



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 13: Climb on heading 129° to 1800 before turning westbound.
- TAKEOFF RUNWAY 17: Climb on heading 174° to 2600 before turning westbound.
- TAKEOFF RUNWAY 31: Climb on heading 309° to 1500 before turning southbound.
- TAKEOFF RUNWAY 35: Climb on heading 354° to 1400 before turning southbound.

When entering controlled airspace, fly assigned heading for RADAR vectors to appropriate route. Maintain ATC assigned altitude.

- COLLEGE STATION TRANSITION (JPOOL7.CLL): From over TTT VOR/DME on TTT R-166 to ELLVR, then on CLL R-334 to CLL VORTAC.
- ELLVR TRANSITION (JPOOL7.ELLVR): From over TTT VOR/DME on TTT R-166 to ELLVR.
- HOARY TRANSITION (JPOOL7.HOARY): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY.
- NAVASOTA TRANSITION (JPOOL7.TNV): From over TTT VOR/DME on TTT R-156 to TORNN, then on TNV R-334 to TNV VOR/DME.
- SAN ANTONIO TRANSITION (JPOOL7.SAT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC, then on ACT R-193 to HOARY, then on SAT R-024 to SAT VORTAC.
- TORNN TRANSITION (JPOOL7.TORNN): From over TTT VOR/DME on TTT R-156 to TORNN.
- WACO TRANSITION (JPOOL7.ACT): From over TTT VOR/DME on TTT R-186 to NELYN, then on ACT R-357 to ACT VORTAC.
- WINDU TRANSITION (JPOOL7.WINDU): From over TTT VOR/DME on TTT R-176 to WINDU.

- NOTE: COLLEGE STATION Transition: For piston and turboprop aircraft destined to HOU, EFD, GLS, or LBX. Also for all other aircraft types destined to all other Houston terminal area airports except IAH, CXO, DWH, T78 or 6R3.
- NOTE: ELLVR Transition: For turbojet aircraft destined to HOU, EFD, GLS, or LBX.
- NOTE: SAN ANTONIO Transition: For aircraft overflying Centex and San Antonio.
- NOTE: TORNN Transition: Only for aircraft destined IAH, CXO, DWH, T78 or 6R3.
- NOTE: WACO Transition: For aircraft inbound to Waco or Gray terminal area airports.
- NOTE: WINDU Transition: For aircraft inbound to Austin or San Antonio terminal area.

SC-2, 20 MAR 2025 to 17 APR 2025

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