

## List of pages in this Trip Kit

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Revision Letter For Cycle 07-2019

Change Notices

Notebook

## General Information

Location: SAN DIEGO CA USA  
ICAO/IATA: KSAN / SAN  
Lat/Long: N32° 44.0', W117° 11.4'  
Elevation: 17 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +8:00 = UTC  
Magnetic Variation: 11.0° 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: 1317 Z  
Sunset: 0220 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: 1000 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

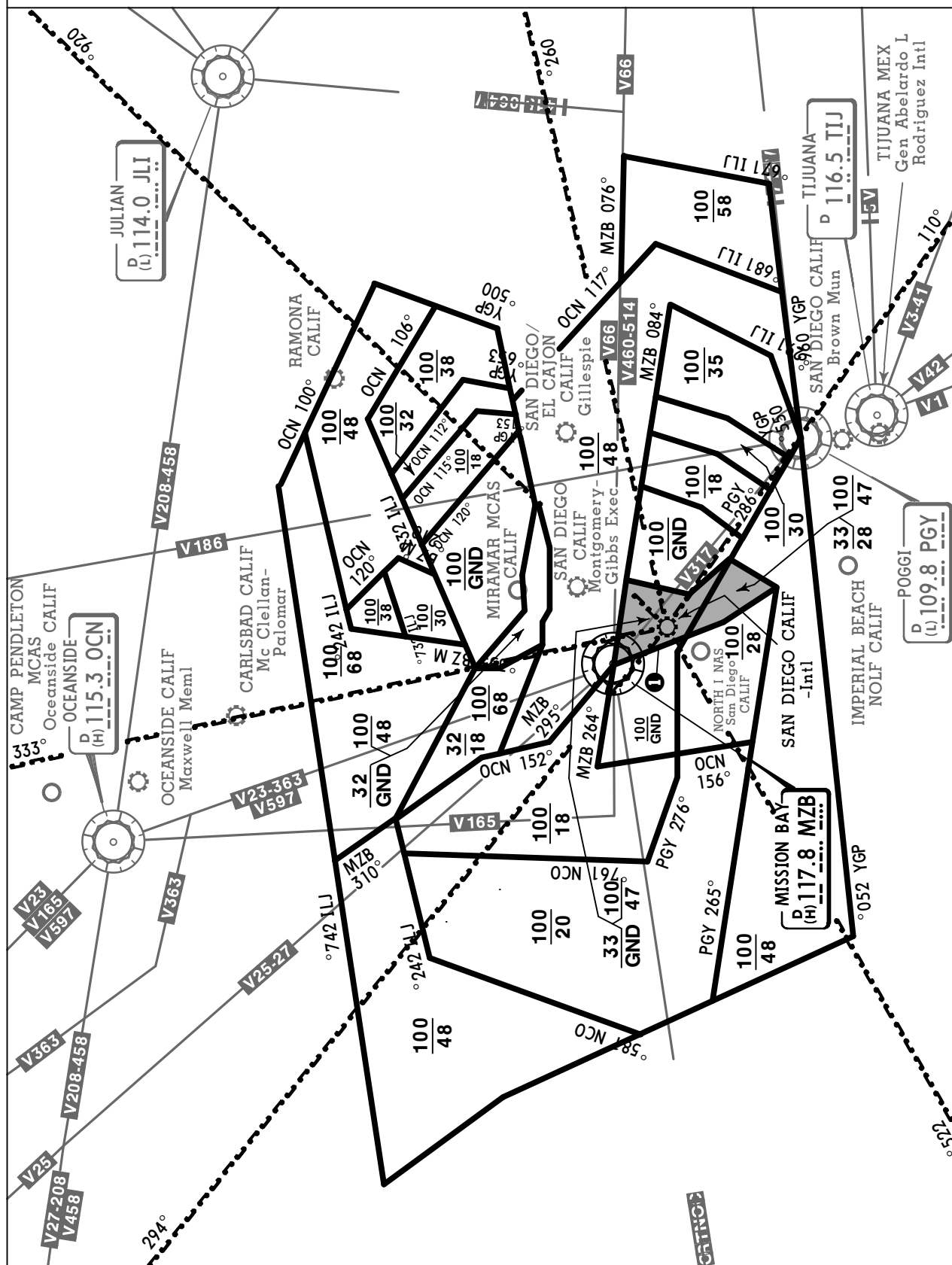
ATIS: 134.800  
Lindbergh Tower: 118.300  
Lindbergh Ground: 123.900  
Lindbergh Ramp/Taxi: 129.775  
Lindbergh Clearance Delivery: 125.900

Socal Approach: 125.300  
Socal Approach: 124.350  
Socal Approach: 119.600  
Socal Approach: 128.100  
Socal Terminal Control Area: 127.300 (294°-332°)  
Socal Terminal Control Area: 132.200 (29°-61°) At or below 14000 ft  
Socal Terminal Control Area: 125.300 (294°-332°) Between 15000 ft and 7000 ft  
Socal Terminal Control Area: 125.150 (110°-224°) At or below 17000 ft  
Socal Terminal Control Area: 124.350 (62°-109°) At or below 14000 ft  
Socal Terminal Control Area: 119.600 (225°-293°) At or below 17000 ft  
Socal Departure: 124.350  
Socal Departure: 125.150  
Socal Departure: 119.600  
Socal Departure: 125.300  
Lindbergh UNICOM: 122.950

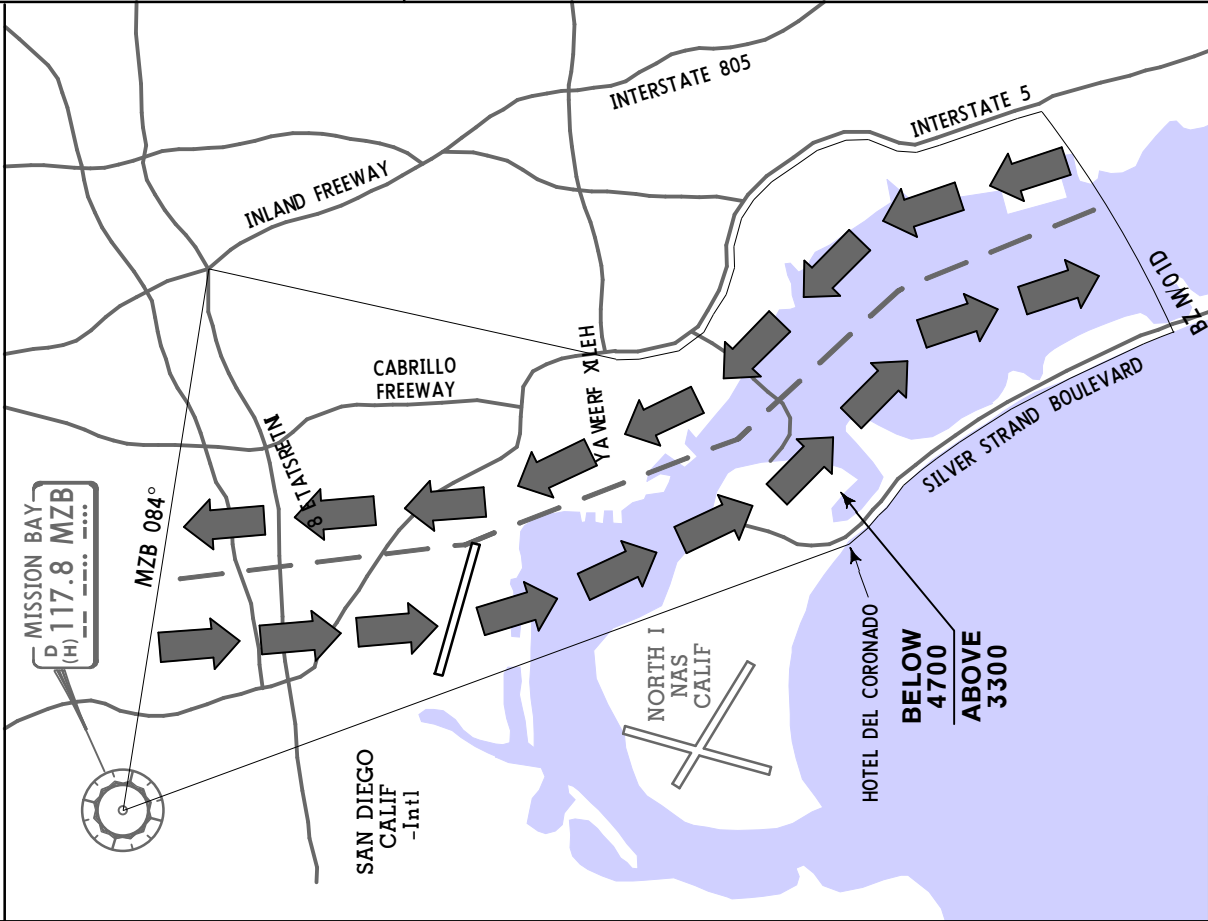
SAN DIEGO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Sectors	Social App	
(029°-061°)	132.2	(14000' and below)
(062°-109°)	124.35	(14000' and below)
(110°-224°)	125.15	(17000' and below)
(225°-293°)	119.6	(17000' and below)
(294°-332°)	127.3	(below 7000')
	125.3	(7000'-15000')
(333°-028°)	127.3	(below 7000')
	132.2	(7000'-11000')



**1 VFR CORRIDOR**



**1 VFR CORRIDOR PROCEDURES**

When transiting the VFR corridor overlying San Diego Intl above 3300' MSL and below 4700' MSL, 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 the VFR corridor; however, frequency 126.050 is provided for exchange of information between those pilots using the corridor.

Heavy traffic south at 3000' MSL 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.

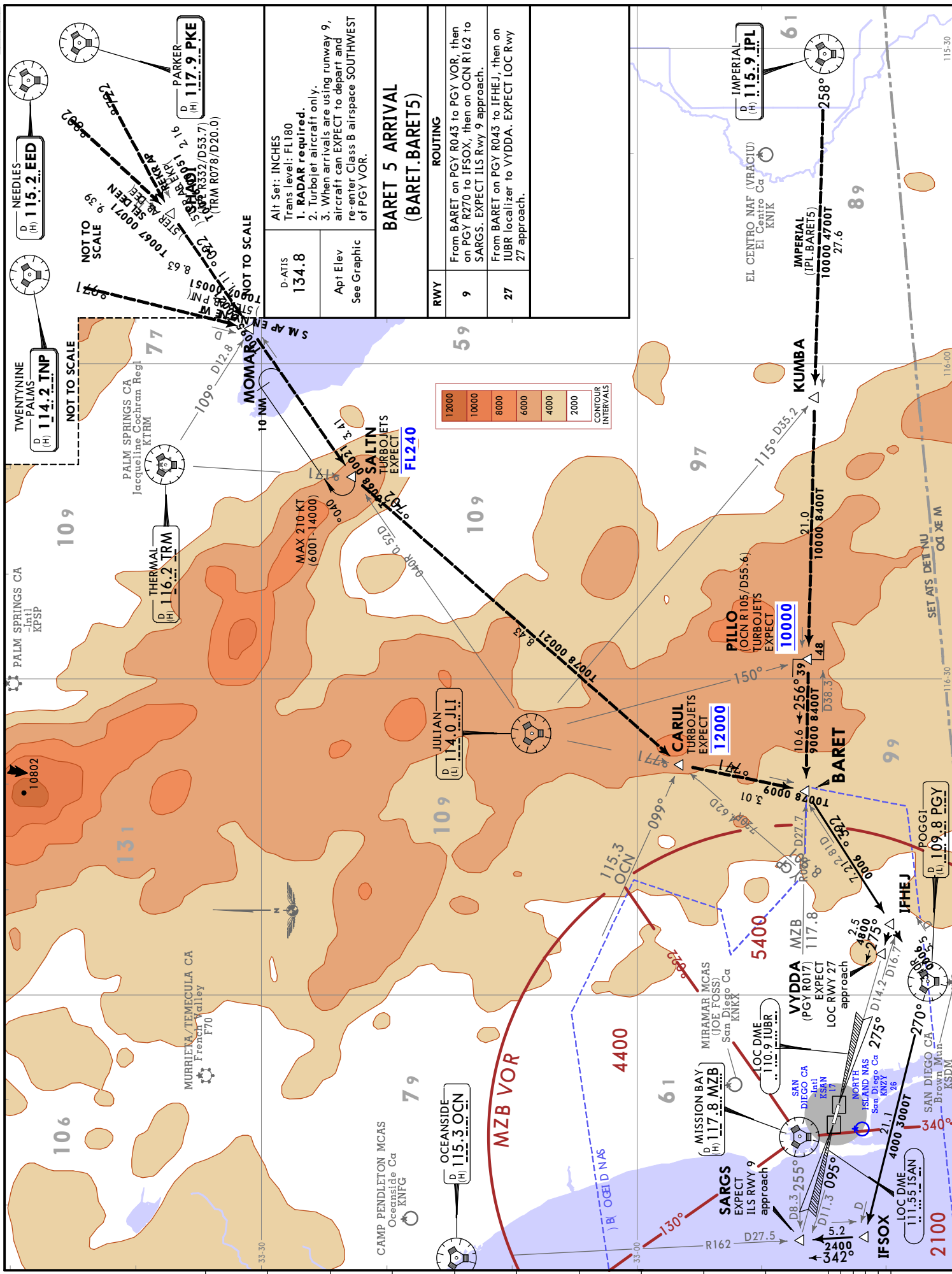
FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS  
SEE FAR 91.131, 91.117 AND 91.215

**FLIGHT PROCEDURES**

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

VFR Flights-

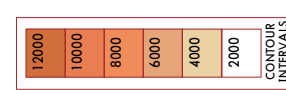
- a. Arriving aircraft, or aircraft desiring to transit the Class (B), should contact San Diego Approach control on the frequency depicted for the sector of flight with reference to the geographical center of the airport. Pilots should state, on initial contact, their position, direction of flight and 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.
- b. 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).
- c. 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.



Alt Set: INCHES  
Trans level: FL180  
1. RADAR required.  
2. Turbojet aircraft only.  
3. When arrivals are using runway 9, aircraft can EXPECT to depart and re-enter Class B airspace SOUTHWEST of PGY VOR.

**BARET 5 ARRIVAL (BARET.BARET5)**

RWY	9
ROUTING	From BARET on PGY R043 to PGY VOR, then on PGY R270 to IFSOX, then on OCN R162 to SARGs. EXPECT ILS Rwy 9 approach.
	From BARET on PGY R043 to IFHEJ, then on IUBR localizer to VYDDA. EXPECT LOC Rwy 27 approach.





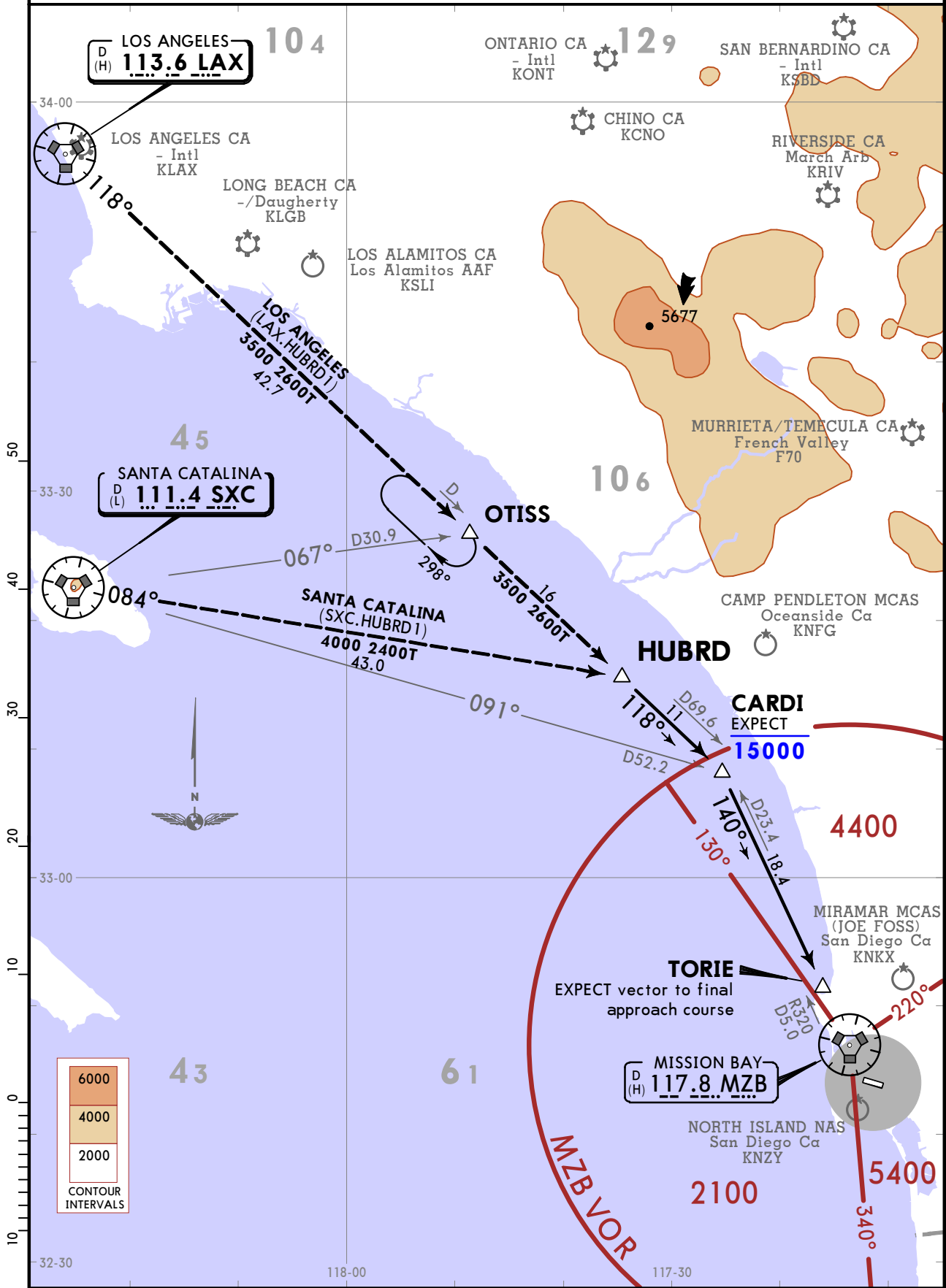
**KSAN/SAN**  
SAN DIEGO INTL

**JEPPESEN**  
5 APR 19 **(10-2B)**

**SAN DIEGO, CALIF**  
**STAR**

D-ATIS <b>134.8</b>	Apt Elev <b>17</b>	Alt Set: INCHES Trans level: FL180
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### HUBRD 1 ARRIVAL (HUBRD.HUBRD1)



