

KSFO/SFO
SAN FRANCISCO INTL

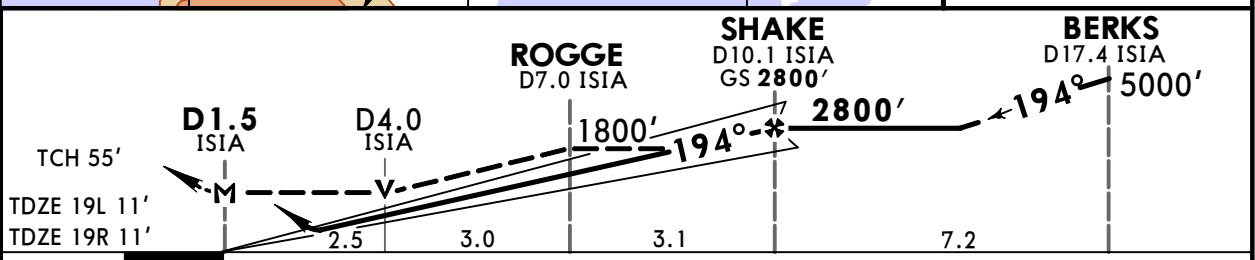
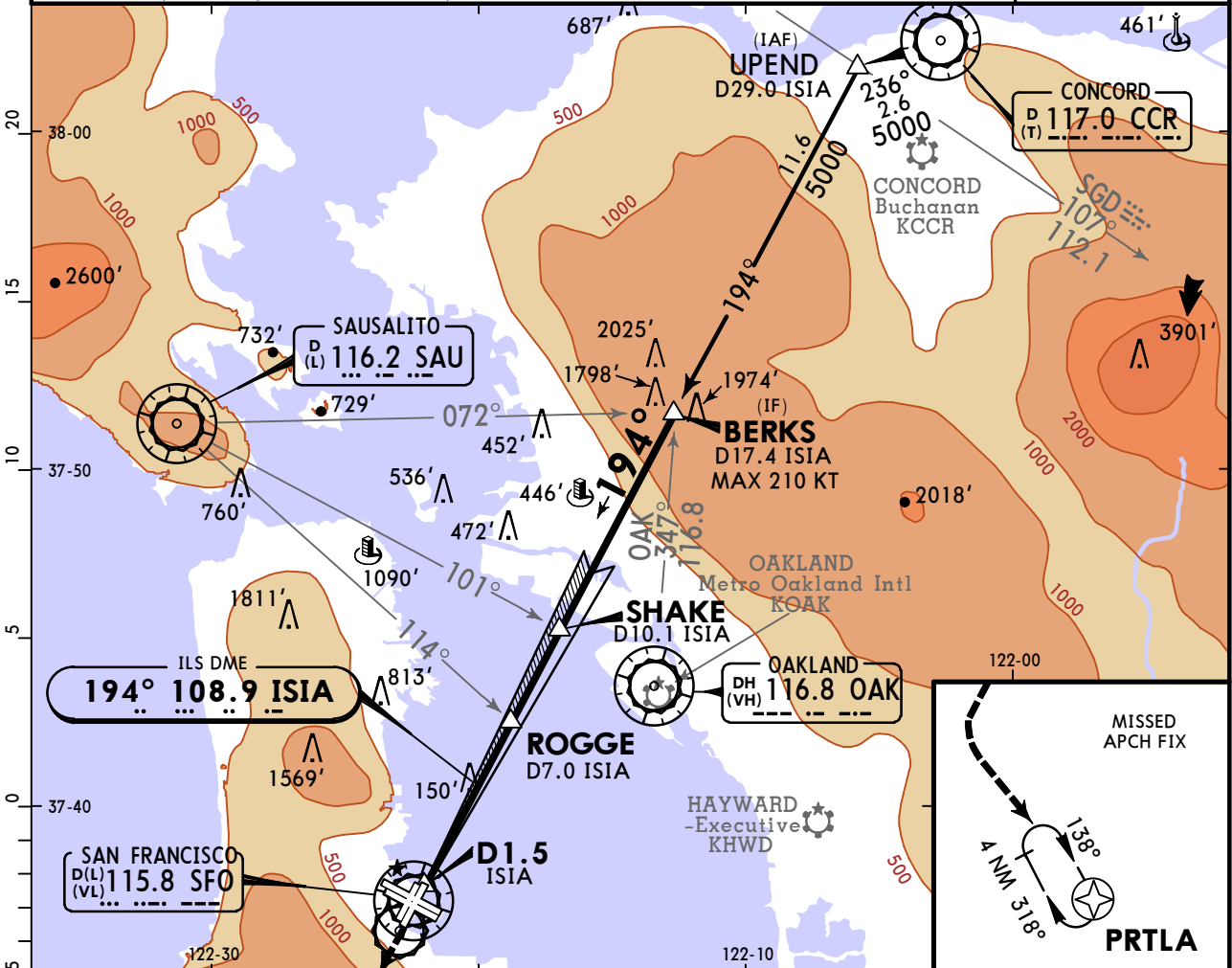
JEPPESSEN
24 NOV 23
Eff 30 Nov (11-1)

SAN FRANCISCO, CALIF
ILS or LOC Rwy 19L

BRIEFING STRIP™

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8		
LOC ISIA 108.9		Final Apch Crs 194°		SHAKE 2800' (2789')		ILS DA(H) (CONDITIONAL) 300' (289')		Apt Elev 13' TDZE 11'	
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' direct PRTLA and hold. Refer to minimums for missed apch climb gradient.									
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Sidestep not authorized until passing ROGGE intersection. 2. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on the glideslope. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').									

MSA SFO VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	1100'	4000'	D	PRTLA
GS	3.00°	372	478	531	637	743					
MAP at D1.5 ISIA or SHAKE to MAP	8.6	7:22	5:44	5:10	4:18	3:41					

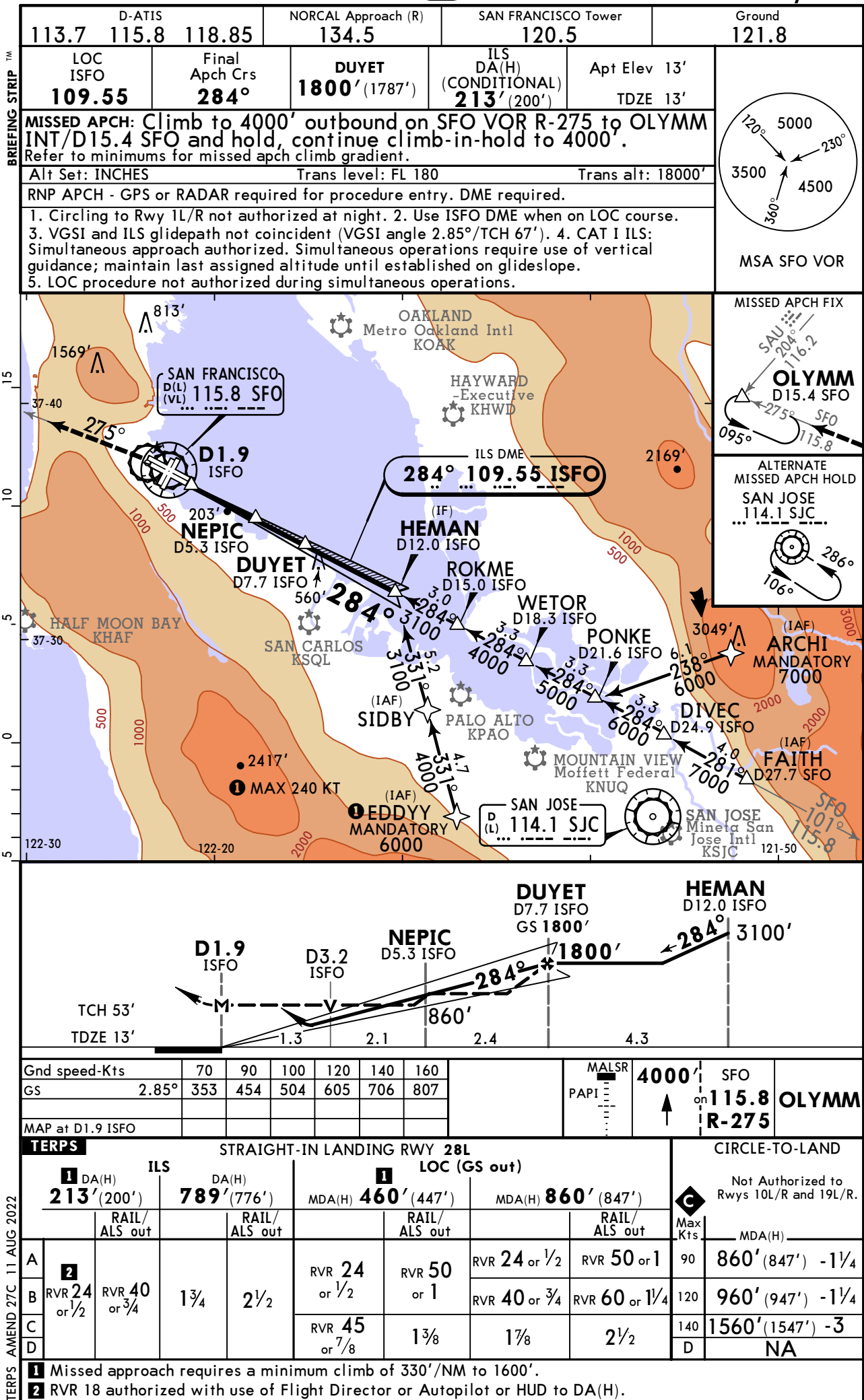
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ILS				LOC (GS out)						2 With ROGGE	
1				2 With ROGGE		Without ROGGE		2 With ROGGE			
DA(H) 300' (289')		DA(H) 774' (763')		MDA(H) 880' (869')		MDA(H) 1800' (1789')		MDA(H) 880' (869')			
ALS out		ALS out		ALS out		ALS out		ALS out			
A											
B	RVR 40	RVR 45	2	2½	RVR 40 or ¾	RVR 50 or 1	1¼		2		
C	or ¾	or 7/8			RVR 55 or 1	RVR 60 or 1¼	1½				
D					2½	2¾	3		3		

1 Missed approach requires minimum climb of 357'/NM to 2000'. 2 Dual VOR receivers or DME required.

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
6 DEC 24 (11-2)

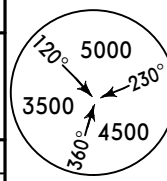
SAN FRANCISCO, CALIF
ILS or LOC Rwy 28L

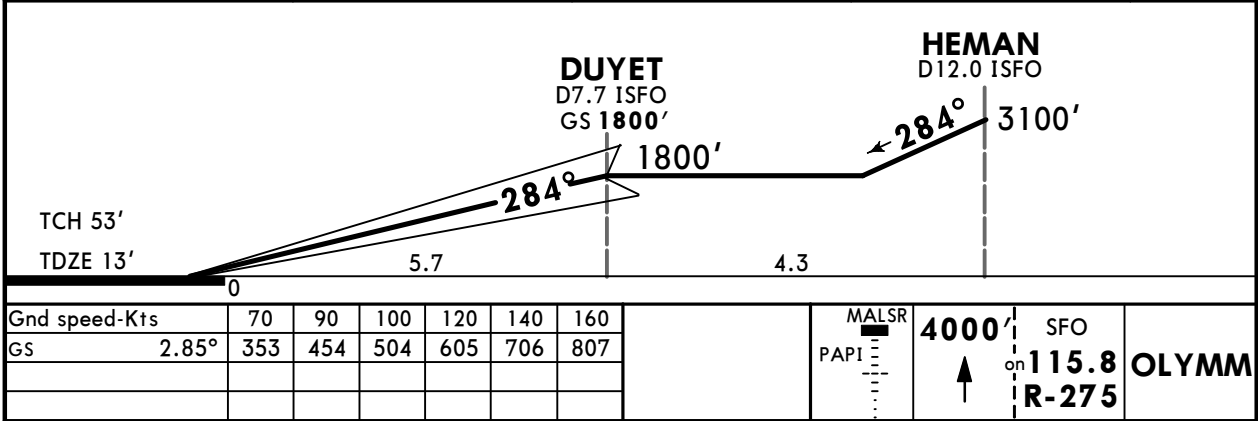
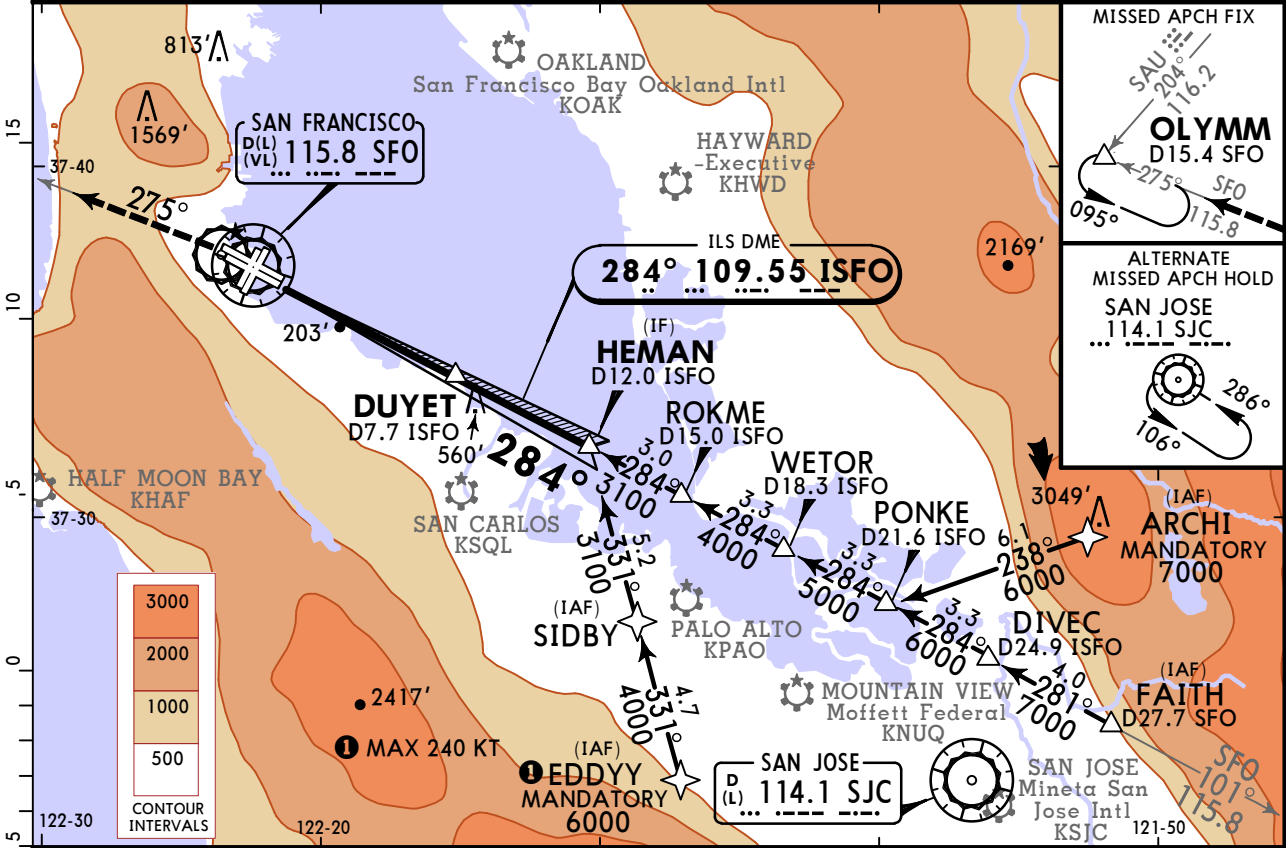


KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
28 FEB 25 11-2A

SAN FRANCISCO, CALIF
ILS Rwy 28L SA CAT II

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 115.8 118.85			134.5		120.5		121.8	
LOC ISFO 109.55	Final Apch Crs 284°	DUYET 1800' (1787')		SA CAT II ILS RA 113' DA(H) 113' (100')		Apt Elev 13' TDZE 13'		 MSA SFO VOR
MISSED APCH: Climb to 4000' outbound on SFO VOR R-275 to OLYMM INT/D15.4 SFO and hold, continue climb-in-hold to 4000'. Missed approach requires minimum climb of 330'/NM to 1600'.								
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'		
RNP APCH - GPS or RADAR required for procedure entry. DME required.								
1. Special Aircrew & Acft Certification Required. 2. Use ISFO DME when on LOC course. 3. VGSI and ILS glidepath not coincident (VGSI angle 2.85°/TCH 67').								



TERPS		STRAIGHT-IN LANDING RWY 28L	
		1 SA CAT II ILS	
		RA 113'	
		DA(H) 113'(100')	
A	RVR 12		
B			
C			
D			
1 Requires specific OPSPEC, MSPEC, or LOA approval.			

KSFO/SFO

SAN FRANCISCO INTL

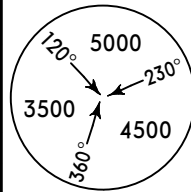
13 MAY 22

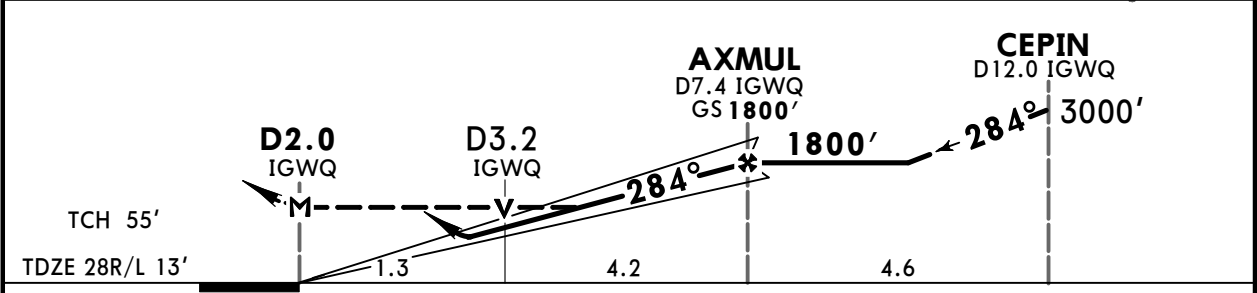
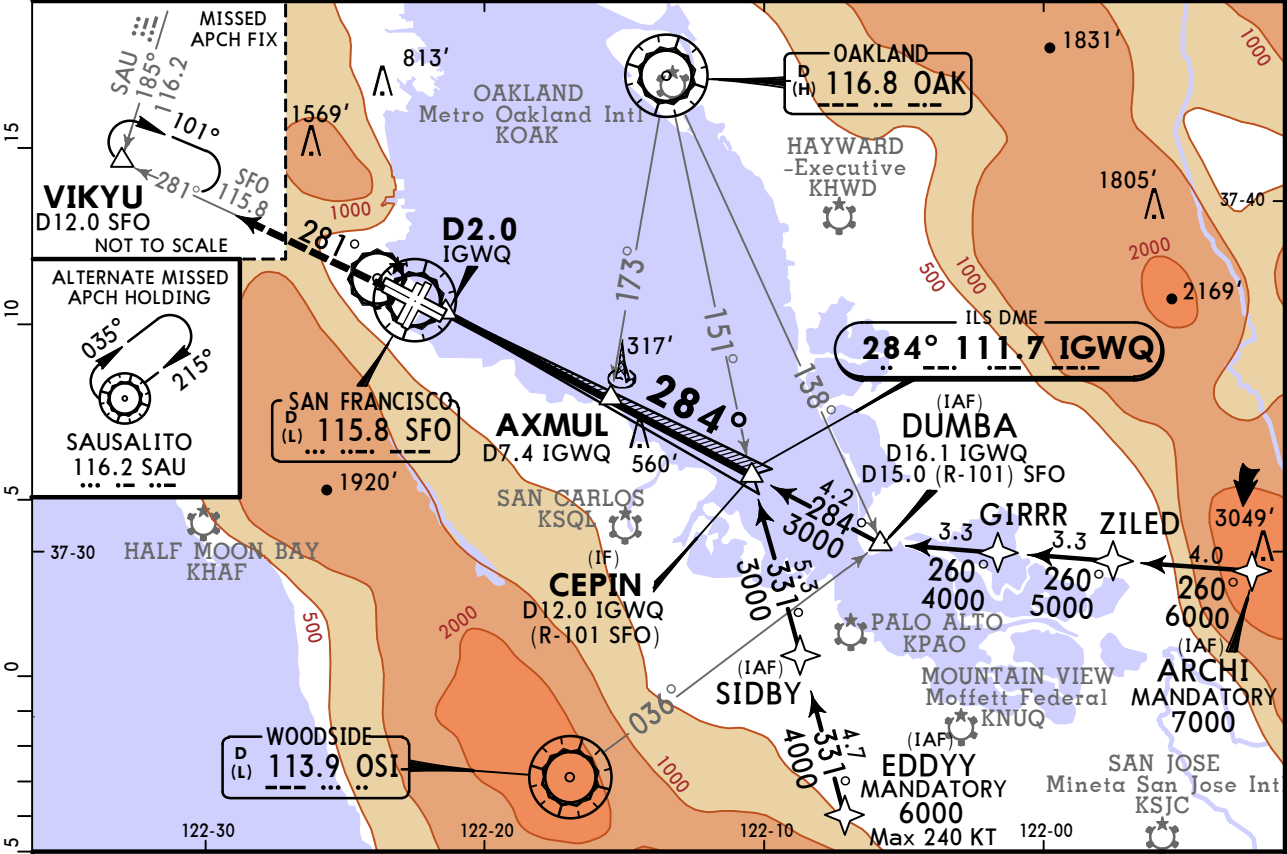
11-3

Eff 19 May

ILS or LOC Rwy 28R

SAN FRANCISCO, CALIF

D-ATIS			NORCAL Approach (R)	SAN FRANCISCO Tower		Ground
113.7	115.8	118.85	134.5	120.5		121.8
LOC IGWQ 111.7	Final Apch Crs 284°	AXMUL 1800' (1787')	ILS DA(H) 213' (200')	Apt Elev 13' TDZE 28R 13'		 MSA SFO VOR
MISSED APCH: Climb to 3000' on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold. Missed approach requires minimum climb of 350'/NM to 1900'; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
RNAV 1-GPS or RADAR required for procedure entry.						
1. Circling Rwy 1L, 1R not authorized at night. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68'). 4. MALSR, PAPI-L on Rwy 28L. 5. LOC procedure not authorized during simultaneous operations. 6. CAT I ILS: Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.						



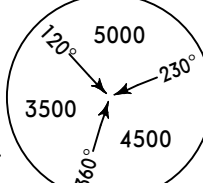
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3000' on 115.8 SFO VIKYU R-281
GS	3.00°	372	478	531	637	743		
MAP at D2.0 IGWQ or AXMUL to MAP	5.4	4:38	3:36	3:14	2:42	2:19		

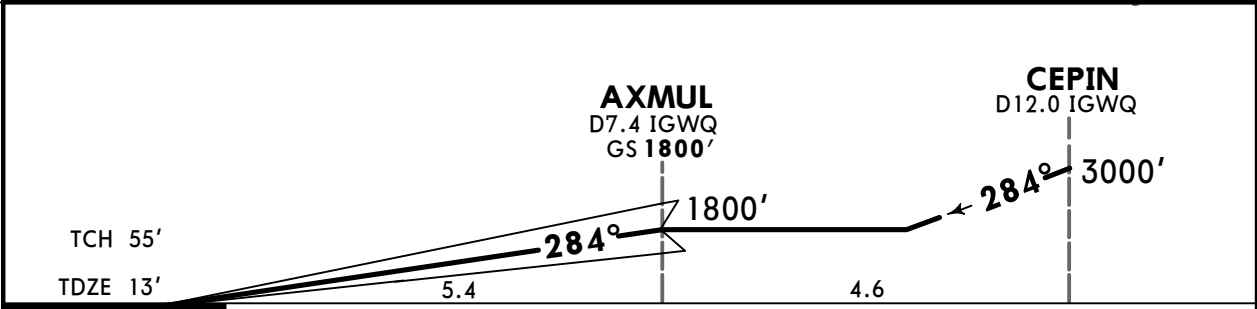
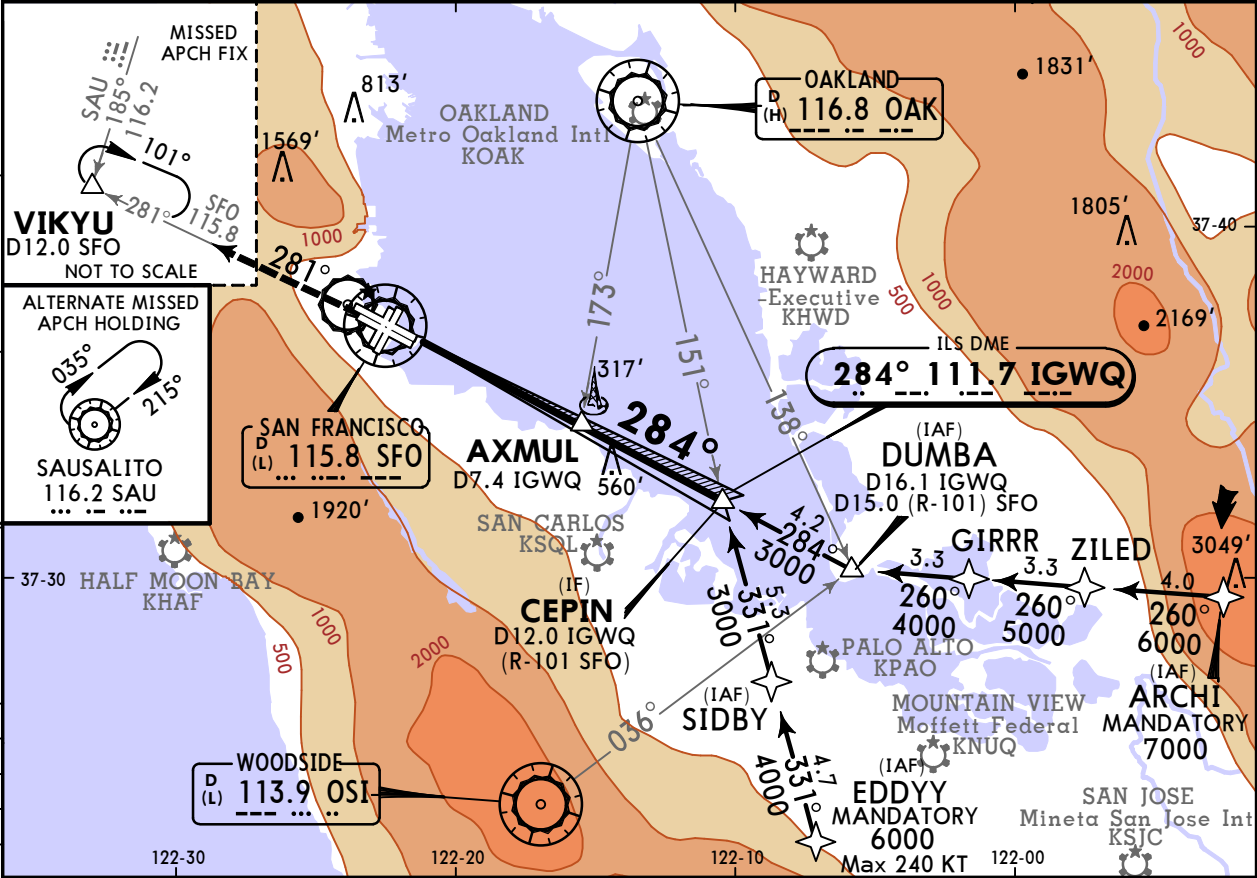
TERPS						SIDESTEP LANDING RWY 28L		CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 28R ILS			LOC (GS out)			MDA(H) 480' (467')		Not Authorized to Rwy 10L/R and 19L/R.	
DA(H) 213' (200')			MDA(H) 480' (467')			MDA(H) 480' (467')		Max Kts	
FULL			ALS out			RAIL/ALS out		MDA(H)	
A			RVR 24 or 1/2			RVR 55 or 1		90	
B			RVR 24 or 1/2			RVR 55 or 1		120	
C			RVR 40 or 3/4			RVR 55 or 1		140	
D			RVR 50 or 1			1 1/2		D	

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
13 MAY 22
Eff 19 May

SAN FRANCISCO, CALIF
ILS Rwy 28R CAT II & III

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 115.8 118.85			134.5		120.5		121.8	
LOC IGWQ 111.7	Final Apch Crs 284°	AXMUL 1800' (1787')	CAT III Refer to Minimums		CAT II ILS RA 113' DA(H) 113' (100')	Apt Elev 13' TDZE 13'	 MSA SFO VOR	
MISSED APCH: Climb to 3000' on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold. Missed approach requires minimum climb of 350'/NM to 1900'; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).								
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'			
RNAV 1-GPS or RADAR required for procedure entry.								
1. Special Aircrew & Acft Certification Required. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68').								



