

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KSFO

Terminal Charts For KSFO

Revision Letter For Cycle 07-2023

Change Notices

Notebook

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: 1333 Z
Sunset: 0245 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: 115.800

ATIS: 118.850

ATIS: 113.700

San Francisco Tower: 120.500

San Francisco Ground: 121.800

San Francisco Ramp/Taxi: 127.575

San Francisco Ramp/Taxi: 119.225

San Francisco Ramp/Taxi: 131.000

San Francisco Clearance Delivery: 118.200

San Francisco Clearance Pre-Taxi: 118.200

Norcal Approach: 128.325

Norcal Approach: 133.950 Secondary

Norcal Approach: 134.500 Initial Contact

Norcal Terminal Control Area: 133.950

Norcal Terminal Control Area: 127.000

Norcal Terminal Control Area: 135.100

Norcal Terminal Control Area: 120.900

Norcal Terminal Control Area: 125.350

Norcal Terminal Control Area: 134.500

Norcal Departure: 120.900

Norcal Departure: 135.100

San Francisco Intl UNICOM: 122.950

SAN FRANCISCO CALIF
.RNAV.SSTAR.

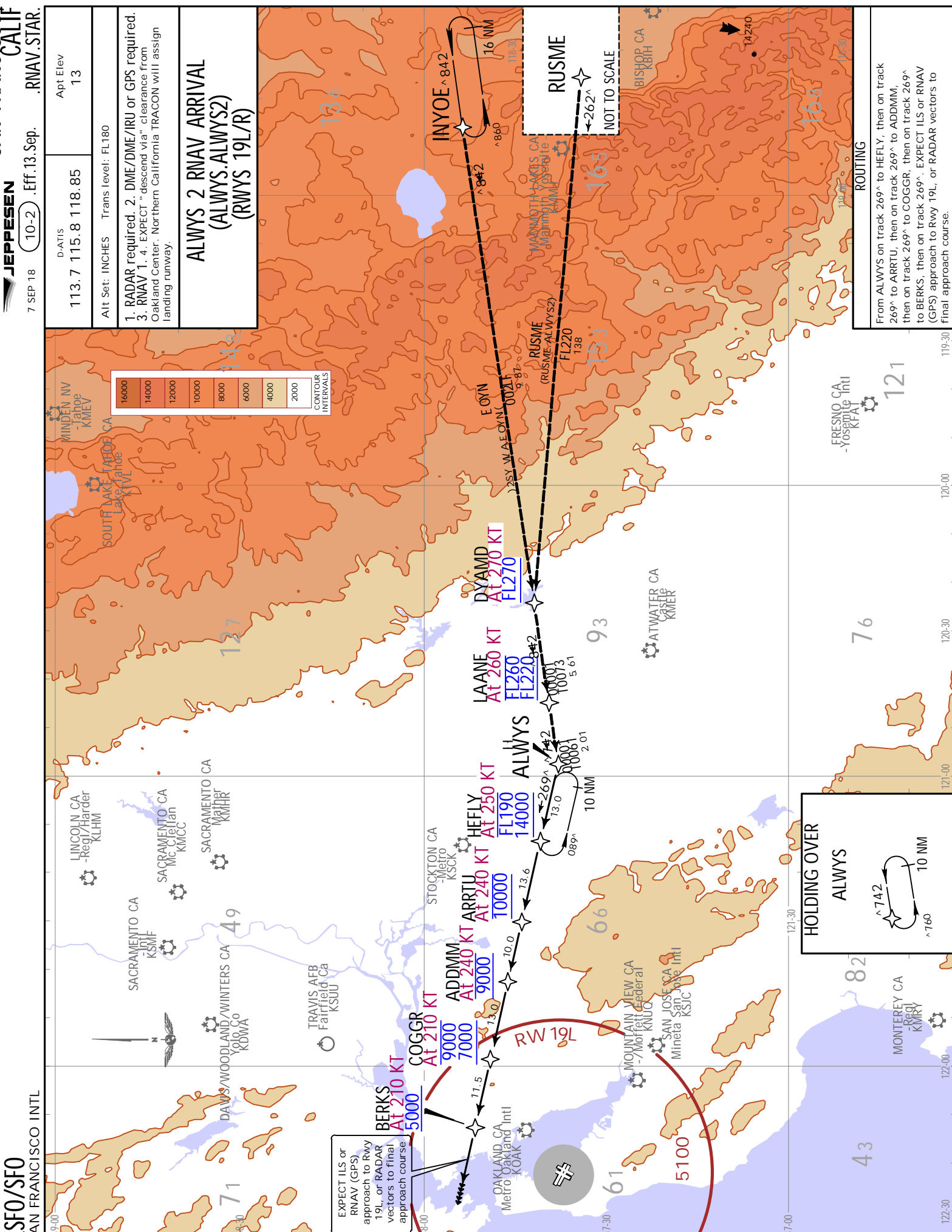
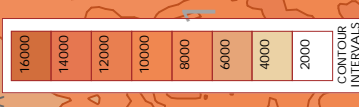
JEPESEN
 7 SEP 18 10-2 .Eff.13.Sep.

D-ATIS
 113.7 115.8 118.85
 Apt Elev
 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.

**ALWAYS 2 RNAV ARRIVAL
 (ALWAYS.ALWYS2)
 (RWYS 19L/R)**



**HOLDING OVER
 ALWAYS**

10 NM

ROUTING

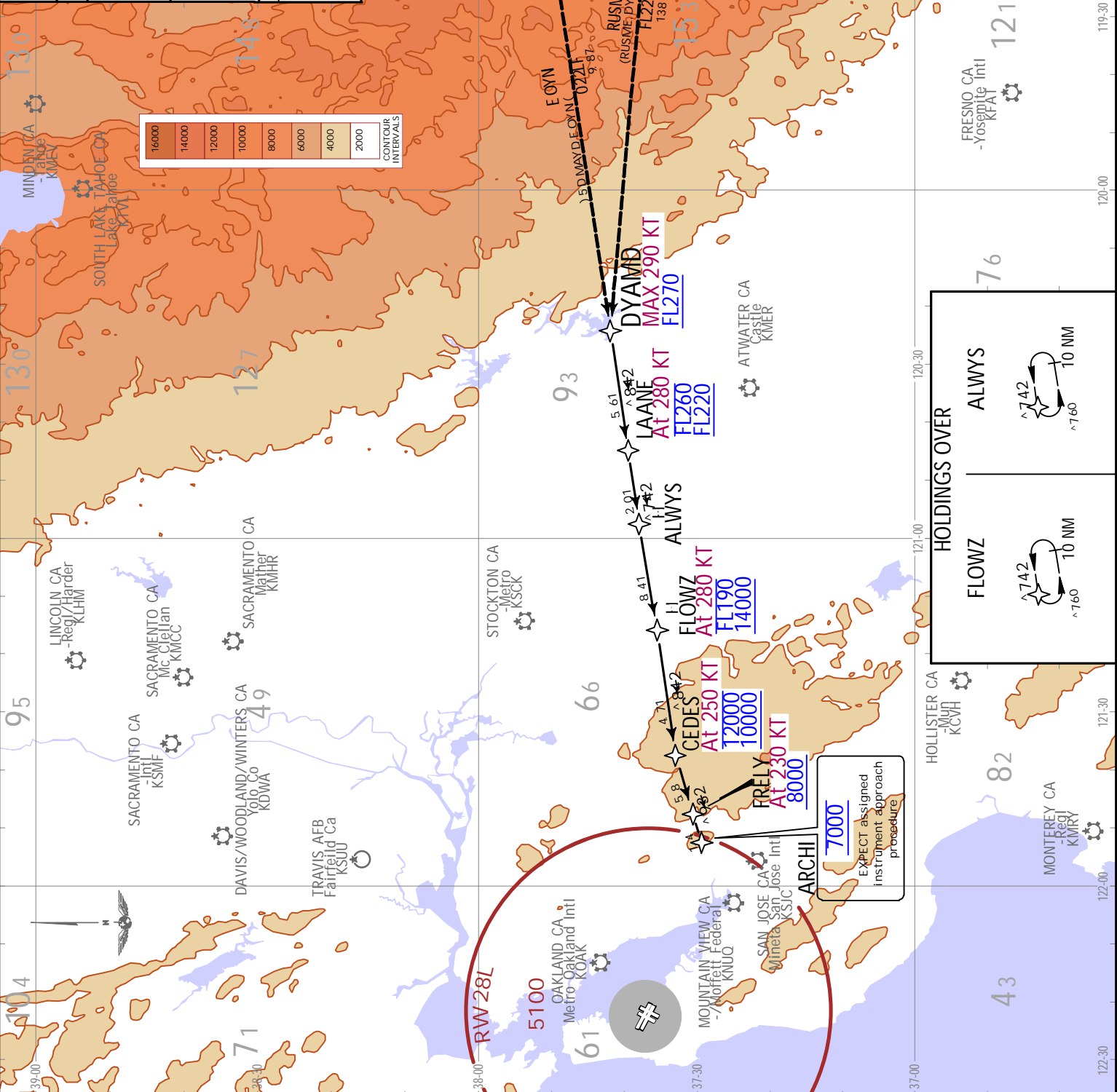
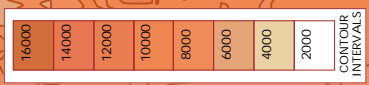
From ALWAYS on track 269° to HFFLY, then on track 269° to ARRTU, then on track 269° to ADDMM, then on track 269° to COGGR, then on track 269° to BERKS, then on track 269°. EXPECT ILS or RNAV (GPS) approach to Rwy 19L, or RADAR vectors to final approach course.

KSFO/SFO
 SAN FRANCISCO INTL

JEPPesen
 28 DEC 18 (10-2C) .Eff.3.Jan.
SAN FRANCISCO INTL
 .RNAV.SFAR.

KSFO/SFO
 SAN FRANCISCO INTL

D-ATIS	113.7 115.8 118.85	Apt Elev	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) (RMYS 28L/R)			
ROUTING			
From DYAMD on track 248° to LAANE, then on track 247° to ALWAYS, from ALWAYS 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.			



HOLDINGS OVER

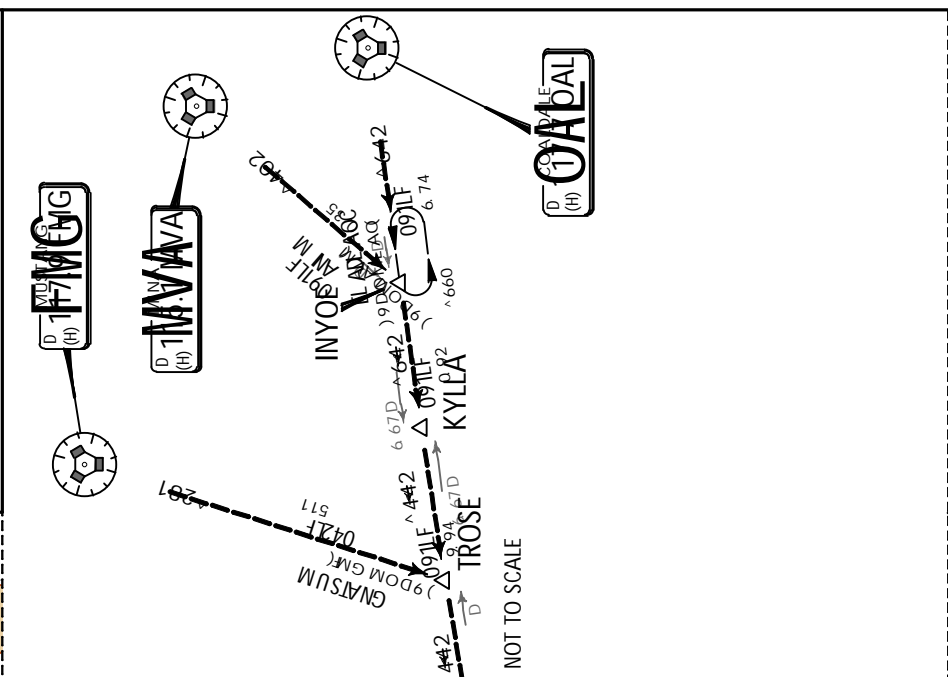
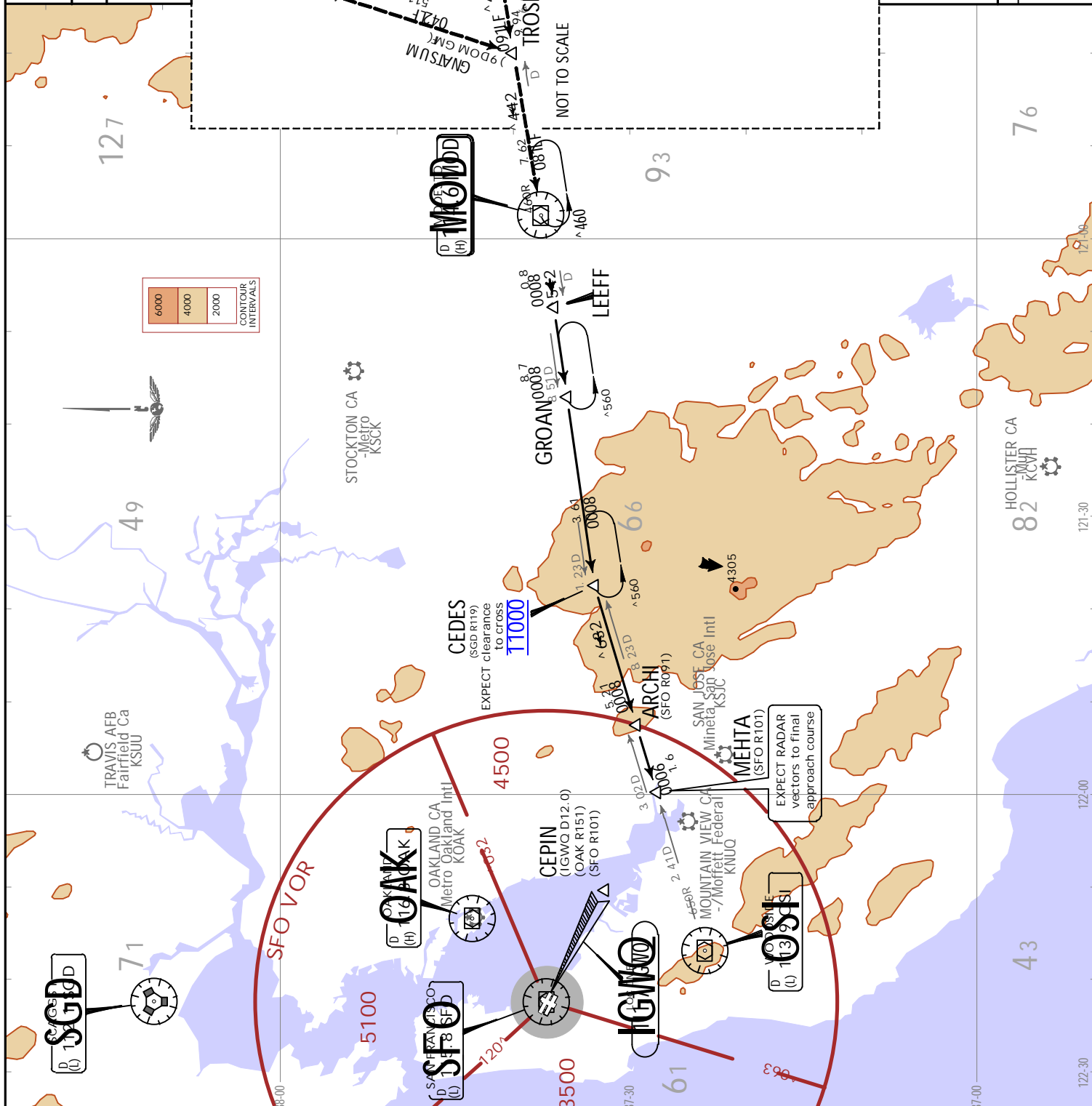
FLOWZ	ALWAYS

7000
 EXPECT assigned instrument approach procedure

RUSME
 NOT TO SCALE

JEPPESEN
SAN FRANCISCO CALIF STAR.
 26 NOV 21 (10-2D) Eff. 2. Dec.

D-ATIS	Apt Elev
113.7 115.8 118.85	13
Ait Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required.	
MODESTO 9 ARRIVAL (MOD.MOD9)	

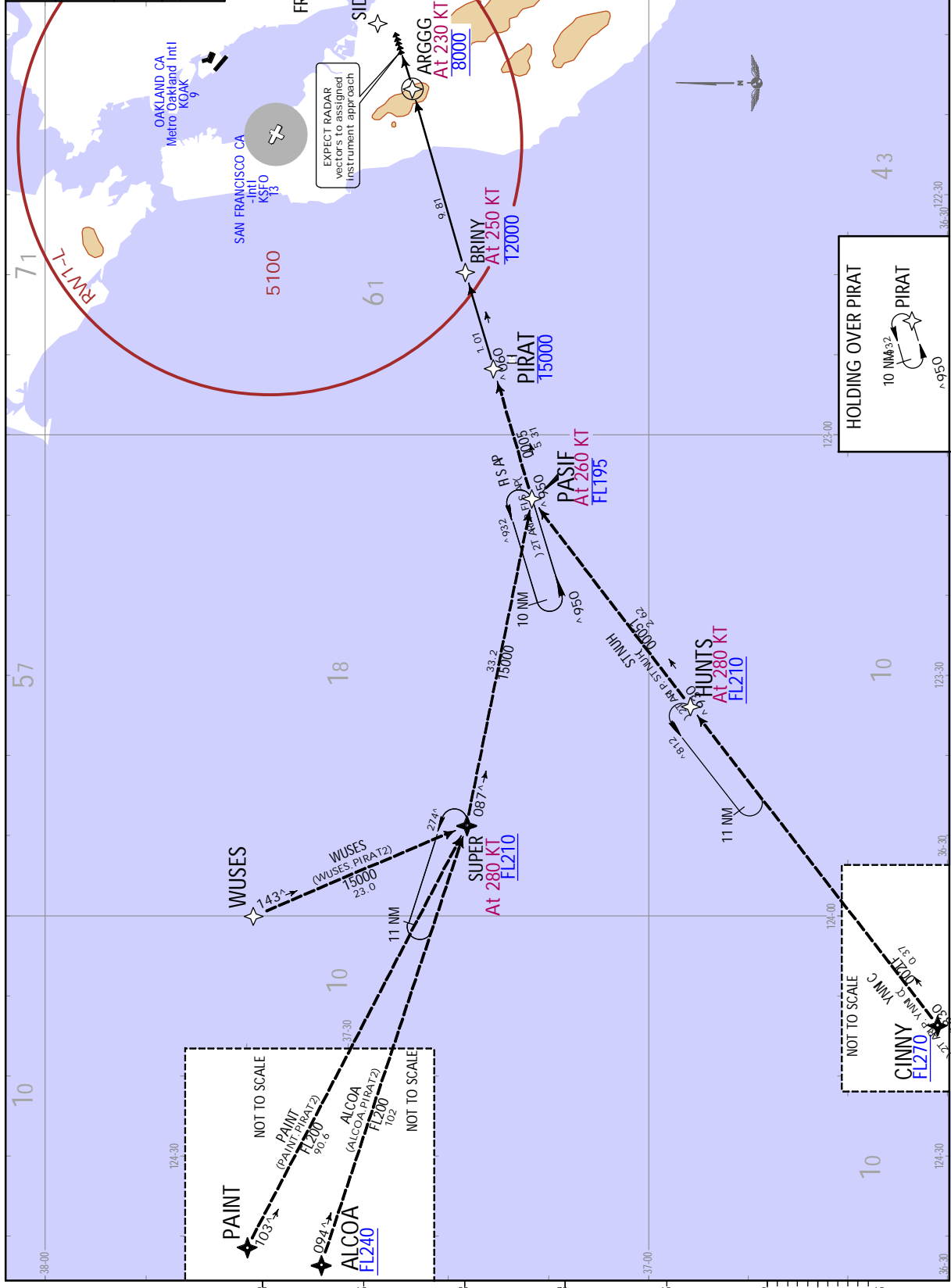


ROUTING
 From over MOD VOR on MOD R245 to LEEFF, then on MOD R245 to GROAN, then on MOD R245 to CEDES, then on OSI R056 to ARCH, then on OSI R056 to MEHTA. EXPECT RADAR vectors to final approach course.

JEPPESEN
 SAN FRANCISCO CALIF
 19 APR 19
 Eff. 25 Apr. .RNAV STAR.

KSF0/SFO
 SAN FRANCISCO INTL

D-ARTIS	Apt Elev See graphic
113.7 115.8 118.85	
All Sats: INCHES Trans Level: FL180 1. RADAR required. 2. GPS required. 3. RNAV 1. 4. Turboprop aircraft only. 5. EXPECT Rwy: 28L/R unless otherwise assigned by ATIS.	
PIRAT 2 RNAV ARRIVAL (PIRAT.PIRAT2)	
ROUTING	
From PIRAT on track 060° to BRNBY, then on track 060° to ARGGG, then on track 060°. EXPECT RADAR vectors to assigned instrument approach.	



CHANGES: Procedure renumbered, PIRAT at altitude restriction added.

JEPPESEN, 2019. ALL RIGHTS RESERVED.

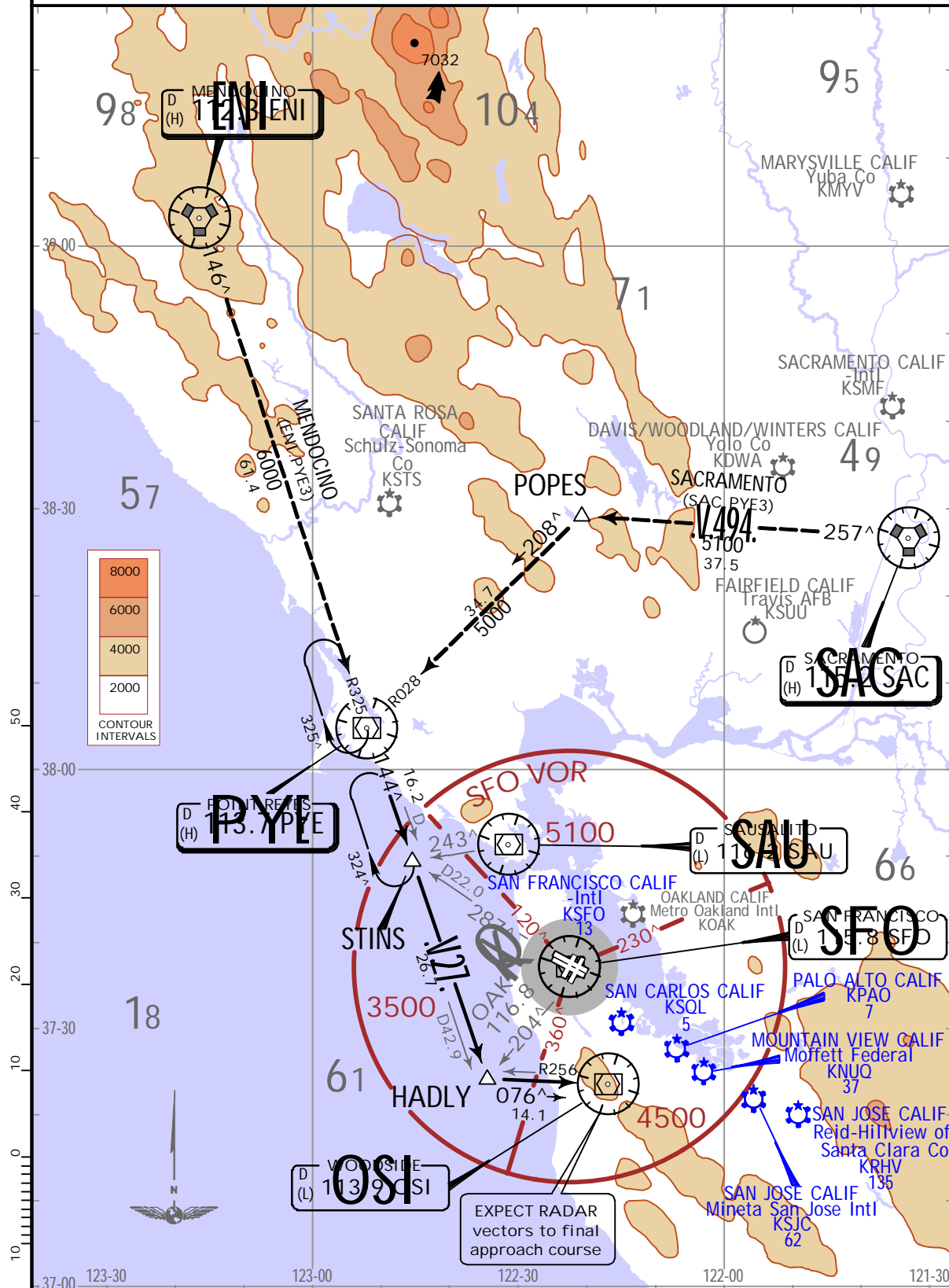
KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
16 JUN 17 10-2F .Eff.22.Jun.

SAN FRANCISCO, CALIF
.STAR.

D-ATIS 113.7 115.8 118.85	Apt Elev See graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. SACRAMENTO Transition to be used only when assigned by ATC.
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POINT REYES 3 ARRIVAL (PYE.PYE3)



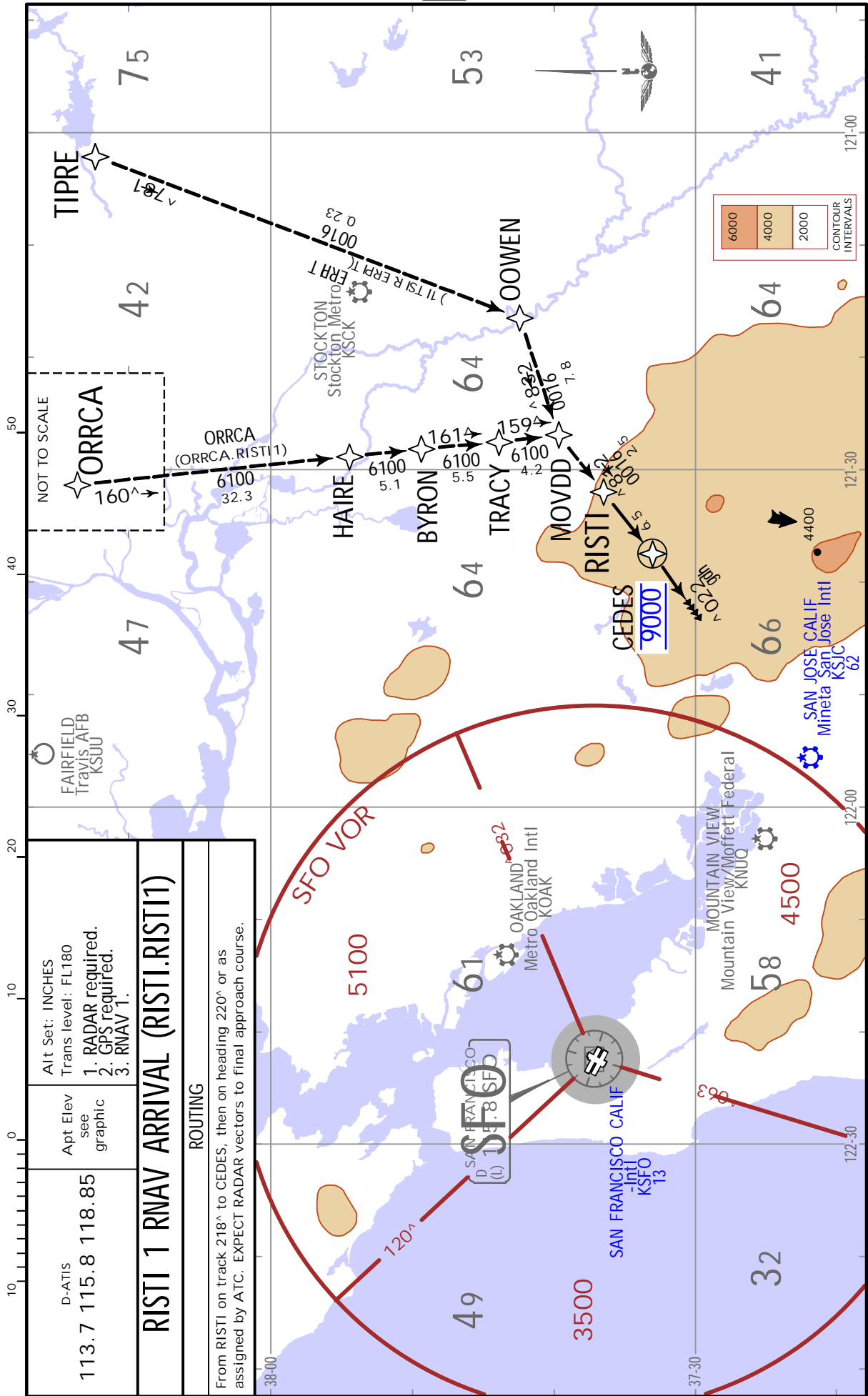
ROUTING

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

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
16 JUN 17 (10-2G)

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.

