

LOC/DME I-GWQ	APP CRS	Rwy Idg	28R	28L
111.7	284°	THRE	11570	10681
Chan 54		Apt Elev	13	13

ILS or LOC RWY 28R

SAN FRANCISCO INTL (SFO)

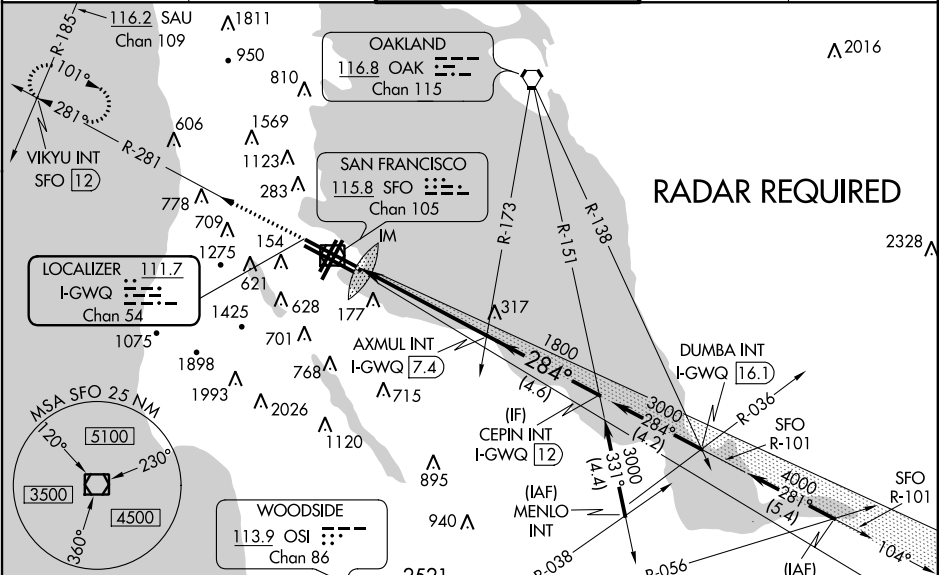
⚠ For inoperative ALSF increase S-ILS 28R all Cats visibility to RVR 4000, increase S-LOC 28R Cat C and D visibility to 1½ mile. Inoperative table does not apply to Sidestep 28L Cat A and B. Circling NA to Rwy 10L, 10R, 19L, and 19R. Circling to Rwy 1L and 1R NA at night. Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see ILS or LOC RWY 28L. Simultaneous approach authorized with ILS or LOC RWY 28L. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

ALSF-2
Rwy 28R

MALSR
Rwy 28L

MISSED APPROACH:
Climb to 3000 on SFO
VOR/DME R-281 to
VIKYU INT/SFO 12
DME and hold.

ATIS 113.7 115.8 118.85 135.45	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8	CLNC DEL 118.2
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ELEV 13	THRE 28R 13
HIRL all Rwys	THRE 28L 13
TDZ/CL Rwys 19L and 28R	
REIL Rwys 1L, 1R and 10L	

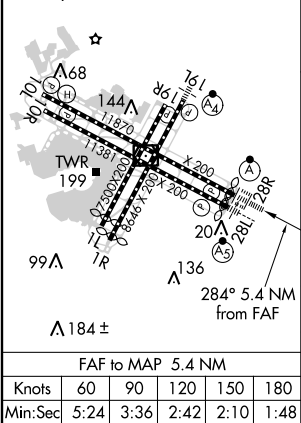


Diagram illustrating a flight path and associated data for a runway approach.

Diagram Labels:

- 3000 (Altitude)
- VIKYU INT (Intersection)
- Use I-GWQ DME when on the localizer course. VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).
- CEPIN INT I-GWQ 12 (Intersection)
- SFO R-281 (Runway)
- *LOC only (Localizer only)
- I-GWQ 2 (Distance)
- IM (Intermediate Marker)
- *I-GWQ 3.3 (Distance)
- AXMUL INT I-GWQ 7.4 (Intersection)
- 1800 (Altitude)
- 284° (Angle)
- 1800 (Altitude)
- 3000 (Altitude)
- GS 3.00° TCH 55 (Glide Slope and Threshold Crossing Height)
- 0.1, 1.2 NM, 4.1 NM, 4.6 NM (Distances)

Table Data:

CATEGORY	A	B	C	D
S-ILS 28R	213/18		200 (200-½)	
S-LOC 28R	480/24 467 (500-½)		480/50 467 (500-1)	
SIDESTEP RWY 28L	480/50 467 (500-1)			480-1½ 467 (500-1½)
CIRCLING	640-1 627 (700-1)	1000-1½ 987 (1000-1½)	1560-3 1547 (1600-3)	NA