

GENERAL**Operational Hours****ATS Hours / AD OPS Hours**

MON 1430± - SAT 0600±

SAT 1600± - SUN 0600±

SUN 1600± - MON 0600±

CLSD 0200± day prior to 1430± day following all HOL

Airport Information**RFF:** O/R**Fuel:** J5**PCN:** RWY 11/29, RWY 18/36: 59/R/B/W/T**Customs:** AVBL 2HRs PN MON-SAT 1600± - 0100±, other times MNM 4HRs PN**Operation****Traffic Note**

When WX or operational conditions permit, ATC will provide visual separation between IFR ARR RWY 27 at KSAN (San Diego INTL) and other TFC transitioning class B airspace over San Diego Bay, in order to enhance efficiency.

Preferential RWY

LDG RWY 29 / DEP RWY 18:

MON-THU 1500-0600±

FRI 1500-0200 ±

other times LDG RWY 36 / DEP RWY 18

VOR Test Facility (VOT): 109.0**Warnings**

Extensive Helicopter OPS in vicinity of AD, SFC-500ft, and 8NM SE of AD, SFC-2000ft.

Light CIV ACFT climb/descent through RWY 29 final APCH course beyond D6 enter/departure KSAN class B airspace.

RWY 11/29: Exercise caution transiting area between RWY edge lines and lights.

RWY 18/36: Non-standard RWY markers.

TWY L: Non-standard TWY edge lights.

Heavy vehicle traffic cross TWY L and A.

TWY D not lit for night OPS.

PGY VOR unusable:

- R060-R080 beyond 25NM

- R080-R100

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR and in addition;**BARET**

In the event of lost COM, North Island ARR shall execute the DME RWY 29 or RWY 36.

DEPARTURE**Take-off Minima**

RWY		18	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-
RWY		11	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID NASNI:
3+4 ENG		0 - 0.5V	MNM climb gradient 4.8% up to 700
RWY		29	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID NASNI:
3+4 ENG		0 - 0.5V	MNM climb gradient 8.1% up to 700
All ACFT		c600 - 2.5V	-
RWY		36	
All ACFT	ft - ft/SM	Not authorized	-

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR and in addition;**NASNI**

If no transmissions are received prior to crossing R250 PGY VOR/DME southbound, turn direct on PGY R250 to NASNI and hold as published, if no transmissions received within 5min after entering HLDG, proceed on course, climb to filed ALT.

21-JUN-2018

NZY-KNZY

United States San Diego North Island NAS/Halsey Fld

2-10

AFC

AFC

AFC

North Island NAS/Halsey Fld San Diego United States

AFC



Lindergh D-ATIS	134.800 ASOS
SOCAL APP	125.150 RAD
SOCAL DEP	124.350
North Island TWR	125.150 RAD
	135.100 Mon 1430t - Sat 0600t
	Sat 1600t - Sun 0600t
	Sun 1600t - Mon 0600t
	Closed: 0200t day
	prior to 1430t day following all
	HOL
Lindergh TWR	118.300
GND	118.000
DLV	128.400

Landing RWY system:

11	THR 19 (1hPa) / TDZ 20 (---%)	+0.1%	18	THR 19 (1hPa) / TDZ 19 (---%)	-0.1%
29	THR 26 (1hPa) / TDZ 26 (1hPa)	HL-P1F	36	THR 19 (1hPa) / TDZ 19 (---%)	HL-S

