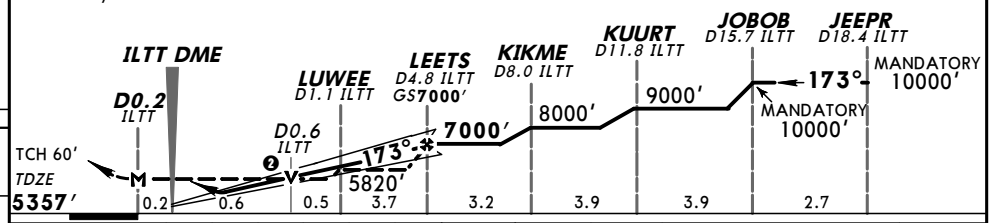
TERPS

STRAIGHT-IN LANDING RWY 16L

	ILS DA(H) 5557′ (200′)			LOC (GS out) MDA(H) 5660′ (303′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C						RVR 45 or 7/8
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 ILTT or LEETS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

5900′ | 12000′ on RT | 218° hdg and | FQF 116.3 R-254 | BREWS

TERPS AMEND 3A 24 JUL 2014

CHANGES: JEEPR mandatory altitude added, JOBOB mandatory altitude added, THRE changed to TDZE.

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KDEN/DEN
DENVER INTL

DENVER, COLO
ILS or LOC Rwy 16R

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IDQQ	Final Apch Crs	GS	ILS DA(H)	Apt Elev 5434′
111.9	173°	JETSN 7000′ (1674′)	5526′ (200′)	TDZE 5326′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 12000′ on heading 218° and outbound on FQF VOR R-254 to BREWS INT/D26.0 FQF and hold, or as directed by ATC.

9200′

MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. **DME required.** 2. Simultaneous approach authorized with Rwys 17L/17R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO SHRED

NOT TO SCALE

GPS or Radar required.
(For Procedure Entry from the Enroute Environment)

(IAF) TSHNR
MANDATORY
13000
At 210 KIAS

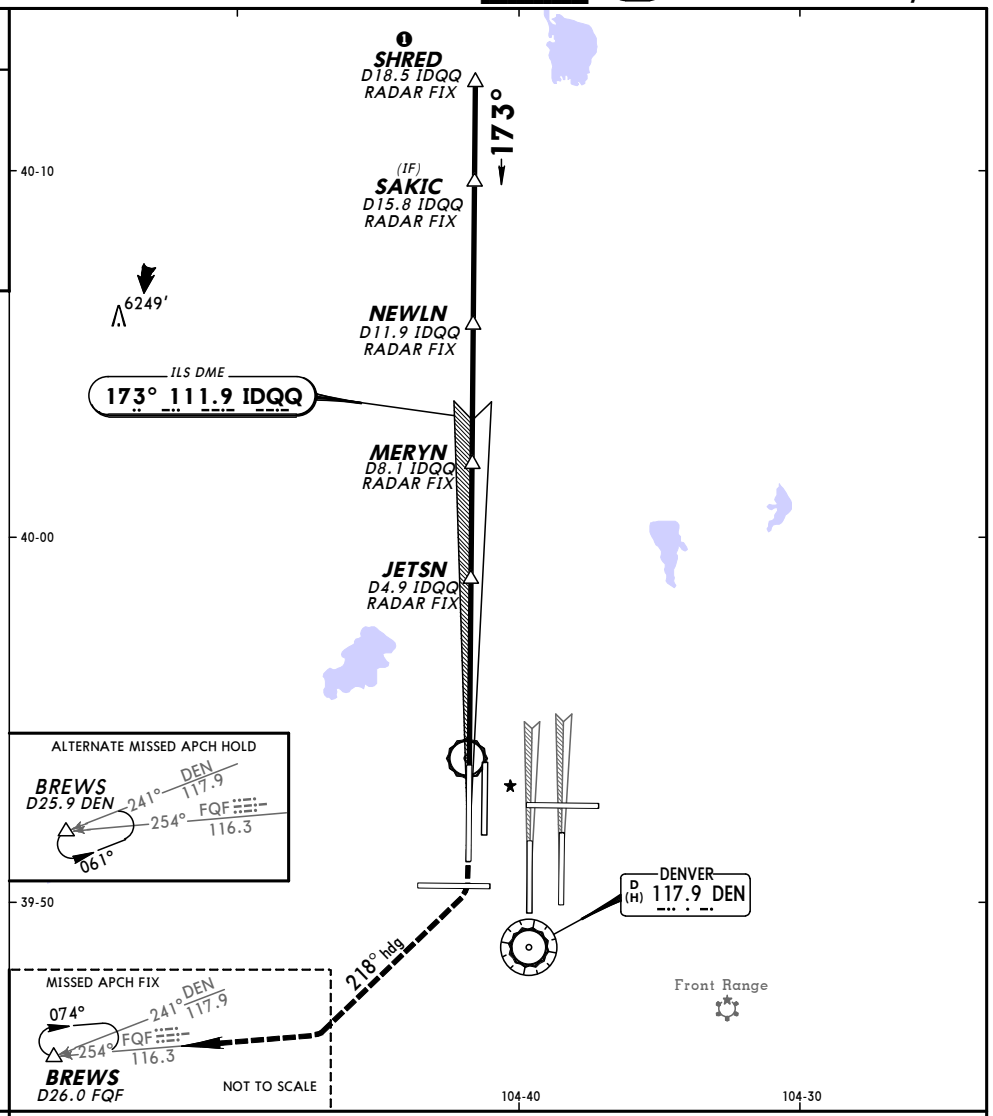
(IAF) KIPPR
MANDATORY
12000
At 210 KIAS

(IAF) KAILE
MANDATORY
11000
At 210 KIAS

HAYLY
SKIMJ
SEEYU
SHROM

4.6 11500 138°
4.6 12000 249°
2.7 11500 203°
3.0 10600
173°
3.1 10400 110°
10000 150° 2.1
10000 173° 2.1

❶ **SHRED**
D18.5 IDQQ
RADAR FIX
MANDATORY
10000



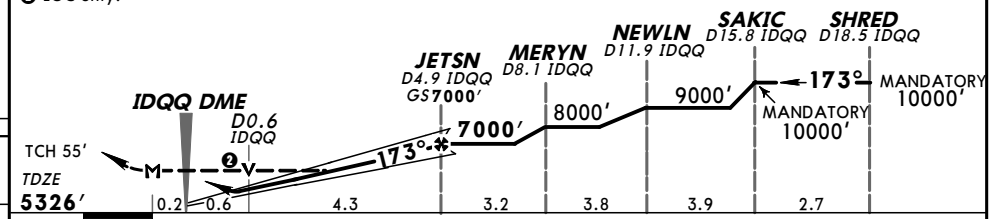
TERPS

STRAIGHT-IN LANDING RWY **16R**

	ILS DA(H) 5526′ (200′)			LOC (GS out) MDA(H) 5640′ (314′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C						RVR 45 or 7/8
D						

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
JETSN to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR
PAPI

5900′ ↑ | 12000′ RT | on 218° hdg | and FQF 116.3 R-254 | BREWS

TERPS AMEND 1A 24 JUL 2014

CHANGES: SHRED mandatory altitude added, SAKIC mandatory altitude added, THRE changed to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN 11-5

DENVER, COLO
ILS or LOC Rwy 17L

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

LOC IBXP	Final Apch Crs	GS IRINE	ILS DA(H)	Apt Elev 5434′
110.15	173°	7000′ (1661′)	5539′ (200′)	TDZE 5339′

MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ on heading 120° and outbound on FQF VOR R-078 to LIMEX INT/D31.9 FQF and hold, or as directed by ATC.

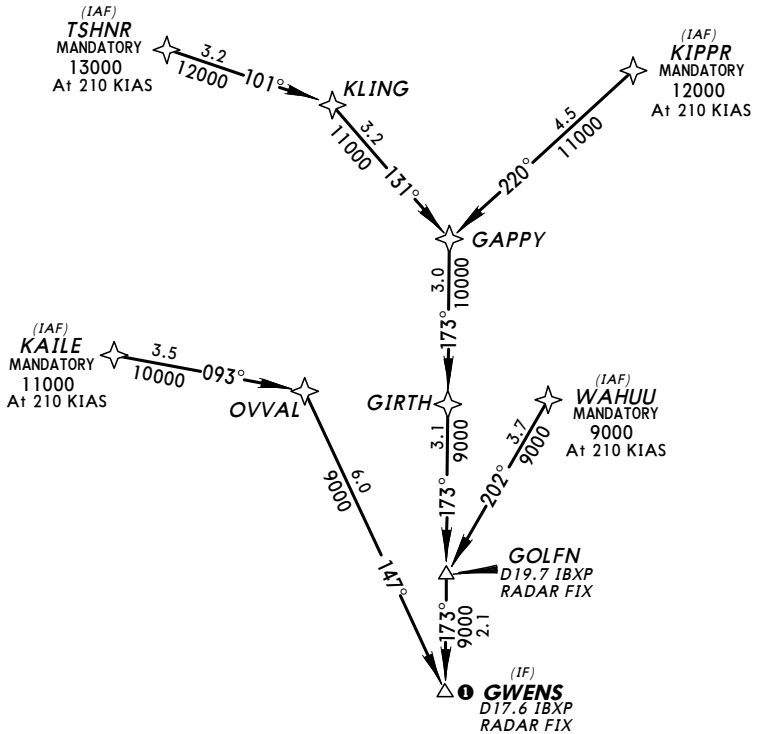
9200′

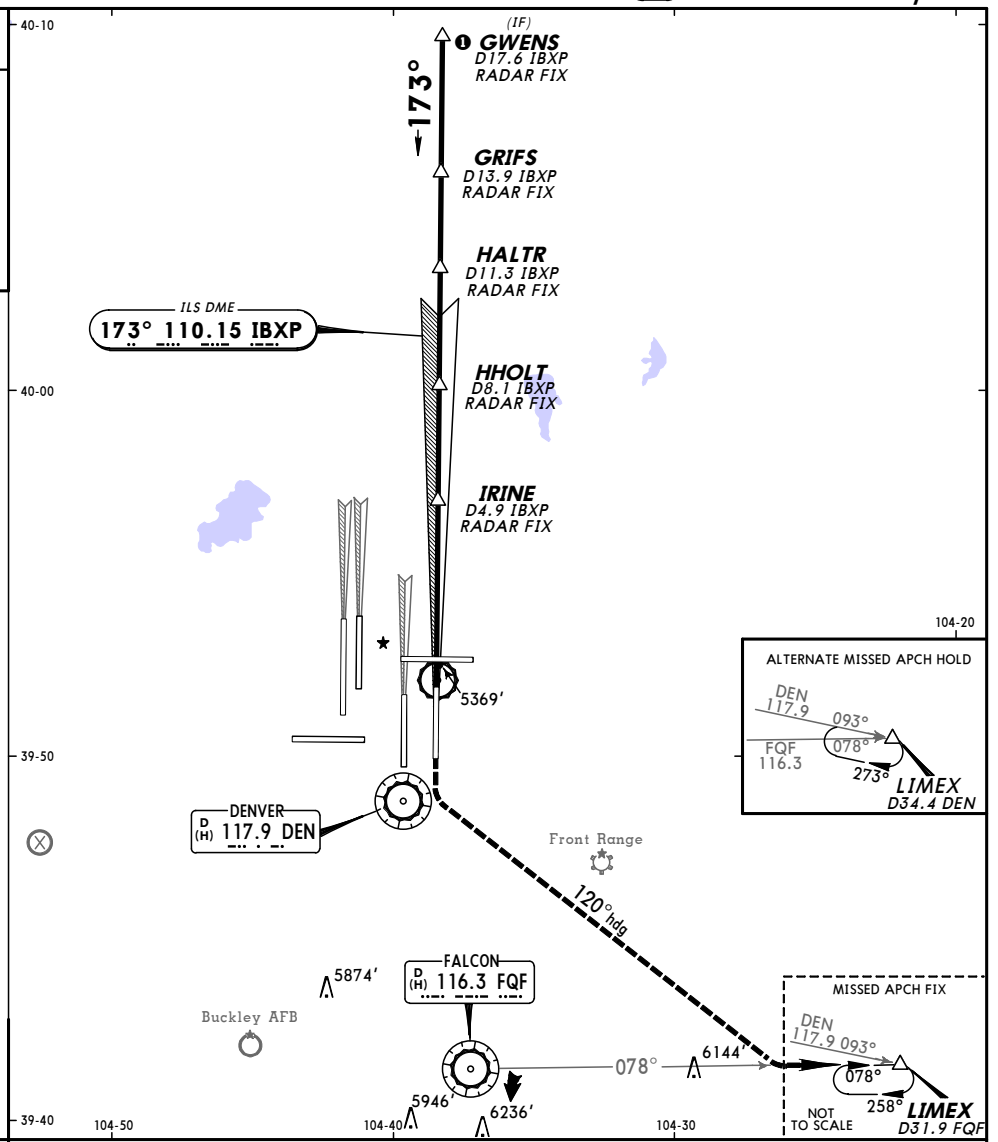
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwy 17R and Rwys 16L/16R. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO GWENS

NOT TO SCALE



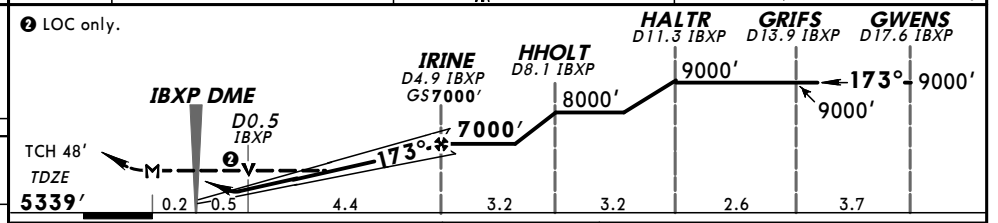


TERPS STRAIGHT-IN LANDING RWY **17L**

	ILS DA(H) 5539′ (200′)		❷ LOC (GS out) MDA(H) 5620′ (281′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B					
C					RVR 45 or 7/8
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA. ❷ DME or Radar required.

❷ LOC only.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
IRINE to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR PAPI

5900′ | 10000′ LT | 120° on hdg and | FQF 116.3 R-078

TERPS AMEND 4A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14 (11-6)

DENVER, COLO
ILS or LOC Rwy 17R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IACX	Final Apch Crs	GS JOULE	ILS DA(H)	Apt Elev 5434′
108.5	173°	7000′ (1608′)	5592′ (200′)	TDZE 5392′

MISSED APCH: Climb to 10000′ on heading 173° and outbound on FQF VOR R-197 to HOHUM INT/D22.5 FQF and hold, or as directed by ATC.

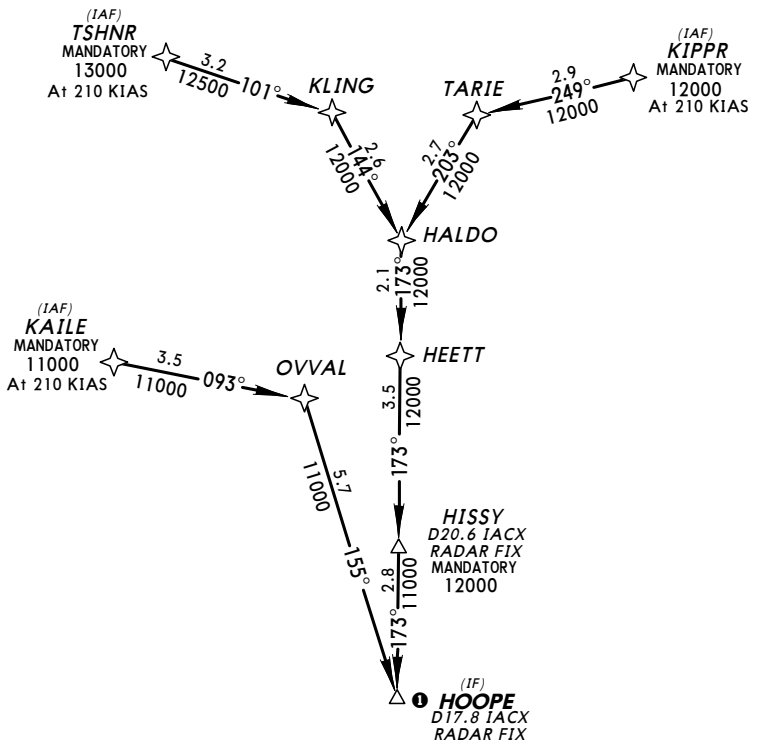
9200′
MSA DEN VOR

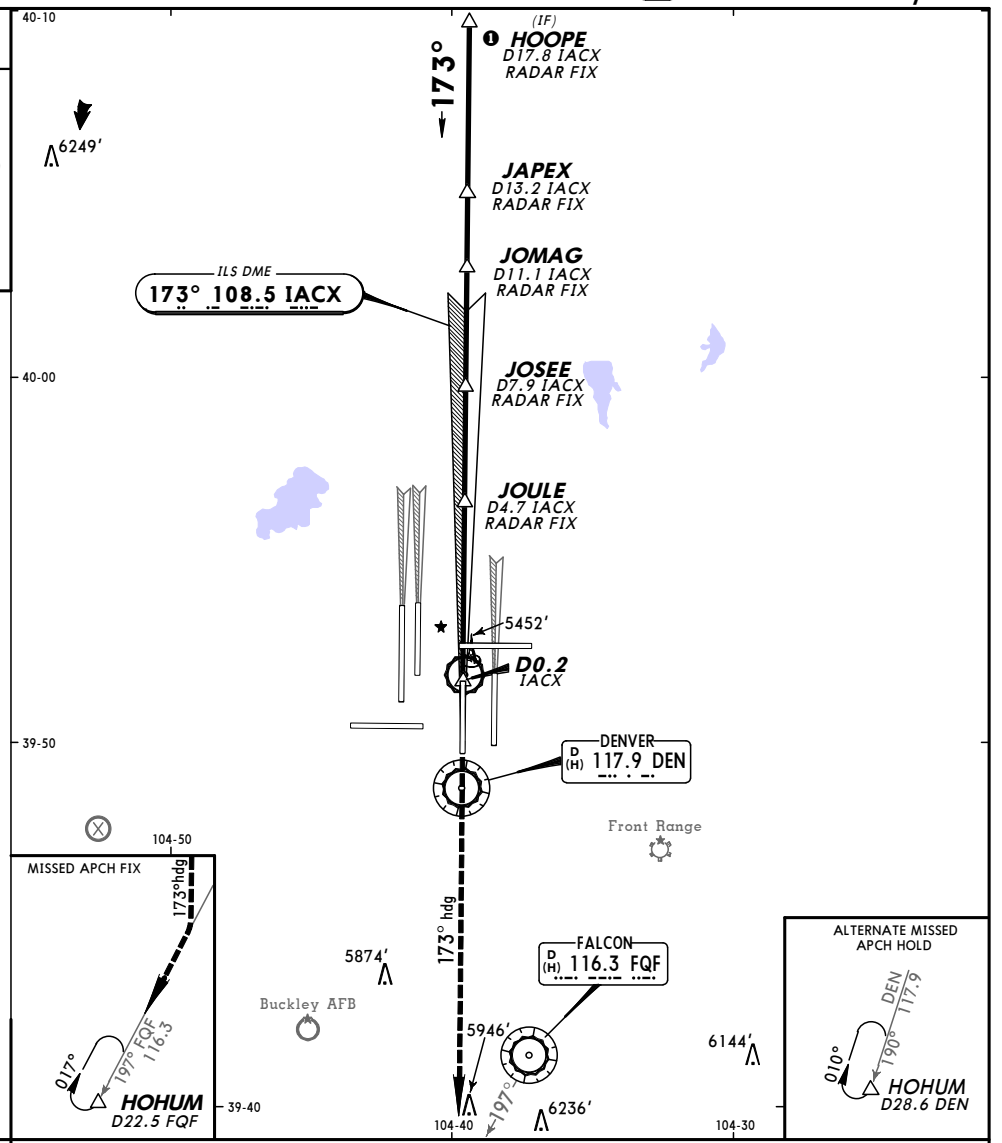
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17L. 3. VGSI and ILS glidepath not coincident.

BRIEFING STRIP ™

❶ APPROACH TRANSITIONS TO HOOPE

NOT TO SCALE





TERPS

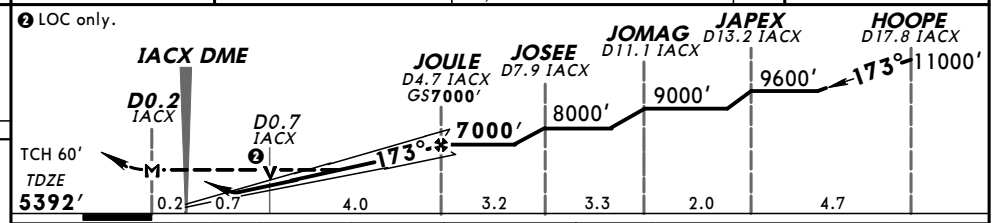
STRAIGHT-IN LANDING RWY **17R**

	ILS DA(H) 5592′ (200′)			2 LOC (GS out) MDA(H) 5720′ (328′)		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A B C D	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2 RVR 30 or 5/8	RVR 40 or 3/4	RVR 55 or 1

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 DME or Radar required.

TERPS AMEND 3A 11 DEC 2014

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IACX or JOULE to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR
PAPI

10000′ on 173° hdg and FQF 116.3 R-197 HOHUM

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (11-7)

DENVER, COLO ILS or LOC Rwy 25

BRIEFING STRIP™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

LOC IERP	Final Apch Crs	GS GASTI	ILS DA(H)	Apt Elev 5434′
111.55	263°	7000′ (1645′)	5555′ (200′)	TDZE 5355′

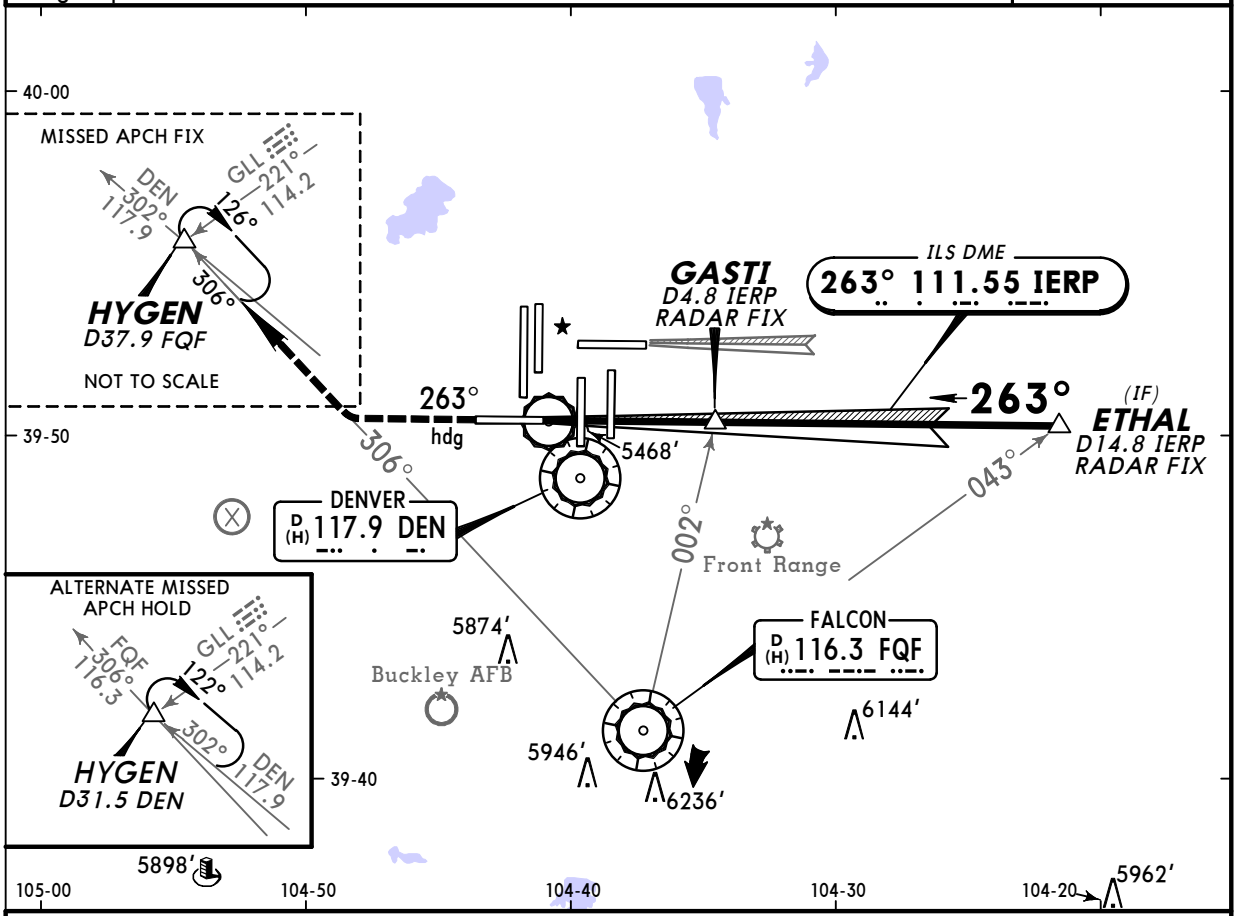
MISSED APCH: Climb to 10000′ on heading 263° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

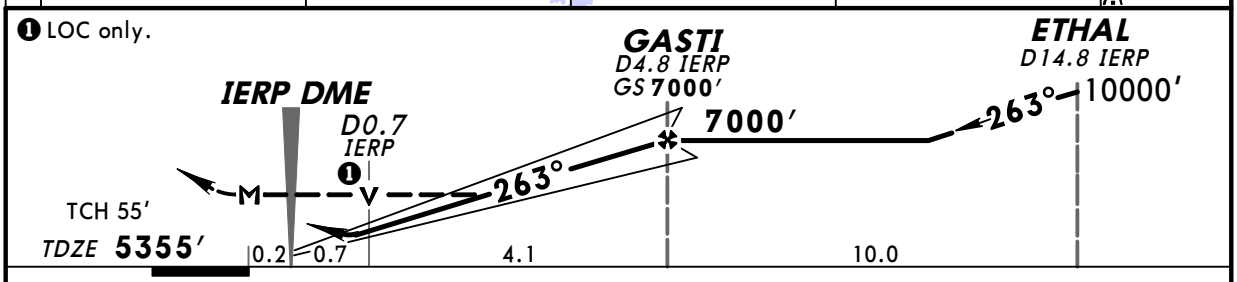
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. VGSI and ILS glidepath not coincident.

9200′

MSA DEN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
GASTI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

10000′ on 263° hdg and FQF 116.3 R-306

HYGEN

TERPS STRAIGHT-IN LANDING RWY 25

TERPS AMEND 3A 11 DEC 2014

	ILS DA(H) 5555′ (200′)		LOC (GS out) MDA(H) 5720′ (365′)		
	FULL	RAIL or ALS out		RAIL out	ALS out
A B C D	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
			RVR 35 or 5/8		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-8)

DENVER, COLO
ILS or LOC Rwy 26

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

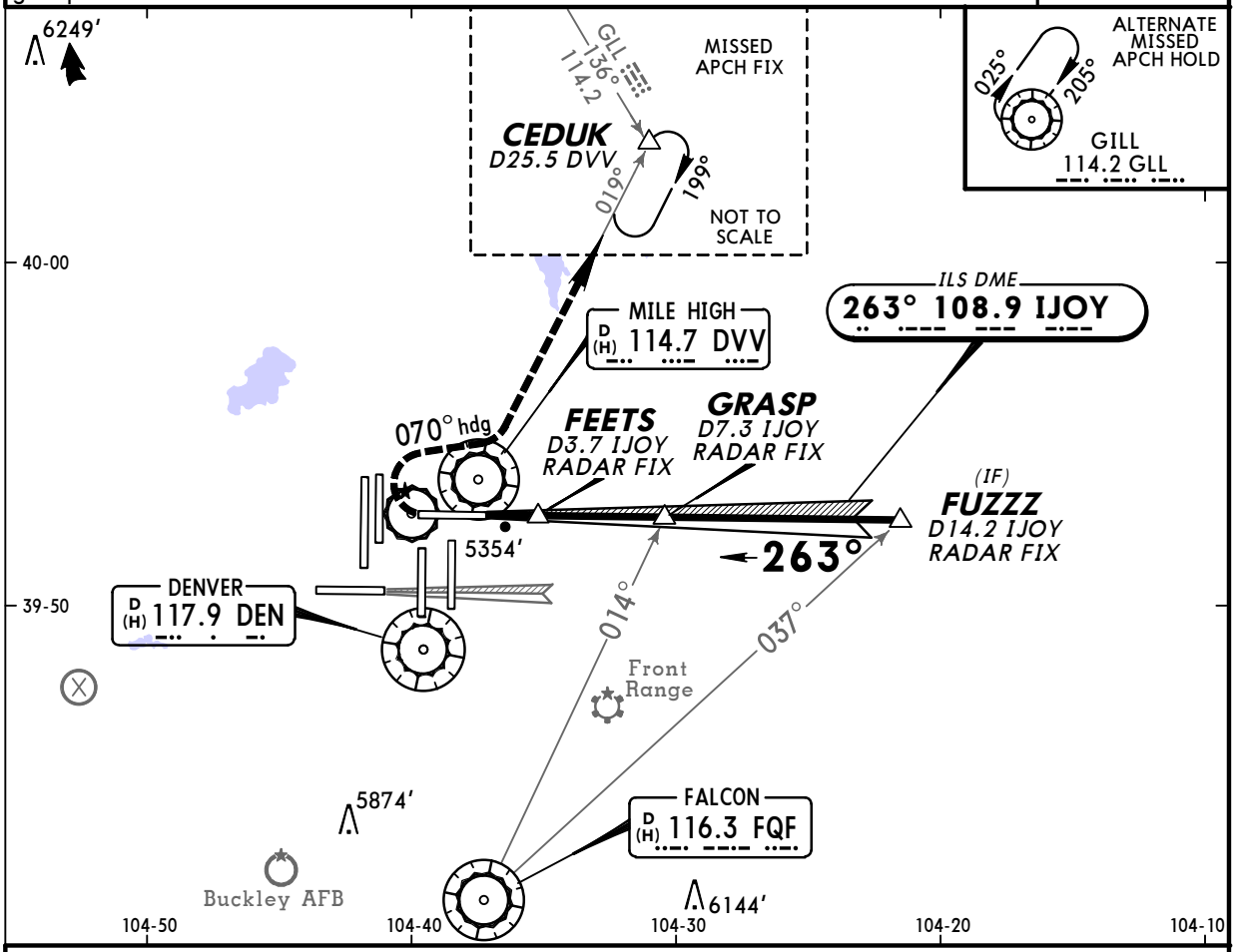
LOC IJOY	Final Apch Crs	GS GRASP	ILS DA(H)	Apt Elev 5434′
108.9	263°	7000′ (1691′)	5509′ (200′)	TDZE 5309′

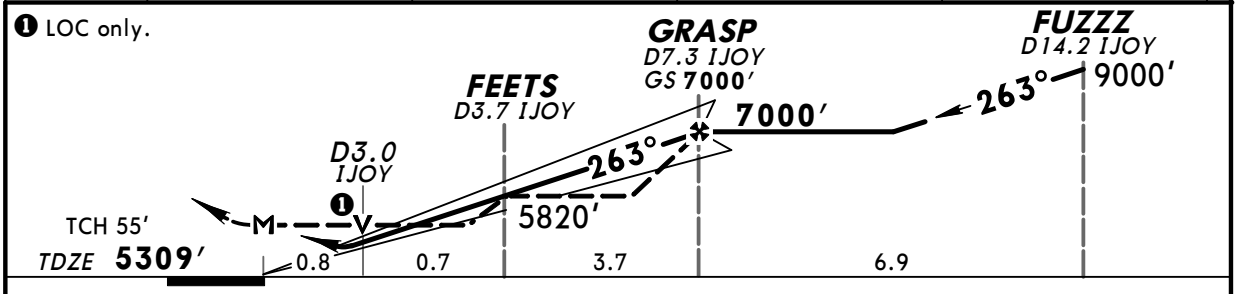
MISSED APCH: Climb to 5900′, then climbing RIGHT turn to 9000′ on heading 070° and outbound on DVV VOR R-019 to CEDUK INT/D25.5 DVV and hold, or as directed by ATC.

9200′
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar required. 2. Simultaneous approach authorized with Rwy 25. 3. VGSI and ILS glidepath not coincident.

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
GRASP to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI

5900′

9000′ RT on 070° hdg and DVV 114.7 R-019

TERPS STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 5509′ (200′)			LOC (GS out) MDA(H) 5620′ (311′) With FEETS			LOC (GS out) MDA(H) 5820′ (511′) Without FEETS		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C				RVR 26 or 1/2		RVR 45 or 7/8	RVR 55 or 1	1 1/4	1 3/8
D									

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
11-9

DENVER, COLO
ILS or LOC Rwy 34L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IDXU	Final Apch Crs	GS WINTR	ILS DA(H)	Apt Elev / TDZE
111.9	353°	7000′ (1673′)	5527′ (200′)	5434′ / 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

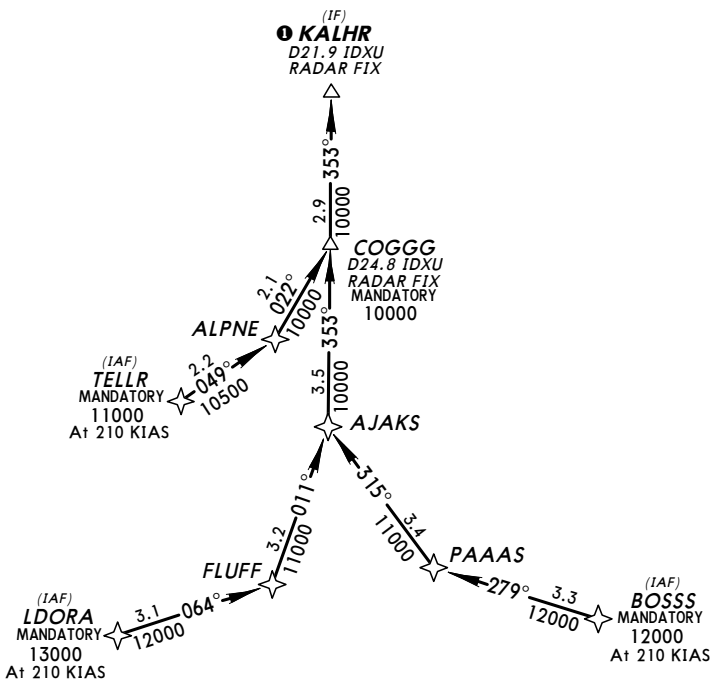
9200′
MSA DEN VOR

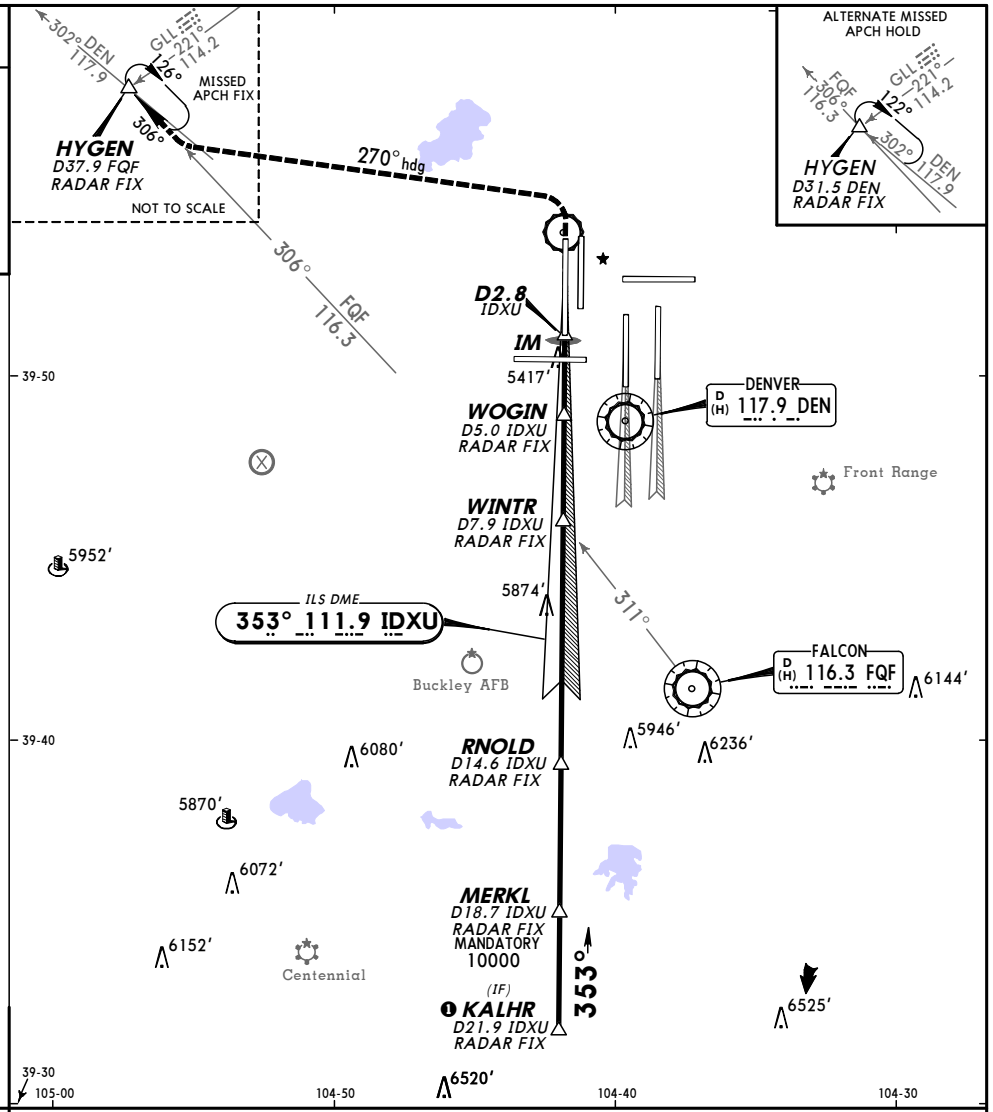
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar, DME or GPS required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. VGSI and ILS glidepath not coincident.

BRIEFING STRIP ™

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE



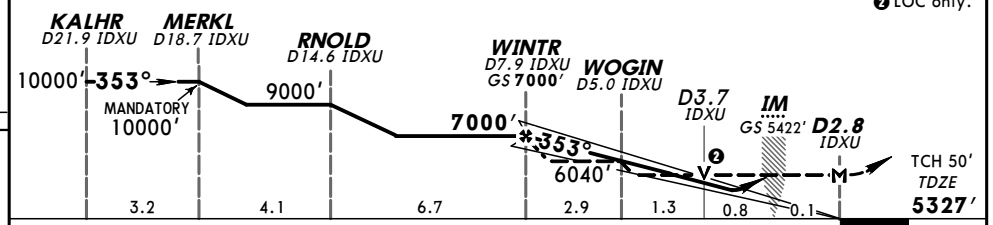


TERPS STRAIGHT-IN LANDING RWY **34L**

	ILS DA(H) 5527′ (200′)			LOC (GS out) MDA(H) 5680′ (353′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

❷ LOC only.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D2.8 IDXU or WINTR to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-II
PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (11-9A)

DENVER, COLO
ILS Rwy 34L CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IDXU 111.9	353°	WINTR 7000′ (1673′)	NA	Refer to Minimums		RA 108′ DA(H) 5427′ (100′)	5434′ TDZE 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. Radar, DME or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

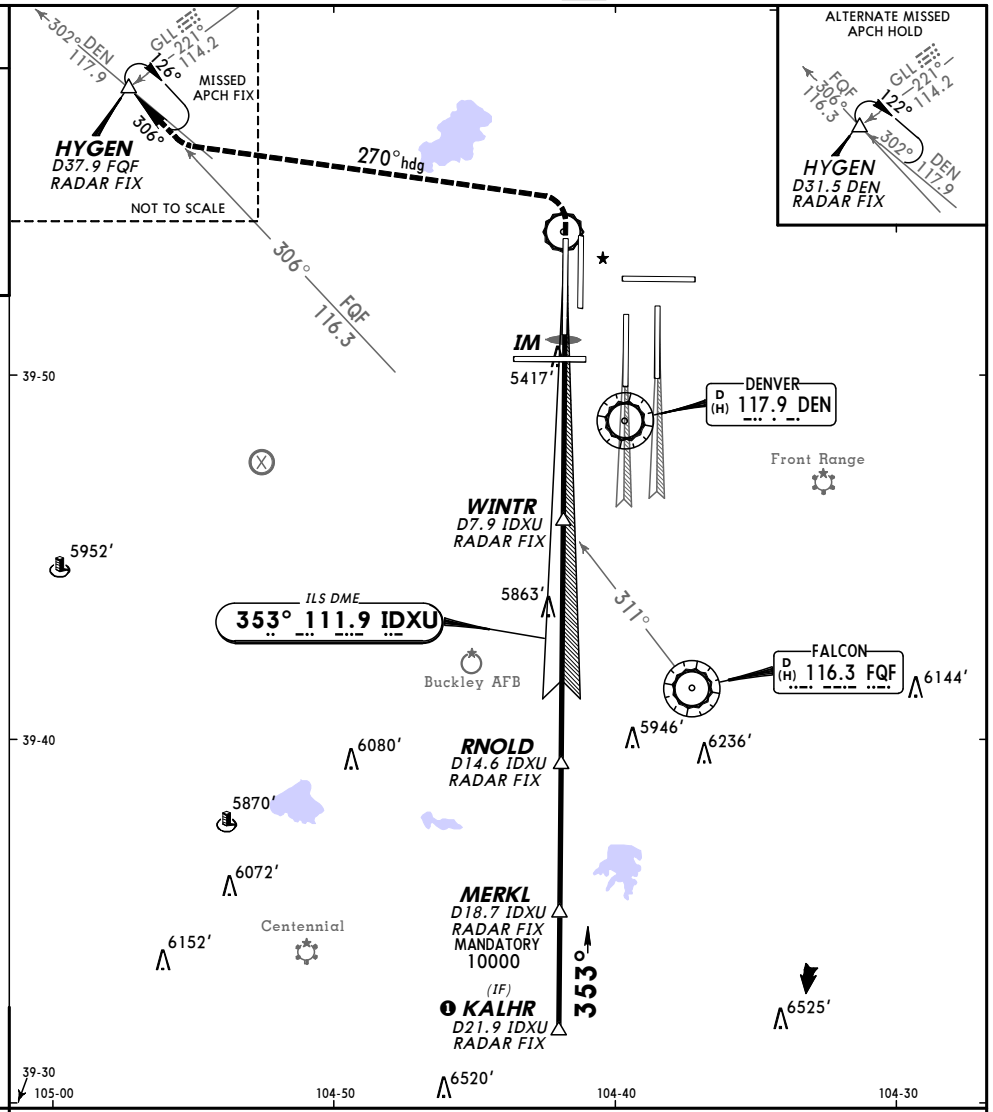
9200′

MSA DEN VOR

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE



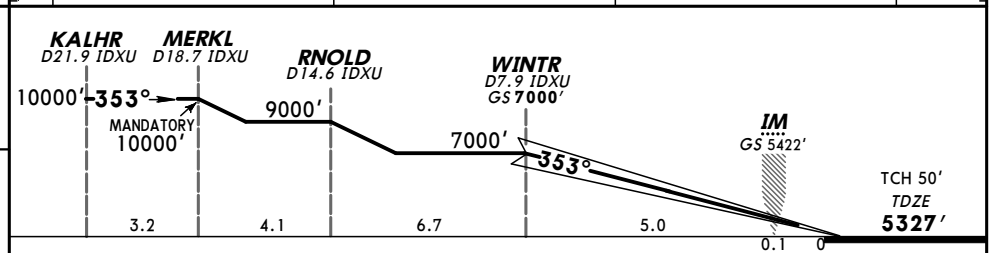


TERPS

STRAIGHT-IN LANDING RWY **34L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108′ DA(H) 5427′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
5800′
10000′ LT
on 270° hdg
and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
11-9B

DENVER, COLO
ILS Rwy 34L SA CAT I

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IDXU	Final Apch Crs	GS	SA CAT I ILS	Apt Elev / TDZE
111.9	353°	WINTR 7000′ (1673′)	RA 148′ DA(H) 5477′ (150′)	5434′ / 5327′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. Radar, DME or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

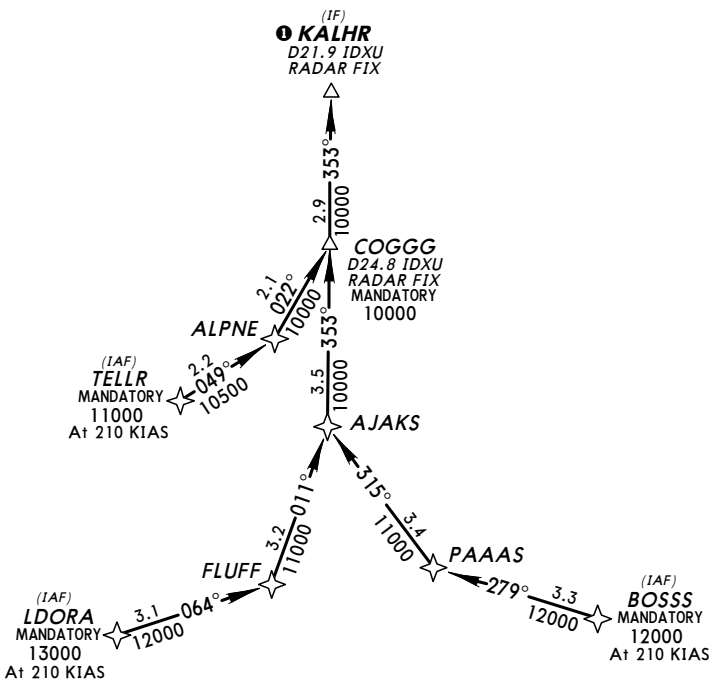
9200′

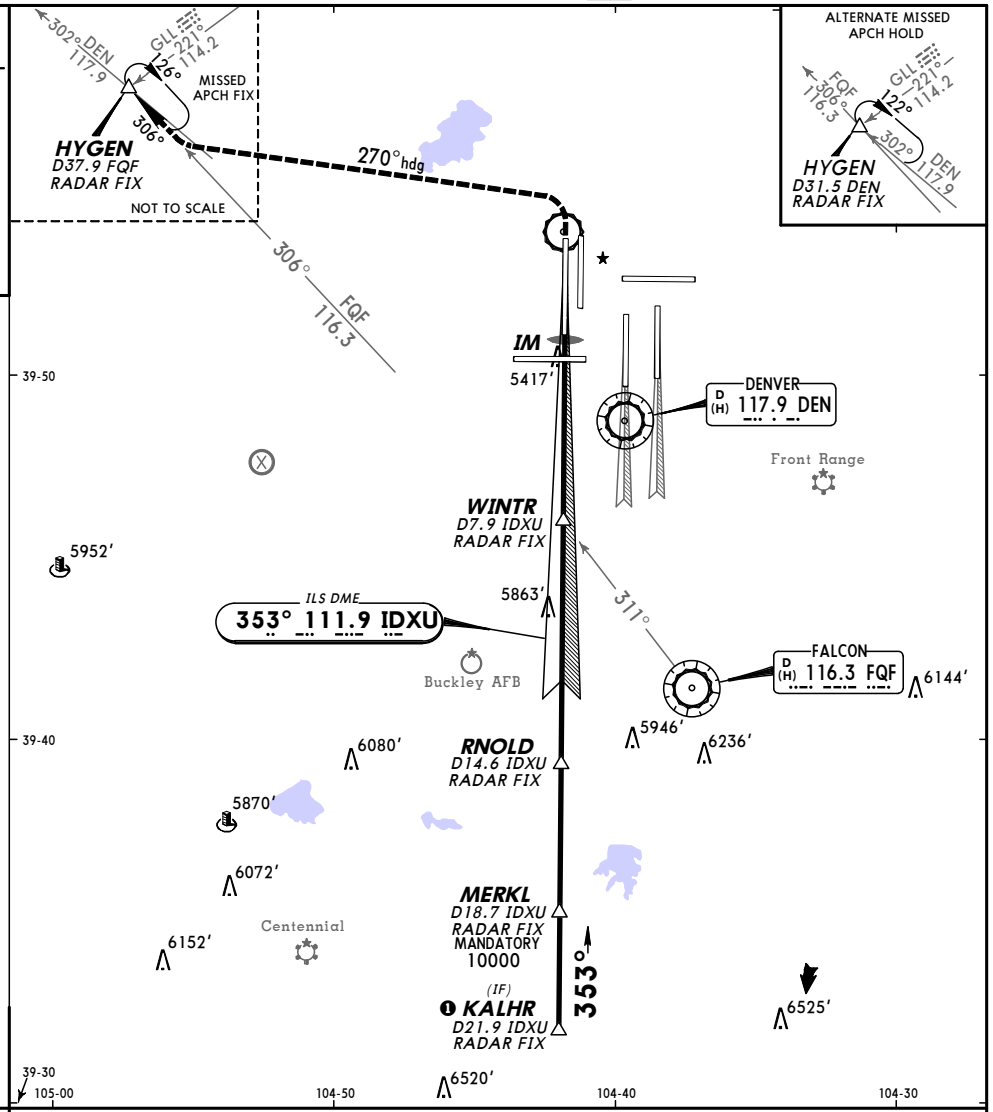
MSA DEN VOR

BRIEFING STRIP ™

❶ APPROACH TRANSITIONS TO KALHR

NOT TO SCALE





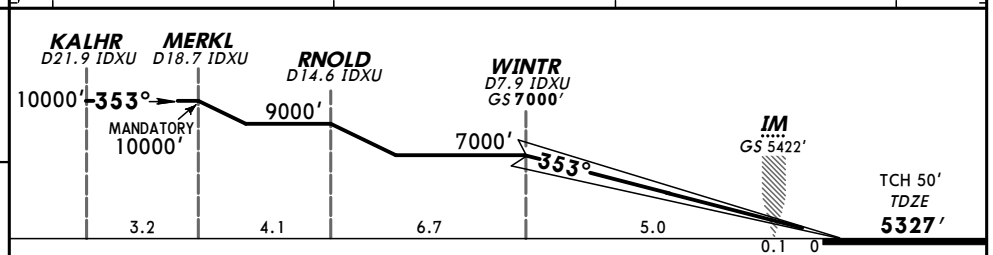
TERPS

STRAIGHT-IN LANDING RWY **34L**

❶ SA CAT I ILS
RA 148′
DA(H) **5477′** (150′)

RVR 14

❶ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
11-10 ILS or LOC Rwy 34R

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IOUF	Final Apch Crs	GS CORDE	ILS DA(H)	Apt Elev 5434′
111.1	353°	7000′ (1646′)	5554′ (200′)	TDZE 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

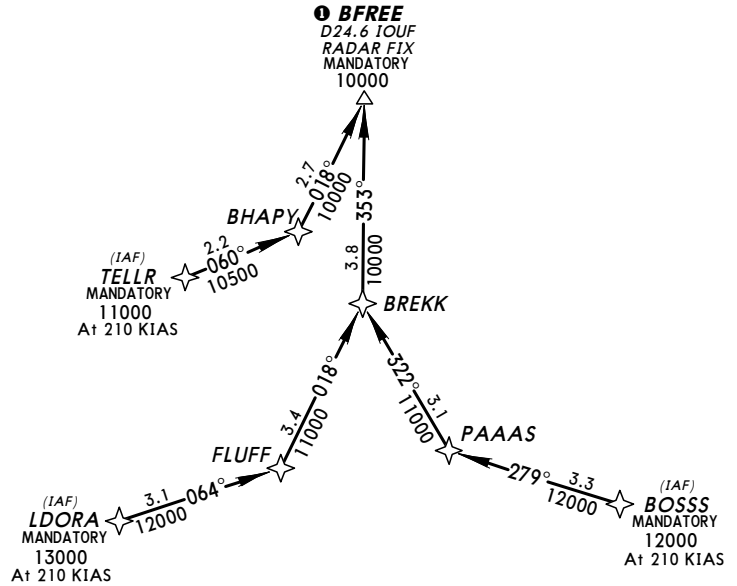
9200′

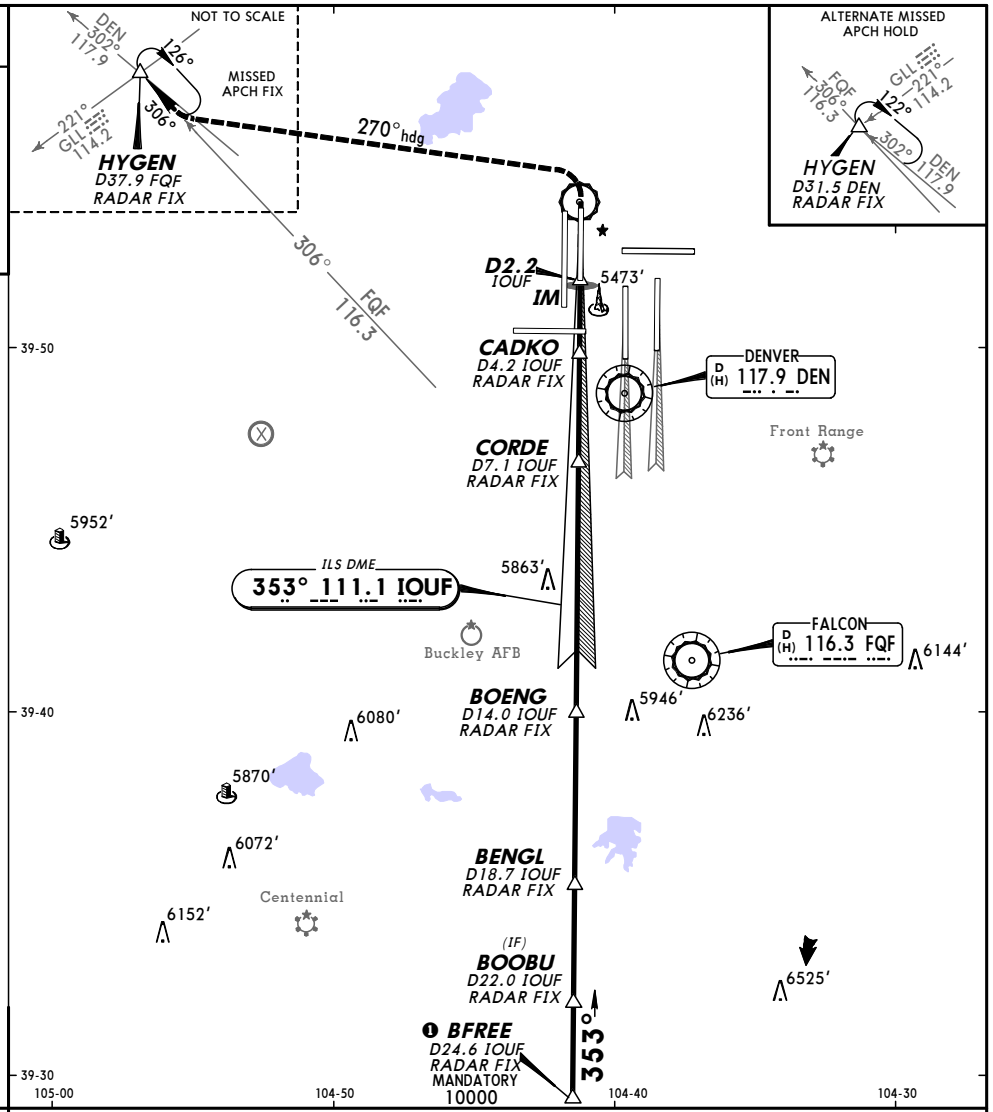
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 35L/35R.
3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE



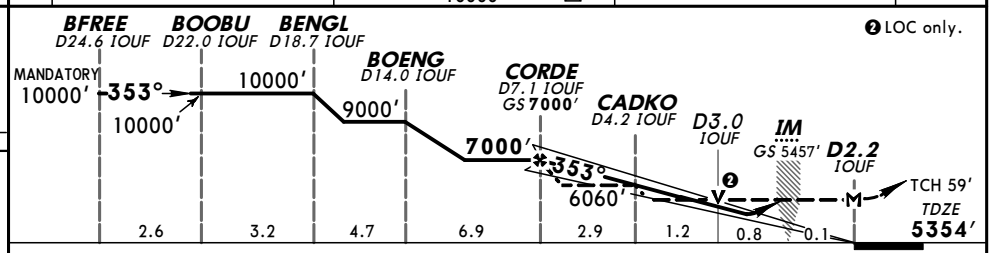


TERPS

STRAIGHT-IN LANDING RWY **34R**

	ILS DA(H) 5554′ (200′)			❷ LOC (GS out) MDA(H) 5700′ (346′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 30 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IOUF or CORDE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II
PAPI

5800′

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14

DENVER, COLO
(11-10A) ILS Rwy 34R CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	135.3	127.5

LOC IOUF	Final Apch Crs	GS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
111.1	353°	CORDE 7000′ (1646′)	NA	Refer to Minimums	RA 155′ DA(H) 5454′ (100′)	5434′ TDZE 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

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

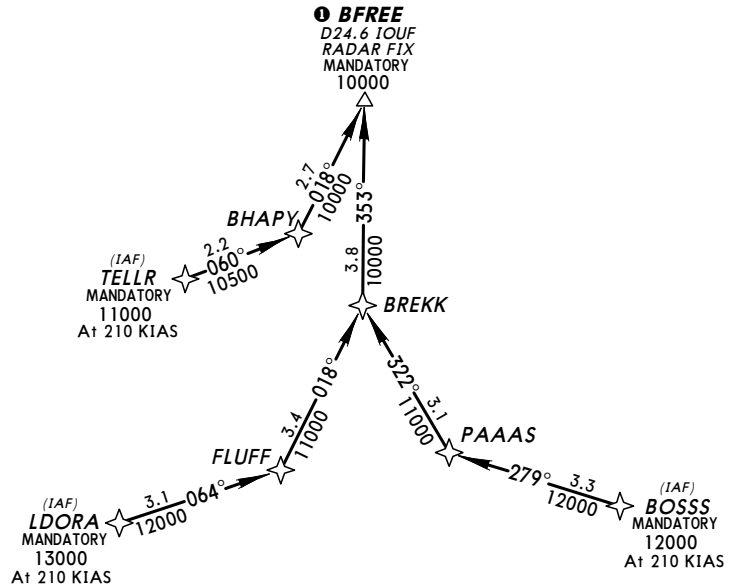
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 35L/35R. 4. VGSI and ILS glidepath not coincident.

9200′

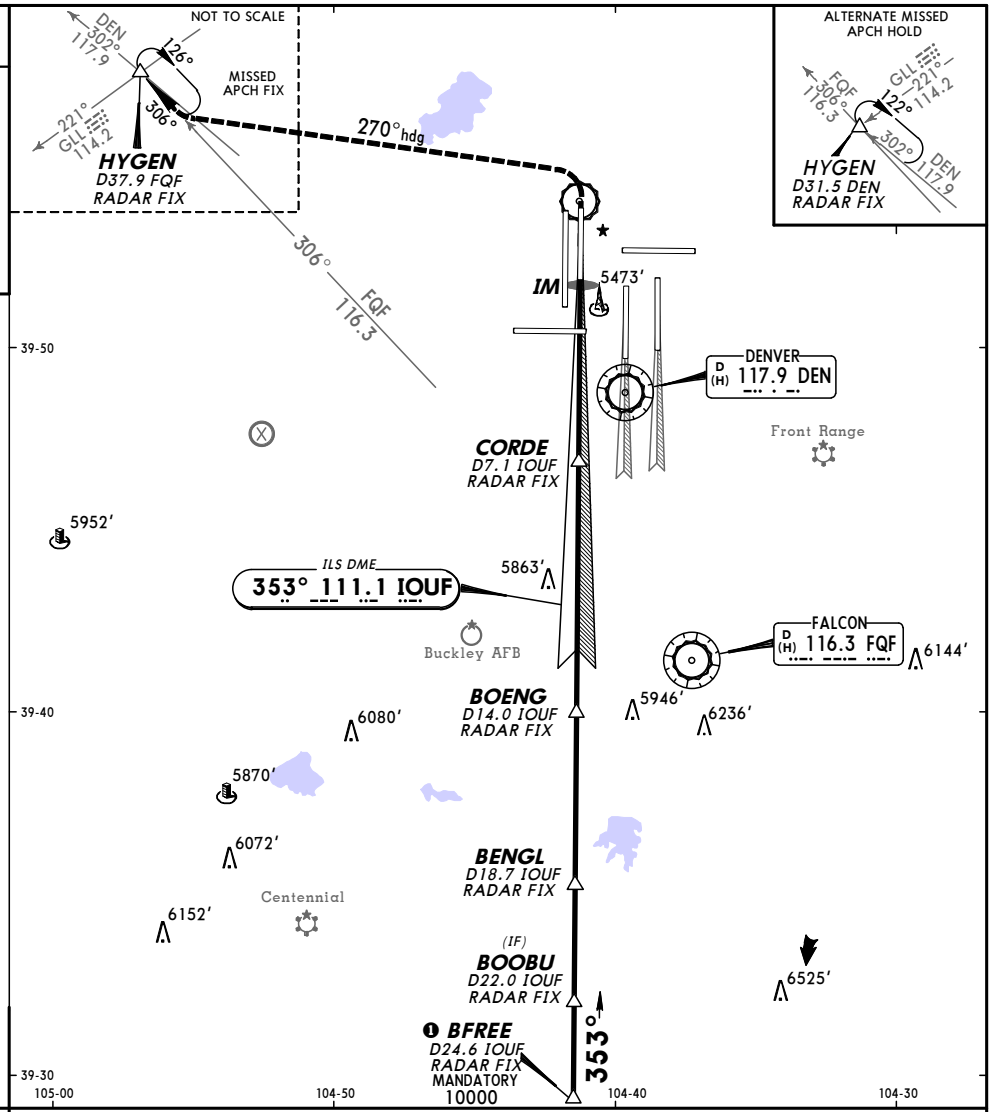
MSA DEN VOR

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE



NOT TO SCALE



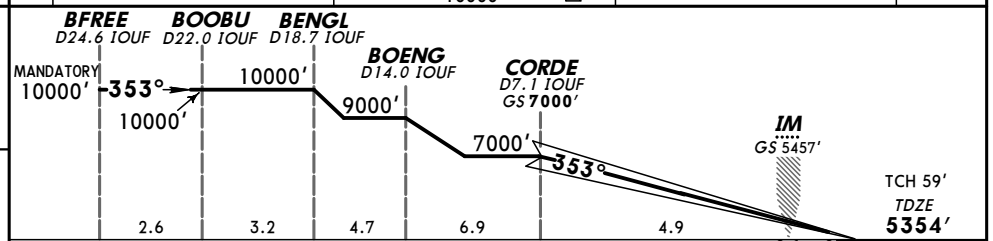
ALTERNATE MISSED APCH HOLD

TERPS

STRAIGHT-IN LANDING RWY **34R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 155′ DA(H) 5454′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI

5800′ ↑

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
(11-10B) ILS Rwy 34R SA CAT I

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

LOC IOUF	Final Apch Crs	GS CORDE	SA CAT I ILS	Apt Elev 5434′
111.1	353°	7000′ (1646′)	RA 175′ DA(H) 5504′(150′)	TDZE 5354′

MISSED APCH: Climb to 5800′ then climbing LEFT turn to 10000′ on heading 270° and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, or as directed by ATC.

9200′

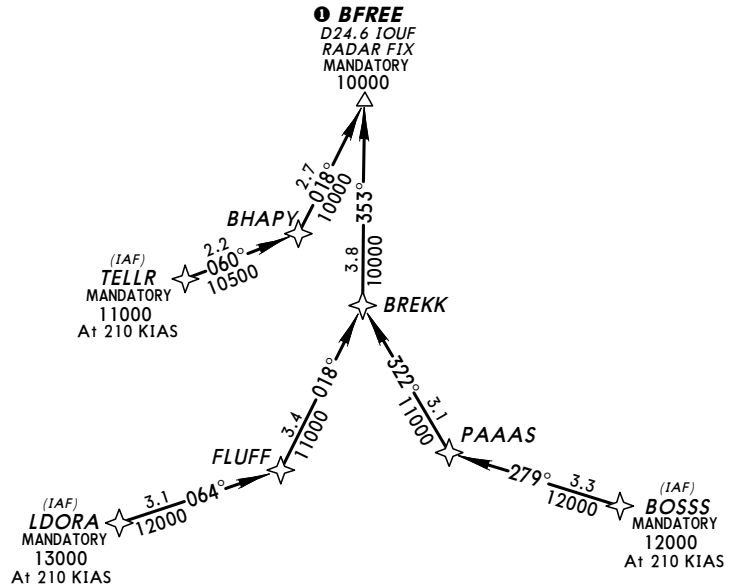
MSA DEN VOR

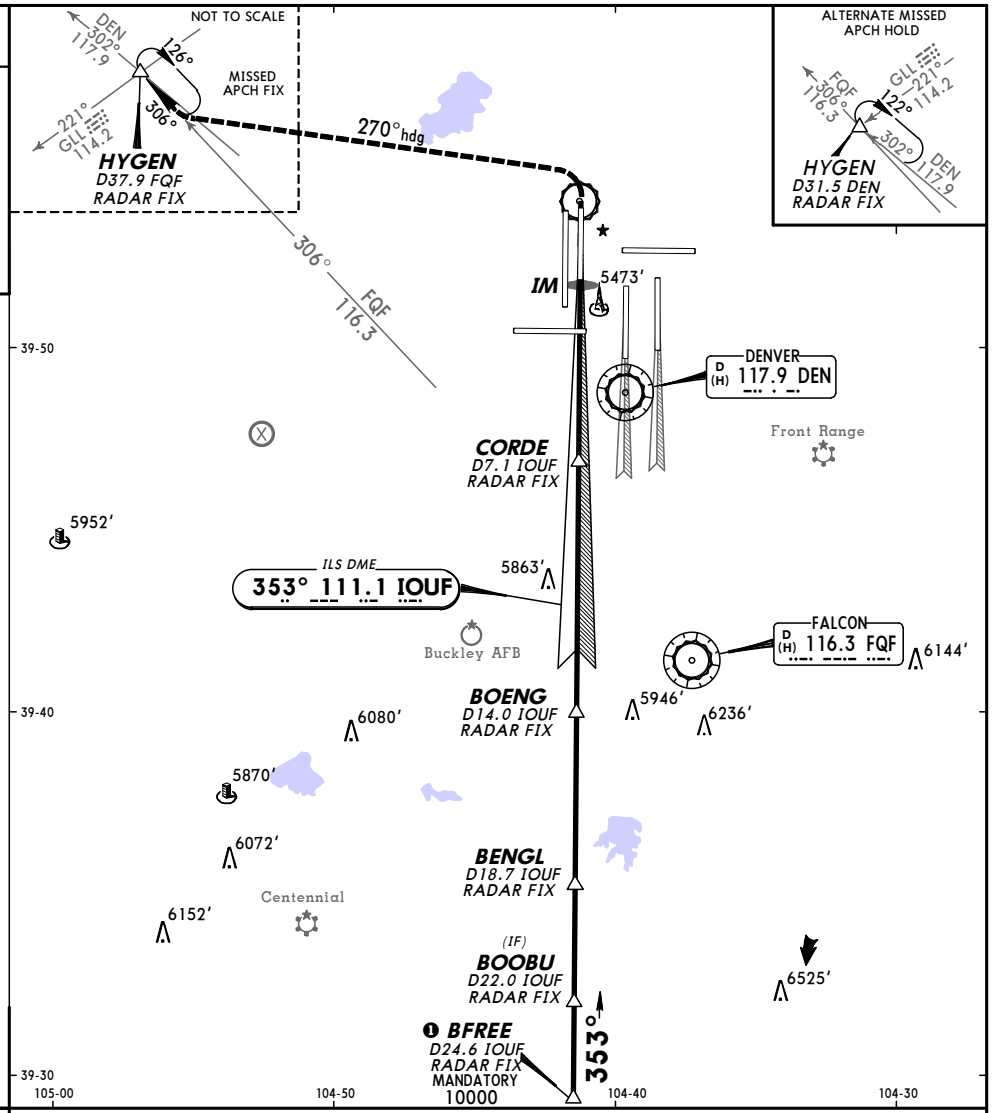
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 35L/35R. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO BFREE

NOT TO SCALE





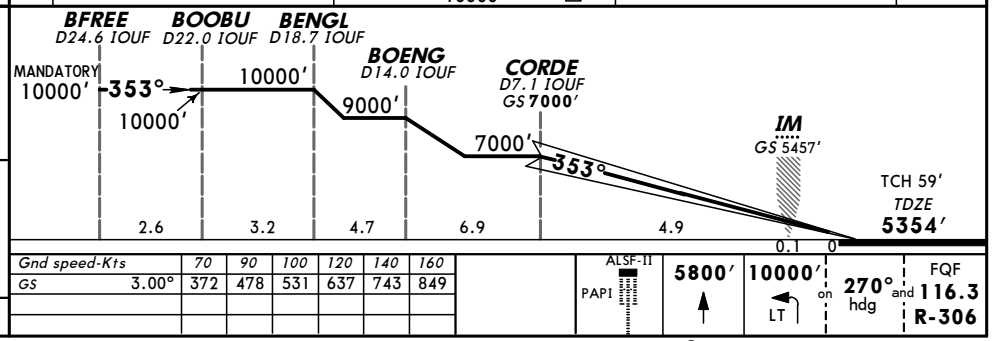
TERPS

STRAIGHT-IN LANDING RWY **34R**

1 SA CAT I ILS
RA 175′
DA(H) **5504′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
PAPI

5800′ ↑

10000′ LT on 270° hdg and FQF 116.3 R-306

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
11-11

DENVER, COLO
ILS or LOC Rwy 35L

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IAQD	Final Apch Crs	GS DYMON	ILS DA(H)	Apt Elev / TDZE
108.5	353°	7000′ (1566′)	5634′ (200′)	5434′ / 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

9200′

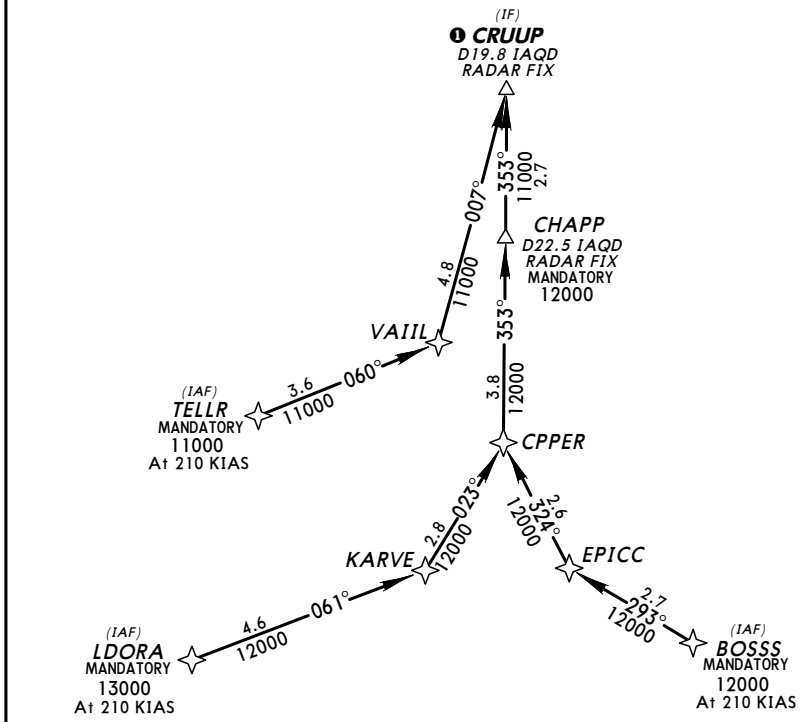
MSA DEN VOR

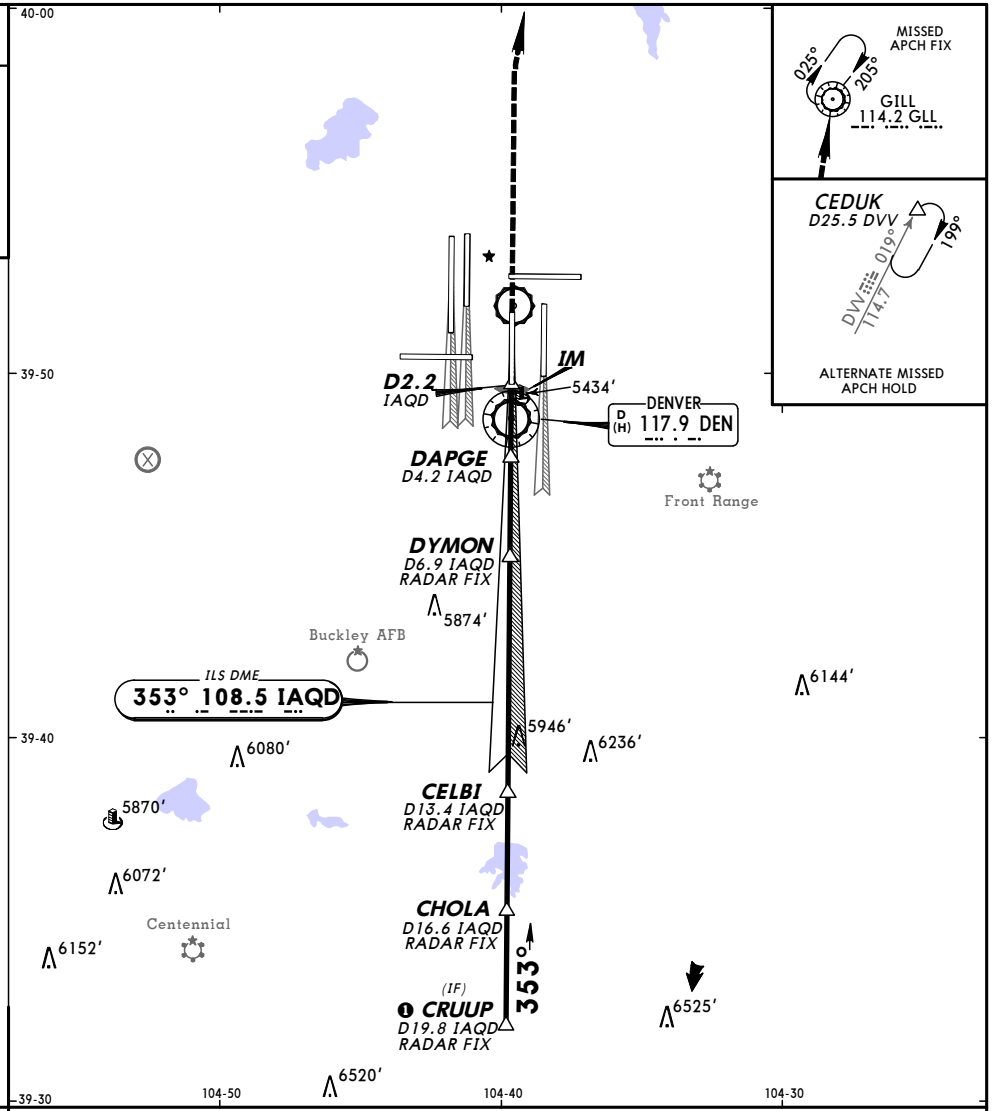
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE



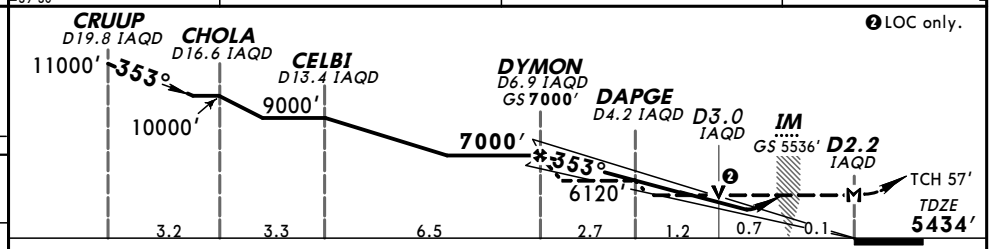


TERPS

STRAIGHT-IN LANDING RWY **35L**

	ILS DA(H) 5634′(200′)			❷ LOC (GS out) MDA(H) 5760′(326′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 26 or 1/2	RVR 50 or 1
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IAQD or DYMON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II PAPI | 10000′ | RT | D | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14

DENVER, COLO
11-11A ILS Rwy 35L CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	133.3	121.85

LOC IAQD	Final Apch Crs	GS DYMON	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
108.5	353°	7000′ (1566′)	NA	Refer to Minimums	RA 115′ DA(H) 5534′ (100′)	5434′ TDZE 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

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

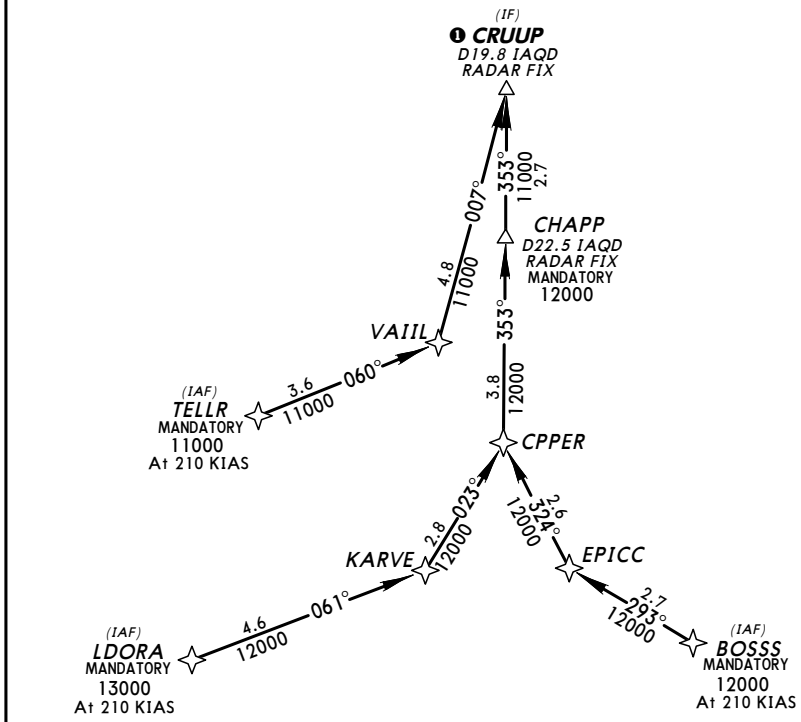
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 4. VGSI and ILS glidepath not coincident.

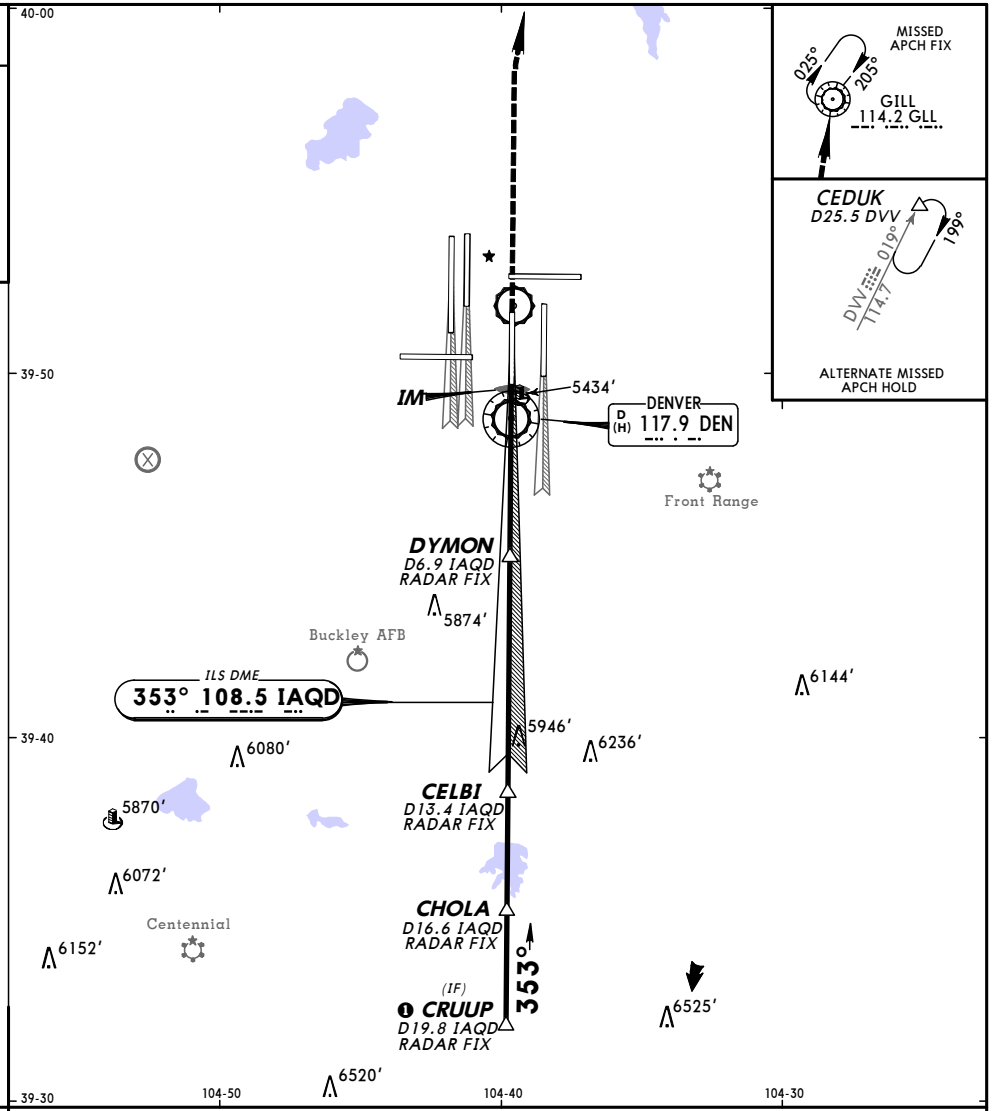
9200′

MSA DEN VOR

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE



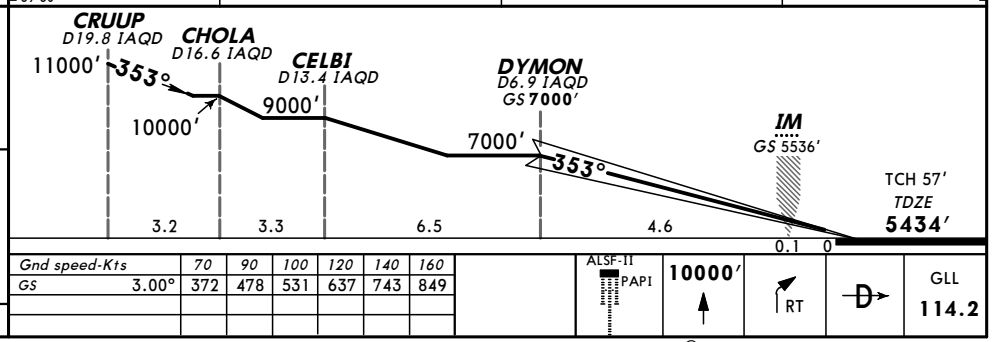


TERPS

STRAIGHT-IN LANDING RWY **35L**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 115′ DA(H) 5534′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 10000′ | RT | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN

DENVER, COLO
11-11B ILS Rwy 35L SA CAT I

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

LOC IAQD	Final Apch Crs	GS DYMON	SA CAT I ILS	
108.5	353°	7000′ (1566′)	RA 165′ DA(H) 5584′ (150′)	Apt Elev 5434′ TDZE 5434′

MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold, or as directed by ATC.

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

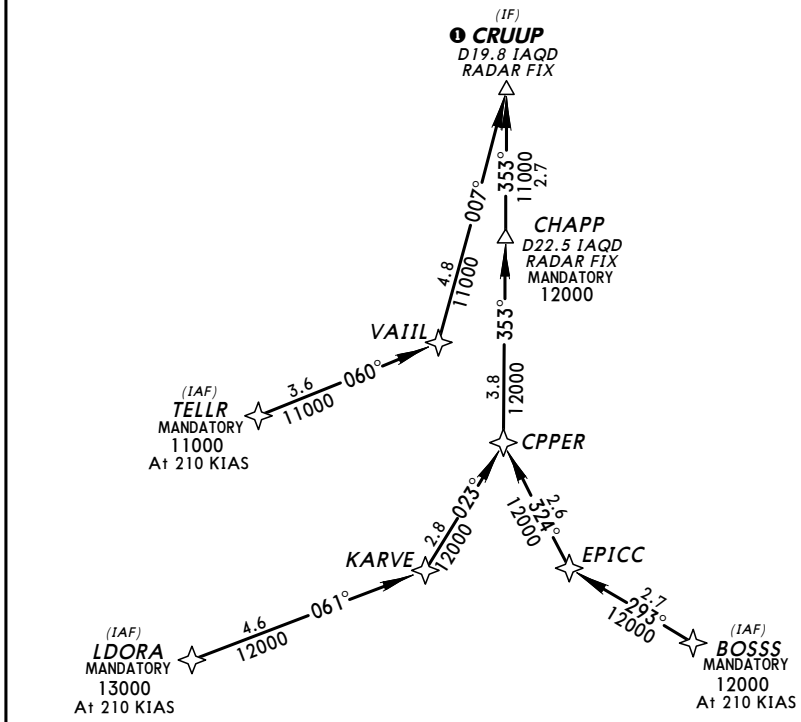
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 4. VGSI and ILS glidepath not coincident.

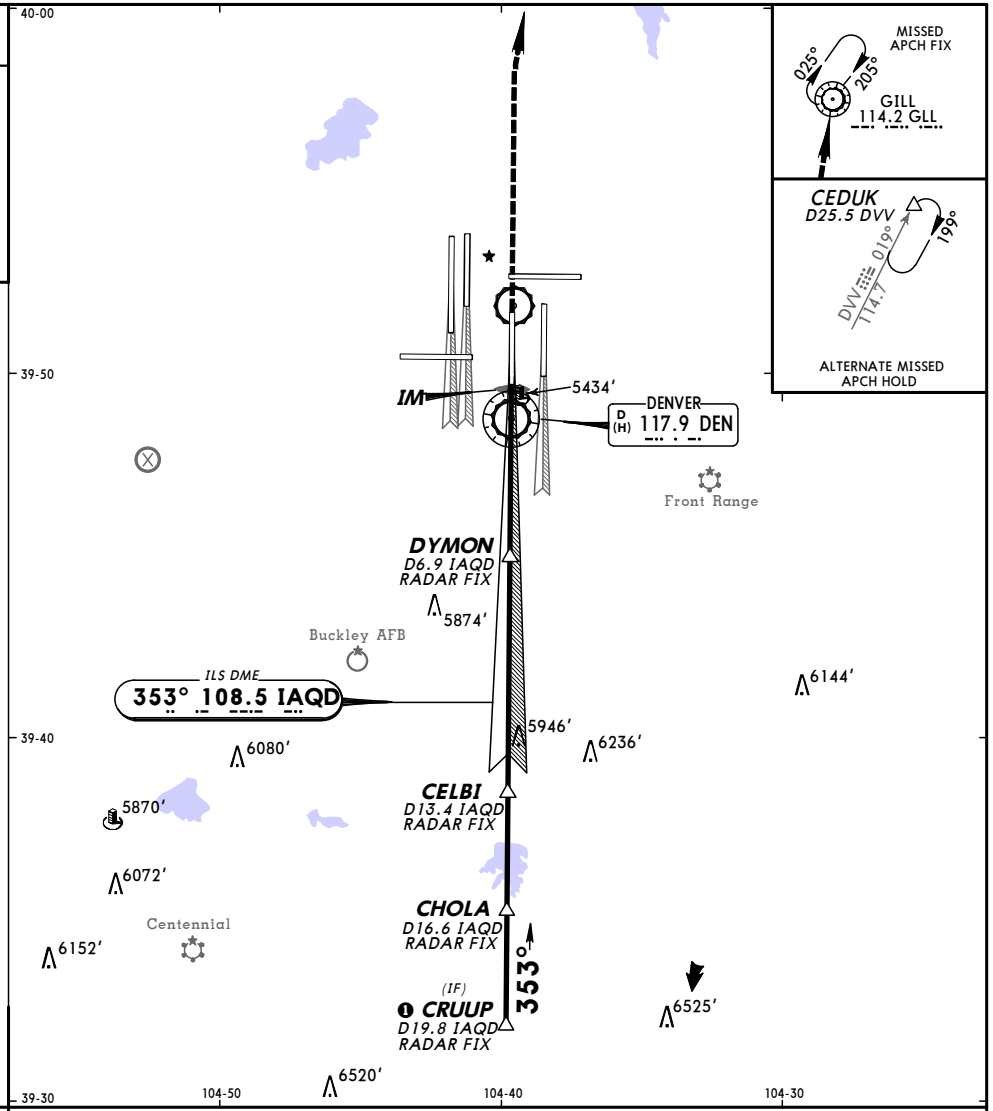
9200′

MSA DEN VOR

❶ APPROACH TRANSITIONS TO CRUUP

NOT TO SCALE





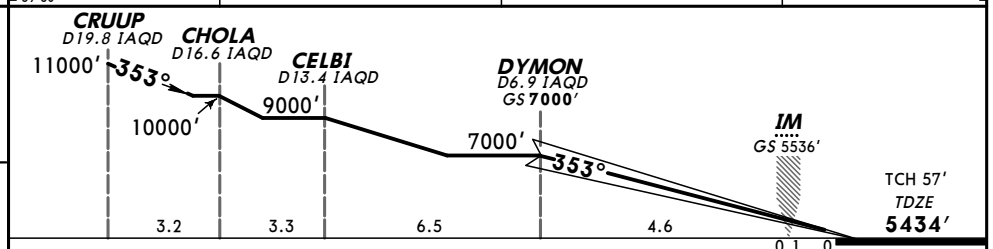
TERPS

STRAIGHT-IN LANDING RWY **35L**

1 SA CAT I ILS
RA 165′
DA(H) **5584′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 10000′ | RT | GLL 114.2

TERPS AMEND 5A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
DENVER, COLO
11-12 ILS or LOC Rwy 35R

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS FRONZ	ILS DA(H)	Apt Elev 5434′ TDZE 5370′
110.15	353°	7000′ (1630′)	5570′ (200′)	

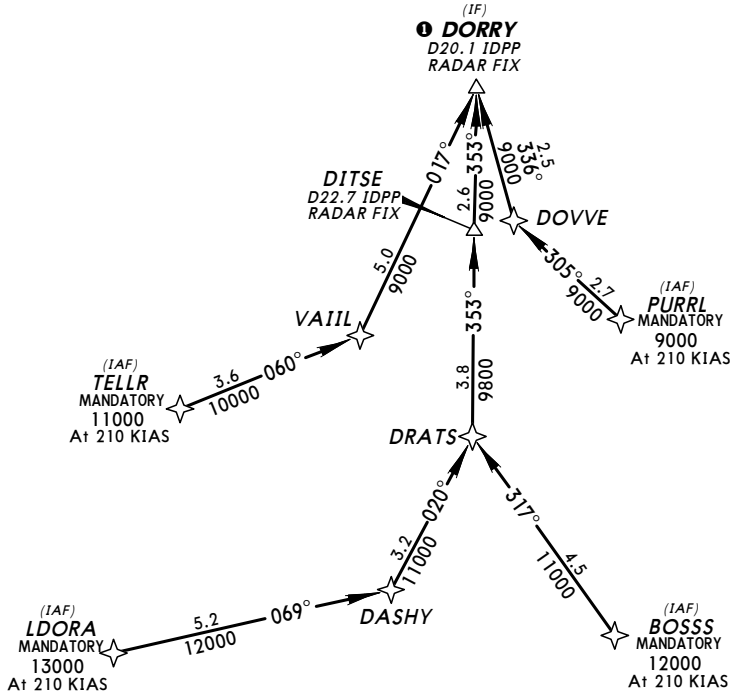
MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

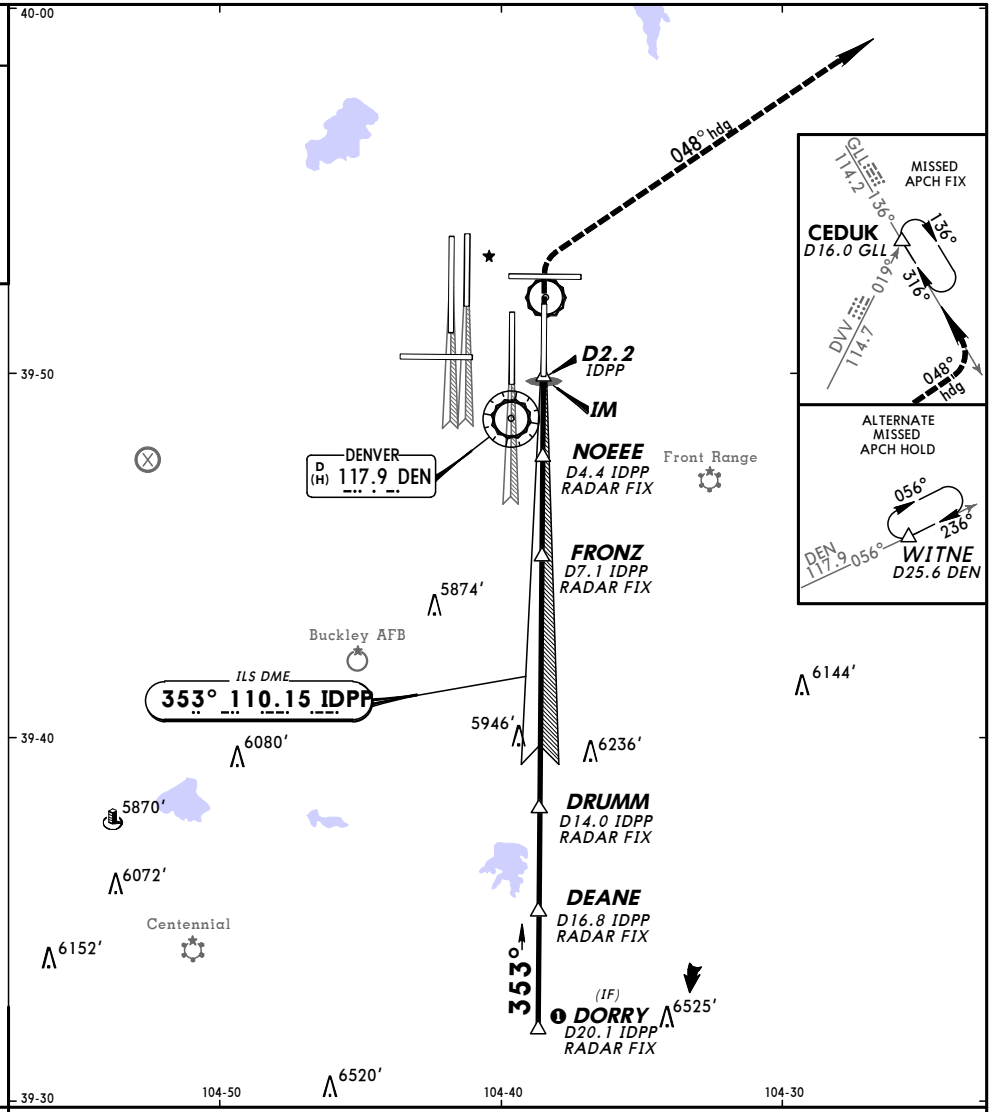
9200′
MSA DEN VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Radar or GPS required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 3. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE

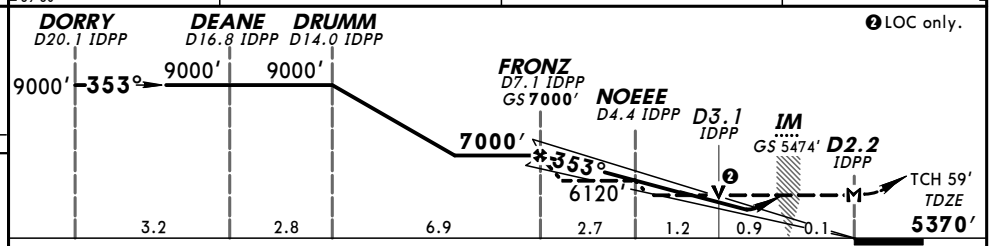




TERPS STRAIGHT-IN LANDING RWY **35R**

	ILS DA(H) 5570′ (200′)			❷ LOC (GS out) MDA(H) 5740′ (370′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 35 or 5/8	
D					

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME or Radar required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IDPP or FRONZ to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALSF-II PAPI | 5800′ | 10000′ RT on 048° hdg and GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14

DENVER, COLO
(11-12A) ILS Rwy 35R CAT II & III

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)		DENVER Tower	Ground
125.6	North 119.3	South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
110.15	353°	FRONZ 7000′ (1630′)	NA	Refer to Minimums		RA 111′ DA(H) 5470′ (100′)	5434′ TDZE 5370′

MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

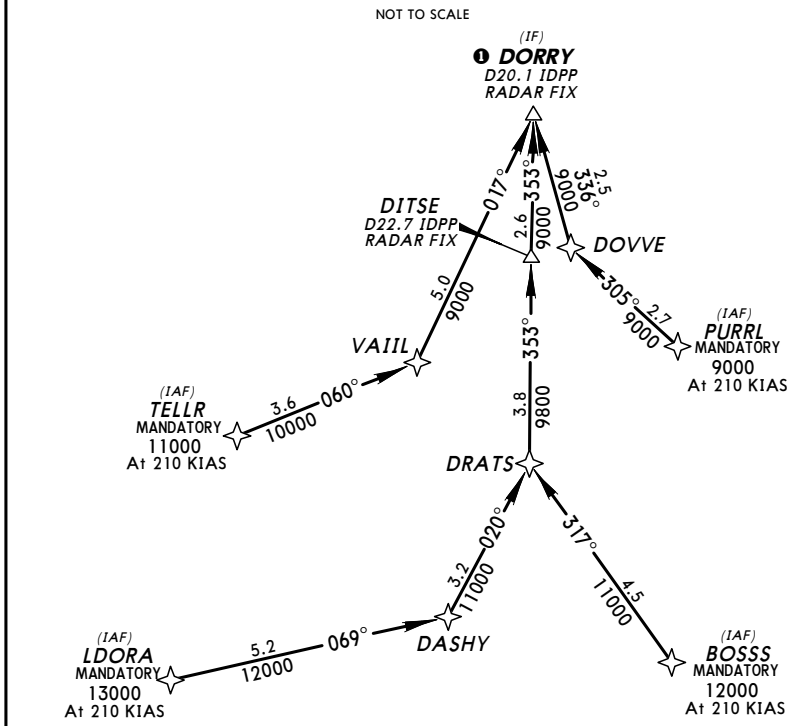
9200′
MSA DEN VOR

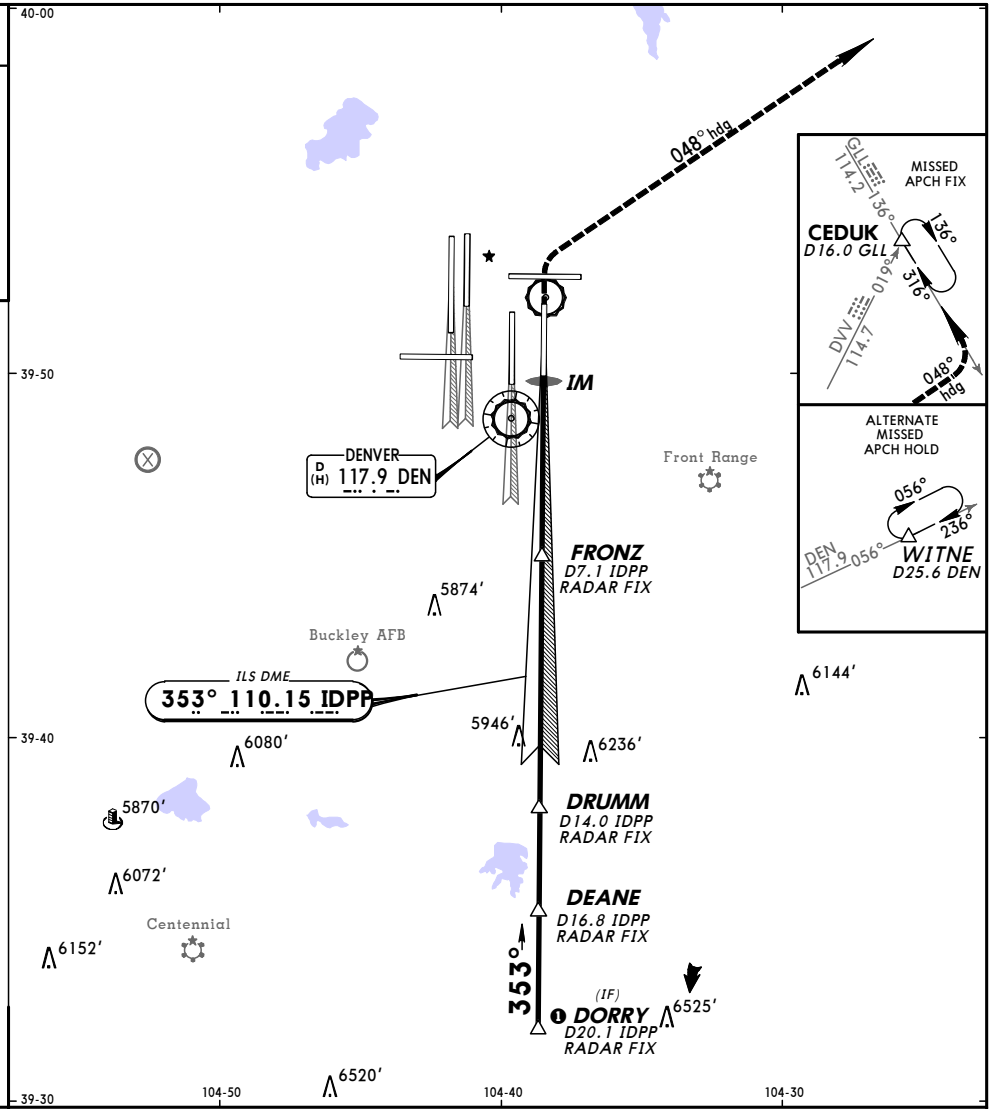
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required.
3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 4. VGSI and ILS glidepath not coincident.

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE



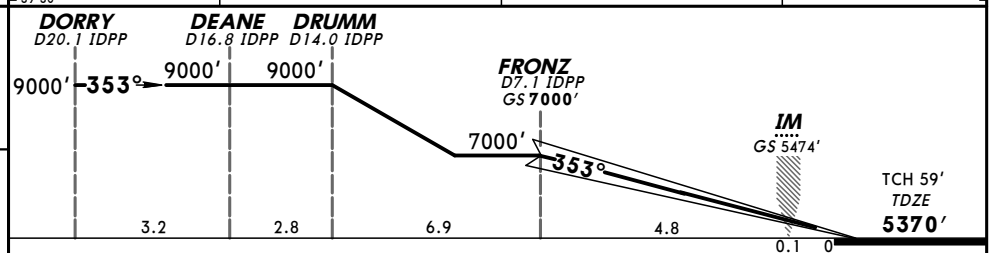


TERPS

STRAIGHT-IN LANDING RWY **35R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 111′ DA(H) 5470′ (100′)
NA	RVR 3	RVR 7	❶ RVR 12

❶ RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 5800′ ↑ | 10000′ RT on 048° hdg and GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

5 DEC 14

JEPPESEN
11-12B

DENVER, COLO
ILS Rwy 35R SA CAT I

BRIEFING STRIP

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

LOC IDPP	Final Apch Crs	GS	SA CAT I ILS	
110.15	353°	FRONZ 7000′ (1630′)	RA 161′ DA(H) 5520′ (150′)	Apt Elev 5434′ TDZE 5370′

MISSED APCH: Climb to 5800′ then climbing RIGHT turn to 10000′ on heading 048° and inbound on GLL VOR R-136 to CEDUK INT/ D16.0 GLL and hold, or as directed by ATC.

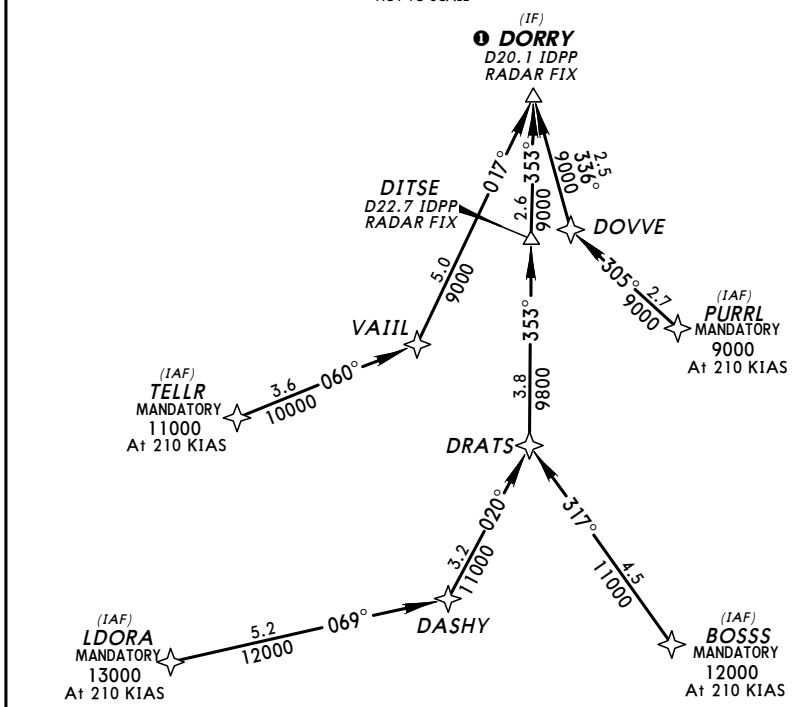
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

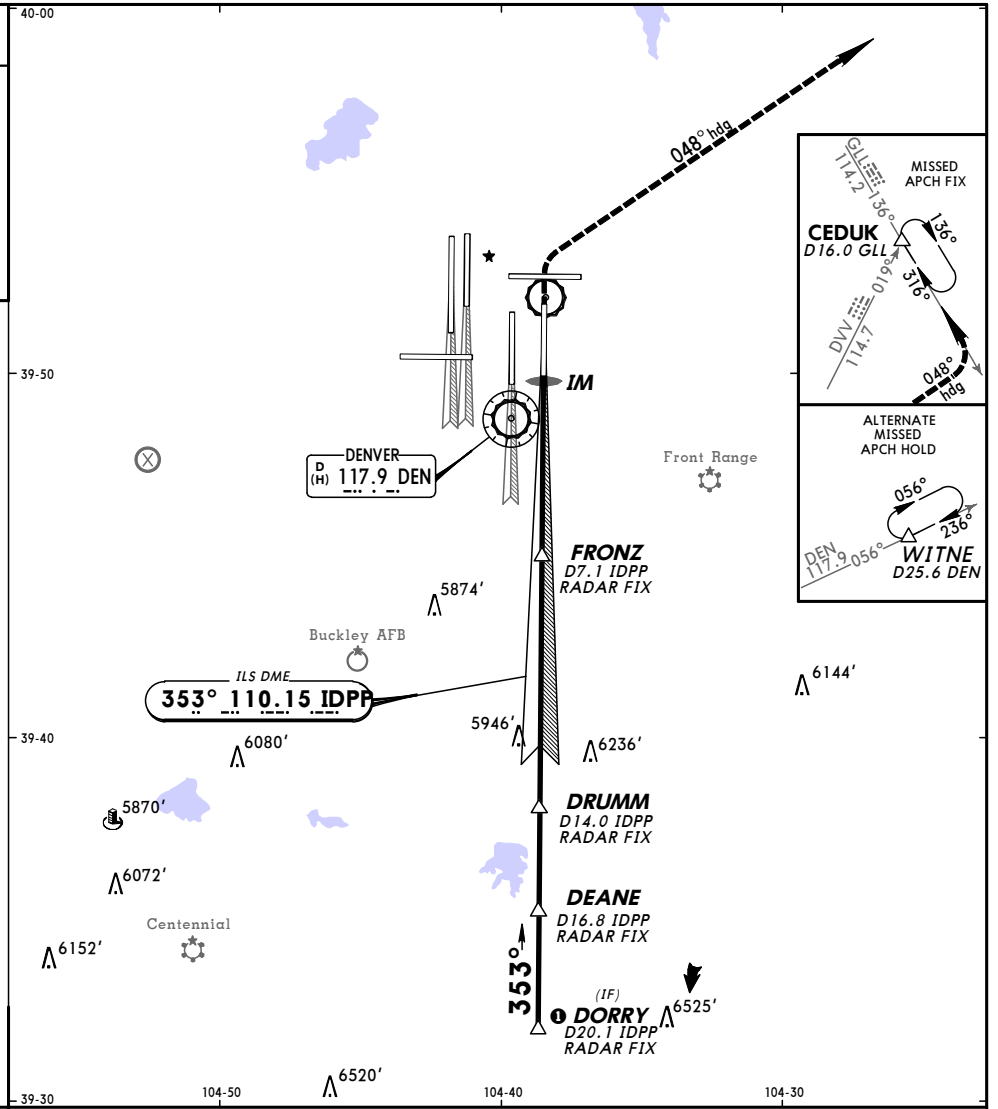
1. Special Aircrew & Acft Certification Required. 2. Radar or GPS required. 3. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 4. VGSI and ILS glidepath not coincident.

9200′
MSA DEN VOR

❶ APPROACH TRANSITIONS TO DORRY

NOT TO SCALE





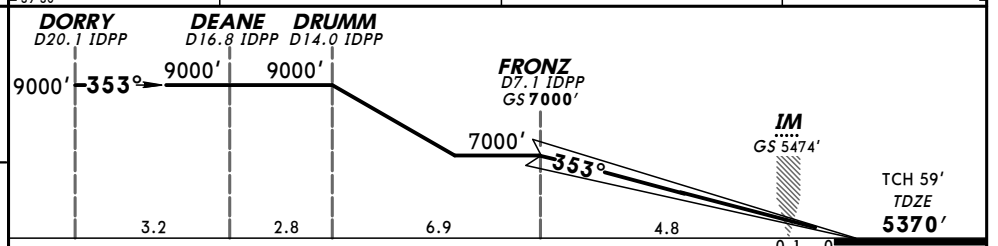
TERPS

STRAIGHT-IN LANDING RWY **35R**

1 SA CAT I ILS
RA 161′
DA(H) **5520′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI

5800′

10000′ on RT

048° hdg and

GLL 114.2 R-136

TERPS AMEND 3A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (12-1)

DENVER, COLO
RNAV (GPS) Y Rwy 7

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434′
Ch 87128 W-07A	082°	TAILR 7000′ (1648′)	5552′ (200′)	TDZE 5352′

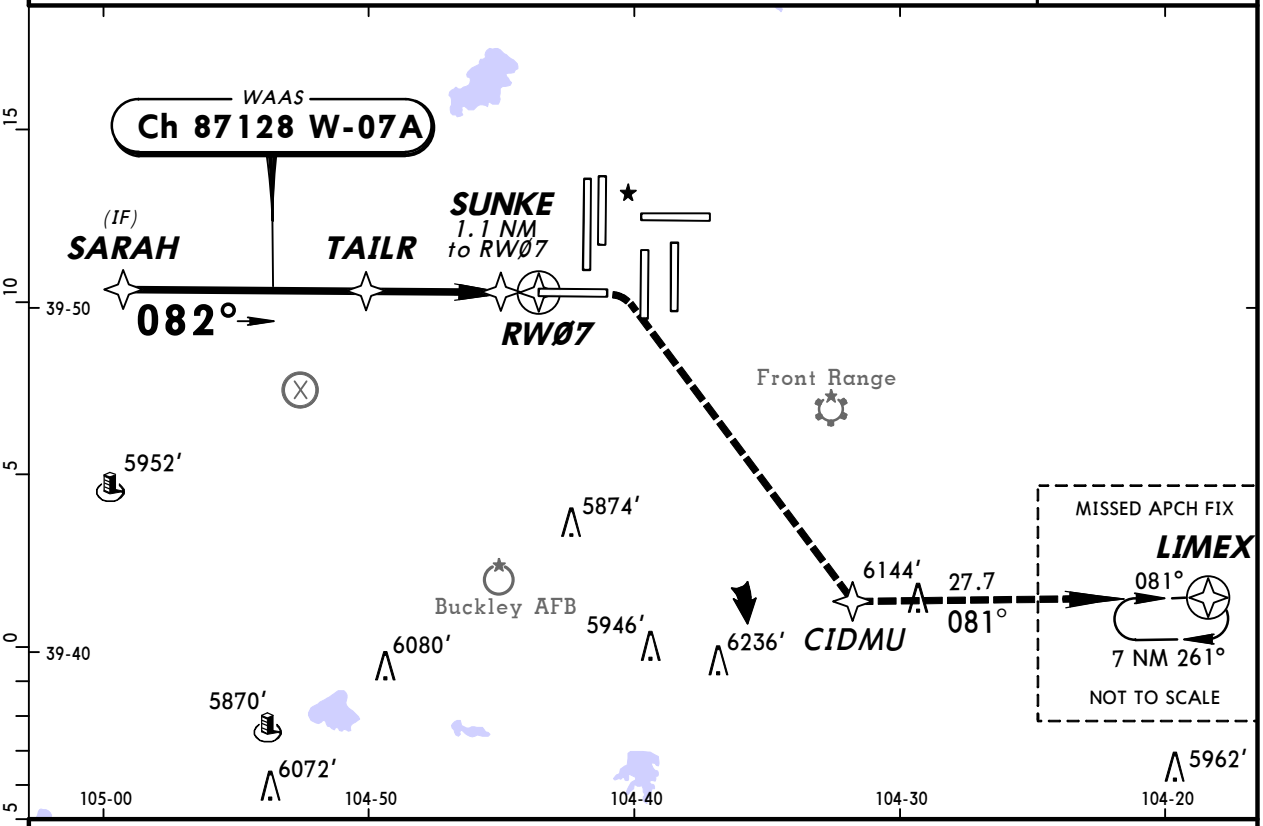
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct CIDMU and on track 081° to LIMEX and hold.

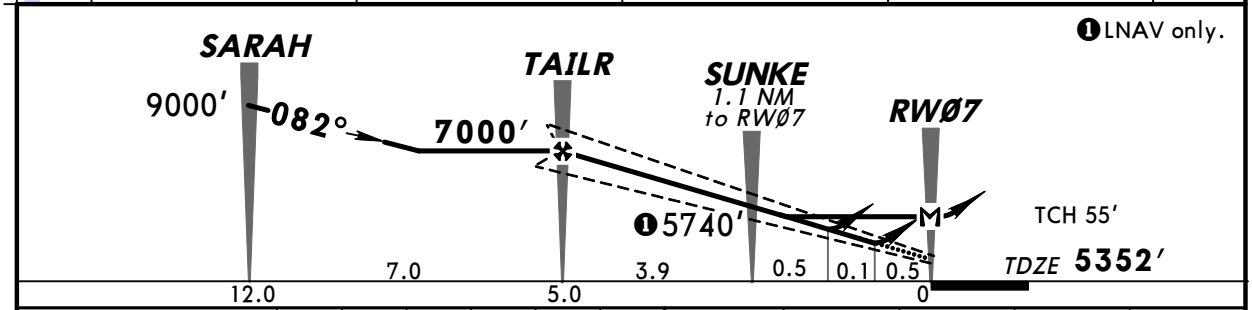
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 8. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,900′

MSA RWØ7





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7						

MALSR PAPI 5900′ 10000′ RT D CIDMU

TERPS STRAIGHT-IN LANDING RWY 7

TERPS AMEND 1A 11 DEC 2014

	LPV DA(H) 5552′ (200′) RAIL out	LPV DA(H) 5552′ (200′) ALS out	LNAV/VNAV DA(H) 5602′ (250′) RAIL out	LNAV/VNAV DA(H) 5602′ (250′) ALS out	❶ LNAV MDA(H) 5680′ (328′) RAIL out	❶ LNAV MDA(H) 5680′ (328′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 26 or 1/2	RVR 50 or 1
D						

❶ LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE, minimums.

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JEPPESEN
5 DEC 14 (12-2)

DENVER, COLO
RNAV (GPS) Y Rwy 8

BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

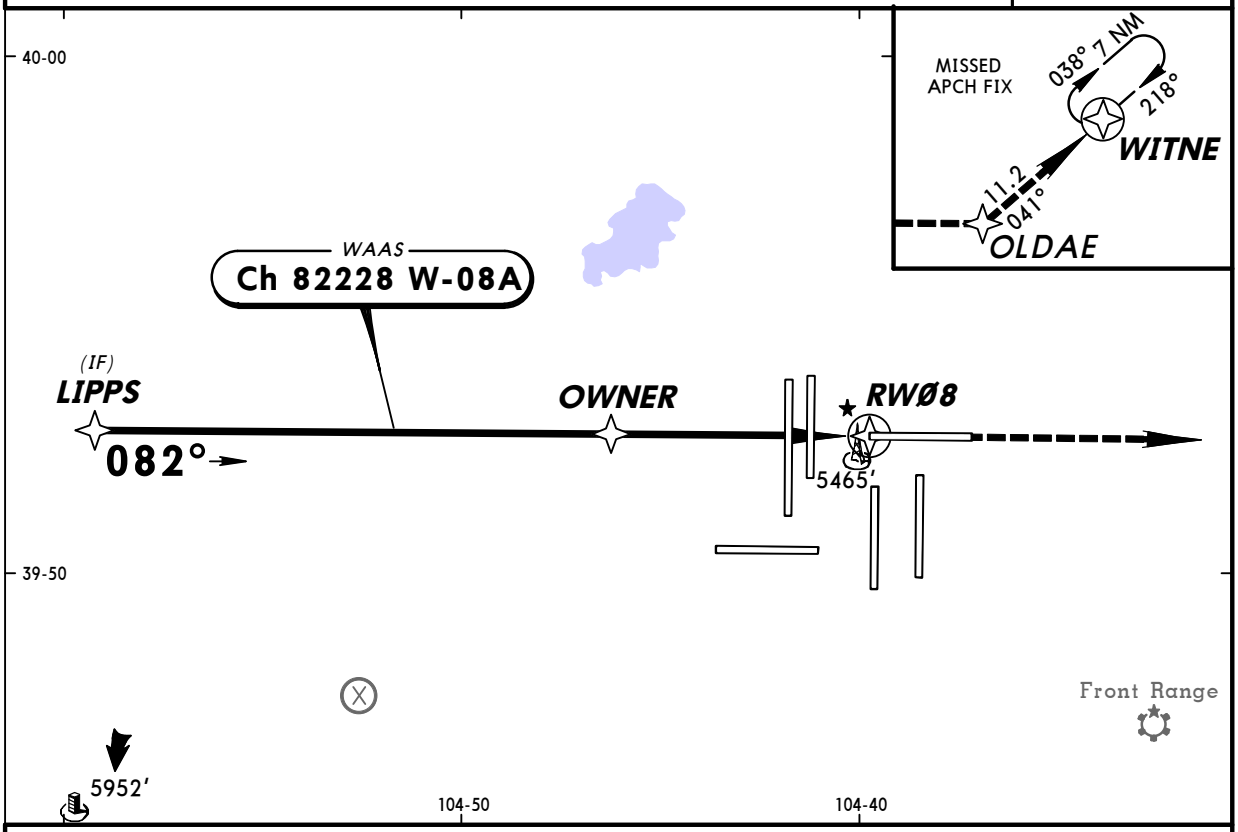
WAAS	Final Apch Crs	Minimum Alt OWNER	LPV DA(H)	Apt Elev 5434′
Ch 82228 W-08A	082°	7000′ (1646′)	5554′ (200′)	TDZE 5354′

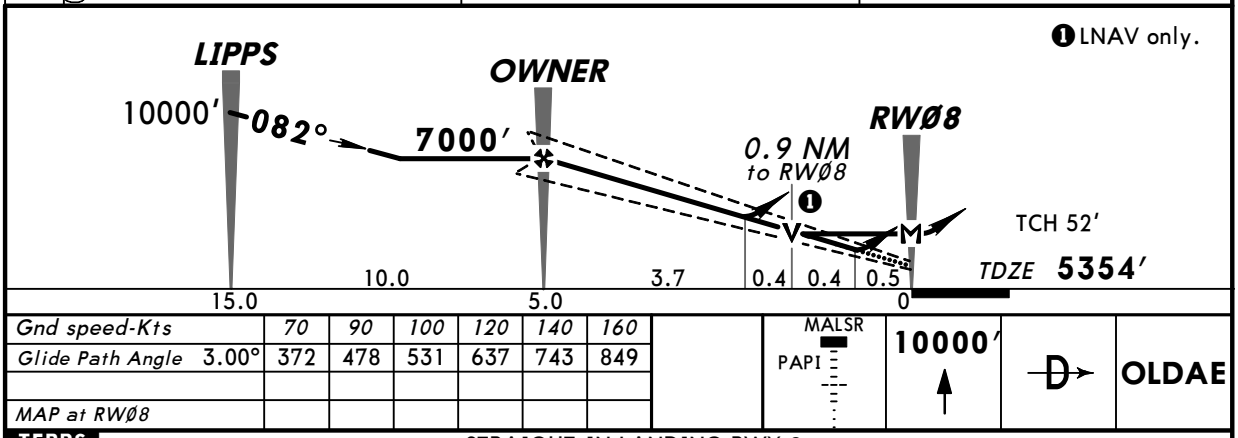
MISSED APCH: Climb to 10000′ direct OLDAE and on track 041° to WITNE and hold.

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

1. Radar required. 2. Simultaneous approach authorized with Rwy 7. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 47°C (117°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

9700′
MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSR
PAPI
10000′
D
OLDAE

TERPS

STRAIGHT-IN LANDING RWY **8**

	LPV DA(H) 5554′ (200′) RAIL out	LPV DA(H) 5554′ (200′) ALS out	LNAV/VNAV DA(H) 5833′ (479′) RAIL out	LNAV/VNAV DA(H) 5833′ (479′) ALS out	1 LNAV MDA(H) 5720′ (366′) RAIL out	1 LNAV MDA(H) 5720′ (366′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C					RVR 35 or 5/8		
D							

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-3)

DENVER, COLO RNAV (GPS) Y Rwy 16L

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

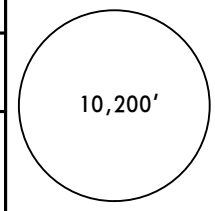
BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt LEETS	LPV DA(H)	Apt Elev 5434′
Ch 99307 W-16A	173°	7000′ (1643′)	5557′ (200′)	TDZE 5357′

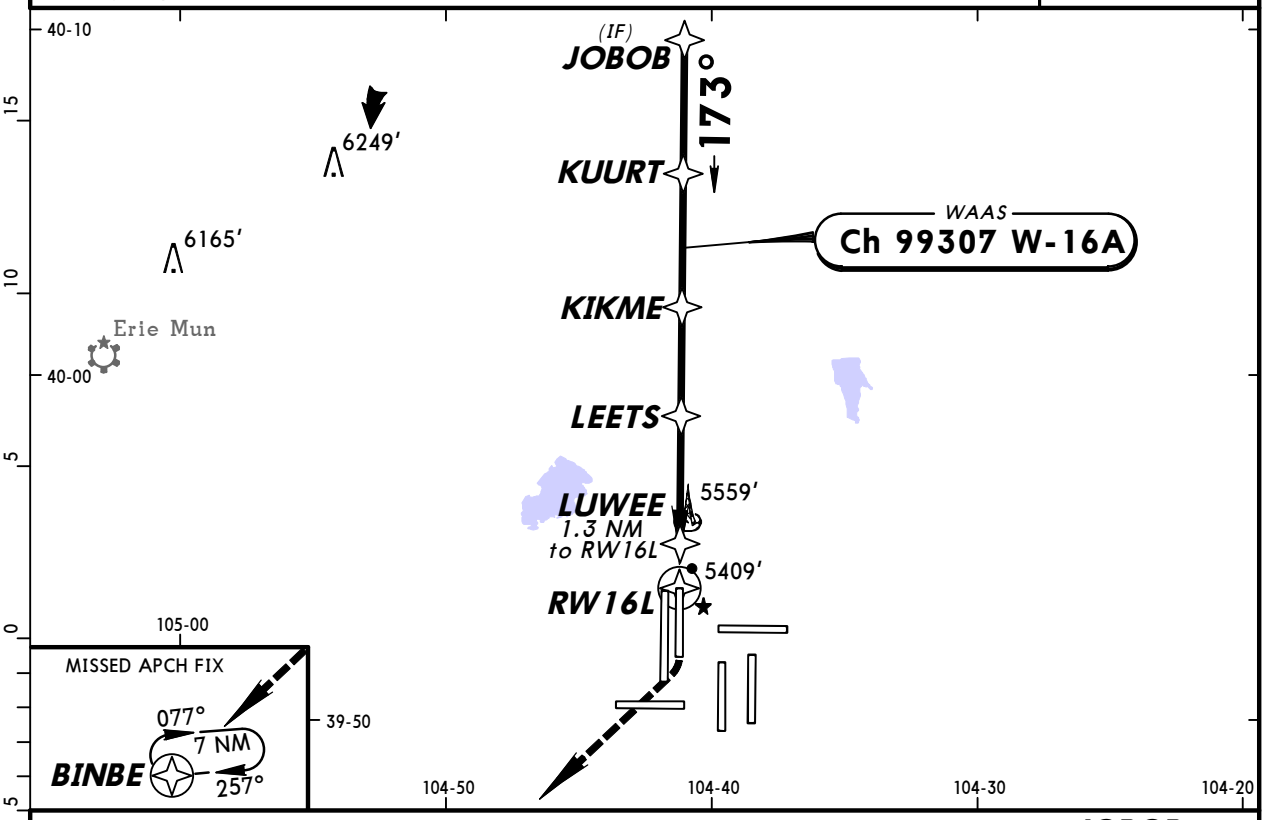
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000′.

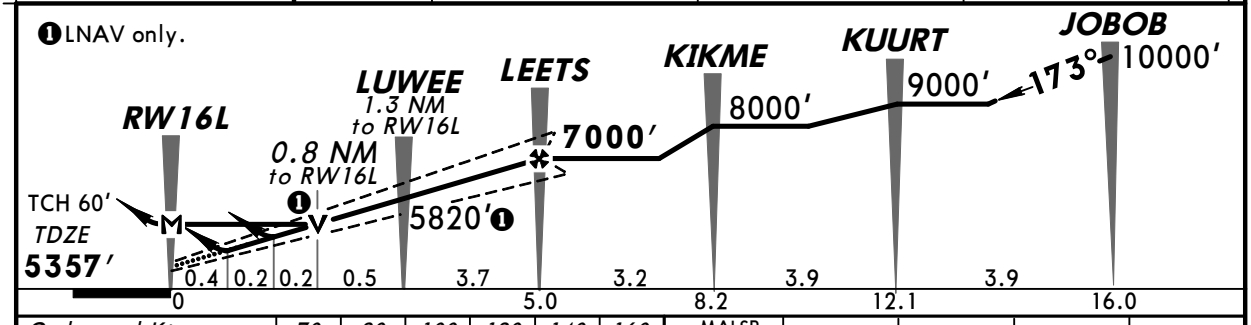
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 17L/17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.



MSA RW16L





Gnd speed-Kts	70	90	100	120	140	160	MALSR	5900′	10000′		BINBE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		RT		
MAP at RW16L											

TERPS STRAIGHT-IN LANDING RWY **16L**

	LPV DA(H) 5557′ (200′) RAIL out	LPV DA(H) 5557′ (200′) ALS out	LNAV/VNAV DA(H) 5607′ (250′) RAIL out	LNAV/VNAV DA(H) 5607′ (250′) ALS out	❶ LNAV MDA(H) 5660′ (303′) RAIL out	❶ LNAV MDA(H) 5660′ (303′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C							RVR 45 or 7/8
D							

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-4)

DENVER, COLO RNAV (GPS) Y Rwy 16R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

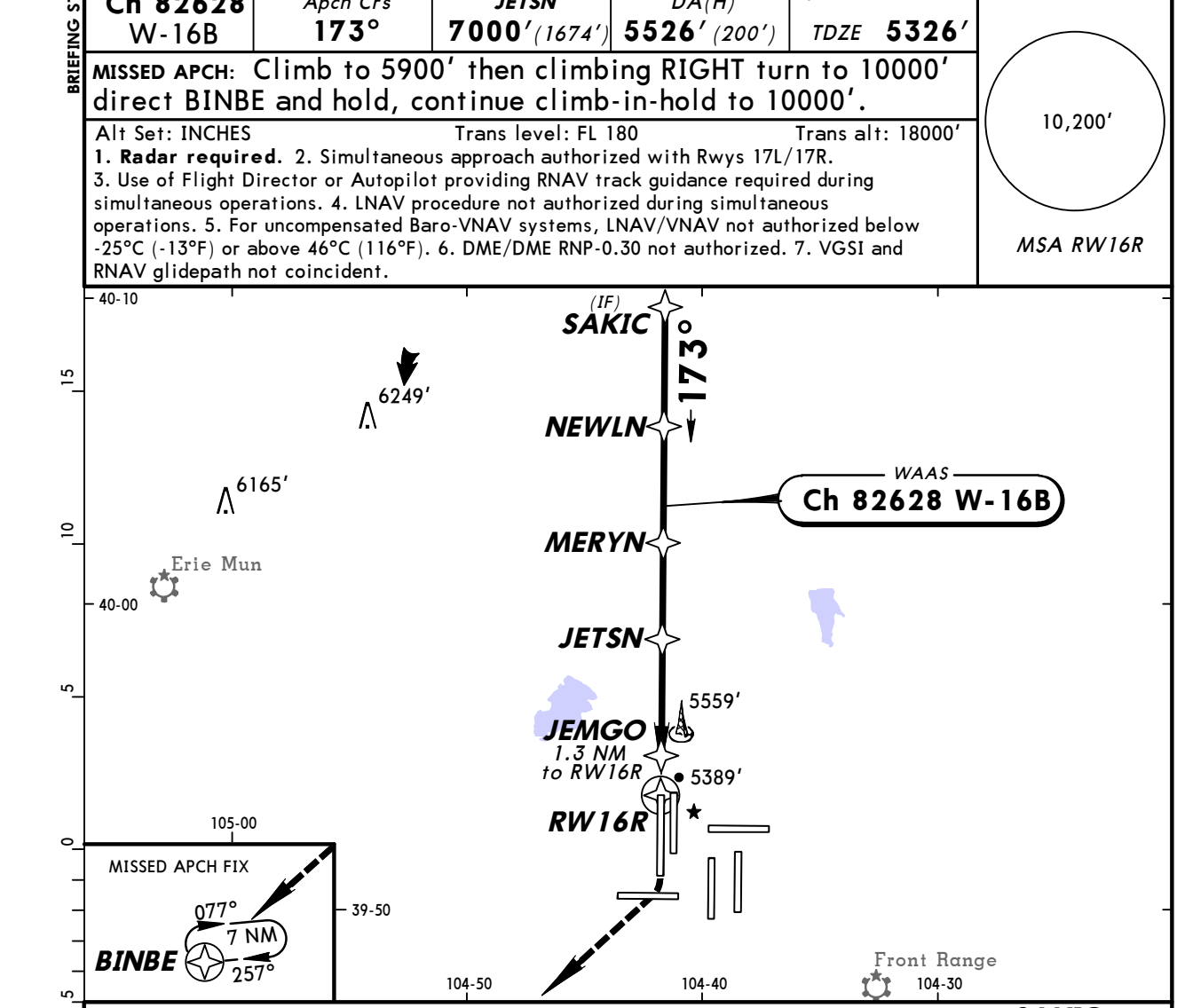
BRIEFING STRIP ™

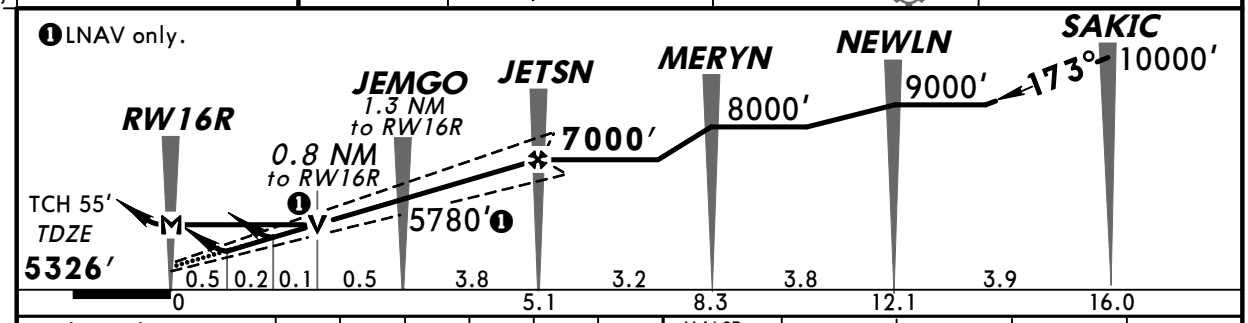
WAAS	Final Apch Crs	Minimum Alt JETSN	LPV DA(H)	Apt Elev / TDZE
Ch 82628 W-16B	173°	7000′ (1674′)	5526′ (200′)	5434′ / 5326′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000′.

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 17L/17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW16R						

MALSR PAPI 5900′ 10000′ RT D BINBE

TERPS STRAIGHT-IN LANDING RWY **16R**

	LPV DA(H) 5526′ (200′) RAIL out	LPV DA(H) 5526′ (200′) ALS out	LNAV/VNAV DA(H) 5589′ (263′)	LNAV/VNAV DA(H) 5589′ (263′) RAIL out	LNAV/VNAV DA(H) 5589′ (263′) ALS out	1 LNAV MDA(H) 5640′ (314′)	1 LNAV MDA(H) 5640′ (314′) RAIL out	1 LNAV MDA(H) 5640′ (314′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C								RVR 45 or 7/8
D								

TERPS AMEND 1B 11 DEC 2014

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE, minimums.

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KDEN/DEN
DENVER INTL

JEPPESEN
5 DEC 14 (12-5)

DENVER, COLO
RNAV (GPS) Y Rwy 17L

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

BRIEFING STRIP ™

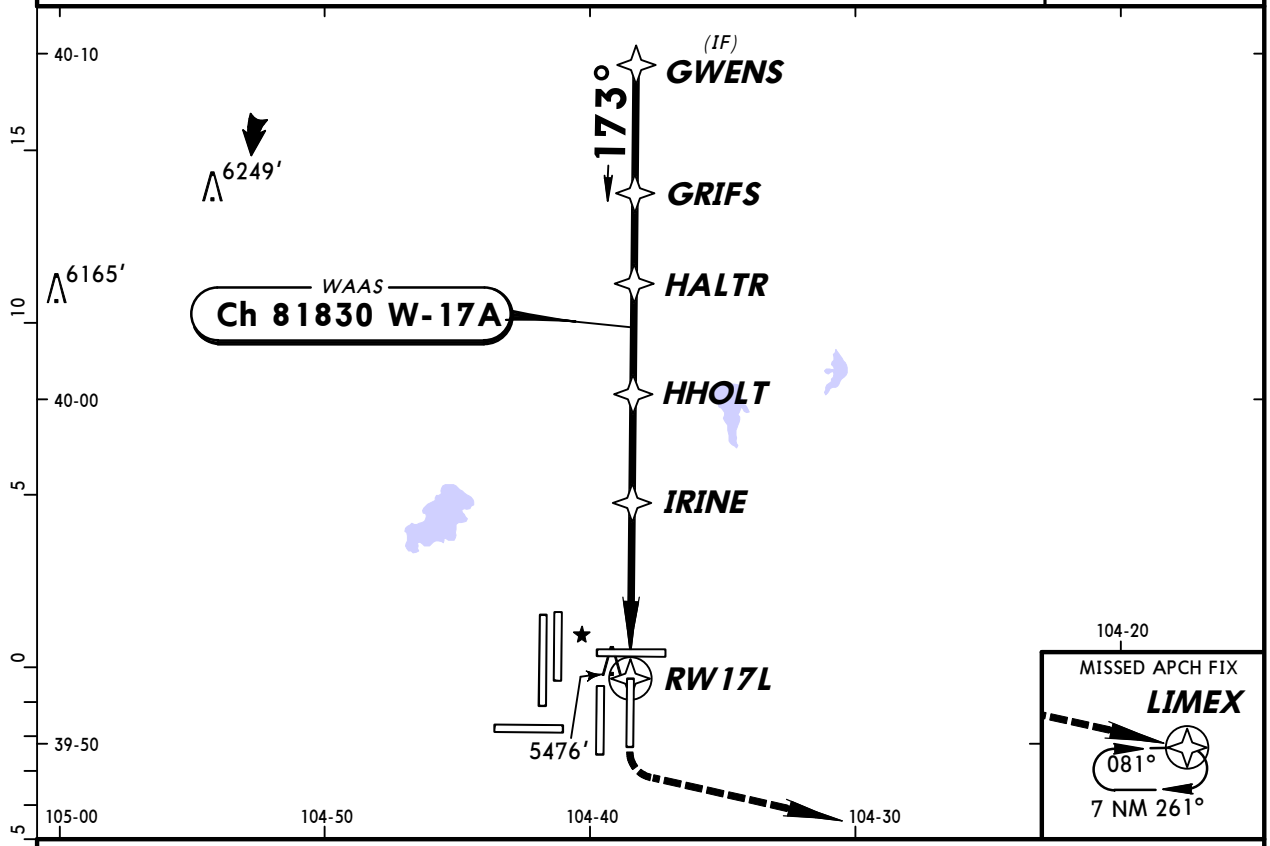
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 5434′
Ch 81830 W-17A	173°	IRINE 7000′ (1661′)	5539′ (200′)	TDZE 5339′

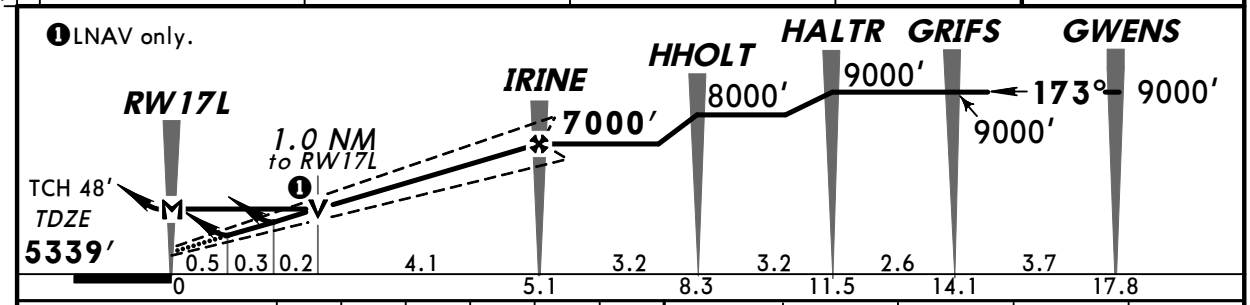
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct LIMEX and hold.

