

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
SOUTHERN CALIFORNIA TERMINAL RADAR APPROACH CONTROL  
9175 KEARNY VILLA ROAD  
SAN DIEGO, CA 92126-7099

ISSUED: December 11, 2013

EFFECTIVE: December 11, 2013

Southern California Terminal Radar Approach Control LETTER TO AIRMEN NO. 13-04

SUBJECT: Long Beach/Daugherty Field (LGB) Anaheim 3 Departure Lake Hughes Transition Issue

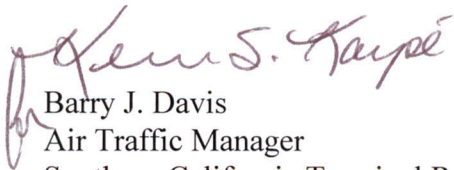
CANCELLATION: December 10, 2014

The Anaheim 3 Departure Lake Hughes Transition depicts the SLI R319 at Seal Beach VOR because it makes up the DARTS intersection on the north side of the Los Angeles (LAX) Class B Airspace. This is the only way to depict DARTS intersection on the plate. The line depicting the SLI R319 is thinner than the lines depicting the route to be flown. (Please see attached departure plate)

The Lake Hughes Transition (Please see attached written description) instructs pilots to proceed from over SLI via the SLI R058.

Southern California TRACON (SCT) has had several instances recently in which a pilot mistakenly joins the SLI R319 at Seal Beach VOR (SLI) instead of the SLI R058. These aircraft are climbing to 6,000 feet MSL. This can place the aircraft into conflict with heavy jets that routinely cross SLI at 7,000 feet MSL from the south and then descend to land at LAX.

The Anaheim 3 Departure was designed to decrease controller and pilot workload with a graphical depiction of a route that was previously issued to pilots using airways and radials. SCT requests that all pilots be vigilant when departing LGB on the Anaheim 3 Departure Lake Hughes Transition. Please navigate via the SLI R058.



Barry J. Davis  
Air Traffic Manager  
Southern California Terminal Radar Approach Control