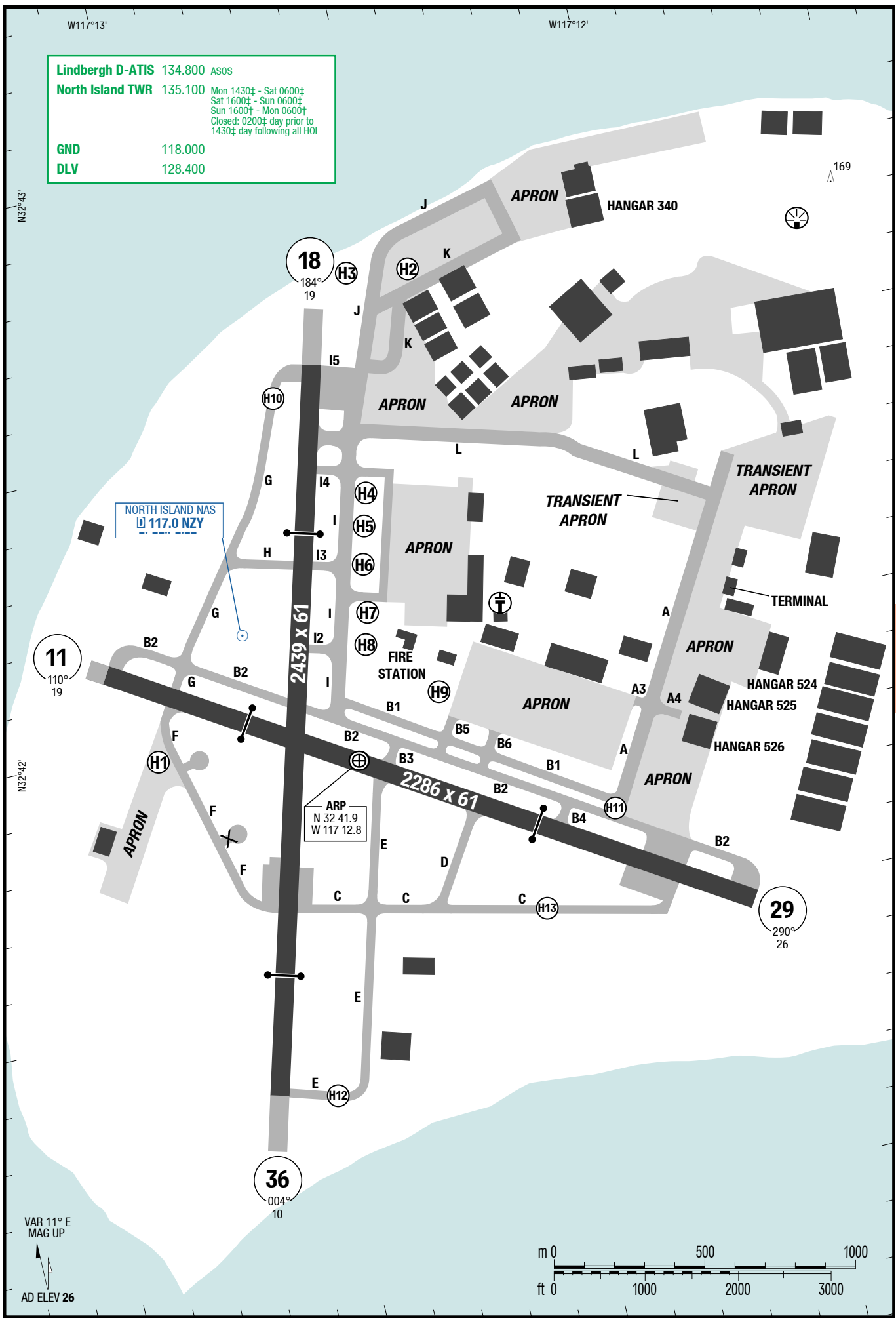
Changes: APL, OBST

21-JUN-2018
NZZY-KNZZY

United States San Diego North Island NAS/Halsey Fld
3-20
AGC

AGC
AGC

North Island NAS/Halsey Fld San Diego United States
AGC



Changes: Nil

09-NOV-2017
NZY-KNZY

United States **San Diego** North Island NAS/Halsey Fld

NIL

NASNI 8

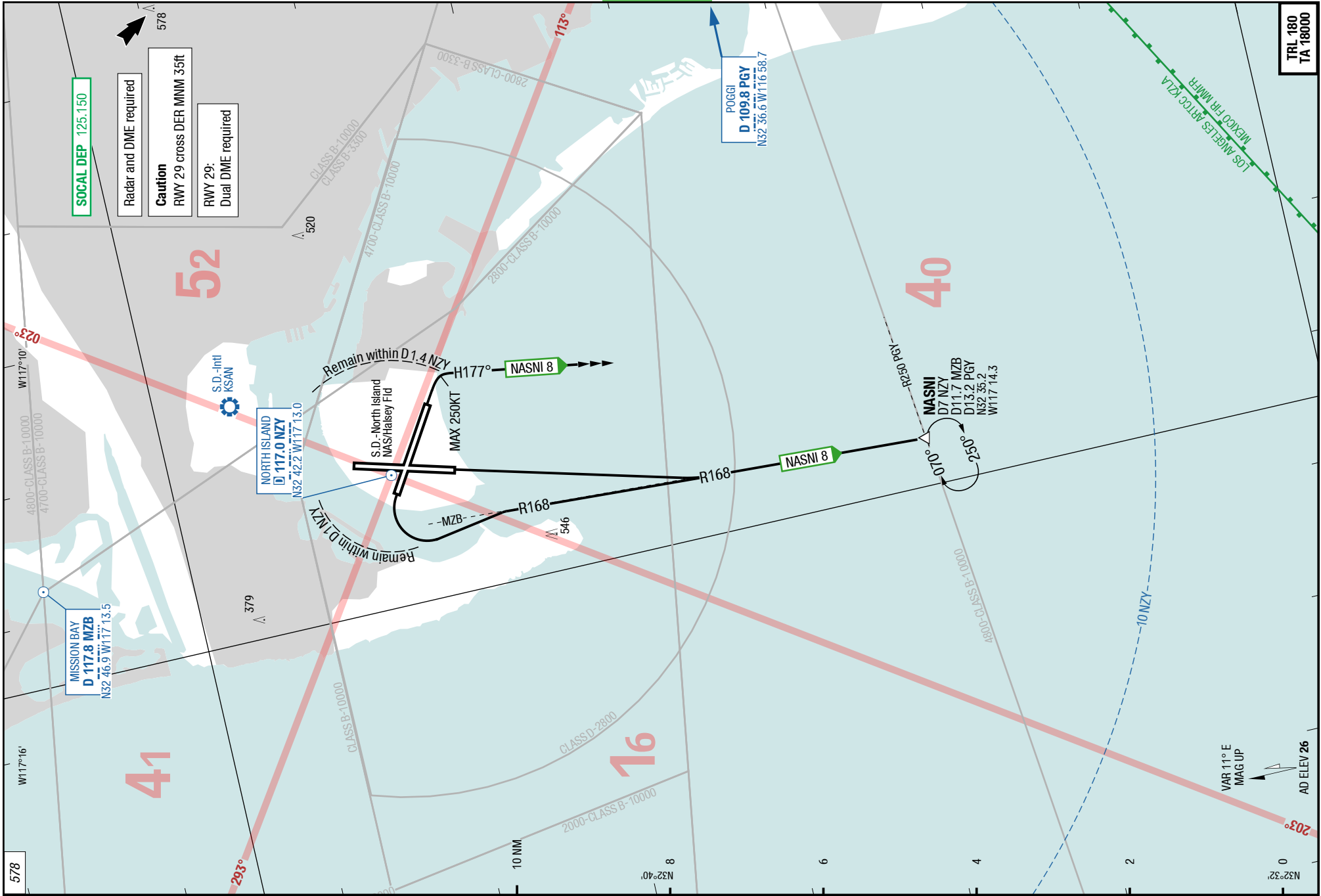
SID

SID

NIL

North Island NAS/Halsey Fld **San Diego** United States

NASNI 8



Changes: OBST, Editorial

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09-NOV-2017

NZY-KNZY**5-10****NASNI 8****SIDPT****NASNI 8**

RWYs 11 (110°) / 18 (184°) / 29 (290°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
8.1%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
NASNI 8 125.150		initial climb 2000
RWY 11 4.8% to 700 ①②	RT (within D1.4 NZY) (MAX 250KT) HDG 177° - expect radar vectors to join assigned route	
RWY 18 ②	RWY HDG - LT intercept R168 MZB to NASNI - expect radar vectors to join assigned route	
RWY 29 8.1% to 700 ①②	LT (within D1 NZY) intercept R168 MZB to NASNI - expect radar vectors to join assigned route	

① Perform initial turn as soon as practicable.

② Advise ATC prior to taxi if unable to meet climb gradients, DER crossing restrictions or remain within turn restrictions of published departure for an alternate runway assignment.

Changes: Note, Editorial

Obstacle Departure	
RWY	Routing
11	Diverse departures authorized 131°clockwise 184°. Cross DER MNM 25ft AGL / 51ft MSL. Immediate RT to assigned HDG within D1.4 NZZY to avoid overflying the City of Coronado.
