

U.S. DEPARTMENT of TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
GRAPHIC DEPARTURE PROCEDURE (DP)

Bearings, headings, courses, tracks, and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation.
 Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated. Graphic depictions attached.

DP Name	Number	DP Computer Code	Superseded Number	Dated	Effective Date
POGGI	FIVE	POGGI5.PGY	FOUR	30 APR 15	20 AUG 15

TYPE: SID RNAV

DP ROUTE DESCRIPTION:

TAKEOFF RUNWAY 27: CLIMB HEADING 275.00 TO 520, THEN DIRECT TO CROSS JETTI AT OR BELOW 8000, THEN CLIMBING LEFT TURN DIRECT TO CROSS LOWMA AT OR BELOW 15000, THEN ON TRACK 089.18/14.89 TO POGGI VORTAC, THENCE...

...VIA (TRANSITION), MAINTAIN 15000 OR AS ASSIGNED BY ATC, EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

Transition Name	Transition Computer Codes	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	Crossing Altitudes/Fixes
IMPERIAL	POGGI5.IPL	PGY VORTAC	BROWS	072.25	10.67	7000		
		BROWS	IPL VORTAC	072.36	64.26	7000		
JULIAN	POGGI5.JLI	PGY VORTAC	BROWS	072.25	10.67	7000		
		BROWS	JLI VORTAC	005.90	31.89	8800		

PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS:

TAKEOFF MINIMUMS: RWY 9: NA-ATC. RWY 27: STANDARD WITH MINIMUM ATC CLIMB OF 400 FT PER NM TO 520 AND MINIMUM OBSTACLE CLIMB OF 353 FT PER NM TO 1600.

NOTE: DME/DME/IRU OR GPS REQUIRED.

NOTE: IMPERIAL TRANSITION: FOR NON-GPS EQUIPPED AIRCRAFT PGY, MZB, JLI VORTACS MUST BE OPERATIONAL.

NOTE: JULIAN TRANSITION: FOR NON-GPS EQUIPPED AIRCRAFT PGY VORTAC MUST BE OPERATIONAL.

NOTE: RNAV 1.

NOTE: RADAR REQUIRED.

NOTE: DO NOT EXCEED 230 KNOTS UNTIL LOWMA.

TAKEOFF OBSTACLES NOTES:

RWY 27: LT POLE 192 FT FROM DER, 347 FT RIGHT OF CENTERLINE, 17 FT AGL/30 FT MSL. OL ON DME 284 FT FROM DER, 317 FT LEFT OF CENTERLINE, 18 FT AGL/28 FT MSL. TREE 754 FT FROM DER, 156 FT RIGHT OF CENTERLINE, 24 FT AGL/34 FT MSL. TREE 1021 FT FROM DER, 620 FT RIGHT OF CENTERLINE, 58 FT AGL/71 FT MSL. OL ON FLGPL 2515 FT FROM DER, 707 FT LEFT OF CENTERLINE, 98 FT AGL/118 FT MSL. TAKEOFF OBSTACLE NOTES CONT: TREE 2594 FT FROM DER, 353 FT RIGHT OF CENTERLINE, 90 FT AGL/107 FT MSL. TREE 3197 FT FORM DER, 410 FT RIGHT OF CENTERLINE, 91 FT AGL/111 FT MSL. TREE 3316 FT FROM DER, 130 FT RIGHT OF CENTERLINE, 100 FT AGL/120 FT MSL. TREE 3494 FT FROM DER, 947 FT RIGHT OF CENTERLINE, 129 FTAGL/169 FT MSL. TOWER 3675 FT FROM DER, 14 FT RIGHT OF CENTERLINE, 60 FT AGL/115 FT MSL. TREE 5046 FT FROM DER, 1446 FT LEFT OF CENTERLINE, 96 FT AGL/235 FT MSL. TREE 5416 FT FROM DER, 95 FT RIGHT OF CENTERLINE, 44 FT AGL/184 FT MSL. TREE 5448 FT FROM DER, 386 FT LEFT OF CENTERLINE, 67 FT AGL/213 FT MSL. TREE 5703 FT FROM DER, 272 FT RIGHT OF CENTERLINE, 65 AGL/208 FT MSL. TREE 5728 FT FROM DER, 479 FT RIGHT OF CENTERLINE, 47 FT AGL/188 FT MSL. TREE 5914 FT FROM DER, 294 FT LEFT OF CENTERLINE, 54 FT AGL/218 FT MSL. TREE 5973 FT FROM DER, 7 FT LEFT OF CENTERLINE, 58 FT AGL/218 FT MSL. BLDG 1.0NM FROM DER, 2084 FT RIGHT OF CENTERLINE, 23 FT AGL/178 FT MSL. BLDG LT 1.1 NM FROM DER, 257 FT RIGHT OF CENTERLINE, 40 FT AGL/238 FT MSL.

