| Flight Procedure Tracking Form | Action: AMENDMENT | Task Type: IAP | Date Open: 01/14/2013 | Task #: 2013011429876701001 | Request #: 20130114298767 |
|---|---|---|---|---|---|
| Procedure: ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL) AMDT 2A | | Airport ID: KSFO | Airport: SAN FRANCISCO INTL | | Reimbursable #: |
| City: SAN FRANCISCO | ST: CA | GPS #: | | Estimated Chart Date: 06/27/2013 | FICO #: |
| Fac ID: | Fac. Type: | | Specialist: STEVEN SZUKALA | | |

## Procedure Review

| | Rec'd | Rel'd | Full Name | Comments |
|---|---|---|---|---|
| Lead: | | | | |
| QA: | | | | 2/8/13 |
| Liaison: | | | | |

**Procedure Comments:** ENROUTE-NON

**Remark Type:** INFORMATION

PROCEDURE DELVELOPED IN SILVER SPRING

PROJECT TO REMOVE AAU PAGE ONLY

ATTACHED FORM(S): 8260-3; 8260-9; 8260-10

CONTACT: PETE GETZ/LONNIE EVERHART, AJV-354 POC, 405.954.4919/4576

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

# ILS - STANDARD
# INSTRUMENT APPROACH PROCEDURE
# TITLE 14 CFR PART 97.29

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

## TERMINAL ROUTES

| FROM | TO | COURSE AND DISTANCE | ALTITUDE |
|---|---|---|---|
| FAITH/SFO 27.72 DME (IAF) | DIVEC/I-SFO 23.74 DME | 281.00 / 5.09 (SFO R-101) | 7000 |
| DIVEC/I-SFO 23.74 DME | PONKE/I-SFO 20.60 DME | 280.81 / 3.14 (I-SFO) | 6000 |
| PONKE/I-SFO 20.60 DME | WETOR/I-SFO 17.47 DME | 280.81 / 3.14 (I-SFO) | 5000 |
| WETOR/I-SFO 17.47 DME | ROKME/I-SFO 14.33 DME | 280.81 / 3.14 (I-SFO) | 4000 |
| ROKME/I-SFO 14.33 DME | HEMAN INT/I-SFO 11.50 DME | 280.81 / 2.83 (I-SFO) | 3100 |
| HEMAN INT/I-SFO 11.50 DME (IF) | DUYET INT/I-SFO 7.42 DME | 280.81 / 4.08 (I-SFO) | 1800 |

## MISSED APPROACH

ILS: DA

CLIMB TO 2100 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 285 AND SFO VOR/DME R-280 TO OLYMM INT/SFO 15.00 DME AND HOLD, OR AS DIRECTED BY ATC.

ALTERNATE MA: CLIMB TO 2100 THEN CLIMBING LEFT TURN TO 5000 DIRECT SJC VOR/DME AND HOLD.

ADDITIONAL FLIGHT DATA:
HOLD E, RT, 280.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E SJC VOR/DME, LT, 286.00 INBOUND.
CHART IN PLANVIEW: SJC VOR/DME.
CHART NEPIC/I-SFO 5.37 DME IN PROFILE AND PLANVIEW.

1. PT ____ SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT DIVEC/I-SFO 23.74 DME
3. FAC: 280.81 FAF: ____ DIST FAF TO MAP: ____ THLD: ____
4. MIN. ALT: DIVEC 7000, PONKE 6000, WETOR 5000, ROKME 4000, HEMAN 3100, DUYET 1800
5. DIST TO THLD FROM OM: 5.43 MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 1067
6. MIN GS INCPT: 1800 GS ALT AT: DUYET 1800 OM: - MM: - IM: -
7. GS ANGLE: 3.00 TCH: 57.1
8. MSA FROM: SFO VOR/DME 050-180 4500, 180-300 3500, 300-050 5100