Gnd speed-Kts	70	90	100	120	140	160	 3000' on 115.8 R-281	VIKYU
GS	3.00°	372	478	531	637	743		

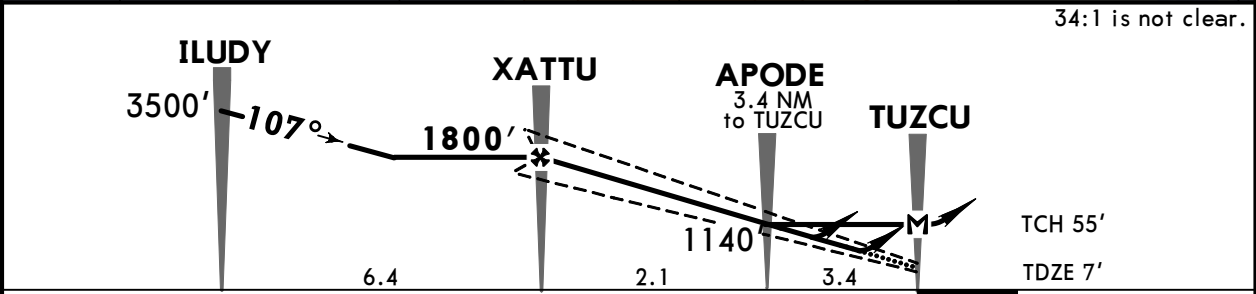
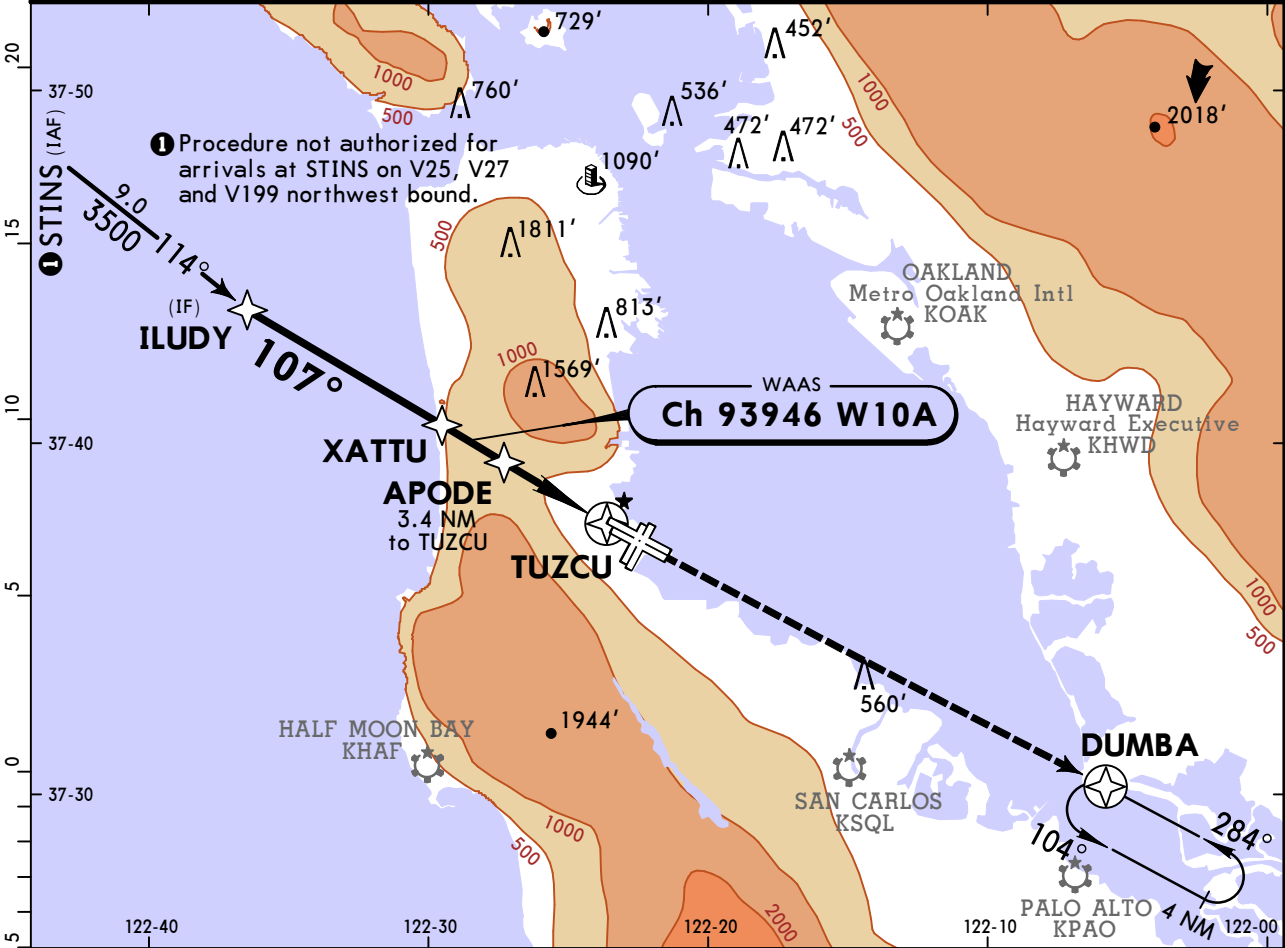
TERPS		STRAIGHT-IN LANDING RWY 28R	
CAT III ILS		CAT II ILS RA 113' DA(H) 113' (100')	
RVR 6		RVR 12	

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
5 JUL 24
Eff 11 JUL 12-1

SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 10L

D-ATIS			NORCAL Approach (R)	SAN FRANCISCO Tower		Ground	
113.7	115.8	118.85	134.5	120.5		121.8	
WAAS Ch 93946 W10A	Final Apch Crs 107°	XATTU 1800' (1793')		LPV DA(H) 257' (250')	Apt Elev 13' TDZE 7'	<div>5100</div> <div>MSA TUZCU</div>	
MISSED APCH: Climb to 500', then climb to 3000' direct DUMBA and hold.							
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'
1. Final approach course offset 3.00°. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 4°C or above 54°C. 3. Rwy 10L helicopter visibility reduction below RVR 40 or 3/4 not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 80').							



11.9		5.5					0					
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	500'	3000'	D →	DUMBA	
Glide Path Angle	3.00°	372	478	531	637	743		849	↑			↑
MAP at TUZCU												

TERPS			STRAIGHT-IN LANDING RWY 10L		
LPV		DA(H) 257' (250')	LNAV/VNAV		LNAV
			DA(H) 494' (487')		MDA(H) 1080' (1073')
A					1 1/4
B					1 1/2
C					3
D					
		RVR 40 or 3/4			1 3/8

CHANGES: Procedure.

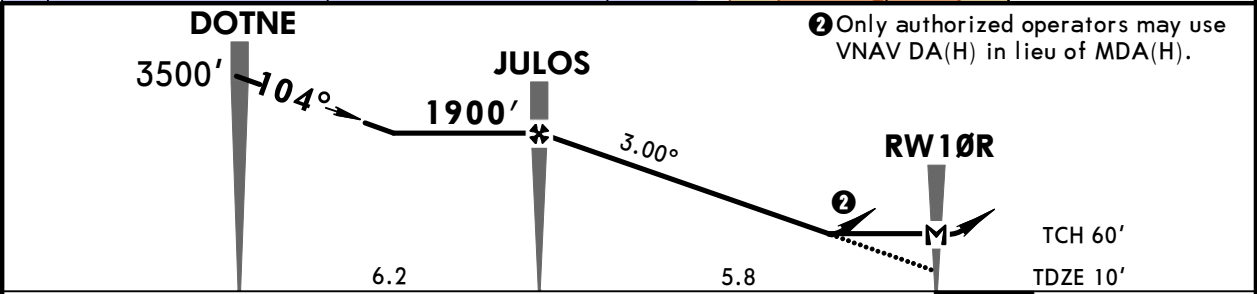
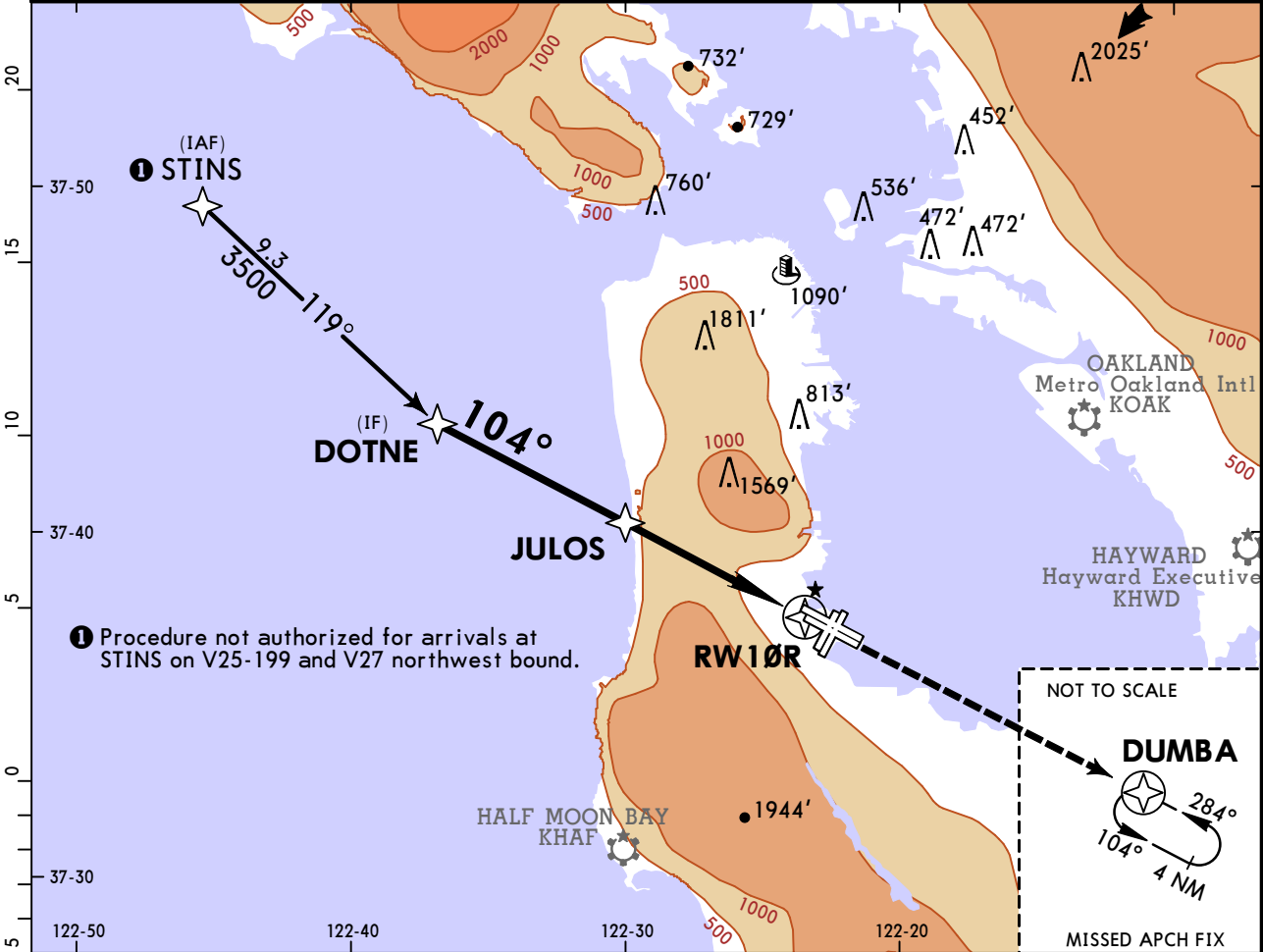
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KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
5 JUL 24
Eff 11 Jul 12-2

SAN FRANCISCO, CALIF
RNAV (GPS) Y Rwy 10R

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7	115.8	118.85	134.5		120.5		121.8	
RNAV	Final Apch Crs 104°	JULOS 1900' (1890')		LNAV MDA(H) 1200' (1190')		Apt Elev 13' TDZE 10'		<div>5100</div> <div>MSA RW10R</div>
MISSED APCH: Climb to 4000' direct DUMBA and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below RVR 50 not authorized. 3. VGSI and descent angles not coincident. 4. When VGSI inoperative, procedure not authorized at night.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4000'	D	DUMBA
Descent Angle	3.00°	372	478	531	637	743				
MAP at RW10R										

