

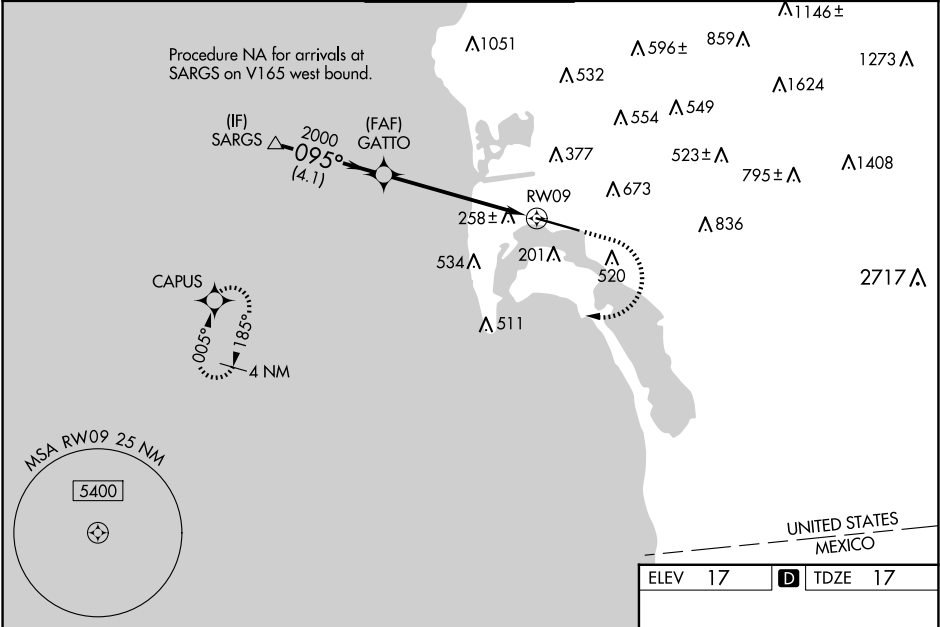
WAAS CH <b>49237</b> <b>W09A</b>	APP CRS <b>095°</b>	Rwy Ldg <b>7280</b> TDZE <b>17</b> Apt Elev <b>17</b>
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RNAV (GPS) RWY 9

SAN DIEGO INTL (SAN)

RNP APCH. ▼ ▲ Circling NA north of Rwy 9-27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 47°C. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cats A/B visibility to RVR 5500.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CAPUS and hold.
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D-ATIS <b>134.8</b>	SOCAL APP CON <b>119.6 363.1 (WEST)</b> <b>124.35 279.625 (EAST)</b>	LINDBERGH TOWER <b>118.3 338.225</b>	GND CON <b>123.9</b>	CLNC DEL <b>125.9</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 76).				
GP 3.10° TCH 55				
CATEGORY	A	B	C	D
LPV DA		262/40	245 (300-¾)	
LNAV/VNAV DA		621-1½	604 (700-1½)	
LNAV MDA	600/40	583 (600-¾)	600-1¼	583 (600-1¼)
CIRCLING	800-1 783 (800-1)	820-1 803 (900-1)	820-2¼ 803 (900-2¼)	940-3 923 (1000-3)

ELEV 17	TDZE 17
TDZ/CL Rwys 9 and 27 HIRL Rwy 9-27	