JEPPESEN, 2017. ALL RIGHTS RESERVED.

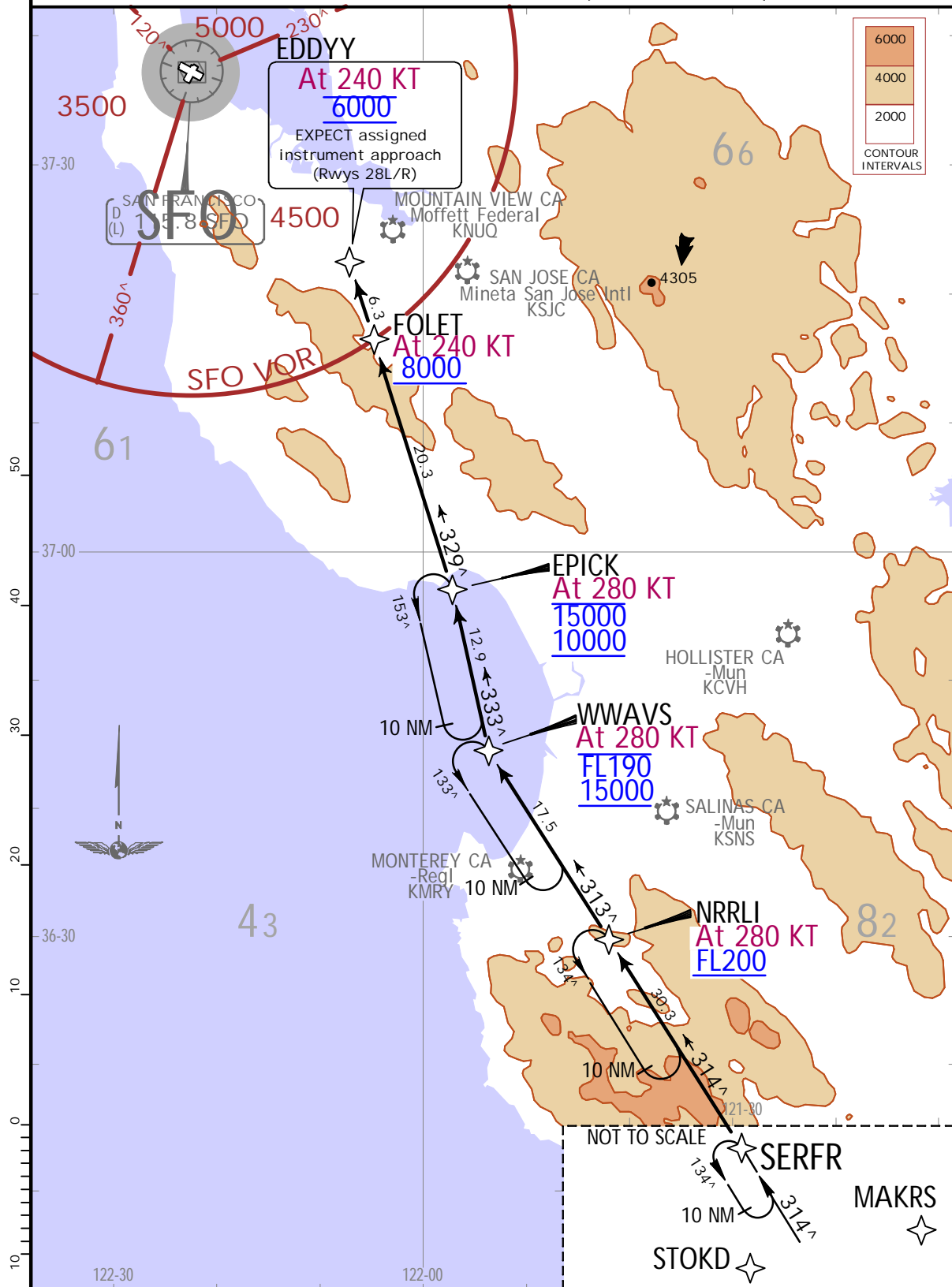
KSFO/SFO
SAN FRANCISCO INTL

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

SAN FRANCISCO, CALIF
.RNAV.STAR.

D-ATIS 113.7 115.8 118.85	Apt Elev 13	Alt Set: INCHES Trans level: FL180 1. RADAR required. 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.
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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).

KSFO/SFO
SAN FRANCISCO INTL



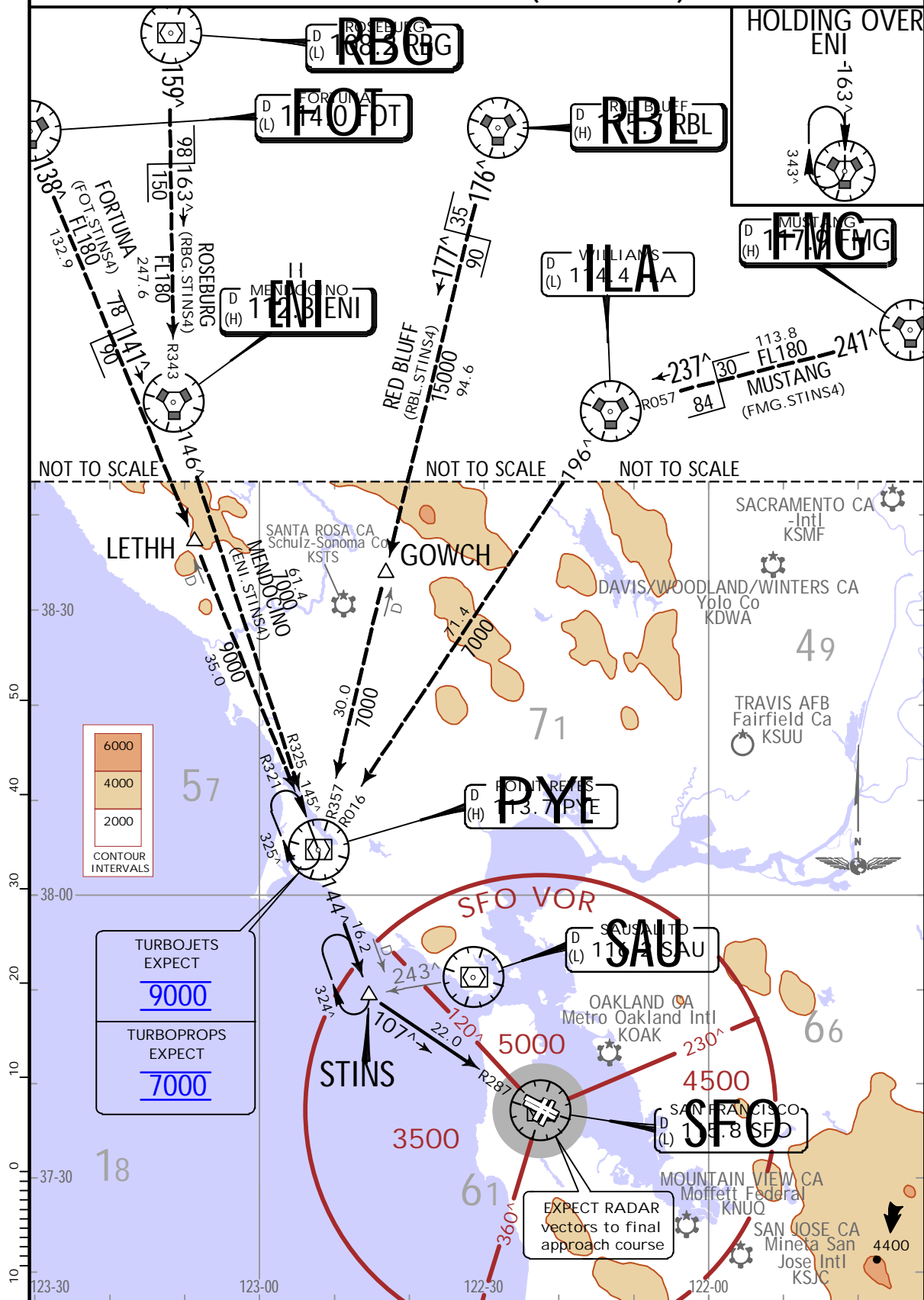
SAN FRANCISCO, CALIF

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

.STAR.

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

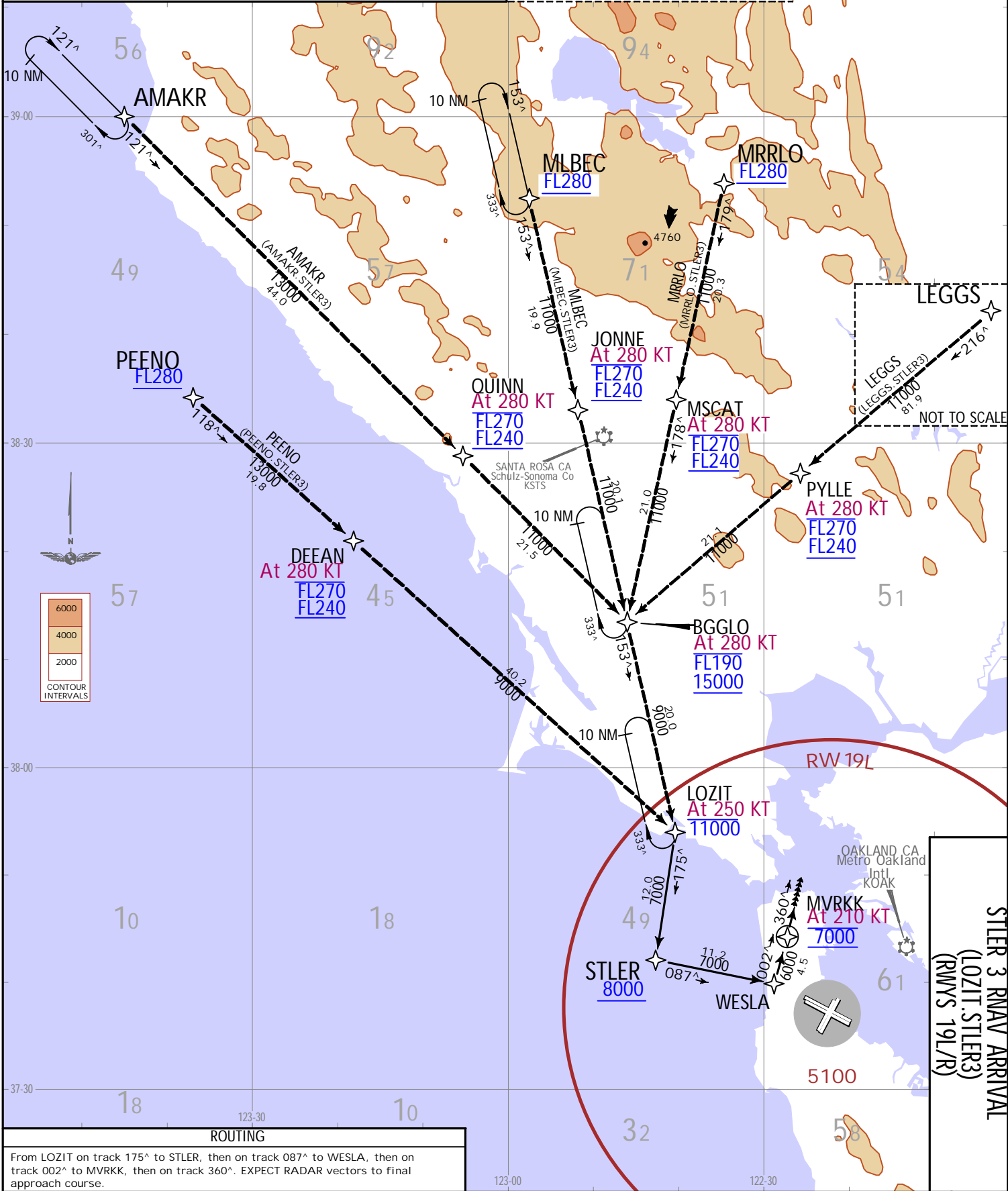
JEPPesen, 2017, 2021. ALL RIGHTS RESERVED.

KSFO/SFO
SAN FRANCISCO INTL

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

- 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)



JEPPesen
SAN FRANCISCO
CALIF
7 SEP 18
(10-2K)
Eff. 13 Sep. RNAV STAR.

CHANGES:
Procedure renumbered. GEEHH waypoint renamed PYLLE.

JEPPesen, 2017, 2018. ALL RIGHTS RESERVED.

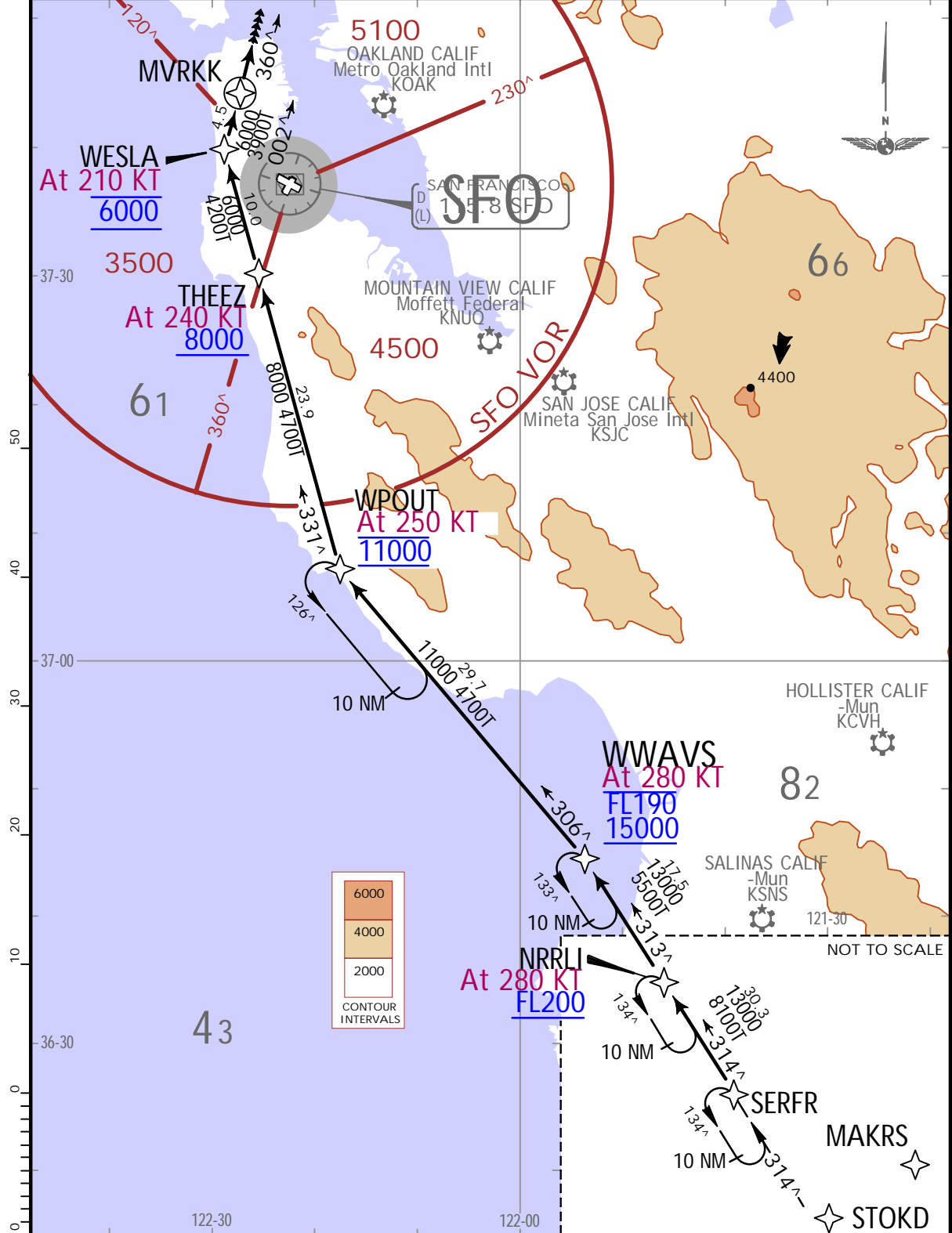
KSFO/SFO
SAN FRANCISCO INTL

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

SAN FRANCISCO, CALIF
.RNAV.STAR.

D-ATIS 113.7 115.8 118.85	Apt Elev 13	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
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WWAVS 1 RNAV ARRIVAL
(SERFR.WWAVS1)
(RWYS 19L/R)



ROUTING

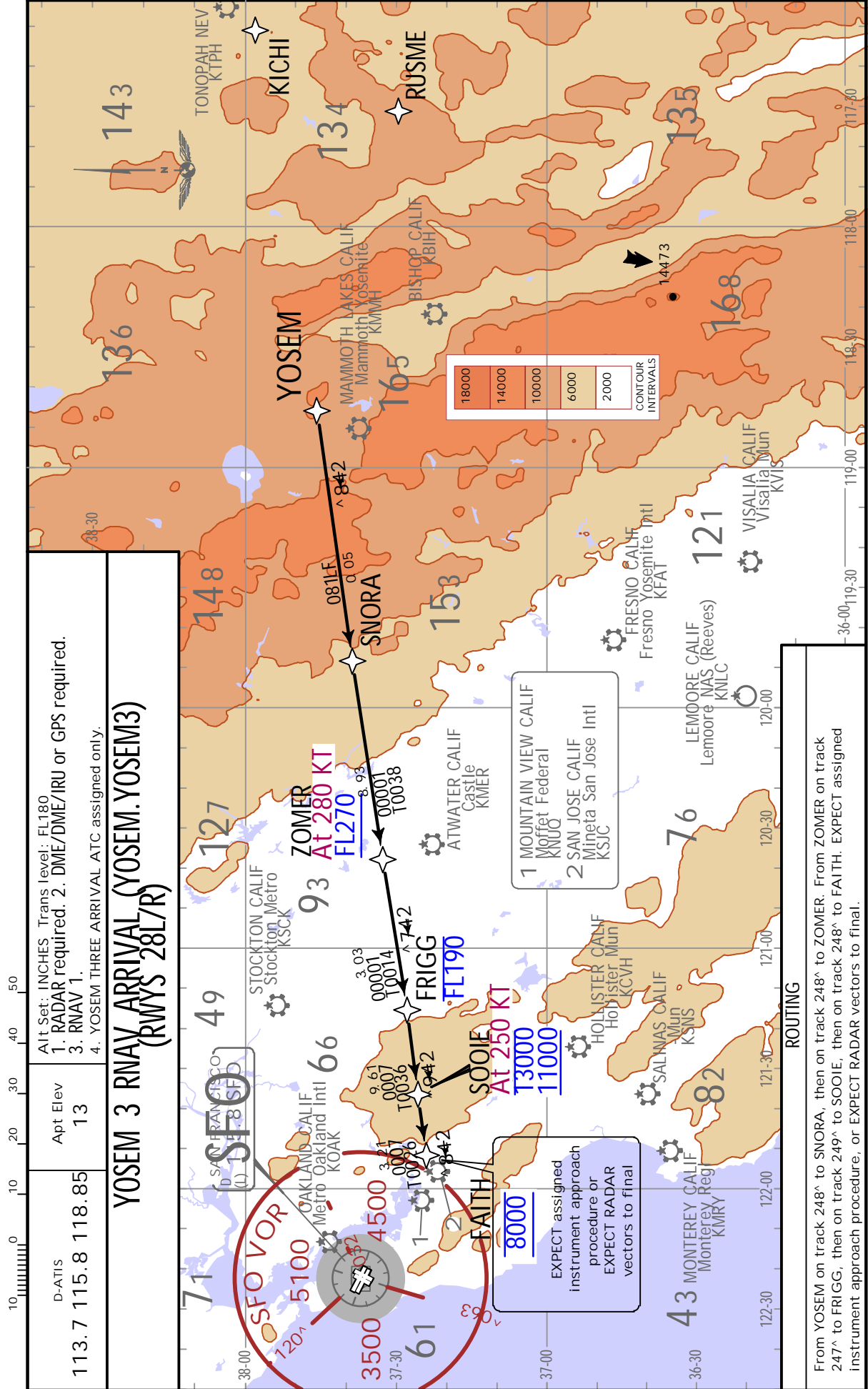
From SERFR on track 314° to NRRLI, then on track 313° to WWAVS, then on track 306° to WPOUT, then on track 331° to THEEZ, then on track 331° to WESLA, then on track 002° to MVRKK, then on track 360°.

EXPECT RADAR vectors to final approach course.

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
30 JUN 17 10-2M

SAN FRANCISCO, CALIF
.RNAV.STAR.

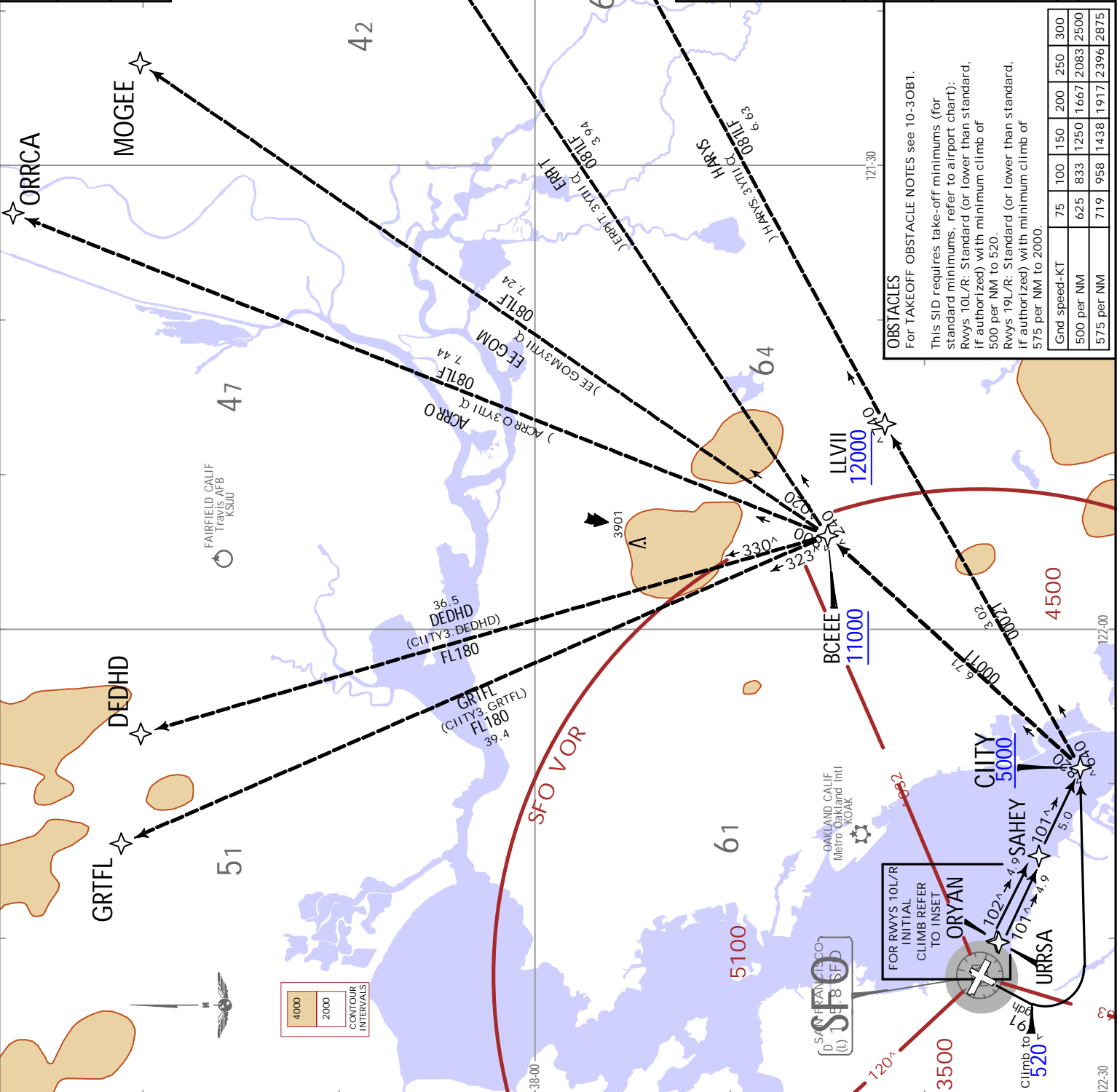


JEPPESEN SAN FRANCISCO, CALIF
 19 FEB 21 (10-3)
 .RNAV.SID.

