

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/17/2025	APWS Task ID: 9CE3ADB08A714DE0BCE57A893AB6AA94	APWS Project ID: 550F965638A145E7963D6B47B667D6D1
Procedure: ILS OR LOC RWY 30 AMDT 32		Enroute: NO	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: KOAK			Airport City: OAKLAND		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
<div>Procedure Comments: Active airport and NAVAID data used. 8260-1: WAIVER FOR SPEED RESTRICTION AT FFIST.</div> <div>Remarks: New initial segments added FOR QUESTIONS, CONTACT RAKE MCGRAW, AJV-A422, (405) 954-8711</div> <div>01/23/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/18/24. 1. CHANGED NOTE 'CHART SPEED ICON IN PLANVIEW AT FFIST: MAX 210 KIAS' TO 'CHART SPEED ICON IN PLANVIEW AT FFIST: MAX 200 KIAS' - REQUESTED BY ATC/FPT.</div> <div>QUALITY 38 CHECKED</div>					



FIPC BASIC FORM							
PROCEDURE: ILS OR LOC RWY 30 AMDT 32			AIRPORT NAME: OAKLAND INTL		AIRPORT ID: KOAK	SPECIAL CONTROL NO: SP-03-043-25	
FAC ID: INB		CITY: OAKLAND			ST: CA	ORIG CHART DATE: 06/12/2025	
DFL TYPE: PROC/AR	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID: 9CE3ADB08A714DE0BCE57A893AB6AA94		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 04/22/2025	CREW #: VN569	N #: N71	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT			ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: wendi s gima @ 04/22/2025 21:32			PRINTED NAME: GIMA, WENDI SUEMI				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: SAN FRANCISCO BAY OAKLAND (OAK) OAKLAND, CALIFORNIA, ILS or LOC RWY 30 AMDT 32, SAT. For RNAV report. Added IAFs and Initial segments connect to EMZOH and OAKS STARS--flown SAT.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:		

1. FLIGHT PROCEDURE IDENTIFICATION:

Oakland, CA
San Francisco Bay Oakland International Airport (KOAK)
ILS OR LOC RWY 30
ILS RWY 30 (SA CAT I)
ILS RWY 30 (CAT II/III)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Request a waiver to use 200 KIAS design airspeed on an IAP Initial Segment. FAA Order 8260.58C, paragraph 1-2-5, Table 1-2-2, Indicated Airspeeds (KIAS) for an Initial Segment reflects a minimum design speed of 210 KIAS below 10000' MSL for Category D aircraft.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

NCT has received multiple ATSAPs concerning speeds below Bravo airspace. We have and continue to encounter variations in pilot application. Some pilots question ATC if they need to slow if the speed is not published on their route. Some pilots slow at the first fix under the Bravo, some slow as they are traversing under Bravo, while others begin slowing prior to flying underneath Bravo airspace in anticipation of encountering it. These varying applications and unpredictability cause compression issues for the controllers and pilots. Standard and predictable slowing will lead to increased safety and efficiency.

Fix: FFIST: SPEED RESTRICTION MAX 200KTS: ALTITUDE (8000-9000)

- In the instance the aircraft is at 7000, they are now below the Class Bravo Airspace.

The speed restriction on the IAP is also needed at FFIST to match the STAR Terminus restrictions on the OAKES Arrival where FFIST has a MAX 200 KIAS restriction.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The IAP was designed with Industry input and has their endorsement based on various aircraft flight simulator results. Slowing to 200 KIAS prior to the BRAVO prevents unpredictable speed reductions that result in overtakes.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Alternatives were considered however none were feasible due to the need for slower, and consistent airspeeds when entering the terminal environment in order for ATC to safely sequence aircraft for multiple airport and arrival runway operations.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This approach is developed with input and consensus of ATC and industry servicing San Francisco Bay Oakland International Airport.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A42	MANAGER

SIGNATURE
<i>Digitally signed by</i> RAKE MCGRAW Mar 03, 2025
BEV BORDY

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

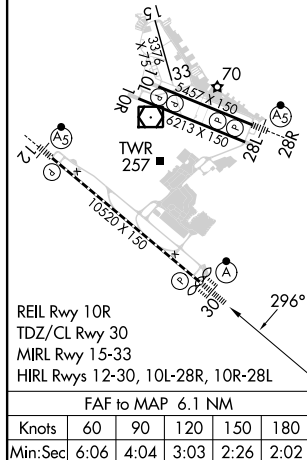
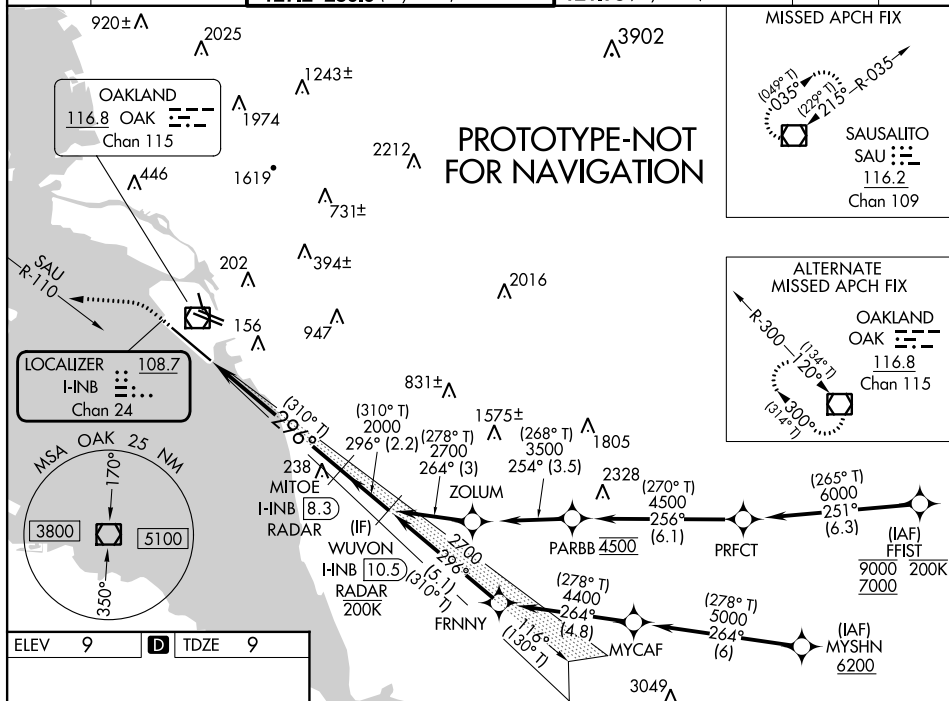
COMMENTS:


