JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: PALM SPRINGS CA USA
ICAO/IATA: KPSP / PSP
Lat/Long: N33° 49.8', W116° 30.4'
Elevation: 476 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 13.0° E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1317 Z
Sunset: 0216 Z

Runway Information

Runway: 13L
Length x Width: 4952 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 449 ft
Lighting: Edge, REIL

Runway: 13R
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 451 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 3000 ft

Runway: 31L
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 429 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1500 ft

Runway: 31R

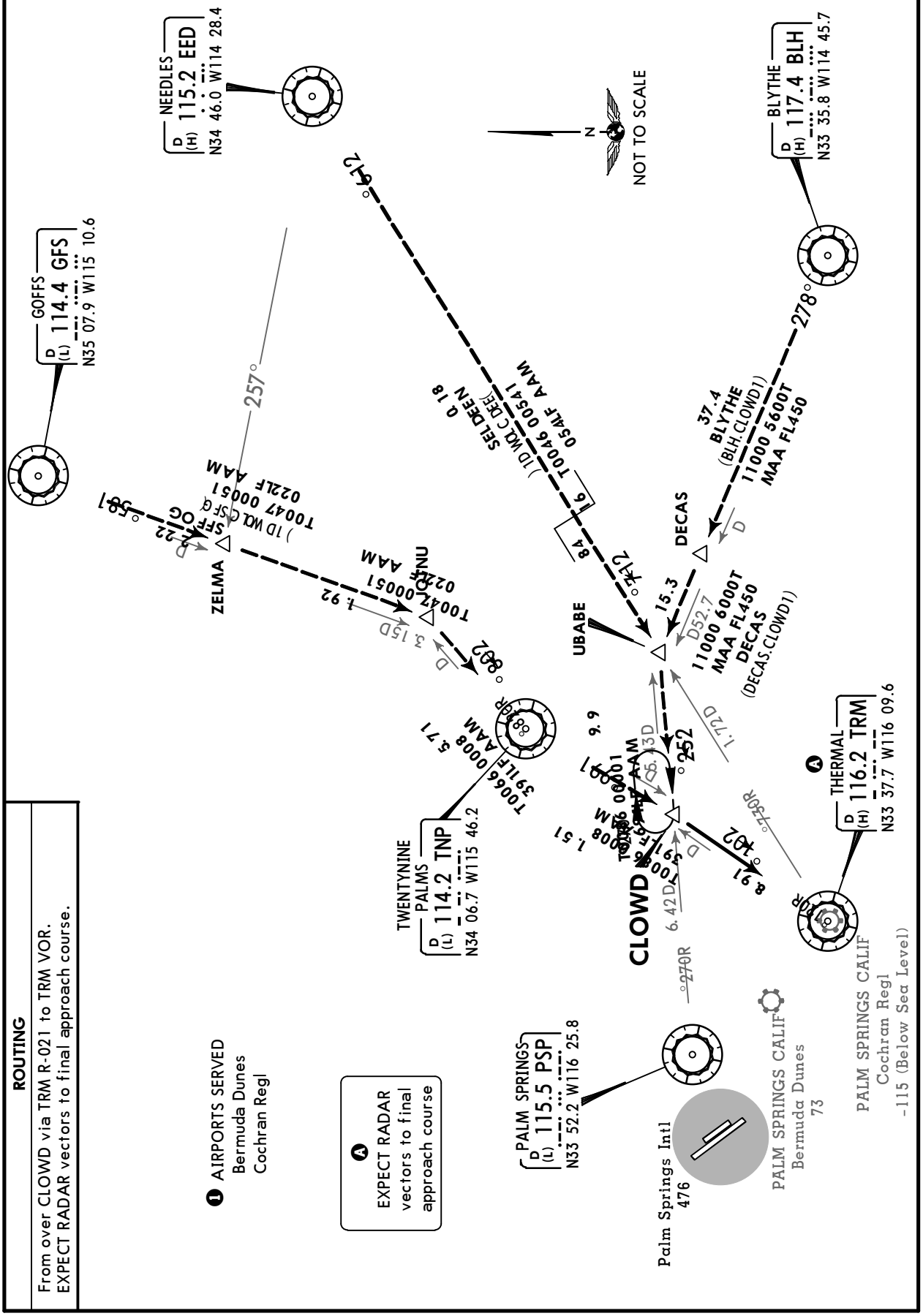
Length x Width: 4952 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 432 ft
Lighting: Edge, REIL

Communication Information

ATIS: 124.650
ASOS: 124.650
Palm Springs Tower: 119.700 CTAF PCL
Palm Springs Ground: 121.900
Palm Springs Clearance Delivery: 128.350
Socal Approach: 126.700 Between 13000 ft and 9000 ft
Socal Approach: 135.275 At or below 8000 ft
Socal Approach: 134.000
Socal Terminal Radar Service Area: 135.275 At or below 8000 ft
Socal Terminal Radar Service Area: 126.700 Between 13000 ft and 9000 ft
Socal Departure: 135.275 At or below 8000 ft
Socal Departure: 126.700 Between 13000 ft and 9000 ft
Palm Springs UNICOM: 122.950
Riverside FSS: 122.100 RCO
Riverside FSS: 115.500 RCO

PALM SPRINGS INTL *ATIS (ASOS when Twr inop) 124.65	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' **1. DME required.** 2. Also serves ❶

CLOWD 1 ARRIVAL (CLOWD.CLOWD1)



ROUTING

From over CLOWD via TRM R-021 to TRM VOR.
EXPECT RADAR vectors to final approach course.