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

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

CITY 3 RNAV DEPARTURE (CITY3.CITY)



INITIAL CLIMB RWYS 10L/R

Climb to 520
 104° hdg
 104° hdg
 Climb To 520
 URRSA

INITIAL CLIMB

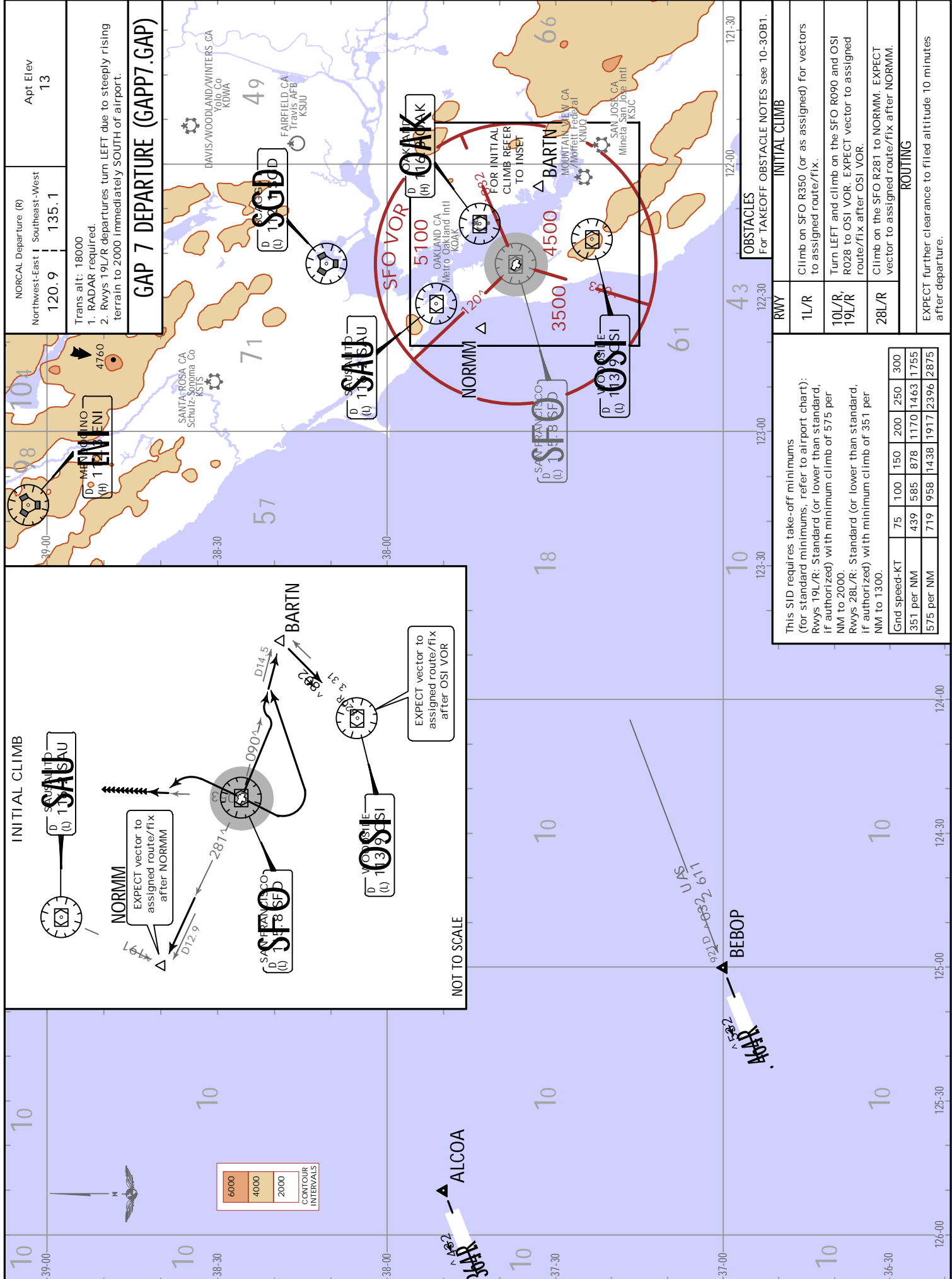
RWY

RWY	INITIAL CLIMB	NOT TO SCALE TOP ALTITUDE
10L	Climb heading 104° to 520, then direct ORYAN, then on track 102° to SAHEY, then on track 101° to cross CITY at or above 5000.	
10R	Climb heading 104° to 520, then direct URRSA, then on track 101° to SAHEY, then on track 101° to cross CITY at or above 5000.	FL190
19L/R	Climb heading 194° to 520, then LEFT turn direct to cross CITY at or above 5000.	

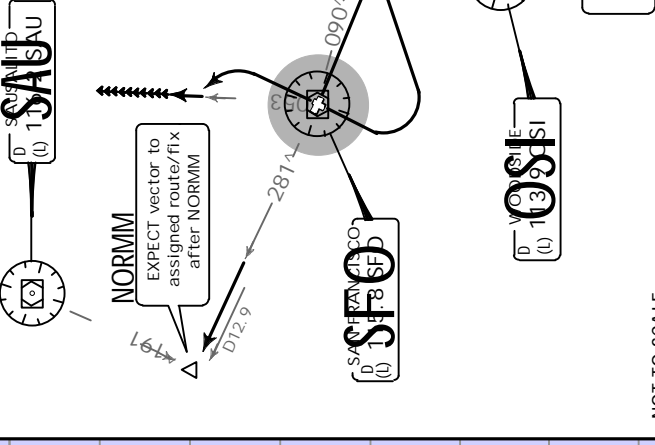
ROUTING

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

KSFO/SFO
 SAN FRANCISCO INTL



INITIAL CLIMB



NORCAL Departure (R)
 Northwest-East 1 Southeast-West
 120.9 135.1

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

GAP 7 DEPARTURE (GAPP7.GAP)

SAUSAU (D 113.9)
 SFO VOR (D 113.9)
 OAKAK (D 113.9)
 BARTN (D 113.9)
 OSISI (D 113.9)

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

Grnd 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

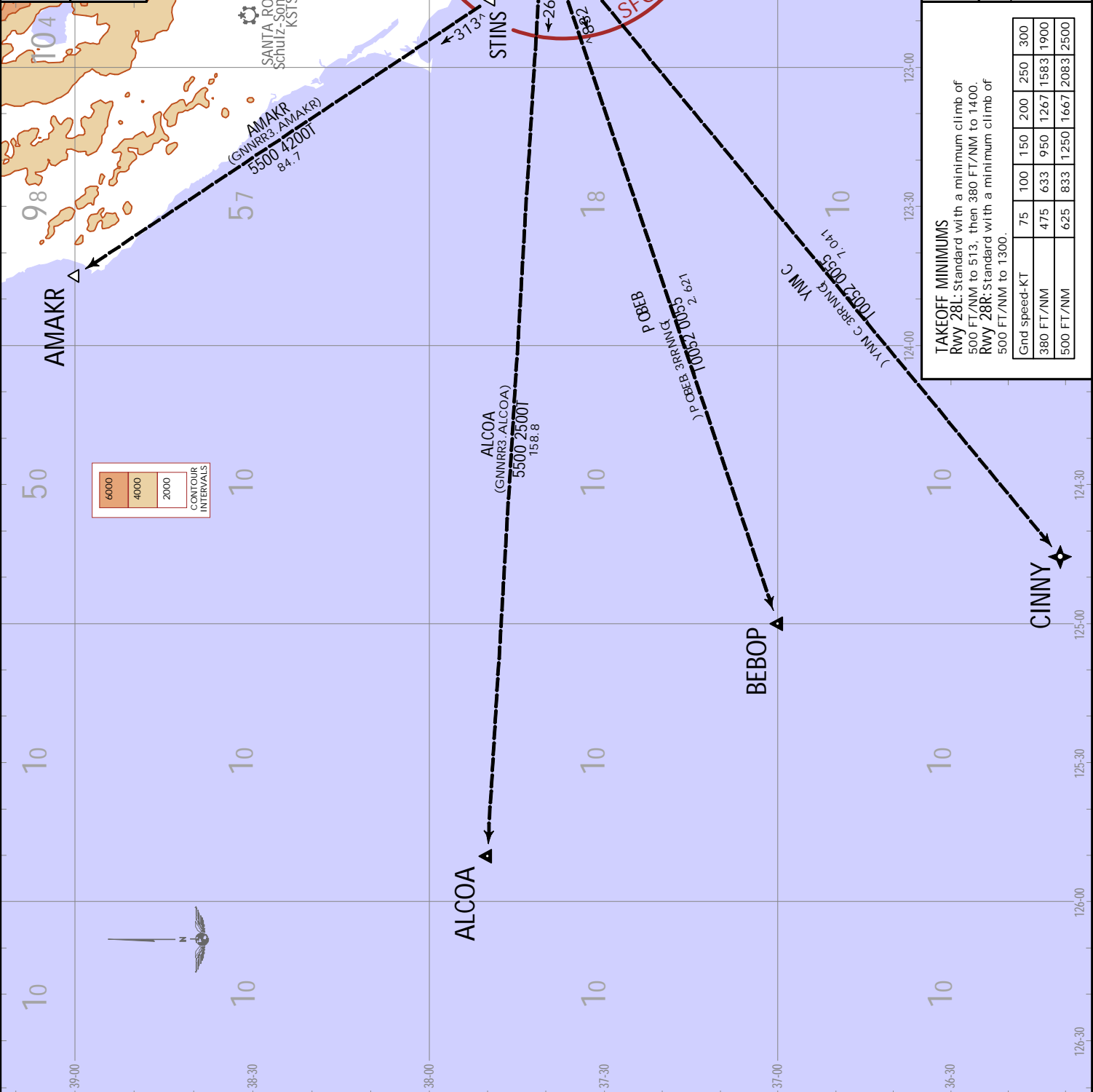
OBSTACLES
 For TAKEOFF OBSTACLE NOTES see 10-30B1.

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.	

SAN FRANCISCO CALIF
JEPPESEN
 23 DEC 22 (10-3D) .Eff. 29. Dec. .RNAV.SID.

NORCAL Departure (R) 135.1	Apt Elev 13	Trans alt: 18000
RNAV 1 - GPS		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.

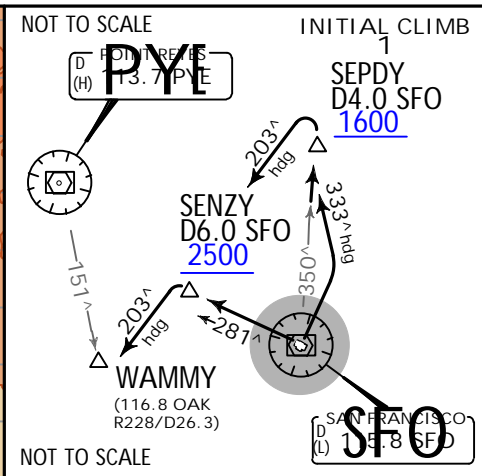
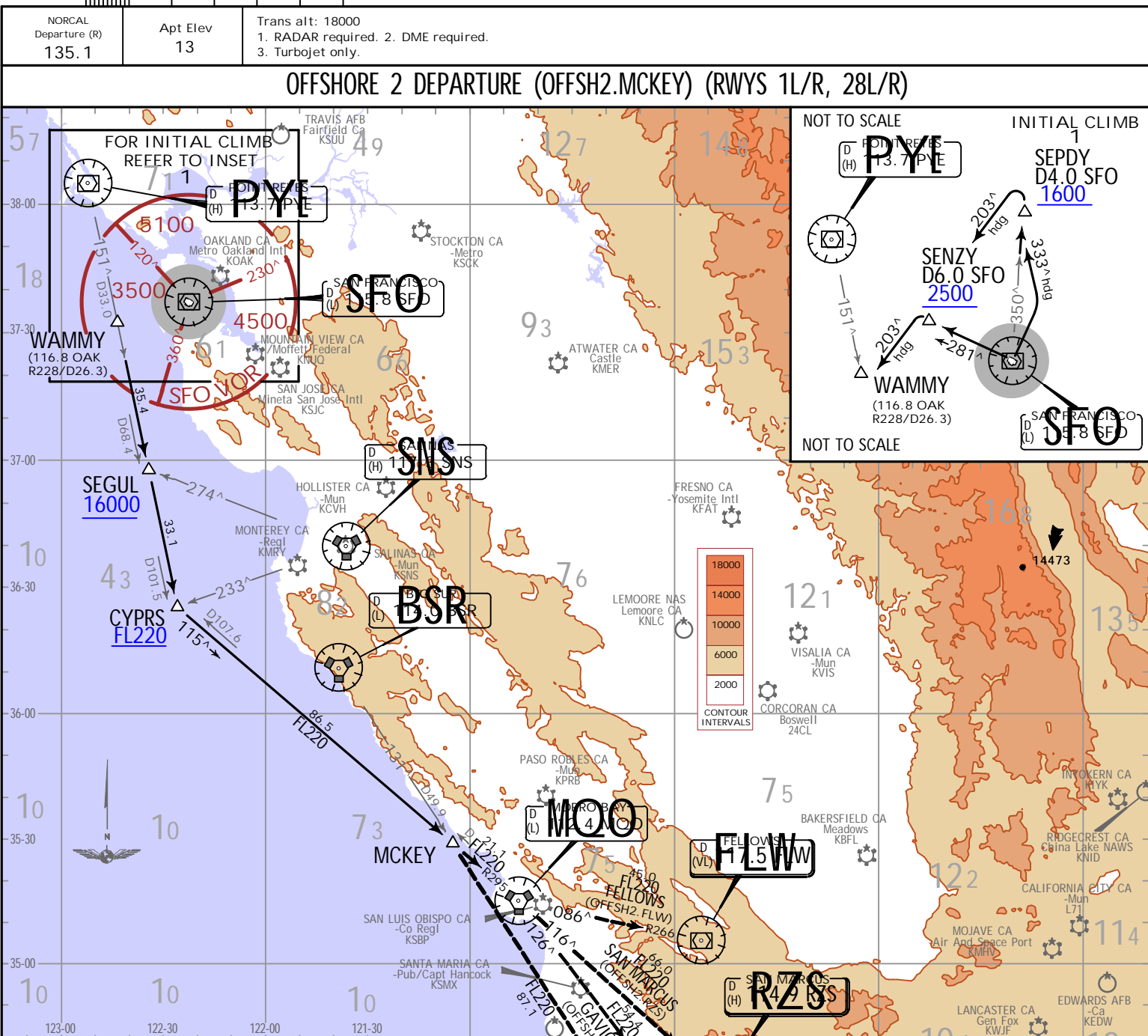
Gnd speed-KT	75	100	150	200	250	300
380 FT/NM	475	633	950	1267	1583	1900
500 FT/NM	625	833	1250	1667	2083	2500

TAKEOFF OBSTACLE NOTES
 For TAKEOFF OBSTACLE NOTES see 10-30B1.

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

KSFO/SFO
 SAN FRANCISCO INTL

CHANGES: SXC VOR frequency.



NORCAL
Departure (R)
135.1

Apt Elev
13

Trans alt: 18000
1. RADAR required. 2. DME required.
3. Turbojet only.

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

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).
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
8 JUL 22 (10-3G) EFF: 14 JUL
JEPPesen SAN FRANCISCO, CALIF. SID.

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
SAN FRANCISCO CALIF
RNAV.SID.

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

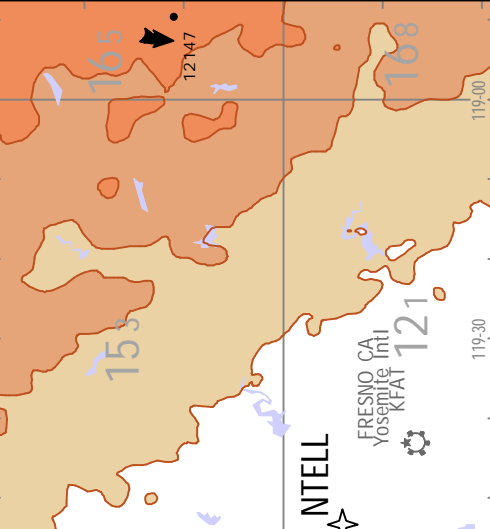
NORCAL
Departure (R)
135.1

Apt Elev
13

Trans alt: 18000
1. RADAR required.
2. DME/DME/IRU or GPS required.
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



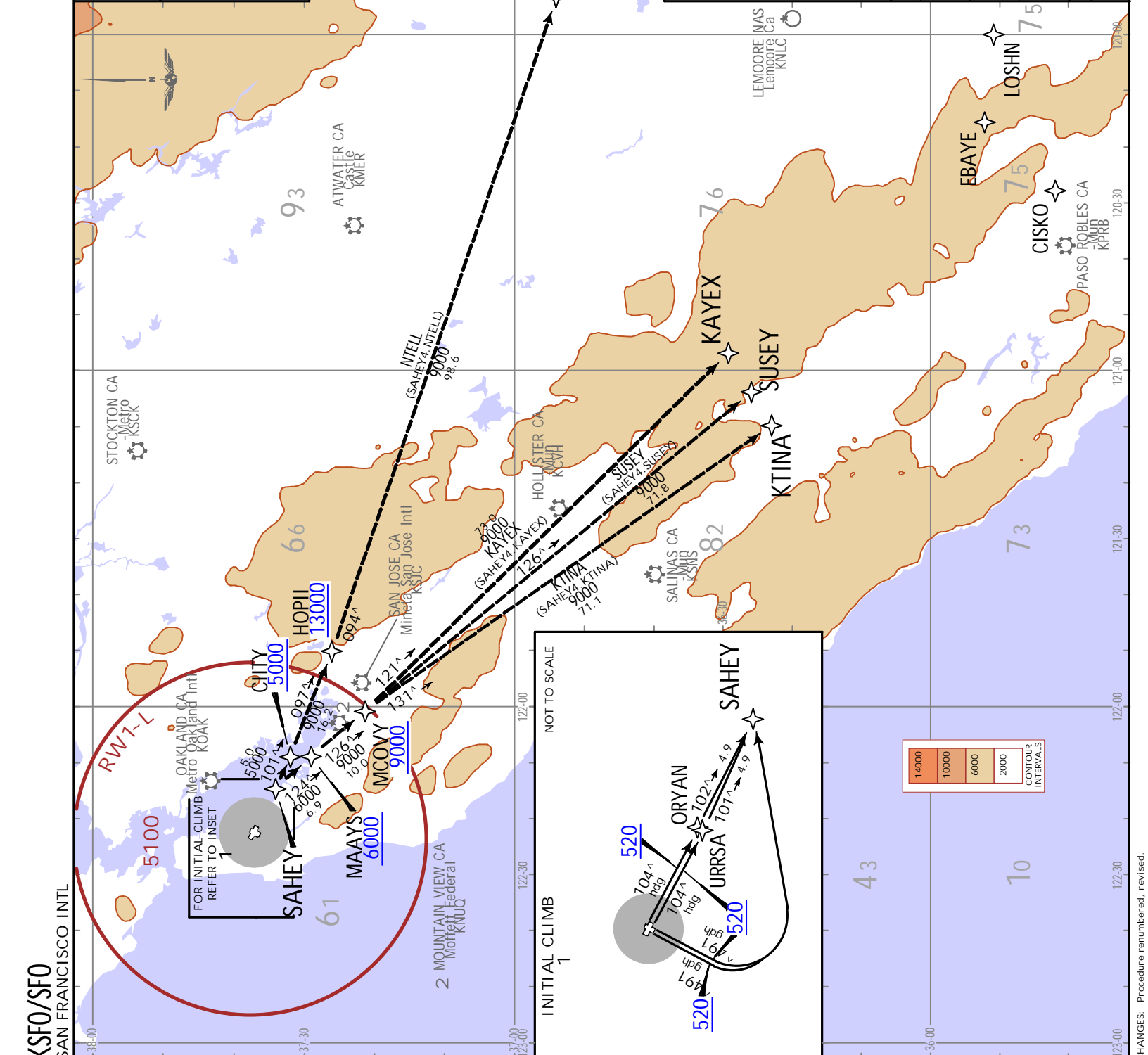
TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-30B1).

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.	
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.	FL190

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



KSFO/SFO
SAN FRANCISCO INTL

NORCAL
Departure (R)
135.1

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 (10-30B1).

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

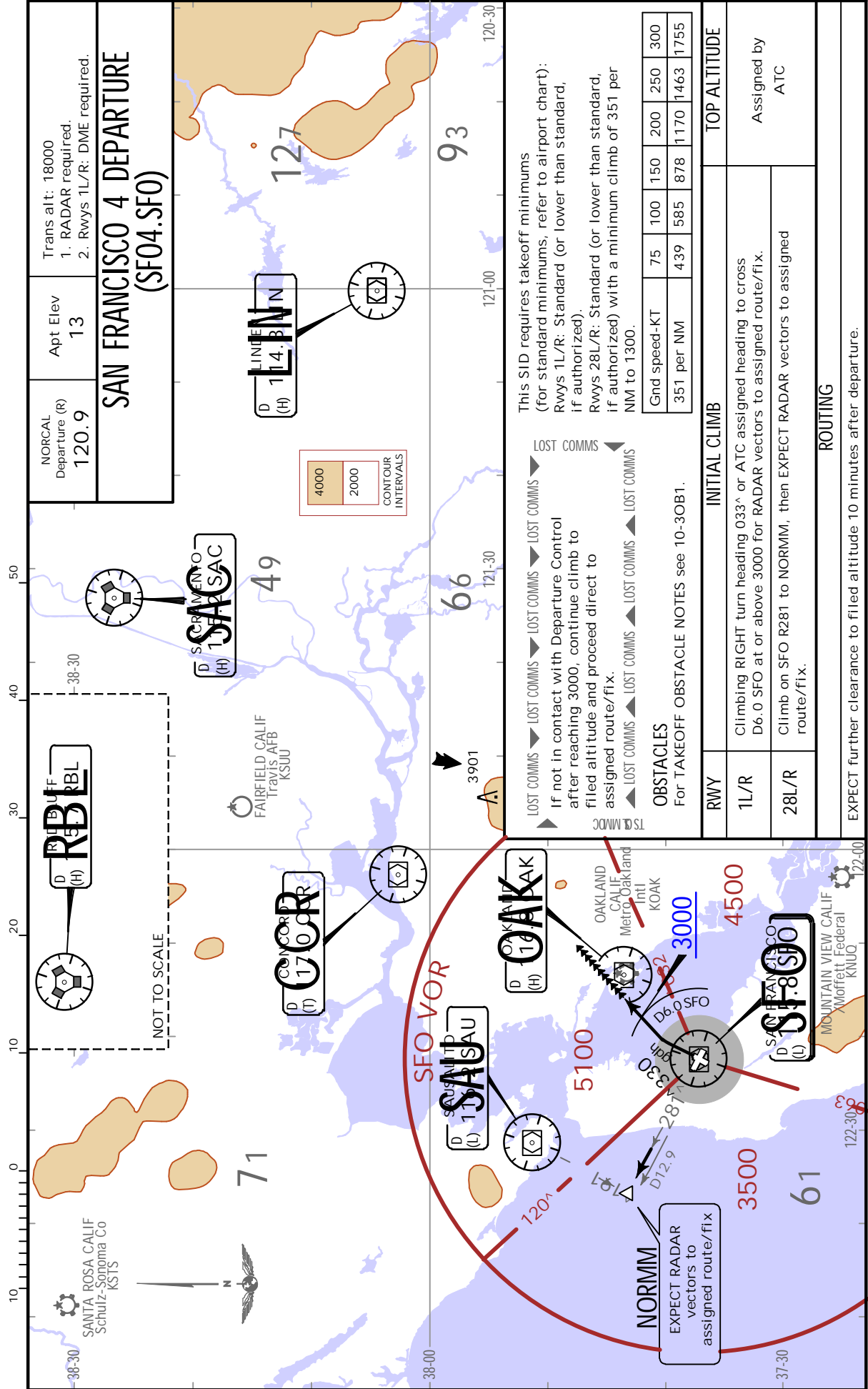
RWY	INITIAL CLIMB	TOP ALTITUDE
10L	Climb on heading 104° to 520, then climb direct ORYAN, then on track 102° to SAHEY.	
10R	Climb on heading 104° to 520, then climb direct URRSA, then on track 101° to SAHEY.	
19L/R	Climb on heading 194° to 520, then climbing LEFT turn direct to SAHEY.	FL190

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

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
6 AUG 21 (10-3J) .Eff.12.Aug.

SAN FRANCISCO, CALIF
.SID.



CHANGES: None.

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JEPPESEN
 6 AUG 21 10-3K .Eff.12.Aug. .RNAV.SID.

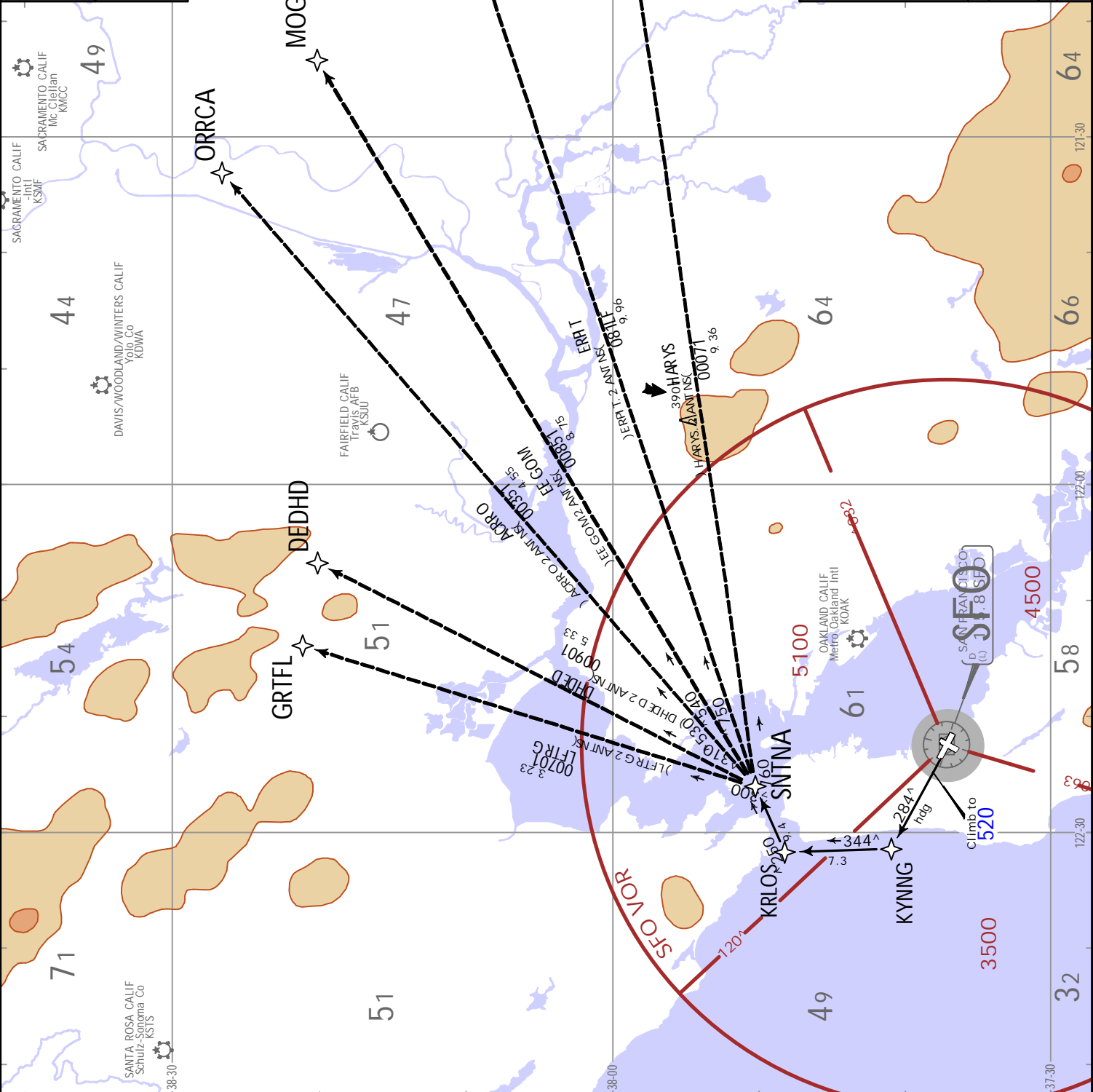
KSF0/SFO
 SAN FRANCISCO INTL

SAN FRANCISCO CALIF
SNTNA 2 RNAV DEPARTURE
(SNTNA2.SNTNA)
(RWYS 28L/R)

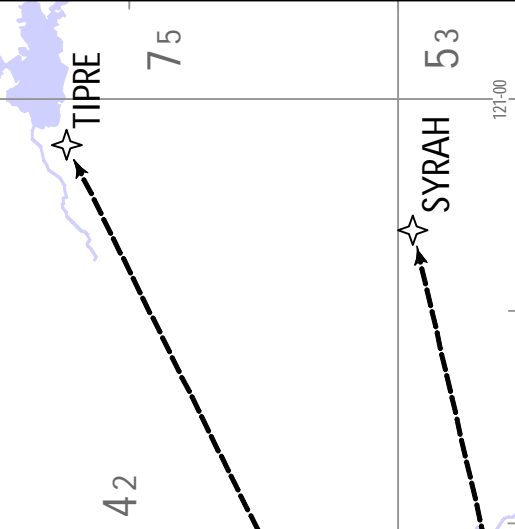
NORCAL
 Departure (R)
 120.9

Apt Elev
 13

Trans alt: 18000
 1. RADAR required.
 2. DME/DME/IRU or GPS required.
 3. RNAV 1.