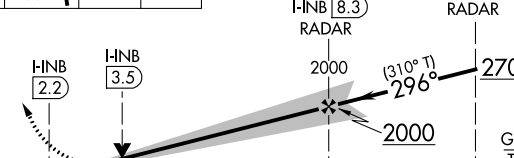
DATE	ROUTING SYMBOL	SIGNATURE
------	----------------	-----------

LOC/DME I- <u>INB</u> 108.7 Chan 24	APP CRS 296°	Rwy Idg 10000 TDZE 9 Apt Elev 9
---	------------------------	--

ILS or LOC RWY 30
SAN FRANCISCO BAY OAKLAND INTL (OAK)

RNP APCH - GPS. From FFIIST or MYSHIN. DME or RADAR required.			ALSF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.			
 	For inop ALS, increase S-LOC-30 Cat C and D visibility to 1% SM.						
D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30)		GND CON 121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30)		CLNC DEL 121.1	CPDLC

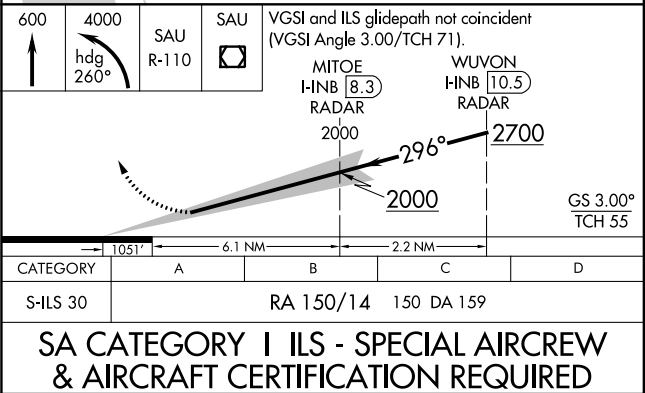
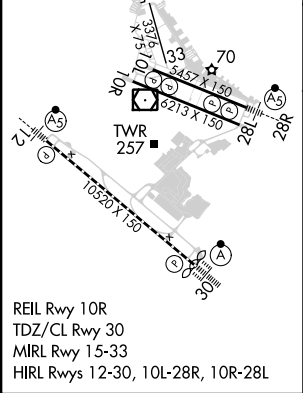
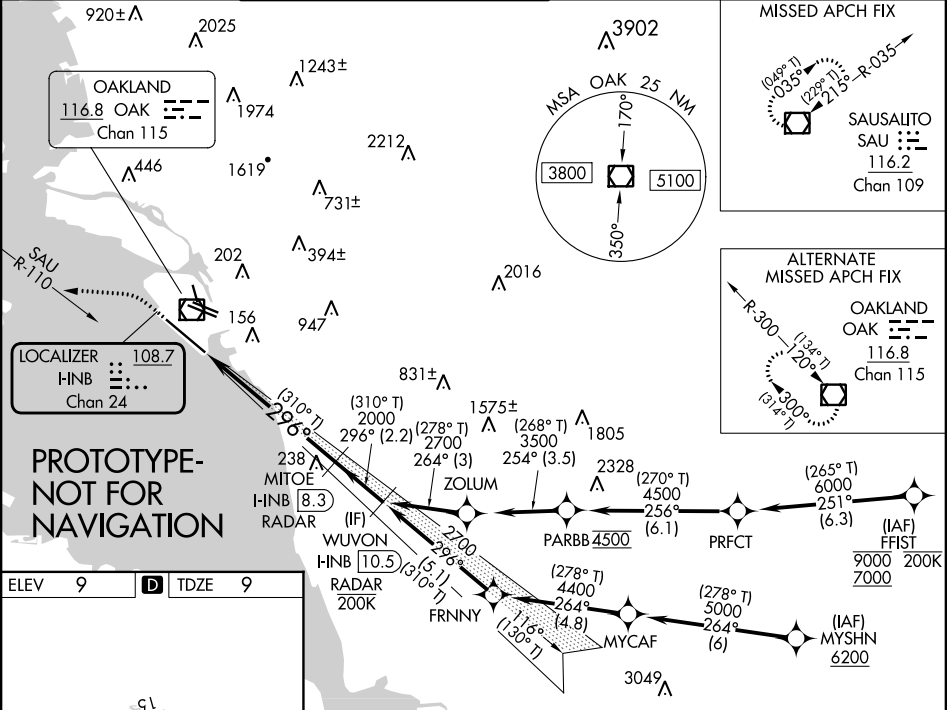


600 ↑	4000 hdg 260°	SAU R-110 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71).	
				
