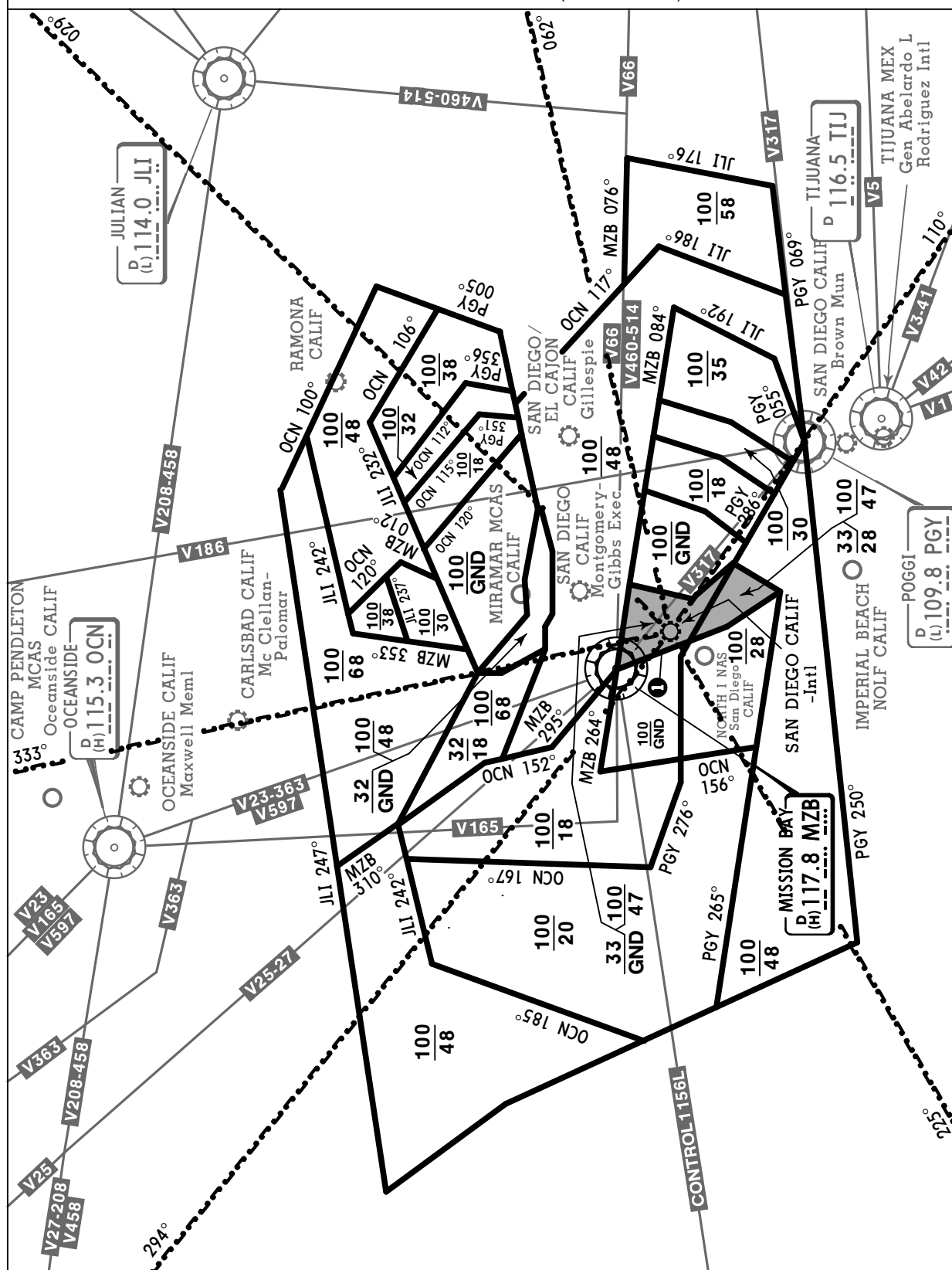


SAN DIEGO CLASS B AIRSPACE

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 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

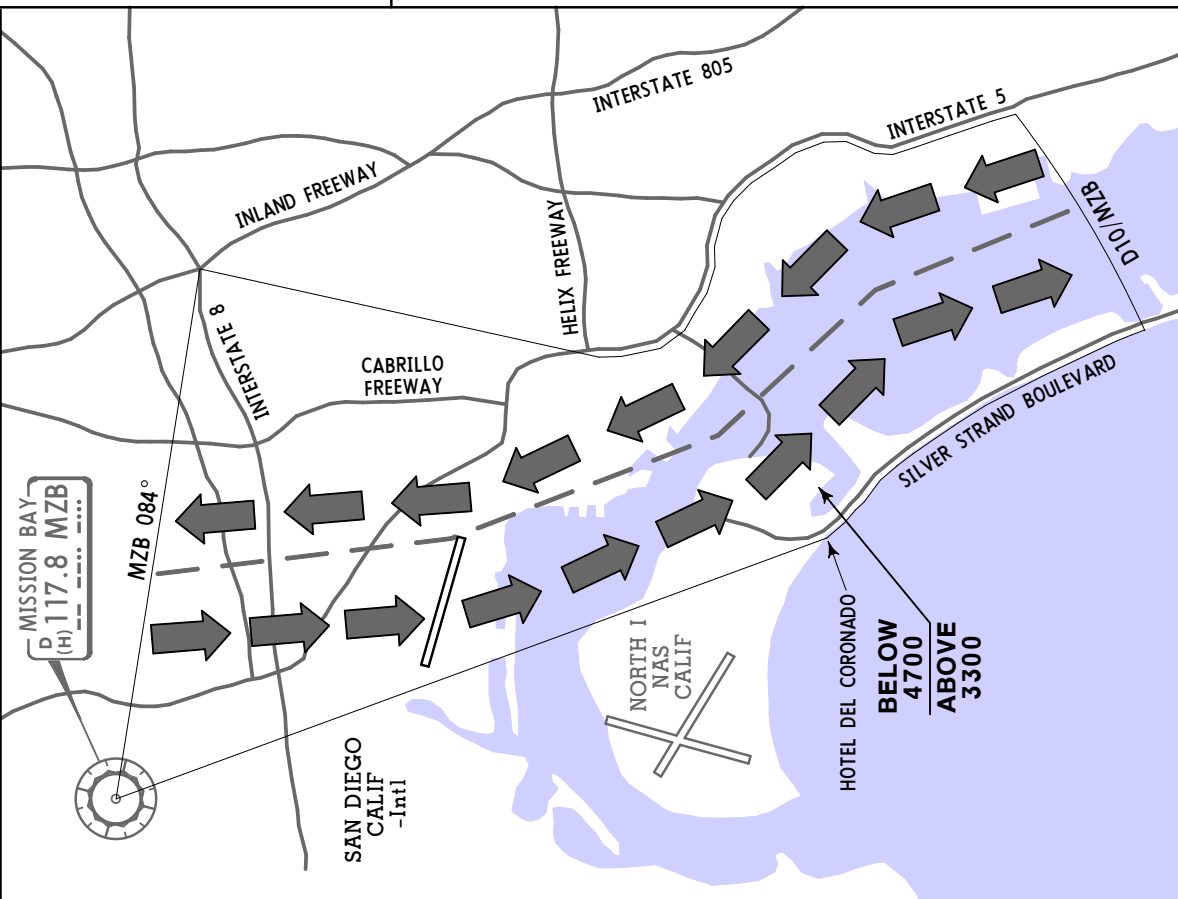
FLIGHT PROCEDURES

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.

1 VFR CORRIDOR



KSAN/SAN
SAN DIEGO INTL

JEPPESEN
4 NOV 16 (10-2) Eff 10 Nov

SAN DIEGO, CALIF

STAR[illegible]

KSAN/SAN
SAN DIEGO INTL

JEPPesen

4 NOV 16 **(10-2A)** Eff 10 Nov

SAN DIEGO, CALIF

RNAV STAR

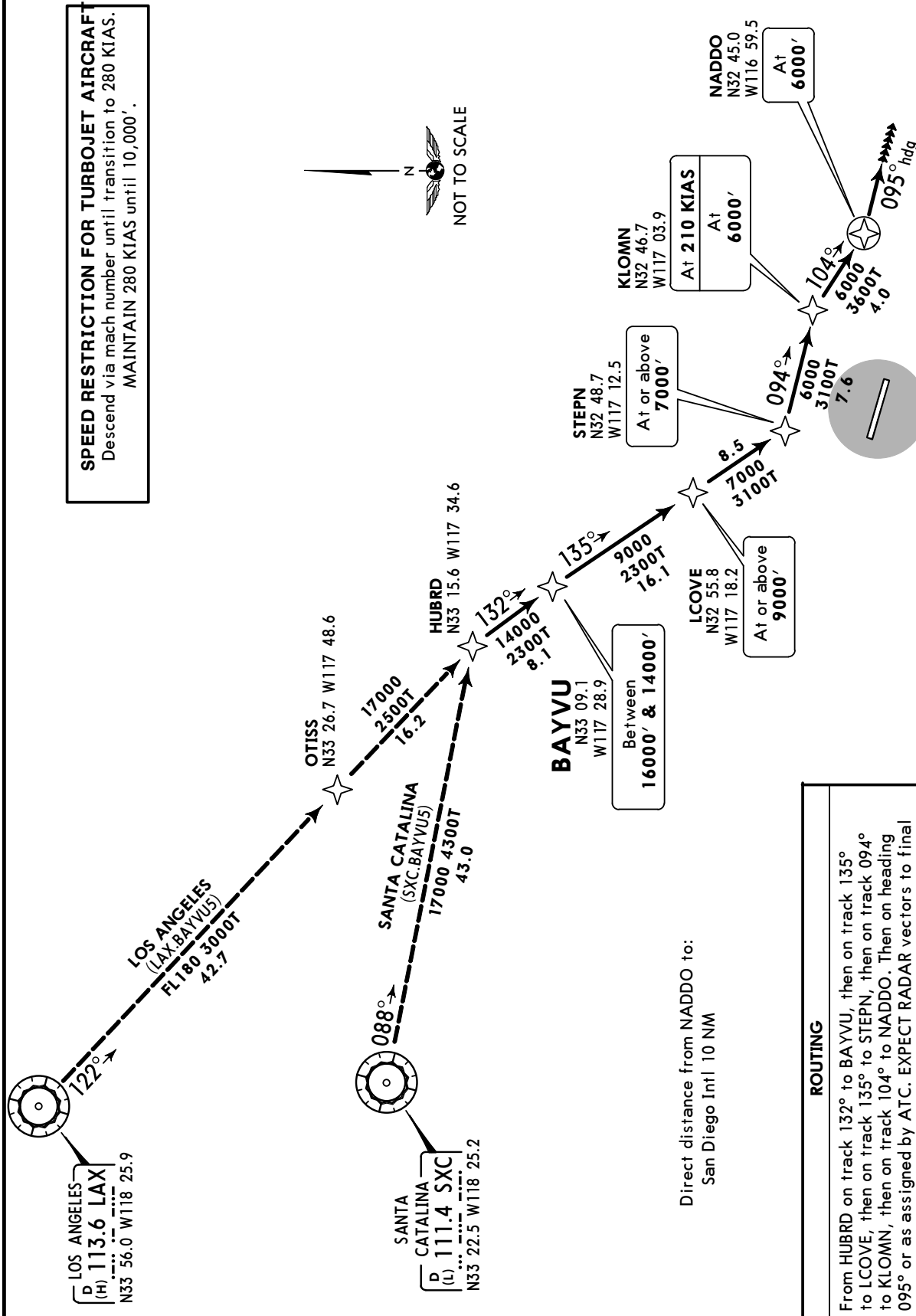
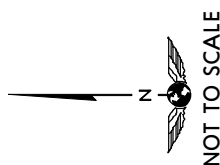
D-ATIS
134.8

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 5 RNAV ARRIVAL (HUBRD.BAYVU5)

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



KSAN/SAN
SAN DIEGO INTL

JEPPESEN
24 FEB 17 **(10-2A-1)** Eff 2 Mar

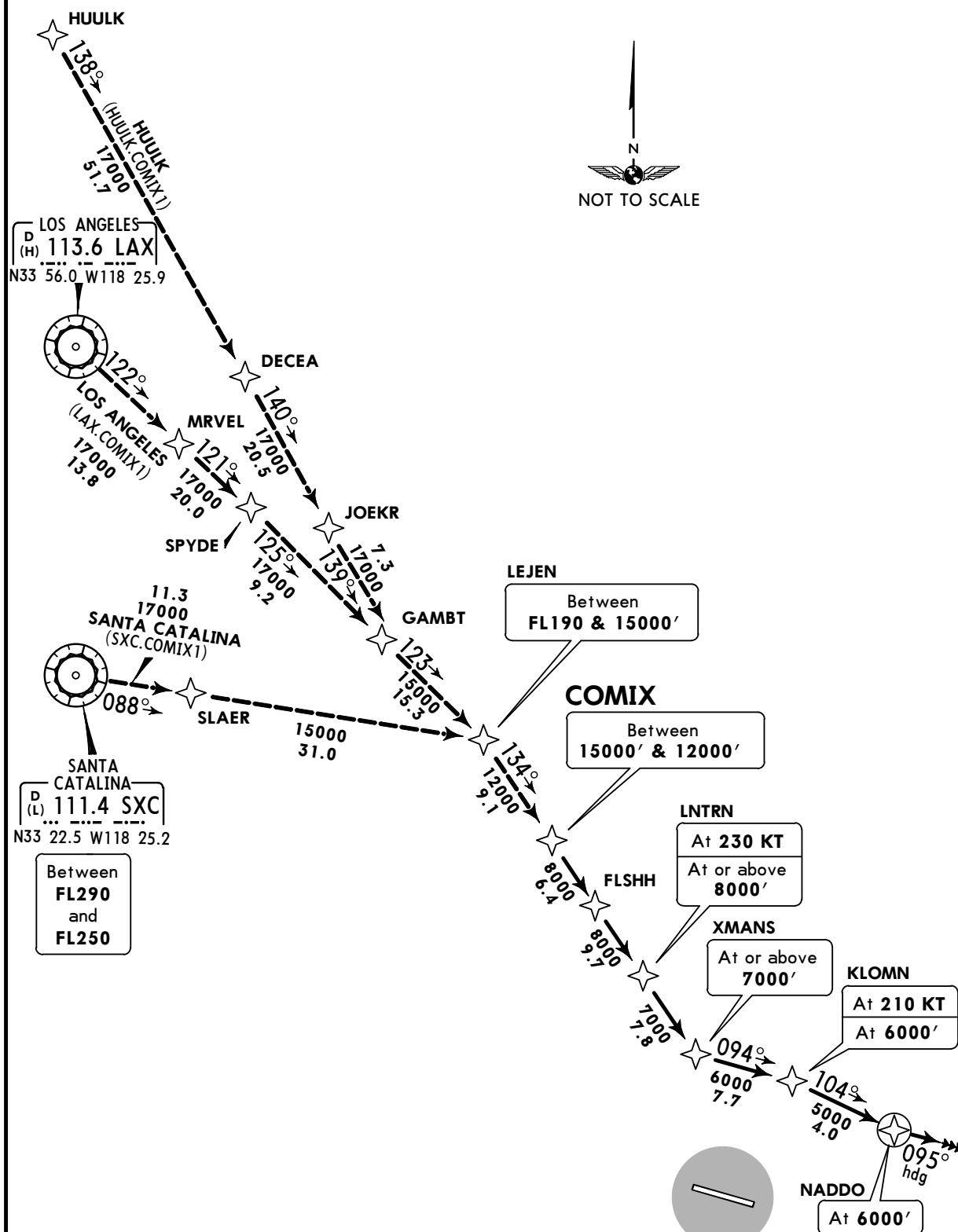
SAN DIEGO, CALIF
RNAV STAR

D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. Turbojet and Turboprop aircraft only.

COMIX 1 RNAV ARRIVAL (COMIX.COMIX1)



ROUTING

From COMIX on track 134° to FLSHH, then on track 134° to LNTRN, then on track 134° to XMANS, then on track 094° to KLOMN, then on track 104° to NADDO, then on heading 095° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

KSAN/SAN
SAN DIEGO INTL

JEPPESSEN

4 NOV 16

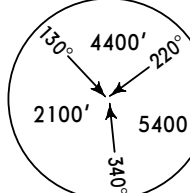
10-2B

Eff 10 Nov

SAN DIEGO, CALIF

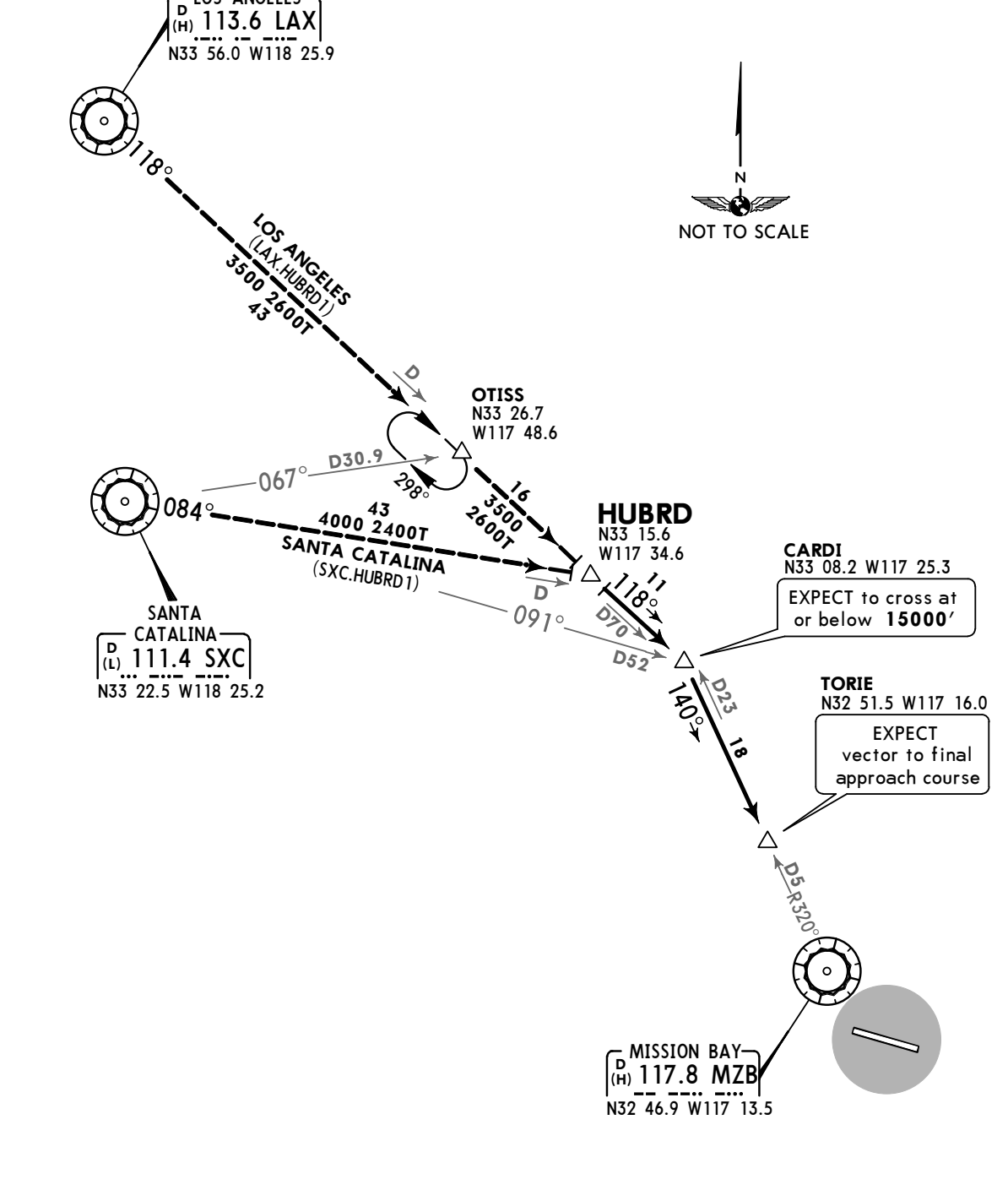
STAR

D-ATIS 134.8	Apt Elev 17'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
------------------------	------------------------	--



MSA MZB VOR

HUBRD ONE ARRIVAL (HUBRD.HUBRD1)



LOS ANGELES
D (H) **113.6 LAX**
N33 56.0 W118 25.9

SANTA CATALINA
D (L) **111.4 SXC**
N33 22.5 W118 25.2

MISSION BAY
D (H) **117.8 MZB**
N32 46.9 W117 13.5

HUBRD
N33 15.6 W117 34.6

TORIE
N32 51.5 W117 16.0

CARDI
N33 08.2 W117 25.3

Direct distance from TORIE to:
San Diego Intl 8 NM

ROUTING

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

KSAN/SAN
SAN DIEGO INTL

4 NOV 16
Eff 10 Nov 16
10-2C
RNAV STAR

D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. Turbojet aircraft only.
5. IMPERIAL transition ATC assigned only.

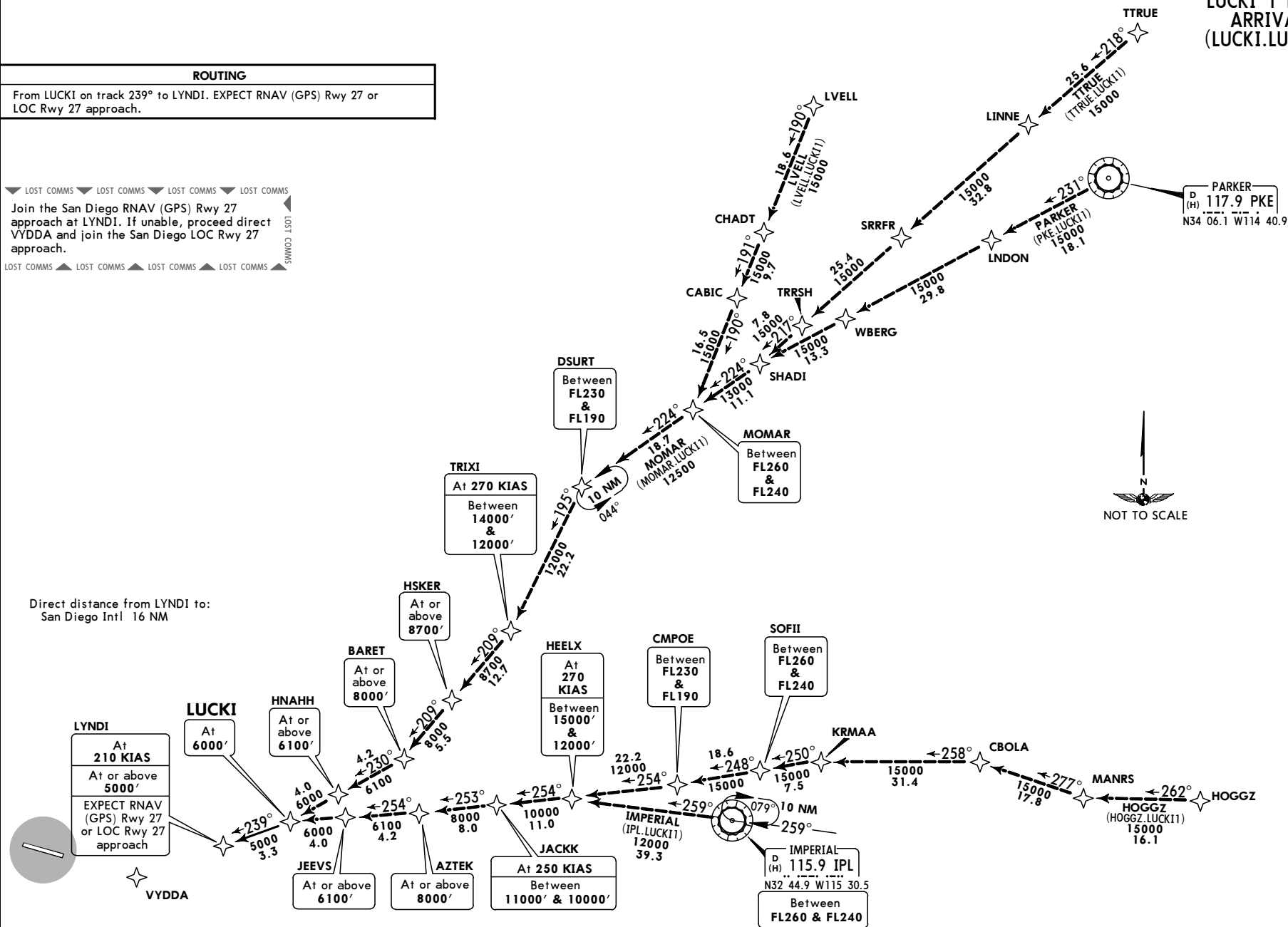
ROUTING

From LUCKI on track 239° to LYNDI. EXPECT RNAV (GPS) Rwy 27 or LOC Rwy 27 approach.

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Join the San Diego RNAV (GPS) Rwy 27 approach at LYNDI. If unable, proceed direct VYDDA and join the San Diego LOC Rwy 27 approach.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Direct distance from LYNDI to:
San Diego Intl 16 NM

LUCKI 1 RNAV
ARRIVAL
(LUCKI.LUCKI1)



KSAN/SAN
SAN DIEGO INTL

24 FEB 17

JEPPESSEN

10-2D

Eff 2 Mar

SAN DIEGO, CALIF

RNAV STAR

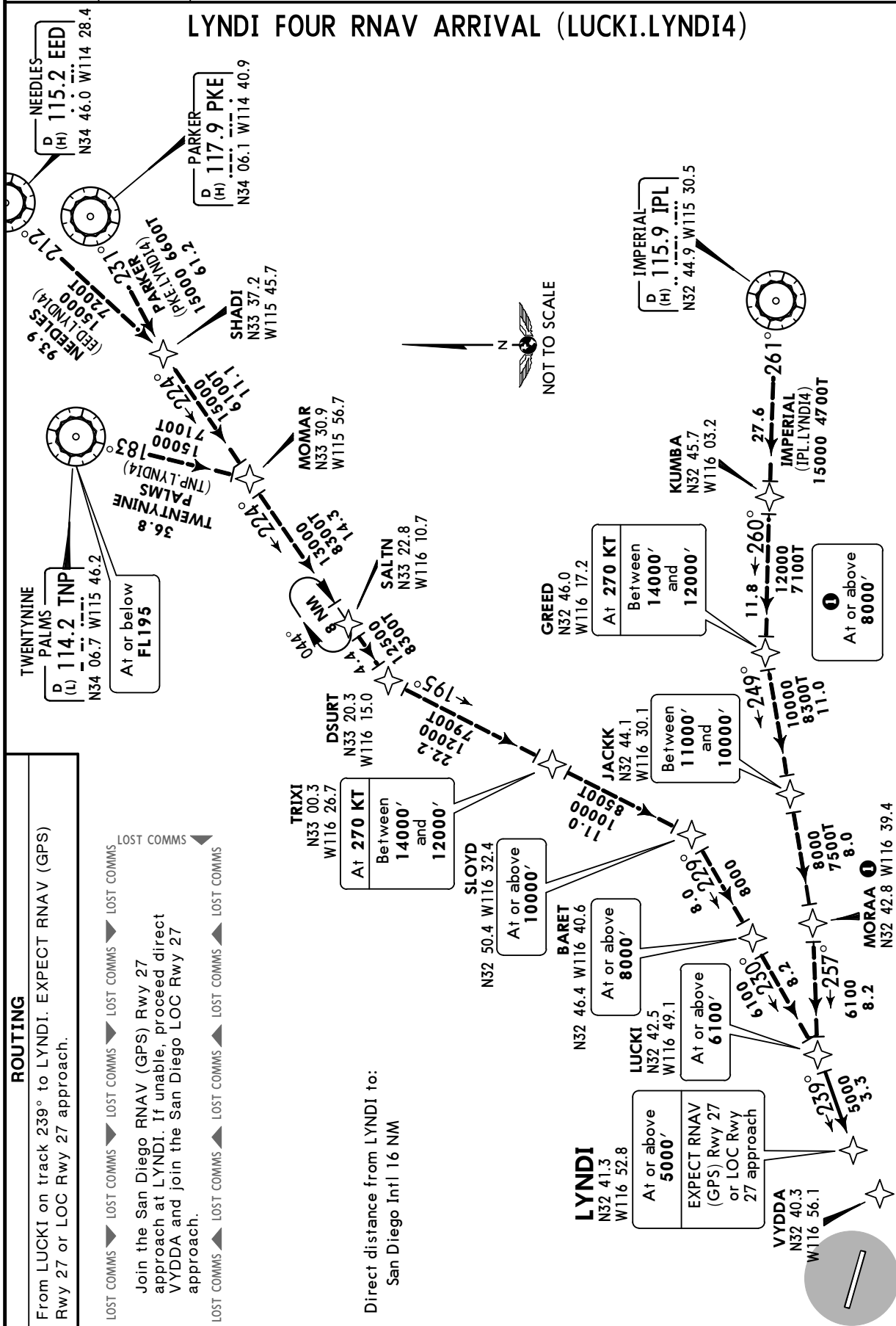
D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **RADAR required for non-GPS equipped aircraft.**
2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. Turbojet aircraft only.
5. IMPERIAL transition: For non-GPS equipped aircraft JLI DME must be operational.
6. NEEDLES, PARKER and TWENTYNINE PALMS transitions: For non-GPS equipped aircraft JLI and PGY DMEs must be operational.

LYNDI FOUR RNAV ARRIVAL (LUCKI.LYNDI4)



KSAN/SAN
SAN DIEGO INTL

JEPPESEN

24 FEB 17

(10-2E)

Eff 2 Mar

SAN DIEGO, CALIF

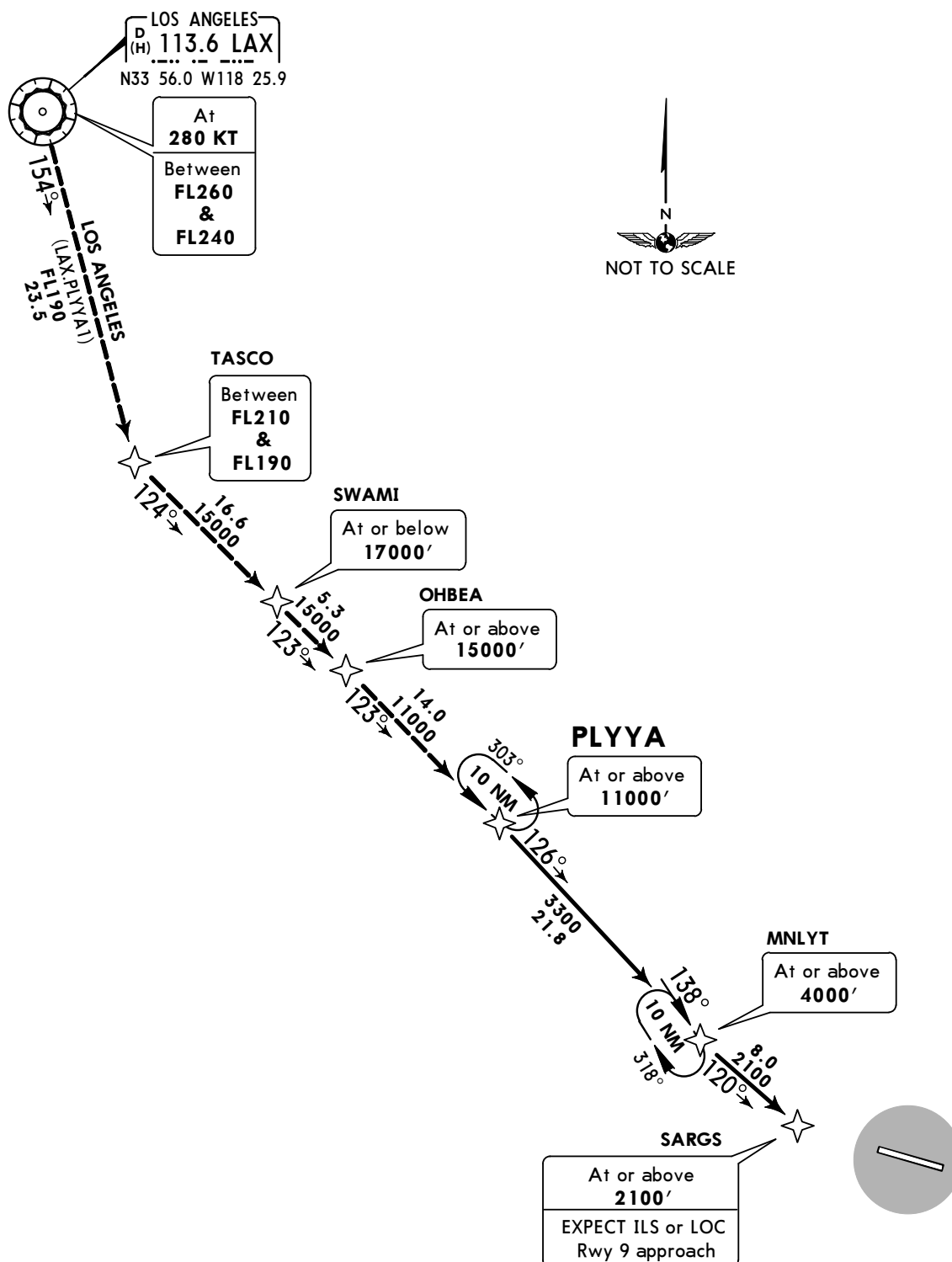
RNAV STAR

D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
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)



KSAN/SAN
SAN DIEGO INTL

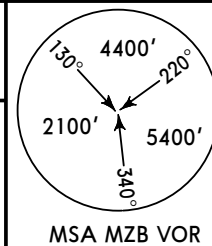
JEPPESEN
24 FEB 17 **10-2F** **Eff 2 Mar**

SAN DIEGO, CALIF
STAR

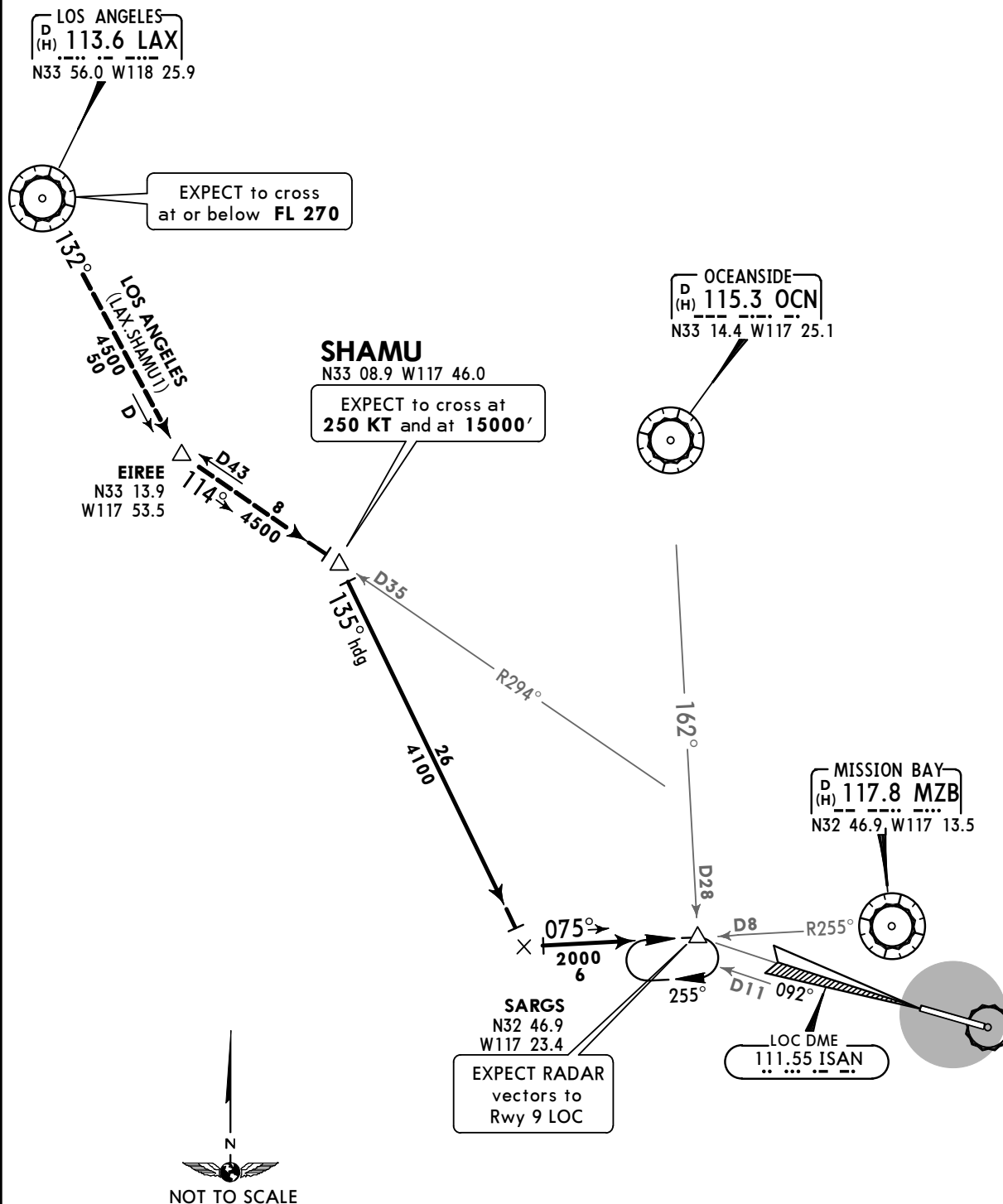
D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES
Trans level: FL180 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.

