

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KSAN

Terminal Charts For KSAN

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: San Diego CA USA
IATA Code: SAN
Lat/Long: N32° 44.0' W117° 11.4'
Elevation: 17 ft

Airport Use: Public
Magnetic Variation: 11.8°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1452 Z
Sunset: 0057 Z,

Runway Information

Runway: 09
Length x Width: 9400 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 700 ft

Runway: 27
Length x Width: 9400 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1810 ft

Communication Information

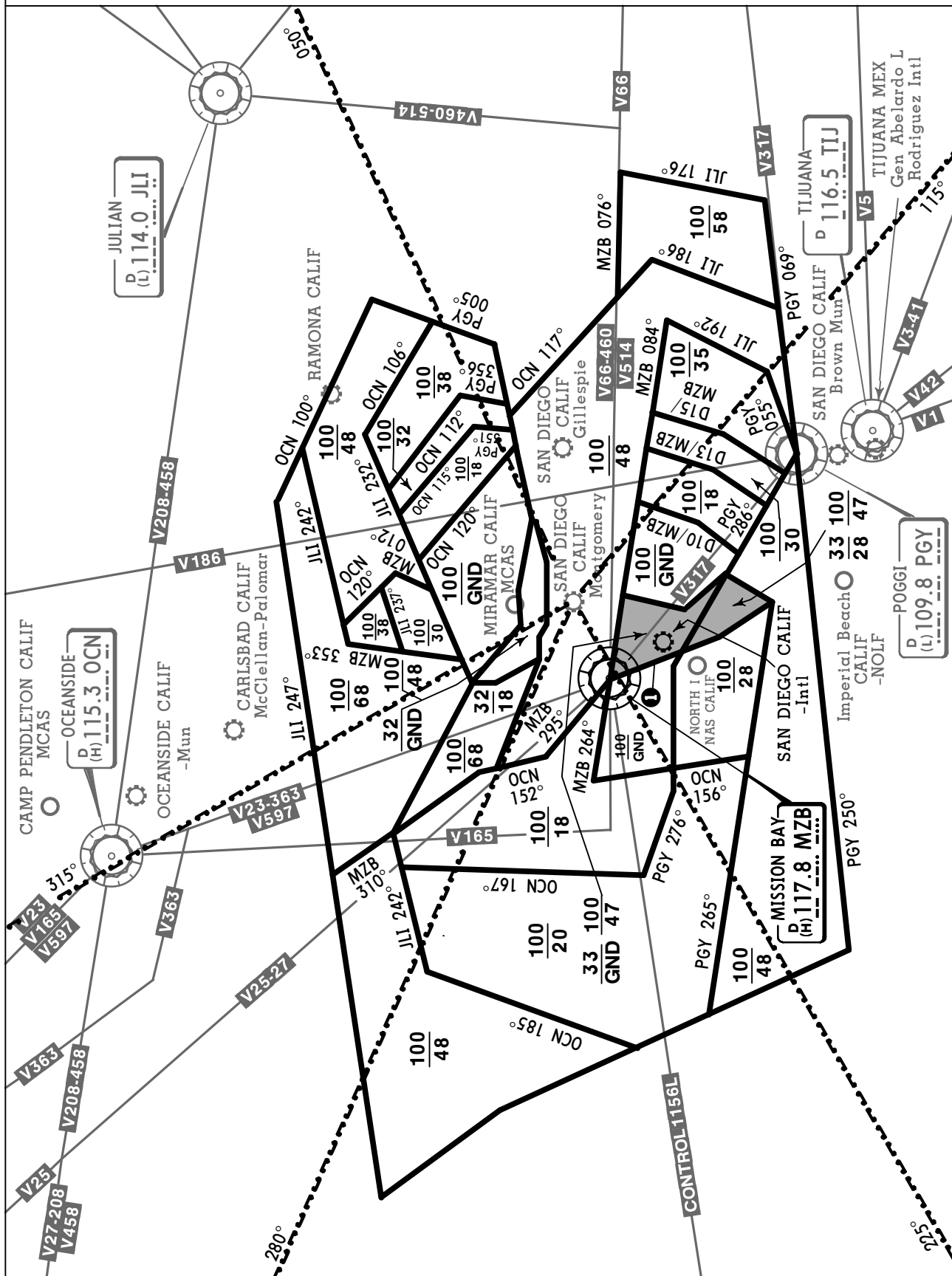
ATIS 134.8
San Diego Intl Tower 118.3
San Diego Intl Ground Control 123.9
Ramp Control Ramp/Taxi Control 131.975 Secondary
Ramp Control Ramp/Taxi Control 129.775
San Diego Intl Clearance Delivery 125.9
San Diego Intl Pre-Taxi Clearance 125.9 Pre-Departure Clearance

Socal Approach Control 119.6 (181°-360°) Arrival Service
Socal Approach Control 124.35 (1°-180°) Arrival Service
Socal TCA 125.3 (294°-332°)
Socal TCA 127.3
Socal TCA 132.2 (333°-28°) Between 11000 ft and 7000 ft
Socal TCA 125.15 (110°-224°) At or below 17000 ft
Socal TCA 124.35 (62°-109°) At or below 14000 ft
Socal TCA 119.6 (225°-293°) At or below 17000 ft
Socal Departure Control 119.6 (181°-360°) Departure Service
Socal Departure Control 124.35 (1°-180°) Departure Service
Socal Departure Control 125.15 Departure Service
San Diego Intl Unicom 122.95
San Diego AIR Operations 898.4 Military
San Diego AIR Operations 569.6 Military
San Diego AIR Operations 312.3 Military
San Diego AIR Operations 218.2 Military
San Diego AIR Operations 157.15 Military

SAN DIEGO CLASS (B) AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

Sectors	Social App	
(050°-115°)	124.35	(14000 and below)
(116°-224°)	125.15	(17000 and below)
(225°-280°)	119.6	(15000 and below)
(281°-314°)	127.3	(below 7000)
	125.3	(7000-15000)
(315°-049°)	120.05	(below 7000)
	132.2	(7000-16000)



CHANGES: V-42 desig.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

1 VFR CORRIDOR PROCEDURES

When transiting the VFR corridor overlying San Diego Intl above 3300 feet and below 4700 feet, pilots are encouraged to remain right of a northwest/southeast line extending across the San Diego Intl Rwy 27 approach end.

No communications or clearances with ATC are required while transiting through the VFR corridor; however, frequency 126.050 is provided for exchange of information between those pilots using the corridor.

Heavy traffic south at 3000 feet and below inbound to North I NAS, pilots transiting the VFR corridor are cautioned against premature descent. Occasional parachute jump activity allowed in this area, check NOTAMs.

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

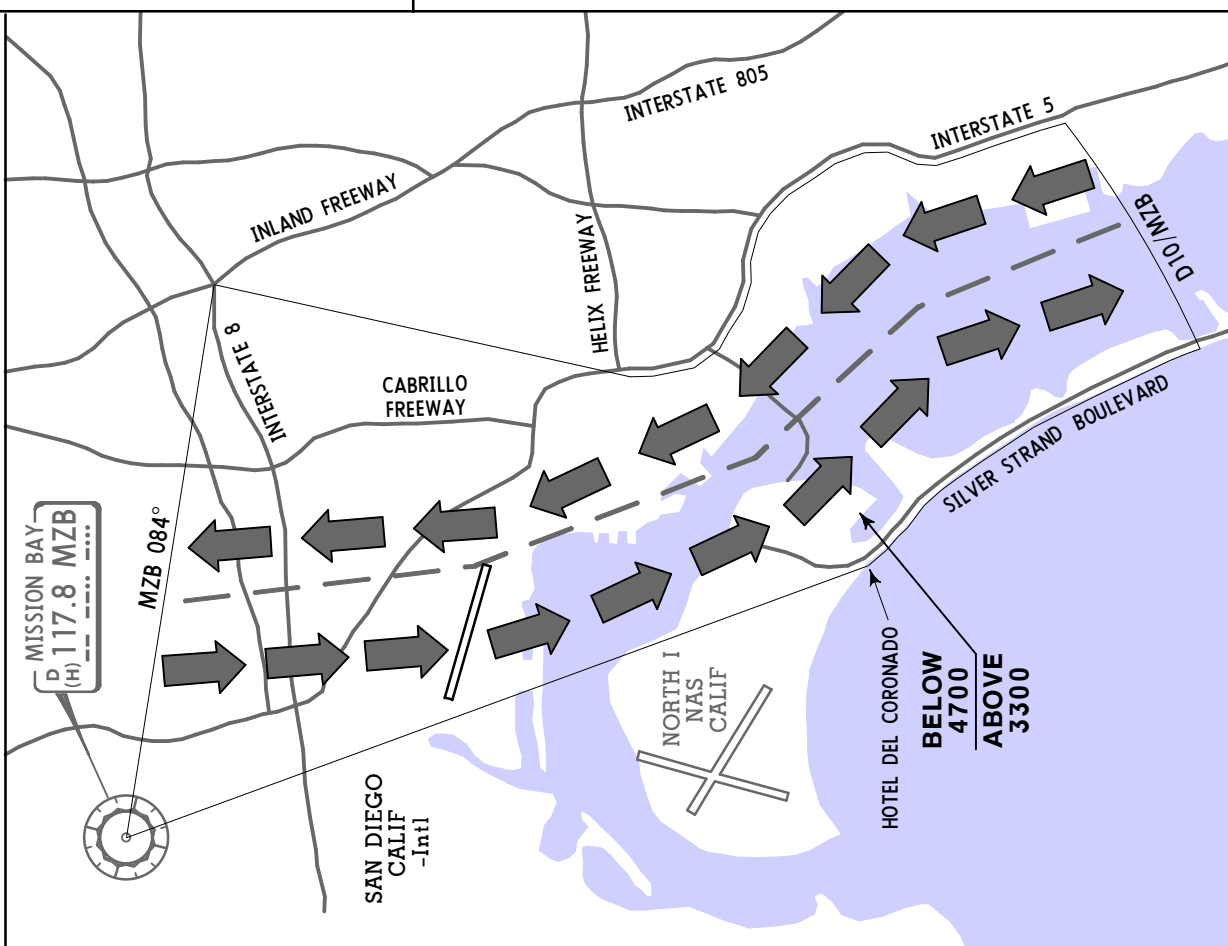
FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class (B) are required to operate in accordance with current IFR procedures.

