

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KSJC

Terminal Charts For KSJC

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: SAN JOSE CA USA
ICAO/IATA: KSJC / SJC
Lat/Long: N37° 21.78', W121° 55.72'
Elevation: 62 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 13.0° E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1332 Z
Sunset: 0243 Z

Runway Information

Runway: 12L
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 44 ft
Lighting: Edge, Centerline, REIL, Pilot controlled
Displaced Threshold: 1308 ft

Runway: 12R
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 46 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 1297 ft

Runway: 30L
Length x Width: 11000 ft x 150 ft
Surface Type: concrete

TDZ-Elev: 57 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 2537 ft

Runway: 30R
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 55 ft
Lighting: Edge, Centerline, Pilot controlled
Displaced Threshold: 2537 ft

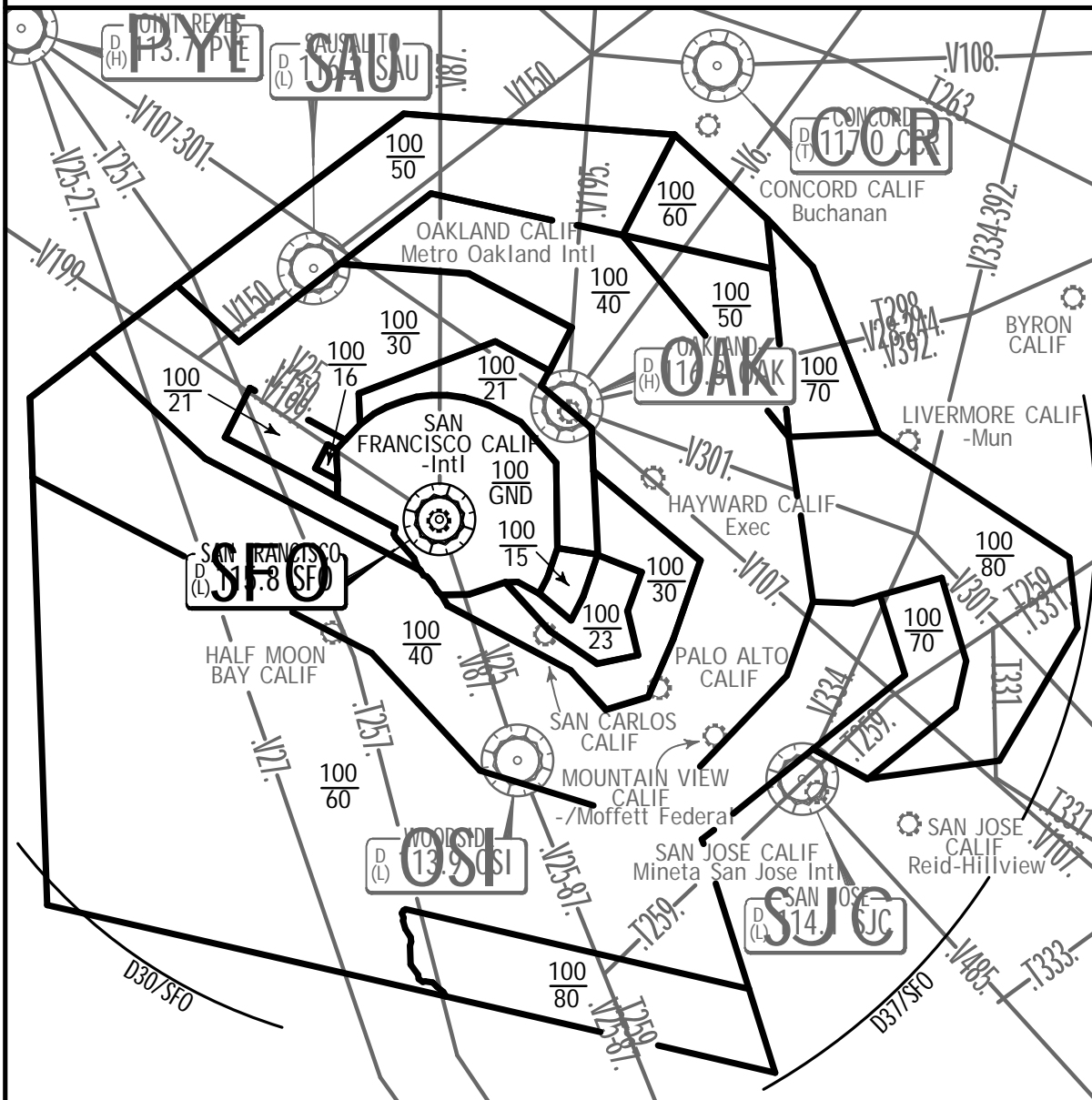
Communication Information

ATIS: 126.950
ASOS: 126.950
San Jose Tower: 124.000 CTAF PCL
San Jose Ground: 121.700
San Jose Clearance Delivery: 118.000
San Jose Clearance Pre-Taxi: 118.000
Norcal Approach: 126.475
Norcal Approach: 134.500 Secondary
Norcal Approach: 120.100 Initial Contact
Norcal Approach: 125.350 Secondary
Norcal Airport Radar Service Area: 120.100 (81°-135°)
Norcal Airport Radar Service Area: 121.300 (280°-80°)
Norcal Airport Radar Service Area: 135.200 (136°-279°)
Norcal Departure: 121.300
San Jose 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.

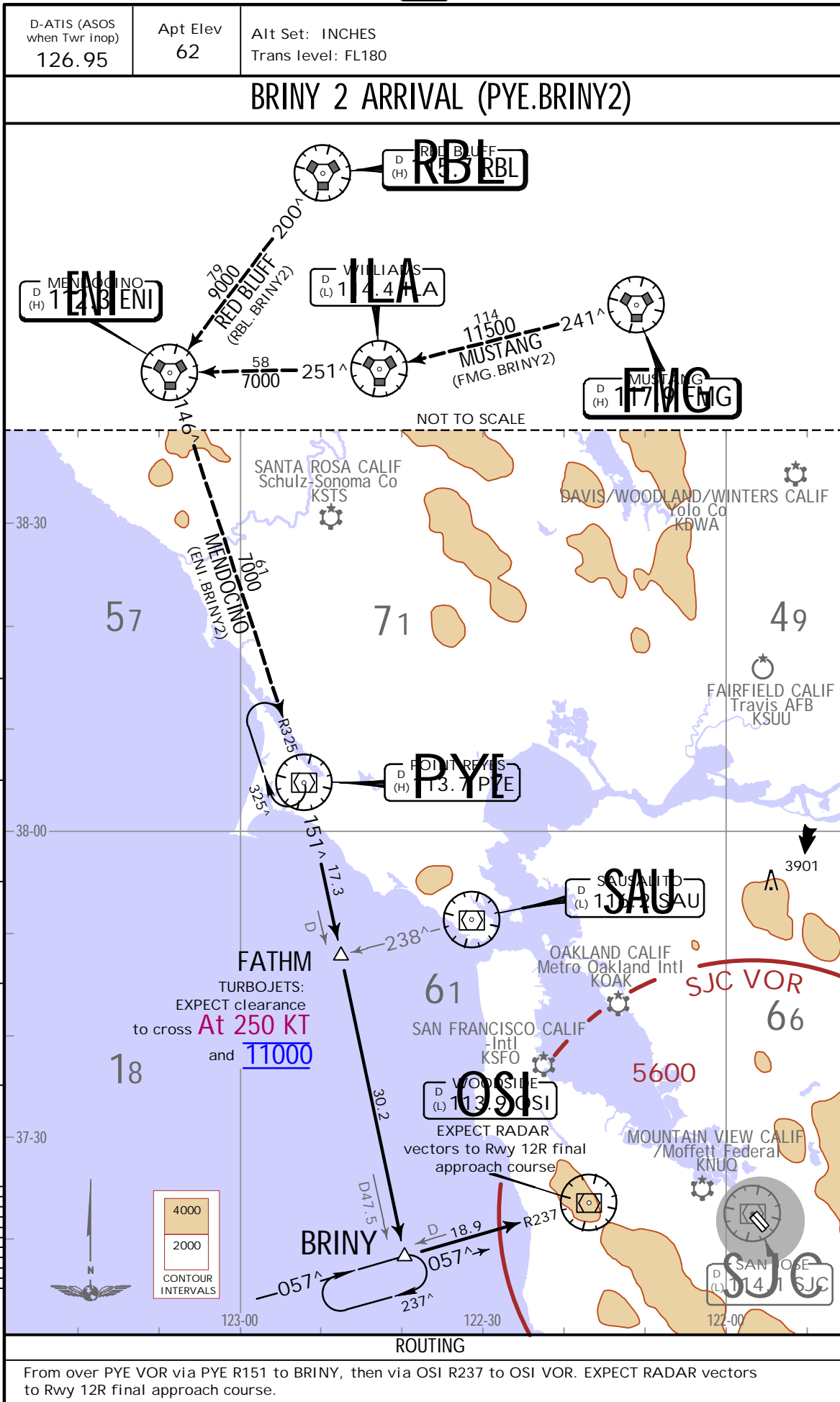
VFR Flights-

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.

KSJC/SJC
MINETA SAN JOSE INTL

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

SAN JOSE, CALIF
.STAR.



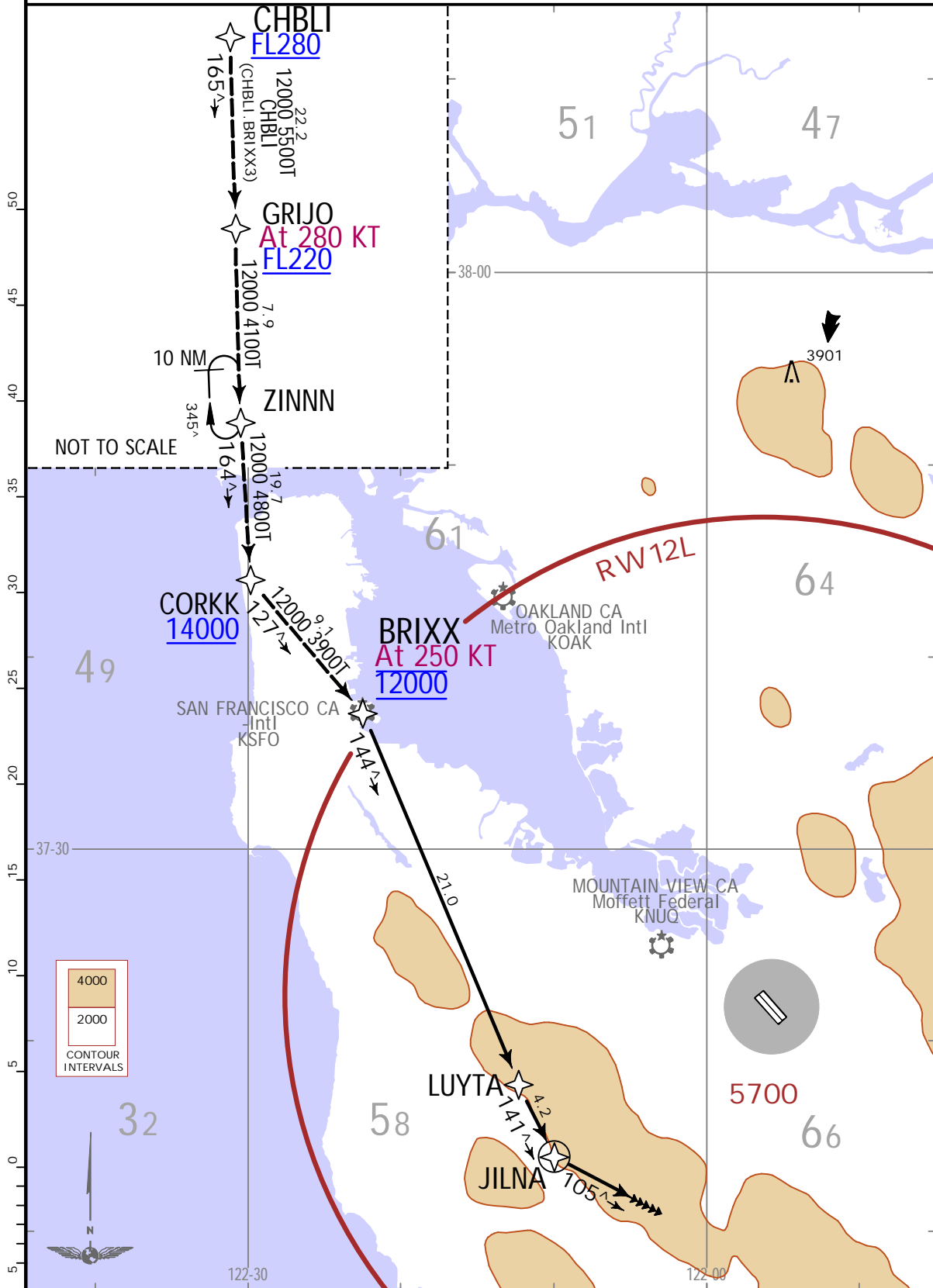
KSJCSJC
MINETA SAN JOSE INTL

JEPPESEN
11 JUN 21 **(10-2A)** .Eff.17.Jun.

SAN JOSE, CALIF
.RNAV.STAR.

D-ATIS (ASOS when Tvr inop) 126.95	Apt Elev 62	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.
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BRIXX 3 RNAV ARRIVAL (BRIXX.BRIXX3)



ROUTING
From BRIXX on track 144° to LUYTA, then on track 141° to JILNA, then on heading 105° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

D-ATIS (ASOS when Twr Inop)
126.95

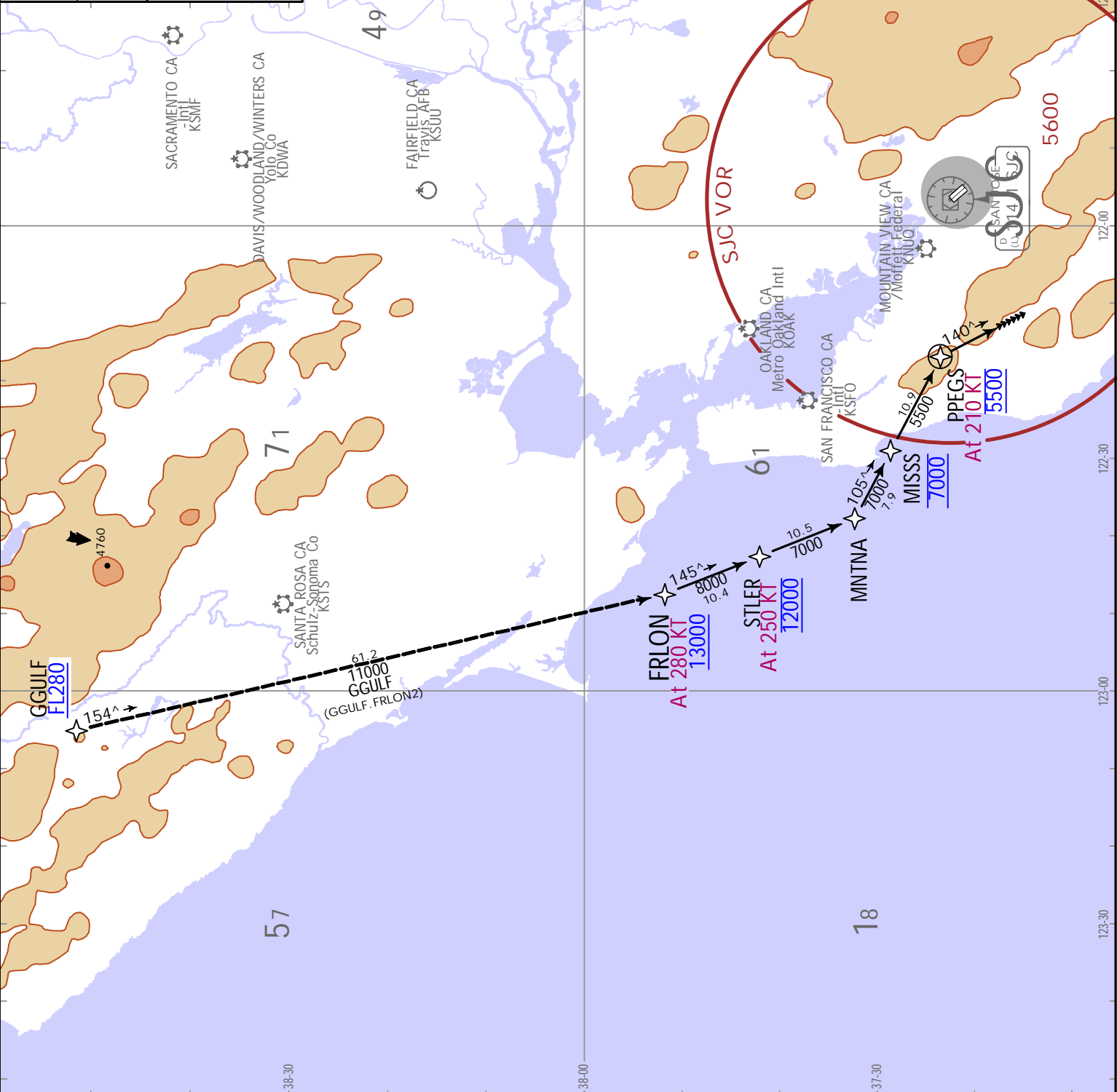
Apt Elev
62

Alt. Set: INCHES Trans level: FL180
 1. RADAR required.
 2. RNAV 1
 3. DME/DME/IRU or GPS required.

FRLON 2 RNAV ARRIVAL (FRLON.FRLON2)

ROUTING

From FRLON on track 145° to STLER, then on track 145° to MNTNA, then on track 105° to MISSS, then on track 105° to PPEGS, then on track 140°; EXPECT RADAR vectors to final approach course.



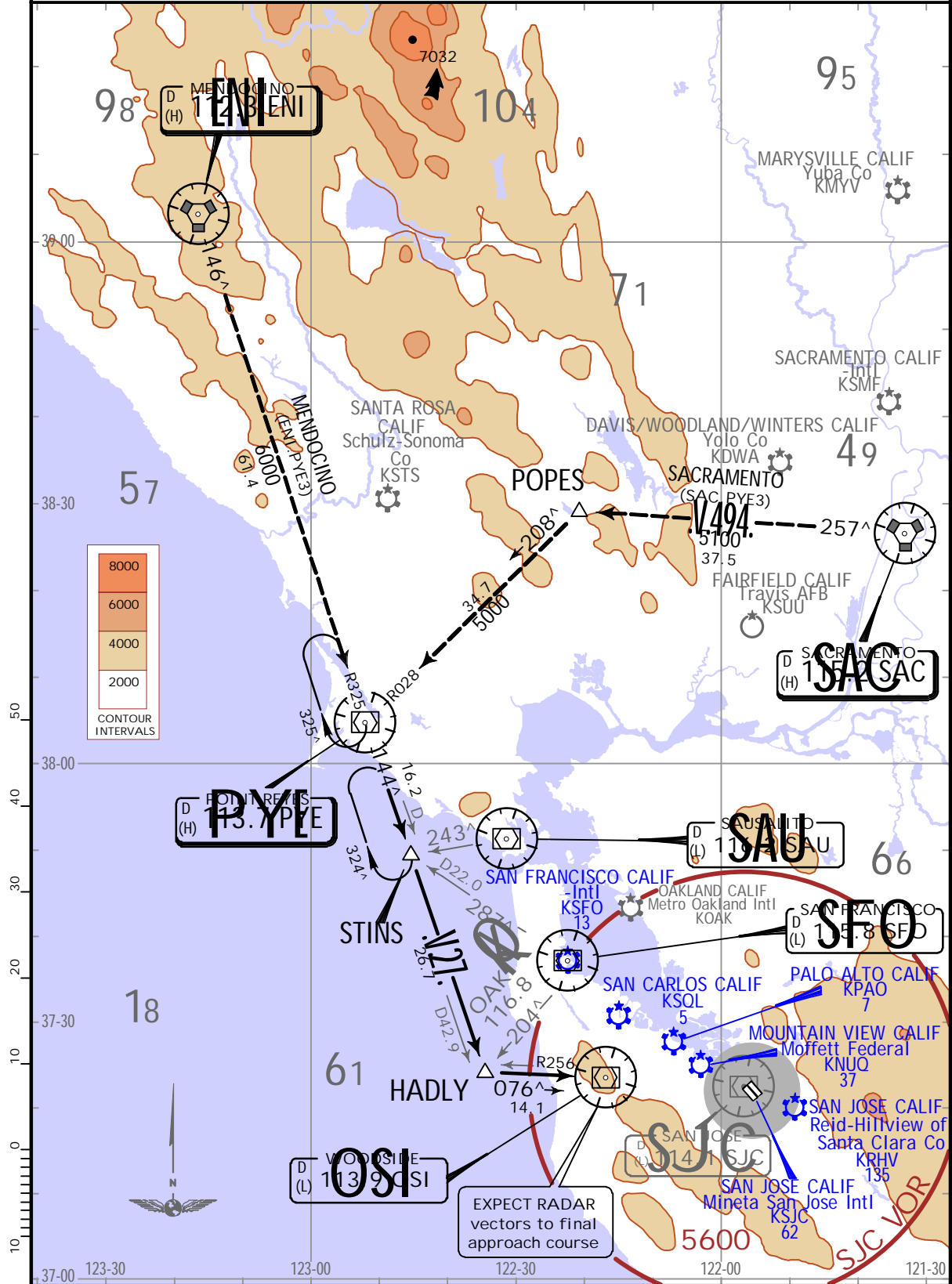
KSJG/SJC
MINETA SAN JOSE INTL

JEPPESSEN
30 JUN 17 (10-2F)

SAN JOSE, CALIF
.STAR.

MINETA SAN JOSE INTL D-ATIS (ASOS when Twr inop) 126.95	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. SACRAMENTO transition to be used only when assigned by ATC. 3. Also serves KPAO.
---------------------------------------------------------------------	-------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

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 reindexed.

JEPPESSEN, 2017. ALL RIGHTS RESERVED.