**KSAN/SAN
SAN DIEGO INTL**



24 FEB 17

10-2G

Eff 2 Mar

SAN DIEGO, CALIF

RNAV STAR

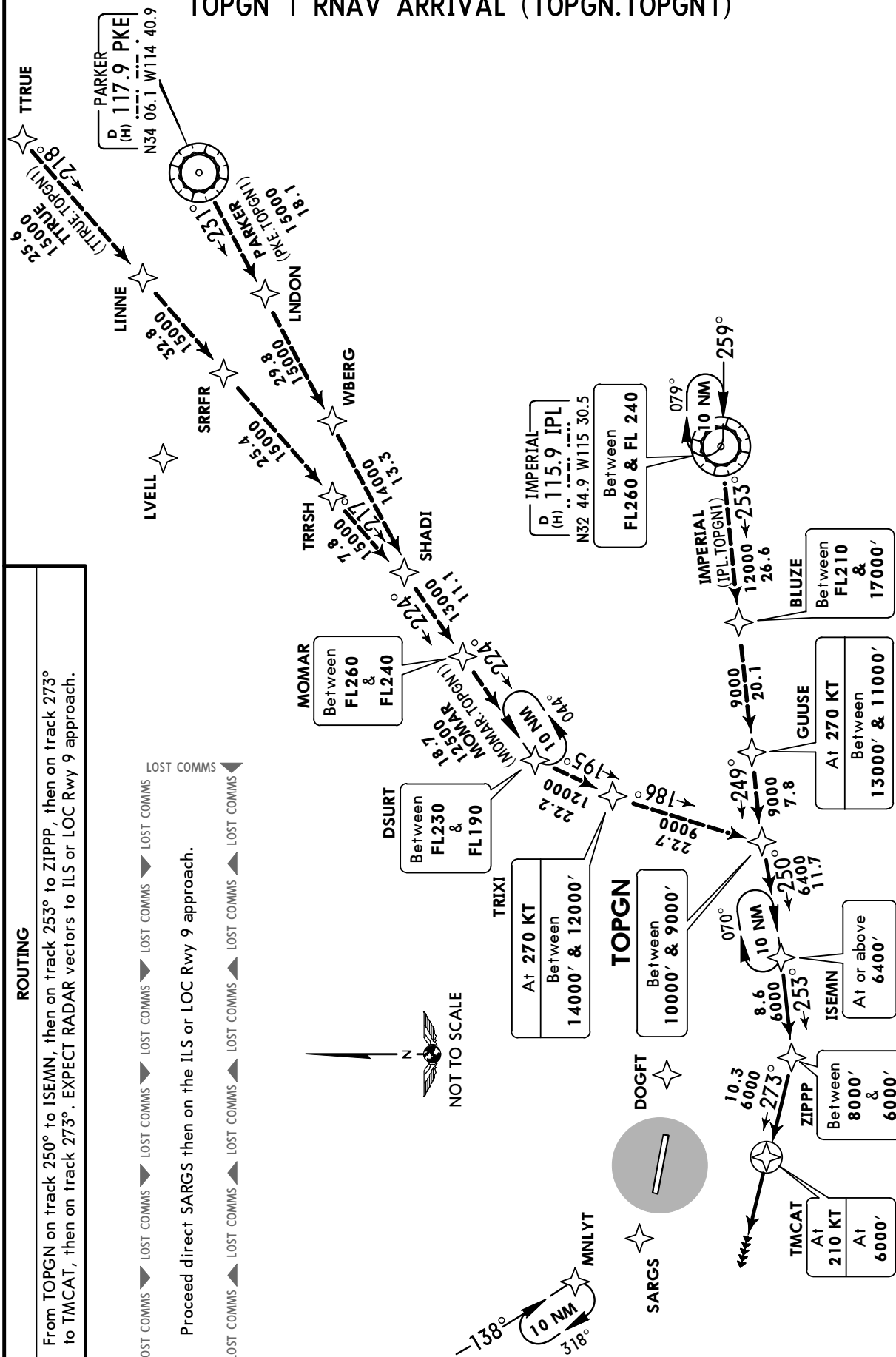
D-ATIS
134.8

Apt Elev
17'

Alt: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet and Turboprop aircraft only. 5. When San Diego Intl is landing
Rwy 9 and departing Rwy 27, EXPECT RADAR vectors to DOGFT then
direct TMCAT.

TOPGN 1 RNAV ARRIVAL (TOPGN.TOPGN1)



CHANGES: New procedure at this airport.

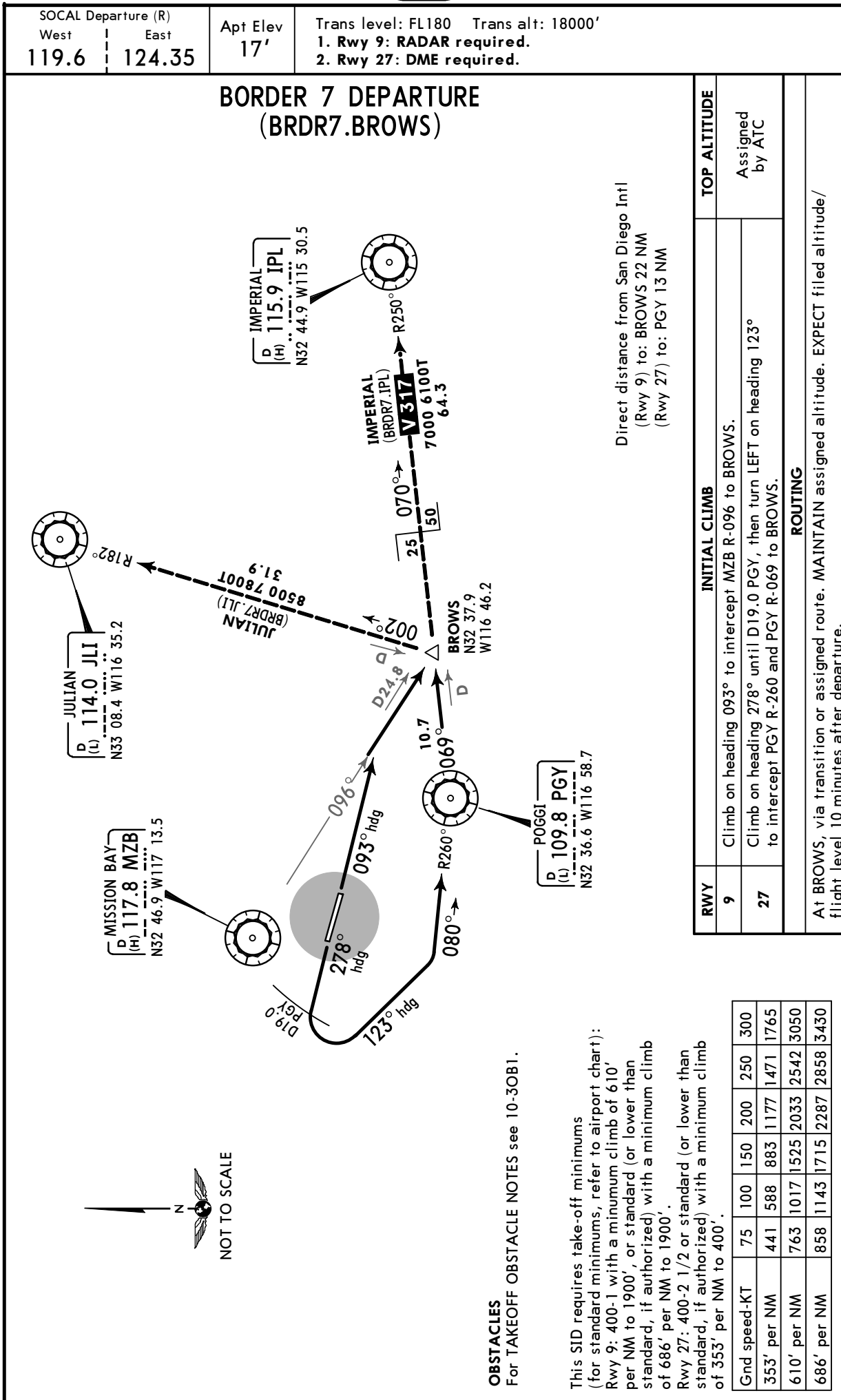
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KSAN/SAN
SAN DIEGO INTL

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24 FEB 17 10-3 Eff 2 Mar

SAN DIEGO, CALIF

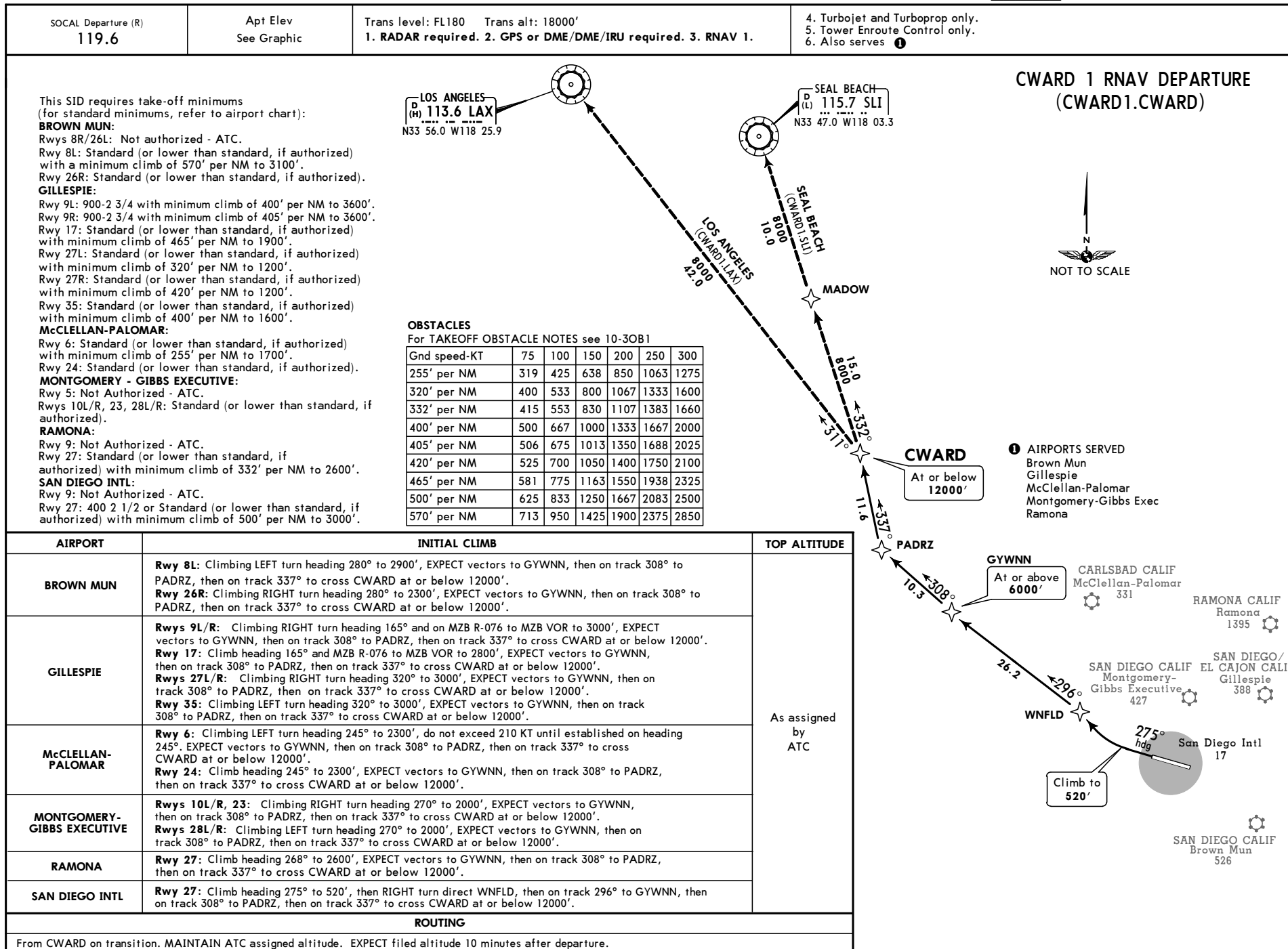
SID



KSAN/SAN
SAN DIEGO INTL

JEPPESEN
24 FEB 17
Eff 2 Mar 10-3A

SAN DIEGO,
CALIF
RNAV SID



KSAN/SAN
SAN DIEGO INTL

JEPPESEN

24 FEB 17

(10-3B)

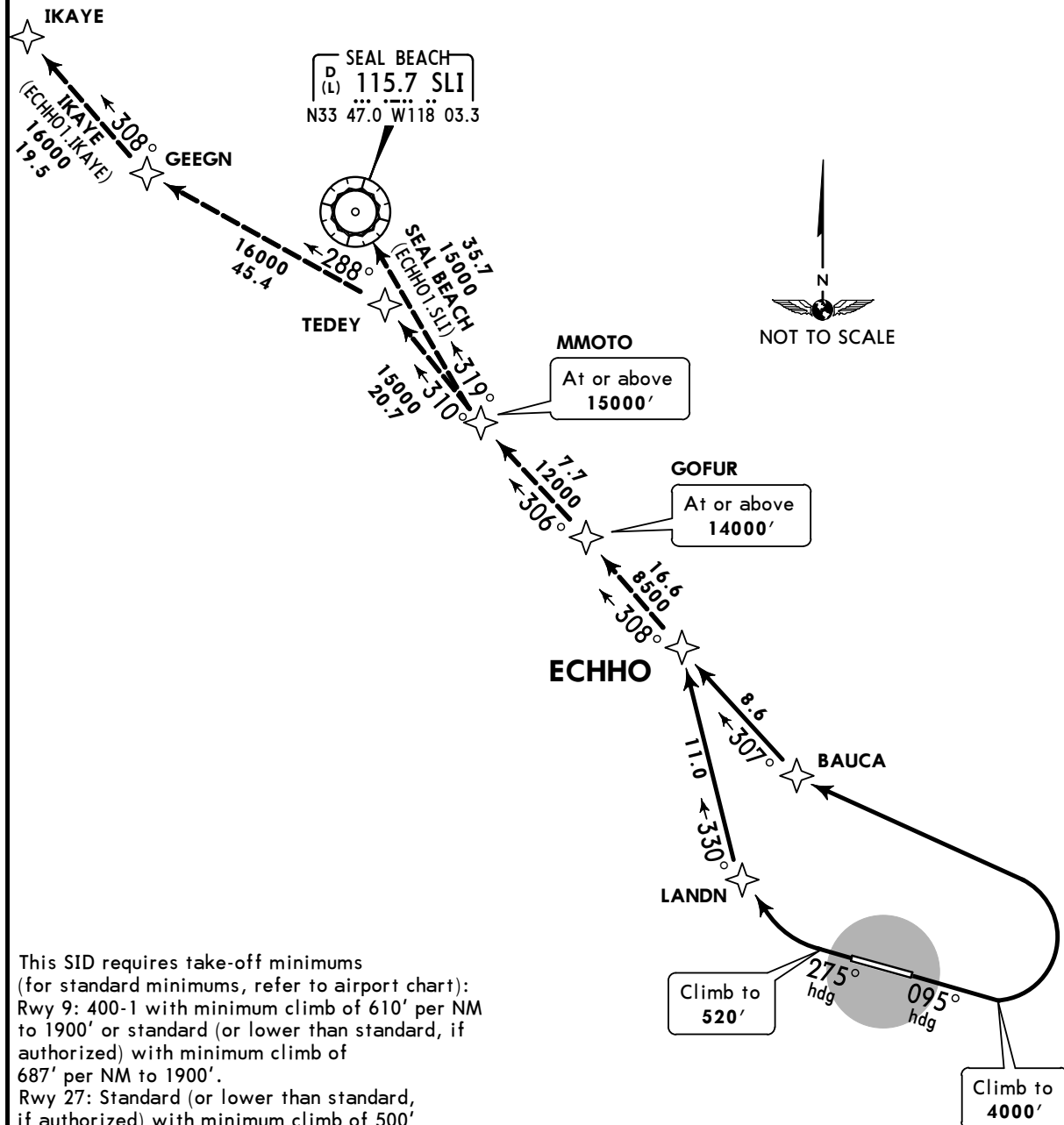
Eff 2 Mar

SAN DIEGO, CALIF

RNAV SID

SOCAL Departure (R)		Apt Elev 17'	Trans level: FL180 Trans alt: 18000'
West	East		
119.6	124.35		1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. If unable altitude restriction at GOFUR, advise ATC on initial contact.

ECHHO 1 RNAV DEPARTURE (ECHHO1.ECHHO)



This SID requires take-off 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' NM to 4000'.

Gnd 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

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

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.	

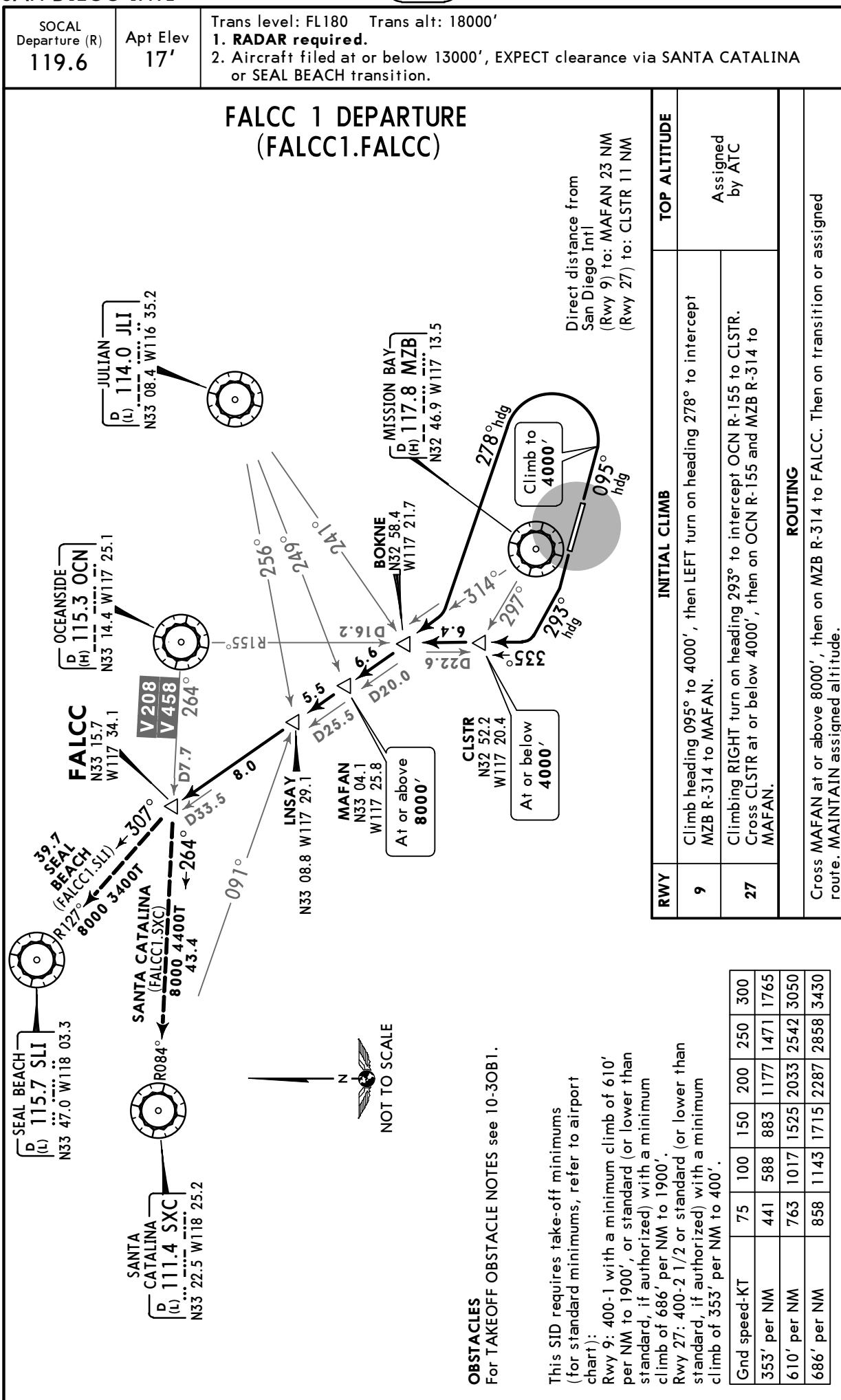
ROUTING

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

KSAN/SAN
SAN DIEGO INTL

JEPPESEN
24 FEB 17 10-3C Eff 2 Mar

SAN DIEGO, CALIF
SID



KSAN/SAN
SAN DIEGO INTL

JEPPESSEN

24 FEB 17

10-3D

Eff 2 Mar

SAN DIEGO, CALIF

RNAV SID

SOCAL Departure (R)

West	East
119.6	124.35

Apt Elev
17'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.** 2. **GPS required.** 3. **RNAV 1.**
4. DINTY Transition ATC assigned only.
5. If unable ATC altitude restriction at GOFUR, advise ATC on initial contact.

MMOTO 1 RNAV DEPARTURE

(MMOTO1.MMOTO)

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

Gnd 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

This SID requires take-off 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' NM to 4000'.

RWY	INITIAL CLIMB	TOP ALTITUDE
9	Climb heading 095° to 4000', then LEFT turn direct BAUCA, then on track 307° to ECHHO, then on track 308° to cross GOFUR at or above 14000', then on track 306° to cross MMOTO at or below FL190.	As assigned by ATC
27	Climb heading 275° to 520', then RIGHT turn direct LANDN, then on track 330° to ECHHO, then on track 308° to cross GOFUR at or above 14000', then on track 306° to cross MMOTO at or below FL190.	As assigned by ATC

ROUTING

From MMOTO on transition MAINTAIN ATC assigned altitude. EXPECT filed altitude 10 minutes after departure.

SOCAL Departure (R) 119.6	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required for CHKNN, IKAYE, OROSZ, SHAFTER Transitions. 3. RNAV 1. 4. DINTY, MALIT Transitions: GPS only.
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5. DINTY Transition ATC assigned only.
6. DINTY and MALIT Transitions not authorized from Gillespie, 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. 1

This SID requires take-off minimums (for standard minimums, refer to airport chart):

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

GILLESPIE:
Rwy 9L: 900-2 3/4 with minimum climb of 400' per NM to 3600'.
Rwy 9R: 900-2 3/4 with minimum climb of 405' per NM to 3600'.
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 465' per NM to 1900'.
Rwy 27L: Standard (or lower than standard, if authorized) with minimum climb of 320' per NM to 1200'.
Rwy 27R: Standard (or lower than standard, if authorized) with minimum climb of 420' per NM to 1200'.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 1600'.

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'.

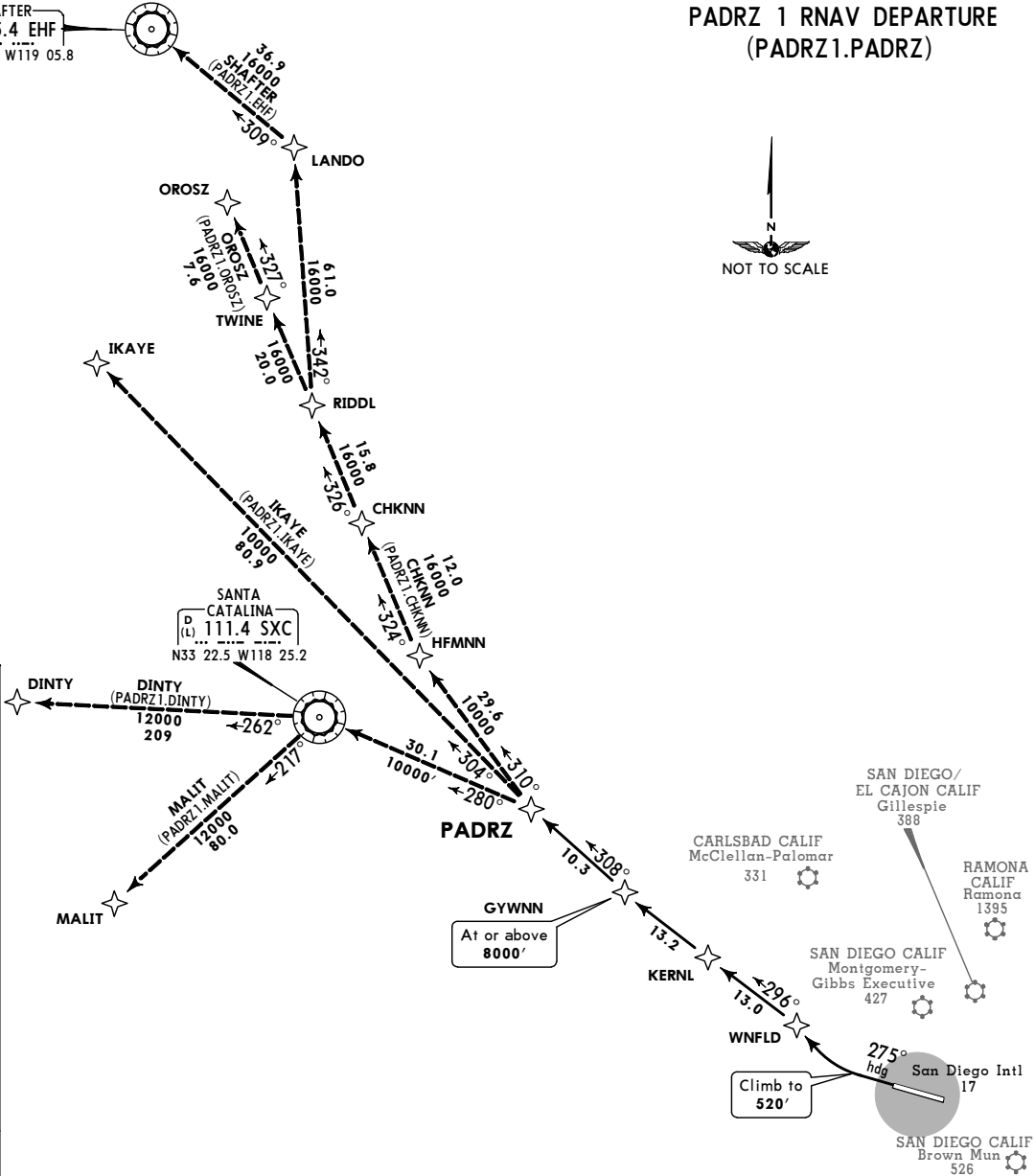
SAN DIEGO INTL:
Rwy 9: Not Authorized - ATC
Rwy 27: 400 2 1/2 or Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3000'.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	850	1063	1275
320' per NM	400	533	800	1067	1333	1600
332' per NM	415	553	830	1107	1383	1660
400' per NM	500	667	1000	1333	1667	2000
405' per NM	506	675	1013	1350	1688	2025
420' per NM	525	700	1050	1400	1750	2100
465' per NM	581	775	1163	1550	1938	2325
500' per NM	625	833	1250	1667	2083	2500
570' per NM	713	950	1425	1900	2375	2850

- 1 AIRPORTS SERVED
- Brown Mun
- Gillespie
- McClellan-Palomar
- Montgomery-Gibbs Exec
- Ramona

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
BROWN MUN	Rwy 8L: Climbing LEFT turn heading 280° to 2900', EXPECT vectors to GYWNN, then on track 308° to PADRZ. Rwy 26R: Climbing RIGHT turn heading 280° to 2300', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	15000'
GILLESPIE	Rwys 9L/R: Climbing RIGHT turn heading 165° and on MZB R-076 to MZB VOR to 3000', EXPECT vectors to GYWNN, then on track 308° to PADRZ. Rwy 17: Climb heading 165° and MZB R-076 to MZB VOR to 2800', EXPECT vectors to GYWNN, then on track 308° to PADRZ. Rwys 27L/R: Climbing RIGHT turn heading 320° to 3000', EXPECT vectors to GYWNN, then on track 308° to PADRZ. Rwy 35: Climbing LEFT turn heading 320° to 3000', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	
McCLELLAN-PALOMAR	Rwy 6: Climbing LEFT turn heading 245° to 2300', do not exceed 210 KT until established on heading 245°. EXPECT vectors to GYWNN, then on track 308° to PADRZ. Rwy 24: Climb heading 245° to 2300', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	
MONTGOMERY-GIBBS EXECUTIVE	Rwys 10L/R, 23: Climbing RIGHT turn heading 270° to 2000', EXPECT vectors to GYWNN, then on track 308° to PADRZ. Rwys 28L/R: Climbing LEFT turn heading 270° to 2000', EXPECT vectors to GYWNN, then on track 308° to PADRZ.	
RAMONA	Rwy 27: Climb heading 268° to 2600', EXPECT vectors to GYWNN, 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 KERNL, then on track 296° to GYWNN, then on track 308° to PADRZ.	
ROUTING		
From PADRZ on transition. MAINTAIN 15000'. EXPECT filed altitude 10 minutes after departure.		



**KSAN/SAN
SAN DIEGO INTL**



JEPPESEN

24 FEB 17

(10-3F)

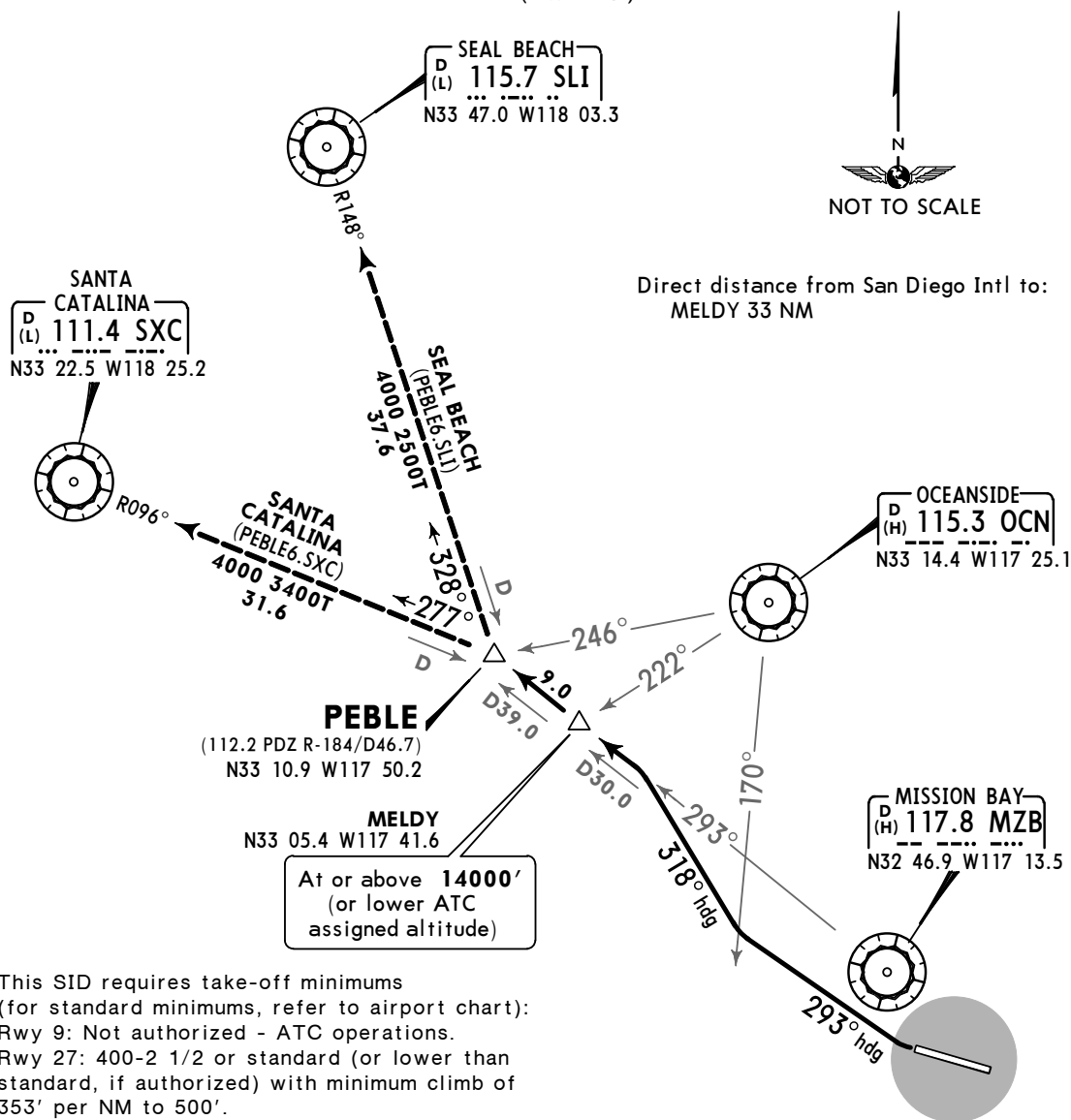
Eff 2 Mar

SAN DIEGO, CALIF

SID

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.
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PEBLE SIX DEPARTURE (PEBLE6.PEBLE)
(RWY 27)



This SID requires take-off 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

OBSTACLES

WWS 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.

INITIAL CLIMB	TOP ALTITUDE
Climbing RIGHT turn heading 293° until crossing OCN R-170, then turn RIGHT heading 318° 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.	Assigned by ATC

**KSAN/SAN
SAN DIEGO INTL**

JEPPESEN
24 FEB 17 (10-3G) Eff 2 Mar

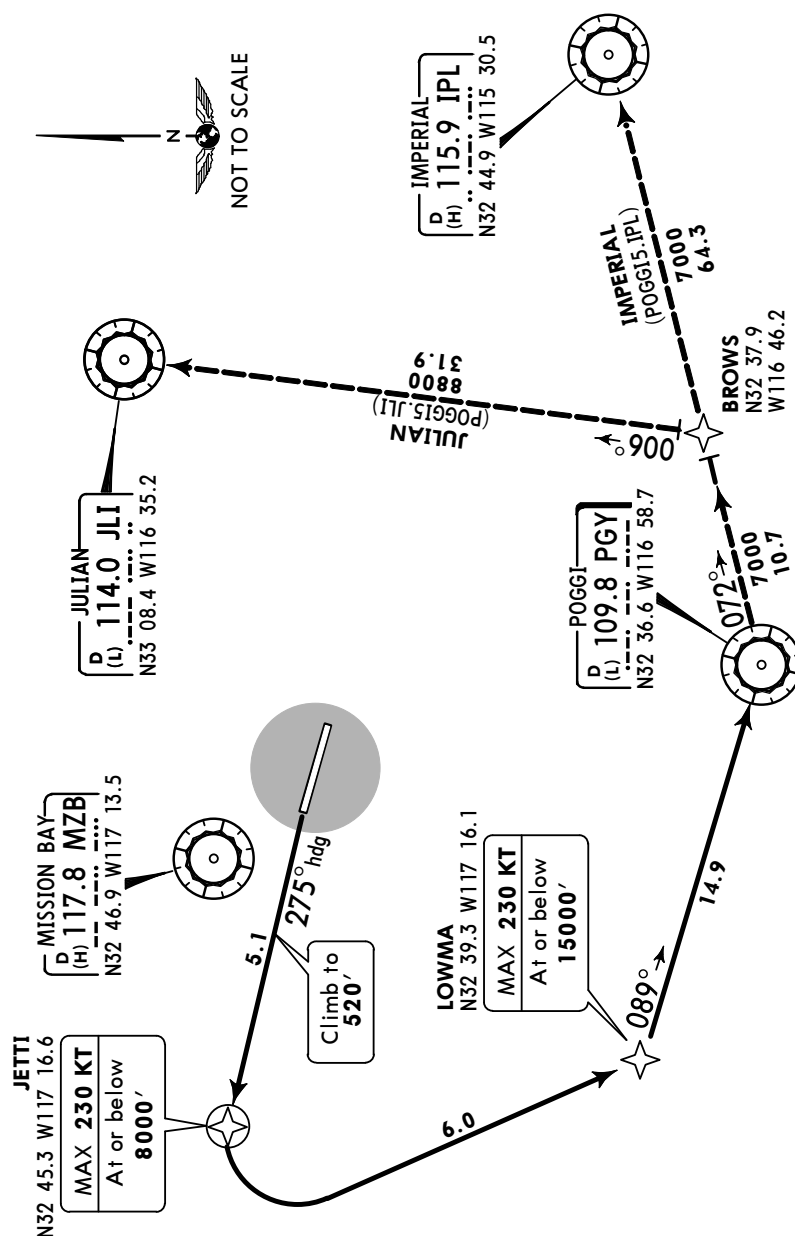
SAN DIEGO, CALIF

RNAV SID

SOCAL Departure (R) 125.15	Apt Elev 17'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1. 4. IMPERIAL Transition: For non-GPS equipped aircraft PGY, MZB and JLI must be operational. 5. JULIAN Transition: For non-GPS equipped aircraft PGY must be operational.
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POGGI FIVE RNAV DEPARTURE (POGGI5.PGY)

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



This SID requires take-off minimums (for standard minimums, refer to airport chart):
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'.

