

LOC/DME I-SAN 111.55 Chan 52(Y)	APP CRS 095°	Rwy Ldg 7280 TDZE 17 Apt Elev 17
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ILS Z or LOC Z RWY 9
SAN DIEGO INTL (SAN)

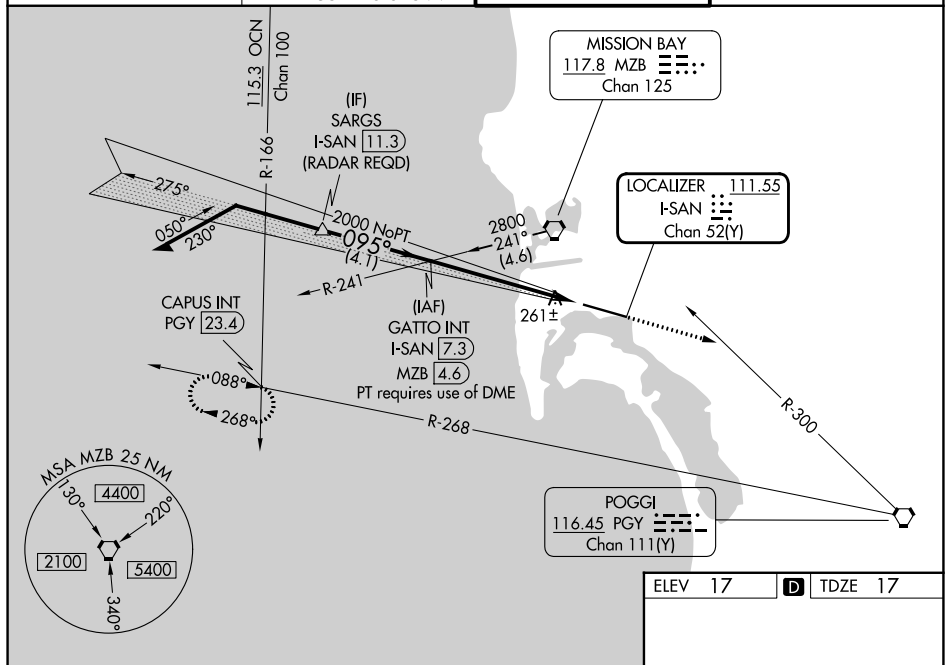
T Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D to 1 3/8 SM. LOC only: Rwy 9 helicopter visibility reduction below RVR 4000 NA.

MALSR



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 280 feet per NM to 3800; if unable to meet climb gradient, see ILS Y or LOC Y RWY 9.

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



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

Remain
within 10 NM

GATTO INT
I-SAN 7.3

5000	F
↑	R
hdg	
095°	

PGY
R-30

PG



P
R-

Y 68	C
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UPUS
NT

$$\frac{GS \ 3.10^\circ}{TCH \ 55}$$

2000

000

* I-SAN
2.6

* LOC only

The diagram shows a transmission line with a TWR (Traveling Wave Relay) and a fault. The line is represented by a horizontal line with a zigzag break in the middle. A TWR is located at the right end of the line, labeled "TWR" and "9401 X 200". A fault is indicated by a star symbol on the line, labeled "A4". The fault is located at a distance of 9401 X 200 from the TWR. The line is also labeled "A5" at the left end.

CATEGORY	A		B		C		D		TDZL/RCLS Rwy 9 and 27 HIRL Rwy 9-27	
S-ILS 9 #	217/18 200 (200-½)									
S-LOC 9	520/40 503 (600-¾)				520/55 503 (600-1)					
FAF to MAP 5.9 NM										
CIRCLING	800-1	820-1	820-2¼	940-3	Knots	60	90	120	150	180
	783 (800-1)	803 (900-1)	803 (900-2¼)	923 (1000-3)	Min:Sec	5:54	3:56	2:57	2:22	1:58

SAN DIEGO, CALIFORNIA

Orig-A 15AUG19

32°44'N-117°11'W

SAN DIEGO INTL (SAN)

ILS Z or LOC Z RWY 9

SW-3, 03 SEP 2026 to 01 OCT 2026