JEPPESEN
**JeppView for Windows**

# List of pages in this Trip Kit

# General Information

Location: SAN FRANCISCO CA USA
ICAO/IATA: KSFO / SFO
Lat/Long: N37° 37.13', W122° 22.52'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 14.0° E
Sectional Chart: San Francisco

Fuel Types: Jet, Jet A
Oxygen Types: HP Bottle, LP Bottle
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1249 Z
Sunset: 0326 Z

# Runway Information

Runway: 01L
Length x Width: 7650 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 640 ft

Runway: 01R
Length x Width: 8650 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 560 ft

Runway: 10L
Length x Width: 11870 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, Centerline, REIL

Runway: 10R
Length x Width: 11381 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 8 ft

Lighting: Edge, Centerline

Runway: 19L
Length x Width: 8650 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R
Length x Width: 7650 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, Centerline

Runway: 28L
Length x Width: 11381 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 300 ft

Runway: 28R
Length x Width: 11870 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 300 ft

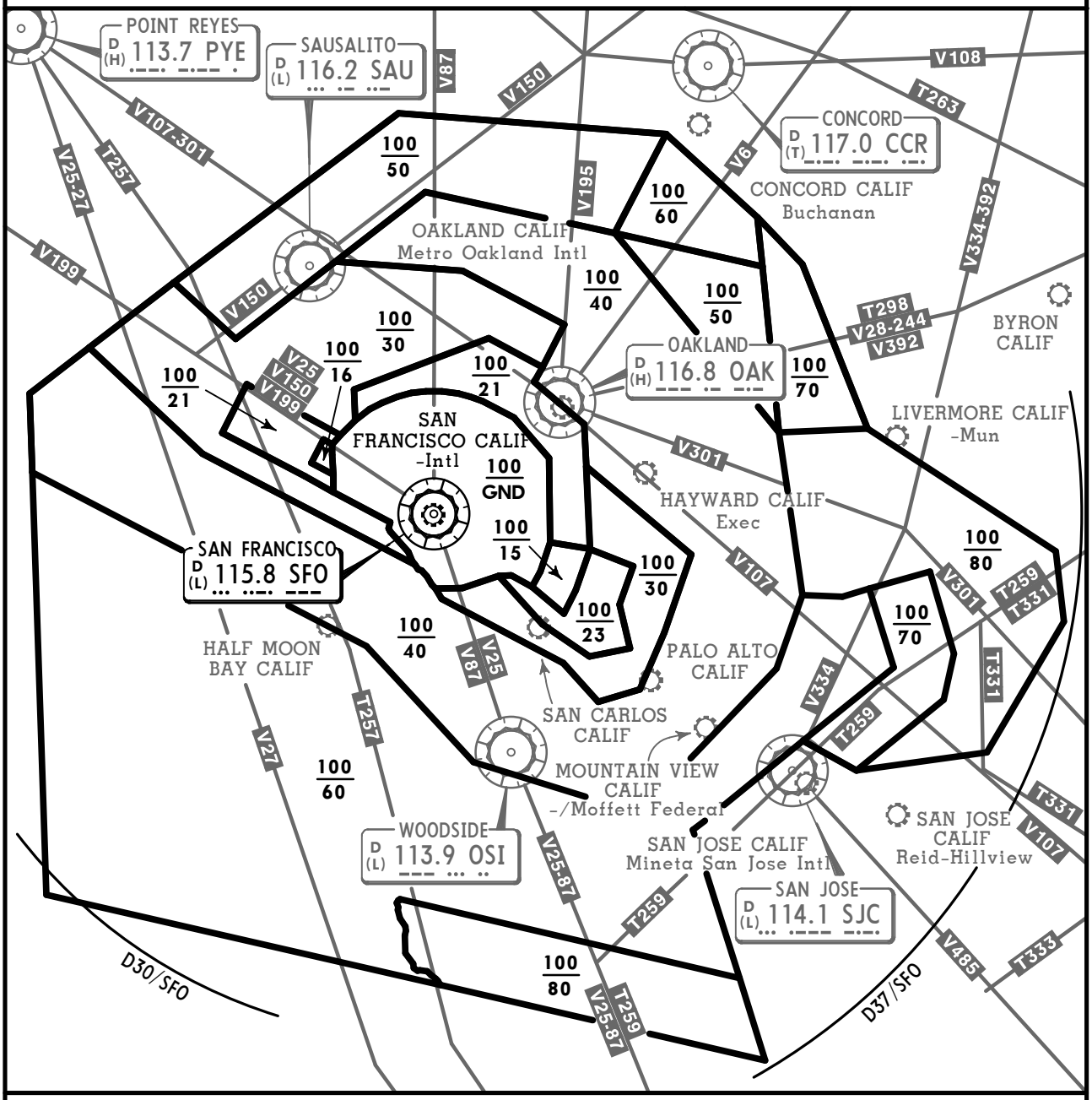
## Communication Information

ATIS: 113.700
ATIS: 115.800
ATIS: 118.850
San Francisco Tower: 120.500
San Francisco Ground: 121.800
San Francisco Ramp/Taxi: 119.225
San Francisco Ramp/Taxi: 127.575
San Francisco Ramp/Taxi: 131.000
San Francisco Clearance Delivery: 118.200
San Francisco Clearance Pre-Taxi: 118.200
Norcal Approach: 134.500 Initial Contact
Norcal Approach: 133.950 Secondary
Norcal Approach: 128.325
Norcal Terminal Control Area: 135.100
Norcal Terminal Control Area: 134.500
Norcal Terminal Control Area: 133.950
Norcal Terminal Control Area: 127.000
Norcal Terminal Control Area: 125.350
Norcal Terminal Control Area: 120.900
Norcal Departure: 135.100
Norcal Departure: 120.900
San Francisco Intl UNICOM: 122.950

# SAN FRANCISCO CLASS B AIRSPACE

## CLASS B AIRSPACE VFR COMMUNICATIONS

**NORCAL App** 120.9 (NW) 127.0 (N) 125.35 (NE-E) 134.5 (SE) 135.65 (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: Class B airspace.

| D-ATIS | Apt Elev |
|---|---|
| 113.7 115.8 118.85 | 13 |

Alt Set: INCHES  Trans level: FL180

**1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** 4. EXPECT "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.

# ALWYS 2 RNAV ARRIVAL
## (ALWYS.ALWYS2)
## (RWYS 19L/R)

EXPECT ILS or RNAV (GPS) approach to Rwy 19L, or RADAR vectors to final approach course

**BERKS**
At 210 KT
5000

**COGGR**
At 210 KT
9000
7000

**ADDMM**
At 240 KT
9000

**ARRTU**
At 240 KT
10000

**HEFLY**
At 250 KT
FL190
14000

**ALWYS**

**LAANE**
At 260 KT
FL260
FL220

**DYAMD**
At 270 KT
FL270

11.5 | 13.0 | 10.0 | 13.6 | 269° | 13.0 | 089° | 10 NM | 247° | 10000 / 1600T / 10.2 | 248° | 10000 / 3700T / 16.5

RW 19L

5000

**INYOE**
INYOE (INYOE.ALWYS2)
FL200
78.9
248°
068°
16 NM

**RUSME**
RUSME (RUSME.ALWYS2)
FL220
138
262°

NOT TO SCALE

**HOLDING OVER ALWYS**
247°
067°
10 NM

CONTOUR INTERVALS
16000
14000
12000
10000
8000
6000
4000
2000

**ROUTING**

From ALWYS on track 269° to HEFLY, then on track 269° to ARRTU, then on track 269° to ADDMM, then on track 269° to COGGR, then on track 269° to BERKS, then on track 269°. EXPECT ILS or RNAV (GPS) approach to Rwy 19L, or RADAR vectors to final approach course.

CHANGES: MSA lowered.

| D-ATIS | Apt Elev |
|---|---|
| 113.7 115.8 118.85 | 13 |

Alt Set: INCHES  Trans level: FL180

1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.

# BDEGA 3 RNAV ARRIVAL
# (LOZIT.BDEGA3)

**ROUTING**

From LOZIT on track 126° to BDEGA, then on track 126° to CORKK, then on track 126° to BRIXX, then on track 140°. EXPECT RADAR vectors to final approach course.

NOT TO SCALE

AMAKR
121°
10 NM
301°
121°
AMAKR.BDEGA3
13000 4600T
44.0

PEENO
FL290
118°
PEENO.BDEGA3
11000 2000T
19.8

DEEAN
At 280 KT
FL280
FL240

MLBEC
FL290
153°
10 NM
333°
MLBEC.BDEGA3
11000 5700T
19.9

QUINN
At 280 KT
FL280
FL240

JONNE
At 280 KT
FL280
FL240

MRRLO
FL290
179°
MRRLO.BDEGA3
11000 5600T
20.3

MSCAT
At 280 KT
FL280
FL240
178°
11000 4500T
21.0

CBRNA

LEGGS
216°
LEGGS.BDEGA3
11000 5600T
81.9

PYLLE
At 280 KT
FL280
FL240
11000 5000T
21.1

4760

SANTA ROSA CA
Schulz-Sonoma Co
KSTS

11000 3800T
20.1
10 NM
11000 4400T
21.3

BGGLO
At 280 KT
FL230
FL190
153°
11000 4300T
20.0

10 NM
11000 4000T
40.2

LOZIT
At 280 KT
16000
333°
126°
11000 4300T
6.0

BDEGA
13000

CORKK
At 250 KT
11000
7.0
11000 3100T

BRIXX
11000
9.1
11000 3600T
140°

RW 10L

5100

SACRAMENTO CA
-Intl
KSMF

SACRAMENTO CA
Mc Clellan
KMCC

DAVIS/WOODLAND/WINTERS CA
Yolo Co
KDWA

SACRAMENTO CA
Mather
KMHR

FAIRFIELD CA
Travis AFB
KSUU

STOCKTON CA
-Metro
KSCK

OAKLAND CA
Metro Oakland Intl
KOAK

MOUNTAIN VIEW CA
-/Moffett Federal
KNUQ

SAN JOSE CA
Mineta San Jose Intl
KSJC

6000
4000
2000
CONTOUR INTERVALS

CHANGES: None.

CHANGES: None.

KSFO/SFO
SAN FRANCISCO INTL

| D-ATIS | Apt Elev | Alt Set: INCHES Trans level: FL180 |
|---|---|---|
| 113.7 115.8 118.85 | 13 | 1. **RADAR and DME required.**<br>2. Turbojet aircraft only. |

# BIG SUR 3 ARRIVAL (BSR.BSR3)

**ROUTING**

From over BSR VOR via BSR R309 to CARME. Then via OAK R151 to MENLO.
Depart MENLO heading 330° for vector to final approach course.

OAKLAND CA
Metro Oakland Intl
KOAK

OAKLAND
D (H) 116.8 OAK

SAN FRANCISCO
D (L) 115.8 SFO

WOODSIDE
D (L) 113.9 OSI

MOUNTAIN VIEW CA
Moffett Federal
KNUQ

SAN JOSE CA
Mineta San Jose Intl
KSJC

SFO VOR

HOLLISTER CA
-Mun
KCVH

SALINAS CA
-Mun
KSNS

SALINAS
D (H) 117.3 SNS

MONTEREY CA
-Regl
KMRY

BIG SUR
D (L) 114.0 BSR

5880

5100
4500
3500

120°
230°
360°
038°
330°hdg
R151
D16.1
D34.0
D44.0
D60.0
D77.9
151°
210°
331°
309°
141°
321°

MENLO
BOLDR
At 250 KT
EXPECT clearance to cross 10000
SKUNK
EXPECT to cross 12000
ANJEE
CARME

6000 17.9
6000 10.0
7000 16.0
9000 17.9
V21 10000 20.1

CONTOUR INTERVALS
6000
4000
2000

37-30
37-00
36-30
122-30
122-00
121-30



28 DEC 18 (10-2B) Eff 3 Jan

JEPPESEN

SAN FRANCISCO, CALIF
STAR

BIG SUR 3 ARRIVAL (BSR.BSR3)

| D-ATIS | Apt Elev |
|---|---|
| 113.7 115.8 118.85 | 13 |

Alt Set: INCHES  Trans level: FL180

1. **RADAR required for non-GPS equipped aircraft.**
2. **DME/DME/IRU or GPS required.** 3. **RNAV 1.**
4. EXPECT to receive "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.

# DYAMD 5 RNAV ARRIVAL
# (DYAMD.DYAMD5)
# (RWYS 28L/R)

**ROUTING**

From DYAMD on track 248° to LAANE, then on track 247° to ALWYS. From ALWYS on track 247° to FLOWZ, then on track 248° to CEDES, then on track 239° to FRELY, then on track 239° to ARCHI. EXPECT assigned instrument approach procedure.

CONTOUR INTERVALS: 16000, 14000, 12000, 10000, 8000, 6000, 4000, 2000

RW28L
5100

DYAMD
MAX 290 KT
FL270

LAANE
At 280 KT
FL260
FL220

ALWYS

FLOWZ
At 280 KT
FL190
14000

CEDES
At 250 KT
12000
10000

FRELY
At 230 KT
8000

ARCHI
7000
EXPECT assigned instrument approach procedure

INYOE
INYOE (INYOE.DYAMD5)
FL220
78.9
248°
068°
16 NM

RUSME
(RUSME.DYAMD5)
FL220
138
262°

NOT TO SCALE

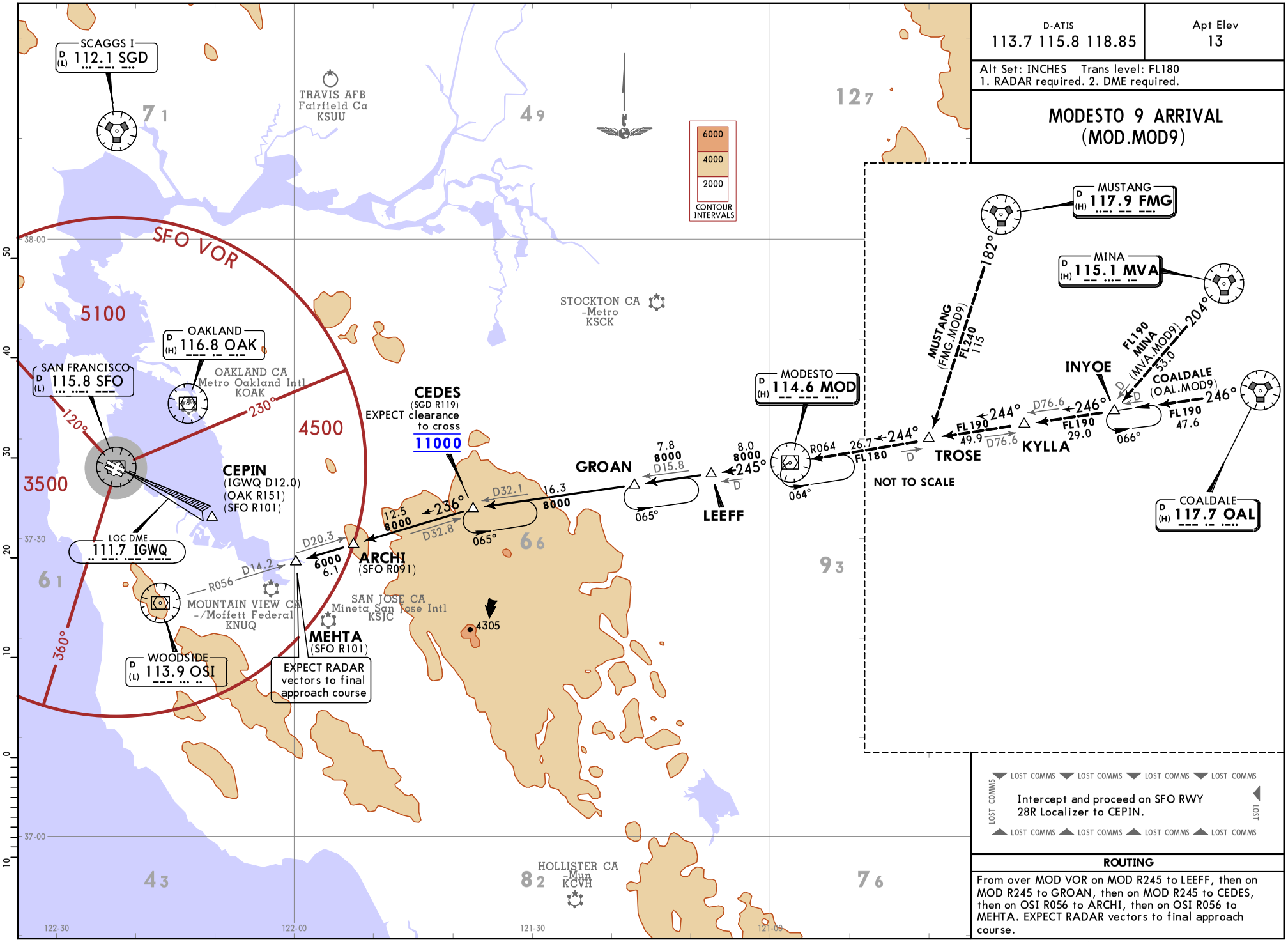
14240

HOLDINGS OVER

| FLOWZ | ALWYS |
|---|---|
| 247° | 247° |
| 067° 10 NM | 067° 10 NM |

OAKLAND CA Metro Oakland Intl KOAK
LINCOLN CA -Regl/Harder KLHM
SACRAMENTO CA -Intl KSMF
SACRAMENTO CA Mc Clellan KMCC
SACRAMENTO CA Mather KMHR
DAVIS/WOODLAND/WINTERS CA Yolo Co KDWA
TRAVIS AFB Fairfeild Ca KSUU
STOCKTON CA -Metro KSCK
MINDEN CA -Tahoe KMEV
SOUTH LAKE TAHOE CA Lake Tahoe KTVL
MAMMOTH LAKES CA Mammoth Yosemite KMMH
BISHOP CA KBIH
ATWATER CA Castle KMER
MOUNTAIN VIEW CA -/Moffett Federal KNUQ
SAN JOSE CA Mineta San Jose Intl KSJC
HOLLISTER CA -Mun KCVH
MONTEREY CA -Regl KMRY
FRESNO CA -Yosemite Intl KFAT

CHANGES: Procedure renumbered, INYOE transition MEA.




| D-ATIS | Apt Elev |
|---|---|
| 113.7 115.8 118.85 | 13 |

Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. DME required.

# MODESTO 9 ARRIVAL (MOD.MOD9)

LOST COMMS — Intercept and proceed on SFO RWY 28R Localizer to CEPIN.

## ROUTING

From over MOD VOR on MOD R245 to LEEFF, then on MOD R245 to GROAN, then on MOD R245 to CEDES, then on OSI R056 to ARCHI, then on OSI R056 to MEHTA. EXPECT RADAR vectors to final approach course.

CHANGES: DME distance deleted from SFO VOR formation at ARCHI.

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
10-2E1 19 APR 19
Eff 25 Apr

# SAN FRANCISCO, CALIF
RNAV STAR

| D-ATIS | Apt Elev |
|---|---|
| 113.7 115.8 118.85 | See graphic |

Alt Set: INCHES Trans level: FL180
**1. RADAR required. 2. GPS required. 3. RNAV 1.**
4. Turbojet and turboprop aircraft only. 5. EXPECT Rwys 28L/R unless otherwise assigned by ATC.

## PIRAT 2 RNAV ARRIVAL (PIRAT.PIRAT2)

**ROUTING**

From PIRAT on track 060° to BRINY, then on track 060° to ARGGG, then on track 060°. EXPECT RADAR vectors to assigned instrument approach.

RW10L

PAINT
103°
(PAINT.PIRAT2)
FL200
90.6

ALCOA
FL240
094°
(ALCOA.PIRAT2)
FL200
102

NOT TO SCALE

WUSES
143°
(WUSES.PIRAT2)
15000
23.0

11 NM
274°

SUPER
At 280 KT
FL210
087°
33.2
15000

10 NM
059°
239°

PASIF
At 260 KT
FL195
(PASIF.PIRAT2)
5000
13.5

PIRAT
15000
060°
10.1

BRINY
At 250 KT
12000
18.9

ARGGG
At 230 KT
8000

HUNTS
(HUNTS.PIRAT2)
15000
26.2
218°
039°

HUNTS
At 280 KT
FL210
11 NM

CINNY
FL270
(CINNY.PIRAT2)
FL200
73.0
038°

NOT TO SCALE

HOLDING OVER PIRAT
10 NM 239°
PIRAT
059°

EXPECT RADAR vectors to assigned instrument approach

OAKLAND CA
Metro Oakland Intl
KOAK
9

SAN FRANCISCO CA
-Intl
KSFO
13

5100

FRNNY
CYMBL
SIDBY

MOUNTAIN VIEW CA
-Moffett Federal
KNUQ

SAN JOSE CA
Mineta San Jose Intl
KSJC

4305

6000
4000
2000
CONTOUR INTERVALS

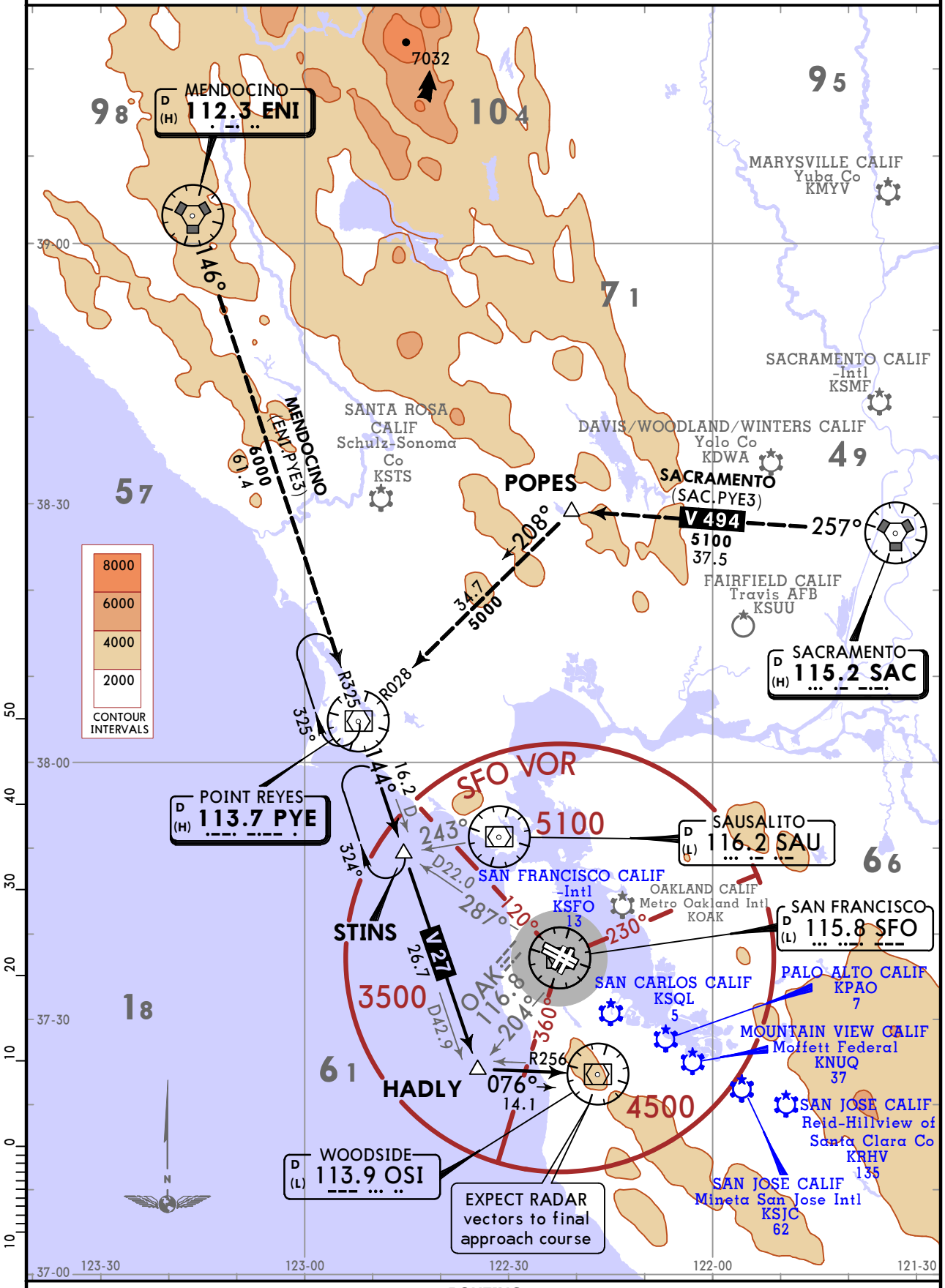
SALINAS CA
-Mun
KSNS

MONTEREY CA
-Regl
KMRY

CHANGES: Procedure renumbered, PIRAT altitude restriction added.

| D-ATIS | Apt Elev | Alt Set: INCHES Trans level: FL180 |
|---|---|---|
| 113.7 115.8 118.85 | See graphic | 1. **RADAR required.**<br>2. SACRAMENTO Transition to be used only when assigned by ATC. |

# POINT REYES 3 ARRIVAL (PYE.PYE3)




## ROUTING

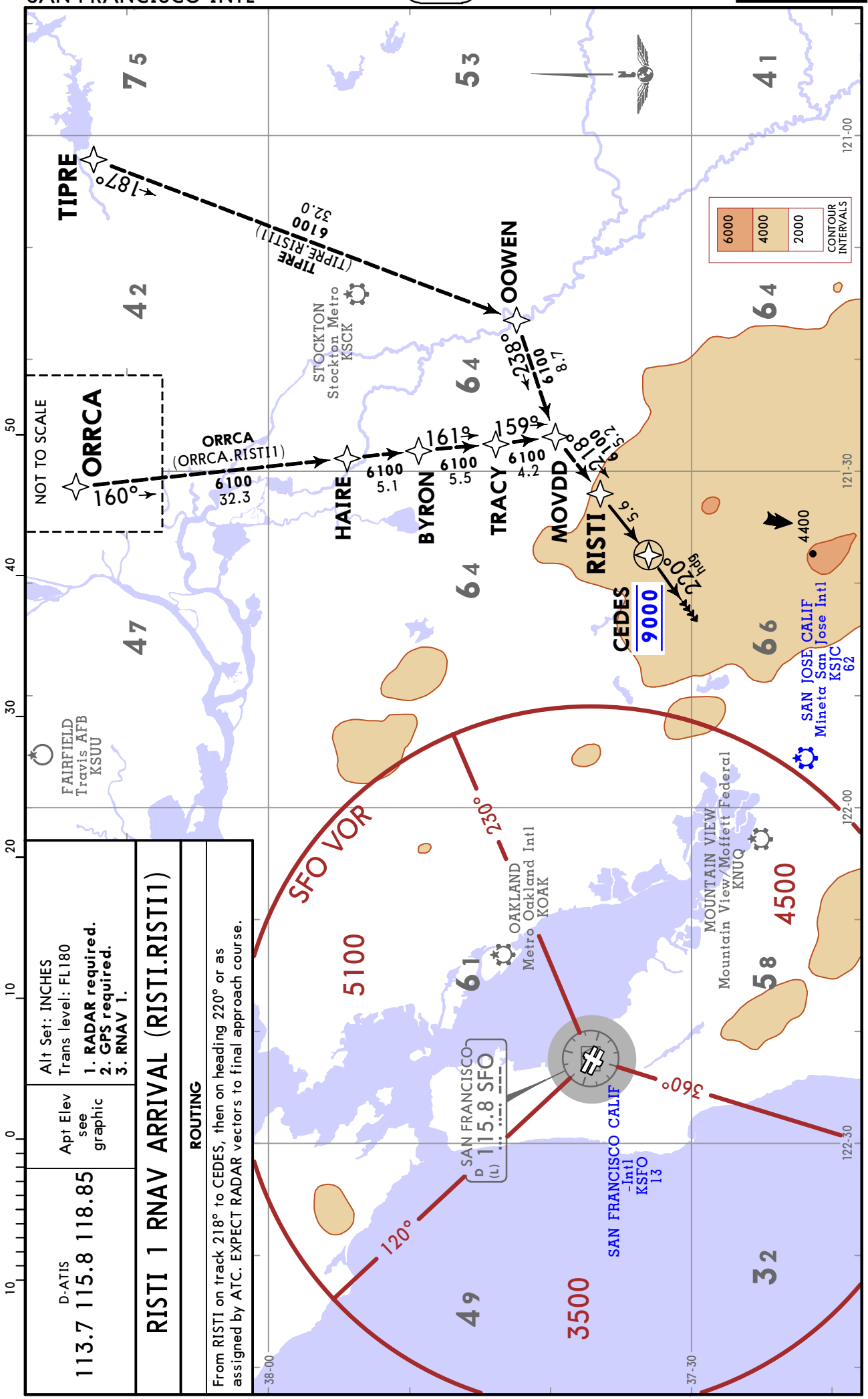
From over PYE VOR on PYE R144 to HADLY, then on OSI R256 to OSI VOR. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
16 JUN 17 (10-2G) Eff 22 Jun

# SAN FRANCISCO, CALIF
RNAV STAR




D-ATIS
113.7 115.8 118.85

Apt Elev
see graphic

Alt Set: INCHES
Trans level: FL180
1. **RADAR required.**
2. **GPS required.**
3. **RNAV 1.**

## RISTI 1 RNAV ARRIVAL (RISTI.RISTI1)

**ROUTING**

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

CHANGES: New procedure at this airport, RISTI 4 Arrival cancelled.

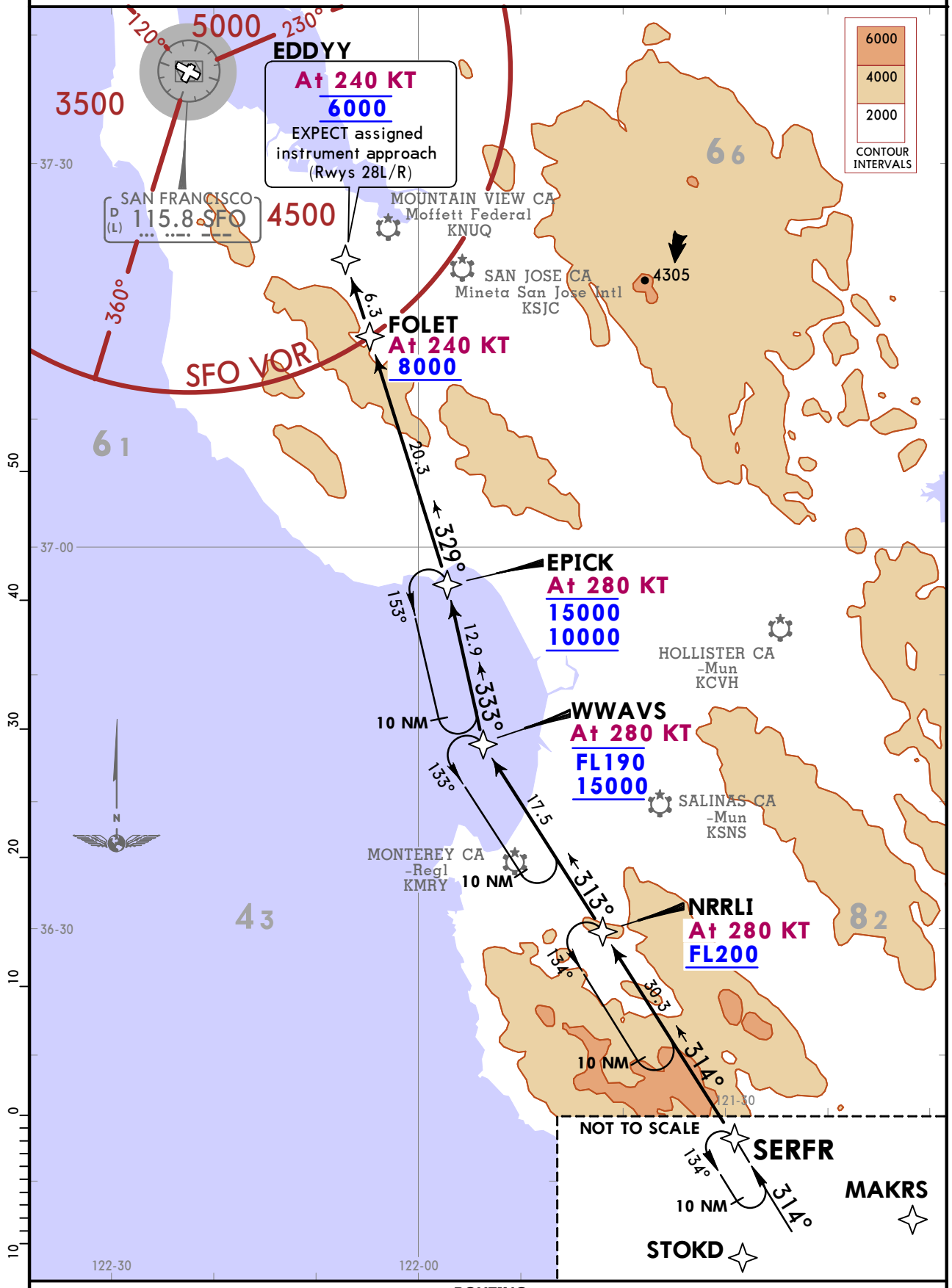
# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN
11 JUN 21 (10-2H) Eff 17 Jun

# SAN FRANCISCO, CALIF
## RNAV STAR

| D-ATIS | Apt Elev | |
|---|---|---|
| 113.7 115.8<br>118.85 | 13 | Alt Set: INCHES Trans level: FL180<br>1. RADAR required.<br>2. DME/DME/IRU or GPS required.<br>3. RNAV 1.<br>4. EXPECT to receive "Descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway. |

## SERFR 4 RNAV ARRIVAL (SERFR.SERFR4)




### ROUTING

From SERFR on track 314° to NRRLI, then on track 313° to WWAVS, then on track 333° to EPICK, then on track 329° to FOLET, then on track 329° to EDDYY. EXPECT assigned instrument approach (Rwys 28L/R).

CHANGES: None.

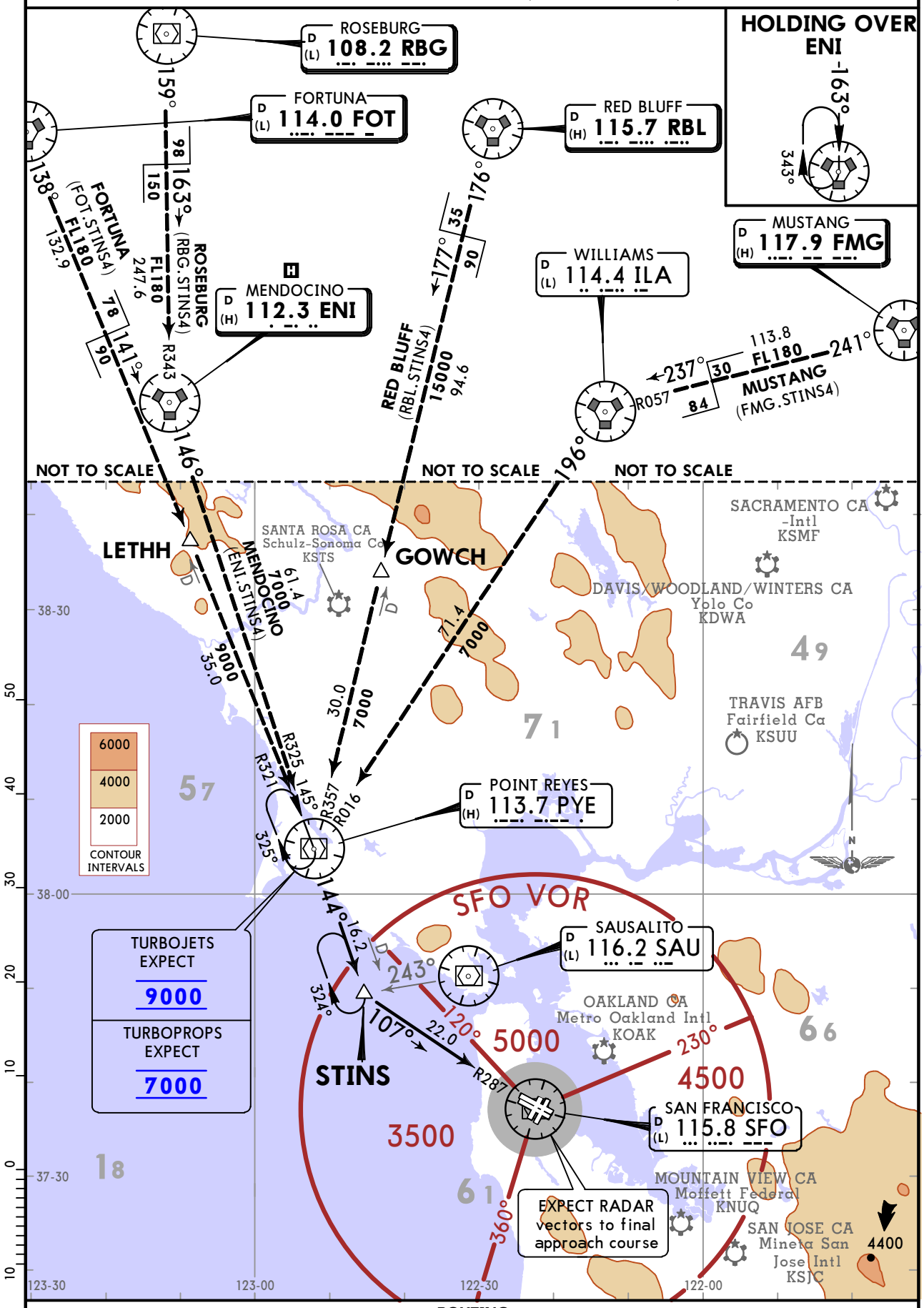
# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN
11 JUN 21 (10-2J) Eff 17 Jun

# SAN FRANCISCO, CALIF
STAR

| D-ATIS | Apt Elev | |
|---|---|---|
| 113.7 115.8 118.85 | 13 | Alt Set: INCHES Trans level: FL180<br>1. RADAR required. 2. FORTUNA and RED BLUFF transitions DME required. |

## STINS 4 ARRIVAL (PYE.STINS4)




### ROUTING

From over PYE VOR on PYE R144 to STINS, then on SFO R287 to SFO VOR. EXPECT RADAR vectors to final approach course.