VFR Flights-

- Arriving aircraft, or aircraft desiring to transit the Class (B), should contact San Diego Approach control on the frequency depicted for the sector of flight with reference to the geographical center of the airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- Aircraft departing the primary airports are requested to advise the San Diego clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airports should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class (B).
- Aircraft desiring to transit the Class (B) will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

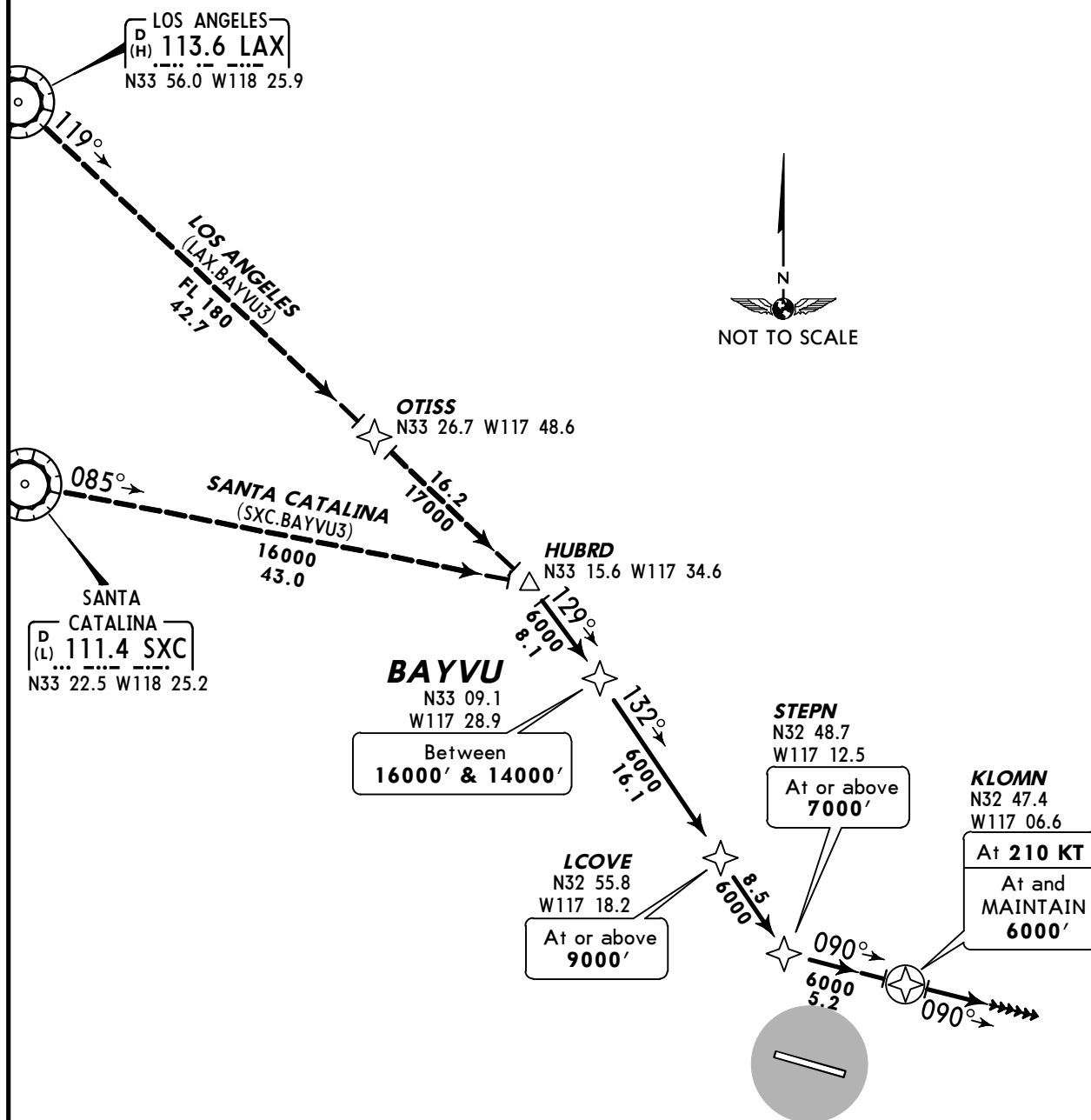
1 VFR CORRIDOR



D-ATIS 134.8	Apt Elev 17'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.		

BAYVU THREE RNAV ARRIVAL (BAYVU.BAYVU3)

SPEED RESTRICTION FOR TURBOJET AIRCRAFT
 Descend via mach number until transition to 280 KT.
MAINTAIN 280 KT until 10,000'.



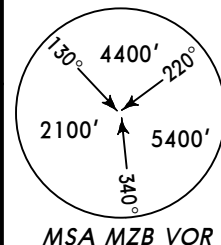
ROUTING

From HUBRD on 129° track to BAYVU then as depicted to KLOMN, then on 090° track.
 EXPECT RADAR vectors to final approach course Rwy 27.

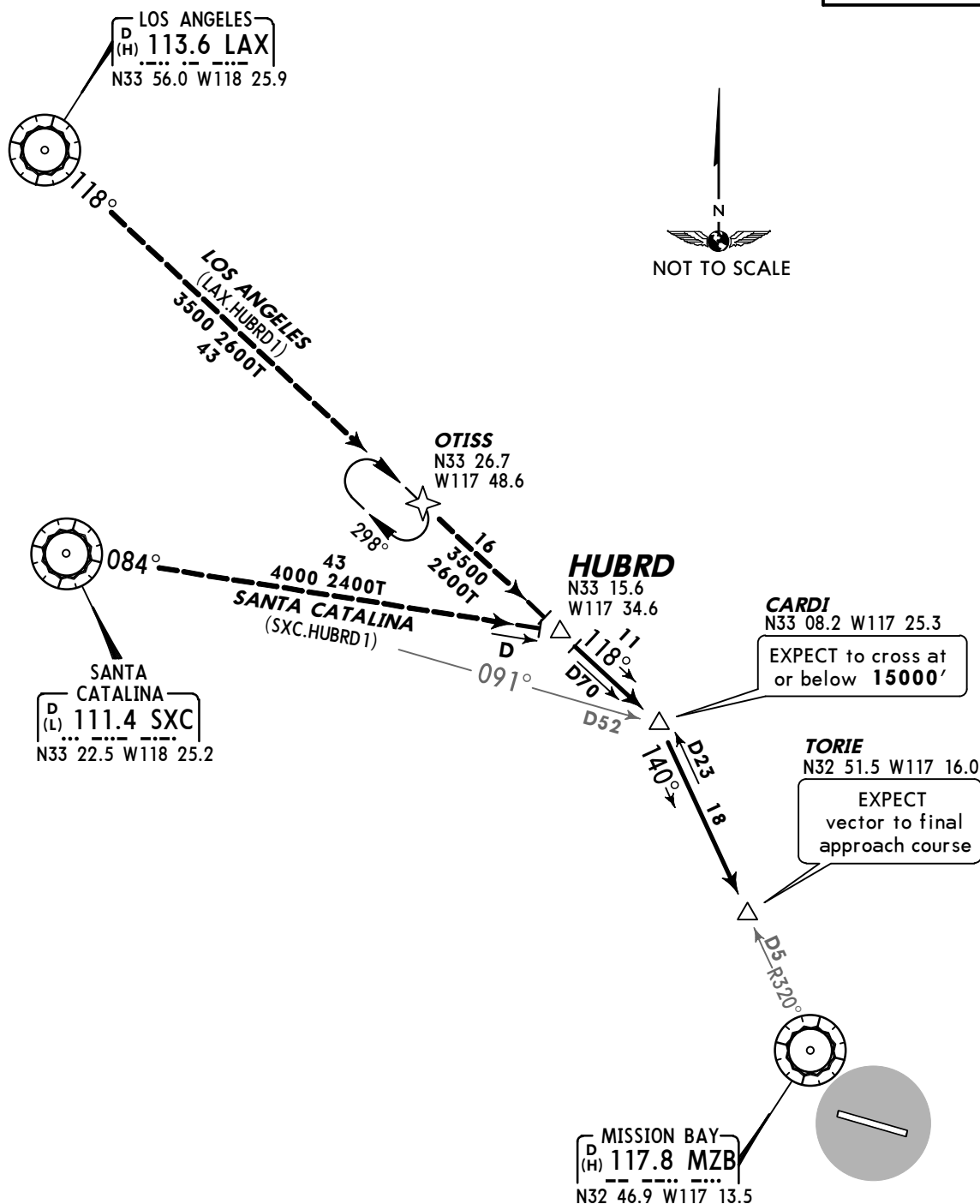
D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'



HUBRD ONE ARRIVAL (HUBRD.HUBRD1)



ROUTING

From HUBRD via LAX R-118 to CARDI via MZB R-320 to TORIE. EXPECT vector to final approach course.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

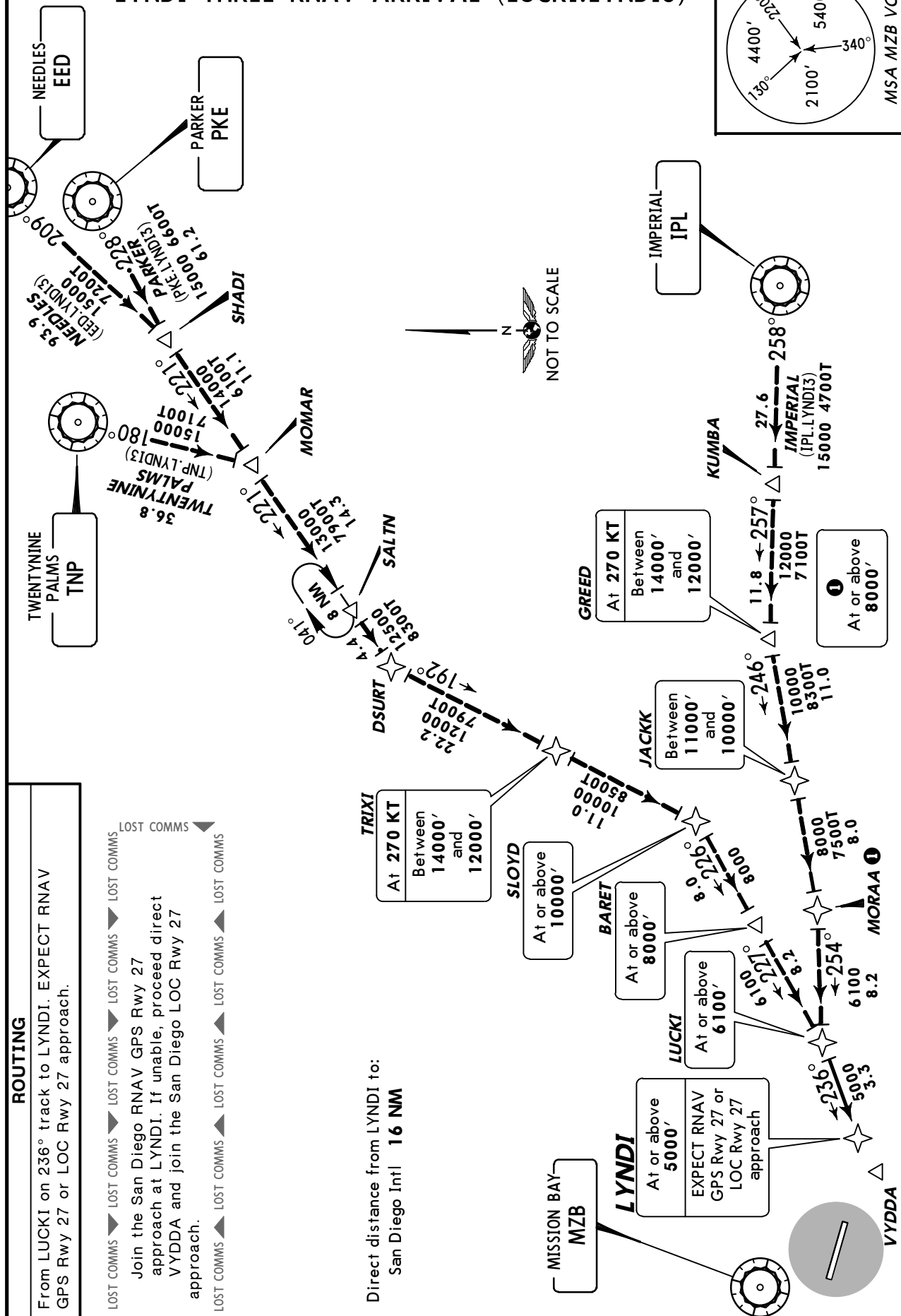
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

4. Turbojet aircraft only.

5. IMPERIAL transition: For non-GPS equipped aircraft JLI must be operational.

6. NEEDLES, PARKER and TWENTYNINE PALMS transitions: For non-GPS equipped aircraft JLI and PGY must be operational.

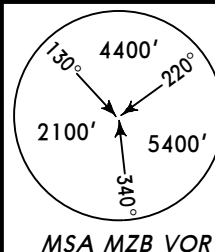
LYNDI THREE RNAV ARRIVAL (LUCKI.LYNDI3)



