

LOC/DME I-CRQ <u>108.7</u> Chan 24	APP CRS 245°	Rwy Ldg 4897 TDZE 326 Apt Elev 331
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ILS or LOC RWY 24
MC CLELLAN-PALOMAR (CRQ)

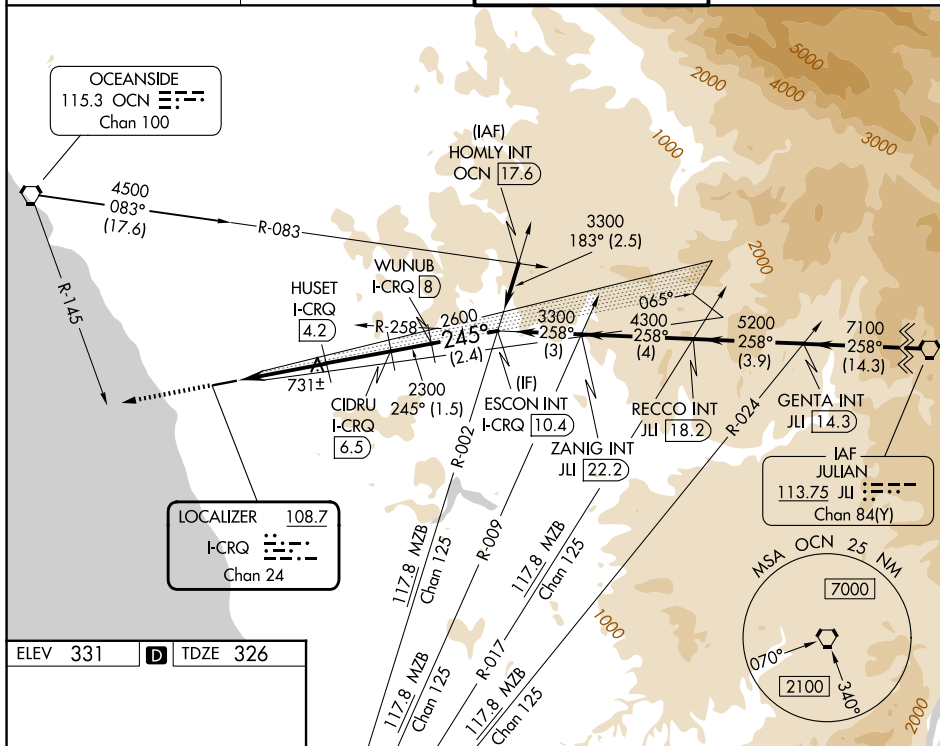
T Inop table does not apply to S-ILS Rwy 24.
A Autopilot coupled approach NA below 960. DME required.
Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 24 Cat A/B visibility to RVR 5500 and Cat C visibility to 1/2 SM.

MALSRL



MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.

ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER★ 118.6 (CTAF) 0 276.4	GND CON 121.8
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ELEV 331	D	TDZE 326
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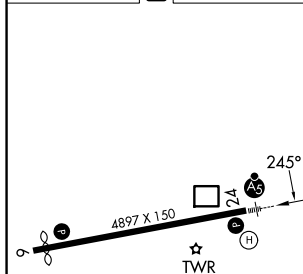


Diagram illustrating a Standard Instrument Departure (SID) for runway 24L. The diagram shows a climb profile starting from a runway threshold, passing through various altitude and distance markers, and ending at a 245° heading. Key features include:

- 3000** ft starting altitude.
- 245°** heading.
- 1.8 NM** distance to the first **I-CRQ (0.9)**.
- 1.5 NM** distance to the second **I-CRQ (2.7)**.
- 2.4 NM** distance to the third **I-CRQ (4.2)**.
- 1.5 NM** distance to the fourth **I-CRQ (6.5)**.
- 2.4 NM** distance to the fifth **I-CRQ (10.4)**.
- 1640***, **2300**, **2600**, and **3300** ft altitudes along the climb profile.
- OCN (OCN R-145)** and **WUNUB (WUNUB I-CRQ 8)** procedures.
- GS 3.20° TCH 55** (Grade Slope 3.20%, Threshold 55).

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