

LOC/DME I-INB <b>108.7</b> Chan <b>24</b>	APP CRS <b>296°</b>	Rwy Idg TDZE Apt Elev <b>10000</b> <b>9</b> <b>9</b>
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ILS or LOC RWY 30

METRO OAKLAND INTL (OAK)

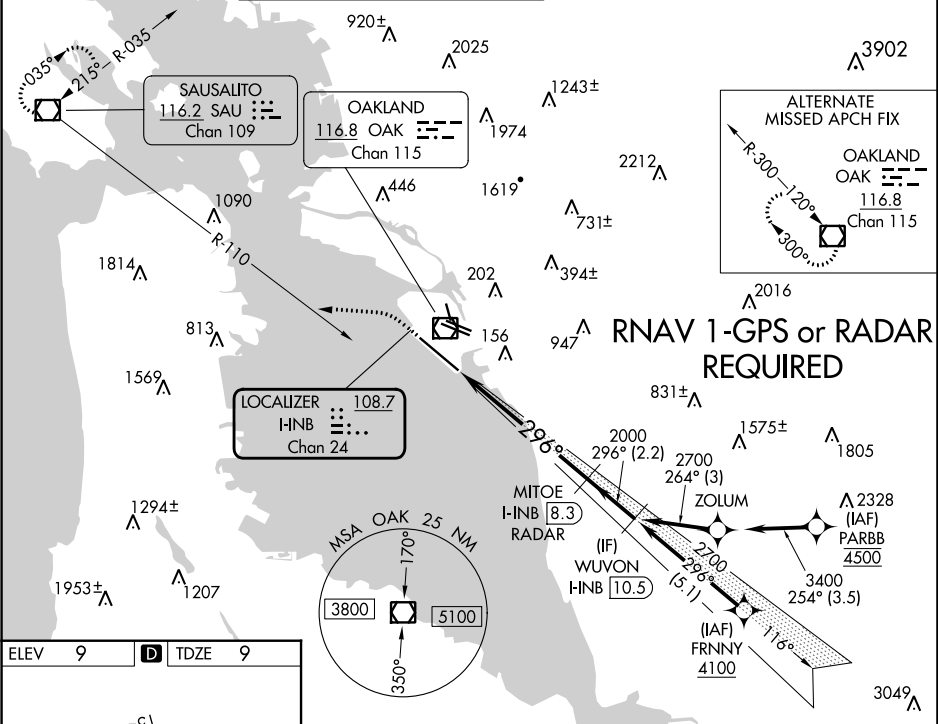
DME or RADAR required.

ALSIF-2

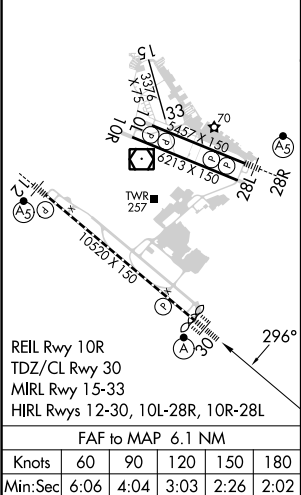
A

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.

D-ATIS <b>133.775</b>	NORCAL APP CON <b>125.35 263.15</b>	OAKLAND TOWER <b>118.3 291.65</b> (Rwys 10L/R-28L/R, 15-33) <b>127.2 256.9</b> (Rwy 12-30)	GND CON <b>121.9</b> (Rwys 10L/R-28L/R, 15-33) <b>121.75</b> (Rwy 12-30)	CLNC DEL <b>121.1</b>	CPDLC
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ELEV <b>9</b>	<b>D</b>	TDZE <b>9</b>
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600

4000

SAU

SAU

hdg  
260°

R-110

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

HINB 2.2

\*HINB 3.5

MITOE I-INB 8.3 RADAR

WUVON HINB 10.5

2000

2700

1.3 NM

4.8 NM

2.2 NM

GS 3.00°

TCH 55

CATEGORY	A	B	C	D
S-ILS 30	209/18 200 (200-½)			
S-LOC 30	500/24 491 (500-½)		500/50 491 (500-1)	
CIRCLING	560-1 551 (600-1)		660-1¾ 651 (700-1¾) 1400-3 1391 (1400-3)	