CHANGES: Formations at LETHH & GOWCH, procedure renumbered, routing, notes.

| D-ATIS | Apt Elev | Alt Set: INCHES | Trans level: FL180 |
|---|---|---|---|
| 113.7 115.8 118.85 | 13 | | |

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. PEENO transition: ATC assigned only.

# STLER 3 RNAV ARRIVAL
## (LOZIT.STLER3)
## (RWYS 19L/R)

KSFO/SFO
SAN FRANCISCO INTL

CHANGES: Procedure renumbered, GEEHH waypoint renamed PYLLE.

NOT TO SCALE

CBRNA

AMAKR

PEENO
FL280

MLBEC
FL280

MRRLO
FL280

JONNE
At 280 KT
FL270
FL240

QUINN
At 280 KT
FL270
FL240

MSCAT
At 280 KT
FL270
FL240

LEGGS

PYLLE
At 280 KT
FL270
FL240

DEEAN
At 280 KT
FL270
FL240

BGGLO
At 280 KT
FL190
15000

LOZIT
At 250 KT
11000

STLER
8000

MVRKK
At 210 KT
7000

WESLA

4760

SANTA ROSA CA
Schulz-Sonoma Co
KSTS

OAKLAND CA
Metro Oakland Intl
KOAK

RW 19L

5100

CONTOUR INTERVALS
6000
4000
2000

10 NM

121°
301°
153°
333°
179°
178°
216°
118°
175°
087°
002°
360°

AMAKR (AMAKR.STLER3) 13000 44.0
MLBEC (MLBEC.STLER3) 11000 19.9
MRRLO (MRRLO.STLER3) 11000 20.3
LEGGS (LEGGS.STLER3) 11000 81.9
PEENO (PEENO.STLER3) 13000 19.8
20.1 11000
21.0 11000
21.1 11000
21.5 11000
40.2 9000
20.0 9000
12.0 7000
11.2 7000
4.5 6000

ROUTING

From LOZIT on track 175° to STLER, then on track 087° to WESLA, then on track 002° to MVRKK, then on track 360°. EXPECT RADAR vectors to final approach course.

SAN FRANCISCO, CALIF
STLER 3 RNAV ARRIVAL
(LOZIT.STLER3)
(RWYS 19L/R)

JEPPESEN
7 SEP 18 (10-2K) Eff 13 Sep RNAV STAR

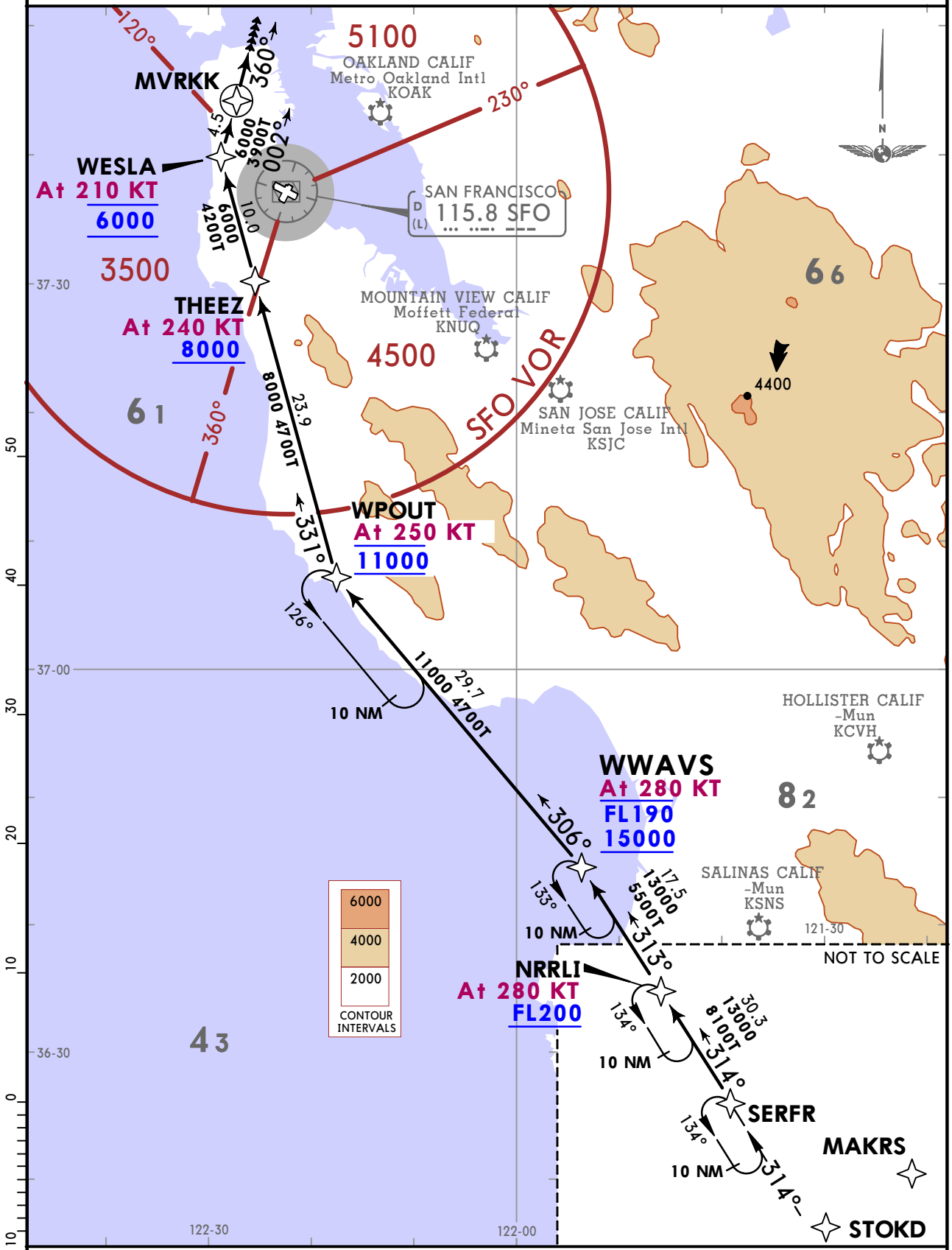
# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN
7 SEP 18 (10-2L) Eff 13 Sep

# SAN FRANCISCO, CALIF
RNAV STAR

| D-ATIS | Apt Elev | Alt Set: INCHES Trans level: FL180 |
|---|---|---|
| 113.7 115.8 118.85 | 13 | **1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.** |

# WWAVS 1 RNAV ARRIVAL
## (SERFR.WWAVS1)
## (RWYS 19L/R)




## ROUTING

From SERFR on track 314° to NRRLI, then on track 313° to WWAVS, then on track 306° to WPOUT, then on track 331° to THEEZ, then on track 331° to WESLA, then on track 002° to MVRKK, then on track 360°.
EXPECT RADAR vectors to final approach course.

CHANGES: None.

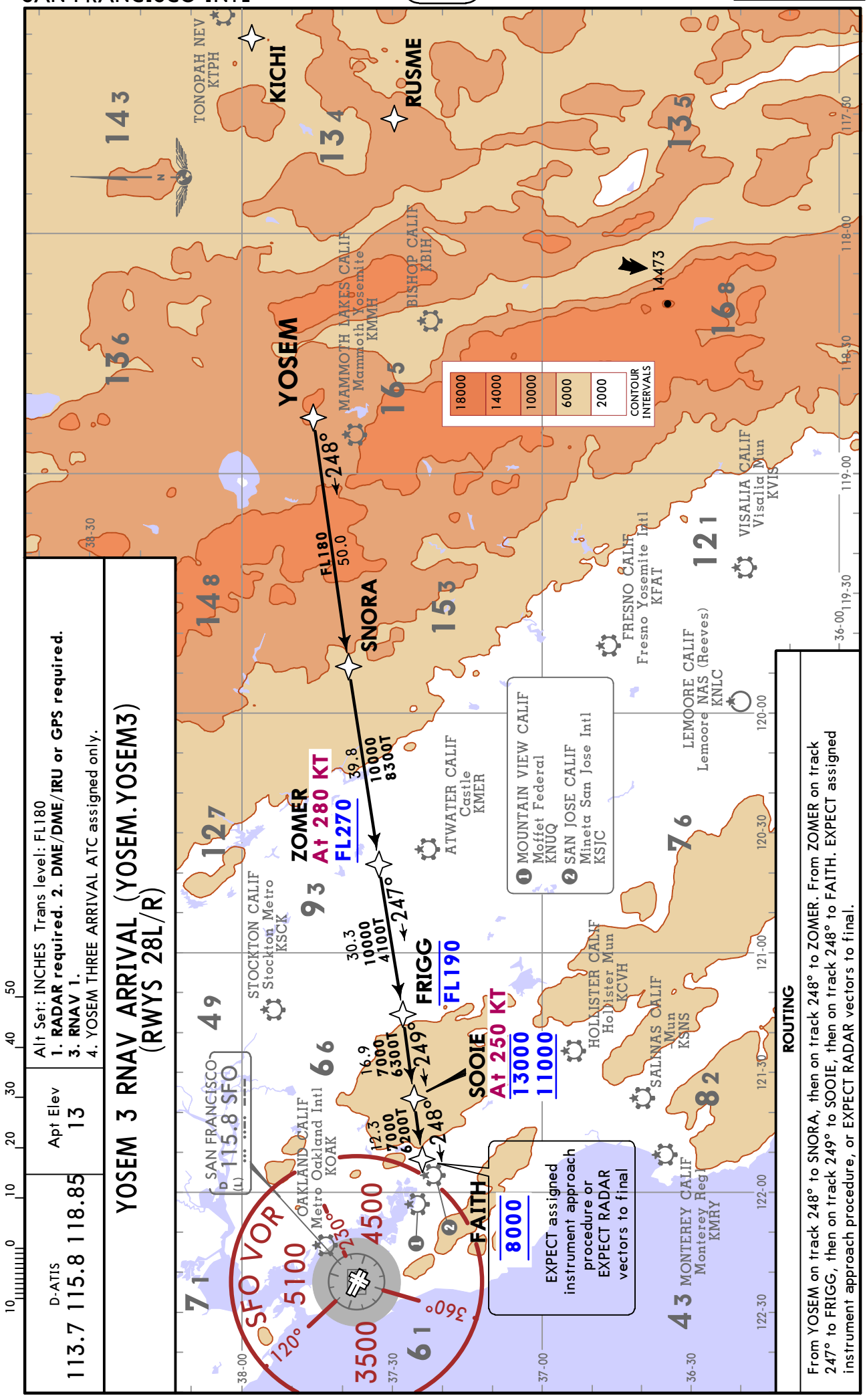
# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
30 JUN 17 (10-2M)

# SAN FRANCISCO, CALIF
RNAV STAR

## YOSEM 3 RNAV ARRIVAL (YOSEM.YOSEM3)
(RWYS 28L/R)

| D-ATIS | Apt Elev | Alt Set: INCHES Trans level: FL180 |
|---|---|---|
| 113.7 115.8 118.85 | 13 | 1. RADAR required. 2. DME/DME/IRU or GPS required.<br>3. RNAV 1.<br>4. YOSEM THREE ARRIVAL ATC assigned only. |




**ROUTING**

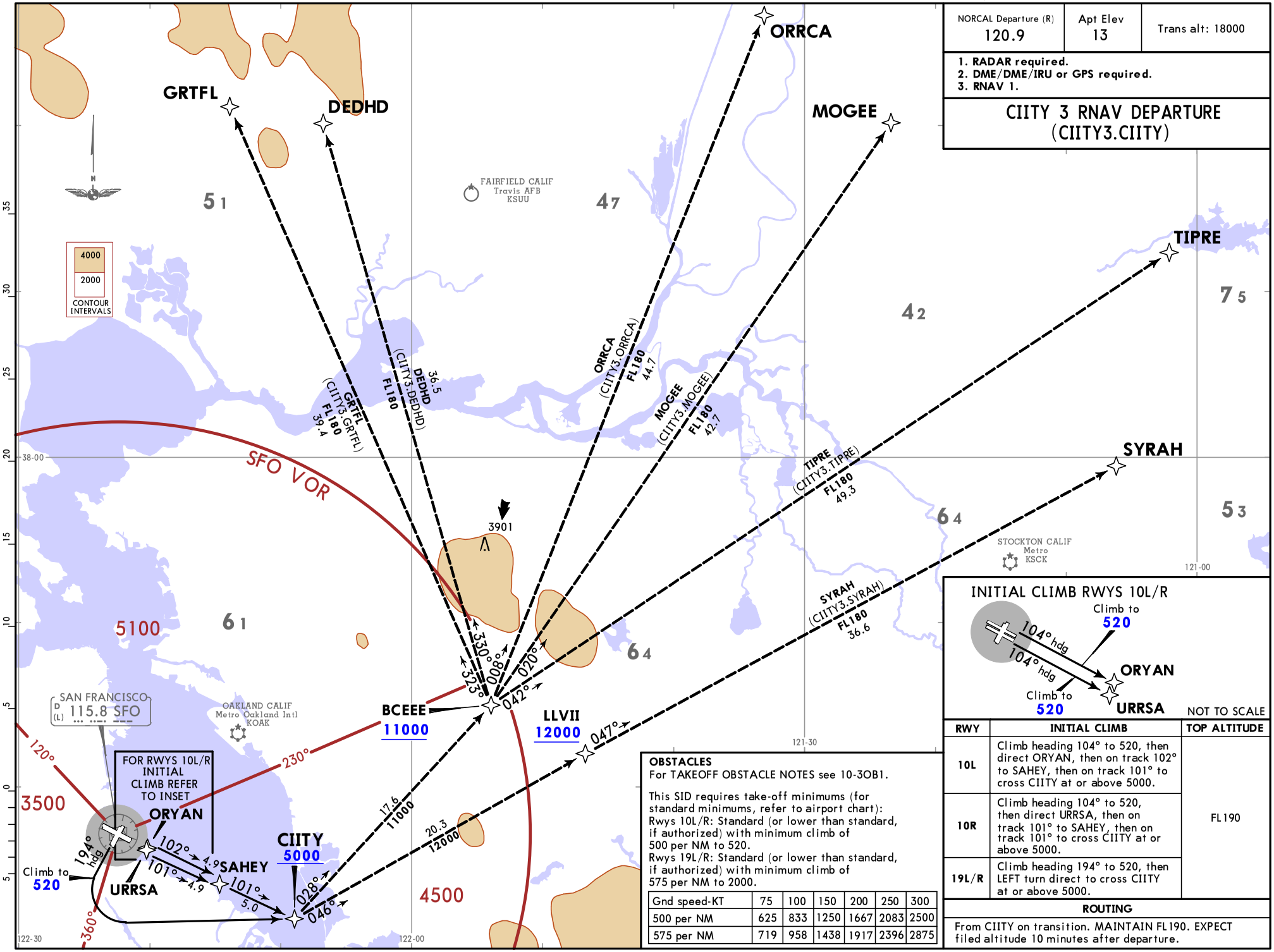
From YOSEM on track 248° to SNORA, then on track 248° to ZOMER. From ZOMER on track 247° to FRIGG, then on track 249° to SOOIE, then on track 248° to FAITH. EXPECT assigned instrument approach procedure, or EXPECT RADAR vectors to final.

CHANGES: Reissue.

| NORCAL Departure (R) | Apt Elev | Trans alt: 18000 |
|---|---|---|
| 120.9 | 13 | |

1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.

# CIITY 3 RNAV DEPARTURE (CIITY3.CIITY)




## INITIAL CLIMB RWYS 10L/R




NOT TO SCALE

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|---|---|---|
| 10L | Climb heading 104° to 520, then direct ORYAN, then on track 102° to SAHEY, then on track 101° to cross CIITY at or above 5000. | FL190 |
| 10R | Climb heading 104° to 520, then direct URRSA, then on track 101° to SAHEY, then on track 101° to cross CIITY at or above 5000. | |
| 19L/R | Climb heading 194° to 520, then LEFT turn direct to cross CIITY at or above 5000. | |

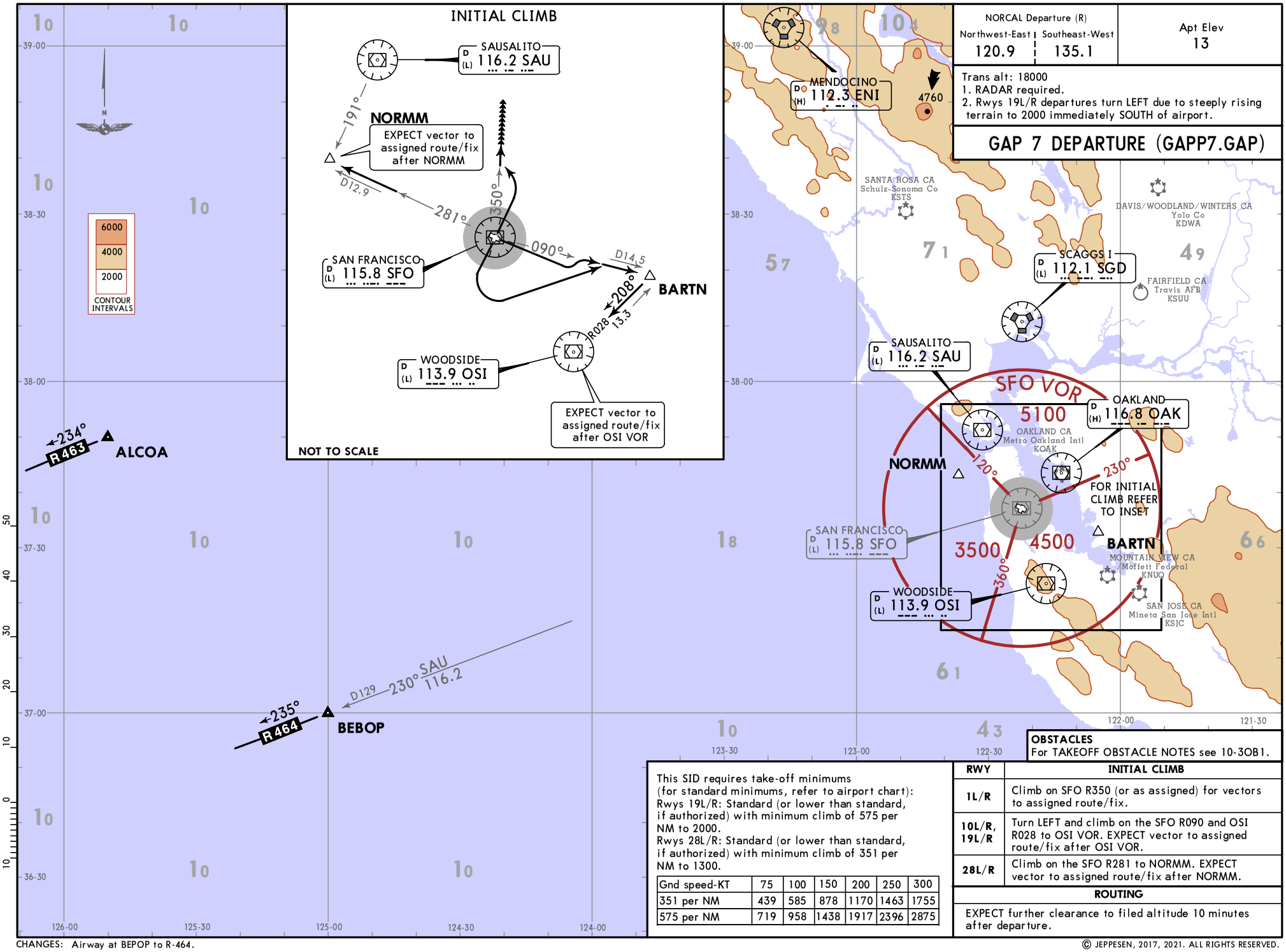
**OBSTACLES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 520.
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575 per NM to 2000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 575 per NM | 719 | 958 | 1438 | 1917 | 2396 | 2875 |

**ROUTING**
From CIITY on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.




NORCAL Departure (R)

| Northwest-East | Southeast-West |
|---|---|
| 120.9 | 135.1 |

Apt Elev 13

Trans alt: 18000
1. RADAR required.
2. Rwys 19L/R departures turn LEFT due to steeply rising terrain to 2000 immediately SOUTH of airport.

## GAP 7 DEPARTURE (GAPP7.GAP)

**OBSTACLES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575 per NM to 2000.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351 per NM to 1300.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 351 per NM | 439 | 585 | 878 | 1170 | 1463 | 1755 |
| 575 per NM | 719 | 958 | 1438 | 1917 | 2396 | 2875 |

| RWY | INITIAL CLIMB |
|---|---|
| 1L/R | Climb on SFO R350 (or as assigned) for vectors to assigned route/fix. |
| 10L/R, 19L/R | Turn LEFT and climb on the SFO R090 and OSI R028 to OSI VOR. EXPECT vector to assigned route/fix after OSI VOR. |
| 28L/R | Climb on the SFO R281 to NORMM. EXPECT vector to assigned route/fix after NORMM. |

**ROUTING**

EXPECT further clearance to filed altitude 10 minutes after departure.

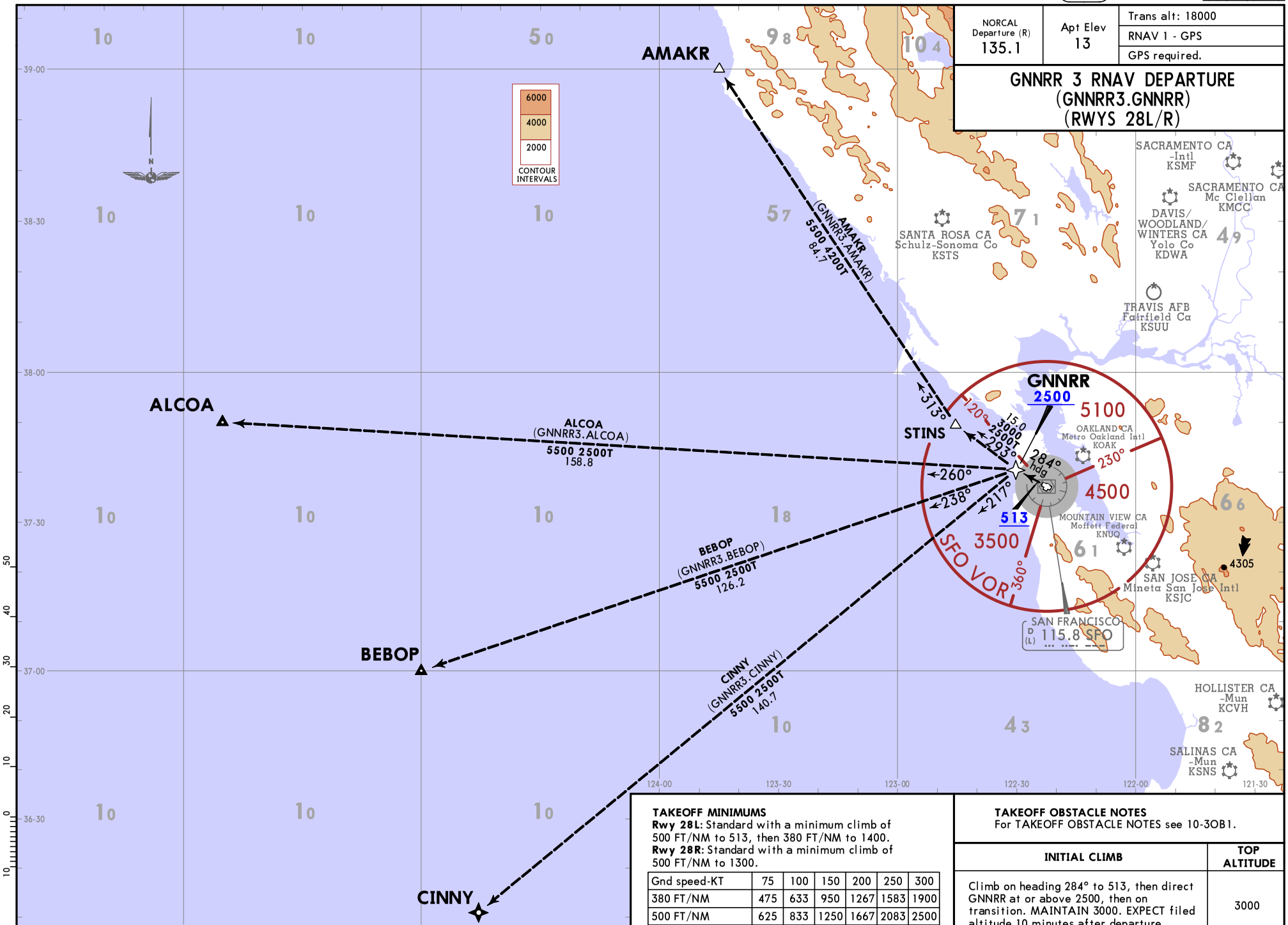
CHANGES: Airway at BEPOP to R-464.

JEPPESEN
23 DEC 22 (10-3D) Eff 29 Dec RNAV SID

# SAN FRANCISCO, CALIF

| NORCAL Departure (R) | Apt Elev | |
|---|---|---|
| 135.1 | 13 | Trans alt: 18000<br>RNAV 1 - GPS<br>GPS required. |

## GNNRR 3 RNAV DEPARTURE
## (GNNRR3.GNNRR)
## (RWYS 28L/R)




**TAKEOFF MINIMUMS**
**Rwy 28L:** Standard with a minimum climb of 500 FT/NM to 513, then 380 FT/NM to 1400.
**Rwy 28R:** Standard with a minimum climb of 500 FT/NM to 1300.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 380 FT/NM | 475 | 633 | 950 | 1267 | 1583 | 1900 |
| 500 FT/NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

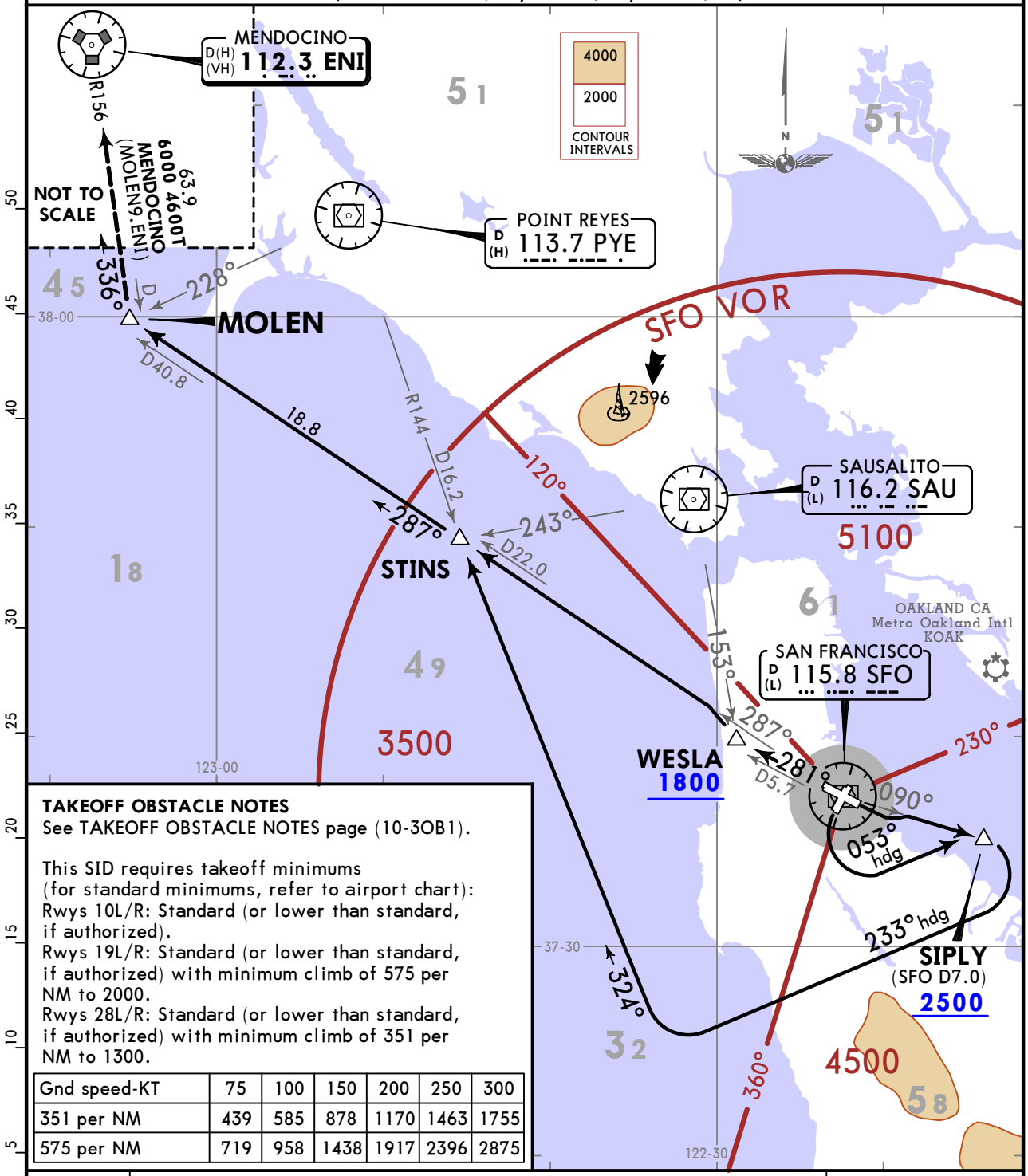
**TAKEOFF OBSTACLE NOTES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

| INITIAL CLIMB | TOP ALTITUDE |
|---|---|
| Climb on heading 284° to 513, then direct GNNRR at or above 2500, then on transition. MAINTAIN 3000. EXPECT filed altitude 10 minutes after departure. | 3000 |

CHANGES: Procedure renumbered, revised.

| NORCAL Departure (R) 135.1 | Apt Elev 13 | Trans alt: 18000<br>1. RADAR required.<br>2. DME required.<br>3. Rapidly rising terrain to 2000 immediately SOUTH of airport. |
|---|---|---|

# MOLEN 9 DEPARTURE (MOLEN9.MOLEN)
# (RWYS 10L/R, 19L/R, 28L/R)




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

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 10L/R: Standard (or lower than standard, if authorized).
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575 per NM to 2000.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351 per NM to 1300.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 351 per NM | 439 | 585 | 878 | 1170 | 1463 | 1755 |
| 575 per NM | 719 | 958 | 1438 | 1917 | 2396 | 2875 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|---|---|---|
| 10L/R | Climbing LEFT turn to intercept SFO R090 to cross SIPLY at or above 2500, then climbing RIGHT turn heading 233° to intercept and proceed on PYE R144 to STINS, then on SFO R287 to MOLEN. | Assigned by ATC |
| 19L/R | Climbing LEFT turn heading 053° to intercept SFO R090 to cross SIPLY at or above 2500, then climbing RIGHT turn heading 233° to intercept and proceed on PYE R144 to STINS, then on SFO R287 to MOLEN. | |
| 28L/R | Climb on SFO R281 to cross WESLA at or above 1800, then climbing RIGHT turn to intercept SFO R287 to MOLEN. | |

**ROUTING**

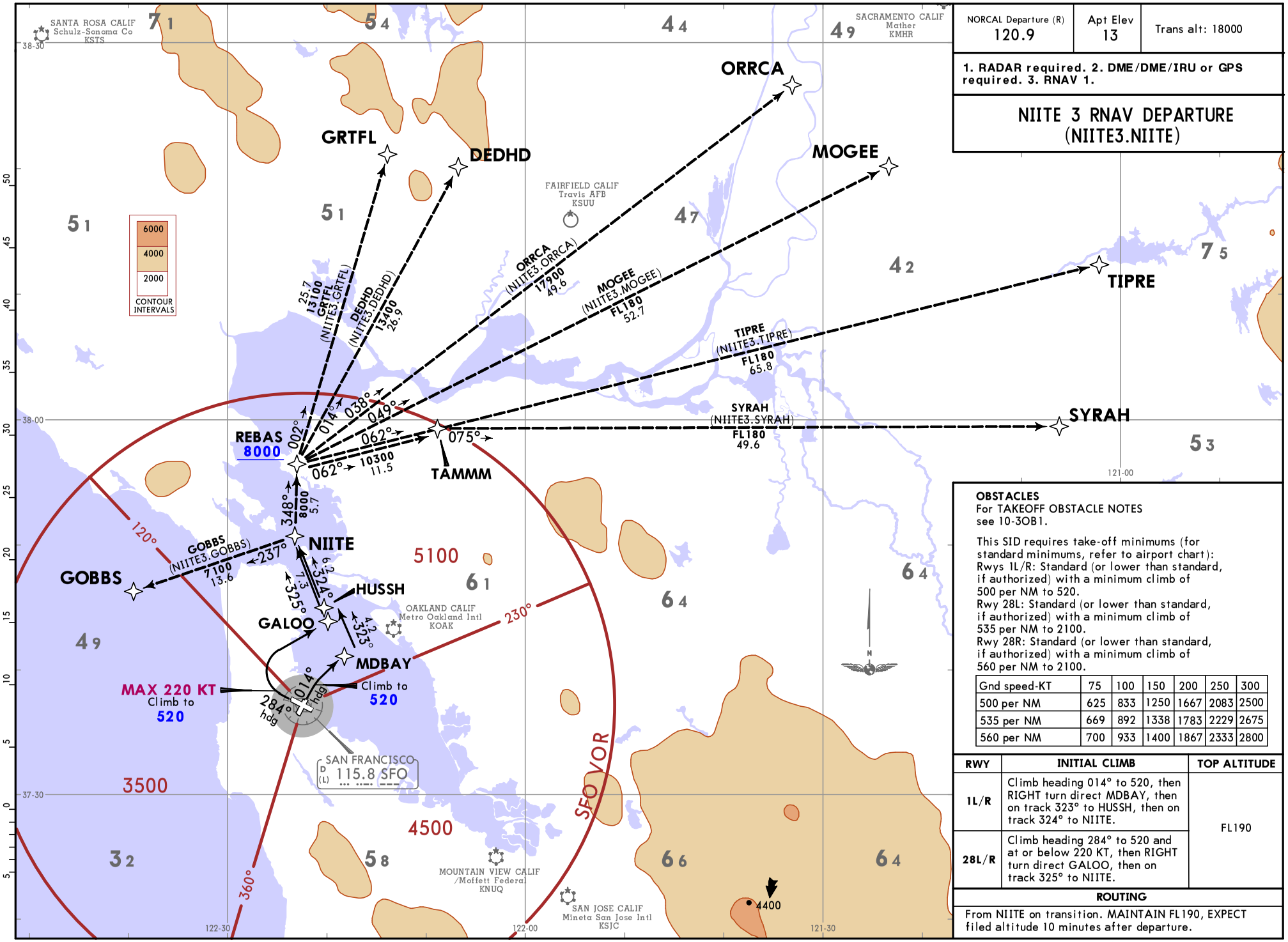
From MOLEN on transition. EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: ENI VOR service volume.

| NORCAL Departure (R) | Apt Elev | Trans alt: 18000 |
|---|---|---|
| 120.9 | 13 | |

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.

