

Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: IAP	Date Open: 01/14/2013	Task #: 2013011429876701002	Request #: 20130114298767
Procedure: LDA PRM RWY 28 R AMDT 1B			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:				QUALITY 2/8/13 JFK
Liaison:				

Procedure Comments:	ENROUTE-NON	Remark Type: INFORMATION
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PROCEDURE DEVELOPED IN SILVER SPRING
PROJECT TO REMOVE AAU PAGE ONLY
ATTACHED FORM(S): 8260-3; 8260-9;
CONTACT: PETE GETZ/LONNIE EVERHART, AJV-354 POC, 405.954.4919/4576

Code - 9 N/A
FIG - N/A

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE ROUTINE							
COORDINATED WITH: <table style="width:100%; border: none;"> <tr> <td style="text-align: center; padding: 2px;">ATA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">AAT <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">ALPA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">APA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">AOPA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">NBAA <input type="checkbox"/></td> <td style="text-align: center; padding: 2px;">OTHER (specify) <input checked="" type="checkbox"/> ZOA, NORCAL APP CON, SFO ATCT, AMGR</td> </tr> </table>			ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> ZOA, NORCAL APP CON, SFO ATCT, AMGR
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FLIGHT CHECKED BY									
NAME: DANIEL C. FAVORITE	FIFO FIOG	DATE: 10/29/2012							
DEVELOPED BY									
NAME: STEVEN L. SZUKALA (DAVID TEFFETELLER)	FIFO AJV-351	DATE: 01/30/2013							
APPROVED BY									
NAME: DEBORAH COPELAND	FIFO AJV-354	DATE:							
CHANGES: <ol style="list-style-type: none"> 1. REMOVED AAUP 2. REVISED LOCALIZER ONLY NOT AUTHORIZED NOTE TO PROCEDURE NOT AUTHORIZED WHEN GLIDESLOPE NOT AVAILABLE. 3. DELETED CHART LOC RWY 28L. 4. ADDED ALTERNATE MISSED APPROACH CHARTING. 5. DELETED "WHEN ASSIGNED BY ATC" ALTITUDES. 6. ADDED CHART NOTE: DME REQUIRED. 									
REASONS: <ol style="list-style-type: none"> 1. CRITERIA EMAIL GUIDANCE #109 DTD 08/08/2012. 2 - 6. UPDATED CRITERIA. 									

QUALITY
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 CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
LDA - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.25

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.

MISSED APPROACH INSTRUCTIONS, (CONT.):

030 DIRECT OAK VORTAC THEN ON OAK VORTAC R-060 TO SALAD INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000.

NOTES, (CONT.):

CHART PLANVIEW AND PROFILE NOTE: FLY VISUAL TO AIRPORT, 274°-3.35 MILES.

CHART NOTE: RUNWAY 28L AND 28R SEPARATED BY 750 FEET CENTERLINE TO CENTERLINE.

CHART PLANVIEW AND PROFILE NOTE: IF GO AROUND EXECUTED AFTER CROSSING DARNE, TERRAIN IN MISSED APPROACH AREA REQUIRES A RATE OF CLIMB OF AT LEAST 475 FPM/100K, 713 FPM/150K, 950 FPM/200K, TO 1600 NO WIND CONDITIONS.

CHART NOTE: LOCALIZER COURSE 1199FT RIGHT OF RWY 28R THRESHOLD

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY.



CITY AND STATE SAN FRANCISCO, CA	ELEVATION: 13 THRE: 13 AIRPORT NAME: SAN FRANCISCO INTL	FACILITY IDENTIFIER: I-FNP	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: LDA PRM RWY 28R, AMDT 1B (SIMULTANEOUS CLOSE PARALLEL)	SUP:
				AMDT: 1A
				DATED: 02/12/2009

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
COORDINATED WITH: <input type="checkbox"/> ATA <input type="checkbox"/> AAT <input type="checkbox"/> ALPA <input type="checkbox"/> APA <input type="checkbox"/> AOPA <input type="checkbox"/> NBAA <input type="checkbox"/> 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	ANETE/I-FNP	FATUS/I-FNP	1. AAO	373139.00N/1215503.00W	548 (4E)	1000	DG4452	6000	
	21.26 DME	18.42 DME	2. TERRAIN	373139.00N/1215503.00W	306 (300)		AS1500	1800	
INITIAL: STEPDOWN	FATUS/I-FNP	HEGOT/I-FNP	3. AAO	313315.00N/1215918.00W	276 (4E)	1000	DG3724	5000	
	18.42 DME	15.54 DME	4. TERRAIN	373315.00N/1215918.00W	76 (100)		AS1500	1600	
INTERMEDIATE	HEGOT/I-FNP	WASOP/I-FNP	5. AAO	373318.00N/1220539.00W	450 (4E)	500	AC98 DG2952	4000	
	15.54 DME	12.62 DME	6. TERRAIN	373318.00N/1220539.00W	250 (300)		AS1500	1800	
INTERMEDIATE: STEPDOWN	WASOP/I-FNP	MIUKE/I-FNP 6.95	7. AAO	373421.00N/1220618.00W	450 (4E)	500	AC98 DG1952	3000	
	12.62 DME	DME	8. TERRAIN	373421.00N/1220618.00W	250 (300)		AS1500	1800	
INTERMEDIATE: STEPDOWN	MIUKE/I-FNP 9.65	GOBEC/I-FNP 6.03	9. TOWER (06-000075)	373250.00N/1221402.00W	560 (1D)	500	AC50 DG690	1800	
	DME	DME	10. TERRAIN	373415.00N/1221527.00W	4 (0)		AS1500	1500	
FINAL: LDA/GS	GOBEC/I-FNP 6.03	DARNE/I-FNP 4.03					ASC	1140/1127	
	DME	DME							
2. PROCEDURE TURN									
NA									
3. MISSED APPROACH	MAP:	DARNE/I-FNP 4.03 DME	SALAD INT				ASC	6000	
	ELEV:	565		11. TOWER (06-000769)	374857.00N/1220344.65W	2222 (2C)	1000	3300	
				12. TERRAIN	374857.00N/1220348.00W	2025 (2000)	AS1500	3500	
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						
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		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
SAN FRANCISCO, CA		AIRPORT NAME: SAN FRANCISCO INTL		I-FNP		LDA PRM RWY 28R, AMDT 1B (SIMULTANEOUS CLOSE PARALLEL)		AWP	

