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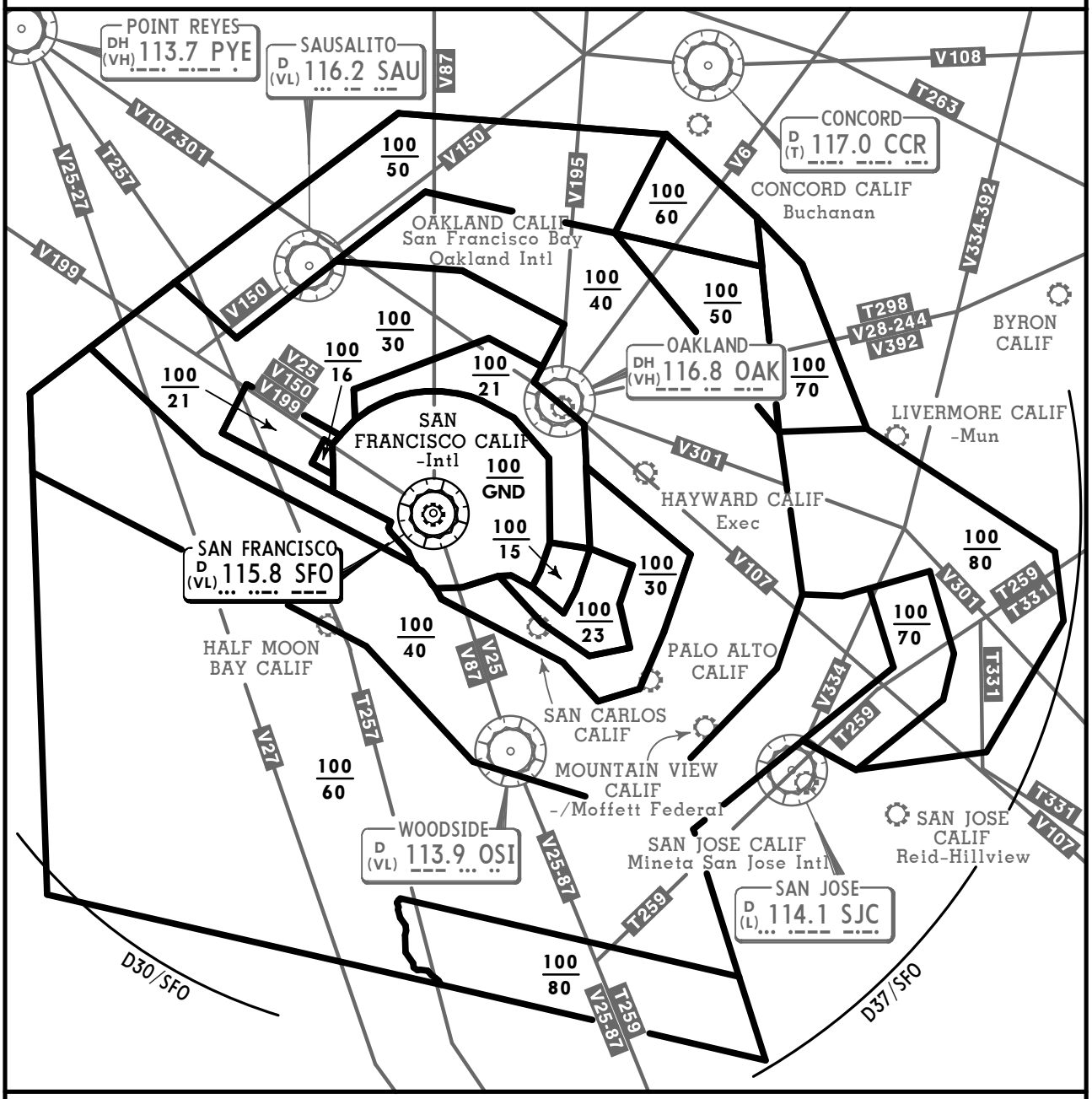
SAN FRANCISCO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

NORCAL App 120.9 (NW) 125.35 (NE-E) 127.0 (N) 134.5 (E) 133.95 (S) 135.1 (W)



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights - Aircraft operating within the San Francisco Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

3. Aircraft desiring to transit Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

CHANGES: ATS system.

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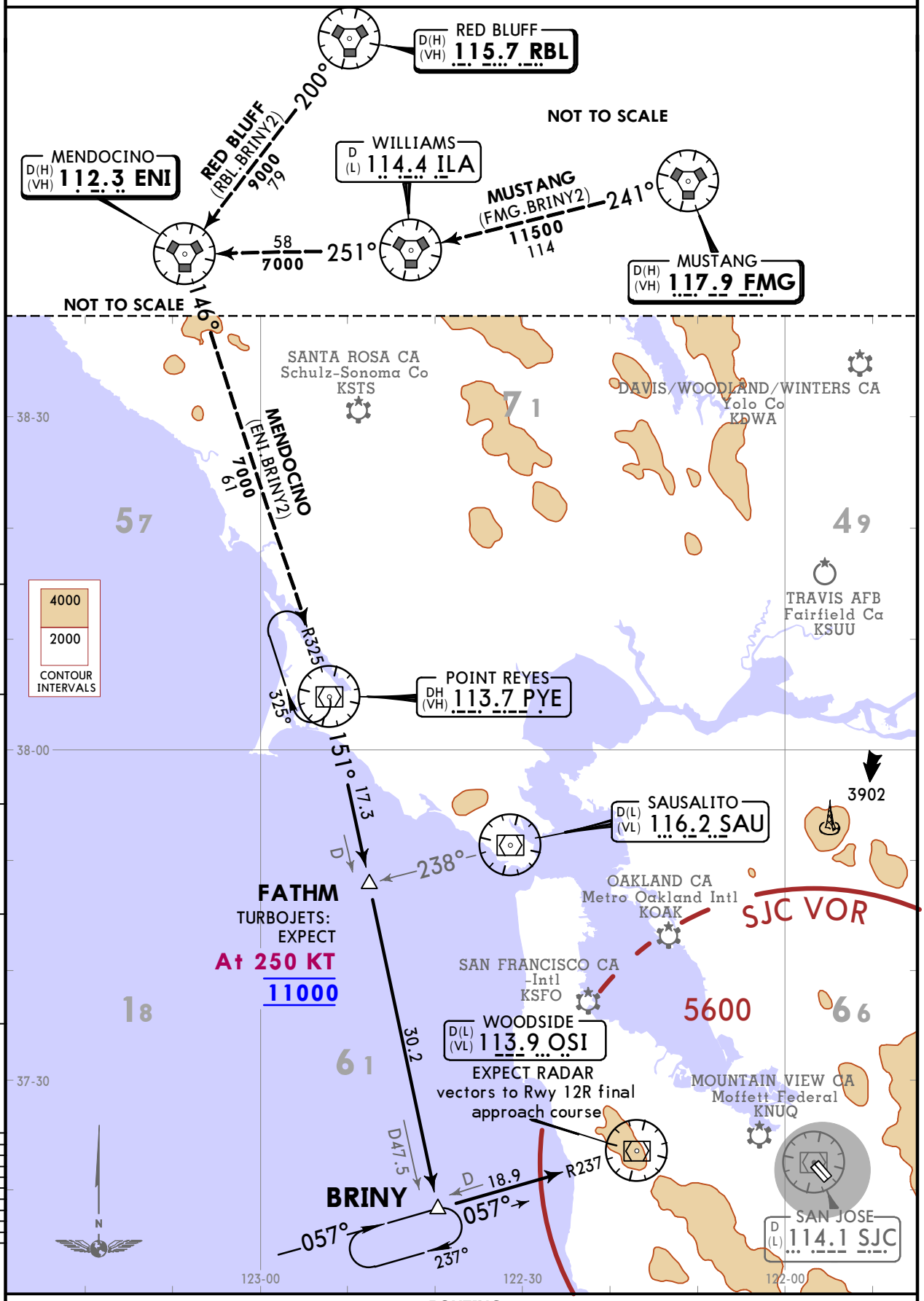
KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN
30 JAN 26 (10-2)

SAN JOSE, CALIF
STAR

*D-ATIS	Apt Elev	
126.95	62	Alt Set: INCHES Trans level: FL180

BRINY 2 ARRIVAL (PYE.BRINY2)



ROUTING

From over PYE VOR via PYE R151 to BRINY, then via OSI R237 to OSI VOR. EXPECT RADAR vectors to Rwy 12R final approach course.

CHANGES: ASOS note removed.

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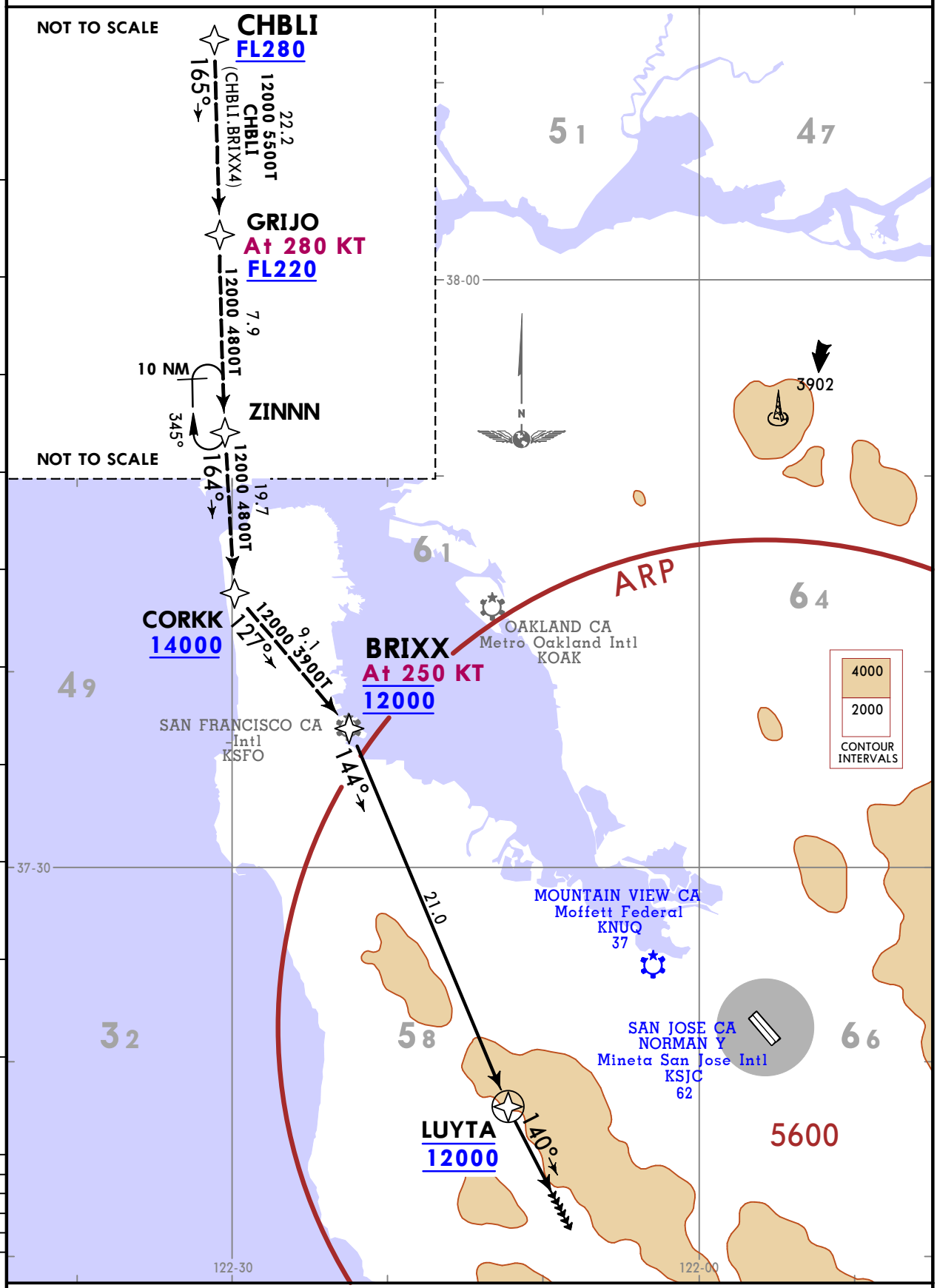
KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN
30 JAN 26 (10-2A)

SAN JOSE, CALIF
RNAV STAR

*D-ATIS 126.95	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
		RNAV 1 - DME/DME/IRU or GPS
		RADAR required.

BRIXX 4 RNAV ARRIVAL (BRIXX.BRIXX4)



ROUTING

From BRIXX on track 144° to cross LUYTA at 12000, then on track 140°. EXPECT RADAR vectors to final approach course.

CHANGES: ASOS note removed, MSA.

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*D-ATIS	Apt Elev
126.95	62

Alt Set: INCHES Trans level: FL180

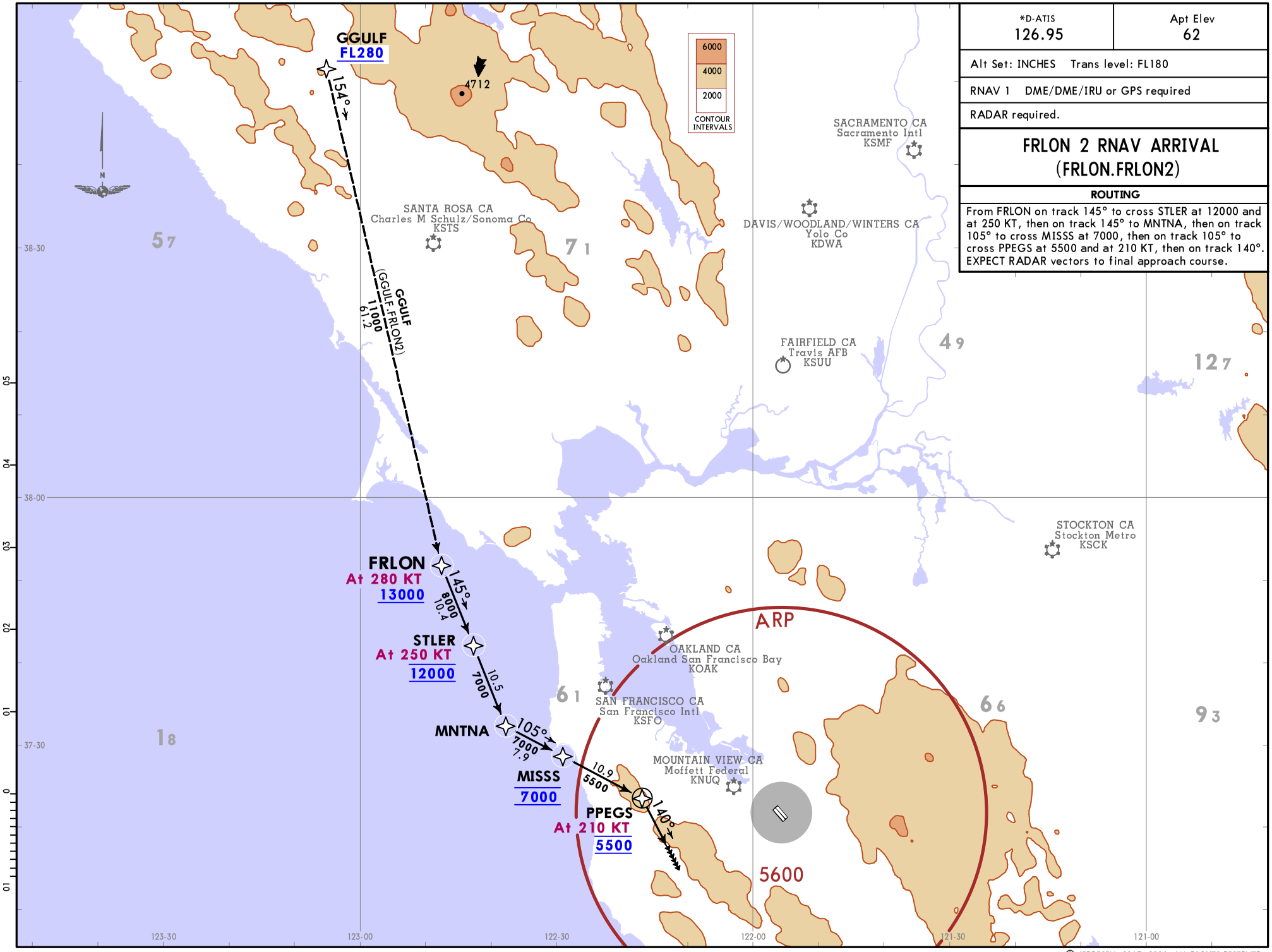
RNAV 1 DME/DME/IRU or GPS required

RADAR required.

FRLON 2 RNAV ARRIVAL (FRLON.FRLON2)

ROUTING

From FRLON on track 145° to cross STLER at 12000 and at 250 KT, then on track 145° to MNTNA, then on track 105° to cross MISSS at 7000, then on track 105° to cross PPEGS at 5500 and at 210 KT, then on track 140°. EXPECT RADAR vectors to final approach course.



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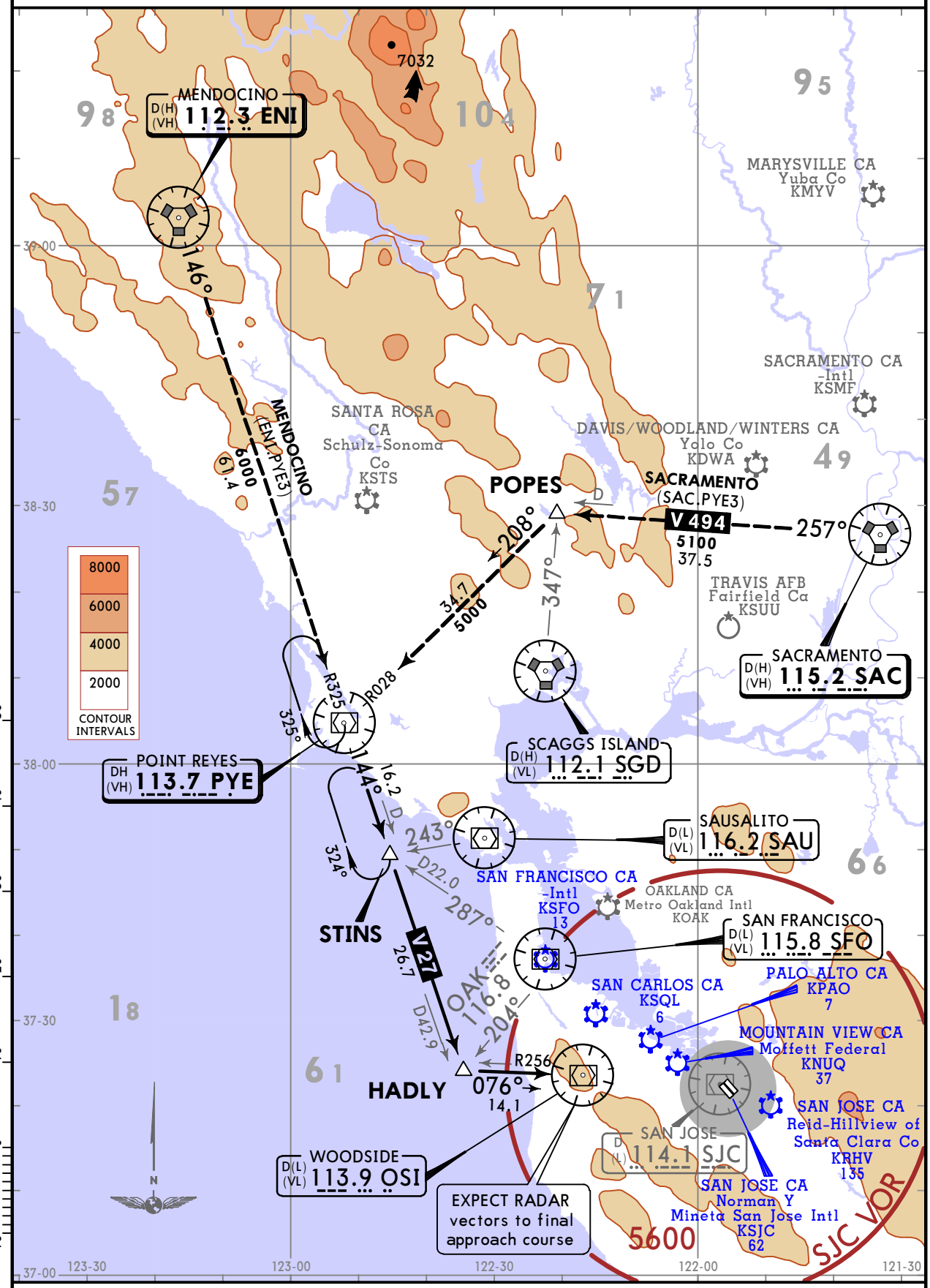
NORMAN Y MINETA SAN JOSE INTL *D-ATIS 126.95	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. SACREMENTO transition to be used only when assigned by ATC. 3. Also serves KPAO.

POINT REYES 3 ARRIVAL (PYE.PYE3)



ROUTING

From over PYE VOR on PYE R144 to HADLY, then on OSI R256 to OSI VOR. EXPECT RADAR vectors to final approach course.

CHANGES: ASOS note removed, airport name, formations, service volumes.