# NIITE 3 RNAV DEPARTURE (NIITE3.NITE)




**OBSTACLES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.
Rwy 28L: Standard (or lower than standard, if authorized) with a minimum climb of 535 per NM to 2100.
Rwy 28R: Standard (or lower than standard, if authorized) with a minimum climb of 560 per NM to 2100.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 535 per NM | 669 | 892 | 1338 | 1783 | 2229 | 2675 |
| 560 per NM | 700 | 933 | 1400 | 1867 | 2333 | 2800 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|---|---|---|
| 1L/R | Climb heading 014° to 520, then RIGHT turn direct MDBAY, then on track 323° to HUSSH, then on track 324° to NIITE. | FL190 |
| 28L/R | Climb heading 284° to 520 and at or below 220 KT, then RIGHT turn direct GALOO, then on track 325° to NIITE. | |

**ROUTING**

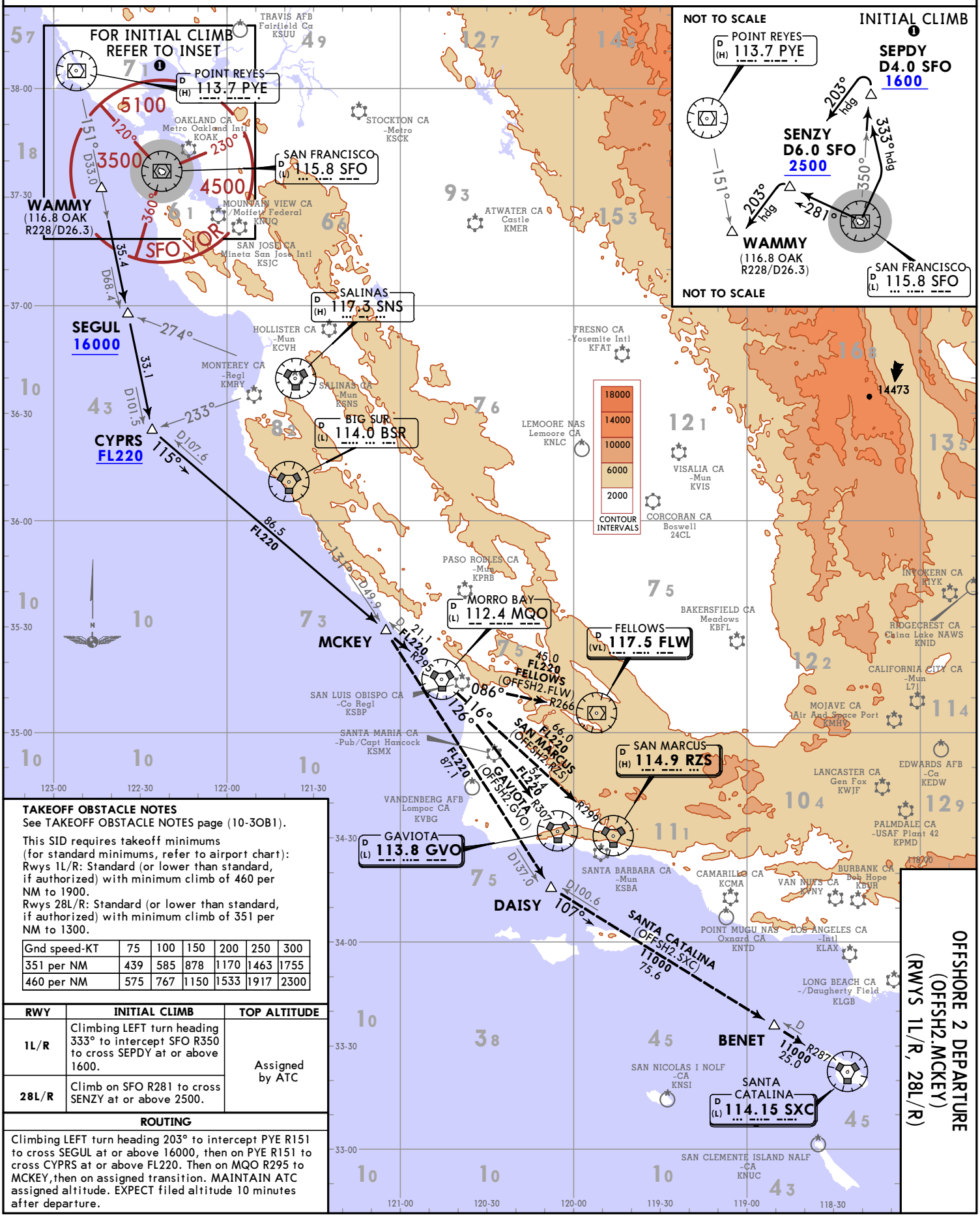
From NIITE on transition. MAINTAIN FL190, EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

CHANGES: SXC VOR frequency.

| NORCAL Departure (R) 135.1 | Apt Elev 13 | Trans alt: 18000<br>1. RADAR required. 2. DME required.<br>3. Turbojet only. |
|---|---|---|

# OFFSHORE 2 DEPARTURE (OFFSH2.MCKEY) (RWYS 1L/R, 28L/R)







**TAKEOFF OBSTACLE NOTES**

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

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 1900.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 351 per NM to 1300.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 351 per NM | 439 | 585 | 878 | 1170 | 1463 | 1755 |
| 460 per NM | 575 | 767 | 1150 | 1533 | 1917 | 2300 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|---|---|---|
| 1L/R | Climbing LEFT turn heading 333° to intercept SFO R350 to cross SEPDY at or above 1600. | Assigned by ATC |
| 28L/R | Climb on SFO R281 to cross SENZY at or above 2500. | |

**ROUTING**

Climbing LEFT turn heading 203° to intercept PYE R151 to cross SEGUL at or above 16000, then on PYE R151 to cross CYPRS at or above FL220. Then on MQO R295 to MCKEY, then on assigned transition. MAINTAIN ATC assigned altitude. EXPECT filed altitude 10 minutes after departure.

KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 8 JUL 22 (10-3G) Eff 14 Jul

SAN FRANCISCO, CALIF SID

OFFSHORE 2 DEPARTURE (OFFSH2.MCKEY) (RWYS 1L/R, 28L/R)

JEPPESEN
6 AUG 21 (10-3H) Eff 12 Aug

# SAN FRANCISCO, CALIF

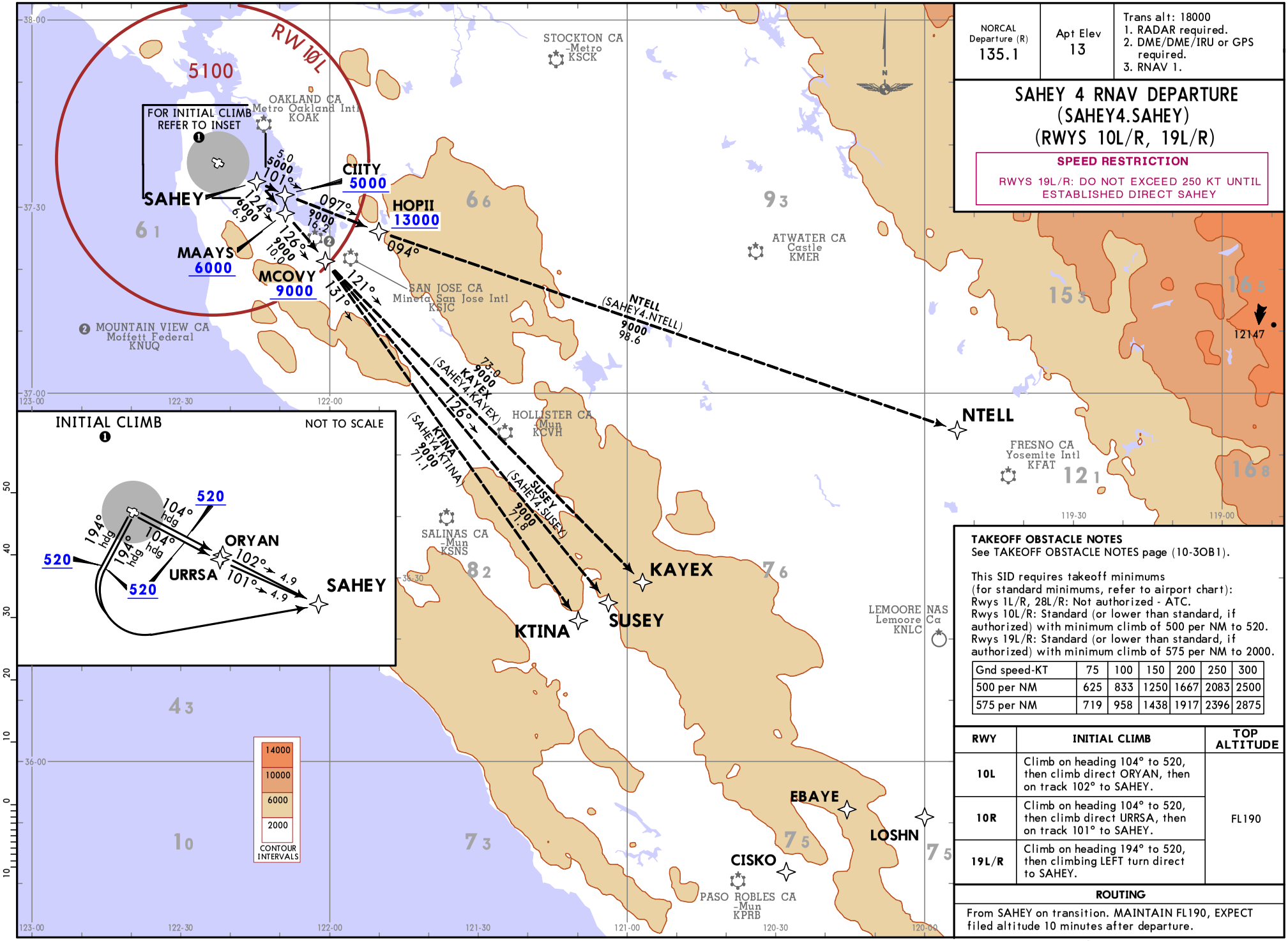
RNAV SID

| NORCAL Departure (R) | Apt Elev | Trans alt: 18000 |
|---|---|---|
| 135.1 | 13 | 1. RADAR required.<br>2. DME/DME/IRU or GPS required.<br>3. RNAV 1. |

## SAHEY 4 RNAV DEPARTURE (SAHEY4.SAHEY) (RWYS 10L/R, 19L/R)

**SPEED RESTRICTION**

RWYS 19L/R: DO NOT EXCEED 250 KT UNTIL ESTABLISHED DIRECT SAHEY




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

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R, 28L/R: Not authorized - ATC.
Rwys 10L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 520.
Rwys 19L/R: Standard (or lower than standard, if authorized) with minimum climb of 575 per NM to 2000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 575 per NM | 719 | 958 | 1438 | 1917 | 2396 | 2875 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|---|---|---|
| 10L | Climb on heading 104° to 520, then climb direct ORYAN, then on track 102° to SAHEY. | FL190 |
| 10R | Climb on heading 104° to 520, then climb direct URRSA, then on track 101° to SAHEY. | |
| 19L/R | Climb on heading 194° to 520, then climbing LEFT turn direct to SAHEY. | |

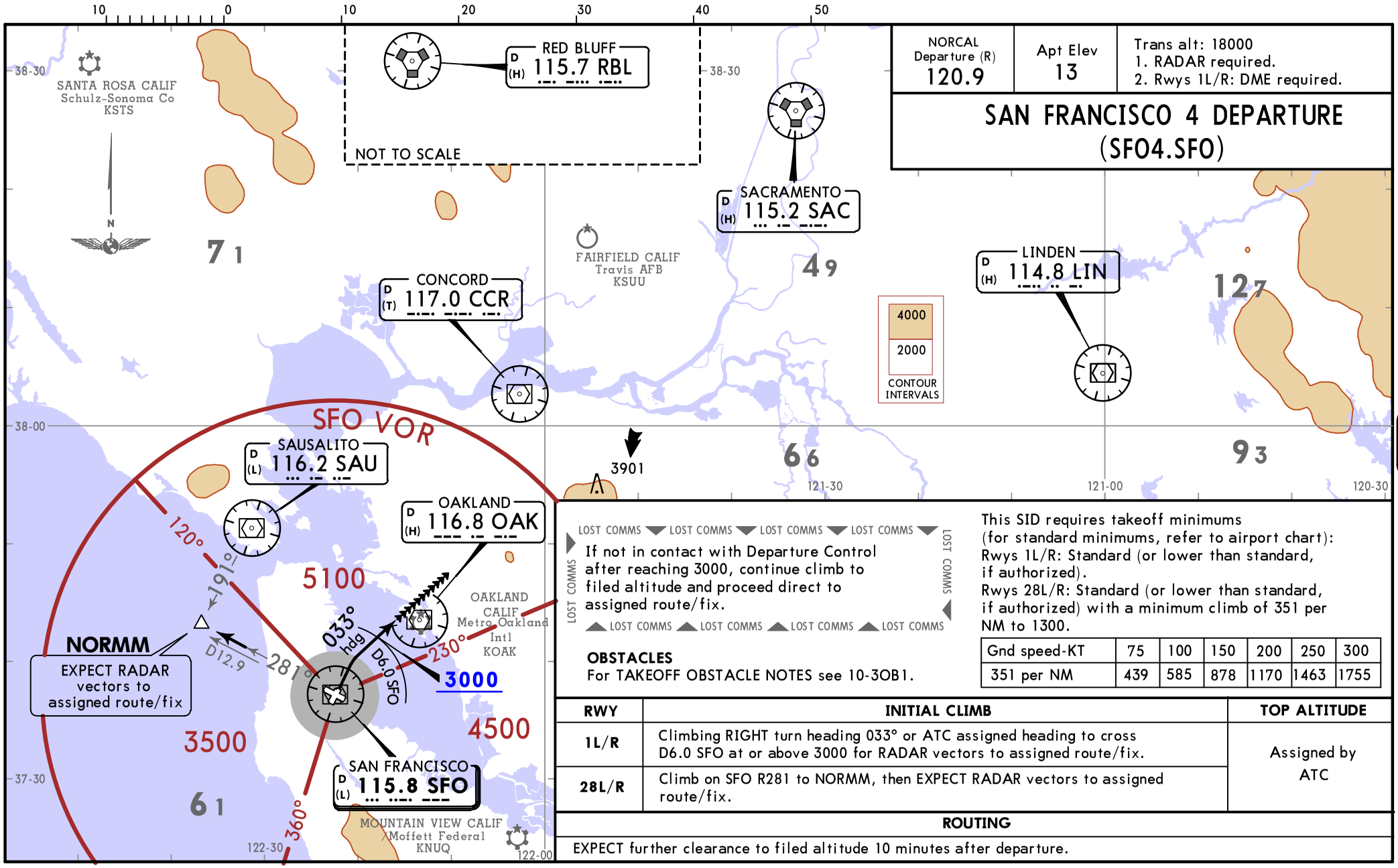
**ROUTING**

From SAHEY on transition. MAINTAIN FL190, EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

# SAN FRANCISCO 4 DEPARTURE
## (SFO4.SFO)

| NORCAL Departure (R) | Apt Elev | Trans alt: 18000 |
|---|---|---|
| 120.9 | 13 | 1. RADAR required.<br>2. Rwys 1L/R: DME required. |




LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

If not in contact with Departure Control after reaching 3000, continue climb to filed altitude and proceed direct to assigned route/fix.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

**OBSTACLES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized).
Rwys 28L/R: Standard (or lower than standard, if authorized) with a minimum climb of 351 per NM to 1300.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 351 per NM | 439 | 585 | 878 | 1170 | 1463 | 1755 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|---|---|---|
| 1L/R | Climbing RIGHT turn heading 033° or ATC assigned heading to cross D6.0 SFO at or above 3000 for RADAR vectors to assigned route/fix. | Assigned by ATC |
| 28L/R | Climb on SFO R281 to NORMM, then EXPECT RADAR vectors to assigned route/fix. | |

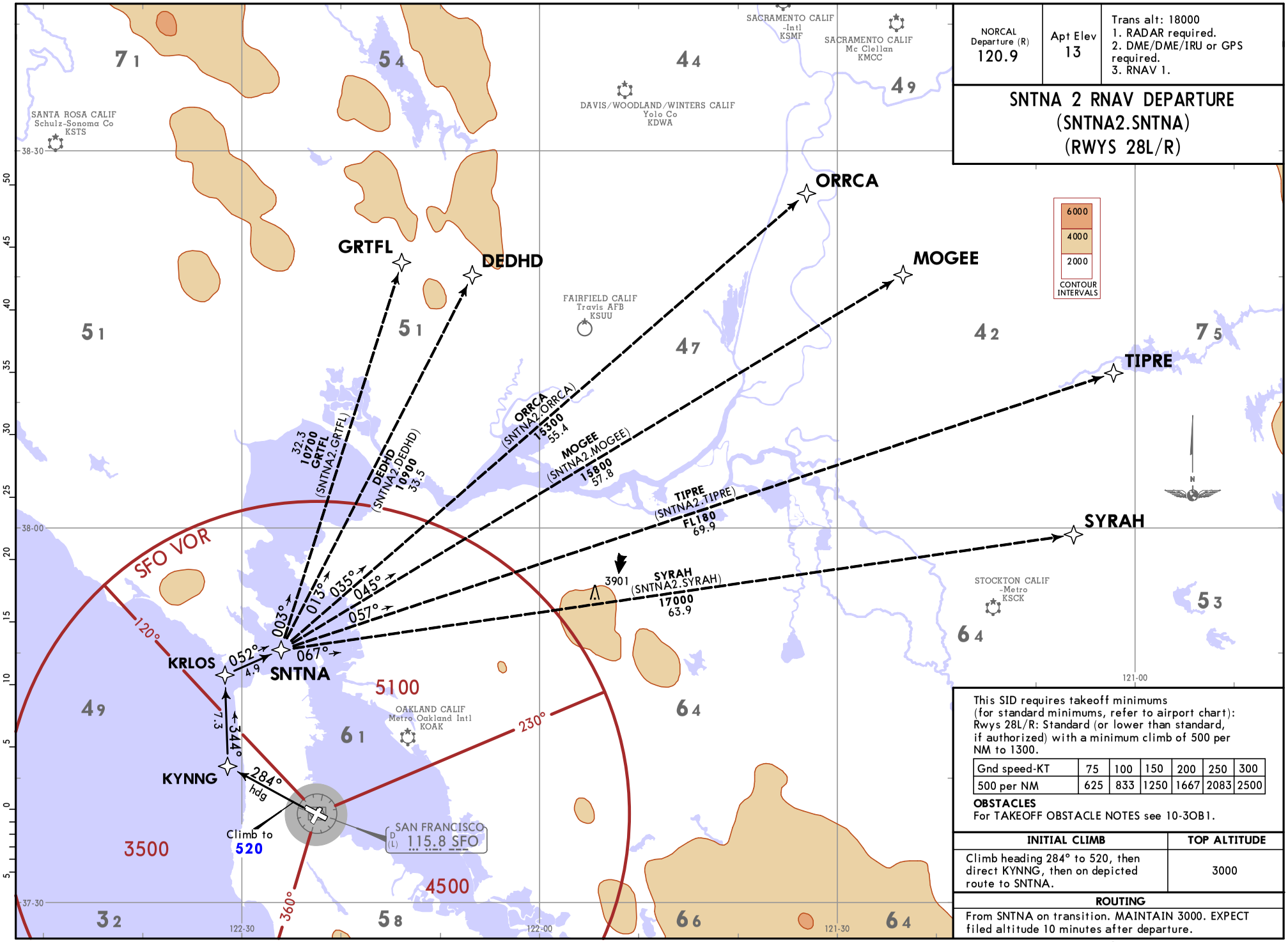
**ROUTING**

EXPECT further clearance to filed altitude 10 minutes after departure.

JEPPESEN SAN FRANCISCO, CALIF
6 AUG 21 (10-3J) Eff 12 Aug
SID

| NORCAL Departure (R) 120.9 | Apt Elev 13 | Trans alt: 18000<br>1. RADAR required.<br>2. DME/DME/IRU or GPS required.<br>3. RNAV 1. |
|---|---|---|

# SNTNA 2 RNAV DEPARTURE
## (SNTNA2.SNTNA)
## (RWYS 28L/R)




This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 28L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 1300.

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

**OBSTACLES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

| INITIAL CLIMB | TOP ALTITUDE |
|---|---|
| Climb heading 284° to 520, then direct KYNNG, then on depicted route to SNTNA. | 3000 |

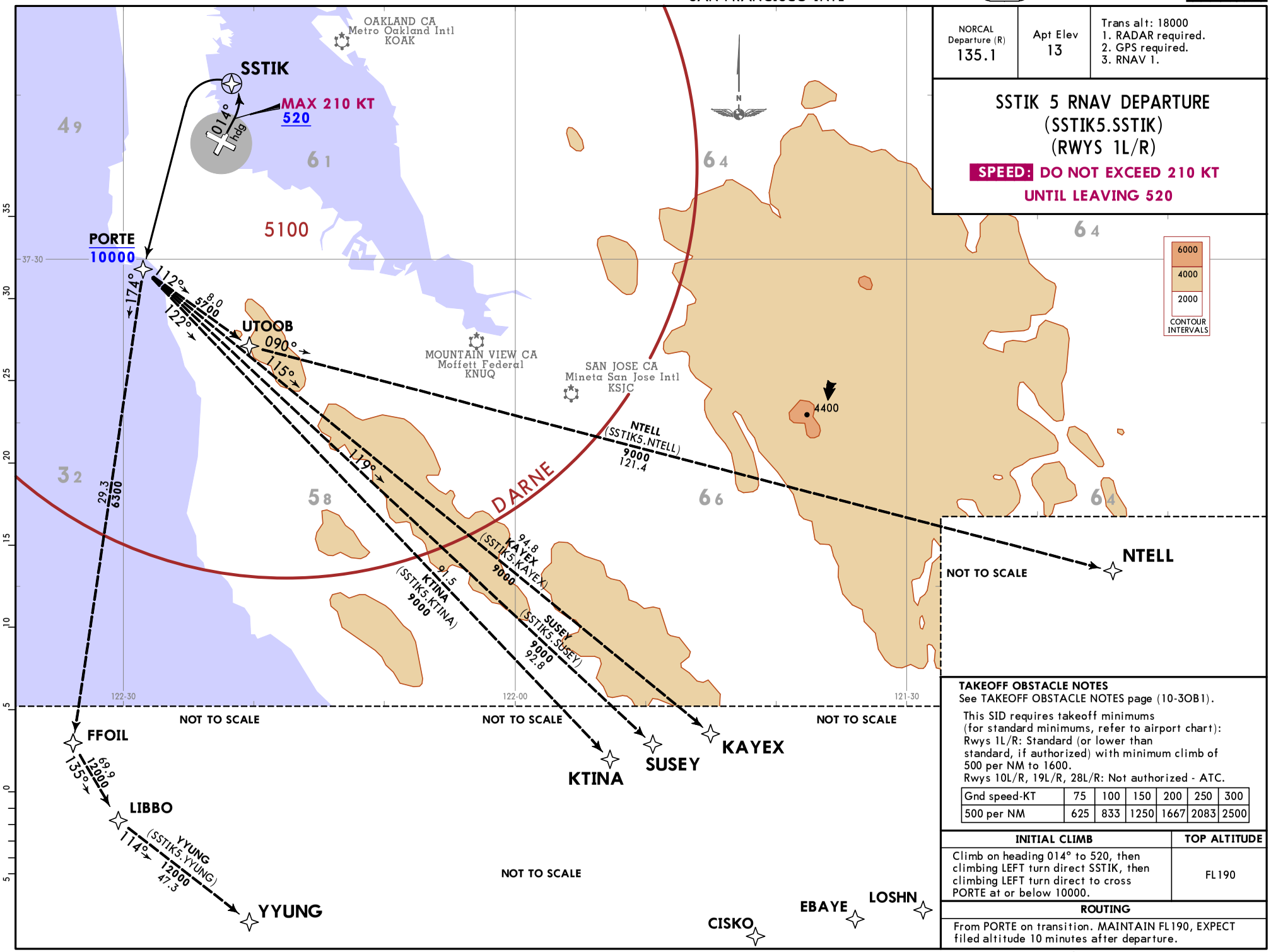
**ROUTING**
From SNTNA on transition. MAINTAIN 3000. EXPECT filed altitude 10 minutes after departure.

CHANGES: None.

| NORCAL Departure (R) 135.1 | Apt Elev 13 | Trans alt: 18000<br>1. RADAR required.<br>2. GPS required.<br>3. RNAV 1. |
|---|---|---|

# SSTIK 5 RNAV DEPARTURE
## (SSTIK5.SSTIK)
## (RWYS 1L/R)

**SPEED: DO NOT EXCEED 210 KT UNTIL LEAVING 520**




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

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 1600.
Rwys 10L/R, 19L/R, 28L/R: Not authorized - ATC.

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

| INITIAL CLIMB | TOP ALTITUDE |
|---|---|
| Climb on heading 014° to 520, then climbing LEFT turn direct SSTIK, then climbing LEFT turn direct to cross PORTE at or below 10000. | FL190 |

**ROUTING**

From PORTE on transition. MAINTAIN FL190, EXPECT filed altitude 10 minutes after departure.

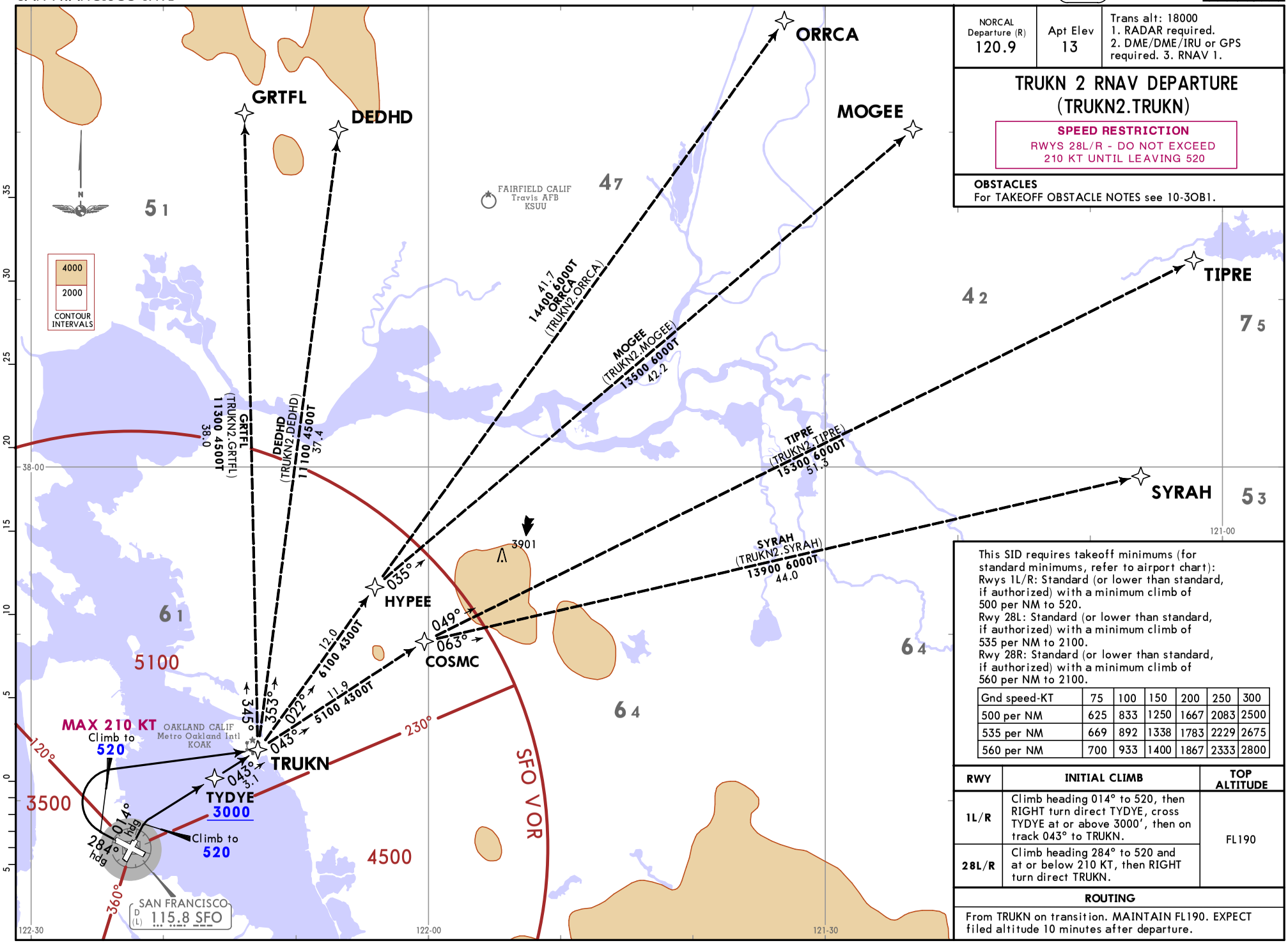
CHANGES: Procedure renumbered, revised.

| NORCAL Departure (R) | Apt Elev | |
|---|---|---|
| 120.9 | 13 | Trans alt: 18000<br>1. RADAR required.<br>2. DME/DME/IRU or GPS required. 3. RNAV 1. |

# TRUKN 2 RNAV DEPARTURE (TRUKN2.TRUKN)

**SPEED RESTRICTION**
RWYS 28L/R - DO NOT EXCEED 210 KT UNTIL LEAVING 520

**OBSTACLES**
For TAKEOFF OBSTACLE NOTES see 10-3OB1.




This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.
Rwy 28L: Standard (or lower than standard, if authorized) with a minimum climb of 535 per NM to 2100.
Rwy 28R: Standard (or lower than standard, if authorized) with a minimum climb of 560 per NM to 2100.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |
| 535 per NM | 669 | 892 | 1338 | 1783 | 2229 | 2675 |
| 560 per NM | 700 | 933 | 1400 | 1867 | 2333 | 2800 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|---|---|---|
| 1L/R | Climb heading 014° to 520, then RIGHT turn direct TYDYE, cross TYDYE at or above 3000', then on track 043° to TRUKN. | FL190 |
| 28L/R | Climb heading 284° to 520 and at or below 210 KT, then RIGHT turn direct TRUKN. | |

**ROUTING**

From TRUKN on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.

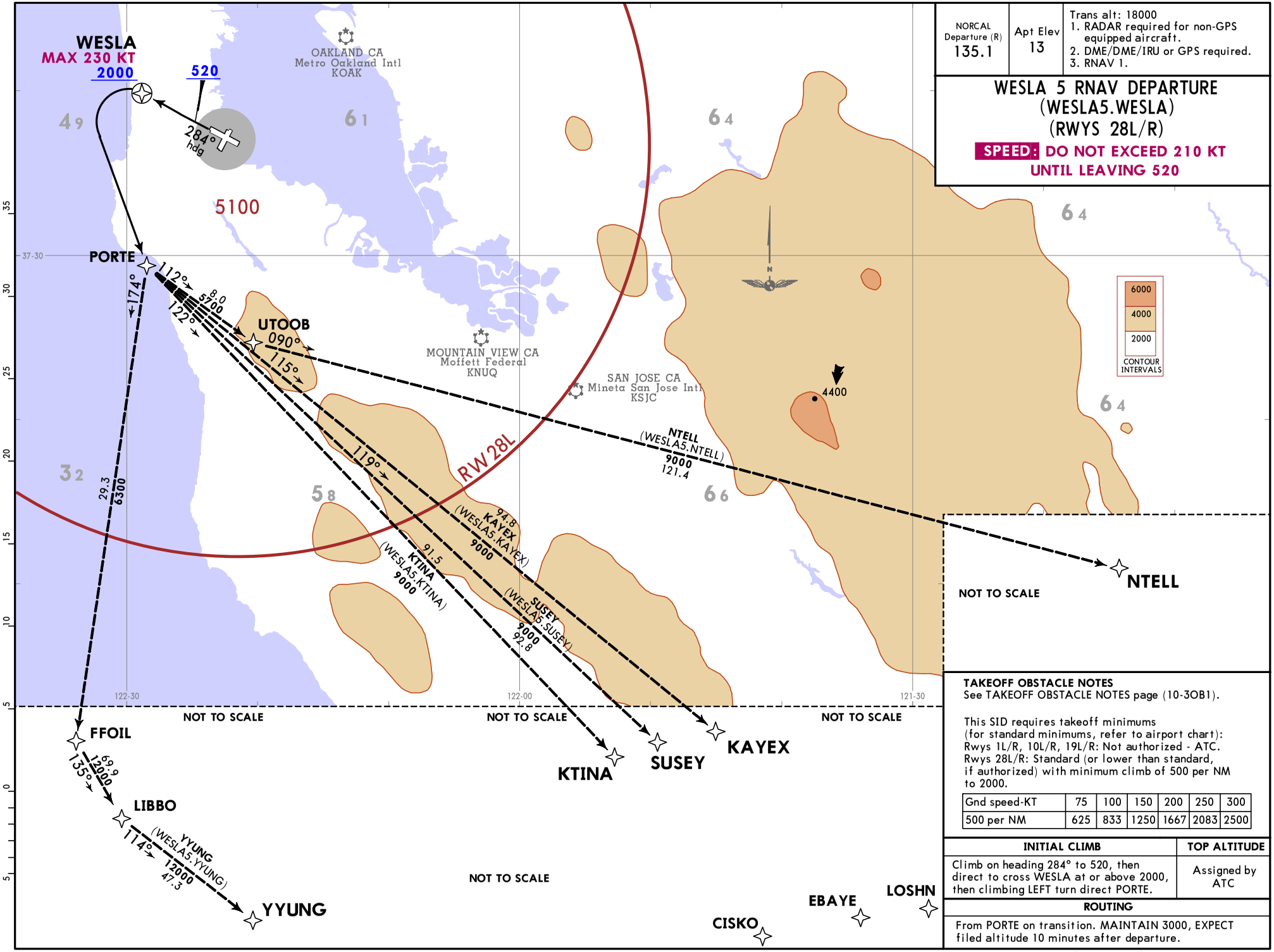
CHANGES: None.

| NORCAL Departure (R) | Apt Elev |
|---|---|
| 135.1 | 13 |

Trans alt: 18000
1. RADAR required for non-GPS equipped aircraft.
2. DME/DME/IRU or GPS required.
3. RNAV 1.

# WESLA 5 RNAV DEPARTURE
## (WESLA5.WESLA)
## (RWYS 28L/R)

**SPEED: DO NOT EXCEED 210 KT UNTIL LEAVING 520**




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

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 1L/R, 10L/R, 19L/R: Not authorized - ATC.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 2000.

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

| INITIAL CLIMB | TOP ALTITUDE |
|---|---|
| Climb on heading 284° to 520, then direct to cross WESLA at or above 2000, then climbing LEFT turn direct PORTE. | Assigned by ATC |

**ROUTING**

From PORTE on transition. MAINTAIN 3000, EXPECT filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

# TAKEOFF OBSTACLE NOTES

◦ RWY 1L:

SHIPS BEGINNING 1646' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/ 150' MSL.

◦ RWY 1R:

SHIPS BEGINNING 1173' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/ 150' MSL.

◦ RWY 10L:

SIGN 62' FROM DER, 300' LEFT OF CENTERLINE, 4' AGL/15' MSL. BUILDING AND ROD ON BUILDING BEGINNING 257' FROM DER, 560' LEFT OF CENTERLINE, UP TO 14' AGL/24' MSL.

◦ RWY 19L:

MULTIPLE POLES BEGINNING 548' FROM DER, 46' LEFT OF CENTERLINE, UP TO 20' AGL/ 48' MSL. MULTIPLE POLES AND SIGNS BEGINNING 652' FROM DER, 337' RIGHT OF CENTERLINE, UP TO 20' AGL/38' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 937' FROM DER, 11' LEFT OF CENTERLINE, UP TO 100' AGL/127' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 887' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 100' AGL/128' MSL. MULTIPLE BUILDINGS 3831' FROM DER, 1138' LEFT OF CENTERLINE, UP TO 105' AGL/127' MSL. MULTIPLE BUILDINGS AND TREES BEGINNING 3831' FROM DER, 74' RIGHT OF CENTERLINE, UP TO 100' AGL/167' MSL.

◦ RWY 19R:

MULTIPLE POLES, TREES, ELECTRICAL SYSTEM BEGINNING 454' FROM DER, 82' RIGHT OF CENTERLINE, UP TO 40' AGL/60' MSL. MULTIPLE TRANSMISSION TOWERS, TREES BEGINNING 918' FROM DER, 7' LEFT OF CENTERLINE, UP TO 80' AGL/ 96' MSL. POLES AND ELECTRICAL SYSTEM 1188' FROM DER, 1' RIGHT OF CENTERLINE, 44' AGL/50' MSL. MULTIPLE TRANSMISSION TOWERS, TREES BEGINNING 1617' FROM DER, 16' RIGHT OF CENTERLINE, UP TO 80' AGL/85' MSL.

◦ RWY 28L:

SIGN 19' FROM DER, 500' RIGHT OF CENTERLINE, 5' AGL/9' MSL. OBSTRUCTION LIGHTS ON DME BEGINNING 277' FROM DER, 162' LEFT OF CENTERLINE, UP TO 16' AGL/26' MSL. OBSTRUCTION LIGHT ON LOCALIZER BEGINNING 219' FROM DER, ON CENTERLINE UP TO 10' AGL/17' MSL. MULTIPLE POLES, ELECTRICAL SYSTEM BEGINNING 824' FROM DER, 300' LEFT OF CENTERLINE, UP TO 40' AGL/56' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TANK AND POLE BEGINNING 1305' FROM DER, 370' LEFT OF CENTERLINE, UP TO 95' AGL/103' MSL.