QUALITY
CHECKED

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING		
NORCAL APP CON		N W S	OTHER:	SOURCE:KSFO		
		FAA	ASOS	DISTANCE:		
		A/C		HOURS REMOTE OPERATION:		
SATISFACTORY ON:						
X	V H F	X	U H F	H F	LOCATION: KSFO	
4. MONITOR STATUS		PRIMARY NAVAID: I-FNP				
		MONITOR POINT: SFO ATCT				
		HRS	CAT 1	24		
		OPTN:	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) 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: 1092		ELEV GP ANTENNA: 12.2		
		THRESHOLD CROSSING HEIGHT: 56.5				
9. FINAL APPROACH COURSE AIMING		RUNWAY THRESHOLD		FT. FROM THRESHOLD		
		ON CENTERLINE		FT. FROM CENTERLINE		

10. WAIVERS: 3
 ORDER 8260.3B, PARAGRAPH 513 A (2); FINAL APPROACH ALIGNMENT. FINAL DOES NOT INTERSECT THE EXTENDED RUNWAY CENTERLINE. FINAL APPROACH COURSE LATERAL ALIGNMENT AT THE POINT 3000' FROM THLD IS 1355.95' RIGHT OF RWY C/L.
 ORDER 8260.3B, VOLUME 3, PARAGRAPH 3.0; INDEPENDENT SIMULTANEOUS CLOSE PARALLEL OPERATIONS COMMENCING AT 17.74M FROM RWY 28R THLD
 ORDER 8260.49A BALKED LANDING CLIMB REQUIREMENTS. CURENT 8260.49A DOES NOT ADDRESS BALKED LANDINGS

PART D - PREPARED BY: STEVEN L. SZUKALA (DAVID TEFFETELLER)	DATE: 01/30/2013
TITLE: AERONAUTICAL INFORMATION SPECIALIST	OFFICE: AJV-351

PART C - REMARKS:
 PRECIPITOUS TERRAIN EVALUATION COMPLETED.
 BLOCK 3:
 DISTANCE: 0
 SERVICE A: Y
 BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES.
 WAIVER: FAAO 8260.3B PARA 513 A (2) FINAL APPROACH ALIGNMENT. FINAL DOES NOT INTERSECT THE EXTENDED RUNWAY CENTERLINE. FINAL APPROACH COURSE LATERAL ALIGNMENT AT THE POINT 3000' FROM THLD IS 1355.95' RIGHT OF RWY C/L.
 WAIVER: FAAO 8260.3B VOL 3 PARA 3.0 INDEPENDENT SIMULTANEOUS CLOSE PARALLEL OPERATIONS COMMENCING AT 17.74M FROM RWY 28R THLD
 WAIVER: FAAO 8260.49A BALKED LANDING CLIMB REQUIREMENTS. CURENT 8260.49A DOES NOT ADDRESS BALKED LANDINGS
 NO ADDITIONAL AIRSPACE REQUIRED.
 PROCEDURE CONSTRUCTED USING PSEUDO RWY:
 PSEUDO THLD: 373659.47N/1222119.45W
 PSEUDO STOP END: 373711.91N/1222153.30W
 PSEUDO TRUE BEARING: R28RM 097.81; R10LM 277.81
 TALLEST MASTED VESSEL KNOWN TO TRAVERSE THE AREA IS NOT OVER 150 FEET PER FPO, SFO INTL ATCT, SFO USCG AT SFO INTL, AND USCG VESSEL TRAFFIC SERVICE SFO. AGENCIES ALSO INDICATED THE BAY SHIP CHANNEL IS AT LEAST 34 MILES FROM SFO INTL.
 8260.3 VOL 3 AND 8260.49 USED TO EVALUATE MISSED APPROACH SECTION 1 AND 2 FOR LDA/GS.
 PARALLEL APPROACH OBSTACLE ASSESSMENT (PAOA) COMPLETE IAW TERPS VOL 3, APPENDIX 4: NO PENETRATIONS
 ALTERNATE MISSED APPROACH OBSTACLES:
 11. TOWER (06-000769) 374857.00N/1220344.65W 2222 (2C) 1000 3300
 12. TERRAIN 374857.00N/1220348.00W 2025 (2000) AS1500 3500
 FATUS IS PFAF DOR 6000 INTCP
 HEGOT IS PFAF FOR 5000 INTCP
 WASOP IS PFAF FOR 4000 INTCP
 8260.49, PARA 11.1 DATED 8/8/2002 REQUIRED EVALUATION FOR A BALKED LANDING BASED ON A 200' HAT. OBS PENETRATIONS BALKED LANDING 40:1 OCS 232.36?. BALKED LANDING CLIMB GRADIENT ((06-000098) 1128-CLIMB START ALTITUDE (136.48))/76 (4.58NM) = 284.85 (285). CLIMB RATE OF 475 FPM/100K, 713 FPM/150K, 950 FPM/200K TO 1600 MSL. (NOTE: CURRENT 8260.49A DATED 6/23/2006 DOES NOT ADDRESS BALK LANDINGS. THIS IS RETAINED FOR SAFETY REASONS)