MAG VAR: 17E EPOCH YEAR: 1975

## MINIMUMS

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: N A | X

| CATEGORY =====> | A | | | B | | | C | | | D | | | E | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA | DH/MDA | VIS | HAT/HAA |
| *S-ILS 28L | 213 | 2400 | 200 | 213 | 2400 | 200 | 213 | 2400 | 200 | 213 | 2400 | 200 | | | |
| S-ILS 28L | 797 | 2 1/4 | 784 | 797 | 2 1/4 | 784 | 797 | 2 1/4 | 784 | 797 | 2 1/4 | 784 | | | |

NOTES:
CHART NOTE: *MISSED APPROACH REQUIRES MINIMUM CLIMB OF 310 FEET PER NM TO 2100.
CHART NOTE: RUNWAY 28L AND 28R SEPARATED BY 750 FEET CENTERLINE TO CENTERLINE.
CHART NOTE: SIMULTANEOUS CLOSE PARALLEL APPROACH AUTHORIZED WITH LDA PRM RWY 28R. PROCEDURE NOT AUTHORIZED WHEN GLIDE SLOPE NOT AVAILABLE. DUAL VHF COMM REQUIRED. SEE ADDITIONAL (SEE FORM 8260-10)

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 13 THRE: 13 AIRPORT NAME: | FACILITY IDENTIFIER: | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| SAN FRANCISCO, CA | SAN FRANCISCO INTL | I-SFO | ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL), AMDT 2A | AMDT: 2 |
| | | | | DATED 09/20/2012 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| [ ] YES [X] NO | | **ROUTINE** |

COORDINATED WITH:

| ATA | AAT | ALPA | APA | AOPA | NBAA | OTHER (specify) |
|---|---|---|---|---|---|---|
| X | | X | X | X | X | X **ZOA, NORCAL APP CON, SFO ATCT, AMGR** |

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: **JOEL F. HAWKLEY** | FIFO **FIOG** | DATE: **12/19/12** |
| **DEVELOPED BY** | | |
| NAME: **STEVEN L. SZUKALA (DAVID TEFFETELLER)** | FIFO **AJV-351** | DATE: **01/15/2013** |
| **APPROVED BY** | | |
| NAME: **DEBORAH COPELAND** **MANAGER** | FIFO **AJV-354** | DATE: |

CHANGES:

**1. REMOVED AAUP**
**2. DELETED CHART LDA RWY 28R.**

REASONS:

**1. CRITERIA: E-MAIL GUIDANCE #109 DTD 08/08/2012**
**2. CRITERIA.**

QUALITY CHECKED

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above aiport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES, (CONT.):
REQUIREMENTS ON AAUP.
CHART PROFILE NOTE: USE I-SFO DME WHEN ON THE LOCALIZER COURSE.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.
CHART PLANVIEW NOTE: RADAR AND DME REQUIRED.

QUALITY CHECKED

| CITY AND STATE | ELEVATION: 13 THRE: 13 | FACILITY IDENTIFIER: | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: | SUP: |
|---|---|---|---|---|
| SAN FRANCISCO, CA | AIRPORT NAME: SAN FRANCISCO INTL | I-SFO | ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL), AMDT 2A | AMDT: 2 |
| | | | | DATED: 09/20/2012 |

| ALL AFFECTED PROCEDURES REVIEWED? | COORDINATES OF FACILITIES | REQUIRED EFFECTIVE DATE |
|---|---|---|
| ☐ YES ☐ NO | | |

COORDINATED WITH:

ATA ☐ AAT ☐ ALPA ☐ APA ☐ AOPA ☐ NBAA ☐ OTHER (specify) ☐ _____

| FLIGHT CHECKED BY | | |
|---|---|---|
| NAME: | FIFO | DATE: |
| **DEVELOPED BY** | | |
| NAME: | FIFO | DATE: |
| **APPROVED BY** | | |
| NAME: | FIFO | DATE: |

CHANGES:

REASONS:

# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

| 1. APP SEGMENT | FROM | TO | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. |
|---|---|---|---|---|---|---|---|---|
| INITIAL | FAITH/SFO 27.72 | DIVEC/I-SFO | 1. AAO | 372827.00N/1215121.00W | 2464 (4E) | 1000 | XP3536 | 7000 |
| | DME | 23.74 DME | 2. TERRAIN | 372827.00N/1215121.00W | 2264 (2300) | | AS1500 | 3800 |
| INITIAL | DIVEC/I-SFO | PONKE/I-SFO | 3. AAO | 373106.00N/1215315.00W | 2189 (4E) | 1000 | SA-897 XP3708 | 6000 |
| | 23.74 DME | 20.60 DME | 4. TERRAIN | 373003.00N/1215503.00W | 207 (200) | | AS1500 | 1700 |
| INITIAL | PONKE/I-SFO | WETOR/I-SFO | 5. AAO | 373142.00N/1515857.00W | 246 (4E) | 1000 | XP3754 | 5000 |
| | 20.60 DME | 17.47 DME | 6. TERRAIN | 373142.00N/1215857.00W | 46 (0) | | AS1500 | 1500 |
| INITIAL | WETOR/I-SFO | ROKME/I-SFO | 7. AAO | 373313.35N/1220539.88W | 499 (2C) | 1000 | XP2501 | 4000 |
| | 17.47 DME | 14.33 DME | 8. TERRAIN | 373313.35N/1220539.88W | 299 (300) | | AS1500 | 1800 |
| INITIAL | ROKME/I-SFO | HEMAN INT/I-SFO | 7. AAO | 373313.35N/1220539.88W | 499 (2C) | 1000 | XP1601 | 3100 |
| | 14.33 DME | 11.50 DME | 9. TERRAIN | 373419.02N/1220616.48W | 119 (100) | | AS1500 | 1600 |
| INTERMEDIATE | HEMAN INT/I-SFO | DUYET INT/I-SFO | 10. TOWER (06-000075) | 373250.00N/1221402.00W | 560 (1C) | 500 | XP740 | 1800 |
| | 11.50 DME | 7.42 DME | 11. TERRAIN | 372903.00N/1221327.00W | 17 (0) | | AS1500 | 1500 |
| FINAL: ILS | DUYET INT/I-SFO | RW28L | | | | 23:1 | $ | 213/200 |
| | 7.42 DME | | | | | | | |
| 2. PROCEDURE TURN | NA | | | | | | | |
| 3. MISSED APPROACH MAP: | DA / DA | OLYMM INT/SFO | 12. AAO | 373651.04N/1222738.01W | 1449 (2C) | 34:1 | AC20 | 3000 |
| | | 15.00 DME | 13. TOWER (06-002525) | 374114.38N/1222605.32W | 1569 (1A) | 1000 | | 2600 |
| ELEV: | 44/372 | | 14. TERRAIN | 374115.00N/1222612.00W | 1316 (1300) | | AS1500 | 2800 |

| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. REQUIRED | HT. ABV. ARPT. ACTUAL |
|---|---|---|---|
| CATEGORY A | 1.3 NM | 350 | |
| CATEGORY B | 1.5 NM | 450 | |
| CATEGORY C | 1.7 NM | 450 | |
| CATEGORY D | 2.3 NM | 550 | |
| CATEGORY E | 4.5 NM | 550 | |

