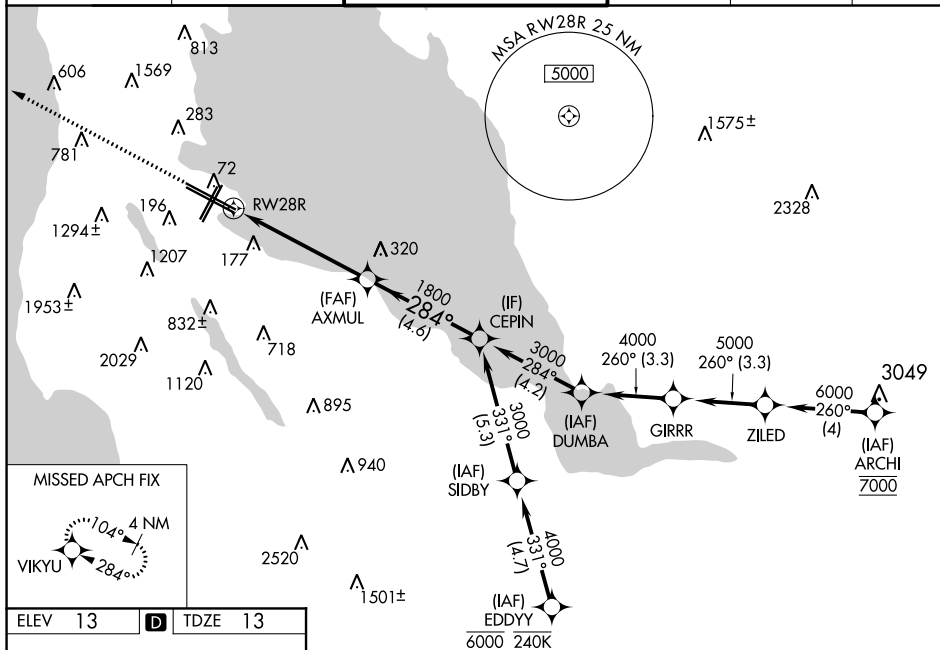


WAAS CH 48803 W28A	APP CRS 284°	Rwy Idg 11236 TDZE 13 Apt Elev 13
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RNAV (GPS) Z RWY 28R
SAN FRANCISCO INTL (SFO)

RNP APCH.			<div>ALSIF-2</div> <div><div><div></div><div></div><div></div></div><div>A</div></div>	MISSED APPROACH: Climb to 3200 direct VIKYU and hold, continue climb-in-hold to 3200.		
<div><div><div></div><div></div></div><div>Circling NA to Rwys 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat C/D visibility to 2 SM.</div></div>						
<div>D-ATIS</div> <div>113.7 115.8</div> <div>118.85</div>		<div>NORCAL APP CON</div> <div>134.5 338.2</div>	<div>SAN FRANCISCO TOWER</div> <div>120.5 269.1</div>	<div>GND CON</div> <div>121.8</div>	<div>CLNC DEL</div> <div>118.2</div>	CPDLC



ELEV 13	D	TDZE 13
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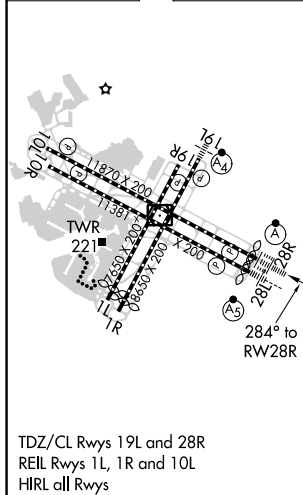


Figure 1-1 illustrates a scenario where the VGS and RNAV glidepaths are not coincident. The diagram shows a flight path starting from a runway (RW28R) and ascending to clear a 3000 ft obstacle (CEPIN). The VGS (dashed line) and RNAV (solid line) glidepaths diverge after the 2.1 NM segment. The RNAV glidepath is 284 degrees. The VGS angle is 3.00 degrees TCH 55. The RNAV angle is 284 degrees. The VGS angle is 3.00 degrees TCH 55. The RNAV angle is 284 degrees. The VGS angle is 3.00 degrees TCH 55. The RNAV angle is 284 degrees.

RNAV (GPS) Z RWY 28R