	Grinding on 350° per NM to 1000°									
	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			

OBSTACLES

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 1.1 NM from DER, 257' RIGHT of centerline, 40' AGL/238' MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 275° to 520', then direct to cross JETTI at or below 8000', then climbing LEFT turn direct to cross LOWMA at or below 15000', then on track 089° to PGY. Then via transition, MAINTAIN 15000' or as assigned by ATC. EXPECT filled altitude 10 minutes after departure.	15000'

KSAN/SAN
SAN DIEGO INTL

JEPPesen
24 FEB 17 **(10-3H)** **Eff 2 Mar**

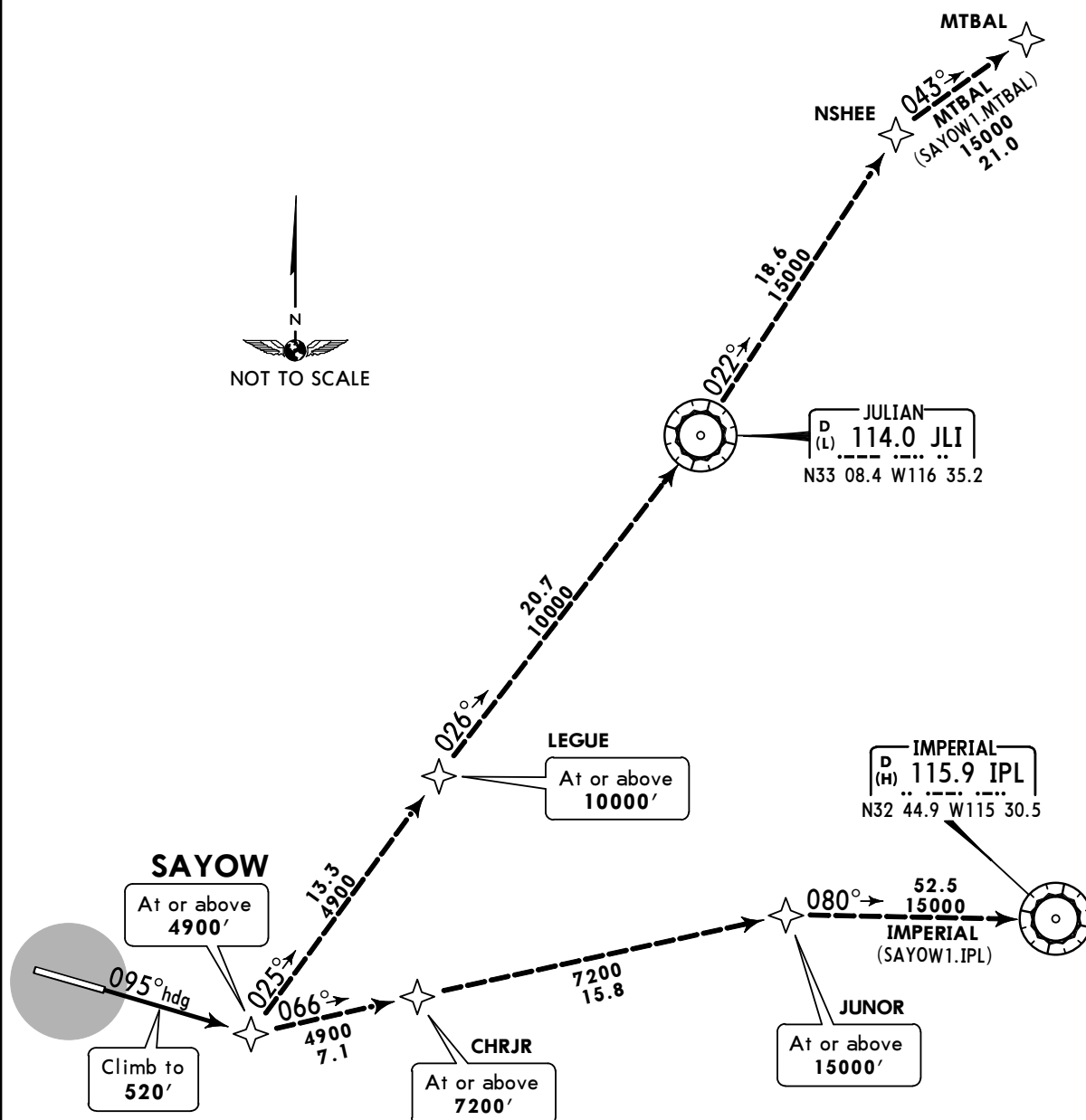
SAN DIEGO, CALIF
RNAV SID

SOCAL
Departure (R)
124.35

Apt Elev
17'

Trans level: FL180 Trans alt: 18000'
1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. If unable ATC altitude restriction at JUNOR, advise ATC on initial contact.

SAYOW 1 RNAV DEPARTURE (SAYOW1.SAYOW)
(RWY 9)



This SID requires take-off minimums (for standard minimums, see 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'.

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1

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 SAYOW at or above 4900', then on transition. Turbojets MAINTAIN FL190, Turboprops MAINTAIN 15000'. EXPECT filed altitude 10 minutes after departure.

TOP ALTITUDE

TURBOJETS FL190
TURBOPROPS 15000'

**KSAN/SAN
SAN DIEGO INTL**


JEPPESEN

24 FEB 17

10-3J

Eff 2 Mar

SAN DIEGO, CALIF

RNAV SID

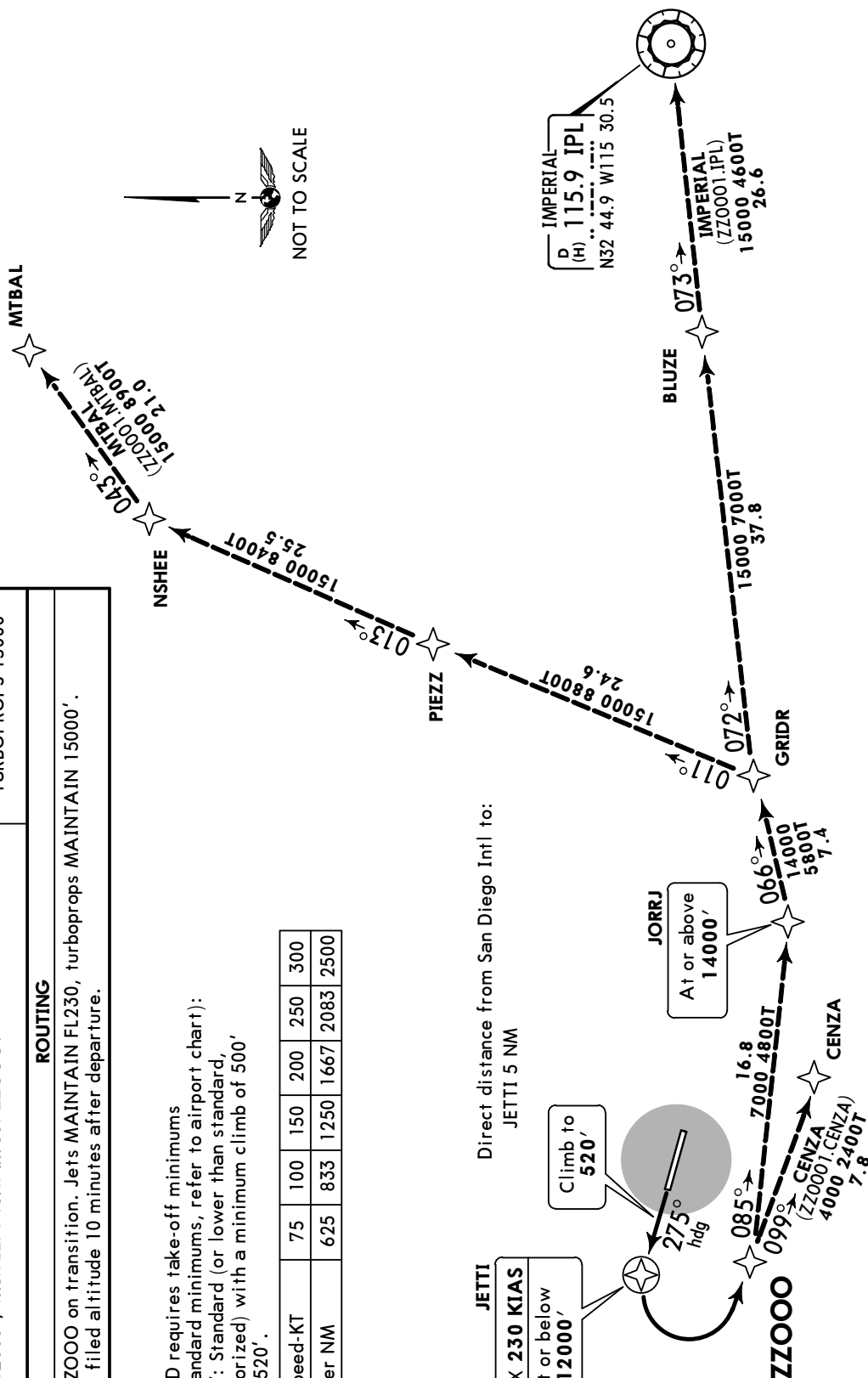
SOCAL Departure (R)
125.15

Apt Elev
17'

Trans level: FL180 Trans alt: 18000'

1. **RADAR required.** 2. **RNAV 1.** 3. **DME/DME/IRU or GPS required.**
4. Some aircraft may be RADAR vectored to CENZA, JORRJ or GRIDR.
5. If unable ATC altitude restriction at JORRJ, advise ATC on initial contact. 6. 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 VOR must be operational.

ZZ000 1 RNAV DEPARTURE (ZZ0001.ZZ000)
(RWY 27)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 275° to 520', then direct to cross JETTI at or below 12000', then LEFT turn direct ZZO00.	JETS FL230 TURBOPROPS 15000'
ROUTING	
From ZZO00 on transition. Jets MAINTAIN FL230, turboprops MAINTAIN 15000'. EXPECT filed altitude 10 minutes after departure.	

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

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

Direct distance from San Diego Intl to:
JETTI 5 NM

UETTI

MAX 230 KIAS
At or below

JORR

above

000'

2

061

☆

1

KSAN/SAN **JEPPESEN**
24 FEB 17 **(10-30B1)** **Eff 2 Mar****SAN DIEGO, CALIF****SAN DIEGO INTL****TAKEOFF OBSTACLE NOTES****BROWN MUN**

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

GILLESPIE

- RWY 9L:
RISING TERRAIN BEGINNING 11 FT FROM DER, 202 FT LEFT OF CENTERLINE, UP TO 398 FT MSL. VEHICLE ON ROAD BEGINNING 604 FT FROM DER, 3 FT RIGHT OF CENTERLINE, UP TO 17 FT AGL/450 FT MSL. SIGN 739 FT FROM DER, 442 FT RIGHT OF CENTERLINE, 40 FT AGL/448 FT MSL. BRIDGE 784 FT FROM DER, ON CENTERLINE, 10 FT AGL/ 408 FT MSL. BLDG 916 FT FROM DER, 355 FT LEFT OF CENTERLINE, 40 FT AGL/448 FT MSL. TREES BEGINNING 940 FT FROM DER, 28 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/557 FT MSL. POLES BEGINNING 1101 FT FROM DER, 153 FT RIGHT OF CENTERLINE, 40 FT AGL/455 FT MSL. POLES BEGINNING 1173 FT FROM DER, 314 FT LEFT OF CENTERLINE, UP TO 42 FT AGL/462 FT MSL. TREES BEGINNING 1259 FT FROM DER, 66 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/628 FT MSL. BLDG 1418 FT FROM DER, 421 FT LEFT OF CENTERLINE, 40 FT AGL/451 FT MSL.
- RWY 9R:
POLES BEGINNING 921 FT FROM DER, 68 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/ 422 FT MSL. VEHICLE ON ROAD BEGINNING 1544 FT FROM DER, 404 FT LEFT OF CENTERLINE, UP TO 17 FT AGL/450 FT MSL. SIGN 1679 FT FROM DER, 25 FT RIGHT OF CENTERLINE, 40 FT AGL/448 FT MSL. BLDGS BEGINNING 1855 FT FROM DER, 772 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/450 FT MSL. TREES BEGINNING 1879 FT FROM DER, 65 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/691 FT MSL. POLES BEGINNING 2112 FT FROM DER, 263 FT LEFT OF CENTERLINE, UP TO 42 FT AGL/ 462 FT MSL. TREES BEGINNING 2490 FT FROM DER, 258 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/505 FT MSL.
- RWY 17:
FENCE 14 FT FROM DER, 42 FT RIGHT OF CENTERLINE, 10 FT AGL/393 FT MSL. POLES BEGINNING 50 FT FROM DER, 33 FT RIGHT OF CENTERLINE, UP TO 40 FT AGL/428 FT MSL. BLDGS BEGINNING 240 FT FROM DER, 290 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/463 FT MSL. POLES BEGINNING 266 FT FROM DER, 150 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/440 FT MSL. ANTENNA ON HANGAR 282 FT FROM DER, 325 FT LEFT OF CENTERLINE, 40 FT AGL/421 FT MSL. TREES BEGINNING 390 FT FROM DER, 377 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/473 FT MSL. BLDGS BEGINNING 670 FT FROM DER, 57 FT LEFT OF CENTERLINE, 40 FT AGL/429 FT MSL. TREES BEGINNING 1068 FT FROM DER, 54 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/472 FT MSL.
- RWY 27L:
AIRCRAFT ON TAXIWAY 9 FT FROM DER, 195 FT LEFT OF CENTERLINE, 15 FT AGL/ 384 FT MSL. TREES BEGINNING 1548 FT FROM DER, 700 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/470 FT MSL.
- RWY 27R:
TREES BEGINNING 179 FT FROM DER, 54 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/ 453 MSL. POLES BEGINNING 316 FT FROM DER, 161 FT RIGHT OF CENTERLINE, 40 FT AGL/390 FT MSL. RAILROAD 511 FT FROM DER, 412 FT LEFT OF CENTERLINE, 23 FT AGL/379 FT MSL. OL ON RR SIGNAL 799 FT FROM DER, 83 FT LEFT OF CENTERLINE, 30 FT AGL/390 FT MSL. TREES BEGINNING 2069 FT FROM DER, 71 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/470 FT MSL. POLE 2142 FT FROM DER, 95 FT LEFT OF CENTERLINE, 30 FT AGL/420 FT MSL.
- RWY 35:
POLES BEGINNING 50 FT FROM DER, 29 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/ 431 MSL. BLDGS BEGINNING 61 FT FROM DER, 134 FT RIGHT OF CENTERLINE, UP TO 10 FT AGL/388 FT MSL. TREES BEGINNING 179 FT FROM DER, 67 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/447 FT MSL. POLE 593 FT FROM DER, 336 FT LEFT OF CENTERLINE, 35 FT AGL/396 FT MSL. TREES BEGINNING 670 FT FROM DER, 118 FT

KSAN/SAN **JEPPESEN**
24 FEB 17 **(10-30B2)** **Eff 2 Mar****SAN DIEGO, CALIF**
SAN DIEGO INTL**TAKEOFF OBSTACLE NOTES (CONTD)****GILLESPIE (CONTD)**

- RWY 35 (CONTD):
LEFT OF CENTERLINE, UP TO 100 FT AGL/439' MSL.

MC CLELLAN-PALOMAR

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

MONTGOMERY-GIBBS EXECUTIVE

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

KSAN/SAN **JEPPESEN**

24 FEB 17

(10-30B3)**Eff 2 Mar****SAN DIEGO, CALIF****SAN DIEGO INTL****TAKEOFF OBSTACLE NOTES (CONTD1)****RAMONA**◦ **RWY 9:**

SIGN 23 FT FROM DER, 178 FT LEFT OF CENTERLINE, 9 FT AGL/1399 FT MSL. TREE 94 FT FROM DER, 343 FT RIGHT OF CENTERLINE, 20 FT AGL/1403 FT MSL. TREES BEGINNING 2468 FT FROM DER, 180 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/1539 FT MSL. TREES BEGINNING 2637 FT FROM DER, 305 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/1487 FT MSL.

◦ **RWY 27:**

TREE 657 FT FROM DER, 12 FT LEFT OF CENTERLINE, 100 FT AGL/1499 FT MSL. TREES 1.85 NM FROM DER, 92 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/1719 FT MSL.

SAN DIEGO INTL◦ **RWY 9: (BORDER)**

OBSTRUCTION LIGHT, SIGN AND TREES BEGINNING 14 FT FROM DER, 258 FT LEFT OF CENTERLINE, UP TO 38 FT AGL/77 FT MSL. ANTENNA ON BUILDING, POLE AND LIGHTED BARRIER BEGINNING 18 FT FROM DER, 5 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/50 FT MSL. OBSTRUCTION LIGHT ON LOCALIZER 272 FT FROM DER, ON CENTERLINE, 19 FT AGL/38 FT MSL. VENT ON BUILDING, MULTIPLE BUILDINGS AND TREES BEGINNING 741 FT FROM DER, 104 FT RIGHT OF CENTERLINE, UP TO 173 FT AGL/317 FT MSL. ELECTRICAL SYSTEM, POLE, MULTIPLE ANTENNAS ON LIGHTED BUILDINGS AND TREES BEGINNING 792 FT FROM DER, 135 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/138 FT MSL. BUILDINGS AND TREES BEGINNING 5834 FT FROM DER, 19 FT RIGHT OF CENTERLINE, UP TO 280 FT AGL/394 FT MSL. LIGHTED STACK, POLES AND TREES BEGINNING 1 NM FROM DER, 492 FT LEFT OF CENTERLINE, UP TO 132 FT AGL/419 FT MSL.

◦ **RWY 9: (ECHHO, FALCC, MMOTO, SAYOW)**

FENCE, TERRAIN, BEGINNING 14 FT FROM DER, 67 FT LEFT OF CENTERLINE, UP TO 14 FT AGL/35 FT MSL. POLE, BLDG, TERRAIN, FENCE, BEGINNING 21 FT FROM DER, 8 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/50 FT MSL. SIGN, TERRAIN, BEGINNING 268 FT FROM DER, 137 FT LEFT OF CENTERLINE, UP TO 50 FT AGL/77 FT MSL. TREE, BLDG, BEGINNING 781 FT FROM DER, 265 FT RIGHT OF CENTERLINE, UP TO 91 FT MSL. BLDG, TERRAIN, BEGINNING 877 FT FROM DER, 180 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/106 FT MSL. BLDG 1385 FT FROM DER, 356 FT RIGHT OF CENTERLINE, 55 FT AGL/95 FT MSL. ELEC SYS, TERRAIN, BEGINNING 1395 FT FROM DER, 319 FT LEFT OF CENTERLINE, UP TO 44 FT AGL/138 FT MSL. TREE, TERRAIN, BEGINNING 1822 FT FROM DER, 561 FT LEFT OF CENTERLINE, UP TO 196 FT MSL. TREE 1857 FT FROM DER, 45 FT RIGHT OF CENTERLINE, 45 FT AGL/144 FT MSL. TREE, TERRAIN, BLDG, BEGINNING 2140 FT FROM DER, 119 FT LEFT OF CENTERLINE, UP TO 198 FT MSL. BLDG, TERRAIN, BEGINNING 2596 FT FROM DER, 101 FT RIGHT OF CENTERLINE, UP TO 89 FT/158 FT MSL. TREES, TERRAIN, BEGINNING 2681 FT FROM DER, 190 FT LEFT OF CENTERLINE, UP TO 215 FT MSL. T-L TWR, TERRAIN, BLDG, POLE, TREE, BEGINNING 2948 FT FROM FROM DER, 40 FT LEFT OF CENTERLINE, UP TO 67 FT AGL/272 FT MSL. TREE, TERRAIN, BLDG BEGINNING 2965 FT FROM DER, 30 FT RIGHT OF CENTERLINE, UP TO 211 FT MSL. BLDG, TERRAIN, BEGINNING 3857 FT FROM DER, 39 FT RIGHT OF CENTERLINE UP TO 44 FT AGL/216 FT MSL. BLDG 4376 FT FROM DER, 1295 FT LEFT OF CENTERLINE, 117 FT AGL/364 FT MSL. BLDG, TERRAIN, BEGINNING 4410 FT FROM DER, 322 FT LEFT OF CENTERLINE, UP TO 128 FT AGL/389 FT MSL. BLDG, BEGINNING 4433 FT FROM DER, 1207 FT RIGHT OF CENTERLINE, UP TO 165 FT AGL/296 FT MSL. ANT ON OL BLDG 4460 FT FROM DER, 1482 FT LEFT OF CENTERLINE, 403 FT MSL. TERRAIN, BLDG, TREE, POLE, BEGINNING 4510 FT FROM DER, 213 FT LEFT OF CENTERLINE, UP TO 132 FT MSL. TREE, BLDG, BEGINNING 5159 FT FROM DER, 325 FT RIGHT OF CENTERLINE, UP TO 113 FT AGL/301 FT MSL. BLDG 6023 FT FROM DER, 1934 FT RIGHT OF CENTERLINE, 224 FT AGL/370 FT MSL. BLDG 1 NM FROM DER, 1543 FT RIGHT OF CENTERLINE, 234 FT AGL/372 FT MSL. BLDG, TREE, BEGINNING 1 NM FROM DER, 21 FT RIGHT OF CENTERLINE, UP TO 287 FT AGL/401 FT MSL. MONUMENT 1.3 NM FROM DER, 1339 FT LEFT OF CENTERLINE, 53 FT AGL/310 FT MSL. POLE 1.3 NM FROM DER, 1721 FT LEFT OF CENTERLINE, 35 FT AGL/306 FT MSL. STACK, TREE, BEGINNING 1.4 NM FROM DER, 501 FT LEFT OF CENTERLINE, UP TO 170 FT AGL/374 FT MSL. TREE 1.9 NM FROM DER, 490 FT LEFT OF CENTERLINE, 330 FT MSL.

KSAN/SAN **JEPPesen**
24 FEB 17 (10-30B4) Eff 2 Mar**SAN DIEGO, CALIF**
SAN DIEGO INTL**TAKEOFF OBSTACLE NOTES (CONTD2)****SAN DIEGO INTL (CONTD)**

◦ RWY 27: (BORDER)

FENCE 89 FT FROM DER, 337 FT LEFT OF CENTERLINE, 6 FT AGL/16 FT MSL. LIGHT POLE 192 FT FROM DER, 347 FT RIGHT OF CENTERLINE, 17 FT AGL/30 FT MSL. OBSTRUCTION LIGHT ON DME 284 FT FROM DER, 317 FT LEFT OF CENTERLINE, 18 FT AGL/28 FT MSL. TREE 754 FT FROM DER, 156 FT RIGHT OF CENTERLINE, 44 FT AGL/54 FT MSL. TREE 1021 FT FROM DER, 620 FT RIGHT OF CENTERLINE, 58 FT AGL/71 FT MSL. OBSTRUCTION LIGHT ON FLAGPOLE 2515 FT FROM DER, 707 FT LEFT OF CENTERLINE, 98 FT AGL/118 FT MSL. TREE 2594 FT FROM DER, 353 FT RIGHT OF CENTERLINE, 90 FT AGL/107 FT MSL. TREE 3197 FT FROM DER, 410 FT RIGHT OF CENTERLINE, 91 FT AGL/111 FT MSL. TREE 3316 FT FROM DER, 130 FT RIGHT OF CENTERLINE, 100 FT AGL/120 FT MSL. TREE 3494 FT FROM DER, 947 FT RIGHT OF CENTERLINE, 129 FT AGL/169 FT MSL. TOWER 3675 FT FROM DER, 14 FT RIGHT OF CENTERLINE, 60 FT AGL/60 FT AGL/115 FT MSL. TREE 5046 FT FROM DER, 1446 FT LEFT OF CENTERLINE, 96 FT AGL/235 FT MSL. TREE 5416 FT FROM DER, 95 FT RIGHT OF CENTERLINE, 44 FT AGL/184 FT MSL. TREE 5448 FT FROM DER, 386 FT LEFT OF CENTERLINE, 67 FT AGL/213 FT MSL. TREE 5703 FT FROM DER, 272 FT RIGHT OF CENTERLINE, 65 FT AGL/208 FT MSL. TREE 5728 FT FROM DER, 479 FT RIGHT OF CENTERLINE, 47 FT AGL/188 FT MSL. TREE 5914 FT FROM DER, 294 FT LEFT OF CENTERLINE, 54 FT AGL/218 FT MSL. BUILDING 1.0 NM FROM DER, 2084 FT RIGHT OF CENTERLINE, 23 FT AGL/AGL/178 FT MSL. BUILDING LIGHT 1.1 NM FROM DER, 257 FT RIGHT OF CENTERLINE, 40 FT AGL/238 FT MSL.

◦ RWY 27: (CWARD, PADRZ)

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

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

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

KSAN/SAN

Apt Elev **17'**
N32 44.0 W117 11.4

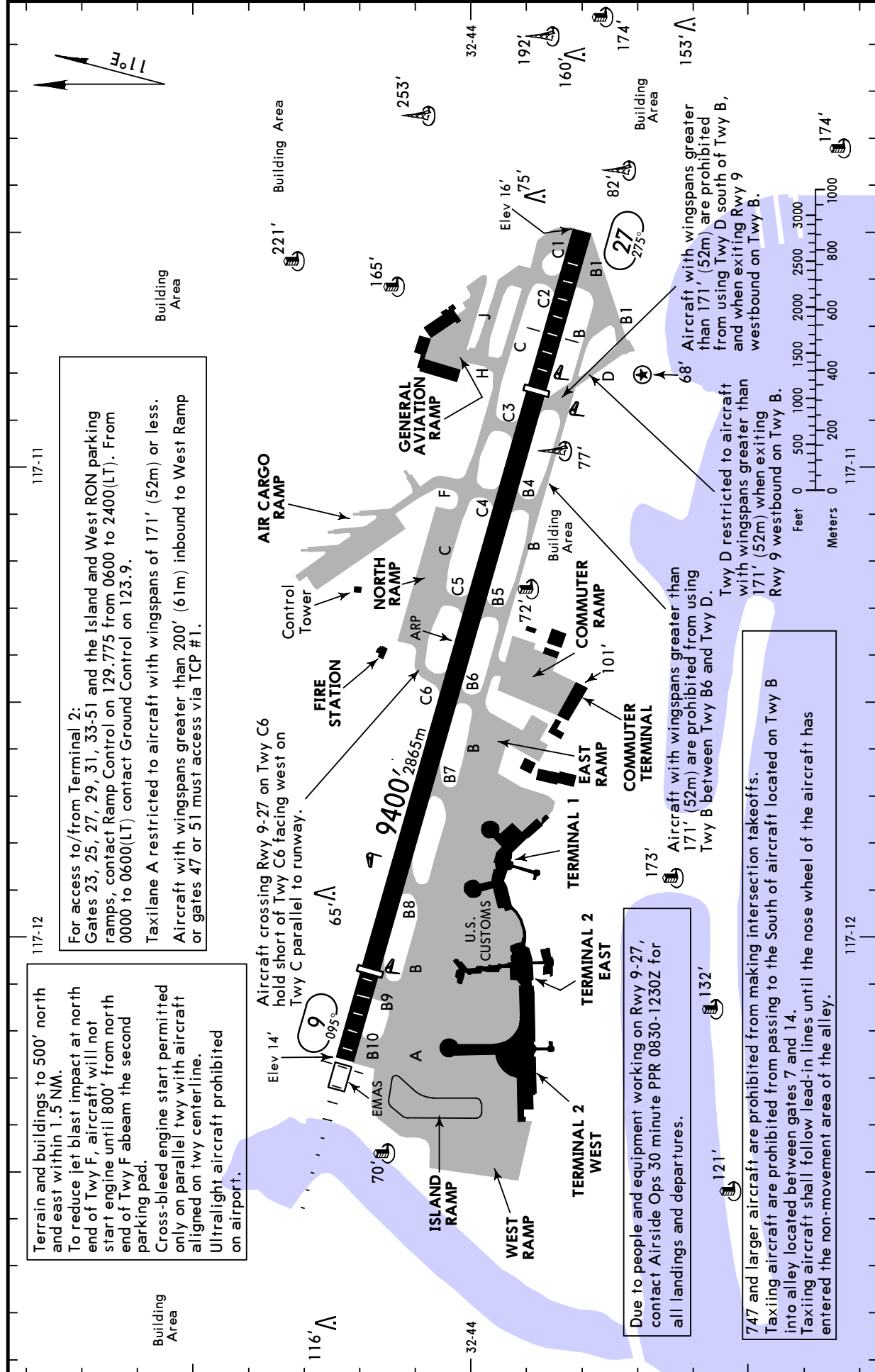


10 FEB 17 (10-9)

SAN DIEGO, CALIF

SAN DIEGO INTL

D-ATIS 134.8 (Limited) VOT 109.0	Data Comm ACARS: CPDLC: PDC DCL		LINDBERGH Clearance (Cpt) 125.9	Ground 123.9	Tower 118.3	SOCAL Departure (R) West East 119.6 124.35	
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CHANGES: Terminal 2 note, Twy D note.

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KSAN/SAN **JEPPESEN**
10 FEB 17 **10-9A****SAN DIEGO, CALIF**
SAN DIEGO INTLGENERAL

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled 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 ① PAPI-L grooved RVR ③	7280' 2219m	6266' 1910m		200'
27	HIRL CL MALS TDZ ② PAPI-R grooved RVR	7591' 2314m			61m

① Angle 3.3°

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

③ Last 1121' 342m is unavailable for landing distance computations.

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

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

KSAN/SAN **JEPPESSEN**
4 NOV 16 **(10-9A1)** Eff 10 Nov**SAN DIEGO, CALIF**
SAN DIEGO INTL**ODP TAKEOFF OBSTACLE NOTES**

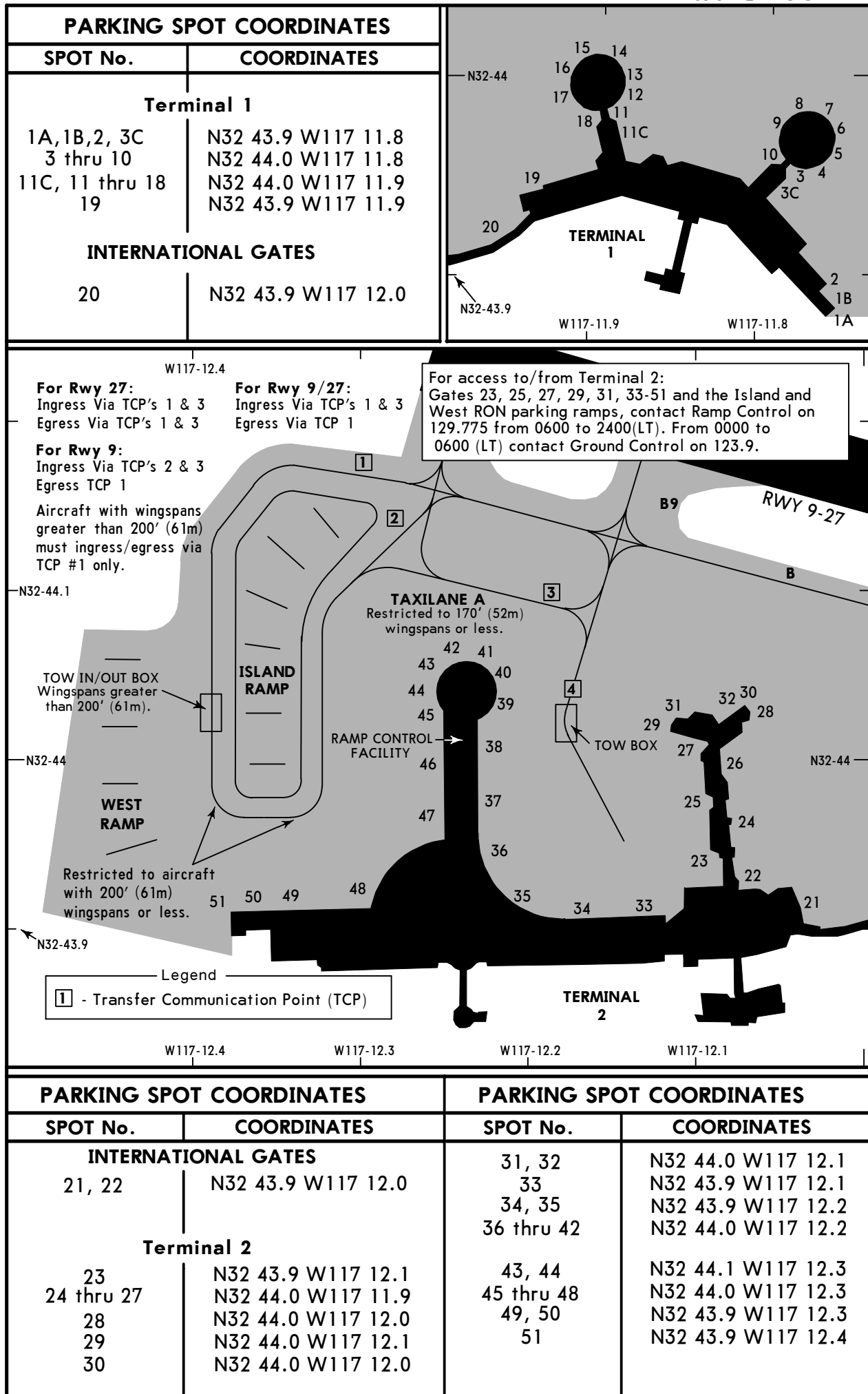
◦ RWY 9:

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

24 MAR 17 **JEPPESEN**
(10-9B)SAN DIEGO, CALIF
SAN DIEGO INTL

CHANGES: Tow box added.

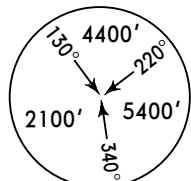
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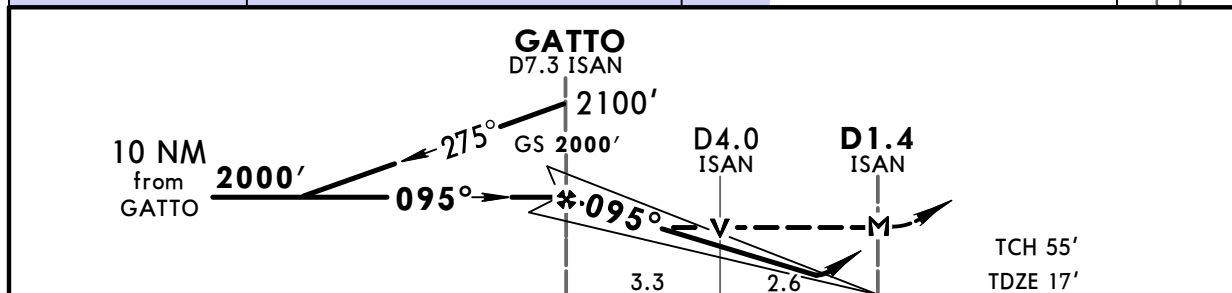
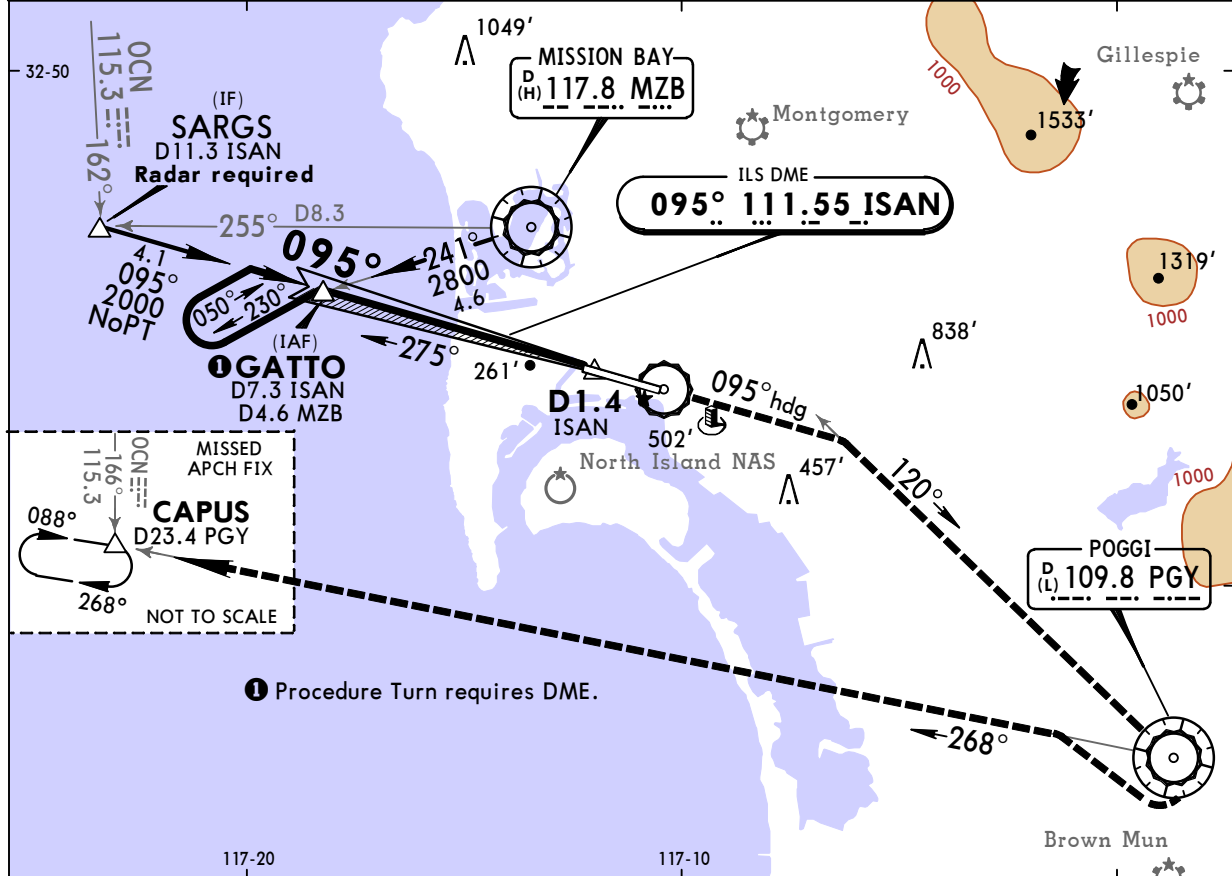
KSAN/SAN SAN DIEGO INTL

JEPPesen
10 MAR 17 (11-1)

SAN DIEGO, CALIF ILS or LOC Rwy 9

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 095°	GS GATTO 2000' (1983')	ILS DA(H) (CONDITIONAL) 258' (241')	Apt Elev 17' TDZE 17'	 MSA MZB VOR
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, or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Autopilot coupled approach not authorized below 530'. 2. Helicopter visibility reduction below RVR 40 or 3/4 not authorized. 3. VGSI and ILS glidepath not coincident.					