QUALITY
6
CHECKED

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CONTROLLING OBSTACLES:

RWY 27: 169 MSL TREE 324432.18N/1171251.95W.

LOST COMMUNICATIONS PROCEDURES:**ADDITIONAL FLIGHT DATA:**

REFERENCE MAG VAR KSAN 11E EPOCH YEAR: 2020
DME/DME/IRU ASSESSMENT: SAT (RNP 2.0)
CHART: TOP ALTITUDE: 15000

AIRPORTS SERVED:

SAN DIEGO INTL

SAN DIEGO

COMMUNICATIONS:

ATIS, CLNC DEL, GND CON, LINDBERGH TOWER, SOCAL DEP CON (125.15/317.55)

FIXES AND/OR NAVAIDS:

MZB VORTAC



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REMARKS:

CROSSING JETTI AT OR BELOW 8000 FT IS AN ATC REQUESTED RESTRICTION.
CROSSING LOWMA AT OR BELOW 15000 FT IS AN ATC REQUESTED RESTRICTION.
SPEED RESTRICTION OF 230 KTS UNTIL PASSING LOWMA IS AN ATC REQUESTED RESTRICTION. PROCEDURE DESIGN IS BASED ON THIS RESTRICTION.
NUMBER OF WAIVERS ON FILE: 1

COORDINATED WITH: Jul 07, 2015

CHANGES:

1. ALL COURSES AND HEADINGS CHANGED 3 DEGREES.

This is a corrected copy previously published in NFDD 109. See remarks section for reason.

REASONS:

1. KSAN AIRPORT MAGVAR CHANGED FROM 14E TO 11E.

6/2/2015: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 5/14/2015.

1. RWY 27, DELETED FENCE 89 FT FROM DER, 337 FT LEFT OF CENTERLINE, 6 FT AGL/16 FT MSL. FENCE HAS BEEN REMOVED.
2. RWY 27, CHANGED TREE 754 FT FROM DER FROM 44 FT AGL/54 FT MSL TO 24 FT AGL/34 FT MSL.

06/05/2015: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/27/2015.

1. CORRECTED LAT/LON FOR IPL AND JLI ON 8260-15C. (LRE)

06/30/2015: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/27/2015. (JPD)

1. CHANGED INITIAL PORTION OF DP ROUTE DESCRIPTION FROM "CLIMB DIRECT TO CROSS JETTI ..." TO "CLIMB HEADING 275.00 TO 520, THEN DIRECT TO CROSS JETTI...".
2. CORRECTED COMPUTER CODE ON 8260-15B FROM POGGI5.POGGI TO POGGI5.PGY.