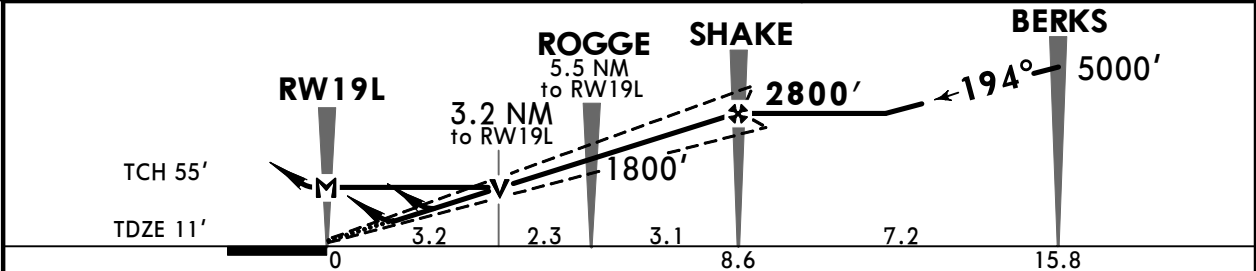
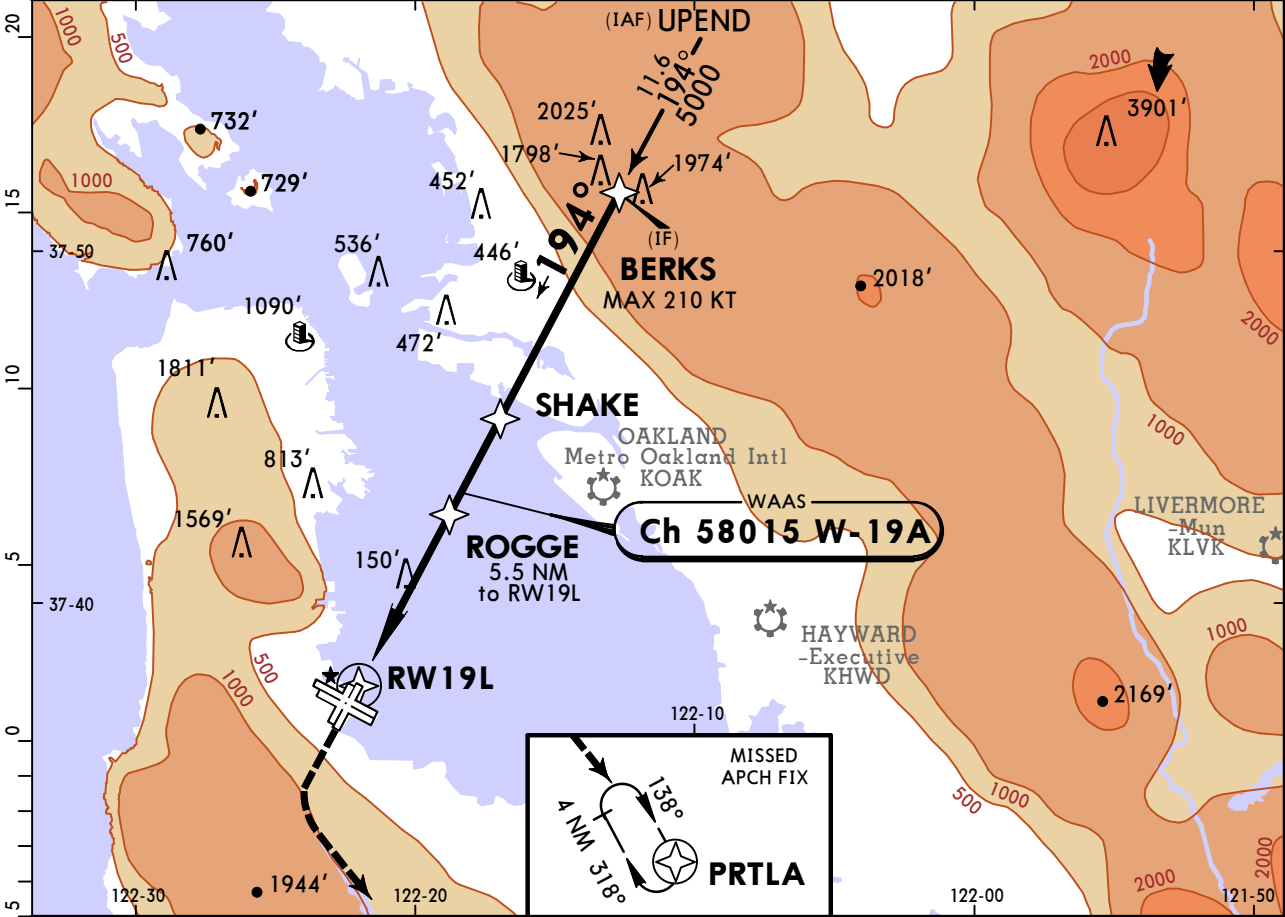
TERPS										
STRAIGHT-IN LANDING RWY 10R										
LNAV										
MDA(H) 1200' (1190')										
A	RVR 60 or 1/4									
B	1 1/2									
C										
D	3									

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
24 NOV 23

SAN FRANCISCO, CALIF
12-3 Eff 30 Nov RNAV (GPS) Rwy 19L

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground		
113.7	115.8	118.85	134.5		120.5		121.8		
WAAS Ch 58015 W-19A		Final Apch Crs 194°		SHAKE 2800' (2789')		LPV DA(H) (CONDITIONAL) 293' (282')		Apt Elev 13' TDZE 11'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct PRTLA and hold. Refer to minimums for missed apch climb gradient.								<div>5000</div> <div>MSA RW19L</div>	
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 4°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').									



Gnd speed-Kts	70	90	100	120	140	160	<div><div>MALSF</div><div>PAPI</div></div>	1100'	4000'	<div><div></div><div>LT</div></div>	PRTLA
Glide Path Angle 3.00°	372	478	531	637	743	849		<div>↑</div>	<div></div>		
MAP at RW19L											

TERPS									
STRAIGHT-IN LANDING RWY 19L									
Missed approach requires minimum climb of 357'/NM to 2000'		LPV		Missed approach requires minimum climb of 357'/NM to 2000'		LNAV/VNAV		LNAV	
DA(H) 293' (282')		DA(H) 656' (645')		DA(H) 350' (339')		DA(H) 794' (783')		MDA(H) 1100' (1089')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A								RVR 55 or 1	RVR 60 or 1 1/4
B	RVR 40 or 3/4	RVR 45 or 7/8	1 5/8	RVR 40 or 3/4	RVR 50 or 1	2	2 1/2	1 1/4	1 1/2
C								2 1/2	3
D									

CHANGES: Notes, missed approach, MSA, VDP added, minimums.

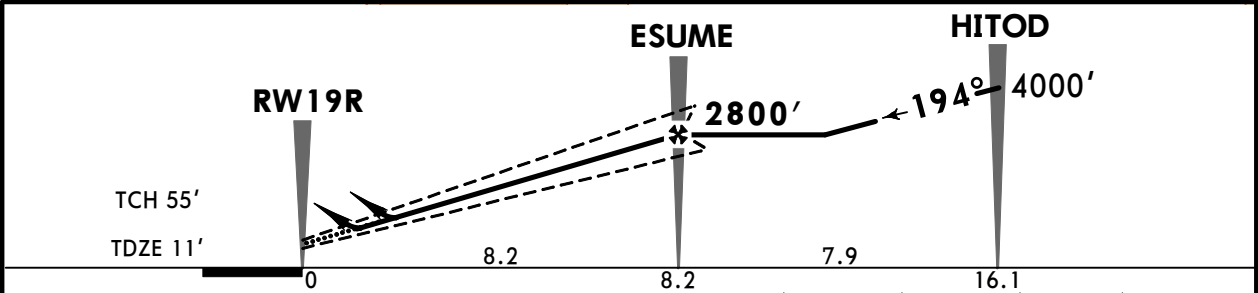
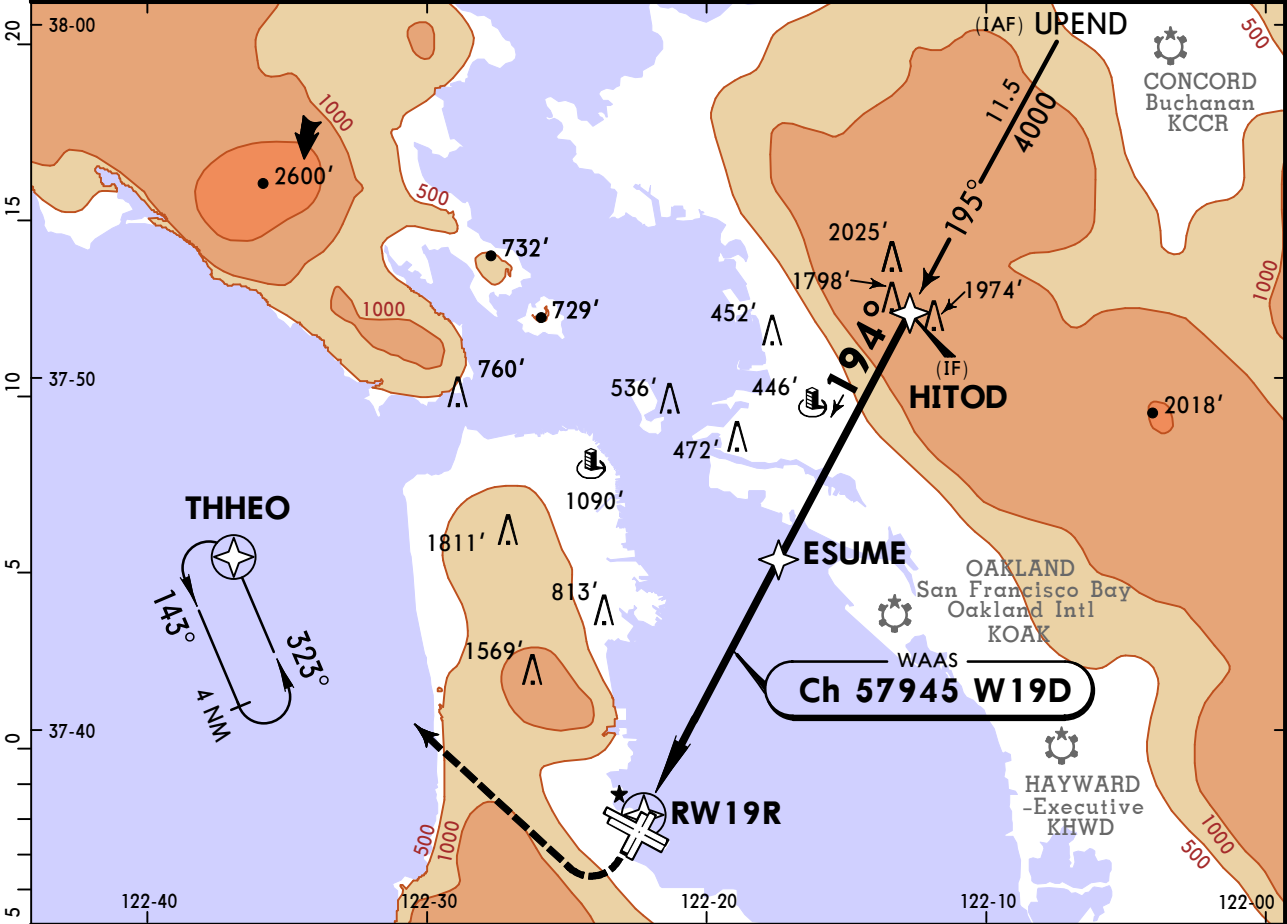
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KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
11 APR 25 (12-4)

SAN FRANCISCO, CALIF
RNAV (GPS) Z Rwy 19R

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground			
113.7	115.8	118.85	134.5		120.5		121.8			
WAAS Ch 57945 W19D		Final Apch Crs 194°		ESUME 2800' (2789')		LPV DA(H) 317' (306')		Apt Elev 13' TDZE 11'		<div>5000</div> <div>MSA RW19R</div>
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct THHEO and hold. Missed approach requires minimum climb of 395'/NM to 2100'; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19R.										
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 4°C or above 54°C. 2. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. 3. Simultaneous approach not authorized below 12°C (52°F). 4. Use of Flight Director or Autopilot required during simultaneous operations.										



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		600'	3000'	D→ THHEO
Glide Path Angle 3.15°	390	502	557	669	780	892			↑	RT	

TERPS		STRAIGHT-IN LANDING RWY 19R	
		LPV DA(H) 317' (306')	LNAV/VNAV DA(H) 328' (317')
A	RVR 45 or 7/8		RVR 45 or 7/8
B			
C			
D			