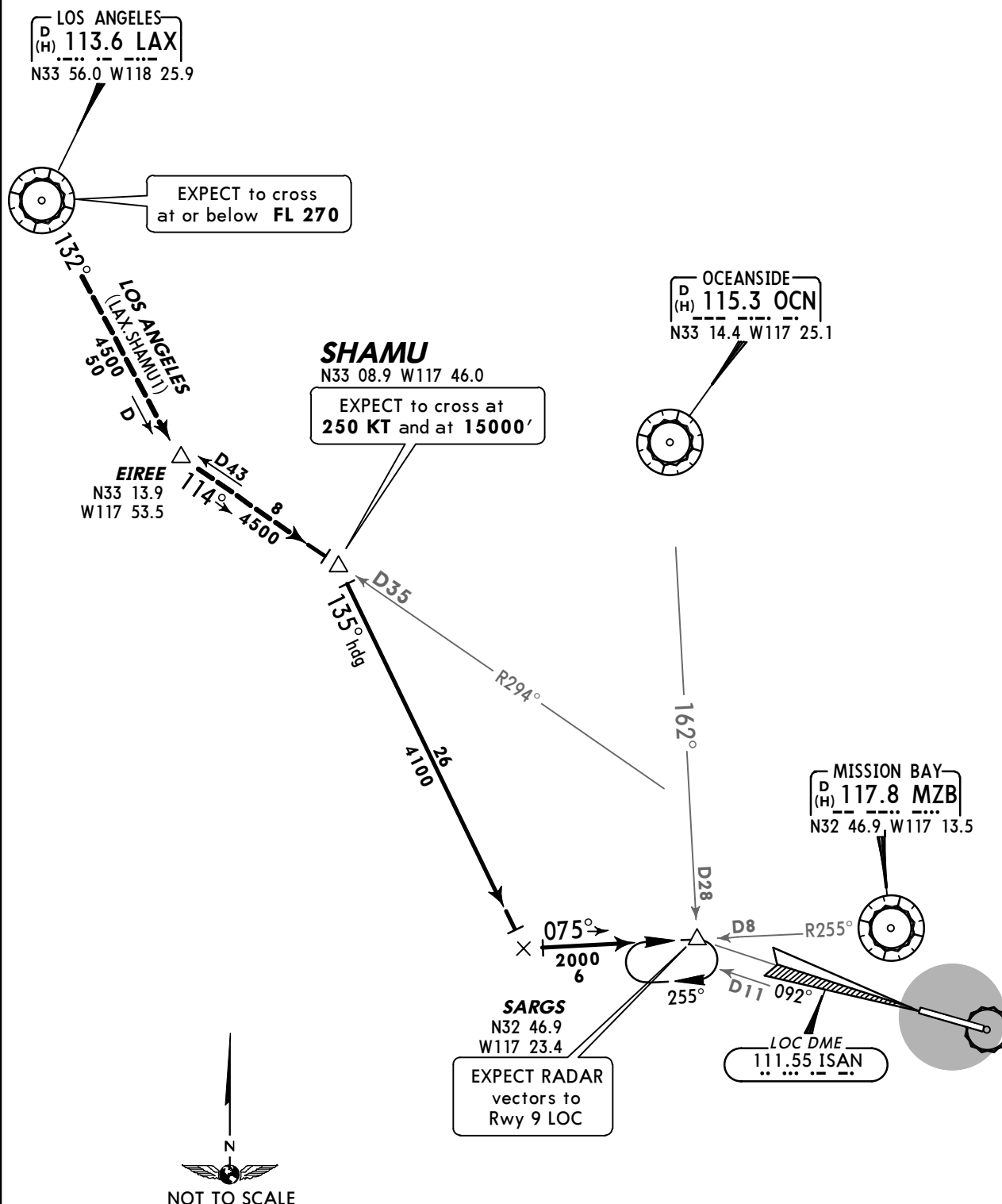
D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
DME and RADAR required.



SHAMU ONE ARRIVAL (SHAMU.SHAMU1) (RWY 9)



ROUTING

From over SHAMU via 135° heading to intercept MZB R-255, then via MZB R-255 to SARGS.
EXPECT RADAR vectors to San Diego Rwy 9 Localizer.

SOCAL Departure (R)

West

119.6

East

124.35

Apt Elev

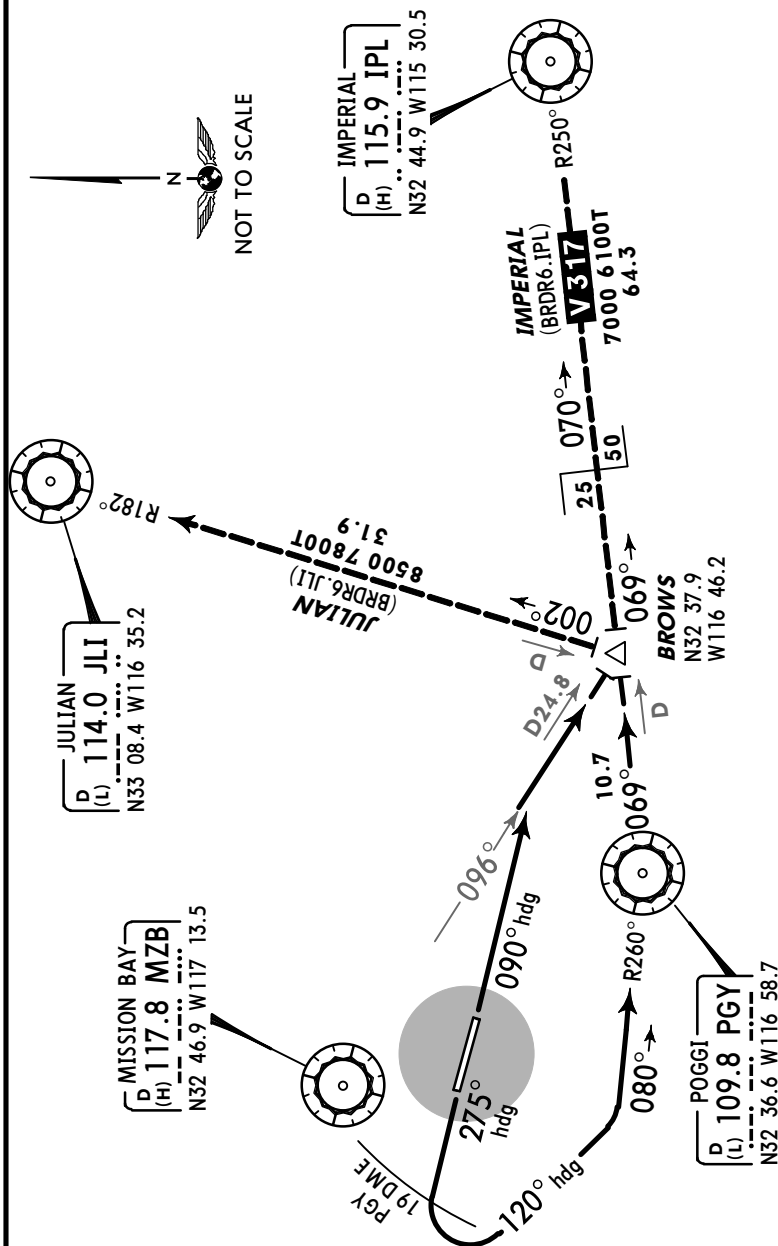
17'

Trans level: FL180 Trans alt: 18000'

1. Rwy 9: RADAR required.

2. Rwy 27: DME required.

BORDER SIX DEPARTURE (BRDR6.BROWS)



Gnd speed-KT	75	100	150	200	250	300
353' per NM	441	588	883	1177	1471	1765
610' per NM	763	1017	1525	2033	2542	3050
686' per NM	858	1143	1715	2287	2858	3430

INITIAL CLIMB

Climb on 090° heading to intercept MZB R-096 to BROWS.

Climb on 275° heading until PGY 19 DME, then turn LEFT on 120° heading to intercept PGY R-260 and PGY R-069 to BROWS.

ROUTING

At BROWS, via transition or assigned route. MAINTAIN assigned altitude. EXPECT filed altitude/flight level 10 minutes after departure.

This SID requires take-off minimums:

Rwy 9: 400-1 with a minimum climb of 610' per NM to 1900', or standard (or lower than standard, if authorized) with a minimum climb of 686' per NM to 1900'.

Rwy 27: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 353' per NM to 400'.

Direct distance from San Diego Intl

(Rwy 9) to: BROWS 22 NM

(Rwy 27) to: PGY 13 NM

OBSTACLES

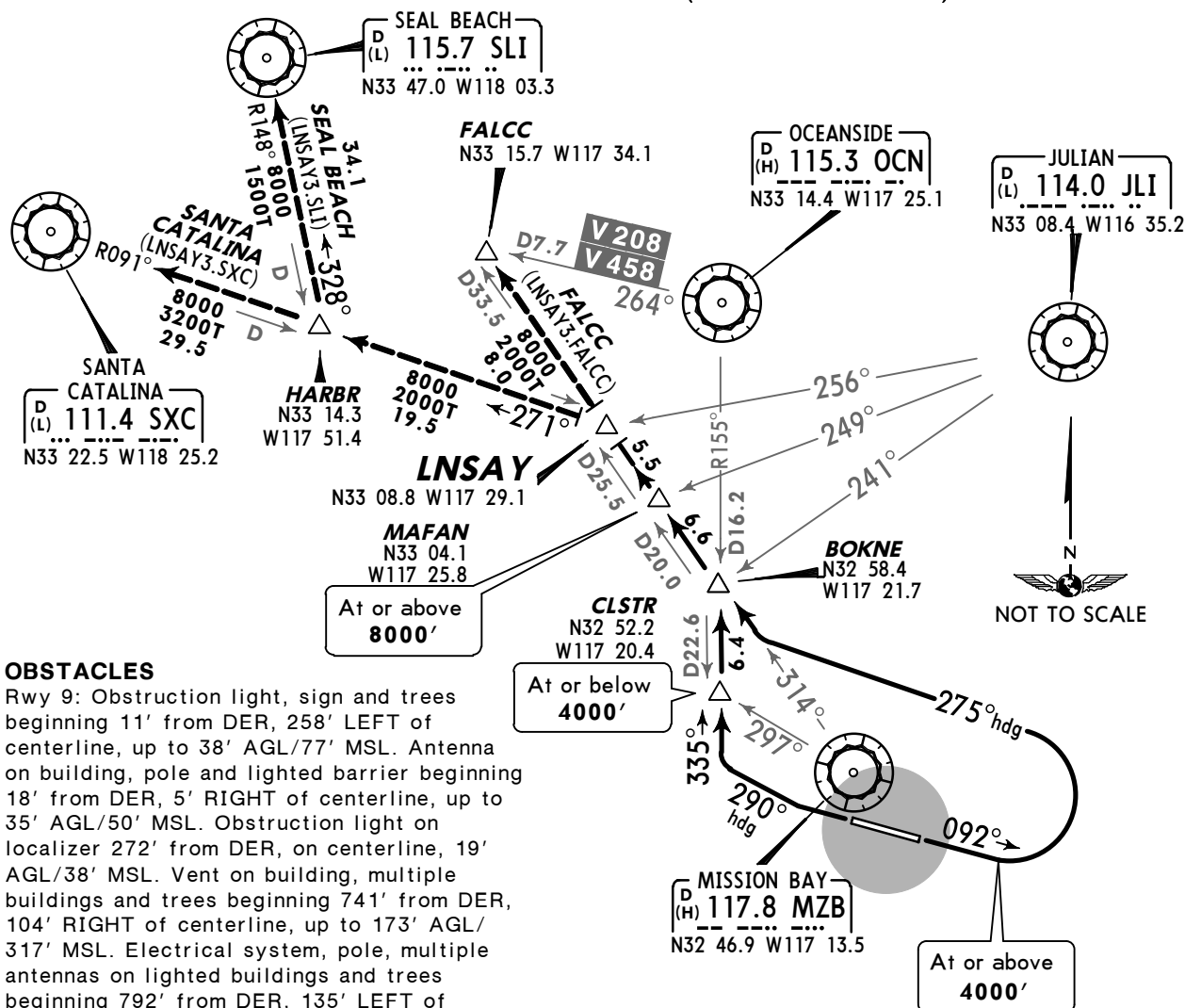
Rwy 9: Obstruction light, sign and trees beginning 11' from DER, 258' LEFT of centerline, up to 38' AGL/77' MSL. Antenna on building, pole and lighted barrier beginning 18' from DER, 5' RIGHT of centerline, up to 35' AGL/50' MSL. Obstruction light on localizer 272' from DER, on centerline, 19' AGL/38' MSL. Vent on building, multiple buildings and trees beginning 741' from DER, 104' RIGHT of centerline, up to 173' AGL/317' MSL. Electrical system, pole, multiple antennas on lighted buildings and trees beginning 792' from DER, 135' LEFT of centerline, up to 66' AGL/138' MSL. Buildings and trees beginning 5834' from DER, 19' RIGHT of centerline, up to 280' AGL/394' MSL. Lighted stack, poles and trees beginning 1 NM from DER, 492' LEFT of centerline, up to 132' AGL/419' MSL.

