

WAAS CH 93946 W10A	APP CRS 107°	Rwy Idg 11193 TDZE 7 Apt Elev 13
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RNAV (GPS) RWY 10L
SAN FRANCISCO INTL (SFO)

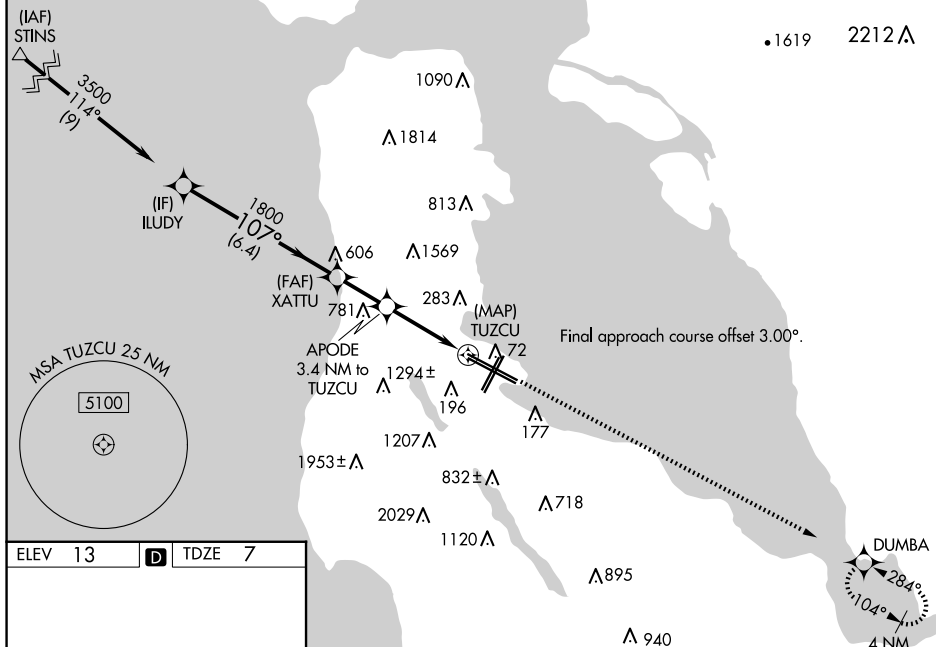
RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Rwy 10L helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 500, then climb to 3000 direct DUMBA and hold.

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8	CLNC DEL 118.2	CPDLC
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Procedure NA for arrivals at STINS on V25, V27 and V199 northwest bound.



The diagram illustrates a glidepath scenario where the VGS1 and RNAV glidepaths are not coincident. The VGS1 glidepath is a straight line from 3500 feet at ILUDY to 1800 feet at XATTU, with a 107° angle. The RNAV glidepath is a curved line from 3500 feet at ILUDY to 1140 feet at TUZCU, with a 114° angle. The distance between XATTU and TUZCU is 2.1 NM. The distance from ILUDY to XATTU is 6.4 NM. The distance from XATTU to TUZCU is 3.4 NM. The diagram also shows the VGS1 Angle 3.00/TCH 80. The RNAV glidepath is shown as a dashed line. The diagram includes a scale bar for 500, 3000, and DUMBA. The diagram also shows the VGS1 Angle 3.00/TCH 80. The RNAV glidepath is shown as a dashed line.