◦ RWY 28R:

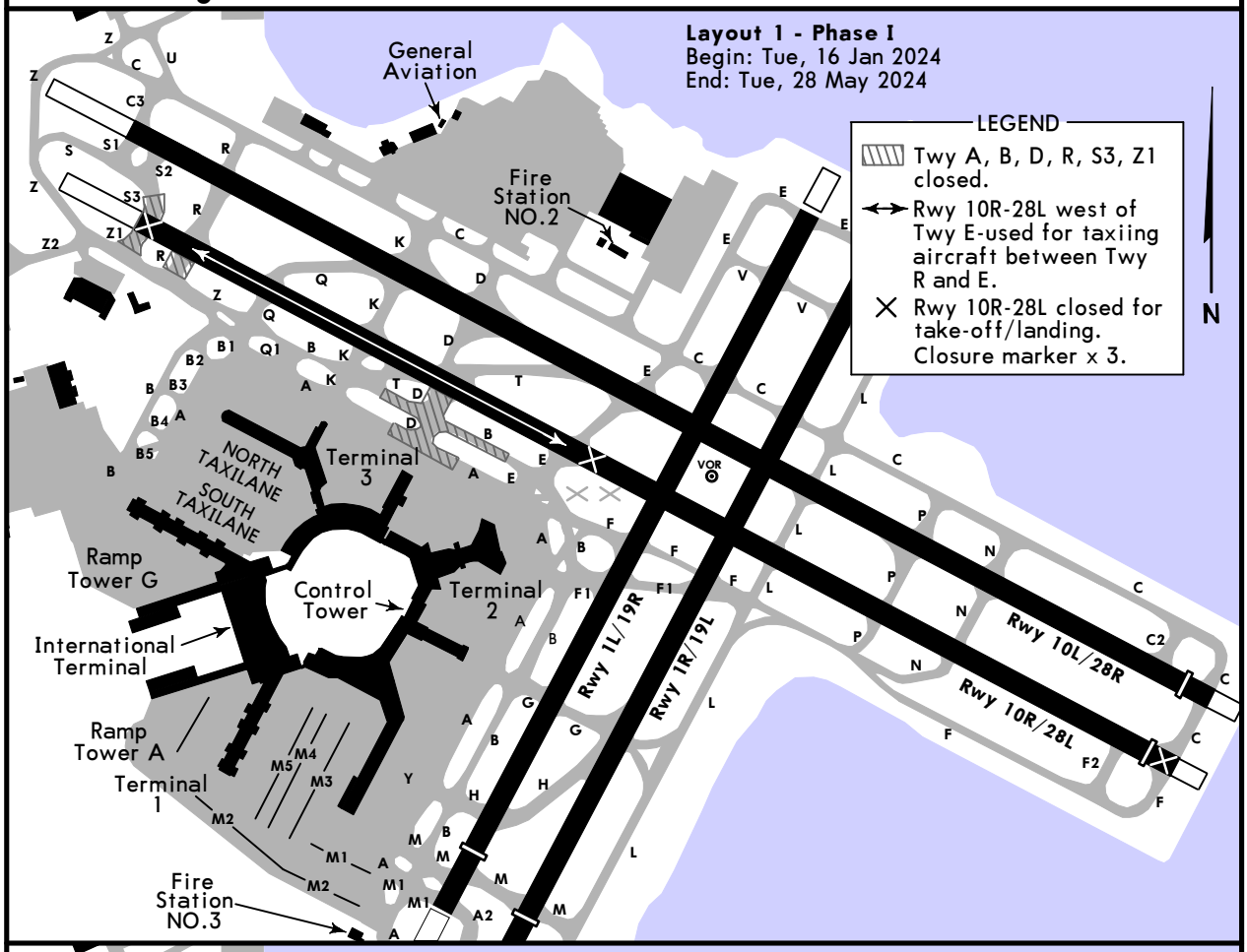
MULTIPLE SIGNS BEGINNING 23' FROM DER, 140' RIGHT OF CENTERLINE, UP TO 5' AGL/10' MSL. TERRAIN BEGINNING 58' FROM DER, 146' RIGHT OF CENTERLINE, UP TO 10' MSL. SIGN 63' FROM DER, 250' LEFT OF CENTERLINE, 5' AGL/8' MSL. TERRAIN BEGINNING 130' FROM DER, 235' LEFT OF CENTERLINE, UP TO 10' MSL. ANTENNA ON BUILDING, OBSTRUCTION LIGHT ON DME, TREE BEGINNING 556' FROM DER, 268' RIGHT OF CENTERLINE, UP TO 35' AGL/43' MSL. MULTIPLE POLES BEGINNING 918' FROM DER, 598' LEFT OF CENTERLINE, UP TO 22' AGL/35' MSL. MULTIPLE BUILDINGS, TREES BEGINNING 1467' FROM DER, 683' RIGHT OF CENTERLINE, UP TO 60' AGL/68' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TREES AND ELECTRICAL SYSTEM BEGINNING 1826' FROM DER, 123' LEFT OF CENTERLINE, UP TO 95' AGL/103' MSL.

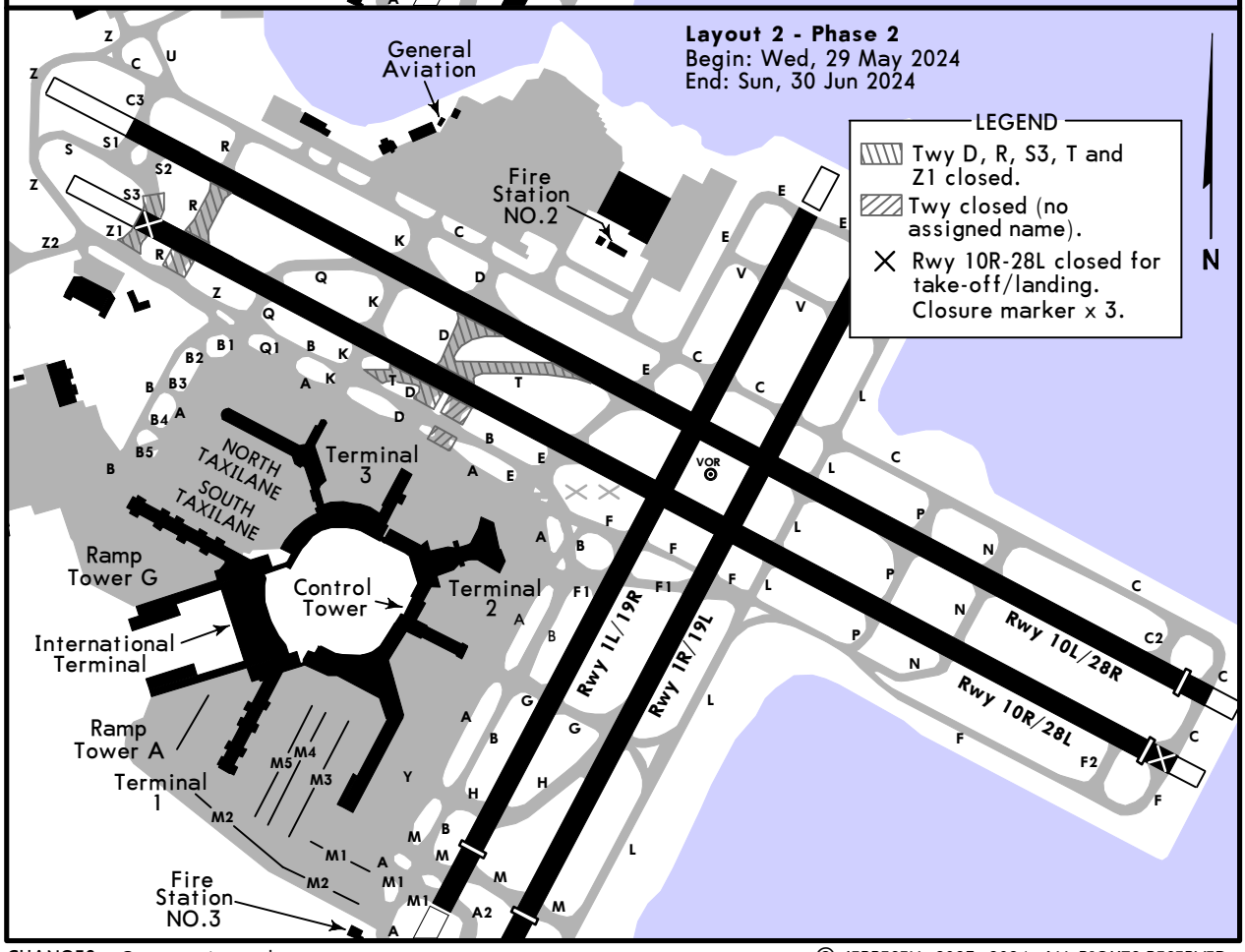
*CHANGES:* Rwys 1L/R, 19L/R obstacles.

# SAN FRANCISCO INTL CONSTRUCTION

**Taxiways Delta and Tango Reconstruction commencing 2 Jan 2024.**

**All Dates are Approximate, Implementation Should be Verified Through NOTAMs. See Current NOTAMs for Additional Information.**



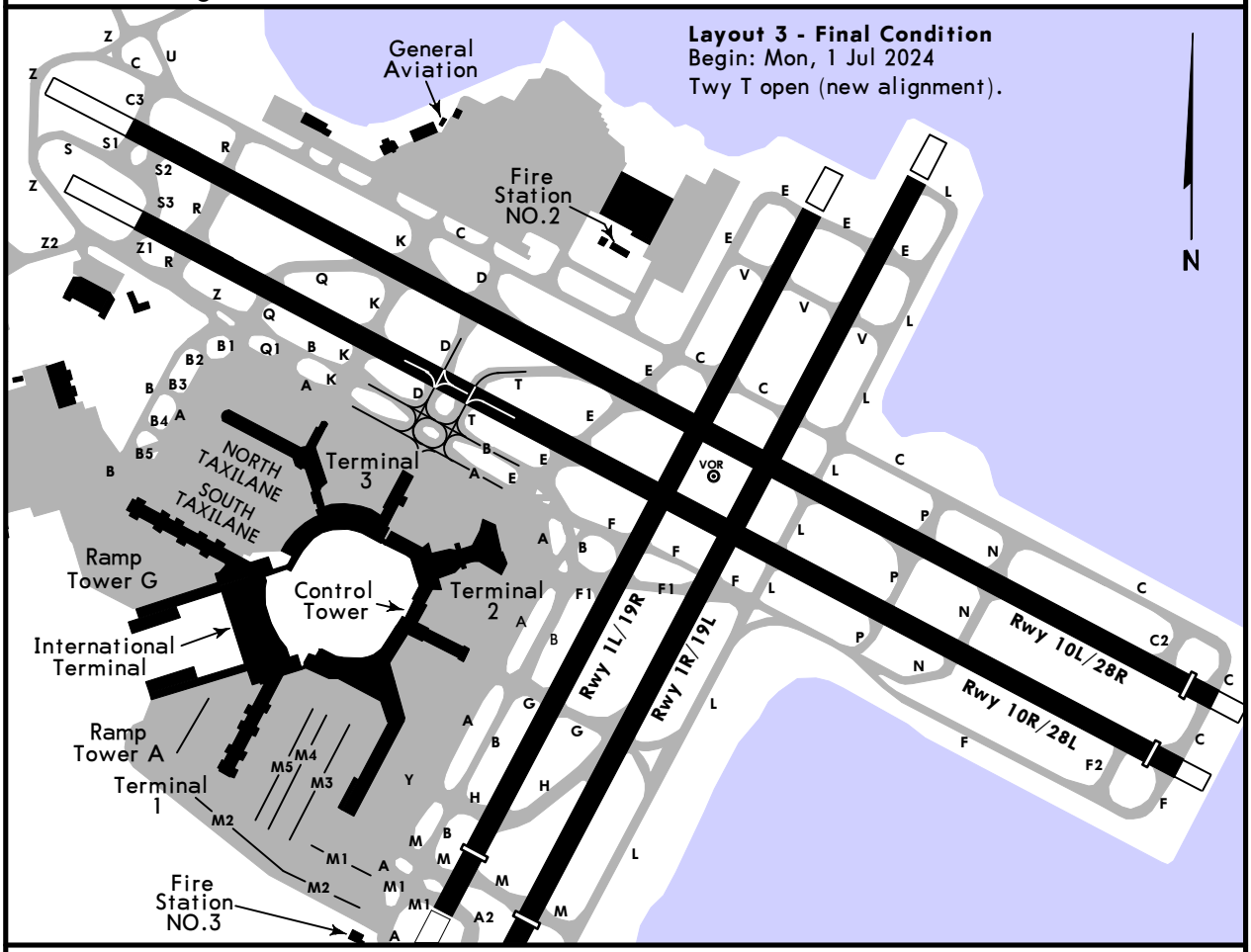




CHANGES: Construction update.

# SAN FRANCISCO INTL CONSTRUCTION (Contd)

**Taxiways Delta and Tango Reconstruction commencing 2 Jan 2024.**

**All Dates are Approximate, Implementation Should be Verified Through NOTAMs. See Current NOTAMs for Additional Information.**




CHANGES: Construction update.

# KSFO/SFO

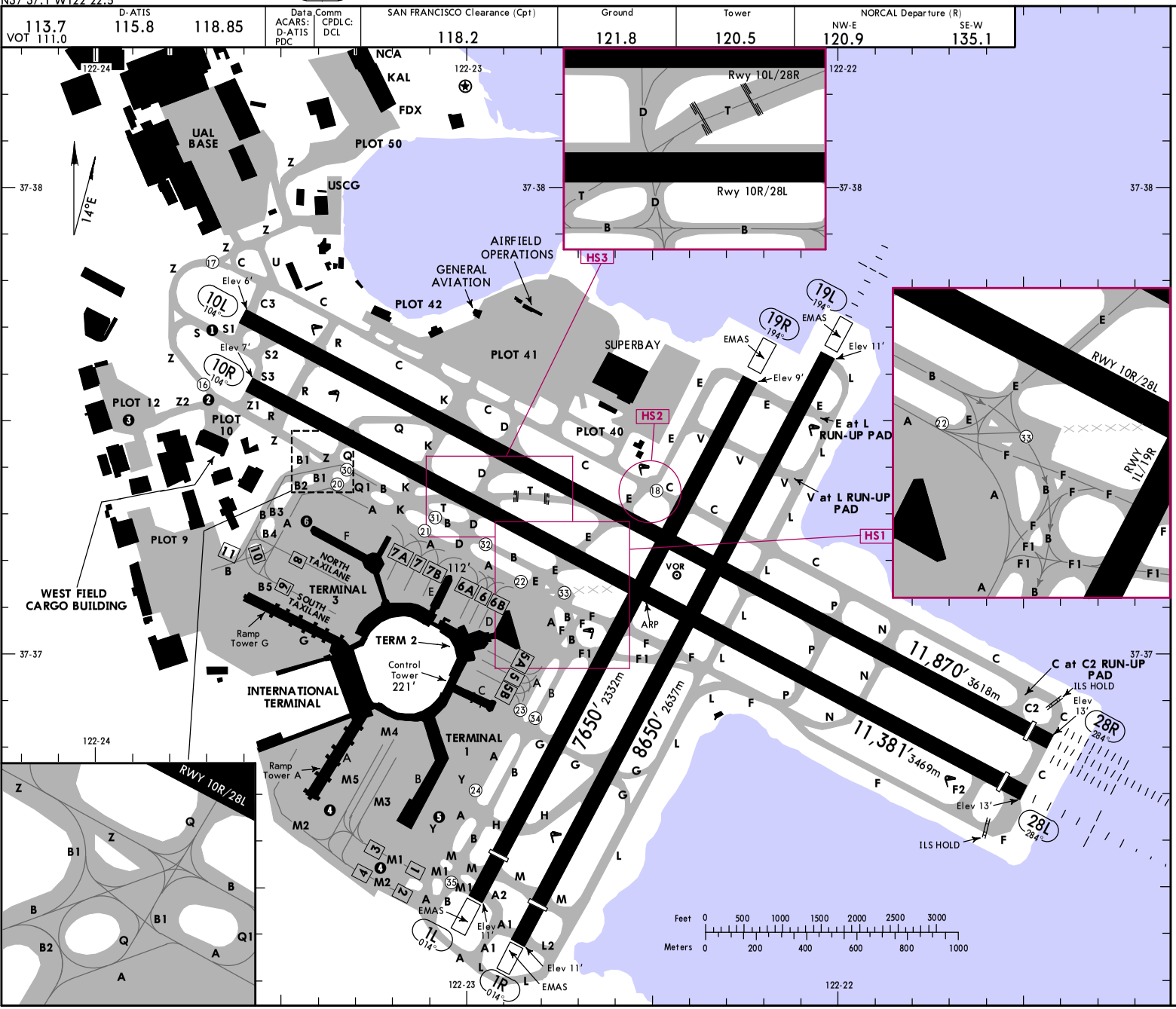
Apt Elev 13′
N37 37.1 W122 22.5

JEPPESEN

24 MAY 24 (10-9)

# SAN FRANCISCO, CALIF
SAN FRANCISCO INTL

| D-ATIS | | | Data Comm ACARS: D-ATIS PDC / CPDLC: DCL | SAN FRANCISCO Clearance (Cpt) | Ground | Tower | NORCAL Departure (R) NW-E | NORCAL Departure (R) SE-W |
|---|---|---|---|---|---|---|---|---|
| 113.7 VOT 111.0 | 115.8 | 118.85 | | 118.2 | 121.8 | 120.5 | 120.9 | 135.1 |




## LEGEND

1 - Blue Numeric Pavement Reporting Points Located in the Non-Movement Area.

① Geographic Position Marking

## OPERATIONAL NOTES

-Rwy 1L closed to departing TRIJET aircraft with wingspans greater than 155′ (47m).
-From Twy A1, when cleared into position, proceed at minimum feasible power.

❶ Twy S between Twy Z and Twy S2 closed to aircraft with wingspan over 215′ (66m).

❷ All outbound Twy Z2 heavy aircraft with a wingspan of 171′ (52 m) or greater under power prohibited from entering westbound Twy Z.

❸ Taxilane Z2 restricted to aircraft with a wingspan of less than 118′ (36m).

❹ Taxilanes M1 and M4 restricted to aircraft with a wingspan of less than 262′ (80m).
Taxilanes M2 and M5 restricted to aircraft with a wingspan of less than 214′ (65m).
Taxilane M3 restricted to aircraft with a wingspan of less than 118′ (36m).

❺ Taxilane Y restricted to aircraft with a wingspan of less than 118′ (36m).

❻ Due to obstructed vision, San Francisco tower is available to provide only limited airport traffic control service on Twy A between gates F20 and F21.

## RUNWAY INCURSION HOT SPOTS

HS1

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

HS1 Complex intersections in close proximity of Rwys. Pilots taxiing east bound on Twy B sometimes turn on Twy F instead of continuing the turn on Twy B. (SEE INSET).

HS2 Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 1L/19R by mistake.

HS3 Aircraft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L. (SEE INSET).

CHANGES: Notes.

GENERAL
CAUTION: Be alert to runway crossing clearances. Readback all runway assignments.
Readback of all runway hold short instructions is required.
Airport Surface Surveillance Capability (ASSC) in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Runway status lights in operation.
Birds in vicinity of airport.
Simultaneous operations in effect all runways.
Low-Level Wind Shear Alert System.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND: Threshold | LANDING BEYOND: Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 1R | HIRL CL REIL grooved RVR | 8090′ 2466m | | | 200′ 61m |
| 19L | HIRL CL MALSF TDZ ❶ PAPI-L grooved RVR | | 7607′ 2319m | | |
| ❶ Angle 3.0°. | | | | | |
| 1L | HIRL CL REIL grooved RVR | 7010′ 2137m | | | 200′ 61m |
| 19R | HIRL CL PAPI-L (angle 3.15°) grooved RVR | | | | |
| 10R | HIRL CL PAPI-L (angle 3.00°) grooved RVR | 10,704′ 3263m | | | 200′ 61m |
| 28L | HIRL CL MALSR ❷ PAPI-L grooved RVR | 10,275′ 3132m | 10,015′ 3053m | | |
| ❷ Angle 2.85°. | | | | | |
| 10L | HIRL CL REIL ❸ PAPI-L grooved RVR | 11,193′ 3412m | | | 200′ 61m |
| 28R | HIRL CL ALSF-II TDZ ❸ PAPI-L grooved RVR | 11,236′ 3425m | 10,505′ 3202m | | |
| ❸ Angle 3.0°. | | | | | |

TERPS

## TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 9)

### Rwys 1L/R, 10L/R

| LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. | | | RCLM or CL or HIRL or Adequate Vis Ref | STANDARD | |
|---|---|---|---|---|---|
| CL & HIRL | CL, or RCLM & HIRL | RCLM (day only) or CL or HIRL | | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 5<br>Mid RVR 5<br>Rollout RVR 5 | TDZ RVR 10<br>Mid RVR 10<br>Rollout RVR 10 | TDZ RVR 12<br>Mid RVR 12<br>Rollout RVR 10 | TDZ RVR 16 (if TDZ inop)<br>MID RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 |

### Rwys 19L/R

With Mim climb of 575′/NM to 2000′

| LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. | | | RCLM or CL or HIRL or Adequate Vis Ref | STANDARD | |
|---|---|---|---|---|---|
| CL & HIRL | CL, or RCLM & HIRL | RCLM (day only) or CL or HIRL | | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 5<br>Mid RVR 5<br>Rollout RVR 5 | TDZ RVR 10<br>Mid RVR 10<br>Rollout RVR 10 | TDZ RVR 12<br>Mid RVR 12<br>Rollout RVR 10 | TDZ RVR 16 (if TDZ inop)<br>MID RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 |

### Rwys 28L/R

With Mim climb of 351′/NM to 1300′

| LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. | | | RCLM or CL or HIRL or Adequate Vis Ref | STANDARD | |
|---|---|---|---|---|---|
| CL & HIRL | CL, or RCLM & HIRL | RCLM (day only) or CL or HIRL | | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 5<br>Mid RVR 5<br>Rollout RVR 5 | TDZ RVR 10<br>Mid RVR 10<br>Rollout RVR 10 | TDZ RVR 12<br>Mid RVR 12<br>Rollout RVR 10 | TDZ RVR 16 (if TDZ inop)<br>MID RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 |

## OBSTACLE DP

Rwys 1L/R: Climb heading 014° to 2000′, thence...
Rwys 28L/R: Climb heading 284° to 2000′, thence...
Rwys 10L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2300′, thence...
Rwys 19L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2600′, thence...
...continue climb on course.
(For TAKEOFF OBSTACLE NOTES see 10-9A1)

## DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)

Rwy 1L: Headings as assigned by ATC; requires minimum climb of 420′/NM to 2600.
Rwy 1R: Headings as assigned by ATC; requires minimum climb of 410′/NM to 2600.
Rwy 10L/10R: Headings as assigned by ATC.

## FOR FILING AS ALTERNATE

| | ILS Rwy 28R | ILS Rwy 19L<br>RNAV (GPS) Z Rwy 19R<br>RNAV (RNP) Y Rwy 28R | ILS Rwy 28L | LOC Rwy 28R<br>RNAV (GPS) Z Rwy 28R | LOC Rwy 28L | RNAV (GPS) Rwy 19L |
|---|---|---|---|---|---|---|
| A | 600-2 | 800-2 | 800-2 1/2 | 800-2 | 900-2 | 1100-2 |
| B | | | | 1000-2 | 1000-2 | |
| C | | | | 1600-3 | 1600-3 | 1100-2 1/2 |
| D | | | | 800-2 | 900-2 1/2 | |

| | RNAV (GPS) Rwy 28L | RNAV (RNP) Z Rwy 10R | RNAV (GPS) Rwy 10L<br>RNAV (GPS) Y Rwy 10R | RNAV (GPS) Y Rwy 19R | LOC Rwy 19L | Other |
|---|---|---|---|---|---|---|
| A | 1100-2 | 1100-4 | 1200-2 | 1400-4 | 1800-2 | NA |
| B | | | | | | |
| C | 1600-3 | | 1200-3 | | 1800-3 | |
| D | 1100-2 1/2 | | | | | |

CHANGES: Chart format.

# ODP TAKEOFF OBSTACLE NOTES

◦ RWY 1L:

SHIPS BEGINNING 1646' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/ 150' MSL.

◦ RWY 1R:

SHIPS BEGINNING 1173' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/ 150' MSL.

◦ RWY 10L:

SIGN 62' FROM DER, 300' LEFT OF CENTERLINE, 4' AGL/15' MSL. BUILDING AND ROD ON BUILDING BEGINNING 257' FROM DER, 560' LEFT OF CENTERLINE, UP TO 14' AGL/24' MSL.

◦ RWY 19L:

MULTIPLE POLES BEGINNING 548' FROM DER, 46' LEFT OF CENTERLINE, UP TO 20' AGL/ 48' MSL. MULTIPLE POLES AND SIGNS BEGINNING 652' FROM DER, 337' RIGHT OF CENTERLINE, UP TO 20' AGL/38' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 937' FROM DER, 11' LEFT OF CENTERLINE, UP TO 100' AGL/127' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 887' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 100' AGL/128' MSL. MULTIPLE BUILDINGS 3831' FROM DER, 1138' LEFT OF CENTERLINE, UP TO 105' AGL/127' MSL. MULTIPLE BUILDINGS AND TREES BEGINNING 3831' FROM DER, 74' RIGHT OF CENTERLINE, UP TO 100' AGL/167' MSL.

◦ RWY 19R:

MULTIPLE POLES, TREES, ELECTRICAL SYSTEM BEGINNING 454' FROM DER, 82' RIGHT OF CENTERLINE, UP TO 40' AGL/60' MSL. MULTIPLE TRANSMISSION TOWERS, TREES BEGINNING 918' FROM DER, 7' LEFT OF CENTERLINE, UP TO 80' AGL/ 96' MSL. POLES AND ELECTRICAL SYSTEM 1188' FROM DER, 1' RIGHT OF CENTERLINE, 44' AGL/50' MSL. MULTIPLE TRANSMISSION TOWERS, TREES BEGINNING 1617' FROM DER, 16' RIGHT OF CENTERLINE, UP TO 80' AGL/85' MSL.

◦ RWY 28L:

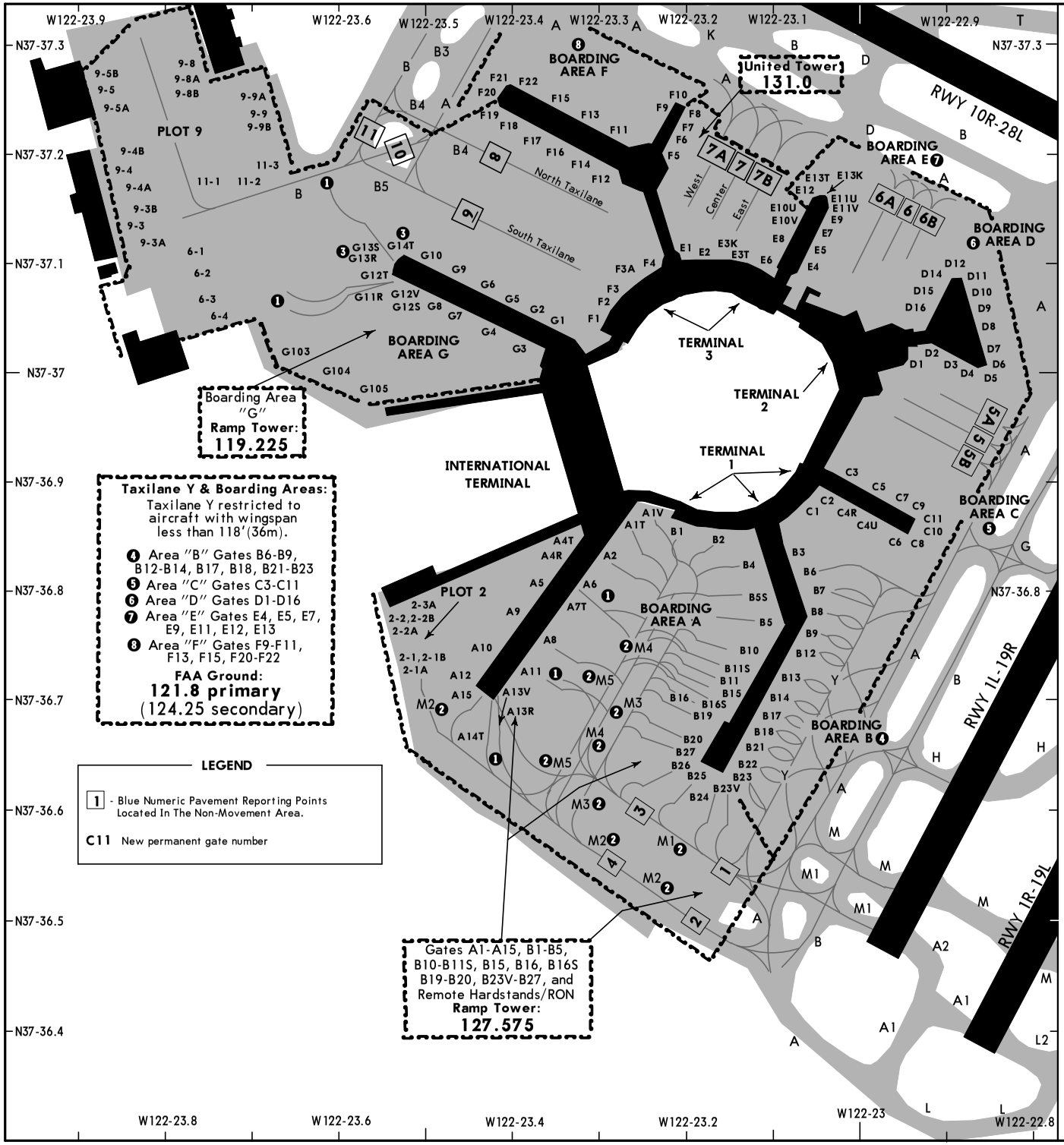
SIGN 19' FROM DER, 500' RIGHT OF CENTERLINE, 5' AGL/9' MSL. OBSTRUCTION LIGHTS ON DME BEGINNING 277' FROM DER, 162' LEFT OF CENTERLINE, UP TO 16' AGL/26' MSL. OBSTRUCTION LIGHT ON LOCALIZER BEGINNING 219' FROM DER, ON CENTERLINE UP TO 10' AGL/17' MSL. MULTIPLE POLES, ELECTRICAL SYSTEM BEGINNING 824' FROM DER, 300' LEFT OF CENTERLINE, UP TO 40' AGL/56' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TANK AND POLE BEGINNING 1305' FROM DER, 370' LEFT OF CENTERLINE, UP TO 95' AGL/103' MSL.

◦ RWY 28R:

MULTIPLE SIGNS BEGINNING 23' FROM DER, 140' RIGHT OF CENTERLINE, UP TO 5' AGL/10' MSL. TERRAIN BEGINNING 58' FROM DER, 146' RIGHT OF CENTERLINE, UP TO 10' MSL. SIGN 63' FROM DER, 250' LEFT OF CENTERLINE, 5' AGL/8' MSL. TERRAIN BEGINNING 130' FROM DER, 235' LEFT OF CENTERLINE, UP TO 10' MSL. ANTENNA ON BUILDING, OBSTRUCTION LIGHT ON DME, TREE BEGINNING 556' FROM DER, 268' RIGHT OF CENTERLINE, UP TO 35' AGL/43' MSL. MULTIPLE POLES BEGINNING 918' FROM DER, 598' LEFT OF CENTERLINE, UP TO 22' AGL/35' MSL. MULTIPLE BUILDINGS, TREES BEGINNING 1467' FROM DER, 683' RIGHT OF CENTERLINE, UP TO 60' AGL/68' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TREES AND ELECTRICAL SYSTEM BEGINNING 1826' FROM DER, 123' LEFT OF CENTERLINE, UP TO 95' AGL/103' MSL.

*CHANGES:* New obstacle page.

# SAN FRANCISCO, CALIF
SAN FRANCISCO INTL




## OPERATIONAL NOTES

1. Aircraft Gates A6, A13, A14, G11, G12, G13, and G14 are configured to accept either one widebody or two simultaneous narrow-body aircraft. Widebody aircraft must use the center lead-in lines only - marked 11 (for Gate A11), G11, G12, or G13, G14 respectively.
2. Taxilanes M1 and M4 restricted to aircraft with a wingspan of less than 262' (80m). Taxilanes M2 and M5 restricted to aircraft with a wingspan of less than 214' (65m). Taxilane M3 restricted to aircraft with a wingspan of less than 118' (36m).
3. Gates G13 and G14 Restricted: B747/A340/A380 tow-in required when aircraft stops short of gate due to jetblast.

All widebody aircraft must tow into gate G12 at all times; All widebody aircraft must tow into gate G8 if the aircraft stops prior to reaching the gate stopbar.

Due to obstructed vision, the Tower is unable to determine if aircraft pulling into gate F11 are at the hook-up spot or in the gate.

Due to obstructed vision, San Francisco Tower is able to provide only limited airport traffic control service on Twy A between gates F20 and F21.

**Alleyway between Boarding Areas C and D; D and E as depicted:**
Departures: Contact Ground Control (121.8) for pushback and tow clearance to spots 5, 5A, 5B, 6, 6A, & 6B. B767 or larger must pushback on to Twy A. Taxilanes/Reporting Points 5 and 6 will accomodate B757 and larger aircraft. Taxilanes 5A/B and 6A/B will accomodate simultaneous B737/A321 or smaller aircraft operations.

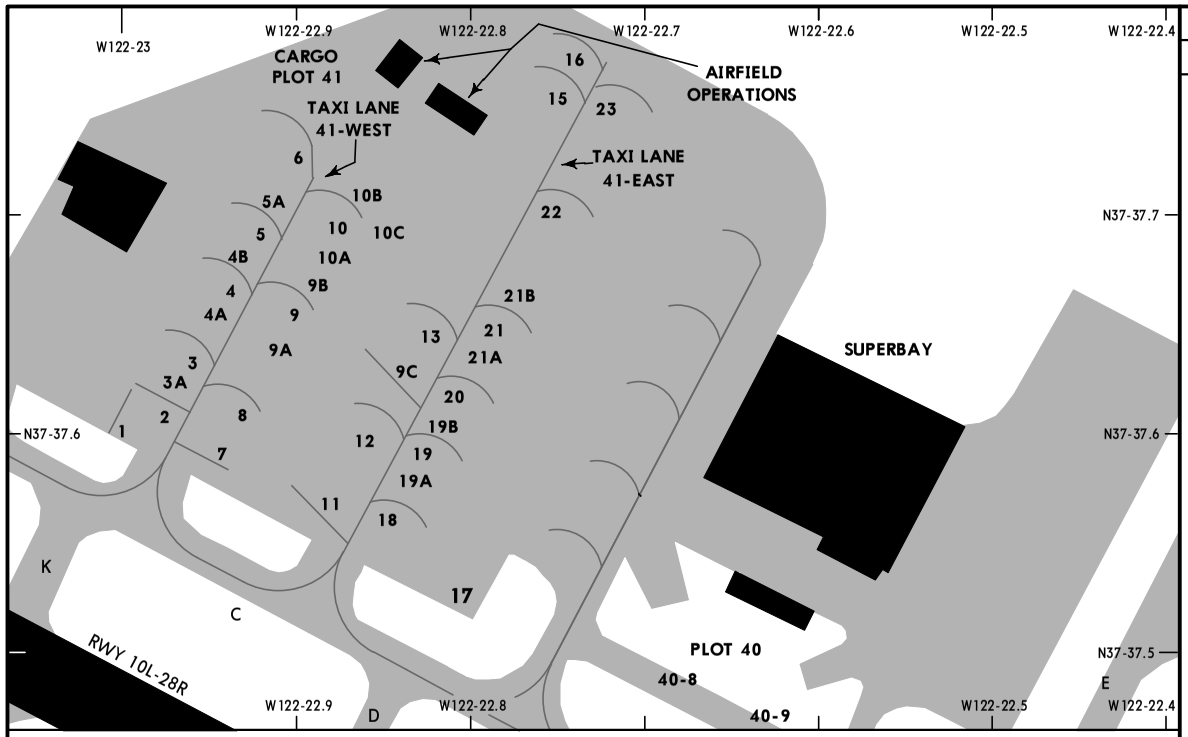
**Alleyway between Boarding Areas E and F as depicted:**
Arrivals: Contact the Shuttle Tower on approach to the appropriate blue numeric pavement marking "7", "7A" or "7B".

Departures: Contact the Shuttle Tower for pushback and taxi/tow clearance to spot "7", "7A" or "7B".

**Taxi/Tow procedures for aircraft operations between Terminal 1 - Boarding Area B and the International Terminal - Boarding Area A:**
There are three designated taxilane lines located between aircraft Gates A8 & A1: The center M4 taxilane is for aircraft with wingspans up to 262' (80m). Taxilanes M3 and M5 are designed for simultaneous operations of aircraft with wingspans less than 118' (36m). Unless otherwise directed by Ramp Tower A, aircraft should pushback with the Tail directed to the North (Terminal 1) and be towed to the engine start point abeam aircraft gate A8 prior to engine start, including A380/B748. Aircraft with wingspans up to 262' (80m) must follow taxilane M4 while taxiing to/from gates A2, A6. Aircraft with wingspans less than 118' (36m) shall use the taxilane M3 line while taxiing to/from Boarding Area B and the taxilane M4 line for Boarding Area A aircraft gates A2, A6.

**Non-Movement Areas: Boarding Areas A, G, B and F as depicted:**
Arrivals: Contact the Ramp Control Tower prior to entering the ramp on approach to the appropriate blue numeric pavement marking (spots) "1", "2", "10", "11".

Departures: Contact the Ramp Control Tower for pushback and taxi/tow clearance to the appropriate blue numeric pavement marking "1", "2", "10", "11" [note: unless otherwise directed, outbound aircraft will report to Spots "1" (Taxiway "M1") or "10" (Taxiway "A")]. Upon reaching these points, the aircraft will contact FAA Air Traffic Control Tower for subsequent instructions. Plot 9 aircraft must contact the Boarding Area G Ramp Tower for pushback and taxi/tow clearance.