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				CIRCLE-TO-LAND Not Authorized North of Rwy 9-27.	
ILS		LOC (GS out)		DA(H)		MDA(H)		Max Kts	
1 DA(H) 258' (241')		DA(H) 751' (734')		MDA(H) 960' (943')					
FULL	RAIL/ALS out	FULL	RAIL/ALS out	RAIL/ALS out					
A				RVR 40 or 3/4		RVR 60 or 1 1/4		90	960' (943') - 1 1/4
B	RVR 40 or 3/4	2	2 1/2	2		2 5/8		120	960' (943') - 2 3/4
C								140	960' (943') - 3
D								165	960' (943') - 3

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

CHANGES: Lighting.

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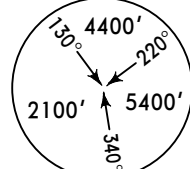
TERPS AMEND 2 20 AUG 2015

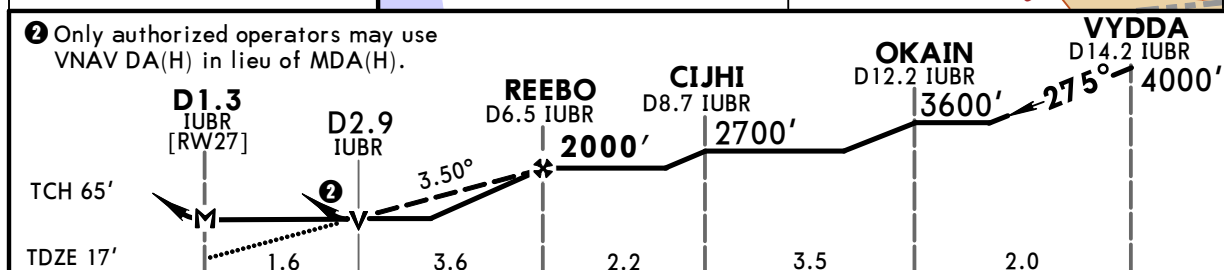
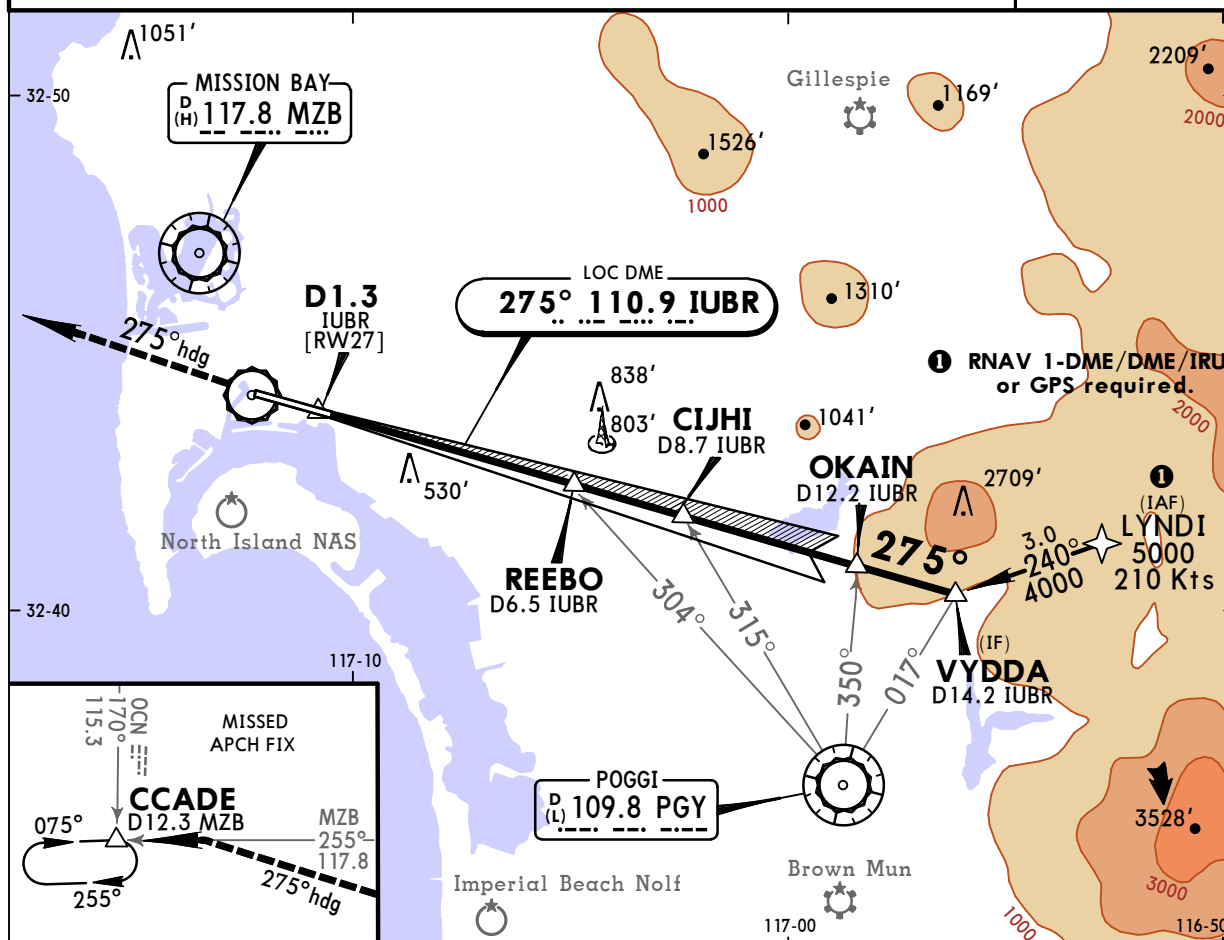
KSAN/SAN SAN DIEGO INTL

JEPPesen
10 MAR 17 (11-2)


SAN DIEGO, CALIF LOC Rwy 27

BRIEFING STRIP

D-ATIS 134.8		SOCAL Approach (R) East 124.35 West 119.6		LINDBERGH Tower 118.3	Ground 123.9
LOC IUBR 110.9	Final Apch Crs 275°	Minimum Alt REEBO 2000' (1983')	MDA(H) 680' (663')	Apt Elev 17' TDZE 17'	
MISSED APCH: Climb to 2500' on heading 275° and outbound on MZB VOR R-255 to CCADE INT/D12.3 MZB and hold.					
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.					



Gnd speed-Kts	70	90	100	120	140	160		2500' ↑ on 275° hdg MZB 117.8 R-255
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		

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

TERPS AMEND 6 10 NOV 2016

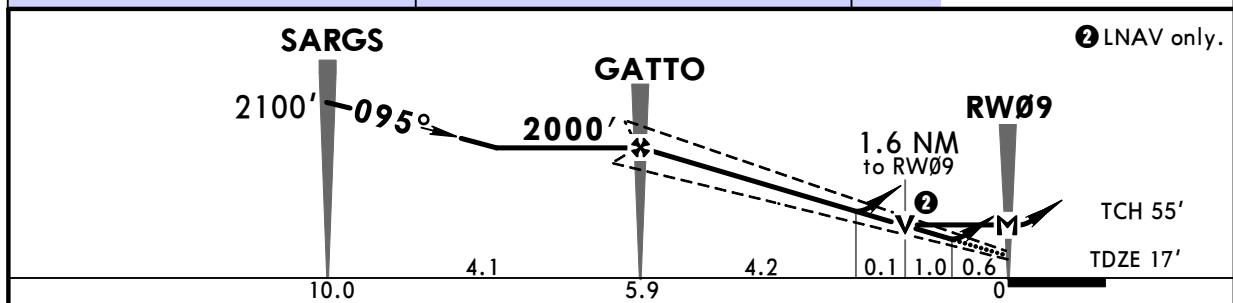
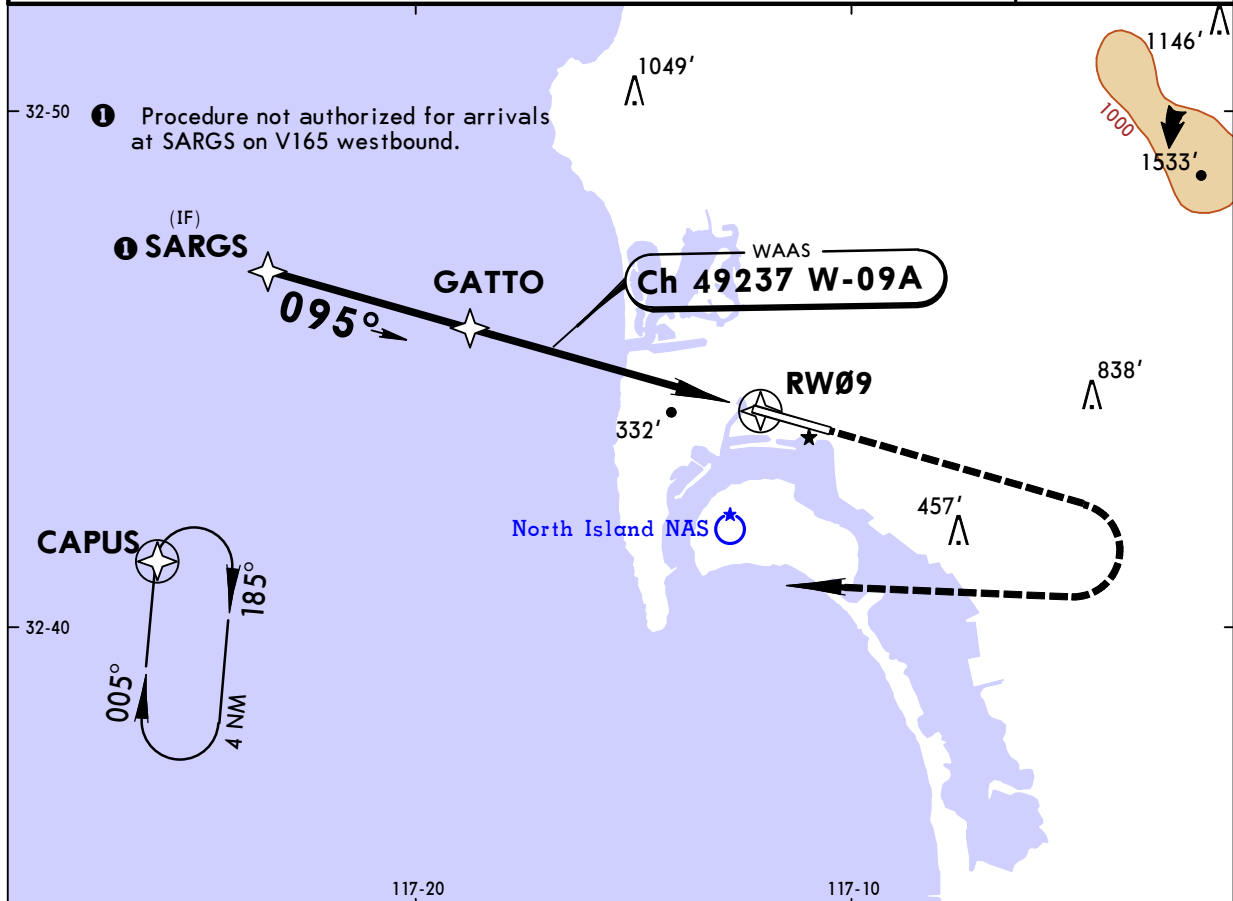
KSAN/SAN SAN DIEGO INTL

JEPPesen
2 DEC 16 (12-1)

SAN DIEGO, CALIF RNAV (GPS) Rwy 9

BRIEFING STRIP

D-ATIS 134.8	SOCAL Approach (R) West 119.6 East 124.35		LINDBERGH Tower 118.3	Ground 123.9
WAAS Ch 49237 W-09A	Final Apch Crs 095°	Minimum Alt GATTO 2000' (1983')	LPV DA (H) 262' (245')	Apt Elev 17' TDZE 17'
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' direct CAPUS and hold.				
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 46°C (115°F). 3. VGSI and RNAV glidepath not coincident. 4. Helicopter visibility reduction below RVR 40 or 3/4 not authorized.				
<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <div style="text-align: center;">5400'</div> </div> <div style="text-align: center;">MSA RW09</div>				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	→	CAPUS
Glide Path Angle	3.10°	384	494	548	658	768	PAPI	↑	RT		
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		LNAV/VNAV		LNAV		C	
DA(H) 262' (245')		DA(H) 620' (603')		MDA(H) 600' (583')		Max Kts	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		MDA(H)	
A				RVR 40 or 3/4		90	
B		1 1/2		RVR 55 or 1 1/4		120	
C		2		1 1/4		140	
D				1 3/4		165	

CHANGES: Baro-VNAV note added.

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TERPS AMEND 1 20 AUG 2015

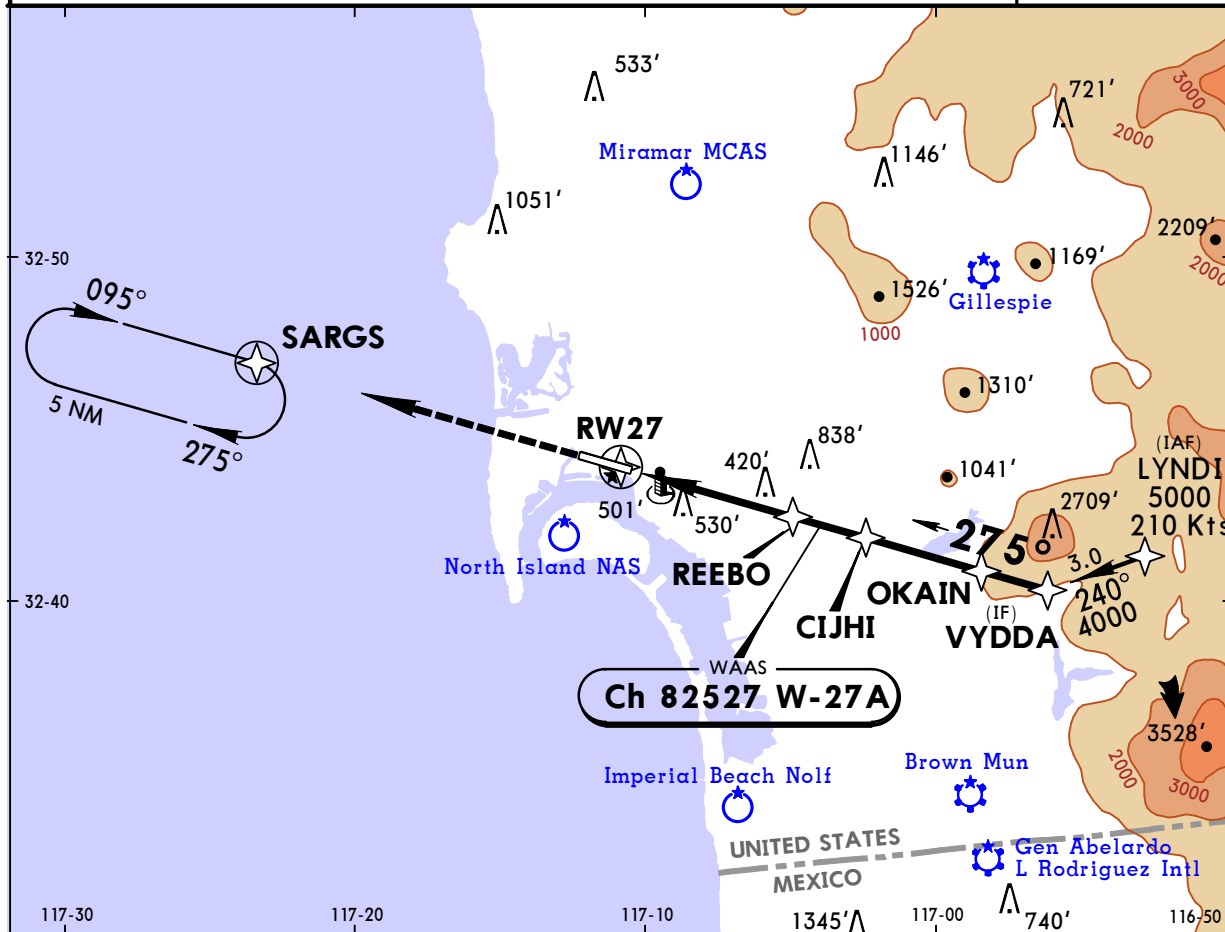
KSAN/SAN
SAN DIEGO INTL

JEPPesen
2 DEC 16 (12-2)

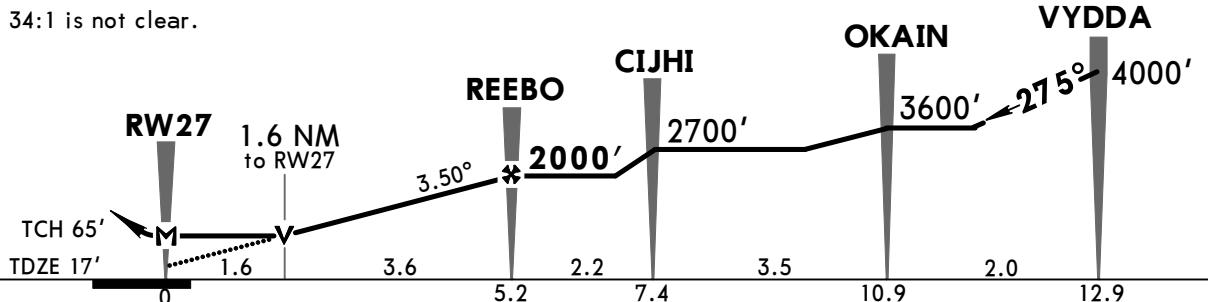
SAN DIEGO, CALIF
RNAV (GPS) Y Rwy 27

BRIEFING STRIP

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 275°	Minimum Alt REEBO 2000'(1983')	LP MDA(H) 680'(663')	Apt Elev 17' TDZE 17'		<div><div></div><div>5400'</div><div>MSA RW27</div></div>
MISSED APCH: Climb 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. 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	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="text-align: center;"> 2500' ↑ MALSPAPI </div> </div>	<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></div> <div style="text-align: center;"> SARGs </div> </div>
Descent Angle	3.50°	434	557	619	743	867		
MAP at RW27								

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

TERPS AMEND 4 10 NOV 2016

KSAN/SAN SAN DIEGO INTL

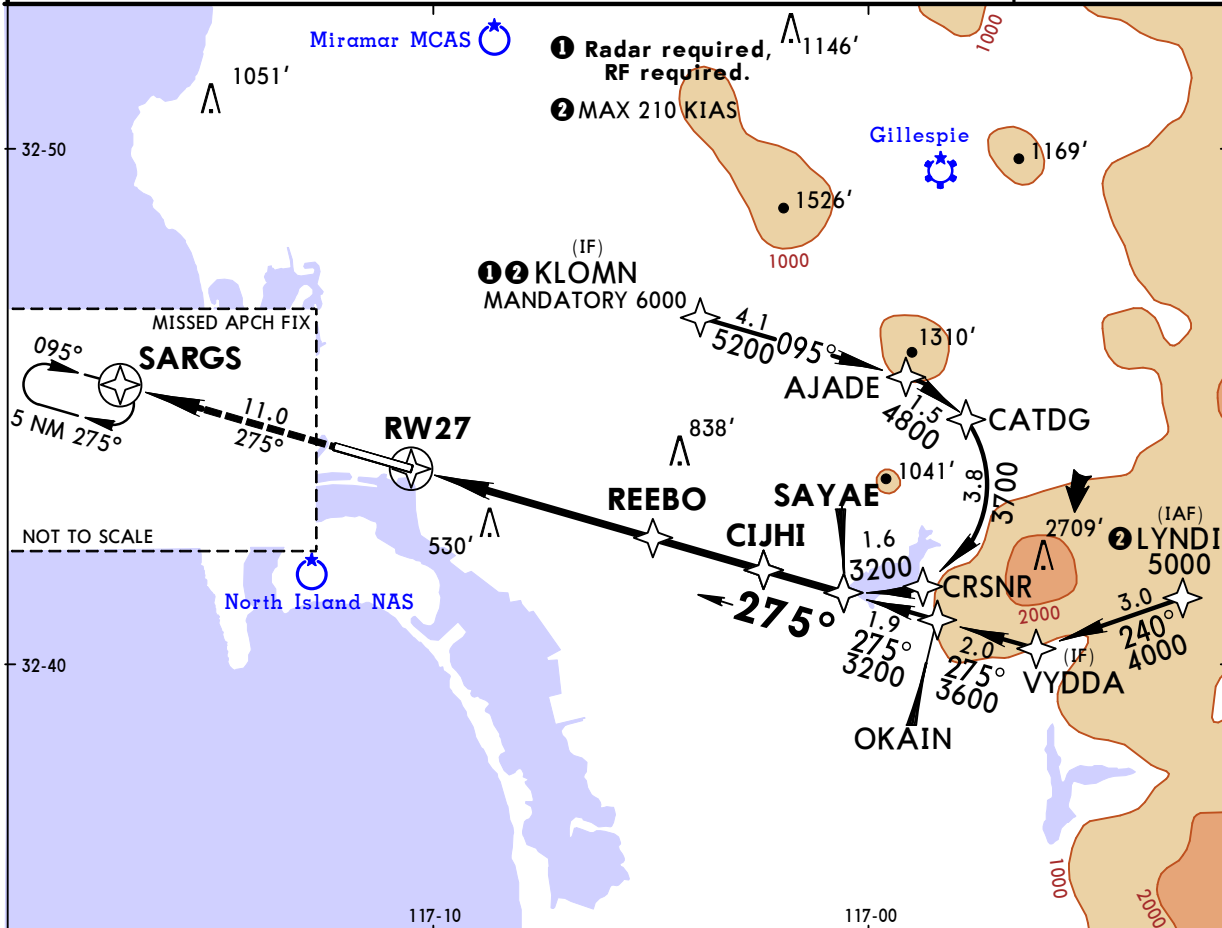
30 DEC 16

JEPPesen
(12-20)

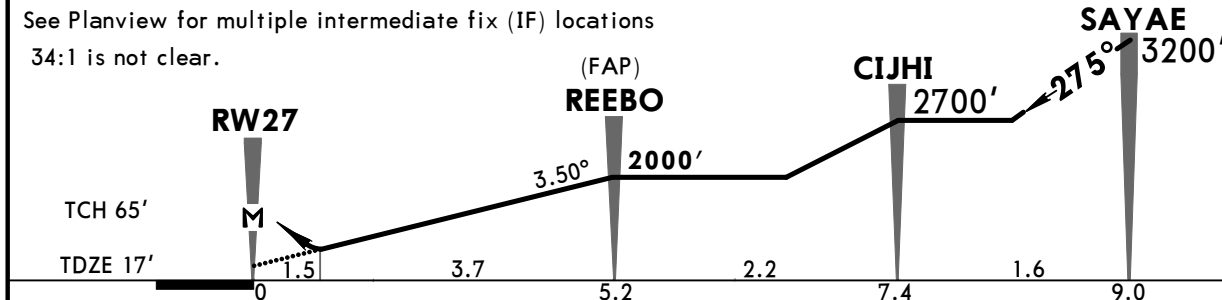
SAN DIEGO, CALIF RNAV (RNP) Z Rwy 27

BRIEFING STRIP

D-ATIS 134.8	SOCAL Approach (R) East 124.35 West 119.6	LINDBERGH Tower 118.3	Ground 123.9
RNAV	Final Apch Crs 275°	Minimum Alt REEBO 2000' (1983')	RNP 0.11 DA(H) 617' (600')
		Apt Elev 17'	TDZE 17'
MISSED APCH: Climb to 2500' on track 275° to SARGS and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
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).			
			5400'
			MSA RW27



See Planview for multiple intermediate fix (IF) locations
34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160		MALS	2500'	on	275°	SARGS
Glide Path Angle	3.50°	434	557	619	743	867	991	PAPI				
MAP at DA												

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

TERPS AMEND 0 10 NOV 2016

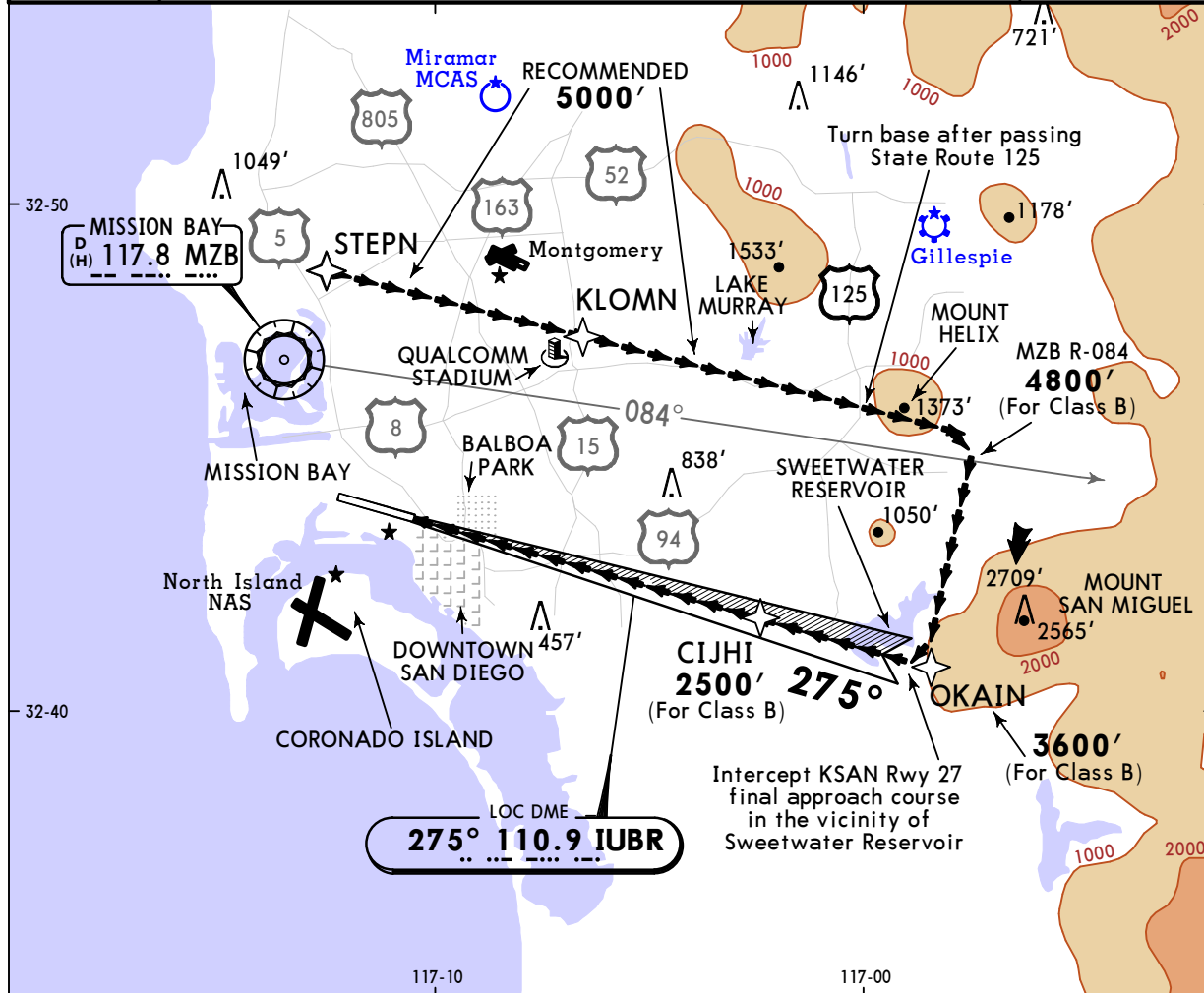
KSAN/SAN
SAN DIEGO INTL

JEPPESEN
25 MAR 16
Eff 31 Mar

(19-1) SWEETWATER VISUAL Rwy 27

BRIEFING STRIP

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



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

WEATHER MINIMUMS

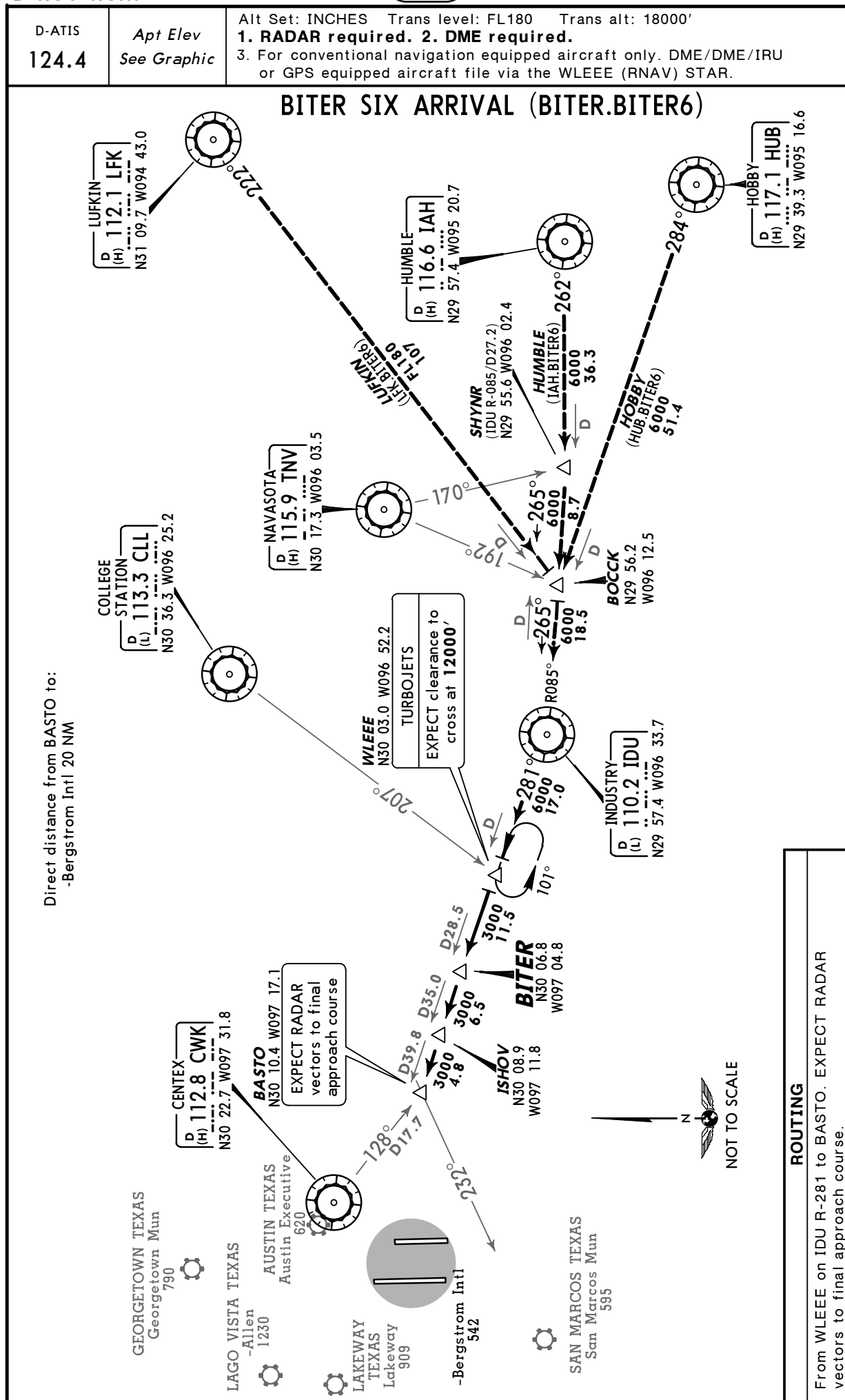
Ceiling **5000'** — VIS **10**

TERPS AMEND 1 31 MAR 2016

KAUS/AUS
-BERGSTROM INTL

JEPPESEN
27 FEB 15 **60-2** **Eff 5 Mar**

AUSTIN, TEXAS

STAR

KAUS/AUS
-BERGSTROM INTL

JEPPesen

27 FEB 15

(60-2A)

Eff 5 Mar

AUSTIN, TEXAS

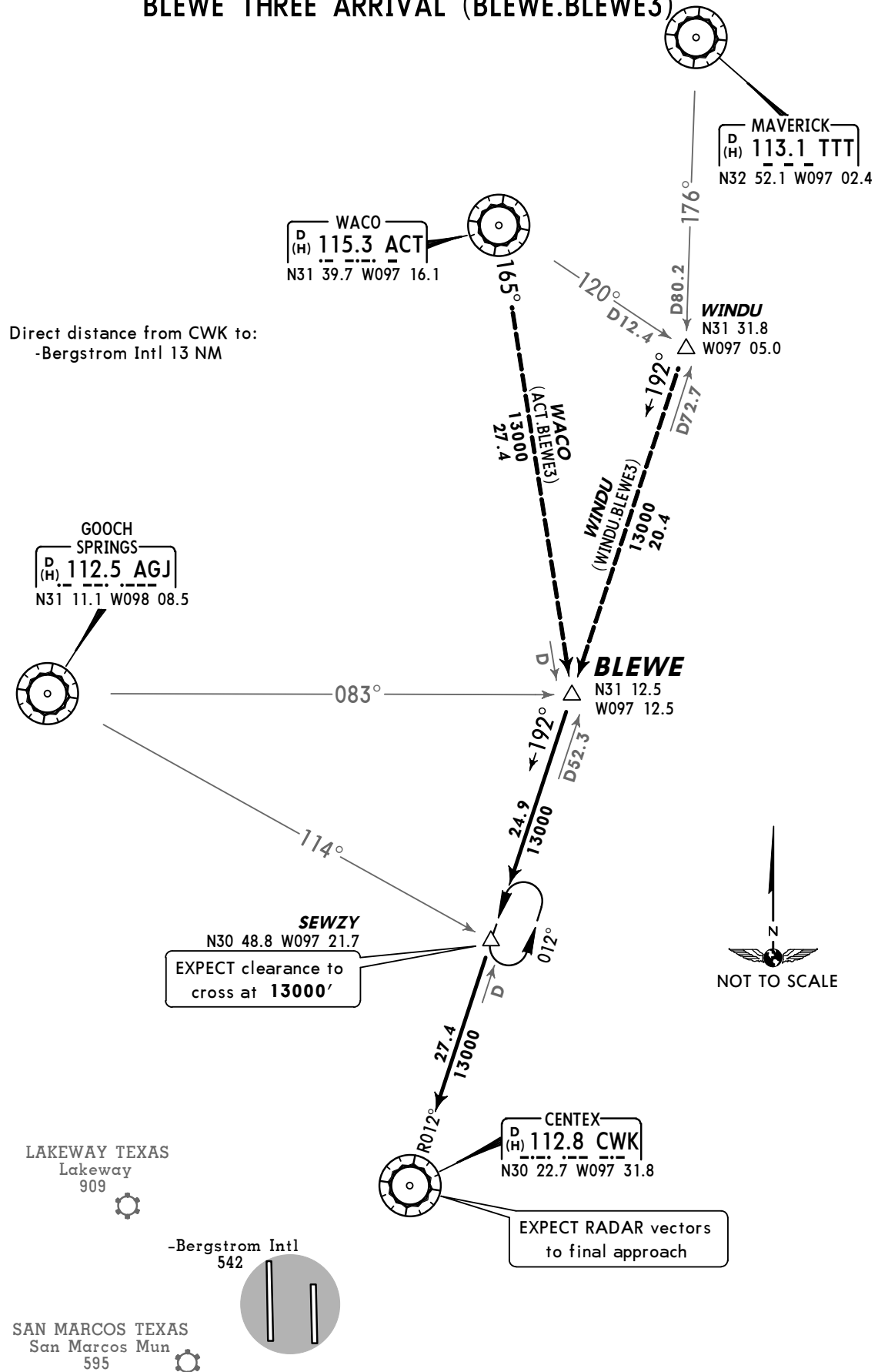
STAR

D-ATIS
124.4

Apt Elev
See Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required.

BLEWE THREE ARRIVAL (BLEWE.BLEWE3)



ROUTING

From over BLEWE on CWK R-012 to CWK. EXPECT RADAR vectors to final approach.

