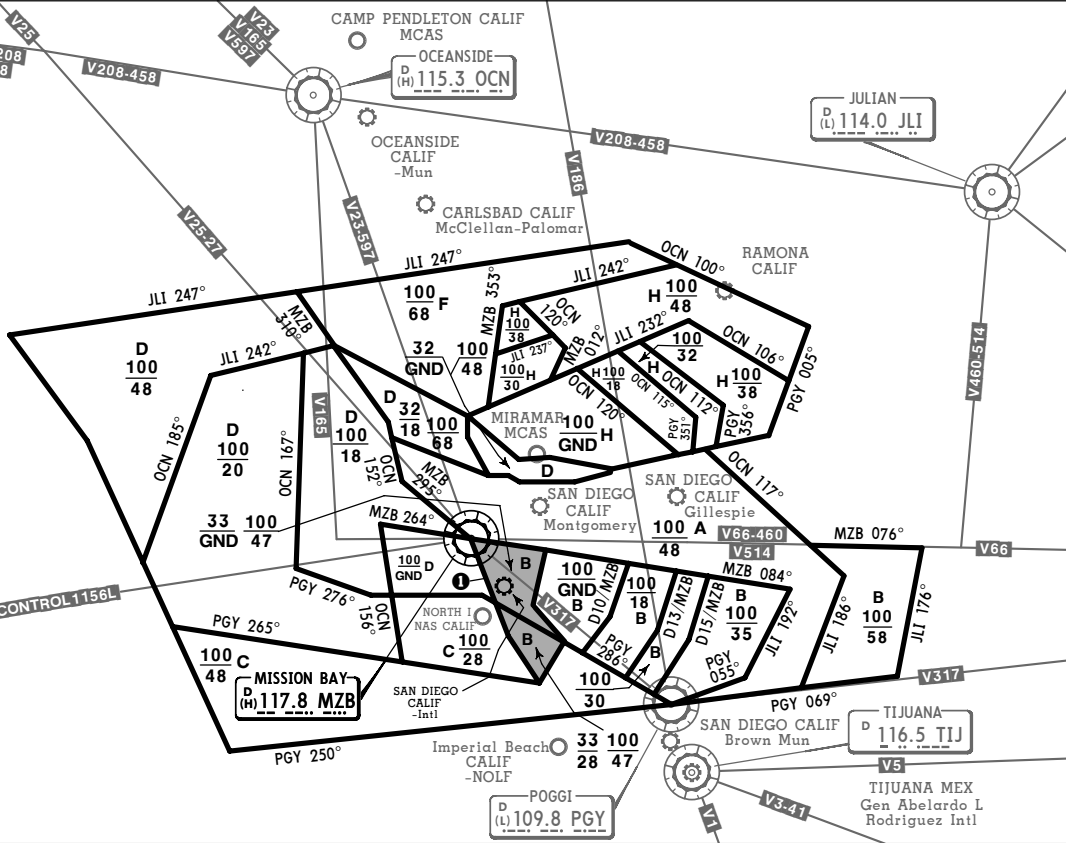


SAN DIEGO CLASS (B) AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

AREA	Social App
A and B	124.35
C	125.15
D	119.6
F	125.3
H	132.2



① VFR CORRIDOR PROCEDURES

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

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

Heavy traffic south at 3000 feet and below inbound to North I NAS. Pilots transiting the VFR corridor are cautioned against premature descent.