18	Diverse departures authorized 131°clockwise 177°.
29	Diverse departures not authorized. Use NASNI DEP.
36	Departure not authorized.
RWY	Notes
11	Numerous trees left and right of runway centerline from 9ft prior to DER to 2018ft, 33ft MSL to 95ft MSL. Golf ball fencing 74ft AGL/88ft MSL, 2226ft from DER, 1215ft left of centerline. Tree 8ft inward of DER, 429ft right of centerline, 48ft AGL/74ft MSL. Tree 11ft from DER, 525ft right of centerline, 46ft AGL/73ft MSL. Multiple trees 159ft from DER, 433ft right of centerline, 43ft AGL/71ft MSL. Tree 78ft from DER, 371ft right of centerline, 29ft AGL/56ft MSL. Tree 91ft from DER, 460ft right of centerline, 28ft AGL/55ft MSL. Palm 90ft from DER, 468ft right of centerline, 27ft AGL/54ft MSL.
18	Top of light pole 491ft from DER, 627ft right of centerline, 39ft MSL. Top of light pole 699ft from DER, 625ft right of centerline, 38ft MSL. Top of light pole 1209ft from DER, 625ft right of centerline, 41ft MSL. Top of light pole 1031ft from DER, 626ft right of centerline, 40ft MSL. Top of light pole 850ft from DER, 627ft right of centerline, 40ft MSL.
29	Shipping Channel accommodating vessels up to 200ft AGL (206ft MSL with tidal range), starting 2577ft from DER on centerline. Twin Towers 145ft AGL/534ft MSL, 1.4NM from DER, 2645ft left of centerline; Tower 479ft MSL 1.5NM from DER, 1969ft left of centerline; Tower 100ft AGL/455ft MSL, 1.5NM from DER, 2054ft left of centerline; Tower 120ft AGL/544ft MSL, 1139ft from DER, 2.1NM left of centerline.