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (119°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.

9200′
MSA RW17L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17L						

MALSR
PAPI
5900′
10000′
LT
LIMEX

TERPS

STRAIGHT-IN LANDING RWY **17L**

	LPV DA(H) 5539′ (200′) RAIL out	LPV DA(H) 5539′ (200′) ALS out	LNAV/VNAV DA(H) 5648′ (309′)	LNAV/VNAV DA(H) 5648′ (309′) RAIL out	LNAV/VNAV DA(H) 5648′ (309′) ALS out	❶ LNAV MDA(H) 5700′ (361′)	❶ LNAV MDA(H) 5700′ (361′) RAIL out	❶ LNAV MDA(H) 5700′ (361′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 35 or 5/8		
D								

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-6)

DENVER, COLO RNAV (GPS) Y Rwy 17R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	133.3	121.85

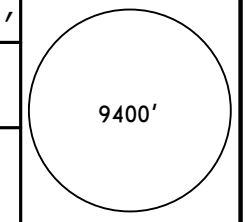
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt JOULE	LPV DA(H)	Apt Elev / TDZE
Ch 93529 W-17B	173°	7000′ (1608′)	5592′ (200′)	5434′ / 5392′

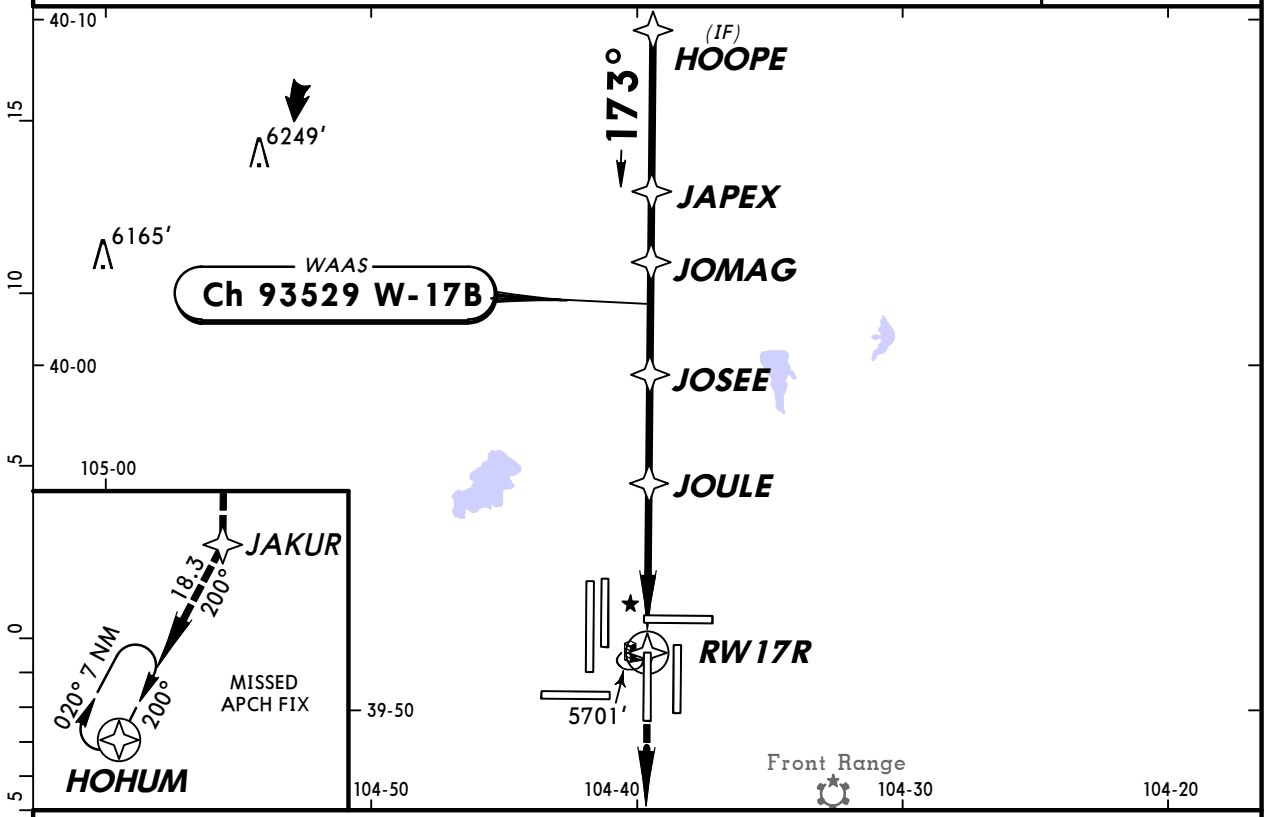
MISSED APCH: Climb to 10000′ direct JAKUR and on track 200° to HOHUM and hold.

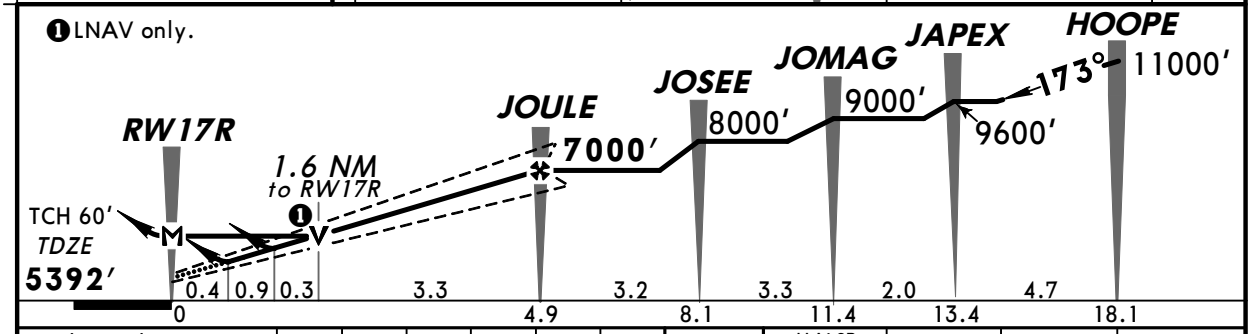
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 16L/16R and Rwy 17L. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.



MSA RW17R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW17R						

MALSR
PAPI

10000′

D

JAKUR

TERPS

STRAIGHT-IN LANDING RWY 17R

	LPV DA(H) 5592′ (200′)		LNAV/VNAV DA(H) 5857′ (465′)		1 LNAV MDA(H) 5940′ (548′)		
		RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					1¼	1⅜	1⅝
D							

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-7)

DENVER, COLO RNAV (GPS) Y Rwy 25

BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	128.75	127.5

WAAS	Final Apch Crs	Minimum Alt GASTI	LPV DA(H)	Apt Elev 5434′
Ch 40428 W-25A	263°	7000′ (1645′)	5555′ (200′)	TDZE 5355′

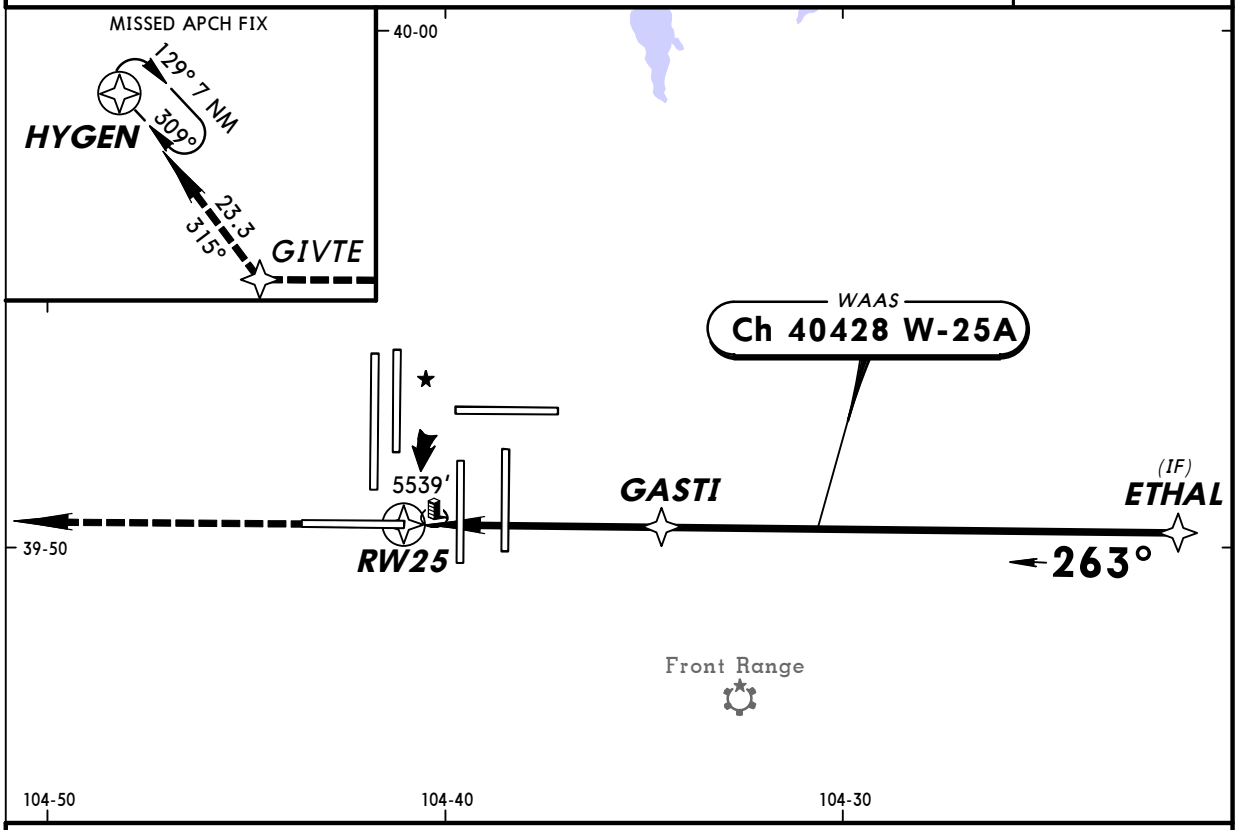
MISSED APCH: Climb to 10000′ direct GIVTE and on track 315° to HYGEN and hold.

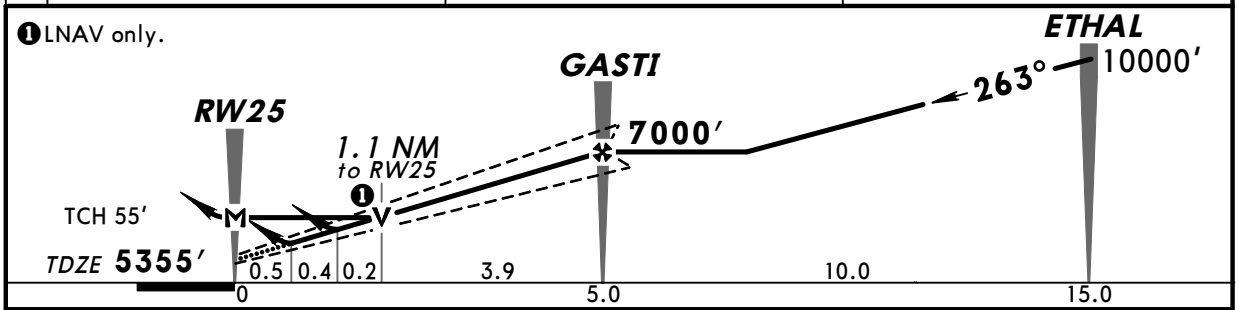
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 26. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

9800′

MSA RW25





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW25							

MALSR
PAPI

10000′

GIVTE

TERPS STRAIGHT-IN LANDING RWY **25**

TERPS AMEND 1A 11 DEC 2014

	LPV DA(H) 5555′ (200′) RAIL out	LPV DA(H) 5555′ (200′) ALS out	LNAV/VNAV DA(H) 5700′ (345′)	LNAV/VNAV DA(H) 5700′ (345′) RAIL out	LNAV/VNAV DA(H) 5700′ (345′) ALS out	❶ LNAV MDA(H) 5800′ (445′)	❶ LNAV MDA(H) 5800′ (445′) RAIL out	❶ LNAV MDA(H) 5800′ (445′) ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 45 or 7/8	RVR 55 or 1	1 3/8
D								

❶ LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-8)

DENVER, COLO RNAV (GPS) Y Rwy 26

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

WAAS	Final Apch Crs	Minimum Alt GRASP	LPV DA(H)	Apt Elev 5434′
Ch 58128 W-26A	263°	7000′ (1691′)	5509′ (200′)	TDZE 5309′

MISSED APCH: Climb to 6000′ then climbing RIGHT turn to 11000′ direct NIWOT and hold.

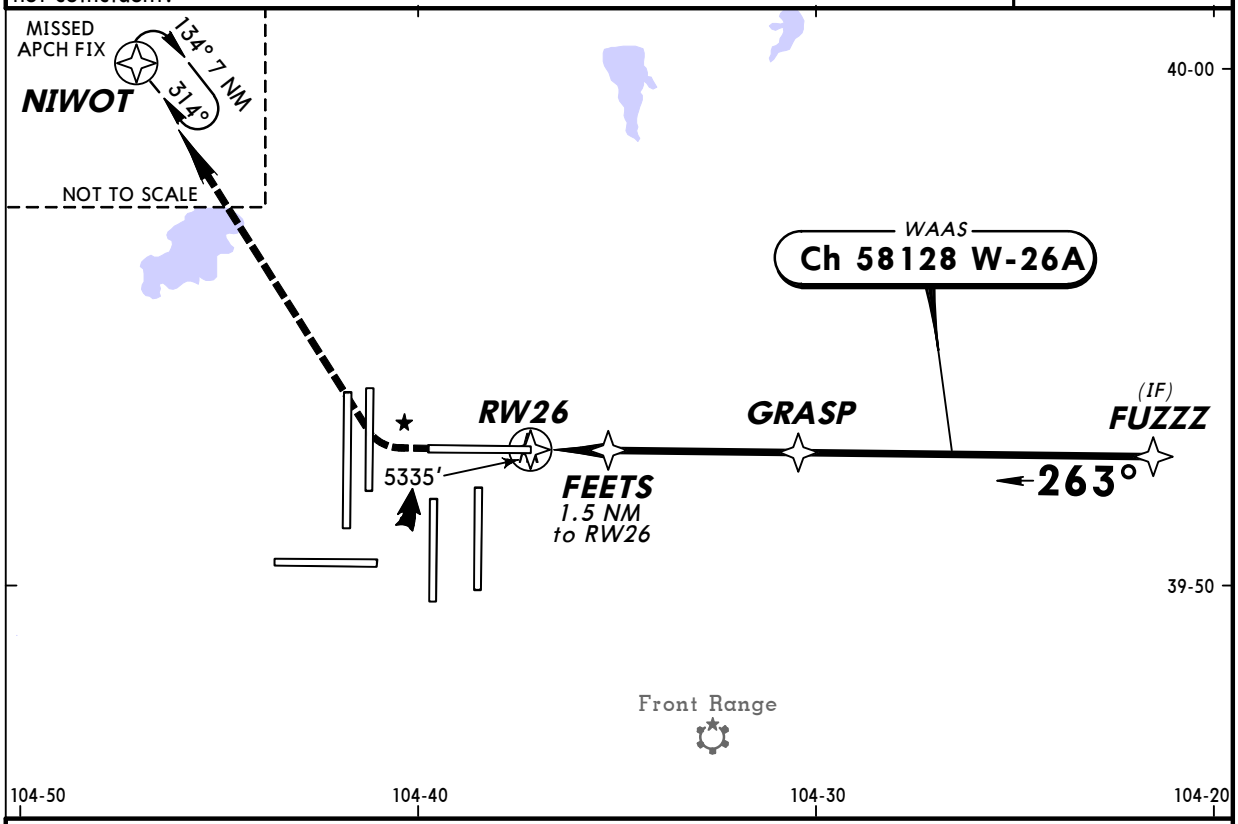
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

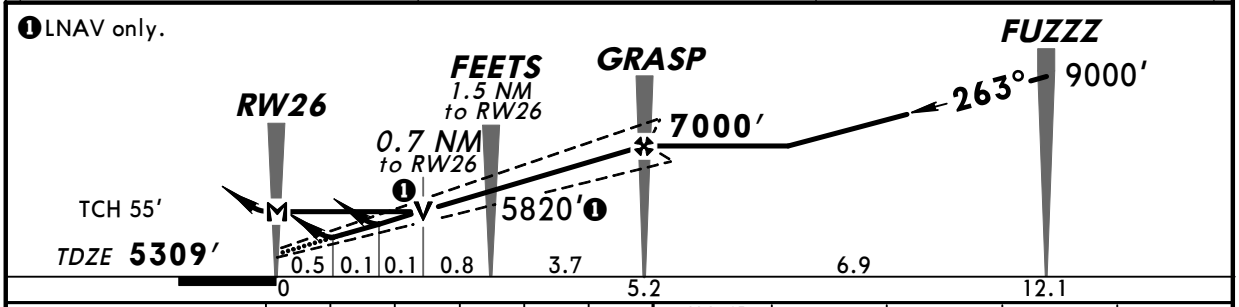
1. Radar required. 2. Simultaneous approach authorized with Rwy 25. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-14°F) or above 46°C (116°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

8100′

MSA RW26

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160	MALSR	6000′	11000′		NIWOT
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		RT		
MAP at RW26											

TERPS STRAIGHT-IN LANDING RWY **26**

	LPV DA(H) 5509′ (200′)		LNAV/VNAV DA(H) 5559′ (250′)		❶ LNAV MDA(H) 5600′ (291′)		
		RAIL out / ALS out		RAIL out / ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B							
C							RVR 45 or 7/8
D							

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 1A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-9)

DENVER, COLO RNAV (GPS) Y Rwy 34L

BRIEFING STRIP ™

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

WAAS	Final Apch Crs	Minimum Alt WINTR	LPV DA(H)	Apt Elev / TDZE
Ch 45619 W-34A	353°	7000′ (1673′)	5527′ (200′)	Apt Elev 5434′ TDZE 5327′

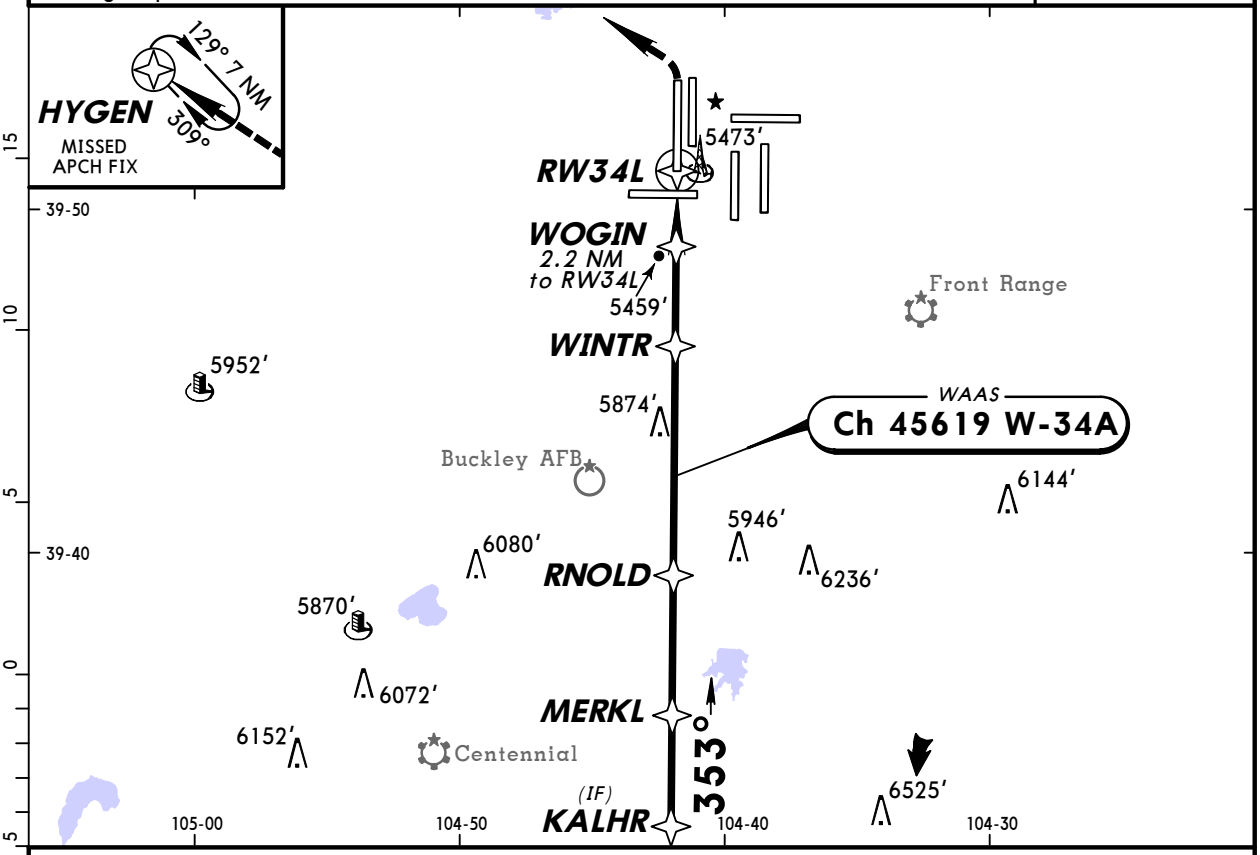
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

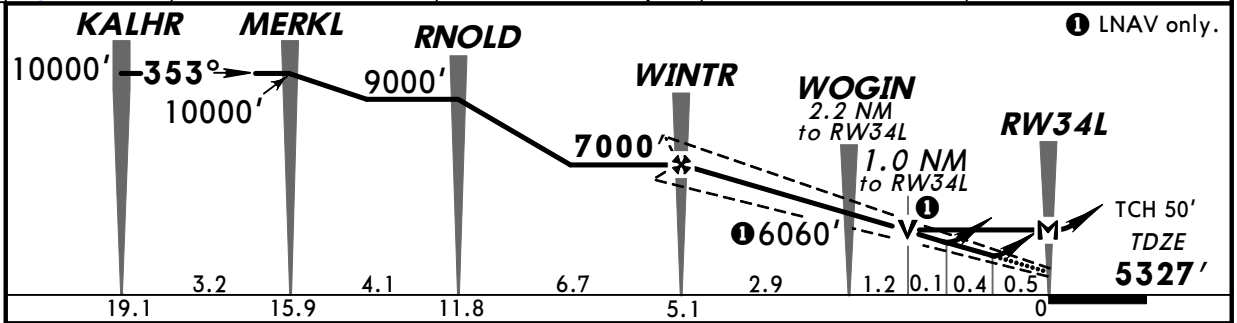
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

10,200′

MSA RW34L





❶ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34L						

ALSF-II
PAPI

5900′

10000′ LT

HYGEN

TERPS STRAIGHT-IN LANDING RWY **34L**

	LPV DA(H) 5527′ (200′)		LNAV/VNAV DA(H) 5660′ (333′)		❶ LNAV MDA(H) 5720′ (393′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 35 or 5/8	RVR 60 or 1 1/8
D						

❶ LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2B 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN
DENVER INTL

JEPPESEN 5 DEC 14 (12-10)

DENVER, COLO
RNAV (GPS) Y Rwy 34R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	135.3	127.5

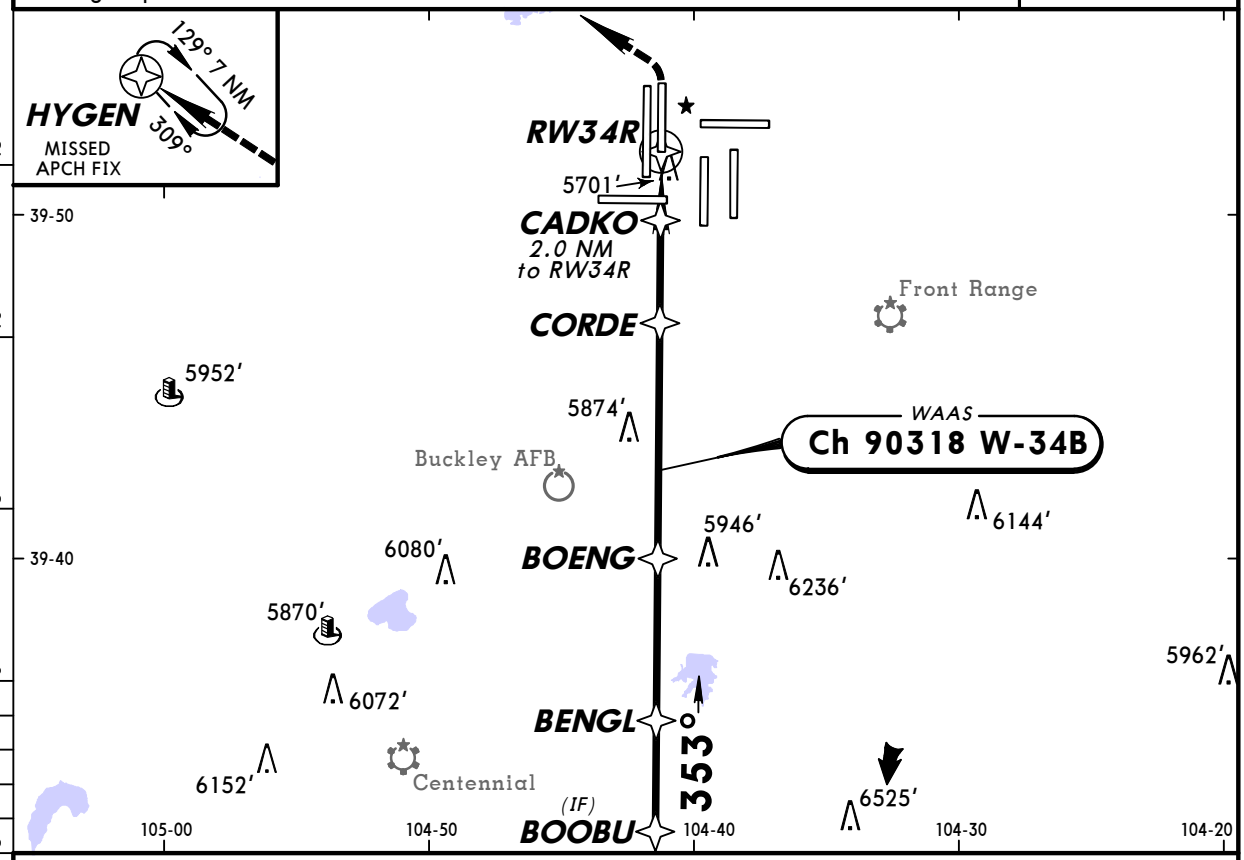
BRIEFING STRIP ™

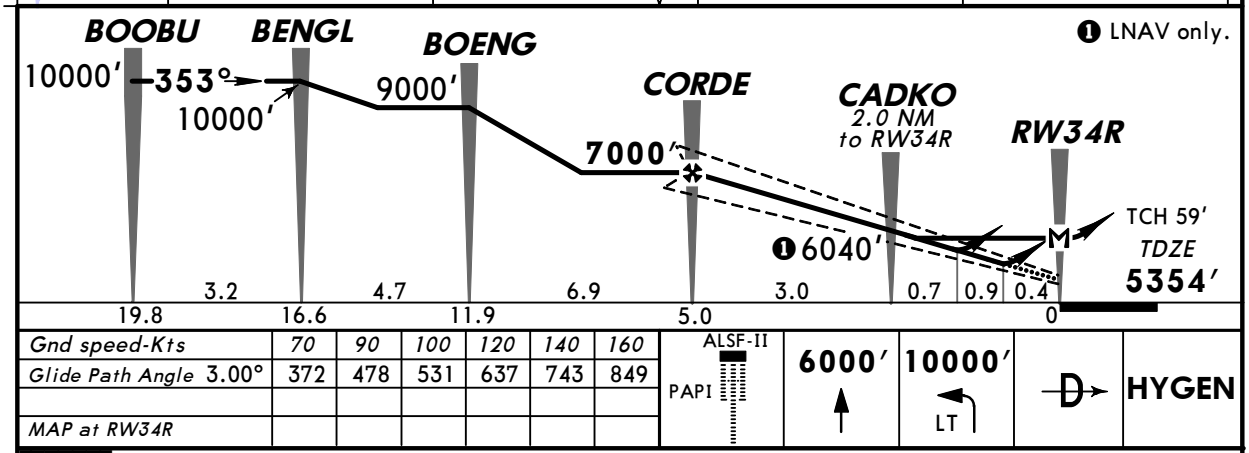
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 90318 W-34B	353°	CORDE 7000′ (1646′)	5554′ (200′)	Apt Elev 5434′ TDZE 5354′

MISSED APCH: Climb to 6000′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

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

1. Radar required. 2. Simultaneous approach authorized with Rwys 35L/35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (114°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW34R						

ALSF-II
PAPI
6000′
10000′ LT
HYGEN

TERPS STRAIGHT-IN LANDING RWY **34R**

TERPS AMEND 2A 11 DEC 2014

	LPV DA(H) 5554′ (200′)		LNAV/VNAV DA(H) 5838′ (484′)		1 LNAV MDA(H) 5940′ (586′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 55 or 1
B						
C					1¼	1¾
D						

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-11)

DENVER, COLO RNAV (GPS) Y Rwy 35L

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	133.3	121.85

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 53419 W-35A	353°	DYMON 7000′ (1566′)	5634′ (200′)	Apt Elev 5434′ TDZE 5434′

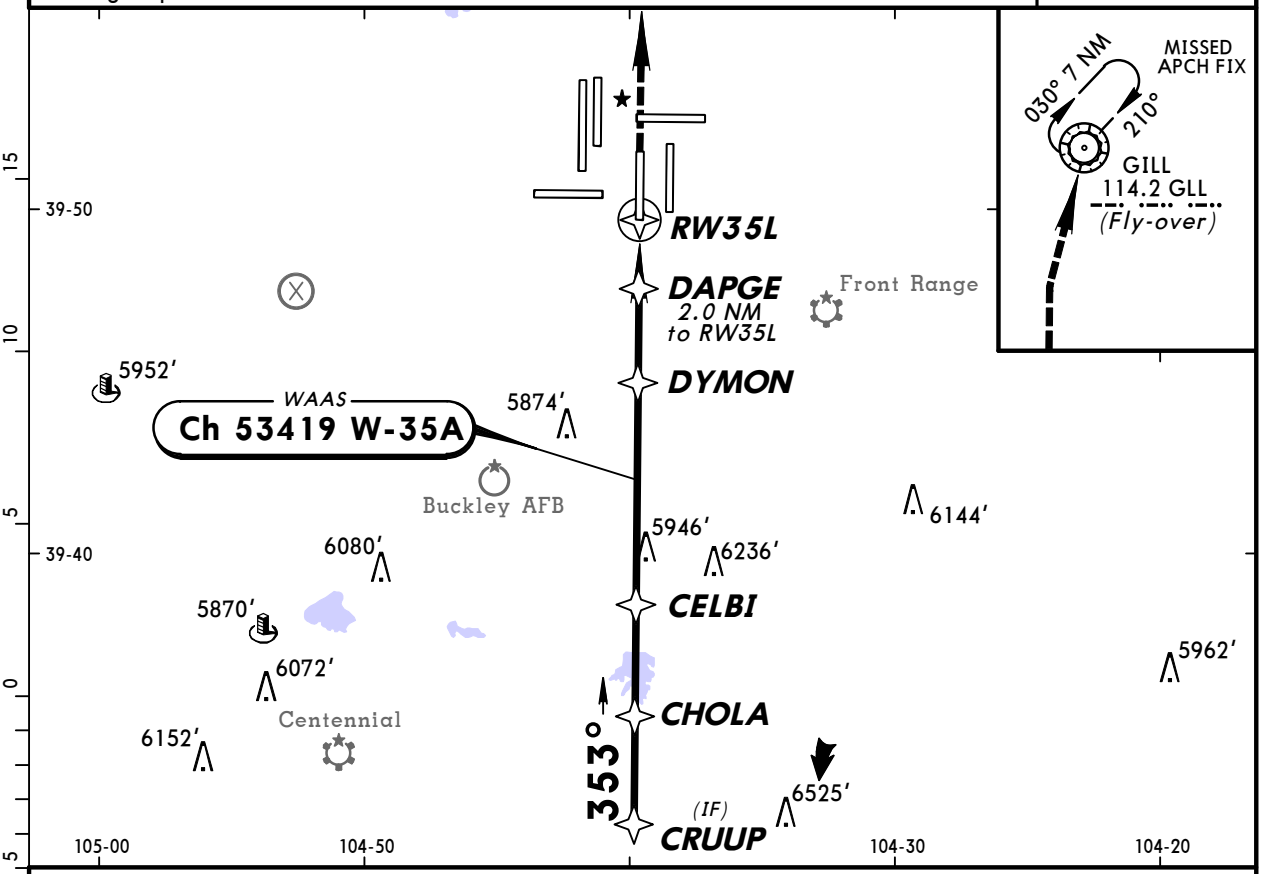
MISSED APCH: Climb to 10000′ then RIGHT turn direct GLL VOR and hold.

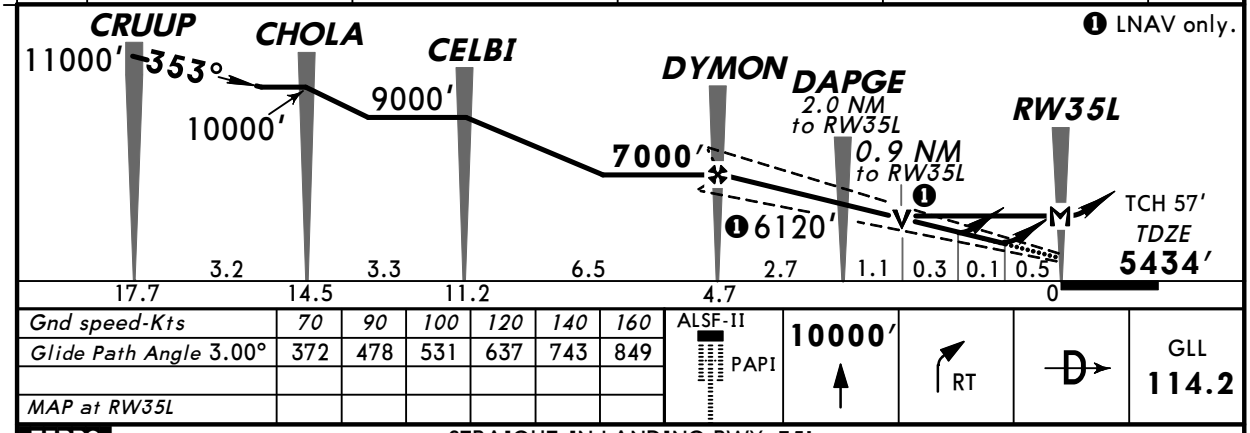
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35R. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 46°C (115°F). 6. DME/DME RNP-0.30 not authorized. 7. VGSI and RNAV glidepath not coincident.

9200′

MSA RW35L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35L						

ALSF-II PAPI | 10000′ | RT | D | GLL 114.2

TERPS STRAIGHT-IN LANDING RWY **35L**

TERPS AMEND 2A 11 DEC 2014

	LPV DA(H) 5634′ (200′)		LNAV/VNAV DA(H) 5684′ (250′)		1 LNAV MDA(H) 5780′ (346′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 30 or 5/8	
D						

1 LNAV procedure not authorized during simultaneous operations.

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-12)

DENVER, COLO RNAV (GPS) Y Rwy 35R

D-ATIS Arrival	DENVER Approach (R) North	DENVER Approach (R) South	DENVER Tower	Ground
125.6	119.3	120.35	132.35	121.85

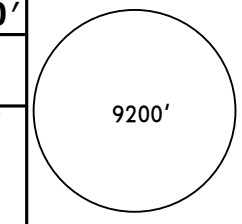
BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt FRONZ	LPV DA(H)	Apt Elev 5434'
Ch 45719 W-35B	353°	7000' (1630')	5570' (200')	TDZE 5370'

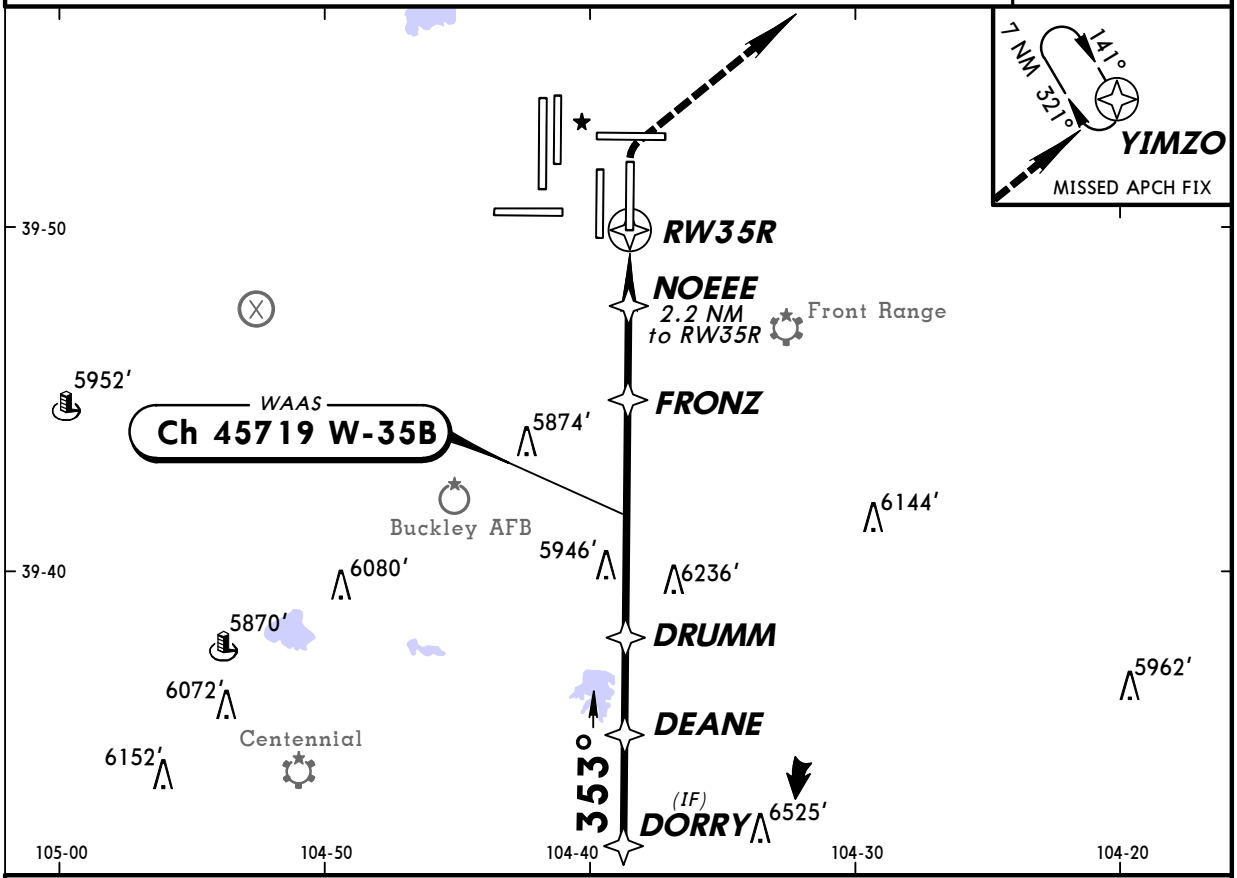
MISSED APCH: Climb to 5900' then climbing RIGHT turn to 8000' direct YIMZO and hold.

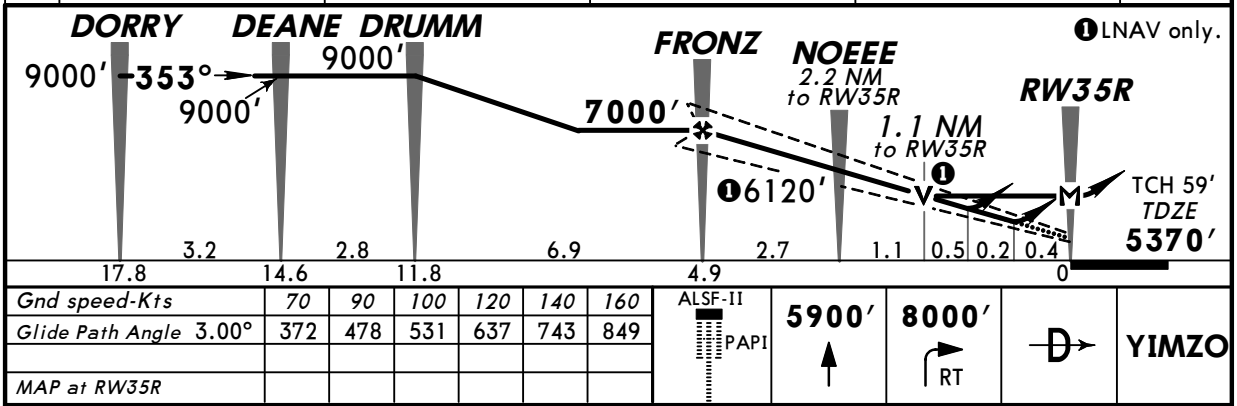
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Simultaneous approach authorized with Rwys 34L/34R and Rwy 35L. 2. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 3. LNAV procedure not authorized during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 45°C (114°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident.



MSA RW35R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35R						

ALSF-II PAPI | 5900' | 8000' RT | D | YIMZO

TERPS STRAIGHT-IN LANDING RWY 35R

	LPV DA(H) 5570' (200')		LNAV/VNAV DA(H) 5620' (250')		1 LNAV MDA(H) 5800' (430')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B						
C						1 1/4
D					RVR 40 or 3/4	

1 LNAV procedure not authorized during simultaneous operations.

TERPS AMEND 2A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-20)

DENVER, COLO RNAV (RNP) Z Rwy 7

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev 5434′
	082°	TAILR 7000′ (1648′)	5619′ (267′)	TDZE 5352′

MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct CIDMU and on track 081° to LIMEX and hold.

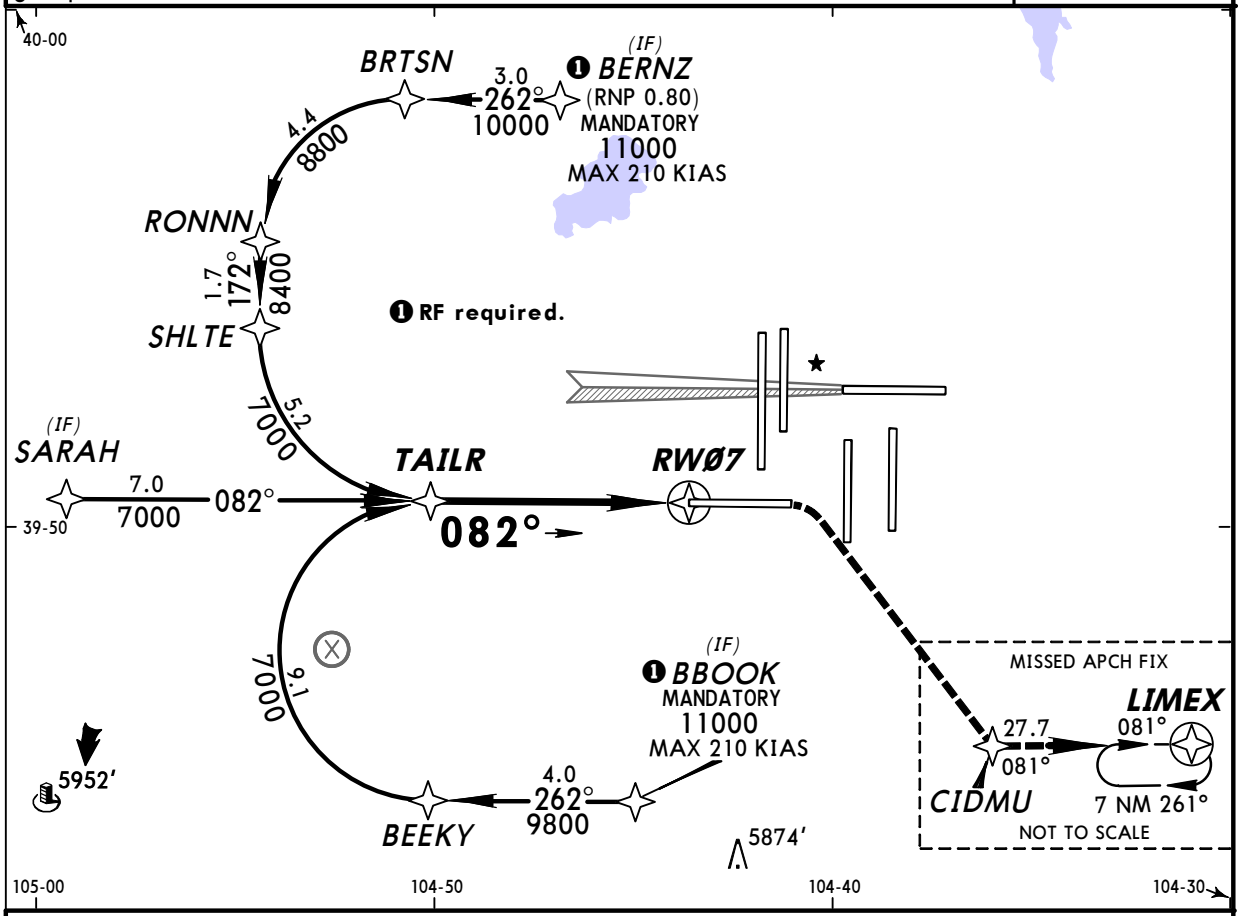
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 8, except for arrivals at BBOOK and BERNZ. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

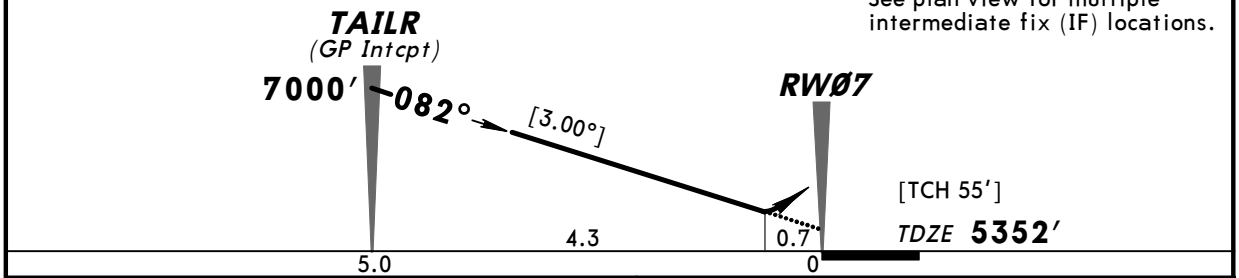
11,000′

MSA RWØ7

BRIEFING STRIP ™



See plan view for multiple intermediate fix (IF) locations.



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

MALSR PAPI | 5900′ | 10000′ RT | D | CIDMU

TERPS STRAIGHT-IN LANDING RWY **7**

TERPS AMEND 0A 11 DEC 2014

	RNP 0.10 DA(H) 5619′ (267′)			RNP 0.30 DA(H) 5678′ (326′)		
		RAIL out	ALS out		RAIL out	ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-21)

DENVER, COLO RNAV (RNP) Z Rwy 8

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

BRIEFING STRIP™

RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	082°	OWNER 7000′ (1646′)	5727′ (373′)	Apt Elev 5434′ TDZE 5354′

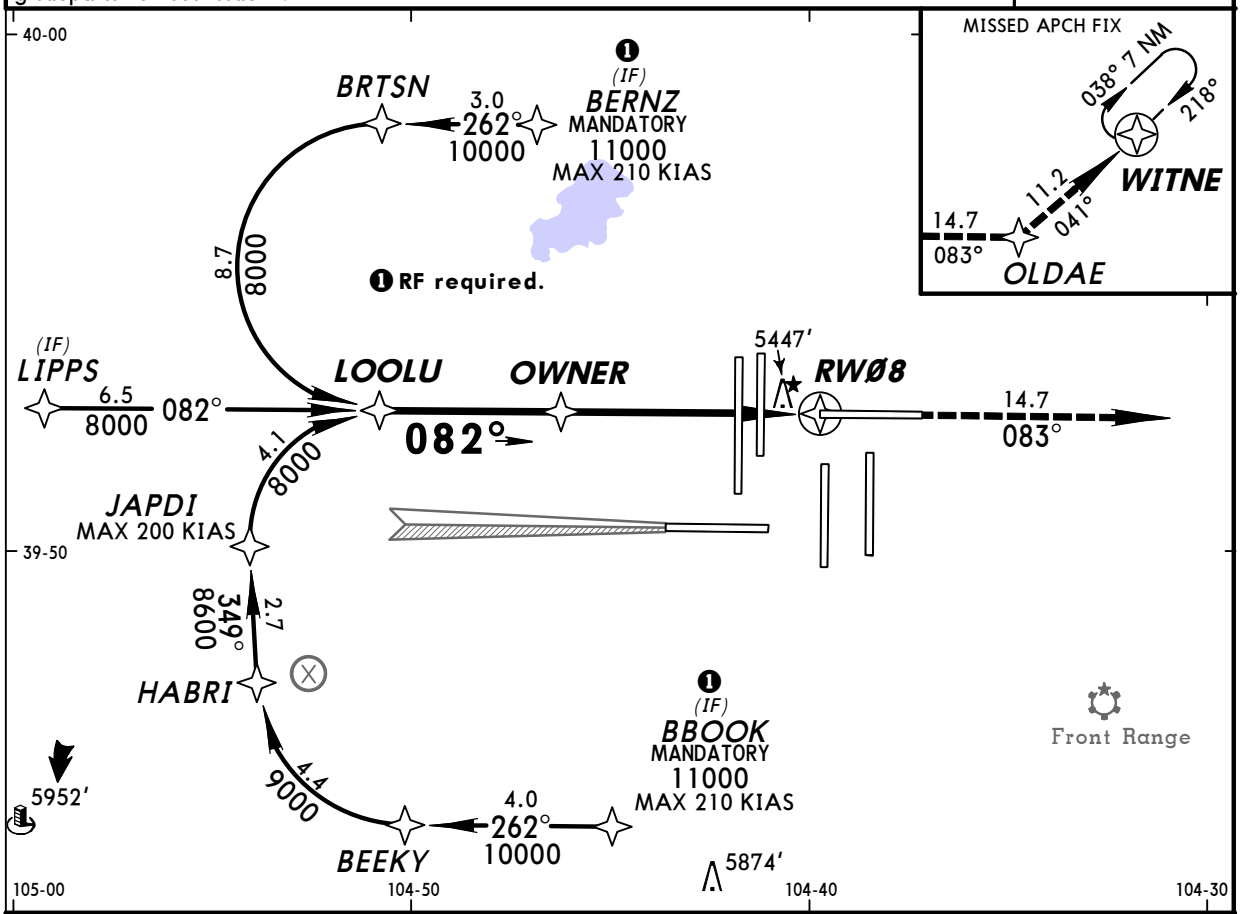
MISSED APCH: Climb to 10000′ on track 083° to OLDAE and on track 041° to WITNE and hold.

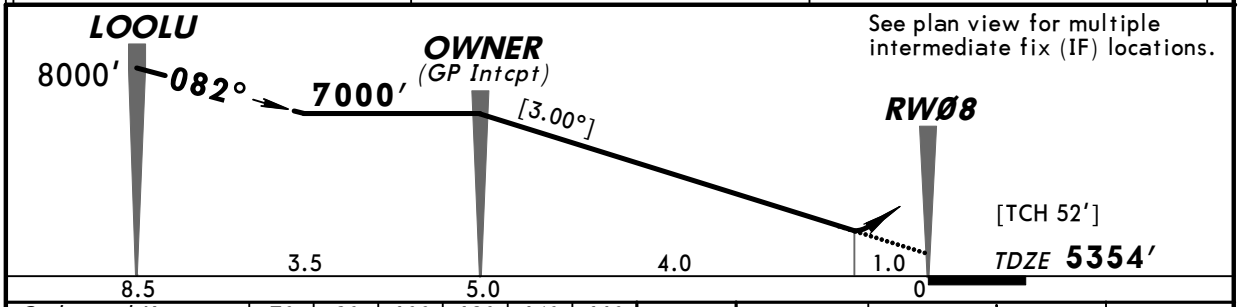
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 47°C (117°F). 5. Simultaneous approach authorized with Rwy 7, except for arrivals at BERNZ and BBOOK. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9800′

MSA RWØ8





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

MALSR
PAPI
10000′ on 083° OLDAE

TERPS

STRAIGHT-IN LANDING RWY 8

	RNP 0.10 DA(H) 5727′ (373′)		RNP 0.30 DA(H) 5777′ (423′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1⅛	RVR 50 or 1	1⅜
B				
C				
D				

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-22)

DENVER, COLO RNAV (RNP) Z Rwy 16L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

BRIEFING STRIP™

RNAV	*Final Apch Crs* 173°	Minimum Alt LEETS 7000′ (1643′)	RNP 0.10 DA(H) 5617′ (260′)	Apt Elev 5434′ TDZE 5357′

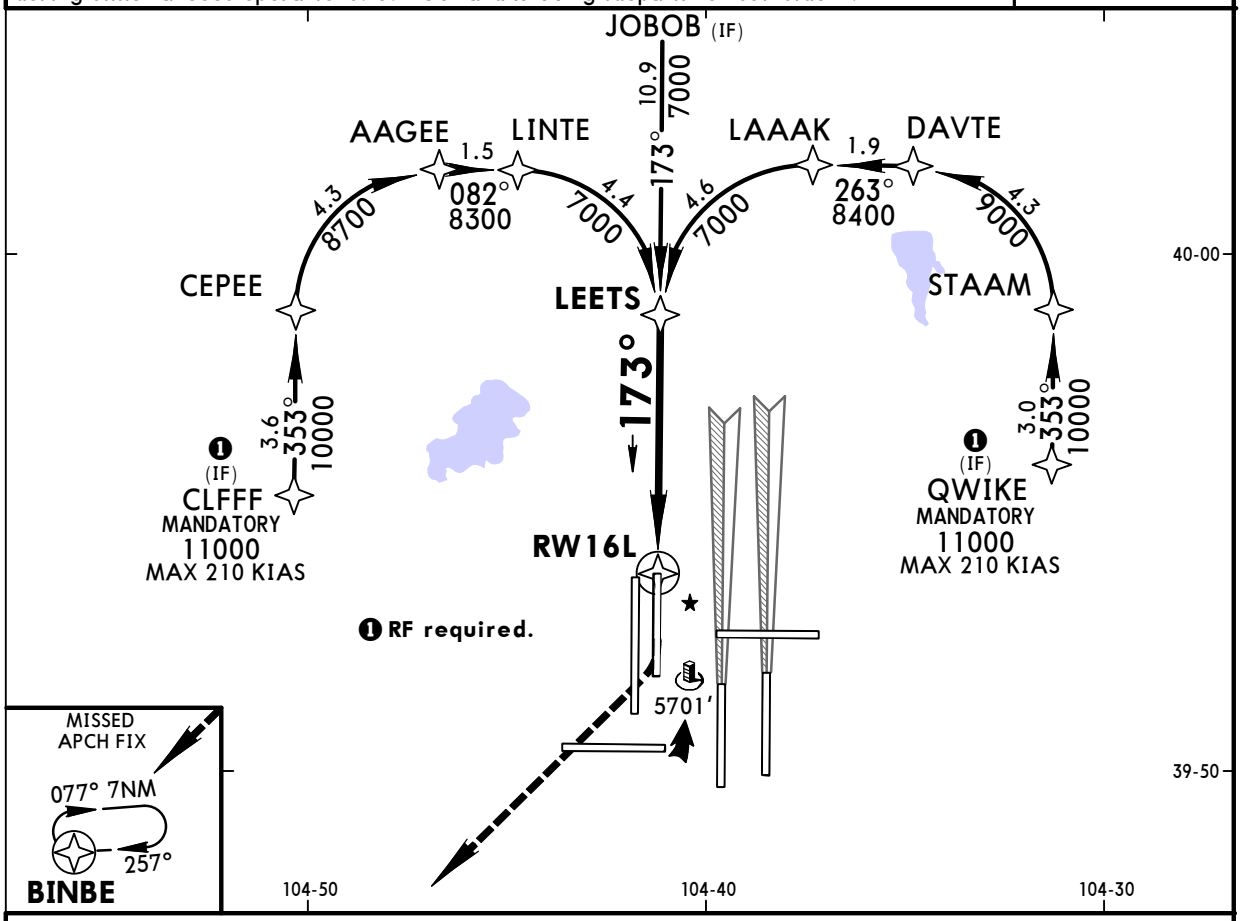
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10,000.

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

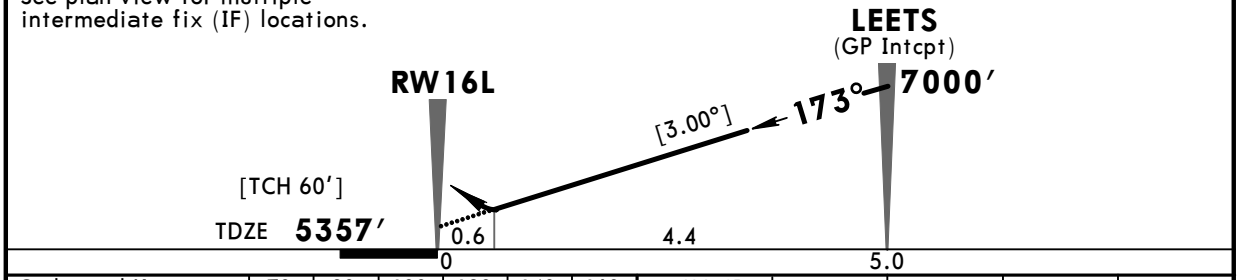
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwy 17L. 6. Simultaneous approach authorized with Rwy 17R, except for arrivals at QWIKE and CLFFF. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

10,300′

MSA RW16L



See plan view for multiple intermediate fix (IF) locations.



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

MALSR PAPI 5900′ 10000′ RT D BINBE

TERPS STRAIGHT-IN LANDING RWY **16L**

TERPS AMEND 0B 30 APR 2015

	RNP 0.10 DA(H) 5617′ (260′)			RNP 0.30 DA(H) 5683′ (326′)		
		RAIL out	ALS out		RAIL out	ALS out
A B C D	RVR 24 or ½	RVR 40 or ¾		RVR 32 or ⅝	RVR 40 or ¾	RVR 50 or 1

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-23)

DENVER, COLO RNAV (RNP) Z Rwy 16R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	173°	JETSN 7000′ (1674′)	5586′ (260′)	5434′ / 5326′

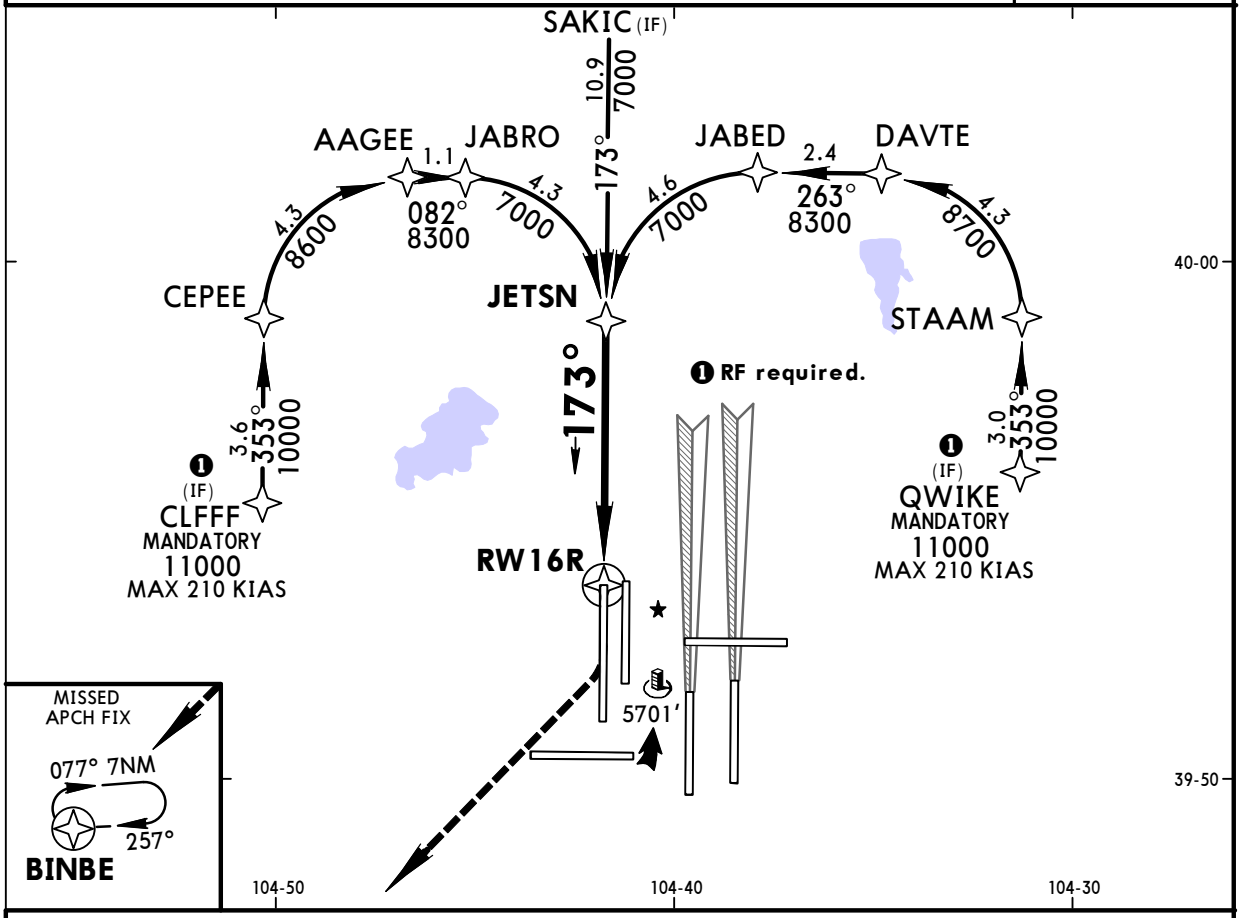
MISSED APCH: Climb to 5900′ then climbing RIGHT turn to 10000′ direct BINBE and hold, continue climb-in-hold to 10000.

10,300′

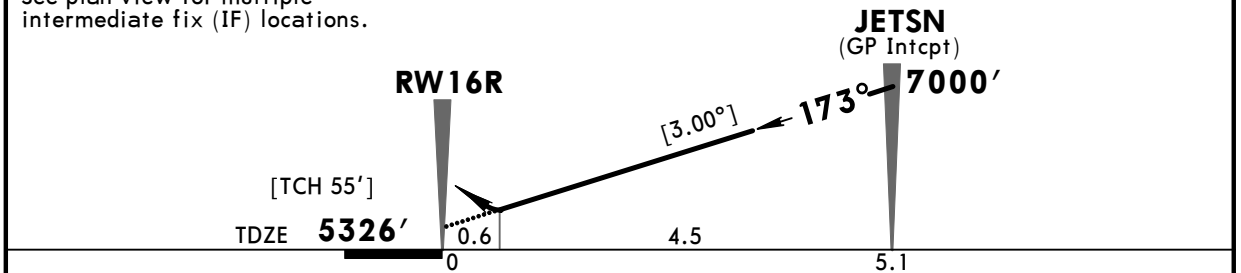
MSA RW16R

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 17L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.



See plan view for multiple intermediate fix (IF) locations.



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

MALSR PAPI | 5900′ | 10000′ RT | D | BINBE

TERPS STRAIGHT-IN LANDING RWY **16R**

	RNP 0.10 DA(H) 5586′ (260′)		RNP 0.30 DA(H) 5651′ (325′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 50 or 1		RVR 50 or 1	
B				
C				
D				

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-24)

DENVER, COLO RNAV (RNP) Z Rwy 17L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

BRIEFING STRIP ™

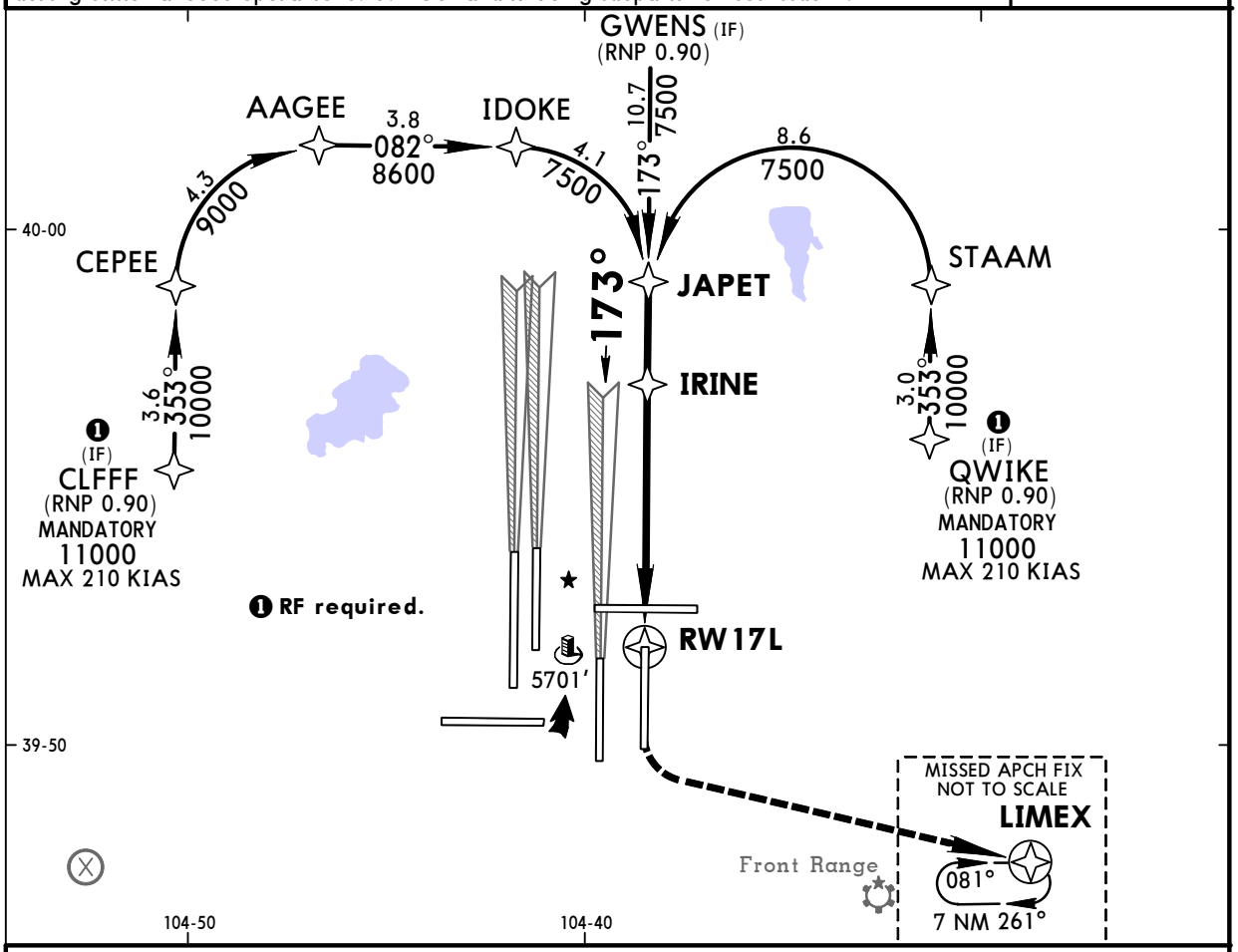
RNAV	*Final Apch Crs* 173°	Minimum Alt IRINE 7000′ (1661′)	RNP 0.10 DA(H) 5600′ (261′)	Apt Elev 5434′ TDZE 5339′

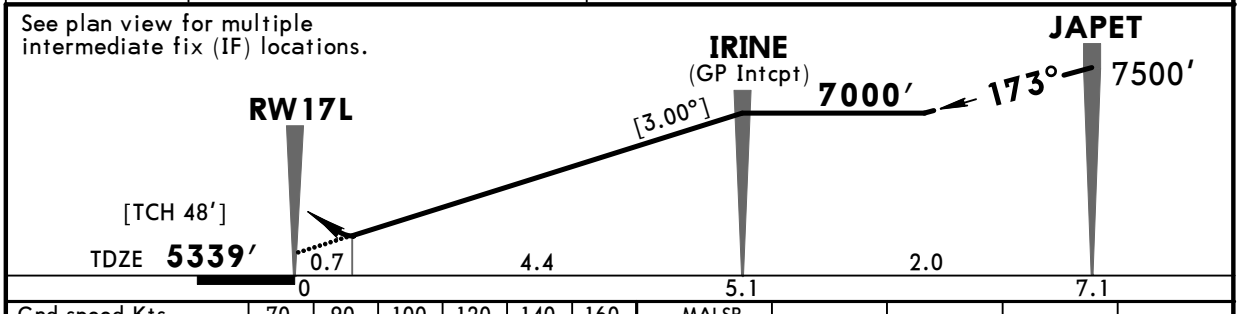
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct LIMEX and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwy 16L/R. 6. Simultaneous approach authorized for Rwy 17R, except for arrivals at QWIKE and CLFFF. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

9300′
MSA RW17L





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

MALSR PAPI 5900′ 10000′ LT D LIMEX

TERPS STRAIGHT-IN LANDING RWY **17L**

TERPS AMEND 0B 30 APR 2015

	RNP 0.10 DA(H) 5600′ (261′)			RNP 0.30 DA(H) 5716′ (377′)	
		RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 60 or 1 1/8
B					
C					
D					

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-25)

DENVER, COLO RNAV (RNP) Z Rwy 17R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	173°	JOULE 7000′ (1608′)	5722′ (330′)	Apt Elev 5434′ TDZE 5392′

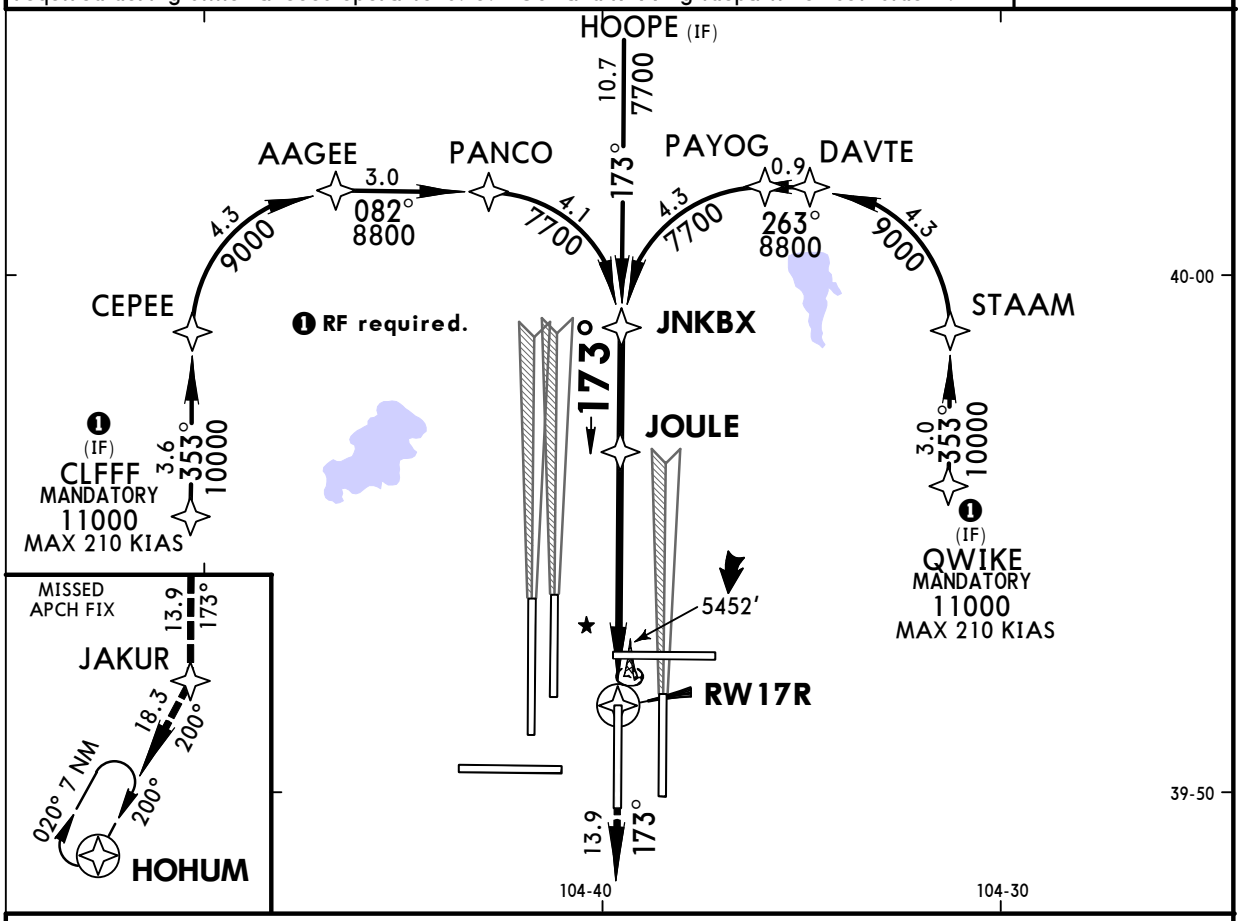
MISSED APCH: Climb to 10000′ on track 173° to JAKUR and on track 200° to HOHUM and hold.

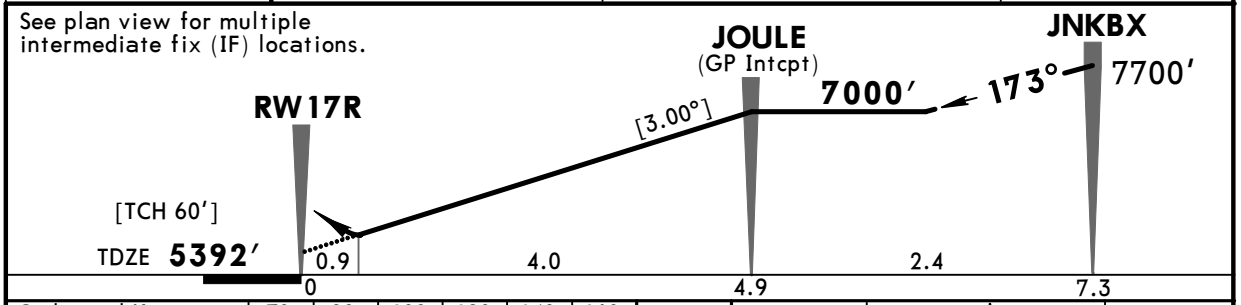
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwy 16R. 6. Simultaneous approach authorized with Rwy 16L and Rwy 17L, except for arrivals at QWIKE and CLFFF. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

9500′
MSA RW17R

BRIEFING STRIP ™





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

MALSR
PAPI
10000′ on 173°
JAKUR

TERPS STRAIGHT-IN LANDING RWY **17R**

	RNP 0.10 DA(H) 5722′ (330′)			RNP 0.30 DA(H) 5894′ (502′)		
		RAIL out	ALS out		RAIL out	ALS out
A B C D	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	1 1/4	1 5/8

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-26)

DENVER, COLO RNAV (RNP) Z Rwy 25

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	128.75	127.5

RNAV	Final Apch Crs	Minimum Alt GASTI	RNP 0.10 DA(H)	Apt Elev 5434′
	263°	7000′ (1645′)	5743′ (388′)	TDZE 5355′

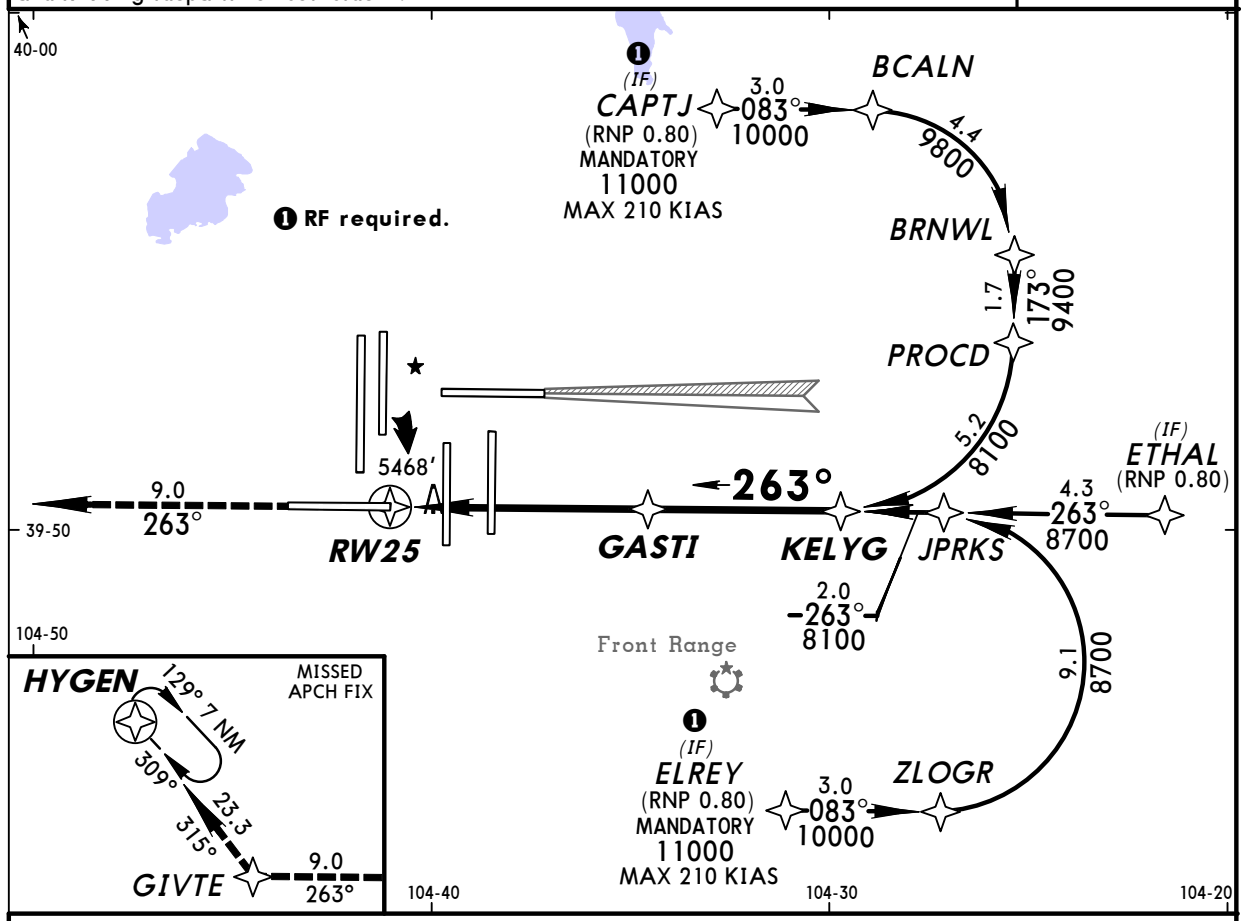
MISSED APCH: Climb to 10000′ on track 263° to GIVTE and on track 315° to HYGEN and hold.

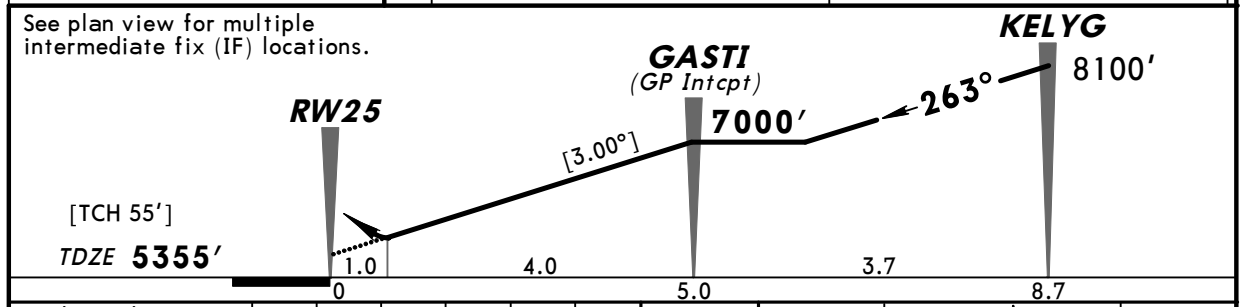
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 26, except for arrivals at CAPTJ and ELREY. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

9900′
MSA RW25

BRIEFING STRIP ™





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

MALSR
PAPI
10000′ on 263° GIVTE

TERPS STRAIGHT-IN LANDING RWY **25**

TERPS AMEND 0B 11 DEC 2014

	RNP 0.10 DA(H) 5743′ (388′)			RNP 0.30 DA(H) 5783′ (428′)	
		RAIL out	ALS out	RAIL out	ALS out
A B C D	RVR 40 or ¾	RVR 45 or ⅞	RVR 60 or 1⅛	RVR 50 or 1	1⅜

CHANGES: THR to TDZE.

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KDEN/DEN DENVER INTL

JEPPESEN 5 DEC 14 (12-27)

DENVER, COLO RNAV (RNP) Z Rwy 26

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

RNAV	Final Apch Crs	Minimum Alt GRASP	RNP 0.10 DA(H)	Apt Elev 5434′
	263°	7000′ (1691′)	5570′ (261′)	TDZE 5309′

MISSED APCH: Climb to 6000′ then climbing RIGHT turn to 10000′ direct NIWOT and hold.

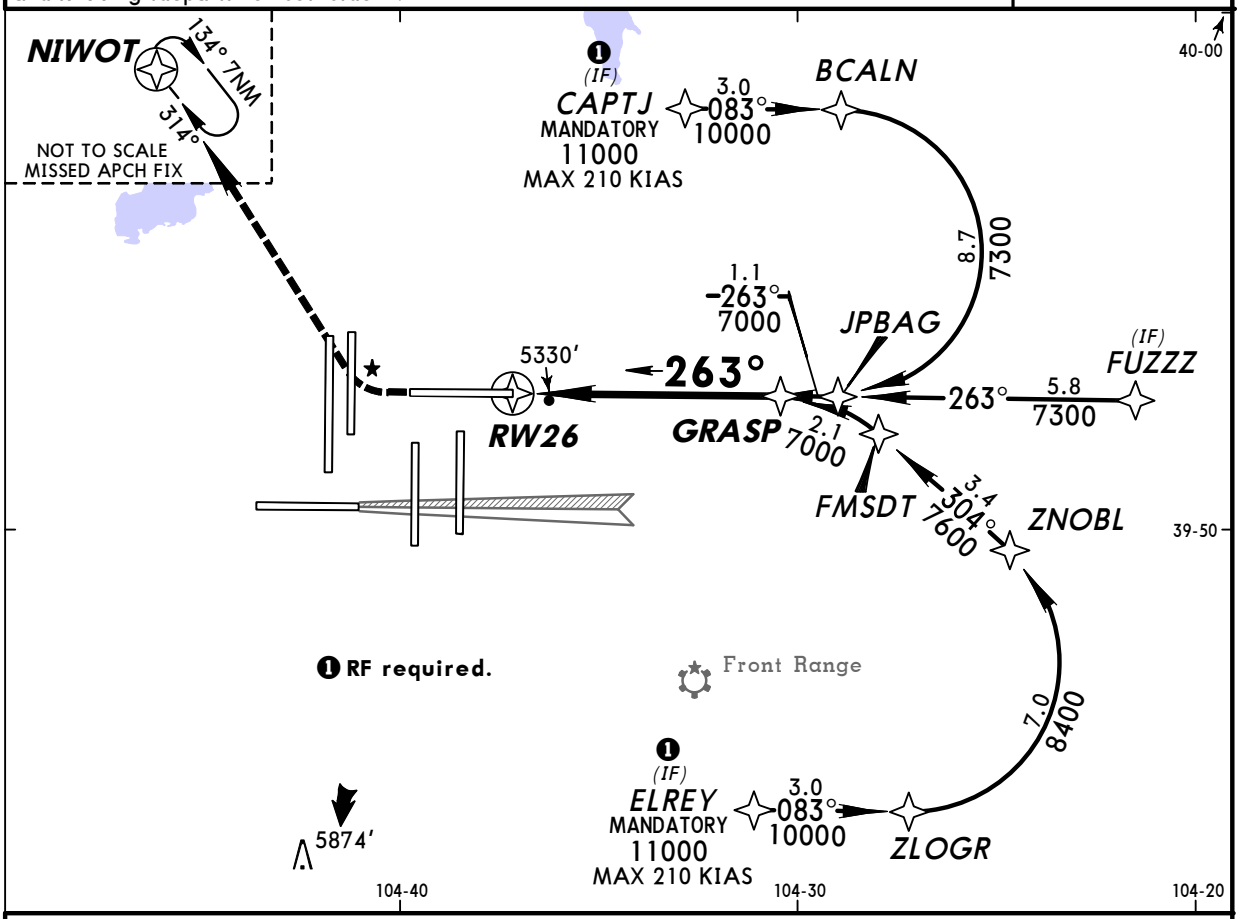
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (116°F). 5. Simultaneous approach authorized with Rwy 25, except for arrivals at CAPTJ and ELREY. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

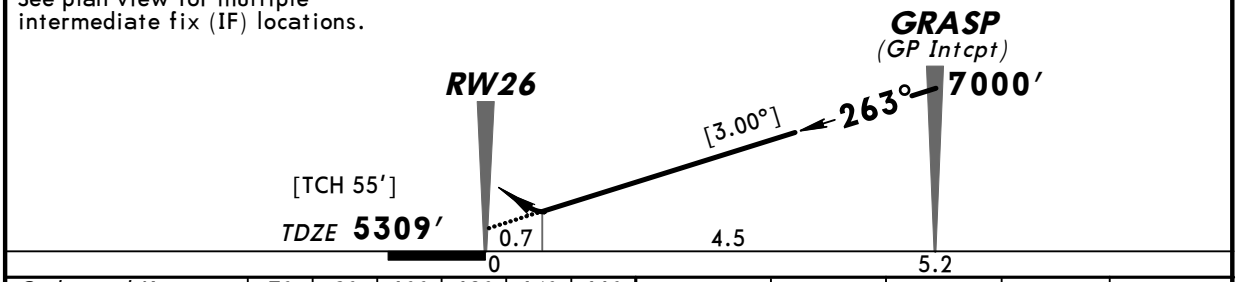
8100′

MSA RW26

BRIEFING STRIP ™



See plan view for multiple intermediate fix (IF) locations.



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

MALSR
PAPI

6000′

10000′ RT

D

NIWOT

TERPS STRAIGHT-IN LANDING RWY **26**

	RNP 0.10 DA(H) 5570′ (261′)		RNP 0.30 DA(H) 5668′ (359′)	
	RAIL out	ALS out	RAIL out	ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 60 or 1 1/8

TERPS AMEND 0A 11 DEC 2014

CHANGES: THR to TDZE, minimums.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-28)

DENVER, COLO RNAV (RNP) Z Rwy 34L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	WINTR 7000′ (1673′)	5587′ (260′)	5434′ / 5327′

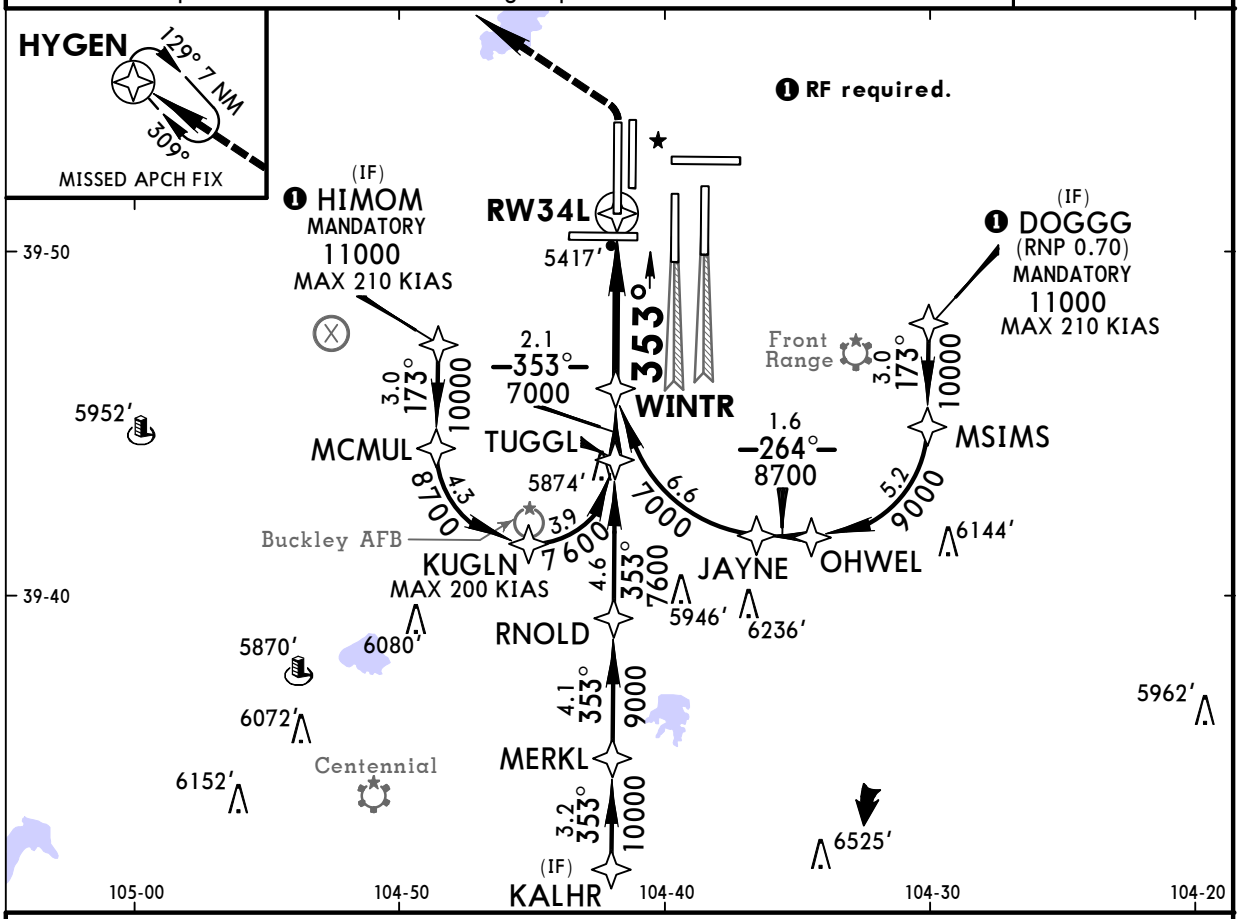
MISSED APCH: Climb to 5900′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

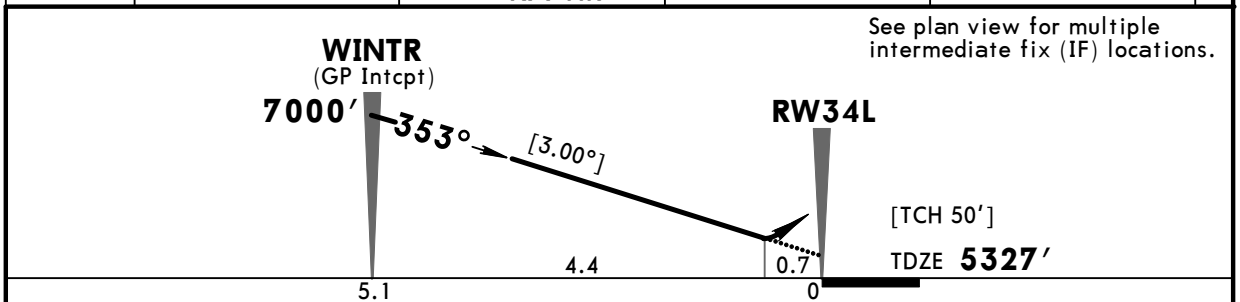
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 48°C (118°F). 5. Simultaneous approach authorized with Rwys 35L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.

10,300′
MSA RW34L

BRIEFING STRIP™





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

ALSF-II PAPI 5900′ 10000′ LT D HYGEN

TERPS STRAIGHT-IN LANDING RWY **34L**

	RNP 0.10 DA(H) 5587′ (260′)		RNP 0.20 DA(H) 5720′ (393′)		RNP 0.30 DA(H) 5782′ (455′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 45 or 7/8	RVR 60 or 1 1/8	RVR 60 or 1 1/8	1 1/2
B						
C						
D						

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-29)

DENVER, COLO RNAV (RNP) Z Rwy 34R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	135.3	127.5

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	CORDE 7000′ (1646′)	5739′ (385′)	5434′ / 5354′

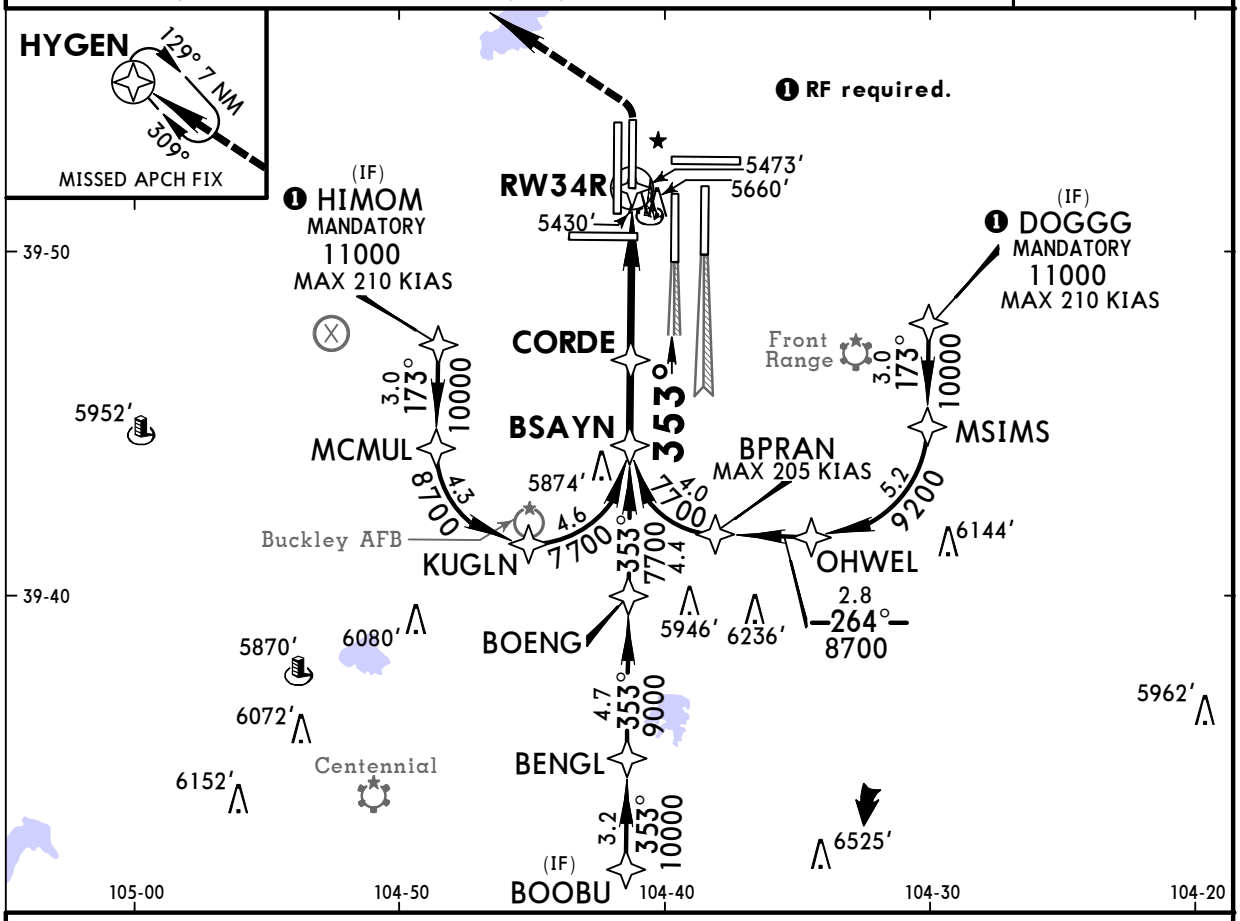
MISSED APCH: Climb to 6000′ then climbing LEFT turn to 10000′ direct HYGEN and hold.

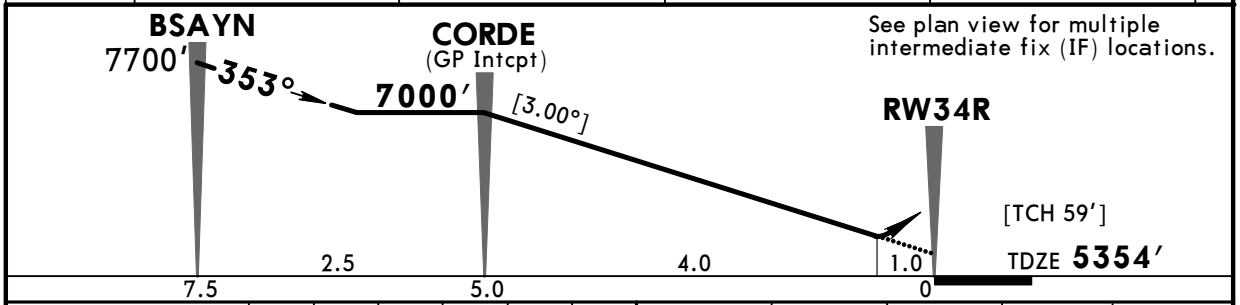
10,300′

MSA RW34R

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (114°F). 5. Simultaneous approach authorized with Rwys 35L/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.





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

ALSF-II PAPI 6000′ 10000′ LT HYGEN

TERPS STRAIGHT-IN LANDING RWY **34R**

	RNP 0.10 DA(H) 5739′ (385′)		RNP 0.20 DA(H) 5849′ (495′)		RNP 0.30 DA(H) 5980′ (626′)	
		ALS out		ALS out		ALS out
A B C D	RVR 40 or ¾	RVR 60 or 1⅛	RVR 60 or 1⅛	1⅝	1⅝	2¼

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-30)

DENVER, COLO RNAV (RNP) Z Rwy 35L

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	133.3	121.85

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	**DYMON** **7000′** (1566′)	**5695′** (261′)	5434′ / **5434′**

MISSED APCH: Climb to 10000′, then RIGHT turn direct GLL VOR and hold.

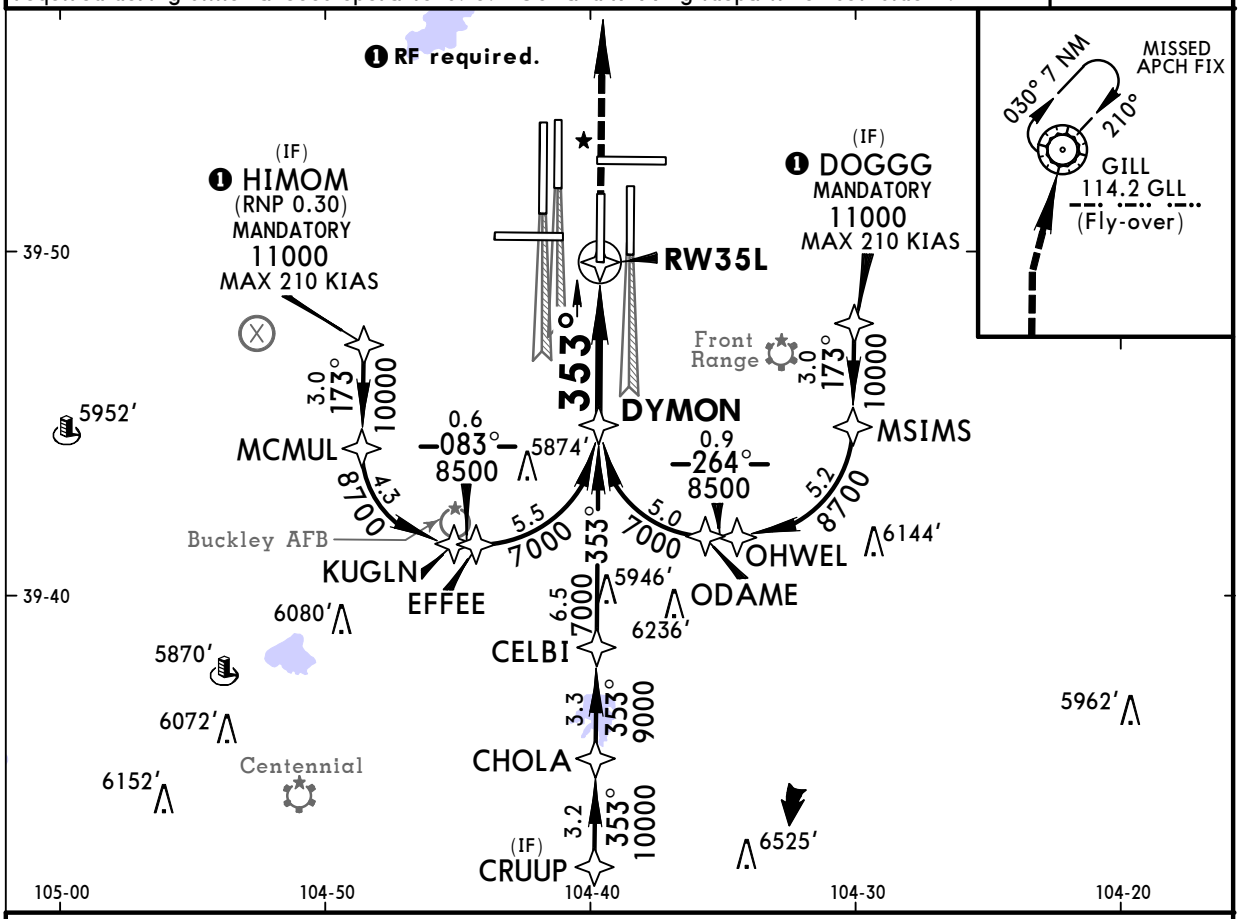
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 46°C (115°F). 5. Simultaneous approach authorized with Rwys 34L.
6. Simultaneous approach authorized with Rwy 34R and Rwy 35R, except for arrivals at DOGGG and HIMOM. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

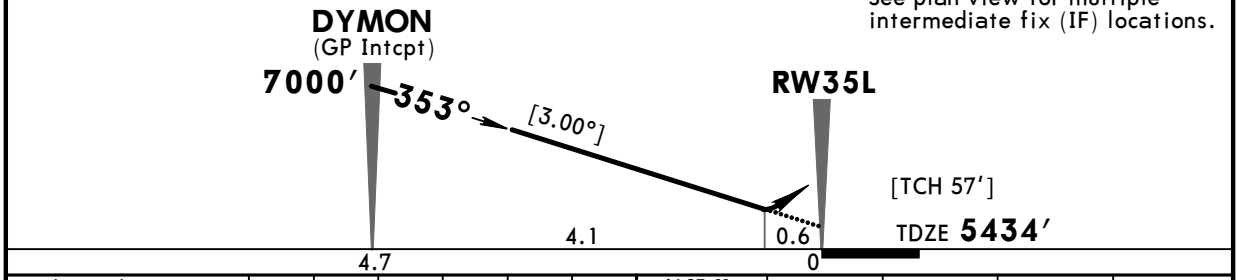
9300′

MSA RW35L

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



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

ALSF-II PAPI | 10000′ | RT | D | GLL 114.2

TERPS STRAIGHT-IN LANDING RWY **35L**

TERPS AMEND 0B 30 APR 2015

	RNP 0.10 DA(H) 5695′ (261′)		RNP 0.30 DA(H) 5760′ (326′)	
		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 50 or 1
B				
C				
D				

CHANGES: Notes.

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KDEN/DEN DENVER INTL

JEPPESEN 24 APR 15 (12-31)

DENVER, COLO RNAV (RNP) Z Rwy 35R

D-ATIS Arrival	DENVER Approach (R)	DENVER Tower	Ground
125.6	North 119.3 South 120.35	132.35	121.85

RNAV	*Final Apch Crs*	Minimum Alt	RNP 0.10 DA(H)	Apt Elev / TDZE
	353°	FRONZ 7000′ (1630′)	5631′ (261′)	5434′ / 5370′

MISSED APCH: Climb to 5900′, then climbing RIGHT turn to 8000′ direct YIMZO and hold.

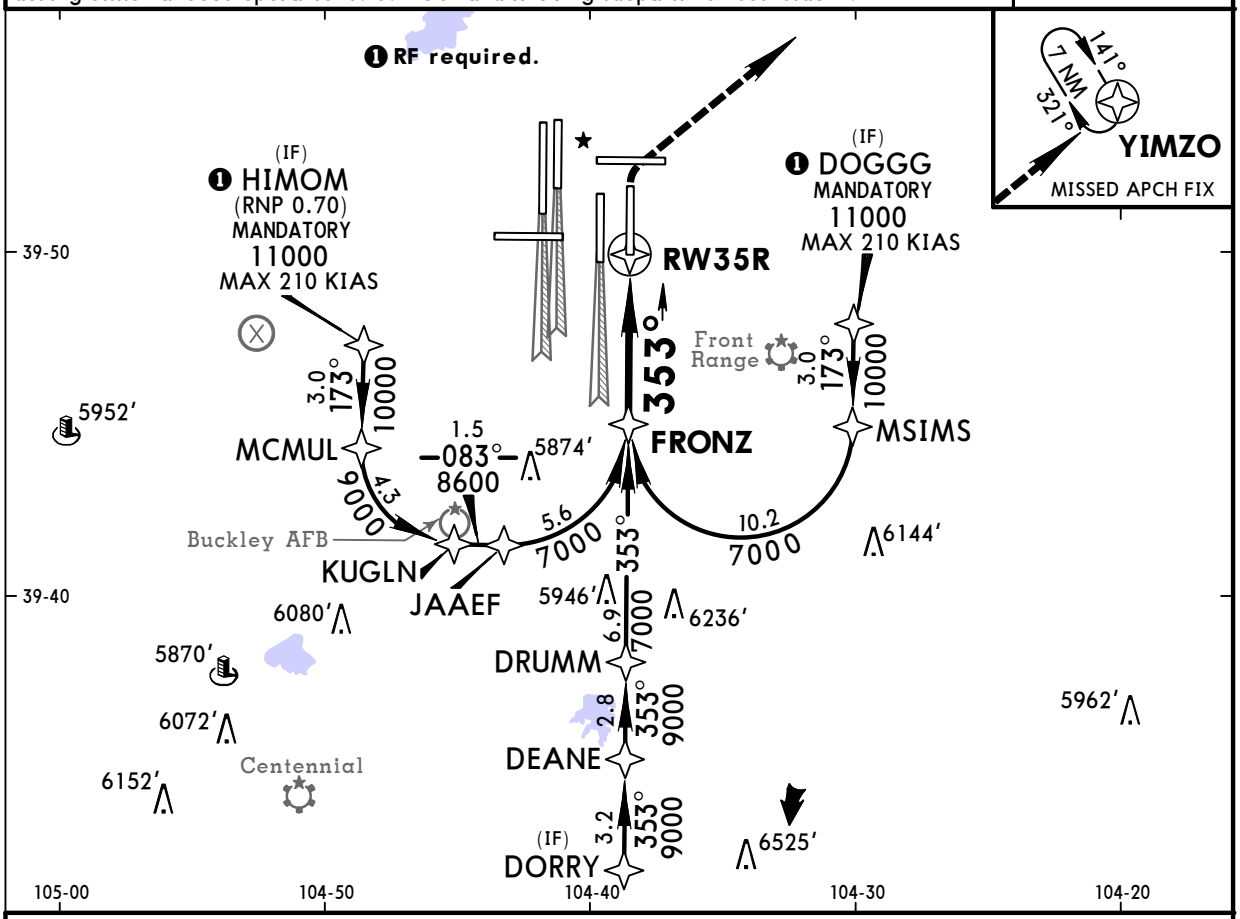
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-13°F) or above 45°C (114°F). 5. Simultaneous approach authorized with Rwys 34L/R. 6. Simultaneous approach authorized with Rwy 35L, except for arrivals at DOGGG and HIMOM. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 8. VGSI and RNAV glidepath not coincident.

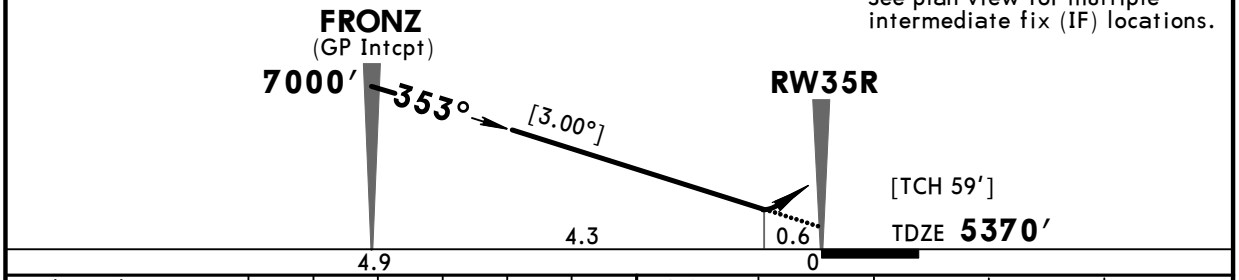
9300′

MSA RW35R

BRIEFING STRIP™



See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	5900′	8000′ RT	D	YIMZO
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at DA											

TERPS STRAIGHT-IN LANDING RWY **35R**

	RNP 0.10 DA(H) 5631′ (261′)		RNP 0.30 DA(H) 5702′ (332′)	
		ALS out		ALS out
A	RVR 24 or 1/2	RVR 45 or 7/8	RVR 32 or 5/8	RVR 50 or 1
B				
C				
D				

TERPS AMEND 0B 30 APR 2015

CHANGES: Notes.

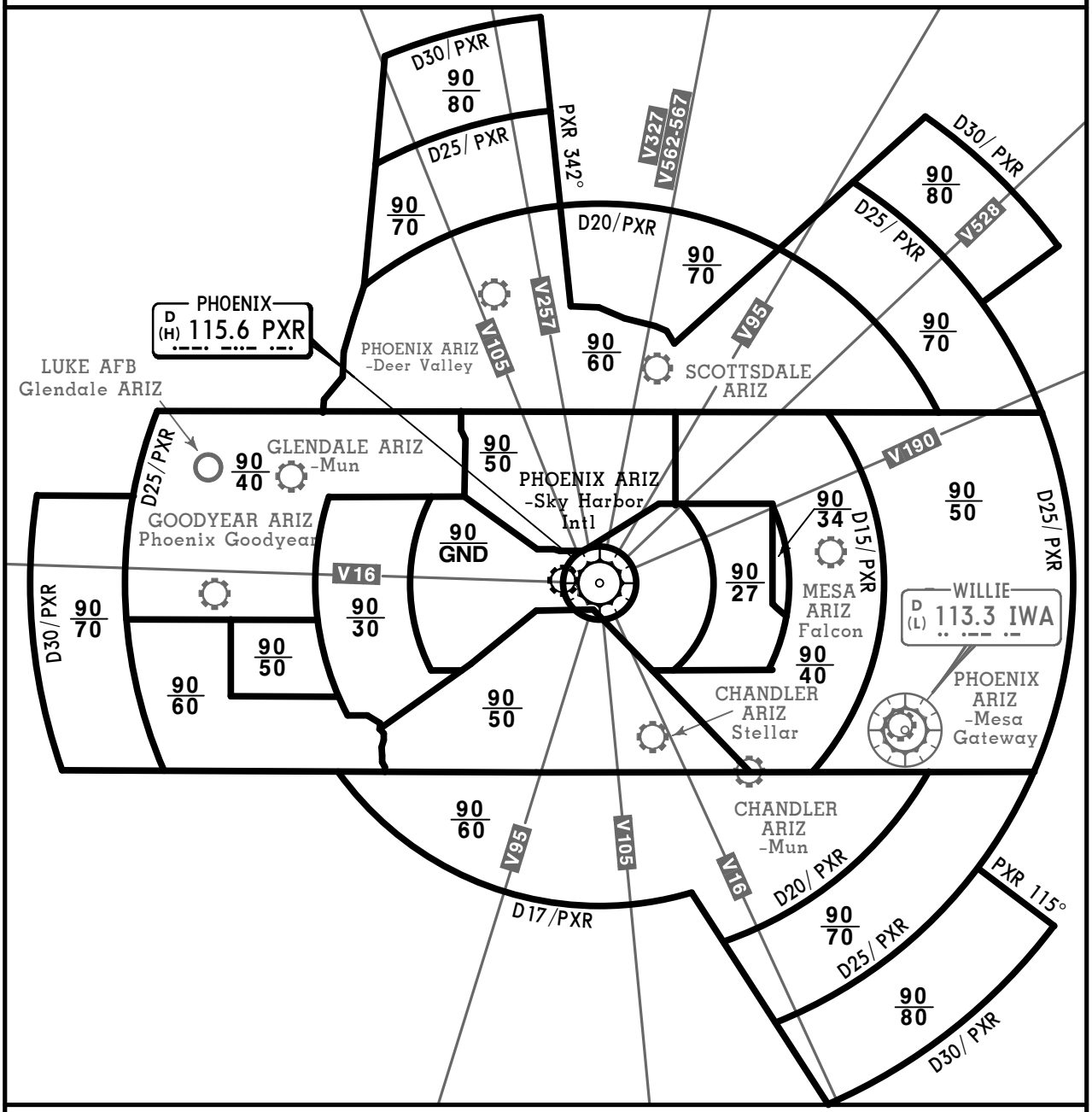
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PHOENIX CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

319° - 057° below 7500'	Phoenix App	120.7	119° - 138° above 14,500'	Phoenix App	126.8
319° - 057° 7500' & above	Phoenix App	119.2	139° - 191° below 8500'	Phoenix App	123.7
058° - 118° below 10,500'	Phoenix App	124.9	139° - 191° 8500' & above	Phoenix App	126.8
058° - 118° 10,500' & above	Phoenix App	126.8	192° - 263° 7500'-12,500'	Phoenix App	124.1
119° - 138° below 7500'	Phoenix App	123.7	192° - 263° above 12,500'	Phoenix App	126.8
119° - 138° 7500'-14,500'	Phoenix App	124.1			



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

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

VFR Flights-

a. Arriving aircraft should contact Phoenix Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Phoenix Sky Harbor International Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance and will be handled on an ATC workload permitting basis.

CHANGES: Reissue.

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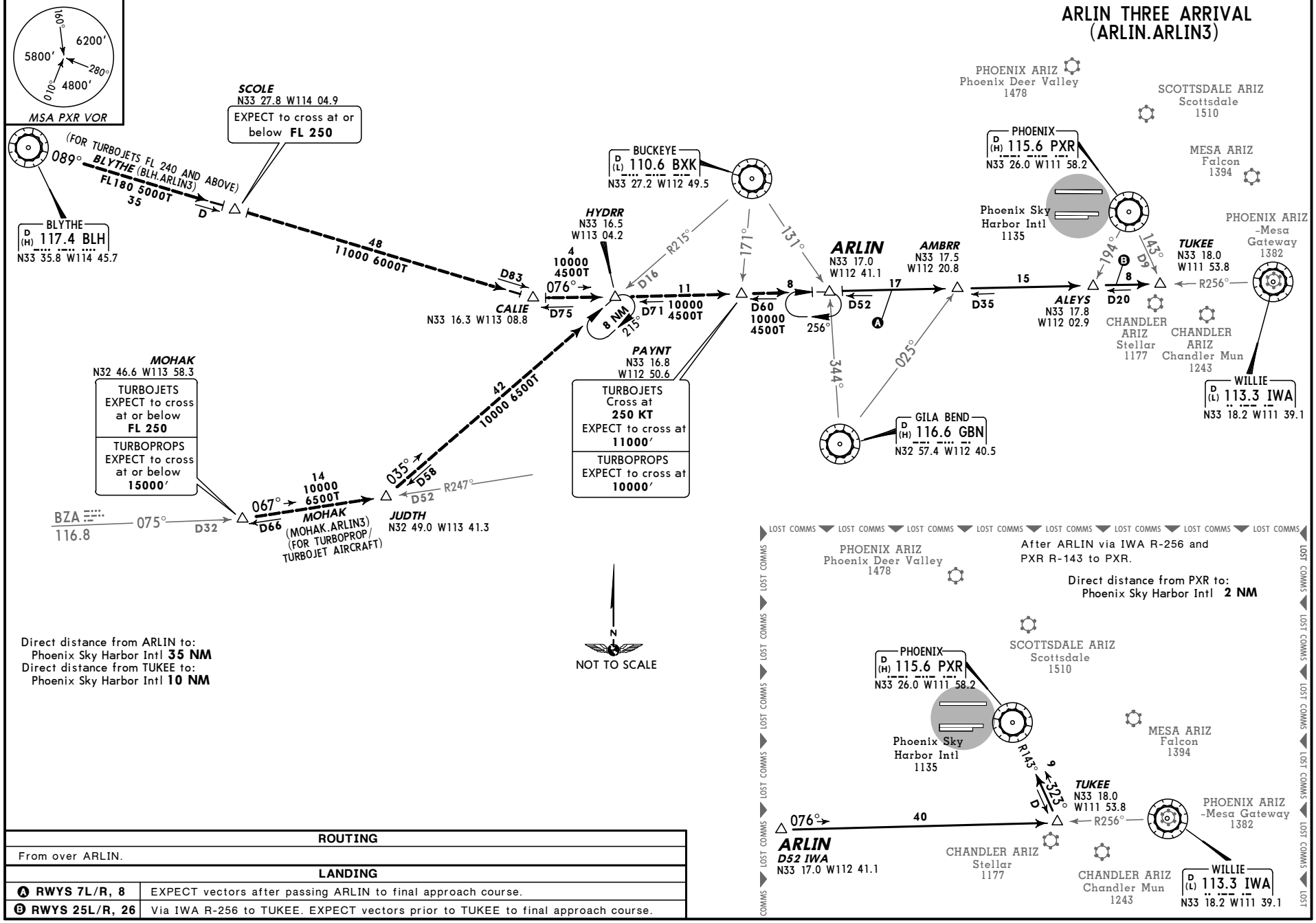
KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′
127.57	See Graphic			

1. BLYTHE Transition for turbojet aircraft FL 240 and above.
2. Turboprop aircraft plan BLYTHE 4 ARRIVAL at or below FL 230.
3. MOHAK Transition for turboprop and turbojet aircraft.

ARLIN THREE ARRIVAL (ARLIN.ARLIN3)



ROUTING	
From over ARLIN.	
LANDING	
A RWYS 7L/R, 8	EXPECT vectors after passing ARLIN to final approach course.
B RWYS 25L/R, 26	Via IWA R-256 to TUKEE. EXPECT vectors prior to TUKEE to final approach course.

CHANGES: MSA, HYDRR holding pattern, Williams Gateway airport renamed Mesa Gateway airport.

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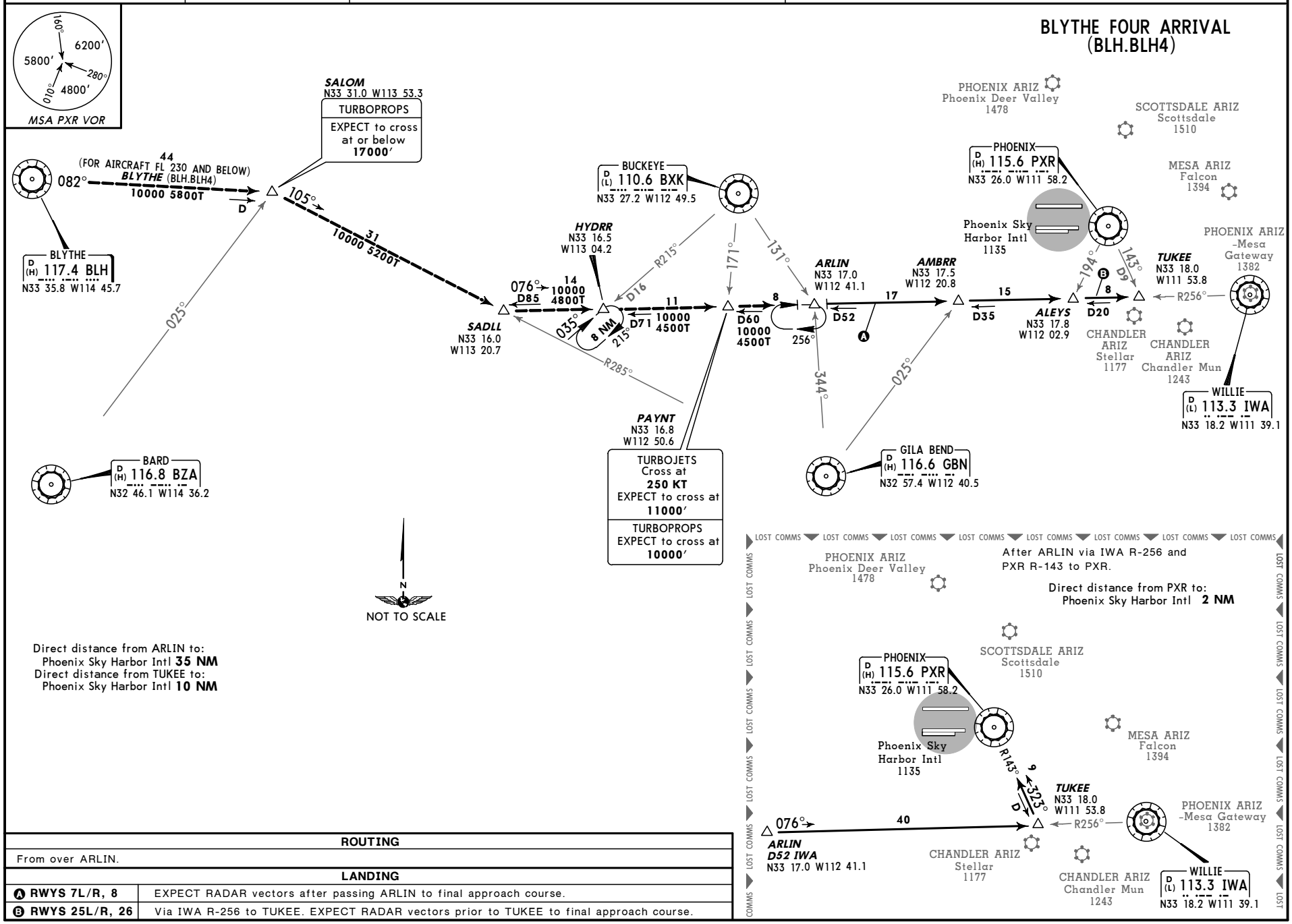
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′	For aircraft FL 230 and below.
127.57	See Graphic				

BLYTHE FOUR ARRIVAL (BLH.BLH4)



Direct distance from ARLIN to:
Phoenix Sky Harbor Intl **35 NM**
Direct distance from TUKEE to:
Phoenix Sky Harbor Intl **10 NM**

ROUTING	
From over ARLIN.	
LANDING	
Ⓐ RWYS 7L/R, 8	EXPECT RADAR vectors after passing ARLIN to final approach course.
Ⓑ RWYS 25L/R, 26	Via IWA R-256 to TUKEE. EXPECT RADAR vectors prior to TUKEE to final approach course.

CHANGES: MSA, HYDRR holding pattern distance, Williams Gateway airport renamed Mesa Gateway airport.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

D-ATIS	Apt Elev
127.575	1135′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.

4. Turbojet aircraft only.
5. All Transitions: For non-GPS equipped aircraft landing EAST; TFD, BXK and IWA DMEs must be operational.
6. TENTS Transition: For non-GPS equipped aircraft landing WEST; PXR and IWA DMEs must be operational.

ROUTING

From MAIER on track 156° to BRUSR.

RWY	LANDING
7L	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 115° to FOWLE. EXPECT ILS Rwy 7L or RADAR vectors to final approach course.
7R	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 119° to BALTE. Then on track 119°. EXPECT RADAR vectors to final approach course.
8	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 108° to JAMIL. Then on track 108°. EXPECT RADAR vectors to final approach course.
25L/R, 26	From BRUSR on track 149° to ANNTI, ZILUB, BRIEZ and KUCOO. Then on track 079° to JURAZ. Then on track 079°. EXPECT RADAR vectors to final approach course.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LANDING RWY 7L: At FOWLE, intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: At BALTE, intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: At JAMIL, intercept and execute Rwy 8 ILS approach...
LANDING RWYS 25L/R, 26: At JURAZ, turn RIGHT, intercept and execute Rwy 25L ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

BRUSR ONE RNAV ARRIVAL
(MAIER.BRUSR1)

NOT TO SCALE

TENTS N35 29.5 W112 27.1
PANTD N35 11.6 W112 23.6 — At FL290
DUTEY N34 51.9 W112 19.3 — Between FL290 & FL240
MAIER N34 26.8 W112 13.8 — At 270 KT, Between FL250 & FL190
ANNTI N33 52.8 W112 03.2 — Between 12000′ & 11000′
ZILUB N33 45.0 W112 00.0 — At 250 KT, At 9000′
BRIEZ N33 39.3 W111 57.7 — At 230 KT, Between 9000′ & 8000′
KUCOO N33 31.7 W111 54.7 — At 210 KT, At 7000′
JURAZ N33 31.6 W111 51.1
BRUSR N34 05.2 W112 08.2 — At 250 KT, Between 17000′ & 13000′
BDWIL N33 54.6 W112 09.4 — At 250 KT, Between 12000′ & 9000′
ENSEA N33 45.0 W112 11.4 — At 230 KT, Between 10000′ & 8000′
FBALL N33 40.9 W112 12.3 — At 210 KT, Between 10000′ & 7000′
PGSKN N33 35.3 W112 13.5 — At 210 KT, At 6000′
TLMAN N33 27.6 W112 15.1
BALTE N33 25.7 W112 12.7 — At or above 4000′
JAMIL N33 26.5 W112 12.9 — At or above 4000′
FOWLE N33 25.9 W112 12.4 — At or above 4000′; EXPECT ILS RWY 7L or RADAR vectors to final approach course
WOTRO N35 10.1 W113 19.3
WINER N35 04.6 W113 09.1 — At FL290
DRAKE D (H) 114.1 DRK N34 42.2 W112 28.8 — Between FL290 & FL240
PHOENIX D (H) 115.6 PXR N33 26.0 W111 58.2

Direct distance to Phoenix Sky Harbor Intl from:
BALTE 10 NM
FOWLE 10 NM
JAMIL 10 NM
JURAZ 10 NM

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
10-2B 20 MAR 09

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev
127.57	1135′

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000′
1. For Turbojets only.
2. File GALLUP or ZUNI transitions only. WINSLOW transition assigned by ATC for hazardous weather avoidance only.
3. RADAR required. 4. DME required.

MSA PXR VOR
160° 6200′ 280° 4800′ 010° 5800′

BUNTR TWO ARRIVAL (BUNTR.BUNTR2)

ZUNI D (H) 113.4 ZUN N34 57.9 W109 09.3
GALLUP D (H) 115.1 GUP N35 28.6 W108 52.4
WINSLOW D (H) 112.6 INW N35 03.7 W110 47.7
ST JOHNS D (H) 112.3 SJN N34 25.4 W109 08.6
DRAKE D (H) 114.1 DRK N34 42.2 W112 28.8
PHOENIX D (H) 115.6 PXR N33 26.0 W111 58.2

ZUNI (ZUN.BUNTR2) 232° FL180 D 26
GALLUP (GUP.BUNTR2) 217° 10 NM 038° 218° FL180 D 17
WINSLOW (INW.BUNTR2) (BY ATC) 180° 12000 30
DOJOE N34 47.4 W109 38.2
SLIDR N34 42.5 W109 51.4
JESSE N34 35.0 W110 56.6
GUMMO N34 19.1 W111 01.5
PAYSO N34 21.3 W110 47.7
EAGUL D61 PXR N34 07.9 W111 05.0
PICHR N34 03.8 W111 10.2
DBACK D43 PXR N33 55.6 W111 20.8
HOMRR N33 52.8 W111 24.3
BUNTR N33 50.1 W111 27.8

EXPECT clearance to cross at or below FL310

TURBOJETS Cross at 250 KT
EXPECT to cross at 12000′

ROUTING
From over BUNTR, fly heading 225°. EXPECT vectors to final approach course.
Direct distance from BUNTR to: Phoenix Sky Harbor Intl 36 NM

EXPECT vectors to final approach course

LOST COMMS
After BUNTR proceed direct PXR. MEA 10000′.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS
LOST COMMS

NOT TO SCALE

CHANGES: MSA.

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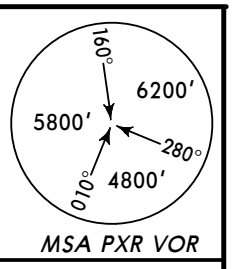
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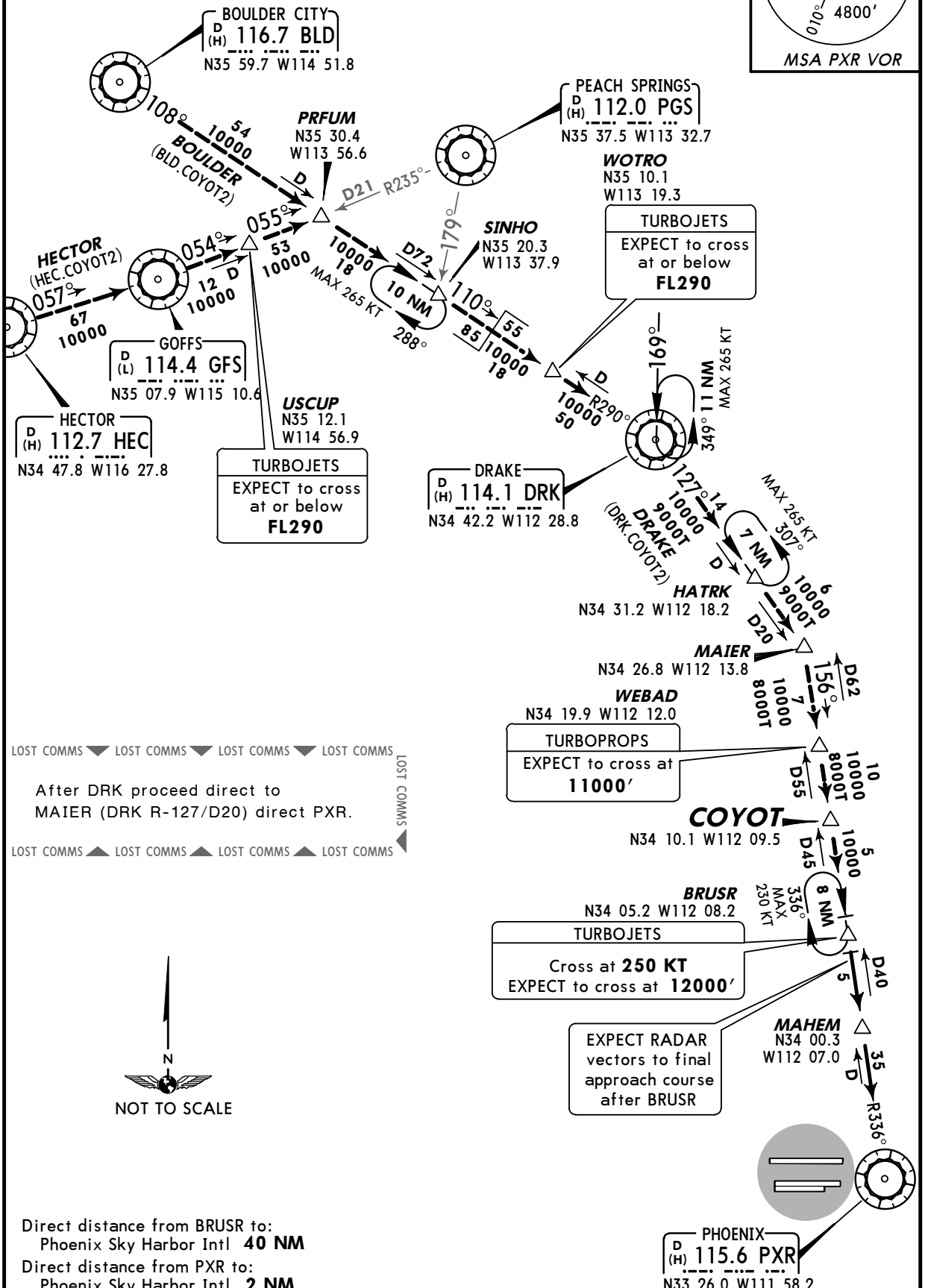
JEPPESEN
10-2C
20 MAR 09

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. DME required.
127.57	1135′	



COYOT TWO ARRIVAL (COYOT.COYOT2)



ROUTING

From over BRUSR via PXR R-336 to MAHEM (PXR R-336/D35), then via PXR R-336 to PXR. After BRUSR, EXPECT RADAR vectors to final approach course.

CHANGES: MSA.

