SW-2, 03 APR 2014 to 01 MAY 2014

 $\mathbf{A}$ NA

## AL-375 (FAA) RNAV (GPS) PRM X RWY 28R (SIMULTANEOÙS CLOSE PARALLEL)

SAN FRANCISCO INTL (SFO)

Runway 28L and 28R separated by 750 feet centerline to centerline. DME/DME RNP-0.3 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 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 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.

ALSF-2

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

ATIS SAN FRANCISCO TOWER NORCAL APP CON GND CON CLNC DEL 120.5 269.1 113.7 115.8 118.2 134.5 338.2 121.8 118.85 135.45 PRM 127.675 ∧<sup>1811</sup> OAKLAND .950 OAK Max 230 KIAS until OAK VORTAC 810 1569 606 ^778 283 🔨 Final approach course offset 2.95°. ۸<sup>709</sup> (CFFKC) 2328 1275. (MAP) DARNE (FAF) **GOBEC** 1425 1075. MIUKE 1898 • 768 1993 ۸ (IF) 2026 Λ **HEGOT** 3000 **^** 1120 3049 (3.1)ADARNE 25 NA Λ ^895 4000 (3.1)ELEV 13 THRE 13 (IAF) D (3.1)940^ 5100 ANETE **(** <u>∧</u> 2521 RADAR REQUIRED 2360 3000 OAK VGSI and RNAV glidepath not coincident ANETE (VGSI Angle 3.00/TCH 68). **FATUS** hdg 030 **HEGOT** 7000 WASOP MIUKE 281 6000 **GOBEC** 5000 DARNE 4000 (CFFKC) **^**136 1800 3000 1140 GS 3.00° 1800 Λ 184 ± 1140 TCH 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

37°37′N-122°23′W

SAN FRANCISCO INTL (SFO)

(SIMULTANEOUS CLOSE PARALLEL) RNAV (GPS) PRM X RWY 28R