DOT-FAA-AFS-420-84

Flight Procedure Standards Branch
Flight Technologies and Procedures Division
Flight Standards Service

SAN FRANCISCO INTERNATIONAL AIRPORT SIMULTANEOUS OFFSET INSTRUMENT APPROACH PROCEDURES (SOIA)

VOLUME II

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Federal Aviation Administration
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Oklahoma City, OK 73125

March 2000

Final Report

U.S. Department of Transportation
Federal Aviation Administration

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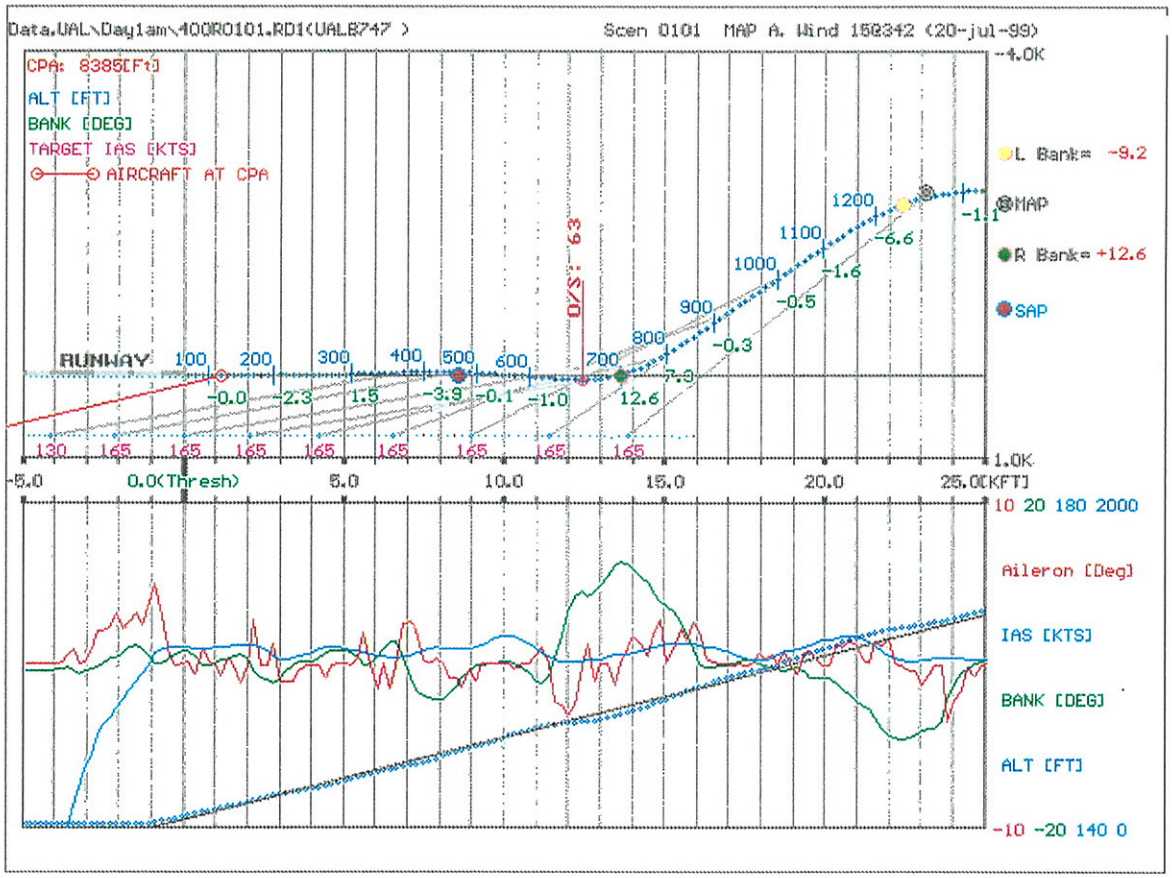
APPENDIX A



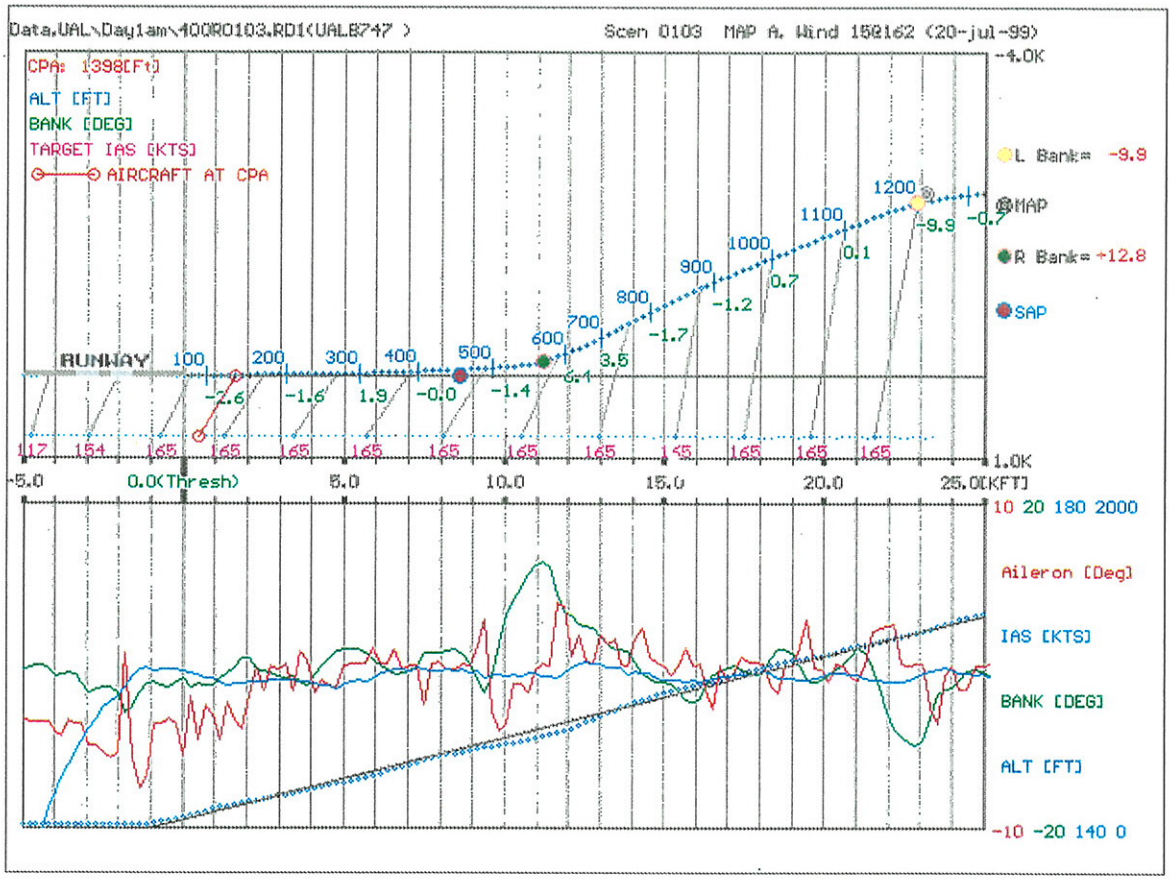
- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot
- SAP Location

Ailerons Deflection

IAS

Bank Angle

Altitude



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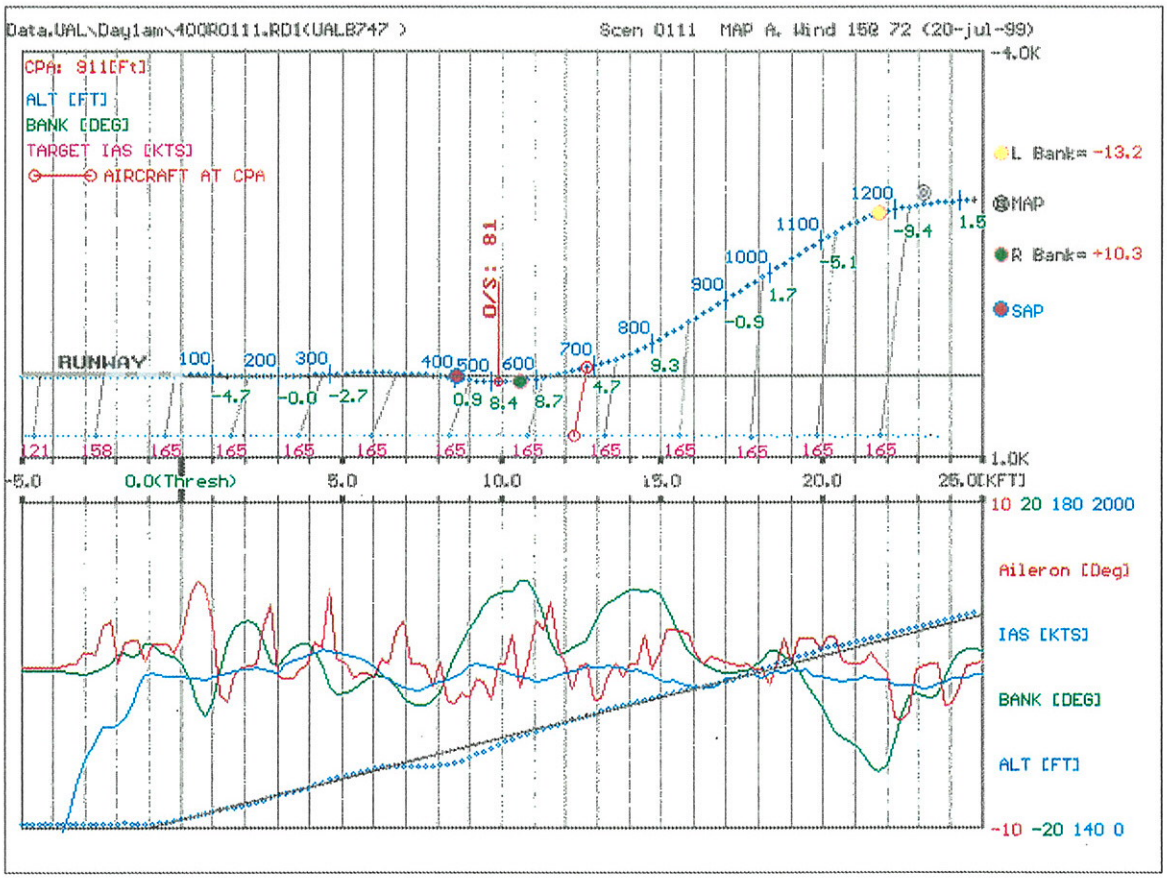

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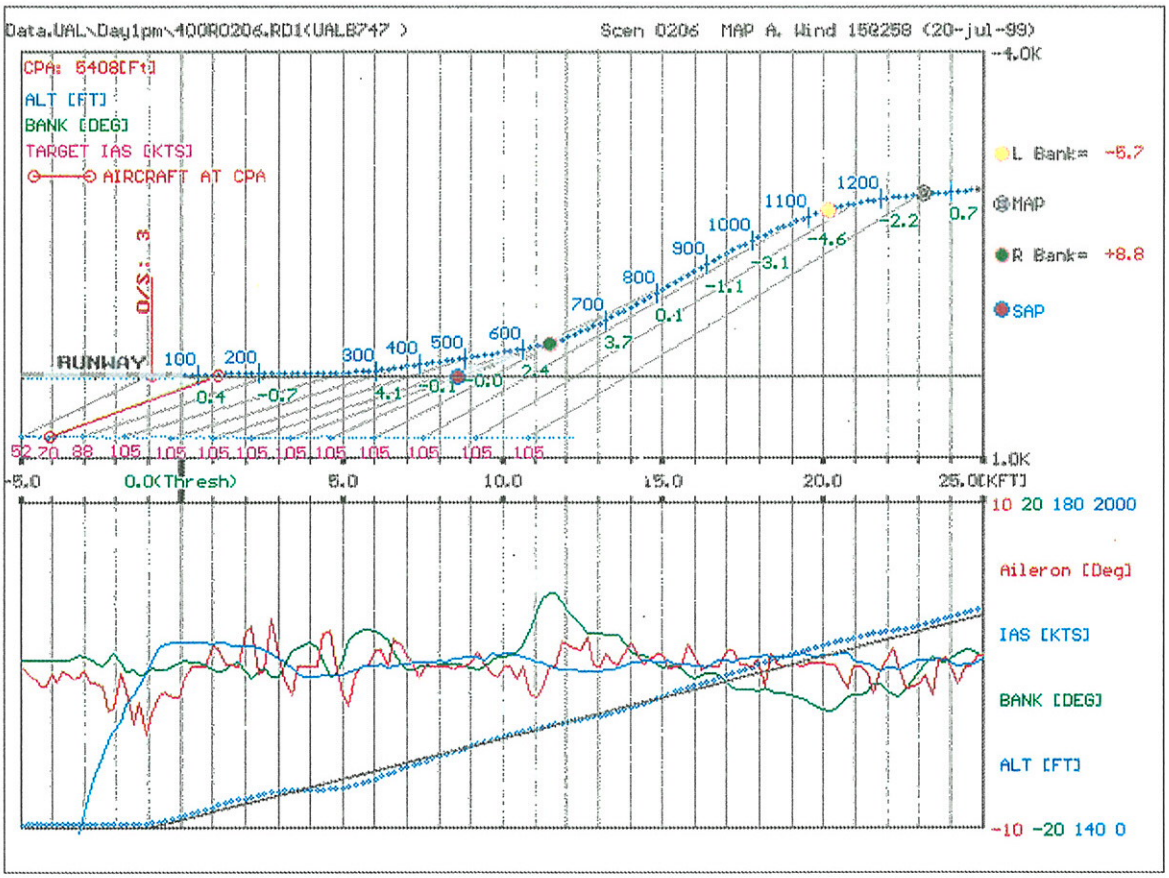

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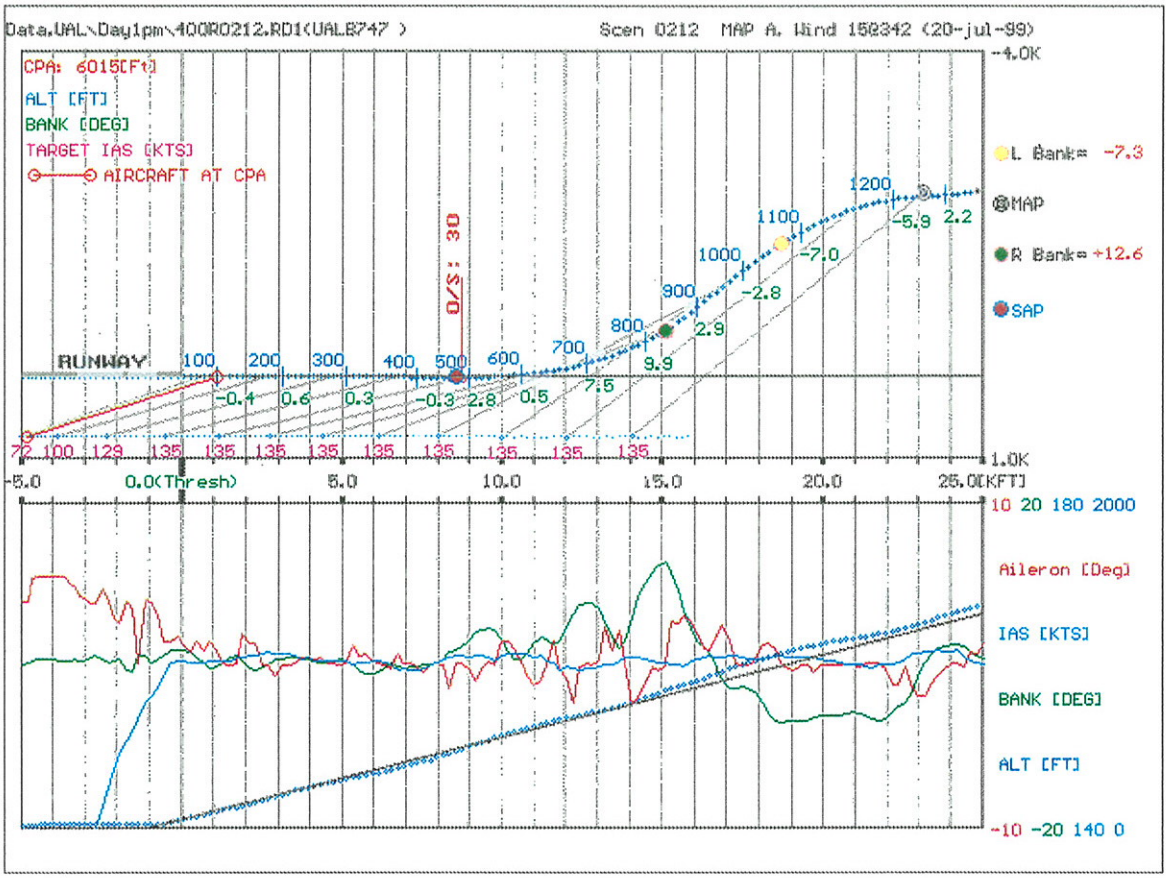

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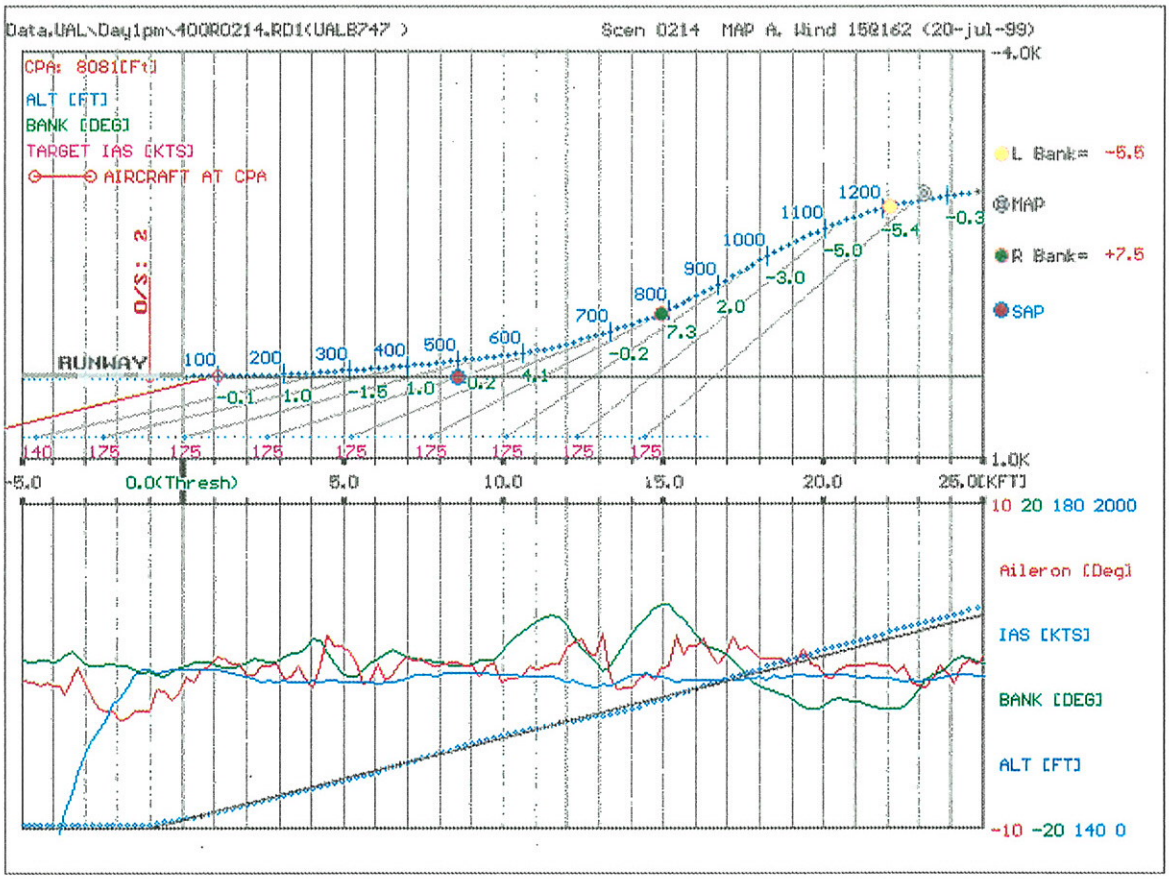

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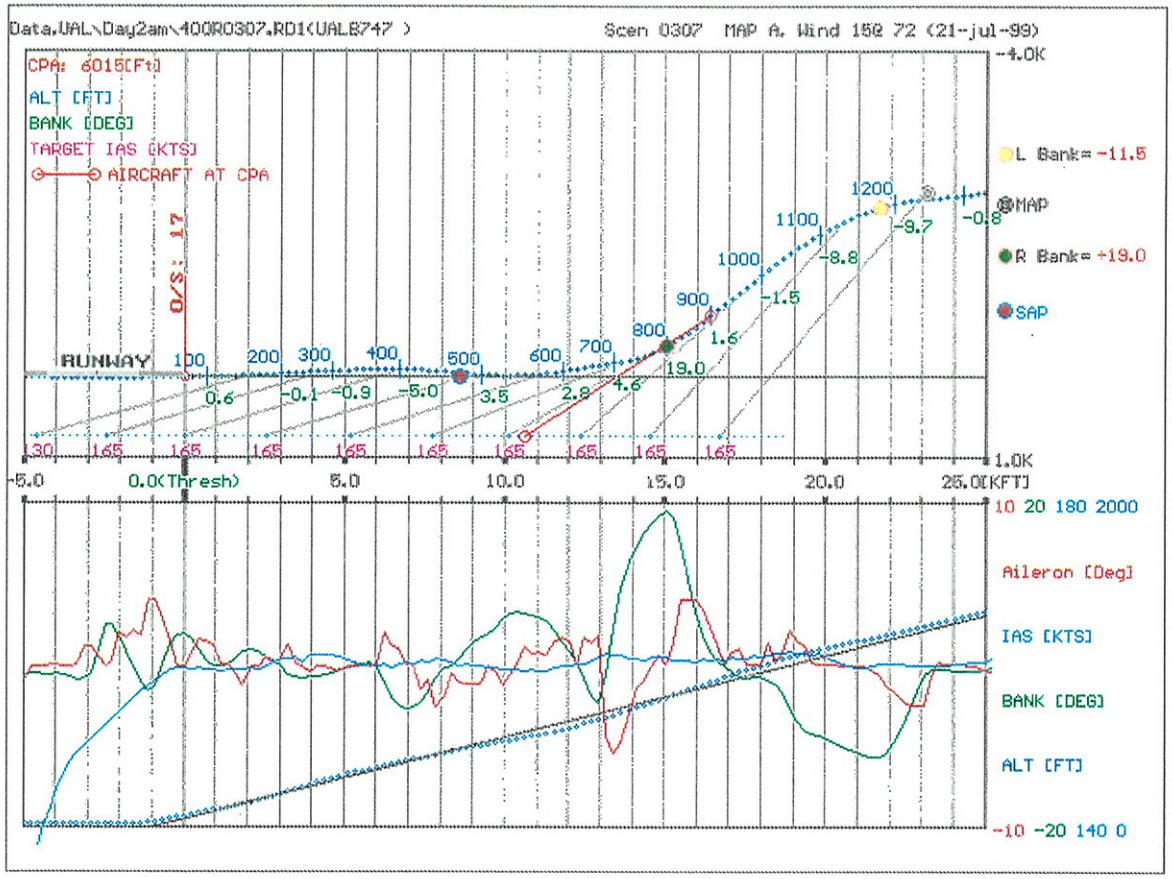

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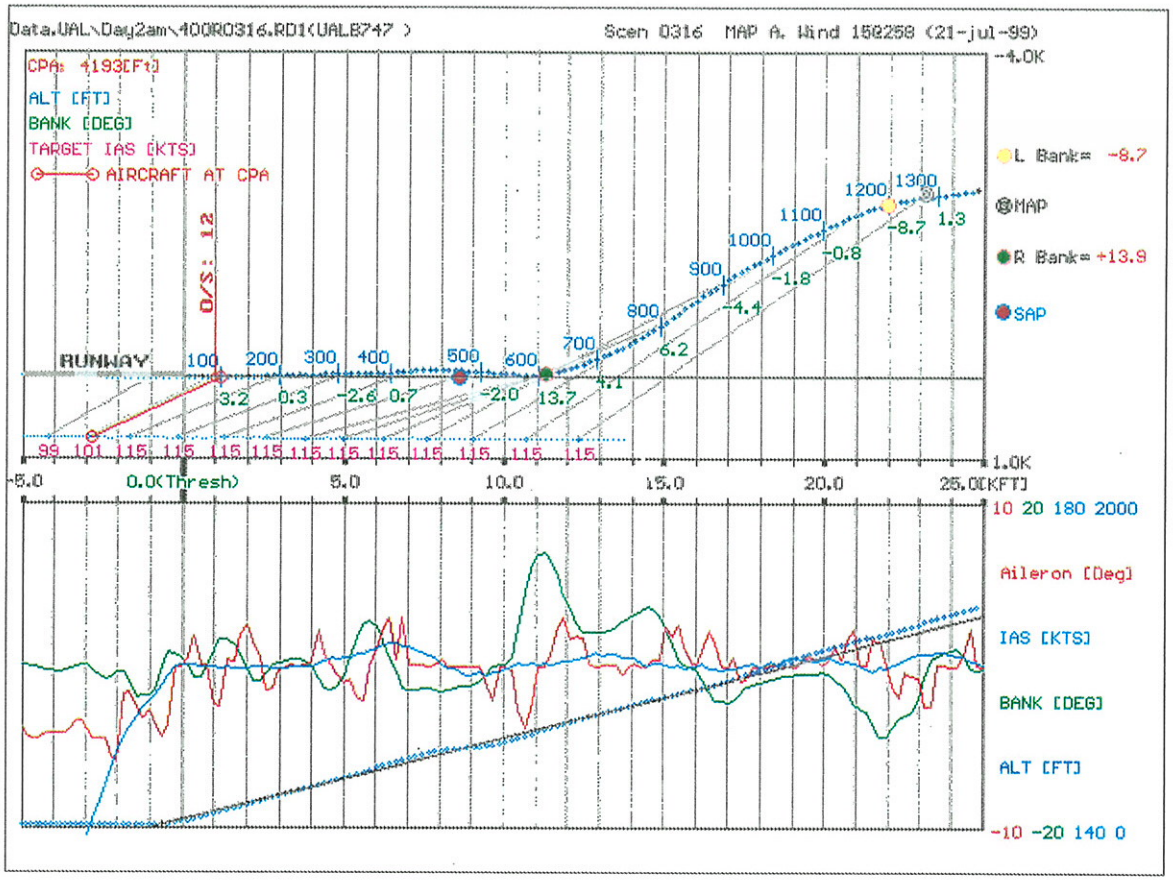

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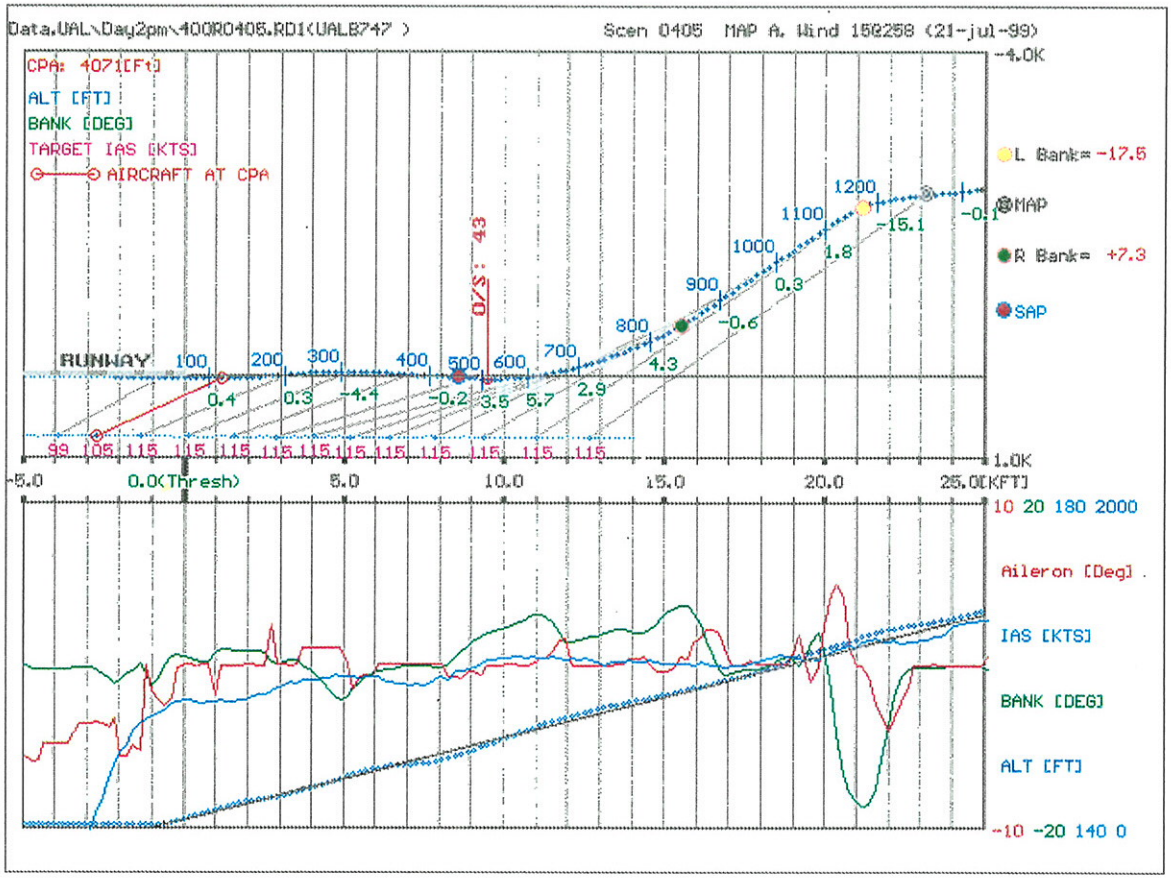

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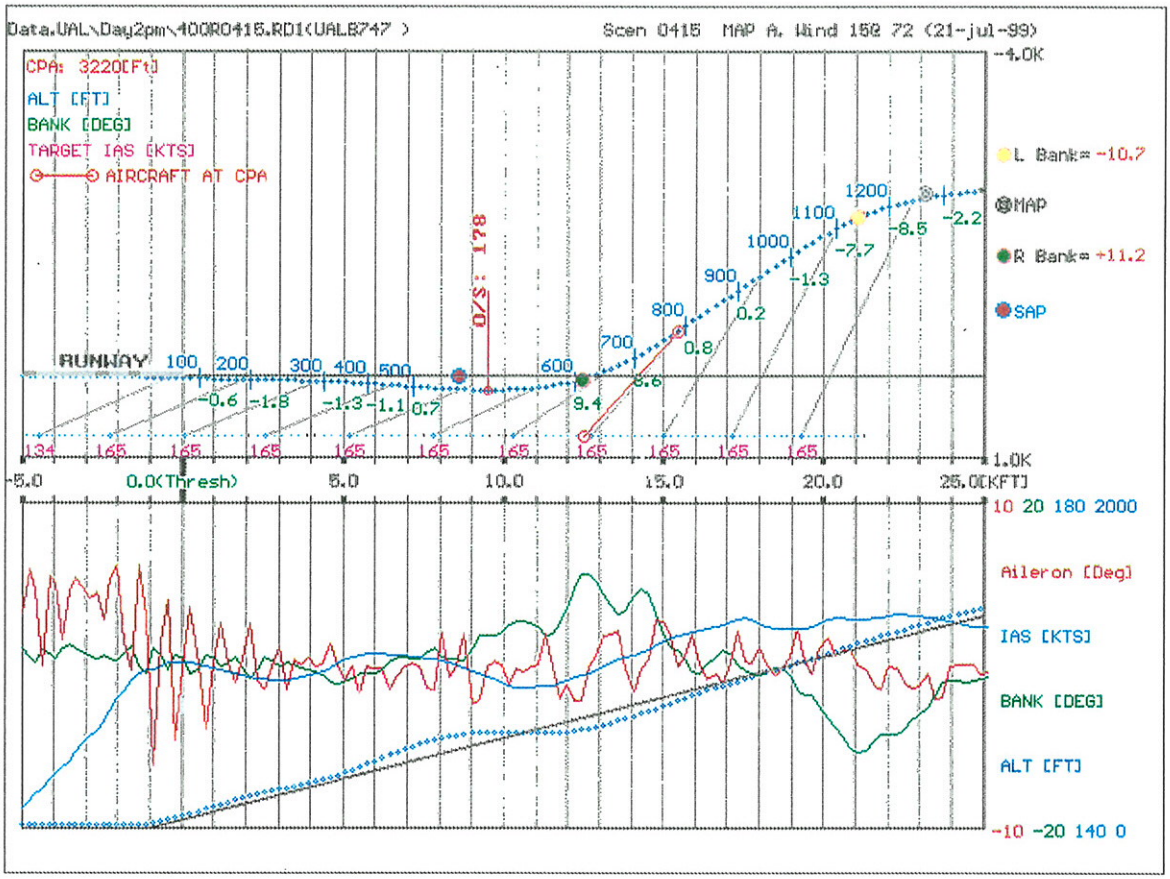

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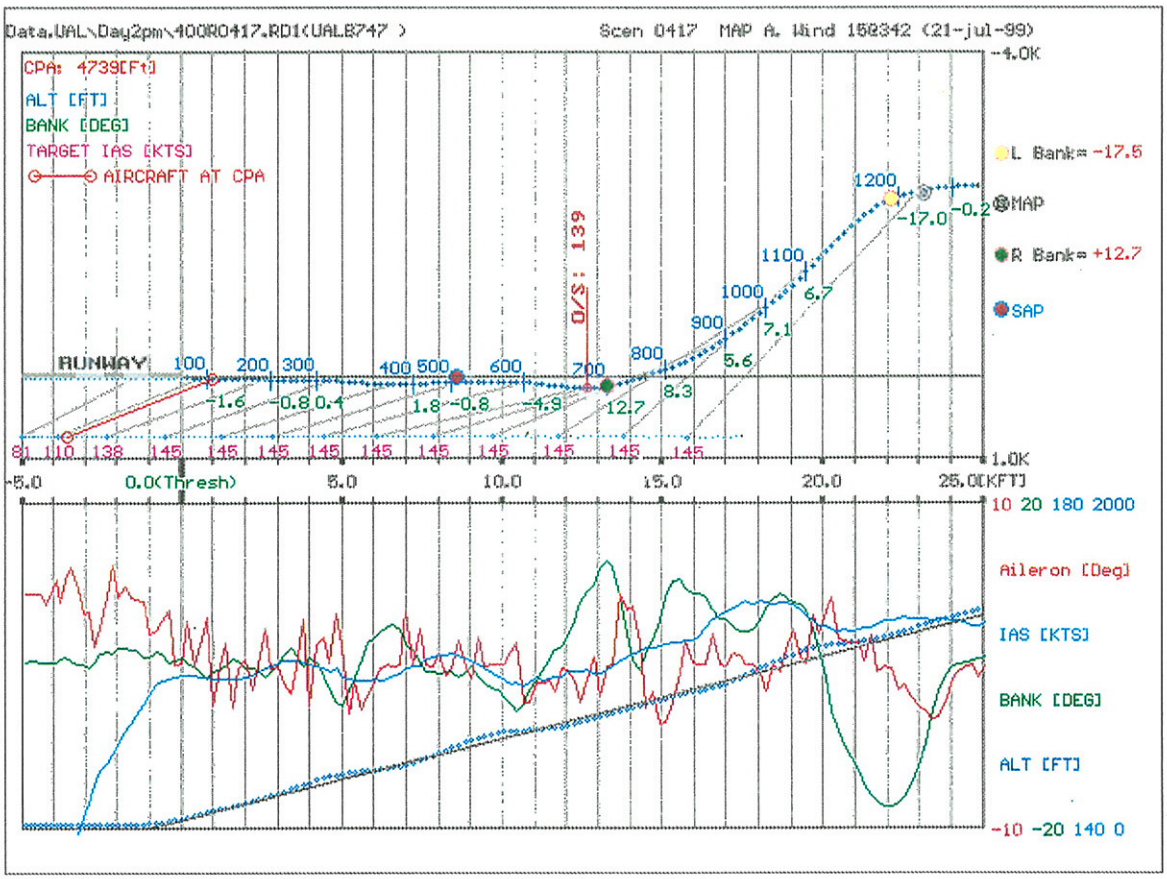

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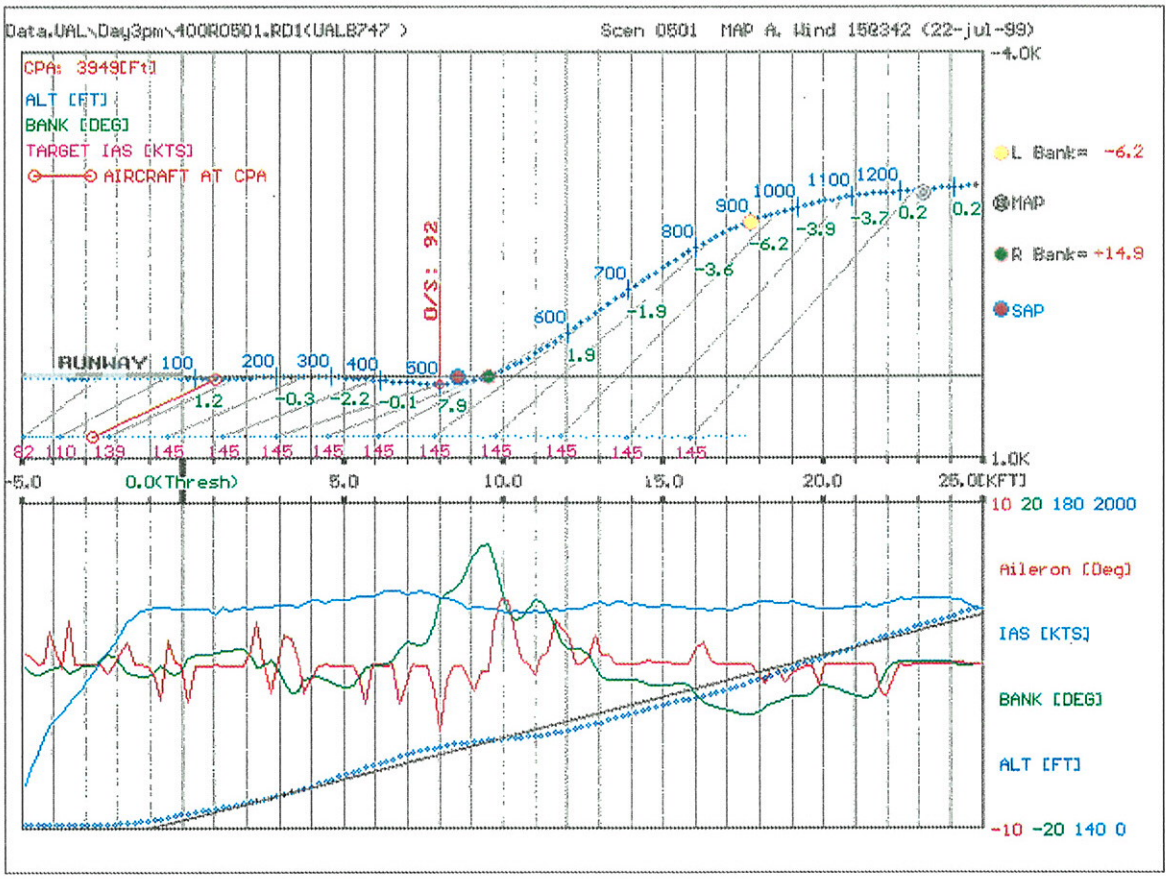

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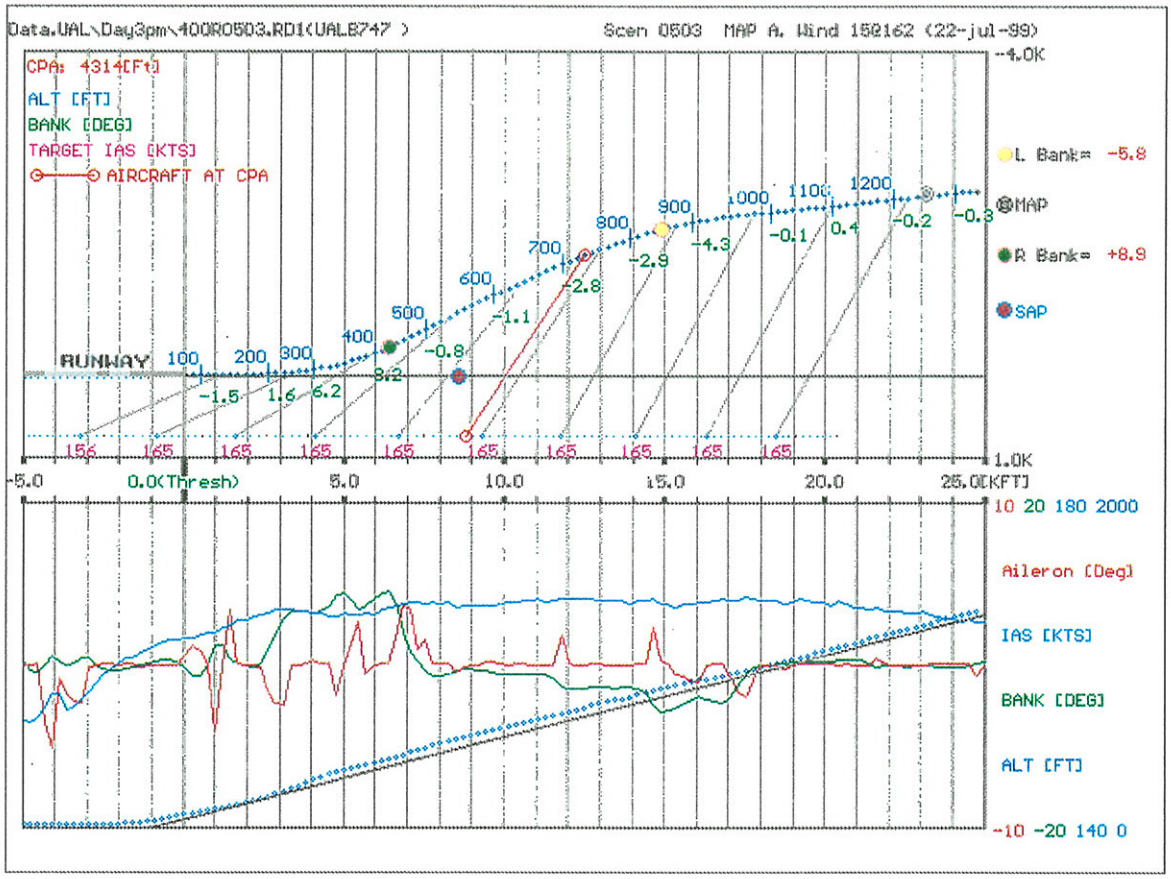

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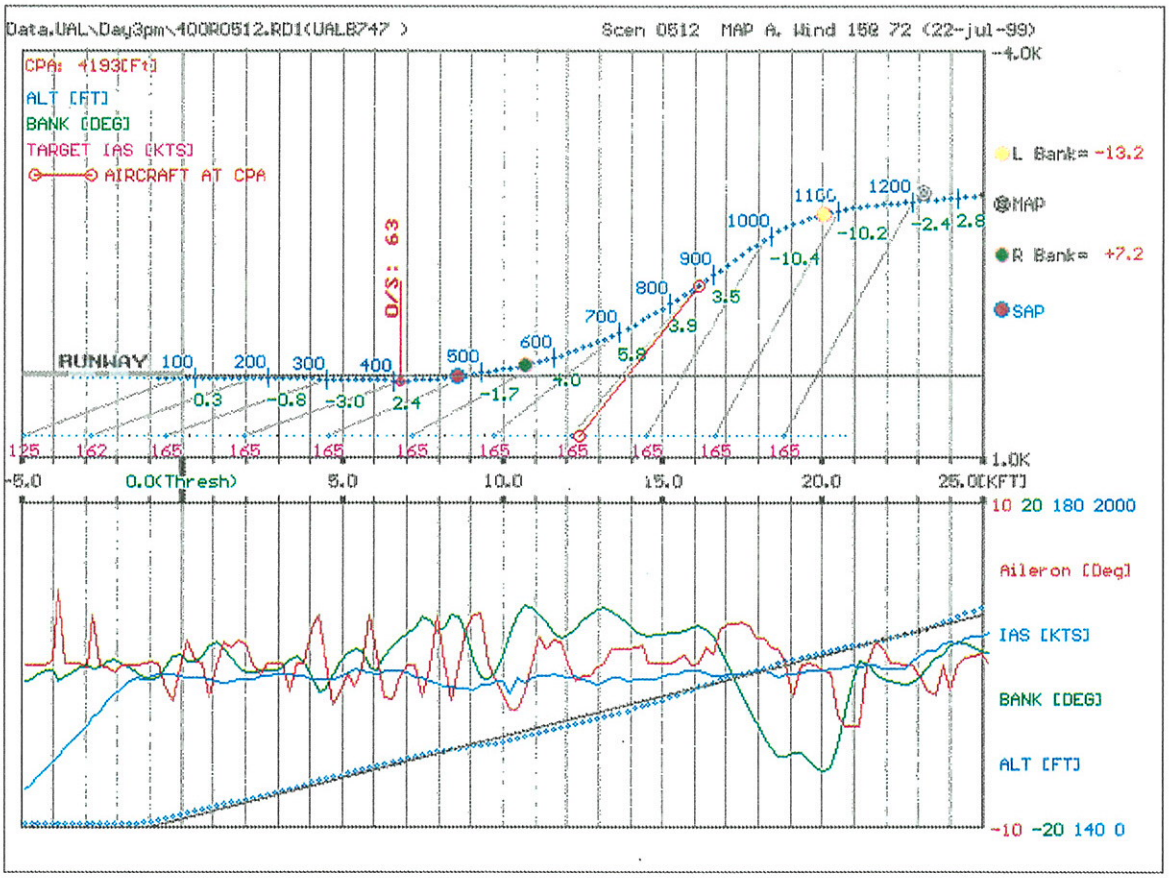

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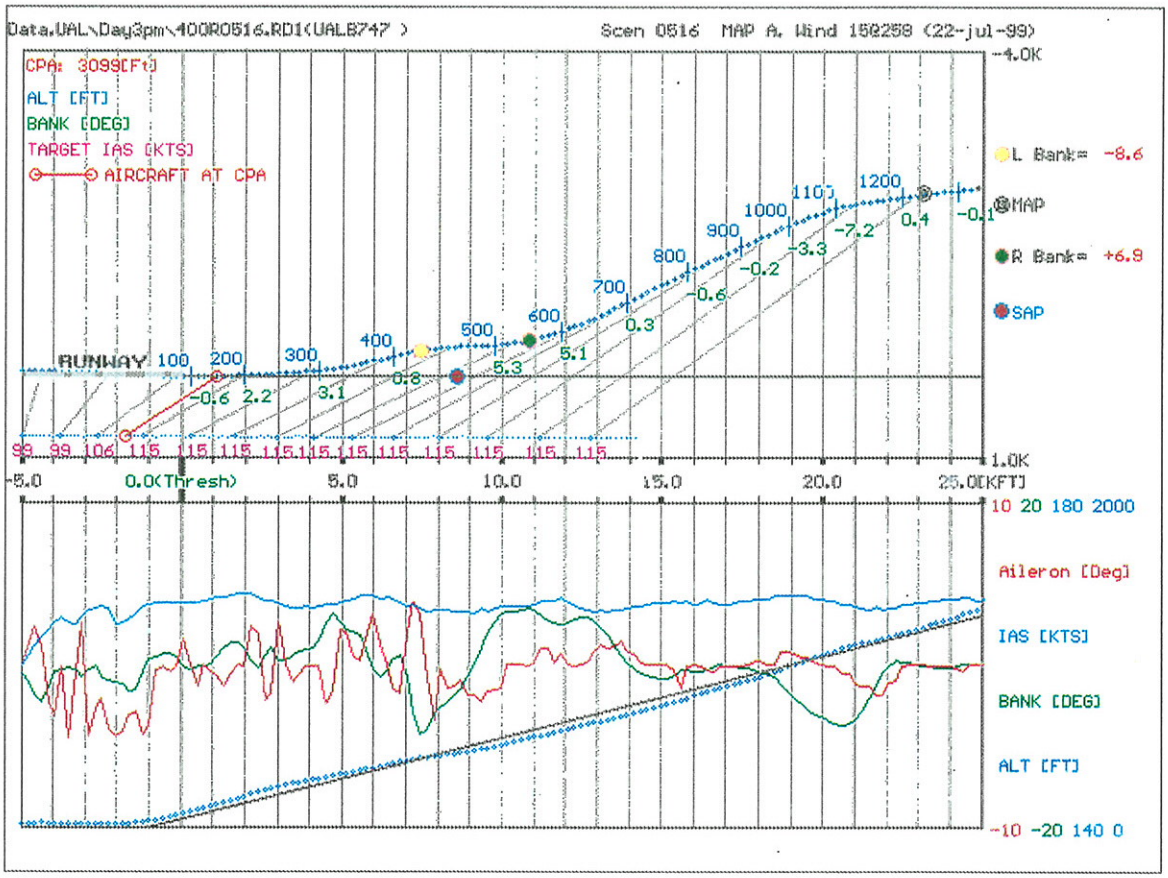

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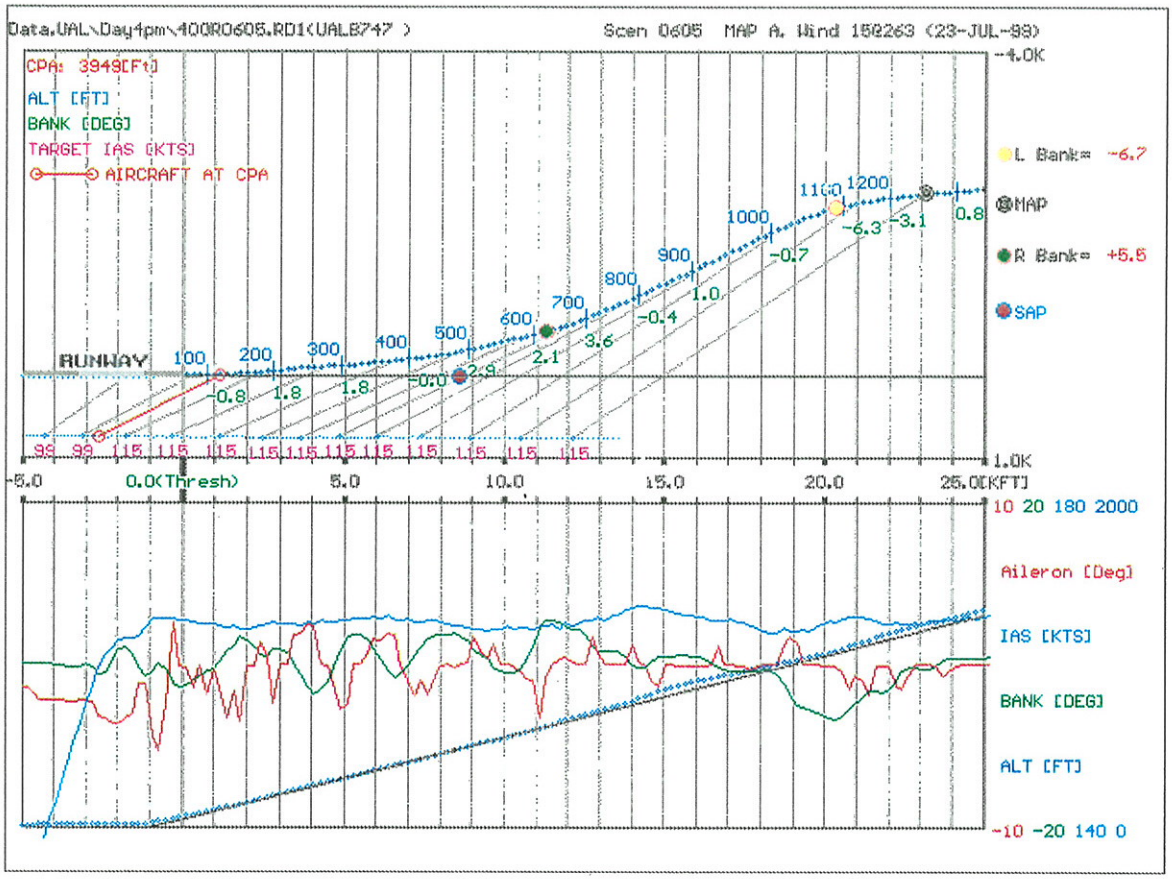

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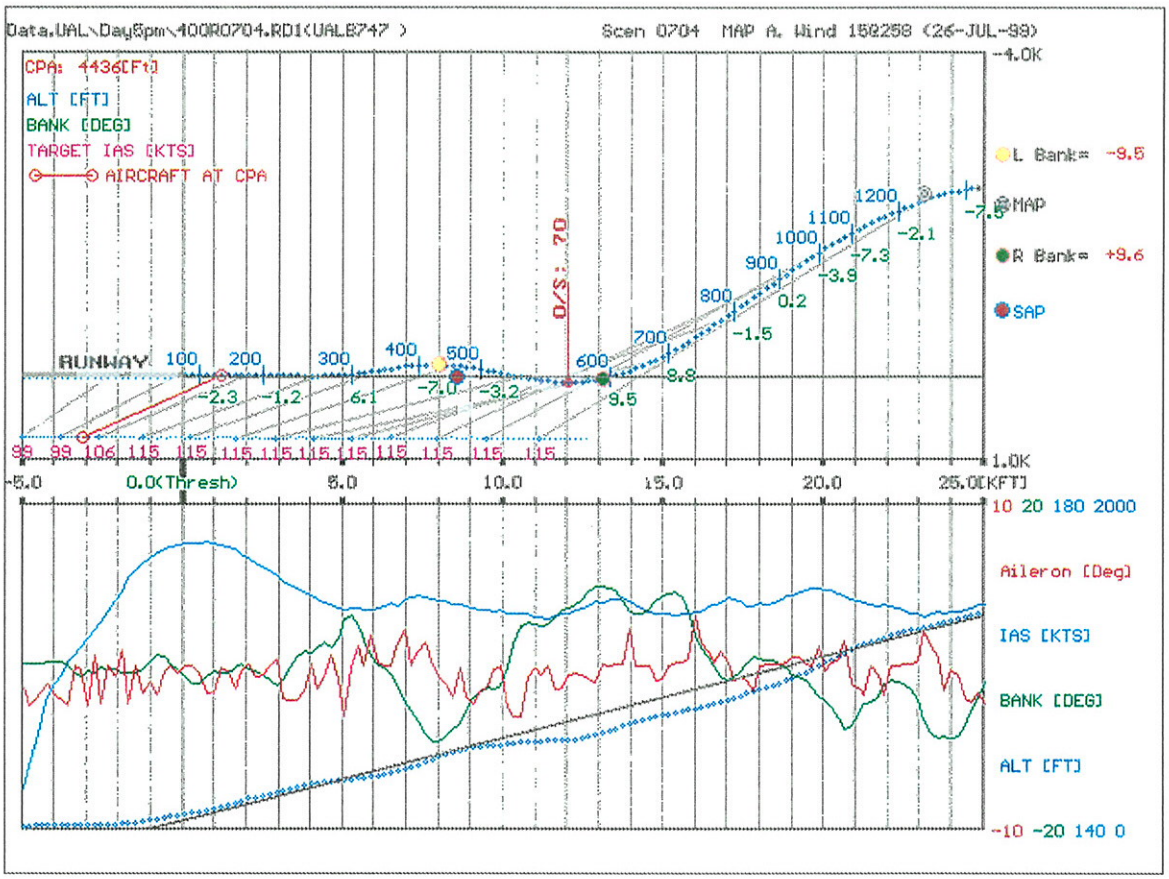

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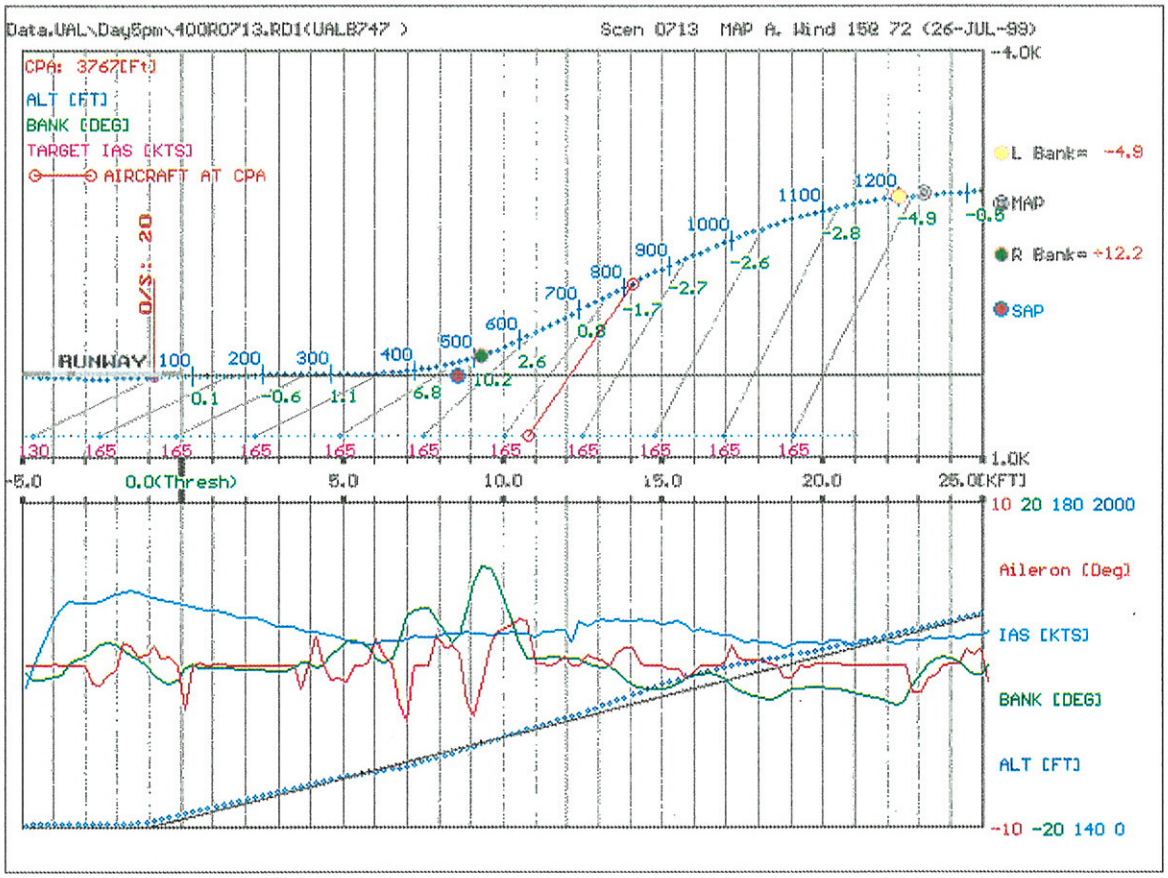

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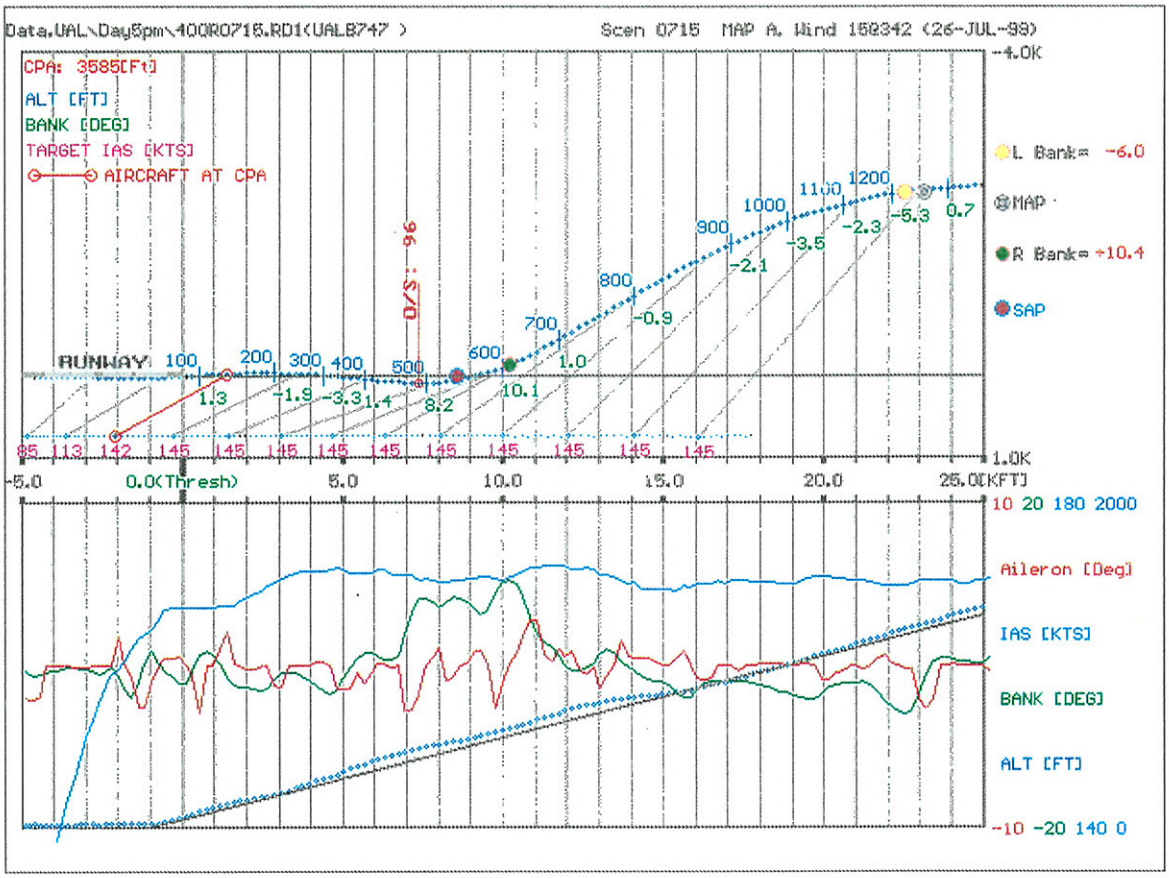

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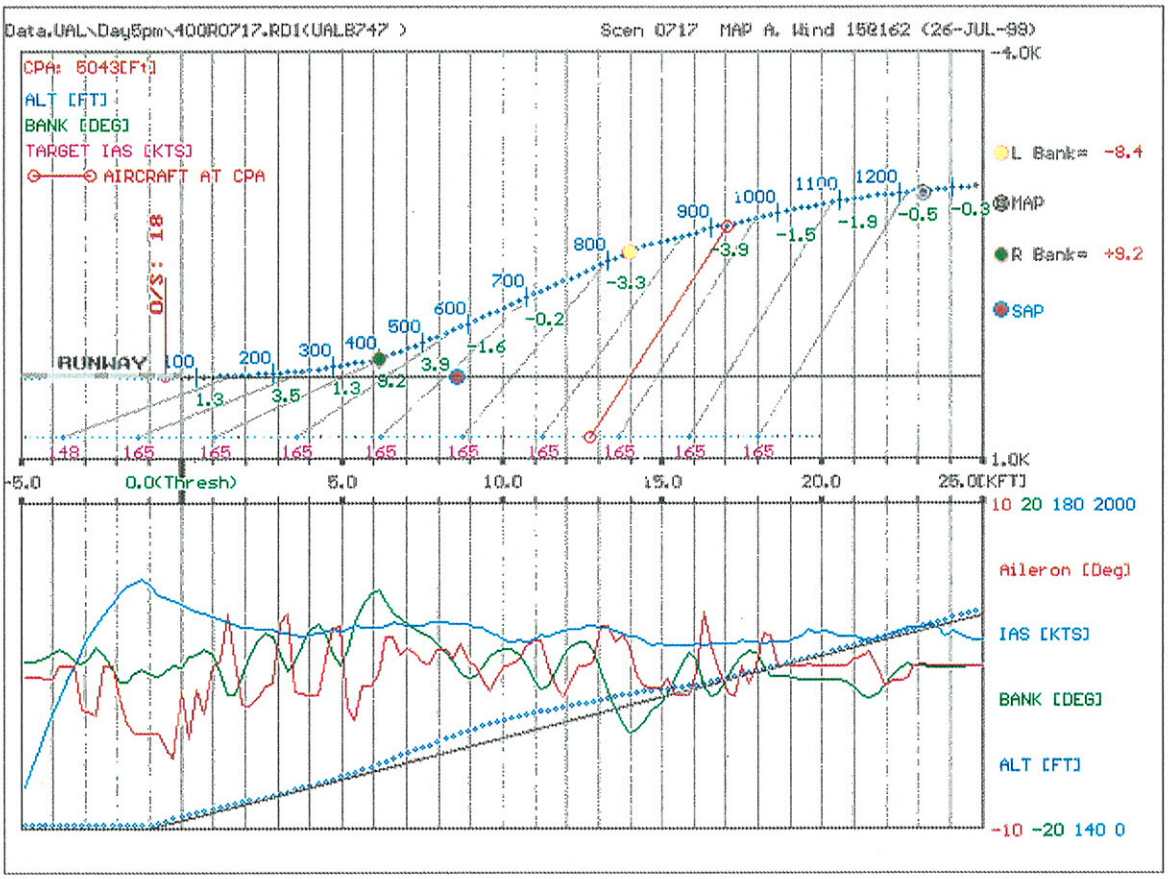

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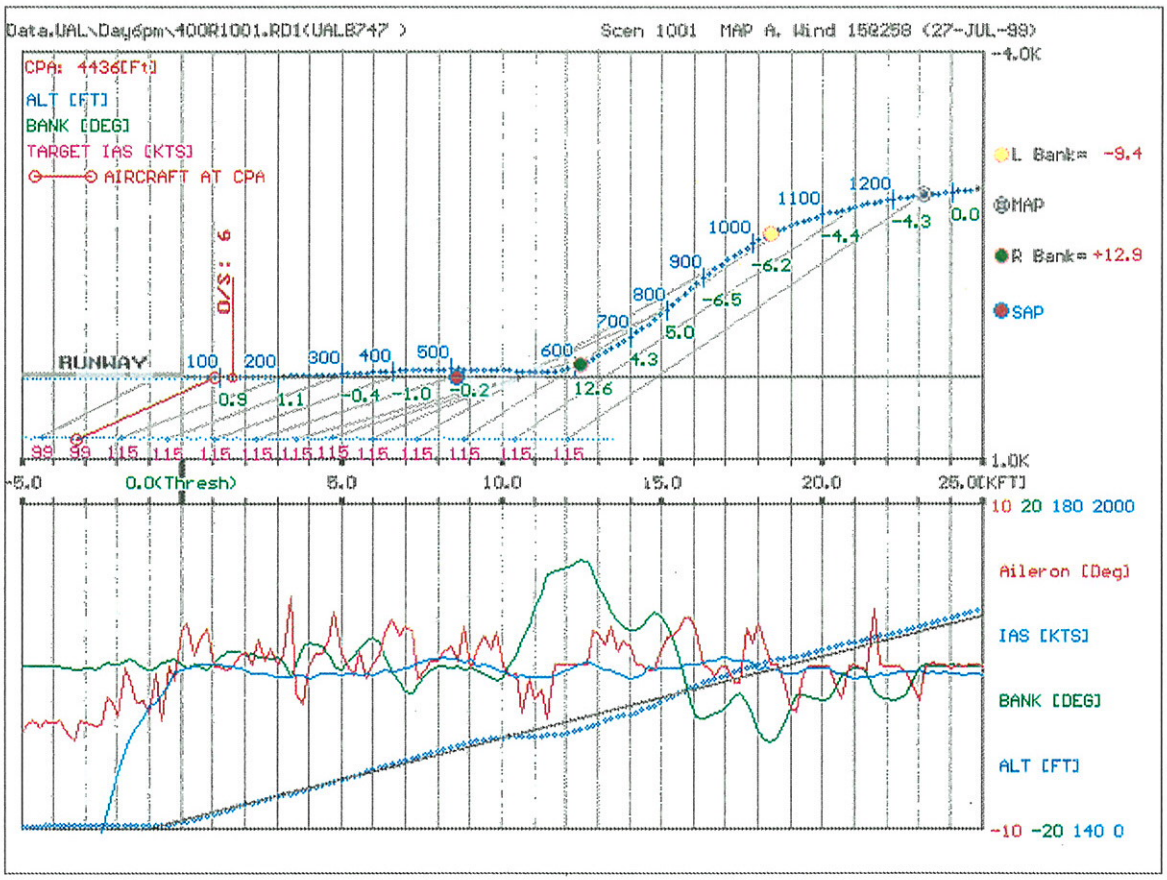

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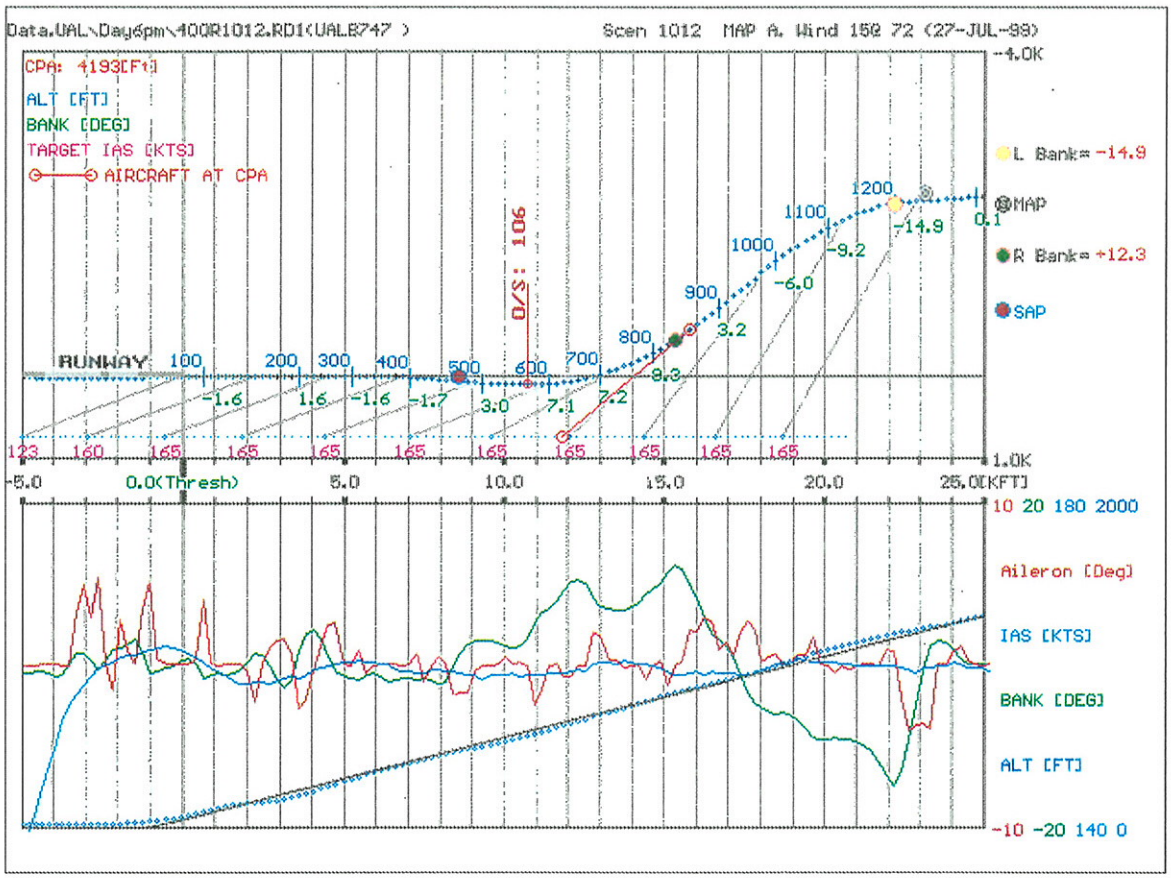