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

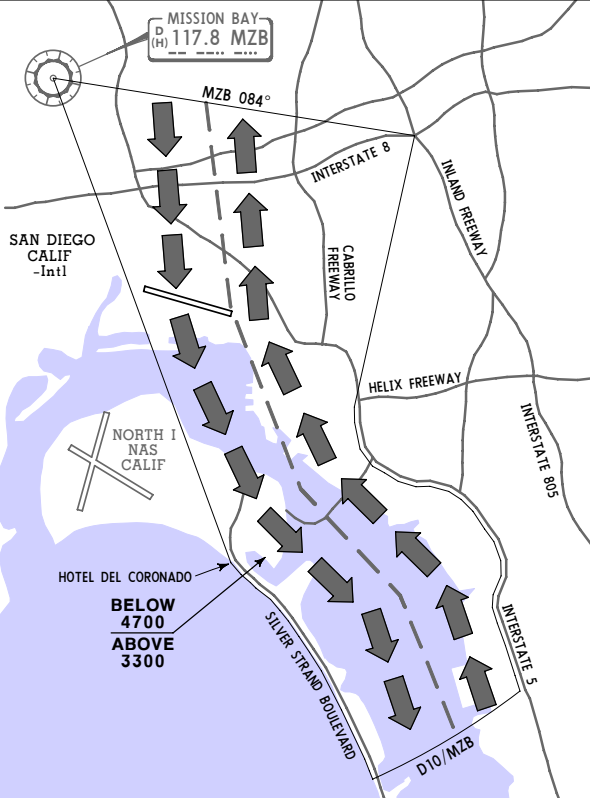
FLIGHT PROCEDURES

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

VFR Flights-

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

① VFR CORRIDOR

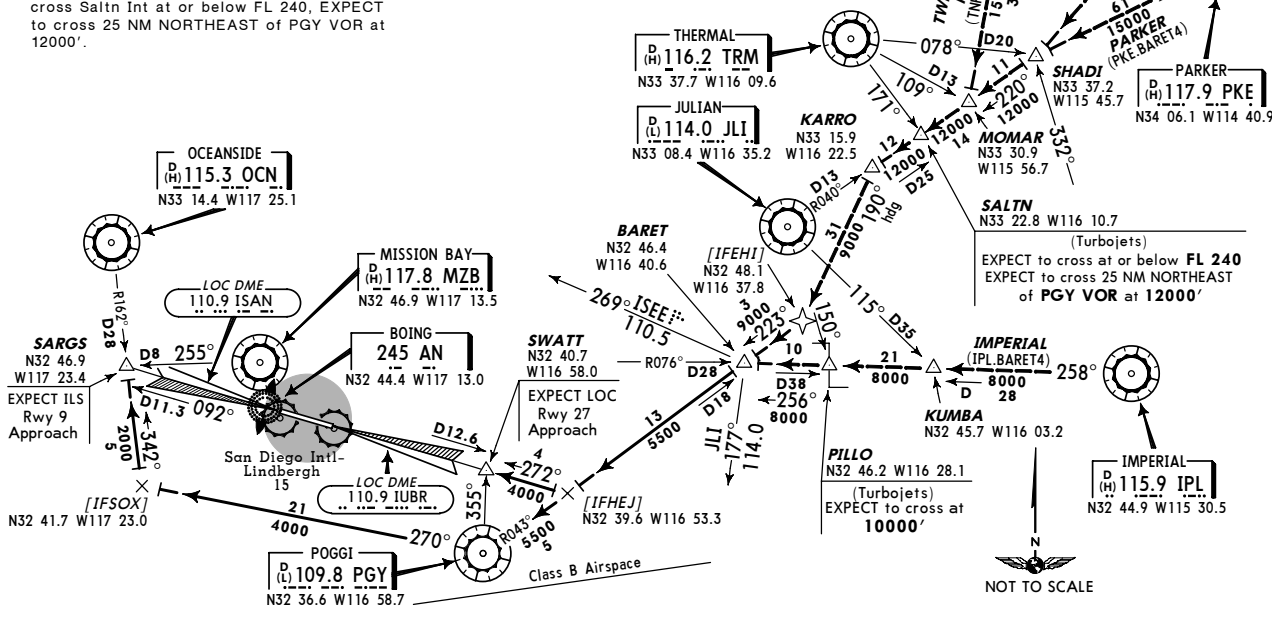


BARET FOUR ARRIVAL (BARET.BARET4)
 (RADAR AND DME REQUIRED ON EED, PKE AND TNP TRANSITIONS)

BARET FOUR ARRIVAL (BARET.BARET4)
 (RADAR AND DME REQUIRED ON EED, PKE AND TNP TRANSITIONS)

When Arrivals are using Rwy 9, aircraft can EXPECT to depart and re-enter Class B Airspace SOUTHWEST of PGY VOR.
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
IPL Transition: EXPECT to cross Pillo Int at 10000'.
EED, PKE and TNP Transitions: EXPECT to cross Saltn Int at or below FL 240, EXPECT to cross 25 NM NORTHEAST of PGY VOR at 12000'.

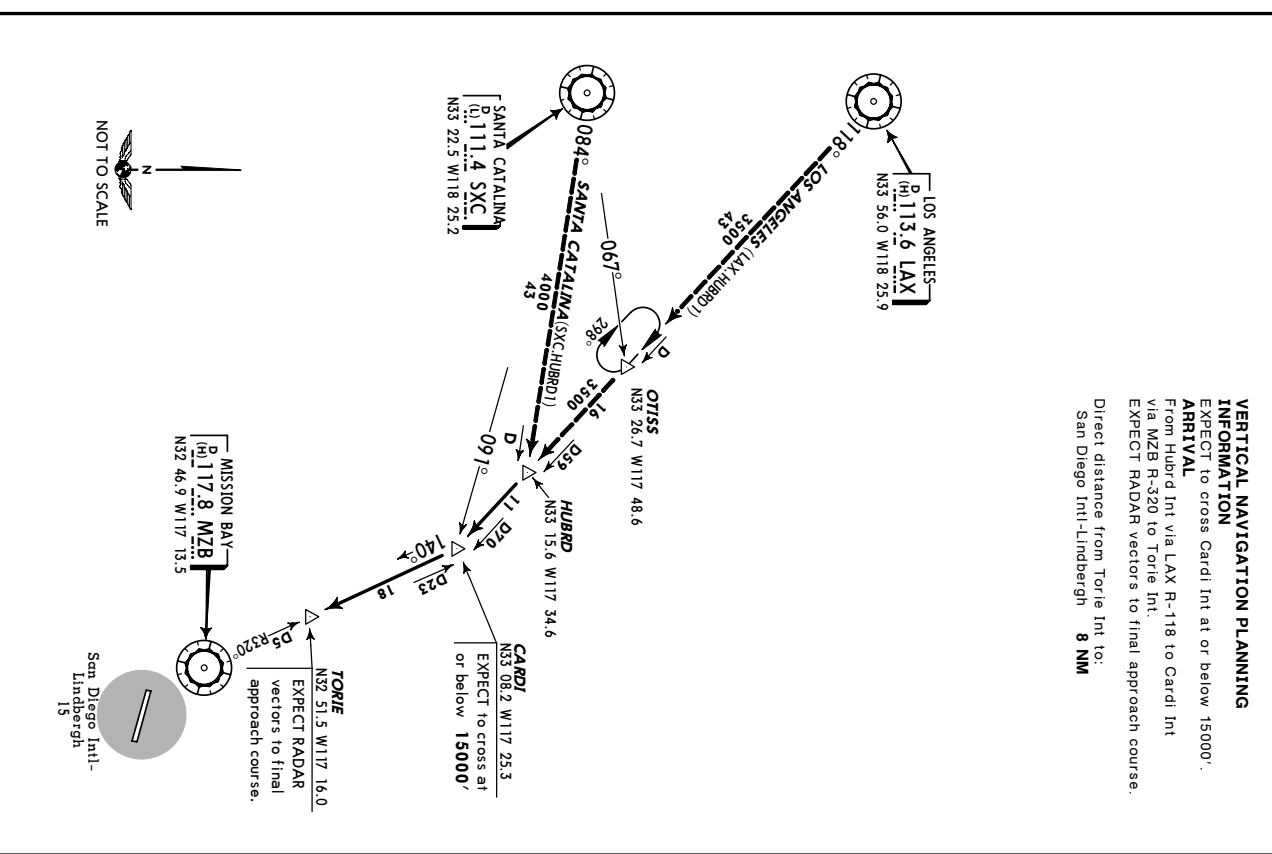
ARRIVAL
When Arrivals are using Rwy 9: From over Baret Int via PGY R-043 to PGY VOR, then via PGY R-270 to intercept OCN R-162, then via OCN R-162 to Sargs Int. EXPECT ILS Rwy 9 approach.
When Arrivals are using Rwy 27: From over Baret Int via PGY R-043 to intercept IUBR Localizer, then via IUBR Localizer to Swatt Int. EXPECT LOC Rwy 27 approach.



