

KSFO LOCAL CHEAT SHEET 1901

Departure	Transitions	Init. Altitude	Flow
Tower owns the inner ring of the Bravo (10 nm) from SFC to 3000			
SIMULTANEOUS PARALLEL RNAV IFR DEPARTURES			
TRUKN	RNAV TYDYE RWY 1R cleared for takeoff		
SSTIK	RNAV SSTIK RWY 1L cleared for takeoff		
AFIVA	RNAV AFIVA RWY 1R cleared for takeoff		
	IFR releases— [CALLSIGN] [ROUTE] [RUNWAY]. In the event an aircraft is not using a SID, and instead was assigned a heading with radar vectors, indicated the initial heading and first fix by typing Hxxx RV FIX. VFR ex: SFO_TWR: N104TP S-BOUND 28L		
	RECAT separation, transfer by 6 nm from airport, same fix 7nm, oceanic 5nm.		
VFR OVERFLIGHTS			
Northbound	Nxxxxx, SFO TWR, cleared into the Bravo, keep Bayshore freeway off your right wing, maintain VFR AOB 2000.		
Southbound	Nxxxxx, SFO TWR, cleared into the Bravo, keep Bayshore freeway off your left wing, maintain VFR AOB 2000.		
	(give instr to keep north of candlestick point if departing 28s as needed)		
VFR DEPARTURES			
	"Cleared out of San Francisco Bravo, maintain VFR at or below X, departure freq Y, Squawk Z"		
	VFR props: at or below 2000		
	VFR jets: runway heading, at or below 3000		
	Radar identify after takeoff by verifying altitude.		
Missed Approach			
RWY 19	RH or as coordinated 3,100	135.1	
RWY 28	RH 3,000/H260, 3,100/H310 3,000 (that order of preference)	135.1	

2200-0700 (0800 on Sunday) Noise Abatement Procedures

Frequencies

NITE instead of TRUKN, SNTNA, SFO	SFO_DEL 118.200
If turboprop going north, AFIVA is alt to TRUKN	SFO_GND 121.800
If KOAK is in East flow and SFO W, cannot issue TRUKN	SFO_TWR 120.500
28R is preferred landing runway	KSFO_ATIS 118.850
South flow, land 19L, depart 19R	
May operate 28R/L and 1R/L up to 25 kt crosswind on dry runway, up to 10 kt tailwind on not clear or dry.	1901 DP