KSJC/SJC
 NORMAN Y MINETA
 SAN JOSE INTL



8 JUL 22 (10-2G) Eff. 14 Jul. RNAV STAR

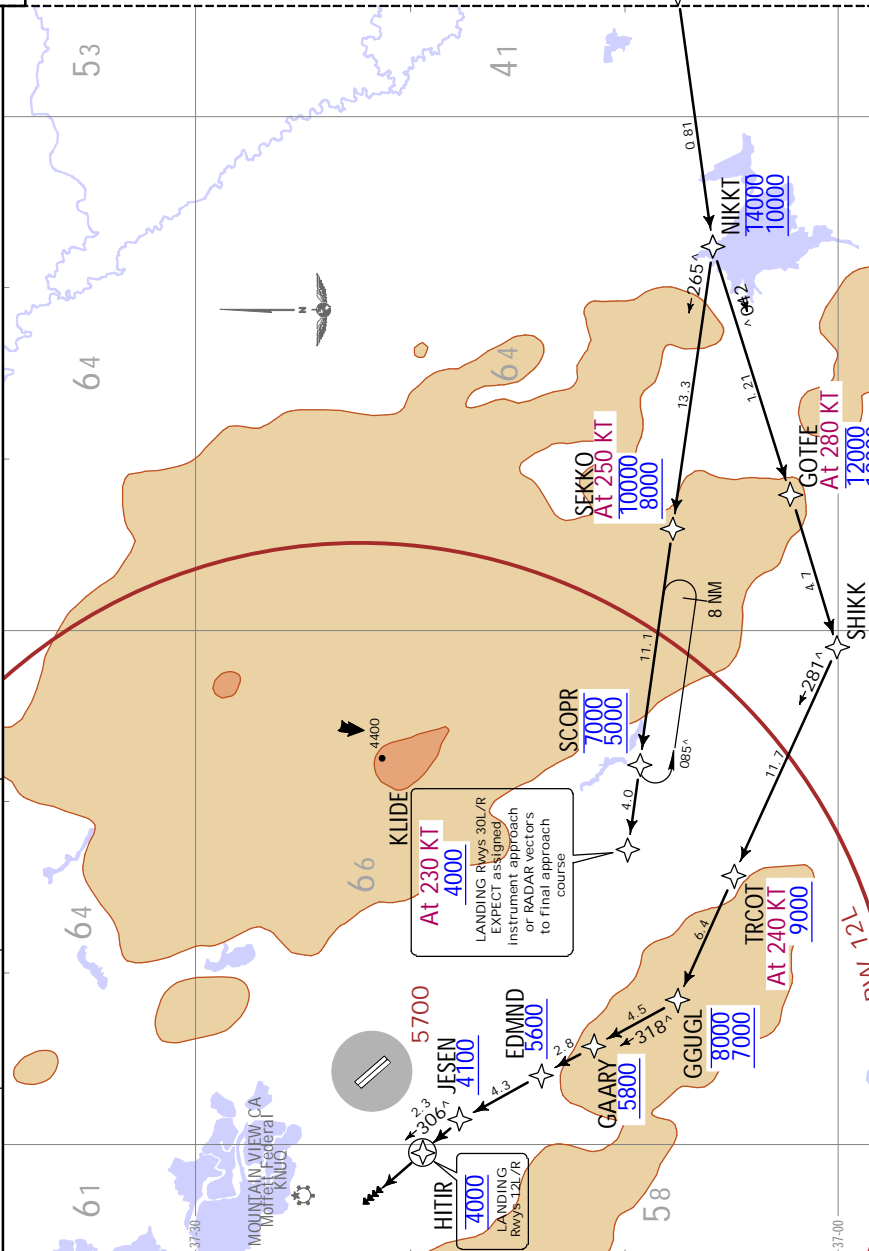
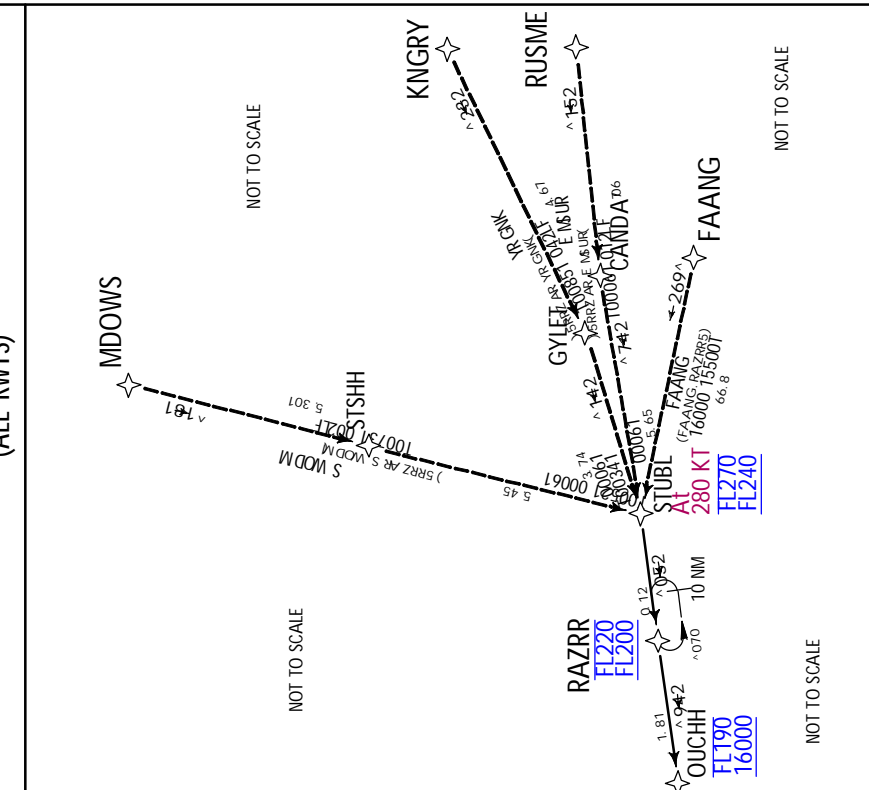
**RAZRR 5 RNAV ARRIVAL
 (STUBL, RAZRR5)
 (ALL RWYS)**

RNAV 1 - DME/DME/IRU or GPS
 1. RADAR required. 2. EXPECT to receive transition (WEST/EAST) and "Descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway. 3. WEST transition indicates Rwy 30L/R. 4. EAST transition indicates Rwy 12L/R. 5. EXPECT WEST transition unless otherwise advised.

Alt Set: INCHES
 Trans level: FL180

Apt Elev
 62

D-ATIS (ASOS when TWR Inop)
 126.95



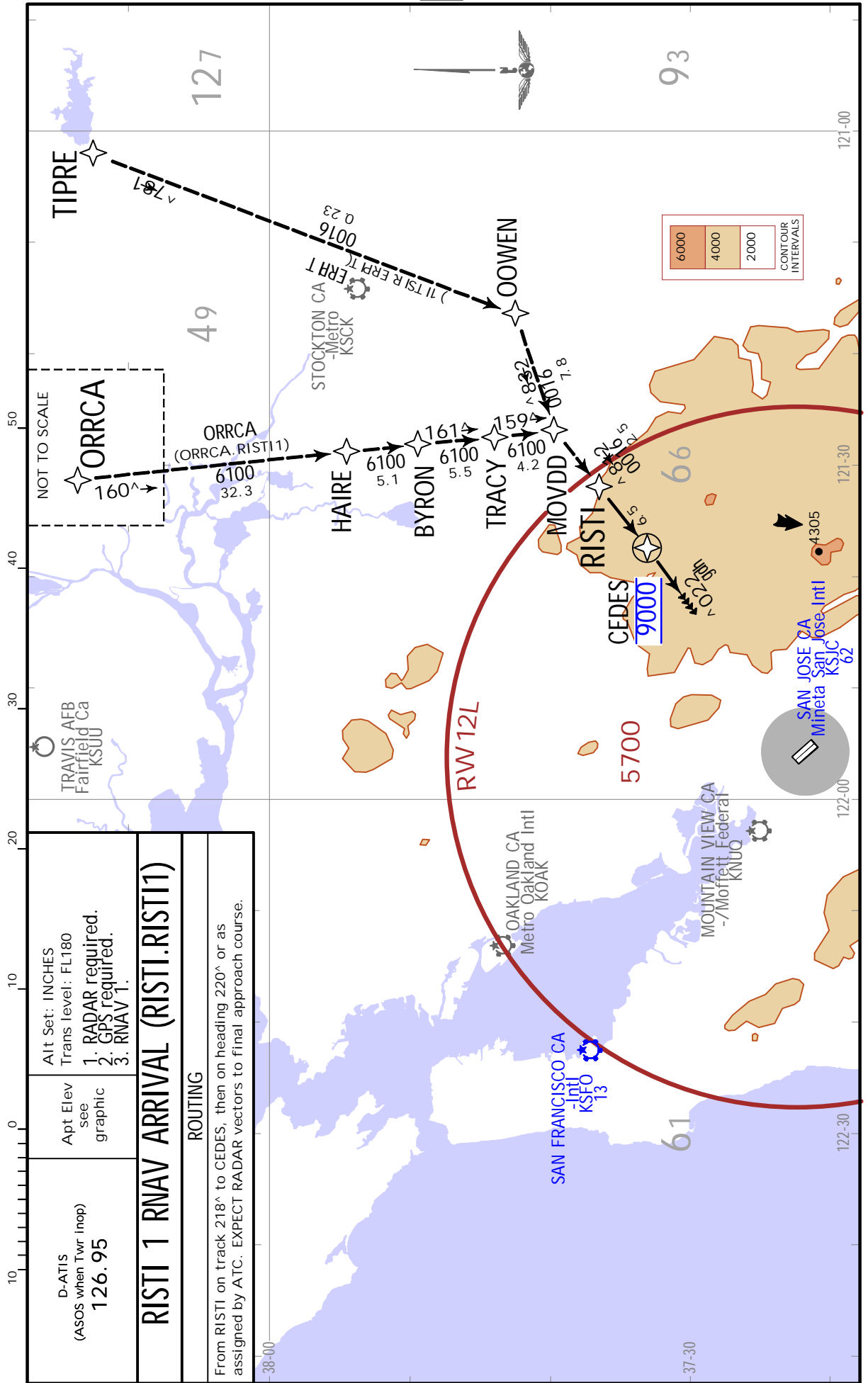
ROUTING	
From STUBL on track 250° to cross RAZRR between FL200 and FL220, then on track 249° to cross OUCHH between 16000 and FL190, then on track 249° to cross NIKKT between 10000 and 14000.	
LANDING	
EAST RWYS 12L/R	From NIKKT on track 240° to cross GOTTE between 10000 and 12000 and at 280 KT, then on track 240° to SHIKK, then on track 281° to cross TRCOT at or above 9000 and at 240 KT, then on track 281° to cross GGUGL between 7000 and 8000, then on track 318° to cross GAARY at or above 5800, then on track 318° to cross EDMDND at or above 5600, then on track 318° to cross JESN at or above 4100, then on track 306° to cross HITIR at 4000, then on track 306° to cross SEKKO between 8000 and 10000 and at 250 KT, then on track 265° to cross SCOPR between 5000 and 7000, then on track 265° to cross KLIDE at or above 4000 and at 230 KT. EXPECT assigned Instrument approach or RADAR vectors to final approach course.
WEST RWYS 30L/R	From NIKKT on track 245° to cross SEKKO between 8000 and 10000 and at 250 KT, then on track 265° to cross SCOPR between 5000 and 7000, then on track 265° to cross KLIDE at or above 4000 and at 230 KT. EXPECT assigned Instrument approach or RADAR vectors to final approach course.

CHANGES: Procedure renumbered, rev1 vs2.

KSJCSJC
MINETA SAN JOSE INTL

JEPPESEN
9 AUG 19 **10-2H** .Eff.15.Aug.

SAN JOSE, CALIF
.RNAV.STAR.



D-ATIS (ASOS when Twr inop) 126.95	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: None.

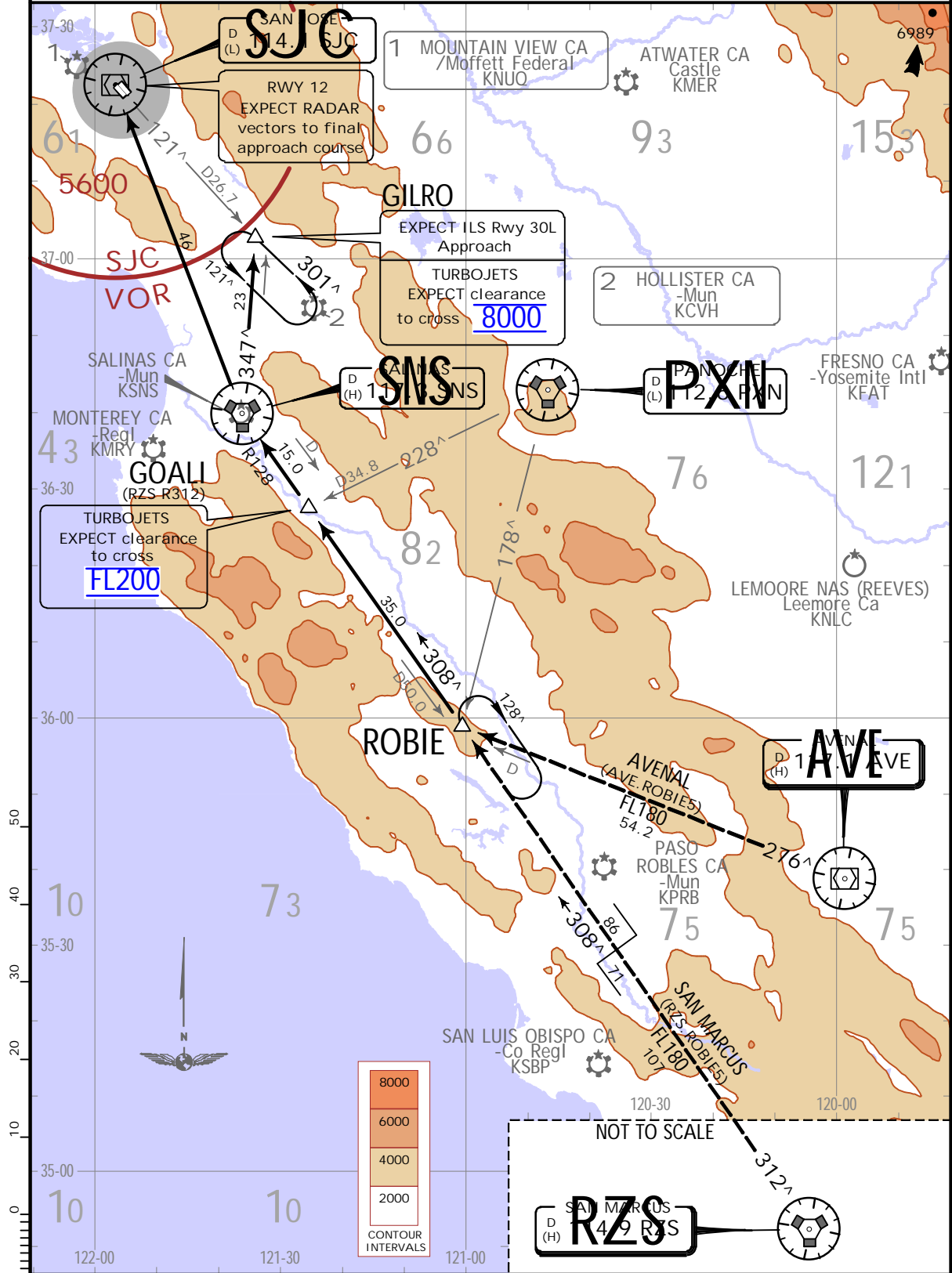
KSJG/SJC
MINETA SAN JOSE INTL

JEPPESEN
9 AUG 19 **10-2J** .Eff.15.Aug.

SAN JOSE, CALIF
.STAR.

D-ATIS (ASOS when Twr inop) 126.95	Apt Elev 62	Alt Set: INCHES Trans level: FL180
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ROBIE 5 ARRIVAL (ROBIE.ROBIE5)



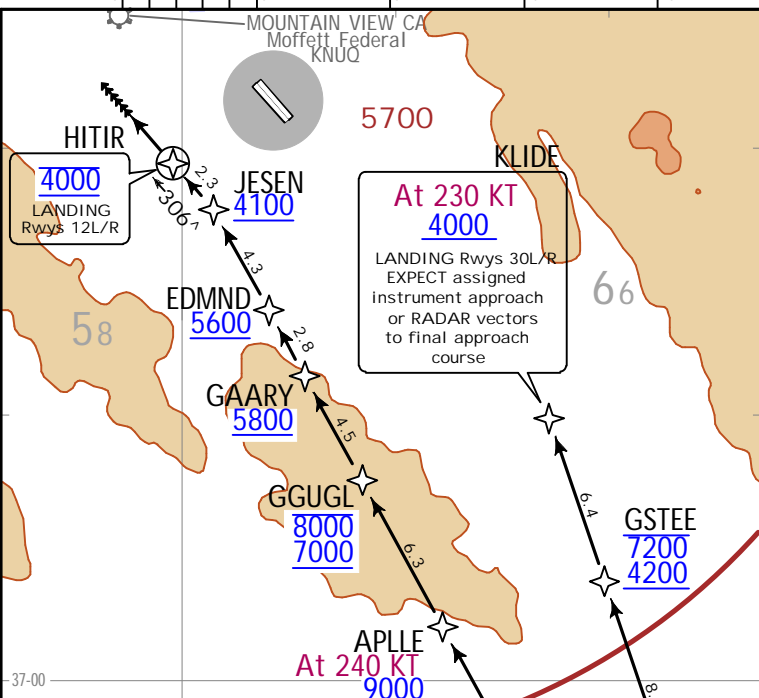
ROUTING

From over ROBIE on SNS R128 to SNS VOR, then on SNS R347 to GILRO. EXPECT the ILS Rwy 30L approach.

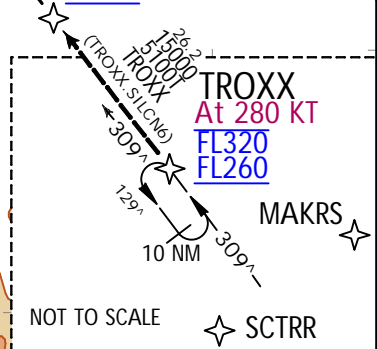
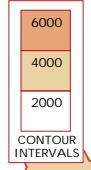
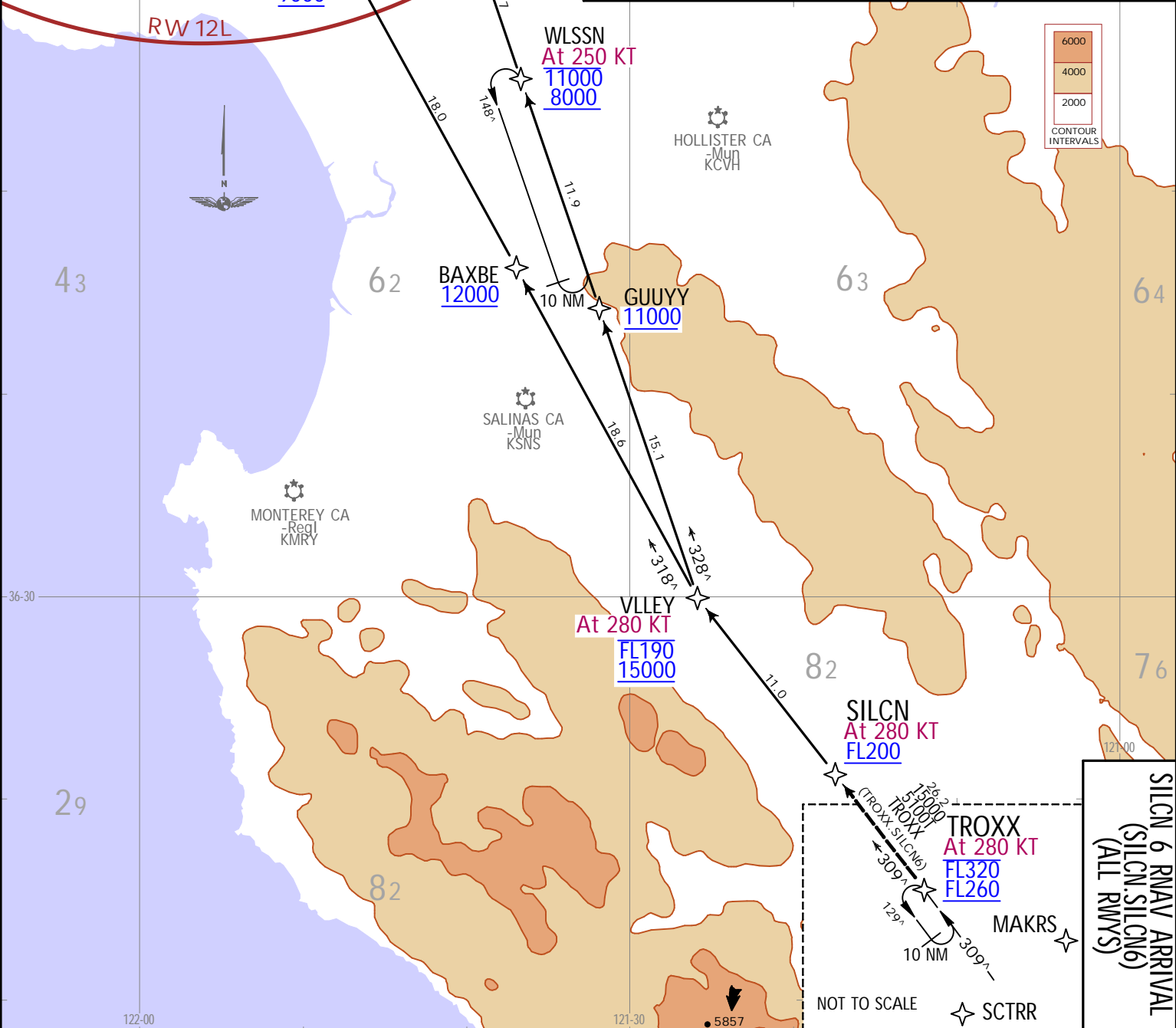
For Rwy 12 operations: EXPECT routing SNS VOR direct SJC VOR and RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised

KJSC/SJC
NORMAN Y MINETA SAN JOSE INTL



D-ATIS (ASOS when Twr inop) 126.95	Alt Set: INCHES Trans Level: FL180
Apt Elev 62	RNAV 1 - DME/DME/IRU or GPS
<ol style="list-style-type: none"> 1. RADAR required. 2. Landing NORTH indicates Rwy 30L/R. 3. Landing SOUTH indicates Rwy 12L/R. 4. EXPECT landing NORTH unless otherwise advised. 5. EXPECT to receive transition (NORTH/SOUTH) and "Descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway. 	
<h3>SILCN 6 RNAV ARRIVAL (SILCN.SILCN6) (ALL RWYS)</h3>	
ROUTING	
From SILCN on track 309° to cross VLLEY between 15000 and FL190 and at 280 KT.	
TRANSITION	LANDING
SOUTH RWYS 12L/R	From VLLEY on track 318° to cross BAXBE at or above 12000, then on track 318° to cross APLLE at or above 9000 and at 240 KT, then on track 318° to cross GGUGL between 7000 and 8000, then on track 318° to cross GAARY at or above 5800, then on track 318° to cross EDMND at or above 5600, then on track 318° to cross JESEN at or above 4100, then on track 306° to cross HITIR at 4000, then on track 306°. EXPECT RADAR vectors to final approach course.
NORTH RWYS 30L/R	From VLLEY on track 328° to cross GUUYY at or above 11000, then on track 328° to cross WLSSN between 8000 and 11000 and at 250 KT, then on track 328° to cross GSTEE between 4200 and 7200, then on track 328° to cross KLIDE at or above 4000 and at 230 KT. EXPECT assigned instrument approach or RADAR vectors to final approach course.



**SILCN 6 RNAV ARRIVAL
(SILCN.SILCN6)
(ALL RWYS)**

JEPPesen SAN JOSE, CALIF
 8 JUL 22 (10-2K) .EFF: 14 Jul. .RNAV.STAR.

JEPPesen, 2017, 2022. ALL RIGHTS RESERVED.

NORCAL
 Departure (R)
 121.3

Apt Elev
 62

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

ALMDN 4 RNAV DEPARTURE
 (ALMDN4.ALMDN)
 (RWYS 12L/R)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 12L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 2500.
 Rwy 30L/R: Not authorized - ATC.