**ROUTING**  
From HUBRD via LAX R118 to CARDI via MZB R320 to TORIE. EXPECT vector to final approach course.



**KSAN/SAN**  
SAN DIEGO INTL

**JEPPESEN**  
5 APR 19 (10-2D)

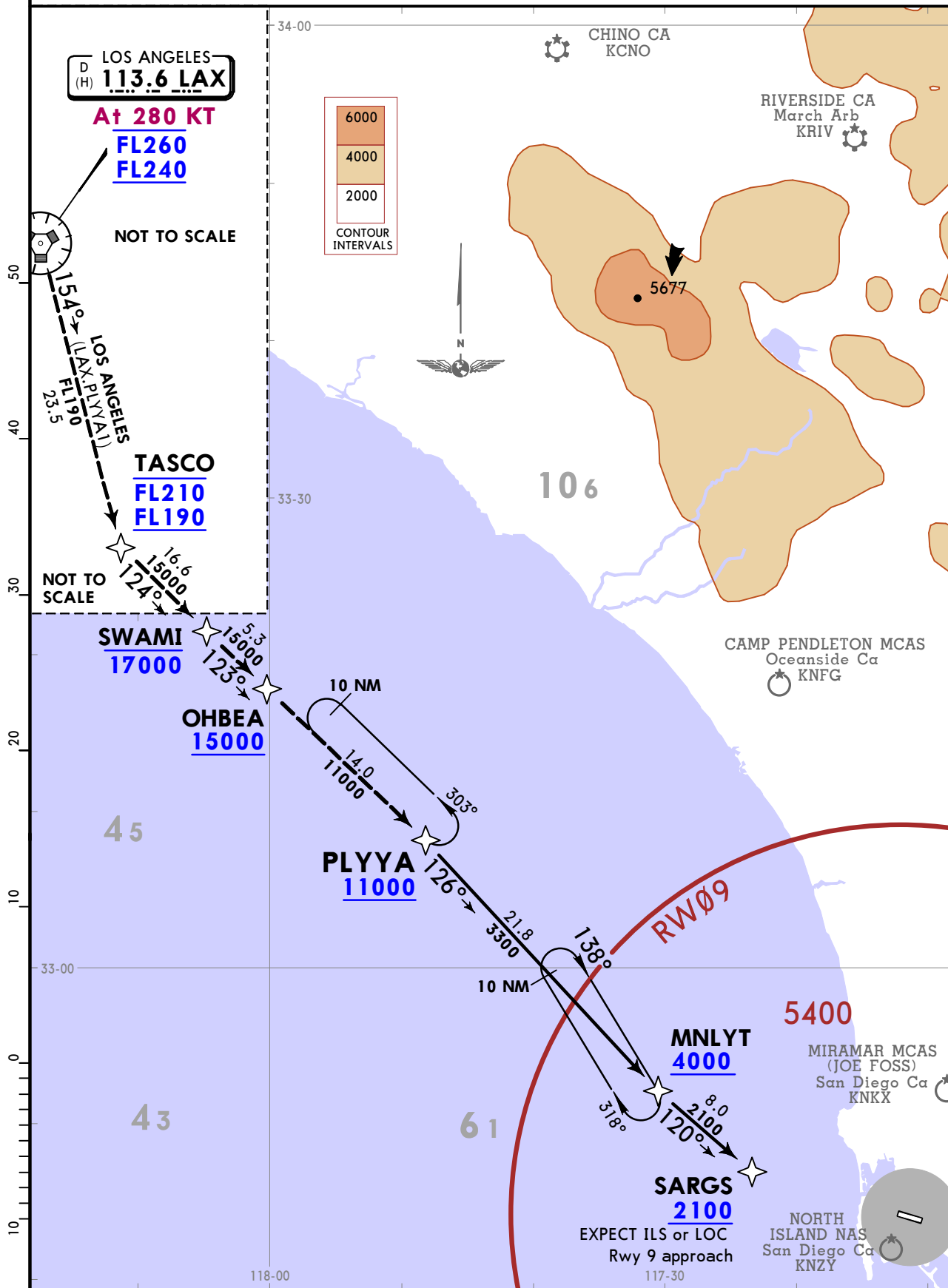
**SAN DIEGO, CALIF**  
**RNAV STAR**

D-ATIS  
134.8

Apt Elev  
17

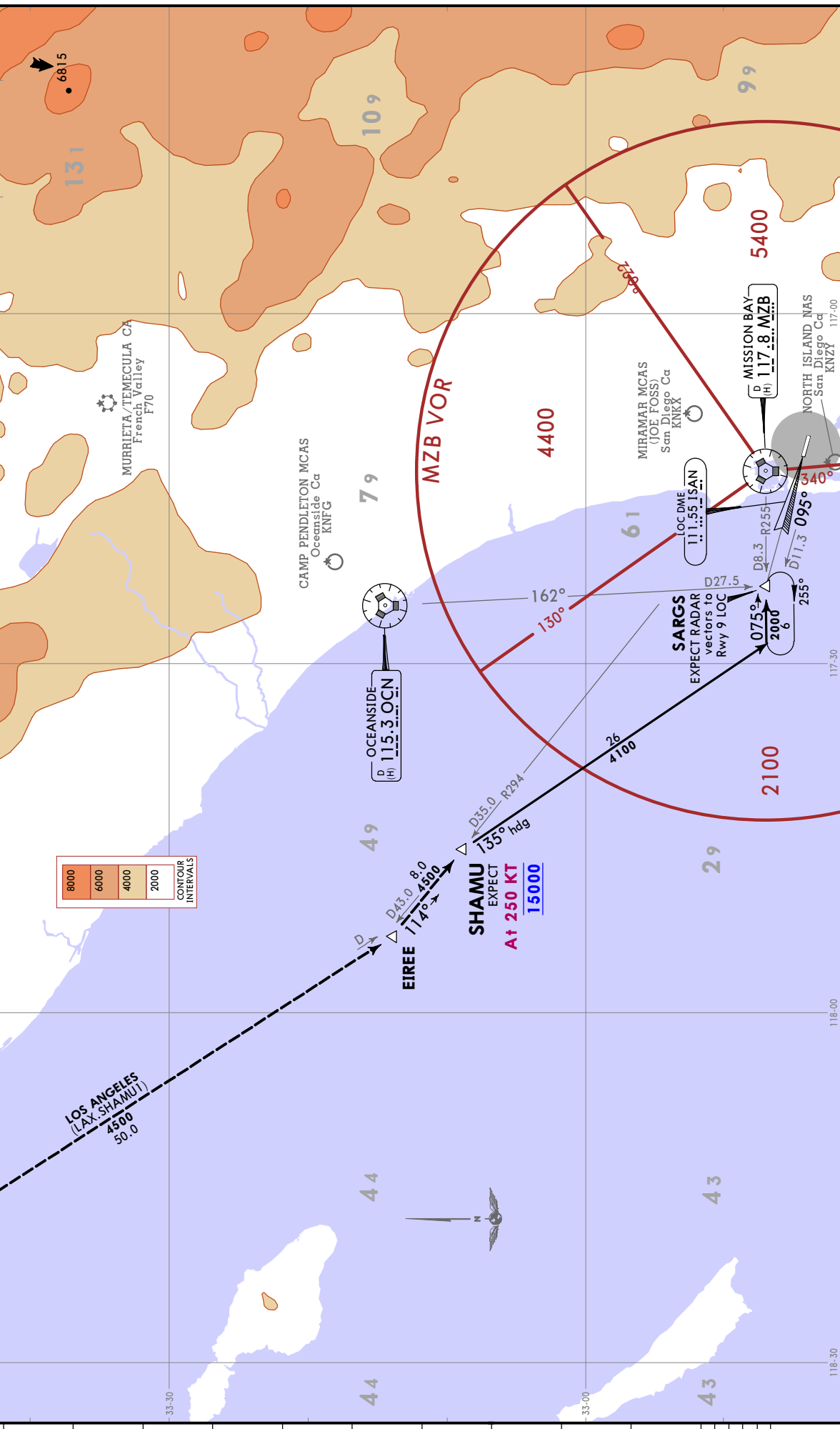
Alt Set: INCHES Trans level: FL180  
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.  
4. Turbojet and Turboprop aircraft only.

**PLYAA 1 RNAV ARRIVAL**  
(PLYAA.PLYAA1)  
(RWY 9)



**JEPPESEN SAN DIEGO, CALIF**  
 5 APR 19 (10-2E) **STAR**

D-ATIS <b>134.8</b>	Alt Set: INCHES Trans level: FL180 DME and RADAR required.
<b>SHAMU 1 ARRIVAL</b> (SHAMU.SHAMU1) (RWY 9)	
<b>ROUTING</b> From over SHAMU via 135° heading to intercept MZB R255, then via MZB R255 to SARGS. EXPECT RADAR vectors to San Diego Rwy 9 Localizer.	



**KSAN/SAN**  
 SAN DIEGO INTL



SOCAL Departure (R)	
West	East
119.6	124.35
Apt Elev 17	

**BORDER 7 DEPARTURE (BRDR7.BROWS)**

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

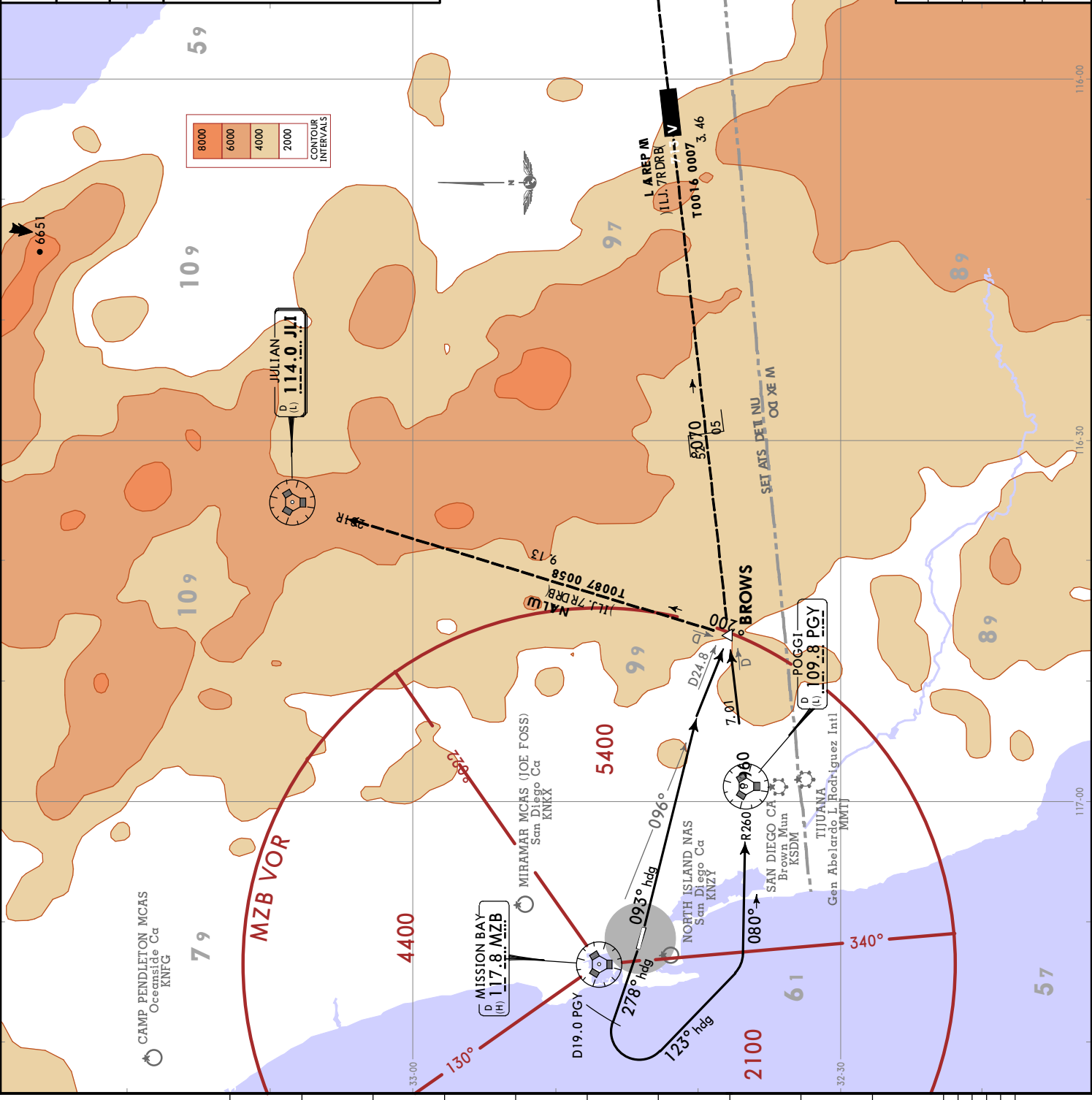
This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 9: 400-1 with a minimum climb of 610 per NM to 1900, or standard (or lower than standard, if authorized) with a minimum climb of 686 per NM to 1900.  
 Rwy 27: 400-2 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 353 per NM to 400.

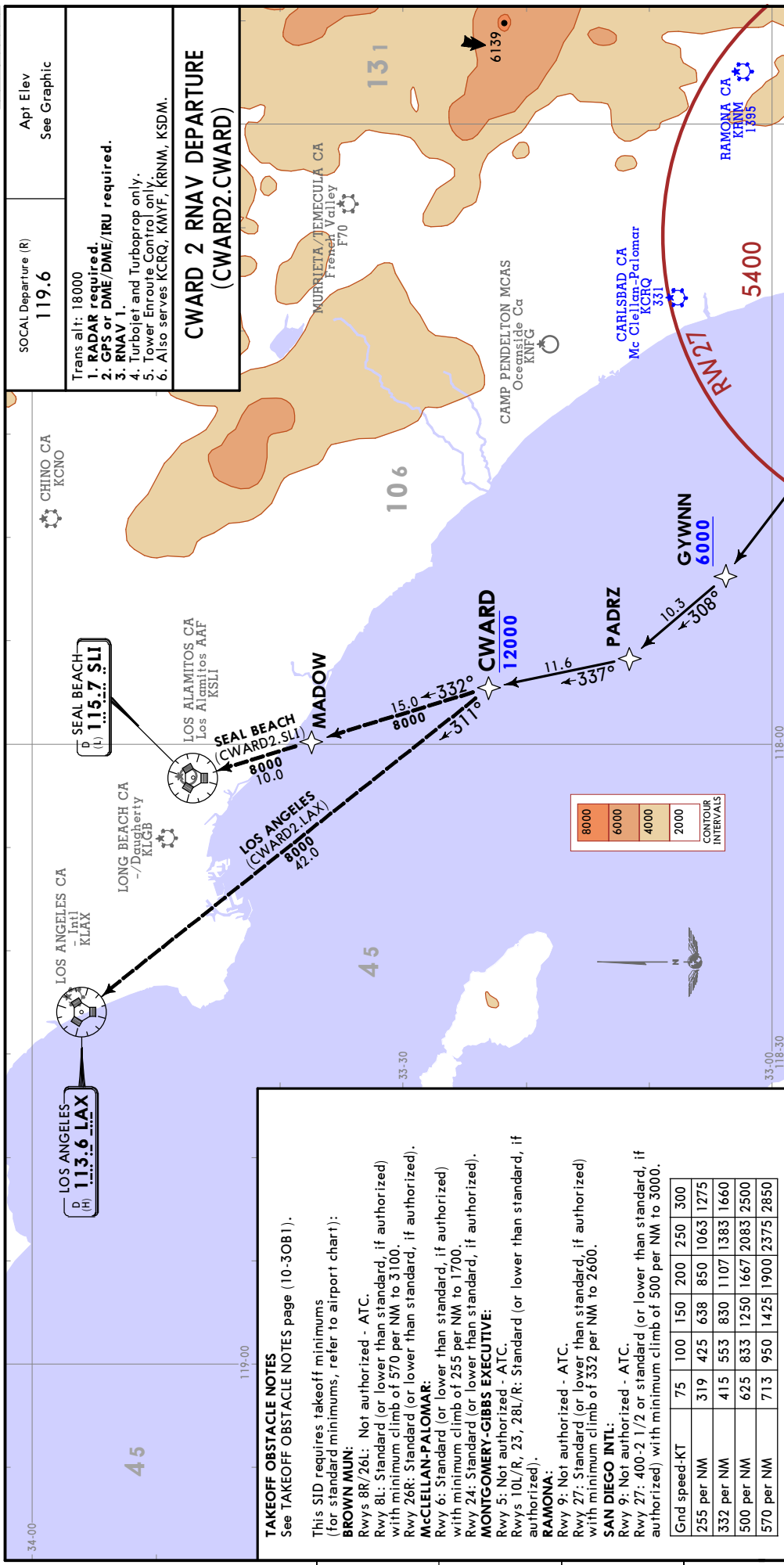
Gnd speed-KT	75	100	150	200	250	300
353 per NM	441	588	883	1177	1471	1765
610 per NM	763	1017	1525	2033	2542	3050
686 per NM	858	1143	1715	2287	2858	3430

RWY	INITIAL CLIMB	TOP ALTITUDE
9	Climb on heading 093° to intercept MZB R096 to BROWS.	Assigned by ATC
27	Climb on heading 278° until D19.0 PGY, then turn LEFT on heading 123° to intercept PGY R260 and PGY R069 to BROWS.	