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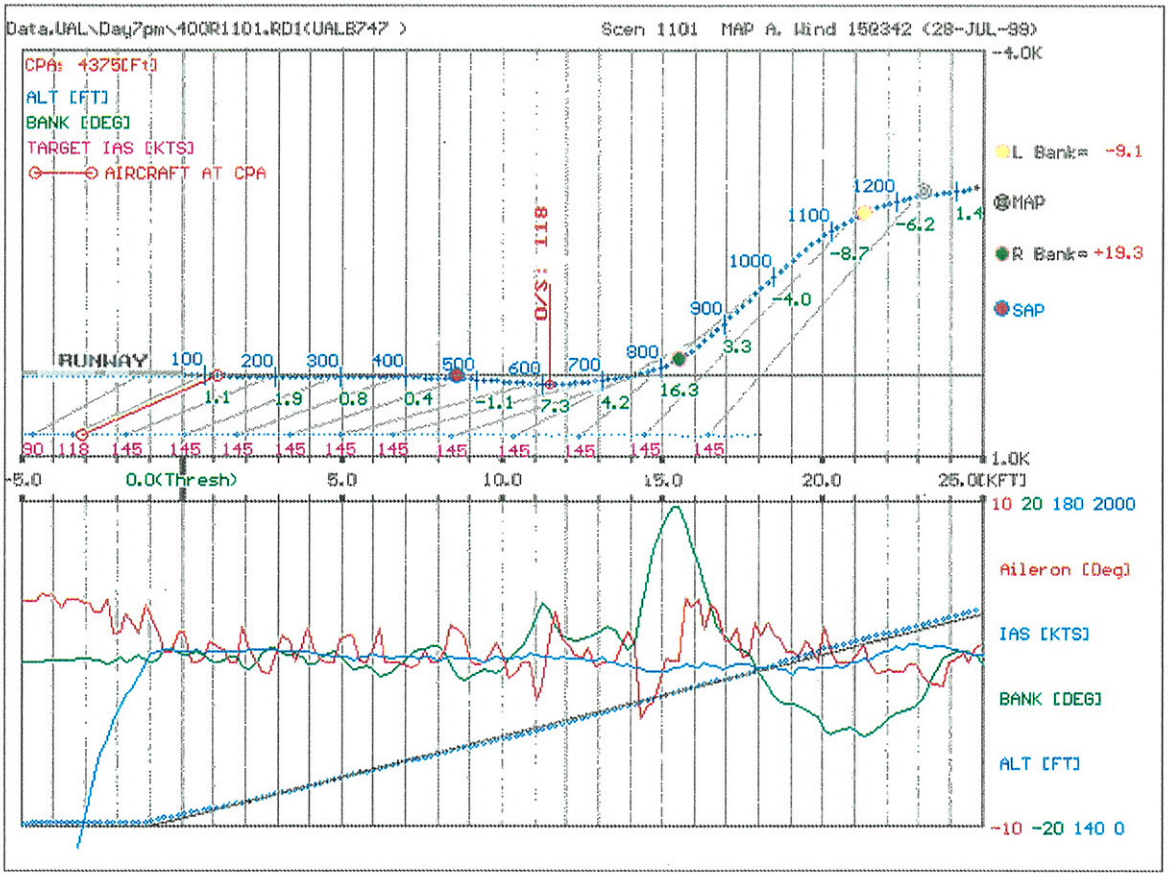

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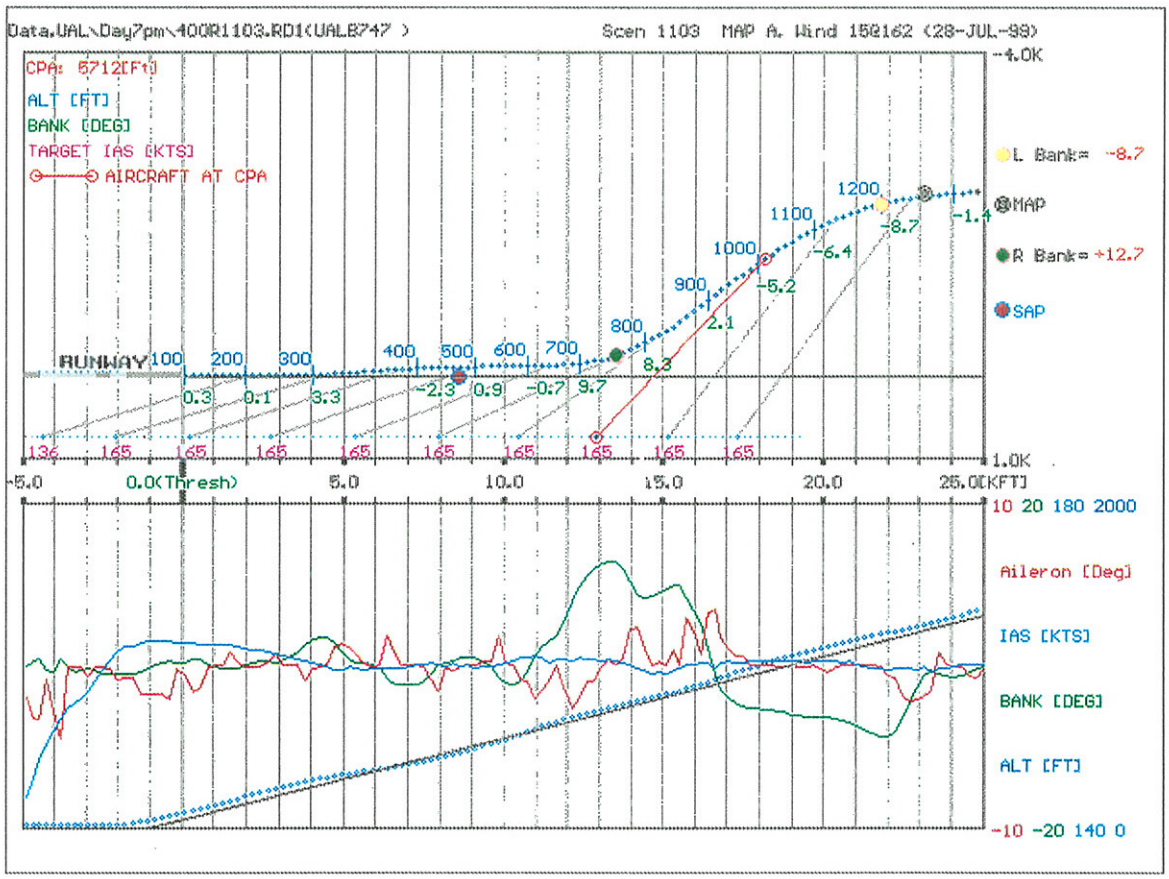

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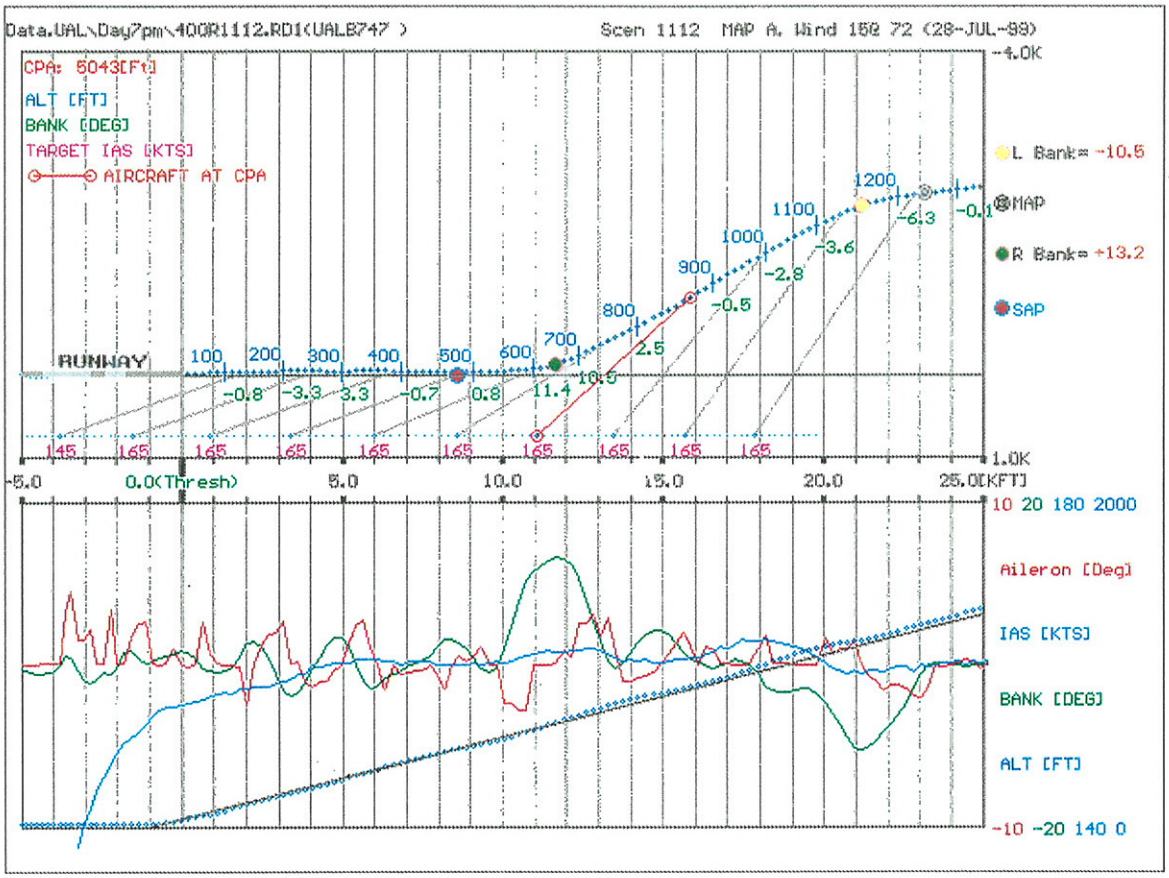

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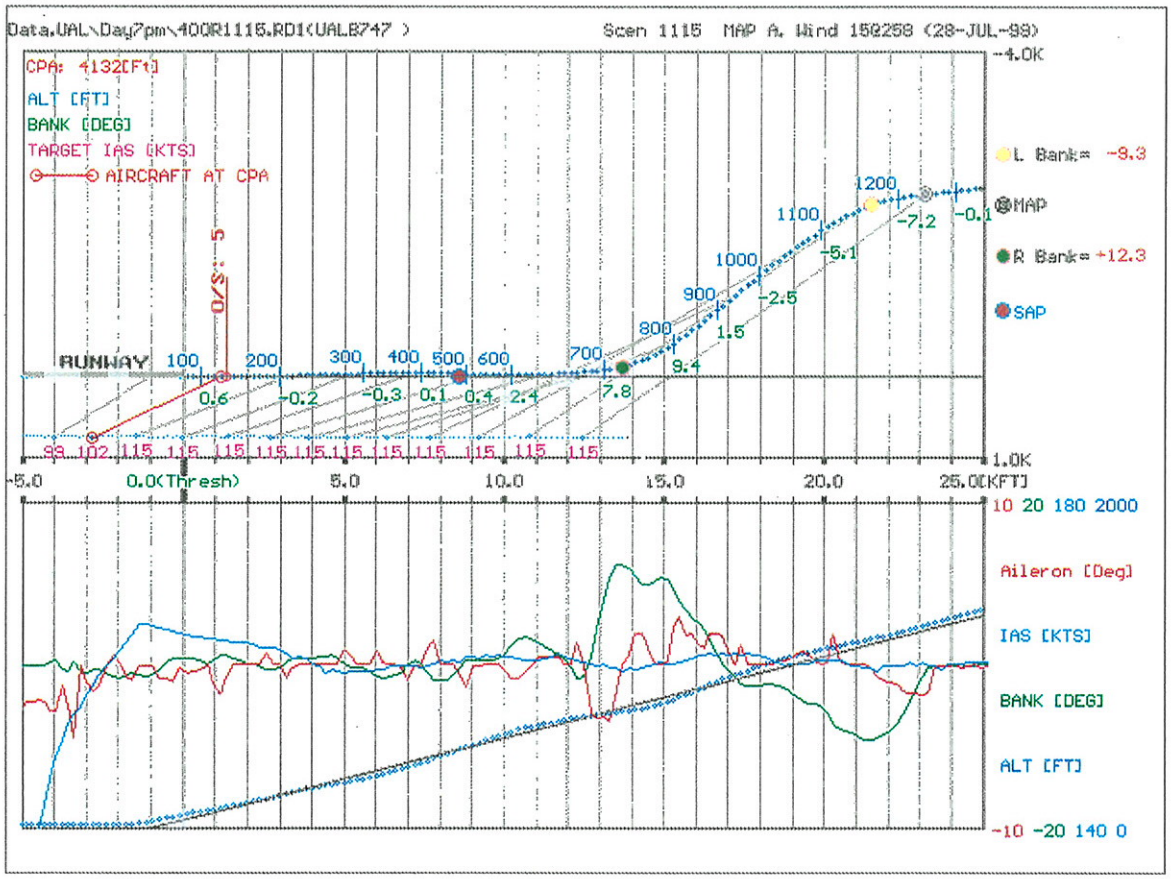

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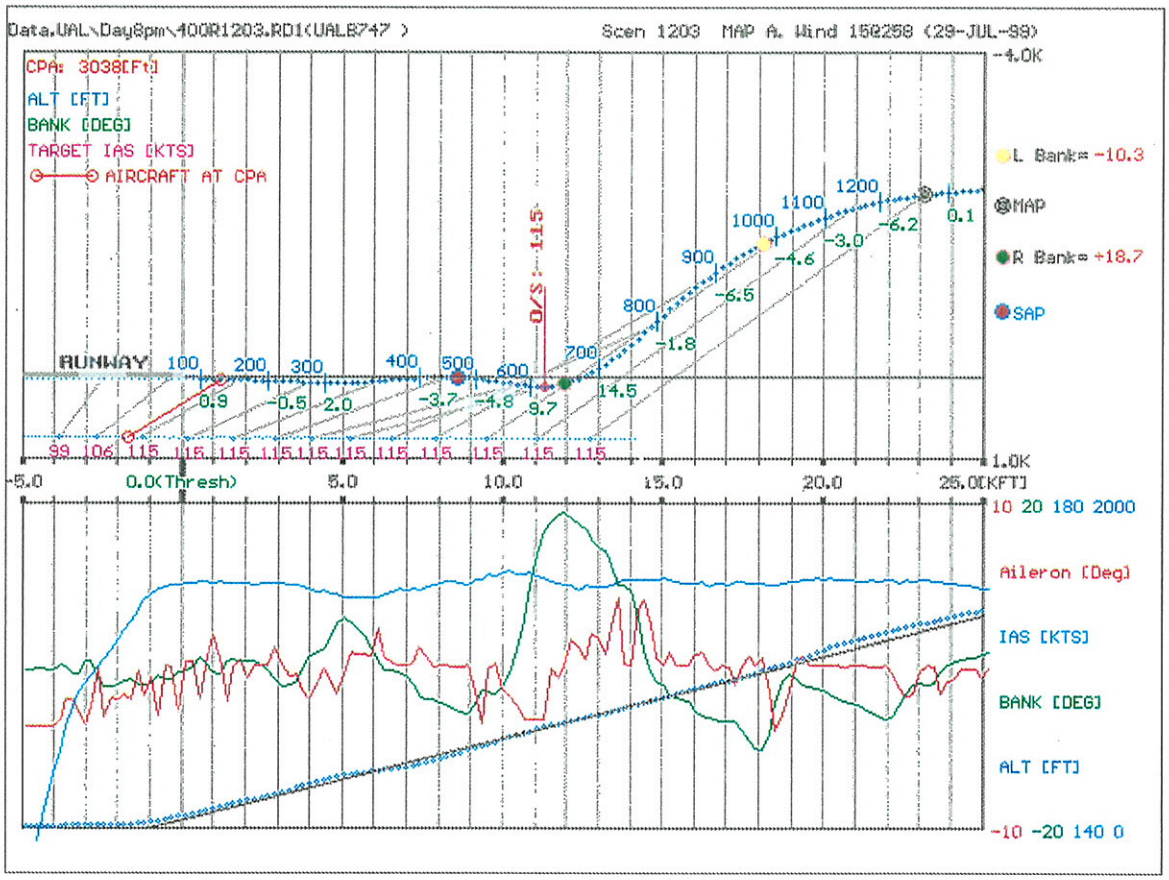

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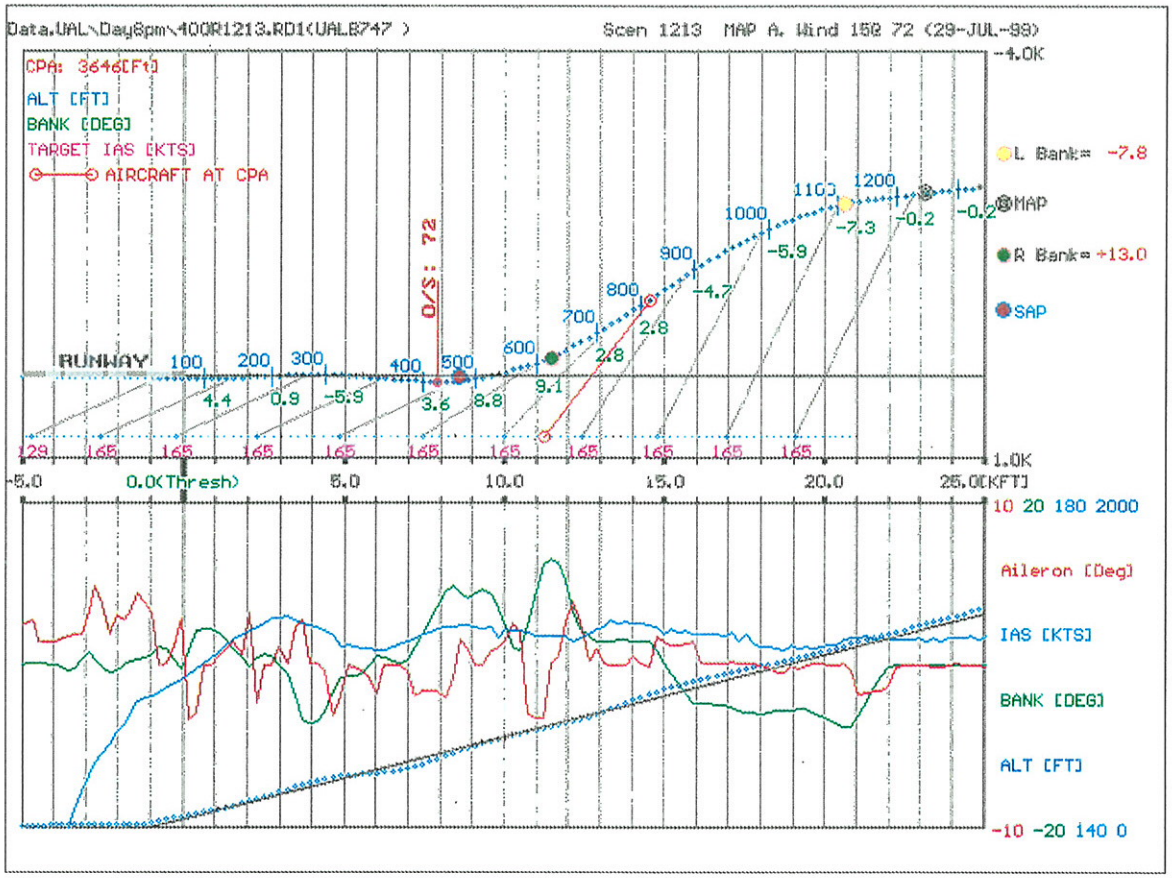

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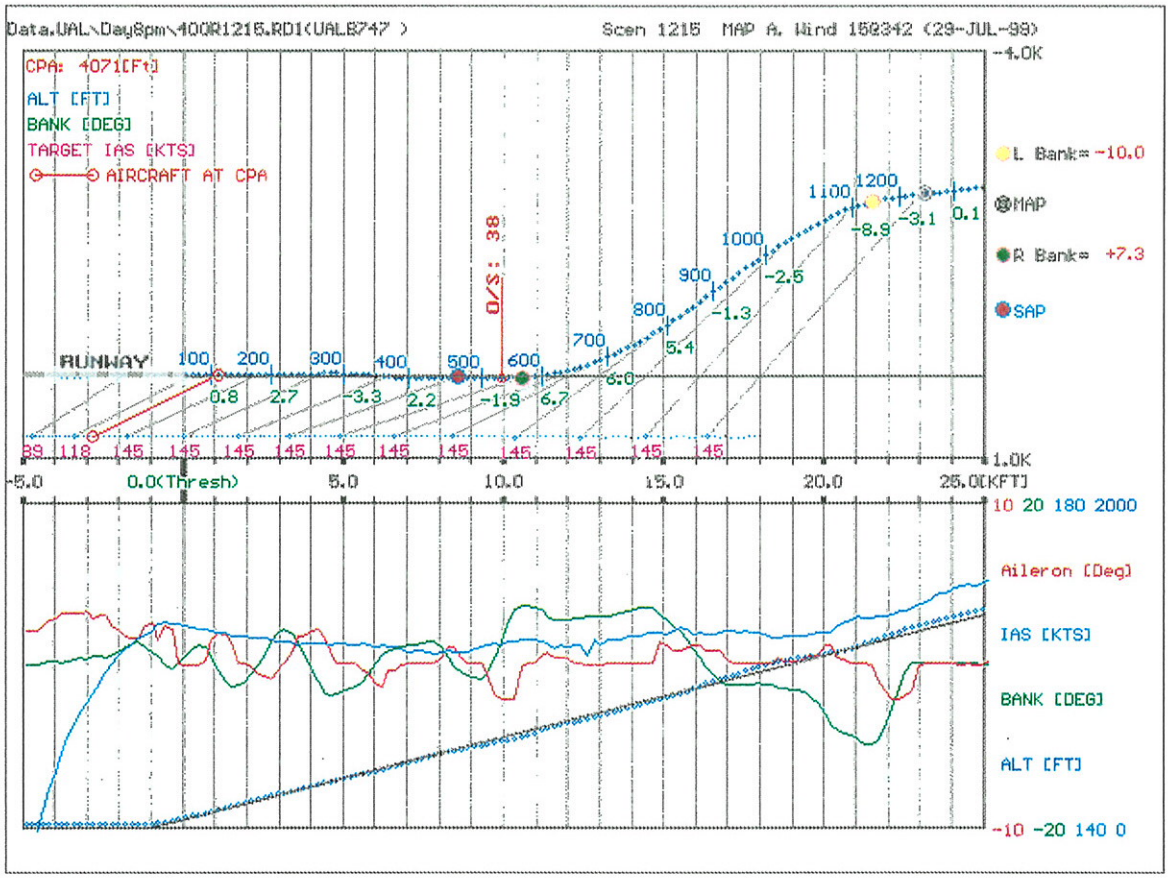

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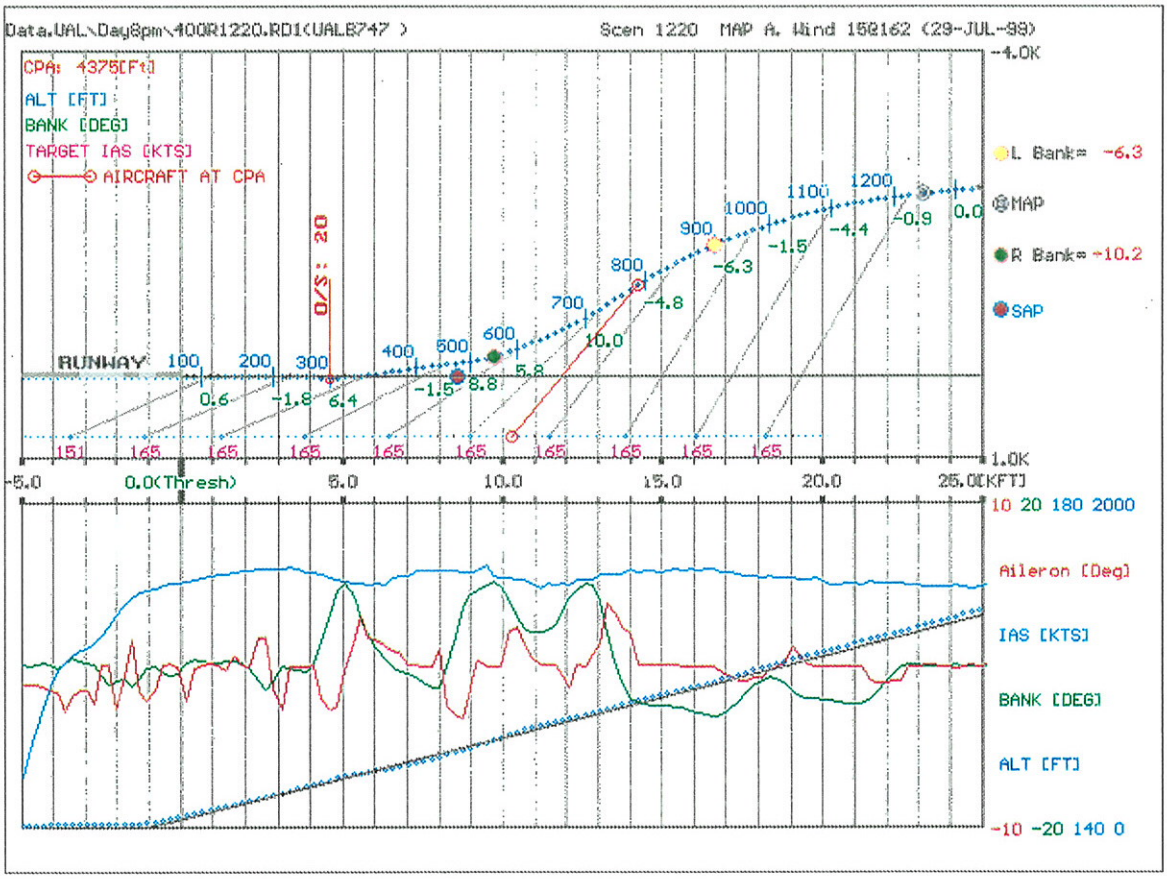

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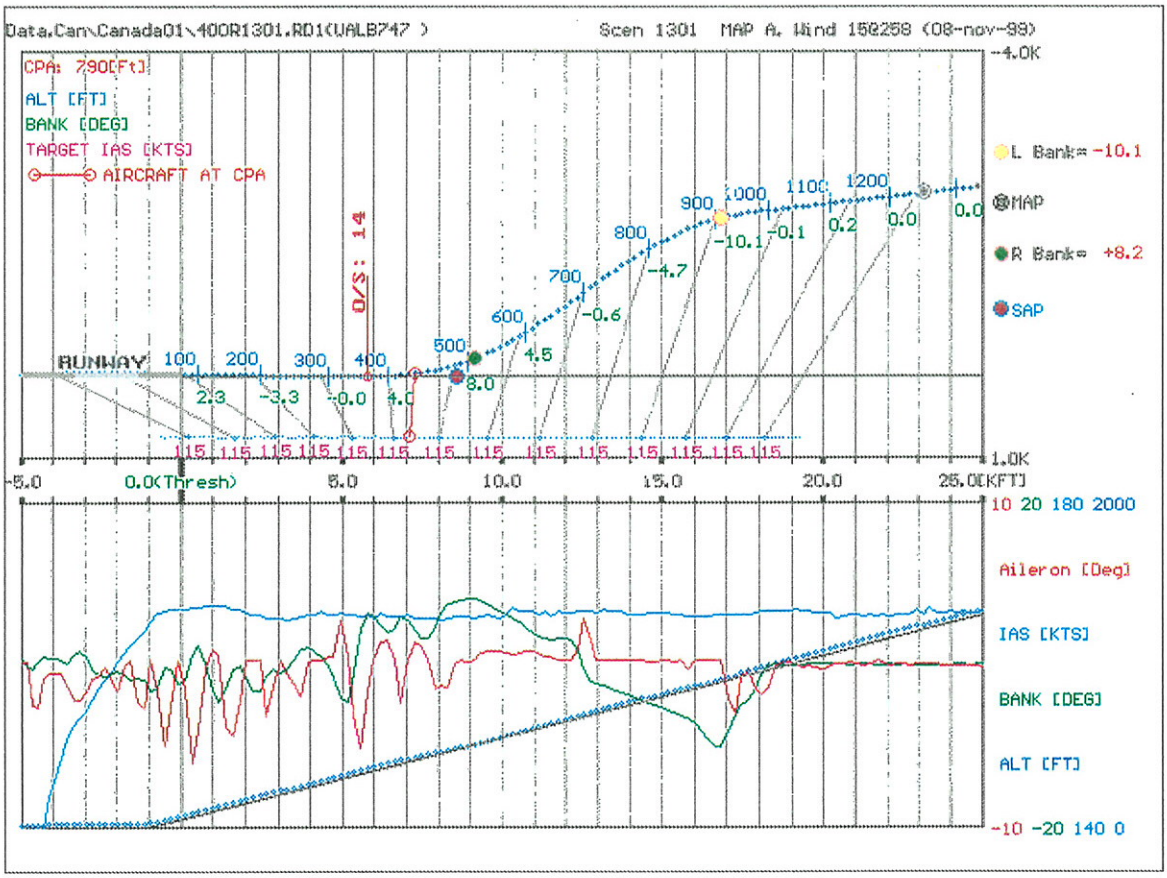

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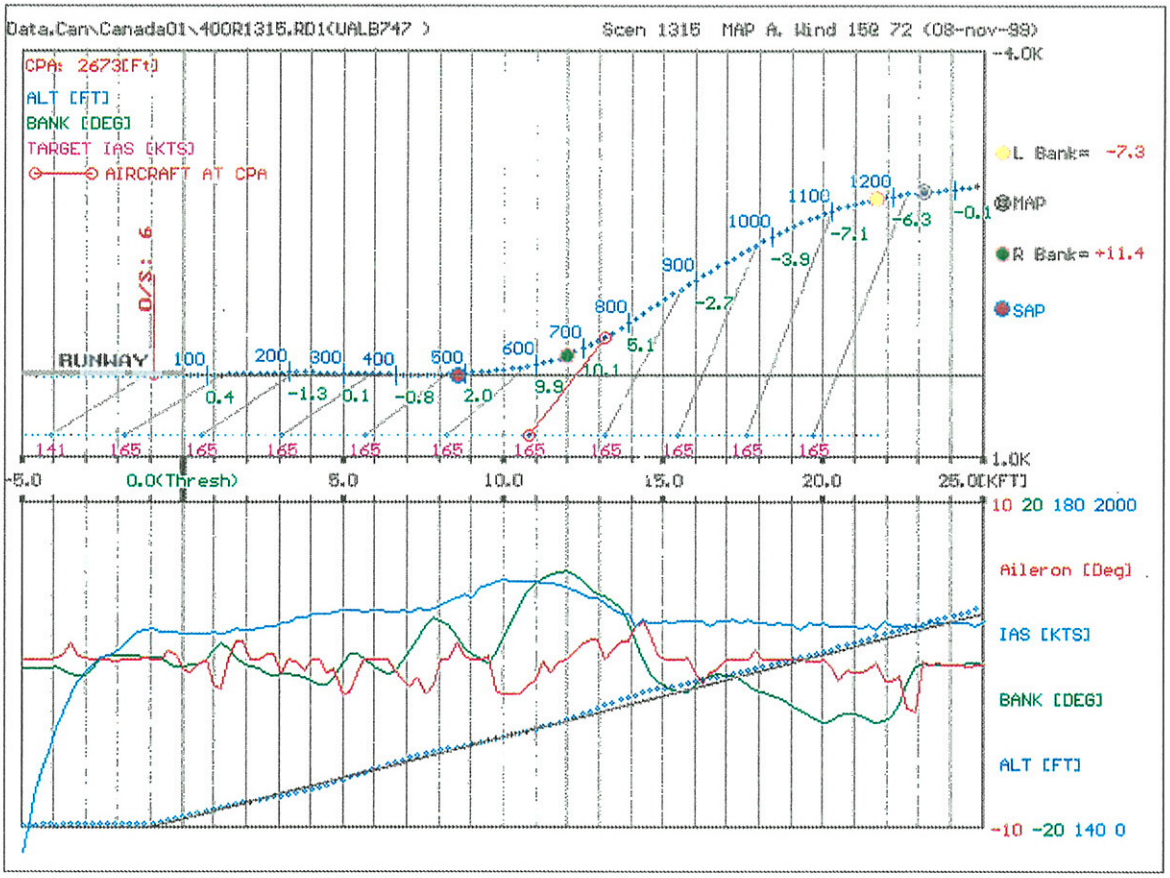

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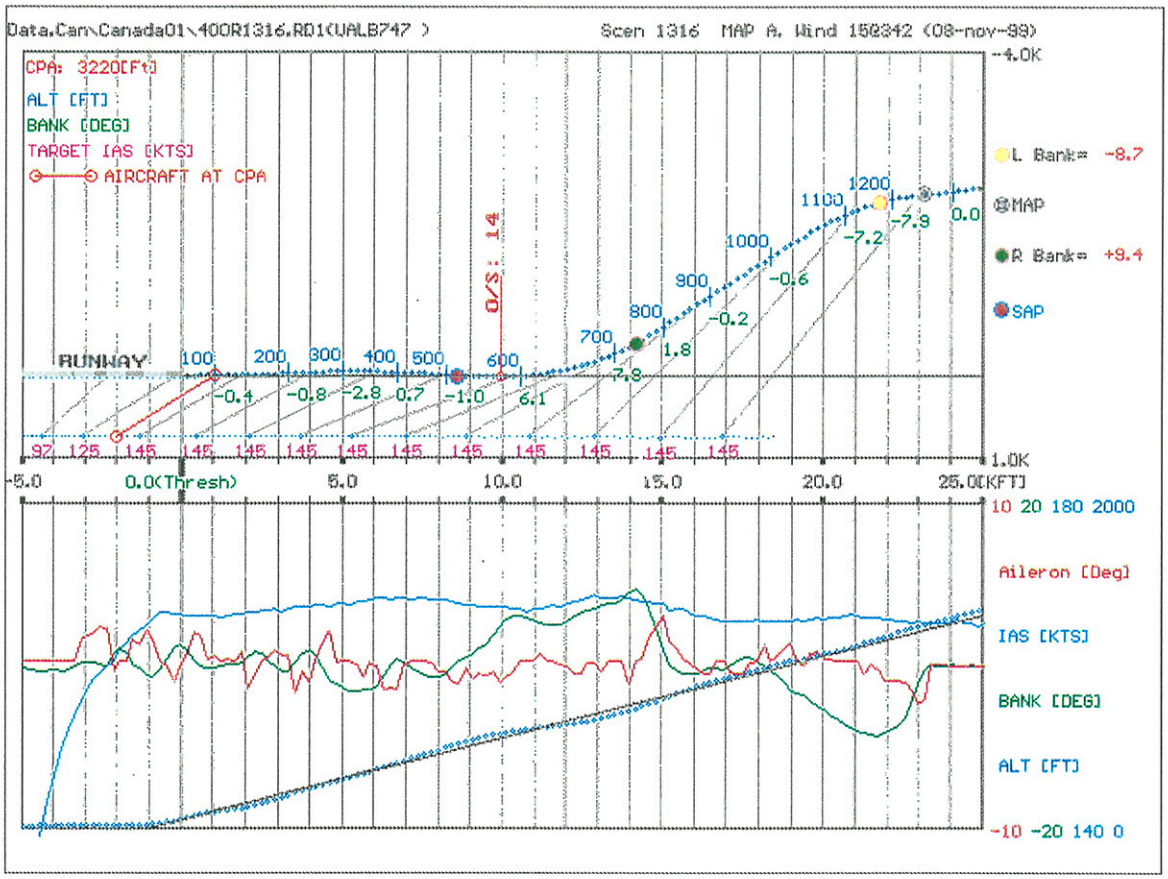

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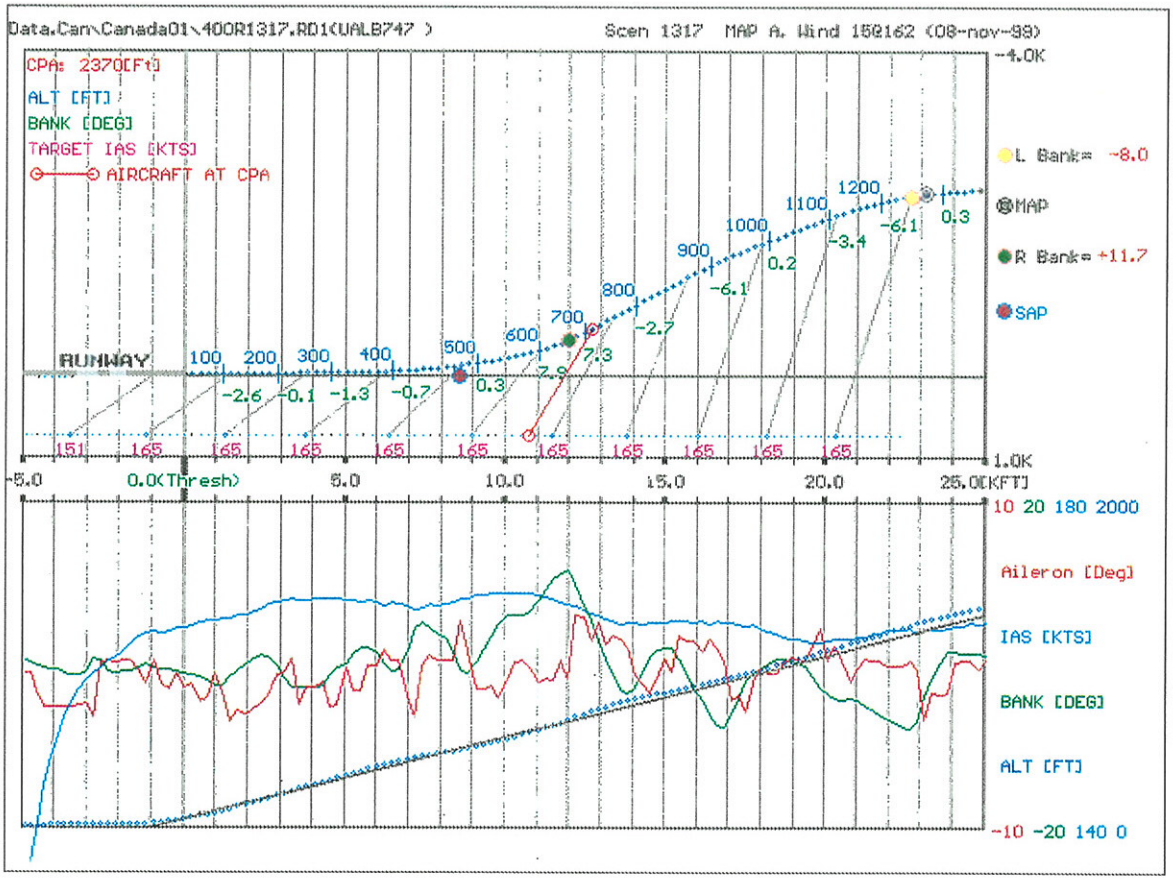

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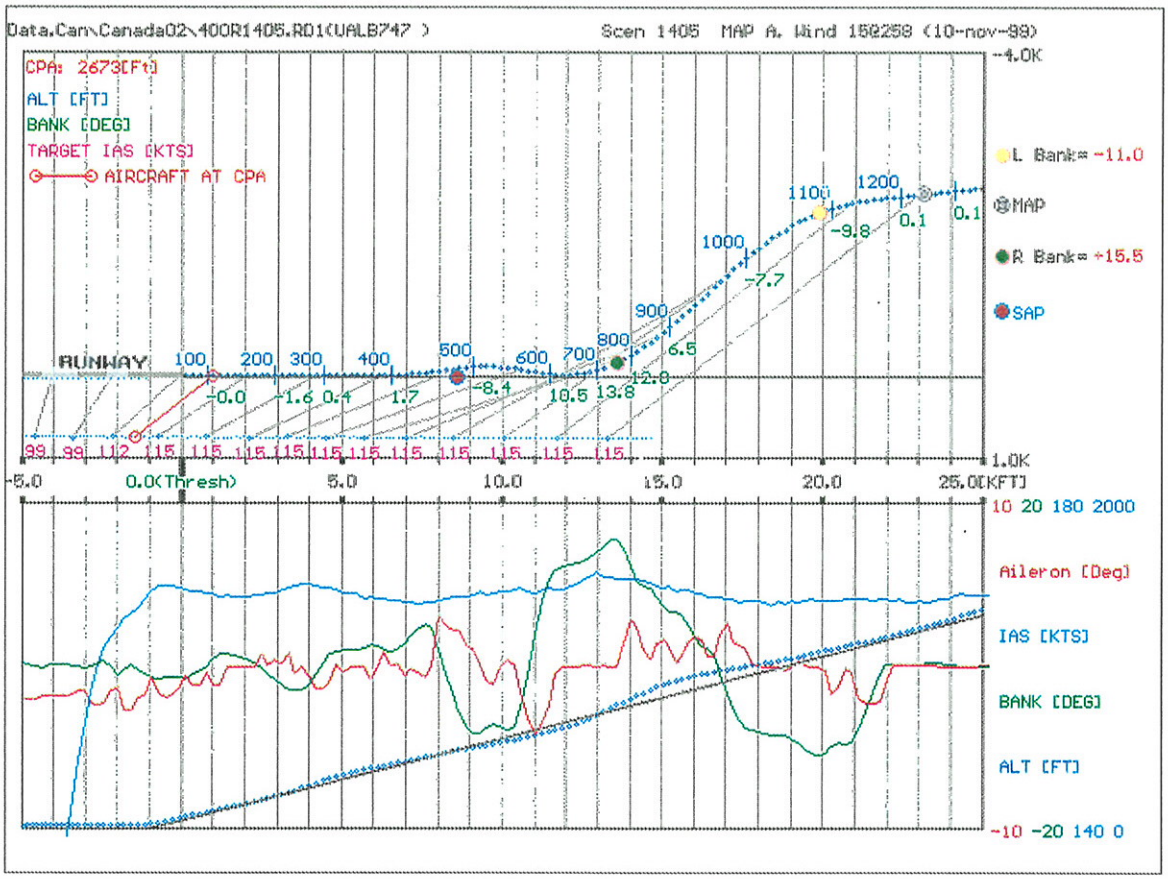

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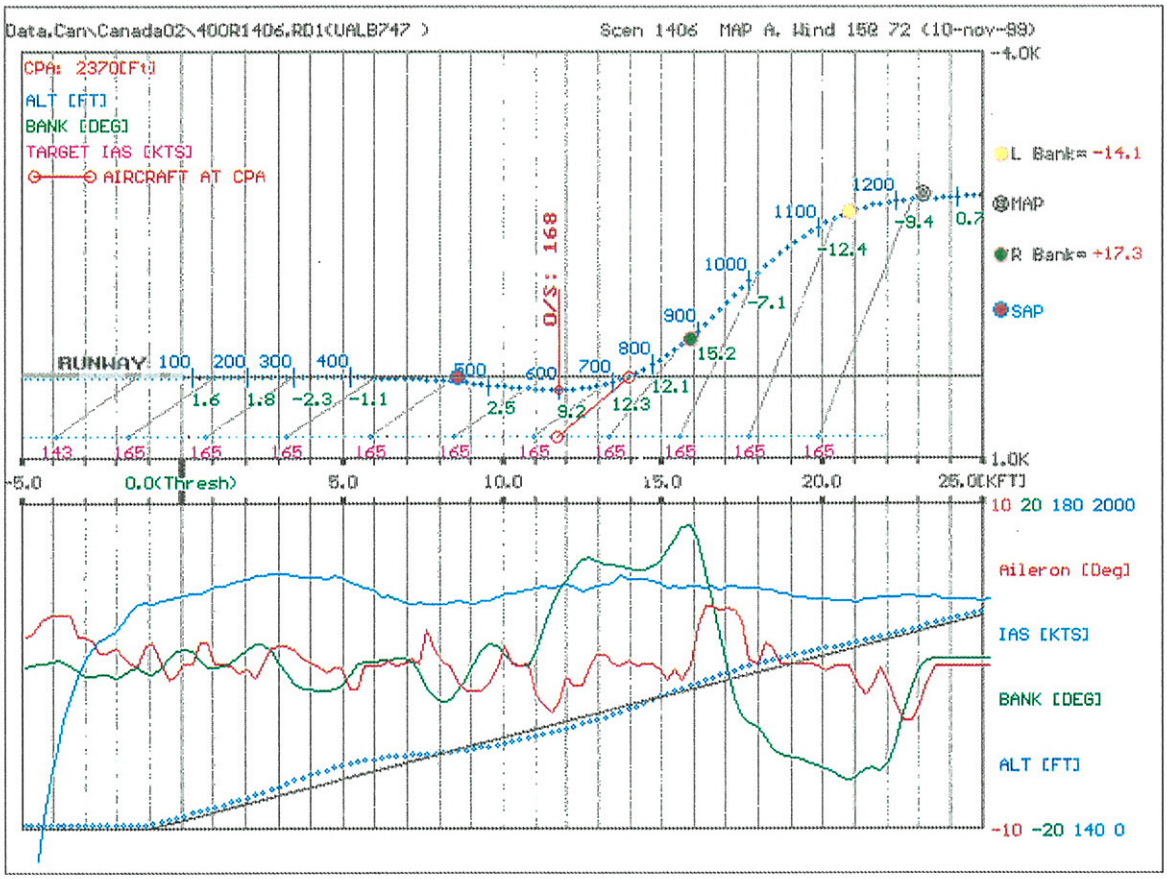

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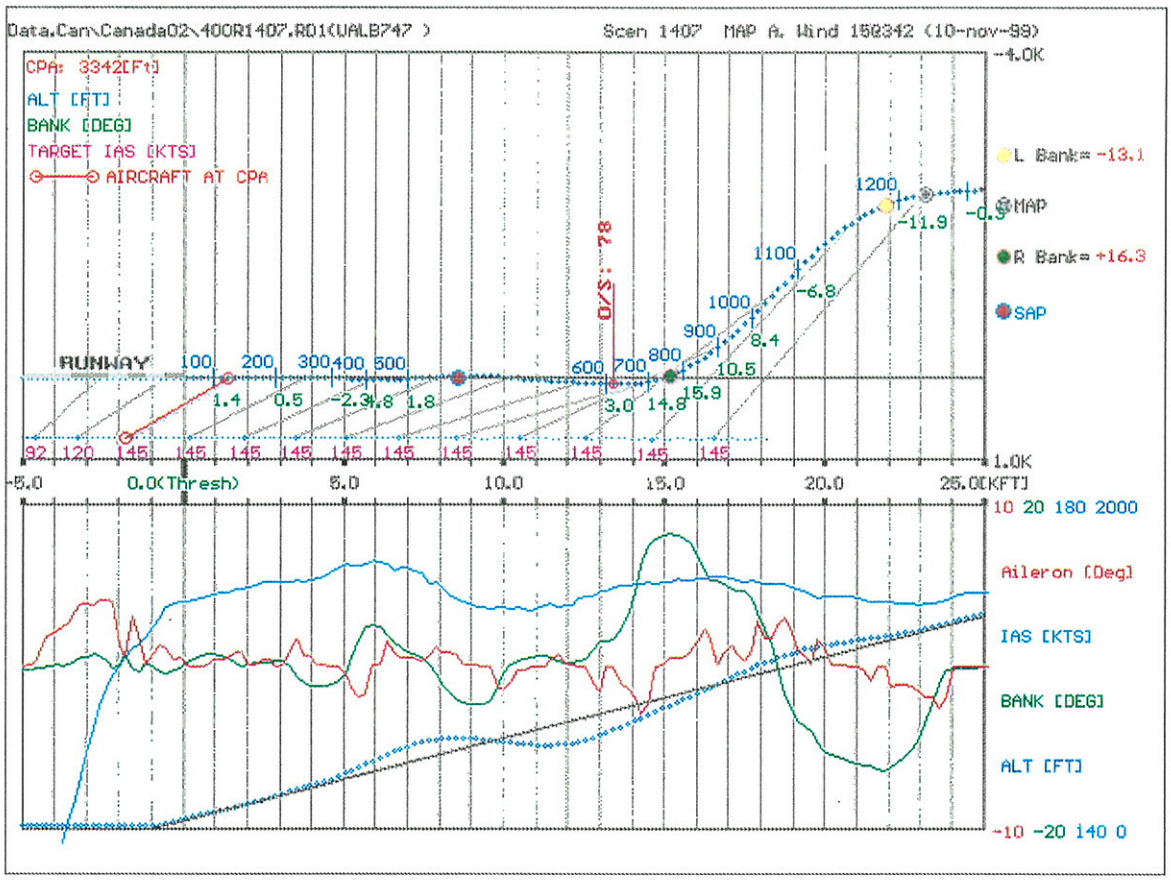

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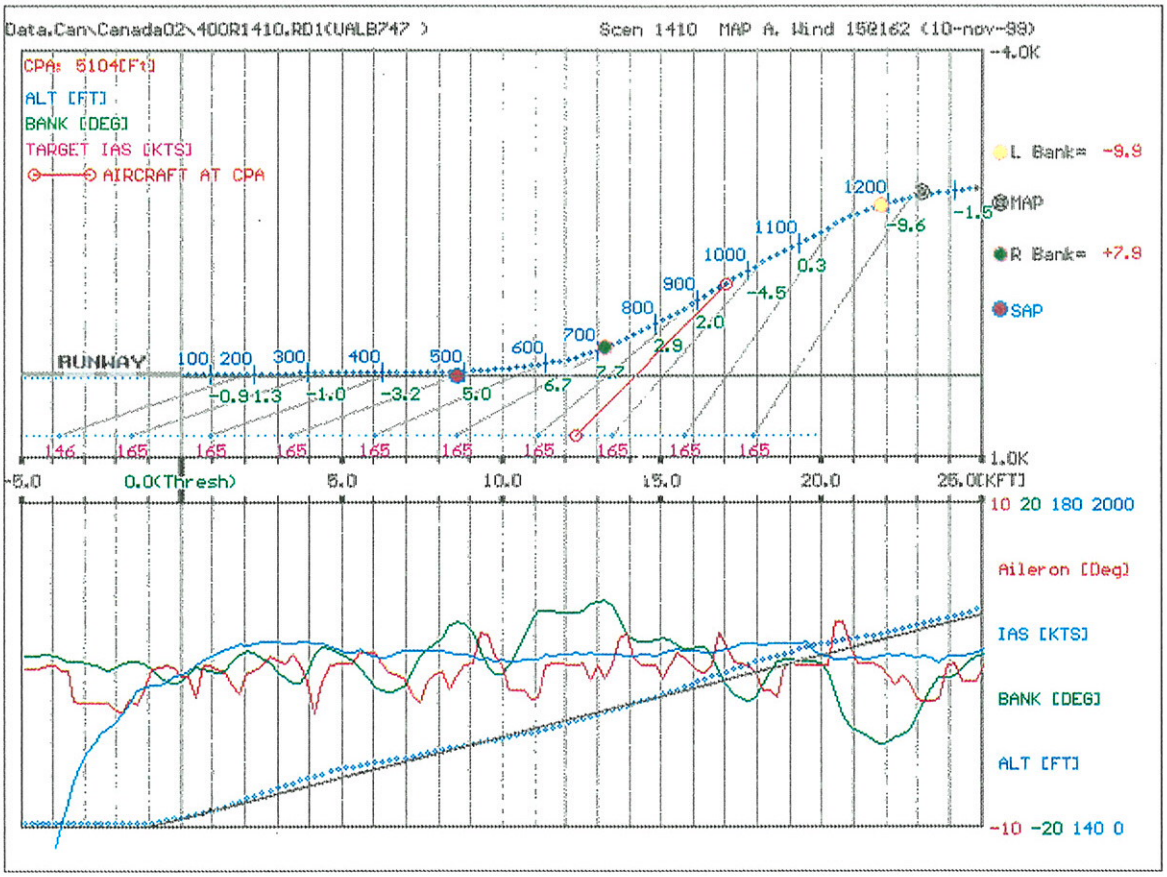

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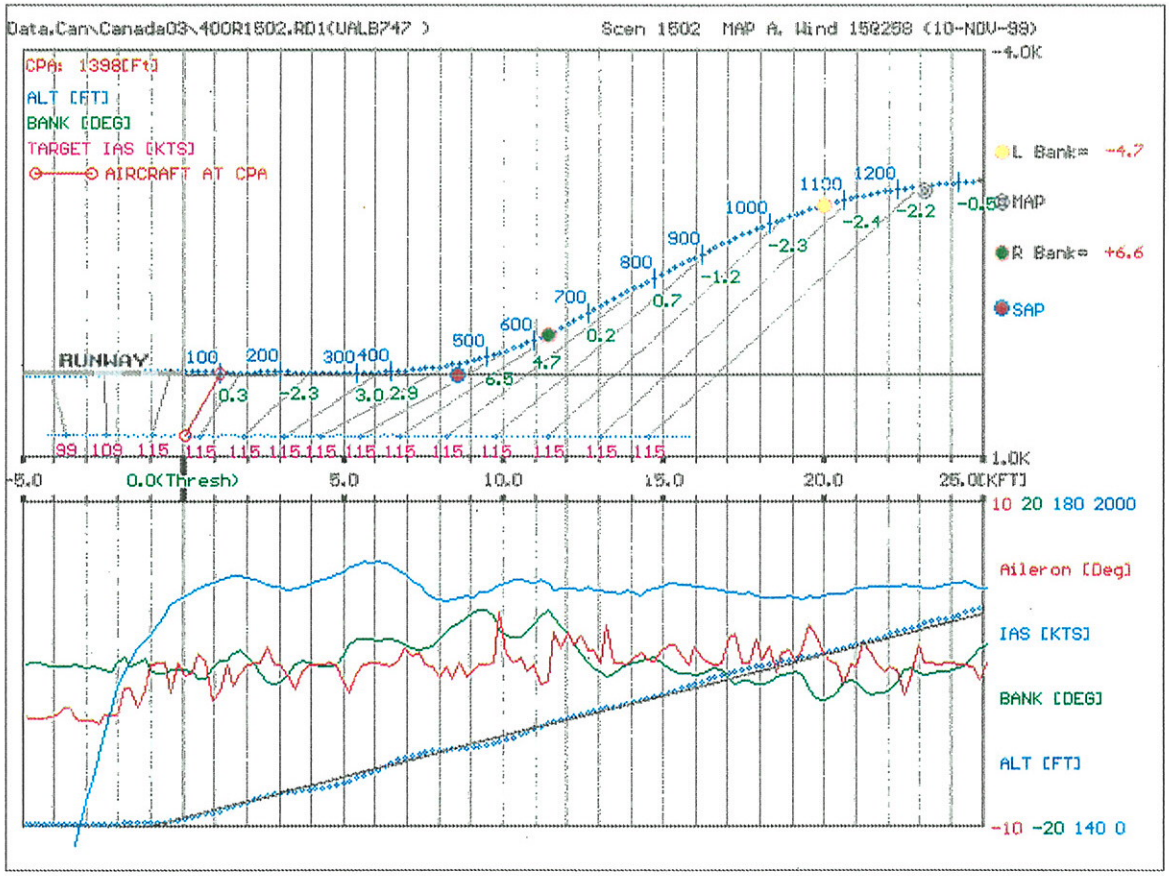


- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

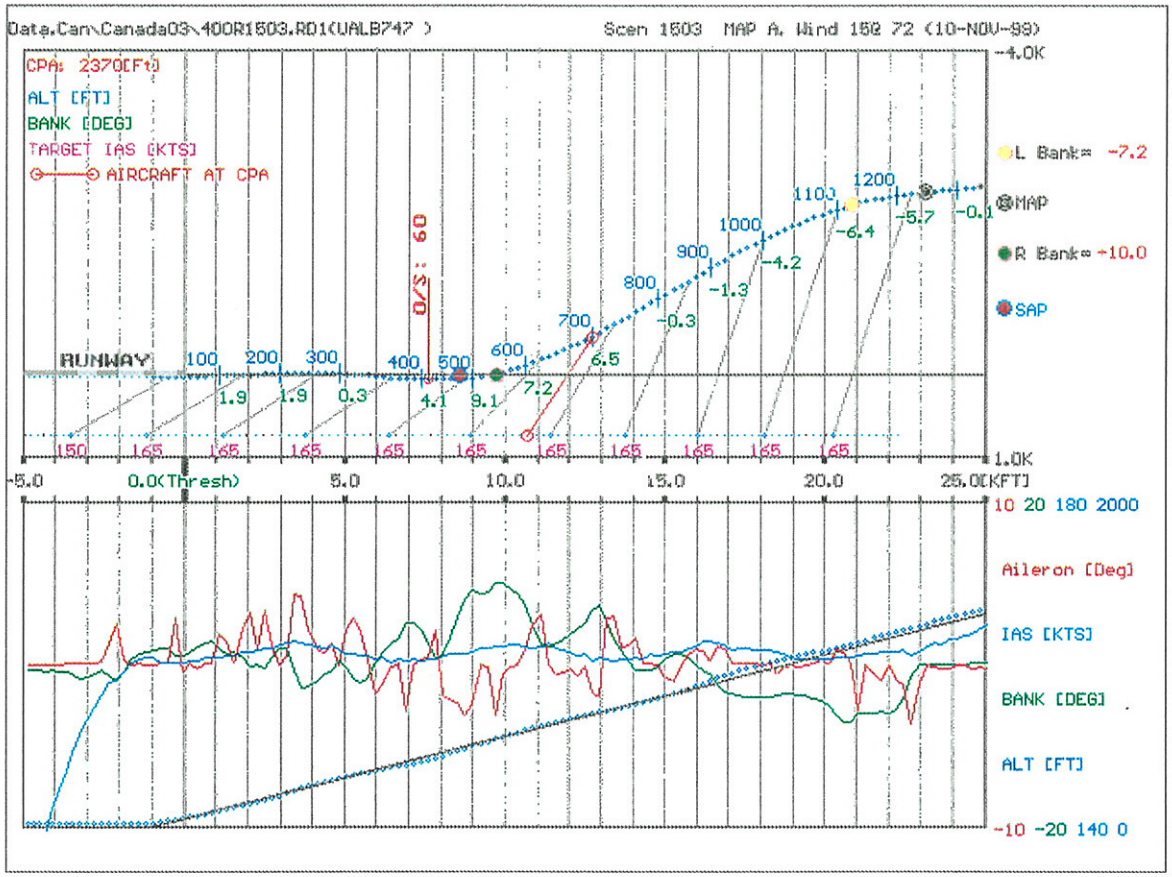
TDP: Touch Down Point (Positive indicates PASS the threshold point)

——— Ailerons Deflection

——— IAS

——— Bank Angle

——— Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

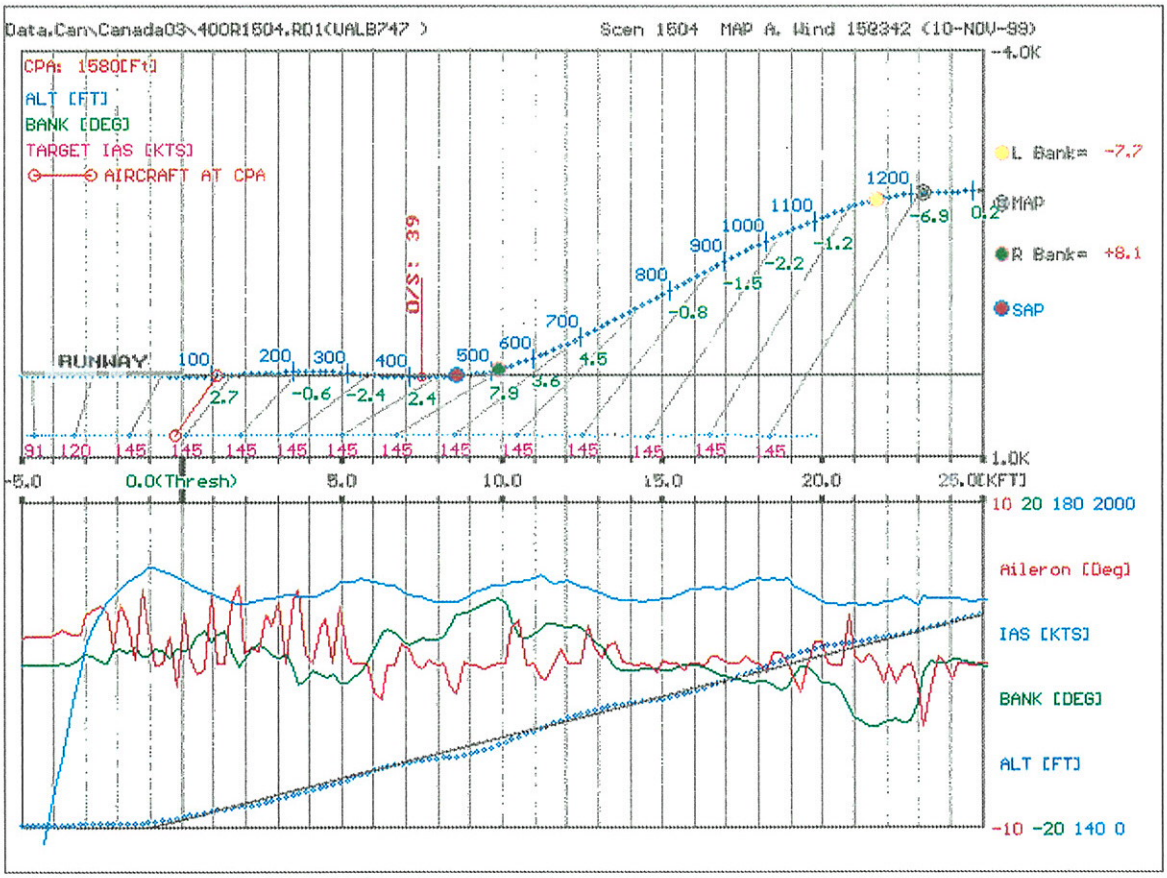
TDP: Touch Down Point (Positive indicates PASS the threshold point)

——— Ailerons Deflection

——— IAS

——— Bank Angle

——— Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

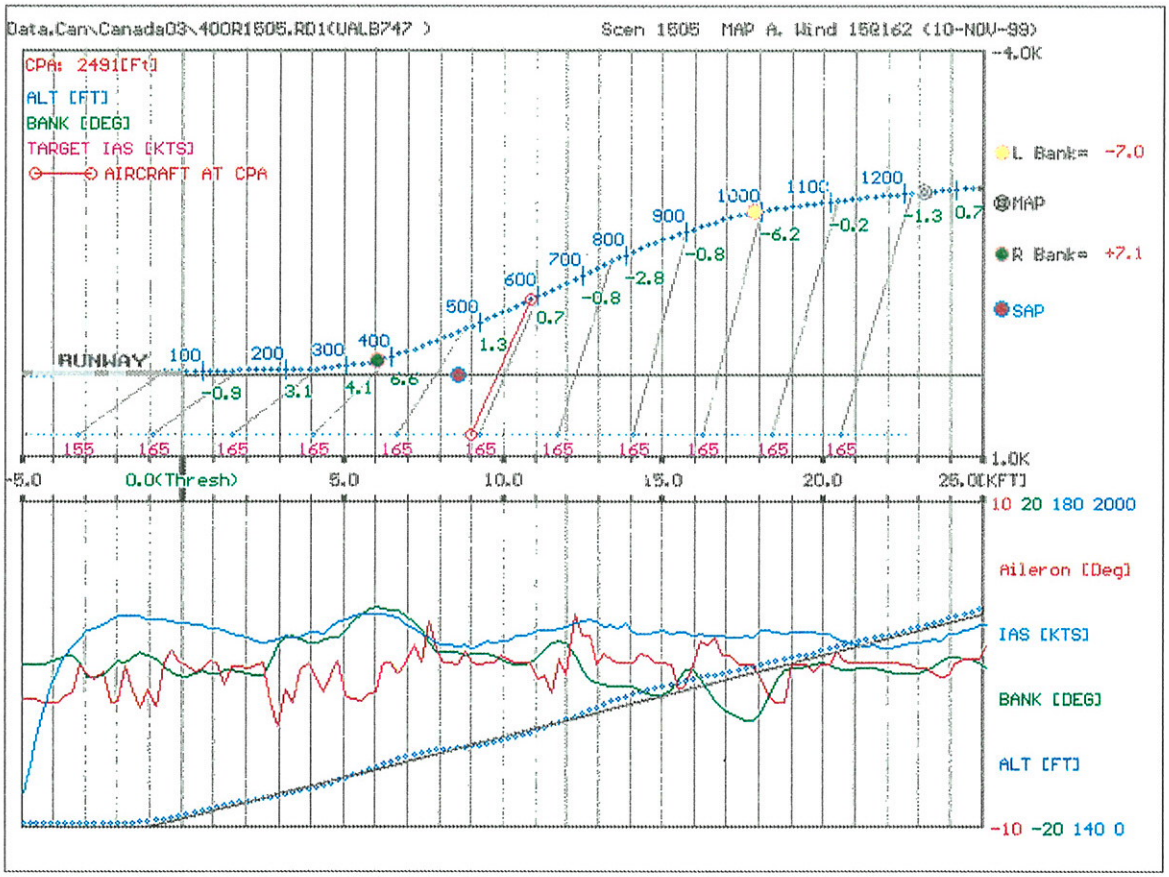
TDP: Touch Down Point (Positive indicates PASS the threshold point)

——— Ailerons Deflection

——— IAS

——— Bank Angle

——— Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

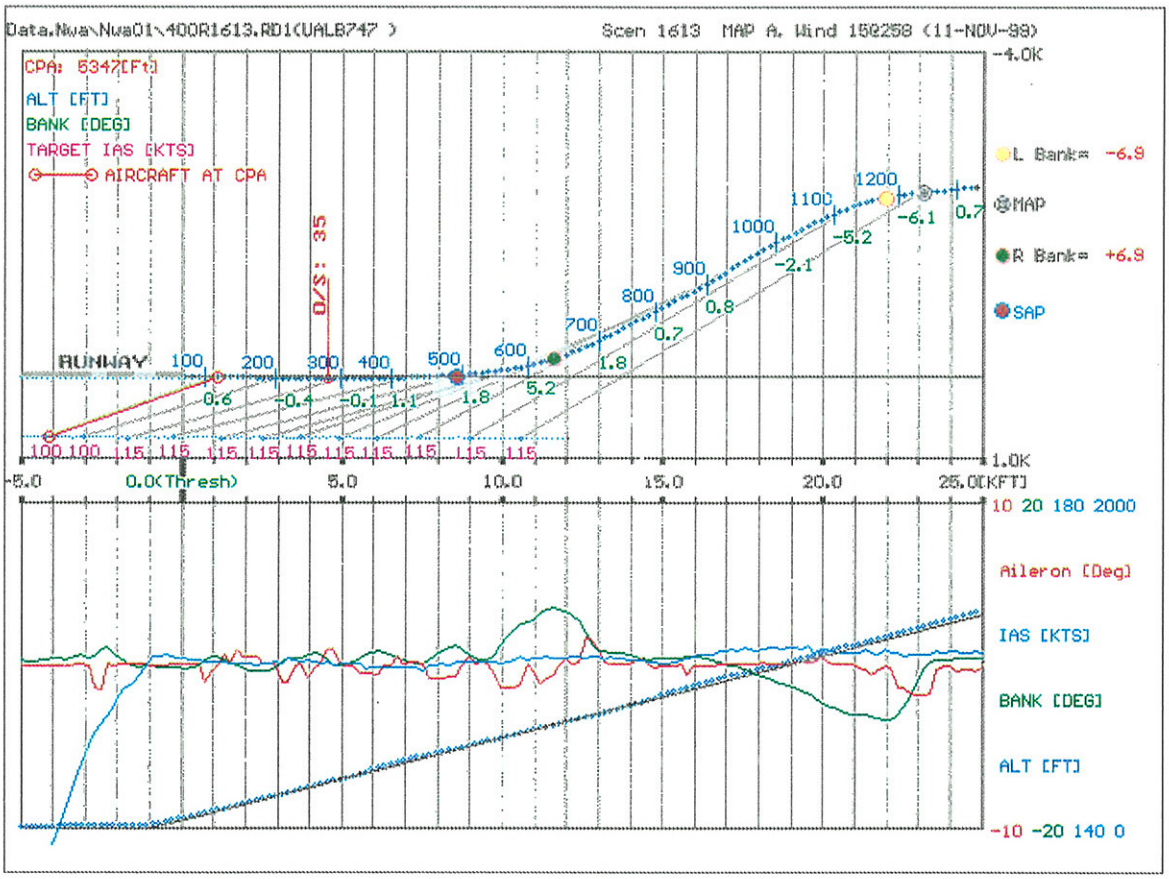
TDP: Touch Down Point (Positive indicates PASS the threshold point)

——— Ailerons Deflection

——— IAS

——— Bank Angle

——— Altitude



- Maximum Bank Angle Left
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- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

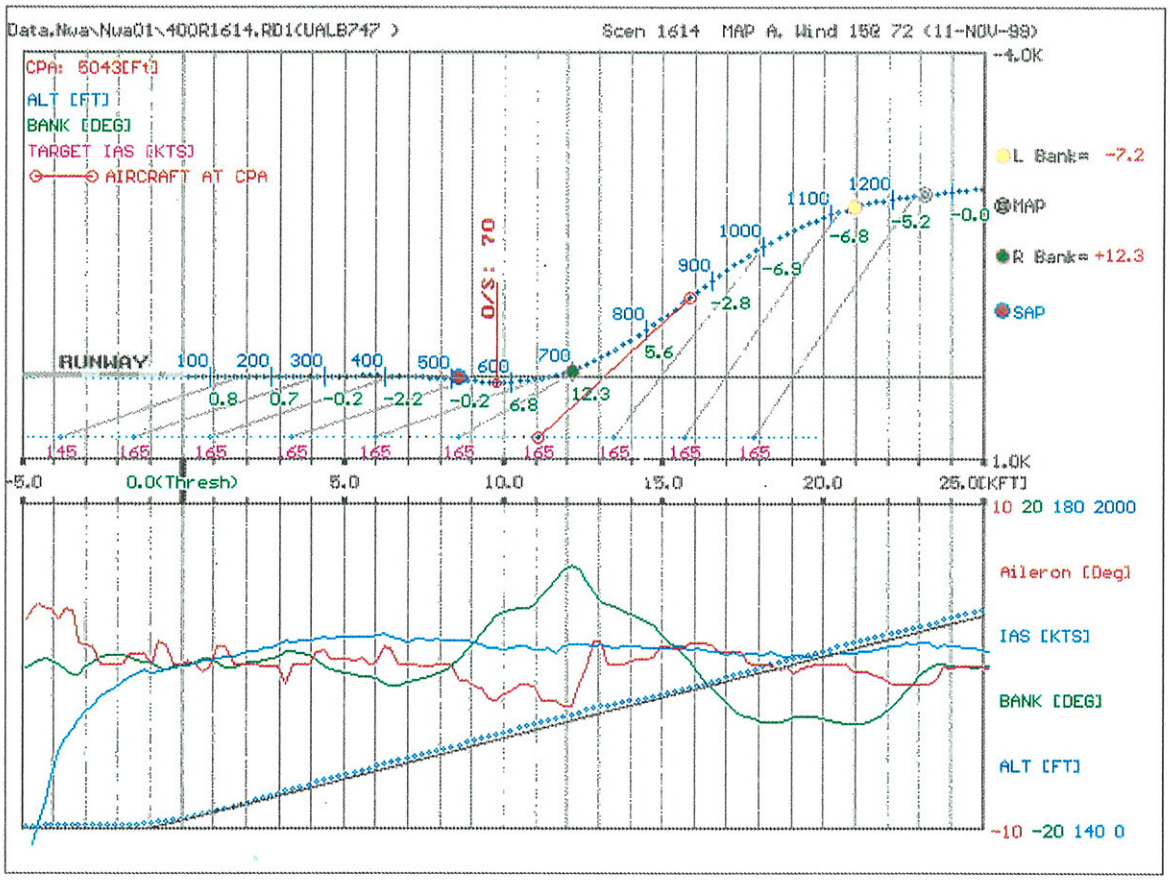
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