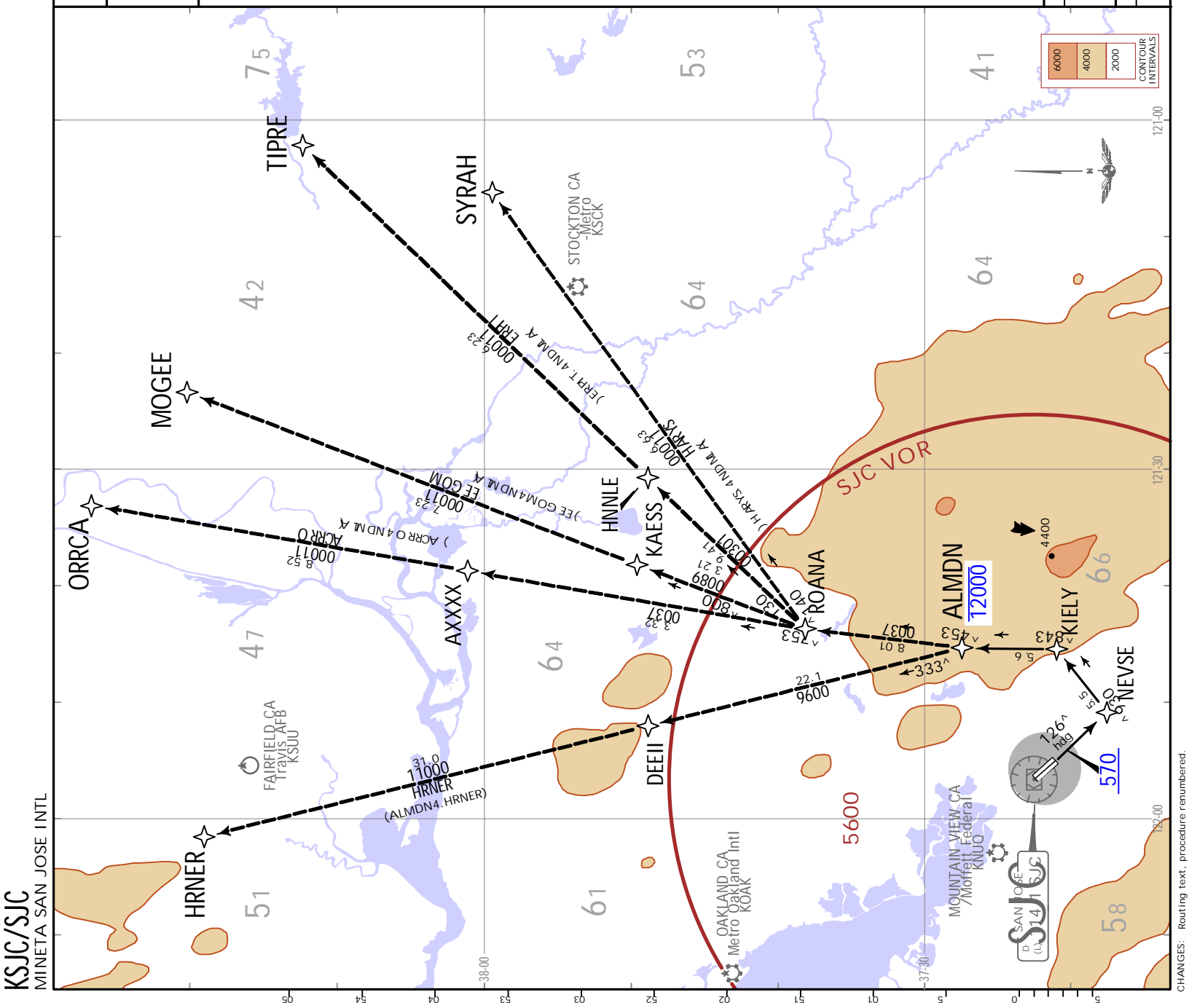
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

OBSTACLES
 Rwy 12L: Fence 156 from DER, 57 LEFT of centerline, 14 AGL/73 MSL. Obstruction light on blast fence, 156 from DER, 57 LEFT of centerline, 73 MSL. Pole 191 from DER, 81 LEFT of centerline, 34 AGL/93 MSL. Trees beginning 286 from DER, 161 RIGHT of centerline, up to 107 MSL. T-L tower, pole beginning 466 from DER, 228 LEFT of centerline, up to 46 AGL/105 MSL. Tree 1281 from DER, 529 LEFT of centerline, 117 MSL. T-L tower 1731 from DER, 729 LEFT of centerline, 86 AGL/156 MSL. Tree 1799 from DER, 273 LEFT of centerline, 144 MSL. Tree 1887 from DER, 68 RIGHT of centerline, 124 MSL. T-L tower 3047 from DER, 543 LEFT of centerline, 73 AGL/147 MSL. Building 1.2 NM from DER, 630 LEFT of centerline, 170 AGL/250 MSL. Building 1.3 NM from DER, 445 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 51 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 81 LEFT of centerline, up to 312 MSL. Building 1.5 NM from DER, 975 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 1591 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 82 LEFT of centerline, up to 365 MSL. Buildings beginning 1.6 NM from DER, 280 RIGHT of centerline, up to 346 MSL. Buildings beginning 1.6 NM from DER, 350 RIGHT of centerline, up to 260 AGL/350 MSL. Building 1.6 NM from DER, 1977 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 640 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.9 NM from DER, 313 RIGHT of centerline, 284 AGL/373 MSL. Rwy 12R: Obstruction light on LOC 10 from DER, on centerline, 68 MSL. Obstruction light on blast fence 45 from DER, 115 RIGHT of centerline, 75 MSL. Fence 45 from DER, 115 RIGHT of centerline, 14 AGL/75 MSL. Tree 269 from DER, 149 RIGHT of centerline, 100 MSL. Trees beginning 285 from DER, 193 LEFT of centerline, up to 107 MSL. RD(0) 338 from DER, 2 RIGHT of centerline, 82 MSL. Tree, pole beginning 519 from DER, 279 RIGHT of centerline, up to 122 MSL. Trees beginning 1798 from DER, 631 LEFT of centerline, up to 144 MSL. Poles beginning 1948 from DER, 688 RIGHT of centerline, up to 59 AGL/128 MSL. Tree 2604 from DER, 551 RIGHT of centerline, 133 MSL. T-L tower 3046 from DER, 1243 LEFT of centerline, 73 AGL/147 MSL. Tree 3079 from DER, 873 RIGHT of centerline, 142 MSL. Building 1.3 NM from DER, 1145 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 751 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 781 LEFT of centerline, up to 312 MSL. Building 1.5 NM from DER, 1676 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 2291 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 134 LEFT of centerline, up to 365 MSL. Building 1.6 NM from DER, 2678 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 1340 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.6 NM from DER, 345 RIGHT of centerline, 320 MSL. Building 1.9 NM from DER, 386 LEFT of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 417 LEFT of centerline, 281 AGL/372 MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 126° to 570, then direct to NEVSE, then on track 039° to KIELY, then on track 348° to cross ALMDN at or below 12000.	15000

ROUTING

From ALMDN on transition, MAINTAIN 15000 or lower filed altitude. EXPECT higher altitude 10 minutes after departure.



KSJC/SJC
MINNETA SAN JOSE INTL

JEPPESEN
26 JAN 18 (10-3A) Eff. 1.Feb.

SAN JOSE, CALIF
RNAV.SID.

NORCAL Departure (R) 121.3	Apt Elev 62	Trans alt: 18000 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
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BMRNG 4 RNAV DEPARTURE
(BMRNG4.BMRNG)
(RWYS 12L/R)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 12L/R: Standard (or lower than standard, if authorized) with a minimum climb of 470 per NM to 5600.

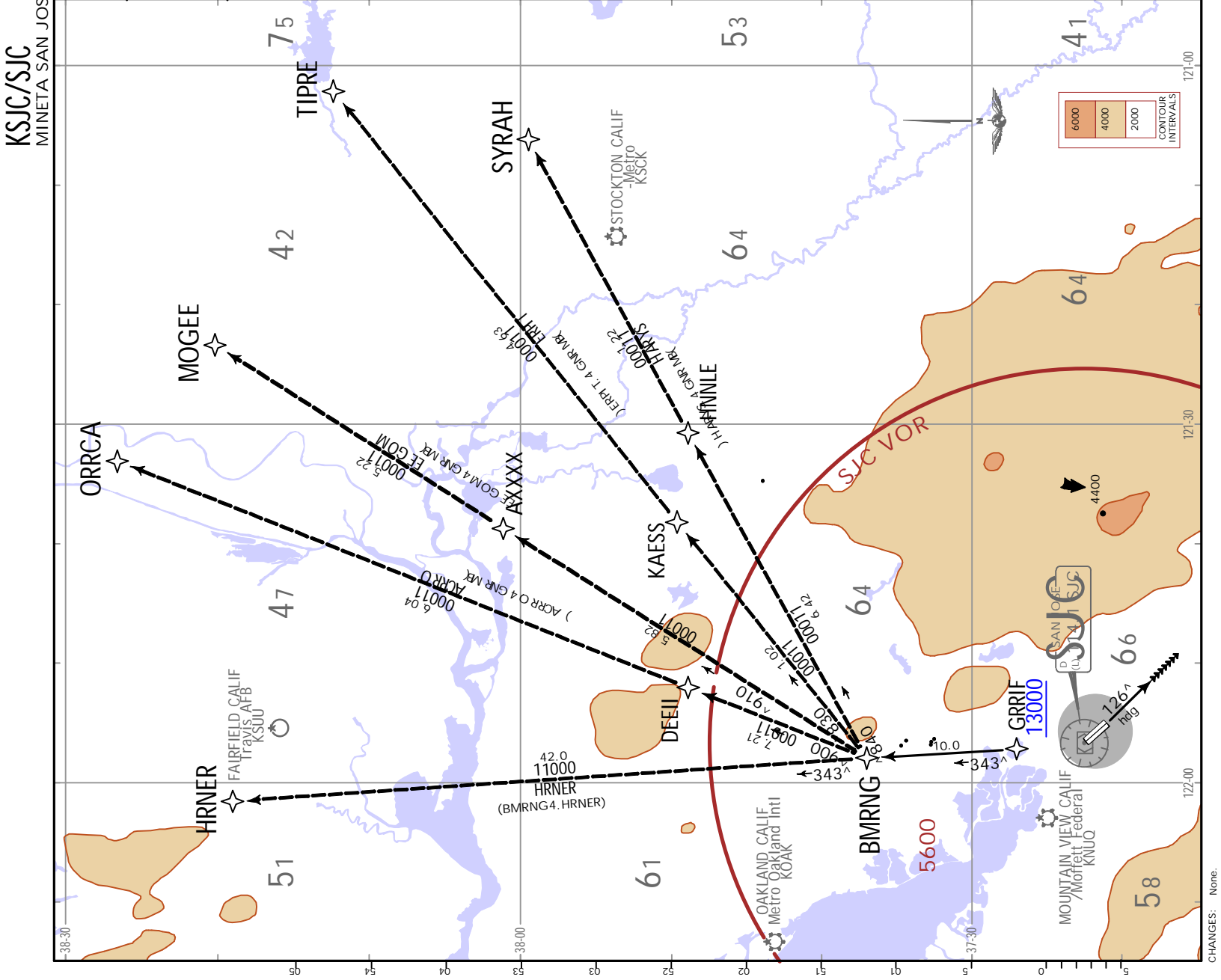
Gnd speed-KT	75	100	150	200	250	300
470 per NM	588	783	1175	1567	1958	2350

OBSTACLES

Rwy 12L: Fence 156 from DER, 57 LEFT of centerline, 14 AGL/73 MSL. Obstruction light on blast fence 156 from DER, 57 LEFT of centerline, 73 MSL. Pole 191 from DER, 81 LEFT of centerline, 34 AGL/93 MSL. Trees beginning 286 from DER, 161 RIGHT of centerline, up to 107 MSL. T-L tower, pole beginning 466 from DER, 288 LEFT of centerline, up to 46 AGL/105 MSL. Tree 1281 from DER, 529 LEFT of centerline, 117 MSL. T-L tower 1731 from DER, 729 LEFT of centerline, 86 AGL/156 MSL. Tree 1799 from DER, 273 LEFT of centerline, 144 MSL. Tree 1887 from DER, 68 RIGHT of centerline, 124 MSL. T-L tower 3047 from DER, 543 LEFT of centerline, 73 AGL/147 MSL. Building 1.2 NM from DER, 630 LEFT of centerline, 170 AGL/250 MSL. Building 1.3 NM from DER, 1051 LEFT of centerline, 265 MSL. Building 1.3 NM from DER, 445 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 51 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 81 LEFT of centerline, up to 312 MSL. Building 1.5 NM from DER, 975 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 1591 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 82 LEFT of centerline, up to 365 MSL. Buildings beginning 1.6 NM from DER, 280 RIGHT of centerline, up to 346 MSL. Buildings beginning 1.6 NM from DER, 350 RIGHT of centerline, up to 260 AGL/350 MSL. Building 1.6 NM from DER, 1977 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 640 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.9 NM from DER, 313 RIGHT of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 282 RIGHT of centerline, 281 AGL/372 MSL.

Rwy 12R: Obstruction light on LOC, 10 from DER, on centerline, 68 MSL. Obstruction light on blast fence, 45 from DER, 115 RIGHT of centerline, 75 MSL. Fence 45 from DER, 115 RIGHT of centerline, 14 AGL/75 MSL. Tree 269 from DER, 149 RIGHT of centerline, 100 MSL. Trees beginning 285 from DER, 193 LEFT of centerline, up to 107 MSL. RD(1) 338 from DER, 2 RIGHT of centerline, 82 MSL. Trees beginning 519 from DER, 279 RIGHT of centerline, up to 122 MSL. Trees beginning 1798 from DER, 631 LEFT of centerline, up to 144 MSL. Poles beginning 1948 from DER, 688 RIGHT of centerline, up to 59 AGL/128 MSL. Tree 2604 from DER, 551 RIGHT of centerline, 133 MSL. T-L tower 3046 from DER, 1243 LEFT of centerline, 73 AGL/147 MSL. Tree 3079 from DER, 873 RIGHT of centerline, 142 MSL. Building 1.3 NM from DER, 1145 LEFT of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 751 LEFT of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 781 LEFT of centerline, up to 309 MSL. Building 1.5 NM from DER, 1676 LEFT of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 2291 LEFT of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 134 LEFT of centerline, up to 365 MSL. Building 1.6 NM from DER, 2678 LEFT of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 1340 LEFT of centerline, up to 274 AGL/370 MSL. Building 1.6 NM from DER, 345 RIGHT of centerline, 320 MSL. Building 1.9 NM from DER, 386 LEFT of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 417 LEFT of centerline, 281 AGL/372 MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 126° or as assigned by ATC. EXPECT RADAR vectors to cross GRRIF at or above 13000, then on track 343° to BMRNG.	15000
ROUTING	
From BMRNG on transition. MAINTAIN 15000. EXPECT filed altitude 10 minutes after departure.	



JEPPESENSAN JOSE, CALIF
.SID.
 21 JAN 22 (10-3B) .Eff.27.Jan.

NORCAL
 Departure (R)
 121.3

Apt Elev
 62

Trans alt: 18000
 1. RADAR and DME required.
 2. Do not turn direct SJC VOR or intercept SJC R340 until instructed to do so by ATC.

**LOUPE 5 DEPARTURE
 (LOUPE5.BMRNG)
 (RWYS 30L/R)**

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 30L/R: Not authorized - ATC.
 Rwy 30L: Standard (or lower than standard, if authorized) with minimum climb of 460 per NM to 4000.
 Rwy 30R: Standard (or lower than standard, if authorized) with minimum climb of 467 per NM to 4000.

Gnd speed-KT	75	100	150	200	250	300
460 per NM	575	767	1150	1533	1917	2300
467 per NM	584	778	1168	1557	1946	2335

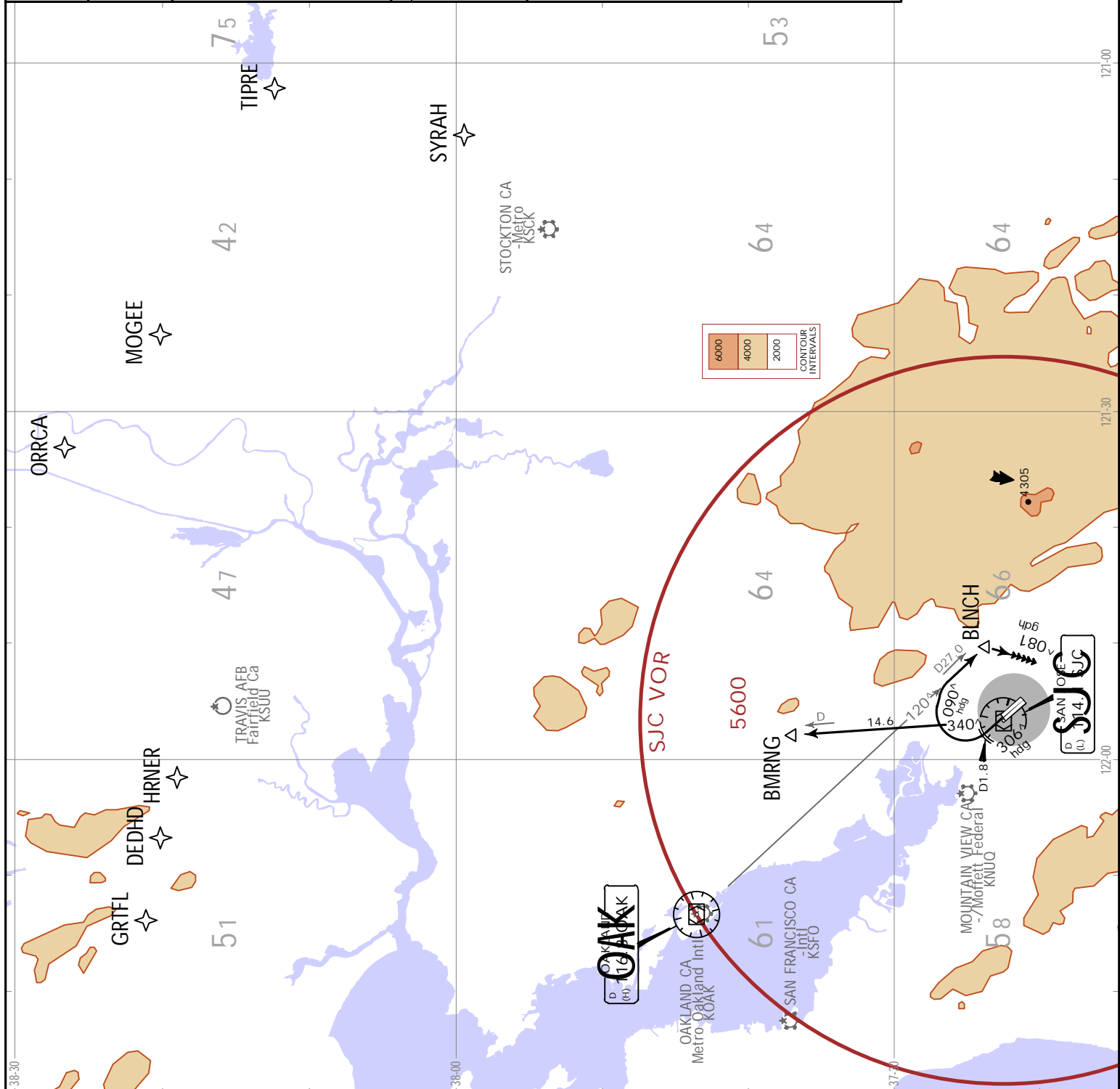
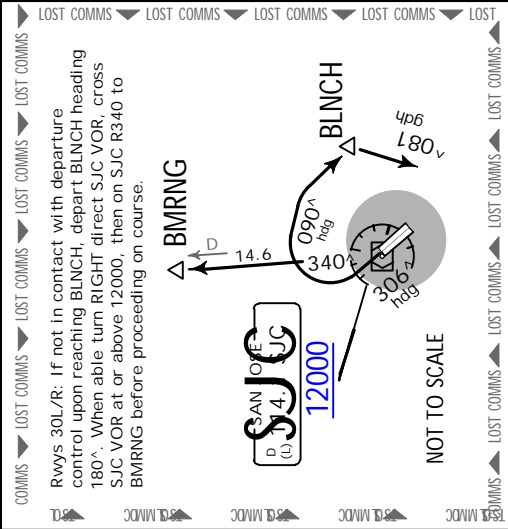
TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

INITIAL CLIMB

Climb heading 306°, at D1.8 SJC NORTH-WEST turn RIGHT heading 090° to intercept OAK R120 to BLNCH, then turn RIGHT heading 180° for RADAR vectors to SJC VOR, then on SJC R340 to BMRNG. MAINTAIN 5000, EXPECT filed altitude 10 minutes after departure.

TOP ALTITUDE

5000



KSJC/SJC
 MINETA SAN JOSE INTL

KSJC/SJC
 MINETA SAN JOSE INTL
 21 JAN 22 (10-3C) .Eff. 27 Jan.

JEPPESEN
 SAN JOSE, CALIF
 .SID.

SAN JOSE 3 DEPARTURE (SJC3.MOONY) (RWYS 30L/R)

NORCAL
 Departure (R)
 121.3

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 12L/R: Not authorized - ATC.
 Rwy 30L/R: Standard (or lower than standard, if authorized) with a minimum climb of 480 per NM to 4000.

Gnd speed-KT	75	100	150	200	250	300
480 per NM	600	800	1200	1600	2000	2400

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

INITIAL CLIMB
 Climb heading 306° to D1.8 SJC NORTHWEST of SJC VOR. Then turn RIGHT to intercept and proceed on OAK R121 to MOONY.

ROUTING
 From MOONY, on transition or assigned route. MAINTAIN 5000. EXPECT clearance to filed altitude 10 minutes after departure.

TOP ALTITUDE
 5000

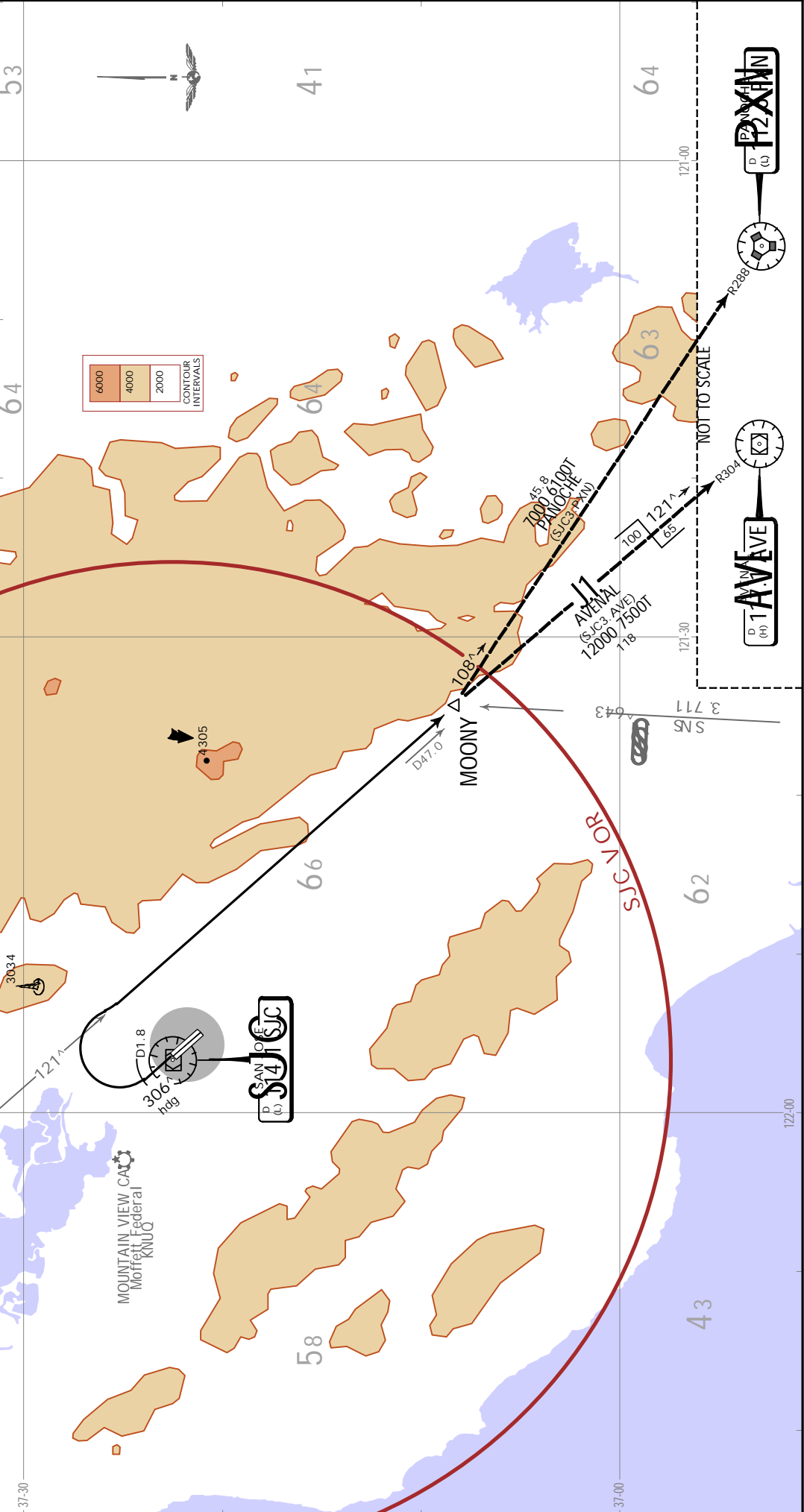
Trans alt: 18000
 RADAR and DME required.

