

SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

25163

GBAS CH 21037 G28B	APP CRS 284°	Rwy Ldg 10275 TDZE 13 Apt Elev 13
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GLS RWY 28L
SAN FRANCISCO INTL (SFO)

RNP APCH-GPS.

T Simultaneous approach authorized. Simultaneous operations
A NA require use of vertical guidance; maintain last assigned altitude
until established on glidepath. Use of FD or AP required during
simultaneous operations. Autopilot coupled approach NA below
213.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 1020 then climbing left turn to 4000 direct OLYMM and hold.

*Missed approach requires minimum climb of 330 feet per NM to 1600; if unable to meet climb gradient, see RNAV (GPS) Rwy 28L.

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8	CLNC DEL 118.2	CPDLC
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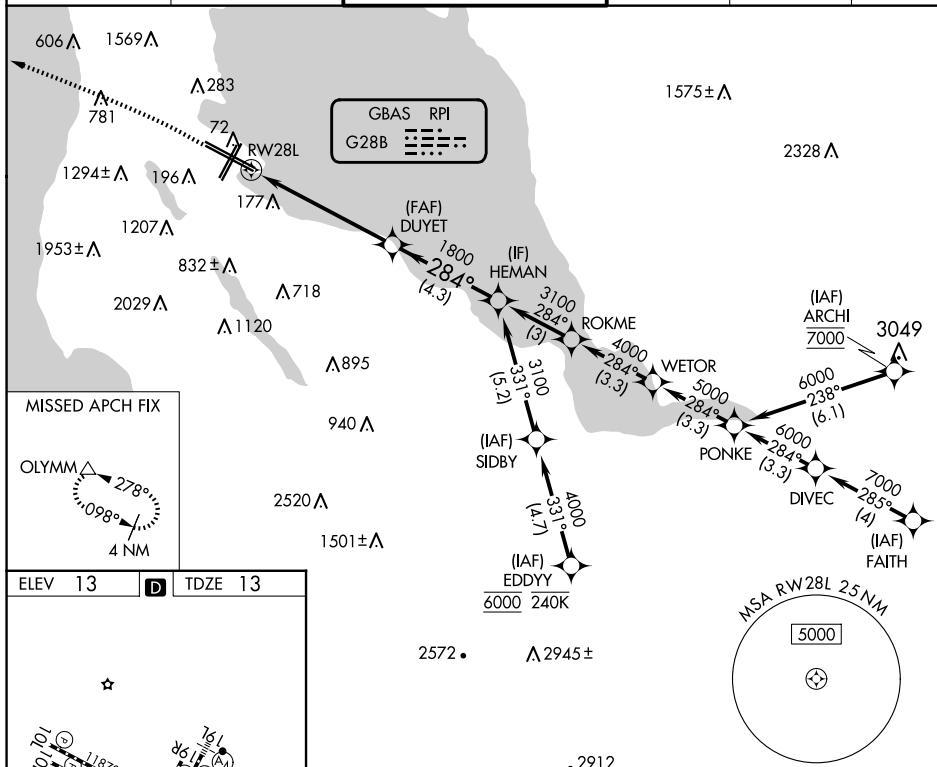


Diagram illustrating the layout of HIRL (High Intensity Runway Lighting) for all Runways (Rwys). The diagram shows the following runways and their dimensions:

- TDZ/CL Rwy 19L**: 11,870 x 200
- TDZ/CL Rwy 28R**: 11,381 x 200
- REIL Rwy 1L**: 11,650 x 200
- REIL Rwy 1R**: 11,850 x 200
- REIL Rwy 10L**: 10,100 x 200

The diagram also includes a **TWR** (Tower) symbol and a **284°** angle indicator.

1020 4000 OLYMM

VGSi and GLS glidepath not coincident
(VGSi Angle 2.85/TCH 67).

DUYET 1800 284° 3100

RW28L

5.7 NM 4.3 NM

GP 2.85°
TCH 53

CATEGORY	A	B	C	D
GLS DA*	213/24	200 (200-1/2)		