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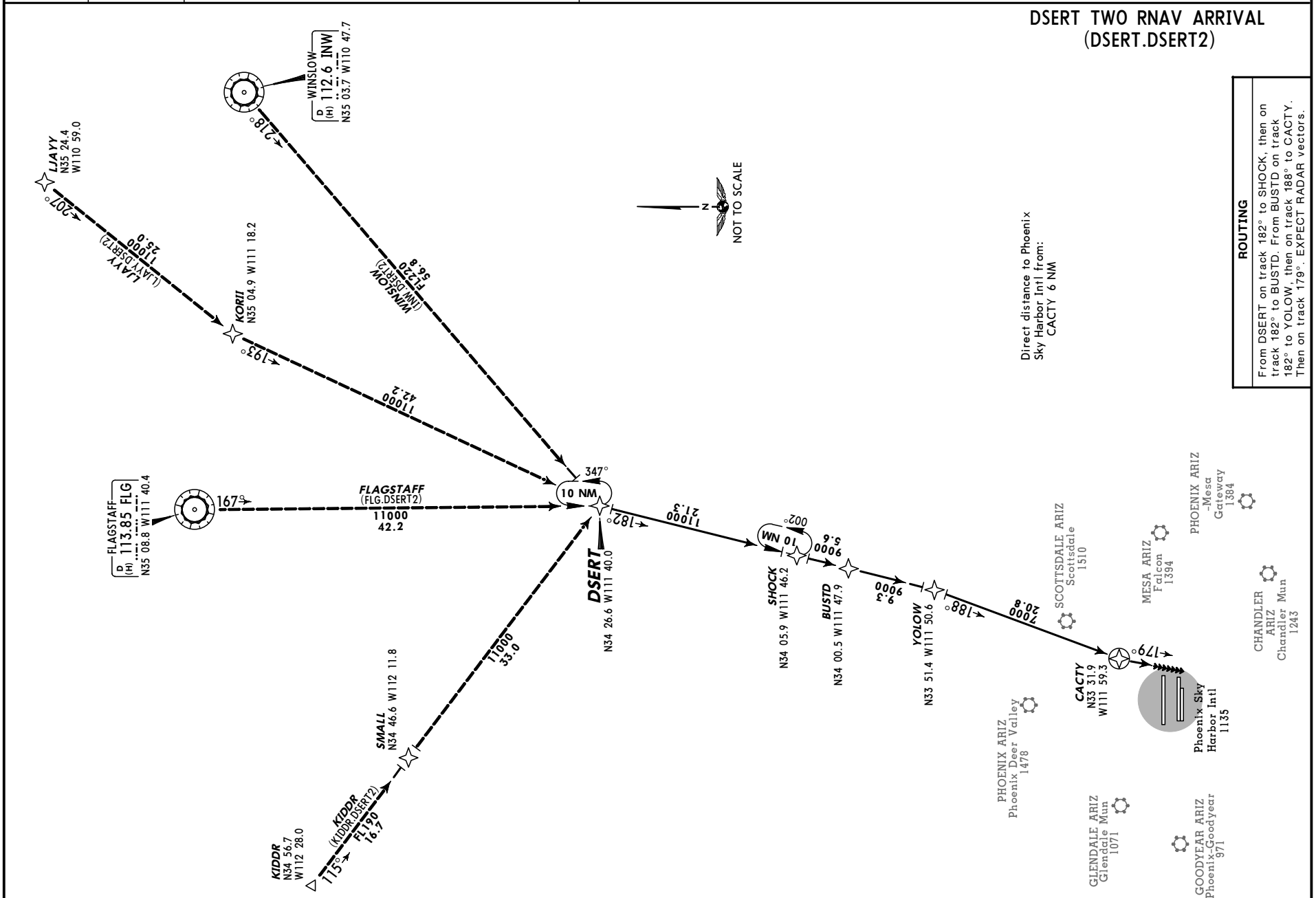
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D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
127.575	See Graphic	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.**

4. Turboprops only. 5. Turbojets ATC assigned only.
6. FLAGSTAFF transition: For non-GPS equipped aircraft FLG DME must be operational.
7. DSERT to CACTY route: For non-GPS equipped aircraft DRK and IWA DMEs must be operational.
8. DSERT to TYLIK route: For non-GPS equipped aircraft DRK, IWA and PXR DMEs must be operational.

DSERT TWO RNAV ARRIVAL
(DSERT.DSERT2)



ROUTING

From DSERT on track 182° to SHOCK, then on track 182° to BUSTD. From BUSTD on track 182° to YOLOW, then on track 188° to CACTY. Then on track 179°. EXPECT RADAR vectors.

CHANGES: Procedure renumbered.

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PHOENIX SKY HARBOR INTL

JEPPESEN
7 NOV 14 (10-2E) Eff 13 Nov

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet aircraft only.	5. File GALLUP or ZUNI Transitions only. WINSLOW Transition assigned by ATC for hazardous weather avoidance only. 6. GALLUP and ZUNI Transitions: For non-GPS equipped aircraft INW DME must be operational. 7. Landing EAST: For non-GPS equipped aircraft IWA and PXR DMEs must be operational.
127.575	1135′			

RWYS 25L/R, 26 TRANSITIONS

NOT TO SCALE

JAGAL
N33 26.4 W111 48.8
At or above **4000′**
EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course

ZAMEX
N33 25.8 W111 48.8
At or above **4000′**
EXPECT RNAV (GPS) Y Rwy 25R approach or RADAR vectors to final approach course

GIPSE
N33 25.7 W111 48.8
At or above **4000′**
EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course

DERVL
N33 28.1 W111 45.3
At **210 KT**
Between **5500′ & 4500′**

228° 3.3 4000
219° 4000 3.7
220° 3.7 4000

EAGUL SIX RNAV ARRIVAL (EAGUL.EAGUL6)

NOT TO SCALE

GALLUP
D (H) 115.1 GUP
N35 28.6 W108 52.4

WINSLOW
D (H) 112.6 INW
N35 03.7 W110 47.7

ZUNI
D (H) 113.4 ZUN
N34 57.9 W109 09.3

KIRKM
N34 50.2 W109 41.6

TINIZ
N34 29.6 W110 25.6
At **270 KT**
At or below **FL330**

EAGUL
N34 07.9 W111 05.0
At **260 KT**
At or above **FL180**

SLIDR
N34 42.5 W109 51.4

DOJOE
N34 47.4 W109 38.2

PAYSO
N34 21.3 W110 47.7
At **270 KT**
Between **FL300 & FL240**

218° 10 NM 038°
215° GALLUP (GUP.EAGUL6) FL200 55.7
253° 10 NM 234° 073°
ZUNI (ZUN.EAGUL6) FL200 26.0
11.2 FL200 214°
31.0 FL200 234°
20.1 FL200 233°
WINSLOW (INW.EAGUL6) FL180 57.5
182°
035° 10 NM 215° FL180 19.6

Direct distance to Phoenix Sky Harbor Intl from:
GIPSE 10 NM
JAGAL 10 NM
OBASE 11 NM
ZAMEX 10 NM

BOHTX
N33 47.7 W111 34.0
Between **14000′ & 13000′**

HOMRR
N33 52.8 W111 24.3
At **250 KT**
At or below **17000′**

GEENO
N33 42.3 W111 44.1
At **230 KT**
Between **12000′ & 11000′**

VNNOM
N33 47.6 W111 28.8
At or above **9400′**

QUENY
N33 37.5 W111 53.2
At **210 KT**
At **10000′**

ESDEE
N33 38.6 W111 36.5
At **210 KT**
Between **10000′ & 8100′**

OBASE
N33 31.5 W112 12.1
At **210 KT**
At **7000′**

HINEY
N33 31.5 W112 04.5
At **210 KT**
At **7000′**

BASSL
N33 33.6 W111 40.7
At or above **6000′**

DERVL
N33 28.1 W111 45.3
At **210 KT**
Between **5500′ & 4500′**

034° 8 NM 214° 215° 12000 22.0
9.6 12000 226°
204° 9400 6.5
10.3 10000
11.0 8100
8000 9.0
6000 11.1
6.2 6000 203°
6.7 4500
3.0 4000 258°

075° 5 NM 255°
PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2

For Rwy Transitions See Inset

LOST COMMS
LANDING RWY 7L: After OBASE turn LEFT, intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: After OBASE turn LEFT, intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: After OBASE turn LEFT, intercept and execute Rwy 8 ILS approach...
LANDING RWY 25L: At GIPSE, intercept and execute Rwy 25L ILS approach...
LANDING RWY 25R: At ZAMEX, intercept and execute Rwy 25R RNAV (GPS) approach...
LANDING RWY 26: At JAGAL, intercept and execute Rwy 26 ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.

ROUTING	
From EAGUL on track 215° to HOMRR.	
RWY	**LANDING**
7L/R, 8	From HOMRR on track 226° to BOHTX, GEENO, QUENY and HINEY. Then on track 258° to OBASE. Then on track 258°. EXPECT RADAR vectors to final approach course.
25L	From HOMRR on track 204° to VNNOM, then on track 204° to ESDEE, then on track 203° to BASSL, then on track 203° to DERVL. Then on track 219° to GIPSE. EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course.
25R	From HOMRR on track 204° to VNNOM, then on track 204° to ESDEE, then on track 203° to BASSL, then on track 203° to DERVL. Then on track 220° to ZAMEX. EXPECT RNAV (GPS) Y Rwy 25R approach or RADAR vectors to final approach course.
26	From HOMRR on track 204° to VNNOM, then on track 204° to ESDEE, then on track 203° to BASSL, then on track 203° to DERVL. Then on track 228° to JAGAL. EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course.

CHANGES: None.

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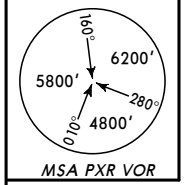
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PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES		
127.575	1135′	Trans level: FL180	Trans alt: 18000′	

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

4. For turbojets only.
5. SALOM transition for aircraft FL230 and below.
6. For non-GPS equipped aircraft, GBN and BXK DMEs must be operational.



RUNWAYS 7L/R, 8 TRANSITIONS
NOT TO SCALE

JAMIL
At or above **4000′**
EXPECT ILS approach or RADAR vectors to final approach course

CAGOR
At or above **5000′**

FOWLE
At or above **4000′**
EXPECT ILS approach or RADAR vectors to final approach course

BALTE
At or above **4000′**
EXPECT ILS approach or RADAR vectors to final approach course

066° 3.5 4000
076° 3.8 4000
078° 4000 3.6

GEELA SIX RNAV ARRIVAL (GEELA.GEELA6)

Direct distance to Phoenix Sky Harbor Intl from:
BALTE 10 NM
FOWLE 10 NM
GATWA 21 NM
JAMIL 10 NM

N
NOT TO SCALE

SALOM
At **280 KT**
At or below **FL230**

MHAVI
At or below **FL220**

SCOLE
At **280 KT**
At **FL250**

SPINK
At or above **FL240**

SNRRA
At or below **FL220**

GEELA
At **250 KT**
At or below **16000′**

PUNNT
At **230 KT**
At **10000′**

TEICH
At **210 KT**
At **8000′**

TESLE
At **7000′**

FALGO
At **6000′**

CAGOR
At or above **5000′**

HYDRR
At **265 KT**
Between **17000′ & 15000′**

MNSTR
At **250 KT**
Between **16000′ & 15000′**

HENSN
At **250 KT**
At **11000′**

LOOSY
At **210 KT**
At **9000′**

NIMBY
At **210 KT**
At **7000′**

JUDTH
At or above **FL240**

RKDAM
At or below **FL220**

MOHAK
At **280 KT**
At **FL250**

LZIRD

GATWA

PHOENIX PXR

For Rwy Transitions See Inset

EXPECT ILS approach Rwy 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course

268° 12 NM 088° 091° 35.0 FL240 5600T BLYTHE (BLH.GEELA6)
BLYTHE BLH
7.0 13000 6400T
099° 23.6 13000 5100T SALOM (SALOM.GEELA6)
25.1 13000 6200T
100° 16.0 13000 4900T
092° 13000 4800T 15.9
4.2 10000 4600T
077° 12.5 10000
076° 7 NM 256°
7 NM 217°
7.2 9000
054° 10.5 8000
055° 4.1 7000
078° 3.6 6000
3.6 5000
076° 17.4 10000
077° 10000 6.0
073° 8000 12.9
062° 6000 7.8
079° 5000 16.9
078°
075° 5 NM 255°
20.0 10000 4600T
037° 21.6 13000 3500T
14.6 FL240 4200T MOHAK (MOHAK.GEELA6)
068°

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

Landing Rwy 7L: At FOWLE, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 7R: At BALTE, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 8: At JAMIL, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 25L: At GATWA turn LEFT, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 25R: At GATWA turn LEFT, intercept and execute Rwy 25R RNAV GPS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 26: At GATWA turn LEFT, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING	
From HYDRR via 076° track to GEELA. Then as depicted on runway transitions.	
RWY	**LANDING**
7L	From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 076° track to FOWLE. EXPECT ILS approach or RADAR vectors to final approach course.
7R	From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 078° track to BALTE. EXPECT ILS approach or RADAR vectors to final approach course.
8	From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 066° track to JAMIL. EXPECT ILS approach or RADAR vectors to final approach course.
25L/R, 26	From GEELA via 077° track to MNSTR, then via 076° track to HENSN, then via 073° track to LOOSY, then via 062° track to NIMBY, then via 079° track to GATWA, then via 078° track. EXPECT ILS approach Rwy 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course.

CHANGES: Reindexed.

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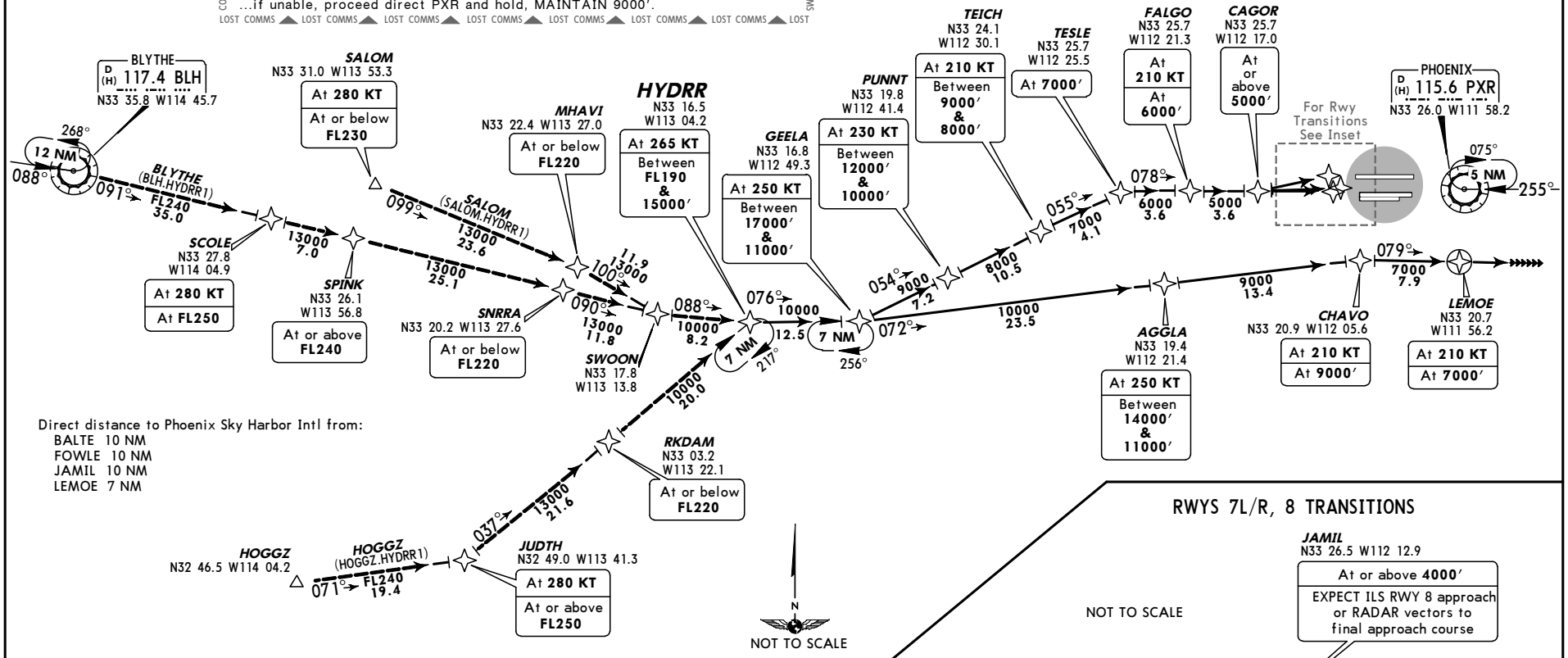
JEPPESEN
12 SEP 14 (10-2G) Eff 18 Sep

PHOENIX, ARIZ
RNAV STAR

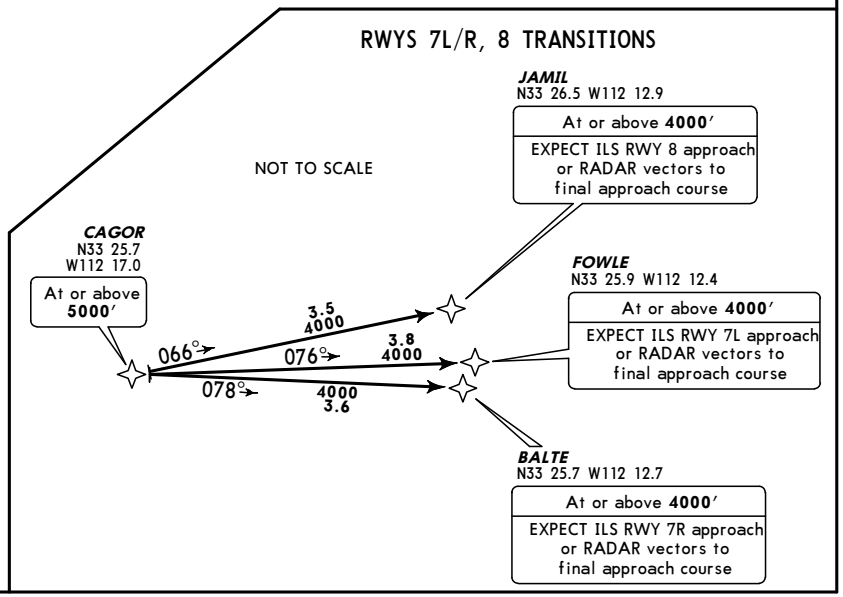
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	4. Turbojet aircraft only. 5. SALOM Transition for aircraft FL230 and below.
127.575	1135′			

LOST COMMS / LOST COMMS CWSM
LANDING RWY 7L: At FOWLE intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: At BALTE intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: At JAMIL intercept and execute Rwy 8 ILS approach...
LANDING RWY 25L: At LEMOE turn LEFT, intercept and execute Rwy 25L ILS approach...
LANDING RWY 25R: At LEMOE turn LEFT, intercept and execute Rwy 25R RNAV (GPS) approach...
LANDING RWY 26: At LEMOE turn LEFT, intercept and execute Rwy 26 ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.
LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST

HYDRR ONE RNAV ARRIVAL
(HYDRR.HYDRR1)



RWYS 7L/R, 8 TRANSITIONS



ROUTING	
From HYDRR on track 076° to GEELA.	
RWY	**LANDING**
7L	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 076° to FOWLE. EXPECT ILS Rwy 7L approach or RADAR vectors to final approach course.
7R	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 078° to BALTE. EXPECT ILS Rwy 7R approach or RADAR vectors to final approach course.
8	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 066° to JAMIL. EXPECT ILS Rwy 8 approach or RADAR vectors to final approach course.
25L/R, 26	From GEELA on track 072° to AGGLA, then on track 072° to CHAVO, then on track 079° to LEMOE. Then on track 079°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

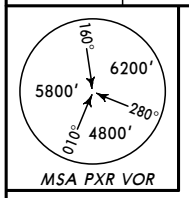
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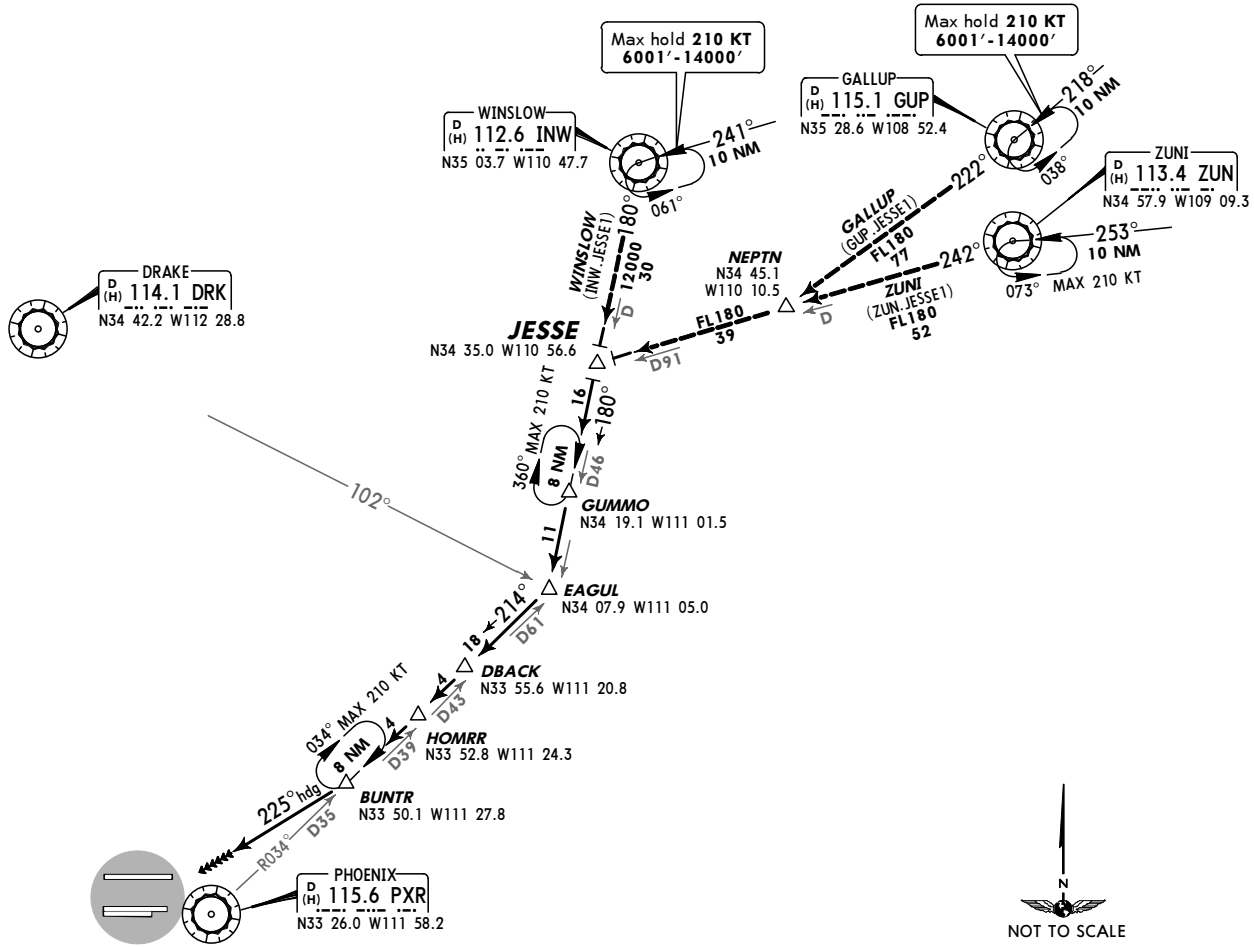
D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
127.575	1135′			

1. **RADAR required.**
2. **DME required.**
3. For Turboprops only.



JESSE ONE ARRIVAL
(JESSE.JESSE1)

Direct distance from BUNTR to:
Phoenix Sky Harbor Intl 36 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS

After DBACK, proceed direct PXR.

LOST COMMS

ROUTING

From over JESSE via INW R-180 to GUMMO, then via INW R-180 to EAGUL, then via PXR R-034 to DBACK, then via PXR R-034 to HOMRR, then via PXR R-034 to BUNTR. At BUNTR fly heading 225°. EXPECT vectors to final approach course.

CHANGES: Reindexed.

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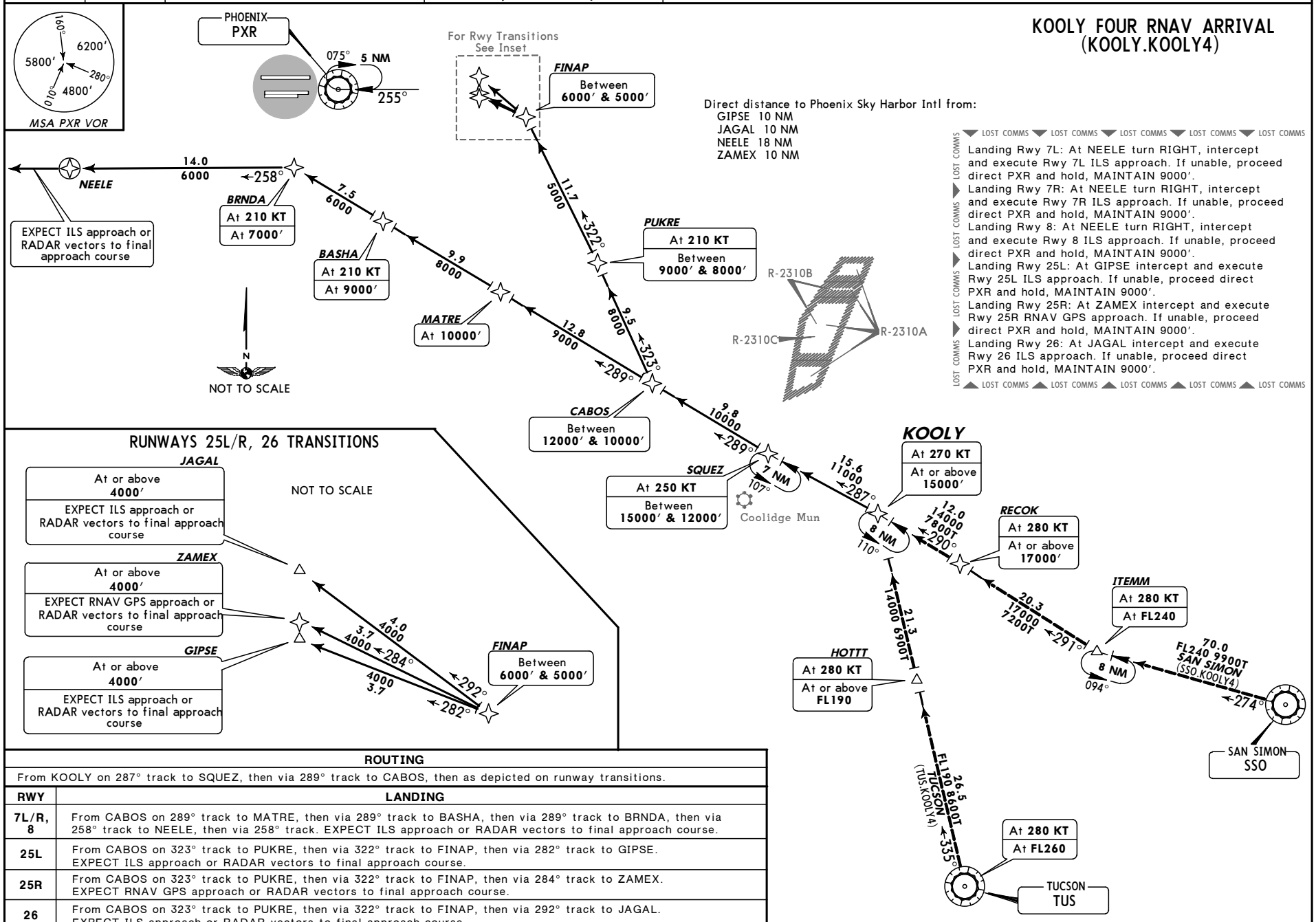
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PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev			
127.575	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.** 4. For turbojet aircraft only.	5. TUCSON transition: For non-GPS equipped aircraft, TFD must be operational. 6. SAN SIMON transition: For non-GPS equipped aircraft, TFD and TUS must be operational.

KOOLY FOUR RNAV ARRIVAL
(KOOLY.KOOLY4)



RUNWAYS 25L/R, 26 TRANSITIONS

ROUTING	
From KOOLY on 287° track to SQUEZ, then via 289° track to CABOS, then as depicted on runway transitions.	
RWY	**LANDING**
7L/R, 8	From CABOS on 289° track to MATRE, then via 289° track to BASHA, then via 289° track to BRNDA, then via 258° track to NEELE, then via 258° track. EXPECT ILS approach or RADAR vectors to final approach course.
25L	From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 282° track to GIPSE. EXPECT ILS approach or RADAR vectors to final approach course.
25R	From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 284° track to ZAMEX. EXPECT RNAV GPS approach or RADAR vectors to final approach course.
26	From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 292° track to JAGAL. EXPECT ILS approach or RADAR vectors to final approach course.

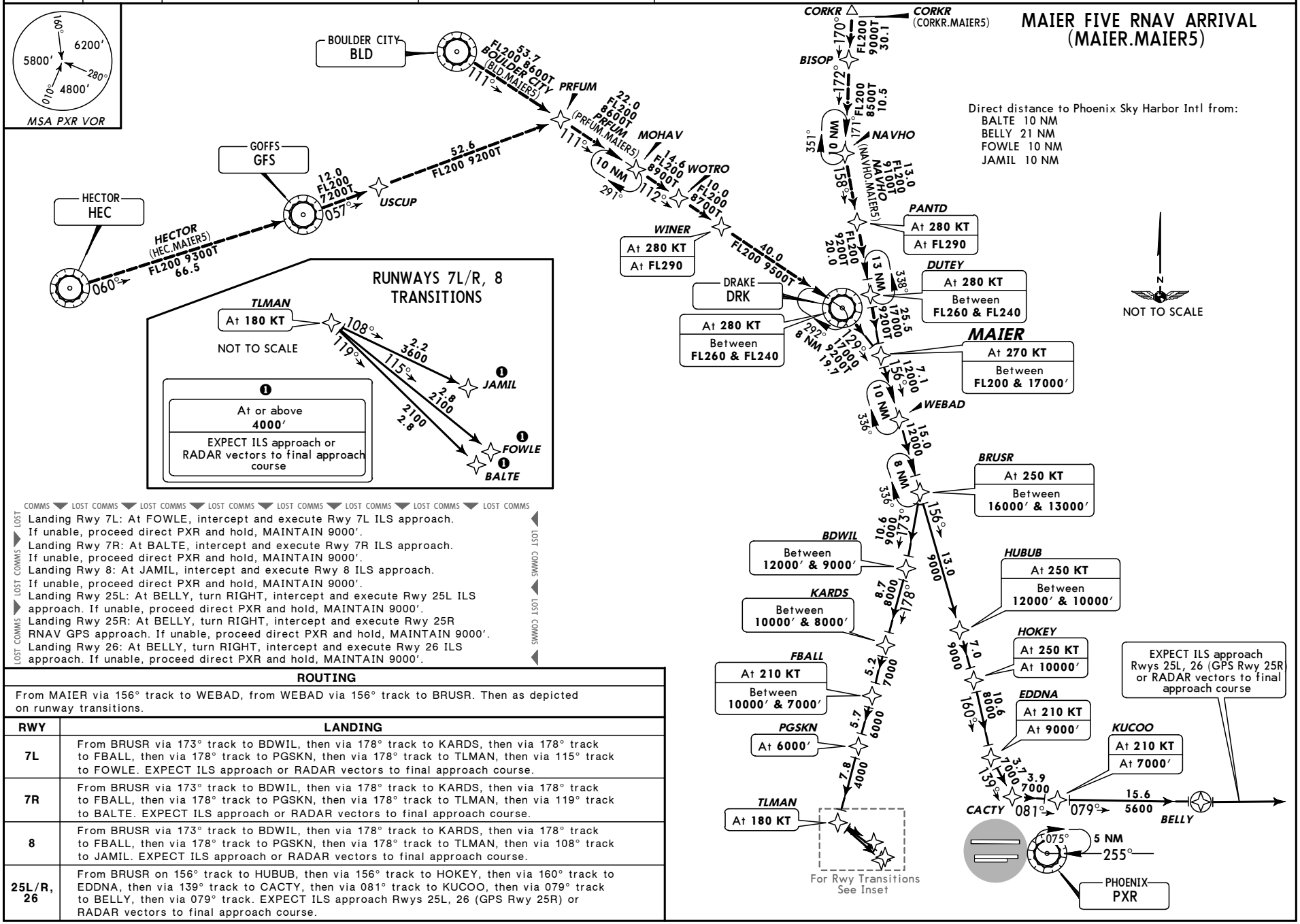
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D-ATIS	Apt Elev			
127.575	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.**	4. Turbojet aircraft only. 5. For non-GPS equipped aircraft, BXK, IWA and TFD DMEs must be operational.



LOST COMMS

Landing Rwy 7L: At FOWLE, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

Landing Rwy 7R: At BALTE, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

Landing Rwy 8: At JAMIL, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

Landing Rwy 25L: At BELLY, turn RIGHT, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

Landing Rwy 25R: At BELLY, turn RIGHT, intercept and execute Rwy 25R RNAV GPS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

Landing Rwy 26: At BELLY, turn RIGHT, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

ROUTING

From MAIER via 156° track to WEBAD, from WEBAD via 156° track to BRUSR. Then as depicted on runway transitions.

RWY	LANDING
7L	From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 115° track to FOWLE. EXPECT ILS approach or RADAR vectors to final approach course.
7R	From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 119° track to BALTE. EXPECT ILS approach or RADAR vectors to final approach course.
8	From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 108° track to JAMIL. EXPECT ILS approach or RADAR vectors to final approach course.
25L/R, 26	From BRUSR on 156° track to HUBUB, then via 156° track to HOKEY, then via 160° track to EDDNA, then via 139° track to CACTY, then via 081° track to KUCOO, then via 079° track to BELLY, then via 079° track. EXPECT ILS approach Rwys 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course.

CHANGES: Reissued.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
26 SEP 14 (10-2L)

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev			
127.575	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.**	4. Turbojet aircraft only.

PINNG ONE RNAV ARRIVAL
(PINNG.PINNG1)

Direct distance to Phoenix Sky Harbor Intl from:
GIPSE 10 NM
JAGAL 10 NM
NEELE 18 NM
ZAMEX 10 NM

LOST COMMS
LANDING RWY 7L: At NEELE turn RIGHT, intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: At NEELE turn RIGHT, intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: At NEELE turn RIGHT, intercept and execute Rwy 8 ILS approach...
LANDING RWY 25L: At GIPSE, intercept and execute Rwy 25L ILS approach...
LANDING RWY 25R: At ZAMEX, intercept and execute Rwy 25R RNAV (GPS) approach...
LANDING RWY 26: At JAGAL, intercept and execute Rwy 26 ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.
LOST COMMS

PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2

NEELE
N33 20.5 W112 21.4
At 210 KT
At 7000′

VISTL
N33 20.5 W112 10.6

LGACY
N33 18.3 W112 04.7
At 210 KT
At 7000′

RVANN
N33 14.1 W111 58.4
At 230 KT
Between 9000′ & 8000′

DDUKE
N33 09.3 W111 51.3
Between 12000′ & 10000′

WIGWM
N33 04.3 W111 43.8
At 250 KT
Between 14000′ & 12000′

BRDEY
N32 54.7 W111 29.3
At 250 KT
At or above 13000′

PAAAR
N33 04.2 W111 34.0
At 230 KT
Between 12000′ & 10000′

PUKRE
N33 13.7 W111 38.6
At 210 KT
Between 9000′ & 8000′

FINAP
N33 24.2 W111 44.8
Between 6000′ & 5000′

PINNG
N32 44.8 W111 11.8
At 270 KT
At or above 17000′

HYBRD
N32 34.0 W110 52.8
Between FL250 & FL220

BNNKR
N32 28.1 W110 42.6
At 280 KT
Between FL280 & FL250

HOTTT
N32 31.6 W111 01.9
At 280 KT
Between FL250 & FL220

DRRVR
N32 10.5 W109 17.4

075° 5 NM 255°
For Rwy Transitions See Inset
258° 7000 9.1
283° 7000 5.4
6.1 7000
322° 500 11.7
325° 8000 10.2
8000 7.7
10000 8.0
326° 10000 10.3
296° 12000 15.5
10 NM 112°
17.7 13000
292°
19.3 17000
316° 15.6 17000 HOTTT (HOTTT.PINNG1)
292° FL220 10.5
10 NM 092°
DRRVR (DRRVR.PINNG1) FL240 74.3
272°

N
NOT TO SCALE

RWYS 25L/R, 26 TRANSITIONS

NOT TO SCALE

JAGAL
N33 26.4 W111 48.8
At or above 4000′
EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course

ZAMEX
N33 25.8 W111 48.8
At or above 4000′
EXPECT RNAV (GPS) Y or (RNP) Z Rwy 25R approach or RADAR vectors to final approach course

GIPSE
N33 25.7 W111 48.8
At or above 4000′
EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course

4.0 4000
4000 3.7 284°
4000 3.7 282°
292°

FINAP
N33 24.2 W111 44.8
Between 6000′ & 5000′

ROUTING	
From PINNG on track 292° to BRDEY.	
RWY	**LANDING**
7L/R, 8	From BRDEY on track 296° to WIGWM, DDUKE, RVANN and LGACY. Then on track 283° to VISTL, then on track 258° to NEELE. Then on track 258°. EXPECT RADAR vectors to final approach course.
25L	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 282° to GIPSE. EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course.
25R	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 284° to ZAMEX. EXPECT RNAV (GPS) Y or (RNP) Z Rwy 25R approach or RADAR vectors to final approach course.
26	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 292° to JAGAL. EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course.

CHANGES: None.

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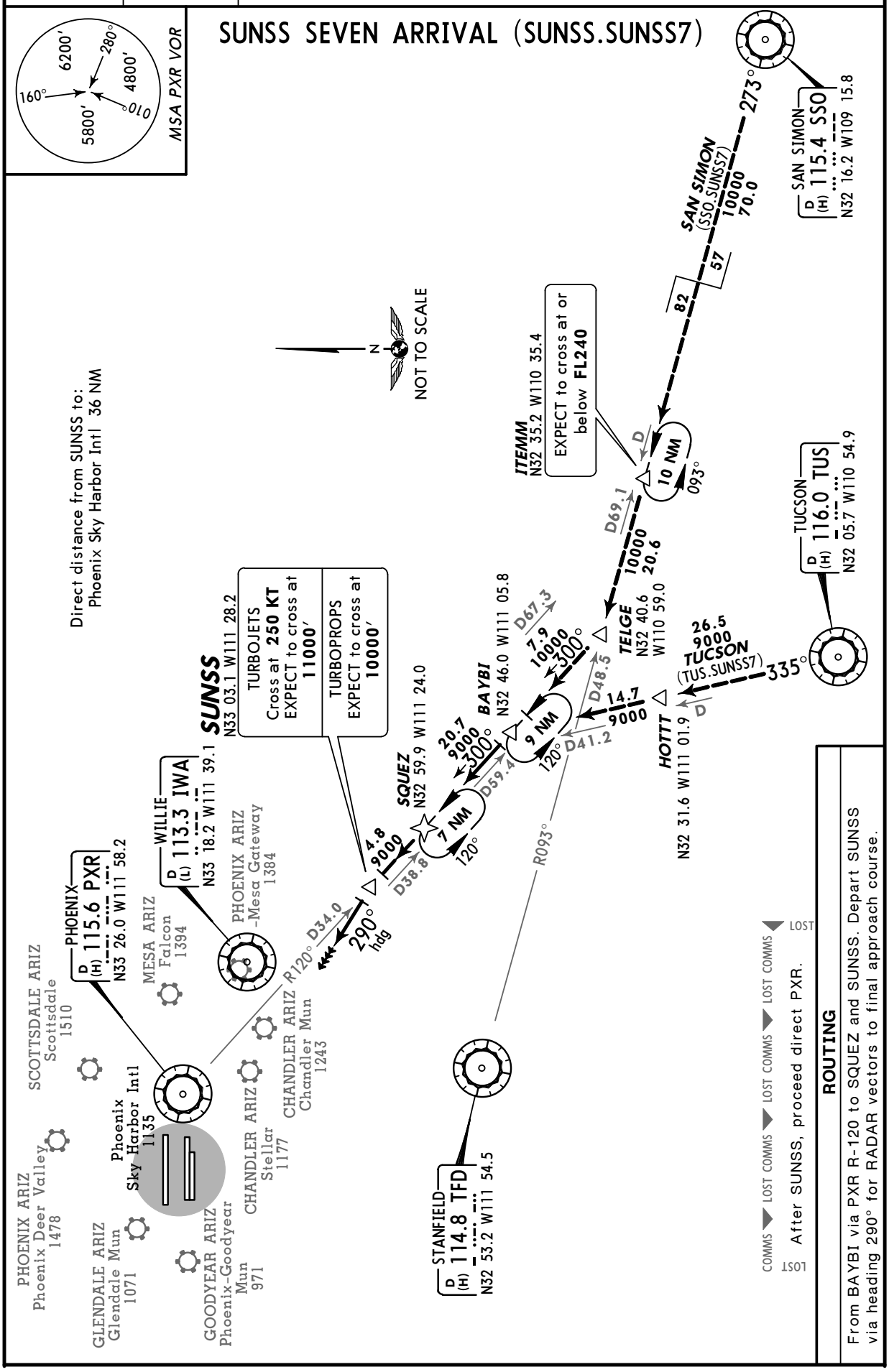
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev	
127.575	*See Graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For turbojet and turboprop aircraft. **2. DME required.**

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



CHANGES: Reindexed.

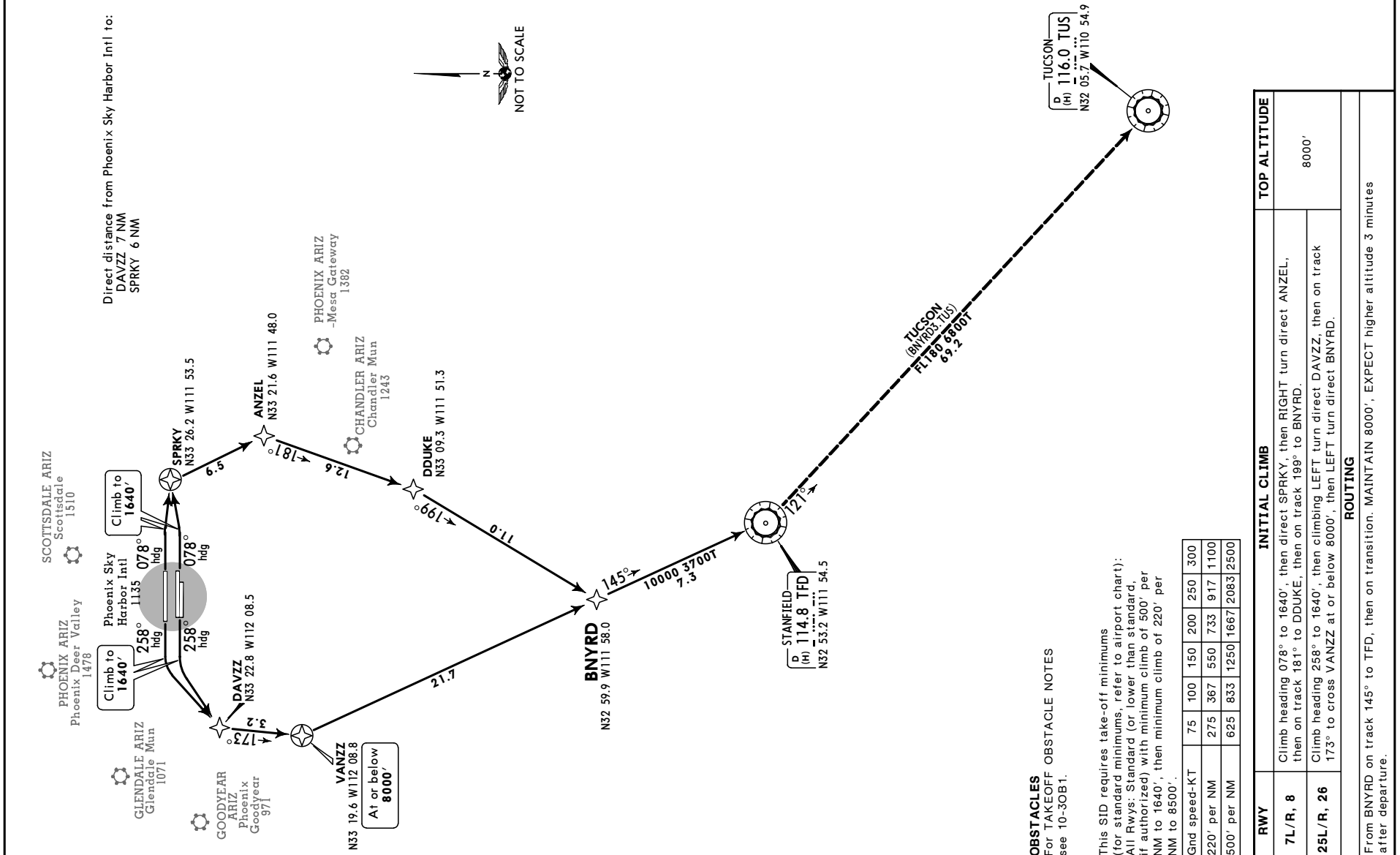
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	4. Turbojets and turboprops only. 5. For non-GPS equipped aircraft, IWA must be operational. 6. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

BNYRD THREE RNAV DEPARTURE
(BNYRD3.BNYRD)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 220′ per NM to 8500′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then RIGHT turn direct ANZEL, then on track 181° to DDUKE, then on track 199° to BNYRD.	8000′
25L/R, 26	Climb heading 258° to 1640′, then climbing LEFT turn direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then LEFT turn direct BNYRD.	

ROUTING

From BNYRD on track 145° to TFD, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.

CHANGES: Procedure renumbered, notes, top altitude.

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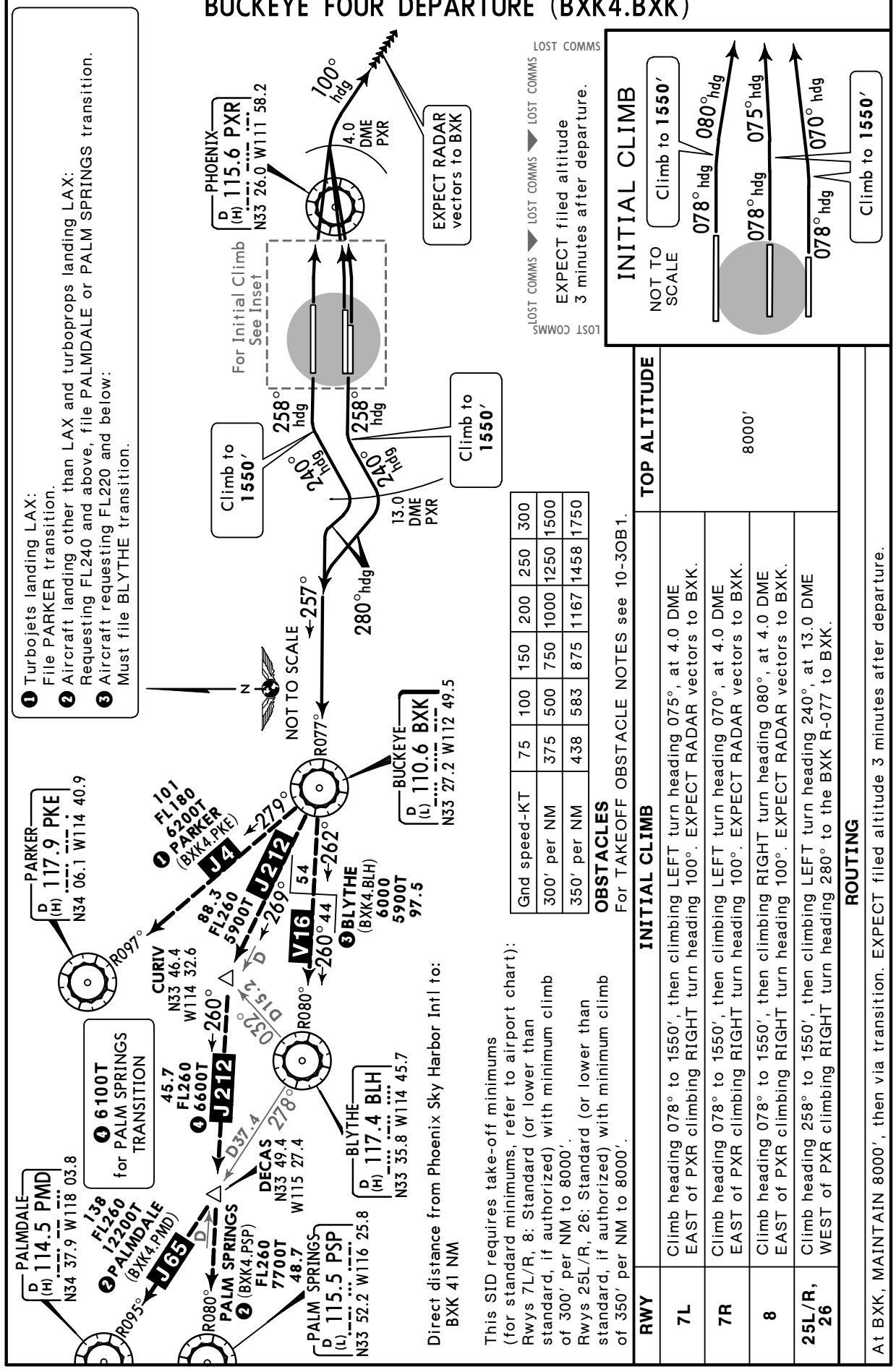
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

PHOENIX Departure (R) 126.8	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

BUCKEYE FOUR DEPARTURE (BXK4.BXK)



Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from Phoenix Sky Harbor Intl to:
BXK 41 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°, at 13.0 DME WEST of PXR climbing RIGHT turn heading 280° to the BXK R-077 to BXK.	

ROUTING

At BXK, MAINTAIN 8000′, then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

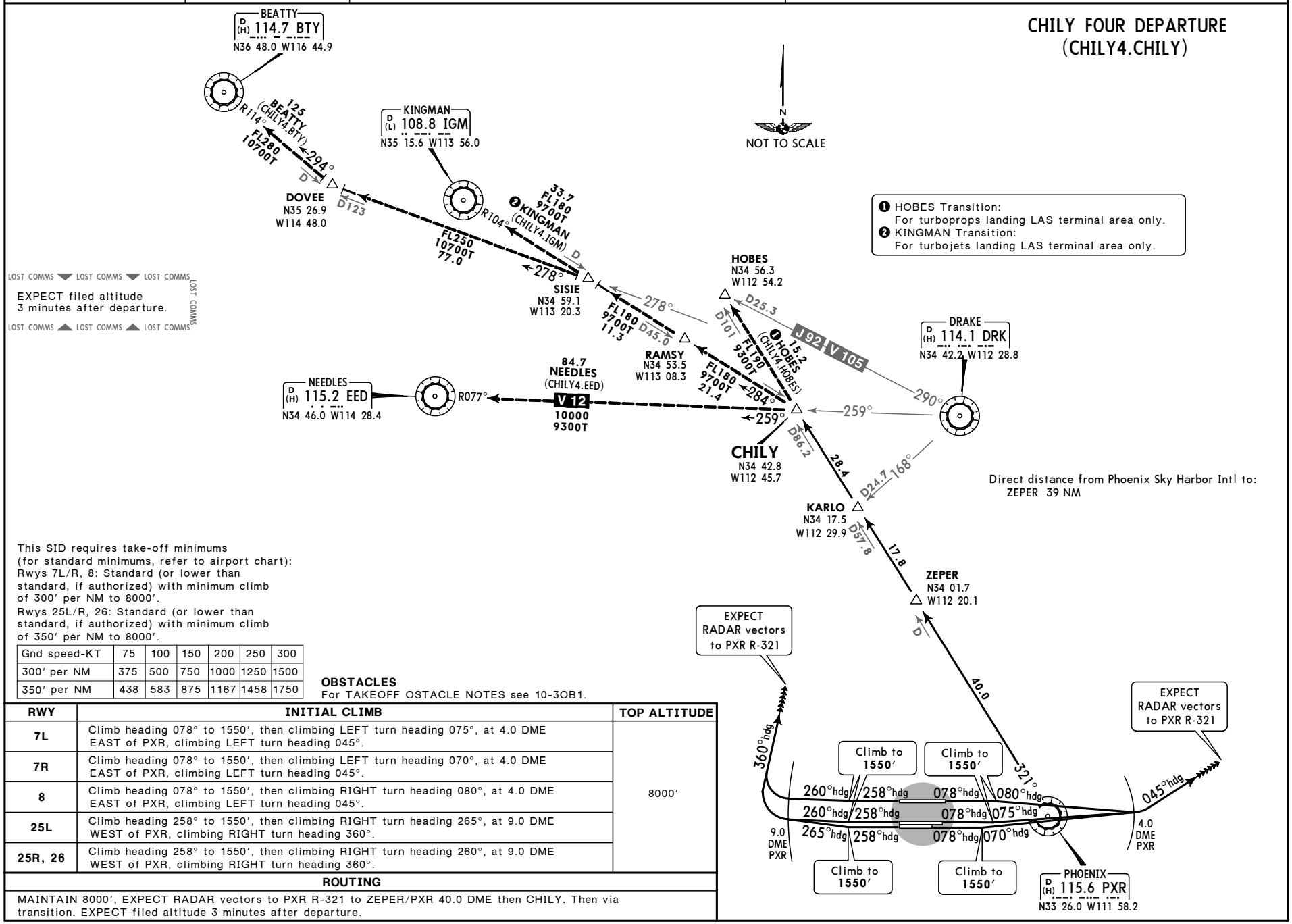
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	
119.2	1135′		**1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

CHILY FOUR DEPARTURE
(CHILY4.CHILY)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
25L	Climb heading 258° to 1550′, then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	
25R, 26	Climb heading 258° to 1550′, then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to PXR R-321 to ZEPER/PXR 40.0 DME then CHILY. Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

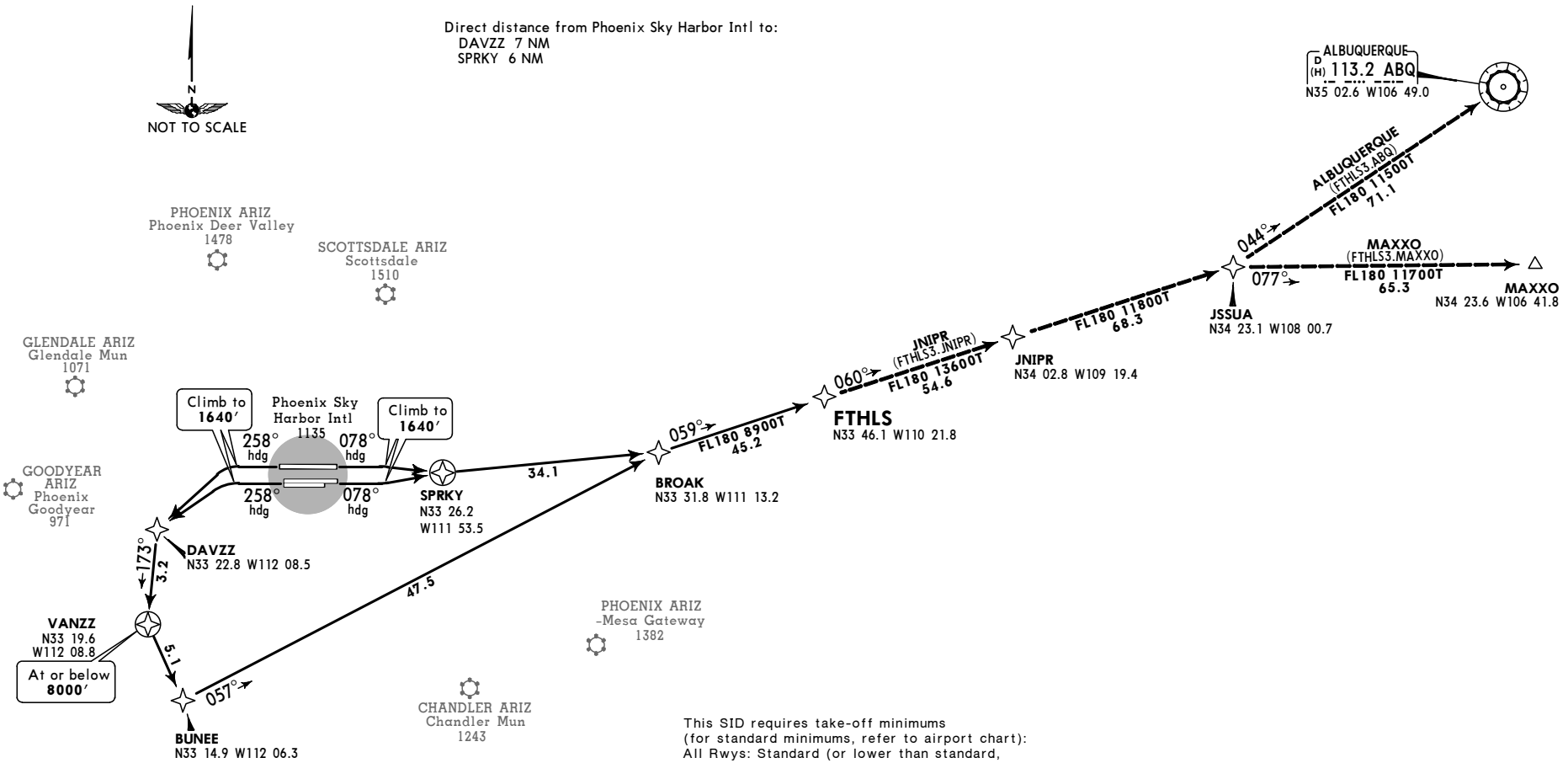
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only. 5. ALBUQUERQUE Transition ATC assigned only.	6. Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS departure. 7. Aircraft filing over ABQ, CIM, FTI and GCK file LALUZ departure. 8. Aircraft filing over DEN, RSK, ALS and points NORTH of ALS file YOTES departure. 9. For non-GPS equipped aircraft, PXR and TFD DMEs must be operational. 10. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

FTHLS THREE RNAV DEPARTURE
(FTHLS3.FTHLS)



This SID requires take-off minimums (for standard minimums, refer to airport chart): All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then direct BROAK.	8000′
25L/R, 26	Climb heading 258° to 1640′, then turn LEFT direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then LEFT turn direct BUNEE. Then on track 057° to BROAK.	

ROUTING

From BROAK on track 059° to FTHLS, then on transition. MAINTAIN 8000′. EXPECT higher altitude 3 minutes after departure.

CHANGES: Procedure renumbered, notes, top altitude.

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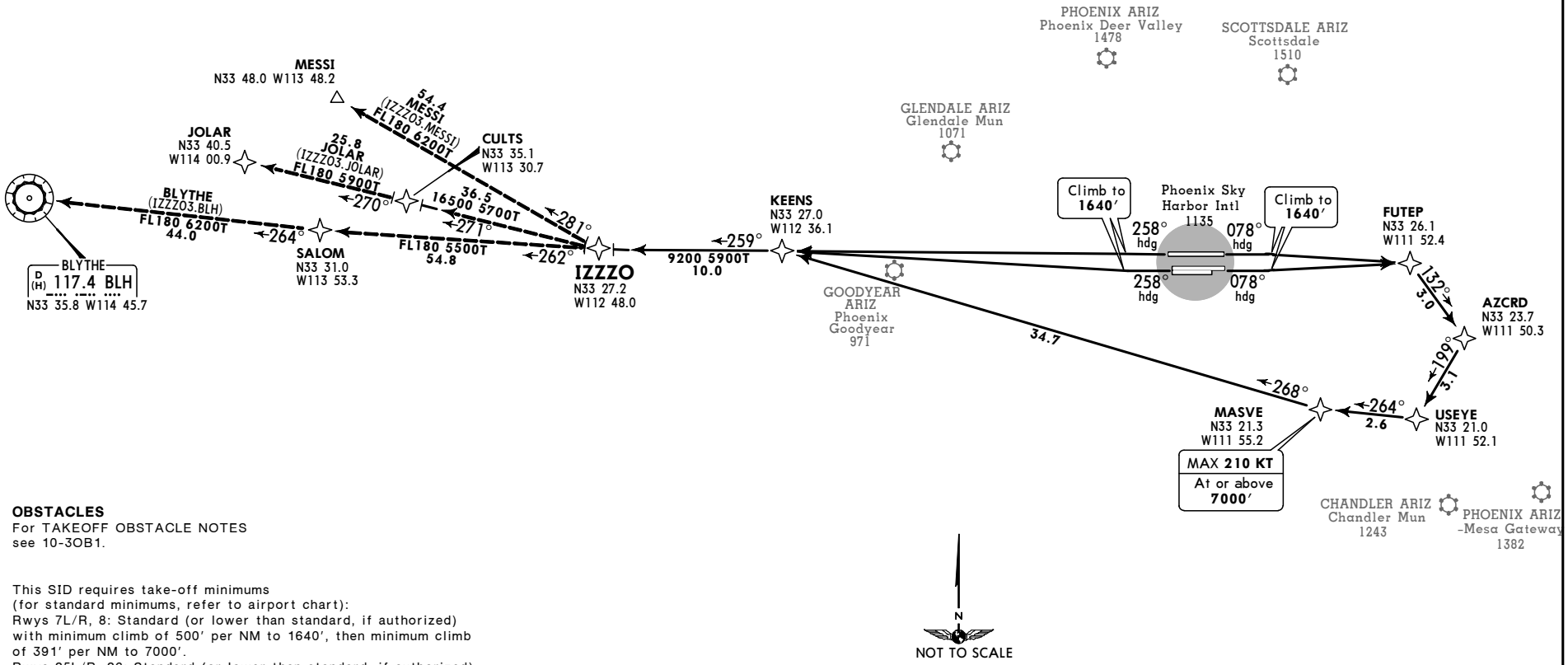
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only.	5. Aircraft requesting FL220 and below must file BLYTHE transition. 6. Turbojets landing LAX, file MESSI transition. 7. Aircraft landing other than LAX and turboprops landing at LAX requesting FL240 and above, file JOLAR transition. 8. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

IZZZO THREE RNAV DEPARTURE
(IZZZ03.IZZZO)

Direct distance from Phoenix Sky Harbor Intl to:
FUTEP 7 NM
KEENS 30 NM



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 391′ per NM to 7000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′.

Gnd speed-KT	75	100	150	200	250	300
391′ per NM	489	652	978	1303	1629	1955
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at or above 7000′ and at or below 210 KT, then on track 268° to KEENS.	8000′
25L/R, 26	Climb heading 258° to 1640′, then direct KEENS.	
	ROUTING	
From KEENS on track 259° to IZZZO, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		

CHANGES: Procedure renumbered, notes, top altitude.

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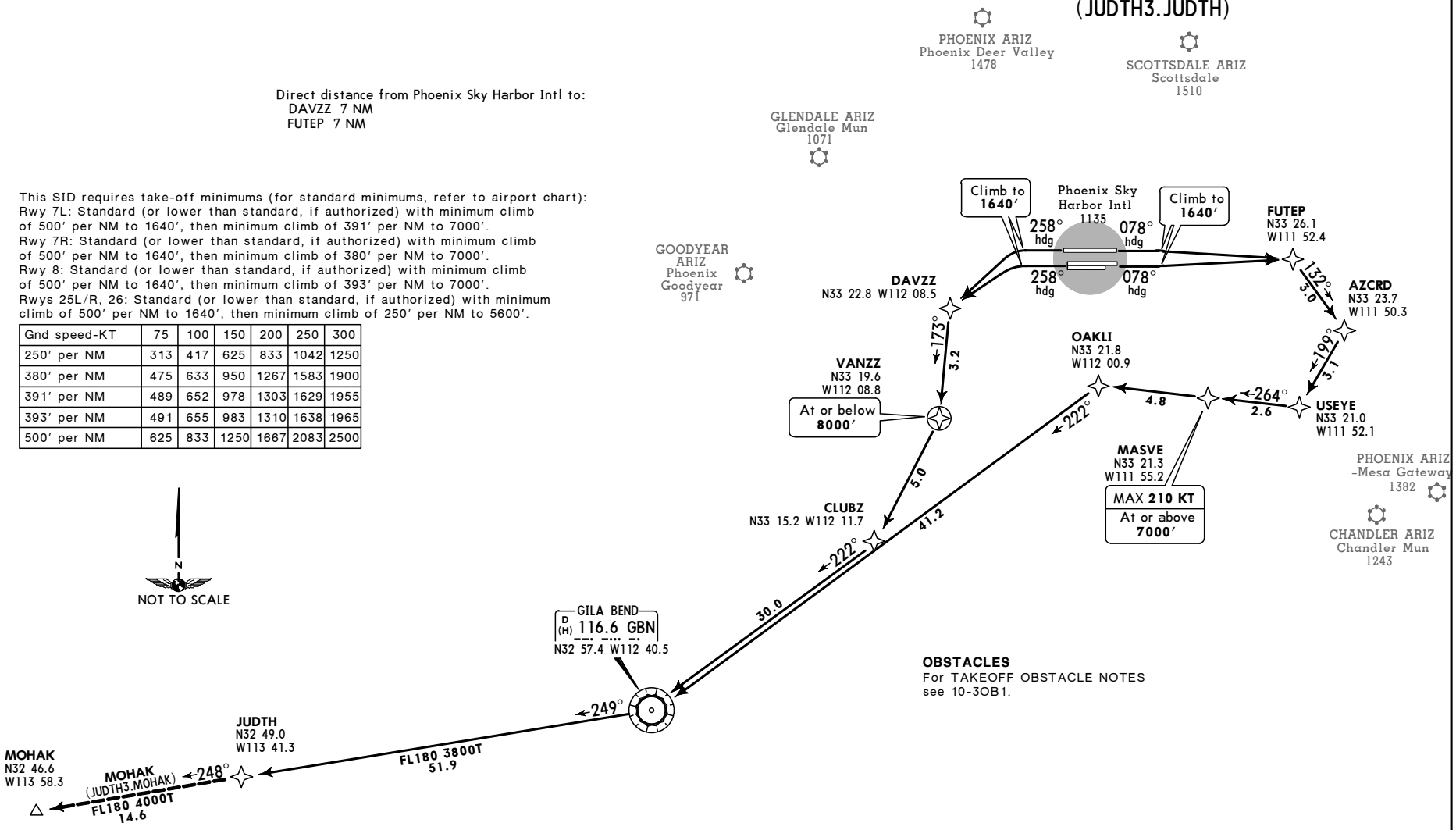
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	4. Turbojets and turboprops only. 5. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

JUDTH THREE RNAV DEPARTURE (JUDTH3.JUDTH)



Direct distance from Phoenix Sky Harbor Intl to:
DAVZZ 7 NM
FUTEP 7 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 7L: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 391′ per NM to 7000′.
Rwy 7R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 380′ per NM to 7000′.
Rwy 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 393′ per NM to 7000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 250′ per NM to 5600′.

Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
380′ per NM	475	633	950	1267	1583	1900
391′ per NM	489	652	978	1303	1629	1955
393′ per NM	491	655	983	1310	1638	1965
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at or above 7000′ and at or below 210 KT, then on track 264° to OAKLI, then on track 222° to GBN.	8000′
25L/R, 26	Climb heading 258° to 1640′, then climbing LEFT turn direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then RIGHT turn direct CLUBZ, then on track 222° to GBN.	
ROUTING		
From GBN on track 249° to JUDTH, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		

CHANGES: Procedure renumbered, notes, top altitude.

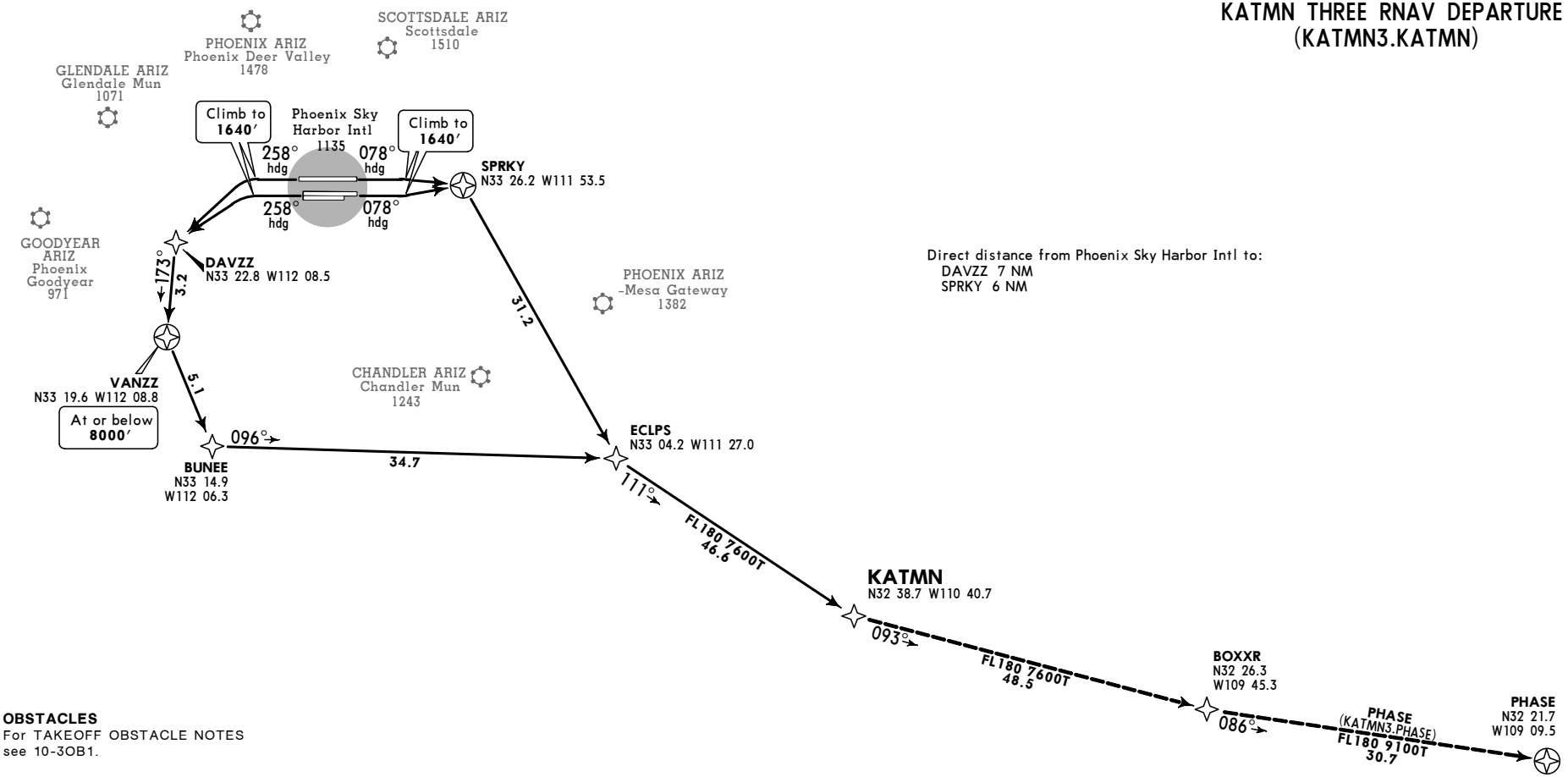
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only.	5. For non-GPS equipped aircraft departing KPHX, TFD and DUG DMEs must be operational. 6. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

KATMN THREE RNAV DEPARTURE (KATMN3.KATMN)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 220′ per NM to 8500′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then direct ECLPS.	8000′
25L/R, 26	Climb heading 258° to 1640′, then turn LEFT direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then LEFT turn direct BUNEE, then on track 096° to ECLPS.	
ROUTING		
From ECLPS on track 111° to KATMN, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		

CHANGES: Procedure renumbered, notes, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only. 5. MAXXO transition ATC assigned only. 6. ST JOHNS transition for ABQ terminal arrivals only.	7. Aircraft filing over DEN, RSK, ALS and points NORTH of ALS, file YOTES departure. 8. Aircraft filing over ABQ, CIM, FTI and GCK, file LALUZ departure. 9. Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS departure. 10. For non-GPS equipped aircraft, PXR DME must be operational. 11. For non-GPS equipped aircraft using MAXXO and ABQ transitions, ABQ DME must be operational. 12. For non-GPS equipped aircraft departing KPHX Rwys 25L/R and 26, IWA and TFD DMEs must be operational. 13. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

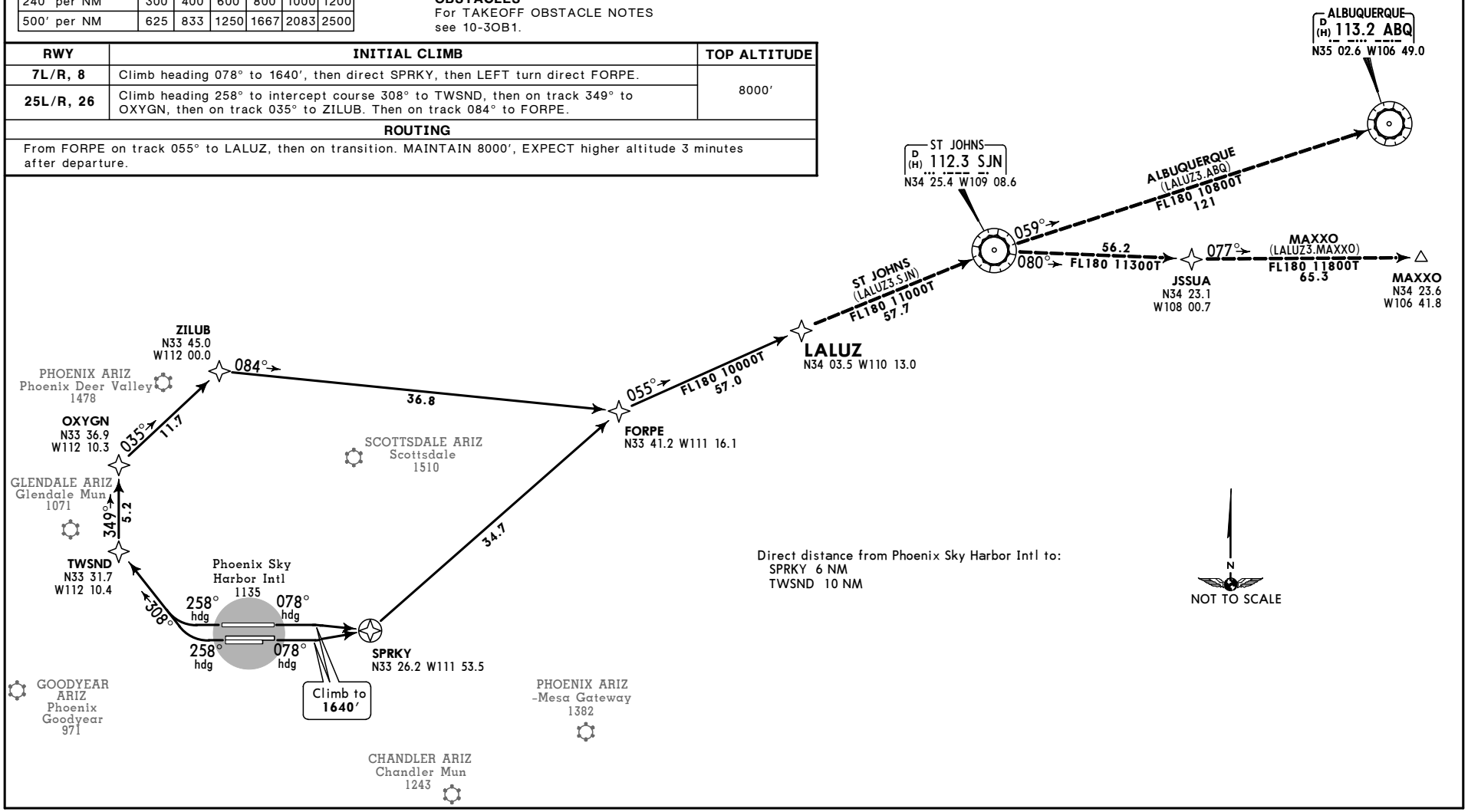
LALUZ THREE RNAV DEPARTURE (LALUZ3.LALUZ)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 240′ per NM to 9000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2140′.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then LEFT turn direct FORPE.	8000′
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 349° to OXYGN, then on track 035° to ZILUB. Then on track 084° to FORPE.	
ROUTING		
From FORPE on track 055° to LALUZ, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		



CHANGES: Procedure renumbered, notes, top altitude.

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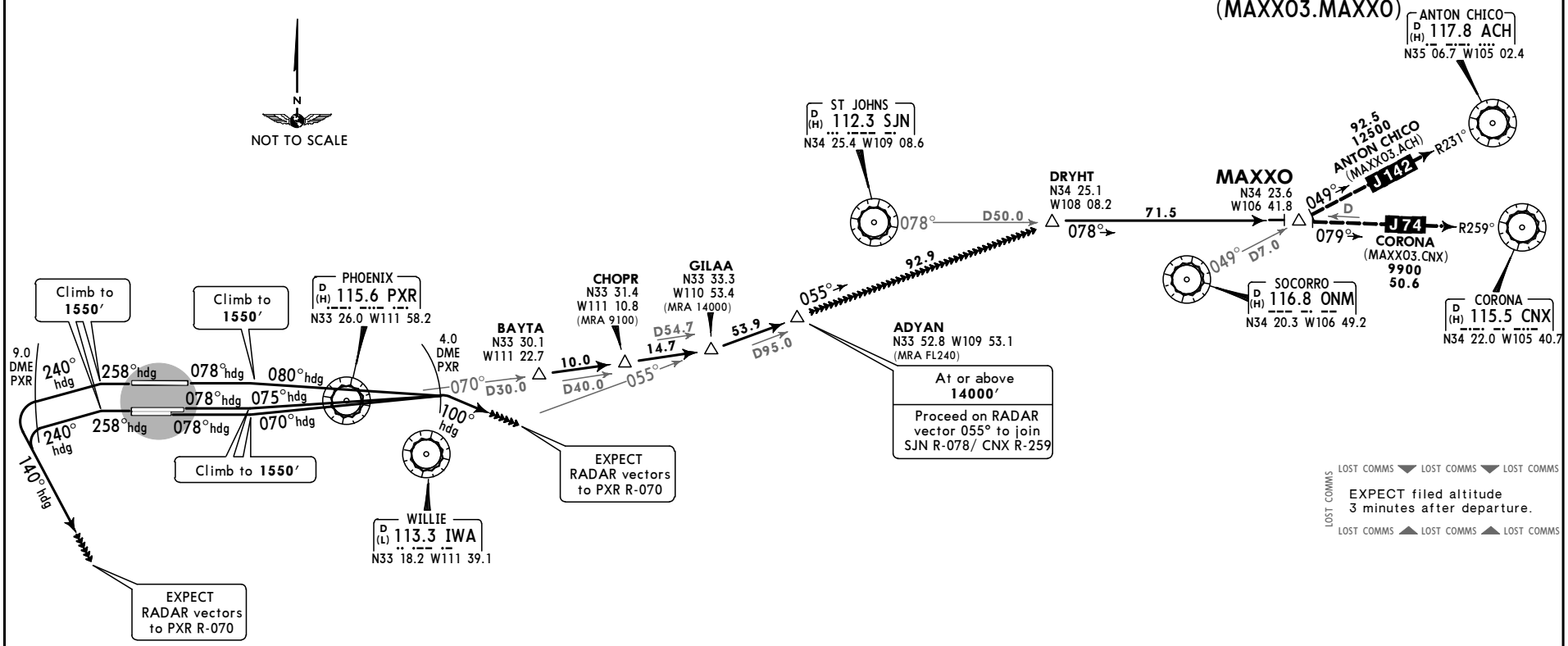
KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

PHOENIX Departure (R) 126.8	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′

1. RADAR and DME required.
2. Restricted to turbojet and turboprop aircraft only.
3. Aircraft filing over ACH, CNX, IRW, LBL, ONM, PNH, TCC, and TXO use MAXXO departure.
4. Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS departure.
5. Aircraft filing over DEN, ALS, and points NORTH of ALS use SILOW departure.

MAXXO THREE DEPARTURE
(MAXXO3.MAXXO)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 7L/R, 8, 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°, at 9.0 DME WEST of PXR, climbing LEFT turn heading 140°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to PXR R-070 to GILAA/PXR 54.7 DME, then pilot nav on IWA R-055 to ADYAN/IWA 95.0 DME, cross ADYAN at or above 14000′ and proceed on RADAR vector 055° to join SJN R-078/ CNX R-259 to MAXXO/CNX 50.6 DME. Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only.	5. Aircraft filing over EED, HEC or PMD, use JKPOT transition. All others use SISIE transition. 6. For non-GPS equipped aircraft departing KPHX Rwys 7L/R and 8, IWA DME must be operational. 7. For non-GPS equipped aircraft departing KPHX Rwys 25L/R and 26, TFD and IWA DMEs must be operational. 8. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

MAYSA THREE RNAV DEPARTURE
(MAYSA3.MAYSA)

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

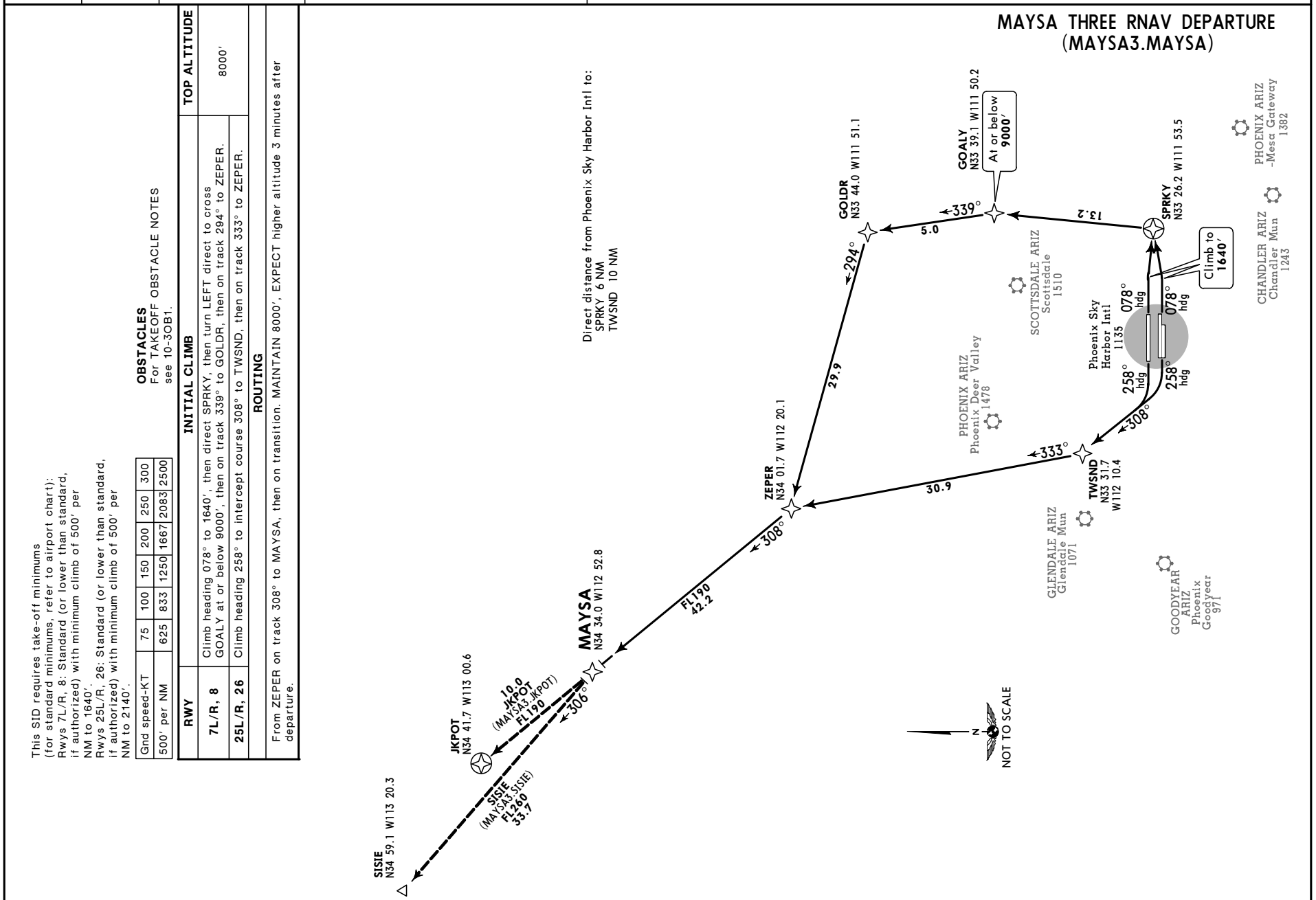
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2140′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then turn LEFT direct to cross GOALY at or below 9000′, then on track 339° to GOLDR, then on track 294° to ZEPER.	8000′
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 333° to ZEPER.	

ROUTING

From ZEPER on track 308° to MAYSA, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.



CHANGES: Procedure renumbered, notes, top altitude.

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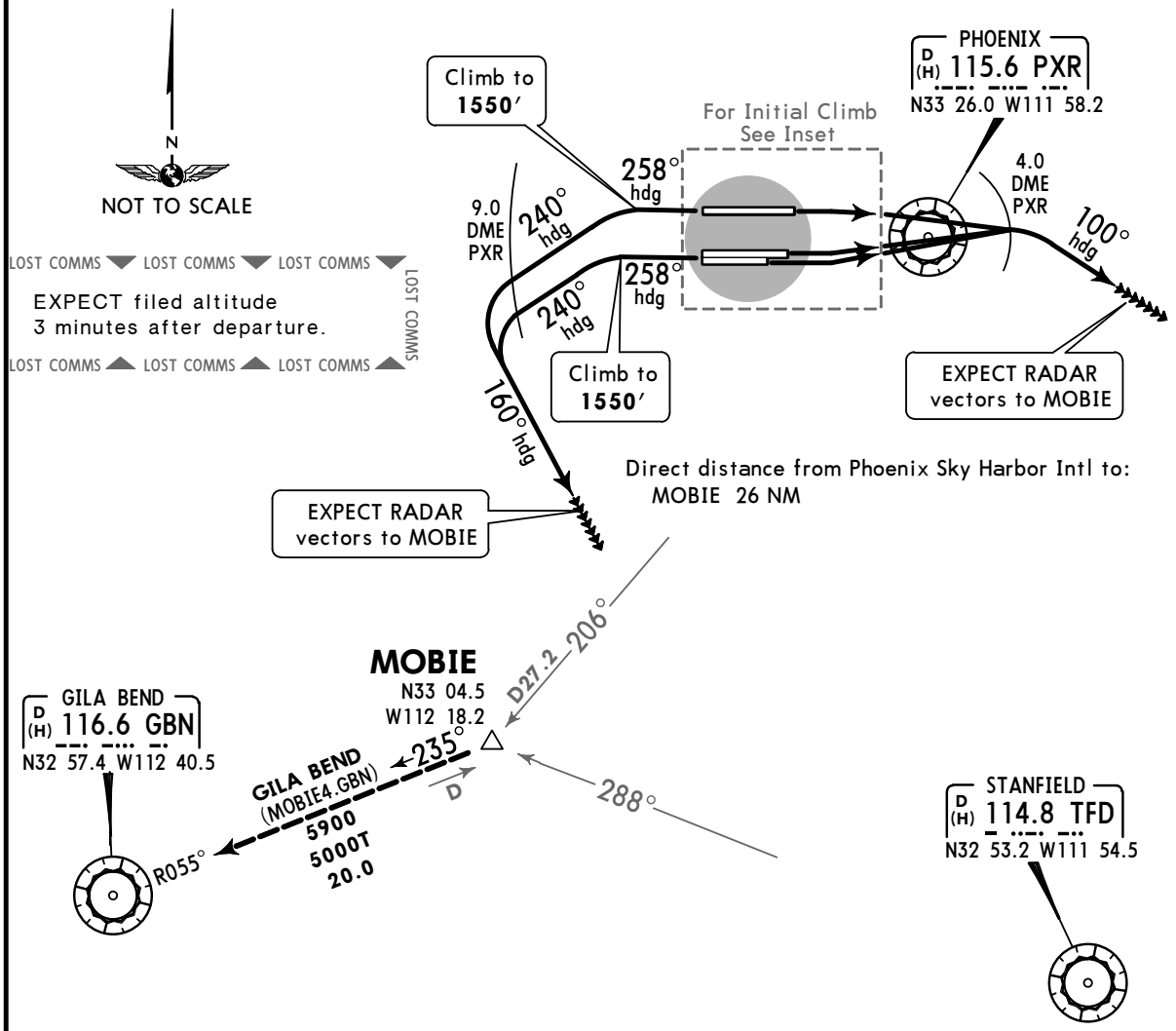
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KPHX/PHX
PHOENIX SKY HARBOR INTL

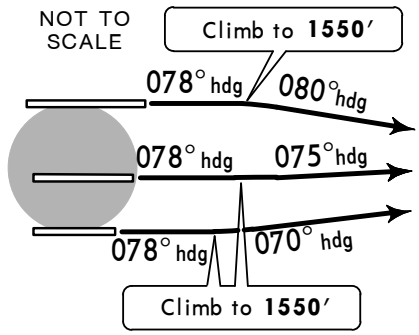
PHOENIX, ARIZ
SID

PHOENIX Departure (R)	Apt Elev	
126.8	1135′	Trans level: FL180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

MOBIE FOUR DEPARTURE (MOBIE4.MOBIE)



INITIAL CLIMB



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°, at 9.0 DME WEST of PXR, climbing LEFT turn heading 160°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to MOBIE, then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

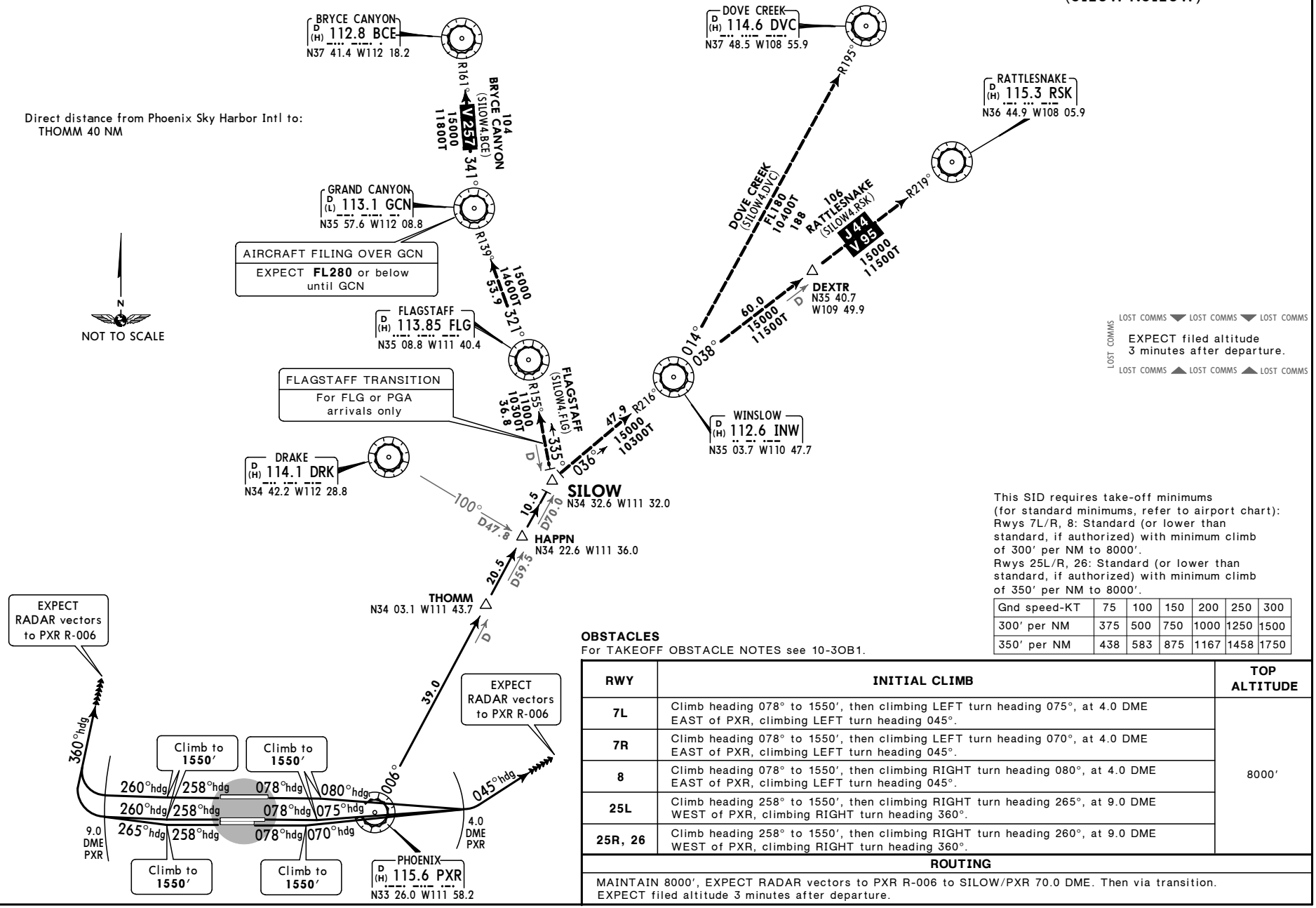
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	
119.2	1135′		**1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only. 3. Aircraft filing over CIM and GCK file ST JOHNS departure.

SILOW FOUR DEPARTURE
(SILOW4.SILOW)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
25L	Climb heading 258° to 1550′, then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	
25R, 26	Climb heading 258° to 1550′, then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to PXR R-006 to SILOW/PXR 70.0 DME. Then via transition.
EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered,top altitude.

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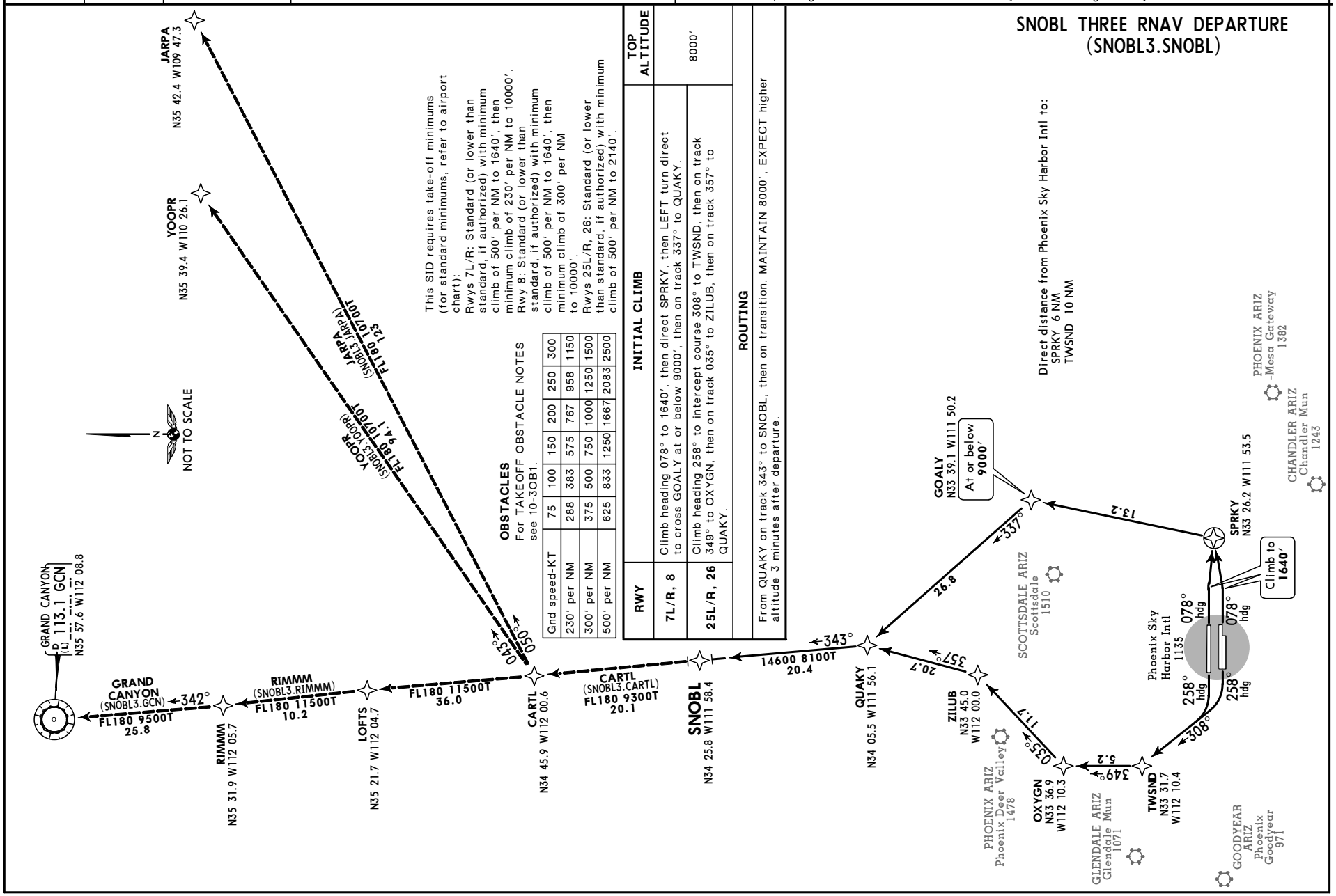
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′

1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Turbojets and turboprops only.
5. JARPA transition ATC assigned only.
6. YOOPR transition ATC assigned only.
7. CARTL transition for FLG or PGA terminal arrivals only.
8. For non-GPS equipped aircraft using JARPA transition, INW and DRK DMEs must be operational.
9. For non-GPS equipped aircraft departing KPHX, IWA DME must be operational.
10. For non-GPS equipped aircraft departing KPHX Rwys 25L/R and 26, TFD and BXK DMEs must be operational.
11. For non-GPS equipped aircraft using YOOPR transition, DRK DME must be operational.
12. For non-GPS equipped aircraft departing KPHX Rwys 8, 25R, 26, DRK DME must be operational.
13. For non-GPS equipped aircraft departing KPHX Rwys 7L/R, PXR DME must be operational.
14. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

SNOBL THREE RNAV DEPARTURE (SNOBL3.SNOBL)



CHANGES: Procedure renumbered, notes, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

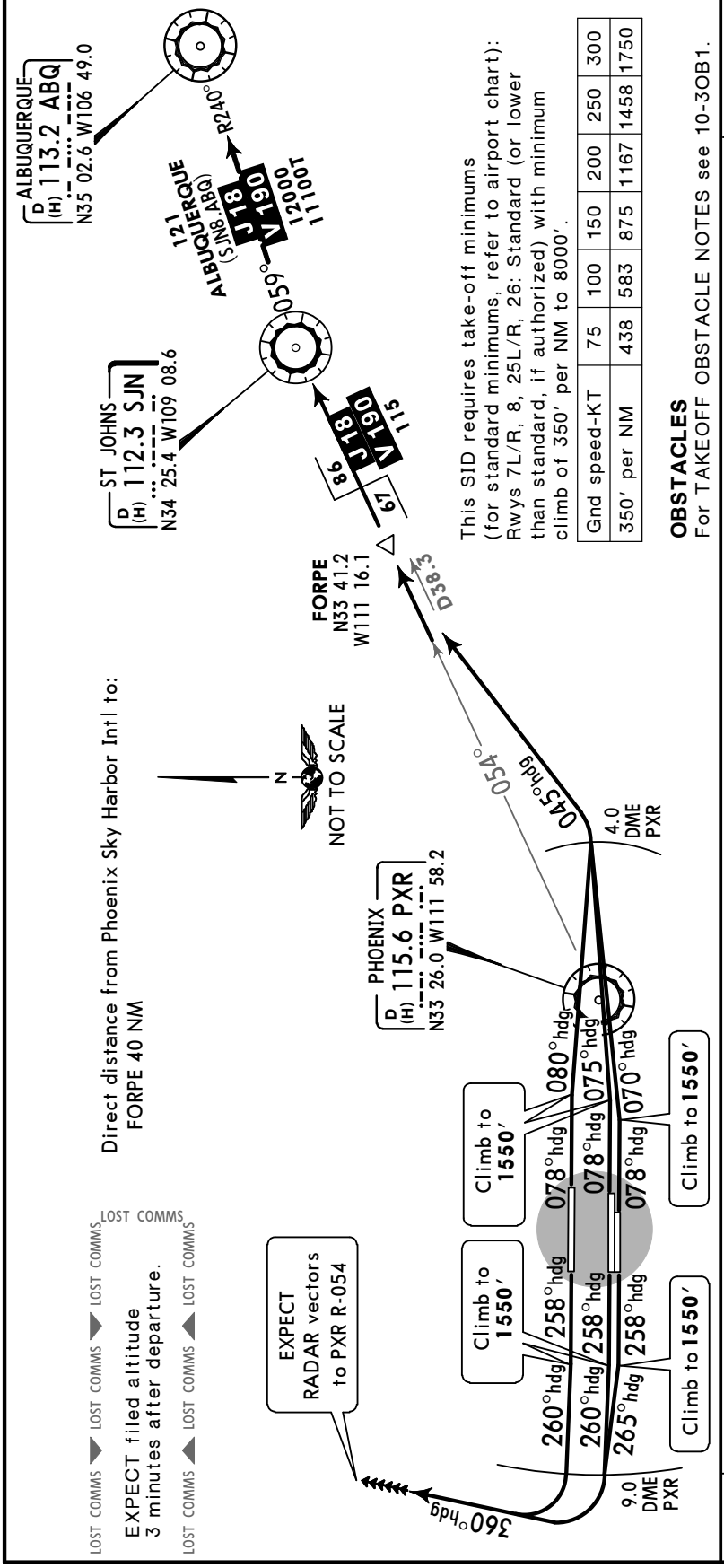
PHOENIX Departure (R) 119.2	Apt Elev 1135′

Trans level: FL180 Trans alt: 18000′

1. RADAR and DME required.

2. Restricted to turbojet and turboprop aircraft only.
3. Aircraft filing over ALS, RSK, and points NORTH of ALS file SILOW departure.
4. Aircraft filing over CIM, FTI, and GCK file ST. JOHNS departure.
5. Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW, and TXO file MAXXO departure.

ST. JOHNS EIGHT DEPARTURE (SJN8.SJN)



RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	
25L	Climb heading 258° to 1550′, then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.	
25R, 26	Climb heading 258° to 1550′, then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.	

ROUTING

MAINTAIN 8000′, then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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TAKEOFF OBSTACLE NOTES

BUCKEYE, CHILY, MAXXO, MOBIE, SILOW AND ST JOHNS DEPARTURES:

◦ RWY 7R:
MULTIPLE TRANSMISSION TOWERS 3202' FROM DER, 1122' LEFT OF CENTERLINE, UP TO 125' AGL/1260' MSL.

◦ RWY 8:
MULTIPLE LIGHT POLES BEGINNING 2540' FROM DER, 900' LEFT OF CENTERLINE, UP TO 100' AGL/1234' MSL. LIGHT POLE 1640' FROM DER, 794' RIGHT OF CENTERLINE, 42' AGL/1177' MSL.

◦ RWY 25L:
MULTIPLE LIGHT POLES BEGINNING 682' FROM DER, 521' LEFT OF CENTERLINE, UP TO 90' AGL/1201' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 59' AGL/1170' MSL.

◦ RWY 25R:
TREE 1036' FROM DER, 666' RIGHT OF CENTERLINE, 30' AGL/1140' MSL.

◦ RWY 26:
MULTIPLE ELECTRICAL SYSTEMS BEGINNING 43' FROM DER, 450' LEFT AND RIGHT OF CENTERLINE, UP TO 33' AGL/1142' MSL. MULTIPLE TREES BEGINNING 118' FROM DER, 214' RIGHT OF CENTERLINE, UP TO 24' AGL/1133' MSL. OBSTACLE LIGHT ON BLAST FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 9' AGL/1120' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 14' AGL/1125' MSL. POLE 82' FROM DER, 64' RIGHT OF CENTERLINE, 18' AGL/1127' MSL. MULTIPLE LIGHT POLES BEGINNING 315' FROM DER, BEGINNING 318' LEFT OF CENTERLINE, UP TO 60' AGL/1170' MSL. MULTIPLE LIGHT POLES BEGINNING 2302' FROM DER, BEGINNING 193' RIGHT OF CENTERLINE, UP TO 60' AGL/1171' MSL.

BNYRD, FTHLS, IZZZO, JUDTH, KATMN, LALUZ, MAYSA, SNOBL AND YOTES DEPARTURES:

◦ RWY 7R:
TRANSMISSION TOWERS AND POWER LINES 3201' FROM DER, 1122' RIGHT OF CENTERLINE, UP TO 131' AGL/1260' MSL.

◦ RWY 8:
MULTIPLE LIGHT POLES BEGINNING 2539' FROM DER, 900' LEFT OF CENTERLINE, UP TO 82' AGL/1234' MSL. LIGHT POLE 1639' FROM DER, 793' RIGHT OF CENTERLINE, 46' AGL/1177' MSL.

◦ RWY 25L:
MULTIPLE LIGHT POLES BEGINNING 681' FROM DER, 521' LEFT OF CENTERLINE, UP TO 63' AGL/1166' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 64' AGL/1170' MSL. MULTIPLE LIGHT POLES BEGINNING 1519' FROM DER, 535' LEFT OF CENTERLINE, UP TO 99' AGL/1201' MSL. MULTIPLE LIGHT POLES BEGINNING 1919' FROM DER, 598' LEFT OF CENTERLINE, UP TO 90' AGL/1192' MSL.

◦ RWY 26:
POLE 42' FROM DER, 440' LEFT OF CENTERLINE, 26' AGL/1135' MSL. FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 11' AGL/1120' MSL. POLE 315' FROM DER, 499' LEFT OF CENTERLINE, 11' AGL/1120' MSL. TREE 763' FROM DER, 642' LEFT OF CENTERLINE, 24' AGL/1135' MSL. POLE 1959' FROM DER, 923' LEFT OF CENTERLINE, 59' AGL/1163' MSL. POLE 2312' FROM DER, 318' LEFT OF CENTERLINE, 66' AGL/1169' MSL. POLE 2336' FROM DER, 578' LEFT OF CENTERLINE, 67' AGL/1170' MSL. POLE 78' FROM DER, 456' RIGHT OF CENTERLINE, 32' AGL/1142' MSL. POLE 82' FROM DER, 64' RIGHT OF CENTERLINE, 18' AGL/1127' MSL. TREE 118' FROM DER, 294' RIGHT OF CENTERLINE, 22' AGL/1133' MSL. TREE 239' FROM DER, 214' RIGHT OF CENTERLINE, 22' AGL/1133' MSL. TREE 414' FROM DER, 522' RIGHT OF CENTERLINE, 24' AGL/1135' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 16'

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TAKEOFF OBSTACLE NOTES

BNYRD, FTHLS, IZZZO, JUDTH, KATMN, LALUZ, MAYSA, SNOBL AND YOTES DEPARTURES (CONT'D):

AGL/1125' MSL. POLE 2301' FROM DER, 193' RIGHT OF CENTERLINE, 69' AGL/1171' MSL. POLE 2302' FROM DER, 661' RIGHT OF CENTERLINE, 68' AGL/1171' MSL.

STANFIELD DEPARTURE:

◦ RWY 7L:
TERRAIN BEGINNING 4' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1135' MSL.

◦ RWY 7R:
MULTIPLE TRANSMISSION TOWERS 3202' FROM DER, 1122' LEFT OF CENTERLINE, UP TO 125' AGL/1260' MSL. TERRAIN 469' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1138' MSL.

◦ RWY 8:
MULTIPLE POLES BEGINNING 2540' FROM DER, 900' LEFT OF CENTERLINE, UP TO 100' AGL/1234' MSL. LIGHT POLE, 1640' FROM DER, 794' RIGHT OF CENTERLINE, 42' AGL/1177' MSL.

◦ RWY 25L:
MULTIPLE POLES BEGINNING 682' FROM DER, 521' LEFT OF CENTERLINE, UP TO 90' AGL/1201' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 59' AGL/1170' MSL.

◦ RWY 25R:
TREE 1036' FROM DER, 666' RIGHT OF CENTERLINE, 30' AGL/1140' MSL.

◦ RWY 26:
MULTIPLE BUILDINGS 2.03 NM FROM DER, 2539' RIGHT OF CENTERLINE, UP TO 520' AGL/1602' MSL. MULTIPLE ELECTRICAL SYSTEMS BEGINNING 43' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 31' AGL/1142' MSL. MULTIPLE TREES BEGINNING 43' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 24' AGL/1133' MSL. FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 9' AGL/1120' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 14' AGL/1125' MSL. MULTIPLE POLES BEGINNING 82' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/1171' MSL.

CHANGES: New obstacle page.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

PHOENIX Departure (R) 126.8	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

STANFIELD FOUR DEPARTURE (TFD4.TFD)

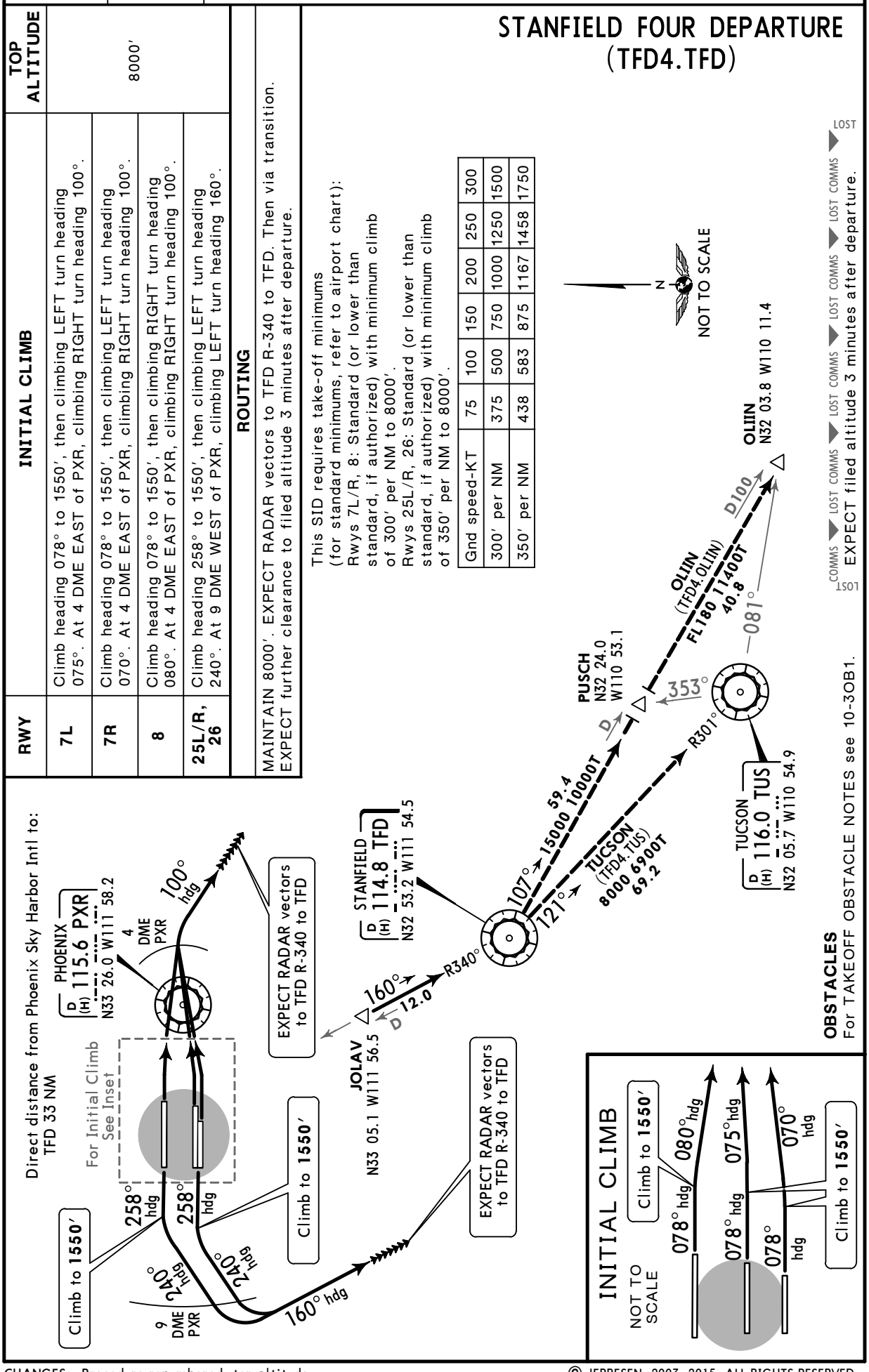
RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°. At 9 DME WEST of PXR, climbing LEFT turn heading 160°.	

ROUTING

MAINTAIN 8000′. EXPECT RADAR vectors to TFD R-340 to TFD. Then via transition.
EXPECT further clearance to filed altitude 3 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750



CHANGES: Procedure renumbered, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only.	5. GRAND CANYON transition ATC assigned only. 6. For non-GPS equipped aircraft departing Rwys 7L/R and 8, IWA and PXR DMEs must be operational. 7. For non-GPS equipped aircraft departing Rwys 25L/R and 26, TFD, IWA and DRK DMEs must be operational. 8. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

YOTES THREE RNAV DEPARTURE
(YOTES3.YOTES)

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then turn LEFT direct to cross GOALY at or below 9000′, then on track 003° to POCCK, then on track 025° to MRBIL.	8000′
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 349° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL.	

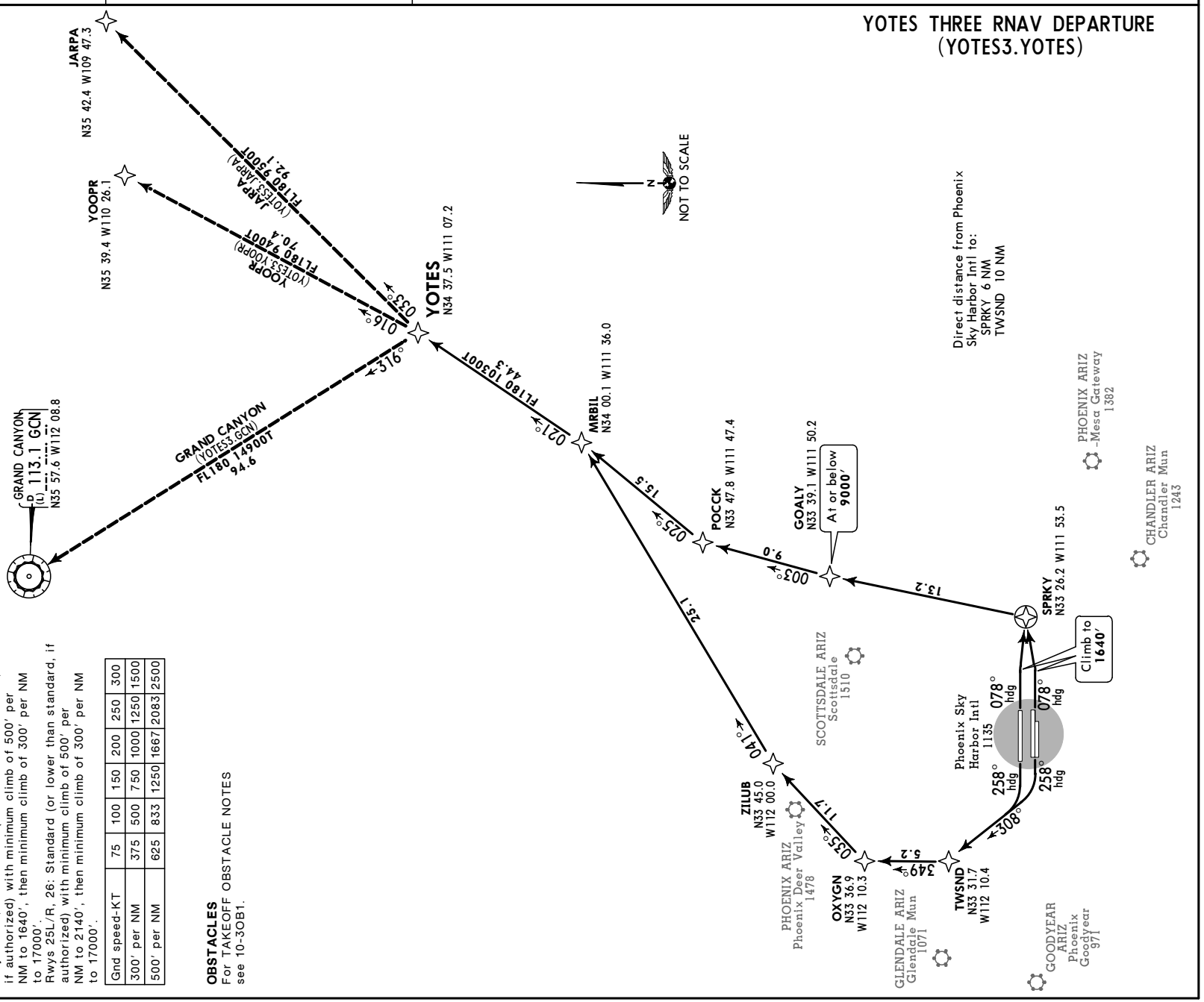
ROUTING

From MRBIL on track 021° to YOTES, then on transition. MAINTAIN 8000′. EXPECT higher altitude 3 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 300′ per NM to 17000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2140′, then minimum climb of 300′ per NM to 17000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.



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KPHX/PHX JEPPESEN

Apt Elev 1135′ 24 OCT 14 (10-9)
N33 26.1 W112 00.7

PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL

D-ATIS	ACARS: D-ATIS TWIP PDC	PHOENIX Clearance	Ground North	Ground South	Tower Rwys 7L/R, 25L/R	Tower Rwy 8/26	UNICOM
127.57		118.1	119.75	132.55	120.9	118.7	122.85

VOT 109.0

PHOENIX Departure (R)

319°-057° 7500′ & above	319°-057° below 7500′	139°-191° below 8500′ 119°-138° below 7500′	119°-138° 7500′-14500′ 192°-263° 7500′-12500′	058°-118° below 10500′	119°-138° above 14500′ 192°-263° above 12500′	058°-118° 10500′ & above 139°-191° 8500′ & above	340°-079° above 5500′
119.2	120.7	123.7	124.1	124.9	126.8		128.65

33-27 112-02 112-01 112-00

LEGEND
- (K) Taxi Hold Point
- (3) Taxi Hold Spot
- [P] Transition Spot Purple
- [B] Transition Spot Blue
- [G] Transition Spot Green
- HS Runway Incursion Hot Spot

12°E

WARNING: Low sun angles during early morning and early evening may make it difficult to see the runway clearly. Some pilots have landed on the wrong runway during these time periods.

Simultaneous operations prohibited of aircraft with wingspans of 171′(52m) and greater on Twys B and C east of Twy S.

NOTE: Twy R and portions of Twys S and T directly below the ATCT are non-visible areas from the ATCT. Phoenix ATCT unable to provide air traffic control services to aircraft while on Twy R, and portions of Twys S and T.

NW RAMP
FIRE STATION
Elev 1135′
1225′
1198′
8 078°
26 258°
11,489′ 3502m
Elev 1111′
BLAST FENCE
Holding Pen
Holding Bay
CONTROL TOWER 1428′±
Customs
ATC NON-VISIBILITY AREA
TERMINAL 4
Bridge Over Twy R
Twy D between Twy D8 and Twy D9 restricted to aircraft wingspan of 135′(41m) or less.
WEST CARGO
EAST CARGO
TERMINAL 2
TERMINAL 3
ARP
FIRE STATION
33-26
7L 078°
Elev 1110′
10,300′ 3139m
25R 258°
Elev 1134′
7R 078°
Elev 1111′
7800′ 2377m
Elev 1126′
25L 258°
1190′
AANG APRON
West FBO
East FBO
SWIFT FBO
SOUTH AIR CARGO
CUTTER AVIATION
BLAST FENCE 1255′
1245′

HS1 Rwy 7L and 7R departures sometimes misidentify Twy F for Rwy 7L or Rwy 7R.

HS2 Pilots sometimes cross Runways 7L/25R at Taxiways F8, F9, or F10, without authorization.

HS3 Aircraft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross 25L at Twy H3.

Twy R overhead train bridge at midpoint provides 82′ 4″ (25m) tail and up to 160′ (48m) wingtip clearance from taxiway centerline.

CAUTION: Twy F4 to E4, there is no guide line after crossing Rwy 7L/25R.

CAUTION: When landing 25L, Twy H3 leadoff lights may appear to indicate that an aircraft is on or near the runway when there isn't one. Numerous go-arounds have been initiated by pilots due to this lighting configuration. Confirm with tower when necessary.

CAUTION: Aircraft exiting/entering Swift FBO Ramp to/from the east: keep nose gear on lead-in line to prevent aircraft penetration into the ILS Critical Area.

CAUTION: There is no aircraft access between the two FBOs after entering the FBO ramps.

WARNING: Air Traffic frequently stages aircraft along Twy F for simultaneous runway crossings.

Always be alert when issued a crossing clearance, especially if crossing Rwy 7L/25R with a departure in position and hold. Maintain frequency awareness and listen to ALL transmissions. READ BACK ALL HOLD SHORT INSTRUCTIONS AND CROSSING CLEARANCES.

Feet 0 500 1000 1500 2000 2500
Meters 0 200 400 600 800

112-02 112-01 112-00

CHANGES: None.

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GENERAL

ASDE-X Surveillance system in use.
Pilots should operate transponders with Mode C on all twys and rwys.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.
All jet aircraft departing to the east should fly 4 DME before making initial turns for noise abatement.
Runway Status Lights in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7L	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR		9253′ *2820m*		150′ *46m*
25R	HIRL PAPI-L (angle 3.0°) grooved				
7R	HIRL MALSR PAPI-L (angle 3.0°) grooved		6743′ *2055m*		150′ *46m*
25L			6840′ *2085m*		
8	HIRL MALSF PAPI-L (angle 3.0°) grooved	10,591′ *3228m*	9572′ *2918m*		150′ *46m*
26	HIRL REIL PAPI-L (angle 3.0°) grooved		10,409′ *3173m*		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7L, 7R, 8, 25L, 25R		Rwy 26		
	Adequate Vis Ref	STD	With Mim climb of 326′/NM to 1900′ Adequate Vis Ref	With Mim climb of 326′/NM to 1900′ STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	600-2¾
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwys 7L, 7R, 8; Climb on 078° heading to 3000′, then climbing right turn direct PXR VOR.
Rwys 25L, 25R; Climb on 258° heading to 1900′ then climbing right turn to join the PXR VOR R-260 (V16) westbound, climb to 5000′.
Rwy 26; Climb on 258° heading to 1550′, then join the PXR VOR R-260 (V16) westbound, climb to 5000′.
Westbound departures continue climb on PXR VOR R-260.
All others, climbing right turn direct PXR VOR.

FOR FILING AS ALTERNATE

	ILS Rwy 7R	ILS Rwy 25L	ILS Rwy 7L	LOC Rwy 7R LOC Rwy 25L RNAV (RNP) Z Rwy 7L RNAV (RNP) Z Rwy 7R RNAV (RNP) Z Rwy 8 RNAV (RNP) Z Rwy 25L RNAV (RNP) Z Rwy 25R RNAV (RNP) Z Rwy 26	LOC Rwy 7L RNAV (GPS) Y Rwy 7L RNAV (GPS) Y Rwy 7R RNAV (GPS) Y Rwy 25L RNAV (GPS) Y Rwy 25R RNAV (GPS) Y Rwy 26	ILS Rwy 8 LOC Rwy 8 RNAV (GPS) Y Rwy 8	ILS Rwy 26	LOC Rwy 26
A	600-2	700-2	700-2	800-2	800-2	800-2	700-2	800-2
B								
C						800-2¼	800-2¼	800-2¼
D		800-2	800-2½		800-2½	800-2½	1100-3	1100-3

AMEND 6

CHANGES: Runway status lights note added.

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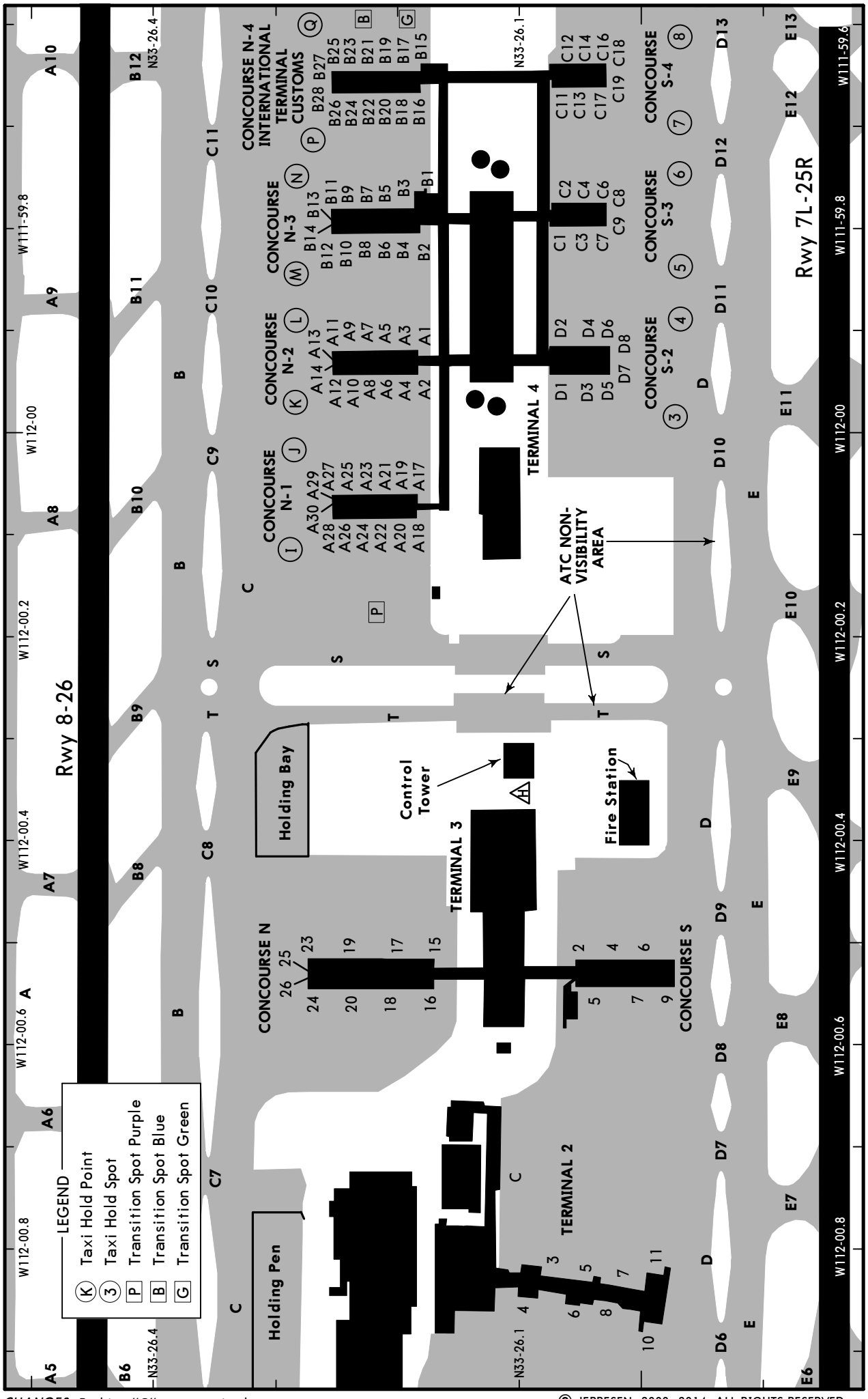
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KPHX/PHX

JEPPESEN
24 OCT 14 (10-9B)

PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL



CHANGES: Parking "C" gates revised.

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PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES
TERMINAL 2	
3, 4	N33 26.1 W112 00.8
5	N33 26.0 W112 00.8
6	N33 26.1 W112 00.9
7	N33 26.0 W112 00.8
8	N33 26.0 W112 00.9
10	N33 26.0 W112 00.9
11	N33 26.0 W112 00.8
C	N33 26.1 W112 00.7
TERMINAL 3	
CONCOURSE N	
15 thru 20	N33 26.2 W112 00.5
23 thru 26	N33 26.3 W112 00.5
CONCOURSE S	
2	N33 26.1 W112 00.5
4 thru 7, 9	N33 26.0 W112 00.5
TERMINAL 4	
CONCOURSE N-1	
A17 thru A26	N33 26.2 W112 00.1
A27 thru A30	N33 26.3 W112 00.1
CONCOURSE N-2	
A1 thru A10	N33 26.2 W111 59.9
A11 thru A14	N33 26.3 W111 59.9
CONCOURSE N-3	
B1	N33 26.2 W111 59.7
B2 thru B10	N33 26.2 W111 59.8
B11 thru B14	N33 26.3 W111 59.8

GATE/SPOT NO.	COORDINATES
TERMINAL 4 CONTD	
CONCOURSE N-4	
B15	N33 26.2 W111 59.6
B16	N33 26.2 W111 59.7
B17	N33 26.2 W111 59.6
B18	N33 26.2 W111 59.7
B19	N33 26.2 W111 59.6
B20	N33 26.2 W111 59.7
B21	N33 26.2 W111 59.6
B22	N33 26.2 W111 59.7
B23	N33 26.2 W111 59.6
B24	N33 26.2 W111 59.7
B25	N33 26.3 W111 59.6
B26	N33 26.3 W111 59.7
B27	N33 26.3 W111 59.6
B28	N33 26.3 W111 59.7
CONCOURSE S-2	
D1, D2	N33 26.1 W111 59.9
D3 thru D8	N33 26.0 W111 59.9
CONCOURSE S-3	
C1 thru C3	N33 26.1 W111 59.8
C4, C6, C7	N33 26.0 W111 59.8
C8, C9	N33 26.0 W111 59.8
CONCOURSE S-4	
C11	N33 26.1 W111 59.7
C12	N33 26.1 W111 59.6
C13	N33 26.1 W111 59.7
C14, C16	N33 26.0 W111 59.6
C17	N33 26.0 W111 59.7
C18	N33 26.0 W111 59.6
C19	N33 26.0 W111 59.7

CHANGES: "C" Gates revised.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 12 SEP 14 (11-1)

PHOENIX, ARIZ ILS or LOC DME Rwy 7L

BRIEFING STRIP ™

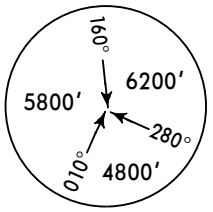
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IPHX	Final Apch Crs	GS ZINGA	ILS DA(H)	Apt Elev 1135′
111.5	078°	2600′ (1484′)	1326′ (210′)	TDZE 1116′

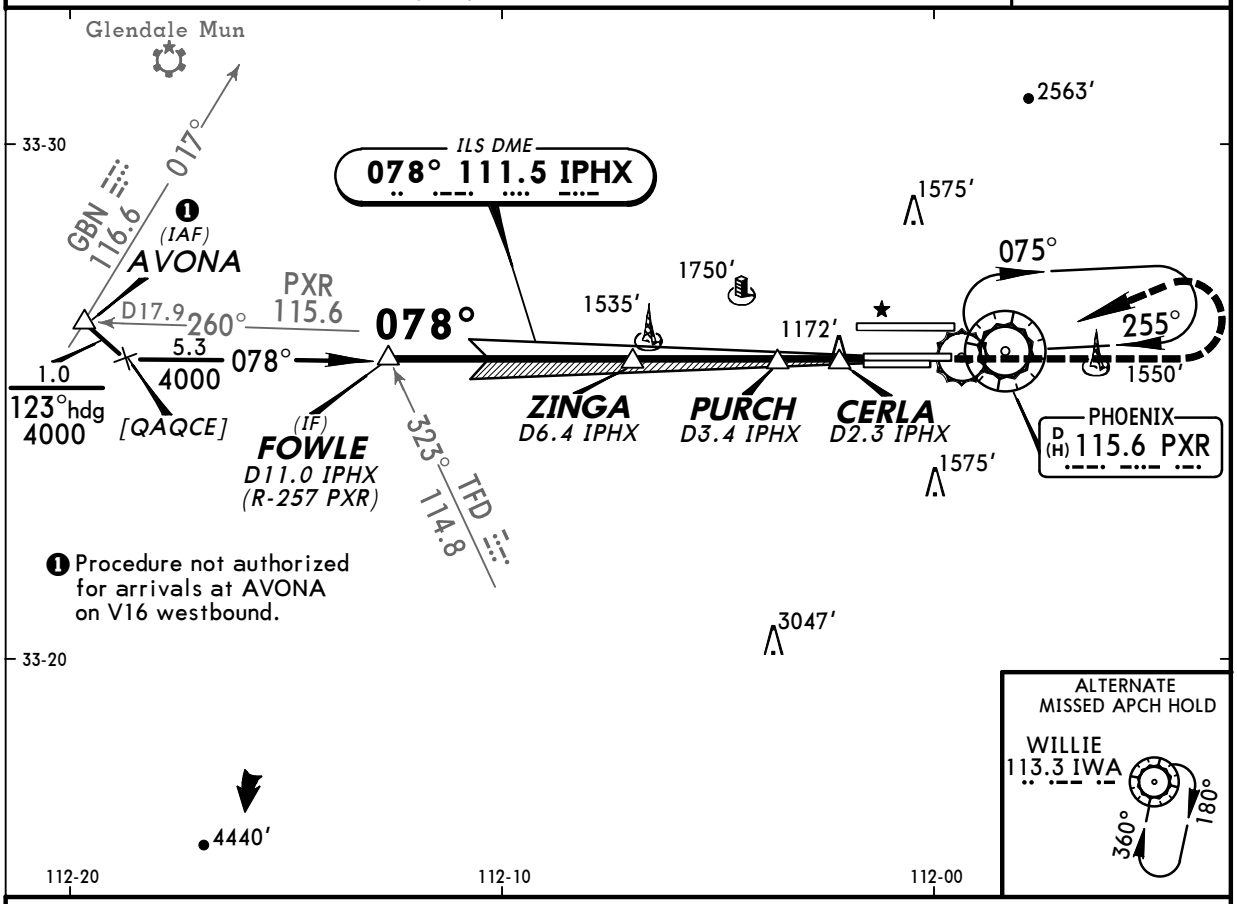
MISSED APCH: Climb to 5000′, then LEFT turn direct PXR VOR and hold, or as directed by ATC.

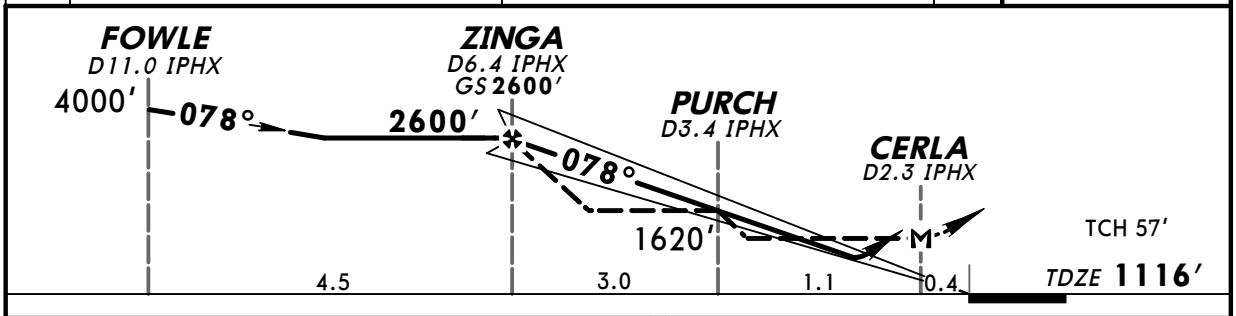
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident.



MSA PXR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at CERLA							

MALSR PAPI | 5000′ | LT | D | PXR 115.6

TERPS STRAIGHT-IN LANDING RWY 7L

	ILS DA(H) 1326′ (210′) FULL	ILS DA(H) 1326′ (210′) RAIL out	ILS DA(H) 1326′ (210′) ALS out	LOC (GS out) MDA(H) 1460′ (344′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 30 or 5/8		
D						

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 11A 18 SEP 2014

CHANGES: TDZE, minimums, amendment number.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 12 SEP 14 (11-2)

PHOENIX, ARIZ
ILS or LOC Rwy 7R

BRIEFING STRIP™

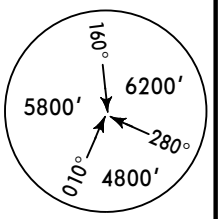
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwys 7L/R, 25L/R	Rwy 8/26	North	South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IAHA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1135′
110.75	078°	TOTIE 3000′ (1884′)	1369′ (253′)	TDZE 1116′

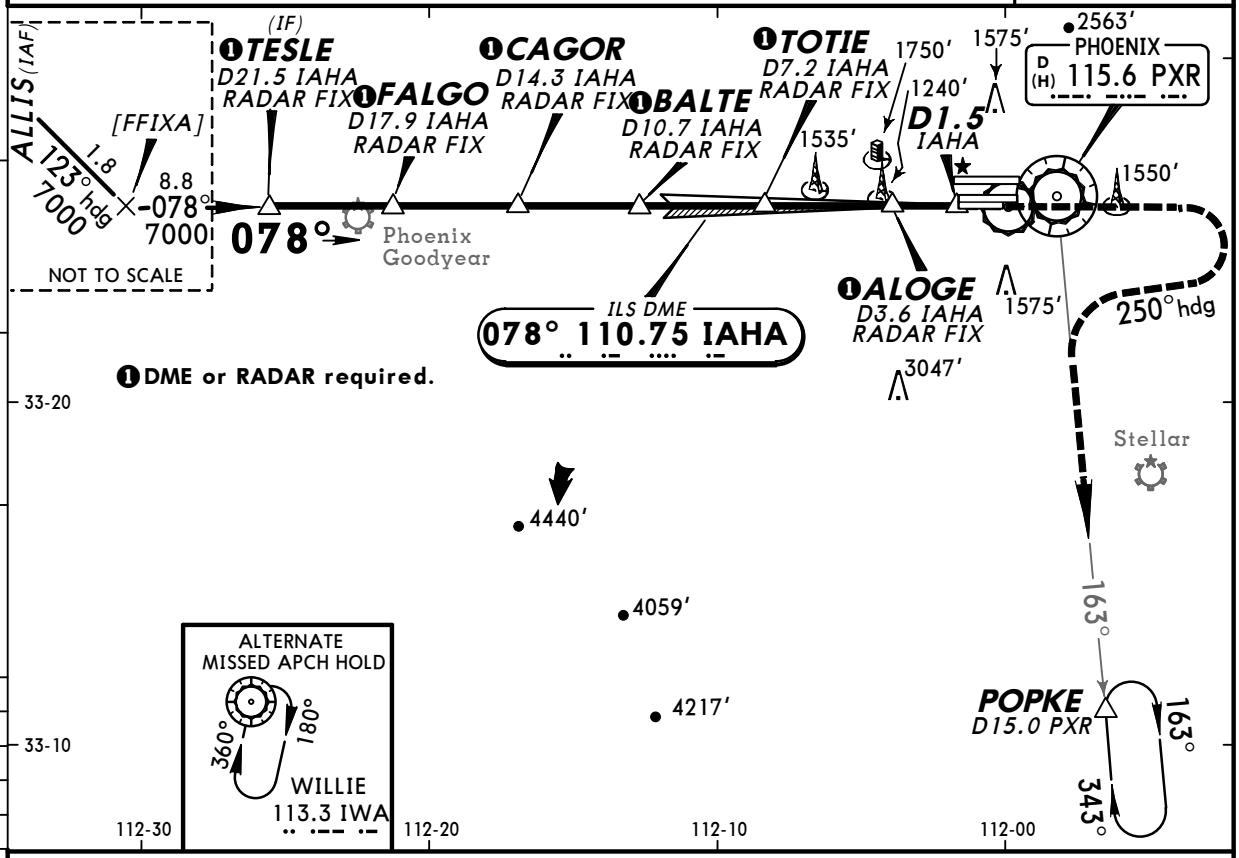
MISSED APCH: Climb to 3300′ then climbing RIGHT turn to 5000′ on heading 250° and outbound on PXR VOR R-163 to POPKE/D15.0 PXR and hold, or as directed by ATC.