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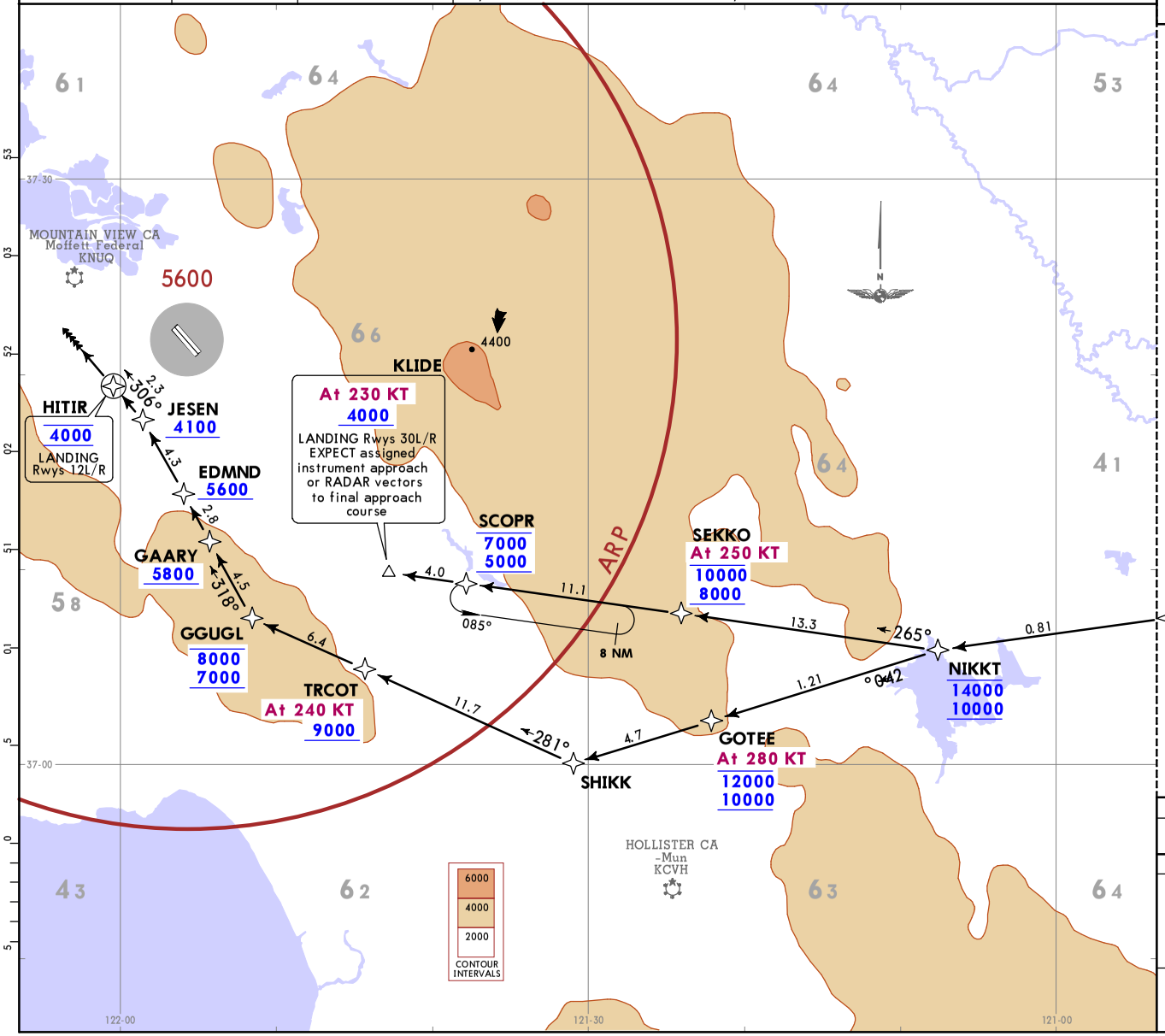
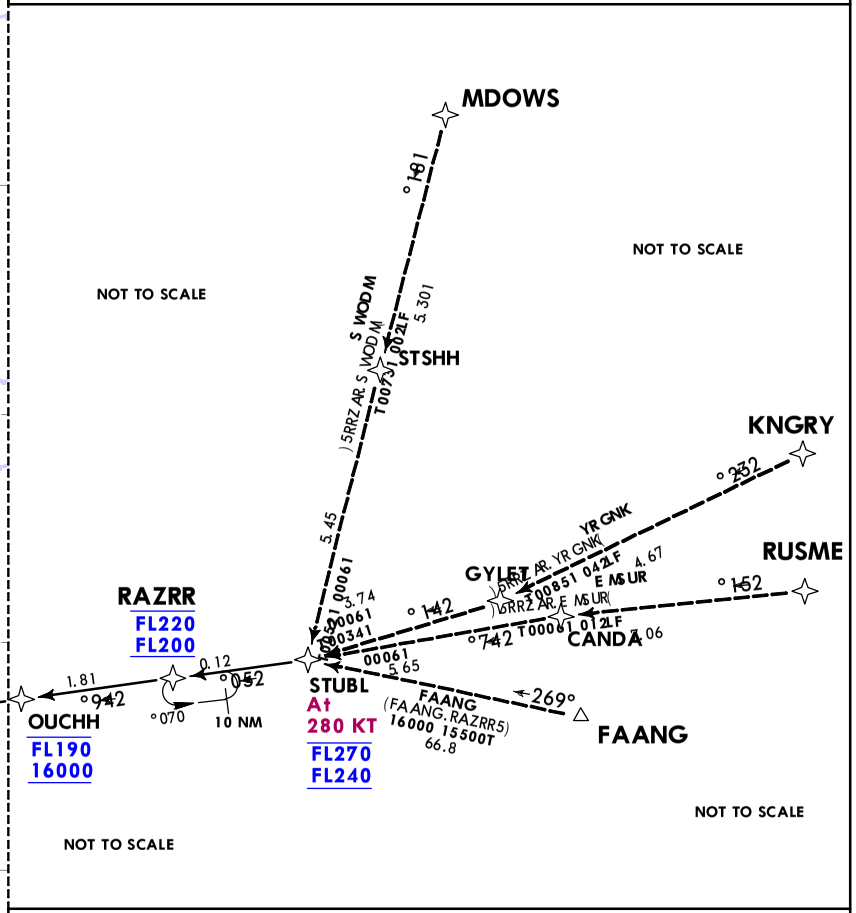
*D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	RNAV 1 - DME/DME/IRU or GPS
126.95	62		1. RADAR required. 2. EXPECT to receive transition (WEST/EAST) and "Descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway. 3. WEST transition indicates Rwys 30L/R. 4. EAST transition indicates Rwys 12L/R. 5. EXPECT WEST transition unless otherwise advised.

RAZRR 5 RNAV ARRIVAL
(STUBL.RAZRR5)
(ALL RWYS)





ROUTING
From STUBL on track 250° to cross RAZRR between FL200 and FL220, then on track 249° to cross OUCHH between 16000 and FL190, then on track 249° to cross NIKKT between 10000 and 14000.

TRANSITION	LANDING
EAST RWYS 12L/R	From NIKKT on track 240° to cross GOTEE between 10000 and 12000 and at 280 KT, then on track 240° to SHIKK, then on track 281° to cross TRCOT at or above 9000 and at 240 KT, then on track 281° to cross GGUGL between 7000 and 8000, then on track 318° to cross GAARY at or above 5800, then on track 318° to cross EDMND at or above 5600, then on track 318° to cross JESEN at or above 4100, then on track 306° to cross HITIR at 4000, then on track 306°. EXPECT RADAR vectors to final approach course.
WEST RWYS 30L/R	From NIKKT on track 265° to cross SEKKO between 8000 and 10000 and at 250 KT, then on track 265° to cross SCOPR between 5000 and 7000, then on track 265° to cross KLIDE at or above 4000 and at 230 KT. EXPECT assigned instrument approach or RADAR vectors to final approach course.

CHANGES: ASOS note removed, MSA.

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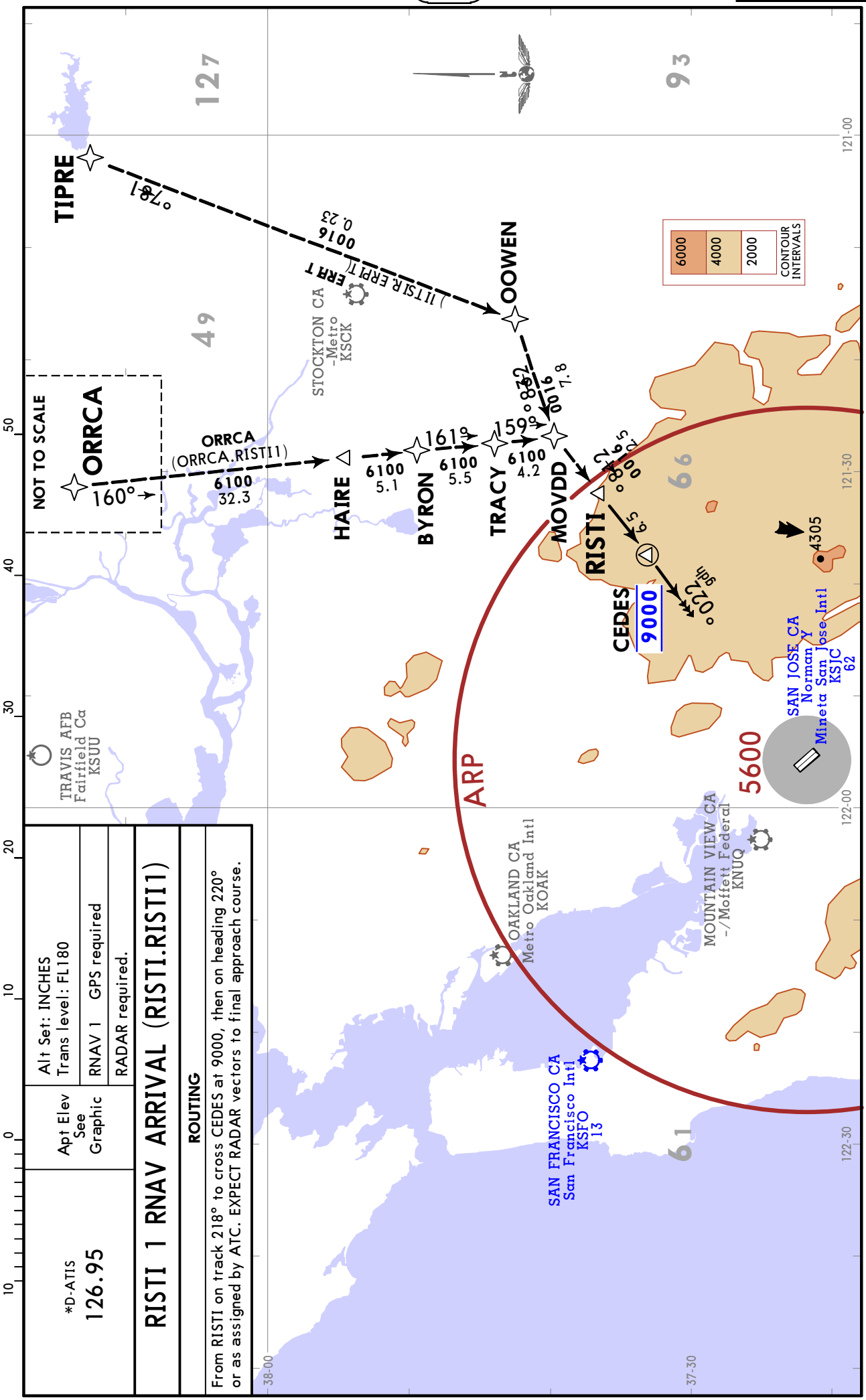

*D-ATIS 126.95	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
		RNAV 1 GPS required
		RADAR required.

RISTI 1 RNAV ARRIVAL (RISTI.RISTI1)

ROUTING

From RISTI on track 218° to cross CEDES at 9000, then on heading 220° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

CHANGES: ASOS note removed, airport name, text, MSA.

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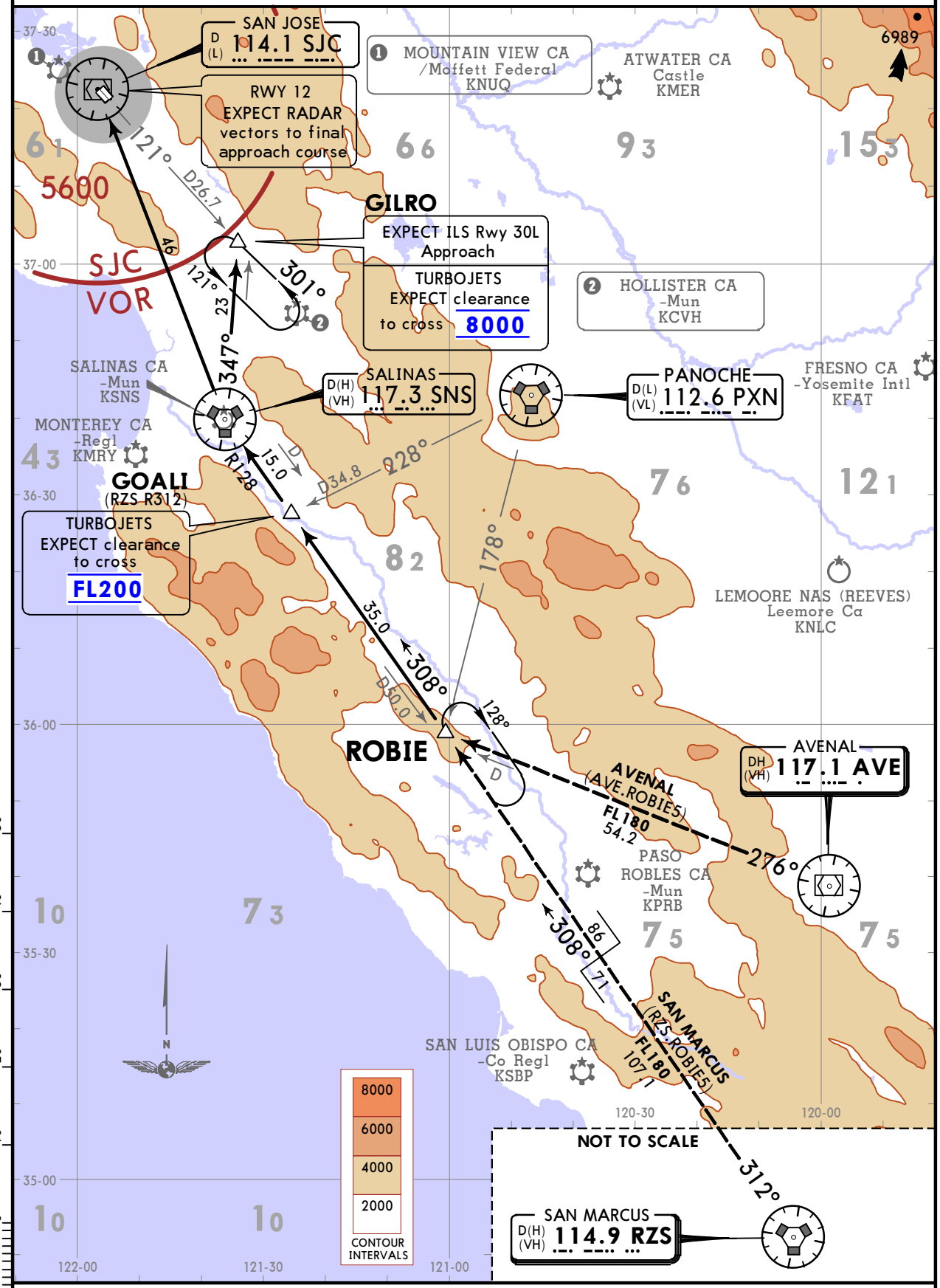
*D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
126.95	62	

ROBIE 5 ARRIVAL (ROBIE.ROBIE5)



ROUTING

From over ROBIE on SNS R128 to SNS VOR, then on SNS R347 to GILRO. EXPECT the ILS Rwy 30L approach.

For Rwy 12 operations: EXPECT routing SNS VOR direct SJC VOR and RADAR vectors to final approach course.

CHANGES: ASOS note, AVE, PXN, RZS, SNS VOR service volumes, airport name.

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KSJC/SJC
NORMAN Y MINETA SAN JOSE INTL

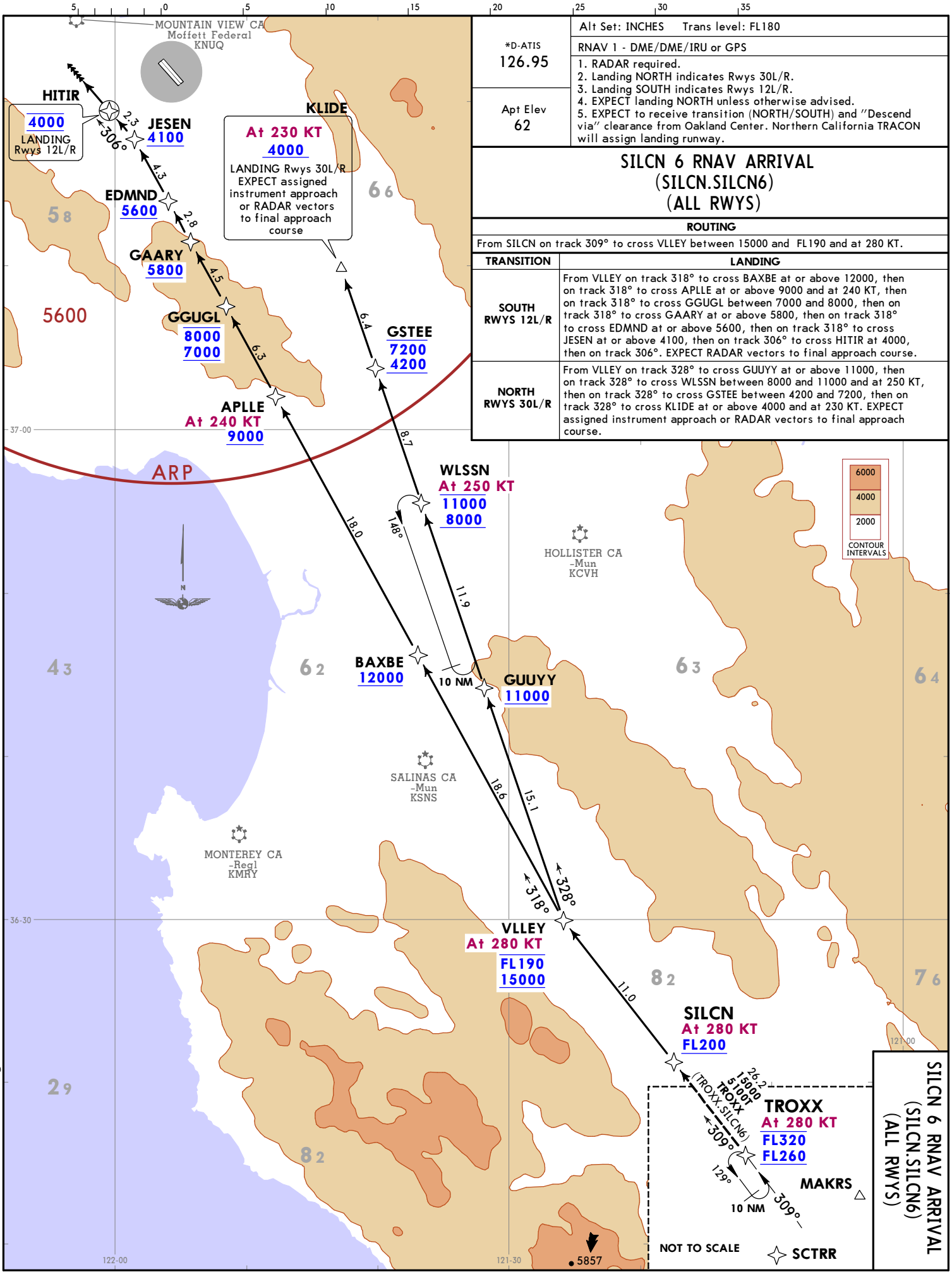
*D-ATIS 126.95	Alt Set: INCHES Trans level: FL180
	RNAV 1 - DME/DME/IRU or GPS
Apt Elev 62	1. RADAR required. 2. Landing NORTH indicates Rwys 30L/R. 3. Landing SOUTH indicates Rwys 12L/R. 4. EXPECT landing NORTH unless otherwise advised. 5. EXPECT to receive transition (NORTH/SOUTH) and "Descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.

SILCN 6 RNAV ARRIVAL
(SILCN.SILCN6)
(ALL RWYS)

ROUTING

From SILCN on track 309° to cross VLLEY between 15000 and FL190 and at 280 KT.

TRANSITION	LANDING
SOUTH RWYS 12L/R	From VLLEY on track 318° to cross BAXBE at or above 12000, then on track 318° to cross APLLE at or above 9000 and at 240 KT, then on track 318° to cross GGUGL between 7000 and 8000, then on track 318° to cross GAARY at or above 5800, then on track 318° to cross EDMND at or above 5600, then on track 318° to cross JESEN at or above 4100, then on track 306° to cross HITIR at 4000, then on track 306°. EXPECT RADAR vectors to final approach course.
NORTH RWYS 30L/R	From VLLEY on track 328° to cross GUUYY at or above 11000, then on track 328° to cross WLSSN between 8000 and 11000 and at 250 KT, then on track 328° to cross GSTEE between 4200 and 7200, then on track 328° to cross KLIDE at or above 4000 and at 230 KT. EXPECT assigned instrument approach or RADAR vectors to final approach course.



SILCN 6 RNAV ARRIVAL
(SILCN.SILCN6)
(ALL RWYS)

JEPPESEN SAN JOSE, CALIF
RNAV STAR
30 JAN 26 (10-2K)

CHANGES: ASOS note removed. MSA.

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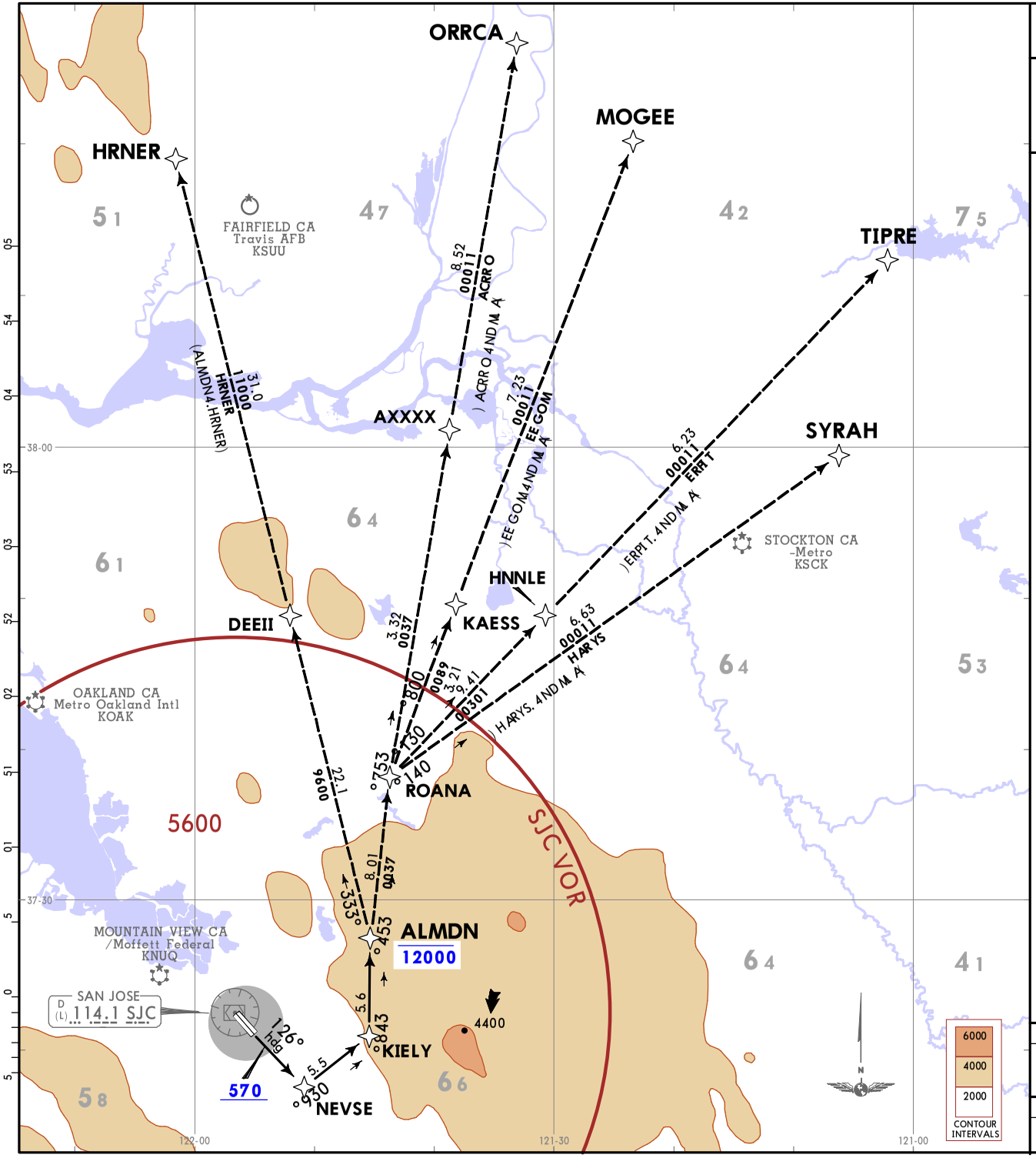

NORCAL Departure (R)	Apt Elev	Trans alt: 18000
121.3	62	**1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft.**

ALMDN 4 RNAV DEPARTURE
(ALMDN4.ALMDN)
(RWYS 12L/R)

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 12L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 2500.
Rwys 30L/R: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 12L: Fence 156 from DER, 57 LEFT of centerline, 14 AGL/73 MSL. Obstruction light on blast fence, 156 from DER, 57 LEFT of centerline, 73 MSL. Pole 191 from DER, 81 LEFT of centerline, 34 AGL/93 MSL. Trees beginning 286 from DER, 161 RIGHT of centerline, up to 107 MSL. T-L tower, pole beginning 466 from DER, 228 LEFT of centerline, up to 46 AGL/105 MSL. Tree 1281 from DER, 529 LEFT of centerline, 117 MSL. T-L tower 1731 from DER, 729 LEFT of centerline, 86 AGL/156 MSL. Tree 1799 from DER, 273 LEFT of centerline, 144 MSL. Tree 1887 from DER, 68 RIGHT of centerline, 124 MSL. T-L tower 3047 from DER, 543 LEFT of centerline, 73 AGL/147 MSL. Building 1.2 NM from DER, 630 LEFT of centerline, 170 AGL/250 MSL. Building 1.3 NM from DER, 1051 LEFT of centerline, 265 MSL. Building 1.3 NM from DER, 445 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 51 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 81 LEFT of centerline, up to 312 MSL. Building 1.5 NM from DER, 975 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 1591 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 82 LEFT of centerline, up to 365 MSL. Buildings beginning 1.6 NM from DER, 280 RIGHT of centerline, up to 346 MSL. Buildings beginning 1.6 NM from DER, 350 RIGHT of centerline, up to 260 AGL/350 MSL. Building 1.6 NM from DER, 1977 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 640 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.9 NM from DER, 313 RIGHT of centerline, 284 AGL/373 MSL.