QUALITY CHECKED

5. MINIMUM SAFE ALTITUDES — PRIMARY NAVAID: **SFO VOR/DME**

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| 050-180 | AAO | 133/ 27.3 | 3432 (4E) | 4500 | 300-050 | AAO | 037/ 26.9 | 4049 (2C) | 5100 |
| 180-300 | AAO | 311/ 21.3 | 2474 (4E) | 3500 | | | | | |

| CITY AND STATE | ELEVATION: 13 / AIRPORT NAME: | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| SAN FRANCISCO, CA | SAN FRANCISCO INTL | I-SFO | ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL), AMDT 2A | AWP |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | | | 3. ALTIMETER SETTING |
|---|---|---|---|---|
| ZOA ARTCC<br>SFO TOWER<br>NORCAL APP CON | | N W S | OTHER:<br>ASOS | SOURCE: KSFO |
| | | F A A | | DISTANCE: |
| | | A / C | | HOURS REMOTE OPERATION: |
| SATISFACTORY ON: | | | | |
| X V H F  X U H F  H F | LOCATION: KSFO | | | ADJUSTMENT: 0 |

| | | | |
|---|---|---|---|
| 4. MONITOR STATUS | PRIMARY NAVAID: I-SFO | | |
| | MONITOR POINT: SFO ATCT | | |
| | HRS OPTN: | CAT 1 | 24 |
| | | CAT 3 | |

| | | |
|---|---|---|
| 5. APPROACH & RUNWAY LIGHTING | X | ALSF-2 28R |
| | | (S) SALS |
| | X | MALSR 28L MALSF 19L |
| | X | HIRL 01R, 19L, 01L, 10L, 10R, 19R, 28R, 28L |
| | | MIRL |
| | X | REIL 01R, 01L, 10L |
| | X | TDZ 19L, 28R |
| | X | C/L 01R, 19L, 01L, 10L, 10R, 19R, 28R, 28L |
| | X | OTHER (SPECIFY)<br>PAPI-4L 19L, 10L, 10R, 19R, 28R, 28L |

| | | |
|---|---|---|
| 6. RUNWAY MARKINGS | BASIC | |
| | ALL WEATHER | PIR-G 01R, 19L, 10L, 10R, 28R, 28L |
| | INSTRUMENT | NPI-G 01L, 19R |
| 7. RUNWAY VISUAL RANGE | APPROACH | 01R, 19L, 01L, 10L, 10R, 19R, 28R, 28L |
| | MIDFIELD | 01R, 19L, 01L, 10L, 10R, 19R, 28R, 28L |
| | ROLL OUT | 01R, 19L, 01L, 10L, 10R, 19R, 28R, 28L |

| | | |
|---|---|---|
| 8. GLIDE PATH | GP ANGLE: 3.00 | ELEV RWY THRESHOLD: 12.7 |
| | DISTANCE FROM RWY: 1067 | ELEV GP ANTENNA: 12.1 |
| | | THRESHOLD CROSSING HEIGHT: 57.1 |

| | | | |
|---|---|---|---|
| 9. FINAL APPROACH COURSE AIMING | X | RUNWAY THRESHOLD | FT. FROM THRESHOLD |
| | X | ON CENTERLINE | FT. FROM CENTERLINE |

10. WAIVERS: NONE

| | |
|---|---|
| PART D - PREPARED BY:<br>STEVEN L. SZUKALA (DAVID TEFFETELLER) | DATE:<br>01/15/2013 |
| TITLE:<br>AERONAUTICAL INFORMATION SPECIALIST | OFFICE:<br>AJV-351 |

## PART C - REMARKS:

VDP NOT ESTABLISHED - PRECISION APPROACH ONLY.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

MISSED APPROACH OBSTACLES CONT.
$=NONSTANDARD CG 310FT /NM TO 2100, THEN... APPLIES TO BOTH PRIMARY AND ALTERNATE MA FOR LOWER DA.

ALTERNATE WITH STANDARD CG:
12. AAO 373651.04N/1222738.01W 1449 (2C) 34:1 AC20 5000 - ILS SLOPE STD CG
15. AAO 373134.70N/1222523.40W 2144 (2C) 1000 3200 - LEVEL SURFACE STD CG
16. TERRAIN 373134.70N/1222523.40W 1944 (1900) AS1500 3400 -LEVEL TERRAIN STD CG

PRIMARY WITH NONSTANDARD 310FT/NM CG TO 2100:
$17. AAO 374103.57N/1222607.25W 1374 (2C) CG/23:1 3000 -ILS SLOPE NONSTD CG & CTA

ALTERNATE WITH NONSTANDARD 310FT/NM CG TO 2100:
$17. AAO 374103.57N/1222607.25W 1374 (2C) CG/23:1 5000 - ILS SLOPE NONSTD CG & CTA

NO ADDITIONAL AIRSPACE REQUIRED.

NEPIC UTILIZED AS THE END OF THE NO TRANSGRESSION ZONE (NTZ) BETWEEN SIMULTANEOUS CLOSE PARALLEL - LDA PRM RWY 28R PROCEDURE.

DUYET IS PFAF.

ASOS ON SERVICE A. BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES PER FPT.
VGSI DATA 3.00/75

ASSUMED VEG 100FT PER FPT.
TALLEST MASTED VESSEL KNOWN TO TRAVERSE W/IN 3 MI OF THE AREA IS NOT OVER 150' PER WST FPT, SFO INTL ATCT, SFO USCG AT SFO INTL, AND THE USCG VESSEL TRAFFICE SVC IN SFO. AGENCIES ALSO INDICATE THE BAY SHIP CHANNEL IS AT LEAST 3 MILES FROM SFO INTL.

OBST 3 LOCATED 9229 FT INTO SECONDARY.

LOCATION AND ALTITUDE DETERMINED FOR INTERCEPTION OF GS, USING 8260.54A L-V RNP PFAF FORMULA 2-16B, ALL ON 3.00 DEGREE GS: HEMAN 3100, ROKME 4000, WETOR 5000, PONKE 6000, DIVEC 7000.

DIVEC, PONKE, WETOR, ROKME, HEMAN, DUYET ARE ALL ON A 3.00 DEGREE GS AND L-V FORMULA PLACEMENT, AS SUCH THE DESCENT GRADIENT IS 318FT/NM AND CHANGE. IAPA DID NOT LIKE THE CHANGE AFTER DECIMAL, I HAD TO PUT DIFFERENT ALT IN INTERMEDATE AND LAST INITIAL STEPDOWN IN ORDER TO GET IT TO BUILD AT THE RIGHT LOCATION. 101 ADV NO WAIVER FOR THIS, AS IT IS THE IDEAL 3.00 DEGREE GLIDESLOPE, IT IS A PROGRAMMING ISSUE.

INTERMEDIATE LENGTH FROM HEMAN TO PFAF MEETS 8260.3 VOL 3 ILS CRITERIA. HEMAN IS NOW INTERMEDIATE DUE TO DEAD RECKONING FROM MENLO, THIS IS THE ONLY WAY MENLO DR WORKS, AND NORCAL APP CON ADV MUST KEEP MENLO TRANSITION.

GRANDFATHER REMARK: PARALLEL APPROACH OBSTACLE ASSESSMENT (PAOA) WAS COMPLETED IAW TERPS VOL 3, CONT.

QUALITY CHECKED 9

# STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

| 1. APP SEGMENT | FROM | TO | OBSTRUCTION | COORDINATES | ELEV. MSL | ROC | ALT. ADJUSTMENTS | MIN. ALT. |
|---|---|---|---|---|---|---|---|---|
| **FINAL: ILS** | **DUYET INT/I-SFO** | **RW28L** | | | | **34:1** | **MA584** | **797/784** |
| | **7.42 DME** | | | | | | | |

| 3. MISSED APPROACH | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | MAP: | | | | | | | | |
| | | | | | | | | | |
| | ELEV: | | | | | | | | |

| 4. CIRCLING AREA | DISTANCE | HT. ABV. ARPT. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY A | 1.3 NM | REQUIRED | 350 | ACTUAL | | | | | | |
| CATEGORY B | 1.5 NM | | 450 | | | | | | | |
| CATEGORY C | 1.7 NM | | 450 | | | | | | | |
| CATEGORY D | 2.3 NM | | 550 | | | | | | | |
| CATEGORY E | 4.5 NM | | 550 | | | | | | | |