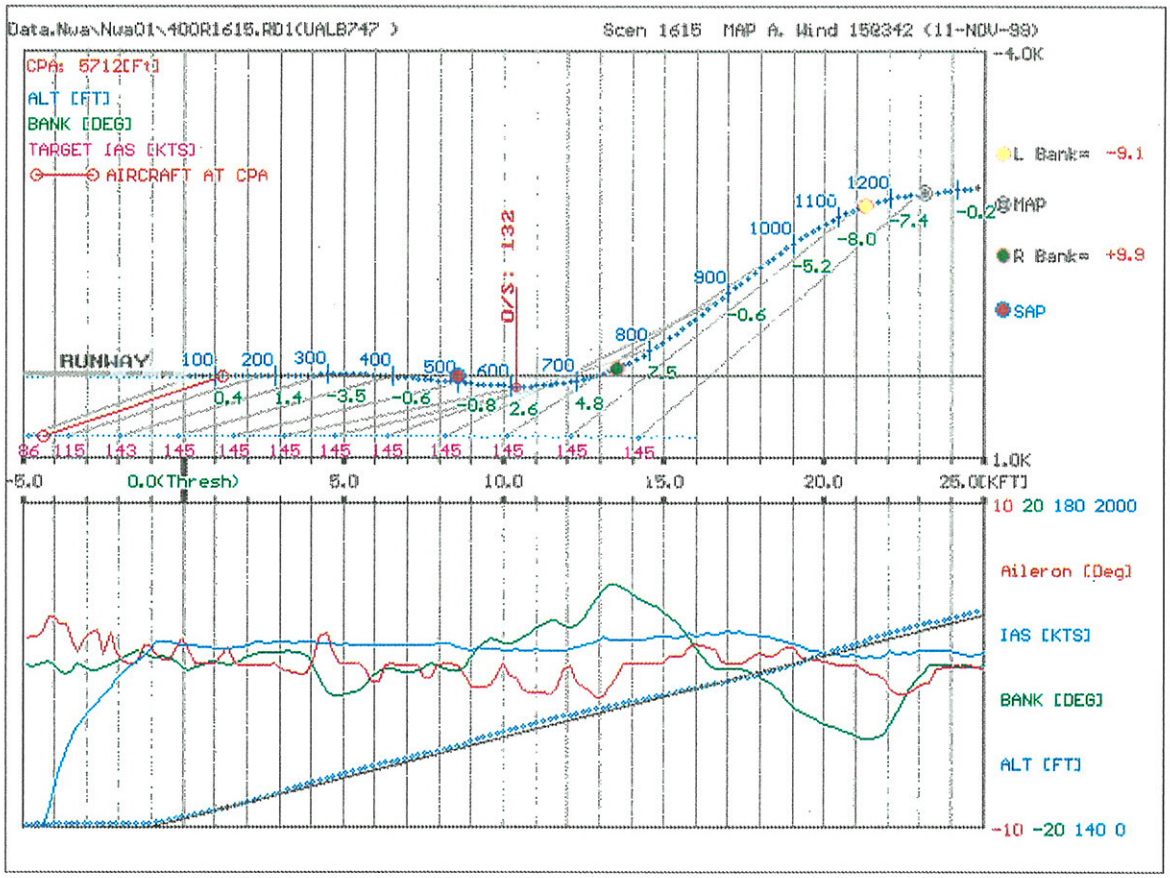
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

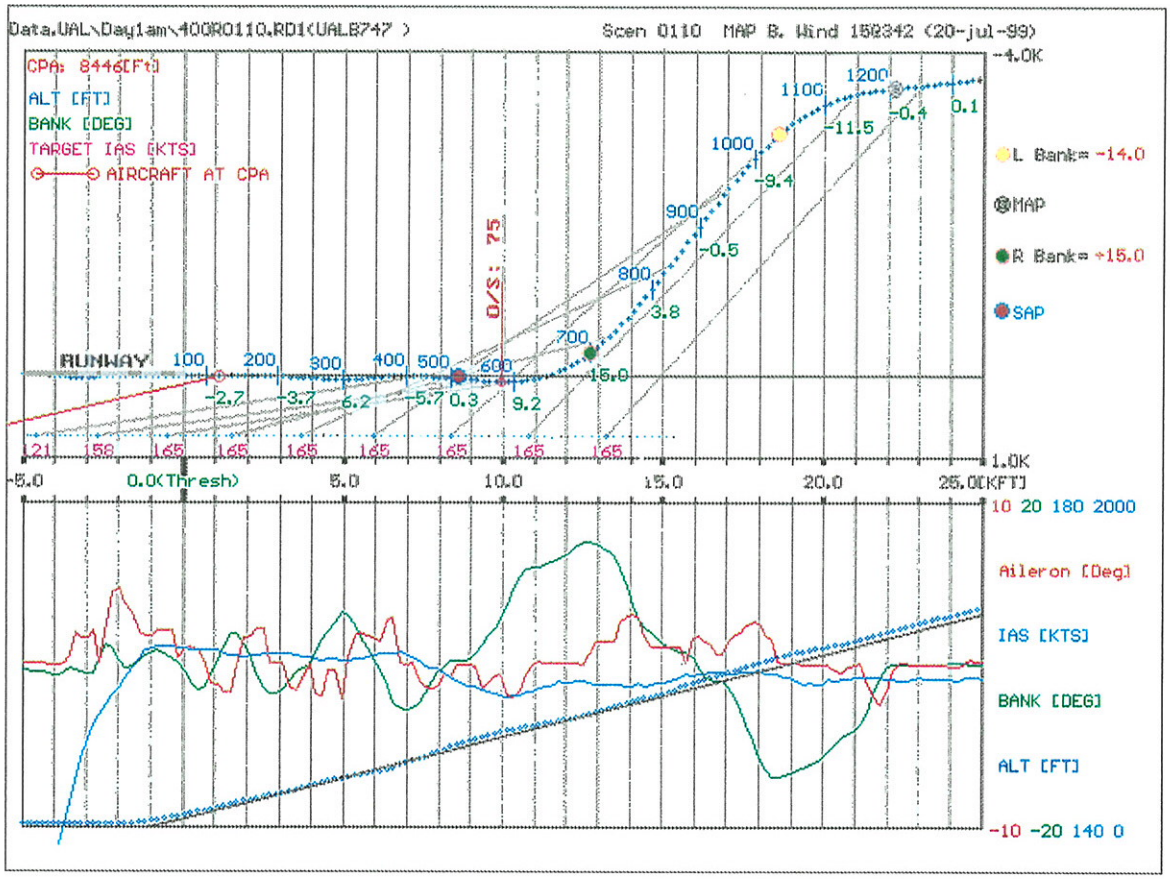
Ailerons Deflection

IAS

Bank Angle

Altitude

APPENDIX B



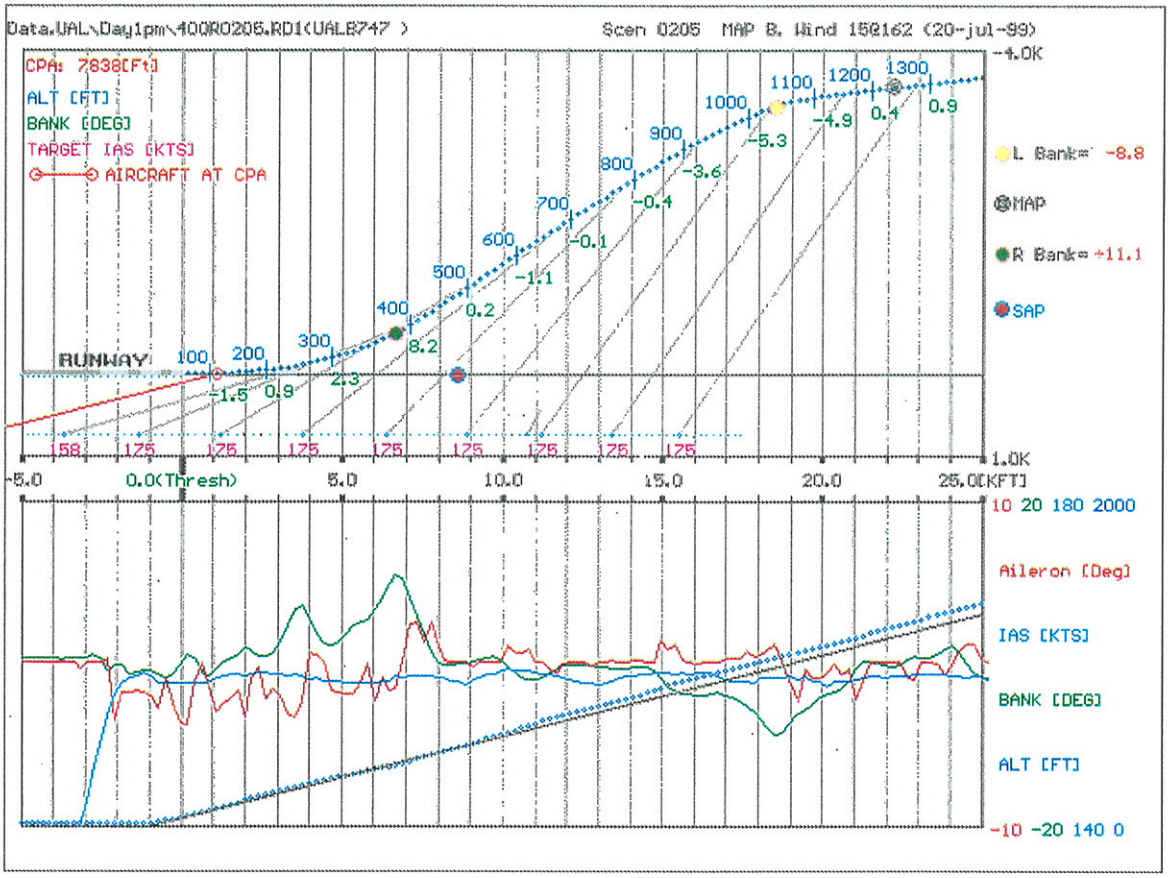
- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot
- SAP Location

——Ailerons Deflection

——IAS

——Bank Angle

——Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

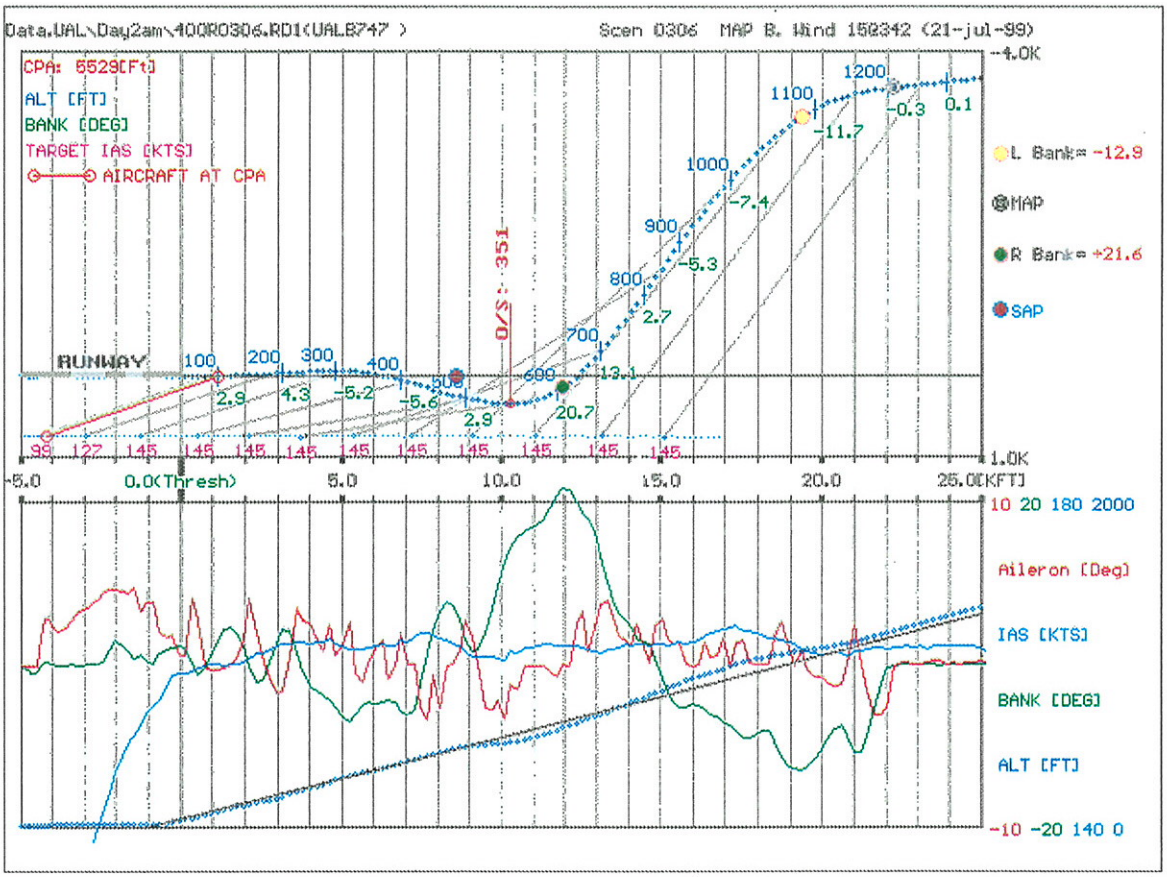
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



- Maximum Bank Angle Left
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- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

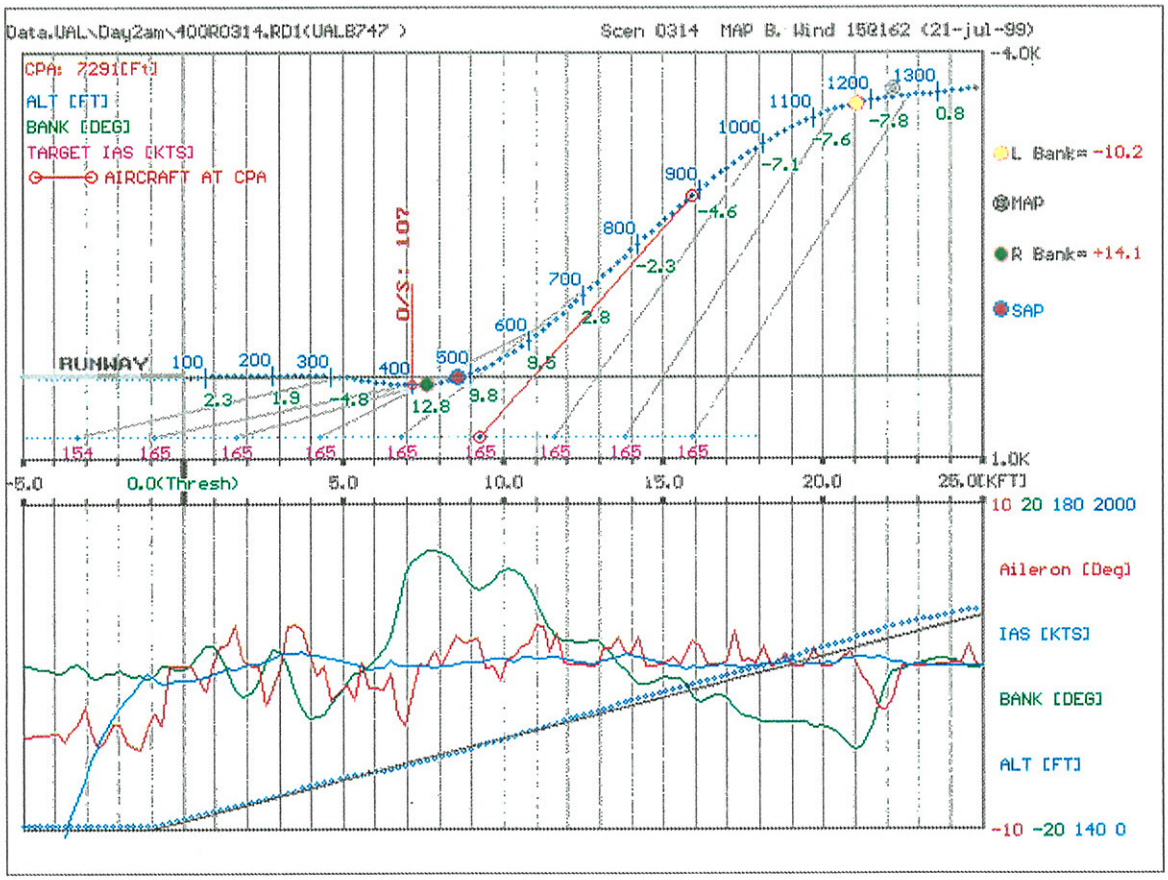
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



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- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

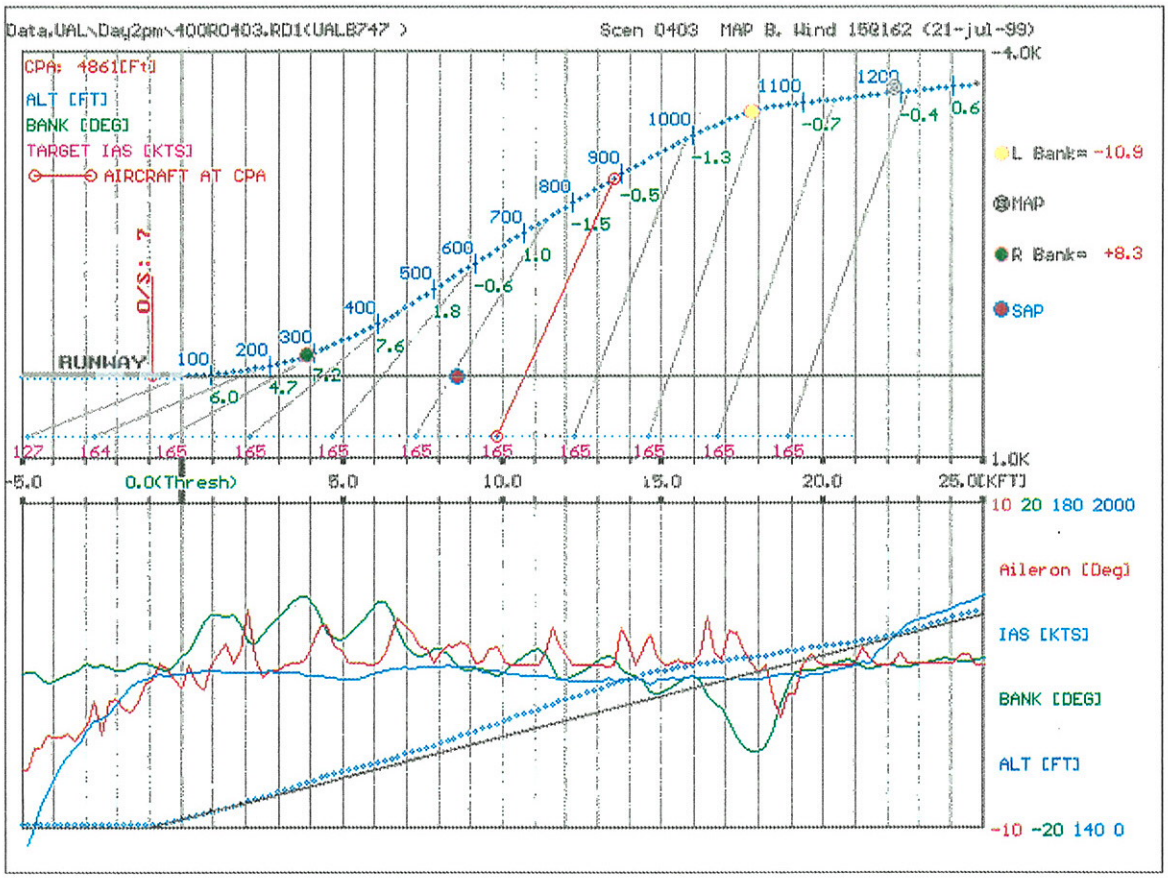
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



- Maximum Bank Angle Left
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- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

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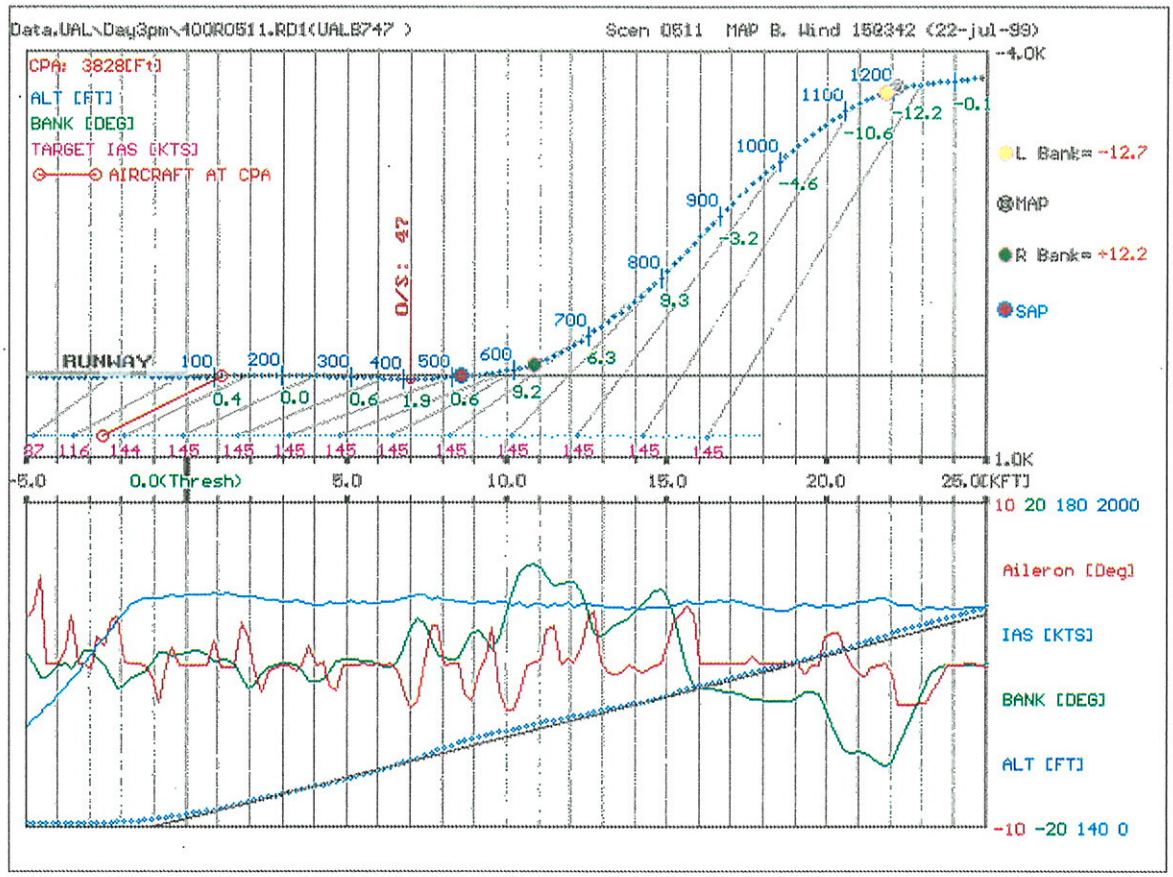
——— Altitude



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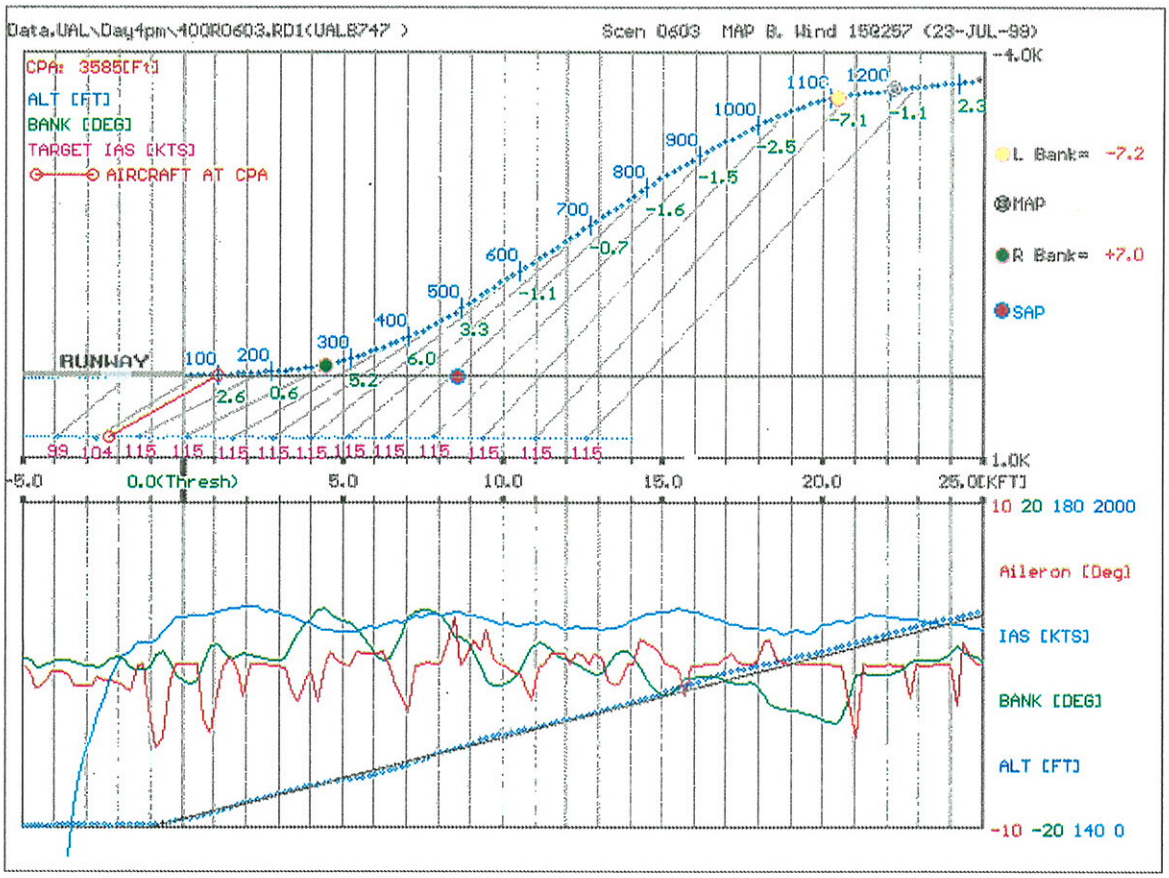

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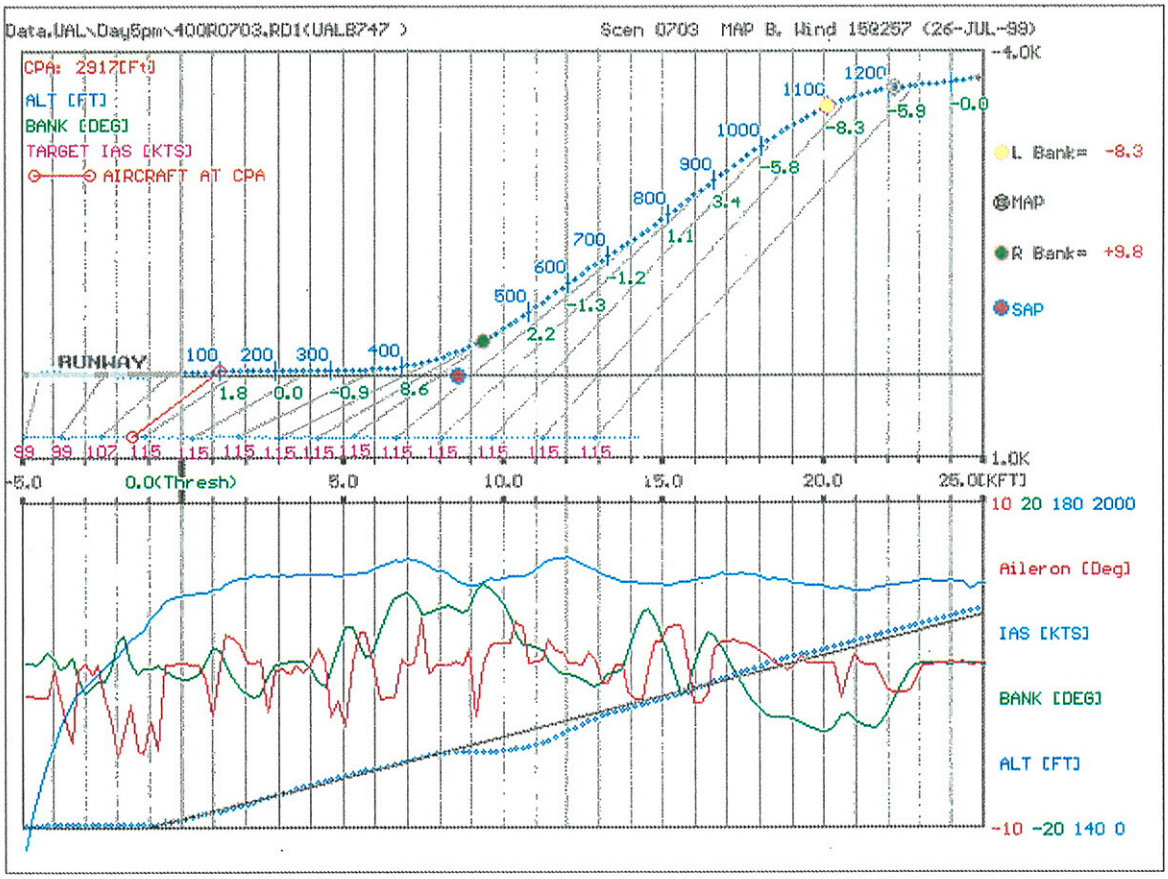
Bank Angle

Altitude



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Bank Angle

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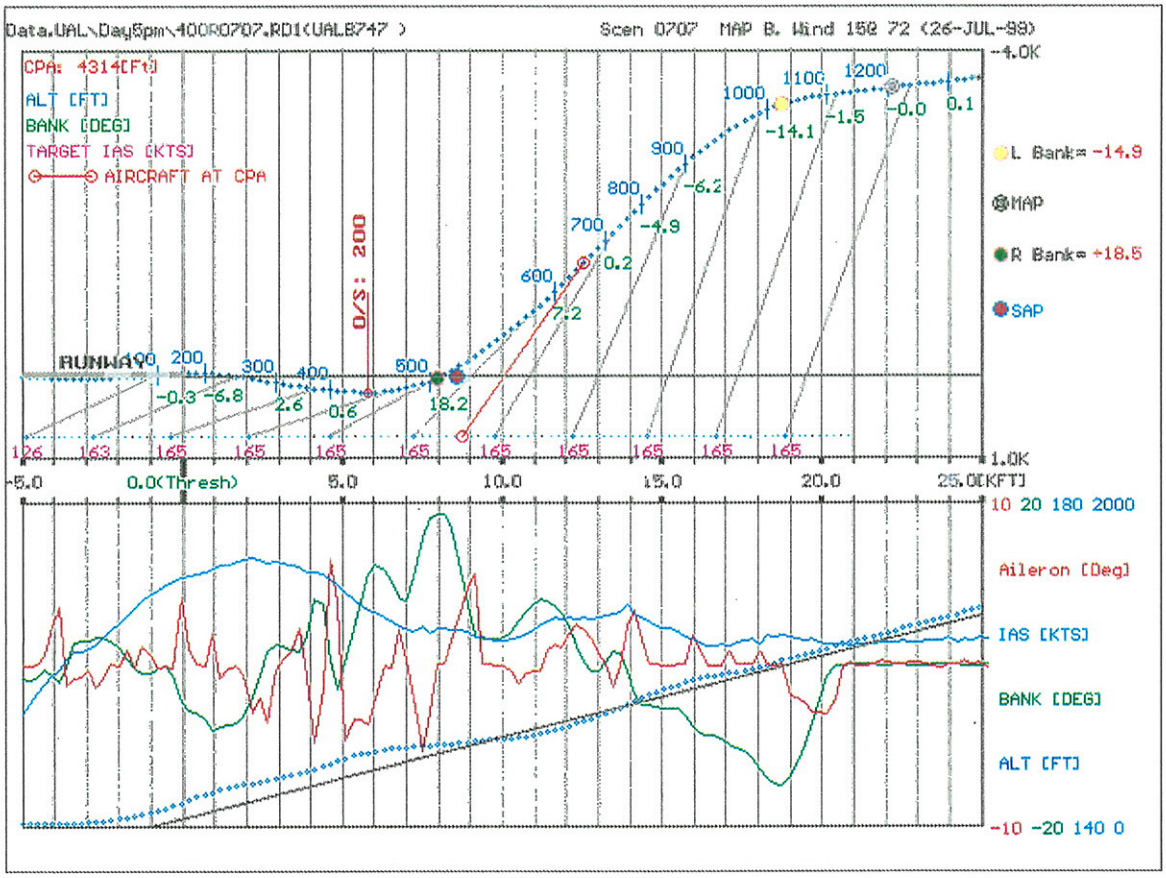

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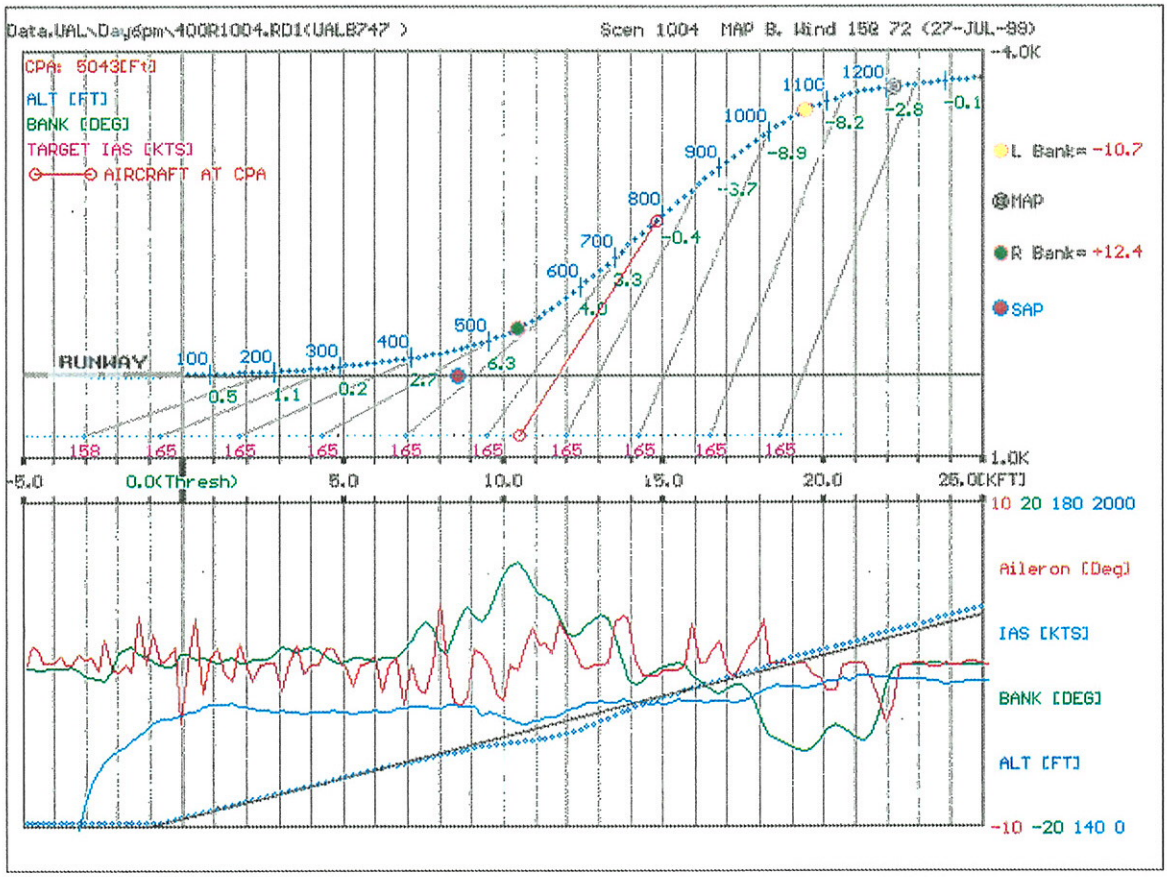

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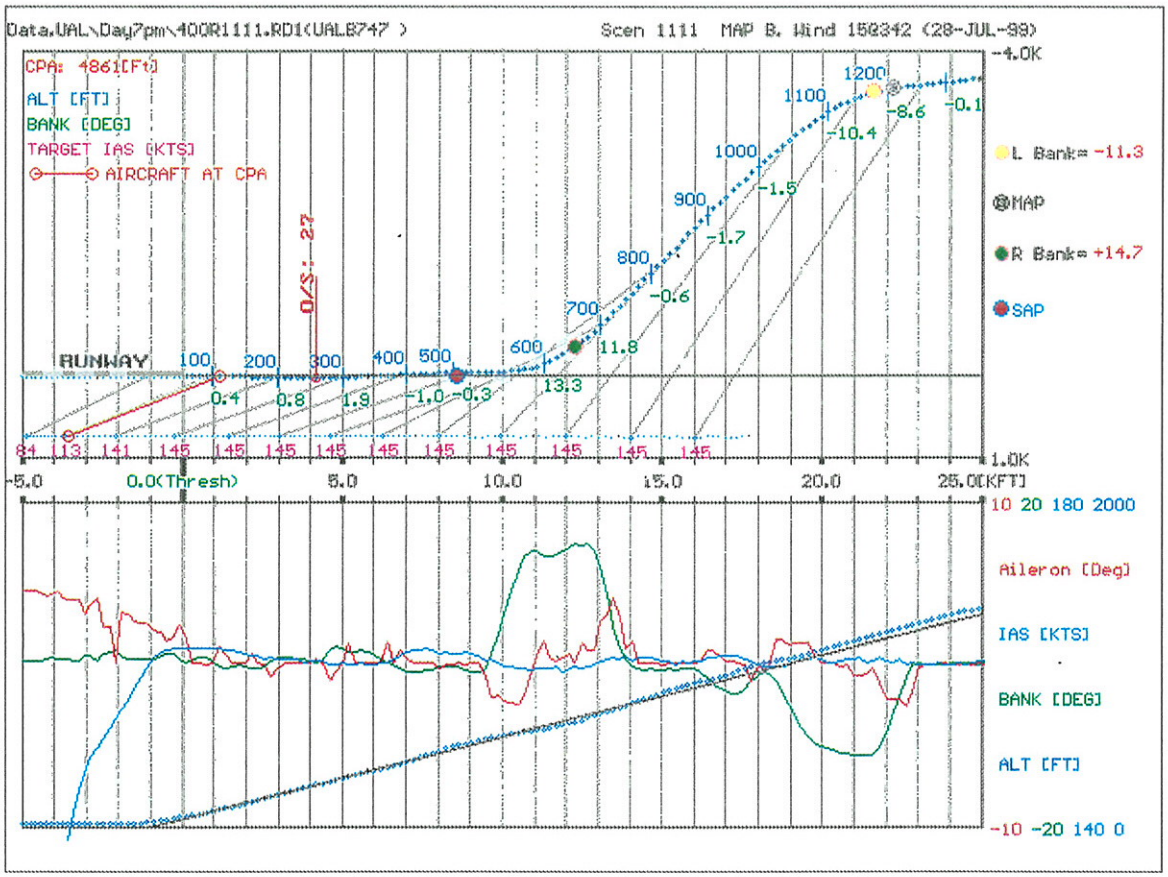
Altitude



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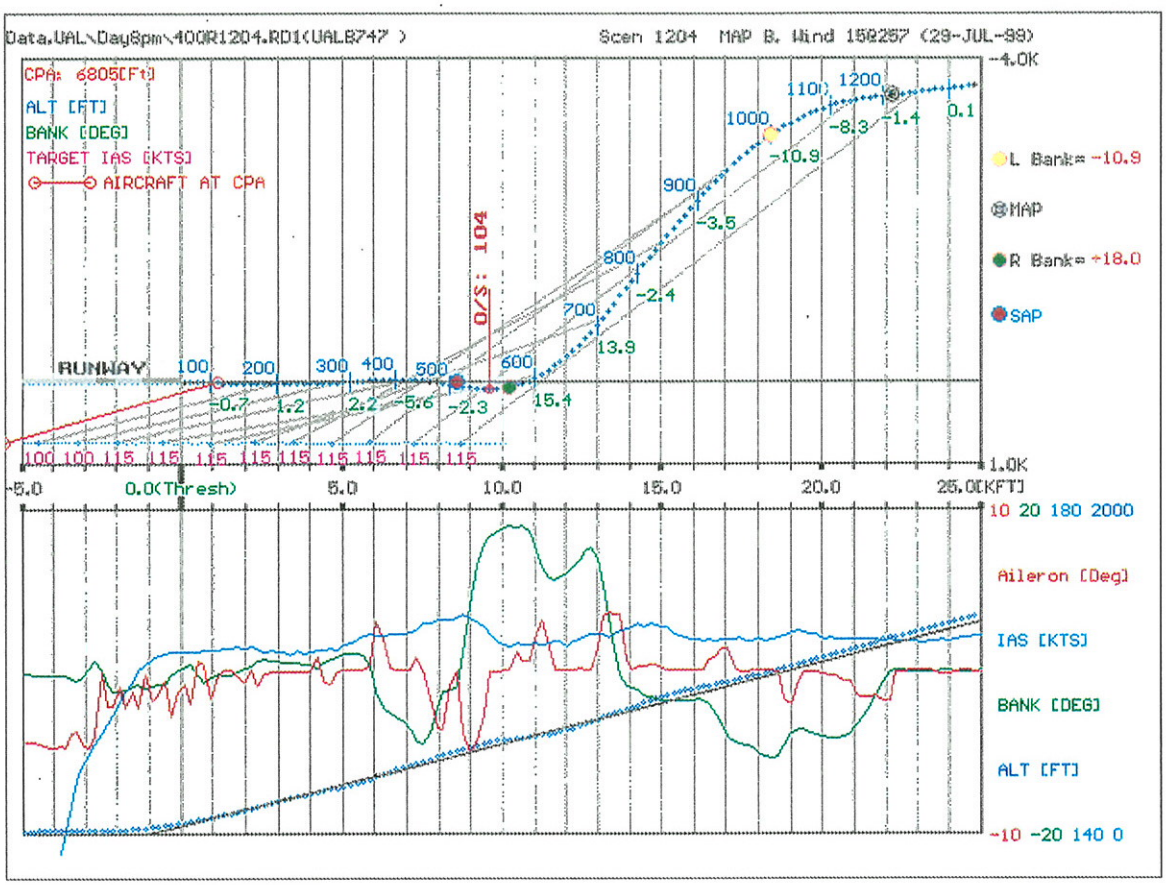

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Bank Angle

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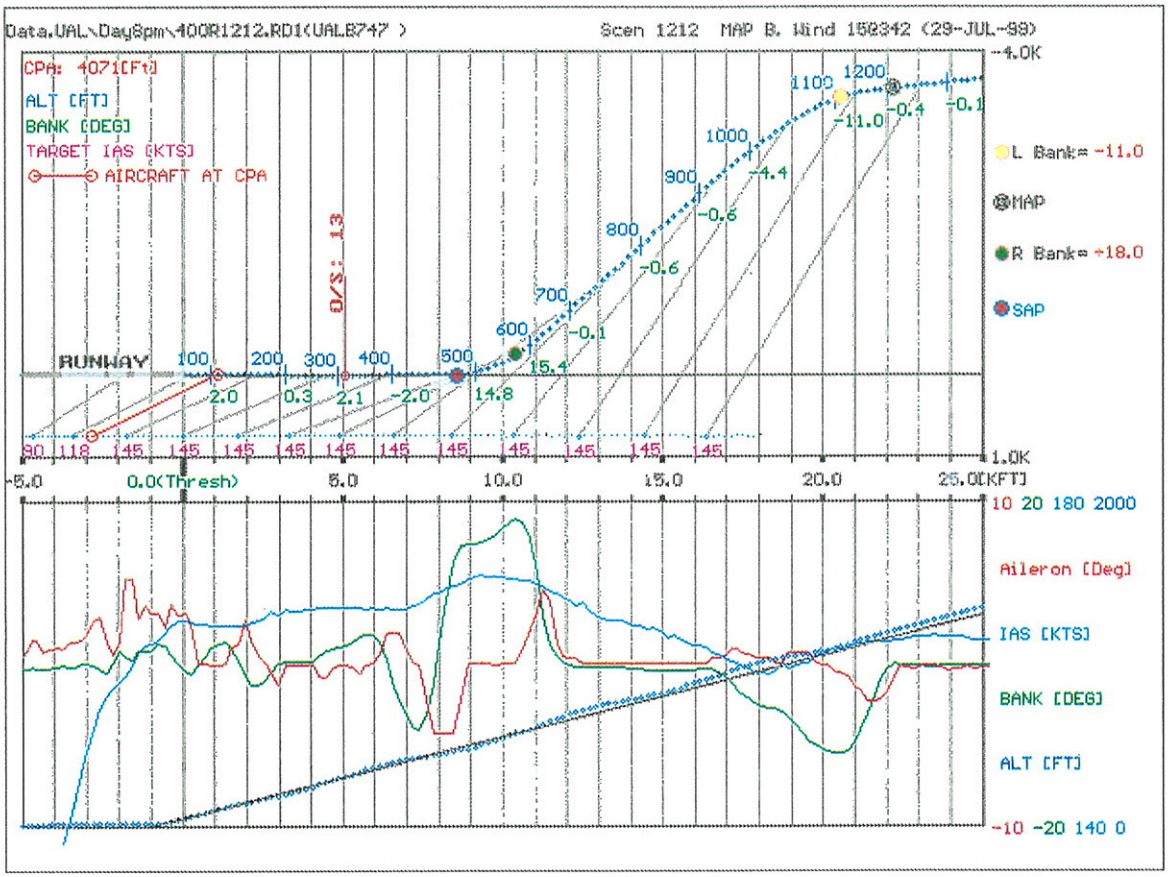

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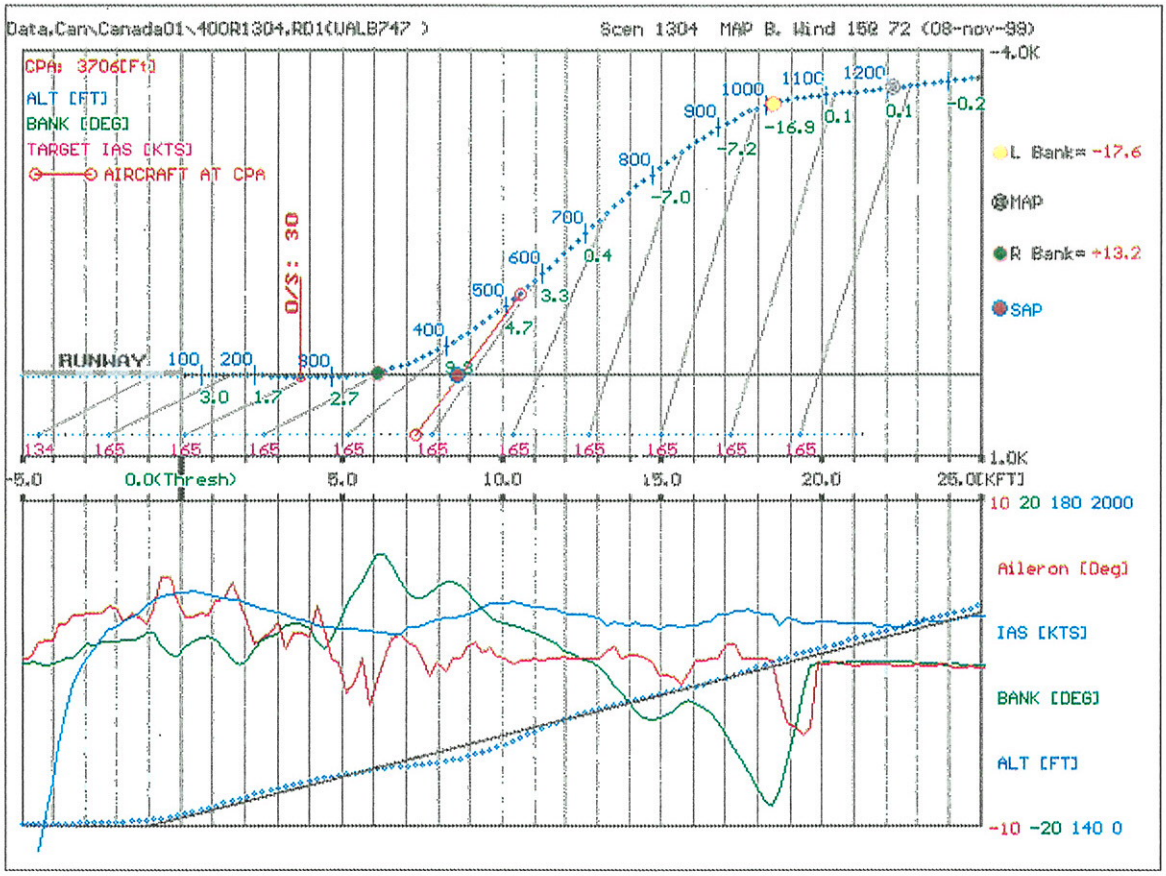

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- Maximum Runway Center-line Overshoot

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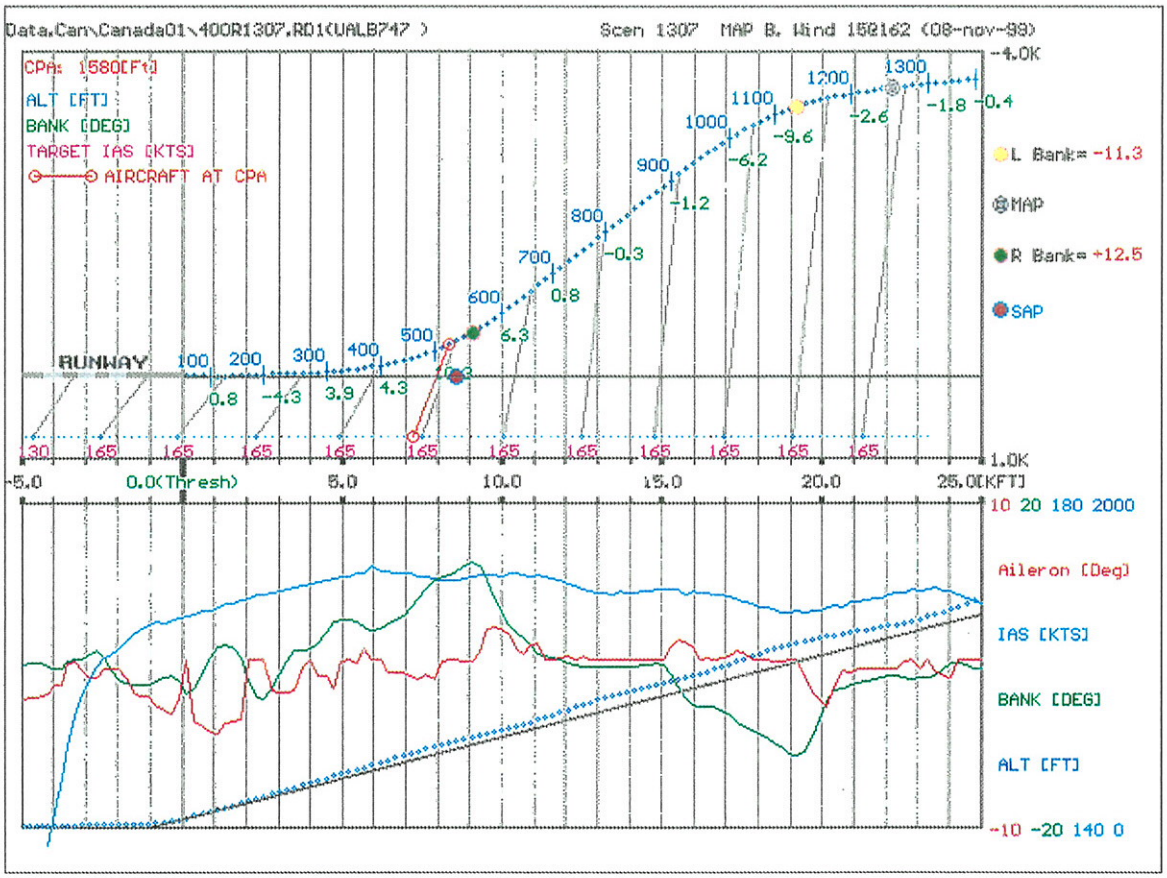
Bank Angle

Altitude



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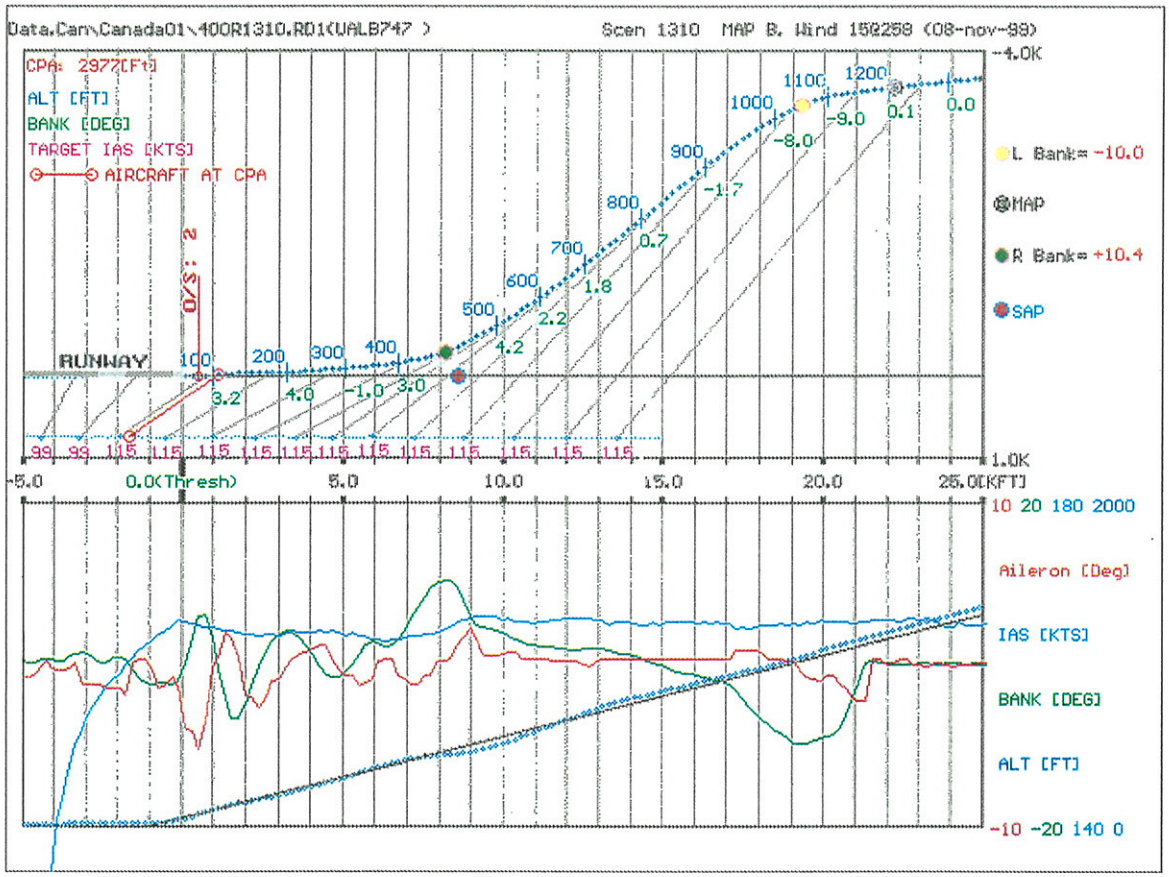
Altitude



- Maximum Bank Angle Left
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- Missed Approach Point (MAP)
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TDP: Touch Down Point (Positive indicates PASS the threshold point)

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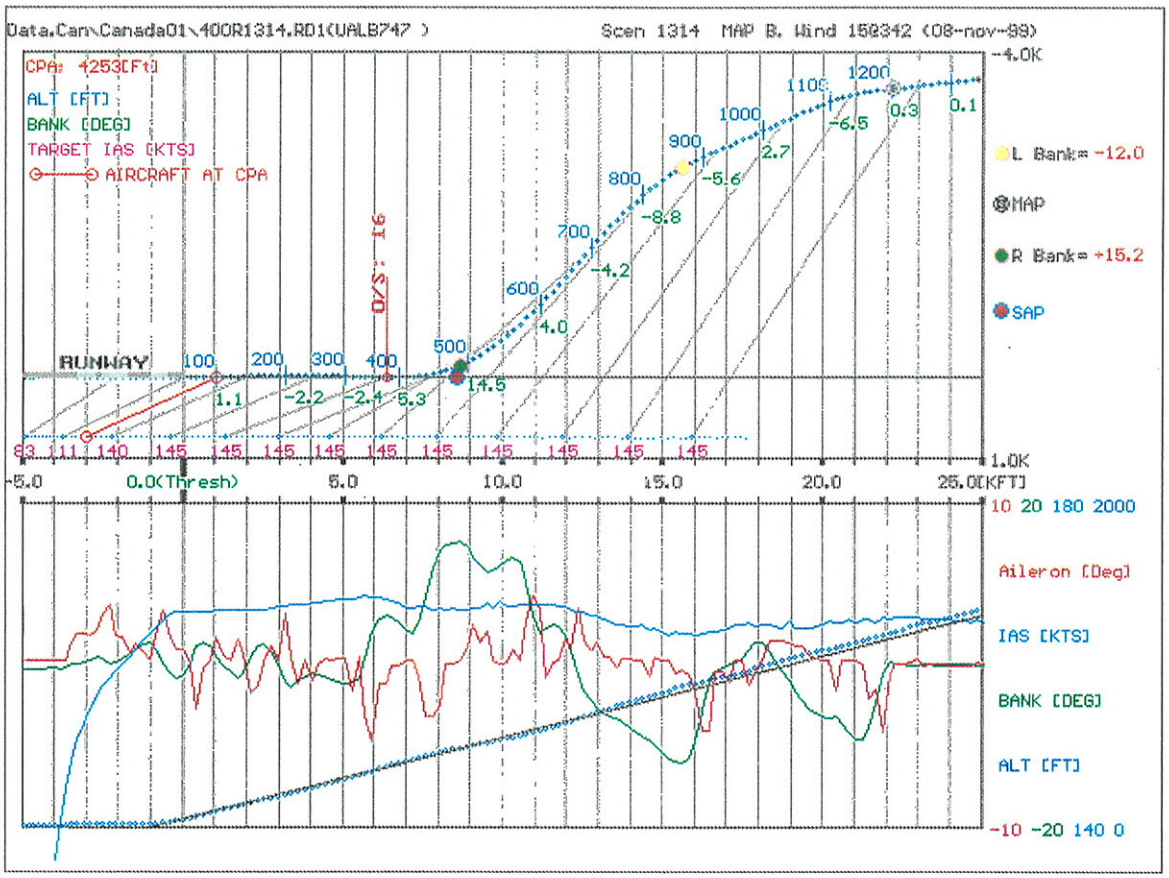
——IAS

——Bank Angle

——Altitude



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Bank Angle

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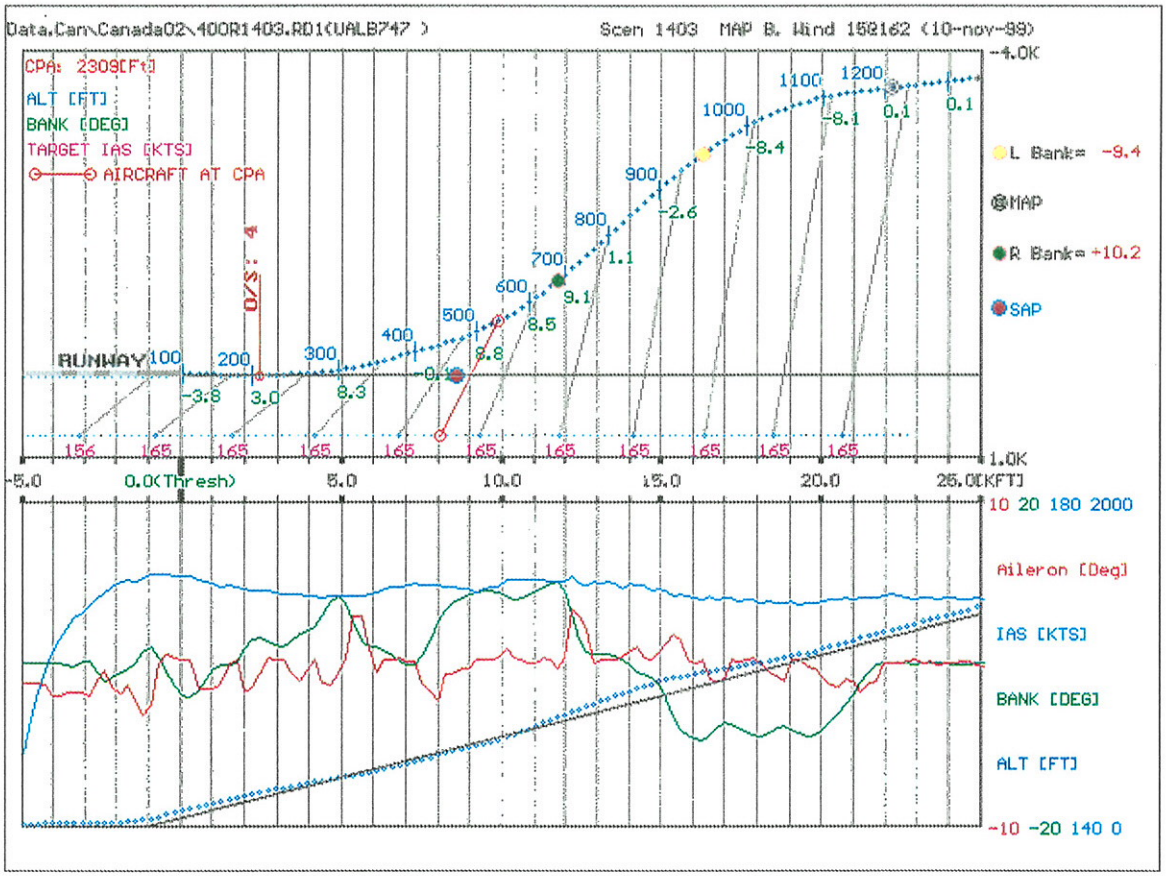

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——— Bank Angle

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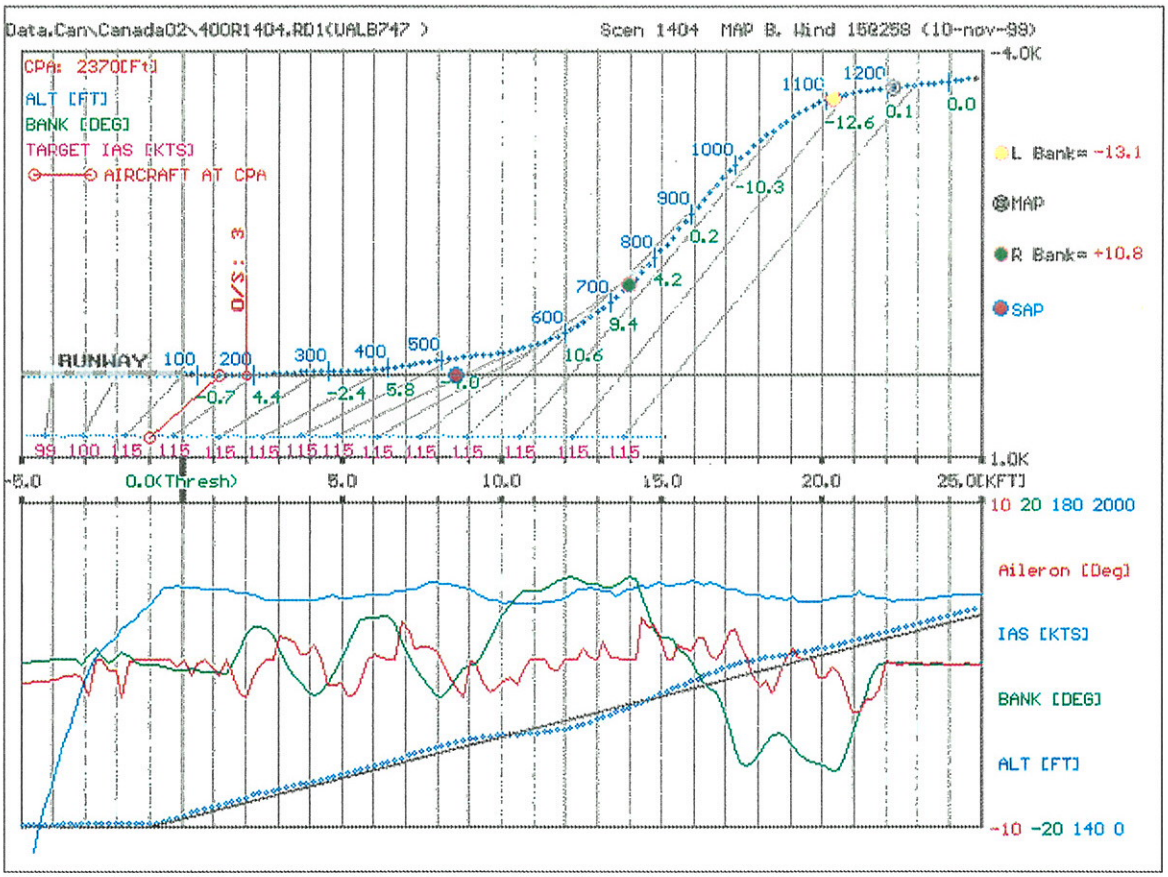

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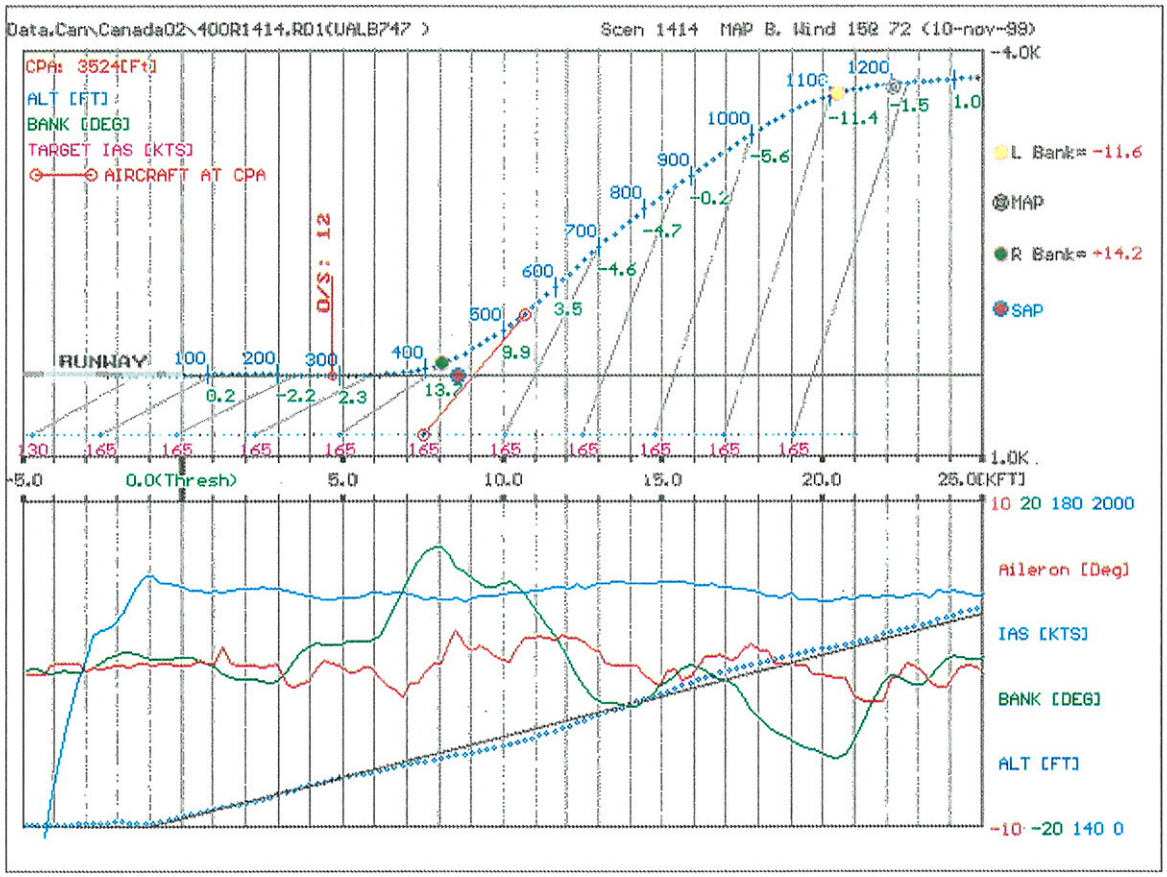

- Maximum Bank Angle Left
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- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

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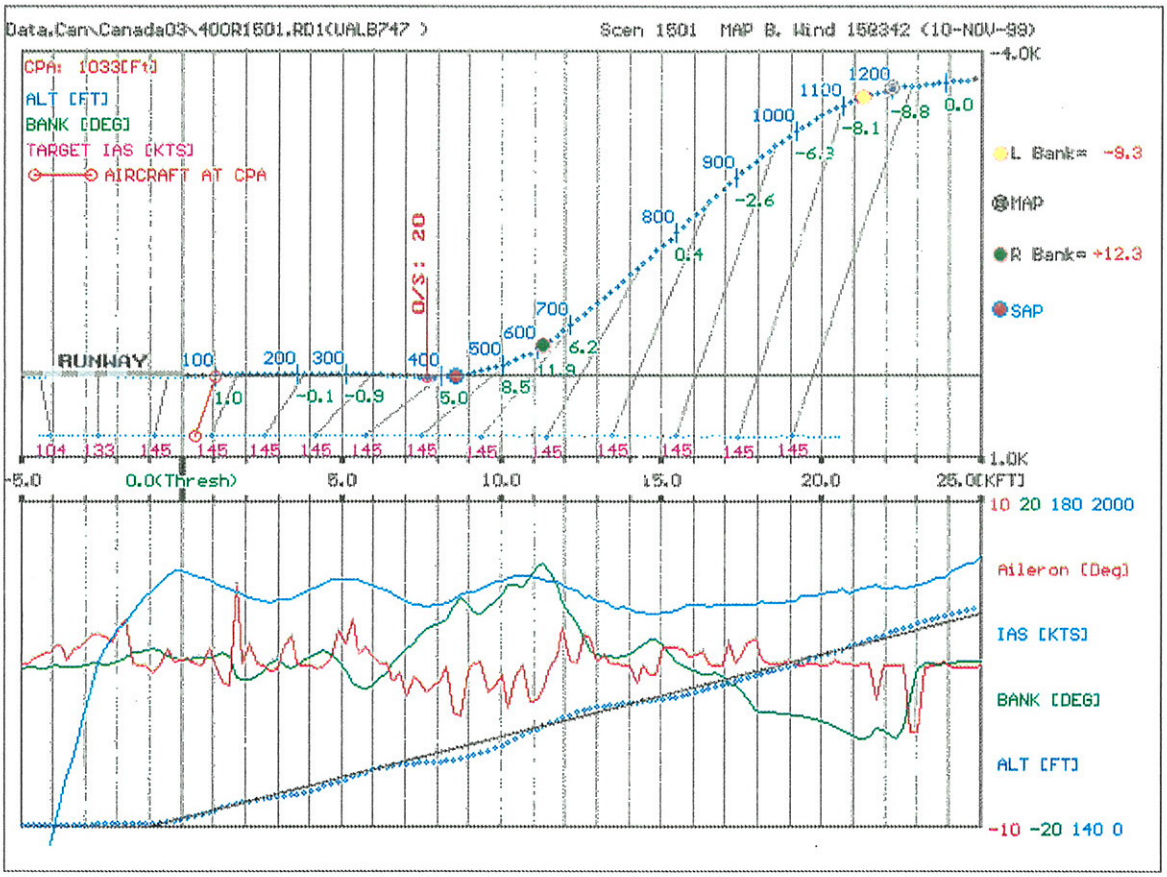


- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

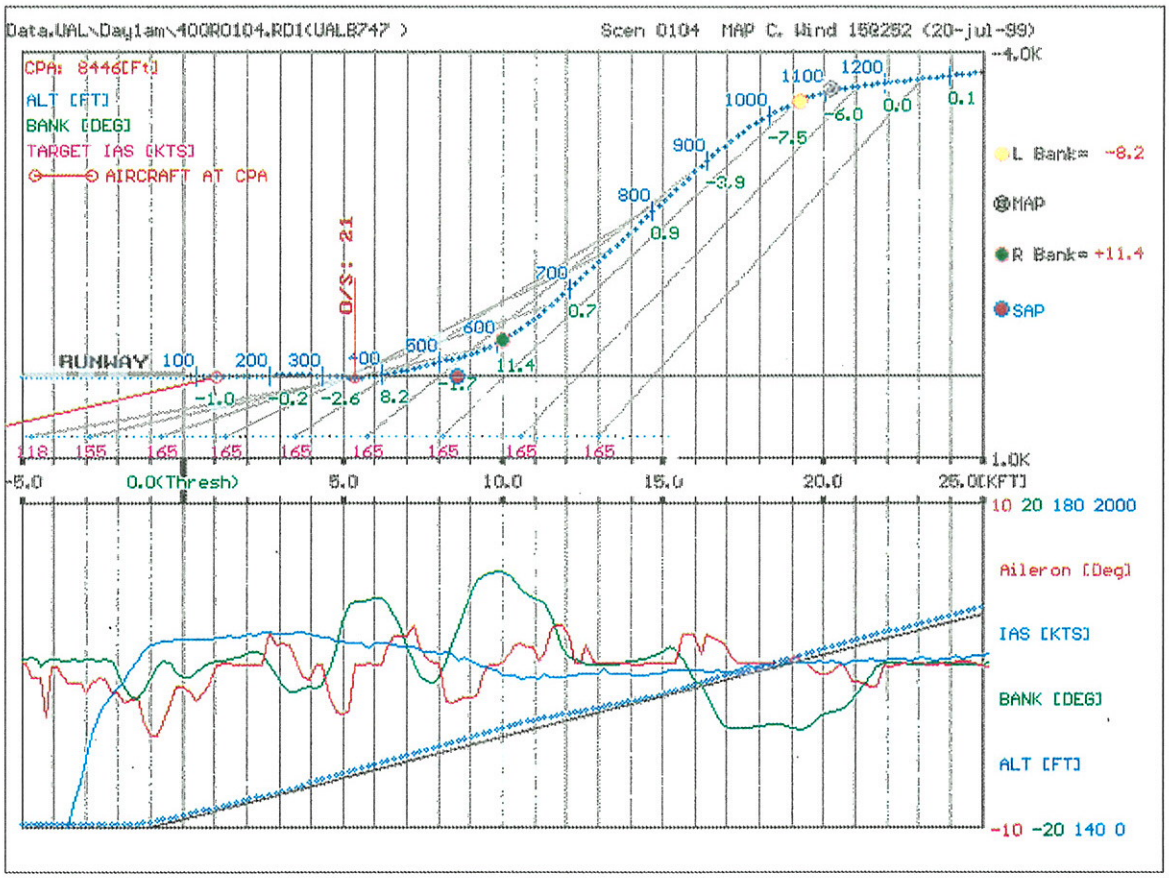
Ailerons Deflection

IAS

Bank Angle

Altitude

APPENDIX C



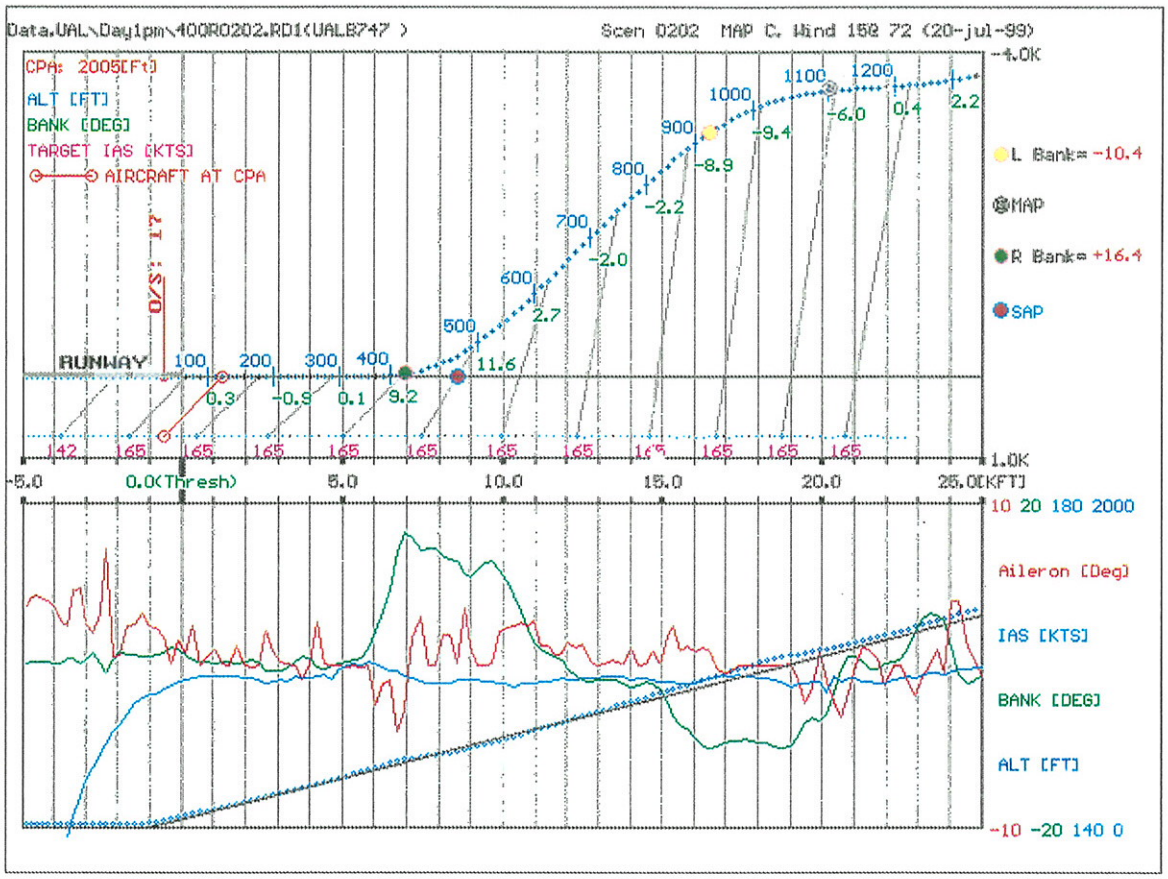
- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot
- SAP Location

Ailerons Deflection

IAS

Bank Angle

Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

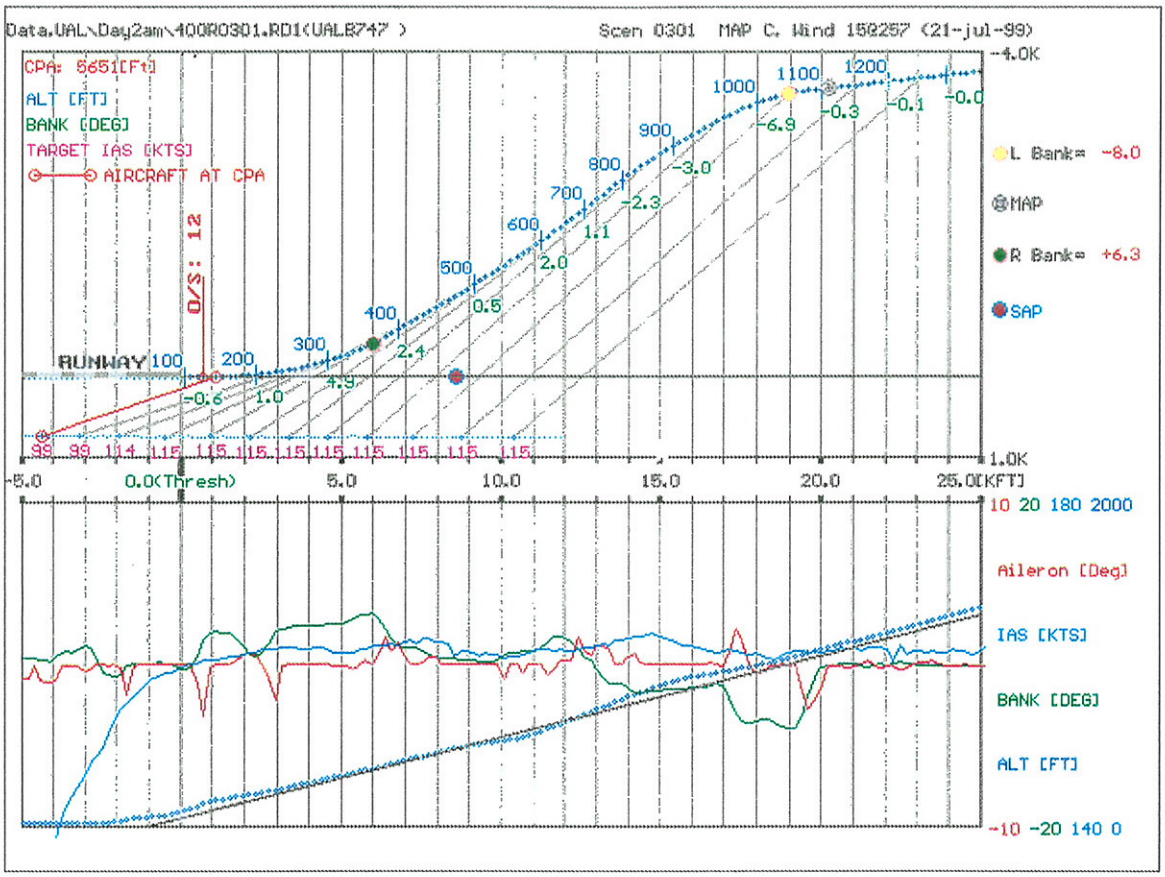
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

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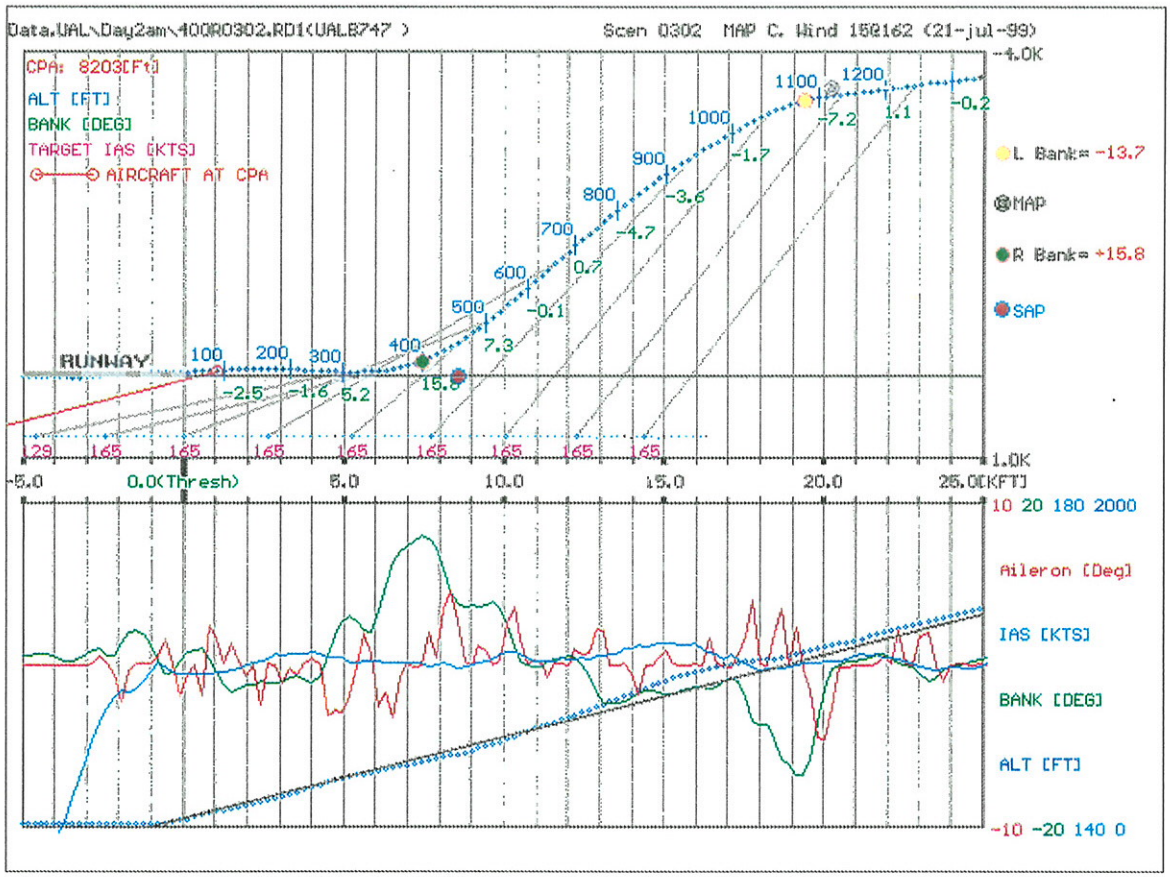
——— IAS

——— Bank Angle

——— Altitude



- Maximum Bank Angle Left
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- Missed Approach Point (MAP)
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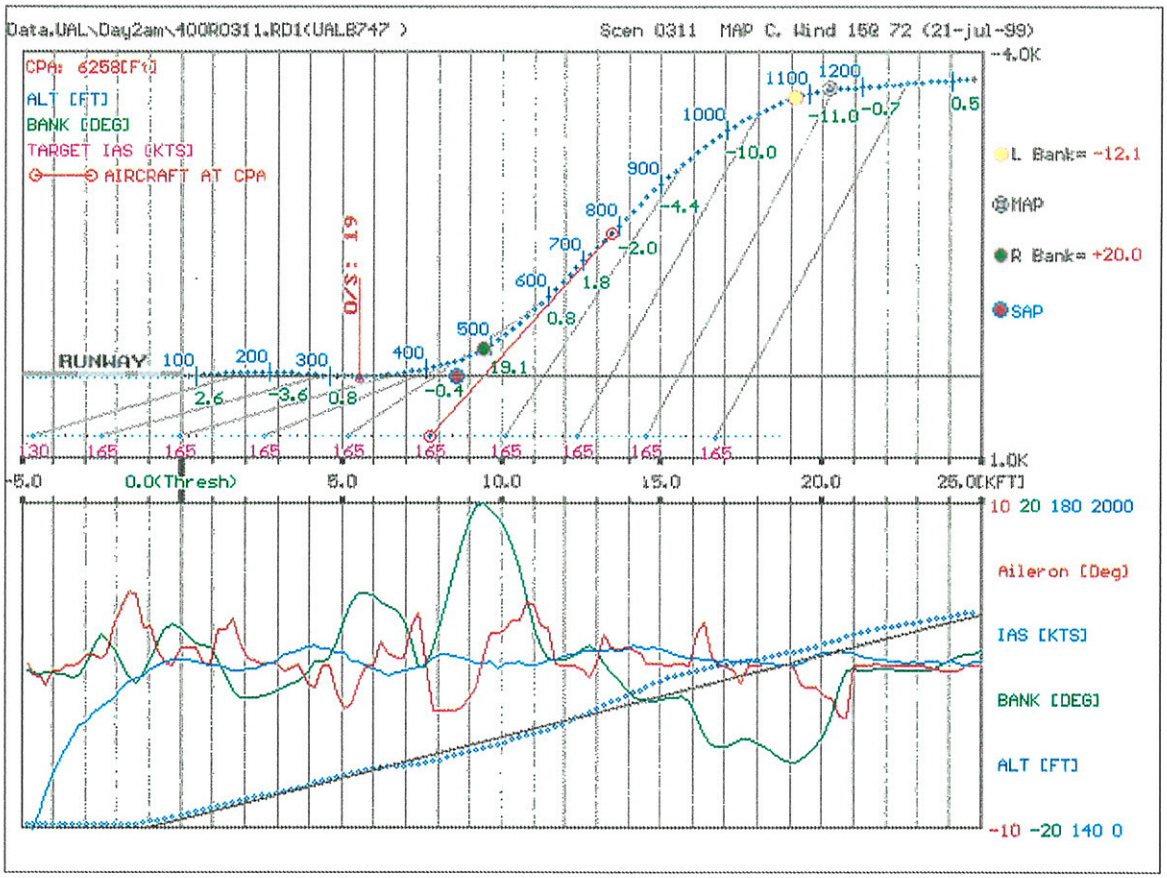
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

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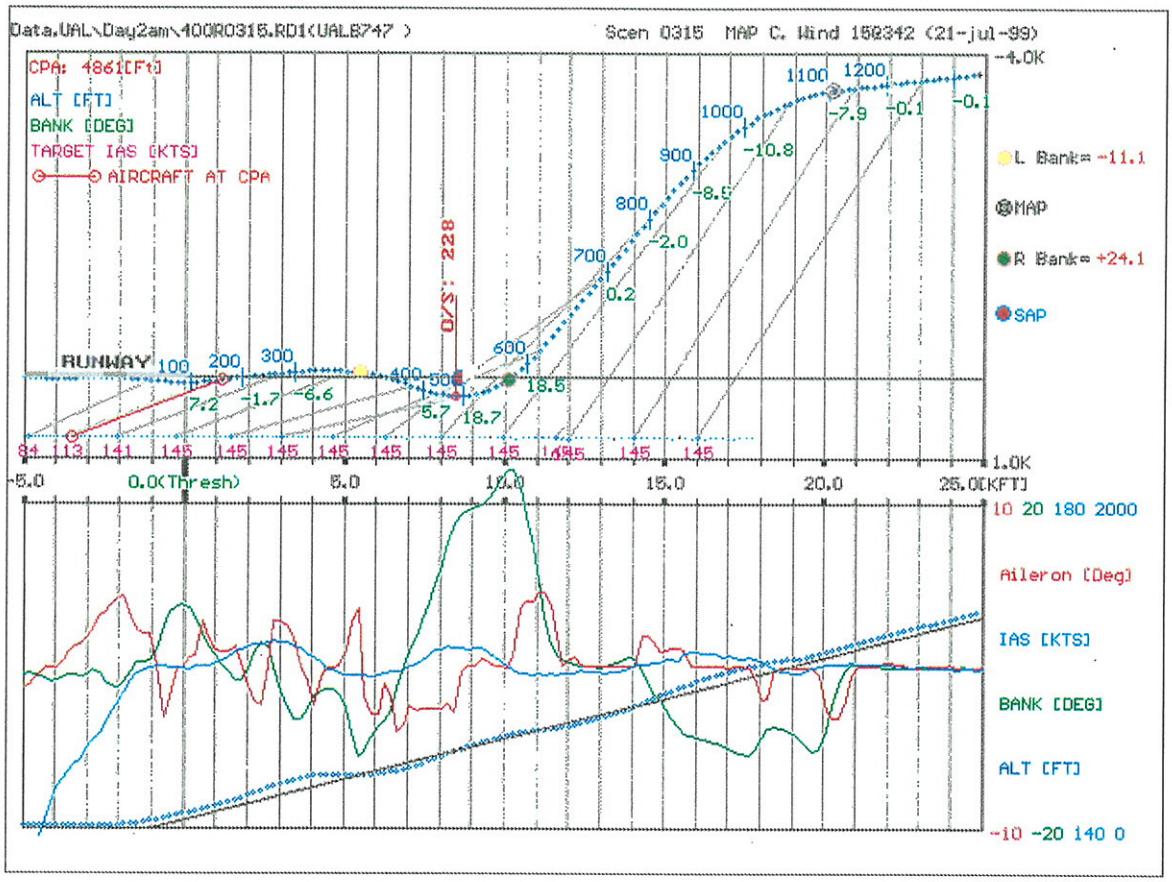
——— IAS

——— Bank Angle

——— Altitude



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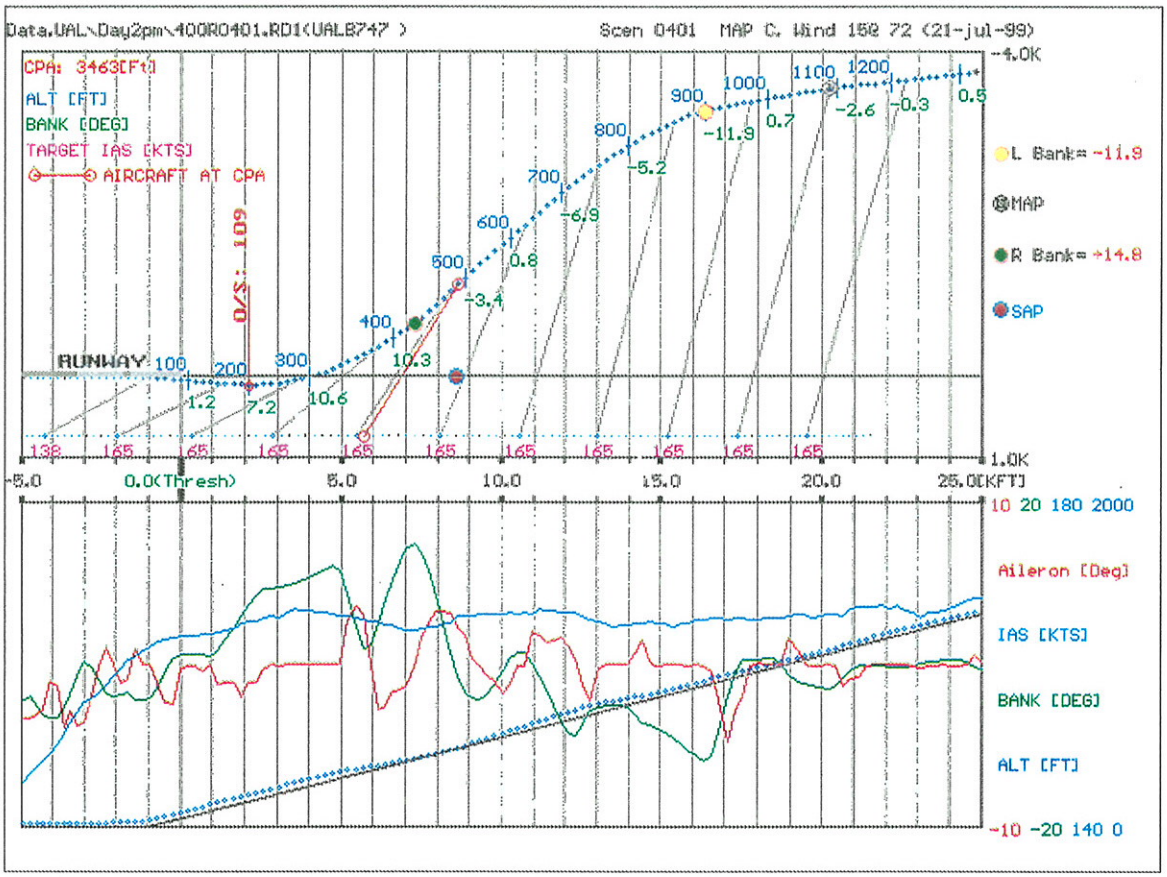

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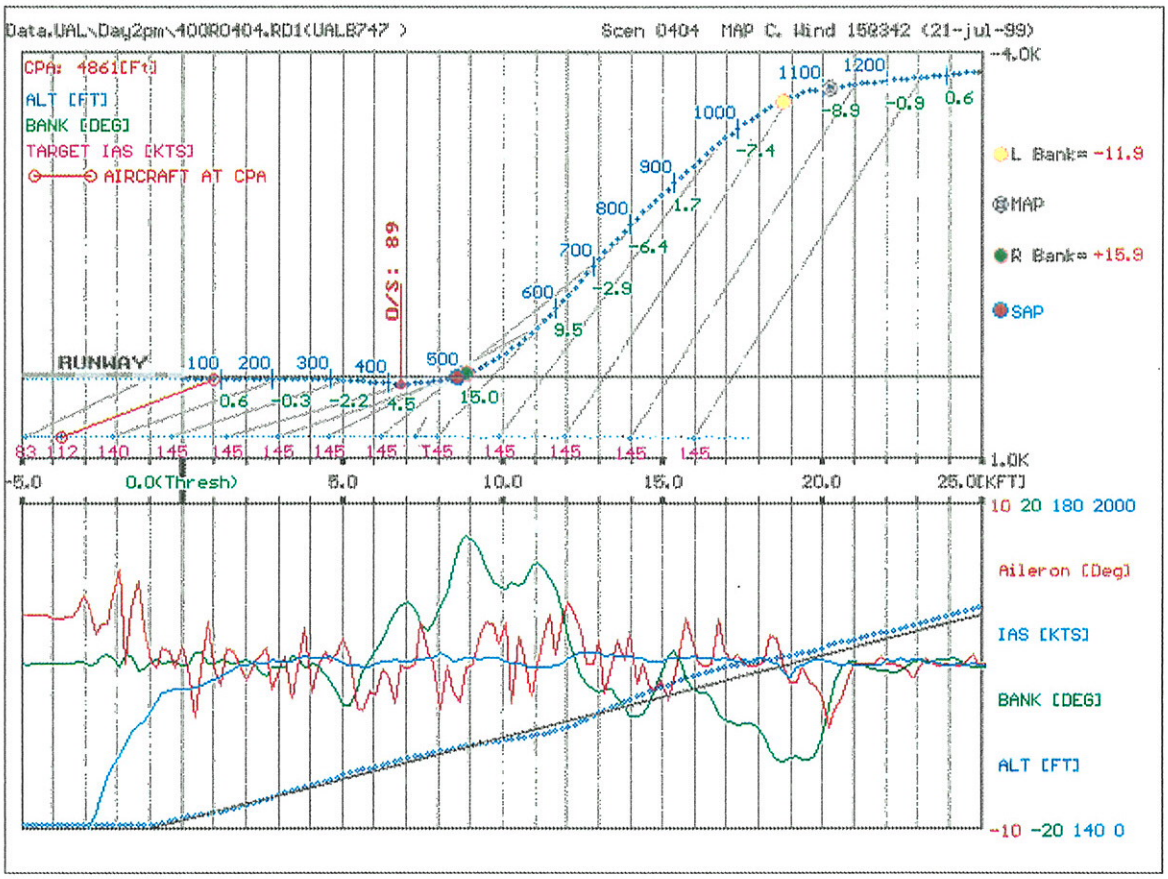

- Maximum Bank Angle Left
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TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

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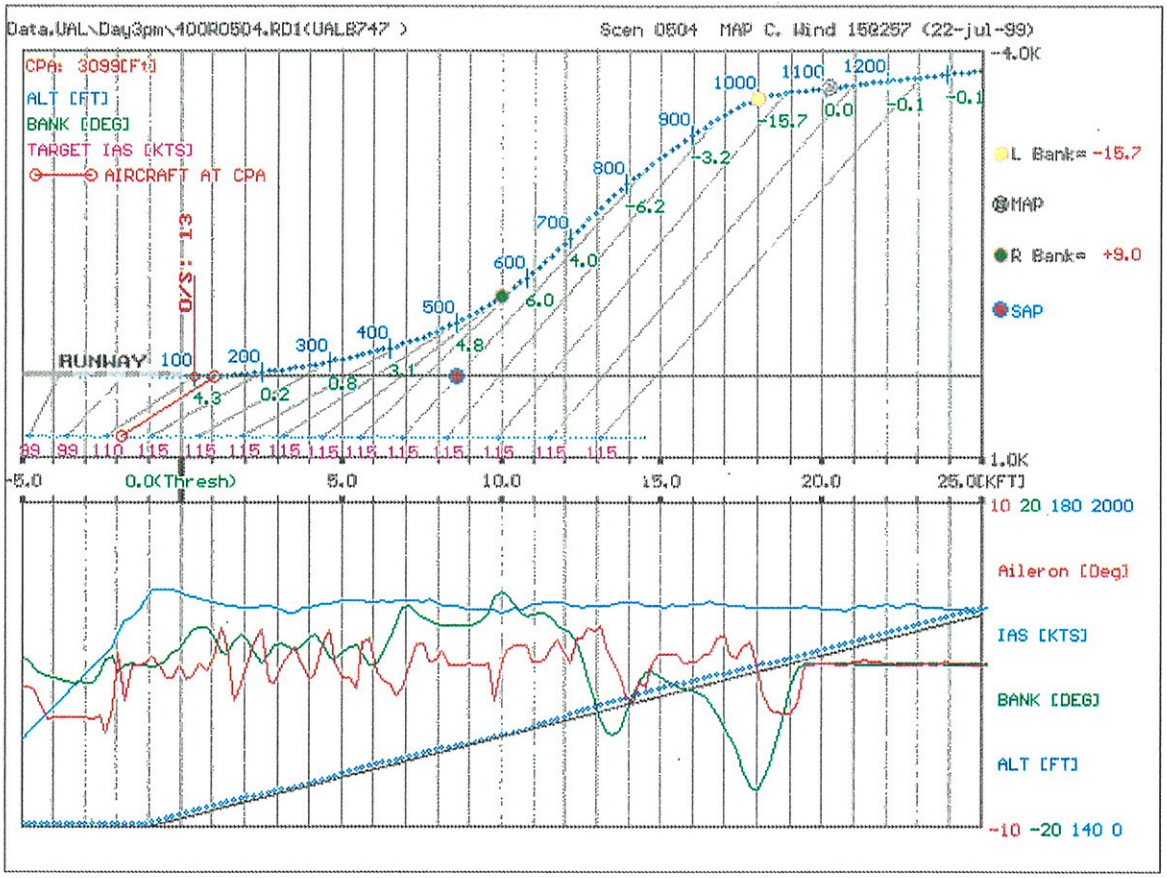
Bank Angle

Altitude



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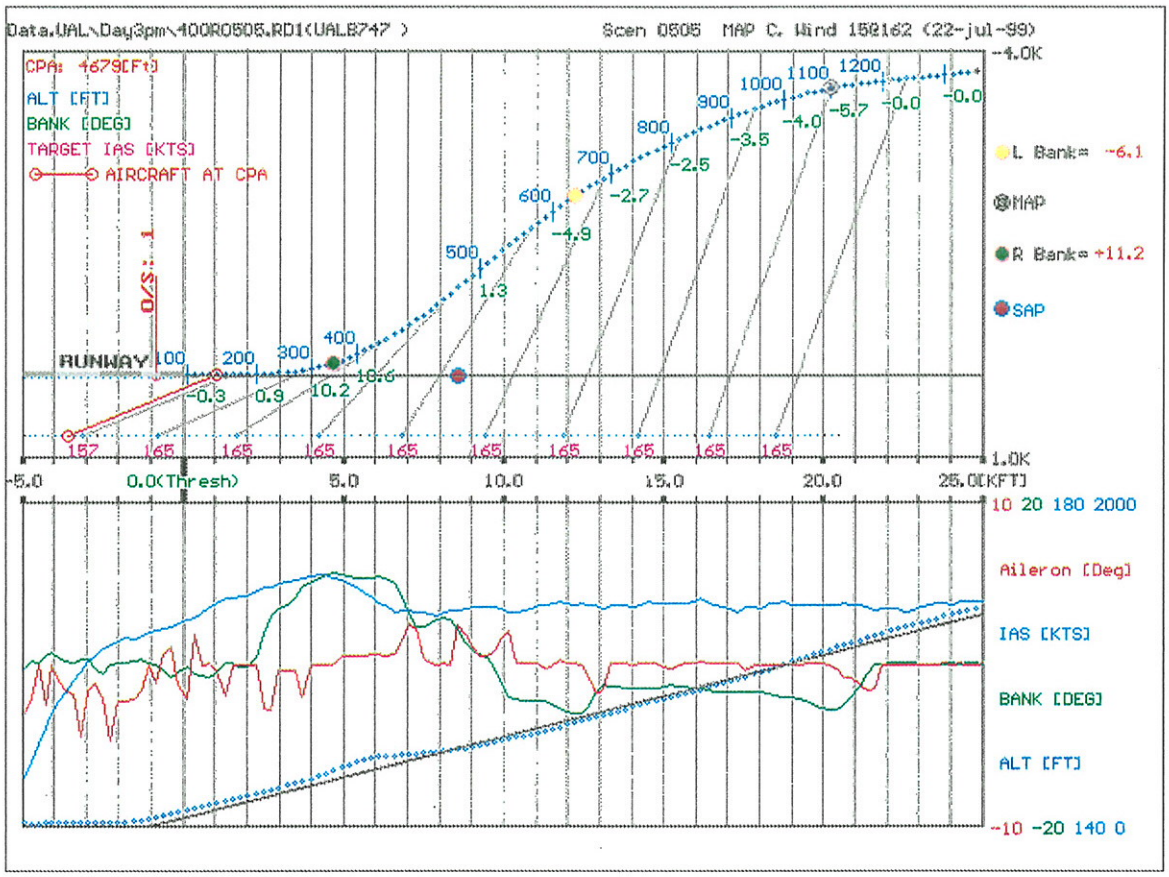

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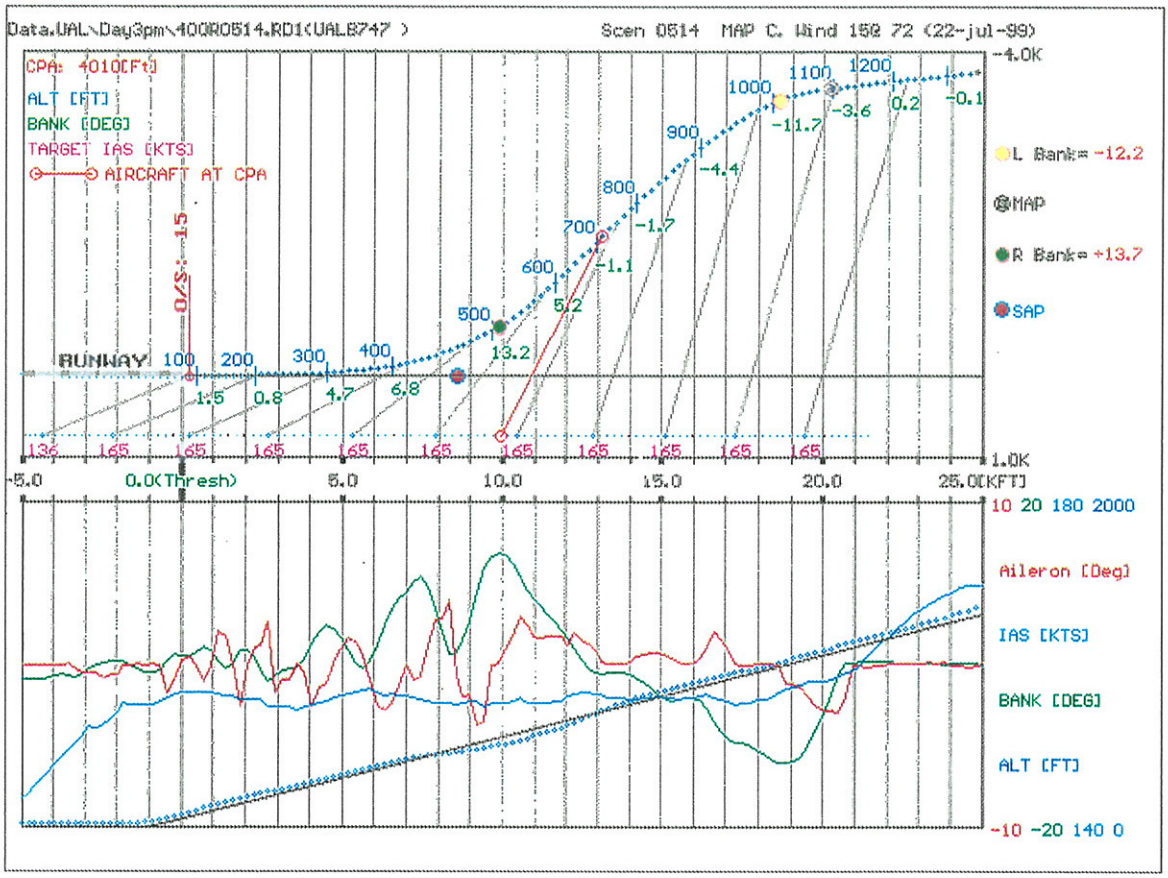

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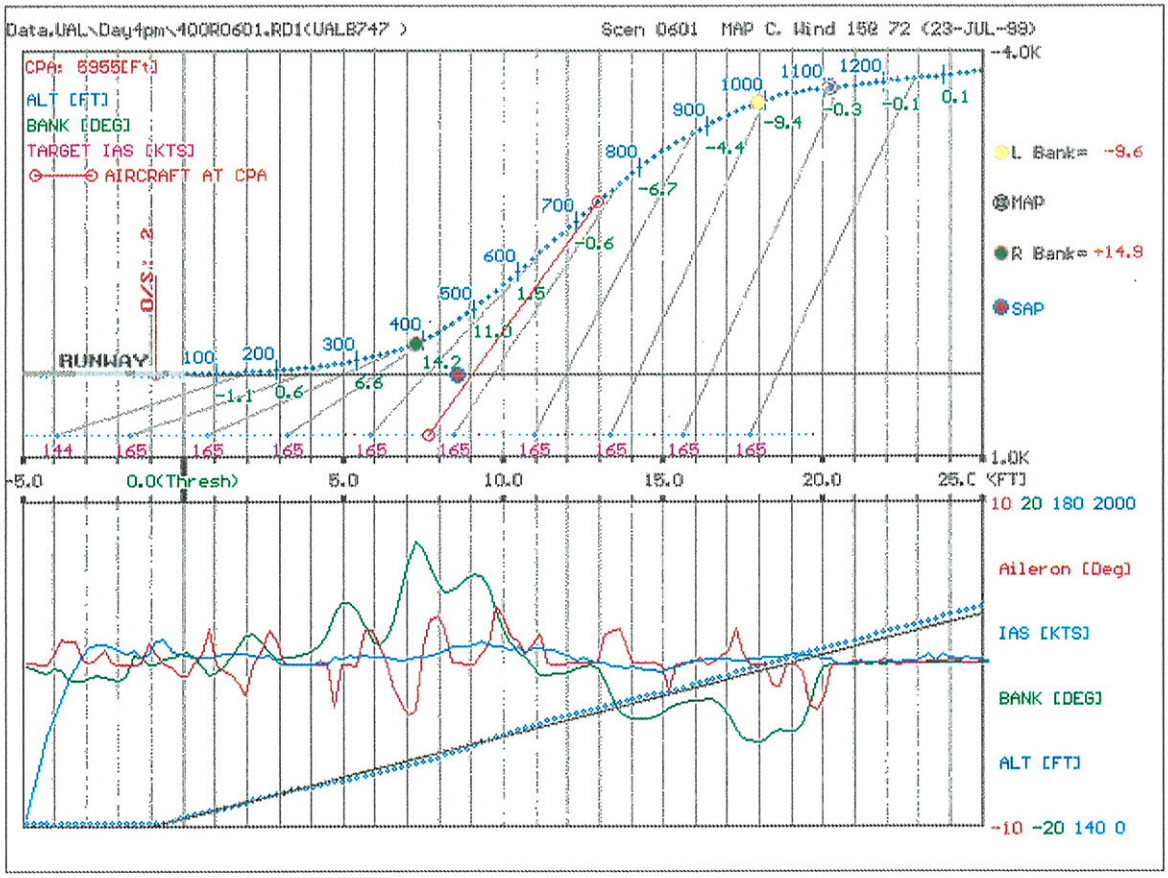
——— Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

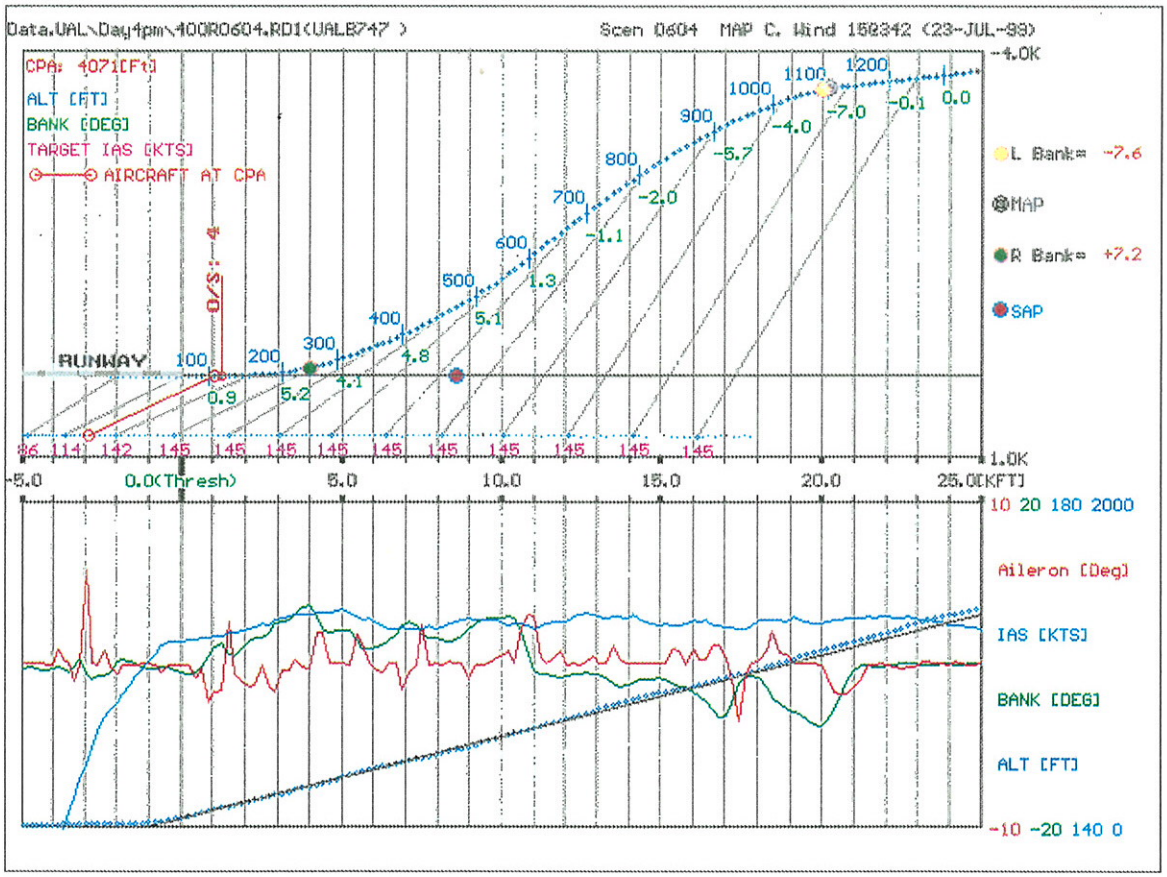
TDP: Touch Down Point (Positive indicates PASS the threshold point)

Ailerons Deflection

IAS

Bank Angle

Altitude



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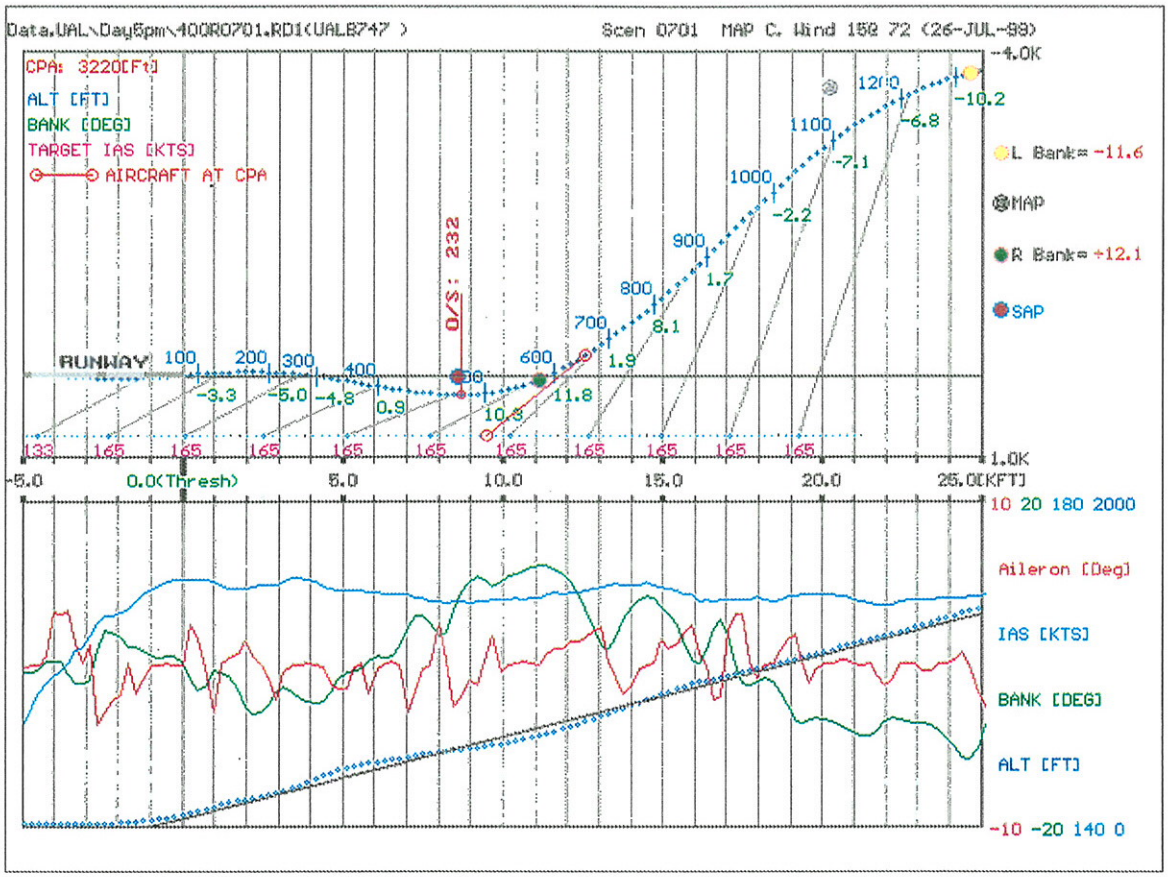

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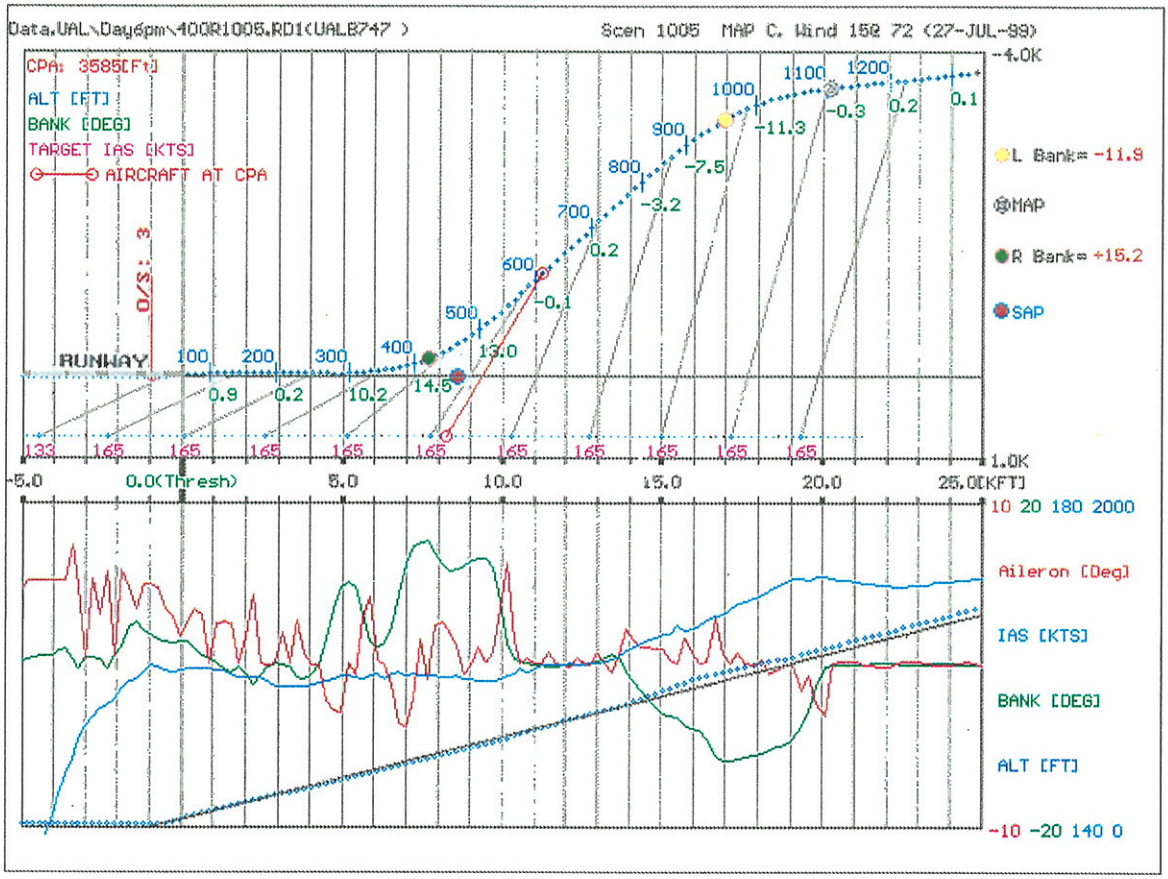

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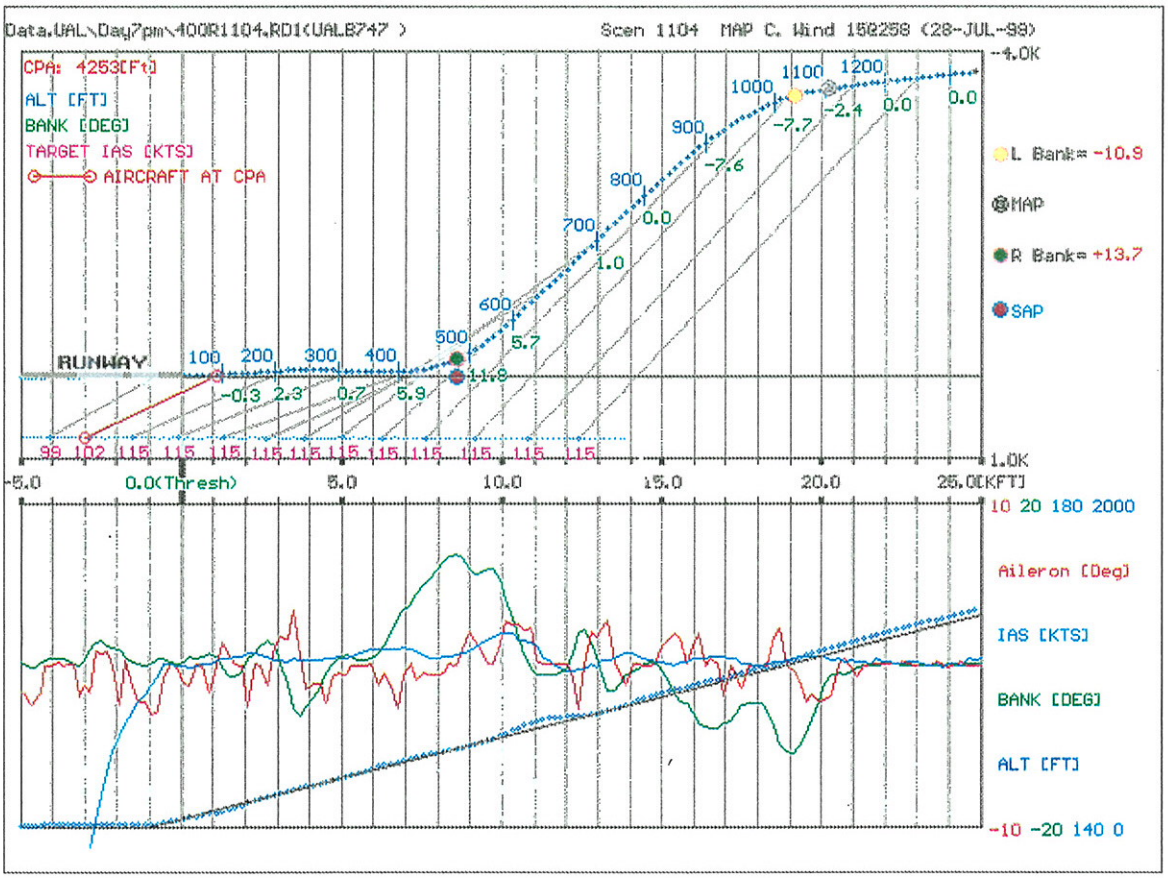

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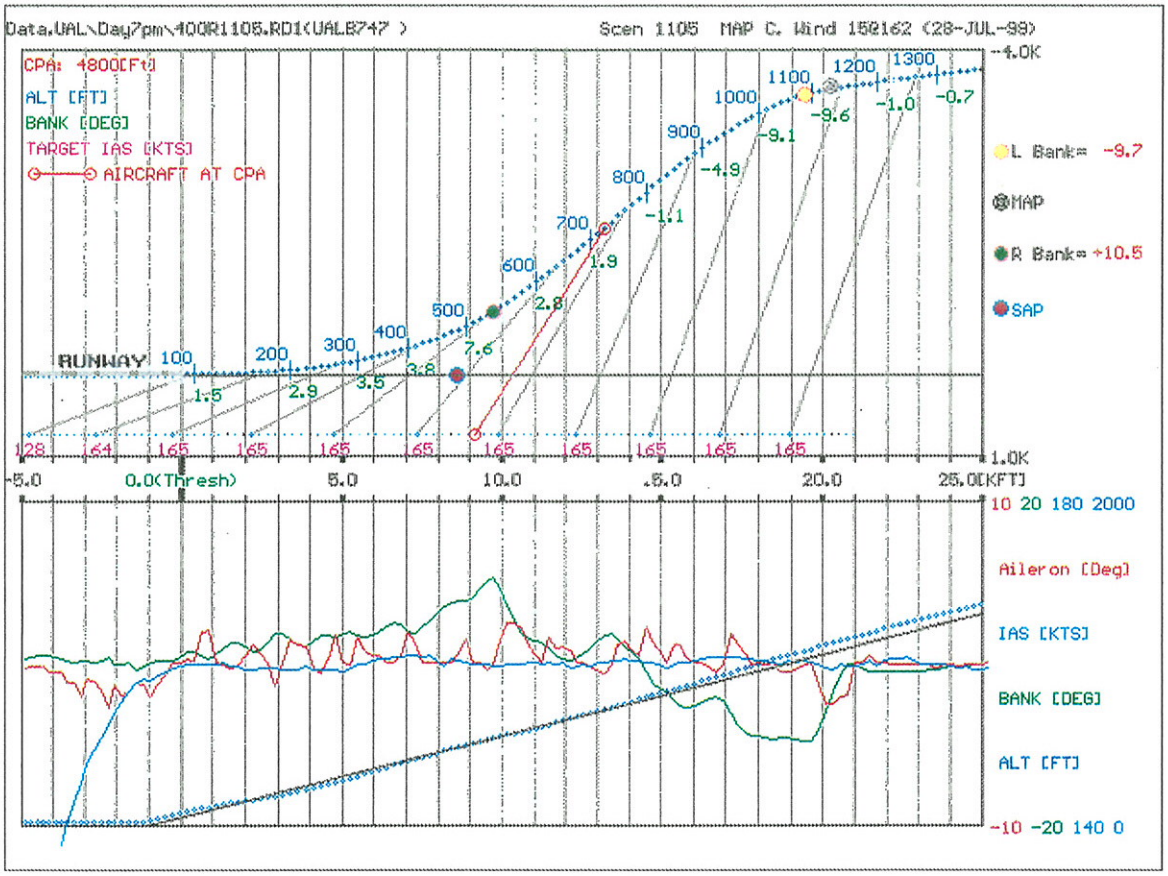

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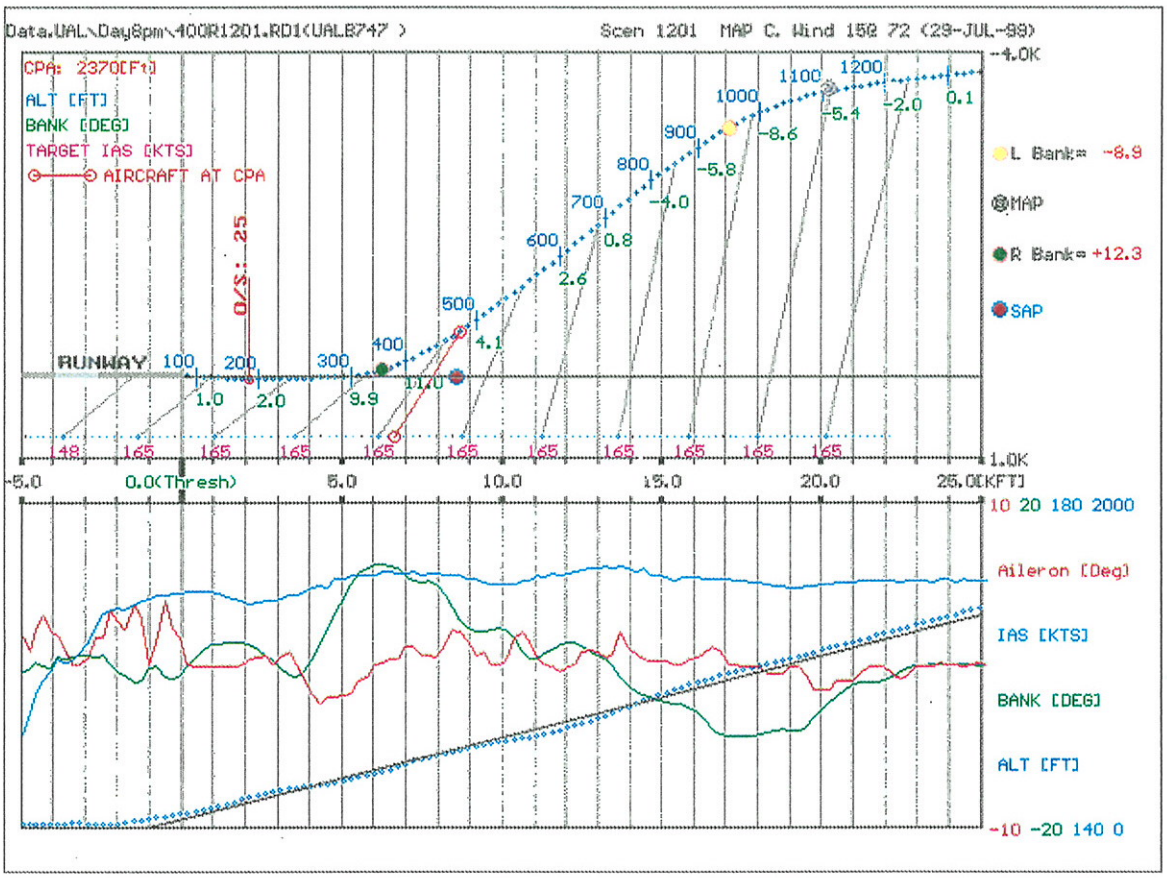

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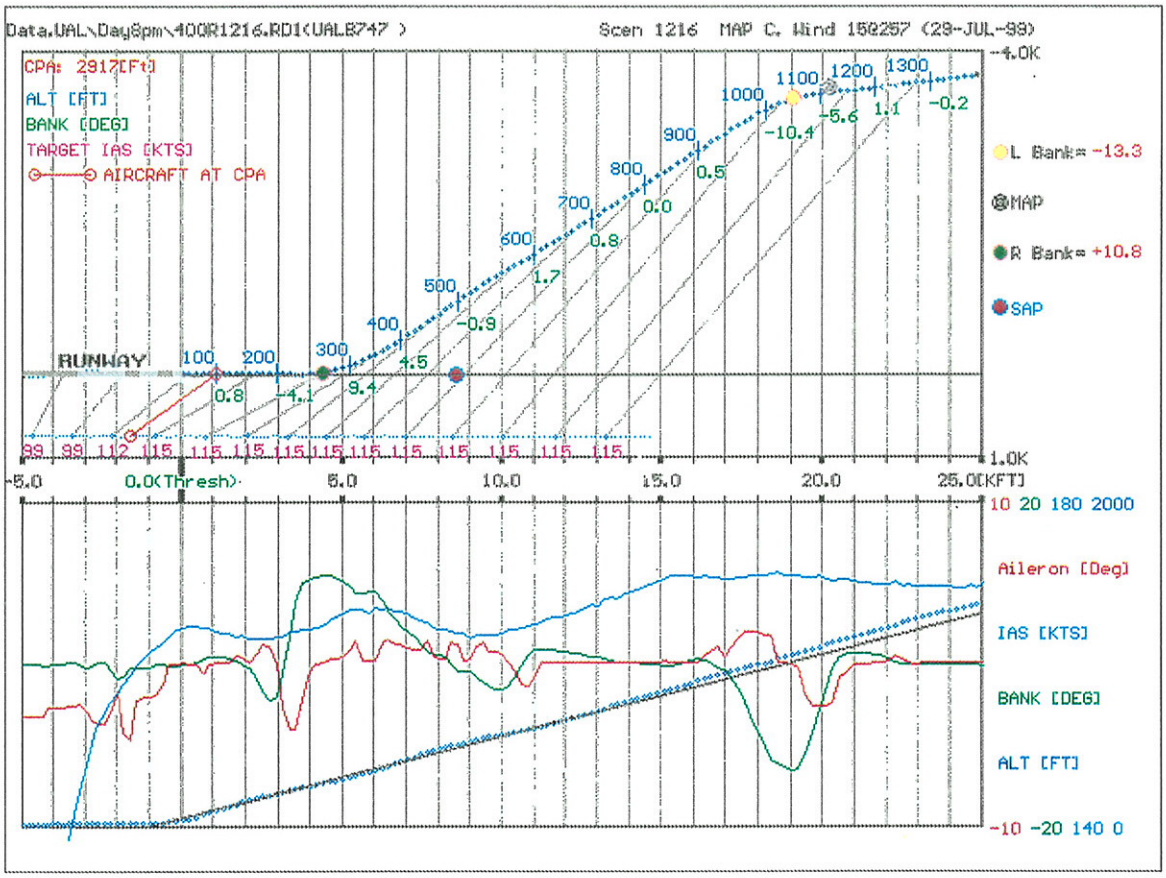

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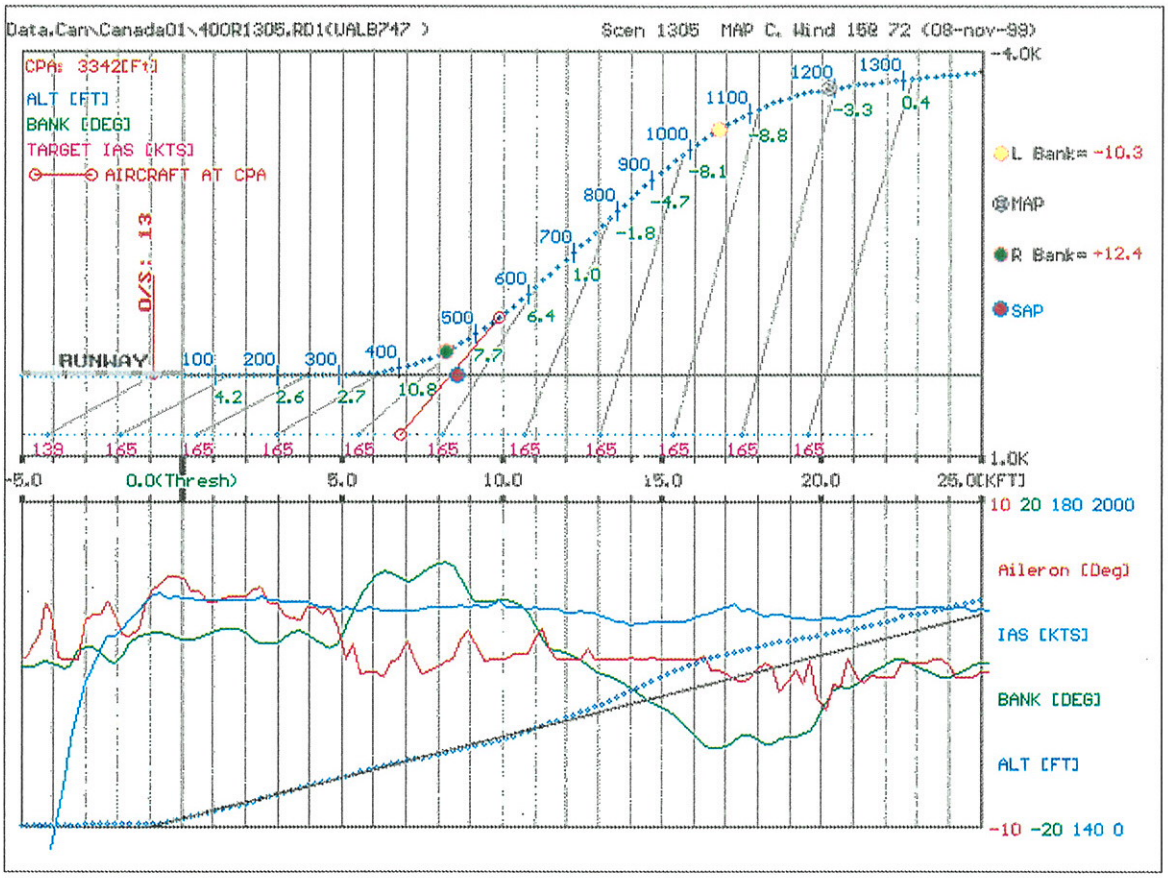
Altitude



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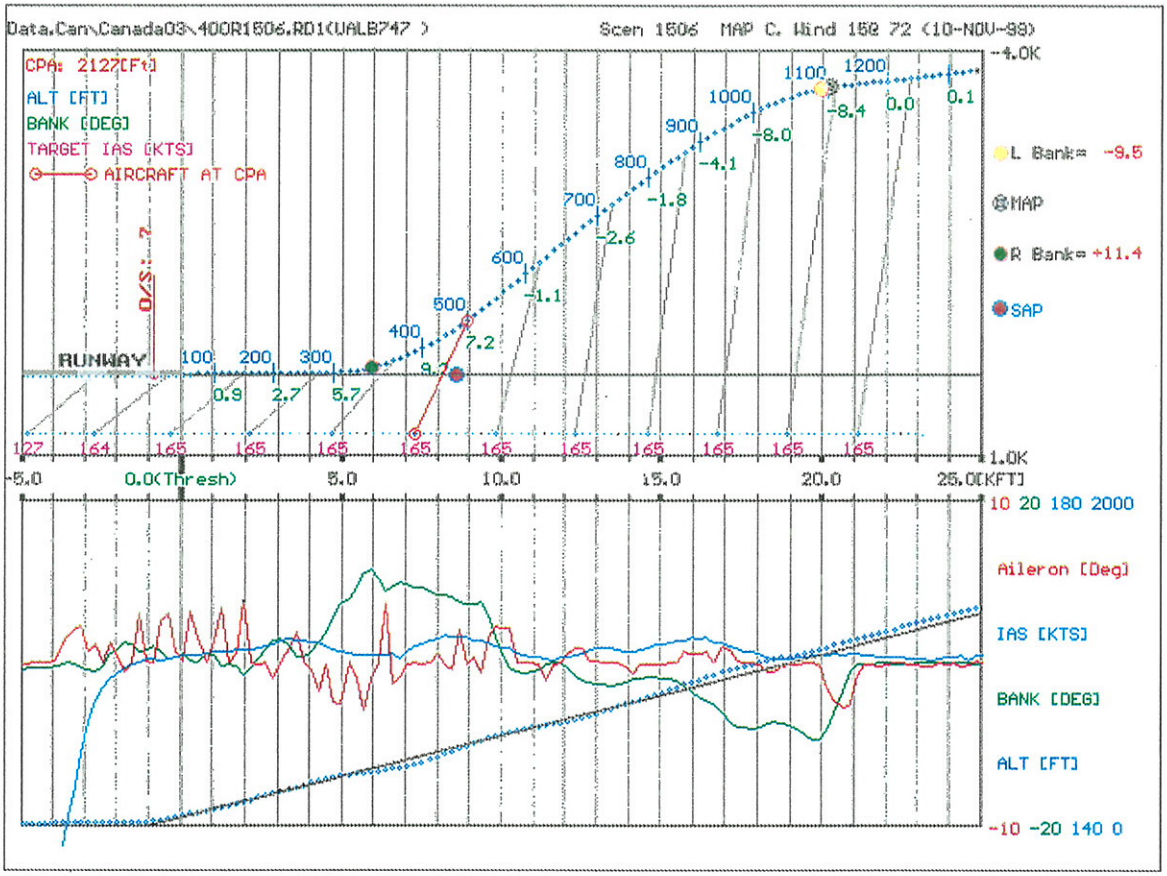

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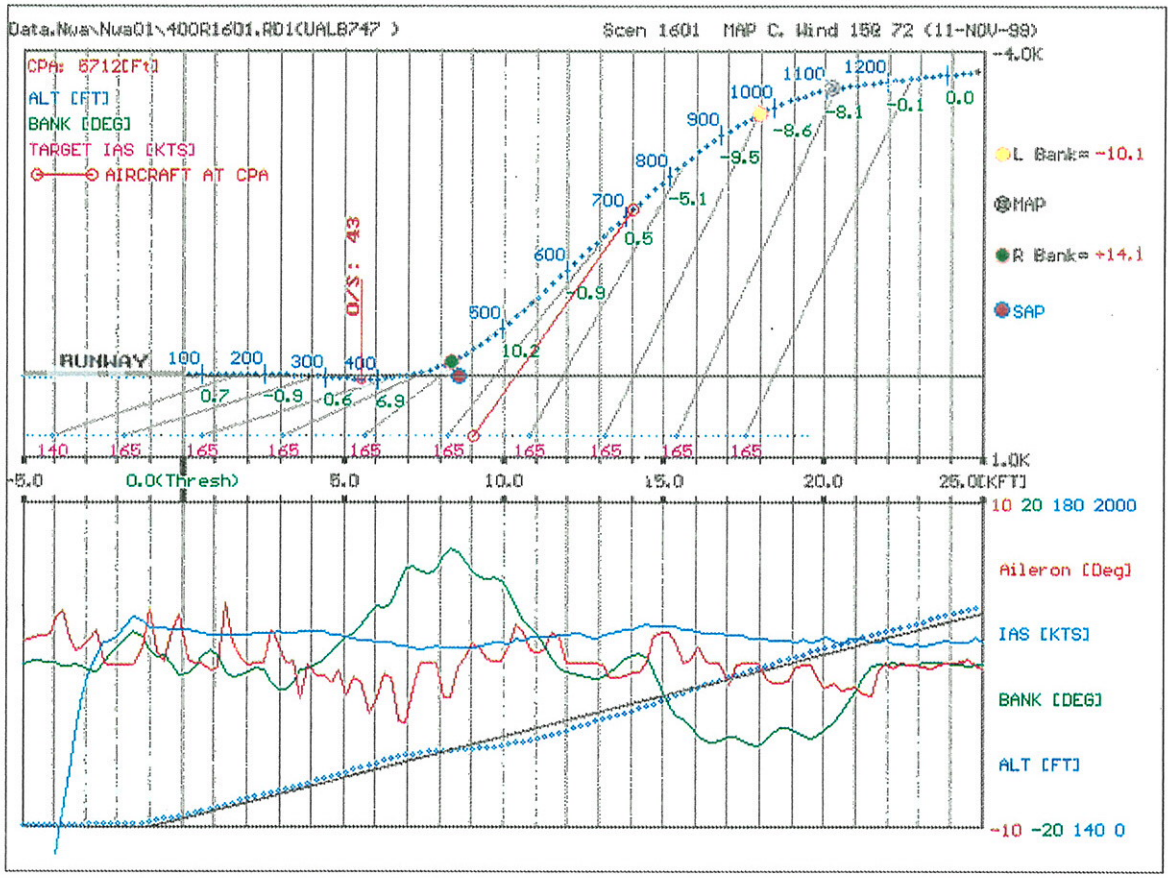

- Maximum Bank Angle Left
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- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