OAK
 (D) (H) 121.3

SAN JOSE
 (D) (L) 121.3

MOUNTAIN VIEW CA
 Moffett Federal
 KNUQ

SAN FRANCISCO CA
 Intl
 KSFO



JEPPESEN SAN JOSE, CALIF
 21 JAN 22 (10-3C1) Eff. 27 Jan. .RNAV.SID.

KSJC/SJC
 MOUNTAIN VIEW CA
 Moffett Federal
 KNUQ

NORCAL departure (R)	121.3	Apt Elev	62
Trans alt:	18000		
RNAV 1 DME/DME/IRU or GPS required			
RADAR required for non-GPS equipped aircraft.			
SPTNS 1 RNAV DEPARTURE (SPTNS1.TECKY) (RWYS 30L/R)			

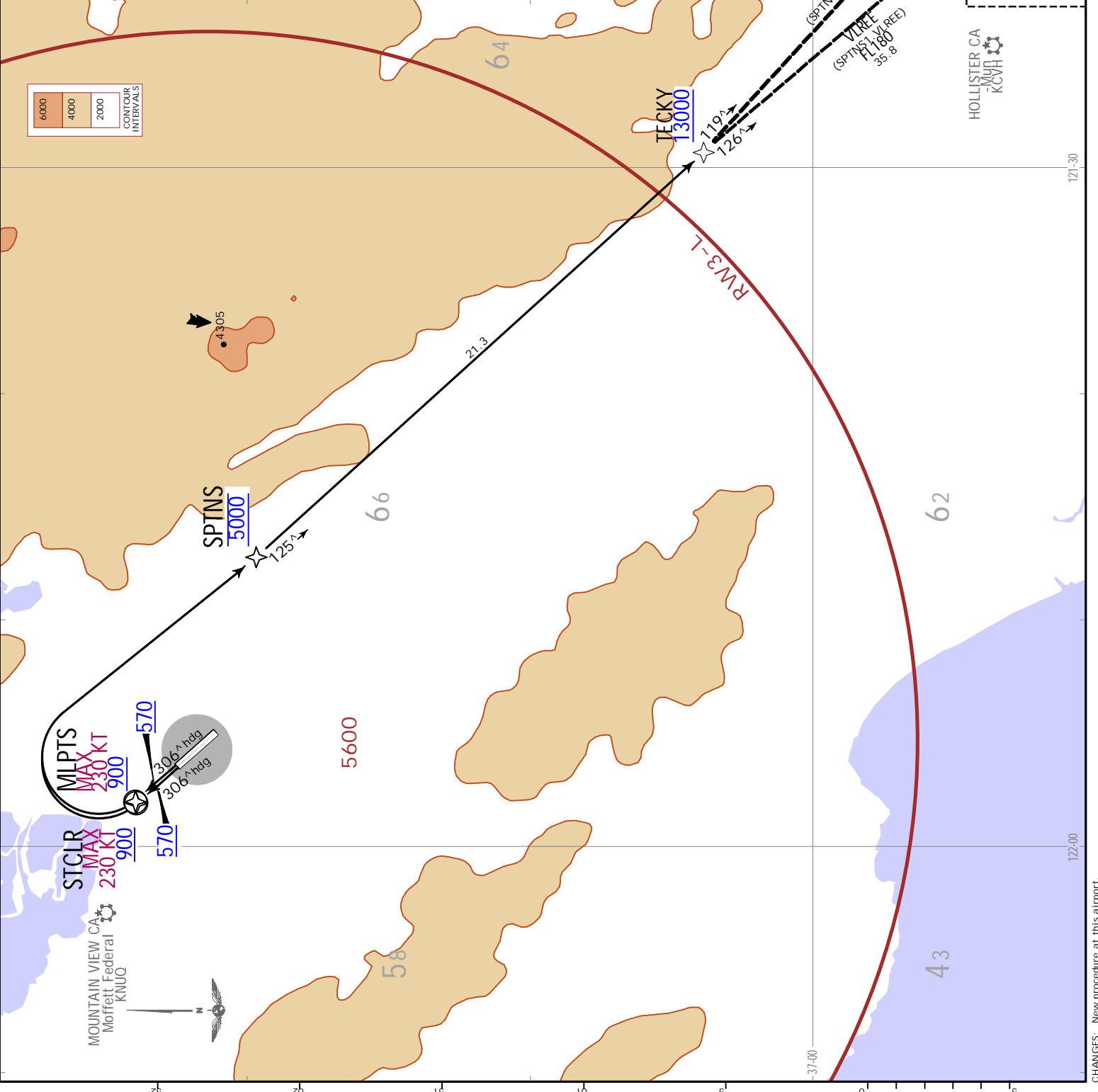
This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 30L/R: Standard (or lower than standard if authorized) with minimum climb of 500 per NM to 570 then minimum climb of 344 per NM to 4000.

Gnd speed-KT	75	100	150	200	250	300
344 per NM	430	573	860	1147	1433	1720
500 per NM	625	833	11250	1667	2083	2500

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page. (10-30B1).

RWY	INITIAL CLIMB	TOP ALTITUDE
30L	Climb on heading 306° to 570, then direct to cross STCLR at or above 900 at or below 230 KT, then RIGHT turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000.	Assigned by ATC
30R	Climb on heading 306° to 570, then direct to cross MIPPTS at or above 900 at or below 230 KT, then RIGHT turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000.	

ROUTING
 AT TECKY, on transition. MAINTAIN ATC assigned altitude. EXPECT filed altitude 10 minutes after departure.



KSCJ/SJC
 MINETA SAN JOSE INTL 21 JAN 22 (10-3D) Eff. 27 Jan.

JEPPESEN SAN JOSE, CALIF
 .SID.

NORCAL Departure (R) 121.3	Apt Elev 62	Trans alt: 18000 1. RADAR required. 2. DME required for Rwy 30L/R departures. 3. Prop aircraft only.
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SUNOL 1 DEPARTURE (SUNOL1.SUNOL)

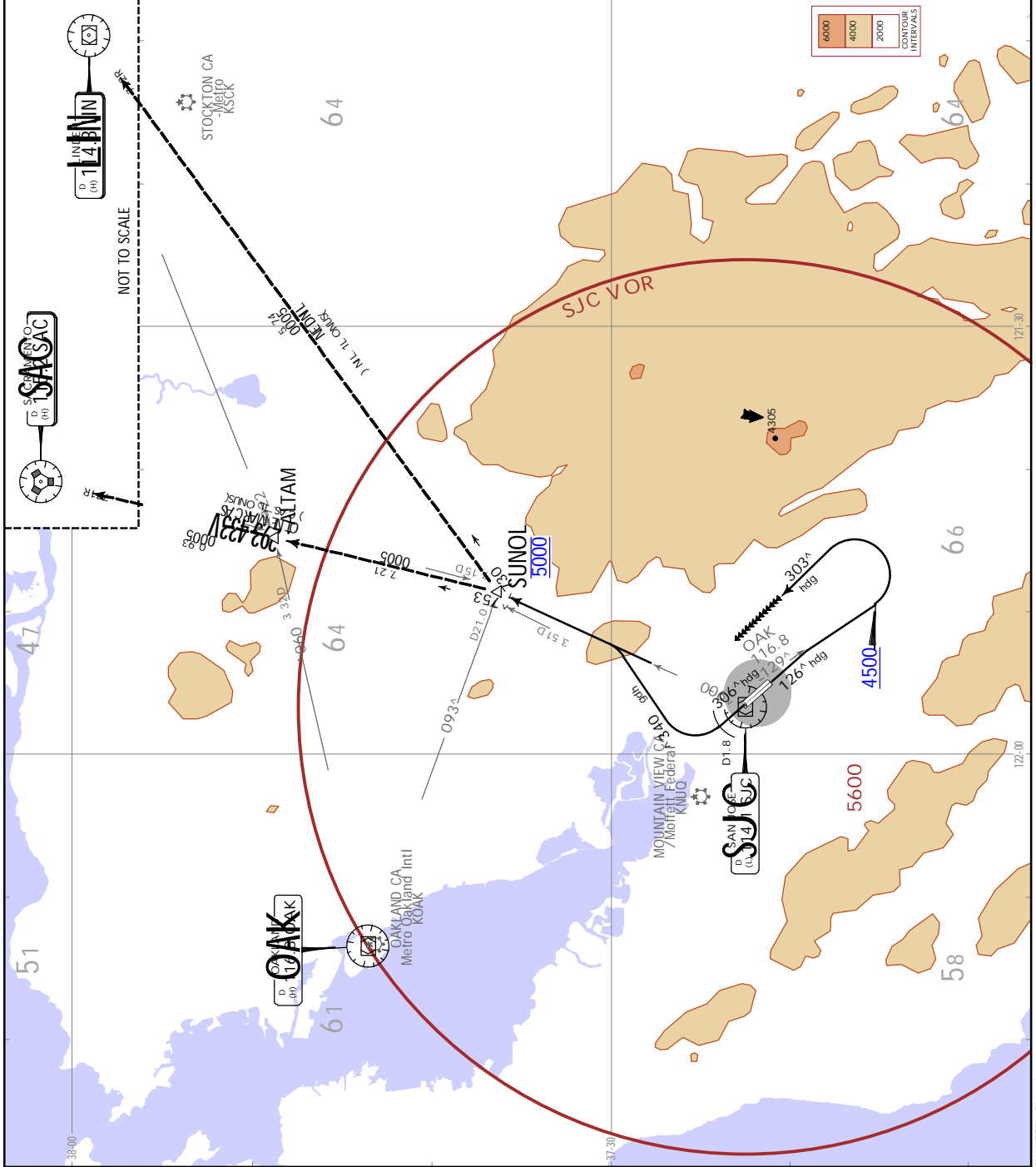
This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 12L/R: Standard (or lower than standard, if authorized) with a minimum climb of 330 per NM to 4500.
 Rwy 30L/R: Standard (or lower than standard, if authorized) with a minimum climb of 480 per NM to 4000.

Grd speed-KT	75	100	150	200	250	300
330 per NM	413	550	825	1100	1375	1650
480 per NM	600	800	1200	1600	2000	2400

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

RWY	INITIAL CLIMB		TOP ALTITUDE
	12L/R	30L/R	
12L/R	Climb heading 126° to intercept and proceed on OAK R129 to intercept and proceed on SJC R009 to SUNOL.	Assigned by ATC	
30L/R	Climb heading 306° at D1.8 SJC NORTHWEST of SJC VOR, turn RIGHT heading 043° to intercept and proceed on SJC R009 to SUNOL.		

ROUTING
 Cross SUNOL at 5000, then on transition or assigned route. MAINTAIN ATC assigned altitude.



JEPPesen
SAN JOSE, CALIF
.RNAV.SID.

21 JAN 22 (10-3E) .Eff.27.Jan.

KSJCSJC
 MINETA SAN JOSE INTL

NORCAL Departure (R)	121.3
Apt Elev	62
Trans alt: 18000	
RNAV 1 DME/DME/IRU or GPS required	
RADAR required for non-GPS equipped aircraft.	

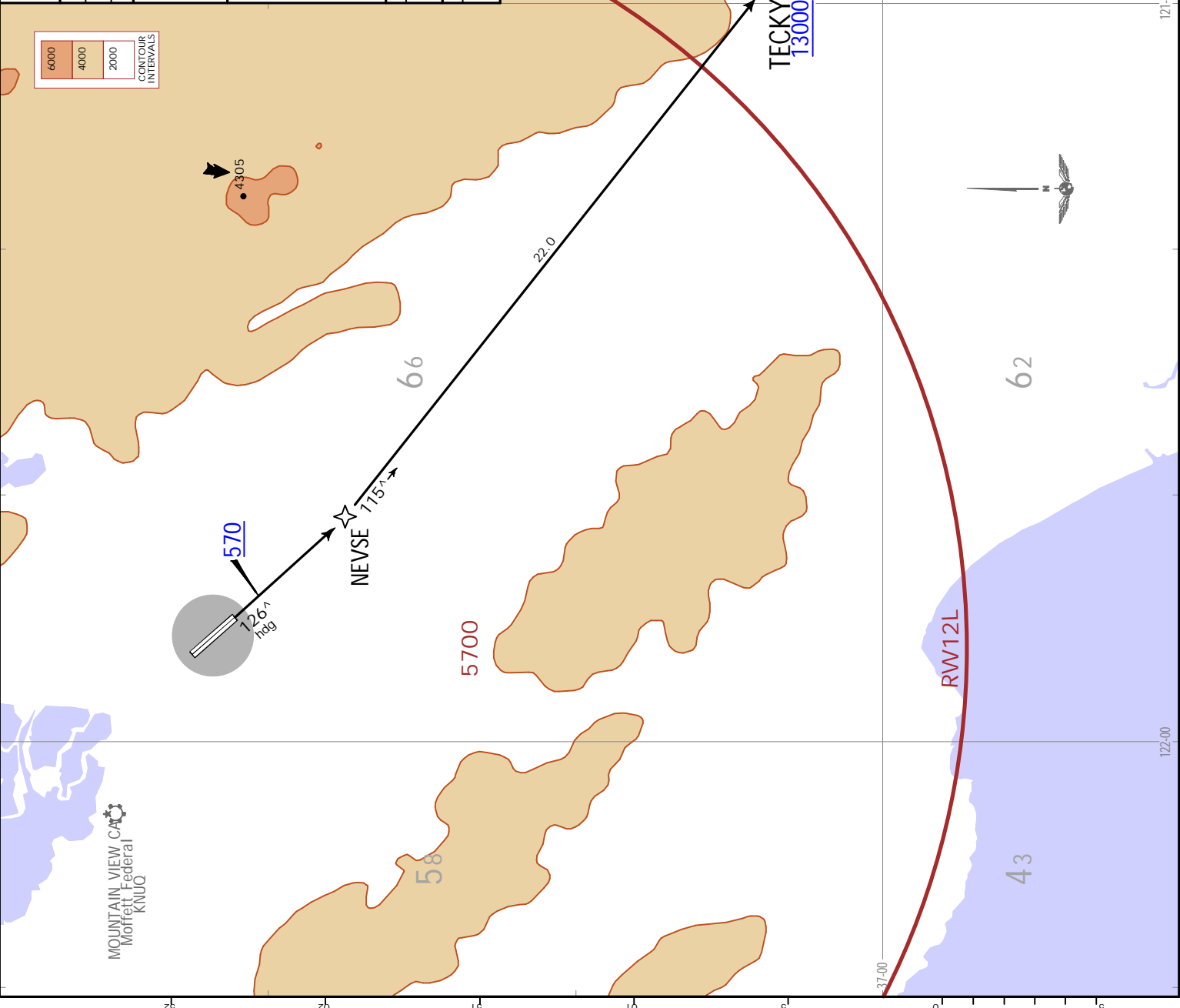
TECKY 4 RNAV DEPARTURE (TECKY4,TECKY) (RWYS 12L/R)

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 12L/R: Standard (or lower than standard if authorized) with minimum climb of 500 per NM to 570.

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

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).

INITIAL CLIMB		TOP ALTITUDE
Climb on heading 126° to 570, then direct NEVSE, then on track 115° to cross TECKY at or above 13000.		FL190
ROUTING		
At TECKY, on transition. MAINTAIN FL190. EXPECT filed altitude 10 minutes after departure.		



MOUNTAIN VIEW, CA
 Moffett Federal
 KNUQ

KSJC/SJC



21 JAN 22

10-30B1

.Eff.27.Jan.

SAN JOSE, CALIF

MINETA SAN JOSE INTL

TAKEOFF OBSTACLE NOTES - DEPS

- Rwy 12L: Fence 156 from DER, 57 left of centerline, 14 AGL/73 MSL. Obstacle light on blast fence, 156 from DER, 57 left of centerline, 73 MSL. Pole 191 from DER, 81 left of centerline, 34 AGL/93 MSL. Trees beginning 286 from DER, 161 right of centerline, up to 107 MSL. Transmission lines tower, pole beginning 466 from DER, 228 left of centerline, up to 46 AGL/105 MSL. Tree 1281 from DER, 529 left of centerline, 117 MSL. Transmission lines tower 1731 from DER, 729 left of centerline, 86 AGL/156 MSL. Tree 1799 from DER, 273 left of centerline, 144 MSL. Tree 1887 from DER, 68 right of centerline, 124 MSL. Transmission lines tower 3047 from DER, 543 left of centerline, 73 AGL/147 MSL. Building 1.2 NM from DER, 630 left of centerline, 170 AGL/250 MSL. Building 1.3 NM from DER, 1051 left of centerline, 265 MSL. Building 1.3 NM from DER, 445 left of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 51 left of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 81 left of centerline, up to 312 MSL. Building 1.5 NM from DER, 975 left of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 1591 left of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 82 left of centerline, up to 365 MSL. Buildings beginning 1.6 NM from DER, 280 right of centerline, up to 346 MSL. Buildings beginning 1.6 NM from DER, 350 right of centerline, up to 260 AGL/350 MSL. Building 1.6 NM from DER, 1977 left of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 640 left of centerline, up to 274 AGL/370 MSL. Building 1.9 NM from DER, 313 right of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 282 right of centerline, 281 AGL/372 MSL.
- Rwy 12R: Obstacle light on LOC 10 from DER, on centerline, 68 MSL. Obstacle light on blast fence 45 from DER, 115 right of centerline, 75 MSL. Fence 45 from DER, 115 right of centerline, 14 AGL/75 MSL. Tree 269 from DER, 149 right of centerline, 100 MSL. Trees, beginning 285 from DER, 193 left of centerline, up to 107 MSL. RD(I) 338 from DER, 2 right of centerline, 82 MSL. Tree, pole beginning 519 from DER, 279 right of centerline, up to 122 MSL. Trees beginning 1798 from DER, 631 left of centerline, up to 144 MSL. Poles beginning 1948 from DER, 688 right of centerline, up to 59 AGL/128 MSL. Tree 2604 from DER, 551 right of centerline, 133 MSL. Transmission lines tower 3046 from DER, 1243 left of centerline, 73 AGL/147 MSL. Tree 3079 from DER, 873 right of centerline, 142 MSL. Building 1.3 NM from DER, 1145 left of centerline, 217 AGL/301 MSL. Building 1.3 NM from DER, 751 left of centerline, 228 AGL/309 MSL. Buildings beginning 1.3 NM from DER, 781 left of centerline, up to 312 MSL. Building 1.5 NM from DER, 1676 left of centerline, 262 AGL/351 MSL. Building 1.5 NM from DER, 2291 left of centerline, 268 AGL/358 MSL. Buildings beginning 1.5 NM from DER, 134 left of centerline, up to 365 MSL. Building 1.6 NM from DER, 2678 left of centerline, 286 AGL/368 MSL. Buildings beginning 1.6 NM from DER, 1340 left of centerline, up to 274 AGL/370 MSL. Building 1.6 NM from DER, 345 right of centerline, 320 MSL. Building 1.9 NM from DER, 386 left of centerline, 284 AGL/373 MSL. Building 1.9 NM from DER, 417 left of centerline, 281 AGL/372 MSL.
- Rwy 30L: Poles beginning 166 from DER, 494 left of centerline, up to 69 MSL. Navaid 174 from DER, on centerline, 7 AGL/44 MSL. Fence 184 from DER, 369 right of centerline, 15 AGL/51 MSL. Tree 308 from DER, 424 left of centerline, 71 MSL. Tree, pole beginning 473 from DER, 118 right of centerline, up to 72 MSL. Poles beginning 711 from DER, 544 right of centerline, up to 75 MSL. Navaid 782 from DER, 350 left of centerline, 47 AGL/83 MSL. Pole 1227 from DER, 607 left of centerline, 48 AGL/86 MSL. Pole 1315 from DER, 548 right of centerline, 49 AGL/80 MSL. Pole 1329 from DER, 743 left of centerline, 57 AGL/94 MSL. Tree 1852 from DER, 179 right of centerline, 85 MSL. Tree 2561 from DER, 738 right of centerline, 108 MSL. Transmission tower, transmission lines tower, beginning 2616 from DER, 1130 left of centerline, up to 120 MSL. Pole 2806 from DER, 1215 left of centerline, 135 MSL. Pole 2897 from DER, 614 left of centerline, 113 MSL. Pole, transmission lines tower beginning 4145 from DER, 1329 left of centerline, up to 152 MSL.
- Rwy 30R: Pole 100 from DER, 449 right of centerline, 40 AGL, 75 MSL. Fence 138 from DER, 243 right of centerline, 13 AGL/47 MSL. Fence 184 from DER, 329 left of centerline, 15 AGL/51 MSL. Tree 411 from DER, 37 left of centerline, 70 MSL. Tree 473 from DER, 319 left of centerline, 72 MSL. Pole 526 from DER, 580 left of centerline, 26 AGL/61 MSL. Pole 657 from DER, 369 right of centerline, 53 AGL/84 MSL. Vehicle on road beginning 688 from DER, on centerline, up to 68 MSL. Poles beginning 711 from DER, 57 left of centerline, up to 25 AGL/75 MSL. Pole 961 from DER, 133 right of centerline, 56 AGL/88 MSL. Pole 1315 from DER, 150 left of centerline, 49 AGL/80 MSL. Tree 1852 from DER, 519 left of centerline, 85 MSL. Tree 2561 from DER, 39 right of centerline, 108 MSL. Building 3424 from DER, 146 right of centerline, 96 AGL/124 MSL.