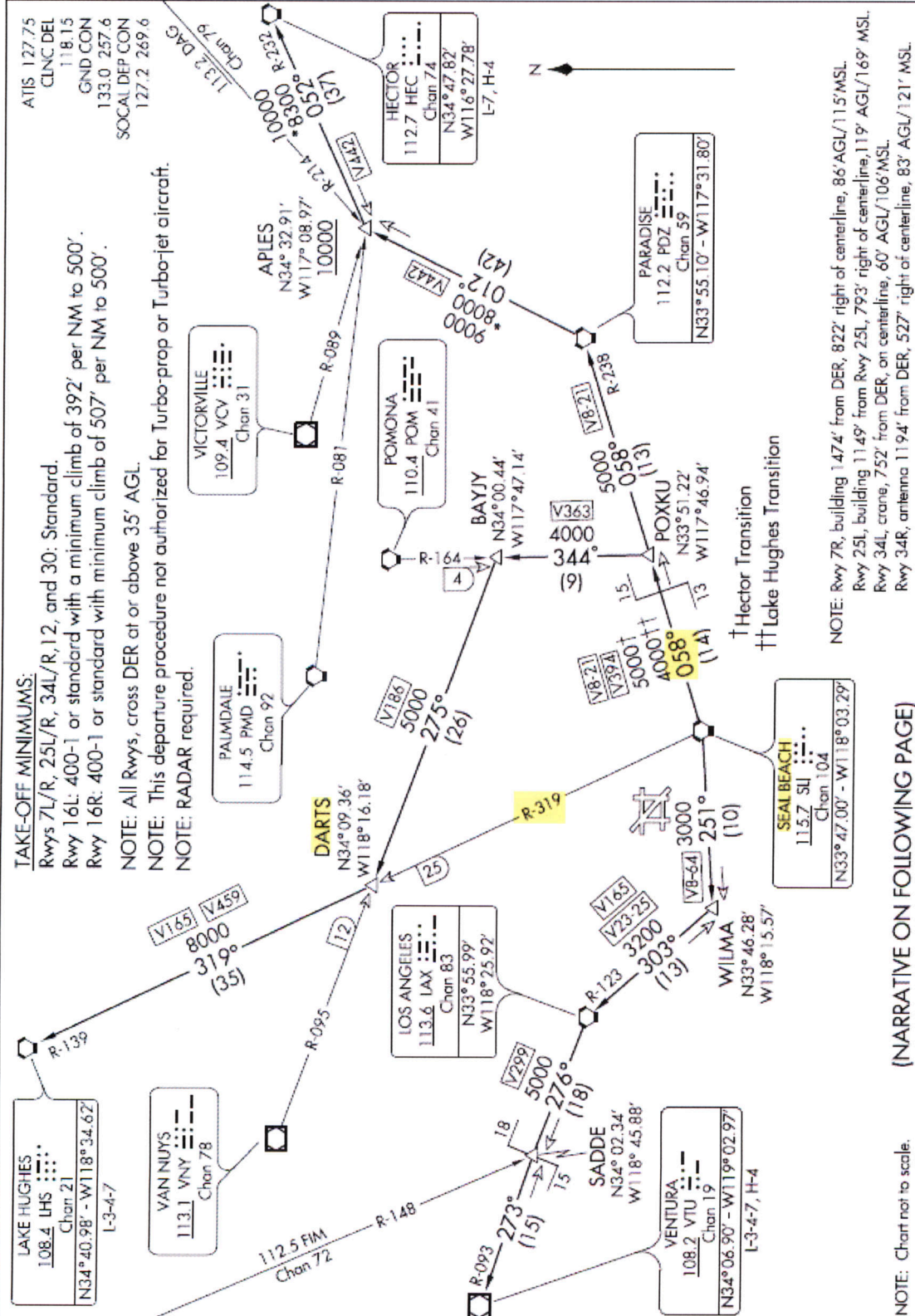
# ANAHEIM THREE DEPARTURE

SL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA

SW-3, 14 NOV 2013 to 12 DEC 2013



### TAKE-OFF MINIMUMS:

Rwys 7L/R, 25L/R, 34L/R, 12, and 30: Standard.  
 Rwy 16L: 400-1 or standard with a minimum climb of 392' per NM to 500'.  
 Rwy 16R: 400-1 or standard with a minimum climb of 507' per NM to 500'.

NOTE: All Rwys, cross DER at or above 35' AGL.

NOTE: This departure procedure not authorized for Turbo-prop or Turbo-jet aircraft.

NOTE: RADAR required.

NOTE: Rwy 7R, building 1474' from DER, 822' right of centerline, 86' AGL/115' MSL.  
 Rwy 25L, building 1149' from Rwy 25L, 793' right of centerline, 119' AGL/169' MSL.  
 Rwy 34L, crane, 752' from DER, on centerline, 60' AGL/106' MSL.  
 Rwy 34R, antenna 1194' from DER, 527' right of centerline, 83' AGL/121' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 14 NOV 2013 to 12 DEC 2013

# ANAHEIM THREE DEPARTURE

SLI-236 (FAA)



## DEPARTURE ROUTE DESCRIPTION

HECTOR or LAKE HUGHES TRANSITION: Climb runway heading to 800' then fly assigned heading for radar vectors to SLI VORTAC. Thence. . . .

VENTURA TRANSITION: Climb runway heading to 800' then fly assigned heading for radar vectors to LAX VORTAC. Thence. . . .

. . . .via (transition) or (assigned route). Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM3.HEC): From over SLI VORTAC via SLI R-058 and PDZ R-238 to PDZ VORTAC, then via PDZ R-012 and HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM3.LHS): From over SLI VORTAC via SLI R-058 and PDZ R-238 to POXKU INT, then via POM R-164 to BAYJY INT, then via VNY R-095 to DARTS INT. Thence via SLI R-319 and LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM3.VTU): From over SLI VORTAC via SLI R-251 to WILMA INT, then via LAX R-123 to LAX VORTAC, then via LAX R-276 and VTU R-093 to VTU VOR/DME.

SW-3, 14 NOV 2013 to 12 DEC 2013

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