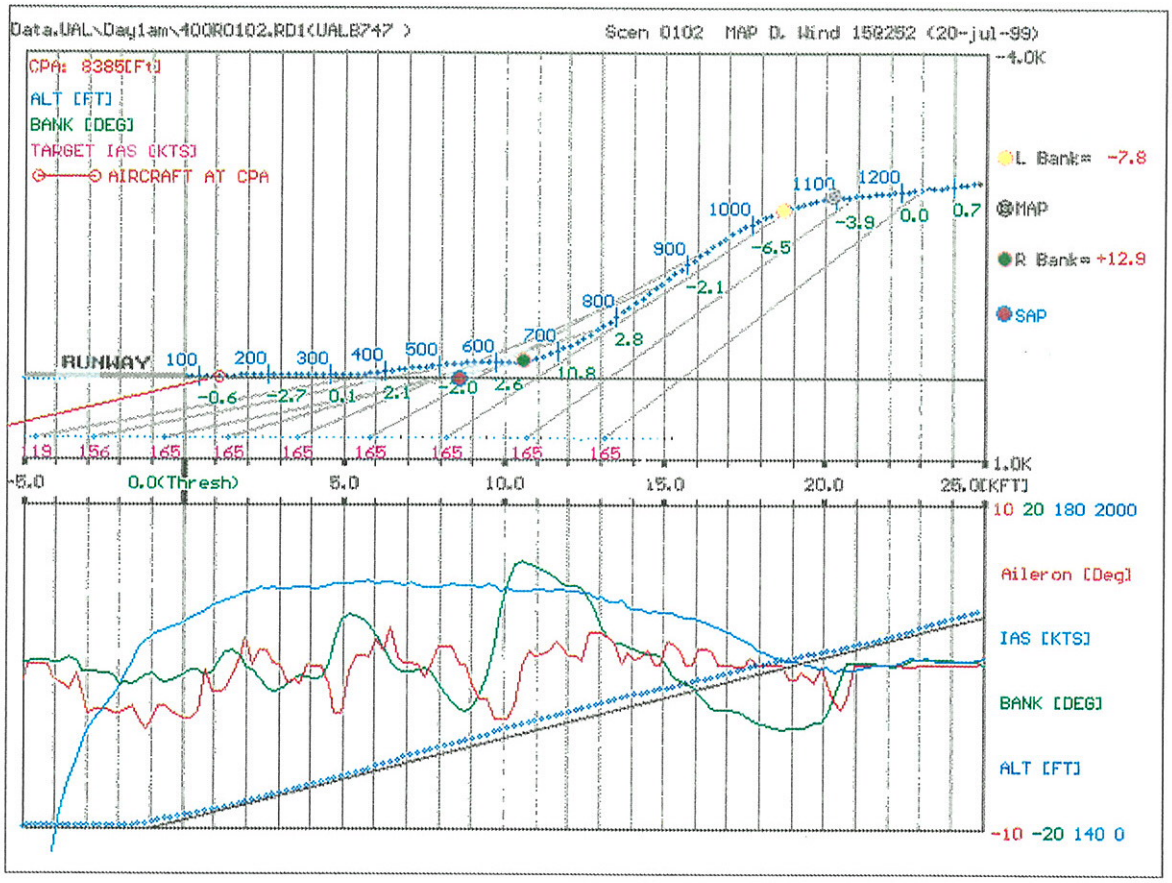
Ailerons Deflection

IAS

Bank Angle

Altitude

APPENDIX D



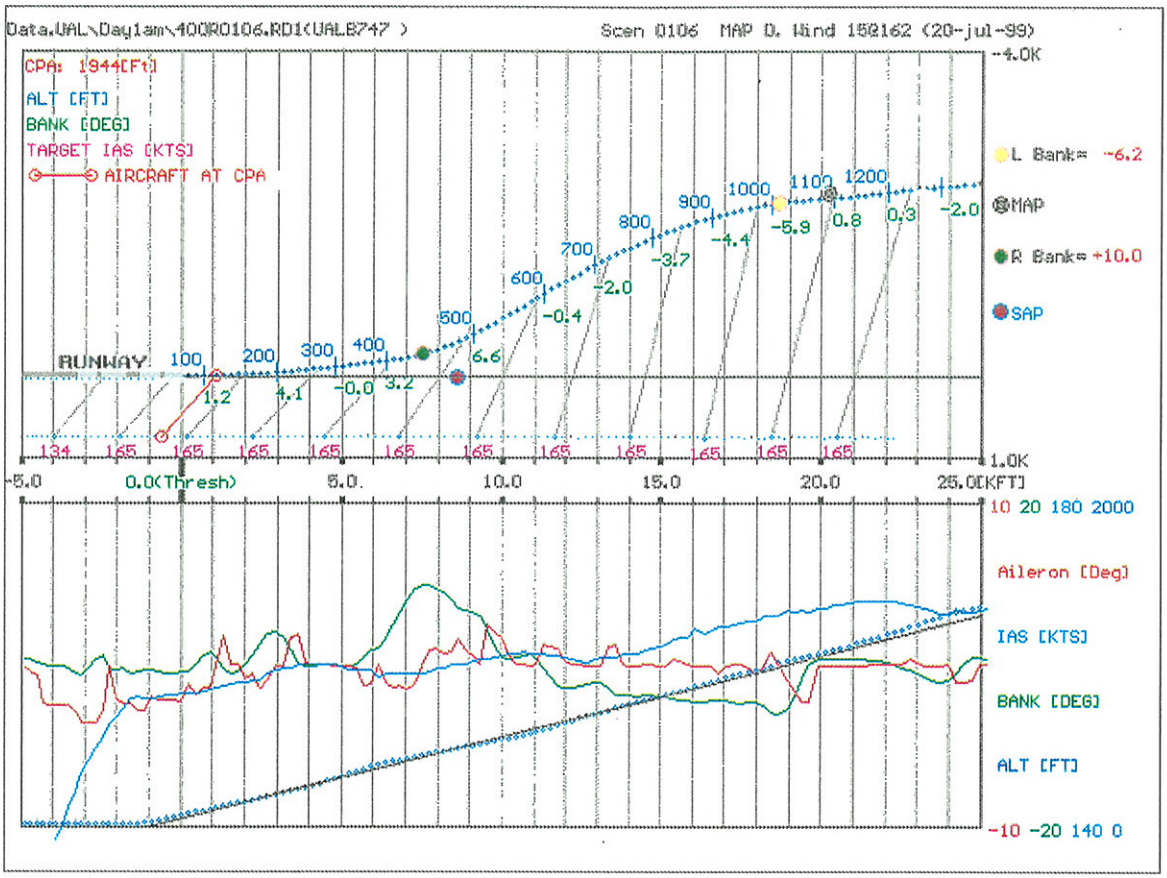
- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot
- SAP Location

Ailerons Deflection

IAS

Bank Angle

Altitude



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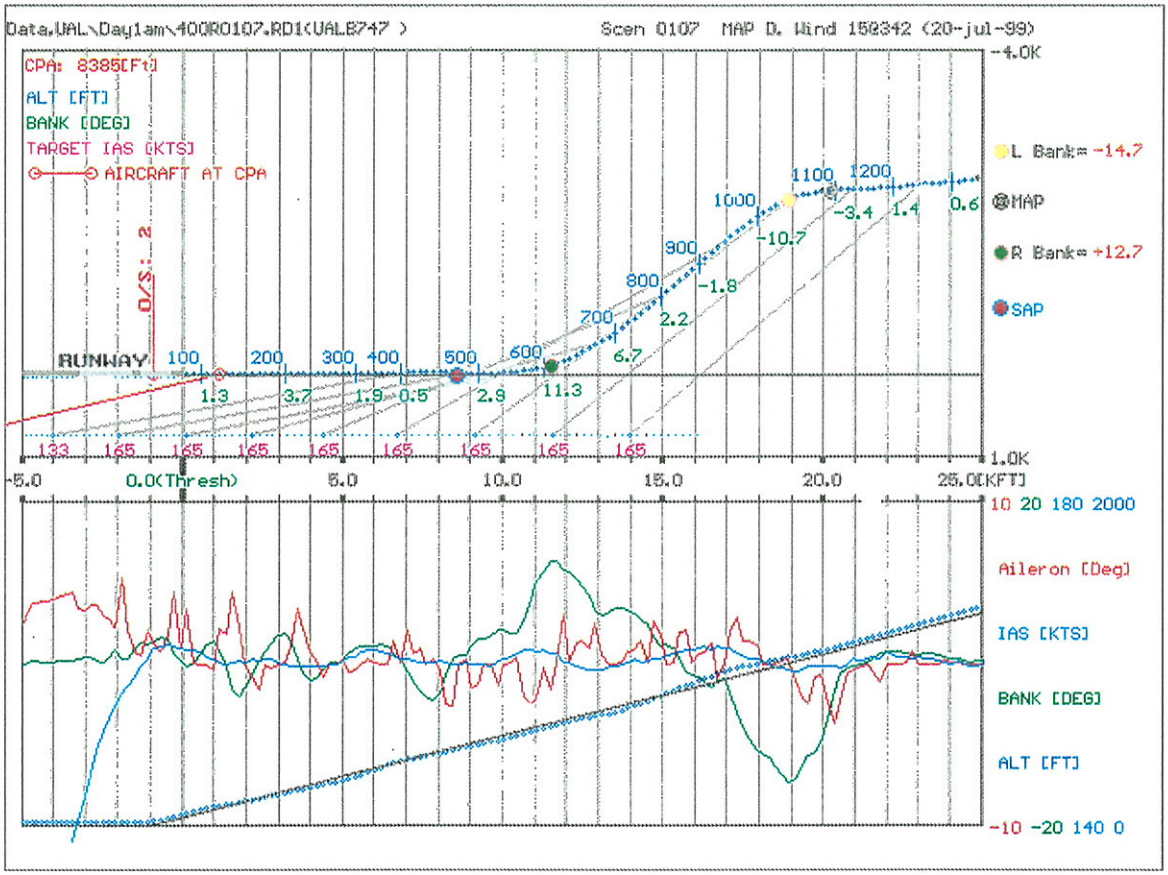
Ailerons Deflection

IAS

Bank Angle

Altitude



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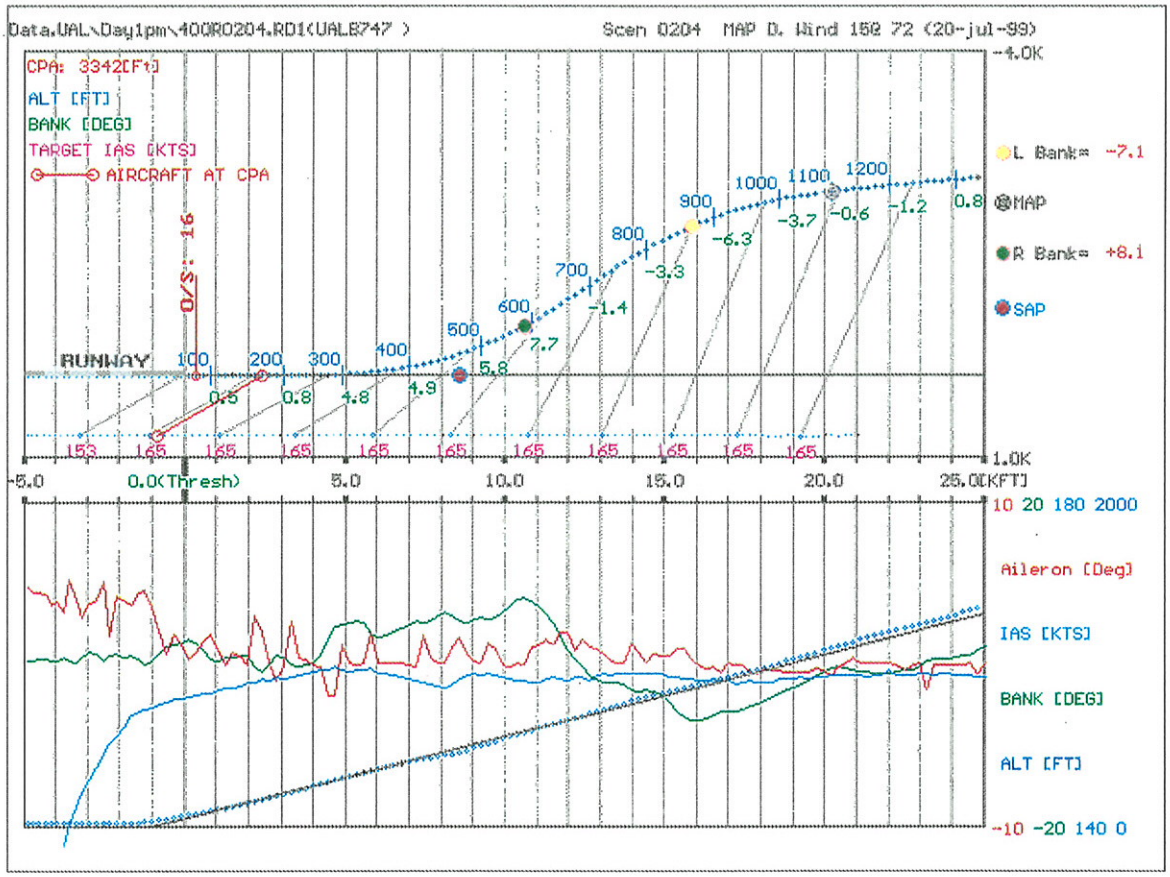
Bank Angle

Altitude



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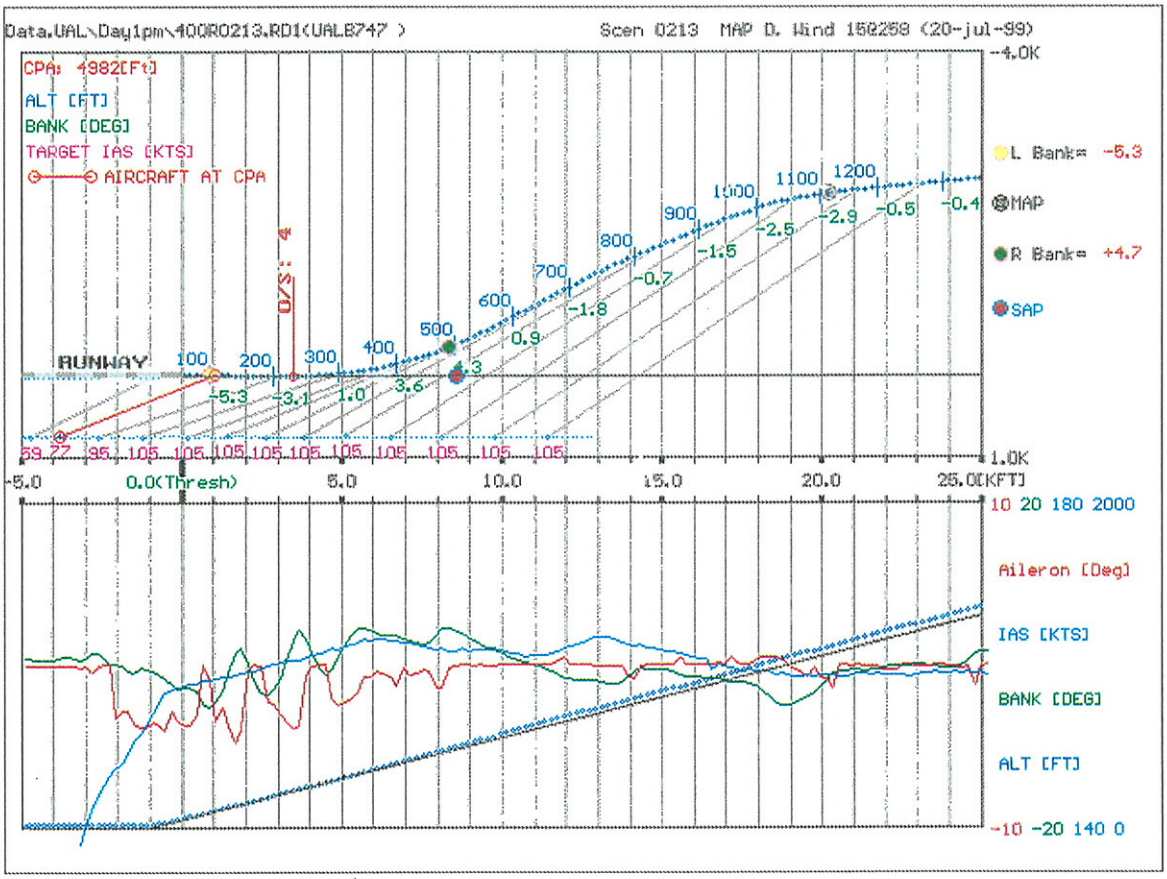

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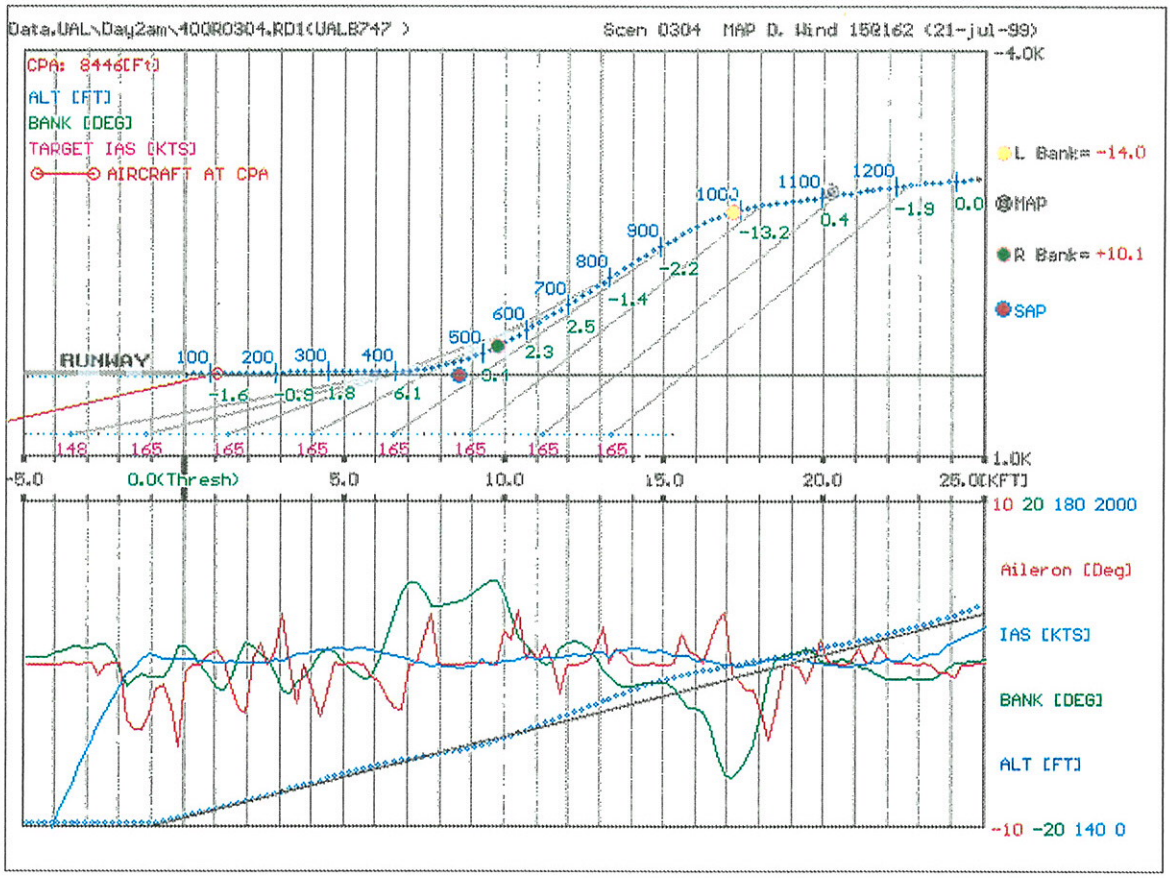

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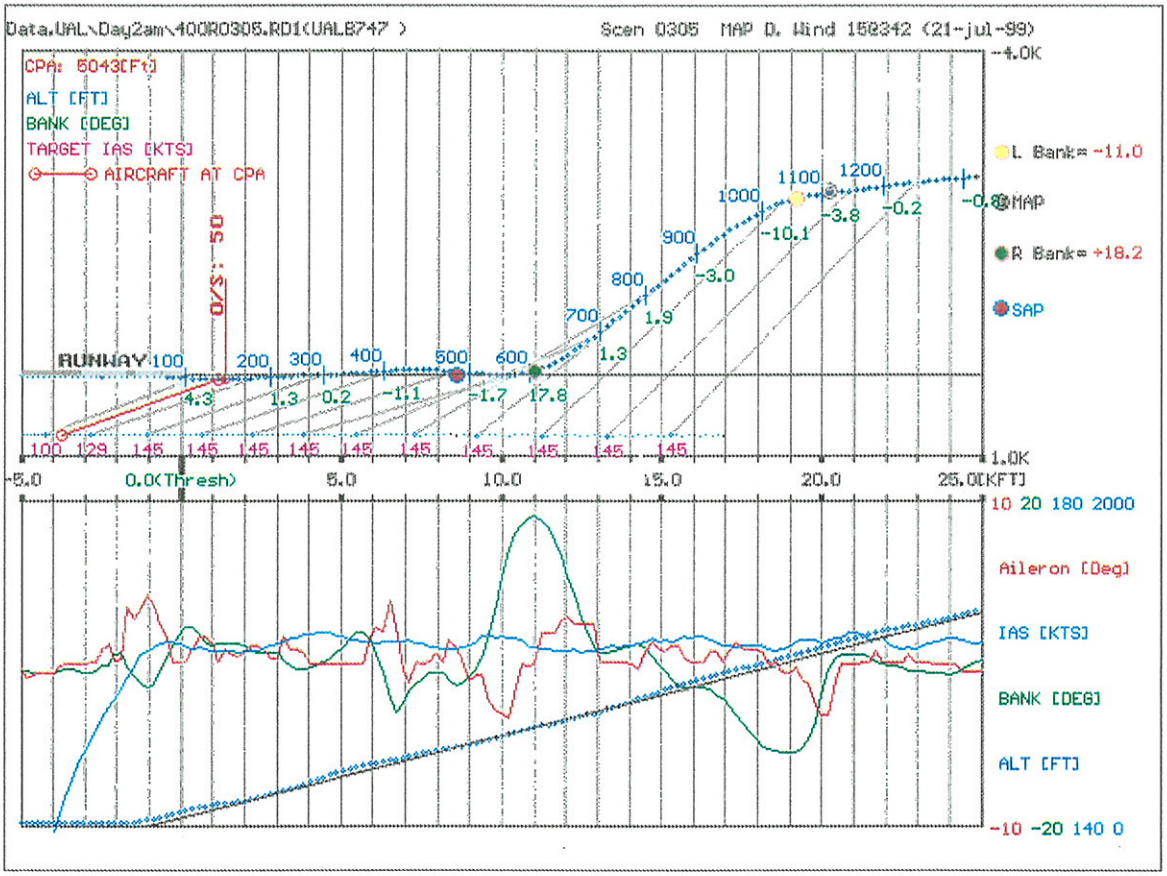

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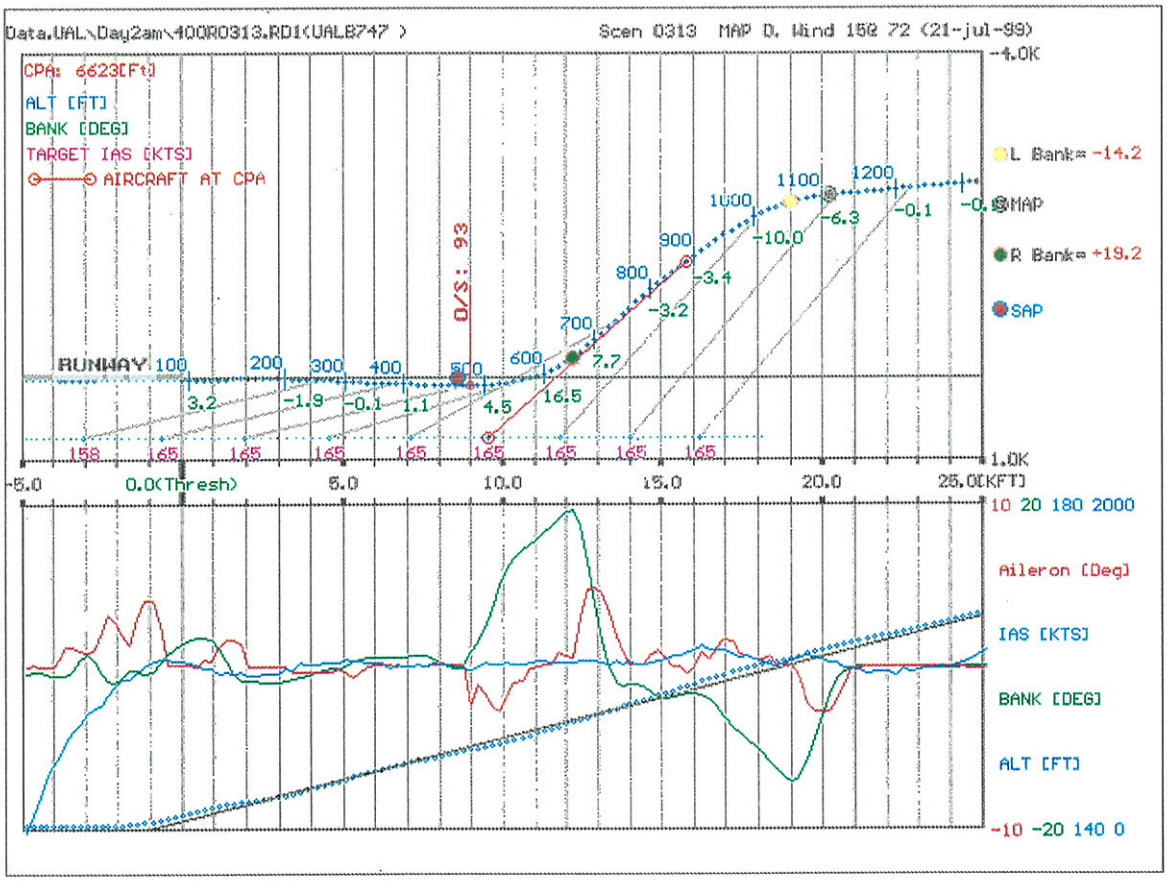

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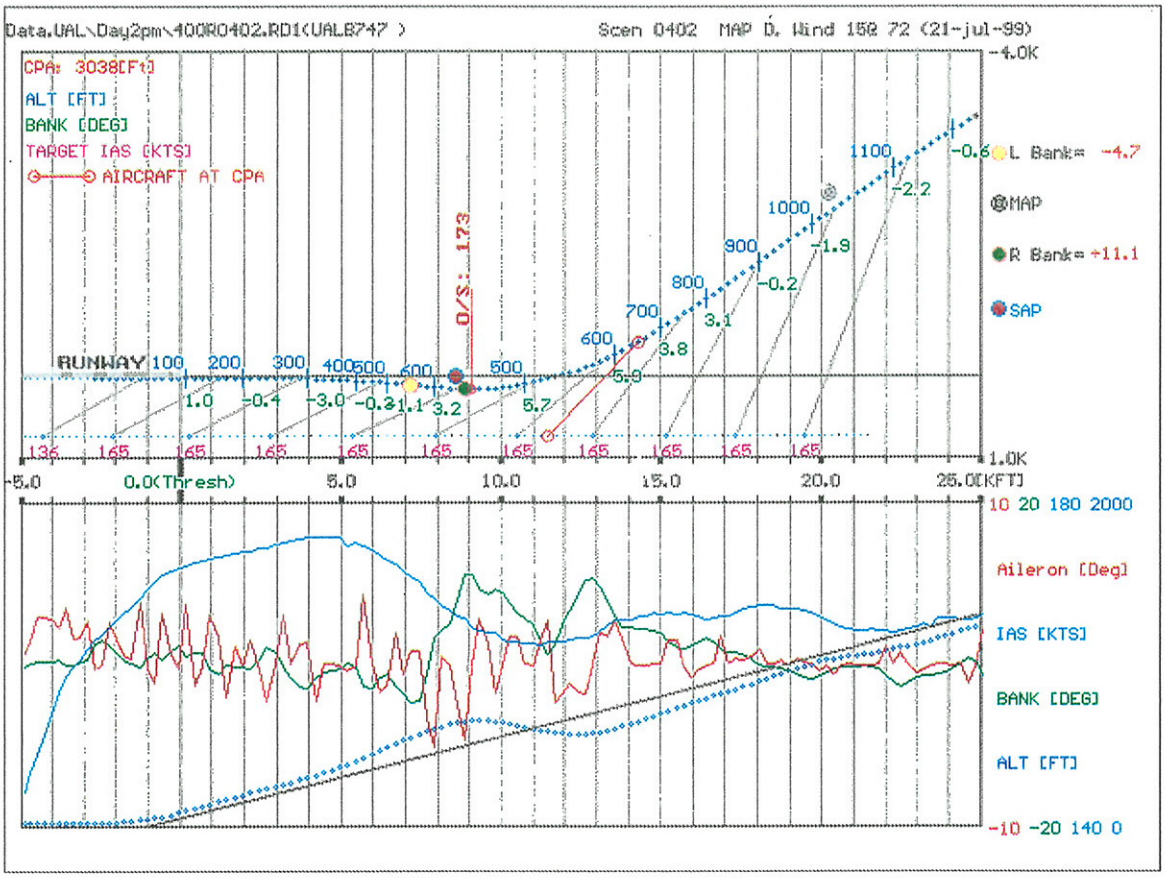

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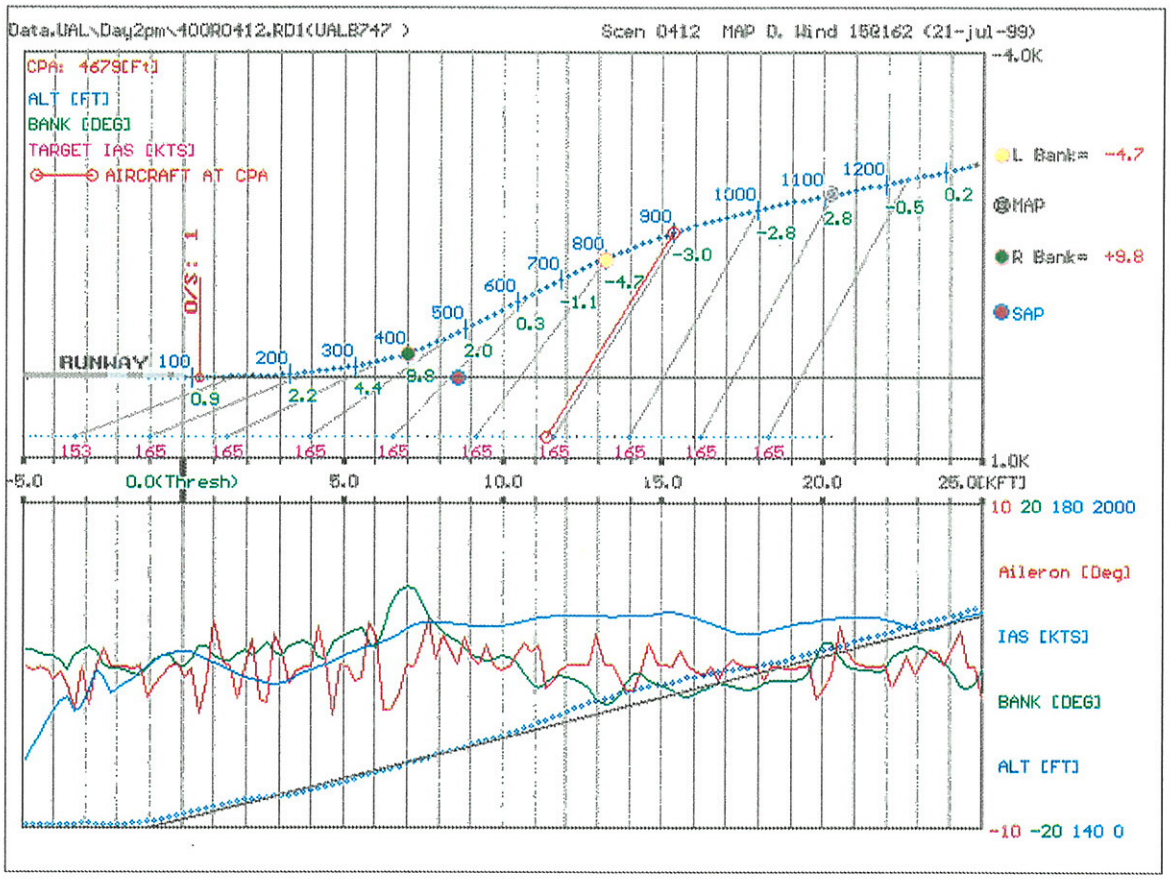

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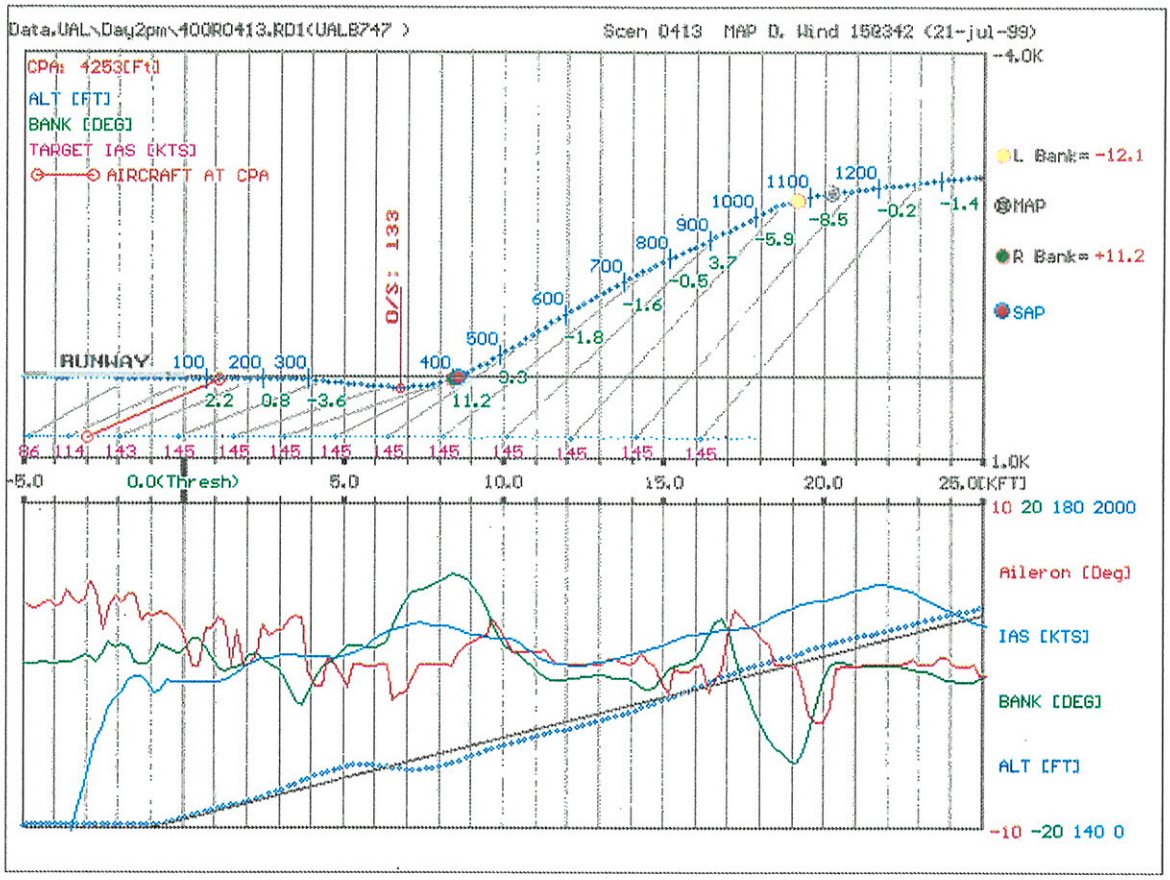

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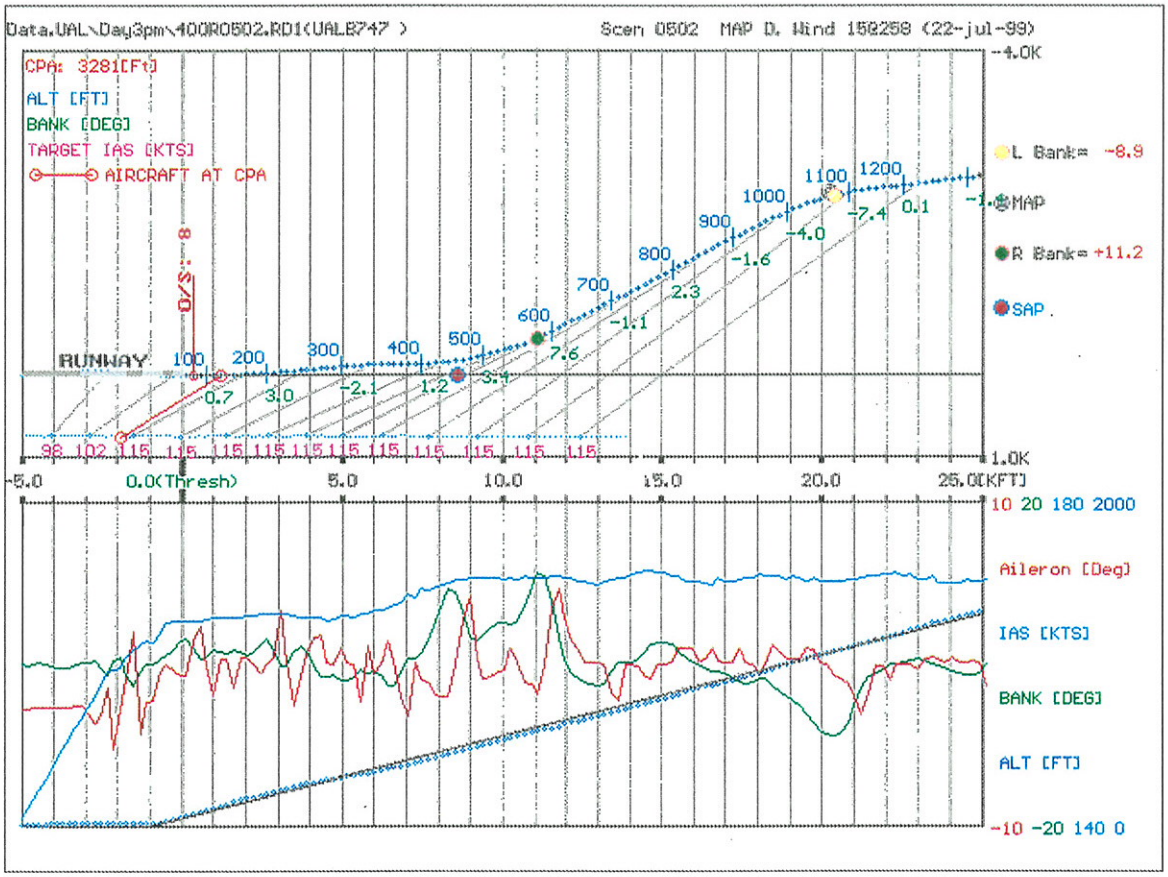

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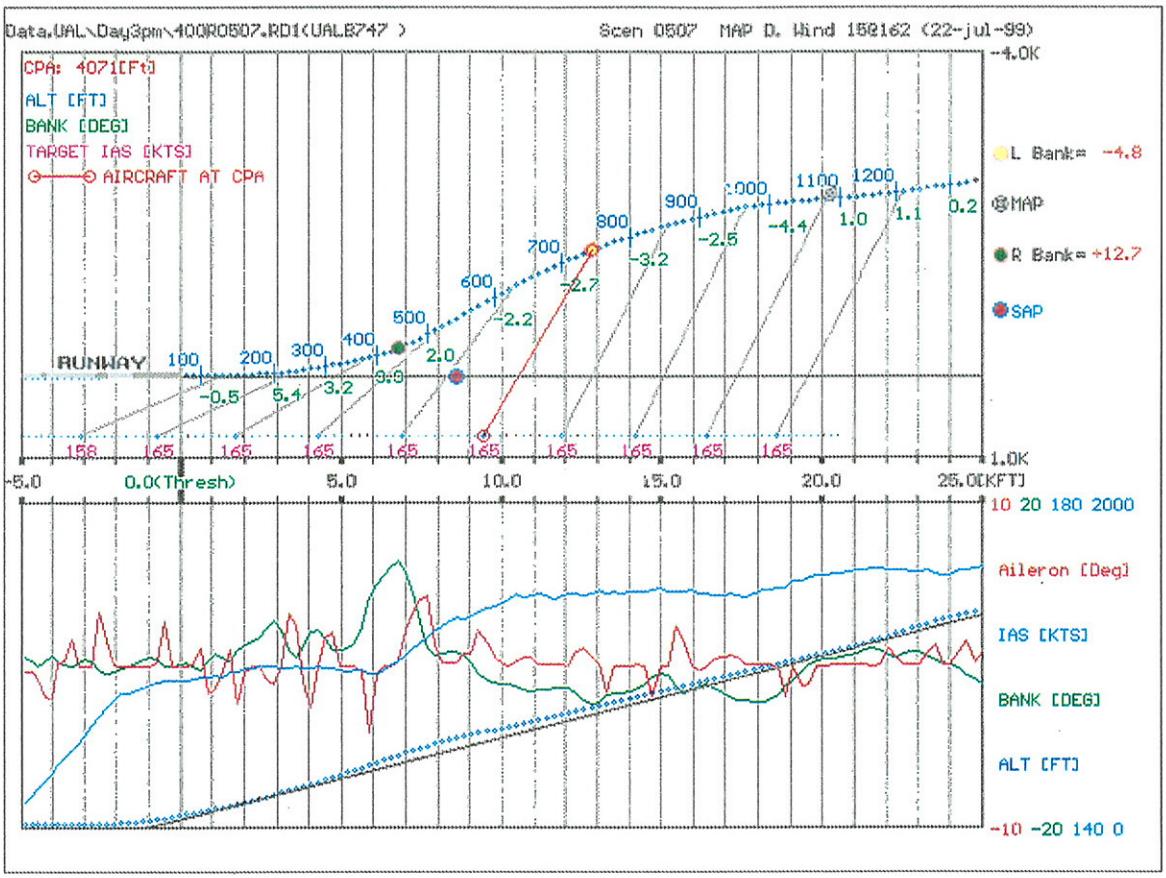

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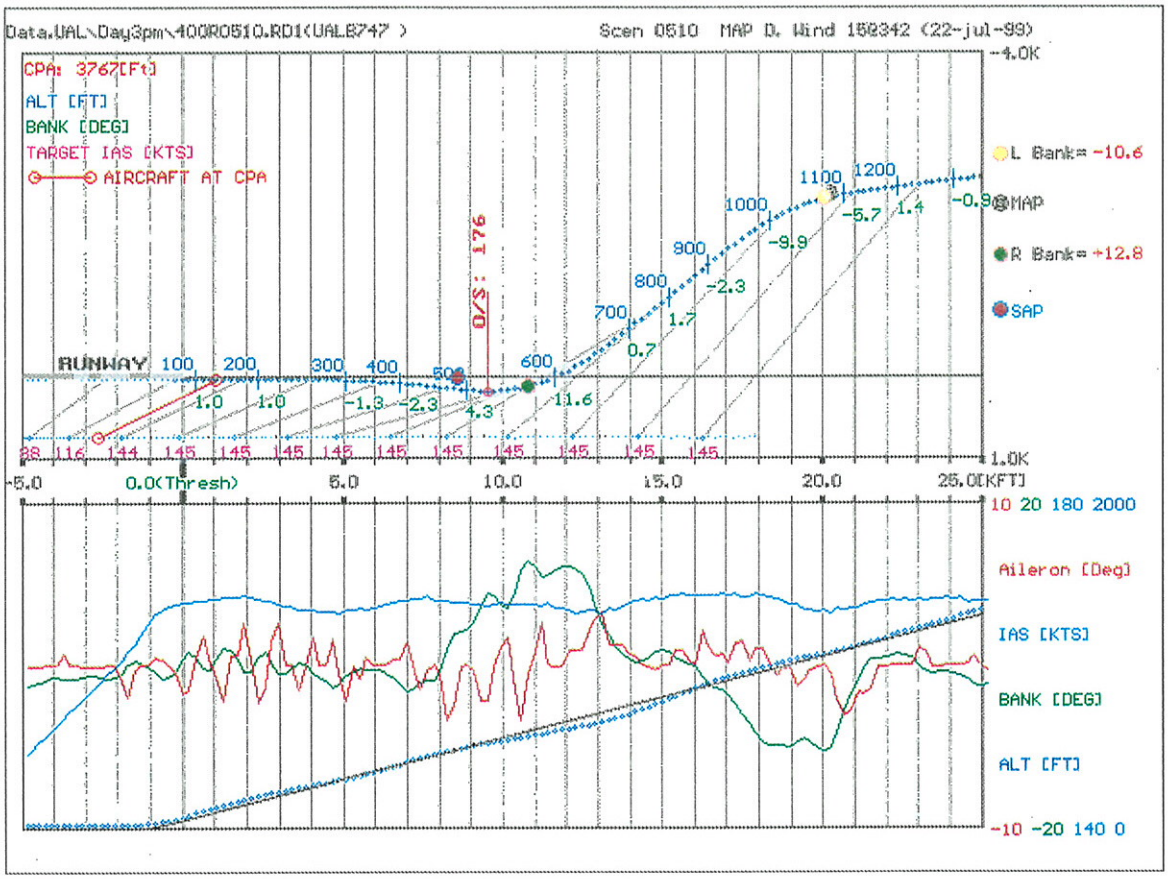

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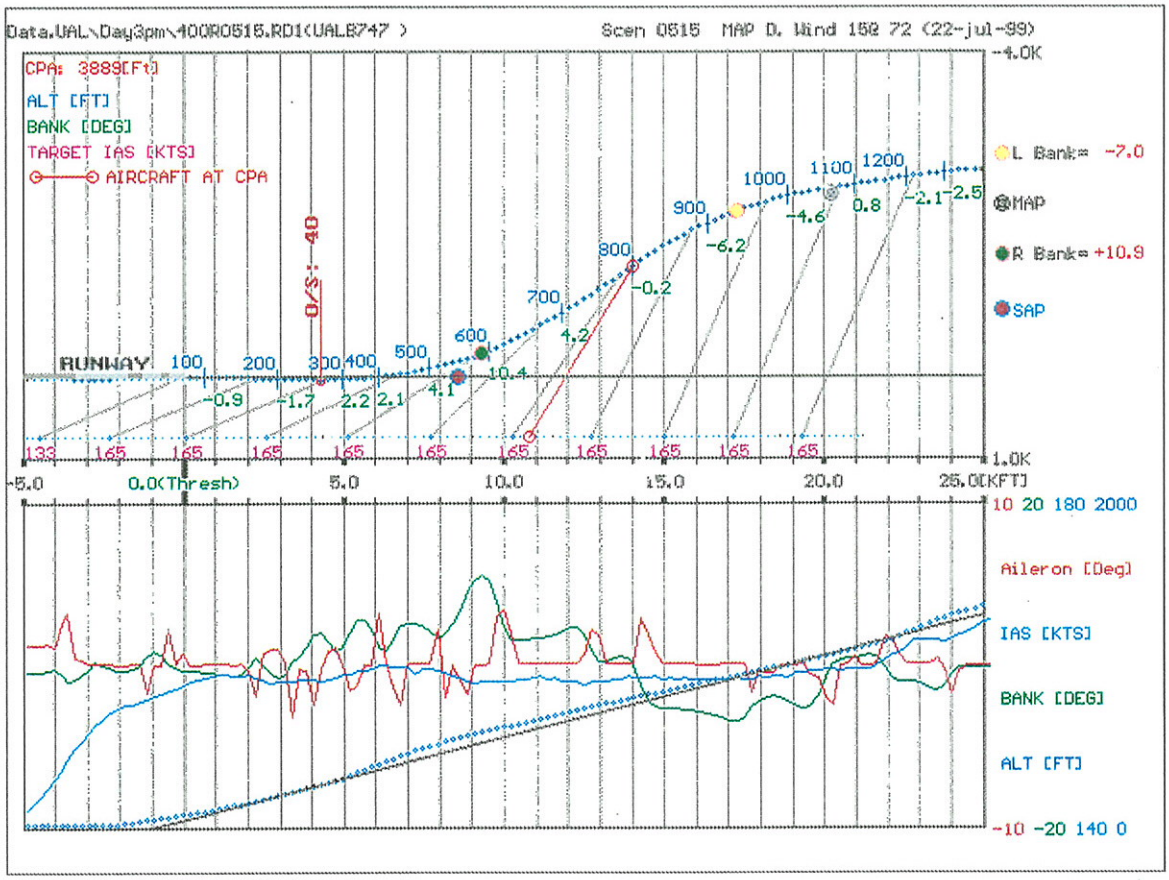

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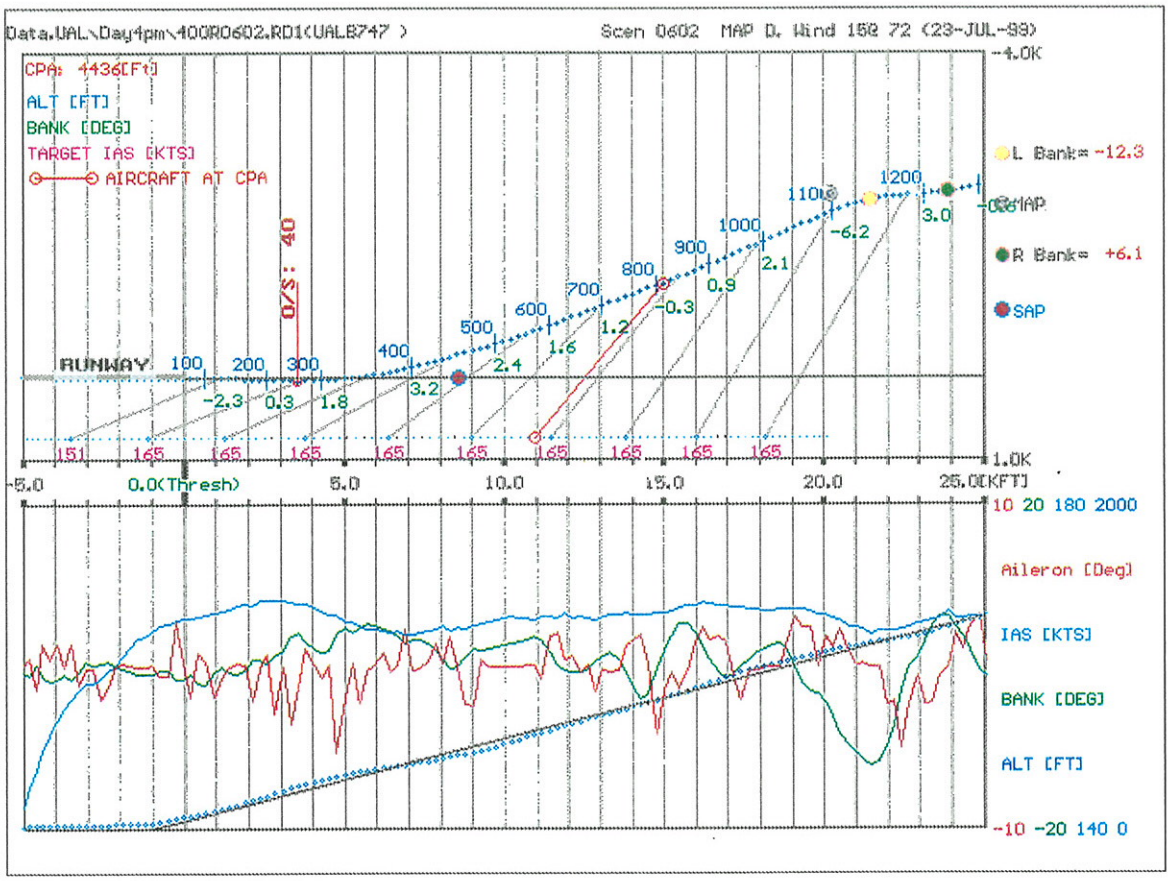

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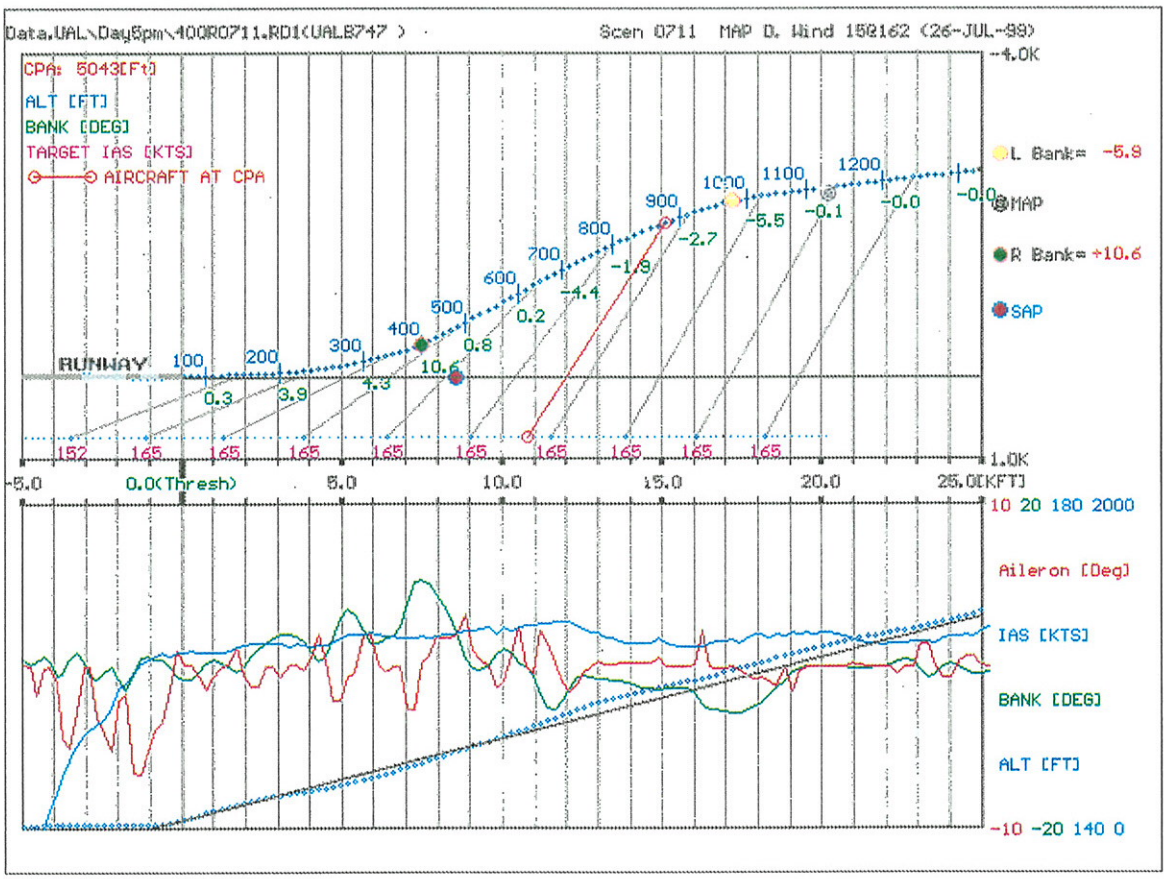

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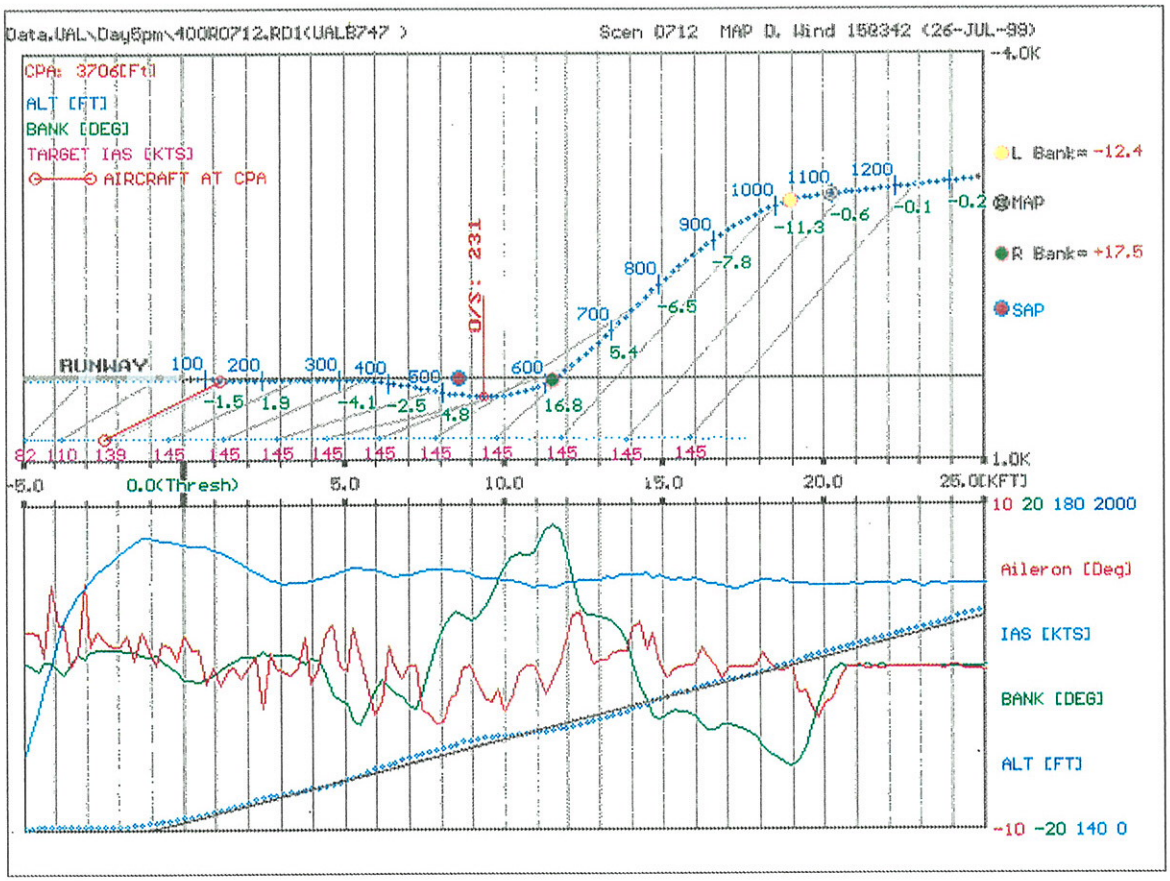

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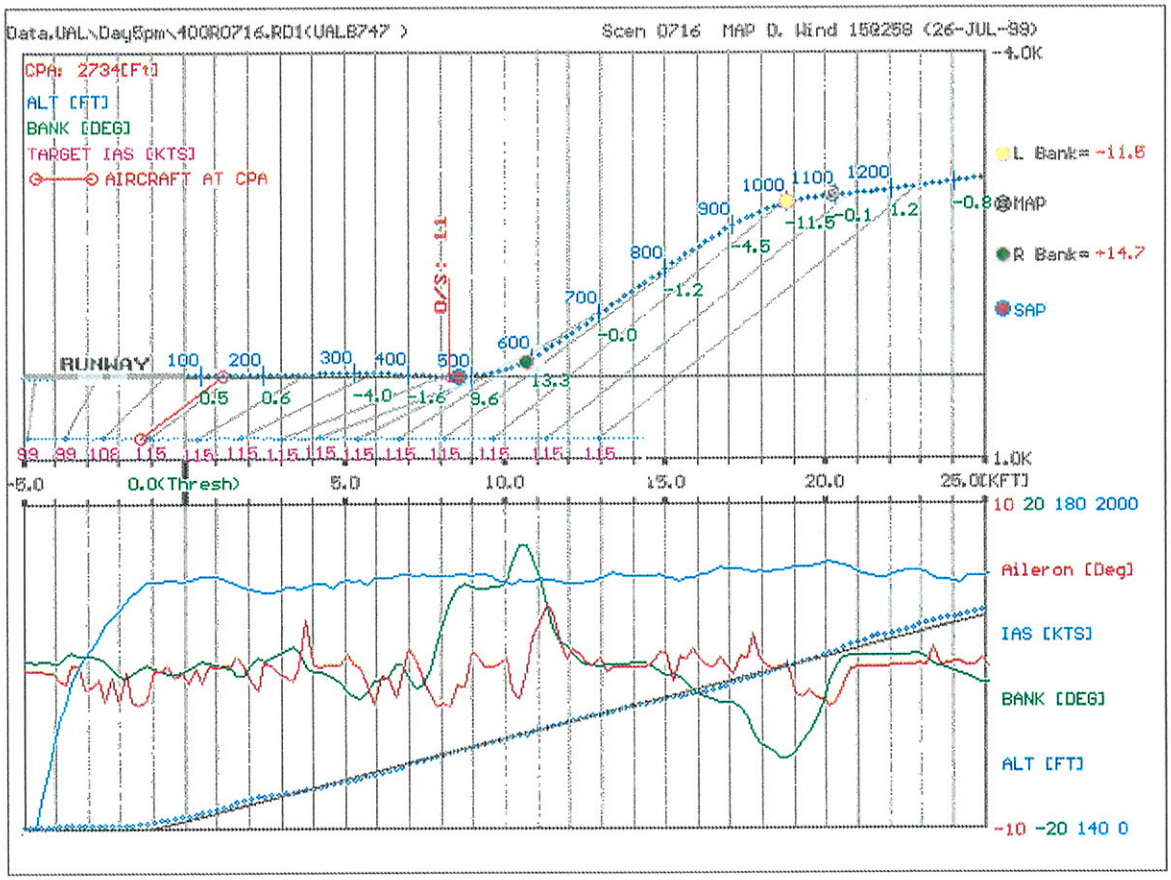

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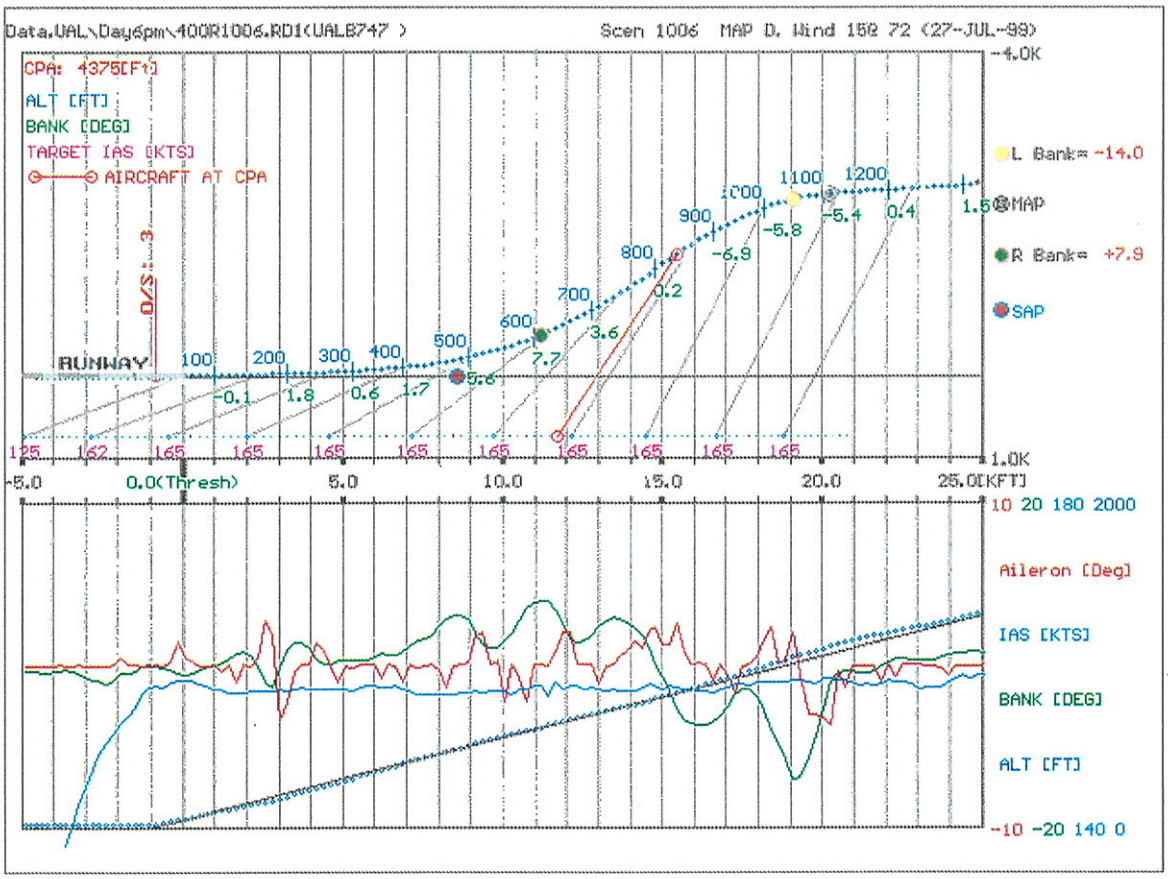

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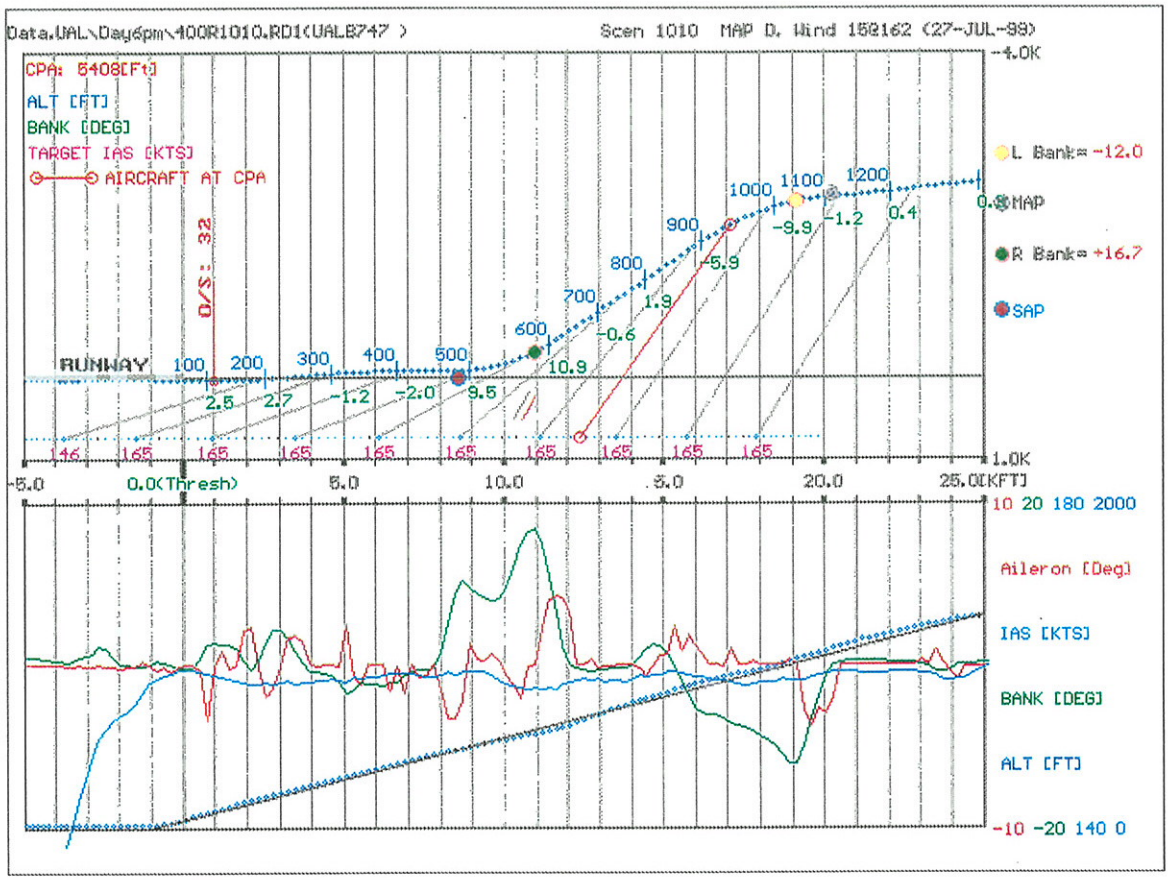

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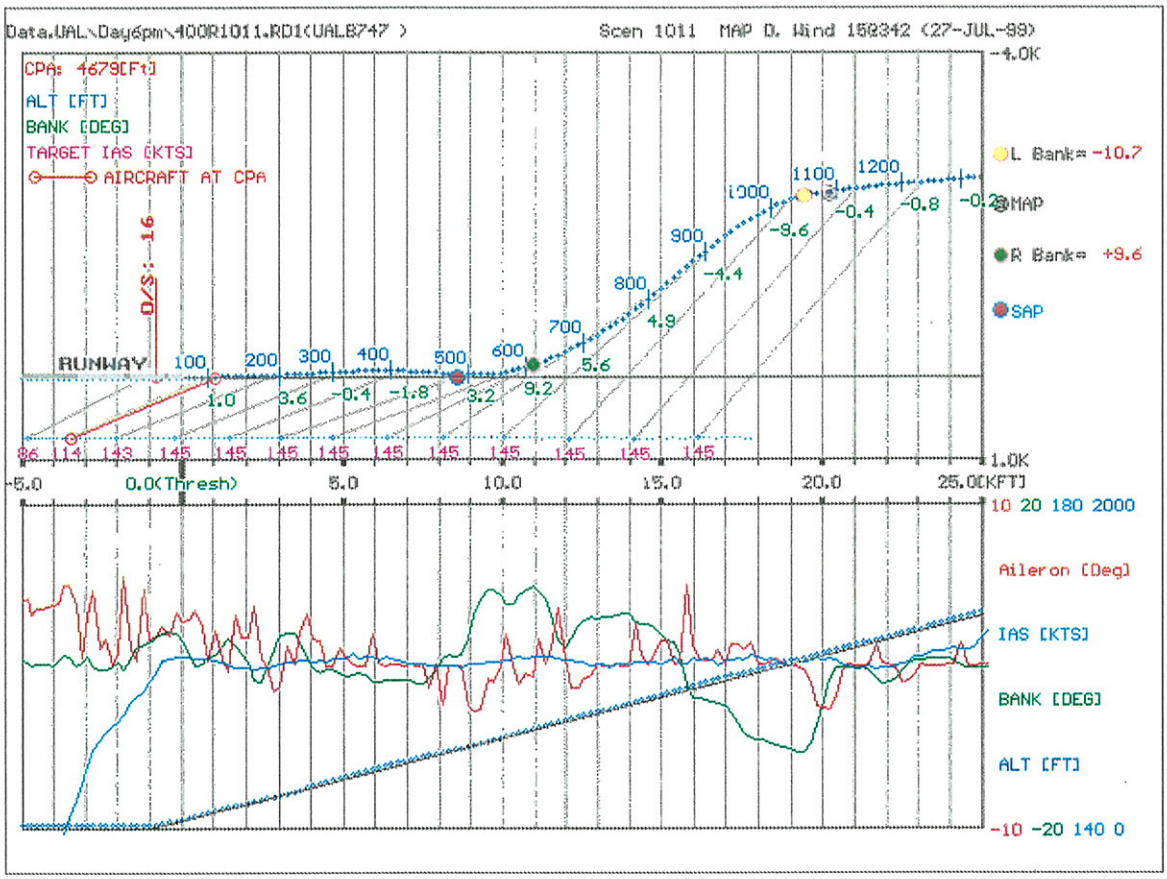

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Maximum Bank Angle Right

Missed Approach Point (MAP)

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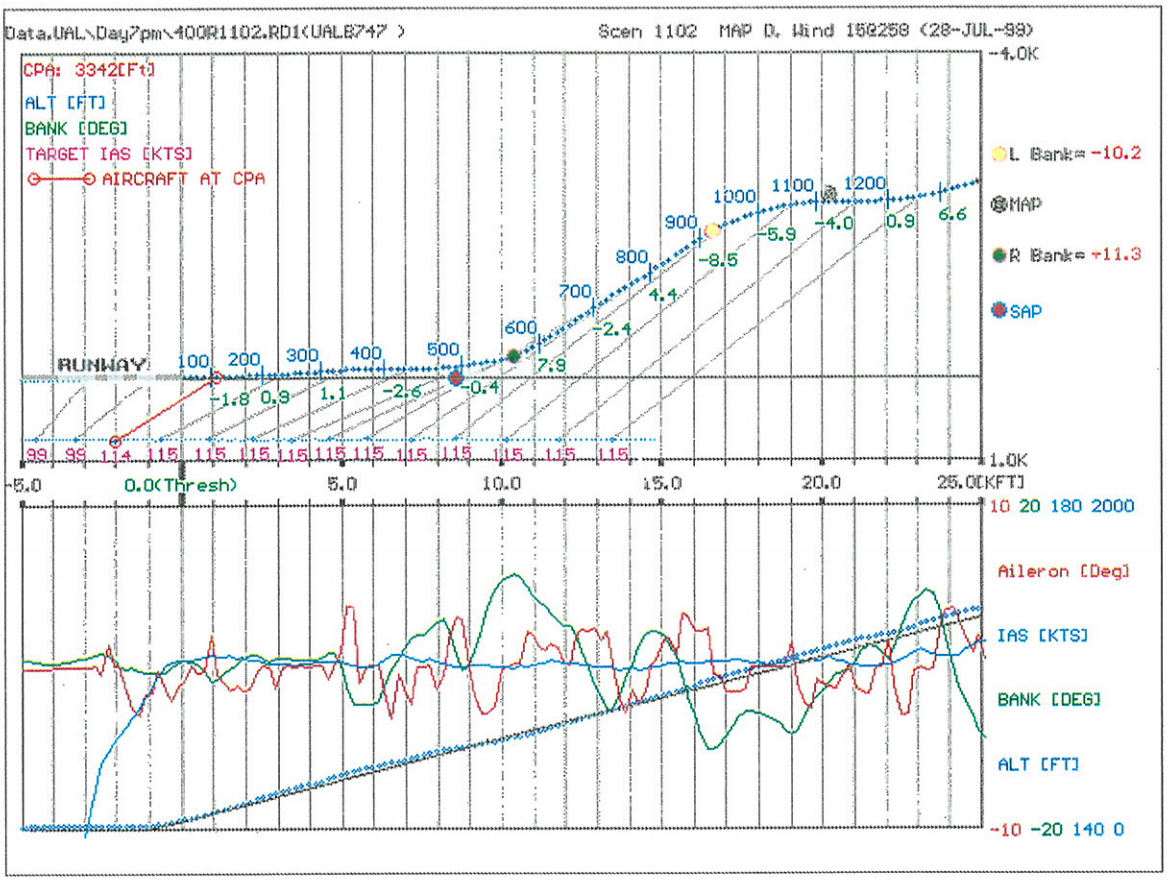