## PARKING GATE COORDINATES

| GATE No. | COORDINATES |
|---|---|
| **BOARDING AREA A** | |
| A1V | N37 36.9 W122 23.2 |
| A1T, A2, A4T, A4R | N37 36.8 W122 23.3 |
| A5 | N37 36.8 W122 23.4 |
| A6 thru A8 | N37 36.8 W122 23.3 |
| A9, A10 | N37 36.8 W122 23.4 |
| A11 thru A15 | N37 36.7 W122 23.4 |
| **BOARDING AREA B** | |
| B1 | N37 36.9 W122 23.2 |
| B2 | N37 36.8 W122 23.2 |
| B3 thru B9 | N37 36.8 W122 23.1 |
| B10 thru B18 | N37 36.7 W122 23.1 |
| B19, B20 | N37 36.7 W122 23.2 |
| B21 | N37 36.7 W122 23.1 |
| B22, B23, B23V | N37 36.6 W122 23.1 |
| B24 thru B26 | N37 36.6 W122 23.2 |
| B27 | N37 36.7 W122 23.2 |
| **BOARDING AREA C** | |
| C1 thru C5 | N37 36.9 W122 23.0 |
| C6 thru C11 | N37 36.9 W122 22.9 |
| **BOARDING AREA D** | |
| D1 thru D8 | N37 37.0 W122 22.9 |
| D9 thru D16 | N37 37.1 W122 22.9 |
| **BOARDING AREA E** | |
| E1, E2 | N37 37.1 W122 23.2 |
| E3 thru E6 | N37 37.1 W122 23.1 |
| E7, E9 | N37 37.1 W122 23.0 |
| E8, E10U, E10V | N37 37.1 W122 23.1 |
| E11 | N37 37.2 W122 23.0 |
| E12 | N37 37.2 W122 23.1 |
| E13 | N37 37.2 W122 23.0 |
| **BOARDING AREA F** | |
| F1 thru F3A | N37 37.1 W122 23.3 |
| F4 | N37 37.1 W122 23.2 |
| F5 thru F10 | N37 37.2 W122 23.2 |
| F11 thru F14 | N37 37.2 W122 23.3 |
| F15 thru F19 | N37 37.2 W122 23.4 |
| F20 thru F22 | N37 37.3 W122 23.4 |
| **BOARDING AREA G** | |
| G1, G2 | N37 37.1 W122 23.4 |
| G3, G4 | N37 37.0 W122 23.4 |
| G5, G6 | N37 37.1 W122 23.4 |
| G7 thru G14 | N37 37.1 W122 23.5 |
| G103 | N37 37.0 W122 23.7 |
| G104, G105 | N37 37.0 W122 23.6 |

| GATE No. | COORDINATES |
|---|---|
| **PLOT 2** | |
| 2-1, 2-1A, 2-1B | N37 36.7 W122 23.5 |
| 2-2, 2-2A, 2-2B | N37 36.8 W122 23.5 |
| 2-3 | N37 36.8 W122 23.5 |
| **PLOT 6** | |
| 6-1, 6-2 | N37 37.1 W122 23.8 |
| 6-3, 6-4 | N37 37.0 W122 23.7 |
| **PLOT 9** | |
| 9-3, 9-3A, 9-3B | N37 37.1 W122 23.8 |
| 9-4, 9-4A, 9-4B | N37 37.2 W122 23.8 |
| 9-5, 9-5A, 9-5B | N37 37.3 W122 23.9 |
| 9-8, 9-8A, 9-8B | N37 37.3 W122 23.8 |
| 9-9, 9-9A, 9-9B | N37 37.2 W122 23.7 |
| 11-1 | N37 37.2 W122 23.8 |
| 11-2, 11-3 | N37 37.2 W122 23.7 |
| **PLOT 10** | |
| West Field Cargo | N37 37.5 W122 23.6 |
| **PLOT 40** | |
| 40-8 | N37 37.5 W122 22.7 |
| 40-9 | N37 37.5 W122 22.6 |
| **41-WEST** | |
| 1, 2, 3, 3A | N37 37.6 W122 23.0 |
| 4, 4A, 4B, 5, 5A, 6 | N37 37.7 W122 22.9 |
| 7, 8, 9A | N37 37.6 W122 22.9 |
| 9, 9B | N37 37.7 W122 22.9 |
| 10, 10A, 10B,10C | N37 37.7 W122 22.9 |
| **41-EAST** | |
| 9C | N37 37.6 W122 22.8 |
| 11, 12 | N37 37.6 W122 22.9 |
| 13 | N37 37.6 W122 22.8 |
| 15, 16 | N37 37.8 W122 22.7 |
| 17 | N37 37.5 W122 22.8 |
| 18, 19, 19A, 19B | N37 37.6 W122 22.8 |
| 20, 21, 21A | N37 37.6 W122 22.8 |
| 21B, 22 | N37 37.7 W122 22.8 |
| 23 | N37 37.8 W122 22.7 |

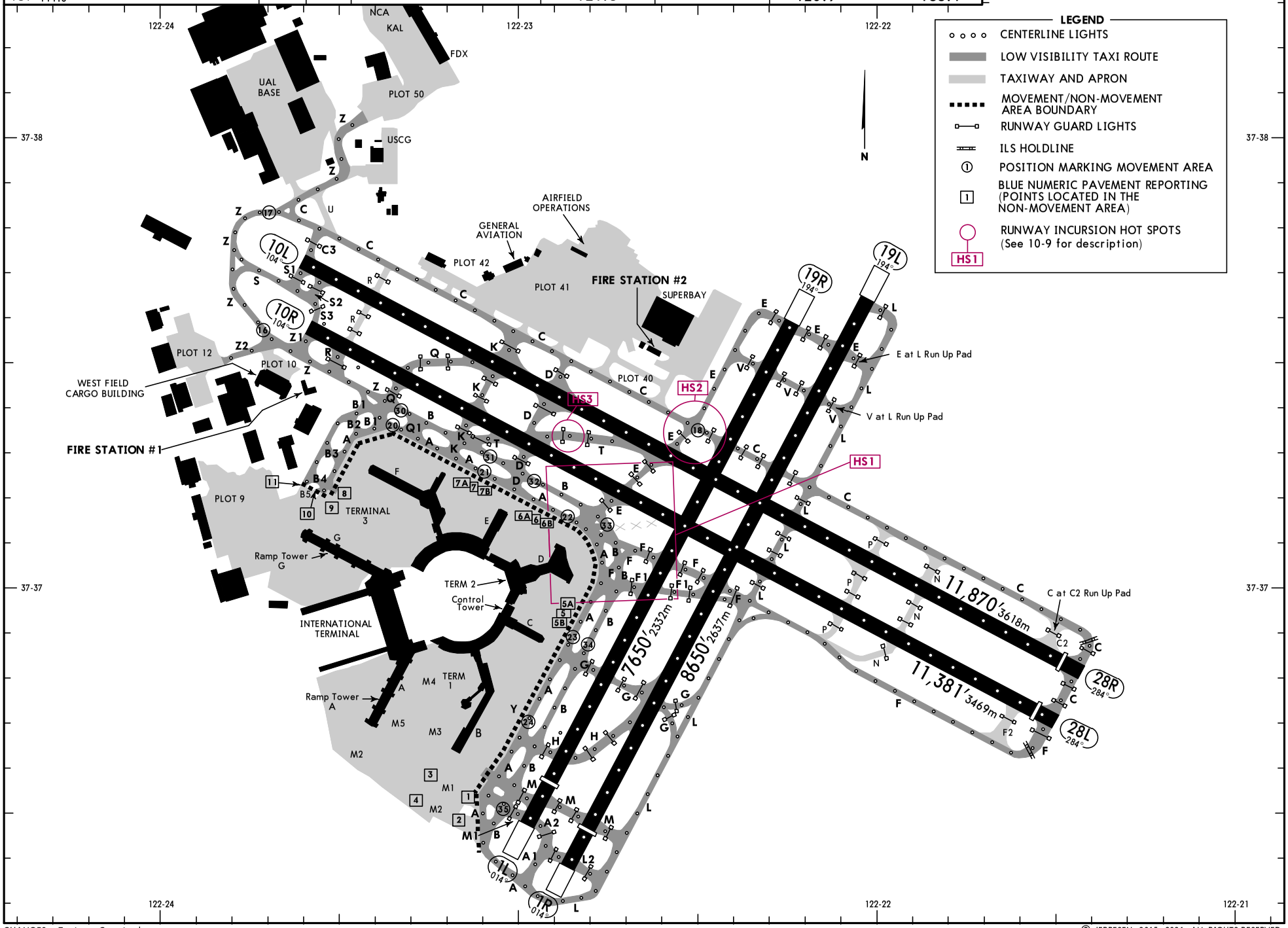
CHANGES: None.

KSFO/SFO
SAN FRANCISCO INTL 15 OCT 21 (10-9D)
LESS THAN RVR 1200 to 500

JEPPESEN

SMGCS
SAN FRANCISCO, CALIF
LOW VISIBILITY TAXI ROUTES

| D-ATIS | | | Data Comm ACARS: D-ATIS PDC / CPDLC: DCL | SAN FRANCISCO Clearance (Cpt) | Ground | Tower | NORCAL Departure (R) | |
|---|---|---|---|---|---|---|---|---|
| 113.7 | 115.8 | 118.85 | | 118.2 | 121.8 | 120.5 | NW-E 120.9 | SE-W 135.1 |
| VOT 111.0 | | | | | | | | |




CHANGES: Taxiway C revised.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN
24 NOV 23
Eff 30 Nov
11-1

# SAN FRANCISCO, CALIF
## ILS or LOC Rwy 19L

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

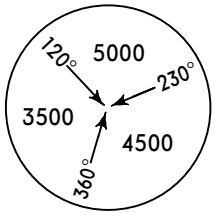
BRIEFING STRIP™

| LOC ISIA | Final Apch Crs | SHAKE | ILS DA(H) (CONDITIONAL) | Apt Elev 13' |
|---|---|---|---|---|
| 108.9 | 194° | 2800' (2789') | 300' (289') | TDZE 11' |

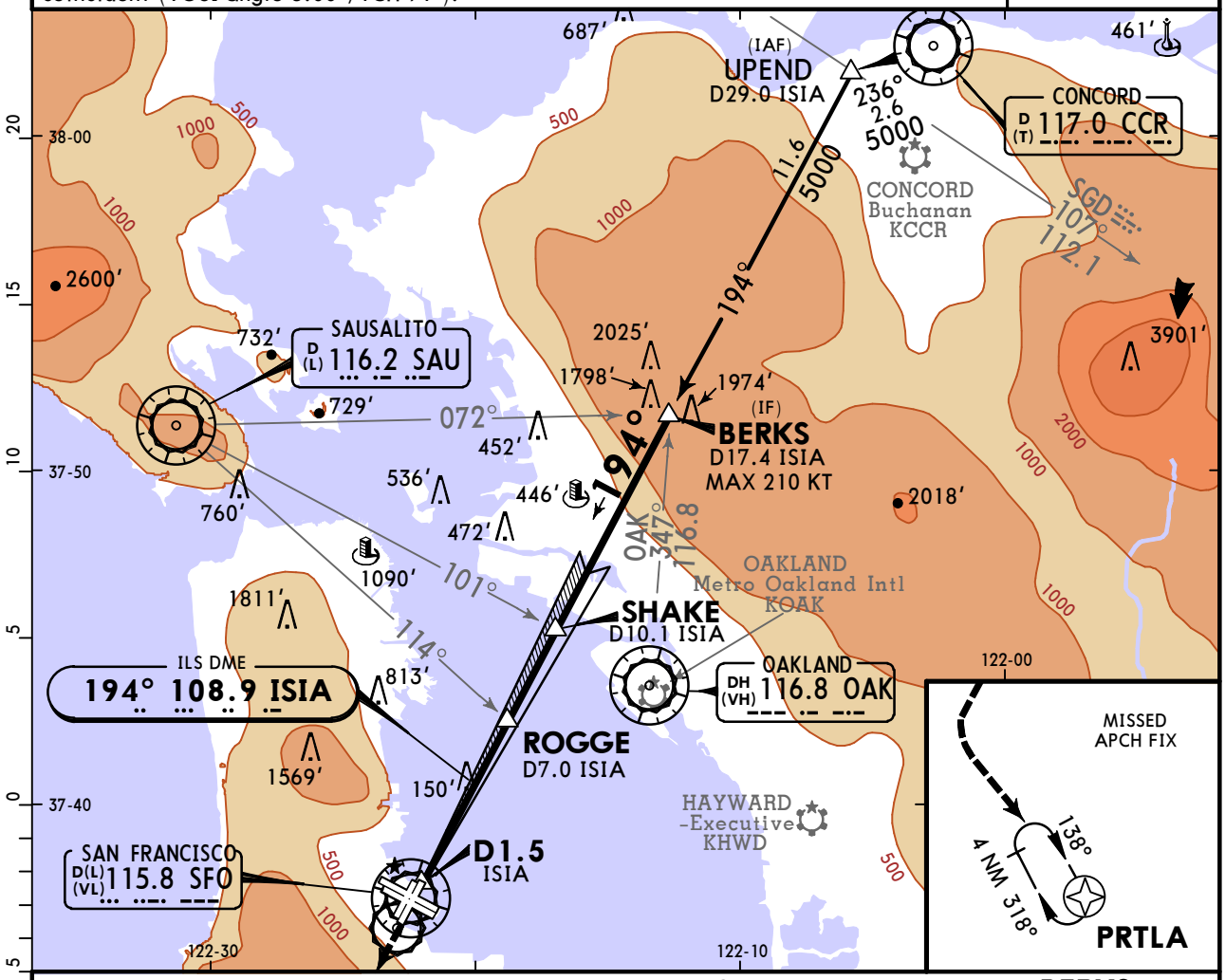
**MISSED APCH:** Climb to 1100', then climbing LEFT turn to 4000' direct PRTLA and hold. Refer to minimums for missed apch climb gradient.

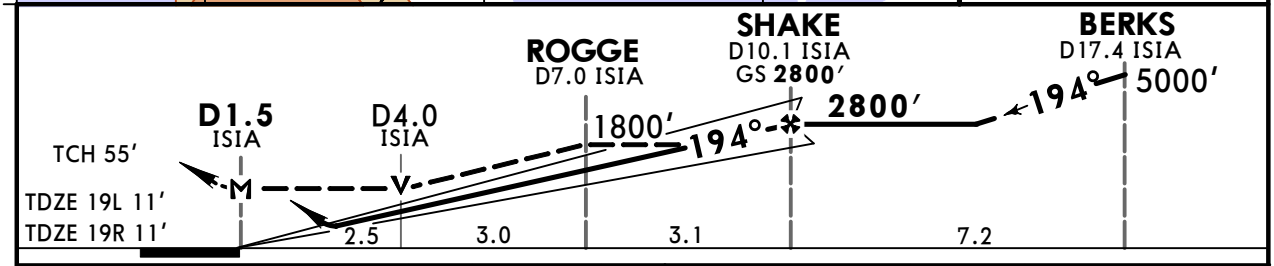
RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Sidestep not authorized until passing ROGGE intersection. 2. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on the glideslope. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').



MSA SFO VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.5 ISIA or SHAKE to MAP | 8.6 | 7:22 | 5:44 | 5:10 | 4:18 | 3:41 | 3:14 |

MALSF | PAPI | 1100' | 4000' LT | D | PRTLA

**TERPS** STRAIGHT-IN LANDING RWY 19L

| | ILS | | | | LOC (GS out) | | | | SIDESTEP LANDING RWY 19R | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1 DA(H) 300' (289') | | DA(H) 774' (763') | | 2 With ROGGE MDA(H) 880' (869') | | Without ROGGE MDA(H) 1800' (1789') | | 2 With ROGGE MDA(H) 880' (869') | |
| | | ALS out | | ALS out | | ALS out | | ALS out | | |
| A | RVR 40 or ¾ | RVR 45 or ⅞ | 2 | 2½ | RVR 40 or ¾ | RVR 50 or 1 | 1¼ | | 2 | |
| B | | | | | RVR 55 or 1 | RVR 60 or 1¼ | 1½ | | | |
| C | | | | | 2½ | 2¾ | 3 | | 3 | |
| D | | | | | | | | | | |

TERPS AMEND 23 30 NOV 2023

1 Missed approach requires minimum climb of 357'/NM to 2000'. 2 Dual VOR receivers or DME required.

CHANGES: Procedure.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN 24 NOV 23 (11-2) Eff 30 Nov

# SAN FRANCISCO, CALIF
## ILS or LOC Rwy 28L

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP

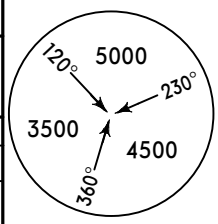
| LOC ISFO | Final Apch Crs | DUYET | ILS DA(H) (CONDITIONAL) | Apt Elev 13′ |
|---|---|---|---|---|
| 109.55 | 284° | 1800′ (1787′) | 213′ (200′) | TDZE 13′ |

**MISSED APCH:** Climb to 4000′ outbound on SFO VOR R-275 to OLYMM INT/D15.4 SFO and hold, continue climb-in-hold to 4000′.

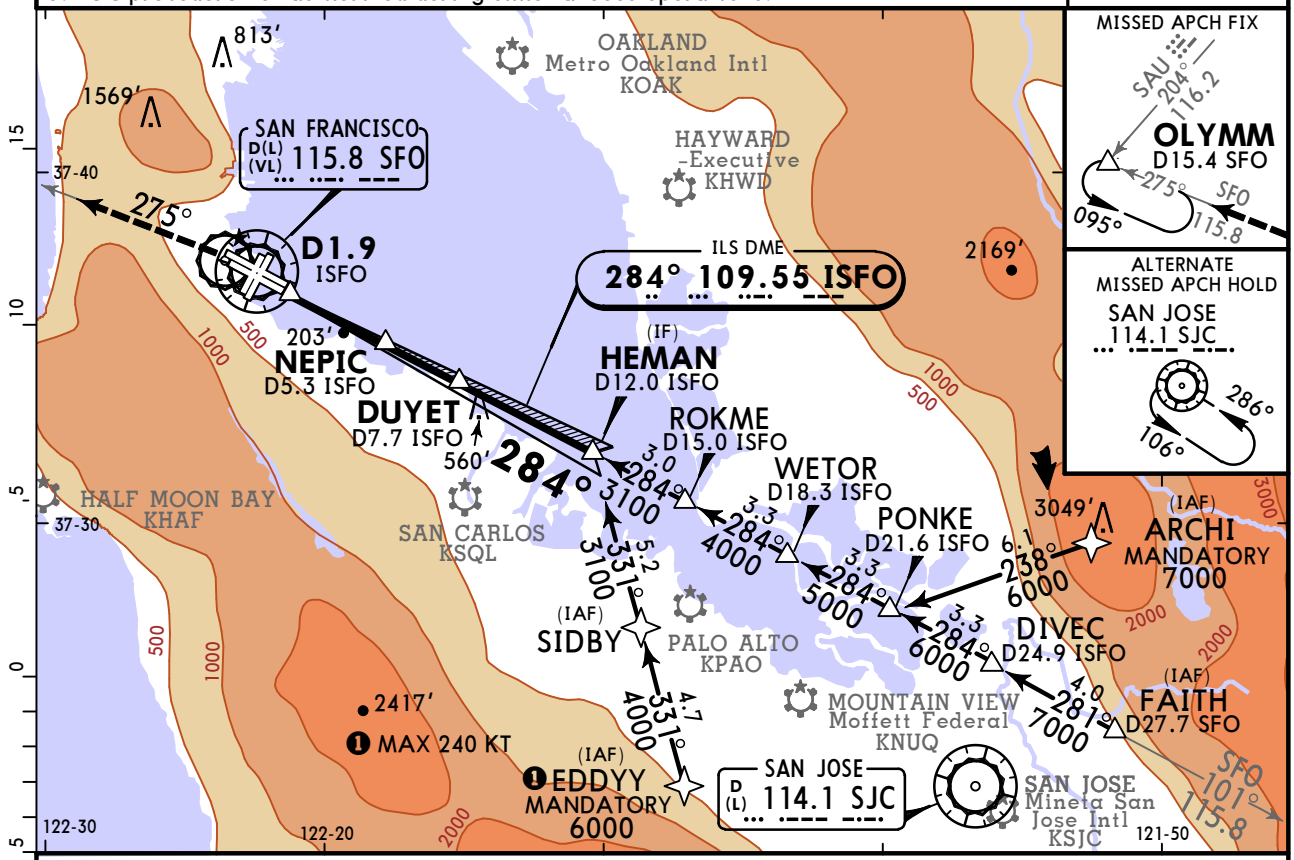
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

RNAV APCH - GPS or RADAR required for procedure entry. DME required.

1. Circling to Rwy 1L/R not authorized at night. 2. Use ISFO DME when on LOC course. 3. VGSI and ILS glidepath not coincident (VGSI angle 2.85°/TCH 67′). 4. CAT I ILS: Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. 5. LOC procedure not authorized during simultaneous operations.




MSA SFO VOR



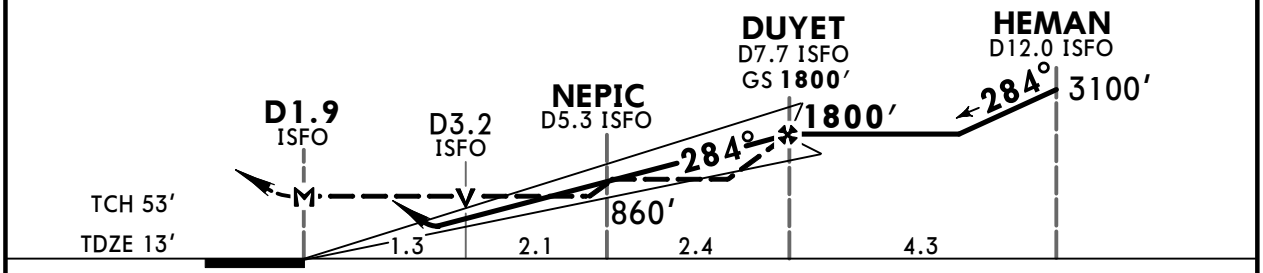

MISSED APCH FIX




ALTERNATE MISSED APCH HOLD

SAN JOSE
114.1 SJC




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 2.85° | 353 | 454 | 504 | 605 | 706 | 807 |
| MAP at D1.9 ISFO | | | | | | | |

MALSR PAPI 4000′ SFO on 115.8 R-275 OLYMM

## TERPS

### STRAIGHT-IN LANDING RWY 28L

| | ILS DA(H) | RAIL/ALS out | ILS DA(H) | RAIL/ALS out | LOC (GS out) MDA(H) | RAIL/ALS out | LOC (GS out) MDA(H) | RAIL/ALS out |
|---|---|---|---|---|---|---|---|---|
| | [1] 213′ (200′) | | 789′ (776′) | | [1] 460′ (447′) | | 860′ (847′) | |
| A | [2] RVR 24 or 1/2 | RVR 40 or 3/4 | 1 3/4 | 2 1/2 | RVR 24 or 1/2 | RVR 50 or 1 | RVR 24 or 1/2 | RVR 50 or 1 |
| B | | | | | RVR 40 or 3/4 | RVR 60 or 1 1/4 | RVR 40 or 3/4 | RVR 60 or 1 1/4 |
| C | | | | | RVR 45 or 7/8 | 1 3/8 | 1 7/8 | 2 1/2 |
| D | | | | | | | | |

### CIRCLE-TO-LAND

Not Authorized to Rwys 10L/R and 19L/R.

| Max Kts | MDA(H) |
|---|---|
| 90 | 860′ (847′) -1 1/4 |
| 120 | 960′ (947′) -1 1/4 |
| 140 | 1560′ (1547′) -3 |
| D | NA |

[1] Missed approach requires a minimum climb of 330′/NM to 1600′.
[2] RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA(H).

TERPS AMEND 27C 11 AUG 2022

CHANGES: Topo, SFO service volume, chart format.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
26 APR 24 (11-2A)

# SAN FRANCISCO, CALIF
# ILS Rwy 28L SA CAT II

BRIEFING STRIP ™

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

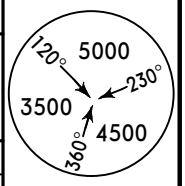
| LOC ISFO | Final Apch Crs | DUYET | SA CAT II ILS | Apt Elev 13′ |
|---|---|---|---|---|
| 109.55 | 284° | 1800′ (1787′) | RA 113′ DA(H) 113′ (100′) | TDZE 13′ |

**MISSED APCH:** Climb to 4000′ outbound on SFO VOR R-275 to OLYMM INT/D15.4 SFO and hold, continue climb-in-hold to 4000′.
Missed approach requires minimum climb of 330′/NM to 1600′.

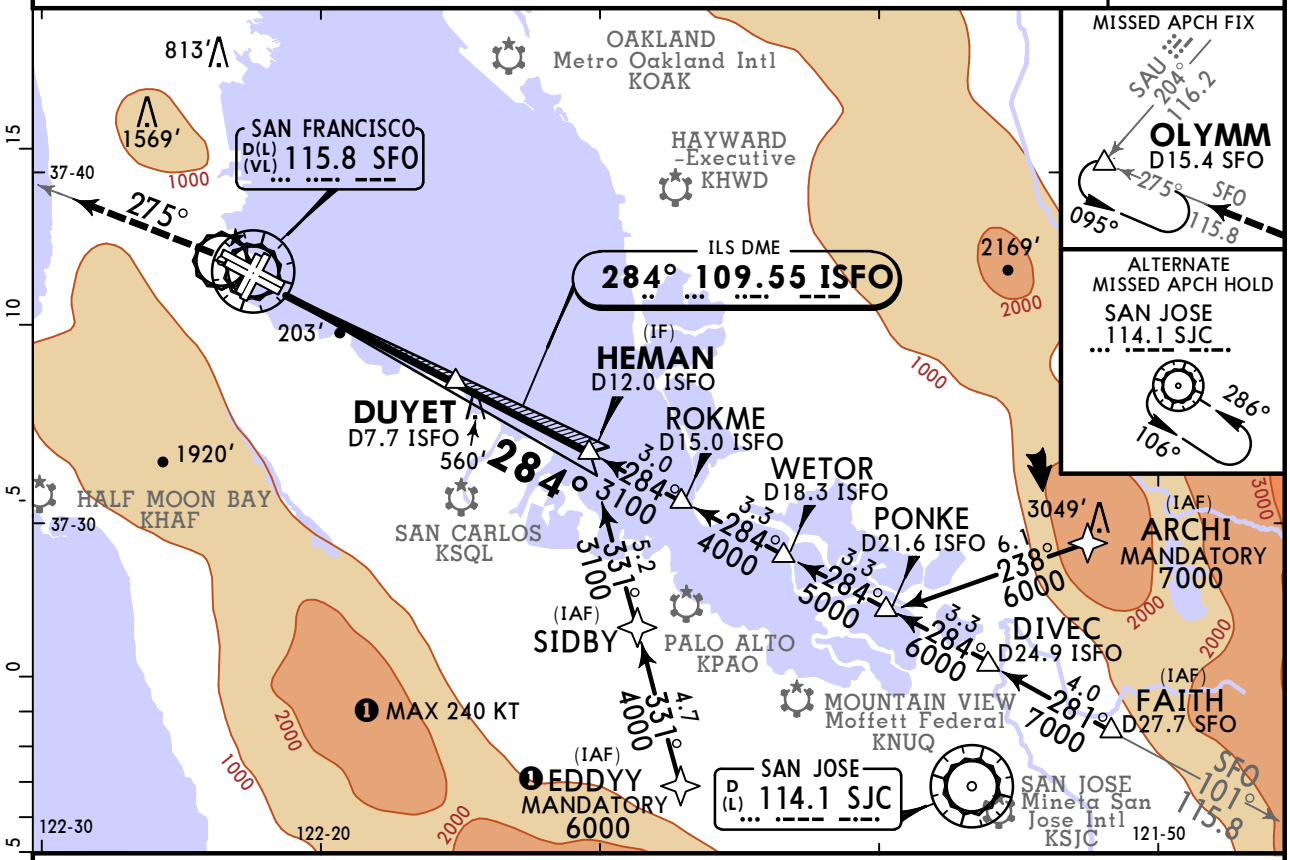
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

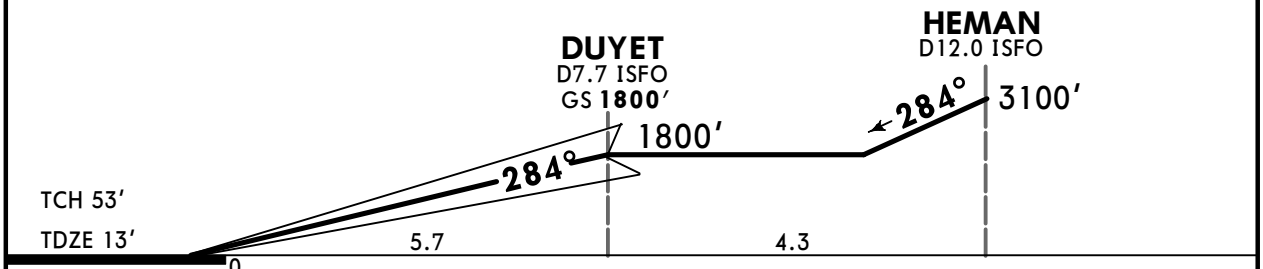
RNAV APCH - GPS or RADAR required for procedure entry. DME required.

1. Special Aircrew & Acft Certification Required. 2. Use ISFO DME when on LOC course.
3. VGSI and ILS glidepath not coincident (VGSI angle 2.85°/TCH 67′).




MSA SFO VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 2.85° | 353 | 454 | 504 | 605 | 706 | 807 |

MALSR
PAPI

4000′ SFO on 115.8 R-275 OLYMM

**TERPS**

STRAIGHT-IN LANDING RWY **28L**
**1** SA CAT II ILS
**RA 113′**
DA(H) **113′** (100′)

| | |
|---|---|
| A | RVR 12 |
| B | |
| C | |
| D | |

**1** Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 27C 11 AUG 2022

CHANGES: Missed approach note, SFO VOR service volume.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN 13 MAY 22 (11-3) Eff 19 May

# SAN FRANCISCO, CALIF
## ILS or LOC Rwy 28R

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP ™

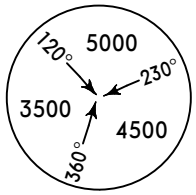
| LOC IGWQ | Final Apch Crs | AXMUL | ILS DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| 111.7 | 284° | 1800′ (1787′) | 213′ (200′) | TDZE 28R 13′ |

**MISSED APCH:** Climb to 3000′ on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold. Missed approach requires minimum climb of 350′/NM to 1900′; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).

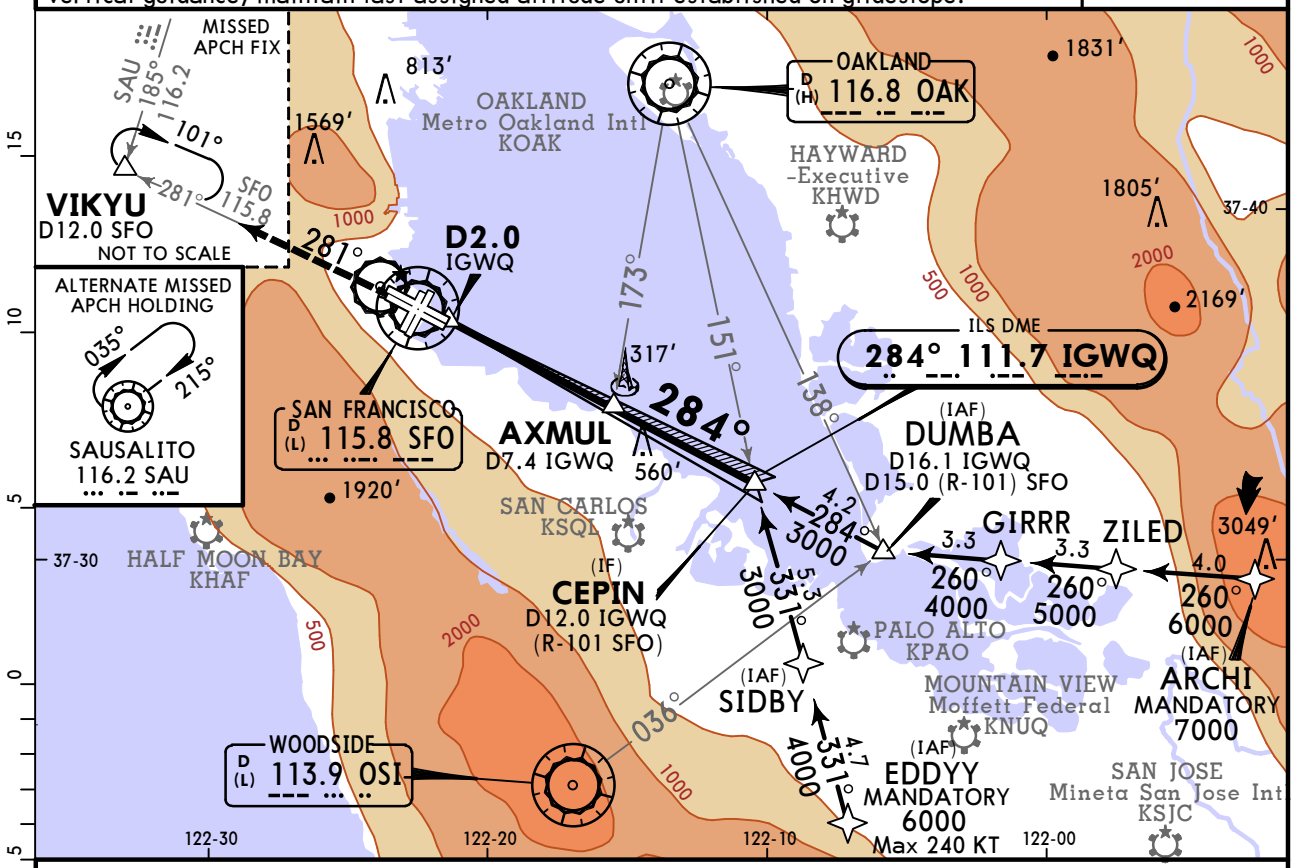
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

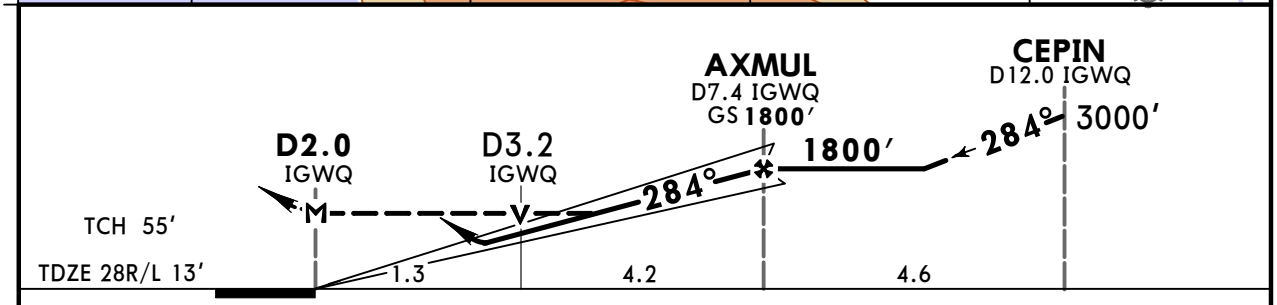
RNAV 1-GPS or RADAR required for procedure entry.

1. Circling Rwy 1L, 1R not authorized at night. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68′). 4. MALSR, PAPI-L on Rwy 28L. 5. LOC procedure not authorized during simultaneous operations. 6. CAT I ILS: Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.




MSA SFO VOR




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D2.0 IGWQ or AXMUL to MAP | 5.4 | 4:38 | 3:36 | 3:14 | 2:42 | 2:19 | 2:02 |

ALSF-II PAPI

3000′ SFO on 115.8 R-281 VIKYU

**TERPS** — STRAIGHT-IN LANDING RWY 28R

| | ILS DA(H) 213′ (200′) FULL | ILS DA(H) 213′ (200′) TDZ/CL out | ILS DA(H) 213′ (200′) ALS out | LOC (GS out) MDA(H) 480′ (467′) | LOC (GS out) MDA(H) 480′ (467′) ALS out | SIDESTEP LANDING RWY 28L MDA(H) 480′ (467′) | SIDESTEP LANDING RWY 28L MDA(H) 480′ (467′) RAIL/ ALS out |
|---|---|---|---|---|---|---|---|
| A | RVR 18 or ½ | [1] RVR 24 or ½ | RVR 40 or ¾ | RVR 24 or ½ | RVR 50 or 1 | RVR 55 or 1 | 1½ |
| B | | | | | | | |
| C | | | | RVR 50 or 1 | 1⅜ | | |
| D | | | | | | 1½ | 2 |

CIRCLE-TO-LAND (C) — Not Authorized to Rwys 10L/R and 19L/R.

| Max Kts | MDA(H) |
|---|---|
| 90 | 740′ (727′) -1 |
| 120 | 960′ (947′) -1¼ |
| 140 | 1560′ (1547′) -3 |
| D | NA |

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

TERPS AMEND 15B 19 MAY 2022

CHANGES: Inner marker removed.

# KSFO/SFO
## SAN FRANCISCO INTL

13 MAY 22
Eff 19 May

JEPPESEN
11-3A

# SAN FRANCISCO, CALIF
## ILS Rwy 28R CAT II & III

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP™

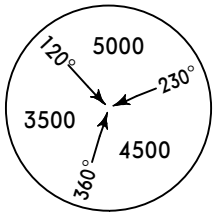
| LOC IGWQ 111.7 | Final Apch Crs 284° | AXMUL 1800′ (1787′) | CAT III Refer to Minimums | CAT II ILS RA 113′ DA(H) 113′ (100′) | Apt Elev 13′ TDZE 13′ |
|---|---|---|---|---|---|

**MISSED APCH:** Climb to 3000′ on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold. Missed approach requires minimum climb of 350′/NM to 1900′; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).

