

U.S. DEPARTMENT of TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
GRAPHIC DEPARTURE PROCEDURE (DP)

Bearings, headings, courses, tracks, and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation.
 Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated. Graphic depictions attached.

DP Name	Number	DP Computer Code	Superseded Number	Dated	Effective Date
SAN FRANCISCO	FOUR	SFO4.SFO	THREE	04/30/2015	15 SEP 2016

TYPE: SID

DP ROUTE DESCRIPTION:

TAKEOFF RWY 1L/1R: CLIMBING RIGHT TURN HEADING 033 OR ATC ASSIGNED HEADING TO CROSS SFO 6.00 DME AT OR ABOVE 3000 FOR RADAR VECTORS TO ASSIGNED ROUTE/FIX. EXPECT FURTHER CLEARANCE TO FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TAKEOFF RWY 28L/28R: CLIMB ON SFO VOR/DME R-281 TO NORMM INT/SFO 12.90 DME; THEN EXPECT RADAR VECTORS TO ASSIGNED ROUTE/FIX. EXPECT FURTHER CLEARANCE TO FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

Transition Name	Transition Computer Codes	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	Crossing Altitudes/Fixes
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PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS:

TAKEOFF MINIMUMS:

RWY 1L, 1R: STANDARD.

RWY 28L, 28R: STANDARD WITH A MINIMUM CLIMB OF 351 FT PER NM TO 1300.

NOTE: RADAR REQUIRED.

NOTE: RWY 1L/R: DME REQUIRED.

TAKEOFF OBSTACLES NOTES:

NOTE: RWY 1L, SHIPS BEGINNING 1646 FT FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150 FT AGL/150 FT MSL.

NOTE: RWY 1R, SHIPS BEGINNING 1173 FT FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150 FT AGL/150 FT MSL.

NOTE: RWY 28L, SIGN 19 FT FROM DER, 500 FT RIGHT OF CENTERLINE, 5 FT AGL/9 FT MSL. OBSTRUCTION LIGHTS ON DME BEGINNING 277 FT FROM DER, 162 FT LEFT OF CENTERLINE, UP TO 16 FT AGL/26 FT MSL. OBSTRUCTION LIGHT ON LOCALIZER BEGINNING 219 FT FROM DER, ON CENTERLINE, UP TO 10 FT AGL/17 FT MSL. MULTIPLE POLES, ELECTRICAL SYSTEM BEGINNING 824 FT FROM DER, 300 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/56 FT MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TANK AND POLE BEGINNING 1305 FT FROM DER, 370 FT LEFT OF CENTERLINE, UP TO 95 FT AGL/103 FT MSL.

NOTE: RWY 28R, MULTIPLE SIGNS, BEGINNING 23 FT FROM DER, 140 FT RIGHT OF CENTERLINE, UP TO 5 FT AGL/10 FT MSL. TERRAIN BEGINNING 58 FT FROM DER, 146 FT RIGHT OF CENTERLINE, UP TO 10 FT MSL. SIGN, 63 FT FROM DER, 250 FT LEFT OF CENTERLINE, 5 FT AGL/8 FT MSL. TERRAIN BEGINNING 130 FT FROM DER, 235 FT LEFT OF CENTERLINE, UP TO 10 FT MSL. ANTENNA ON BUILDING, OBSTRUCTION LIGHT ON DME, TREE, BEGINNING 556 FT FROM DER, 268 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/43 FT MSL. MULTIPLE POLES BEGINNING 918 FT FROM DER, 598 FT LEFT OF CENTERLINE, UP TO 22 FT AGL/35 FT MSL. MULTIPLE BUILDINGS, TREES BEGINNING 1467 FT FROM DER, 683 FT RIGHT OF CENTERLINE, UP TO 60 FT AGL/68 FT MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS. TREES AND ELECTRICAL SYSTEM BEGINNING 1826 FT FROM DER, 123 FT LEFT OF CENTERLINE, UP TO 95 FT AGL/103 FT MSL.



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CONTROLLING OBSTACLES:

RWY 28L: 899 FT MSL TREE 373815.50N/1222748.11W, 949 FT MSL AAO 373906.44N/1222821.43W.
RWY 28R: 674 FT MSL TREE 373813.00N/1222644.00W, 949 FT MSL AAO 373906.44N/1222821.43W.

LOST COMMUNICATIONS PROCEDURES:

IF NOT IN CONTACT WITH DEPARTURE CONTROL AFTER REACHING 3000, CONTINUE CLIMB TO FILED ALTITUDE AND PROCEED DIRECT TO ASSIGNED ROUTE/FIX.

ADDITIONAL FLIGHT DATA:

CHART: SFO 6 DME ARC AT 030 DEGREE HEADING OFF RWY 1L/R WITH CROSSING RESTRICTION AT/ABOVE 3000.
CHART: SAU R-191
CHART: TOP ALTITUDE: ASSIGNED BY ATC.

AIRPORTS SERVED:

SAN FRANCISCO INTL	SAN FRANCISCO, CA
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COMMUNICATIONS:

ATIS, GND CON, TWR, BAY DEP CON

FIXES AND/OR NAVAIDS:

CCR VOR/DME, LIN VOR/DME, OAK VOR/DME, SAC VORTAC, SAU VOR/DME, RBL VORTAC, SFO VOR/DME.

REMARKS:

SAN FRANCISCO FOUR AMENDMENT DOES NOT SATISFY PERIODIC REVIEW REQUIREMENTS.

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COORDINATED WITH:

CHANGES:

1. CHANGED OAK VORTAC TO OAK VOR/DME AND SAU VORTAC TO SAU VOR/DME AND LIN VORTAC TO LIN VOR/DME
2. ADDED REMARK, "SAN FRANCISCO FOUR AMENDMENT DOES NOT SATISFY PERIODIC REVIEW REQUIREMENTS."
3. REMOVED ECA VOR/DME FROM CHART.

REASONS:

1. TACAN ANTENNA REPLACED WITH DME.
2. MINOR AMENDMENT DOES NOT QUALIFY AS A PERIODIC REVIEW.
3. ECA VOR/DME WILL BE DECOMMISSIONED SUMMER 2017, REMOVAL REQUESTED BY FPT.