

APP CRS	Rwy Ldg	5342
094°	TDZE	379
	Apt Elev	388

RNAV (GPS) RWY 9L
GILLESPIE FLD (SEE)

RNP APCH - GPS.



Rwy 9L helicopter visibility reduction below 1 SM NA. Circling NA northeast of Rwy 17 and 27R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° or above 54°C. Circling Rwy 9L, 27L/R, 35 NA at night. Rwy 9L Straight-in minimums NA at night. When local altimeter setting not received, use NKX altimeter setting and increase LNAV/VNAV DA to 1306 feet. Increase all MDAs 40 feet.

MISSED APPROACH: (Do not exceed 180K until MZB) Climb to 1900 then climbing right turn to 3000 direct MZB VORTAC and hold.

ATIS
125.45

SOCAL APP CON
124.35 279.625

GILLESPIE TOWER★
120.7 (CTAF) **L** 257.8

GND CON
121,7

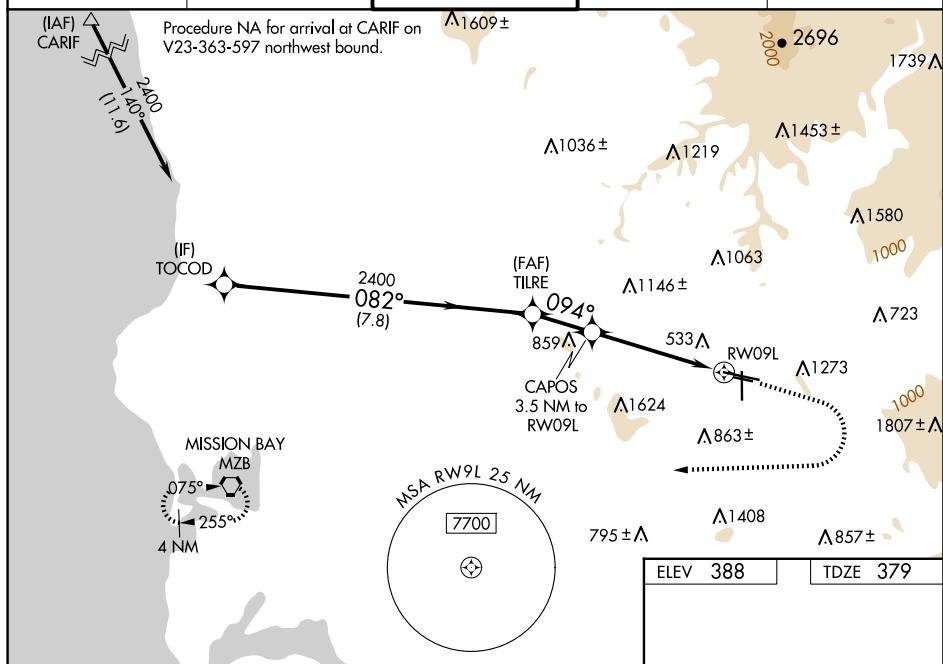
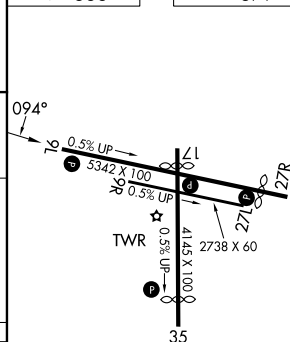
CLNC DEL
125.1

Diagram illustrating the proposed flight track for the TOCOD to RW09L route. The track starts at TOCOD (2400) and proceeds east at 082° to a crossing point (marked with an 'X') at 2400. From the crossing point, the track proceeds southeast at 094° to CAPOS (1780), which is 3.5 NM from RW09L. The distance from TOCOD to the crossing point is 7.8 NM, and from the crossing point to CAPOS is 1.6 NM. A legend in the top right corner shows symbols for 1900, 3000, and MZB. The diagram also includes GP 3.75° TCH 45 and a blacked-out area at the end of the track.

ELEV 388		TDZE 379
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CATEGORY	A	B	C	D
LNAV/ VNAV DA	1272-2½ 893 (900-2½)			NA
LNAV MDA	1480-1¼ 1101 (1100-1¼)	1480-1½ 1101 (1100-1½)	1480-3 1101 (1100-3)	NA
CIRCLING	1480-1¼ 1092 (1100-1¼)	1480-1½ 1092 (1100-1½)	1940-3 1552 (1600-3)	NA

MIRL Rwy 9L-27R and 17-35 **L**
REIL Rwy 27R **L**