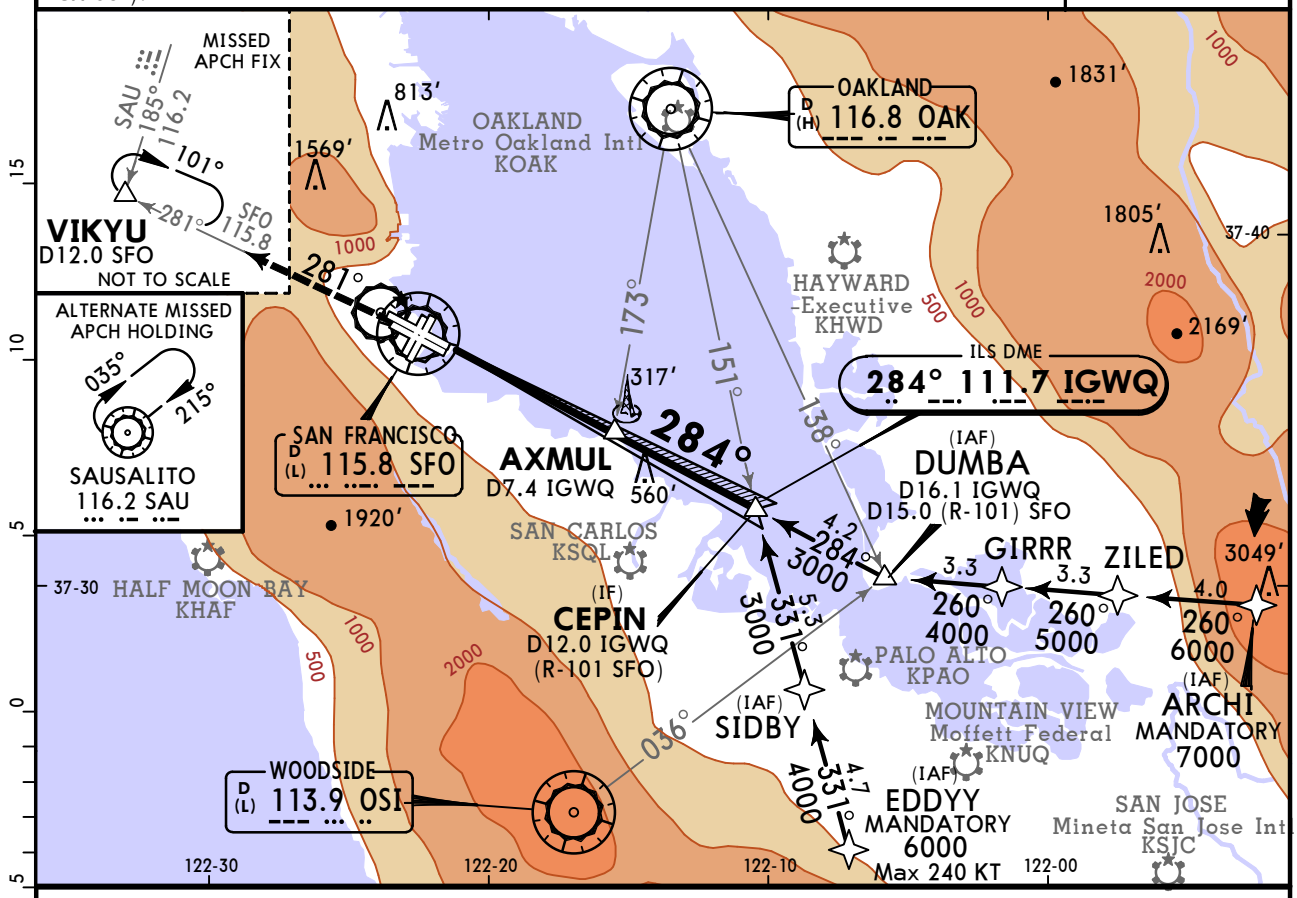
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

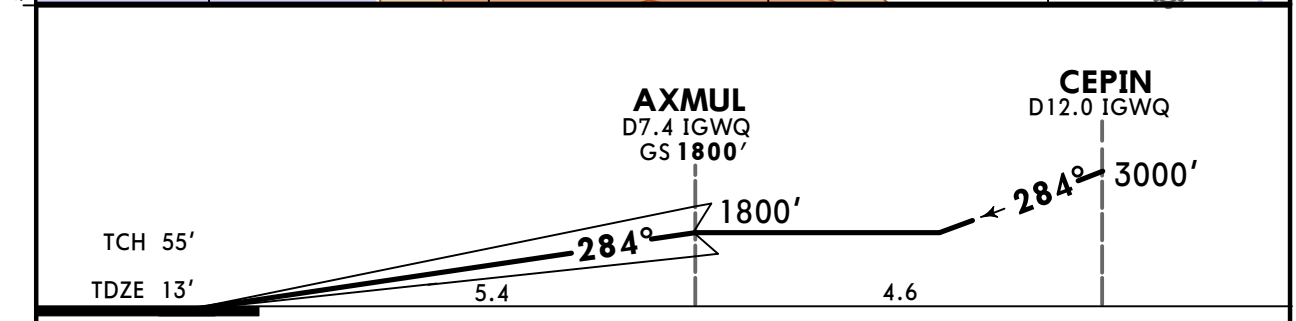
RNAV 1-GPS or RADAR required for procedure entry.

1. Special Aircrew & Acft Certification Required. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/ TCH 68′).




MSA SFO VOR




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

ALSF-II
PAPI

3000′ on SFO 115.8 R-281

VIKYU

**TERPS**

STRAIGHT-IN LANDING RWY 28R

| CAT III ILS | CAT II ILS RA 113′ DA(H) 113′ (100′) |
|---|---|
| RVR 6 | RVR 12 |

TERPS AMEND 15B 19 MAY 2022

CHANGES: Inner marker removed.

# KSFO/SFO
## SAN FRANCISCO INTL

13 MAY 22
Eff 19 May

JEPPESEN
11-3B

# SAN FRANCISCO, CALIF
## ILS Rwy 28R SA CAT I

BRIEFING STRIP

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

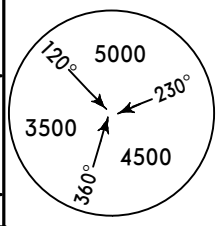
| LOC IGWQ | Final Apch Crs | AXMUL | SA CAT I ILS | Apt Elev 13′ |
|---|---|---|---|---|
| 111.7 | 284° | 1800′ (1787′) | RA 163′ DA(H) 163′ (150′) | TDZE 13′ |

**MISSED APCH:** Climb to 3000′ on SFO VOR R-281 to VIKYU INT/ D12.0 SFO and hold. Missed approach requires minimum climb of 350′/NM to 1900′; if unable to meet climb gradient, see ILS or LOC Rwy 28L (11-2).

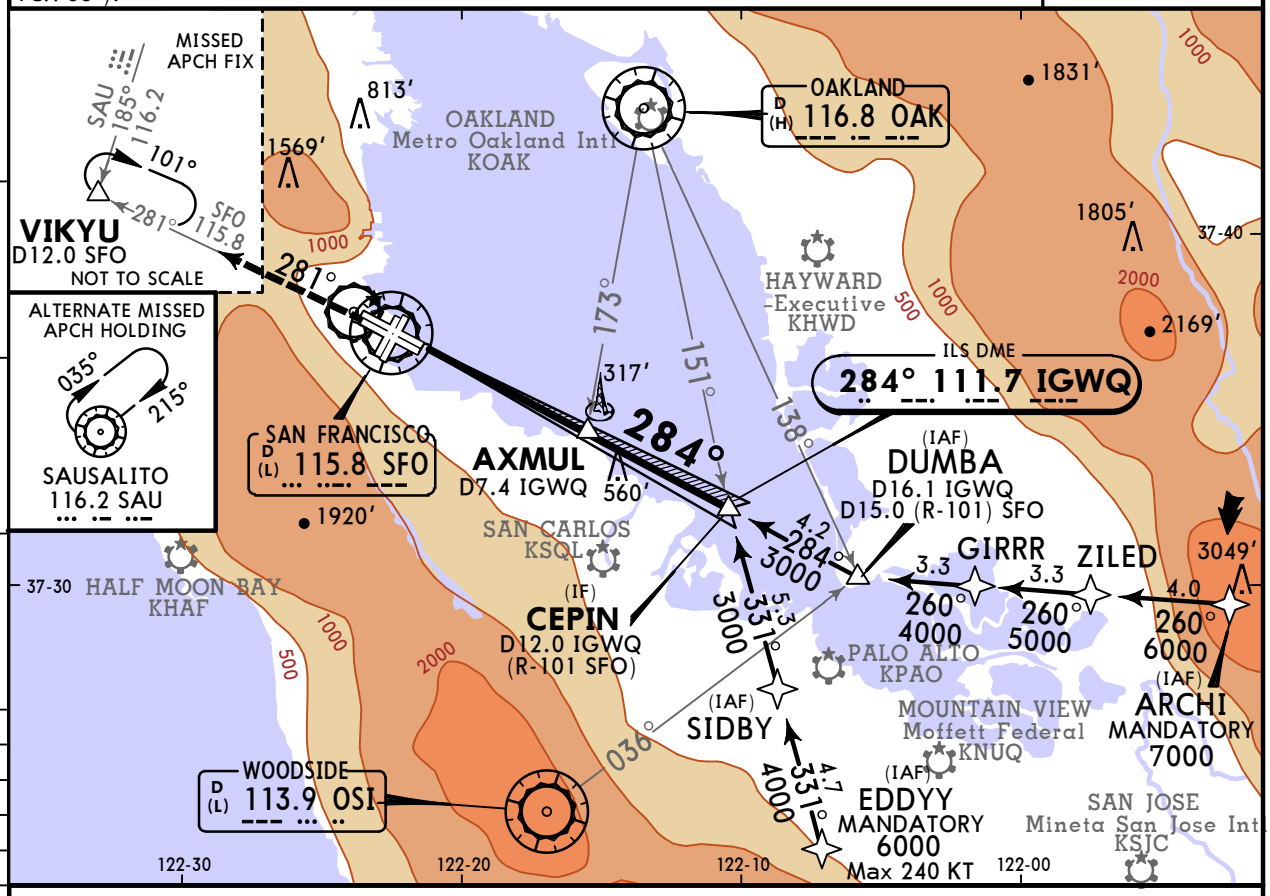
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

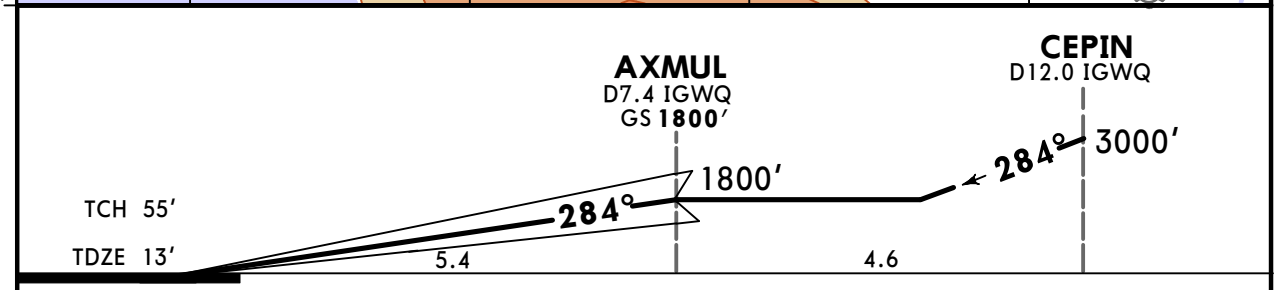
RNAV 1-GPS or RADAR required for procedure entry.

1. Special Aircrew & Acft Certification Required. 2. Use IGWQ DME when on the localizer course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/ TCH 68′).




MSA SFO VOR




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

ALSF-II
PAPI

3000′ on SFO 115.8 R-281

VIKYU

**TERPS**

STRAIGHT-IN LANDING RWY 28R
1 SA CAT I ILS
RA 163′
DA(H) 163′ (150′)

| | |
|---|---|
| A | RVR 14 |
| B | |
| C | |
| D | |

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

TERPS AMEND 15B 19 MAY 2022

CHANGES: Inner marker removed.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
4 NOV 16
Eff 10 NOV
12-1

# SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 10L

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP ™

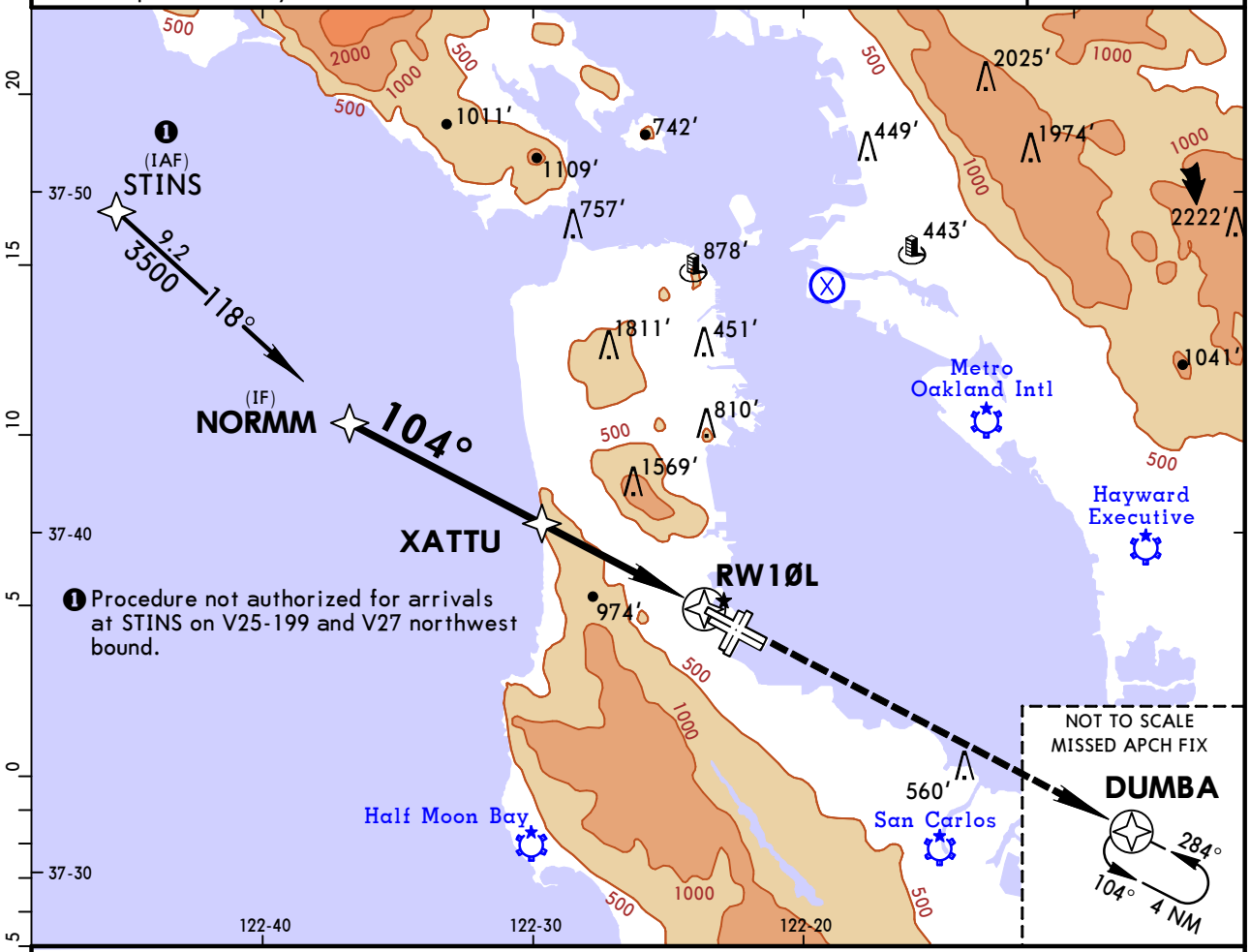
| RNAV | Final Apch Crs | Minimum Alt | LNAV MDA(H) | Apt Elev 13′ TDZE 7′ |
|---|---|---|---|---|
| | 104° | XATTU 1800′ (1793′) | 1200′ (1193′) | |

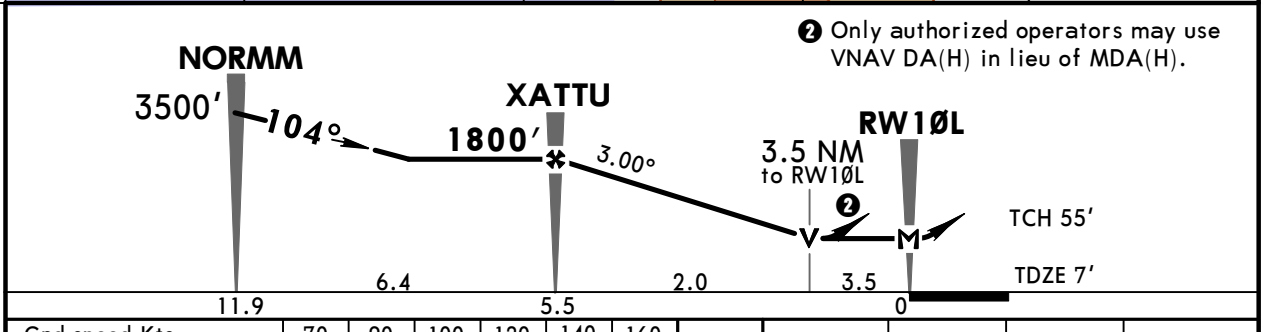
**MISSED APCH:** Climb to 4000′ direct DUMBA and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.
3. Helicopter visibility reduction below RVR 40 not authorized.

5100′
MSA RW10L




❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW10L | | | | | | |

REIL
PAPI-L
4000′
DUMBA

**TERPS**

STRAIGHT-IN LANDING RWY **10L**

**LNAV**
MDA(H) **1200′** (1193′)

| | |
|---|---|
| A | RVR 60 or 1¼ |
| B | 1½ |
| C | 3 |
| D | |

TERPS AMEND 2A 26 JUN 2014

CHANGES: ATIS frequency.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN
4 NOV 16
Eff 10 Nov
12-2

# SAN FRANCISCO, CALIF
## RNAV (GPS) Y Rwy 10R

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP ™

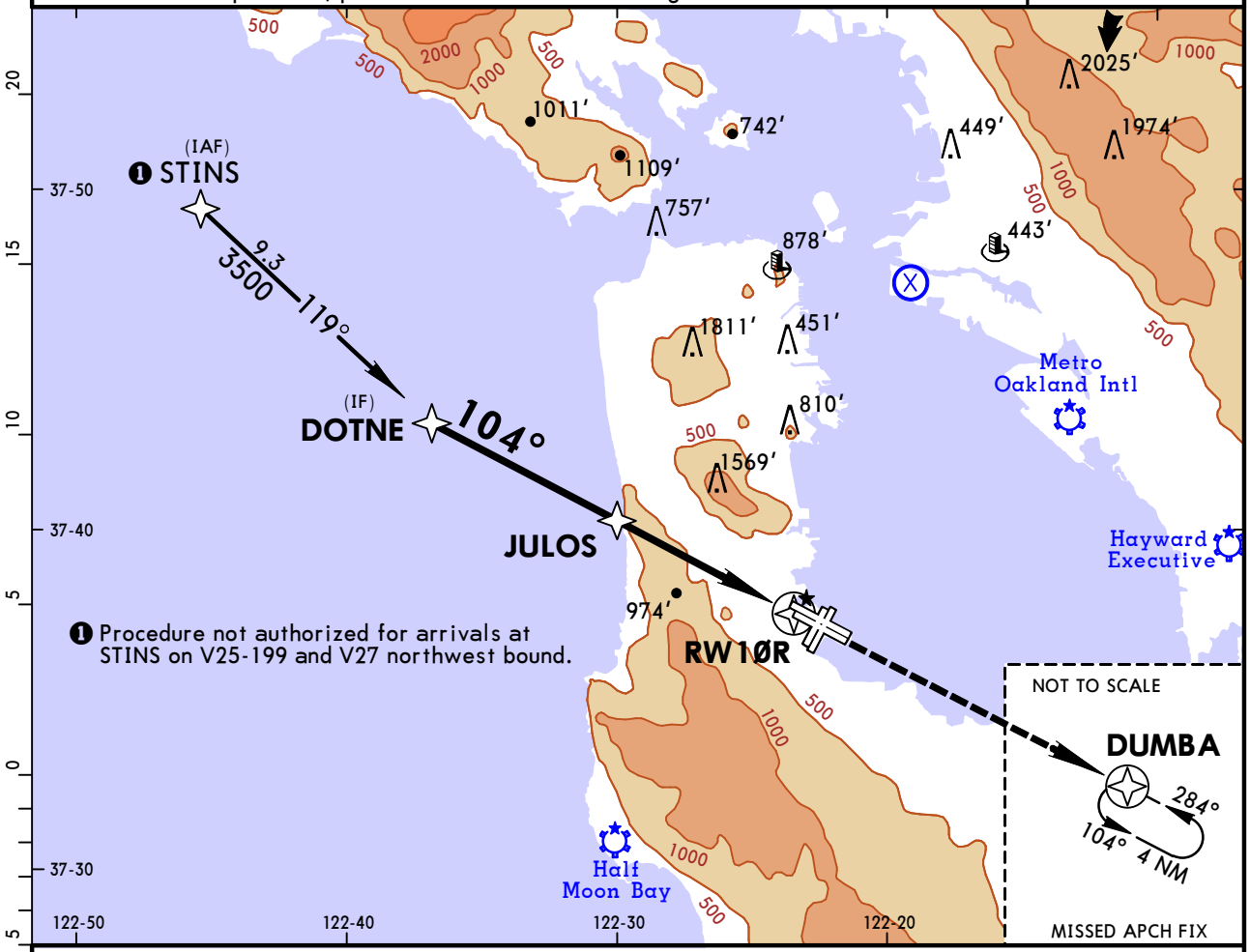
| RNAV | Final Apch Crs | Minimum Alt | LNAV MDA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| | 104° | JULOS 1900′ (1890′) | 1200′ (1190′) | TDZE 10′ |

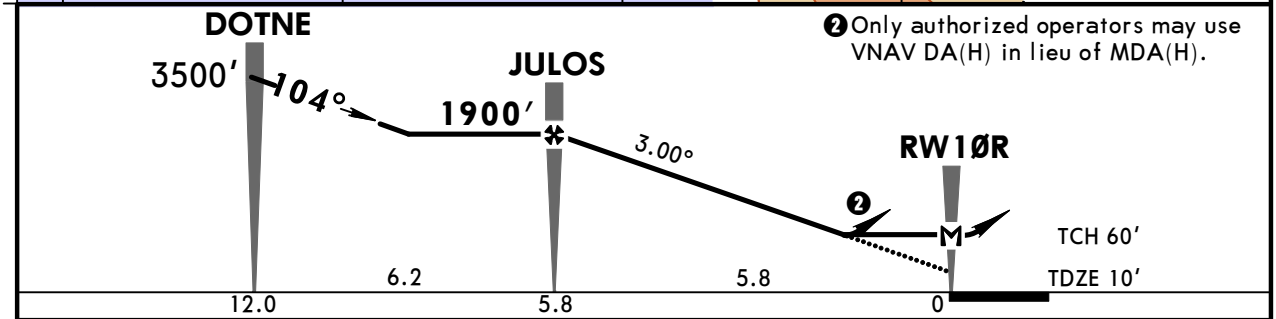
**MISSED APCH:** Climb to 4000′ direct DUMBA and hold.

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

1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below RVR 50 not authorized. 3. VGSI and descent angles not coincident.
4. When VGSI inoperative, procedure not authorized at night.

5100′
MSA RW10R




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW10R | | | | | | | |

PAPI-L  4000′  DUMBA

**TERPS**

STRAIGHT-IN LANDING RWY **10R**
**LNAV**
MDA(H) **1200′** (1190′)

| | |
|---|---|
| A | RVR 60 or 1¼ |
| B | 1½ |
| C | 3 |
| D | |

TERPS AMEND 2A 26 JUN 2014

CHANGES: ATIS frequency.

# KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 24 NOV 23 (12-3) Eff 30 Nov

# SAN FRANCISCO, CALIF RNAV (GPS) Rwy 19L

BRIEFING STRIP

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| WAAS | Final Apch Crs | SHAKE | LPV DA(H) (CONDITIONAL) | Apt Elev 13′ |
|---|---|---|---|---|
| Ch 58015 W-19A | 194° | 2800′ (2789′) | 293′ (282′) | TDZE 11′ |

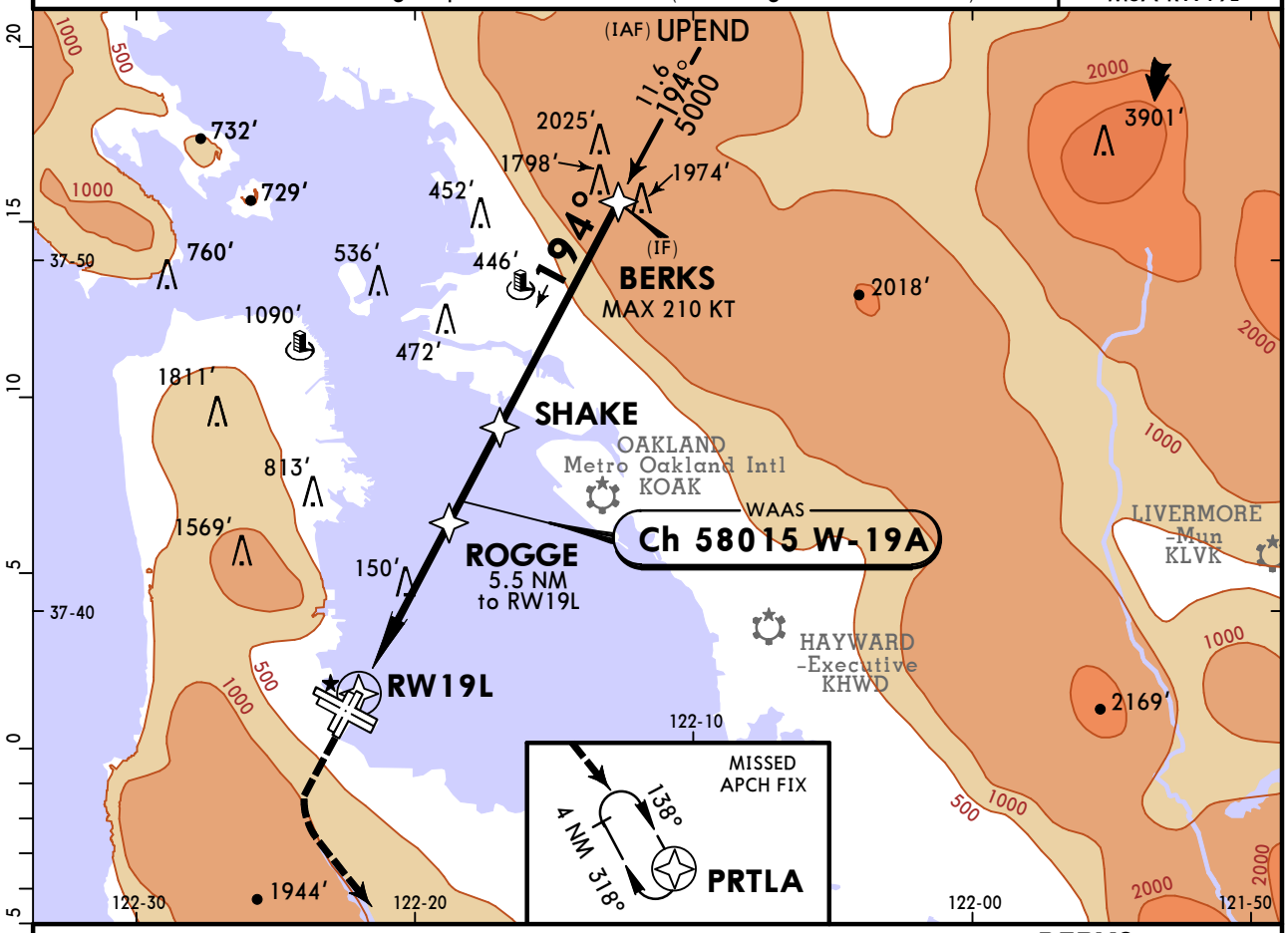
**MISSED APCH:** Climb to 1100′ then climbing LEFT turn to 4000′ direct PRTLA and hold. Refer to minimums for missed apch climb gradient.

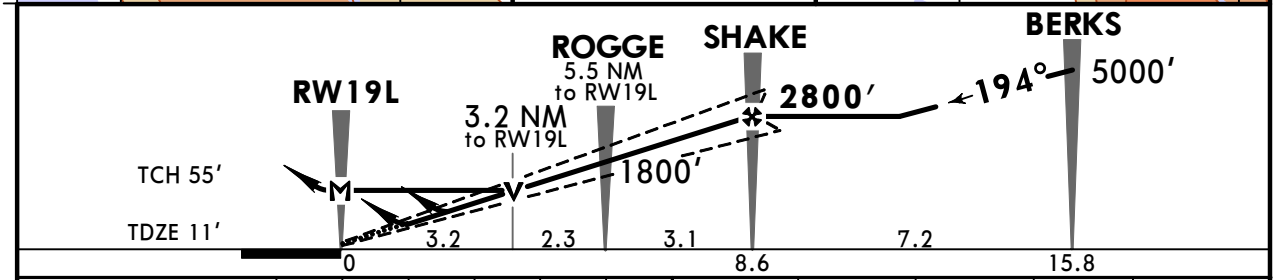
| RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′ |
|---|---|---|---|

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 4°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71′).

5000

MSA RW19L




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| | | | | | | | |
| MAP at RW19L | | | | | | | |

MALSF PAPI | 1100′ | 4000′ LT | D | PRTLA

**TERPS** STRAIGHT-IN LANDING RWY 19L

| | Missed approach requires minimum climb of 357′/NM to 2000′ LPV DA(H) 293′ (282′) | | LPV DA(H) 656′ (645′) | | Missed approach requires minimum climb of 357′/NM to 2000′ LNAV/VNAV DA(H) 350′ (339′) | | LNAV/VNAV DA(H) 794′ (783′) | | LNAV MDA(H) 1100′ (1089′) | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ALS out | | ALS out | | ALS out | | ALS out | | ALS out |
| A | RVR 40 or ¾ | RVR 45 or ⅞ | 1⅝ | | RVR 40 or ¾ | RVR 50 or 1 | 2 | 2½ | RVR 55 or 1 | RVR 60 or 1¼ |
| B | | | | | | | | | 1¼ | 1½ |
| C | | | | | | | | | 2½ | 3 |
| D | | | | | | | | | | |

TERPS AMEND 4 30 NOV 2023

CHANGES: Notes, missed approach, MSA, VDP added, miniumums.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
24 NOV 23
Eff 30 Nov
12-4

# SAN FRANCISCO, CALIF
RNAV (GPS) Z Rwy 19R

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP™

| WAAS | Final Apch Crs | ESUME | LPV DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| Ch 57945 W-19D | 194° | 2800′ (2789′) | 317′ (306′) | TDZE 11′ |

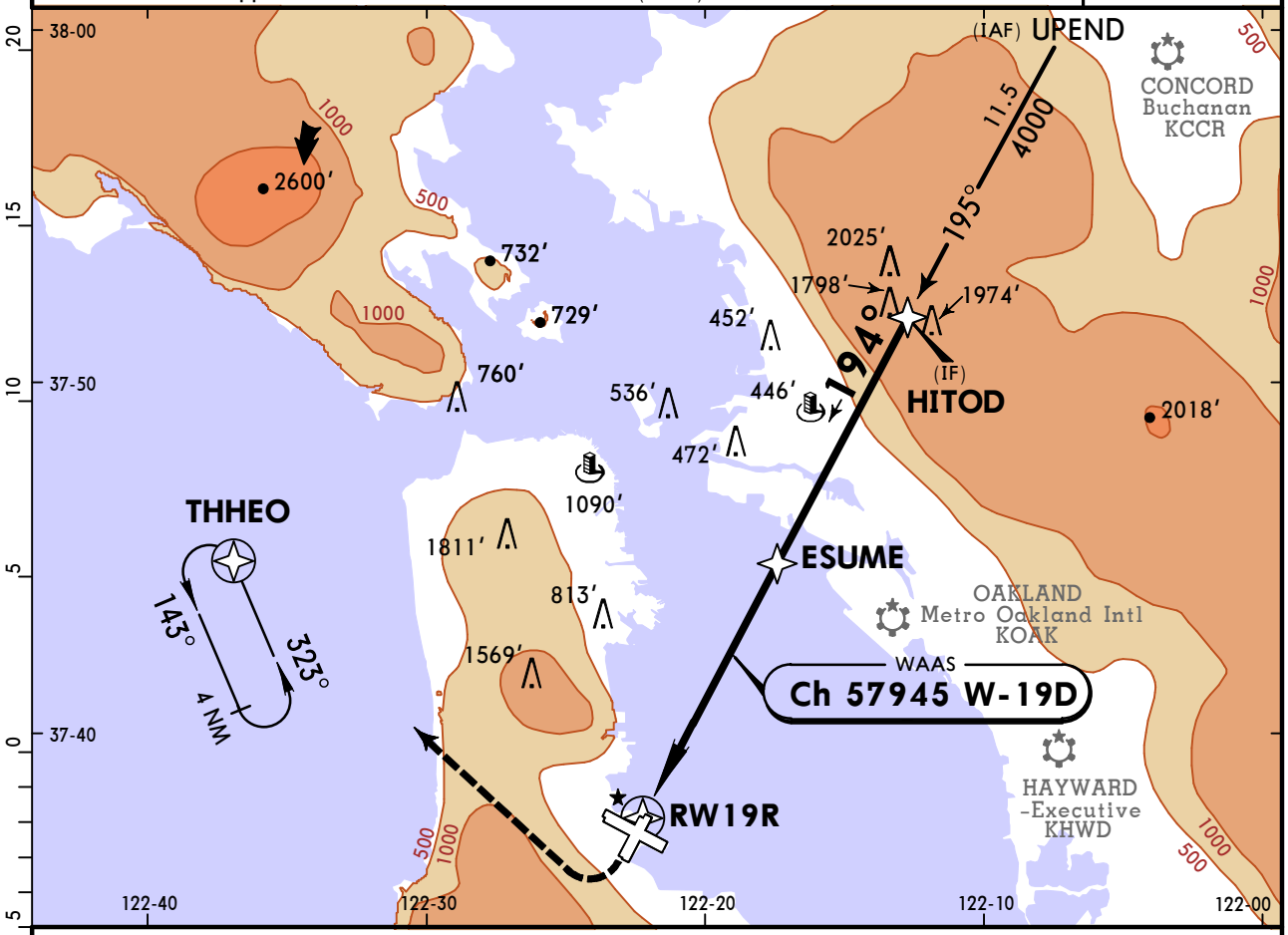
**MISSED APCH:** Climb to 600′ then climbing RIGHT turn to 3000′ direct THHEO and hold. Missed approach requires minimum climb of 395′/NM to 2100′; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19R.

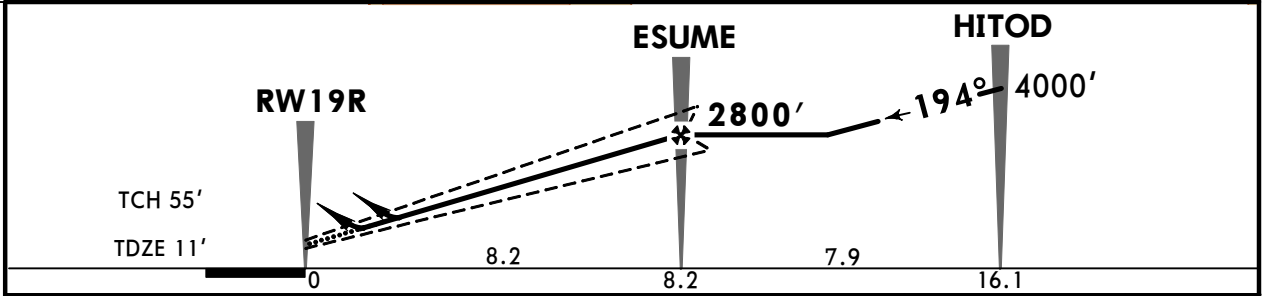
| RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′ |
|---|---|---|---|

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 4°C or above 54°C. 2. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath.
3. Simultaneous approach not authorized below 12°C (52°F).