KSJCSJC

Apt Elev 62'
N37 21.8 W121 55.7

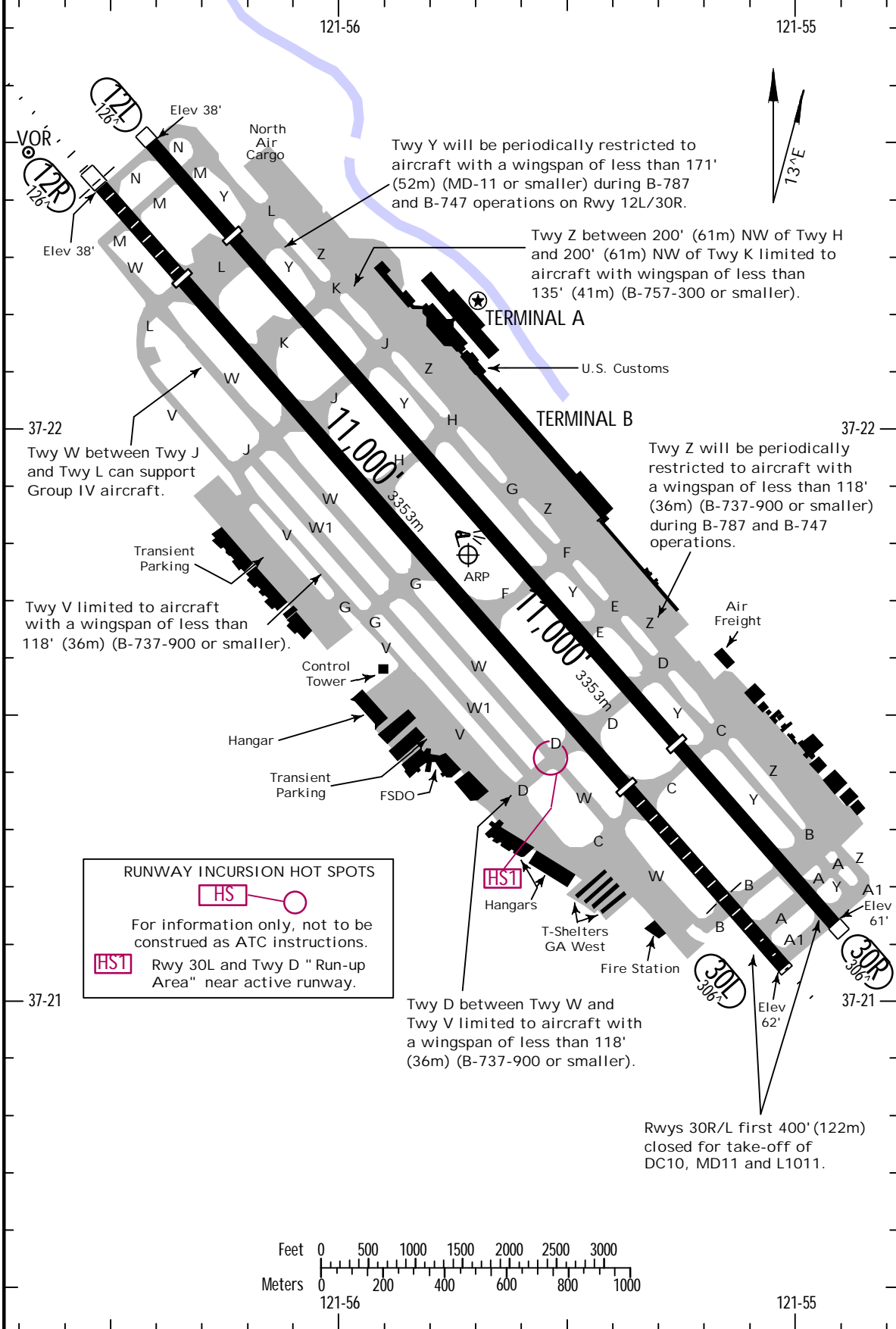
JEPPesen

4 MAR 22 (10-9)

SAN JOSE, CALIF

MINETA SAN JOSE INTL

D-ATIS (ASOS when Twr inop) 126.95	Data Comm ACARS: D-ATIS PDC CPDLC: DCL	*SAN JOSE Clearance (Cpt) 118.0	*Ground 121.7
*SAN JOSE Tower CTAF 124.0	UNICOM 122.95	NORCAL Departure (R) 121.3	



RUNWAY INCUSSION HOT SPOTS

HS (Symbol)

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

HST (Symbol)

Rwy 30L and Twy D "Run-up Area" near active runway.

KSJC/SJC



SAN JOSE, CALIF
MINETA SAN JOSE INTL

4 MAR 22

10-9A

GENERAL										
<p>CURFEW HOURS 2300-0700 LT FAR 36 Stage II, 2330-0630 LT FAR 36 Stage III aircraft listed on the schedule of authorized aircraft issued by the Director of Aviation. Delayed scheduled flights, and alternate/emergency operations may be exempt from curfew hour restrictions. Prior airport notification is required for all late/early arrivals. Contact manager on duty. Unscheduled operations by group 5 aircraft (B-747) and larger not authorized except with prior airport approval. Contact airport manager. Birds in vicinity of airport. High intensity lights (lasers and large media screens) may be visible to arriving and departing aircraft to San Jose International Airport during events at the Levi Stadium complex. (N37-24-15/W121-58-14, SJC VORTAC R-303/2.1 DME). Flight crews should use caution when operating in this area during stadium events. Cockpit illumination and glare effect reducing visibility may be intensified during arrival and departure operations, especially at night. NOISE ABATEMENT PROCEDURE: Rwy 12R/30L is the preferred arrival runway for jet aircraft and Rwy 12L/30R is the preferred departure runway for jet aircraft. All jet aircraft takeoffs are to be initiated from the end of the runway unless directed otherwise by ATCT. All turbine engine run-ups require prior airport approval. Contact manager on duty. Rwy 12R and 30R right traffic pattern.</p>										
ADDITIONAL RUNWAY INFORMATION										
RWY					USABLE LENGTHS			WIDTH		
					Threshold	Glide Slope	TAKE-OFF			
12R 1 30L	2	HIRL CL	2	MALSR PAPI-R (angle 3.0°)	RVR	4 9703' 2957m	7527' 2294m	9883' 3012m	150' 46m	
	2	HIRL CL	2	MALSR 3 PAPI-L (angle 3.0°)	RVR	5 8463' 2580m	6505' 1983m	10,152' 3094m		
<p>1 Grooved. 2 Activate on 124.0 when Twr inop. 3 PAPI unuseable beyond 7° of centerline of runway. 4 LDA 8587' 2617m. 5 LDA 7614' 2321m.</p>										
12L 6 30R	7	HIRL CL REIL	PAPI-R (angle 3.0°)	grooved	8	9692' 2954m		10,139' 3090m	150' 46m	
	7	HIRL CL	PAPI-L (angle 3.0°)	grooved	9	8463' 2580m		10,134' 3089m		
<p>6 Preferred departure runway for jet aircraft. 7 Activate on 124.0 when Twr inop. 8 LDA 8831' 2692m. 9 LDA 7597' 2316m.</p>										
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 6C)										
Rwy 30L					Rwy 12R					
					With Mim climb of 261' /NM to 500'					
Both RVRs are required & controlling		Adequate Vis Ref	STD		Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR	5	TDZ RVR	10	RVR	16	RVR	24	RVR	50	400-2½
Rollout RVR	5	Rollout RVR	10	or ¼	or ½	or 1	or ¼	or ½	or 1	
Rwy 30R					Rwy 12L					
					With Mim climb of 261' /NM to 500'					
Adequate Vis Ref		STD		Adequate Vis Ref		STD		Other		
		3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng			
¼		½		1		¼		½		400-2½
OBSTACLE DP										
<p>Rwys 12L/R: Climbing right turn to 2000' on heading 318° and on OAK VOR R-135 to OAK VOR before proceeding on course. Rwys 30L/R: Climb via heading 315° to 2000', then via OAK VOR R-132 to OAK VOR before proceeding on course.</p>										
DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)										
<p>Rwy 12L/R: Heading as assigned by ATC; requires minimum climb of 470' /NM to 5600'. Rwys 30L/30R: Heading as assigned by ATC; requires minimum climb of 490' /NM to 5600' and do not exceed 210 KT until established on assigned heading. (For TAKEOFF OBSTACLE NOTES see 10-9A1)</p>										
FOR FILING AS ALTERNATE										
Authorized Only When Twr Operating					RNAV (GPS) Y Rwy 12L RNAV (RNP) Z Rwy 12L RNAV (GPS) Y Rwy 12R RNAV (RNP) Z Rwy 12R RNAV (GPS) Y Rwy 30L RNAV (RNP) Z Rwy 30L RNAV (GPS) Y Rwy 30R RNAV (RNP) Z Rwy 30R					
ILS Rwy 12R		LOC Rwy 12R		ILS Rwy 30L		LOC Rwy 30L				
A	600-2		800-2		800-2					
B										
C										
D										

KSJC/SJC



 15 JUL 16 (10-9A1) .Eff.21.Jul.

 SAN JOSE, CALIF
 MINETA SAN JOSE INTL

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 12L:

FENCE 156' FROM DER, 57' LEFT OF CENTERLINE, 14' AGL/73' MSL. OBSTRUCTION LIGHT ON BLAST FENCE, 156' FROM DER, 57' LEFT OF CENTERLINE, 73' MSL. POLE 191' FROM DER, 81' LEFT OF CENTERLINE, 34' AGL/93' MSL. TREES BEGINNING 286' FROM DER, 161' RIGHT OF CENTERLINE, UP TO 107' MSL. TRANSMISSION LINE TOWER, POLE BEGINNING 466' FROM DER, 228' LEFT OF CENTERLINE, UP TO 46' AGL/105' MSL. TREE 1281' FROM DER, 529' LEFT OF CENTERLINE, 117' MSL. TRANSMISSION LINE TOWER 1731' FROM DER, 729' LEFT OF CENTERLINE, 86' AGL/156' MSL. TREE 1799' FROM DER, 273' LEFT OF CENTERLINE, 144' MSL. TREE 1887' FROM DER, 68' RIGHT OF CENTERLINE, 124' MSL. TRANSMISSION LINE TOWER 3047' FROM DER, 543' LEFT OF CENTERLINE, 73' AGL/147' MSL. BUILDING 1.2 NM FROM DER, 630' LEFT OF CENTERLINE, 170' AGL/250' MSL. BUILDING 1.3 NM FROM DER, 1051' LEFT OF CENTERLINE, 265' MSL. BUILDING 1.3 NM FROM DER, 445' LEFT OF CENTERLINE, 217' AGL/301' MSL. BUILDING 1.3 NM FROM DER, 51' LEFT OF CENTERLINE, 228' AGL/309' MSL. BUILDINGS BEGINNING 1.3 NM FROM DER, 81' LEFT OF CENTERLINE, UP TO 312' MSL. BUILDING 1.5 NM FROM DER, 975' LEFT OF CENTERLINE, 262' AGL/351' MSL. BUILDING 1.5 NM FROM DER, 1591' LEFT OF CENTERLINE, 268' AGL/358' MSL. BUILDINGS BEGINNING 1.5 NM FROM DER, 82' LEFT OF CENTERLINE, UP TO 365' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 280' RIGHT OF CENTERLINE, UP TO 346' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 350' RIGHT OF CENTERLINE, UP TO 260' AGL/350' MSL. BUILDING 1.6 NM FROM DER, 1977' LEFT OF CENTERLINE, 286' AGL/368' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 640' LEFT OF CENTERLINE, UP TO 274' AGL/370' MSL. BUILDING 1.9 NM FROM DER, 313' RIGHT OF CENTERLINE, 284' AGL/373' MSL. BUILDING 1.9 NM FROM DER, 282' RIGHT OF CENTERLINE, 281' AGL/372' MSL.

◦ RWY 12R:

OBSTRUCTION LIGHT ON LOC 10' FROM DER, ON CENTERLINE, 68' MSL. OBSTRUCTION LIGHT ON BLAST FENCE 45' FROM DER, 115' RIGHT OF CENTERLINE, 75' MSL. FENCE 45' FROM DER, 115' RIGHT OF CENTERLINE, 14' AGL/75' MSL. TREE 269' FROM DER, 149' RIGHT OF CENTERLINE, 100' MSL. TREES, BEGINNING 285' FROM DER, 193' LEFT OF CENTERLINE, UP TO 107' MSL. RD(I) 338' FROM DER, 2' RIGHT OF CENTERLINE, 82' MSL. TREE, POLE BEGINNING 519' FROM DER, 279' RIGHT OF CENTERLINE, UP TO 122' MSL. TREES BEGINNING 1798' FROM DER, 631' LEFT OF CENTERLINE, UP TO 144' MSL. POLES BEGINNING 1948' FROM DER, 688' RIGHT OF CENTERLINE, UP TO 59' AGL/128' MSL. TREE 2604' FROM DER, 551' RIGHT OF CENTERLINE, 133' MSL. TRANSMISSION LINE TOWER 3046' FROM DER, 1243' LEFT OF CENTERLINE, 73' AGL/147' MSL. TREE 3079' FROM DER, 873' RIGHT OF CENTERLINE, 142' MSL. BUILDING 1.3 NM FROM DER, 1145' LEFT OF CENTERLINE, 217' AGL/301' MSL. BUILDING 1.3 NM FROM DER, 751' LEFT OF CENTERLINE, 228' AGL/309' MSL. BUILDINGS BEGINNING 1.3 NM FROM DER, 781' LEFT OF CENTERLINE, UP TO 312' MSL. BUILDING 1.5 NM FROM DER, 1676' LEFT OF CENTERLINE, 262' AGL/351' MSL. BUILDING 1.5 NM FROM DER, 2291' LEFT OF CENTERLINE, 268' AGL/358' MSL. BUILDINGS 1.5 NM FROM DER, 134' LEFT OF CENTERLINE, UP TO 365' MSL. BUILDING 1.6 NM FROM DER, 2678' LEFT OF CENTERLINE, 286' AGL/368' MSL. BUILDINGS BEGINNING 1.6 NM FROM DER, 1340' LEFT OF CENTERLINE, UP TO 274' AGL/370' MSL. BUILDING 1.6 NM FROM DER, 345' RIGHT OF CENTERLINE, 320' MSL. BUILDING 1.9 NM FROM DER, 386' LEFT OF CENTERLINE, 284' AGL/373' MSL. BUILDING 1.9 NM FROM DER, 417' LEFT OF CENTERLINE, 281' AGL/372' MSL.

◦ RWY 30L:

POLES BEGINNING 166' FROM DER, 494' LEFT OF CENTERLINE, UP TO 69' MSL. NAVAID 174' FROM DER, ON CENTERLINE, 7' AGL/44' MSL. FENCE 184' FROM DER, 369' RIGHT OF CENTERLINE, 15' AGL/51' MSL. TREE 308' FROM DER, 424' LEFT OF CENTERLINE, 71' MSL. TREE, POLE BEGINNING 473' FROM DER, 118' RIGHT OF CENTERLINE, UP TO 72' MSL. POLES BEGINNING 711' FROM DER, 544' RIGHT OF CENTERLINE, UP TO 75' MSL. NAVAID 782' FROM DER, 350' LEFT OF CENTERLINE, 47' AGL/83' MSL. POLE 1227' FROM DER, 607' LEFT OF CENTERLINE, 48' AGL/86' MSL. POLE 1315' FROM DER, 548' RIGHT OF CENTERLINE, 49' AGL/80' MSL. POLE 1329' FROM DER, 743' LEFT OF CENTERLINE, 57' AGL/94' MSL. TREE 1852' FROM DER, 179' RIGHT OF CENTERLINE, 85' MSL. TREE 2561' FROM DER, 738' RIGHT OF CENTERLINE, 108' MSL. TRANSMISSION TOWER, TRANSMISSION LINE TOWER, BEGINNING 2616' FROM DER, 1130' LEFT OF CENTERLINE, UP TO 120' MSL. POLE 2806' FROM DER, 1215' LEFT OF CENTERLINE, 135' MSL. POLE 2897' FROM DER, 614' LEFT OF CENTERLINE, 113' MSL. POLE, TRANSMISSION LINE TOWER, BEGINNING 4145' FROM DER, 1329' LEFT OF CENTERLINE, UP TO 152' MSL.

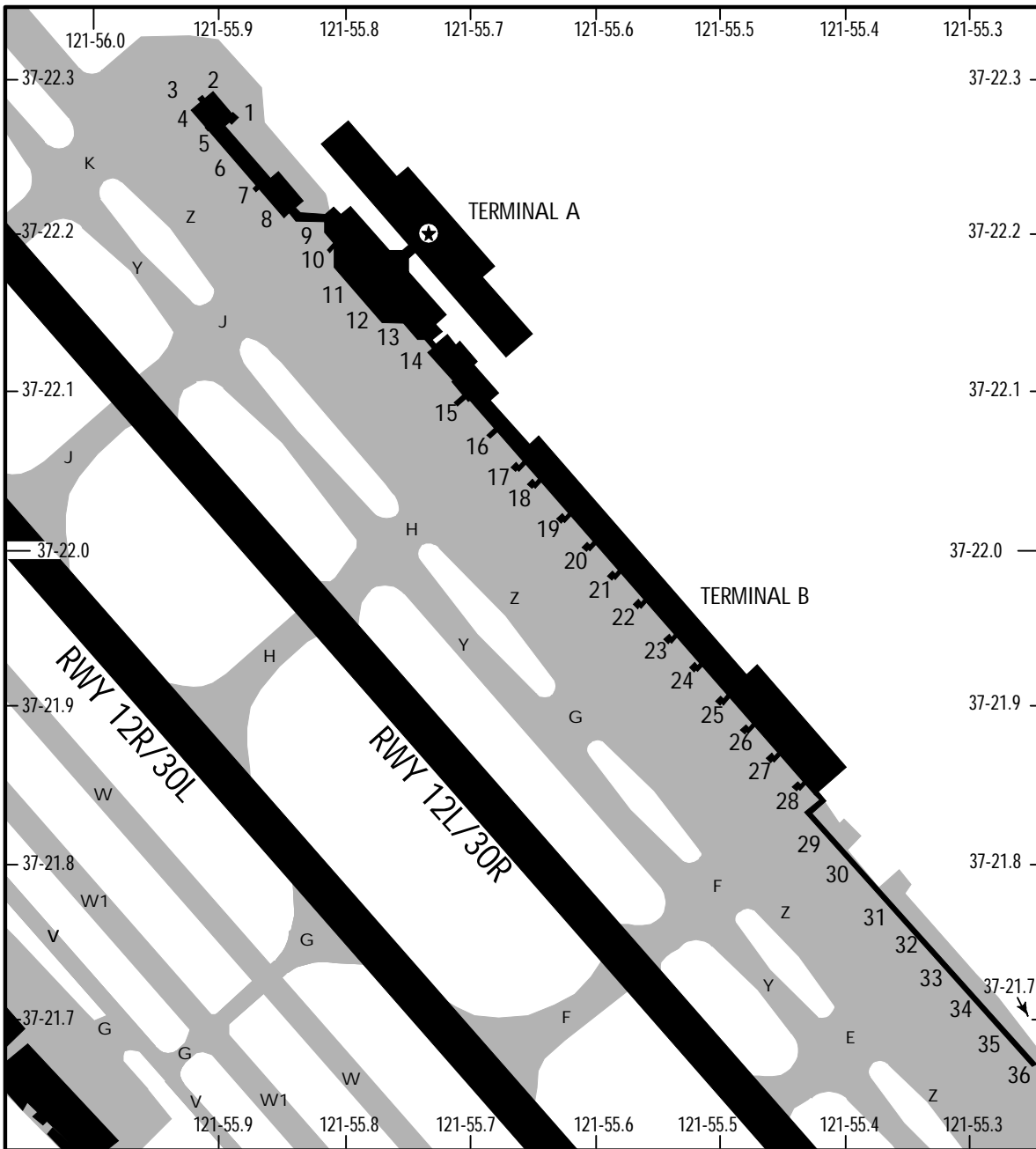
◦ RWY 30R:

POLE 100' FROM DER, 449' RIGHT OF CENTERLINE, 40' AGL, 75' MSL. FENCE 138' FROM DER 243' RIGHT OF CENTERLINE, 13' AGL/47' MSL. FENCE 184' FROM DER, 329' LEFT OF CENTERLINE, 15' AGL/51' MSL. TREE 411' FROM DER, 37' LEFT OF CENTERLINE, 70' MSL. TREE 473' FROM DER, 319' LEFT OF CENTERLINE, 72' MSL. POLE 526' FROM DER, 580' LEFT OF CENTERLINE, 26' AGL/61' MSL. POLE 657' FROM DER, 369' RIGHT OF CENTERLINE, 53' AGL/84' MSL. VEHICLE ON ROAD BEGINNING 688' FROM DER, ON CENTERLINE, UP TO 68' MSL. POLES BEGINNING 711' FROM DER, 57' LEFT OF CENTERLINE, UP TO 25' AGL/75' MSL. POLE 961' FROM DER, 133' RIGHT OF CENTERLINE, 56' AGL/88' MSL. POLE 1315' FROM DER, 150' LEFT OF CENTERLINE, 49' AGL/80' MSL. TREE 1852' FROM DER, 519' LEFT OF CENTERLINE, 85' MSL. TREE 2561' FROM DER, 39' RIGHT OF CENTERLINE, 108' MSL. BUILDING 3424' FROM DER, 146' RIGHT OF CENTERLINE, 96' AGL/124' MSL.

