

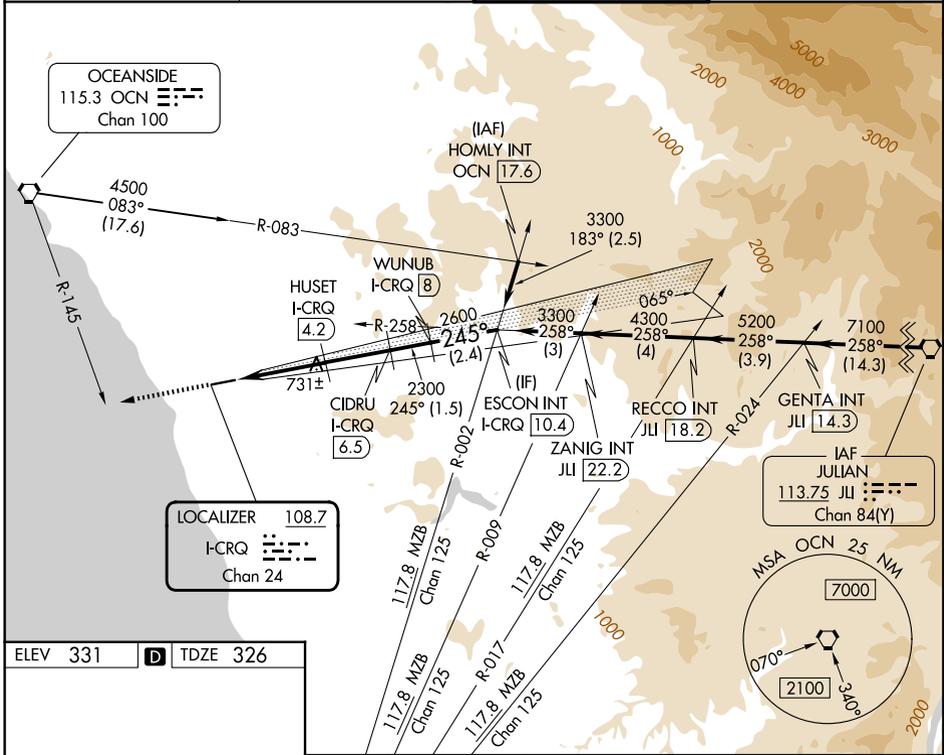
LOC/DME I-CRQ <b>108.7</b> Chan <b>24</b>	APP CRS <b>245°</b>	Rwy Ldg TDZE Apt Elev	<b>4897</b> <b>326</b> <b>331</b>
---	------------------------	-----------------------------	---

# ILS or LOC RWY 24

MC CLELLAN-PALOMAR (CRQ)

<p><b>▽</b> Inop table does not apply to S-ILS Rwy 24. <b>▲</b> Autopilot coupled approach NA below 960. DME required. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 24 Cat A/B visibility to RVR 5500 and Cat C visibility to 1% SM.</p>	<p>MAISR </p>	<p>MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.</p>
--	-------------------	---

ATIS <b>120.15</b>	SOCAL APP CON <b>127.3 323.0</b>	PALOMAR TOWER* <b>118.6 (CTAF) 0 276.4</b>	GND CON <b>121.8</b>
-----------------------	-------------------------------------	---	-------------------------



ELEV 331	<b>D</b>	TDZE 326
----------	----------	----------

	3000	OCN R-145	OCN	CIDRU I-CRQ 6.5	WUNUB I-CRQ 8	ESCON INT I-CRQ 10.4	3300
	↑	hdg 245°		HUSSET I-CRQ 4.2	2300	245°	2600
	↑	* I-CRQ 2.7			1640*		2300
	↑	I-CRQ 0.9					2600
	↑	LOC only					3300
		1.8 NM	1.5 NM	2.4 NM	1.5 NM	2.4 NM	

CATEGORY	A	B	C	D
S-ILS 24	527/40	201 (200-¾)	576/40 250 (300-¾)	NA
S-LOC 24	1000/40	674 (700-¾)	1000-1½ 674 (700-1½)	NA
CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA

SW-3, 19 FEB 2026 to 19 MAR 2026

SW-3, 19 FEB 2026 to 19 MAR 2026