

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

SAN DIEGO INTL (SAN)

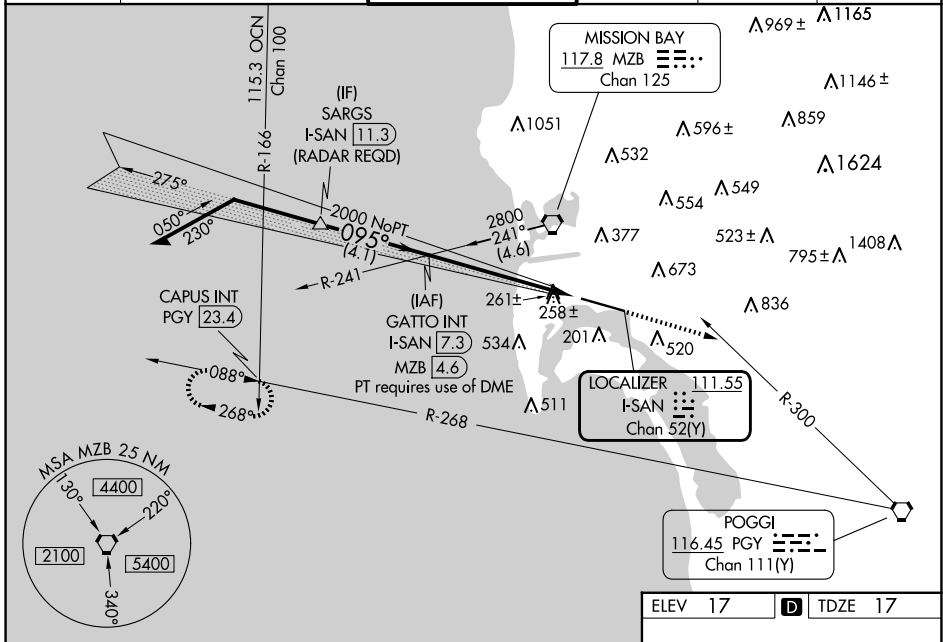
**⚠** Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSB required, remain on or above VGSB glidepath until threshold. For inop ALS, increase S-ILS 9 all Cats visibility to 2½ SM. Rwy 9 helicopter visibility reduction below RVR 4000 NA. #Inop table does not apply to S-ILS 9.

MALSRL



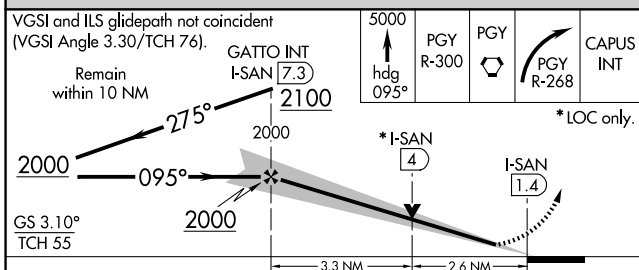
MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT/23.4 DME and hold. #Missed approach requires minimum climb of 270 feet per NM to 4000.

D-ATIS <b>134.8</b>	SOCAL APP CON <b>119.6 363.1 (WEST)</b> <b>124.35 279.625 (EAST)</b>	LINDBERGH TOWER <b>118.3 338.225</b>	GND CON <b>123.9</b>	CLNC DEL <b>125.9</b>	CPDLC
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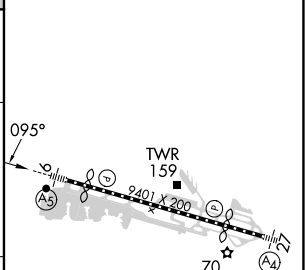
SW-3, 20 FEB 2025 to 20 MAR 2025

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ELEV 17	<b>D</b> TDZE 17
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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)	
<b>C</b> CIRCLING	960-1¼ 943 (1000-1¼)		960-2¾ 943 (1000-2¾)	
			960-3 943 (1000-3)	



TDZ/CL Rwy 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