NZY-KNZY

BARET 5

6-10

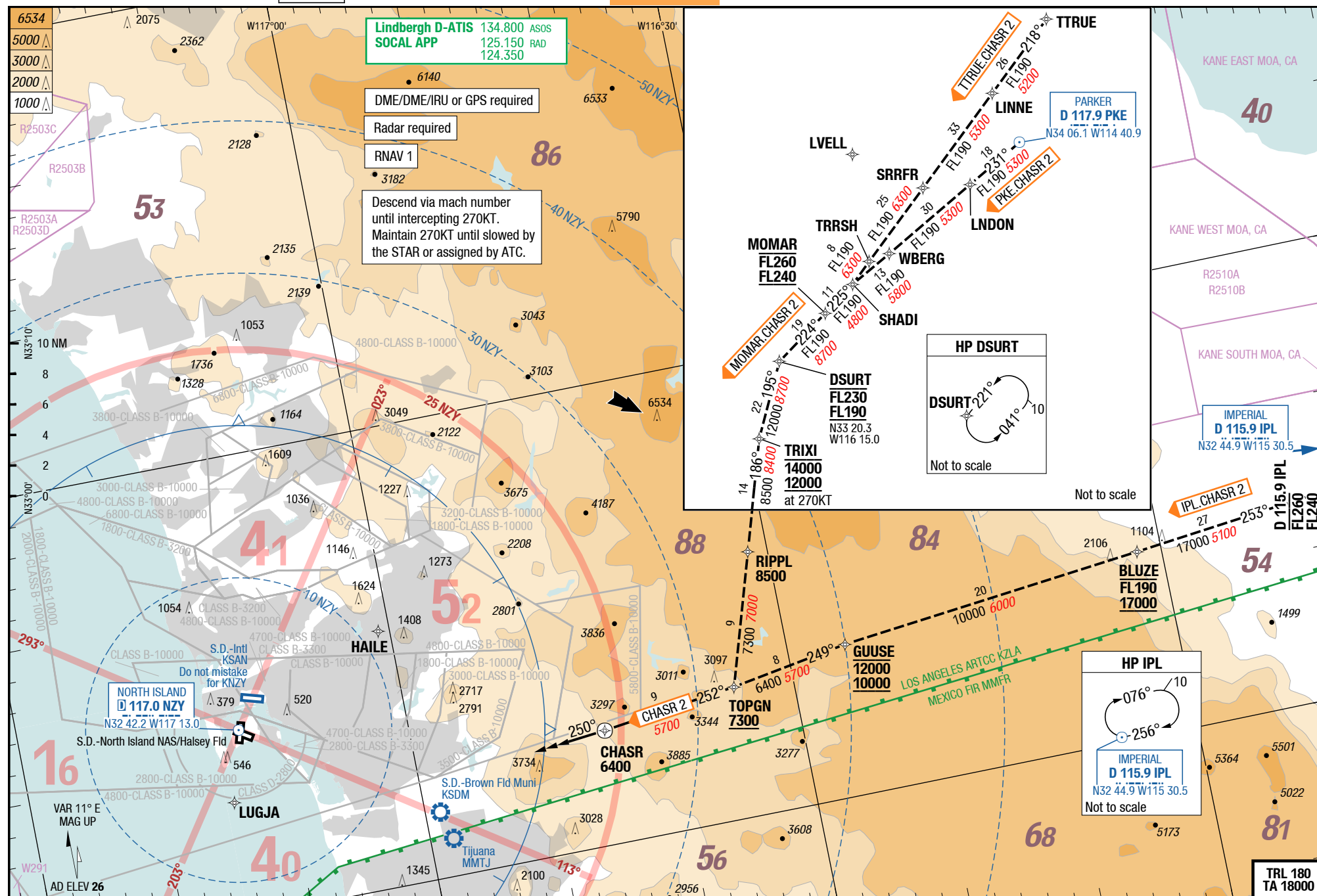
CHASR 2 RNAV

STAR

STAR

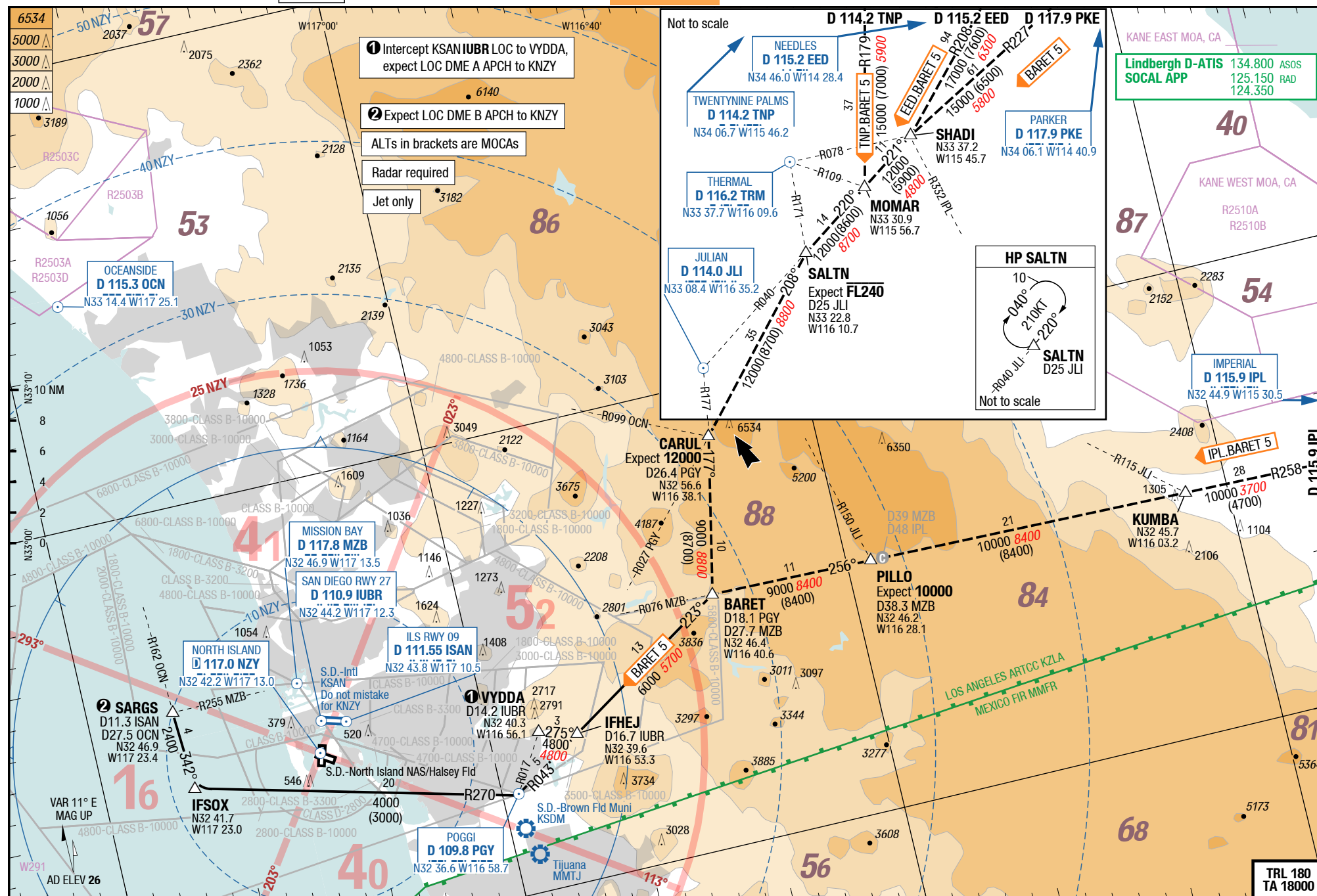
BARET 5

CHASR 2 RNAV



Changes: chart title, ALT, PROC renumbered, MEA, MOCA