CATEGORY	A	B	C	D
S-ILS 30	209/18 200 (200-½)			
S-LOC 30	500/24 491 (500-½)		500/50 491 (500-1)	
C CIRCLING	560-1 551 (600-1)		660-1¾ 651 (700-1¾)	1400-3 1391 (1400-3)

LOC/DME I-INB	APP CRS	Rwy Idg	10000
108.7	296°	TDZE	9
Chan 24		Apt Elev	9

ILS RWY 30 (SA CAT I)
SAN FRANCISCO BAY OAKLAND INTL (OAK)

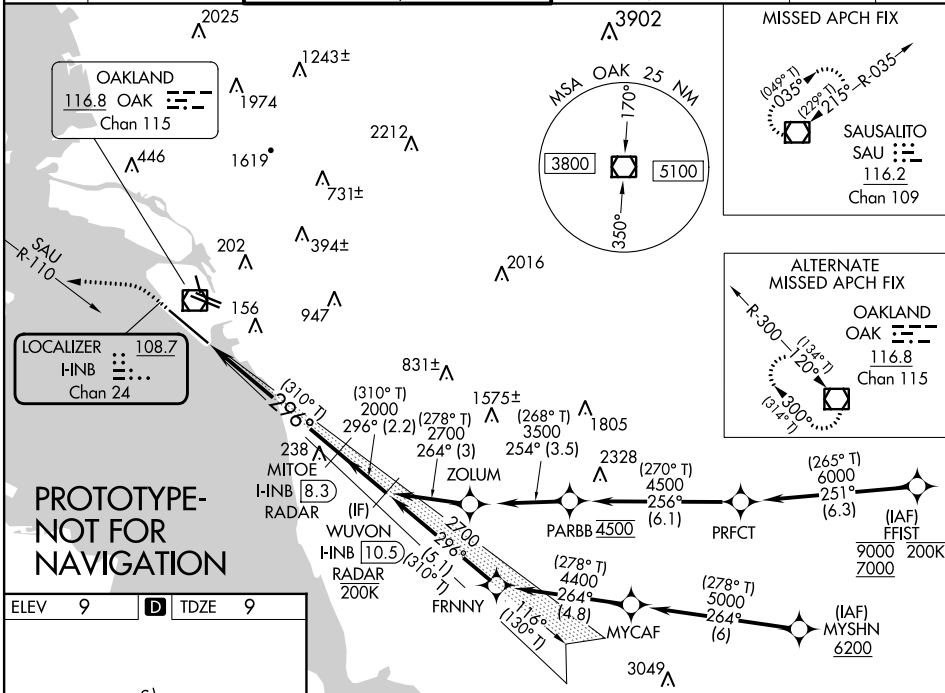
RNP APCH - GPS. From FFIST or MYSHN. DME or RADAR required. <div>Requires specific OPSPEC, MSPEC, or LOA approval. Missed approach requires minimum climb of 213 feet per NM to 1540, if unable to meet climb gradient, see ILS or LOC RWY 30.</div>		ALSIF-2	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.		
D-ATIS	NORCAL APP CON	OAKLAND TOWER	GND CON	CLNC DEL	CPDLC
133.775	125.35 263.15	118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30)	121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30)	121.1	




ILS RWY 30 (CAT II & III)
SAN FRANCISCO BAY OAKLAND INTL (OAK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.



REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwy 12-30, 10L-28R, 10R-28L

600 ↑	4000 hdg 260°	SAU R-110	SAU 	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71).	
		MITOE I-INB (8.3) RADAR		WUVON I-INB (10.5) RADAR	
		2000		2700	
		296°		GS 3.00° TCH 55	
1051°		6.1 NM		2.2 NM	
CATEGORY	A	B	C	D	
S-ILS 30	CAT II RA 100/12 100 DA 109				
S-ILS 30	CAT III RVR 06				

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-INB 108.7 Chan 24	APP CRS 296°	Rwy Idg TDZE Apt Elev 10000 9 9
---	------------------------	---