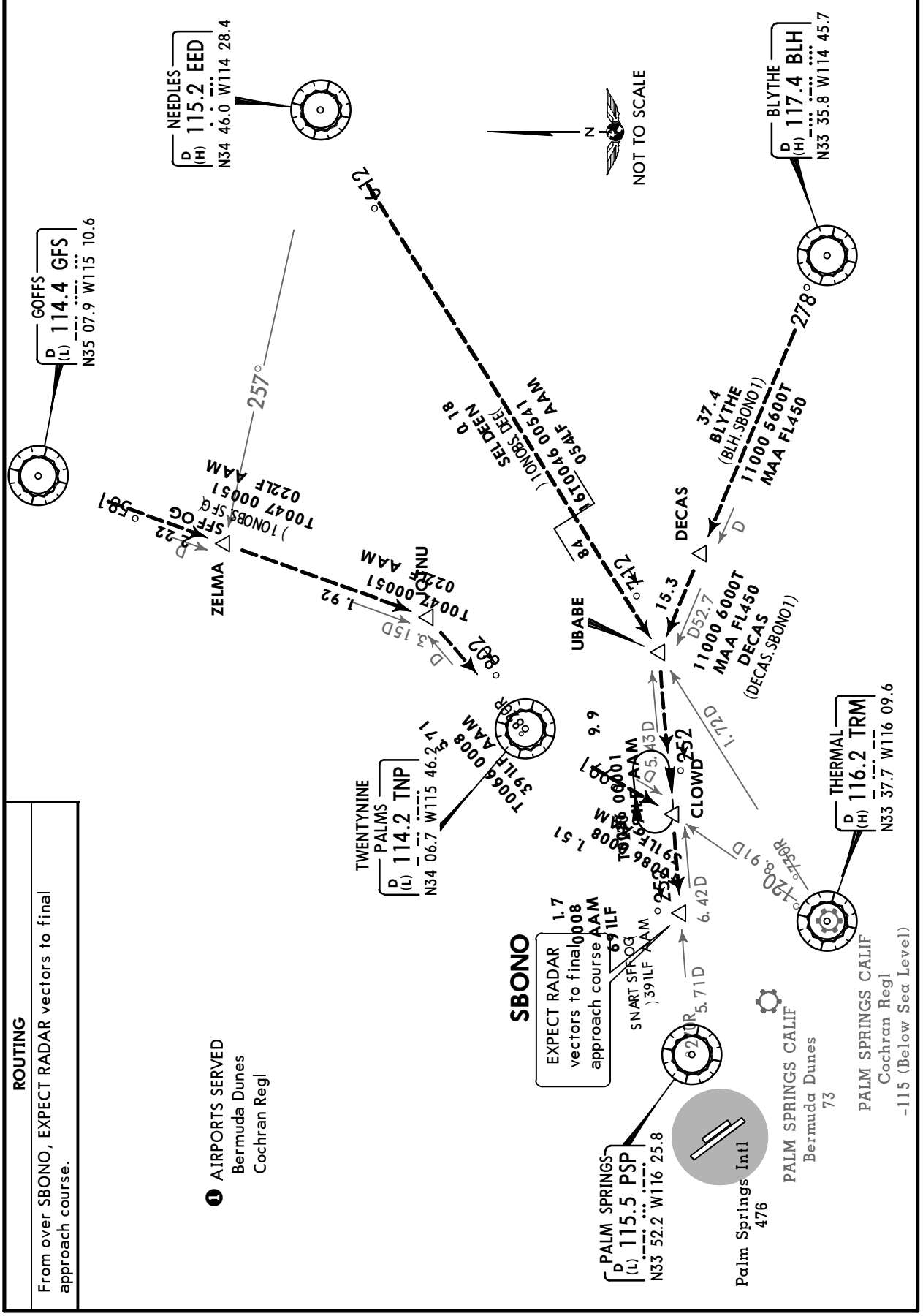
❶ AIRPORTS SERVED
Bermuda Dunes
Cochran Regl

Ⓐ EXPECT RADAR vectors to final approach course

CHANGES: ATIS frequency, airport elevations, mileages.

PALM SPRINGS INTL *ATIS (ASOS when Twr inop) 124.65	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' **1. DME required.** 2. Also serves ❶

SBONO 1 ARRIVAL (SBONO.SBONO1)



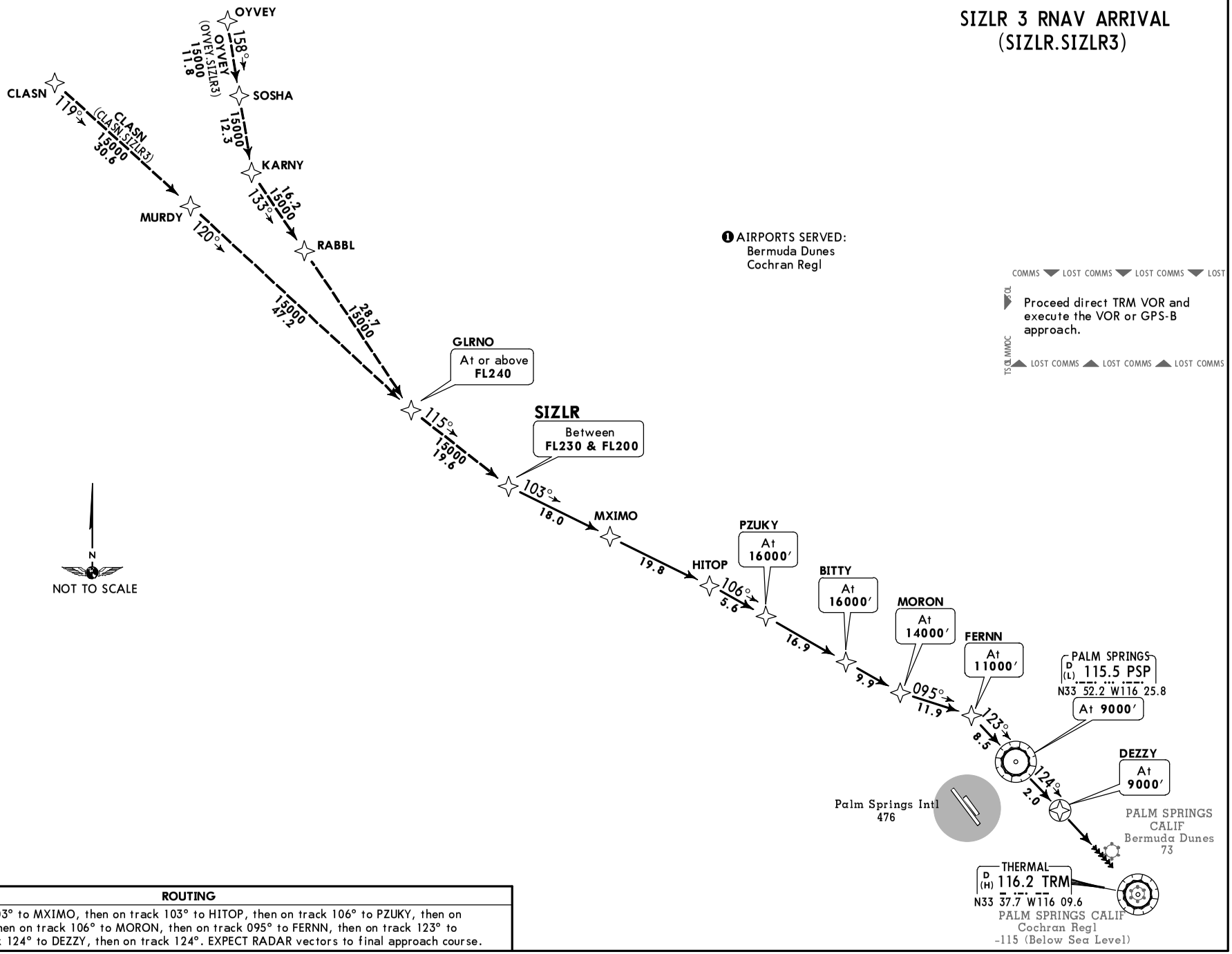
ROUTING

From over SBONO, EXPECT RADAR vectors to final approach course.

