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VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

MISSION BAY (VH) (H) VORTACW 117.8 MZB Chan 125 N32°46.93' W117°13.53' 133° 3.4 NM to fld. 10/15E.

VOR unusable:

- 026°-088° byd 40 NM
- 090°-100° byd 28 NM
- 100°-130° byd 17 NM
- 130°-190° byd 14 NM
- 190°-219° byd 20 NM
- 215°-241° byd 40 NM
- 242°-252° byd 40 NM blo 8,000'
- 242°-252° byd 55 NM blo 18,000'
- 253°-288° byd 40 NM
- 265°-307° byd 19 NM blo 8,000'
- 289°-299° byd 40 NM blo 4,500'
- 289°-299° byd 49 NM
- 300°-333° byd 40 NM
- 308°-350° byd 20 NM blo 8,000'
- 347°-351° byd 40 NM
- 352°-002° byd 40 NM blo 7,000'
- 352°-002° byd 52 NM

TACAN AZIMUTH unusable:

- 265°-309° byd 19 NM blo 8,000'
- 310°-350° byd 15 NM blo 6,000'
- 310°-350° byd 30 NM blo 10,000'

DME unusable:

- 265°-309° byd 19 NM blo 8,000'
- 310°-350° byd 20 NM blo 6,000'
- 310°-350° byd 30 NM blo 10,000'

ILS/DME 111.55 I-SAN Chan 52(Y) Rwy 09. Class IE. Autopilot coupled approaches NA below 530' MSL.

LOC/DME 110.9 I-UBR Chan 46 Rwy 27. LOC unusable byd 25° right of course.

SAN DIEGO/EL CAJON

GILLESPIE FLD (SEE)(KSEE) 10 NE UTC-(7DT) N32°49.57' W116°58.35'

LOS ANGELES

388 B TPA—See Remarks NOTAM FILE SEE

H-41, L-4H

RWY 09L-27R: H5342X100 (ASPH) S-90, D-120, 2D-200 MIRL

IAP, AD

0.5% up E

RWY 09L: PAPI(P4R)—GA 3.75° TCH 45'. Tree.

RWY 27R: REIL. PAPI(P4L)—GA 4.5° TCH 45'. Thld dspclcd 706'.

Road. Rgt tfc.

RWY 17-35: H4145X100 (ASPH) S-58, D-106, 2D-195 MIRL

0.5% up S

RWY 17: PAPI(P4L)—GA 3.7° TCH 31'. Thld dspclcd 450'. Bldg.

RWY 35: PAPI(P4L)—GA 3.5° TCH 19'. Thld dspclcd 685'. Pole.

RWY 09R-27L: H2738X60 (ASPH) S-12 0.5% up E

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT When ATCT clsd

ACTVT REIL Rwy 27R; PAPI Rwy 09L, 27R, 17 and 35; MIRL Rwy

09L-27R and Rwy 17-35—CTAF. Rwy 27R PAPI unusbl beyond 6°

right of course. Rwy 35 PAPI unusbl beyond 4° left of cntrl.

NOISE: Noise abatement procedures in effect. Rwy 17 preferred noise

abatement dep when twr clsd. TGL and Jet dep strongly discouraged

0600-1500Z†. Noise sensitive areas all quads. Noise abatement

pattern info avbl at sdcounyairports.com or ctc arpt ops

619-956-4800. Copter pioneer noise abatement pattern alt 700'

MSL; dep S from Rwy 35 NRS, crosswind btn Bradley and Vernon

Way, downwind at Wing Ave, turn base leg to fly over E/W taxi line on E transient ramp, do not overfly Twy D, then via

Rwy 17 to Rwy 35 NRS. Remain S of Twy B4 due to crossing ground traffic. Do not overfly parked or taxiing acft.

AIRPORT REMARKS: Attended 1500-0500Z†. Coyotes and birds occasionally on and invof arpt. For fuel svc or assistance during

business hrs, ctc (619) 449-0611, (619) 448-5991, or (619) 981-5000. 100LL self svc avbl 24 hrs. Rwy 09R-27L

rwy unlgtd; CLSD SS-SR. Simulated engine failures prohibited over residential areas. Formation flight avbl as tfc permits,

ltd to no more than 3 aft per formation. PPR for VFR low apchs blo 1000' AGL from arpt director. PPR for all military

acft, and all MIL/CIV VFR low apchs blo 1000' AGL ctc arpt ops 619-956-4800. TPA—Rwy 17-35 1188(800) SR-SS,

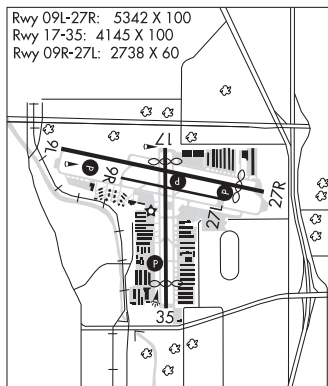
1388(1000) SS-SR. Rwy 27R TPA 1588(1200) rgt tfc SR-SS, TPA 1388(1000) left tfc SS-SR due to 893' AGL

mountain 2.1 NM ENE of arpt. Rwy 27L 1388(1000) left tfc SR-SS. Rwy 09L-27R and 09R-27L hel skid/run-on ldg

prohibited. West transient ramp and portions of Twy D between Twy D2 and west transient ramp not visible from twr. Rwy

27R centerline in close alignment with terrain, use of Localizer/DME highly recommended. When twr clsd, acft must

self-announce on CTAF prior to ldg or departing.



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AIRPORT MANAGER: 619-956-4800

WEATHER DATA SOURCES: AWOS-3P 125.45 (619) 449-1228. LAWRS.

COMMUNICATIONS: CTAF 120.7 ATIS 125.45 619-449-1228. (General outlook when tower closed.)

Ⓡ **SOCAL APP/DEP CON** 124.35

TOWER 120.7 123.8 (1500-0500Z±) **GND CON** 121.7

CLNC DEL 125.1

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1500-0500Z±; other times CLASS G.

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LOC/DME 110.5 I-SEE Chan 42 Rwy 27R. LOC unmonitored when ATCT clsd. DME unusable byd 7° right of course.