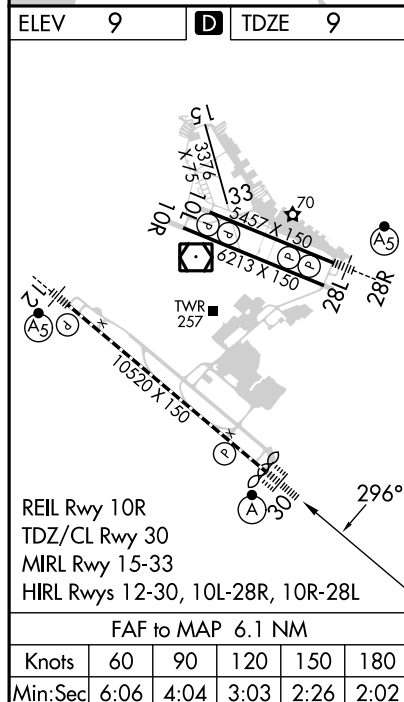
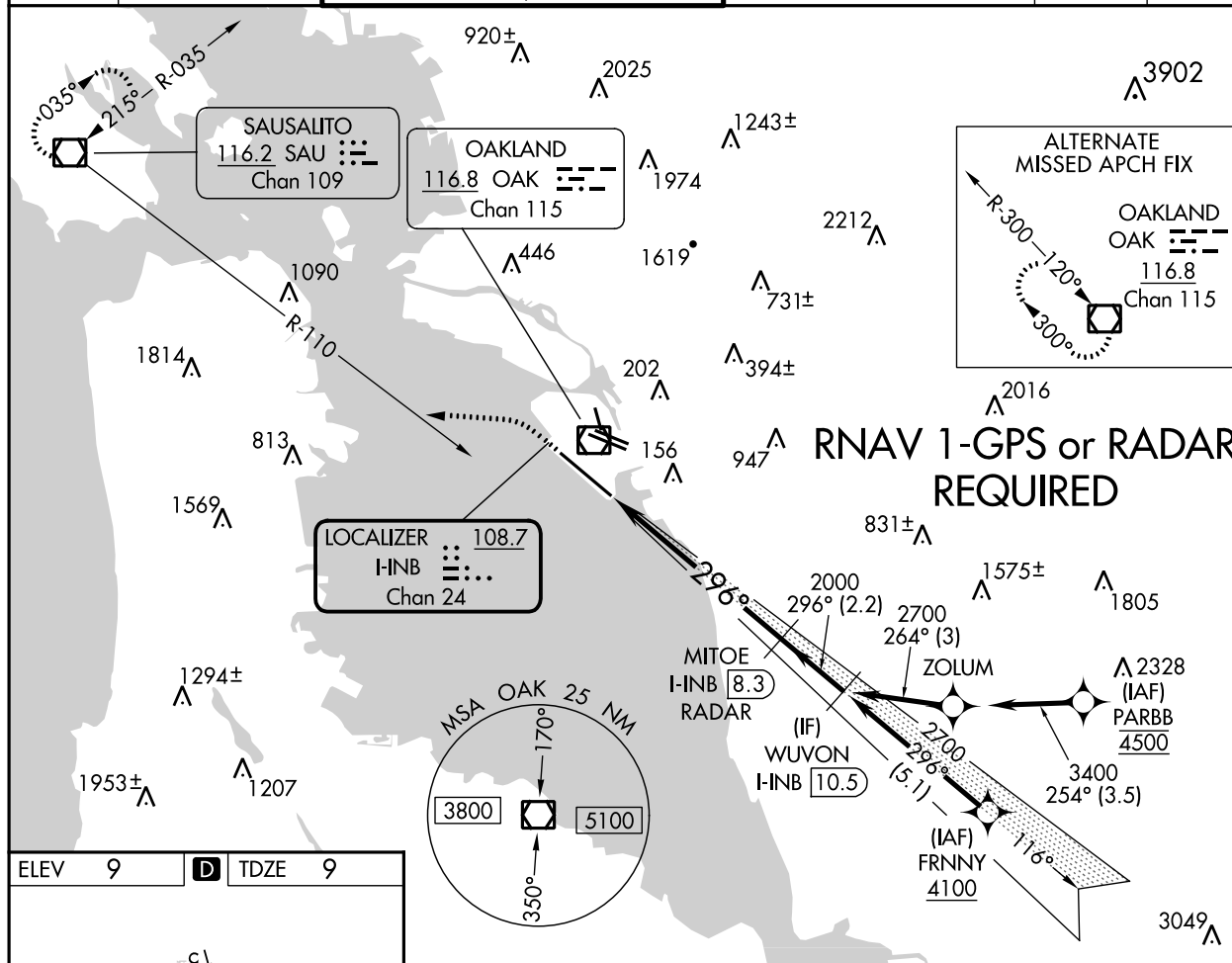
Old

ILS or LOC RWY 30

SAN FRANCISCO BAY OAKLAND INTL (OAK)

V A	DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.
----------------------	------------------------	------------	---

D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30)	GND CON 121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30)	CLNC DEL 121.1	CPDLC
--------------------------	--	--	--	--------------------------	-------