Rwy 12R: Obstruction light on LOC 10 from DER, on centerline, 68 MSL. Obstruction light on blast fence 45 from DER, 115 RIGHT of centerline, 75 MSL. Fence 45 from DER, 115 RIGHT of centerline, 14 AGL/75 MSL. Tree 269 from DER, 149 RIGHT of centerline, 100 MSL. Trees beginning 285 from DER, 193 LEFT of centerline, up to 107 MSL. RD(I) 338 from DER, 2 RIGHT of centerline, 82 MSL. Tree, pole beginning 519 from DER, 279 RIGHT of centerline, up to 122 MSL. Trees beginning 1798 from DER, 631 LEFT of centerline, up to 144 MSL. Poles beginning 1948 from DER, 688 RIGHT of centerline, up to 59 AGL/128 MSL. Tree 2604 from DER, 551 RIGHT of centerline, 133 MSL. T-L tower 3046 from DER, 1243 LEFT of centerline, 73 AGL/147 MSL. Tree 3079 from DER, 873 RIGHT of centerline, 142 MSL. Building 1.3 NM from DER, 1145 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 751 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 781 LEFT of centerline, up to 312 MSL. Building 1.5 NM from DER, 1676 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 2291 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 134 LEFT of centerline, up to 365 MSL. Building 1.6 NM from DER, 2678 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 1340 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.6 NM from DER, 345 RIGHT of centerline, 320 MSL. Building 1.9 NM from DER, 386 LEFT of centerline, 284 AGL/373 MSL. Buidling 1.9 NM from DER, 417 LEFT of centerline, 281 AGL/372 MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 126° to 570, then direct to NEVSE, then on track 039° to KIELY, then on track 348° to cross ALMDN at or below 12000.	15000

ROUTING

From ALMDN on transition. MAINTAIN 15000 or lower filed altitude. EXPECT higher altitude 10 minutes after departure.

CHANGES: Routing text, procedure renumbered.

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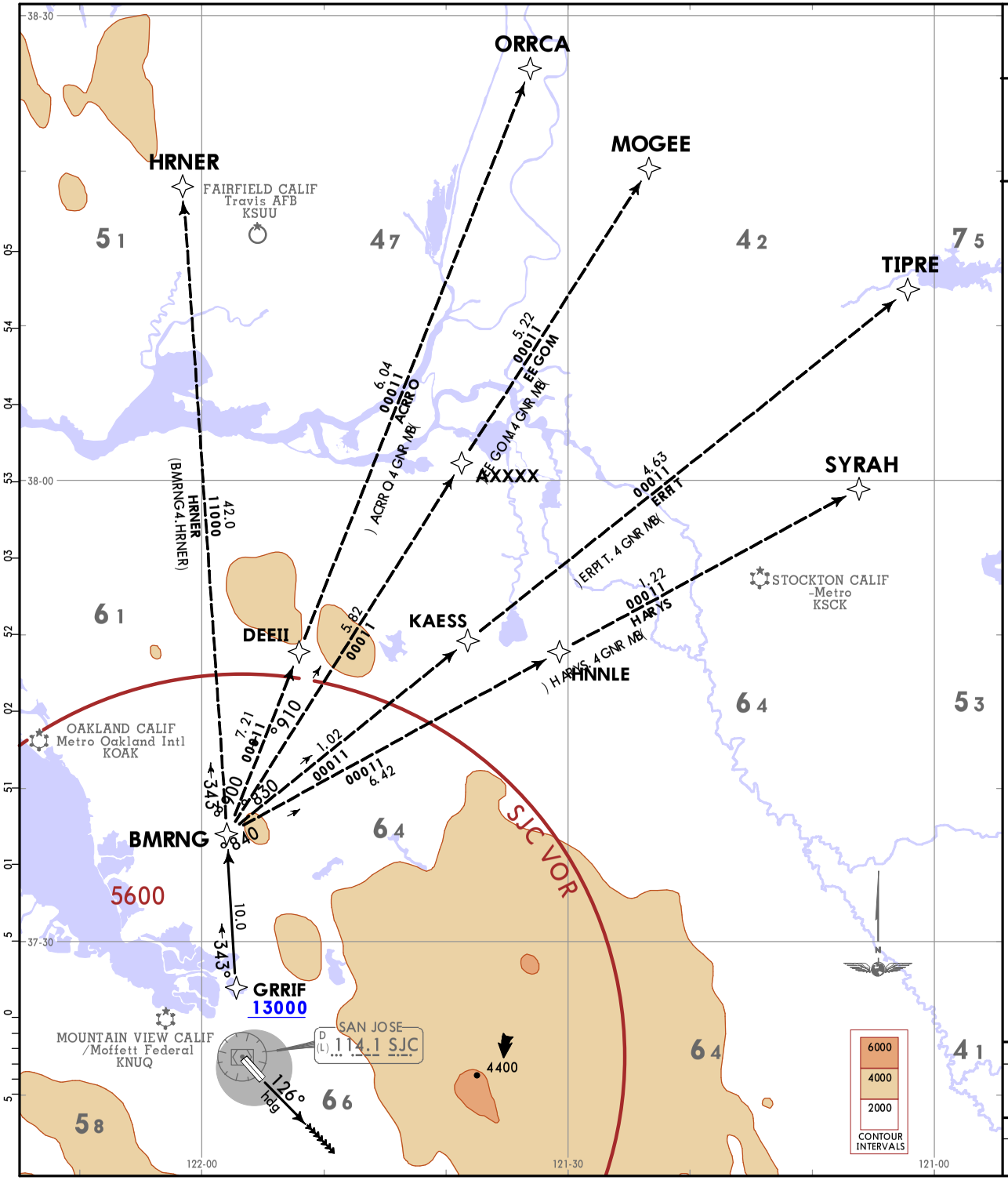

NORCAL Departure (R)	Apt Elev	Trans alt: 18000
121.3	62	**1. RADAR required.** **2. DME/DME/IRU or GPS required.** **3. RNAV 1.**

BMRNG 4 RNAV DEPARTURE
(BMRNG4.BMRNG)
(RWYS 12L/R)

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 12L/R: Standard (or lower than standard, if authorized) with a minimum climb of 470 per NM to 5600.

Gnd speed-KT	75	100	150	200	250	300
470 per NM	588	783	1175	1567	1958	2350

OBSTACLES

Rwy 12L: Fence 156 from DER, 57 LEFT of centerline, 14 AGL/73 MSL. Obstruction light on blast fence 156 from DER, 57 LEFT of centerline, 73 MSL. Pole 191 from DER, 81 LEFT of centerline, 34 AGL/93 MSL. Trees beginning 286 from DER, 161 RIGHT of centerline, up to 107 MSL. T-L tower, pole beginning 466 from DER, 288 LEFT of centerline, up to 46 AGL/105 MSL. Tree 1281 from DER, 529 LEFT of centerline, 117 MSL. T-L tower 1731 from DER, 729 LEFT of centerline, 86 AGL/156 MSL. Tree 1799 from DER, 273 LEFT of centerline, 144 MSL. Tree 1887 from DER, 68 RIGHT of centerline, 124 MSL. T-L tower 3047 from DER, 543 LEFT of centerline, 73 AGL/147 MSL. Building 1.2 NM from DER, 630 LEFT of centerline, 170 AGL/250 MSL. Buliding 1.3 NM from DER, 1051 LEFT of centerline, 265 MSL. Building 1.3 NM from DER, 445 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 51 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 81 LEFT of centerline, up to 312 MSL. Building 1.5 NM from DER, 975 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 1591 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 82 LEFT of centerline, up to 365 MSL. Buildings beginning 1.6 NM from DER, 280 RIGHT of centerline, up to 346 MSL. Buildings beginning 1.6 NM from DER, 350 RIGHT of centerline, up to 260 AGL/350 MSL. Building 1.6 NM from DER, 1977 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 640 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.9 NM from DER, 313 RIGHT of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 282 RIGHT of centerline, 281 AGL/372 MSL.

Rwy 12R: Obstruction light on LOC, 10 from DER, on centerline, 68 MSL. Obstruction light on blast fence, 45 from DER, 115 RIGHT of centerline, 75 MSL. Fence 45 from DER, 115 RIGHT of centerline, 14 AGL/75 MSL. Tree 269 from DER, 149 RIGHT of centerline, 100 MSL. Trees beginning 285 from DER, 193 LEFT of centerline, up to 107 MSL. RD(I) 338 from DER, 2 RIGHT of centerline, 82 MSL. Tree, pole beginning 519 from DER, 279 RIGHT of centerline, up to 122 MSL. Trees beginning 1798 from DER, 631 LEFT of centerline, up to 144 MSL. Poles beginning 1948 from DER, 688 RIGHT of centerline, up to 59 AGL/128 MSL. Tree 2604 from DER, 551 RIGHT of centerline, 133 MSL. T-L tower 3046 from DER, 1243 LEFT of centerline, 73 AGL/147 MSL. Tree 3079 from DER, 873 RIGHT of centerline, 142 MSL. Building 1.3 NM from DER, 1145 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 751 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 781 LEFT of centerline, up to 312 MSL. Building 1.5 NM from DER, 1676 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 2291 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 134 LEFT of centerline, up to 365 MSL. Building 1.6 NM from DER, 2678 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 1340 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.6 NM from DER, 345 RIGHT of centerline, 320 MSL. Building 1.9 NM from DER, 386 LEFT of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 417 LEFT of centerline, 281 AGL/372 MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 126° or as assigned by ATC, EXPECT RADAR vectors to cross GRRIF at or above 13000, then on track 343° to BMRNG.	15000

ROUTING

From BMRNG on transition. MAINTAIN 15000. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

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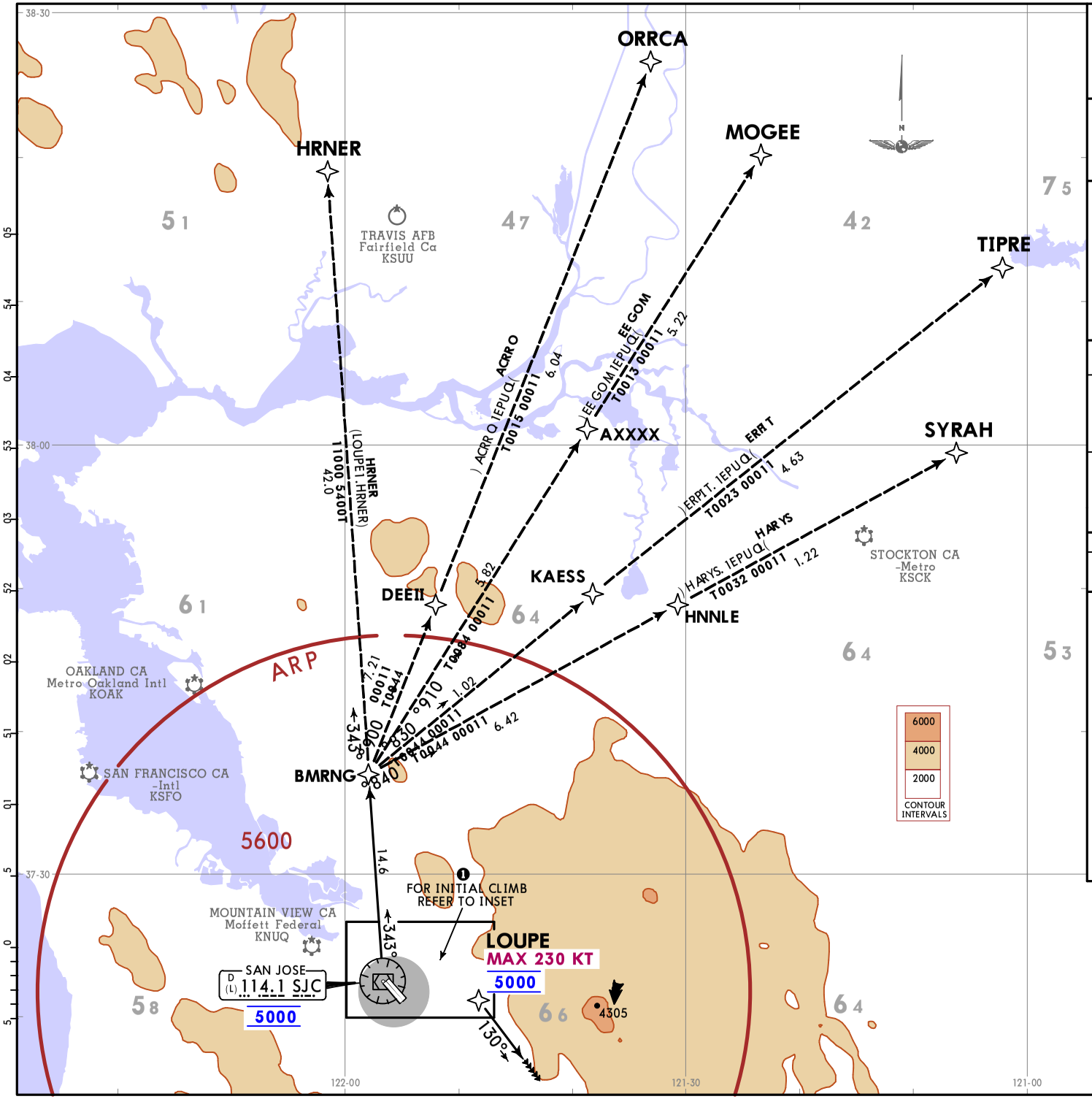


NORCAL Departure (R) 121.3	Apt Elev 62	Trans alt: 18000
		RNAV 1 - DME/DME/IRU or GPS
		1. RADAR required. 2. Do not turn direct SJC VOR until instructed to do so by ATC.

LOUPE 1 RNAV DEPARTURE (LOUPE1.BMRNG) (RWYS 30L/R)

TAKE-OFF MINIMUMS:
Rwys 12L/R: Not authorized - ATC.
Rwys 30L/R: Standard with minimum climb of 495 FT/NM to 4800.

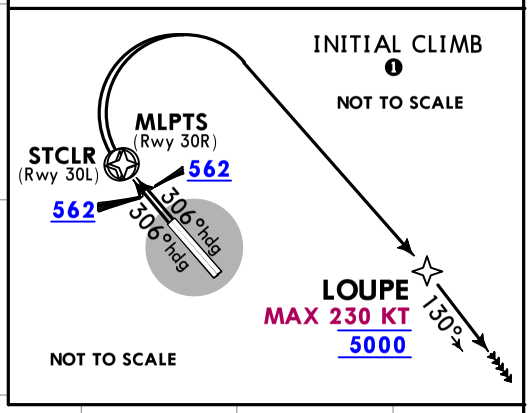
Gnd speed-KT	75	100	150	200	250	300
495 FT/NM	619	825	1238	1650	2063	2475

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

RWY	INITIAL CLIMB	TOP ALTITUDE
30L	Climb on heading 306° to 562, then direct STCLR, then RIGHT turn direct LOUPE at 5000 at or below 230 KT, then on track 130°, for vectors to SJC VOR, then on track 343° to BMRNG.	5000
30R	Climb on heading 306° to 562, then direct MLPTS, then RIGHT turn direct LOUPE at 5000 at or below 230 KT, then on track 130°, for vectors to SJC VOR, then on track 343° to BMRNG.	

ROUTING

From BMRNG on transition. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.



CHANGES: New procedure.

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NORCAL Departure (R) 121.3	Apt Elev 62	Trans alt: 18000 RADAR and DME required.

SAN JOSE 3 DEPARTURE (SJC3.MOONY) (RWYS 30L/R)

TAKE-OFF MINIMUMS:
Rwys 12L/R: Not authorized - ATC.
Rwys 30L/R: Standard with a minimum climb of 480 FT/NM to 4000.

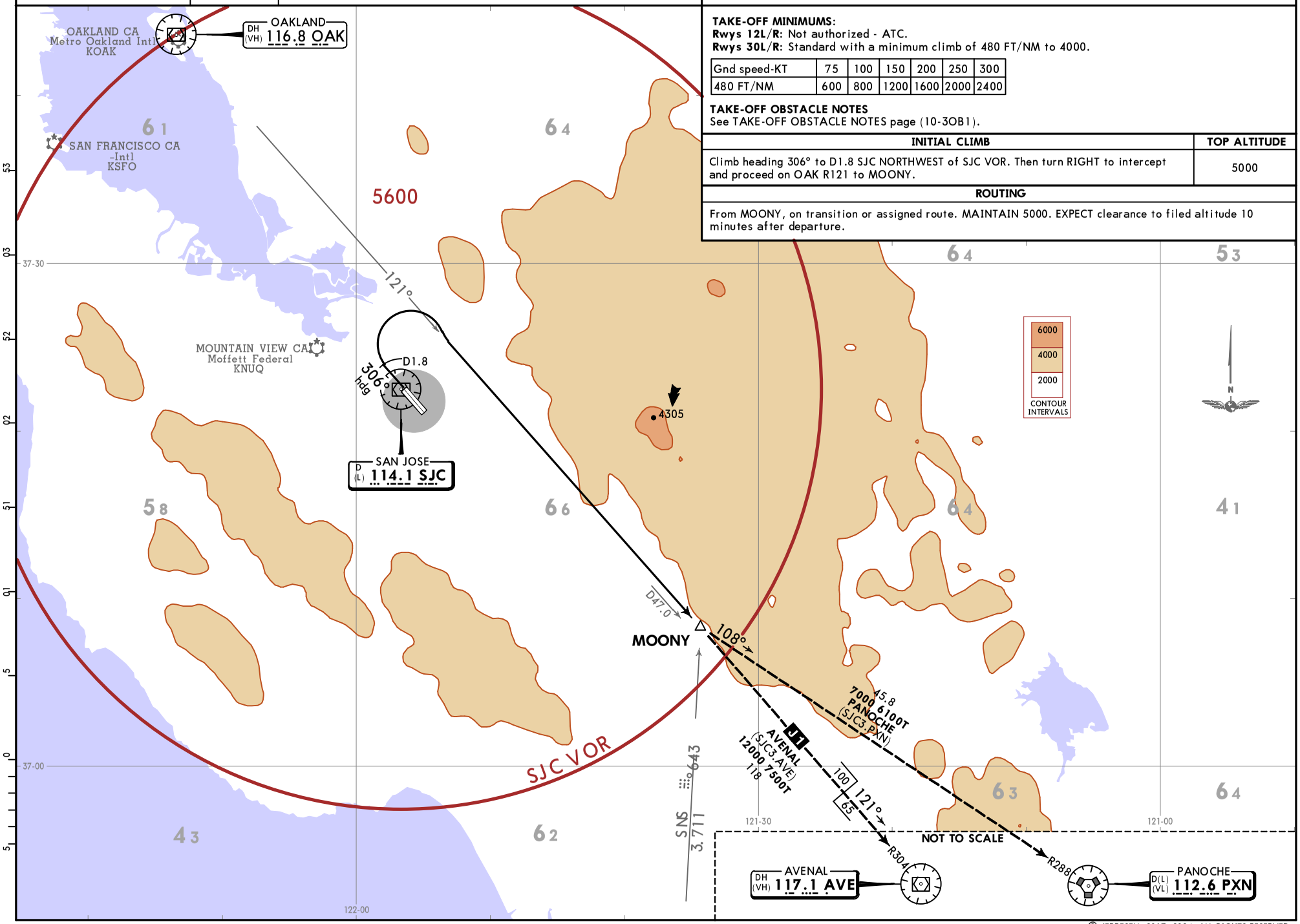
Gnd speed-KT	75	100	150	200	250	300
480 FT/NM	600	800	1200	1600	2000	2400

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

INITIAL CLIMB	TOP ALTITUDE
Climb heading 306° to D1.8 SJC NORTHWEST of SJC VOR. Then turn RIGHT to intercept and proceed on OAK R121 to MOONY.	5000

ROUTING

From MOONY, on transition or assigned route. MAINTAIN 5000. EXPECT clearance to filed altitude 10 minutes after departure.



CHANGES: AVE, OAK, PXN VORs service volume.

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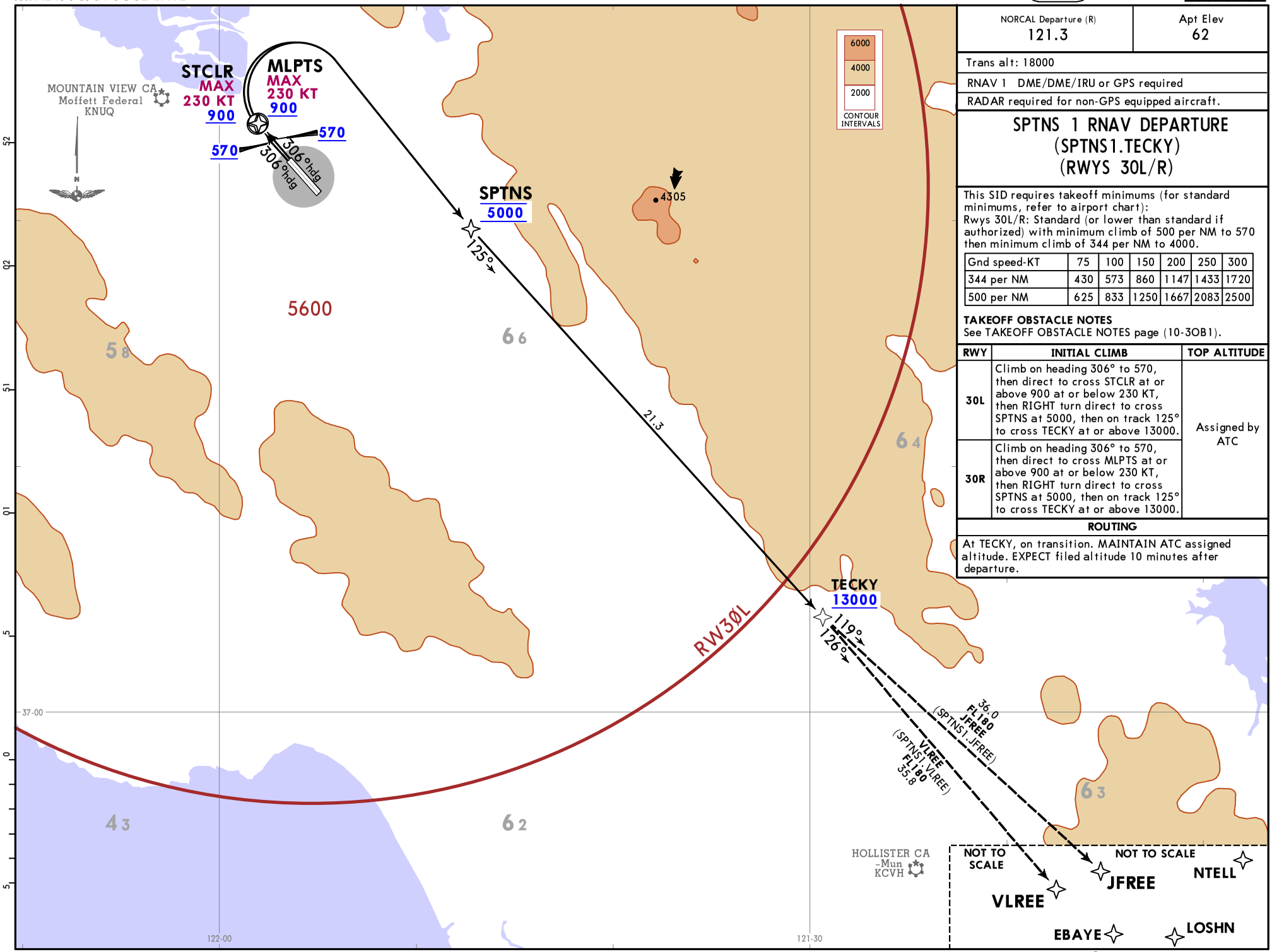

NORCAL Departure (R)	Apt Elev
121.3	62

Trans alt: 18000

RNAV 1 DME/DME/IRU or GPS required

RADAR required for non-GPS equipped aircraft.