KSJG/SJC

JEPPESSEN
23 JUL 21 (10-9B)

SAN JOSE, CALIF
MINETA SAN JOSE INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
TERMINAL A		TERMINAL B	
1 thru 5	N37 22.3 W121 55.9	17 thru 22	N37 22.0 W121 55.6
6 thru 8	N37 22.2 W121 55.9	23 thru 27	N37 21.9 W121 55.5
9 thru 11	N37 22.2 W121 55.8	28 thru 31	N37 21.8 W121 55.4
12, 13	N37 22.1 W121 55.8	32 thru 36	N37 21.7 W121 55.3
14 thru 16	N37 22.1 W121 55.7		

KSJC/SJC

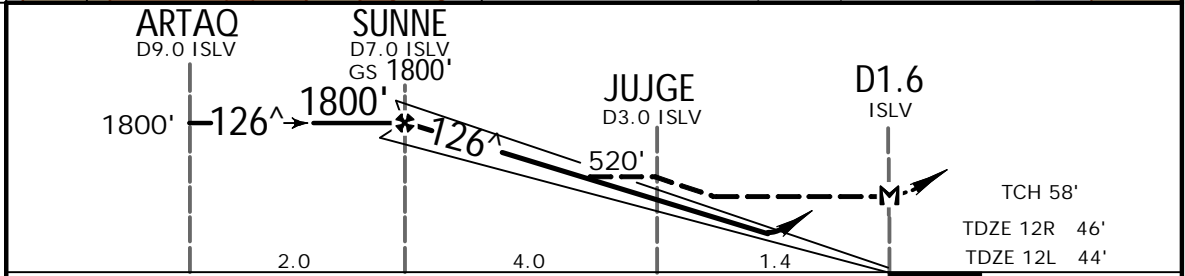
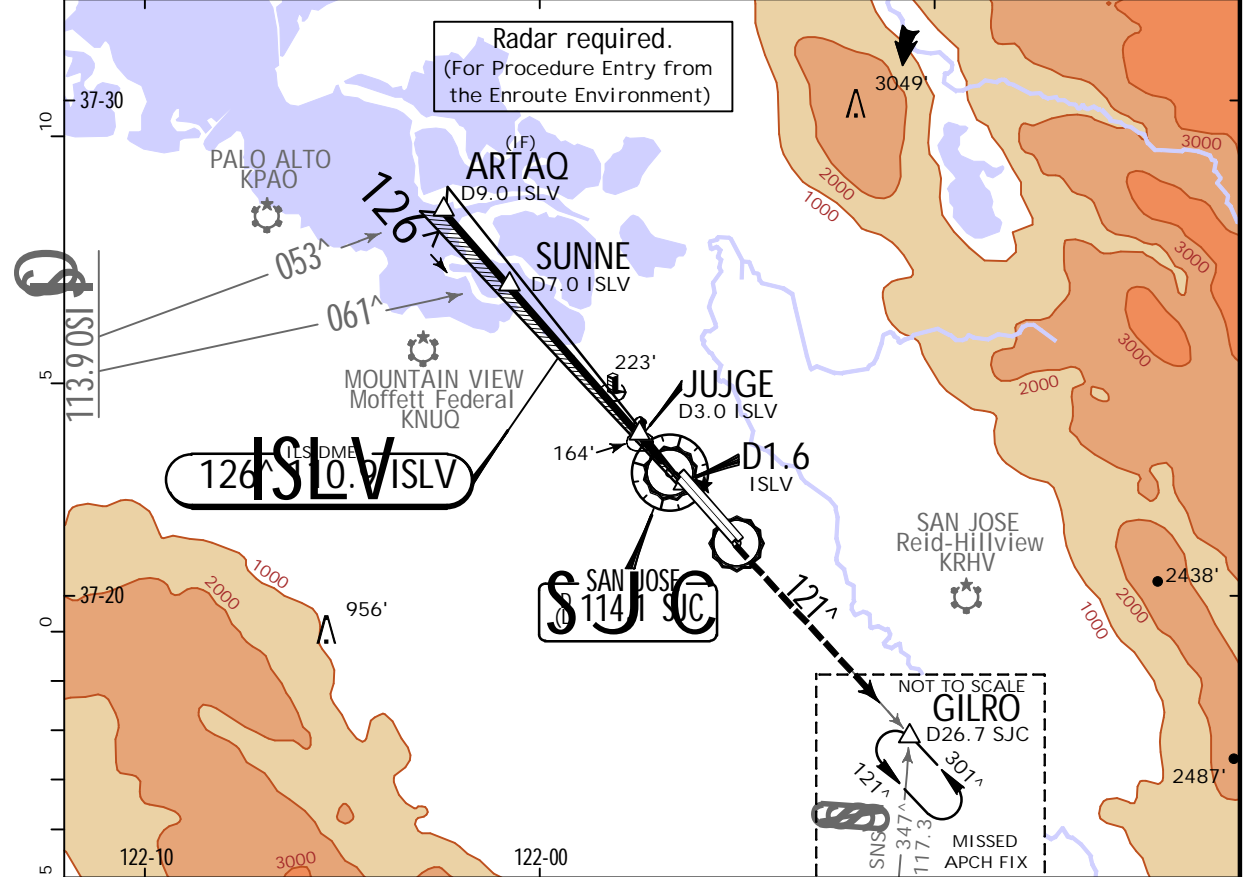


SAN JOSE, CALIF
ILS or LOC Rwy 12R

MINETA SAN JOSE INTL

2 APR 21 (11-1)

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
LOC ISLV 110.9		Final Apch Crs 126 [^]		SUNNE 1800' (1754')		ILS DA(H) 251' (205')	
				Apt Elev 62'		5600	
				TDZE 12R 46'			
MISSED APCH: Climb to 500' then climb to 4000' on SJC VOR R-121 to GILRO INT/D26.7 SJC and hold.							
AIt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA SJC VOR	
1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75'). 3. REIL, PAPI-R Rwy 12L. 4. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	500'	4000'	SJC 114.1	GILRO
GS	3.00 [^]	372	478	531	637	849		↑	↑	on R-121	
MAP at D1.6 ISLV											

TERPS. STRAIGHT-IN LANDING RWY 12R				SIDESTEP LANDING RWY 12L			
ILS		LOC (GS out)					
DA(H) 251' (205')		MDA(H) 420' (374')		MDA(H) 600' (556')			
FULL		RAIL/ALS out		RAIL/ALS out			
A		1/2				1	
B							
C	1/2	3/4		1		1 1/2	
D		5/8				2	

TERPS AMEND 8A 21 JUL 2016

KSJC/SJC

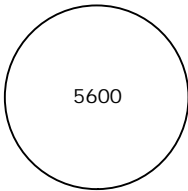
JEPPESEN

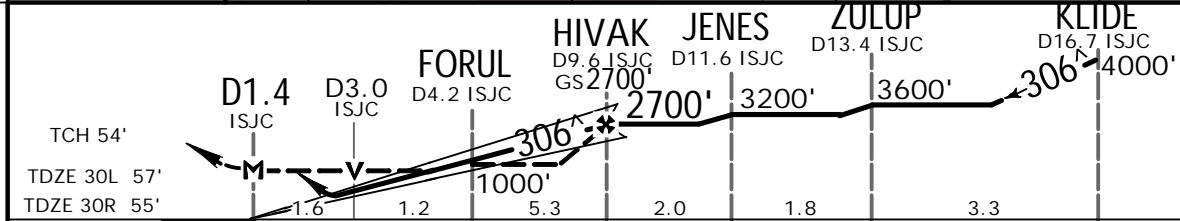
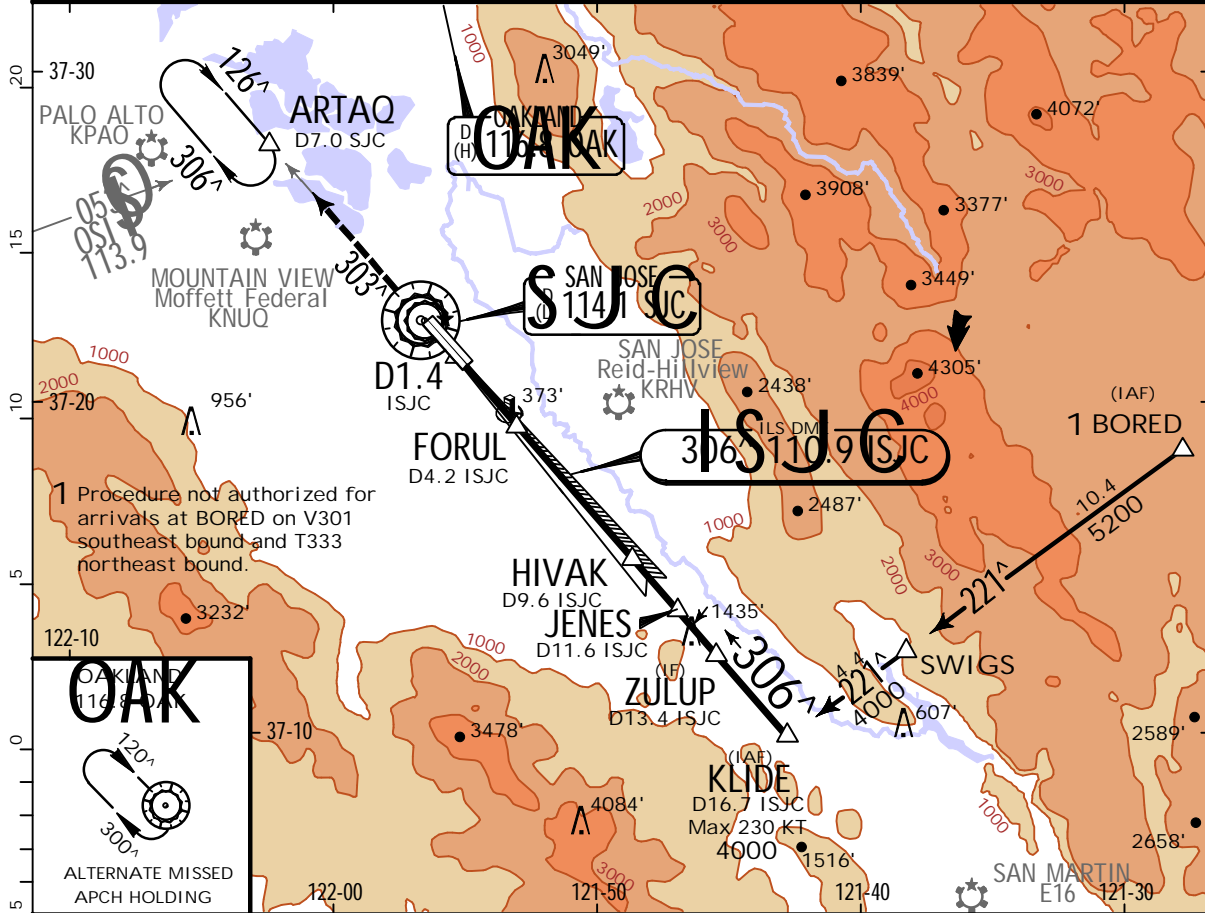
SAN JOSE, CALIF
ILS or LOC Rwy 30L

MINETA SAN JOSE INTL

2 APR 21

11-2

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7		
LOC ISJC 110.9	Final Apch Crs 306 [^]	HIVAK 2700' (2643')	ILS DA(H) 257' (200')	Apt Elev 62'	TDZE 30L 57'	 5600 MSA SJC VOR		
MISSED APCH: Climb to 1900' outbound on SJC VOR R-303 to ARTAQ INT/D7.0 SJC and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
RNAV 1-GPS or RADAR required for procedure entry. DME required. From BORED: RNAV 1-GPS required.								
1. VGSI and ILS glideslope not coincident (VGSI angle 3.00 [^] /TCH 70'). 2. PAPI-L Rwy 30R. 3. Pilot controlled lighting 124.0.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1900'	SJC	ARTAQ
GS	3.00 [^]	372	478	531	637	849				
MAP at D1.4 ISJC							PAPI	↑	114.1	R-303

TERPS.	STRAIGHT-IN LANDING RWY 30L				SIDESTEP LANDING RWY 30R	
	ILS DA(H) 257' (200')		LOC (GS out) MDA(H) 640' (583')		MDA(H) 640' (585')	
	FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
	A		RVR 24 or 1/2	RVR 50 or 1	1	
B					1 3/4	
C	1 RVR 24 or 1/2	RVR 40 or 3/4	1/4	1 3/4	2	
D						

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: ARTAQ formation radial.

JEPPESEN, 1998, 2021. ALL RIGHTS RESERVED.

TERPS AMEND 26 10 SEP 2020

KSJCSJC



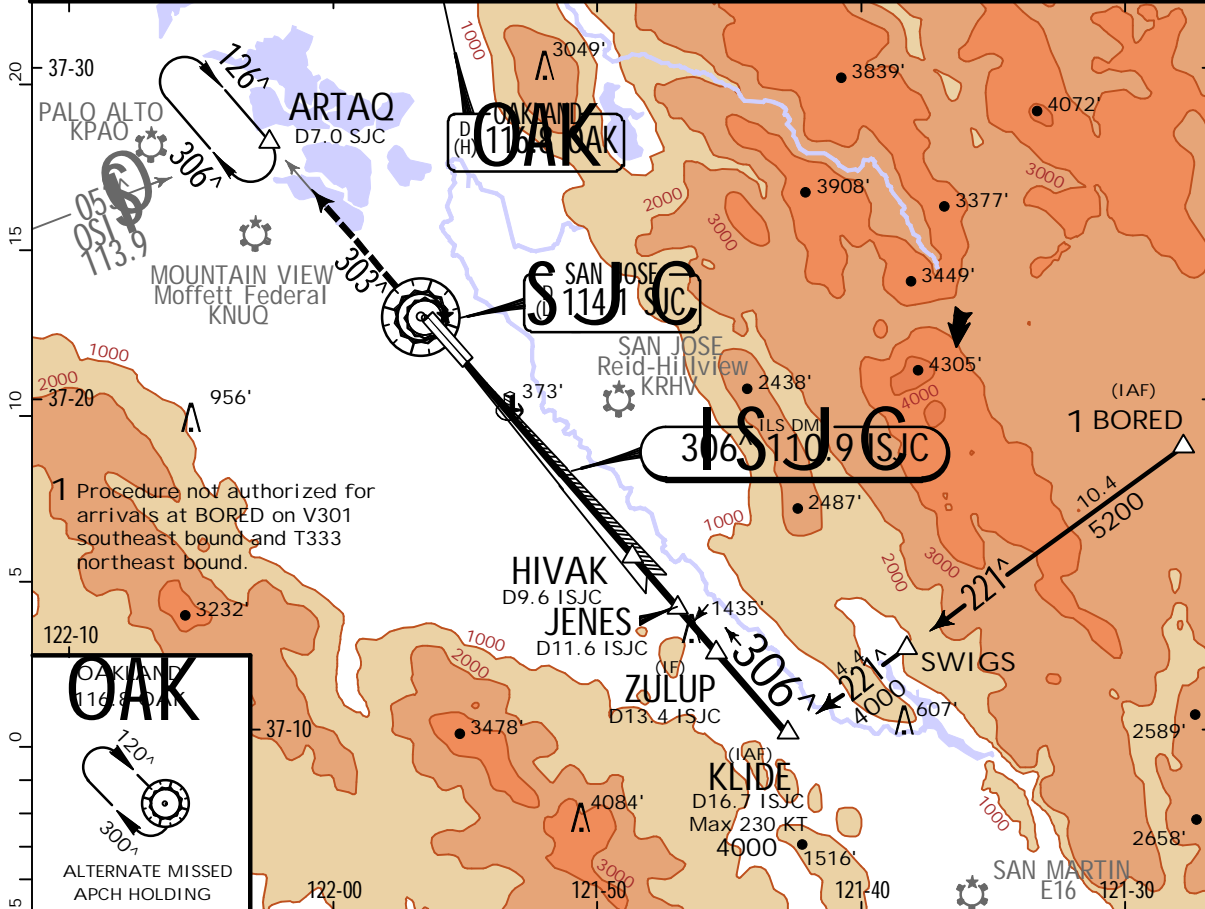
SAN JOSE, CALIF
ILS Rwy 30L SA CAT I

MINETA SAN JOSE INTL

2 APR 21

11-2A

BRIEFING STRIP™	D-ATIS (ASOS when Twr inop) 126.95	NORCAL Approach (R) 120.1	*SAN JOSE Tower CTAF 124.0	*Ground 121.7	
	LOC ISJC 110.9	Final Apch Crs 306 [^]	HIVAK 2700' (2643')	SA CAT I ILS RA 147' DA(H) 207' (150')	Apt Elev 62' TDZE 57'
	MISSED APCH: Climb to 1900' outbound on SJC VOR R-303 to ARTAQ INT/D7.0 SJC and hold.				5600 MSA SJC VOR
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
	RNAV 1-GPS or RADAR required for procedure entry. DME required. From BORED: RNAV 1-GPS required.				
1. Special Aircrew and Aircraft Certification Required. 2. Procedure not authorized when tower closed. 3. VGSI and ILS glideslope not coincident (VGSI angle 3.00 [^] /TCH 70'). 4. PAPI-L Rwy 30R. 5. Pilot controlled lighting 124.0.					



	HIVAK D9.6 ISJC Gs 2700'	JENES D11.6 ISJC	ZULUP D13.4 ISJC	KLIDE D16.7 ISJC Max 230 KT 4000'
TCH 54'	2700'	3200'	3600'	4000'
TDZE 57'	8.1	2.0	1.8	3.3

Gnd speed-Kts	70	90	100	120	140	160	MALSR 1900'	SJC 114.1 R-303	ARTAQ
GS 3.00 [^]	372	478	531	637	743	849			

.TERPS.
 STRAIGHT-IN LANDING
 1 SA CAT I ILS
 RA 147'
 DA(H) 207' (150')

RVR 14

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

TERPS AMEND 26 10 SEP 2020

KSJC/SJC



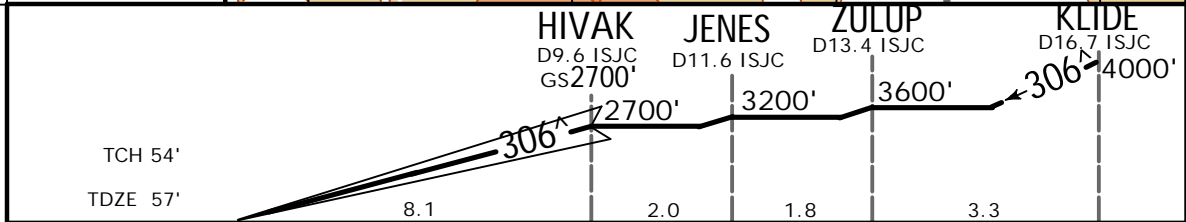
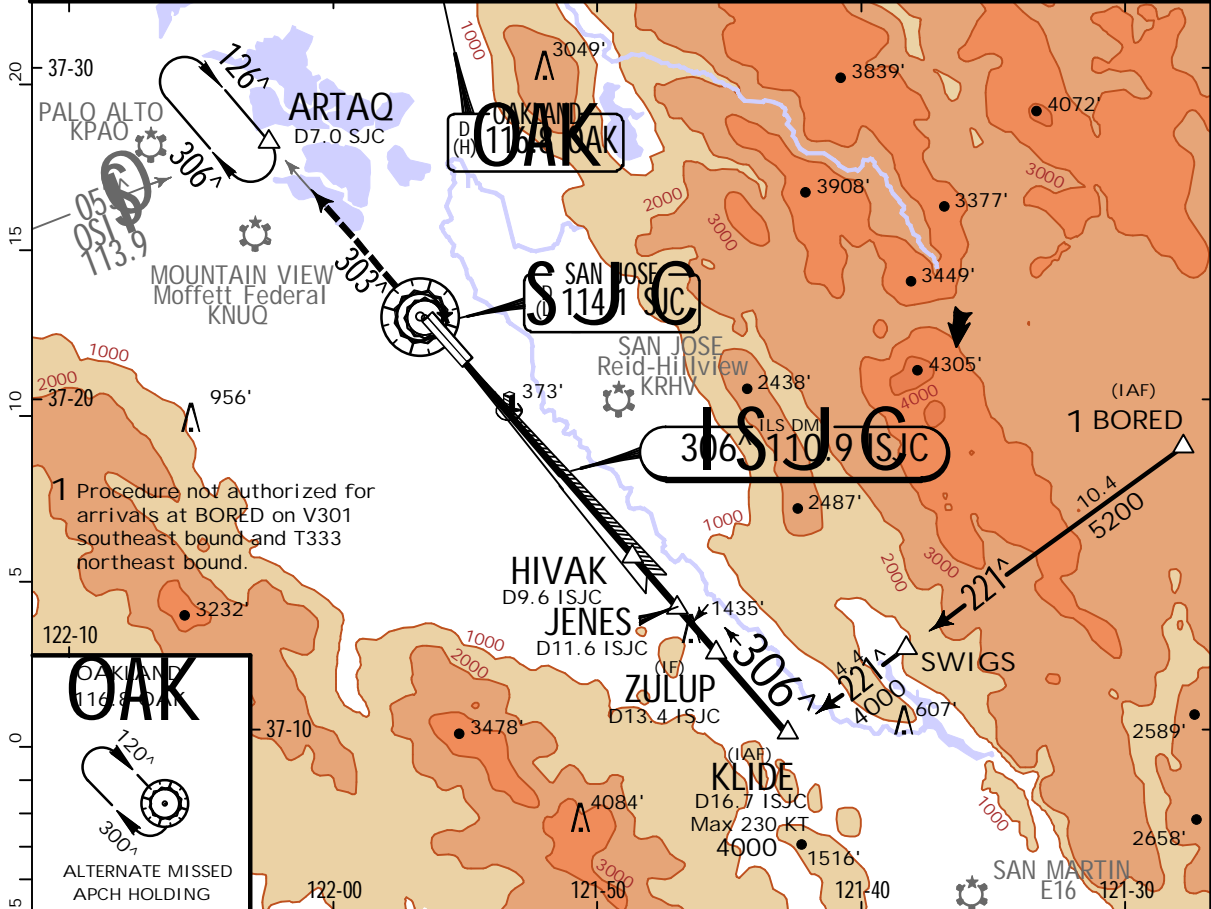
SAN JOSE, CALIF
ILS Rwy 30L SA CAT II

MINETA SAN JOSE INTL

2 APR 21

11-2B

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
LOC ISJC 110.9	Final Apch Crs 306 [^]	HIVAK 2700' (2643')	SA CAT II ILS RA 97' DA(H) 157'(100')	Apt Elev 62'	TDZE 57'	<p>5600</p> <p>MSA SJC VOR</p>	
MISSED APCH: Climb to 1900' outbound on SJC VOR R-303 to ARTAQ INT/D7.0 SJC and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RNAV 1-GPS or RADAR required for procedure entry. DME required. From BORED: RNAV 1-GPS required.							
1. Special Aircrew and Aircraft Certification Required. 2. Procedure not authorized when tower closed. 3. VGSI and ILS glideslope not coincident (VGSI angle 3.00 [^] /TCH 70'). 4. PAPI-L Rwy 30R. 5. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160		1900' ↑ on 114.1 R-303	ARTAQ
GS	3.00 [^]	372	478	531	637	743			

.TERPS. STRAIGHT-IN LANDING
 1 SA CAT II ILS
 RA 97'
 DA(H) 157'(100')

RVR 12

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

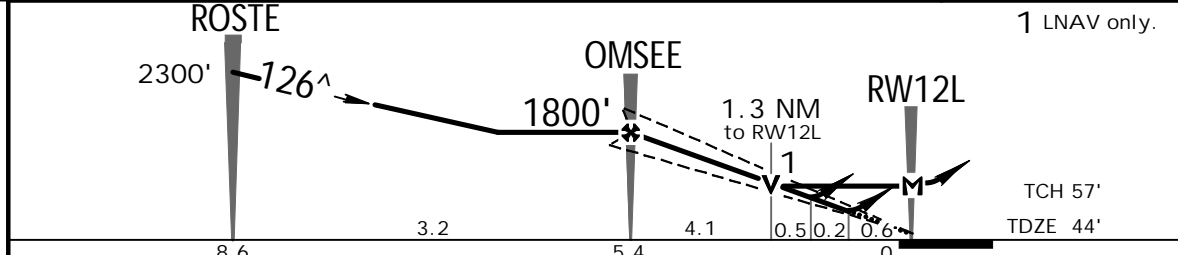
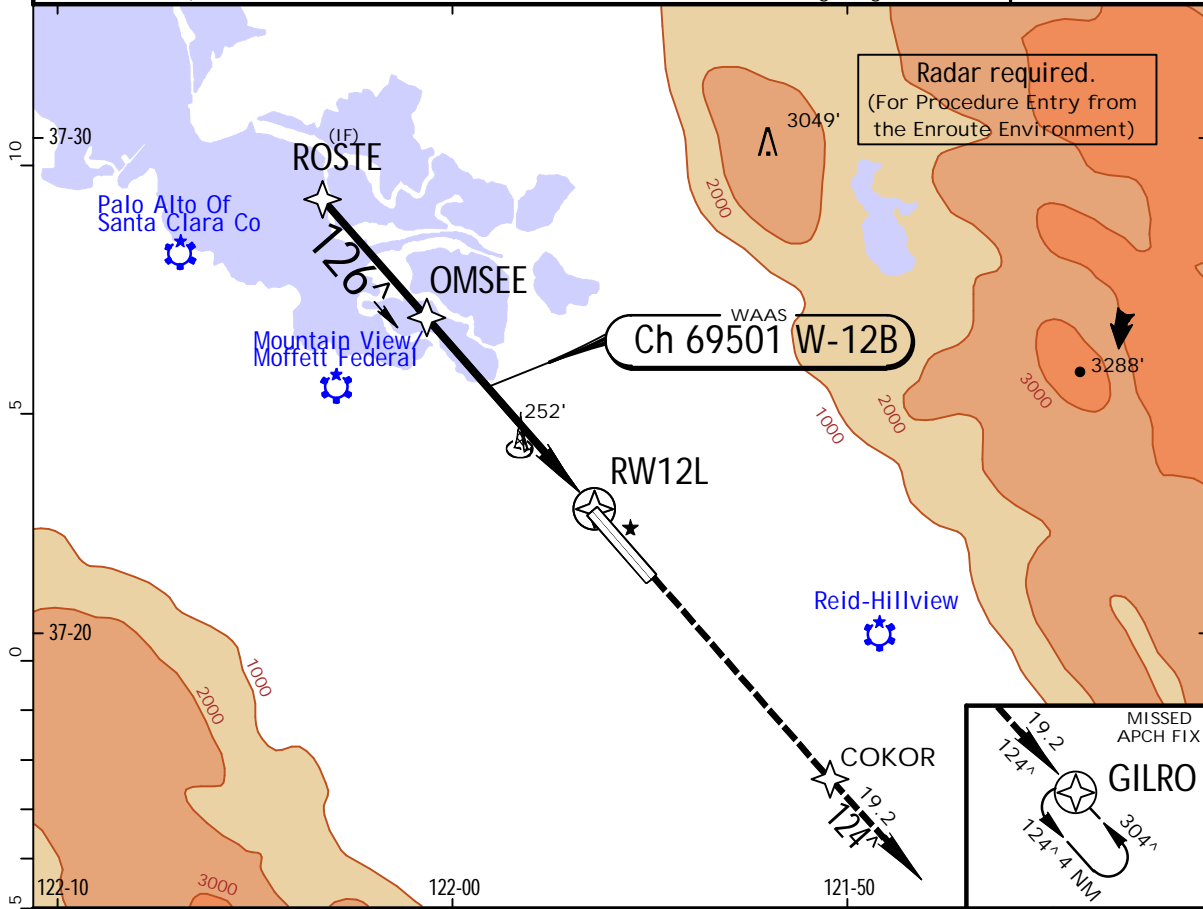
KSJCS/SJC