KSFO/SFO
SAN FRANCISCO INTL

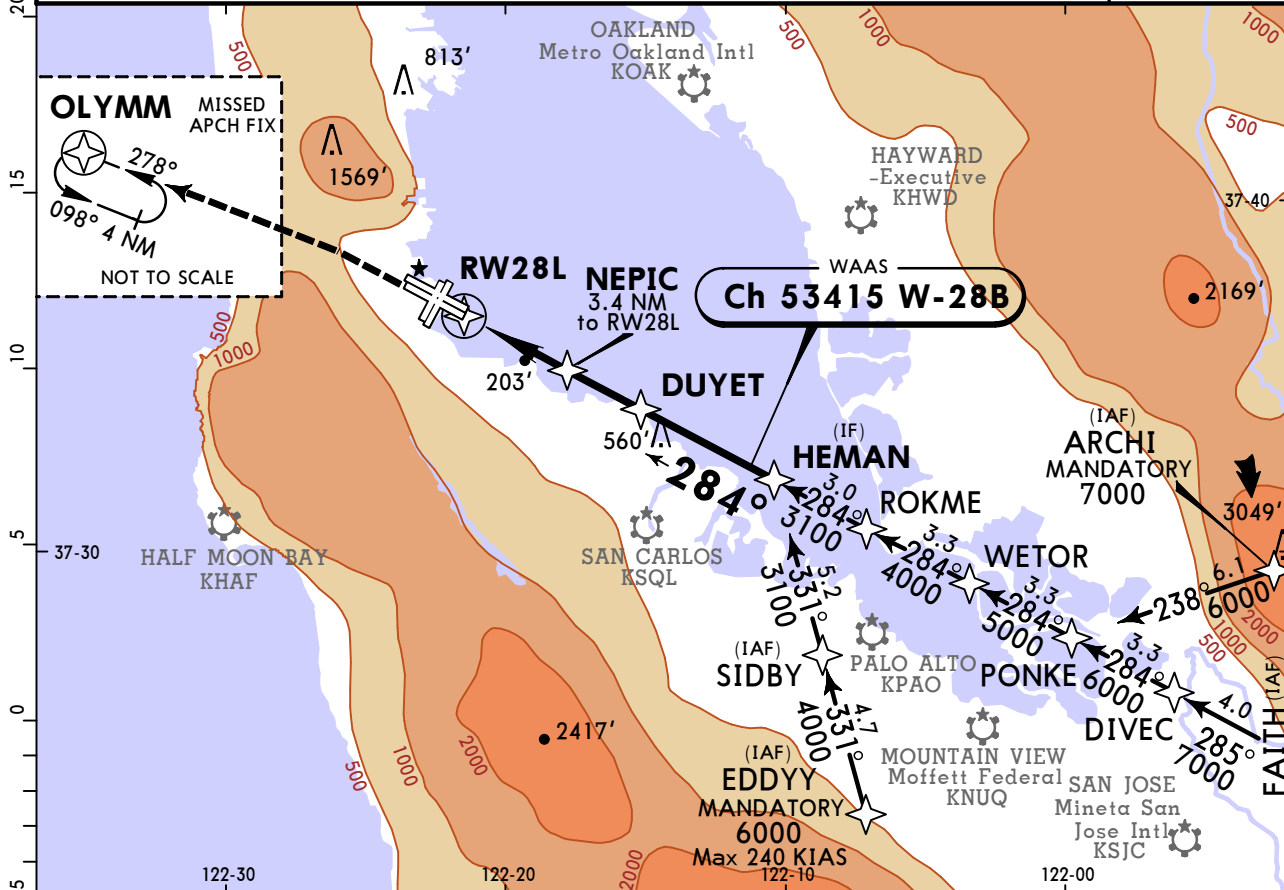
24 NOV 23

12-6

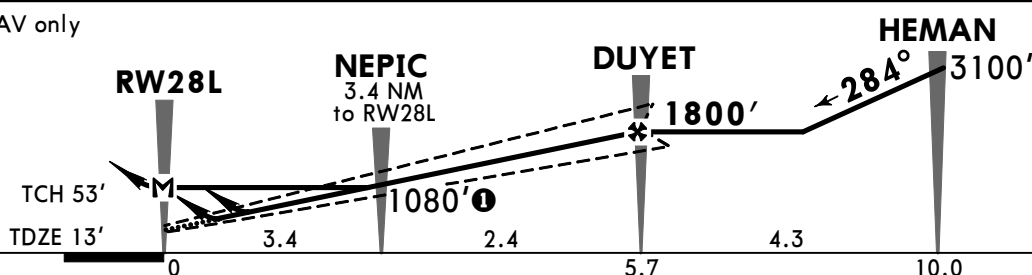
Eff 30 Nov

SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 28L

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground		
113.7	115.8	118.85	134.5		120.5		121.8		
WAAS Ch 53415 W-28B		Final Apch Crs 284°		DUYET 1800' (1787')		LPV DA(H) (CONDITIONAL) 213' (200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 1020' then climbing LEFT turn to 4000' direct OLYMM and hold, continue climb-in-hold to 4000'.								<div>5100</div> <div>MSA RW28L</div>	
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Circling Rwy 1L/R not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 2.85°/TCH 67').									



1 LNAV only



Gnd speed-Kts	70	90	100	120	140	160	<div><div>MALSR</div><div>PAPI</div></div>	1020'	4000'	<div><div></div><div>LT</div></div>	<div><div></div><div>OLYMM</div></div>
Glide Path Angle 2.85°	353	454	504	605	706	807		↑			
MAP at RW28L											

TERPS				STRAIGHT-IN LANDING RWY 28L								3 CIRCLE-TO-LAND	
1 LPV				LPV		LNAV/VNAV		LNAV		C			
DA(H) 213'(200')		RAIL/ALS out		DA(H) 798'(785')		RAIL/ALS out		DA(H) 770'(757')			RAIL/ALS out		MDA(H) 1020'(1007')
A	2 RVR 24 or 1/2	RVR 40 or 3/4	1 3/4	2 1/2	1 3/4	2		RVR 40 or 3/4	RVR 60 or 1 1/4	Max Kts 90	MDA(H) 1020'(1007') -1 1/4		
B											1020'(1007') -1 1/2		
C											1560'(1547') -3		
D											NA		

KSFO/SFO

SAN FRANCISCO INTL

25 OCT 24

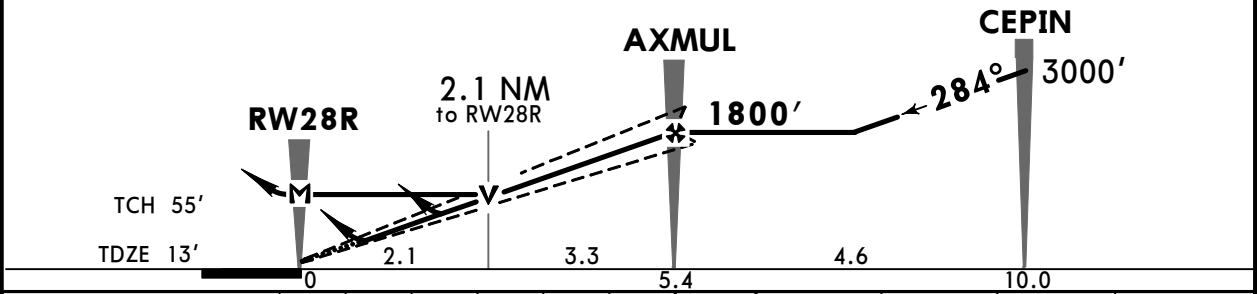
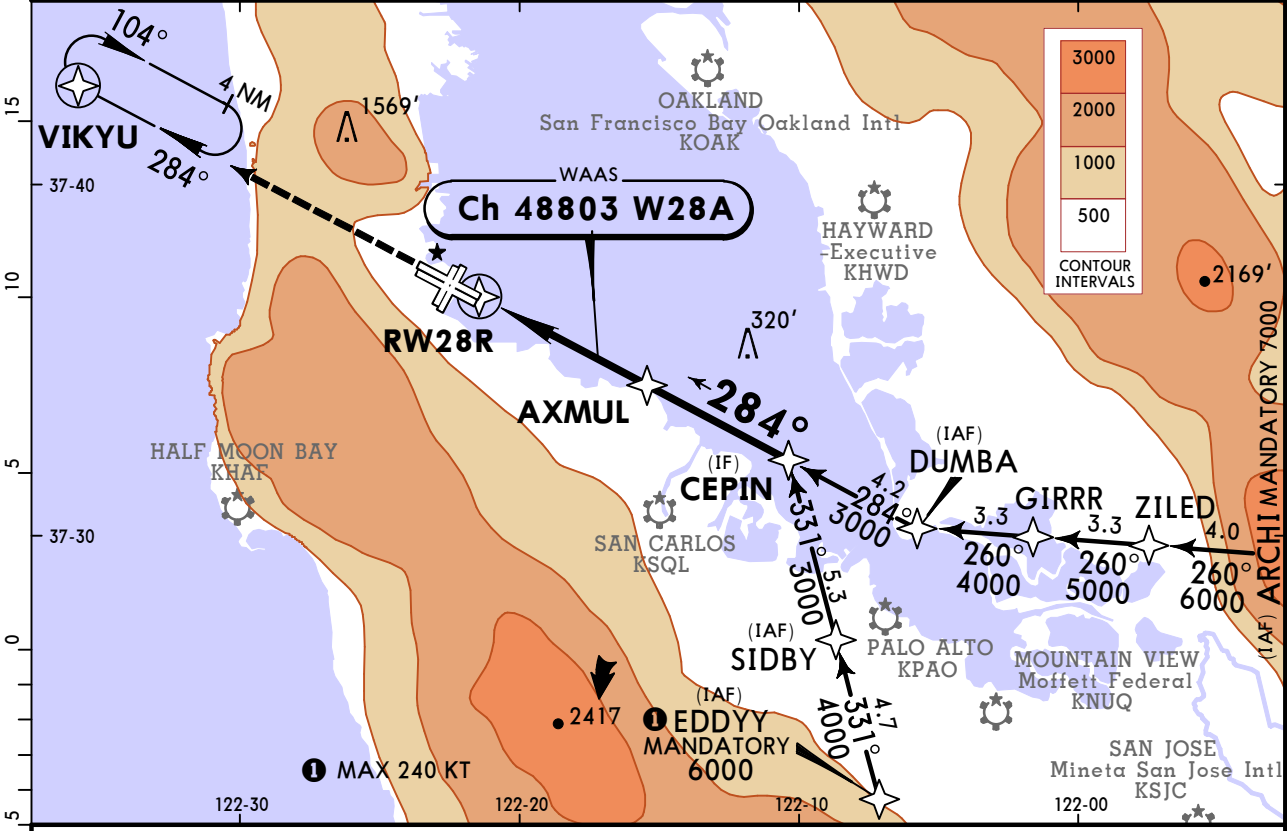
12-7




Eff 31 Oct


SAN FRANCISCO, CALIF

RNAV (GPS) Z Rwy 28R

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground		
113.7	115.8	118.85	134.5		120.5		121.8		
WAAS CH 48803 W28A		Final Apch Crs 284°		AXMUL 1800' (1787')		LPV DA(H) 213' (200')		Apt Elev 13' TDZE 13'	
MISSED APCH: Climb to 3000' direct VIKYU and hold. Refer to minimums for missed apch climb gradient.								<div>5100</div>	
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Circling Rwy 1L, 1R not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 4°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68').									
								MSA RW28R	



Gnd speed-Kts	70	90	100	120	140	160				VIKYU
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW28R										

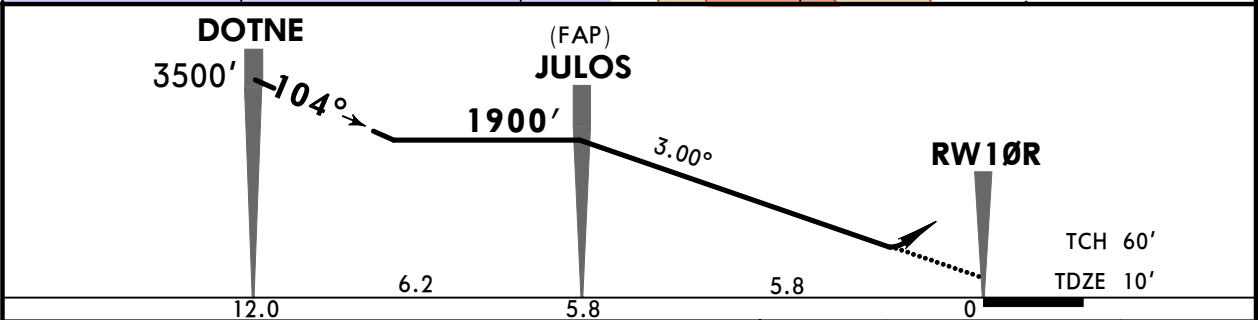
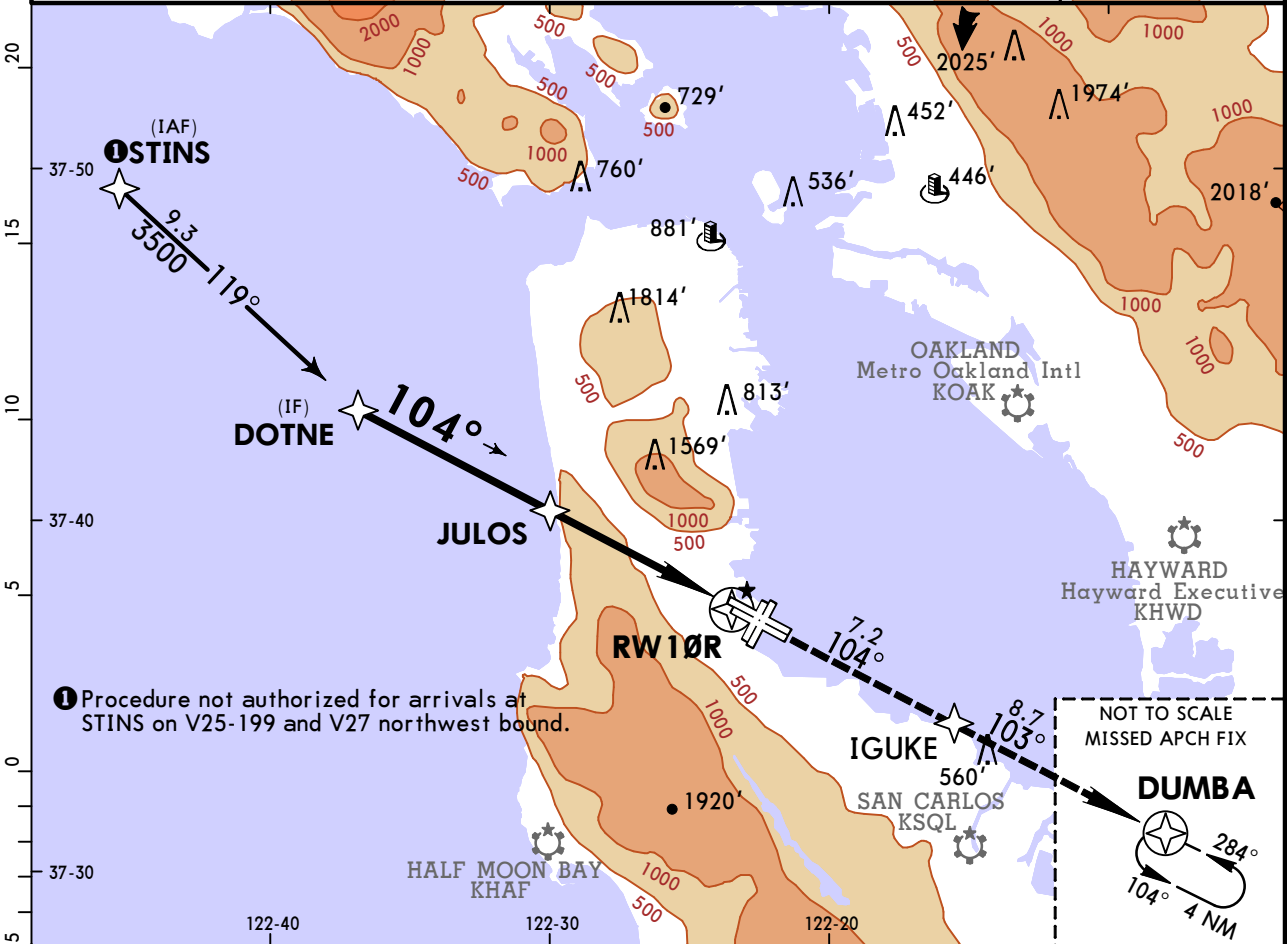
TERPS				STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND			
<div>LPV</div> <div>Missed apch requires MIN climb of 350'/NM to 1900'</div> <div>If unable to meet climb gradient, see RNAV (GPS) Rwy 28L (12-6)</div> <div>DA(H) 213'(200')</div>				<div>LNAV/VNAV</div> <div>DA(H) 642'(629')</div>		<div>LNAV</div> <div>MDA(H) 760'(747')</div>		<div>Not Authorized to Rwys 10L, 10R, 19L, and 19R</div> <div></div>			
TDZ/CL out		ALS out		ALS out		ALS out		Max Kts	MDA(H)		
A	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4	13/8	13/4	RVR 24 or 1/2	RVR 50 or 1	90	760'(747') - 1		
RVR 40 or 3/4						RVR 60 or 1 1/4	120	1020'(1007') - 1 1/2			
13/4						2		140	1640'(1627') - 3		
D						NA					
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
5 OCT 18 12-20