SPTNS 1 RNAV DEPARTURE (SPTNS1.TECKY) (RWYS 30L/R)

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 30L/R: Standard (or lower than standard if authorized) with minimum climb of 500 per NM to 570 then minimum climb of 344 per NM to 4000.

Gnd speed-KT	75	100	150	200	250	300
344 per NM	430	573	860	1147	1433	1720
500 per NM	625	833	1250	1667	2083	2500

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

RWY	INITIAL CLIMB	TOP ALTITUDE
30L	Climb on heading 306° to 570, then direct to cross STCLR at or above 900 at or below 230 KT, then RIGHT turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000.	Assigned by ATC
30R	Climb on heading 306° to 570, then direct to cross MLPTS at or above 900 at or below 230 KT, then RIGHT turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000.	

ROUTING

At TECKY, on transition. MAINTAIN ATC assigned altitude. EXPECT filed altitude 10 minutes after departure.

CHANGES: New procedure at this airport.

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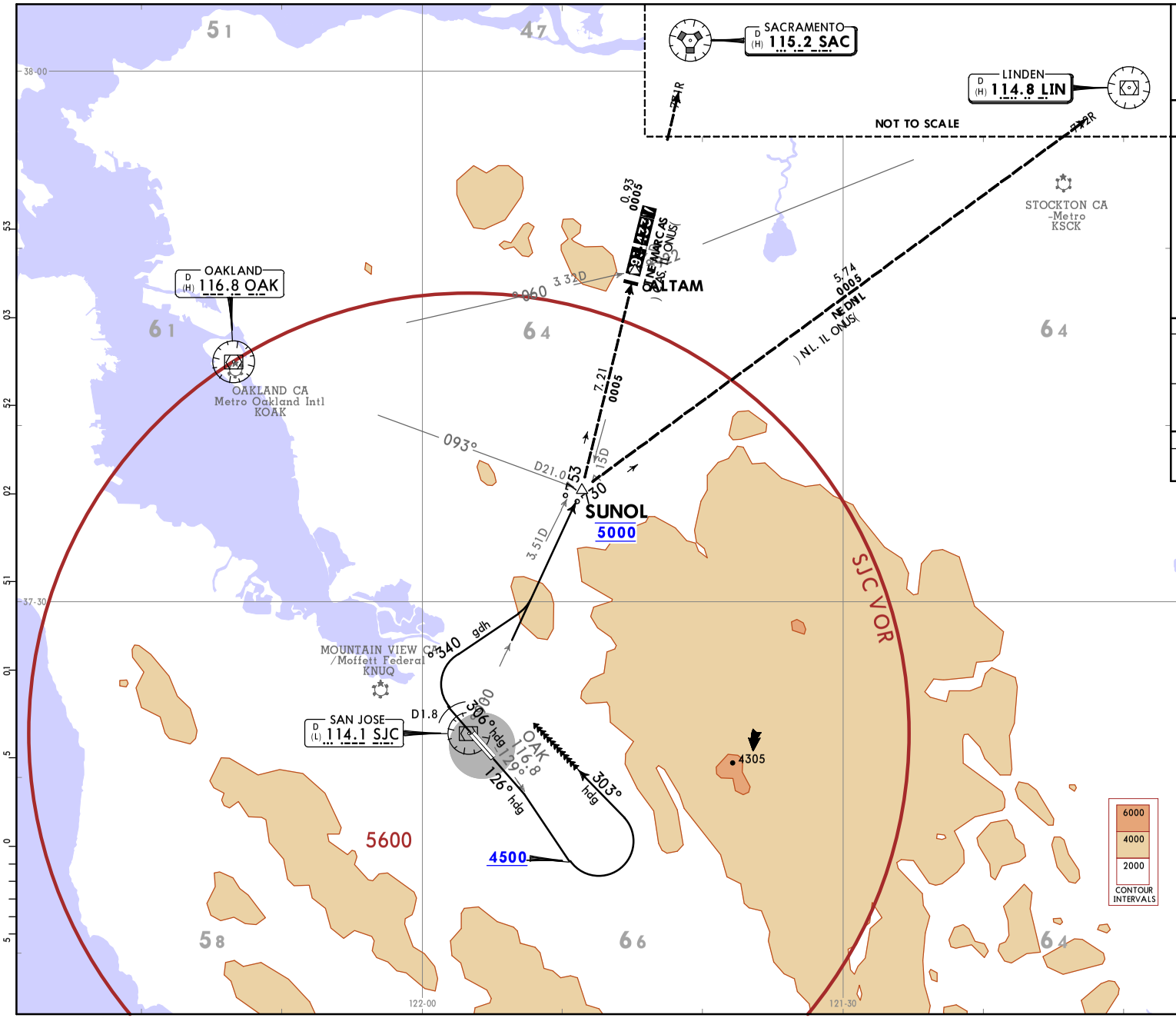

NORCAL Departure (R)	Apt Elev	
121.3	62	Trans alt: 18000 **1. RADAR required.** **2. DME required for Rwys 30L/R departures.** 3. Prop aircraft only.

SUNOL 1 DEPARTURE (SUNOL1.SUNOL)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 12L/R: Standard (or lower than standard, if authorized) with a minimum climb of 330 per NM to 4500.
Rwys 30L/R: Standard (or lower than standard, if authorized) with a minimum climb of 480 per NM to 4000.

Gnd speed-KT	75	100	150	200	250	300
330 per NM	413	550	825	1100	1375	1650
480 per NM	600	800	1200	1600	2000	2400

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

RWY	INITIAL CLIMB	TOP ALTITUDE
12L/R	Climb heading 126° to intercept and proceed on OAK R129 to 4500, then turn LEFT heading 303° for RADAR vectors to intercept and proceed on SJC R009 to SUNOL.	Assigned by ATC
30L/R	Climb heading 306° at D1.8 SJC NORTHWEST of SJC VOR, turn RIGHT heading 043° to intercept and proceed on SJC R009 to SUNOL.	

ROUTING

Cross SUNOL at 5000, then on transition or assigned route. MAINTAIN ATC assigned altitude.

CHANGES: Obstacle note.

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NORCAL Departure (R)	Apt Elev
121.3	62

Trans alt: 18000

RNAV 1 DME/DME/IRU or GPS required

RADAR required for non-GPS equipped aircraft.

TECKY 4 RNAV DEPARTURE
(TECKY4.TECKY)
(RWYS 12L/R)

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 12L/R: Standard (or lower than standard if authorized) with minimum climb of 500 per NM to 570.

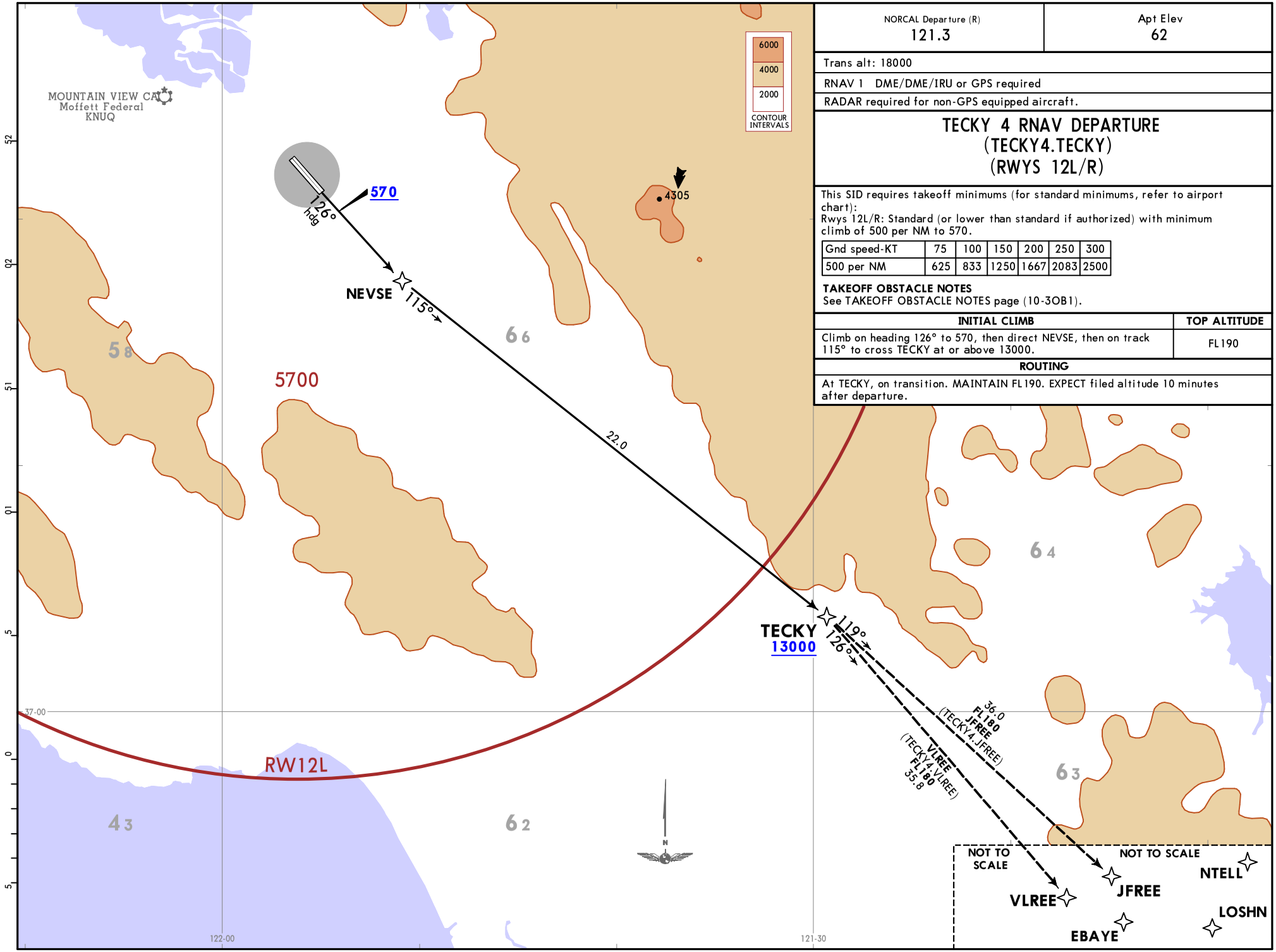
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

INITIAL CLIMB	TOP ALTITUDE
Climb on heading 126° to 570, then direct NEVSE, then on track 115° to cross TECKY at or above 13000.	FL190

ROUTING

At TECKY, on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.



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TAKEOFF OBSTACLE NOTES - DEPS

- Rwy 12L: Fence 156 from DER, 57 left of centerline, 14 AGL/73 MSL. Obstacle light on blast fence, 156 from DER, 57 left of centerline, 73 MSL. Pole 191 from DER, 81 left of centerline, 34 AGL/93 MSL. Trees beginning 286 from DER, 161 right of centerline, up to 107 MSL. Transmission lines tower, pole beginning 466 from DER, 228 left of centerline, up to 46 AGL/105 MSL. Tree 1281 from DER, 529 left of centerline, 117 MSL. Transmission lines tower 1731 from DER, 729 left of centerline, 86 AGL/156 MSL. Tree 1799 from DER, 273 left of centerline, 144 MSL. Tree 1887 from DER, 68 right of centerline, 124 MSL. Transmission lines tower 3047 from DER, 543 left of centerline, 73 AGL/147 MSL. Building 1.2 NM from DER, 630 left of centerline, 170 AGL/250 MSL. Building 1.3 NM from DER, 1051 left of centerline, 265 MSL. Building 1.3 NM from DER, 445 left of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 51 left of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 81 left of centerline, up to 312 MSL. Building 1.5 NM from DER, 975 left of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 1591 left of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 82 left of centerline, up to 365 MSL. Buildings beginning 1.6 NM from DER, 280 right of centerline, up to 346 MSL. Buildings beginning 1.6 NM from DER, 350 right of centerline, up to 260 AGL/350 MSL. Building 1.6 NM from DER, 1977 left of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 640 left of centerline, up to 274 AGL/370 MSL. Building 1.9 NM from DER, 313 right of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 282 right of centerline, 281 AGL/372 MSL.
- Rwy 12R: Obstacle light on LOC 10 from DER, on centerline, 68 MSL. Obstacle light on blast fence 45 from DER, 115 right of centerline, 75 MSL. Fence 45 from DER, 115 right of centerline, 14 AGL/75 MSL. Tree 269 from DER, 149 right of centerline, 100 MSL. Trees, beginning 285 from DER, 193 left of centerline, up to 107 MSL. RD(I) 338 from DER, 2 right of centerline, 82 MSL. Tree, pole beginning 519 from DER, 279 right of centerline, up to 122 MSL. Trees beginning 1798 from DER, 631 left of centerline, up to 144 MSL. Poles beginning 1948 from DER, 688 right of centerline, up to 59 AGL/128 MSL. Tree 2604 from DER, 551 right of centerline, 133 MSL. Transmission lines tower 3046 from DER, 1243 left of centerline, 73 AGL/147 MSL. Tree 3079 from DER, 873 right of centerline, 142 MSL. Building 1.3 NM from DER, 1145 left of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 751 left of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 781 left of centerline, up to 312 MSL. Building 1.5 NM from DER, 1676 left of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 2291 left of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 134 left of centerline, up to 365 MSL. Building 1.6 NM from DER, 2678 left of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 1340 left of centerline, up to 274 AGL/370 MSL. Building 1.6 NM from DER, 345 right of centerline, 320 MSL. Building 1.9 NM from DER, 386 left of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 417 left of centerline, 281 AGL/372 MSL.
- Rwy 30L: Poles beginning 166 from DER, 494 left of centerline, up to 69 MSL. Navaid 174 from DER, on centerline, 7 AGL/44 MSL. Fence 184 from DER, 369 right of centerline, 15 AGL/51 MSL. Tree 308 from DER, 424 left of centerline, 71 MSL. Tree, pole beginning 473 from DER, 118 right of centerline, up to 72 MSL. Poles beginning 711 from DER, 544 right of centerline, up to 75 MSL. Navaid 782 from DER, 350 left of centerline, 47 AGL/83 MSL. Pole 1227 from DER, 607 left of centerline, 48 AGL/86 MSL. Pole 1315 from DER, 548 right of centerline, 49 AGL/80 MSL. Pole 1329 from DER, 743 left of centerline, 57 AGL/94 MSL. Tree 1852 from DER, 179 right of centerline, 85 MSL. Tree 2561 from DER, 738 right of centerline, 108 MSL. Transmission tower, transmission lines tower, beginning 2616 from DER, 1130 left of centerline, up to 120 MSL. Pole 2806 from DER, 1215 left of centerline, 135 MSL. Pole 2897 from DER, 614 left of centerline, 113 MSL. Pole, transmission lines tower beginning 4145 from DER, 1329 left of centerline, up to 152 MSL.
- Rwy 30R: Pole 100 from DER, 449 right of centerline, 40 AGL, 75 MSL. Fence 138 from DER, 243 right of centerline, 13 AGL/47 MSL. Fence 184 from DER, 329 left of centerline, 15 AGL/51 MSL. Tree 411 from DER, 37 left of centerline, 70 MSL. Tree 473 from DER, 319 left of centerline, 72 MSL. Pole 526 from DER, 580 left of centerline, 26 AGL/61 MSL. Pole 657 from DER, 369 right of centerline, 53 AGL/84 MSL. Vehicle on road beginning 688 from DER, on centerline, up to 68 MSL. Poles beginning 711 from DER, 57 left of centerline, up to 25 AGL/75 MSL. Pole 961 from DER, 133 right of centerline, 56 AGL/88 MSL. Pole 1315 from DER, 150 left of centerline, 49 AGL/80 MSL. Tree 1852 from DER, 519 left of centerline, 85 MSL. Tree 2561 from DER, 39 right of centerline, 108 MSL. Building 3424 from DER, 146 right of centerline, 96 AGL/124 MSL.

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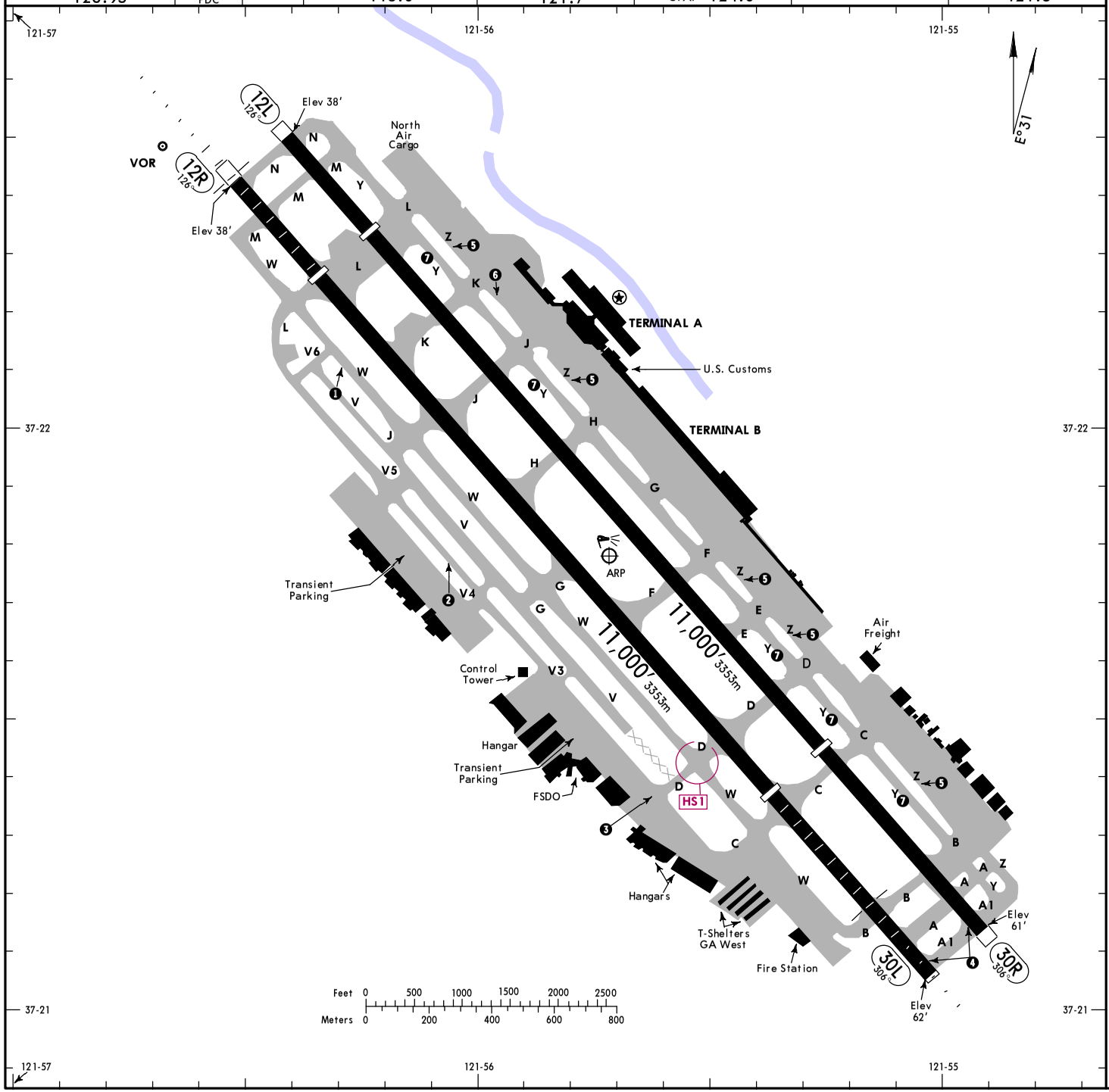
*D-ATIS	Data Comm ACARS: D-ATIS PDC / CPDLC: DCL	*SAN JOSE Clearance (Cpt)	*Ground	*SAN JOSE Tower	UNICOM 122.95	NORCAL Departure (R)
126.95		118.0	121.7	CTAF 124.0		121.3



OPERATIONAL NOTES

1. Twy W between Twy J and Twy L can support Group IV aircraft.
2. Twy limited to aircraft with a wingspan of less than 118′ (36m) (B-737-900 or smaller).
3. Twy D between Twy W and ramp limited to aircraft with a wingspan of less than 118′ (36m) (B-737-900 or smaller).
4. Rwys 30R/L first 400′(122m) closed for take-off of DC10, MD11 and L1011.
5. Twy Z will be periodically restricted to aircraft with a wingspan of less than 118′ (36m) (B-737-900 or smaller) during B-787 and B-747 operations.
6. Twy Z between 200′ (61m) NW of Twy H and 200′ (61m) NW of Twy K limited to aircraft with wingspan of less than 135′ (41m) (B-757-300 or smaller).
7. Twy Y will be periodically restricted to aircraft with a wingspan of less than 171′ (52m) (MD-11 or smaller) during B-787 and B-747 operations on Rwy 12L/30R.

RUNWAY INCURSION HOT SPOTS

HS

For information only, not to be construed as ATC instructions.

HS1 Rwy incursion risk. Rwy 30L at Twy D. Short distance from "Run-up Area" to rwy.

CHANGES: ASOS removed, airport name.

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GENERAL

CURFEW HOURS 2300-0700 LT FAR 36 Stage II, 2330-0630 LT FAR 36 Stage III aircraft listed on the schedule of authorized aircraft issued by the Director of Aviation. Delayed scheduled flights, and alternate/emergency operations may be exempt from curfew hour restrictions.

Prior airport notification is required for all late/early arrivals. Contact manager on duty.

Unscheduled operations by group 5 aircraft (B-747) and larger not authorized except with prior airport approval. Contact airport manager.

Birds in vicinity of airport.

High intensity lights (lasers and large media screens) may be visible to arriving and departing aircraft to San Jose International Airport during events at the Levi Stadium complex. (N37-24-15/W121-58-14, SJC VORTAC R-303/2.1 DME). Flight crews should use caution when operating in this area during stadium events. Cockpit illumination and glare effect reducing visibility may be intensified during arrival and departure operations, especially at night.

NOISE ABATEMENT PROCEDURE: Rwy 12R/30L is the preferred arrival runway for jet aircraft and Rwy 12L/30R is the preferred departure runway for jet aircraft. All jet aircraft takeoffs are to be initiated from the end of the runway unless directed otherwise by ATCT.

All turbine engine run-ups require prior airport approval. Contact manager on duty.

Surface Awareness Initiative Display (SAID) in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Rwys 12R and 30R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12R ❶	❷HIRL CL ❷MALSR PAPI-R (angle 3.0°) RVR	❹9703' 2957m	7527' 2294m	9883' 3012m	150' 46m
30L	❷HIRL CL ❷MALSR ❸ PAPI-L (angle 3.0°) RVR	❺8463' 2580m	6505' 1983m	10,152' 3094m	

❶ Grooved.
❷ Activate on 124.0 when Twr inop.
❸ PAPI unusable beyond 7° of centerline of runway.
❹ LDA 8587' 2617m.
❺ LDA 7614' 2321m.

12L ❻	❼HIRL CL REIL PAPI-R (angle 3.0°) grooved	❽9692' 2954m		10,139' 3090m	150' 46m
30R	❼HIRL CL PAPI-L (angle 3.0°) grooved	❾8463' 2580m		10,134' 3089m	

❻ Preferred departure runway for jet aircraft.
❼ Activate on 124.0 when Twr inop.
❽ LDA 8831' 2692m.
❾ LDA 7597' 2316m.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 6C)

Rwy 30L

LOWER THAN STANDARD OpSpec Authorization Required — Both RVRs are required & controlling: CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 12R

With Mim climb of 261'/NM to 500'

LOWER THAN STANDARD OpSpec Authorization Required — Both RVRs are required & controlling: CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng	Other
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2½

Rwy 30R

LOWER THAN STANDARD OpSpec Authorization Required — RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
1/4	1/2	1

Rwy 12L

With Mim climb of 261'/NM to 500'

LOWER THAN STANDARD OpSpec Authorization Required — RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng	Other
1/4	1/2	1	400-2½

OBSTACLE DP

Rwys 12L/R: Climbing right turn to 2000' on heading 318° and on OAK VOR R-135 to OAK VOR before proceeding on course.
Rwys 30L/R: Climb via heading 315° to 2000', then via OAK VOR R-132 to OAK VOR before proceeding on course.