HUBRD ONE ARRIVAL (HUBRD.HUBRD1)

VERTICAL NAVIGATION PLANNING INFORMATION

EXPECT to cross Cardl Int at or below 15000'.
ARRIVAL
 From Hubrd Int via LAX R-118 to Cardl Int via MZB R-320 to Torle Int. EXPECT RADAR vectors to final approach course. Direct distance from Torle Int to San Diego Intl-Lindbergh 8 NM



JEPPESEN 19 MAY 95 (10-2B) EFF 25 MAY
STAR
SAN DIEGO, CALIF
SAN DIEGO INTL-LINDBERGH

SHAMU ONE ARRIVAL (SHAMU1.SHAMU)
 (DME AND RADAR REQUIRED)
 (RWY 9)

VERTICAL NAVIGATION PLANNING TRANSITION

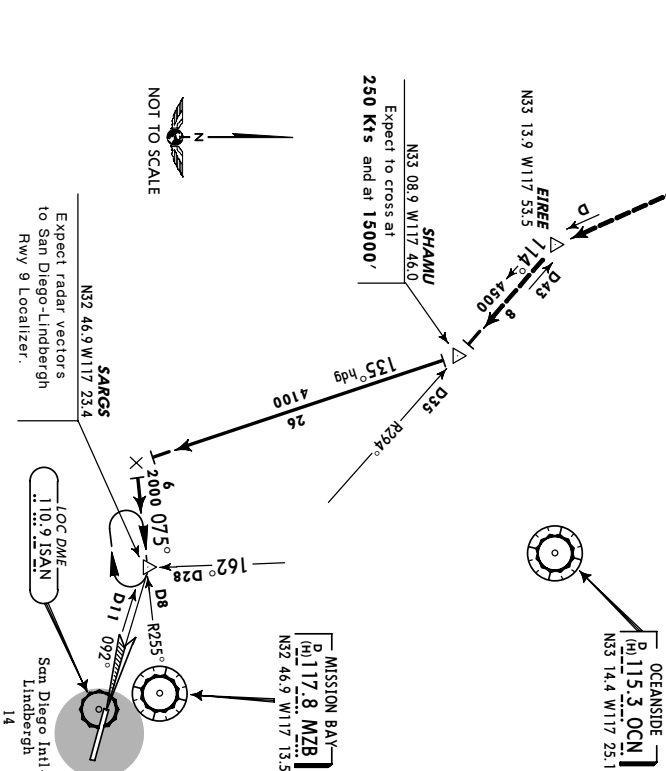
INFORMATION
 Expect to cross LAX at or below FL270.
 Expect to cross Shamu Int at 250 Kts and at 15000'.

TRANSITIONS
LOS ANGELES (LAX.SHAMU1) : From LAX VOR
 to Shamu Int: Via LAX R-132 and MZB R-294.
Thence

ARRIVAL

From over Shamu Int via 135° heading to intercept MZB R-255, then via MZB R-285 to Sargs Int. Expect radar vectors to San Diego-Lindbergh Rwy 9 Localizer.

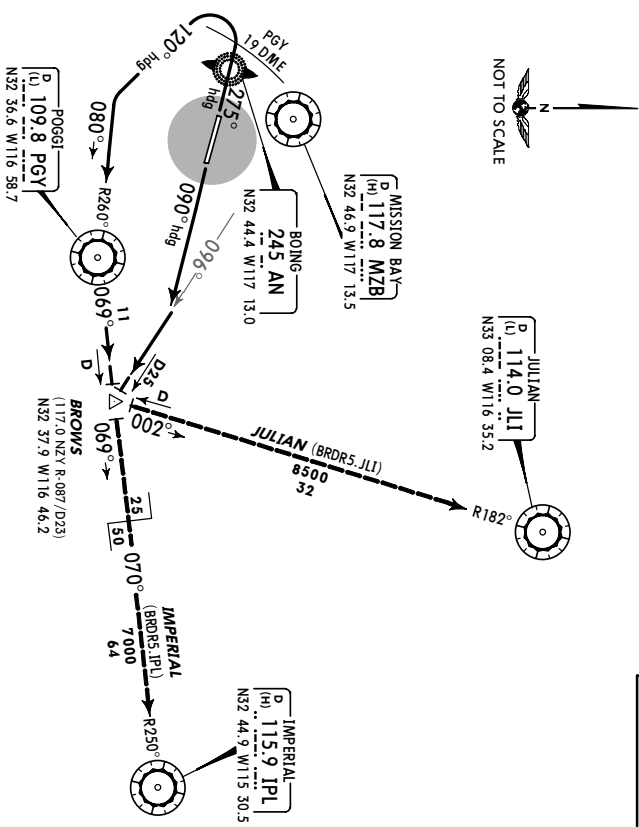
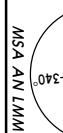
Direct distance from Shamu Int to:
 San Diego Intl-Lindbergh **38 NM**



JEPPESEN 4 JUL 03 (10-3) EFF 10 JUL
SAN DIEGO, CALIF
SAN DIEGO INTL-LINDBERGH
DEPARTURE (DP)

BORDER FIVE DEPARTURE (BRDR5.BROWS)

SOCAL Departure (R) 124.35
 EAST 124.35
 WEST 119.6
 Aprt Elev 14'
 Trans alt: 18000'.
 1. Rwy 9 RADAR required.
 2. Rwy 27 DME required.



Take-off minimums: (for standard minimums refer to airport chart).
Rwy 9: Departure requires 300' ceiling and 1 mile visibility with a minimum climb of 610' per NM to 1900'.
Rwy 27: Departure requires 300' ceiling and 1.5 miles visibility, or standard with a minimum climb of 317' per NM to 400'.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550
317' per NM	396	528	792	1057	1321	1585
610' per NM	763	1017	1525	2033	2542	3050

Direct distance from San Diego Intl-Lindbergh (Rwy 9) to:
BROWS 22 NM
PGY 27 to: 13 NM

OBSTACLE

Rwy 09: Trees 792' from DER, 142' LEFT of centerline, 60' AGL/99' MSL. Antenna 740' from DER, 302' RIGHT of centerline, 62' AGL/82' MSL. Antenna 1946' from DER, 969' LEFT of centerline, 126' AGL/192' MSL. Trees 1377' from DER, 285' LEFT of centerline, 80' AGL/135' MSL. Trees 4825' from DER, 1414' LEFT of centerline, 250' AGL/385' MSL.
 Rwy 27: Trees 1 mile from DER, 685' RIGHT of centerline, 220' AGL/253' MSL. Flagpole 2511' from DER, 700' LEFT of centerline, 90' AGL/116' MSL.

