

VITKO-THREE DEPARTURE (VITK03, VITKO)

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

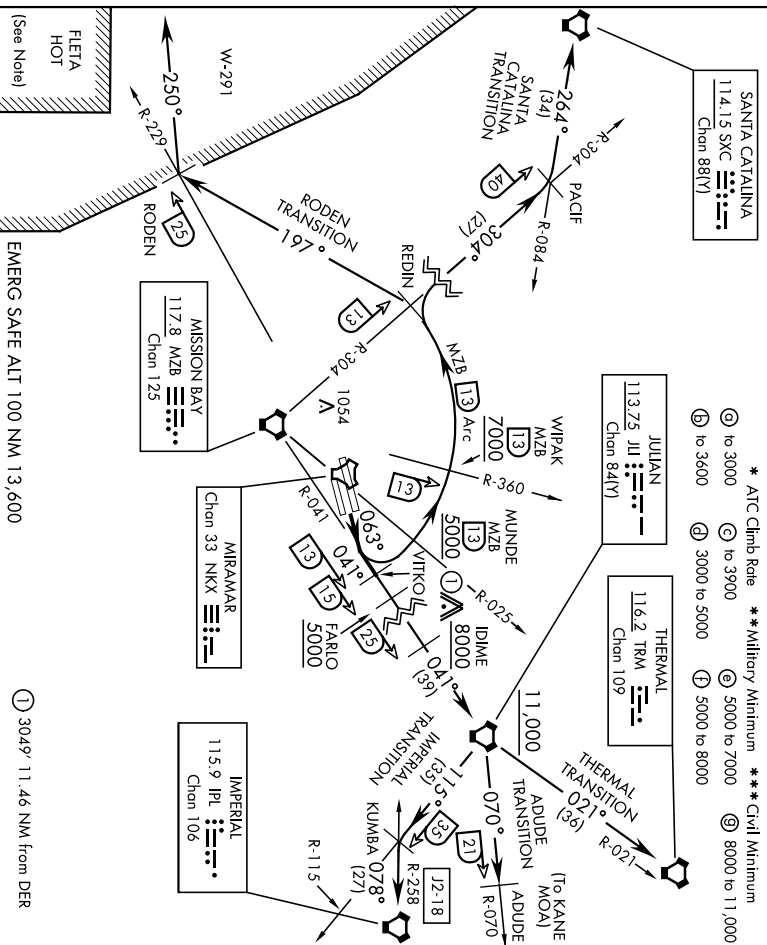
SAN DIEGO, CALIFORNIA

ATS ★ 133.475 352.0
FOSS TOWER ★
135.2 298.925
SOCAL DEP CON
132.2 269.1 E

[USN]

Rwy	Knots	60	120	180	240	300	360
* 6L/R	V/V(fpm)	520	1040	1560	2080	2600	3120
** 6L/R	V/V(fpm)	280	560	840	1120	1400	1680
*** 6L/R	V/V(fpm)	300	600	900	1200	1500	1800
* 6L/R	V/V(fpm)	680	1360	2040	2720	3400	4080
* 6L/R	V/V(fpm)	353	706	1059	1412	1765	2118
* 6L/R	V/V(fpm)	300	600	900	1200	1500	1800
* 6L/R	V/V(fpm)	220	440	660	880	1100	1320

* ATC Climb Rate **Military Minimum *** Civil Minimum
 ③ to 3000 ④ to 3900 ⑤ 5000 to 7000 ⑥ 8000 to 11,000
 ⑦ to 3600 ⑧ 3000 to 5000 ⑨ 5000 to 8000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 6L/R: Climb via heading 063° to intercept and proceed via MZB VORTAC R-041 to VITKO. Join MZB R-041 at or above 3000. Thence...

ADUDE TRANSITION (VITK03, ADUDE): ... Via MZB R-041 to JIL VORTAC. Then JIL R-070 to ADUDE. Cross FARIO at or above 5000. Cross IDIME at or above 8000. Cross JIL VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (VITK03, IPL): ... Via MZB R-041 to JIL VORTAC. Then via JIL R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross FARIO at or above 5000. Cross IDIME at or above 8000. Cross JIL VORTAC at or above 11,000.

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Orig 13SEP18

SAN DIEGO, CALIFORNIA
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[USN]

DEPARTURE ROUTE DESCRIPTION

RODEN TRANSITION (VITKO3, RODEN): ...Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then turn left heading 197° to intercept NKX R-229 at RODEN. Then turn right heading 250 ° for entry into W-291. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

SANTA CATALINA TRANSITION (VITKO3, SXC): ...Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then via MZB R-304 to PACIF INT. Then via SXC R-084 to SXC VORTAC. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

THERMAL TRANSITION (VITKO3, TRM): ...Via MZB R-041 to JIU VORTAC. Then via JIU R-021 to TRM VORTAC. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JIU VORTAC at or above 11,000.

NOTE:

- (1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
- (2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDESI