

LOC/DME I-SAN <u>111.55</u> Chan 52 (Y)	APP CRS 095°	Rwy Idg 7280 TDZE 17 Apt Elev 17
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ILS Z or LOC Z RWY 9
SAN DIEGO INTL (SAN)

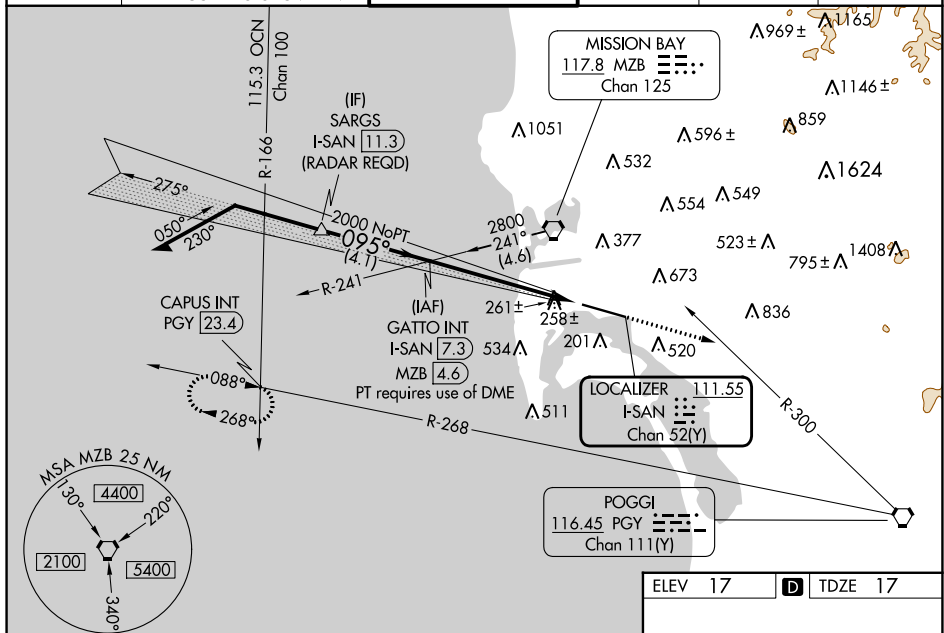
T Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D to 1 3/8 SM. LOC only: Rwy 9 helicopter visibility reduction below RVR 4000 NA.

MALSR



MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT/23.4 DME and hold.
#Missed approach requires minimum climb of 280 feet per NM to 3800; if unable to meet climb gradient, see ILS Y or LOC Y RWY 9.

D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LINDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9	CPDLC
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VGSI and ILS glidepath not coincident
(VGSI Angle 3.30/TCH 76).

Remain
within 10 NM

GATTO INT
I-SAN 7.3
2100

5000	F
↑	R
hdg	
095°	

PGY
R-30PGV


FR-

GY
268

APU:
INT

2000 :

GS 3.10°
TCH 55

2000

2

A diagram showing a vertical dashed line with a point labeled $.6$ in a circle. A horizontal line segment extends to the right from this point, with a shaded gray area underneath it.

I-S
1

A5



9401 X 20

70 



CATEGORY	A		B		C		D		TDZ/CL Rwys 9 and 27 HIRL Rwy 9-27 FAF to MAP 5.9 NM					
S-ILS 9 #	217/18 200 (200-½)													
S-LOC 9	520/40 503 (600-¾)				520/55 503 (600-1)									
C CIRCLING	800-1 783 (800-1)		820-1 803 (900-1)		820-2¼ 803 (900-2¼)		940-3 923 (1000-3)							
									Knots	60	90	120	150	180
									Min:Sec	5:54	3:56	2:57	2:22	1:58