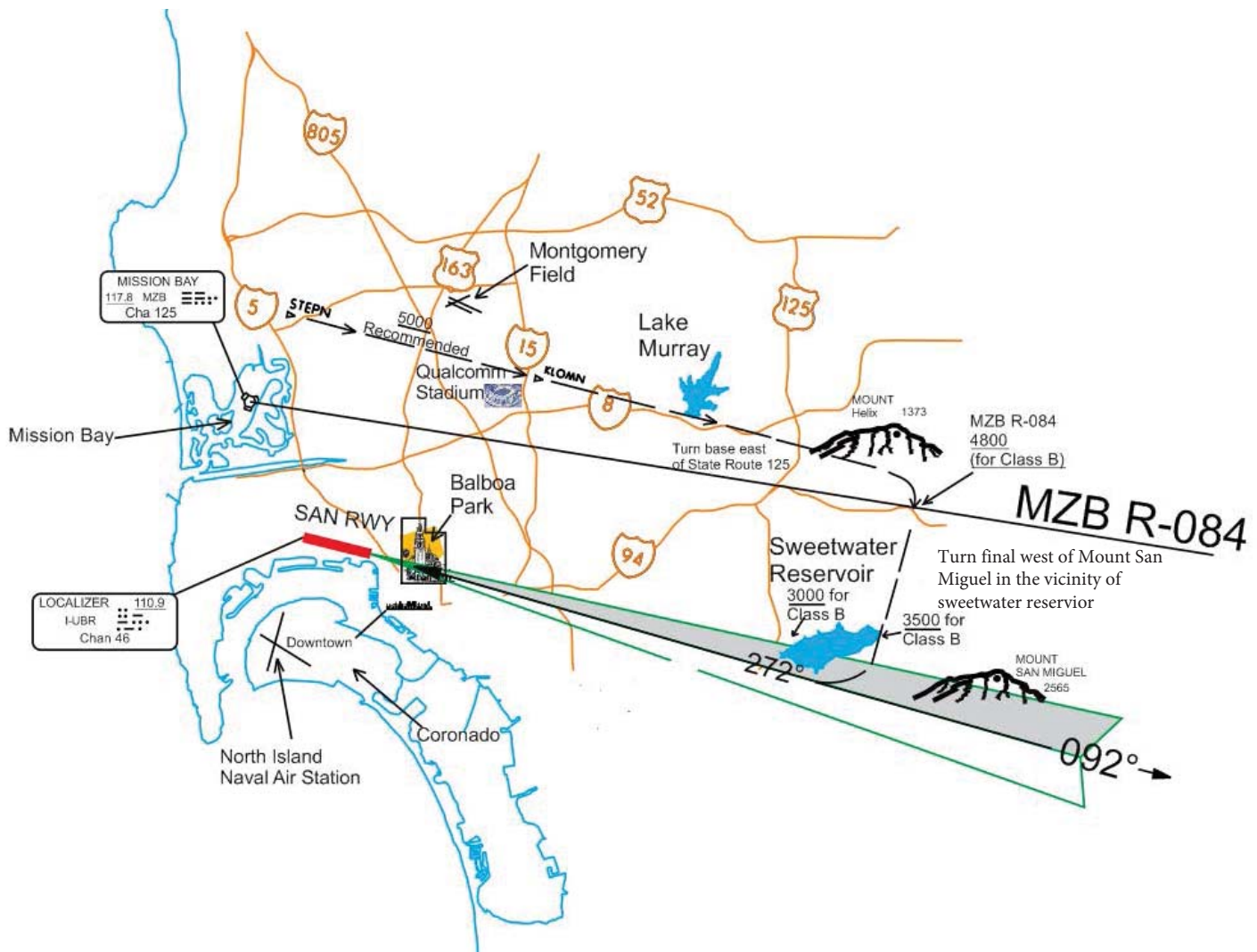
DEPARTURE (DATA RECORD)

DP Name		Number		DP Computer Code			Superseded Number		Dated	Effective Date
POGGI		FIVE		POGGI5.PGY			FOUR		30 APR 2015	20 AUG 15
FIX/NAVAID	LAT/LONG	C	FO/FB	LEG TYPE	TC	DIST (NM)	ALTITUDE	SPEED	REMARKS	
RW27 (AER)*	324352.94N/1171050.26W	N	-	-	-	-			*DISPL THLD (1810), CG 353 FT/NM TO 1600.	
520 MSL	-	-	-	VA	286.00	-			ATC CG 400 FT/NM TO 520.	
JETTI	324516.55N/1171635.53W	Y	FO	DF	-	5.05	AT/BELOW 8000	AT/BELOW 230K	LEFT TURN	
LOWMA	323916.71N/1171605.79W	Y	FB	DF	-	6.00	AT/BELOW 15000	AT/BELOW 230K	LEFT TURN	
PGY VORTAC	323637.22N/1165844.69W	Y	FB	TF	100.18	14.89				
PGY VORTAC	323637.22N/1165844.69W	Y	-	IF	-	-			POGGI5.IPL	
BROWS	323752.02N/1164611.71W	Y	FB	TF	083.25	10.67				
IPL VORTAC	324455.92N/1153030.90W	Y	FB	TF	083.36	64.26				
PGY VORTAC	323637.22N/1165844.69W	Y	-	IF	-	-			POGGI5.JLI	
BROWS	323752.02N/1164611.71W	Y	FB	TF	083.25	10.67				
JLI VORTAC	330825.65N/1163509.37W	Y	FB	TF	016.90	31.89				

QUALITY
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Portrayal for Charting

EFF 20 AUG 2015



Narrative: When the ceiling is at least 5000' and the visibility is at least 10 miles aircraft from the northwest may be vectored towards Qualcomm Stadium for a Sweetwater Visual Runway 27 Approach. When cleared for a Sweetwater Visual Approach: proceed eastbound to cross State Route 125 before turning base, be configured for a steep descent rate if turning right at State Route 125. For Class B containment, after crossing the MZB R-084 at or above 4800 remain at or above 3500 until westbound abeam the Sweetwater Reservoir, and remain at or above 3000 until west of the Sweetwater Reservoir. Intercept Runway 27 Localizer west of Mount San Miguel in the vicinity of Sweetwater Reservoir and complete a straight in visual approach to the airport.

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