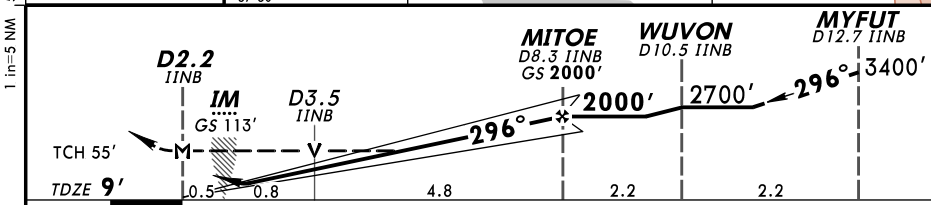
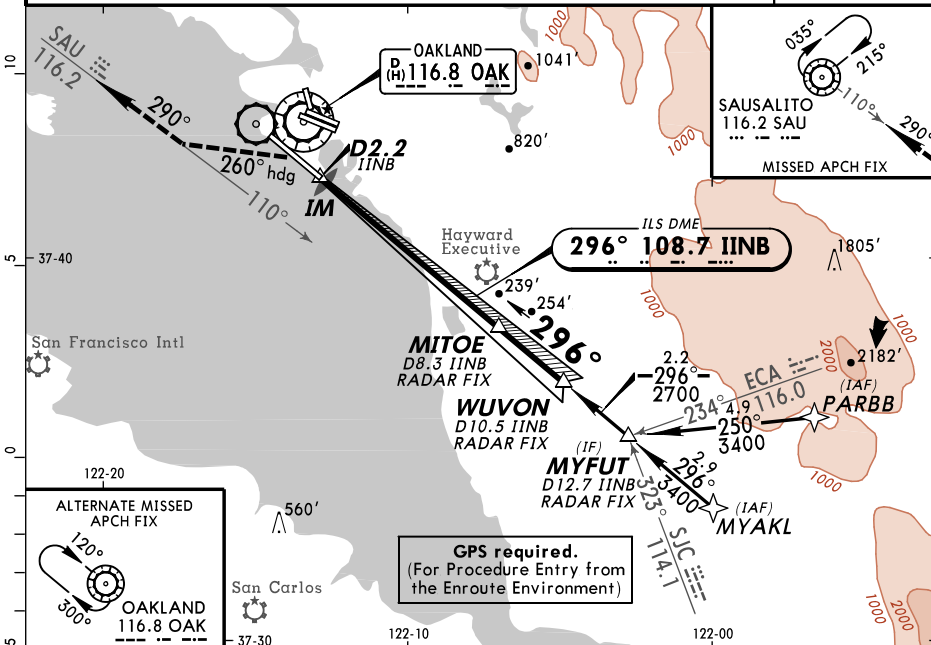


KOAK/OAK METRO OAKLAND INTL

JEPPESEN
26 SEP 14 **11-3**

OAKLAND, CALIF ILS or LOC Rwy 30

BRIEFING STRIP™	D-ATIS	NORCAL Approach (R)	OAKLAND SOUTH Tower Rwys 12-30	OAKLAND NORTH Tower Rwys 10-28, 15-33	OAKLAND SOUTH Ground Rwys 12-30	OAKLAND NORTH Ground Rwys 10-28, 15-33
	133.77	125.35	127.2	118.3	121.75	121.9
	LOC IINB 108.7	Final Apch Crs 296°	GS MITOE 2000' (1991')	ILS DA(H) 209' (200')	Apt Elev 9' TDZE 9'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' on heading 260° and inbound on SAU VOR R-110 to SAU VOR and hold, continue climb-in-hold to 4000', or as directed by ATC.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA OAK VOR
1. DME or Radar required. 2. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	600'	4000'	260°	SAU 116.2	SAU 116.2
GS	3.00°	372	478	531	637	743						
MAP at D2.2 IINB or MITOE to MAP 6.1	5:14	4:04	3:40	3:03	2:37	2:17	PAPI	↑	LT			

TERPS				STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
ILS				LOC (GS out)				C			
DA(H) 209' (200')				MDA(H) 500' (491')				Max Kts			
FULL		TDZ or CL out		ALS out		ALS out		MDA(H)			
A						RVR 24 or 1/2	RVR 55 or 1	90	560' (551') - 1		
B								120			
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4					140	660' (651') - 1 3/4		
D						RVR 50 or 1	1 3/8	165	1400' (1391') - 3		

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

CHANGES: Procedure.

