

APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>11236</b> <b>13</b> <b>13</b>
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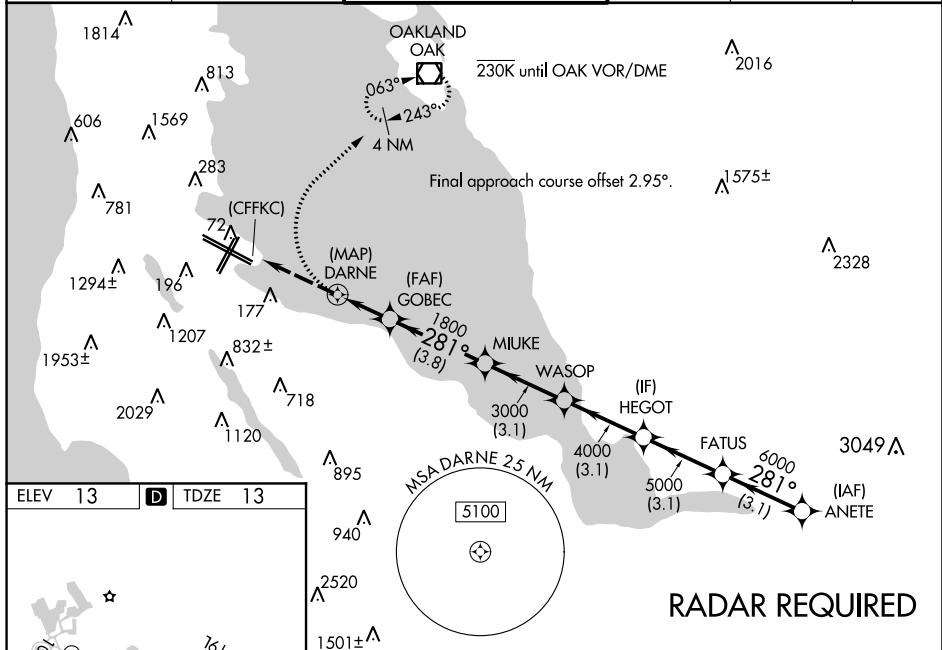
# RNAV (GPS) PRM X RWY 28R

## (SIMULTANEOUS CLOSE PARALLEL)

### SAN FRANCISCO INTL (SFO)

<b>NA</b> Runway 28L and 28R separated by 750 feet centerline to centerline. DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS PRM RWY 28L and RNAV (GPS) PRM RWY 28L. Dual VHF comm required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. When executing a missed approach or go-around, unless otherwise instructed by ATC, initially turn right to 030° utilizing heading mode. Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). See additional requirements on AAUP. *If a go-around executed after passing DARNE, go-around requires a minimum climb of 380 feet per NM to 1800.	ALSF-2 	<b>MISSED APPROACH:</b> Climbing right turn to 3000 on heading 030° then direct OAK VOR/DME and hold.

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> <b>PRM 127.675</b>	GND CON <b>121.8</b>	CLNC DEL <b>118.2</b>	CPDLC
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ELEV 13 <b>D</b> TDZE 13 	3000 OAK hdg 030° 	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 68). 	ANETE 7000 GP 3.00° TCH 55
TDZ/CL Rwy 19L and 28R REIL Rwy 1L, 1R, and 10L HIRL all Rwy	CATEGORY LNAV/VNAV DA*	1140-4 1127 (1200-4)	