QUALITY CHECKED

5. MINIMUM SAFE ALTITUDES PRIMARY NAVAID:

| SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A | SECTOR | OBSTRUCTION | BRG/DIST | ELEVATION (MSL) | M S A |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | | | | | | | | |

| CITY AND STATE | | FACILITY | PROCEDURE AND AMENDMENT NO: | REGION |
|---|---|---|---|---|
| **SAN FRANCISCO, CA** | **ELEVATION: 13**<br>AIRPORT NAME:<br>**SAN FRANCISCO INTL** | **I-SFO** | **ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL), AMDT 2A** | **AWP** |

## PART B - SUPPLEMENTAL DATA

| 1. COMMUNICATIONS WITH: | 2. WEATHER SERVICE | | | 3. ALTIMETER SETTING |
|---|---|---|---|---|
| SATISFACTORY ON: | | N W S | OTHER: | SOURCE: |
| | | F A A | | DISTANCE: |
| | | A / C | | HOURS REMOTE OPERATION: |
| V H F / U H F / H F | LOCATION: | | | ADJUSTMENT: |

| | | |
|---|---|---|
| 4. MONITOR STATUS | PRIMARY NAVAID: | |
| | MONITOR POINT: | |
| | HRS OPTN: CAT 1 | |
| | HRS OPTN: CAT 3 | |
| 5. APPROACH & RUNWAY LIGHTING | | ALS |
| | | (S) SALS |
| | | MALS |
| | | HIRL |
| | | MIRL |
| | | REIL |
| | | TDZ |
| | | C/LINE |
| | | OTHER (SPECIFY) |
| 6. RUNWAY MARKINGS | BASIC | |
| | ALL WEATHER | |
| | INSTRUMENT | |
| 7. RUNWAY VISUAL RANGE | APPROACH | |
| | MIDFIELD | |
| | ROLL OUT | |
| 8. GLIDE PATH | GP ANGLE: | ELEV RWY THRESHOLD: |
| | DISTANCE FROM RWY: | ELEV GP ANTENNA: |
| | | THRESHOLD CROSSING HEIGHT: |
| 9. FINAL APPROACH COURSE AIMING | RUNWAY THRESHOLD | FT. FROM THRESHOLD |
| | ON CENTERLINE | FT. FROM CENTERLINE |

10. WAIVERS:

| PART D - PREPARED BY: | DATE: |
|---|---|
| TITLE: | OFFICE: |

## PART C - REMARKS:

CONTINUED.
APPENDIX 4 FOR INITIAL DEVELOPMENT OF PROCEDURE: NO PENETRATIONS

FAAO 8260.3 VOL1, VISUAL PORTION OF FINAL PENETRATIONS:

FPT NOTIFIED VIA EMAIL 21 MAY 2012 WITH A FULL LIST OF ALL PENETRATIONS, TOO MANY TO LIST ALL HERE, BUT DID LIST HIGHEST PENETRATION FOR THE 4 RWYS IMPACTED BY 20:1.
NO 20:1 OR 34:1 PENETRATIONS FOR RW28L
20:1
R01L 491 TREE (KSFOT2062) 373516.27N/1222402.84W(0.61)
R01R 588 TREE (KSFOT2457) 373503.05N/1222358.14W (82.99)
R10R 26 DME 28L (KSFOT3287) 373734.57N/1222339.34W (14.17)
R19R 14 OL ON LEVEE (KSFO0020) 373739.77N/1222211.21W (4.94)

XP 10: GS INTERCEPT ALT AND DIST

XP 1: GS INTERCEPT ALT AND DIST

XP 3: GS INTERCEPT ALT AND DIST

XP 5: GS INTERCEPT ALT AND DIST

XP 7: GS INTERCEPT ALT AND DIST

QUALITY CHECKED