INITIAL CLIMB

Rwy 09 Climb via a 090° heading to intercept and proceed via MZB R-096 to BROWS. Then via transition or assigned route.

27 Climb via a 275° heading until PGY 19 DME, then turn LEFT to a 120° heading to intercept and proceed via PGY R-260 to PGY, then via PGY R-069 to BROWS. Then via transition or assigned route.

ALTITUDE

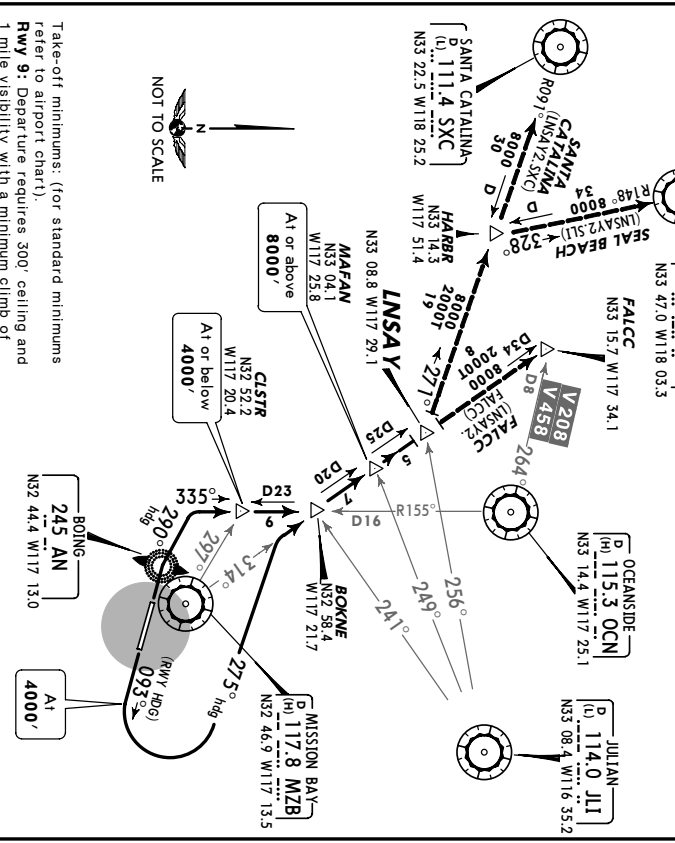
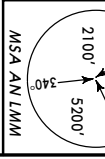
MAINTAIN
 assigned altitude.

KSAN/SAN SAN DIEGO INTL-LINDBERGH 4 JUL 03 **(10-3A)** **EFF 10 JUL** **SAN DIEGO, CALIF**
DEPARTURE (DP)

JEPPESEN

SOCAL Departure (R) **124.35** EAST **14'** Trans level: FL180 Trans alt.: 18000'
 WEST **119.6** RADAR required.

LSNSAY TWO DEPARTURE (LSNSAY2.LNSAY)



INITIAL CLIMB

610' per NM	763	1017	1525	2033	2542	3050
317' per NM	396	528	792	1057	1321	1585
310' per NM	388	517	775	1033	1292	1550
Ground speed-KT	75	100	150	200	250	300

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

Aircraft filed for at or above **14000'**, EXPECT clearance via FALCO transition.
 Aircraft filed for at or below **13000'**, EXPECT clearance via SANTA CATALINA or SLI transition.

09 Climb runway heading to **4000'**, then turn LEFT to a 275° heading to intercept and proceed via MZB R-314 to MAFAN. Then via MZB R-314 to LNSAY. Then via transition or assigned route.

27 Climbing RIGHT turn to a 290° heading to intercept and proceed via OCN R-155 to CLSTR, then via OCN R-155 and MZB R-314 to MAFAN. Then via MZB R-314 to LNSAY, then via transition or assigned route.

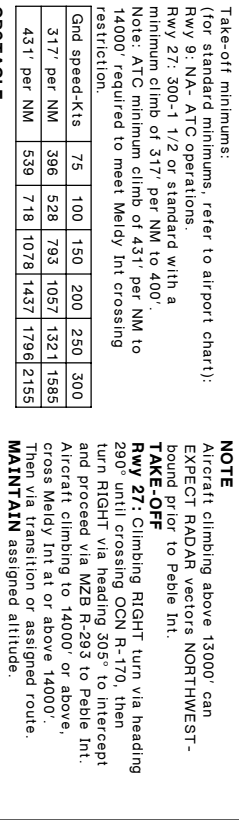
MAINTAIN assigned altitude.

JEPPESEN 22 NOV 02 **(10-3B)** **EFF 28 NOV** **SAN DIEGO, CALIF**
DEPARTURE DP

SOCAL Departure (R) **119.6** WEST

PEBLE THREE DEPARTURE (PEBLE3.PEBLE)

(RADAR REQUIRED)



NOTE
 Aircraft climbing above 13000' can EXPECT RADAR vectors NORTHWEST-bound prior to Peble Int.

TAKE-OFF
Rwy 27: Climbing RIGHT turn via heading 290° until crossing OCN R-170, then turn RIGHT via heading 305° to intercept and proceed via MZB R-293 to Peble Int. Aircraft climbing to 14000' or above, cross Melody Int at or above 14000'. Then via transition or assigned route. **MAINTAIN** assigned altitude.

Direct distance from San Diego Intl-Lindbergh to:
Melody Int 33 NM

09 Aircraft climbing above 14000' or above to 14000' or above.

27 Climb runway heading to 4000', then turn LEFT to a 275° heading to intercept and proceed via MZB R-314 to MAFAN. Then via MZB R-314 to LNSAY. Then via transition or assigned route.