**ROUTING**

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





SOCAL Departure (R)  
**119.6**

Apt Elev  
See Graphic

Trans alt: 18000

**1. RADAR required.**  
**2. GPS or DME/DME/IRU required.**  
**3. RNAV 1.**  
4. Turbojet and Turboprop only.  
5. Tower Enroute Control only.  
6. Also serves KCRQ, KMYF, KRNM, KSDM.

**CWARD 2 RNAV DEPARTURE**  
**(CWARD2.CWARD)**

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

**BROWN MUN:**  
Rwys 8R/26L: Not authorized - ATC.  
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 570 per NM to 3100.  
Rwy 26R: Standard (or lower than standard, if authorized).

**MCCLELLAN-PALOMAR:**  
Rwy 6: Standard (or lower than standard, if authorized) with minimum climb of 255 per NM to 1700.  
Rwy 24: Standard (or lower than standard, if authorized).

**MONTGOMERY-GIBBS EXECUTIVE:**  
Rwy 5: Not authorized - ATC.  
Rwys 10L/R, 23, 28L/R: Standard (or lower than standard, if authorized).

**RAMONA:**  
Rwy 9: Not authorized - ATC.  
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 332 per NM to 2600.

**SAN DIEGO INTL:**  
Rwy 9: Not authorized - ATC.  
Rwy 27: 400-2 1/2 or standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 3000.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275
332 per NM	415	553	830	1107	1383	1660
500 per NM	625	833	1250	1667	2083	2500
570 per NM	713	950	1425	1900	2375	2850

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
<b>BROWN MUN</b>	Rwy 8L: Climbing LEFT turn heading 280° to 2900, EXPECT vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000. Rwy 26R: Climbing RIGHT turn heading 280° to 2300, EXPECT vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000. Rwy 6: Climbing LEFT turn heading 245° to 2300, do not exceed 210 KT until established on heading 245°. EXPECT vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000. Rwy 24: Climb heading 245° to 2300, EXPECT vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000.	As assigned by ATC
<b>MONTGOMERY-GIBBS EXECUTIVE</b>	Rwys 10L/R, 23: Climbing RIGHT turn heading 270° to 2000, EXPECT vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000. Rwys 28L/R: Climbing LEFT turn heading 270° to 2000, EXPECT vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000.	As assigned by ATC
<b>RAMONA</b>	Rwy 27: Climb heading 268° to 2600, EXPECT vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000.	As assigned by ATC
<b>SAN DIEGO INTL</b>	Rwy 27: Climb heading 275° to 520, then RIGHT turn direct WNFLD, then on track 296° to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000.	As assigned by ATC

**ROUTING**

From CWARD on transition. MAINTAIN ATC assigned altitude. EXPECT filed altitude 10 minutes after departure. CHANGES: New format.

**JEPPESEN SAN DIEGO, CALIF**  
**RNAV SID**  
 5 APR 19 (10-3B)

SOCAL Departure (R)		Apt Elev
West	East	17
119.6	124.35	

Trans alt: 18000  
 1. **RADAR required.**  
 2. **GPS or DME/DME/IRU required.**  
 3. **RNAV 1.**  
 4. If unable, altitude restriction at GOFUR, advise ATC on initial contact.

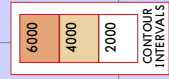
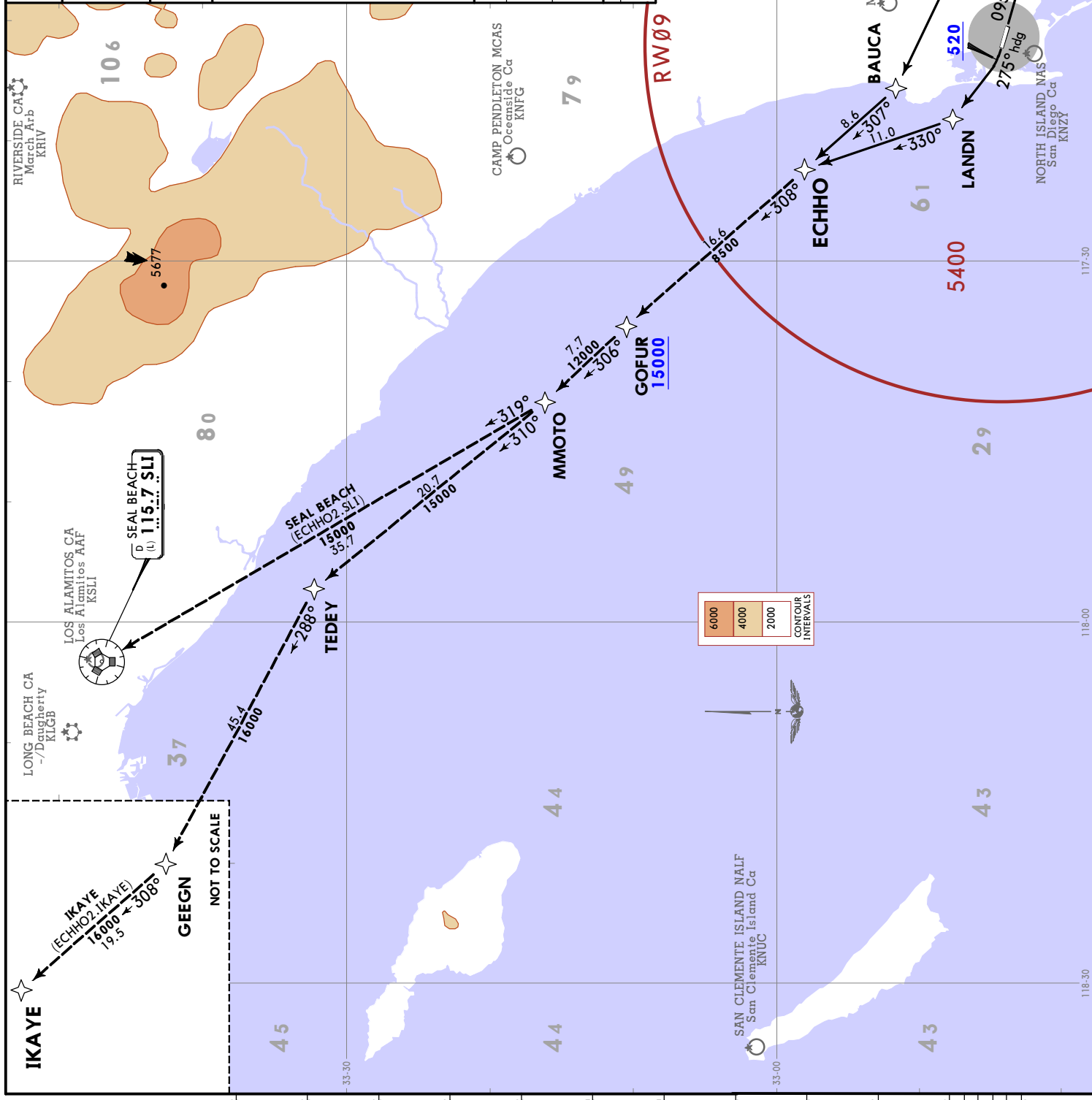
**ECHHO 2 RNAV DEPARTURE (ECHHO2.ECHHO)**

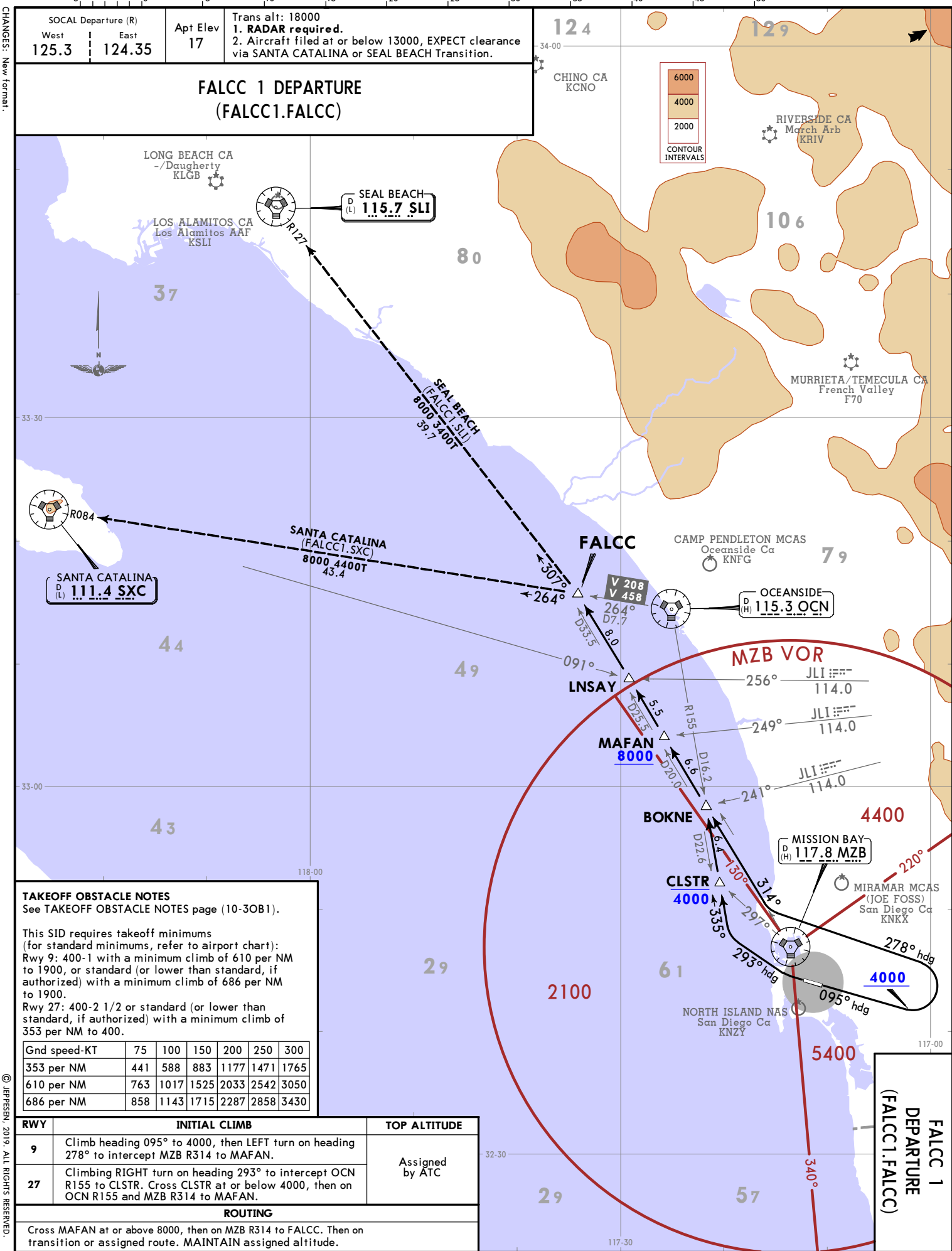
**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).  
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 9: 400-1 with minimum climb of 610 per NM to 1900 or standard (or lower than standard, if authorized) with minimum climb of 687 per NM to 1900.  
 Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 4000.

Grnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500
610 per NM	763	1017	1525	2033	2542	3050
687 per NM	859	1145	1718	2290	2863	3435

RWY	INITIAL CLIMB	TOP ALTITUDE
9	Climb heading 095° to 4000, then LEFT turn direct BAUCA, then on track 307° to ECHHO.	15000
27	Climb heading 275° to 520, then RIGHT turn direct LANDN, then on track 330° to ECHHO.	

**ROUTING**  
 From ECHHO on transition. MAINTAIN 15000. EXPECT filed altitude 10 minutes after departure.

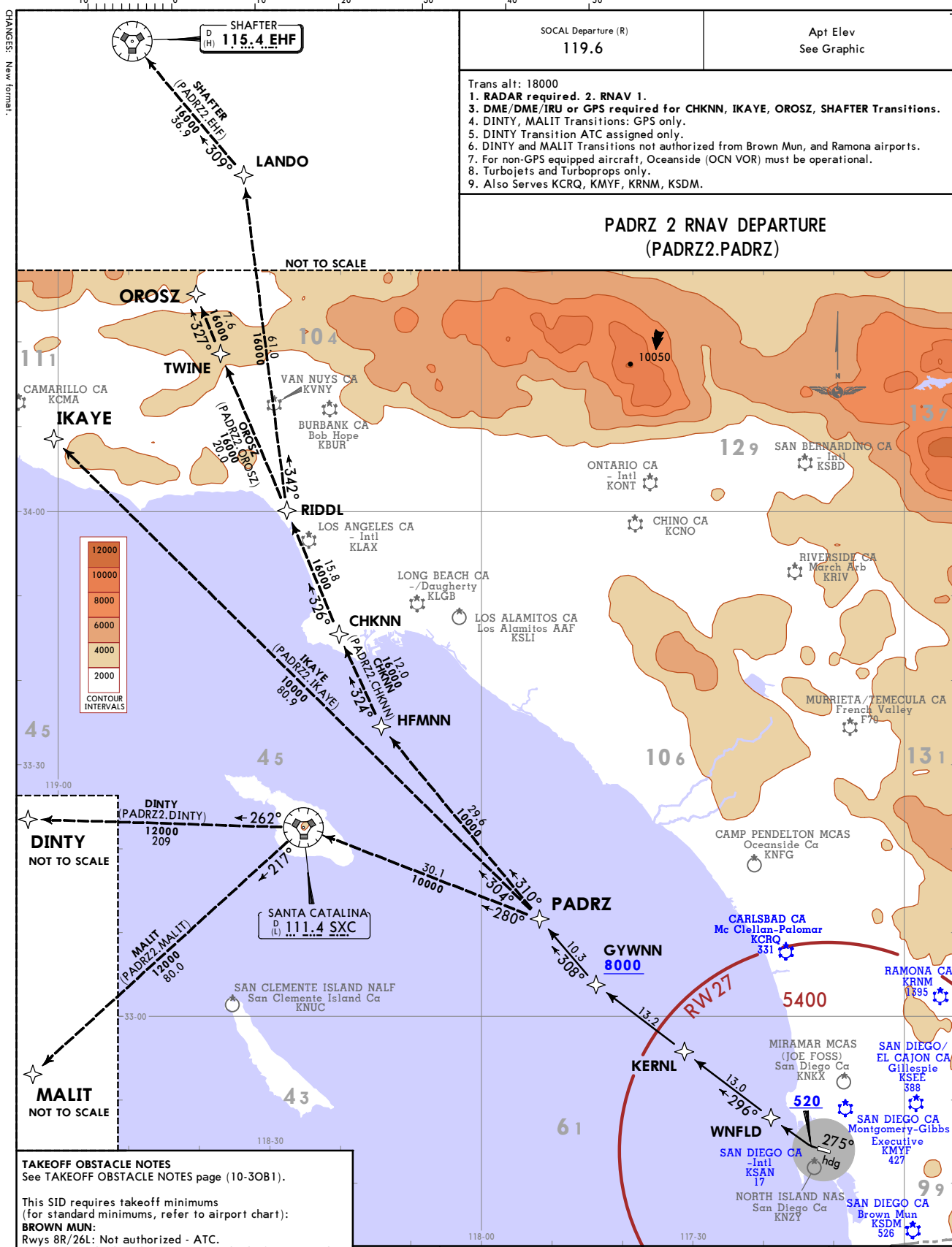




CHANGES: New format.

KSAN/SAN  
 SAN DIEGO INTL  
 5 APR 19 10-3C  
 JEPPESEN  
 SAN DIEGO, CALIF  
 SID





SOCAL Departure (R)  
119.6

Apt Elev  
See Graphic

Trans alt: 18000

1. RADAR required. 2. RNAV 1.
3. DME/DME/IRU or GPS required for CHKNN, IKAYE, OROSZ, SHAFTER Transitions.
4. DINTY, MALIT Transitions: GPS only.
5. DINTY Transition ATC assigned only.
6. DINTY and MALIT Transitions not authorized from Brown Mun, and Ramona airports.
7. For non-GPS equipped aircraft, Oceanside (OCN VOR) must be operational.
8. Turbojets and Turboprops only.
9. Also Serves KCRQ, KMYF, KRNM, KSDM.