KAUS/AUS
-BERGSTROM INTL

JEPPESEN

27 FEB 15

(60-2B)

Eff 5 Mar

AUSTIN, TEXAS

STAR

D-ATIS

124.4

Apt Elev

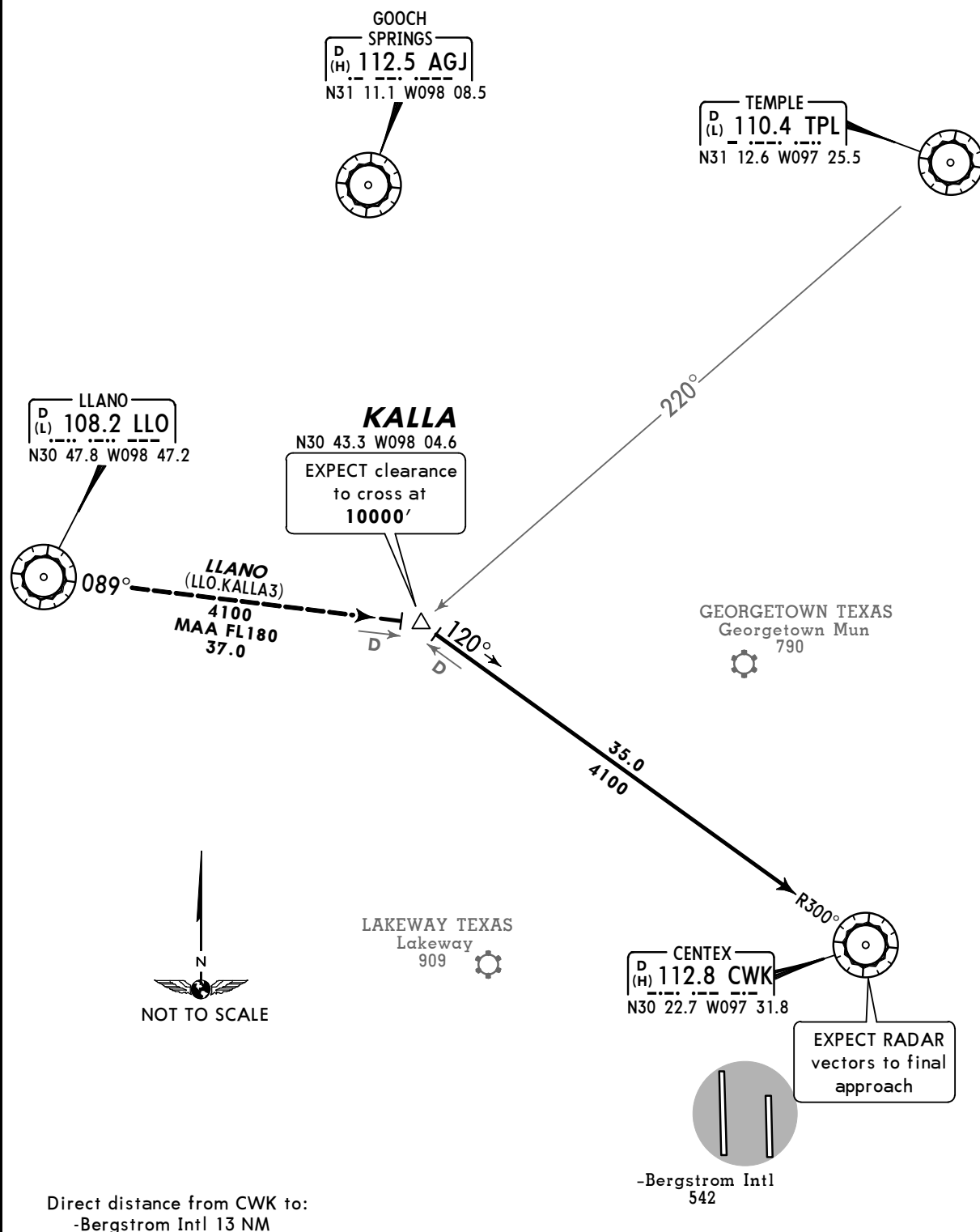
See Graphic

Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'

RADAR required.

KALLA THREE ARRIVAL (KALLA.KALLA3)



ROUTING

From KALLA on CWK R-300 to CWK. EXPECT RADAR vectors to final approach.

KAUS/AUS
-BERGSTROM INTL

27 FEB 15

(60-2C)

Eff 5 Mar

AUSTIN, TEXAS

RNAV STAR

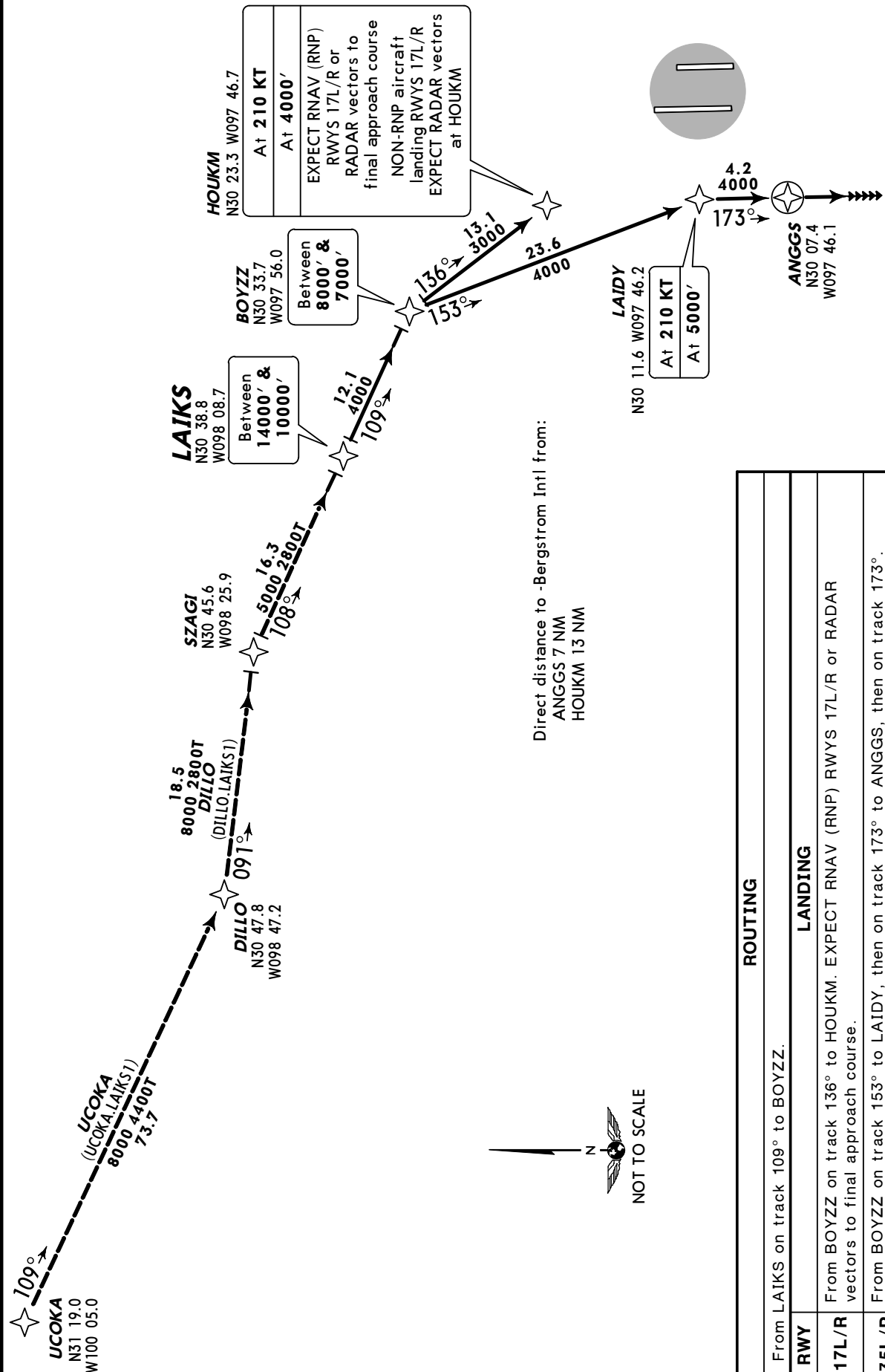
D-ATIS
124.4

Apt Elev
542'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. Turbojet and turboprop aircraft only. 5. EXPECT runway
assignment from Austin TRACON upon initial contact.

LAIKS ONE RNAV ARRIVAL (LAIKS.LAIKS1)



CHANGES: New procedure at this airport.

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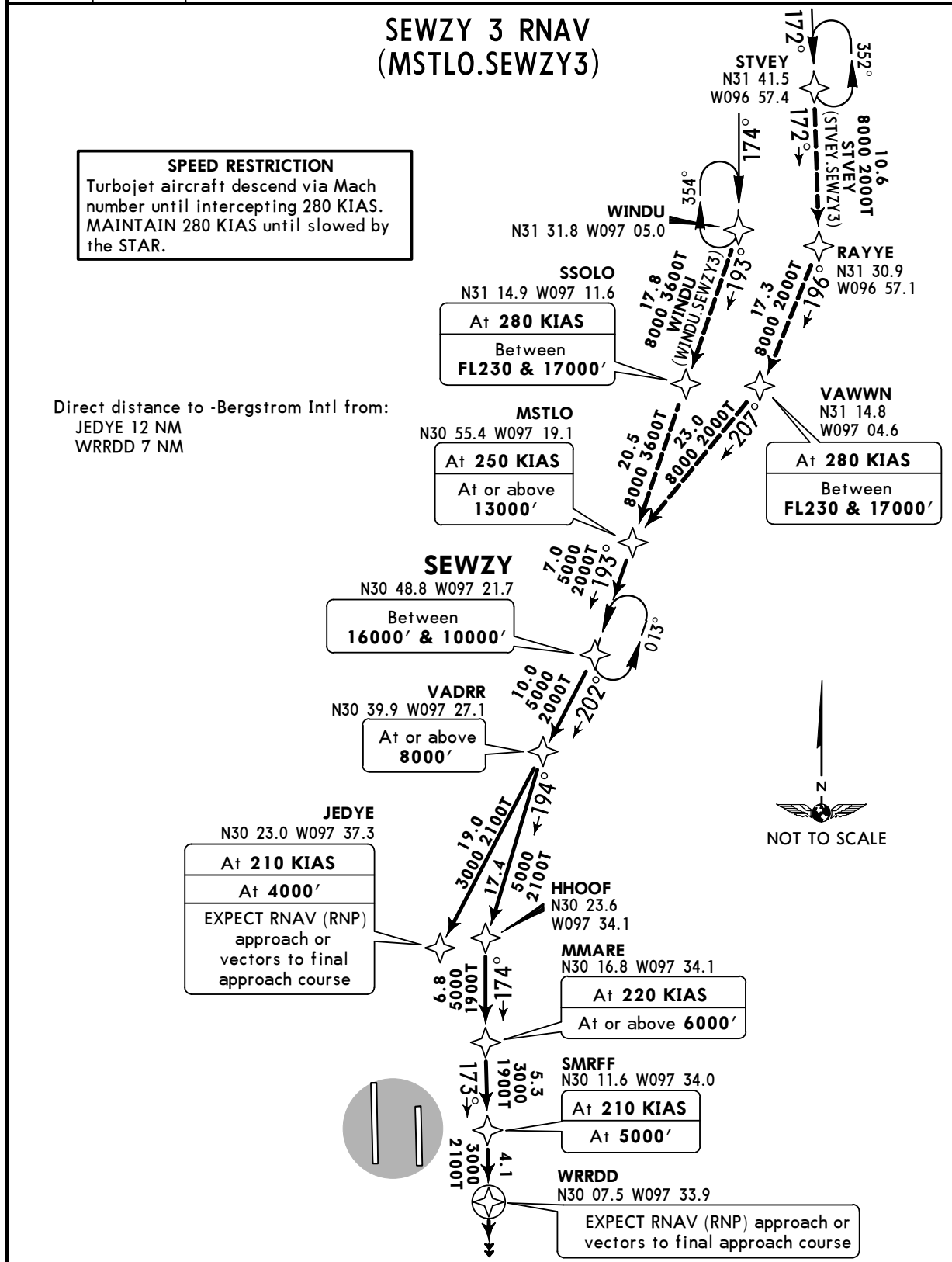
KAUS/AUS
-BERGSTROM INTL

JEPPesen
25 MAR 16 (60-2D) Eff 31 Mar

AUSTIN, TEXAS
RNAV STAR

D-ATIS 124.4	Apt Elev 542'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
-----------------	------------------	--

1. **RADAR required.** 2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
 4. Turbojet and turboprop aircraft only. 5. EXPECT "descend via" clearance and landing direction assignment by ARTCC. Austin Approach will assign landing runway.
 6. Landing SOUTH indicates Rwy 17L/R, landing NORTH indicates Rwy 35L/R.



ROUTING	
From MSTLO on track 193° to SEWZY, then on track 202° to VADRR.	
RWY	LANDING
17L/R	From VADRR on track 202° to JEDYE. EXPECT RNAV (RNP) approach or vectors to final approach course.
35L/R	From VADRR on track 194° to HHOOF, then on track 174° to MMARE, then on track 173° to SMRFF, then on track 173° to WRRDD, then on track 173°. EXPECT RNAV (RNP) approach or vectors to final approach course.

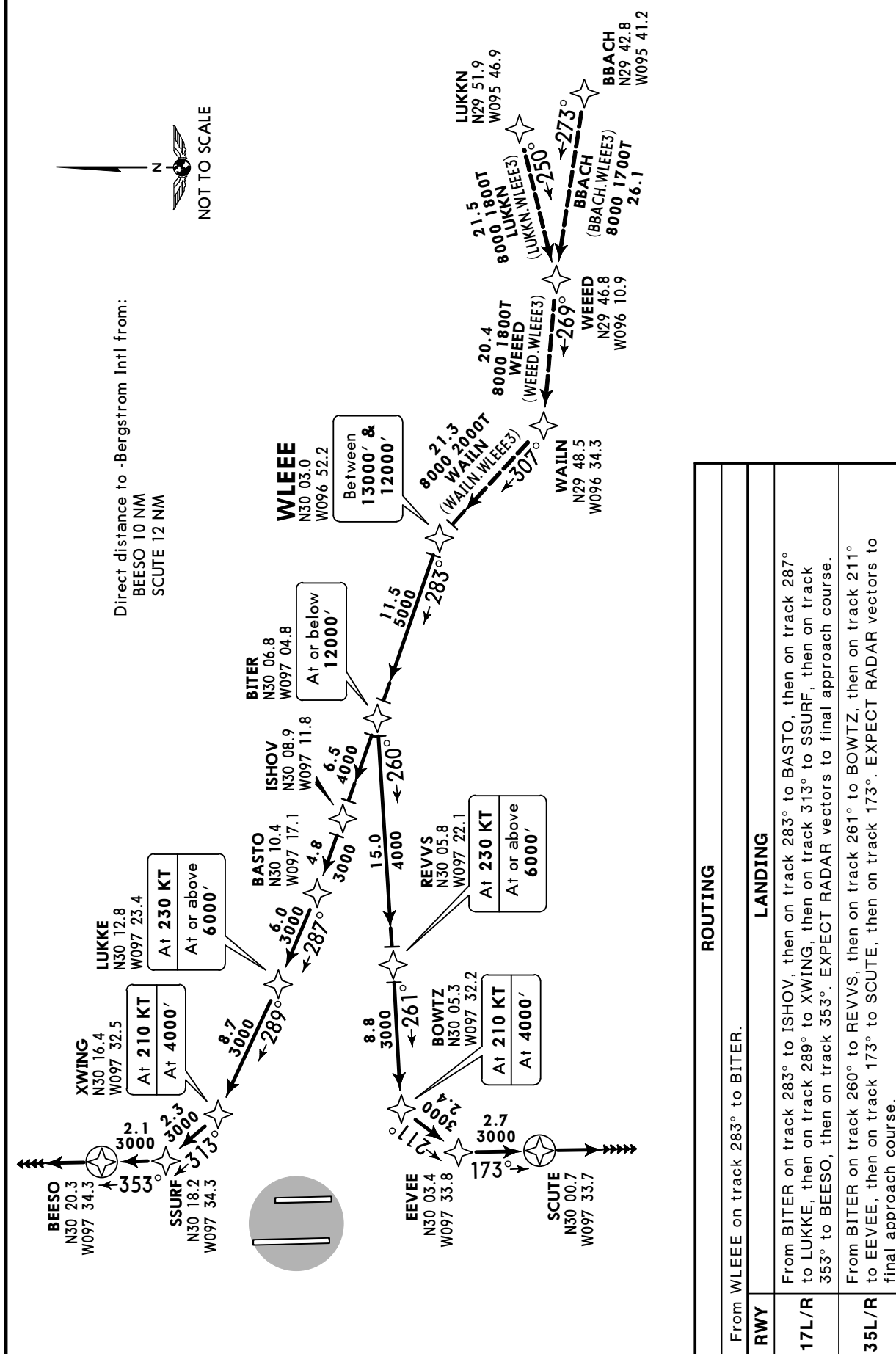
KAUS/AUS
-BERGSTROM INTL

JEPPESEN
25 MAR 16 **(60-2E)** **Eff 31 Mar**

AUSTIN, TEXAS
RNAV STAR

D-ATIS 124.4	Apt Elev 542'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet and turboprop aircraft only. 5. EXPECT runway from Austin TRACON upon initial contact.
------------------------	-------------------------	---

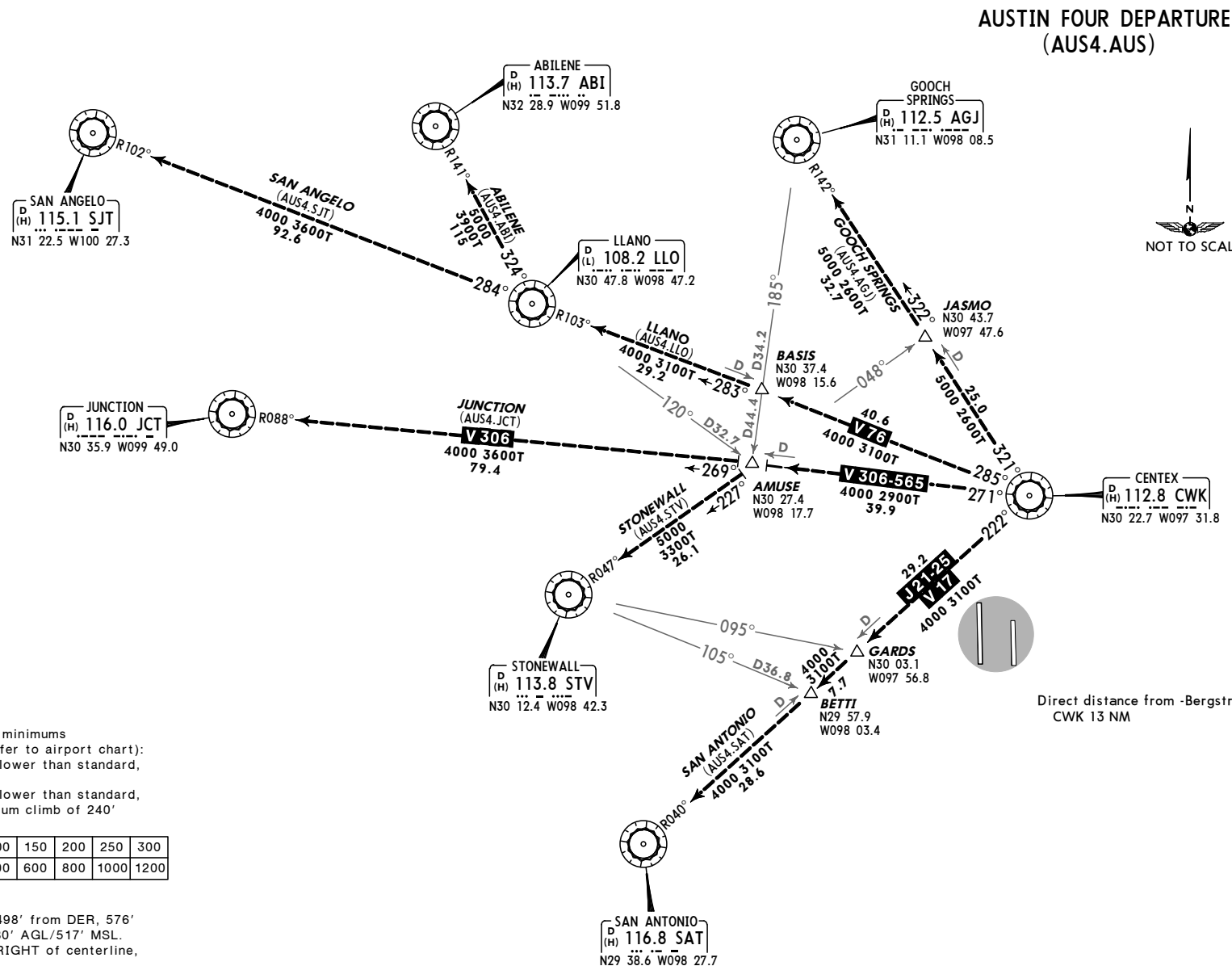
WLEEE THREE RNAV ARRIVAL (WLEEE.WLEEE3)



KAUS/AUS
-BERGSTROM INTL

JEPPesen AUSTIN, TEXAS
24 APR 15 60-3 Eff 30 Apr SID

AUSTIN Departure (R) 119.0	Apt Elev 542'	Trans level: FL180 Trans alt: 18000' RADAR required.
-------------------------------	------------------	---



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17L/R: Standard (or lower than standard,
if authorized).
Rwys 35L/R: Standard (or lower than standard,
if authorized) with a minimum climb of 240'
per NM to 2600'.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576'
LEFT of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' RIGHT of centerline,
55' AGL/498' MSL.
Rwy 17R: Tree 1007' from DER, 739' RIGHT
of centerline 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' RIGHT of
centerline, 55' AGL/528' MSL.

RWY	INITIAL CLIMB
17L/R, 35L/R	Climb on assigned heading for vectors. MAINTAIN 4000', then via assigned transition, EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure revised, renumbered.

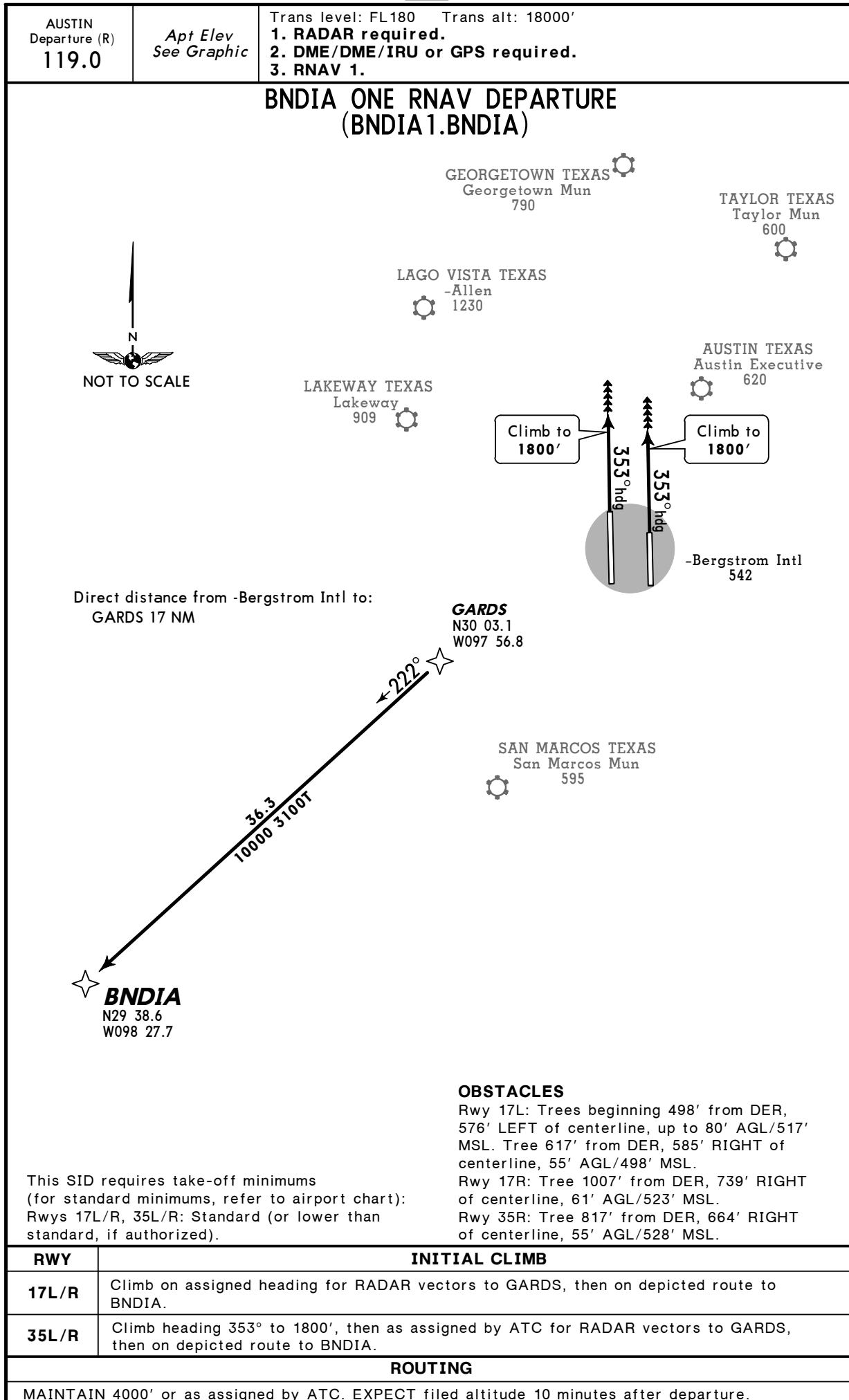
KAUS/AUS
-BERGSTROM INTL

JEPPESEN

24 APR 15 **(60-3A)** **Eff 30 Apr**

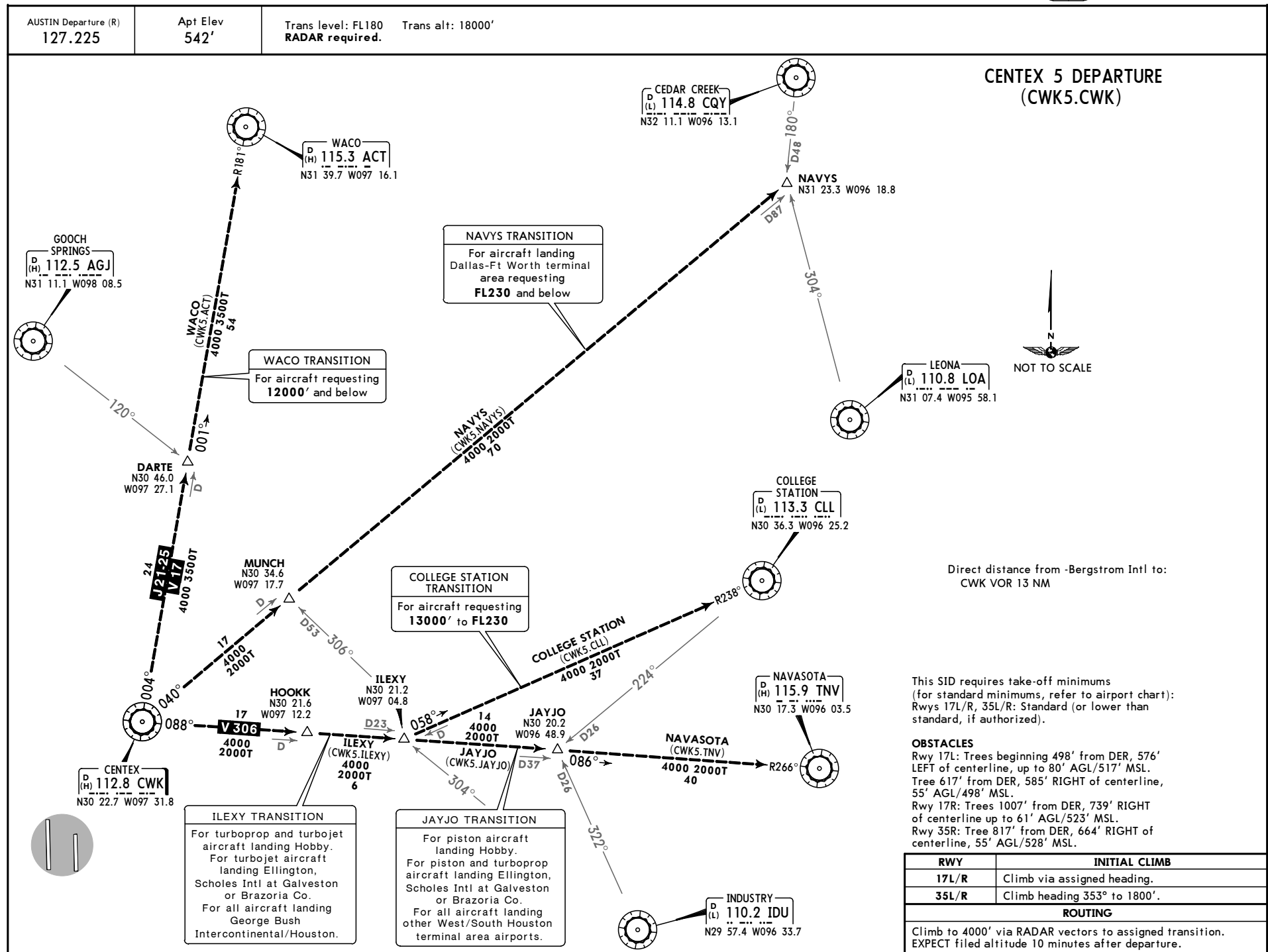
AUSTIN, TEXAS

RNAV SID



KAUS/AUS
-BERGSTROM INTL

JEPPesen AUSTIN, TEXAS
4 NOV 16 (60-3B) Eff 10 Nov SID



KAUS/AUS
-BERGSTROM INTL



JEPPESSEN

4 NOV 16

60-3C

Eff 10 Nov

AUSTIN, TEXAS

RNAV SID

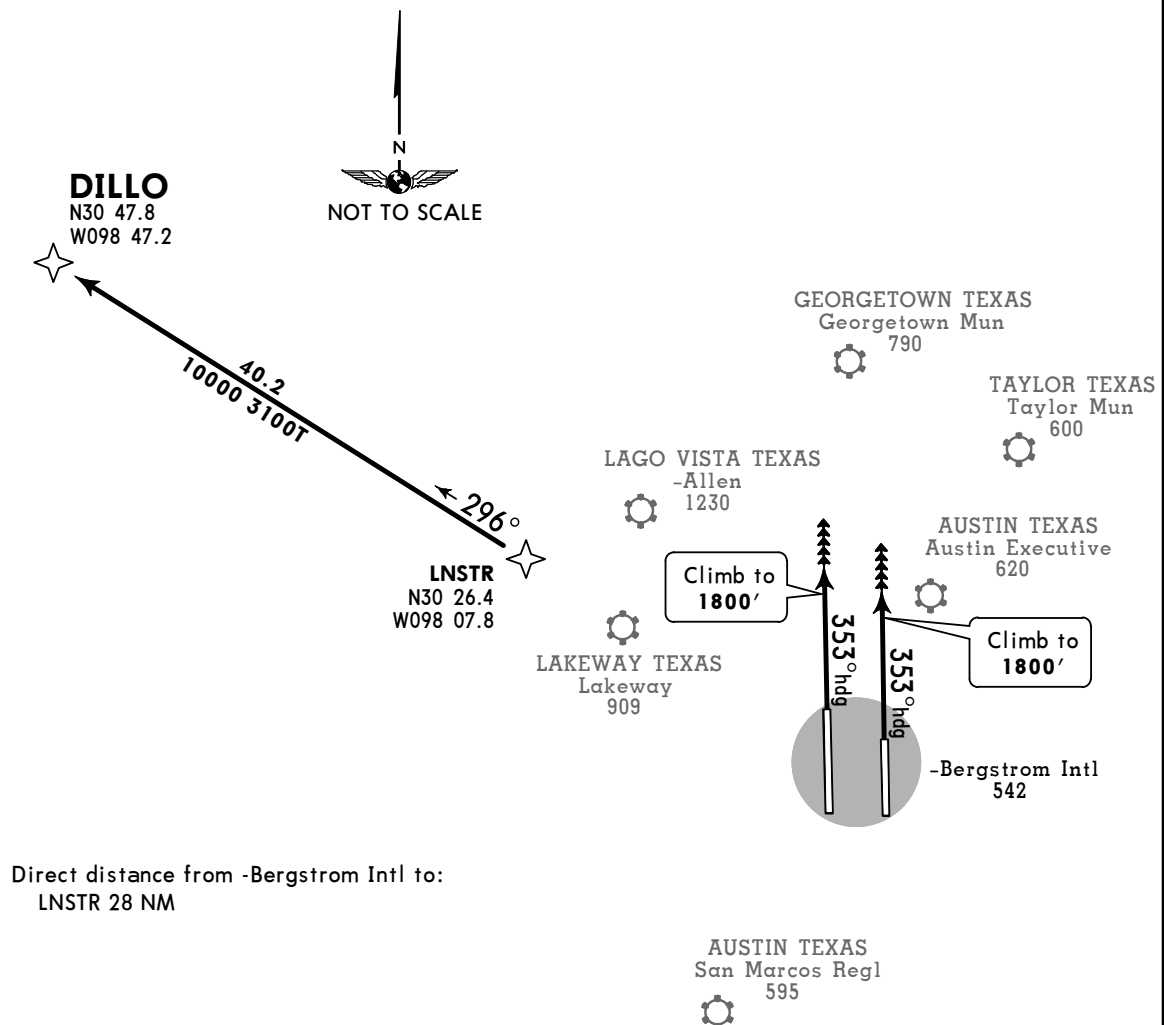
AUSTIN
Departure (R)
119.0

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'

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

**DILLO 1 RNAV DEPARTURE
(DILLO1.DILLO)**



Direct distance from -Bergstrom Intl to:
LNSTR 28 NM

OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL. Tree 617' from DER, 585' RIGHT of centerline, 55' AGL/498' MSL.

Rwy 17R: Tree 1007' from DER, 739' RIGHT
of centerline, 61' AGL/523' MSL.

Rwy 35R: Tree 817' from DER, 664' RIGHT
of centerline, 55' AGL/528' MSL.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than
standard, if authorized).

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to LNSTR, then on depicted route to DILLO.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to LNSTR, then on depicted route to DILLO.
ROUTING	
MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

KAUS/AUS
-BERGSTROM INTL



JEPPESSEN

27 FEB 15 (60-3D) Eff 5 Mar

AUSTIN, TEXAS

RNAV SID

AUSTIN Departure (R) 119.0	Apt Elev See Graphic	Trans level: FL180 Trans alt: 18000'
		1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

ELOEL ONE RNAV DEPARTURE (ELOEL1.ELOEL)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwys 17L/R, 35L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to WLMRT, then on depicted route to ELOEL.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to WLMRT, then on depicted route to ELOEL.

ROUTING

From ELOEL, then on transition, MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.

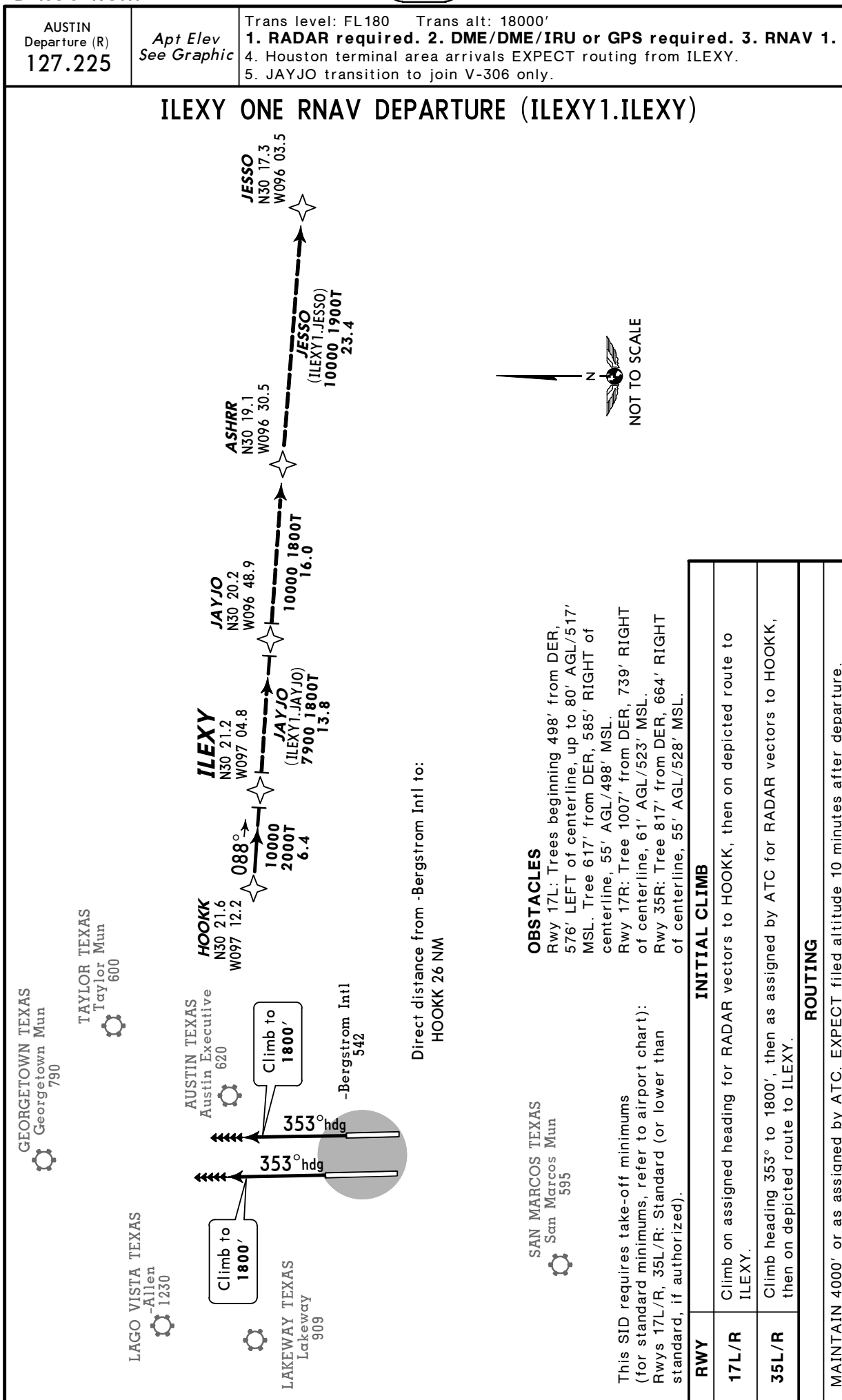
CHANGES: New procedure at this airport.

