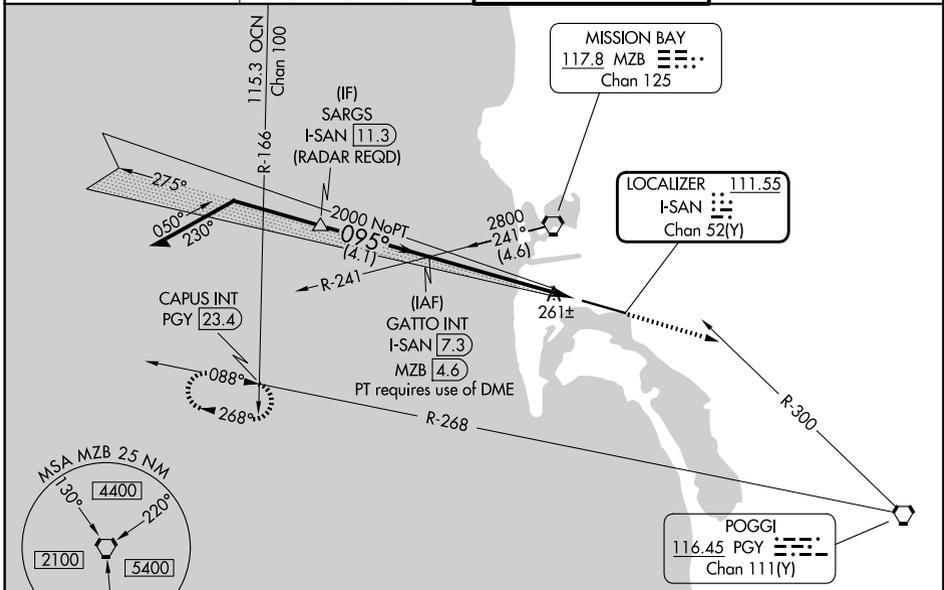| LOC/DME I-SAN	APP CRS	Rwy Ldg	**7280**	
111.55	**095°**	TDZE	**17**	
Chan **52**(Y)		Apt Elev	**17**	

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 2½ SM.
Rwy 9 helicopter visibility reduction below RVR 4000 NA.
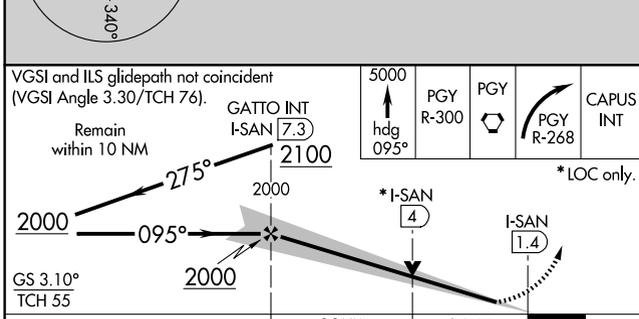#Inop table does not apply to S-ILS 9.

MALSR
Ⓐ5

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	SOCAL APP CON	LINDBERGH TOWER	GND CON
134.8	**119.6 363.1** (W) **124.35 279.625** (E)	**118.3 338.225**	**123.9**

MISSION BAY
117.8 MZB Chan 125

115.3 OCN Chan 100

R-166

(IF)
SARGS
I-SAN 11.3
(RADAR REQD)

LOCALIZER 111.55
I-SAN
Chan 52(Y)

275°
050° 230°
2000 NoPT
095°
(4.1)

2800
241°
(4.6)

R-241

CAPUS INT
PGY 23.4

088°
268°

(IAF)
GATTO INT
I-SAN 7.3
MZB 4.6
PT requires use of DME

261±

R-268

R-300

POGGI
116.45 PGY
Chan 111(Y)

MSA MZB 25 NM
4400 / 30°
220°
2100
5400
340°

VGSI and ILS glidepath not coincident
(VGSI Angle 3.30/TCH 76).

GATTO INT
I-SAN 7.3
Remain
within 10 NM

2100

275°
2000
2000
095°
GS 3.10°
TCH 55
2000

5000
hdg 095°

PGY
R-300

PGY

PGY
R-268

CAPUS
INT

*LOC only.

*I-SAN
4

I-SAN
1.4

▼

3.3 NM | 2.6 NM

ELEV	17	D	TDZE	17

095°
TWR
9401 X 200
Ⓐ5
27
Ⓐ4

TDZL/RCLS Rwys 9 and 27
HIRL Rwy 9-27

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)	
CIRCLING	960-1¼ 943 (1000-1¼)		960-2¾ 943 (1000-2¾)	960-3 943 (1000-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ILS Y or LOC Y RWY 9