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)

Rwy 12L/R: Heading as assigned by ATC; requires minimum climb of 470'/NM to 5600'.
Rwys 30L/R: Heading as assigned by ATC; requires minimum climb of 490'/NM to 5600' and do not exceed 210 KT until established on assigned heading.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 12R, ILS Rwy 30L	LOC Rwy 12R, LOC Rwy 30L	RNAV (GPS) Y Rwy 12L, RNAV (GPS) Y Rwy 12R, RNAV (GPS) Y Rwy 30L, RNAV (GPS) Y Rwy 30R	RNAV (RNP) Z Rwy 12L, RNAV (RNP) Z Rwy 12R, RNAV (RNP) Z Rwy 30L, RNAV (RNP) Z Rwy 30R
A, B, C, D	600-2	800-2	800-2	

CHANGES: Airport name.

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ODP TAKEOFF OBSTACLE NOTES

- RWY 12L:

FENCE 156' FROM DER, 57' LEFT OF CENTERLINE, 14' AGL/73' MSL. OBSTRUCTION LIGHT ON BLAST FENCE, 156' FROM DER, 57' LEFT OF CENTERLINE, 73' MSL. POLE 191' FROM DER, 81' LEFT OF CENTERLINE, 34' AGL/93' MSL. TREES BEGINNING 286' FROM DER, 161' RIGHT OF CENTERLINE, UP TO 107' MSL. TRANSMISSION LINE TOWER, POLE BEGINNING 466' FROM DER, 228' LEFT OF CENTERLINE, UP TO 46' AGL/105' MSL. TREE 1281' FROM DER, 529' LEFT OF CENTERLINE, 117' MSL. TRANSMISSION LINE TOWER 1731' FROM DER, 729' LEFT OF CENTERLINE, 86' AGL/156' MSL. TREE 1799' FROM DER, 273' LEFT OF CENTERLINE, 144' MSL. TREE 1887' FROM DER, 68' RIGHT OF CENTERLINE, 124' MSL. TRANSMISSION LINE TOWER 3047' FROM DER, 543' LEFT OF CENTERLINE, 73' AGL/147' MSL. BUILDING 1.2 NM FROM DER, 630' LEFT OF CENTERLINE, 170' AGL/250' MSL. BUILDING 1.3 NM FROM DER, 1051' LEFT OF CENTERLINE, 265' MSL. BUILDING 1.3 NM FROM DER, 445' LEFT OF CENTERLINE, 217' AGL/301' MSL. BUILDING 1.3 NM FROM DER, 51' LEFT OF CENTERLINE, 228' AGL/309' MSL. BUILDINGS BEGINNING 1.3 NM FROM DER, 81' LEFT OF CENTERLINE, UP TO 312' MSL. BUILDING 1.5 NM FROM DER, 975' LEFT OF CENTERLINE, 262' AGL/351' MSL. BUILDING 1.5 NM FROM DER, 1591' LEFT OF CENTERLINE, 268' AGL/358' MSL. BUILDINGS BEGINNING 1.5 NM FROM DER, 82' LEFT OF CENTERLINE, UP TO 365' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 280' RIGHT OF CENTERLINE, UP TO 346' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 350' RIGHT OF CENTERLINE, UP TO 260' AGL/350' MSL. BUILDING 1.6 NM FROM DER, 1977' LEFT OF CENTERLINE, 286' AGL/368' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 640' LEFT OF CENTERLINE, UP TO 274' AGL/370' MSL. BUILDING 1.9 NM FROM DER, 313' RIGHT OF CENTERLINE, 284' AGL/373' MSL. BUILDING 1.9 NM FROM DER, 282' RIGHT OF CENTERLINE, 281' AGL/372' MSL.

- RWY 12R:

OBSTRUCTION LIGHT ON LOC 10' FROM DER, ON CENTERLINE, 68' MSL. OBSTRUCTION LIGHT ON BLAST FENCE 45' FROM DER, 115' RIGHT OF CENTERLINE, 75' MSL. FENCE 45' FROM DER, 115' RIGHT OF CENTERLINE, 14' AGL/75' MSL. TREE 269' FROM DER, 149' RIGHT OF CENTERLINE, 100' MSL. TREES, BEGINNING 285' FROM DER, 193' LEFT OF CENTERLINE, UP TO 107' MSL. RD(I) 338' FROM DER, 2' RIGHT OF CENTERLINE, 82' MSL. TREE, POLE BEGINNING 519' FROM DER, 279' RIGHT OF CENTERLINE, UP TO 122' MSL. TREES BEGINNING 1798' FROM DER, 631' LEFT OF CENTERLINE, UP TO 144' MSL. POLES BEGINNING 1948' FROM DER, 688' RIGHT OF CENTERLINE, UP TO 59' AGL/128' MSL. TREE 2604' FROM DER, 551' RIGHT OF CENTERLINE, 133' MSL. TRANSMISSION LINE TOWER 3046' FROM DER, 1243' LEFT OF CENTERLINE, 73' AGL/147' MSL. TREE 3079' FROM DER, 873' RIGHT OF CENTERLINE, 142' MSL. BUILDING 1.3 NM FROM DER, 1145' LEFT OF CENTERLINE, 217' AGL/301' MSL. BUILDING 1.3 NM FROM DER, 751' LEFT OF CENTERLINE, 228' AGL/309' MSL. BUILDINGS BEGINNING 1.3 NM FROM DER, 781' LEFT OF CENTERLINE, UP TO 312' MSL. BUILDING 1.5 NM FROM DER, 1676' LEFT OF CENTERLINE, 262' AGL/351' MSL. BUILDING 1.5 NM FROM DER, 2291' LEFT OF CENTERLINE, 268' AGL/358' MSL. BUILDINGS 1.5 NM FROM DER, 134' LEFT OF CENTERLINE, UP TO 365' MSL. BUILDING 1.6 NM FROM DER, 2678' LEFT OF CENTERLINE, 286' AGL/368' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 1340' LEFT LEFT OF CENTERLINE, UP TO 274' AGL/370' MSL. BUILDING 1.6 NM FROM DER, 345' RIGHT OF CENTERLINE, 320' MSL. BUILDING 1.9 NM FROM DER, 386' LEFT OF CENTERLINE, 284' AGL/373' MSL. BUILDING 1.9 NM FROM DER, 417' LEFT OF CENTERLINE, 281' AGL/372' MSL.

- RWY 30L:

POLES BEGINNING 166' FROM DER, 494' LEFT OF CENTERLINE, UP TO 69' MSL. NAVAID 174' FROM DER, ON CENTERLINE, 7' AGL/44' MSL. FENCE 184' FROM DER, 369' RIGHT OF CENTERLINE, 15' AGL/51' MSL. TREE 308' FROM DER, 424' LEFT OF CENTERLINE, 71' MSL. TREE, POLE BEGINNING 473' FROM DER, 118' RIGHT OF CENTERLINE, UP TO 72' MSL. POLES BEGINNING 711' FROM DER, 544' RIGHT OF CENTERLINE, UP TO 75' MSL. NAVAID 782' FROM DER, 350' LEFT OF CENTERLINE, 47' AGL/83' MSL. POLE 1227' FROM DER, 607' LEFT OF CENTERLINE, 48' AGL/86' MSL. POLE 1315' FROM DER, 548' RIGHT OF CENTERLINE, 49' AGL/80' MSL. POLE 1329' FROM DER, 743' LEFT OF CENTERLINE, 57' AGL/94' MSL. TREE 1852' FROM DER, 179' RIGHT OF CENTERLINE, 85' MSL. TREE 2561' FROM DER, 738' RIGHT OF CENTERLINE, 108' MSL. TRANSMISSION TOWER, TRANSMISSION LINE TOWER, BEGINNING 2616' FROM DER, 1130' LEFT OF CENTERLINE, UP TO 120' MSL. POLE 2806' FROM DER, 1215' LEFT OF CENTERLINE, 135' MSL. POLE 2897' FROM DER, 614' LEFT OF CENTERLINE, 113' MSL. POLE, TRANSMISSION LINE TOWER, BEGINNING 4145' FROM DER, 1329' LEFT OF CENTERLINE, UP TO 152' MSL.

- RWY 30R:

POLE 100' FROM DER, 449' RIGHT OF CENTERLINE, 40' AGL, 75' MSL. FENCE 138' FROM DER 243' RIGHT OF CENTERLINE, 13' AGL/47' MSL. FENCE 184' FROM DER, 329' LEFT OF CENTERLINE, 15' AGL/51' MSL. TREE 411' FROM DER, 37' LEFT OF CENTERLINE, 70' MSL. TREE 473' FROM DER, 319' LEFT OF CENTERLINE, 72' MSL. POLE 526' FROM DER, 580' LEFT OF CENTERLINE, 26' AGL/61' MSL. POLE 657' FROM DER, 369' RIGHT OF CENTERLINE, 53' AGL/84' MSL. VEHICLE ON ROAD BEGINNING 688' FROM DER, ON CENTERLINE, UP TO 68' MSL. POLES BEGINNING 711' FROM DER, 57' LEFT OF CENTERLINE, UP TO 25' AGL/75' MSL. POLE 961' FROM DER, 133' RIGHT OF CENTERLINE, 56' AGL/88' MSL. POLE 1315' FROM DER, 150' LEFT OF CENTERLINE, 49' AGL/80' MSL. TREE 1852' FROM DER, 519' LEFT OF CENTERLINE, 85' MSL. TREE 2561' FROM DER, 39' RIGHT OF CENTERLINE, 108' MSL. BUILDING 3424' FROM DER, 146' RIGHT OF CENTERLINE, 96' AGL/124' MSL.

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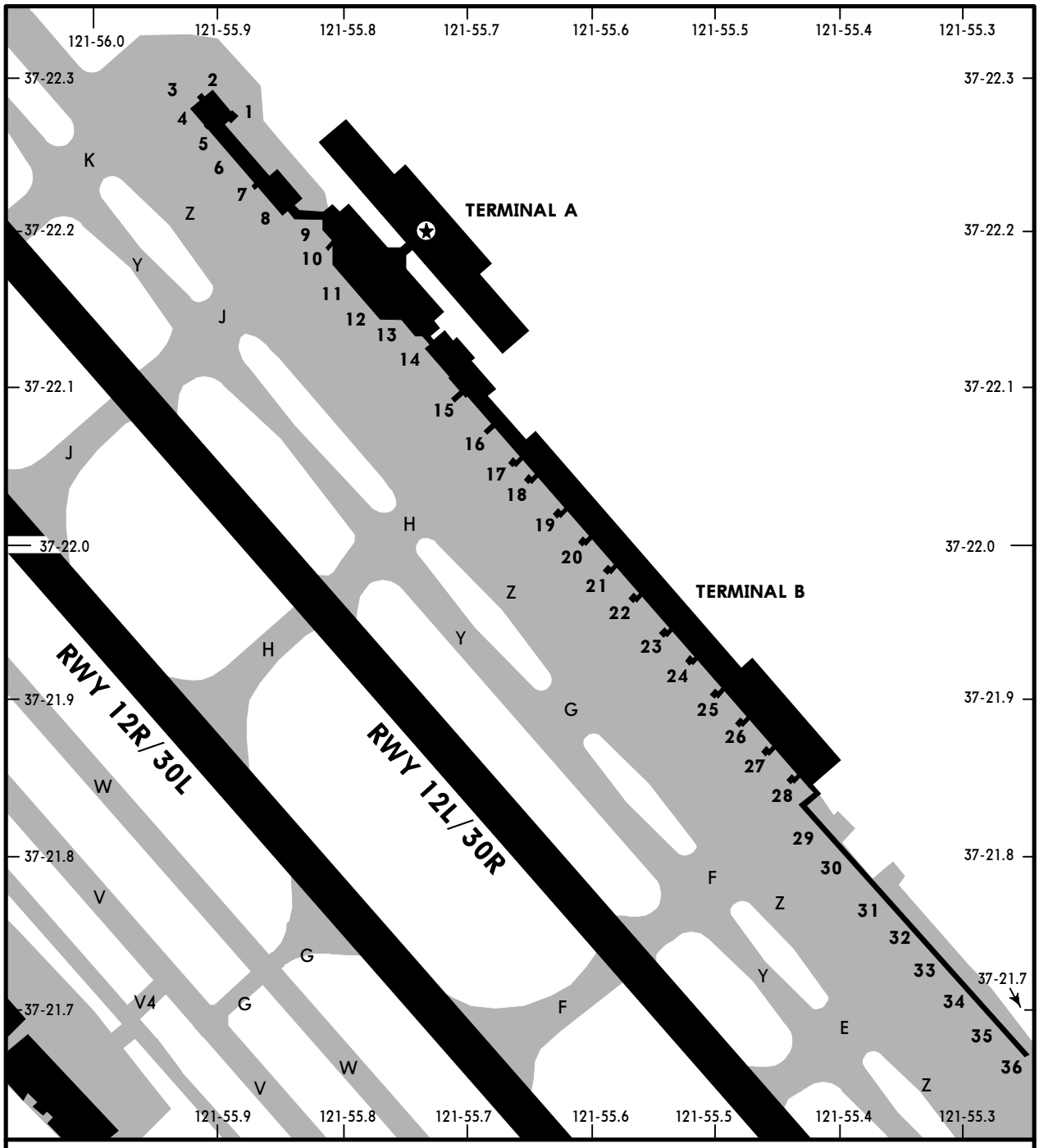

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
TERMINAL A		**TERMINAL B**	
1 thru 5	N37 22.3 W121 55.9	17 thru 22	N37 22.0 W121 55.6
6 thru 8	N37 22.2 W121 55.9	23 thru 27	N37 21.9 W121 55.5
9 thru 11	N37 22.2 W121 55.8	28 thru 31	N37 21.8 W121 55.4
12, 13	N37 22.1 W121 55.8	32 thru 36	N37 21.7 W121 55.3
14 thru 16	N37 22.1 W121 55.7		

CHANGES: Taxiways.

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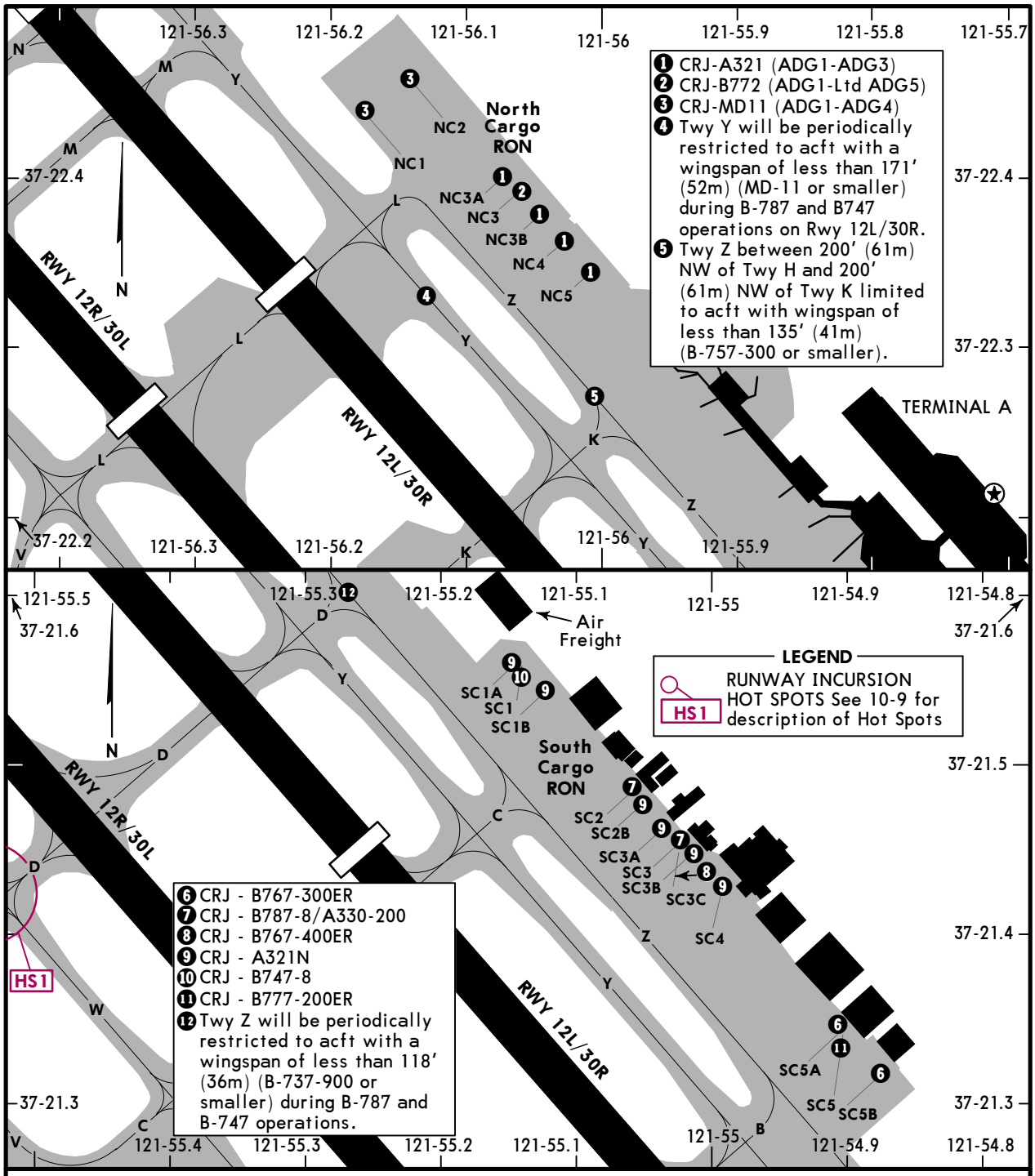

PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
North Cargo RON		**South Cargo RON**	
NC1	N37 22.4 W121 56.2	SC1, SC1A	N37 21.6 W121 55.1
NC2	N37 22.5 W121 56.1	SC1B, SC2, SC2B	N37 21.5 W121 55.1
NC3, NC3A	N37 22.4 W121 56.1	SC3, SC3A, SC3B, SC3C	N37 21.5 W121 55.0
NC3B, NC4	N37 22.4 W121 56.0	SC4	N37 21.4 W121 55.0
NC5	N37 22.3 W121 56.0	SC5, SC5A, SC5B	N37 21.3 W121 54.9

CHANGES: South Cargo RON areas modified.

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KSJC/SJC

NORMAN Y MINETA SAN JOSE INTL

JEPPESEN

(11-1) 30 JAN 26

SAN JOSE, CALIF
ILS or LOC Rwy 12R

BRIEFING STRIP™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

LOC ISLV	Final Apch Crs	SUNNE	ILS DA(H)	Apt Elev 62′
110.9	**126°**	**1800′** (1754′)	**251′** (205′)	TDZE 12R 46′

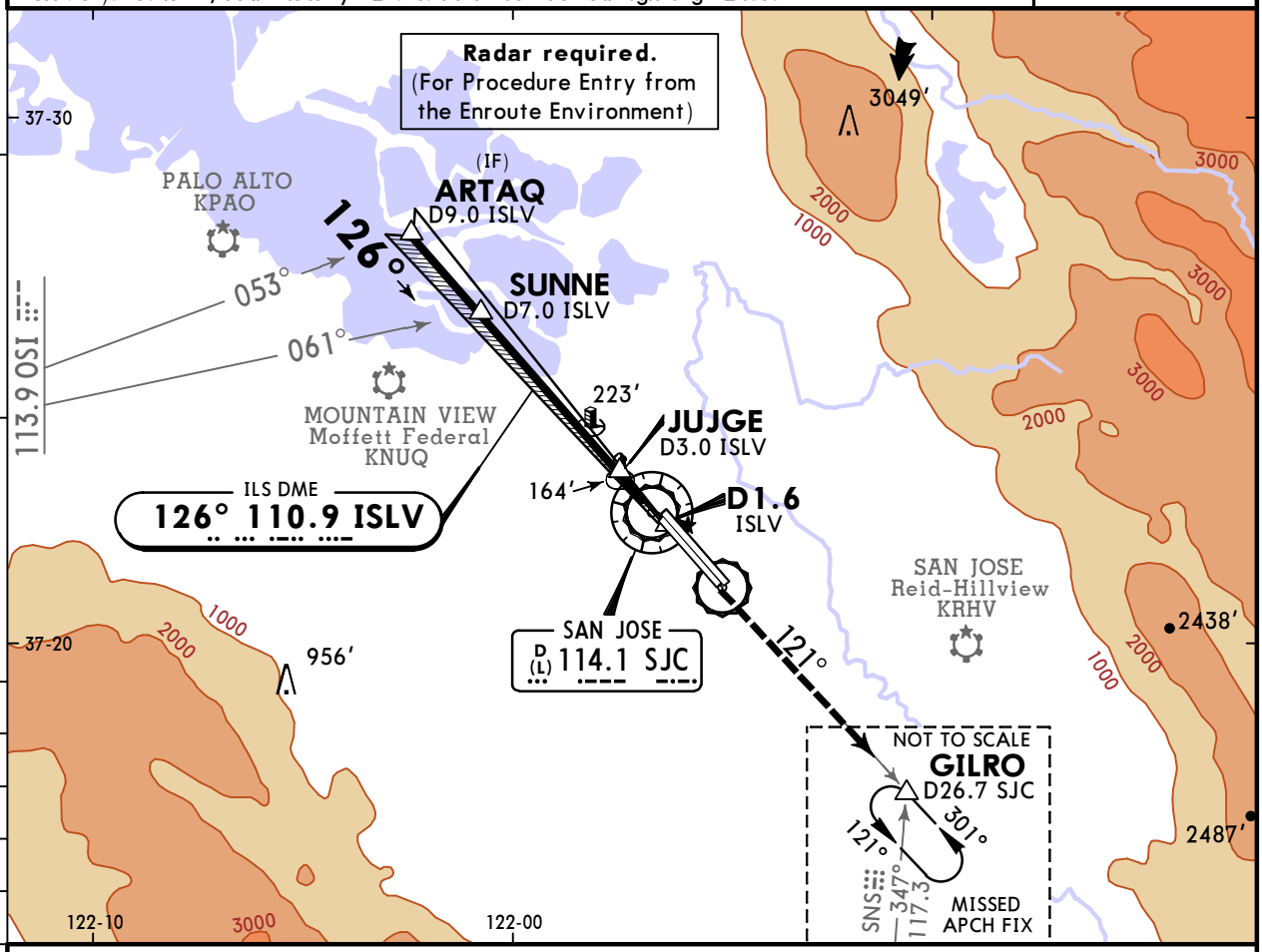
MISSED APCH: Climb to 500′ then climb to 4000′ on SJC VOR R-121 to GILRO INT/D26.7 SJC and hold.

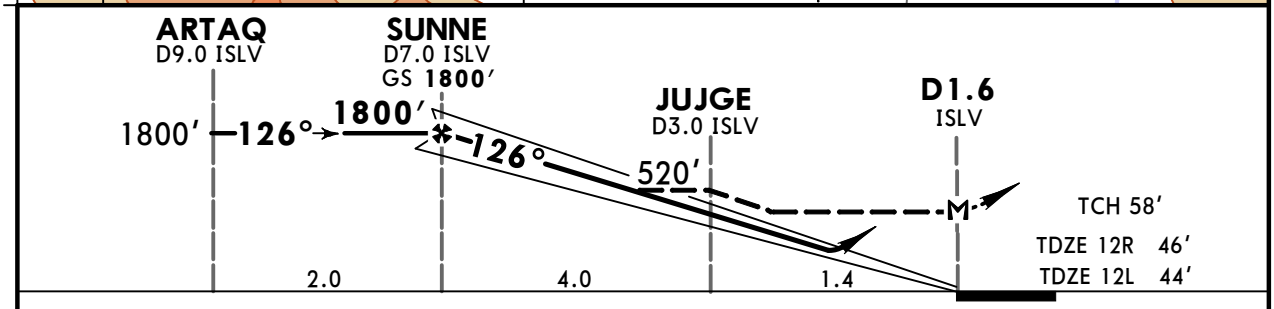
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/ TCH 75′). 3. REIL, PAPI-R Rwy 12L. 4. Pilot controlled lighting 124.0.