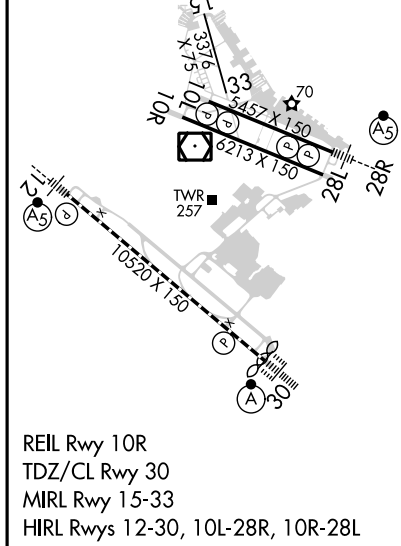
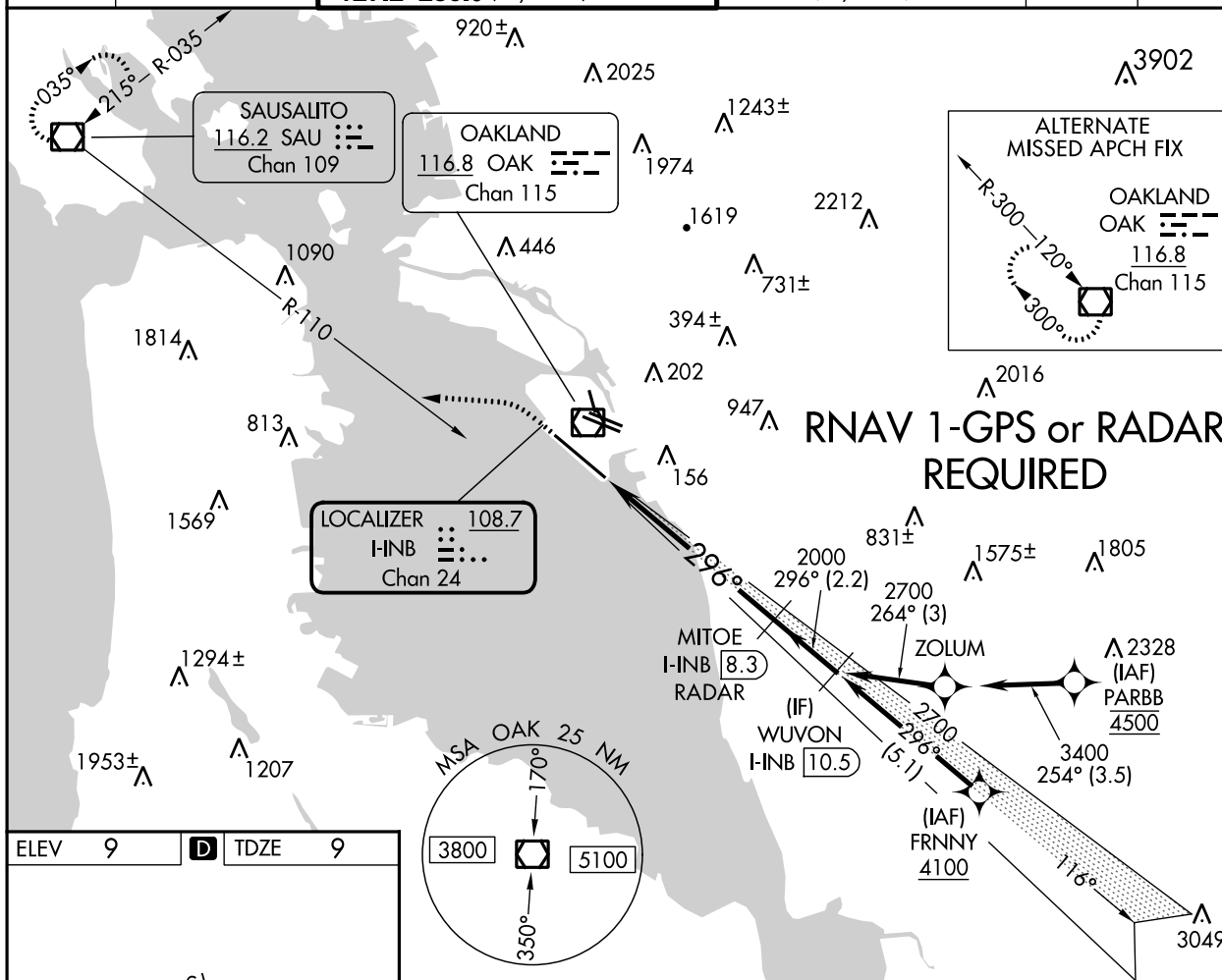
600	4000	SAU R-110	SAU	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
	hdg 260°			
* LOC only	I-INB 2.2	* I-INB 3.5	MITOE I-INB 8.3 RADAR	WUVON I-INB 10.5
	2000	2000	2000	2700
	1.3 NM	4.8 NM	2.2 NM	GS 3.00° TCH 55
CATEGORY	A	B	C	D
S-ILS 30	209/18 200 (200-½)			
S-LOC 30	500/24	491 (500-½)	500/50	491 (500-1)
CIRCLING	560-1	551 (600-1)	660-1¾ 651 (700-1¾)	1400-3 1391 (1400-3)