MAINTAIN assigned altitude.

KSAN **JEPPesen** **NOISE**
 4 JUN 04 **10-4**
SAN DIEGO, CALIF
SAN DIEGO INTL

NOISE ABATEMENT REQUIREMENTS

AIRPORT USE RESTRICTIONS

Practice instrument approaches and touch and go landings prohibited. No departures or engine run-ups above idle power from 2330 LT to 0630 LT. No stage 2 aircraft departures from 2200 LT to 0700 LT. Landings permitted 24 hours.

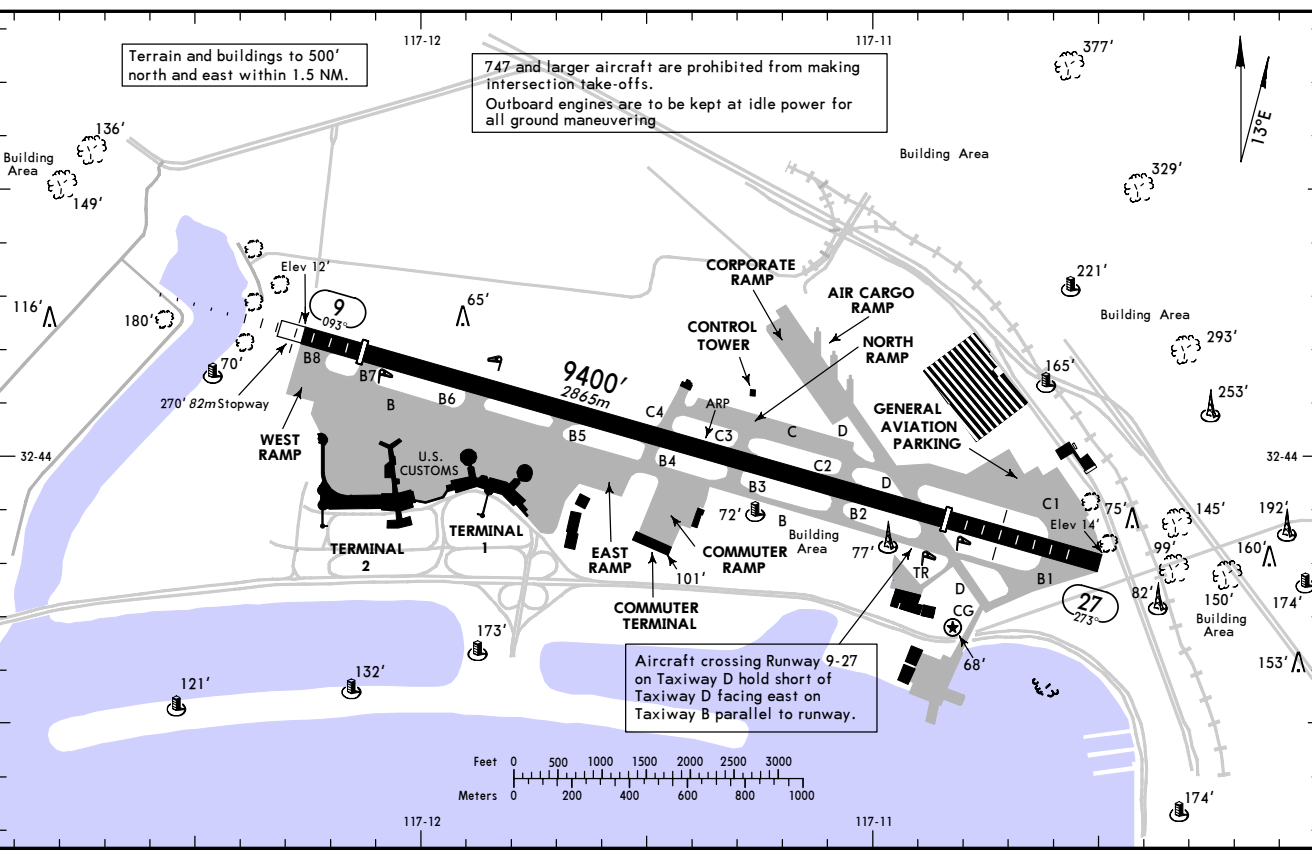
Valid emergency operations or mercy flights are exempt from above restrictions. Operations must provide written report with full details to Airport Noise Information Department within three business days after occurrence (619-400-2781).

Noise sensitive areas all quadrants, recommend pilots use best noise abatement procedures.

PROHIBITED ACTIVITY

All operations of aircraft which exceed 104 EPMdB at the takeoff reference point per FAA AC 36 series documentation are prohibited.

KSAN/SAN **JEPPesen** **SAN DIEGO, CALIF**
 Apr Elev **15'** **10 SEP 04** **(10-9)**
 NSZ 24.0 W 117.11.4
 ATIS **134.8** ACARS: **LINDERBGRH** Clearance (Gr) **125.9** Ground **123.9** Tower **118.3** SOCAL Departure (R) **124.35**
 VOT 109.0 PDC **125.9** **123.9** **118.3** West **119.6** East



747 and larger aircraft are prohibited from making intersection take-offs.
 Outboard engines are to be kept at idle power for all ground maneuvering

Terrain and buildings to 500' north and east within 1.5 NM.