❶ AIRPORTS SERVED
Bermuda Dunes
Cochran Regl

PALM SPRINGS INTL *ATIS (ASOS when Twr inop) 124.65	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet and turboprop aircraft only. 5. Also serves ❶

SIZLR 3 RNAV ARRIVAL
(SIZLR.SIZLR3)



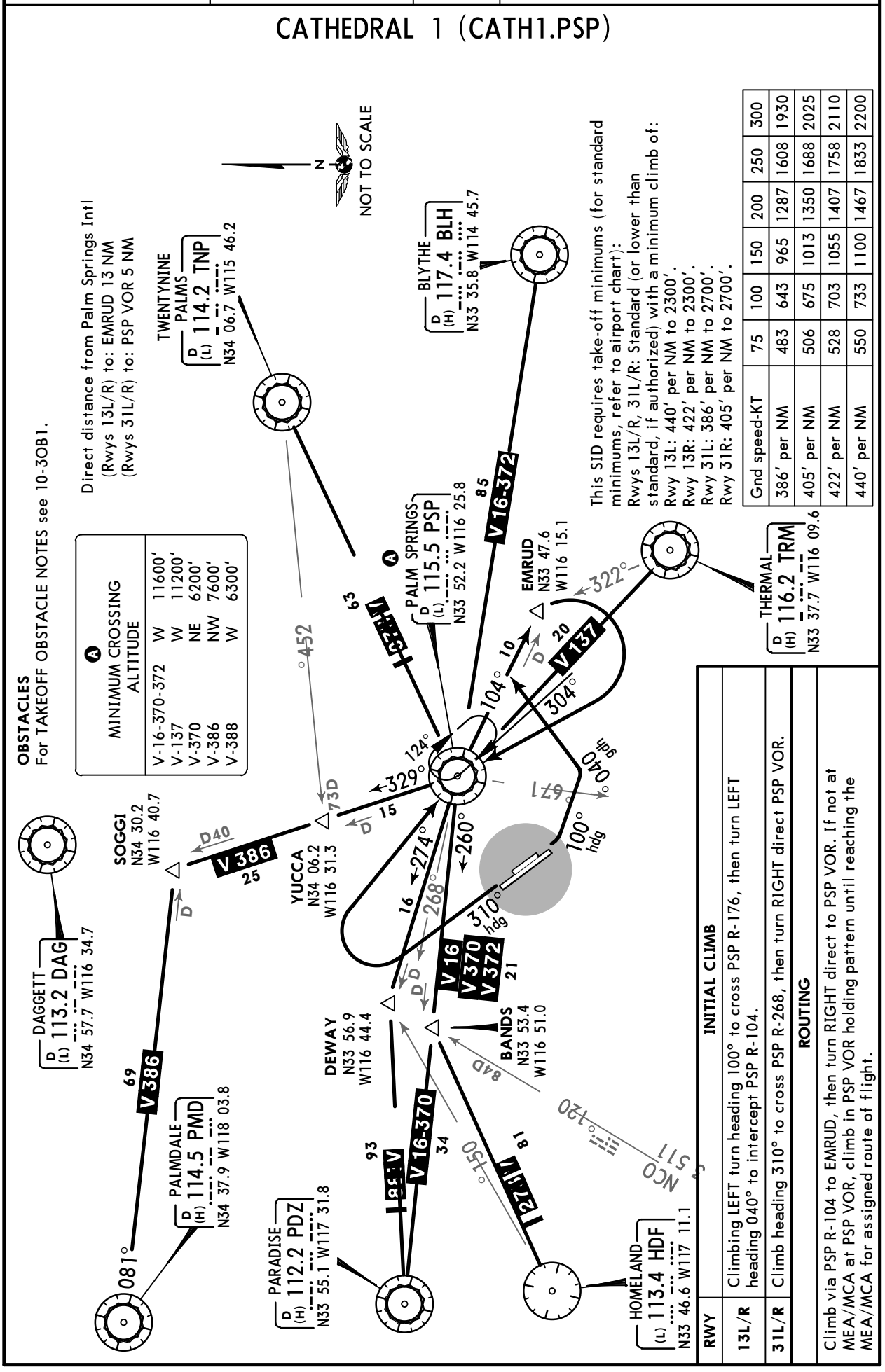
ROUTING

From SIZLR on track 103° to MXIMO, then on track 103° to HITOP, then on track 106° to PZUKY, then on track 106° to BITTY, then on track 106° to MORON, then on track 095° to FERNN, then on track 123° to PSP VOR, then on track 124° to DEZZY, then on track 124°. EXPECT RADAR vectors to final approach course.

CHANGES: ATIS frequency.

CATHEDRAL 1 (CATH1.PSP)

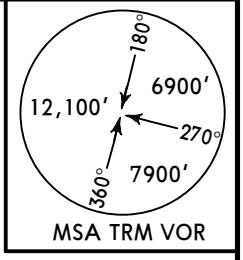
SOCAL Departure (R)			
8000' & Below	9000'-13000'	Apt Elev	Trans level: FL180 Trans alt: 18000'
135.275	126.7	476'	