SAN FRANCISCO, CALIF
RNAV (RNP) Z Rwy 10R

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 115.8 118.85			134.5		120.5		121.8	
RNAV	Final Apch Crs 104°	Minimum Alt JULOS 1900' (1890')		RNP 0.20 DA(H) 396' (386')		Apt Elev 13' TDZE 10'		<div>5100</div> <div>MSA RW10R</div>
MISSED APCH: Climb to 3600' on track 104° to IGUKE and on track 103° to DUMBA and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (36°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. When VGSI inop, procedure not authorized at night.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		3600'	on 104°	IGUKE
Descent Angle	3.00°	372	478	531	637	743					
MAP at DA											

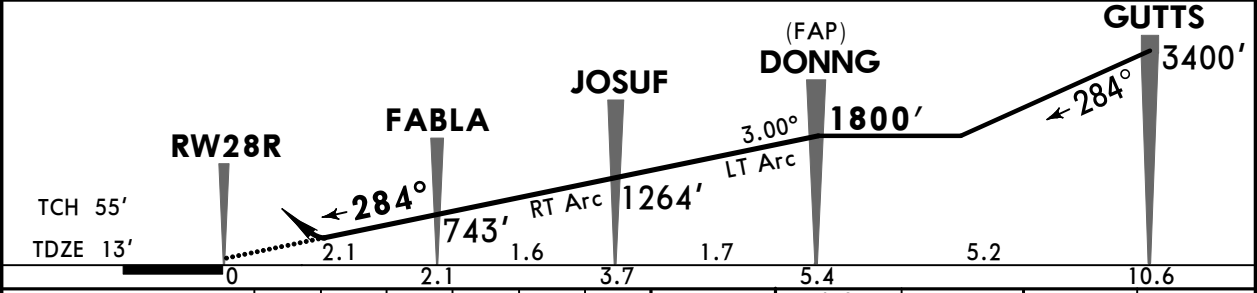
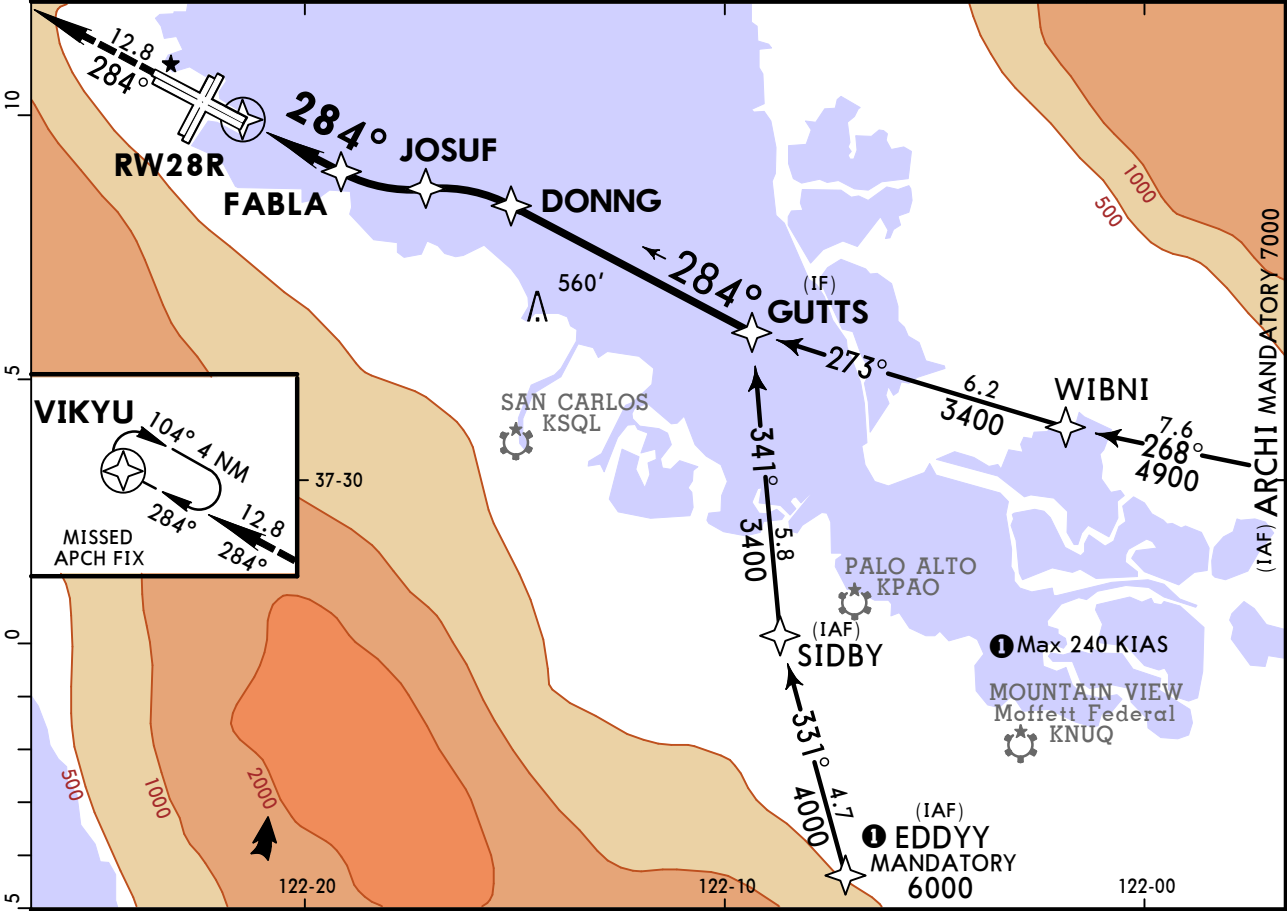
TERPS						STRAIGHT-IN LANDING RWY 10R					
RNP 0.20 DA(H) 396' (386')						RNP 0.30 DA(H) 1108' (1098')					
A											
B											
C	1 1/4					4					
D											

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
5 OCT 18 (12-21)

SAN FRANCISCO, CALIF
RNAV (RNP) Y Rwy 28R

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
RNAV	Final Apch Crs 284°	Minimum Alt DONNG 1800' (1787')	RNP 0.11 DA(H) (CONDITIONAL) 263' (250')	Apt Elev 13' TDZE 13'		<div><div></div><div>5000</div></div> <div>MSA RW28R</div>
MISSED APCH: Climb to 3000' on track 284° to VIKYU and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
RNP AR Apch. RF Required.						
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 3°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' on 284°	VIKYU
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

TERPS		STRAIGHT-IN LANDING RWY 28R			
		1 RNP 0.11		2 RNP 0.30	
		DA(H) 263' (250')		DA(H) 326' (313')	
		ALS out		ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	
B					
C					
D					

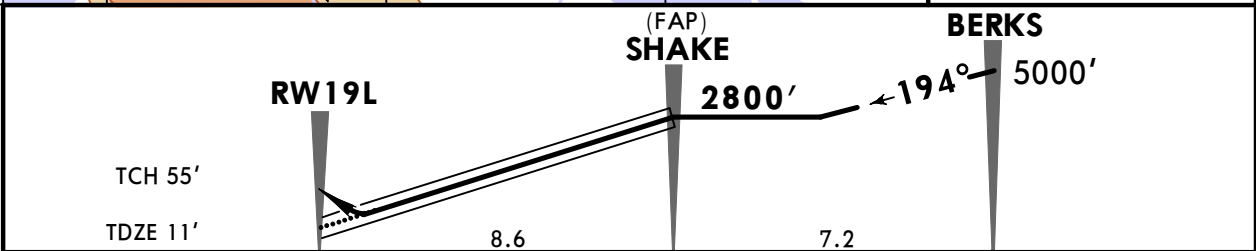
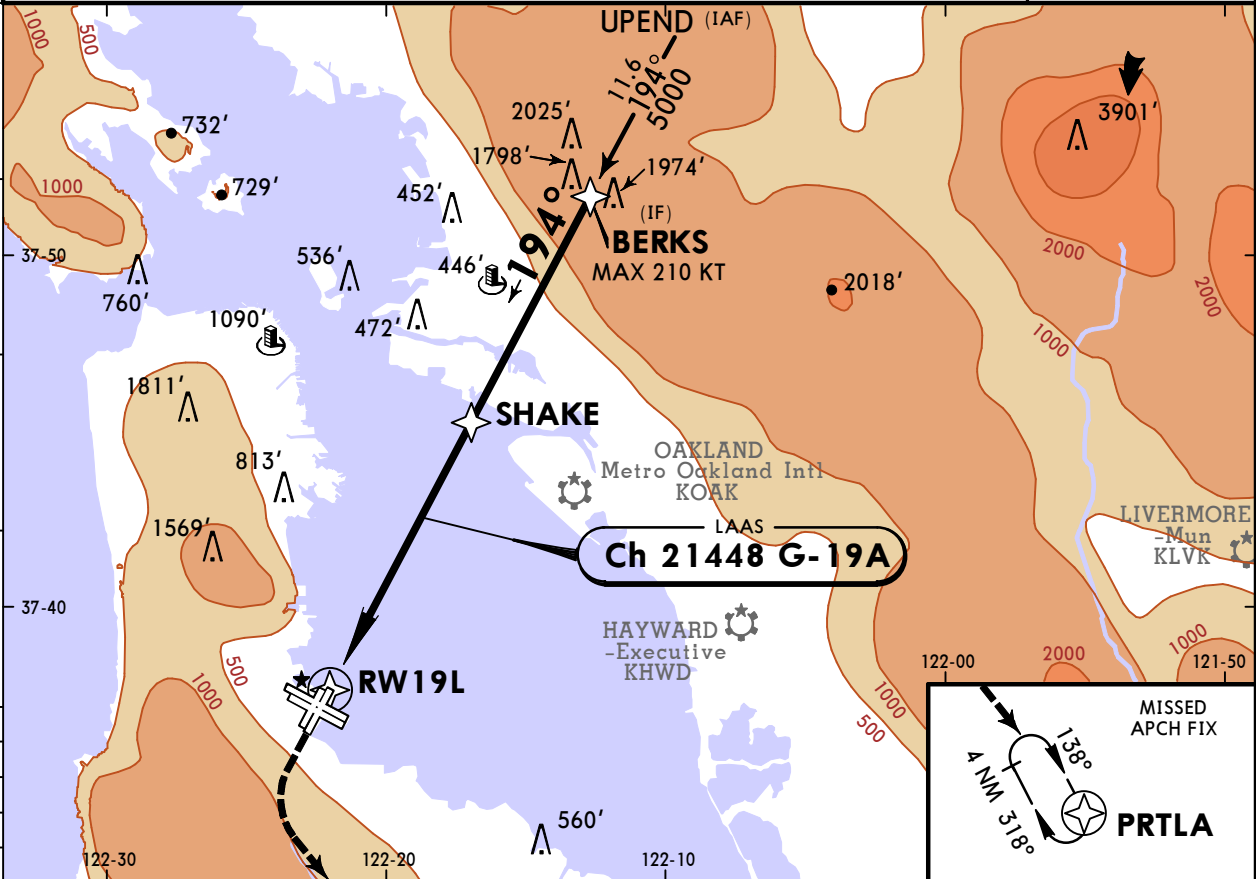
1 Missed approach requires minimum climb of 250'/NM to 1600'.
2 Missed approach requires minimum climb of 350'/NM to 2100'.

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
24 NOV 23 (12-40) Eff 30 Nov

SAN FRANCISCO, CALIF
GLS Rwy 19L

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground			
113.7 115.8 118.85			134.5		120.5		121.8			
LAAS Ch 21448 G-19A		Final Apch Crs 194°		SHAKE 2800' (2789')		GLS DA(H) 293' (282')		Apt Elev 13' TDZE 11'		<div>5000</div> <div>MSA RW19L</div>
MISSED APCH: Climb to 920' then climbing LEFT turn to 4000' direct PRTLA and hold. Missed approach requires minimum climb of 357'/NM to 2000'.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
RNP Apch-GPS										
1. Autopilot coupled approach not authorized below 293'. 2. VGSI and GLS glidepath not coincident (VGSI angle 3.00°/TCH 71').										



