

LOC/DME	I-SAN	APP CRS	Rwy Ldg	7280
111.55		095°	TDZE	17
Chan 52 (Y)			Apt Elev	17

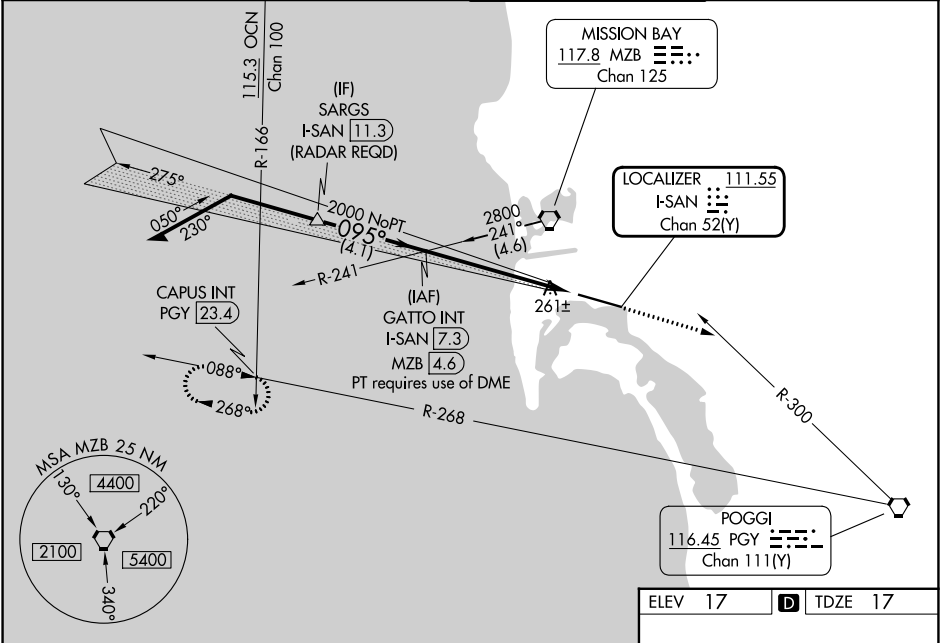
ILS Y or LOC Y RWY 9
SAN DIEGO INTL (SAN)

⚠ 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-ILS 9 all Cats visibility to 2½ SM. Rwy 9 helicopter visibility reduction below RVR 4000 NA. #Inop table does not apply to S-ILS 9.

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 270 feet per NM to 4000.

D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (W) 124.35 279.625 (E)	LINDBERGH TOWER 118.3 338.225	GND CON 123.9
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VGSI and ILS glidepath not coincident (VGSI Angle 3.30/TCH 76).
Remain within 10 NM

GATTO INT I-SAN 7.3 2100

2000 095° 2000

GS 3.10° TCH 55

3.3 NM 2.6 NM

*I-SAN 4

*LOC only: I-SAN 1.4

CATEGORY	A	B	C	D
S-ILS 9#	258/40 241 (300-¾)			
S-ILS 9	751-2 734 (800-2)			
S-LOC 9	960/40	943 (1000-¾)	960-2	943 (1000-2)
CIRCLING	960-1¼	943 (1000-1¼)	960-2¾ 943 (1000-2¾)	960-3 943 (1000-3)

ELEV 17 D TDZE 17

095°

TWR

9401 X 200

AS

AS

TDZL/RCLS Rwy 9 and 27	HIRL Rwy 9-27				
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SW-3, 29 OCT 2026 to 26 NOV 2026

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