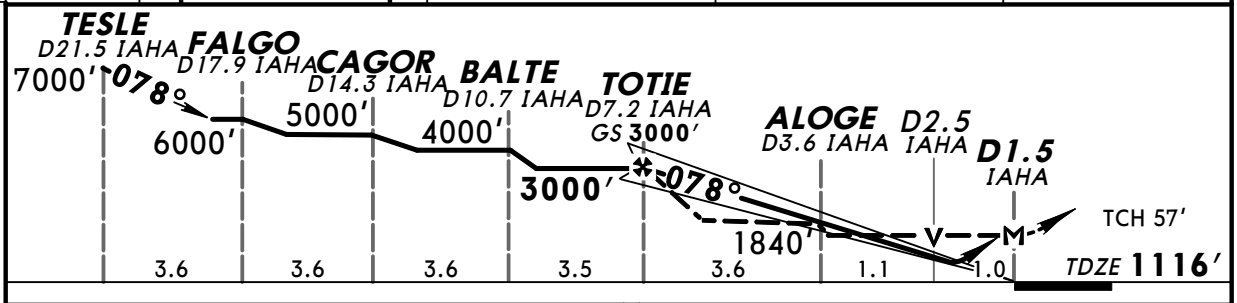
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with ILS or LOC Rwy 8. 3. Visibility reduction by helicopters not authorized. 4. Use IAHA DME when on the localizer course. 5. VGSI and ILS glidepath not coincident.



MSA PXR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IAHA or TOTIE to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR
PAPI

3300′

5000′ RT

250° hdg on

PXR and 115.6 R-163

TERPS STRAIGHT-IN LANDING RWY 7R

	ILS		1 LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 1369′ (253′)		MDA(H) 1520′ (404′)			
	FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A	3/4		3/4	1	90	1740′ (605′)-1
B					120	
C			3/4	1	140	1740′ (605′)-1 3/4
D				1 1/8	165	1920′ (785′)-2 1/2

1 Procedure not authorized during simultaneous operations.

TERPS AMEND 2B 18 SEP 2014

CHANGES: TDZE, PAPI-L, minimums, amendment number.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (11-3)

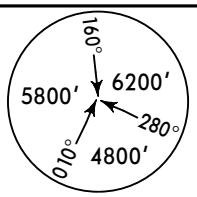
PHOENIX, ARIZ
ILS or LOC Rwy 8

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

LOC	Final	GS	ILS	
ISYQ	Apch Crs	WAZUP	DA(H)	Apt Elev 1135′
111.75	078°	3000′ (1882′)	1368′ (250′)	TDZE 1118′

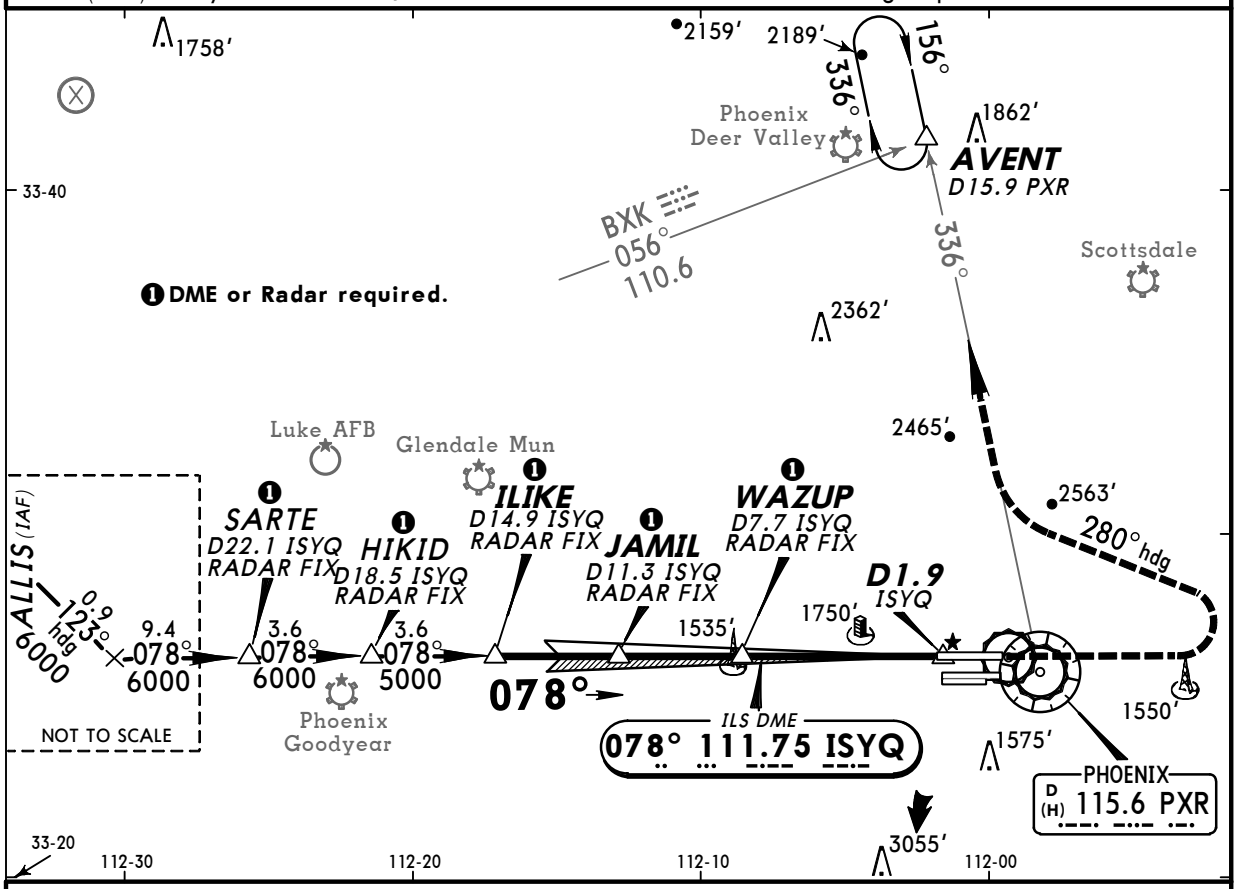
MISSED APCH: Climb to 3000′, then climbing LEFT turn to 5000′ via heading 280° and outbound on PXR VOR R-336 to AVENT INT/ D15.9 PXR and hold.

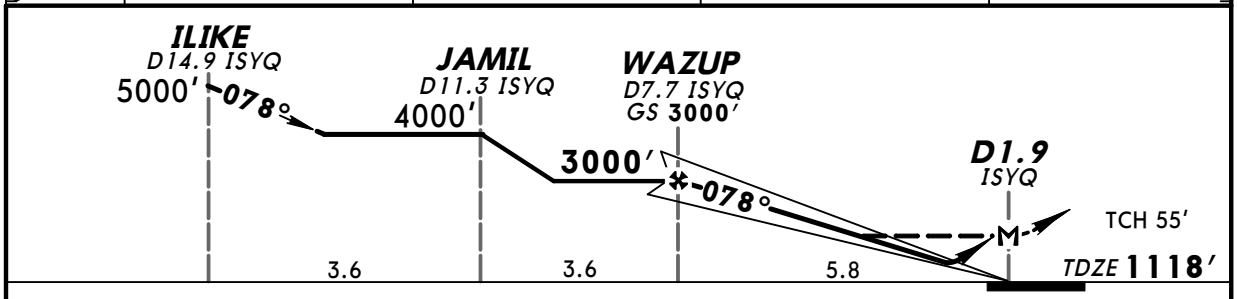


MSA PXR VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with Rwy 7R and RNAV (RNP) Z Rwy 7L, RNAV (GPS) Y Rwy 7L. 3. Use ISYQ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.9 ISYQ or WAZUP to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSF
PAPI

3000′

5000′ LT

280° hdg via

PXR and 115.6 R-336

STRAIGHT-IN LANDING RWY 8

	ILS DA(H) 1368′ (250′)		LOC (GS out) MDA(H) 1860′ (742′)	
	FULL	ALS out		ALS out
A	1		1	
B			1¼	
C			2¼	
D			2½	

CIRCLE-TO-LAND

	Max Kts.	MDA(H)
A	90	1860′ (725′) - 1
B	120	1860′ (725′) - 1¼
C	140	1860′ (725′) - 2¼
D	165	1920′ (785′) - 2½

TERPS AMEND 0D 3 MAY 2012

CHANGES: PAPI moved to left side of runway.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (11-4)

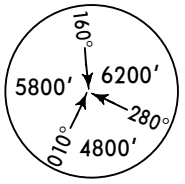
PHOENIX, ARIZ ILS or LOC Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IRJG	Final Apch Crs	GS SCADE	ILS DA(H)	Apt Elev / TDZE
110.75	258°	3000′ (1874′)	1326′ (200′)	Apt Elev 1135′ / TDZE 1126′

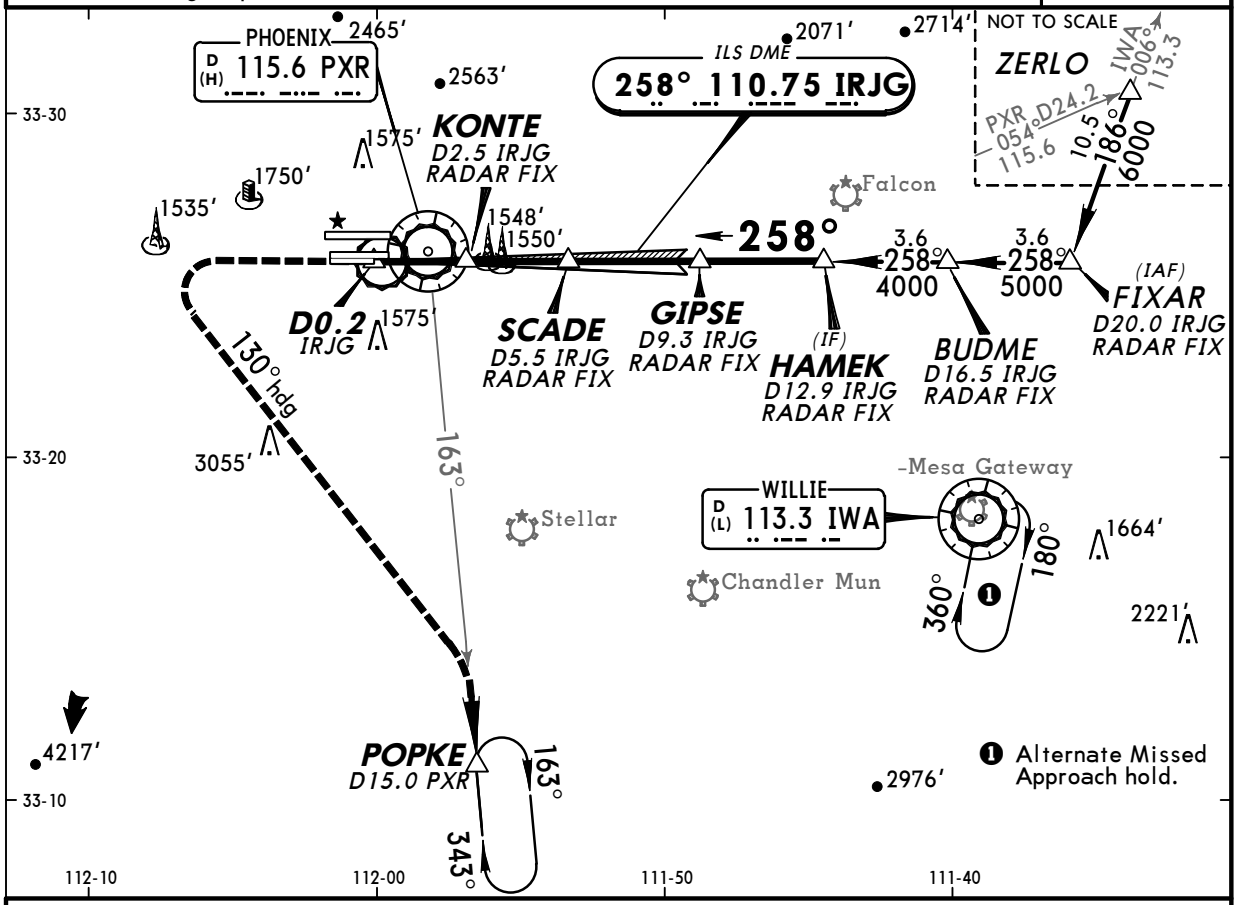
MISSED APCH: Climb to 3000′ then climbing LEFT turn to 5000′ on heading 130° and outbound on PXR VOR R-163 to POPKE/D15.0 PXR and hold, or as directed by ATC.

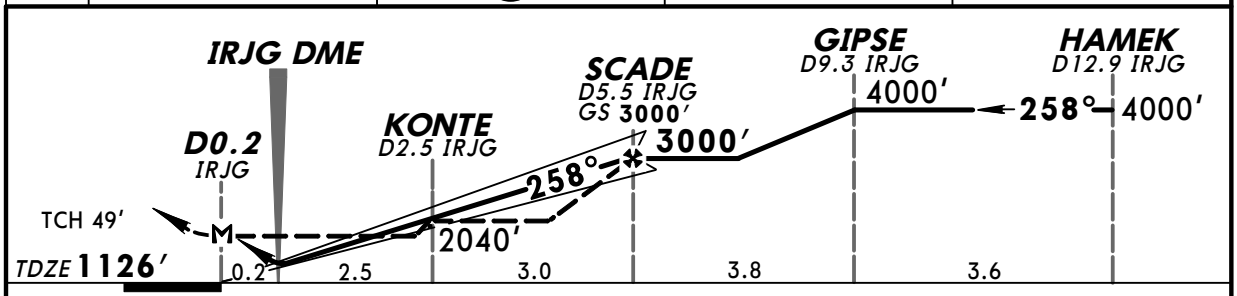


MSA PXR VOR

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

1. DME or Radar required. 2. Autopilot coupled approach not authorized below 1925′.
3. Use IRJG DME when on Localizer course. 4. Simultaneous apch authorized with Rwy 26.
5. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IRJG or SCADE to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR
PAPI
3000′
5000′ LT
130° hdg
PXR and 115.6
R-163

STRAIGHT-IN LANDING RWY 25L

ILS DA(H) 1326′ (200′)

	FULL	RAIL or ALS out
A	1/2	3/4
B		
C		
D		

LOC (GS out) MDA(H) 1520′ (394′)

	RAIL out	ALS out
A	1/2	3/4	1
B			
C			
D	3/4	1 1/4	

CIRCLE-TO-LAND

	Max Kts.	MDA(H)
A	90	1740′ (605′) - 1
B	120	
C	140	1740′ (605′) - 1 3/4
D	165	1920′ (785′) - 2

TERPS AMEND 1G 27 JUN 2013

CHANGES: PAPI moved to left side.

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JEPPESEN
JeppView 3.6.2.0

KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 23 MAY 14 (11-5) EFF 29 MAY

PHOENIX, ARIZ ILS or LOC Rwy 26

BRIEFING STRIP ™

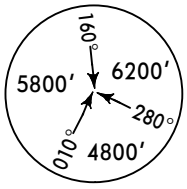
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

LOC ICWJ	Final Apch Crs	GS PRUNN	ILS DA(H)	Apt Elev 1135′
111.75	258°	3000′ (1865′)	1386′ (251′)	TDZE 1135′

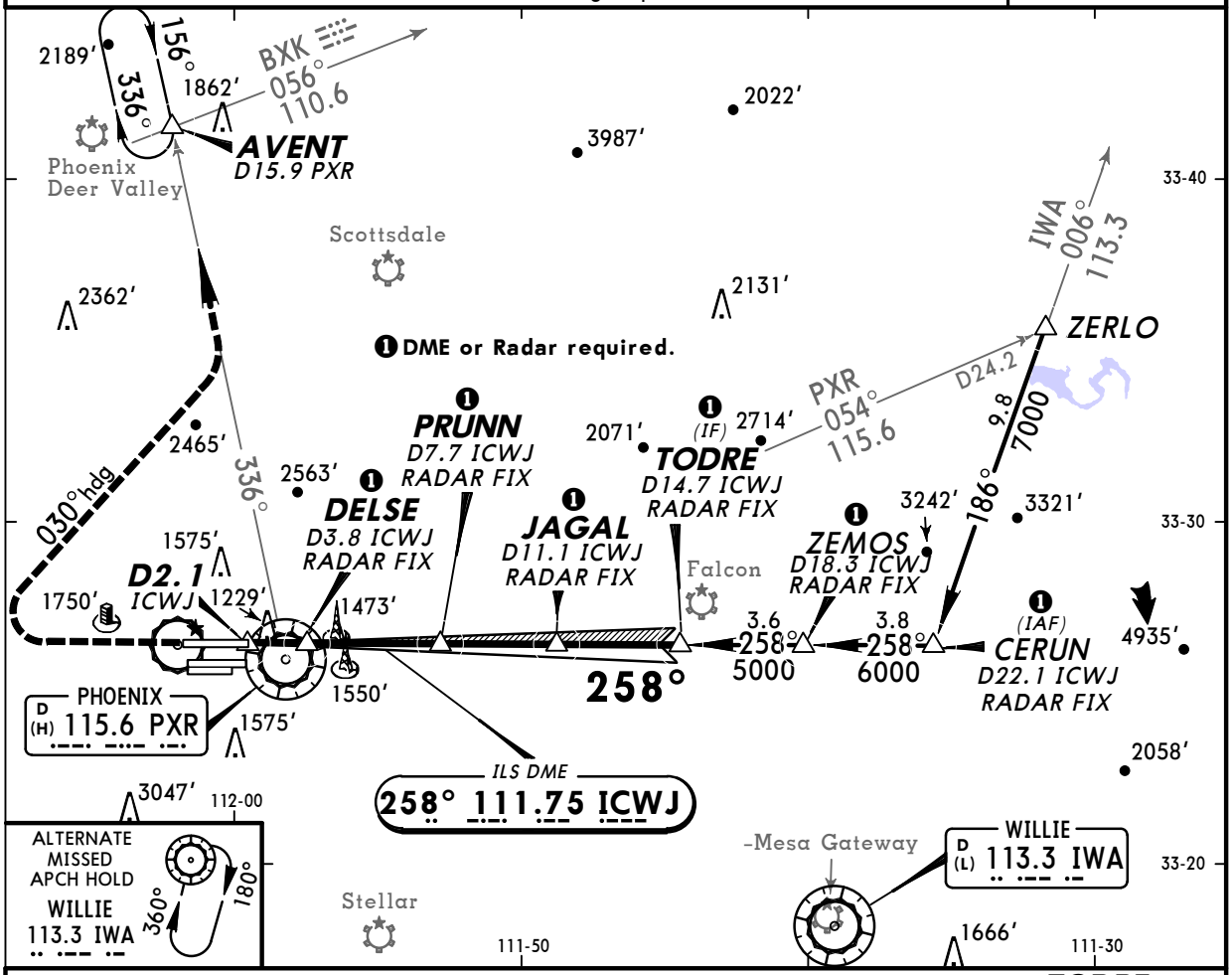
MISSED APCH: Climb to 2500′ then climbing RIGHT turn to 5000′ on hdg 030° and PXR VOR R-336 to AVENT/PXR D15.9 and hold, or as directed by ATC.

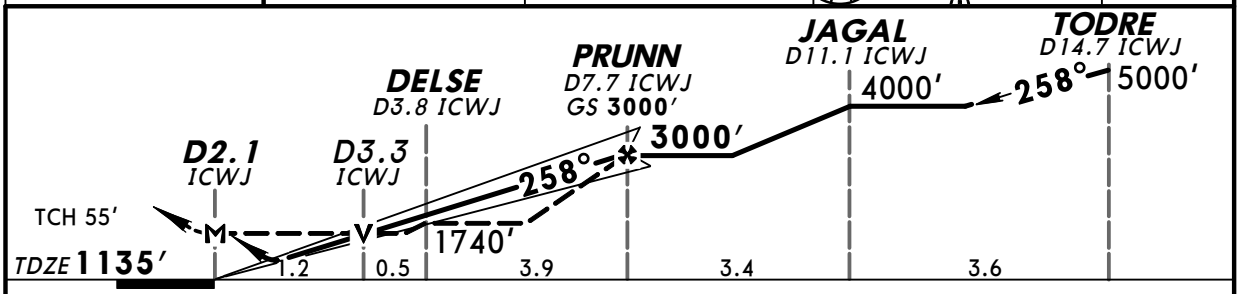
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with Rwy 25L/R.
3. Use ICWJ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.



MSA PXR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 ICWJ or PRUNN to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

2500′ ↑

5000′ RT via 030° hdg and PXR 115.6 R-336

STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 1386′ (251′)	LOC (GS out) MDA(H) 1580′ (445′)
A	3/4	1
B		
C		1¼
D		1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (605′)-1
120	
140	1920′ (785′)-2¼
165	2220′ (1085′)-3

TERPS AMEND 0F 29 MAY 2014

CHANGES: Procedure.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-1)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 7L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

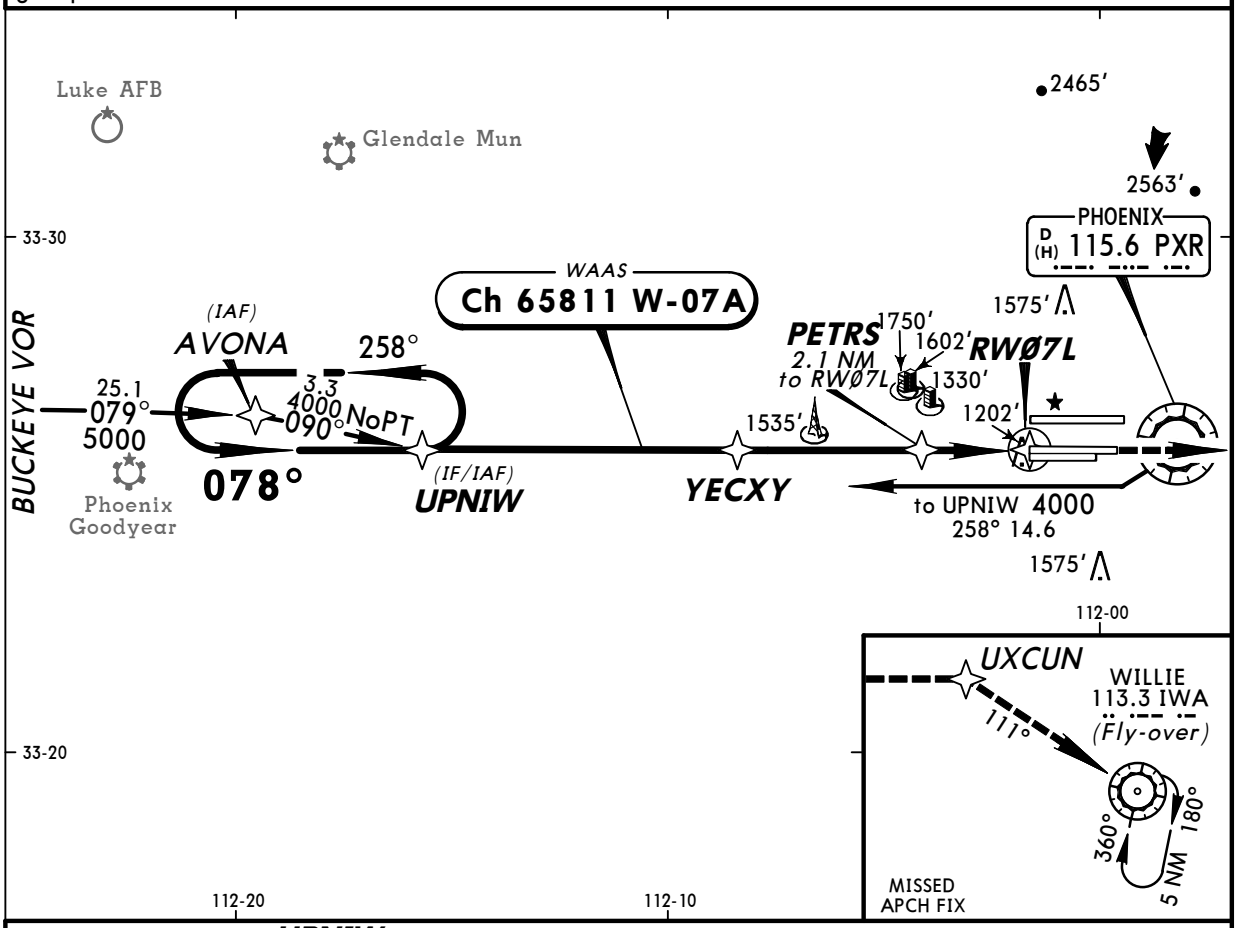
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 65811 W-07A	078°	YECXY 3000′ (1884′)	1389′ (273′)	Apt Elev 1135′ / TDZE 1116′

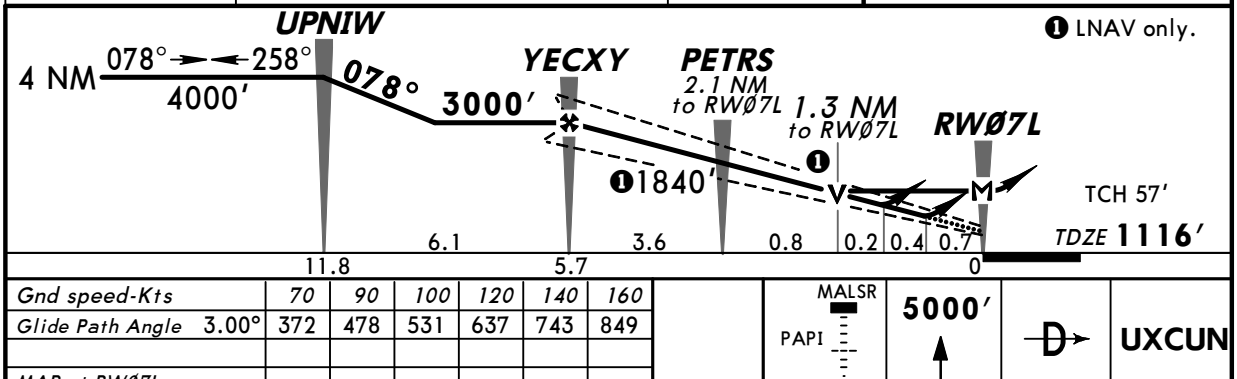
6100′ MSA RWØ7L

MISSED APCH: Climb to 5000′ direct UXCUN and via 111° track to IWA VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 8. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7L						

MALSR PAPI 5000′ UXCUN

STRAIGHT-IN LANDING RWY 7L

	LPV DA(H) 1389′ (273′) RAIL or ALS out	LNAV/VNAV DA(H) 1519′ (403′) RAIL or ALS out	LNAV MDA(H) 1580′ (464′) RAIL out	LNAV MDA(H) 1580′ (464′) ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1 1/4	
D					RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1 3/4
165	1920′ (785′)-2 1/2

TERPS AMEND 1A 8 MAR 2012

CHANGES: Obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-2)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 7R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

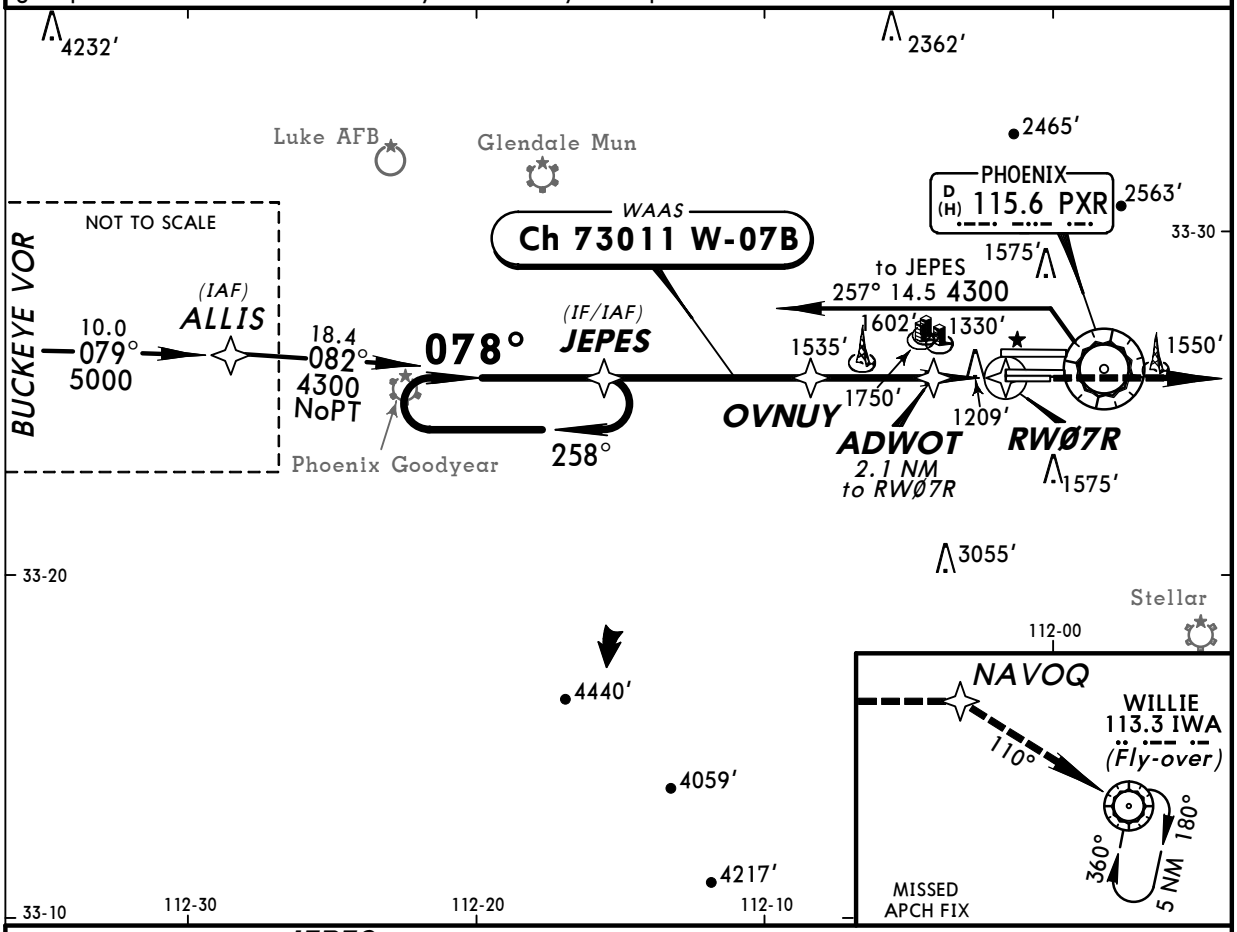
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 73011 W-07B	078°	OVNUY 3000′ (1884′)	1390′ (274′)	Apt Elev 1135′ / TDZE 1116′

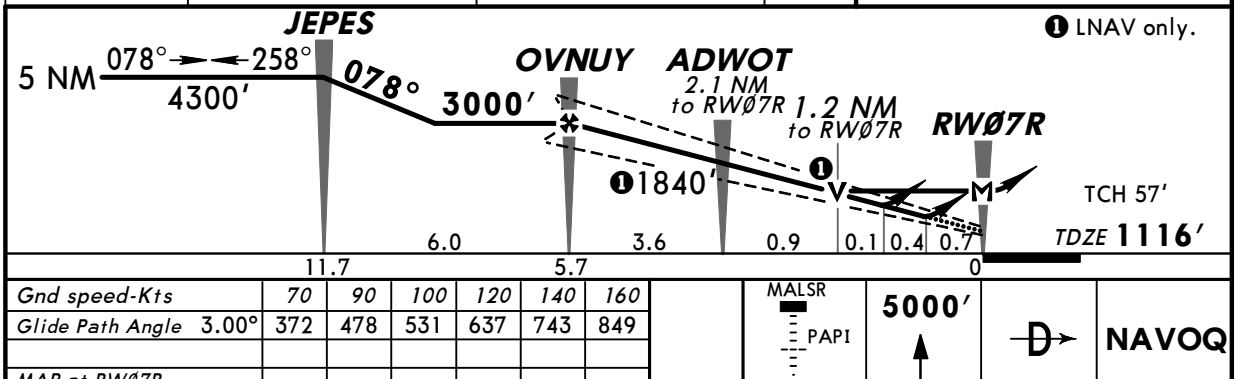
6100′ MSA RWØ7R

MISSED APCH: Climb to 5000′ direct NAVOQ and via 110° track to IWA VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 8. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





❶ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7R						

MALSR PAPI 5000′ NAVOQ

STRAIGHT-IN LANDING RWY 7R

	LPV DA(H) 1390′ (274′) RAIL or ALS out	LNAV/VNAV DA(H) 1520′ (404′)		LNAV MDA(H) 1580′ (464′)	
		RAIL or ALS out		RAIL out	ALS out
A	3/4	1	1½	3/4	1
B					
C				3/4	1¼
D				1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 1A 8 MAR 2012

CHANGES: PAPI moved to right side, obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-3)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 8

BRIEFING STRIP™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1135′
Ch 86611 W-08A	078°	OJGIL 3000′ (1882′)	1394′ (276′)	TDZE 1118′

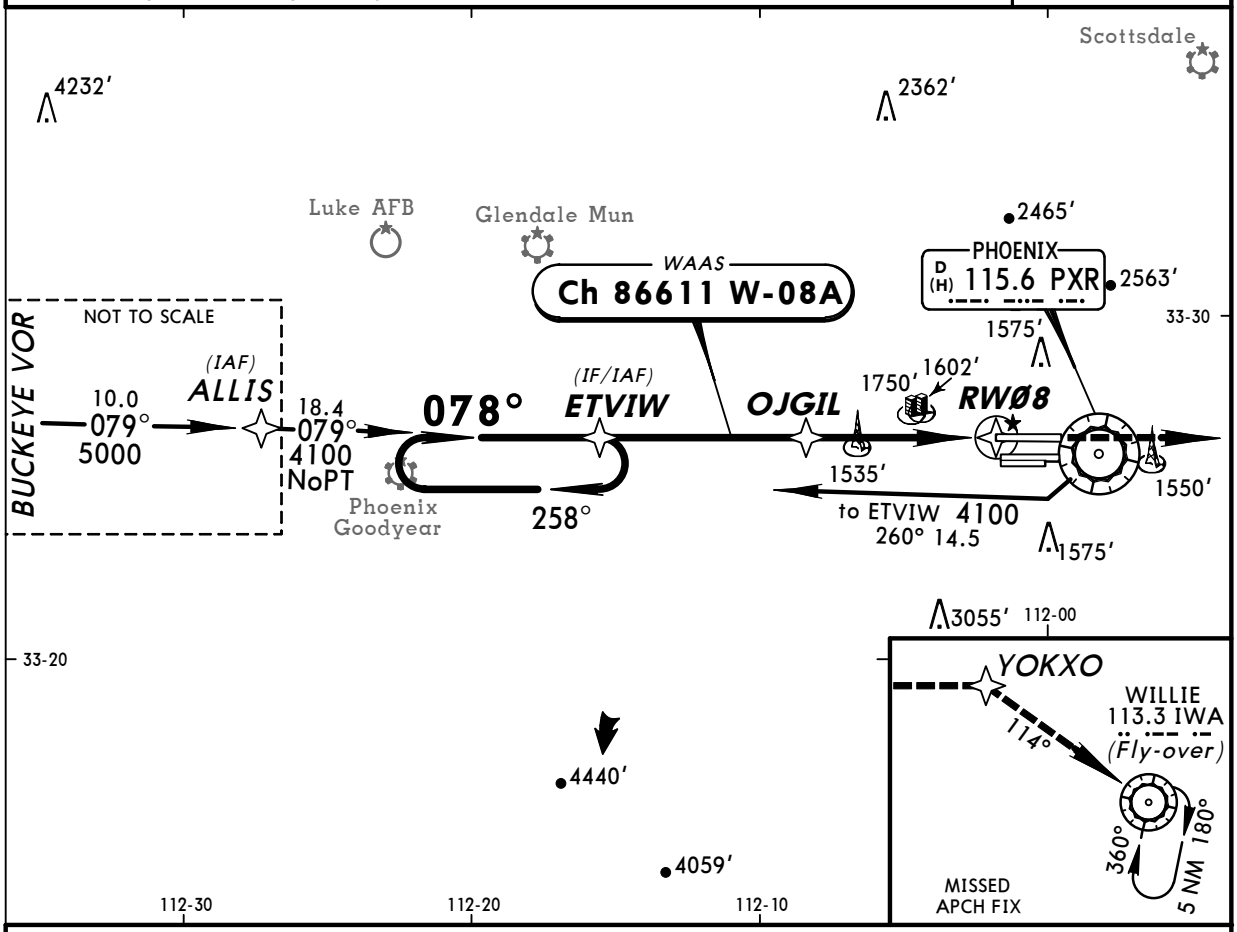
MISSED APCH: Climb to 5000′ direct YOKXO and via 114° track to IWA VOR and hold.

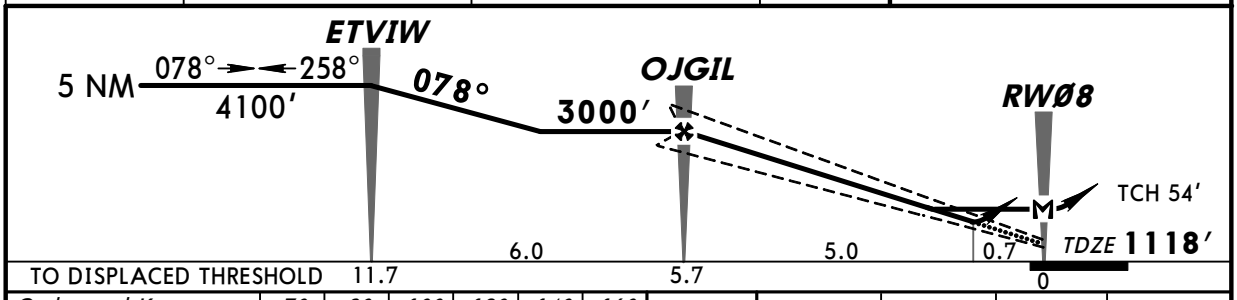
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.
3. Visibility reduction by helicopters not authorized.

6100′

MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSF
PAPI

5000′

D

YOKXO

STRAIGHT-IN LANDING RWY 8

	LPV DA(H) 1394′ (276′) ALS out	LNAV MDA(H) 1860′ (742′) ALS out
A	1	1
B		1¼
C		2¼
D		2½

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1860′ (725′)-1
B	120	1860′ (725′)-1¼
C	140	1860′ (725′)-2¼
D	165	1920′ (785′)-2½

AMEND 1 TERPS

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-4)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

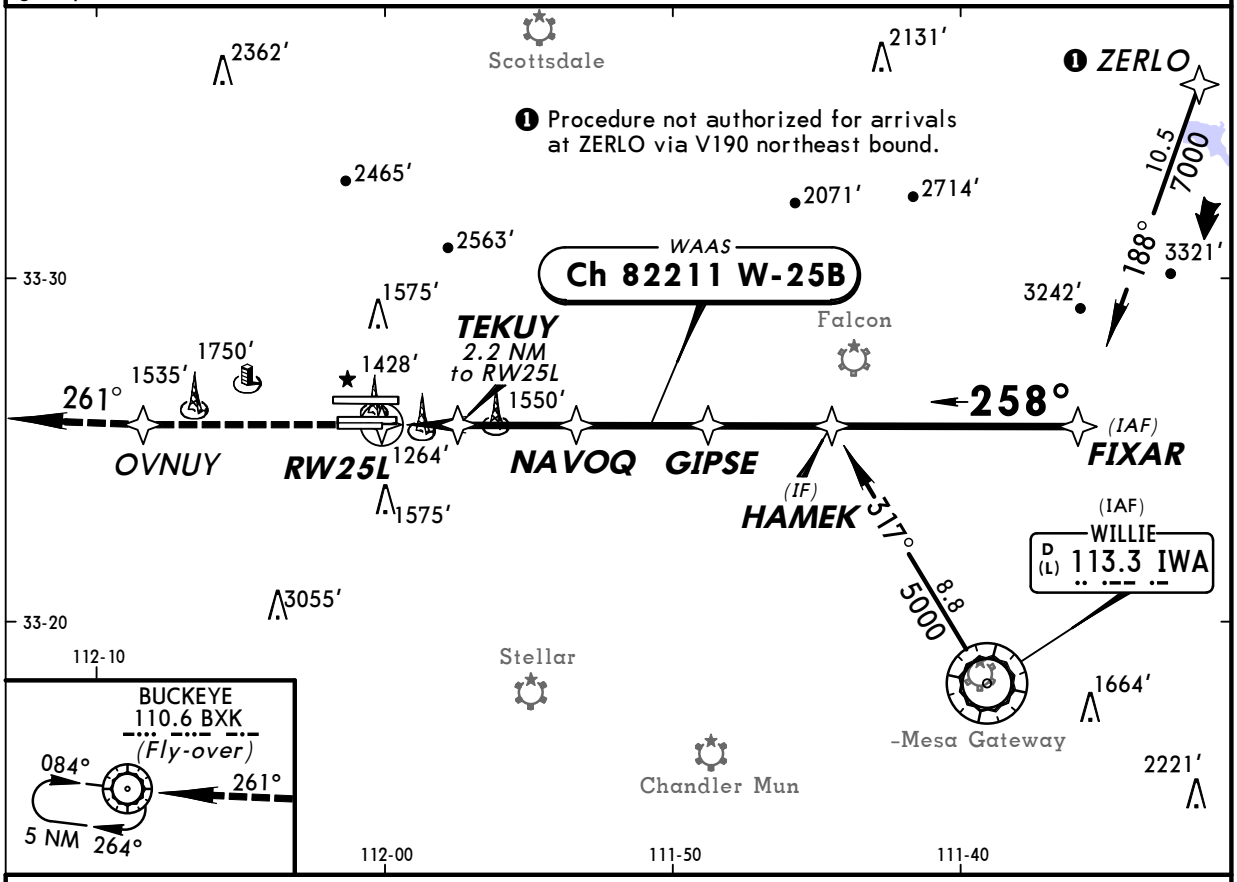
WAAS	Final Apch Crs	Minimum Alt	LPV	
Ch 82211 W-25B	258°	NAVOQ 3000′ (1874′)	DA(H) 1482′ (356′)	Apt Elev 1135′ TDZE 1126′

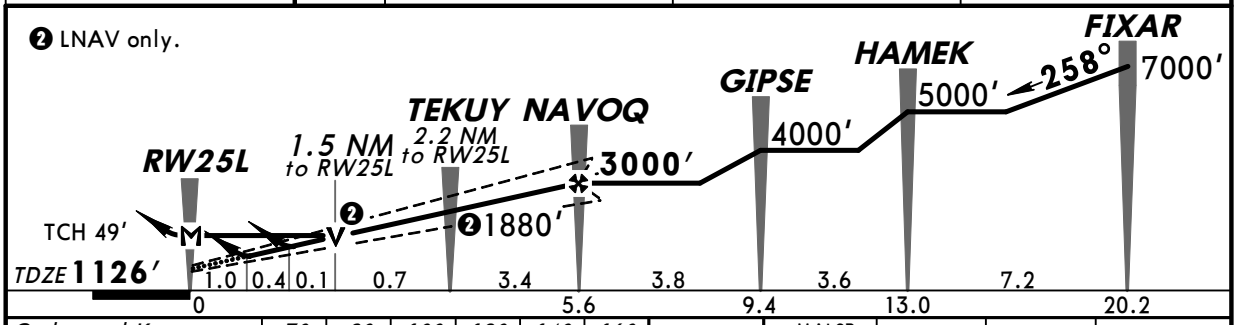
MISSED APCH: Climb to 5000′ direct OVNUY and via 261° track to BXK VOR and hold.

6100′ MSA RW25L

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 26. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25L						

MALSR PAPI 5000′ D OVNUY

STRAIGHT-IN LANDING RWY 25L

	LPV DA(H) 1482′ (356′) RAIL or ALS out	LNAV/VNAV DA(H) 1613′ (487′) RAIL or ALS out	LNAV MDA(H) 1680′ (554′) RAIL out	LNAV MDA(H) 1680′ (554′) ALS out
A	¾	1¼	½	1
B			¾	
C			1	1½
D			1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 1A 8 MAR 2012

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-5)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 25R

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

BRIEFING STRIP™

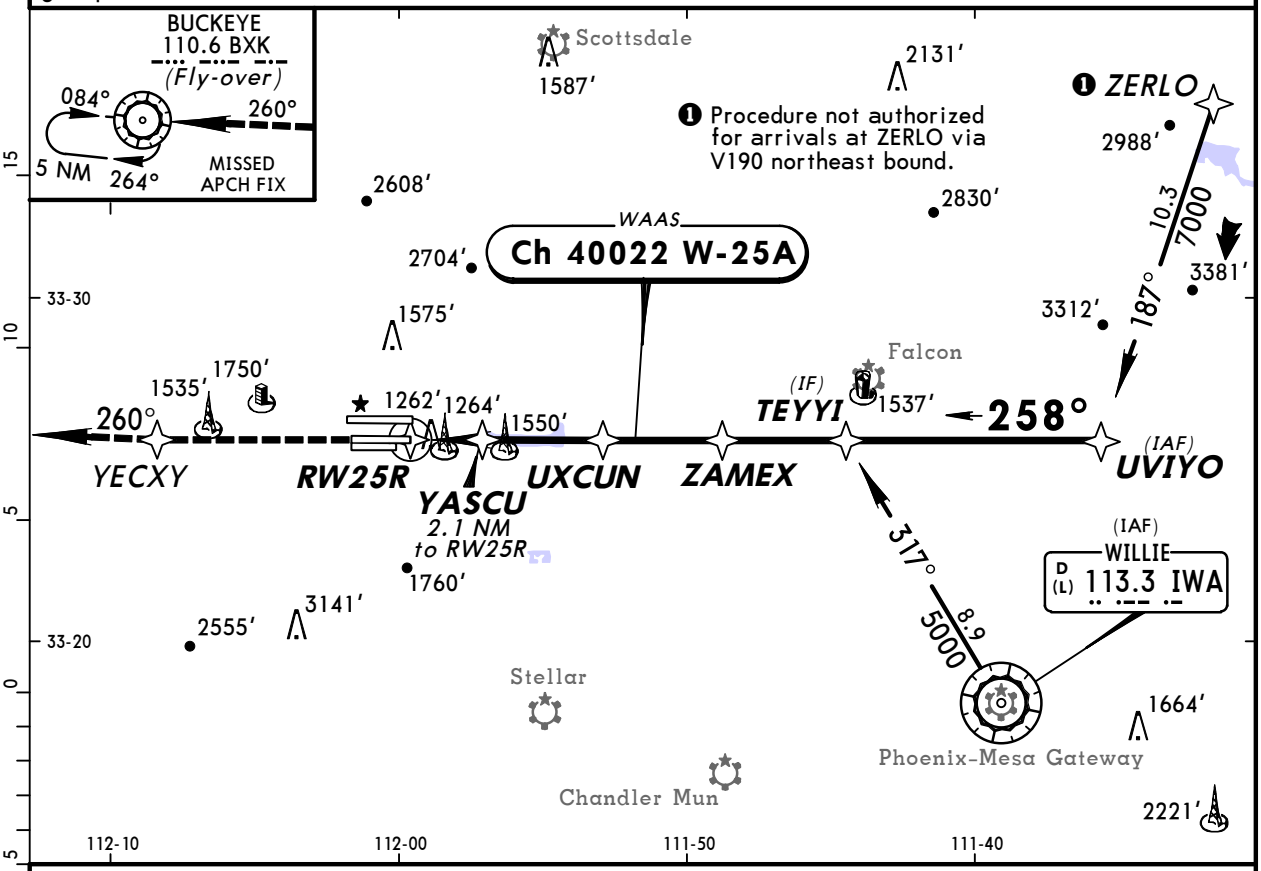
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 40022 W-25A	258°	UXCUN 3000′ (1866′)	1439′ (305′)	Apt Elev 1135′ TDZE 1134′

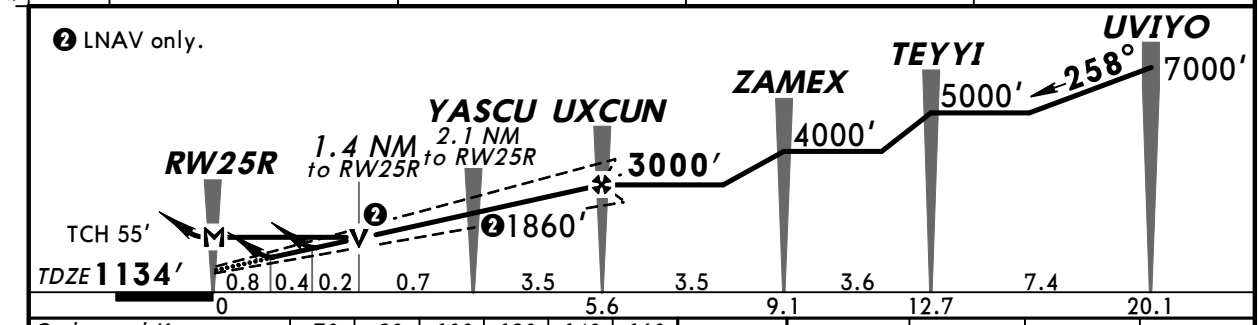
MISSED APCH: Climb to 5000′ direct YECXY and via 260° track to BXK VOR and hold.

6100′
MSA RW25R

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 26. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25R						

PAPI-L 5000′ YECXY

STRAIGHT-IN LANDING RWY25R

	LPV DA(H) 1439′ (305′)	LNAV/VNAV DA(H) 1580′ (446′)	LNAV MDA(H) 1640′ (506′)
A	1	1½	1
B			
C			1½
D			

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 2B 8 MAR 2012

CHANGES: Notes.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-6)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 26

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

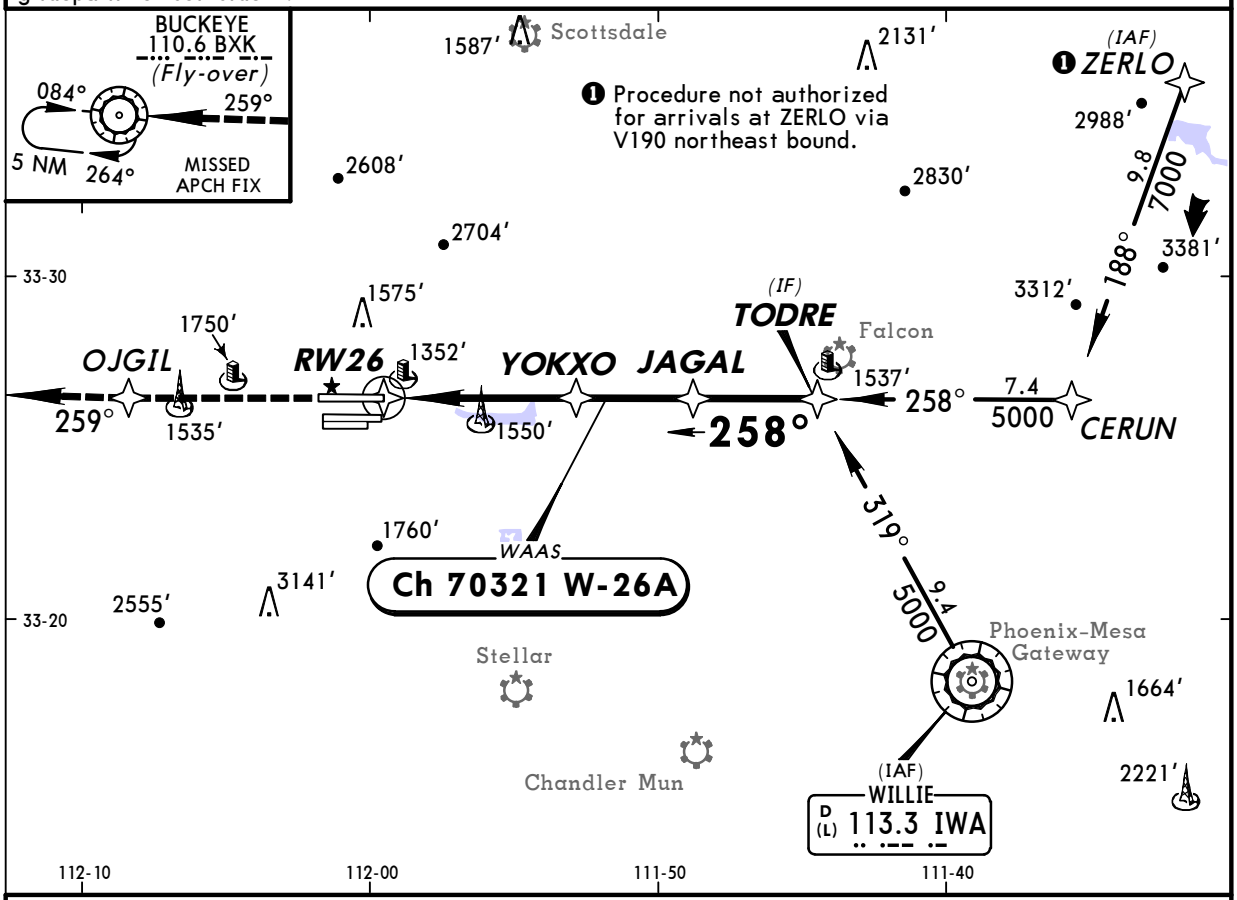
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1135′
Ch 70321 W-26A	258°	YOKXO 3000′ (1865′)	1436′ (301′)	TDZE 1135′

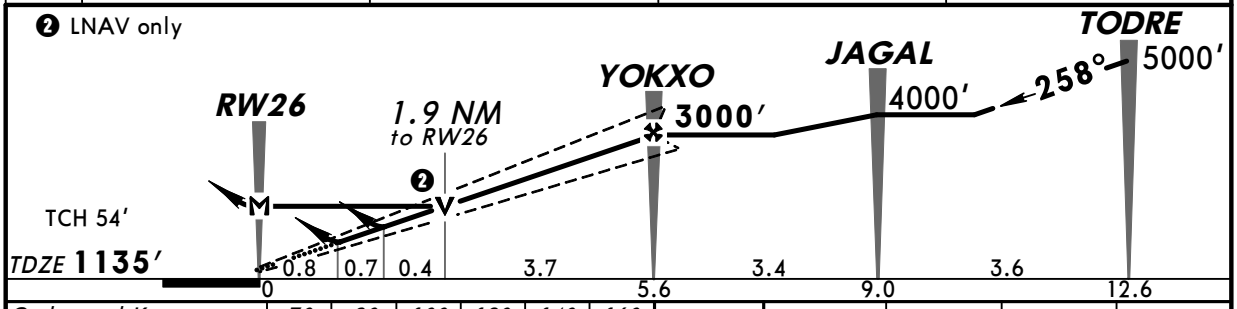
6100′
MSA RW26

MISSED APCH: Climb to 5000′ direct OJGIL and via 259° track to BXK VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 25L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

REIL
PAPI-L

5000′

OJGIL

STRAIGHT-IN LANDING RWY 26

	LPV DA(H) 1436′ (301′)	LNAV/VNAV DA(H) 1659′ (524′)	LNAV MDA(H) 1800′ (665′)
A	1	1¾	1
B			
C			1¾
D			2

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1800′ (665′)-1
120	
140	1800′ (665′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 2A 8 MAR 2012

CHANGES: Notes.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-20)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 7L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

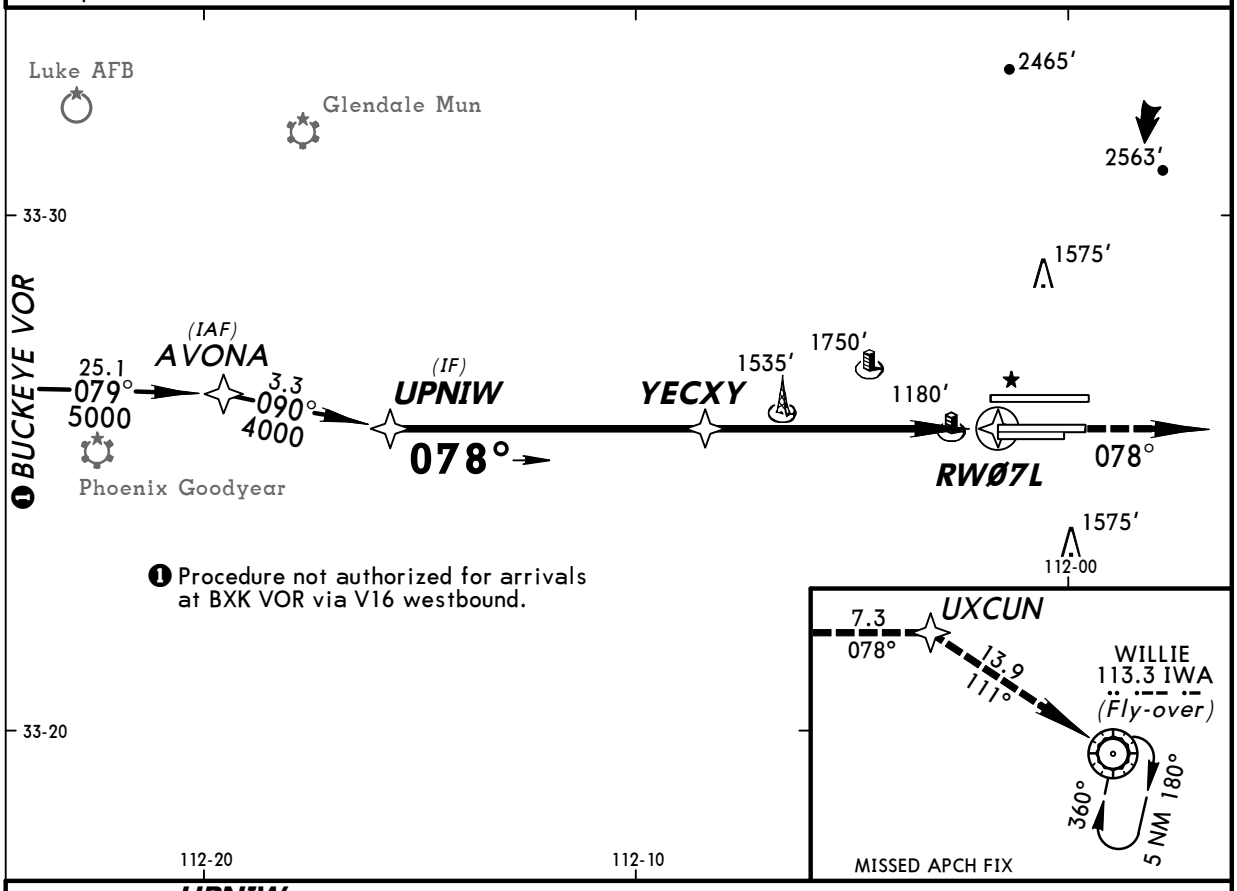
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / TDZE
	078°	YECXY 3000′ (1884′)	1523′ (407′)	Apt Elev 1135′ TDZE 1116′

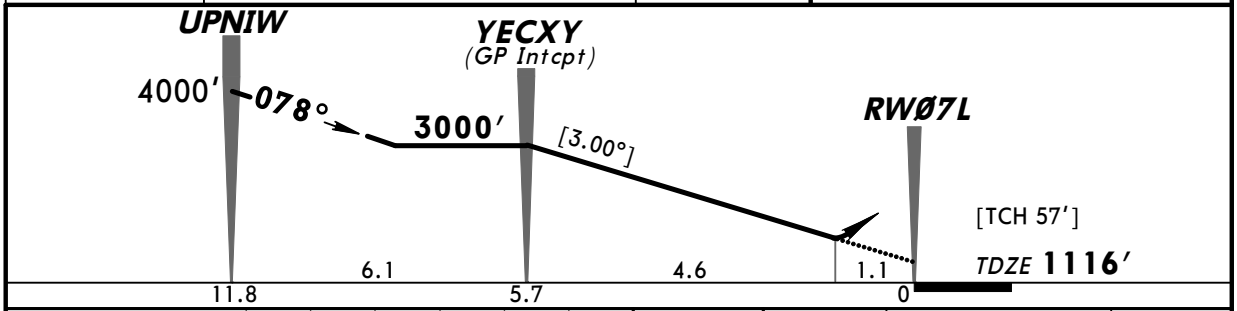
6100′
MSA RWØ7L

MISSED APCH: Climb to 5000′ via 078° track to UXCUN and 111° track to IWA VOR and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 8. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





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

MALSR
PAPI
5000′ via 078° UXCUN

STRAIGHT-IN LANDING RWY7L
RNP 0.30
DA(H) **1523′** (407′)

	RAIL or ALS out
A	
B	
C	RVR 50 or 1 — 1½
D	

TERPS AMEND 0C 8 MAR 2012

CHANGES: Obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-21)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 7R

BRIEFING STRIP™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

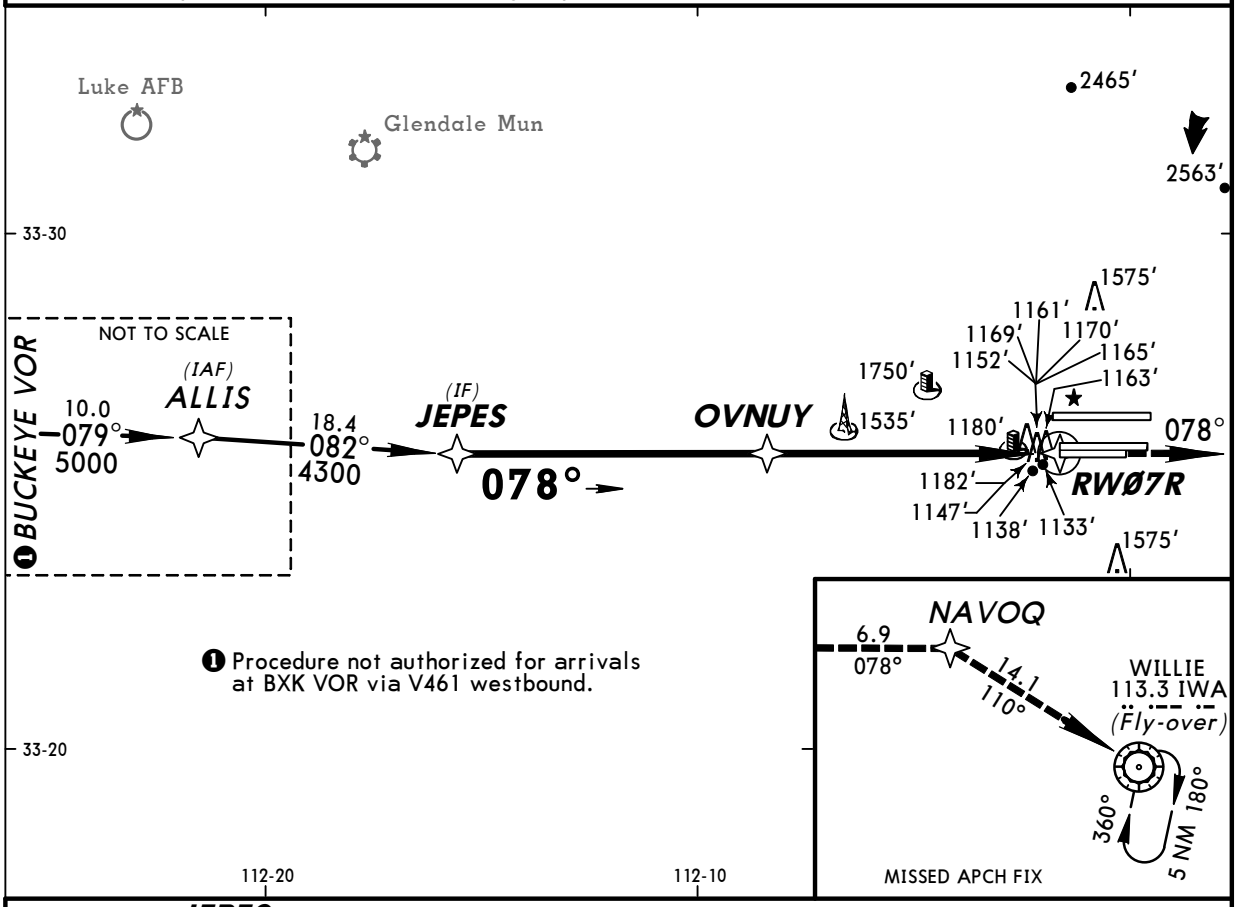
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / TDZE
	078°	OVNUY 3000′ (1884′)	1523′ (407′)	Apt Elev 1135′ TDZE 1116′

6200′
MSA RWØ7R

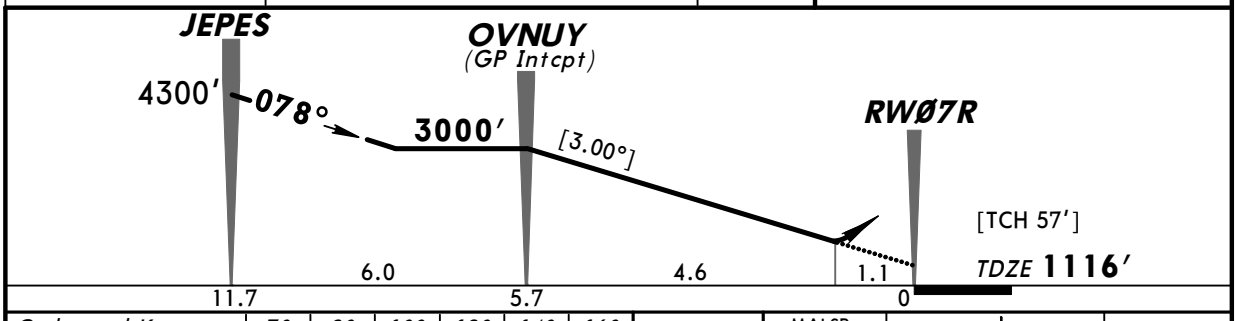
MISSED APCH: Climb to 5000′ via 078° track to NAVOQ and 110° track to IWA VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 8. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



❶ Procedure not authorized for arrivals at BXK VOR via V461 westbound.



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

MALSR
PAPI
5000′ via 078° NAVOQ

STRAIGHT-IN LANDING RWY**7R**
RNP 0.30
DA(H) **1523′** (407′)

	RAIL or ALS out
A	
B	
C	1 1½
D	

TERPS AMEND 0C 8 MAR 2012

CHANGES: PAPI moved to right side, obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-22)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 8

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

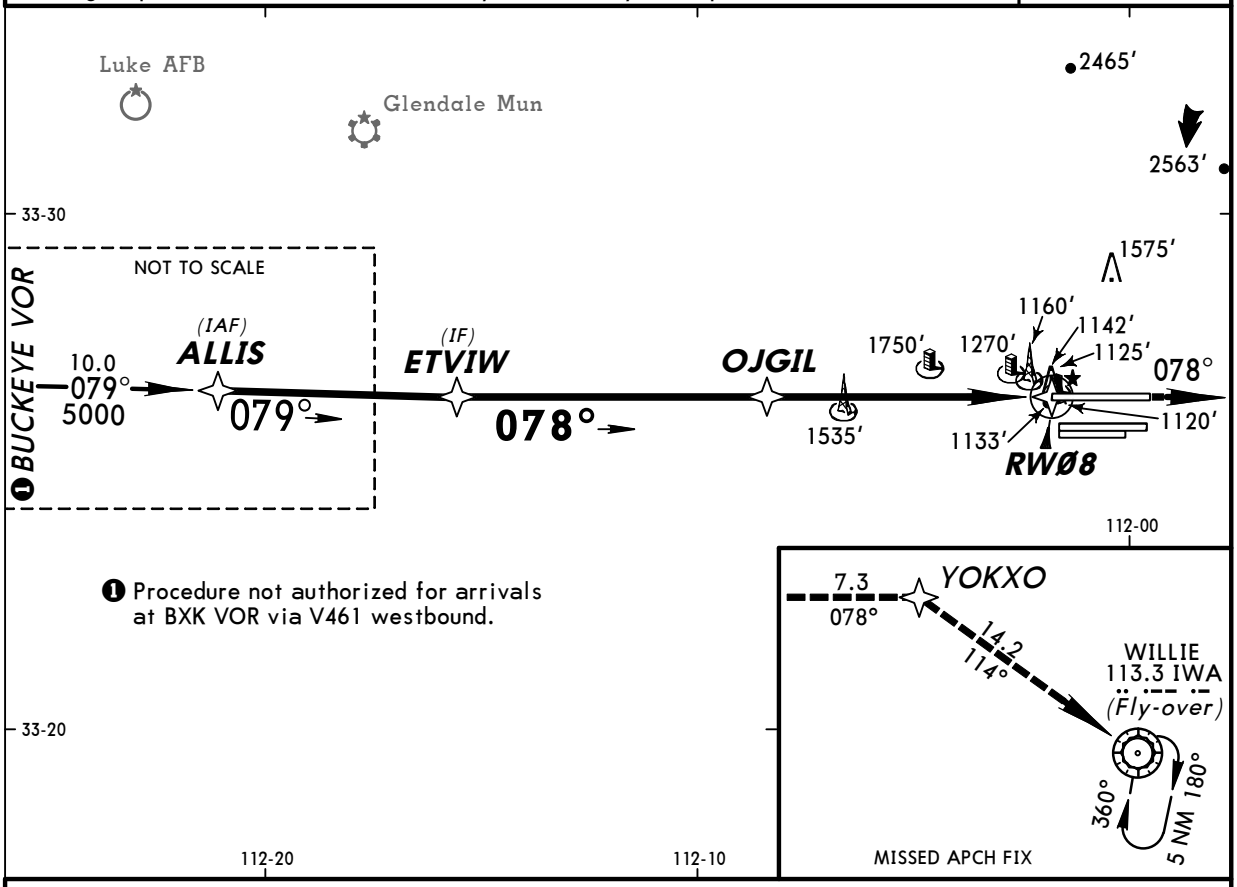
RNAV	Final Apch Crs	Minimum Alt	RNP 0.13 DA(H)	Apt Elev 1135′
	078°	OJGIL 3000′ (1882′)	1478′ (360′)	TDZE 1118′

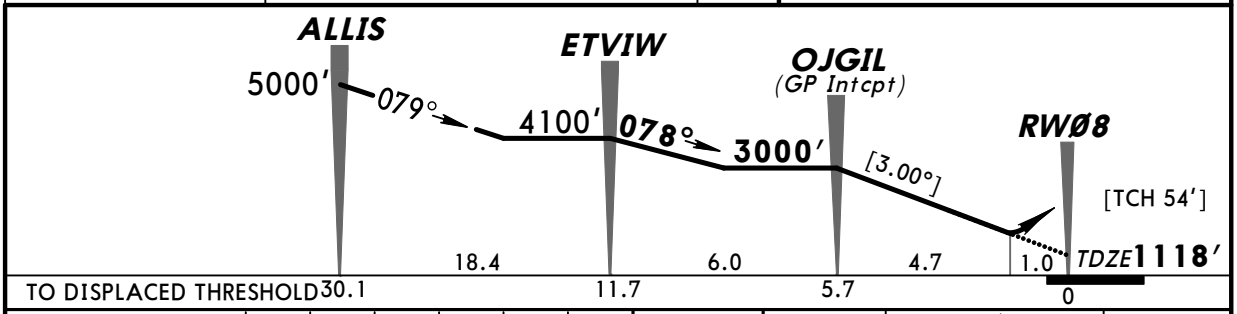
MISSED APCH: Climb to 5000′ via 078° track to YOKXO and via 114° track to IWA VOR and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibilty reduction by helicopters not authorized.

6300′
MSA RWØ8





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

MALSF
PAPI

5000′ via 078° YOKXO

STRAIGHT-IN LANDING RWY 8

	RNP 0.13 DA(H) 1478′ (360′)		RNP 0.30 DA(H) 1603′ (485′)	
		ALS out		ALS out
A	1	1¼	1½	1¾
B				
C				
D				

TERPS AMEND 0B 15 DEC 2011

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-23)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

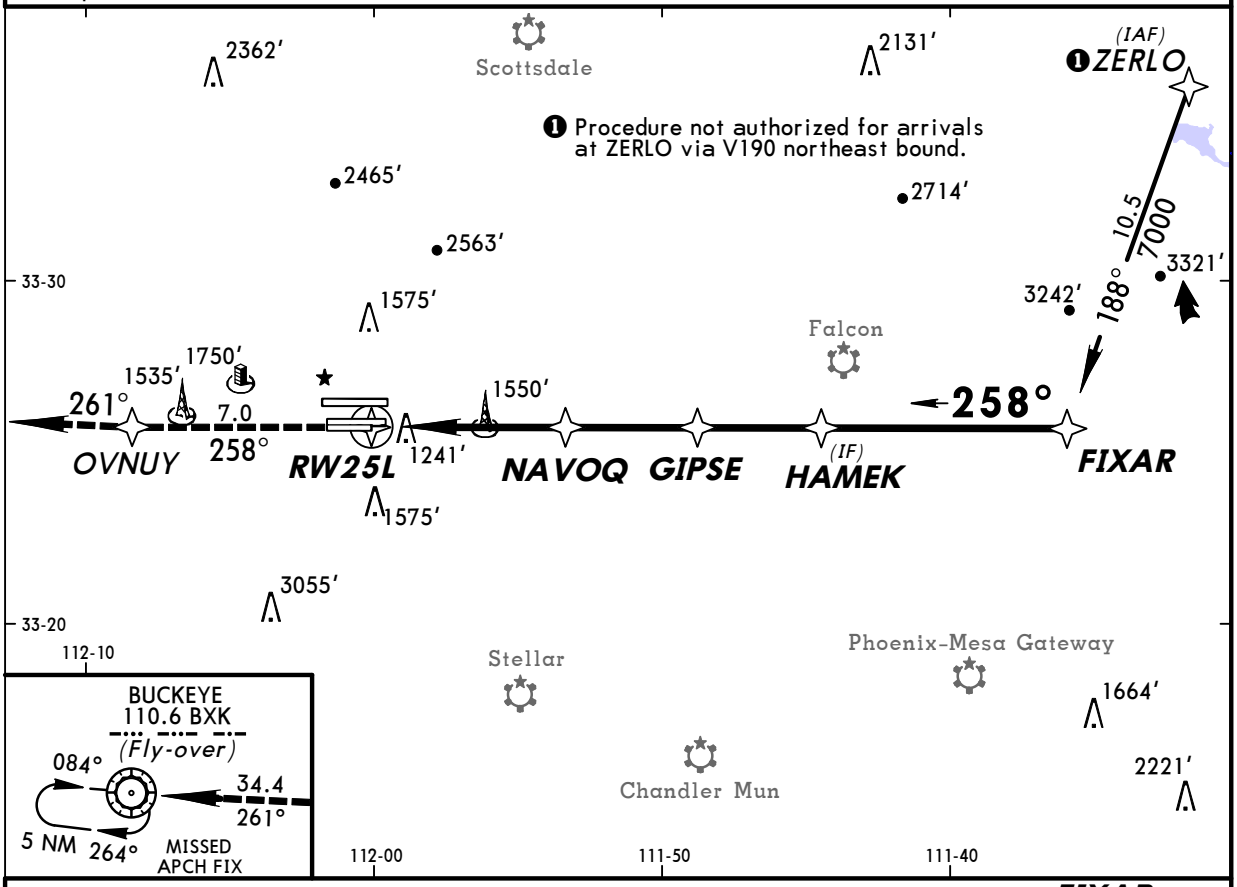
RNAV	Final Apch Crs	Minimum Alt NAVOQ	RNP 0.11 DA(H)	Apt Elev 1135′ TDZE 1126′
	258°	3000′ (1874′)	1617′ (491′)	

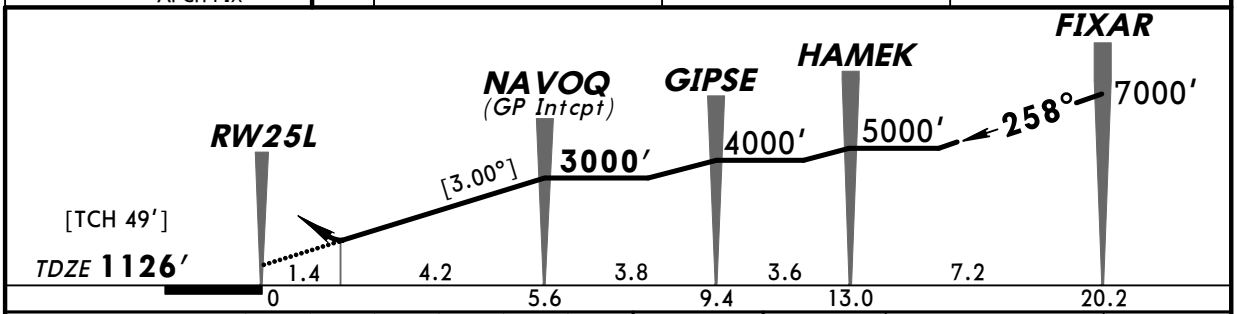
MISSED APCH: Climb to 5000′ via 258° track to OVNUY and via 261° track to BXK VOR and hold.

6300′ MSA RW25L

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 26. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





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

MALSR
PAPI

5000′ via 258° OVNUY

STRAIGHT-IN LANDING RWY 25L

	RNP 0.11 DA(H) 1617′ (491′)		RNP 0.30 DA(H) 1664′ (538′)	
		RAIL or ALS out		RAIL or ALS out
A	1¼	1¾	1½	2
B				
C				
D				

TERPS AMEND 0C 8 MAR 2012

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-24)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 25R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

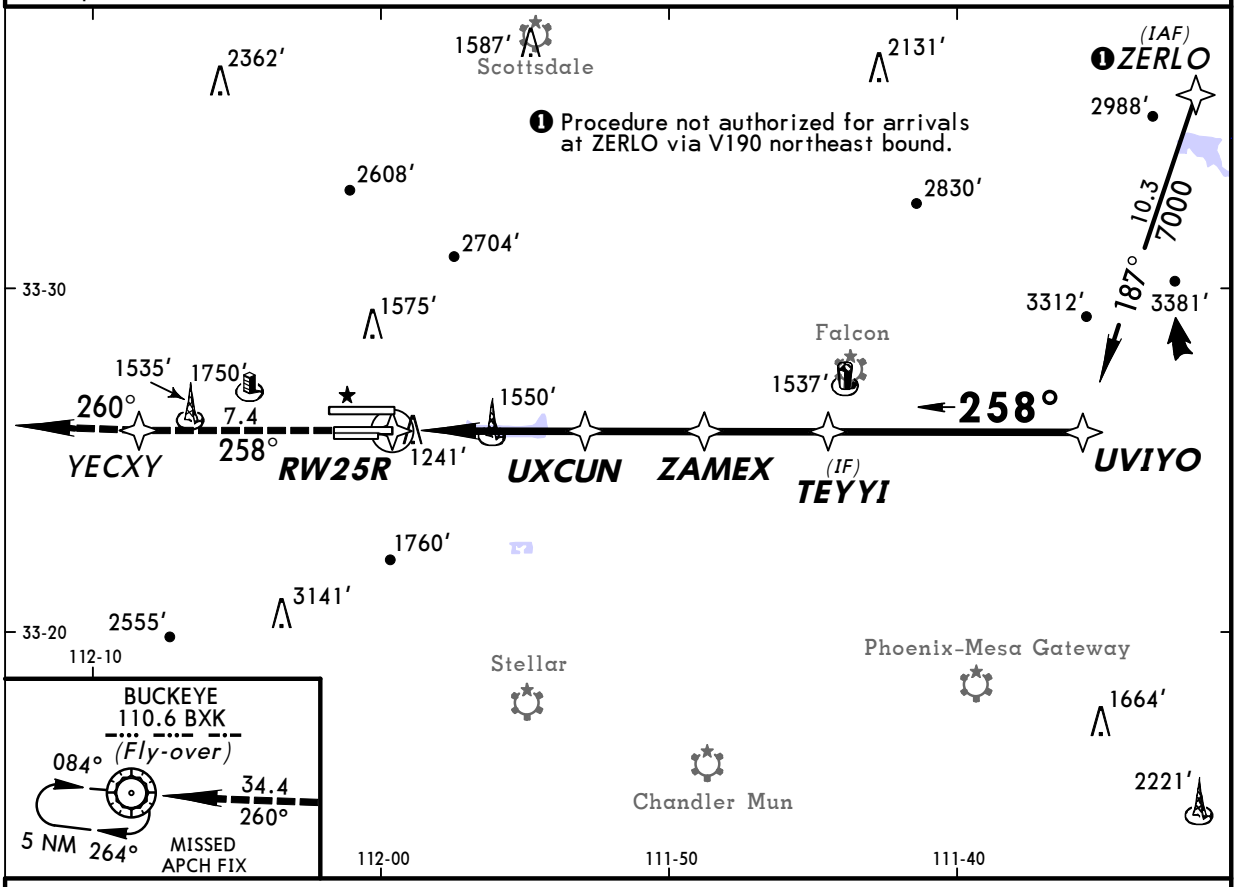
RNAV	Final Apch Crs	Minimum Alt	RNP 0.20 DA(H)	Apt Elev / TDZE
	258°	UXCUN 3000′ (1866′)	1597′ (463′)	Apt Elev 1135′ TDZE 1134′

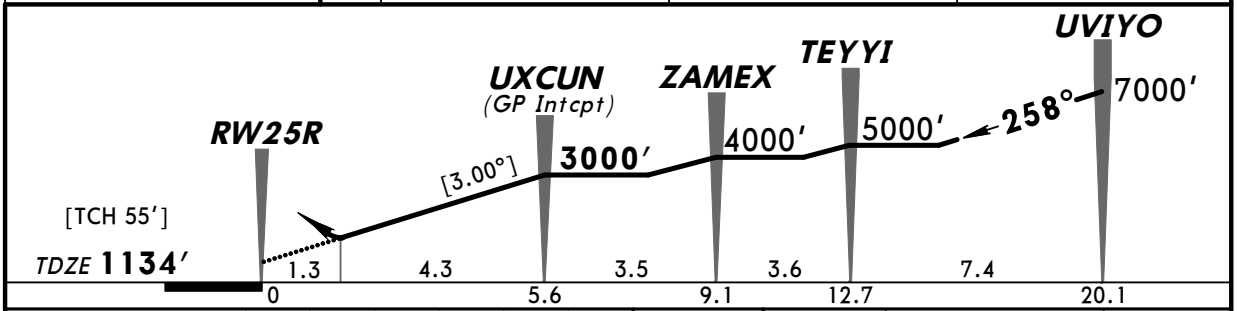
MISSED APCH: Climb to 5000′ via 258° track to YECXY and via 260° track to BXK VOR and hold.

6300′ MSA RW25R

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 26. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





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

PAPI-L

5000′ via 258° YECXY

STRAIGHT-IN LANDING RWY 25R

RNP 0.20	RNP 0.30
DA(H) 1597′ (463′)	DA(H) 1622′ (488′)
A 1½	1¾
B	
C	
D	

TERPS AMEND 0C 8 MAR 2012

CHANGES: Notes.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-25)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 26

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

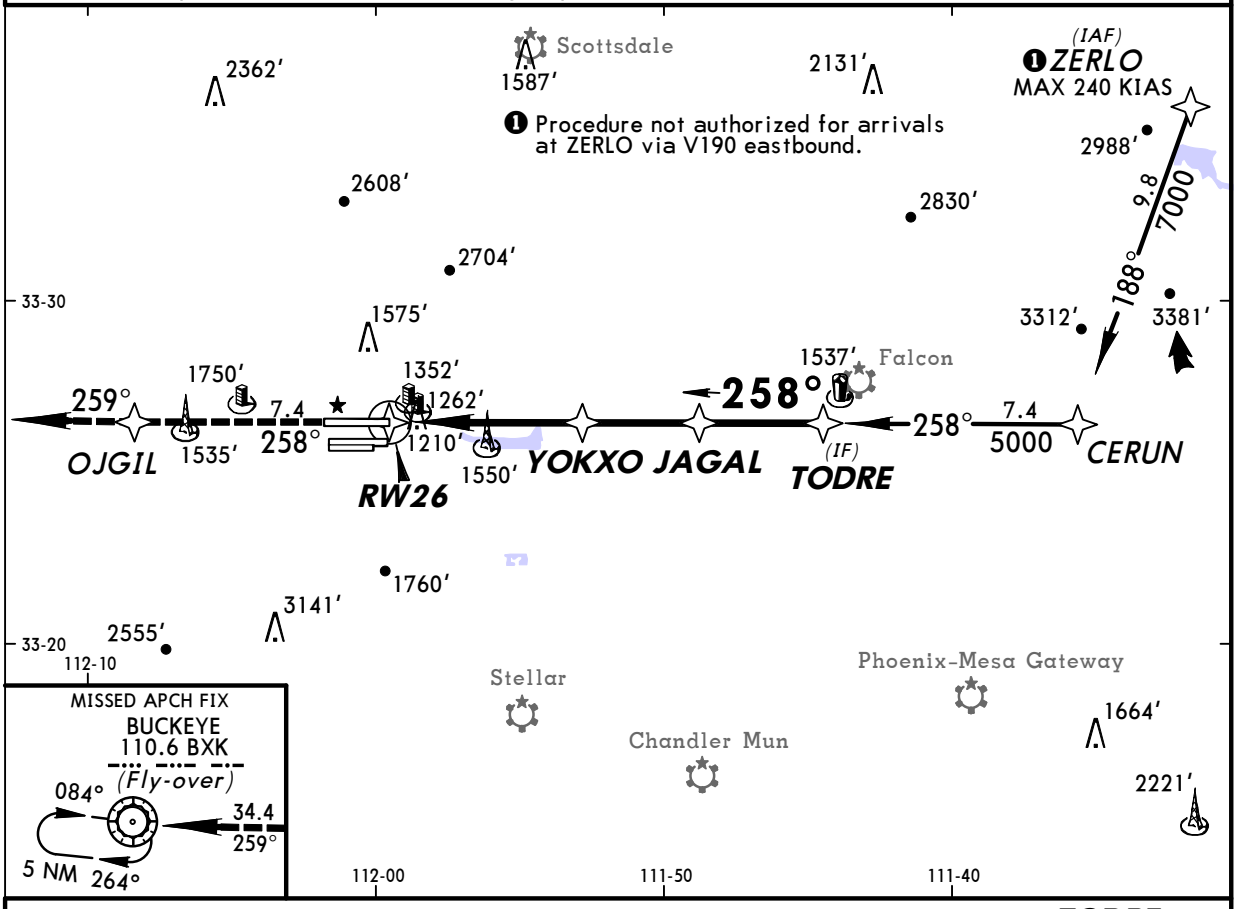
RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 1135′
	258°	YOKXO 3000′ (1865′)	1490′ (355′)	TDZE 1135′

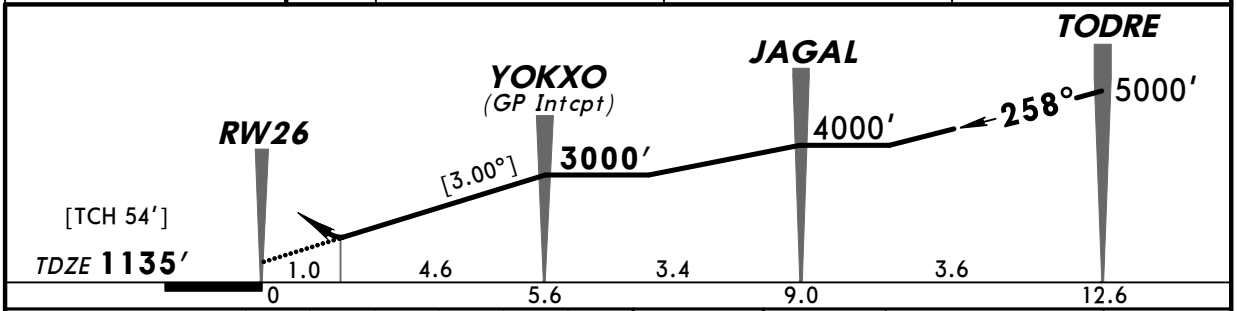
6100′
MSA RW26

MISSED APCH: Climb to 5000′ via 258° track to OJGIL and 259° track to BXK VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 25L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





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

REIL
PAPI-L

5000′ via 258°

OJGIL

STRAIGHT-IN LANDING RWY26

	RNP 0.11	RNP 0.20	RNP 0.30
	DA(H) 1490′ (355′)	DA(H) 1590′ (455′)	DA(H) 1654′ (519′)
A	1¼	1½	1¾
B			
C			
D			

TERPS AMEND 0C 8 MAR 2012

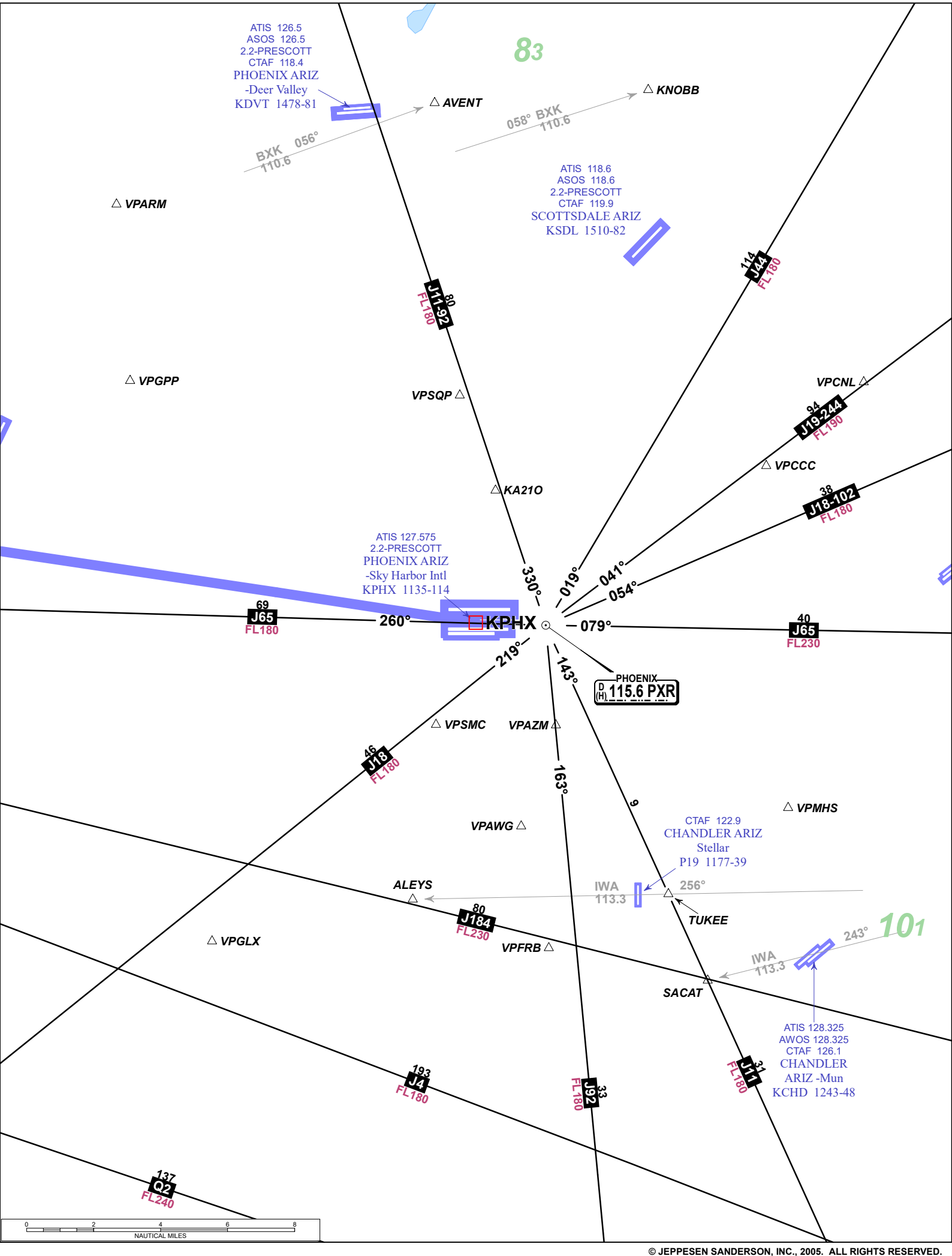
CHANGES: Notes.

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DEPARTURE (KPHX -> KSFO): KPHX (Phoenix Sky Harbor Intl)

NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 09 Sep 2015

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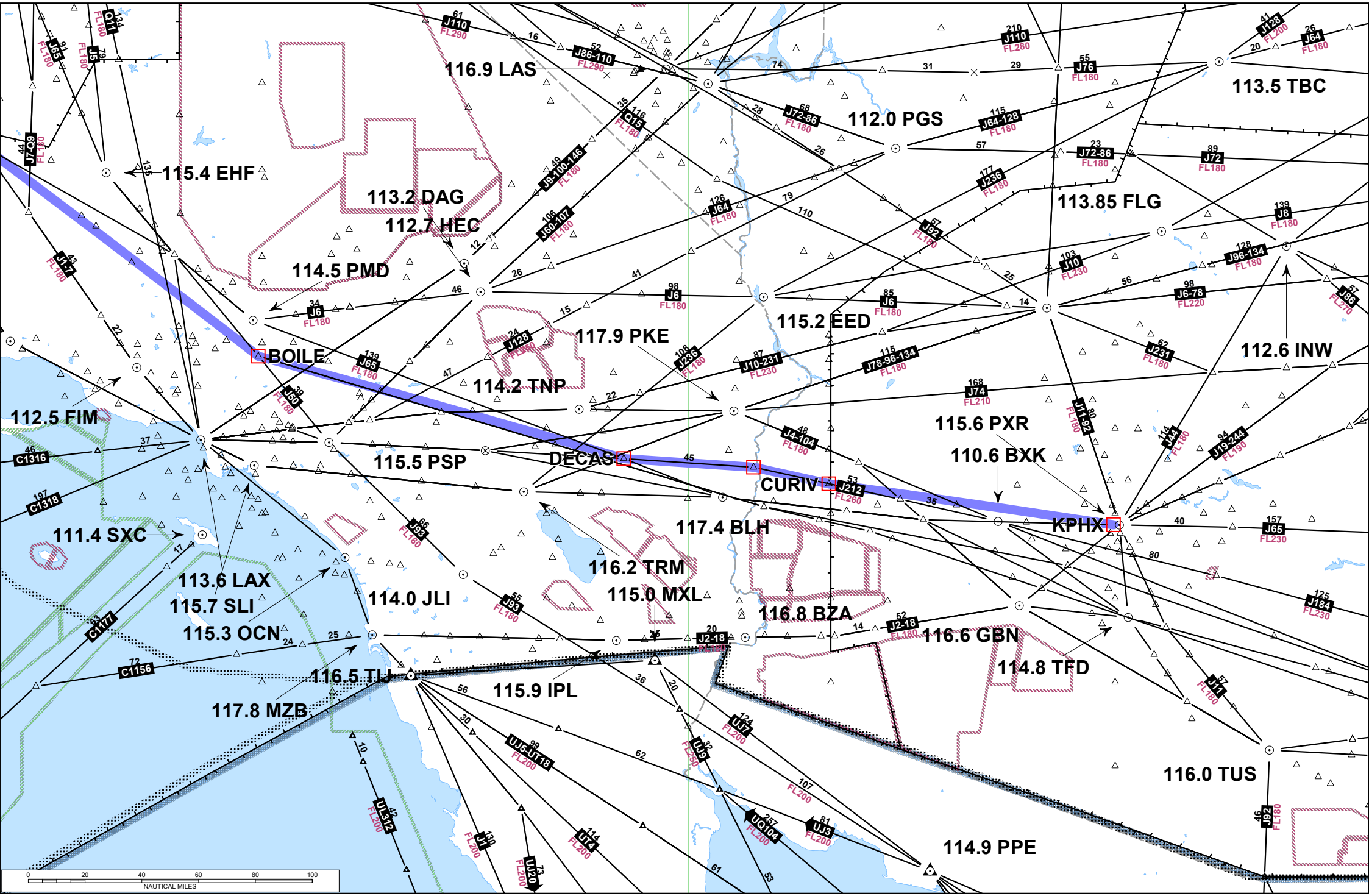
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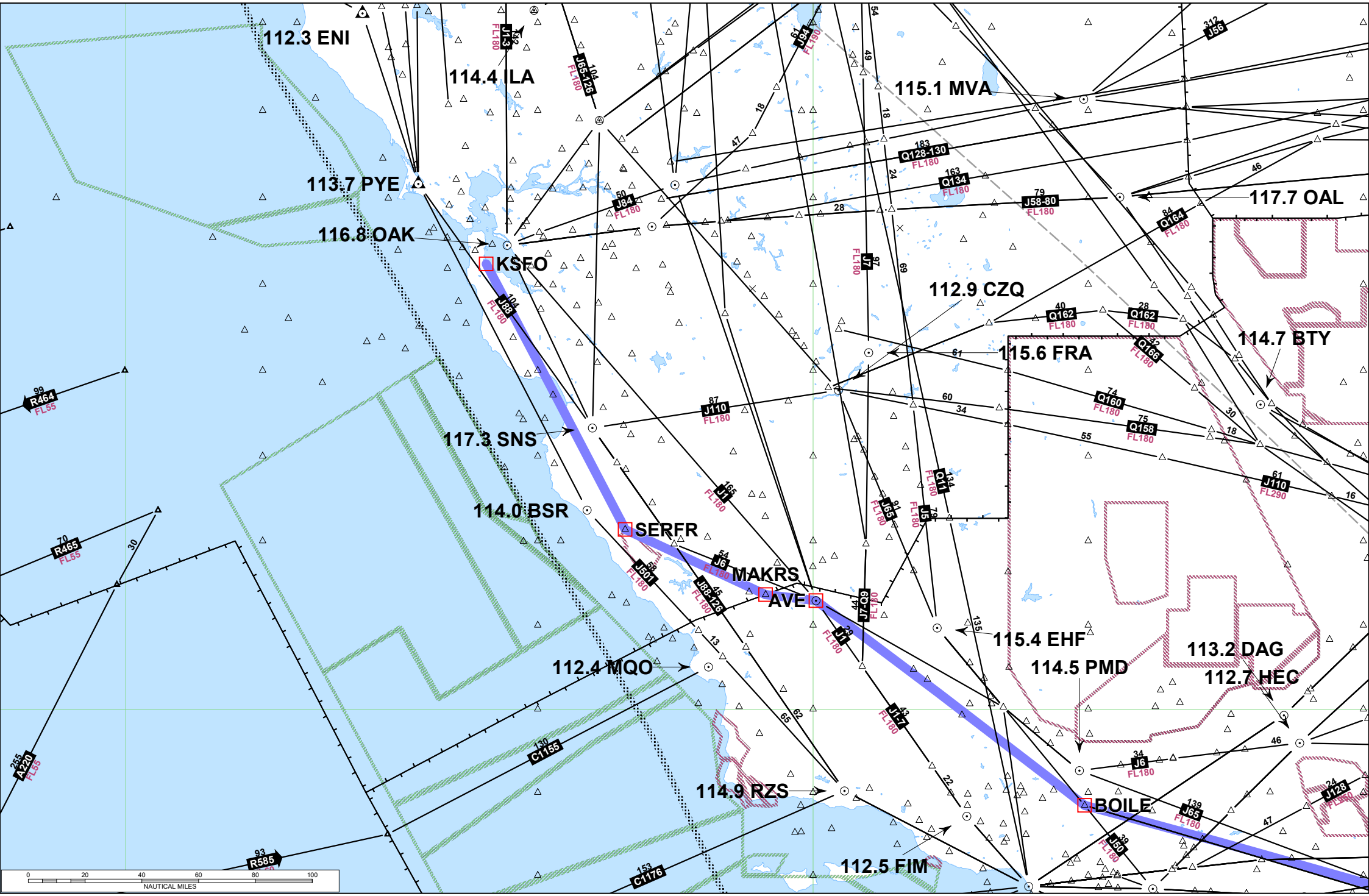
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KPHX -> KSFO (Page 1 of 2)
NavData Cycle 2015-5 Expired: Friday, 29 May 2015.
Scale: 1:2999093 (1 inch = 41.13 naut mi). Printed on 09 Sep 2015

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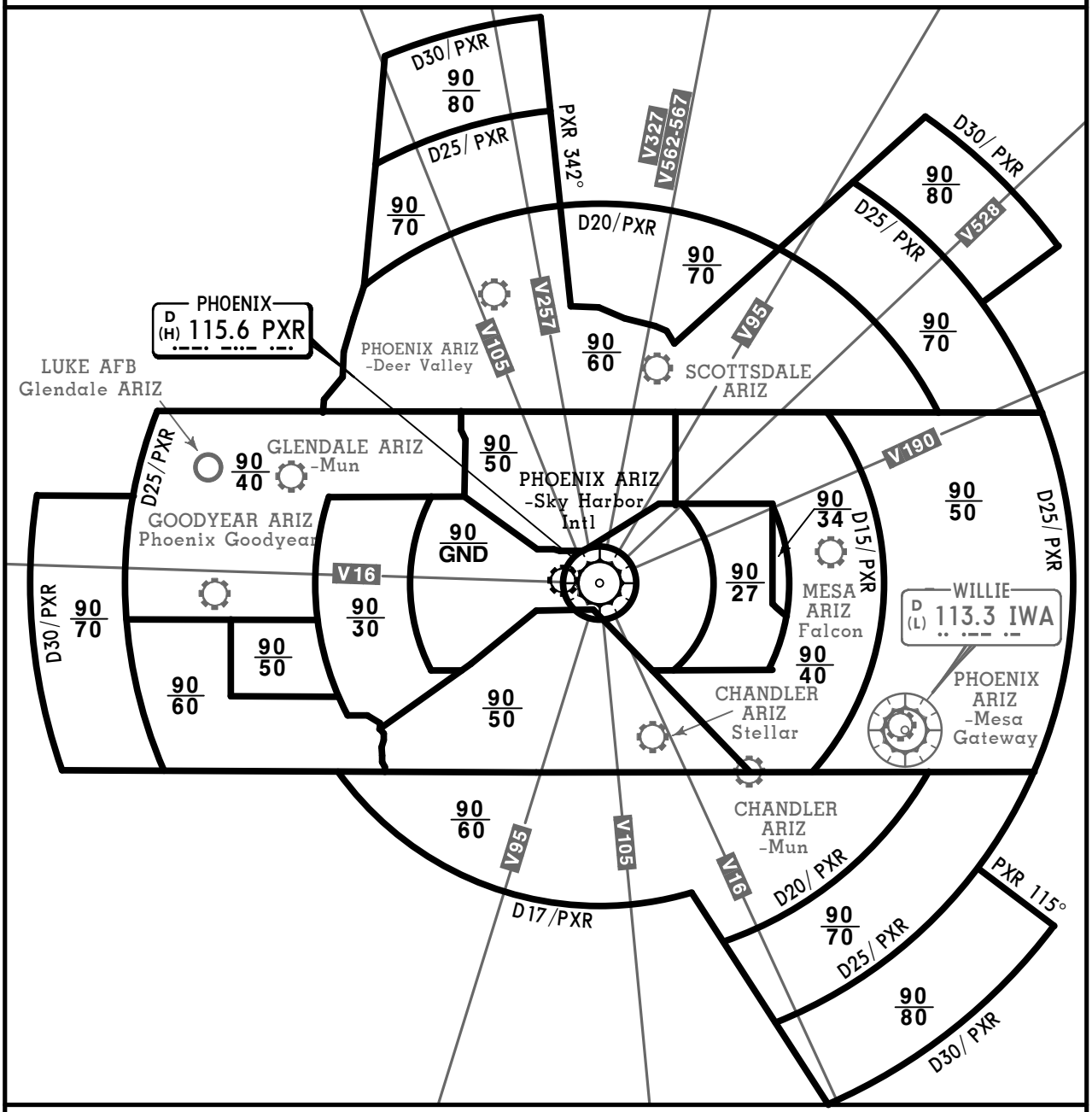
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PHOENIX CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

319° - 057° below 7500'	Phoenix App	120.7	119° - 138° above 14,500'	Phoenix App	126.8
319° - 057° 7500' & above	Phoenix App	119.2	139° - 191° below 8500'	Phoenix App	123.7
058° - 118° below 10,500'	Phoenix App	124.9	139° - 191° 8500' & above	Phoenix App	126.8
058° - 118° 10,500' & above	Phoenix App	126.8	192° - 263° 7500'-12,500'	Phoenix App	124.1
119° - 138° below 7500'	Phoenix App	123.7	192° - 263° above 12,500'	Phoenix App	126.8
119° - 138° 7500'-14,500'	Phoenix App	124.1			



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

FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with ATC clearances and instructions.

VFR Flights-

a. Arriving aircraft should contact Phoenix Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Phoenix Sky Harbor International Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.

c. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance and will be handled on an ATC workload permitting basis.

CHANGES: Reissue.

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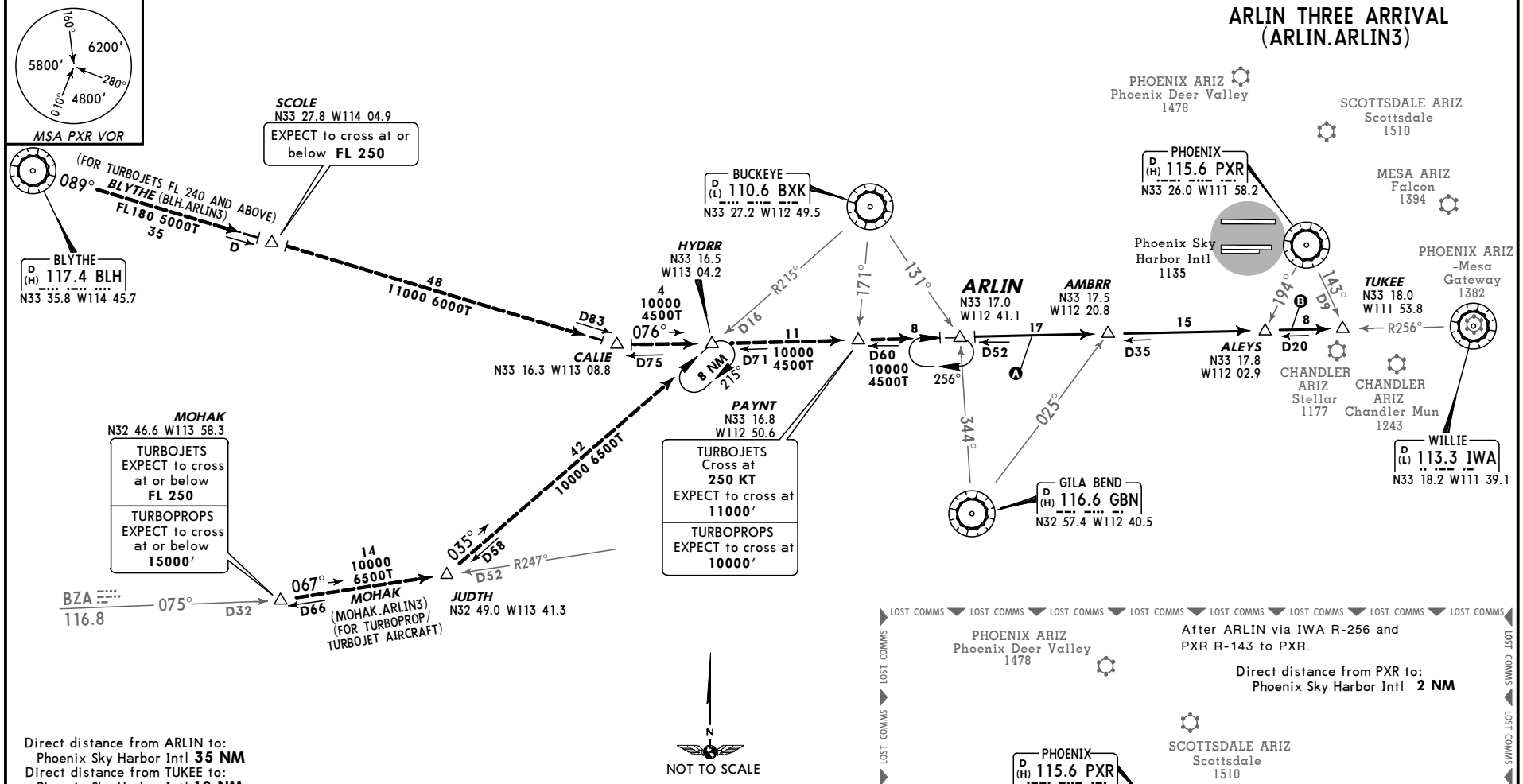
KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
STAR

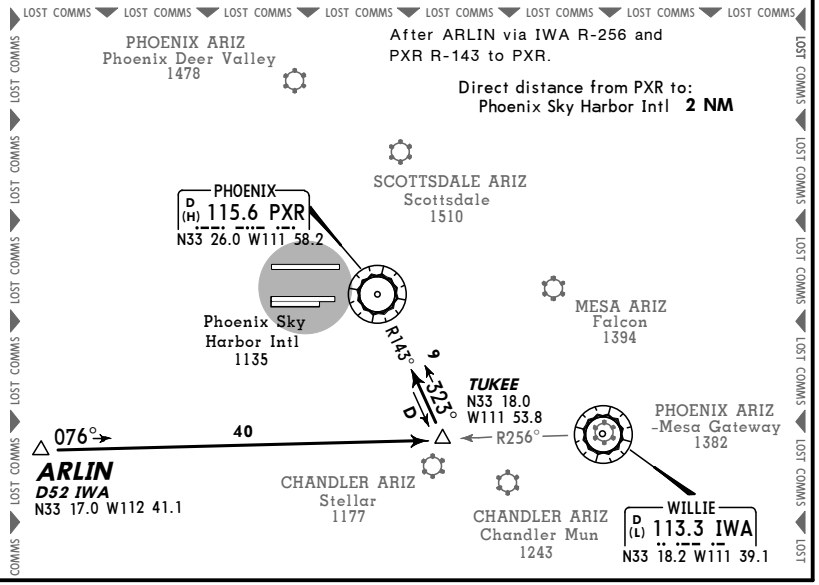
D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′
127.57	See Graphic			

1. BLYTHE Transition for turbojet aircraft FL 240 and above.
2. Turboprop aircraft plan BLYTHE 4 ARRIVAL at or below FL 230.
3. MOHAK Transition for turboprop and turbojet aircraft.

ARLIN THREE ARRIVAL (ARLIN.ARLIN3)



Direct distance from ARLIN to:
Phoenix Sky Harbor Intl **35 NM**
Direct distance from TUKEE to:
Phoenix Sky Harbor Intl **10 NM**



ROUTING	
From over ARLIN.	
LANDING	
A RWYS 7L/R, 8	EXPECT vectors after passing ARLIN to final approach course.
B RWYS 25L/R, 26	Via IWA R-256 to TUKEE. EXPECT vectors prior to TUKEE to final approach course.

CHANGES: MSA, HYDRR holding pattern, Williams Gateway airport renamed Mesa Gateway airport.

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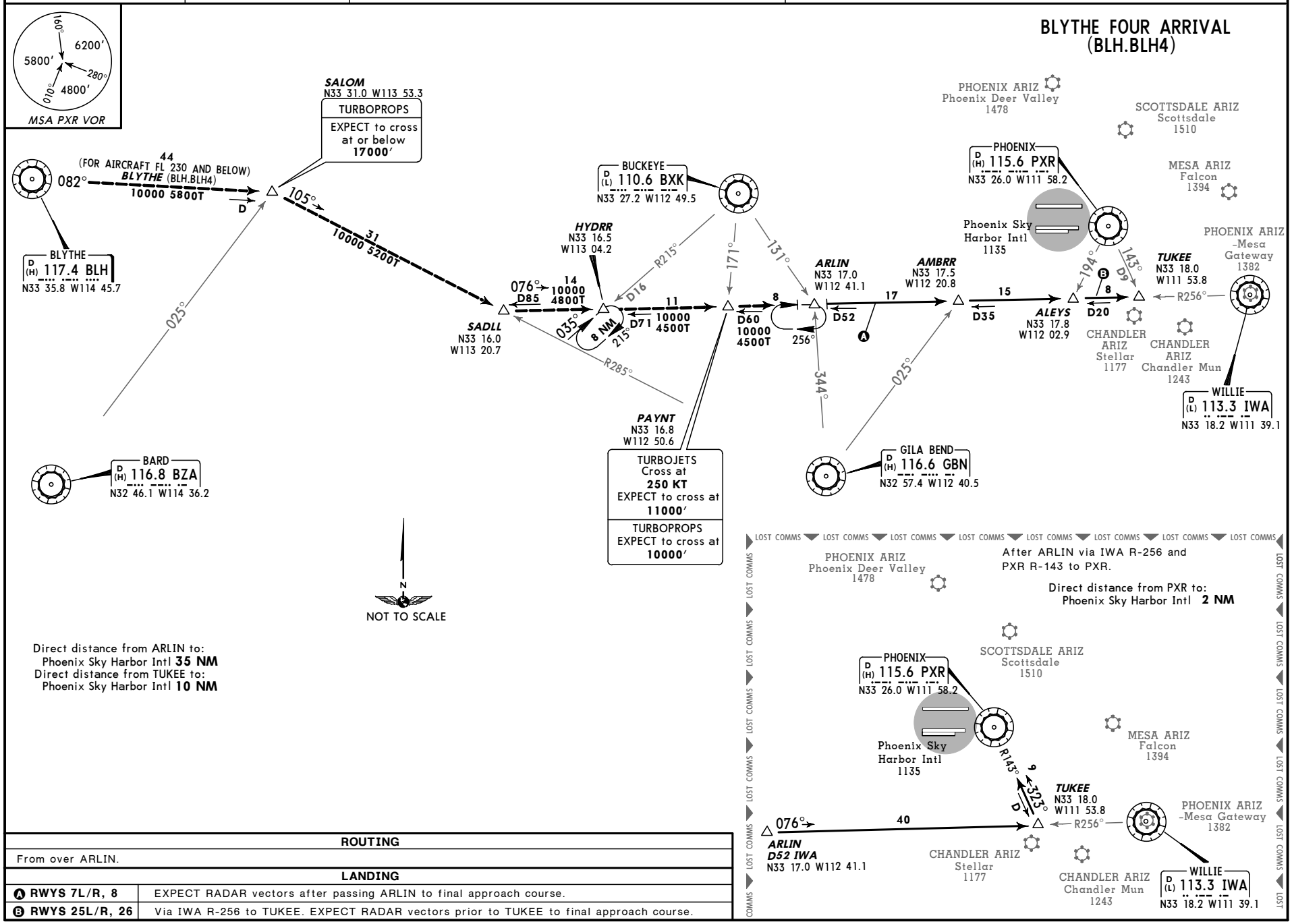
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′	For aircraft FL 230 and below.
127.57	See Graphic				

BLYTHE FOUR ARRIVAL (BLH.BLH4)



Direct distance from ARLIN to:
Phoenix Sky Harbor Intl **35 NM**
Direct distance from TUKEE to:
Phoenix Sky Harbor Intl **10 NM**

ROUTING	
From over ARLIN.	
LANDING	
A RWYS 7L/R, 8	EXPECT RADAR vectors after passing ARLIN to final approach course.
B RWYS 25L/R, 26	Via IWA R-256 to TUKEE. EXPECT RADAR vectors prior to TUKEE to final approach course.

CHANGES: MSA, HYDRR holding pattern distance, Williams Gateway airport renamed Mesa Gateway airport.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

D-ATIS	Apt Elev
127.575	1135′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.

4. Turbojet aircraft only.
5. All Transitions: For non-GPS equipped aircraft landing EAST; TFD, BXK and IWA DMEs must be operational.
6. TENTS Transition: For non-GPS equipped aircraft landing WEST; PXR and IWA DMEs must be operational.

ROUTING

From MAIER on track 156° to BRUSR.

RWY	LANDING
7L	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 115° to FOWLE. EXPECT ILS Rwy 7L or RADAR vectors to final approach course.
7R	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 119° to BALTE. Then on track 119°. EXPECT RADAR vectors to final approach course.
8	From BRUSR on track 173° to BDWIL, then on track 178° to ENSEA, FBALL, PGSKN and TLMAN. Then on track 108° to JAMIL. Then on track 108°. EXPECT RADAR vectors to final approach course.
25L/R, 26	From BRUSR on track 149° to ANNTI, ZILUB, BRIEZ and KUCOO. Then on track 079° to JURAZ. Then on track 079°. EXPECT RADAR vectors to final approach course.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
LANDING RWY 7L: At FOWLE, intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: At BALTE, intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: At JAMIL, intercept and execute Rwy 8 ILS approach...
LANDING RWYS 25L/R, 26: At JURAZ, turn RIGHT, intercept and execute Rwy 25L ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

BRUSR ONE RNAV ARRIVAL
(MAIER.BRUSR1)

NOT TO SCALE

WOTRO N35 10.1 W113 19.3
WINER N35 04.6 W113 09.1 — At **FL290**
PANTD N35 11.6 W112 23.6 — At **FL290**
TENTS N35 29.5 W112 27.1
DUTEY N34 51.9 W112 19.3 — Between **FL290** & **FL240**
MAIER N34 26.8 W112 13.8 — At **270 KT**, Between **FL250** & **FL190**
ANNTI N33 52.8 W112 03.2 — Between **12000′** & **11000′**
ZILUB N33 45.0 W112 00.0 — At **250 KT**, At **9000′**
BRIEZ N33 39.3 W111 57.7 — At **230 KT**, Between **9000′** & **8000′**
KUCOO N33 31.7 W111 54.7 — At **210 KT**, At **7000′**
JURAZ N33 31.6 W111 51.1
BRUSR N34 05.2 W112 08.2 — At **250 KT**, Between **17000′** & **13000′**
BDWIL N33 54.6 W112 09.4 — At **250 KT**, Between **12000′** & **9000′**
ENSEA N33 45.0 W112 11.4 — At **230 KT**, Between **10000′** & **8000′**
FBALL N33 40.9 W112 12.3 — At **210 KT**, Between **10000′** & **7000′**
PGSKN N33 35.3 W112 13.5 — At **210 KT**, At **6000′**
TLMAN N33 27.6 W112 15.1
BALTE N33 25.7 W112 12.7 — At or above **4000′**
JAMIL N33 26.5 W112 12.9 — At or above **4000′**
FOWLE N33 25.9 W112 12.4 — At or above **4000′**; EXPECT ILS RWY 7L or RADAR vectors to final approach course
DRAKE D (H) 114.1 DRK N34 42.2 W112 28.8 — Between **FL290** & **FL240**
PHOENIX D (H) 115.6 PXR N33 26.0 W111 58.2

Direct distance to Phoenix Sky Harbor Intl from:
BALTE 10 NM
FOWLE 10 NM
JAMIL 10 NM
JURAZ 10 NM

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
10-2B 20 MAR 09

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev
127.57	1135′

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000′
1. For Turbojets only.
2. File GALLUP or ZUNI transitions only. WINSLOW transition assigned by ATC for hazardous weather avoidance only.
3. RADAR required. 4. DME required.

MSA PXR VOR
160° 6200′ 280° 4800′ 010° 5800′

BUNTR TWO ARRIVAL (BUNTR.BUNTR2)

ROUTING
From over BUNTR, fly heading 225°. EXPECT vectors to final approach course.
Direct distance from BUNTR to: Phoenix Sky Harbor Intl 36 NM

ZUNI D(H) 113.4 ZUN N34 57.9 W109 09.3
ST JOHNS D(H) 112.3 SJN N34 25.4 W109 08.6
GALLUP D(H) 115.1 GUP N35 28.6 W108 52.4
WINSLOW D(H) 112.6 INW N35 03.7 W110 47.7
DRAKE D(H) 114.1 DRK N34 42.2 W112 28.8
PHOENIX D(H) 115.6 PXR N33 26.0 W111 58.2

ZUNI (ZUN.BUNTR2) 232° FL180 D 26
GALLUP (GUP.BUNTR2) 217° FL180 D 67
WINSLOW (INW.BUNTR2) (BY ATC) 180° 12000 30
DOJOE N34 47.4 W109 38.2
SLIDR N34 42.5 W109 51.4
EXPECT clearance to cross at or below FL310
JESSE N34 35.0 W110 56.6
GUMMO N34 19.1 W111 01.5
PAYSO N34 21.3 W110 47.7
EAGUL D61 PXR N34 07.9 W111 05.0
PICHR N34 03.8 W111 10.2
HOMRR N33 52.8 W111 24.3
TURBOJETS Cross at 250 KT
EXPECT to cross at 12000′
DBACK D43 PXR N33 55.6 W111 20.8
BUNTR N33 50.1 W111 27.8

D91 242° 166° D89 51 FL180 D82 D38 12 FL180 256° D 052° D 073° 10 NM 253° 038° 10 NM 218° 213° D81 214° D46 8 NM 360° D57 11 12000 16 12000 D 20 10000 D55 12 10000 6 10000 8 NM 034° 4 10000 8 NM 034° D39 4 10000 D35 R034° 225° mag 10000 102°

LOST COMMS
After BUNTR proceed direct PXR. MEA 10000′.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS
LOST COMMS

EXPECT vectors to final approach course

N
NOT TO SCALE

CHANGES: MSA.

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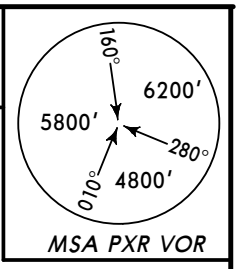
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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
10-2C
20 MAR 09

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. DME required.
127.57	1135′	



COYOT TWO ARRIVAL (COYOT.COYOT2)

BOULDER CITY
D (H) 116.7 BLD
N35 59.7 W114 51.8

PEACH SPRINGS
D (H) 112.0 PGS
N35 37.5 W113 32.7

PRFUM
N35 30.4
W113 56.6

WOTRO
N35 10.1
W113 19.3

SINHO
N35 20.3
W113 37.9

HECTOR
(HEC.COYOT2)

GOFFS
D (L) 114.4 GFS
N35 07.9 W115 10.6

HECTOR
D (H) 112.7 HEC
N34 47.8 W116 27.8

USCUP
N35 12.1
W114 56.9

DRAKE
D (H) 114.1 DRK
N34 42.2 W112 28.8

HATRK
N34 31.2 W112 18.2

MAIER
N34 26.8 W112 13.8

WEBAD
N34 19.9 W112 12.0

COYOT
N34 10.1 W112 09.5

BRUSR
N34 05.2 W112 08.2

MAHEM
N34 00.3
W112 07.0

PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2

TURBOJETS
EXPECT to cross at or below **FL290**

TURBOJETS
EXPECT to cross at or below **FL290**

TURBOPROPS
EXPECT to cross at **11000′**

TURBOJETS
Cross at **250 KT**
EXPECT to cross at **12000′**

EXPECT RADAR vectors to final approach course after BRUSR

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

After DRK proceed direct to MAIER (DRK R-127/D20) direct PXR.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

LOST COMMS

N

NOT TO SCALE

Direct distance from BRUSR to:
Phoenix Sky Harbor Intl **40 NM**
Direct distance from PXR to:
Phoenix Sky Harbor Intl **2 NM**

ROUTING

From over BRUSR via PXR R-336 to MAHEM (PXR R-336/D35), then via PXR R-336 to PXR. After BRUSR, EXPECT RADAR vectors to final approach course.

CHANGES: MSA.

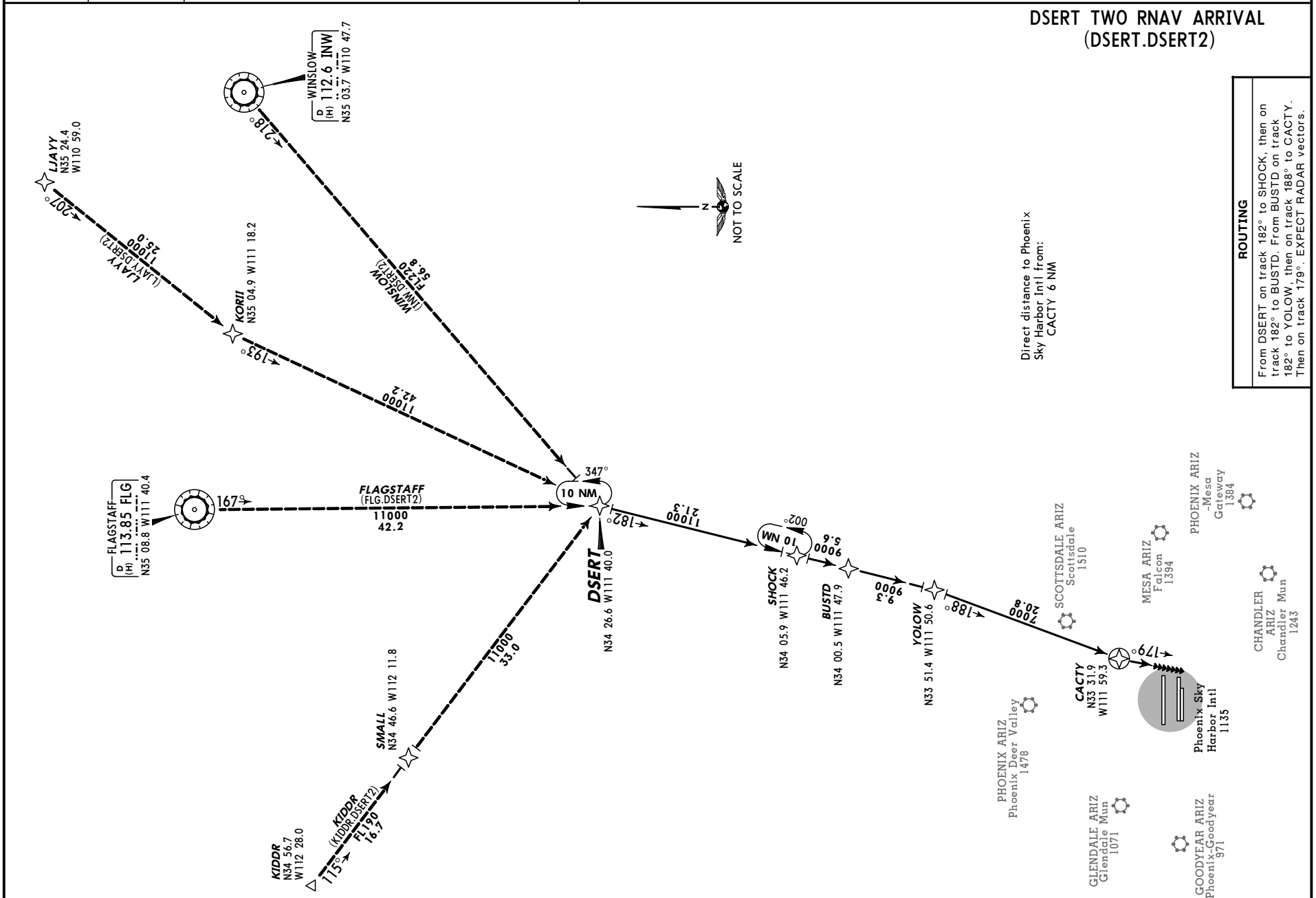
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PHOENIX SKY HARBOR INTL

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	4. Turboprops only. 5. Turbojets ATC assigned only.
127.575	See Graphic	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	6. FLAGSTAFF transition: For non-GPS equipped aircraft FLG DME must be operational. 7. DSERT to CACTY route: For non-GPS equipped aircraft DRK and IWA DMEs must be operational. 8. DSERT to TYLIK route: For non-GPS equipped aircraft DRK, IWA and PXR DMEs must be operational.

DSERT TWO RNAV ARRIVAL
(DSERT.DSERT2)



CHANGES: Procedure renumbered.

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PHOENIX SKY HARBOR INTL

JEPPESEN
7 NOV 14 (10-2E) Eff 13 Nov

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet aircraft only.	5. File GALLUP or ZUNI Transitions only. WINSLOW Transition assigned by ATC for hazardous weather avoidance only. 6. GALLUP and ZUNI Transitions: For non-GPS equipped aircraft INW DME must be operational. 7. Landing EAST: For non-GPS equipped aircraft IWA and PXR DMEs must be operational.
127.575	1135′			

RWYS 25L/R, 26 TRANSITIONS

NOT TO SCALE

JAGAL
N33 26.4 W111 48.8
At or above **4000′**
EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course

ZAMEX
N33 25.8 W111 48.8
At or above **4000′**
EXPECT RNAV (GPS) Y Rwy 25R approach or RADAR vectors to final approach course

GIPSE
N33 25.7 W111 48.8
At or above **4000′**
EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course

DERVL
N33 28.1 W111 45.3
At **210 KT**
Between **5500′ & 4500′**

228° 3.3 4000
219°
220° 3.7 4000
4000 3.7

EAGUL SIX RNAV ARRIVAL (EAGUL.EAGUL6)

NOT TO SCALE

GALLUP
D (H) 115.1 GUP
N35 28.6 W108 52.4

WINSLOW
D (H) 112.6 INW
N35 03.7 W110 47.7

ZUNI
D (H) 113.4 ZUN
N34 57.9 W109 09.3

KIRKM
N34 50.2 W109 41.6

TINIZ
N34 29.6 W110 25.6
At **270 KT**
At or below **FL330**

EAGUL
N34 07.9 W111 05.0
At **260 KT**
At or above **FL180**

SLIDR
N34 42.5 W109 51.4

DOJOE
N34 47.4 W109 38.2

PAYSO
N34 21.3 W110 47.7
At **270 KT**
Between **FL300 & FL240**

218° 10 NM
215°
038°
GALLUP (GUP.EAGUL6) FL200 55.7
253° 10 NM
234°
073°
ZUNI (ZUN.EAGUL6) FL200 26.0
11.2 FL200 214°
FL200 12.0
31.0 FL200 234°
20.1 FL200 233°
WINSLOW (INW.EAGUL6) FL180 57.5
182°
035° 10 NM
215° FL180 19.6

Direct distance to Phoenix Sky Harbor Intl from:
GIPSE 10 NM
JAGAL 10 NM
OBASE 11 NM
ZAMEX 10 NM

BOHTX
N33 47.7 W111 34.0
Between **14000′ & 13000′**

HOMRR
N33 52.8 W111 24.3
At **250 KT**
At or below **17000′**

034° 8 NM 214°
215° 12000 22.0
9.6 12000 226°
204° 9400 6.5

GEENO
N33 42.3 W111 44.1
At **230 KT**
Between **12000′ & 11000′**

VNNOM
N33 47.6 W111 28.8
At or above **9400′**

10.3 10000
11.0 8100

QUENY
N33 37.5 W111 53.2
At **210 KT**
At **10000′**

ESDEE
N33 38.6 W111 36.5
At **210 KT**
Between **10000′ & 8100′**

8000 9.0
6.2 6000 203°

OBASE
N33 31.5 W112 12.1
At **210 KT**
At **7000′**

HINEY
N33 31.5 W112 04.5
At **210 KT**
At **7000′**

6000 11.1
3.0 4000 258°

BASSL
N33 33.6 W111 40.7
At or above **6000′**

6.7 4500

075° 5 NM 255°

PHOENIX
D (H) 115.6 PXR
N33 26.0 W111 58.2

For Rwy Transitions See Inset

DERVL
N33 28.1 W111 45.3
At **210 KT**
Between **5500′ & 4500′**

LOST COMMS
LANDING RWY 7L: After OBASE turn LEFT, intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: After OBASE turn LEFT, intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: After OBASE turn LEFT, intercept and execute Rwy 8 ILS approach...
LANDING RWY 25L: At GIPSE, intercept and execute Rwy 25L ILS approach...
LANDING RWY 25R: At ZAMEX, intercept and execute Rwy 25R RNAV (GPS) approach...
LANDING RWY 26: At JAGAL, intercept and execute Rwy 26 ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.

ROUTING	
From EAGUL on track 215° to HOMRR.	
RWY	**LANDING**
7L/R, 8	From HOMRR on track 226° to BOHTX, GEENO, QUENY and HINEY. Then on track 258° to OBASE. Then on track 258°. EXPECT RADAR vectors to final approach course.
25L	From HOMRR on track 204° to VNNOM, then on track 204° to ESDEE, then on track 203° to BASSL, then on track 203° to DERVL. Then on track 219° to GIPSE. EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course.
25R	From HOMRR on track 204° to VNNOM, then on track 204° to ESDEE, then on track 203° to BASSL, then on track 203° to DERVL. Then on track 220° to ZAMEX. EXPECT RNAV (GPS) Y Rwy 25R approach or RADAR vectors to final approach course.
26	From HOMRR on track 204° to VNNOM, then on track 204° to ESDEE, then on track 203° to BASSL, then on track 203° to DERVL. Then on track 228° to JAGAL. EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course.

CHANGES: None.

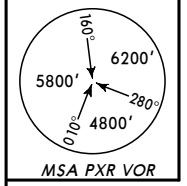
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES	1. RNAV 1.	4. For turbojets only.
127.575	1135′	Trans level: FL180 Trans alt: 18000′	2. DME/DME/IRU or GPS required.	5. SALOM transition for aircraft FL230 and below.
			3. RADAR required.	6. For non-GPS equipped aircraft, GBN and BXK DMEs must be operational.



MSA PXR VOR

RUNWAYS 7L/R, 8 TRANSITIONS
NOT TO SCALE

JAMIL
At or above **4000′**
EXPECT ILS approach or RADAR vectors to final approach course

CAGOR
At or above **5000′**

FOWLE
At or above **4000′**
EXPECT ILS approach or RADAR vectors to final approach course

BALTE
At or above **4000′**
EXPECT ILS approach or RADAR vectors to final approach course

066° 3.5 4000
076° 3.8 4000
078° 4000 3.6

GEELA SIX RNAV ARRIVAL (GEELA.GEELA6)

Direct distance to Phoenix Sky Harbor Intl from:
BALTE 10 NM
FOWLE 10 NM
GATWA 21 NM
JAMIL 10 NM

N
NOT TO SCALE

SALOM
At **280 KT**
At or below **FL230**

MHAVI
At or below **FL220**

SCOLE
At **280 KT**
At **FL250**

SPINK
At or above **FL240**

SNRRA
At or below **FL220**

GEELA
At **250 KT**
At or below **16000′**

PUNNT
At **230 KT**
At **10000′**

TEICH
At **210 KT**
At **8000′**

TESLE
At **7000′**

FALGO
At **6000′**

CAGOR
At or above **5000′**

PHOENIX
PXR

BLYTHE
BLH

268° 12 NM 088° 091° 35.0 FL240 5600T BLYTHE (BLH.GEELA6)
7.0 13000 6400T
099° 23.6 13000 5100T SALOM (SALOM.GEELA6)
25.1 13000 6200T
100° 16.0 13000 4900T
092° 13000 4800T 15.9
LZIRD
4.2 10000 4600T
077° 12.5 10000
076° 7 NM 256°
7.2 9000
054° 10.5 8000
4.1 7000
055° 078° 3.6 6000
3.6 5000
For Rwy Transitions See Inset
075° 5 NM 255°
076° 17.4 10000
077° 10000 6.0
073° 8000 12.9
062° 6000 7.8
079° 5000 16.9
GATWA
078°
NIMBY
At 210 KT
At 7000′
HENSN
At 250 KT
At 11000′
LOOSY
At 210 KT
At 9000′
MNSTR
At 250 KT
Between 16000′ & 15000′
HYDRR
At 265 KT
Between 17000′ & 15000′
7 NM 217°
20.0 10000 4600T
RKDAM
At or below FL220
JUDTH
At or above FL240
21.6 13000 3500T
037°
MOHAK
At 280 KT
At FL250
14.6 FL240 4200T MOHAK (MOHAK.GEELA6)
068°

EXPECT ILS approach Rwy 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course

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

Landing Rwy 7L: At FOWLE, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 7R: At BALTE, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 8: At JAMIL, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 25L: At GATWA turn LEFT, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 25R: At GATWA turn LEFT, intercept and execute Rwy 25R RNAV GPS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 26: At GATWA turn LEFT, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

ROUTING	
From HYDRR via 076° track to GEELA. Then as depicted on runway transitions.	
RWY	**LANDING**
7L	From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 076° track to FOWLE. EXPECT ILS approach or RADAR vectors to final approach course.
7R	From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 078° track to BALTE. EXPECT ILS approach or RADAR vectors to final approach course.
8	From GEELA via 054° track to PUNNT, then via 054° track to TEICH, then via 055° track to TESLE, then via 078° track to FALGO, then via 078° track to CAGOR, then via 066° track to JAMIL. EXPECT ILS approach or RADAR vectors to final approach course.
25L/R, 26	From GEELA via 077° track to MNSTR, then via 076° track to HENSN, then via 073° track to LOOSY, then via 062° track to NIMBY, then via 079° track to GATWA, then via 078° track. EXPECT ILS approach Rwy 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course.

