

LOC/DME I-SFO

109.55

APP CRS

284°

Rwy Ldg

10275

TDZE

13

Chan

32(Y)

Apt Elev

13

ILS or LOC RWY 28L

SAN FRANCISCO INTL (SFO)

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

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Circling NA to Rwys 10L, 10R, 19L, and 19R. Circling to Rwy 1L and 1R NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. LOC procedure NA during simultaneous operations.

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

† For inop ALS, increase S-ILS 28L all Cats visibility to 2½ SM.

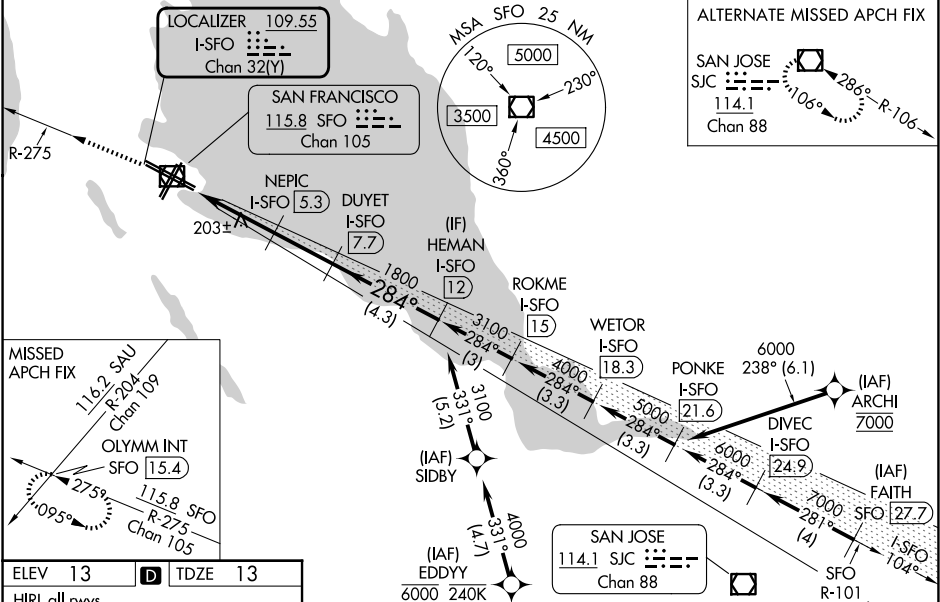
** For inop ALS increase S-LOC 28L Cat C/D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 4000 on SFO VOR/DME R-275 to OLYMM INT/SFO 15.4 DME and hold, continue climb-in-hold to 4000.

Missed approach requires minimum climb of 330 feet per NM to 1600.

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



THREE UN RWYS
 TDZL/RCLS Rwys 19L and 28R
 REIL Rwys 1L, 1R and 10L

Diagram illustrating the approach path for Runway 28L. The path starts at the SAN JOSE 114.1 SJC VORTAC and proceeds north-northeast. Key waypoints include SAN FRANCISCO 115.8 SFO VORTAC, NEPIC I-SFO 5.3, DUYET I-SFO 7.7, HEMAN I-SFO 12, ROKME I-SFO 15, WETOR I-SFO 18.3, PONKE I-SFO 21.6, DIVEC I-SFO 24.9, and FAITH I-SFO 27.7. The approach is for Runway 28L, which is 10275 feet long. The chart includes various altitudes, distances, and frequencies.

4000 SFO R-275 OLYMM INT	VGSI and ILS glidepath not coincident (VGSI Angle 2.85/TCH 67). Use I-SFO DME when on the localizer course. HEMAN I-SFO 12 DUYET I-SFO 7.7 NEPIC I-SFO 5.3 I-SFO 3.2 I-SFO 1.9 3100 284° 1800 860 1.3 NM 2.1 NM 2.4 NM 4.3 NM GS 2.85° TCH 53			
CATEGORY	A	B	C	D
S-ILS 28L*#	213/24		200 (200-½)	
S-ILS 28L†	789-1¾		776 (800-1¾)	
S-LOC 28L#	460/24	447 (500-½)	460/45	447 (500-¾)
S-LOC 28L**	860/24 847 (900-½)	860/40 847 (900-¾)	860-178	847 (900-178)
CIRCLING	860-1¼ 847 (900-1¼)	960-1¼ 947 (1000-1¼)	1560-3 1547 (1600-3)	NA