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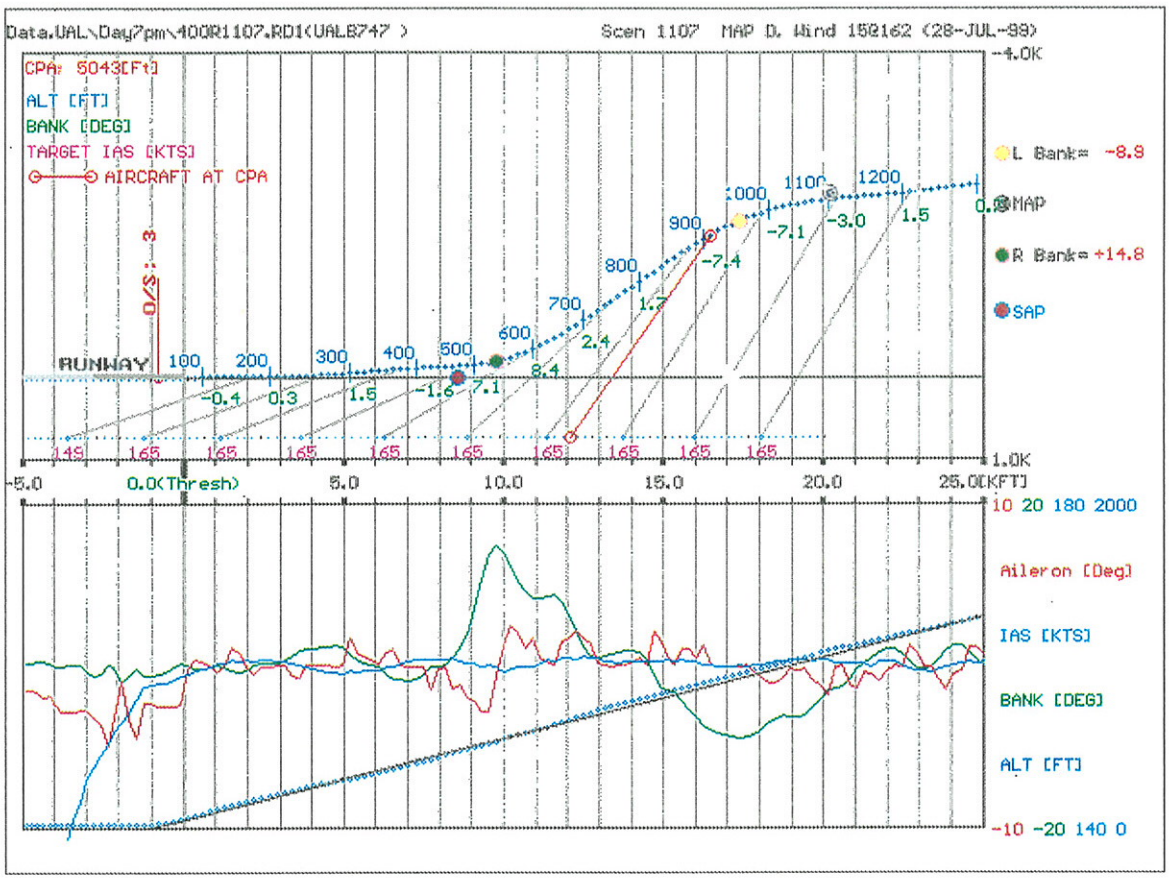

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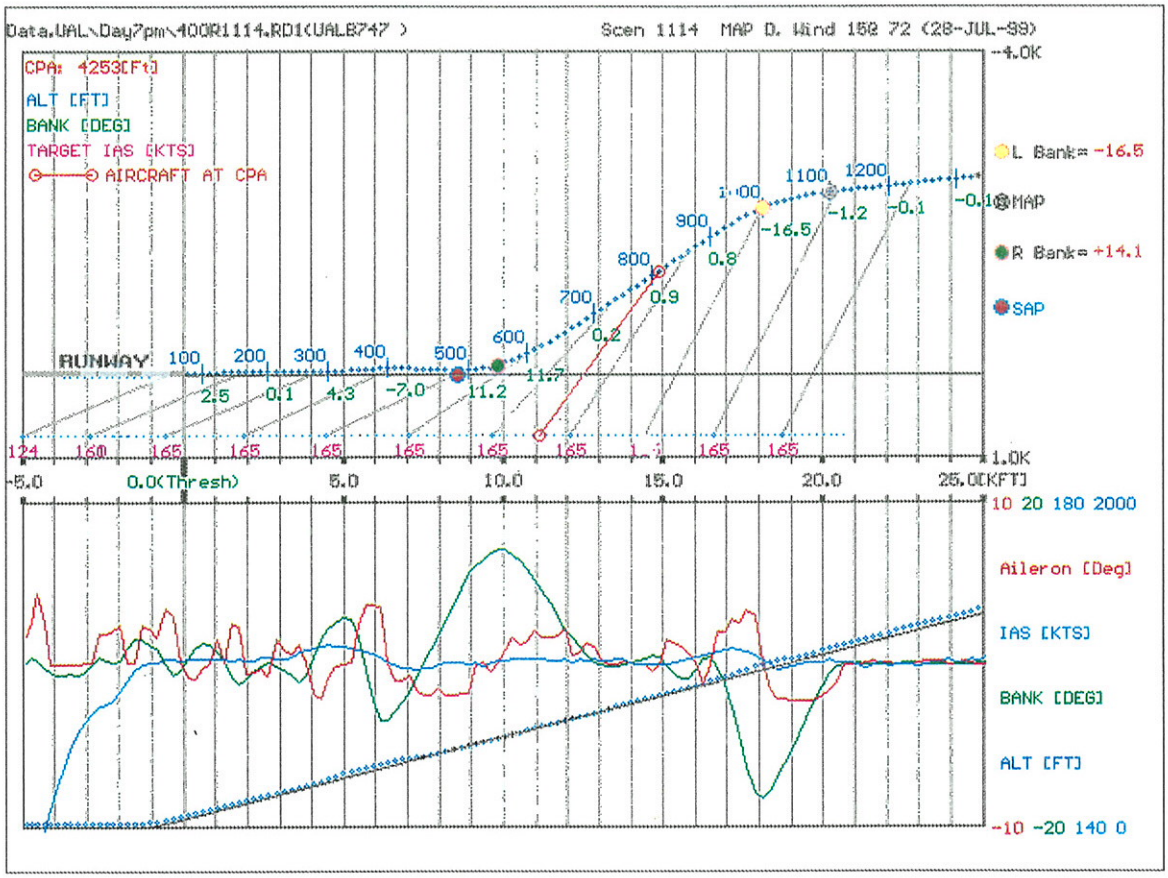

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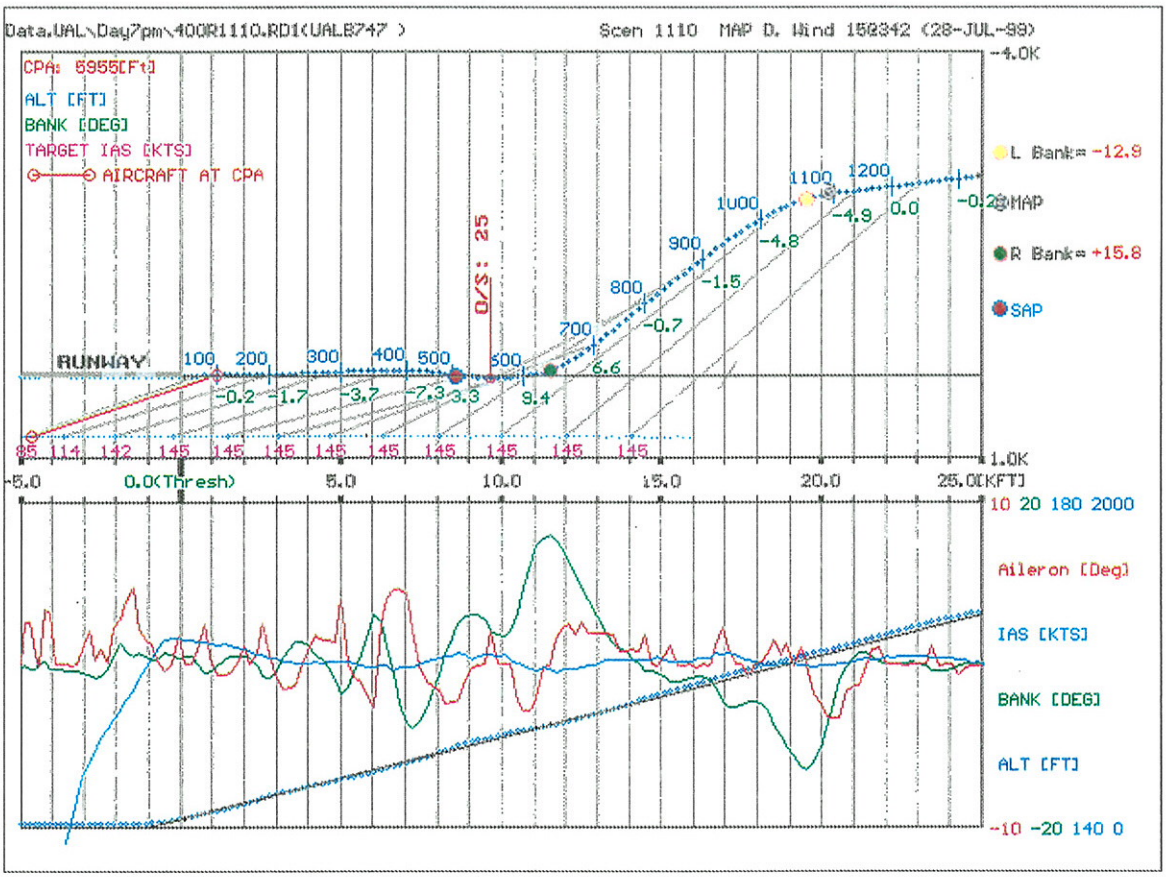

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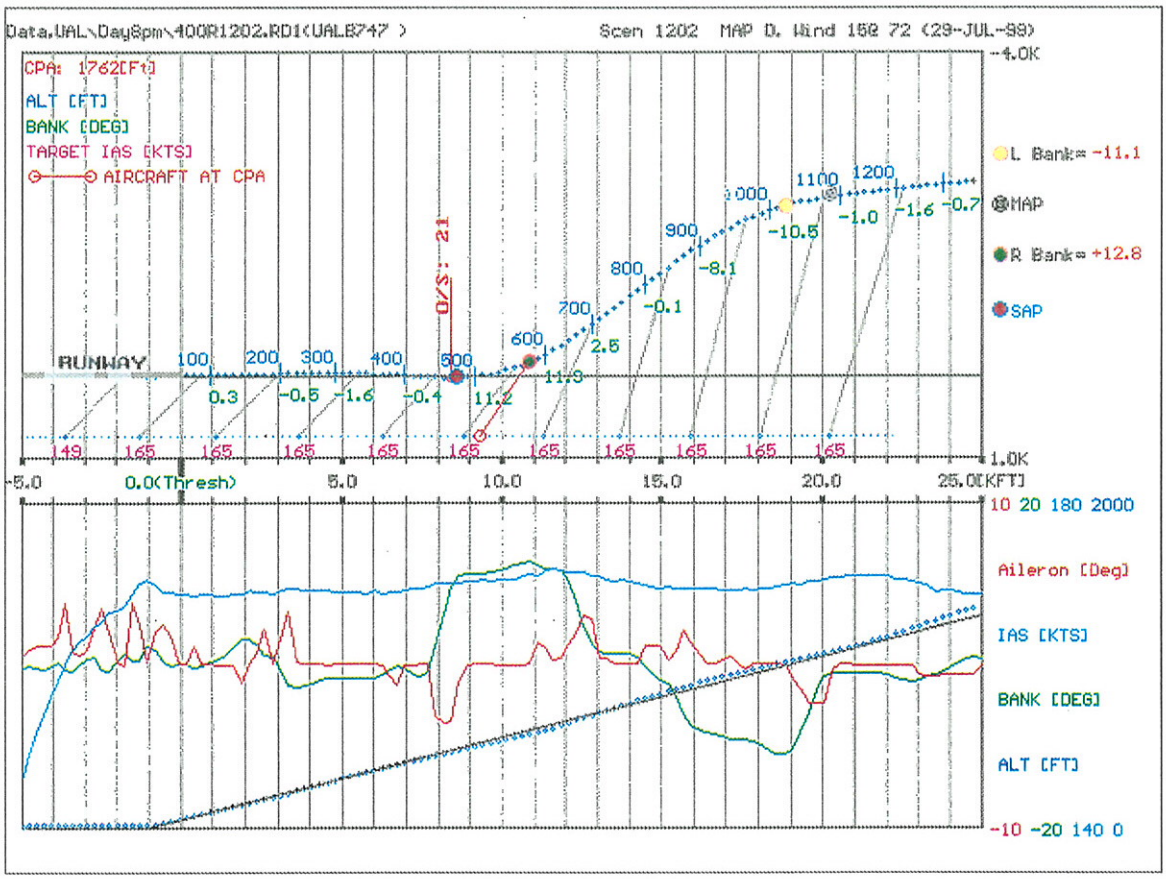

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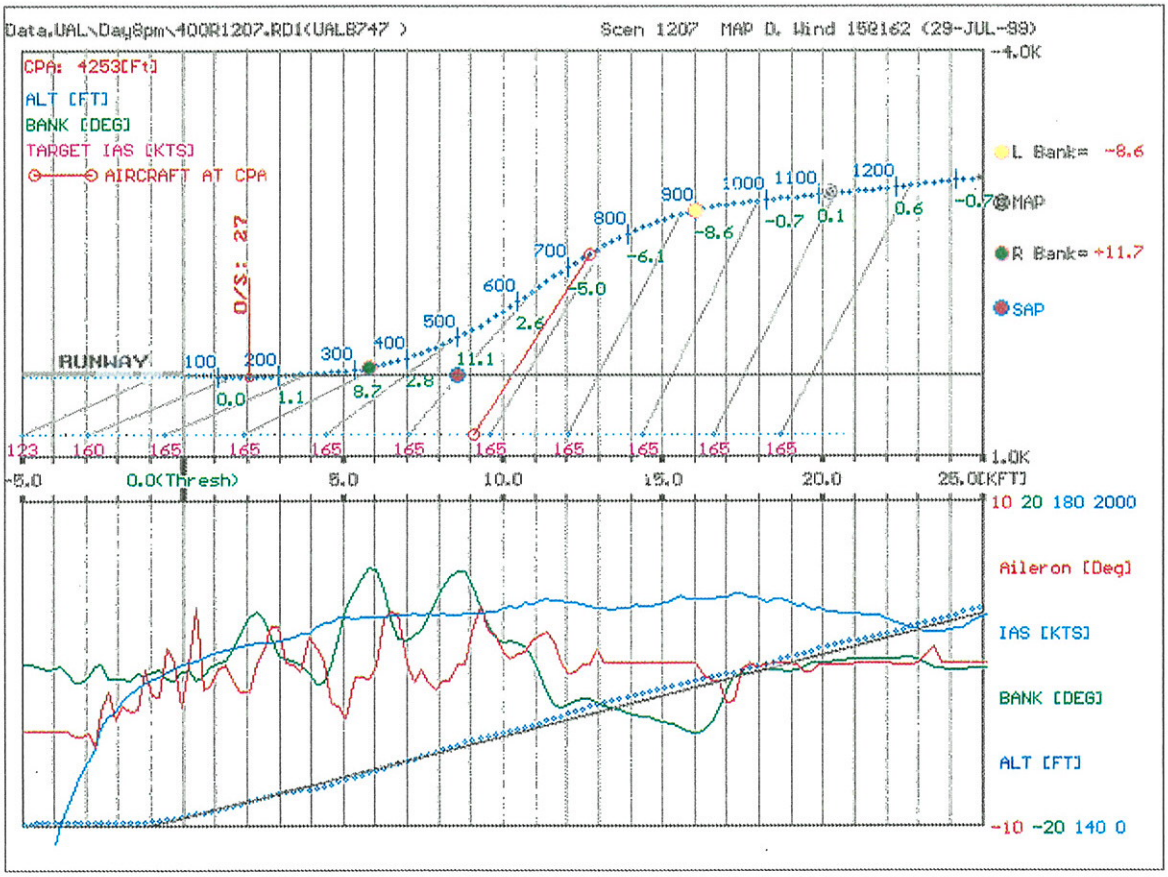

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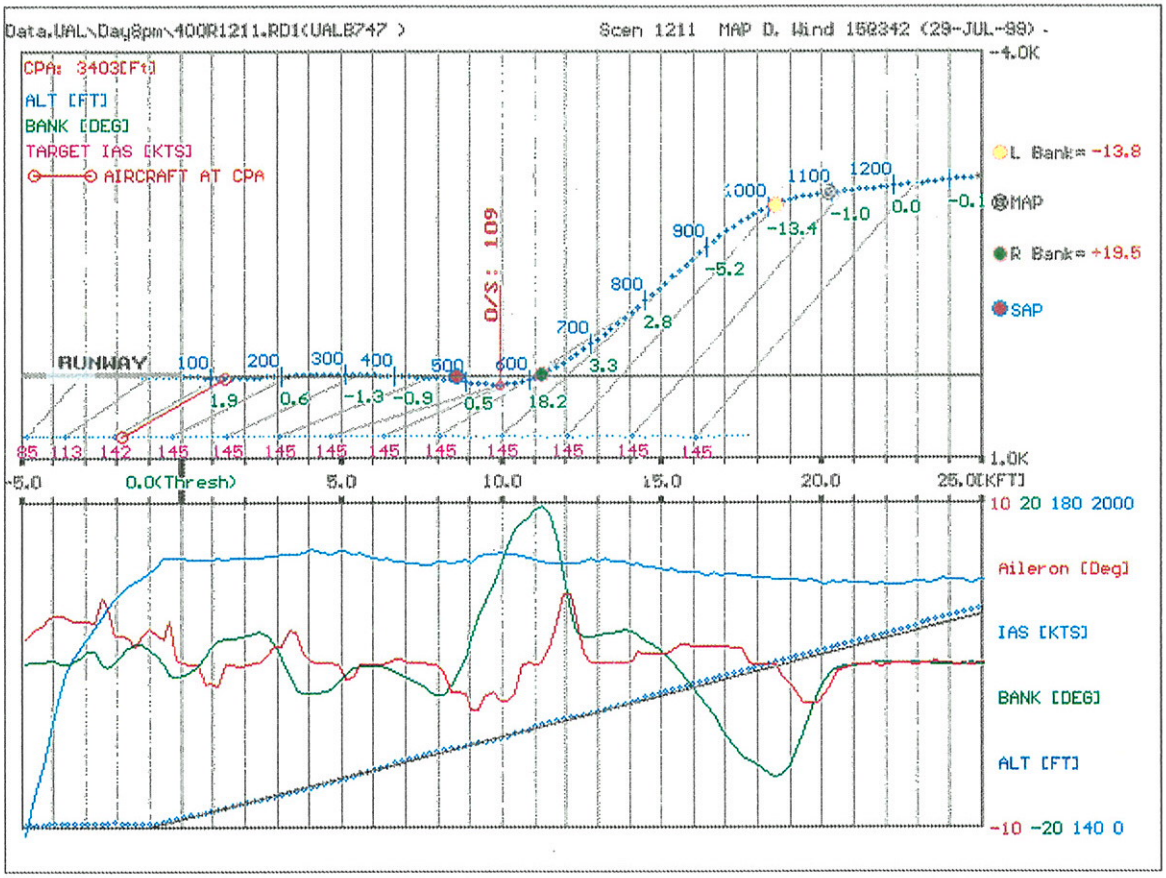
Bank Angle

Altitude



- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

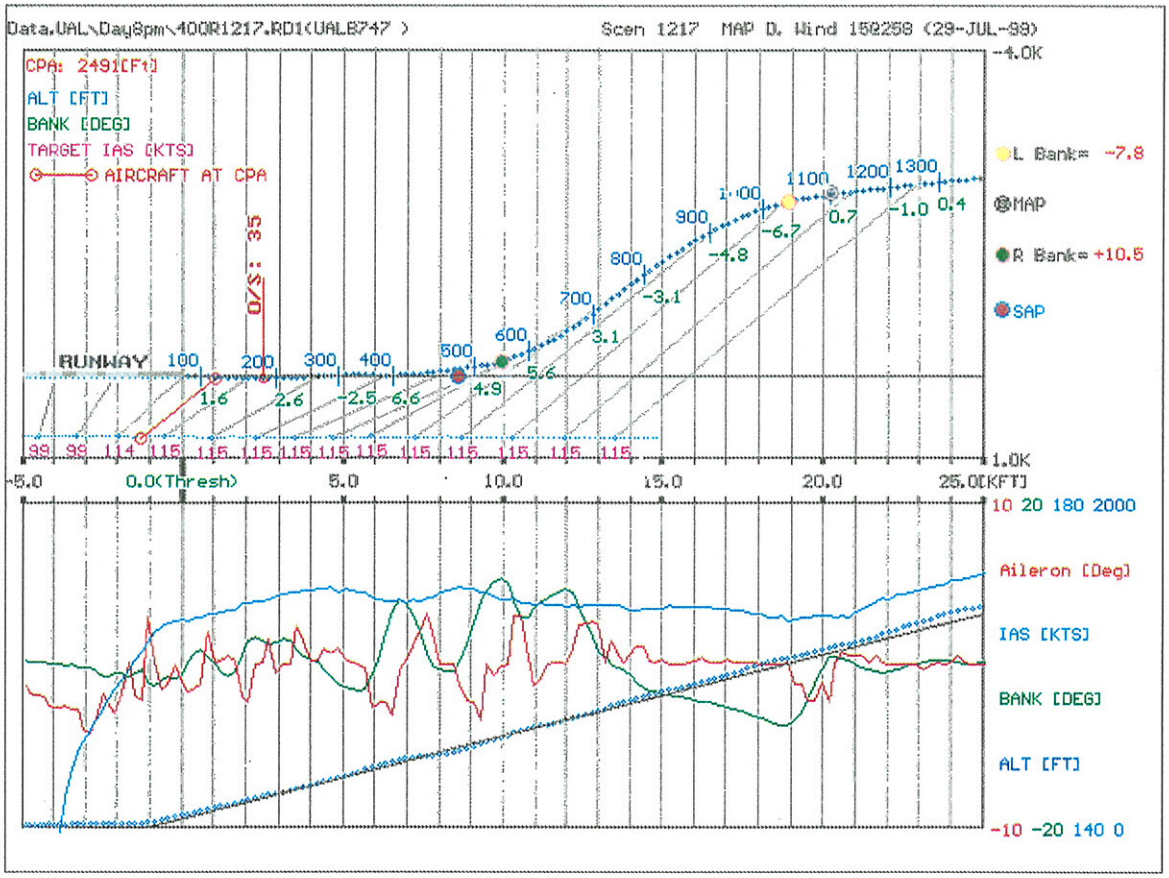
TDP: Touch Down Point (Positive indicates PASS the threshold point)

———Ailerons Deflection

———IAS

———Bank Angle

———Altitude



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Bank Angle

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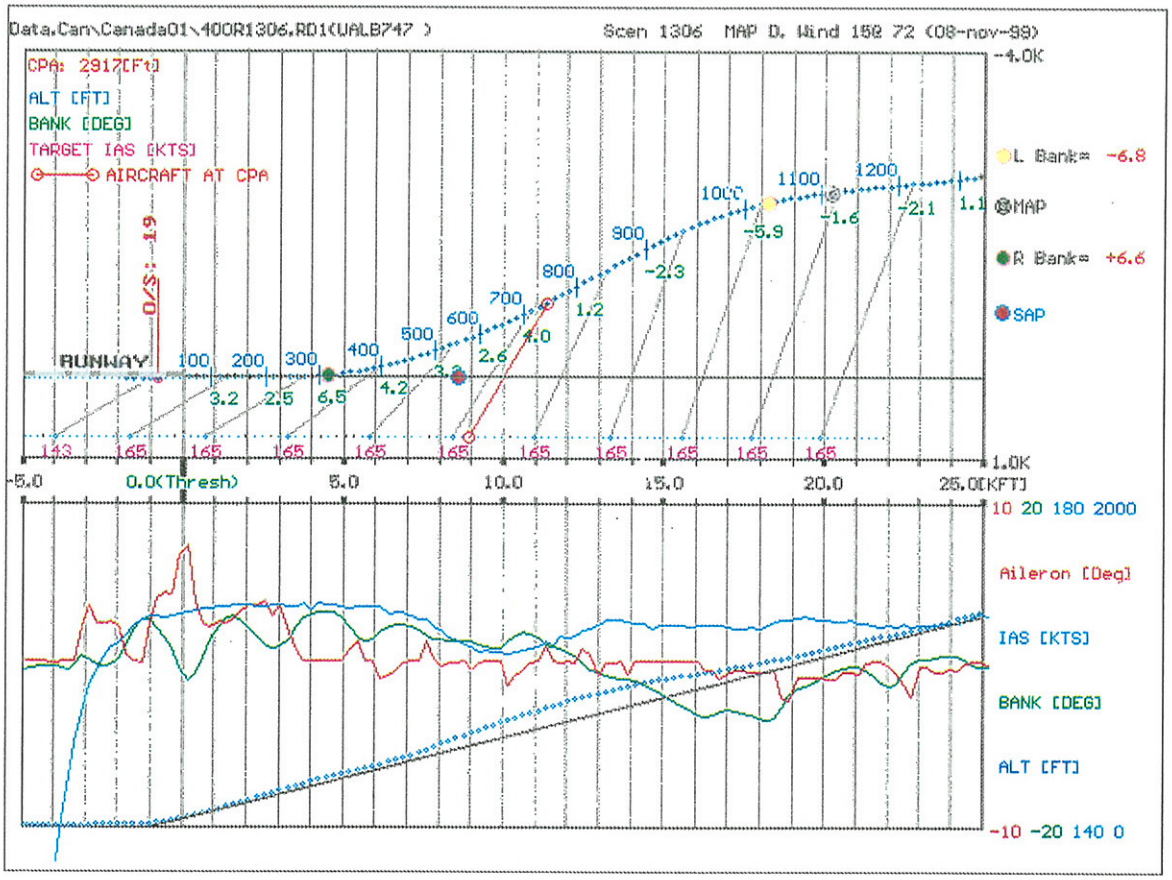

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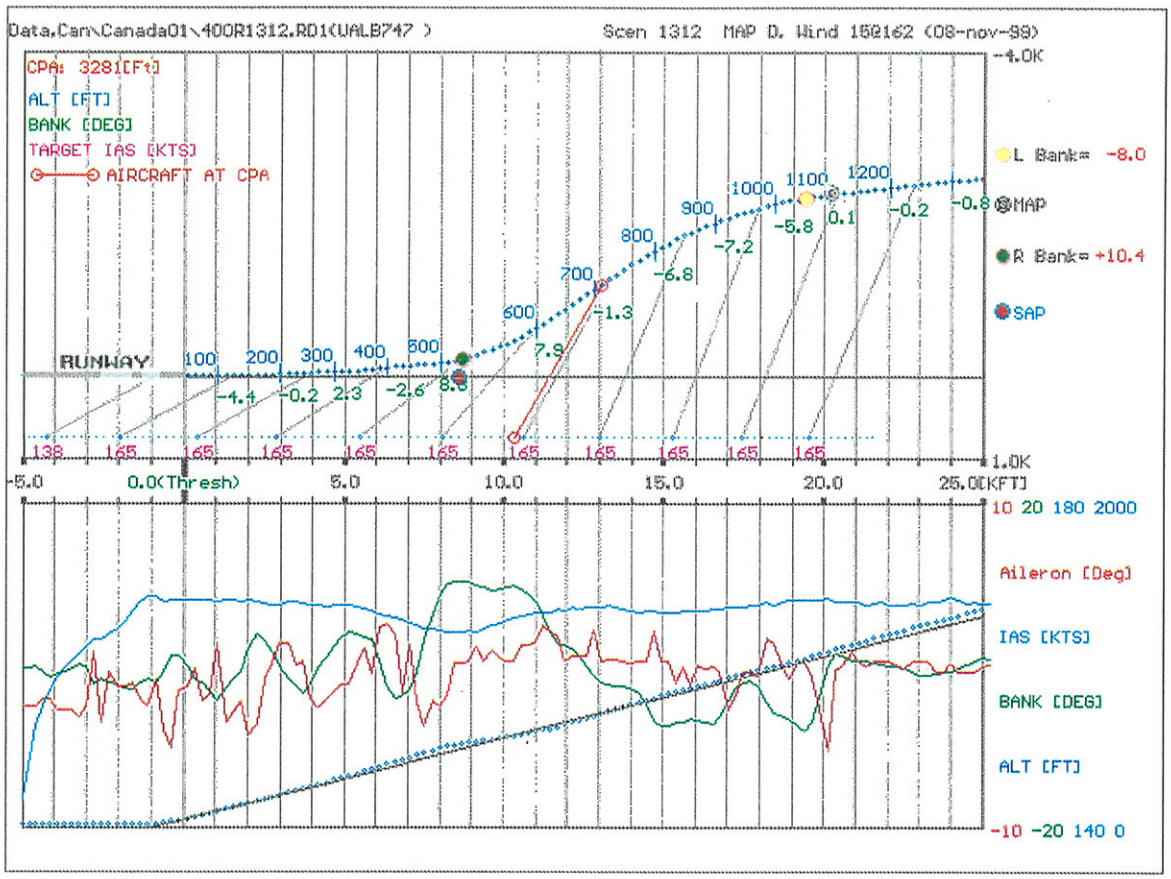

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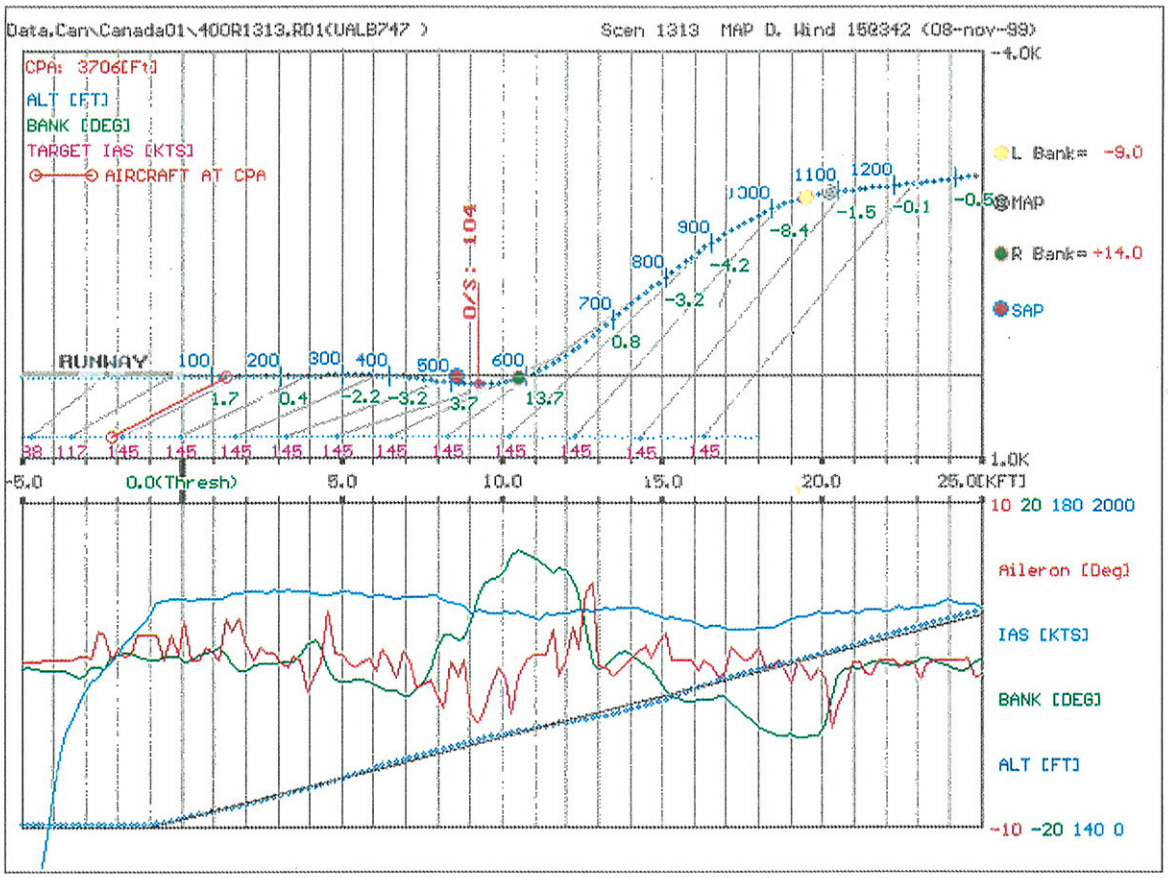

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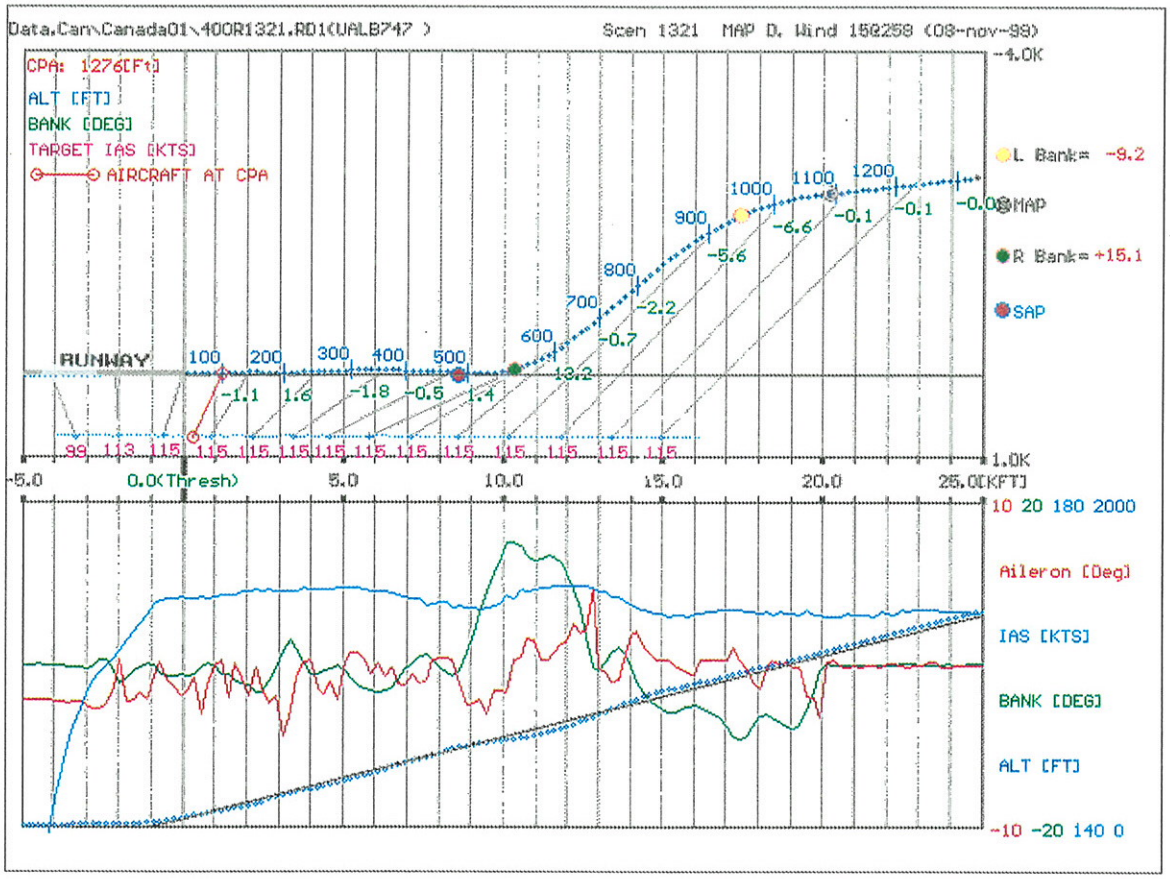

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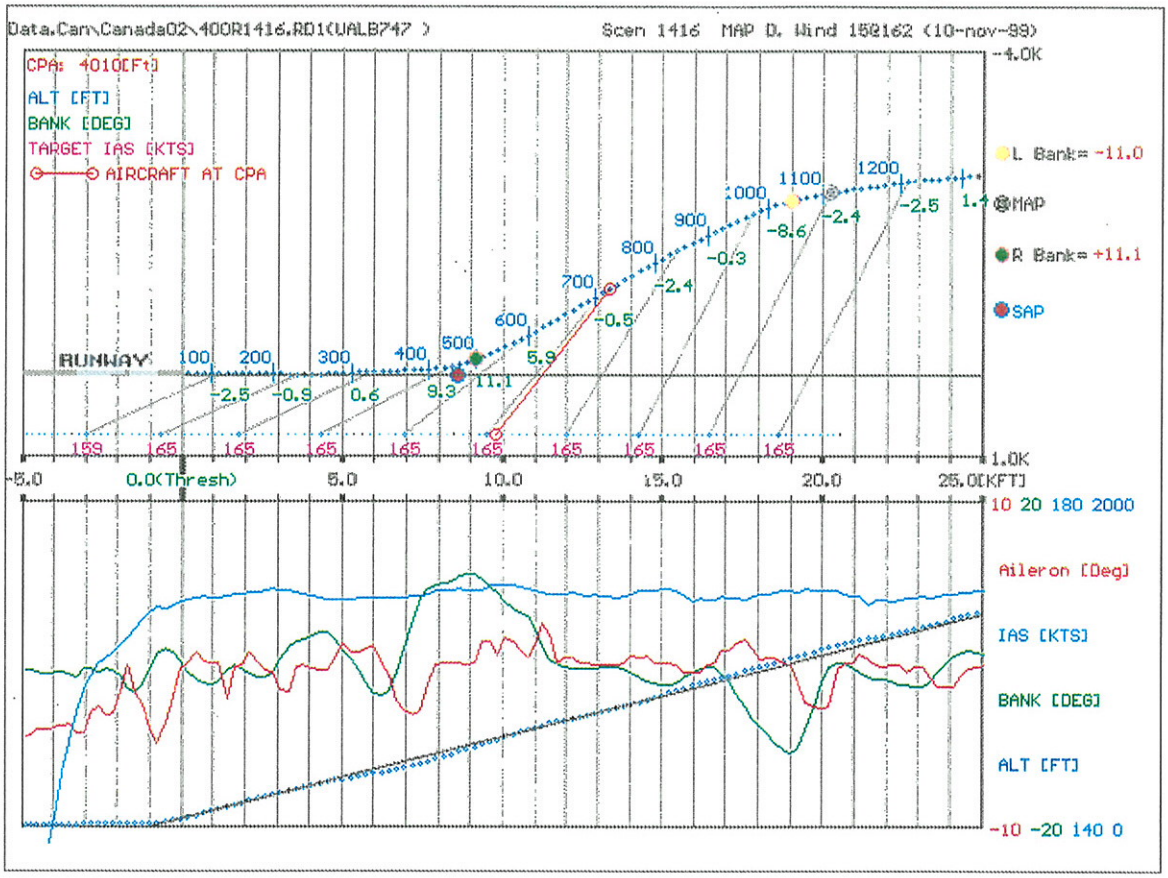

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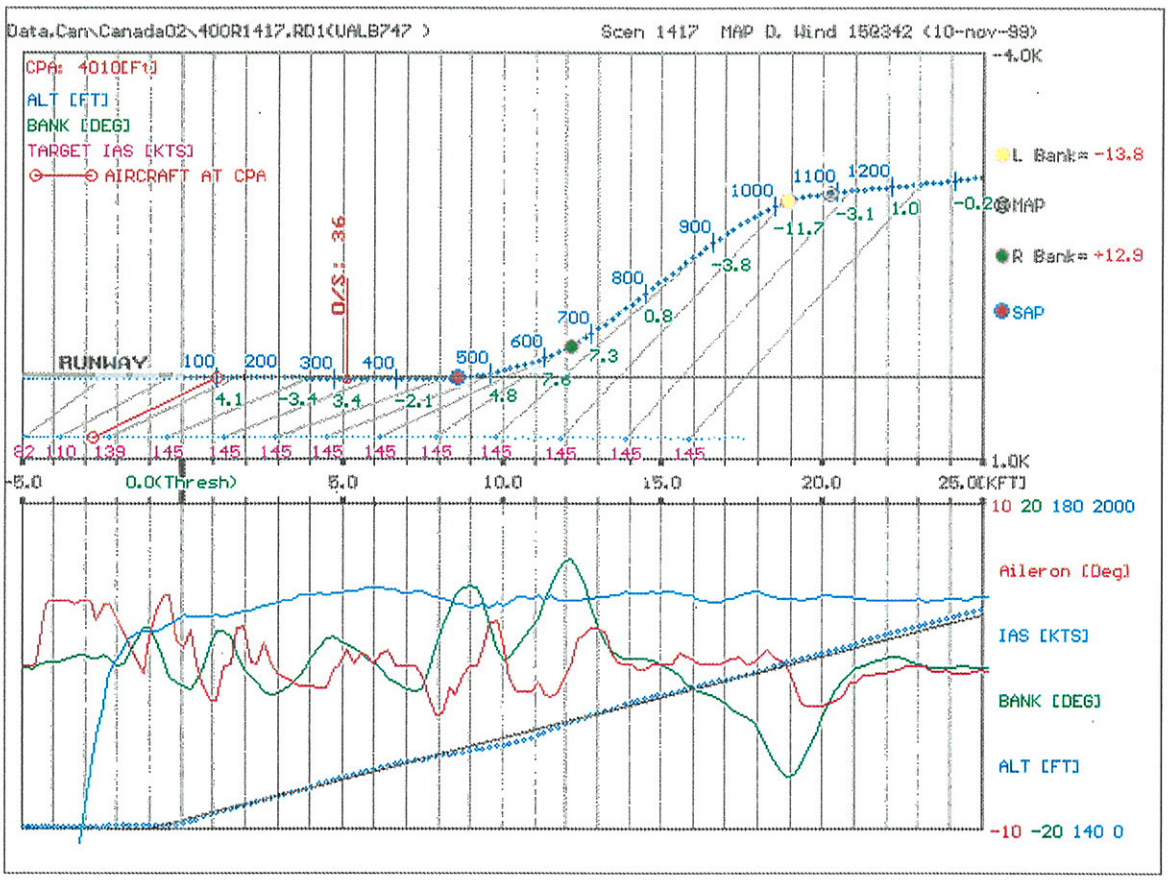

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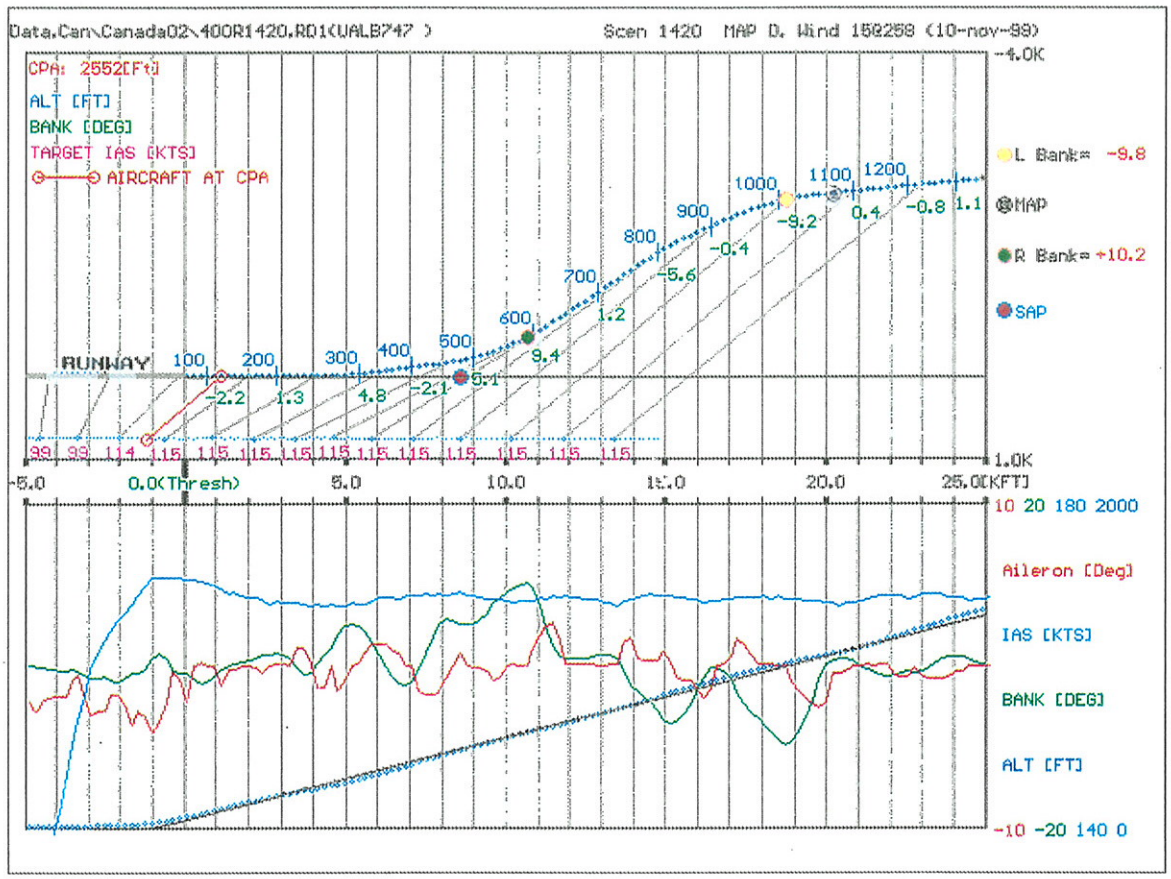

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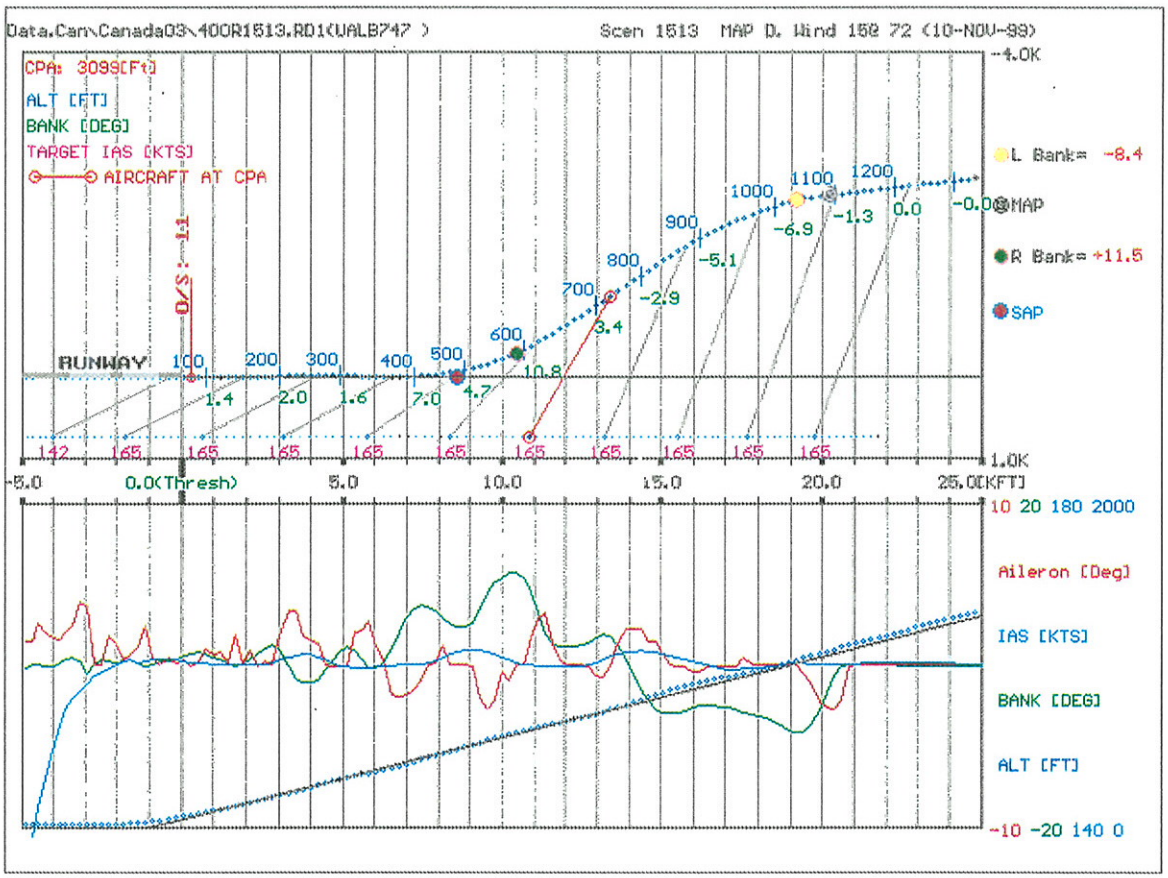

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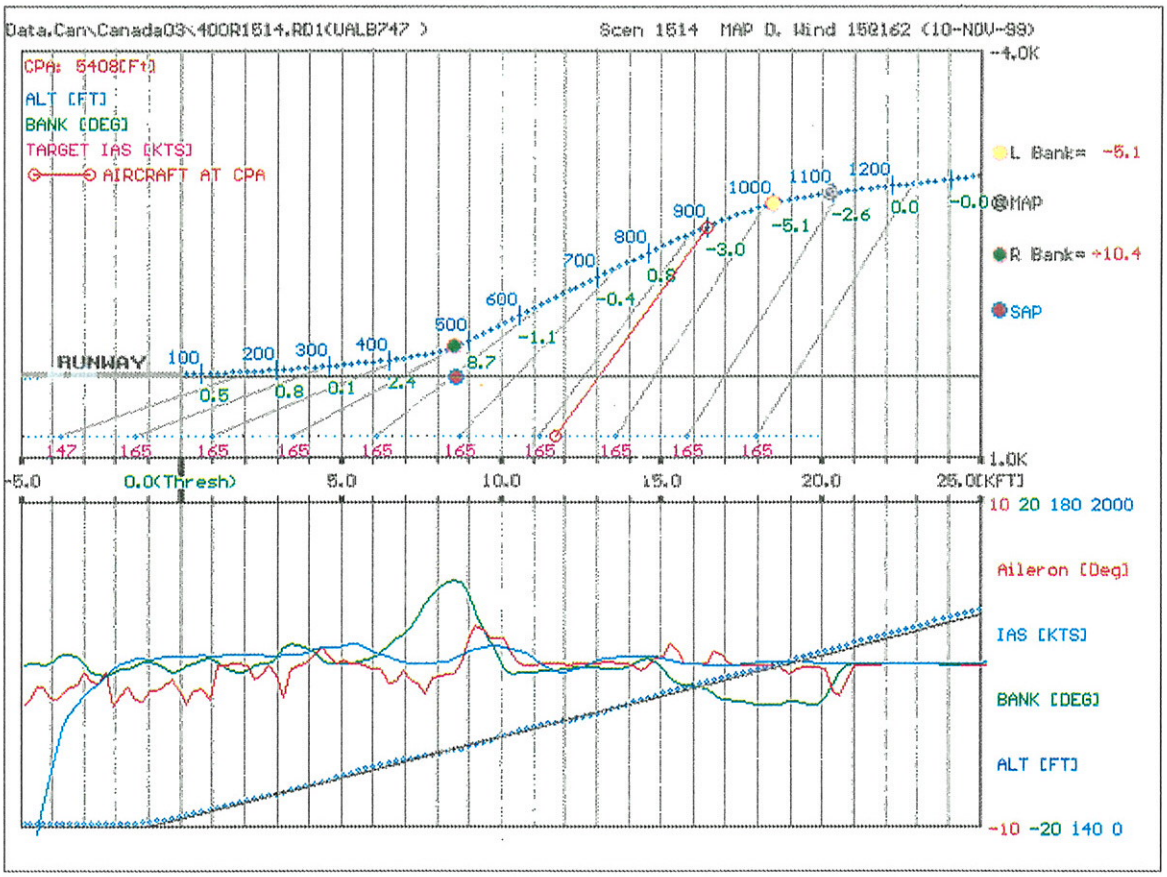

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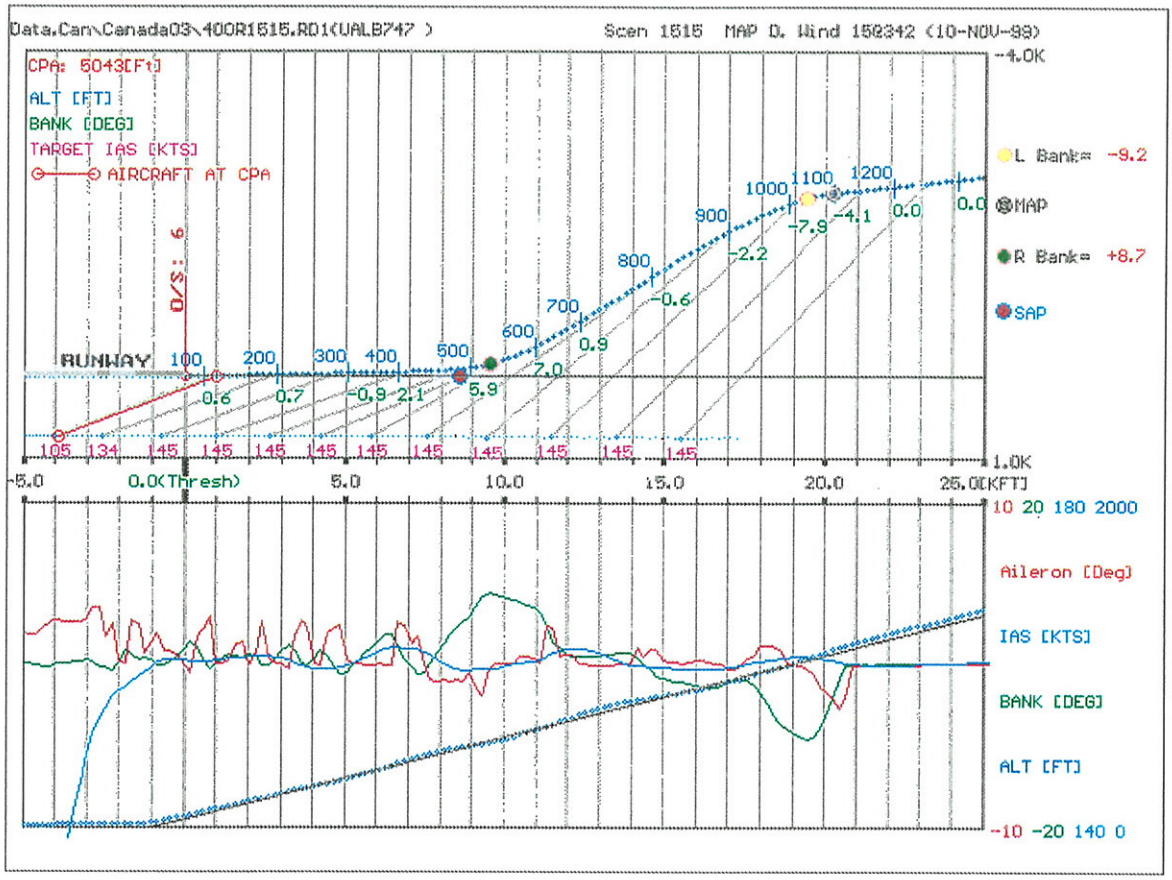

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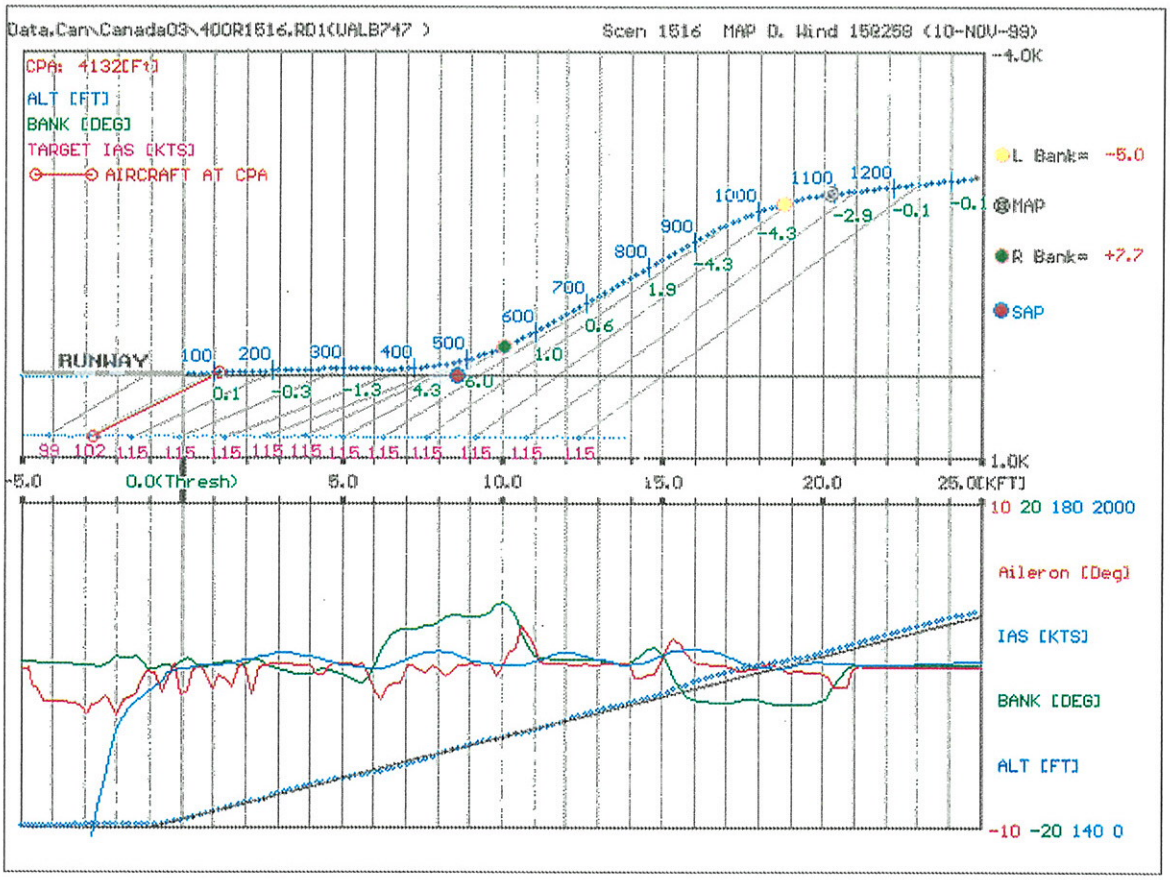

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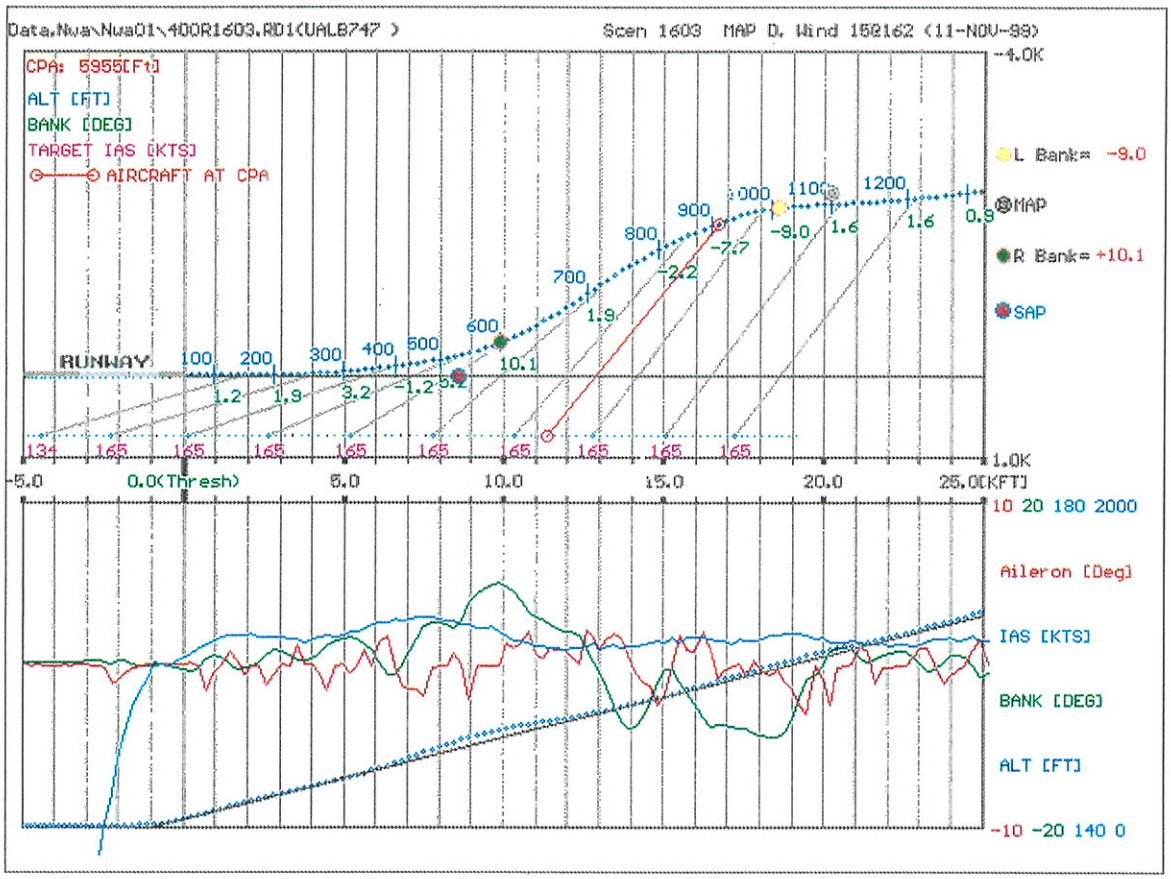

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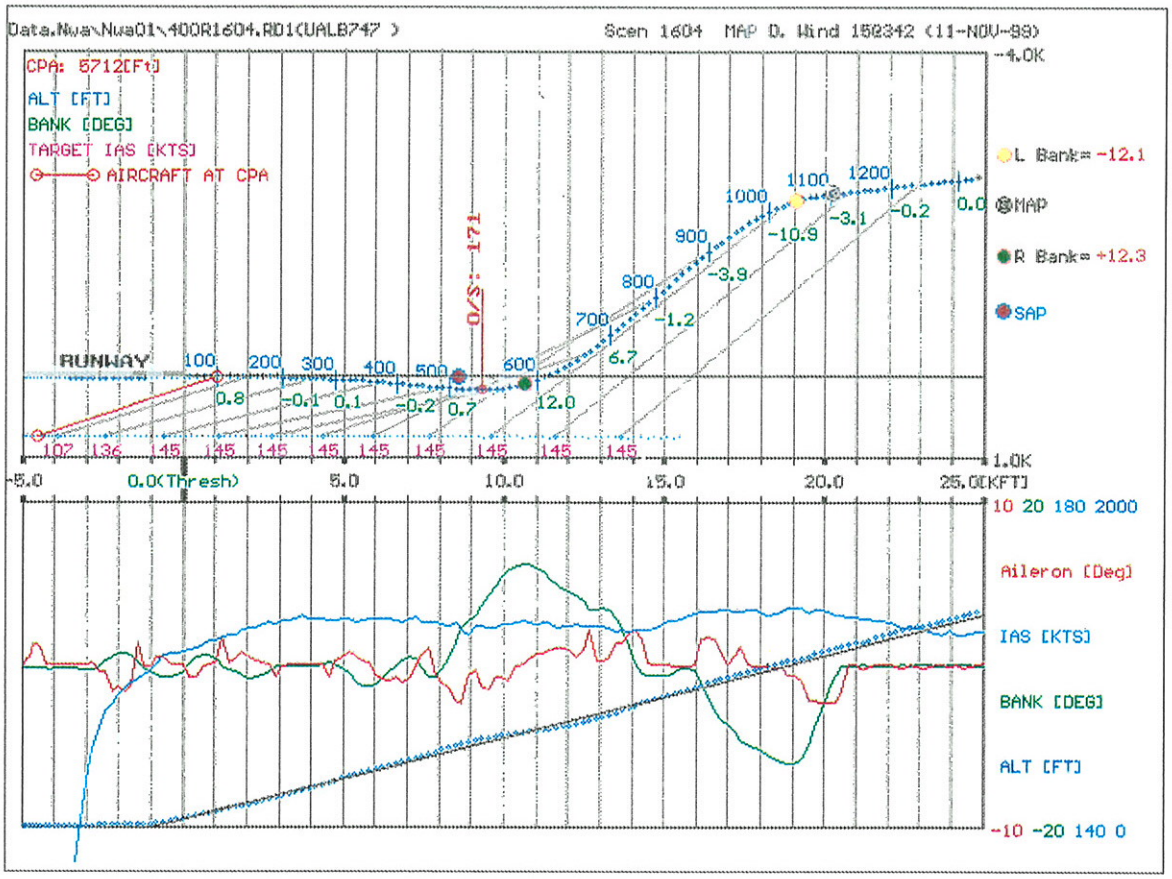

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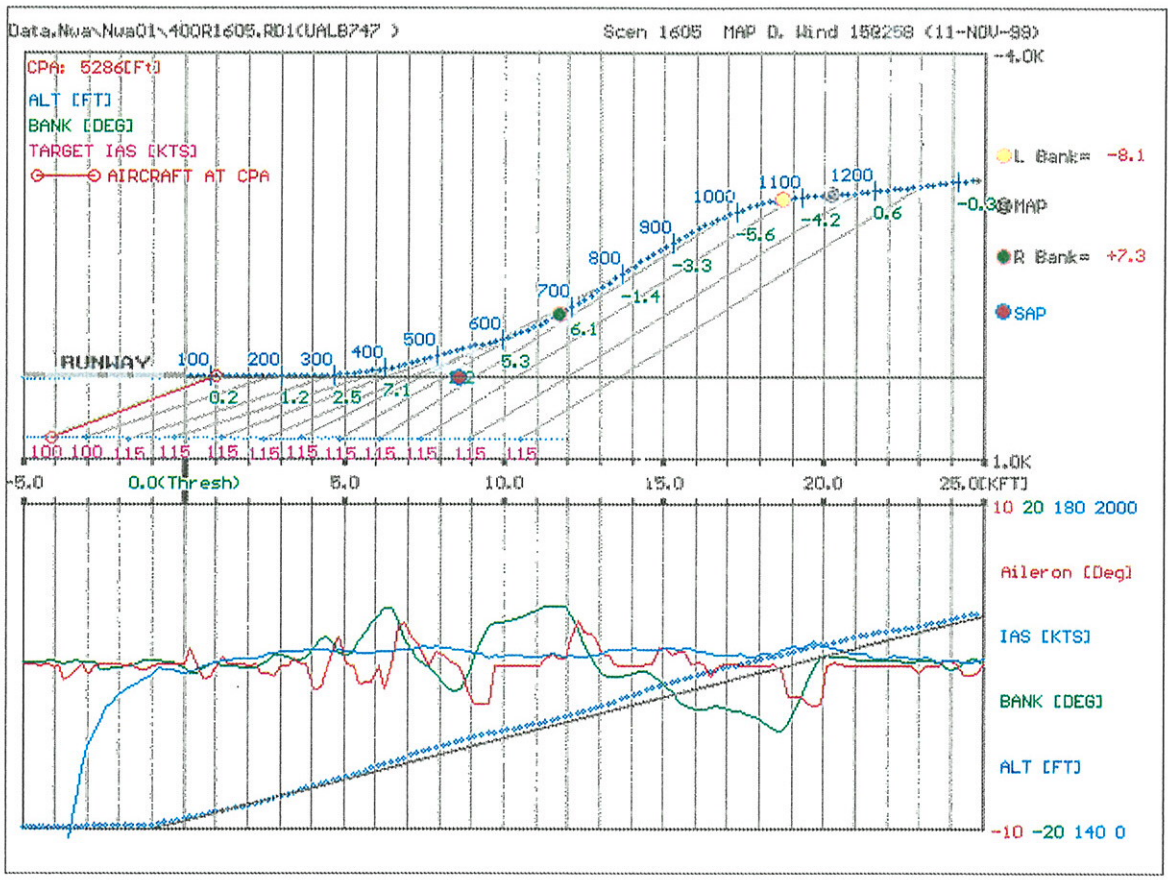


- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

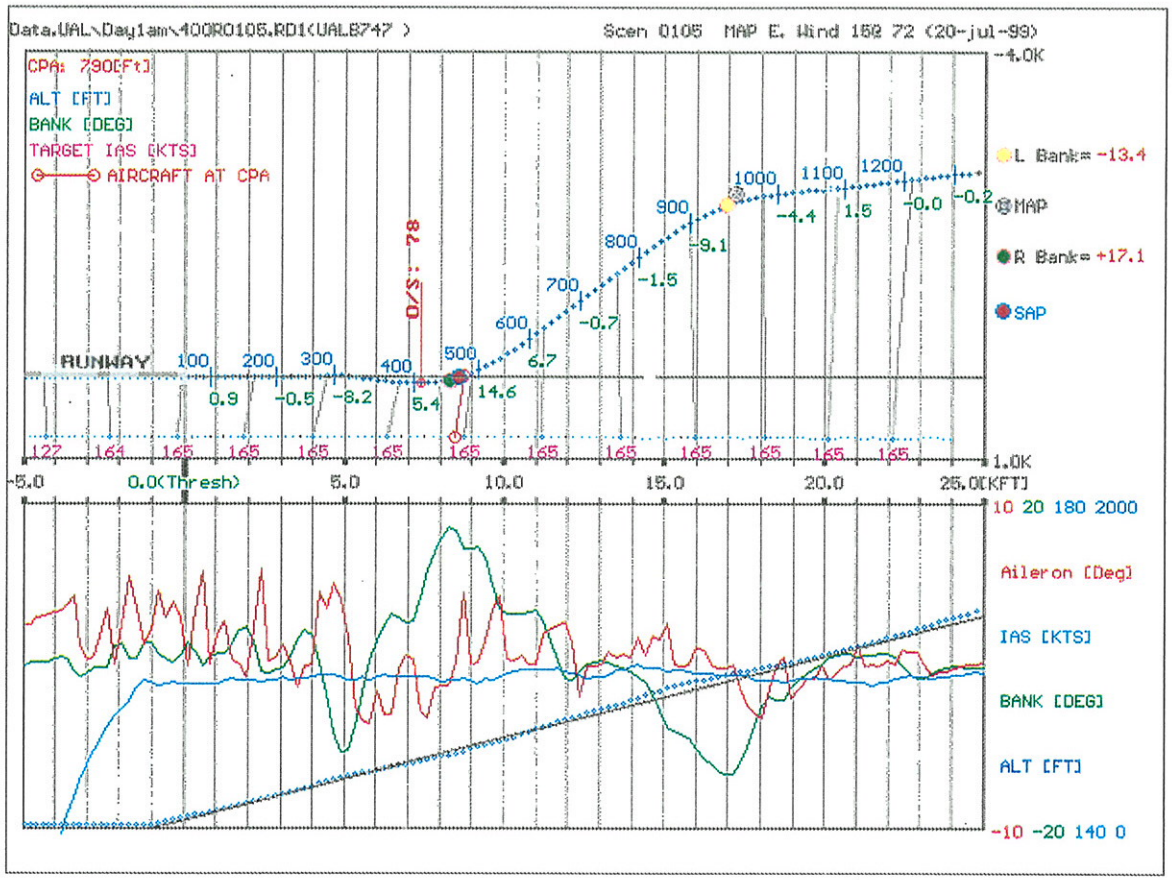
Ailerons Deflection

IAS

Bank Angle

Altitude

APPENDIX E



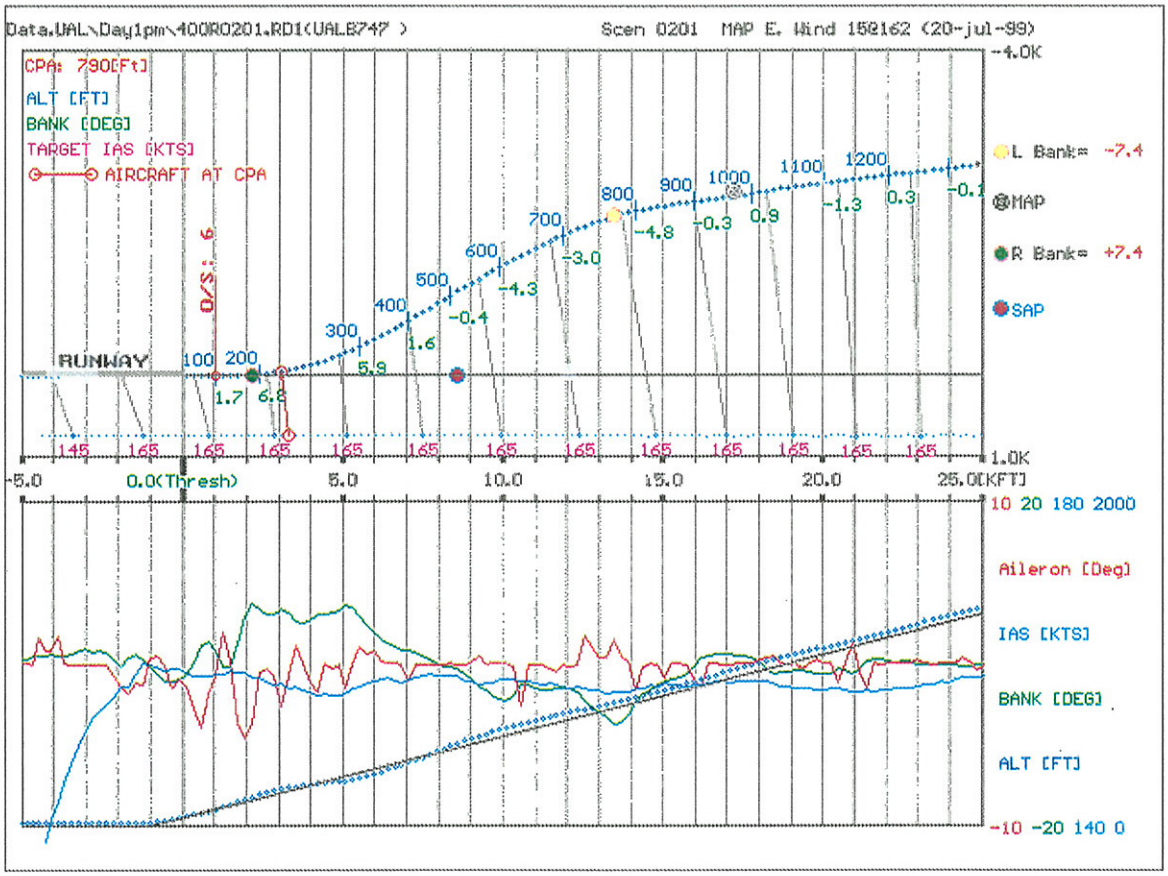
- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot
- SAP Location