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KAUS/AUS
-BERGSTROM INTL

JEPPESEN
27 FEB 15 (60-3E) Eff 5 Mar

AUSTIN, TEXAS
RNAV SID



KAUS/AUS
-BERGSTROM INTL

JEPPESEN

27 FEB 15

(60-3F)

Eff 5 Mar

AUSTIN, TEXAS

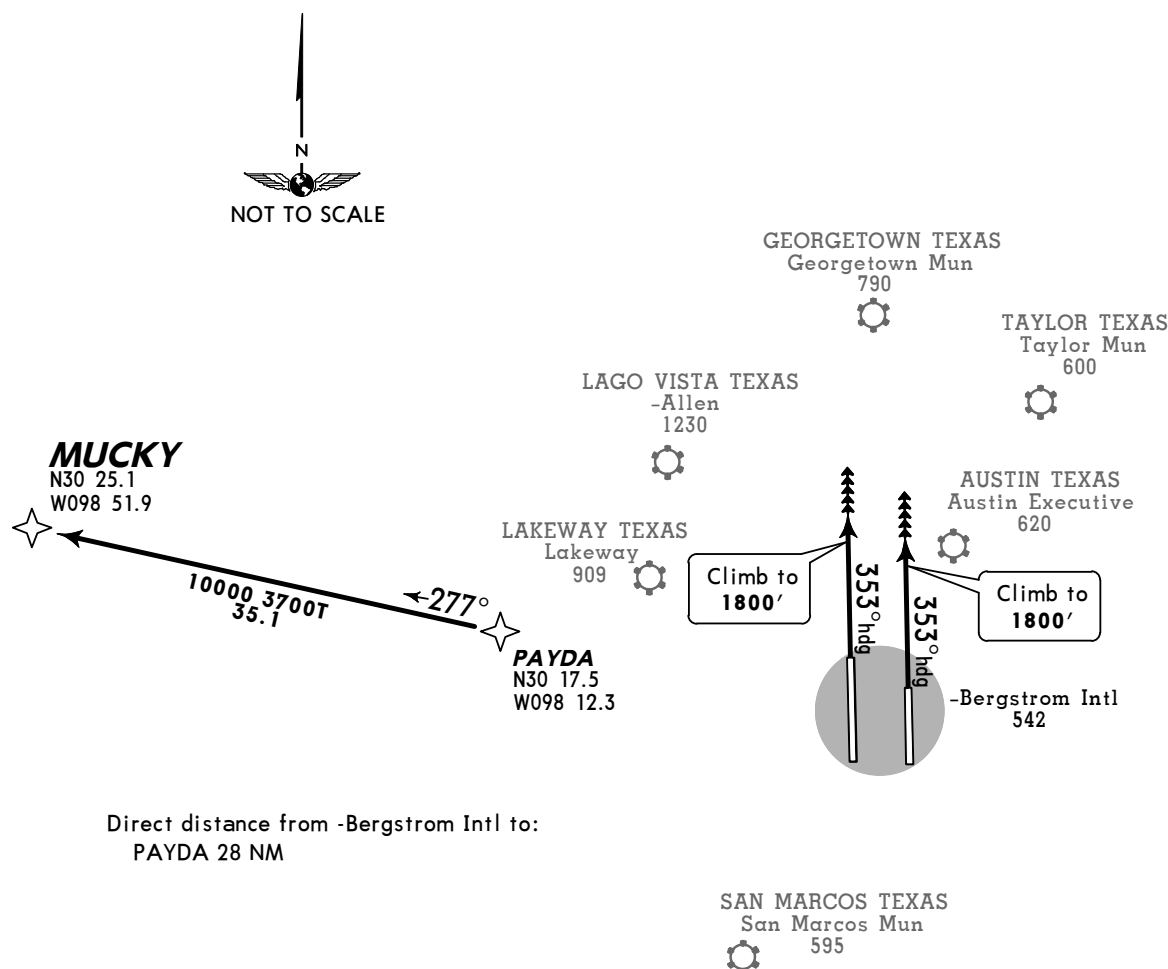
RNAV SID

AUSTIN
Departure (R)
119.0

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.

MUCKY ONE RNAV DEPARTURE **(MUCKY1.MUCKY)**



Direct distance from -Bergstrom Intl to:
PAYDA 28 NM

OBSTACLES

Rwy 17L: Trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL. Tree 617' from DER, 585' RIGHT of centerline, 55' AGL/498' MSL.

Rwy 17R: Tree 1007' from DER, 739' RIGHT of centerline, 61' AGL/523' MSL.

Rwy 35R: Tree 817' from DER, 664' RIGHT of centerline, 55' AGL/528' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to PAYDA, then on depicted route to MUCKY.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to PAYDA, then on depicted route to MUCKY.
ROUTING	
MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

KAUS/AUS
-BERGSTROM INTL

JEPPESSEN
27 FEB 15 (60-3G) Eff 5 Mar

AUSTIN, TEXAS

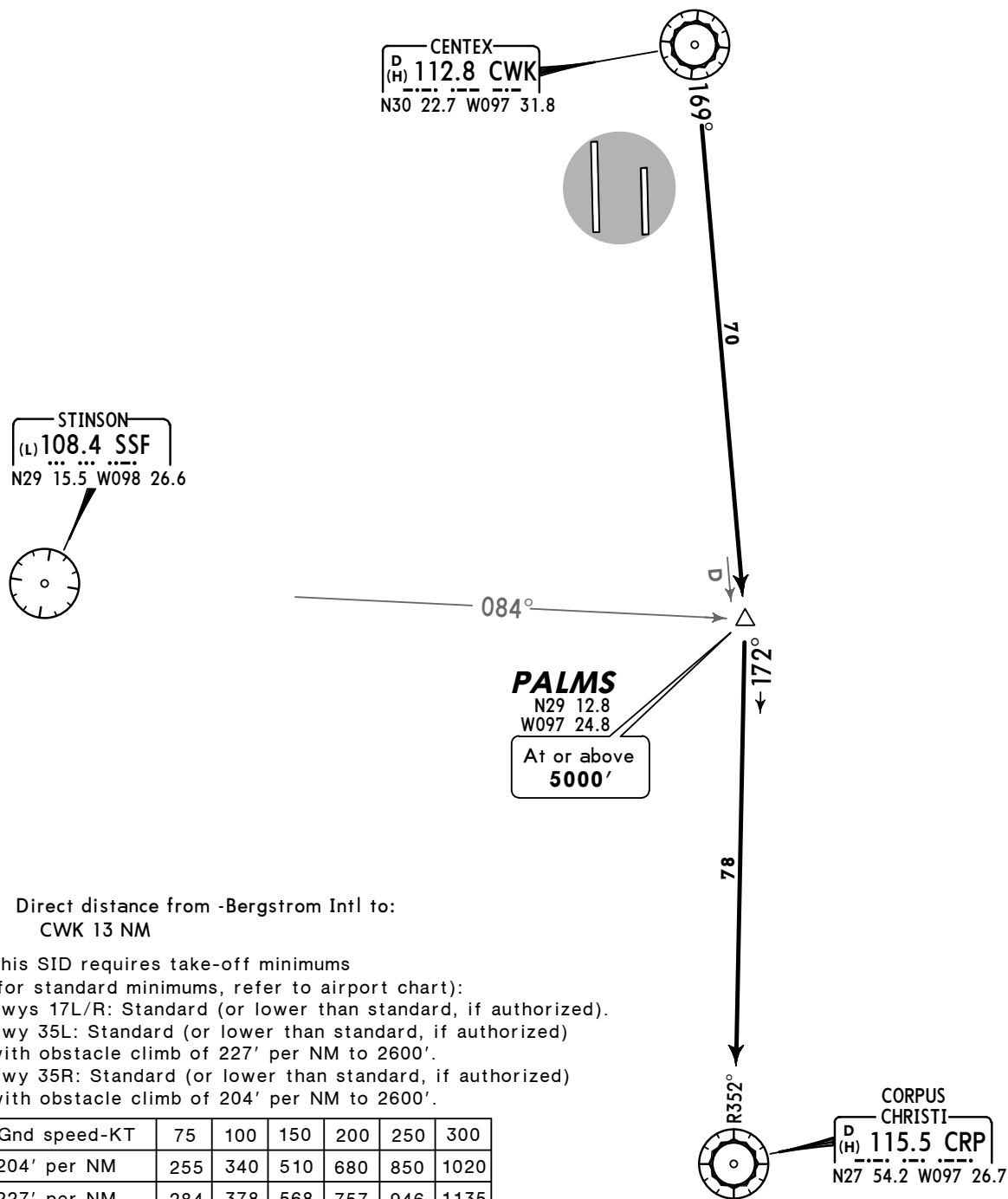
SID

AUSTIN
Departure (R)
120.875

Apt Elev
542'

Trans level: FL180 Trans alt: 18000'

PALMS ONE DEPARTURE (PALMS1.PALMS)



OBSTACLES

Rwy 17L: Multiple trees beginning 498' from DER, 576' LEFT of centerline, up to 80' AGL/517' MSL.

Tree 617' from DER, 584' RIGHT of centerline,
55' AGL/498' MSL.

Rwy 17R: Multiple trees beginning 1007' from DER,
730' RIGHT of centerline to 603' LEFT of centerline
up to 61' AGL/540' MSL.

Rwy 35R: Tree 816' from DER, 663' RIGHT of centerline, 55' AGL/528' MSL.

NOT TO SCALE

INITIAL CLIMB	ALTITUDE
Fly tower assigned heading for vectors to CWK.	MAINTAIN 4000'

ROUTING

Via CWK R-169 to PALMS, then via CRP R-352 to CRP. EXPECT filed altitude 10 minutes after departure.

KAUS/AUS
-BERGSTROM INTL

JEPPesen

27 FEB 15

(60-3H)

Eff 5 Mar

AUSTIN, TEXAS

RNAV SID

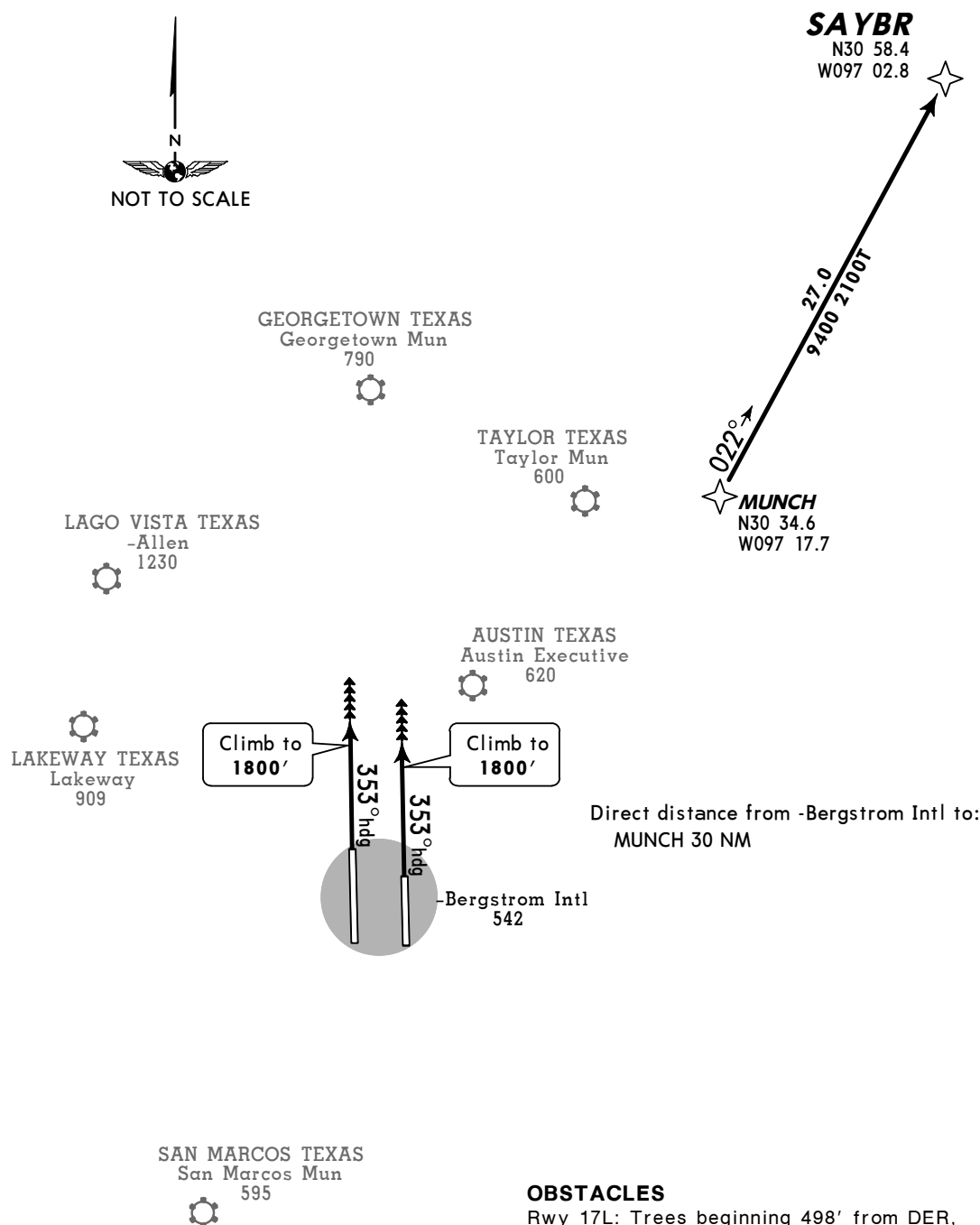
AUSTIN
Departure (R)
127.225

Apt Elev
See Graphic

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. For DFW terminal area arrivals at FL230 or below only.

SAYBR ONE RNAV DEPARTURE (SAYBR1.SAYBR)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 17L/R, 35L/R: Standard (or lower than standard, if authorized).

RWY	INITIAL CLIMB
17L/R	Climb on assigned heading for RADAR vectors to MUNCH, then on depicted route to SAYBR.
35L/R	Climb heading 353° to 1800', then as assigned by ATC for RADAR vectors to MUNCH, then on depicted route to SAYBR.
ROUTING	
MAINTAIN 4000' or as assigned by ATC. EXPECT filed altitude 10 minutes after departure.	

KAUS/AUS

Apt Elev **542'**
N30 11.7 W097 40.2

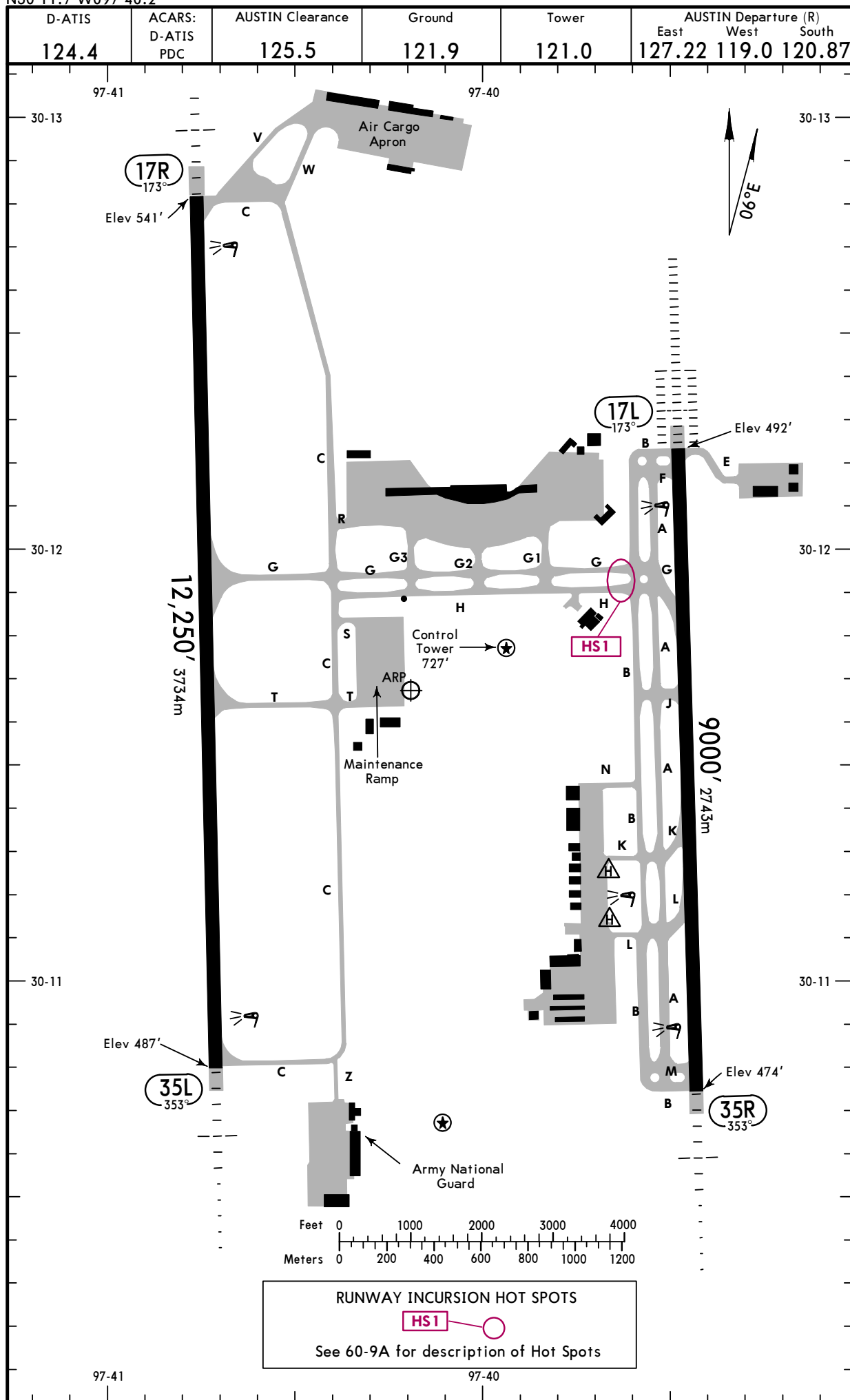
6 MAY 16

(60-9)

JEPPESEN

AUSTIN, TEXAS

-BERGSTROM INTL



KAUS/AUS

6 MAY 16



(60-9A)

AUSTIN, TEXAS
-BERGSTROM INTLGENERAL

Birds in vicinity of airport.

During the hours of 0000-0600 local time, arriving aircraft will be assigned Rwy 35L or Rwy 35R and departing aircraft will be assigned Rwy 17L or 17R to avoid noise sensitive areas.

Declared low visibility conditions require ATCT communication prior to push back. Power backs are prohibited during these periods.

Engine maintenance run ups require airport operations coordination.

People and equipment adjacent to taxiways.

Low-level wind shear alert system.

Prior permission required general aviation aircraft on the passenger terminal apron, call operations.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
17L	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR		7799'2377m		150'
35R	HIRL CL MALSR TDZ ① PAPI-L grooved RVR		8039'2450m		46m

① Angle 3.00°

17R	HIRL MALSR ② PAPI-L grooved RVR	10,949'3337m	150'
35L	HIRL MALSR ② PAPI-L grooved RVR	11,154'3400m	46m

② Angle 3.00°

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions.

HS1

Drivers northbound on E service road may be unaware of aircraft from Rwy 35R exiting at Twys G and Twy H.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 17L/35R

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RLCM & HIRL		3 & 4	1 & 2
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 17R/35L

Both RVRs are required and controlling.	Adequate Vis Ref	STD	
CL, or RLCM & HIRL		3 & 4	1 & 2
TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 10			

OBSTACLE DP

Rwy 35L & 35R- Climb via heading 353° to 1800' before turning left on course.

FOR FILING AS ALTERNATE

ILS Rwy 17L/R ILS Rwy 35L/R		RNAV (GPS) Y Rwy 17L/R RNAV (GPS) Y Rwy 35L/R RNAV (RNP) Z Rwy 17L/R RNAV (RNP) Z Rwy 35L/R	LOC Rwy 17L/R LOC Rwy 35L/R
A	600-2	800-2	
B			
C			
D			

KAUS/AUS

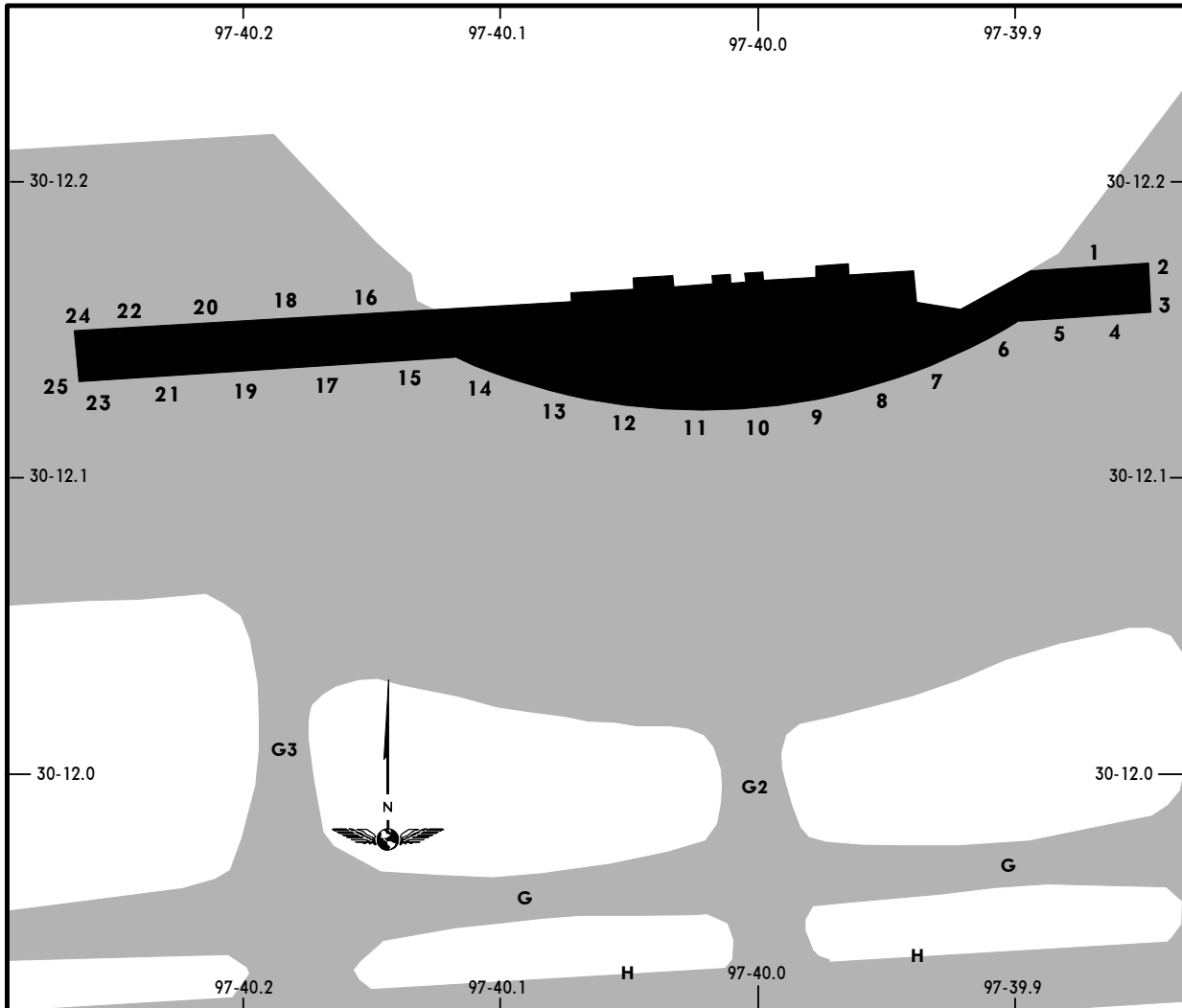
Apt Elev **542'**

26 SEP 14

JEPPESEN
(60-9B)

AUSTIN, TEXAS

-BERGSTROM INTL



PARKING GATE COORDINATES

GATE NO.	COORDINATES	GATE NO.	COORDINATES
1	N30 12.2 W097 39.9	21	N30 12.1 W097 40.2
2,3	N30 12.2 W097 39.8	22	N30 12.2 W097 40.2
4 thru 7	N30 12.1 W097 39.9	23	N30 12.1 W097 40.3
8 thru 11	N30 12.1 W097 40.0	24	N30 12.2 W097 40.3
12 thru 15	N30 12.1 W097 40.1	25	N30 12.1 W097 40.3
16	N30 12.2 W097 40.2		
17	N30 12.1 W097 40.2		
18	N30 12.2 W097 40.2		
19	N30 12.1 W097 40.2		
20	N30 12.2 W097 40.2		

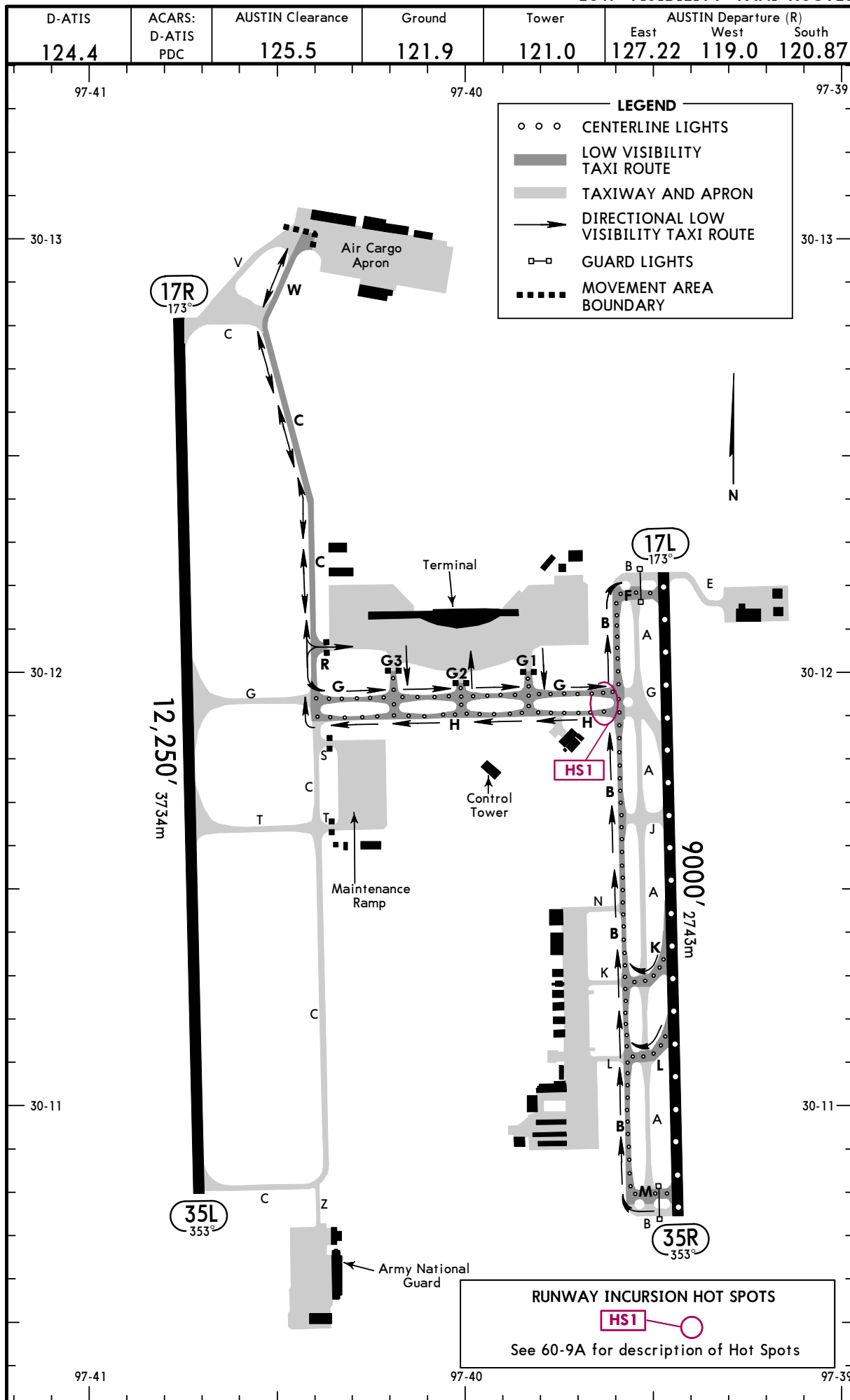
KAUS/AUS

**-BERGSTROM INTL
 LESS THAN RVR 1200**

JEPPesen
 10 MAR 17 (60-9C)

SMGCS

**AUSTIN, TEXAS
 LOW VISIBILITY TAXI ROUTES**

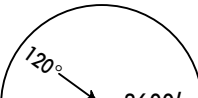


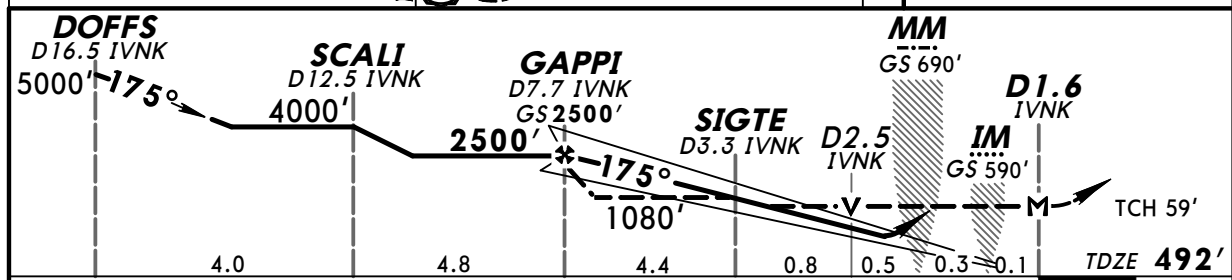
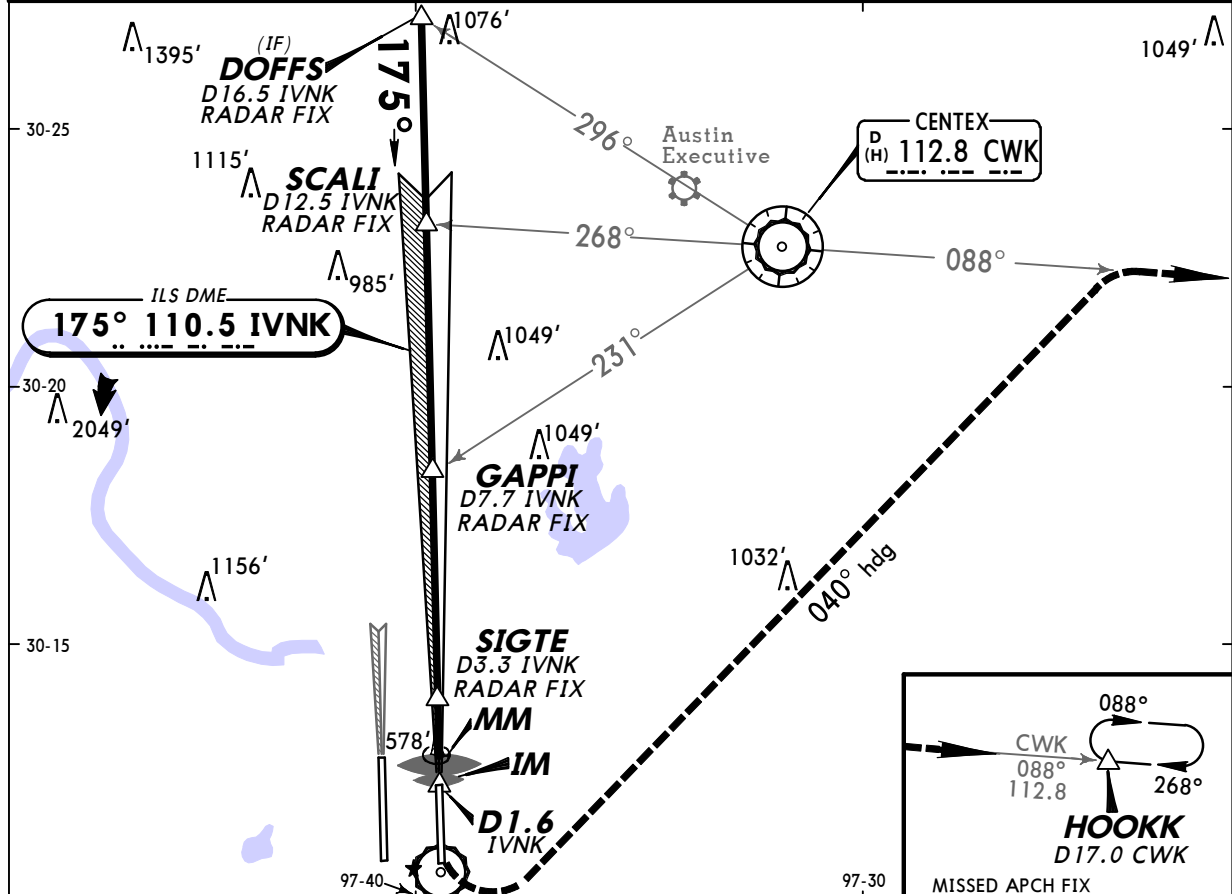
KAUS/AUS -BERGSTROM INTL

JEPPesen
6 JUN 14 (61-1)

AUSTIN, TEXAS ILS or LOC Rwy 17L

BRIEFING STRIP

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower	Ground
124.4		East 127.22	West 119.0	South 120.87	121.0	121.9
LOC IVNK 110.5	Final Apch Crs 175°	GS GAPPI 2500' (2008')	ILS DA(H) 692' (200')	Apt Elev 542' TDZE 492'		
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' heading 040° and outbound CWK VOR R-088 to HOOKK/D17.0 CWK and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. DME required. 3. Simultaneous approach authorized with Rwy 17R. 4. VGSI and ILS glidepath not coincident.						



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>GS</i>	3.00°	372	478	531	637	743	849
<i>MAP at D1.6 IVNK or GAPPI to MAP</i>	6.1	5:14	4:04	3:40	3:03	2:37	2:17

ALSF-II

PAPI

1000'

↑

3000'

←

LT

040°

hdg

CWK

and

112.8

R-088

TERPS								STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND			
ILS				LOC (GS out)											
DA(H) 692' (200')				MDA(H) 840' (348')		MDA(H) 1080' (588')									
				With SIGTE		Without SIGTE									
FULL		TDZ or CL out	ALS out	ALS out		ALS out		Max Kts	With SIGTE	Without SIGTE					
									MDA(H)	MDA(H)					
A				RVR 24 or 1/2		RVR 24 or 1/2		90	1040'(498')-1	1080'(538')-1					
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		RVR 55 or 1		120							
C				RVR 30 or 5/8		1 1/4		140	1040'(498')-1 1/2	1080'(538')-1 3/4					
D						1 3/4		165	1100'(558')-2	1100'(558')-2					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Threshold to TDZE.