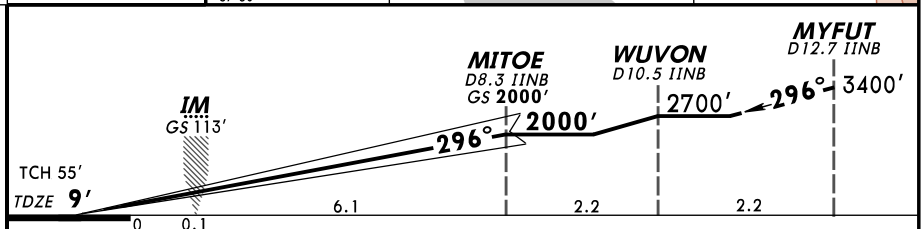
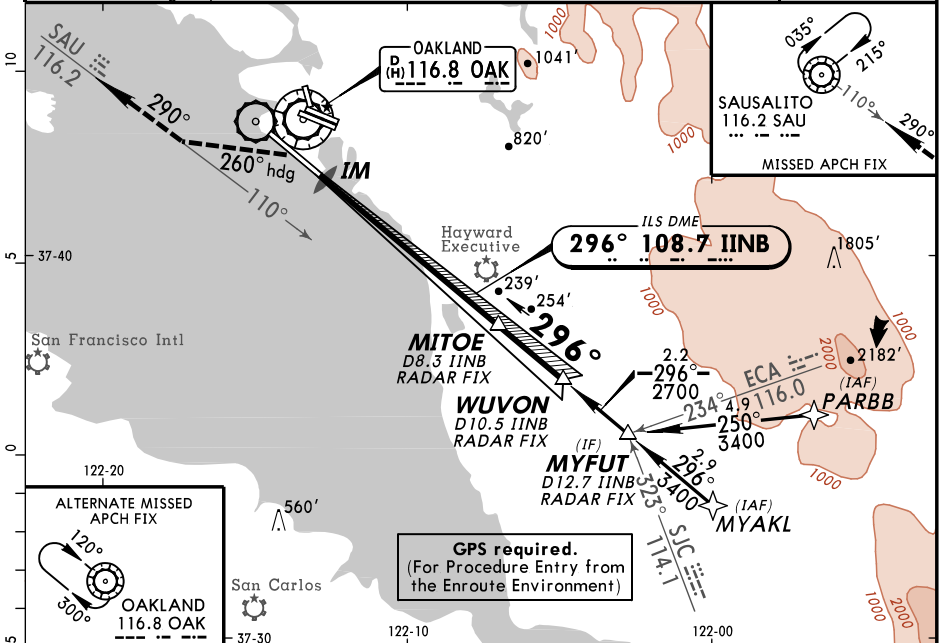
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TERPS AMEND 28 18 SEP 2014

JEPPESEN

KOAK/OAK METRO OAKLAND INTL 26 SEP 14 (11-3A) ILS Rwy 30 CAT II & III

D-ATIS 133.77	NORCAL Approach (R) 125.35	OAKLAND SOUTH Tower Rwys 12-30 127.2	OAKLAND NORTH Tower Rwys 10-28, 15-33 118.3	OAKLAND SOUTH Ground Rwys 12-30 121.75	OAKLAND NORTH Ground Rwys 10-28, 15-33 121.9			
LOC IINB 108.7	Final Apch Crs 296°	GS MITOE 2000' (1991')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 109' DA(H) 109'(100')	Apt E/elev 9' TDZE 9'	<p>MSA OAK VOR</p>
<p>MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' on heading 260° and inbound on SAU VOR R-110 to SAU VOR and hold, continue climb-in-hold to 4000', or as directed by ATC. Missed approach requires minimum climb of 230'/NM to 2700', if unable to meet climb gradient, see ILS or LOC Rwy 30 (11-3).</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. VGSI and ILS glidepath not coincident.</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	600'	4000'	260'	SAU	SAU
Gs	3.00°	372	478	531	637	849		↑	then	on	hdg	116.2

TERPS STRAIGHT-IN LANDING RWY 30			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	1 CAT II ILS RA 109' DA(H) 109'(100')
NA	RVR 6	RVR 7	RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