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

KSAN/SAN **JEPPESEN** **10 SEP 04** **(10-9A)** **SAN DIEGO, CALIF**
SAN DIEGO INTL-LINDBERGH

GENERAL
 Noise level limits in effect for all take-offs and landings, see 10-4 page.
 Ultralight vehicles are prohibited.
 On prior request for aircraft with wingspan in excess of 230'.
 Inherent presence of birds on and in vicinity of airport.
 Outboard engines of 4 engine aircraft are to be kept at idle power for all ground maneuvering.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL CL	MALSR TDZ	grooved RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond		
27	HIRL CL	MALS TDZ	① PAPI-L grooved RVR	8700' 2652m	7200' 2195m	200'	61m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 27			
With Min climb of 317' /NM to 400'			
CL	Adequate Vis Ref	STD	Other
1 & 2 Eng	TDZ RVR 10	RVR 50 or 1	300-1/2
3 & 4 Eng	RVR 10	RVR 24 or 1/2	

OBSTACLE DP

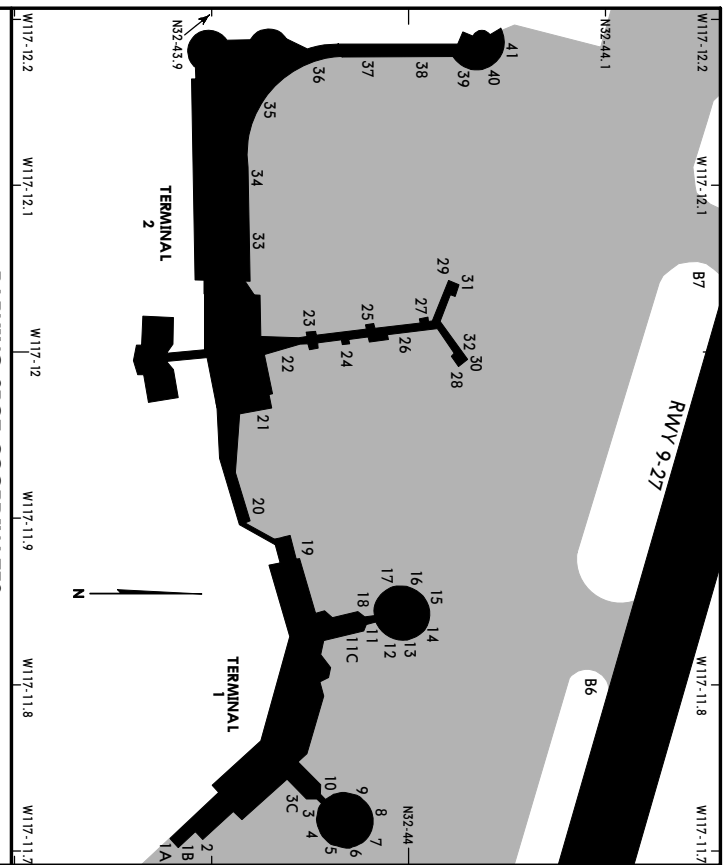
CAT A & B AIRCRAFT		CAT C & D AIRCRAFT	
With Min climb of 610' /NM to 600'	Other	With Min climb of 610' /NM to 2300'	Other
1 & 2 Eng	300-1	400-1	300-1
3 & 4 Eng			

FOR FILING AS ALTERNATE

IIS Rwy 9	LOC Rwy 9	NDB Rwy 9	Other
800-2	800-2	1200-2	
900-2 1/2	900-2 1/2	1200-3	NA

OBSTACLE DP
 Rwy 9, Climb runway heading to 600', then climbing left turn direct MZB VOR.
 Rwy 27, Climb runway heading to 900', then climbing right turn direct MZB VOR.
 Aircraft departing MZB VOR R-180 clockwise R-360 climb on course.
 All others climb in MZB VOR holding pattern (hold west, right turns, 075° inbound) to cross MZB VOR at or above 2000'.

KSAN/SAN **JEPPESEN** **4 JUN 04** **(10-9B)** **SAN DIEGO, CALIF**
SAN DIEGO INTL

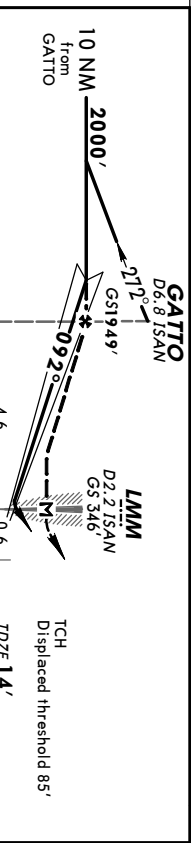
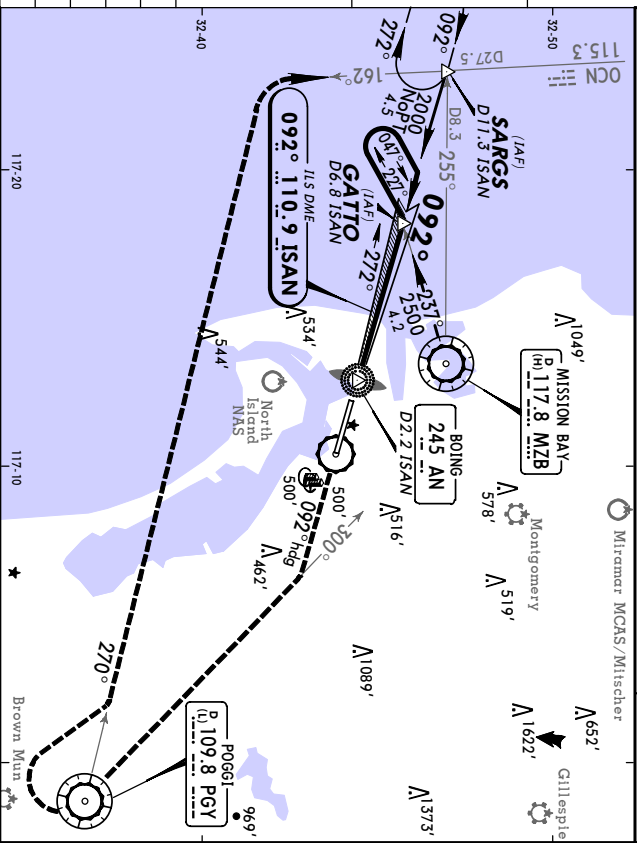


PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
Terminal 1			
1A, 1B, 2, 3C	N32 43.9 W117 11.7	23	N32 43.9 W117 12.0
3 thru 10	N32 44.0 W117 11.7	24 thru 32	N32 44.0 W117 12.0
11C, 11 thru 14	N32 44.0 W117 11.8	33 thru 35	N32 43.9 W117 12.1
15 thru 18	N32 44.0 W117 11.9	36 thru 40	N32 44.0 W117 12.2
19	N32 43.9 W117 11.9	41	N32 44.1 W117 12.2
INTERNATIONAL GATES			
20	N32 43.9 W117 11.9		
21, 22	N32 43.9 W117 12.0		