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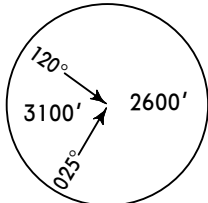
TERPS AMEND 2A 29 MAY 2014

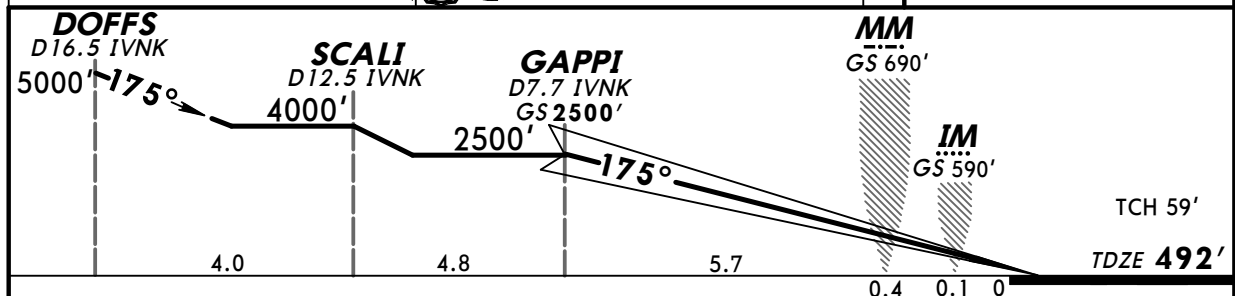
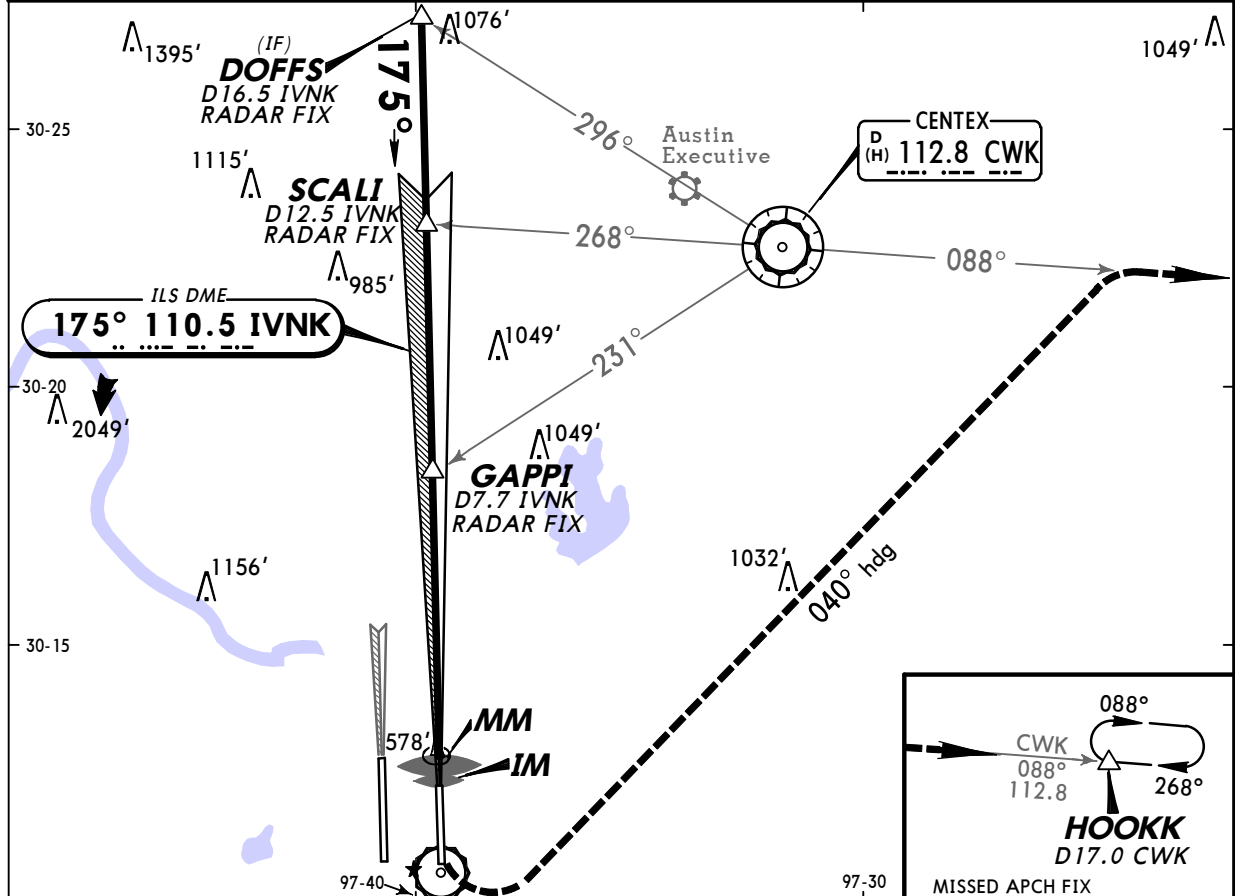
KAUS/AUS -BERGSTROM INTL

6 JUN 14 (61-1A)

AUSTIN, TEXAS ILS Rwy 17L CAT II & III

BRIEFING STRIP

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower		Ground
124.4		East 127.22	West 119.0	South 120.87	121.0		121.9
LOC IVNK 110.5	Final Apch Crs 175°	GS GAPPI 2500' (2008')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 105' DA(H) 592' (100')	Apt Elev 542' TDZE 492'	
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' heading 040° and outbound CWK VOR R-088 to HOOKK/D17.0 CWK and hold, or as directed by ATC.							MSA CWK VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Acft Certification Required. 2. Radar required. 3. DME required. 4. Simultaneous approach authorized with Rwy 17R. 4. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1000'	3000'	040°	CWK
GS 3.00°	372	478	531	637	743	849	PAPI	↑	← LT	hdg	and 112.8 R-088

TERPS STRAIGHT-IN LANDING RWY 17L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105' DA(H) 592' (100')
NA	RVR 6	RVR 7	RVR 12

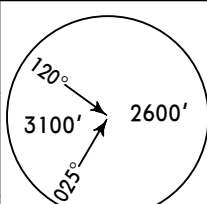
TERPS AMEND 2A 29 MAY 2014

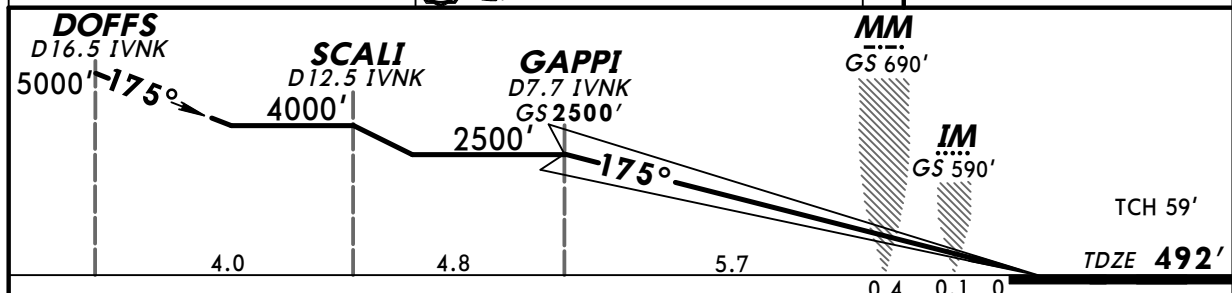
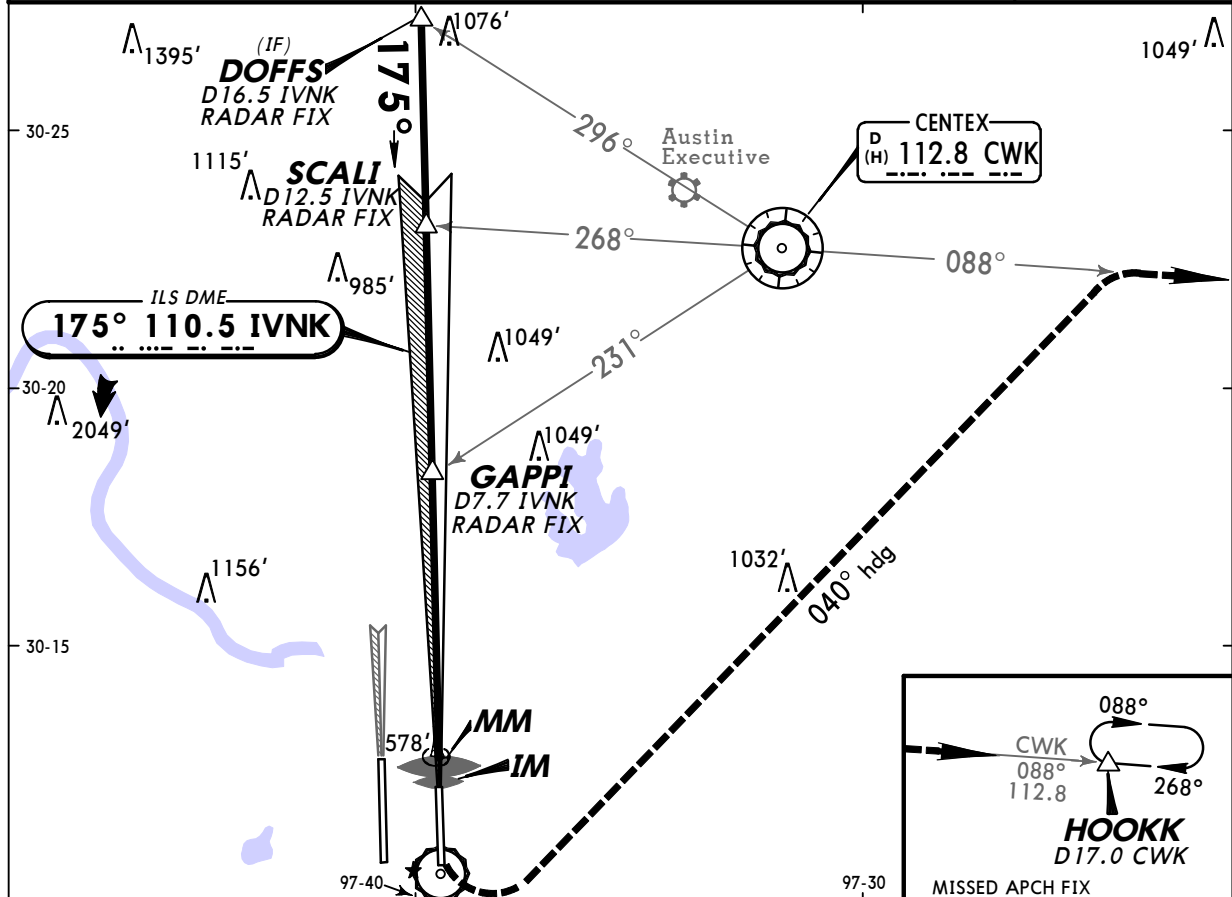
KAUS/AUS -BERGSTROM INTL

JEPPESEN
6 JUN 14 (61-1B)

AUSTIN, TEXAS ILS Rwy 17L SA CAT I

BRIEFING STRIP

D-ATIS		AUSTIN Approach (R)			AUSTIN Tower		Ground	
124.4		East 127.22	West 119.0	South 120.87	121.0		121.9	
LOC IVNK 110.5	Final Apch Crs 175°	GS GAPPI 2500' (2008')	SA CAT I ILS RA 155' DA(H)642' (150')		Apt Elev 542' TDZE 492'			
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' heading 040° and outbound CWK VOR R-088 to HOOKK/D17.0 CWK and hold, or as directed by ATC.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Acft Certification Required. 2. Radar required. 3. DME required. 4. Simultaneous approach authorized with Rwy 17R. 4. VGSI and ILS glidepath not coincident.								
MSA CWK VOR								



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849

ALSF-II

PAPI

<

TERPS STRAIGHT-IN LANDING RWY 17L
SA CAT I ILS
RA 155'
 DA(H) 642' (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

CHANGES: Threshold to TDZE.

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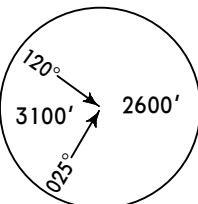
TERPS AMEND 2A 29 MAY 2014

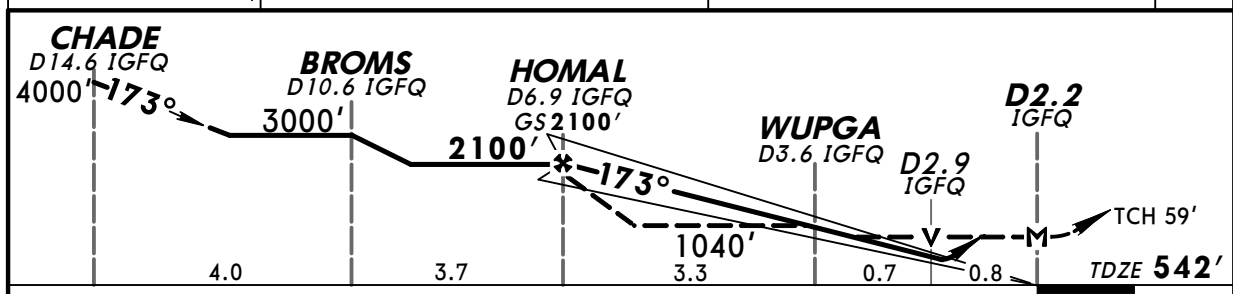
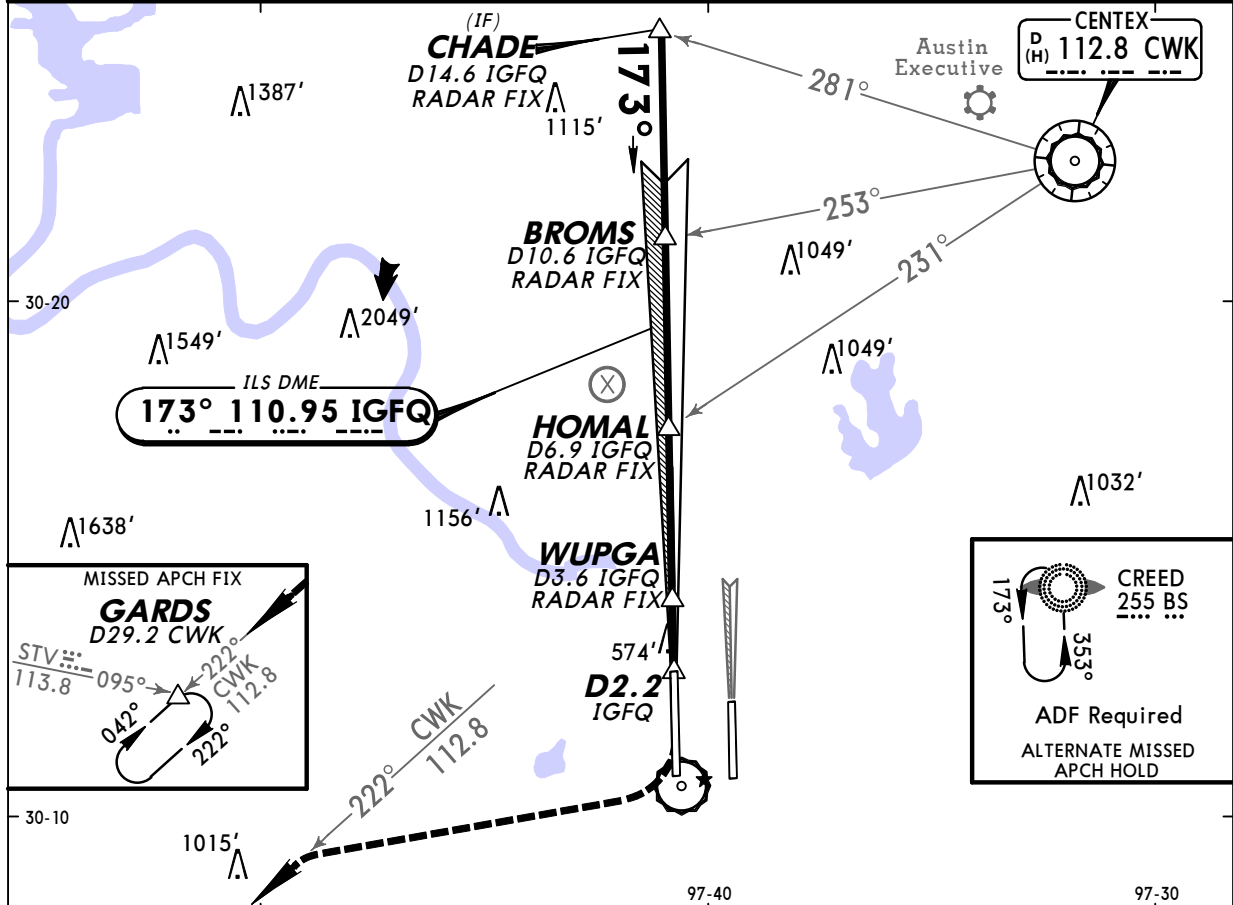
KAUS/AUS -BERGSTROM INTL

JEPPesen
6 JUN 14 (61-2)

AUSTIN, TEXAS ILS or LOC Rwy 17R

BRIEFING STRIP

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87			AUSTIN Tower 121.0		Ground 121.9	
LOC IGFQ 110.95	Final Apch Crs 173°	GS HOMAL 2100' (1558')	ILS DA(H) 742' (200')		Apt Elev 542' TDZE 542'			
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3500' outbound on CWK VOR R-222 to GARDS INT/D29.2 CWK and hold, or as directed by ATC.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. Radar required. 2. Simultaneous approach authorized with Rwy 17L.							MSA CWK VOR	



Gnd speed-Kts	70	90	100	120	140	160			1000'	3500'	CWK	GARDS
GS 3.00°	372	478	531	637	743	849				on 112.8		
MAP at D2.2 IGFQ or HOMAL to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46			R-222			

TERPS		STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 742' (200')		MDA(H) 840' (298')		MDA(H) 1040' (498')			
		With WUPGA		Without WUPGA			
FULL	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A		RVR 40 or $\frac{3}{4}$	RVR 55 or 1	RVR 40 or $\frac{3}{4}$	RVR 55 or 1	90	1040' (498') - 1
B	RVR 26 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$				120	
C		RVR 30 or $\frac{5}{8}$	RVR 45 or $\frac{7}{8}$	RVR 60 or $1\frac{1}{8}$	$1\frac{3}{8}$	140	1040' (498') - $1\frac{1}{2}$
D						165	1100' (558') - 2

CHANGES: Threshold to TDZE.

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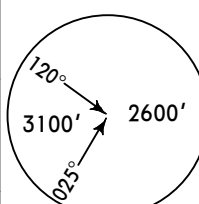
TERPS AMEND 4A 29 MAY 2014

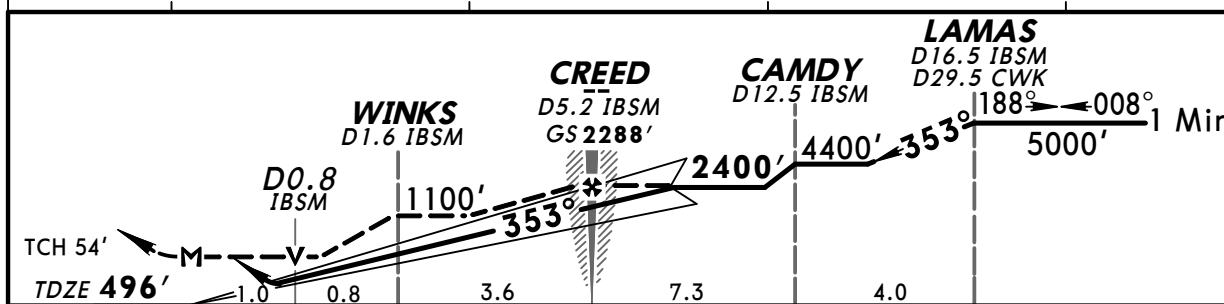
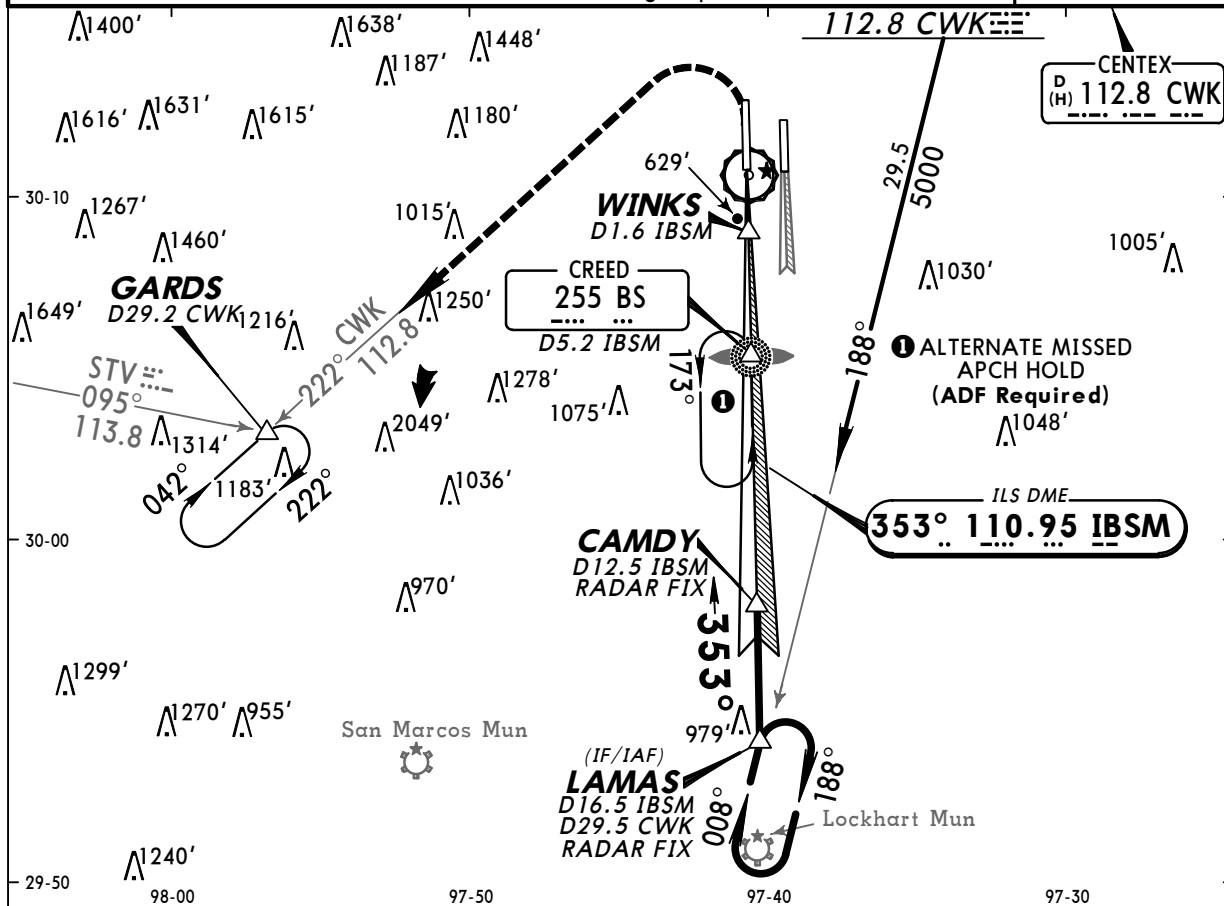
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JEPPesen
10 OCT 14 (61-3)

AUSTIN, TEXAS ILS or LOC Rwy 35L

BRIEFING STRIP

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87			AUSTIN Tower 121.0		Ground 121.9		
LOC IBSM 110.95	Final Apch Crs 353°	GS CREED 2288' (1792')	ILS DA(H) 696' (200')	Apt Elev 542' TDZE 496'					
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3500' outbound on CWK VOR R-222 to GARDS/D29.2 CWK and hold, or as directed by ATC.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		 MSA CWK VOR		
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 35R. 3. Use IBSM DME when on the localizer course. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	3500'	CWK	GARDS
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	on 112.8	
CREED to MAP	5.4	4:38	3:36	3:14	2:42	2:19					R-222	

TERPS		STRAIGHT-IN LANDING RWY 35L							CIRCLE-TO-LAND				
ILS			LOC (GS out)										
DA(H) 696' (200')			MDA(H) 860' (364')		MDA(H) 1100' (604')								
			With WINKS		Without WINKS								
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	With WINKS	Without WINKS		
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	MDA(H) _____	MDA(H) _____		
B							120						
C			RVR 35 or 5/8					140					
D								165					
						1 3/8	1 1/2	1 3/4					

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE, minimums.

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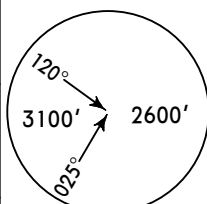
TERPS AMEND 5B 16 OCT 2014

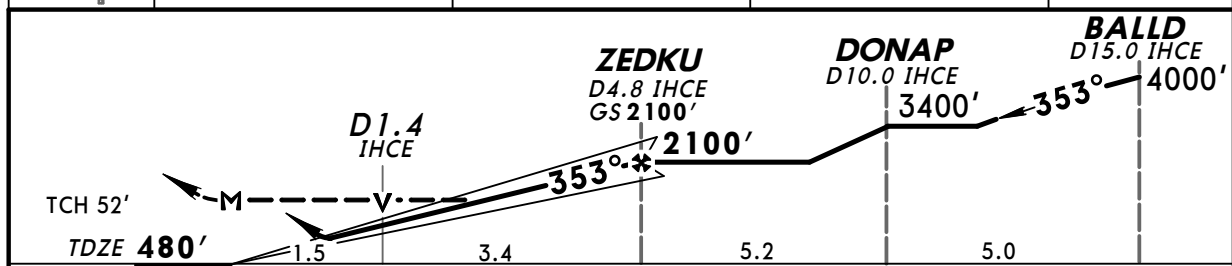
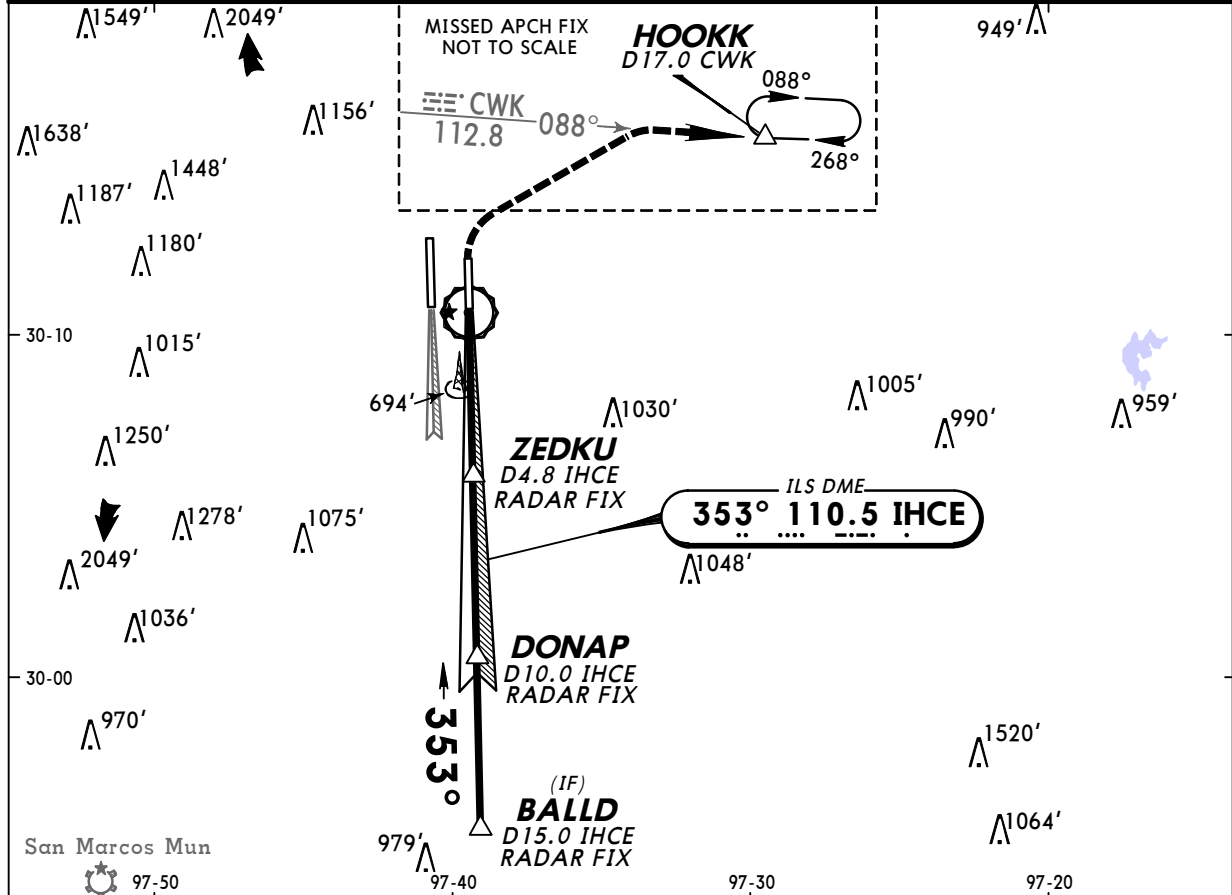
KAUS/AUS -BERGSTROM INTL

JEPPesen
10 OCT 14 (61-4)

AUSTIN, TEXAS ILS or LOC Rwy 35R

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87		AUSTIN Tower 121.0		Ground 121.9	
LOC IHCE 110.5	Final Apch Crs 353°	GS ZEDKU 2100' (1620')	ILS DA(H) 680' (200')	Apt Elev 542' TDZE 480'			
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 3000' outbound on CWK VOR R-088 to HOOKK INT/D17.0 CWK and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. RADAR required. 3. Simultaneous approach authorized with Rwy 35L. 4. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160					
GS	3.00°	372	478	531	637	743	849				
ZEDKU to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50					

MALSR

PAPI

TERPS				STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
ILS				LOC (GS out)					
DA(H) 680' (200')				MDA(H) 1000' (520')					
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	Max Kts		MDA(H)	
A						90		1040' (498') - 1	
B						120			
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	140		1040' (498') - 1 5/8	
D				RVR 55 or 1	1 1/4	1 1/2	165	1100' (558') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR to TDZE, minimums.

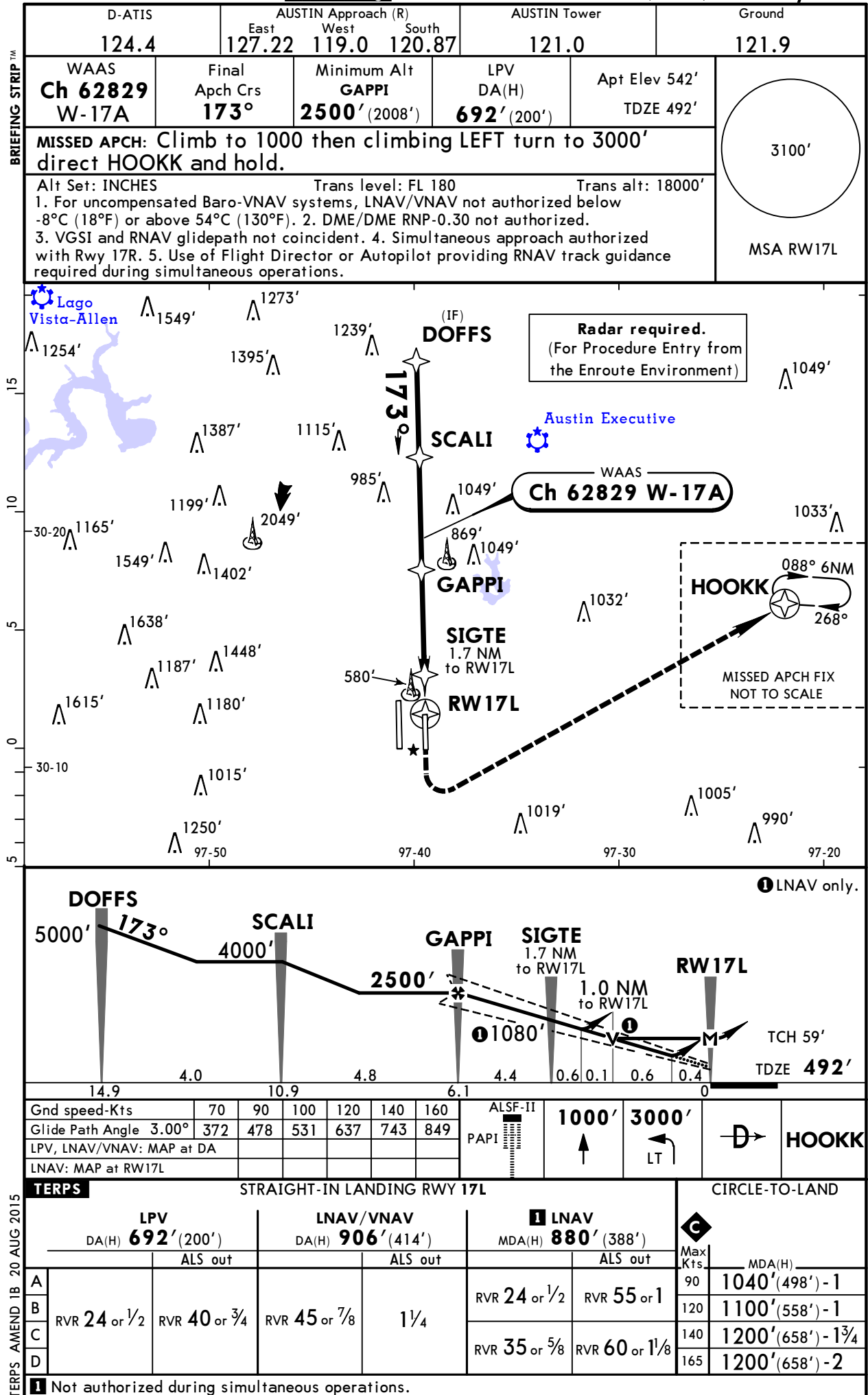
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TERPS AMEND 2A 16 OCT 2014

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JEPPesen
14 AUG 15
Eff 20 Aug (62-1)

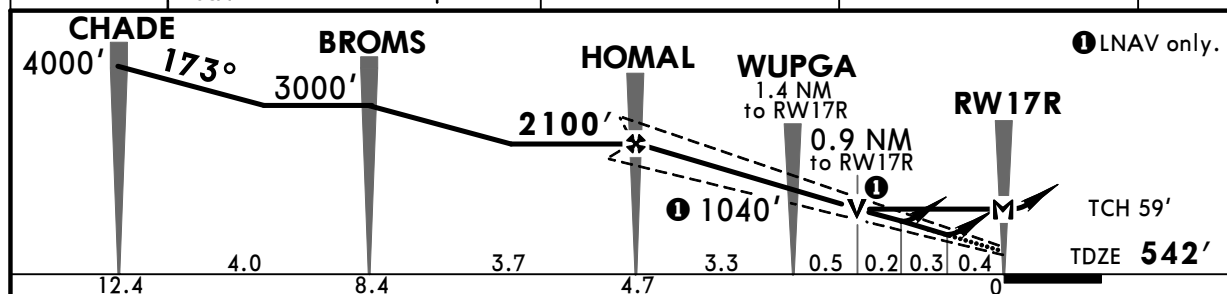
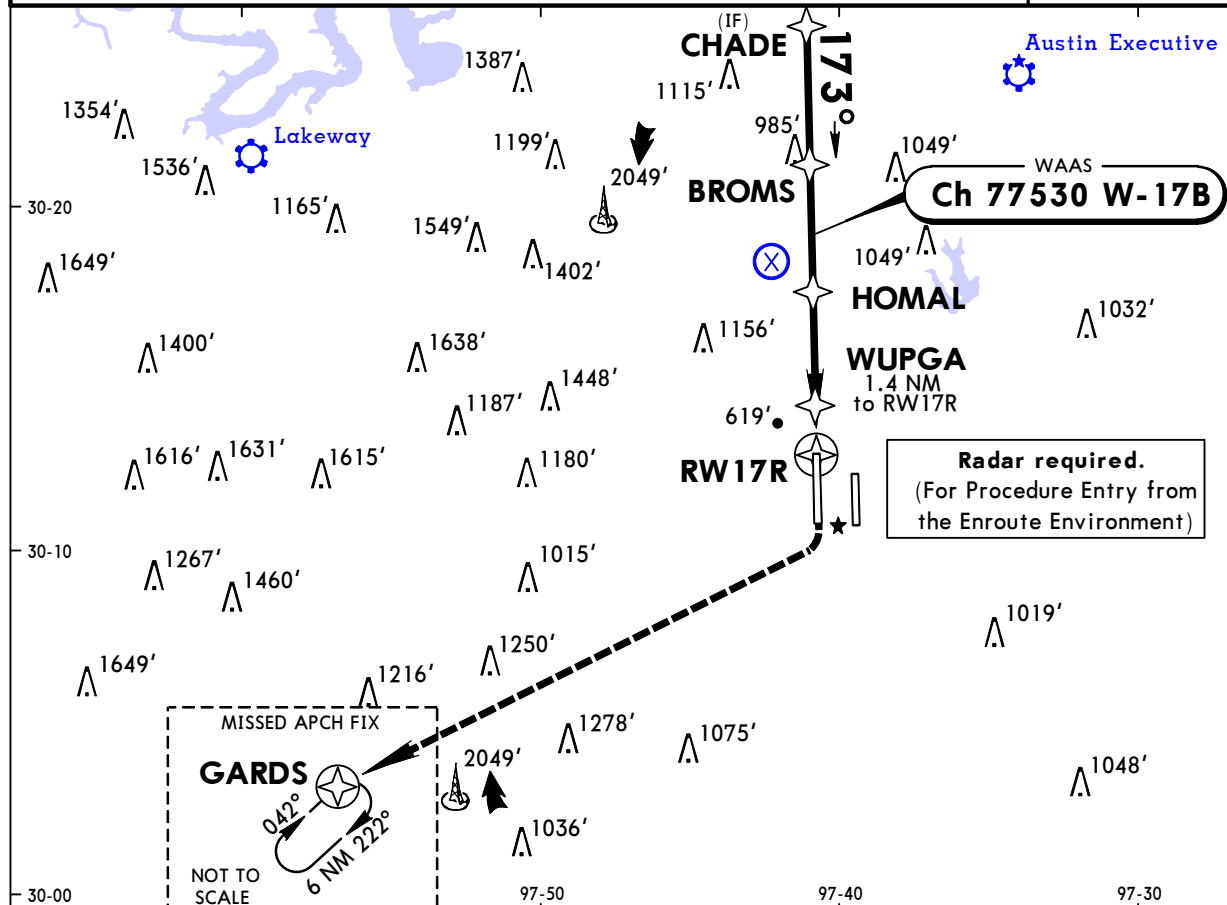
AUSTIN, TEXAS RNAV (GPS) Y Rwy 17L




KAUS/AUS
-BERGSTROM INTLJEPPESEN
14 AUG 15
Eff 20 Aug (62-2)AUSTIN, TEXAS
RNAV (GPS) Y Rwy 17R

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87			AUSTIN Tower 121.0		Ground 121.9	
WAAS Ch 77530 W-17B		Final Apch Crs 173°	Minimum Alt HOMAL 2100' (1558')		LPV DA(H) 742' (200')	Apt Elev 542' TDZE 542'		<div>3100'</div> <div>MSA RW17R</div>
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3500' direct GARDS and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized 3. Simultaneous approach authorized with Rwy 17L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



Gnd speed-Kts	70	90	100	120	140	160	MALD		1000'	3500'		GARDS
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT		
LPV, LNAV/VNAV: MAP at DA												
LNAV: MAP at RW17R												

TERPS				STRAIGHT-IN LANDING RWY 17R		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		C	
DA(H) 742' (200')		DA(H) 833' (291')		MDA(H) 880' (338')		Max Kts	
ALS out		ALS out		ALS out		MDA(H)	
A		B		C		90	
RVR 40 or 3/4		RVR 40 or 3/4		RVR 40 or 3/4		120	
						140	
						165	

1 Not Authorized during simultaneous operations.

CHANGES: Procedure title, notes, minimums.