5600

MSA SJC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.6 ISLV						

MALSR PAPI | 500′ | 4000′ | SJC on 114.1 R-121 | GILRO

TERPS

STRAIGHT-IN LANDING RWY 12R				SIDESTEP LANDING RWY 12L
ILS		LOC (GS out)		
DA(H) 251′ (205′)		MDA(H) 420′ (374′)		MDA(H) 600′ (556′)
	RAIL/ALS out		RAIL/ALS out	
A	½	¾	½	1	1
B					
C			5/8		1½
D					2

TERPS AMEND 8A 21 JUL 2016

CHANGES: ASOS removed, airport name, chart format.

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KSJC/SJC
NORMAN Y MINETA SAN JOSE INTL

JEPPESEN

(11-2) 30 JAN 26

SAN JOSE, CALIF
ILS or LOC Rwy 30L

BRIEFING STRIP™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

LOC ISJC	Final Apch Crs	HIVAK	ILS DA(H)	Apt Elev 62′
110.9	306°	2700′ (2643′)	257′ (200′)	TDZE 30L 57′

MISSED APCH: Climb to 1900′ outbound on SJC VOR R-303 to ARTAQ INT/D7.0 SJC and hold.

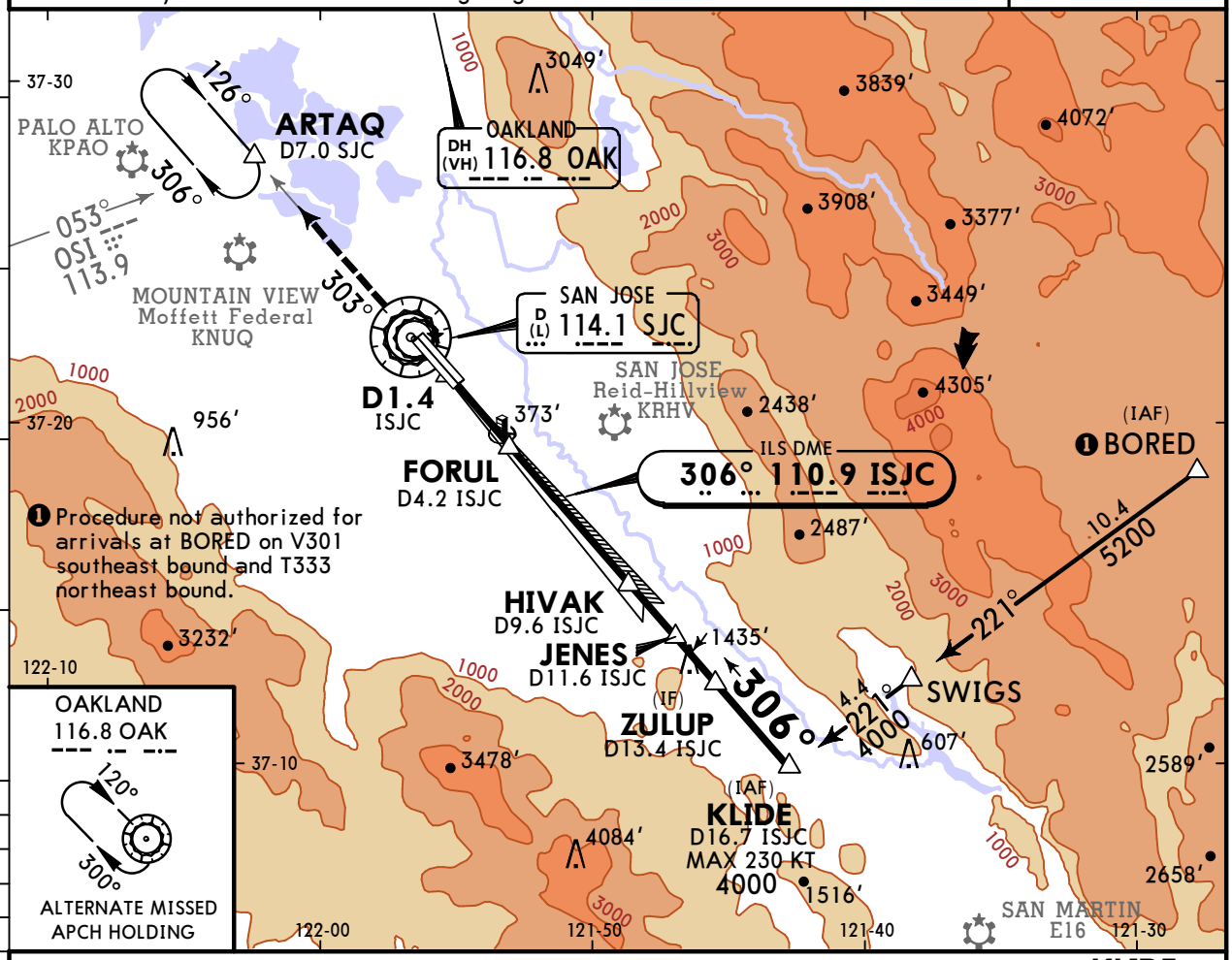
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

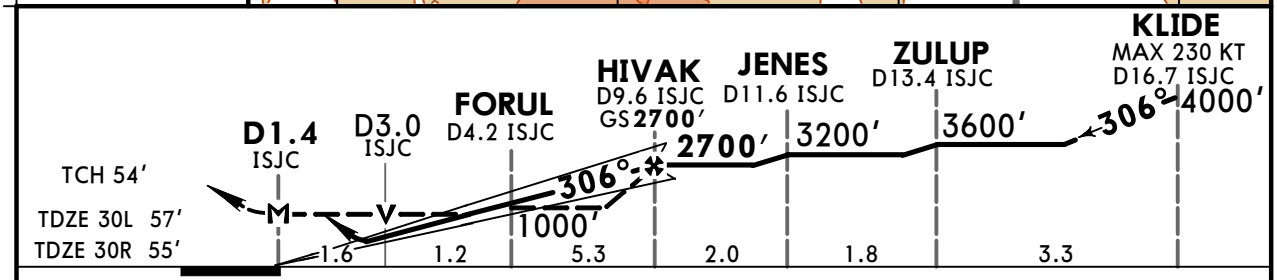
RNAV 1-GPS or RADAR required for procedure entry. DME required.
From BORED: RNAV 1-GPS required.

1. VGSI and ILS glideslope not coincident (VGSI angle 3.00°/TCH 70′).
2. PAPI-L Rwy 30R. 3. Pilot controlled lighting 124.0.

5600

MSA SJC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.4 ISJC						

MALSR
PAPI

1900′ on SJC 114.1 R-303 ARTAQ

TERPS — STRAIGHT-IN LANDING RWY 30L

	ILS DA(H) 257′ (200′) RAIL/ALS out		LOC (GS out) MDA(H) 640′ (583′) RAIL/ALS out		SIDESTEP LANDING RWY 30R MDA(H) 640′ (585′)
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	1
B					1¾
C			1¼	1¾	
D					2

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

TERPS AMEND 26 10 SEP 2020

CHANGES: ASOS removed, apt name, OAK VOR service volume, chart format.

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KSJC/SJC — SAN JOSE, CALIF

JEPPESEN

NORMAN Y MINETA SAN JOSE INTL (11-2A) 30 JAN 26 **ILS Rwy 30L SA CAT I**

BRIEFING STRIP™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

LOC ISJC	Final Apch Crs	HIVAK	SA CAT I ILS	Apt Elev 62′
110.9	**306°**	**2700′** (2643′)	**RA 147′** DA(H) 207′(150′)	TDZE 57′

MISSED APCH: Climb to 1900′ outbound on SJC VOR R-303 to ARTAQ INT/D7.0 SJC and hold.

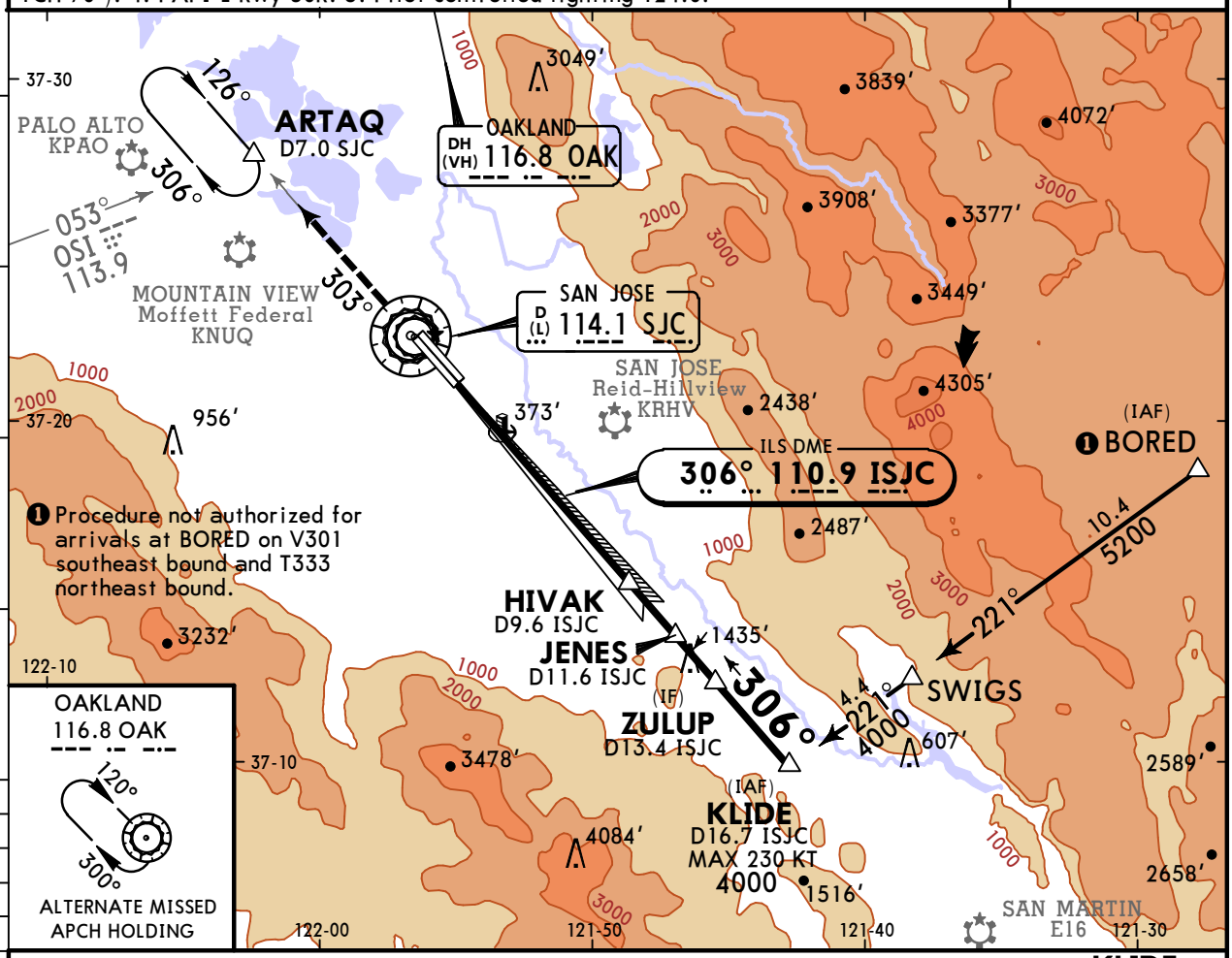
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

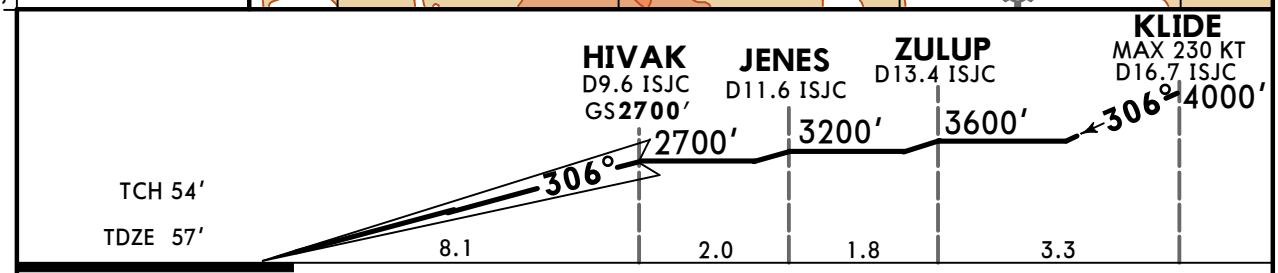
RNAV 1-GPS or RADAR required for procedure entry. DME required.
From BORED: RNAV 1-GPS required.

1. Special Aircrew and Aircraft Certification Required. 2. Procedure not authorized when tower closed. 3. VGSI and ILS glideslope not coincident (VGSI angle 3.00°/ TCH 70′). 4. PAPI-L Rwy 30R. 5. Pilot controlled lighting 124.0.

5600

MSA SJC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR — PAPI — 1900′ — SJC on 114.1 R-303 — **ARTAQ**

TERPS

STRAIGHT-IN LANDING RWY **30L**

1 SA CAT I ILS

RA 147′

DA(H) **207′**(150′)

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 26 10 SEP 2020

CHANGES: ASOS removed, apt name, OAK VOR service volume, chart format.

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KSJC/SJC

NORMAN Y MINETA SAN JOSE INTL

JEPPESEN 30 JAN 26

(11-2B)

SAN JOSE, CALIF
ILS Rwy 30L SA CAT II

BRIEFING STRIP™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

LOC ISJC	Final Apch Crs	HIVAK	SA CAT II ILS	Apt Elev 62′
110.9	306°	2700′(2643′)	RA 97′ DA(H) 157′(100′)	TDZE 57′

MISSED APCH: Climb to 1900′ outbound on SJC VOR R-303 to ARTAQ INT/D7.0 SJC and hold.

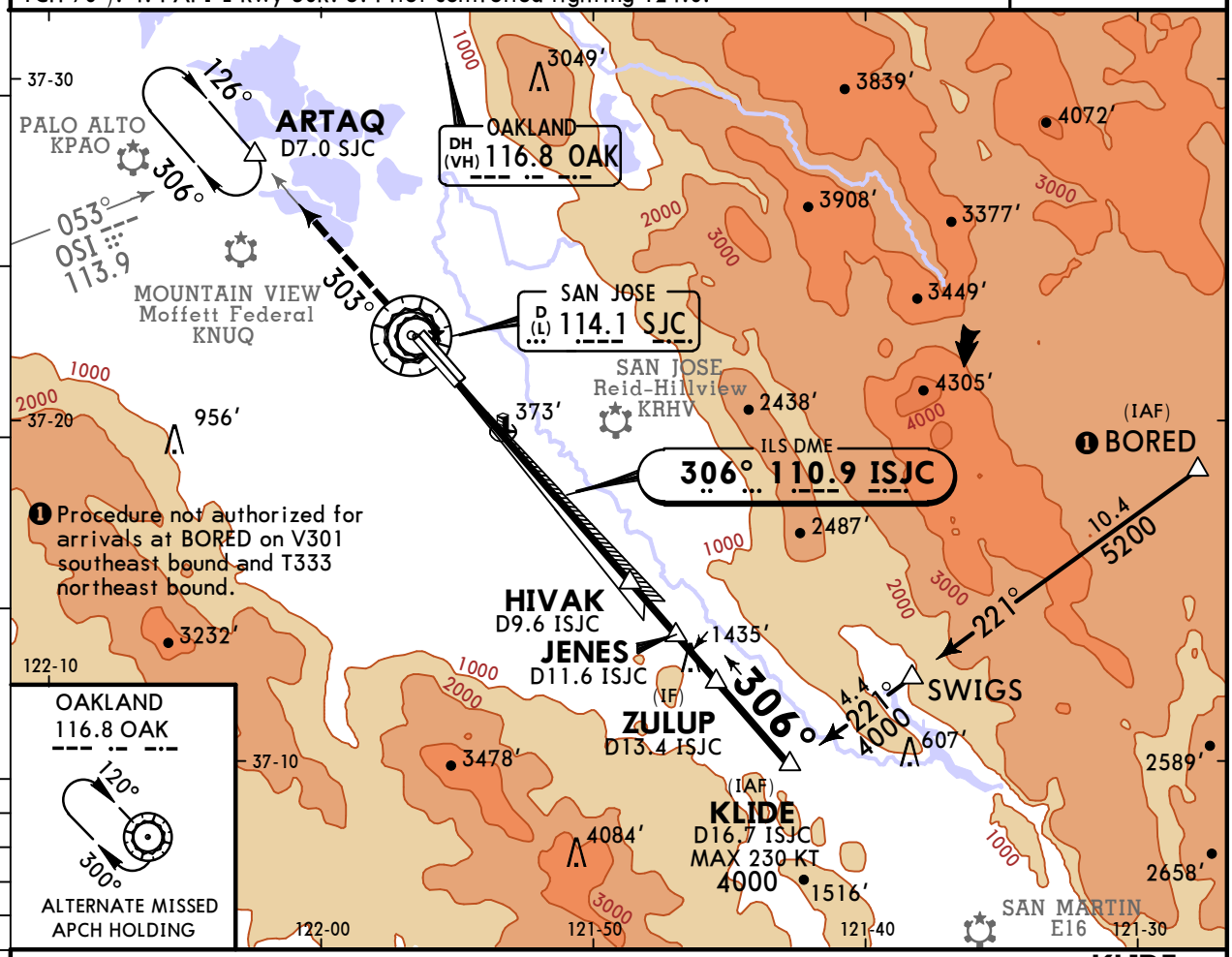
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

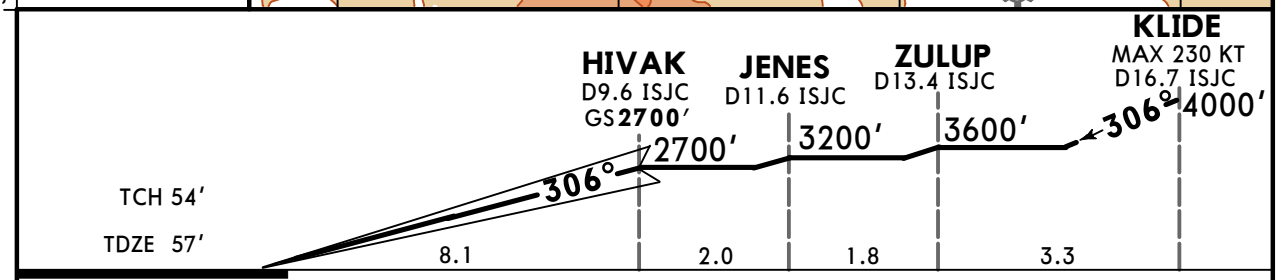
RNAV 1-GPS or RADAR required for procedure entry. DME required.
From BORED: RNAV 1-GPS required.

1. Special Aircrew and Aircraft Certification Required. 2. Procedure not authorized when tower closed. 3. VGSI and ILS glideslope not coincident (VGSI angle 3.00°/ TCH 70′). 4. PAPI-L Rwy 30R. 5. Pilot controlled lighting 124.0.

5600

MSA SJC VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR
PAPI

1900′ on SJC 114.1 R-303 ARTAQ

TERPS

STRAIGHT-IN LANDING RWY **30L**

1 SA CAT II ILS
RA 97′
DA(H) **157′**(100′)

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

TERPS AMEND 26 10 SEP 2020

CHANGES: ASOS removed, apt name, OAK VOR service volume, chart format.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-1)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 12L

BRIEFING STRIP™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

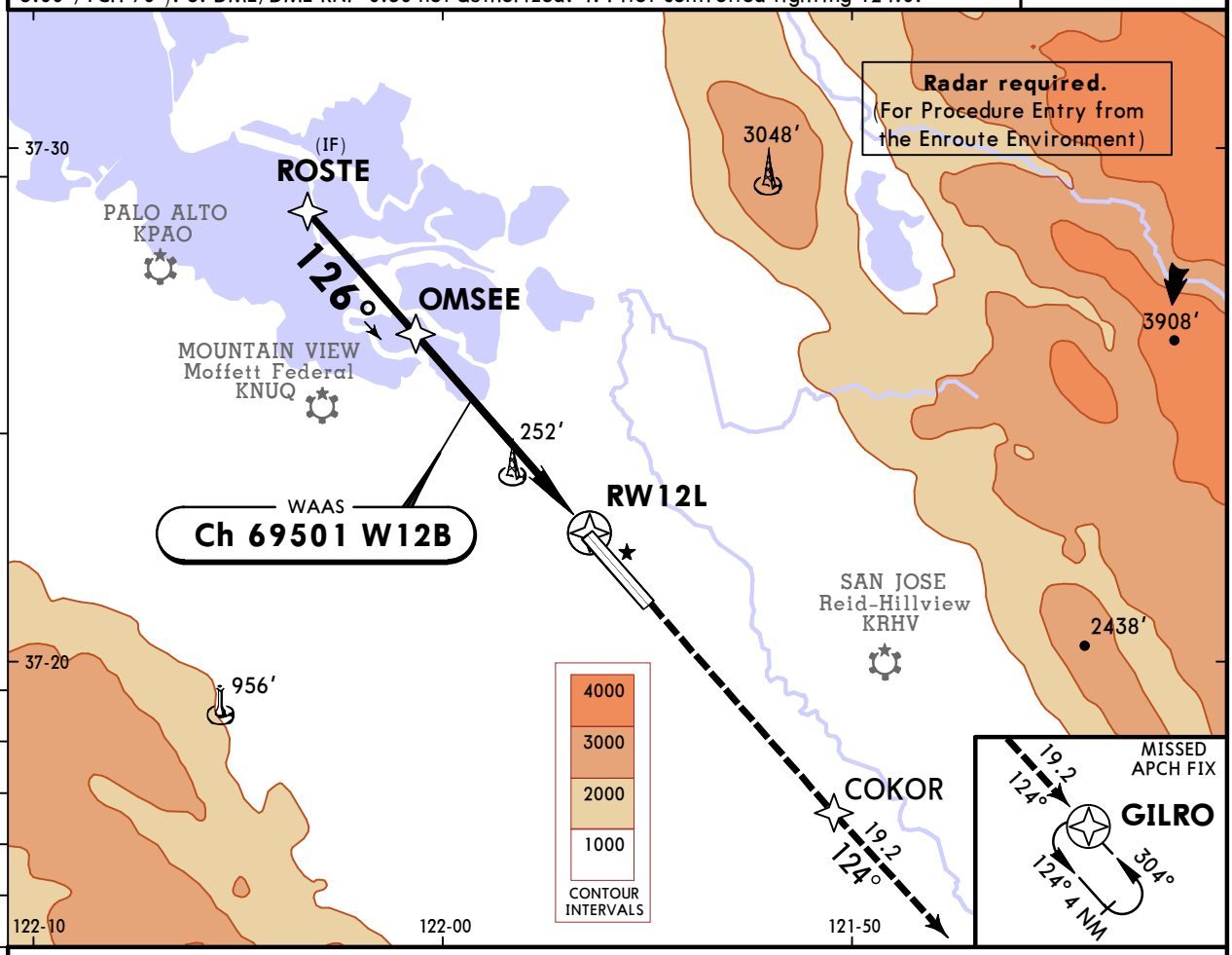
WAAS	Final Apch Crs	OMSEE	LPV DA(H)	Apt Elev 62′
Ch 69501 W12B	126°	1800′(1756′)	294′(250′)	TDZE 44′

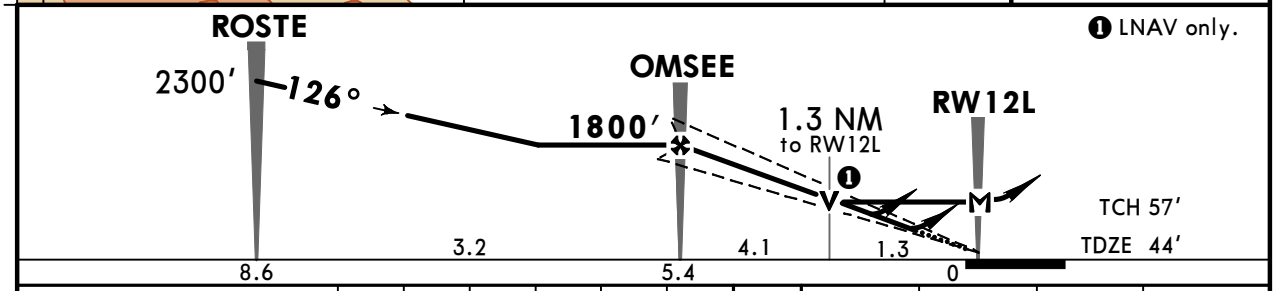
MISSED APCH: Climb to 4600′ direct COKOR and on track 124° to GILRO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70′). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 124.0.