MINETA SAN JOSE INTL

JEPPESEN
15 JUL 16
Eff. 21 Jul. (12-1)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 12L

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
WAAS Ch 69501 W-12B		Final Apch Crs 126[^]	Minimum Alt OMSEE 1800' (1756')	LPV DA(H) 294' (250')	Apt Elev 62'	5700'	
MISSED APCH: Climb to 4600' direct COKOR and on track 124 [^] to GILRO and hold.						MSA RW12L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1 [^] C (31 [^] F) or above 54 [^] C (130 [^] F). 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 70'). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	4600'	D → COKOR
Glide Path Angle	3.00 [^]	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW12L									

.TERPS.		STRAIGHT-IN LANDING		LNAV	
LPV DA(H) 294' (250')		LNAV/VNAV DA(H) 341' (297')		MDA(H) 520' (476')	
A				1	
B				1	
C	3/4		1	1 3/8	
D				1 3/8	

TERPS AMEND 3A 21 JUL 2016

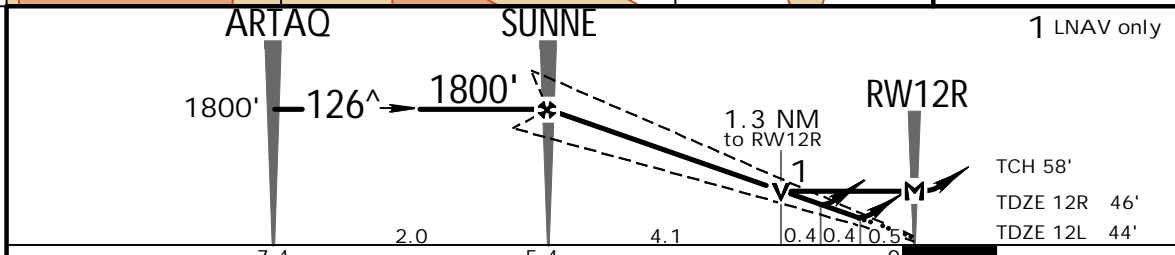
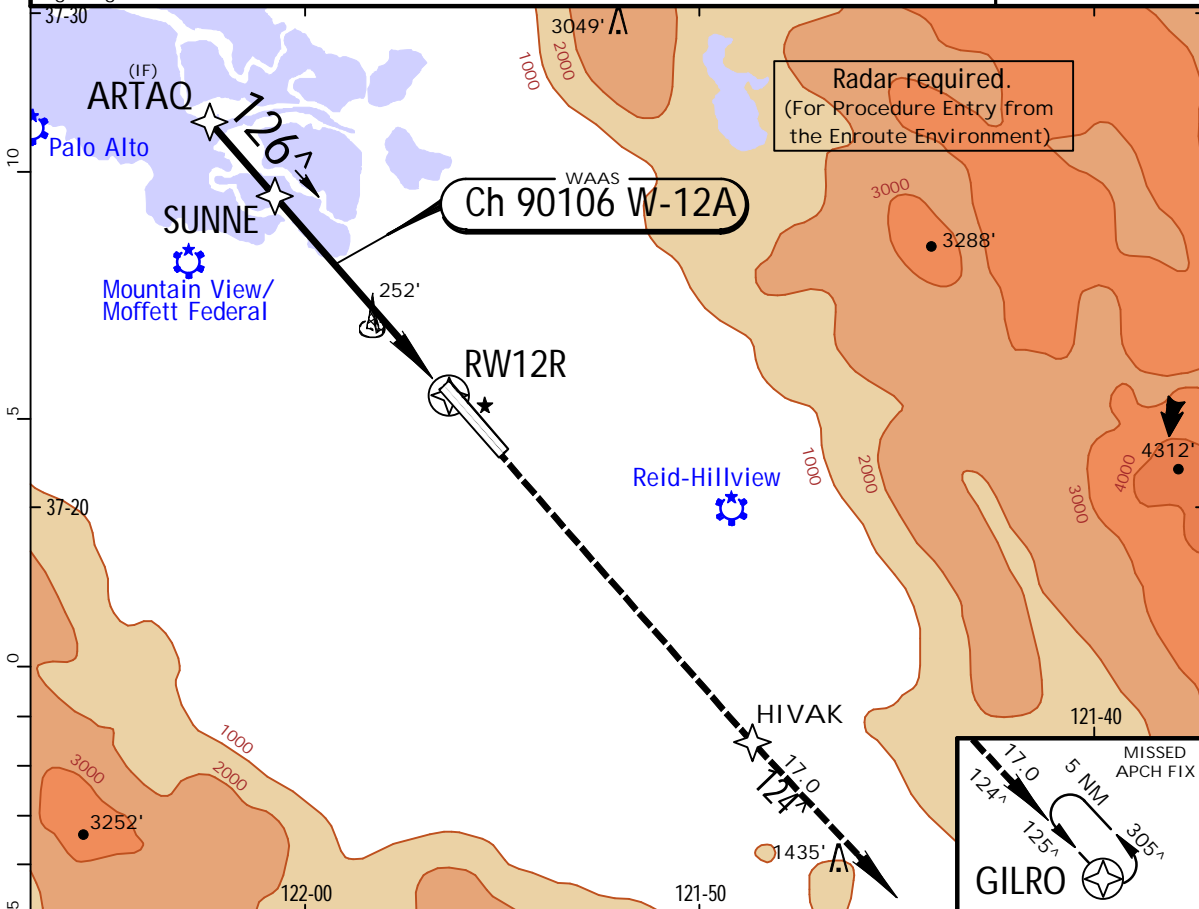
KSJC/SJC

MINETA SAN JOSE INTL

JEPPESEN
15 JUL 16
Eff. 21 Jul. (12-2)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 12R

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
WAAS Ch 90106 W-12A		Final Apch Crs 126[^]	Minimum Alt SUNNE 1800' (1754')	LPV DA(H) 246' (200')	Apt Elev 62' TDZE 12R 46'	5700' MSA RW12R	
MISSED APCH: Climb to 4600' direct HIVAK and on track 124 [^] to GILRO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C (31°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 75'). 4. PAPI-R, REIL Rwy 12L. 5. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4600'	HIVAK
Glide Path Angle	3.00 [^]	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW12R									

TERPS	LPV		STRAIGHT-IN LANDING RWY12R LNAV/VNAV		LNAV		SIDESTEP LANDING RWY12L	
	DA(H)	246' (200')	DA(H)	371' (325')	MDA(H)	520' (474')	MDA(H)	520' (476')
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out			
A			5/8		1/2	1		1
B								
C	1/2	3/4	1	1	1	1 3/8		1 1/2
D								2

CHANGES: Procedure.

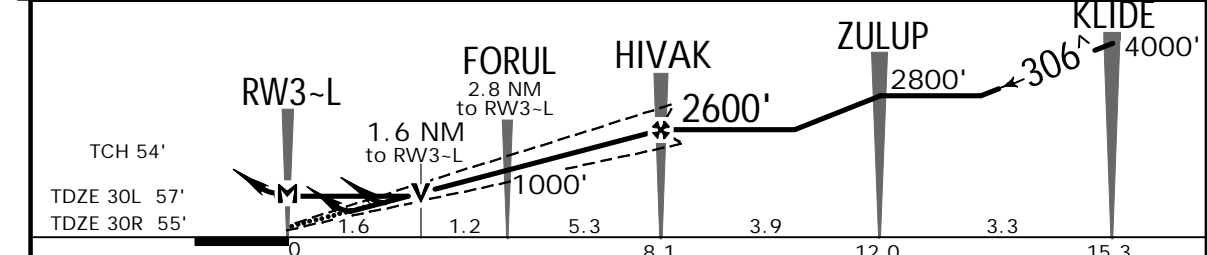
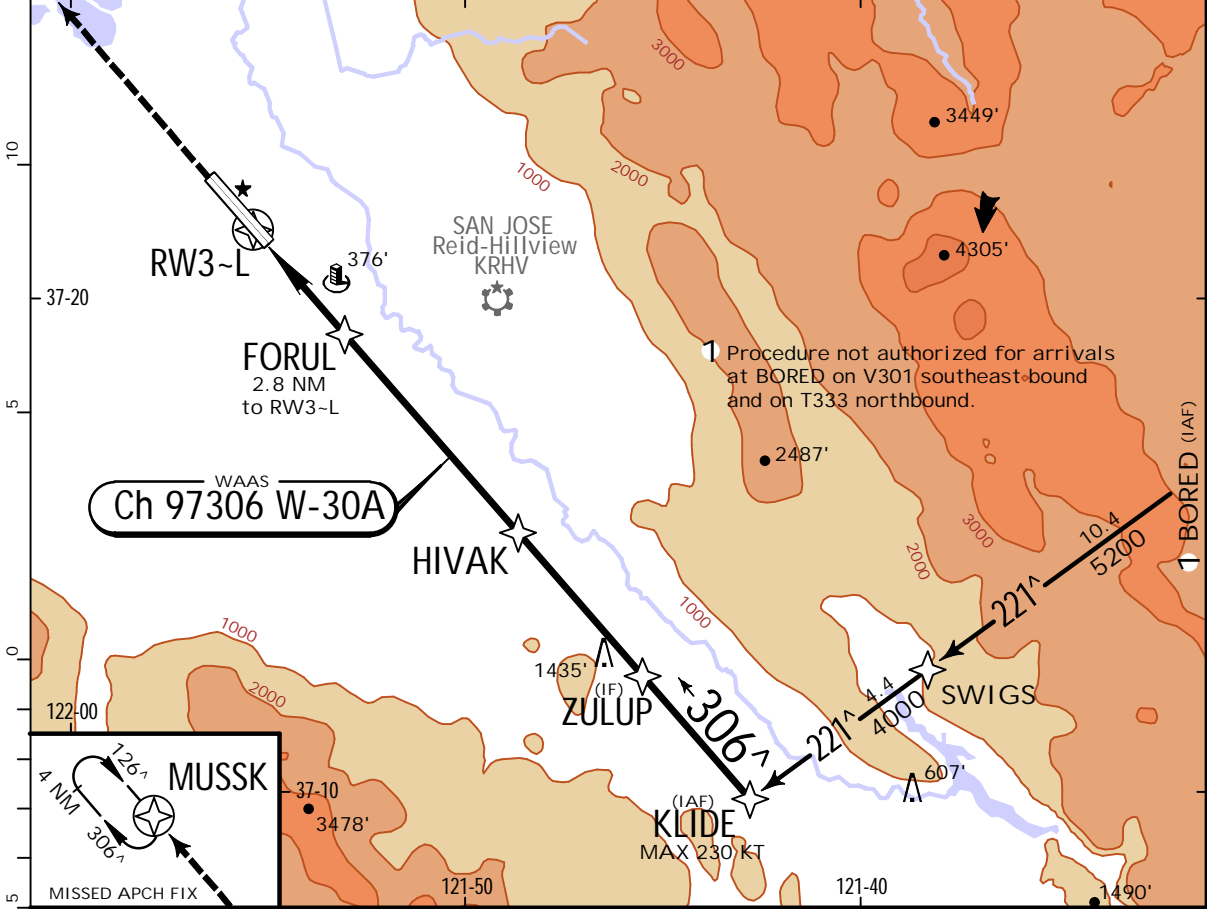
JEPPESEN, 2005, 2016. ALL RIGHTS RESERVED.

KSJJC/SJC
MINETA SAN JOSE INTL

JEPPESSEN
17 FEB 23
.Eff.23.Feb. (12-3)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 30L

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7		
WAAS Ch 97306 W-30A		Final Apch Crs 306 [^]		HIVAK 2600' (2543')		LPV DA(H) 257' (200')		
				Apt Elev 62'		TDZE 30L 57'		
MISSED APCH: Climb to 2300' direct MUSSK and hold.							5600 MSA RW3-L	
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 1°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70'). 3. PAPI-L on Rwy 30R. 4. Pilot controlled lighting 124.0.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2300'	D → MUSSK
Glide Path Angle	3.00 [^]	372	478	531	637	743			
MAP at RW3-L									

TERPS AMEND 4A 23 FEB 2023	STRAIGHT-IN LANDING RWY 30L						SIDESTEP LANDING RWY 30R	
	LPV DA(H) 257' (200')		LNAV/VNAV DA(H) 540' (483')		LNAV MDA(H) 640' (583')		MDA(H) 640' (585')	
	RAIL/ALS OUT		RAIL/ALS OUT		RAIL/ALS OUT			
	A				RVR 24 or 1/2	RVR 50 or 1		
B	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8				
C					1 1/4	1 3/4	1	
D								

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.
CHANGES: Speed restriction. | JEPPESSEN, 2005, 2023. ALL RIGHTS RESERVED.

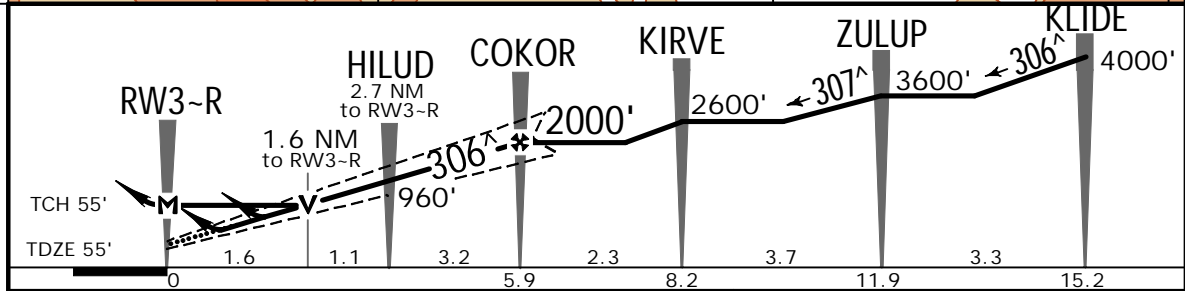
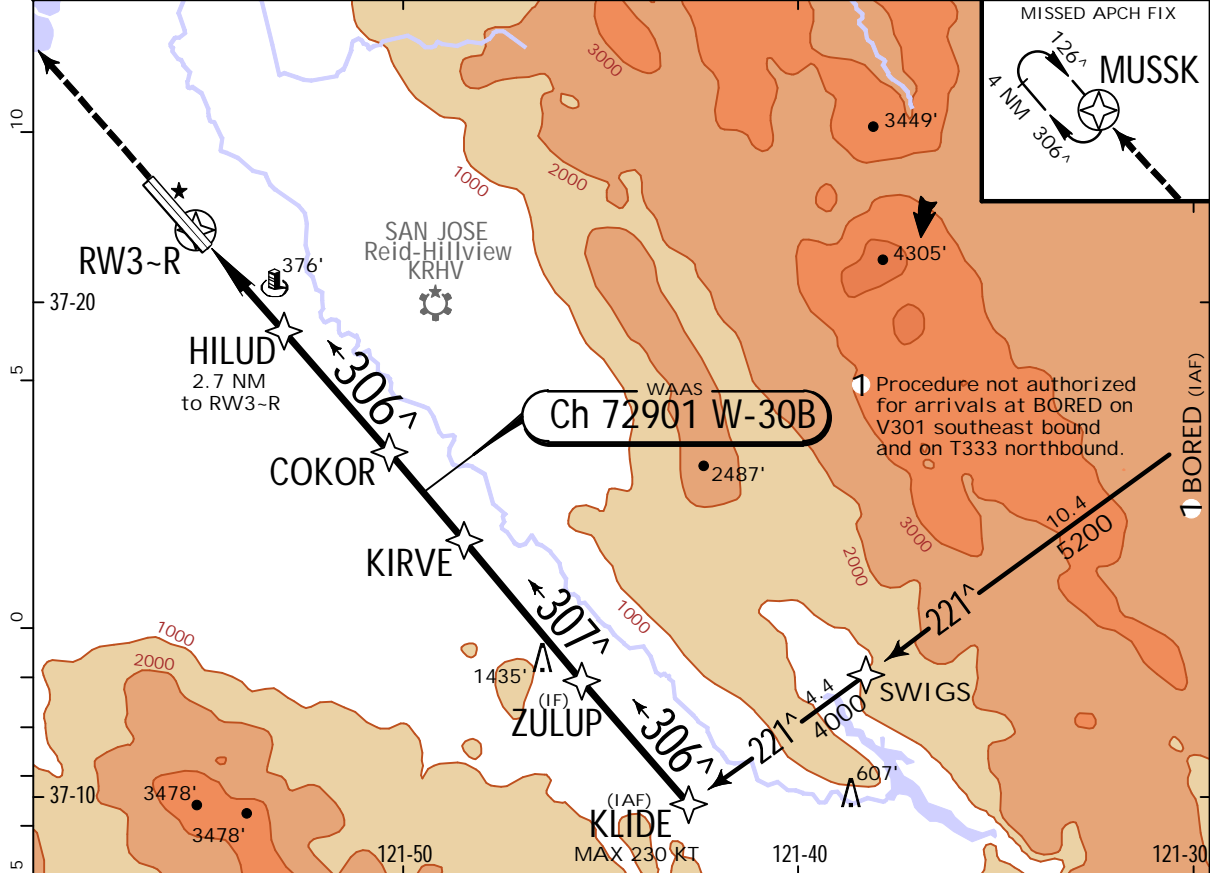
KSJCSJC

MINETA SAN JOSE INTL

JEPESEN
17 FEB 23
Eff. 23. Feb. (12-4)

SAN JOSE, CALIF
RNAV (GPS) Y Rwy 30R

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7		
WAAS Ch 72901 W-30B		Final Apch Crs 306[^]		COKOR 2000' (1945')		LPV DA(H) 255' (200')		
				Apt Elev 62'		TDZE 55'		
MISSED APCH: Climb to 2300' direct MUSSK and hold.							5600 MSA RW3-R	
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -1°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69'). 3. Pilot controlled lighting 124.0.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2300'	D → MUSSK
Glide Path Angle	3.00 [^]	372	478	531	637	849			
MAP at RW3-R									

TERPS.	STRAIGHT-IN LANDING RWY 30R			CIRCLE-TO-LAND		
	LPV DA(H) 255' (200')	LNAV/VNAV DA(H) 541' (486')	LNAV MDA(H) 640' (585')	Max Kts	MDA(H)	
	A		1		90	640' (578') -1
	B				120	700' (638') -1
	C	3/4	1 3/8		140	700' (638') -1 3/4
D			165		700' (638') -2	

CHANGES: Speed restriction.

JEPESEN, 2002, 2023. ALL RIGHTS RESERVED.