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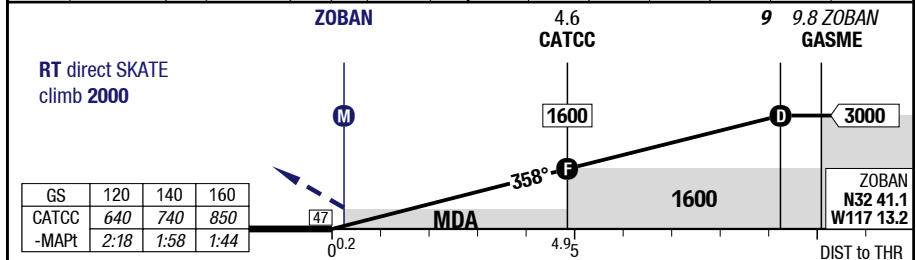
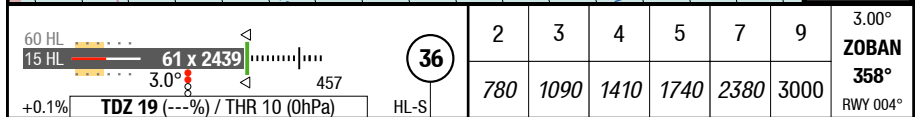
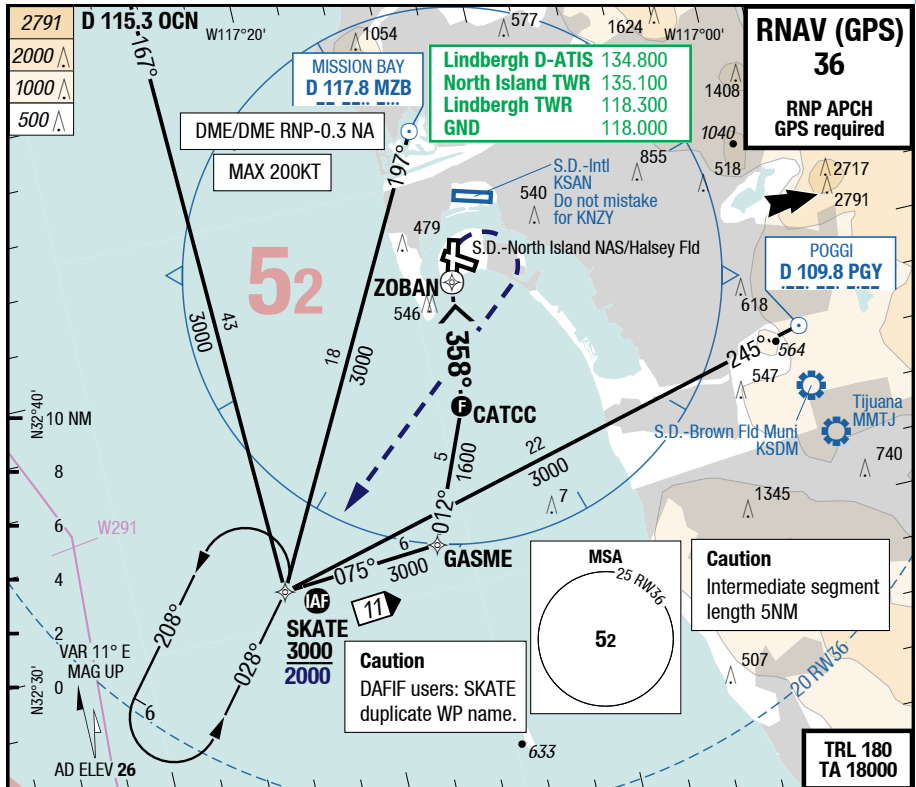
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IAC