**PADRZ 2 RNAV DEPARTURE**  
**(PADRZ2.PADRZ)**

**TAKEOFF OBSTACLE NOTES**  
See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

**BROWN MUN:**  
Rwys 8R/26L: Not authorized - ATC.  
Rwy 8L: Standard (or lower than standard, if authorized) with minimum climb of 570 per NM to 3100.  
Rwy 26R: Standard (or lower than standard, if authorized).

**McCLELLAN-PALOMAR:**  
Rwy 6: Standard (or lower than standard, if authorized) with minimum climb of 255 per NM to 1700.  
Rwy 24: Standard (or lower than standard, if authorized).

**MONTGOMERY-GIBBS EXECUTIVE:**  
Rwy 5: Not authorized - ATC.  
Rwys 10L/R, 23, 28L/R: Standard (or lower than standard, if authorized).

**RAMONA:**  
Rwy 9: Not authorized - ATC.  
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 332 per NM to 2600.

**SAN DIEGO INTL:**  
Rwy 9: Not authorized - ATC.  
Rwy 27: 400-2 1/2 or standard (or lower than standard, if authorized) with minimum climb of 353 per NM to 3000.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275
332 per NM	415	553	830	1107	1383	1660
353 per NM	441	588	883	1177	1471	1765
570 per NM	713	950	1425	1900	2375	2850

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BROWN MUN	Rwy 8L: Climbing LEFT turn heading 280° to 2900, EXPECT vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ. Rwy 26R: Climbing RIGHT turn heading 280° to 2300, EXPECT vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ.	15000
McCLELLAN-PALOMAR	Rwy 6: Climbing LEFT turn heading 245° to 2300, do not exceed 210 KT until established on heading 245°. EXPECT vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ. Rwy 24: Climb heading 245° to 2300, EXPECT vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ.	
MONTGOMERY-GIBBS EXECUTIVE	Rwys 10L/R, 23: Climbing RIGHT turn heading 270° to 2000, EXPECT vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ. Rwys 28L/R: Climbing LEFT turn heading 270° to 2000, EXPECT vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ.	
RAMONA	Rwy 27: Climb heading 268° to 2600, EXPECT vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ.	
SAN DIEGO INTL	Rwy 27: Climb heading 275° to 520, then RIGHT turn direct WNFLD, then on track 296° to KERNEL, then on track 296° to cross GYWNN at or above 8000, then on track 308° to PADRZ.	

**ROUTING**  
From PADRZ on transition. MAINTAIN 15000. EXPECT higher altitude 10 minutes after departure.

KSAN/SAN  
SAN DIEGO INTL

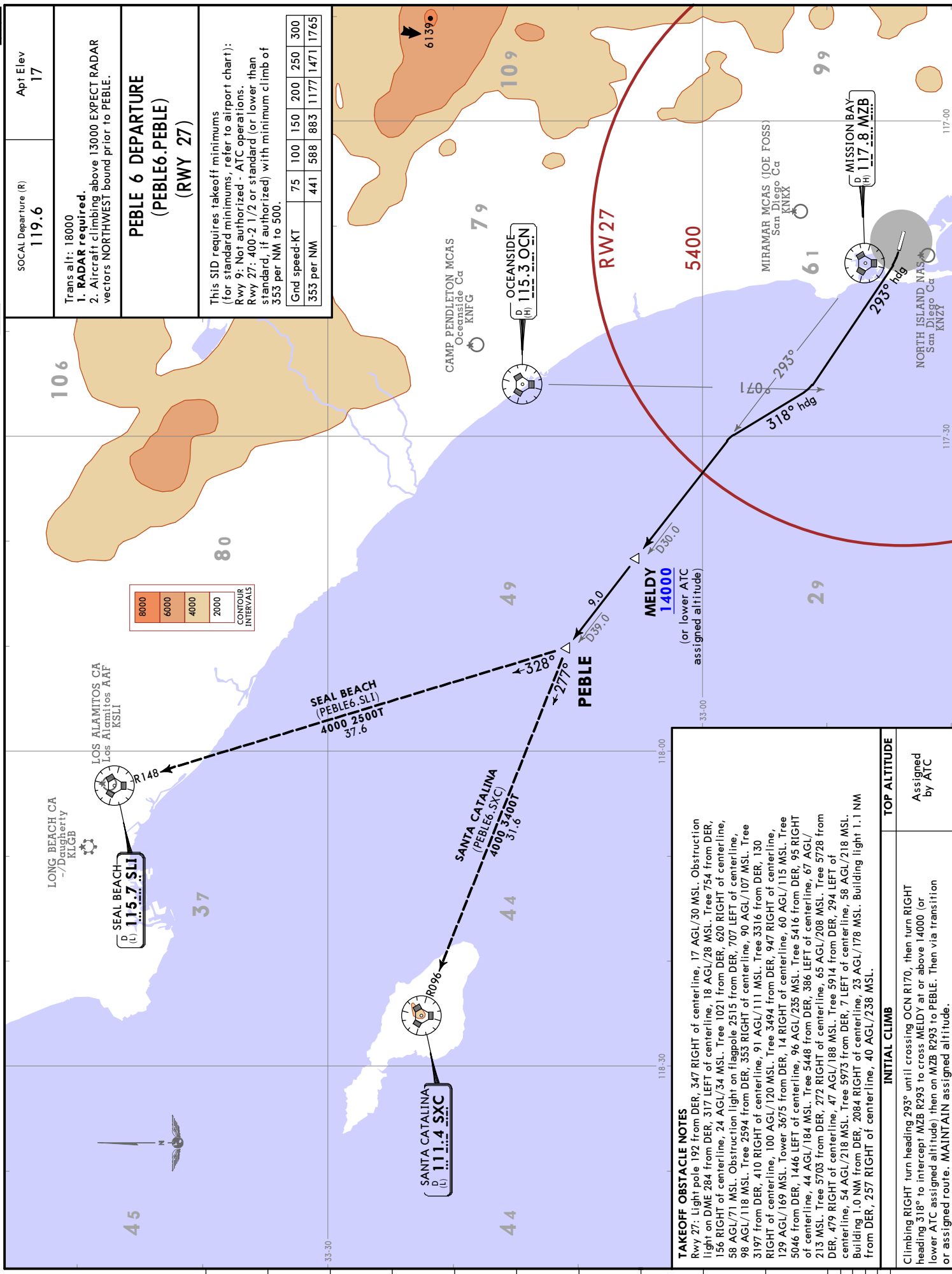
5 Apr 19 (10-3E)

JEPPESSEN

SAN DIEGO/  
CALIF  
RNAV SID

CHANGES: New format.

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SOCAL Departure (R)	119.6
Apt Elev	17

Trans alt: 18000  
**1. RADAR required.**  
 2. Aircraft climbing above 13000 EXPECT RADAR vectors NORTHWEST bound prior to PEBLE.

**PEBLE 6 DEPARTURE (PEBLE6.PEBLE) (RWY 27)**

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 9: Not authorized - ATC operations.  
 Rwy 27: 400-2 1/2 or standard (or lower than standard, if authorized) with minimum climb of 353 per NM to 500.

Gnd speed-KT	75	100	150	200	250	300
353 per NM	441	588	883	1177	1471	1765

INITIAL CLIMB	TOP ALTITUDE
<p><b>TAKEOFF OBSTACLE NOTES</b>                      Rwy 27: Light pole 192 from DER, 347 RIGHT of centerline, 17 AGL/30 MSL. Obstruction light on DME 284 from DER, 317 LEFT of centerline, 18 AGL/28 MSL. Tree 754 from DER, 156 RIGHT of centerline, 24 AGL/34 MSL. Tree 1021 from DER, 620 RIGHT of centerline, 58 AGL/71 MSL. Obstruction light 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 1.0 NM from DER, 2084 RIGHT of centerline, 23 AGL/178 MSL. Building light 1.1 NM from DER, 257 RIGHT of centerline, 40 AGL/238 MSL.</p>	Assigned by ATC

**JEPPESANAN DIEGO, CALIF**  
**RNAV SID**  
 5 APR 19 (10-3C)

SOCAL Departure (R)  
**124.35**  
 Apt Elev  
**17**

Trans alt: 18000  
 1. **RADAR required.**  
 2. **DME/DME/IRU or GPS required.**  
 3. **RNAV 1.**  
 4. If unable altitude restriction at JUNOR, advise ATC on initial contact.

**SAYOW 2 RNAV DEPARTURE**  
**(SAYOW2.SAYOW)**  
**(RWY 9)**

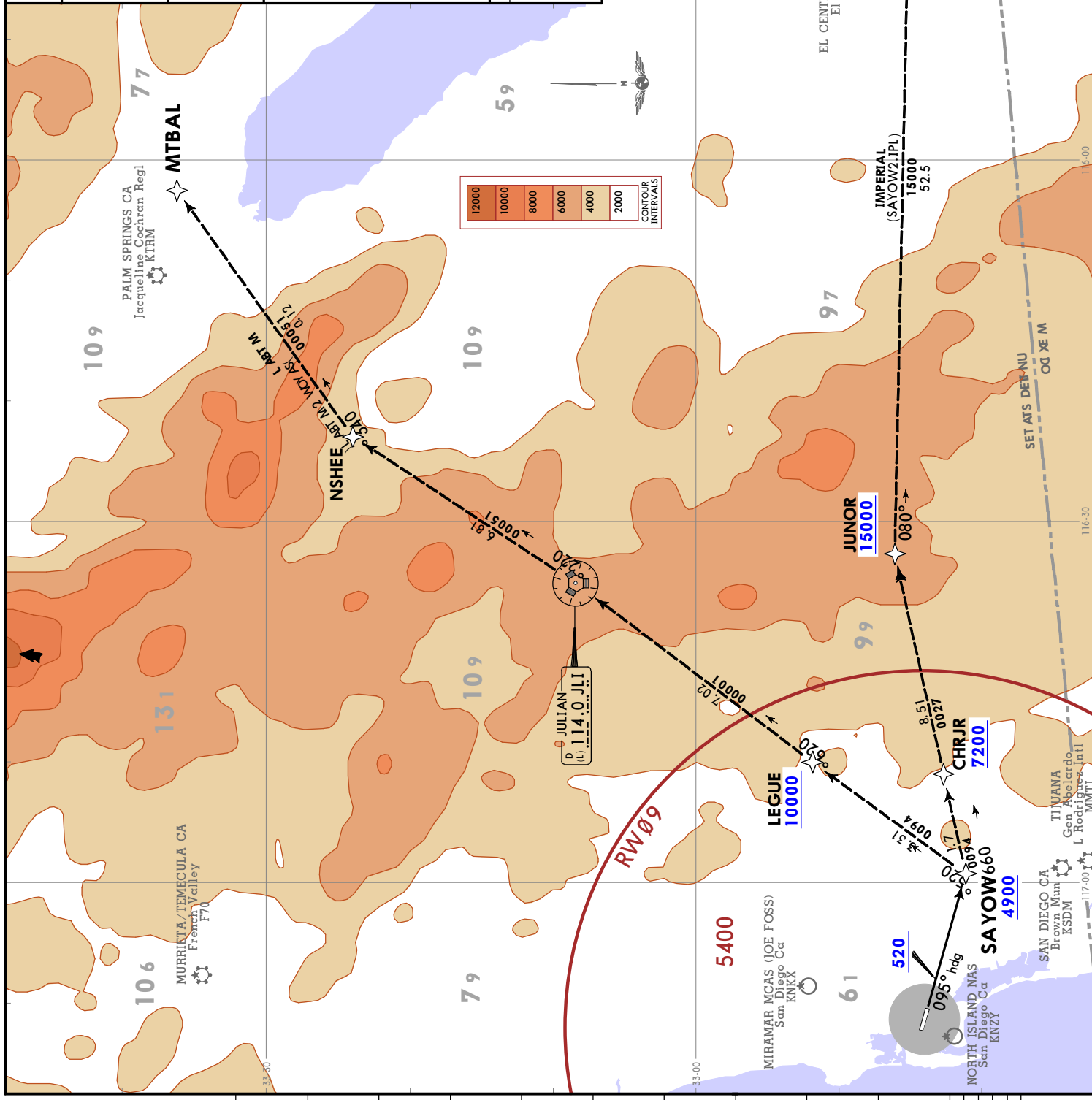
**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 9: 400-1 with minimum climb of 610 per NM to 1900 or standard (or lower than standard, if authorized) with minimum climb of 687 per NM to 1900.  
 Rwy 27: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
610 per NM	763	1017	1525	2033	2542	3050
687 per NM	859	1145	1718	2290	2863	3435

**INITIAL CLIMB**  
 Climb heading 095° to 520, then direct to cross SAYOW at or above 4900, then on transition. Jets MAINTAIN FL190, Turboprops MAINTAIN 15000. EXPECT filed altitude 10 minutes after departure.

**TOP ALTITUDE**  
 JETS FL190  
 TURBOPROPS 15000



**KSAN/SAN**  
**SAN DIEGO INTL**

SOCAL Departure (R)  
**125.15**

Apt Elev  
**17**

Trans alt: 18000

- RADAR required. 2. RNAV 1.**
- DME/DME/IRU or GPS required.**
- Some aircraft may be RADAR vectored to CENZA, JORRJ or GRIDR. 5. If unable ATC altitude restriction at JORRJ, advise ATC on initial contact.
- Parachute jumping all hours, 13500 and below NORTH of JORRJ at Otay jump zone. 7. For non-GPS equipped aircraft using MTBAL or IMPERIAL transitions, PGY DME must be operational.

**ZZ000 2 RNAV DEPARTURE**  
**(ZZ0002.ZZ000)**  
**(RWY 27)**

**TAKEOFF OBSTACLE NOTES**  
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

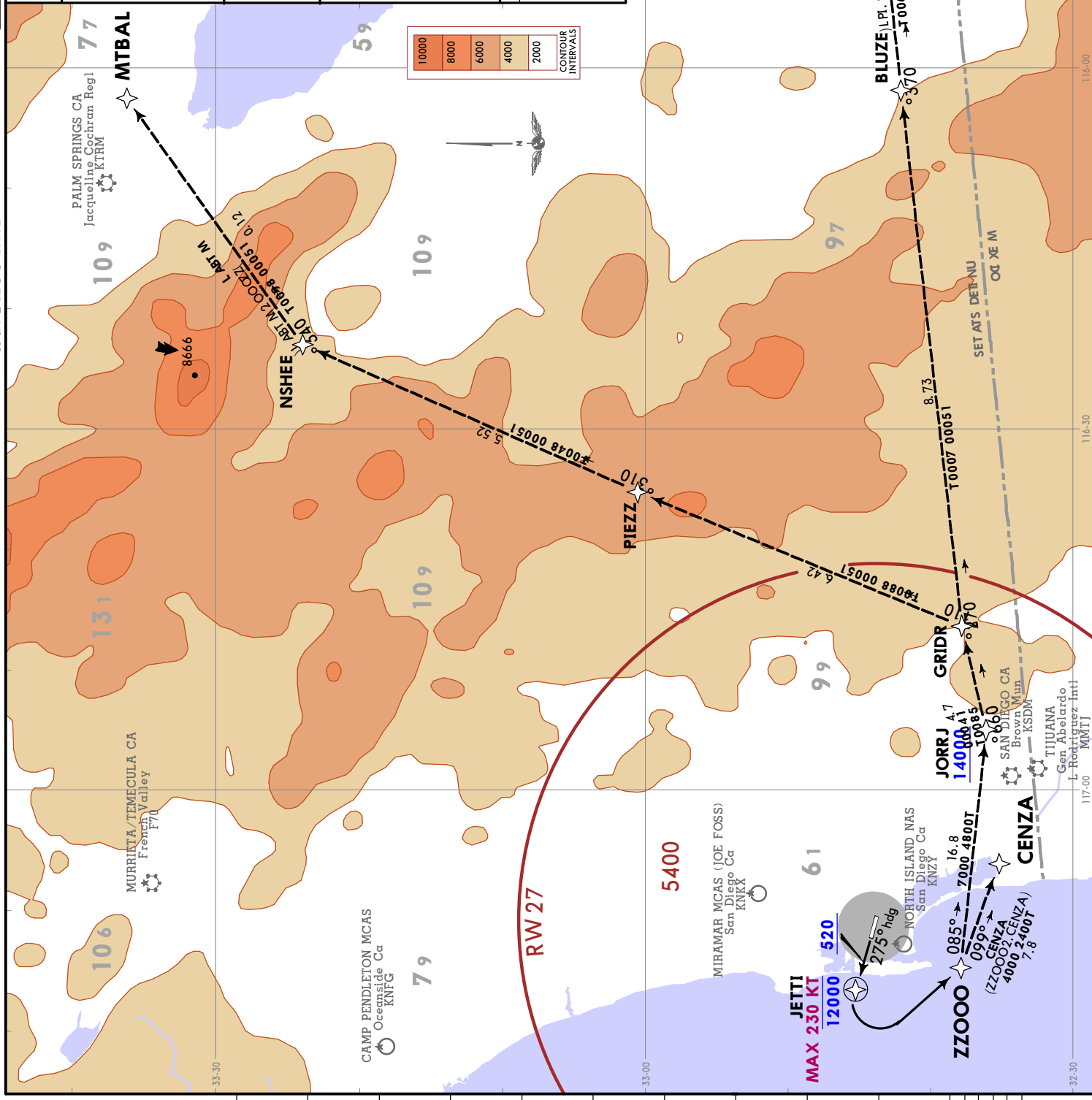
This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 520.

Grnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

**INITIAL CLIMB**

Climb heading 275° to 520, then direct to cross JETTI at or below 12000, then LEFT turn direct ZZ000. From ZZ000 on transition. Turbojets MAINTAIN FL230, turboprops MAINTAIN 15000. EXPECT filed altitude 10 minutes after departure.

JETS FL230  
 TURBOPROPS  
 15000



KSAN/SAN


**JEPPesen**  
 1 DEC 17 **10-30B1** **Eff 7 Dec**

SAN DIEGO, CALIF

SAN DIEGO INTL

<b>TAKEOFF OBSTACLE NOTES</b>
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**BROWN MUN**

- RWY 26R:  
TREE 1284' FROM DER, 778' LEFT OF CENTERLINE, 52' AGL/561' MSL.

**MC CLELLAN-PALOMAR**

- RWY 06:  
FENCE BEGINNING 6' FROM DER, 453' LEFT OF CENTERLINE, UP TO 1' AGL/  
328' MSL. OBSTRUCTION LIGHT ON BLAST FENCE BEGINNING 96' FROM DER,  
398' RIGHT OF CENTERLINE, UP TO 18' AGL/332' MSL. TREE 325' FROM  
DER, 508' LEFT OF CENTERLINE, 347' MSL. TREES BEGINNING 519' FROM DER,  
504' LEFT OF CENTERLINE, UP TO 379' MSL. TREE 3682' FROM DER, 945' LEFT  
OF CENTERLINE, 424' MSL. TREES, EQUIPMENT ON BUILDING, OBSTRUCTION LIGHT ON  
FLAGPOLE BEGINNING 3682' FROM DER, 333' LEFT OF CENTERLINE, UP TO 428'  
MSL. TREES BEGINNING 4032' FROM DER, 489' LEFT OF CENTERLINE, UP TO 439'  
MSL. TREES, LIGHT POLES BEGINNING 4040' FROM DER, 318' RIGHT OF  
CENTERLINE, UP TO 445' MSL. LIGHT POLES BEGINNING 4705' FROM DER, 485  
FT RIGHT OF CENTERLINE, UP TO 30' AGL/457' MSL. TREES 4866' FROM DER,  
988' LEFT OF CENTERLINE, 457' MSL. TREES BEGINNING 4944' FROM DER,  
431' RIGHT OF CENTERLINE, UP TO 465' MSL. LIGHT POLES BEGINNING  
4985' FROM DER, 536' RIGHT OF CENTERLINE, UP TO 42' AGL/468' MSL.  
TREE, LIGHT POLES BEGINNING 5123' FROM DER, 576' RIGHT OF CENTERLINE,  
UP TO 476' MSL. TREES 5493' FROM DER, 753' RIGHT OF CENTERLINE, 489' MSL.  
TREES, LIGHT POLES BEGINNING 5663' FROM DER, 569' RIGHT OF CENTERLINE,  
UP TO 502' MSL. TREES 6015' FROM DER, 896' RIGHT OF CENTERLINE, 507' MSL.  
TREE 1.1 NM FROM DER, 1131' RIGHT OF CENTERLINE, 506' MSL.
- RWY 24:  
TERRAIN BEGINNING 25' FROM DER, 287' RIGHT OF CENTERLINE, UP TO 339' MSL.  
BUSH 36' FROM DER, 276' RIGHT OF CENTERLINE, 340' MSL. TREE 106' FROM  
DER, 520' LEFT OF CENTERLINE, 342' MSL.

**MONTGOMERY-GIBBS EXECUTIVE**

- RWY 10L:  
TREES BEGINNING 230' FROM DER, 494' LEFT OF CENTERLINE, UP TO 57' AGL/  
486' MSL. TREES BEGINNING 1172' FROM DER, 591' RIGHT OF CENTERLINE, UP  
TO 69' AGL/488' MSL.
- RWY 10R:  
ROD ON ELECTRICAL EQUIPMENT 40' FROM DER, 66' LEFT OF CENTERLINE, 7'  
AGL/426' MSL. TREES BEGINNING 2107' FROM DER, 199' RIGHT OF  
CENTERLINE, UP TO 69' AGL/488' MSL.
- RWY 23:  
TREE, FLAG POLE, AND TRANSMISSION TOWERS BEGINNING 1594' FROM  
DER, 82' RIGHT OF CENTERLINE, UP TO 125' AGL/545' MSL. TRANSMISSION  
TOWERS BEGINNING 2627' FROM DER, 414' LEFT OF CENTERLINE, UP 125' AGL/  
524' MSL.
- RWY 28L:  
BUSHES AND POLES BEGINNING 35' FROM DER, 160' RIGHT OF CENTERLINE, UP TO  
37' AGL/451' MSL. TREES BEGINNING 1008' FROM DER, 7' LEFT OF CENTERLINE,  
UP TO 37' AGL/451' MSL.
- RWY 28R:  
BUSHES, TREES, AND POLES BEGINNING 34' FROM DER, 162' LEFT OF CENTERLINE,  
UP TO 38' AGL/451' MSL. TREES, SIGNS, AND POLES BEGINNING 768' FROM  
DER, 98' RIGHT OF CENTERLINE, UP TO 67' AGL/488' MSL.

KSAN/SAN


  
 1 DEC 17 **10-30B2** Eff 7 Dec

SAN DIEGO, CALIF

SAN DIEGO INTL

<b>TAKEOFF OBSTACLE NOTES (CONTD)</b>
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**RAMONA**

- RWY 9:  
SIGN 23' FROM DER, 178' LEFT OF CENTERLINE, 9' AGL/1399' MSL. TREE 94'  
FROM DER, 343' RIGHT OF CENTERLINE, 20' AGL/1403' MSL. TREES BEGINNING  
2468' FROM DER, 180' RIGHT OF CENTERLINE, UP TO 100' AGL/1539' MSL.  
TREES BEGINNING 2637' FROM DER, 305' LEFT OF CENTERLINE, UP TO 100' AGL/  
1487' MSL.
- RWY 27:  
TREE 657' FROM DER, 12' LEFT OF CENTERLINE, 100' AGL/1499' MSL. TREES  
1.85 NM FROM DER, 92' LEFT OF CENTERLINE, UP TO 100' AGL/1719' MSL.

**SAN DIEGO INTL**

- RWY 9: (BORDER)  
OBSTRUCTION LIGHT, SIGN AND TREES BEGINNING 14' 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 9: (ECHHO, FALCC, MMOTO, SAYOW)  
FENCE, TERRAIN, BEGINNING 14' FROM DER, 67' LEFT OF CENTERLINE, UP TO  
14' AGL/35' MSL. POLE, BLDG, TERRAIN, FENCE, BEGINNING 21' FROM DER,  
8' RIGHT OF CENTERLINE, UP TO 35' AGL/50' MSL. SIGN, TERRAIN, BEGINNING  
268' FROM DER, 137' LEFT OF CENTERLINE, UP TO 50' AGL/77' MSL. TREE,  
BLDG, BEGINNING 781' FROM DER, 265' RIGHT OF CENTERLINE, UP TO 91' MSL.  
BLDG, TERRAIN, BEGINNING 877' FROM DER, 180' LEFT OF CENTERLINE, UP TO  
66' AGL/106' MSL. BLDG 1385' FROM DER, 356' RIGHT OF CENTERLINE,  
55' AGL/95' MSL. ELEC SYS, TERRAIN, BEGINNING 1395' FROM DER, 319' LEFT  
OF CENTERLINE, UP TO 44' AGL/138' MSL. TREE, TERRAIN, BEGINNING 1822'  
FROM DER, 561' LEFT OF CENTERLINE, UP TO 196' MSL. TREE 1857' FROM DER,  
45' RIGHT OF CENTERLINE, 45' AGL/144' MSL. TREE, TERRAIN, BLDG,  
BEGINNING 2140' FROM DER, 119' LEFT OF CENTERLINE, UP TO 198' MSL. BLDG,  
TERRAIN, BEGINNING 2596' FROM DER, 101' RIGHT OF CENTERLINE, UP TO 89'/  
158' MSL. TREES, TERRAIN, BEGINNING 2681' FROM DER, 190' LEFT OF  
CENTERLINE, UP TO 215' MSL. T-L TWR, TERRAIN, BLDG, POLE, TREE, BEGINNING  
2948' FROM FROM DER, 40' LEFT OF CENTERLINE, UP TO 67' AGL/272' MSL.  
TREE, TERRAIN, BLDG BEGINNING 2965' FROM DER, 30' RIGHT OF CENTERLINE,  
UP TO 211' MSL. BLDG, TERRAIN, BEGINNING 3857' FROM DER, 39' RIGHT OF  
CENTERLINE UP TO 44' AGL/216' MSL. BLDG 4376' FROM DER, 1295' LEFT OF  
CENTERLINE, 117' AGL/364' MSL. BLDG, TERRAIN, BEGINNING 4410' FROM DER,  
322' LEFT OF CENTERLINE, UP TO 128' AGL/389' MSL. BLDG, BEGINNING 4433'  
FROM DER, 1207' RIGHT OF CENTERLINE, UP TO 165' AGL/296' MSL. ANT ON OL  
BLDG 4460' FROM DER, 1482' LEFT OF CENTERLINE, 403' MSL. TERRAIN, BLDG,  
TREE, POLE, BEGINNING 4510' FROM DER, 213' LEFT OF CENTERLINE, UP TO 132'  
MSL. TREE, BLDG, BEGINNING 5159' FROM DER, 325' RIGHT OF CENTERLINE, UP TO  
113' AGL/301' MSL. BLDG 6023' FROM DER, 1934' RIGHT OF CENTERLINE,  
224' AGL/370' MSL. BLDG 1 NM FROM DER, 1543' RIGHT OF CENTERLINE,  
234' AGL/372' MSL. BLDG, TREE, BEGINNING 1 NM FROM DER, 21' RIGHT  
OF CENTERLINE, UP TO 287' AGL/401' MSL. MONUMENT 1.3 NM FROM DER, 1339'  
LEFT OF CENTERLINE, 53' AGL/310' MSL. POLE 1.3 NM FROM DER, 1721' LEFT OF  
CENTERLINE, 35' AGL/306' MSL. STACK, TREE, BEGINNING 1.4 NM FROM DER,  
501' LEFT OF CENTERLINE, UP TO 170' AGL/374' MSL. TREE 1.9 NM FROM DER,  
490' LEFT OF CENTERLINE, 330' MSL.

KSAN/SAN


**JEPPESEN**  
 1 DEC 17 **10-30B3** Eff 7 Dec

SAN DIEGO, CALIF

SAN DIEGO INTL

<b>TAKEOFF OBSTACLE NOTES (CONTD1)</b>
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**SAN DIEGO INTL (CONTD)**

## ◦ RWY 27: (BORDER)

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. OBSTRUCTION LIGHT 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. OBSTRUCTION LIGHT 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/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. BUILDING 1.0 NM FROM DER, 2084' RIGHT OF CENTERLINE, 23' AGL/AGL/178' MSL. BUILDING LIGHT 1.1 NM FROM DER, 257' RIGHT OF CENTERLINE, 40' AGL/238' MSL.

## ◦ RWY 27: (CWARD, PADRZ)

POLE 192' FROM DER, 347' RIGHT OF CENTERLINE, 17' AGL/29' MSL. NAVAID 284' FROM DER, 317' LEFT OF CENTERLINE, 19' AGL/28' MSL. TREE 754' FROM DER, 156' RIGHT OF CENTERLINE, 24' AGL/34' MSL. TREE 1021' FROM DER, 620' RIGHT OF CENTERLINE, 71' MSL. POLE 2515' FROM DER, 707' LEFT OF CENTERLINE, 103' AGL/118' MSL. TREE 2594' FROM DER, 353' RIGHT OF CENTERLINE, 90' AGL/107' MSL. TREE 3179' FROM DER, 410' RIGHT OF CENTERLINE, 111' MSL. TREE 3494' FROM DER, 947' RIGHT OF CENTERLINE, 169' MSL. TOWER 3675' FROM DER, 14' RIGHT OF CENTERLINE, 60' AGL/115' MSL. TREE 4248' FROM DER, 403' LEFT OF CENTERLINE, 75' AGL/150' MSL. TREE 4441' FROM DER, 1199' RIGHT OF CENTERLINE, 111' AGL/199' MSL. TREES BEGINNING 5046' FROM DER, 7' LEFT OF CENTERLINE, UP TO 96' AGL/235' MSL. TREE, BUILDING, BEGINNING 5693' FROM DER, 272' RIGHT OF CENTERLINE, UP TO 227' MSL. TREE 6050' FROM DER, 1703' LEFT OF CENTERLINE, 256' MSL. TREES BEGINNING 1 NM FROM DER, 532' LEFT OF CENTERLINE, UP TO 65' AGL/261' MSL. BUILDING LIGHT, TREE BEGINNING 1 NM FROM DER, 257' RIGHT OF CENTERLINE, UP TO 40' AGL/238' MSL. TREE 1.9 NM FROM DER, 3367' LEFT OF CENTERLINE, 65' AGL/328' MSL.

## ◦ RWY 27: (ECHHO, FALCC, MMOTO, SAYOW, ZZOOO)

POLE 192' FROM DER, 347' RIGHT OF CENTERLINE, 17' AGL/29' MSL. NAVAID 284' FROM DER, 317' LEFT OF CENTERLINE, 19' AGL/28' MSL. TREE 754' FROM DER, 156' RIGHT OF CENTERLINE, 24' AGL/34' MSL. TREE 1021' FROM DER, 620' RIGHT OF CENTERLINE, 71' MSL. POLE 2515' FROM DER, 707' LEFT OF CENTERLINE, 103' AGL/118' MSL. TREE 2594' FROM DER, 353' RIGHT OF CENTERLINE, 90' AGL/107' MSL. TREE 3179' FROM DER, 410' RIGHT OF CENTERLINE, 111' MSL. TREE 3494' FROM DER, 947' RIGHT OF CENTERLINE, 169' MSL. TOWER 3675' FROM DER, 14' RIGHT OF CENTERLINE, 60' AGL/115' MSL. TREE 4248' FROM DER, 403' LEFT OF CENTERLINE, 75' AGL/150' MSL. TREE 4441' FROM DER, 1199' RIGHT OF CENTERLINE, 111' AGL/199' MSL. TREES BEGINNING 5046' FROM DER, 7' LEFT OF CENTERLINE, UP TO 96' AGL/235' MSL. TREE, BLDG, BEGINNING 5693' FROM DER, 272' RIGHT OF CENTERLINE, UP TO 227' MSL. TREE 6050' FROM DER, 1703' LEFT OF CENTERLINE, 256' MSL. TREES BEGINNING 1 NM FROM DER, 532' LEFT OF CENTERLINE, UP TO 65' AGL/261' MSL. BLDG LT, TREE, BEGINNING 1 NM FROM DER, 257' RIGHT OF CENTERLINE, UP TO 40' AGL/238' MSL. TREE 1.9 NM FROM DER, 3367' LEFT OF CENTERLINE, 65' AGL/328' MSL.