5000

MSA RW19R




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.15° | 390 | 502 | 557 | 669 | 780 | 892 |

PAPI-L | 600′ ↑ | 3000′ RT | D | THHEO

## TERPS
STRAIGHT-IN LANDING RWY 19R

| | LPV | LNAV/VNAV |
|---|---|---|
| | DA(H) 317′ (306′) | DA(H) 328′ (317′) |
| A | RVR 45 or 7/8 | RVR 45 or 7/8 |
| B | | |
| C | | |
| D | | |

TERPS ORIG 30 NOV 2023

CHANGES: New procedure.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
24 NOV 23
Eff 30 Nov
12-5

# SAN FRANCISCO, CALIF
RNAV (GPS) Y Rwy 19R

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP ™

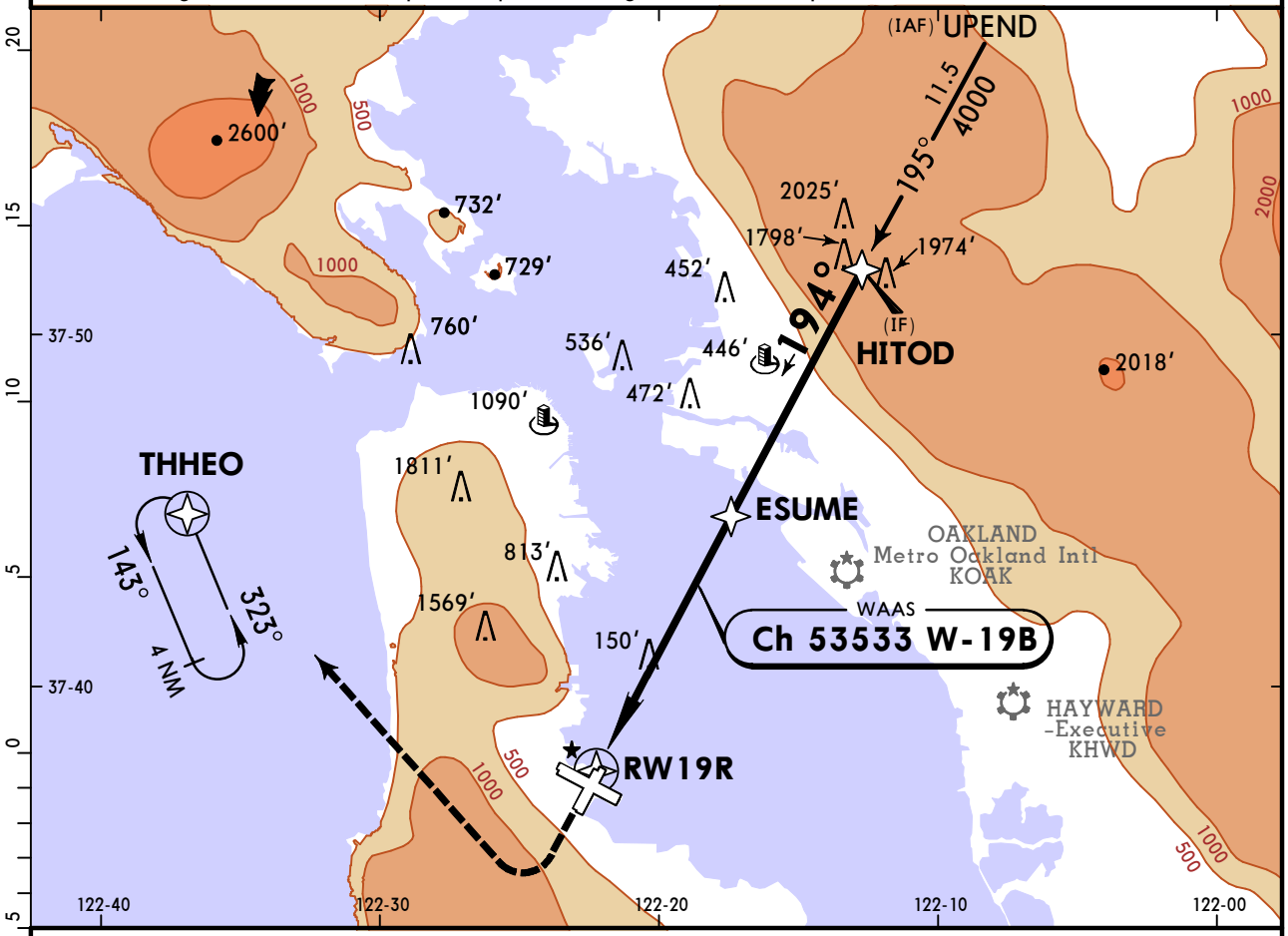
| WAAS | Final Apch Crs | ESUME | LNAV/VNAV DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| Ch 53533 W-19B | 194° | 2800′ (2789′) | 878′ (867′) | TDZE 11′ |

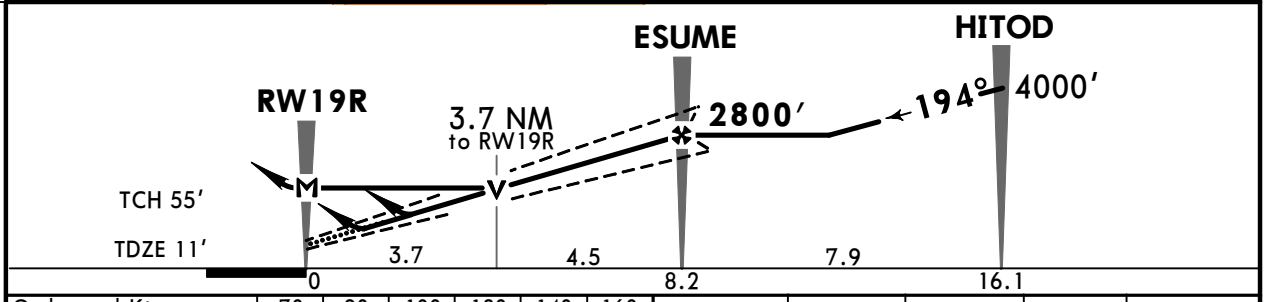
**MISSED APCH:** Climb to 1540′ then climbing RIGHT turn to 3000′ direct THHEO and hold.

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

5000
MSA RW19R

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 4°C or above 54°C.
2. LNAV procedure not authorized during simultaneous operations. 3. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. 4. Simultaneous approach not authorized below 12°C (52°F).
5. Use of Flight Director or Autopilot required during simultaneous operations.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.15° | 390 | 502 | 557 | 669 | 780 | 892 |
| MAP at RW19R | | | | | | |

PAPI-L | 1540′ ↑ | 3000′ RT ↱ | D | THHEO

**TERPS** STRAIGHT-IN LANDING RWY **19R**

| | LPV | LNAV/VNAV | LNAV |
|---|---|---|---|
| | DA(H) **1005′** (994′) | DA(H) **878′** (867′) | MDA(H) **1320′** (1309′) |
| A | 4 | 2½ | 1¼ |
| B | | | 1½ |
| C | | | 3 |
| D | | | |

TERPS AMEND 4 30 NOV 2023

CHANGES: Procedure, procedure name, reindexed.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN 24 NOV 23 (12-6) Eff 30 Nov

# SAN FRANCISCO, CALIF
## RNAV (GPS) Rwy 28L

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP™

| WAAS | Final Apch Crs | DUYET | LPV DA(H) (CONDITIONAL) | Apt Elev 13′ |
|---|---|---|---|---|
| Ch 53415 W-28B | 284° | 1800′ (1787′) | 213′ (200′) | TDZE 13′ |

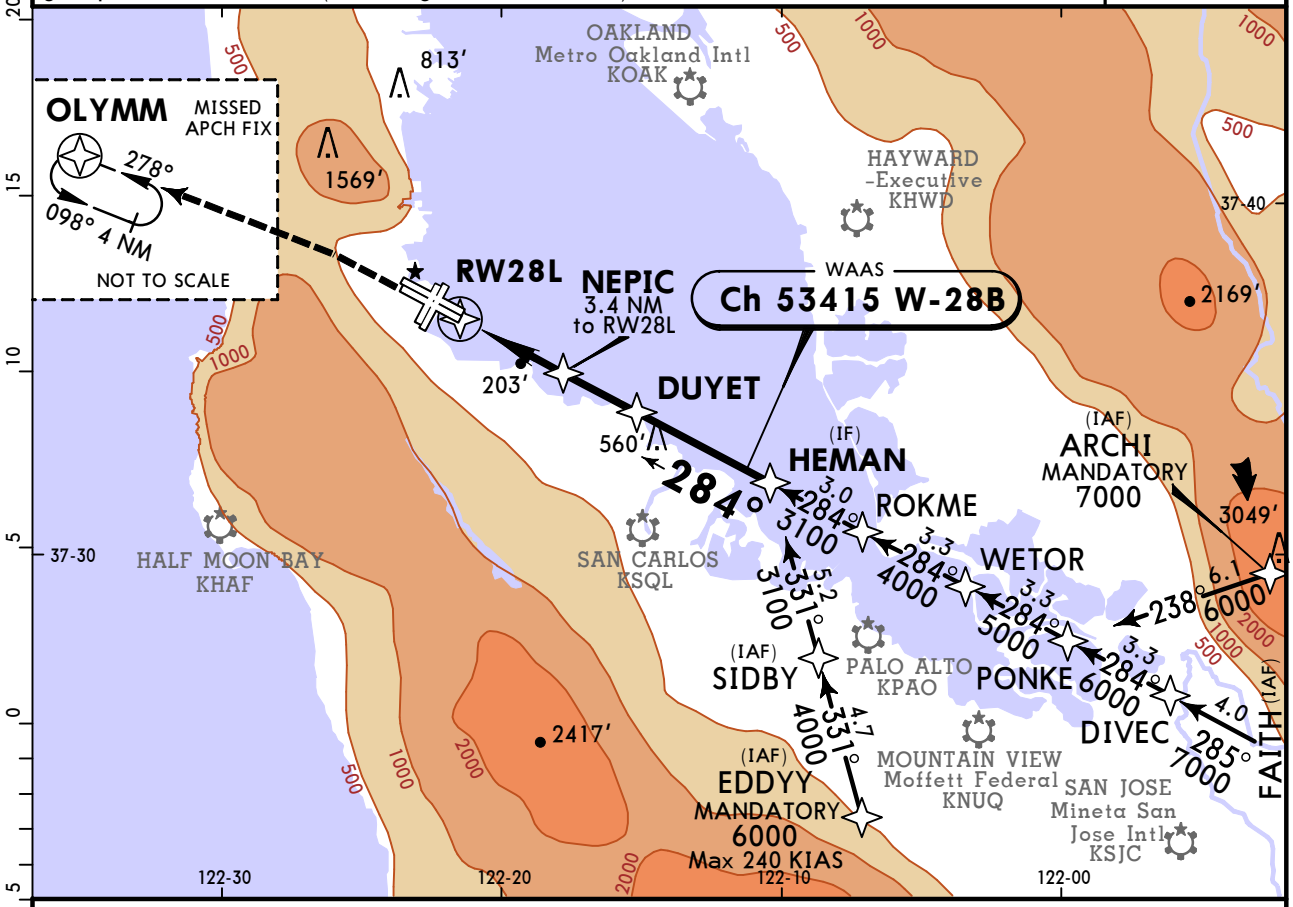
**MISSED APCH:** Climb to 1020′ then climbing LEFT turn to 4000′ direct OLYMM and hold, continue climb-in-hold to 4000′.

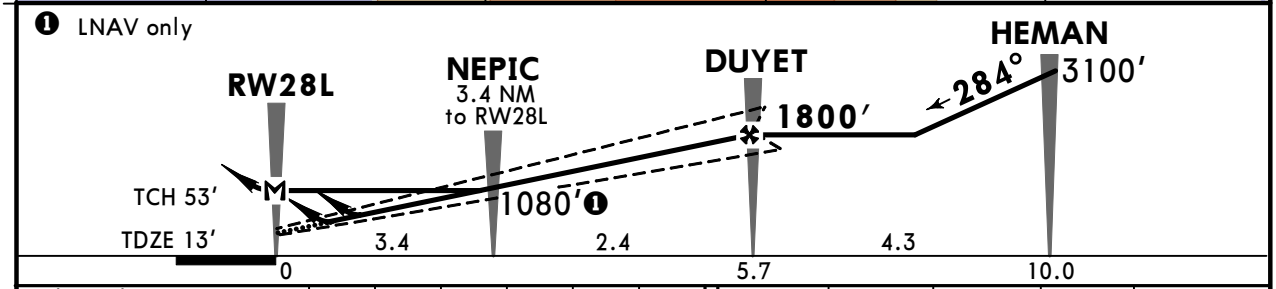
RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Circling Rwy 1L/R not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 2.85°/TCH 67′).

5100

MSA RW28L




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Glide Path Angle | 2.85° | 353 | 454 | 504 | 605 | 706 | 807 |
| MAP at RW28L | | | | | | | |

MALSR PAPI | 1020′ | 4000′ LT | OLYMM

## TERPS — STRAIGHT-IN LANDING RWY 28L

| | 1 LPV DA(H) 213′ (200′) | | LPV DA(H) 798′ (785′) | | LNAV/VNAV DA(H) 770′ (757′) | | LNAV MDA(H) 1020′ (1007′) | |
|---|---|---|---|---|---|---|---|---|
| | | RAIL/ ALS out | | RAIL/ ALS out | | RAIL/ ALS out | | RAIL/ ALS out |
| A | 2 RVR 24 or ½ | RVR 40 or ¾ | 1¾ | 2½ | 1¾ | 2 | RVR 40 or ¾ | RVR 60 or 1¼ |
| B | | | | | | | RVR 55 or 1 | 1½ |
| C | | | | | | | 2½ | 3 |
| D | | | | | | | | |

3 CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 1020′ (1007′) -1¼ |
| 120 | 1020′ (1007′) -1½ |
| 140 | 1560′ (1547′) -3 |
| D | NA |

1 Missed apch requires mim climb of 330′/NM to 1600′. 2 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA. 3 Not authorized to Rwys 10L, 10R, 19L, and 19R.

TERPS AMEND 7 13 SEP 2018

CHANGES: Topo, missed approach alignment, format, minimums, reindexed.

# KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 24 NOV 23 (12-7) Eff 30 Nov

# SAN FRANCISCO, CALIF RNAV (GPS) Z Rwy 28R

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP ™

| WAAS | Final Apch Crs | AXMUL | LPV DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| CH 48803 W-28A | 284° | 1800′ (1787′) | 213′ (200′) | TDZE 13′ |

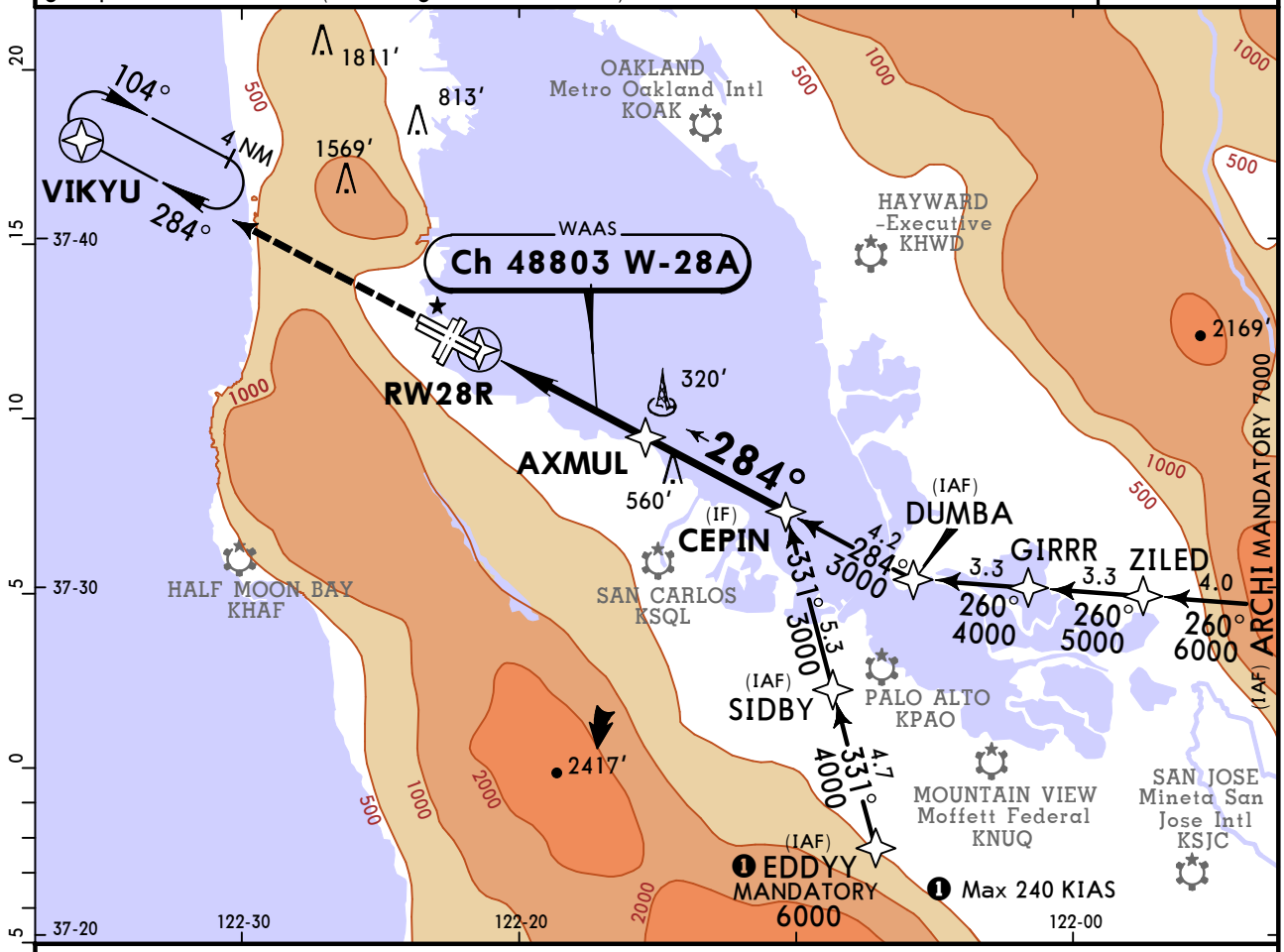
**MISSED APCH:** Climb to 3200′ direct VIKYU and hold, continue climb-in-hold to 3200′.

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

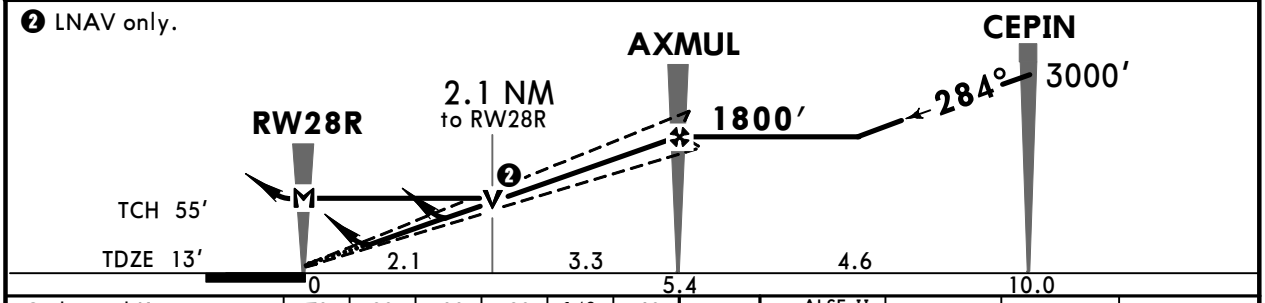
1. Circling Rwy 1L, 1R not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68′).

5000

MSA RW28R




❷ LNAV only.




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at RW28R | | | | | | | |

ALSF-II PAPI 3200′ VIKYU

**TERPS** STRAIGHT-IN LANDING RWY 28R

| | LPV DA(H) 213′ (200′) | | | LNAV/VNAV DA(H) 642′ (629′) | | LNAV MDA(H) 760′ (747′) | |
|---|---|---|---|---|---|---|---|
| | | TDZ/CL out | ALS out | | ALS out | | ALS out |
| A | RVR 18 or ½ | RVR 24 or ½ | RVR 40 or ¾ | 1⅜ | 1¾ | RVR 24 or ½ | RVR 50 or 1 |
| B | | | | | | RVR 40 or ¾ | RVR 60 or 1¼ |
| C | | | | | | 1¾ | 2 |
| D | | | | | | | |

❷ CIRCLE-TO-LAND

| Max Kts | MDA(H) |
|---|---|
| 90 | 760′ (747′) - 1 |
| 120 | 960′ (947′) - 1¼ |
| 140 | 1560′ (1547′) - 3 |
| D | NA |

❶ RVR 18 with Flight Director or Autopilot or HUD to DA. ❷ Not Authorized to Rwys 10L, 10R, 19L, and 19R.

TERPS AMEND 7 13 SEP 2018

CHANGES: Topo, chart format, reindexed.

# KSFO/SFO SAN FRANCISCO INTL

JEPPESEN 24 NOV 23 (12-8) Eff 30 Nov

# SAN FRANCISCO, CALIF RNAV (GPS) X Rwy 28R

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP ™

| RNAV | Final Apch Crs | GOBEC | DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| | 281° | 1800′ (1787′) | 1140′ (1127′) | TDZE 13′ |

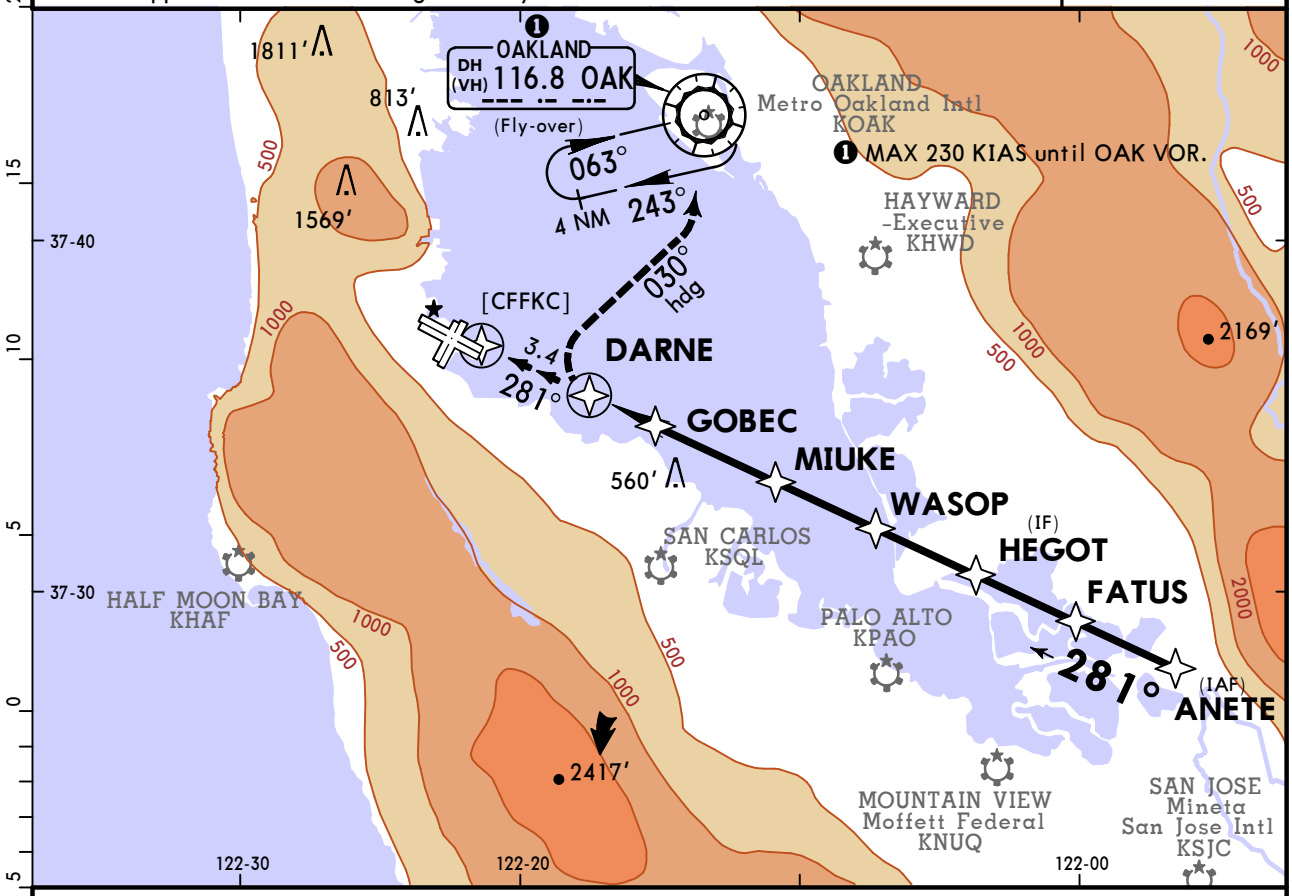
**MISSED APCH:** Climbing RIGHT turn to 3000′ on heading 030° then direct OAK VOR and hold.
When executing a missed approach or go around, unless otherwise instructed by ATC, initially turn right to 030° utilizing HEADING mode.

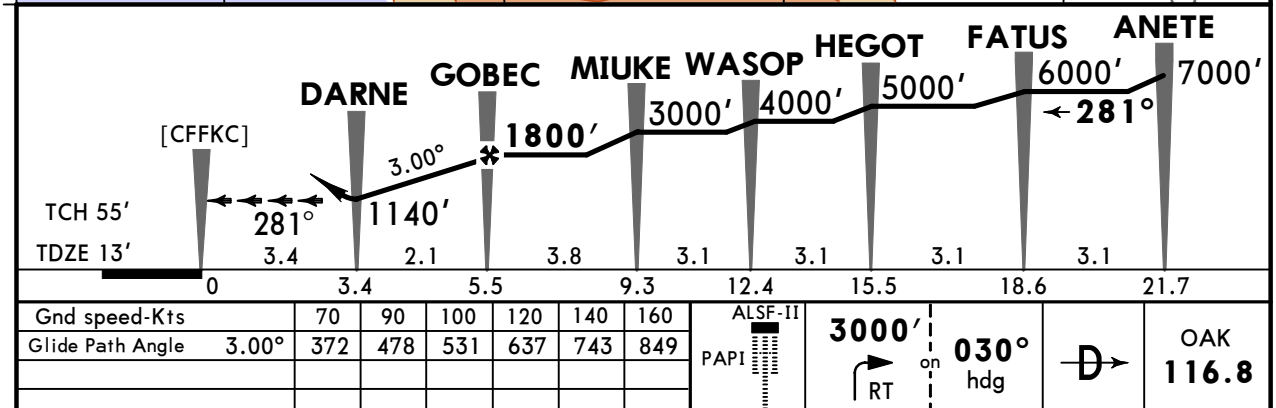
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 2°C (36°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Final approach course offset 2.95°. 5. VGSI and RNAV glidepath not coincident. 6. Rwy 28L and 28R separated by 750′ centerline to centerline. 7. Final approach course 1343′ right of Rwy centerline extended 3000′ from threshold.

5100

MSA DARNE




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

ALSF-II PAPI

3000′ RT on 030° hdg

D

OAK 116.8

**TERPS**

1 STRAIGHT-IN LANDING RWY **28R**
**LNAV/VNAV**
DA(H) **1140′** (1127′)

ALS out

TERPS AMEND 1B 13 OCT 2016

A B C D

4

1 If a go around is executed after passing DARNE, go around requires a minimum climb gradient of 380′/NM to 1800′.

CHANGES: Topo, OAK service volume, chart format, reindexed.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN

5 OCT 18 (12-20)

# SAN FRANCISCO, CALIF
## RNAV (RNP) Z Rwy 10R

BRIEFING STRIP™

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| RNAV | Final Apch Crs | Minimum Alt | RNP 0.20 DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| | **104°** | **JULOS** **1900′** (1890′) | **396′** (386′) | TDZE 10′ |

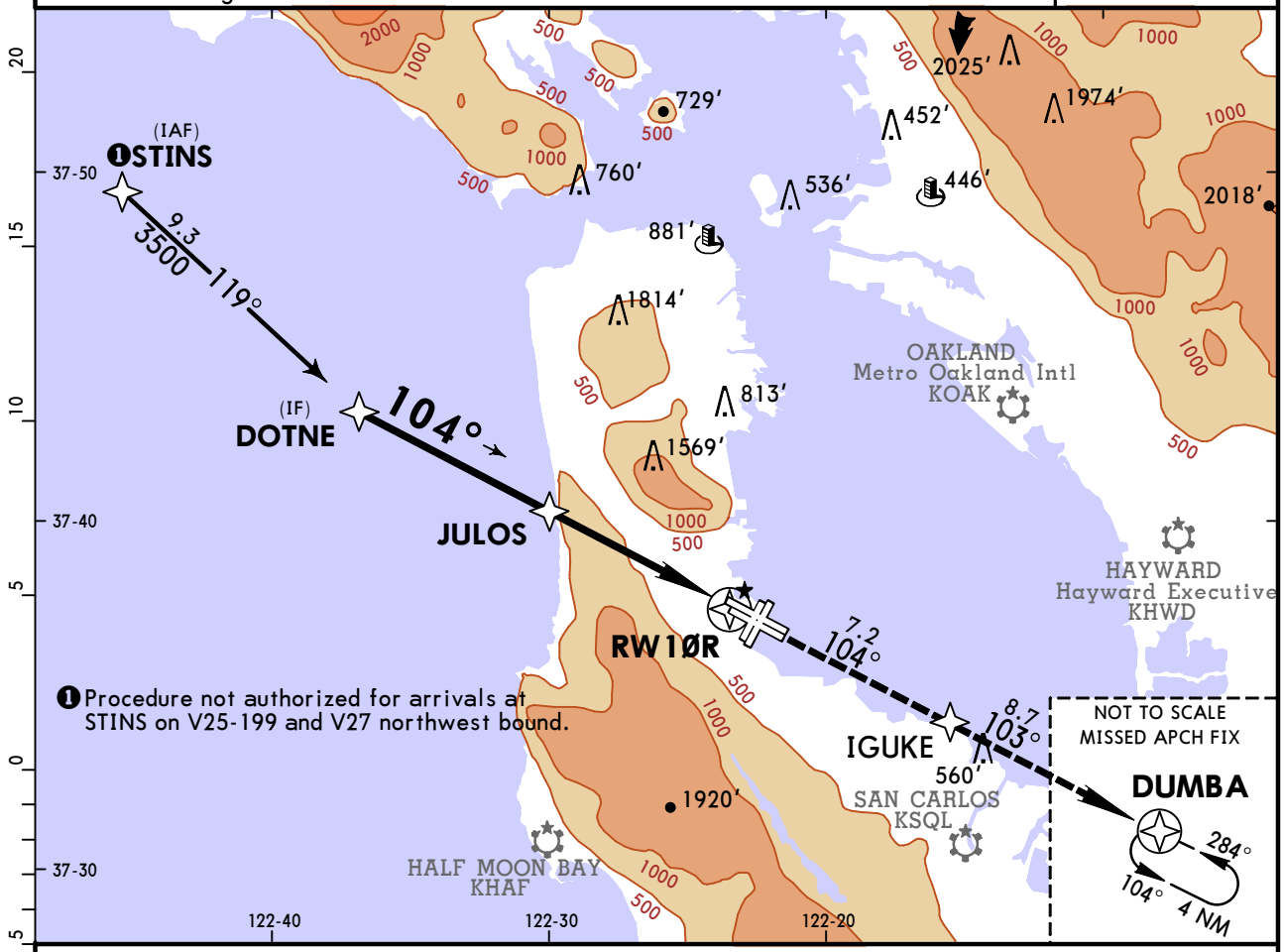
**MISSED APCH:** Climb to 3600′ on track 104° to IGUKE and on track 103° to DUMBA and hold.

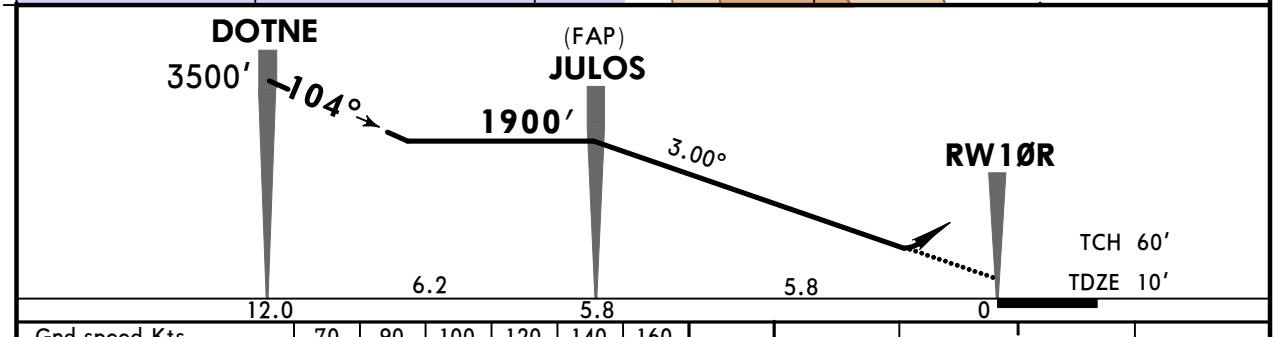
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

**1. AUTHORIZATION REQUIRED. 2. GPS required.** 3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (36°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. When VGSI inop, procedure not authorized at night.

5100

MSA RW10R




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at DA | | | | | | | |

PAPI-L | 3600′ on 104° | IGUKE

**TERPS** STRAIGHT-IN LANDING RWY **10R**

| | RNP 0.20 DA(H) **396′** (386′) | RNP 0.30 DA(H) **1108′** (1098′) |
|---|---|---|
| A | 1¼ | 4 |
| B | | |
| C | | |
| D | | |

TERPS AMEND 2A 26 JUN 2014

CHANGES: None.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN

5 OCT 18 (12-21)

# SAN FRANCISCO, CALIF
## RNAV (RNP) Y Rwy 28R

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| RNAV | Final Apch Crs | Minimum Alt | RNP 0.11 DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| | 284° | DONNG 1800′ (1787′) | (CONDITIONAL) 263′ (250′) | TDZE 13′ |

**MISSED APCH:** Climb to 3000′ on track 284° to VIKYU and hold.

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

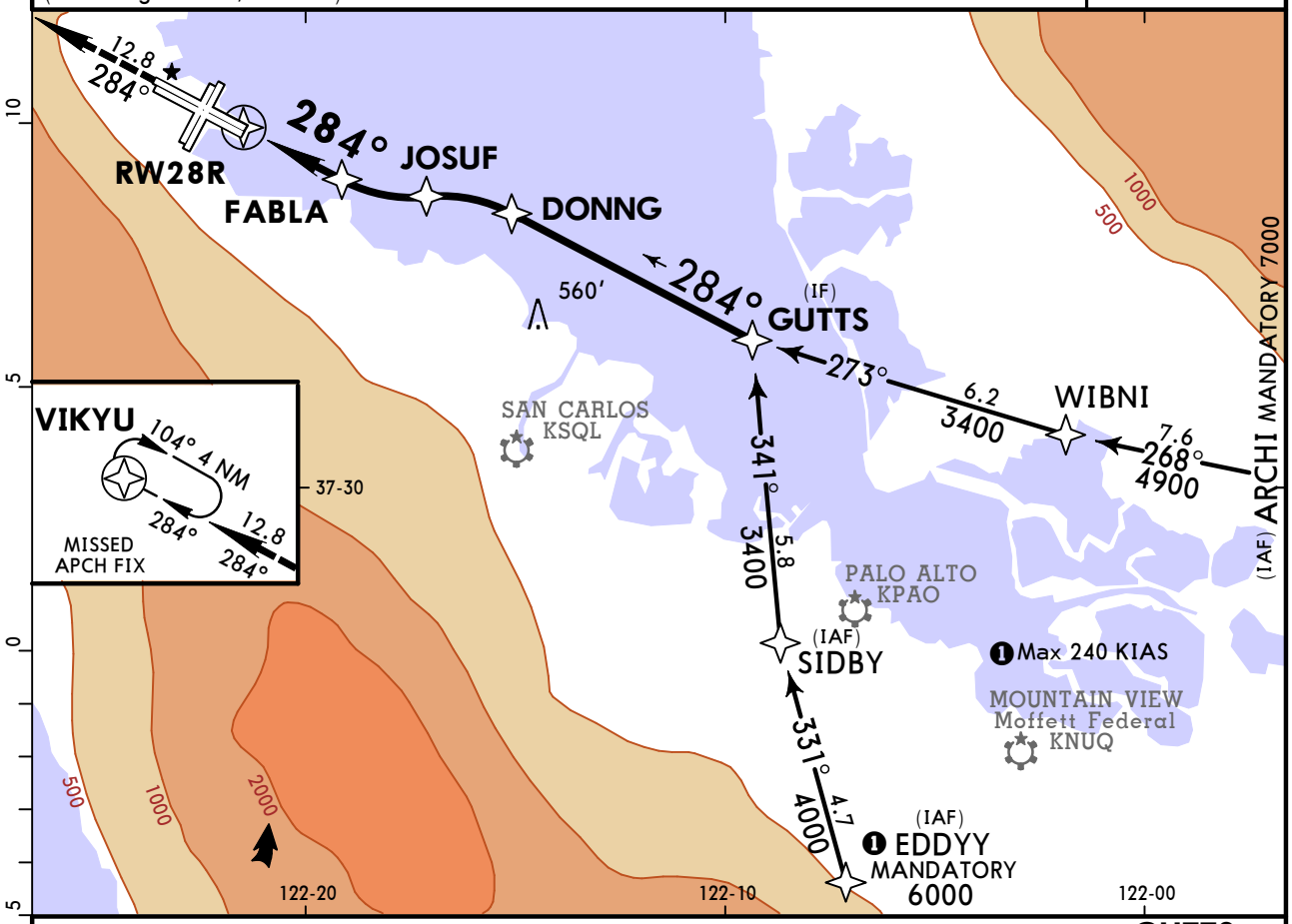
RNP AR Apch. RF Required.

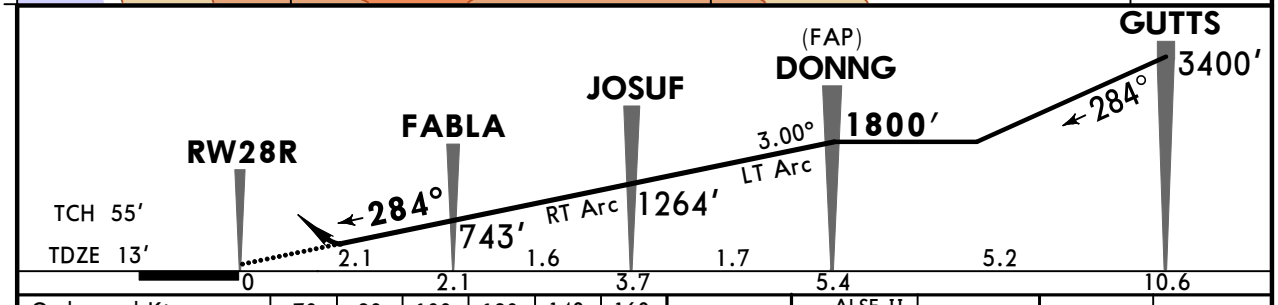
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 3°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68′).