Rwy 27: Light pole 195' from DER, 348' RIGHT of centerline, 20' AGL/30' MSL. Obstruction light on DME 287' from DER, 315' LEFT of centerline, 18' AGL/28' MSL. Trees beginning 633' from DER, 321' LEFT of centerline, 52' AGL/62' MSL. Trees beginning 777' from DER, 163' RIGHT of centerline, 55' AGL/78' MSL. Light on flagpole 2517' from DER, 706' LEFT of centerline, 99' AGL/118' MSL. Tower and trees beginning 2595' from DER, 15' RIGHT of centerline, 97' AGL/196' MSL. Trees beginning 4772' from DER, 532' LEFT of centerline, 92' AGL/269' MSL. Building and trees beginning 5418' from DER, 96' RIGHT of centerline, 88' AGL/253' MSL. Trees beginning 1.7 NM from DER, 1301' LEFT of centerline 100' AGL/379' MSL.

SOCAL Departure (R)		Apt Elev 17'	Trans level: FL180 Trans alt: 18000'
WEST 119.6	EAST 124.35		

1. **RADAR required.** 2. Aircraft filed at or above 14000', EXPECT clearance via FALCC transition. 3. Aircraft filed at or below 13000', EXPECT clearance via SANTA CATALINA or SEAL BEACH transition.

LSNAY THREE DEPARTURE (LSNAY3.LSNAY)



OBSTACLES

Rwy 9: Obstruction light, sign and trees beginning 11' from DER, 258' LEFT of centerline, up to 38' AGL/77' MSL. Antenna on building, pole and lighted barrier beginning 18' from DER, 5' RIGHT of centerline, up to 35' AGL/50' MSL. Obstruction light on localizer 272' from DER, on centerline, 19' AGL/38' MSL. Vent on building, multiple buildings and trees beginning 741' from DER, 104' RIGHT of centerline, up to 173' AGL/317' MSL. Electrical system, pole, multiple antennas on lighted buildings and trees beginning 792' from DER, 135' LEFT of centerline, up to 66' AGL/138' MSL. Buildings and trees beginning 5834' from DER, 19' RIGHT of centerline, up to 280' AGL/394' MSL. Lighted stack, poles and trees beginning 1 NM from DER, 492' LEFT of centerline, up to 132' AGL/419' MSL.

Rwy 27: Light pole 195' from DER, 348' RIGHT of centerline, 20' AGL/30' MSL. Obstruction light on DME 287' from DER, 315' LEFT of centerline, 18' AGL/28' MSL. Trees beginning 633' from DER, 321' LEFT of centerline, 52' AGL/62' MSL. Trees beginning 777' from DER, 163' RIGHT of centerline, 55' AGL/78' MSL. Light on flagpole 2517' from DER, 706' LEFT of centerline, 99' AGL/118' MSL. Tower and trees beginning 2595' from DER, 15' RIGHT of centerline, 97' AGL/196' MSL. Trees beginning 4772' from DER, 532' LEFT of centerline, 92' AGL/269' MSL. Building and trees beginning 5418' from DER, 96' RIGHT of centerline, 88' AGL/253' MSL. Trees beginning 1.7 NM from DER, 1301' LEFT of centerline 100' AGL/379' MSL.

Direct distance from San Diego Intl
(Rwy 9) to: MAFAN 23 NM
(Rwy 27) to: CLSTR 11 NM

This SID requires take-off minimums:
Rwy 9: 400-1 with a minimum climb of 610' per NM to 1900', or standard (or lower than standard, if authorized) with a minimum climb of 686' per NM to 1900'.
Rwy 27: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 353' per NM to 400'.
Minimum climb of 310' per NM to 8000' required between CLSTR and MAFAN.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550
353' per NM	441	588	883	1177	1471	1765
610' per NM	763	1017	1525	2033	2542	3050
686' per NM	858	1143	1715	2287	2858	3430

RWY	INITIAL CLIMB
9	Climb heading 092° to 4000', then turn LEFT on 275° heading to intercept MZB R-314 to MAFAN. Then on MZB R-314 to LSNAY. Then via transition or assigned route. MAINTAIN assigned altitude.
27	Climbing RIGHT turn on 290° heading to intercept OCN R-155 to CLSTR, then on OCN R-155 and MZB R-314 to MAFAN. Then on MZB R-314 to LSNAY. Then via transition or assigned route. MAINTAIN assigned altitude.

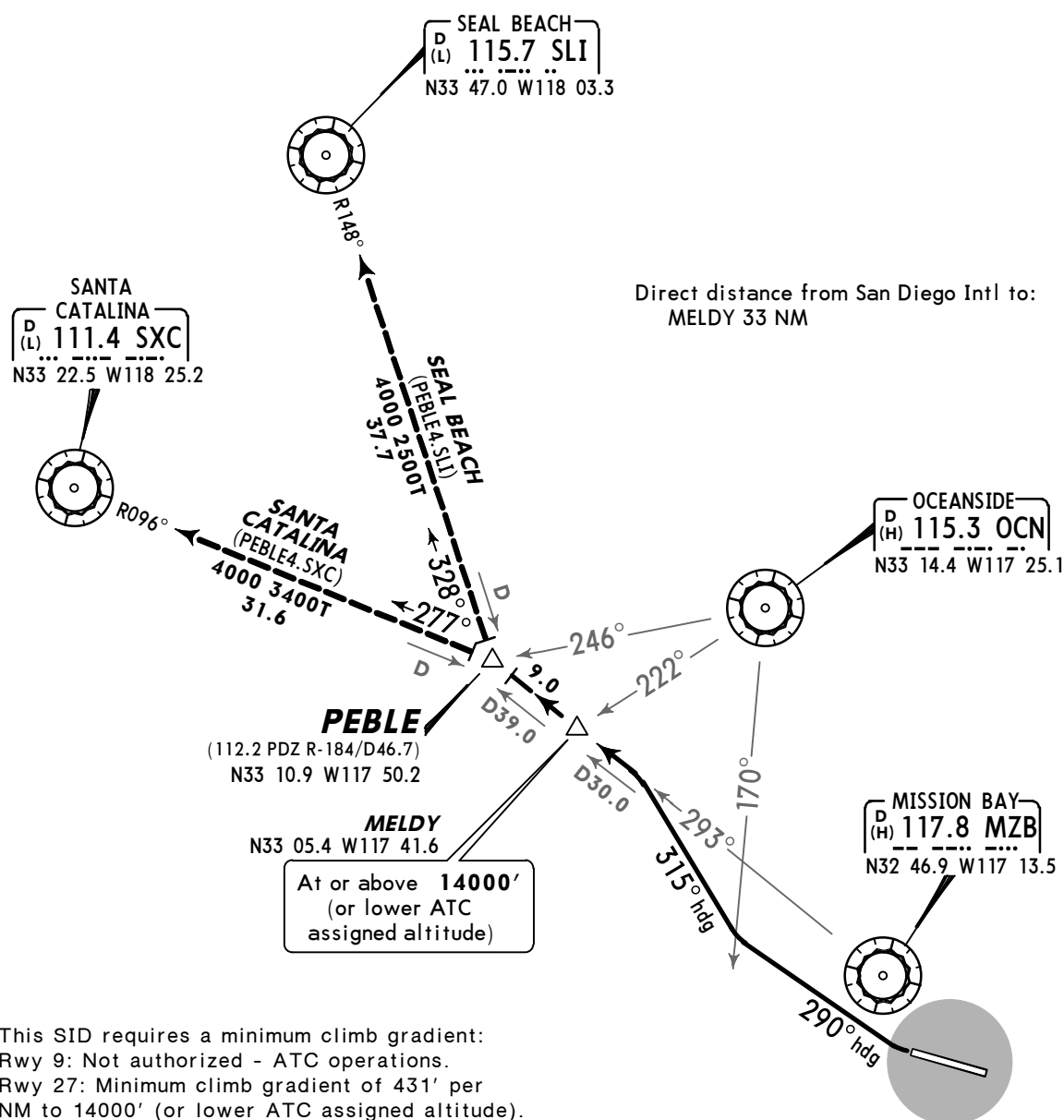
SOCAL Departure (R)
119.6

Apt Elev
17'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.**
2. Aircraft climbing above 13000' EXPECT RADAR vectors NORTHWEST bound prior to PEBLE.

PEBLE FOUR DEPARTURE (PEBLE4.PEBLE) (RWY 27)



This SID requires a minimum climb gradient:
Rwy 9: Not authorized - ATC operations.
Rwy 27: Minimum climb gradient of 431' per NM to 14000' (or lower ATC assigned altitude).

Gnd speed-KT	75	100	150	200	250	300
431' per NM	539	718	1078	1437	1796	2155

OBSTACLES

Rwy 27: Light pole 195' from DER, 348' RIGHT of centerline, 20' AGL/30' MSL. Obstruction light on DME 287' from DER, 315' LEFT of centerline, 18' AGL/28' MSL. Trees beginning 633' from DER, 321' LEFT of centerline, 52' AGL/62' MSL. Trees beginning 777' from DER, 163' RIGHT of centerline, 55' AGL/78' MSL. Light on flagpole 2517' from DER, 706' LEFT of centerline, 99' AGL/118' MSL. Tower and trees beginning 2595' from DER, 15' RIGHT of centerline, 97' AGL/196' MSL. Trees beginning 4772' from DER, 532' LEFT of centerline, 92' AGL/269' MSL. Building and trees beginning 5418' from DER, 96' RIGHT of centerline, 88' AGL/253' MSL. Trees beginning 1.7 NM from DER, 1301' LEFT of centerline, 100' AGL/379' MSL.



INITIAL CLIMB

Climbing RIGHT turn heading 290° until crossing OCN R-170, then turn RIGHT heading 315° to intercept MZB R-293 to cross MELDY at or above 14000' (or lower ATC assigned altitude) then on MZB R-293 to PEBLE. Then via transition or assigned route. MAINTAIN assigned altitude.