# KSAN/SAN

Apt Elev 17'  
N32 44.0 W117 11.4

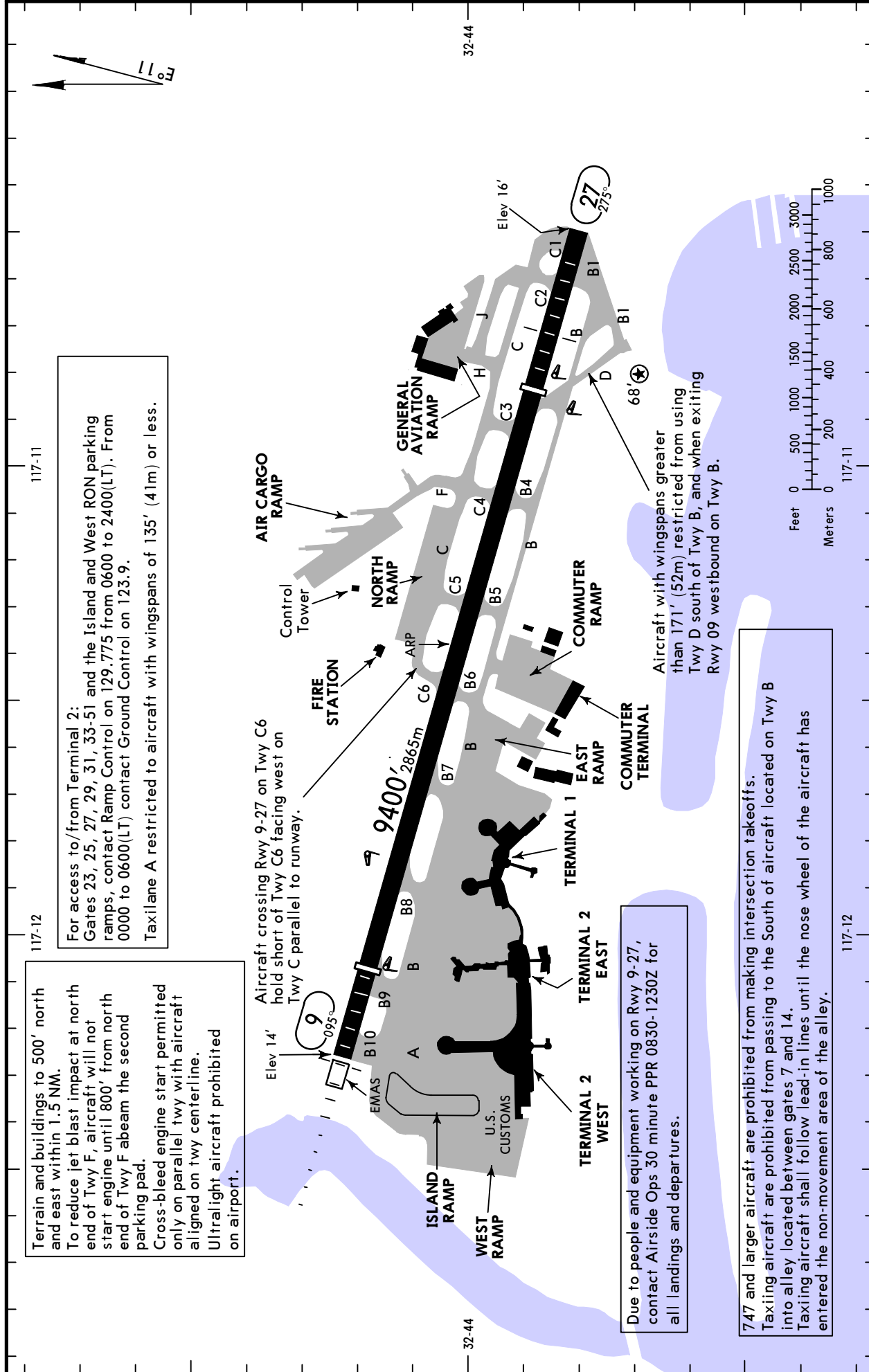


5 APR 19 (10-9)

# SAN DIEGO, CALIF

SAN DIEGO INTL

D-ATIS <b>134.8</b> (Limited) VOT 109.0	Data Comm ACARS: PDC CPDLC: DCL	LINDBERGH Clearance (Cpt) <b>125.9</b>	Ground <b>123.9</b>	Tower <b>118.3</b>	SOCAL Departure (R) West <b>119.6</b> East <b>124.35</b>
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Terrain and buildings to 500' north and east within 1.5 NM.  
To reduce jet blast impact at north end of Twy F, aircraft will not start engine until 800' from north end of Twy F abeam the second parking pad.  
Cross-bleed engine start permitted only on parallel twy with aircraft aligned on twy centerline.  
Ultralight aircraft prohibited on airport.

For access to/from Terminal 2: Gates 23, 25, 27, 29, 31, 33-51 and the Island and West RON parking ramps, contact Ramp Control on 129.775 from 0600 to 2400(LT). From 0000 to 0600(LT) contact Ground Control on 123.9.  
Taxilane A restricted to aircraft with wingspans of 135' (41m) or less.

Aircraft crossing Rwy 9-27 on Twy C6 hold short of Twy C6 facing west on Twy C parallel to runway.

Due to people and equipment working on Rwy 9-27, contact Airside Ops 30 minute PPR 0830-1230Z for all landings and departures.

747 and larger aircraft are prohibited from making intersection takeoffs. Taxiing aircraft are prohibited from passing to the South of aircraft located on Twy B into alley located between gates 7 and 14. Taxiing aircraft shall follow lead-in lines until the nose wheel of the aircraft has entered the non-movement area of the alley.

Aircraft with wingspans greater than 171' (52m) restricted from using Twy D south of Twy B, and when exiting Rwy 09 westbound on Twy B.

**KSAN/SAN**



**SAN DIEGO, CALIF**  
**SAN DIEGO INTL**

**GENERAL**

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Practice instrument approaches and touch and go landings prohibited.

Ultralight aircraft prohibited on airport.

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			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
9	HIRL CL MALS TDZ ① PAPI-L grooved RVR	7280' 2219m	6266' 1910m	8280' 2524m	200' 61m
27	HIRL CL MALS TDZ ② PAPI-R grooved RVR	7591' 2314m			

① Angle 3.3°

② Angle 3.5° Unusable beyond 5 degrees left and right of centerline.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 9)**

**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	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/2
Rollout RVR 5	Rollout RVR 10				

**Rwy 9**

With Min climb of 290'/NM to 900'

400-1 3/4

**OBSTACLE DP**

Rwy 9, Climb heading 095° to 900', then climbing left turn direct MZB VOR. Thence...

Rwy 27, Climb heading 275° to 900', then climbing right turn direct MZB VOR. Thence...

...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 1)**

Rwy 27: Headings as assigned by ATC; requires minimum climb of 360'/NM to 800'.

**FOR FILING AS ALTERNATE**

	ILS Y Rwy 9 ILS Z Rwy 9	RNAV (RNP) Z Rwy 27	LOC Z Rwy 9 RNAV (GPS) Rwy 9	LOC Rwy 27 RNAV (GPS) Y Rwy 27	LOC Y Rwy 9
A	600-2	800-2 1/2	800-2	900-2	1000-2
B			900-2		
C			900-2 1/4	900-2 1/2	1000-2 3/4
D			1000-3	1000-3	1000-3

## ODP TAKEOFF OBSTACLE NOTES

◦ RWY 9:

Note: Rwy 9, fence, terrain, beginning 14' from DER, 67' left of centerline, up to 14' AGL/35' MSL. Pole, bldg, terrain, fence, beginning 21' from DER, 8' right of centerline, up to 35' AGL/50' MSL. Sign, terrain, beginning 268' from DER, 137' left of centerline, up to 50' AGL/77' MSL. Tree, bldg, beginning 781' from DER, 265' right of centerline up to 91' MSL. Bldg, terrain beginning 877' from DER, 180' left of centerline, up to 66' AGL/106' MSL. Bldg 1385' from DER, 356' right of centerline, 55' AGL/95' MSL. Electrical system, terrain, beginning 1395' from DER, 319' left of centerline, up to 44' AGL/138' MSL. Tree, terrain, beginning 1822' from DER, 561' left of centerline, up to 196' MSL. Tree 1857' from DER, 45' right of centerline, 45' AGL/144' MSL. Tree, terrain, bldg, beginning 2140' from DER, 119' left of centerline, up to 198' MSL. Bldg, terrain, beginning 2596' from DER, 101' right of centerline, up to 89' AGL/158' MSL. Trees, terrain, beginning 2681' from DER, 190' left of centerline, up to 215' MSL. Transmission line tower, terrain, bldg, pole, tree beginning 2948' from DER, 40' left of centerline, up to 67' AGL/272' MSL. Tree, terrain, bldg, beginning 2965' from DER, 30' right of centerline, up to 211' MSL. Bldg, terrain, beginning 3857' from DER, 39' right of centerline, up to 44' AGL/216' MSL. Bldg 4376' from DER, 1295' left of centerline, 117' AGL/364' MSL. Bldg, terrain, beginning 4410' from DER, 322' left of centerline, up to 128' AGL/389' MSL. Bldg, beginning 4433' from DER, 1207' right of centerline, up to 165' AGL/296' MSL. Antenna on OL bldg 4460' from DER, 1482' left of centerline, 403' MSL. Terrain, bldg, tree, pole, beginning 4510' from DER, 213' left of centerline, up to 132' MSL. Tree, bldg, beginning 5159' from DER, 325' right of centerline, up to 113' AGL/301' MSL. Bldg 6023' from DER, 1934' right of centerline, 224' AGL/370' MSL. Bldg 1 NM from DER, 1543' right of centerline, 234' AGL/372' MSL. Bldg, tree, beginning 1 NM from DER, 21' right of centerline, up to 287' AGL/401' MSL. Monument 1.3 NM from DER, 1339' left of centerline, 53' AGL/310' MSL. Pole 1.3 NM from DER, 1721' left of centerline, 35' AGL/306' MSL. Stack, tree, beginning 1.4 NM from DER, 501' left of centerline, up to 170' AGL/374' MSL. Tree 1.9 NM from DER, 490' left of centerline, 330' MSL.

◦ RWY 27:

Pole, 192' from DER, 347' right of centerline, 17' AGL/29' MSL. Navaid 284' from DER, 317' left of centerline, 19' AGL/28' MSL. Tree 754' from DER, 156' right of centerline, 24' AGL/34' MSL. Tree 1021' from DER, 620' right of centerline, 71' MSL. Pole 2515' from DER, 707' left of centerline, 103' AGL/118' MSL. Tree 2594' from DER, 353' right of centerline, 90' AGL/107' MSL. Tree 3179' from DER, 410' right of centerline, 111' MSL. Tree 3494' from DER, 947' right of centerline, 169' MSL. Tower 3675' from DER, 14' right of centerline, 60' AGL/115' MSL. Tree 4248' from DER, 403' left of centerline, 75' AGL/150' MSL. Tree 4441' from DER, 1199' right of centerline, 111' AGL/199' MSL. Trees, beginning 5046' from DER, 7' left of centerline, up to 96' AGL/235' MSL. Tree, bldg, beginning 5693' from DER, 272' right of centerline, up to 227' MSL. Tree 6050' from DER, 1703' left of centerline, 256' MSL. Trees, beginning 1 NM from DER, 532' left of centerline, up to 65' AGL/261' MSL. Bldg light, tree beginning 1 NM from DER, 257' right of centerline, up to 40' AGL/238' MSL. Tree 1.9 NM from DER, 3367' left of centerline, 65' AGL/328' MSL.

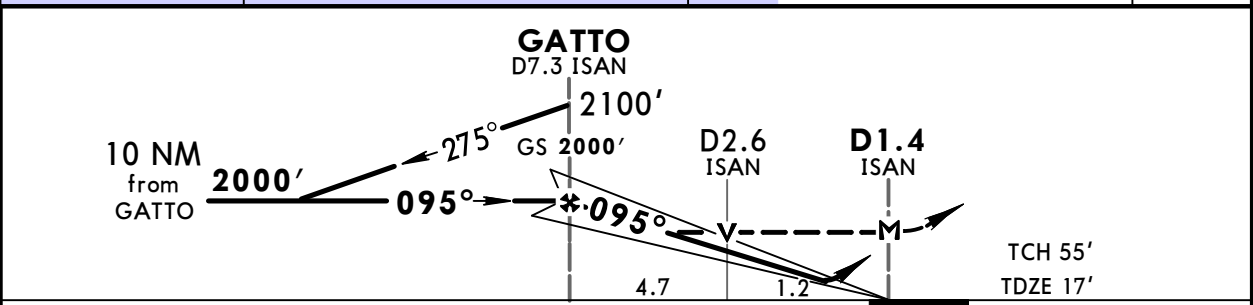
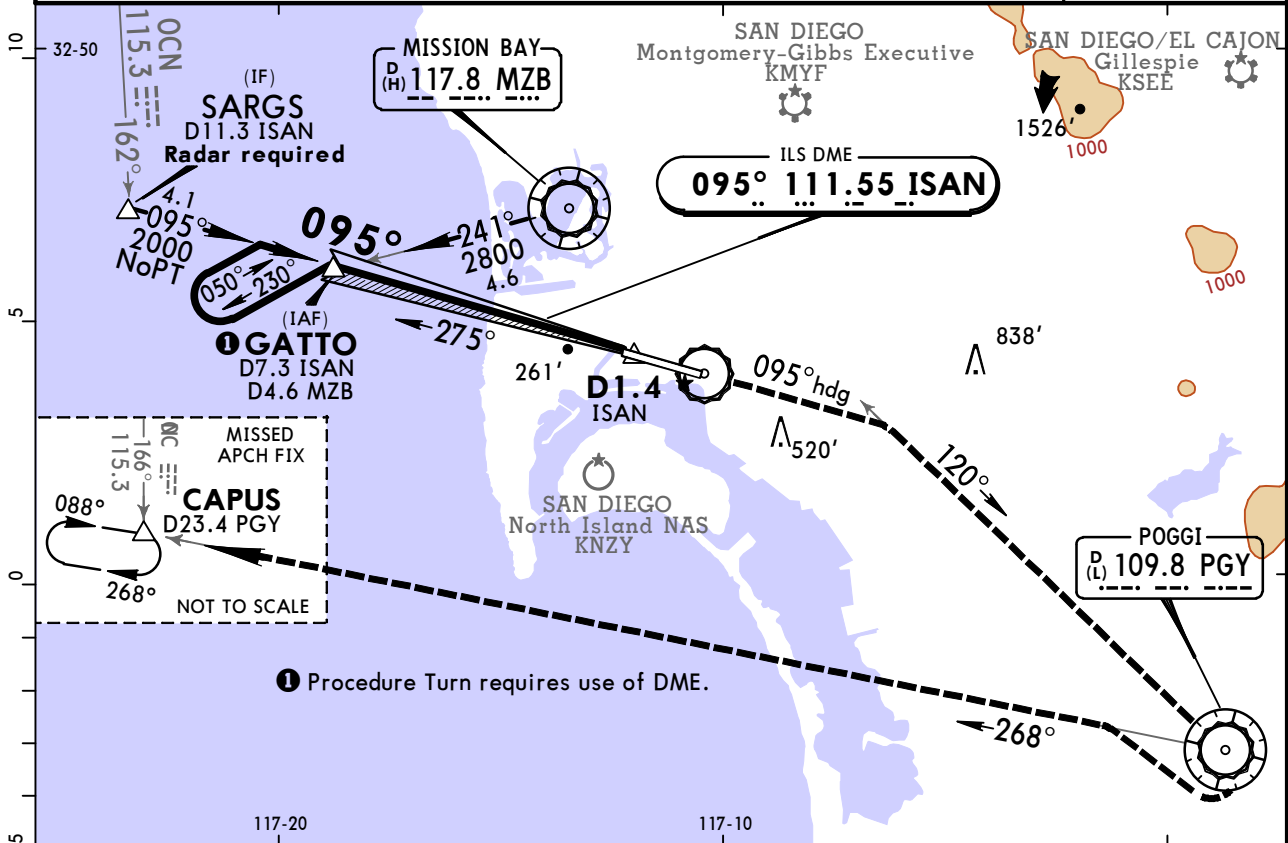


# KSAN/SAN SAN DIEGO INTL

**JEPPESEN**  
23 MAR 18  
Eff 29 Mar (11-1)

**SAN DIEGO, CALIF**  
ILS Z or LOC Z Rwy 9

D-ATIS <b>134.8</b>	SOCAL Approach (R) West <b>119.6</b> East <b>124.35</b>	LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
LOC ISAN <b>111.55</b>	Final Apch Crs <b>095°</b>	GS <b>GATTO</b> <b>2000'</b> (1983')	ILS DA(H) <b>217'</b> (200')
Apt Elev 17' TDZE 17'			
<b>MISSED APCH:</b> Climb to 5000' on heading 095° and inbound on PGY VOR R-300 to PGY VOR, then RIGHT turn on PGY VOR R-268 to CAPUS INT/D23.4 PGY and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Autopilot coupled approach not authorized below 530'. 2. LOC only: Rwy 9 helicopter visibility reduction below RVR 40 or 3/4 not authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.3°/TCH 76').			
			MSA MZB VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5000' on 095° hdg PGY 109.8 R-300
GS	3.10°	384	494	548	658	768	
MAP at D1.4 ISAN or GATTO to MAP	5.9	5:03	3:56	3:32	2:57	2:32	

TERPS		STRAIGHT-IN LANDING RWY9		LOC (GS out)		CIRCLE-TO-LAND	
ILS		ILS		LOC (GS out)		Not Authorized North of Rwy 9-27.	
1 DA(H) 217' (200')		1 DA(H) 217' (200')		MDA(H) 520' (503')		Max Kts MDA(H)	
FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	90	800' (783') -1
A				RVR 40 or 3/4	RVR 55 or 1/4	120	820' (803') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1/4	1 3/8	140	820' (803') -2 1/4
C						165	940' (923') -3
D							

