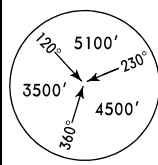


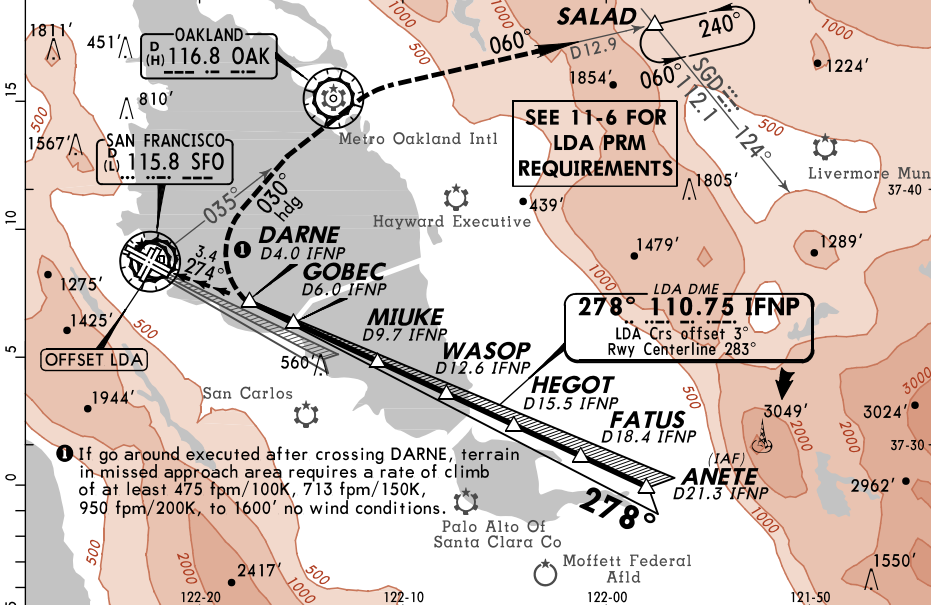
|                          |  |                                         |  |                                                          |  |                 |
|--------------------------|--|-----------------------------------------|--|----------------------------------------------------------|--|-----------------|
| D-ATIS<br>113.7<br>115.8 |  | NORCAL Approach (R)<br>118.85<br>135.45 |  | SAN FRANCISCO Tower<br>120.5<br>Monitor Frequency 127.67 |  | Ground<br>121.8 |
|--------------------------|--|-----------------------------------------|--|----------------------------------------------------------|--|-----------------|

|                           |                               |                                     |                               |                                        |
|---------------------------|-------------------------------|-------------------------------------|-------------------------------|----------------------------------------|
| LDA IFNP<br><b>110.75</b> | Final Apch Crs<br><b>278°</b> | GS<br><b>GOBEC</b><br>1800' (1787') | DA(H)<br><b>1140'</b> (1127') | Apt Elev <b>13'</b><br>TDZE <b>13'</b> |
|---------------------------|-------------------------------|-------------------------------------|-------------------------------|----------------------------------------|



**MISSED APCH:** Climbing RIGHT turn to 6000' via 030° heading and SFO VOR R-035 and OAK VOR R-060 to SALAD INT and hold. Continue climb in hold to 6000'.

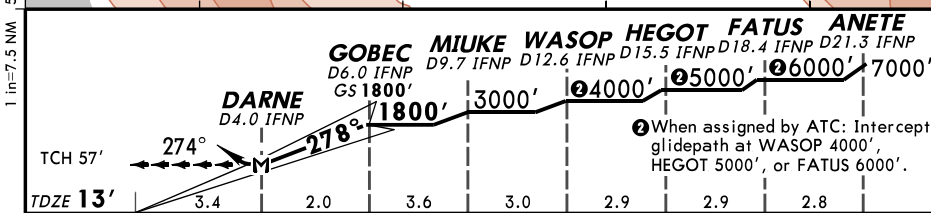
- Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
- RADAR and DME required.
  - Dual VHF communication required.
  - LDA/GLIDESLOPE.
  - Simultaneous close parallel approach authorized with ILS PRM Rwy 28L.
  - See 11-6 for "Attention All Users of LDA Precision Runway Monitor (PRM)".
  - Runway 28L and 28R separated by 750' centerline to centerline.
  - Fly visual to airport 274°, 3.4 miles.
  - Localizer course 1199' right of Rwy 28R THR.
  - Localizer only not authorized during close parallel operations.



**SEE 11-6 FOR LDA PRM REQUIREMENTS**

**278° - 110.75 IFNP**  
LDA Crs offset 3°  
Rwy Centerline 283°

① If go around executed after crossing DARNE, terrain in missed approach area requires a rate of climb of at least 475 fpm/100K, 713 fpm/150K, 950 fpm/200K, to 1600' no wind conditions.



② When assigned by ATC: Intercept glidepath at WASOP 4000', HEGOT 5000', or FATUS 6000'.

|               |       |     |     |     |     |     |                  |              |          |                       |
|---------------|-------|-----|-----|-----|-----|-----|------------------|--------------|----------|-----------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II<br>PAPI | 6000' via RT | 030° hdg | SFO<br>115.8<br>R-035 |
| Gs            | 3.00° | 377 | 484 | 538 | 646 | 753 |                  |              |          |                       |

|                             |         |
|-----------------------------|---------|
| STRAIGHT-IN LANDING RWY 28R |         |
| LDA/GS                      |         |
| DA(H) <b>1140'</b> (1127')  |         |
| FULL                        | ALS out |

TERPS

|   |   |
|---|---|
| A | 4 |
| B |   |
| C |   |
| D |   |