NORCAL Departure (R) 120.9	Apt Elev 13	Trans alt: 18000 1. RADAR required. 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 10-30B1.		

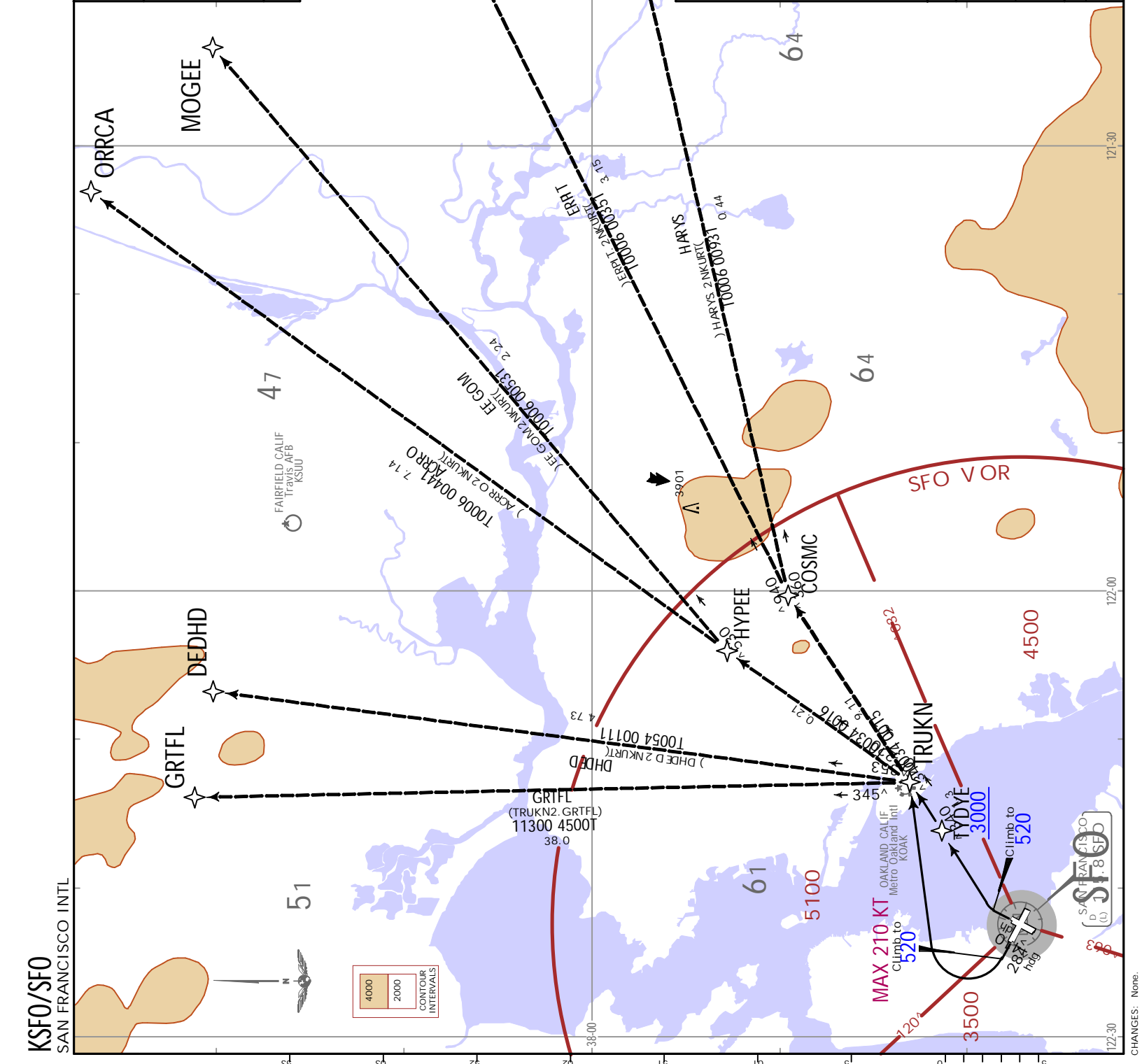


This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 1L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 520.
 Rwy 28L: Standard (or lower than standard, if authorized) with a minimum climb of 535 per NM to 2100.
 Rwy 28R: Standard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

Grnd 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.



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

KSFO/SFO
SAN FRANCISCO INTL

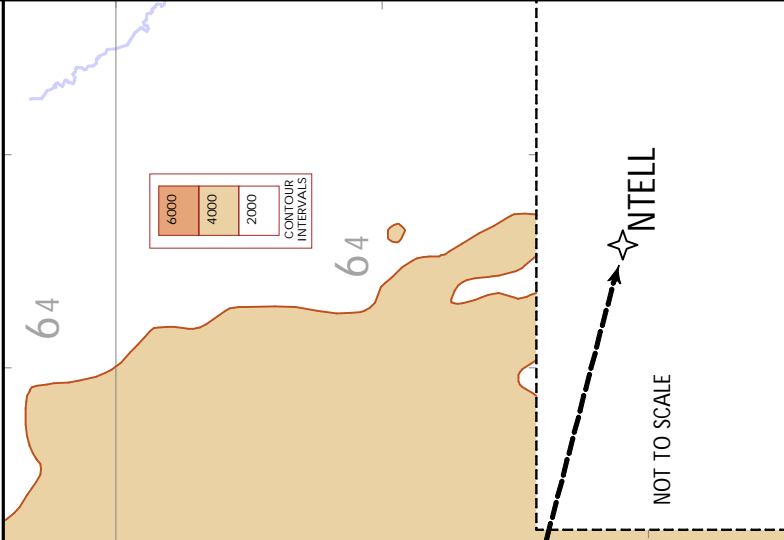
NORCAL
 Departure (R)
 135.1

Apt Elev
 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 (10-30B1).

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

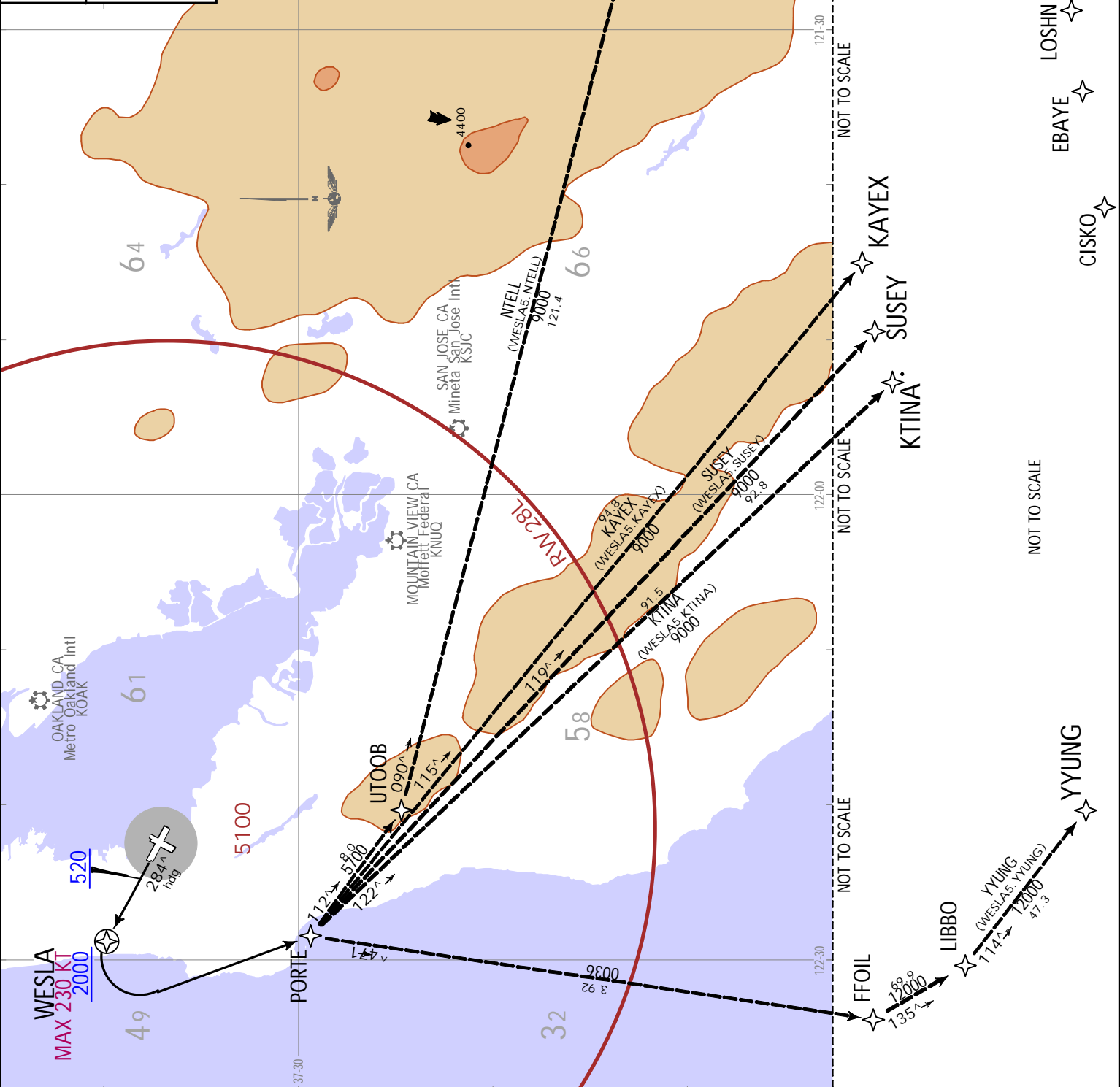
Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

TOP ALTITUDE	Assigned by ATC					
--------------	-----------------	--	--	--	--	--

ROUTING

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



KSFO/SFO


JEPPESEN
 18 JUL 14 (10-30B1)

SAN FRANCISCO, CALIF
 .Eff.24.Jul. SAN FRANCISCO INTL

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.

KSFO/SFO

JEPPESSEN

SAN FRANCISCO, CALIF

3 MAR 23 (10-8)

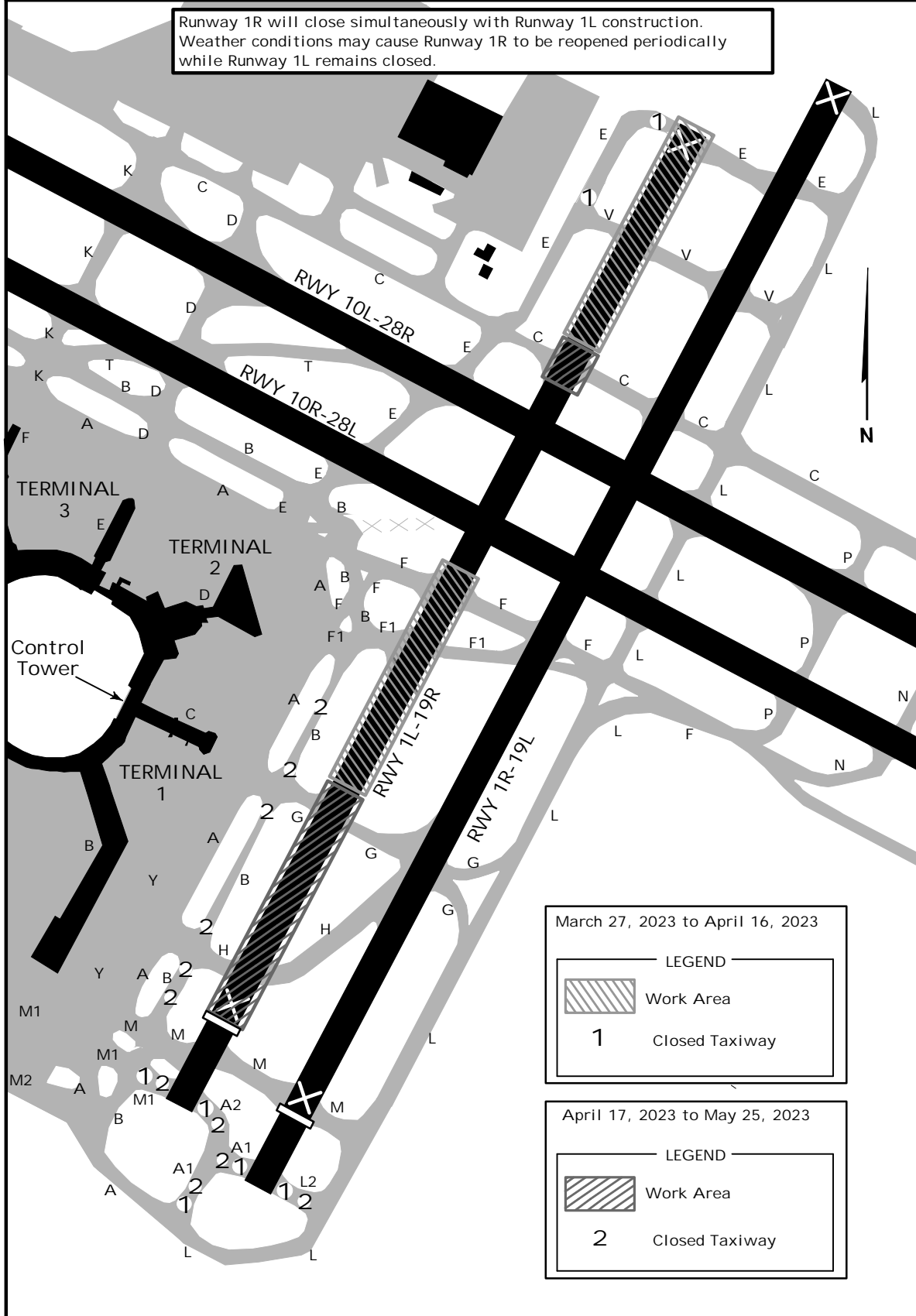
SAN FRANCISCO INTL

SAN FRANCISCO INTL CONSTRUCTION

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

Runway 1L Overlay Project commencing March/April 2023 into May 25, 2023.
RUNWAYS 1L/19R and 1R/19L CLOSED

Runway 1R will close simultaneously with Runway 1L construction.
Weather conditions may cause Runway 1R to be reopened periodically while Runway 1L remains closed.



March 27, 2023 to April 16, 2023

LEGEND

- Work Area
- 1** Closed Taxiway

April 17, 2023 to May 25, 2023

LEGEND

- Work Area
- 2** Closed Taxiway

SAN FRANCISCO, CALIF

SAN FRANCISCO INTL

KSFO/SFO
 Alt Elev 13.0
 N37.37.1 W122.22.5

JEYPESEN
 17 FEB 23 (10-9)
 Data Comm: 10-9
 A-CARS: CPDLC;
 D-ATIS: DCL
 PDC

LEGEND

- 1 - Blue Numeric Pavement Reporting Points Located in the Non-Movement Area
- Geographic Position Marking

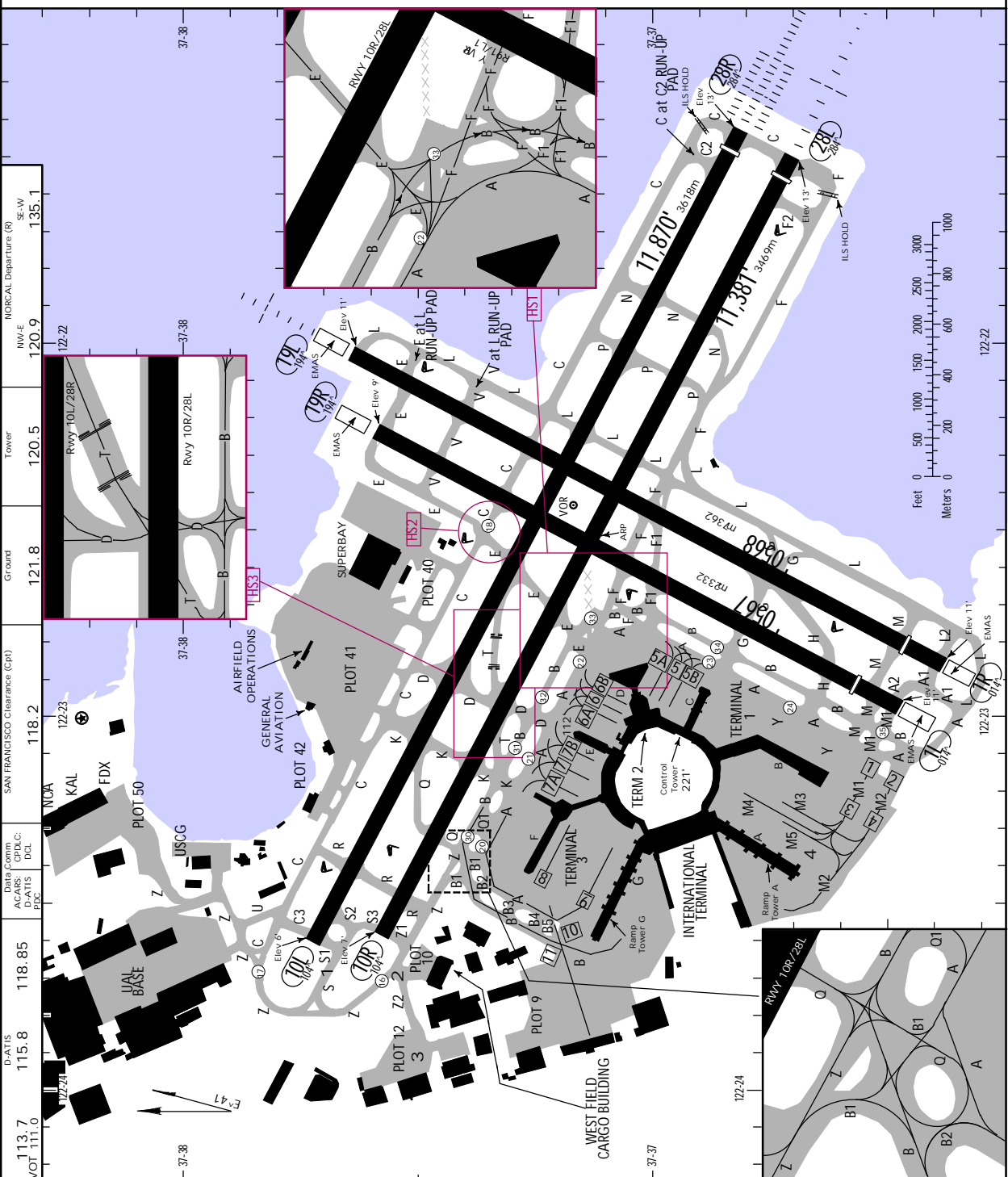
OPERATIONAL NOTES

- 1 Rwy 1L closed to departing TRUJET aircraft with wingspans greater than 155' (47m)
- 2 From Twy A1, when cleared into position, proceed at minimum feasible power.
- 3 Twy S between Twy Z and Twy S2 closed to aircraft with wingspan over 215' (66m).
- 4 All outbound Twy Z2 heavy aircraft with a wingspan of 171' (52 m) or greater under power prohibited from entering westbound Twy Z.
- 5 Taxiplane Z2 restricted to aircraft with a wingspan of less than 118' (36m).
- 6 Taxiplane M3 restricted to aircraft with a wingspan of less than 118' (36m).
- 7 Taxiplane M4 restricted to aircraft with a wingspan of less than 262' (80m).
- 8 Taxiplane M5 restricted to aircraft with a wingspan of less than 214' (65m).

RUNWAY INCURSION HOT SPOTS

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

- HST1 Complex intersections in close proximity of Rwy's. Pilots taxiing east bound on Twy B sometimes turn on Twy F instead of continuing the turn on Twy B. (SEE INSET).
- HST2 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.
- HST3 Aircraft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L. (SEE INSET).



KSFO/SFO



 10 OCT 14
 .Eff.16.Oct. (10-9A1)

 SAN FRANCISCO, CALIF
 SAN FRANCISCO INTL

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:

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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:

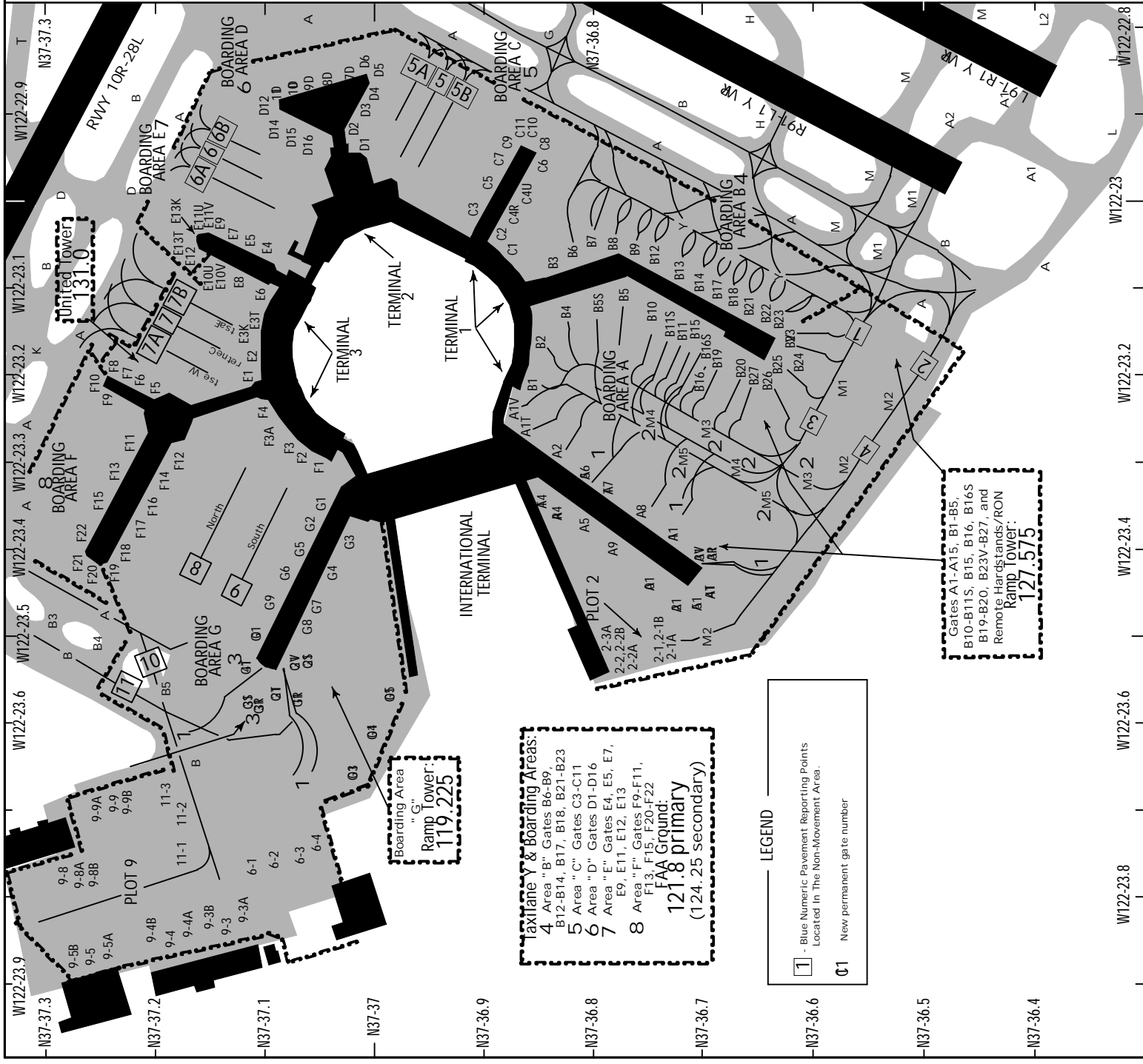
MULTIPLE POLES, TREES, ELECTRICAL SYSTEM BEGINNING 454' FROM DER, 82'
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TREES BEGINNING 918' FROM DER, 7' LEFT OF CENTERLINE, UP TO 80' AGL/
96' MSL. POLES AND ELECTRICAL SYSTEM 1188' FROM DER, 1' RIGHT OF CENTERLINE,
44' AGL/50' MSL. MULTIPLE TRANSMISSION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

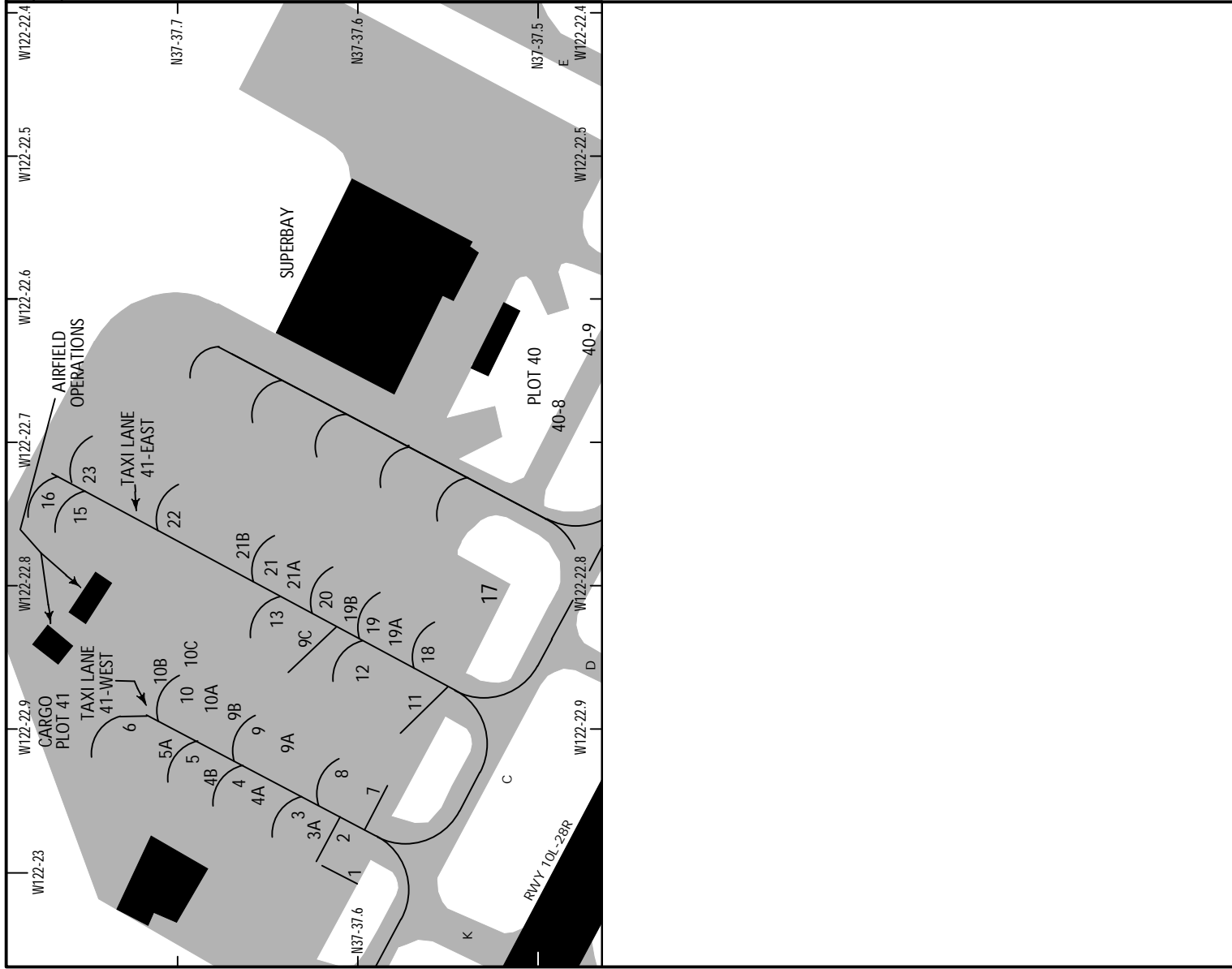
MULTIPLE SIGNS BEGINNING 23' FROM DER, 140' RIGHT OF CENTERLINE, UP TO
5' AGL/10' MSL. TERRAIN BEGINNING 58' FROM DER, 146' RIGHT OF CENTERLINE,
UP TO 10' MSL. SIGN 63' FROM DER, 250' LEFT OF CENTERLINE, 5' AGL/8' MSL.
TERRAIN BEGINNING 130' FROM DER, 235' LEFT OF CENTERLINE, UP TO 10' MSL.
ANTENNA ON 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.