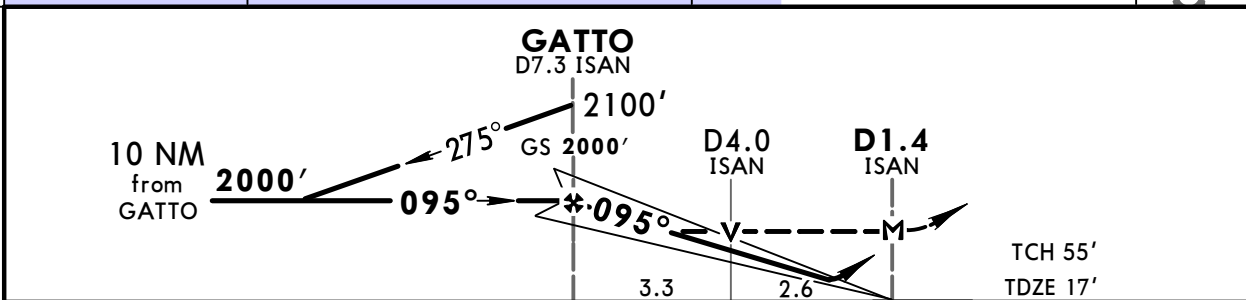
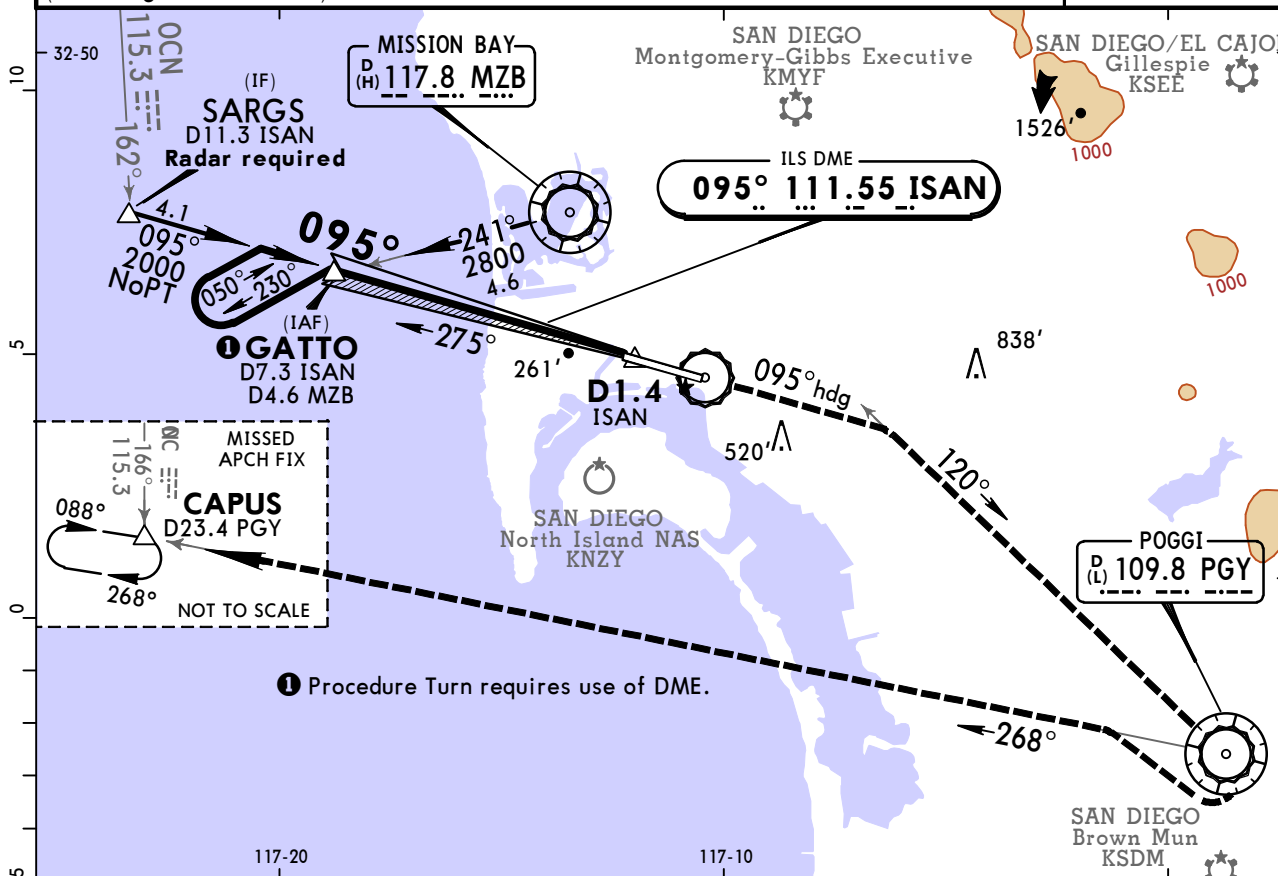
1 Missed approach requires minimum climb of 280' per NM to 3800'; if unable to meet climb gradient, see ILS Y or LOC Y Rwy 9. 2 RVR 18 with Flight Director or Autopilot or HUD to DA.

# KSAN/SAN SAN DIEGO INTL

**JEPPESEN**  
23 MAR 18  
Eff 29 Mar (11-2)

# SAN DIEGO, CALIF ILS Y or LOC Y Rwy 9

D-ATIS <b>134.8</b>	SOCAL Approach (R) West <b>119.6</b> East <b>124.35</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
LOC ISAN <b>111.55</b>	Final Apch Crs <b>095°</b>	GS <b>GATTO</b> <b>2000'</b> (1983')	ILS DA(H) (CONDITIONAL) <b>258'</b> (241')	Apt Elev 17' TDZE 17'
<b>MISSED APCH: Climb to 5000' on heading 095° and inbound on PGY VOR R-300 to PGY VOR, then RIGHT turn on PGY VOR R-268 to CAPUS INT/D23.4 PGY and hold.</b>				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Autopilot coupled approach not authorized below 530'. 2. Rwy 9 helicopter visibility reduction below RVR 40 or 3/4 not authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.3/TCH 76').				MSA MZB VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI <b>5000'</b> on <b>095°</b> hdg <b>PGY R-300</b>	
GS	3.10°	384	494	548	658	768		878
MAP at D1.4 ISAN or GATTO to MAP	5.9	5:03	3:56	3:32	2:57	2:32		2:13

TERPS		STRAIGHT-IN LANDING RWY9				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CIRCLE-TO-LAND		Not Authorized North of Rwy 9-27.	
DA(H) <b>258'</b> (241')		DA(H) <b>751'</b> (734')		MDA(H) <b>960'</b> (943')		Max Kts	
FULL	RAIL/ALS out	FULL	RAIL/ALS out	FULL	RAIL/ALS out	90	960' (943') - 1¼ 960' (943') - 2¾ 960' (943') - 3
A				RVR <b>40</b> or ¾	RVR <b>60</b> or 1¼	120	
B	RVR <b>40</b> or ¾	2	2½	2	2½	140	
C						165	
D							

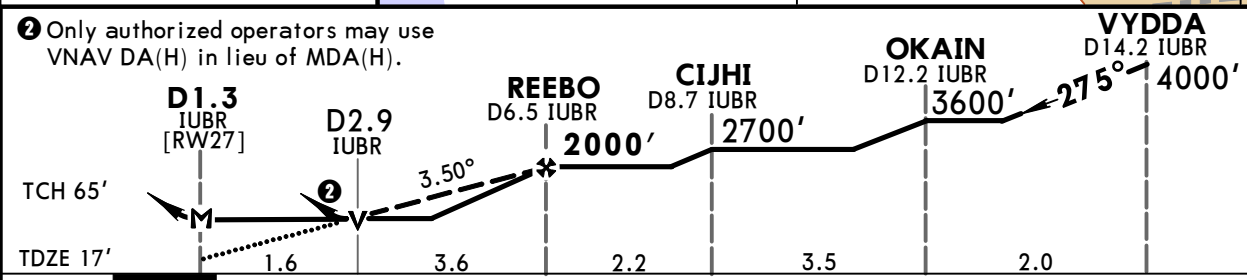
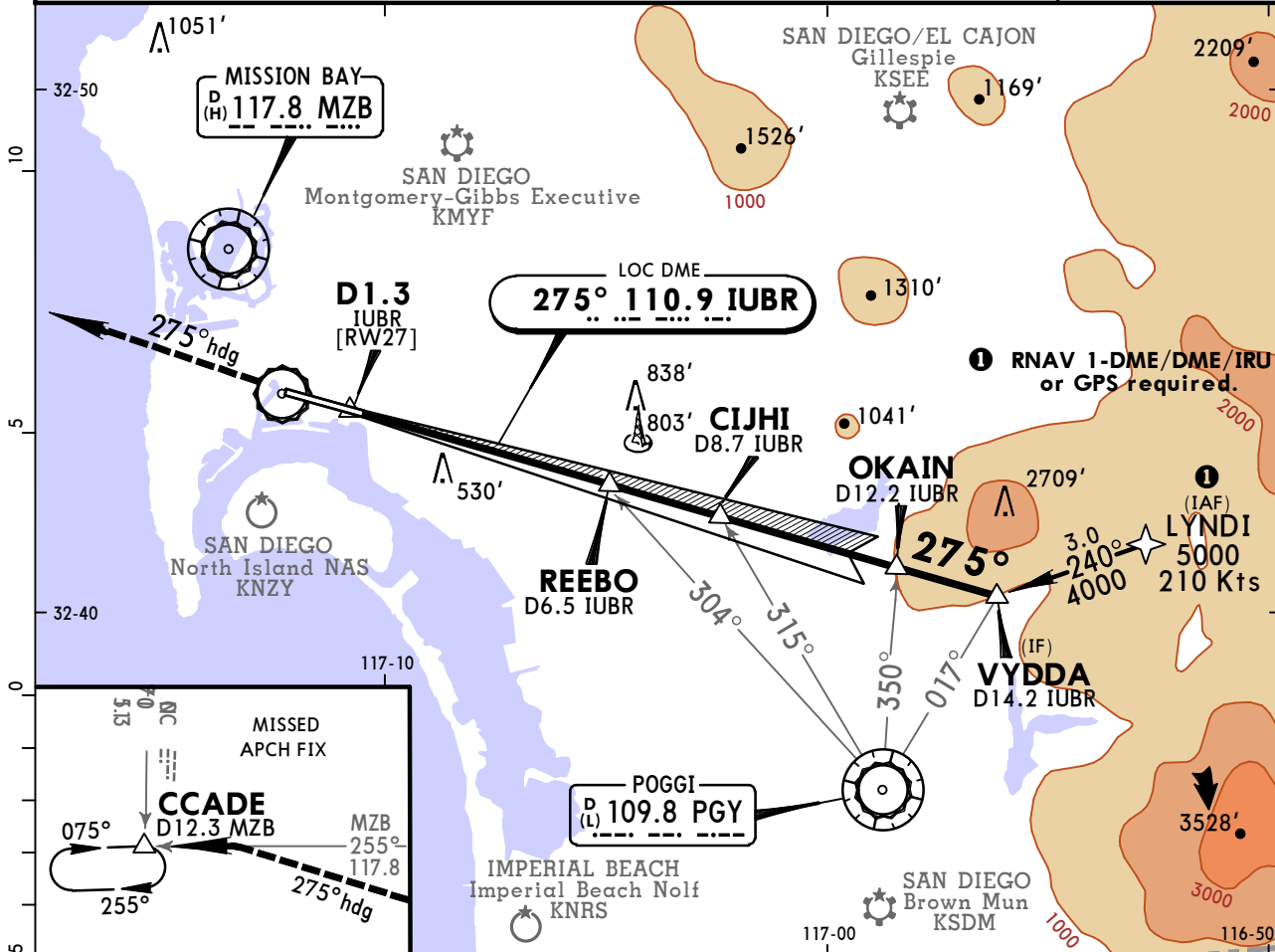
**1** Missed approach requires minimum climb of 270' per NM to 4000'.

# KSAN/SAN SAN DIEGO INTL

**JEPPESSEN**  
23 MAR 18 **(11-3) Eff 29 Mar**

# SAN DIEGO, CALIF LOC Rwy 27

D-ATIS <b>134.8</b>		SOCAL Approach (R) East West <b>124.35 119.6</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
LOC IUBR <b>110.9</b>	Final Apch Crs <b>275°</b>	Minimum Alt <b>REEBO</b> <b>2000'</b> (1983')	MDA(H) <b>680'</b> (663')	Apt Elev 17' TDZE 17'	
<b>MISSED APCH: Climb to 2500' on heading 275° and outbound on MZB VOR R-255 to CCADE INT/D12.3 MZB and hold.</b>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Rwy 27 helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.					MSA MZB VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI 2500' on 275° hdg MZB 117.8 R-255
Descent Angle	3.50°	434	557	619	743	867	
MAP at D1.3 IUBR or REEBO to MAP	5.2	4:27	3:28	3:07	2:36	2:14	

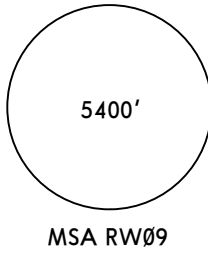
TERPS		STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
		MDA(H) <b>680'</b> (663')		Not Authorized North of Rwy 9-27.	
		ALS out		MDA(H)	
A	RVR 40 or 3/4	RVR 50 or 1		90	820' (803') - 1
B				120	
C	1 3/4	1 7/8		140	840' (823') - 2 1/2
D				165	940' (923') - 3

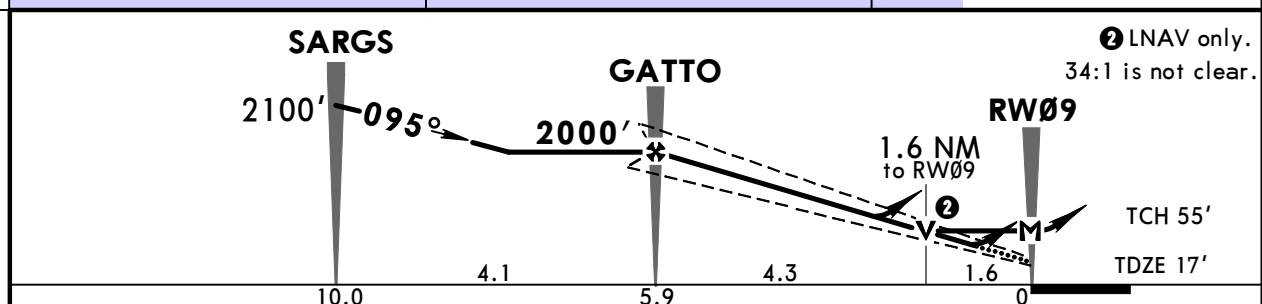
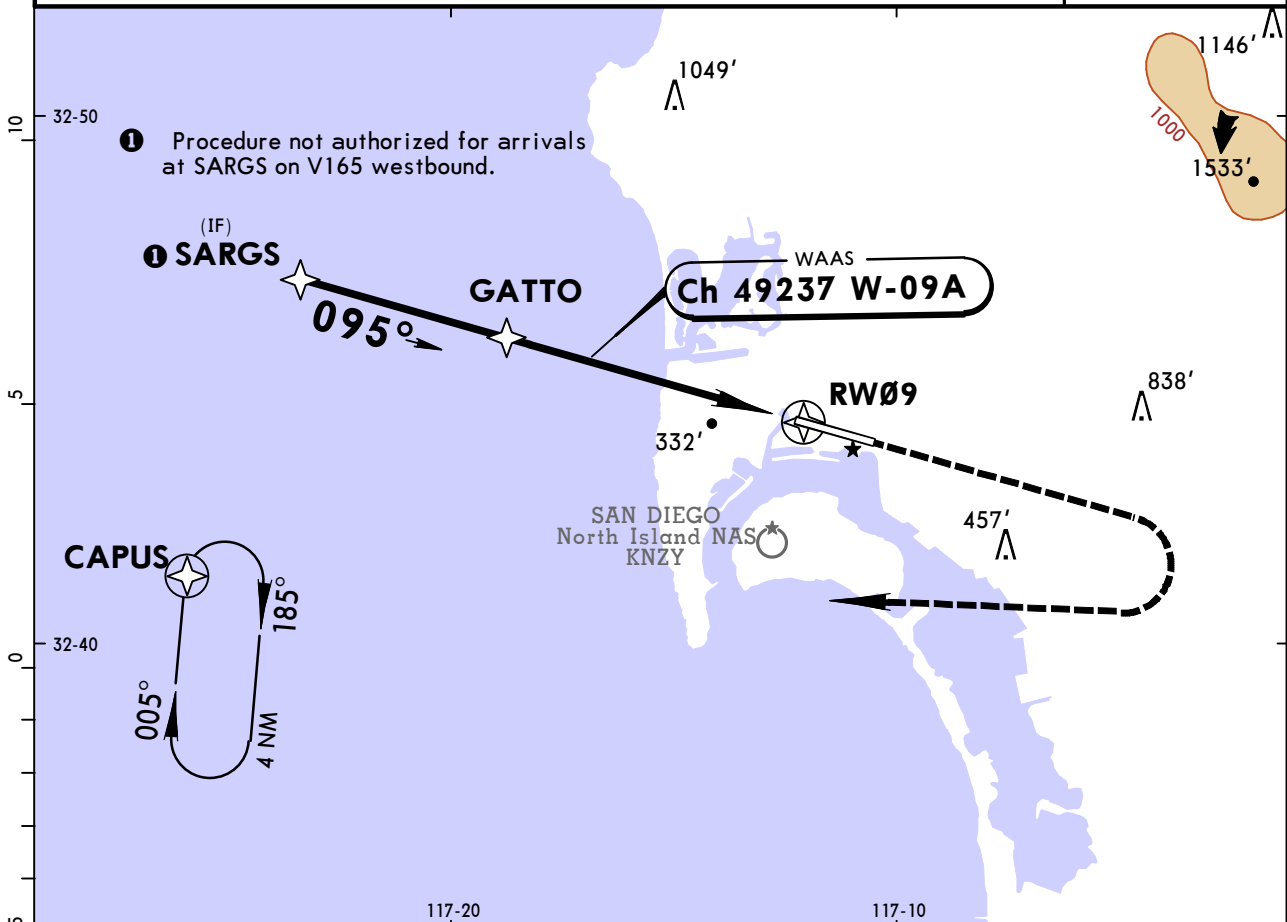
TERPS AMEND 6 10 NOV 2016