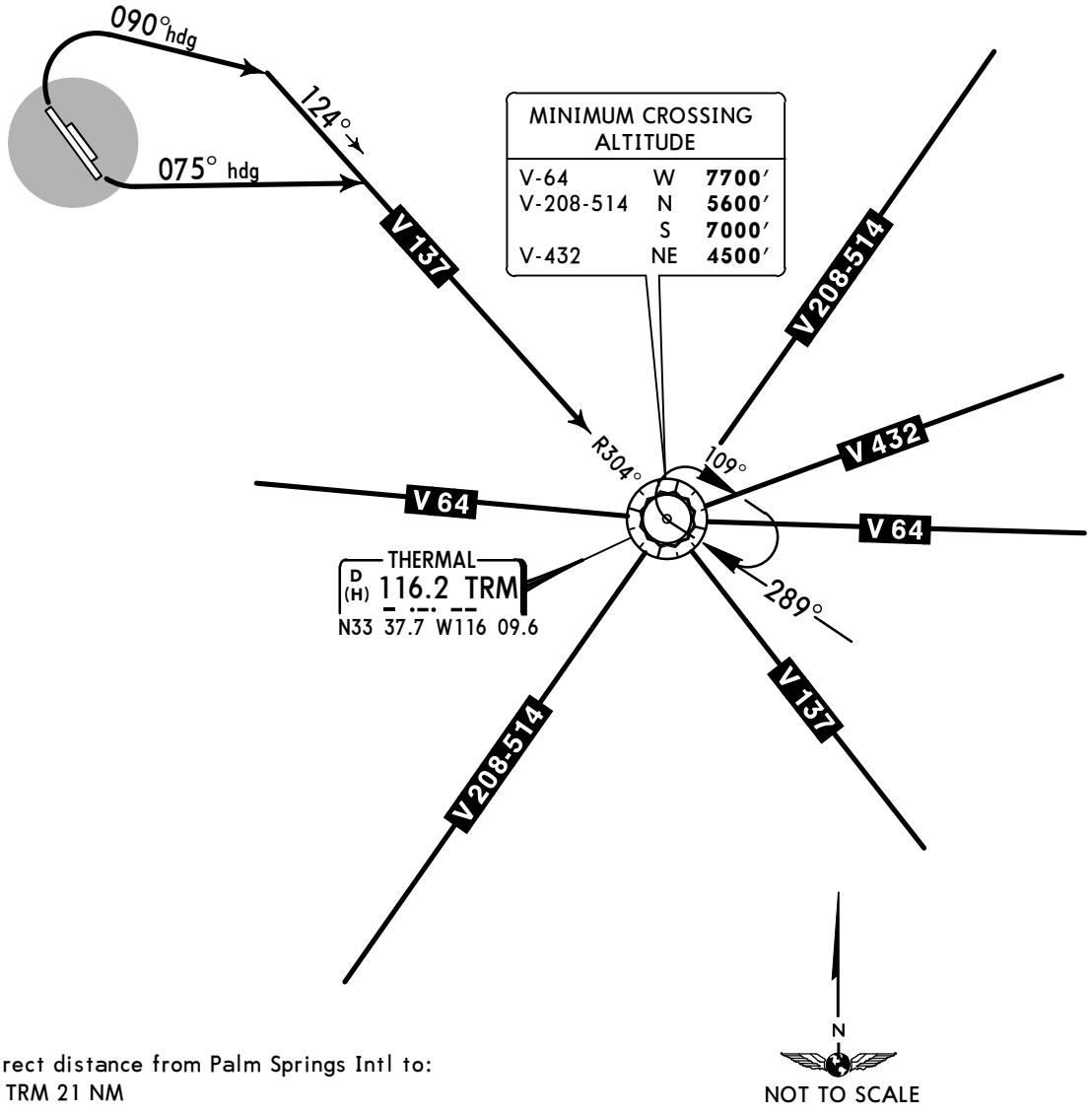


CHANGES: Chart sequence (PALM SPRINGS departure canceled).

SOCAL Departure (R)			
8000′ & Below	9000′-13000′	Apt Elev 476′	Trans level: FL180 Trans alt: 18000′
135.275	126.7		

THERMAL SIX DEPARTURE (TRM6.TRM)





Direct distance from Palm Springs Intl to:
TRM 21 NM

This SID requires minimum climb gradients of:
Rwy 13L: 440′ per NM to 2300′.
Rwy 13R: 422′ per NM to 2300′.
Rwy 31L: 386′ per NM to 2700′.
Rwy 31R: 405′ per NM to 2700′.

Gnd speed-KT	75	100	150	200	250	300
386′ per NM	483	643	965	1287	1608	1930
405′ per NM	506	675	1013	1350	1688	2025
422′ per NM	528	703	1055	1407	1758	2110
440′ per NM	550	733	1100	1467	1833	2200

OBSTACLES
For TAKE-OFF OBSTACLES see 10-3OB1.

RWY	INITIAL CLIMB
13L/R	Climbing LEFT turn heading 075° to intercept TRM R-304 to TRM.
31L/R	Climb heading 090° to intercept TRM R-304 to TRM.

ROUTING

If not at MEA/MCA at TRM, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.

CHANGES: Communications, airport elevation.

TAKEOFF OBSTACLE NOTES

- RWY 13L:

  TREES BEGINNING 299' FROM DER, 530' LEFT OF CENTERLINE, UP TO 66' AGL/ 465' MSL. HANGER 935' FROM DER, 552' LEFT OF CENTERLINE, 31' AGL/ 440' MSL.

- RWY 13R:

  TREES BEGINNING 1170' FROM DER, 239' RIGHT OF CENTERLINE, UP TO 100' AGL/599' MSL. POLES BEGINNING 815' FROM DER, 209' RIGHT OF CENTERLINE, UP TO 44' AGL/433' MSL. LIGHT 843' FROM DER, 441' RIGHT OF CENTERLINE, 38' AGL/427' MSL. ANTENNA 1642' FROM DER, 26' RIGHT OF CENTERLINE, 53' AGL/442' MSL.