Old

ILS RWY 30 (SA CAT I)
SAN FRANCISCO BAY OAKLAND INTL (OAK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.

CPD/C

600 ↑	4000 hdg 260°	SAU R-110	SAU 	VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 71°).	
		MITOE I-INB 8.3 RADAR		WUVON I-INB 10.5	
CATEGORY		A	B	C	D
S-ILS 30		RA 159/14 150 DA 159			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SW-2, 05 SEP 2024 to 03 OCT 2024

SW-2, 05 SEP 2024 to 03 OCT 2024

LOC/DME I-INB 108.7 Chan 24	APP CRS 296°	Rwy Idg TDZE Apt Elev 10000 9 9
---	------------------------	---

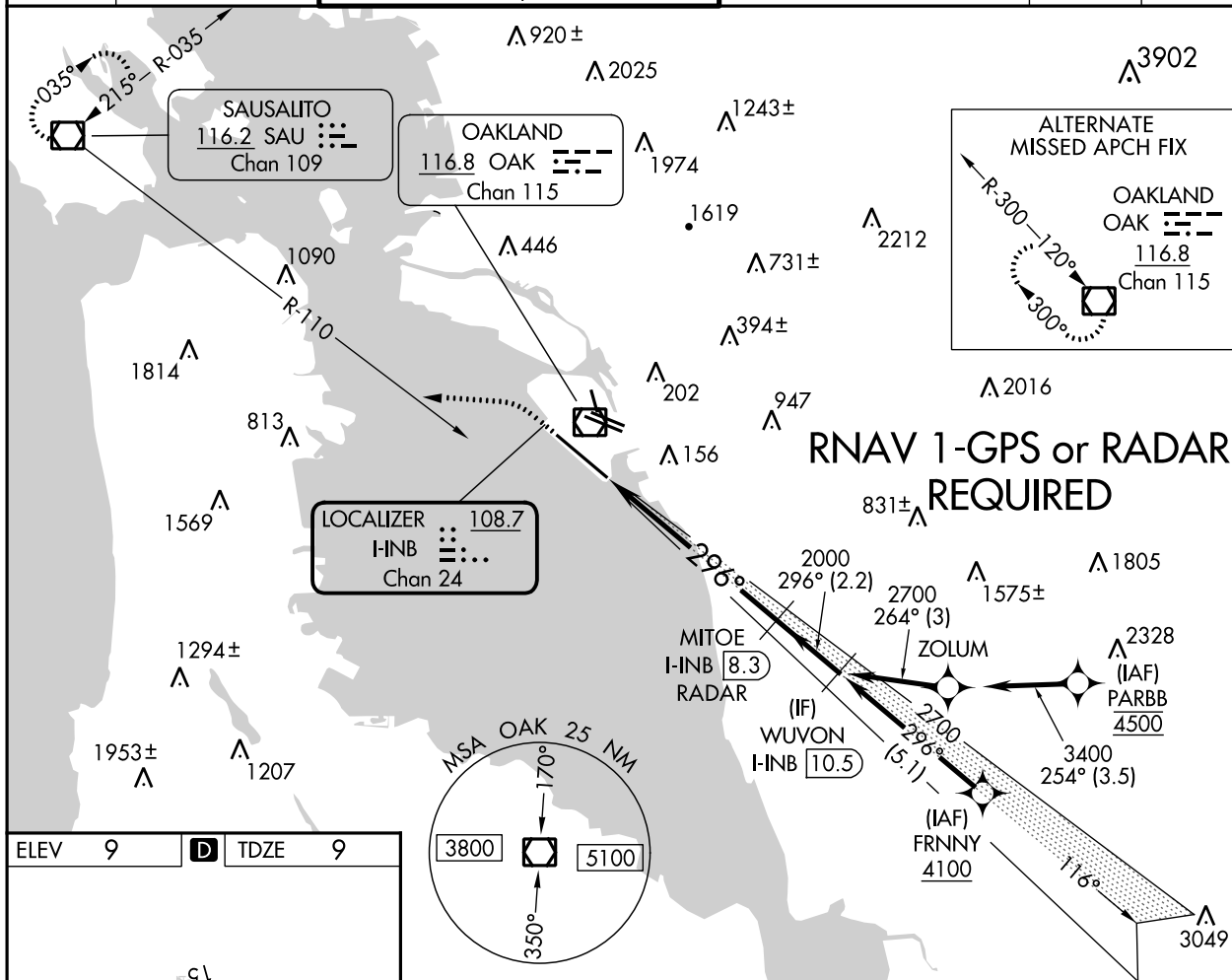


ILS RWY 30 (CAT II & III)

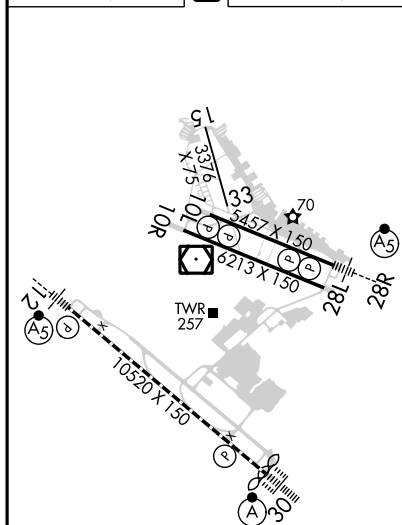
SAN FRANCISCO BAY OAKLAND INTL (OAK)

⚠ DME or RADAR required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Missed approach requires minimum climb of 240 feet per NM to 2700, if unable to meet climb gradient, see ILS or LOC RWY 30.	ALSF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.
---	------------	---

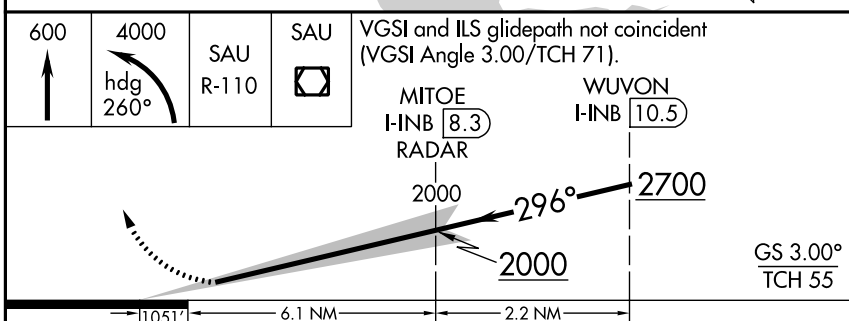
D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30)	GND CON 121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30)	CLNC DEL 121.1	CPDLC
--------------------------	--	--	--	--------------------------	-------



ELEV 9 **D** TDZE 9



REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L



CATEGORY	A	B	C	D
S-ILS 30	CAT II RA 109/12 100 DA 109			
S-ILS 30	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

KOAK
 San Francisco Bay Oakland Intl
 Oakland, CA
 ILS or LOC Rwy 30, Amdt 32
 Primary Missed Approach
 1:500,000

SAU Missed Holding
AAO (2746)SAU_Missed CIH
AAO (2776)

Intermediate WUVO
AAO (1342)(CONV)

Initial ZOLUM-WUVON
AAO (1552)

Initial PARBB-ZOLUM
AAO (2343)

Initial PRFCT-PARBB
AAO (2379)Initial FFIST-PRFCT
AAO (2300)