5000

MSA RW28R

BRIEFING STRIP™




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

ALSF-II
PAPI
3000′ on 284°
VIKYU

**TERPS**

STRAIGHT-IN LANDING RWY **28R**

| | **1** RNP 0.11 DA(H) 263′ (250′) | | **2** RNP 0.30 DA(H) 326′ (313′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 45 or 7/8 |
| B | | | | |
| C | | | | |
| D | | | | |

**1** Missed approach requires minimum climb of 250′/NM to 1600′.
**2** Missed approach requires minimum climb of 350′/NM to 2100′.

TERPS AMEND 5 13 SEP 2018

CHANGES: MSA, ARCHIE speed and altitude restrictions, SIDBY IAF added, mims.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN 24 NOV 23 (12-40) Eff 30 Nov

# SAN FRANCISCO, CALIF
## GLS Rwy 19L

BRIEFING STRIP ™

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| LAAS | Final Apch Crs | SHAKE | GLS DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| Ch 21448 G-19A | 194° | 2800′ (2789′) | 293′ (282′) | TDZE 11′ |

**MISSED APCH:** Climb to 920′ then climbing LEFT turn to 4000′ direct PRTLA and hold. Missed approach requires minimum climb of 357′/NM to 2000′.

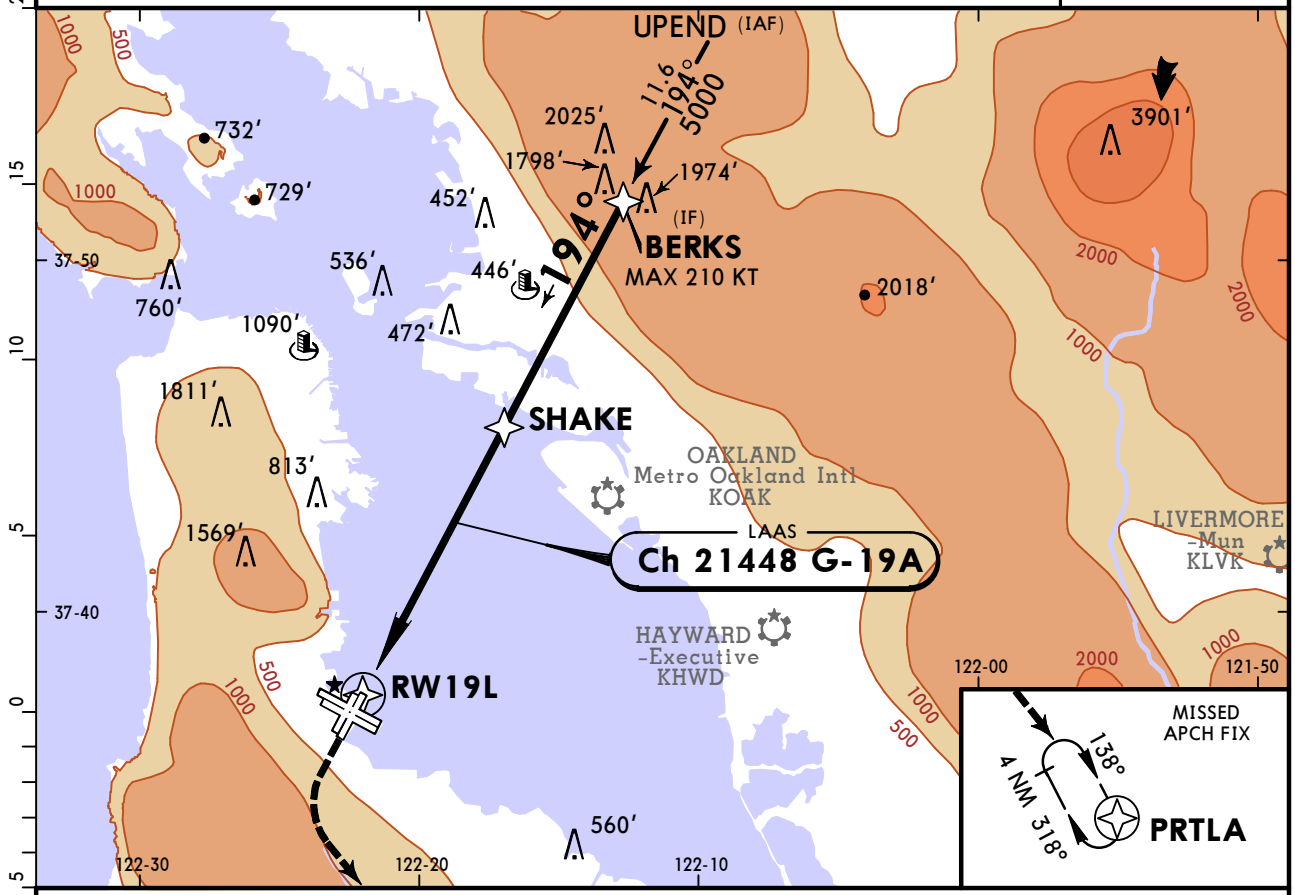
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

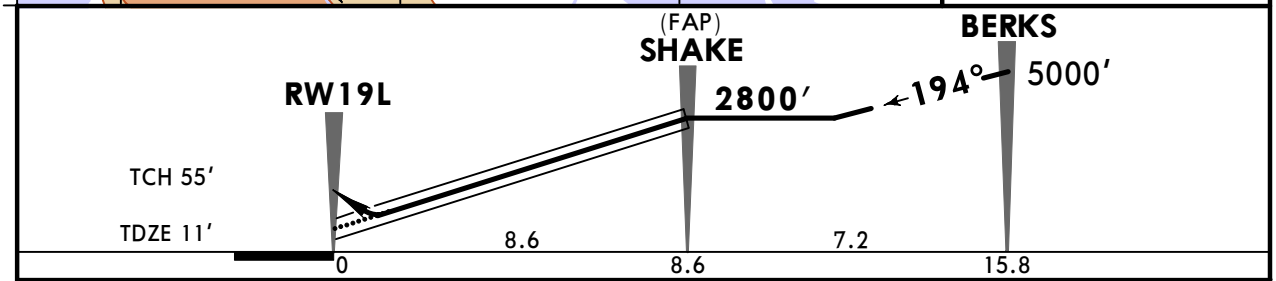
RNP Apch-GPS

1. Autopilot coupled approach not authorized below 293′. 2. VGSI and GLS glidepath not coincident (VGSI angle 3.00°/TCH 71′).

5000

MSA RW19L




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

MALSF PAPI | 920′ | 4000′ LT | D | PRTLA

**TERPS**

STRAIGHT-IN LANDING RWY **19L**
**GLS**
DA(H) **293′** (282′)

| | ALS out |
|---|---|
| A | RVR 40 or ¾ |
| B | |
| C | RVR 45 or ⅞ |
| D | |

TERPS AMEND 1 30 NOV 2023

CHANGES: Topo, notes, missed approach.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN

24 NOV 23 (12-41) Eff 30 Nov

# SAN FRANCISCO, CALIF
## GLS Rwy 19R

BRIEFING STRIP™

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| LAAS | Final Apch Crs | ESUME | GLS DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| Ch 21859 G-19B | 194° | 2800′ (2789′) | 321′ (310′) | TDZE 11′ |

**MISSED APCH:** Climb to 600′ then climbing RIGHT turn to 3000′ direct THHEO and hold. Missed approach requires minimum climb of 395′/NM to 2100′.

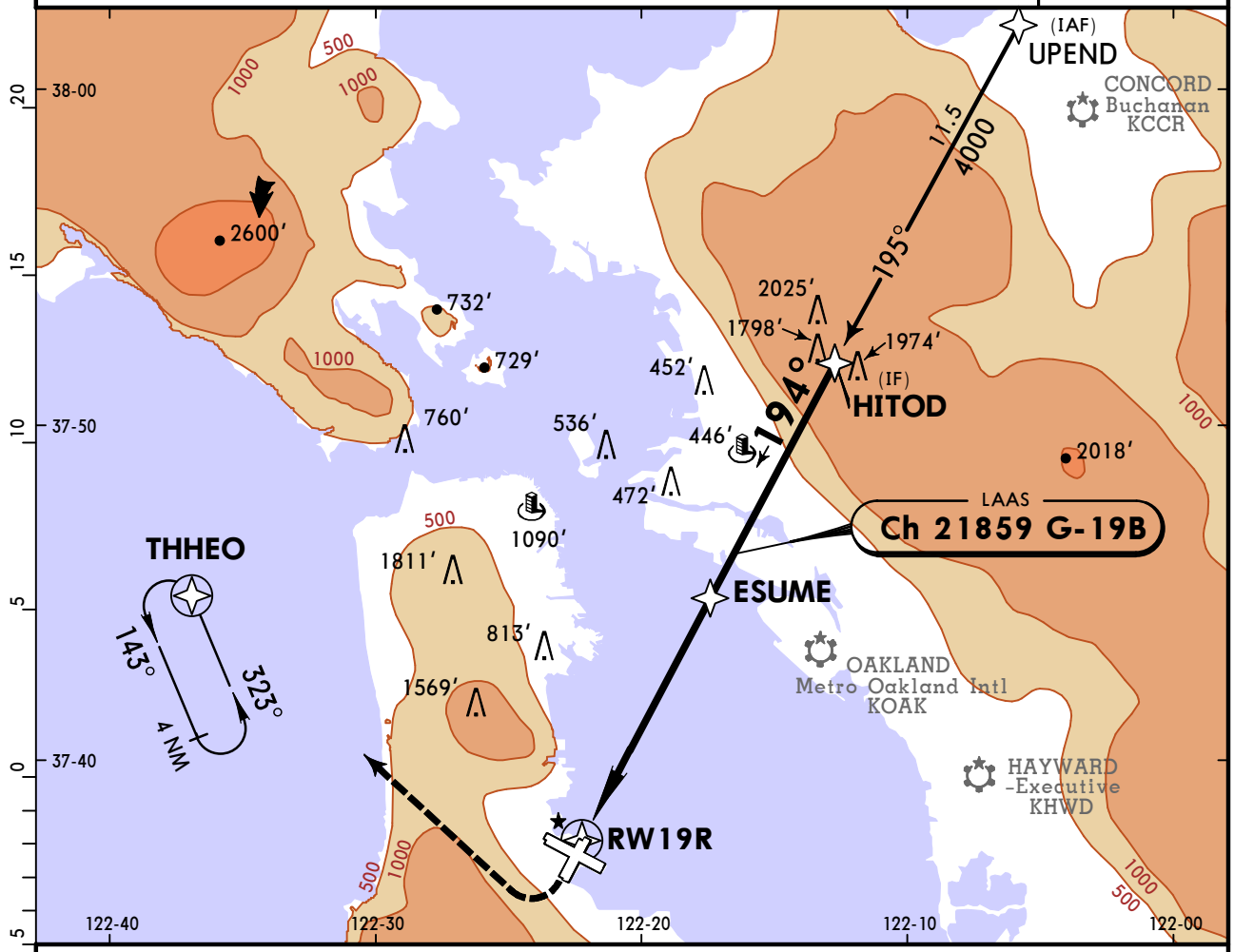
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

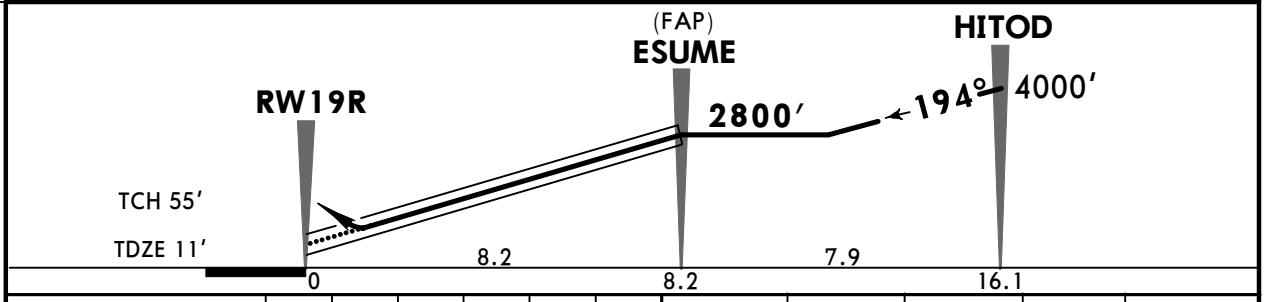
RNP Apch-GPS

Autopilot coupled approach not authorized below 321′.

5000

MSA RW19R




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 3.15° | 390 | 502 | 557 | 669 | 780 | 892 |

PAPI-L | 600′ ↑ | 3000′ RT | D | THHEO

**TERPS**

STRAIGHT-IN LANDING RWY **19R**

**GLS**

DA(H) **321′** (310′)

| | |
|---|---|
| A | RVR 45 or 7/8 |
| B | |
| C | |
| D | |

TERPS AMEND 1 30 NOV 2023

CHANGES: Missed approach, notes, topo, chart format.

# KSFO/SFO
## SAN FRANCISCO INTL

JEPPESEN

26 NOV 21 (12-42) Eff 2 Dec

# SAN FRANCISCO, CALIF
## GLS Rwy 28L

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

BRIEFING STRIP™

| LAAS | Final Apch Crs | DUYET | GLS DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| Ch 21037 G-28B | 284° | 1800′ (1787′) | 213′ (200′) | TDZE 13′ |

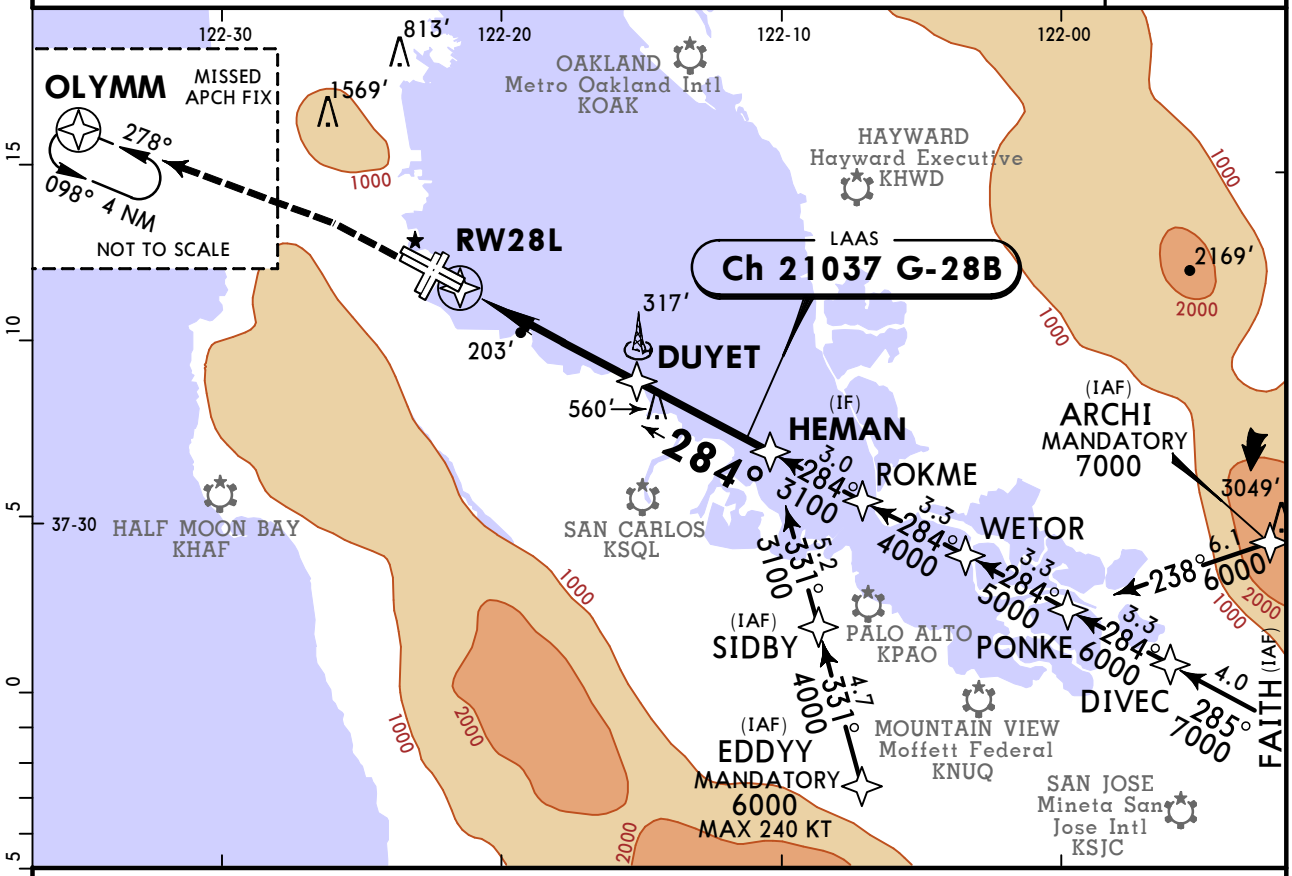
**MISSED APCH:** Climb to 1020′ then climbing LEFT turn to 4000′ direct OLYMM and hold.

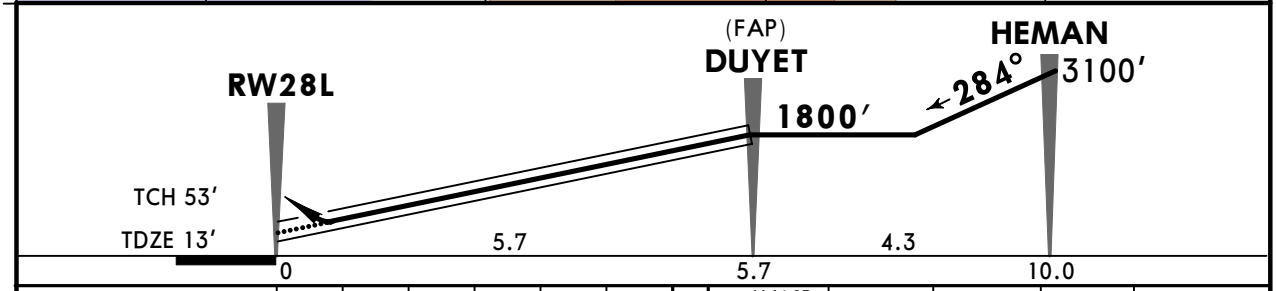
RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Autopilot coupled approach not authorized below 213′. 2. VGSI and GLS glidepath not coincident (VGSI angle 2.85°/TCH 67′). 3. Simultaneous approach authroized. Simultaneous operations require use of vertical guidance; MAINTAIN last assigned altitude until established on glidepath.

5000

MSA RW28L




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Glide Path Angle 2.85° | 353 | 454 | 504 | 605 | 706 | 807 |
| MAP at DA | | | | | | |

MALSR
PAPI

1020′ | 4000′ LT | D | OLYMM

**TERPS** STRAIGHT-IN LANDING RWY **28L**

**1** **2** GLS
DA(H) 213′ (200′)

| | RAIL/ALS out |
|---|---|
| A | **3** RVR 24 or 1/2 |
| B | |
| C | RVR 40 or 3/4 |
| D | |

**1** Missed apch requires mim climb of 330′/NM to 1600′. **2** Use of Flight Director or Autopilot required during simultaneous operations. **3** RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS ORIG 2 DEC 2021

CHANGES: New procedure.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN

26 NOV 21 (12-43) Eff 2 Dec

# SAN FRANCISCO, CALIF
GLS Rwy 28R

BRIEFING STRIP™

| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| LAAS | Final Apch Crs | AXMUL | GLS DA(H) | Apt Elev 13′ |
|---|---|---|---|---|
| **CH 20626** G-28A | **284°** | **1800′** (1787′) | **213′** (200′) | TDZE 13′ |

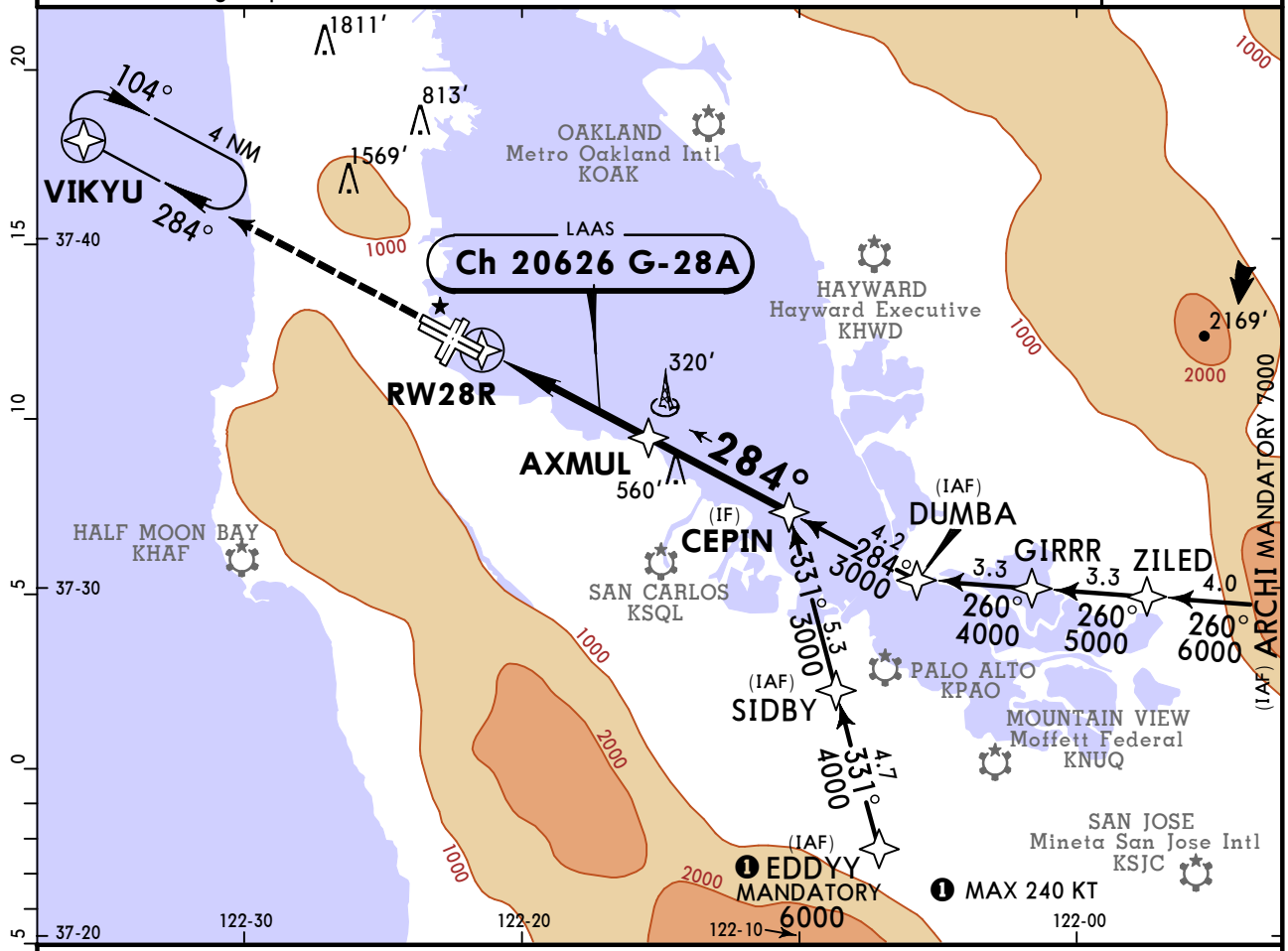
**MISSED APCH:** Climb to 3200′ direct VIKYU and hold.

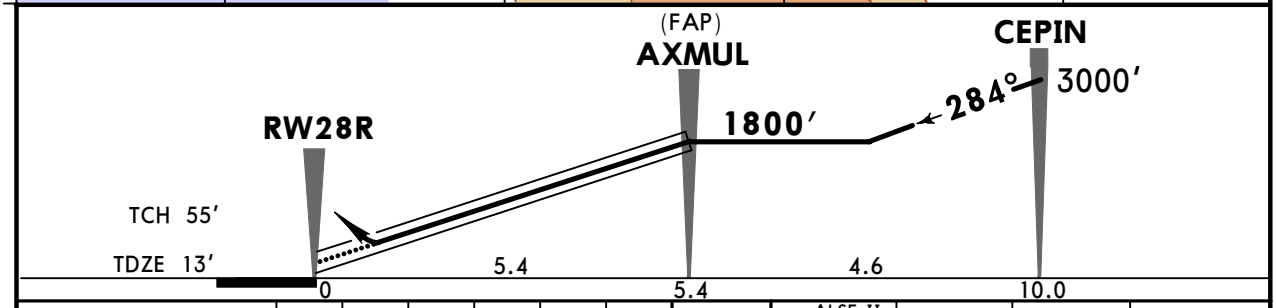
RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Autopilot coupled approach not authorized below 213′. 2. VGSI and GLS glidepath not coincident (VGSI angle 3.00°/TCH 68′). 3. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; MAINTAIN last assigned altitude until established on glidepath.

5000

MSA RW28R




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

ALSF-II
PAPI
3200′
D
VIKYU

**TERPS**

STRAIGHT-IN LANDING RWY **28R**
**1** **2** GLS
DA(H) **213′** (200′)

| | TDZ/CL out | ALS out |
|---|---|---|
| A | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 |
| B | | | |
| C | | | |
| D | | | |

**1** Missed apch requires mim climb of 350′/NM to 1900′. **2** Use of Flight Director or Autopilot required during simultaneous operations.

TERPS ORIG 2 DEC 2021

CHANGES: New procedure.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
29 MAR 24 (19-1)

# SAN FRANCISCO, CALIF
# TIPP TOE VISUAL Rwys 28L/R

BRIEFING STRIP ™

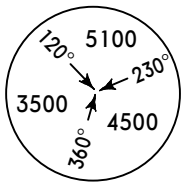
| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| NAVAIDS- Refer to Planview | Final Apch Crs Rwy 28L/R **284°** | No FAF | Refer to Minimums | Apt Elev 13′ |
|---|---|---|---|---|

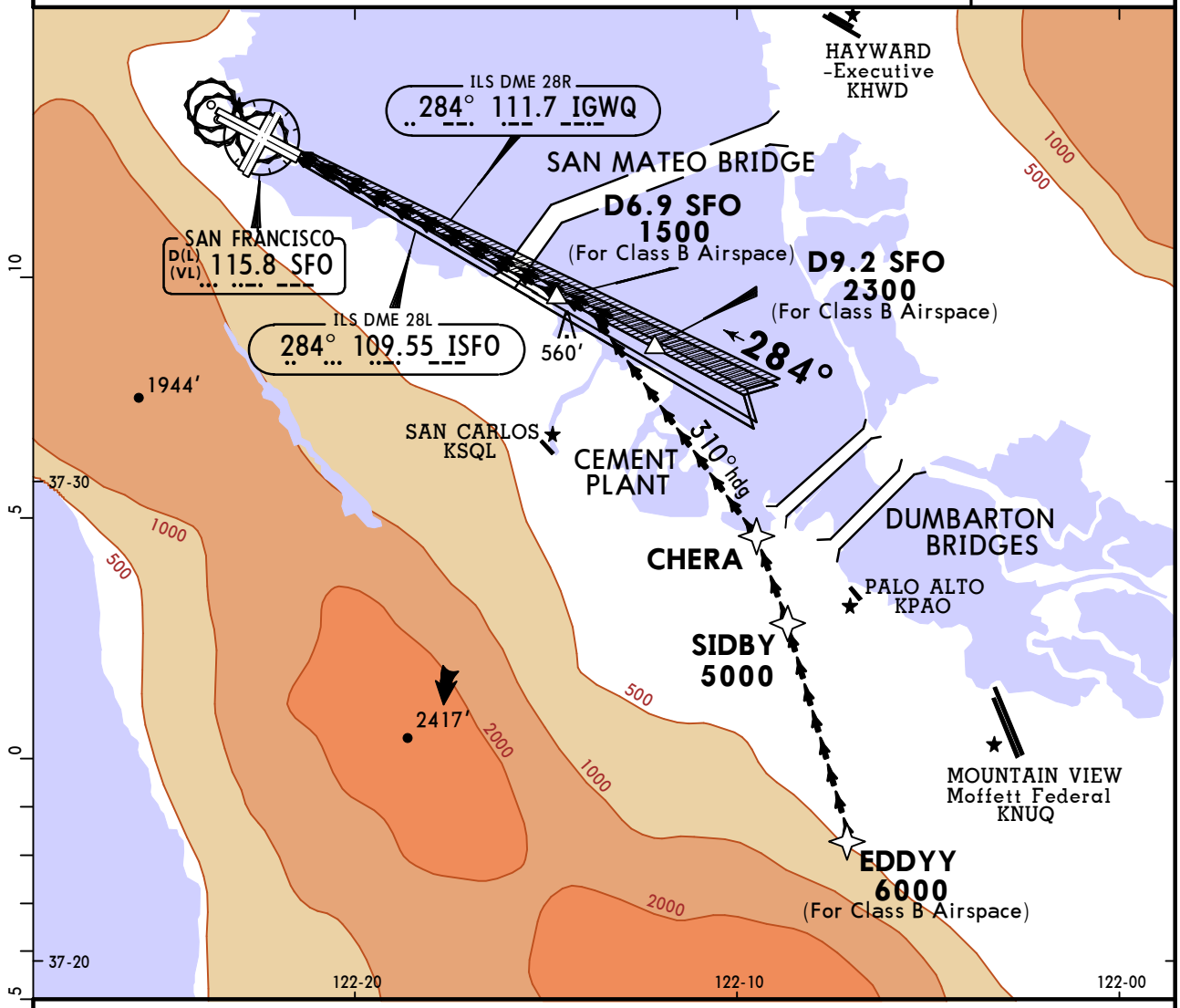
**MISSED APCH:** See below.

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

1. Radar required. 2. Closely spaced parallel visual approaches may be in progress. 3. Vertical Guidance Navaid and Angle: LOC ISFO (GS 2.85°) Rwy 28L, LOC IGWQ (GS 3.00°) Rwy 28R.




MSA SFO VOR




## TIPP TOE VISUAL APPROACH RWYS 28L/R

Rwy 28L: From CHERA, heading 310° to intercept ISFO localizer.
Rwy 28R: From CHERA, heading 310° to intercept IGWQ localizer.

In the event of a go-around:

Runway 28L, turn LEFT heading 265°, climb and maintain 3000′ or as directed by Air Traffic Control.

Runway 28R, heading 280°, climb and maintain 3000′ or as directed by Air Traffic Control.

## WEATHER MINIMUMS

SFO Ceiling **2500′-** VIS **5**

-OR-

SFO Ceiling 1000′ - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°) and San Mateo AWOS Ceiling 2400′ - VIS 5

[If San Mateo AWOS inop, use San Carlos (KSQL) Ceiling of 2400′-VIS 5; San Carlos ATIS on 125.9]

TERPS AMEND 3 24 MAR 2022

CHANGES: Chart format.

# KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN

29 MAR 24 (19-2)

# SAN FRANCISCO, CALIF
# QUIET BRIDGE VISUAL Rwys 28L/R

BRIEFING STRIP™

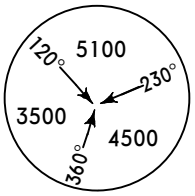
| D-ATIS | NORCAL Approach (R) | SAN FRANCISCO Tower | Ground |
|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 | 120.5 | 121.8 |

| NAVAIDS- Refer to Planview | Final Apch Crs Rwy 28L/R | No FAF | Refer to Minimums | Apt Elev 13′ |
|---|---|---|---|---|
| | **284°** | | | |

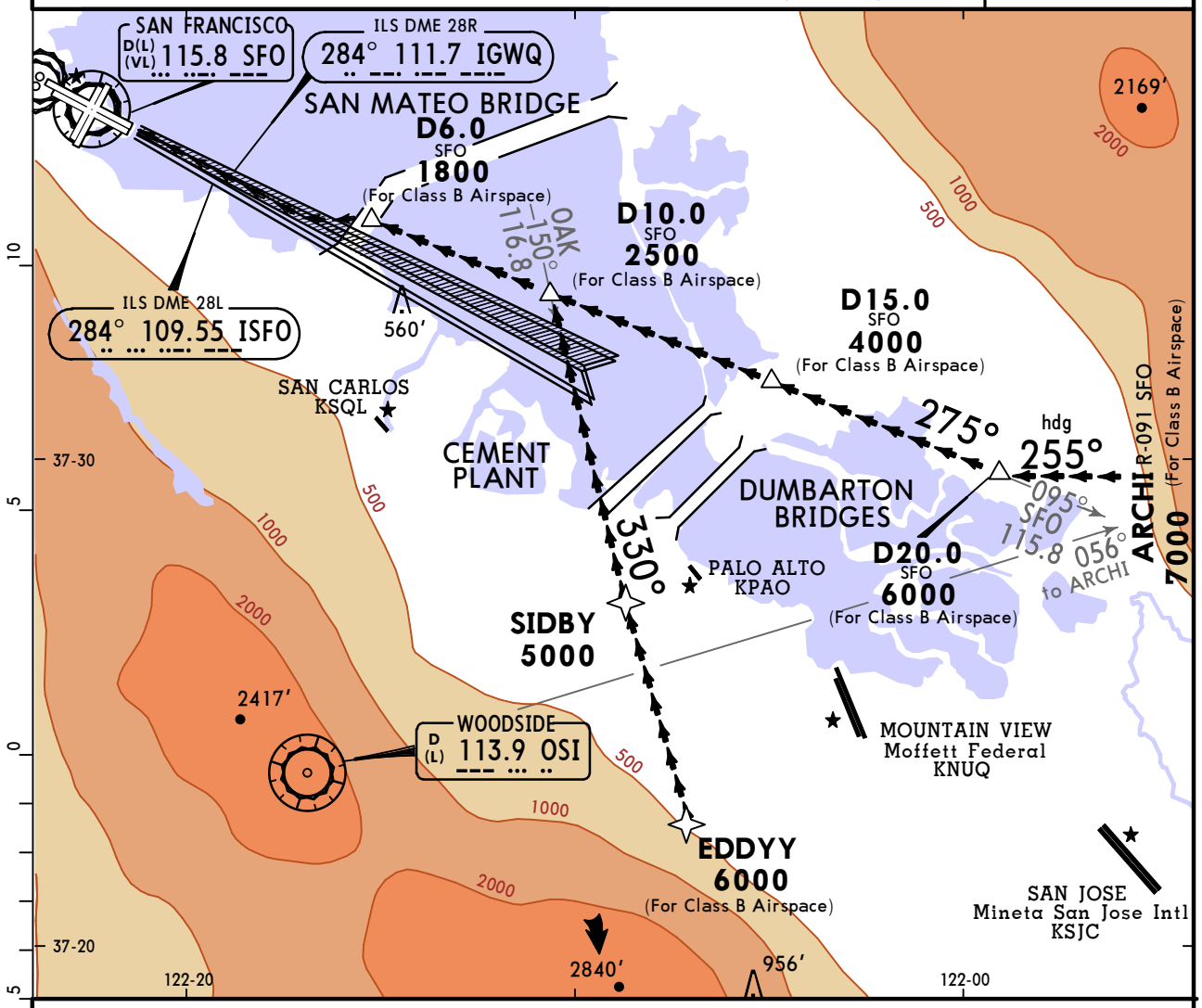
**MISSED APCH:** See below.

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

1. Radar required. 2. Closely spaced parallel visual approaches may be in progress to Rwy 28L utilizing ISFO. 3. Visual guidance and navaid angle: LOC IGWQ (GS 3.00°).




MSA SFO VOR




## QUIET BRIDGE VISUAL APPROACH RWYS 28L/R

From the South: After SIDBY, fly 330° hdg to intercept SFO R-095 inbound.
From the East: After ARCHI, fly 255° hdg to intercept SFO R-095 inbound.

In the event of a go-around:

Runway 28L, turn LEFT heading 265°, climb and maintain 3000′ or as directed by Air Traffic Control.

Runway 28R, fly heading 280°, climb and maintain 3000′ or as directed by Air Traffic Control.

## WEATHER MINIMUMS

SFO Ceiling **2500′** - VIS **5**

-OR-

SFO Ceiling 1000′ - VIS 3 With VIS 5 in Eastern Quadrant (030° clockwise 120°) and San Mateo AWOS Ceiling 2400′ - VIS 5

[If San Mateo AWOS inop, use San Carlos (KSQL) Ceiling of 2400′-VIS 5; San Carlos ATIS on 125.9]

TERPS AMEND 12 8 NOV 2018

CHANGES: None.

# Chart changes since cycle 10-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|
| **SAN FRANCISCO, CA (SAN FRANCISCO INTL - KSFO)** | | | | |
| REV | AIRPORT, AIRPORT INFO | 10-9 | 24 May 2024 | |
| REV | AIRPORT INFO (CONTD), TAK... | 10-9A | 24 May 2024 | |
| REV | PARKING GATES | 10-9B | 24 May 2024 | |
| REV | PARKING GATES (CONTD) & C... | 10-9C | 24 May 2024 | |

# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport KSFO

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

(10-9D) Low Visibility Taxi Routes - Surface Movement Guidance and Control System operations suspended until further notice. Contact the San Francisco Airport Commission for details.

## Chart Change Notices for Country USA

**Type:** Gen Tmnl
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl
**Effectivity:** Temporary
**Begin Date:** Immediately
**End Date:** Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.