CHANGES: Reindexed.

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PHOENIX SKY HARBOR INTL

JEPPESEN
12 SEP 14 (10-2G) Eff 18 Sep

PHOENIX, ARIZ
RNAV STAR

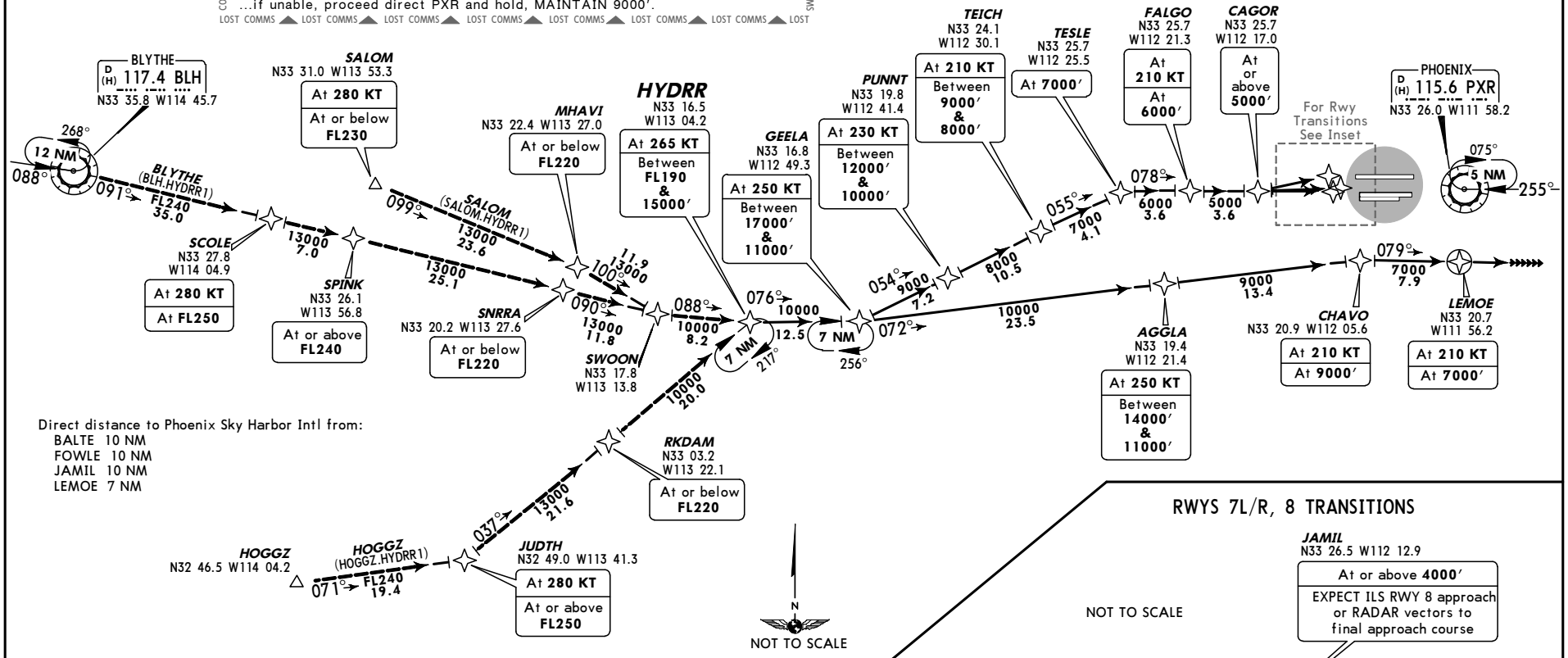
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.	4. Turbojet aircraft only. 5. SALOM Transition for aircraft FL230 and below.
127.575	1135′			

LOST COMMS / LOST COMMS CWSM

LANDING RWY 7L: At FOWLE intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: At BALTE intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: At JAMIL intercept and execute Rwy 8 ILS approach...
LANDING RWY 25L: At LEMOE turn LEFT, intercept and execute Rwy 25L ILS approach...
LANDING RWY 25R: At LEMOE turn LEFT, intercept and execute Rwy 25R RNAV (GPS) approach...
LANDING RWY 26: At LEMOE turn LEFT, intercept and execute Rwy 26 ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.

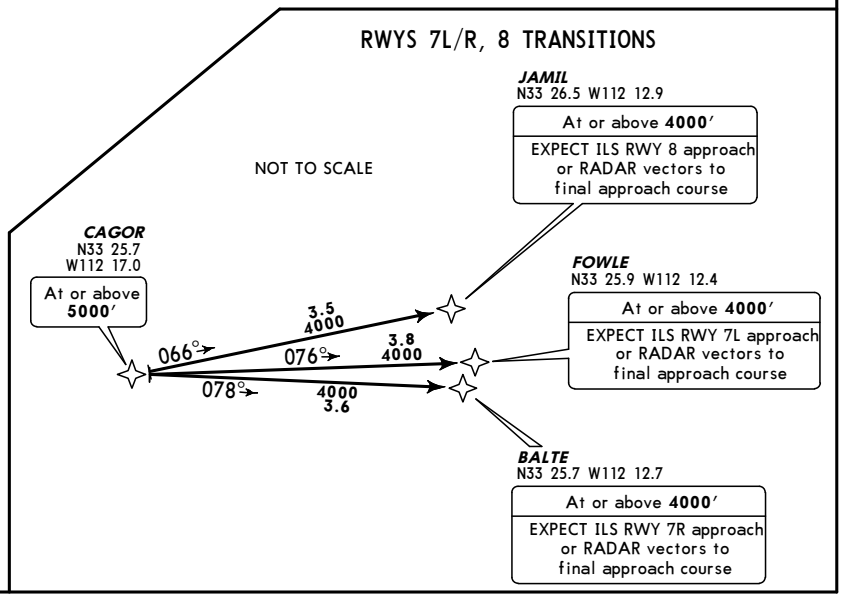
LOST COMMS / LOST COMMS CWSM

HYDRR ONE RNAV ARRIVAL
(HYDRR.HYDRR1)



Direct distance to Phoenix Sky Harbor Intl from:
BALTE 10 NM
FOWLE 10 NM
JAMIL 10 NM
LEMOE 7 NM

RWYS 7L/R, 8 TRANSITIONS



ROUTING	
From HYDRR on track 076° to GEELA.	
RWY	**LANDING**
7L	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 076° to FOWLE. EXPECT ILS Rwy 7L approach or RADAR vectors to final approach course.
7R	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 078° to BALTE. EXPECT ILS Rwy 7R approach or RADAR vectors to final approach course.
8	From GEELA on track 054° to PUNNT, then on track 054° to TEICH, then on track 055° to TESLE, then on track 078° to FALGO, then on track 078° to CAGOR. Then on track 066° to JAMIL. EXPECT ILS Rwy 8 approach or RADAR vectors to final approach course.
25L/R, 26	From GEELA on track 072° to AGGLA, then on track 072° to CHAVO, then on track 079° to LEMOE. Then on track 079°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

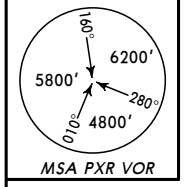
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PHOENIX SKY HARBOR INTL

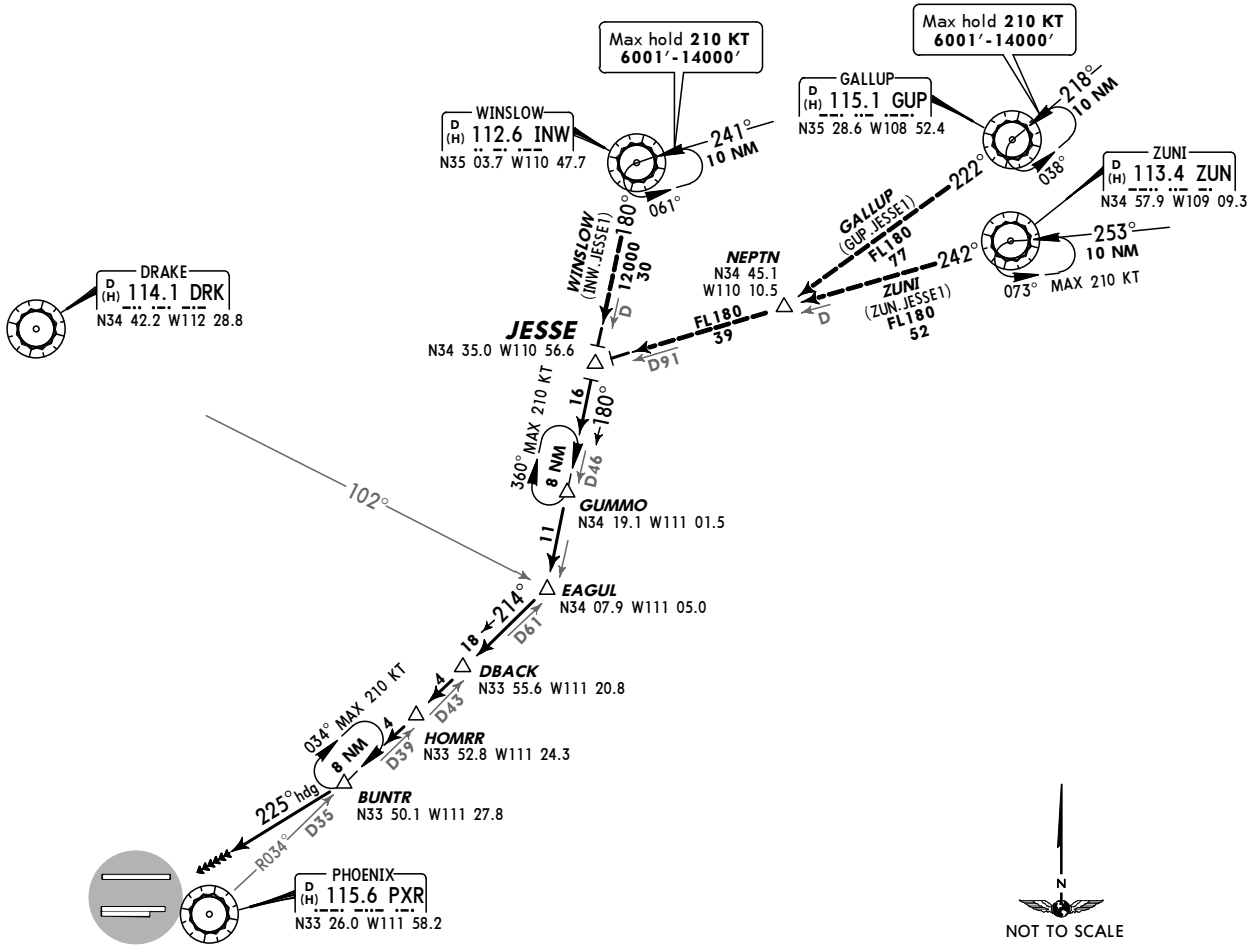
D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
127.575	1135′			

1. **RADAR required.**
2. **DME required.**
3. For Turboprops only.



JESSE ONE ARRIVAL
(JESSE.JESSE1)

Direct distance from BUNTR to:
Phoenix Sky Harbor Intl 36 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

LOST COMMS

After DBACK, proceed direct PXR.

LOST COMMS

ROUTING

From over JESSE via INW R-180 to GUMMO, then via INW R-180 to EAGUL, then via PXR R-034 to DBACK, then via PXR R-034 to HOMRR, then via PXR R-034 to BUNTR. At BUNTR fly heading 225°. EXPECT vectors to final approach course.

CHANGES: Reindexed.

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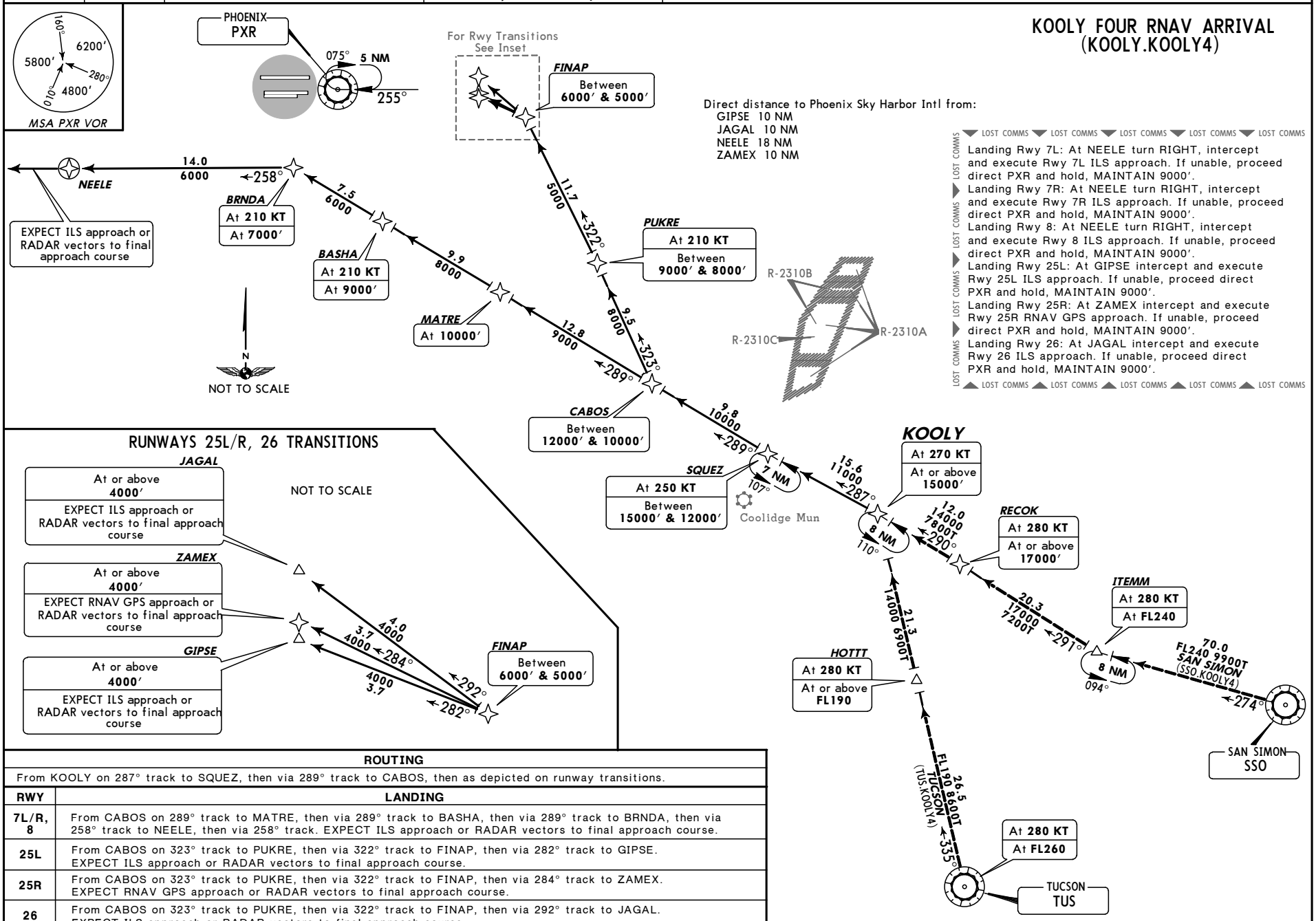
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PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev			
127.575	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. For turbojet aircraft only.	5. TUCSON transition: For non-GPS equipped aircraft, TFD must be operational. 6. SAN SIMON transition: For non-GPS equipped aircraft, TFD and TUS must be operational.

KOOLY FOUR RNAV ARRIVAL (KOOLY.KOOLY4)



ROUTING	
From KOOLY on 287° track to SQUEZ, then via 289° track to CABOS, then as depicted on runway transitions.	
RWY	**LANDING**
7L/R, 8	From CABOS on 289° track to MATRE, then via 289° track to BASHA, then via 289° track to BRNDA, then via 258° track to NEELE, then via 258° track. EXPECT ILS approach or RADAR vectors to final approach course.
25L	From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 282° track to GIPSE. EXPECT ILS approach or RADAR vectors to final approach course.
25R	From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 284° track to ZAMEX. EXPECT RNAV GPS approach or RADAR vectors to final approach course.
26	From CABOS on 323° track to PUKRE, then via 322° track to FINAP, then via 292° track to JAGAL. EXPECT ILS approach or RADAR vectors to final approach course.

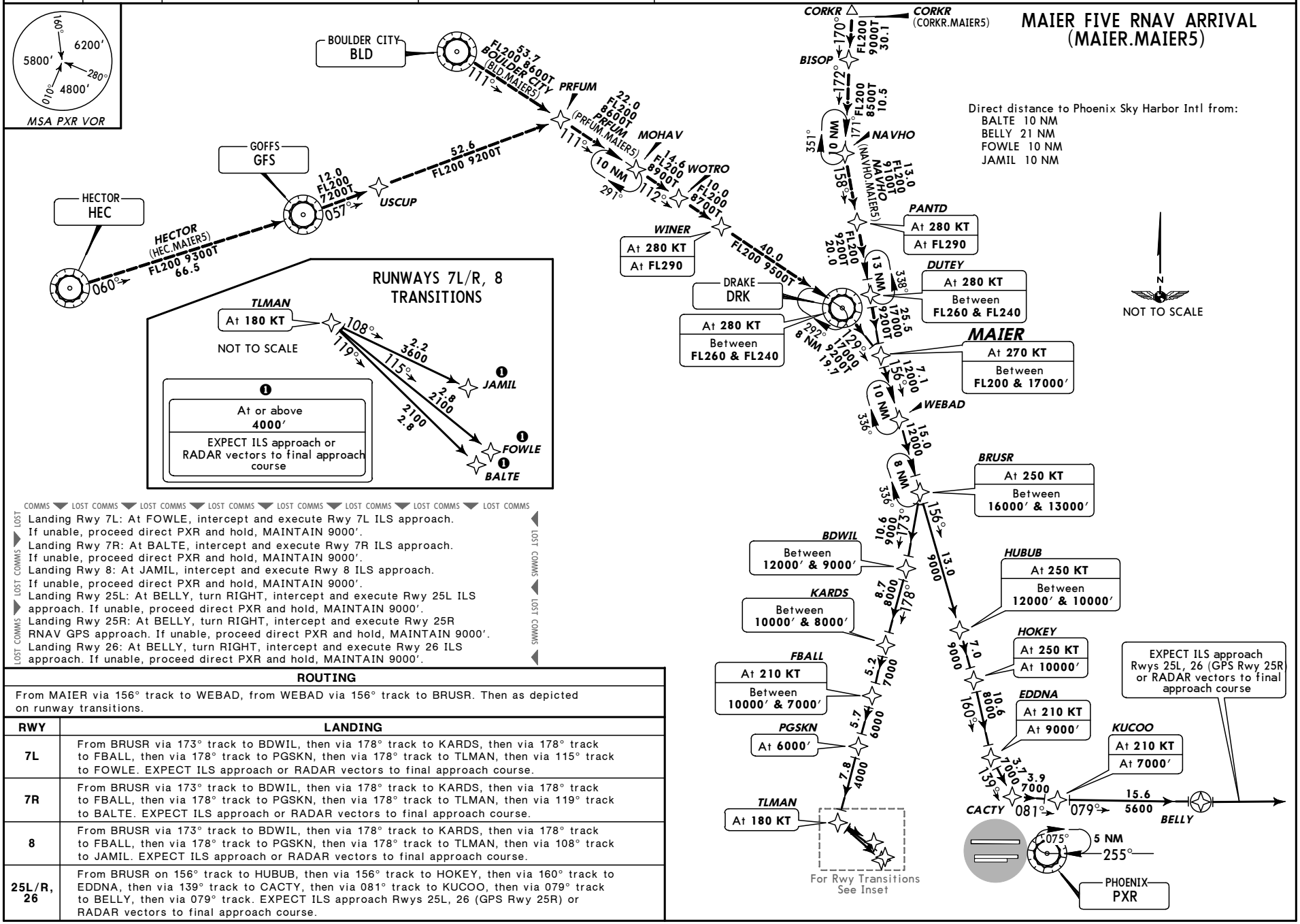
CHANGES: Reindexed.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

D-ATIS	Apt Elev			
127.575	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RNAV 1.** **2. DME/DME/IRU or GPS required.** **3. RADAR required.**	4. Turbojet aircraft only. 5. For non-GPS equipped aircraft, BXK, IWA and TFD DMEs must be operational.



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

Landing Rwy 7L: At FOWLE, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 7R: At BALTE, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 8: At JAMIL, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 25L: At BELLY, turn RIGHT, intercept and execute Rwy 25L ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 25R: At BELLY, turn RIGHT, intercept and execute Rwy 25R RNAV GPS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.
Landing Rwy 26: At BELLY, turn RIGHT, intercept and execute Rwy 26 ILS approach. If unable, proceed direct PXR and hold, MAINTAIN 9000′.

ROUTING

From MAIER via 156° track to WEBAD, from WEBAD via 156° track to BRUSR. Then as depicted on runway transitions.

RWY	LANDING
7L	From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 115° track to FOWLE. EXPECT ILS approach or RADAR vectors to final approach course.
7R	From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 119° track to BALTE. EXPECT ILS approach or RADAR vectors to final approach course.
8	From BRUSR via 173° track to BDWIL, then via 178° track to KARDS, then via 178° track to FBALL, then via 178° track to PGSKN, then via 178° track to TLMAN, then via 108° track to JAMIL. EXPECT ILS approach or RADAR vectors to final approach course.
25L/R, 26	From BRUSR on 156° track to HUBUB, then via 156° track to HOKEY, then via 160° track to EDDNA, then via 139° track to CACTY, then via 081° track to KUCOO, then via 079° track to BELLY, then via 079° track. EXPECT ILS approach Rwys 25L, 26 (GPS Rwy 25R) or RADAR vectors to final approach course.

CHANGES: Reissued.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV STAR

D-ATIS	Apt Elev			
127.575	1135′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	4. Turbojet aircraft only.

PINNG ONE RNAV ARRIVAL (PINNG.PINNG1)

PHOENIX D (H) 115.6 PXR
N33 26.0 W111 58.2

Direct distance to Phoenix Sky Harbor Intl from:
GIPSE 10 NM
JAGAL 10 NM
NEELE 18 NM
ZAMEX 10 NM

LOST COMMS
LANDING RWY 7L: At NEELE turn RIGHT, intercept and execute Rwy 7L ILS approach...
LANDING RWY 7R: At NEELE turn RIGHT, intercept and execute Rwy 7R ILS approach...
LANDING RWY 8: At NEELE turn RIGHT, intercept and execute Rwy 8 ILS approach...
LANDING RWY 25L: At GIPSE, intercept and execute Rwy 25L ILS approach...
LANDING RWY 25R: At ZAMEX, intercept and execute Rwy 25R RNAV (GPS) approach...
LANDING RWY 26: At JAGAL, intercept and execute Rwy 26 ILS approach...
...if unable, proceed direct PXR and hold, MAINTAIN 9000′.
LOST COMMS

NEELE N33 20.5 W112 21.4
At **210 KT**
At **7000′**

VISTL N33 20.5 W112 10.6

LGACY N33 18.3 W112 04.7
At **210 KT**
At **7000′**

RVANN N33 14.1 W111 58.4
At **230 KT**
Between **9000′ & 8000′**

DDUKE N33 09.3 W111 51.3
Between **12000′ & 10000′**

WIGWM N33 04.3 W111 43.8
At **250 KT**
Between **14000′ & 12000′**

FINAP N33 24.2 W111 44.8
Between **6000′ & 5000′**

PUKRE N33 13.7 W111 38.6
At **210 KT**
Between **9000′ & 8000′**

PAAAR N33 04.2 W111 34.0
At **230 KT**
Between **12000′ & 10000′**

BRDEY N32 54.7 W111 29.3
At **250 KT**
At or above **13000′**

PINNG N32 44.8 W111 11.8
At **270 KT**
At or above **17000′**

HYBRD N32 34.0 W110 52.8
Between **FL250 & FL220**

BNNKR N32 28.1 W110 42.6
At **280 KT**
Between **FL280 & FL250**

HOTTT N32 31.6 W111 01.9
At **280 KT**
Between **FL250 & FL220**

DRRVR N32 10.5 W109 17.4

NOT TO SCALE

RWYS 25L/R, 26 TRANSITIONS

NOT TO SCALE

JAGAL N33 26.4 W111 48.8
At or above **4000′**
EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course

ZAMEX N33 25.8 W111 48.8
At or above **4000′**
EXPECT RNAV (GPS) Y or (RNP) Z Rwy 25R approach or RADAR vectors to final approach course

GIPSE N33 25.7 W111 48.8
At or above **4000′**
EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course

FINAP N33 24.2 W111 44.8
Between **6000′ & 5000′**

ROUTING	
From PINNG on track 292° to BRDEY.	
RWY	**LANDING**
7L/R, 8	From BRDEY on track 296° to WIGWM, DDUKE, RVANN and LGACY. Then on track 283° to VISTL, then on track 258° to NEELE. Then on track 258°. EXPECT RADAR vectors to final approach course.
25L	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 282° to GIPSE. EXPECT ILS or LOC Rwy 25L approach or RADAR vectors to final approach course.
25R	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 284° to ZAMEX. EXPECT RNAV (GPS) Y or (RNP) Z Rwy 25R approach or RADAR vectors to final approach course.
26	From BRDEY on track 326° to PAAAR, then on track 325° to PUKRE, then on track 322° to FINAP, then on track 292° to JAGAL. EXPECT ILS or LOC Rwy 26 approach or RADAR vectors to final approach course.

CHANGES: None.

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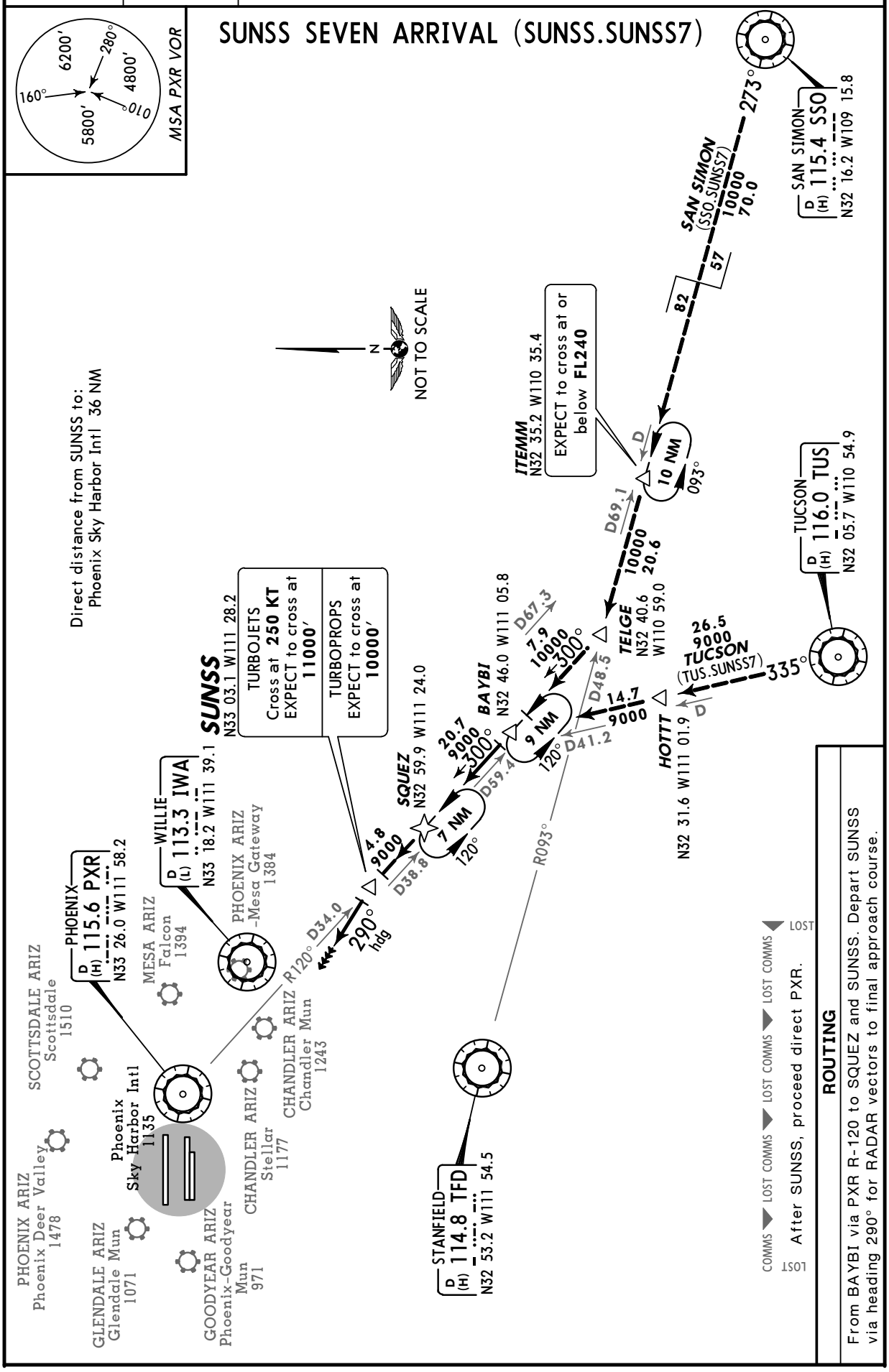
KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
12 SEP 14 (10-2M) Eff 18 Sep

PHOENIX, ARIZ
STAR

D-ATIS	Apt Elev	
127.575	*See Graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For turbojet and turboprop aircraft. **2. DME required.**

SUNSS SEVEN ARRIVAL (SUNSS.SUNSS7)



ROUTING

From BAYBI via PXR R-120 to SQUEZ and SUNSS. Depart SUNSS via heading 290° for RADAR vectors to final approach course.

CHANGES: Reindexed.

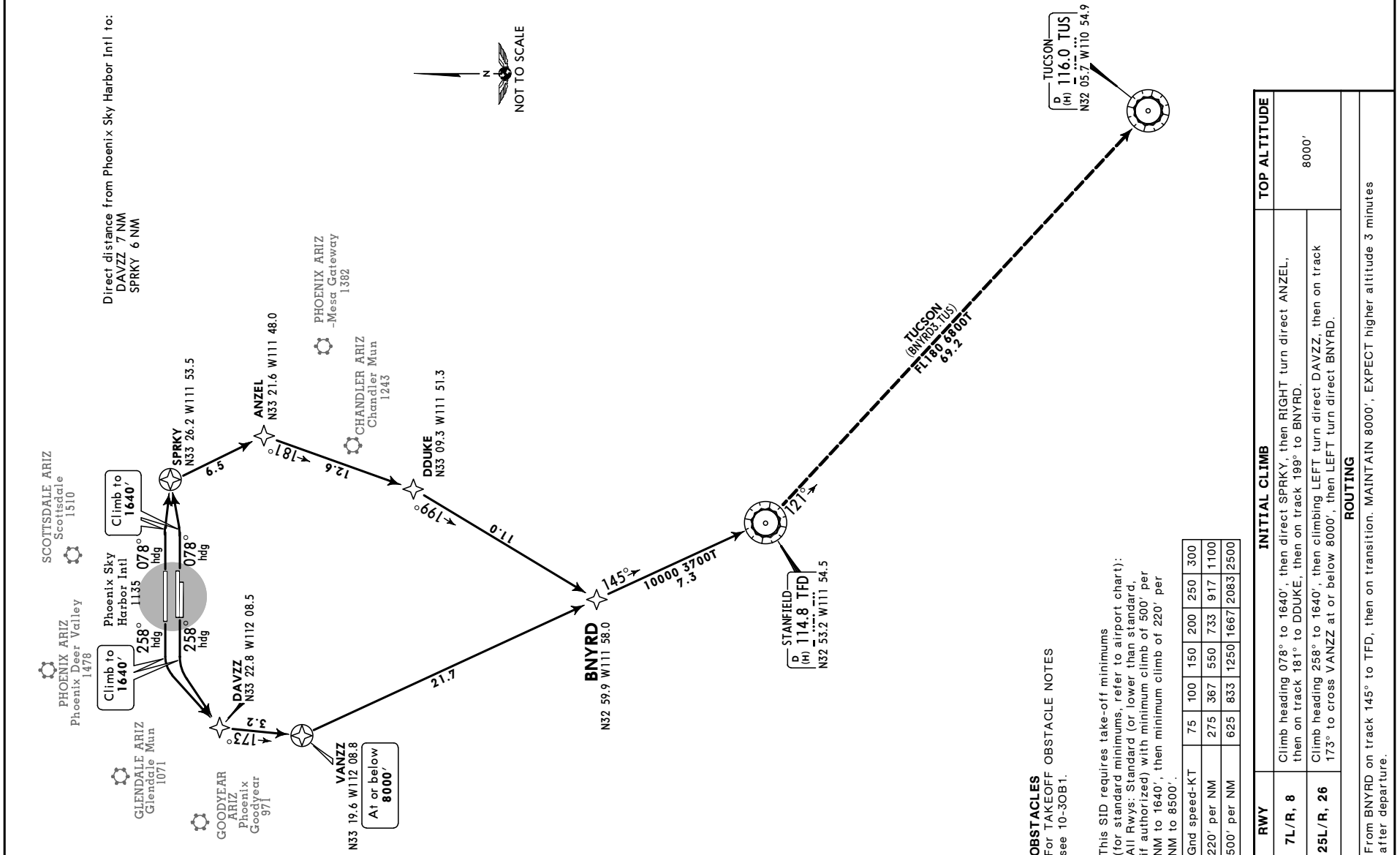
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PHOENIX SKY HARBOR INTL

PHOENIX Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′		
126.8	See Graphic		**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	4. Turbojets and turboprops only. 5. For non-GPS equipped aircraft, IWA must be operational. 6. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

BNYRD THREE RNAV DEPARTURE
(BNYRD3.BNYRD)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 220′ per NM to 8500′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then RIGHT turn direct ANZEL, then on track 181° to DDUKE, then on track 199° to BNYRD.	8000′
25L/R, 26	Climb heading 258° to 1640′, then climbing LEFT turn direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then LEFT turn direct BNYRD.	

ROUTING

From BNYRD on track 145° to TFD, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.

CHANGES: Procedure renumbered, notes, top altitude.

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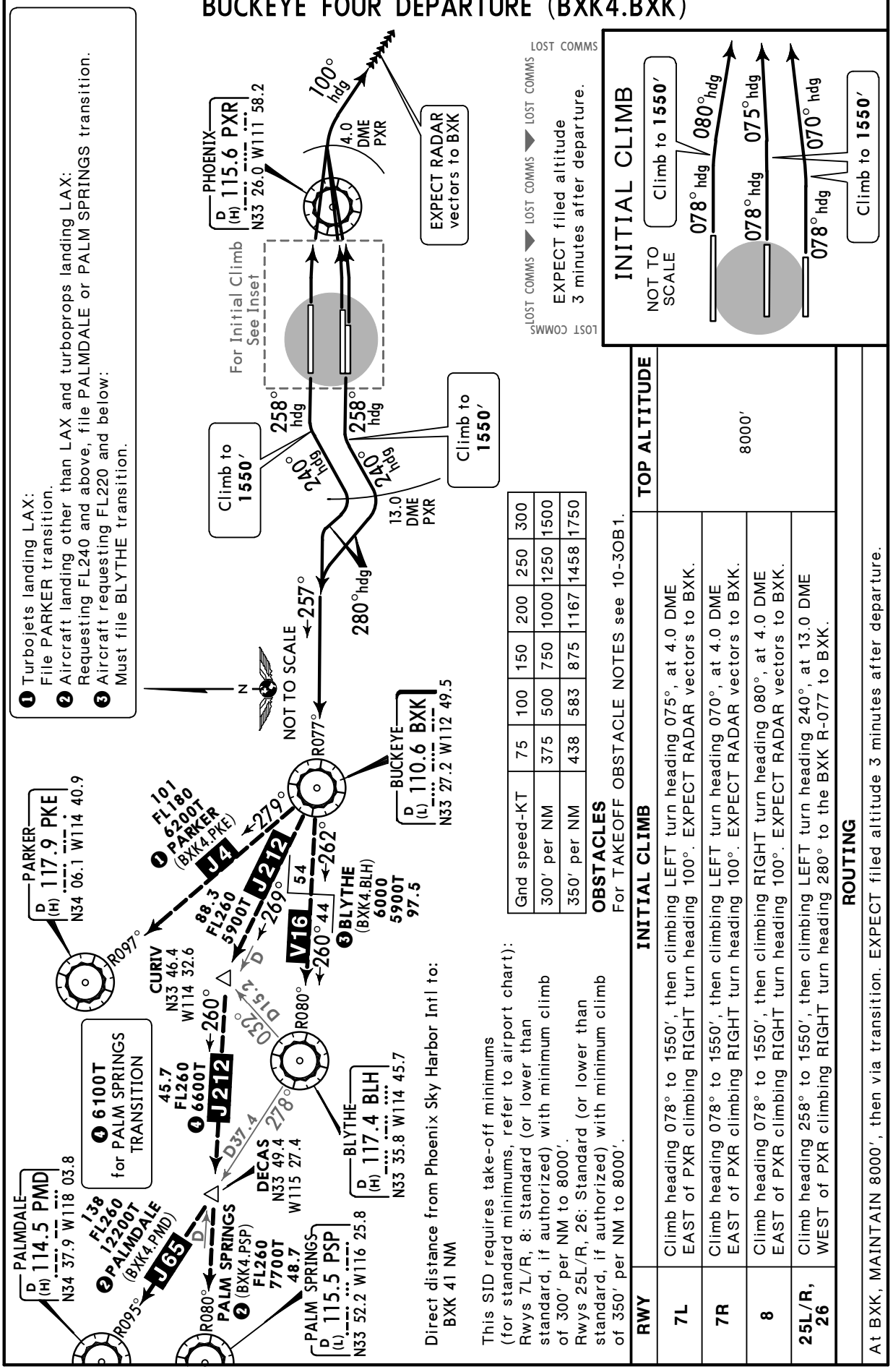
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PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

PHOENIX Departure (R) 126.8	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

BUCKEYE FOUR DEPARTURE (BXK4.BXK)



Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from Phoenix Sky Harbor Intl to:
BXK 41 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR climbing RIGHT turn heading 100°. EXPECT RADAR vectors to BXK.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°, at 13.0 DME WEST of PXR climbing RIGHT turn heading 280° to the BXK R-077 to BXK.	

ROUTING

At BXK, MAINTAIN 8000′, then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

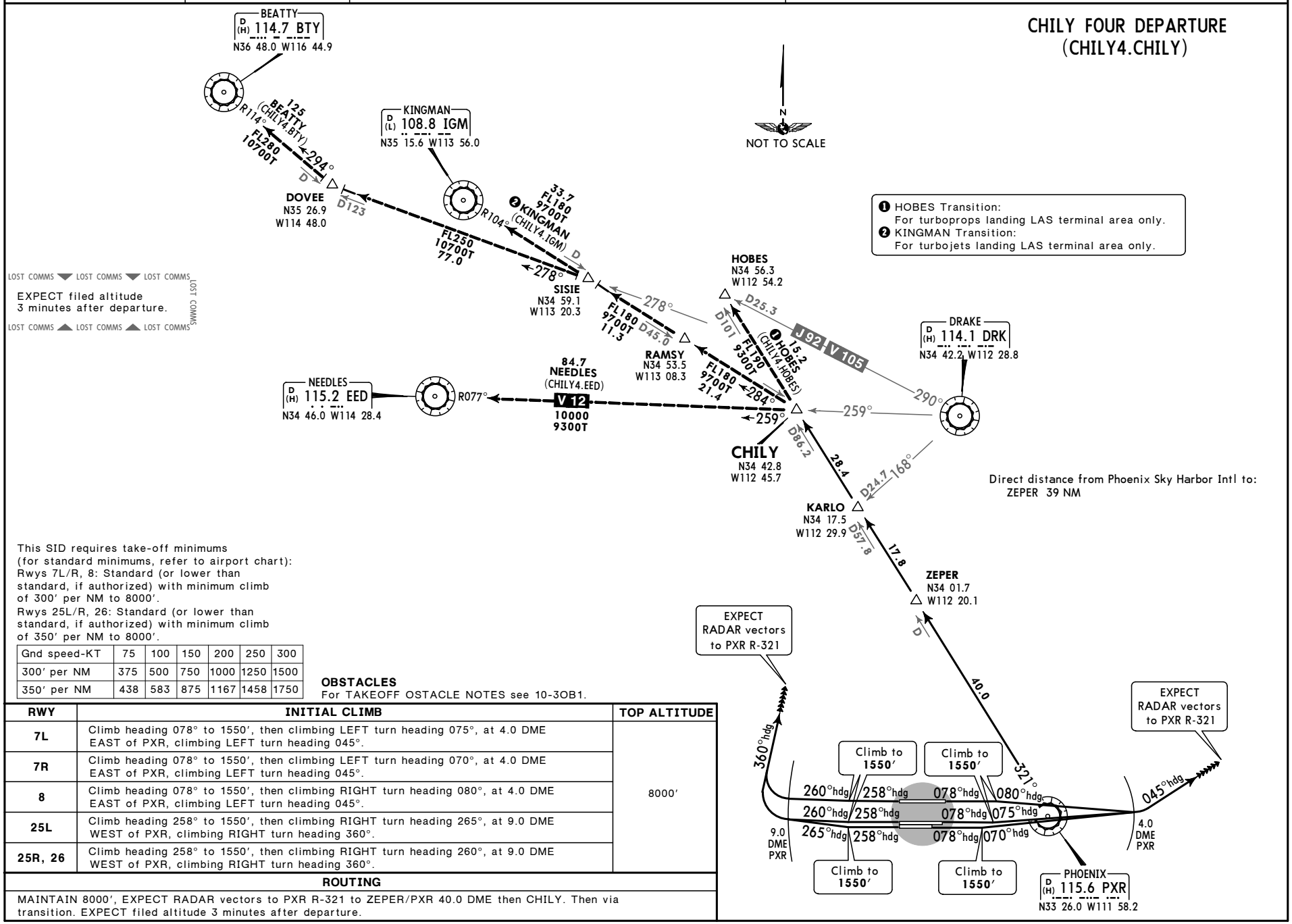
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PHOENIX SKY HARBOR INTL

PHOENIX Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	
119.2	1135′		**1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

CHILY FOUR DEPARTURE
(CHILY4.CHILY)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
25L	Climb heading 258° to 1550′, then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	
25R, 26	Climb heading 258° to 1550′, then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to PXR R-321 to ZEPER/PXR 40.0 DME then CHILY. Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

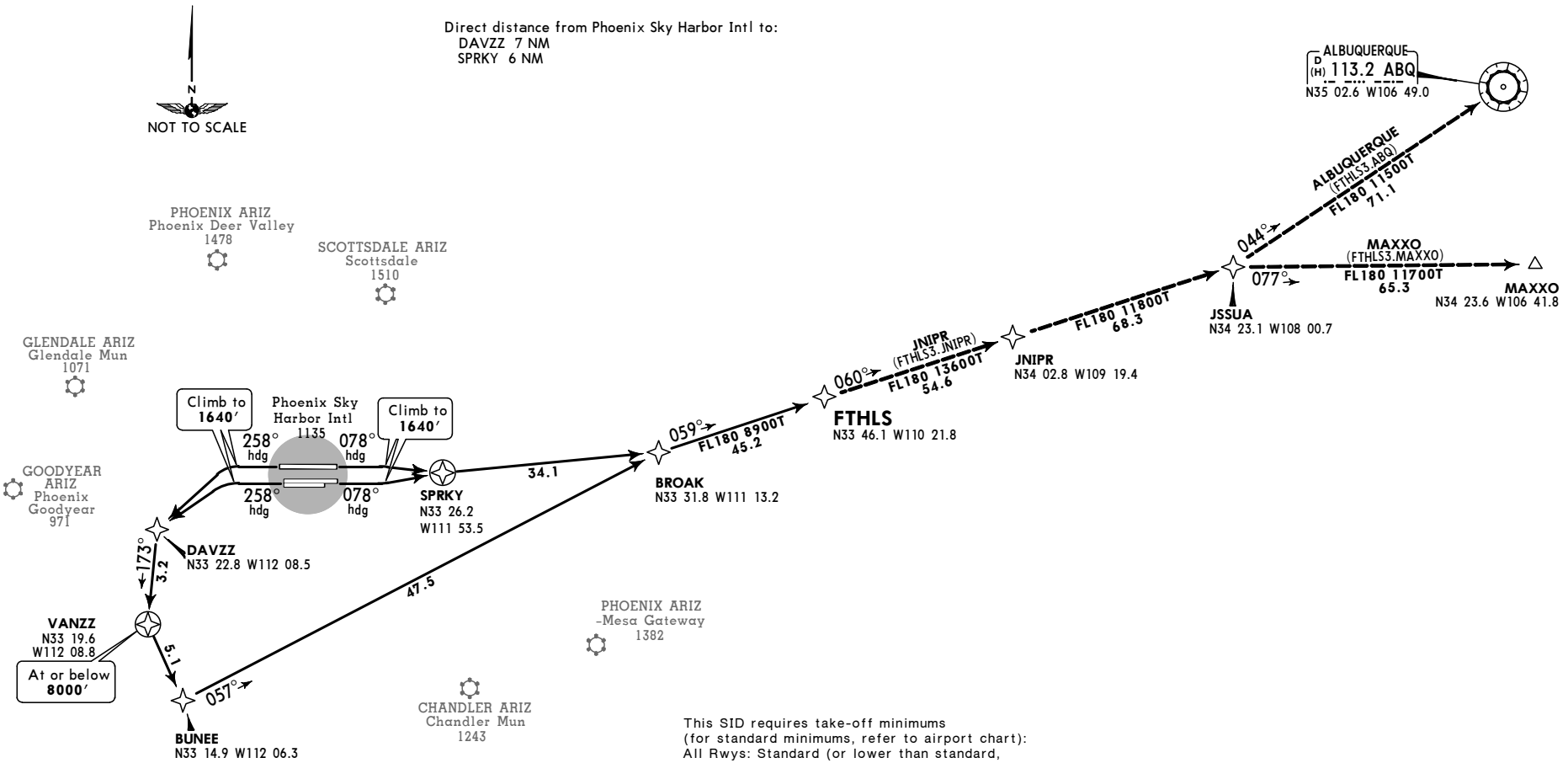
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PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only. 5. ALBUQUERQUE Transition ATC assigned only.	6. Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS departure. 7. Aircraft filing over ABQ, CIM, FTI and GCK file LALUZ departure. 8. Aircraft filing over DEN, RSK, ALS and points NORTH of ALS file YOTES departure. 9. For non-GPS equipped aircraft, PXR and TFD DMEs must be operational. 10. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

FTHLS THREE RNAV DEPARTURE
(FTHLS3.FTHLS)



This SID requires take-off minimums (for standard minimums, refer to airport chart): All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then direct BROAK.	8000′
25L/R, 26	Climb heading 258° to 1640′, then turn LEFT direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then LEFT turn direct BUNEE. Then on track 057° to BROAK.	

ROUTING

From BROAK on track 059° to FTHLS, then on transition. MAINTAIN 8000′. EXPECT higher altitude 3 minutes after departure.

CHANGES: Procedure renumbered, notes, top altitude.

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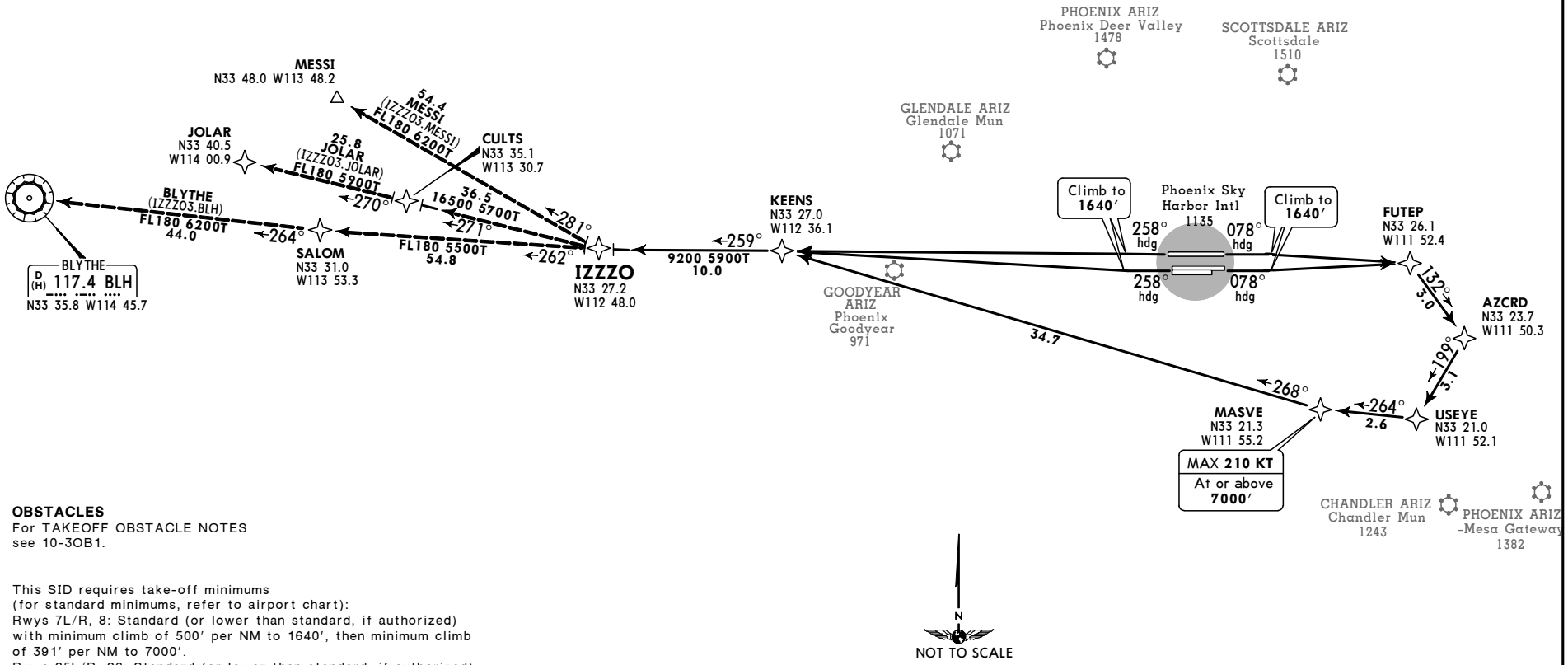
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PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only.	5. Aircraft requesting FL220 and below must file BLYTHE transition. 6. Turbojets landing LAX, file MESSI transition. 7. Aircraft landing other than LAX and turboprops landing at LAX requesting FL240 and above, file JOLAR transition. 8. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

IZZZO THREE RNAV DEPARTURE
(IZZZ03.IZZZO)

Direct distance from Phoenix Sky Harbor Intl to:
FUTEP 7 NM
KEENS 30 NM



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 391′ per NM to 7000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′.

Gnd speed-KT	75	100	150	200	250	300
391′ per NM	489	652	978	1303	1629	1955
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at or above 7000′ and at or below 210 KT, then on track 268° to KEENS.	8000′
25L/R, 26	Climb heading 258° to 1640′, then direct KEENS.	
	ROUTING	
From KEENS on track 259° to IZZZO, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		

CHANGES: Procedure renumbered, notes, top altitude.

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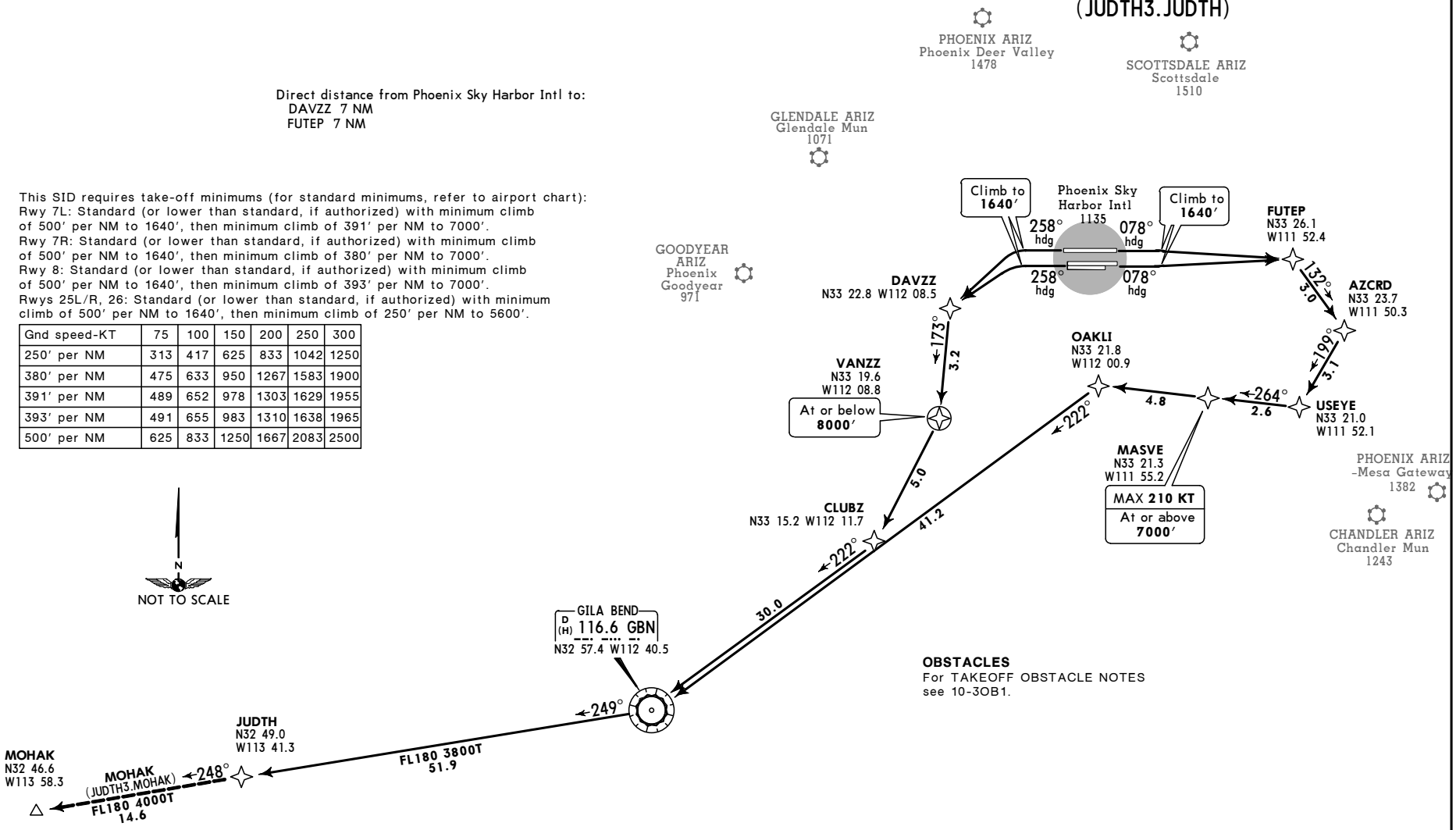
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PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.**	4. Turbojets and turboprops only. 5. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

JUDTH THREE RNAV DEPARTURE (JUDTH3.JUDTH)



Gnd speed-KT	75	100	150	200	250	300
250′ per NM	313	417	625	833	1042	1250
380′ per NM	475	633	950	1267	1583	1900
391′ per NM	489	652	978	1303	1629	1955
393′ per NM	491	655	983	1310	1638	1965
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at or above 7000′ and at or below 210 KT, then on track 264° to OAKLI, then on track 222° to GBN.	8000′
25L/R, 26	Climb heading 258° to 1640′, then climbing LEFT turn direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then RIGHT turn direct CLUBZ, then on track 222° to GBN.	
ROUTING		
From GBN on track 249° to JUDTH, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		

CHANGES: Procedure renumbered, notes, top altitude.

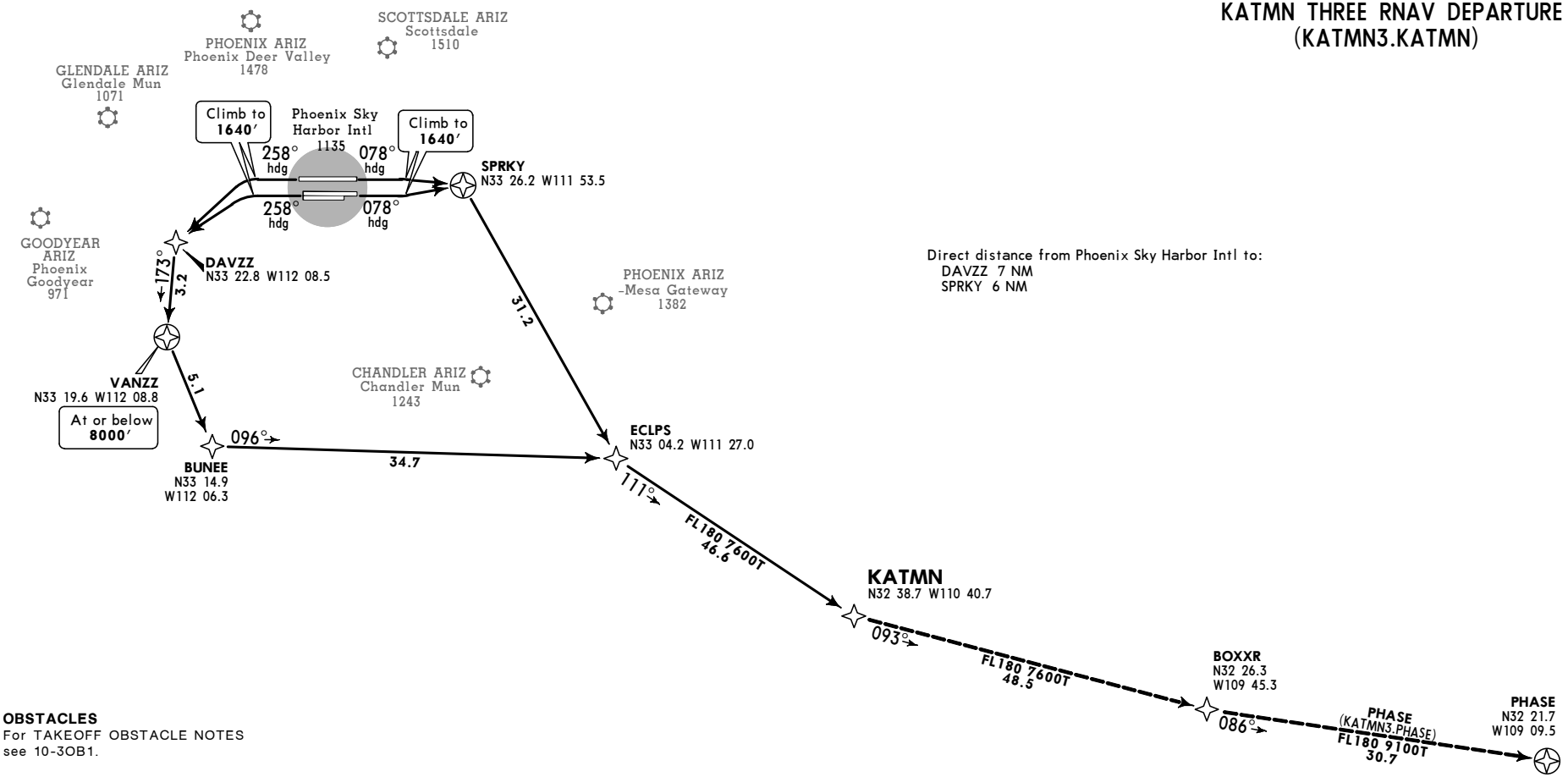
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PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 126.8	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojets and turboprops only.	5. For non-GPS equipped aircraft departing KPHX, TFD and DUG DMEs must be operational. 6. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

KATMN THREE RNAV DEPARTURE (KATMN3.KATMN)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
All Rwys: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 220′ per NM to 8500′.

Gnd speed-KT	75	100	150	200	250	300
220′ per NM	275	367	550	733	917	1100
500′ per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then direct ECLPS.	8000′
25L/R, 26	Climb heading 258° to 1640′, then turn LEFT direct DAVZZ, then on track 173° to cross VANZZ at or below 8000′, then LEFT turn direct BUNEE, then on track 096° to ECLPS.	
ROUTING		
From ECLPS on track 111° to KATMN, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		

CHANGES: Procedure renumbered, notes, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only. 5. MAXXO transition ATC assigned only. 6. ST JOHNS transition for ABQ terminal arrivals only.	7. Aircraft filing over DEN, RSK, ALS and points NORTH of ALS, file YOTES departure. 8. Aircraft filing over ABQ, CIM, FTI and GCK, file LALUZ departure. 9. Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS departure. 10. For non-GPS equipped aircraft, PXR DME must be operational. 11. For non-GPS equipped aircraft using MAXXO and ABQ transitions, ABQ DME must be operational. 12. For non-GPS equipped aircraft departing KPHX Rwys 25L/R and 26, IWA and TFD DMEs must be operational. 13. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

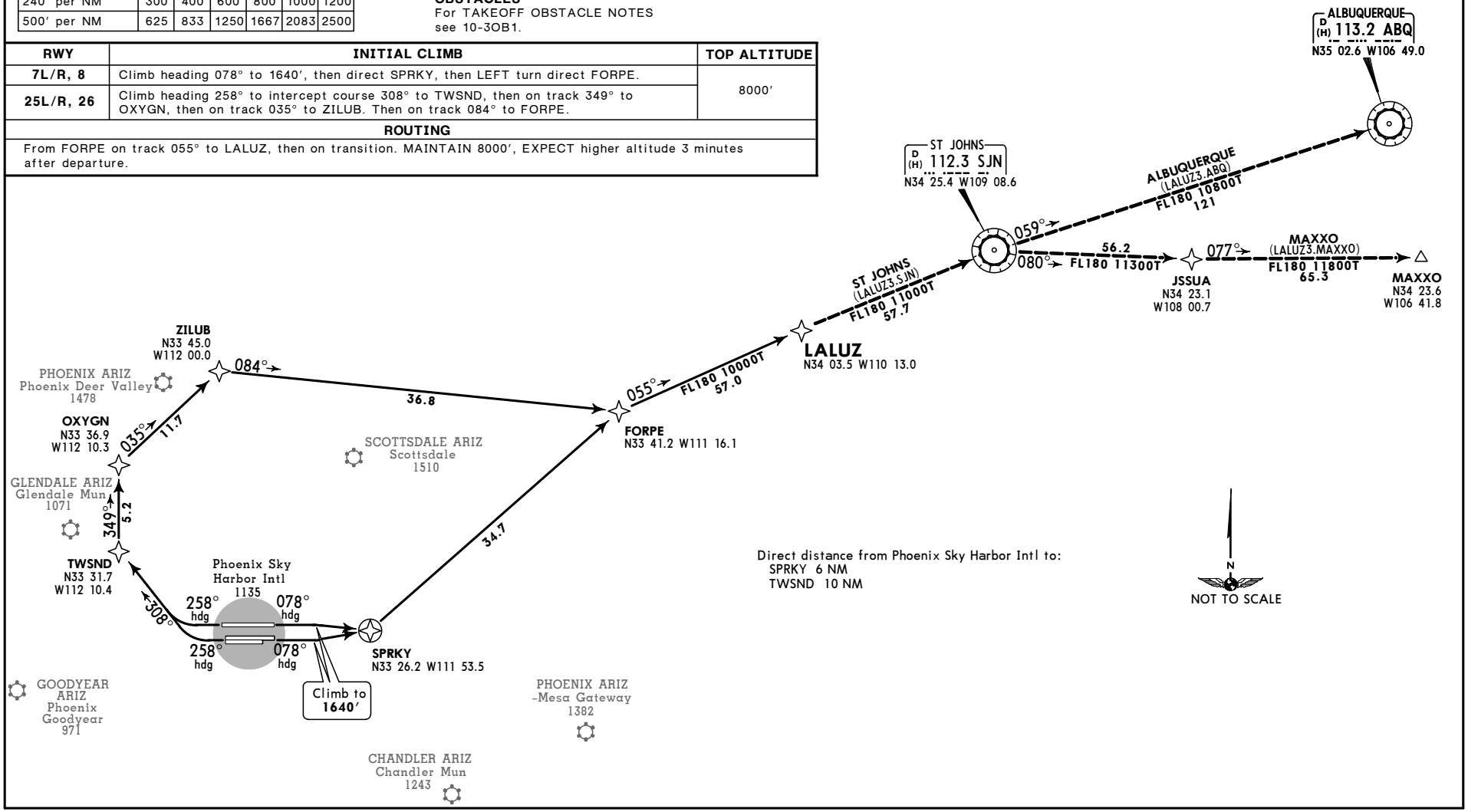
LALUZ THREE RNAV DEPARTURE
(LALUZ3.LALUZ)

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 240′ per NM to 9000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2140′.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then LEFT turn direct FORPE.	8000′
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 349° to OXYGN, then on track 035° to ZILUB. Then on track 084° to FORPE.	
ROUTING		
From FORPE on track 055° to LALUZ, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.		



CHANGES: Procedure renumbered, notes, top altitude.

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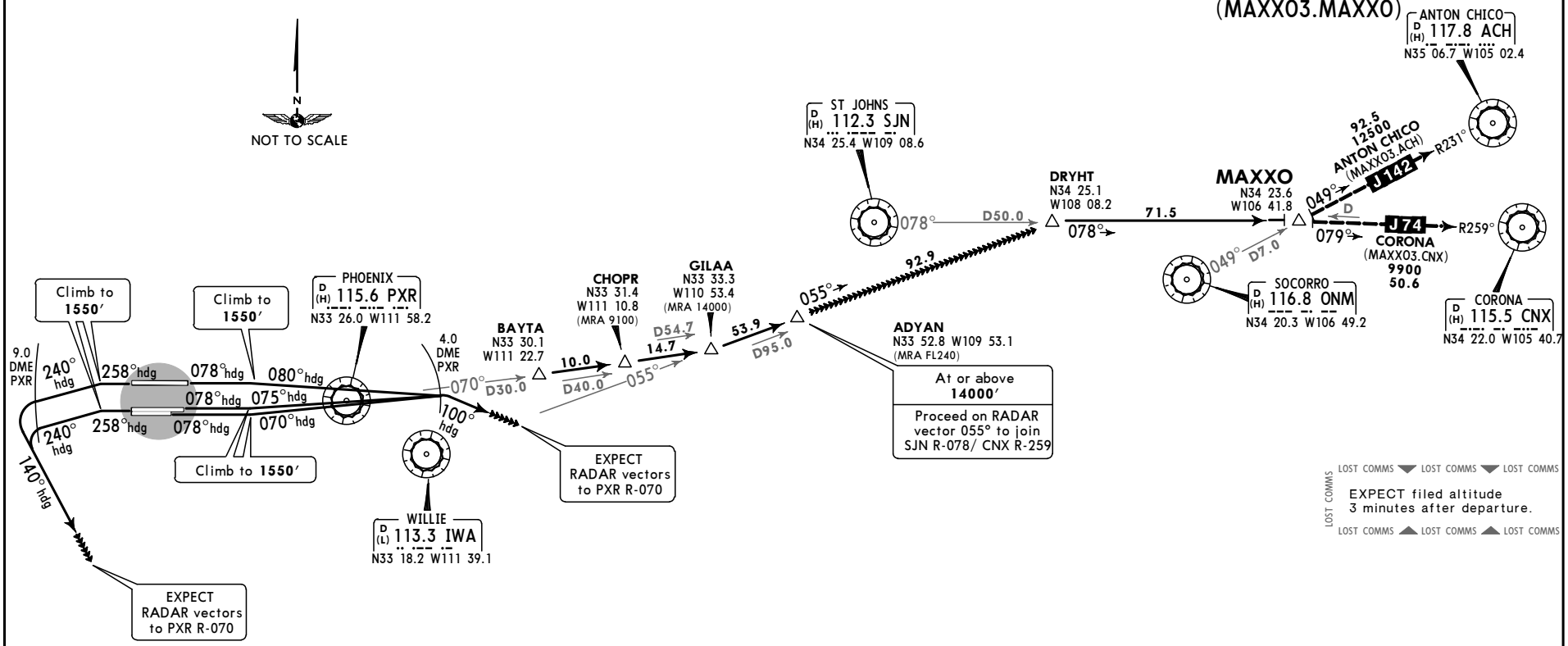
KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

PHOENIX Departure (R) 126.8	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′

1. RADAR and DME required.
2. Restricted to turbojet and turboprop aircraft only.
3. Aircraft filing over ACH, CNX, IRW, LBL, ONM, PNH, TCC, and TXO use MAXXO departure.
4. Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS departure.
5. Aircraft filing over DEN, ALS, and points NORTH of ALS use SILOW departure.

MAXXO THREE DEPARTURE
(MAXXO3.MAXXO)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 7L/R, 8, 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°, at 9.0 DME WEST of PXR, climbing LEFT turn heading 140°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to PXR R-070 to GILAA/PXR 54.7 DME, then pilot nav on IWA R-055 to ADYAN/IWA 95.0 DME, cross ADYAN at or above 14000′ and proceed on RADAR vector 055° to join SJN R-078/ CNX R-259 to MAXXO/CNX 50.6 DME. Then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
RNAV SID

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only.	5. Aircraft filing over EED, HEC or PMD, use JKPOT transition. All others use SISIE transition. 6. For non-GPS equipped aircraft departing KPHX Rwys 7L/R and 8, IWA DME must be operational. 7. For non-GPS equipped aircraft departing KPHX Rwys 25L/R and 26, TFD and IWA DMEs must be operational. 8. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

MAYSA THREE RNAV DEPARTURE
(MAYSA3.MAYSA)

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

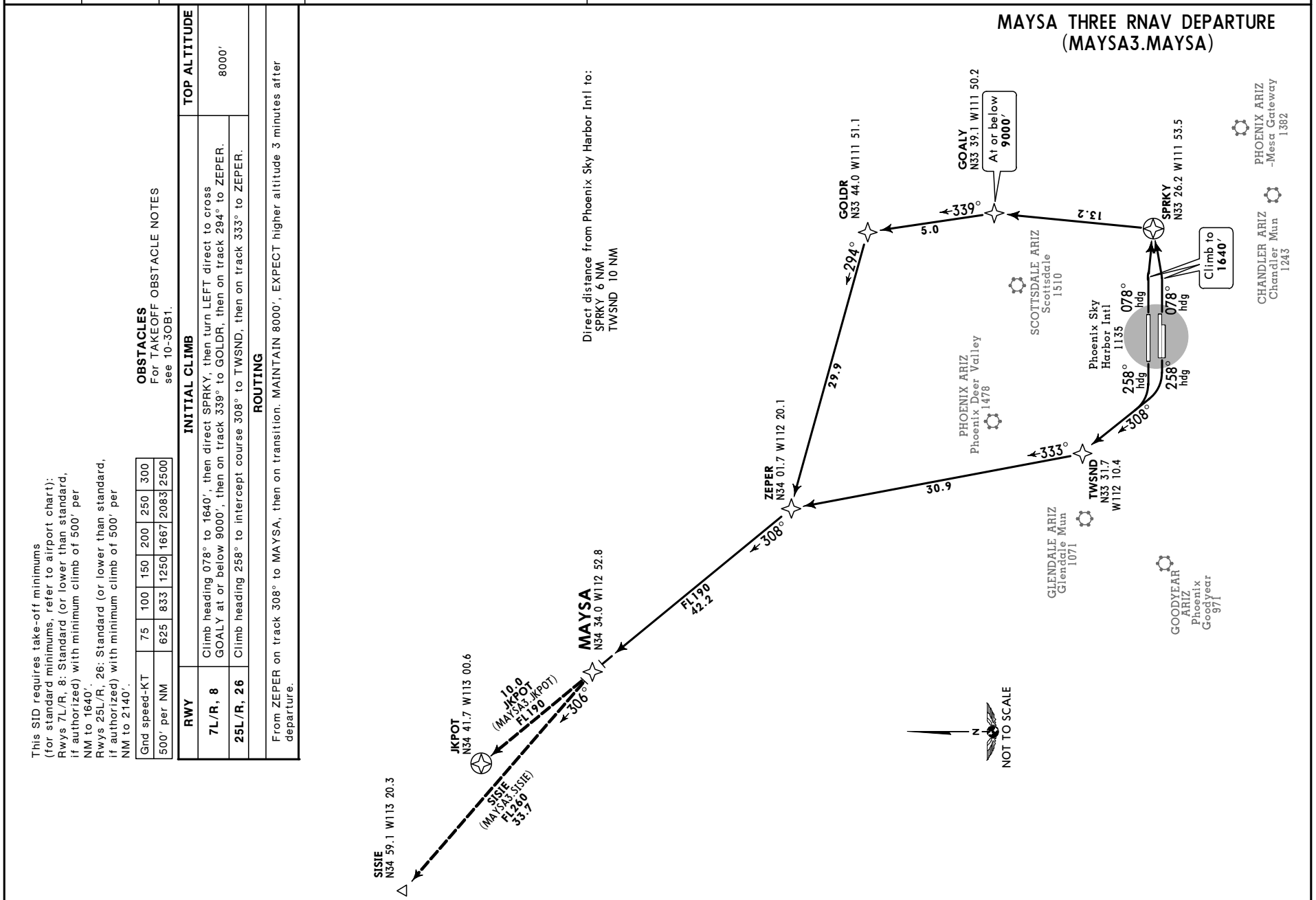
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2140′.

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

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then turn LEFT direct to cross GOALY at or below 9000′, then on track 339° to GOLDR, then on track 294° to ZEPER.	8000′
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 333° to ZEPER.	

ROUTING

From ZEPER on track 308° to MAYSA, then on transition. MAINTAIN 8000′, EXPECT higher altitude 3 minutes after departure.



CHANGES: Procedure renumbered, notes, top altitude.

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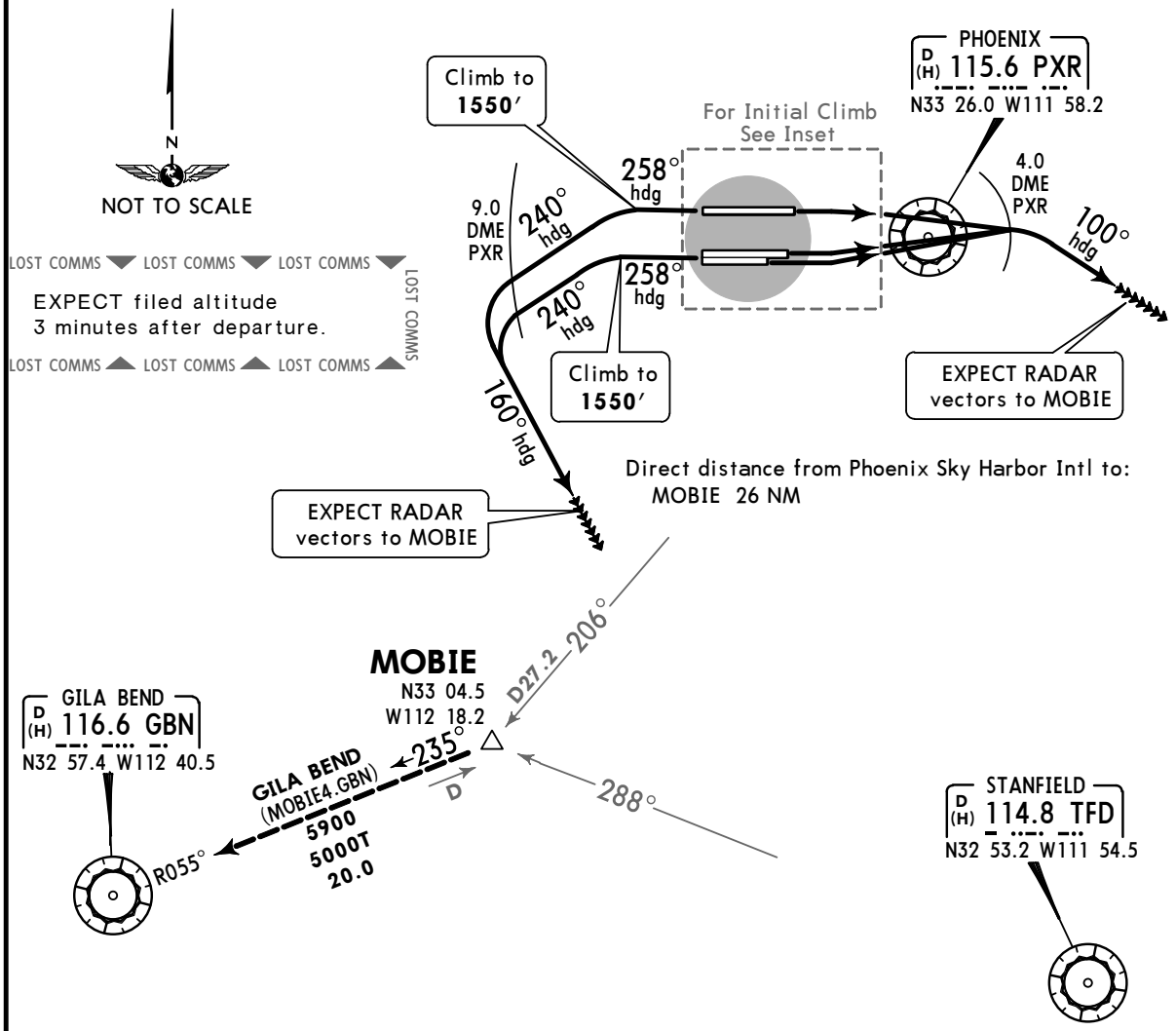
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KPHX/PHX
PHOENIX SKY HARBOR INTL

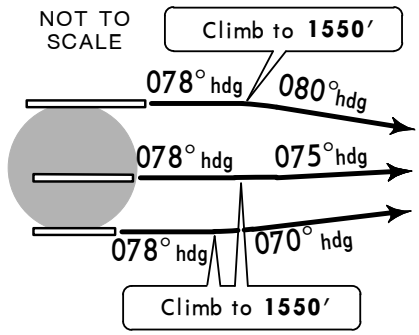
PHOENIX, ARIZ
SID

PHOENIX Departure (R)	Apt Elev	
126.8	1135′	Trans level: FL180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

MOBIE FOUR DEPARTURE (MOBIE4.MOBIE)



INITIAL CLIMB



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°, at 9.0 DME WEST of PXR, climbing LEFT turn heading 160°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to MOBIE, then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

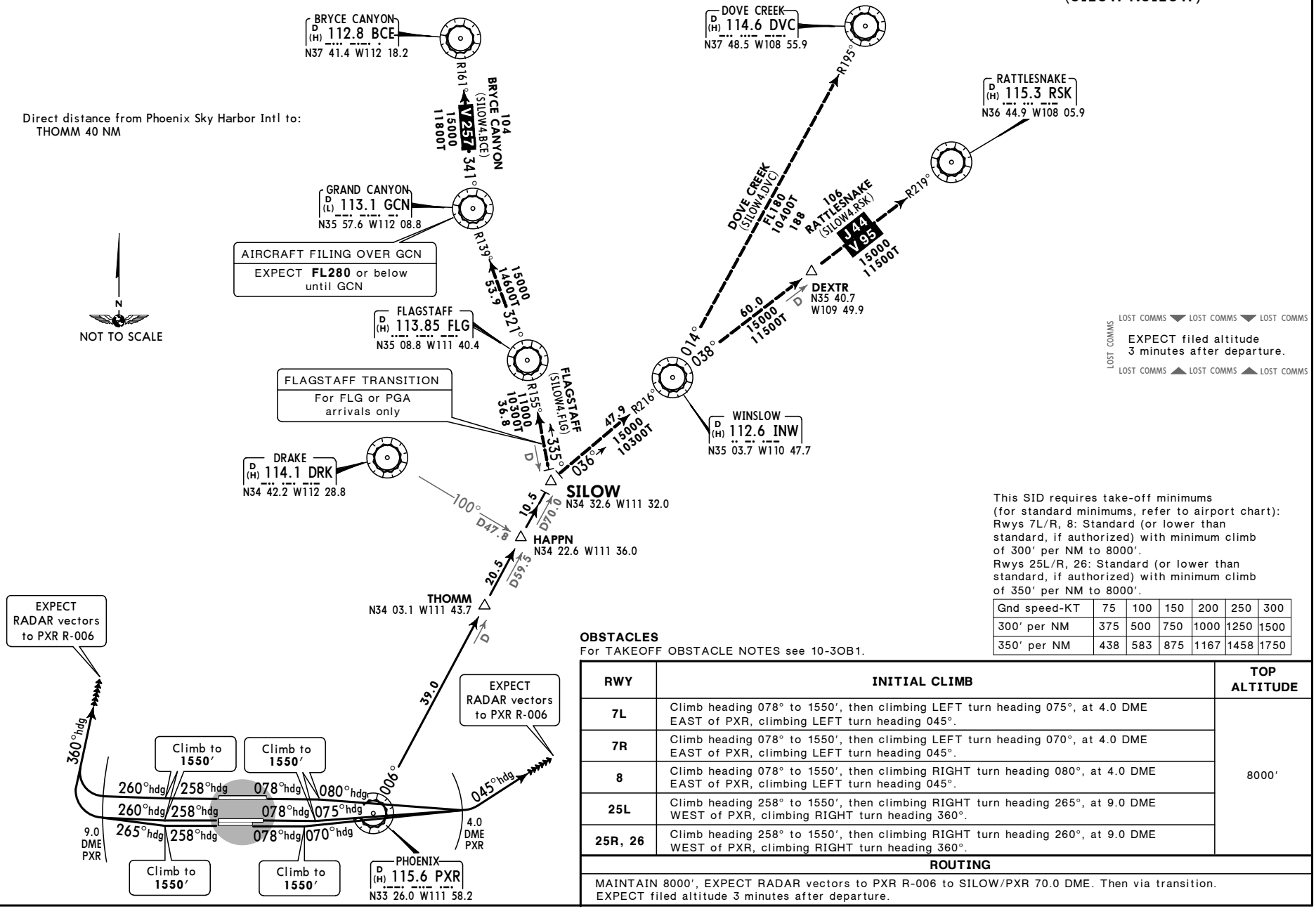
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	1. RADAR and DME required. 2. Restricted to turbojet and turboprop aircraft only. 3. Aircraft filing over CIM and GCK file ST JOHNS departure.
119.2	1135′		

SILOW FOUR DEPARTURE (SILOW4.SILOW)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045°.	
25L	Climb heading 258° to 1550′, then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	
25R, 26	Climb heading 258° to 1550′, then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°.	

ROUTING

MAINTAIN 8000′, EXPECT RADAR vectors to PXR R-006 to SILOW/PXR 70.0 DME. Then via transition.
EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered,top altitude.

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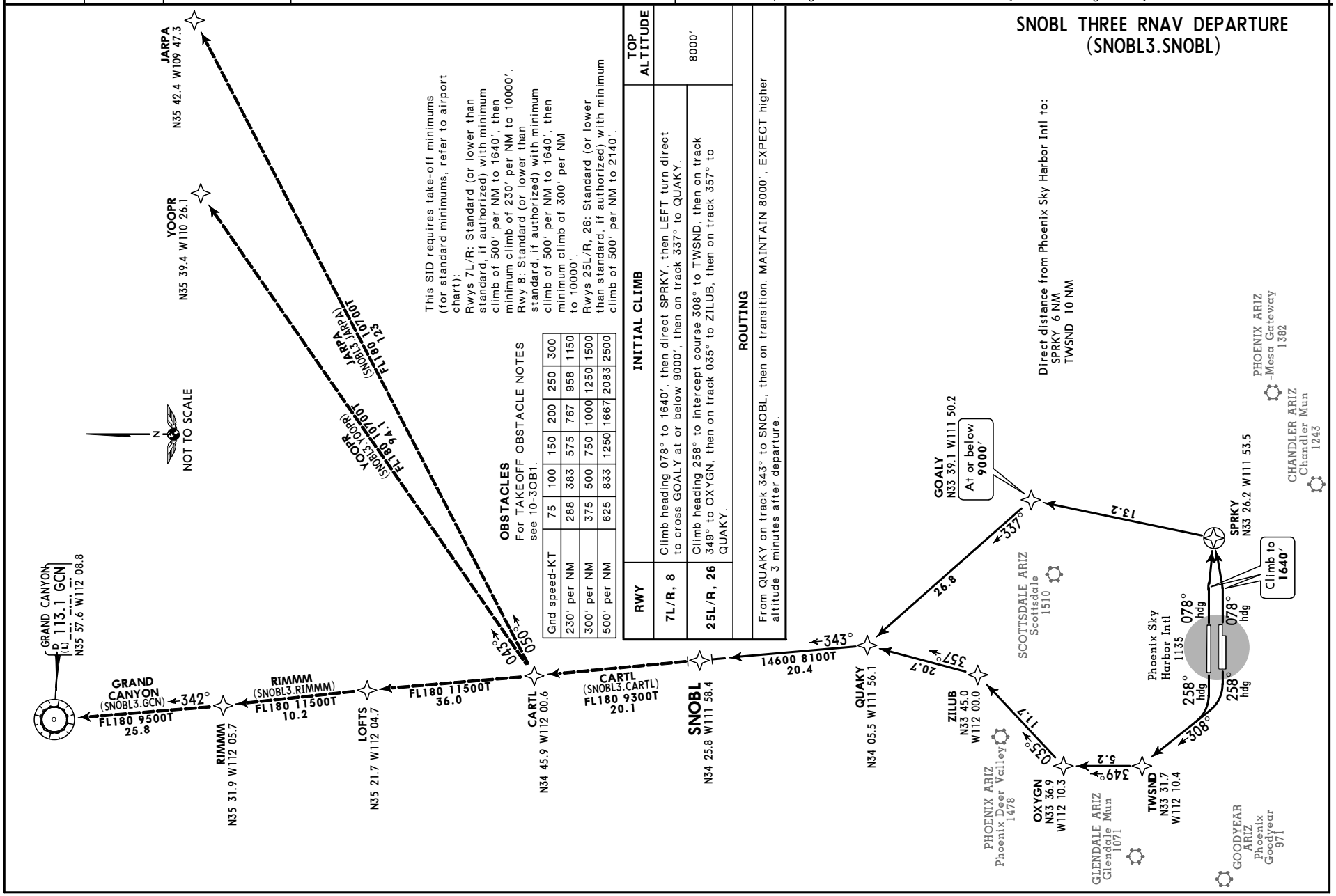
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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′

1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Turbojets and turboprops only.
5. JARPA transition ATC assigned only.
6. YOOPR transition ATC assigned only.
7. CARTL transition for FLG or PGA terminal arrivals only.
8. For non-GPS equipped aircraft using JARPA transition, INW and DRK DMEs must be operational.
9. For non-GPS equipped aircraft departing KPHX, IWA DME must be operational.
10. For non-GPS equipped aircraft departing KPHX Rwys 25L/R and 26, TFD and BXK DMEs must be operational.
11. For non-GPS equipped aircraft using YOOPR transition, DRK DME must be operational.
12. For non-GPS equipped aircraft departing KPHX Rwys 8, 25R, 26, DRK DME must be operational.
13. For non-GPS equipped aircraft departing KPHX Rwys 7L/R, PXR DME must be operational.
14. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

SNOBL THREE RNAV DEPARTURE (SNOBL3.SNOBL)



CHANGES: Procedure renumbered, notes, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

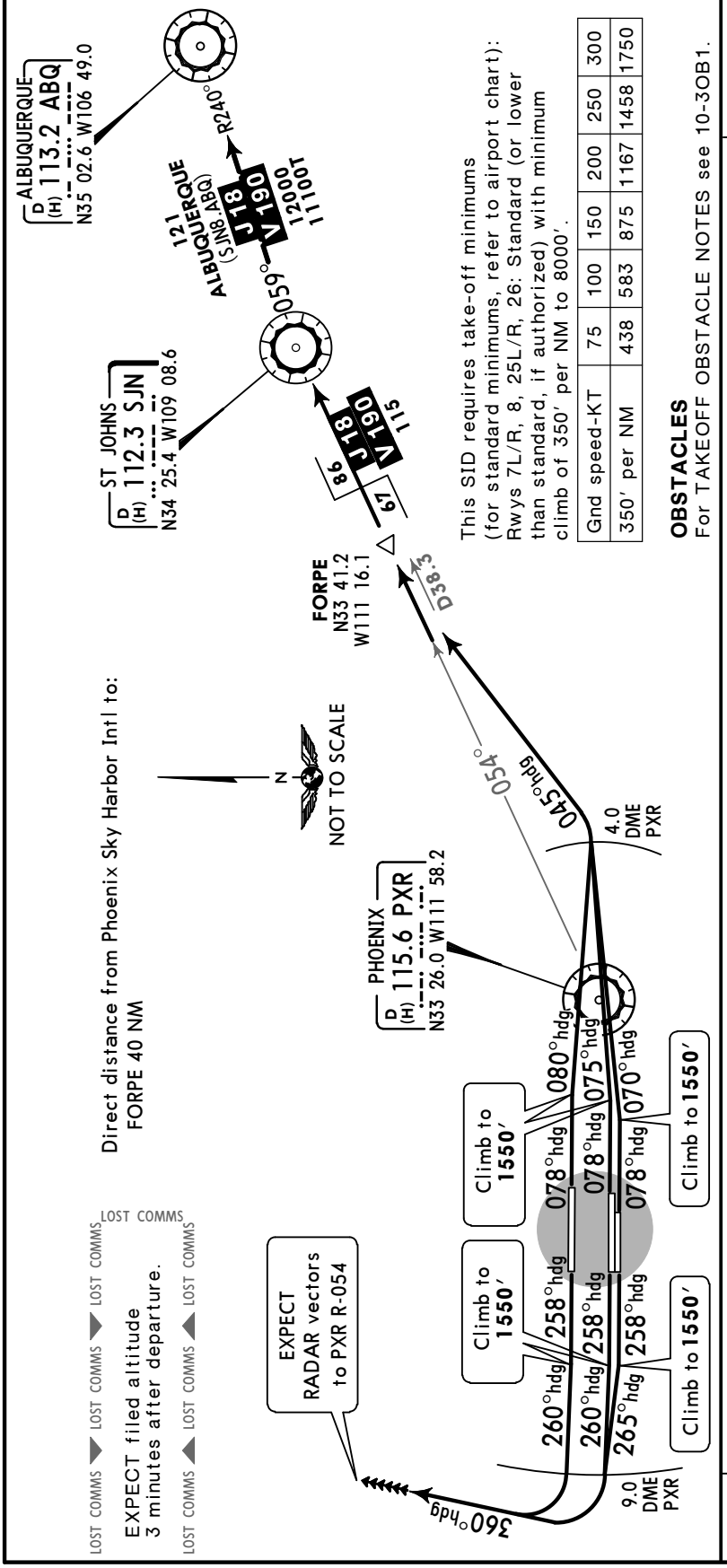
PHOENIX Departure (R) 119.2	Apt Elev 1135′

Trans level: FL180 Trans alt: 18000′

1. RADAR and DME required.

2. Restricted to turbojet and turboprop aircraft only.
3. Aircraft filing over ALS, RSK, and points NORTH of ALS file SILOW departure.
4. Aircraft filing over CIM, FTI, and GCK file ST. JOHNS departure.
5. Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW, and TXO file MAXXO departure.

ST. JOHNS EIGHT DEPARTURE (SJN8.SJN)



RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°, at 4.0 DME EAST of PXR, climbing LEFT turn heading 045° to PXR R-054 to SJN.	
25L	Climb heading 258° to 1550′, then climbing RIGHT turn heading 265°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.	
25R, 26	Climb heading 258° to 1550′, then climbing RIGHT turn heading 260°, at 9.0 DME WEST of PXR, climbing RIGHT turn heading 360°. EXPECT RADAR vectors to PXR R-054 to SJN.	

ROUTING

MAINTAIN 8000′, then via transition. EXPECT filed altitude 3 minutes after departure.

CHANGES: Procedure renumbered, top altitude.

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TAKEOFF OBSTACLE NOTES

BUCKEYE, CHILY, MAXXO, MOBIE, SILOW AND ST JOHNS DEPARTURES:

◦ RWY 7R:
MULTIPLE TRANSMISSION TOWERS 3202' FROM DER, 1122' LEFT OF CENTERLINE, UP TO 125' AGL/1260' MSL.

◦ RWY 8:
MULTIPLE LIGHT POLES BEGINNING 2540' FROM DER, 900' LEFT OF CENTERLINE, UP TO 100' AGL/1234' MSL. LIGHT POLE 1640' FROM DER, 794' RIGHT OF CENTERLINE, 42' AGL/1177' MSL.

◦ RWY 25L:
MULTIPLE LIGHT POLES BEGINNING 682' FROM DER, 521' LEFT OF CENTERLINE, UP TO 90' AGL/1201' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 59' AGL/1170' MSL.

◦ RWY 25R:
TREE 1036' FROM DER, 666' RIGHT OF CENTERLINE, 30' AGL/1140' MSL.

◦ RWY 26:
MULTIPLE ELECTRICAL SYSTEMS BEGINNING 43' FROM DER, 450' LEFT AND RIGHT OF CENTERLINE, UP TO 33' AGL/1142' MSL. MULTIPLE TREES BEGINNING 118' FROM DER, 214' RIGHT OF CENTERLINE, UP TO 24' AGL/1133' MSL. OBSTACLE LIGHT ON BLAST FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 9' AGL/1120' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 14' AGL/1125' MSL. POLE 82' FROM DER, 64' RIGHT OF CENTERLINE, 18' AGL/1127' MSL. MULTIPLE LIGHT POLES BEGINNING 315' FROM DER, BEGINNING 318' LEFT OF CENTERLINE, UP TO 60' AGL/1170' MSL. MULTIPLE LIGHT POLES BEGINNING 2302' FROM DER, BEGINNING 193' RIGHT OF CENTERLINE, UP TO 60' AGL/1171' MSL.

BNYRD, FTHLS, IZZZO, JUDTH, KATMN, LALUZ, MAYSA, SNOBL AND YOTES DEPARTURES:

◦ RWY 7R:
TRANSMISSION TOWERS AND POWER LINES 3201' FROM DER, 1122' RIGHT OF CENTERLINE, UP TO 131' AGL/1260' MSL.

◦ RWY 8:
MULTIPLE LIGHT POLES BEGINNING 2539' FROM DER, 900' LEFT OF CENTERLINE, UP TO 82' AGL/1234' MSL. LIGHT POLE 1639' FROM DER, 793' RIGHT OF CENTERLINE, 46' AGL/1177' MSL.

◦ RWY 25L:
MULTIPLE LIGHT POLES BEGINNING 681' FROM DER, 521' LEFT OF CENTERLINE, UP TO 63' AGL/1166' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 64' AGL/1170' MSL. MULTIPLE LIGHT POLES BEGINNING 1519' FROM DER, 535' LEFT OF CENTERLINE, UP TO 99' AGL/1201' MSL. MULTIPLE LIGHT POLES BEGINNING 1919' FROM DER, 598' LEFT OF CENTERLINE, UP TO 90' AGL/1192' MSL.

◦ RWY 26:
POLE 42' FROM DER, 440' LEFT OF CENTERLINE, 26' AGL/1135' MSL. FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 11' AGL/1120' MSL. POLE 315' FROM DER, 499' LEFT OF CENTERLINE, 11' AGL/1120' MSL. TREE 763' FROM DER, 642' LEFT OF CENTERLINE, 24' AGL/1135' MSL. POLE 1959' FROM DER, 923' LEFT OF CENTERLINE, 59' AGL/1163' MSL. POLE 2312' FROM DER, 318' LEFT OF CENTERLINE, 66' AGL/1169' MSL. POLE 2336' FROM DER, 578' LEFT OF CENTERLINE, 67' AGL/1170' MSL. POLE 78' FROM DER, 456' RIGHT OF CENTERLINE, 32' AGL/1142' MSL. POLE 82' FROM DER, 64' RIGHT OF CENTERLINE, 18' AGL/1127' MSL. TREE 118' FROM DER, 294' RIGHT OF CENTERLINE, 22' AGL/1133' MSL. TREE 239' FROM DER, 214' RIGHT OF CENTERLINE, 22' AGL/1133' MSL. TREE 414' FROM DER, 522' RIGHT OF CENTERLINE, 24' AGL/1135' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 16'

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TAKEOFF OBSTACLE NOTES

BNYRD, FTHLS, IZZZO, JUDTH, KATMN, LALUZ, MAYSA, SNOBL AND YOTES DEPARTURES (CONT'D):

AGL/1125' MSL. POLE 2301' FROM DER, 193' RIGHT OF CENTERLINE, 69' AGL/1171' MSL. POLE 2302' FROM DER, 661' RIGHT OF CENTERLINE, 68' AGL/1171' MSL.

STANFIELD DEPARTURE:

◦ RWY 7L:
TERRAIN BEGINNING 4' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1135' MSL.

◦ RWY 7R:
MULTIPLE TRANSMISSION TOWERS 3202' FROM DER, 1122' LEFT OF CENTERLINE, UP TO 125' AGL/1260' MSL. TERRAIN 469' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1138' MSL.

◦ RWY 8:
MULTIPLE POLES BEGINNING 2540' FROM DER, 900' LEFT OF CENTERLINE, UP TO 100' AGL/1234' MSL. LIGHT POLE, 1640' FROM DER, 794' RIGHT OF CENTERLINE, 42' AGL/1177' MSL.

◦ RWY 25L:
MULTIPLE POLES BEGINNING 682' FROM DER, 521' LEFT OF CENTERLINE, UP TO 90' AGL/1201' MSL. SIGN 902' FROM DER, 711' LEFT OF CENTERLINE, 59' AGL/1170' MSL.

◦ RWY 25R:
TREE 1036' FROM DER, 666' RIGHT OF CENTERLINE, 30' AGL/1140' MSL.

◦ RWY 26:
MULTIPLE BUILDINGS 2.03 NM FROM DER, 2539' RIGHT OF CENTERLINE, UP TO 520' AGL/1602' MSL. MULTIPLE ELECTRICAL SYSTEMS BEGINNING 43' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 31' AGL/1142' MSL. MULTIPLE TREES BEGINNING 43' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 24' AGL/1133' MSL. FENCE 176' FROM DER, 547' LEFT OF CENTERLINE, 9' AGL/1120' MSL. SIGN 520' FROM DER, 567' RIGHT OF CENTERLINE, 14' AGL/1125' MSL. MULTIPLE POLES BEGINNING 82' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/1171' MSL.

CHANGES: New obstacle page.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX, ARIZ
SID

PHOENIX Departure (R) 126.8	Apt Elev 1135′	Trans level: FL180 Trans alt: 18000′ **1. RADAR and DME required.** 2. Restricted to turbojet and turboprop aircraft only.

STANFIELD FOUR DEPARTURE (TFD4.TFD)

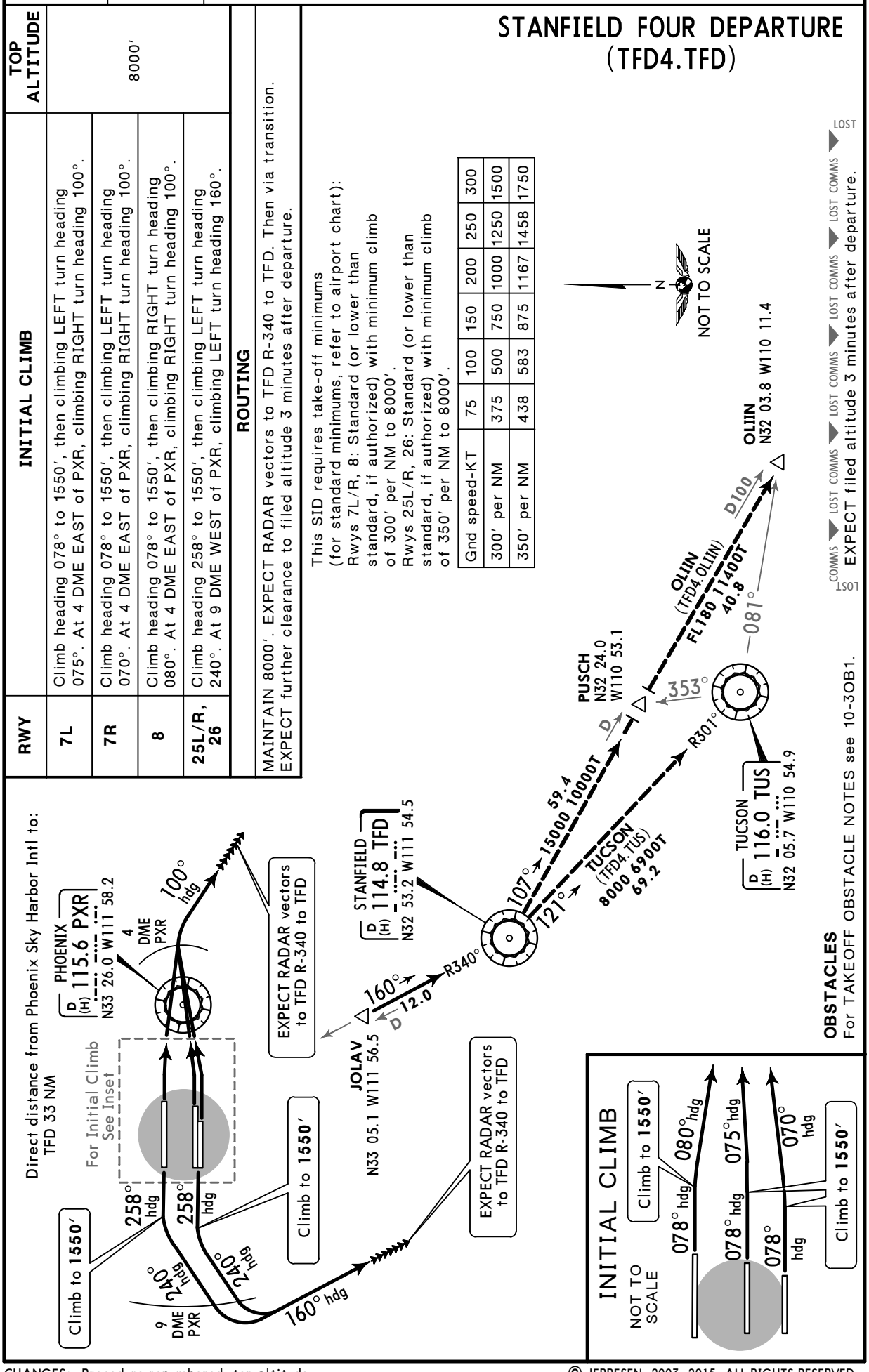
RWY	INITIAL CLIMB	TOP ALTITUDE
7L	Climb heading 078° to 1550′, then climbing LEFT turn heading 075°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	8000′
7R	Climb heading 078° to 1550′, then climbing LEFT turn heading 070°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
8	Climb heading 078° to 1550′, then climbing RIGHT turn heading 080°. At 4 DME EAST of PXR, climbing RIGHT turn heading 100°.	
25L/R, 26	Climb heading 258° to 1550′, then climbing LEFT turn heading 240°. At 9 DME WEST of PXR, climbing LEFT turn heading 160°.	

ROUTING

MAINTAIN 8000′. EXPECT RADAR vectors to TFD R-340 to TFD. Then via transition.
EXPECT further clearance to filed altitude 3 minutes after departure.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 300′ per NM to 8000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 8000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
350′ per NM	438	583	875	1167	1458	1750



CHANGES: Procedure renumbered, top altitude.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

PHOENIX Departure (R) 119.2	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000′	**1. RADAR required.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turbojets and turboprops only.	5. GRAND CANYON transition ATC assigned only. 6. For non-GPS equipped aircraft departing Rwys 7L/R and 8, IWA and PXR DMEs must be operational. 7. For non-GPS equipped aircraft departing Rwys 25L/R and 26, TFD, IWA and DRK DMEs must be operational. 8. Aircraft departing Glendale Mun and Phoenix Goodyear ATC assigned only.

YOTES THREE RNAV DEPARTURE
(YOTES3.YOTES)

RWY	INITIAL CLIMB	TOP ALTITUDE
7L/R, 8	Climb heading 078° to 1640′, then direct SPRKY, then turn LEFT direct to cross GOALY at or below 9000′, then on track 003° to POCCK, then on track 025° to MRBIL.	8000′
25L/R, 26	Climb heading 258° to intercept course 308° to TWSND, then on track 349° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL.	

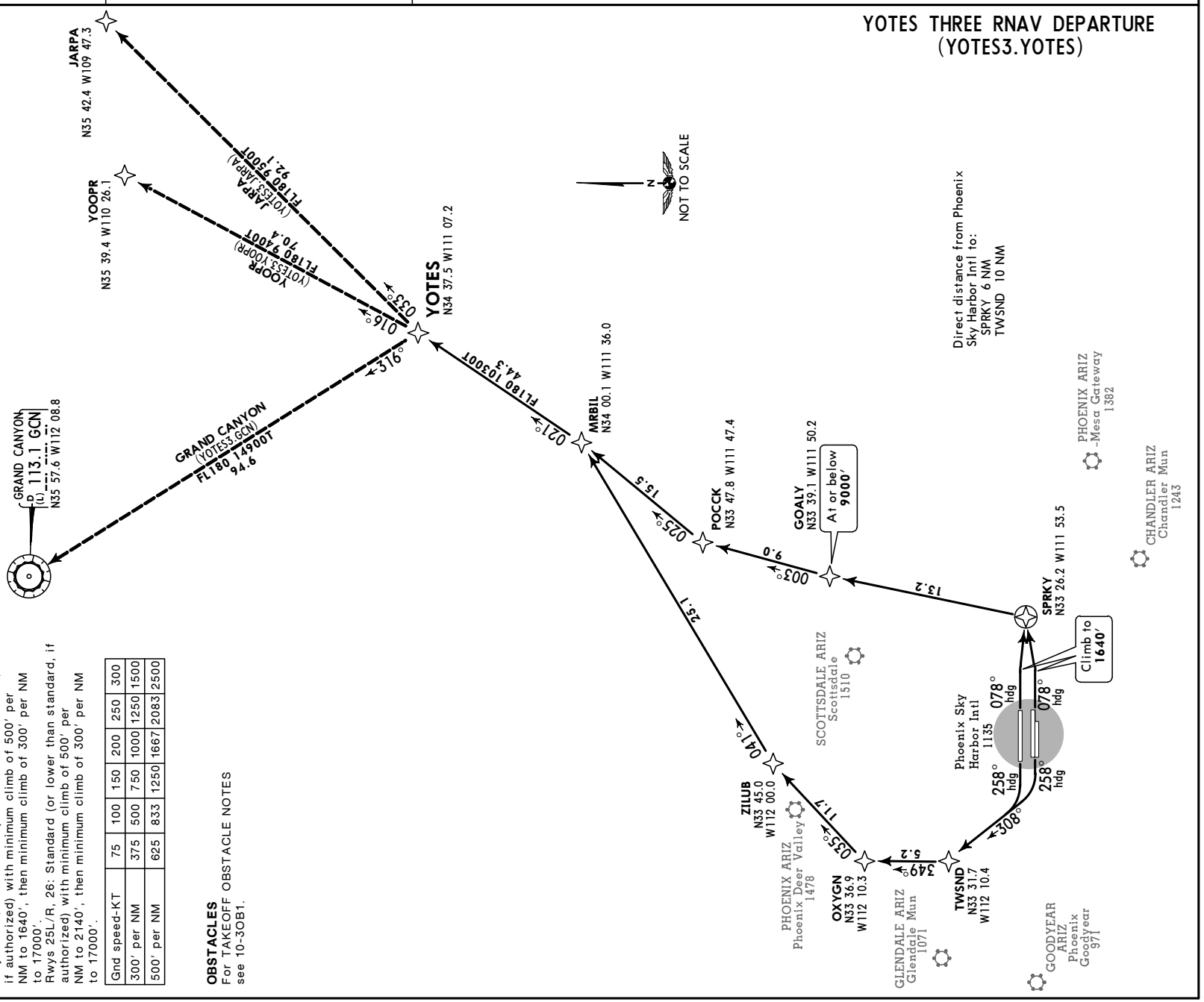
ROUTING

From MRBIL on track 021° to YOTES, then on transition. MAINTAIN 8000′. EXPECT higher altitude 3 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 8: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 1640′, then minimum climb of 300′ per NM to 17000′.
Rwys 25L/R, 26: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2140′, then minimum climb of 300′ per NM to 17000′.

Gnd speed-KT	75	100	150	200	250	300
300′ per NM	375	500	750	1000	1250	1500
500′ per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.



CHANGES: Procedure renumbered, notes, top altitude.

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KPHX/PHX JEPPESEN

Apt Elev 1135′ 24 OCT 14 (10-9)
N33 26.1 W112 00.7

PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL

D-ATIS	ACARS: D-ATIS TWIP PDC	PHOENIX Clearance	Ground North	Ground South	Tower Rwys 7L/R, 25L/R	Tower Rwy 8/26	UNICOM
127.57		118.1	119.75	132.55	120.9	118.7	122.85

VOT 109.0

PHOENIX Departure (R)

319°-057° 7500′ & above	319°-057° below 7500′	139°-191° below 8500′ 119°-138° below 7500′	119°-138° 7500′-14500′ 192°-263° 7500′-12500′	058°-118° below 10500′	119°-138° above 14500′ 192°-263° above 12500′	058°-118° 10500′ & above 139°-191° 8500′ & above	340°-079° above 5500′
119.2	120.7	123.7	124.1	124.9	126.8		128.65

LEGEND
- (K) Taxi Hold Point
- (3) Taxi Hold Spot
- [P] Transition Spot Purple
- [B] Transition Spot Blue
- [G] Transition Spot Green
- HS Runway Incursion Hot Spot

12°E

WARNING: Low sun angles during early morning and early evening may make it difficult to see the runway clearly. Some pilots have landed on the wrong runway during these time periods.

Simultaneous operations prohibited of aircraft with wingspans of 171′(52m) and greater on Twys B and C east of Twy S.

NOTE: Twy R and portions of Twys S and T directly below the ATCT are non-visible areas from the ATCT. Phoenix ATCT unable to provide air traffic control services to aircraft while on Twy R, and portions of Twys S and T.

Twy D between Twy D8 and Twy D9 restricted to aircraft wingspan of 135′(41m) or less.

HS1 Rwy 7L and 7R departures sometimes misidentify Twy F for Rwy 7L or Rwy 7R.

CAUTION: Twy F4 to E4, there is no guide line after crossing Rwy 7L/25R.

CAUTION: Aircraft exiting/entering Swift FBO Ramp to/from the east: keep nose gear on lead-in line to prevent aircraft penetration into the ILS Critical Area.

CAUTION: There is no aircraft access between the two FBOs after entering the FBO ramps.

HS2 Pilots sometimes cross Runways 7L/25R at Taxiways F8, F9, or F10, without authorization.

HS3 Aircraft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross 25L at Twy H3.

WARNING: Air Traffic frequently stages aircraft along Twy F for simultaneous runway crossings.

❶ Twy R overhead train bridge at midpoint provides 82′ 4″ (25m) tail and up to 160′ (48m) wingtip clearance from taxiway centerline.

CAUTION: When landing 25L, Twy H3 leadoff lights may appear to indicate that an aircraft is on or near the runway when there isn't one. Numerous go-arounds have been initiated by pilots due to this lighting configuration. Confirm with tower when necessary.

Always be alert when issued a crossing clearance, especially if crossing Rwy 7L/25R with a departure in position and hold. Maintain frequency awareness and listen to ALL transmissions. READ BACK ALL HOLD SHORT INSTRUCTIONS AND CROSSING CLEARANCES.

Feet 0 500 1000 1500 2000 2500
Meters 0 200 400 600 800

112-02 112-01 112-00 33-27 33-26

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GENERAL

ASDE-X Surveillance system in use.
Pilots should operate transponders with Mode C on all twys and rwys.
Low-level wind shear alert system.
Terminal Doppler Weather Radar.
All jet aircraft departing to the east should fly 4 DME before making initial turns for noise abatement.
Runway Status Lights in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
7L	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR		9253′ *2820m*		150′ *46m*
25R	HIRL PAPI-L (angle 3.0°) grooved				
7R	HIRL MALSR PAPI-L (angle 3.0°) grooved		6743′ *2055m*		150′ *46m*
25L			6840′ *2085m*		
8	HIRL MALSF PAPI-L (angle 3.0°) grooved	10,591′ *3228m*	9572′ *2918m*		150′ *46m*
26	HIRL REIL PAPI-L (angle 3.0°) grooved		10,409′ *3173m*		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7L, 7R, 8, 25L, 25R		Rwy 26		
	Adequate Vis Ref	STD	With Mim climb of 326′/NM to 1900′ Adequate Vis Ref	With Mim climb of 326′/NM to 1900′ STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	600-2¾
3 & 4 Eng		RVR 24 or 1/2		1/2	

OBSTACLE DP

Rwys 7L, 7R, 8; Climb on 078° heading to 3000′, then climbing right turn direct PXR VOR.
Rwys 25L, 25R; Climb on 258° heading to 1900′ then climbing right turn to join the PXR VOR R-260 (V16) westbound, climb to 5000′.
Rwy 26; Climb on 258° heading to 1550′, then join the PXR VOR R-260 (V16) westbound, climb to 5000′.
Westbound departures continue climb on PXR VOR R-260.
All others, climbing right turn direct PXR VOR.

FOR FILING AS ALTERNATE

	ILS Rwy 7R	ILS Rwy 25L	ILS Rwy 7L	LOC Rwy 7R LOC Rwy 25L RNAV (RNP) Z Rwy 7L RNAV (RNP) Z Rwy 7R RNAV (RNP) Z Rwy 8 RNAV (RNP) Z Rwy 25L RNAV (RNP) Z Rwy 25R RNAV (RNP) Z Rwy 26	LOC Rwy 7L RNAV (GPS) Y Rwy 7L RNAV (GPS) Y Rwy 7R RNAV (GPS) Y Rwy 25L RNAV (GPS) Y Rwy 25R RNAV (GPS) Y Rwy 26	ILS Rwy 8 LOC Rwy 8 RNAV (GPS) Y Rwy 8	ILS Rwy 26	LOC Rwy 26
A	600-2	700-2	700-2	800-2	800-2	800-2	700-2	800-2
B								
C						800-2¼	800-2¼	800-2¼
D		800-2	800-2½		800-2½	800-2½	1100-3	1100-3

AMEND 6

CHANGES: Runway status lights note added.

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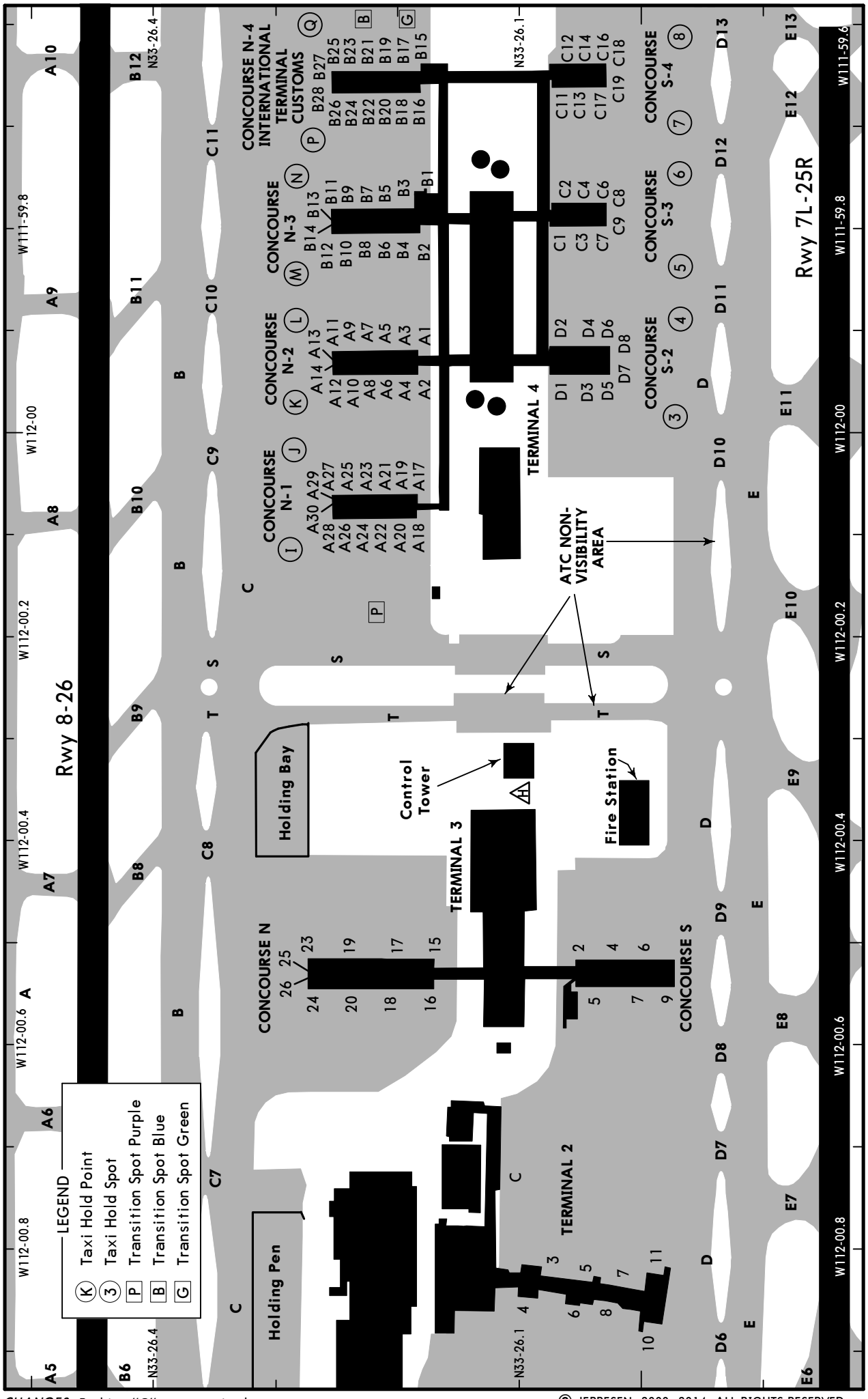
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KPHX/PHX

JEPPESEN
24 OCT 14 (10-9B)

PHOENIX, ARIZ

PHOENIX SKY HARBOR INTL



CHANGES: Parking "C" gates revised.

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PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES
TERMINAL 2	
3, 4	N33 26.1 W112 00.8
5	N33 26.0 W112 00.8
6	N33 26.1 W112 00.9
7	N33 26.0 W112 00.8
8	N33 26.0 W112 00.9
10	N33 26.0 W112 00.9
11	N33 26.0 W112 00.8
C	N33 26.1 W112 00.7
TERMINAL 3	
CONCOURSE N	
15 thru 20	N33 26.2 W112 00.5
23 thru 26	N33 26.3 W112 00.5
CONCOURSE S	
2	N33 26.1 W112 00.5
4 thru 7, 9	N33 26.0 W112 00.5
TERMINAL 4	
CONCOURSE N-1	
A17 thru A26	N33 26.2 W112 00.1
A27 thru A30	N33 26.3 W112 00.1
CONCOURSE N-2	
A1 thru A10	N33 26.2 W111 59.9
A11 thru A14	N33 26.3 W111 59.9
CONCOURSE N-3	
B1	N33 26.2 W111 59.7
B2 thru B10	N33 26.2 W111 59.8
B11 thru B14	N33 26.3 W111 59.8

GATE/SPOT NO.	COORDINATES
TERMINAL 4 CONTD	
CONCOURSE N-4	
B15	N33 26.2 W111 59.6
B16	N33 26.2 W111 59.7
B17	N33 26.2 W111 59.6
B18	N33 26.2 W111 59.7
B19	N33 26.2 W111 59.6
B20	N33 26.2 W111 59.7
B21	N33 26.2 W111 59.6
B22	N33 26.2 W111 59.7
B23	N33 26.2 W111 59.6
B24	N33 26.2 W111 59.7
B25	N33 26.3 W111 59.6
B26	N33 26.3 W111 59.7
B27	N33 26.3 W111 59.6
B28	N33 26.3 W111 59.7
CONCOURSE S-2	
D1, D2	N33 26.1 W111 59.9
D3 thru D8	N33 26.0 W111 59.9
CONCOURSE S-3	
C1 thru C3	N33 26.1 W111 59.8
C4, C6, C7	N33 26.0 W111 59.8
C8, C9	N33 26.0 W111 59.8
CONCOURSE S-4	
C11	N33 26.1 W111 59.7
C12	N33 26.1 W111 59.6
C13	N33 26.1 W111 59.7
C14, C16	N33 26.0 W111 59.6
C17	N33 26.0 W111 59.7
C18	N33 26.0 W111 59.6
C19	N33 26.0 W111 59.7

CHANGES: "C" Gates revised.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 12 SEP 14 (11-1)

PHOENIX, ARIZ ILS or LOC DME Rwy 7L

BRIEFING STRIP ™

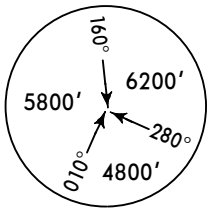
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IPHX	Final Apch Crs	GS ZINGA	ILS DA(H)	Apt Elev 1135′
111.5	078°	2600′ (1484′)	1326′ (210′)	TDZE 1116′

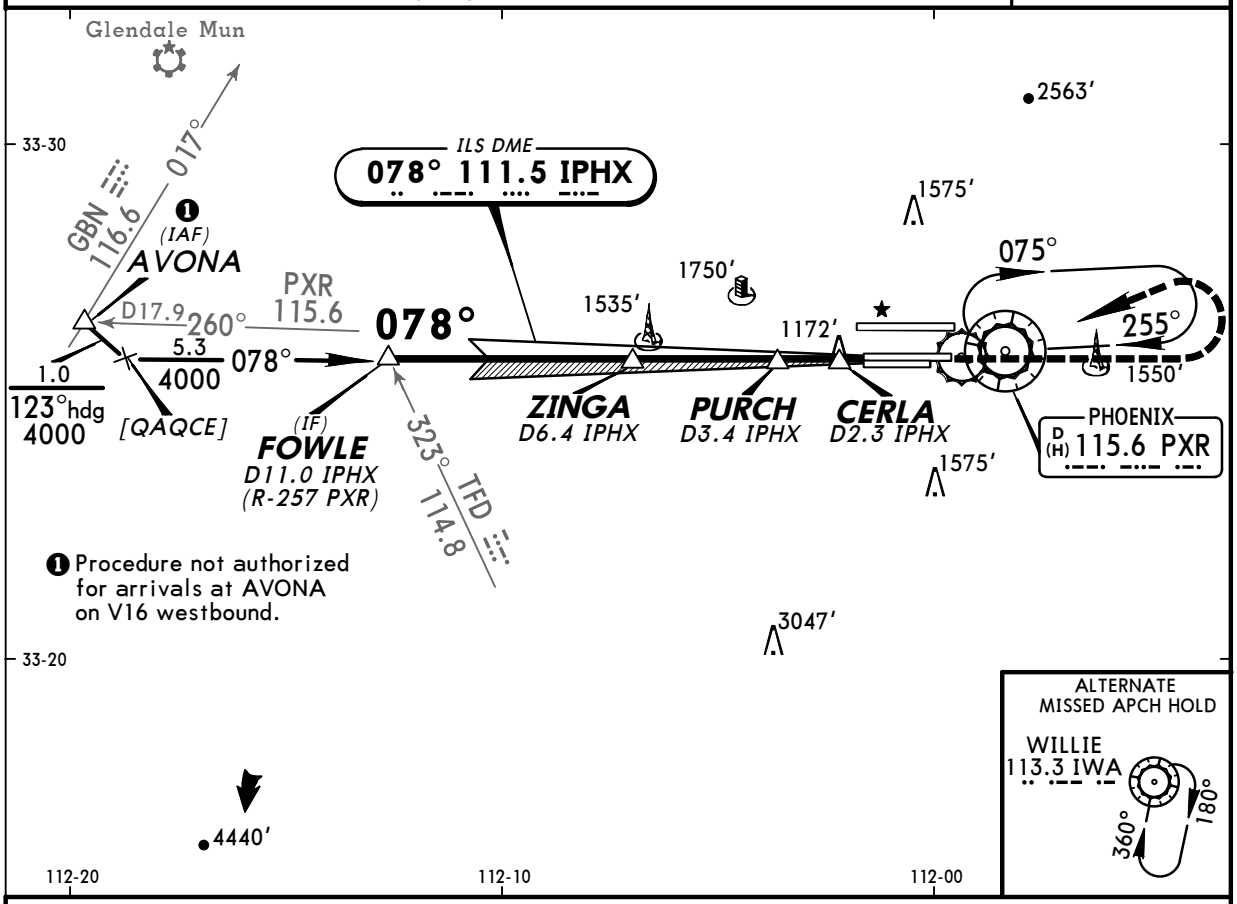
MISSED APCH: Climb to 5000′, then LEFT turn direct PXR VOR and hold, or as directed by ATC.

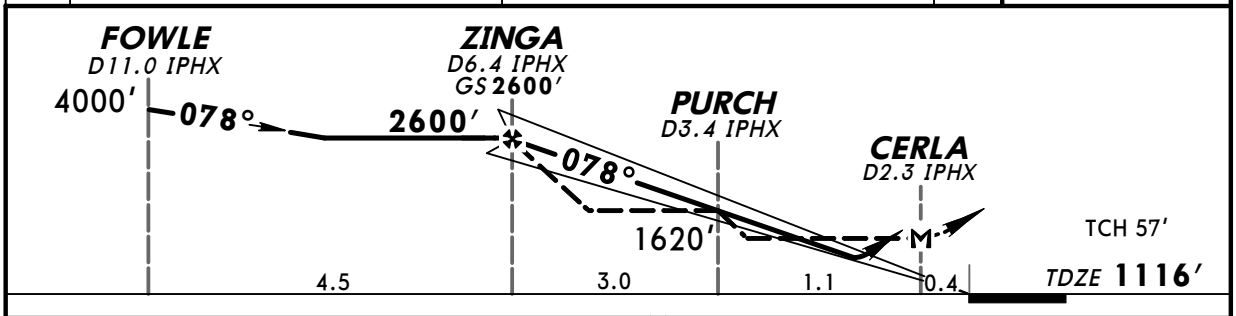
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident.



MSA PXR VOR





ALTERNATE MISSED APCH HOLD
WILLIE
113.3 IWA
180°
360°

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at CERLA							

MALSR PAPI 5000′ LT D PXR 115.6

TERPS STRAIGHT-IN LANDING RWY 7L — CIRCLE-TO-LAND

	ILS DA(H) 1326′ (210′) FULL	ILS RAIL out	ILS ALS out	LOC (GS out) MDA(H) 1460′ (344′)	LOC RAIL out	LOC ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	1 RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1740′ (605′)-1
B							120	
C				RVR 30 or 5/8			140	1740′ (605′)-1 3/4
D							165	1920′ (785′)-2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 11A 18 SEP 2014

CHANGES: TDZE, minimums, amendment number.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 12 SEP 14 (11-2)

PHOENIX, ARIZ
ILS or LOC Rwy 7R

BRIEFING STRIP™

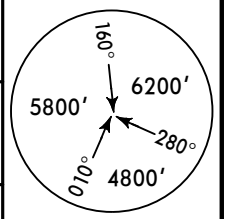
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwys 7L/R, 25L/R	Rwy 8/26	North	South
127.57	128.65	120.9	118.7	119.75	132.55

LOC	Final	GS	ILS	
IAHA	Apch Crs	TOTIE	DA(H)	Apt Elev 1135′
110.75	078°	3000′ (1884′)	1369′ (253′)	TDZE 1116′

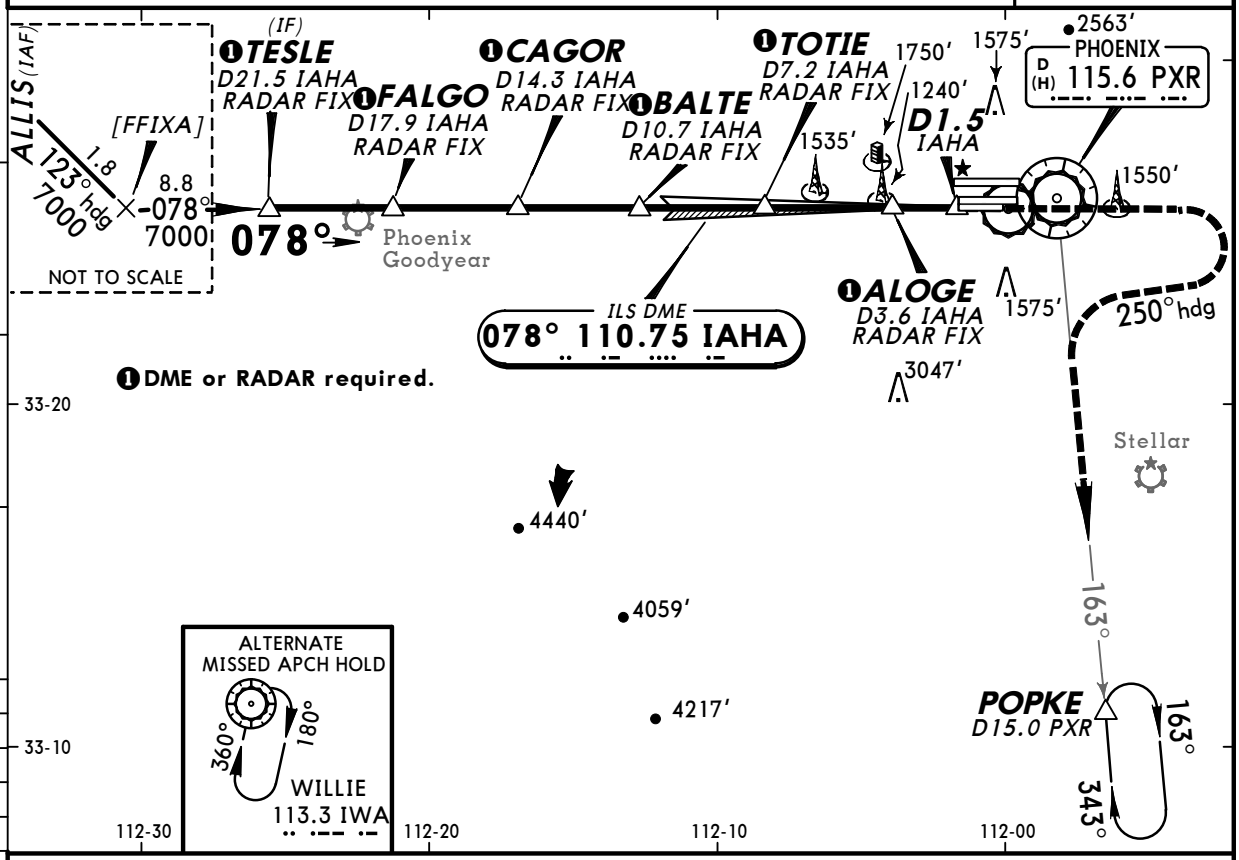
MISSED APCH: Climb to 3300′ then climbing RIGHT turn to 5000′ on heading 250° and outbound on PXR VOR R-163 to POPKE/D15.0 PXR and hold, or as directed by ATC.

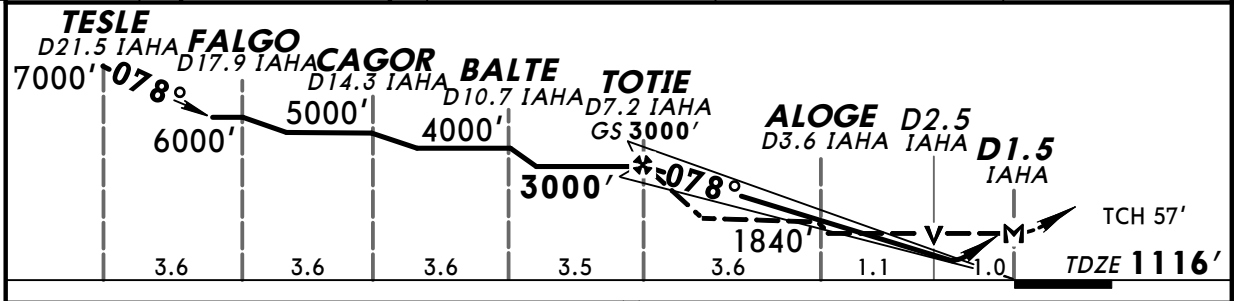
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with ILS or LOC Rwy 8. 3. Visibility reduction by helicopters not authorized. 4. Use IAHA DME when on the localizer course. 5. VGSI and ILS glidepath not coincident.



MSA PXR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IAHA or TOTIE to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

MALSR
PAPI

3300′

5000′ RT

250° hdg on

PXR and 115.6 R-163

TERPS STRAIGHT-IN LANDING RWY **7R**

ILS		1 LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 1369′ (253′)		MDA(H) 1520′ (404′)			
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A	3/4	3/4	1	90	1740′ (605′)-1
B				120	
C	3/4	1	1 1/8	140	1740′ (605′)-1 3/4
D				165	1920′ (785′)-2 1/2

1 Procedure not authorized during simultaneous operations.

TERPS AMEND 2B 18 SEP 2014

CHANGES: TDZE, PAPI-L, minimums, amendment number.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (11-3)

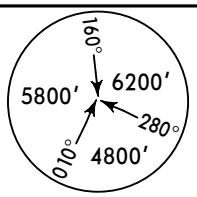
PHOENIX, ARIZ
ILS or LOC Rwy 8

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

LOC	Final	GS	ILS	
ISYQ	Apch Crs	WAZUP	DA(H)	Apt Elev 1135′
111.75	078°	3000′ (1882′)	1368′ (250′)	TDZE 1118′

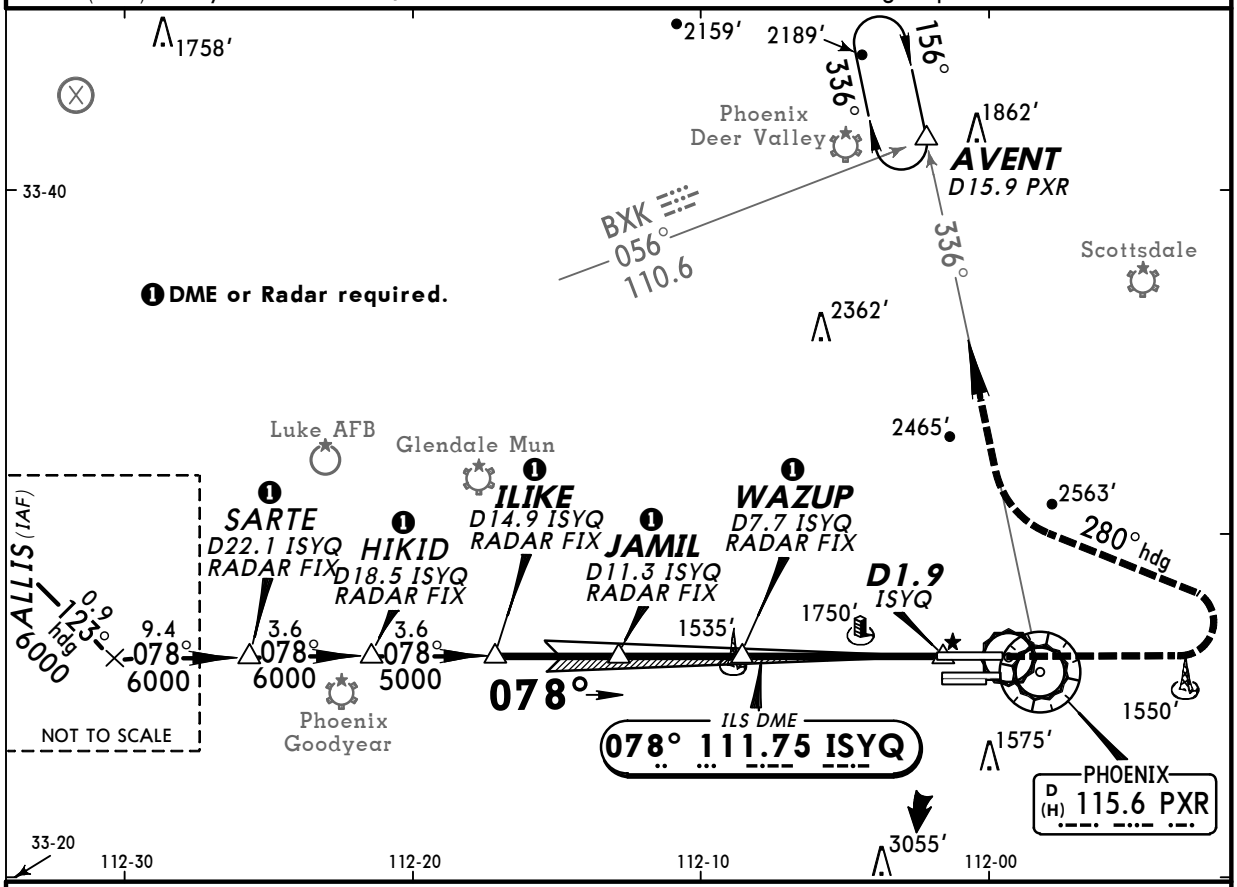
MISSED APCH: Climb to 3000′, then climbing LEFT turn to 5000′ via heading 280° and outbound on PXR VOR R-336 to AVENT INT/ D15.9 PXR and hold.