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TERPS AMEND 1B 20 AUG 2015

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9 OCT 15

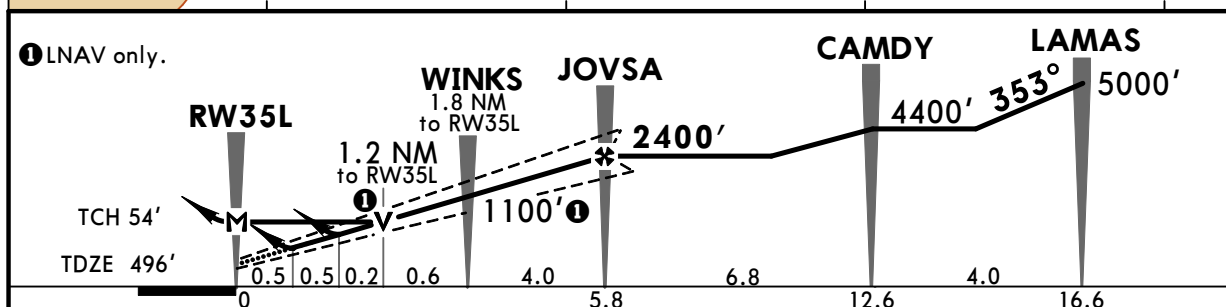
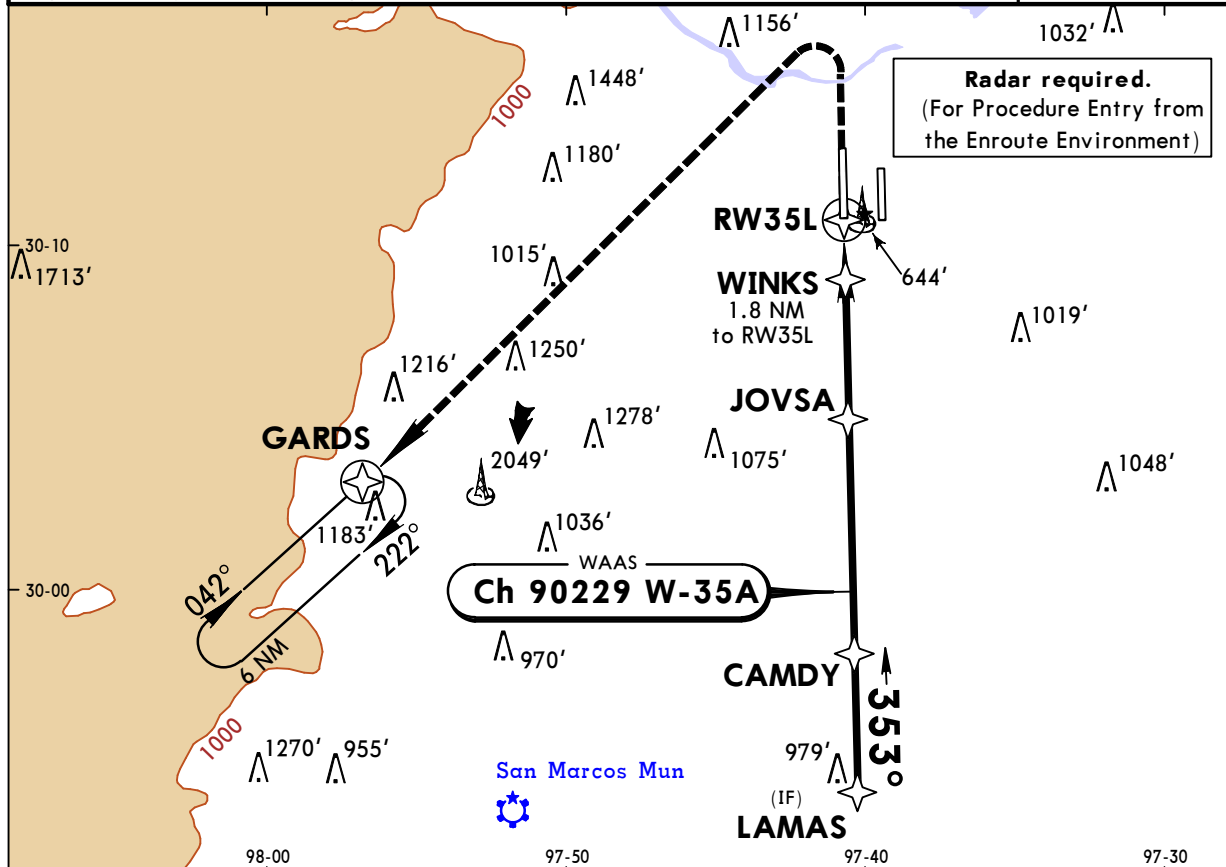
Eff 15 Oct

(62-3)

AUSTIN, TEXAS RNAV (GPS) Y Rwy 35L

BRIEFING STRIP

D-ATIS 124.4	AUSTIN Approach (R) East West South 127.22 119.0 120.87			AUSTIN Tower 121.0	Ground 121.9
WAAS Ch 90229 W-35A	Final Apch Crs 353°	Minimum Alt JOVSA 2400' (1904')	LPV DA(H) 696' (200')	Apt Elev 542' TDZE 496'	<div>3100'</div> <div>MSA RW35L</div>
MISSED APCH: Climb to 1700' then climbing LEFT turn to 3500' direct GARDS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35R. 4. VGSI and RNAV glidepath not coincident. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1700'	3500'	→	GARDS
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW35L											

TERPS STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
LPV DA(H) 696' (200')		LNAV/VNAV DA(H) 850' (354')		LNAV MDA(H) 920' (424')		Max Kts	MDA(H)
RAIL or ALS out		RAIL out	ALS out	RAIL out	ALS out		
A				RVR 24	RVR 40	90	1040' (498') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 40 or 3/4	120	1100' (558') - 1
C				RVR 40 or 3/4	RVR 50 or 1	140	1200' (658') - 1 3/4
D						165	1200' (658') - 2

1 Not authorized during simultaneous operations.

CHANGES: Topography.

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TERPS AMEND 1B 20 AUG 2015

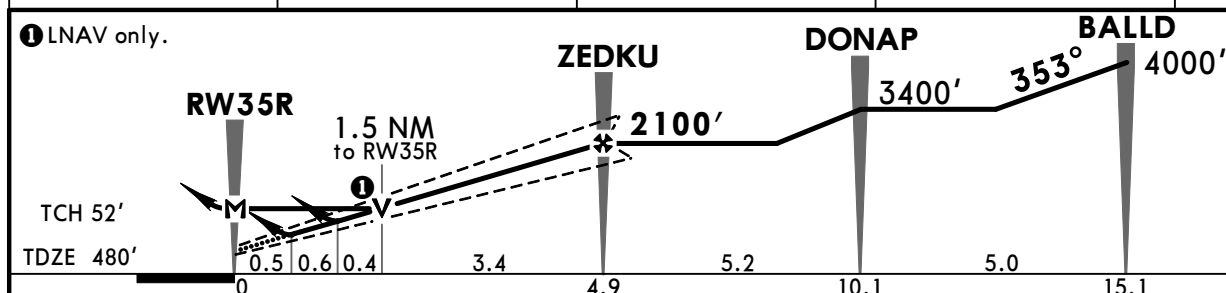
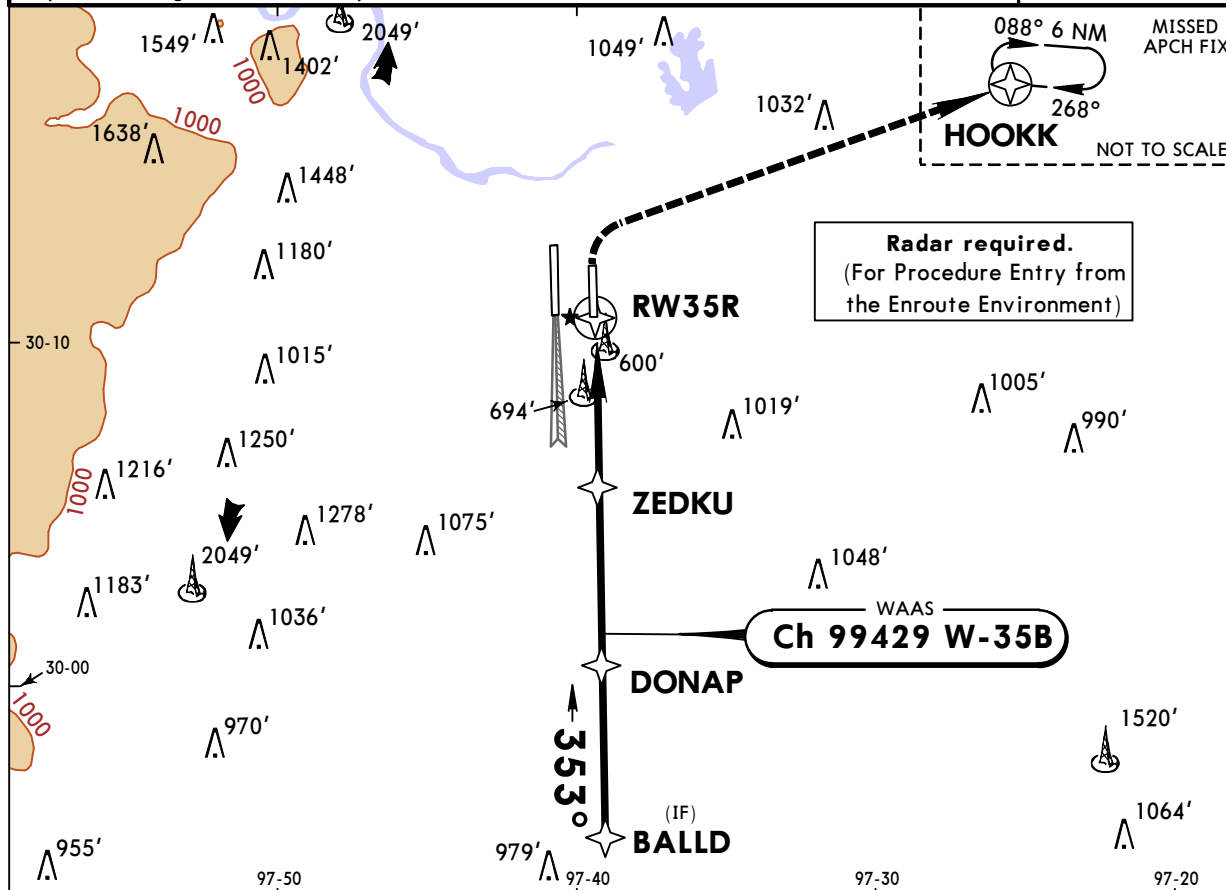
KAUS/AUS -BERGSTROM INTL

JEPPesen
9 OCT 15
Eff 15 Oct (62-4)


AUSTIN, TEXAS RNAV (GPS) Y Rwy 35R

BRIEFING STRIP

D-ATIS	AUSTIN Approach (R)			AUSTIN Tower	Ground
124.4	East 127.22	West 119.0	South 120.87	121.0	121.9
WAAS Ch 99429 W-35B	Final Apch Crs 353°	Minimum Alt ZEDKU 2100' (1620')	LPV DA(H) 680' (200')	Apt Elev 542' TDZE 480'	<div><div></div><div>3100'</div><div>MSA RW35R</div></div>
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' direct HOOKK and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (18°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 35L. 4. VGSI and RNAV glidepath not coincident. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.					



Grnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1000'	3000'	D→ HOOKK
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	RT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW35R										

TERPS			STRAIGHT-IN LANDING RWY 35R						CIRCLE-TO-LAND		
LPV DA(H) 680' (200')			LNAV/VNAV DA(H) 880' (400')			I LNAV MDA(H) 1000' (520')				Max Kts	
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out				MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 1/4	RVR 24	RVR 40	RVR 55	90	1040' (498') - 1		
B					or 1/2	or 3/4	or 1	120	1100' (558') - 1		
C					RVR 55	1 1/4	1 3/8	140	1200' (658') - 1 3/4		
D					or 1			165	1200' (658') - 2		

1 Not authorized during simultaneous operations.

CHANGES: Procedure title, notes, minimums.

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TERPS AMEND 1B 15 OCT 2015

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29 JAN 16

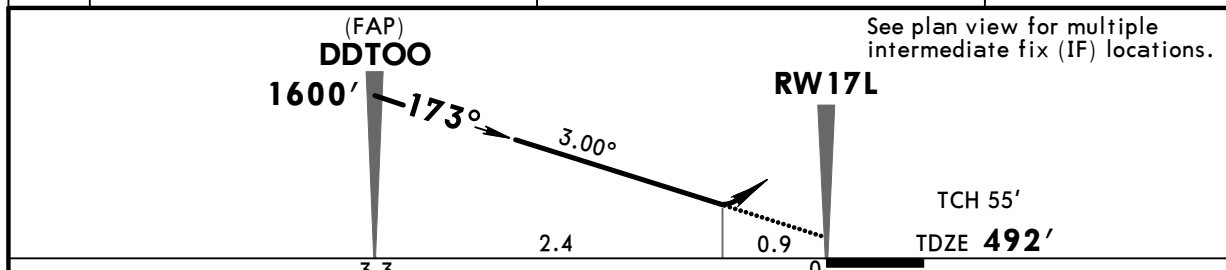
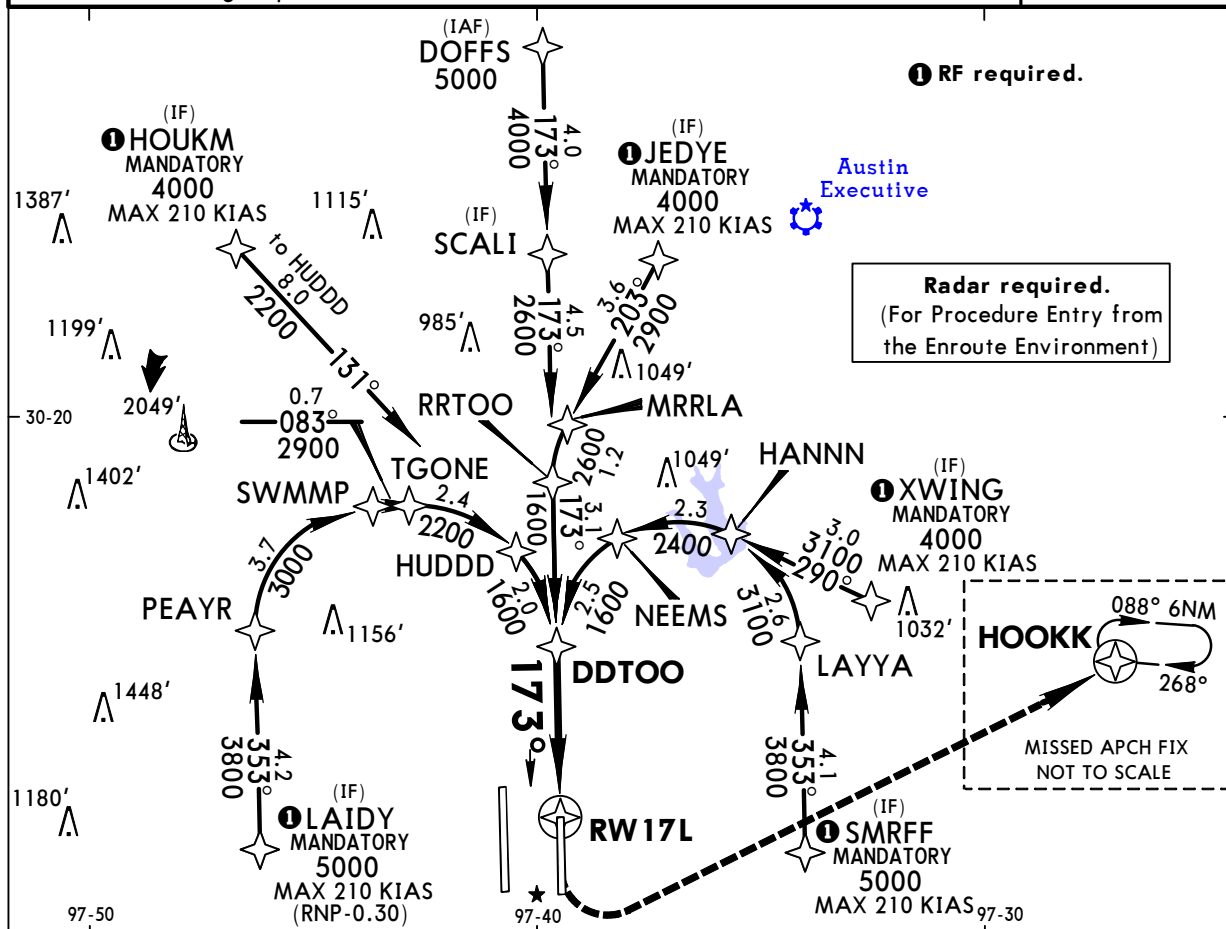
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(62-20)

AUSTIN, TEXAS RNAV (RNP) Z Rwy 17L

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87		AUSTIN Tower 121.0	Ground 121.9
RNAV	Final Apch Crs 173°	Minimum Alt DDTOO 1600' (1108')	RNP 0.24 DA(H) 830' (338')	Apt Elev 542' TDZE 492'	<div><div></div><div>3100'</div></div> <div>MSA RW17L</div>
MISSED APCH: Climb to 1000 then climbing LEFT turn to 3000' direct HOOKK and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 17R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	1000'	3000'	→	HOOKK
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	→	
MAP at DA											

TERPS		RNP 0.24		STRAIGHT-IN LANDING RWY 17L		RNP 0.30	
		DA(H) 830' (338')				DA(H) 890' (398')	
		ALS out				ALS out	
A							
B							
C							
D							

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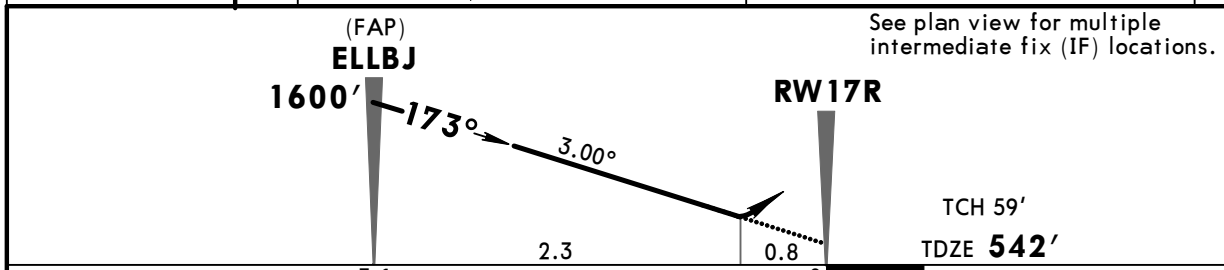
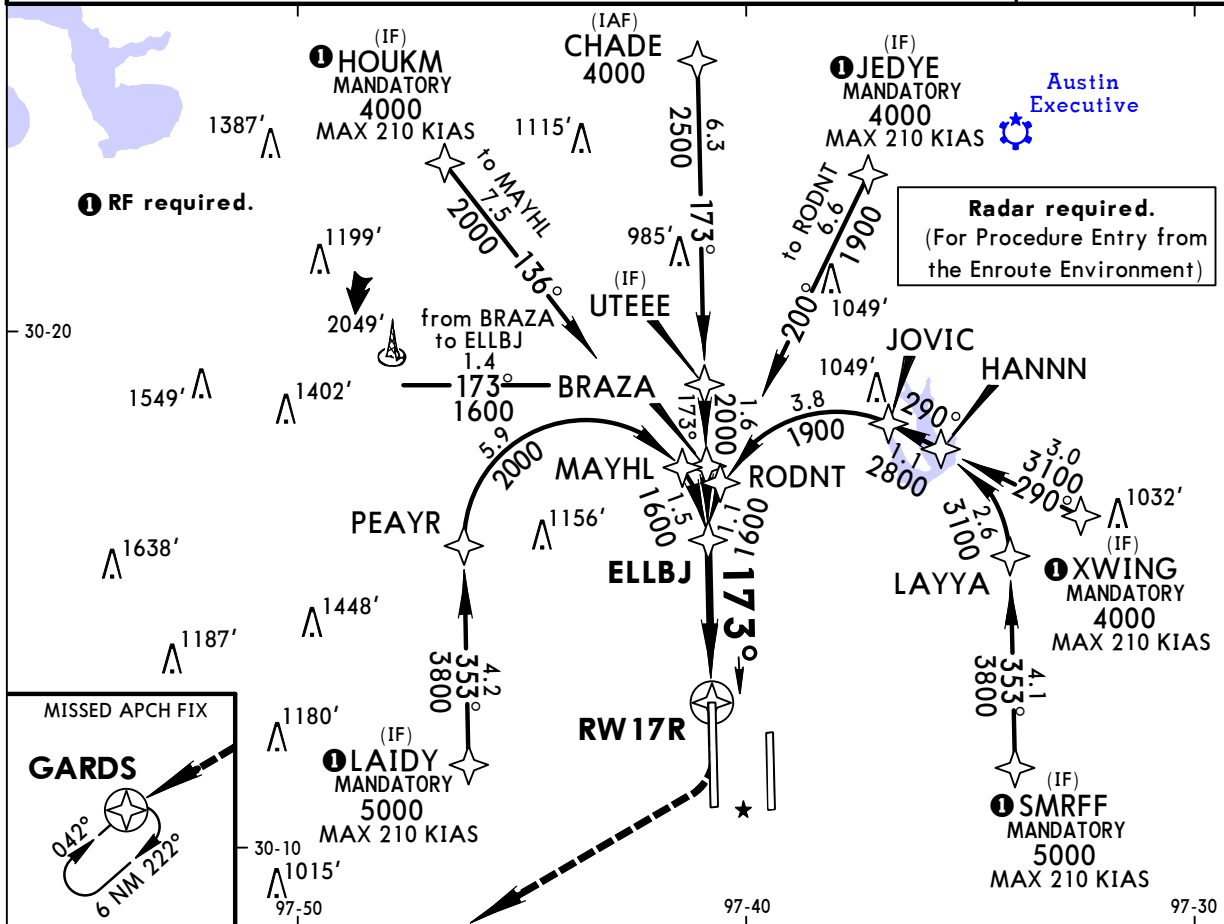
29 JAN 16

JEPPesen
(62-21)

AUSTIN, TEXAS RNAV (RNP) Z Rwy 17R

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East West South 127.22 119.0 120.87			AUSTIN Tower 121.0		Ground 121.9			
RNAV		Final Apch Crs 173°		Minimum Alt ELLBJ 1600'(1058')		RNP 0.30 DA(H) 861'(319')		Apt Elev 542' TDZE 542'		<div><div></div><div>3100'</div><div>MSA RW17R</div></div>
MISSED APCH: Climb to 1000 then climbing RIGHT turn to 3500' direct GARDS and hold.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	MALS	1000'	3500'	→	GARDS
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT	→	
MAP at DA											

TERPS											
STRAIGHT-IN LANDING RWY 17R											
RNP 0.30											
DA(H) 861' (319')											
						ALS out					
A											
B											
C											
D	RVR 40 or 3/4					RVR 50 or 1					

TERPS AMEND OA 4 FEB 2016

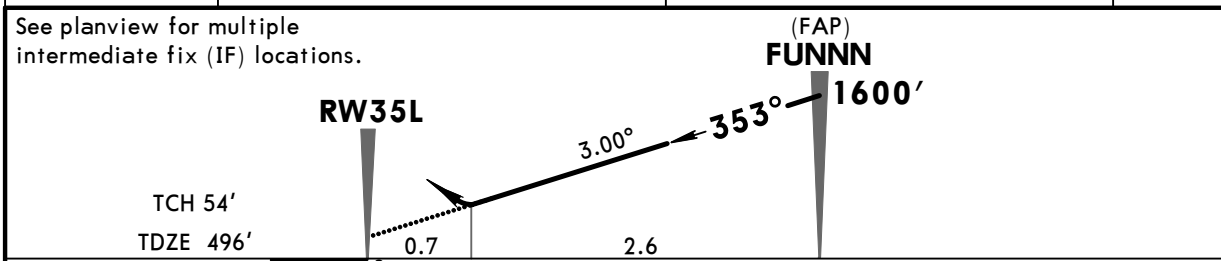
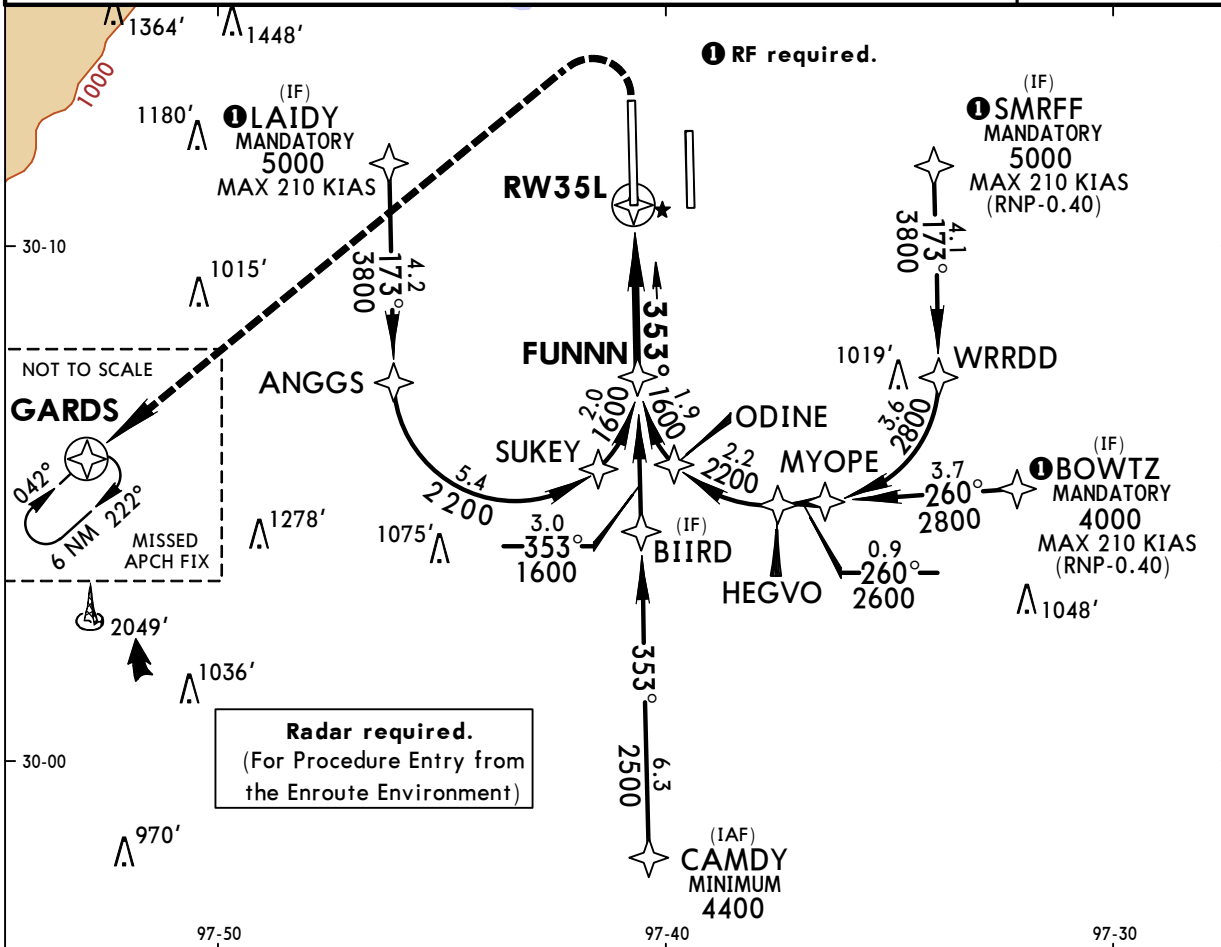
KAUS/AUS -BERGSTROM INTL

JEPPesen
9 OCT 15
Eff 15 Oct (62-22)

AUSTIN, TEXAS RNAV (RNP) Z Rwy 35L

BRIEFING STRIP™

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87			AUSTIN Tower 121.0		Ground 121.9			
RNAV		Final Apch Crs 353°		Minimum Alt FUNNN 1600' (1104')		RNP 0.11 DA(H) 765' (269')		Apt Elev 542' TDZE 496'		<div><div></div><div>3100'</div><div>MSA RW35L</div></div>
MISSED APCH: Climb to 1700' then climbing LEFT turn to 3500' direct GARDS and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 35R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.										



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI <div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> </div>	1700'	3500'	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> </div>	GARDS
Glide Path Angle	3.00°	372	478	531	637	743		1700'	3500'		
MAP at DA								↑	LT		

TERPS		RNP 0.11		STRAIGHT-IN LANDING RWY 35L		RNP 0.30	
		DA(H) 765' (269')				DA(H) 952' (456')	
		RAIL out		ALS out		RAIL or ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4		RVR 45 or 7/8		RVR 60 or 1 1/8	
D						1 1/2	

CHANGES: New procedure.

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TERPS AMEND 0 15 OCT 2015

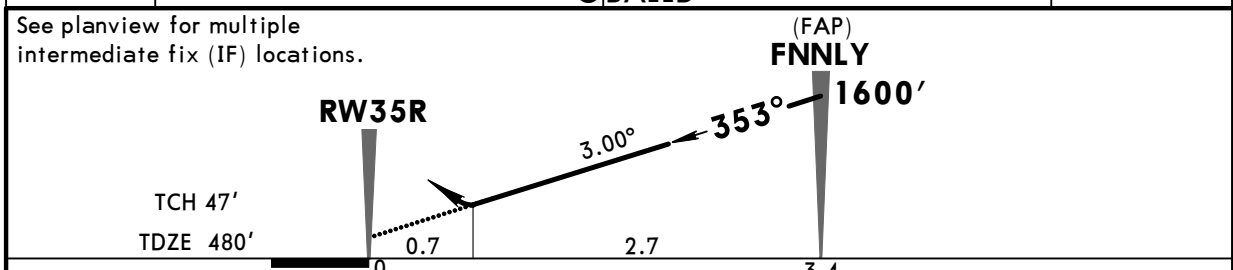
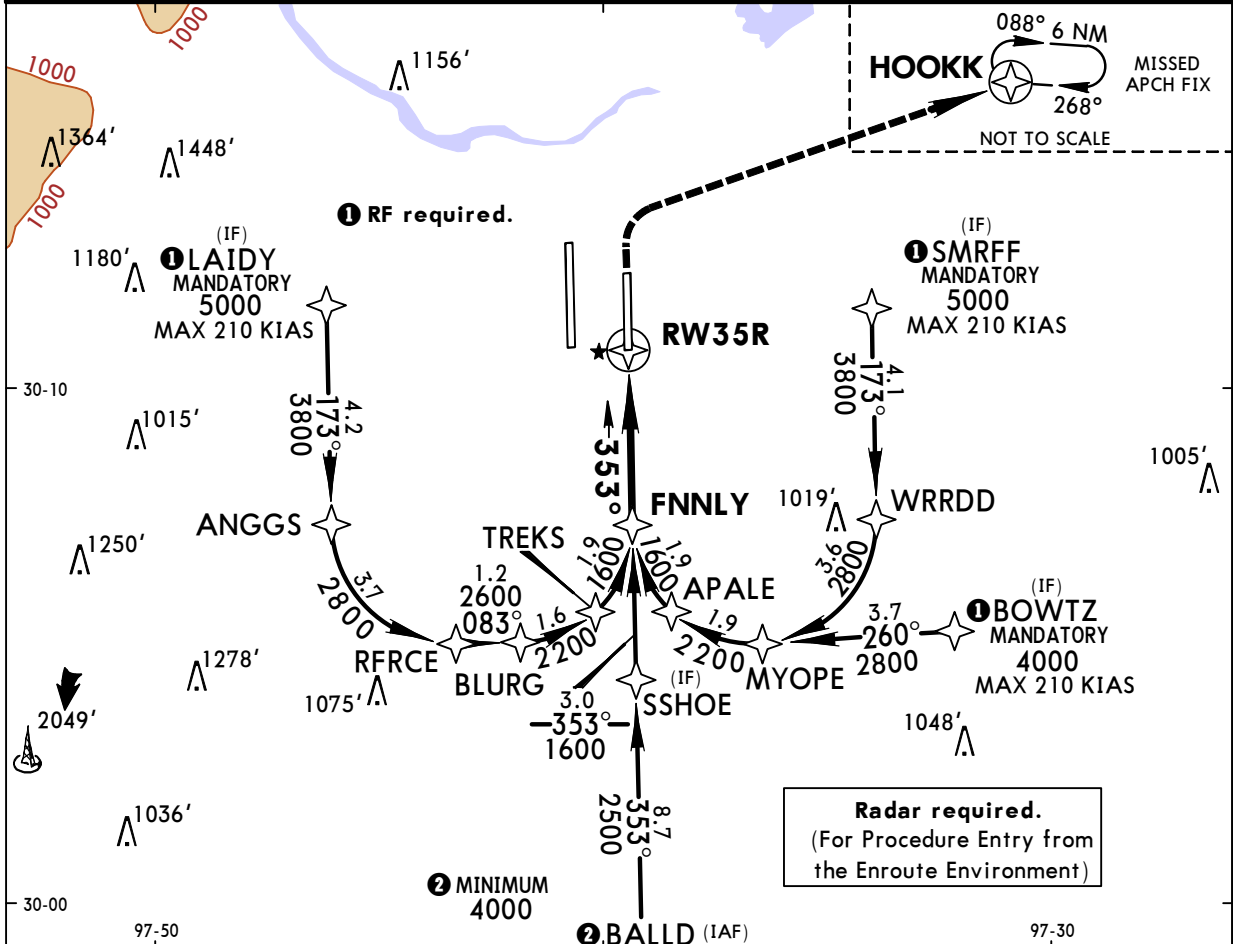
KAUS/AUS -BERGSTROM INTL

JEPPesen
9 OCT 15
Eff 15 Oct (62-23)

AUSTIN, TEXAS RNAV (RNP) Z Rwy 35R

BRIEFING STRIP

D-ATIS 124.4		AUSTIN Approach (R) East 127.22 West 119.0 South 120.87			AUSTIN Tower 121.0	Ground 121.9
RNAV	Final Apch Crs 353°	Minimum Alt FNNLY 1600' (1120')	RNP 0.11 DA(H) 750' (270')	Apt Elev 542' TDZE 480'	<div>3100'</div> <div>MSA RW35R</div>	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' direct HOOKK and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 35L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1000' 3000' → HOOKK
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

TERPS			STRAIGHT-IN LANDING RWY 35R				RNP 0.30	
RNP 0.11 DA(H) 750' (270')			RNP 0.16 DA(H) 873' (393')				DA(H) 951' (471')	
RAIL out			RAIL out				RAIL out	
ALS out			ALS out				ALS out	
A								
B	RVR 24	RVR 40	RVR 45	RVR 45 or 7/8	1 1/4	RVR 60 or 1/8	1 1/2	
C	or 1/2	or 3/4	or 7/8					
D								