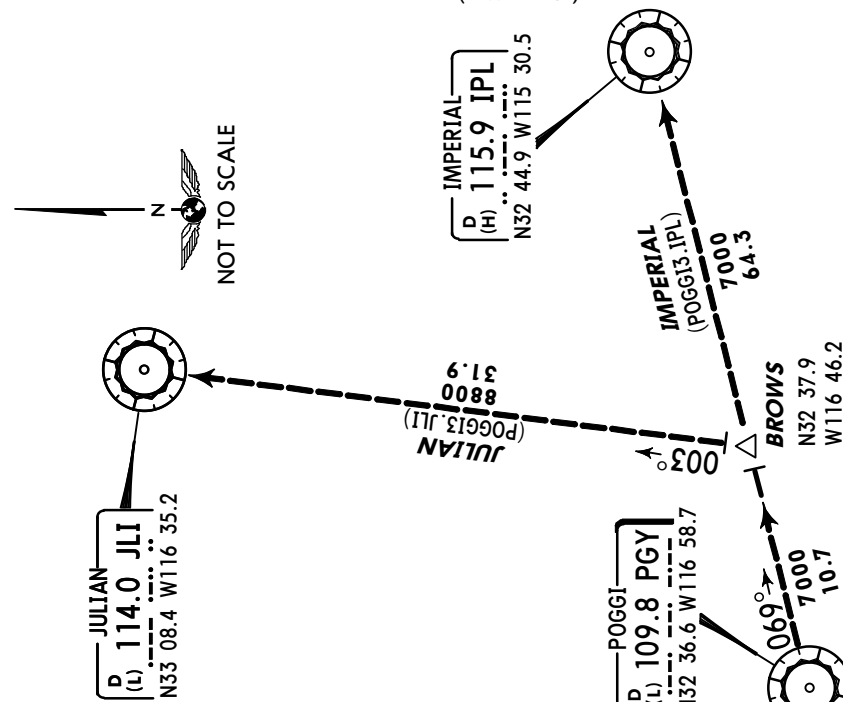
SOCAL Departure (R)
125.15

Apt Elev
17'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RNAV 1.
 3. RADAR required.
 4. JULIAN Transition: For non-GPS equipped aircraft PGY must be operational.
 5. IMPERIAL Transition: For non-GPS equipped aircraft PGY, MZB and JLI must be operational.

POGGI THREE RNAV DEPARTURE (POGGI3.PGY)

SPEED: DO NOT EXCEED 230 KT UNTIL LOWMA
(RWY 27)



This SID requires take-off minimums:
Rwy 9: Not authorized - ATC.
Rwy 27: Standard (or lower than standard, if authorized) with a minimum ATC climb of 400' per NM to 520' and minimum obstacle climb of 353' per NM to 1600'.

Gnd speed-KT	75	100	150	200	250	300
353' per NM	441	588	883	1177	1471	1765
400' per NM	500	667	1000	1333	1667	2000

JETT

N32 45.3 W117 16.6

At or below 8000'
Do not exceed 230 KT
until LOWMA

OBSTACLES

RWY 27: Fence 89' from DER, 337' LEFT of centerline, 6' AGL/16' MSL. Light pole 192' from DER, 347' RIGHT of centerline, 17' AGL/30' MSL. Obstacle lighting on DME 284' from DER, 317' LEFT of centerline, 18' AGL/28' MSL. Tree 754' from DER, 156' RIGHT of centerline, 44' AGL/54' MSL. Tree 1021' from DER, 620' RIGHT of centerline, 58' AGL/71' MSL. Obstacle lighting on Flagpole 2515' from DER, 707' LEFT of centerline, 98' AGL/118' MSL. Tree 2594' from DER, 353' RIGHT of centerline, 90' AGL/107' MSL. Tree 3197' from DER, 410' RIGHT of centerline, 91' AGL/111' MSL. Tree 3316' from DER, 130' RIGHT of centerline, 100' AGL/120' MSL. Tree 3494' from DER, 947' RIGHT of centerline, 129' AGL/169' MSL. Tower 3675' from DER, 14' RIGHT of centerline, 60' AGL/115' MSL. Tree 5046' from DER, 1446' LEFT of centerline, 96' AGL/235' MSL. Tree 5416' from DER, 95' RIGHT of centerline, 44' AGL/184' MSL. Tree 5448' from DER, 386' LEFT of centerline, 67' AGL/213' MSL. Tree 5703' from DER, 272' RIGHT of centerline, 65' AGL/208' MSL. Tree 5728' from DER, 479' RIGHT of centerline, 47' AGL/188' MSL. Tree 5914' from DER, 294' LEFT of centerline, 54' AGL/218' MSL. Tree 5973' from DER, 7' LEFT of centerline, 58' AGL/218' MSL. Building 6311' from DER, 2084' RIGHT of centerline, 23' AGL/178' MSL. Building light 6555' from DER, 257' RIGHT of centerline, 40' AGL/238' MSL.

INITIAL CLIMB

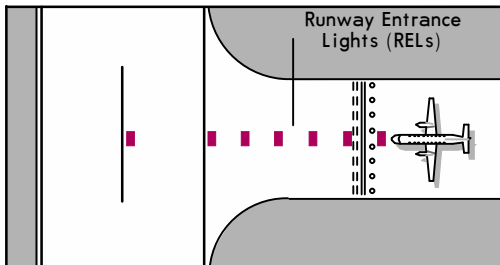
Climb direct to JETT. Then climbing LEFT turn direct to LOWMA, then via 086° track to PGY. Then via transition.

ROUTING

MAINTAIN 15000' or as assigned by ATC. EXPECT filed altitude ten minutes after departure.

PILOT GUIDE TO RUNWAY STATUS LIGHTS (RWSL) SAN DIEGO INTERNATIONAL AIRPORT (SAN)

The FAA is implementing Runway Status Lights (RWSL) at SAN to reduce the frequency and severity of runway incursions. RWSL is a fully automatic, surveillance-driven lighting system that monitors runway usage and directly indicates runway occupancy status to pilots. Initial testing of RWSL at SAN will consist of Runway Entrance Lights (RELs) which illuminate red when it is unsafe to cross or enter a runway. RWSL is not controlled by ATC and indicates status only, never clearance.



SAN Runway Entrance Lights (RELs)

RELs consist of a series of red in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One additional REL is located near the runway centerline. RELs are directed toward the taxiway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

Figure 1. Runway Entrance Lights (RELs)

RED MEANS STOP!

- When the RELs illuminate, you should remain clear of the runway.
- When cleared: "to cross the runway; to line up and wait; for takeoff; or for immediate takeoff" and the RELs illuminate or are illuminated, STOP the aircraft and indicate to ATC that you are stopped with red lights and wait for further clearance.
- If your aircraft crosses the hold line and you subsequently observe illuminated lights, STOP the airplane and notify ATC that you are stopped across the hold line because of red lights.
- If remaining clear of the runway is impractical for safety reasons, you should proceed according to your best judgment of safety (understanding that the illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

RELs TURNING OFF DO NOT CONSTITUTE CLEARANCE TO CROSS OR ENTER A RUNWAY!

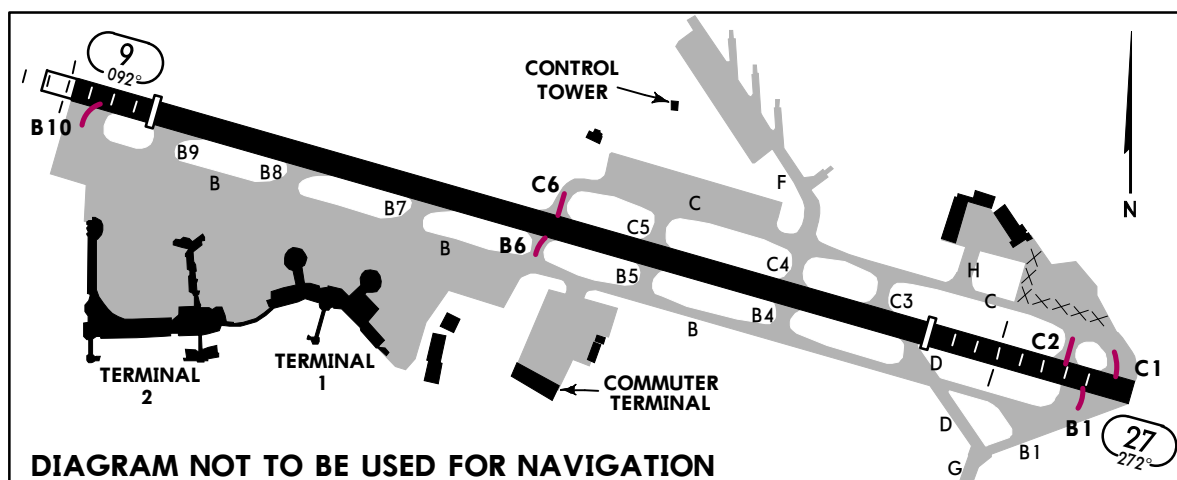
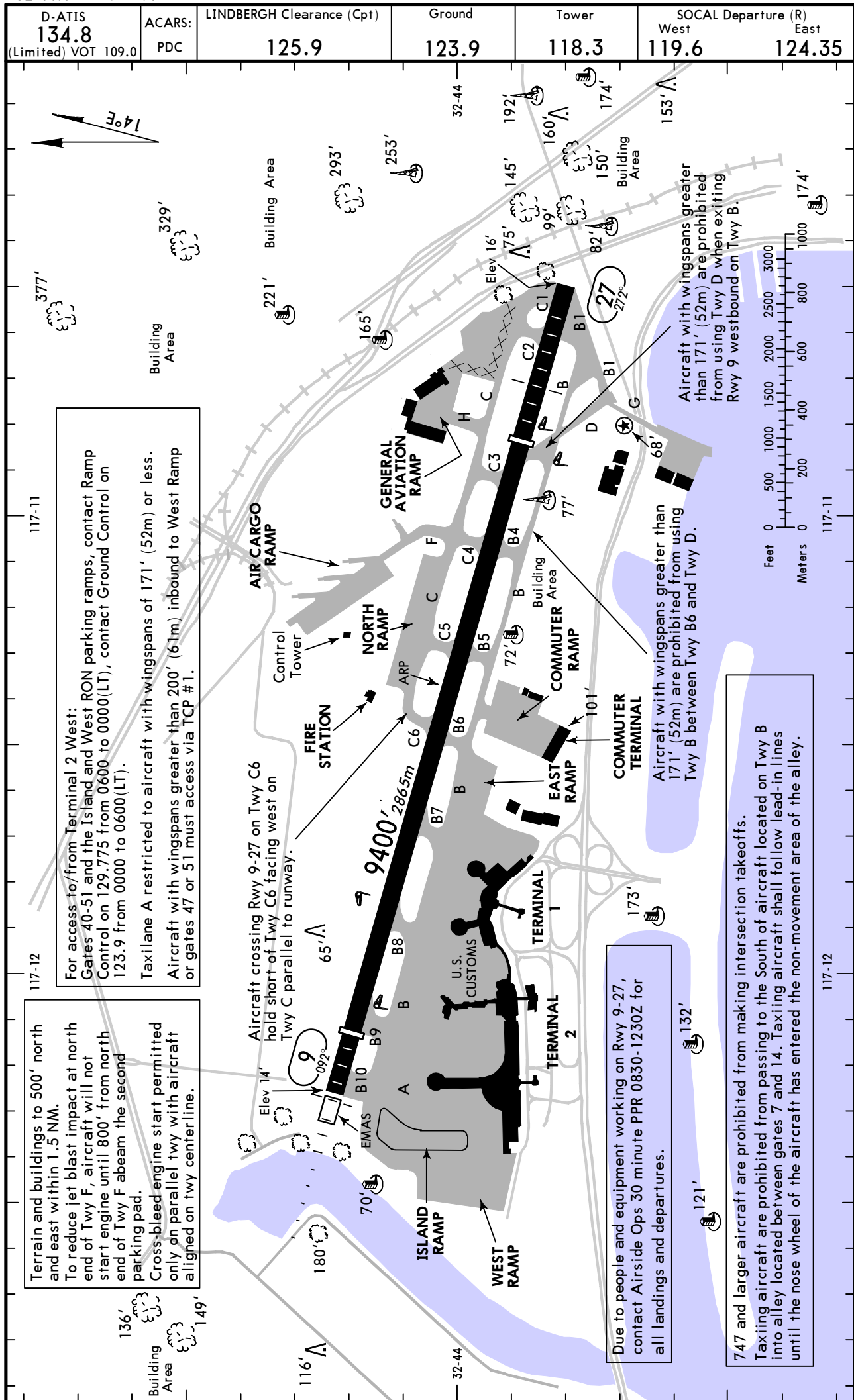


Figure 2. SAN REL locations (shown as red bars)

An ATIS message will broadcast the current operational status of RWSL.

