


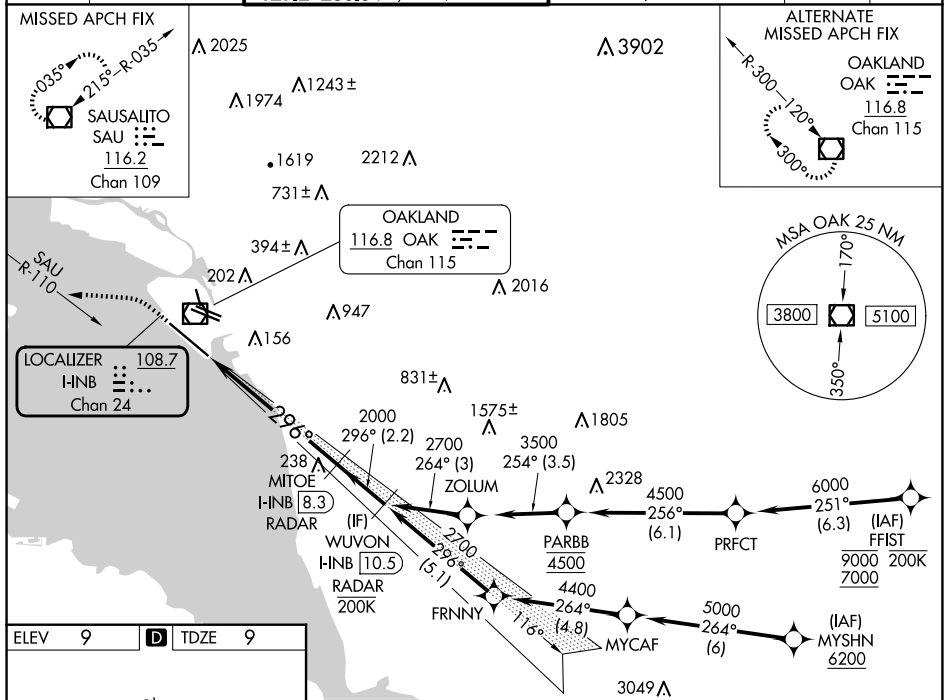


LOC/DME I- <u>INB</u> <b>108.7</b> Chan <b>24</b>	APP CRS <b>296°</b>	Rwy Ldg <b>10000</b> TDZE <b>9</b> Apt Elev <b>9</b>
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ILS or LOC RWY 30  
OAKLAND INTL (OAK)

RNP APCH - GPS. From FFIIST or MYSHIN.		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.				
DME or RADAR required.							
 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



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

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

**C CIRCLING**

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)	
<b>C CIRCLING</b>	560-1 551 (600-1)		660-1¾ 651 (700-1¾) 1400-3 1391 (1400-3)	

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

MITOE I-HNB 8.3 RADAR

WUVON I-HNB 10.5 RADAR

GS 3.00° TCH 55

296°

2000

2700

1.3 NM 4.8 NM 2.2 NM