5700
MSA RW12L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12L						

REIL
PAPI-R
4600′
COKOR

TERPS STRAIGHT-IN LANDING RWY 12L

	LPV	LNAV/VNAV	LNAV
	DA(H) 294′ (250′)	DA(H) 341′(297′)	MDA(H) 520′(476′)
A	¾	1	1
B			
C			1⅜
D			

TERPS AMEND 3A 21 JUL 2016

CHANGES: Airport name, ASOS removed, topography, chart format.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-2)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 12R

BRIEFING STRIP ™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

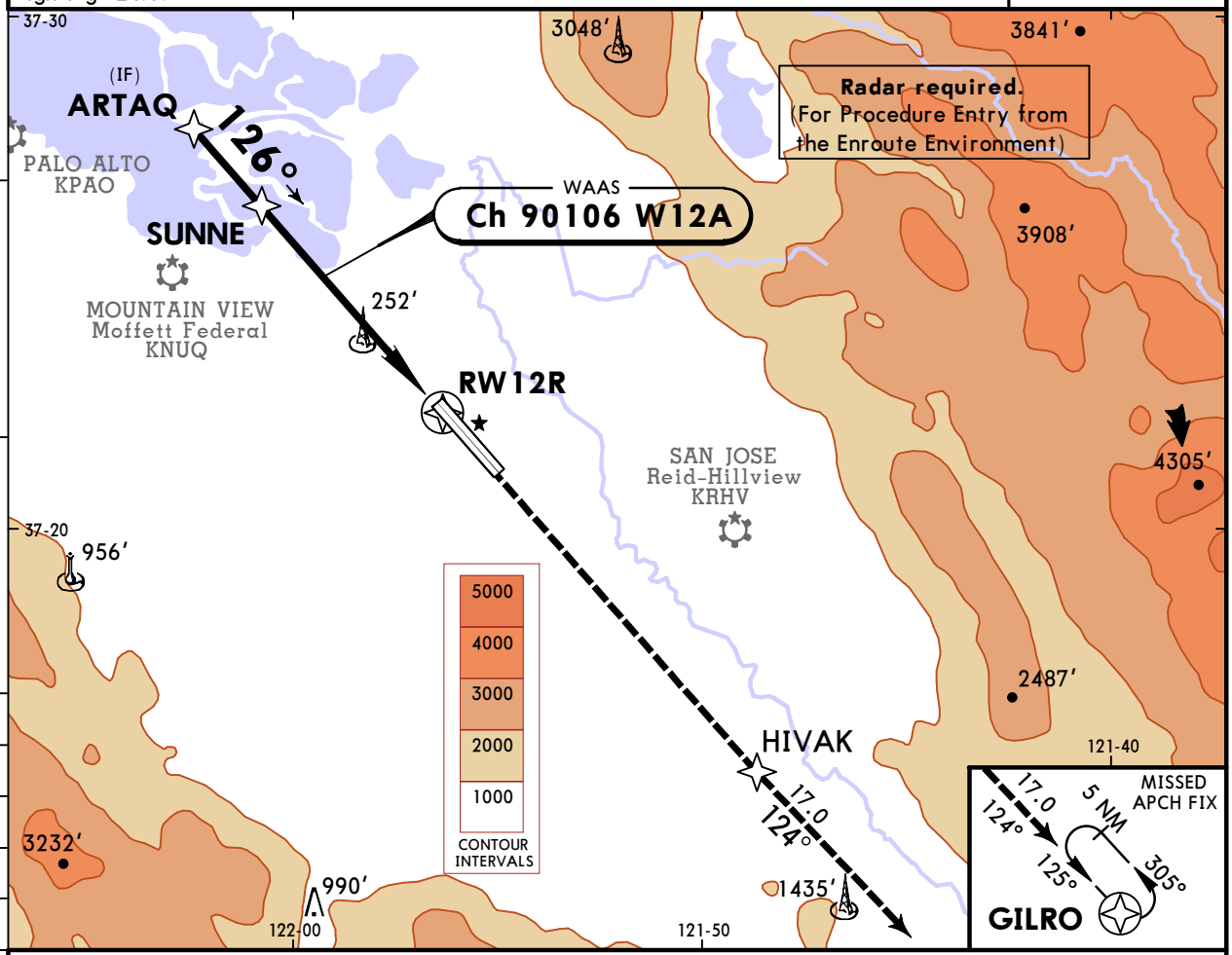
WAAS	Final Apch Crs	SUNNE	LPV DA(H)	Apt Elev 62'
Ch 90106 W12A	126°	1800'(1754')	246'(200')	TDZE 12R 46'

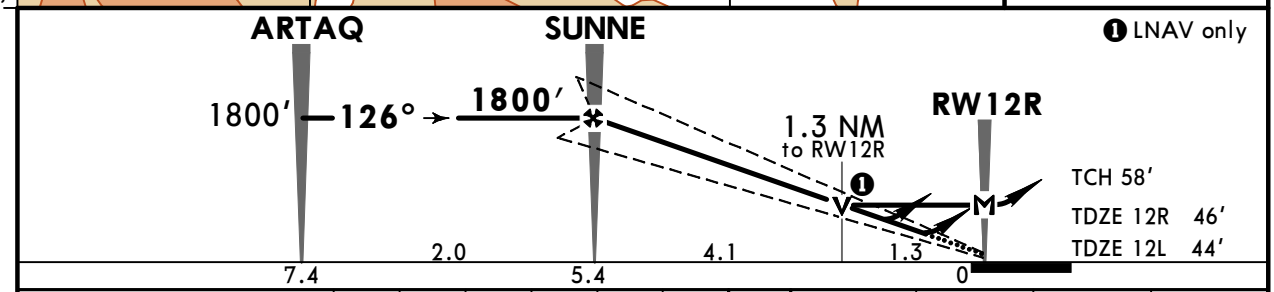
MSA RW12R: 5700

MISSED APCH: Climb to 4600' direct HIVAK and on track 124° to GILRO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 75'). 4. PAPI-R, REIL Rwy 12L. 5. Pilot controlled lighting 124.0.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW12R							

MALSR
PAPI
4600'
HIVAK

TERPS

	STRAIGHT-IN LANDING RWY12R						SIDESTEP LANDING RWY12L
	LPV DA(H) 246'(200')		LNAV/VNAV DA(H) 371'(325')		LNAV MDA(H) 520'(474')		MDA(H) 520'(476')
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	1/2	3/4	5/8	1	1/2	1	1
B			1				
C					1	1 3/8	1 1/2
D							2

TERPS AMEND 3A 21 JUL 2016

CHANGES: Airport name, ASOS removed, topography, chart format.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-3)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 30L

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

BRIEFING STRIP ™

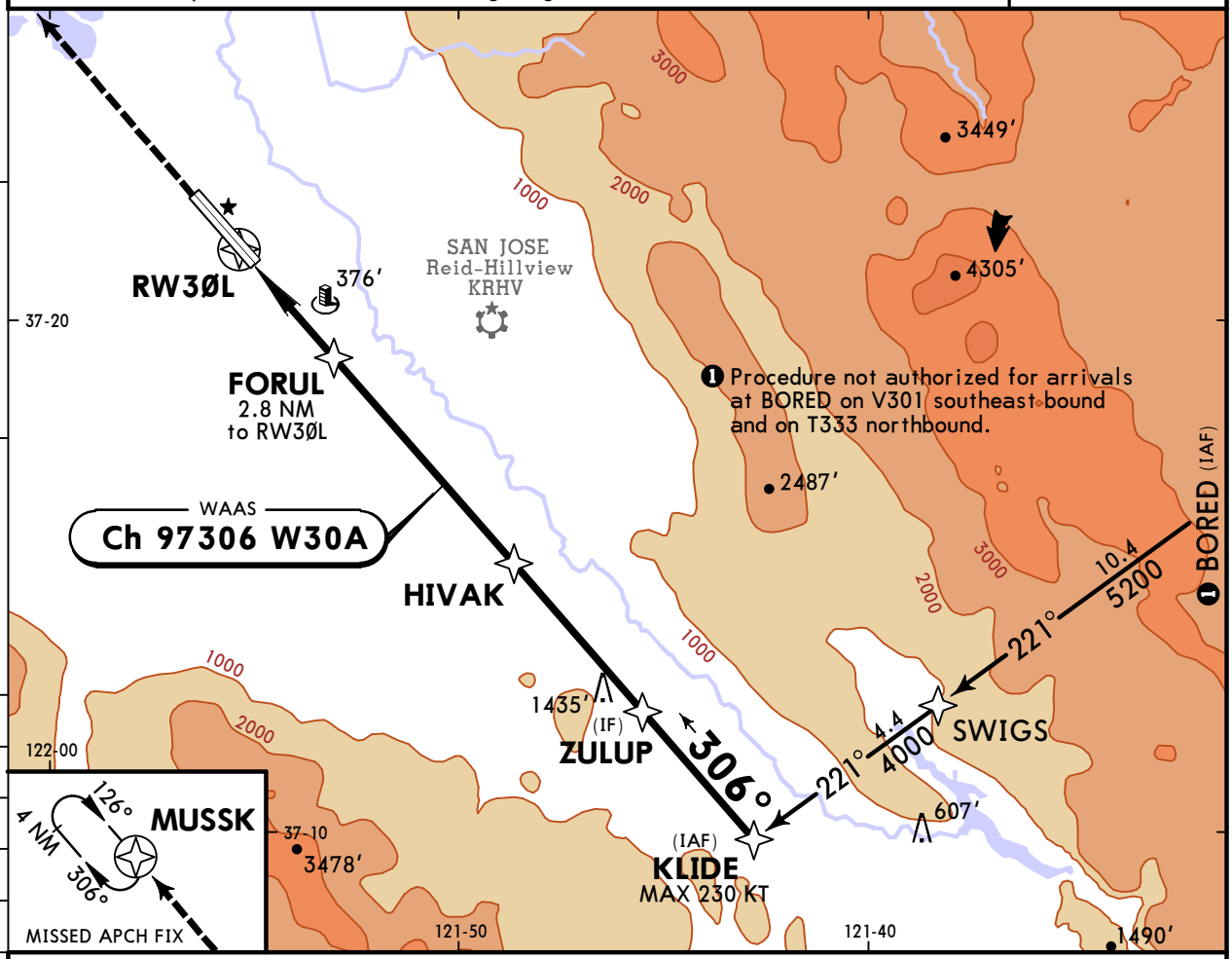
WAAS	Final Apch Crs	HIVAK	LPV DA(H)	Apt Elev 62′
Ch 97306 W30A	306°	2600′ (2543′)	257′ (200′)	TDZE 30L 57′

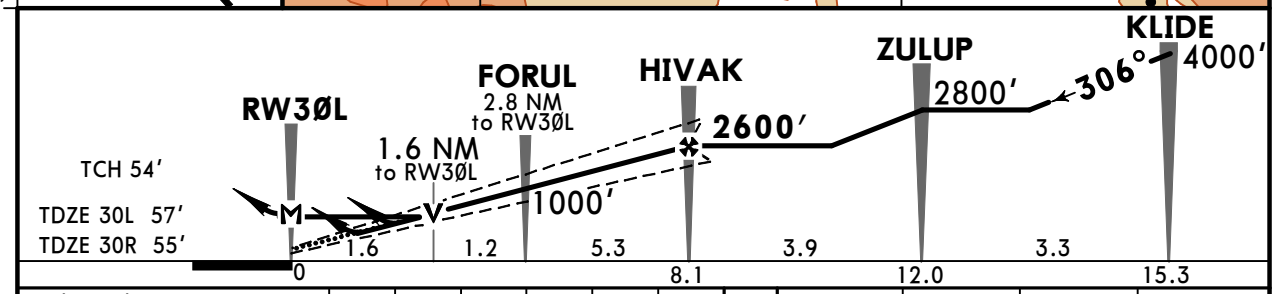
MISSED APCH: Climb to 2300′ direct MUSSK and hold.

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 1°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70′). 3. PAPI-L on Rwy 30R. 4. Pilot controlled lighting 124.0.

5600
MSA RW3ØL





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW3ØL							

MALSR
PAPI
2300′
D
MUSSK

TERPS

	STRAIGHT-IN LANDING RWY 30L						SIDESTEP LANDING RWY 30R
	LPV DA(H) 257′ (200′)		LNAV/VNAV DA(H) 540′ (483′)		LNAV MDA(H) 640′ (583′)		MDA(H) 640′ (585′)
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 50 or 1	1
B							
C					1¼	1¾	
D							

❶ RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4A 23 FEB 2023

CHANGES: Airport name, ASOS removed.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-4)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 30R

BRIEFING STRIP™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

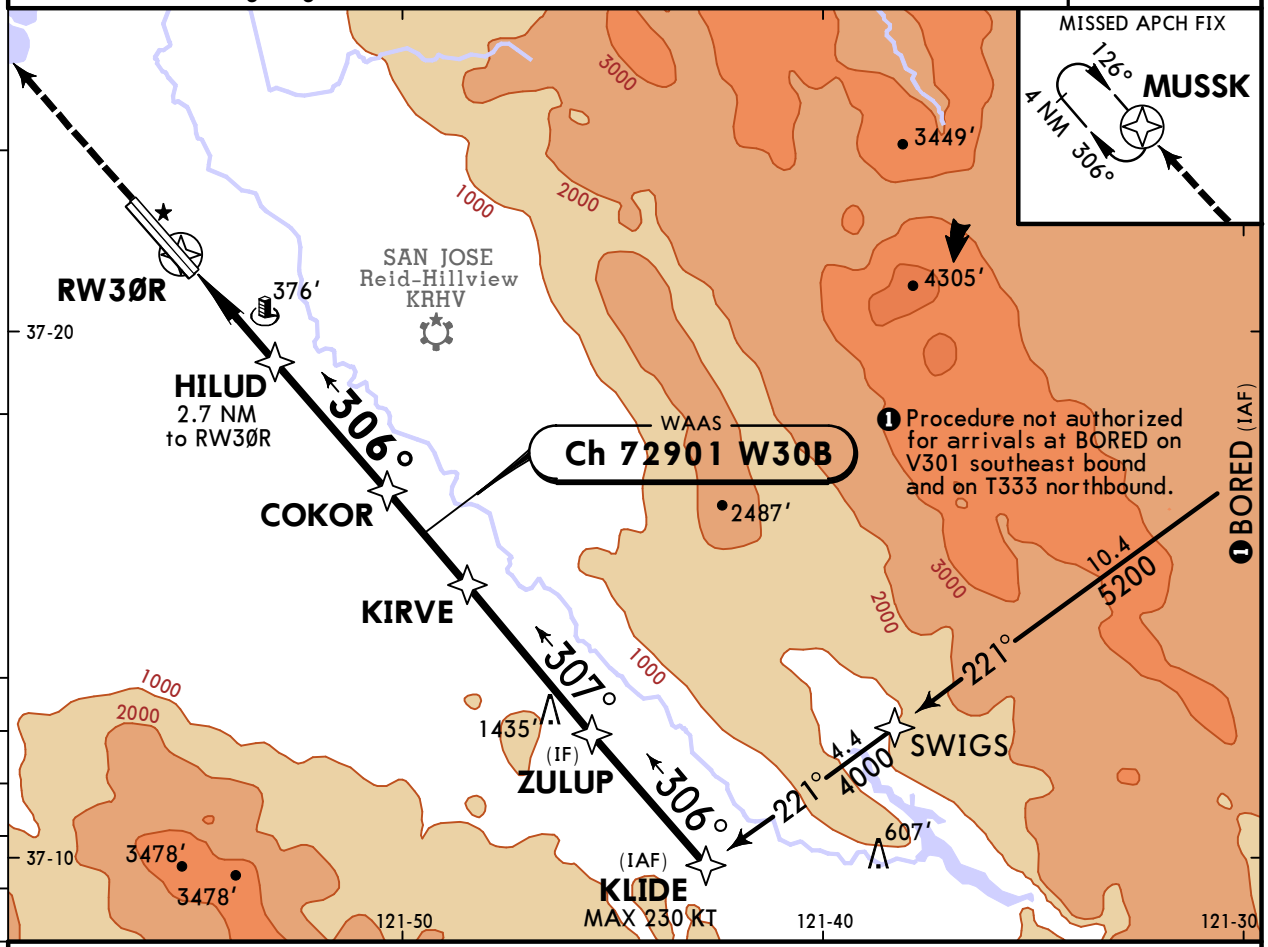
WAAS	Final Apch Crs	COKOR	LPV DA(H)	Apt Elev 62′
Ch 72901 W30B	306°	2000′(1945′)	255′(200′)	TDZE 55′

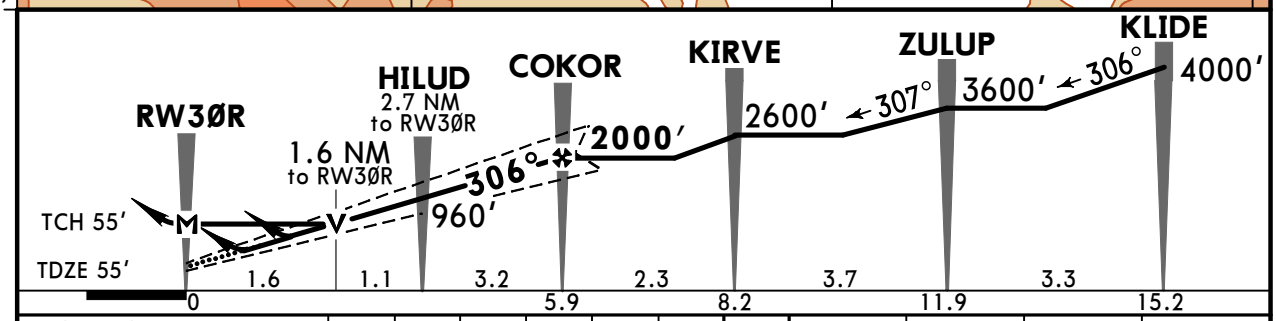
MISSED APCH: Climb to 2300′ direct MUSSK and hold.

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69′). 3. Pilot controlled lighting 124.0.

MSA RW30R: 5600





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW30R							

PAPI-L | 2300′ | D | MUSSK

TERPS — STRAIGHT-IN LANDING RWY **30R**

	LPV DA(H) 255′(200′)	LNAV/VNAV DA(H) 541′(486′)	LNAV MDA(H) 640′(585′)
A	¾	1⅜	1
B			
C			1¾
D			

CIRCLE-TO-LAND

Cat	Max Kts	MDA(H)
C	90	640′(578′) -1
	120	700′(638′) -1
	140	700′(638′) -1¾
	165	700′(638′) -2

TERPS AMEND 4B 23 FEB 2023

CHANGES: Airport name, ASOS removed.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-20)

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 12L

BRIEFING STRIP ™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

RNAV	Final Apch Crs	HINIR	RNP 0.18 DA(H)	Apt Elev 62′
	126°	1100′(1056′)	400′(356′)	TDZE 44′

MISSED APCH: Climb to 4600′ on track 126° to COKOR and track 124° to GILRO and hold.

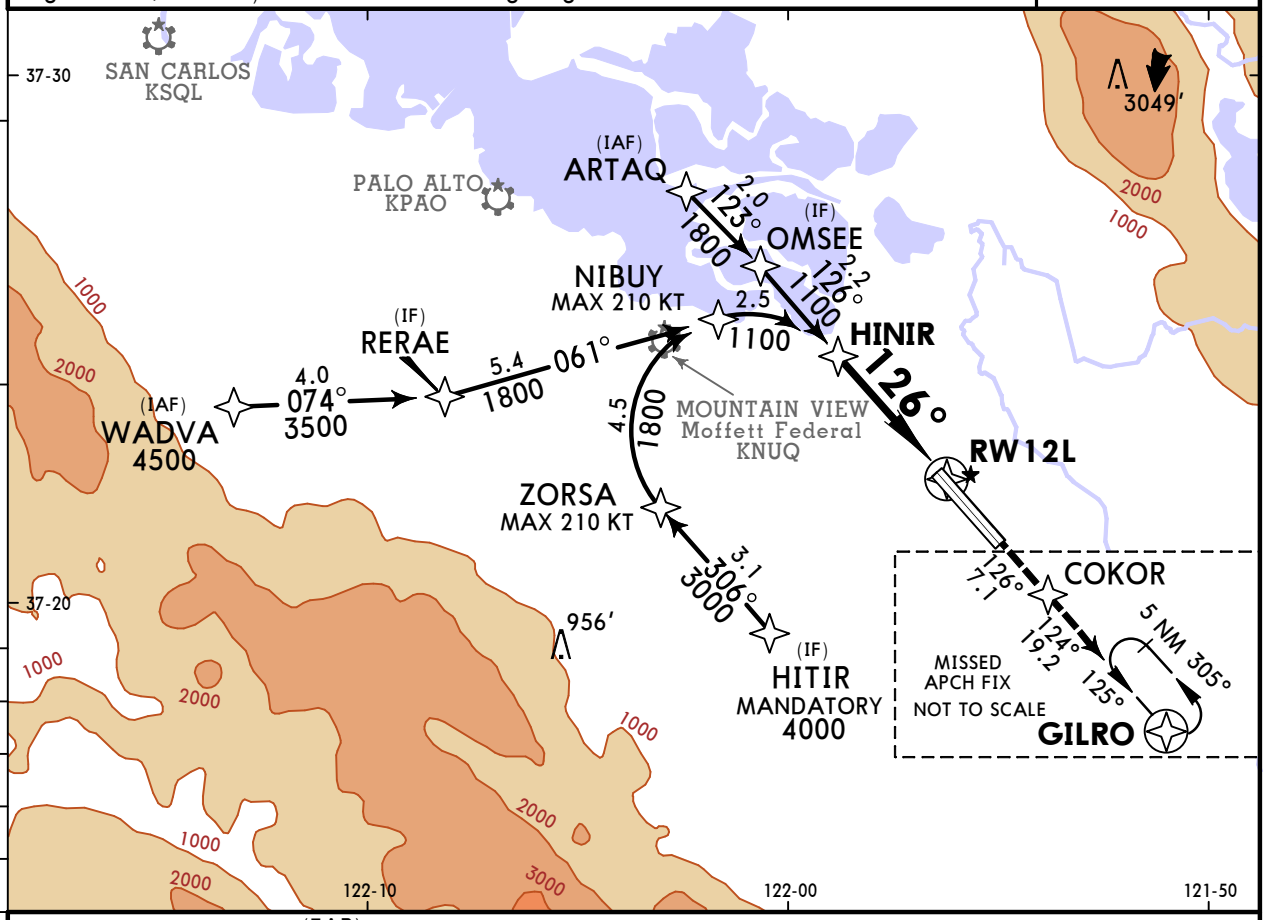
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

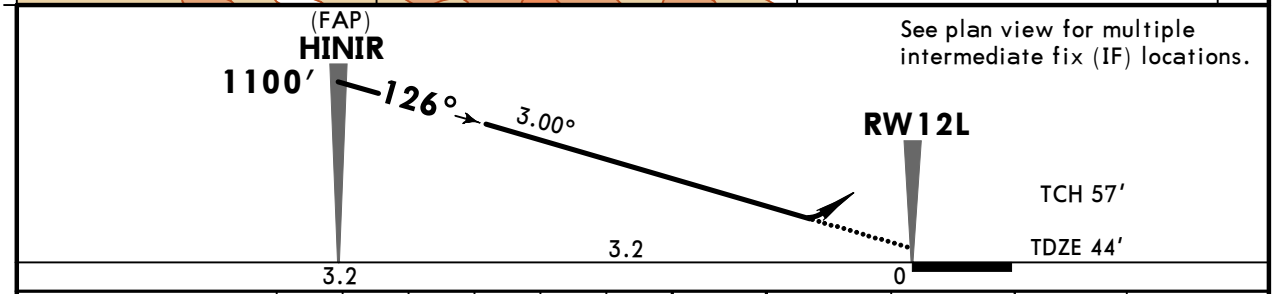
RNP AR Apch-GPS

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70′). 4. Pilot controlled lighting 124.0.

