SAN FRANCISCO, CALIFORNIA Rwy Ida 11570 APP CRS THŔE 13 281° Apt Elev 13 Runway 28L and 28R separated by 750 feet centerline to centerline. DME/DME RNP-0.3 **∧**NA NA. Simultaneous approach authorized with ILS PRM RWY 28L and RNAV (GPS) PRM RWY 28L. Dual VHF comm required. Use of FD or AP providing RNAV track guidance ALSF-2 required during simultaneous operations. When executing a missed approach or go-around, unless otherwise instructed by ATC, initially turn right to 030° utilizing heading mode. Inoperative table does not apply. For uncompensated Baro-VNAV (Ā) systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). See additional requirements on AAUP. \*If a go-around executed after passing DARNE, go-around requires a minimum climb of 380 feet per NM to 1800. ATIS SAN FRANCISCO TOWER NORCAL APP CON GND CON 120.5 269.1 113.7 115.8 134.5 338.2 121.8 PRM 127.675 118.85 135.45

AL-375 (FAA) RNAV (GPS) PRM X RWY 28R (SIMULTANEOÙS CLOSE PARALLEL) SAN FRANCISCO INTL (SFO)

> MISSED APPROACH: Climbing right turn to 3000 on heading 030° then direct OAK VORTAC and hold.

CLNC DEL 118,2 **Z**1811 OAKLAND 950 OAK Max 230 KIAS until VORTAC Final approach course offset 2.95°. (CFFKC) (MAP 1075 1898 • 1993 2026 🔼 3000 (3.1)SADARNE 23 NA (3.1)(IAF) THRE D (3.1)5100 ANETE  $\Diamond$ 2521 RADAR REQUIRED 2360 3000 OAK VGSI and RNAV glidepath not coincident ANETE (VGSI Angle 3.00/TCH 68). **FATUS** hdg 030 **HEGOT 7**000 WASOP MIUKE .281 6000 **GOBEC** 5000 DARNE 4000 (CFFKC) **∧**136 1800 3000 1140 **№**1800 3S 3 00° Λ 184 ± 1140 ICH 55 TDZ/CL Rwys 19L and 28R CATEGORY REIL Rwys 1L, 1R, and 10L LNAV/ DA\* 1140-4 1127 (1200-4) HIRL all Rwys VNAV

SAN FRANCISCO, CALIFORNIA

Amdt 1 22AUG13

SW-2, 03 APR 2014 to 01 MAY 2014

SAN FRANCISCO INTL (SFO) 37°37′N-122°23′W (SIMULTANEOUS CLOSE PARALLEL) RNAV (GPS) PRM X RWY 28R