

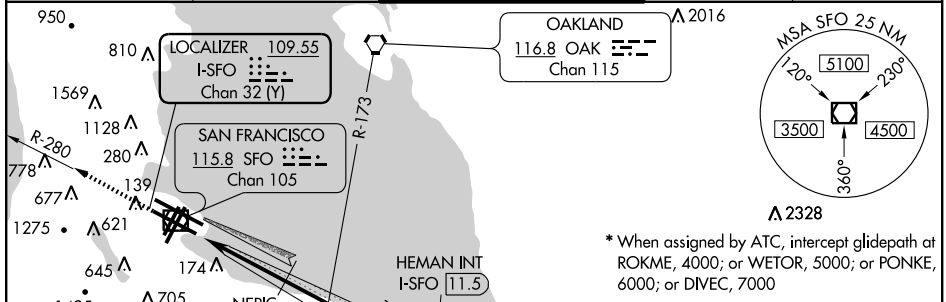
ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL) SAN FRANCISCO INTL (SFO)

LOC/DME I-SFO 109.55 Chan 32 (Y)	APP CRS 281°	Rwy Idg TDZE Apt Elev	10602 13 13
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NA Simultaneous close parallel approach authorized with LDA PRM Rwy 28R. Localizer only not authorized during close-parallel operations. Dual VHF comm required. Disregard IM and MM indications. See additional requirements on AAUP. Runway 28L and 28R separated by 750' centerline to centerline.

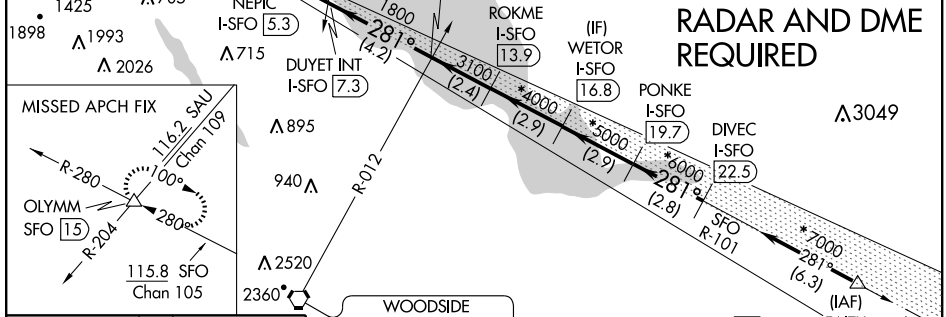
SSALR MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via heading 285° and SFO VOR/DME R-280 to OLYMM INT/SFO VOR/DME 1.5 DME and hold.

ATIS 113.7 115.8 118.85 135.45	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1 PRM 125.15	GND CON 121.8	CLNC DEL 118.2
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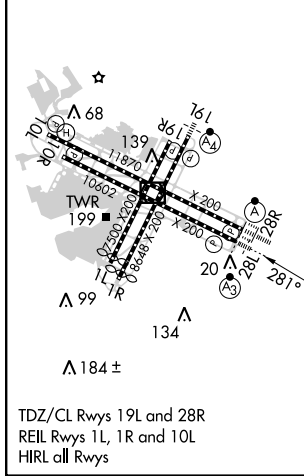


SW-2, 05 APR 2012 to 03 MAY 2012

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ELEV 13	TDZE 13
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600	3000	SFO	OLYMM	* When assigned by ATC, intercept glidepath at ROKME, 4000; or WETOR, 5000; or PONKE, 6000; or DIVEC, 7000.				
↑	hdg 285°	R-280	△	Procedure Turn NA				
Use I-SFO DME when on the LOC course.		DUYET INT	HEMAN INT	ROKME	WETOR	PONKE	DIVEC	
GS 3.00°	NEPIC I-SFO 5.3	I-SFO 7.3	I-SFO 11.5	I-SFO 13.9	I-SFO 16.8	I-SFO 19.7	I-SFO 22.5	
TCH 57	1800	1800	3203	4000*	5000*	6000*	7000*	
		VGS I and ILS glidepath not coincident (VGS I Angle 3.00/TCH 75).						
		3.4 NM	2 NM	4.2 NM	2.4 NM	2.9 NM	2.9 NM	2.8 NM
CATEGORY	A		B		C		D	
S-ILS 28L	213/24 200 (200-½)							

Figure 332