# KSAN/SAN SAN DIEGO INTL

**JEPPESSEN**  
16 JUN 17 (12-1) Eff 22 Jun

# SAN DIEGO, CALIF RNAV (GPS) Rwy 9

D-ATIS <b>134.8</b>		SOCAL Approach (R) West <b>119.6</b> East <b>124.35</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
WAAS <b>Ch 49237</b> W-09A	Final Apch Crs <b>095°</b>	Minimum Alt <b>GATTO</b> <b>2000'</b> (1983')	LPV DA (H) <b>262'</b> (245')	Apt Elev 17' TDZE 17'	 <p>5400' MSA RW09</p>
<b>MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct CAPUS and hold.</b>					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME /DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 6°C (43°F) or above 47°C (117°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.3°/TCH 76'). 4. Rwy 9 helicopter visibility reduction below RVR 40 or 3/4 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	CAPUS
Glide Path Angle	3.10°	384	494	548	658	768	878	PAPI	↑	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW09										

TERPS		STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND Not Authorized North of Rwy 09-27	
LPV DA(H) <b>262'</b> (245')		LNAV/VNAV DA(H) <b>620'</b> (603')		LNAV MDA(H) <b>600'</b> (583')		Max Kts	MDA(H)
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out			
A				RVR 40 or 3/4	RVR 55 or 1 1/4	90	800'(783') - 1
B						120	820'(803') - 1
C	RVR 40 or 3/4	1 1/2	2			140	820'(803') - 2 1/4
D				1 1/4	1 3/4	165	940'(923') - 3

# KSAN/SAN SAN DIEGO INTL

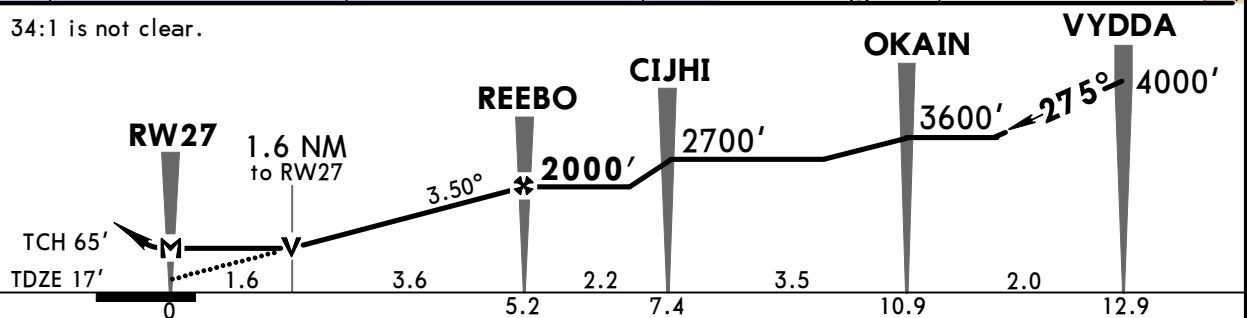
**JEPPesen**  
16 JUN 17  
Eff 22 Jun (12-2)

**SAN DIEGO, CALIF**  
RNAV (GPS) Y Rwy 27

D-ATIS <b>134.8</b>		SOCAL Approach (R) East <b>124.35</b> West <b>119.6</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
WAAS <b>Ch 82527</b> W-27A	Final Apch Crs <b>275°</b>	Minimum Alt <b>REEBO</b> <b>2000'</b> (1983')	LP MDA(H) <b>680'</b> (663')	Apt Elev 17' TDZE 17'	5400'  MSA RW27
<b>MISSED APCH: Climb to 2500' direct SARGS and hold.</b>					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Rwy 27 helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.					



34:1 is not clear.



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

TERPS				STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
LP MDA(H) <b>680'</b> (663')		LNAV MDA(H) <b>760'</b> (743')		Not Authorized North of Rwy 09-27		Max Kts	
ALS out		ALS out		MDA(H)			
A	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1	90	820'(803') - 1	
B			RVR 55 or 1 1/4	1 1/2	120	820'(803') - 1 1/4	
C					140	840'(823') - 2 1/2	
D	1 3/4	1 7/8	1 7/8	2	165	940'(923') - 3	

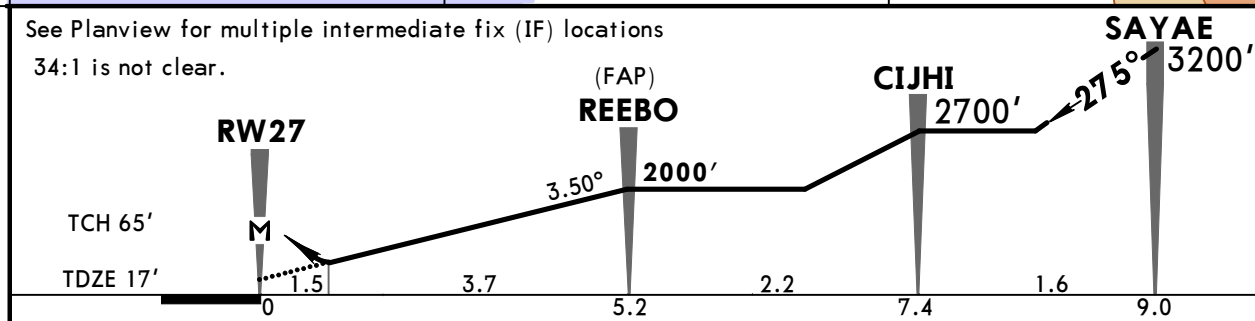
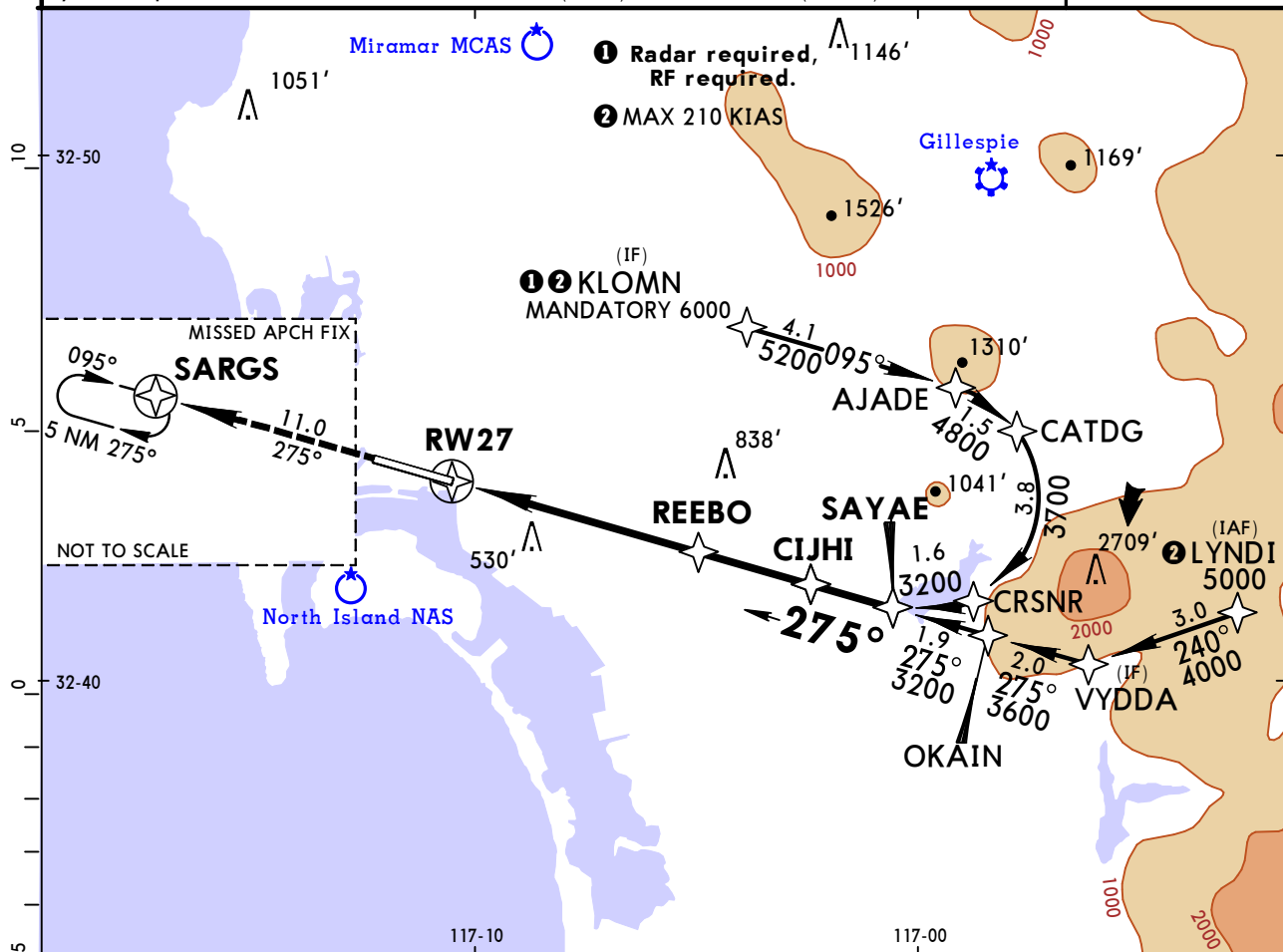
TERPS AMEND 4 10 NOV 2016

# KSAN/SAN SAN DIEGO INTL

**JEPPesen**  
30 DEC 16 **(12-20)**

**SAN DIEGO, CALIF**  
**RNAV (RNP) Z Rwy 27**

D-ATIS <b>134.8</b>		SOCAL Approach (R) East <b>124.35</b> West <b>119.6</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
RNAV	Final Apch Crs <b>275°</b>	Minimum Alt <b>REEBO</b> <b>2000'</b> (1983')	RNP 0.11 DA(H) <b>617'</b> (600')	Apt Elev 17' TDZE 17'	5400'  MSA RW27
<b>MISSED APCH: Climb to 2500' on track 275° to SARGs and hold.</b>					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' <b>1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 6°C (43°F) or above 46°C (115°F).</b>					



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	2500' ↑ on 275° SARGs
Glide Path Angle	3.50°	434	557	619	743	867		
MAP at DA								

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 27			
RNP 0.11 DA(H) <b>617'</b> (600')		ALS out		RNP 0.30 DA(H) <b>778'</b> (761')		ALS out	
A							
B							
C	1½	1¾	2	2½			
D							

TERPS AMEND 0 10 NOV 2016

**KSAN/SAN**  
SAN DIEGO INTL

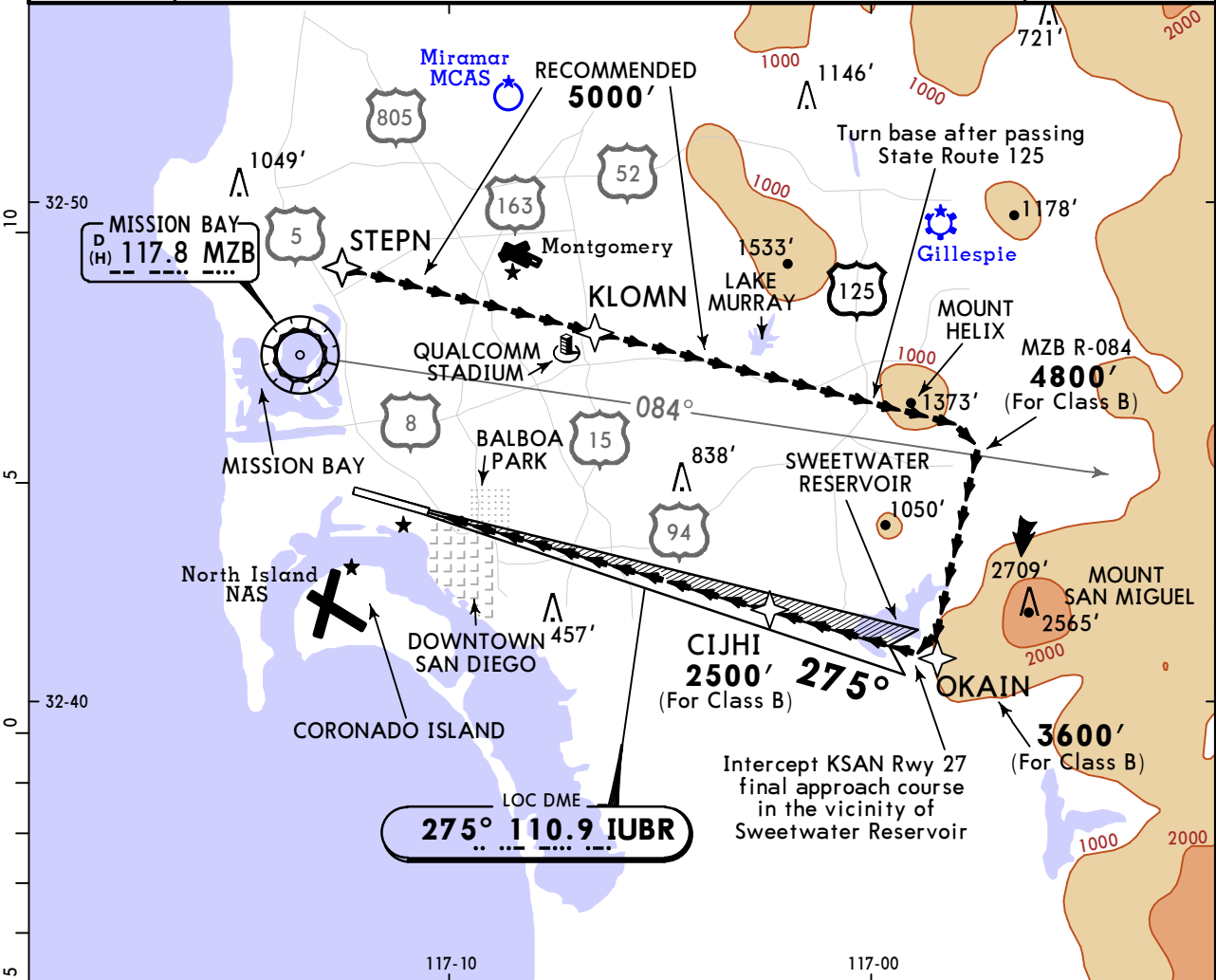
25 MAR 16  
Eff 31 Mar

**JEPPESEN**

(19-1)

**SAN DIEGO, CALIF**  
**SWEETWATER VISUAL Rwy 27**

D-ATIS <b>134.8</b>		SOCAL Approach (R) East <b>124.35</b> West <b>119.6</b>		LINDBERGH Tower <b>118.3</b>	Ground <b>123.9</b>
NAVAIDS-Refer to Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS <b>5000' - 10</b>	Apt Elev 17' TDZE 17'	
<b>No Missed Approach Procedure.</b>					
Alt Set: INCHES <b>1. Radar required.</b>		Trans level: FL 180		Trans alt: 18000'	



**SWEETWATER VISUAL APPROACH RWY 27**

When cleared for a Sweetwater Visual Approach: Proceed eastbound north of Mission Bay (over STEPN Waypoint), then north of Qualcomm Stadium (KLOMN Waypoint), then to Lake Murray, turn base after passing State Route 125 abeam Gillespie Field and west of Mount San Miguel, cross MZB R-084 at or above 4800' (for Class B), intercept KSAN Rwy 27 final approach course in the vicinity of Sweetwater Reservoir (be configured for a steep descent rate if turning right at State Route 125). If intercepting final approach course east of Sweetwater Reservoir, remain at or above 3600' until westbound abeam the eastern edge of Sweetwater Reservoir (OKAIN D12.2 IUBR) (for Class B), and at or above 2500' until west of Sweetwater Reservoir (CIJHI D8.7 IUBR) (for Class B), then proceed straight in to Rwy 27.

Note: In the event of a go around climb and maintain 3000' MSL, leaving 900' MSL fly heading 275° or as assigned by ATC.

MALS	PAPI
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**WEATHER MINIMUMS**  
Ceiling **5000'** - VIS **10**

TERPS AMEND 1 31 MAR 2016

## Chart changes since cycle 06-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>SAN DIEGO, CA (SAN DIEGO INTL - KSAN)</b>				
REV	BARET 5 ARR	10-2	05 Apr 2019	
ADD	COMIX 2 RNAV ARR	10-2A	05 Apr 2019	
DEL	COMIX 2 RNAV ARR	10-2A-1	05 Apr 2019	
REV	HUBRD 1 ARR	10-2B	05 Apr 2019	
REV	LUCKI 1 RNAV ARR	10-2C	05 Apr 2019	
ADD	PLYYA 1 RNAV DEP	10-2D	05 Apr 2019	
REV	SHAMU 1 ARR	10-2E	05 Apr 2019	
DEL	SHAMU 1 ARR	10-2F	05 Apr 2019	
ADD	TOPGN 2 RNAV ARR	10-2F	05 Apr 2019	
DEL	TOPGN 2 RNAV ARR	10-2G	05 Apr 2019	
REV	BORDER 7 DEP	10-3	05 Apr 2019	
REV	CWARD 2 RNAV DEP	10-3A	05 Apr 2019	
REV	ECHHO 2 RNAV DEP	10-3B	05 Apr 2019	
REV	FALCC 1 DEP	10-3C	05 Apr 2019	
REV	MMOTO 2 RNAV DEP	10-3D	05 Apr 2019	
REV	PADRZ 2 RNAV DEP	10-3E	05 Apr 2019	
REV	PEBLE 6 DEP	10-3F	05 Apr 2019	
REV	SAYOW 2 RNAV DEP	10-3G	05 Apr 2019	
REV	ZZOOO 2 RNAV DEP	10-3H	05 Apr 2019	
REV	AIRPORT, AIRPORT INFO	10-9	05 Apr 2019	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	05 Apr 2019	

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KSAN

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.