KSAN/SAN **JEPPESEN** **SAN DIEGO, CALIF**
SAN DIEGO INTL 25 MAR 05 (1-1) **ILS RWY 9**

ATIS	SOCAL Approach (R)	LINDERBEGH Tower	Ground
134.8	East 124.35 West 119.6	118.3	123.9
LOC	Final	GS	ILS
110.9	1949' (1935')	350' (336')	TDZE 14'
MISSED APCH: Climb to 3000' via heading 092° until intercepting PGY VOR R-300, then continue climb to 5000' inbound via PGY VOR R-300 to PGY VOR, then RIGHT turn outbound via PGY VOR R-270 to intercept OCN VOR R-162 inbound to SARGCS INT and hold.			
All Set: INCHES Trans level: FL 180 Trans alt: 18000'			



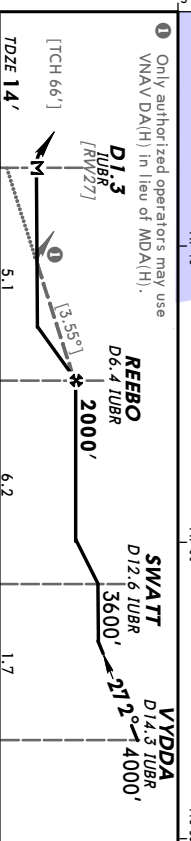
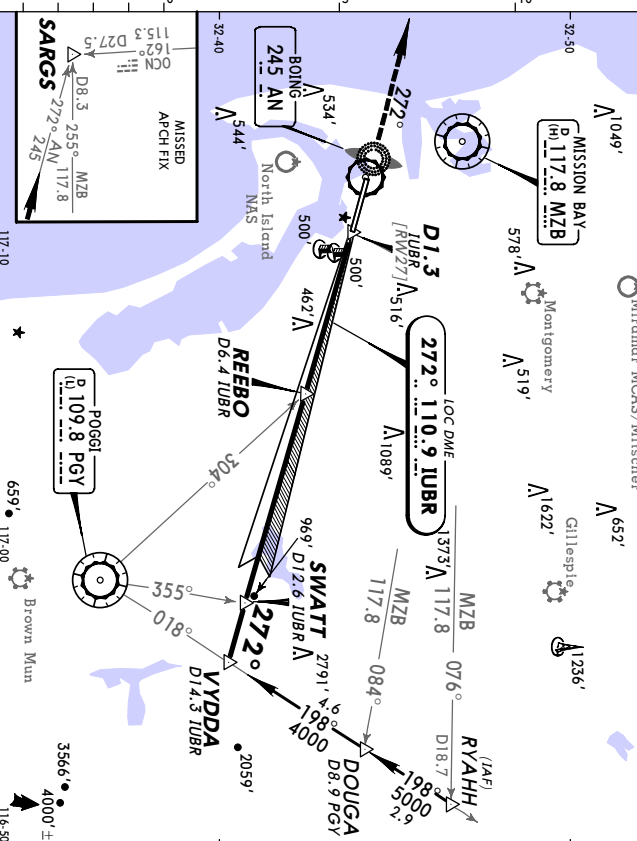
Grnd speed-Kts	70	90	100	120	140	160	MAWSR	3000'	092°	PGY
GS	3.22°	4.04	5.19	5.77	6.93	8.08	923			109.8
MAP at D2.2 ISAN or GATTO to MAP 4.6 3:57 3:04 2:46 2:18 1:58 1:44										
STRAIGHT-IN LANDING RWY 9										
LOC (GS out)										
MDA(H) 540' (526')										
FULL RAIL or ALS out										
RAIL out ALS out										
Max Kts MDA(H)										
90 800' (785') -1										
RVR 50 or 1										
120 800' (785') -1 1/4										
140 800' (785') -2 1/4										
165 820' (805') -2 1/2										

A	800' (785') -1
B	820' (805') -1 1/4
C	820' (805') -2 1/4
D	820' (805') -2 1/2

TERPS
 CHANGES: Charted obstructions.
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KSAN/SAN **JEPPESEN** **SAN DIEGO, CALIF**
SAN DIEGO INTL 25 MAR 05 (1-2) **LOC RWY 27**

ATIS	SOCAL Approach (R)	LINDERBEGH Tower	Ground
134.8	East 124.35 West 119.6	118.3	123.9
LOC	Final	Minimum Alt	MDA(H)
110.9	272°	2000' (1986')	660' (646')
MISSED APCH: Climb to 2500' via 272° bearing from AN LMM to SARGCS INT.			
All Set: INCHES Trans level: FL 180 Trans alt: 18000'			



Grnd speed-Kts	70	90	100	120	140	160	MAWS	2500'	272°	SARGCS
Descent angle [3.55°]	4.40	5.65	6.28	7.54	8.80	10.05				245
MAP at D1.3 TUBR or REBO to MAP 5.1 4:22 3:24 3:04 2:33 2:11 1:55										
STRAIGHT-IN LANDING RWY 27										
MDA(H) 660' (646')										
FULL ALS out										
RAIL out										
Max Kts MDA(H)										
90 800' (785') -1										
RVR 50 or 1										
120 820' (805') -1 1/4										
140 820' (805') -2 1/4										
165 820' (805') -2 1/2										

