

WAAS

CH **86928**

**W17A**

APP CRS

**147°**

Rwy Ldg

**3695**

TDZE

**379**

Apt Elev

**388**

**RNAV (GPS) RWY 17**

GILLESPIE FLD (SEE)

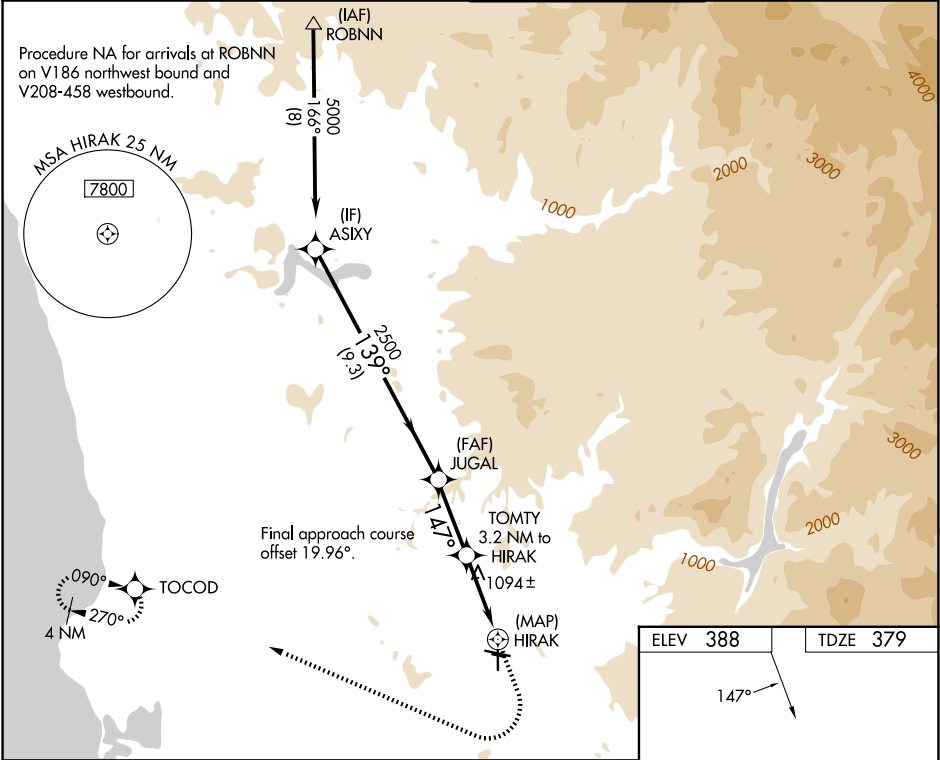
RNP APCH - GPS.

⚠

Circling NA northeast of Rwy 17 and 27R. When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 27R, 35 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TOCOD and hold.

|                       |                                        |                                                 |                         |
|-----------------------|----------------------------------------|-------------------------------------------------|-------------------------|
| ATIS<br><b>125.45</b> | SOCAL APP CON<br><b>124.35 279.625</b> | GILLESPIE TOWER★<br><b>120.7 (CTAF) 0 257.8</b> | GND CON<br><b>121.7</b> |
|-----------------------|----------------------------------------|-------------------------------------------------|-------------------------|



|          |                             |                           |        |               |       |
|----------|-----------------------------|---------------------------|--------|---------------|-------|
| ASIXY    | Visual Segment - Obstacles. |                           | 1500   | 3000          | TOCOD |
| 5000     | JUGAL                       | TOMTY 3.2 NM to HIRAK     | HIRAK  |               |       |
| 139°     | 2500                        | 147°                      | 1580   |               |       |
| 9.3 NM   | 2.9 NM                      | 3.2 NM                    | 0.5    |               |       |
| CATEGORY | A                           | B                         | C      | D             |       |
| LP MDA   | 1360-1¼<br>981 (1000-1¼)    | 1360-1½<br>981 (1000-1½)  | 1360-3 | 981 (1000-3)  |       |
| LNAV MDA | 1380-1¼<br>1001 (1000-1¼)   | 1380-1½<br>1001 (1000-1½) | 1380-3 | 1001 (1000-3) |       |
| CIRCLING | 1440-1¼<br>1052 (1100-1¼)   | 1440-1½<br>1052 (1100-1½) | 1940-3 | 1552 (1600-3) |       |

ELEV 388

TDZE 379

147°

170 0.5% UP  
5342 X 100  
30 0.5% UP  
TWR 4145 X 100  
2738 X 60  
35

MIRL Rwy 9L-27R and 17-35 0  
REIL Rwy 27R 0