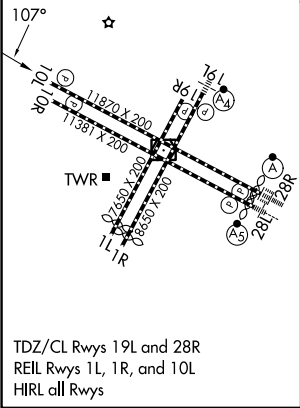
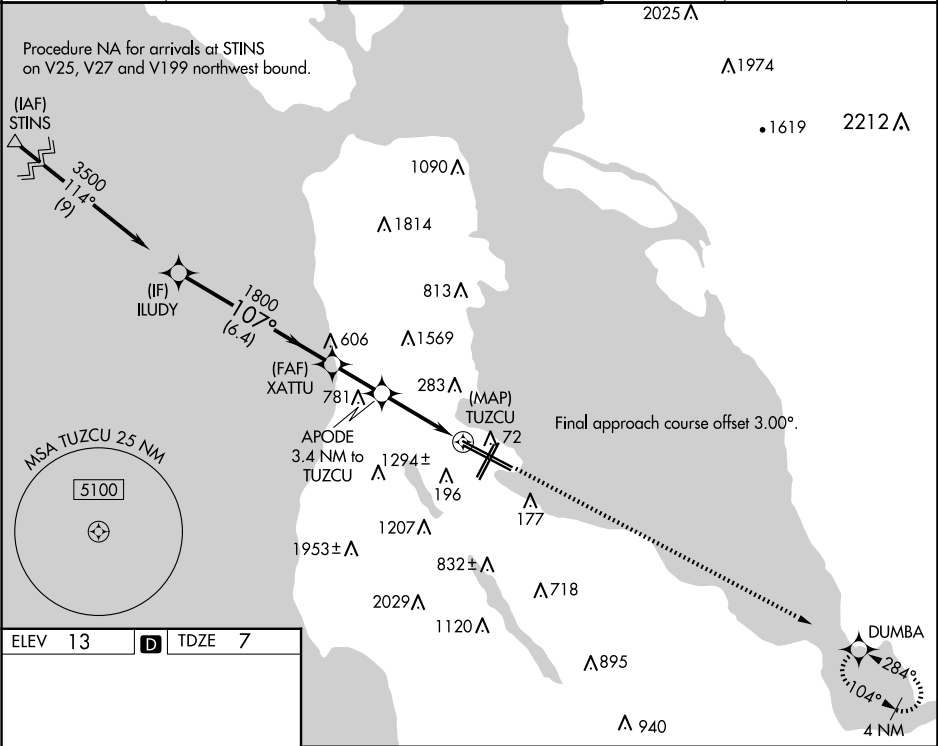


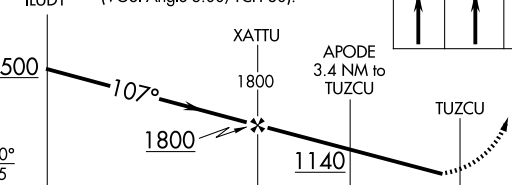
WAAS CH <b>93946</b> <b>W10A</b>	APP CRS <b>107°</b>	Rwy Ldg <b>11193</b> TDZE <b>7</b> Apt Elev <b>13</b>
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RNAV (GPS) RWY 10L

SAN FRANCISCO INTL (SFO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 500, then climb to 3000 direct DUMBA and hold.			
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Rwy 10L helicopter visibility reduction below RVR 4000 NA.					
D-ATIS <b>113.7 115.8</b> <b>118.85</b>	NORCAL APP CON <b>134.5 338.2</b>	SAN FRANCISCO TOWER <b>120.5 269.1</b>	GND CON <b>121.8</b>	CLNC DEL <b>118.2</b>	CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).				500	3000	DUMBA
				↑	↑	✦
 <p>The diagram illustrates the approach procedure for a runway. It shows a series of waypoints: ILUDY, XATTU, APODE, and TUZCU. The glidepath starts at ILUDY at an altitude of 3500 feet, descends at an angle of 107 degrees to XATTU at 1800 feet, and then continues to APODE at 1140 feet. The distance between ILUDY and XATTU is 6.4 NM, between XATTU and APODE is 2.1 NM, and between APODE and TUZCU is 3.4 NM. A dashed line indicates the continuation of the glidepath to TUZCU. A note indicates that the VGSI and RNAV glidepaths are not coincident, with a VGSI angle of 3.00 degrees and a TCH of 80 feet. A diagram in the top right corner shows the 500 and 3000 foot markers and the DUMBA (Distance Measuring Equipment) symbol.</p>						
GP 3.00° TCH 55'						
CATEGORY	A		B	C	D	
LPV DA	257/40 250 (300-¾)					
LNAV/ VNAV DA	494-1⅓ 487 (500-1⅓)					
LNAV MDA	1080-1¼ 1073 (1100-1¼)	1080-1½ 1073 (1100-1½)	1080-3 1073 (1100-3)			