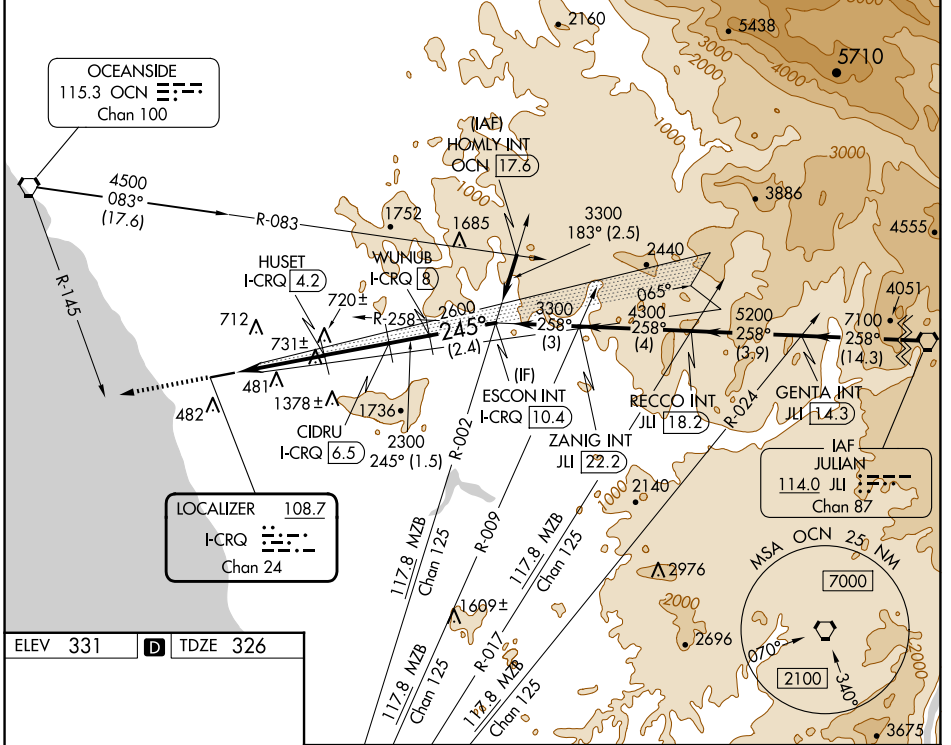


LOC/DME I-CRQ <b>108.7</b> Chan <b>24</b>	APP CRS <b>245°</b>	Rwy Idg <b>4897</b> TDZE <b>326</b> Apt Elev <b>331</b>
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# ILS or LOC RWY 24

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



ELEV 331	<b>D</b>	TDZE 326
<p>HIRL Rwy 6-24 <b>Ⓛ</b></p>		

3000	OCN R-145	OCN	WUNUB I-CRQ 8	ESCON INT I-CRQ 10.4
hdg 245°			HUSET I-CRQ 4.2	CIDRU I-CRQ 6.5
*LOC only		*I-CRQ 2.7	2300	2600
I-CRQ 0.9			1640*	2300
GS 3.20° TCH 55				
<p>1.8 NM    1.5 NM    2.4 NM    1.5 NM    2.4 NM</p>				

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, 20 MAR 2025 to 17 APR 2025

SW-3, 20 MAR 2025 to 17 APR 2025