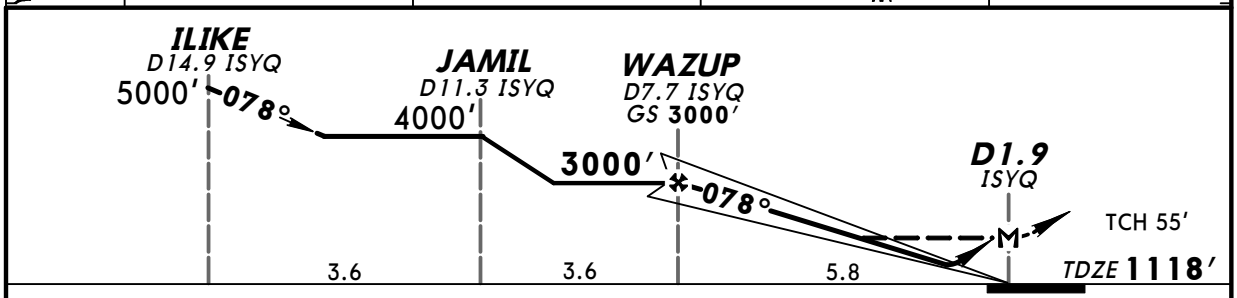


MSA PXR VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with Rwy 7R and RNAV (RNP) Z Rwy 7L, RNAV (GPS) Y Rwy 7L. 3. Use ISYQ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.9 ISYQ or WAZUP to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10

MALSF
PAPI

3000′

5000′ LT via 280° hdg and PXR 115.6 R-336

STRAIGHT-IN LANDING RWY 8

	ILS DA(H) 1368′ (250′) FULL	ILS DA(H) 1368′ (250′) ALS out	LOC (GS out) MDA(H) 1860′ (742′) ALS out	CIRCLE-TO-LAND Max Kts.	CIRCLE-TO-LAND MDA(H)
A	1		1	90	1860′ (725′) - 1
B			1¼	120	1860′ (725′) - 1¼
C			2¼	140	1860′ (725′) - 2¼
D			2½	165	1920′ (785′) - 2½

TERPS AMEND 0D 3 MAY 2012

CHANGES: PAPI moved to left side of runway.

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KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (11-4)

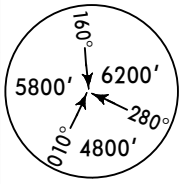
PHOENIX, ARIZ
ILS or LOC Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

LOC IRJG	Final Apch Crs	GS SCADE	ILS DA(H)	Apt Elev / TDZE
110.75	258°	3000′ (1874′)	1326′ (200′)	Apt Elev 1135′ / TDZE 1126′

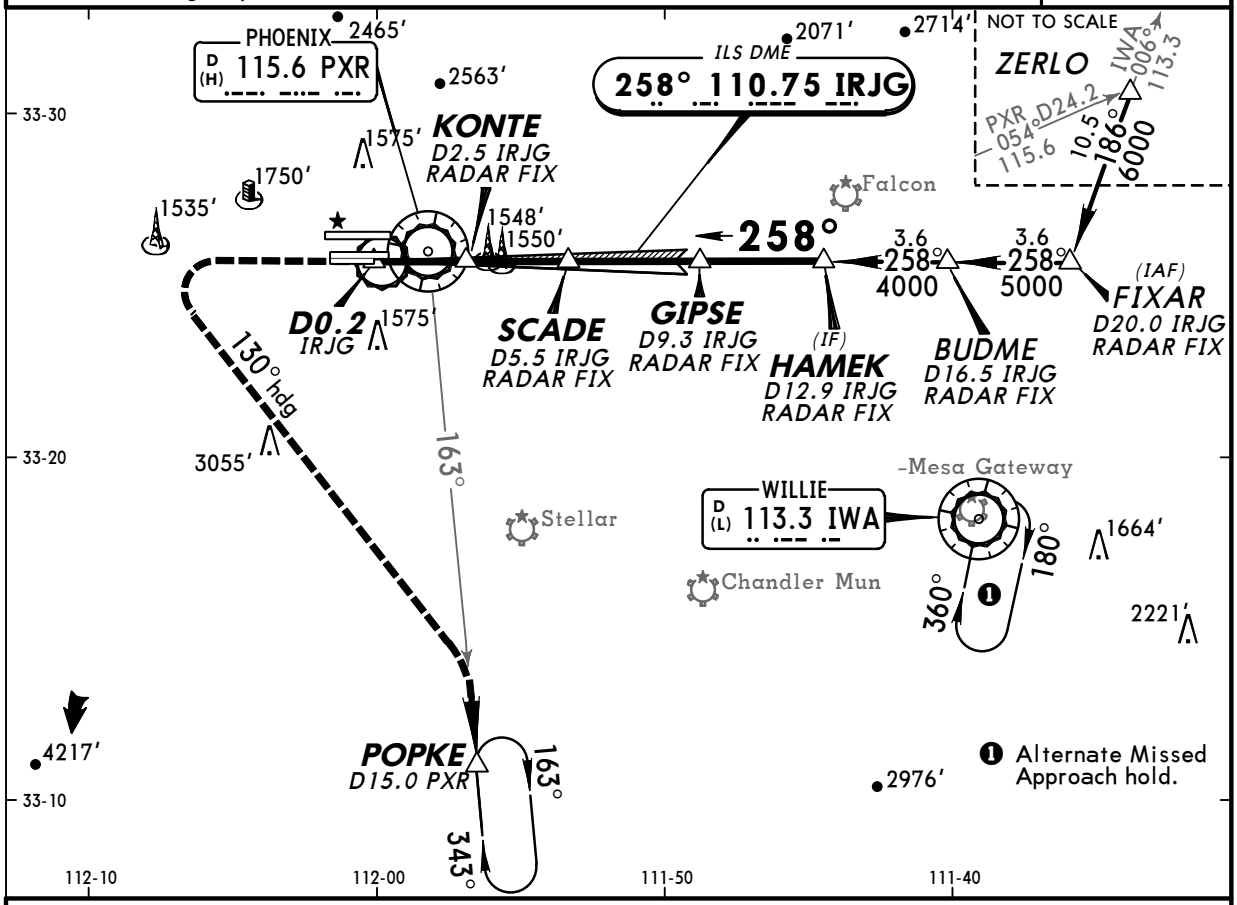
MISSED APCH: Climb to 3000′ then climbing LEFT turn to 5000′ on heading 130° and outbound on PXR VOR R-163 to POPKE/D15.0 PXR and hold, or as directed by ATC.

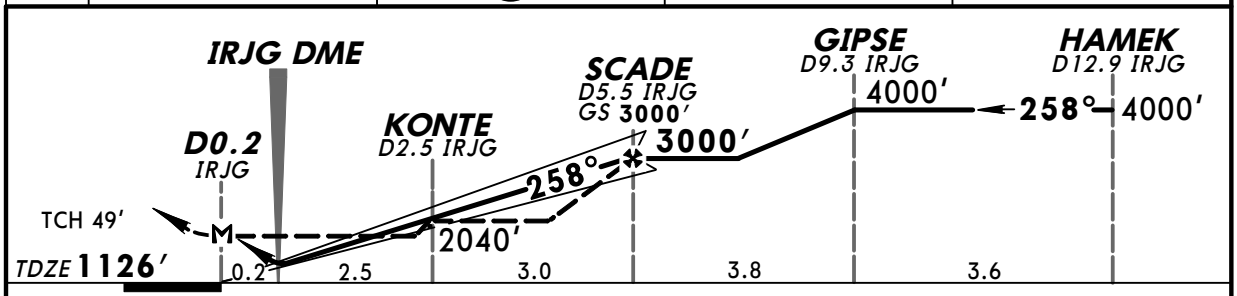


MSA PXR VOR

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

1. DME or Radar required. 2. Autopilot coupled approach not authorized below 1925′.
3. Use IRJG DME when on Localizer course. 4. Simultaneous apch authorized with Rwy 26.
5. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IRJG or SCADE to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR
PAPI
3000′
5000′ LT
on 130° hdg
PXR and 115.6
R-163

STRAIGHT-IN LANDING RWY 25L

ILS
DA(H) 1326′ (200′)

	FULL	RAIL or ALS out
A	1/2	3/4
B		
C		
D		

LOC (GS out)
MDA(H) 1520′ (394′)

	RAIL out	ALS out
A	3/4	1
B		
C	1 1/4	
D		

	FULL	RAIL or ALS out	RAIL out	ALS out
A	1/2	3/4	3/4	1
B				
C			1 1/4	
D				

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1 3/4
165	1920′ (785′)-2

TERPS AMEND 1G 27 JUN 2013

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 23 MAY 14 (11-5) EFF 29 MAY

PHOENIX, ARIZ ILS or LOC Rwy 26

BRIEFING STRIP ™

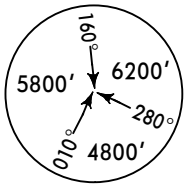
D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwy 8/26	PHOENIX Tower Rwys 7L/R, 25L/R	Ground North	Ground South
127.57	128.65	118.7	120.9	119.75	132.55

LOC ICWJ	Final Apch Crs	GS PRUNN	ILS DA(H)	Apt Elev 1135′
111.75	258°	3000′ (1865′)	1386′ (251′)	TDZE 1135′

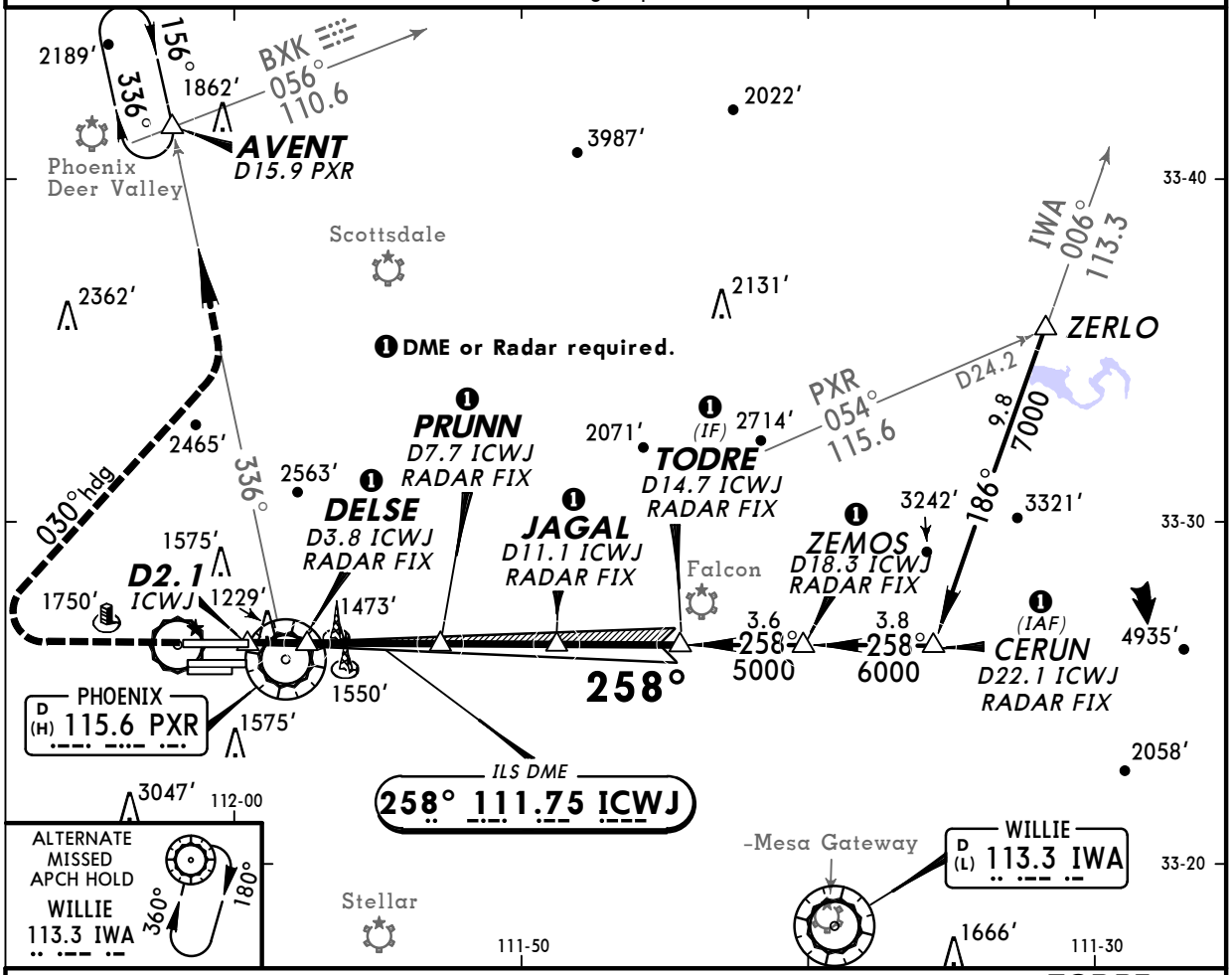
MISSED APCH: Climb to 2500′ then climbing RIGHT turn to 5000′ on hdg 030° and PXR VOR R-336 to AVENT/PXR D15.9 and hold, or as directed by ATC.

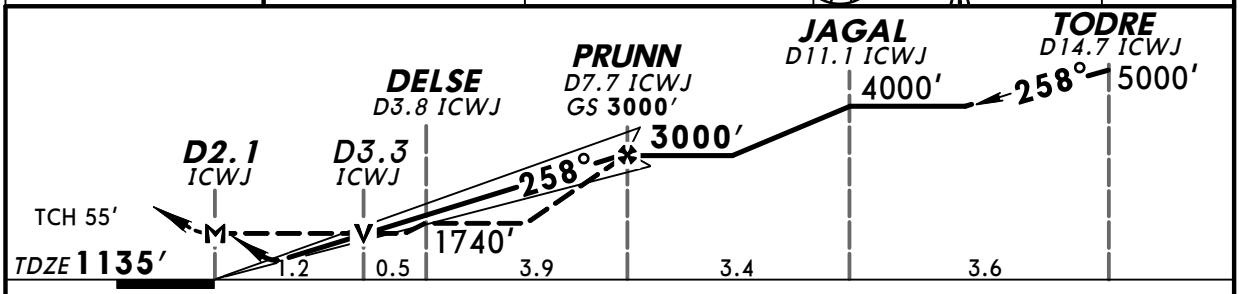
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Simultaneous approach authorized with Rwy 25L/R.
3. Use ICWJ DME when on LOC course. 4. VGSI and ILS glidepath not coincident.



MSA PXR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.1 ICWJ or PRUNN to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

REIL
PAPI-L

2500′

5000′ RT via 030° hdg and PXR 115.6 R-336

TERPS AMEND 0F 29 MAY 2014

STRAIGHT-IN LANDING RWY 26	ILS DA(H) 1386′ (251′)	LOC (GS out) MDA(H) 1580′ (445′)	CIRCLE-TO-LAND Max Kts	MDA(H)
A	3/4	1	90	1740′ (605′)-1
B			120	
C		1 1/4	140	1920′ (785′)-2 1/4
D		1 1/2	165	2220′ (1085′)-3

CHANGES: Procedure.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-1)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 7L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

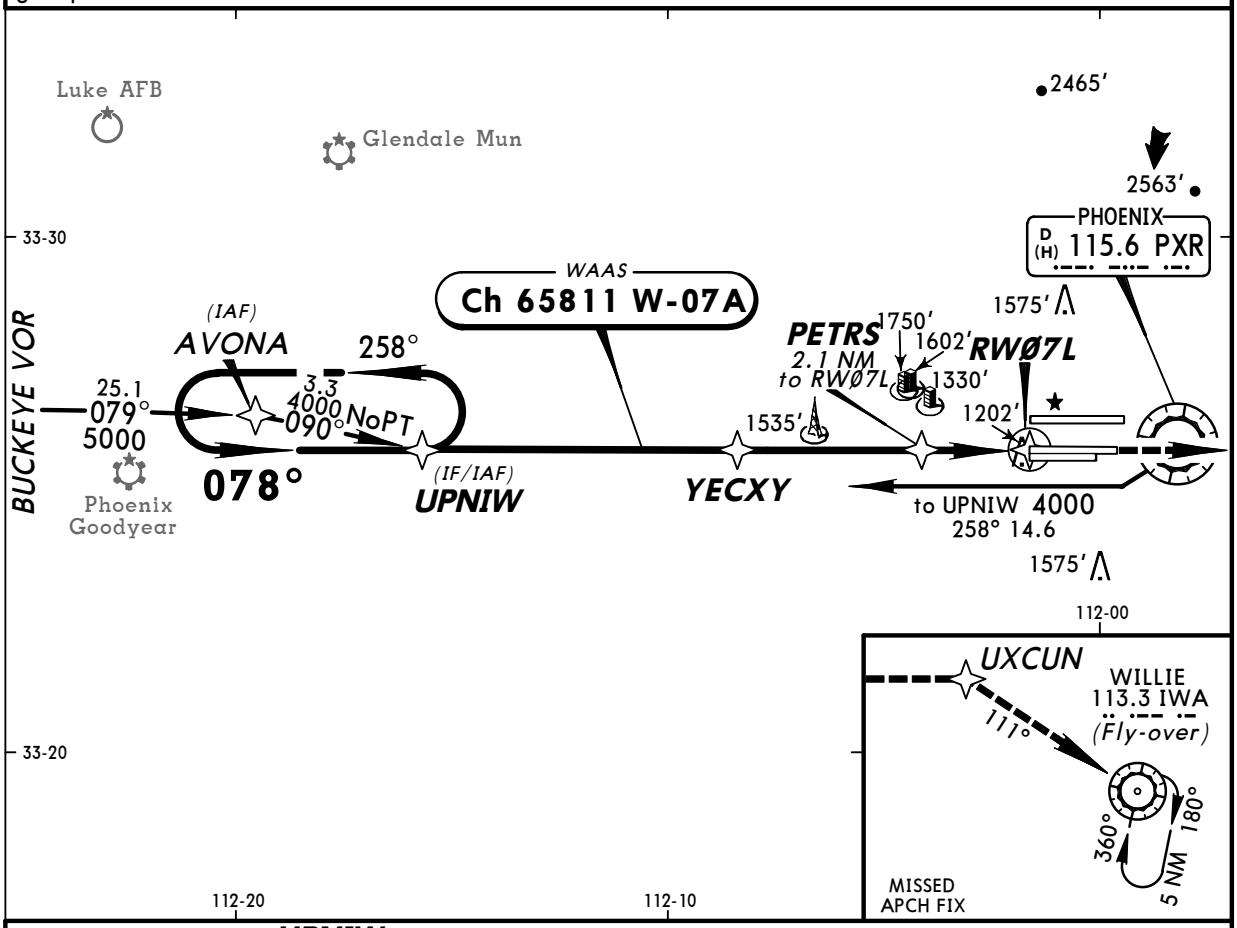
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 65811 W-07A	078°	YECXY 3000′ (1884′)	1389′ (273′)	Apt Elev 1135′ / TDZE 1116′

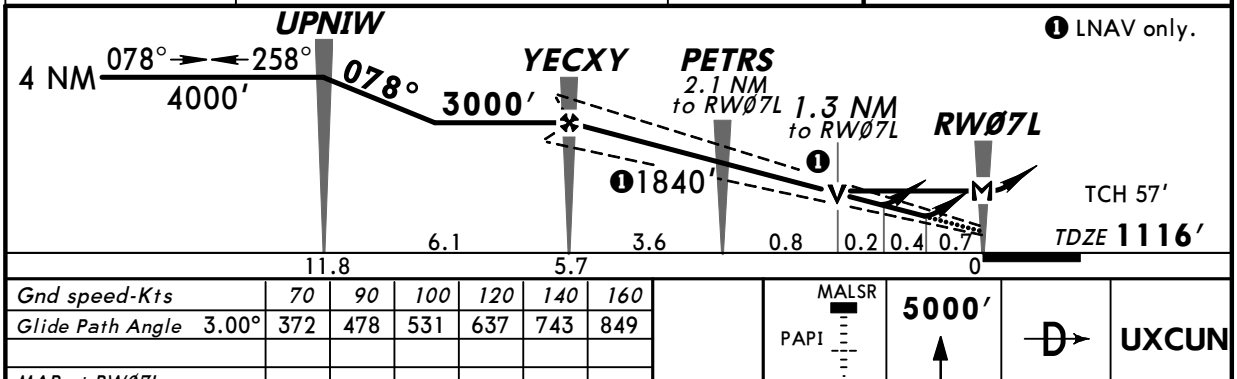
6100′ MSA RWØ7L

MISSED APCH: Climb to 5000′ direct UXCUN and via 111° track to IWA VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 8. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7L						

MALSR PAPI 5000′ UXCUN

STRAIGHT-IN LANDING RWY 7L

	LPV DA(H) 1389′ (273′) RAIL or ALS out	LNAV/VNAV DA(H) 1519′ (403′) RAIL or ALS out	LNAV MDA(H) 1580′ (464′) RAIL out	LNAV MDA(H) 1580′ (464′) ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B				
C			RVR 40 or ¾	RVR 60 or 1¼
D			RVR 50 or 1	1½

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 1A 8 MAR 2012

CHANGES: Obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-2)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 7R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

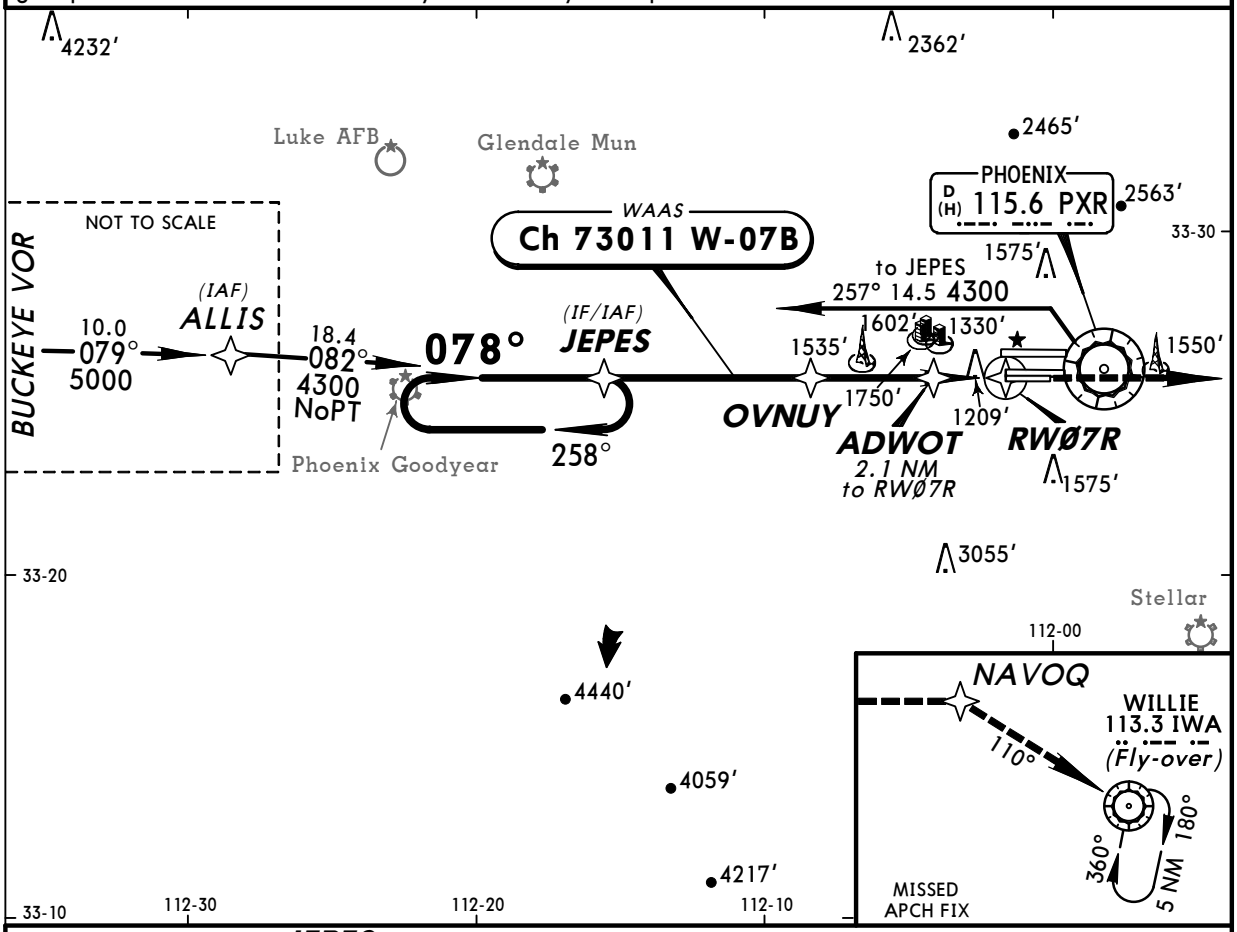
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 73011 W-07B	078°	OVNUY 3000′ (1884′)	1390′ (274′)	Apt Elev 1135′ / TDZE 1116′

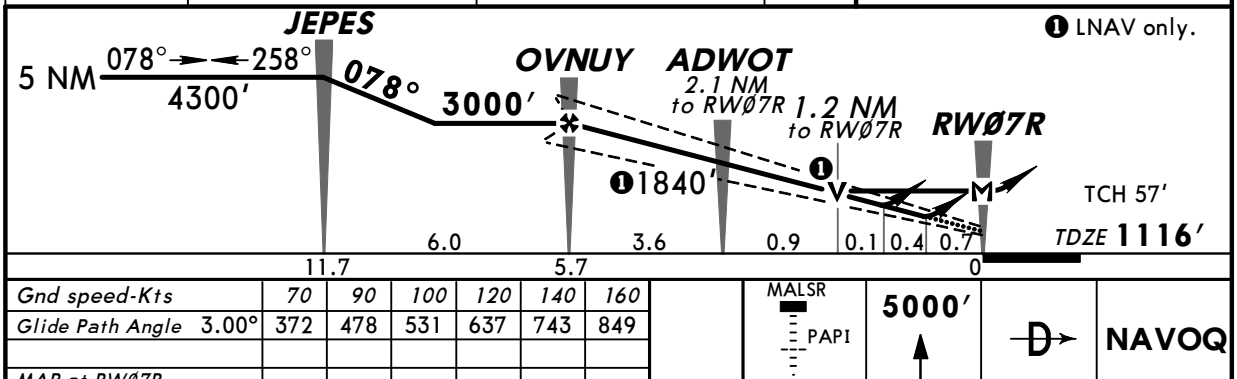
6100′ MSA RWØ7R

MISSED APCH: Climb to 5000′ direct NAVOQ and via 110° track to IWA VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 8. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ7R						

MALSR PAPI 5000′ NAVOQ

STRAIGHT-IN LANDING RWY 7R

	LPV DA(H) 1390′ (274′) RAIL or ALS out	LNAV/VNAV DA(H) 1520′ (404′)		LNAV MDA(H) 1580′ (464′)	
		RAIL or ALS out		RAIL out	ALS out
A	3/4	1	1½	3/4	1
B					
C				3/4	1¼
D				1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 1A 8 MAR 2012

CHANGES: PAPI moved to right side, obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-3)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 8

BRIEFING STRIP™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1135′
Ch 86611 W-08A	078°	OJGIL 3000′ (1882′)	1394′ (276′)	TDZE 1118′

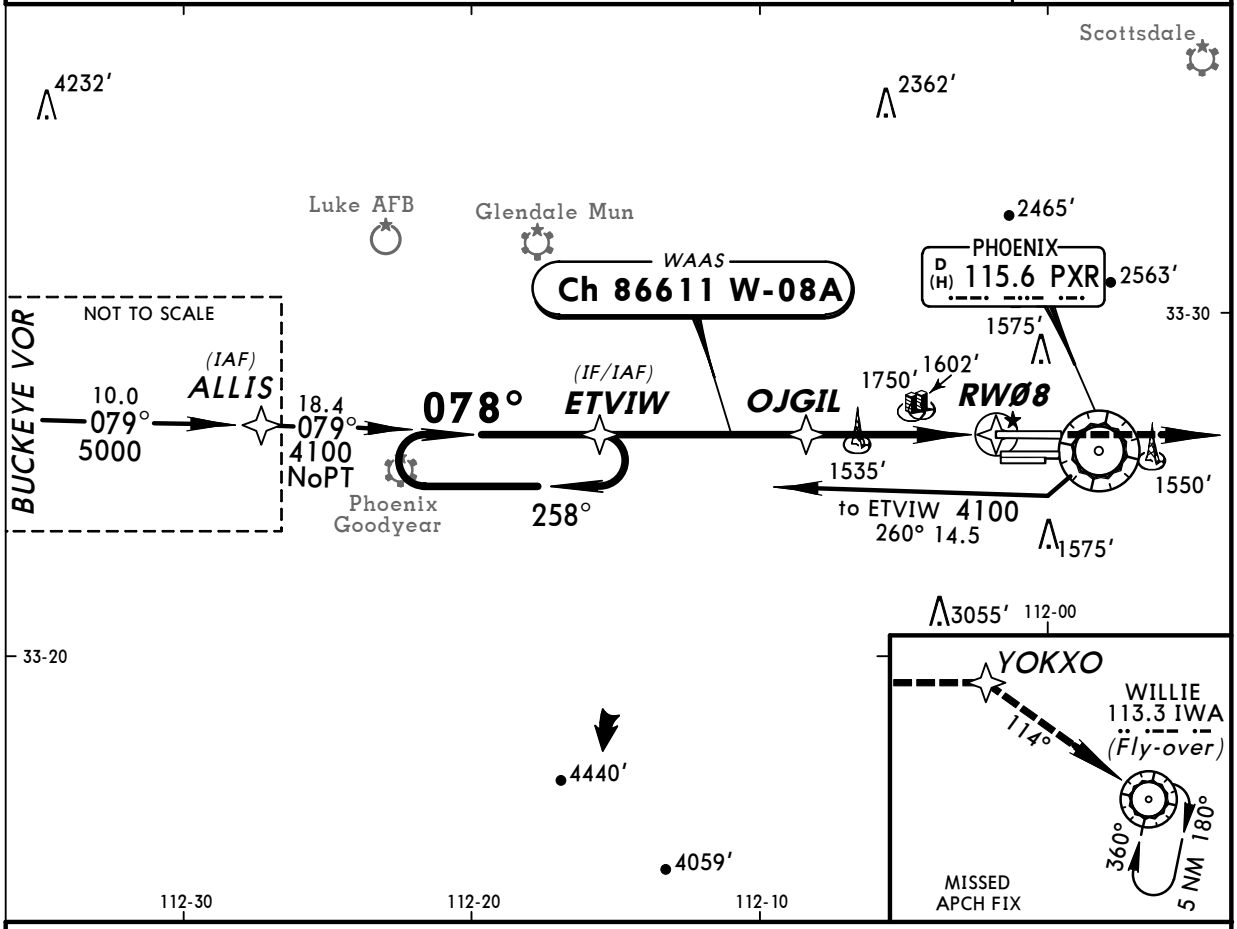
MISSED APCH: Climb to 5000′ direct YOKXO and via 114° track to IWA VOR and hold.

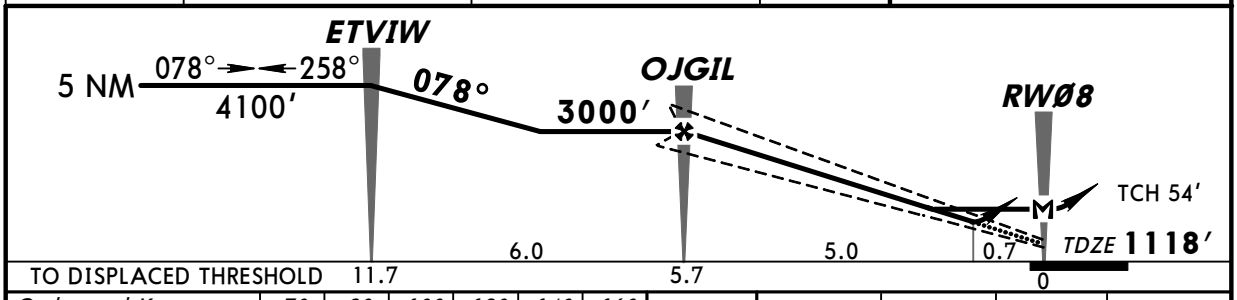
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.
3. Visibility reduction by helicopters not authorized.

6100′

MSA RWØ8





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ8						

MALSF
PAPI

5000′

D

YOKXO

STRAIGHT-IN LANDING RWY 8

	LPV DA(H) 1394′ (276′) ALS out	LNAV MDA(H) 1860′ (742′) ALS out
A	1	1
B		1¼
C		2¼
D		2½

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1860′ (725′)-1
B	120	1860′ (725′)-1¼
C	140	1860′ (725′)-2¼
D	165	1920′ (785′)-2½

AMEND 1 TERPS

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-4)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

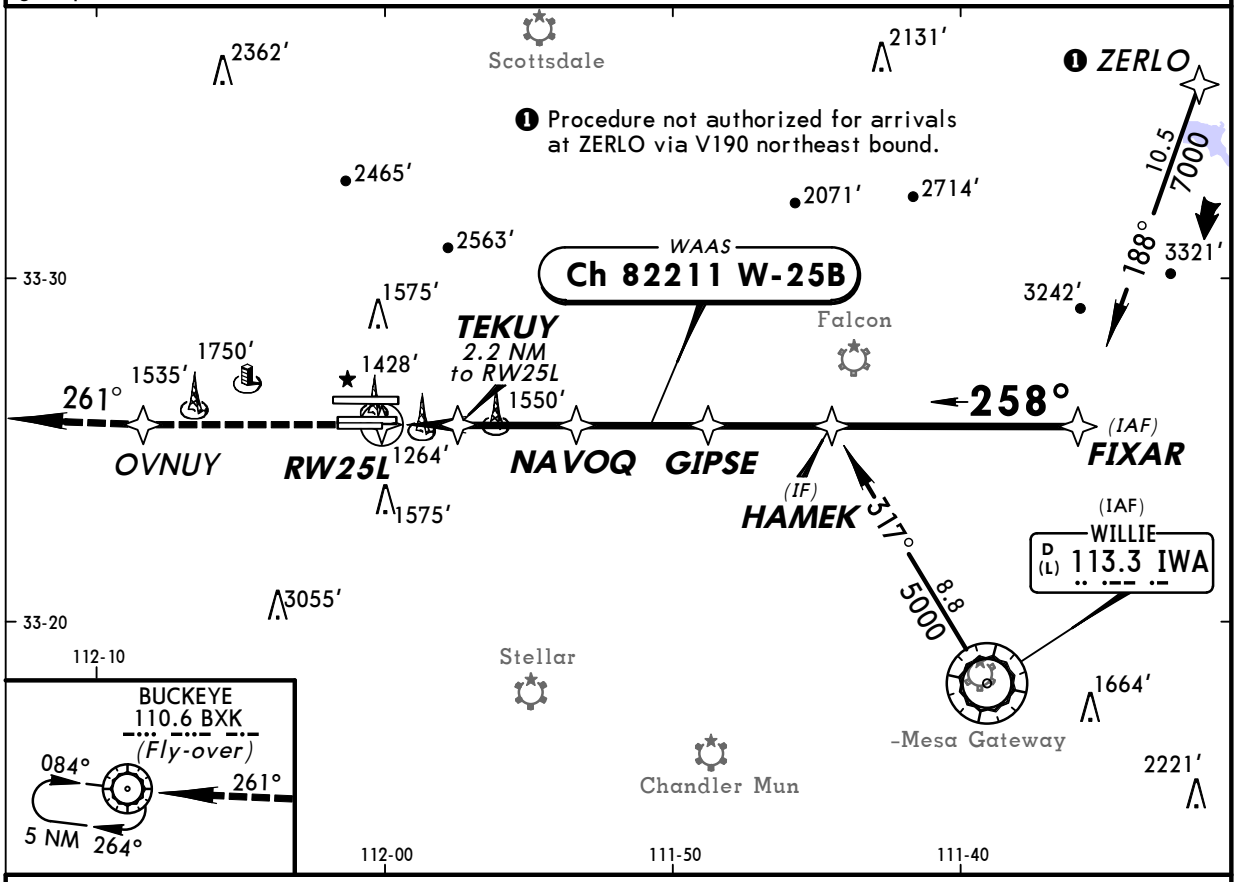
WAAS	Final Apch Crs	Minimum Alt	LPV	
Ch 82211 W-25B	258°	NAVOQ 3000′ (1874′)	DA(H) 1482′ (356′)	Apt Elev 1135′ TDZE 1126′

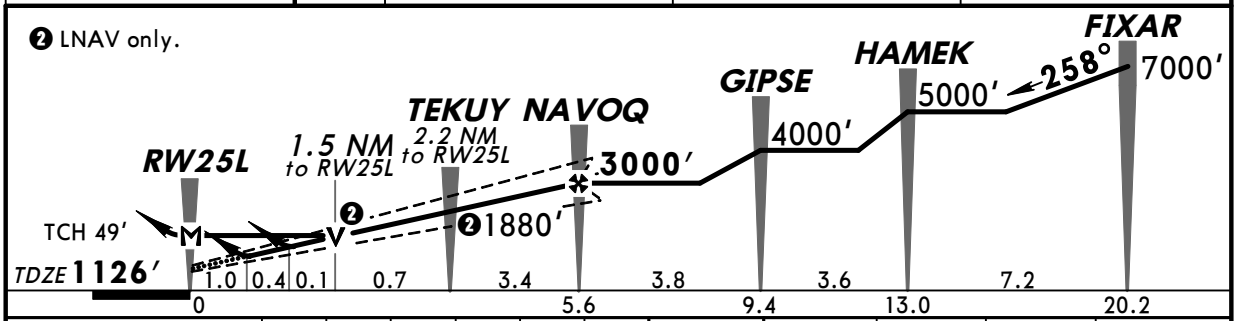
MISSED APCH: Climb to 5000′ direct OVNUY and via 261° track to BXK VOR and hold.

6100′ MSA RW25L

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 26. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25L						

MALSR PAPI 5000′ D OVNUY

STRAIGHT-IN LANDING RWY 25L

	LPV DA(H) 1482′ (356′) RAIL or ALS out	LNAV/VNAV DA(H) 1613′ (487′) RAIL or ALS out	LNAV MDA(H) 1680′ (554′) RAIL out	LNAV MDA(H) 1680′ (554′) ALS out
A	¾	1¼	½	¾ 1
B				
C			1	1½
D			1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90 120	1740′ (605′)-1
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 1A 8 MAR 2012

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-5)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 25R

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

BRIEFING STRIP™

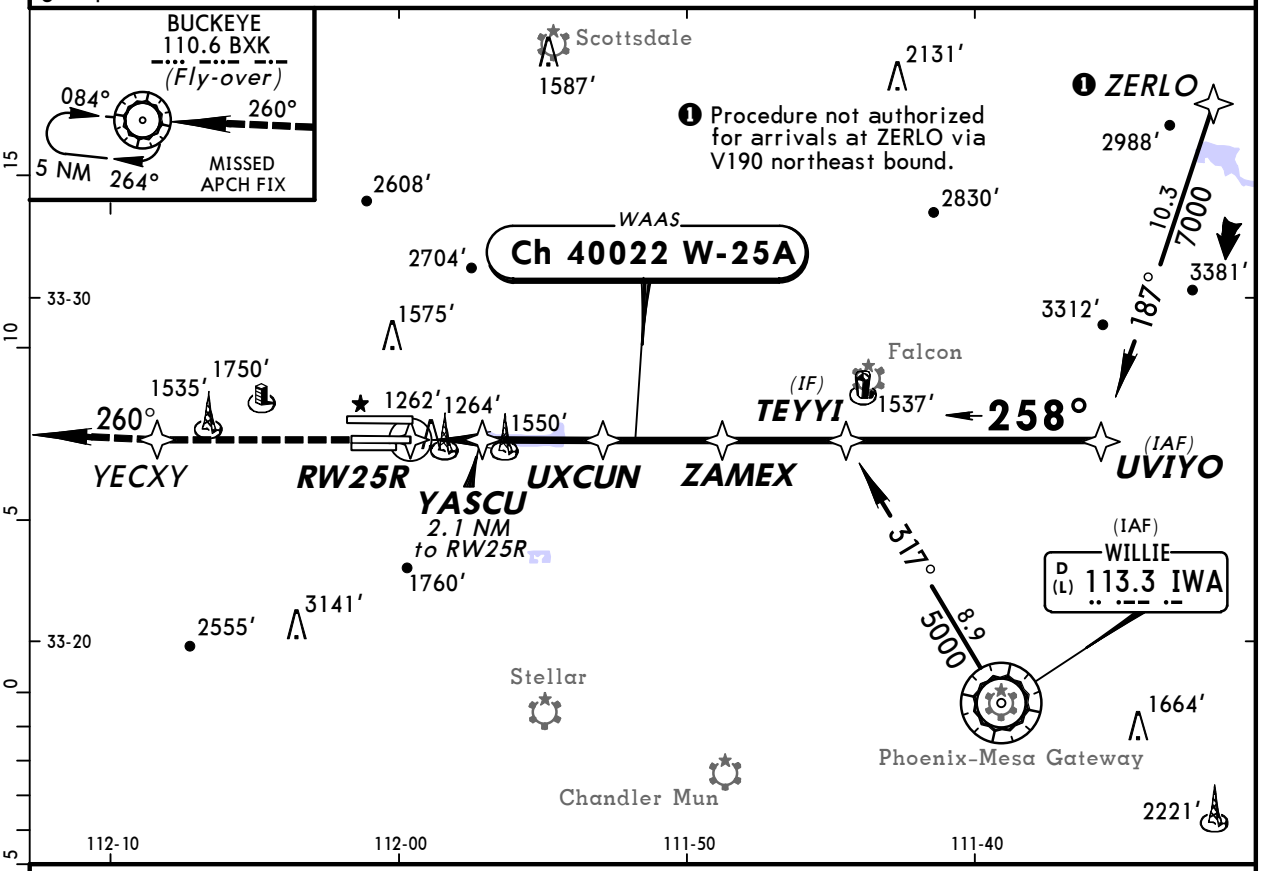
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 40022 W-25A	258°	UXCUN 3000′ (1866′)	1439′ (305′)	Apt Elev 1135′ TDZE 1134′

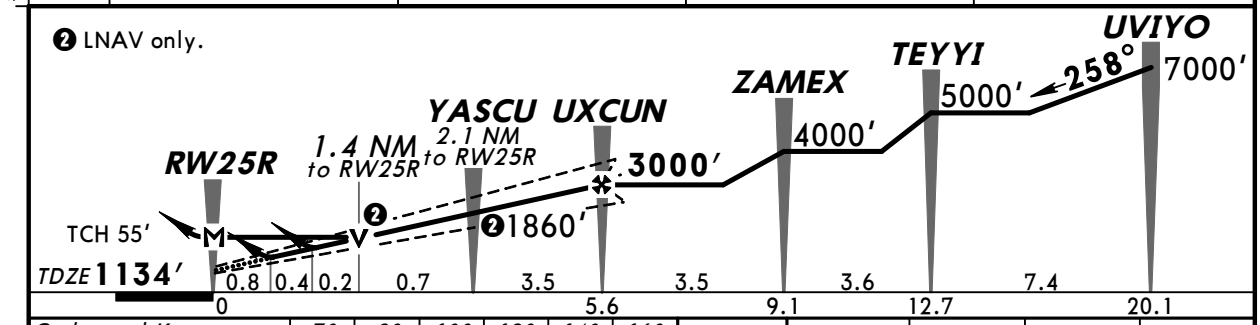
MISSED APCH: Climb to 5000′ direct YECXY and via 260° track to BXK VOR and hold.

6100′
MSA RW25R

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 26. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW25R						

PAPI-L 5000′ YECXY

STRAIGHT-IN LANDING RWY25R

	LPV DA(H) 1439′ (305′)	LNAV/VNAV DA(H) 1580′ (446′)	LNAV MDA(H) 1640′ (506′)
A	1	1½	1
B			
C			1½
D			

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1740′ (605′)-1
120	
140	1740′ (605′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 2B 8 MAR 2012

CHANGES: Notes.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-6)

PHOENIX, ARIZ RNAV (GPS) Y Rwy 26

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

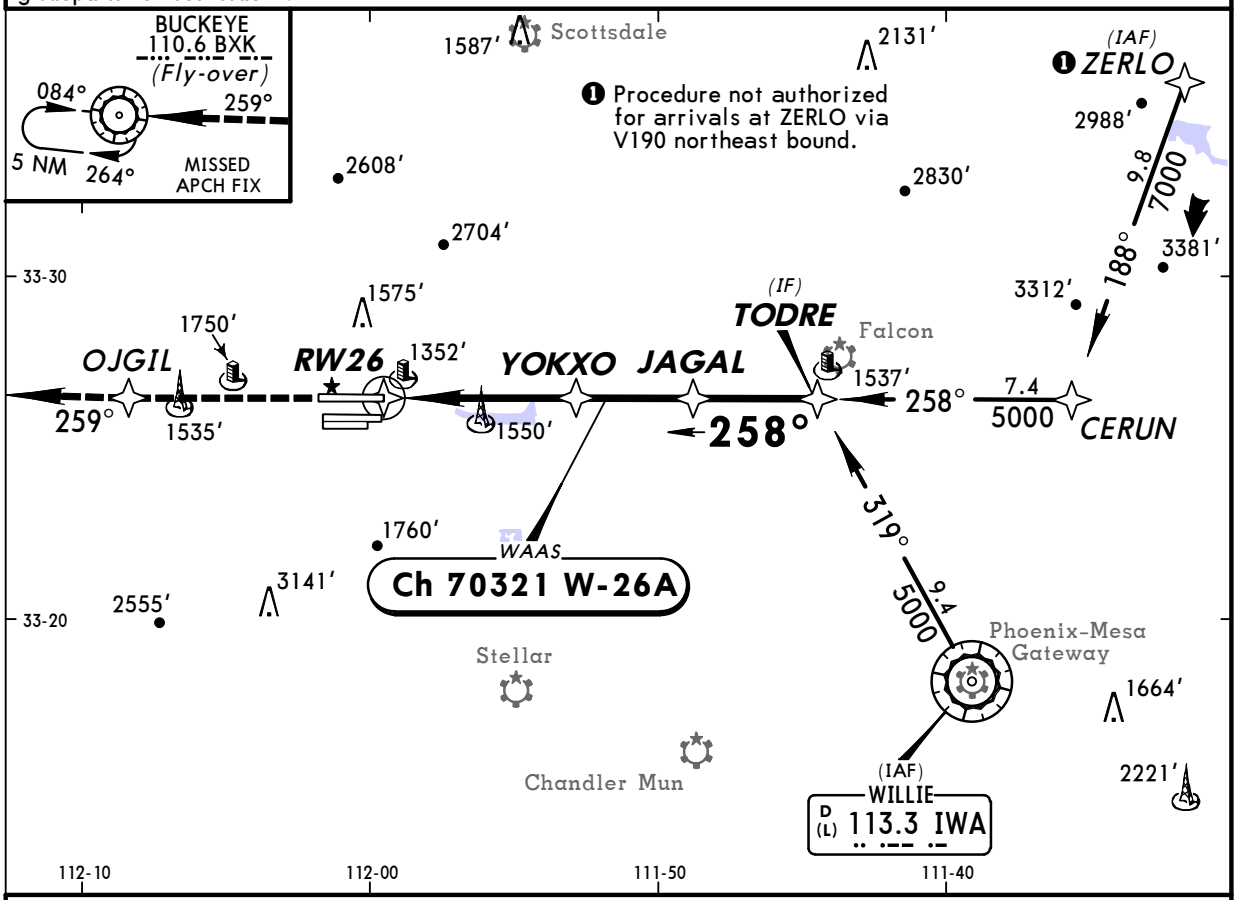
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 1135′
Ch 70321 W-26A	258°	YOKXO 3000′ (1865′)	1436′ (301′)	TDZE 1135′

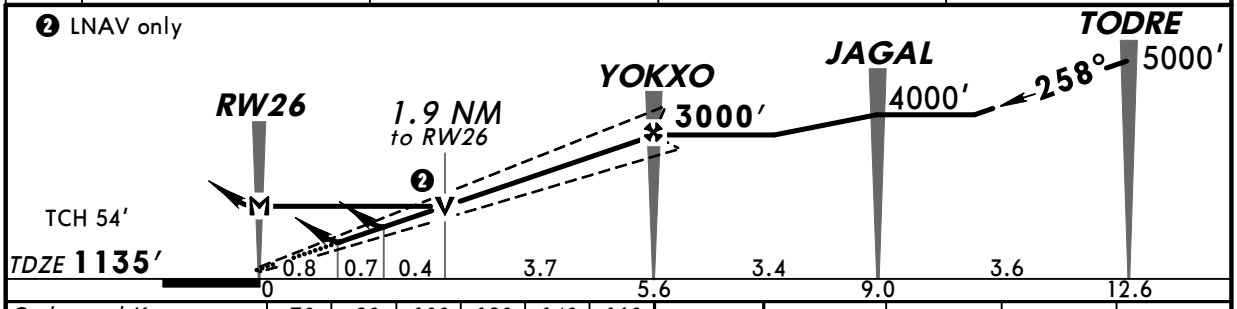
6100′
MSA RW26

MISSED APCH: Climb to 5000′ direct OJGIL and via 259° track to BXK VOR and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with ILS or LOC Rwy 25L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW26						

REIL
PAPI-L

5000′

OJGIL

STRAIGHT-IN LANDING RWY 26

	LPV DA(H) 1436′ (301′)	LNAV/VNAV DA(H) 1659′ (524′)	LNAV MDA(H) 1800′ (665′)
A	1	1¼	1
B			
C			1¾
D			2

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1800′ (665′)-1
120	
140	1800′ (665′)-1¾
165	1920′ (785′)-2½

TERPS AMEND 2A 8 MAR 2012

CHANGES: Notes.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-20)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 7L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

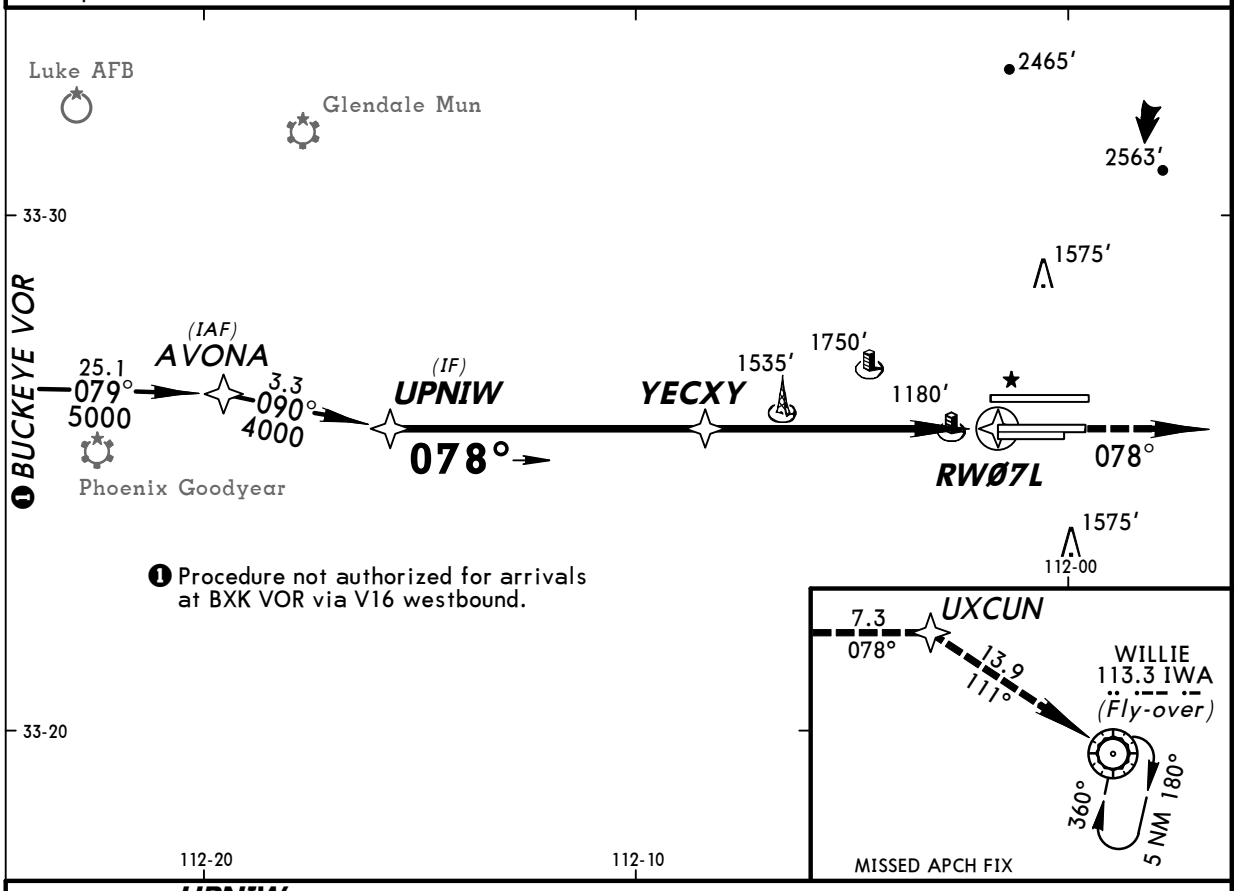
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / TDZE
	078°	YECXY 3000′ (1884′)	1523′ (407′)	Apt Elev 1135′ TDZE 1116′

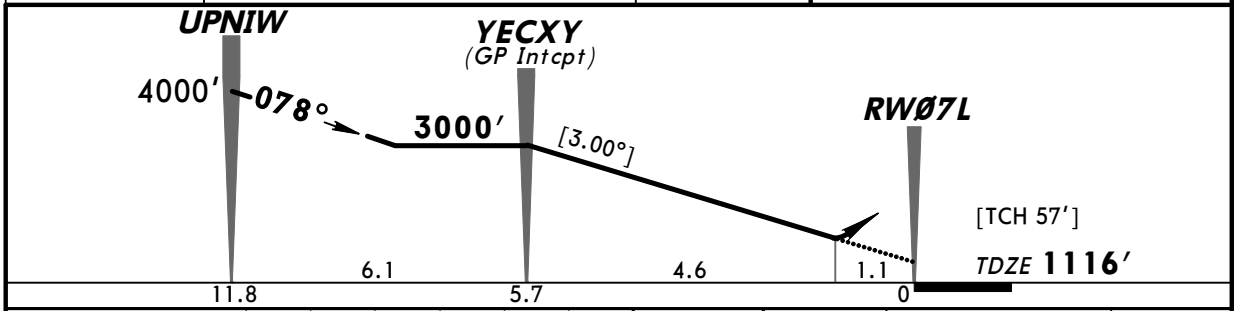
6100′ MSA RWØ7L

MISSED APCH: Climb to 5000′ via 078° track to UXCUN and 111° track to IWA VOR and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 8. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





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

MALSR
PAPI
5000′ via 078° UXCUN

STRAIGHT-IN LANDING RWY7L
RNP 0.30
DA(H) **1523′** (407′)

	RAIL or ALS out
A	
B	
C	RVR 50 or 1
D	1½

TERPS AMEND 0C 8 MAR 2012

CHANGES: Obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 5 JUL 13 (12-21)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 7R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

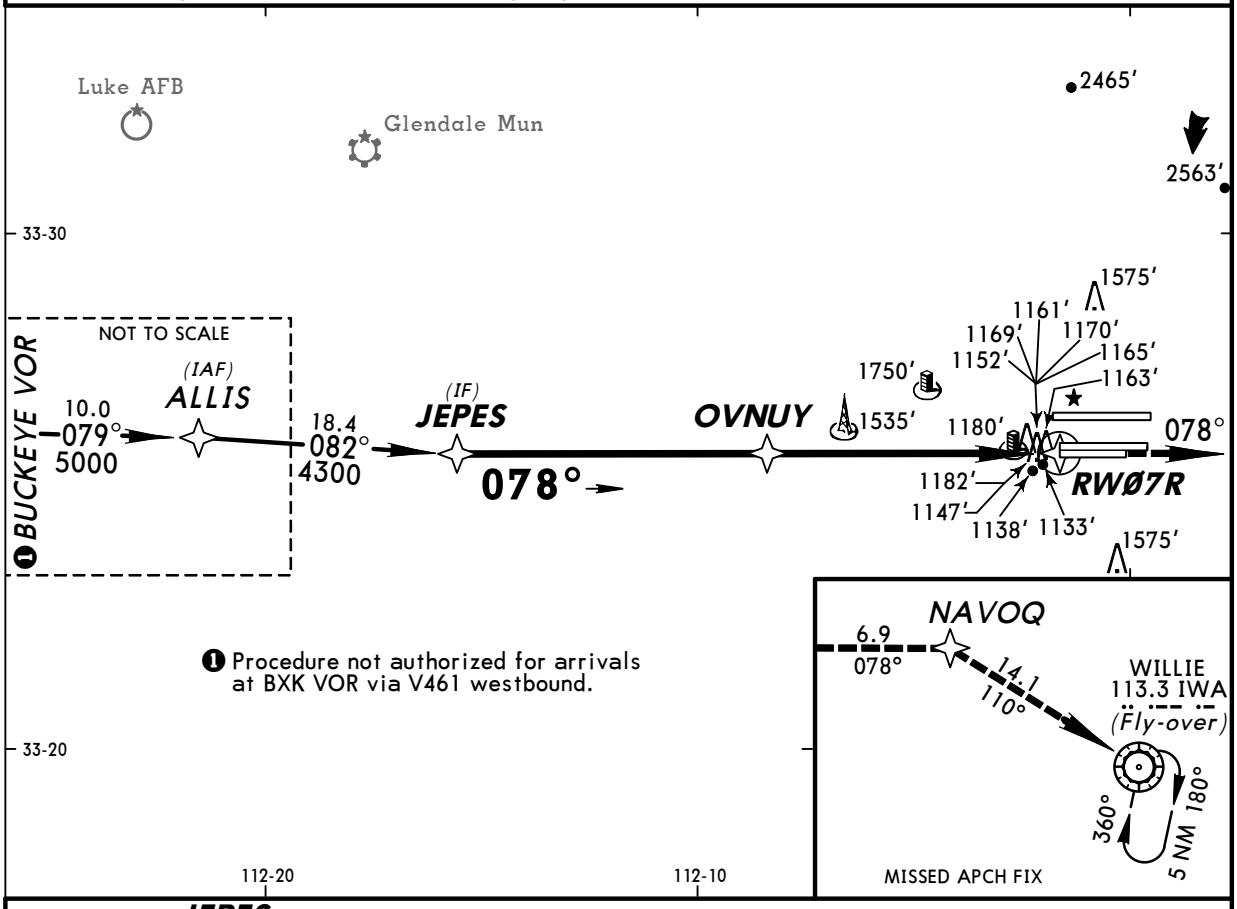
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev / TDZE
	078°	OVNUY 3000′ (1884′)	1523′ (407′)	Apt Elev 1135′ TDZE 1116′

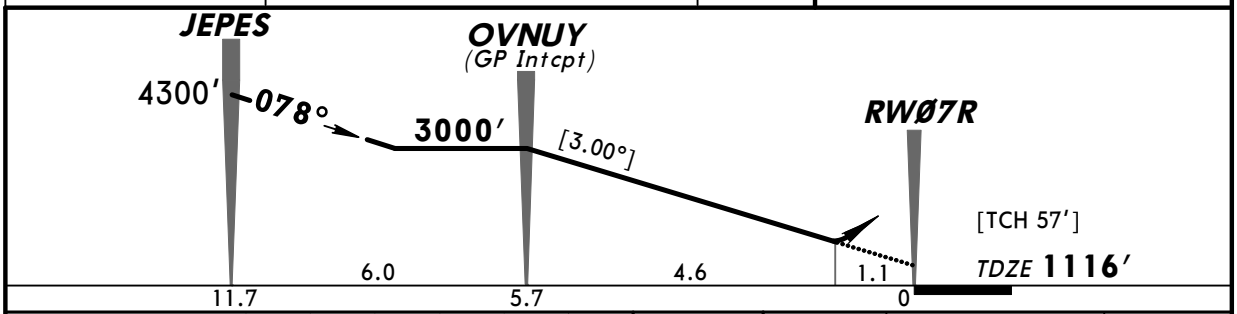
6200′
MSA RWØ7R

MISSED APCH: Climb to 5000′ via 078° track to NAVOQ and 110° track to IWA VOR and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 8. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





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

MALSR
PAPI
5000′ via 078° NAVOQ

STRAIGHT-IN LANDING RWY**7R**

RNP 0.30

DA(H) **1523′** (407′)

	RAIL or ALS out
A	
B	
C	1 1½
D	

TERPS AMEND 0C 8 MAR 2012

CHANGES: PAPI moved to right side, obstacles.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-22)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 8

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

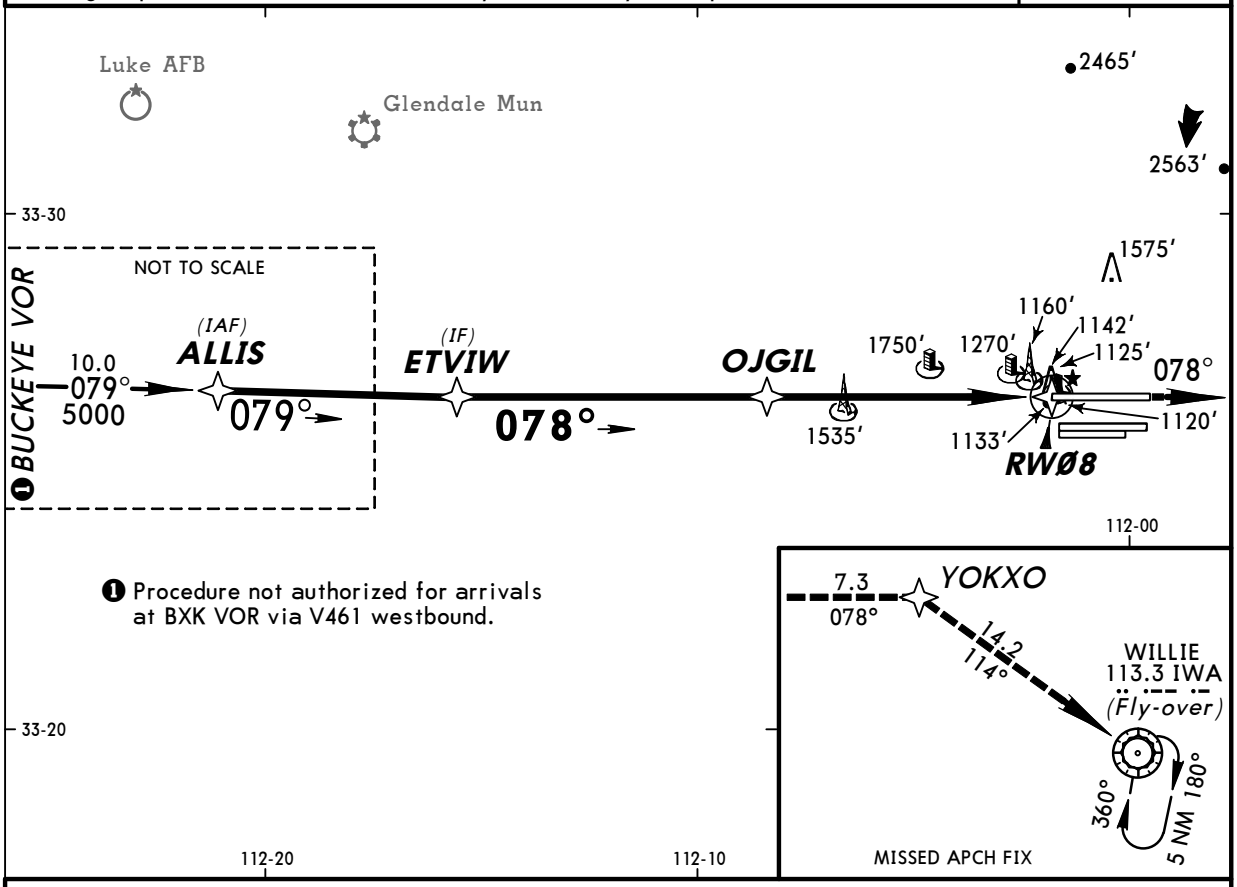
RNAV	Final Apch Crs	Minimum Alt	RNP 0.13 DA(H)	Apt Elev 1135′
	078°	OJGIL 3000′ (1882′)	1478′ (360′)	TDZE 1118′

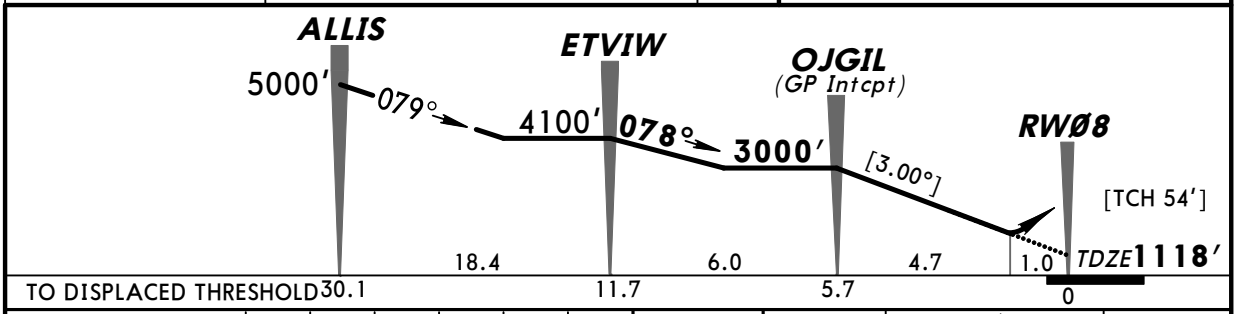
MISSED APCH: Climb to 5000′ via 078° track to YOKXO and via 114° track to IWA VOR and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Visibilty reduction by helicopters not authorized.

6300′
MSA RWØ8





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

MALSF
PAPI

5000′ via 078° YOKXO

STRAIGHT-IN LANDING RWY 8

	RNP 0.13 DA(H) 1478′ (360′)		RNP 0.30 DA(H) 1603′ (485′)	
		ALS out		ALS out
A	1	1¼	1½	1¾
B				
C				
D				

TERPS AMEND 0B 15 DEC 2011

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 24 OCT 14 (12-23)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 25L

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

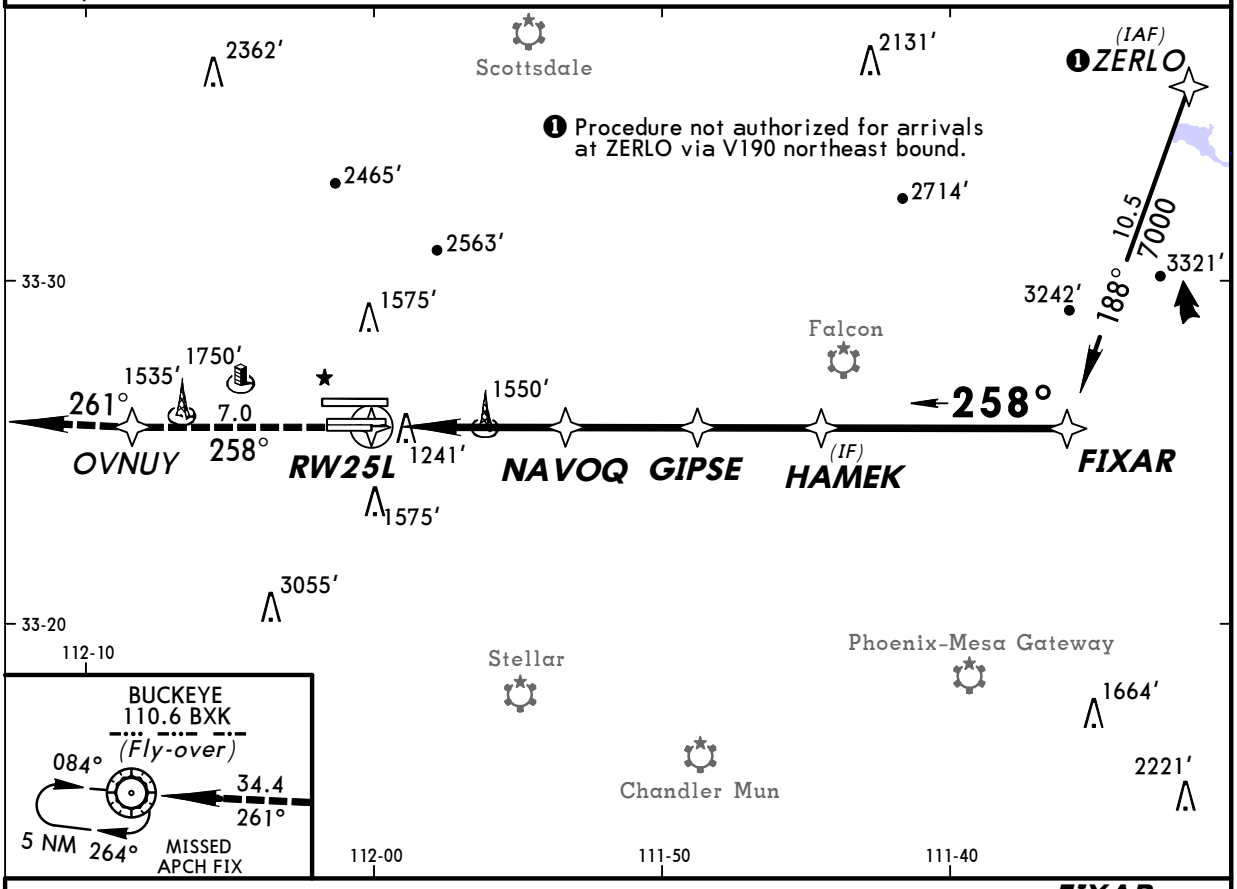
RNAV	Final Apch Crs	Minimum Alt NAVOQ	RNP 0.11 DA(H)	Apt Elev 1135′ TDZE 1126′
	258°	3000′ (1874′)	1617′ (491′)	

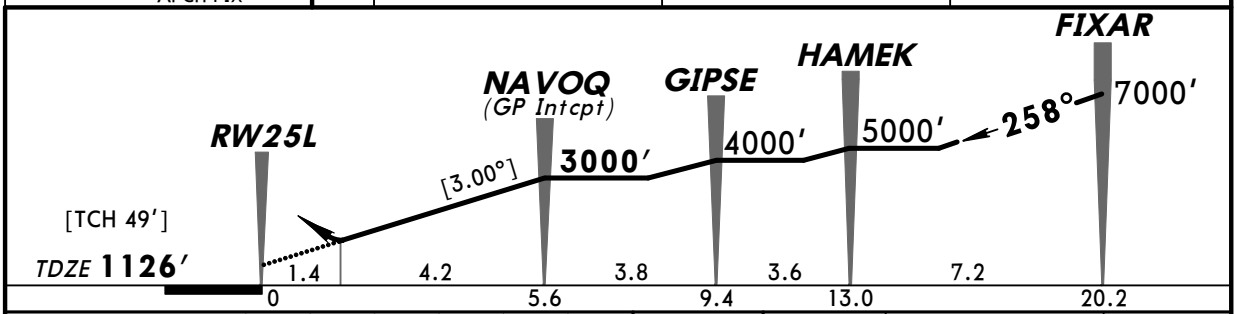
MISSED APCH: Climb to 5000′ via 258° track to OVNUY and via 261° track to BXK VOR and hold.

6300′ MSA RW25L

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 26. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





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

MALSR
PAPI

5000′ via 258° OVNUY

STRAIGHT-IN LANDING RWY 25L

	RNP 0.11 DA(H) 1617′ (491′)		RNP 0.30 DA(H) 1664′ (538′)	
		RAIL or ALS out		RAIL or ALS out
A	1¼	1¾	1½	2
B				
C				
D				

TERPS AMEND 0C 8 MAR 2012

CHANGES: PAPI moved to left side.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-24)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 25R

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower Rwys 7L/R, 25L/R	PHOENIX Tower Rwy 8/26	Ground North	Ground South
127.57	128.65	120.9	118.7	119.75	132.55

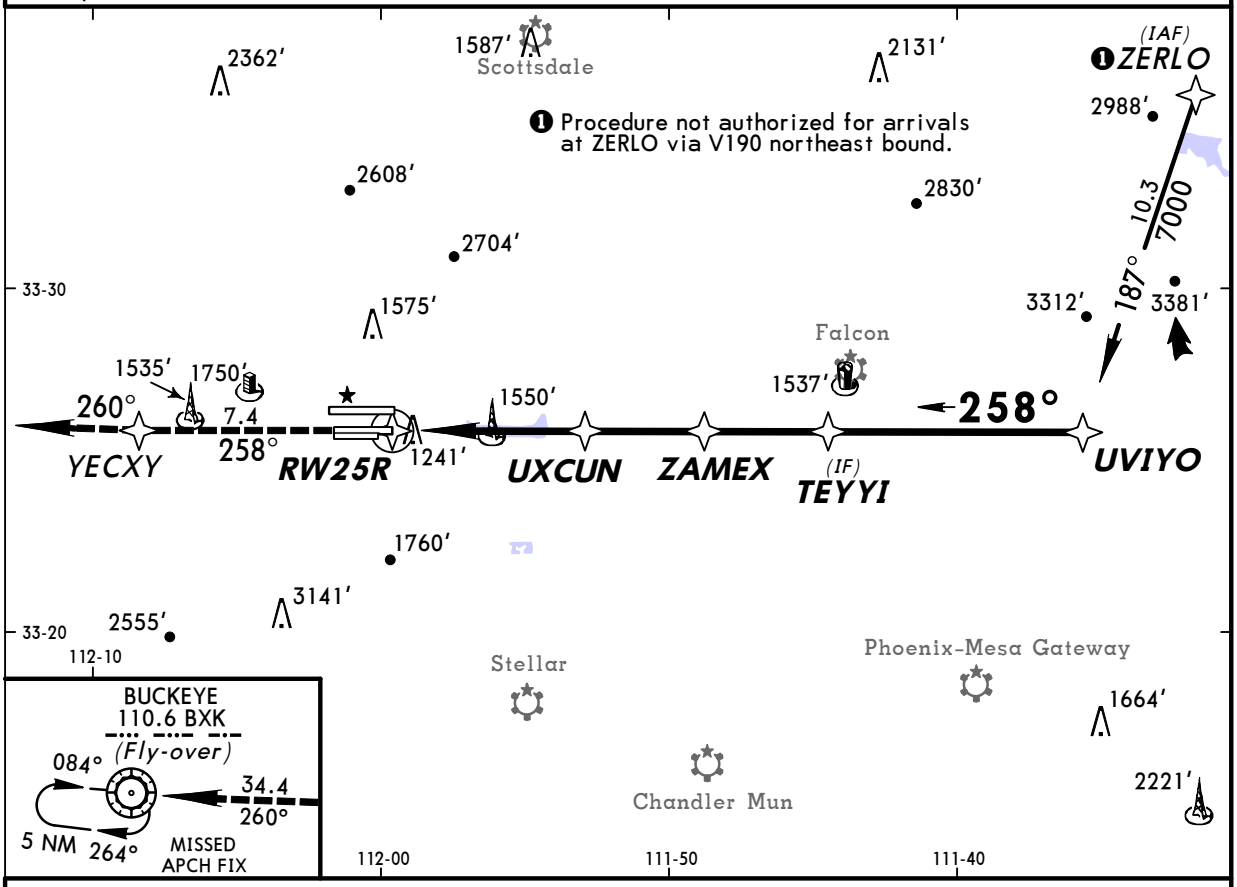
RNAV	Final Apch Crs	Minimum Alt	RNP 0.20 DA(H)	Apt Elev / TDZE
	258°	UXCUN 3000′ (1866′)	1597′ (463′)	Apt Elev 1135′ TDZE 1134′

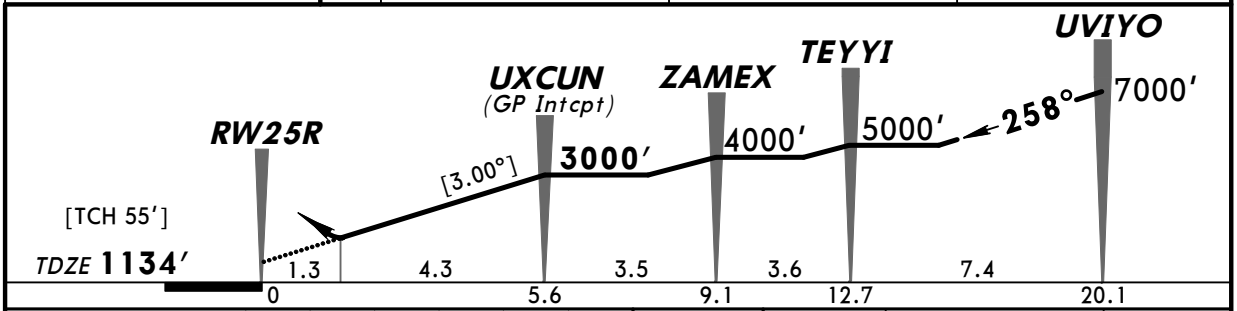
MISSED APCH: Climb to 5000′ via 258° track to YECXY and via 260° track to BXK VOR and hold.

6300′ MSA RW25R

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 26. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. 7. Visibility reduction by helicopters not authorized.





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

PAPI-L

5000′ via 258° YECXY

STRAIGHT-IN LANDING RWY 25R

RNP 0.20	RNP 0.30
DA(H) 1597′ (463′)	DA(H) 1622′ (488′)
A 1½	1¾
B	
C	
D	

TERPS AMEND 0C 8 MAR 2012

CHANGES: Notes.

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KPHX/PHX PHOENIX SKY HARBOR INTL

JEPPESEN 2 MAR 12 (12-25)

PHOENIX, ARIZ RNAV (RNP) Z Rwy 26

BRIEFING STRIP ™

D-ATIS	PHOENIX Approach (R)	PHOENIX Tower		Ground	
		Rwy 8/26	Rwys 7L/R, 25L/R	North	South
127.57	128.65	118.7	120.9	119.75	132.55

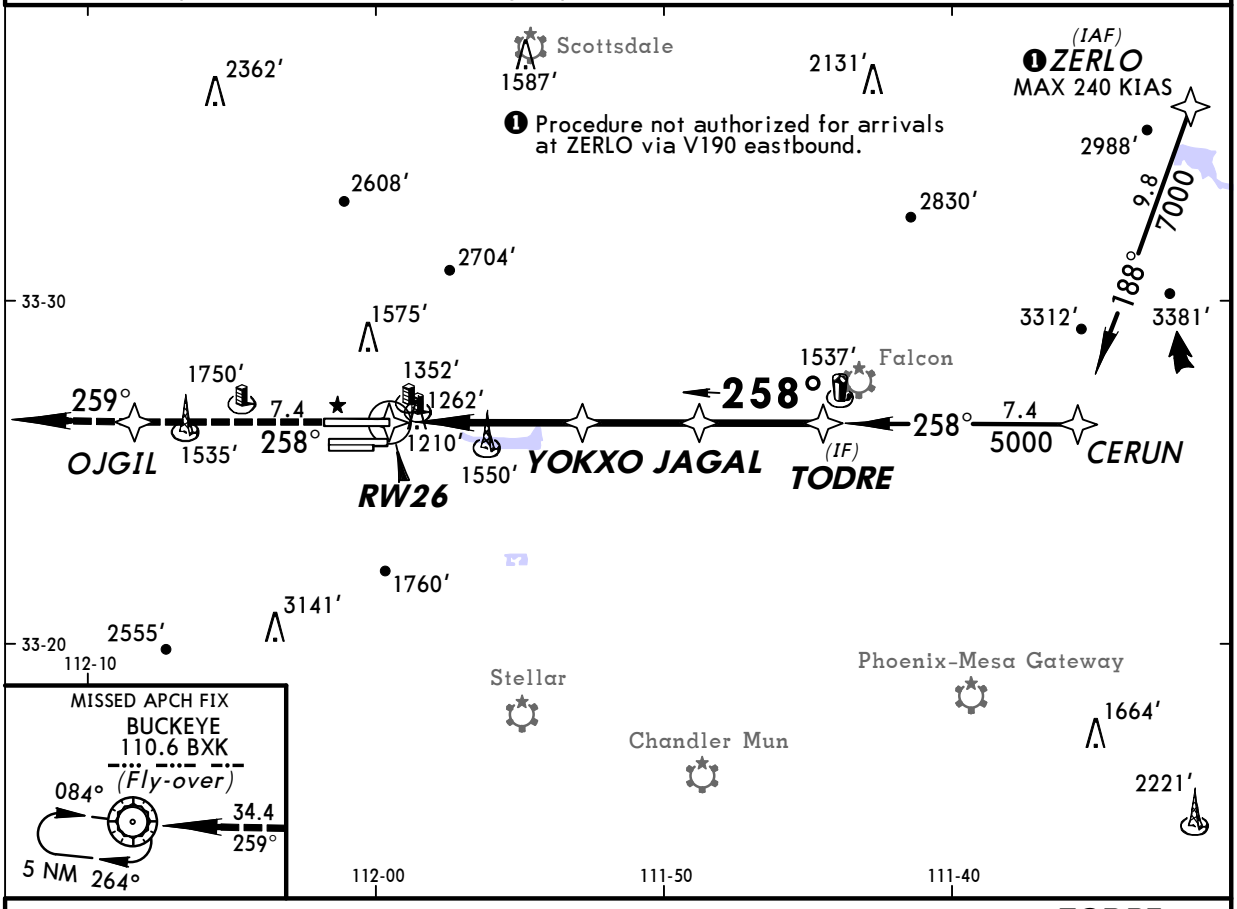
RNAV	Final Apch Crs	Minimum Alt	RNP 0.11 DA(H)	Apt Elev 1135′
	258°	YOKXO 3000′ (1865′)	1490′ (355′)	TDZE 1135′

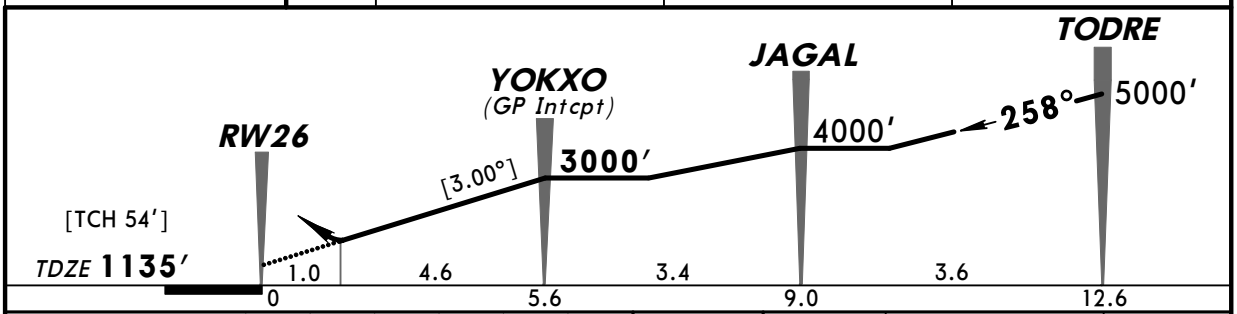
6100′
MSA RW26

MISSED APCH: Climb to 5000′ via 258° track to OJGIL and 259° track to BXK VOR and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 46°C (116°F). 4. Simultaneous approach authorized with ILS or LOC Rwy 25L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





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

REIL
PAPI-L

5000′ via 258°

OJGIL

STRAIGHT-IN LANDING RWY26

RNP 0.11	RNP 0.20	RNP 0.30
DA(H) 1490′ (355′)	DA(H) 1590′ (455′)	DA(H) 1654′ (519′)
1¼	1½	1¾

TERPS AMEND 0C 8 MAR 2012

CHANGES: Notes.

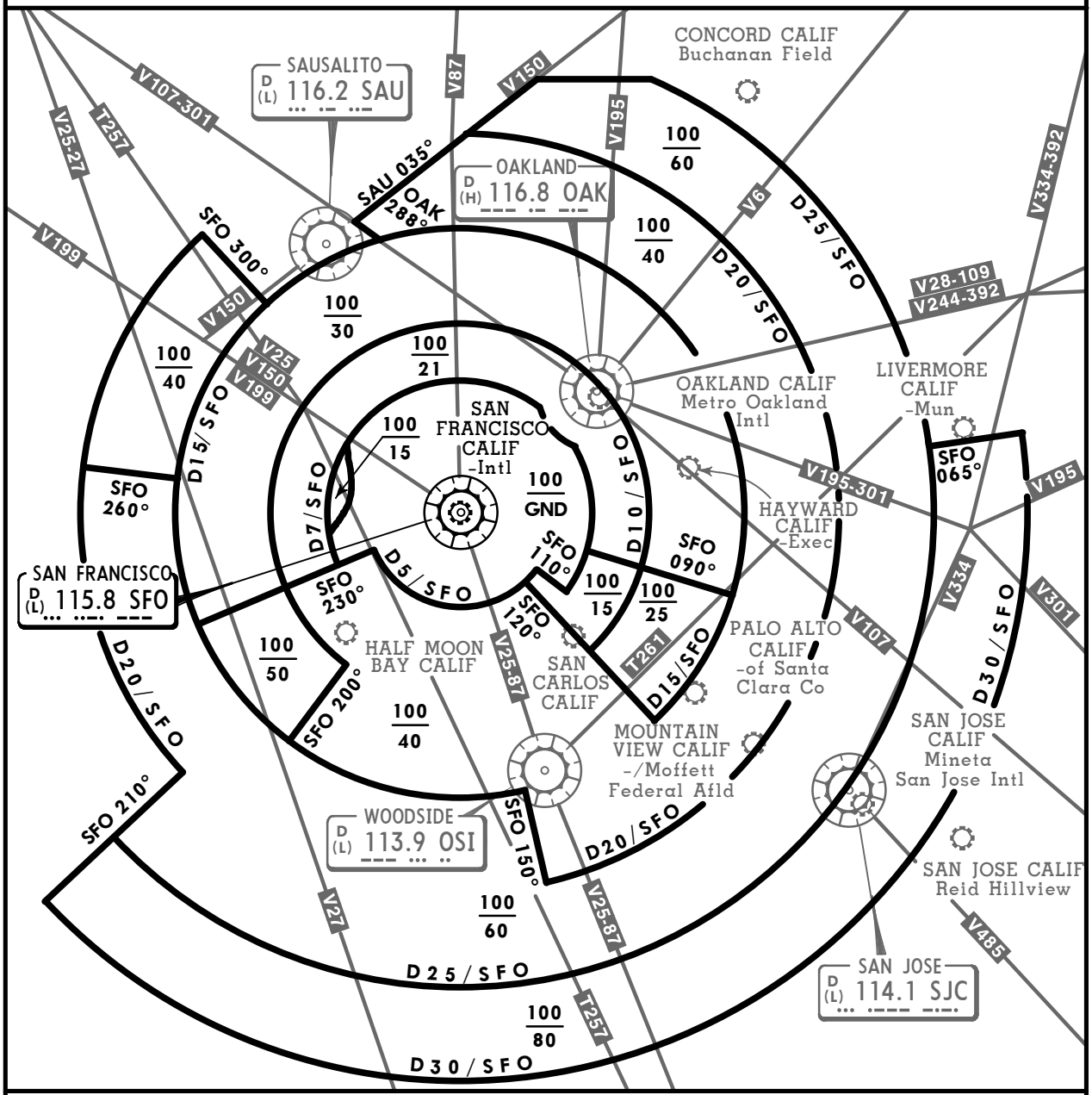
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SAN FRANCISCO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

NORCAL App 120.9 (NW) 127.0 (N) 125.35 (NE-E) 134.5 (SE) 135.65 (S) 135.1 (W)



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

FLIGHT PROCEDURES

IFR Flights - Aircraft operating within the San Francisco Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

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

CHANGES: Reissue.

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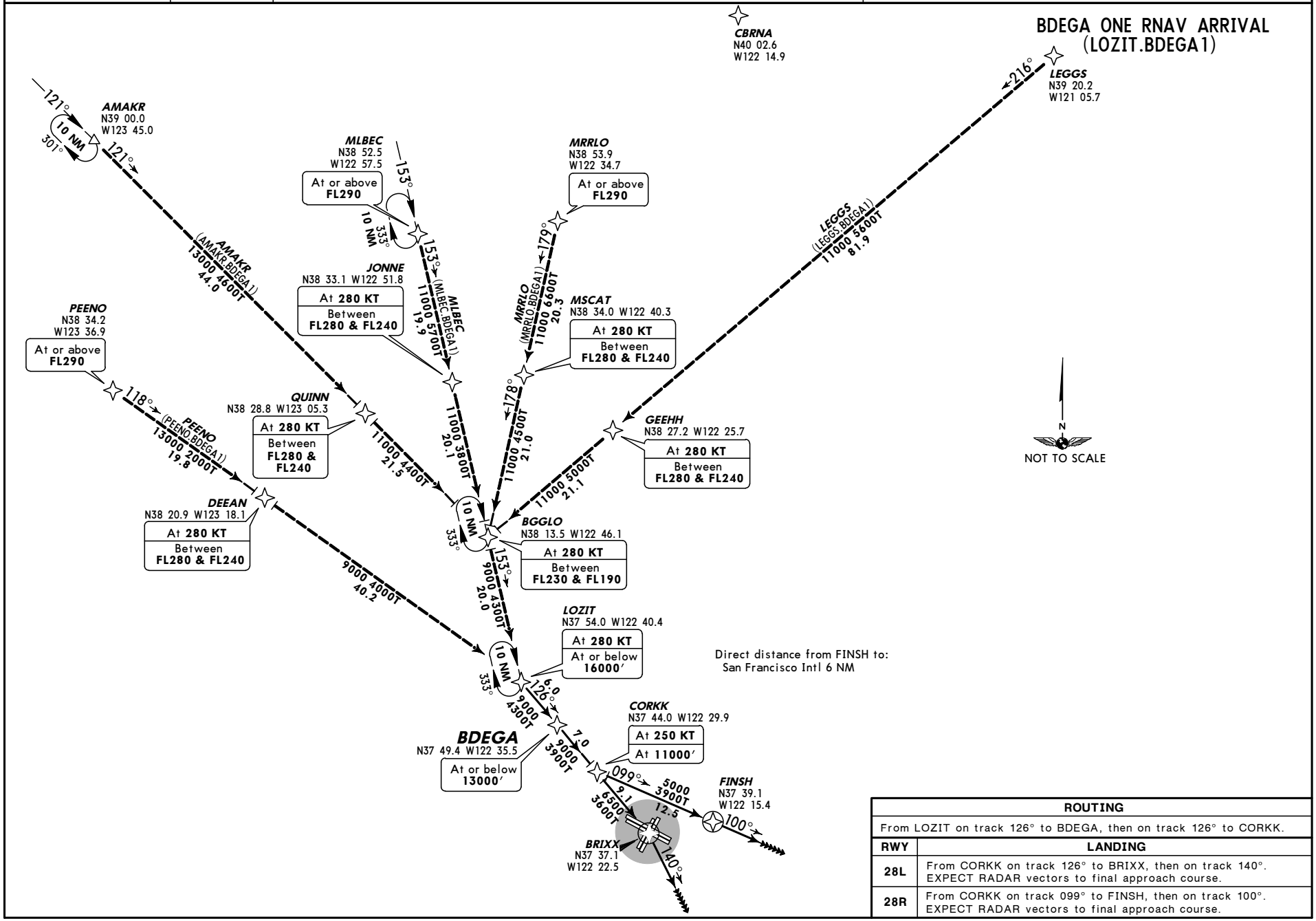
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KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
RNAV STAR

D-ATIS	Apt Elev		
113.7 115.8 118.85 135.45	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.** 4. PEENO transition ATC assigned only.

BDEGA ONE RNAV ARRIVAL (LOZIT.BDEGA1)



ROUTING	
From LOZIT on track 126° to BDEGA, then on track 126° to CORKK.	
RWY	**LANDING**
28L	From CORKK on track 126° to BRIXX, then on track 140°. EXPECT RADAR vectors to final approach course.
28R	From CORKK on track 099° to FINSH, then on track 100°. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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SAN FRANCISCO INTL

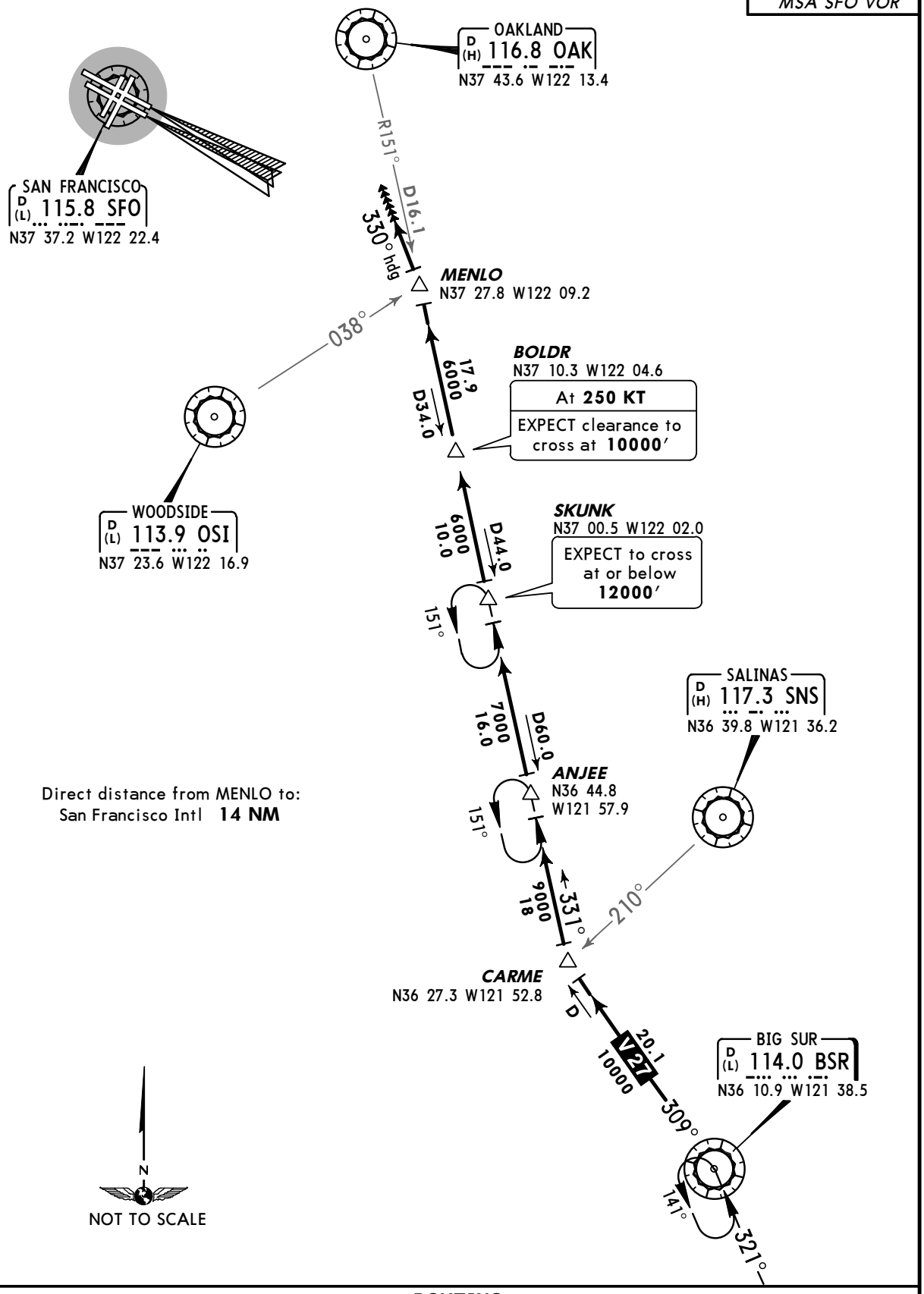
JEPPESEN 27 FEB 15 (10-2A) Eff 5 Mar

SAN FRANCISCO, CALIF
STAR

D-ATIS	Apt Elev	
113.7 115.8 118.85 135.45	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For use by turbojet aircraft only. **2. RADAR and DME required.**

MSA SFO VOR
120° 5100′
230° 3500′
4500′
360°

BIG SUR TWO ARRIVAL (BSR.BSR2)



ROUTING

From over BSR via BSR R-309 to CARME. Then via OAK R-151 to MENLO. Depart MENLO heading 330° for vectors to final approach course.

CHANGES: Reindexed.

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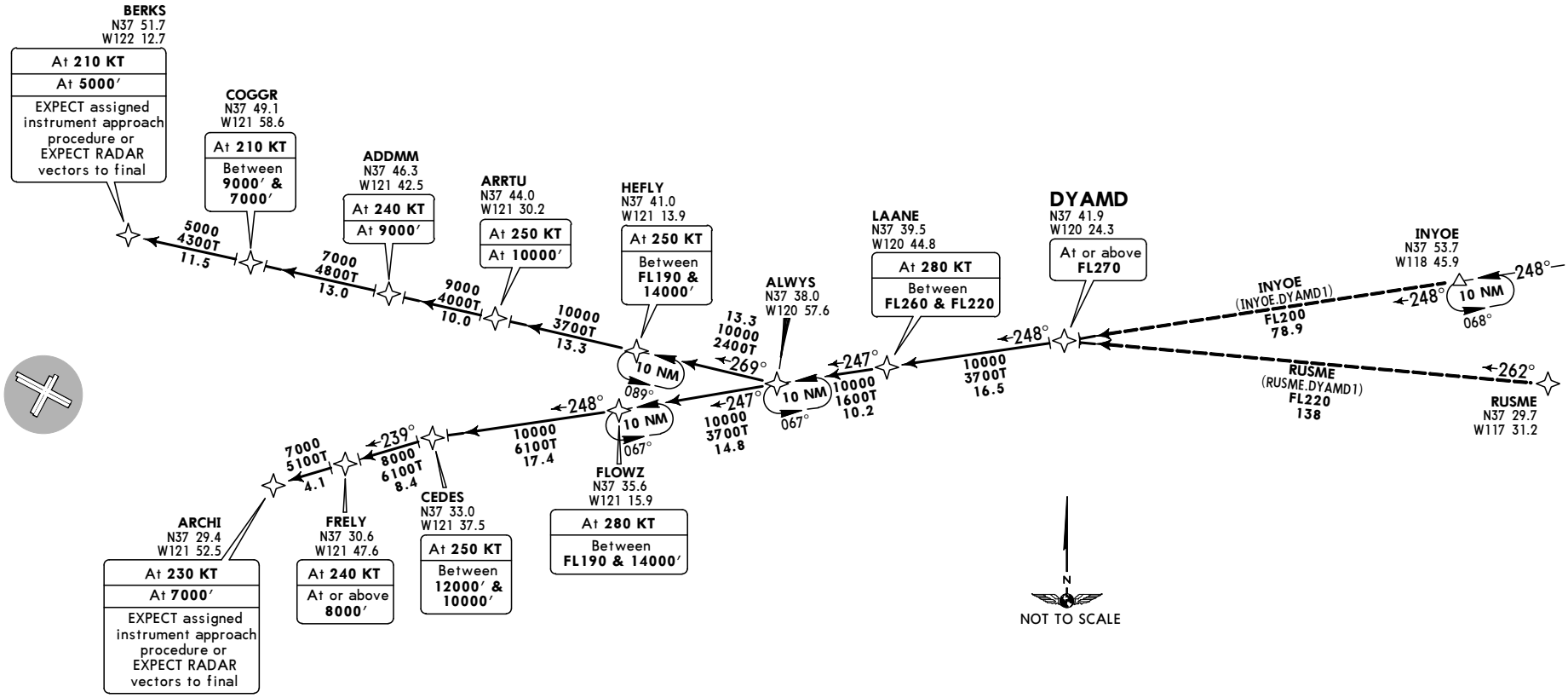
KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
113.7 115.8 118.85 135.45	13′			

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. EXPECT to receive transition (WEST/EAST) and "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway. 5. WEST transition indicates Rwys 1L/R or 28L/R.
6. EAST transition indicates Rwys 10L/R or 19L/R. 7. EXPECT to land WEST unless otherwise advised.

DYAMD ONE RNAV ARRIVAL
(DYAMD.DYAMD1)



Direct distance to San Francisco Intl from:
ARCHI 25 NM
BERKS 16 NM

ROUTING	
From DYAMD on track 248° to LAANE, then on track 247° to ALWYS.	
RWY	**RUNWAY TRANSITIONS**
WEST 1L/R, 28L/R	From ALWYS on track 247° to FLOWZ, then on track 248° to CEDES, then on track 239° to FRELY, then on track 239° to ARCHI. EXPECT assigned instrument approach procedure, or EXPECT RADAR vectors to final.
EAST 10L/R, 19L/R	From ALWYS on track 269° to HEFLY, then on track 269° to ARRTU, then on track 269° to ADDMM, then on track 269° to COGGR, then on track 269° to BERKS. EXPECT assigned instrument approach procedure, or EXPECT RADAR vectors to final.

CHANGES: New procedure at this airport.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 24 APR 15 (10-2A-2) Eff 30 Apr

SAN FRANCISCO, CALIF STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ 1. For use by turbojet aircraft only. **2. RADAR required.**
113.7 115.8 118.85 135.45	See graphic	

MSA SFO VOR
120° 5100′
230°
3500′
4500′
360°

GOLDEN GATE SIX ARRIVAL (PYE.GOLDN6)

FORTUNA
D (L) 114.0 FOT
N40 40.3 W124 14.1

ROSEBURG
D (L) 108.2 RBG
N43 10.9 W123 21.1

RED BLUFF
D (H) 115.7 RBL
N40 05.9 W122 14.2

MUSTANG
D (H) 117.9 FMG
N39 31.9 W119 39.4

MENDOCINO
D (H) 112.3 ENI
N39 03.2 W123 16.5

WILLIAMS
D (L) 114.4 ILA
N39 04.3 W122 01.6

SCAGGS I
D (L) 112.1 SGD
N38 10.8 W122 22.4

SANTA ROSA
D (L) 113.0 STS
N38 30.5 W122 48.6

POINT REYES
D (H) 113.7 PYE
N38 04.8 W122 52.1

SAN FRANCISCO
D (L) 115.8 SFO
N37 37.2 W122 22.4

SAN JOSE
D (L) 114.1 SJC
N37 22.5 W121 56.7

GOWCH
(STS R-035)
N38 34.0
W122 43.1

LETHH
(STS R-277)
N38 37.3 W123 08.7

LOZIT
N37 54.0
W122 40.4

DUXBY
N37 41.8
W122 27.3

159°
98
150
163°
ROSEBURG
(RBG.GOLDN6)
FL180
248

138°
FORTUNA
(FOT.GOLDN6)
FL180
133
78
90
141°

176°
35
90
177°
RED BLUFF
(RBL.GOLDN6)
15000
94.6

114
FL180
MUSTANG
(FMG.GOLDN6)
237°
30
241°
R057°
84

196°
71.4
7000

343°
R343°

146°
61.4
7000
MENDOCINO
(ENI.GOLDN6)

D
9000
35.0
R321°
R325°
145°
325°

R357°
7000
30.0
R016°

203°
171°

14
6000
123°

16.0
6000
D22.0
303°

D
6.0
6000
R303°

EXPECT to cross at **11000′**

EXPECT RADAR vectors to final approach course

San Francisco Intl
13

SAN JOSE CALIF
Mineta San Jose Intl
62

N
NOT TO SCALE

ROUTING

From over PYE via SFO R-303 to SFO. EXPECT RADAR vectors to final approach course.

CHANGES: Reindexed.

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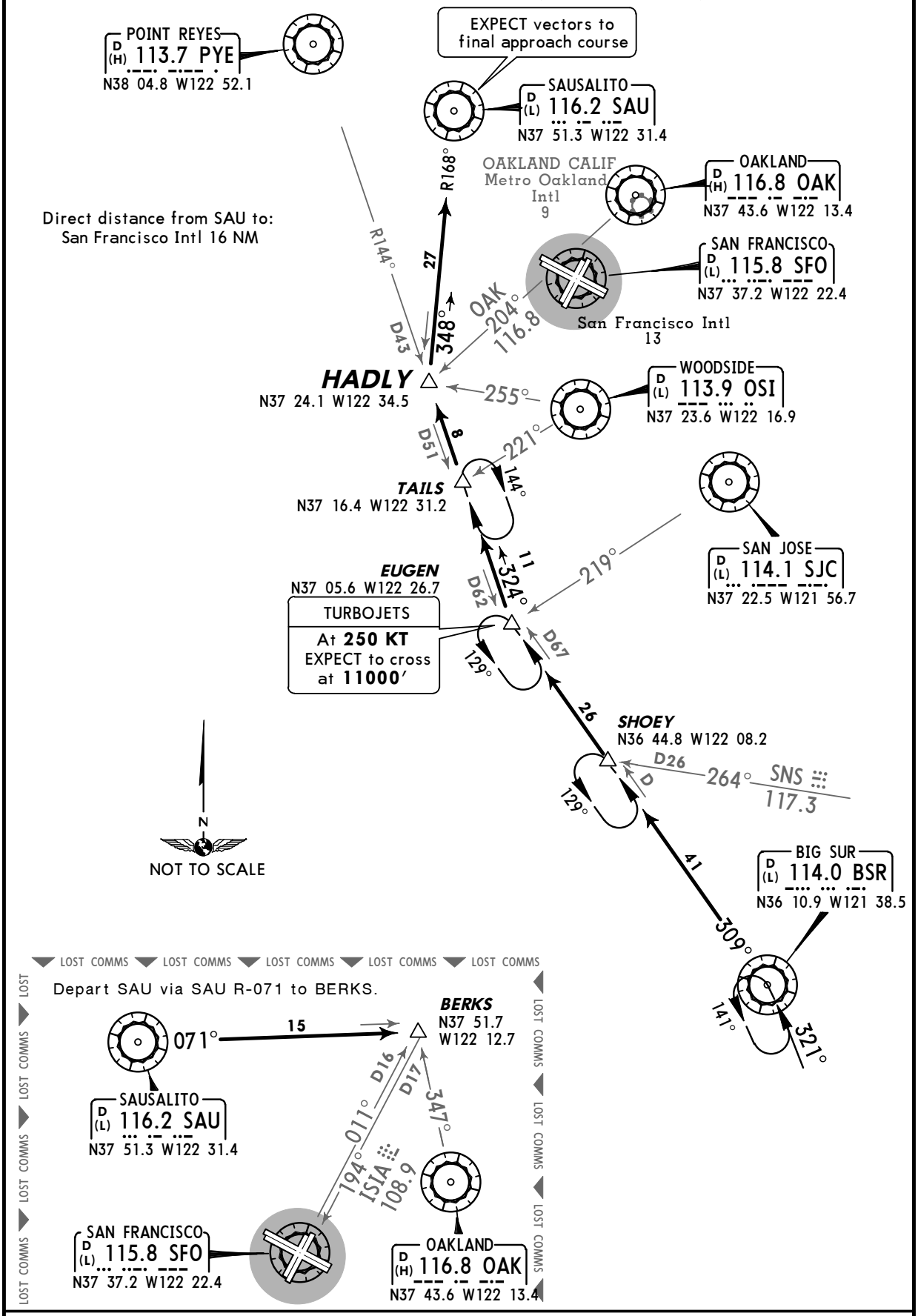
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KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
STAR

D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000′
113.7 115.8 118.85 135.45	*See Graphic*			

HADLY TWO ARRIVAL (BSR.HADLY2)



ROUTING

From over BSR via BSR R-309 to EUGEN, then via PYE R-144 to HADLY, then via direct SAU.
EXPECT vectors to final approach course.

CHANGES: HADLY formation.

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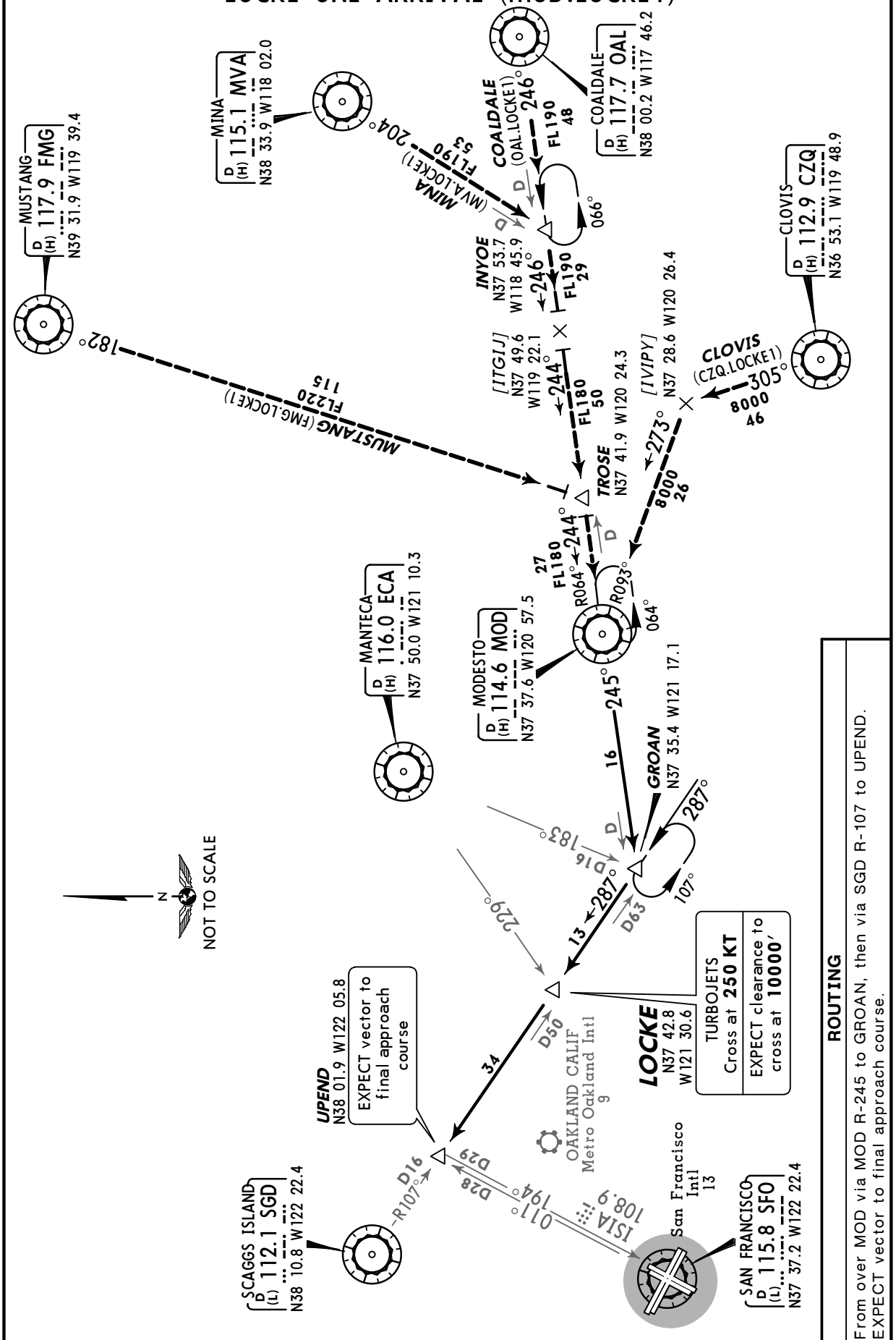
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KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′
113.7 115.8 118.85 135.45	See Graphic	

LOCKE ONE ARRIVAL (MOD.LOCKE1)



ROUTING

From over MOD via MOD R-245 to GROAN, then via SGD R-107 to UPEND.
EXPECT vector to final approach course.

CHANGES: GROAN and TROSE formations.

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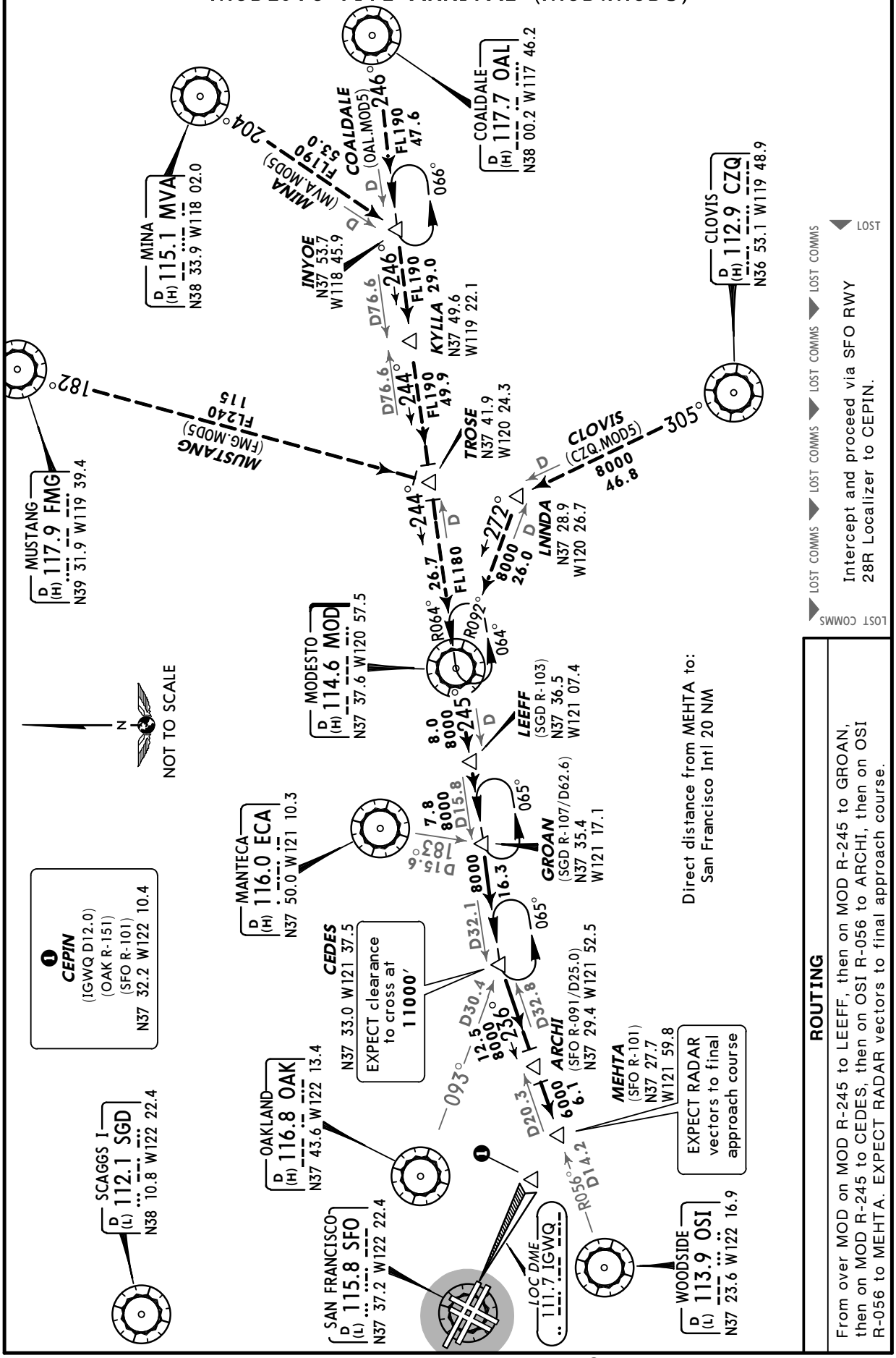
KSFO/SFO SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

STAR

D-ATIS	Apt Elev	
113.7 115.8 118.85 135.45	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **MINA, COALDALE, CLOVIS and MUSTANG Transitions: DME required.**

MODESTO FIVE ARRIVAL (MOD.MOD5)



ROUTING

From over MOD on MOD R-245 to LEEFF, then on MOD R-245 to GROAN, then on MOD R-245 to CEDES, then on OSI R-056 to ARCHI, then on OSI R-056 to MEHTA. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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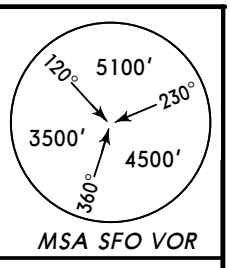
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SAN FRANCISCO INTL

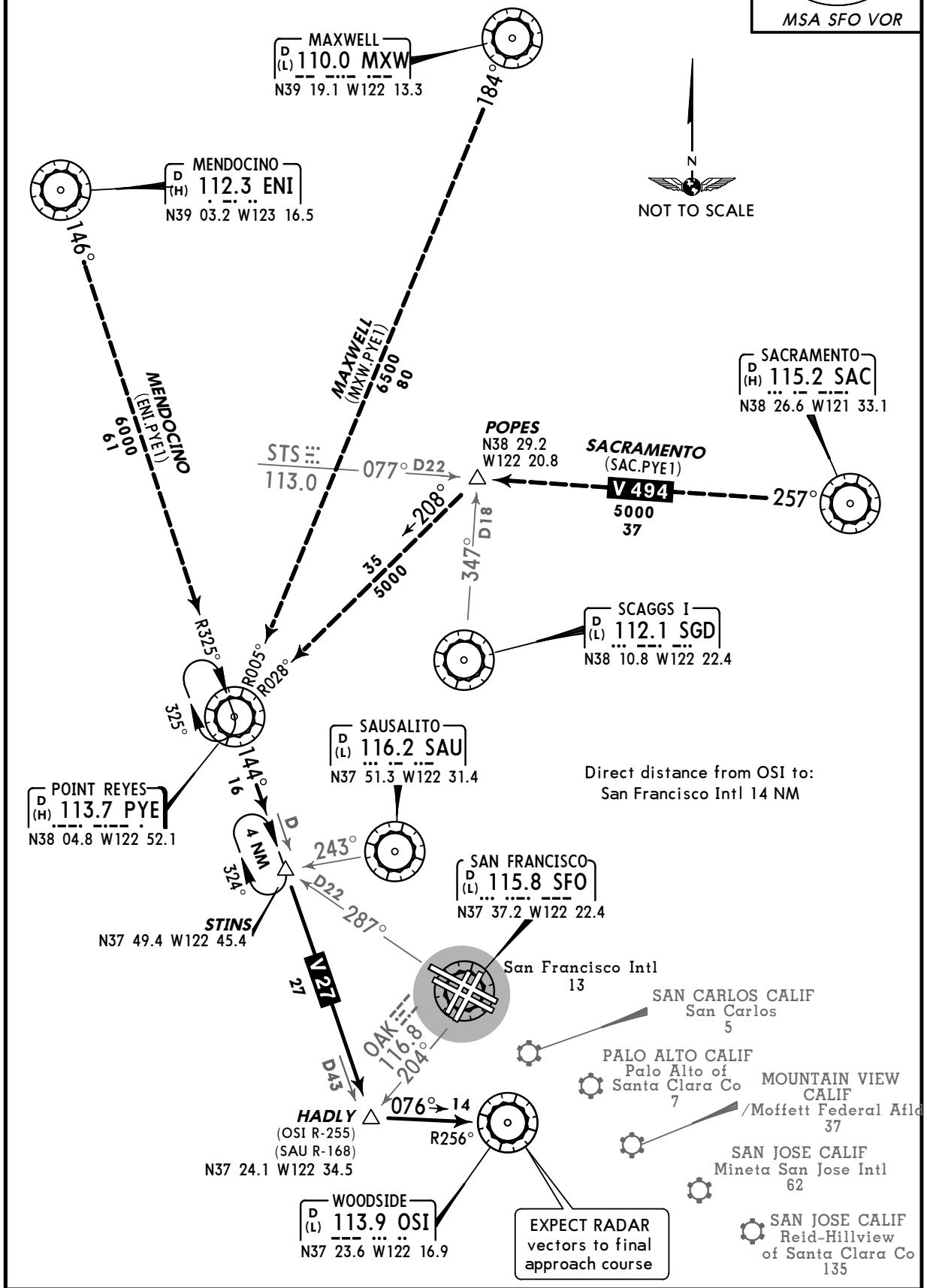
JEPPESEN 28 MAR 14 (10-2E) Eff 3 Apr

SAN FRANCISCO, CALIF
STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ SACRAMENTO transition to be used only when assigned by ATC.
113.7 115.8 118.85 135.45	See graphic	



POINT REYES ONE ARRIVAL (PYE.PYE1)



ROUTING

From over PYE via PYE R-144 to HADLY, then via OSI R-256 to OSI. EXPECT RADAR vectors to final approach course.

CHANGES: HADLY formation.

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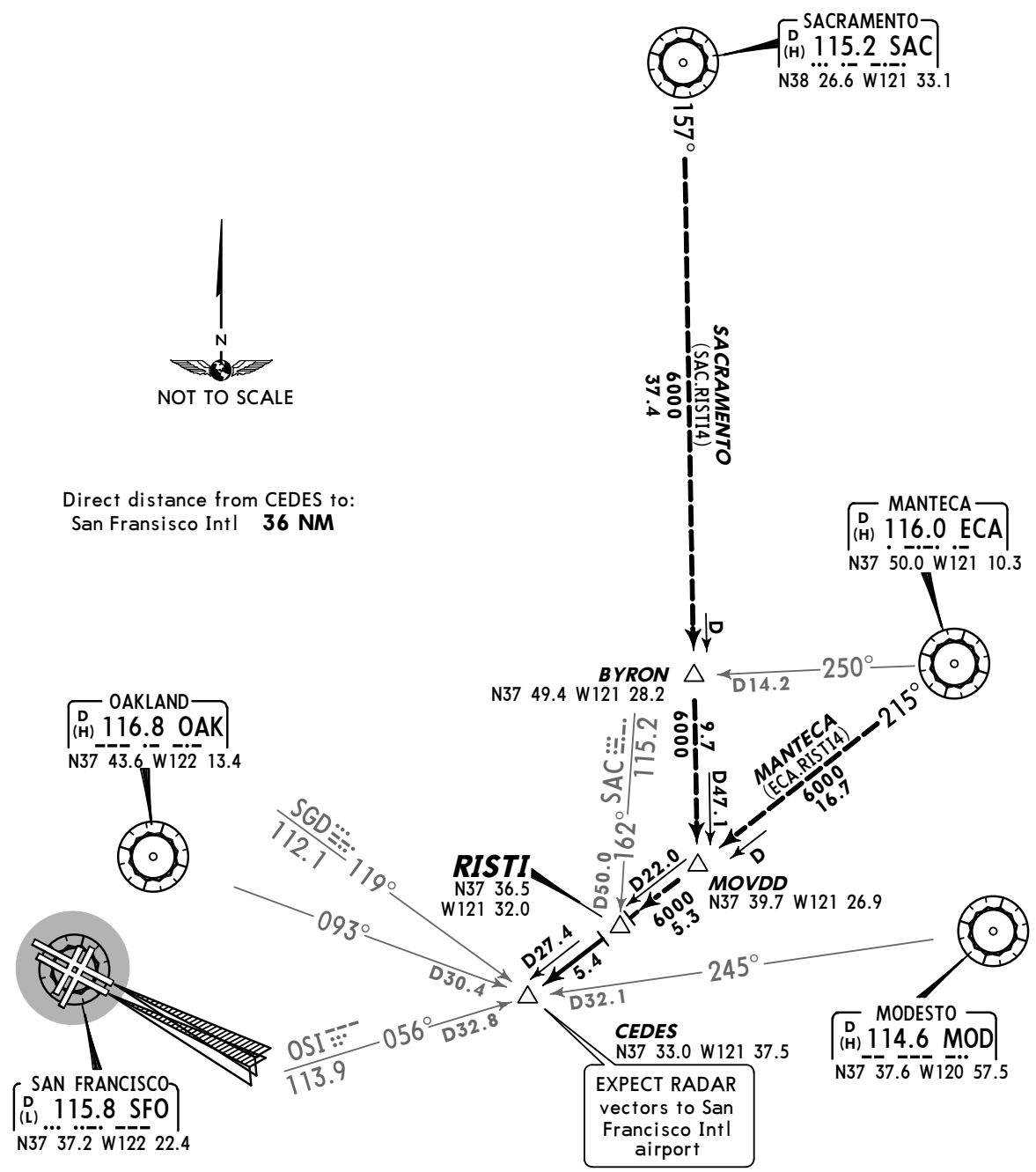
KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN SAN FRANCISCO, CALIF
27 FEB 15 (10-2F) Eff 5 Mar
STAR

D-ATIS	Apt Elev	
113.7 115.8 118.85 135.45	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

MSA SFO VOR
120° 5100′
230° 3500′ 4500′
360°

RISTI FOUR ARRIVAL (RISTI.RISTI4)
(RWYS 28L/R)



ROUTING

From over RISTI via ECA R-215 to CEDES, then via RADAR vectors to San Francisco Intl airport.

CHANGES: None.

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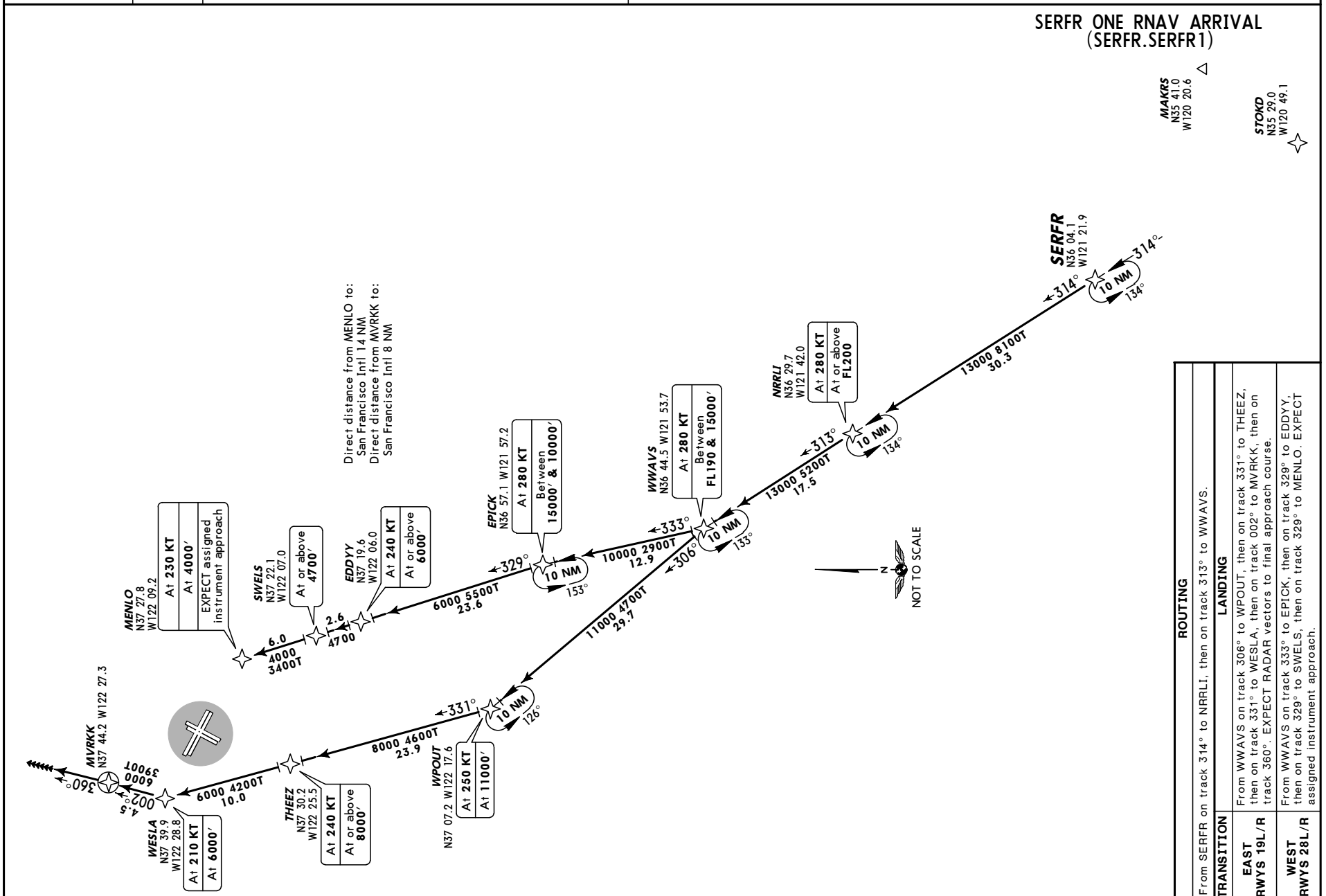
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KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
RNAV STAR

D-ATIS	Apt Elev		
113.7 115.8 118.85 135.45	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	**1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.** 4. EXPECT to receive transition (WEST/EAST) and "Descend via" clearance from Oakland Center. Northern Californa TRACON will assign landing runway. 5. WEST transition indicates RWYS 28L/R and RWYS 1L/R. 6. EAST transition indicates RWYS 19L/R and RWYS 10L/R. 7. EXPECT WEST transition unless otherwise advised.

SERFR ONE RNAV ARRIVAL
(SERFR.SERFR1)



TRANSITION	LANDING
ROUTING	
From SERFR on track 314° to NRRLI, then on track 313° to WWAVS.	
EAST RWYS 19L/R	From WWAVS on track 306° to WPOUT, then on track 331° to THEEZ, then on track 331° to WESLA, then on track 002° to MVRKK, then on track 360°. EXPECT RADAR vectors to final approach course.
WEST RWYS 28L/R	From WWAVS on track 333° to EPICK, then on track 329° to EDDYY, then on track 329° to SWELS, then on track 329° to MENLO. EXPECT assigned instrument approach.

CHANGES: New procedure at this airport.

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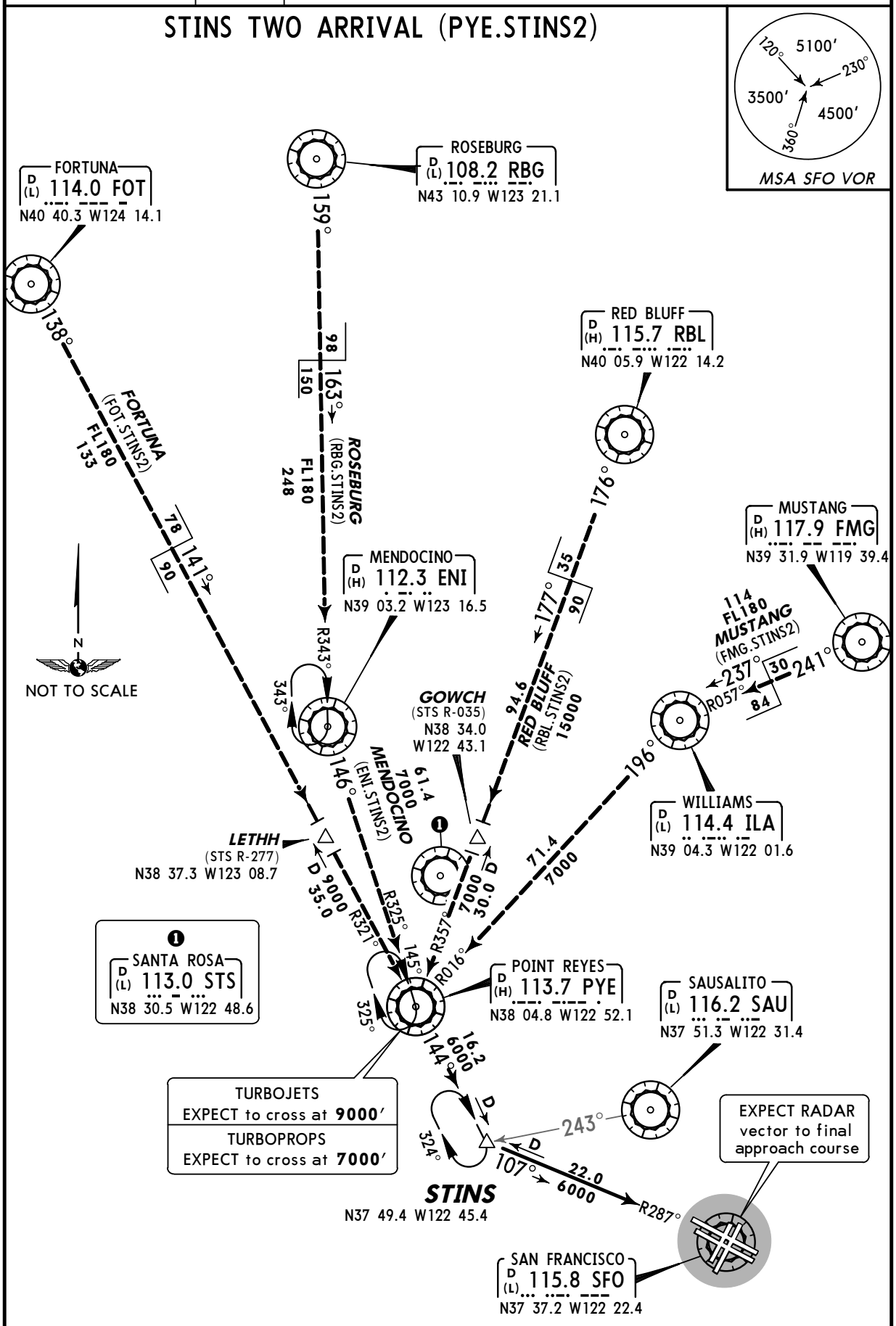
JEPPESEN 27 FEB 15 (10-2H) Eff 5 Mar

SAN FRANCISCO, CALIF

STAR

D-ATIS	Apt Elev	
113.7 115.8 118.85 135.45	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **RADAR required.**

STINS TWO ARRIVAL (PYE.STINS2)



ROUTING

From over PYE via PYE R-144 to STINS, then via SFO R-287 to SFO. EXPECT RADAR vectors to final approach course.

CHANGES: Reindexed.