NZY-KNZY

7-10

RNAV (GPS) 36



36	RNAV GPS LNAV	PAR	PAR wo GS	SRA	Circling TERPS	Circling 1) TERPS
C	ft - ft/SM ft	530 - 1.25V 540	200 - 0.5V 220	410 - 1.0V 420	770 - 2.0V 780	Not authorized
D	ft - ft/SM ft	530 - 1.25V 540	200 - 0.5V 220	410 - 1.0V 420	770 - 2.0V 780	Not authorized

1) RADAR

Changes: OBST

AMDT 4

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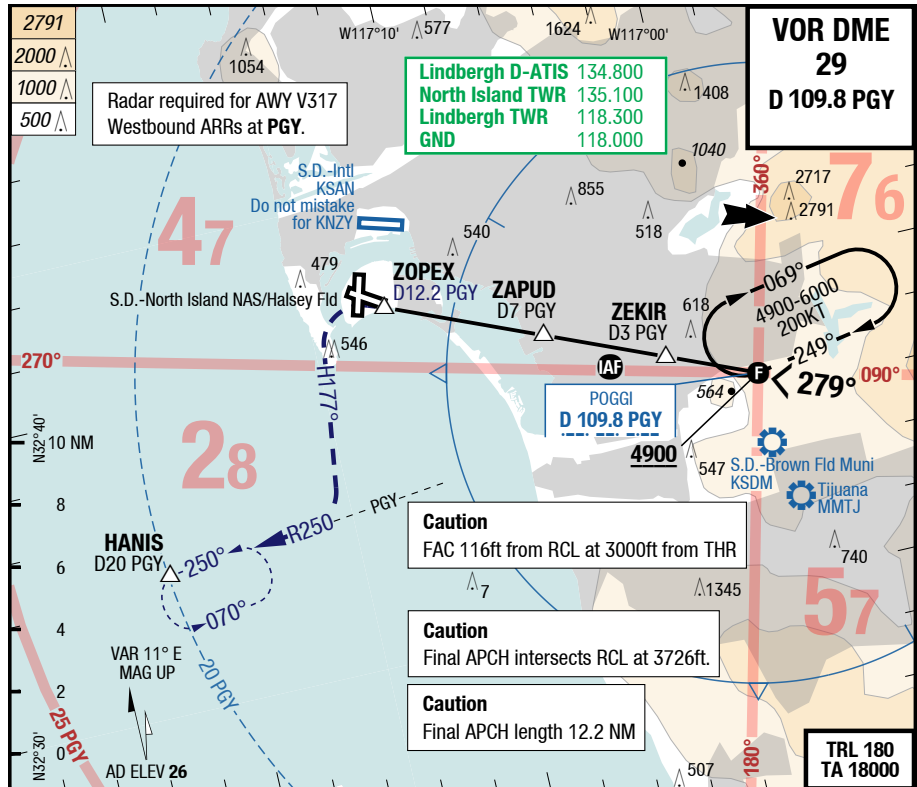
21-JUN-2018

NZY-KNZY

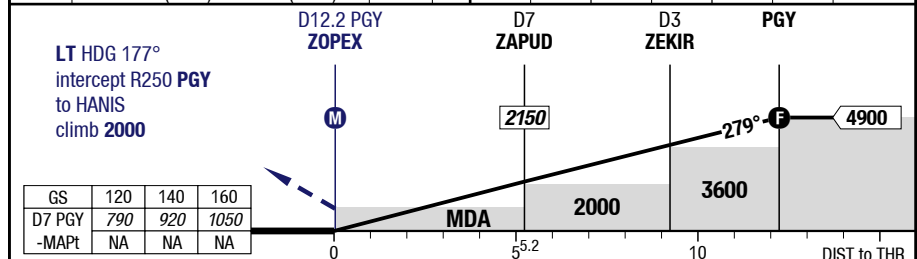
7-30

VOR DME 29

IAC



60 HL	15 HL	61 x 2286	3.0°	29	10	8	6	4	2	PGY	3.71°
-0.1%	TDZ 26 (---%) / THR 26 (1hPa)	HL-P1F			970	1760	2550	3330	4120	4900	D PGY 279°
											RWY 290°



29	VOR DME	PAR	PAR	PAR	PAR	Circling
		1)	APL U/S 2)	wo GS	(OFFSET) 3)	Ne TERPS
C	ft - ft/SM ft	640 - 1.38V 660	250 - 0.75V 280	250 - 0.88V 280	520 - 1.0V 540	600 - 2.0V 620
D	ft - ft/SM ft	640 - 1.38V 660	250 - 0.75V 280	250 - 0.88V 280	520 - 1.0V 540	600 - 2.0V 620

1) With EVS VIS 0.5SM

2) With EVS VIS 0.63SM

3) With EVS VIS 1.3SM

Changes: APL, OBST

AMDT 7

21-JUN-2018

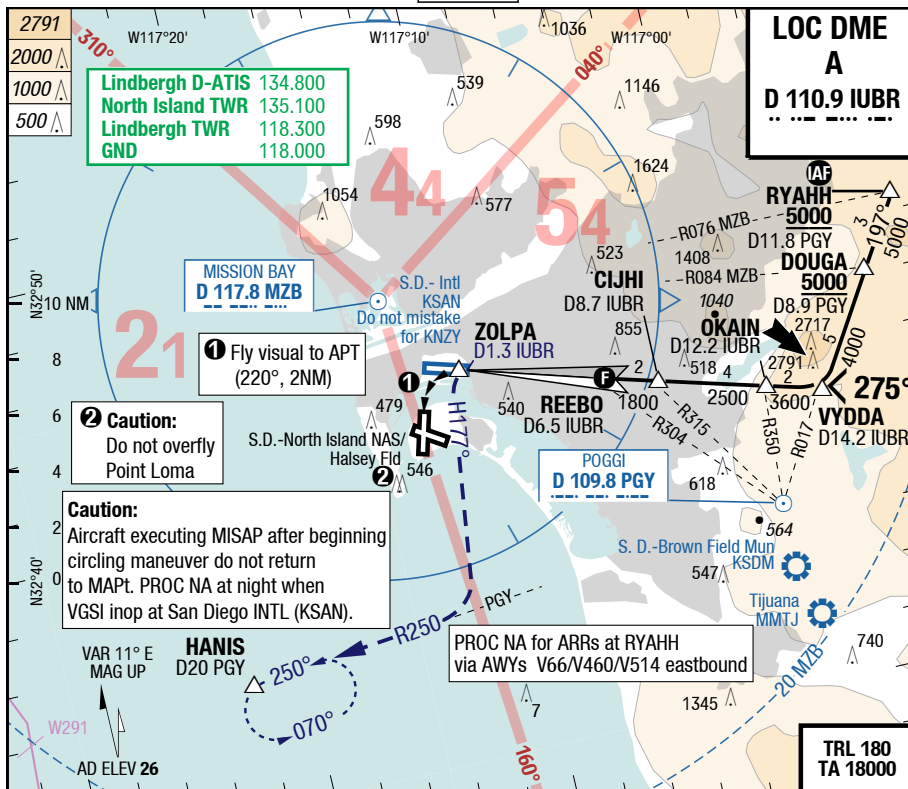
United States San Diego North Island NAS/Halsey Fld

IAC

NZY-KNZY

7-40

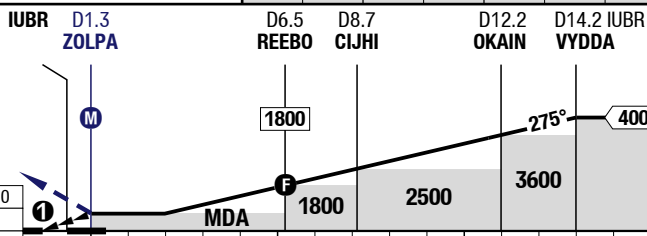
LOC DME A



See AFC for RWY information and approach light system.

LT HDG 177°
 intercept R250 PGY
 to HANIS
 climb 2000

GS	120	140	160
REEBO			
-MAPt	2:36	2:14	1:57



18/29								Circling ^{1) 2)}	
TERPS								New TERPS	
C	ft - ft/SM							860 - 2.5V	
	ft							880 ³⁾	
D	ft - ft/SM							860 - 2.75V	
	ft							880 ³⁾	

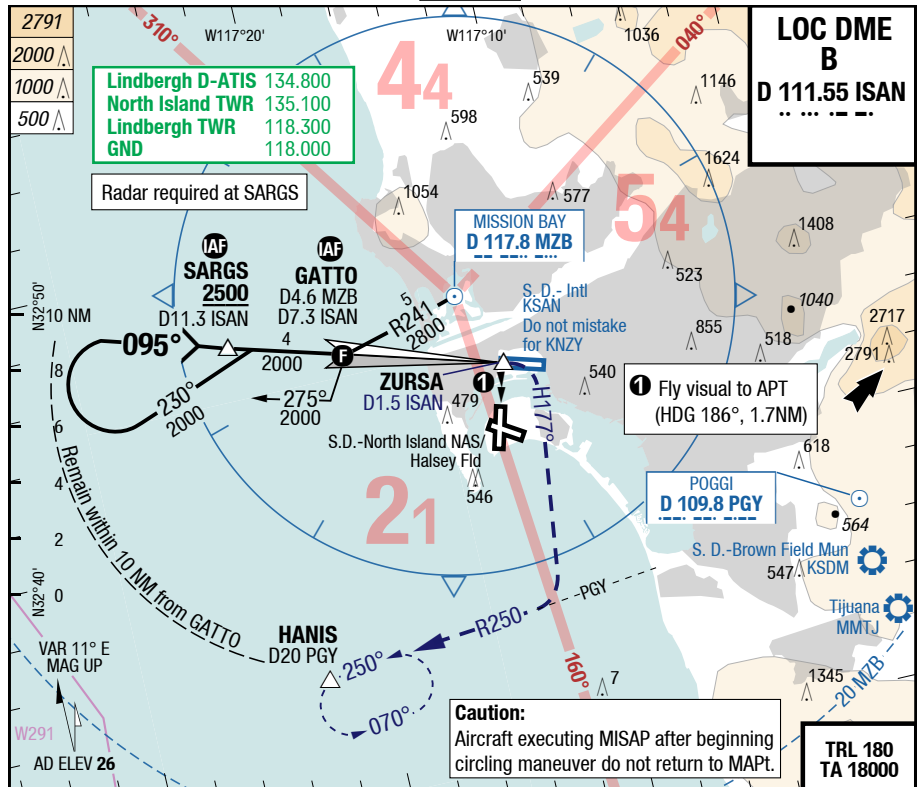
1) To RWY 18 or left downwind to RWY 29 after flying down RWY 18 3) E of RWY 18/36
 2) HN NA when VGSI at San Diego Intl (KSAN) INOP

