

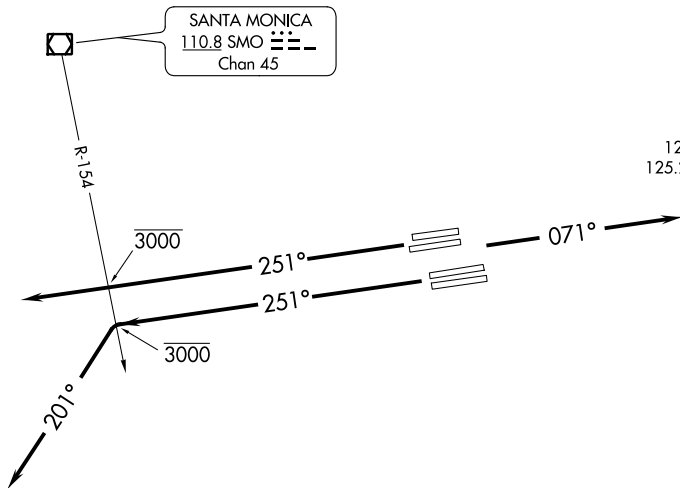
# SEAL BEACH EIGHT DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)  
LOS ANGELES, CALIFORNIA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

D-ATIS DEP 135.65  
 CLNC DEL 120.35 327.0  
 CPDLC  
 GND CON  
 (N) 121.65 327.0  
 (S) 121.75 327.0  
 (W) 121.4 327.0  
 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°)



### TAKEOFF MINIMUMS

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

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

NOTE: TAKEOFF RWYS 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.  
 NOTE: South Complex turn at SMO R-154 to 201° is required for ATC separation.

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6L/R, 7L/R:** Climb on heading 071° for RADAR vectors to SLI VORTAC, thence. . . .

**TAKEOFF RUNWAYS 24L/R:** Climb on heading 251° to cross SMO R-154 at or below 3000, then RADAR vectors to SLI VORTAC, thence. . . .

**TAKEOFF RUNWAYS 25L/R:** Climb on heading 251° to cross SMO R-154 at or below 3000, then turn left heading 201° for RADAR vectors to SLI VORTAC, thence. . . .

. . . . on (assigned route). All aircraft expect further clearance to filed altitude 5 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.

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