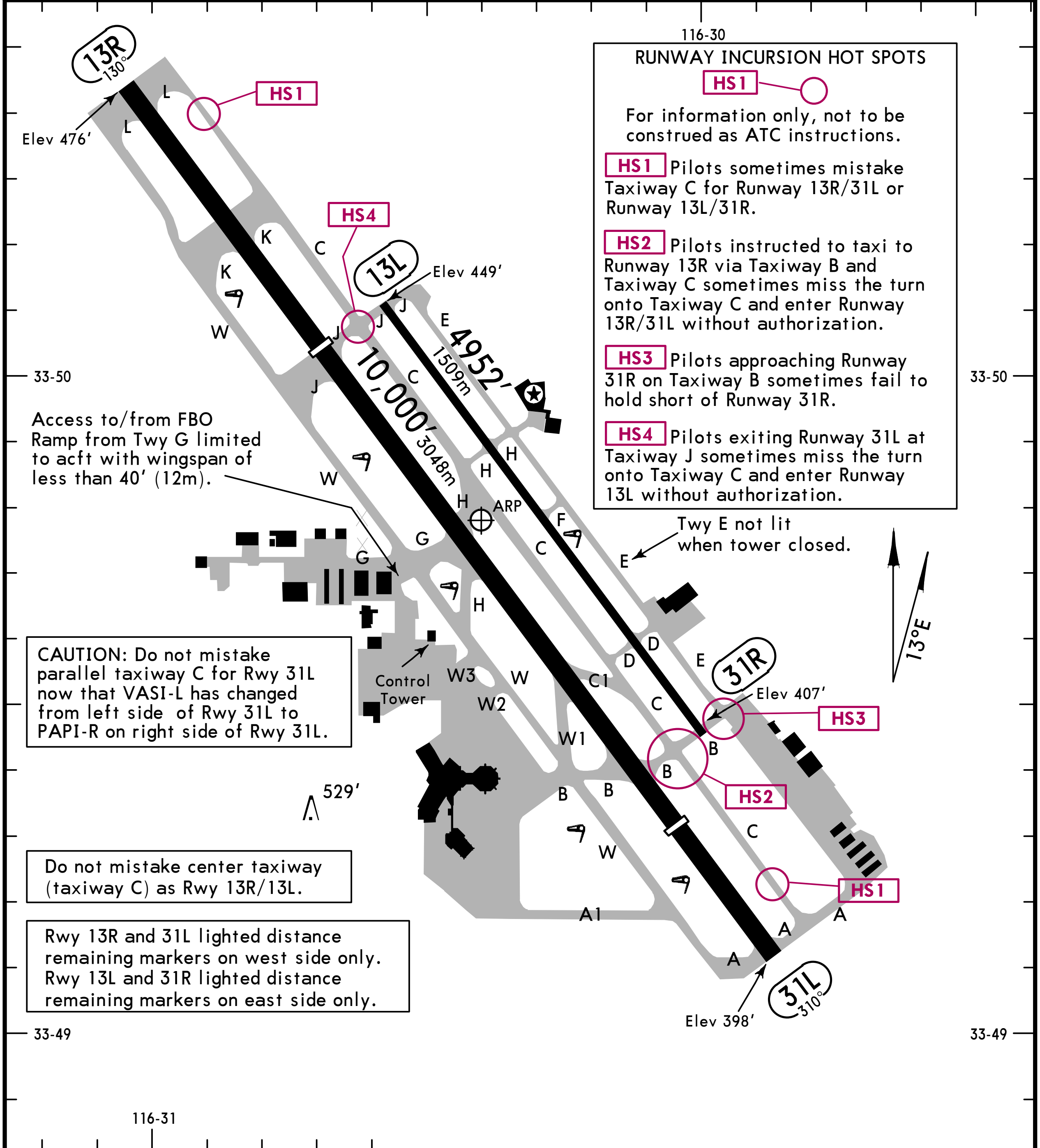
- RWY 31L:

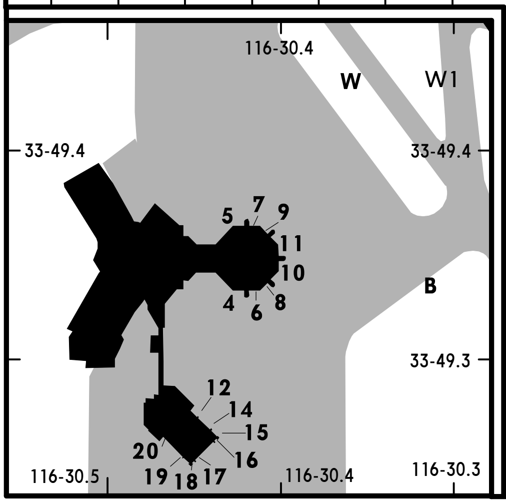
  POLES BEGINNING 1641' FROM DER, 125' RIGHT OF CENTERLINE, UP TO 31' AGL/550' MSL. TOWERS BEGINNING 2418' FROM DER, 402' LEFT OF CENTERLINE, UP TO 59' AGL/560' MSL. TREE 3016' FROM DER, 66' RIGHT OF CENTERLINE, 43' AGL/562' MSL.

- RWY 31R:

  TREES BEGINNING 787' FROM DER, 326' RIGHT OF CENTERLINE, UP TO 48' AGL/507' MSL. MULTIPLE BUSH'S BEGINNING 305' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 3' AGL/462' MSL. VENT ON BUILDING 919' FROM DER, 399' RIGHT OF CENTERLINE, 15' AGL/474' MSL.

ATIS (ASOS when Twr inop)	*PALM SPRINGS Clearance	*Ground
124.65	128.35	121.9
*Tower CTAF 119.7	UNICOM 122.95	SOCAL Departure (R) 8000' and below 135.275; 9000'-13000' 126.7





Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

PARKING GATE COORDINATES

GATE NO.	COORDINATES
5, 7, 9, 11	N33 49.4 W116 30.4
4, 6, 8, 10, 12, 14, 15, 16, 17	N33 49.3 W116 30.4
18, 19, 20	N33 49.3 W116 30.5

116-30

CHANGES: ATIS frequency.

GENERAL

Rwys 31L and 31R right traffic pattern.
No formation landings or take-offs or overhead maneuvers.
Lengthy engine idling and run-ups on ramp area prohibited.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13R	❶HIRL ❶REIL ❶❷ VASI (3 bar)-L grooved	❹ 7000′ 2134m			150′ 46m
31L	❶HIRL ❶REIL ❶❸ PAPI-R (angle 3.00°)	8500′ 2591m			

❶ Activate on 119.7, when Twr inop.
❷ Operates on request through tower.
❸ Unusable beyond 4 NM from threshold due to mountainous terrain.
❹ LDA 6857′

13L	❺ MIRL ❺ REIL ❺ PAPI-L (angle 3.2°)				75′ 23m
31R	❺ MIRL ❺ REIL ❺❻ PAPI-L (angle 3.2°)				

❺ Not lighted when Twr closed.
❻ Unusable beyond 8° right of centerline and beyond 4 NM from threshold due to mountainous terrain.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 5A)

	Rwy 31L			Rwy 31R		
	With Mim climb of 386′/NM to 4500′		Climb in Visual Conditions	With Mim climb of 405′/NM to 4500′		Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	5900-3	1/4	1	5900-3
3 & 4 Eng		1/2			1/2	

	Rwy 13R			Rwy 13L		
	With Mim climb of 422′/NM to 2300′		Climb in Visual Conditions	With Mim climb of 440′/NM to 2300′		Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	5900-3	1/4	1	5900-3
3 & 4 Eng		1/2			1/2	

OBSTACLE DP

Rwys 13L/R: Climbing left turn heading 090° to intercept TRM VOR R-304 to TRM VOR or for climb in visual conditions cross Palm Springs Intl Airport at or above 6300′ then direct PSP VOR thence via PSP VOR R-124 and TRM VOR R-304 to TRM VOR.

Rwys 31L/R: Climbing right turn direct PSP VOR thence via PSP VOR R-124 and TRM VOR R-304 to TRM VOR, or for climb in visual conditions cross Palm Springs Intl Airport at or above 6300′ then direct PSP VOR thence via PSP VOR R-124 and TRM VOR R-304 to TRM VOR.

All Rwys if not at MEA/MCA at TRM VOR, climb in TRM VOR holding pattern (hold east, right turns, 289° inbound) until reaching MEA/MCA for assigned route of flight. When executing VCOA, notify ATC prior to departure.

