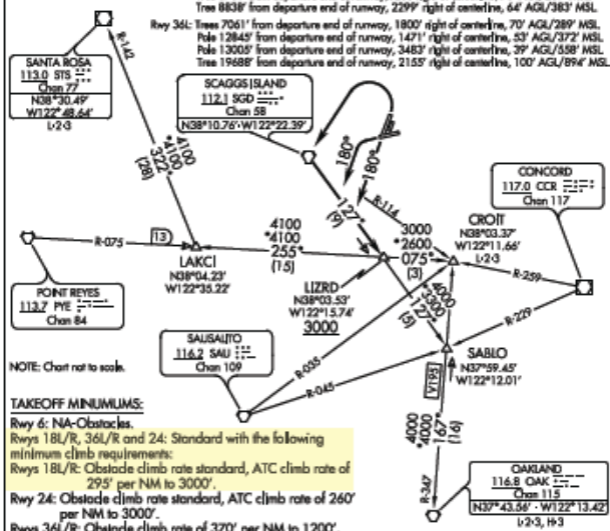


ATIS 124.05  
GND CON  
121.7  
OAKLAND CENTER  
127.8 353.5

**TAKEOFF OBSTACLES:**

Rwy 18L: Trees 4982' from departure end of runway, 237' left of centerline, 58' AGL/92' MSL  
Rwy 24: Bridge 4964' from departure end of runway, 1716' right of centerline, 167' AGL/167' MSL  
Rwy 36R: Floodlight 462' from departure end of runway, 339' right of centerline, 29' AGL/53' MSL  
Tree 8701' from departure end of runway, 1285' right of centerline, 70' AGL/289' MSL  
Tree 8838' from departure end of runway, 2299' right of centerline, 64' AGL/383' MSL  
Rwy 36L: Trees 7061' from departure end of runway, 1800' right of centerline, 70' AGL/289' MSL  
Pole 12845' from departure end of runway, 1471' right of centerline, 53' AGL/372' MSL  
Pole 13005' from departure end of runway, 3483' right of centerline, 39' AGL/558' MSL  
Tree 19688' from departure end of runway, 2155' right of centerline, 100' AGL/894' MSL

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RUNWAYS 18L/R:** Climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence...

**TAKE-OFF RUNWAY 24:** Turn left, climb via 180° heading to intercept and proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence...

**TAKE-OFF RUNWAYS 36L/R:** Turn left direct SGD VORTAC, proceed outbound via the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3000'. Thence...  
... via (transition) or (assigned route).

**CROIT TRANSITION (LIZRD3.CROIT):** From over LIZRD INT via PYE R-075 to CROIT INT.

**OAKLAND TRANSITION (LIZRD3.OAK):** From over LIZRD INT via SGD R-127 and OAK R-347 to OAK VORTAC.

**SANTA ROSA TRANSITION (LIZRD3.STS):** From over LIZRD INT via PYE R-075 and STS R-142 to STS VOR/DME.

## LIZRD THREE DEPARTURE

(LIZRD3.LIZRD) 07298

NAPA, CALIFORNIA  
NAPA COUNTY (APC)

According to the NTSB, "The LIZRD 3 departure description for runway 18R is as follows: The pilot is to depart and climb on a 180-degree heading. This heading will lead to the intercept of the Scaggs Island VORTAC radial-127 [located about 6 miles from the departure end of runway 18R], which the pilot is to follow until reaching the LIZRD intersection [located about 10.25 miles south of the runway]. The pilot is to cross the LIZRD intersection at or above 3000 feet.

Instead, radar data reveal the accident airplane "making a shallow left bank following departure from runway 18R and gradually increasing its altitude towards the east. The target was first identified at a Mode C reported altitude of 100 feet mean sea level (msl). During the preceding minute, radar returns disclosed a gradual ascent to 1000 feet msl, corresponding to about 960 feet above ground level (agl). The last two returns show an altitude of 900 feet msl and a slight change of direction to the south. The last radar return was located about 0.5 miles north of the accident site."

The pilot's CFI labeled him a "brilliant" aviator, and "performed the pilot's instrument competency check a few days prior to the accident," according to the NTSB. "During that time, they thoroughly discussed taking off in instrument meteorological conditions (IMC) at an uncontrolled airport, and specifically the departure procedures the pilot was executing on the day of the accident."