OPERATIONAL NOTES

- 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.
 - Taxilane M3 restricted to aircraft with a wingspan of less than 118' (36m). Taxilane M4 less than 262' (80m), and Taxilane M5 less than 214' (65m).
 - 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.
- 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, 6A, & 6B. B767 or larger must pushback on to Twy A. Taxilanes/Reporting Points 5 and 6 will accommodate B757 and larger aircraft. Taxilanes 5A/B and 6A/B will accommodate 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	GATE No.	COORDINATES
BOARDING AREA A			
A1V	N37 36.9 W122 23.2	PLOT 2	
A1T, A2, A4T, A4R	N37 36.8 W122 23.3	2-1, 2-1A, 2-1B	N37 36.7 W122 23.5
A5	N37 36.8 W122 23.4	2-2, 2-2A, 2-2B	N37 36.8 W122 23.5
A6S thru A8	N37 36.8 W122 23.3	2-3	N37 36.8 W122 23.5
A9, A10	N37 36.8 W122 23.4	PLOT 6	
A11 thru A15	N37 36.7 W122 23.4	6-1, 6-2	N37 37.1 W122 23.8
		6-3, 6-4	N37 37.0 W122 23.7
BOARDING AREA B			
B1	N37 36.9 W122 23.2	PLOT 9	
B2	N37 36.8 W122 23.2	9-3, 9-3A, 9-3B	N37 37.1 W122 23.8
B3 thru B9	N37 36.8 W122 23.1	9-4, 9-4A, 9-4B	N37 37.2 W122 23.8
B10 thru B18	N37 36.7 W122 23.1	9-5, 9-5A, 9-5B	N37 37.3 W122 23.9
B19, B20	N37 36.7 W122 23.2	9-8, 9-8A, 9-8B	N37 37.3 W122 23.8
B21	N37 36.7 W122 23.1	9-9, 9-9A, 9-9B	N37 37.2 W122 23.7
B22, B23, B23V	N37 36.6 W122 23.1	11-1	N37 37.2 W122 23.8
B24 thru B26	N37 36.6 W122 23.2	11-2, 11-3	N37 37.2 W122 23.7
B27	N37 36.7 W122 23.2	PLOT 10	
BOARDING AREA C			
C1 thru C5	N37 36.9 W122 23.0	West Field Cargo	
C6 thru C11	N37 36.9 W122 22.9	N37 37.5	W122 23.6
BOARDING AREA D			
D1 thru D8	N37 37.0 W122 22.9	PLOT 40	
D9 thru D16	N37 37.1 W122 22.9	40-8	N37 37.5 W122 22.7
		40-9	N37 37.5 W122 22.6
BOARDING AREA E			
E1, E2	N37 37.1 W122 23.2	41-WEST	
E3 thru E6	N37 37.1 W122 23.1	1, 2, 3, 3A	N37 37.6 W122 23.0
E7, E9	N37 37.1 W122 23.0	4, 4A, 4B, 5, 5A, 6	N37 37.7 W122 22.9
E8, E10U, E10V	N37 37.1 W122 23.1	7, 8, 9A	N37 37.6 W122 22.9
E11	N37 37.2 W122 23.0	9, 9B	N37 37.7 W122 22.9
E12	N37 37.2 W122 23.1	10, 10A, 10B, 10C	N37 37.7 W122 22.9
E13	N37 37.2 W122 23.0	41-EAST	
BOARDING AREA F			
F1 thru F3A	N37 37.1 W122 23.3	9C	N37 37.6 W122 22.8
F4	N37 37.1 W122 23.2	11, 12	N37 37.6 W122 22.9
F5 thru F10	N37 37.2 W122 23.2	13	N37 37.6 W122 22.8
F11 thru F14	N37 37.2 W122 23.3	15, 16	N37 37.8 W122 22.7
F15 thru F19	N37 37.2 W122 23.4	17	N37 37.5 W122 22.8
F20 thru F22	N37 37.3 W122 23.4	18, 19, 19A, 19B	N37 37.6 W122 22.8
BOARDING AREA G			
G1, G2	N37 37.1 W122 23.4	20, 21, 21A	N37 37.6 W122 22.8
G3, G4	N37 37.0 W122 23.4	21B, 22	N37 37.7 W122 22.8
G5, G6	N37 37.1 W122 23.4	23	N37 37.8 W122 22.7
G7 thru G14	N37 37.1 W122 23.5		
G103	N37 37.0 W122 23.7		
G104, G105	N37 37.0 W122 23.6		



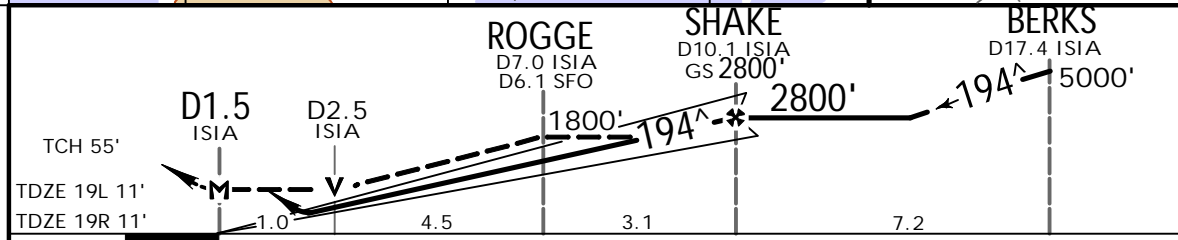
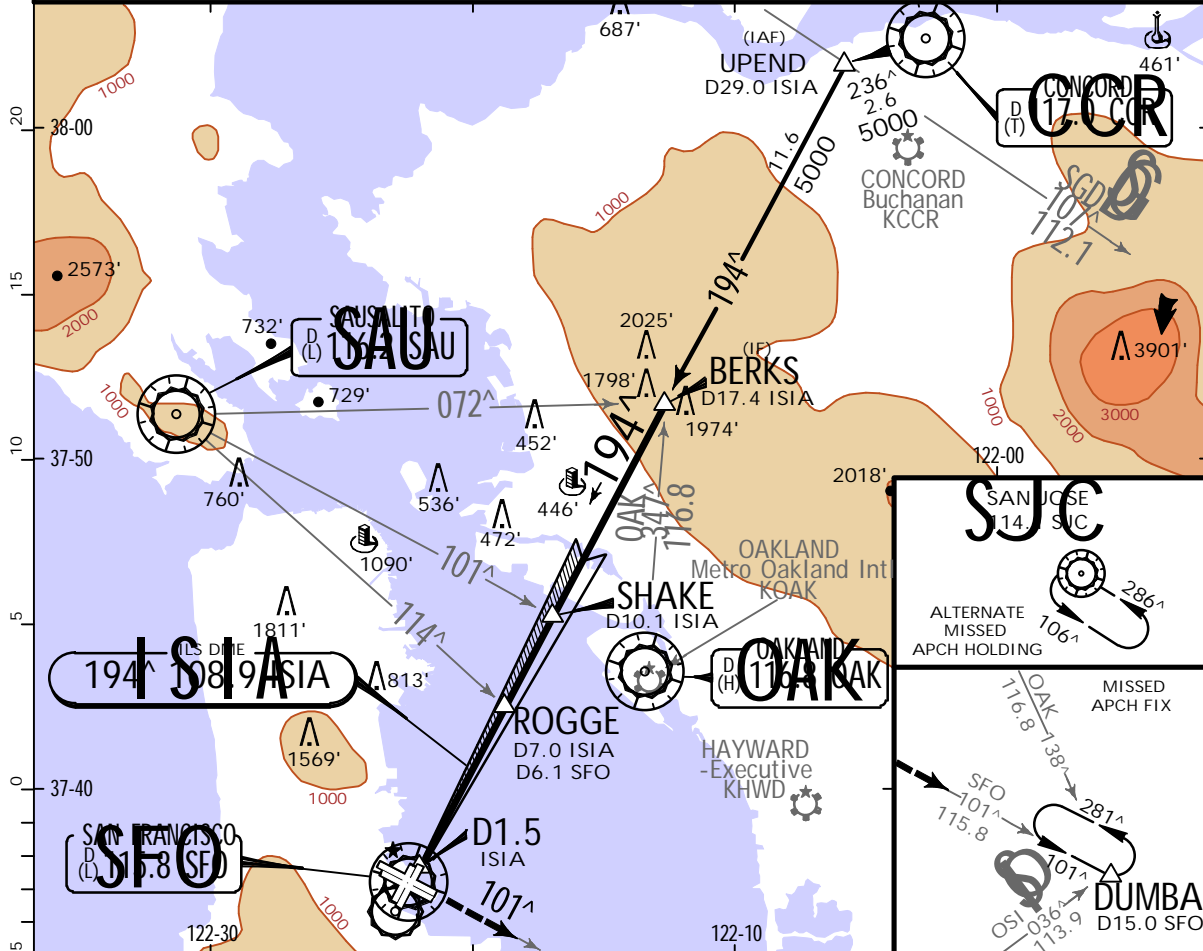
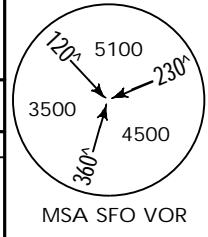
KSFO/SFO

SAN FRANCISCO INTL

JEPPesen
5 AUG 22
.Eff.11.Aug. (11-1)

SAN FRANCISCO, CALIF
ILS or LOC Rwy 19L

D-ATIS 113.7 115.8 118.85		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
LOC ISIA 108.9		Final Apch Crs 194 [^]		SHAKE 2800' (2789')		ILS DA(H) 300' (289')	
				Apt Elev 13'		TDZE 11'	
<p>BRIEFING STRIP</p> <p>MISSED APCH: Climb to 520', then climbing LEFT turn to 4000' outbound on SFO VOR R-101 to DUMBA INT/D15.0 SFO and hold.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>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').</p>							



Gnd speed-Kts	70	90	100	120	140	160	MALS F	520'	4000'	SFO	DUMBA
GS	3.00 [^]	372	478	531	637	743					
MAP at D1.5 ISIA or SHAKE to MAP	8.6	7:22	5:44	5:10	4:18	3:41	3:14	PAPI	↑	LT	on 115.8 R-101

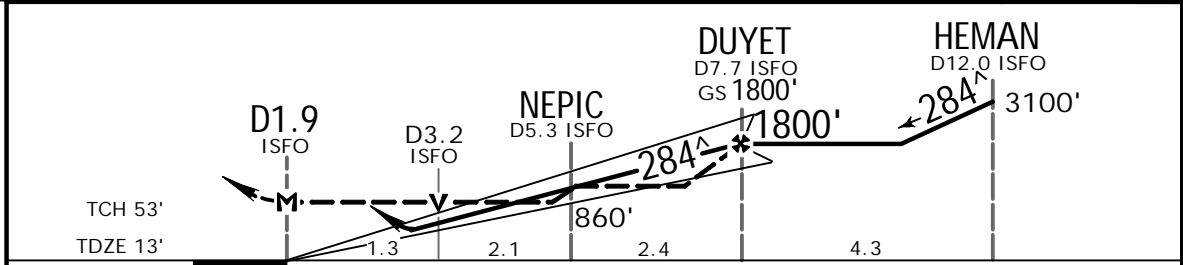
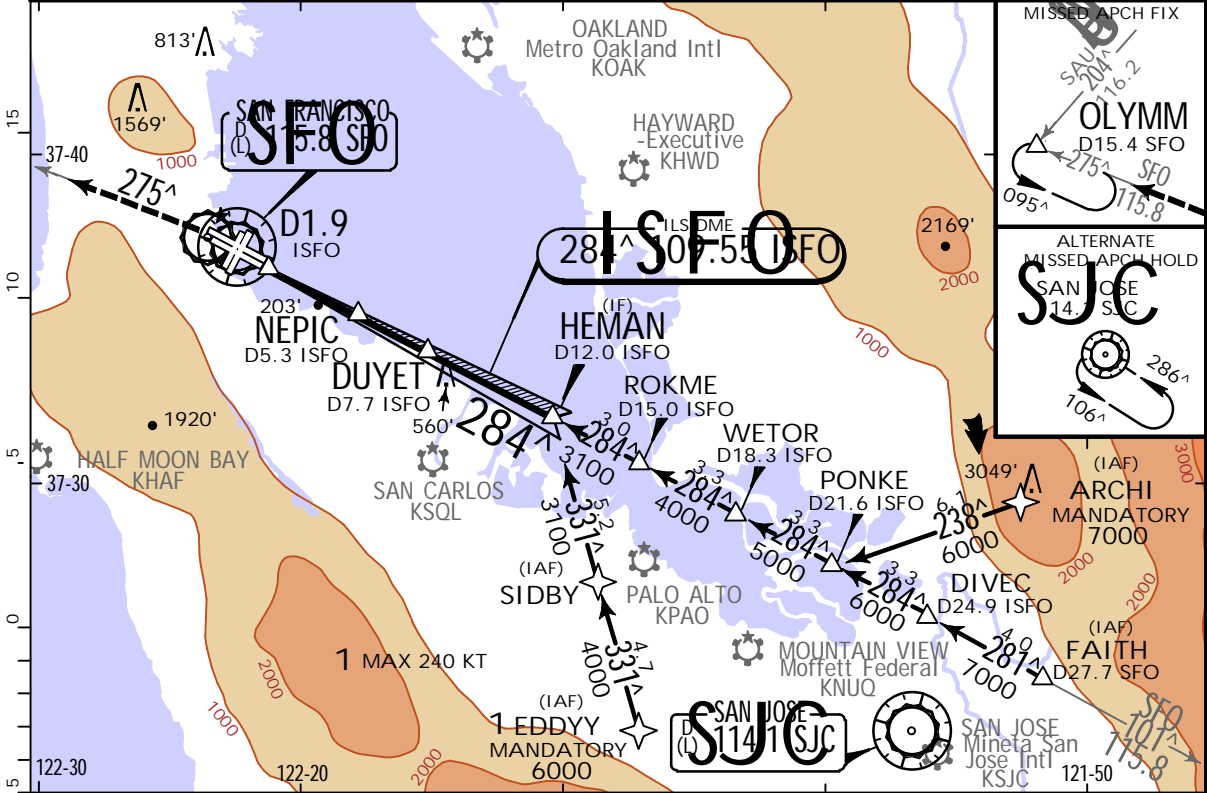
TERPS		STRAIGHT-IN LANDING RWY 19L LOC (GS out)				SIDESTEP LANDING RWY 19R	
ILS		1 With ROGGE		Without ROGGE		1 With ROGGE	
DA(H) 300' (289')		MDA(H) 400' (389')		MDA(H) 1800' (1789')		MDA(H) 400' (389')	
FULL		ALS out		ALS out		ALS out	
A	RVR 40	RVR 45	RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1/4	RVR 55 or 1/4	
B	or 3/4	or 7/8	or 3/4	or 1	1/4	1/2	
C			RVR 45 or 7/8	RVR 60 or 1/4	3		1/2
D							2

1 Dual VOR receivers or DME required.

TERPS AMEND 22A 13 SEP 2018

KSFO/SFO SAN FRANCISCO INTL 5 AUG 22 (11-2) .Eff.11.Aug. ILS or LOC Rwy 28L **JEPPESEN** SAN FRANCISCO, CALIF

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8		
LOC ISFO 109.55		Final Apch Crs 284 [^]		DUYET 1800' (1787')		ILS DA(H) (CONDITIONAL) 213' (200')		Apt Elev 13' TDZE 13'	
BRIEFING STRIP 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		



Gnd speed-Kts	70	90	100	120	140	160	MALSR 4000' SFO PAPI on 115.8 R-275 OLYMM
GS	2.85 [^]	353	454	504	605	807	
MAP at D1.9 ISFO							

TERPS								CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 28L				LOC (GS out)				Not Authorized to Rwys 10L/R and 19L/R.	
1 ^{DA(H)} 213' (200')		1 ^{DA(H)} 789' (776')		1 ^{MDA(H)} 460' (447')		1 ^{MDA(H)} 860' (847')		Max Kts _____ MDA(H) _____	90 860' (847') -1¼ 120 960' (947') -1¼ 140 1560' (1547') -3 D NA
FULL	RAIL/ALS out	FULL	RAIL/ALS out	FULL	RAIL/ALS out	FULL	RAIL/ALS out		
A	2			RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1		
B	RVR 24 or 1/2	RVR 40 or 3/4	1¾	2½		RVR 40 or 3/4	RVR 60 or 1¼		
C				RVR 45 or 7/8	1¾	1¾	2½		
D									

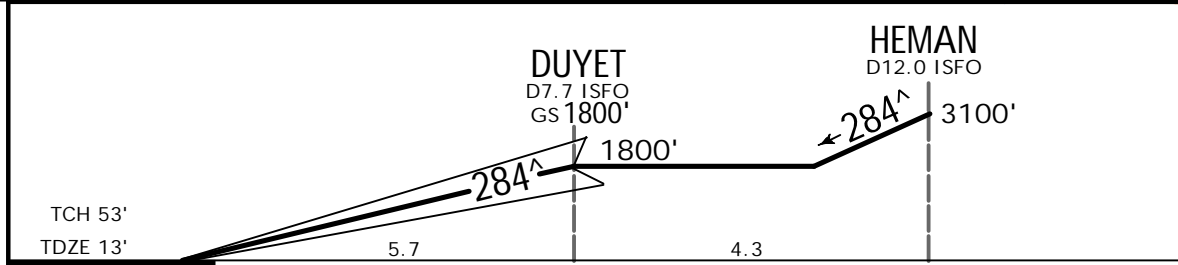
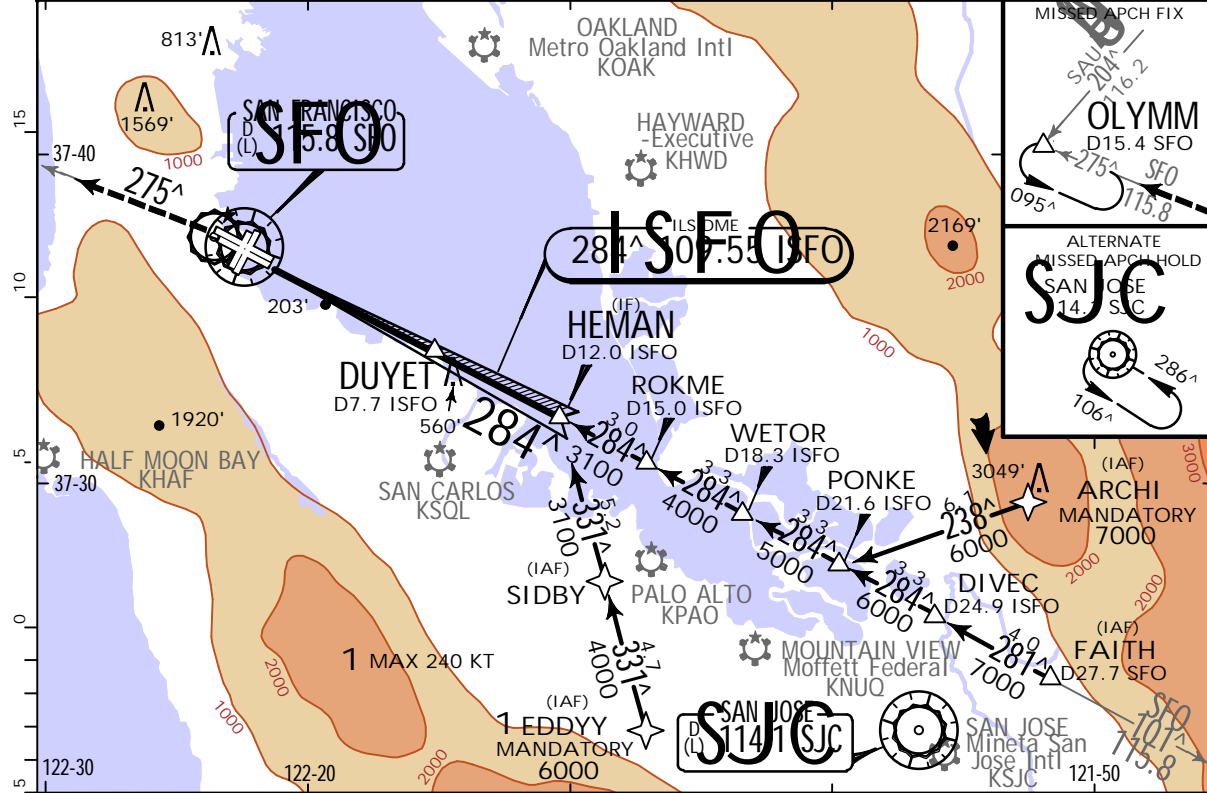
1 Missed approach requires a minimum climb of 330' /NM to 1600'.
 2 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA(H).

KSFO/SFO
SAN FRANCISCO INTL

JEPPesen
5 AUG 22
Eff. 11 Aug. **(11-2A)**

SAN FRANCISCO, CALIF
ILS Rwy 28L SA CAT II

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8		
LOC ISFO 109.55		Final Apch Crs 284[^]		DUYET 1800' (1787')		SA CAT II ILS RA 113' DA(H) 113' (100')		Apt Elev 13' 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. 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').									



Gnd speed-Kts	70	90	100	120	140	160	MALSR 4000' SFO PAPI on 115.8 R-275 OLYMM
Gs	2.85 [^]	353	454	504	605	706	

.TERPS. STRAIGHT-IN LANDING RWY 28L
 1 SA CAT II ILS
RA 113'
 2 DA(H) 113' (100')

A	RVR 12
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval.
 2 Missed approach requires minimum climb of 330' /NM to 1600'.

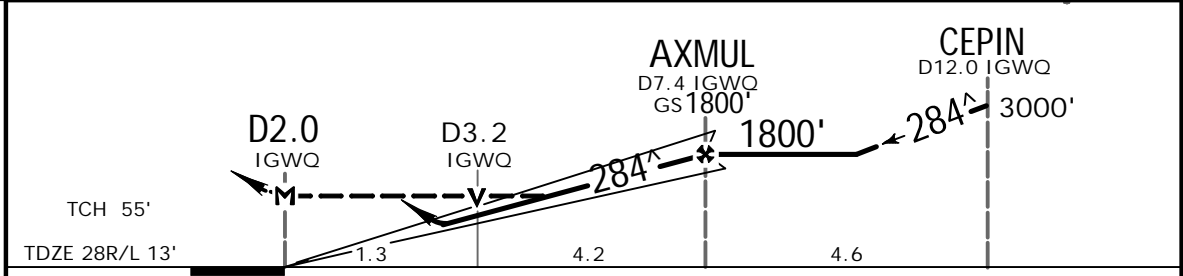
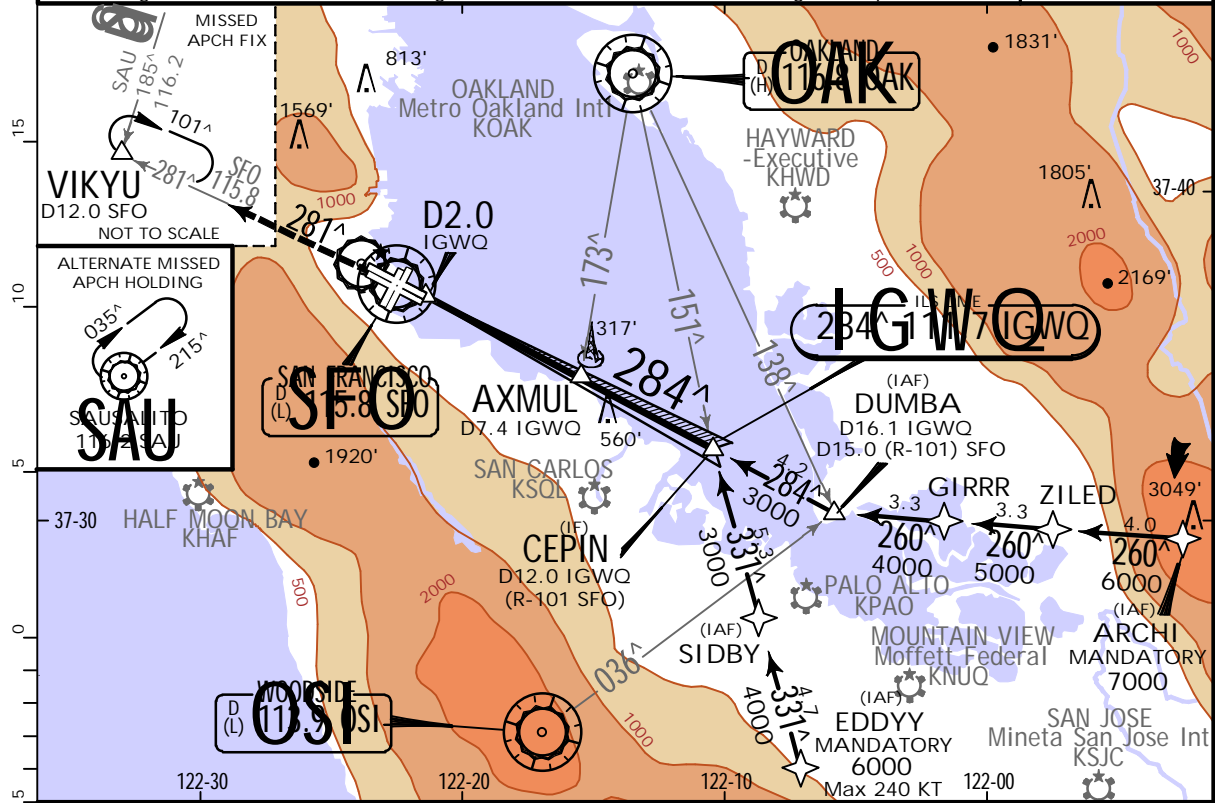
TERPS AMEND 27C 11 AUG 2022

KSFO/SFO SAN FRANCISCO INTL

13 MAY 22 (11-3). Eff. 19. May. ILS or LOC Rwy 28R



D-ATIS 113.7 115.8 118.85		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
LOC IGWQ 111.7	Final Apch Crs 284 [^]	AXMUL 1800' (1787')	ILS DA(H) 213' (200')	Apt Elev 13' TDZE 28R 13'	
<p>BRIEFING STRIP</p> <p>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).</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>RNAV 1-GPS or RADAR required for procedure entry.</p> <p>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.</p>					
					<p>MSA SFO VOR</p>



Gnd speed-Kts	70	90	100	120	140	160		3000' on 115.8 R-281	VIKYU	
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

.TERPS.				STRAIGHT-IN LANDING RWY 28R				SIDESTEP LANDING RWY 28L				CIRCLE-TO-LAND			
FULL		ILS		LOC (GS out)		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		Max Kts		MDA(H)	
DA(H) 213' (200')		DA(H) 213' (200')		MDA(H) 480' (467')		MDA(H) 480' (467')		MDA(H) 480' (467')		MDA(H) 480' (467')		90		740' (727') -1	
TDZ/CL out		ALS out		ALS out		ALS out		ALS out		ALS out		120		960' (947') -1/4	
RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		RVR 50 or 1		RVR 55 or 1		140		1560' (1547') -3	
RVR 18 or 1/2		RVR 24 or 1/2		RVR 50 or 1		RVR 50 or 1		1 3/8		1 1/2		D		NA	