An operational evaluation of RELs at SAN is scheduled to commence on or about May 1st, 2011. If the initial evaluation is successful, testing will continue until the existing system at SAN is replaced by a production system at a later date. During this evaluation, pilot feedback is essential to assess system acceptability. To participate, please visit: www.RWSL.net



GENERAL

ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.
Practice instrument approaches and touch and go landings prohibited.
Ultralight vehicles are prohibited.
Intermittent presence of birds on and in vicinity of airport.
Outboard engines of 4 engine aircraft are to be kept at idle power for all ground maneuvering.
In the event of a diversion or irregular operations events, aircraft operators contact the airport duty manager for PPR due to limitations associated with diverted flights. Limitations include restricted gate space, customs services as well as aircraft servicing and parking.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
9	HIRL CL MALSR TDZ grooved RVR	① 7580' 2310m	① 6082' 1854m		200'
27	HIRL CL MALS TDZ ② PAPI-L grooved RVR	7591' 2314m			61m

① Last 1121' 342m is unavailable for landing distance computations.

② Angle 3.5°. Baffled horizontally 5.0° N of centerline and 10° S of centerline; lateral coverage has been narrowed to avoid obstacles; close alignment to rwy centerline is necessary; use of localizer recommended.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 7)**Rwy 27**

With Min climb of 353'/NM to 500'

Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/2

Rwy 9

With Min climb of 290'/NM to 900'

400-1 3/4

OBSTACLE DP

Rwy 9, Climb heading 092° to 900', then climbing left turn direct MZB VOR.

Rwy 27, Climb heading 272° to 900', then climbing right turn direct MZB VOR.

Aircraft departing MZB VOR R-180 clockwise R-360 climb on course.

All others climb in MZB VOR holding pattern (hold west, right turns, 075° inbound) to cross MZB VOR at or above 2300' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 0)

Rwy 27: Headings as assigned by ATC; requires minimum climb of 360'/NM to 500'.

FOR FILING AS ALTERNATE

	ILS Rwy 9 LOC Rwy 9 RNAV (GPS) Rwy 9	LOC Rwy 27	RNAV (GPS) Rwy 27
A	900-2	900-2	900-2
B			
C	900-2 1/4	900-2 1/4	900-2 1/2
D	900-2 1/2	900-2 3/4	1000-3

ODP TAKEOFF OBSTACLE NOTES

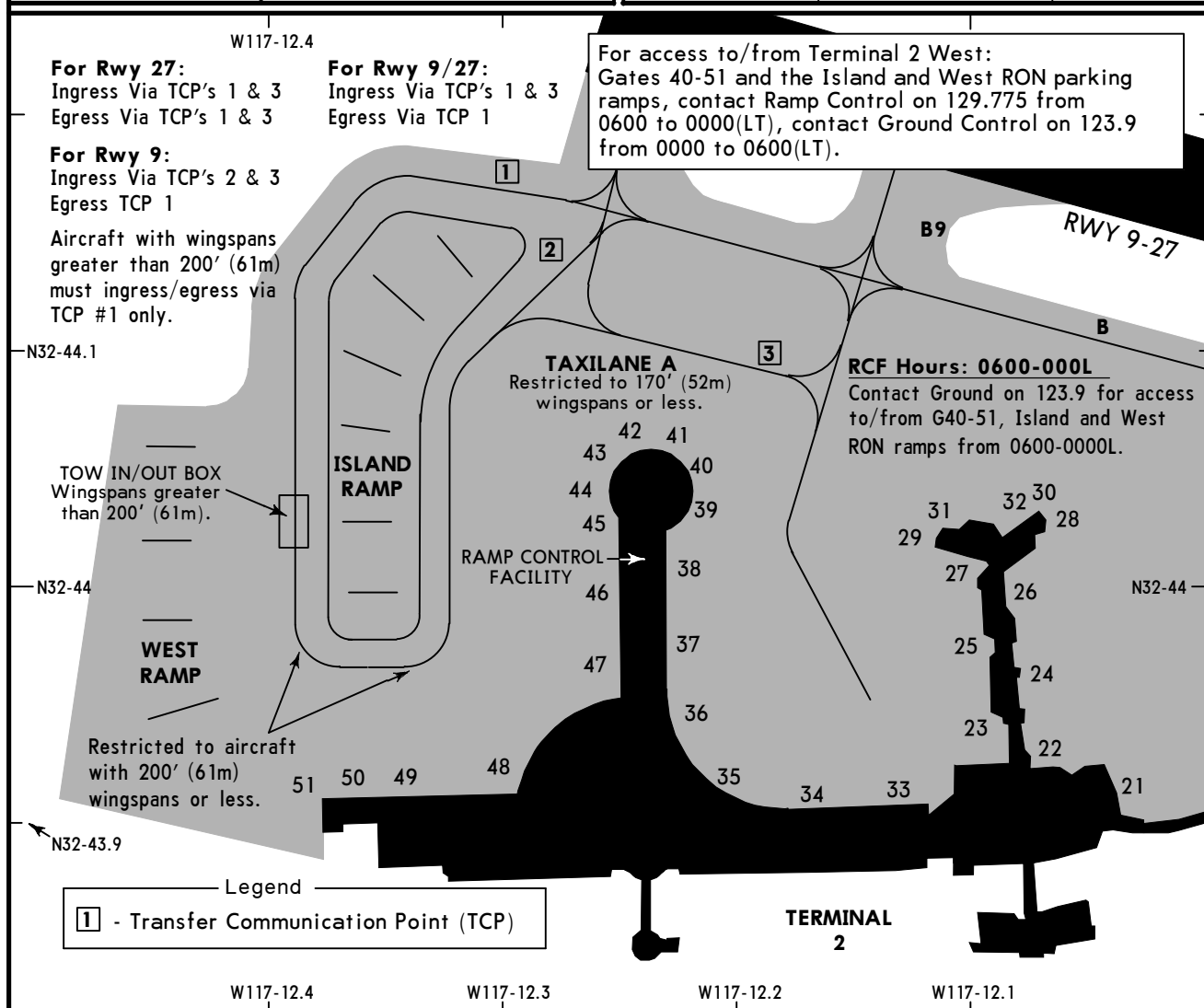
◦ RWY 9:

OBSTRUCTION LIGHT, SIGN, AND TREES BEGINNING 11' FROM DER, 258' LEFT OF CENTERLINE, UP TO 38' AGL/77' MSL. ANTENNA ON BUILDING. POLE, AND LIGHTED BARRIER BEGINNING 18' FROM DER, 5' RIGHT OF CENTERLINE, UP TO 35' AGL/50' MSL. OBSTRUCTION LIGHT ON LOCALIZER 272' FROM DER, ON CENTERLINE, 19' AGL/38' MSL. VENT ON BUILDING, MULTIPLE BUILDINGS, AND TREES BEGINNING 741' FROM DER, 104' RIGHT OF CENTERLINE, UP TO 173' AGL/317' MSL. ELECTRICAL SYSTEM, POLE, MULTIPLE ANTENNAS ON LIGHTED BUILDINGS, AND TREES BEGINNING 792' FROM DER, 135' LEFT OF CENTERLINE, UP TO 66' AGL/138' MSL. BUILDINGS AND TREES BEGINNING 5834' FROM DER, 19' RIGHT OF CENTERLINE, UP TO 280' AGL/394' MSL. LIGHTED STACK, POLES, AND TREES BEGINNING 1 NM FROM DER, 492' LEFT OF CENTERLINE, UP TO 132' AGL/419' MSL.

◦ RWY 27:

LIGHT POLE 195' FROM DER, 348' RIGHT OF CENTERLINE, 20' AGL/30' MSL. OBSTRUCTION LIGHT ON DME 287' FT FROM DER, 315' LEFT OF CENTERLINE, 18' AGL/28' MSL. TREES BEGINNING 633' FROM DER, 321' LEFT OF CENTERLINE, 52' AGL/62' MSL. TREES BEGINNING 777' FROM DER, 163' RIGHT OF CENTERLINE, 55' AGL/78' MSL. LIGHT ON FLAGPOLE 2517' FROM DER, 706' LEFT OF CENTERLINE, 99' AGL/118' MSL. TOWER AND TREES BEGINNING 2595' FROM DER, 15' RIGHT OF CENTERLINE, 97' AGL/196' MSL. TREES BEGINNING 4772' FROM DER, 532' LEFT OF CENTERLINE, 92' AGL/269' MSL. BUILDING AND TREES BEGINNING 5418' FROM DER, 96' RIGHT OF CENTERLINE, 88' AGL/253' MSL. TREES BEGINNING 1.7 NM FROM DER, 1301' LEFT OF CENTERLINE, 100' AGL/379' MSL.

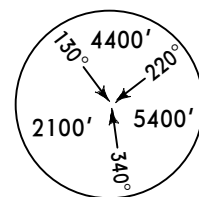
PARKING SPOT COORDINATES		
SPOT No.	COORDINATES	
Terminal 1		
1A, 1B, 2, 3C	N32 43.9 W117 11.8	
3 thru 10	N32 44.0 W117 11.8	
11C, 11 thru 18	N32 44.0 W117 11.9	
19	N32 43.9 W117 11.9	
INTERNATIONAL GATES		
20	N32 43.9 W117 12.0	



