

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

▼ 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.

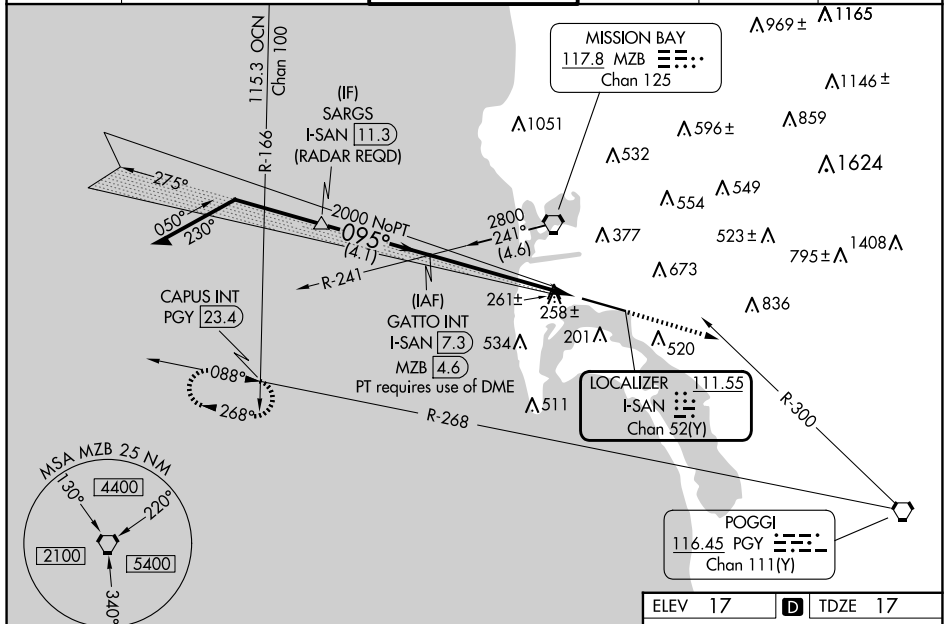
▲ For Inop ALS, increase S-ILS 9 all Cats visibility to 2 ½ SM. Rwy 9 helicopter visibility reduction below RVR 4000 NA.

Inop table does not apply to S-ILS 9.



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 270 feet per NM to 4000.

D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LUNDBERGH 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

PGY
R-268

CAPUS
INT

GS 3.10
TCH 55

A diagram of a three-way intersection. A horizontal road from the left has a black arrow pointing right labeled '095°'. A road from the top-left has a black arrow pointing down-right labeled '275°'. A road from the top-right has a black arrow pointing down-left. A vertical dashed line runs through the intersection. A 'TCH 55' sign is shown on the left side of the horizontal road. The number '2000' is written on the horizontal road, on the top-left road, and on the top-right road. A grey shaded area is on the right side of the intersection.

* I-SAN
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* LOC only.

I-SAN

CATEGORY	A	B	C	D
S-ILS 9 #	258/40 241 (300-¾)			
S-ILS 9	751-2 734 (800-2)			
S-LOC 9	960/40 943 (1000-¾)		960-2 943 (1000-2)	
C CIRCLING	960-1¼ 943 (1000-1¼)		960-3	
			943 (1000-2¾) 943 (1000-3)	

TDZ/CL Rwys 9 and 27
HIRL Rwy 9-27

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58