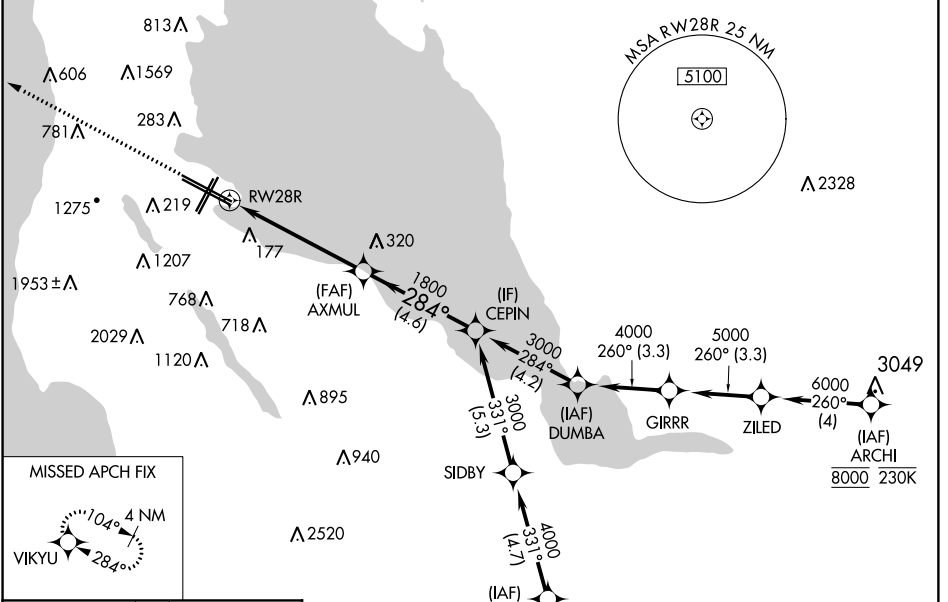


WAAS CH 48803 W28A	APP CRS 284°	Rwy Idg 11236 TDZE 13 Apt Elev 13
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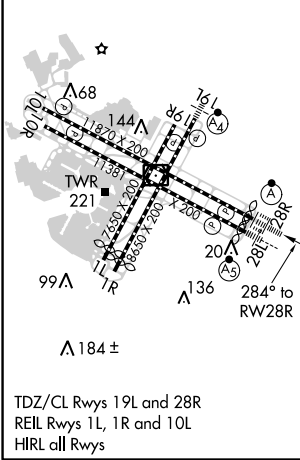
RNAV (GPS) Z RWY 28R

SAN FRANCISCO INTL (SFO)

<p>⚠ Circling NA to Rwys 10L, 10R, 19L, and 19R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling Rwy 1L, 1R NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3/4 SM; increase LNAV Cat C/D visibility to 2 SM.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 direct VIKYU and hold.</p>				
	<table border="1"> <tr> <td>D-ATIS 113.7 115.8 118.85</td> <td>NORCAL APP CON 134.5 338.2</td> <td>SAN FRANCISCO TOWER 120.5 269.1</td> <td>GND CON 121.8</td> <td>CLNC DEL 118.2</td> <td>CPDLC</td> </tr> </table>	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
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ELEV 13	D	TDZE 13
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<p>3000 VIKYU</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).</p> <p>*LNAV only</p> <p>*2.1 NM to RWY 28R</p> <p>AXMUL 1800</p> <p>CEPIN 3000</p> <p>RWY 28R</p> <p>GP 3.00° TCH 55</p> <p>2.1 NM, 3.3 NM, 4.6 NM</p>																									
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LPV DA</td> <td></td> <td>213/18</td> <td>200 (200-1/2)</td> <td></td> </tr> <tr> <td>LNAV/VNAV DA</td> <td></td> <td>642-1 3/8</td> <td>629 (700-1 3/8)</td> <td></td> </tr> <tr> <td>LNAV MDA</td> <td>760/24 747 (800-1/2)</td> <td>760/40 747 (800-3/4)</td> <td>760-1 3/4</td> <td>747 (800-1 3/4)</td> </tr> <tr> <td>C CIRCLING</td> <td>760-1 747 (800-1)</td> <td>960-1 1/4 947 (1000-1 1/4)</td> <td>1560-3 1547 (1600-3)</td> <td>NA</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	LPV DA		213/18	200 (200-1/2)		LNAV/VNAV DA		642-1 3/8	629 (700-1 3/8)		LNAV MDA	760/24 747 (800-1/2)	760/40 747 (800-3/4)	760-1 3/4	747 (800-1 3/4)	C CIRCLING	760-1 747 (800-1)	960-1 1/4 947 (1000-1 1/4)	1560-3 1547 (1600-3)	NA
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SW-2, 24 MAY 2018 to 21 JUN 2018

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