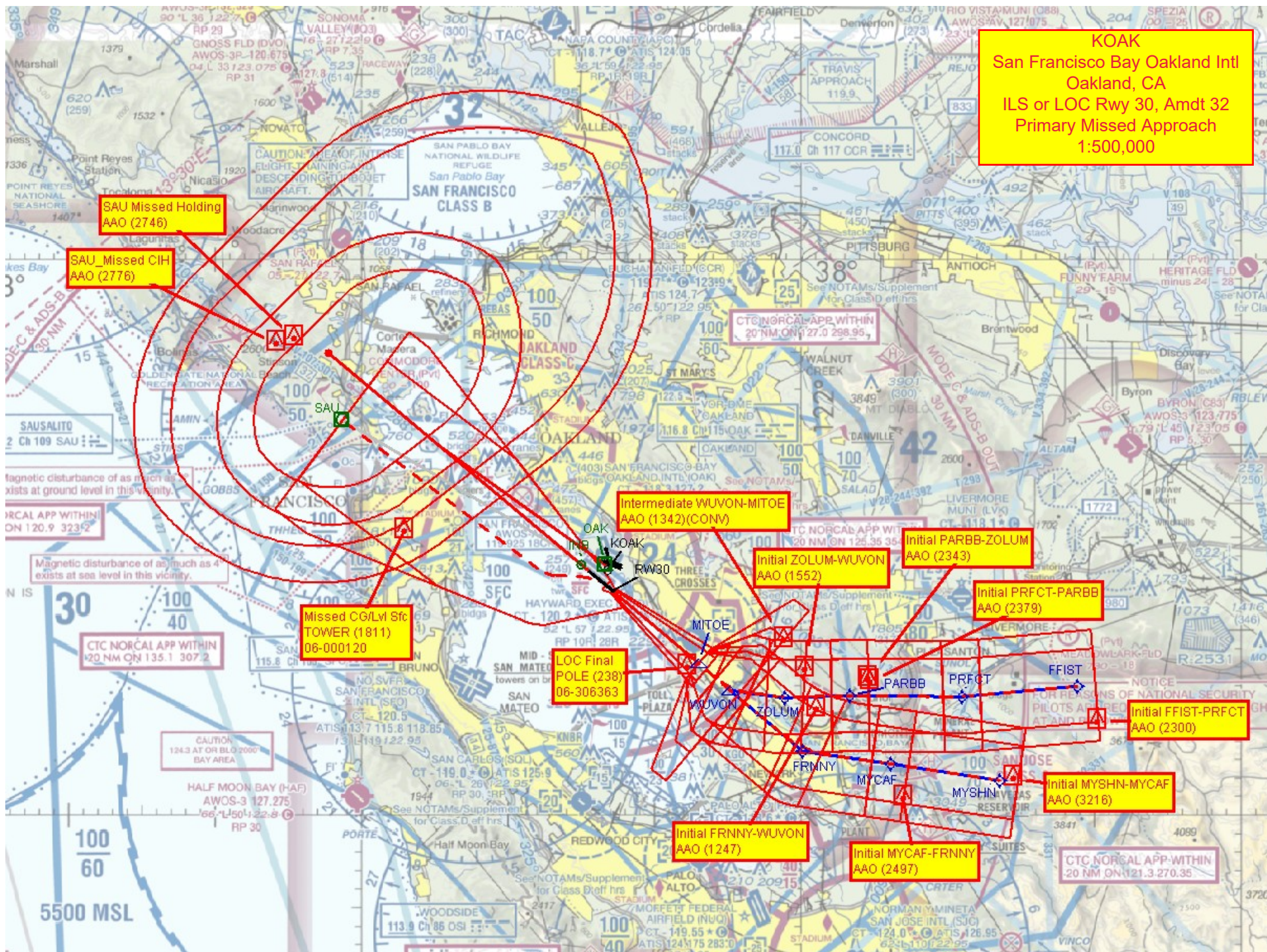
Initial MYSHN-MYCAF
AAO (3216)

Initial FRNNY-WUVON
AAO (1247)

Initial MYCAF-FRNNY
AAO (2497)

Missed CG/Lvl Sfc
TOWER (1811)

LOC Final
POLE (238)



KOAK
San Francisco Bay Oakland Intl
Oakland, CA
ILS or LOC Rwy 30, Amdt 32
Alternate Missed Approach
1:500,000

Alt Missed Lvl Sfc
AAO (2776)

CTC NORCAL APP WITHIN
20 NM ON 127.0 298.95

Initial ZOLUM-WUVON
AAO (1552)Initial PARBB-ZOLUM
AAO (2343)

Initial PRFCT-PARBB
AAO (2379)

Alt Missed Holding
BUILDING (1090)
06-038966

Intermediate WUVON-MITOE
AAO (1342)(CONV)

Initial FFIST-PRFCT
AAO (2300)

Initial FRNNY-WUVON
AAO (1247)

Initial MYCAF-FRNNY
AAO (2497)

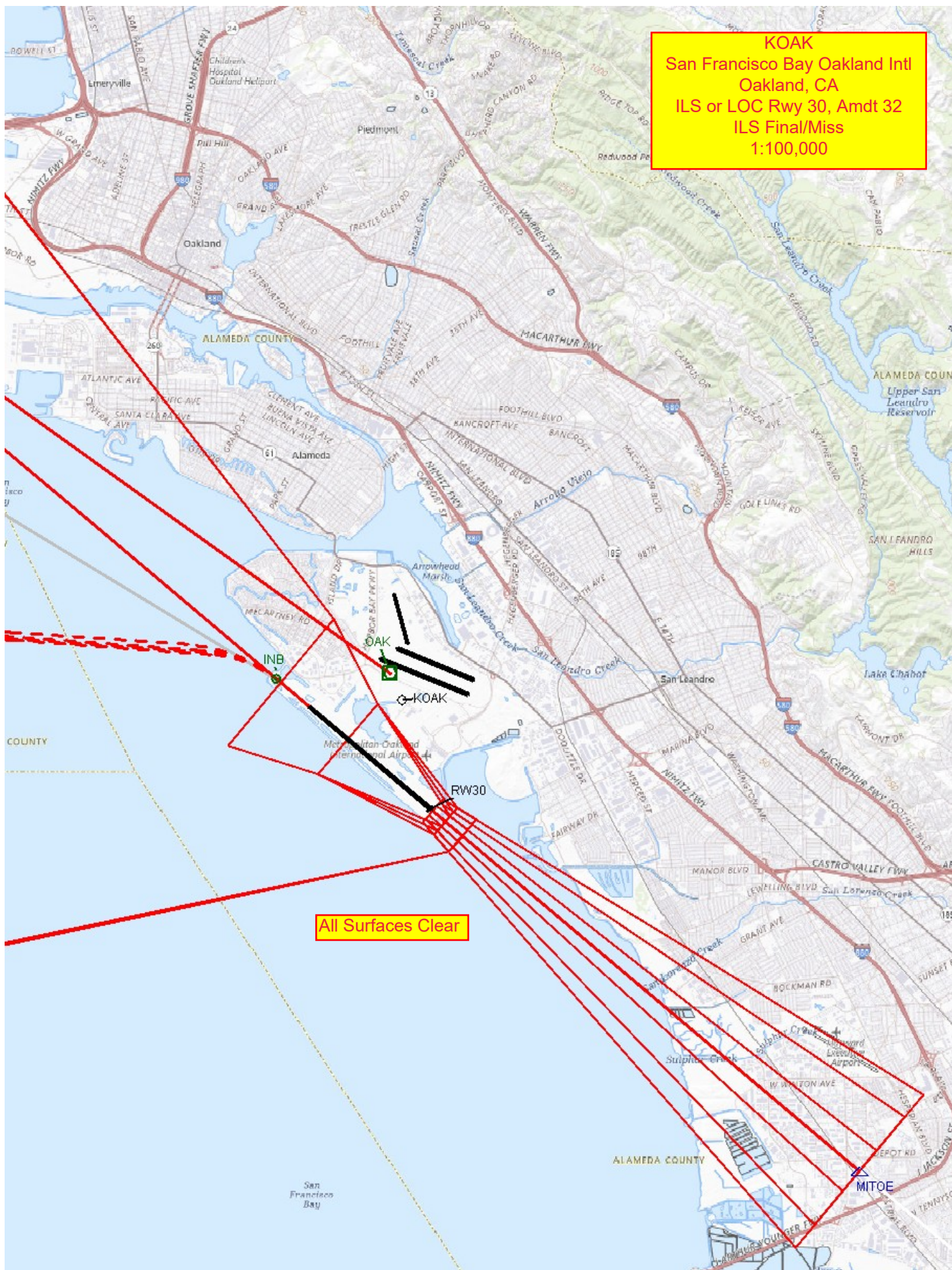
Initial MYSHN-MYCAF
AAO (3216)