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

KSFO/SFO

SAN FRANCISCO INTL

13 MAY 22
Eff. 19 May

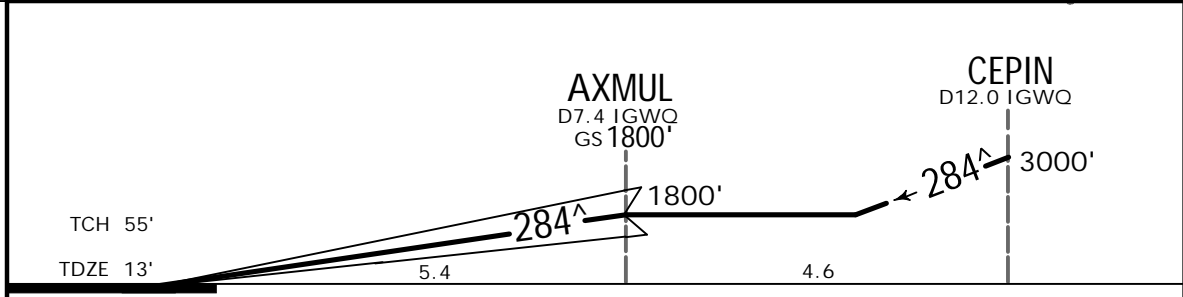
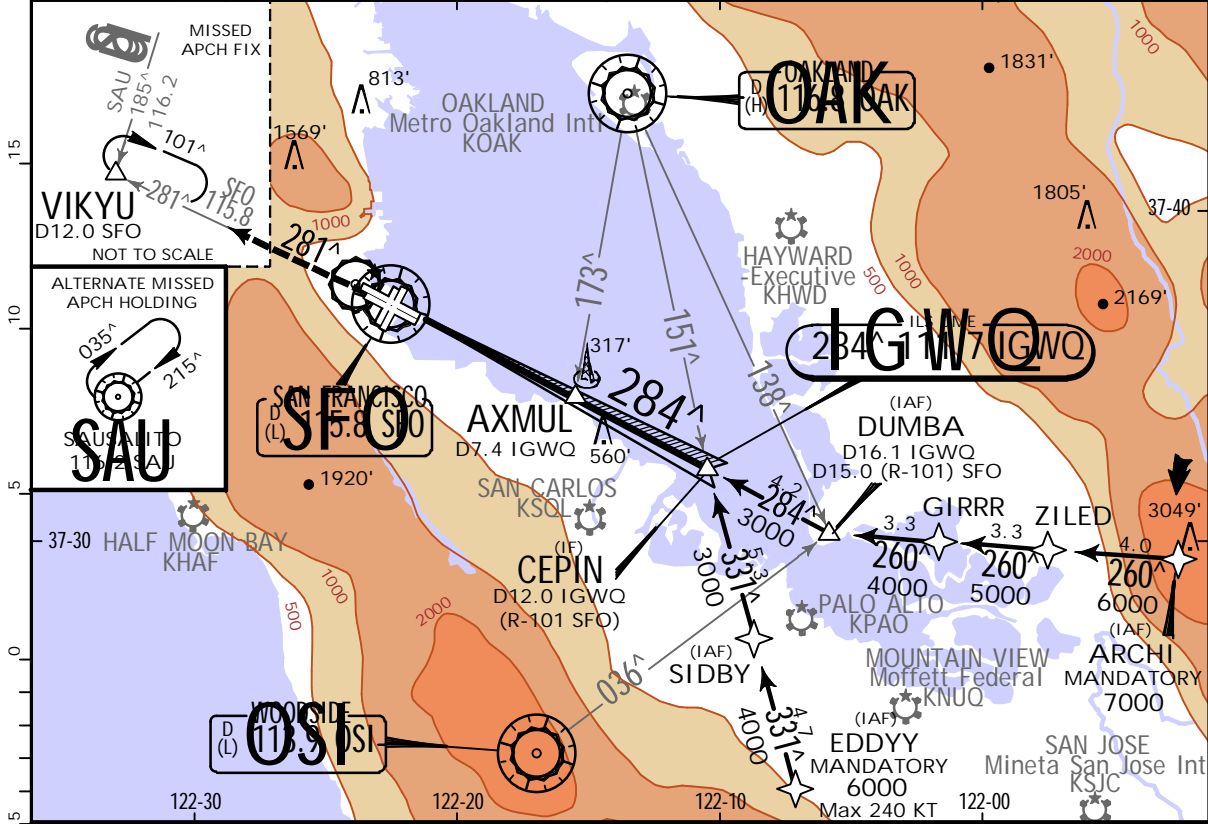
JEPPESSEN

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	
LOC IGWQ 111.7	Final Apch Crs 284 [^]	AXMUL 1800' (1787')	CAT III Refer to Minimums	CAT II ILS RA 113'	Apt Elev 13'	TDZE 13'	
<p>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).</p>							
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	ALSF-II PAPI	3000'	SFO on 115.8 R-281	VIKYU
Gs	3.00 [^]	372	478	531	637	743				

TERPS.		STRAIGHT-IN LANDING RWY 28R	
CAT III ILS		CAT II ILS RA 113'	
RVR 6		DA(H) 113' (100')	
RVR 6		RVR 12	

KSFO/SFO

SAN FRANCISCO INTL

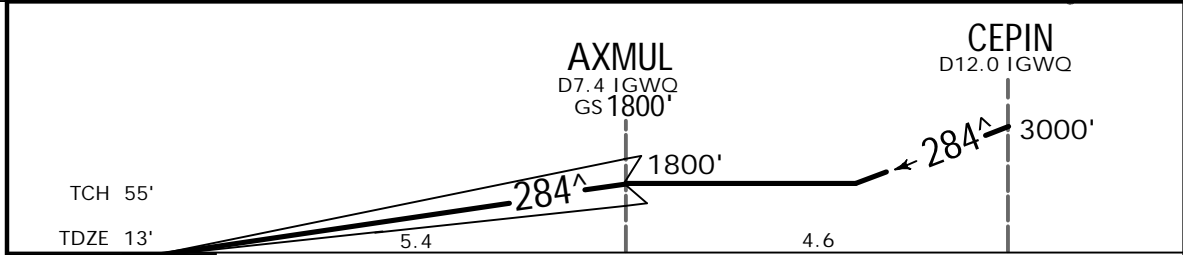
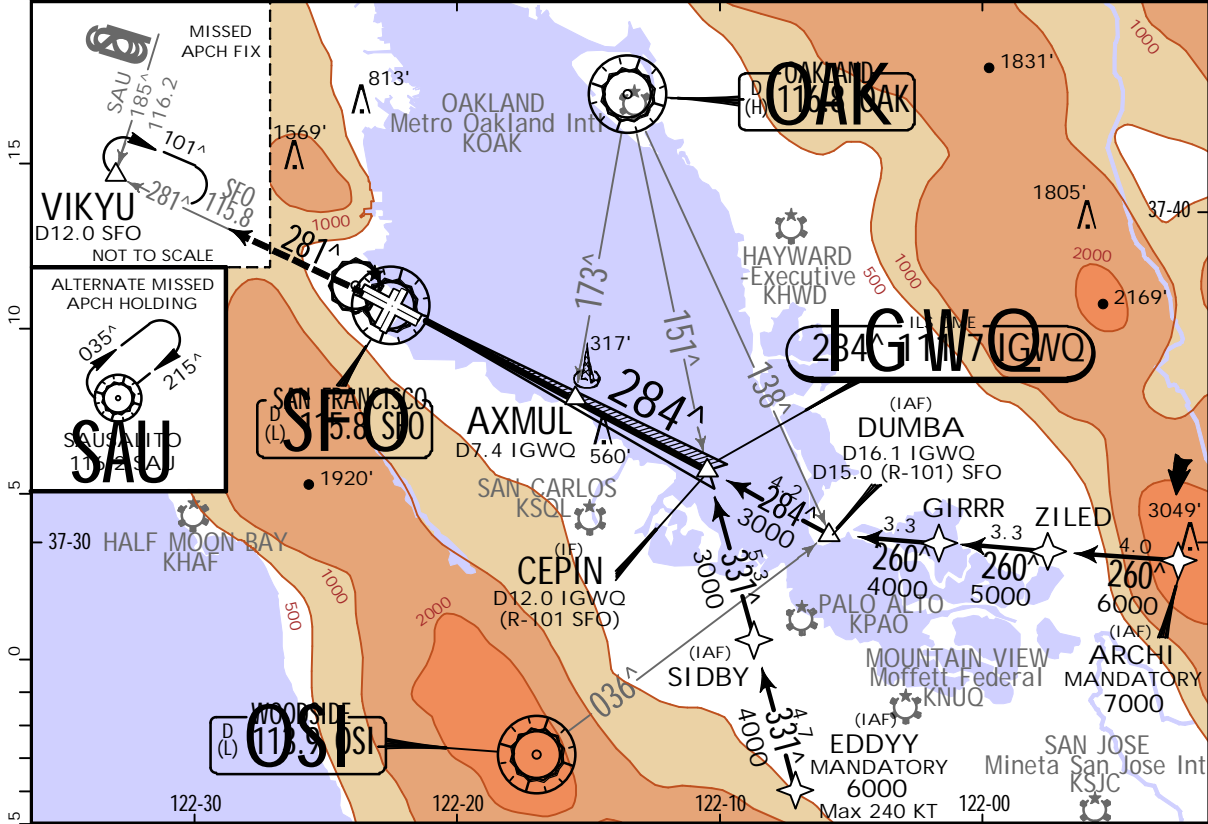
13 MAY 22
Eff. 19 May

JEPPESSEN

11-3B

SAN FRANCISCO, CALIF
ILS Rwy 28R SA CAT I

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground		
113.7	115.8	118.85	134.5		120.5		121.8		
LOC IGWQ 111.7	Final Apch Crs 284^		AXMUL 1800' (1787')		SA CAT I ILS RA 163' DA(H) 163' (150')		Apt Elev 13' TDZE 13'		
<p>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).</p>									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
RNAV 1-GPS or RADAR required for procedure entry.									
1. Special Aircrew & Aclt 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		3000' on 115.8 R-281	SFO VIKYU	
GS	3.00^	372	478	531	637	743				849

.TERPS. STRAIGHT-IN LANDING RWY28R
1 SA CAT I ILS
RA 163'
DA(H) 163' (150')

A	RVR 14
B	
C	
D	

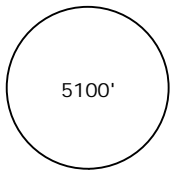
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

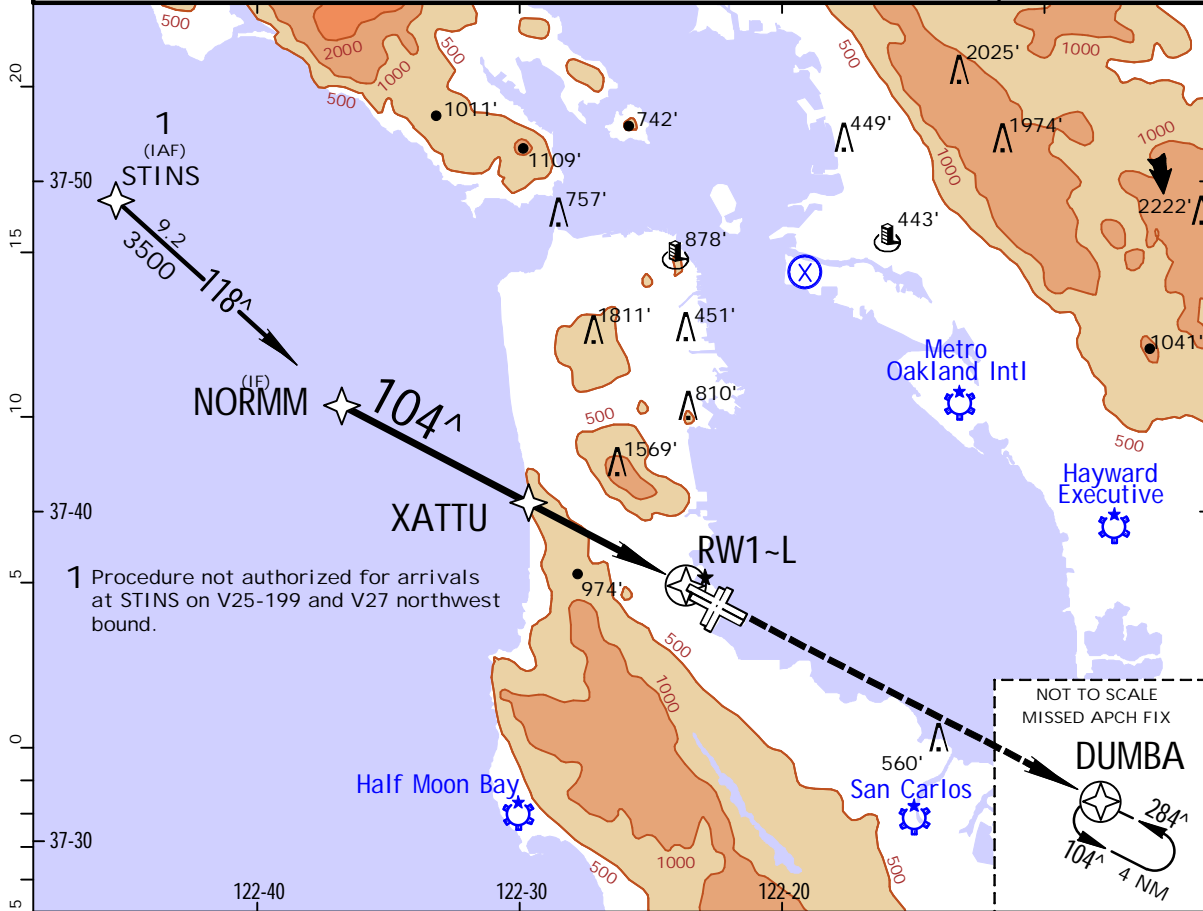
TERPS AMEND 15B 19 MAY 2022

KSFO/SFO
SAN FRANCISCO INTL

JEPESEN
4 NOV 16
Eff. 10 NOV 12-1

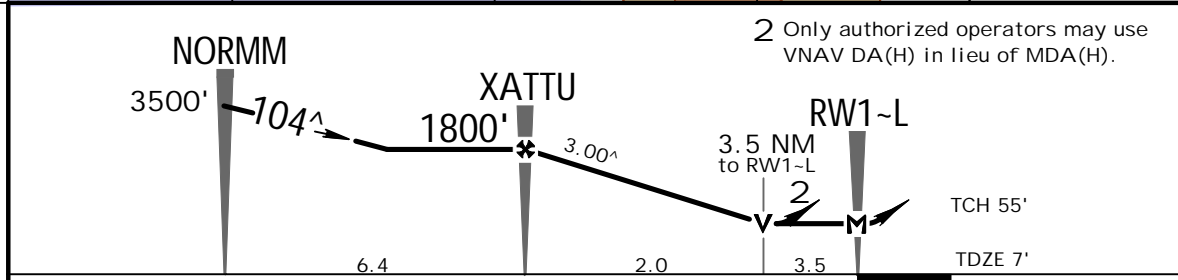
SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 10L


D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
RNAV	Final Apch Crs 104 [^]	Minimum Alt XATTU 1800' (1793')		LNAV MDA(H) 1200' (1193')		Apt Elev 13' TDZE 7'		5100' 
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.								



1 Procedure not authorized for arrivals at STINS on V25-199 and V27 northwest bound.

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



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	4000'		DUMBA
Descent angle	3.00 [^]	372	478	531	637	849				
MAP at RW1-L										

.TERPS. STRAIGHT-IN LANDING RWY10L
LNAV MDA(H) 1200' (1193')

A	RVR 60 or 1/4
B	1/2
C	3
D	

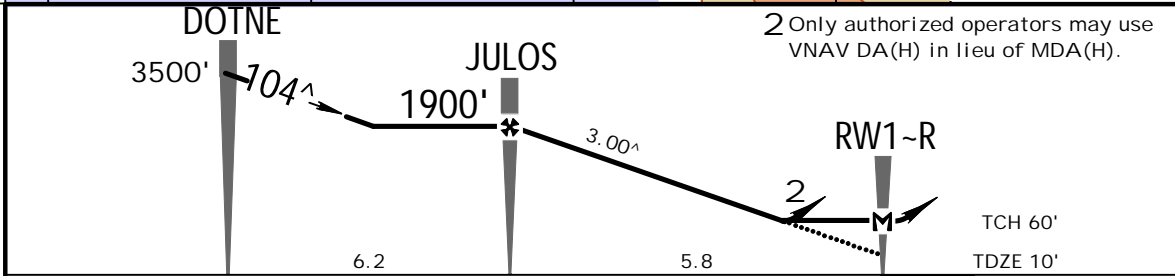
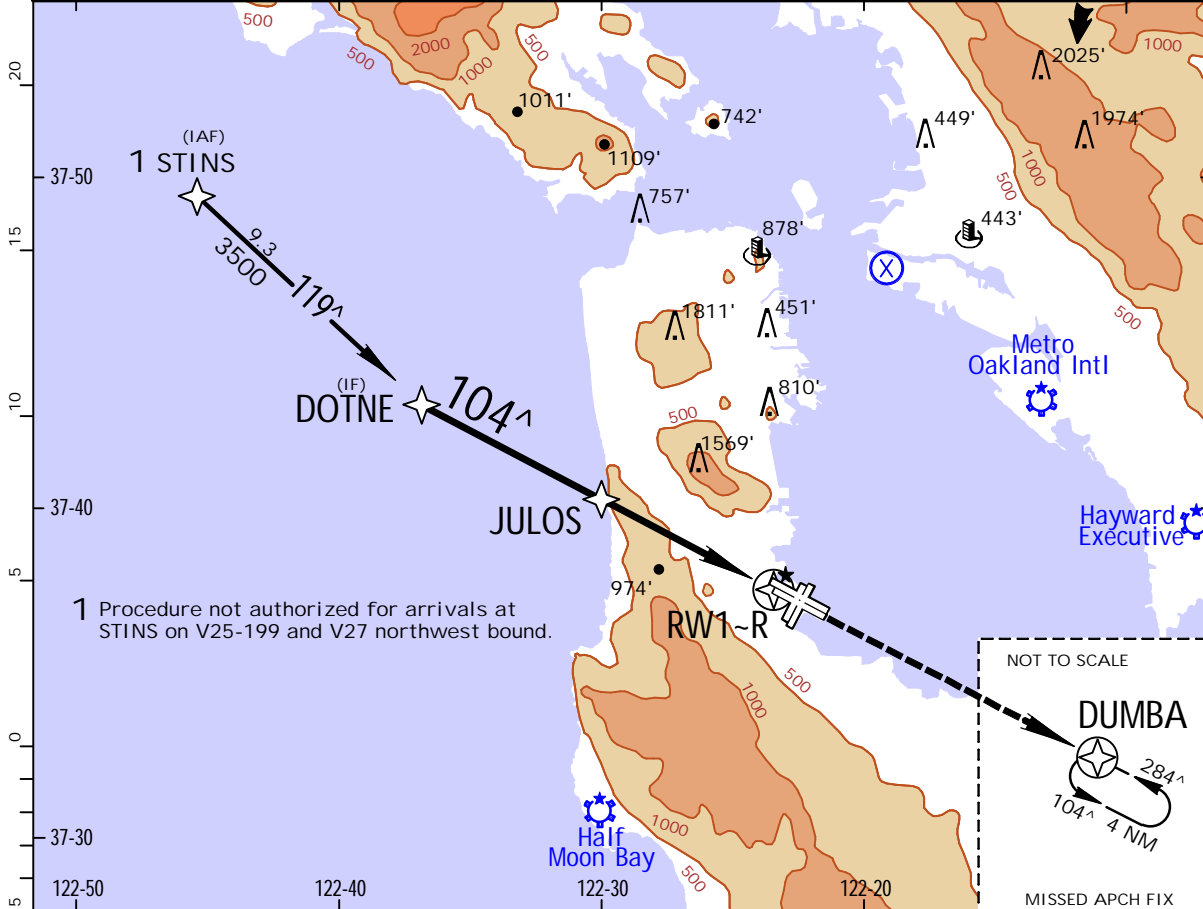
TERPS AMEND 2A 26 JUN 2014

KSFO/SFO
SAN FRANCISCO INTL

JEPPESEN
4 NOV 16
Eff. 10 Nov 12-2

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

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8		
RNAV	Final Apch Crs 104 [^]	Minimum Alt JULOS 1900' (1890')		LNNAV MDA(H) 1200' (1190')	Apt Elev 13' TDZE 10'		5100' MSA RW1-R		
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.									



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4000'	DUMBA
Descent Angle	3.00 [^]	372	478	531	637	849			
MAP at RW1-R									

.TERPS. STRAIGHT-IN LANDING RWY 10R

LNNAV	
MDA(H) 1200' (1190')	
A	RVR 60 or 1/4
B	1/2
C	
D	3

TERPS AMEND 2A 26 JUN 2014

KSFO/SFO

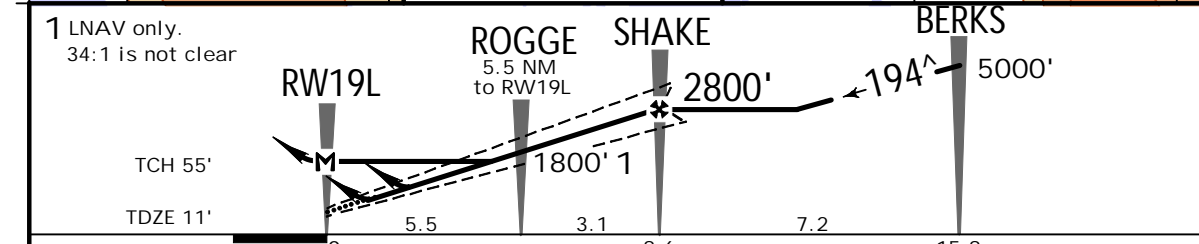
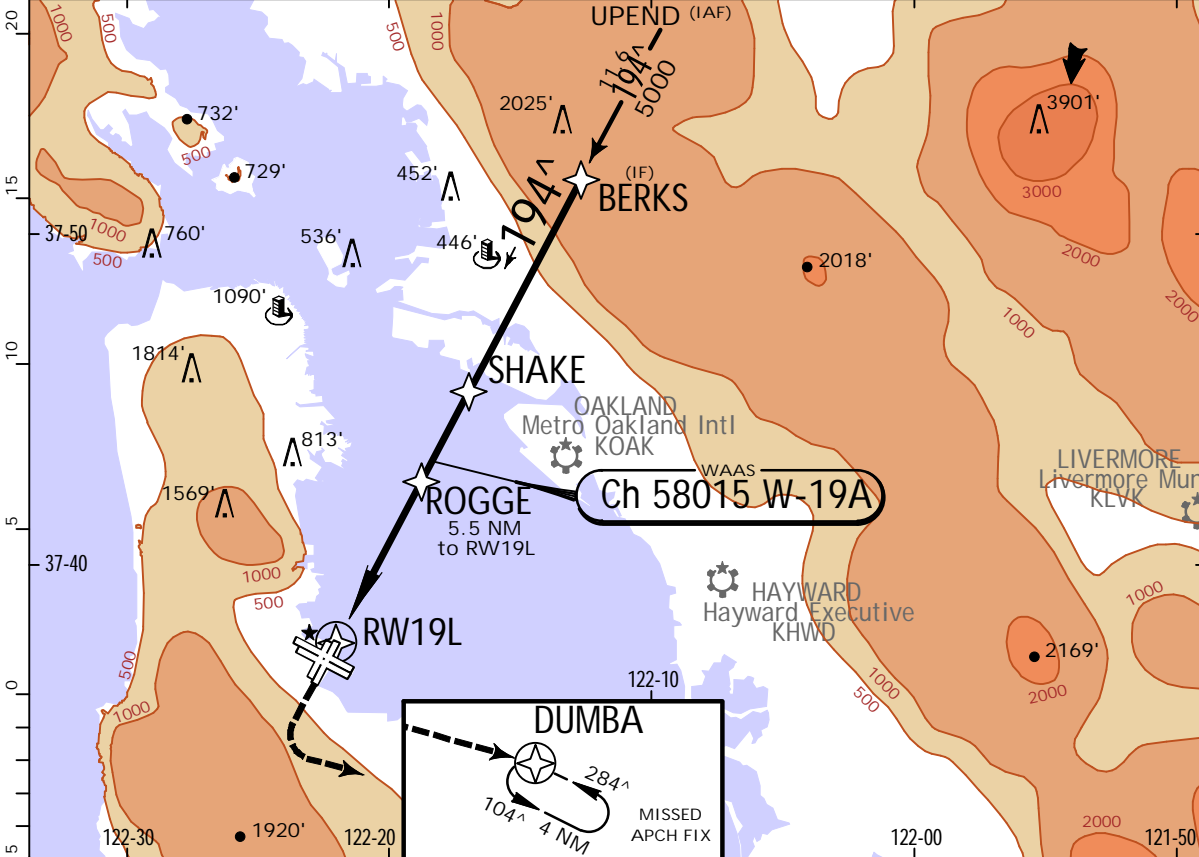
SAN FRANCISCO INTL

JEPPESEN
17 MAY 19 **(12-3)**

SAN FRANCISCO, CALIF

RNAV (GPS) Rwy 19L

D-ATIS			NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7	115.8	118.85	134.5		120.5		121.8	
WAAS Ch 58015 W-19A		Final Apch Crs 194[^]	Minimum Alt SHAKE 2800' (2789')		LPV DA(H) 293' (282')	Apt Elev 13'		5100 MSA RW19L
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct DUMBA and hold.								
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSI and RNAV glidepath not coincident: (VGSI angle 3.00 [^] /TCH 71'). 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3 [^] C or above 54 [^] C. 3. Helicopter visibility reduction below 1 SM not authorized.								