5700

MSA RW12L





See plan view for multiple intermediate fix (IF) locations.

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

REIL PAPI-R	4600′ on	126°	COKOR

TERPS STRAIGHT-IN LANDING RWY 12L

	RNP 0.18 DA(H) 400′(356′)	RNP 0.30 DA(H) 451′(407′)
A	1	1⅛
B		
C		
D		

TERPS AMEND 2B 24 MAR 2022

CHANGES: Airport name, ASOS removed.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-21)

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 12R

BRIEFING STRIP ™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

RNAV	Final Apch Crs	FOXAG	RNP 0.15 DA(H)	Apt Elev 62′
	126°	1100′(1054′)	394′(348′)	TDZE 46′

MISSED APCH: Climb to 4600′ on track 126° to HOSBO and track 124° to GILRO and hold.

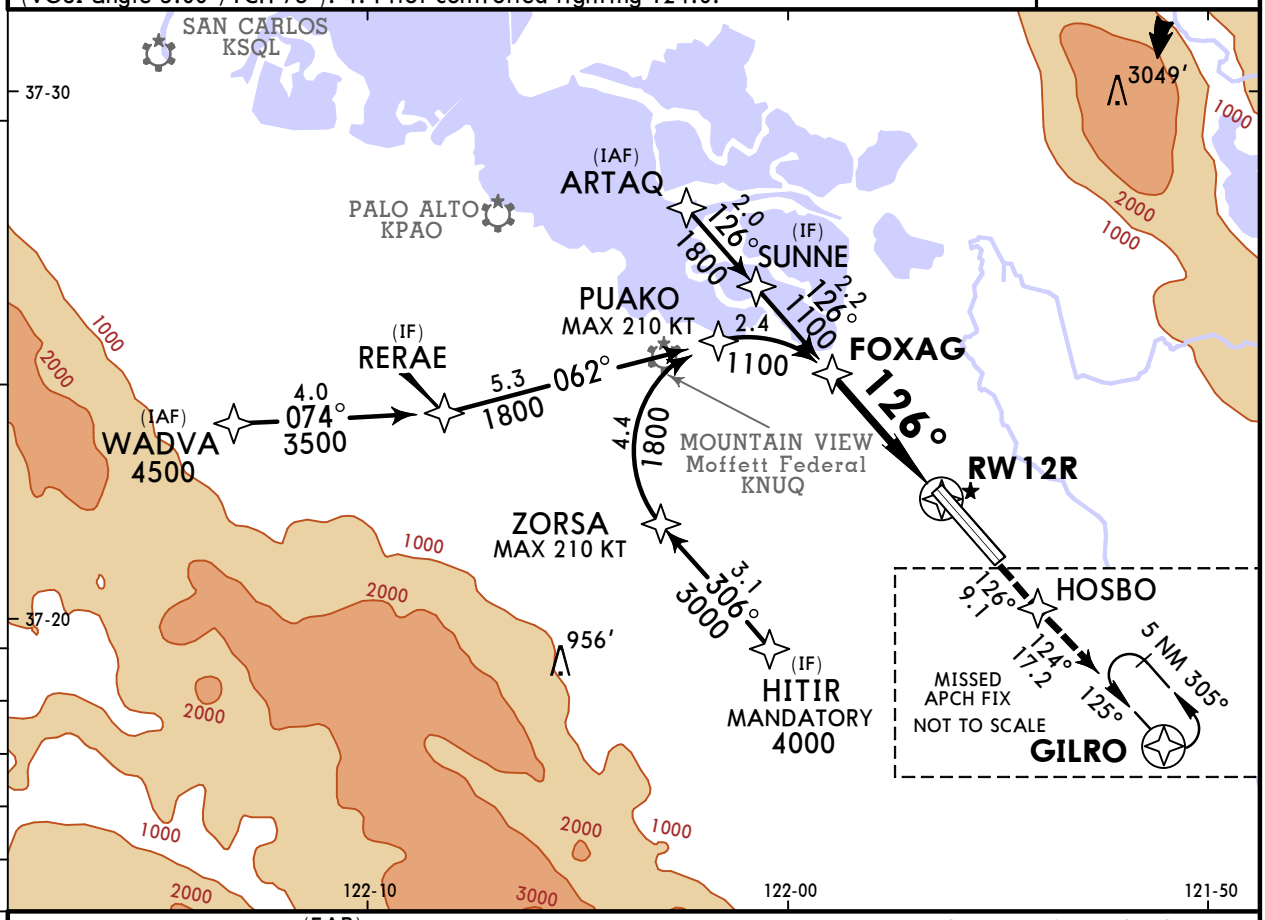
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

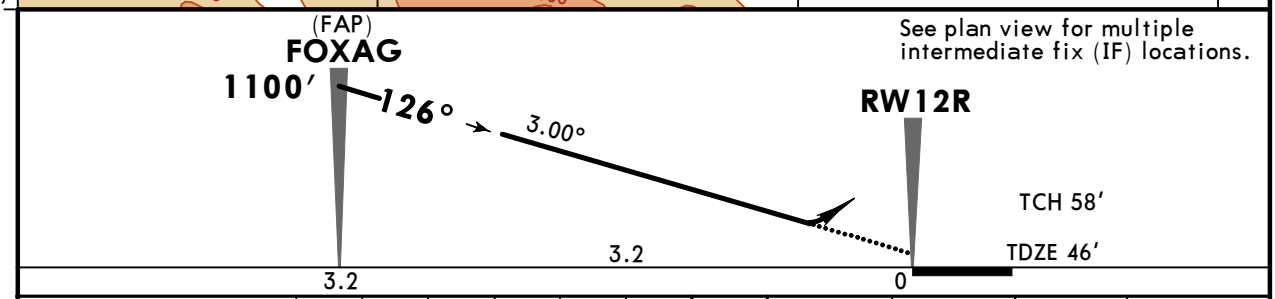
RNP AR Apch-GPS

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 75′). 4. Pilot controlled lighting 124.0.

5700

MSA RW12R





See plan view for multiple intermediate fix (IF) locations.

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

MALSR — PAPI — 4600′ on 126° — HOSBO

TERPS — STRAIGHT-IN LANDING RWY **12R**

	RNP 0.15 DA(H) 394′(348′)	RAIL/ALS out	RNP 0.30 DA(H) 486′(440′)	RAIL/ALS out
A, B, C, D	RVR 30 or 5/8	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4

TERPS AMEND 3B 24 MAR 2022

CHANGES: Airport name, ASOS removed.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-22)

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 30L

BRIEFING STRIP ™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

RNAV	Final Apch Crs	WOXAR	RNP 0.10 DA(H)	Apt Elev 62′
	306°	1600′ (1543′)	430′ (373′)	TDZE 57′

MISSED APCH: Climb to 2000′ on track 306° to ARTAQ and hold.

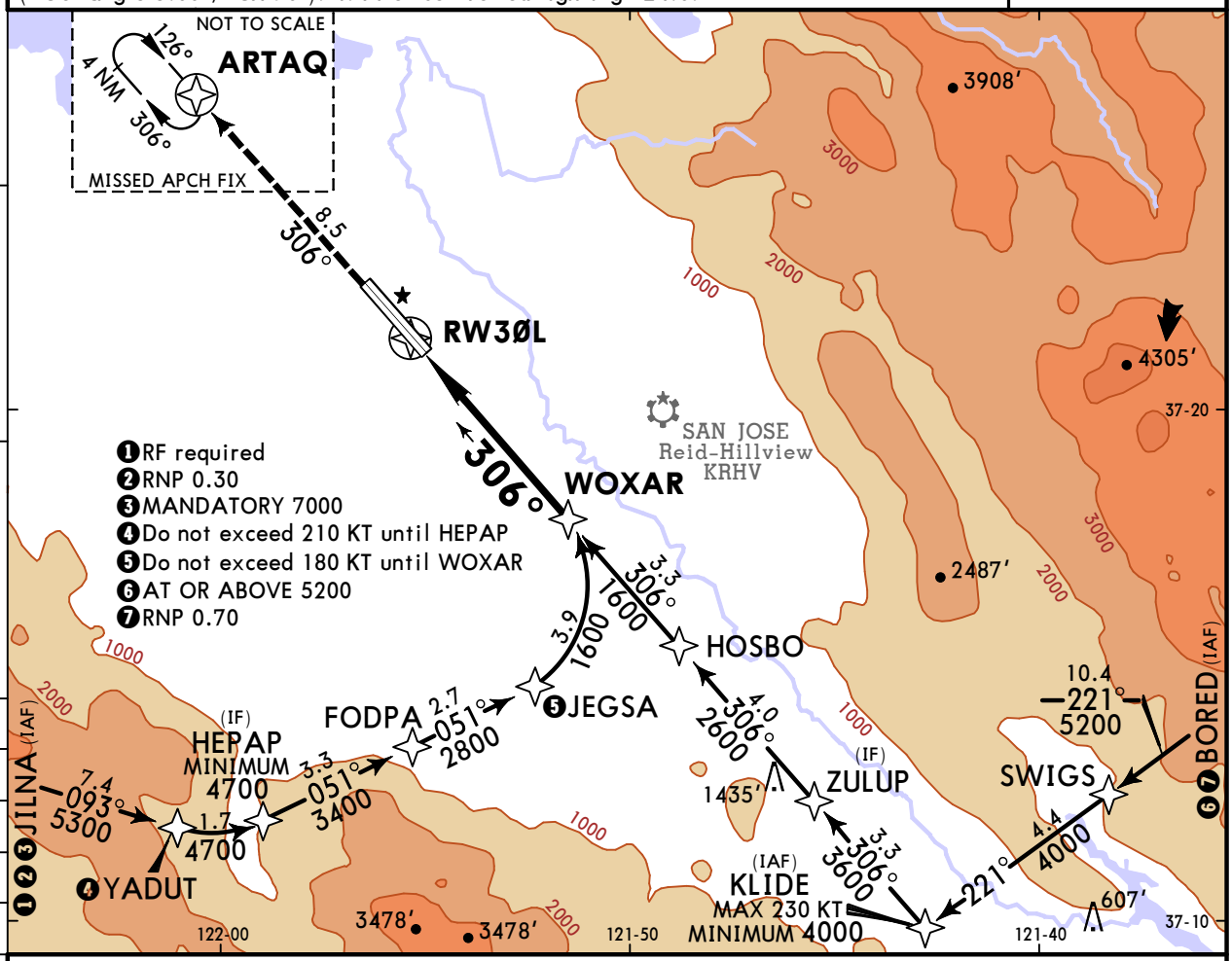
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

RNP AR APCH

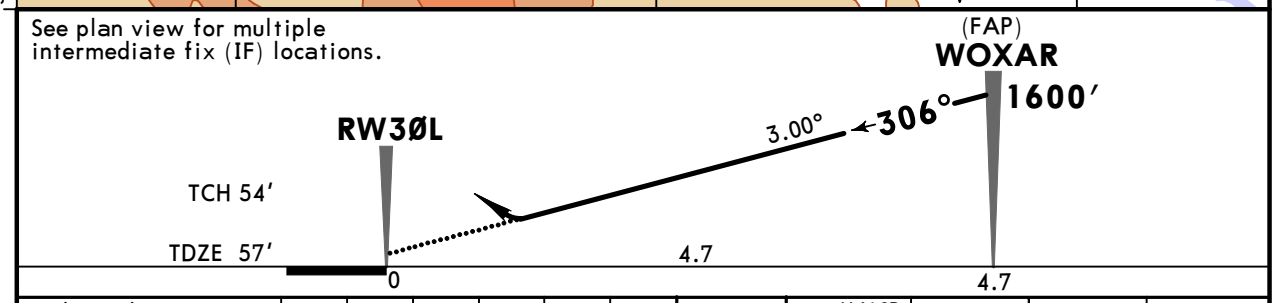
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70′). 4. Pilot controlled lighting 124.0.

5600

MSA RW3ØL



See plan view for multiple intermediate fix (IF) locations.



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

MALSR — PAPI — 2000′ on 306° — ARTAQ

TERPS — STRAIGHT-IN LANDING RWY **30L**

	RNP 0.10 DA(H) 430′ (373′)		RNP 0.20 DA(H) 464′ (407′)		RNP 0.30 DA(H) 541′ (484′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	RVR 35 or 5/8	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1	1 3/8
B						
C						
D						

TERPS AMEND 4 2 DEC 2021

CHANGES: Airport name, ASOS removed.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (12-23)

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 30R

BRIEFING STRIP ™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

RNAV	Final Apch Crs	TUZGY	RNP 0.11 DA(H)	Apt Elev 62′
	306°	1600′ (1545′)	377′ (322′)	TDZE 55′

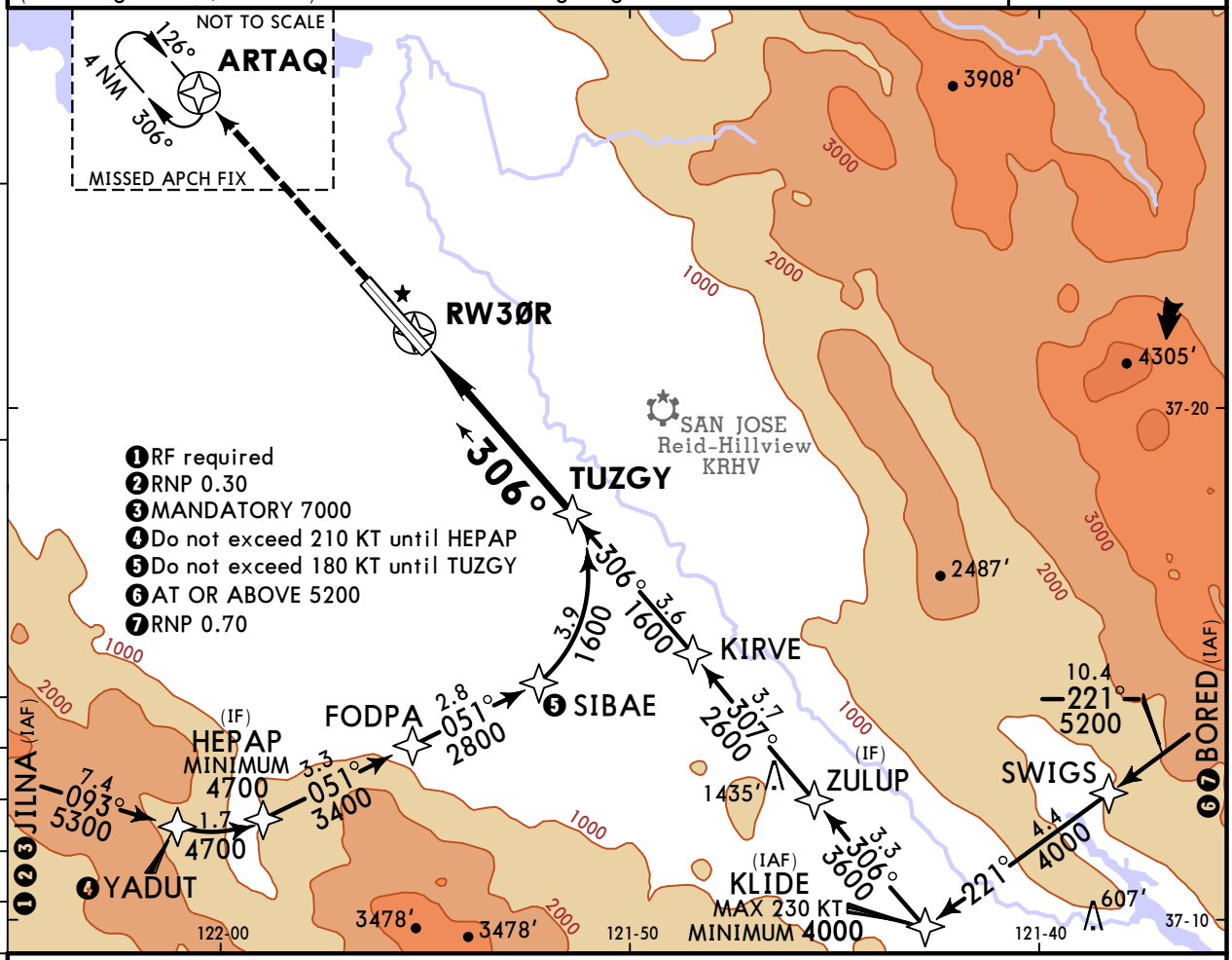
MISSED APCH: Climb to 600′ then climb to 2000′ direct ARTAQ and hold.

RNP AR APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

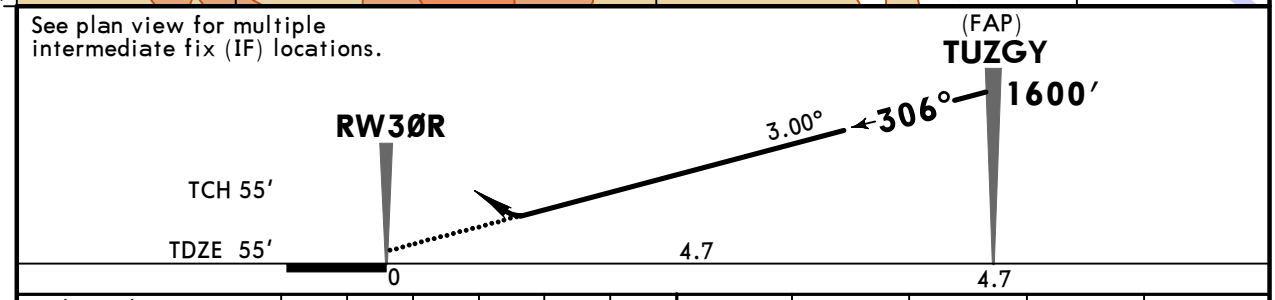
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69′). 4. Pilot controlled lighting 124.0.

5600

MSA RW3ØR



See plan view for multiple intermediate fix (IF) locations.



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

PAPI-L | 600′ ↑ | 2000′ ↑ | D | ARTAQ

TERPS STRAIGHT-IN LANDING RWY **30R**

	RNP 0.11 DA(H) 377′ (322′)	RNP 0.20 DA(H) 472′ (417′)	RNP 0.30 DA(H) 538′ (483′)
A			
B			
C	1	1⅛	1⅜
D			

TERPS AMEND 3 2 DEC 2021

CHANGES: Airport name, ASOS removed.

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KSJC/SJC
NORMAN Y MINETA
SAN JOSE INTL

JEPPESEN

30 JAN 26 (19-1)

SAN JOSE, CALIF
FAIRGROUNDS
VISUAL Rwy 30L/R

BRIEFING STRIP ™

*D-ATIS	NORCAL Approach (R)	*SAN JOSE Tower	*Ground
126.95	120.1	CTAF 124.0	121.7

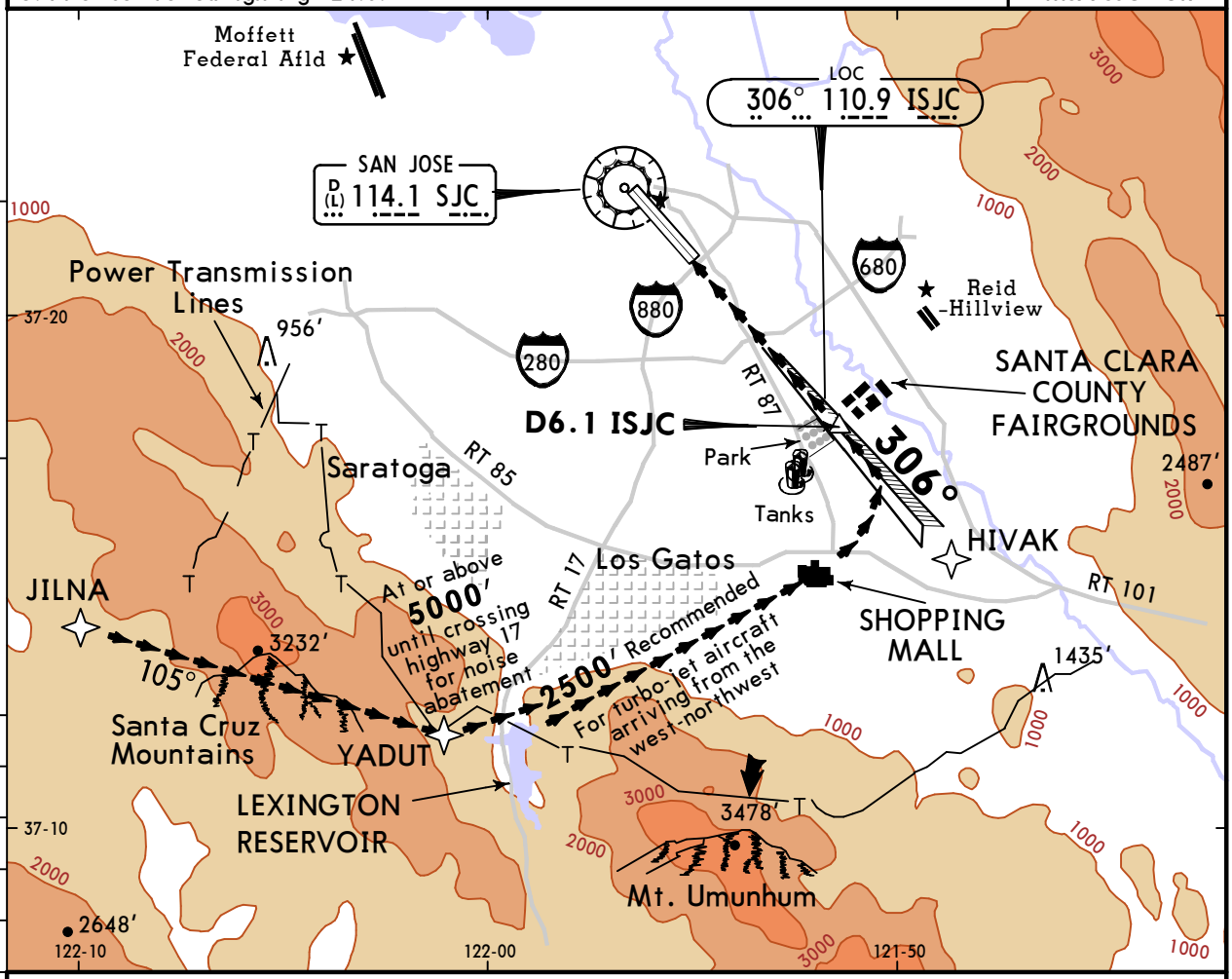
NAVAIDS- See Planview	Final Apch Crs **306°**	No FAF	Ceiling - Vis **2500′ - 5**	Apt Elev 62′

MISSED APCH: None published.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR required. 2. Vertical Guidance Navaid and Angle: LOC ISJC (GS 3.00°).
3. Pilot controlled lighting 124.0.

5600
MSA SJC VOR



FAIRGROUNDS VISUAL APPROACH RWY 30L/R

When cleared for Fairgrounds Visual Approach, aircraft should turn final no closer than D6.1 ISJC for noise abatement.

NOTE: Closely spaced parallel visual approaches may be in progress to Rwys 30L/R. In the event of a go-around on Rwy 30L, proceed straight-ahead heading 300°, or on Rwy 30R, turn RIGHT heading 120°, climb and maintain 4000′, or as directed by ATC.

WEATHER MINIMUMS

Ceiling **2500′**-Vis 5

TERPS AMEND 8 17 JUN 2021

CHANGES: Airport name, ASOS removed.

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