

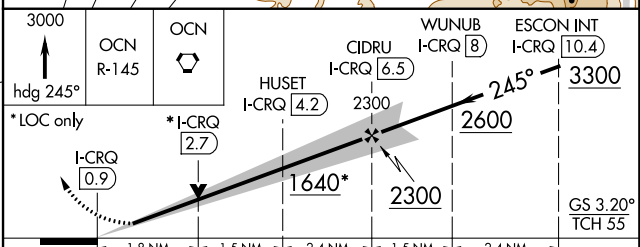
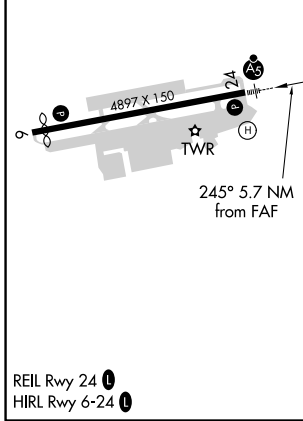
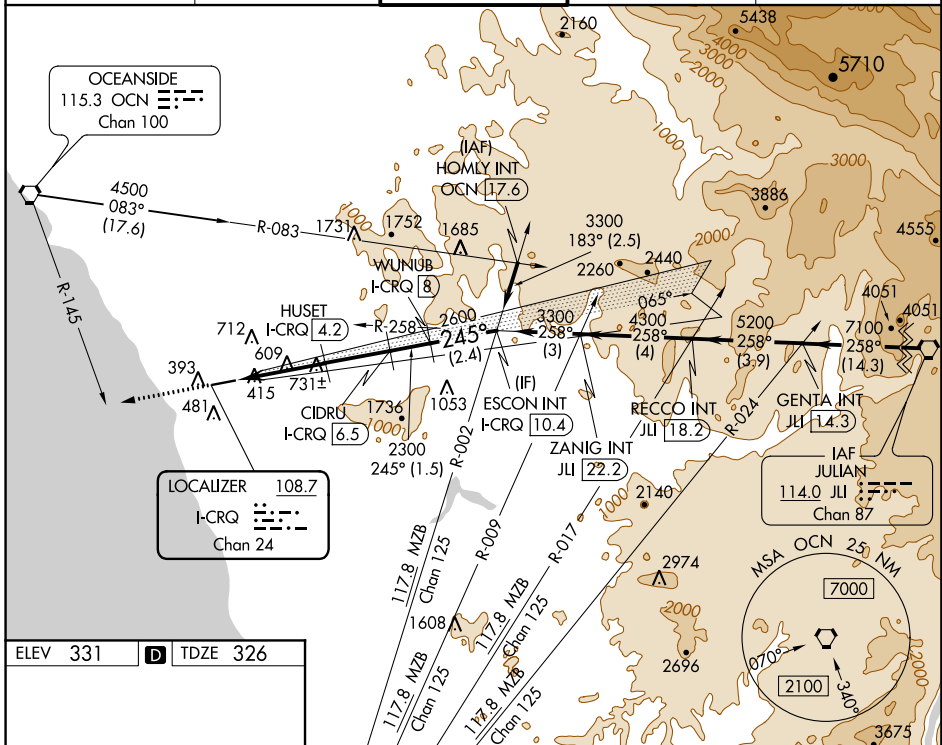
LOC/DME I-CRQ <b>108.7</b> Chan <b>24</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>4897</b> <b>326</b> <b>331</b>
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# ILS or LOC RWY 24

## MC CLELLAN-PALOMAR (CRQ)

<p><b>▽</b> Inop table does not apply to S-ILS Rwy 24. <b>▲</b> Autopilot coupled approach NA below 960. DME required. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 24 Cat A/B visibility to RVR 5500 and Cat C visibility to 1% SM.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.</p>
	<p>ATIS <b>120.15</b>    SOCAL APP CON <b>127.3 323.0</b>    <b>PALOMAR TOWER* 118.6 (CTAF) 0 276.4</b>    GND CON <b>121.8</b>    CLNC DEL <b>134.85</b></p>	

ATIS	SOCAL APP CON	<b>PALOMAR TOWER*</b>	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) 0 276.4	121.8	134.85



CATEGORY	A	B	C	D
S-ILS 24	527/40	201 (200-¾)	576/40 250 (300-¾)	NA
S-LOC 24	1000/40	674 (700-¾)	1000-1½ 674 (700-1½)	NA
<b>C</b> CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA

SW-3, 12 OCT 2017 to 09 NOV 2017

SW-3, 12 OCT 2017 to 09 NOV 2017