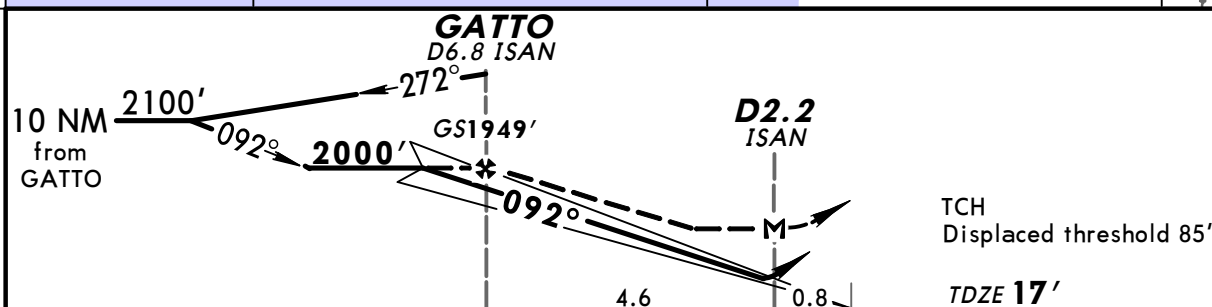
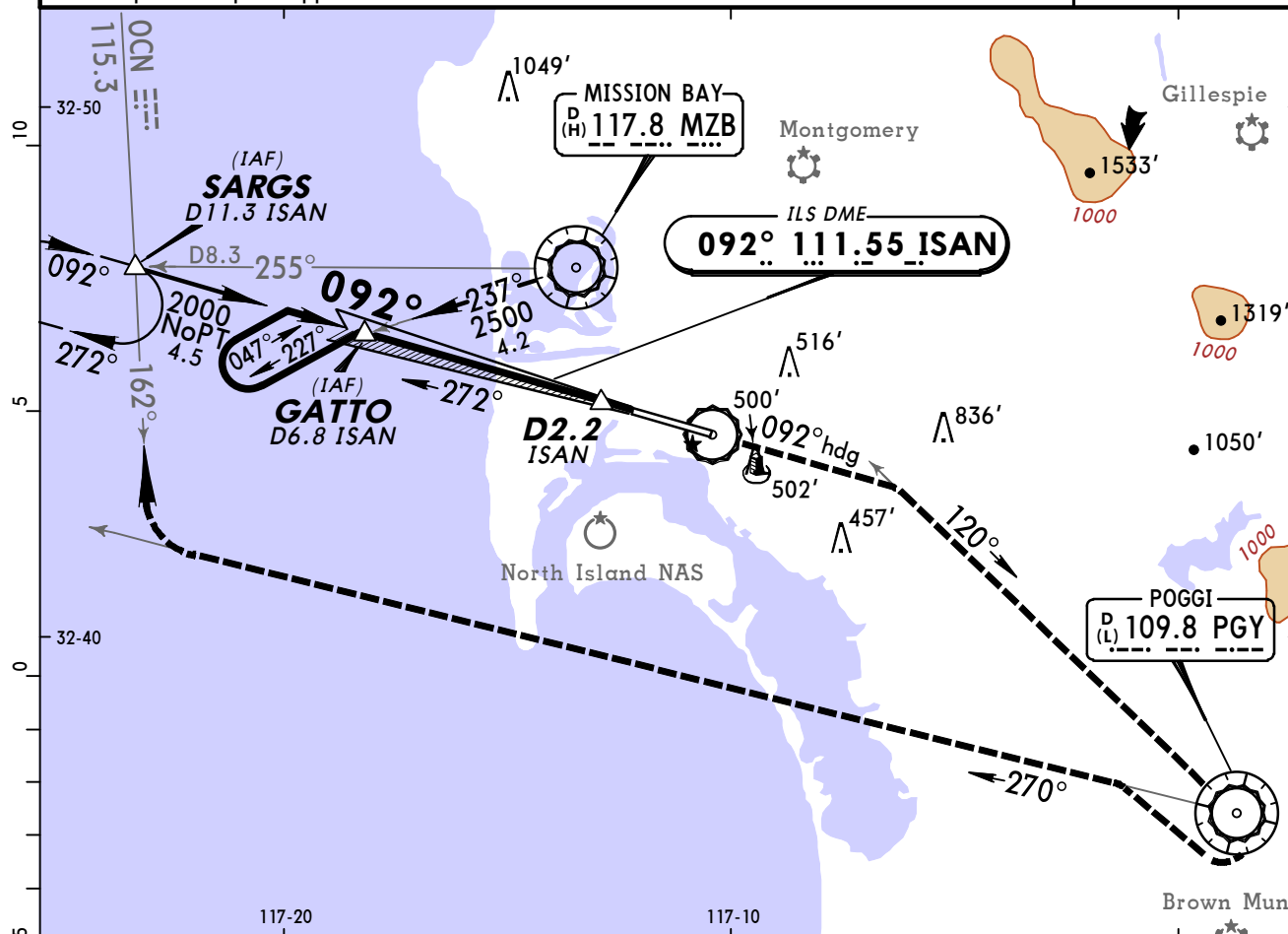
PARKING SPOT COORDINATES		PARKING SPOT COORDINATES	
SPOT No.	COORDINATES	SPOT No.	COORDINATES
INTERNATIONAL GATES		31, 32	N32 44.0 W117 12.1
21, 22	N32 43.9 W117 12.0	33	N32 43.9 W117 12.1
Terminal 2		34, 35	N32 43.9 W117 12.2
23	N32 43.9 W117 12.1	36 thru 42	N32 44.0 W117 12.2
24 thru 27	N32 44.0 W117 11.9	43, 44	N32 44.1 W117 12.3
28	N32 44.0 W117 12.0	45 thru 48	N32 44.0 W117 12.3
29	N32 44.0 W117 12.1	49, 50	N32 43.9 W117 12.3
30	N32 44.0 W117 12.0	51	N32 43.9 W117 12.4

BRIEFING STRIP™

D-ATIS 134.8		SOCAL Approach (R) West 119.6 East 124.35		LINDBERGH Tower 118.3	Ground 123.9
LOC ISAN 111.55	Final Apch Crs 092°	GS GATTO 1949' (1932')	ILS DA(H) 353' (336')	Apt Elev 17' TDZE 17'	130° 220° 340° 2100' 4400' 5400' MSA MZB VOR
MISSED APCH: Climb to 3000' via heading 092° until intercepting PGY VOR R-300, then continue climb to 5000' inbound via PGY VOR R-300 to PGY VOR, then RIGHT turn outbound via PGY VOR R-270 to intercept OCN VOR R-162 inbound to SARGS INT and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Autopilot coupled approach not authorized below 530'.					



MSA MZB VOR

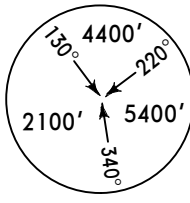


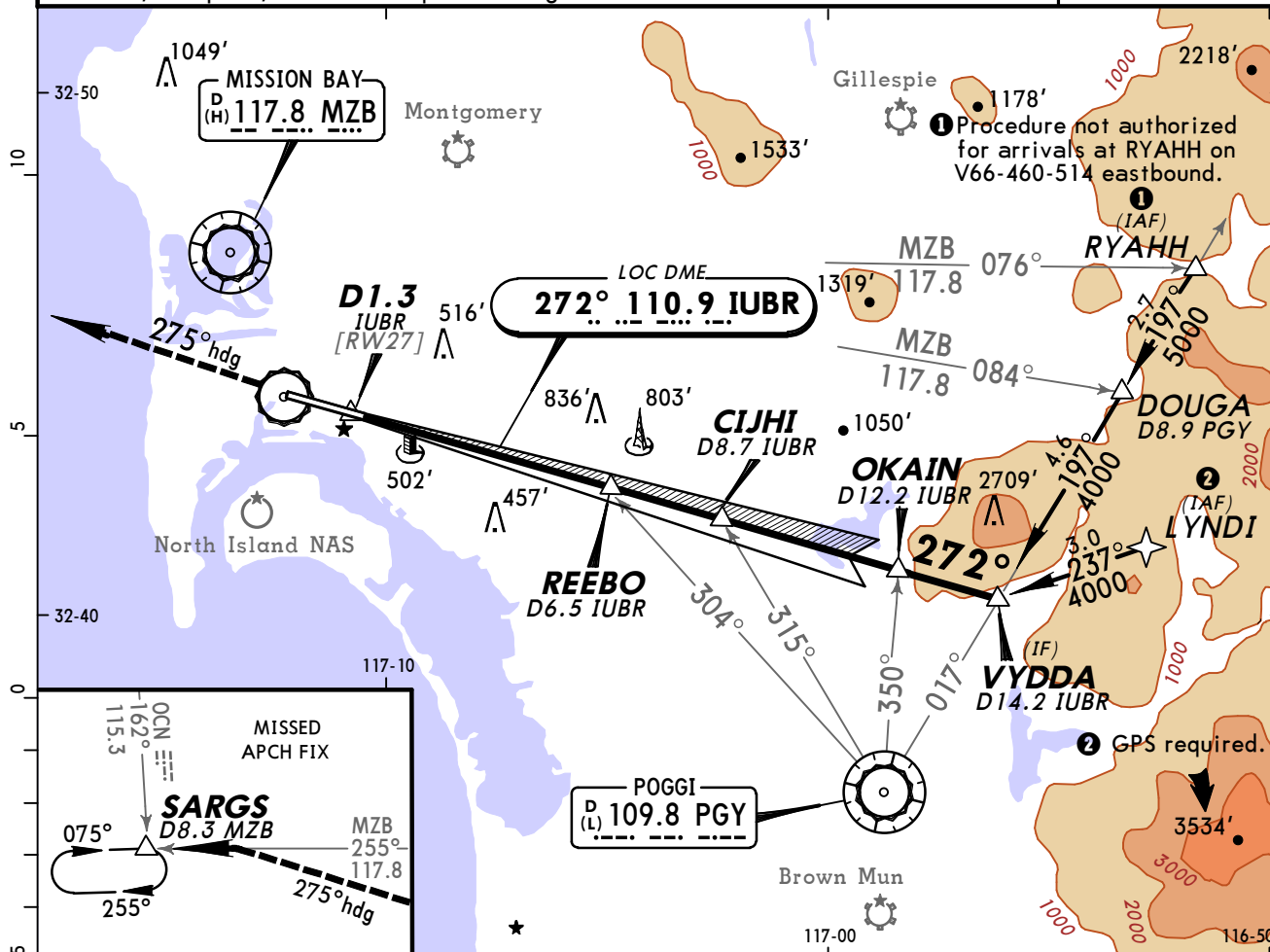
Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000' via 092° hdg	PGY 109.8 R-300
GS	3.22°	399	513	570	684	798			
MAP at D2.2 ISAN or GATTO to MAP	4.6	3:57	3:04	2:46	2:18	1:58			

STRAIGHT-IN LANDING RWY9			LOC (GS out)			CIRCLE-TO-LAND	
ILS DA(H) 353' (336')			MDA(H) 540' (523')			Max Kts	MDA(H)
FULL			RAIL out			90	820' (803') - 1
RAIL or ALS out			ALS out			120	820' (803') - 1 1/4
RVR 50 or 1			RVR 50 or 1			140	820' (803') - 2 1/4
						165	820' (803') - 2 1/2

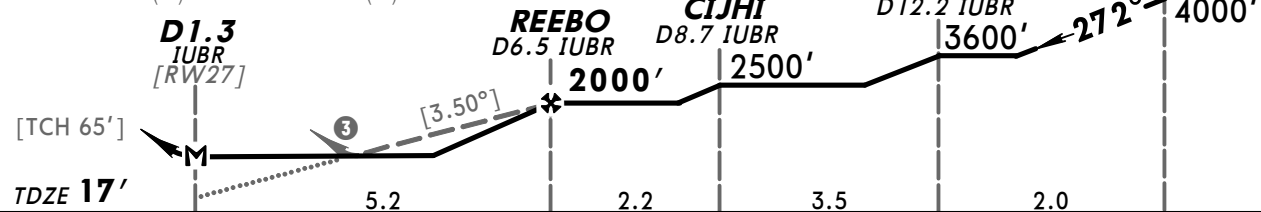
TERPS AMEND 1C 20 OCT 2011

BRIEFING STRIP™

D-ATIS 134.8		SOCAL Approach (R) East West 124.35 119.6		LINDBERGH Tower 118.3		Ground 123.9	
LOC IUBR 110.9	Final Apch Crs 272°	Minimum Alt REEBO 2000' (1983')	MDA(H) 680' (663')		Apt Elev 17' TDZE 17'		 MSA MZB VOR
MISSED APCH: Climb to 2500' on heading 275° and outbound MZB VOR R-255 to SARGS INT/D8.3 MZB and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Helicopter visibility reduction below RVR 50 or 1 not authorized. 2. Use of Flight Director, autopilot, or HUD is required at night.							



③ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



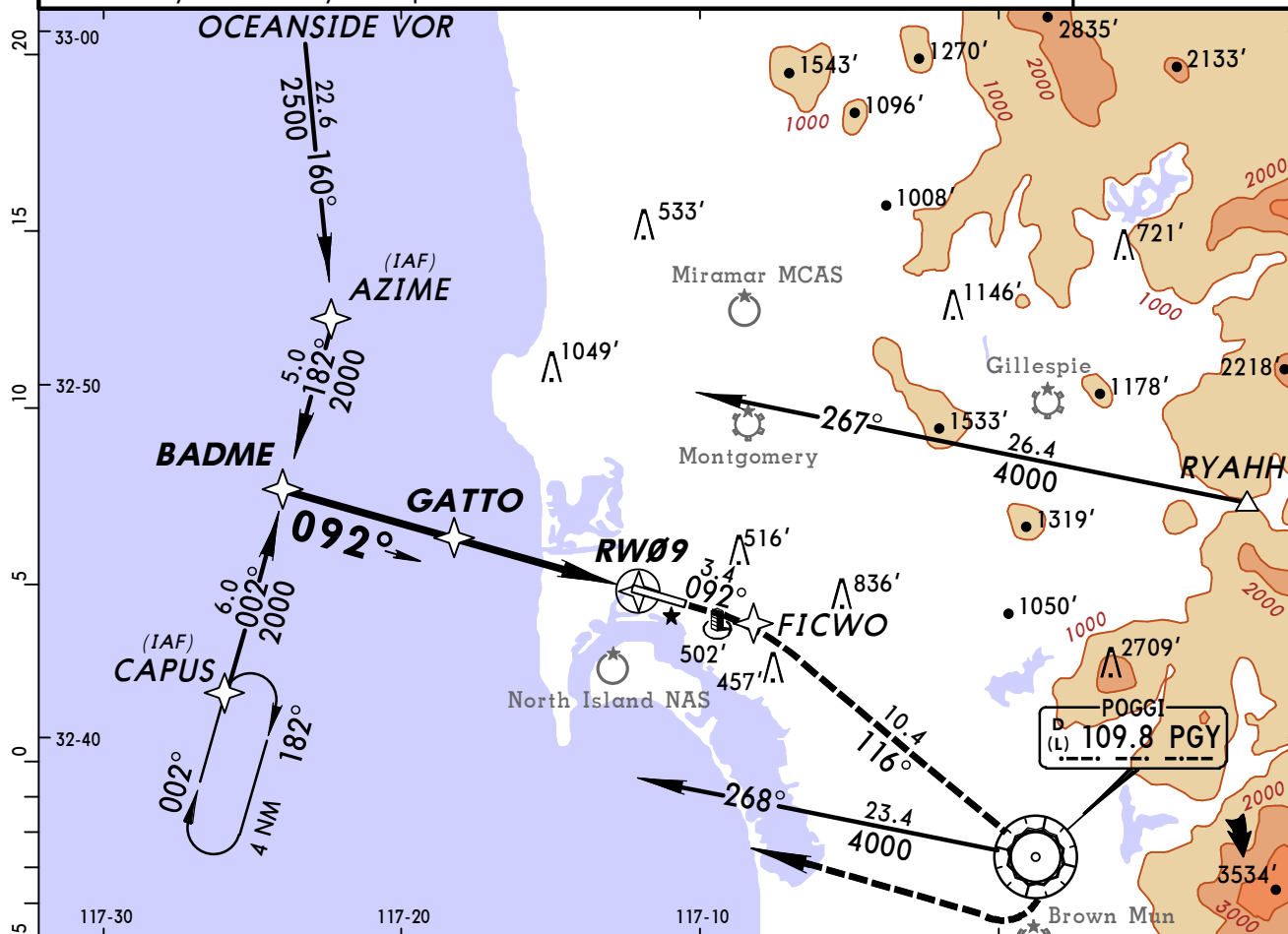
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.50°]	434	557	619	743	867	991
MAP at D1.3 IUBR or REEBO to MAP	5.2	4:27	3:28	3:07	2:36	2:14
					1:57	

MALS PAPI	2500'	on	275° hdg	MZB 117.8 R-255
--------------	-------	----	----------	-----------------------

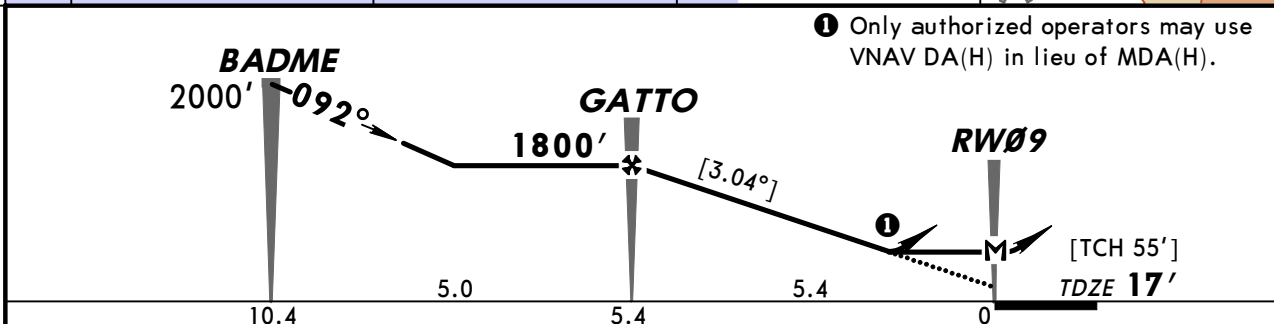
TERPS		STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND	
		MDA(H) 680' (663')			Not Authorized North of Rwy 9-27.	
		ALS out		Max Kts.	MDA(H) _____	
A	RVR 50 or 1	RVR 55 or 1	1 7/8	90	820' (803')- 1	
B				120		
C				140	820' (803')- 2 1/4	
D				165	880' (863')- 2 3/4	

BRIEFING STRIP™

D-ATIS 134.8		SOCAL Approach (R) West 119.6 East 124.35		LINDBERGH Tower 118.3		Ground 123.9	
RNAV	Final Aptch Crs 092°	Minimum Alt GATTO 1800' (1783')	LNAV MDA(H) 600' (583')	Apt Elev 17' TDZE 17'		5400' MSA RW09	
MISSED APCH: Climb to 3000' via 092° course to FICWO then via 116° course to PGY VOR, then RIGHT turn direct CAPUS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME /DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.							



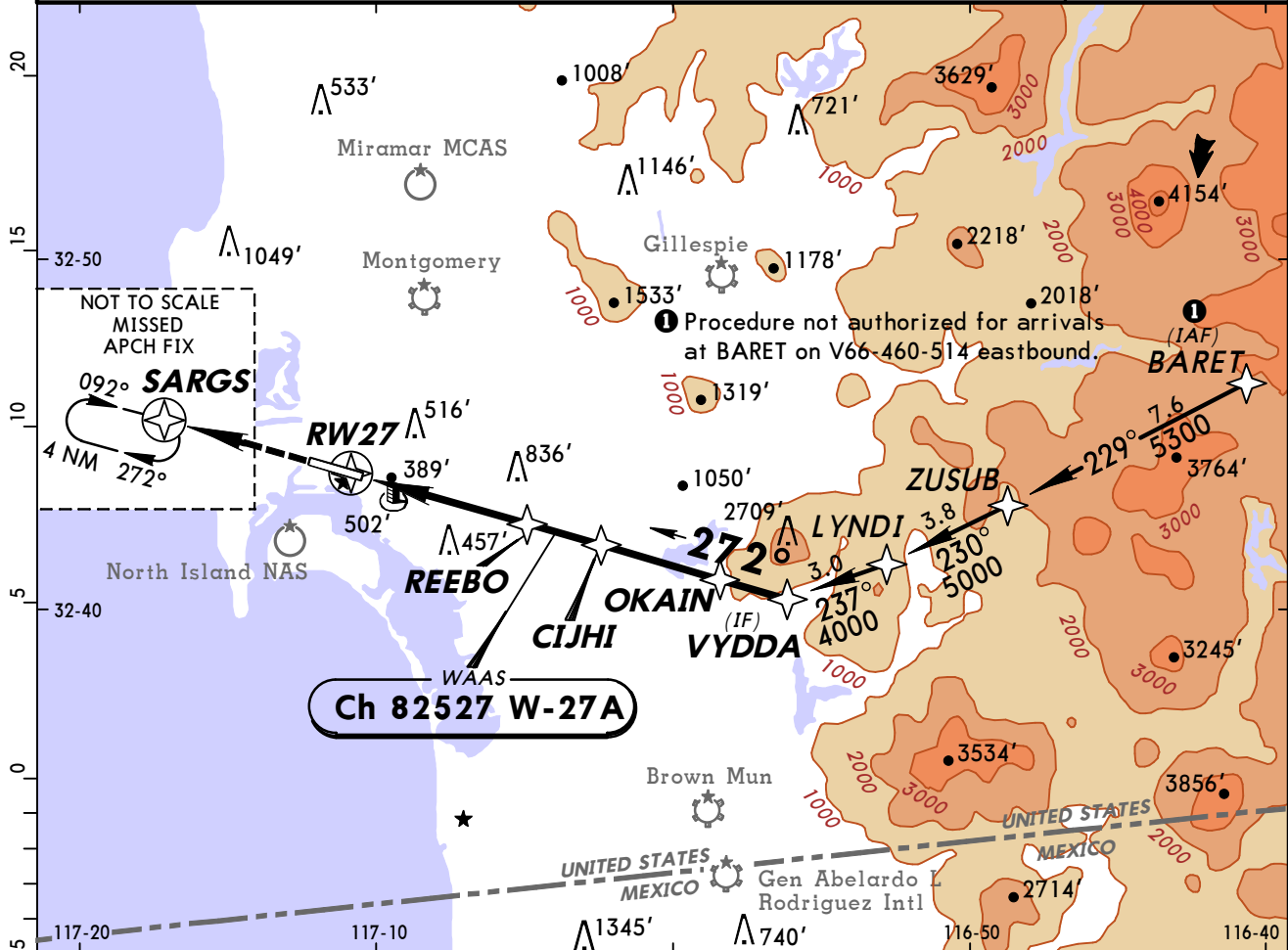
① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



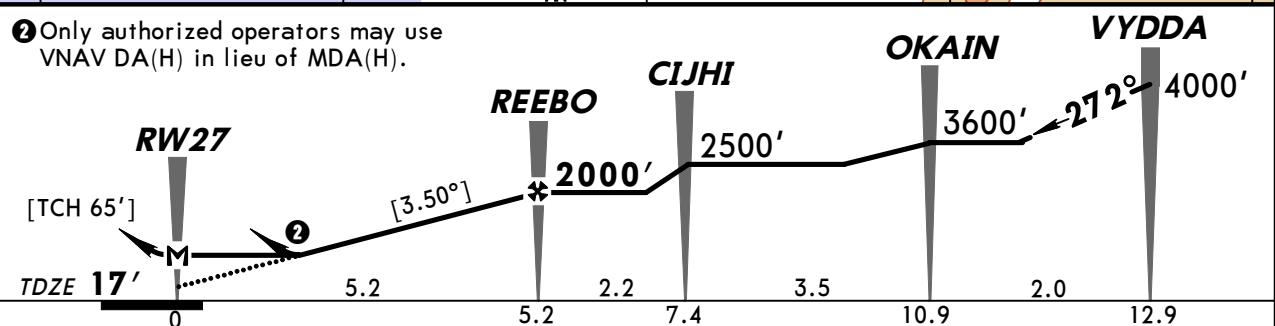
Gnd Speed-Kts	70	90	100	120	140	160	MALSR 3000' ↑ via 092° FICWO
Descent angle	[3.04°]	376	484	538	645	753	
MAP at RW09							

STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND	
LNAV					
MDA(H) 600' (583')					
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 50 or 1			90	820' (803')- 1
B				120	820' (803')- 1 1/4
C	RVR 50 or 1	1 1/2		140	820' (803')- 2 1/4
D	RVR 60 or 1 1/4	1 3/4		165	820' (803')- 2 1/2

D-ATIS 134.8	SOCAL Approach (R) East 124.35 West 119.6	LINDBERGH Tower 118.3	Ground 123.9
WAAS Ch 82527 W-27A	Final Apch Crs 272°	Minimum Alt REEBO 2000' (1983')	LP MDA(H) 680' (663')
Apt Elev 17' TDZE 17'			
MISSED APCH: Climbing to 2500' direct SARGs and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below RVR 50 or 1 not authorized. 3. Use of PAPI vertical guidance from MDA to threshold required at night.			
5400'			
MSA RW27			



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		MALS	2500'		SARGs
Descent Angle[3.50°]	434	557	619	743	867	991		PAPI			
MAP at RW27											

TERPS				① STRAIGHT-IN LANDING RWY27		① CIRCLE-TO-LAND	
LP MDA(H) 680' (663')		LNAV MDA(H) 760' (743')		Max Kts. MDA(H)			
ALS out		ALS out					
A	RVR 55 or 1	RVR 55 or 1		90		820' (803') - 1	
B		RVR 60 or 1 1/4		120		820' (803') - 1 1/4	
C	1 7/8	2		140		860' (843') - 2 1/2	
D				165		920' (903') - 3	

① When Rwy 27 VGSI inop, straight-in and circling minimums not authorized at night.

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

SAN DIEGO, CA (SAN DIEGO INTL - KSAN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KSAN