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	920'	4000'	D→	PRTLA
Glide Path Angle	3.00°	372	478	531	637	849		↑	LT		

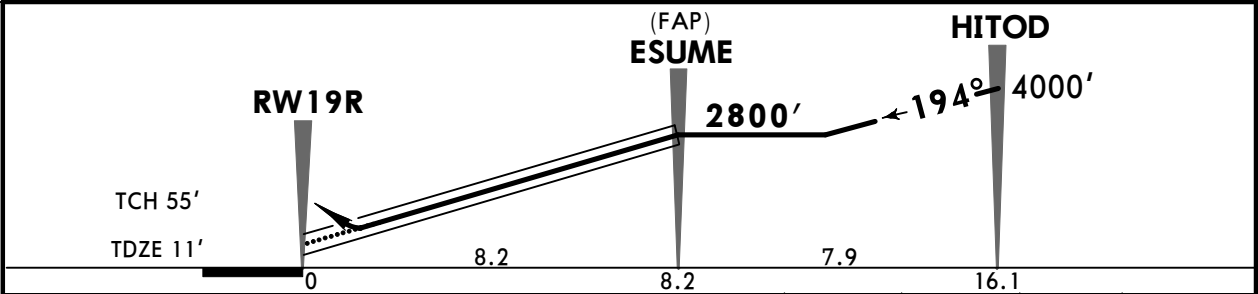
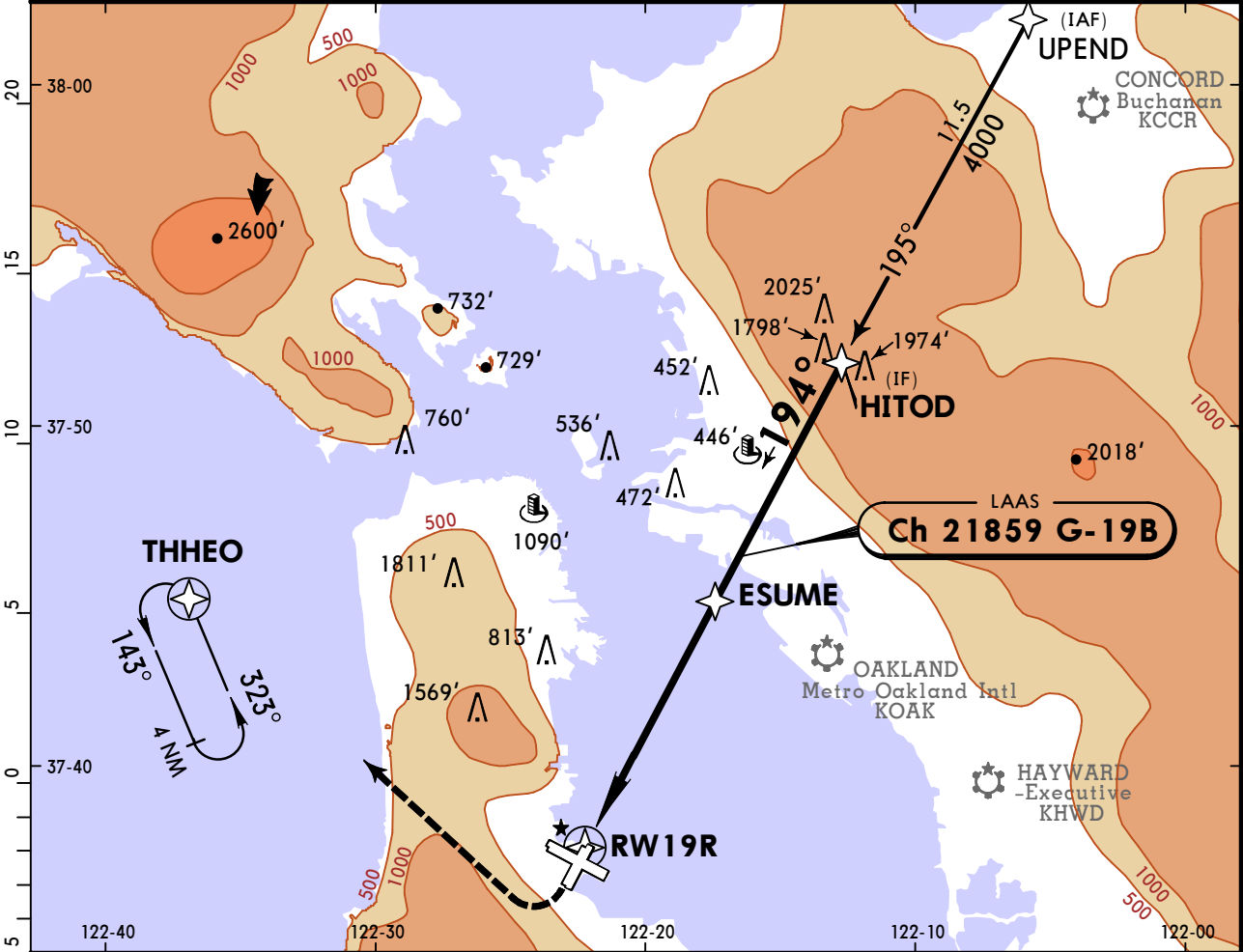
TERPS											
STRAIGHT-IN LANDING RWY 19L											
GLS											
DA(H) 293' (282')											
ALS out											
A	RVR 40 or 3/4					RVR 45 or 7/8					
B											
C											
D											

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
24 NOV 23 (12-41) Eff 30 Nov

SAN FRANCISCO, CALIF
GLS Rwy 19R

D-ATIS			NORCAL Approach (R)	SAN FRANCISCO Tower		Ground
113.7	115.8	118.85	134.5	120.5		121.8
LAAS Ch 21859 G-19B	Final Apch Crs 194°	ESUME 2800' (2789')		GLS DA(H) 321' (310')	Apt Elev 13' TDZE 11'	<div>5000</div> <div>MSA RW19R</div>
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct THHEO and hold. Missed approach requires minimum climb of 395'/NM to 2100'.						
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'	
RNP Apch-GPS						
Autopilot coupled approach not authorized below 321'.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	600'	3000'	D→	THHEO
Glide Path Angle 3.15°	390	502	557	669	780	892		↑	RT		

TERPS STRAIGHT-IN LANDING RWY 19R
GLS
DA(H) 321' (310')

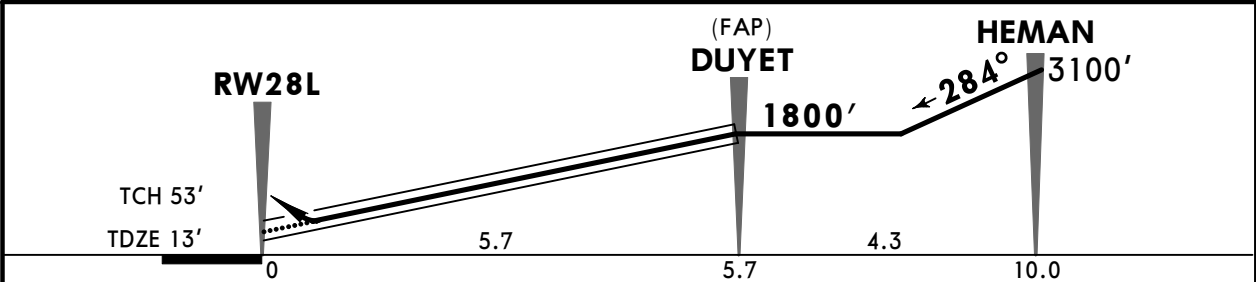
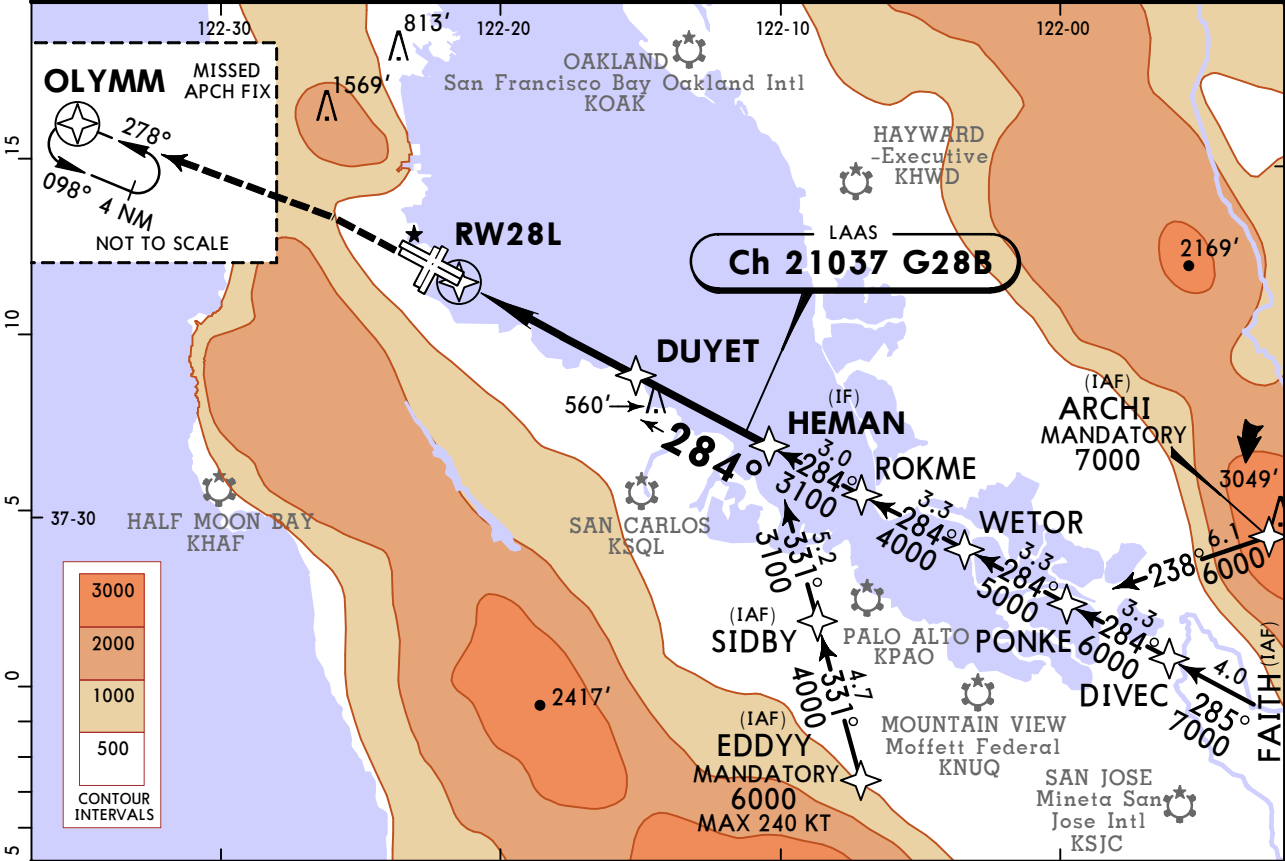
A	RVR 45 or 7/8
B	
C	
D	

KSFO/SFO
SAN FRANCISCO INTL

28 FEB 25
12-42

SAN FRANCISCO, CALIF
GLS Rwy 28L

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
LAAS Ch 21037 G28B	Final Apch Crs 284°	DUYET 1800' (1787')		DA(H) 213' (200')	Apt Elev 13' TDZE 13'	<div>5000</div> <div>MSA RW28L</div>
MISSED APCH: Climb to 1020' then climbing LEFT turn to 4000' direct OLYMM and hold.						
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		
1. Autopilot coupled approach not authorized below 213'. 2. VGSI and GLS glidepath not coincident (VGSI angle 2.85°/TCH 67'). 3. Simultaneous approach authroized. Simultaneous operations require use of vertical guidance; MAINTAIN last assigned altitude until established on glidepath.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1020'	4000'	D → OLYMM
Glide Path Angle	2.85°	353	454	504	605	706	807	PAPI	↑	LT	

TERPS		STRAIGHT-IN LANDING RWY 28L	
1 2 GLS		DA(H) 213' (200')	
		RAIL/ALS out	

A	<div>3</div> <div>RVR 24 or 1/2</div>	<div>RVR 40 or 3/4</div>
B		
C		
D		

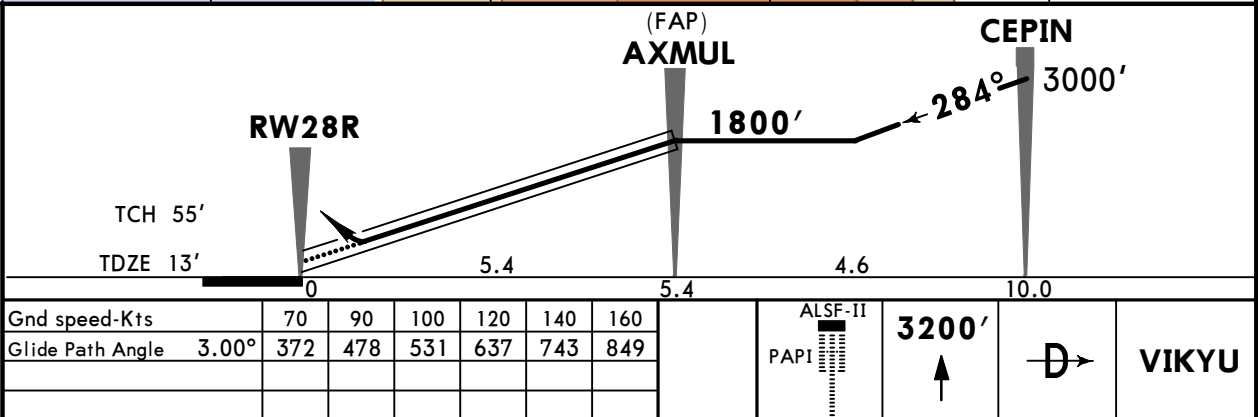
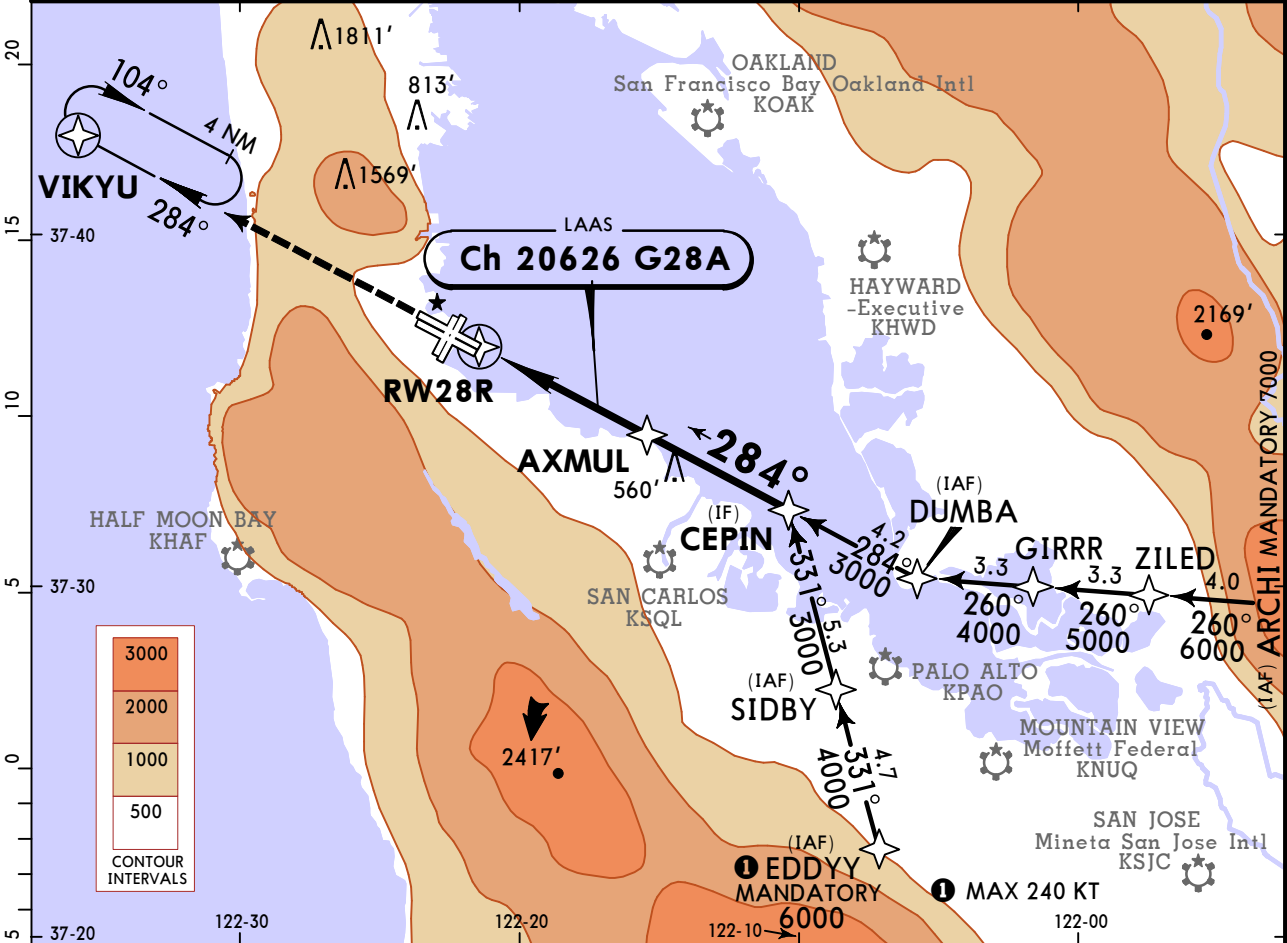
1 Missed apch requires mim climb of 330'/NM to 1600'. **2** Use of Flight Director or Autopilot required during simultaneous operations. **3** RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
28 FEB 25
(12-43)