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 0)

Rwy 13L: Heading as assigned by ATC; requires minimum climb of 310′/NM to 4800′.
Rwy 13R: Heading as assigned by ATC; requires minimum climb of 340′/NM to 2700′.
Rwy 31L: Heading as assigned by ATC; requires minimum climb of 480′/NM to 7000′.
Rwy 31R: Heading as assigned by ATC; requires minimum climb of 490′/NM to 7000.

FOR FILING AS ALTERNATE

	VOR or GPS-B	RNAV (RNP) Z Rwy 13R RNAV (RNP) Y Rwy 31L
A B	1900-2	NA
C D	1900-3	

CHANGES: Rwy 31R lighting note.

KPSP/PSP
PALM SPRINGS INTL

JEPPESEN
10 AUG 18 (12-20)

PALM SPRINGS, CALIF
RNAV (RNP) Z Rwy 13R

ATIS (ASOS when Twr inop)	SOCAL Approach (R) 8000' and below	SOCAL Approach (R) 9000'-13000'	*PALM SPRINGS Tower	*Ground
124.65	135.275	126.7	CTAF 119.7	121.9

RNAV	Final Apch Crs	Minimum Alt	RNP 0.17 DA(H)	Apt Elev 476' TDZE 451'
	130°	JEXOT 2900'(2449')	812'(361')	

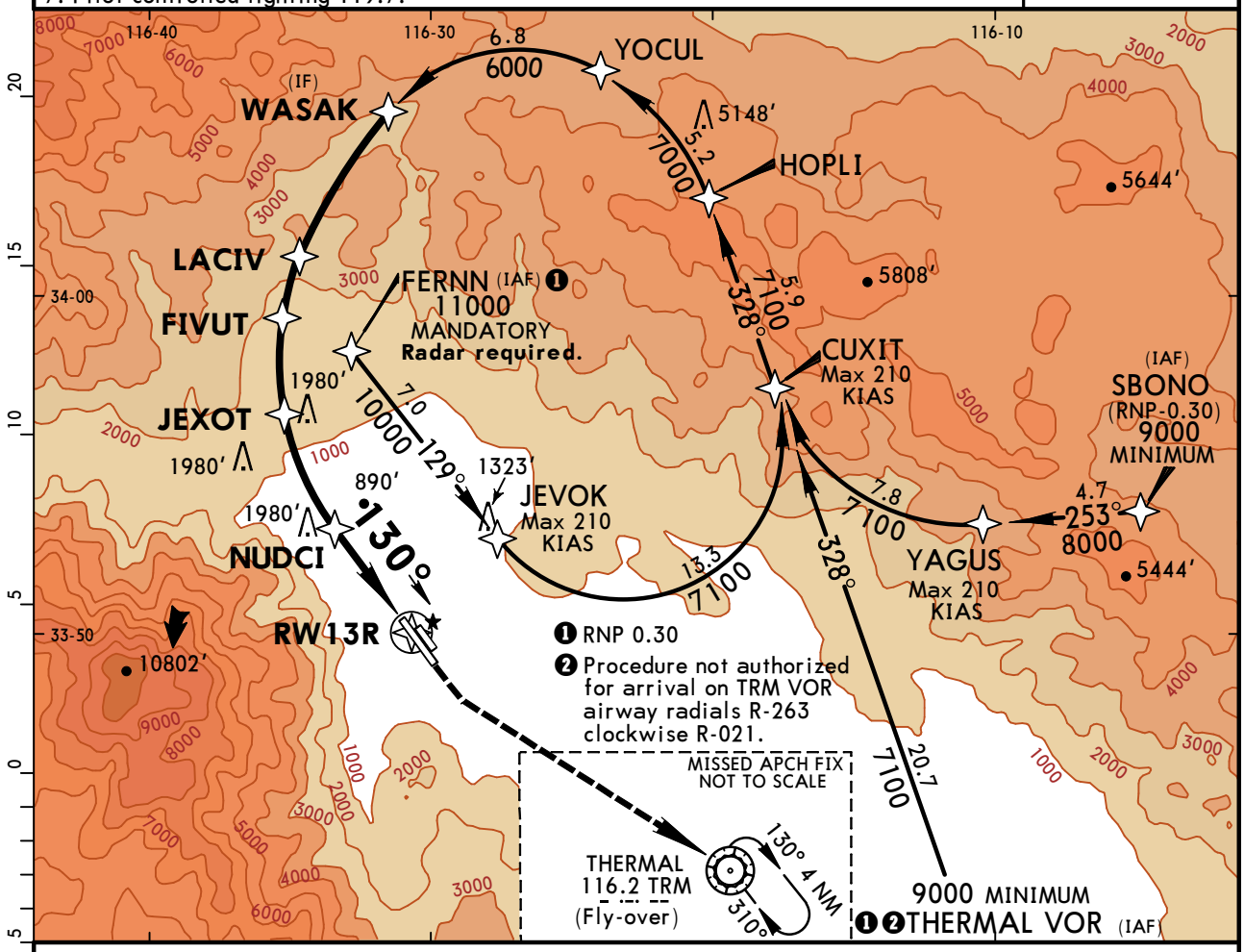
MISSED APCH: Climb to 900' then climbing LEFT turn to 4000' direct TRM VOR and hold.

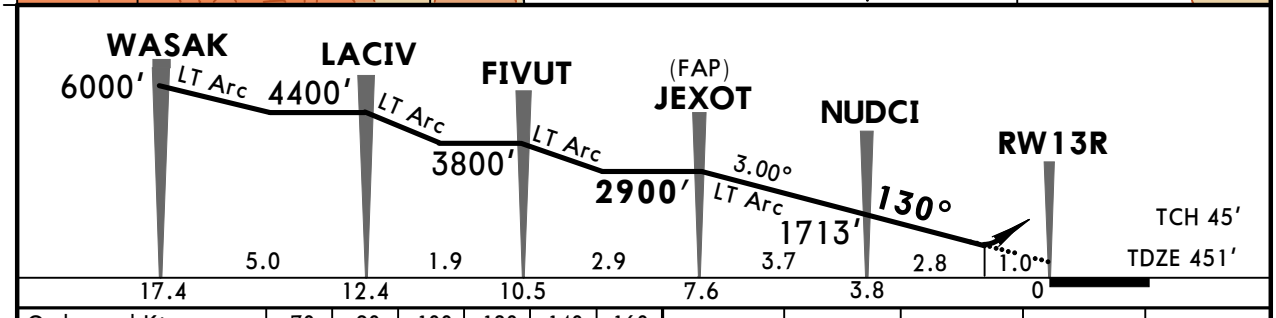
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF required. 3. GPS required.
4. Procedure not authorized when control tower closed. 5. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C (34°F) or above 54°C (130°F).
6. VGSI and descent angles not coincident (VGSI angle 3.25°/3.00°- TCH 69'/41').
7. Pilot controlled lighting 119.7.