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TERPS AMEND 28 18 SEP 2014

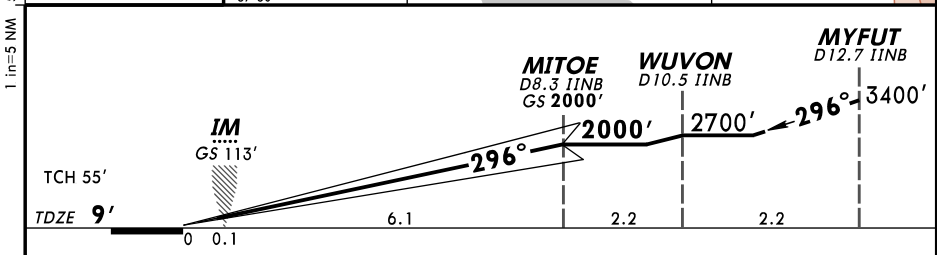
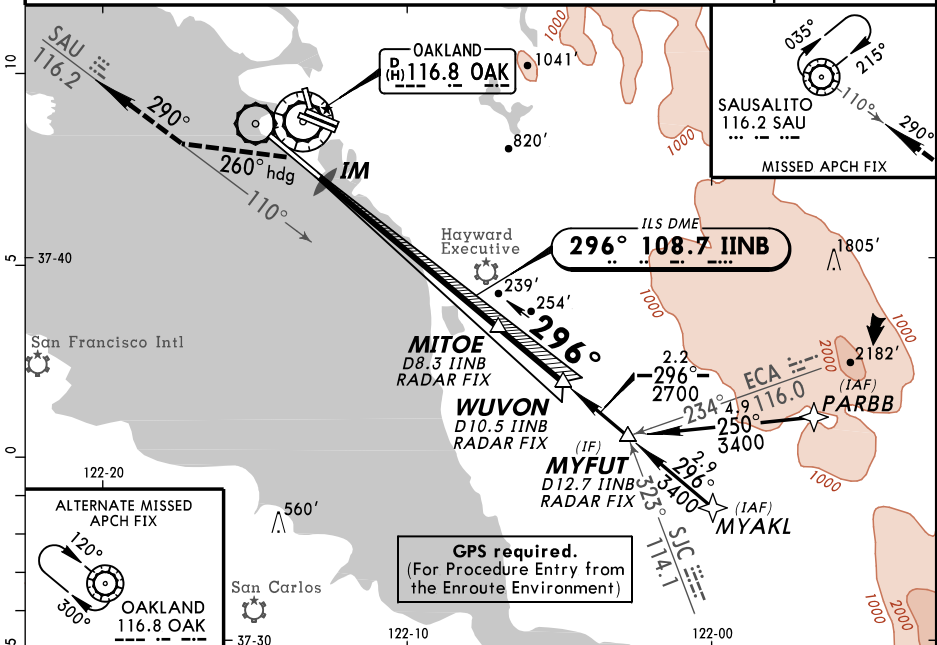
1 in=5 NM

KOAK/OAK METRO OAKLAND INTL

JEPPesen
26 SEP 14 (11-3B)

OAKLAND, CALIF ILS Rwy 30 SA CAT I

D-ATIS 133.77	NORCAL Approach (R) 125.35	OAKLAND SOUTH Tower Rwys 12-30 127.2	OAKLAND NORTH Tower Rwys 10-28, 15-33 118.3	OAKLAND SOUTH Ground Rwys 12-30 121.75	OAKLAND NORTH Ground Rwys 10-28, 15-33 121.9
LOC IINB 108.7	Final Apch Crs 296°	GS MITOE 2000' (1991')	SA CAT I ILS RA 159' DA(H) 159'(150')	Apt Elev 9' TDZE 9'	<p>MSA OAK VOR</p>
<p>MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' on heading 260° and inbound on SAU VOR R-110 to SAU VOR and hold, continue climb-in-hold to 4000', or as directed by ATC.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew and Acft Certification Required. 2. DME or Radar required. 3. VGSI and ILS glidepath not coincident.</p>					



Gnd speed-Kts	3.00°	372	478	531	637	743	849	ALSF-II	600'	4000'	260'	SAU R-110	SAU 116.2
Gs								PAPI	then	on	and		

TERPS STRAIGHT-IN LANDING RWY 30
SA CAT I ILS
RA 159'
 DA(H) 159'(150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
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TERPS AMEND 28 18 SEP 2014