
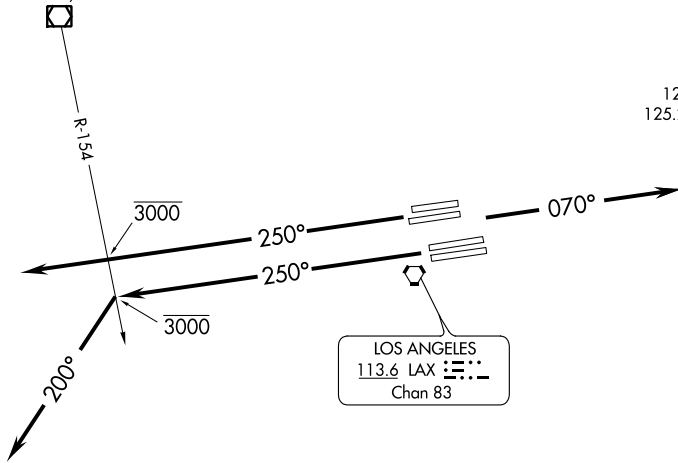




ATIS DEP 135.65
CLNC DEL 121.4 327.0
GND CON N 121.65 327.0
S 121.75 327.0
LOS ANGELES TOWER N 133.9 239.3
S 120.95 379.1
SOCAL DEP CON 124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

SANTA MONICA
110.8 SMO 
Chan 45



LOS ANGELES
113.6 LAX 
Chan 83

SEAL BEACH
115.7 SLI 
Chan 104
N33°47.00'-W118°03.29'
L-3-4, H-4

TAKE-OFF MINIMUMS

Rwys 6L, 7L/R, 24L/R, 25L/R: Standard.

Rwy 6R: 300-1¼ or standard with minimum climb of 231' per NM to 400.

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

NOTE: Rwys 25L/R, ATC minimum climb gradient of 410' per NM to 600' MSL required.

NOTE: Rwy 6R, building 5551' from departure end of runway, 1790' right of centerline, 306' MSL.

NOTE: Rwy 6L, building 1780' from departure end of runway, 922' left of centerline, 201' MSL.

NOTE: Chart not to scale.

▼ DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to SLI VORTAC. Thence

TAKE-OFF RUNWAYS 24L/R: Climb via heading 250° to cross SMO R-154 at or below 3000' then via radar vectors to SLI VORTAC. Thence

TAKE-OFF RUNWAYS 25L/R: Climb via heading 250° to cross SMO R-154 at or below 3000' then turn left heading 200° for vector to SLI VORTAC. Thence
.... via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

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