12,700
MSA RW13R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

REIL
VASI-L
900'
4000'
LT
D
TRM
116.2

TERPS STRAIGHT-IN LANDING RWY 13R

TERPS AMEND 1 10 NOV 2016

	RNP 0.17 DA(H) 812'(361')	RNP 0.30 DA(H) 882'(431')
A	1¼	1½
B		
C		
D		

CHANGES: ATIS frequency.

KPSP/PSP
PALM SPRINGS INTL

JEPPESEN
10 AUG 18
12-21

PALM SPRINGS, CALIF
RNAV (RNP) Y Rwy 31L

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	SOCAL Approach (R) 8000' and below	SOCAL Approach (R) 9000'-13000'	*PALM SPRINGS Tower	*Ground
124.65	135.275	126.7	CTAF 119.7	121.9

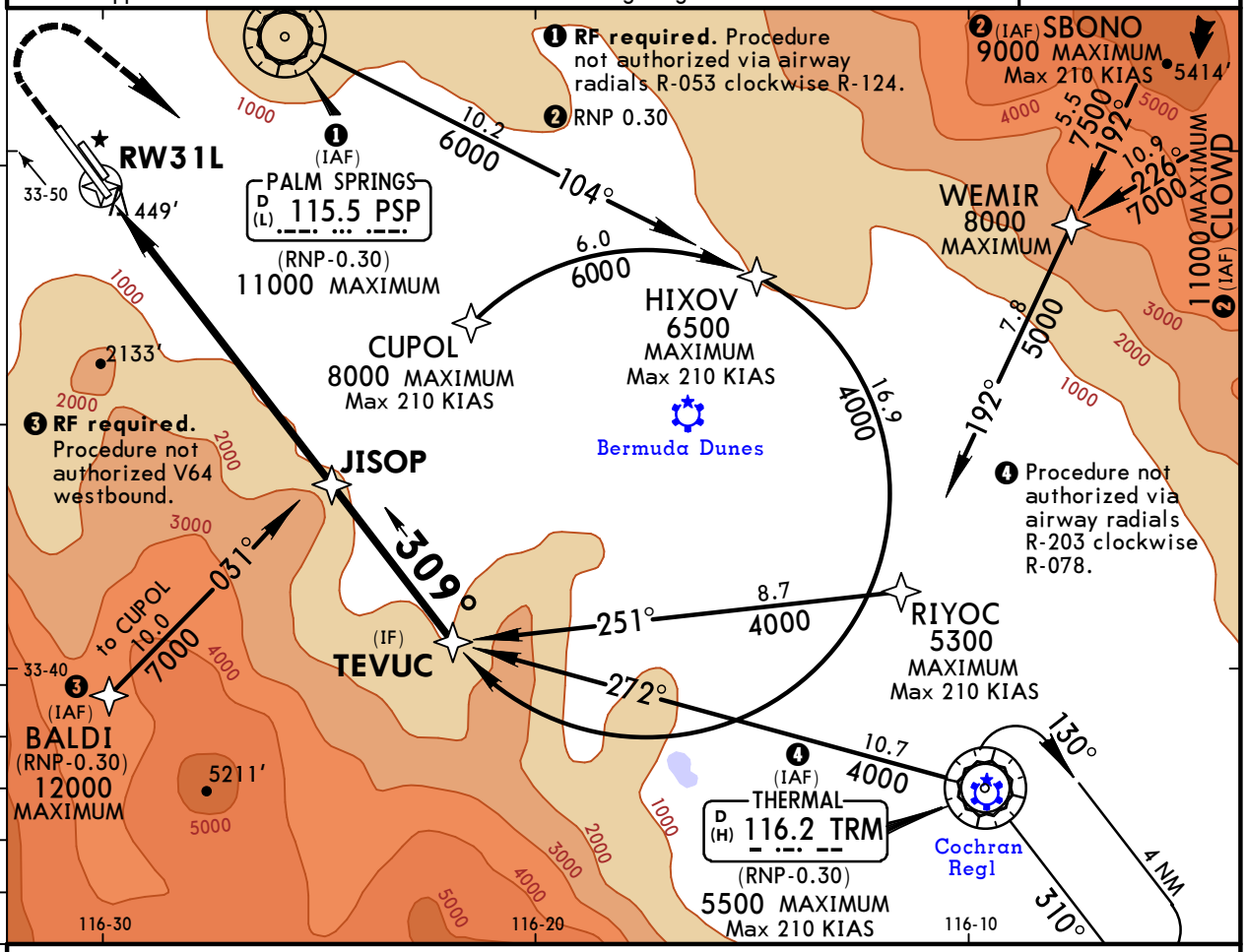
RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 477'
	309°	JISOP 2900' (2470')	734' (304')	TDZE 430'

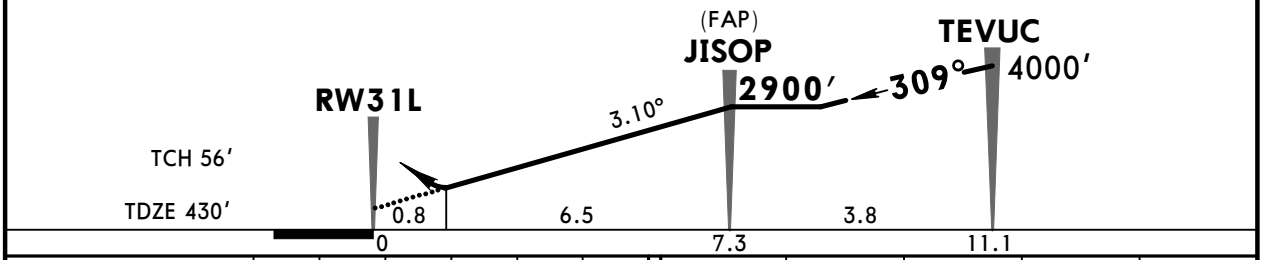
MISSED APCH: Climb to 1800', then climbing RIGHT turn to 4000' direct TRM VOR and hold. Missed approach requires minimum climb of 340'/NM to 3000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (35°F) or above 38°C (102°F). 4. Procedure not authorized when control tower closed.
5. Final approach course offset 1.10°. 6. Pilot controlled lighting 119.7.

12,700
MSA RW31L





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.10°	384	494	548	658	768	878
MAP at DA							

REIL PAPI-R	1800'	4000' RT	D	TRM 116.2

STRAIGHT-IN LANDING RWY **31L**

RNP 0.30

DA(H) **734'** (304')

TERPS AMEND 1B 17 NOV 2011

A
B
C
D

1

CHANGES: ATIS frequency.