TERPS AMEND 4B - 23 FEB 2023

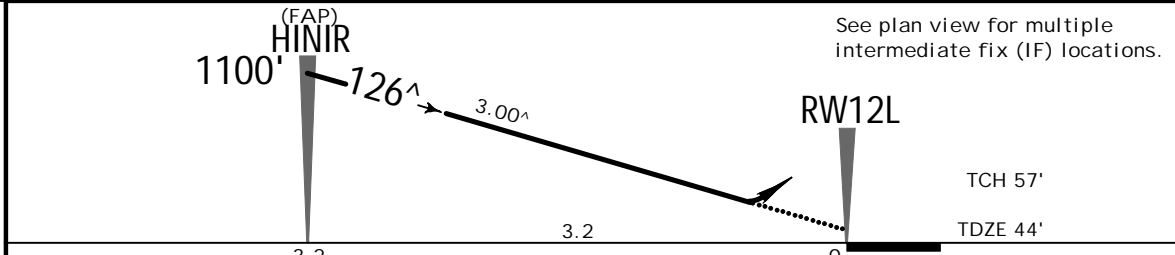
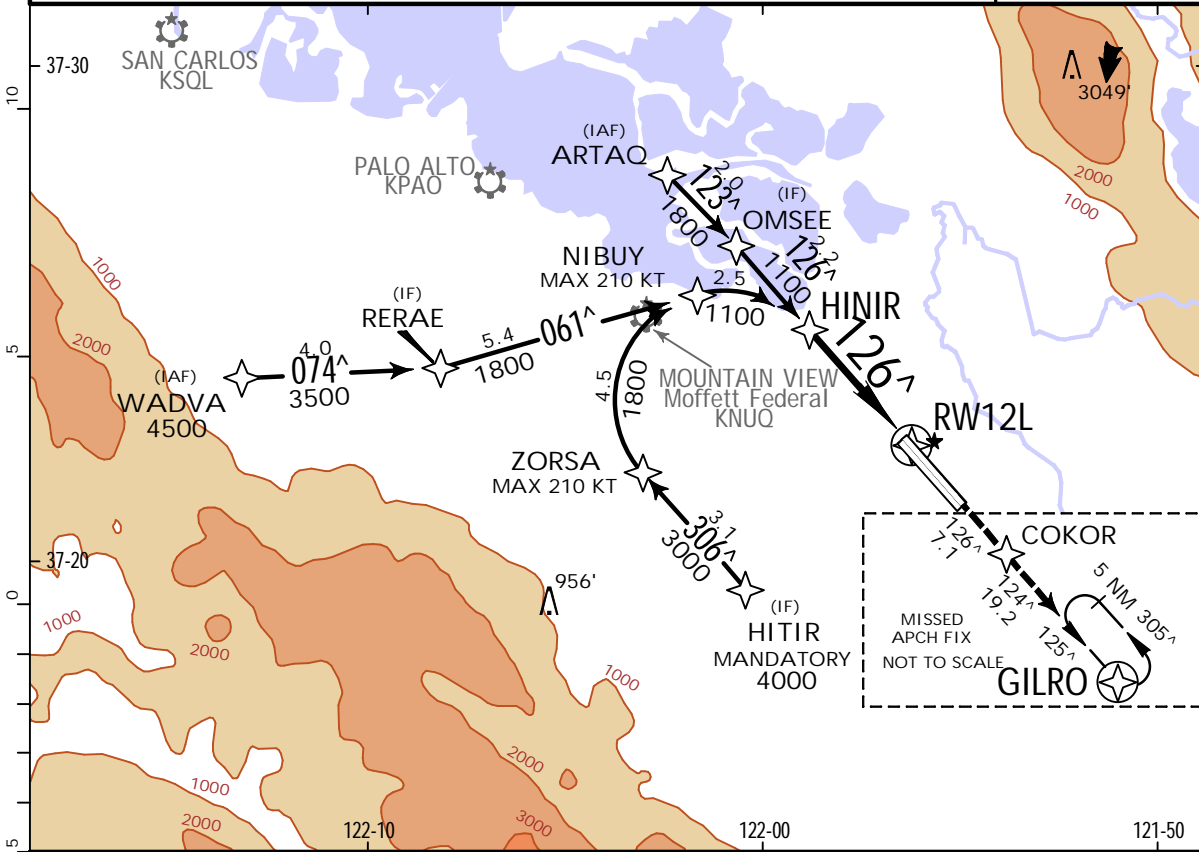
KSJC/SJC

MINETA SAN JOSE INTL

JEPPESEN
18 MAR 22
.Eff.24.Mar. (12-20)

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 12L

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
RNAV	Final Apch Crs 126 [^]	HINIR 1100' (1056')	RNP 0.18 DA(H) 400' (356')	Apt Elev 62'	TDZE 44'	5700 MSA RW12L	
MISSED APCH: Climb to 4600' on track 126 [^] to COKOR and track 124 [^] to GILRO and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RNP AR Apch-GPS 1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 70'). 4. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	4600'	on 126 [^]	COKOR
Glide Path Angle	3.00 [^]	372	478	531	637	743				

.TERPS.		STRAIGHT-IN LANDING RWY 12L	
RNP 0.18 DA(H) 400' (356')		RNP 0.30 DA(H) 451' (407')	
A			
B			
C	1		1 1/8
D			

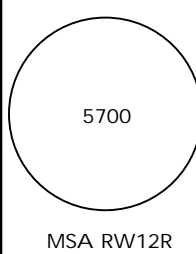
TERPS AMEND 2B 24 MAR 2022

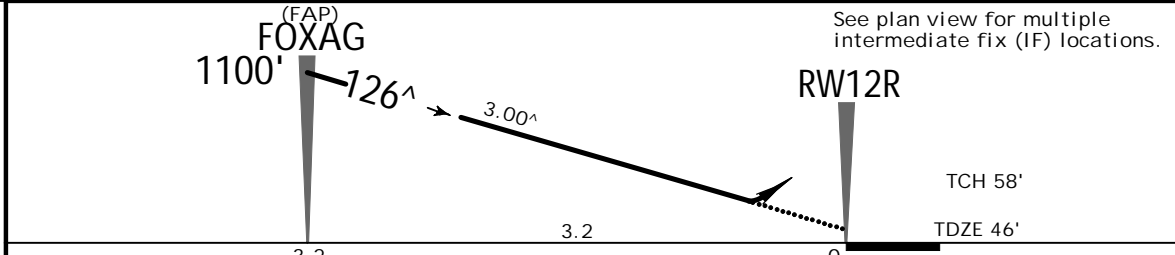
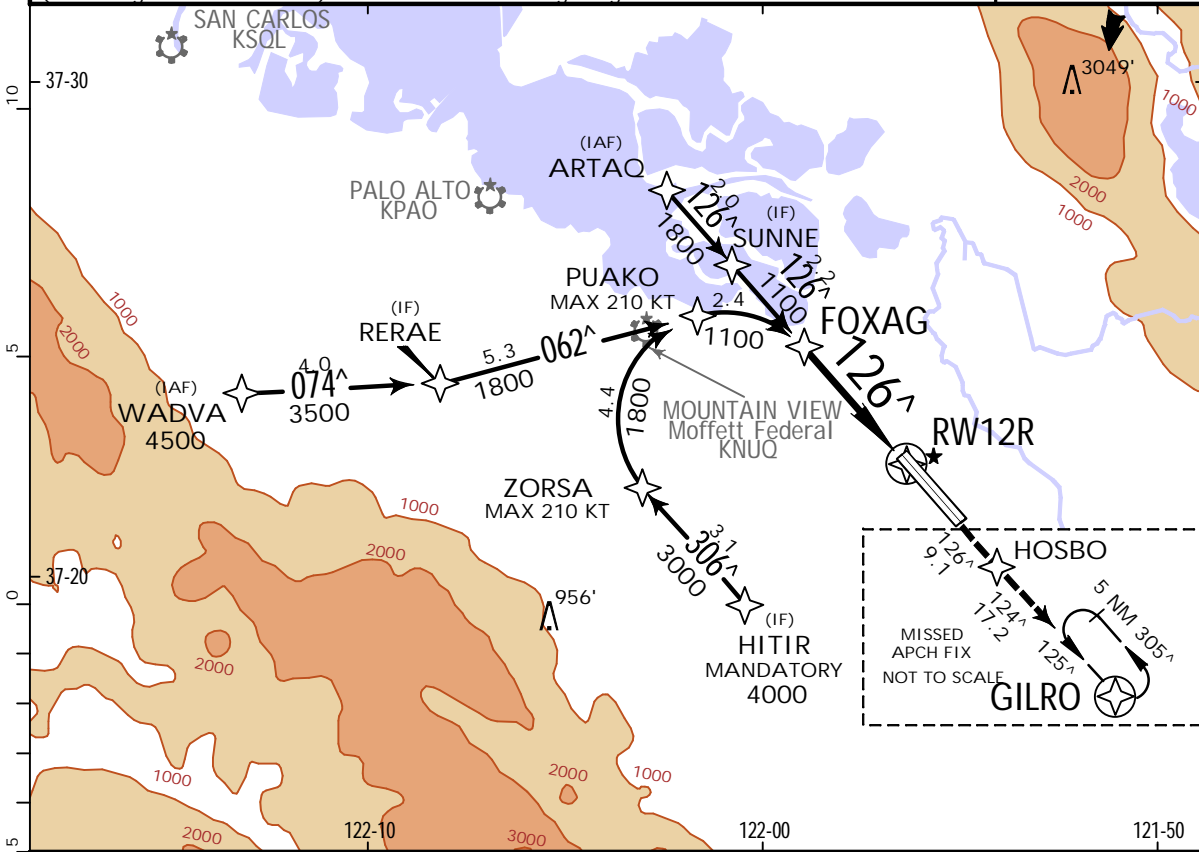
KSJC/SJC

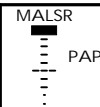
MINETA SAN JOSE INTL

JEPPESEN
18 MAR 22
Eff. 24 Mar. (12-21)

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 12R

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7		
RNAV	Final Apch Crs 126 [^]	FOXAG 1100' (1054')	RNP 0.15 DA(H) 394' (348')	Apt Elev 62' TDZE 46'				
MISSED APCH: Climb to 4600' on track 126 [^] to HOSBO and track 124 [^] to GILRO and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
RNP AR Apch-GPS								
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 75'). 4. Pilot controlled lighting 124.0.								



Gnd speed-Kts	70	90	100	120	140	160		4600'	on 126 [^]	HOSBO
Glide Path Angle	3.00 [^]	372	478	531	637	743				

. TERPS. STRAIGHT-IN LANDING RWY 12R			
RNP 0.15 DA(H) 394' (348')		RNP 0.30 DA(H) 486' (440')	
RAIL/ALS out		RAIL/ALS out	
A	RVR 30 or 5/8	RVR 55 or 1	RVR 40 or 3/4
B			
C			
D			

TERPS AMEND 3B 24 MAR 2022

KSJ/C/SJC

MINETA SAN JOSE INTL

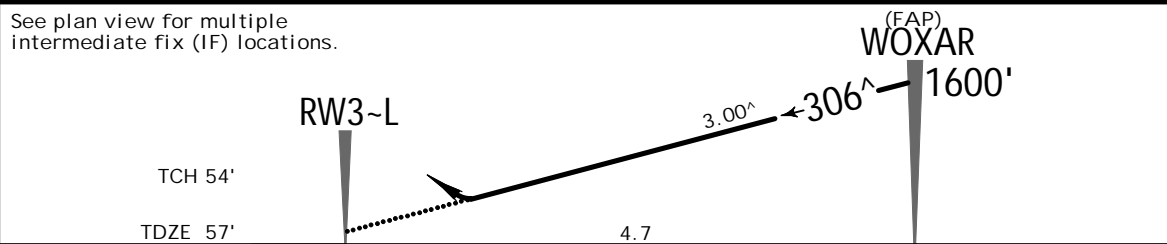
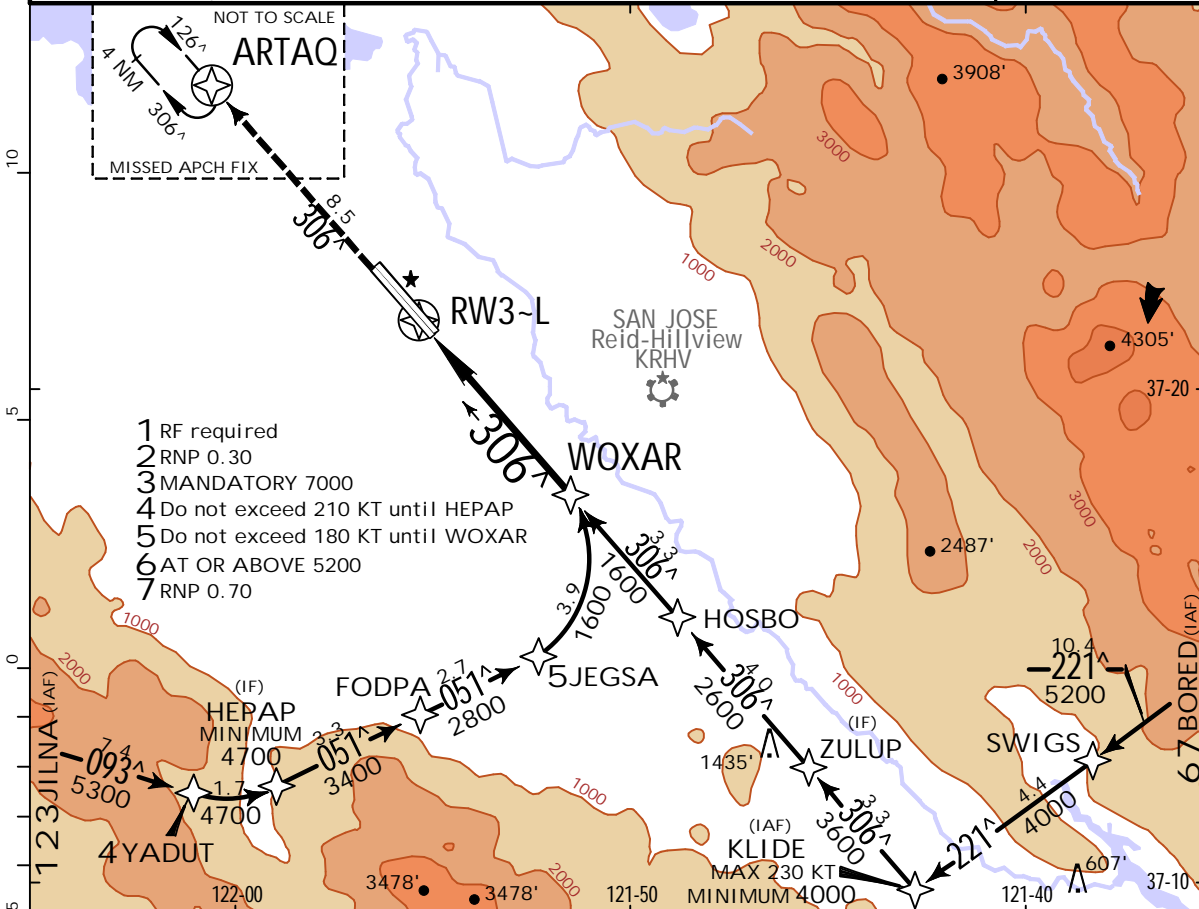
JEPPESEN

26 NOV 21
Eff. 2 Dec.

12-22

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 30L

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7		
RNAV	Final Apch Crs 306 [^]	WOXAR 1600' (1543')	RNP 0.10 DA(H) 430' (373')	Apt Elev 62' TDZE 57'		5600 MSA RW3-L		
MISSED APCH: Climb to 2000' on track 306 [^] to ARTAQ and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
RNP AR APCH								
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 70'). 4. Pilot controlled lighting 124.0.								



Gnd speed-Kts	70	90	100	120	140	160	MALS R	2000'	on	306 [^]	ARTAQ
Glide Path Angle	3.00 [^]	372	478	531	637	849					

TERPS AMEND 4 2 DEC 2021	.TERPS. STRAIGHT-IN LANDING RWY 30L					
	RNP 0.10 DA(H) 430' (373')		RNP 0.20 DA(H) 464' (407')		RNP 0.30 DA(H) 541' (484')	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
	A					
B						
C	RVR 35 or 5/8	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 3/8
D						

KSJ/C/SJC

MINETA SAN JOSE INTL

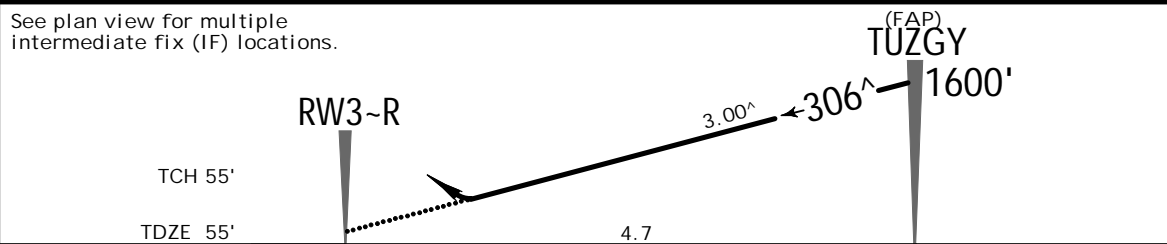
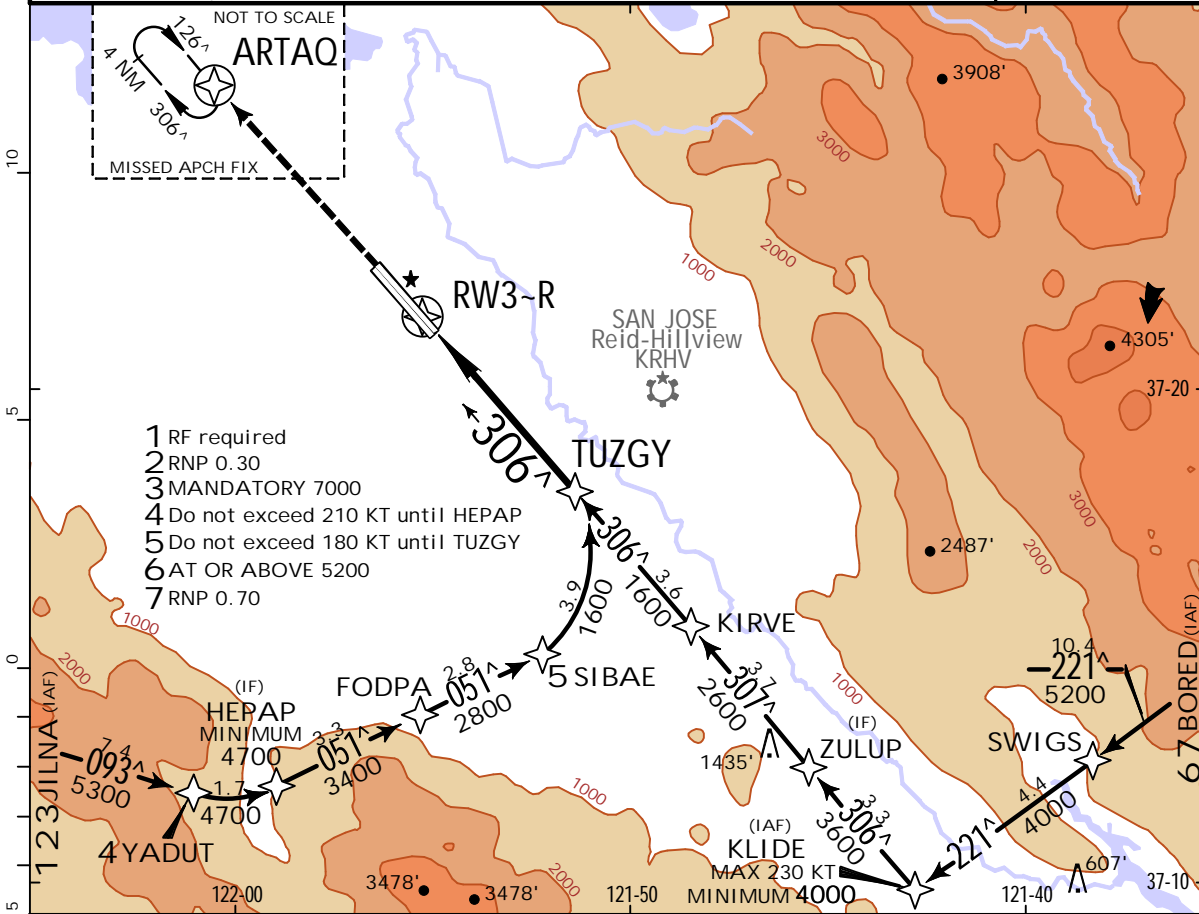
JEPPESEN

26 NOV 21
Eff. 2 Dec.

12-23

SAN JOSE, CALIF
RNAV (RNP) Z Rwy 30R

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7		
RNAV	Final Apch Crs 306[^]	TUZGY 1600' (1545')	RNP 0.11 DA(H) 377' (322')	Apt Elev 62' TDZE 55'				
MISSED APCH: Climb to 600' then climb to 2000' direct ARTAQ and hold.								
RNP AR APCH	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below 1°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 69'). 4. Pilot controlled lighting 124.0.							MSA RW3-R	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	600'	2000'	D →	ARTAQ
Glide Path Angle	3.00 [^]	372	478	531	637	849					

.TERPS. STRAIGHT-IN LANDING RWY 30R												
RNP 0.11 DA(H) 377' (322')				RNP 0.20 DA(H) 472' (417')				RNP 0.30 DA(H) 538' (483')				
A												
B												
C	1				1 1/8				1 3/8			
D												

TERPS AMEND 3 2 DEC 2021

KSJC/SJC

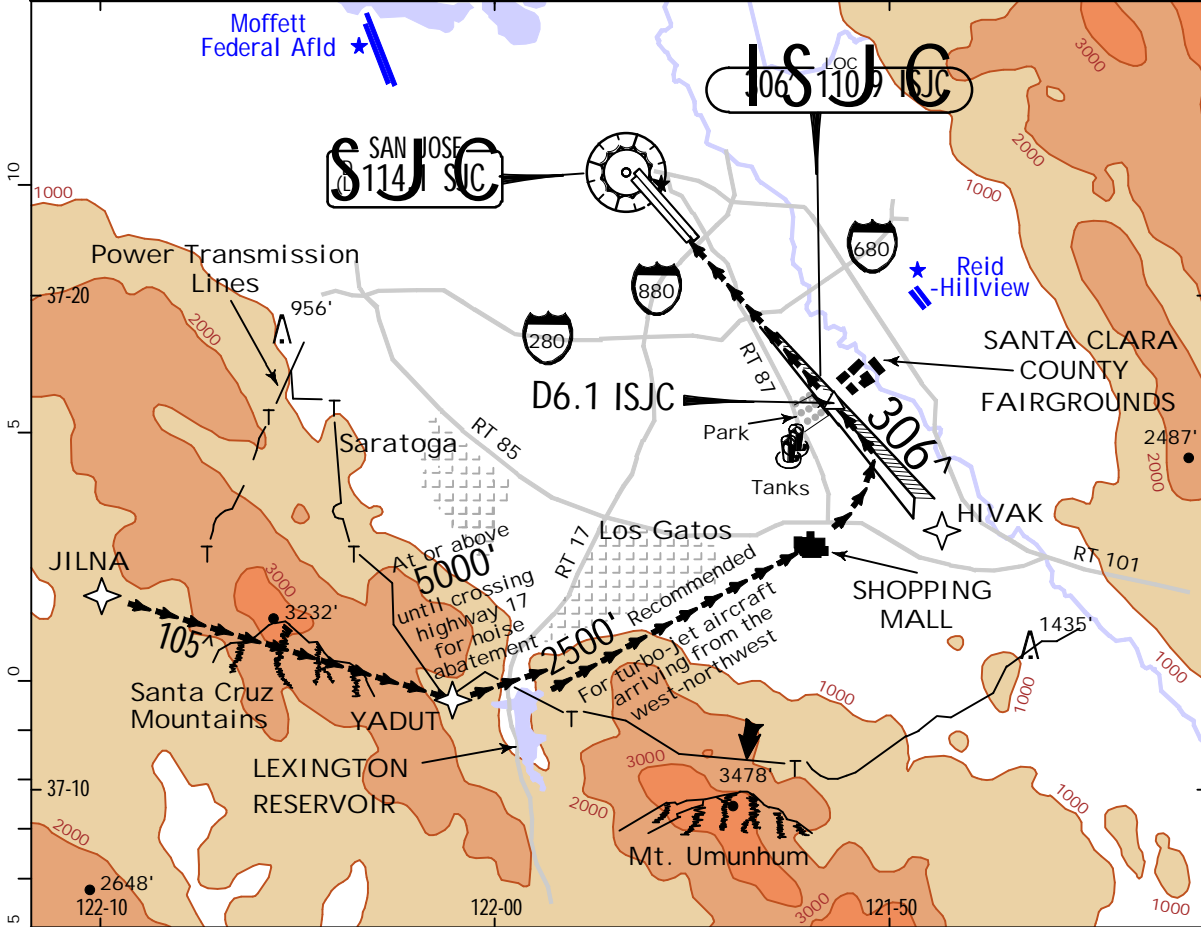


SAN JOSE, CALIF
FAIRGROUNDS
VISUAL Rwy 30L/R

11 JUN 21 (19-1) .Eff.17.Jun.

MINETA SAN JOSE INTL

BRIEFING STRIP™	D-ATIS (ASOS when Twr inop) 126.95	NORCAL Approach (R) 120.1	*SAN JOSE Tower CTAF 124.0		*Ground 121.7
	NAVAIDS- See Planview	Final Apch Crs 306^	No FAF	Ceiling - Vis 2500' - 5	Apt Elev 62'
	MISSED APCH: None published.				
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RADAR required. 2. Vertical Guidance Navaid and Angle: LOC ISJC (GS 3.00°). 3. Pilot controlled lighting 124.0.					5600 MSA SJC VOR



FAIRGROUNDS VISUAL APPROACH RWY 30L/R

When cleared for Fairgrounds Visual Approach, aircraft should turn final no closer than D6.1 ISJC for noise abatement.

NOTE: Closely spaced parallel visual approaches may be in progress to Rwy 30L/R. In the event of a go-around on Rwy 30L, proceed straight-ahead heading 300^, or on Rwy 30R, turn RIGHT heading 120^, climb and maintain 4000', or as directed by ATC.

WEATHER MINIMUMS

Ceiling 2500' -vis 5

TERPS AMEND 8 - 17 JUN 2021

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SAN JOSE, CA (MINETA SAN JOSE INTL - KSJC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KSJC

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.