Changes: OBST

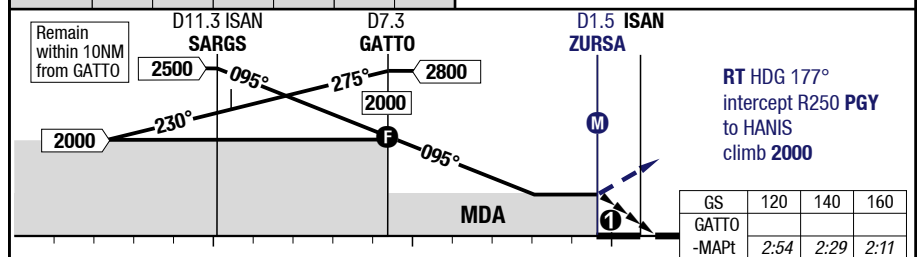
AMDT 5

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21-JUN-2018

NZY-KNZY**7-50****LOC DME B****IAC**

See AFC for RWY information and approach light system.



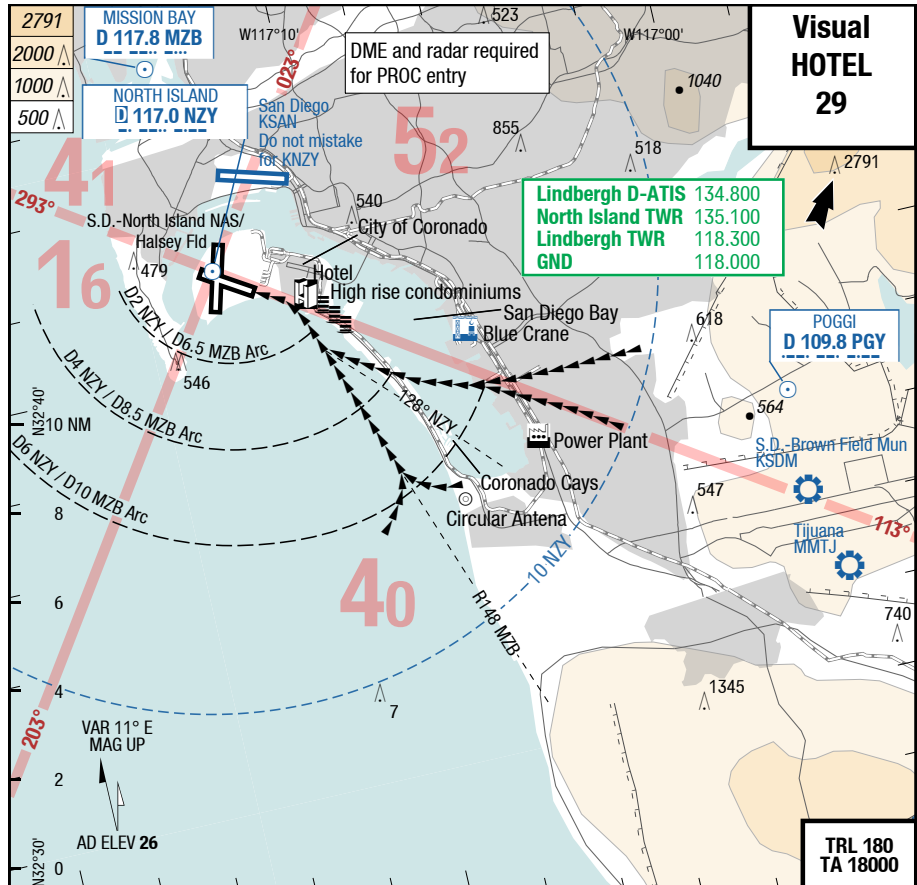
18/29								Circling ^{1) 2)} TERPS	
C	ft - ft/SM ft							860 - 2.5V 880	
D	ft - ft/SM ft							860 - 2.75V 880	

- 1) To RWY 18 or left downwind to RWY 29 after flying down RWY 18
 2) E of RWY 18/36

Changes: OBST

AMDT 6

21-JUN-2018

NZY-KNZY**7-60****Visual HOTEL 29**

Aircraft avoid overflying Coronado Cayes and City of Coronado below **2500 MSL**.
 Proceed visually via the **128° NZY** or **R148 MZB** until reaching **D2 NZY/D6.5 MZB**,
 then maneuver to RWY centerline for straight-in RWY 29.

29	VISUAL					Circling TERPS
C	ft - ft/SM ft	C 3000 - 5.0V				Not published
D	ft - ft/SM ft	C 3000 - 5.0V				Not published

NZY-KNZY

7-70

WxMinima Overflow

29		PAR wo GS (OFFSET)	SRA	SRA (OFFSET)			
C	ft - ft/SM ft	600 - 2.0V 620	520 - 1.0V 540	600 - 2.0V 620			
D	ft - ft/SM ft	600 - 2.0V 620	520 - 1.0V 540	600 - 2.0V 620			
36		SRA APL U/S					
C	ft - ft/SM ft	770 - 2.5V 780					
D	ft - ft/SM ft	770 - 2.5V 780					