KPSP/PSP
PALM SPRINGS INTL

JEPPESEN

10 AUG 18 (13-1)

PALM SPRINGS, CALIF
VOR or GPS-B

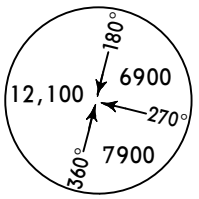
ATIS (ASOS when Twr inop)	SOCAL Approach (R) 8000′ and below	SOCAL Approach (R) 9000′-13000′	*PALM SPRINGS Tower	*Ground
124.65	135.275	126.7	CTAF 119.7	121.9

VOR TRM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
116.2	292°	MULCH 3000′ (2523′)	Refer to Minimums	477′

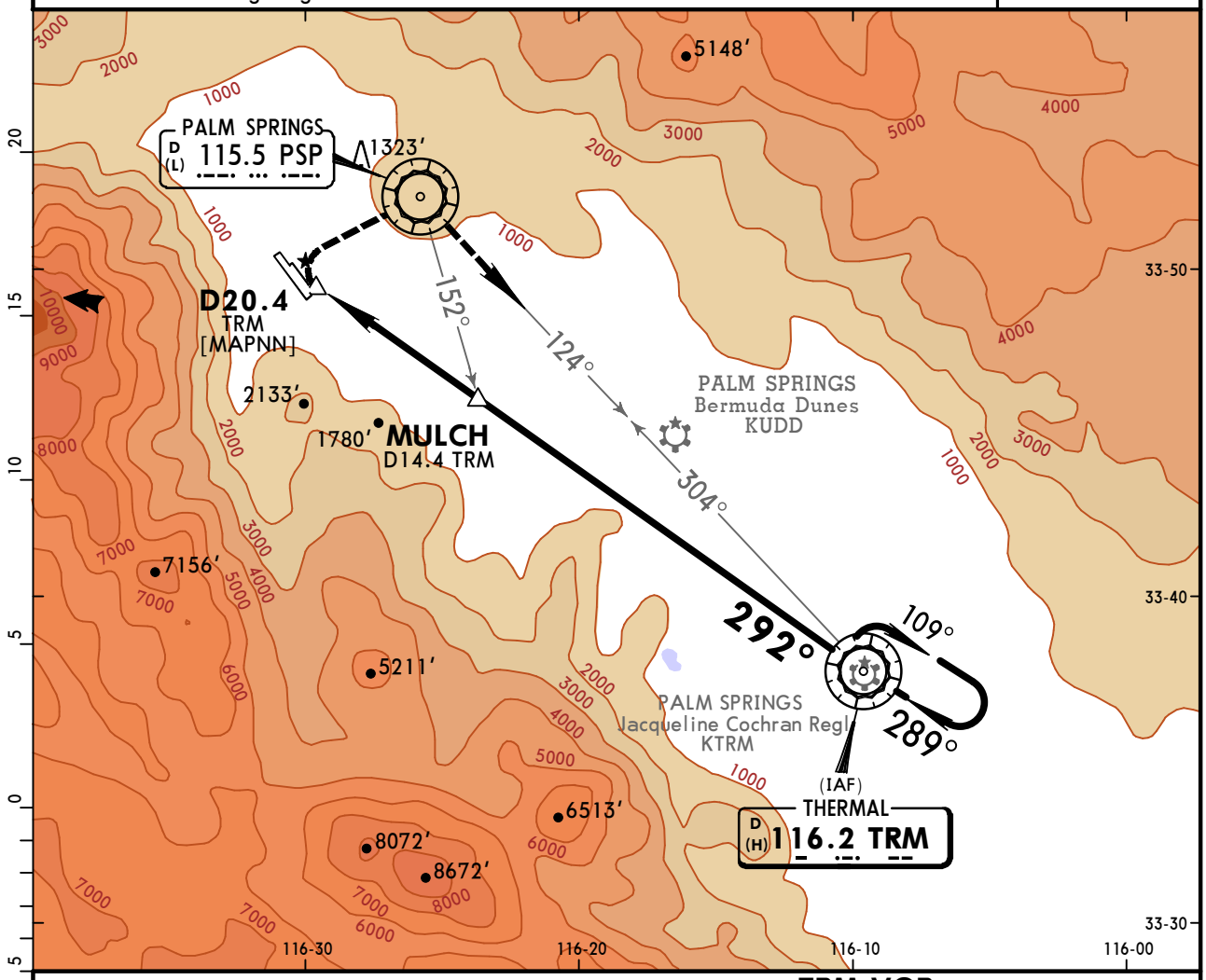
MISSED APCH: Climbing RIGHT turn to 4000′ direct PSP VOR then outbound via PSP VOR R-124 and inbound on TRM VOR R-304 to TRM VOR and hold.

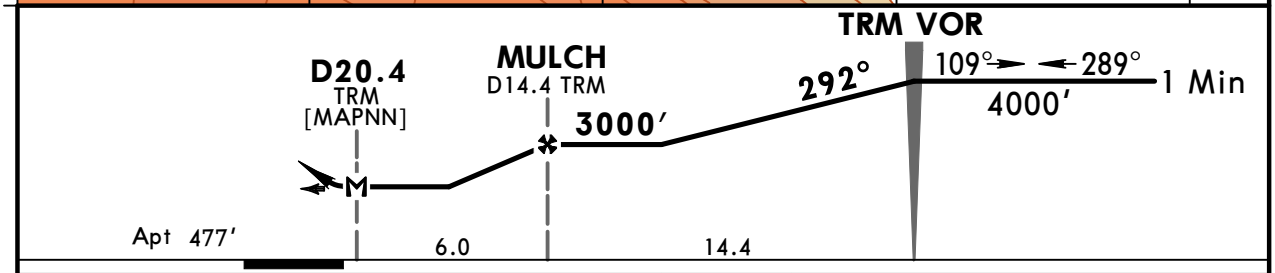
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Pilot controlled lighting 119.7.



MSA TRM VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D20.4 TRM or MULCH to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

Lighting - Refer to Airport Chart | 4000′ RT | D | PSP 115.5

CIRCLE-TO-LAND

Not Authorized Southwest of Rwy 13R-31L

	Max Kts	MDA(H)
A	90	2300′ (1823′) -1¼
B	120	2300′ (1823′) -1½
C	140	2300′ (1823′) -3
D	165	

BRIEFING STRIP TM

TERPS AMEND 3

CHANGES: ATIS frequency, minimums format.

Chart changes since cycle 06-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PALM SPRINGS, CA (PALM SPRINGS INTL - KPSP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KPSP

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.