A	800' (785') -1
B	820' (805') -1 1/4
C	820' (805') -2 1/4
D	820' (805') -2 1/2

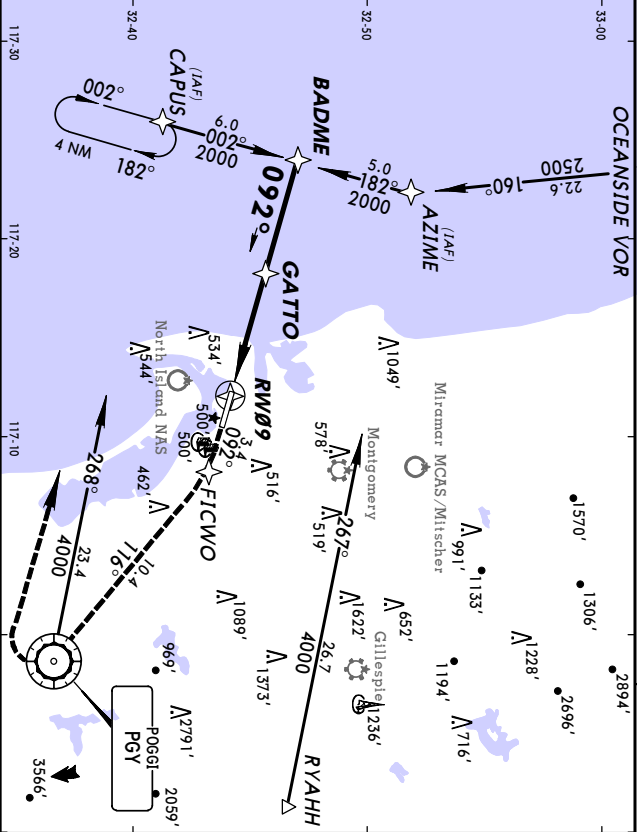
TERPS
 CHANGES: Charted obstructions.
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KSAN/SAN
SAN DIEGO INTL
25 MAR 05 **(12-1)**
JEPPesen
SAN DIEGO, CALIF
RNAV (GPS) Rwy 9

ATIS	134.8	SOCAL Approach (R)	LINDERBCH Tower	Ground	123.9
	124.35	East			119.6
RNAV	Final Aptch Crs 092°	Minimum Alt GATTO MDA(H) 580' (566')	LNAV MDA(H) 580' (566')	Apt Elev 15'	TDZE 14'



MISSED APCH: Climb to 3000' via 092° course to FICW0 then via 116° course to PGY VOR, then RIGHT turn direct CAPUS and hold.
AI: Set: INCHES
 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. Trans alt: 18000'



Gnd Speed-Kts	70	90	100	120	140	160	MAISR	3000'	via 092°	FICW0	
	Descent angle	[3.04°]	376	484	538	645					753
MAP at RW09											
STRAIGHT-IN LANDING RWY 9											
LNAV MDA(H) 580' (566')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 60 or 1 1/4						165	820' (805')-2 1/2			

MAP at RW09											
STRAIGHT-IN LANDING RWY 9											
LNAV MDA(H) 580' (566')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 60 or 1 1/4						165	820' (805')-2 1/2			

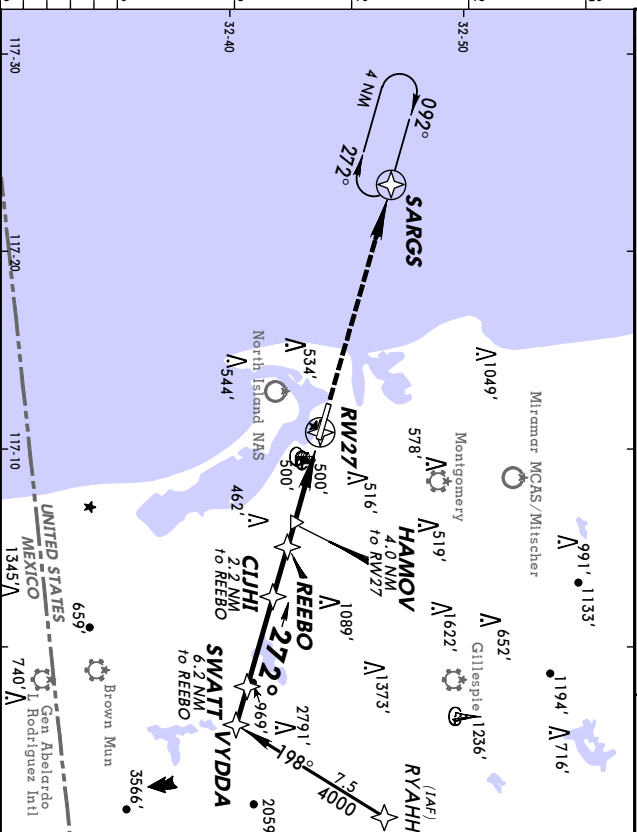
MAP at RW09											
STRAIGHT-IN LANDING RWY 9											
LNAV MDA(H) 580' (566')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 60 or 1 1/4						165	820' (805')-2 1/2			

KSAN/SAN
SAN DIEGO INTL
25 MAR 05 **(12-2)**
JEPPesen
SAN DIEGO, CALIF
RNAV (GPS) Rwy 27

ATIS	134.8	SOCAL Approach (R)	LINDERBCH Tower	Ground	123.9
	124.35	East			119.6
RNAV	Final Aptch Crs 272°	Minimum Alt REBO MDA(H) 760' (746')	LNAV MDA(H) 760' (746')	Apt Elev 15'	TDZE 14'



MISSED APCH: Climb to 2500' direct SARGs and hold.
AI: Set: INCHES
 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. VCSI and descent angles not coincident. Trans alt: 18000'



Gnd Speed-Kts	70	90	100	120	140	160	MAIS	2500'	D	SARGs	
	Descent angle	[3.18°]	394	506	563	675					788
MAP at RW27											
STRAIGHT-IN LANDING RWY 27											
LNAV MDA(H) 760' (746')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1 1/4						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 2 1/2						165	820' (805')-2 1/2			

MAP at RW27											
STRAIGHT-IN LANDING RWY 27											
LNAV MDA(H) 760' (746')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1 1/4						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 2 1/2						165	820' (805')-2 1/2			

MAP at RW27											
STRAIGHT-IN LANDING RWY 27											
LNAV MDA(H) 760' (746')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1 1/4						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 2 1/2						165	820' (805')-2 1/2			

MAP at RW27											
STRAIGHT-IN LANDING RWY 27											
LNAV MDA(H) 760' (746')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1 1/4						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 2 1/2						165	820' (805')-2 1/2			

MAP at RW27											
STRAIGHT-IN LANDING RWY 27											
LNAV MDA(H) 760' (746')											
RAIL out											
ALS out											
A	RVR 50 or 1						90	800' (785')-1			
B	RVR 50 or 1 1/4						120	800' (785')-1 1/4			
C	RVR 50 or 1 1/4						140	800' (785')-2 1/4			
D	RVR 2 1/2						165	820' (805')-2 1/2			

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