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	500'	3000'	DUMBA
Glide Path Angle	3.00 [^]	372	478	531	637	743		849	↑	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW19L										

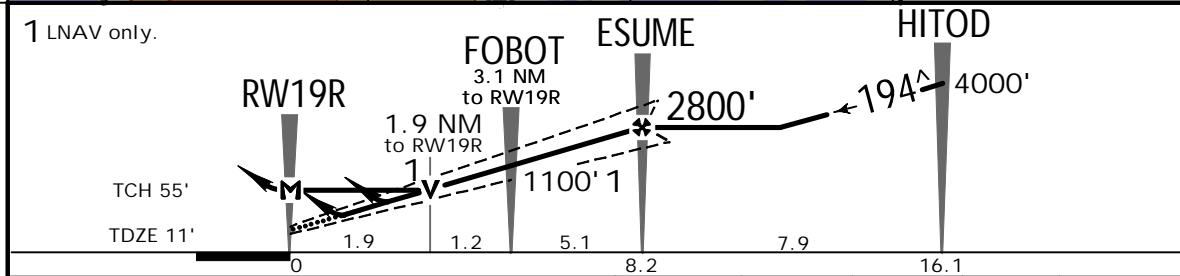
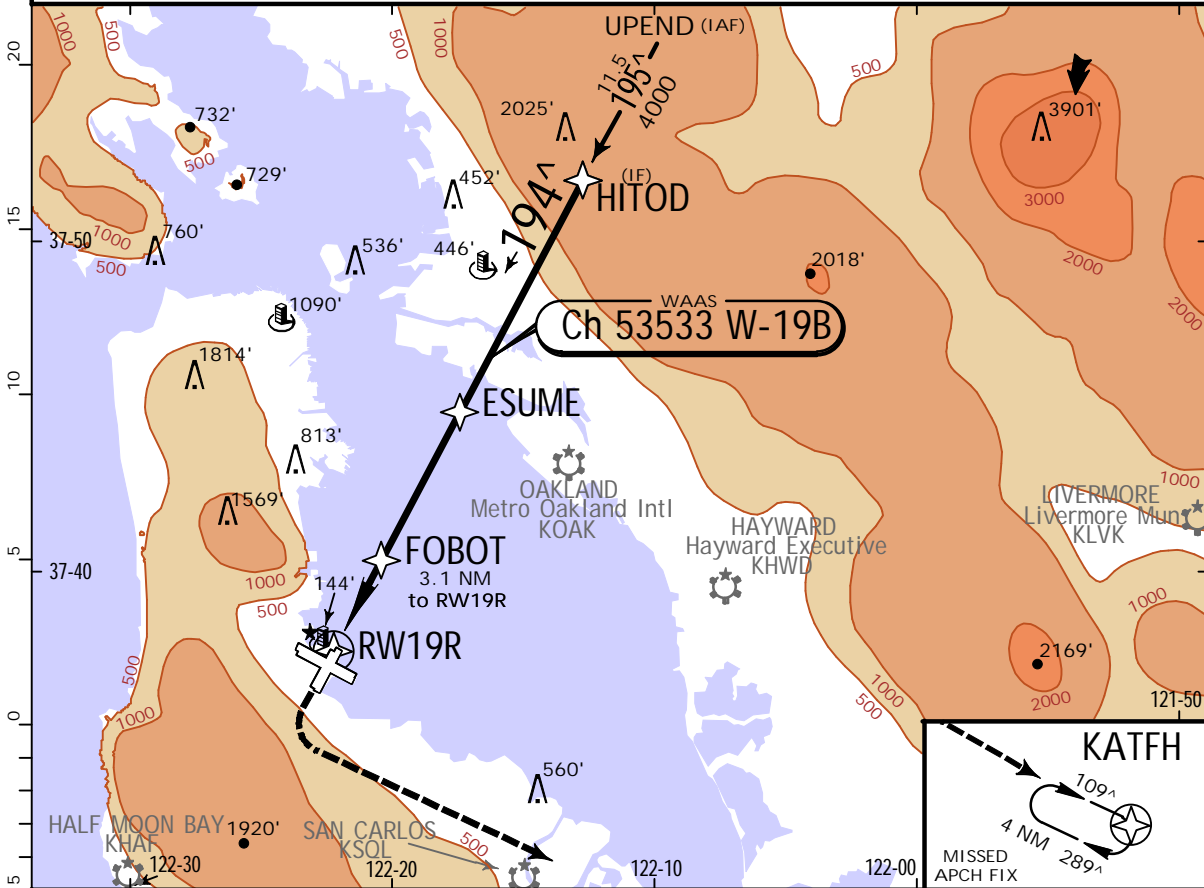
.TERPS.						
LPV DA(H) 293' (282')		LNAV/VNAV DA(H) 350' (339')		LNAV MDA(H) 560' (549')		
ALS out		ALS out		ALS out		
A	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 60 or 1/4	RVR 40 or 3/4	RVR 55 or 1/4
B	RVR 50 or 1		RVR 50 or 1		1 3/8	1 7/8
C						
D						

KSFO/SFO
SAN FRANCISCO INTL

JEPPESSEN
17 MAY 19 **(12-4)**

SAN FRANCISCO, CALIF
RNAV (GPS) Rwy 19R

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
WAAS Ch 53533 W-19B		Final Apch Crs 194[^]	Minimum Alt ESUME 2800' (2789')		LPV DA(H) 382' (371')	Apt Elev 13' TDZE 11'		5100
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' direct KATFH and hold.								
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW19R	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 3°C (38°F) or above 42°C (108°F). 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 11°C (52°F).								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	600'	3000'	D	KATFH
Glide Path Angle 3.15 [^]	390	502	557	669	780	892					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW19R											

.TERPS.		STRAIGHT-IN LANDING RWY 19R	
LPV DA(H) 382' (371')		LNAV/VNAV DA(H) 449' (438')	
RVR 55 or 1/4		RVR 55 or 1/4	
RVR 55 or 1/4		1/4	
		1/8	

CHANGES: Notes, chart format.

JEPPESSEN, 2002, 2019. ALL RIGHTS RESERVED.

TERPS AMEND 3 13 SEP 2018

KSFO/SFO

SAN FRANCISCO INTL



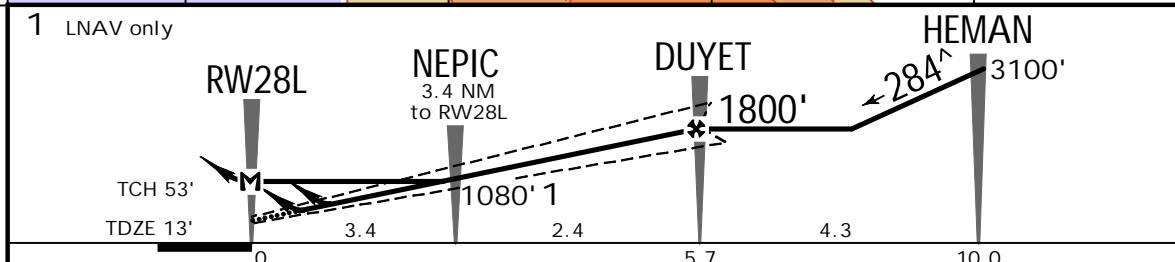
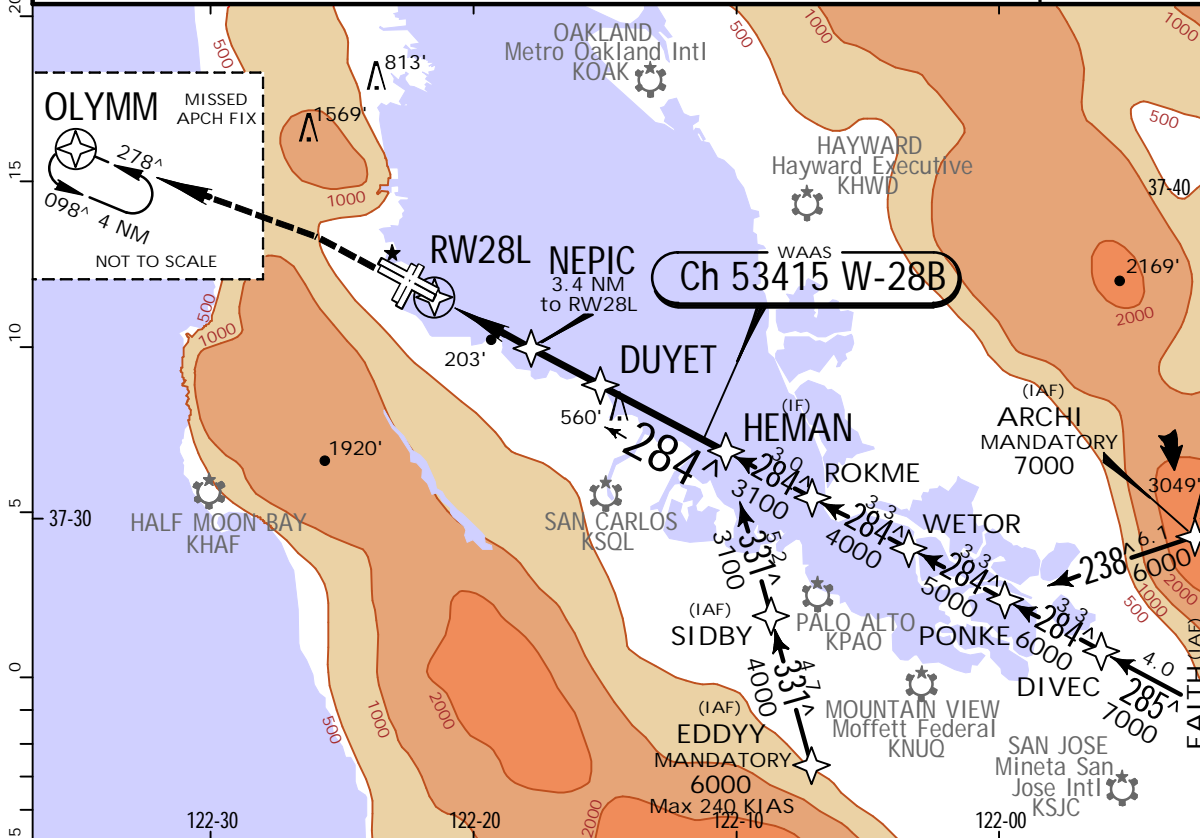
5 OCT 18

12-5

SAN FRANCISCO, CALIF

RNAV (GPS) Rwy 28L

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
WAAS Ch 53415 W-28B		Final Apch Crs 284[^]	Minimum Alt DUYET 1800' (1787')		LPV DA(H) (CONDITIONAL) 213' (200')	Apt Elev 13' TDZE 13'		
MISSED APCH: Climb to 1020' then climbing LEFT turn to 4000' direct OLYMM and hold, continue climb-in-hold to 4000'.								5100
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').								



Gnd speed-Kts	70	90	100	120	140	160	MALSRL	1020'	4000'	OLYMM
Glide Path Angle	2.85 [^]	353	454	504	605	807	PAPI	↑	LT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW28L										

.TERPS. STRAIGHT-IN LANDING RWY 28L						3 CIRCLE-TO-LAND	
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		Max Kts MDA(H)	
A	2					90	1020(1007') -1¼
B	RVR 24 or 1/2	RVR 40 or 3/4	1¾	2½	1¾	2	1020(1007') -1½
C							140 1560(1547') -3
D							NA

1 Missed apch requires min 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 Rwy 10L, 10R, 19L, and 19R.

TERPS AMEND 7 13 SEP 2018

KSFO/SFO

SAN FRANCISCO INTL

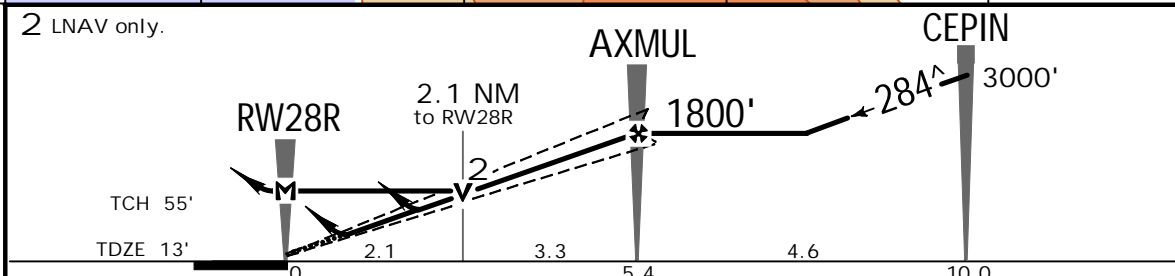
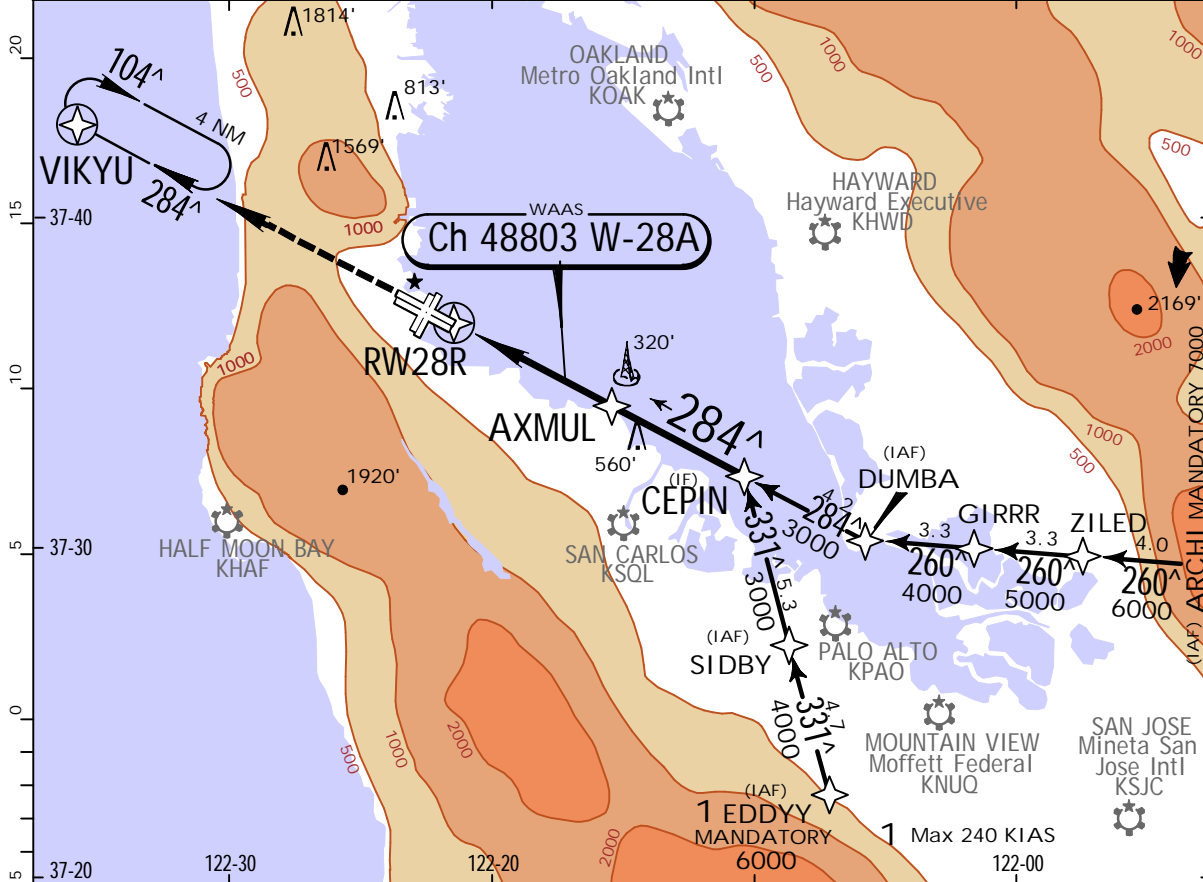
5 OCT 18 12-6



SAN FRANCISCO, CALIF

RNAV (GPS) Z Rwy 28R

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8				
WAAS CH 48803 W-28A		Final Apch Crs 284[^]		Minimum Alt AXMUL 1800' (1787')		LPV DA(H) 213' (200')		Apt Elev 13' TDZE 13'			
MISSED APCH: Climb to 3200' direct VIKYU and hold, continue climb-in-hold to 3200'.								5000			
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').										MSA RW28R	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3200'	VIKYU
Glide Path Angle	3.00 [^]	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW28R									

. TERPS.						STRAIGHT-IN LANDING RWY 28R		LNAV/VNAV		1 CIRCLE-TO-LAND	
LPV			DA(H) 213' (200')			DA(H) 642' (629')			MDA(H) 760' (747')		
IDZ/CL out		ALS out		ALS out		ALS out		ALS out		Max Kts	
A										90	760' (747') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8	1 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	120	960' (947') -1 1/4
C						1 3/4	2			140	1560' (1547') -3
D										D	NA

1 Not Authorized to Rwy 10L, 10R, 19L, and 19R.

TERPS AMEND 7 13 SEP 2018

KSFO/SFO

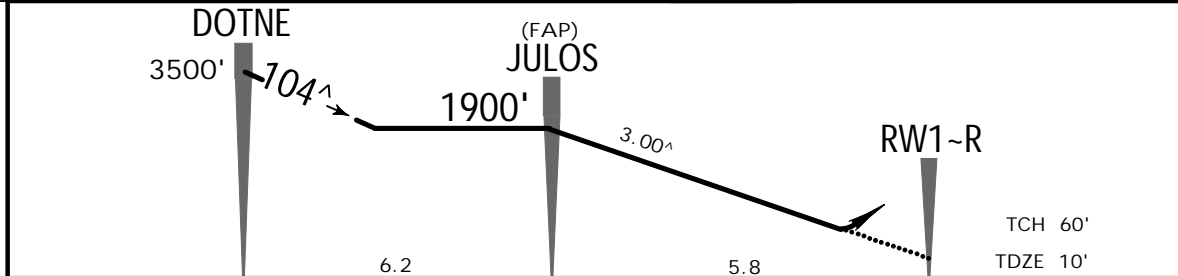
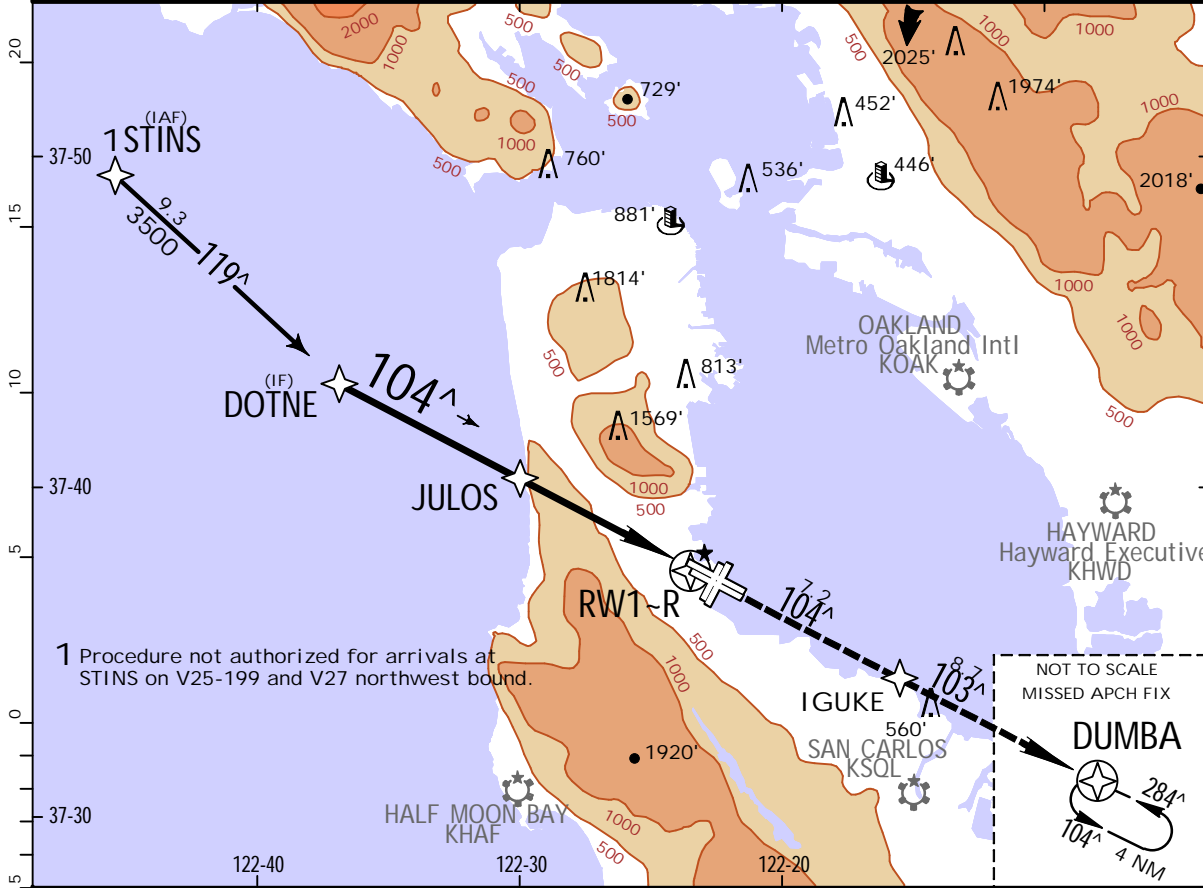
SAN FRANCISCO INTL

JEPPESSEN
5 OCT 18 **(12-20)**

SAN FRANCISCO, CALIF

RNAV (RNP) Z Rwy 10R

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
RNAV	Final Apch Crs 104[^]	Minimum Alt JULOS 1900' (1890')	RNP 0.20 DA(H) 396' (386')	Apt Elev 13' 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.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3600'	on	104 [^]	IGUKE
Descent Angle	3.00 [^]	372	478	531	637	743					
MAP at DA											

TERPS.						STRAIGHT-IN LANDING RWY 10R					
RNP 0.20 DA(H) 396' (386')						RNP 0.30 DA(H) 1108' (1098')					
A											
B											
C	1/4					4					
D											

TERPS AMEND 2A 26 JUN 2014

KSFO/SFO

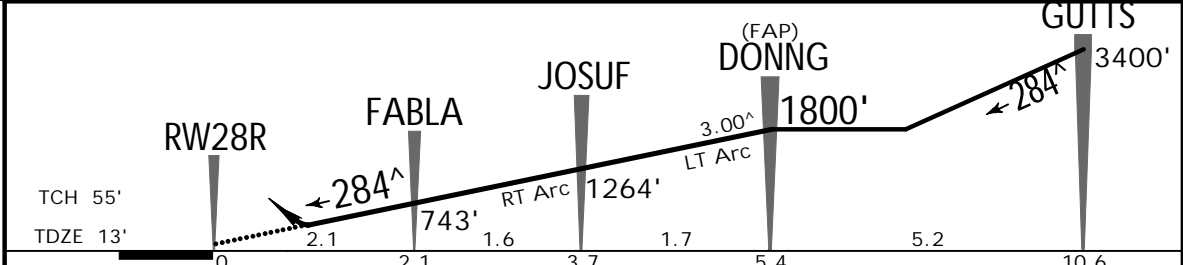
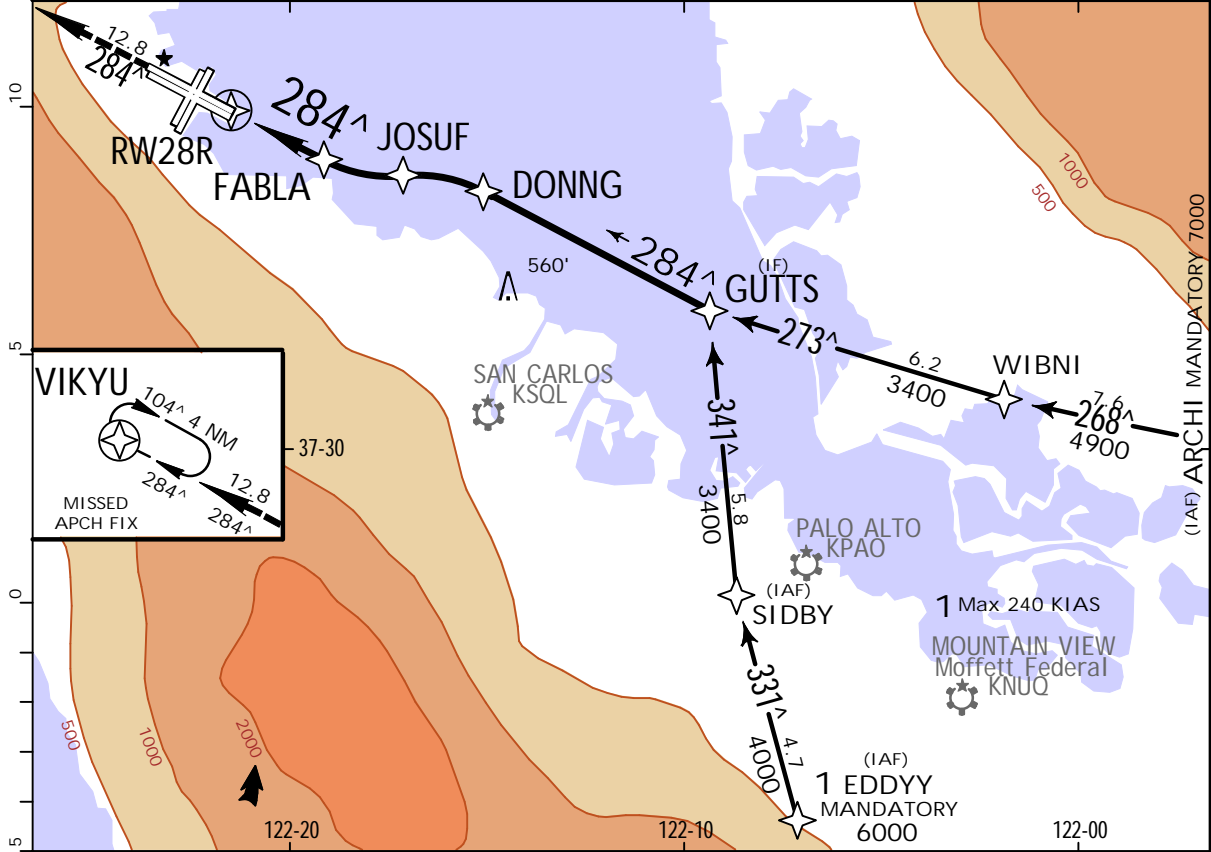
SAN FRANCISCO INTL

5 OCT 18 **12-21**

SAN FRANCISCO, CALIF

RNAV (RNP) Y Rwy 28R

D-ATIS 113.7 115.8 118.85		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
RNAV	Final Apch Crs 284[^]	Minimum Alt DONNG 1800' (1787')	RNP 0.11 DA(H) (CONDITIONAL) 263' (250')	Apt Elev 13'	5000 MSA RW28R
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').					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000' ↑ on 284 [^]	VIKYU
Glide Path Angle	3.00 [^]	372	478	531	637	743			

.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
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'.

KSFO/SFO

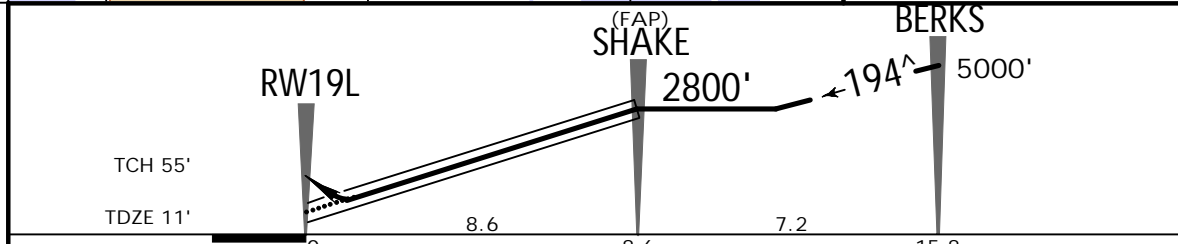
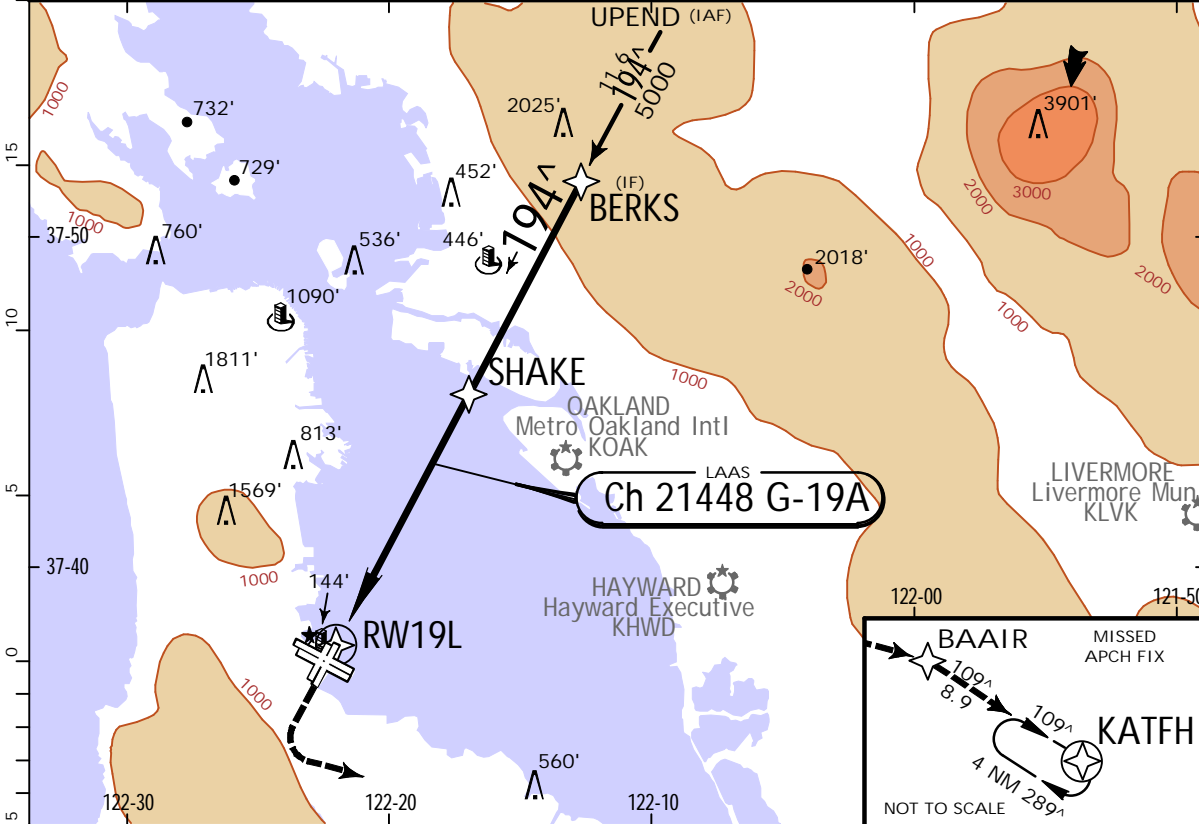
SAN FRANCISCO INTL

JEPPESEN
26 NOV 21 (12-40) .Eff.2.Dec.

