

LOC/DME I-INB 108.7 Chan 24	APP CRS 296°	Rwy Idg 10000 TDZE 9 Apt Elev 9
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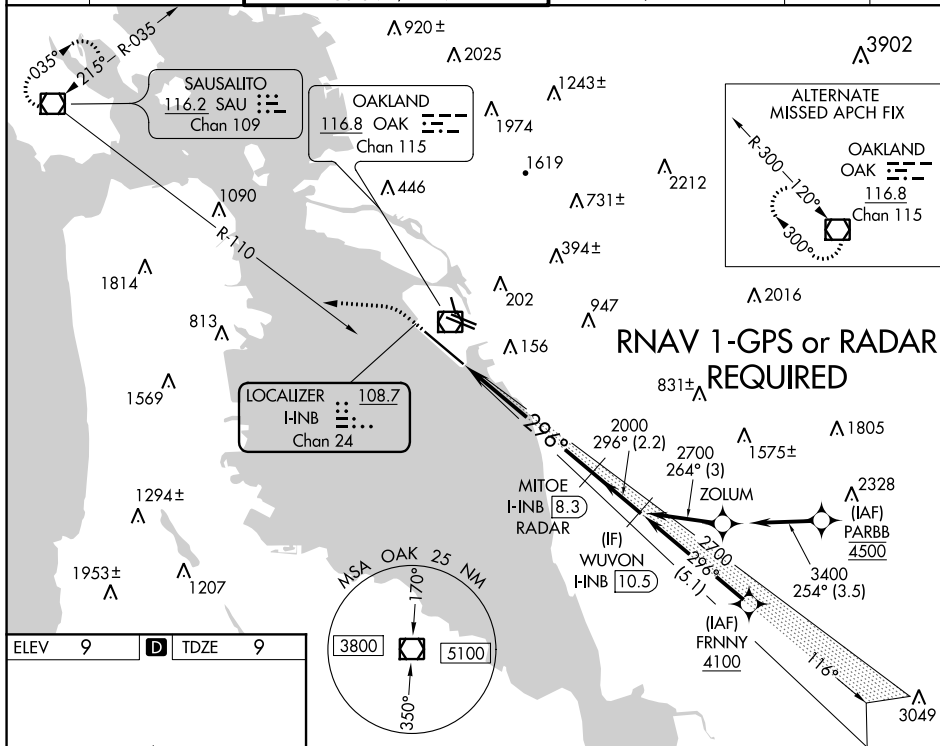
ILS RWY 30 (CAT II & III)
METRO OAKLAND INTL (OAK)

T DME or RADAR required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Missed approach requires minimum climb of 240 feet per NM to 2700; if unable to meet climb gradient, see ILS or LOC RWY 30.

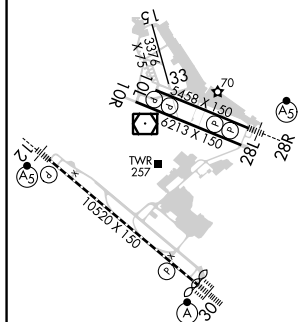
ALSF-2

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.

D-ATIS	NORCAL APP CON	OAKLAND TOWER		GND CON		CLNC DEL	CPDLC
133.775	125.35 263.15	118.3 291.65	(Rwys 10L/R-28L/R, 15-33)	121.9	(Rwys 10L/R-28L/R, 15-33)	121.1	
		127.2 256.9	(Rwy 12-30)	121.75	(Rwy 12-30)		



ELEV	9	D	TDZE	9
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REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwy 12-30, 10L-28R, 10R-28L

600 ↑	4000 hdg 260°	SAU R-110	SAU 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	MITOE I-INB <u>8.3</u>	WUVON I-INB <u>10.5</u>
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296°

2000

2700

GS 3.00°
TCH 55

6.1 NM

2.2 NM

CATEGORY	A	B	C	D
S-ILS 30	CAT II RA 109/12 100 DA 109			
S-ILS 30	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED