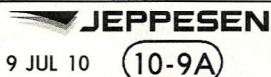


KSAN/SAN



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| 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. Prior permission required for aircraft with wingspan in excess of 230'. 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. | | | | | | | |
| 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 MALSR TDZ | ② PAPI-L grooved RVR | 7591' | 2314m | | | 61m |
| ① Last 1121' 342m is unavailable for landing distance computations. ② Angle 3.5°. | | | | | | | |
| | | | | | | | |
| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE | | | | | | | |
| Rwy 27 | | | | | | | |
| With Min climb of 317'/NM to 400' | | | | | | Other | |
| Both RVRs are required & controlling | | Adequate Vis Ref | STD | | | | |
| 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 | 300-1 1/2 | | |
| Rollout RVR 5 | Rollout RVR 10 | | | | | | |
| Rwy 9 | | | | | | | |
| CAT A & B AIRCRAFT | | | CAT C & D AIRCRAFT | | | | |
| With Min climb of 610'/NM to 600' | | | Other | | With Min climb of 610'/NM to 2300' | | |
| 300-1 | | | 400-1 | | 300-1 | | |
| OBSTACLE DP | | | | | | | |
| Rwy 9, Climb runway heading to 600', then climbing left turn direct MZB VOR. Rwy 27, Climb runway heading 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 2000'. | | | | | | | |
| FOR FILING AS ALTERNATE | | | | | | | |
| ILS Rwy 9 LOC Rwy 9 LOC Rwy 27 RNAV (GPS) Rwy 9 | | | RNAV (GPS) Rwy 27 | | | | |
| A | 900-2 | | | NA | | | |
| B | 900-2 1/4 | | | | | | |
| C | 900-2 1/4 | | | | | | |
| D | 900-2 1/2 | | | | | | |

CHANGES: Rwy 9 usable lengths.

A
M
E
N
D
6

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 Apt Elev 17'
 NSZ 44.0 W117 11.4

9 JUL 10
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 10-9

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| | | | | | | |
|--|---------------|---------------------------|--------|-------|---------------------|--------|
| D-ATIS 134.8 (Limited) VOT 109.0 | ACARS: PDC | LINDERBCH Clearance (Cpl) | Ground | Tower | West | East |
| | | 125.9 | 123.9 | 118.3 | 119.6 | 124.35 |
| | | | | | SOCAL Departure (R) | |



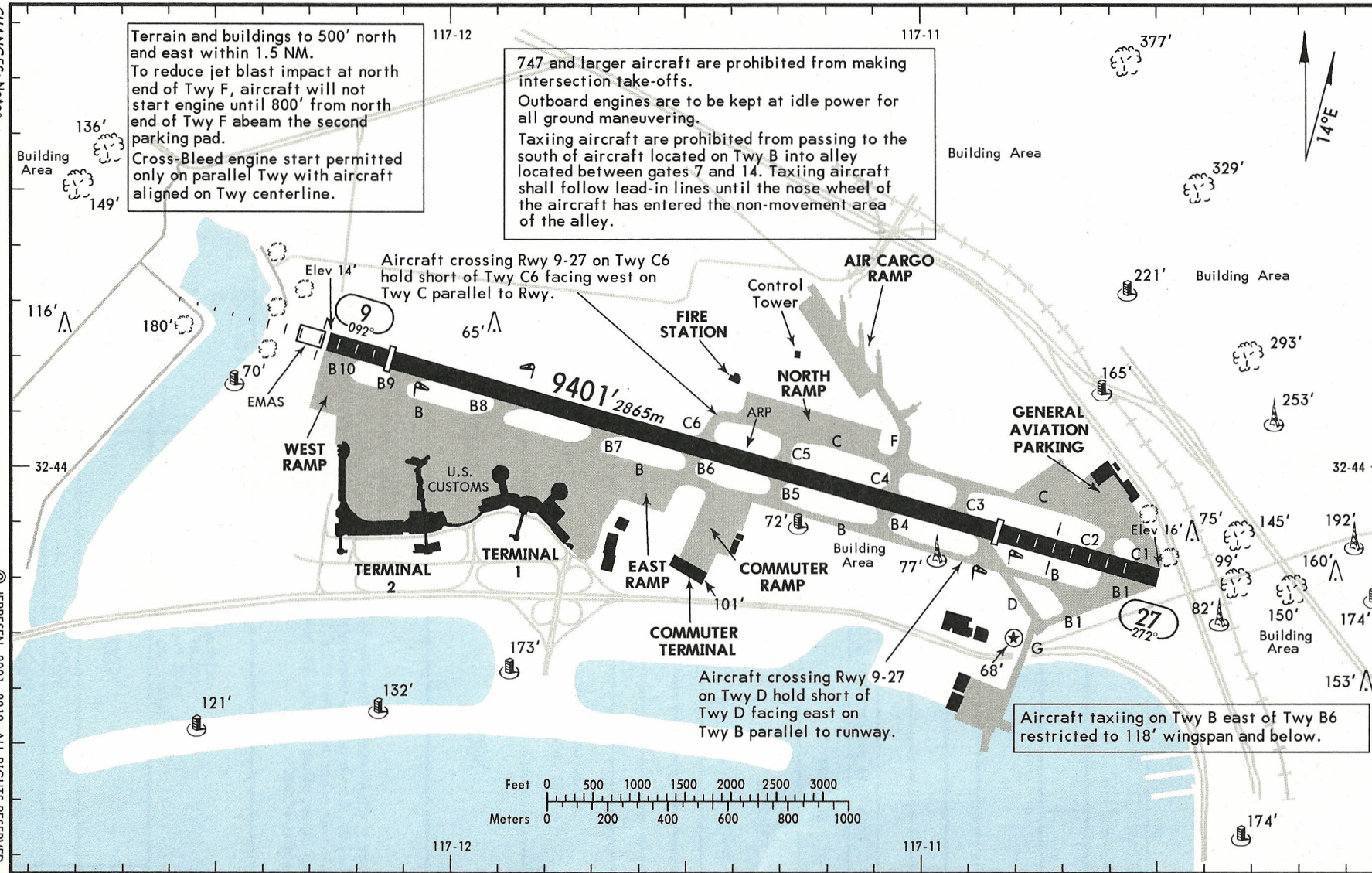
747 and larger aircraft are prohibited from making intersection take-offs.
 Outboard engines are to be kept at idle power for all ground maneuvering.
 Taxiing aircraft are prohibited from passing to the south of aircraft located on Twy B into alley located between gates 7 and 14. Taxiing aircraft shall follow lead-in lines until the nose wheel of the aircraft has entered the non-movement area of the alley.

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.

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

Aircraft crossing Rwy 9-27 on Twy D hold short of Twy D facing east on Twy B parallel to runway.

Aircraft taxiing on Twy B east of Twy B6 restricted to 118' wingspan and below.



CHANGES: Notes.

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