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 Ch 21448 G-19A		Final Apch Crs 194 [^]	SHAKE 2800' (2789')	GLS DA(H) 293' (282')	Apt Elev 13'		TDZE 11'	
	MISSED APCH: Climb to 500' then climbing LEFT turn to 4000' direct BAAIR and 109 [^] track to KATFH and hold.								 5000 MSA RW19L
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Simultaneous coupled approach not authorized below 293'. 2. VGSI and GLS glidepath not coincident (VGSI angle 3.00 [^] /TCH 71'). 3. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance: MAINTAIN last assigned altitude until established on glidepath.									



Gnd speed-Kts	70	90	100	120	140	160	MALSFS PAPI 	500'	4000'	BAAIR
Glide Path Angle	3.00 [^]	372	478	531	637	743		849	LT	

.TERPS. STRAIGHT-IN LANDING RWY 19L
 1 GLS
 DA(H) 293' (282')
 ALS out

TERPS ORIG 2 DEC 2021	A		
	B		
	C	RVR 40 or 3/4	RVR 45 or 7/8
	D		

1 Use of Flight Director or Autopilot required during simultaneous operations.
 CHANGES: New procedure. | JEPPESEN, 2021. ALL RIGHTS RESERVED.

KSFO/SFO

SAN FRANCISCO INTL

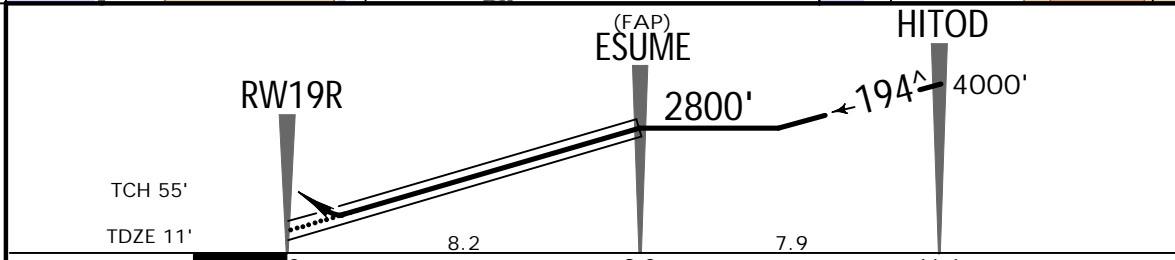
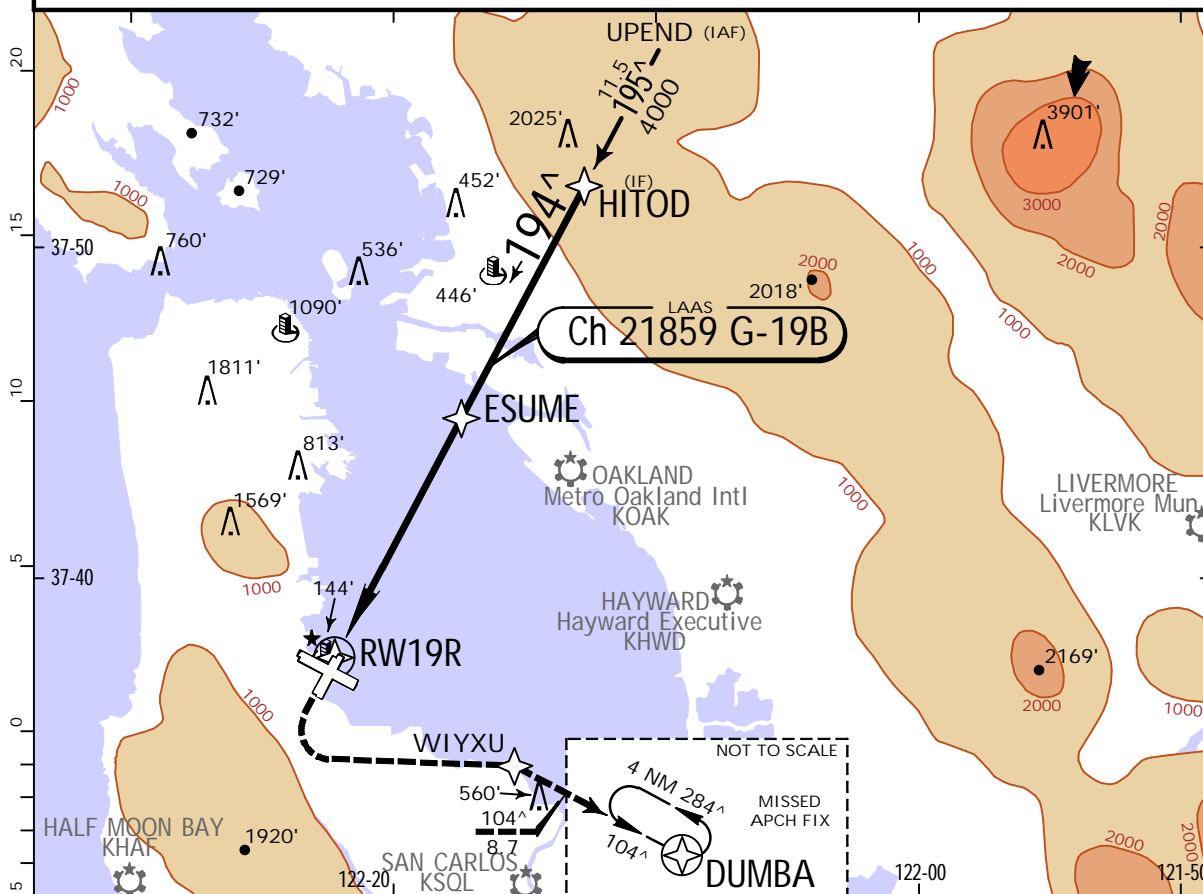
JEPPESEN
26 NOV 21 (12-41) .Eff.2.Dec.

SAN FRANCISCO, CALIF

GLS Rwy 19R

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5	Ground 121.8
LAAS Ch 21859 G-19B	Final Apch Crs 194^	ESUME 2800' (2789')	GLS DA(H) 321' (310')	Apt Elev 13' TDZE 11'	5000
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' direct WIYXU and track 104^ to DUMBA and hold. Do not exceed 220 kt until WIYXU.					
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	MSA RW19R	

1. Autopilot coupled approach not authorized below 321'. 2. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; MAINTAIN last assigned altitude until established on glidepath.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	600'	3000'	D → WIYXU
Glide Path Angle	3.15^	390	502	557	669	892		↑	← LT	

TERPS. STRAIGHT-IN LANDING RWY 19R
1 GLS
DA(H) 321' (310')

A	RVR 45 or 7/8
B	
C	
D	

1 Use of Flight Director or Autopilot required during simultaneous operations.
CHANGES: New procedure. | JEPPESEN, 2021. ALL RIGHTS RESERVED.

KSFO/SFO

SAN FRANCISCO INTL



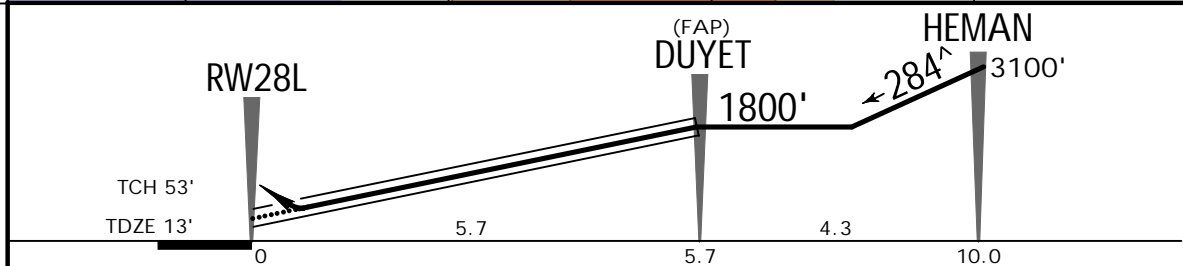
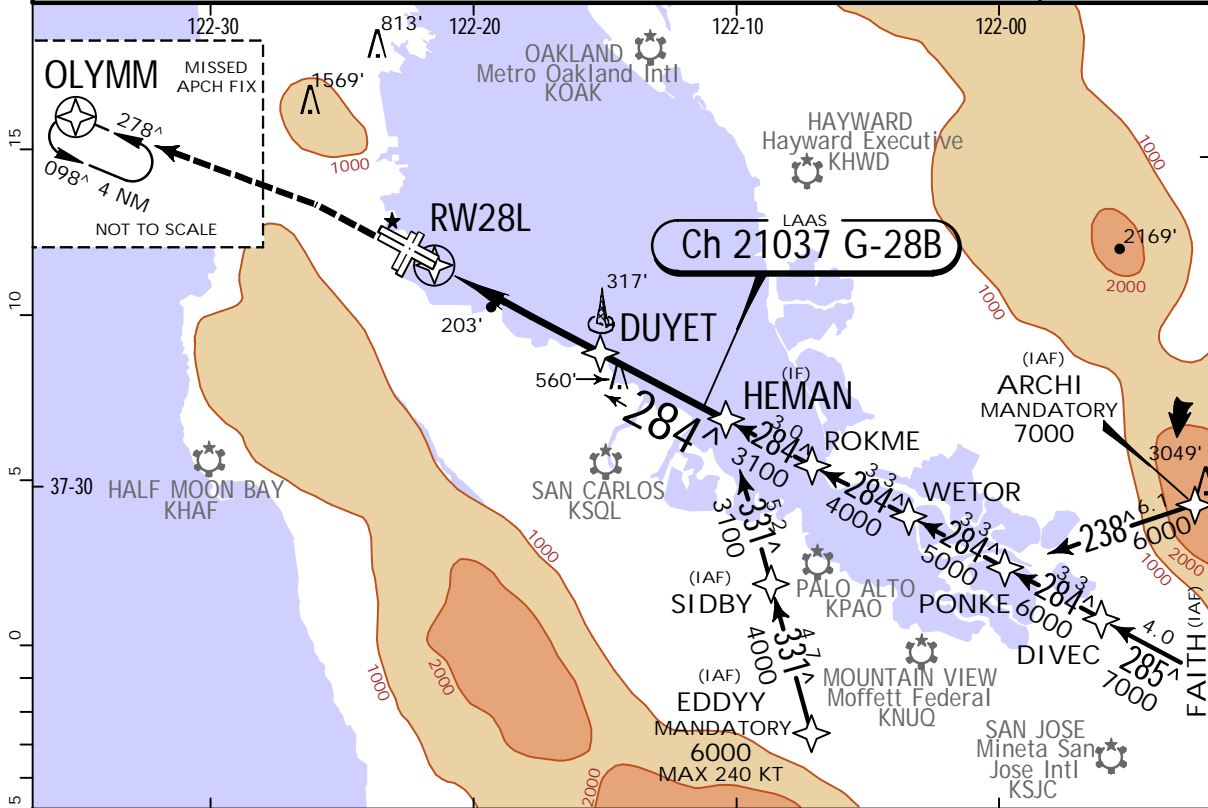
26 NOV 21

(12-42) Eff. 2. Dec.

SAN FRANCISCO, CALIF

GLS Rwy 28L

D-ATIS 113.7 115.8 118.85		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
LAAS Ch 21037 G-28B	Final Apch Crs 284 [^]	DUYET 1800' (1787')	GLS DA(H) 213' (200')	Apt Elev 13'	5000 MSA RW28L
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 authorized. Simultaneous operations require use of vertical guidance; MAINTAIN last assigned altitude until established on glidepath.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1020'	4000'	D → OLYMM
Glide Path Angle	2.85 [^]	353	454	504	605	807		↑	LT ↙	

MAP at DA
 .TERPS.
 STRAIGHT-IN LANDING RWY 28L
 1 2 GLS
 DA(H) 213' (200')
 RAIL/ALS out

A	3 RVR 24 or 1/2	RVR 40 or 3/4
B		
C		
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

KSFO/SFO

SAN FRANCISCO INTL

26 NOV 21

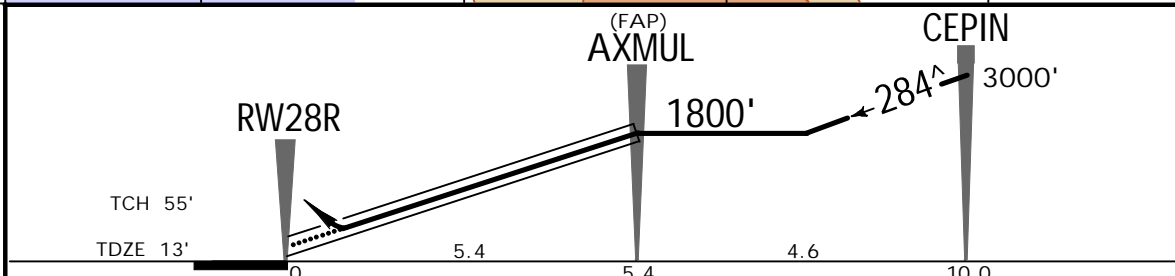
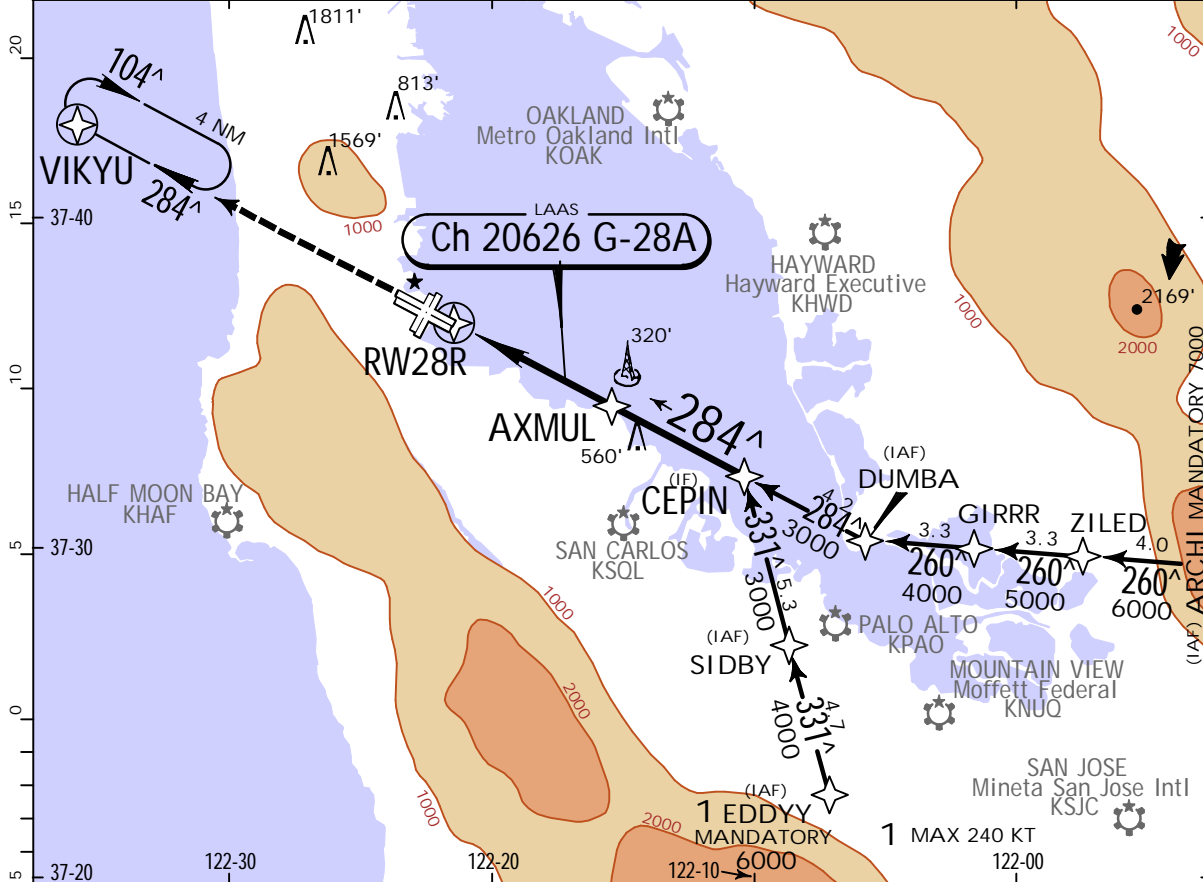
(12-43) .Eff.2.Dec.



SAN FRANCISCO, CALIF

GLS Rwy 28R

D-ATIS 113.7 115.8 118.85			NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5	Ground 121.8
LAAS CH 20626 G-28A	Final Apch Crs 284^	AXMUL 1800' (1787')	GLS DA(H) 213' (200')	Apt Elev 13' TDZE 13'	5000 MSA RW28R
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.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	3200'	VIKYU
Glide Path Angle 3.00^	372	478	531	637	743	849			
MAP at DA									

.TERPS. STRAIGHT-IN LANDING RWY 28R
1 2 GLS
DA(H) 213' (200')

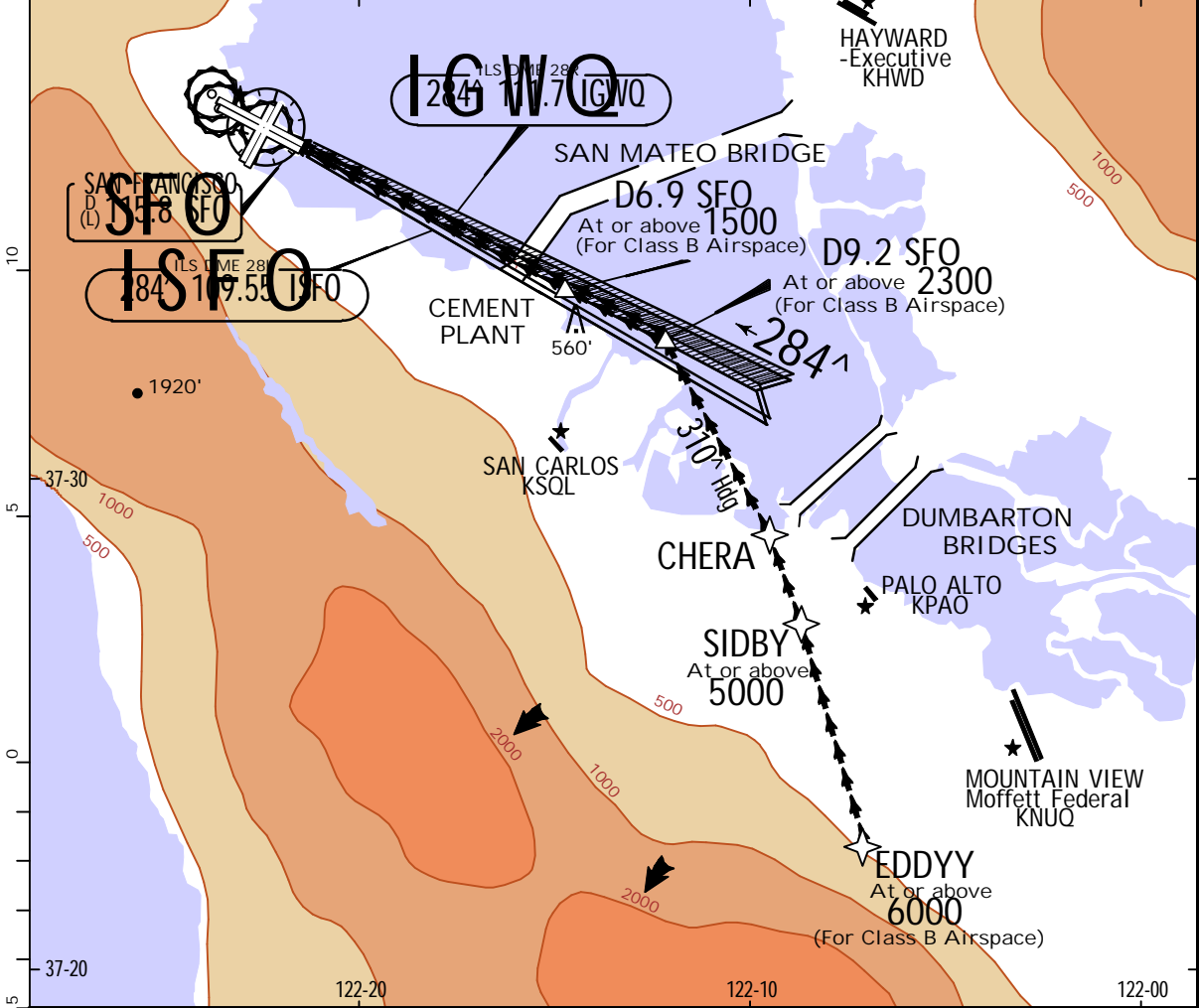
	IDZ/CL out	ALS out
A		
B	RVR 18	RVR 24
C	or 1/2	or 1/2
D		RVR 40
		or 3/4

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

KSFO/SFO SAN FRANCISCO INTL **JEPPESEN** SAN FRANCISCO, CALIF **TIPP TOE VISUAL RWYS 28L/R**
 18 MAR 22 Eff. 24 Mar. (19-1)

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.										



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.

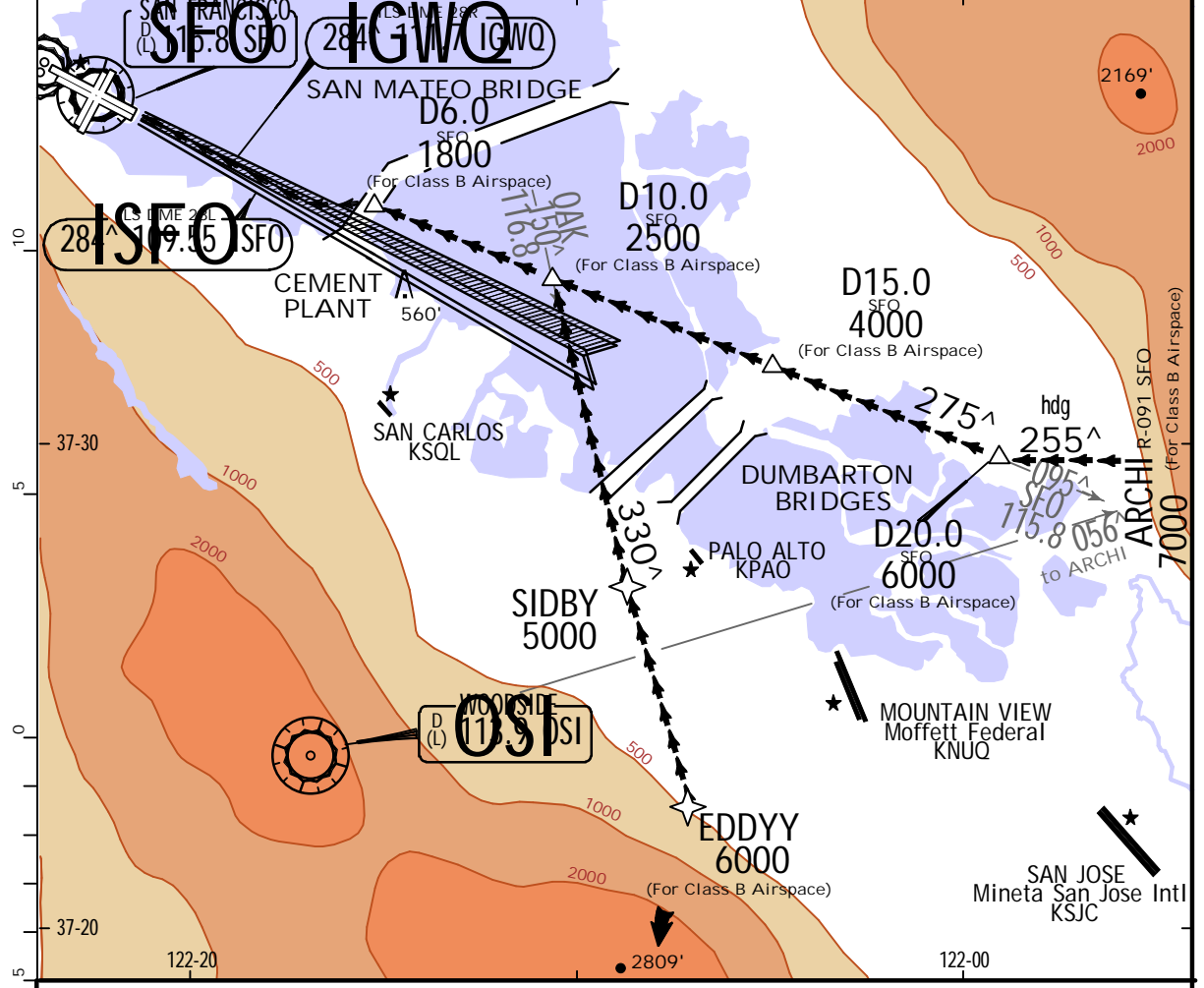
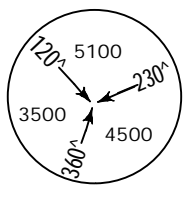
In the event of a go-around:
 Runway 28L, turn LEFT heading 265[^], climb and maintain 3000' or as directed by Air Traffic Control.
 Runway 28R, heading 280[^], climb and maintain 3000' or as directed by Air Traffic Control.

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 (KSOL) Ceiling of 2400' -VIS 5; San Carlos ATIS on 125.9]

TERPS AMEND 3 - 24 MAR 2022

KSFO/SFO **JEPPESEN** **SAN FRANCISCO, CALIF**
 SAN FRANCISCO INTL. 18 MAR 22 **19-2** **QUIET BRIDGE VISUAL** **Rwys 28L/R**

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

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 FRANCISCO, CA (SAN FRANCISCO INTL - KSFO)

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.