CTC NORCAL APP WITHIN
20 NM ON 133.95, 317.6

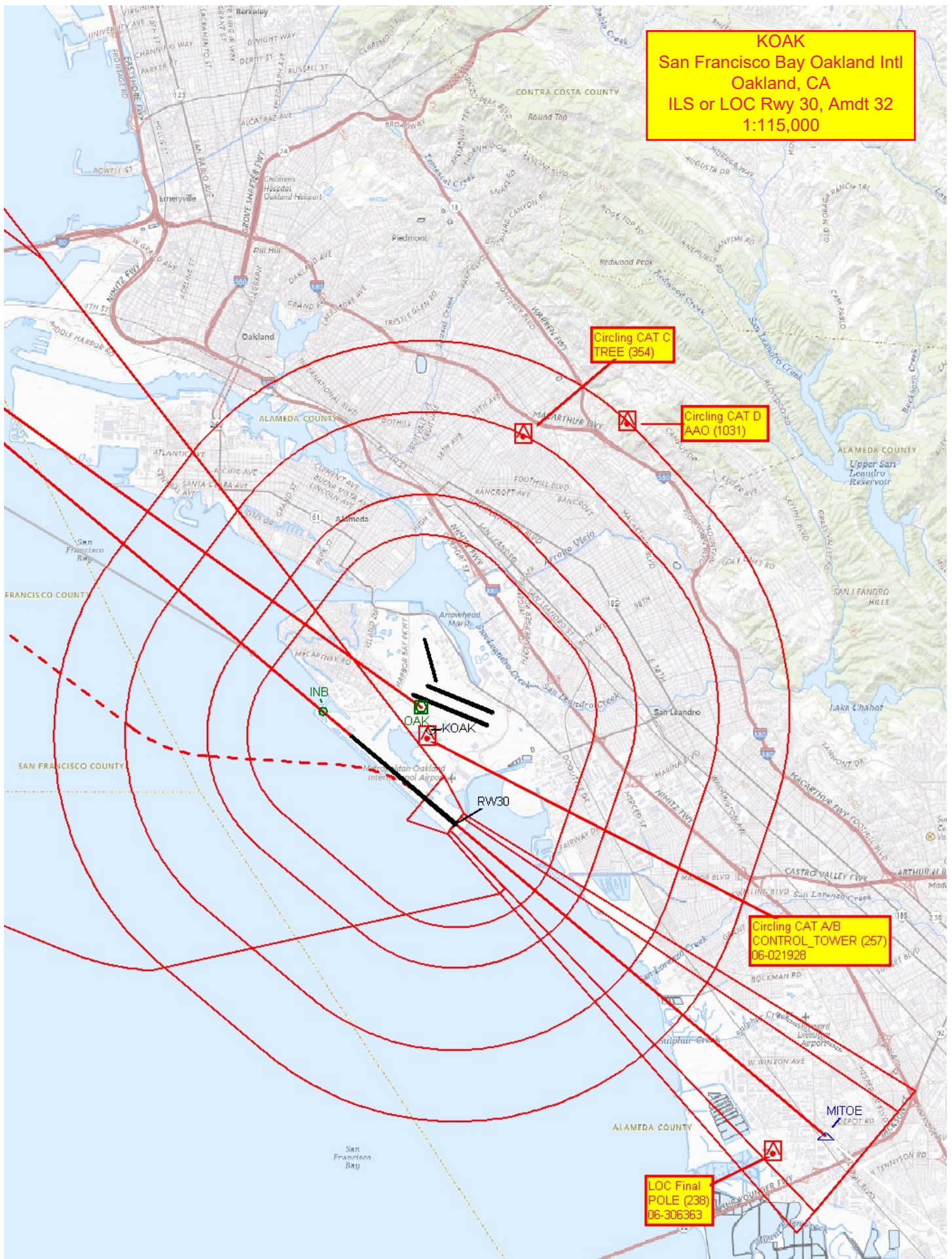
CTC NORAL APP WITHIN
20 NM ON 135.23794

CTC NORCAL APP-WITHIN
20 NM ON 121.3 270.35

KOAK
San Francisco Bay Oakland Intl
Oakland, CA
ILS or LOC Rwy 30, Amdt 32
ILS Final/Miss
1:100,000



KOAK
San Francisco Bay Oakland Intl
Oakland, CA
ILS or LOC Rwy 30, Amdt 32
1:115,000



KOAK
San Francisco Bay Oakland Intl
Oakland, CA
ILS SA CAT I, Amdt 32
ILS CAT II/III, Amdt 32
Final/Missed Approach
1:100,000