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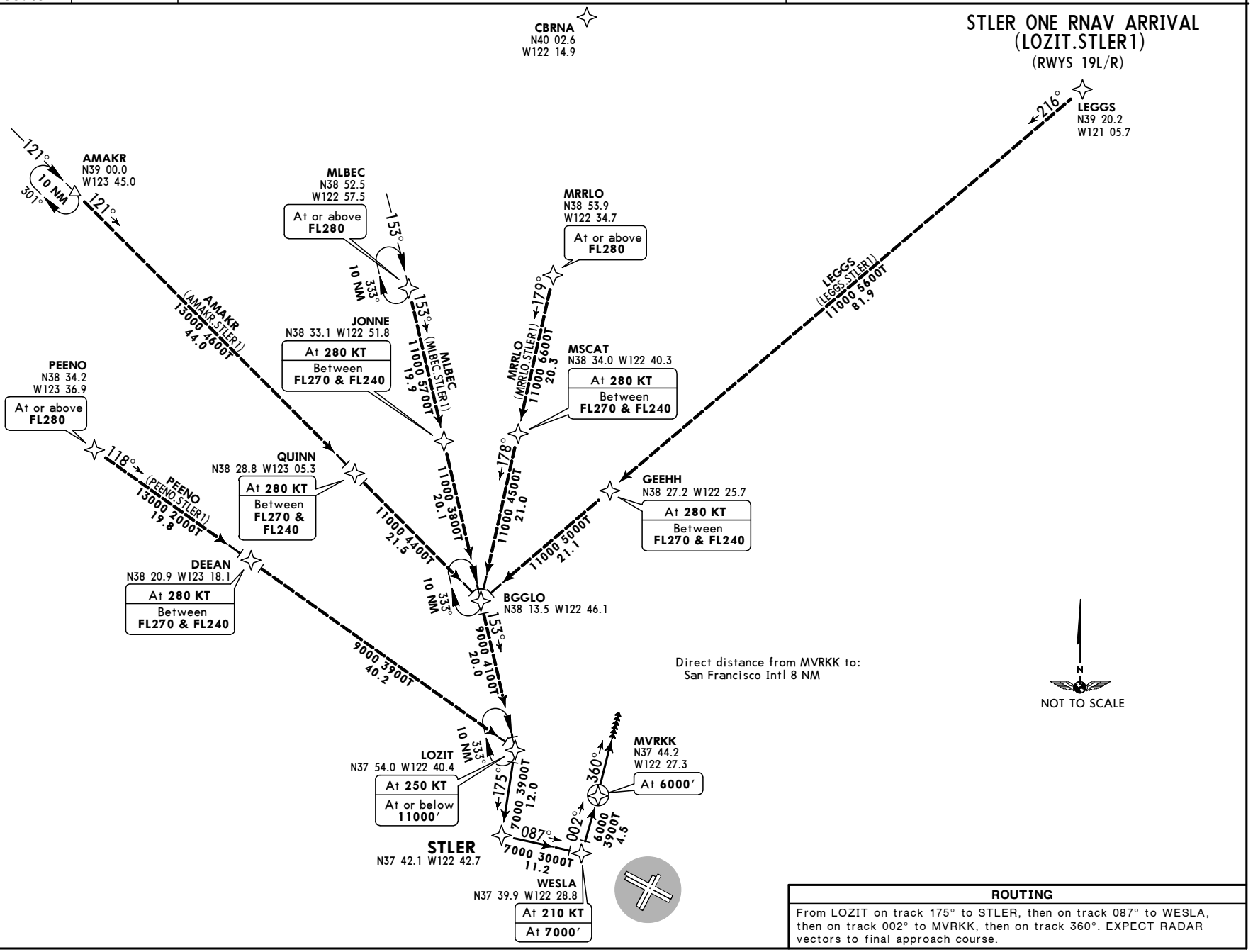
KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
24 APR 15
Eff 30 Apr
10-2J

SAN FRANCISCO, CALIF
RNAV STAR

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. PEENO transition: ATC assigned only.
113.7 115.8 118.85 135.45	13′		

STLER ONE RNAV ARRIVAL (LOZIT.STLER1)
(RWYS 19L/R)



ROUTING

From LOZIT on track 175° to STLER, then on track 087° to WESLA, then on track 002° to MVRKK, then on track 360°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

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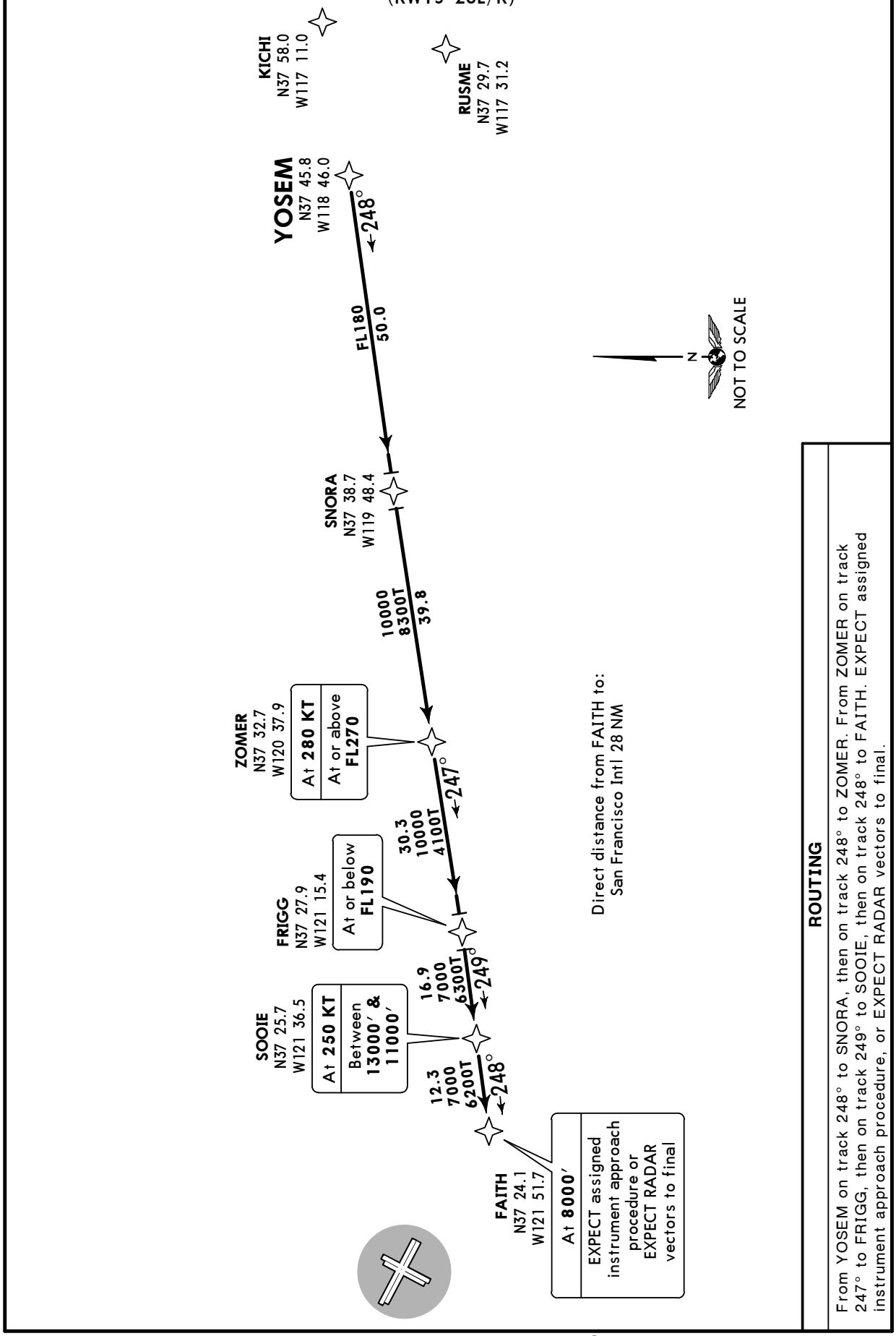
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SAN FRANCISCO INTL

JEPPESEN 24 APR 15 (10-2K) Eff 30 Apr

SAN FRANCISCO, CALIF
RNAV STAR

D-ATIS	Apt Elev	
113.7 115.8 118.85 135.45	13′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′. **1. RADAR required. 2. DME/DME/IRU or GPS required.** **3. RNAV 1.** 4. YOSEM THREE ARRIVAL ATC assigned only.

YOSEM THREE RNAV ARRIVAL (YOSEM.YOSEM3)
(RWYS 28L/R)



ROUTING

From YOSEM on track 248° to SNORA, then on track 248° to ZOMER. From ZOMER on track 247° to FRIGG, then on track 249° to SOOIE, then on track 248° to FAITH. EXPECT assigned instrument approach procedure, or EXPECT RADAR vectors to final.

CHANGES: Procedure revised, renumbered.

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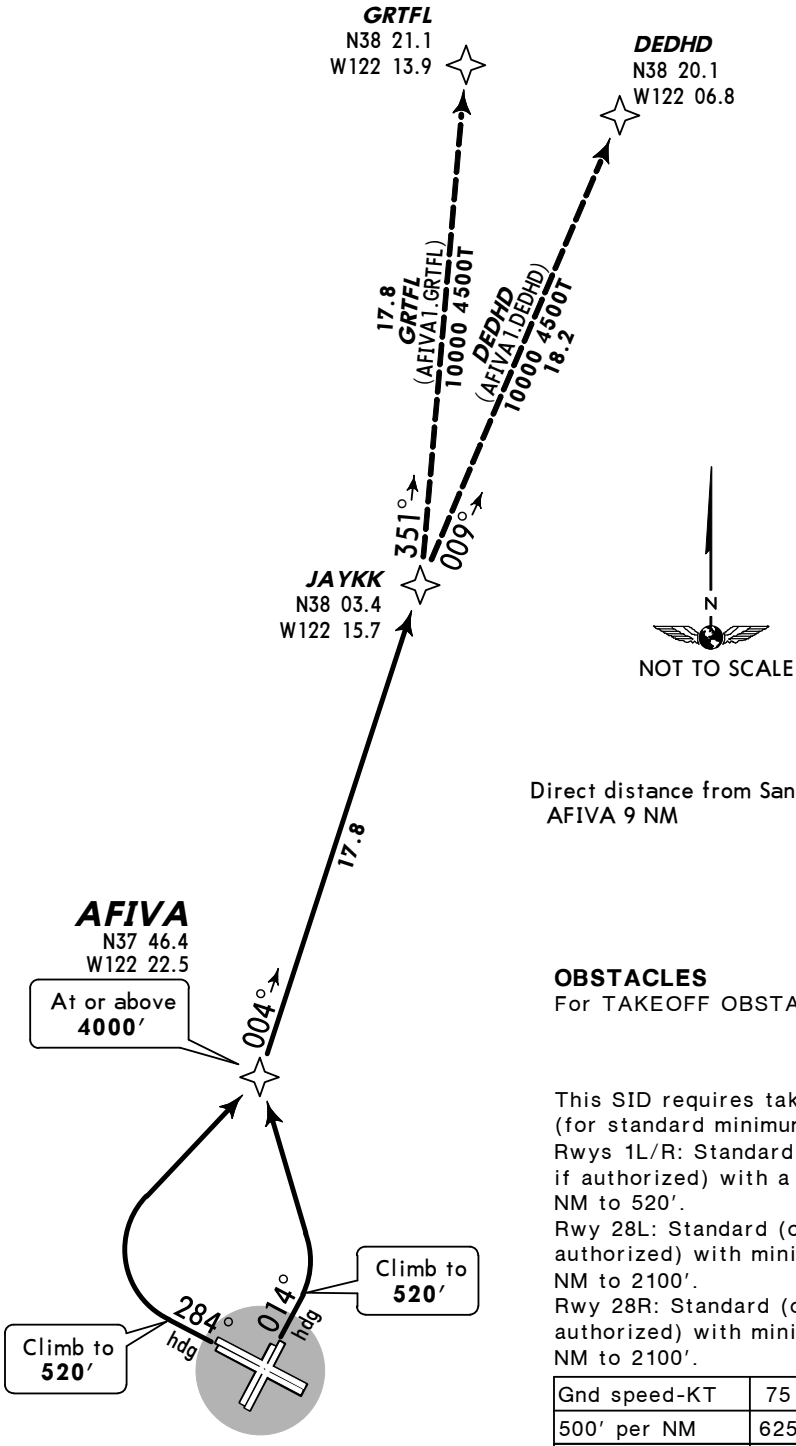
JEPPESEN 27 FEB 15 (10-3) Eff 5 Mar

SAN FRANCISCO, CALIF

RNAV SID

NORCAL Departure (R) 120.9	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required for non-GPS equipped aircraft.** **2. RNAV 1.** **3. DME/DME/IRU or GPS required.** 4. Turboprops only.

AFIVA ONE RNAV DEPARTURE (AFIVA1.JAYKK)



Direct distance from San Francisco Intl to:
AFIVA 9 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to 520′.
Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 535′ per NM to 2100′.
Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 560′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
535′ per NM	669	892	1338	1783	2229	2675
560′ per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb heading 014° to 520′, then LEFT turn direct to cross AFIVA at or above 4000′.	10000′
28L/R	Climb heading 284° to 520′, then RIGHT turn direct to cross AFIVA at or above 4000′.	

ROUTING

From AFIVA on track 004° to JAYKK, then on transition. MAINTAIN 10000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

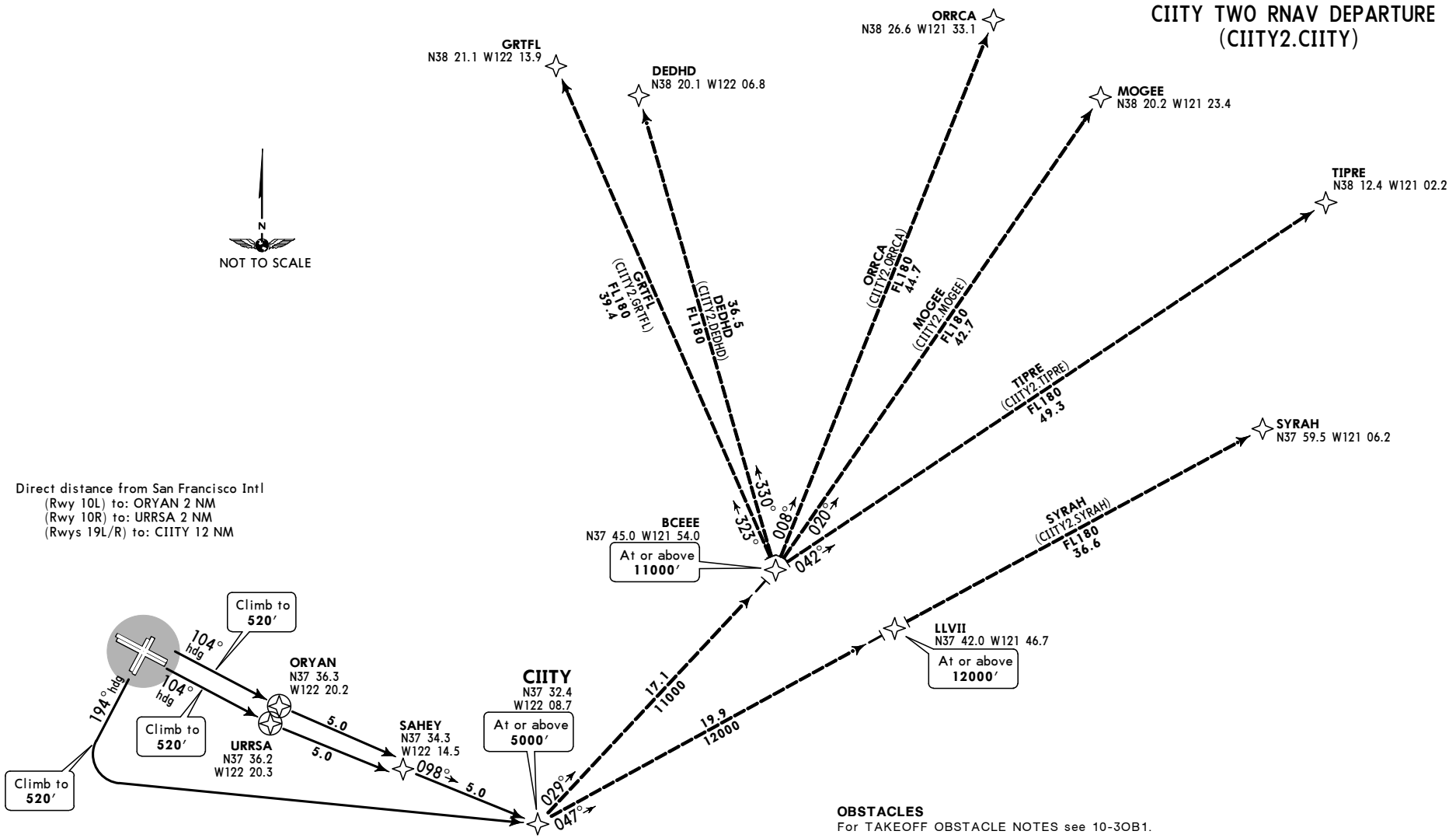
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SAN FRANCISCO INTL

NORCAL Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
120.9	13′		

CIITY TWO RNAV DEPARTURE (CIITY2.CIITY)



RWY	INITIAL CLIMB	TOP ALTITUDE
10L	Climb heading 104° to 520′, then direct ORYAN, then direct SAHEY, then on track 098° to cross CIITY at or above 5000′.	FL190
10R	Climb heading 104° to 520′, then direct URRSA, then direct SAHEY, then on track 098° to cross CIITY at or above 5000′.	
19L/R	Climb heading 194° to 520′, then LEFT turn direct to cross CIITY at or above 5000′.	

ROUTING

From CIITY on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to 520′.
Rwys 19L/R: Standard (or lower than standard, if authorized) with a minimum climb of 575′ per NM to 2000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
575′ per NM	719	958	1438	1917	2396	2875

CHANGES: Top altitude added, revised and renumbered.

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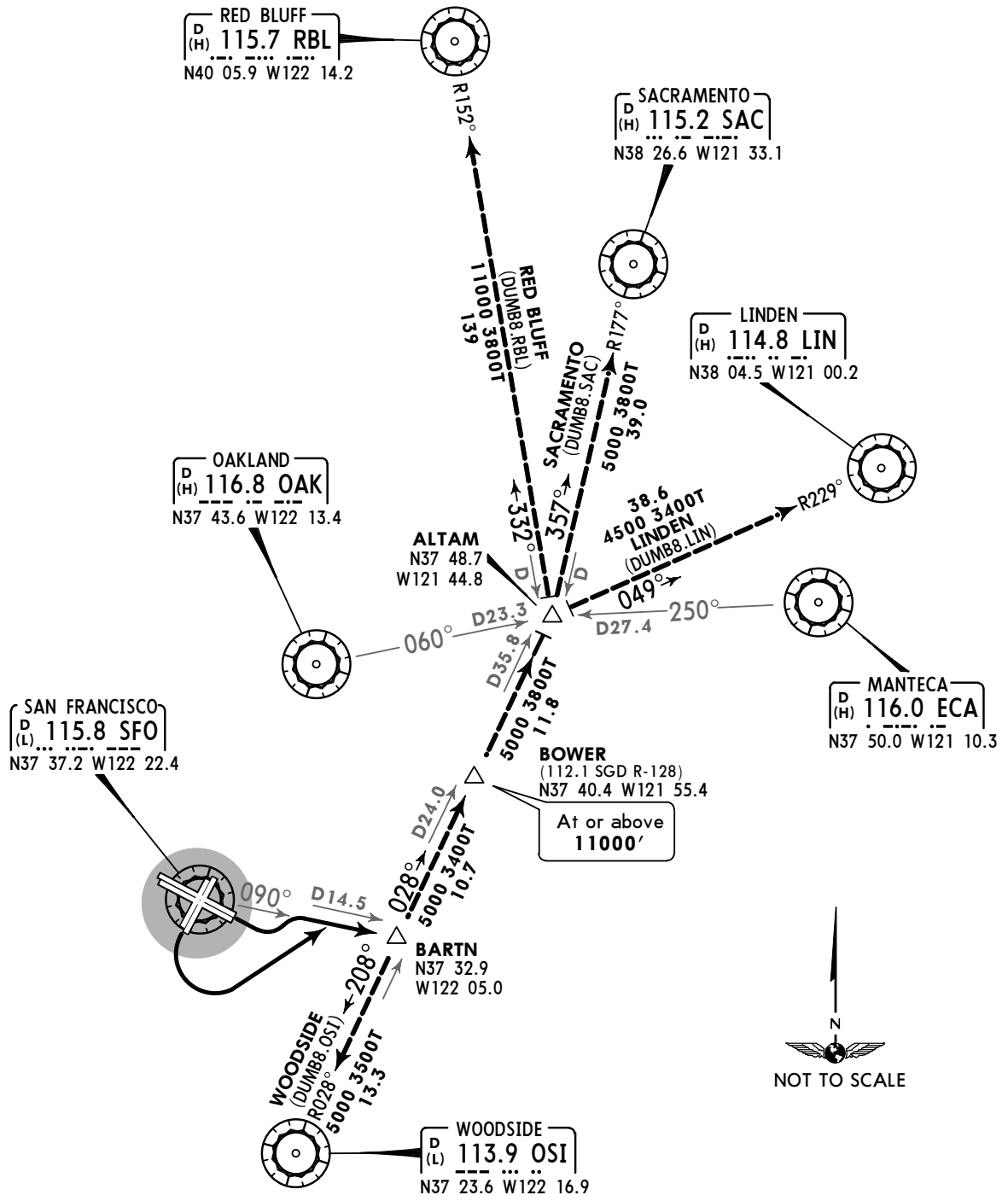
KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 19 JUN 15 (10-3A-1) Eff 25 Jun

SAN FRANCISCO, CALIF
SID

NORCAL Departure (R) 120.9	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ Rwys 19L/R turn LEFT due to steeply rising terrain to 2000′ immediately SOUTH of airport.

DUMBARTON EIGHT DEPARTURE (DUMB8.BARTN)
(RWYS 10L/R, 19L/R)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized).
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575′ per NM to 2000′.

Gnd speed-KT	75	100	150	200	250	300
575′ per NM	719	958	1438	1917	2396	2875

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB	TOP ALTITUDE
Climbing LEFT turn via SFO R-090 to BARTN, then via transition or assigned route. EXPECT filed altitude 10 minutes after departure.	Assigned by ATC

CHANGES: None.

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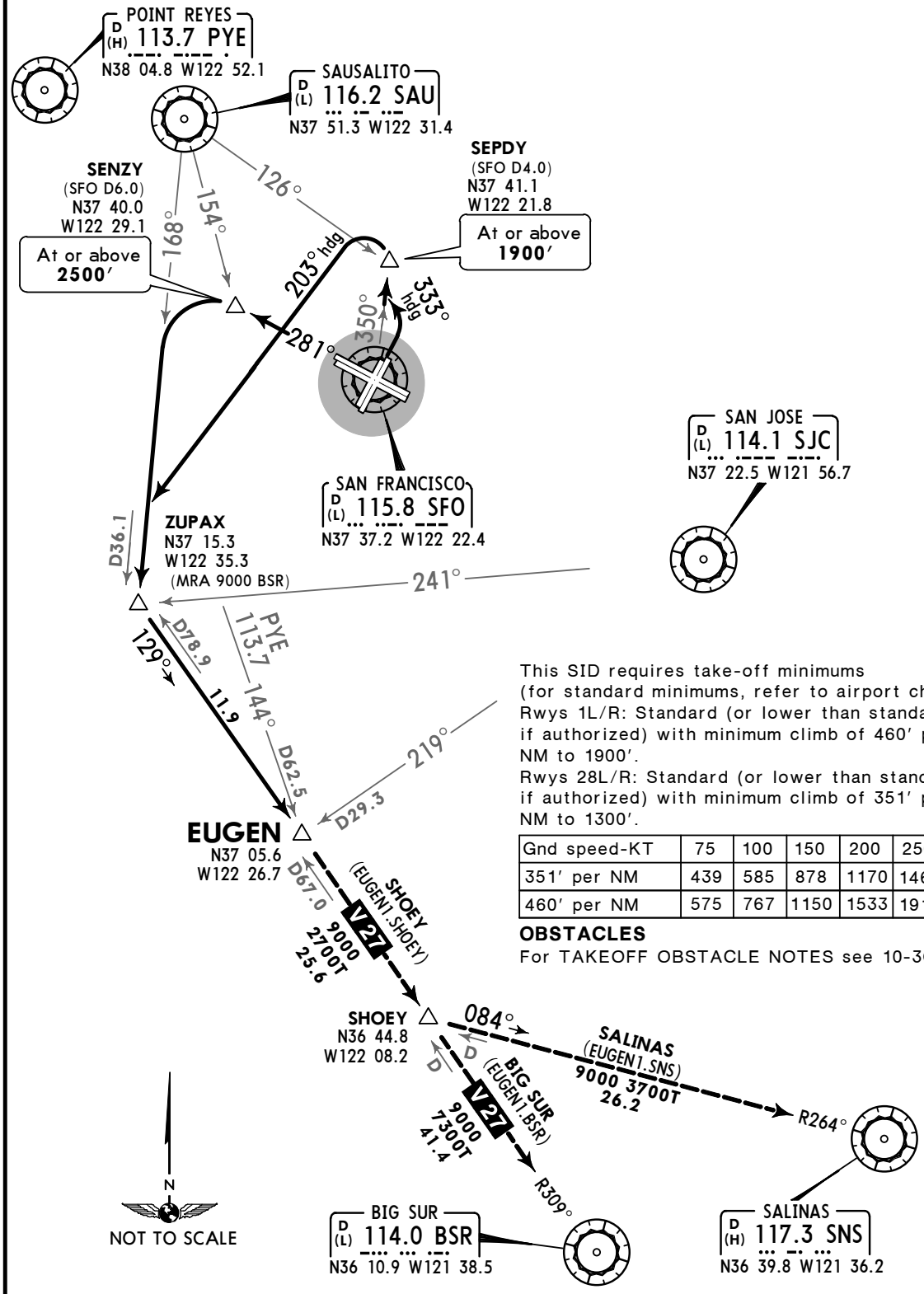
KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ Procedure not authorized for use with TACAN azimuth.

EUGEN ONE DEPARTURE (EUGEN1.EUGEN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 1900′.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351′ per NM to 1300′.

Gnd speed-KT	75	100	150	200	250	300
351′ per NM	439	585	878	1170	1463	1755
460′ per NM	575	767	1150	1533	1917	2300

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross SEPDY at or above 1900′, then turn LEFT heading 203° to intercept SAU R-168 to ZUPAX, then on BSR R-309 to EUGEN.	Assigned by ATC
28L/R	Climb on SFO R-281 to cross SENZY at or above 2500′, then turn LEFT on SAU R-168 to ZUPAX, then on BSR R-309 to EUGEN.	

ROUTING

From EUGEN on transition or assigned route. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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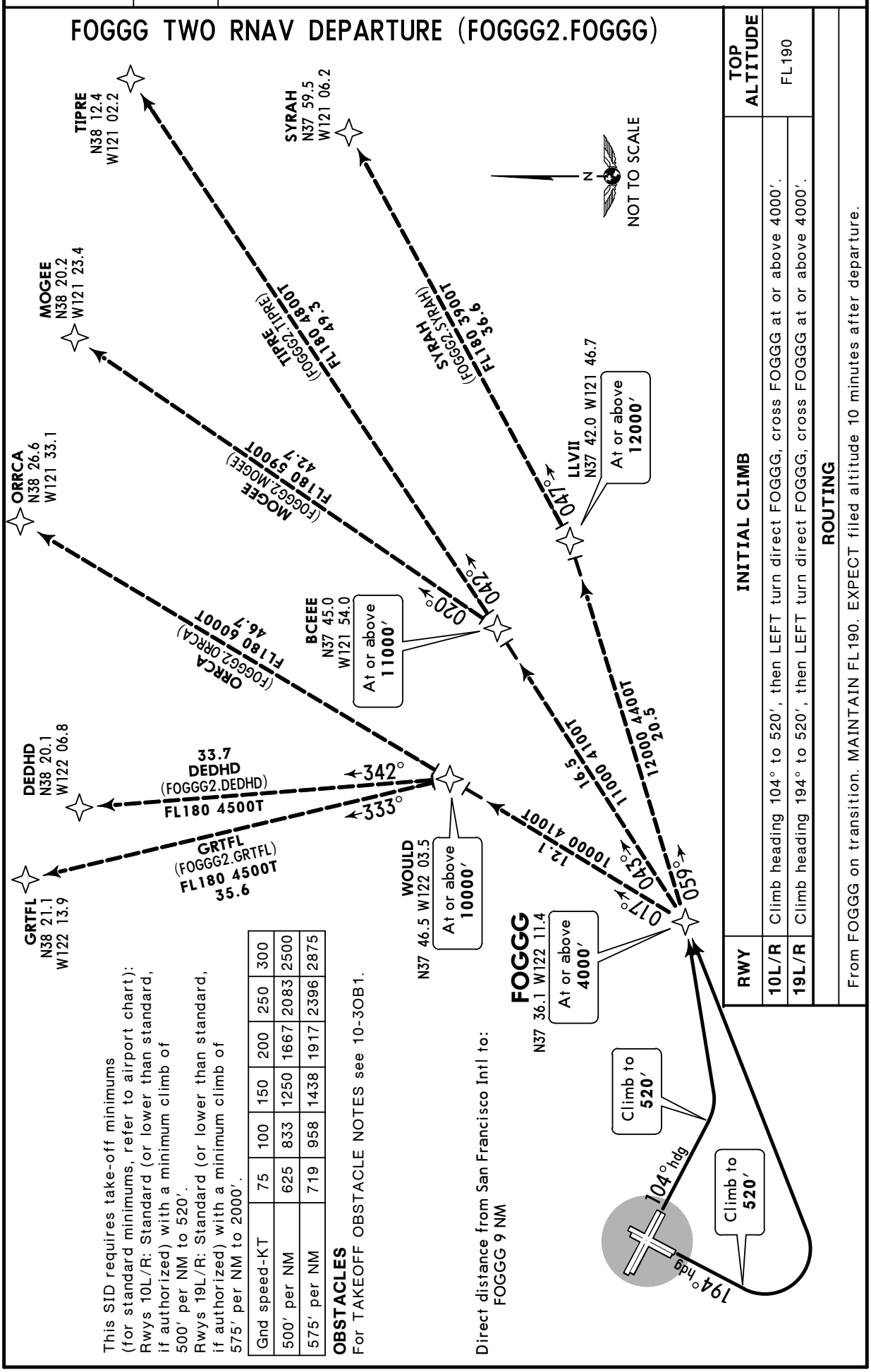
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SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
RNAV SID

NORCAL Departure (R) 120.9	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

FOGGG TWO RNAV DEPARTURE (FOGGG2.FOGGG)



INITIAL CLIMB	TOP ALTITUDE
RWY	
10L/R	Climb heading 104° to 520′, then LEFT turn direct FOGGG, cross FOGGG at or above 4000′.
19L/R	Climb heading 194° to 520′, then LEFT turn direct FOGGG, cross FOGGG at or above 4000′.

FL190

ROUTING

From FOGGG on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to 520′.
Rwys 19L/R: Standard (or lower than standard, if authorized) with a minimum climb of 575′ per NM to 2000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
575′ per NM	719	958	1438	1917	2396	2875

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from San Francisco Intl to:
FOGGG 9 NM

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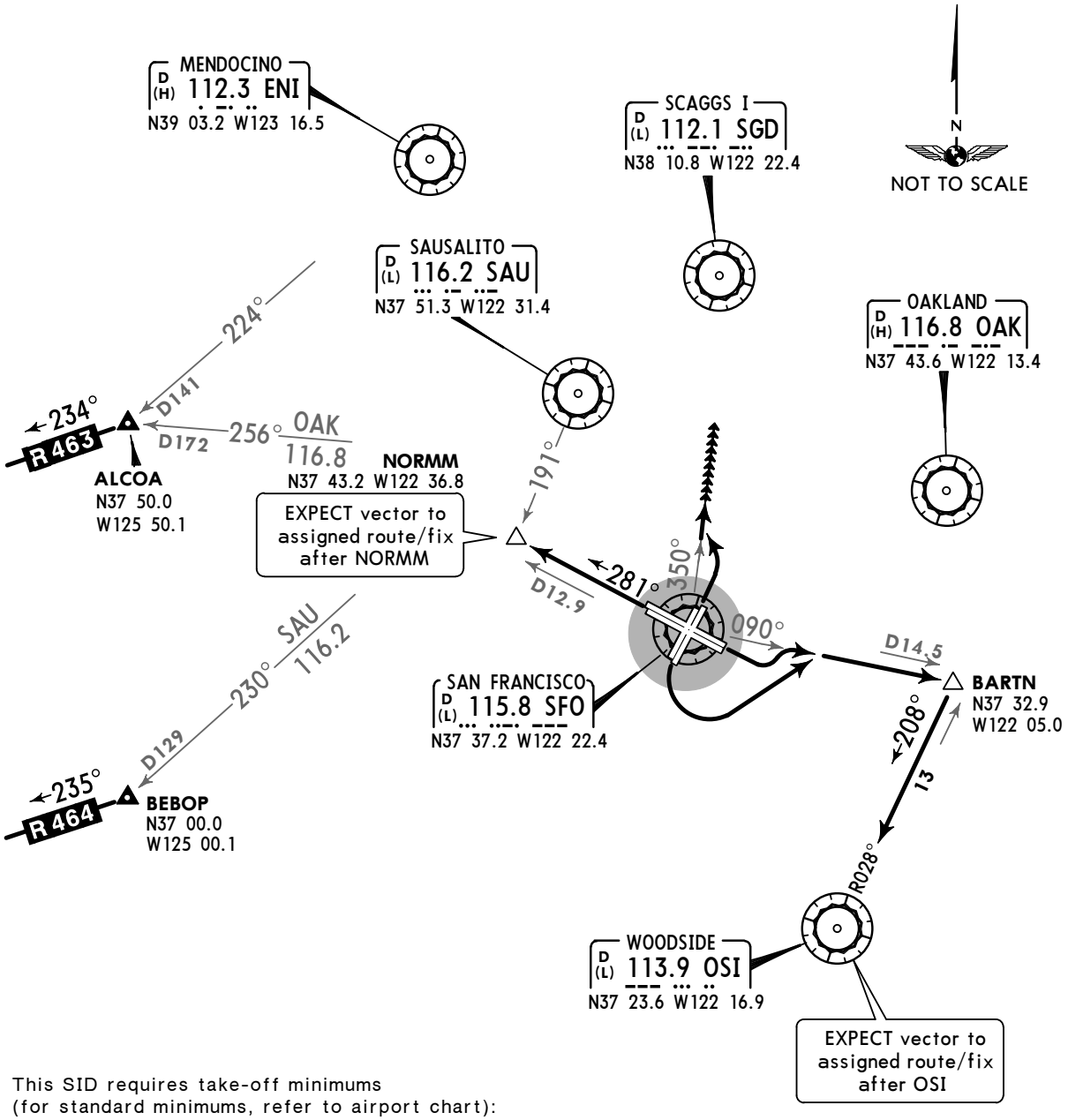
KSFO/SFO SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

SID

NORCAL Departure (R)		Apt Elev	Trans level: FL180 Trans alt: 18000′
Northwest-East	Southeast-West	13′	**1. RADAR required.**
120.9	135.1		2. Rwys 19L/R departures turn LEFT due to steeply rising terrain to 2000′ immediately SOUTH of airport.

GAP SIX DEPARTURE (GAPP6.GAP)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575′ per NM to 2000′.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351′ per NM to 1300′.

Gnd speed-KT	75	100	150	200	250	300
351′ per NM	439	585	878	1170	1463	1755
575′ per NM	719	958	1438	1917	2396	2875

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB
1L/R	Climb on SFO R-350 (or as assigned) for vector to assigned route/fix.
10L/R, 19L/R	Turn LEFT and climb on the SFO R-090 and OSI R-028 to OSI. EXPECT vector to assigned route/fix after OSI.
28L/R	Climb on the SFO R-281 to NORMM. EXPECT vector to assigned route/fix after NORMM.

ROUTING

EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: None.

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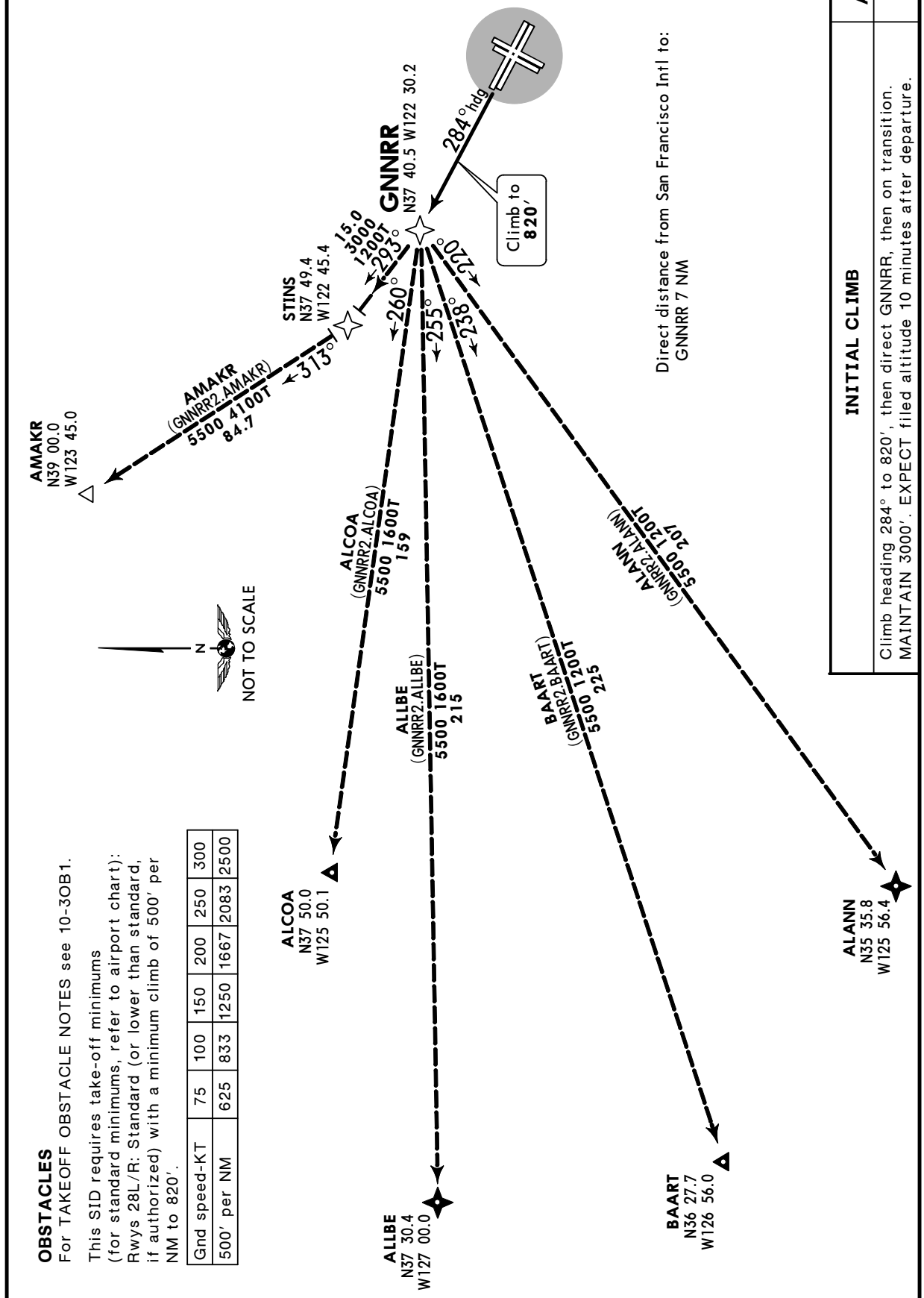
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KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
RNAV SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. GPS required.** **2. RNAV 1.**

GNNRR TWO RNAV DEPARTURE (GNNRR2.GNNRR)
(RWYS 28L/R)



TOP ALTITUDE	3000′
INITIAL CLIMB	Climb heading 284° to 820′, then direct GNNRR, then on transition. MAINTAIN 3000′. EXPECT filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 28L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to 820′.

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

CHANGES: Notes, renumbered.

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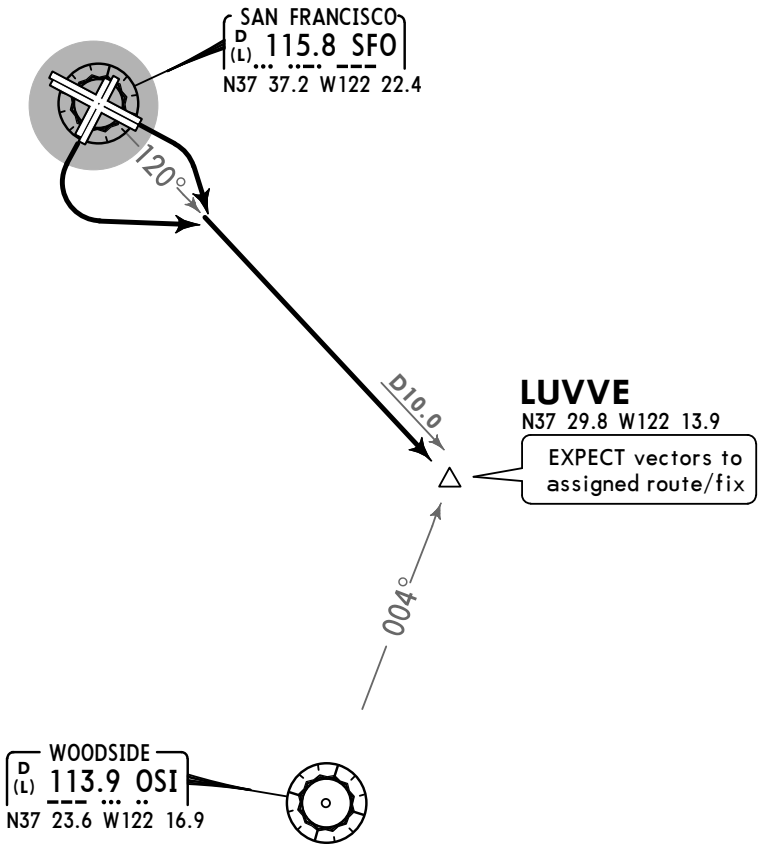
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SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** 2. Propeller aircraft only.

LUVVE FOUR DEPARTURE (LUVVE4.LUVVE)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized).
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575′ per NM to 2000′.

Gnd speed-KT	75	100	150	200	250	300
575′ per NM	719	958	1438	1917	2396	2875

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST COMMS
If not in contact with Departure Control after reaching 3000′, continue climb to assigned altitude and proceed direct to assigned route/fix.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWY	INITIAL CLIMB
10L/R	Turn RIGHT and climb via SFO R-120 to LUVVE.
19L/R	Turn LEFT and climb via SFO R-120 to LUVVE.

ROUTING

At LUVVE EXPECT vectors to assigned route/fix. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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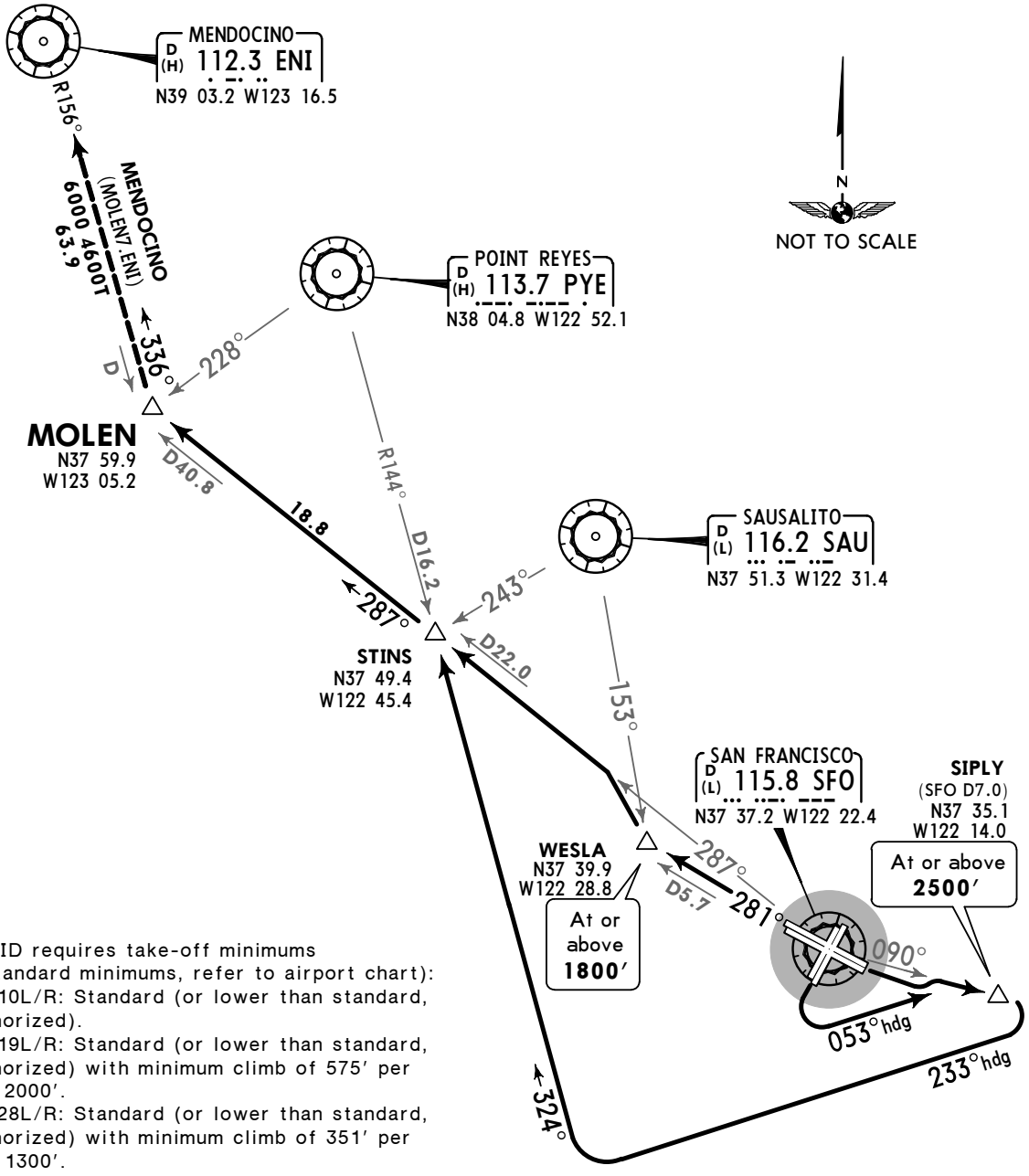
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SAN FRANCISCO INTL

JEPPESEN 24 APR 15 (10-3F-1) Eff 30 Apr

SAN FRANCISCO, CALIF
SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.** 3. Rapidly rising terrain to 2000′ immediately SOUTH of airport.

MOLEN SEVEN DEPARTURE (MOLEN7.MOLEN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized).
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575′ per NM to 2000′.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351′ per NM to 1300′.

Gnd speed-KT	75	100	150	200	250	300
351′ per NM	439	585	878	1170	1463	1755
575′ per NM	719	958	1438	1917	2396	2875

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
10L/R	Climbing LEFT turn to intercept SFO R-090 to cross SIPLY at or above 2500′, then climbing RIGHT turn to 5000′ on heading 233° to intercept and proceed on PYE R-144 to STINS, then on SFO R-287 to MOLEN.	Assigned by ATC
19L/R	Climbing LEFT turn heading 053° to intercept SFO R-090 to cross SIPLY at or above 2500′, then climbing RIGHT turn to 5000′ heading 233° to intercept and proceed on PYE R-144 to STINS, then on SFO R-287 to MOLEN.	
28L/R	Climb on SFO R-281 to cross WESLA at or above 1800′, then turn RIGHT to intercept SFO R-287 to MOLEN.	

ROUTING

From MOLEN on transition. EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude added.

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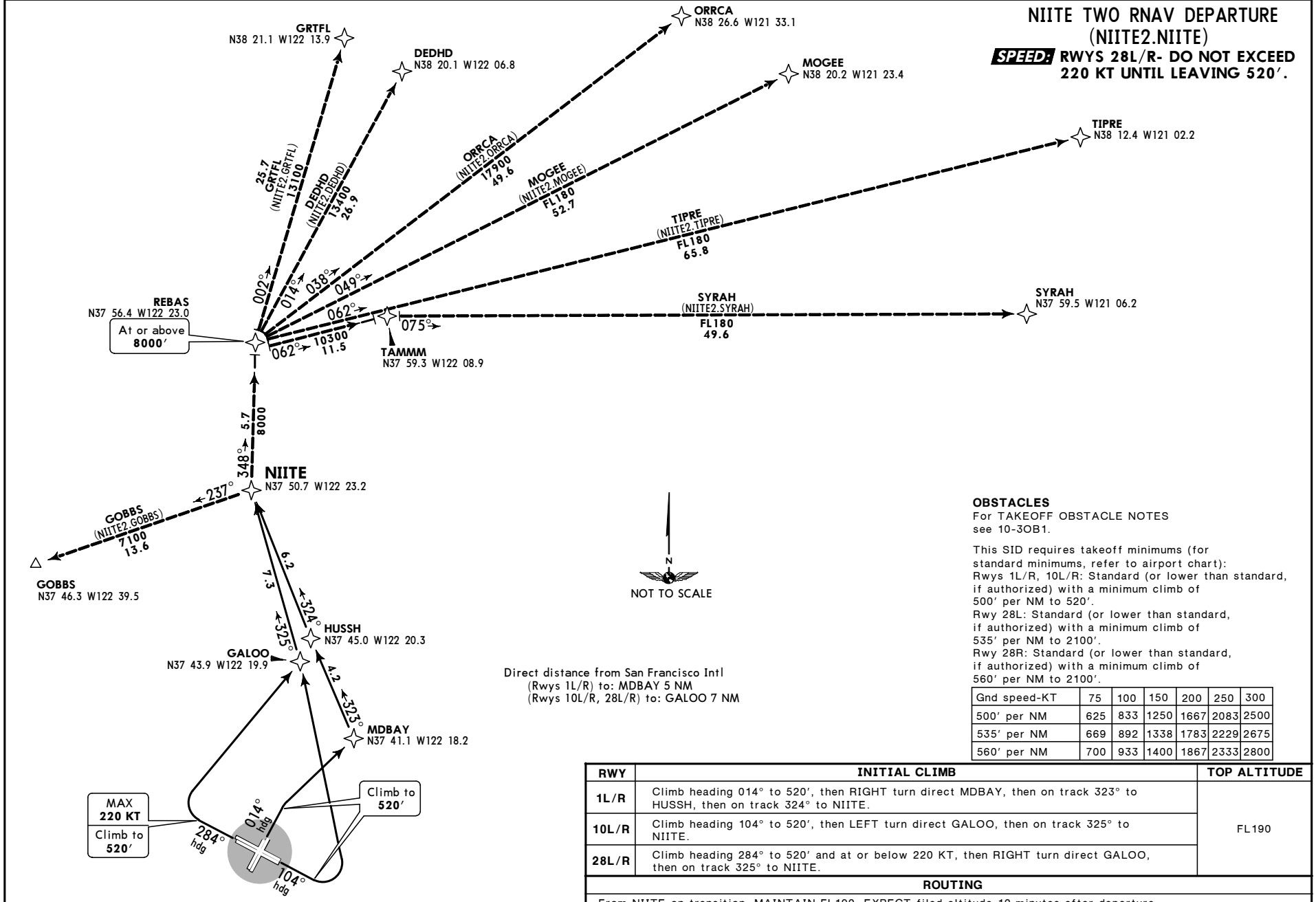
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KSFO/SFO
SAN FRANCISCO INTL

NORCAL Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
120.9	13′		

NIITE TWO RNAV DEPARTURE (NIITE2.NIITE)

SPEED: RWYS 28L/R- DO NOT EXCEED 220 KT UNTIL LEAVING 520′.



Direct distance from San Francisco Intl
(Rwys 1L/R) to: MDBAY 5 NM
(Rwys 10L/R, 28L/R) to: GALOO 7 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R, 10L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to 520′.
Rwy 28L: Standard (or lower than standard, if authorized) with a minimum climb of 535′ per NM to 2100′.
Rwy 28R: Standard (or lower than standard, if authorized) with a minimum climb of 560′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
535′ per NM	669	892	1338	1783	2229	2675
560′ per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb heading 014° to 520′, then RIGHT turn direct MDBAY, then on track 323° to HUSSH, then on track 324° to NIITE.	FL190
10L/R	Climb heading 104° to 520′, then LEFT turn direct GALOO, then on track 325° to NIITE.	
28L/R	Climb heading 284° to 520′ and at or below 220 KT, then RIGHT turn direct GALOO, then on track 325° to NIITE.	

ROUTING

From NIITE on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

CHANGES: Top altitude added, revised and renumbered.

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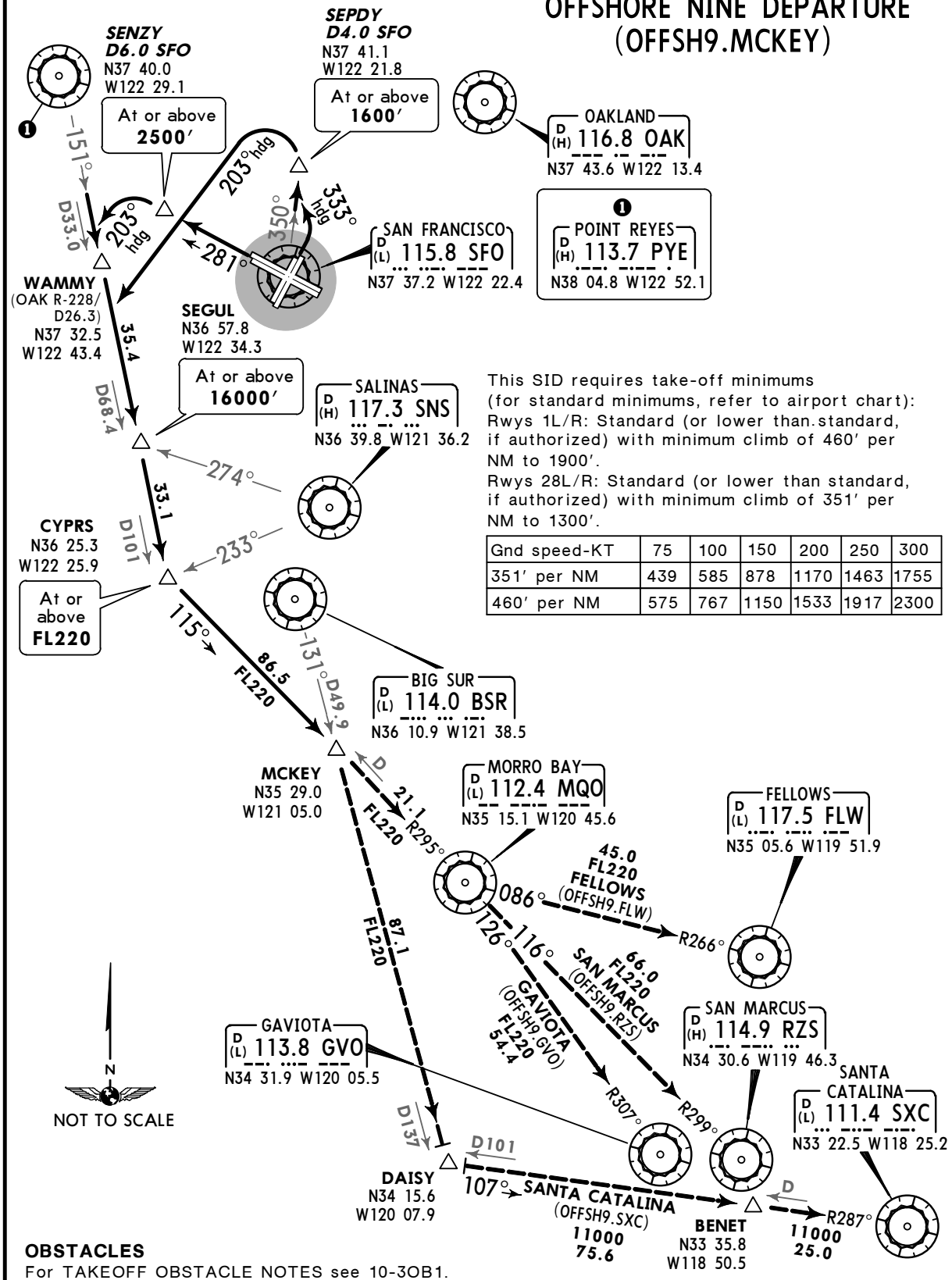
KSFO/SFO SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.**

OFFSHORE NINE DEPARTURE (OFFSH9.MCKEY)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 1900′.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351′ per NM to 1300′.

Gnd speed-KT	75	100	150	200	250	300
351′ per NM	439	585	878	1170	1463	1755
460′ per NM	575	767	1150	1533	1917	2300

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross SEPDY at or above 1600′.	Assigned by ATC
28L/R	Climb on SFO R-281 to cross SENZY at or above 2500′.	

ROUTING

Climbing LEFT turn heading 203° to intercept PYE R-151 to SEGUL, then on PYE R-151 to CYPRS. Then on MQO R-295 to MCKEY, then on assigned transition. MAINTAIN FL220. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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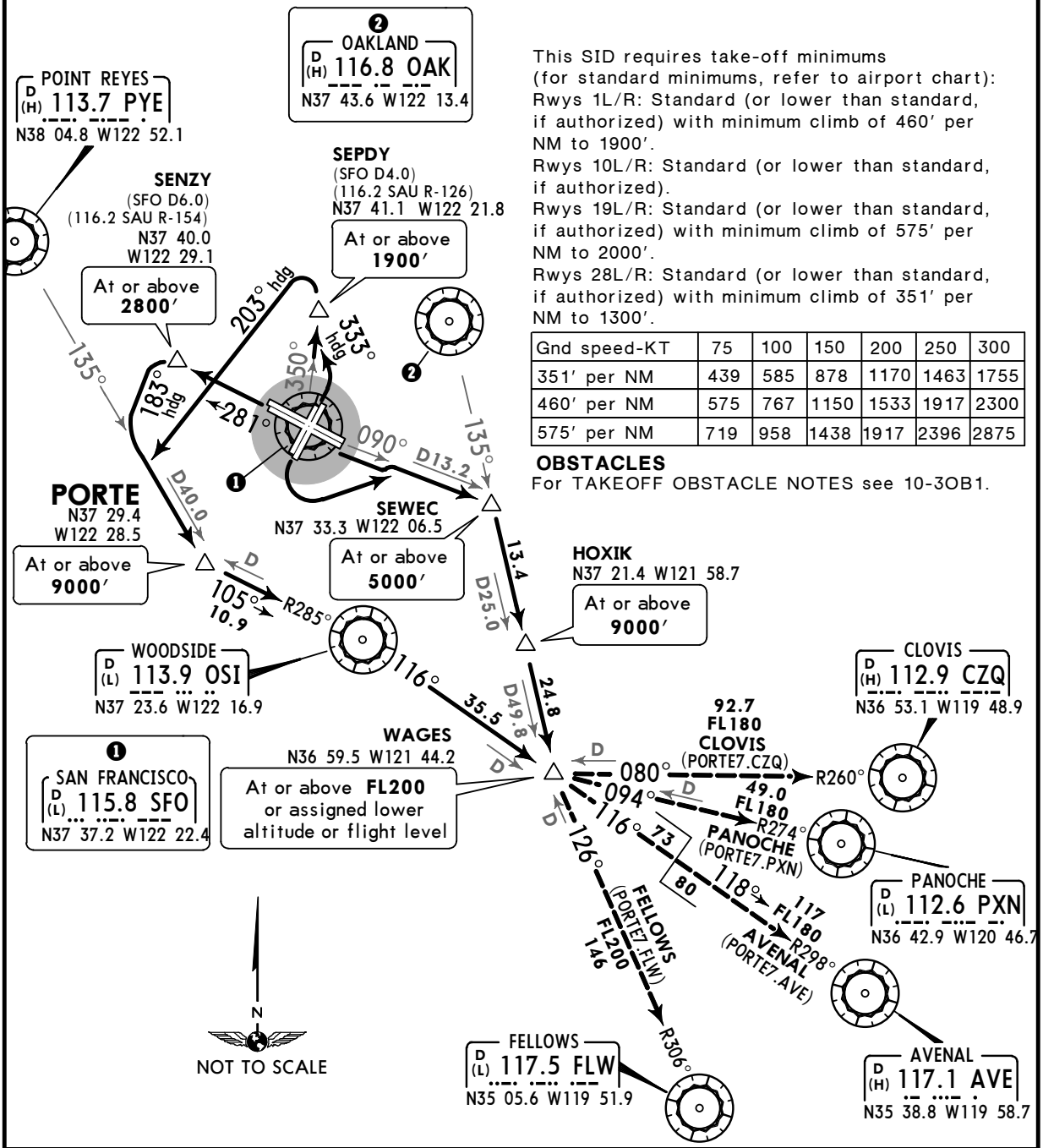
KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required for Rwys 1L/R departures.** **2. DME required.**

PORTE SEVEN DEPARTURE (PORTE7.PORTE)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 460′ per NM to 1900′.
Rwys 10L/R: Standard (or lower than standard, if authorized).
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575′ per NM to 2000′.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351′ per NM to 1300′.

Gnd speed-KT	75	100	150	200	250	300
351′ per NM	439	585	878	1170	1463	1755
460′ per NM	575	767	1150	1533	1917	2300
575′ per NM	719	958	1438	1917	2396	2875

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross SEPDY at or above 1900′, then turn LEFT heading 203° to intercept PYE R-135 to cross PORTE at or above 9000′, then on OSI R-285 to OSI, then on OSI R-116 to cross WAGES at or above FL200 or assigned lower altitude or flight level.	Assigned by ATC
10L/R, 19L/R	Turn LEFT and climb on the SFO R-090 to cross SEWEC at or above 5000′, then on OAK R-135 to cross HOXIK at or above 9000′, then on OAK R-135 to cross WAGES at or above FL200 or assigned lower altitude or flight level.	
28L/R	Climb on SFO R-281 to cross SENZY at or above 2800′, then turn LEFT heading 183° to intercept PYE R-135 to cross PORTE at or above 9000′, then on OSI R-285 to OSI, then on OSI R-116 to cross WAGES at or above FL200 or assigned lower altitude or flight level.	

ROUTING

From WAGES on transition or assigned route. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude added.

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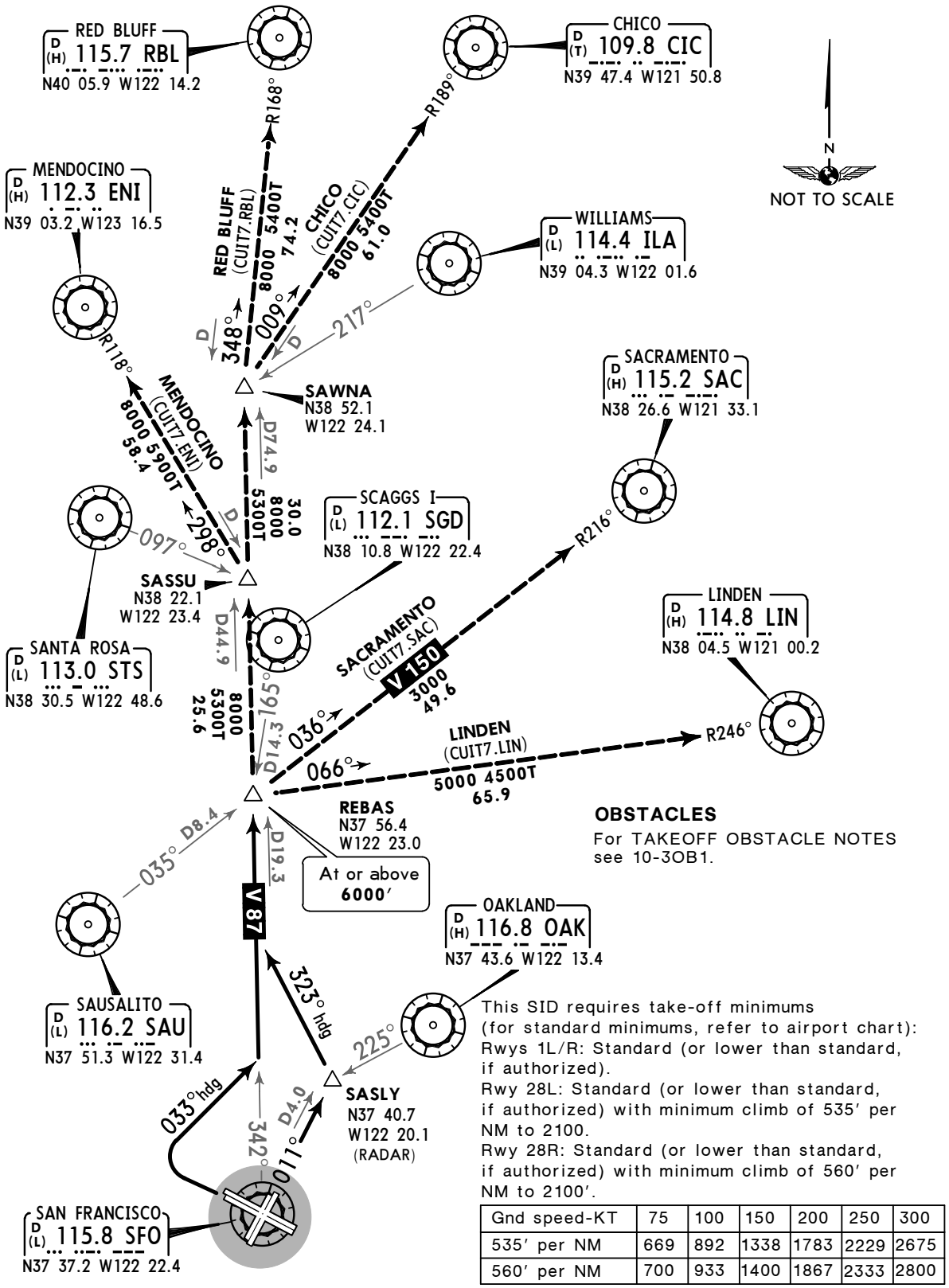
KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 24 APR 15 (10-3K) Eff 30 Apr

SAN FRANCISCO, CALIF
SID

NORCAL Departure (R) Northwest-East	Southeast-West	Apt Elev	Trans level: FL180 Trans alt: 18000′
120.9	135.1	13′	

QUIET SEVEN DEPARTURE (CUIT7.REBAS)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized).
Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 535′ per NM to 2100.
Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 560′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
535′ per NM	669	892	1338	1783	2229	2675
560′ per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb on SFO R-011 to SASLY/(RADAR), then climbing LEFT turn heading 323° to intercept SFO R-342 to cross REBAS at or above 6000′.	Assigned by ATC
28L/R	Climbing RIGHT turn heading 033° to intercept SFO R-342 to cross REBAS at or above 6000′.	

ROUTING
From REBAS, on transition. EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude added.

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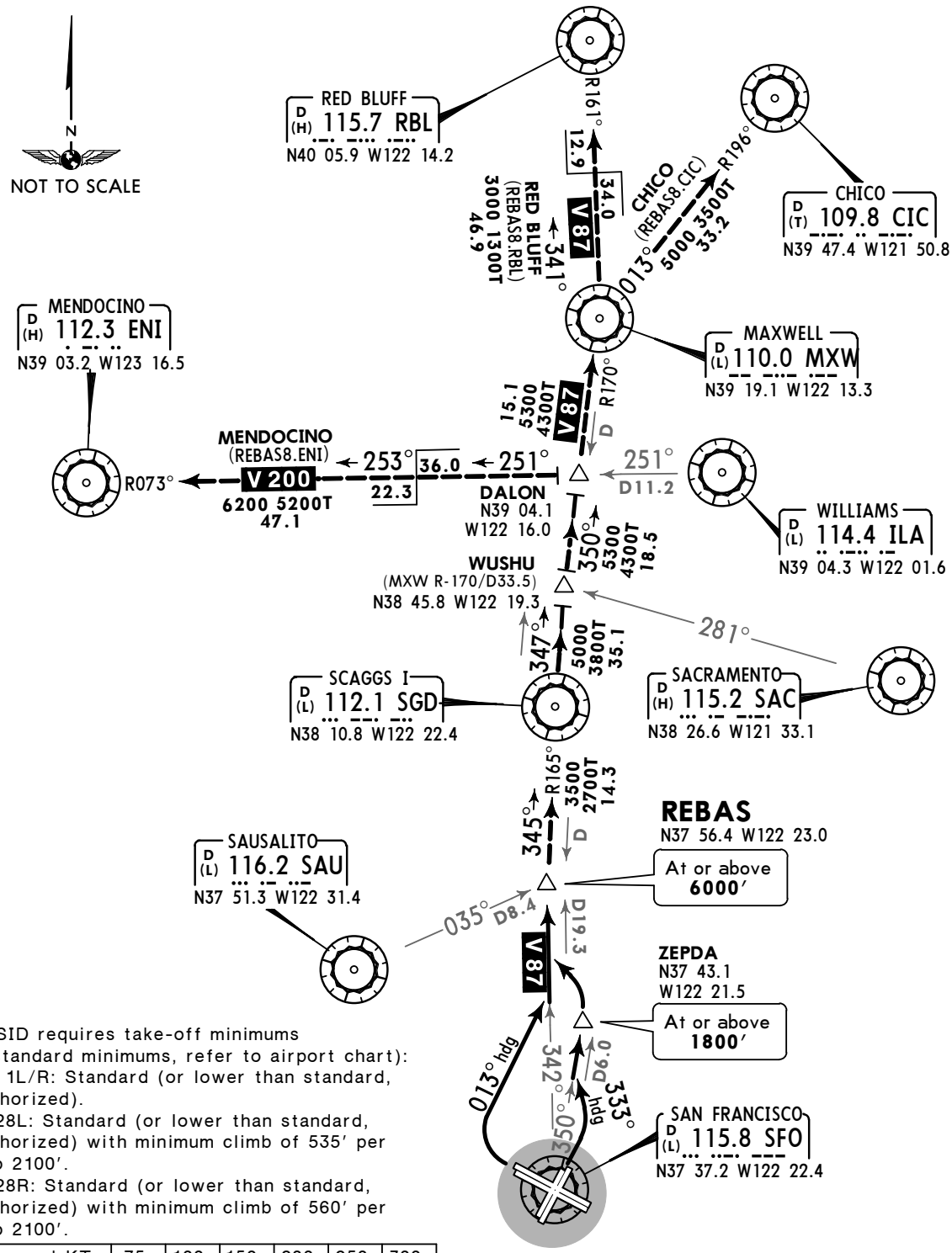
JEPPESEN 19 JUN 15 (10-3L) Eff 25 Jun

SAN FRANCISCO, CALIF

SID

NORCAL Departure (R) 120.9	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. Rwys 1L/R: DME required.** 2. Approximate distance from takeoff area to REBAS 19 NM.

REBAS EIGHT DEPARTURE (REBAS8.REBAS)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized).
Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 535′ per NM to 2100′.
Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 560′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
535′ per NM	669	892	1338	1783	2229	2675
560′ per NM	700	933	1400	1867	2333	2800

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 333° to intercept SFO R-350 to cross ZEPDA at or above 1800′, then climbing LEFT turn to intercept SFO R-342 to cross REBAS at or above 6000′.	Assigned by ATC
28L/R	Climbing RIGHT turn heading 013° to intercept SFO R-342 to cross REBAS at or above 6000′.	

ROUTING

From REBAS, on transition. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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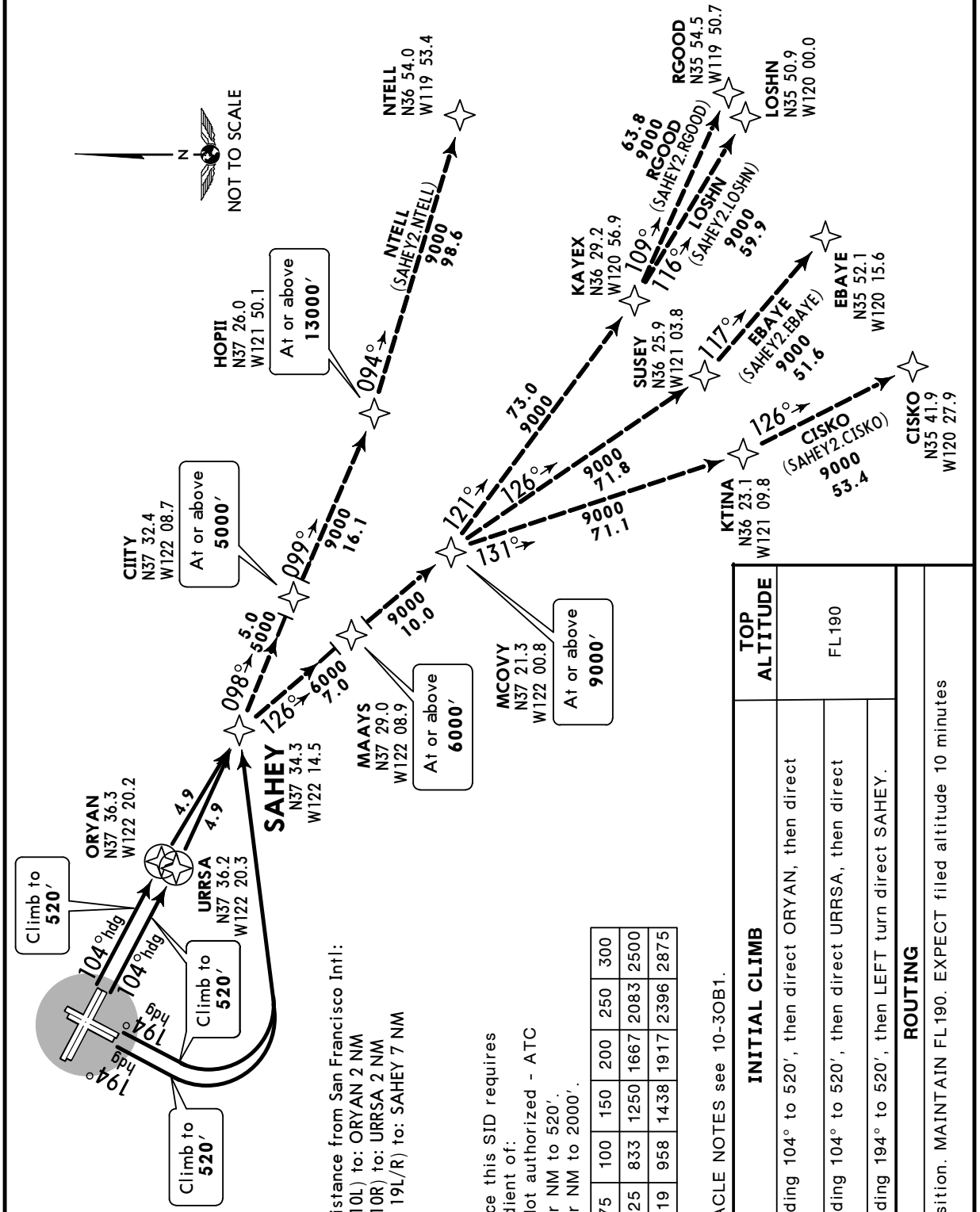
SAN FRANCISCO, CALIF

RNAV SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required.** **3. RNAV 1.**

SAHEY TWO RNAV DEPARTURE (SAHEY2.SAHEY)

SPEED: RWY 19L/R: DO NOT EXCEED 250 KT UNTIL ESTABLISHED DIRECT SAHEY



Direct distance from San Francisco Intl:
(Rwy 10L) to: ORYAN 2 NM
(Rwy 10R) to: URRSA 2 NM
(Rwys 19L/R) to: SAHEY 7 NM

For obstacle clearance this SID requires a minimum climb gradient of:
Rwys 1L/R, 28L/R: Not authorized - ATC
Rwys 10L/R: 500′ per NM to 520′.
Rwys 19L/R: 575′ per NM to 2000′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
575′ per NM	719	958	1438	1917	2396	2875

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
10L	Climb heading 104° to 520′, then direct ORYAN, then direct SAHEY.	FL190
10R	Climb heading 104° to 520′, then direct URRSA, then direct SAHEY.	
19L/R	Climb heading 194° to 520′, then LEFT turn direct SAHEY.	

ROUTING

From SAHEY on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

CHANGES: Top altitude added, renumbered.

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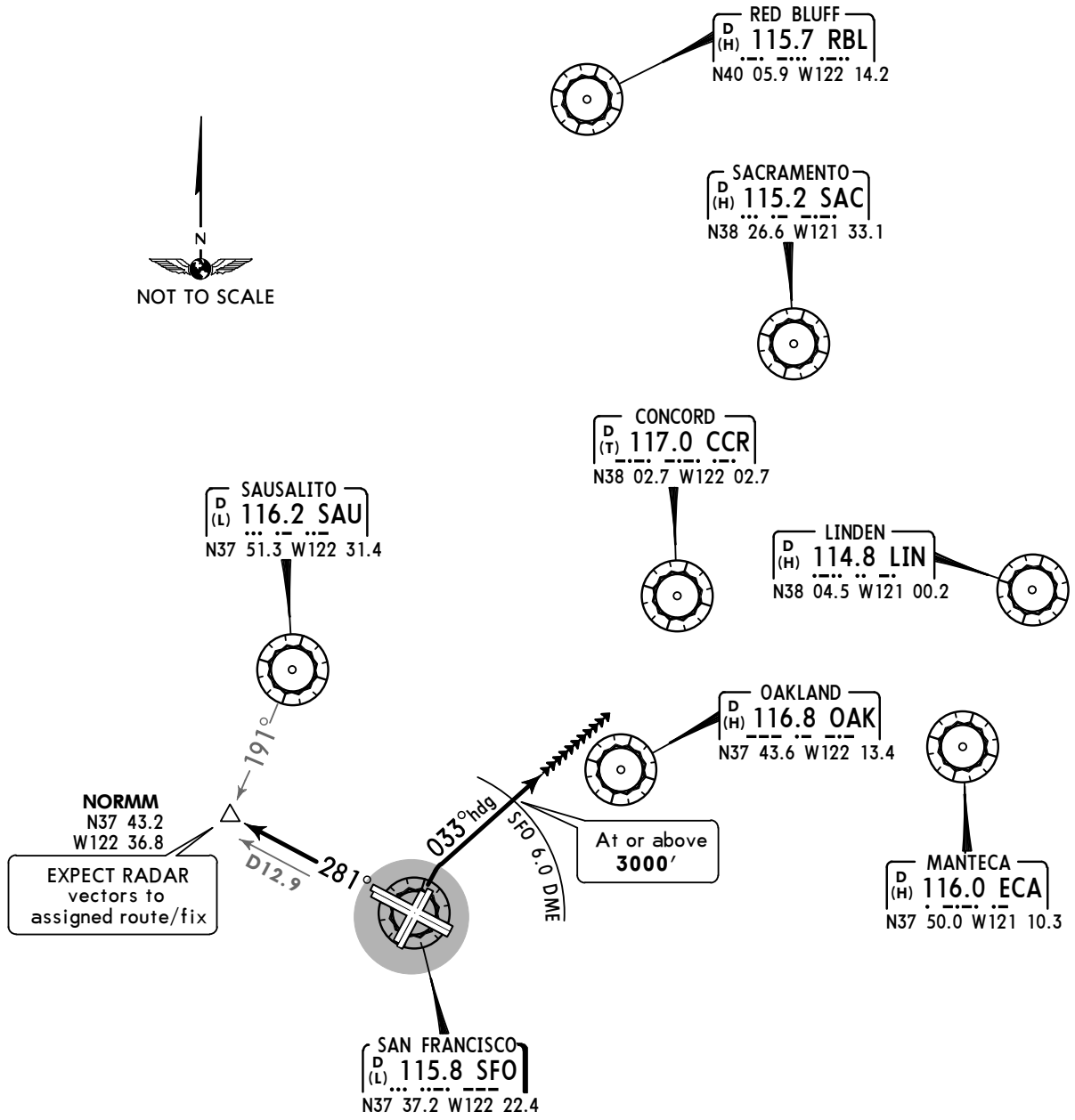
KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 24 APR 15 (10-3N) Eff 30 Apr

SAN FRANCISCO, CALIF
SID

NORCAL Departure (R)	Apt Elev	
120.9	13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. Rwys 1L/R: DME required.**

SAN FRANCISCO THREE DEPARTURE (SFO3.SFO)



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

If not in contact with Departure Control after reaching 3000′, continue climb to filed altitude and proceed direct to assigned route/fix.

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

LOST COMMS

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized).
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351′ per NM to 1300′.

Gnd speed-KT	75	100	150	200	250	300
351′ per NM	439	585	878	1170	1463	1755

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing RIGHT turn heading 033° or ATC assigned heading to cross SFO 6.0 DME at or above 3000′ for RADAR vectors to assigned route/fix.	Assigned by ATC
28L/R	Climb on SFO R-281 to NORMM, then EXPECT RADAR vectors to assigned route/fix.	

ROUTING

EXPECT further clearance to filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, top altitude added.

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TAKEOFF OBSTACLE NOTES

◦ RWY 1L:

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/ 48' 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.

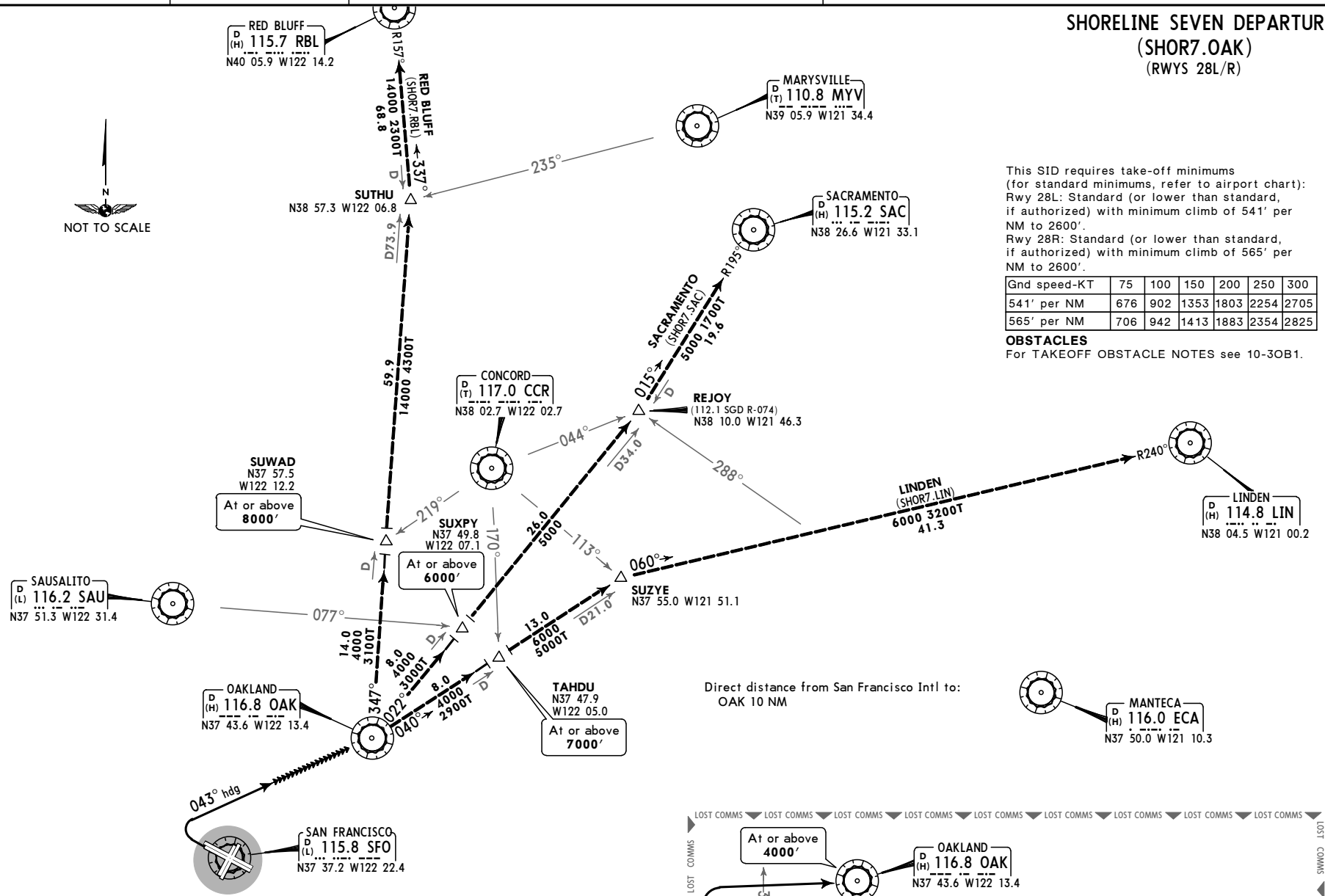
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KSFO/SFO
SAN FRANCISCO INTL

NORCAL Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000′	RADAR required.
120.9	13′		

SHORELINE SEVEN DEPARTURE
(SHOR7.OAK)
(RWYS 28L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 541′ per NM to 2600′.
Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 565′ per NM to 2600′.

Gnd speed-KT	75	100	150	200	250	300
541′ per NM	676	902	1353	1803	2254	2705
565′ per NM	706	942	1413	1883	2354	2825

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB	TOP ALTITUDE
Climbing RIGHT turn heading 043° (or assigned heading between SFO R-220 clockwise R-100), for vector to OAK, then via transition or assigned route. EXPECT filed altitude 10 minutes after departure.	Assigned by ATC

If not in contact with Departure Control one minute after crossing the SFO R-342, proceed direct to OAK. Cross OAK at or above 4000′.

CHANGES: None.

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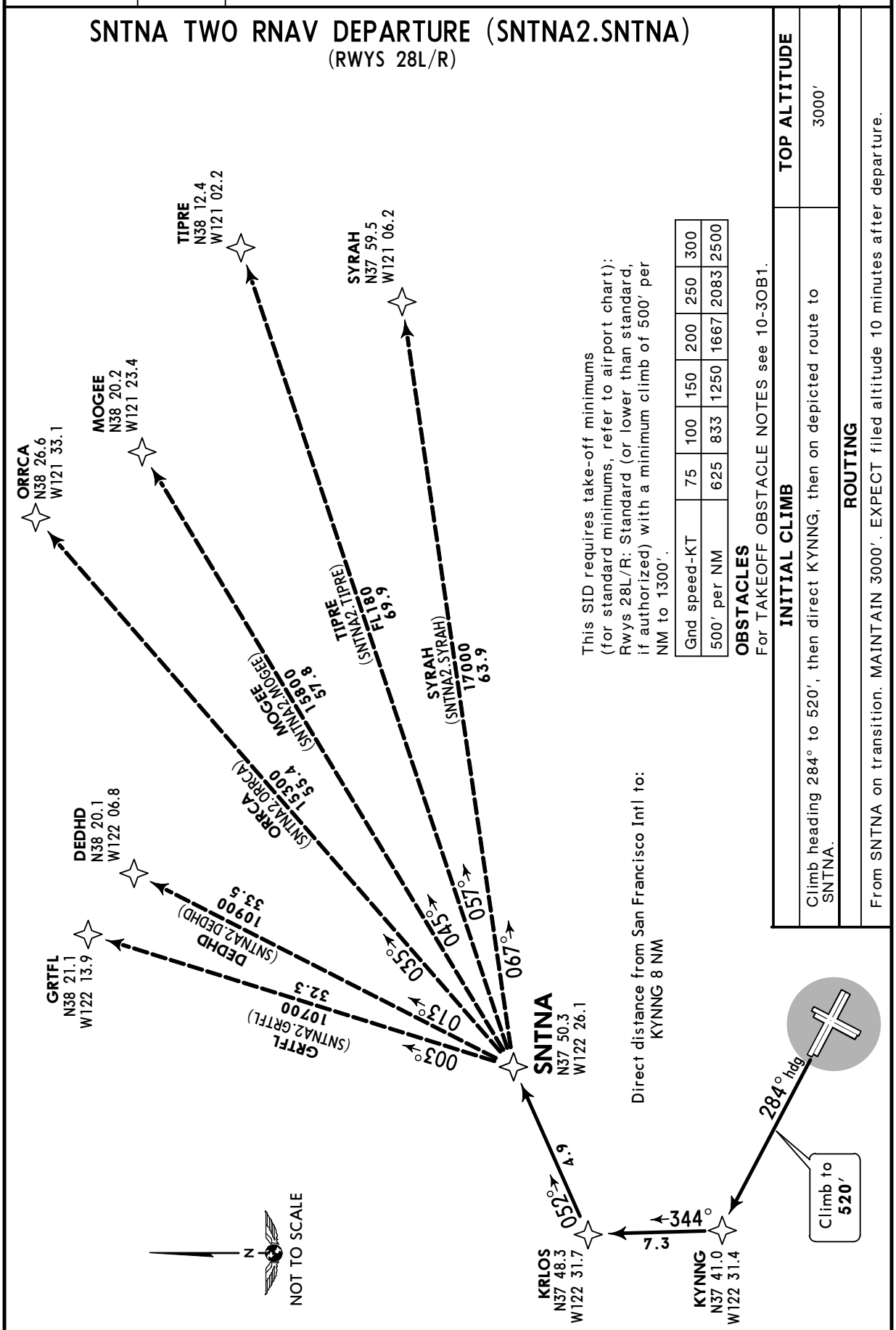
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KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
RNAV SID

NORCAL Departure (R) 120.9	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

SNTNA TWO RNAV DEPARTURE (SNTNA2.SNTNA)
(RWYS 28L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 28L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to 1300′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB
Climb heading 284° to 520′, then direct KYNNG, then on depicted route to SNTNA.

TOP ALTITUDE
3000′

ROUTING
From SNTNA on transition. MAINTAIN 3000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Top altitude added, revised and renumbered.

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KSFO/SFO SAN FRANCISCO INTL

SAN FRANCISCO, CALIF

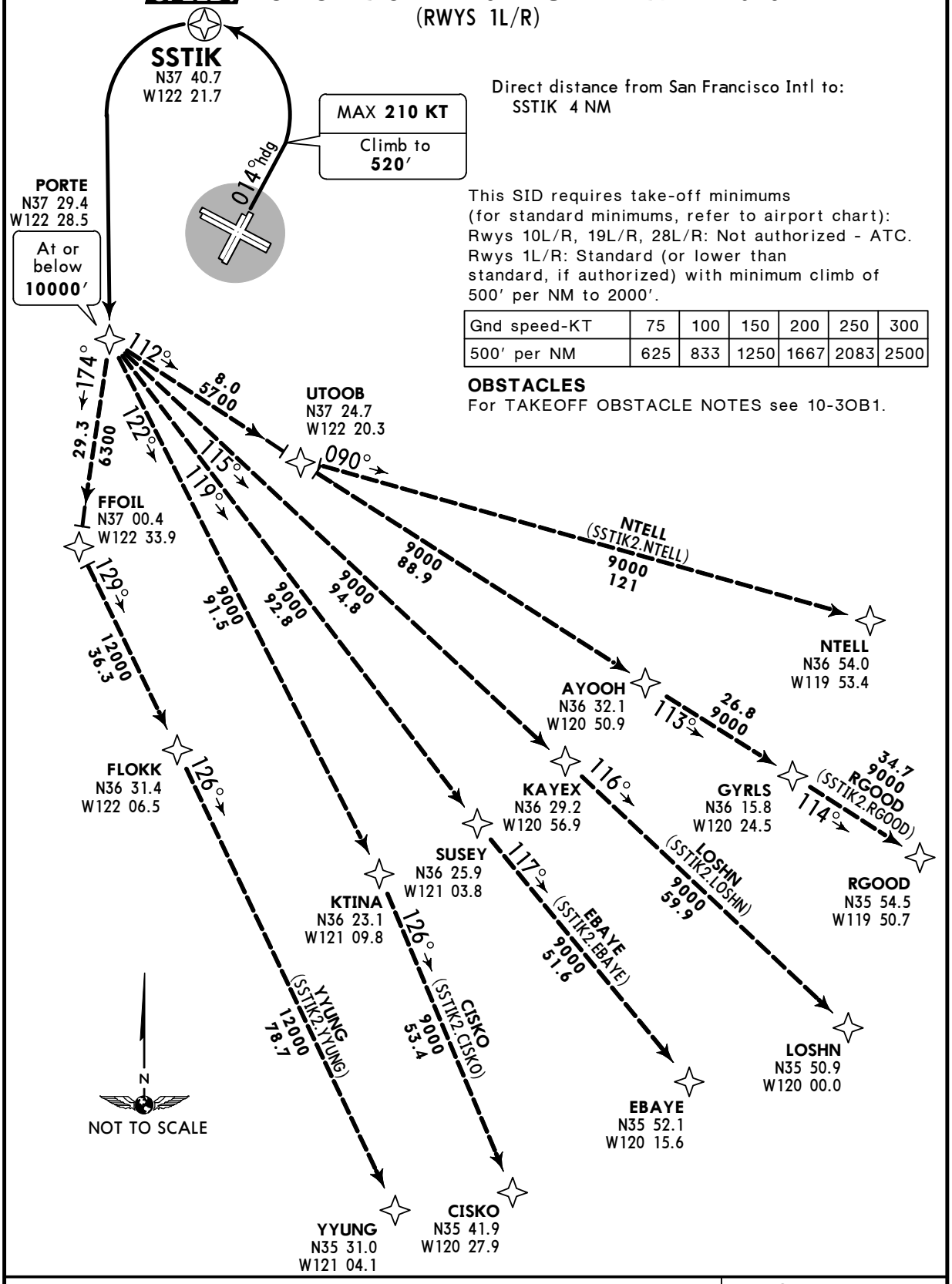
RNAV SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required.** **3. RNAV 1.**

SSTIK TWO RNAV DEPARTURE (SSTIK2.SSTIK)

SPEED: DO NOT EXCEED 210 KT UNTIL LEAVING 520′

(RWYS 1L/R)



INITIAL CLIMB	TOP ALTITUDE
Climb heading 014° to 520′, then LEFT turn direct to SSTIK, then LEFT turn direct to cross PORTE at or below 10000′.	FL190

ROUTING

At PORTE on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

CHANGES: Top altitude added, revised and renumbered.

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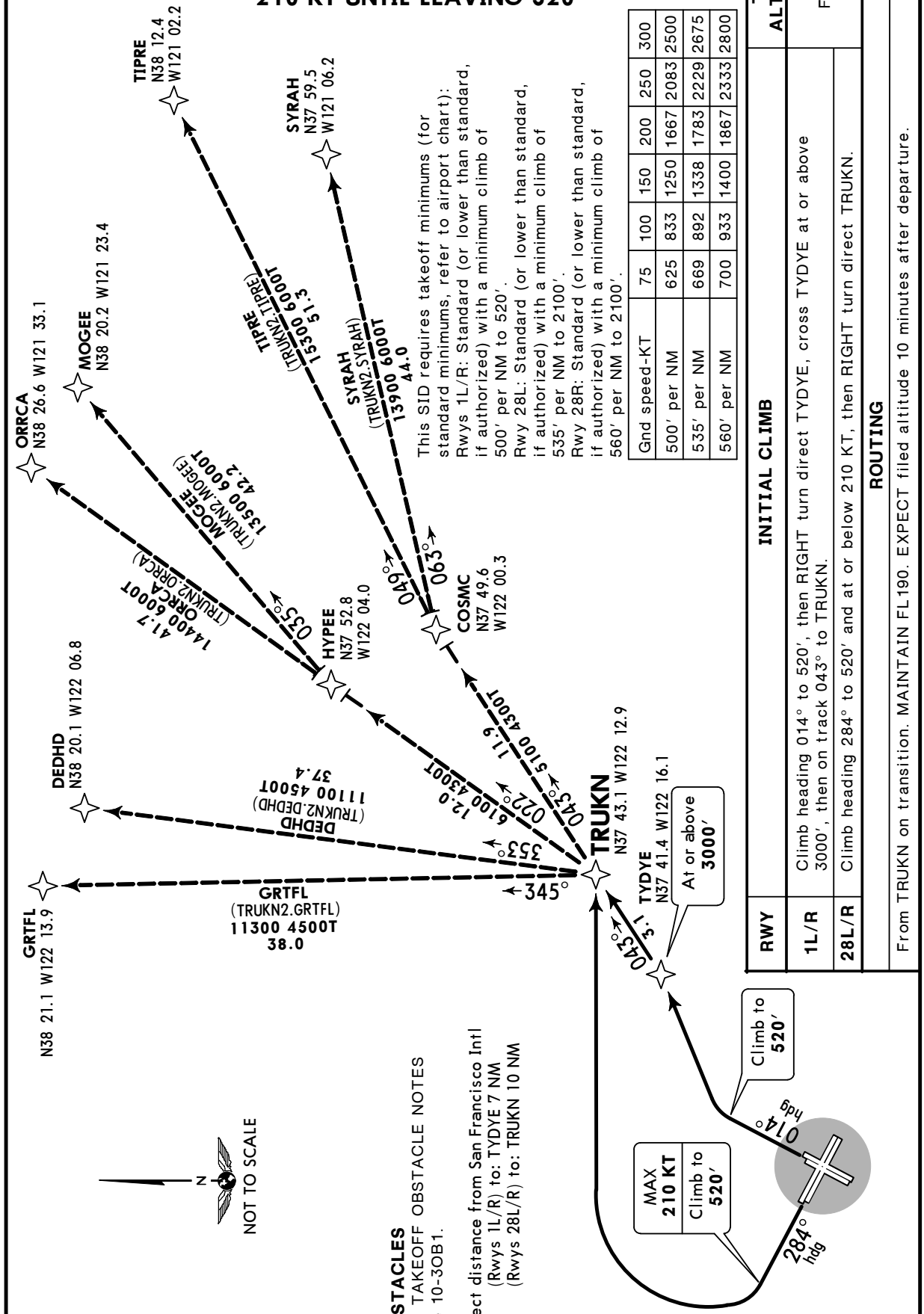
KSFO/SFO
SAN FRANCISCO INTL

SAN FRANCISCO, CALIF
RNAV SID

NORCAL Departure (R) 120.9	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.**

TRUKN TWO RNAV DEPARTURE (TRUKN2.TRUKN)

SPEED: RWYS 28L/R - DO NOT EXCEED 210 KT UNTIL LEAVING 520′



This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500′ per NM to 520′.
Rwy 28L: Standard (or lower than standard, if authorized) with a minimum climb of 535′ per NM to 2100′.
Rwy 28R: Standard (or lower than standard, if authorized) with a minimum climb of 560′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
500′ per NM	625	833	1250	1667	2083	2500
535′ per NM	669	892	1338	1783	2229	2675
560′ per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climb heading 014° to 520′, then RIGHT turn direct TYDYE, cross TYDYE at or above 3000′, then on track 043° to TRUKN.	FL190
28L/R	Climb heading 284° to 520′ and at or below 210 KT, then RIGHT turn direct TRUKN.	

ROUTING

From TRUKN on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Direct distance from San Francisco Intl
(Rwys 1L/R) to: TYDYE 7 NM
(Rwys 28L/R) to: TRUKN 10 NM

CHANGES: Top altitude added, renumbered.

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KSFO/SFO SAN FRANCISCO INTL

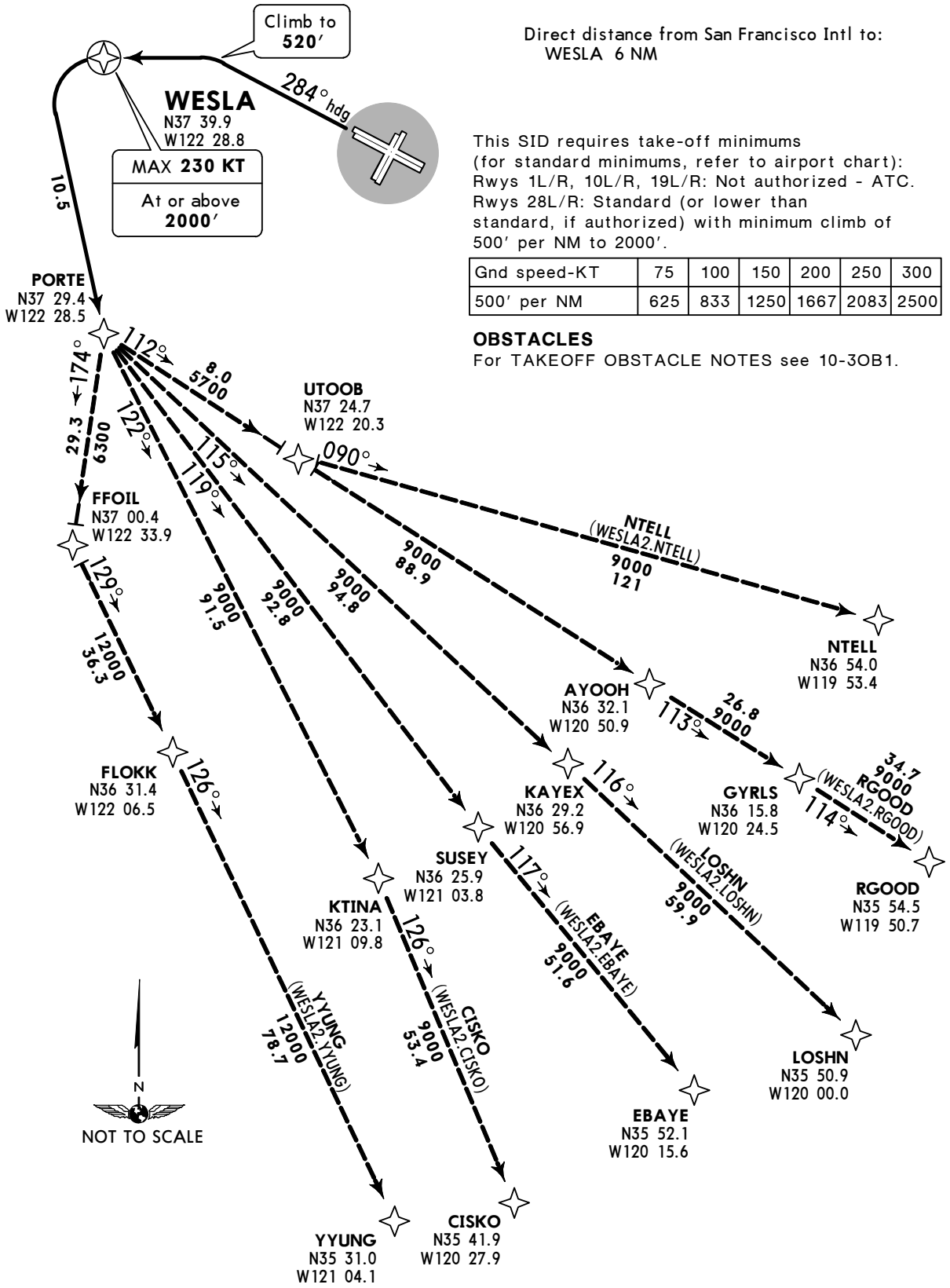
SAN FRANCISCO, CALIF

RNAV SID

NORCAL Departure (R) 135.1	Apt Elev 13′	Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME/DME/IRU or GPS required.** **3. RNAV 1.**

WESLA TWO RNAV DEPARTURE (WESLA2.WESLA)

(RWYS 28L/R)



Direct distance from San Francisco Intl to:
WESLA 6 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R, 10L/R, 19L/R: Not authorized - ATC.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500′ per NM to 2000′.

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

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 284° to 520′, then direct to cross WESLA at or above 2000′, then LEFT turn direct to PORTE.	3000′

ROUTING

At PORTE on transition. MAINTAIN 3000′. EXPECT filed altitude 10 minutes after departure.

CHANGES: Top altitude added, revised and renumbered.

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Apt Elev 13′
N37 37.1 W122 22.5

JEPPESEN SAN FRANCISCO, CALIF
10-9 22 MAY 15
SAN FRANCISCO INTL

D-ATIS	ACARS: D-ATIS PDC	SAN FRANCISCO Clearance (Cpt)	Ground	Tower	NORCAL Departure (R)	
113.7 115.8 118.85 135.45 VOT 111.0		118.2	121.8	120.5	NW-E 120.9	SE-W 135.1

747-400 aircraft will taxi at speeds of less than 10 kts on all non-restricted taxiways on the terminal side of the intersecting runways.

747-400 series aircraft will taxi at speeds of less than 5 kts when passing or overtaking other 747-400 aircraft on Twys A and B. Aircrews will strictly follow the painted taxiway lines. No oversteering permitted.

B747, B777, A330, A340 or larger aircraft are restricted from using Twy A1 when B747-400, A340-600, or larger aircraft are holding short of Rwy 1R on Twy A.

HS3 Aircraft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.

HS2 Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 1L/19R by mistake.

RUNWAY INCURSION HOT SPOTS
HS1

HS1 Pilots instructed to follow Twy B south sometimes continue onto Twy J or Twy F by mistake. Follow depicted route.

All outbound Twy Y heavy aircraft with a wingspan of 171′ (52 m) or greater under power prohibited from entering westbound Twy Z.

Twy Z1 northbound entrance closed to Rwy 10R for jet aircraft and four-engine turboprops.

Taxilane H1 compatible for aircraft with wingspan less than 118′ (36m).

Rwy 1L closed to departing TRIJET aircraft with wingspans greater than 155′ (47m).

From Twy A1, when cleared into position, proceed at minimum feasible power.

NOTE: Unless directed by ATC, WIDEBODY TRI-JET AIRCRAFT SHOULD NOT USE TAXIWAY A1 due to jet blast hazard.

LEGEND

1 - Blue Numeric Pavement Reporting Points Located in the Non-Movement Area.

Yellow/Black Numeric Pavement Reporting Points Located in the Movement Area.

① Geographic Position Marking

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

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SAN FRANCISCO, CALIF
SAN FRANCISCO INTL

GENERAL

CAUTION: Be alert to runway crossing clearances. Readback all runway assignments.
Readback of all runway hold short instructions is required.
Airport Surface Surveillance Capability (ASSC) in use, pilots should operate transponders with Mode C on all taxiways and runways.
Birds in vicinity of airport.
Simultaneous operations in effect all runways.
Low-Level Wind Shear Alert System.
No grooving exists at airport runway intersections.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
1R	HIRL CL REIL	grooved RVR	8090′2466m			200′ 61m
19L	HIRL CL ❶ MALSF TDZ ❷ PAPI-L	grooved RVR		7606′2318m		
❶ Non-standard length of 1115′.						
❷ Angle 3.0°.						
1L	HIRL CL REIL	grooved RVR	7010′2137m			200′ 61m
19R	HIRL CL PAPI-L (angle 3.00°)	grooved RVR				
10R	HIRL CL ❸ PAPI-L	grooved RVR	❹ 10,704′3263m			200′ 61m
28L	HIRL CL MALSR ❸ PAPI-L	grooved RVR	❺ 10,681′3256m	9614′ 2930m		
❸ Angle 3.0°.						
❹ Last 677′ (206m) not available for landing distance computations.						
❺ Last 400′ (122m) not available for landing distance computations.						
10L	HIRL CL REIL ❻ PAPI-L	grooved RVR	❼ 11,193′3412m			200′ 61m
28R	HIRL CL ALSF-II TDZ ❻ PAPI-L	grooved RVR	11,570′3527m	10,503′3201m		
❻ Angle 3.0°.						
❼ Last 677′ (206m) not available for landing distance computations.						

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 9)

Rwys 1L/R

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

Rwys 10L/R

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

Rwys 19L/R

With Mim climb of 575′/NM to 2000′

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

Rwys 28L/R

With Mim climb of 351′/NM to 1300′

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

OBSTACLE DP

Rwys 1L/R: Climb heading 014° to 2000′, thence...
Rwys 28L/R: Climb heading 284° to 2000′, thence...
Rwys 10L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2300′, thence...
Rwys 19L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2600′, thence...
...continue climb on course.
(For TAKEOFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 0)

Rwy 1L/1R, 10L/10R: Headings as assigned by ATC.

FOR FILING AS ALTERNATE

	RNAV (GPS) Rwy 19L RNAV (GPS) Rwy 19R RNAV (RNP) Y Rwy 28R VOR Rwy 19L	ILS Rwy 28R	ILS Rwy 28L	LOC Rwy 28L LOC Rwy 28R RNAV (GPS) Z Rwy 28R	RNAV (RNP) Z Rwy 10R
A	800-2	700-2	700-2	800-2	1100-4
B		1000-2	1000-2	1000-2	
C		1600-3	1600-3	1600-3	
D		600-2	800-2	800-2	

	RNAV (GPS) Rwy 28L	RNAV (GPS) Rwy 10L RNAV (GPS) Y Rwy 10R	VOR-B	ILS Rwy 19L LOC Rwy 19L	Other
A	1100-2	1200-2	1300-2	1800-2	NA
B					
C	1600-3	1200-3	1600-3	1800-3	
D	1100-2½		NA		

CHANGES: None.

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ODP TAKEOFF OBSTACLE NOTES

◦ RWY 1L:

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/ 48' 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.

CHANGES: New obstacle page.

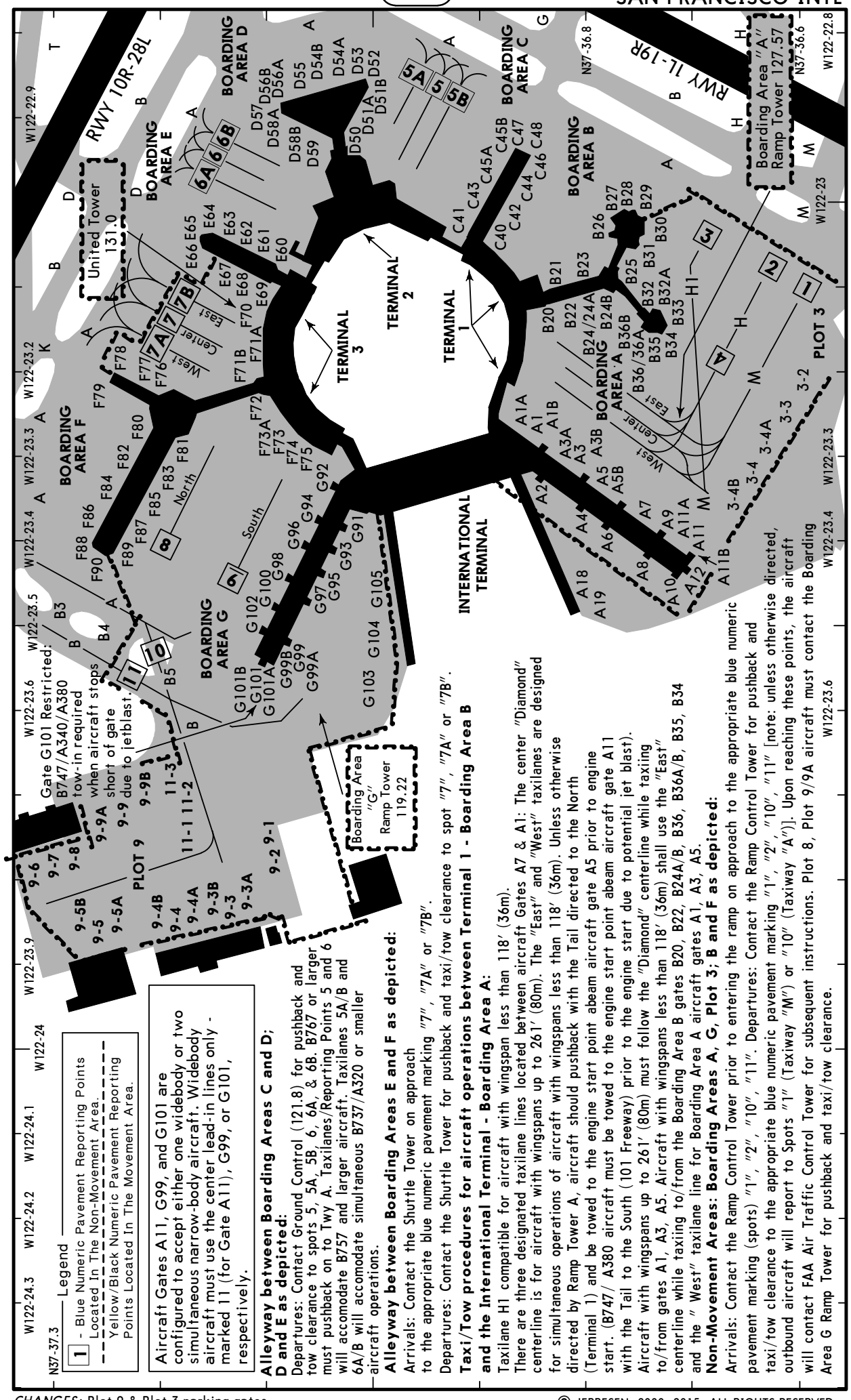
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JEPPESEN
13 FEB 15 (10-9B)

SAN FRANCISCO, CALIF
SAN FRANCISCO INTL



CHANGES: Plot 9 & Plot 3 parking gates.

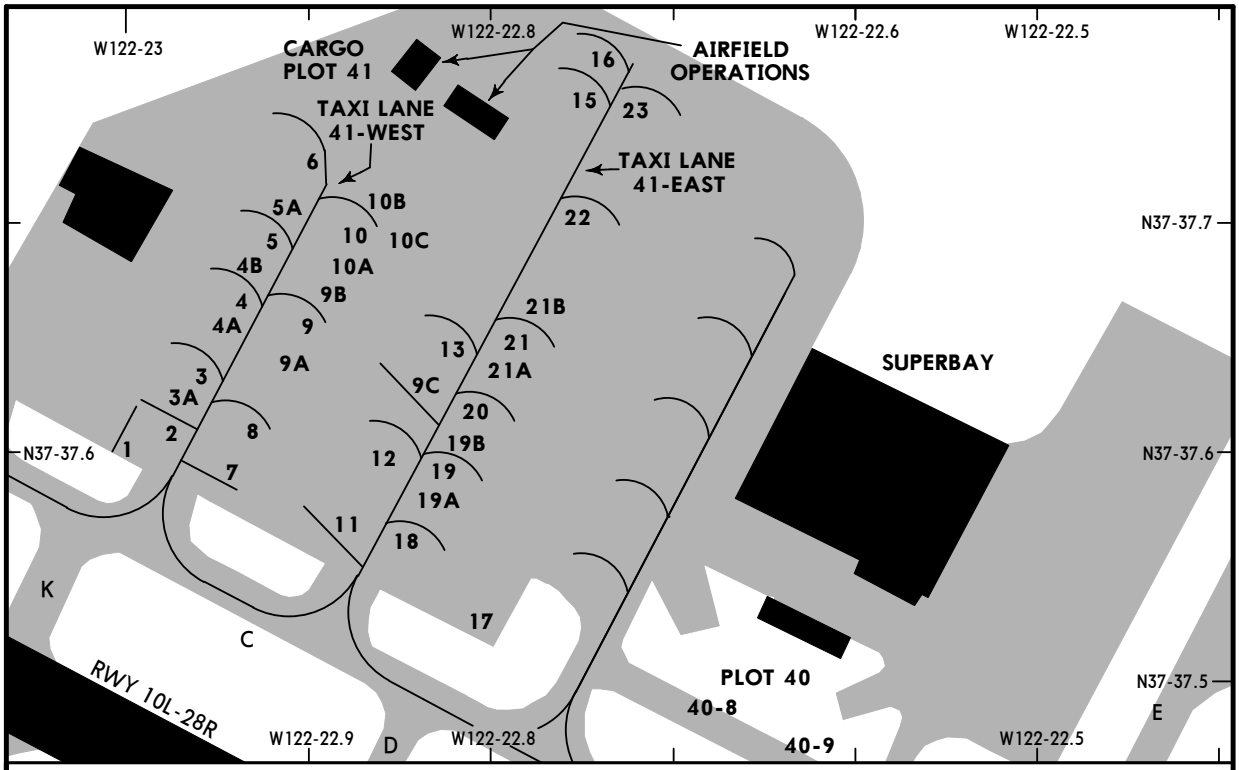
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PARKING GATE COORDINATES

GATE No.	COORDINATES	
BOARDING AREA A		
A1, A1A, A1B, A2	N37 36.8	W122 23.3
A3, A3A	N37 36.8	W122 23.3
A3B, A4, A5, A5B	N37 36.8	W122 23.4
A6, A7	N37 36.8	W122 23.4
A8 thru A12	N37 36.7	W122 23.4
A18, 19	N37 36.8	W122 23.5
BOARDING AREA B		
B20 thru B25	N37 36.8	W122 23.1
B26 thru B28	N37 36.8	W122 23.0
B29, B30	N37 36.7	W122 23.0
B31, B32, B32A, B33	N37 36.7	W122 23.1
B34, B35	N37 36.7	W122 23.2
B36, B36A/B	N37 36.7	W122 23.1
BOARDING AREA C		
C40 thru C44	N37 36.9	W122 23.0
C45A, C45B	N37 36.9	W122 22.9
C46	N37 36.9	W122 23.0
C47, C48	N37 36.9	W122 22.9
BOARDING AREA D		
D50 thru D52	N37 37.0	W122 22.9
D53, D54A	N37 37.0	W122 22.8
D54B	N37 37.1	W122 22.8
D55 thru D58B	N37 37.1	W122 22.9
D59	N37 37.1	W122 23.0
BOARDING AREA E		
E60 thru E62	N37 37.1	W122 23.1
E63	N37 37.1	W122 23.0
E64, E65	N37 37.2	W122 23.0
E66	N37 37.2	W122 23.1
E67 thru E69	N37 37.1	W122 23.1
BOARDING AREA F		
F70	N37 37.1	W122 23.1
F71A/B, F72	N37 37.1	W122 23.2
F73 thru F75	N37 37.1	W122 23.3
F76 thru F79	N37 37.2	W122 23.2
F80 thru F85	N37 37.2	W122 23.3
F86	N37 37.3	W122 23.4
F87	N37 37.2	W122 23.4
F88	N37 37.3	W122 23.4
F89	N37 37.2	W122 23.4
F90	N37 37.3	W122 23.4
BOARDING AREA G		
G91	N37 37.0	W122 23.4

GATE No.	COORDINATES	
BOARDING AREA G		
G92	N37 37.0	W122 23.3
G93	N37 37.0	W122 23.4
G94	N37 37.1	W122 23.4
G95	N37 37.0	W122 23.4
G96	N37 37.1	W122 23.4
G97	N37 37.1	W122 23.5
G98	N37 37.1	W122 23.4
G99 thru G102	N37 37.1	W122 23.5
G103	N37 37.0	W122 23.6
G104, G105	N37 37.0	W122 23.5
PLOT 3		
3-2, 3-3	N37 36.6	W122 23.2
3-4	N37 36.7	W122 23.3
3-4A	N37 36.6	W122 23.3
3-4B	N37 36.7	W122 23.4
PLOT 9		
9-1, 9-2	N37 37.1	W122 23.8
9-3, 9-3A, 9-3B	N37 37.1	W122 23.8
9-4, 9-4A, 9-4B	N37 37.2	W122 23.8
9-5, 9-5A, 9-5B	N37 37.3	W122 23.9
9-6, 9-7, 9-8	N37 37.3	W122 23.8
9-9, 9-9A, 9-9B	N37 37.2	W122 23.7
11-1	N37 37.2	W122 23.8
11-2, 11-3	N37 37.2	W122 23.7
PLOT 10		
Westfield Cargo	N37 37.5	W122 23.6
PLOT 40		
40-8	N37 37.5	W122 22.7
40-9	N37 37.5	W122 22.6
41-WEST		
1, 2, 3, 3A	N37 37.6	W122 23.0
4, 4A, 4B, 5, 5A, 6	N37 37.7	W122 22.9
7, 8, 9A	N37 37.6	W122 22.9
9, 9B	N37 37.7	W122 22.9
10, 10A, 10B,10C	N37 37.7	W122 22.9
41-EAST		
9C	N37 37.6	W122 22.8
11, 12	N37 37.6	W122 22.9
13	N37 37.6	W122 22.8
15, 16	N37 37.8	W122 22.7
17	N37 37.5	W122 22.8
18, 19, 19A, 19B	N37 37.6	W122 22.8
20, 21, 21A	N37 37.6	W122 22.8
21B, 22	N37 37.7	W122 22.8
23	N37 37.8	W122 22.7

CHANGES: Plot 41 parking gates, gate coordinates.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 19 JUN 15 (10-9D)

SMGCS

LESS THAN RVR 1200 to 500

SAN FRANCISCO, CALIF
LOW VISIBILITY TAXI ROUTES

D-ATIS 113.7 115.8 118.85 135.45
VOT 111.0

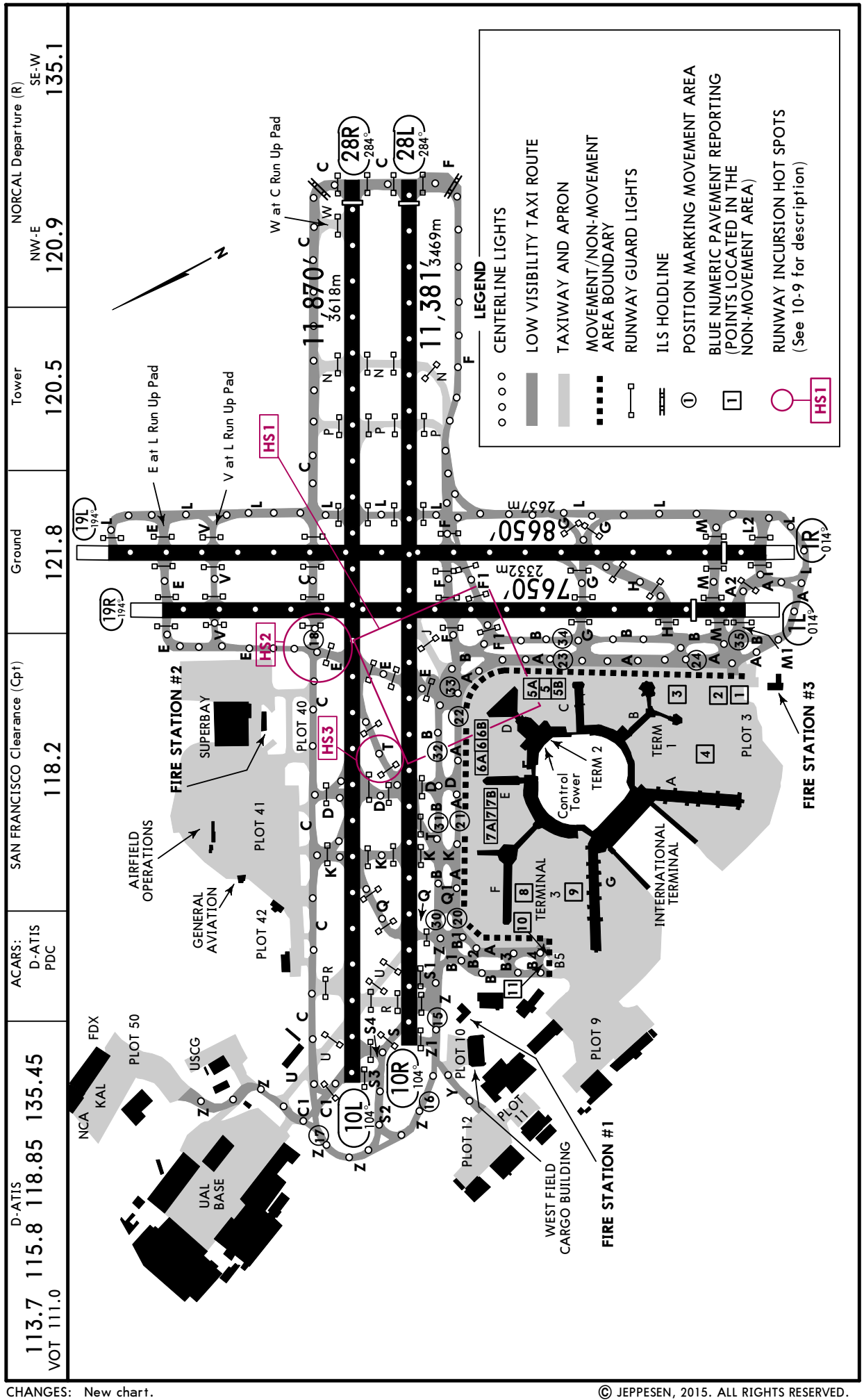
ACARS: D-ATIS PDC

SAN FRANCISCO Clearance (Cpt) 118.2

Ground 121.8

Tower 120.5

NORCAL Departure (R)
NW-E 120.9
SE-W 135.1



CHANGES: New chart.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 (11-1) Eff 5 Mar

SAN FRANCISCO, CALIF ILS or LOC Rwy 19L

BRIEFING STRIP™

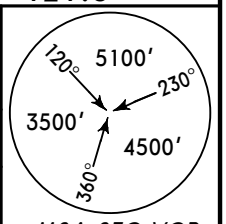
D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

LOC ISIA	Final Apch Crs	GS SHAKE	ILS DA(H)	Apt Elev 13′
108.9	194°	2800′ (2789′)	300′ (289′)	TDZE 11′

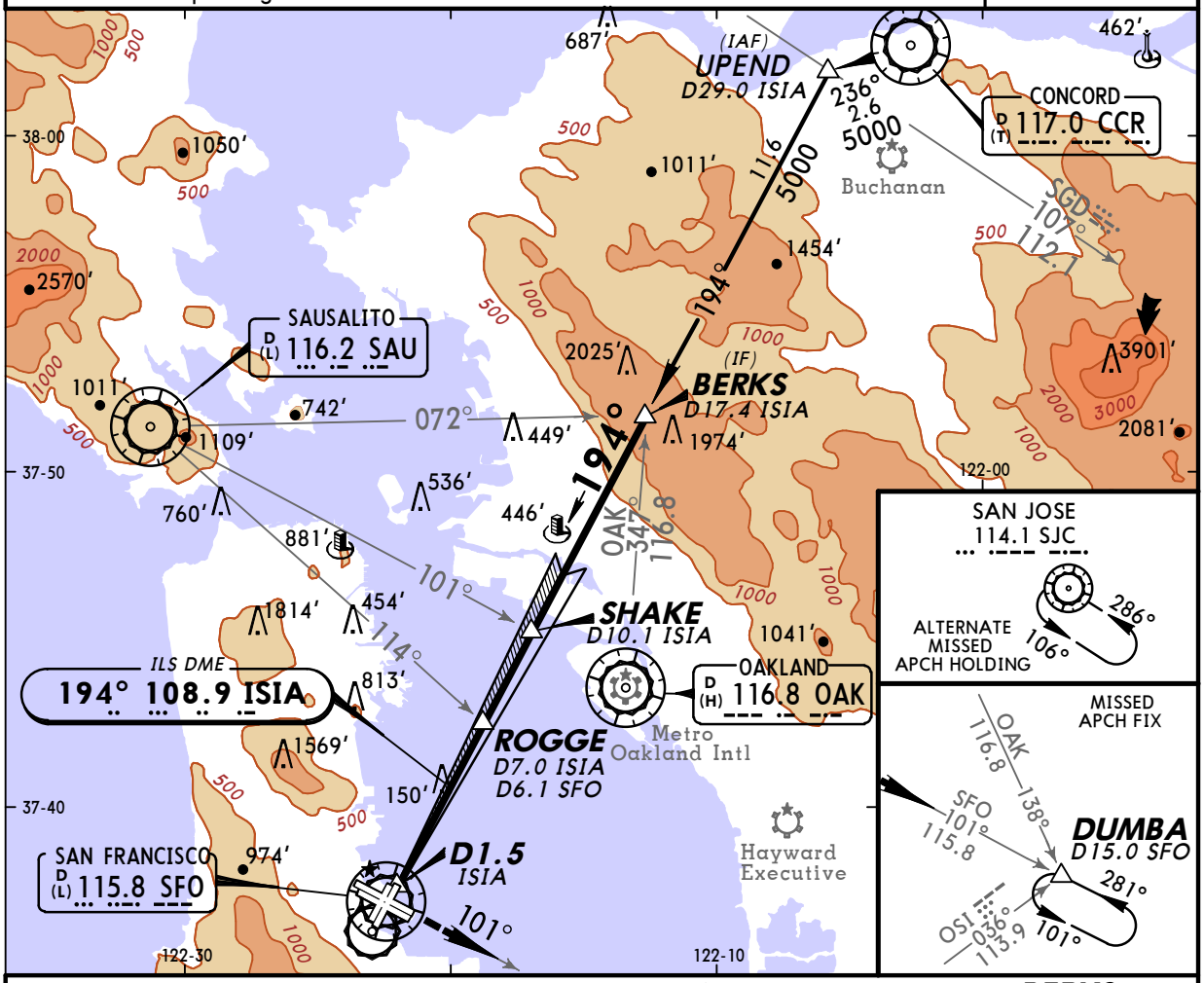
MISSED APCH: Climb to 520′, then climbing LEFT turn to 3000′ outbound on SFO VOR R-101 to DUMBA INT/D15.0 SFO and hold, or as directed by ATC.

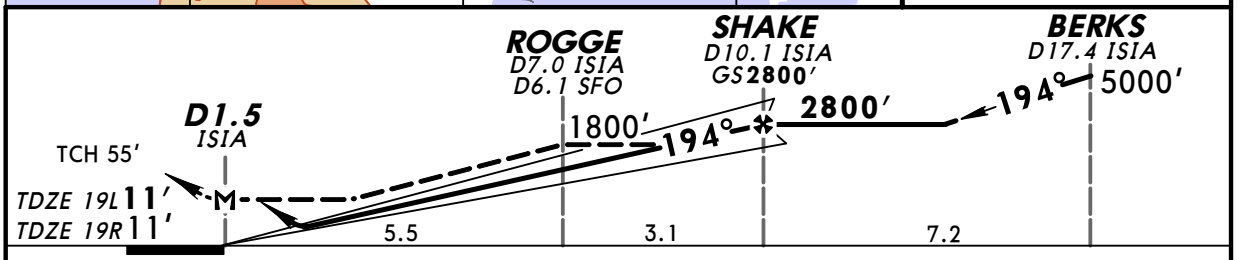
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. PAPI-L on Rwy 19R. 2. VGSI and ILS glidepath not coincident. 3. Sidestep not authorized until passing ROGGE intersection.



MSA SFO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 ISIA or SHAKE to MAP	8.6	7:22	5:44	5:10	4:18	3:41	3:14

MALSF PAPI | 520′ | 3000′ LT | on SFO 115.8 R-101 | DUMBA

TERPS

STRAIGHT-IN LANDING RWY 19L

	ILS DA(H) 300′ (289′) FULL	ILS DA(H) 300′ (289′) ALS out	LOC (GS out) 1 With ROGGE MDA(H) 400′ (389′)	LOC (GS out) 1 With ROGGE MDA(H) 400′ (389′) ALS out	Without ROGGE MDA(H) 1800′ (1789′)	Without ROGGE MDA(H) 1800′ (1789′) ALS out
A	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 55 or 1	RVR 55 or 1	RVR 60 or 1¼
B					RVR 60 or 1⅛	1½
C	RVR 50 or 1		RVR 50 or 1	RVR 60 or 1⅛	3	
D						

SIDESTEP LANDING RWY 19R

	1 With ROGGE MDA(H) 400′ (389′)
A B	RVR 55 or 1
C	1½
D	2

1 Dual VOR receivers or DME required.

TERPS AMEND 21 18 SEP 2014

CHANGES: Obstacles.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 (11-2) Eff 5 Mar

SAN FRANCISCO, CALIF ILS or LOC Rwy 28L

BRIEFING STRIP ™

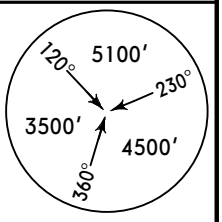
D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 115.8 118.85 135.45	134.5	120.5	121.8

LOC ISFO	Final Apch Crs	GS DUYET	ILS DA(H) (CONDITIONAL)	Apt Elev 13′ TDZE 13′
109.55	284°	1800′ (1787′)	213′ (200′)	

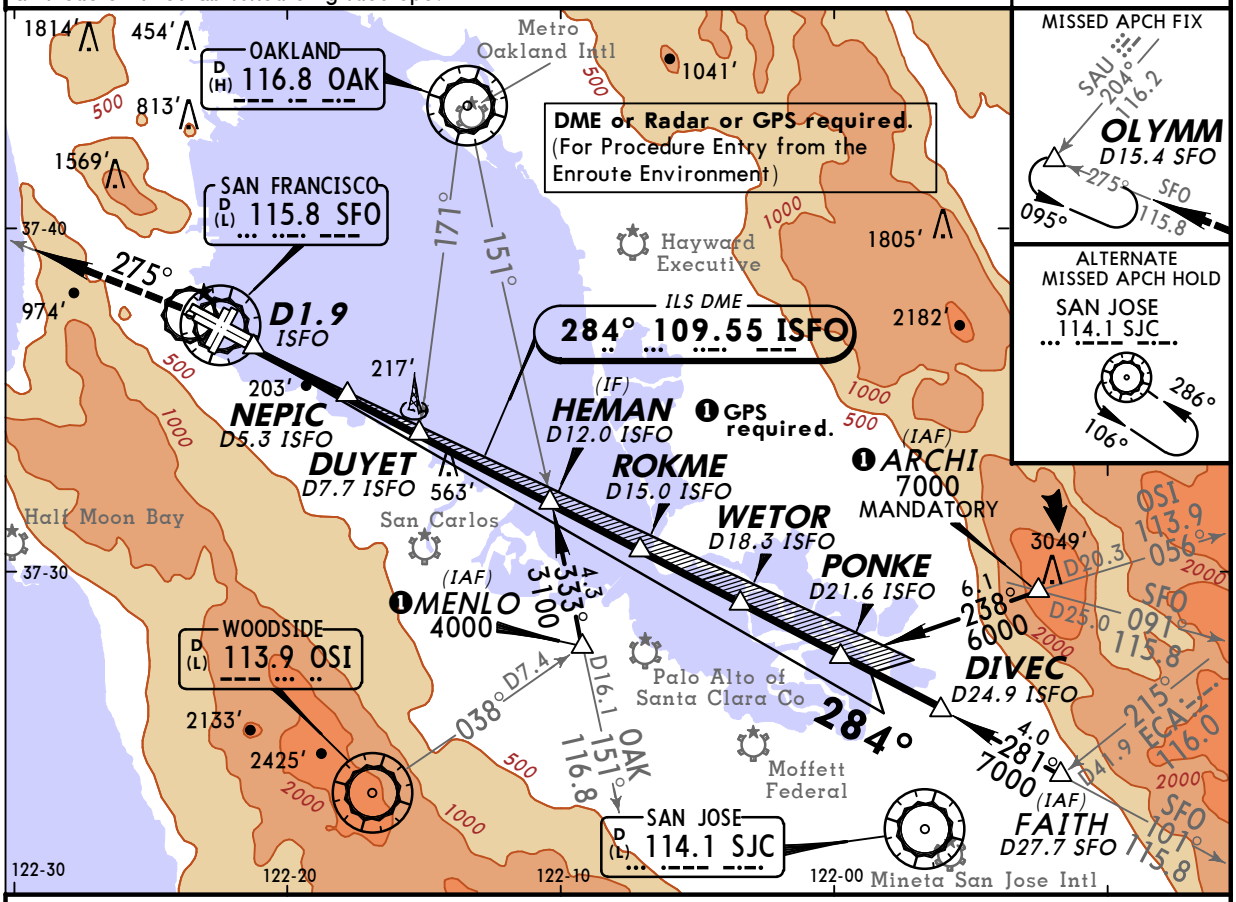
MISSED APCH: Climb to 4000′ on SFO VOR R-275 to OLYMM INT/ D15.4 SFO and hold, or as directed by ATC.

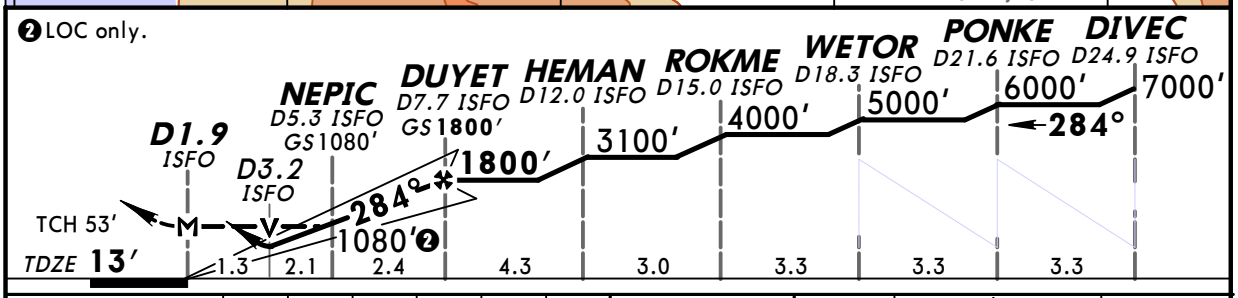
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Use ISFO DME when on LOC course. 3. VGSI and ILS glidepath not coincident. 4. Simultaneous approach authorized with ILS or LOC Rwy 28R. 5. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.



MSA SFO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.85°	353	454	504	605	706	807
MAP at D1.9 ISFO or NEPIC to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16

MALSR PAPI 4000′ SFO on 115.8 R-275 OLYMM

TERPS STRAIGHT-IN LANDING RWY **28L**

	ILS 1 DA(H) 213′ (200′)		ILS DA(H) 789′ (776′)		LOC (GS out) 1 MDA(H) 460′ (447′)			MDA(H) 740′ (727′)		
	FULL	RAIL or ALS out	FULL	RAIL out		RAIL out	ALS out		RAIL out	ALS out
A	2 RVR 24 or 1/2	RVR 40 or 3/4	2 1/2	2 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B										
C					RVR 45 or 7/8	RVR 55 or 1	1 3/8	1 5/8	1 3/4	2
D										

CIRCLE-TO-LAND
Not Authorized to Rwys 10L/R and 19L/R.
Not Authorized at Night to Rwys 1L/R.