SAN FRANCISCO, CALIF
GLS Rwy 28R

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
LAAS CH 20626 G28A	Final Apch Crs 284°	AXMUL 1800' (1787')	DA(H) 213' (200')	Apt Elev 13' TDZE 13'	<div>5000</div> <div>MSA RW28R</div>	
MISSED APCH: Climb to 3200' direct VIKYU and hold.						
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		
1. Autopilot coupled approach not authorized below 213'. 2. VGSI and GLS glidepath not coincident (VGSI angle 3.00°/TCH 68'). 3. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; MAINTAIN last assigned altitude until established on glidepath.						

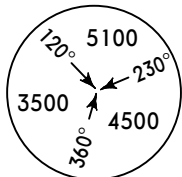


TERPS		STRAIGHT-IN LANDING RWY 28R		
		1 2 GLS		
		DA(H) 213'(200')		
		TDZ/CL out		ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	
B				
C				
D				
1 Missed apch requires mim climb of 350'/NM to 1900'. 2 Use of Flight Director or Autopilot required during simultaneous operations.				

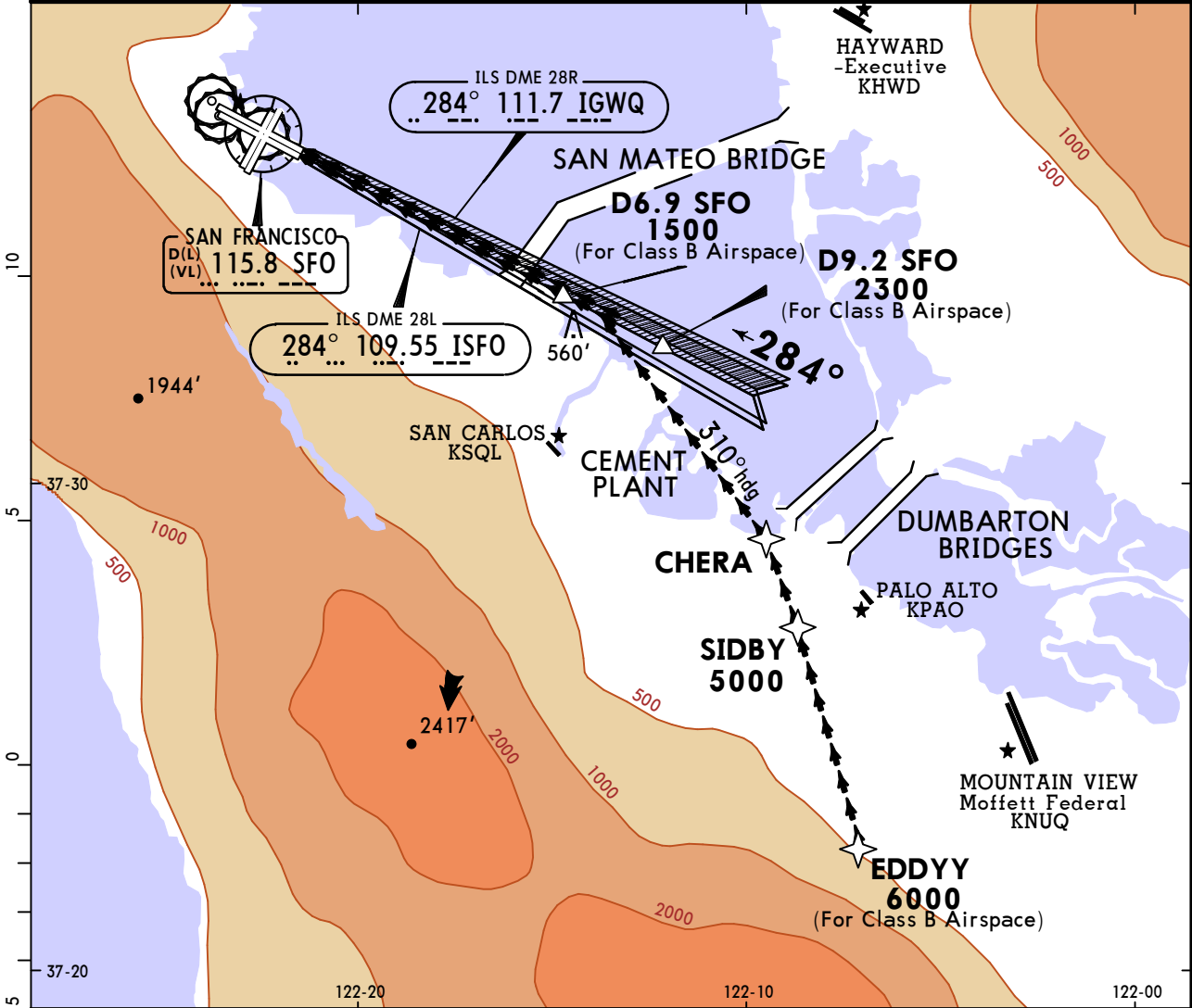
KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
29 MAR 24 (19-1)

SAN FRANCISCO, CALIF
TIPP TOE VISUAL Rwys 28L/R

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground		
113.7 115.8 118.85			134.5		120.5		121.8		
NAVAIDS- Refer to Planview		Final Apch Crs Rwy 28L/R 284°		No FAF		Refer to Minimums		Apt Elev 13'	
MISSED APCH: See below.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Radar required. 2. Closely spaced parallel visual approaches may be in progress. 3. Vertical Guidance Navaid and Angle: LOC ISFO (GS 2.85°) Rwy 28L, LOC IGWQ (GS 3.00°) Rwy 28R.									

MSA SFO VOR



TIPP TOE VISUAL APPROACH RWYS 28L/R

Rwy 28L: From CHERA, heading 310° to intercept ISFO localizer.
Rwy 28R: From CHERA, heading 310° to intercept IGWQ localizer.

In the event of a go-around:
Runway 28L, turn LEFT heading 265°, climb and maintain 3000' or as directed by Air Traffic Control.
Runway 28R, heading 280°, climb and maintain 3000' or as directed by Air Traffic Control.

WEATHER MINIMUMS

SFO Ceiling **2500'** - VIS **5**

-OR-

SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°)
and San Mateo AWOS Ceiling 2400' - VIS 5

[If San Mateo AWOS inop, use San Carlos (KSQL) Ceiling of 2400'-VIS 5; San Carlos ATIS on 125.9]

KSFO/SFO

SAN FRANCISCO INTL

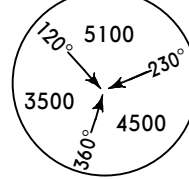
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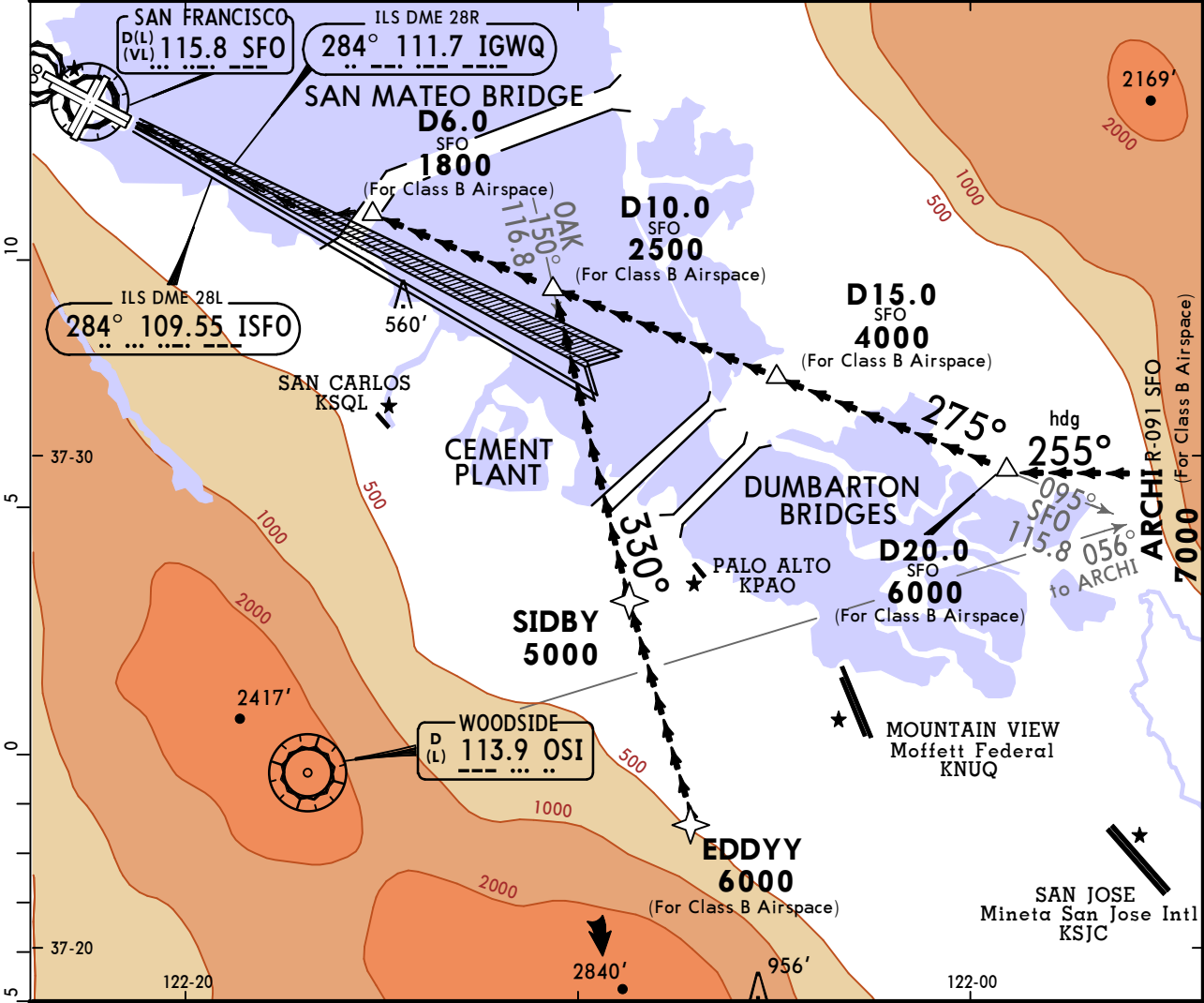
19-2

QUIET BRIDGE VISUAL

Rwys 28L/R

SAN FRANCISCO, CALIF

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 115.8 118.85			134.5		120.5		121.8	
NAVAIDS- Refer to Planview		Final Apch Crs Rwy 28L/R 284°		No FAF	Refer to Minimums	Apt Elev 13'		 MSA SFO VOR
MISSED APCH: See below.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Radar required. 2. Closely spaced parallel visual approaches may be in progress to Rwy 28L utilizing ISFO. 3. Visual guidance and navaid angle: LOC IGWQ (GS 3.00°).								



QUIET BRIDGE VISUAL APPROACH RWYS 28L/R

From the South: After SIDBY, fly 330° hdg to intercept SFO R-095 inbound.
From the East: After ARCHI, fly 255° hdg to intercept SFO R-095 inbound.

In the event of a go-around:
Runway 28L, turn LEFT heading 265°, climb and maintain 3000' or as directed by Air Traffic Control.
Runway 28R, fly heading 280°, climb and maintain 3000' or as directed by Air Traffic Control.

WEATHER MINIMUMS

SFO Ceiling **2500'** - VIS **5**
-OR-

SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant (030° clockwise 120°)
and San Mateo AWOS Ceiling 2400' - VIS 5

[If San Mateo AWOS inop, use San Carlos (KSQ) Ceiling of 2400'-VIS 5; San Carlos ATIS on 125.9]