C Max Kts	MDA(H)
90	800′ (787′) - 1
120	1000′ (987′) - 1 1/2
140	1560′ (1547′) - 3
D	NA

1 Missed approach requires a minimum climb of 325′/NM to 2100′.
2 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA(H).

TERPS AMEND 25 5 MAR 2015

CHANGES: Approach transitions, notes, minimums.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 Eff 5 Mar (11-2A)

SAN FRANCISCO, CALIF ILS Rwy 28L SA CAT II

BRIEFING STRIP ™

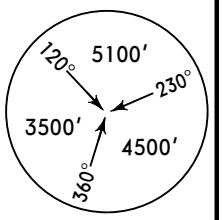
D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 115.8 118.85 135.45	134.5	120.5	121.8

LOC	Final Apch Crs	GS	SA CAT II ILS	Apt Elev 13′
ISFO 109.55	284°	DUYET 1800′ (1787′)	RA 100′ DA(H) 113′ (100′)	TDZE 13′

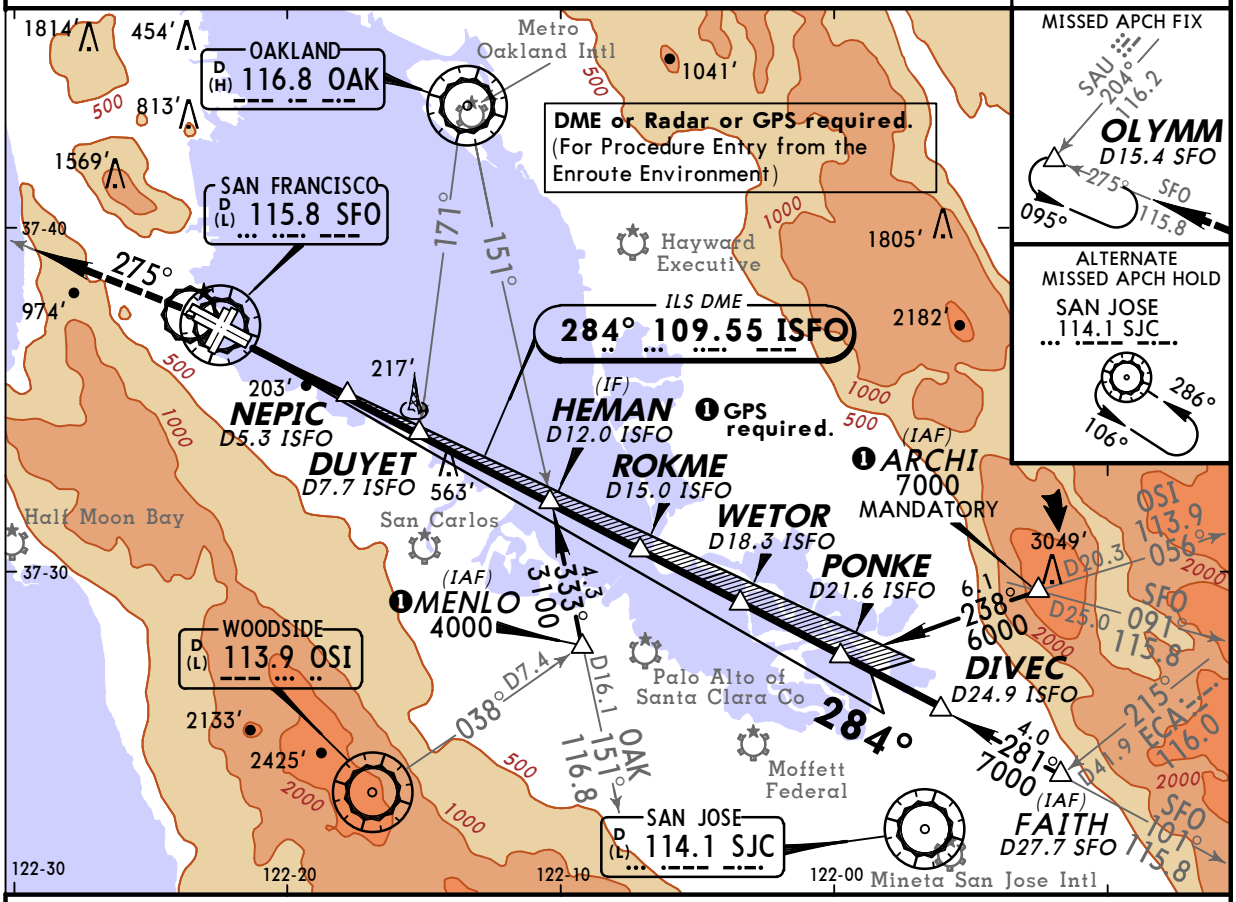
MISSED APCH: Climb to 4000′ on SFO VOR R-275 to OLYMM INT/ D15.4 SFO and hold, or as directed by ATC.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME required.
3. Use ISFO DME when on LOC course. 4. VGSI and ILS glidepath not coincident.



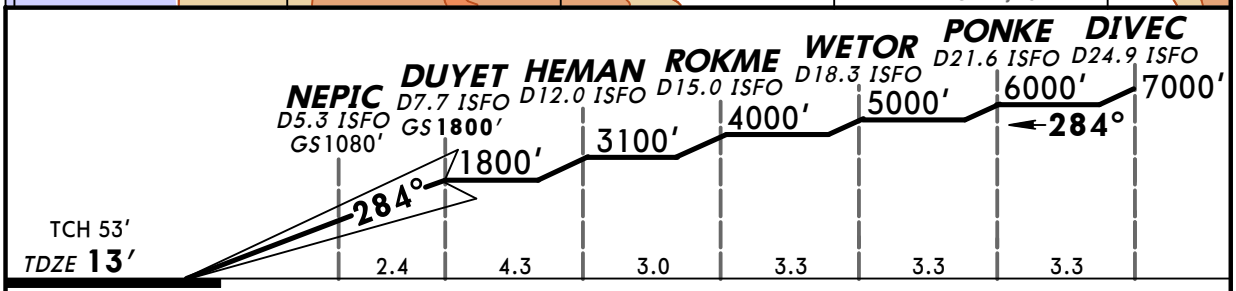
MSA SFO VOR



MISSED APCH FIX

ALTERNATE MISSED APCH HOLD

SAN JOSE 114.1 SJC



Gnd speed-Kts	70	90	100	120	140	160
GS 2.85°	353	454	504	605	706	807

MALSR PAPI 4000′ SFO on 115.8 R-275 OLYMM

TERPS

STRAIGHT-IN LANDING RWY **28L**
1 2 SA CAT II ILS
RA 100′
DA(H) **113′** (100′)

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.
2 Missed approach requires a minimum climb of 325′/NM to 2100′.

TERPS AMEND 25 5 MAR 2015

CHANGES: Approach transitions, notes.

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ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

ILS PRM RWY 28L

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points:

- When in range, tune in the PRM monitor frequency (125.15) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 135.65).
- Utilize glidepath; do not step down between fixes after passing ROKME.
- Descending on the glidepath ensures compliance with any charted crossing restriction. Inside NEPIC (D5.3 ISFO), descending on (not above) the glidepath benefits the trailing 28R aircraft to avoid wake turbulence.
- While conducting the PRM approach to Rwy 28L, other aircraft may be conducting the PRM approach to Rwy 28R. These aircraft will approach from the right-rear and will re-align with Rwy 28R after making visual contact with the Rwy 28L traffic.
- Expect to be switched to SFO tower (120.5) at NEPIC.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (135.65).

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.

   (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
4 JUL 14 (11-3A)
(SIMULTANEOUS CLOSE PARALLEL)

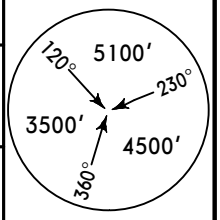
SAN FRANCISCO, CALIF
ILS PRM Rwy 28L

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5 135.65	120.5 Monitor Frequency 125.15	121.8

BRIEFING STRIP ™

LOC ISFO 109.55	Final Apch Crs 284°	GS DUYET 1800′ (1787′)	ILS DA(H) (CONDITIONAL) 213′ (200′)	Apt Elev 13′ TDZE 13′

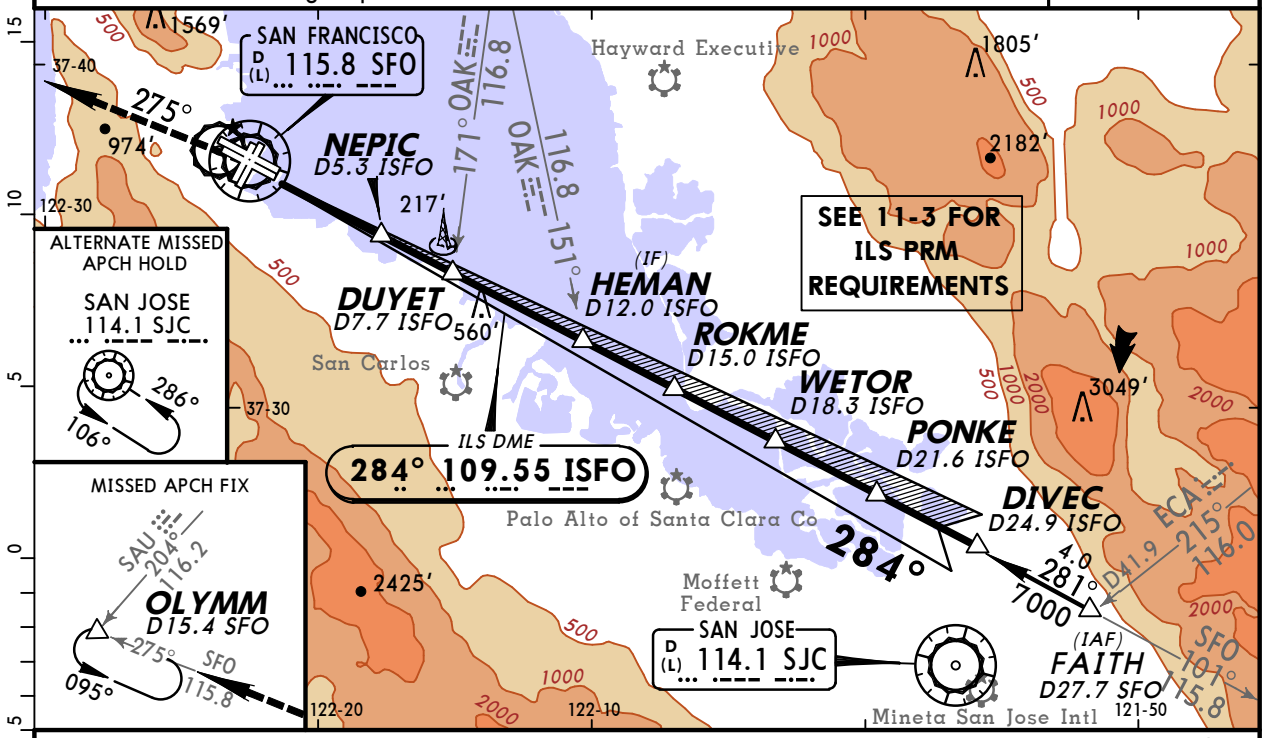
MISSED APCH: Climb to 4000′ on SFO VOR R-275 to OLYMM INT/ D15.4 SFO and hold, or as directed by ATC.

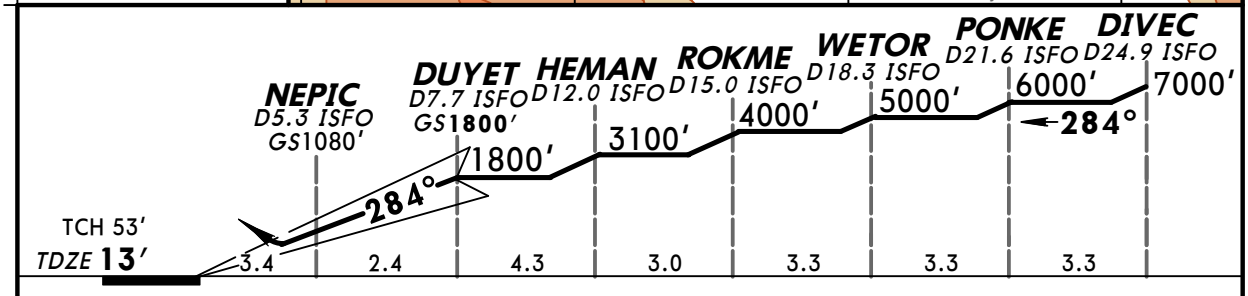


MSA SFO VOR

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

1. Radar and DME required. 2. Dual VHF communication required. 3. Runway 28L and 28R separated by 750′ centerline to centerline. 4. Simultaneous close parallel approach authorized with LDA PRM Runway 28R and RNAV (GPS) PRM X Runway 28R. 5. Procedure not authorized when glide slope not available. 6. See 11-3 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 7. Use ISFO DME when on the LOC course. 8. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 2.85°	353	454	504	605	706	807

MALSR
PAPI

4000′ SFO on 115.8 R-275 OLYMM

TERPS STRAIGHT-IN LANDING RWY **28L**
ILS
1
DA(H) 213′ (200′)

	FULL	RAIL out	ALS out
A B C D	2 RVR 24 or 1/2	RVR 40 or 3/4	

TERPS AMEND 3A 26 JUN 2014

1 Missed approach requires a minimum climb of 325′/NM to 2100′, if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).
2 RVR 18 authorized with the use of Flight Director or Autopilot or HUD to DA(H).

CHANGES: THRE to TDZE.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 (11-4) Eff 5 Mar

SAN FRANCISCO, CALIF ILS or LOC Rwy 28R

BRIEFING STRIP ™

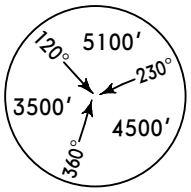
D-ATIS		NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 115.8	118.85 135.45	134.5	120.5	121.8

LOC IGWQ	Final Apch Crs	GS AXMUL	ILS DA(H)	Apt Elev 13′ TDZE 13′
111.7	284°	1800′ (1787′)	213′ (200′)	

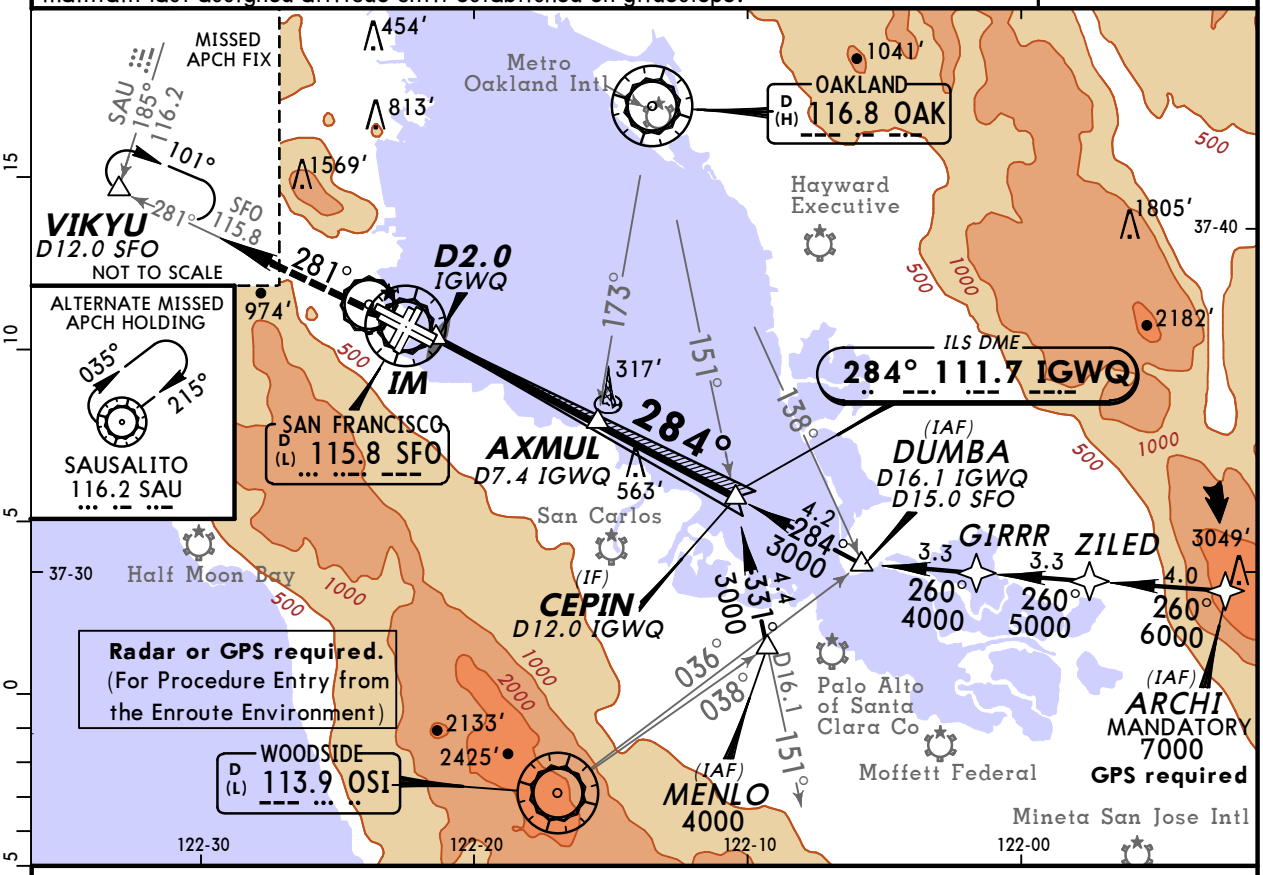
MISSED APCH: Climb to 3000′ on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold, or as directed by ATC. Missed approach requires minimum climb of 350′/NM to 1900′; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).

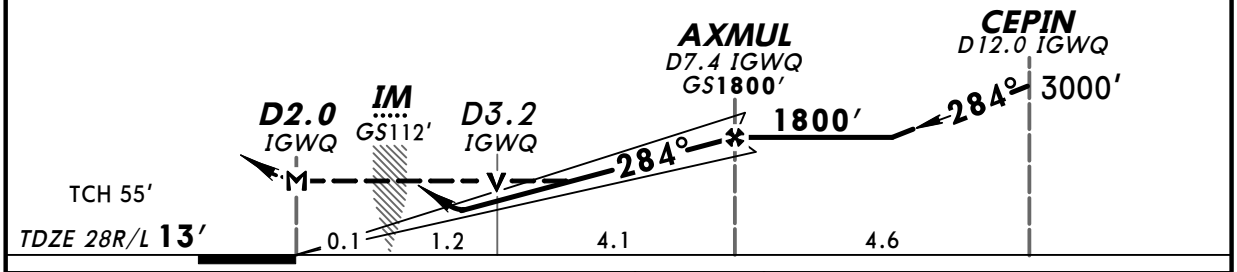
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use IGWQ DME when on the localizer course. 2. VGSI and ILS glidepath not coincident. 3. MALSR, PAPI-L on Rwy 28L. 4. Simultaneous approach authorized with ILS or LOC Rwy 28L. 5. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.



MSA SFO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 IGWQ or AXMUL to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

ALSF-II PAPI 3000′ on SFO 115.8 R-281 VIKYU

TERPS STRAIGHT-IN LANDING RWY 28R

	ILS DA(H) 213′ (200′)			LOC (GS out) MDA(H) 480′ (467′)		SIDESTEP LANDING RWY 28L MDA(H) 480′ (467′)		CIRCLE-TO-LAND Not Authorized to Rwys 10L/R and 19L/R. Not Authorized at Night to Rwys 1L/R.
	FULL	TDZ or CL out	ALS out		ALS out		RAIL or ALS out	Max Kts / MDA(H)
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1		90 640′ (627′)-1
B								120 960′ (947′)-1 1/4
C				RVR 50 or 1	1 3/8	1 1/2	1 1/2	140 1560′ (1547′)-3
D							2	D NA

1 RVR 18 with Flight Director or Autopilot or HUD to DA(H).

TERPS AMEND 13 5 MAR 2015

CHANGES: Procedure.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 Eff 5 Mar (11-4A)

SAN FRANCISCO, CALIF ILS Rwy 28R CAT II & III

D-ATIS		NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7	118.85			
115.8	135.45	134.5	120.5	121.8

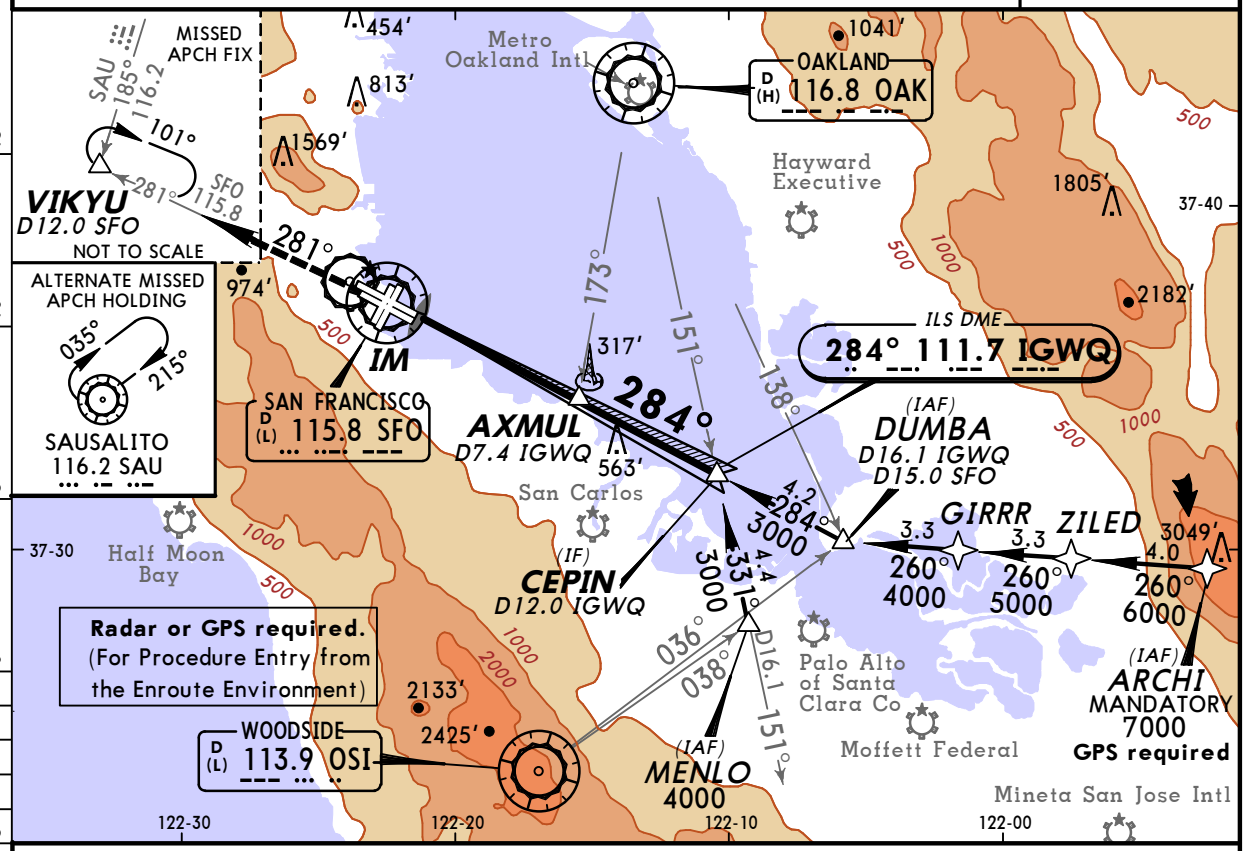
BRIEFING STRIP ™

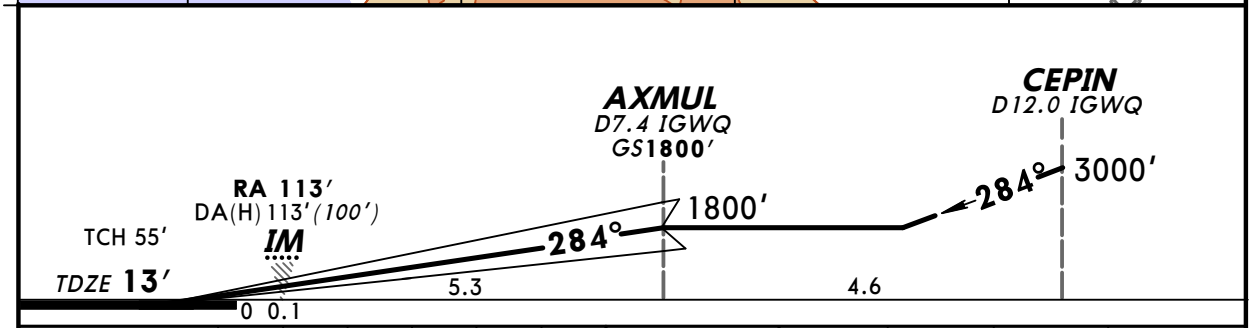
LOC IGWQ	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
111.7	284°	AXMUL 1800′ (1787′)	NA	Refer to Minimums		RA 113′ DA(H)113′ (100′)	13′ TDZE 13′

MISSED APCH: Climb to 3000′ on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold or as directed by ATC.
Missed approach requires minimum climb of 350′/NM to 1900′; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).

MSA SFO VOR
120° 5100′ 230° 3500′ 4500′ 360°

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew & Acft Certification Required. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 3000′ SFO on 115.8 R-281 VIKYU

TERPS STRAIGHT-IN LANDING RWY28R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 113′ DA(H) 113′ (100′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 13 5 MAR 2015

CHANGES: Procedure.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 (11-4B) Eff 5 Mar

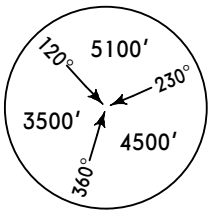
SAN FRANCISCO, CALIF ILS Rwy 28R SA CAT I

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

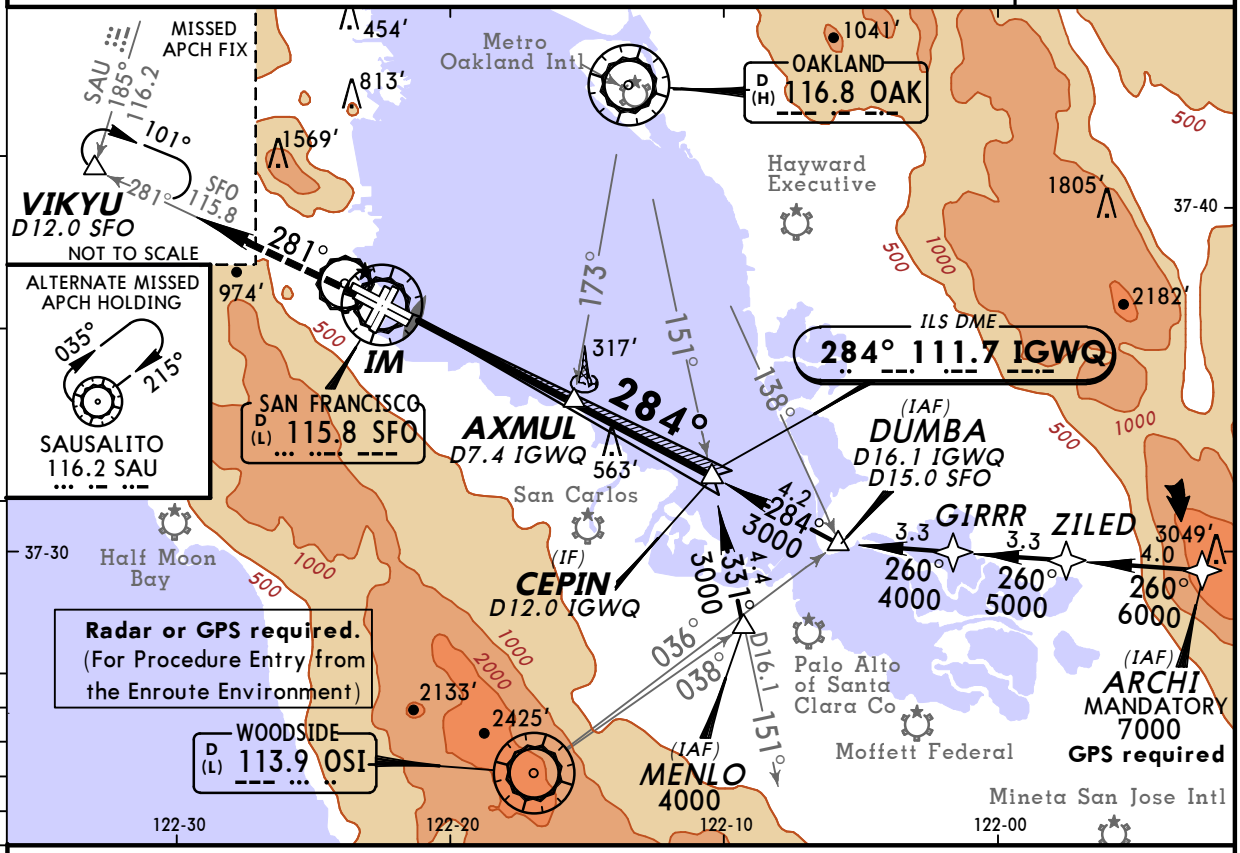
LOC IGWQ	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 13′
111.7	284°	AXMUL 1800′ (1787′)	RA 163′ DA(H)163′ (150′)	TDZE 13′

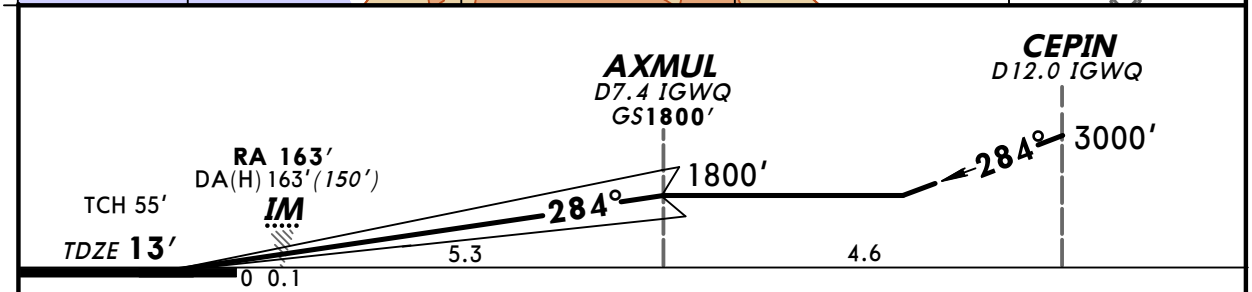
MISSED APCH: Climb to 3000′ on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold or as directed by ATC.
Missed approach requires minimum climb of 350′/NM to 1900′; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).



MSA SFO VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Special Aircrew & Acft Certification Required. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI 3000′ SFO on 115.8 R-281 VIKYU

TERPS

STRAIGHT-IN LANDING RWY28R
1 SA CAT I ILS
RA 163′
DA(H) 163′(150′)

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 13 5 MAR 2015

CHANGES: Procedure.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 4 JUL 14 (11-5)

SAN FRANCISCO, CALIF
LDA DME Rwy 28R

BRIEFING STRIP ™

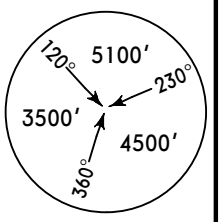
D-ATIS		NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 115.8	118.85 135.45	134.5	120.5	121.8

LDA IFNP 110.75	Final Apch Crs 281°	GS GOBEC 1800′ (1787′)	DA(H) (CONDITIONAL) 1140′ (1127′)	Apt Elev 13′ TDZE 13′

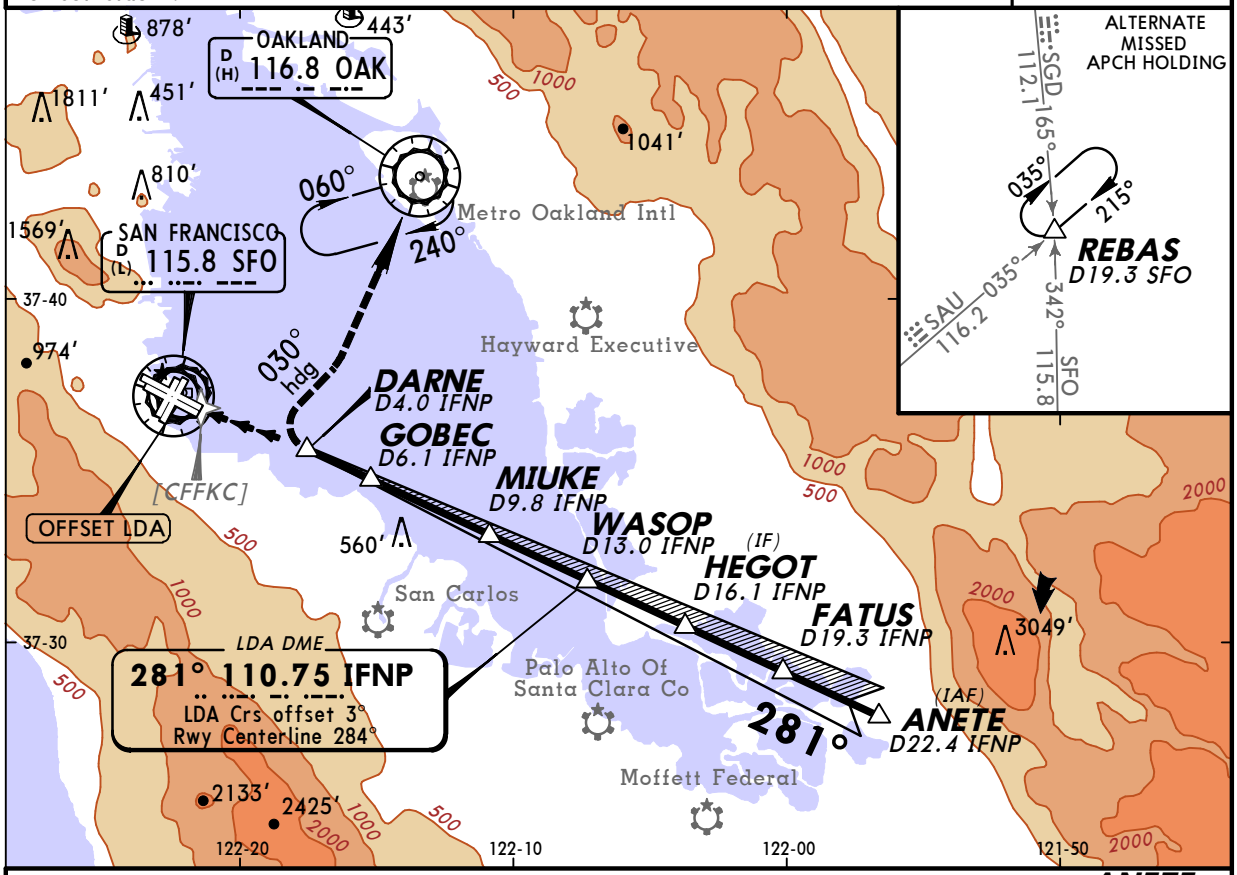
MISSED APCH: Climbing RIGHT turn to 3000′ on heading 030° then direct OAK VOR and hold, or as directed by ATC.

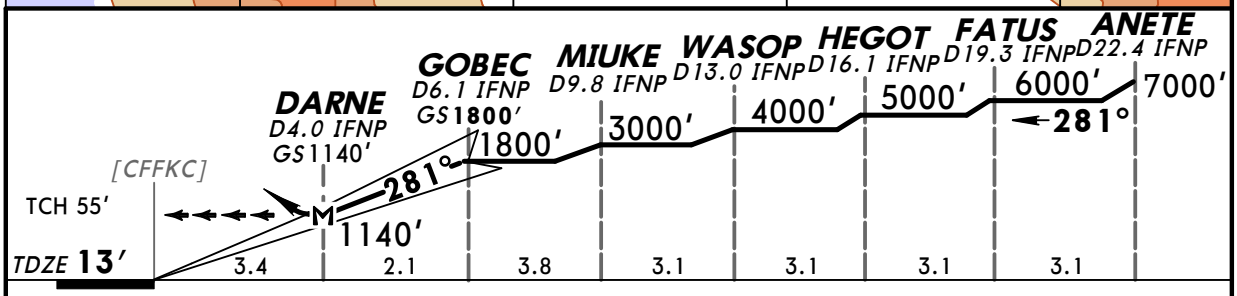
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1.RADAR and DME required. 2. LDA/GLIDESLOPE. 3. Runway 28L and 28R separated by 750′ centerline to centerline. 4. Procedure not authorized when glideslope is not available. 5. Localizer course 1183′ right of rwy 28R THR. 6. VGSI and LDA glidepath not coincident.



MSA SFO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DARNE							

ALSF-II
PAPI

3000′ RT on 030° hdg

D

OAK 116.8

TERPS STRAIGHT-IN LANDING RWY **28R**

1 LDA/GS

DA(H) **1140′** (1127′)

FULL	ALS out

TERPS AMEND 2A 26 JUN 2014

A
B
C
D

1 If go around exectued after passing DARNE, go around requires minimum climb of 380′/NM to 1800′

CHANGES: THRE to TDZE.

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ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)
LDA PRM RWY 28R

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points: (Note: Non-standard Missed Approach coding initially requires use of heading mode. Identify DARNE as I-FNP LOC/DME 4 NM if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE (D4.0 IFNP), pilots will be operating in close proximity to the 28L aircraft and will be responsible for wake turbulence avoidance.
- When in range, tune in the PRM monitor frequency (127.675) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35).
- Utilize glidepath; do not step down between fixes after passing HEGOT.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.
- Report the 28L traffic in sight as soon as practical and prior to DARNE. DO NOT PASS.
- Remain on the LDA until passing DARNE so as not to penetrate the NTZ.
- Expect to be switched to SFO tower (120.5) at DARNE.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- After passing DARNE, MANEUVER VISUALLY.
- In the visual segment after DARNE, pilots are responsible for **collision** and **wake avoidance.** (See Visual Segment under Expanded Procedures for additional information).
- If executing a go-around between DARNE and runway 28R, initially establish a climbing right turn heading 030° unless otherwise instructed by ATC. Missed approach leg from airport to OAK VORTAC, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (120.35).

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
   (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
   (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Visual Segment (Rwy 28R):** If ATC advises that there is traffic approaching Rwy 28L, pilots are authorized to continue past DARNE to align with Rwy 28R centerline only when:
   (a) The Rwy 28L traffic is in sight and is expected to remain in sight,
   (b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.)
   (c) The runway environment is in sight.

   Otherwise, a missed approach must be executed at DARNE. Between DARNE and the runway threshold, pilots are responsible for separating themselves visually from traffic approaching Rwy 28L, which means maneuvering the aircraft as necessary to avoid the runway 28L traffic until landing (do not pass), and providing wake turbulence avoidance, as applicable. If visual contact with the runway 28L traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

CHANGES: None.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
4 JUL 14 (11-6A)
(SIMULTANEOUS CLOSE PARALLEL)

SAN FRANCISCO, CALIF
LDA PRM Rwy 28R

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5 120.35	120.5 Monitor Frequency 127.675	121.8

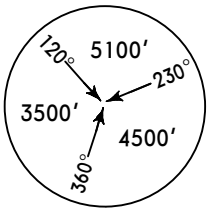
BRIEFING STRIP™

LDA IFNP 110.75	Final Apch Crs 281°	GS GOBEC 1800′ (1787′)	DA(H) 1140′ (1127′)	Apt Elev 13′ TDZE 13′

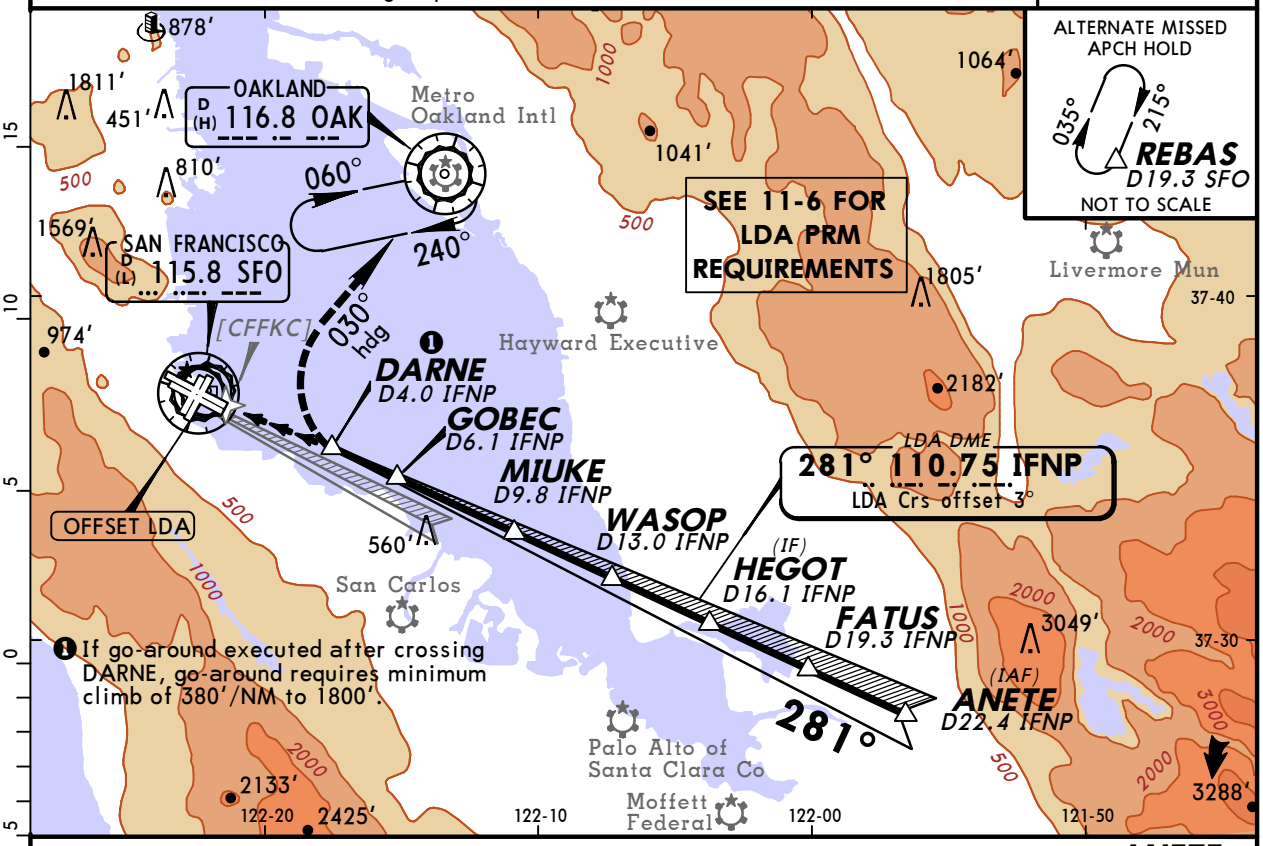
MISSED APCH: Climbing RIGHT turn to 3000′ on heading 030° then direct OAK VOR and hold, or as directed by ATC.

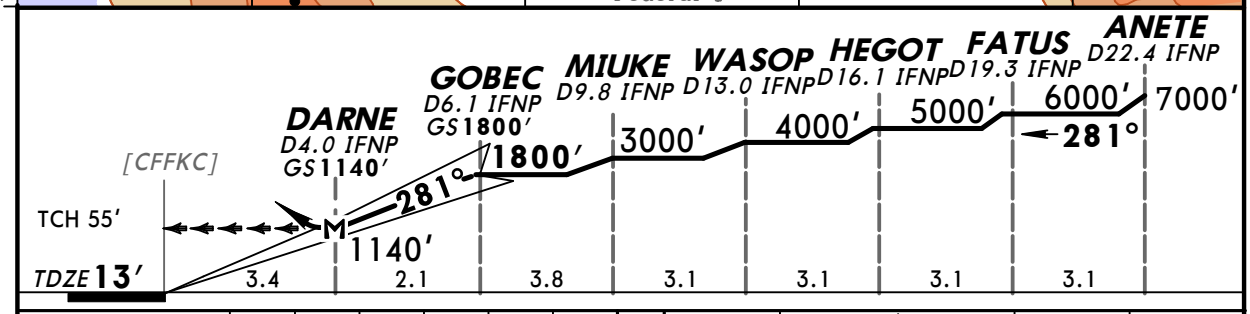
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR and DME required. **2. Dual VHF communication required.** 3. LDA/GLIDESLOPE.
4. Simultaneous approach authorized with ILS PRM Rwy 28L and RNAV (GPS) PRM Rwy 28L.
5. See 11-6 for "Attention All Users of LDA Precision PRM Runway Monitor (PRM)".
6. LOC offset 3.00°. 7. Runways 28L and 28R separated by 750′ centerline to centerline.
8. Localizer course 1183′ right of Rwy 28R THR. 9. Procedure not authorized when gideslope not available. 10. VGSI and LDA glidepath not coincident.



MSA SFO VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at DARNE						

ALSF-II
PAPI

3000′ RT on 030° hdg

D

OAK 116.8

TERPS

STRAIGHT-IN LANDING RWY **28R**
LDA/GS
DA(H) **1140′ (1127′)**

FULL	ALS out

TERPS AMEND 2A 26 JUN 2014
A
B
C
D

CHANGES: THRE to TDZE.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 4 JUL 14 (12-1)

SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 10L

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

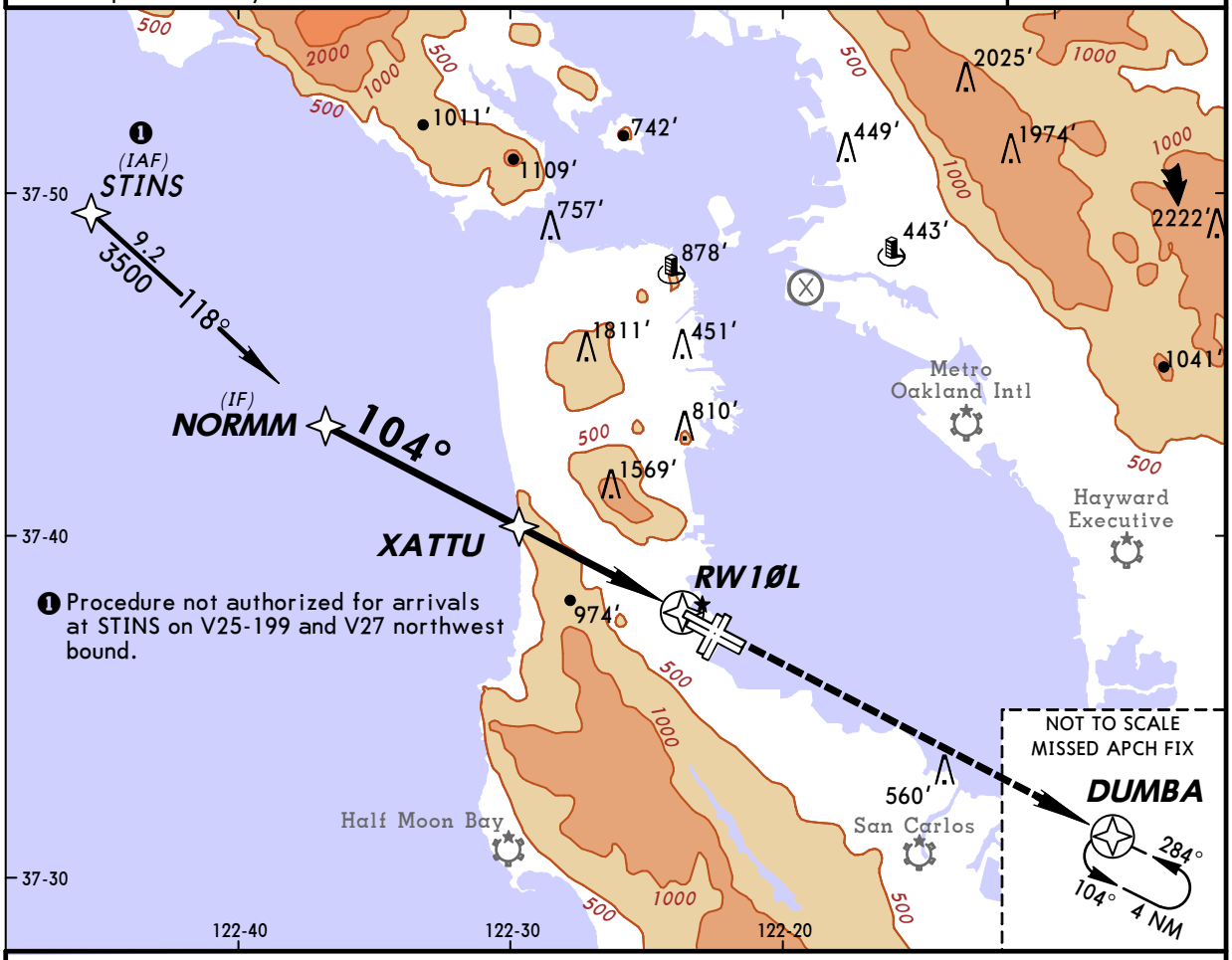
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 13′
	104°	XATTU 1800′ (1793′)	1200′ (1193′)	TDZE 7′

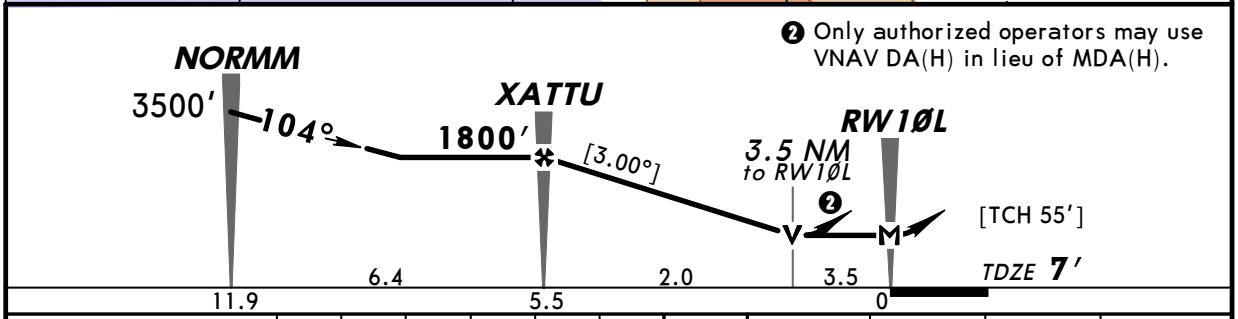
MISSED APCH: Climb to 4000′ direct DUMBA and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Helicopter visibility reduction below RVR 40 not authorized.

5100′
MSA RW10L





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW10L						

REIL
PAPI-L

4000′

DUMBA

TERPS STRAIGHT-IN LANDING RWY **10L**

LNAV
MDA(H) **1200′ (1193′)**

A	RVR 60 or 1¼
B	1½
C	3
D	

TERPS AMEND 2A 26 JUN 2014

CHANGES: THRE to TDZE, minimums.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 4 JUL 14 (12-2)

SAN FRANCISCO, CALIF
RNAV (GPS) Y Rwy 10R

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev / TDZE
	104°	JULOS 1900′ (1890′)	1200′ (1190′)	13′ / 10′

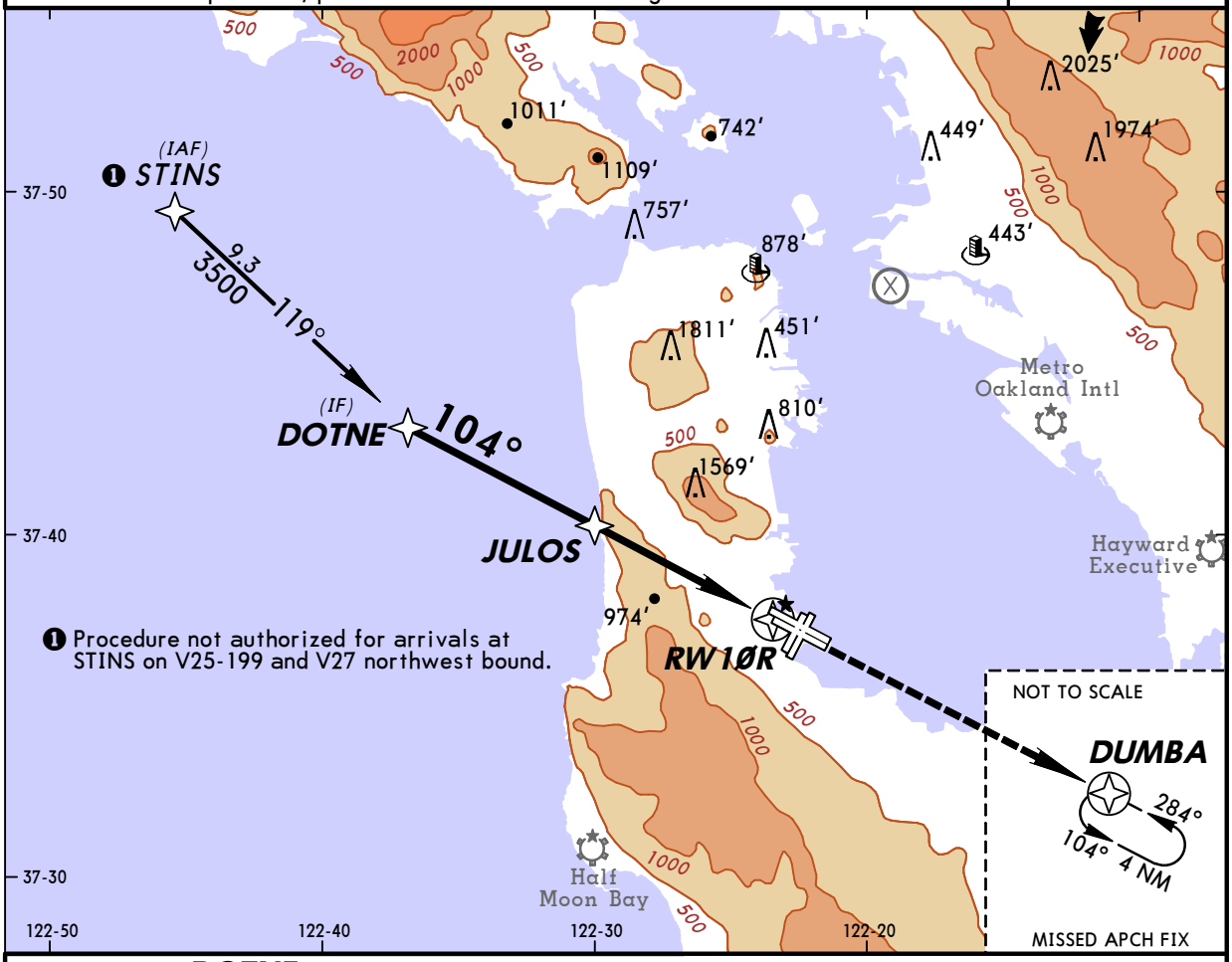
MISSED APCH: Climb to 4000′ direct DUMBA and hold.

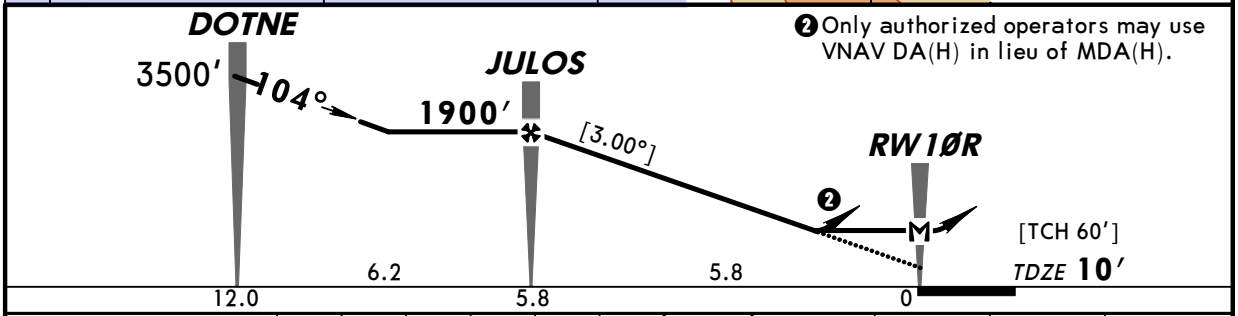
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below RVR 50 not authorized. 3. VGSI and descent angles not coincident.
4. When VGSI inoperative, procedure not authorized at night.

5100′

MSA RW10R





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

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW10R						

PAPI-L | 4000′ | D | DUMBA

TERPS

STRAIGHT-IN LANDING RWY **10R**
LNAV
MDA(H) **1200′** (1190′)

A	RVR 60 or 1¼
B	1½
C	3
D	

TERPS AMEND 2A 26 JUN 2014

CHANGES: THRE to TDZE, minimums.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 12 SEP 14 (12-3) Eff 18 Sep

SAN FRANCISCO, CALIF RNAV (GPS) Rwy 19L

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

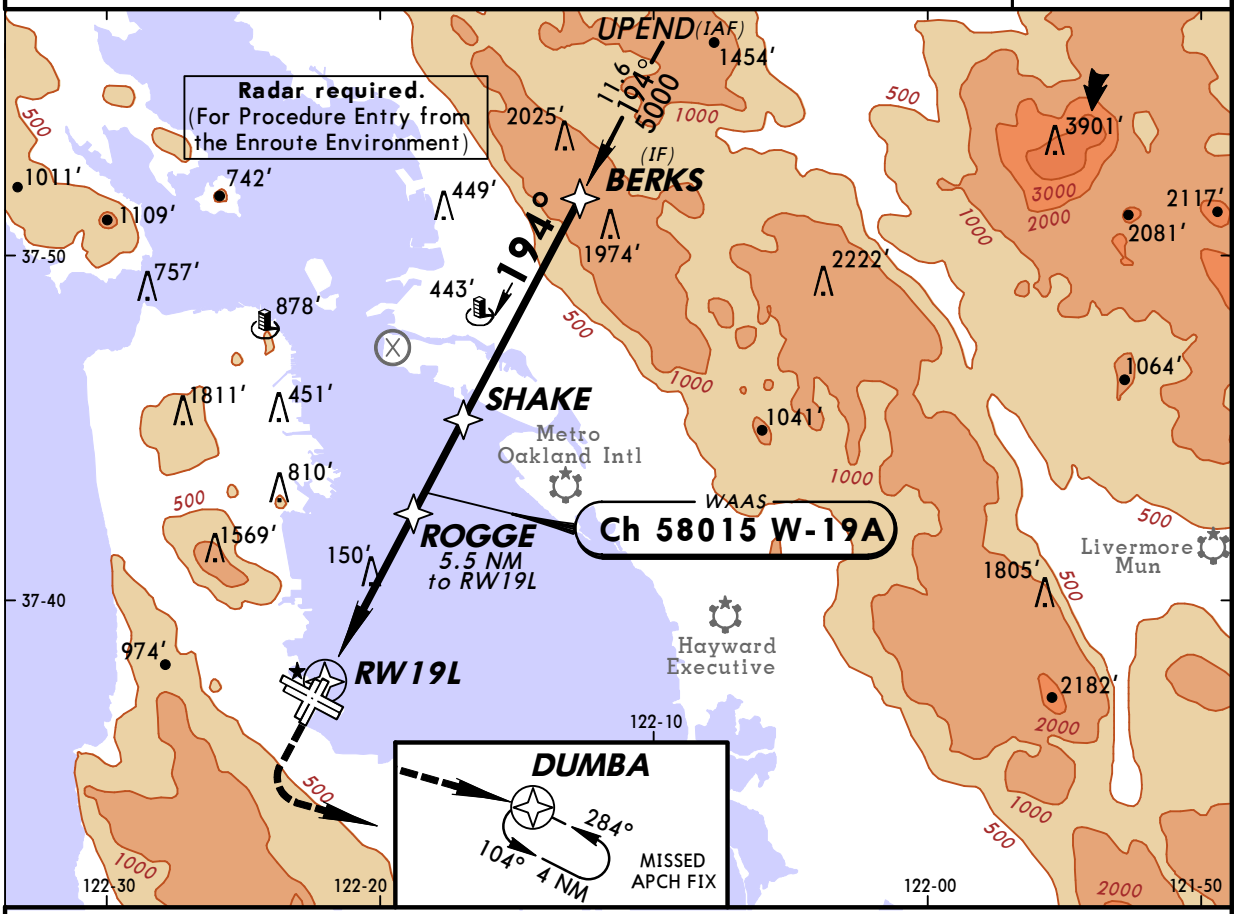
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 58015 W-19A	194°	SHAKE 2800′ (2789′)	293′ (282′)	Apt Elev 13′ TDZE 11′

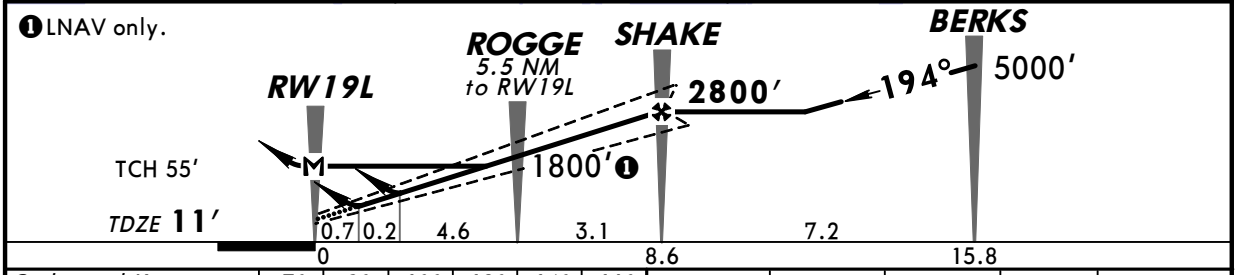
MISSED APCH: Climb to 420′ then climbing LEFT turn to 3000′ direct DUMBA and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 54°C (130°F).

5100′
MSA RW19L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19L						

MALSF PAPI 420′ 3000′ LT DUMBA

TERPS STRAIGHT-IN LANDING RWY 19L

TERPS AMEND 3 18 SEP 2014

	LPV DA(H) 293′ (282′)		LNAV/VNAV DA(H) 350′ (339′)		LNAV MDA(H) 560′ (549′)	
		ALS out		ALS out		ALS out
A B	RVR 40 or ¾	RVR 45 or ⅞	RVR 40 or ¾	RVR 60 or 1⅛	RVR 40 or ¾	RVR 55 or 1
C D	RVR 50 or 1		RVR 50 or 1		1⅜	1⅝

CHANGES: Procedure.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 12 SEP 14 (12-4) Eff 18 Sep

SAN FRANCISCO, CALIF RNAV (GPS) Rwy 19R

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 13′
Ch 53533 W-19B	194°	ESUME 2800′ (2789′)	366′ (355′)	TDZE 11′

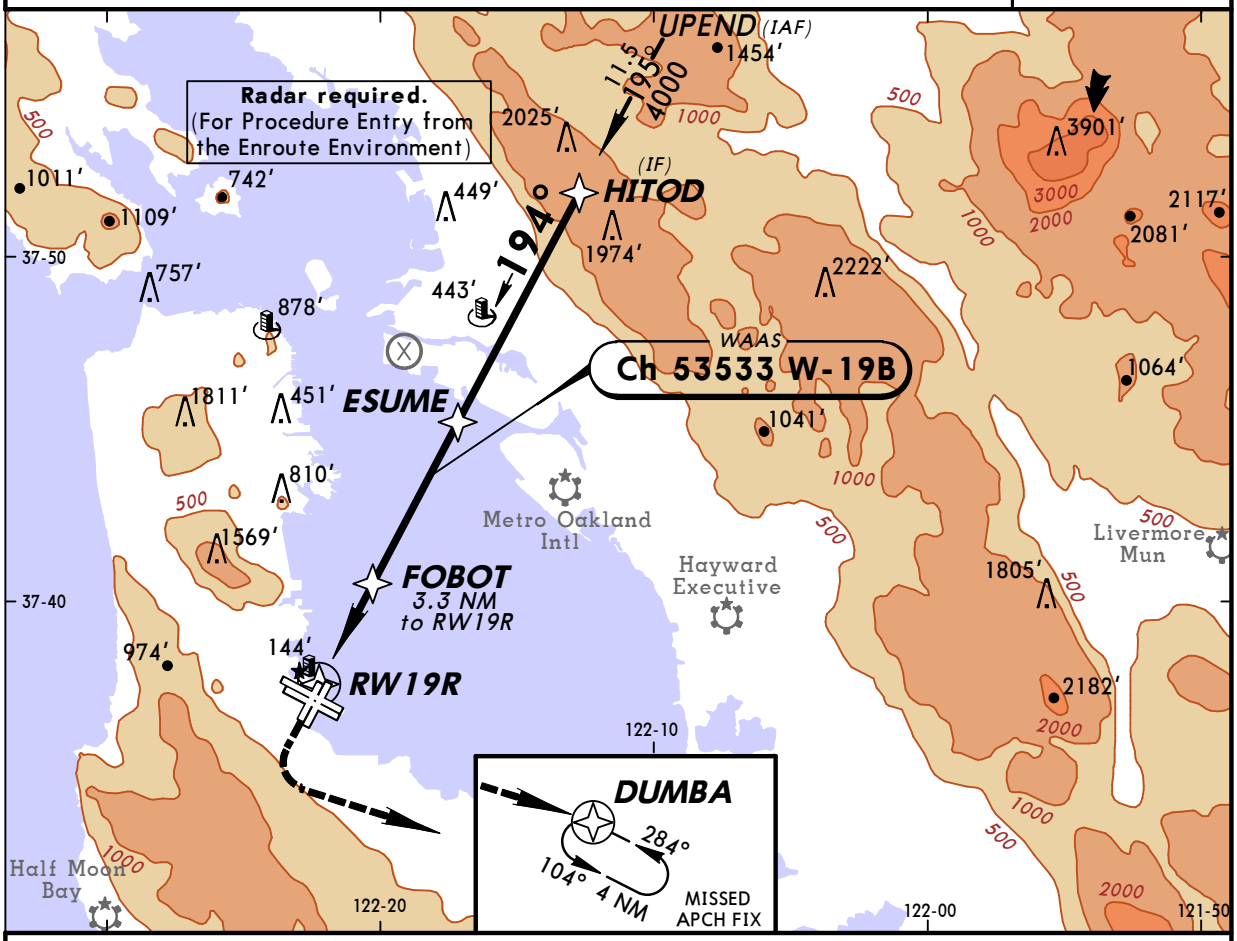
MISSED APCH: Climb to 600′ then climbing LEFT turn to 3000′ direct DUMBA and hold. Limit missed approach to 210 KIAS until DUMBA.

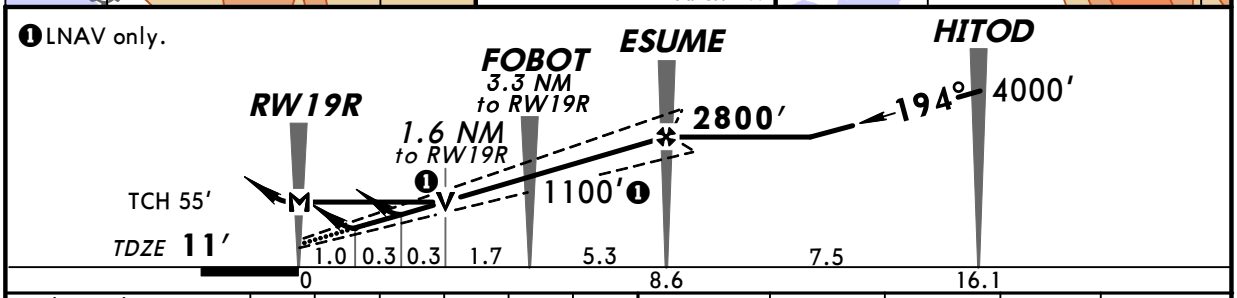
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 54°C (130°F).

5100′

MSA RW19R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19R						

PAPI-L | 600′ ↑ | 3000′ LT ← | D | DUMBA

TERPS STRAIGHT-IN LANDING RWY 19R

	LPV	LNAV/VNAV	LNAV
	DA(H) 366′ (355′)	DA(H) 477′ (466′)	MDA(H) 580′ (569′)
A	RVR 59 or 1⅛	1⅝	RVR 55 or 1
B			
C			1⅝
D			

TERPS AMEND 2 18 SEP 2014

CHANGES: Procedure.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 (12-5) Eff 5 Mar

SAN FRANCISCO, CALIF RNAV (GPS) Rwy 28L

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

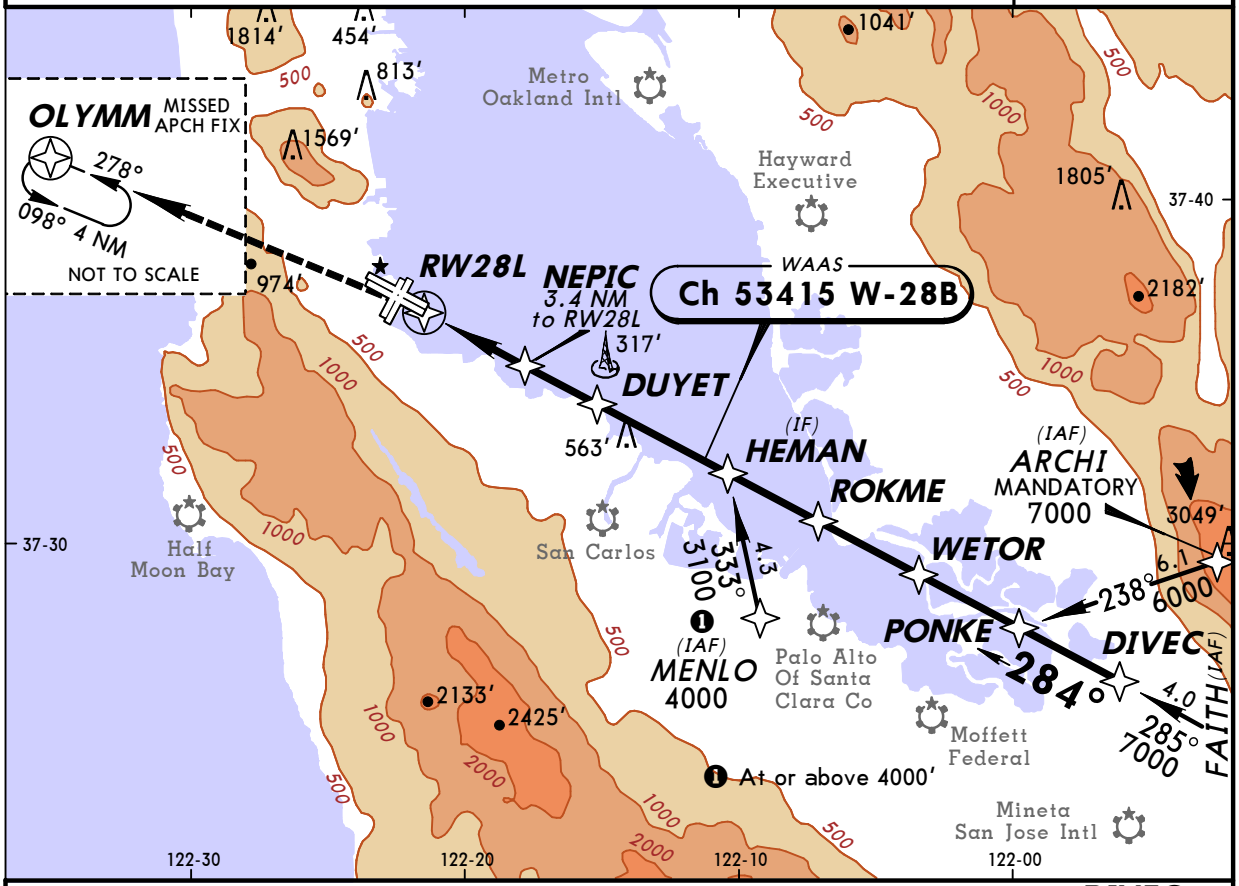
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 13′
Ch 53415 W-28B	284°	DUYET 1800′ (1787′)	213′ (200′)	TDZE 13′

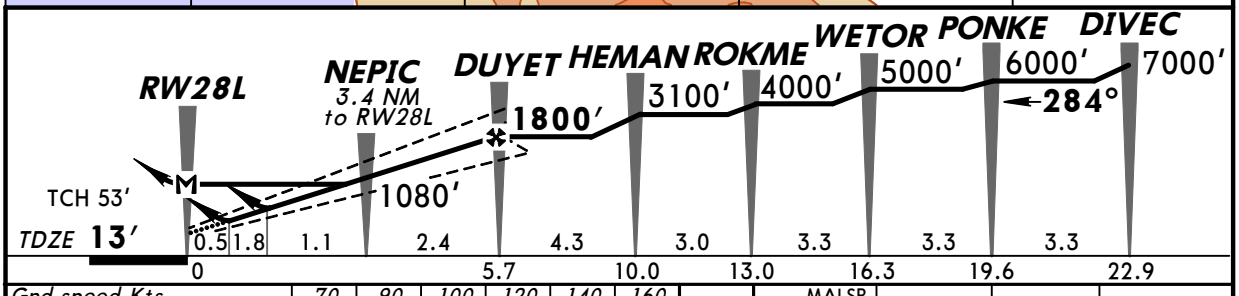
MISSED APCH: Climb to 4000′ direct OLYMM and hold, continue climb-in-hold to 4000′.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

5100′
MSA RW28L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.85°	353	454	504	605	706	807
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW28L							

MALSR PAPI 4000′ OLYMM

TERPS STRAIGHT-IN LANDING RWY **28L**

	1 LPV DA(H) 213′ (200′)		LPV DA(H) 769′ (756′)		LNAV/VNAV DA(H) 754′ (741′)		LNAV MDA(H) 1020′ (1007′)		
		RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	2½	3	2½	2⅝	RVR 40 or ¾	RVR 55 or 1	RVR 60 or 1¼
B							RVR 55 or 1	RVR 60 or 1¼	1½
C							2½		3
D									

2 3 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1020′ (1007′)-1¼
120	1020′ (1007′)-1½
140	1560′ (1547′)-3
D	NA

1 Missed approach requires minimum climb of 305′/NM to 1600′. 2 Not authorized to Rwys 10L, 10R, 19L, and 19R. 3 Night landing: Rwys 1L and 1R not authorized.

TERPS AMEND 5 5 MAR 2015

CHANGES: Procedure.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 27 FEB 15 (12-6) Eff 5 Mar

SAN FRANCISCO, CALIF RNAV (GPS) Z Rwy 28R

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

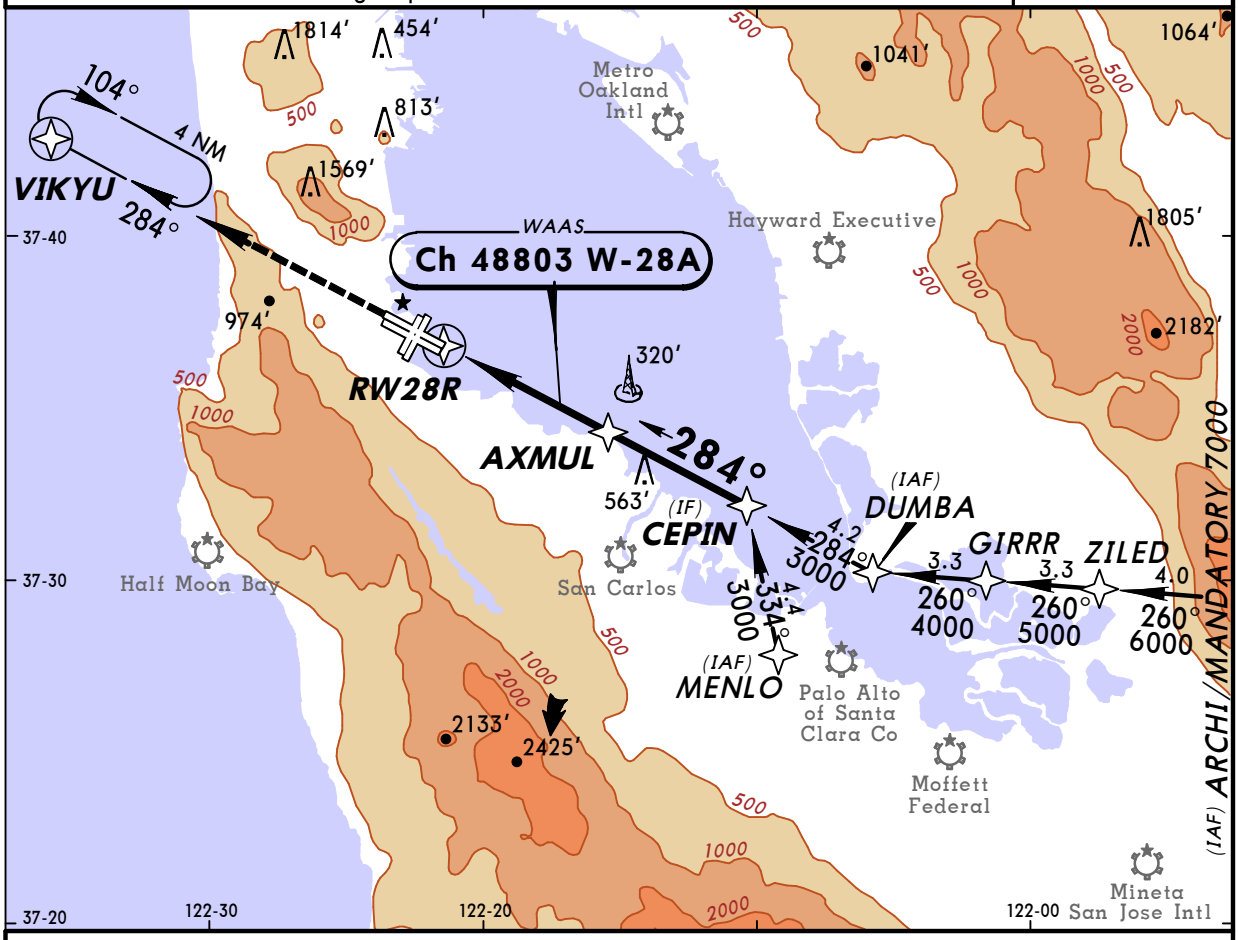
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
CH 48803 W-28A	284°	AXMUL 1800′ (1787′)	213′ (200′)	Apt Elev 13′ TDZE 13′

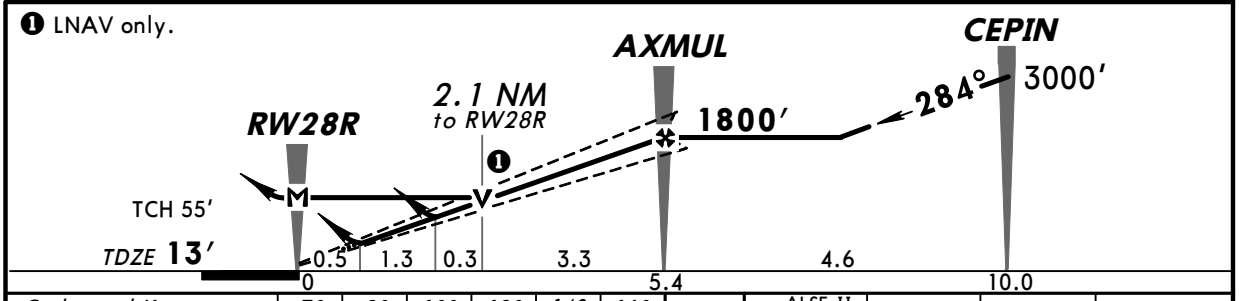
MISSED APCH: Climb to 3000′ direct VIKYU and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.

5100′
MSA RW28R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW28R						

ALSF-II PAPI 3000′ D VIKYU

TERPS STRAIGHT-IN LANDING RWY **28R**

	LPV DA(H) 213′ (200′)		LNAV/VNAV DA(H) 642′ (629′)		LNAV MDA(H) 760′ (747′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	1 5/8	2 1/2	RVR 24 or 1/2	RVR 55 or 1
B					RVR 40 or 3/4	RVR 60 or 1 1/4
C					1 3/4	2
D						

1 2 CIRCLE-TO-LAND

C Max Kts	MDA(H)
90	760′ (747′)-1
120	960′ (947′)-1 1/4
140	1560′ (1547′)-3
D	NA

1 Not Authorized to Rwys 10L, 10R, 19L, and 19R. **2** Night landing: Rwys 1L and 1R not authorized.

TERPS AMEND 5 5 MAR 2015

CHANGES: Procedure.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 4 JUL 14 (12-7)

SAN FRANCISCO, CALIF
RNAV (GPS) X Rwy 28R

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / TDZE
	281°	GOBEC 1800′ (1787′)	1140′ (1127′)	Apt Elev 13′ TDZE 13′

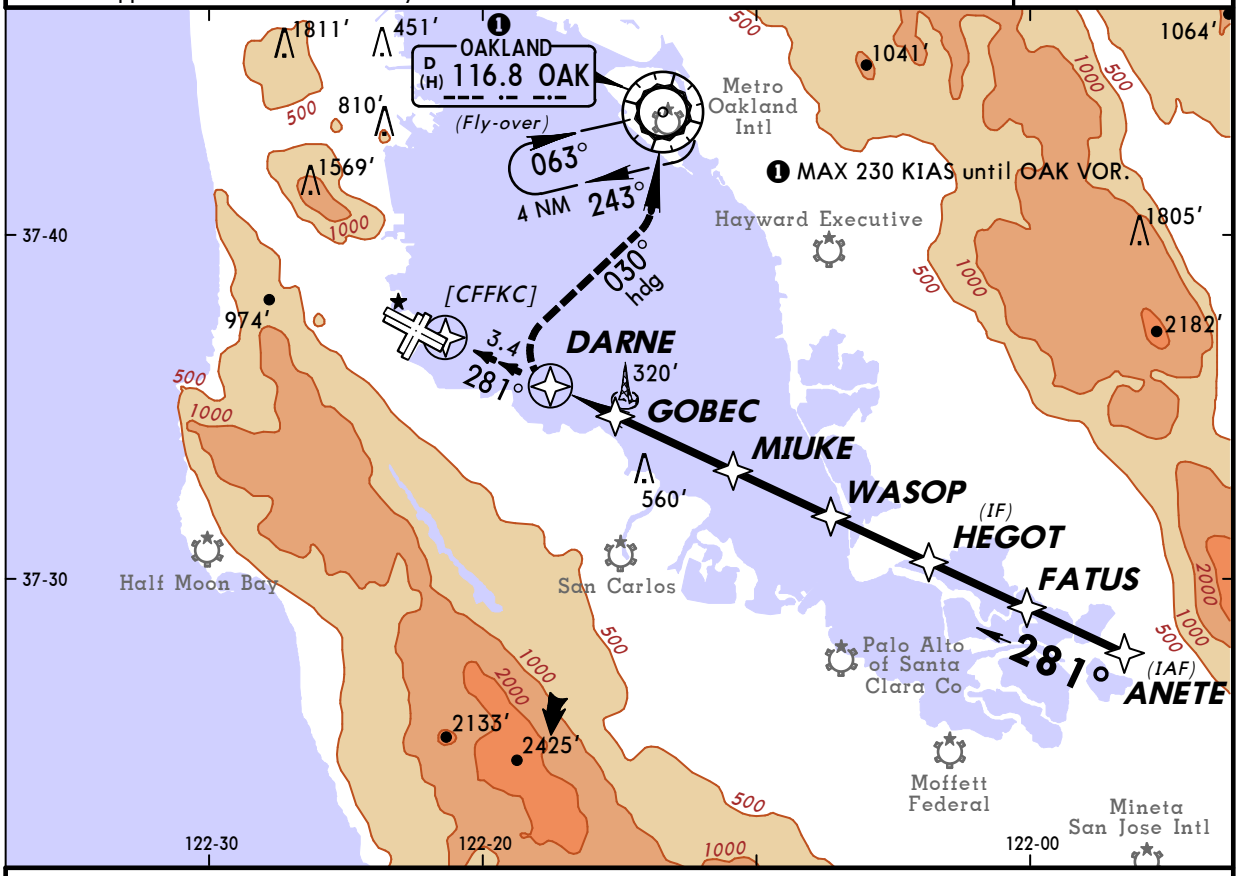
MISSED APCH: Climbing RIGHT turn to 3000′ on heading 030° then direct OAK VOR and hold.
When executing a missed approach or go around, unless otherwise instructed by ATC, initially turn right to 030° utilizing HEADING mode.

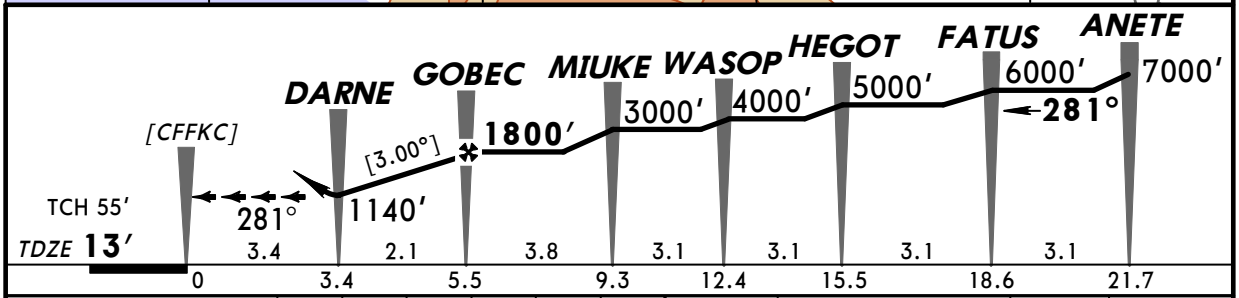
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Final approach course offset 2.95°. 5. VGSI and RNAV glidepath not coincident. 6. Rwy 28L and 28R separated by 750′ centerline to centerline. 7. Final approach course 1343′ of rwy centerline extended 3000′ from threshold.

5100′

MSA DARNE





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

ALSF-II PAPI

3000′ RT on 030° hdg

D

OAK 116.8

TERPS

1 STRAIGHT-IN LANDING RWY **28R**
LNAV/VNAV
DA(H) **1140′** (1127′)

ALS out

TERPS AMEND 1A 26 JUN 2014

A
B
C
D

4

1 If a go around is executed after passing DARNE, go around requires a minimum climb gradient of 380′/NM to 1800′.

CHANGES: THRE to TDZE.

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ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)
RNAV (GPS) PRM RWY 28L
(SIMULTANEOUS CLOSE PARALLEL)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points: (Note: Identify NEPIC WP as 3.3 NM from Rwy 28L WP if not in the FMC approach coding.)

- When in range, tune in the PRM monitor frequency (125.15) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 135.65).
- If practical, utilize constant descent angle after passing ROKME WP.
- Monitor descent path to ensure that fix crossing requirements are adhered to.
- VDA is 2.85° between all waypoints on the final approach course.
- Inside NEPIC, descending on (not above) the vertical path benefits the trailing 28R aircraft to avoid wake turbulence.
- While conducting the PRM approach to Rwy 28L, other aircraft may be conducting the PRM approach to Rwy 28R. These aircraft will approach from the right-rear and will re-align with Rwy 28R after making visual contact with the Rwy 28L traffic.
- Expect to be switched to SFO tower (120.5) at NEPIC WP.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.

Expanded Procedures: (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

   Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (135.65).

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
   (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
   (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".

CHANGES: None.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
5 DEC 14 (12-8A)
(SIMULTANEOUS CLOSE PARALLEL)

SAN FRANCISCO, CALIF
RNAV (GPS) PRM Rwy 28L

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5 Monitor Frequency 125.15	121.8

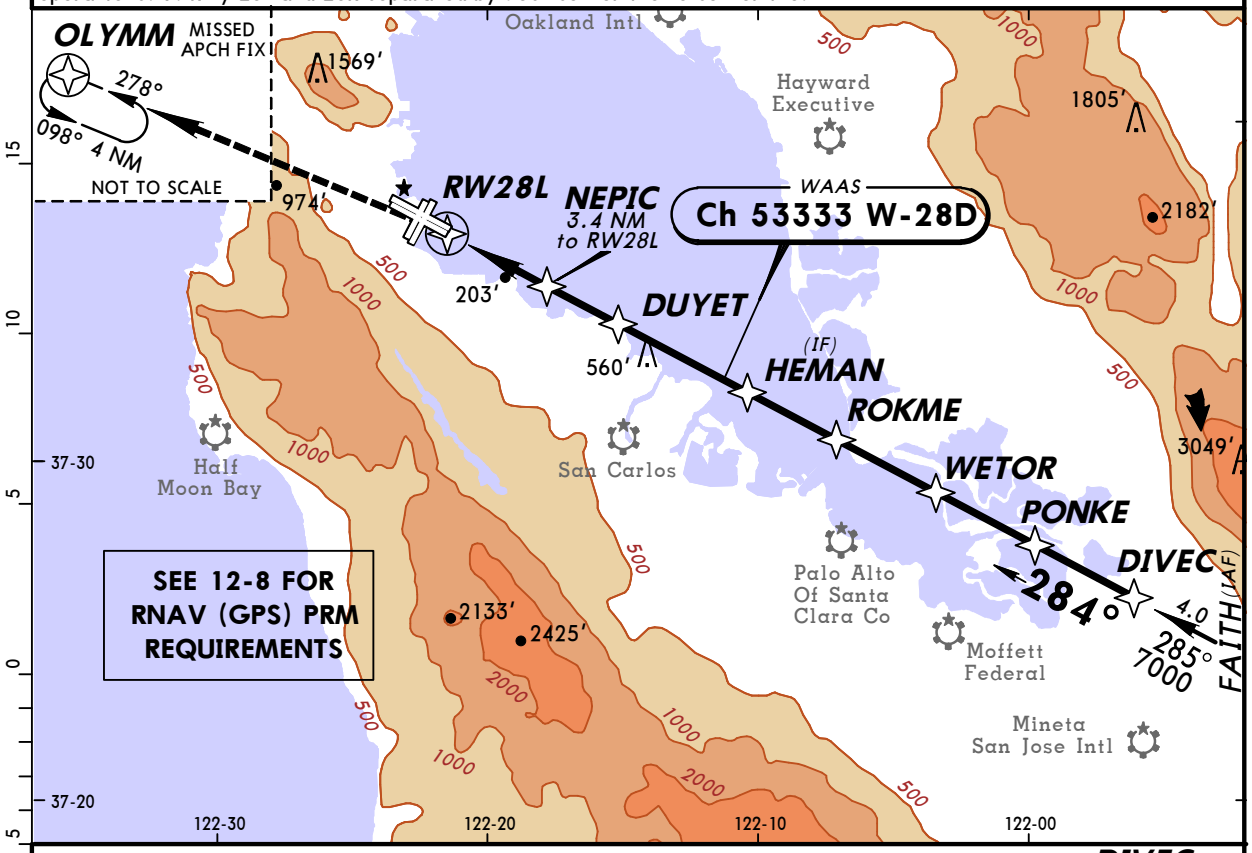
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev / TDZE
Ch 53333 W-28D	284°	DUYET 1800′ (1787′)	213′ (200′)	Apt Elev 13′ TDZE 13′

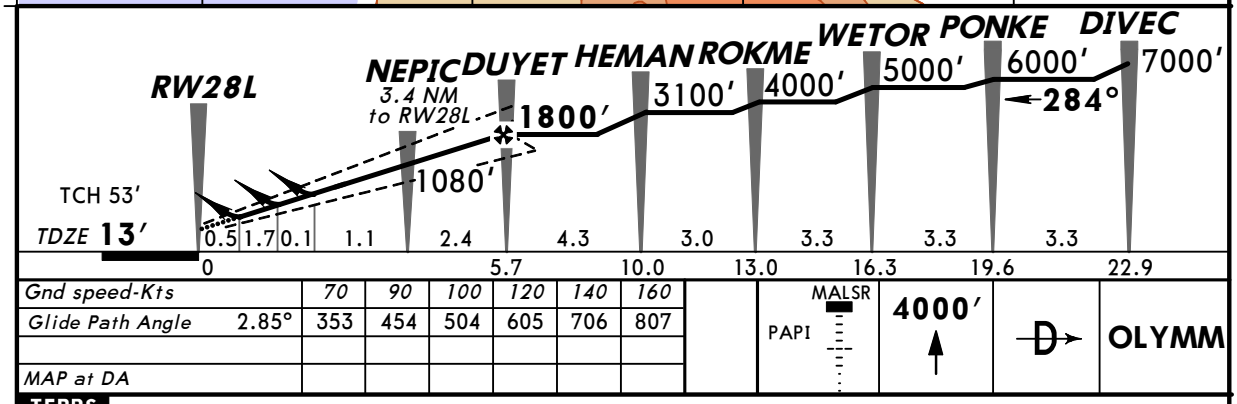
MISSED APCH: Climb to 4000′ direct OLYMM and hold, continue climb-in-hold to 4000′.

5100′
MSA RW28L

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

1. RADAR required. 2. Dual VHF communication required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Simultaneous approach authorized with LDA PRM Rwy 28R and RNAV (GPS) PRM X Rwy 28R. 7. See 12-8 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 8. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 9. Rwy 28L and 28R separated by 750′ centerline to centerline.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.85°	353	454	504	605	706	807
MAP at DA							

MALSR
PAPI
4000′
OLYMM

TERPS

STRAIGHT-IN LANDING RWY 28L

	LPV		LNAV/VNAV	
1 DA(H) 213′(200′)	RAIL or ALS out	DA(H) 769′(756′) RAIL out	ALS out	DA(H) 754′(741′) RAIL out	ALS out
A B C D	RVR 24 or 1/2	RVR 40 or 3/4	2 1/4	2 3/4	2 1/4	2 5/8

1 Missed approach requires minimum climb of 305′/NM to 1600′.

TERPS AMEND 1A 26 JUN 2014

CHANGES: Minimums.

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ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)
RNAV (GPS) PRM X RWY 28R
(SIMULTANEOUS CLOSE PARALLEL)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Briefing Points: (Notes: Non-standard RNAV Missed Approach coding initially requires use of heading mode. Identify DARNE WP as 3.4 NM from CFFKC WP if not in the FMC approach coding.)

- If required, develop a wake mitigation strategy as soon as practical. After passing DARNE WP, pilots will be operating in close proximity to the 28L aircraft and will be responsible for wake turbulence avoidance.
- When in range, tune in the PRM monitor frequency (127.675) on a secondary radio and set the audio volume, then deselect the audio.
- Re-select the PRM monitor frequency when communicating with the NORCAL approach control (frequency 120.35).
- If practical, utilize constant descent angle after passing HEGOT WP.
- Monitor descent path to ensure that fix crossing requirements are adhered to.
- VDA is 3° between all waypoints on the final approach course.
- Report the 28L traffic in sight as soon as practical and prior to DARNE. DO NOT PASS.
- Remain on the RNAV track until passing DARNE WP so as not to penetrate the NTZ.
- Expect to be switched to SFO tower (120.5) at DARNE WP.
- After passing DARNE, MANEUVER VISUALLY.
- The VNAV path is valid to the runway threshold.
- PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.
- In the visual segment after DARNE, pilots are responsible for **collision** and **wake avoidance.** (See Visual Segment under Expanded Procedures for additional information).
- If executing a missed approach or go-around, initially establish a climbing right turn heading 030°. Caution: Missed approach leg from airport to OAK VORTAC, if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC.

Expanded Procedures: (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM Rwy 28L and PRM Rwy 28R approaches are in progress, pilots must brief to fly the PRM approach. If later advised to expect an ILS, LDA or RNAV (GPS) approach, the PRM chart may be used after noting the following:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A different glidepath or VNAV path intercept altitude may be assigned when advised to expect ILS, LDA or RNAV (GPS) approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 1600 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency, but will listen to both frequencies. When practical, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communications radio so that transmissions on the PRM monitor frequency can be heard in the event the approach control frequency is blocked. Then deselect the PRM monitor audio. Re-select the PRM monitor frequency audio only when in contact with the NORCAL approach controller (120.35).
3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
   (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance.
   (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".
4. **Visual Segment (Rwy 28R):** If ATC advises that there is traffic approaching runway 28L, pilots are authorized to continue past DARNE to align with runway 28R centerline only when:
   (a) The runway 28L traffic is in sight and is expected to remain in sight,
   (b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission.)
   (c) The runway environment is in sight.

Otherwise, a missed approach must be executed at DARNE. Between DARNE and the runway threshold, pilots are responsible for separating themselves visually from traffic approaching runway 28L, which means maneuvering the aircraft as necessary to avoid the runway 28L traffic until landing (do not pass), and providing wake turbulence avoidance, as applicable.
If visual contact with the runway 28L traffic is lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

CHANGES: None.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
4 JUL 14 (12-9A) SAN FRANCISCO, CALIF
RNAV (GPS) PRM X Rwy 28R
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5 Monitor Frequency 127.675	121.8

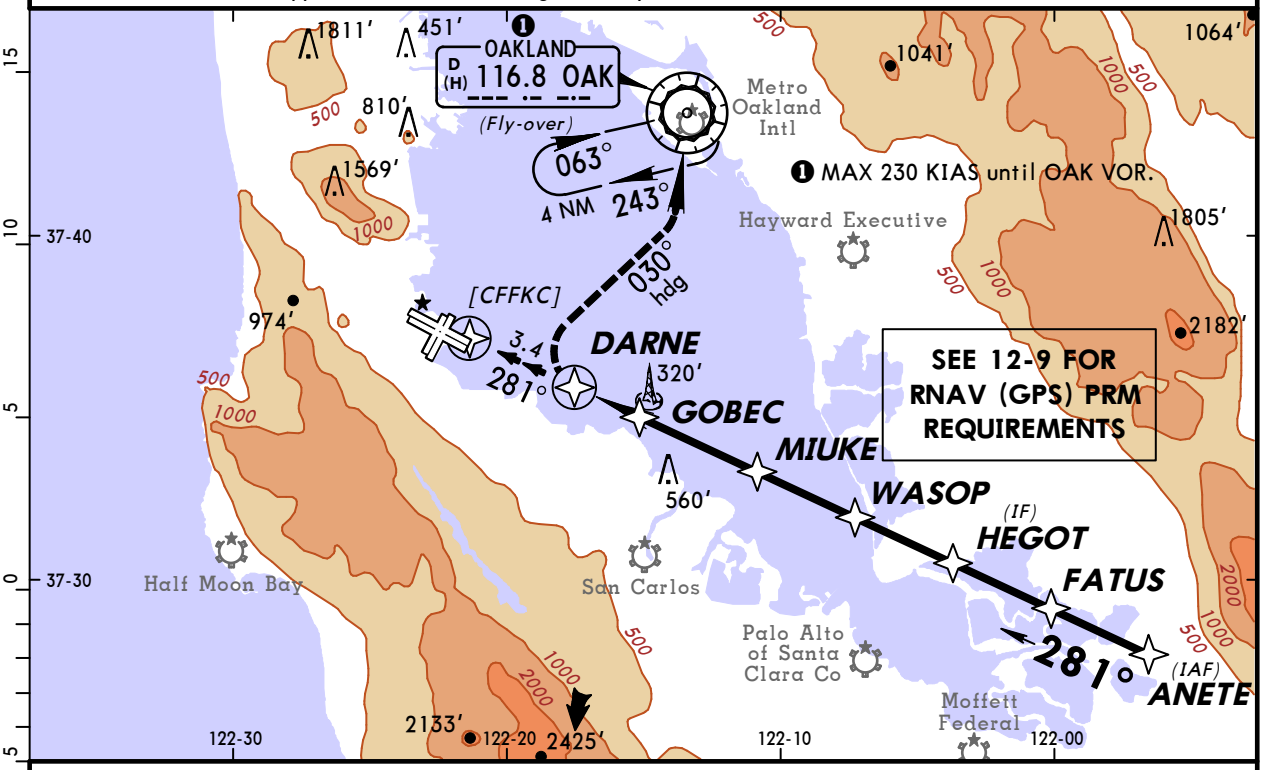
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev / TDZE
	281°	GOBEC 1800′ (1787′)	1140′ (1127′)	Apt Elev 13′ TDZE 13′

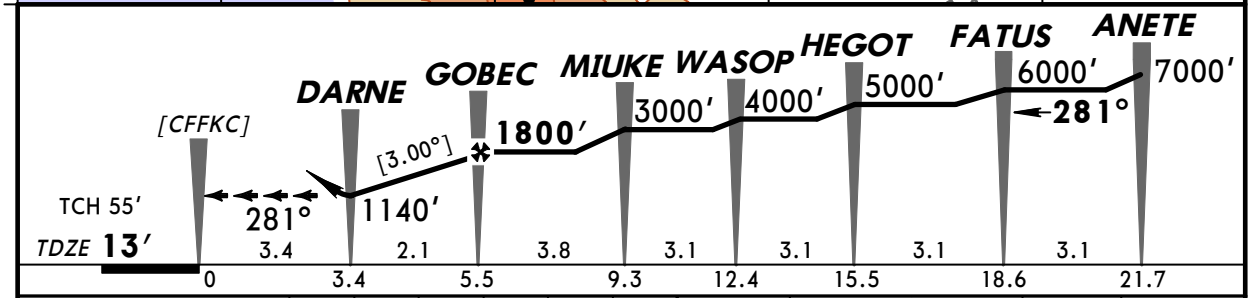
MISSED APCH: Climbing RIGHT turn to 3000′ on heading 030° then direct OAK VOR and hold.
When executing a missed approach or go around, unless otherwise instructed by ATC, initially turn right to 030° utilizing HEADING mode.

5100′
MSA DARNE

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

1. Radar required. 2. Dual VHF communication required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Simultaneous approach authorized with ILS PRM Rwy 28L and RNAV (GPS) PRM Rwy 28L. 7. See 12-9 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 8. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 9. Rwy 28L and 28R separated by 750′ centerline to centerline. 10. Final approach course offset 2.95°. 11. Final approach course 1343′ right of rwy centerline extended 3000′ from threshold.





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

ALSF-II
PAPI
3000′ RT on 030° hdg
D
OAK 116.8

TERPS

1 STRAIGHT-IN LANDING RWY **28R**
LNAV/VNAV
DA(H) **1140′** (1127′)
ALS out

AMEND 1A 26 JUN 2014
A
B
C
D

TERPS
1 If a go around is executed after passing DARNE, go around requires a minimum climb gradient of 380′/NM to 1800′.

CHANGES: THRE to TDZE.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
24 APR 15
Eff 30 Apr
12-20

SAN FRANCISCO, CALIF
RNAV (RNP) Z Rwy 10R

BRIEFING STRIP ™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

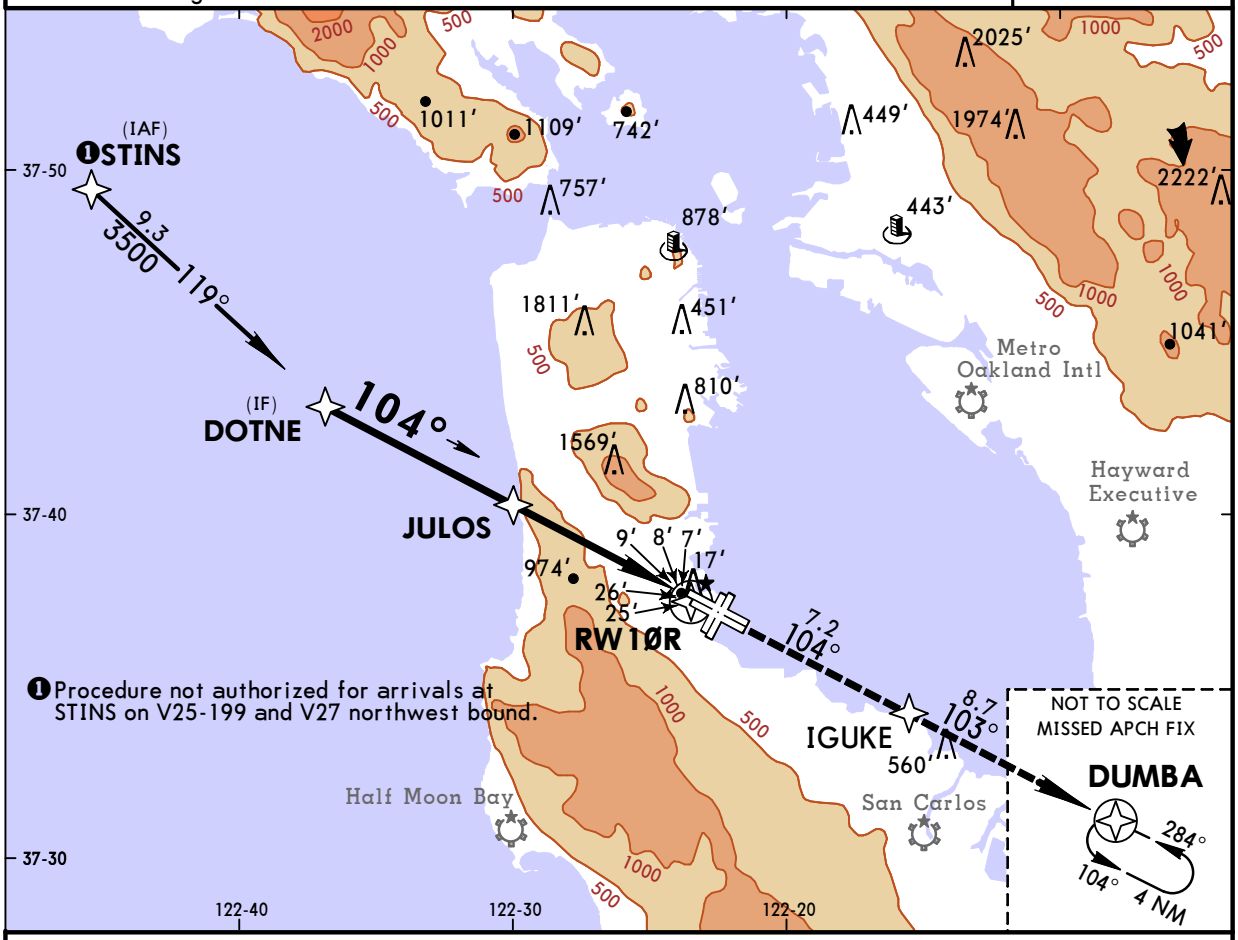
RNAV	Final Apch Crs	Minimum Alt	RNP 0.20 DA(H)	Apt Elev / TDZE
	104°	JULOS 1900′ (1890′)	396′ (386′)	13′ / 10′

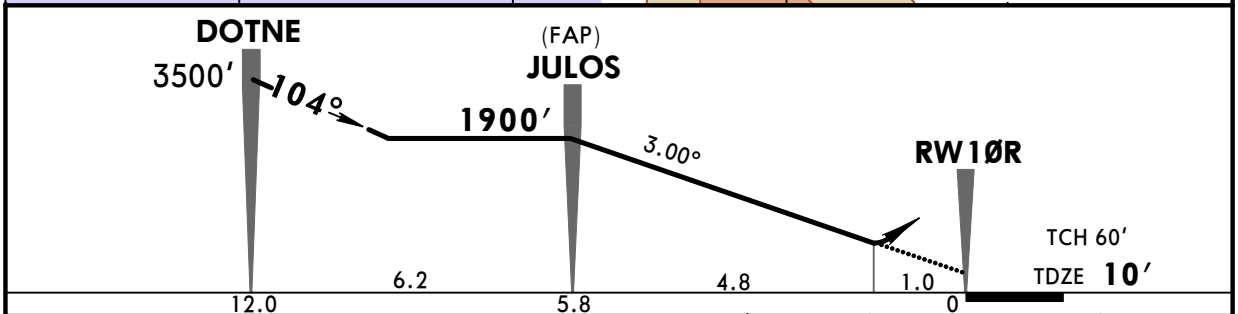
MISSED APCH: Climb to 3600′ on track 104° to IGUKE and on track 103° to DUMBA and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (36°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. When VGSI inop, procedure not authorized at night.

5100′
MSA RW10R





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at DA							

PAPI-L 3600′ on 104° IGUKE

TERPS

STRAIGHT-IN LANDING RWY **10R**

	RNP 0.20 DA(H) 396′ (386′)	RNP 0.30 DA(H) 1108′ (1098′)
A B C D	1¼	4

TERPS AMEND 2A 26 JUN 2014

CHANGES: None.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 24 APR 15 Eff 30 Apr (12-21)

SAN FRANCISCO, CALIF RNAV (RNP) Y Rwy 28R

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

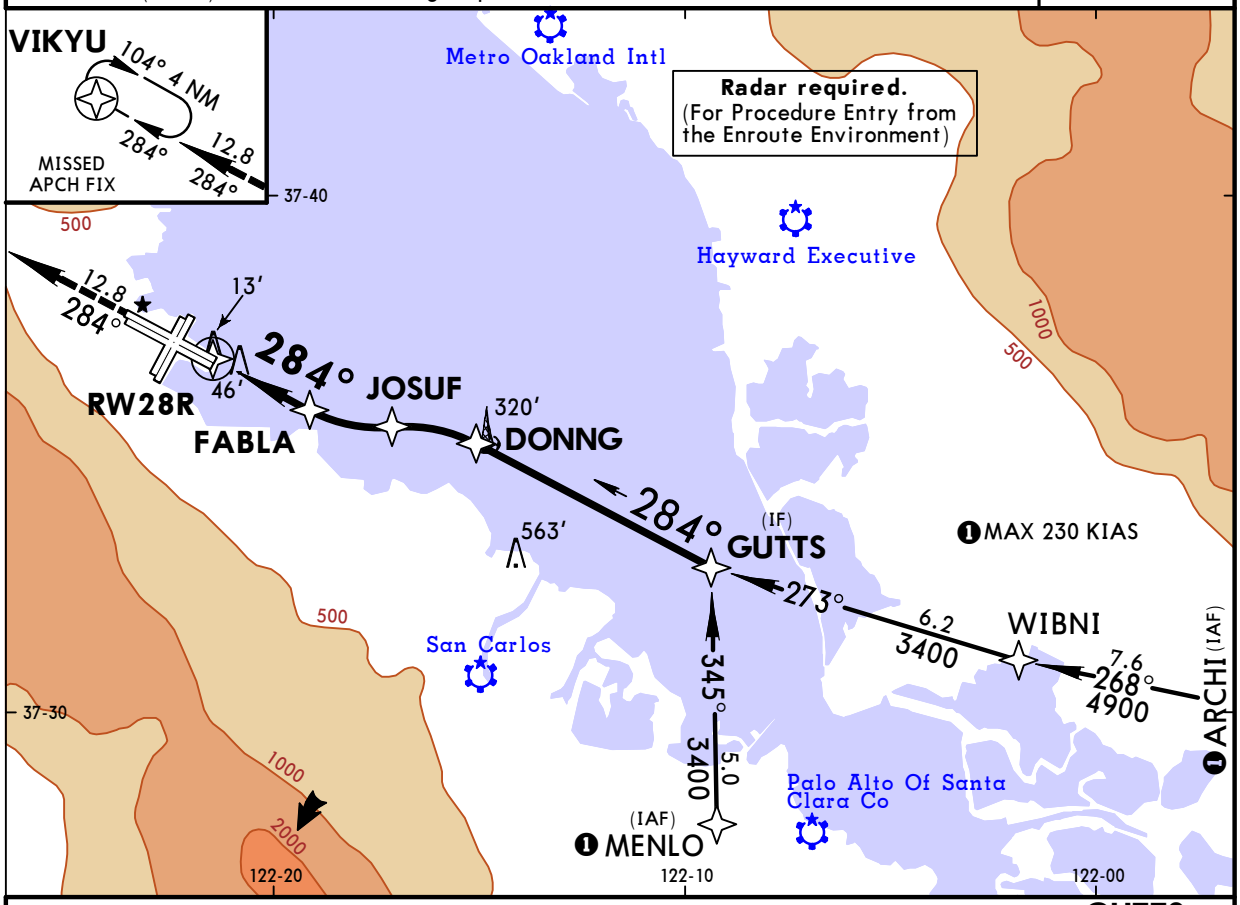
RNAV	Final Apch Crs	Minimum Alt	RNP 0.10 (CONDITIONAL) DA(H)	Apt Elev 13′
	284°	DONNG 1800′ (1787′)	361′ (348′)	TDZE 13′

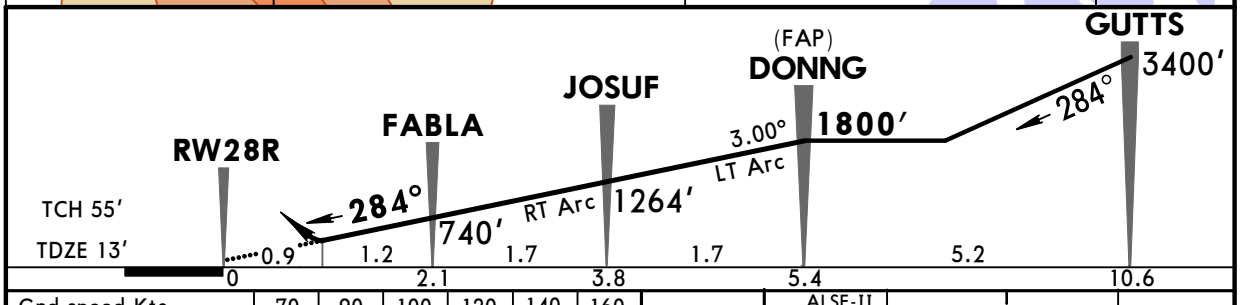
5100′
MSA RW28R

MISSED APCH: Climb to 3000′ on track 284° to VIKYU and hold.

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

1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 3°C (38°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II
PAPI
3000′ on 284°
VIKYU

TERPS STRAIGHT-IN LANDING RWY **28R**

	1 RNP 0.10 DA(H) 361′ (348′)		**2** RNP 0.30 DA(H) 415′ (402′)	
		ALS out		ALS out
A B C D	RVR 30 or 5/8	RVR 55 or 1	RVR 45 or 7/8	1¼

1 Missed approach requires minimum climb of 250′/NM to 2000′.
2 Missed approach requires minimum climb of 325′/NM to 2500′.

TERPS AMEND 3 30 APR 2015

CHANGES: Procedure.

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KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN 12 SEP 14 (13-1) Eff 18 Sep

SAN FRANCISCO, CALIF
VOR Rwy 19L

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

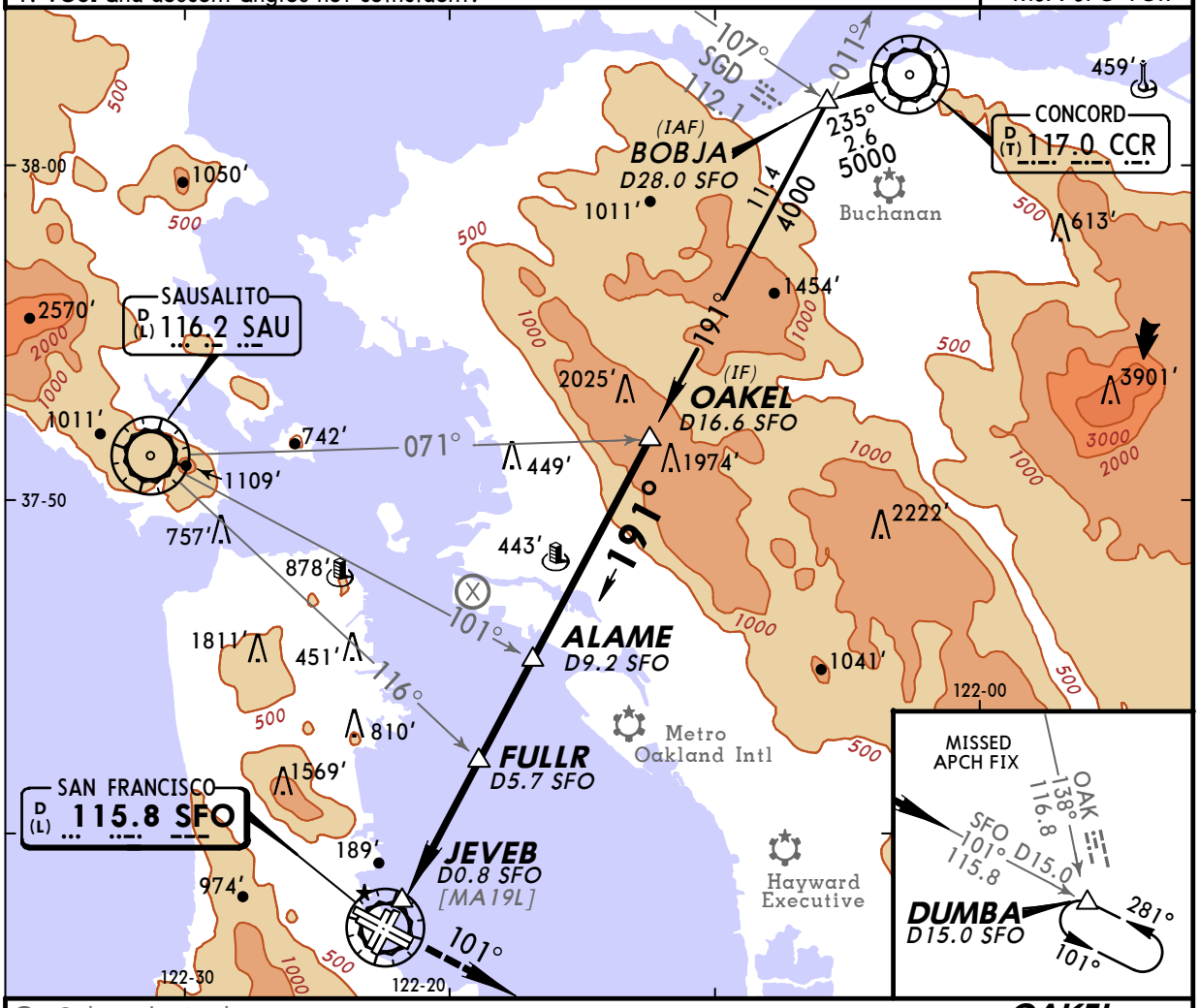
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 13′
SFO 115.8	191°	FULLR 1800′ (1789′)	460′ (449′)	TDZE 11′

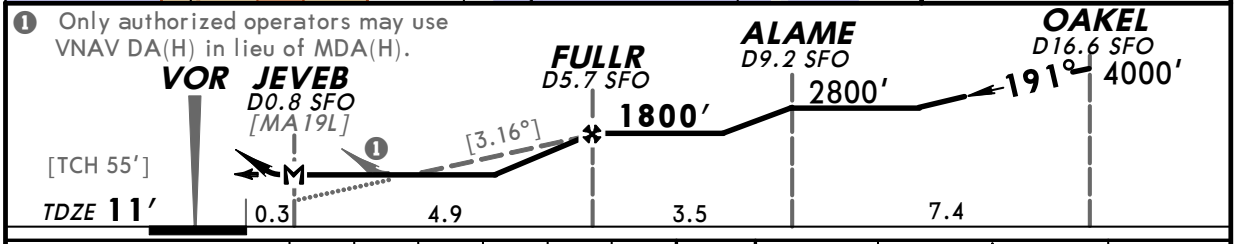
MISSED APCH: Climbing LEFT turn to 3000′ on SFO VOR R-101 to DUMBA INT/SFO D15.0 and hold.

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

1. VGSI and descent angles not coincident.

MSA SFO VOR
120° 5100′
230° 4500′
360° 3500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	[3.16°]	503	559	671	783	895
MAP at JEVEB/D0.8 SFO or FULLR to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSF
PAPI
3000′ LT
SFO on 115.8 R-101
DUMBA

TERPS

STRAIGHT-IN LANDING RWY 19L

MDA(H) 460′ (449′)

		ALS out
A B	RVR 40 or ¾	RVR 55 or 1
C D	RVR 55 or 1	1⅜

TERPS AMEND 11 18 SEP 2014

CHANGES: VDP deleted, TCH, descent angle, minimums.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 12 SEP 14 (13-2) Eff 18 Sep

SAN FRANCISCO, CALIF VOR-B

BRIEFING STRIP ™

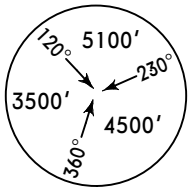
D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 115.8 118.85 135.45	134.5	120.5	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
SFO 115.8	101°	WESLA 1900′ (1887′)	Refer to minimums	13′

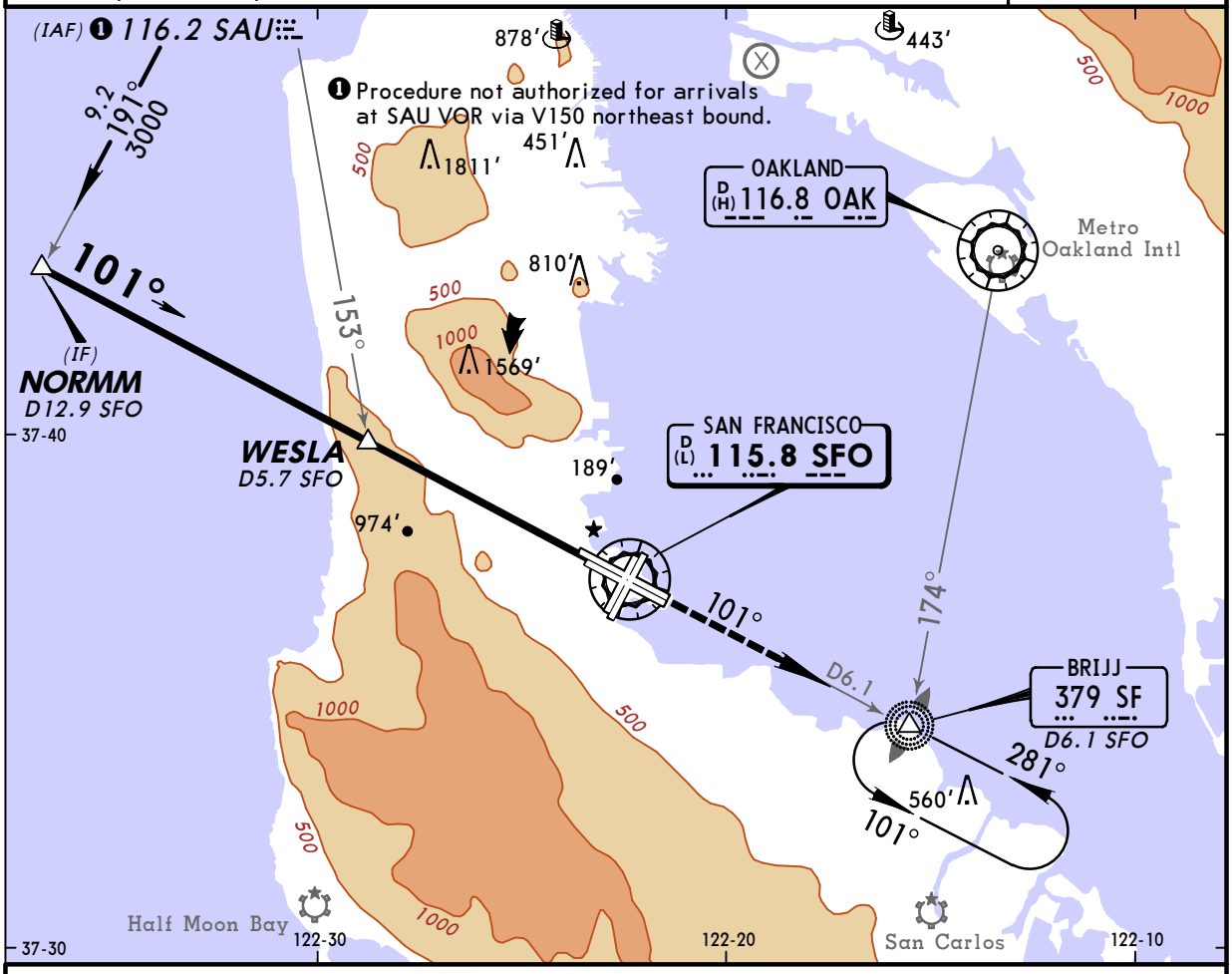
MISSED APCH: Climb to 2100′ on SFO VOR R-101 to BRIJJ INT/ SFO D6.1 and hold.

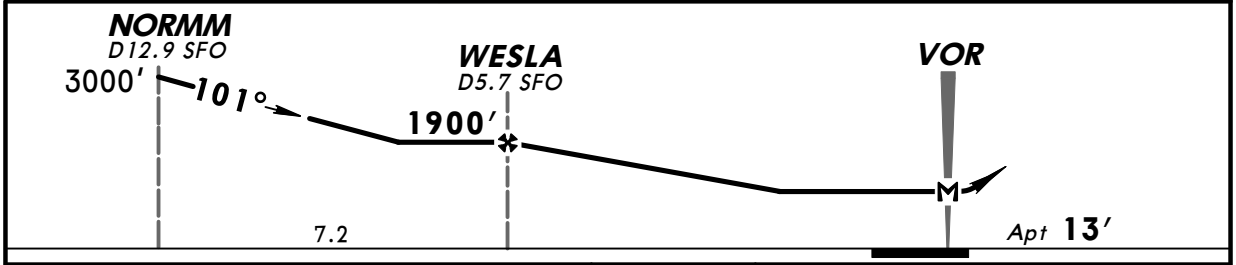
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Helicopter visibility reduction below 1 SM not authorized.



MSA SFO VOR





	Lighting - Refer to Airport Chart	2100′	SFO on 115.8 R-101	BRIJJ
MAP at VOR				

TERPS

CIRCLE-TO-LAND

Not authorized to Rwys 19L, 19R, 28L and 28R.

Circling to Rwys 01L and 01R not authorized at night.

	Max Kts	MDA(H)
A	90	1240′ (1227′) - 1¼
B	120	1240′ (1227′) - 1½
C	140	1560′ (1547′) - 3
D		NA

TERPS AMEND 7 22 AUG 2013

CHANGES: None.

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KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 25 OCT 13 (19-1)

SAN FRANCISCO, CALIF TIPP TOE VISUAL Rwy 28L/R

BRIEFING STRIP ™

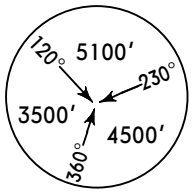
D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

NAVAIDS- Refer to Planview	Final Apch Crs Rwy 28L/R	No FAF	Refer to Minimums	Apt Elev 13′
	284°			

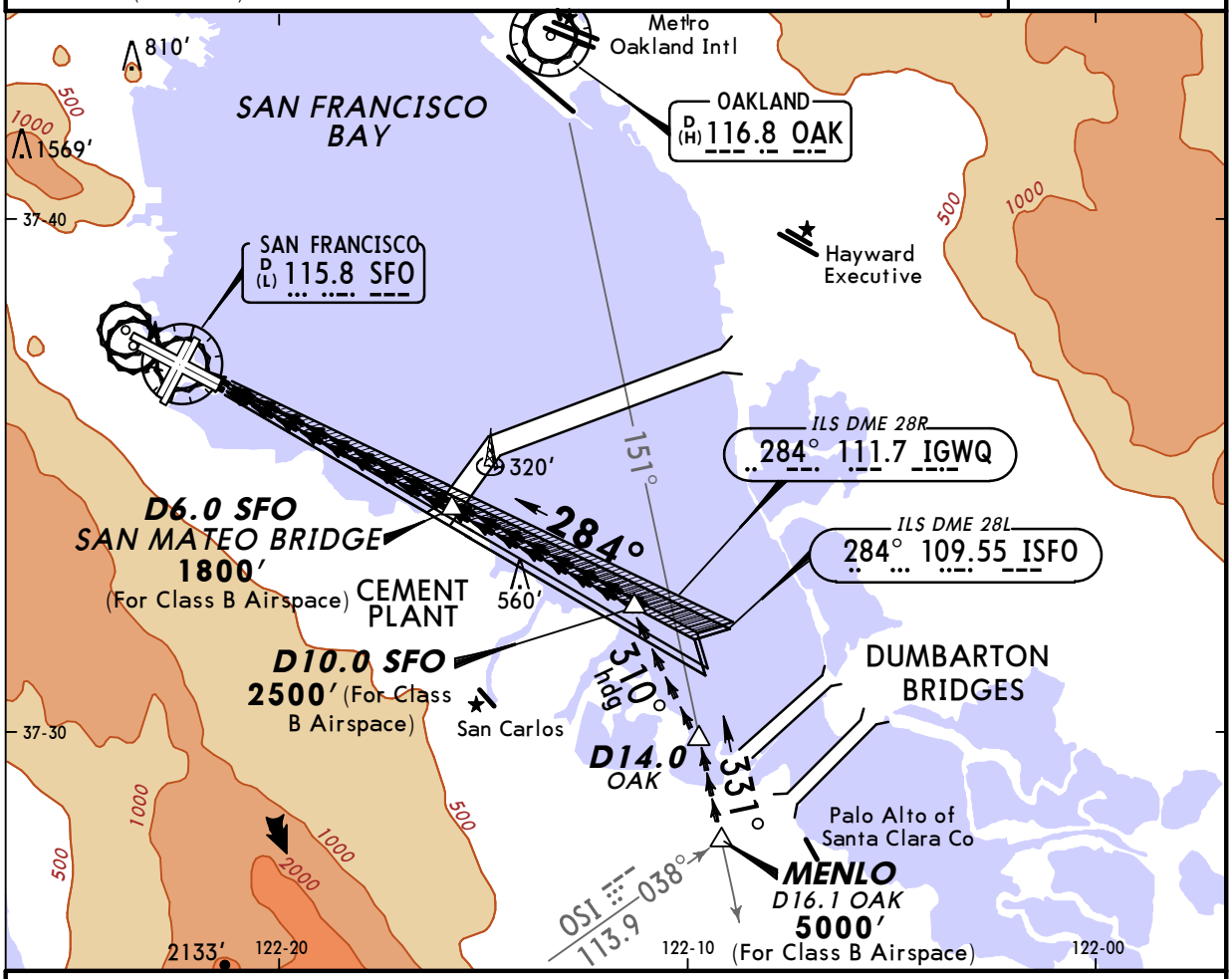
No Missed Approach procedure

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

1. RADAR required. 2. CAUTION: Aircraft operating within 500 ft to parallel runway - possible wake turbulence. 3. Vertical Guidance Navaid and Angle: LOC ISFO (GS 2.85°).



MSA SFO VOR



TIPP TOE VISUAL APPROACH RWY 28L/R

When visual approaches to Runways 28L/R are in progress, arriving aircraft may be vectored into a position for a straight-in visual approach to Runways 28L/R via the ISFO localizer.

Aircraft should cross the OAK VOR R-151/D16.1 (Menlo Int) at or above 5000′ and the San Mateo Bridge at or above 1800′.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28R utilizing the SFO VOR R-095.

In the event of a go-around on Runway 28L, turn left heading 265°, or on Runway 28R, turn right heading 310°, climb and maintain 3000′, or as directed by Air Traffic Control.

WEATHER MINIMUMS

SFO Ceiling 2100′- VIS 5

OR

SFO Ceiling 1000′ - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°) and San Mateo AWOS Ceiling 2400′ - VIS 5 [San Mateo AWOS info available from SFO Tower. If San Mateo AWOS inop, use San Carlos (KSQL) ceiling of 2400′-VIS 5; San Carlos ATIS on 125.9]

TERPS AMEND 1 22 AUG 2013

CHANGES: Note deleted.

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KSFO/SFO SAN FRANCISCO INTL — SAN FRANCISCO, CALIF

JEPPESEN 25 OCT 13 (19-2) **QUIET BRIDGE VISUAL Rwys 28L/R**

BRIEFING STRIP™

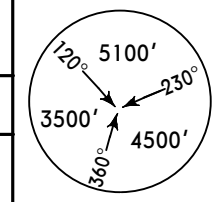
D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 118.85 115.8 135.45	134.5	120.5	121.8

NAVAIDS- Refer to Planview	Final Apch Crs Rwy 28L/R	No FAF	Refer to Minimums	Apt Elev 13′
	284°			

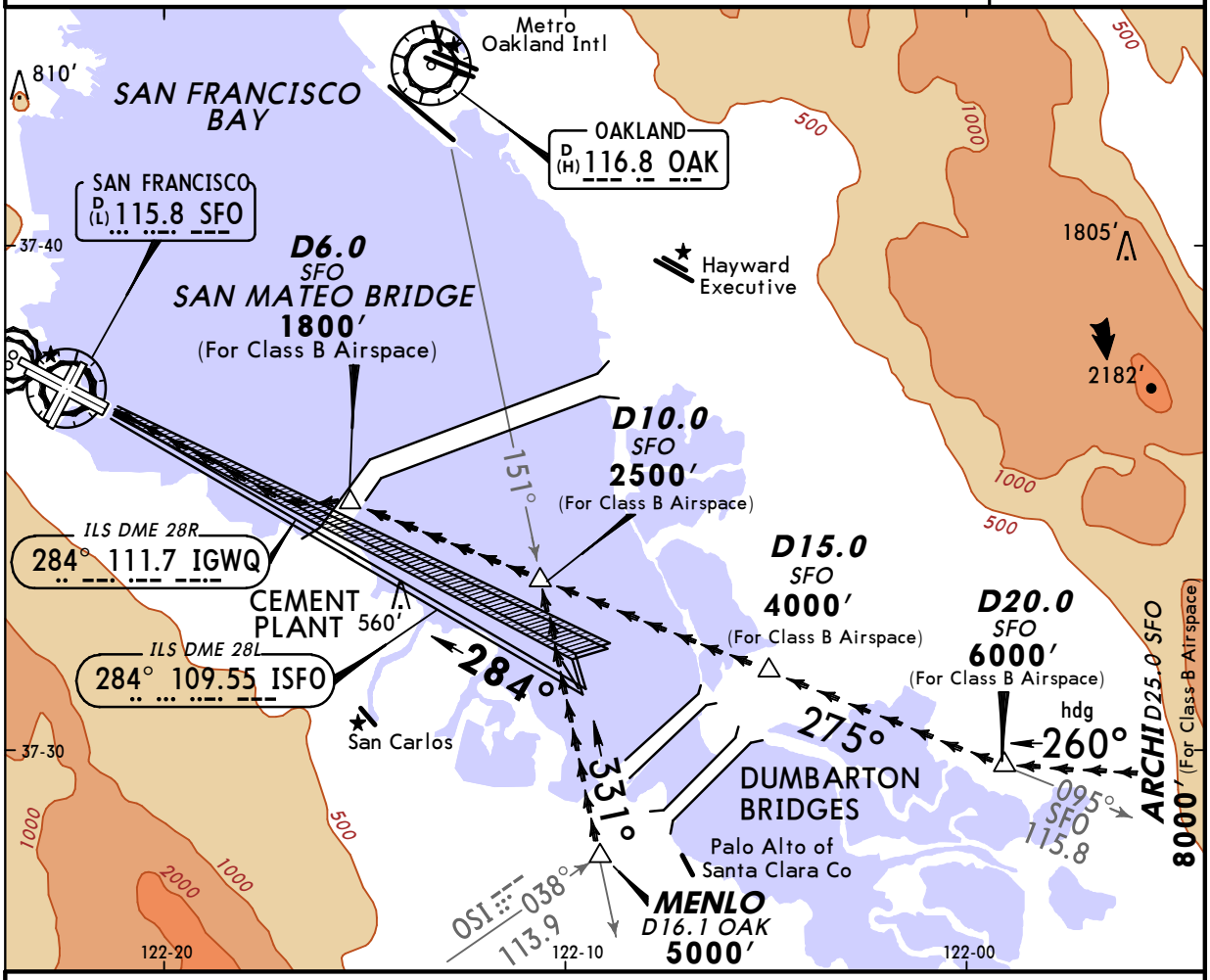
No Missed Approach procedure

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

1. RADAR required. 2. CAUTION: Aircraft operating within 500 ft to parallel runway - possible wake turbulence. 3. Vertical Guidance Navaid and Angle: LOC IGWQ (GS 3.00°).



MSA SFO VOR



QUIET BRIDGE VISUAL APPROACH RWYS 28L/R

When visual approaches to Runways 28L/R are in progress, arriving aircraft may be vectored into a position for a straight-in visual approach to Runways 28L/R via the SFO VOR R-095.

Aircraft should remain on the SFO VOR R-095 until passing the San Mateo Bridge.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28L utilizing I-SFO.
In the event of a go-around on Runway 28L, turn left heading 265°, or on Runway 28R, turn right heading 310°, climb and maintain 3000′, or as directed by Air Traffic Control.

WEATHER MINIMUMS

SFO Ceiling 2100′ - VIS 5

OR

SFO Ceiling 1000′ - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°) and San Mateo AWOS Ceiling 2400′ - VIS 5 [San Mateo AWOS info available from SFO Tower. If San Mateo AWOS inop, use San Carlos (KSQL) ceiling of 2400′-VIS 5; San Carlos ATIS on 125.9]

TERPS AMEND 9 22 AUG 2013

CHANGES: None.

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