——Ailerons Deflection

——IAS

——Bank Angle

——Altitude



- Maximum Bank Angle Left
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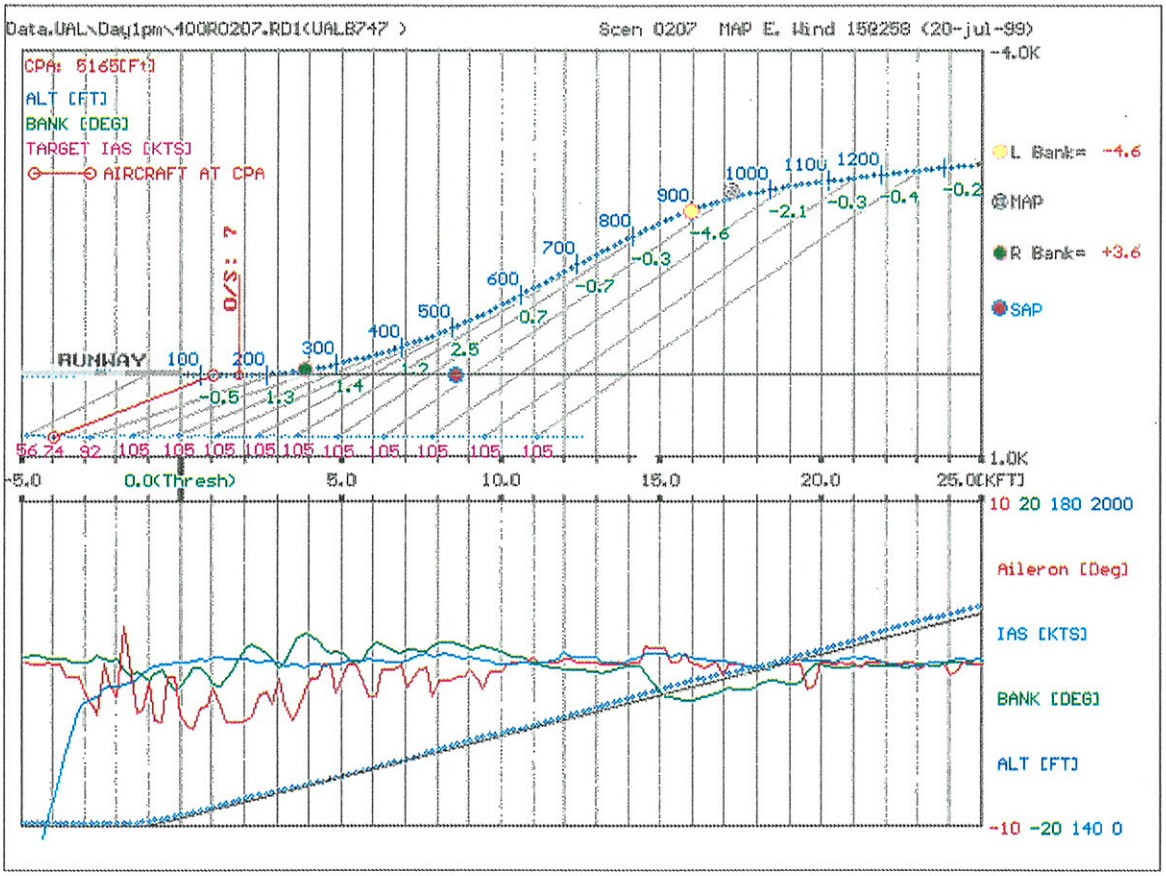

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- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

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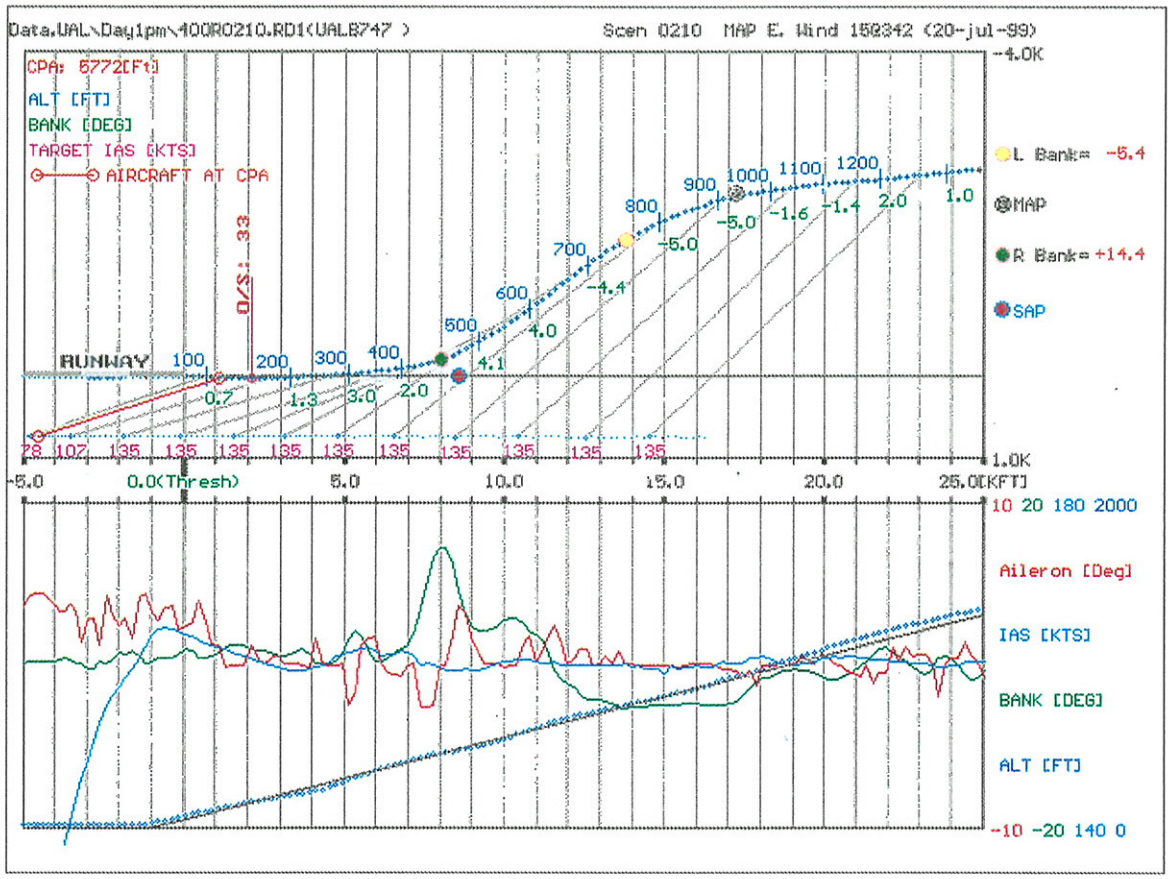
———Altitude



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Ailerons Deflection

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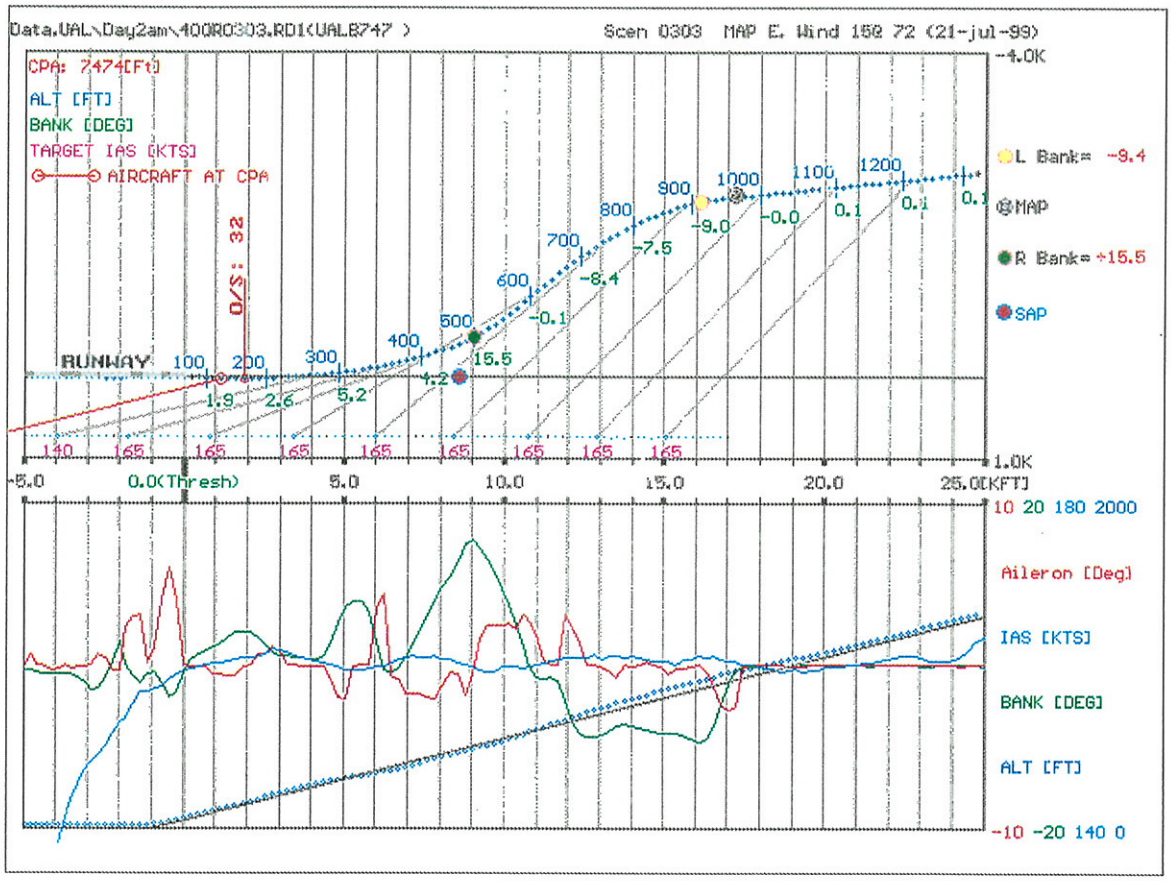
Altitude



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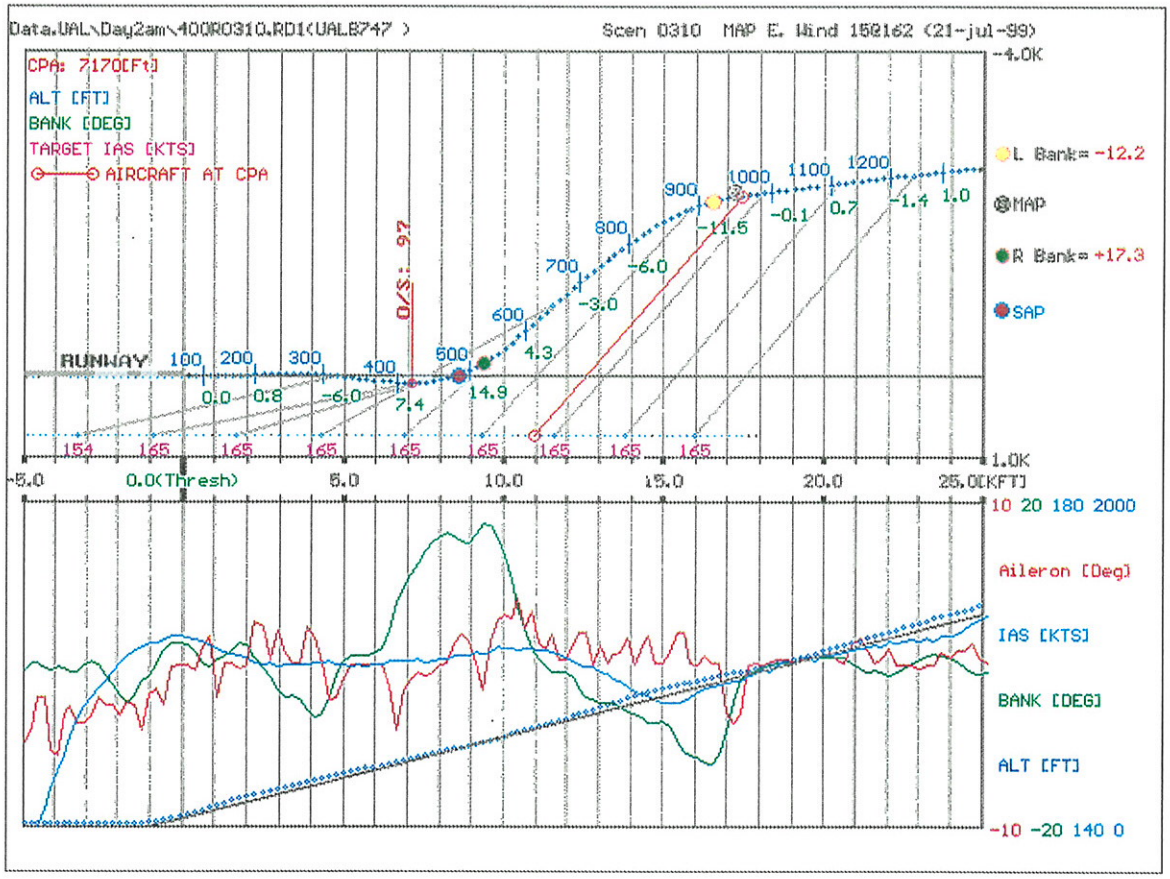

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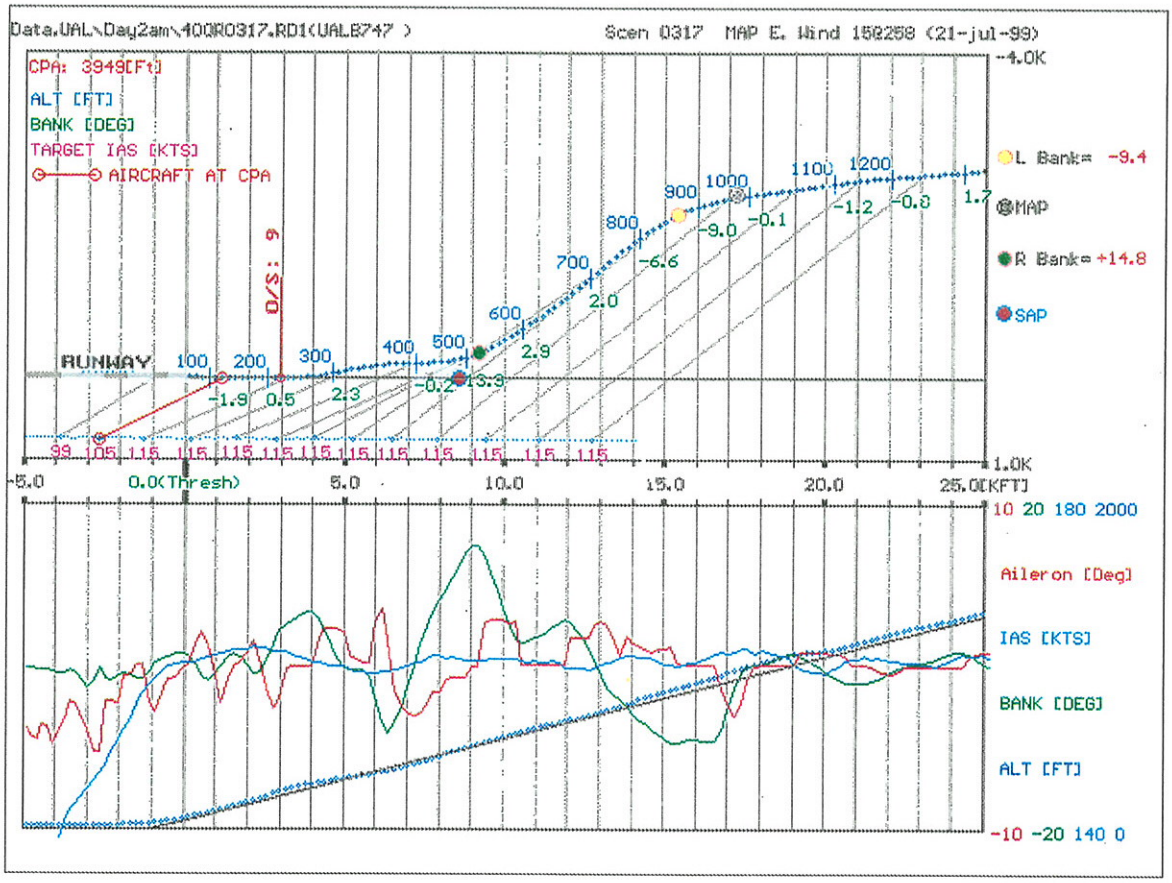

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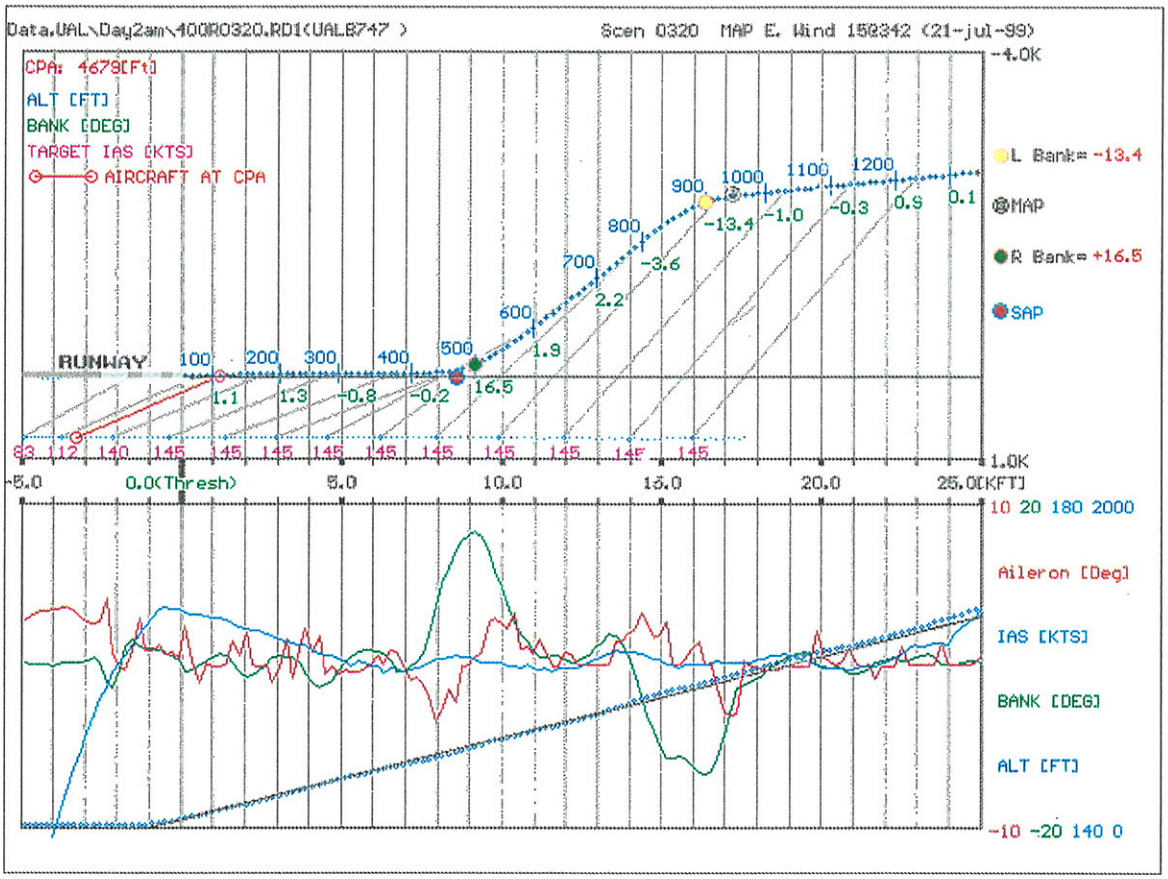

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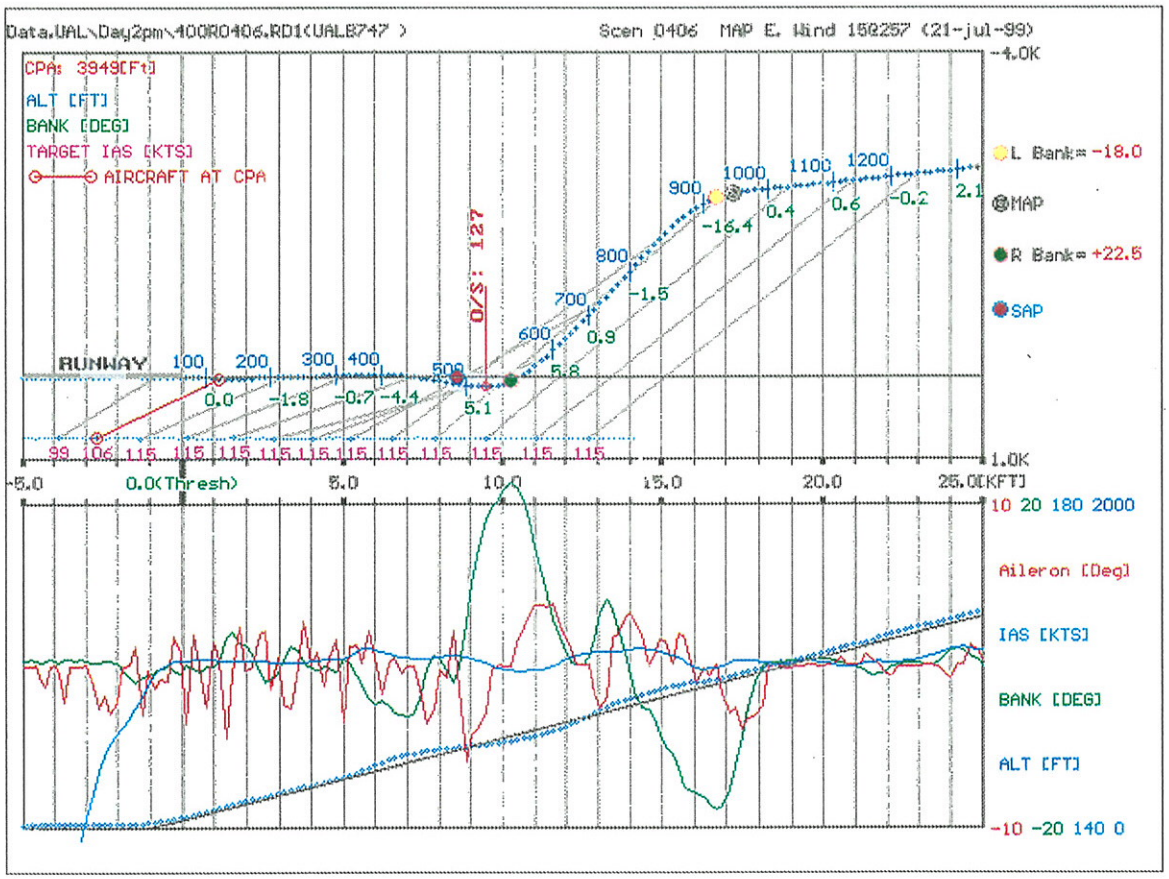

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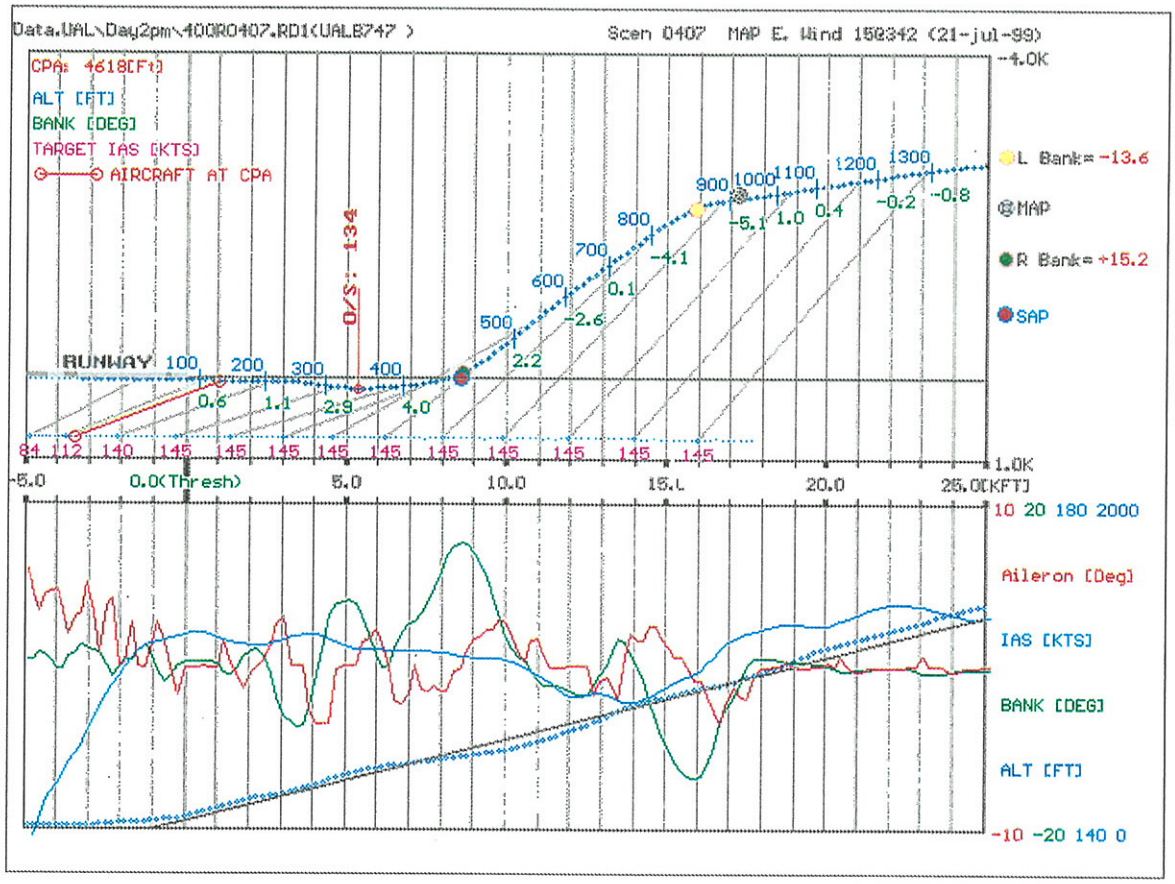

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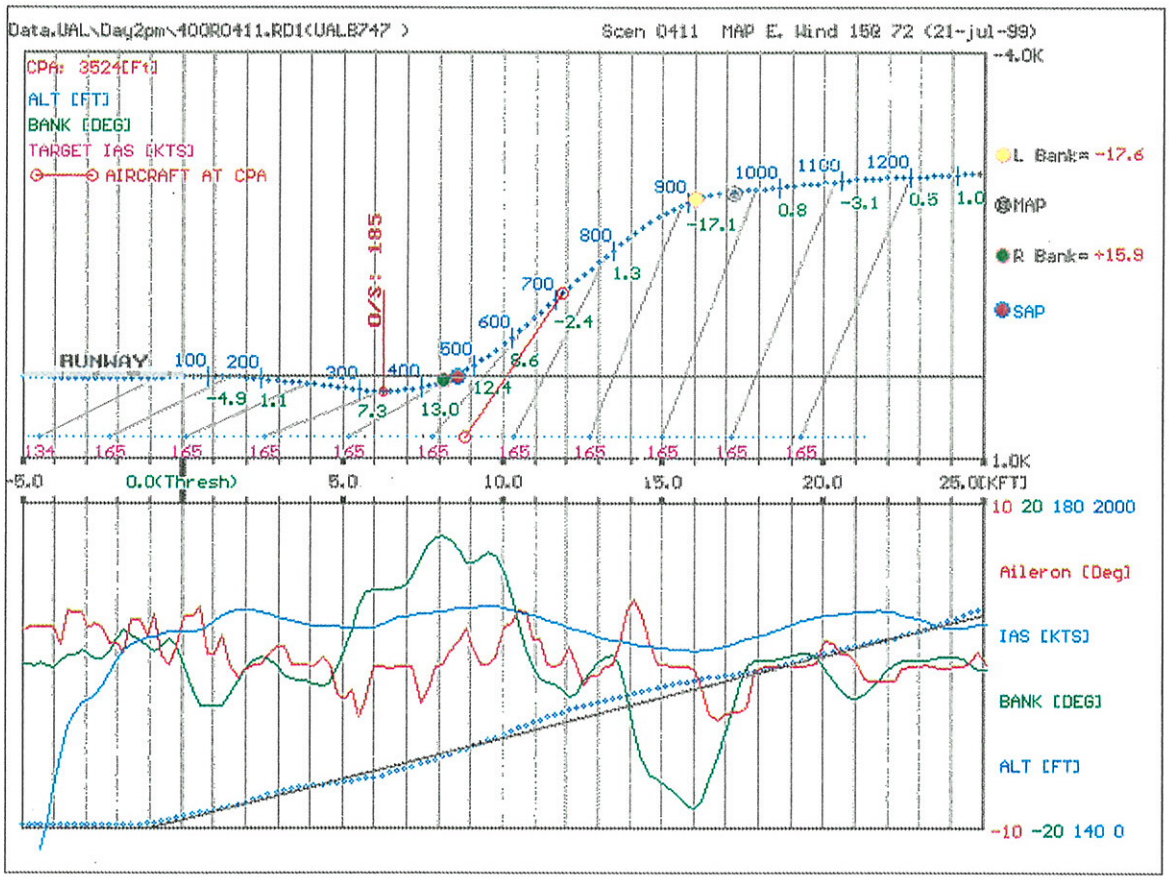

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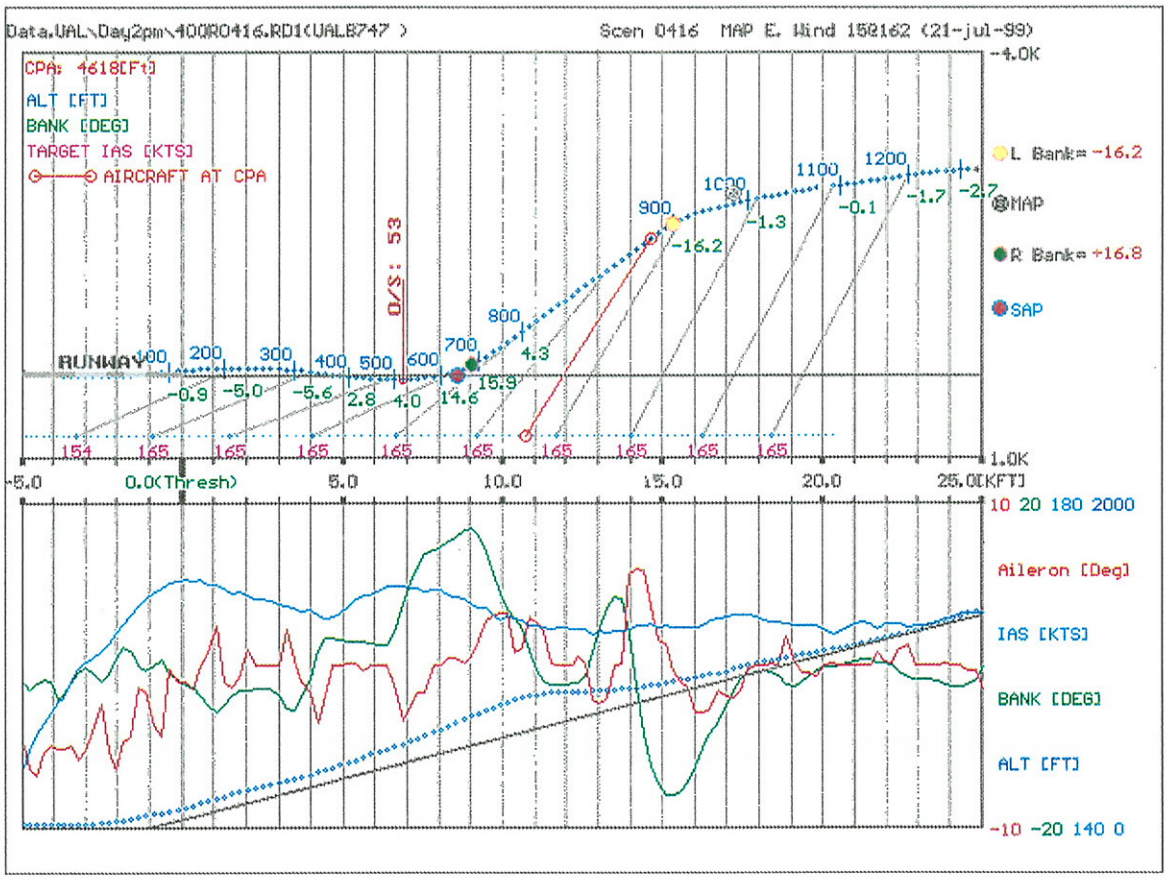

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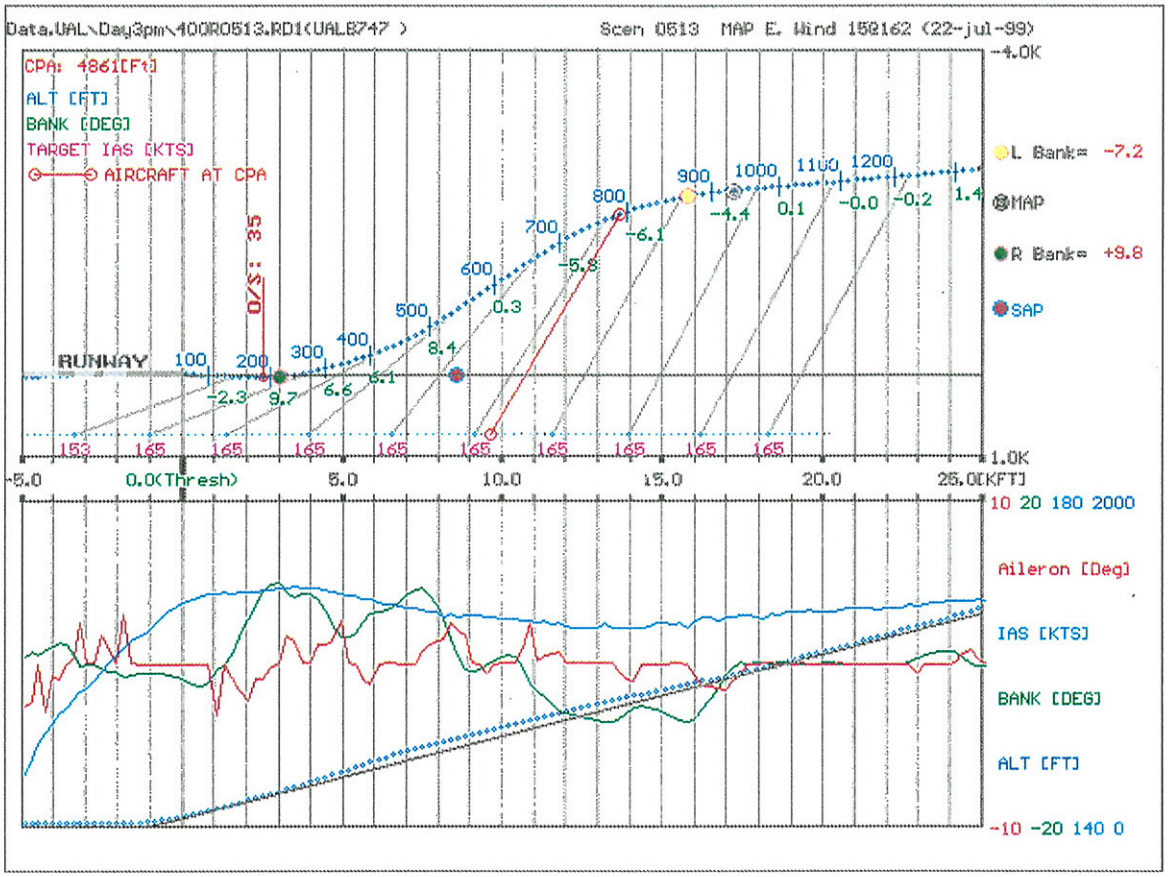

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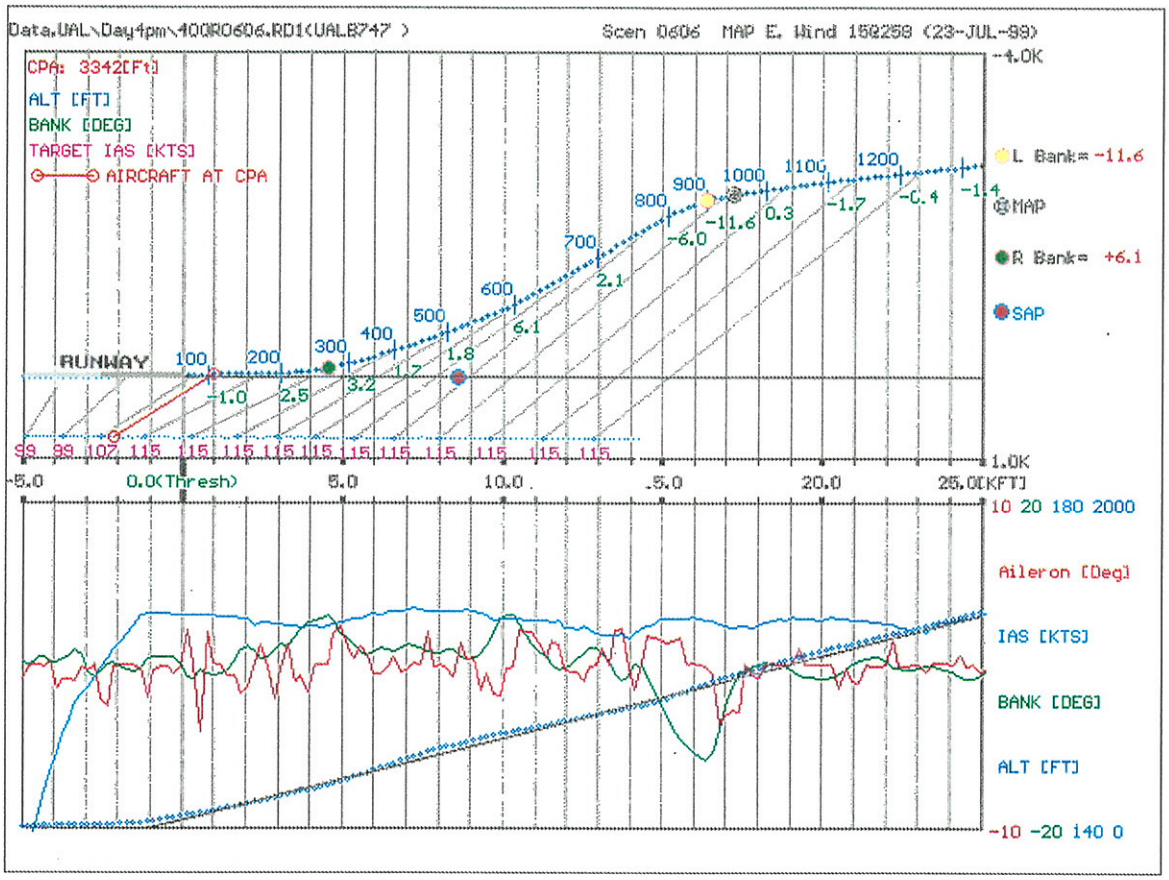

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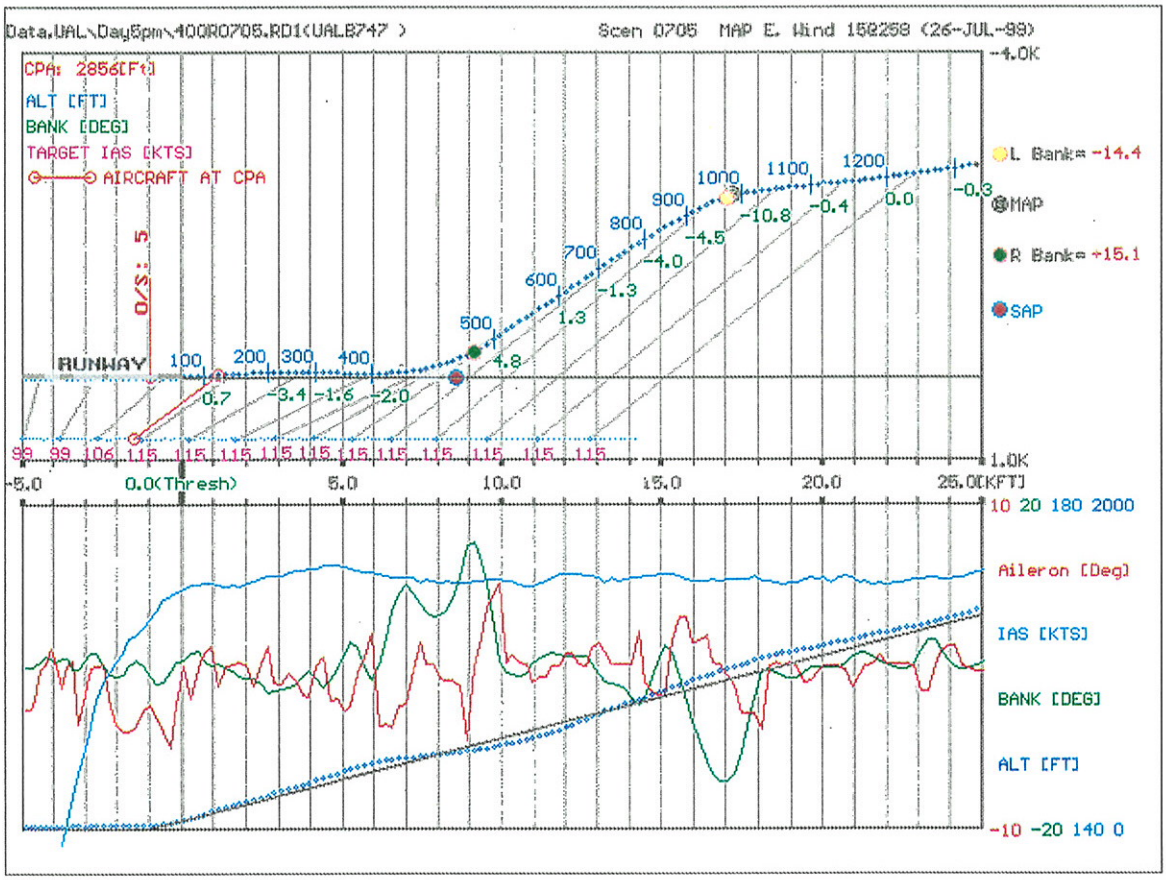

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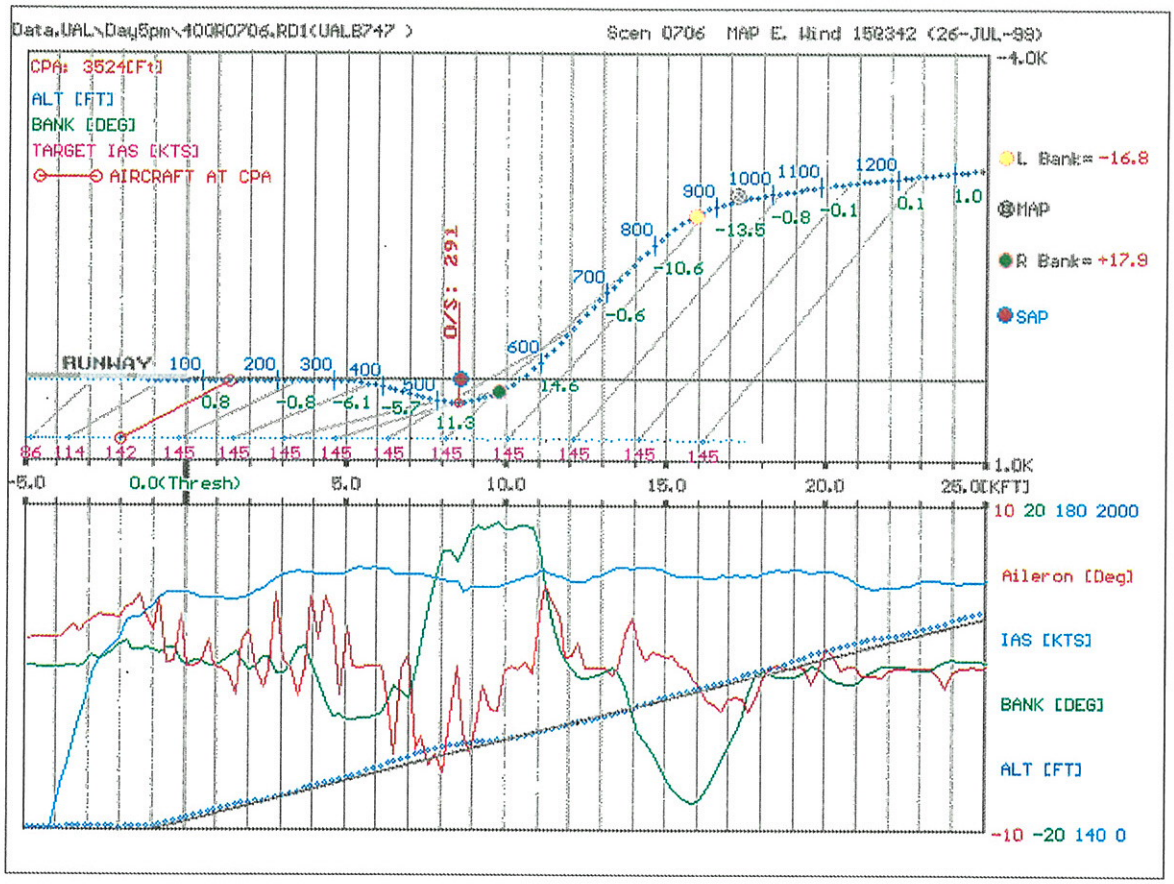

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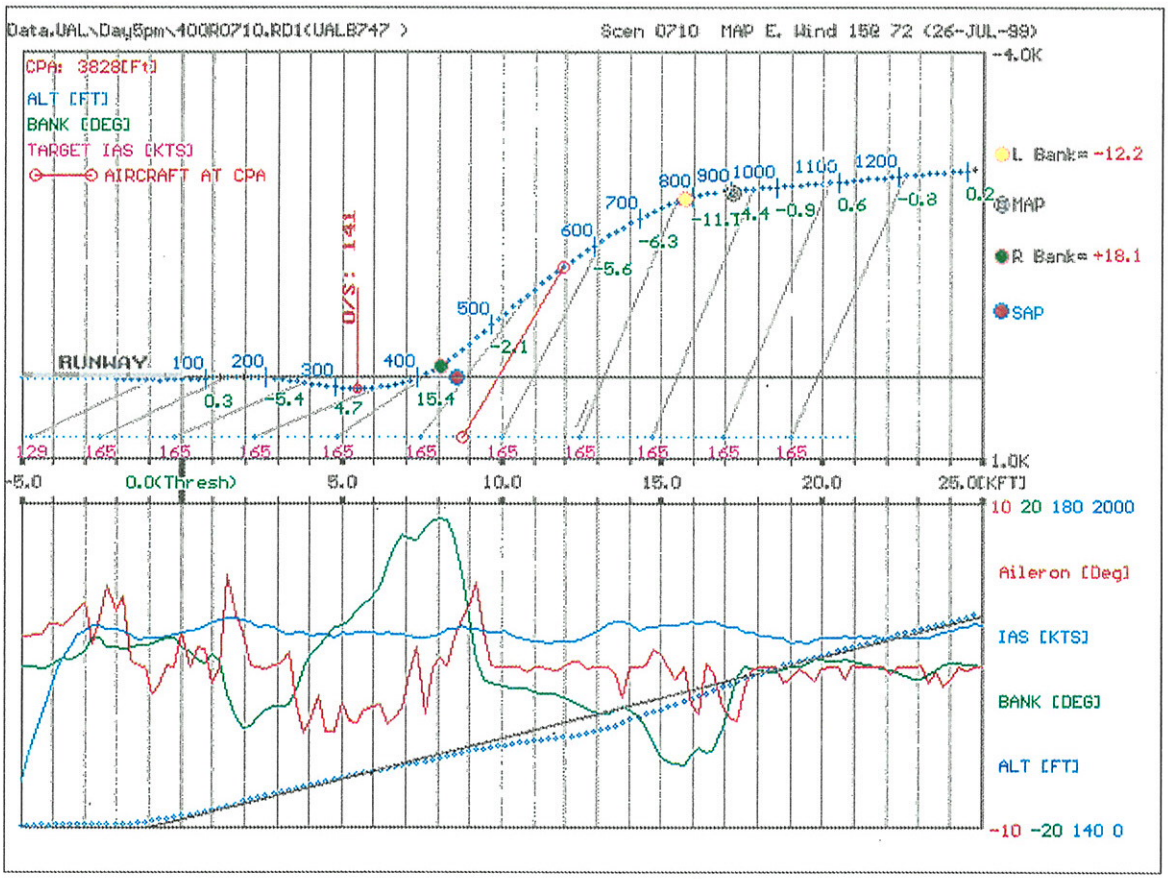

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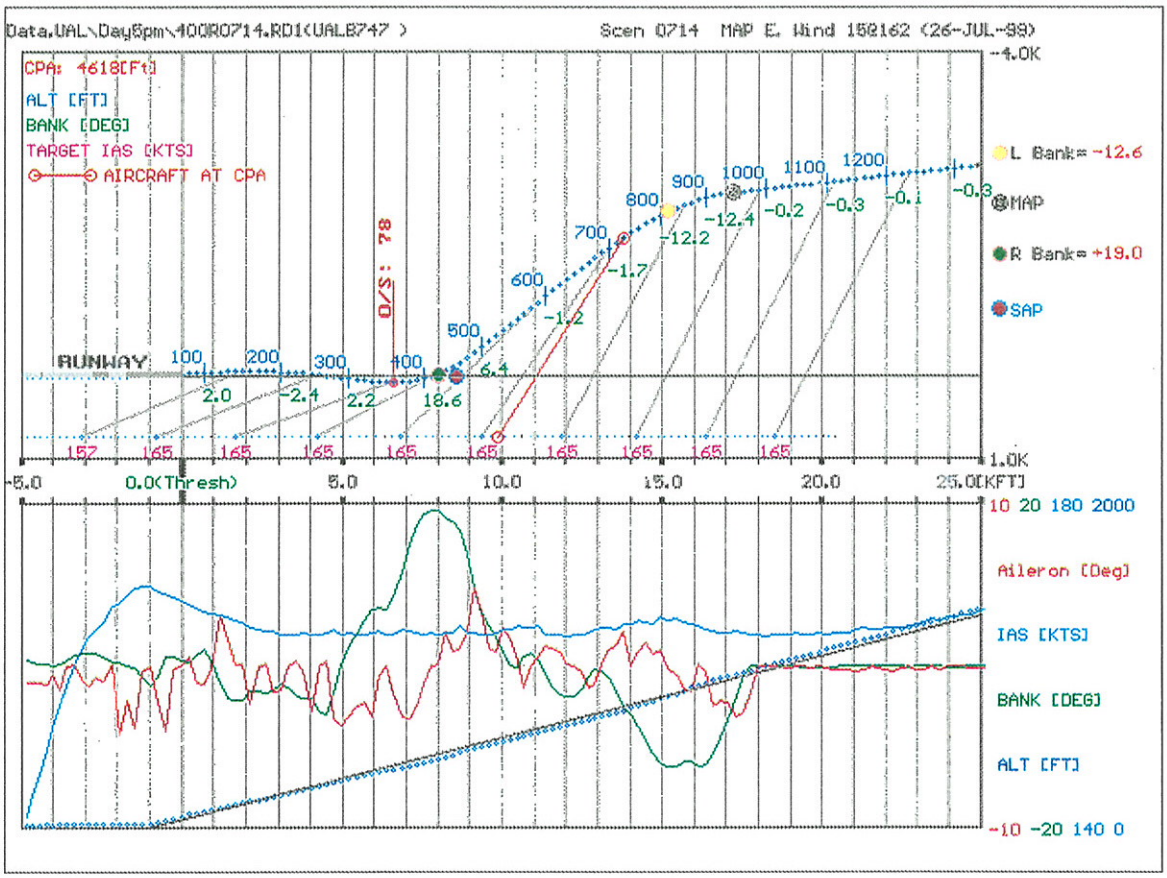

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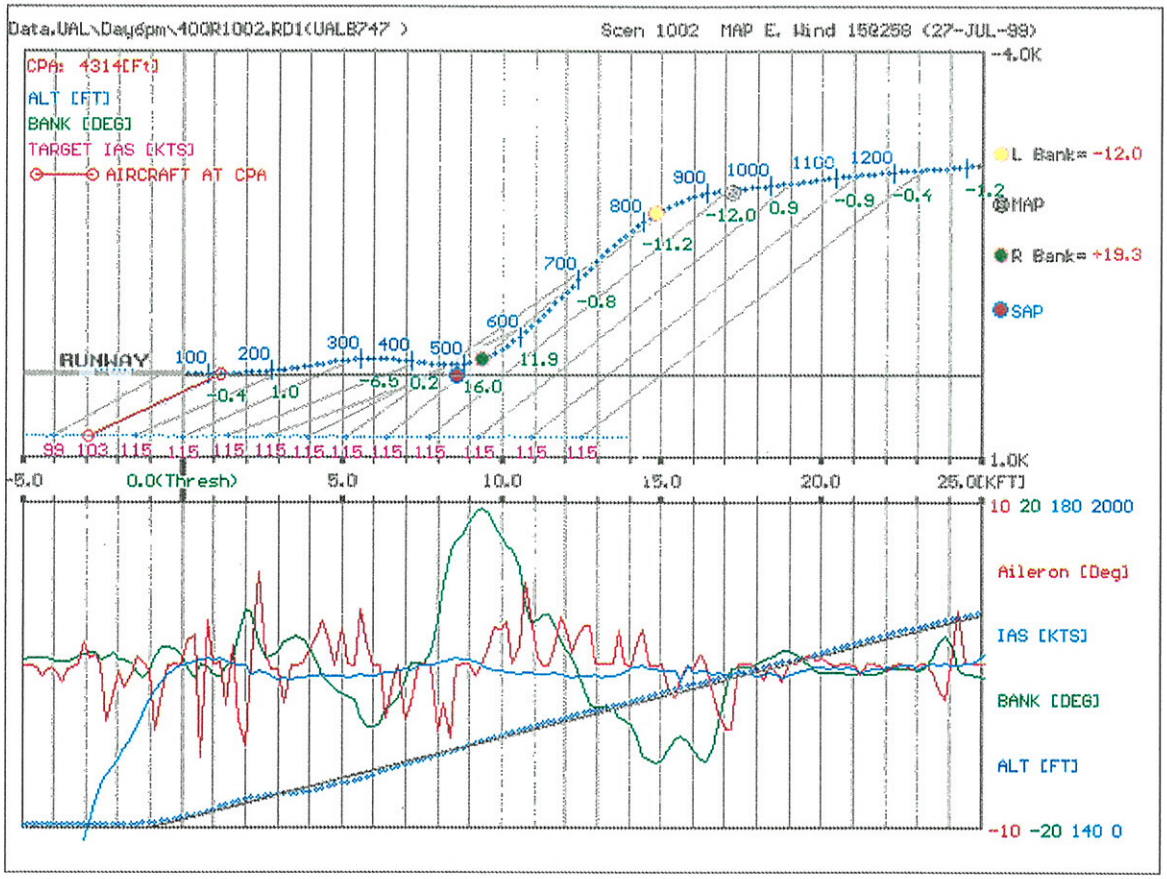

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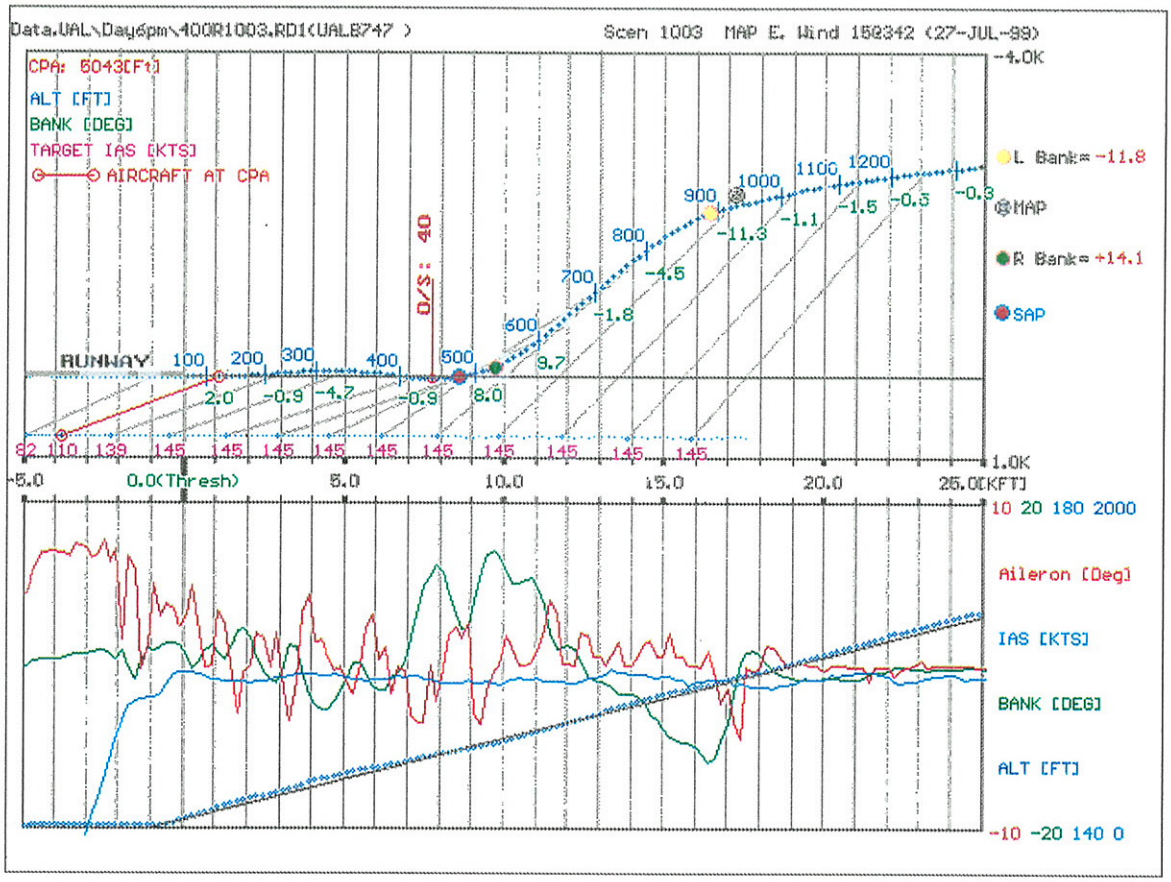

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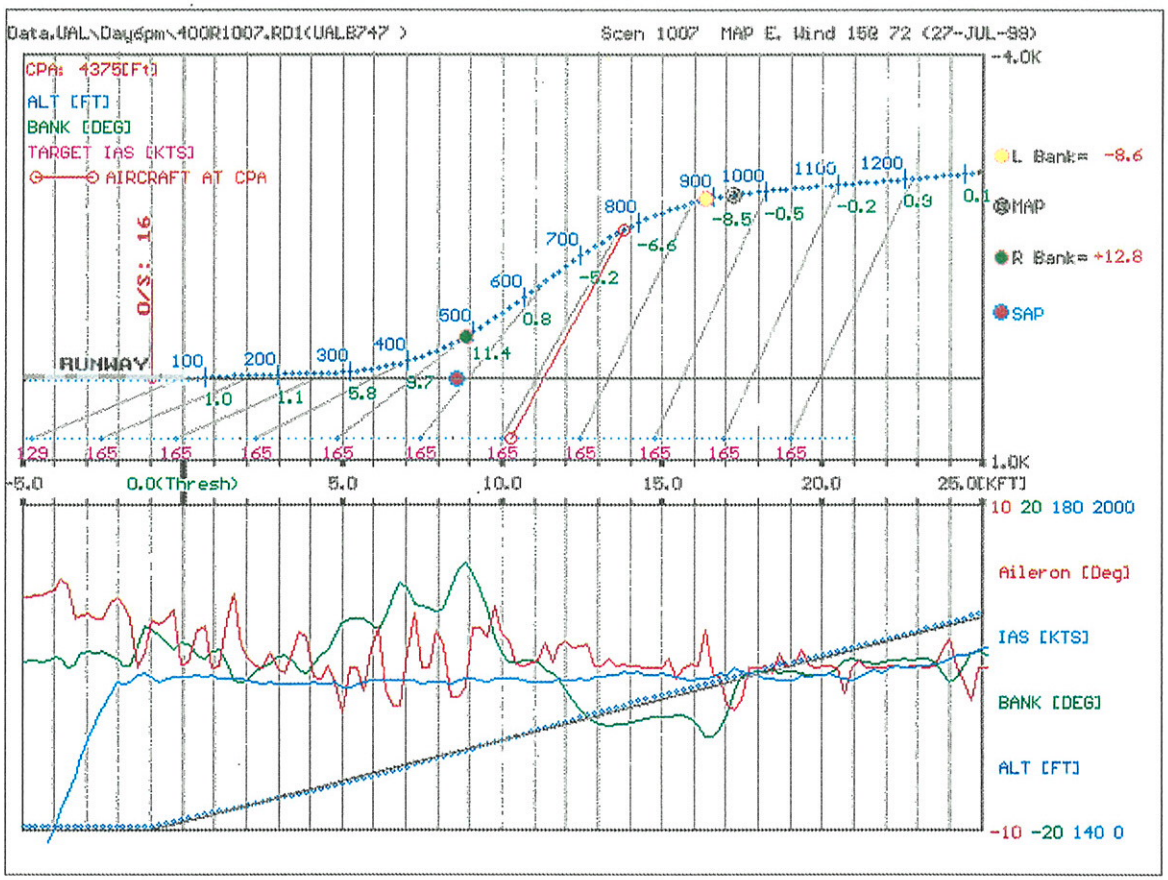

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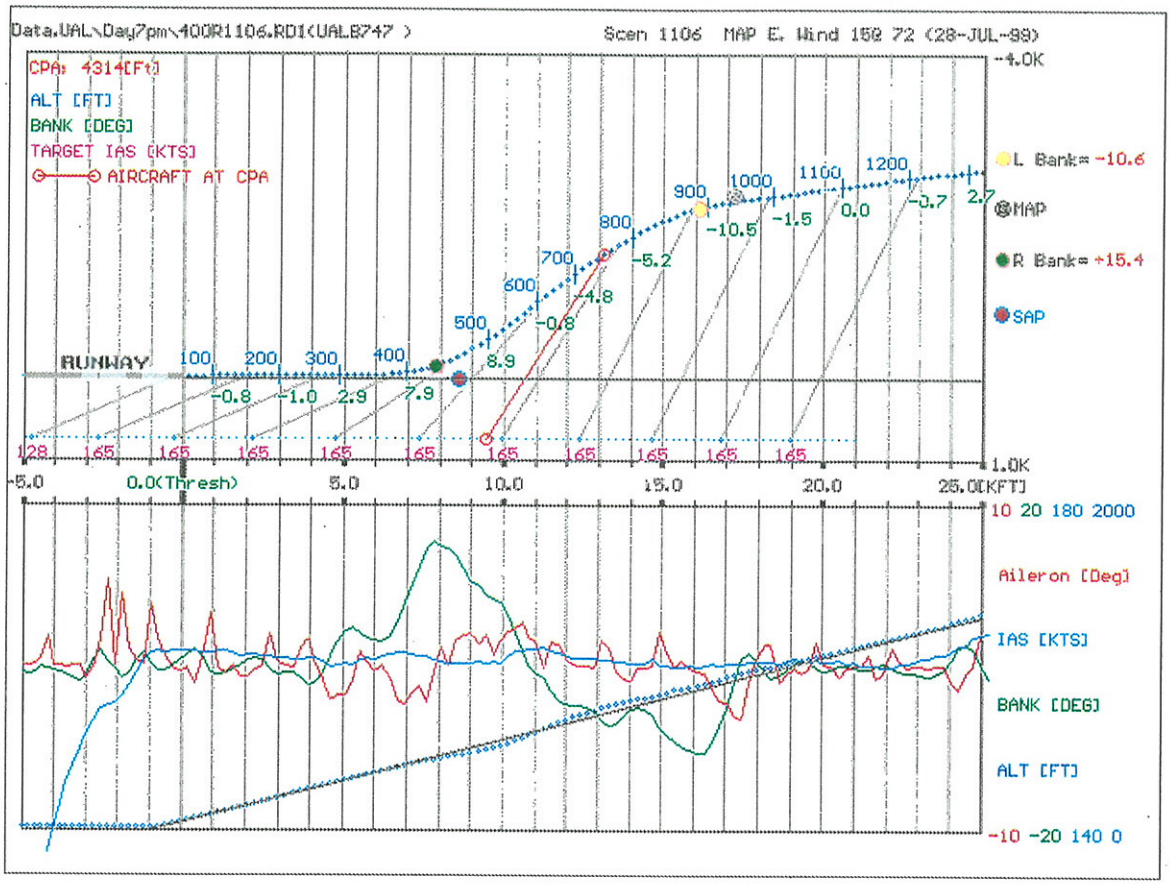

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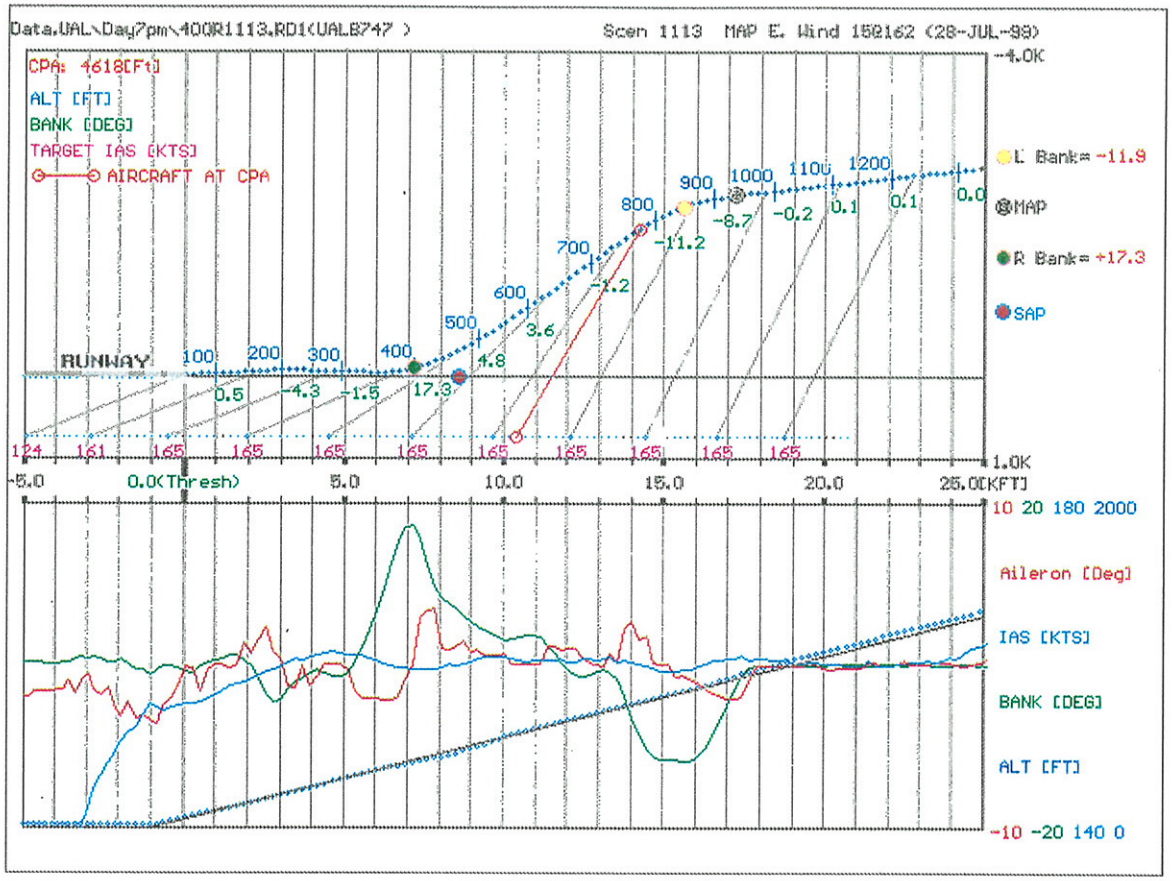

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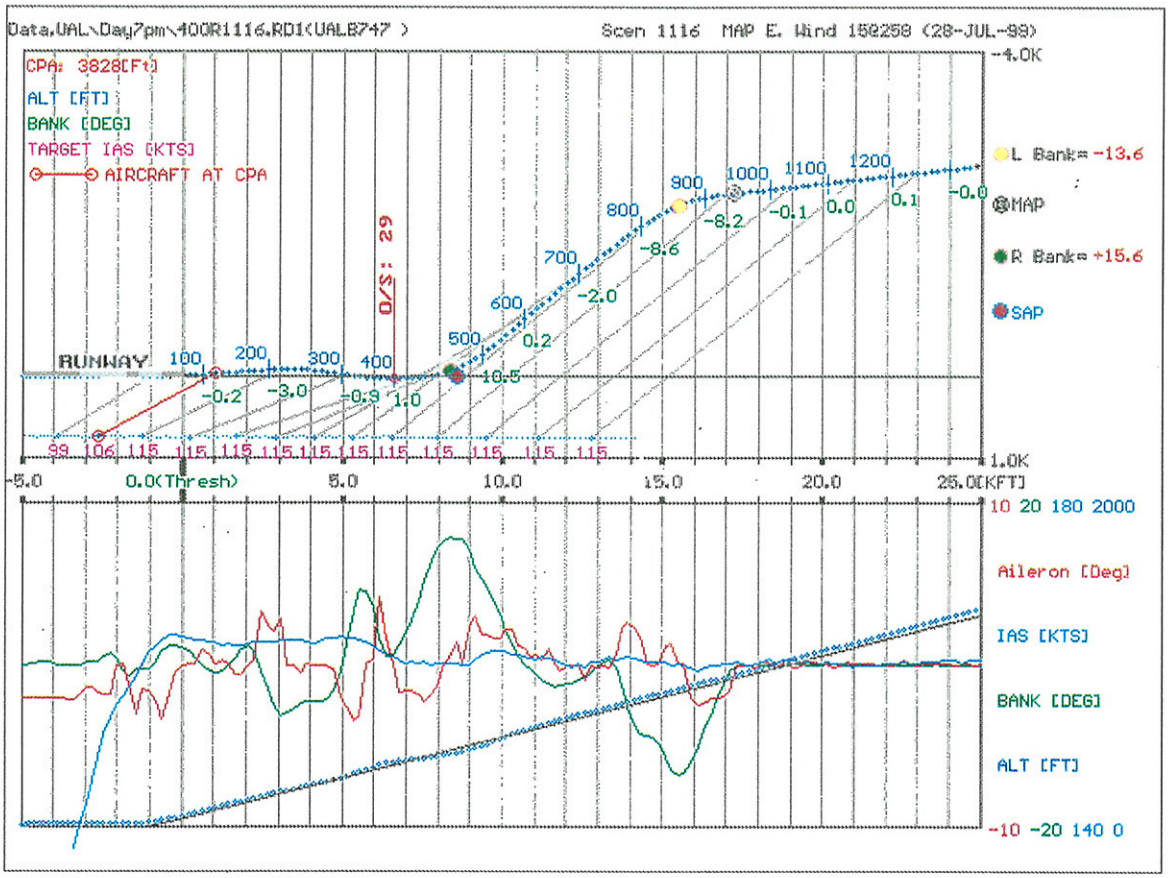


- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

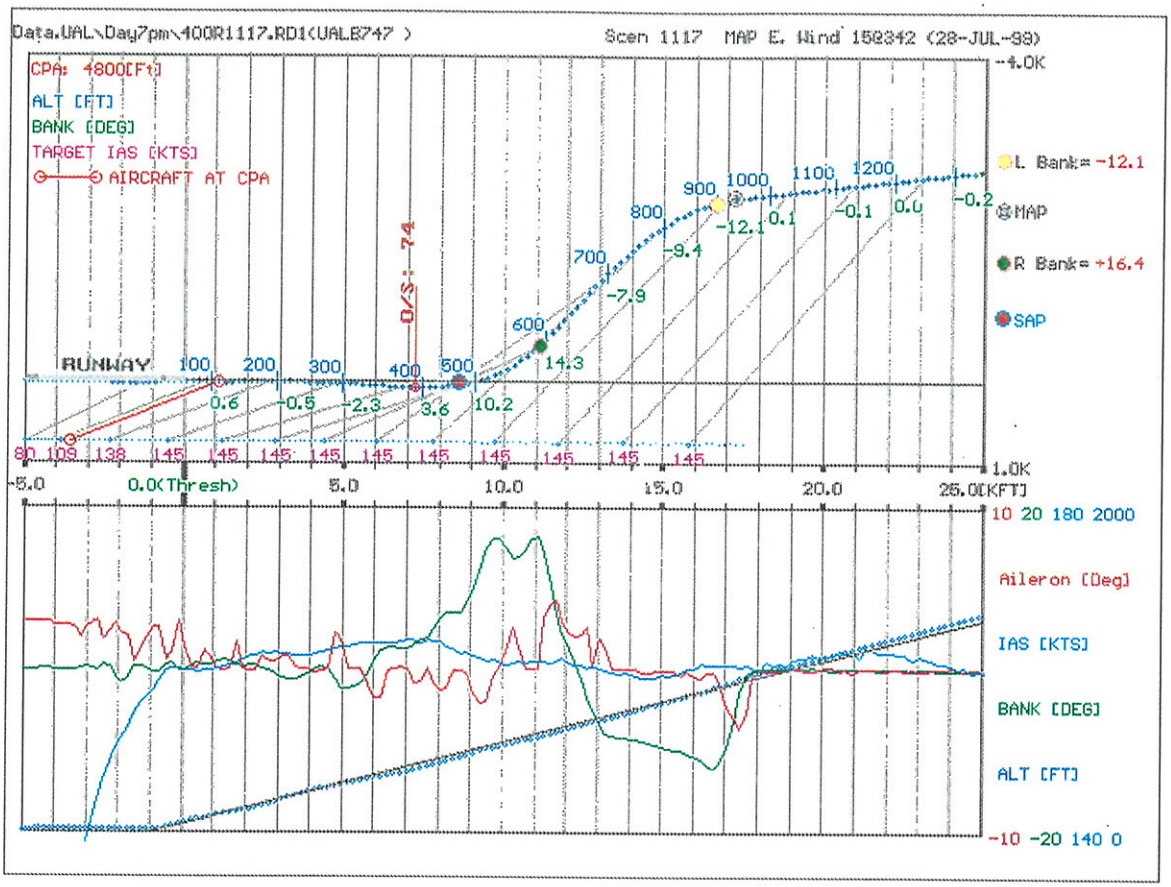
TDP: Touch Down Point (Positive indicates PASS the threshold point)

———Ailerons Deflection

———IAS

———Bank Angle

———Altitude



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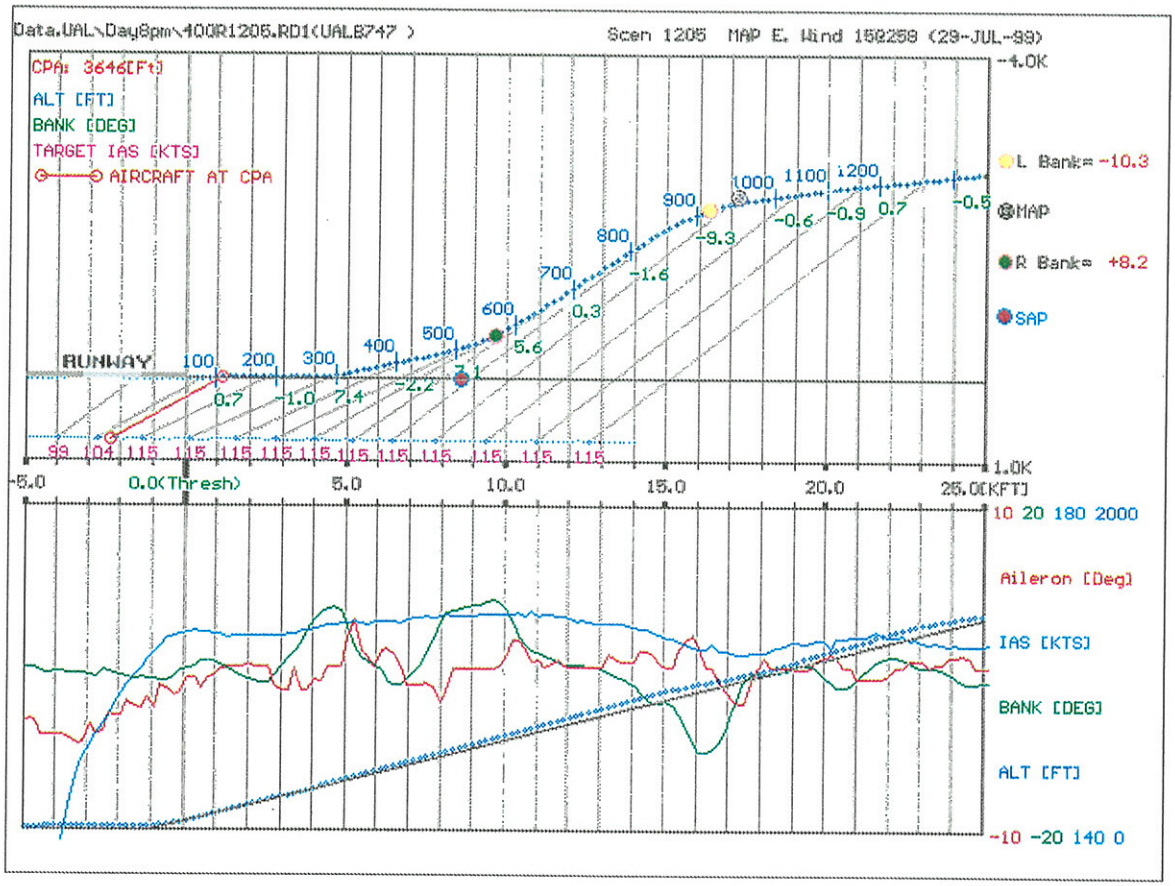

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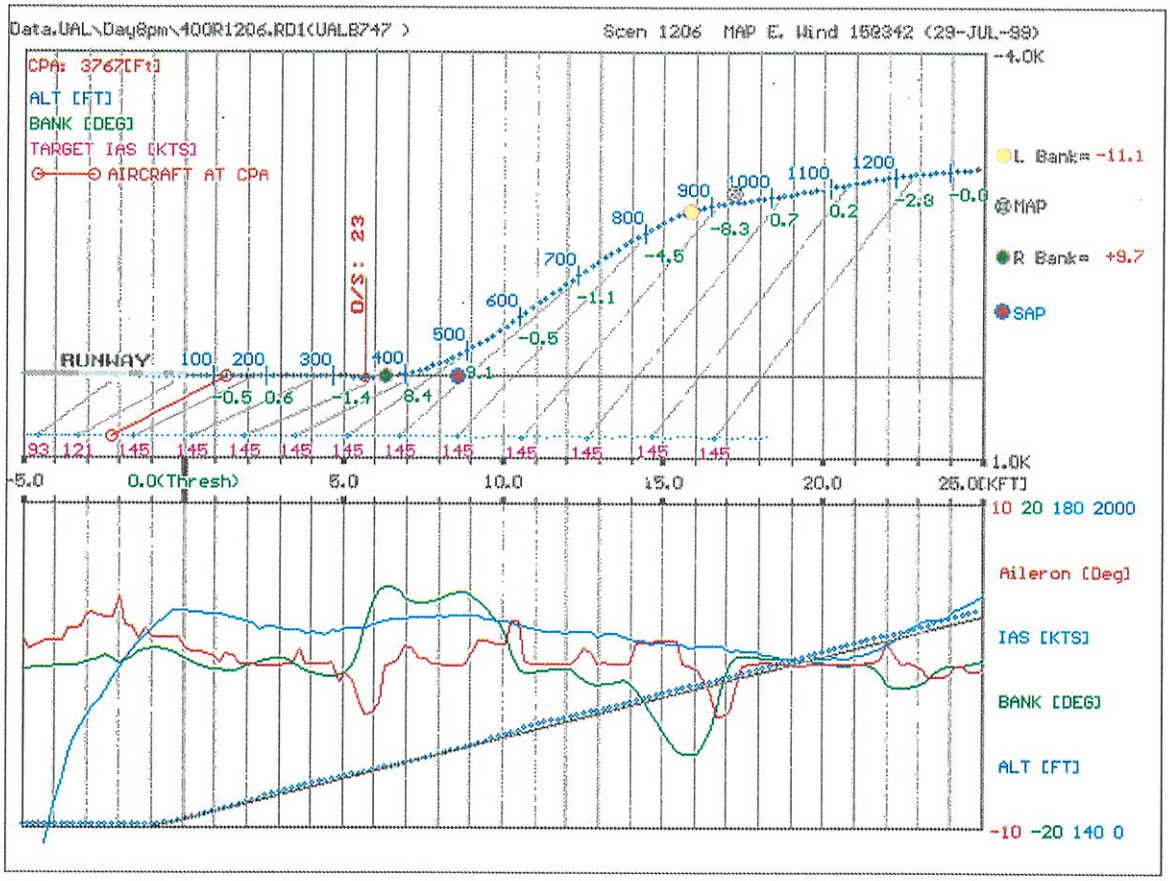

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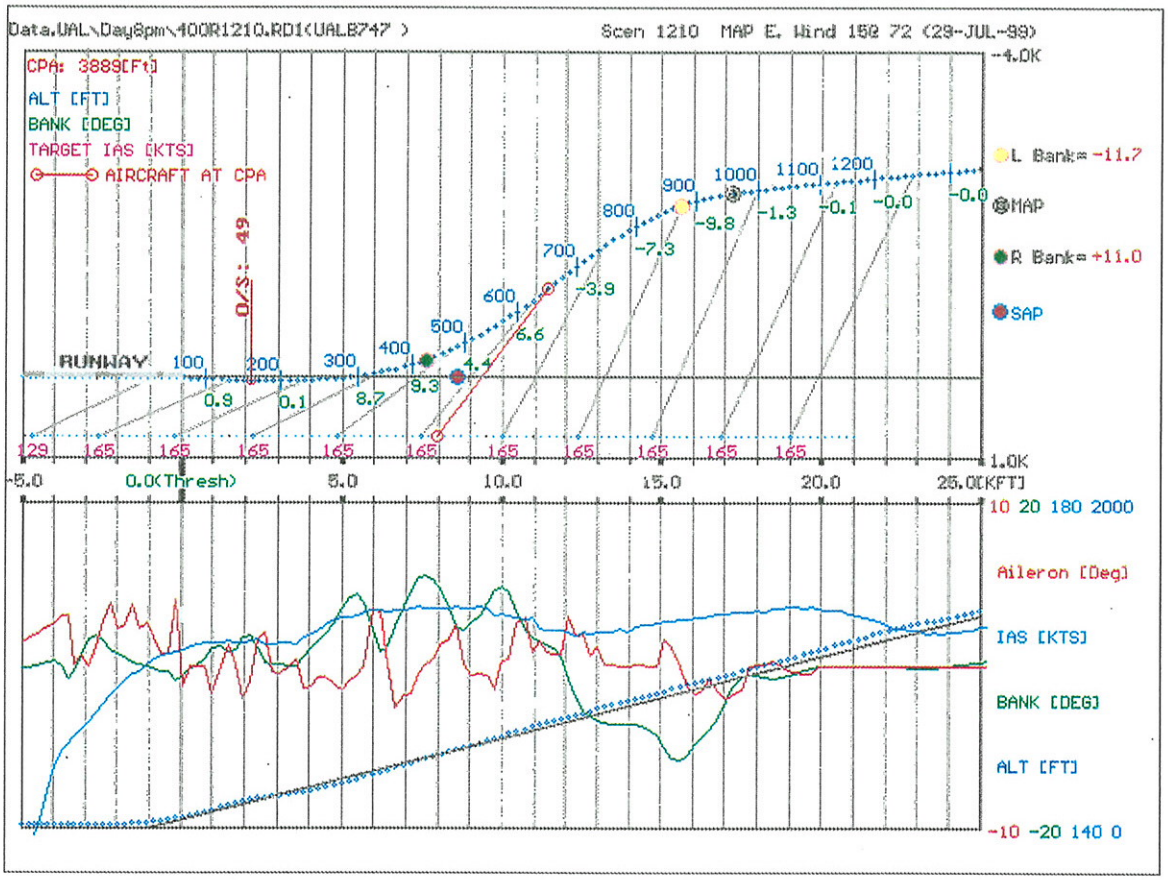

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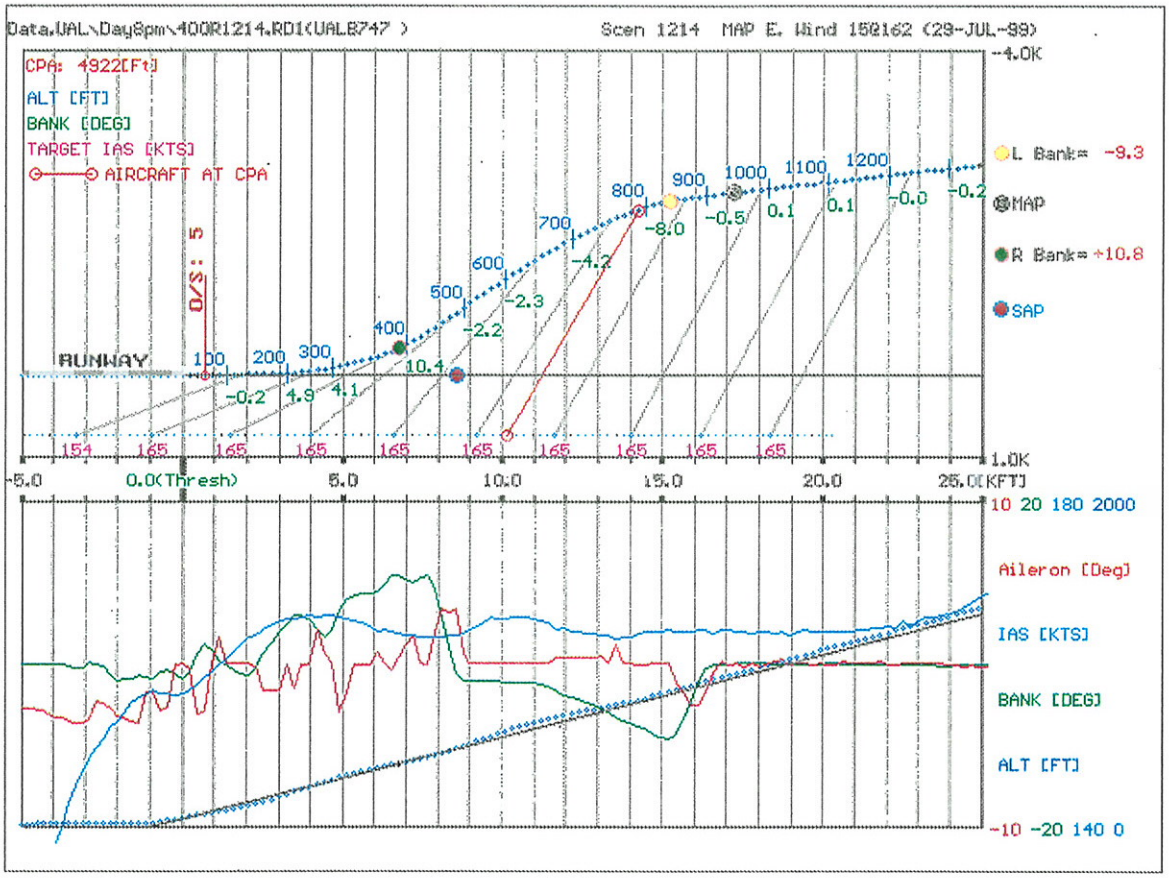

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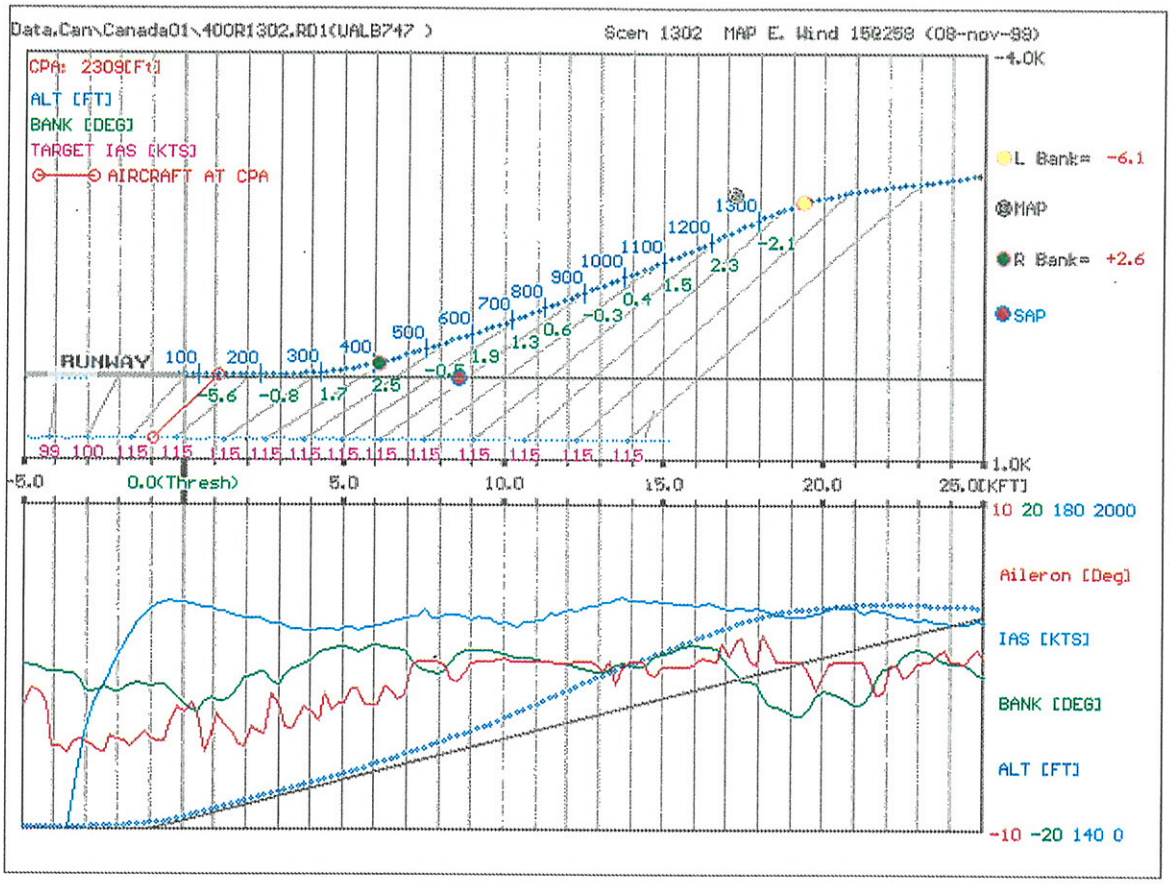

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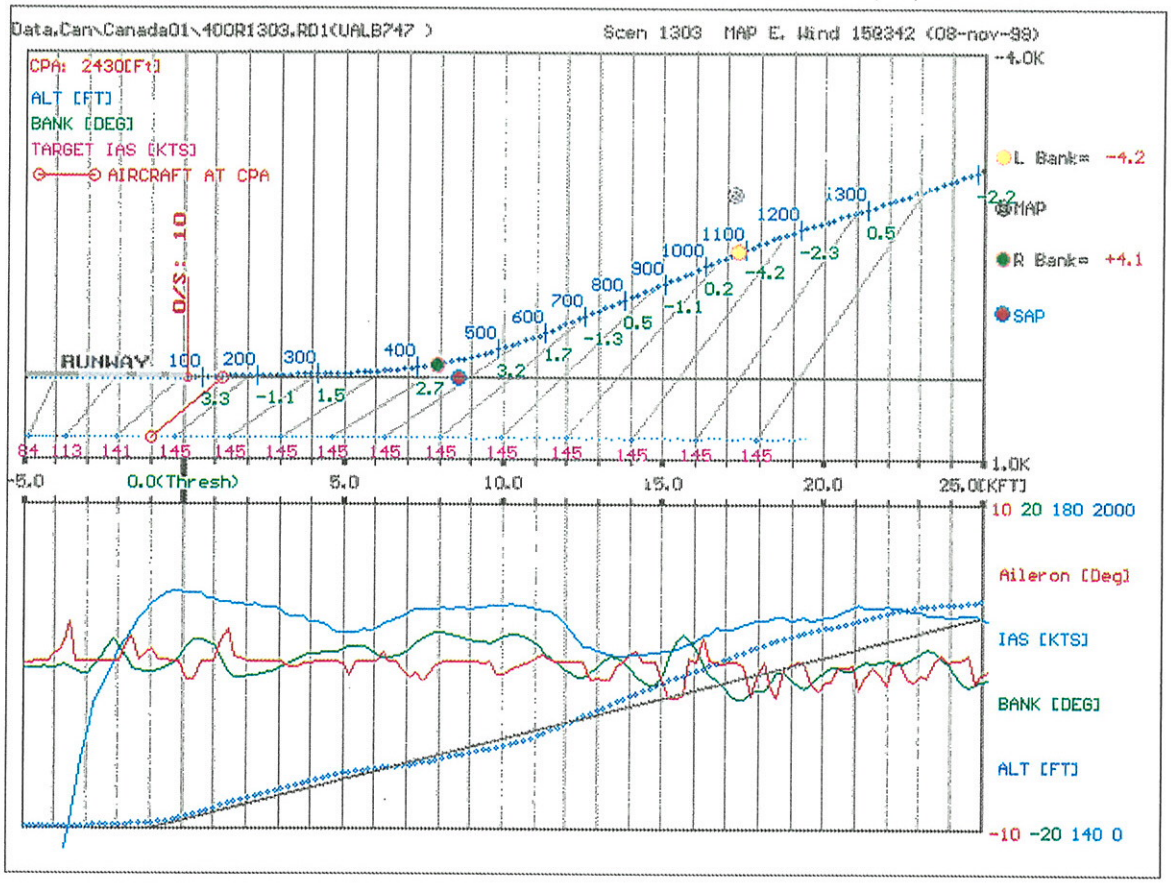

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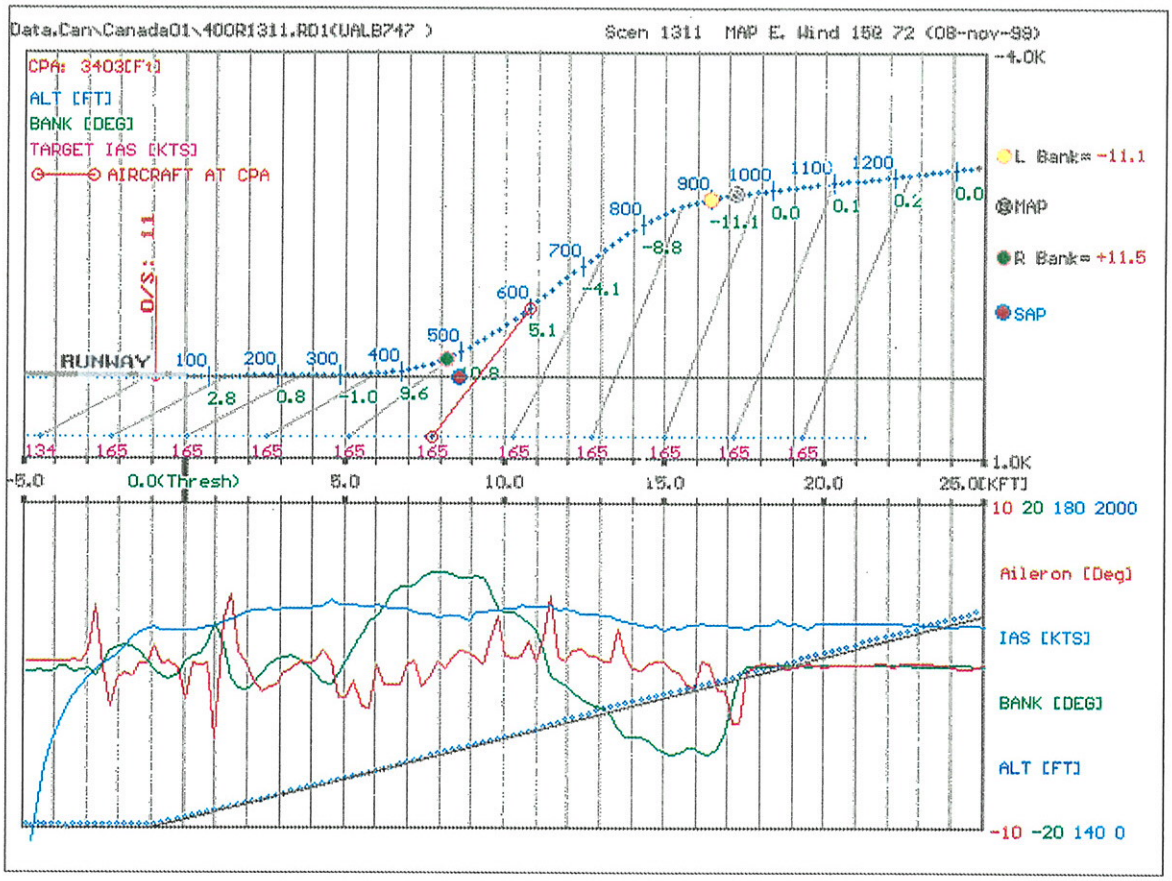

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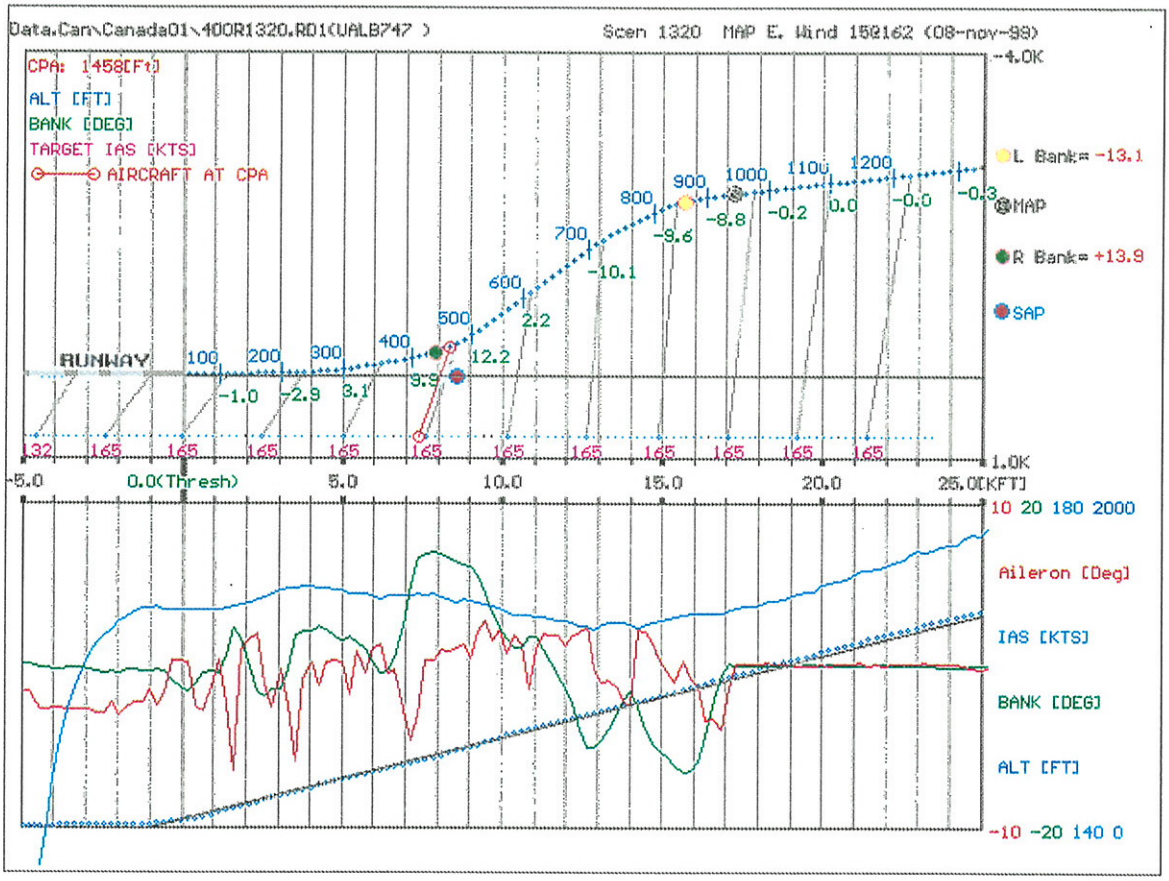

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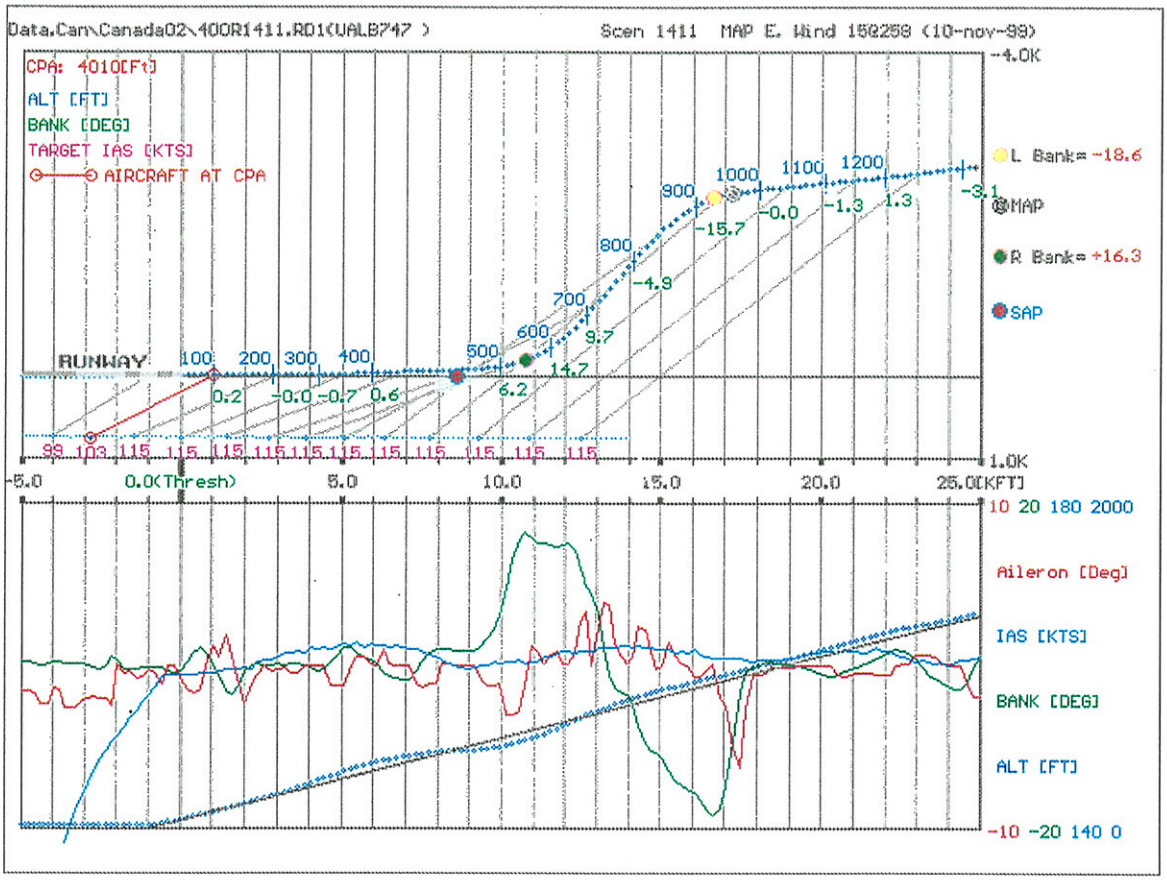

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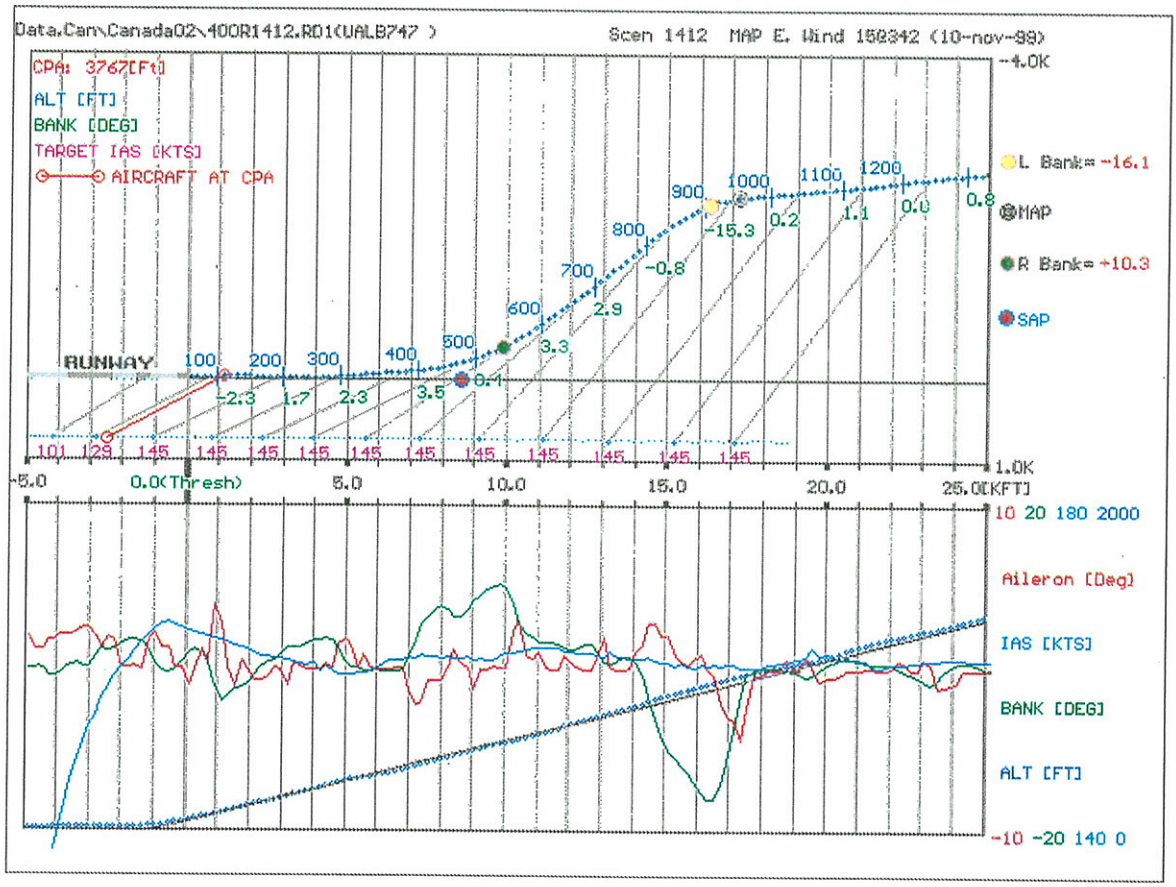

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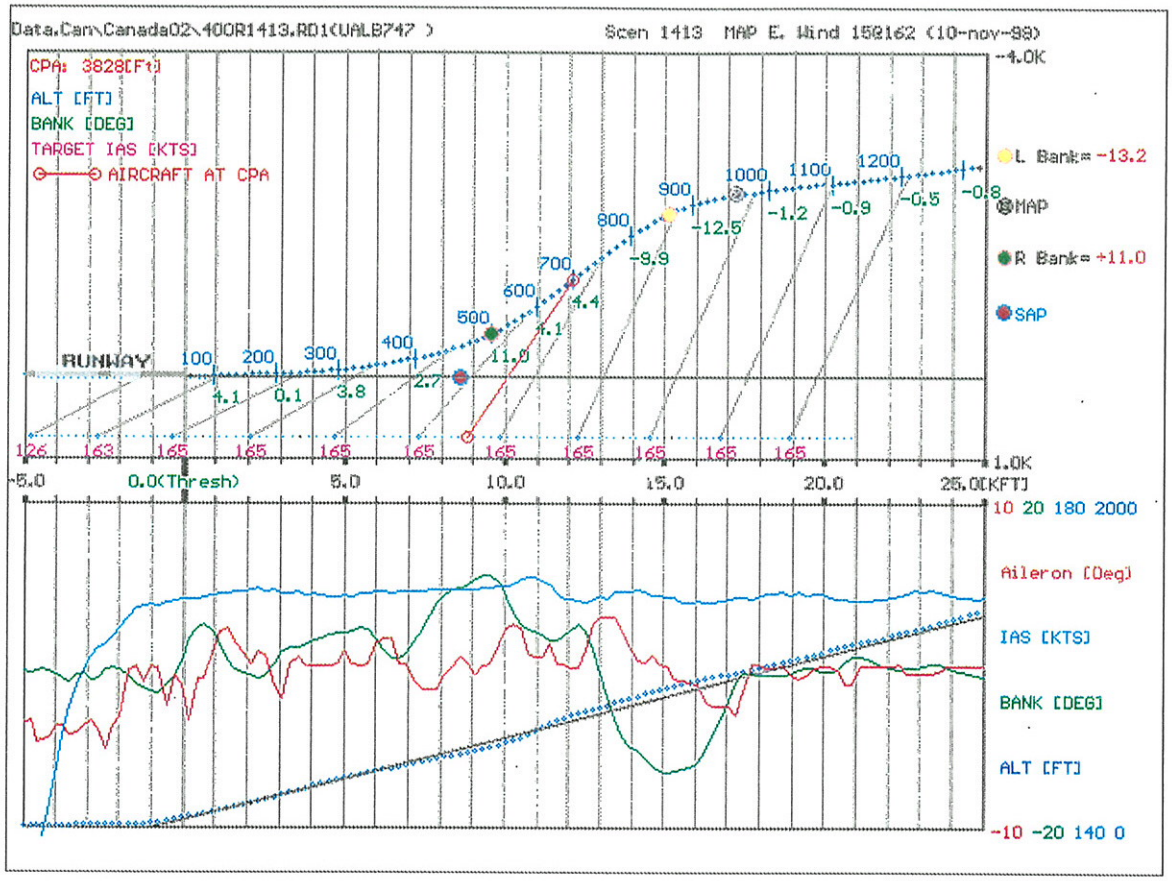

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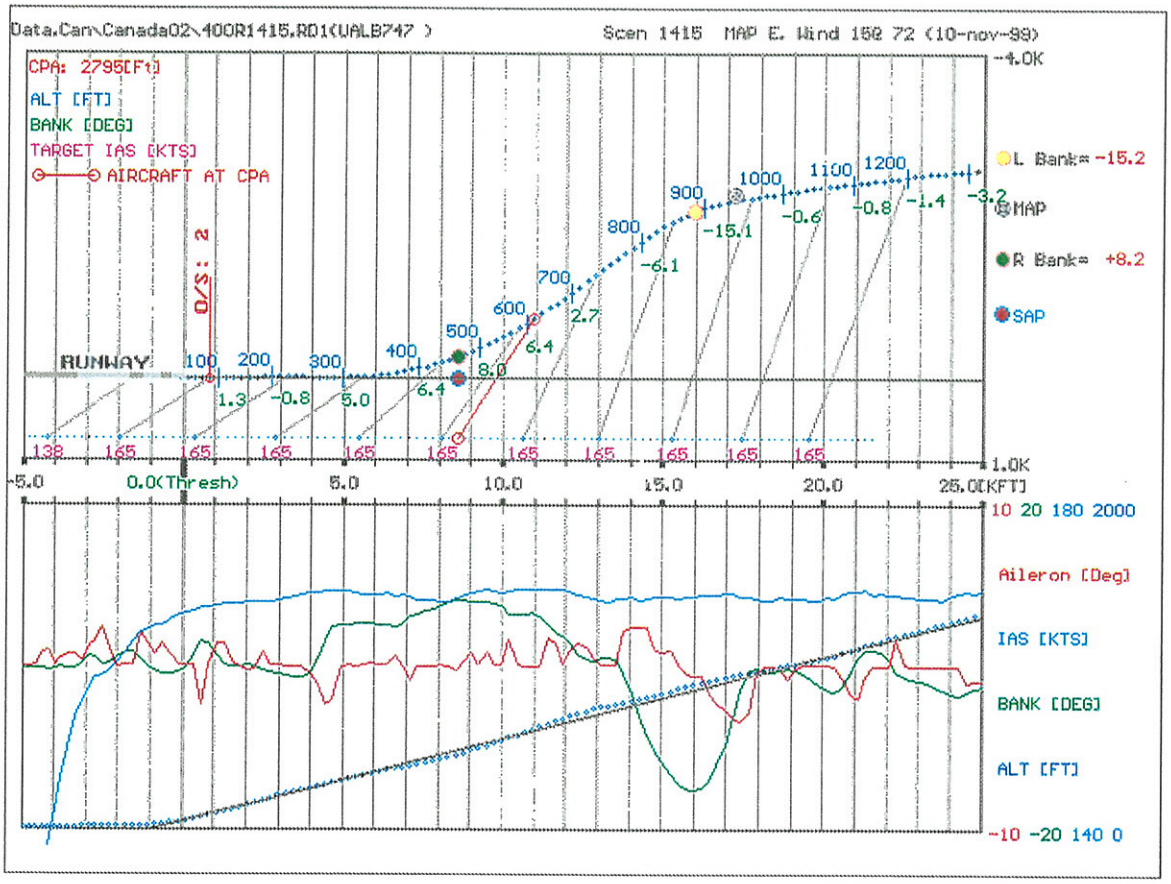

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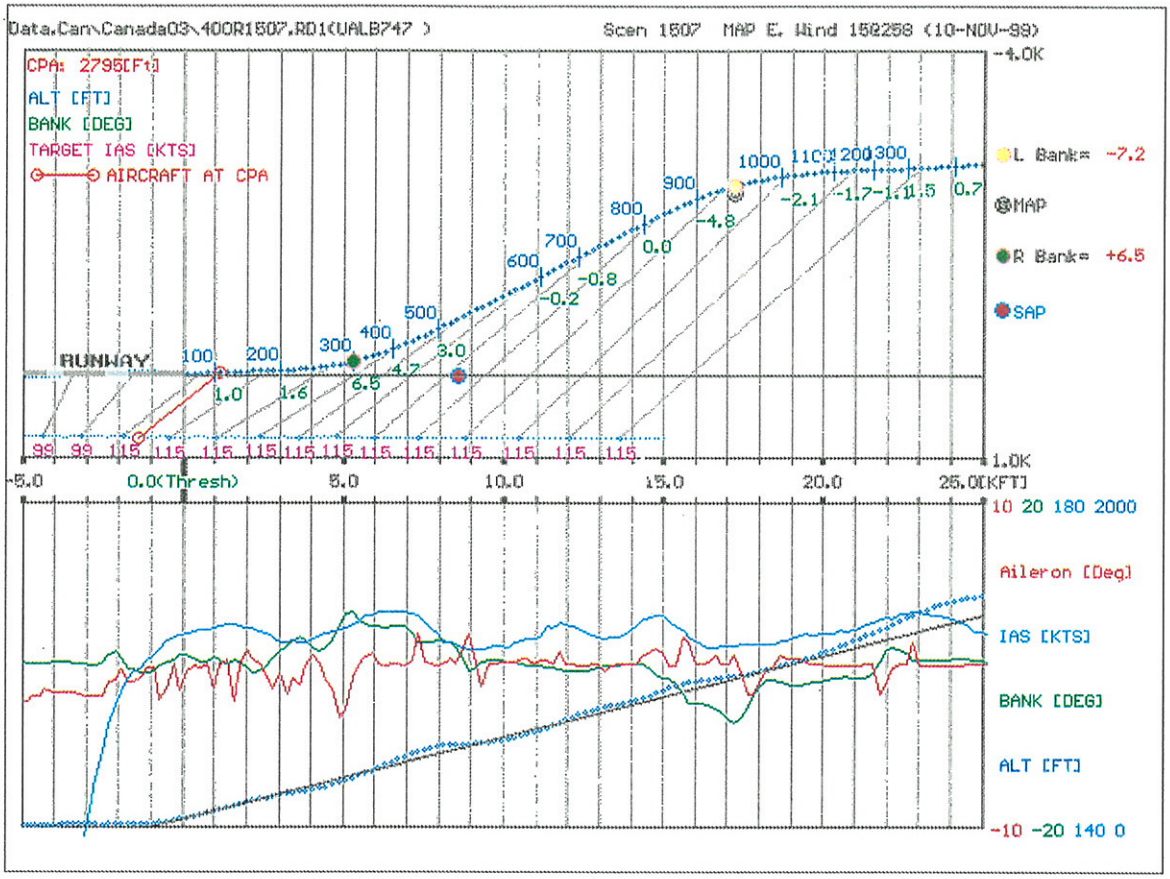

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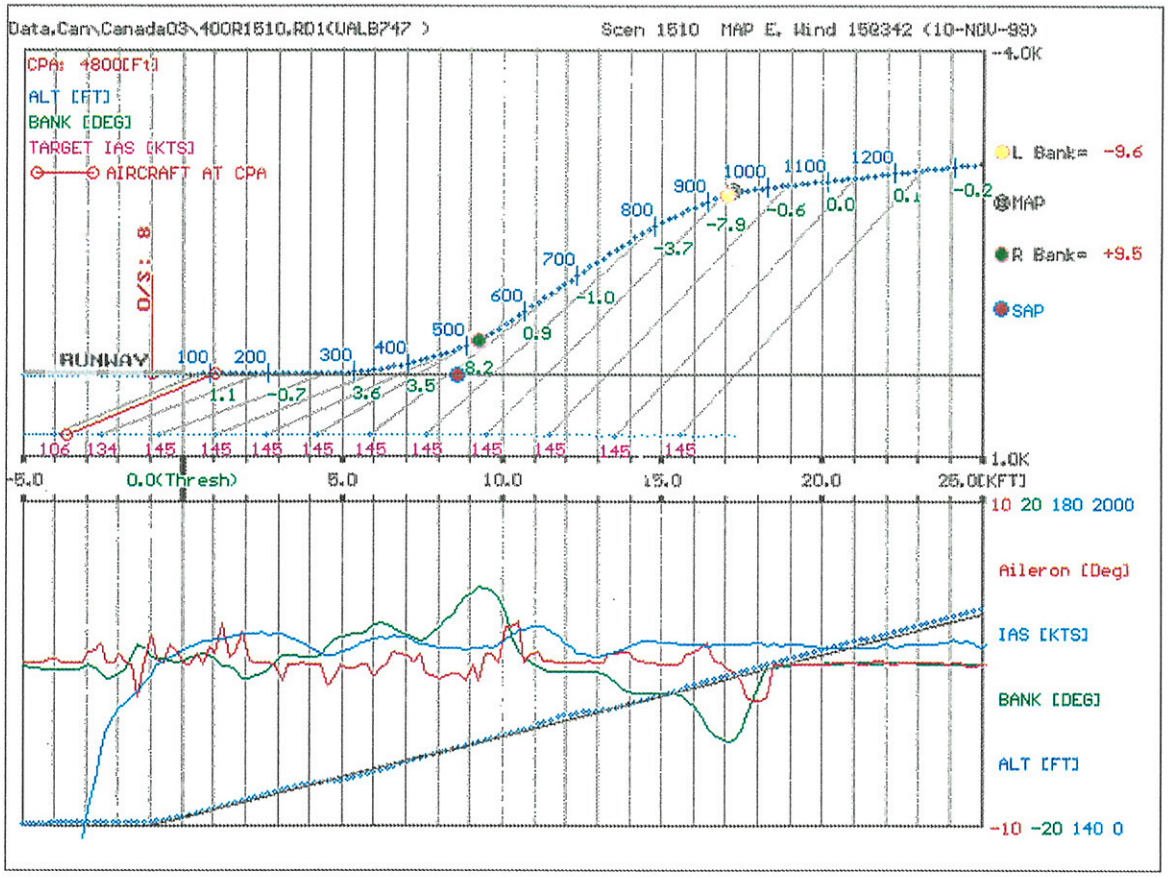

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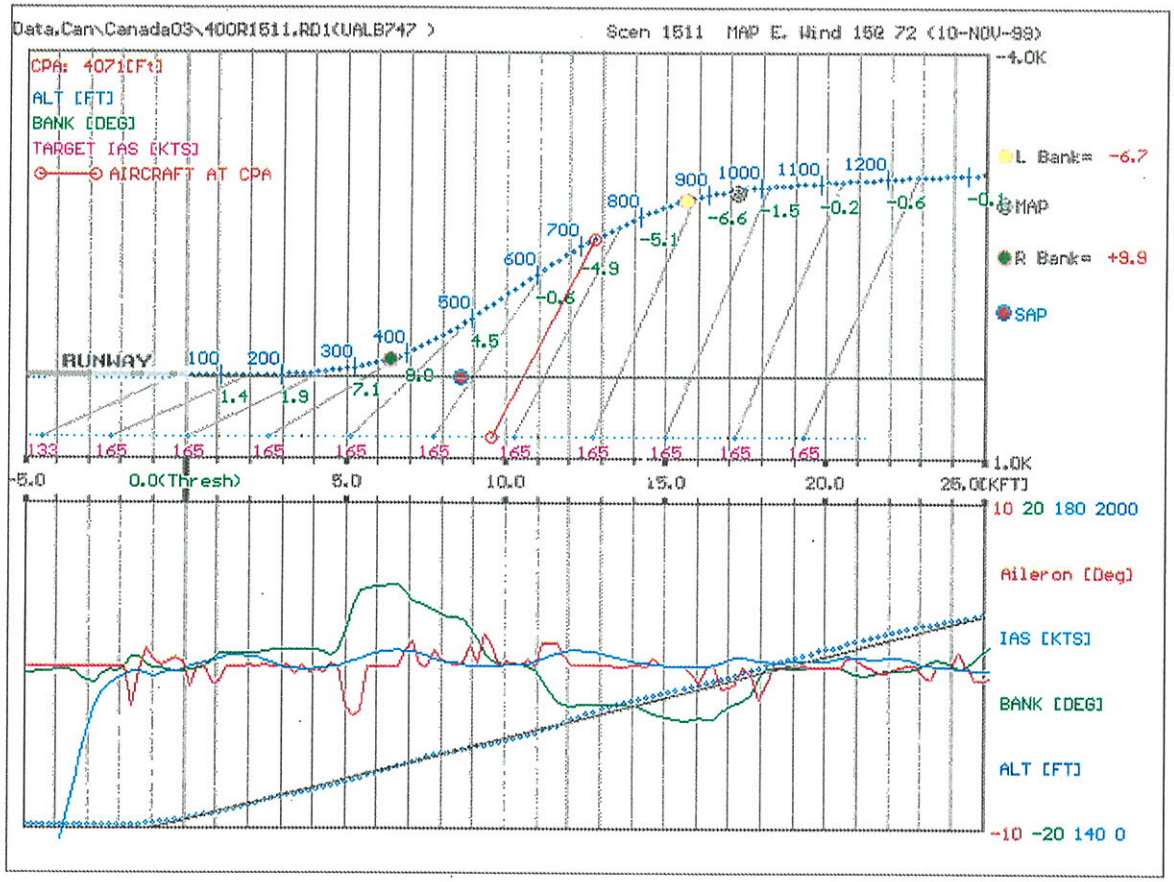

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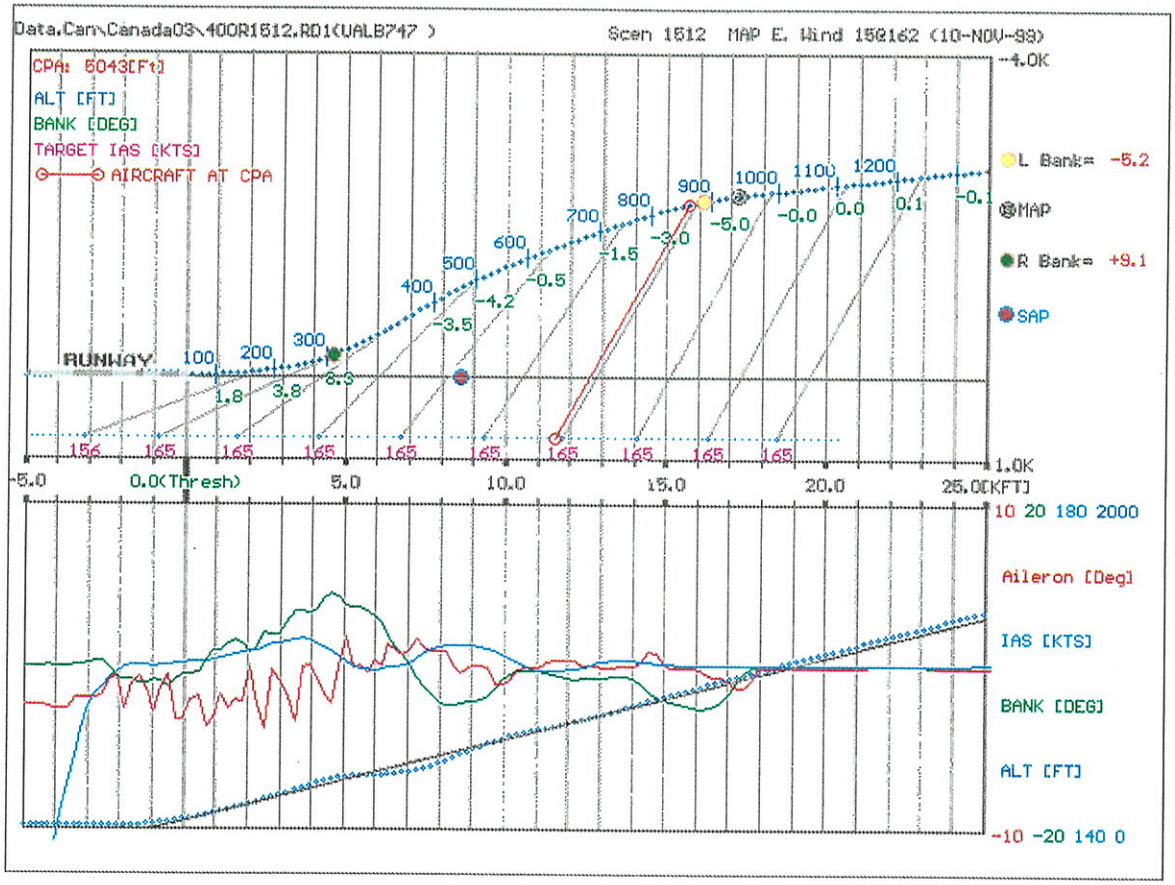

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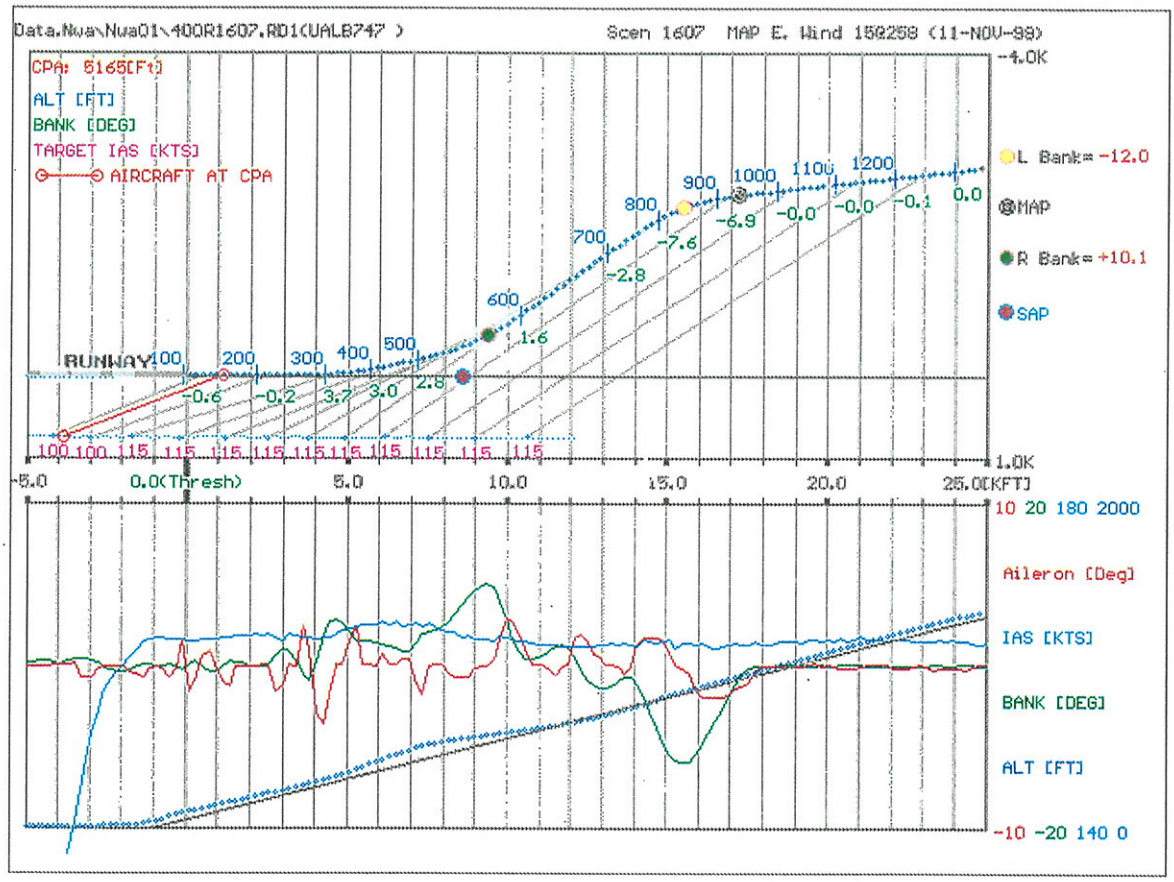

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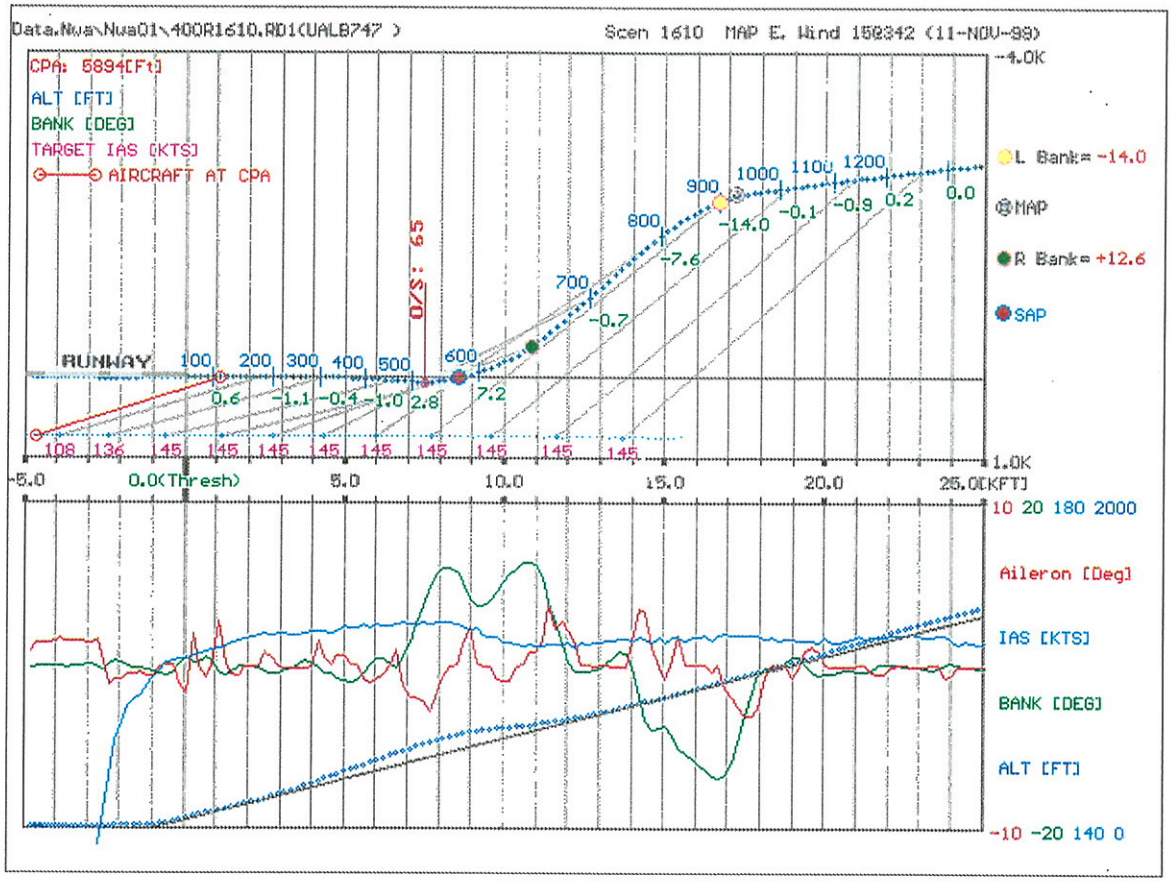

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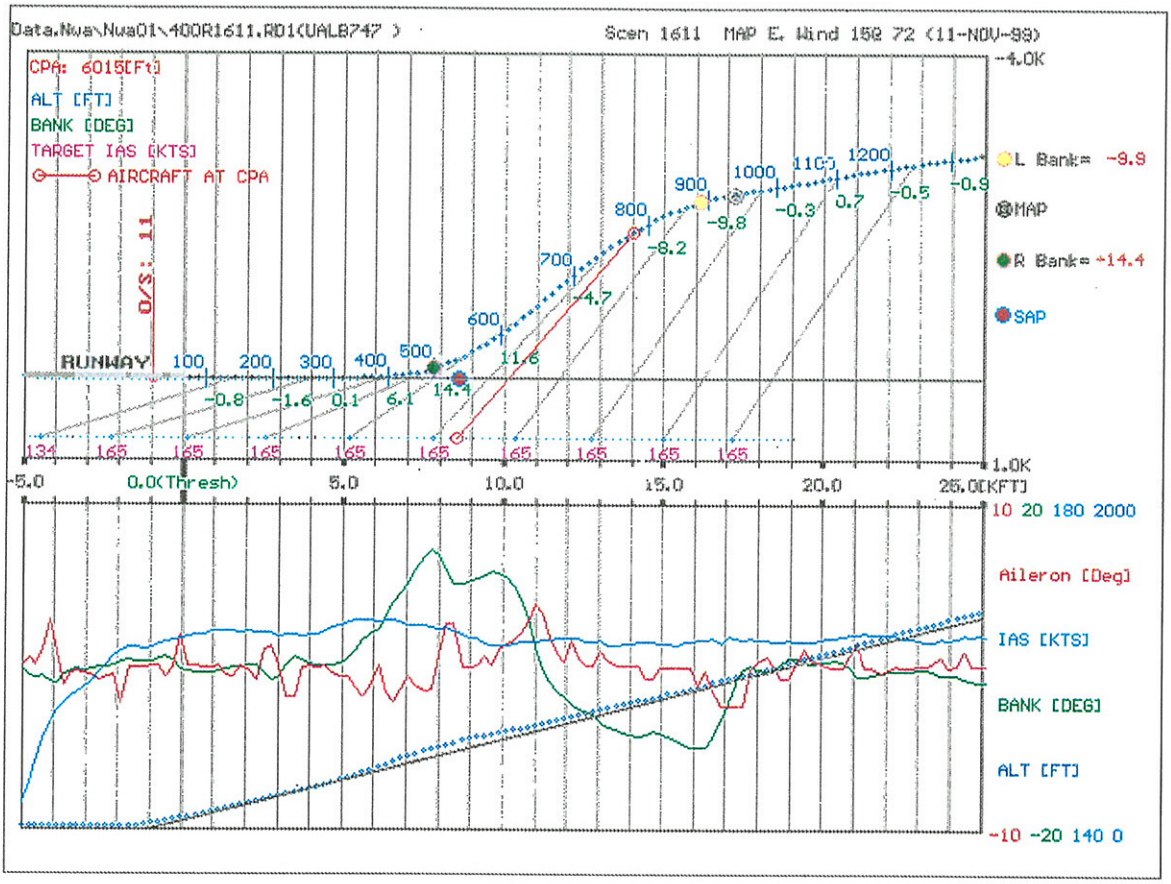

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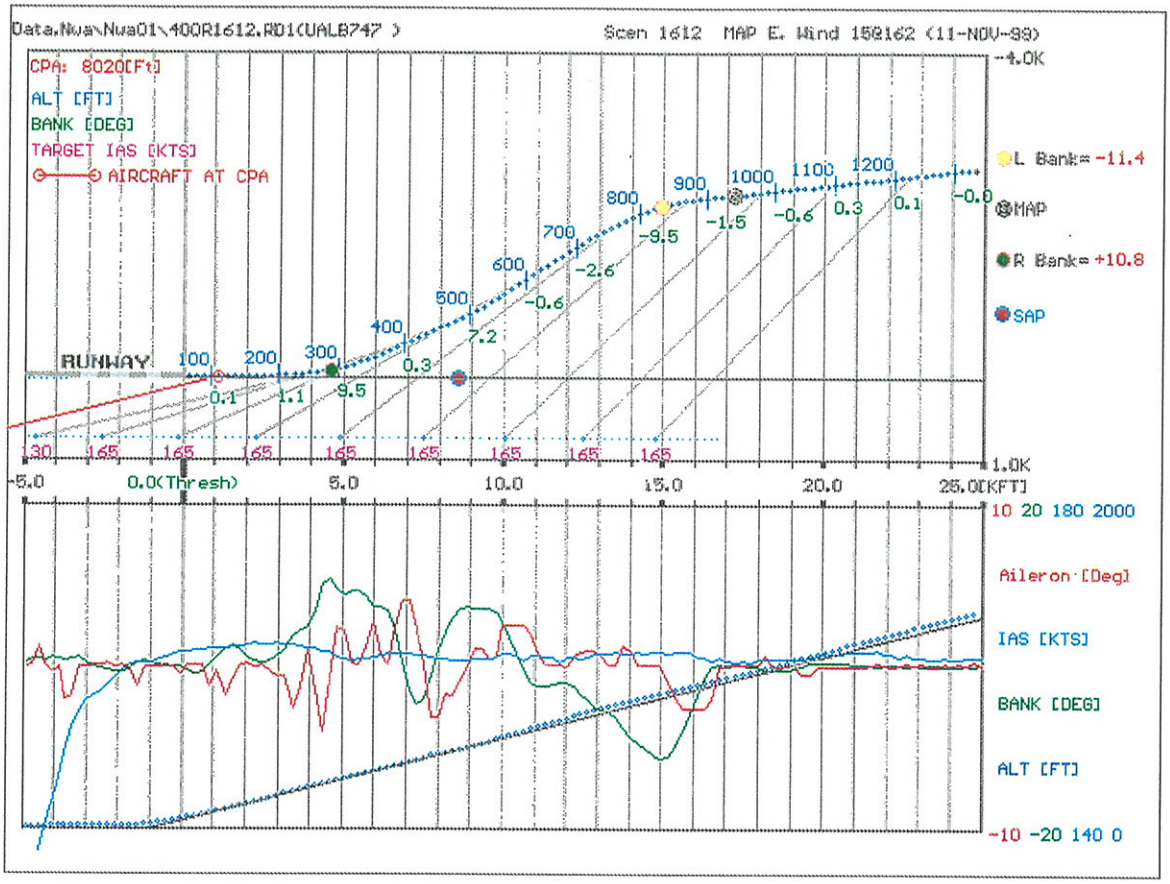

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- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot

TDP: Touch Down Point (Positive indicates PASS the threshold point)

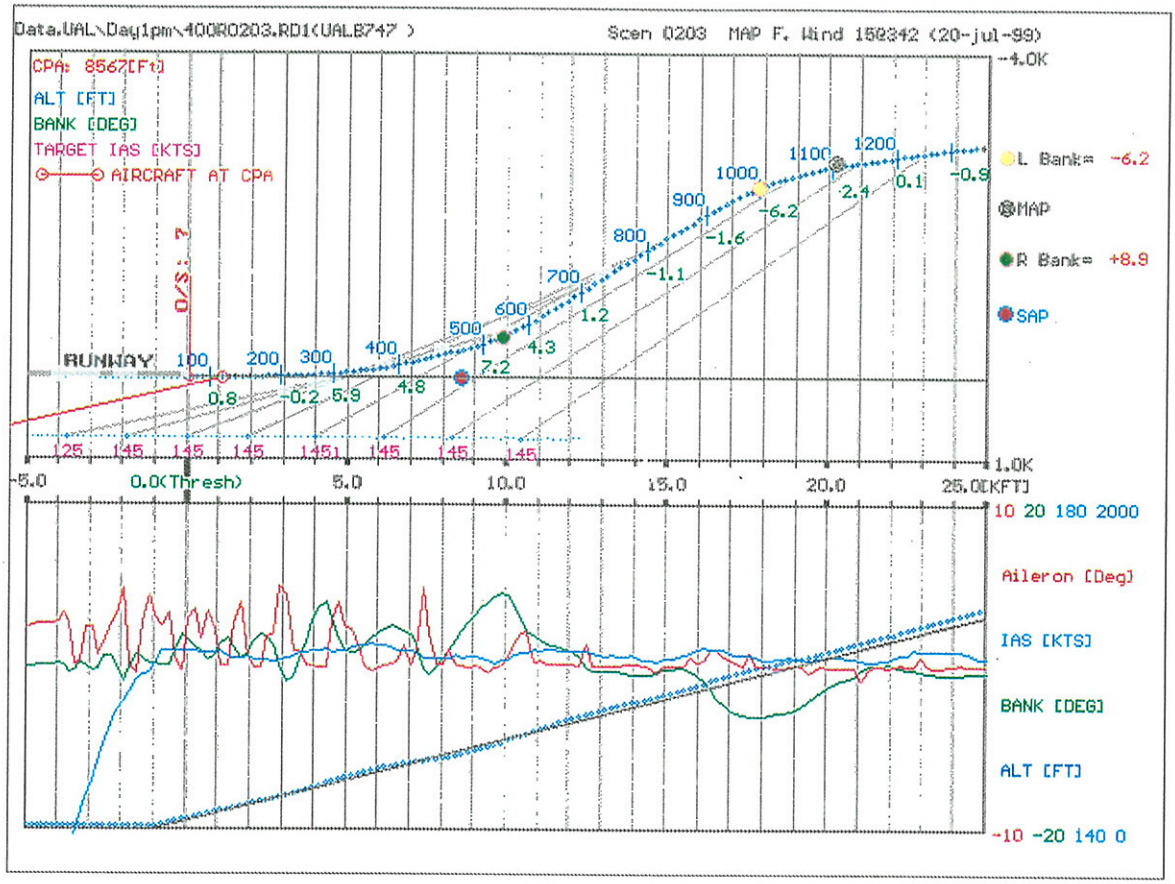
Ailerons Deflection

IAS

Bank Angle

Altitude

APPENDIX F



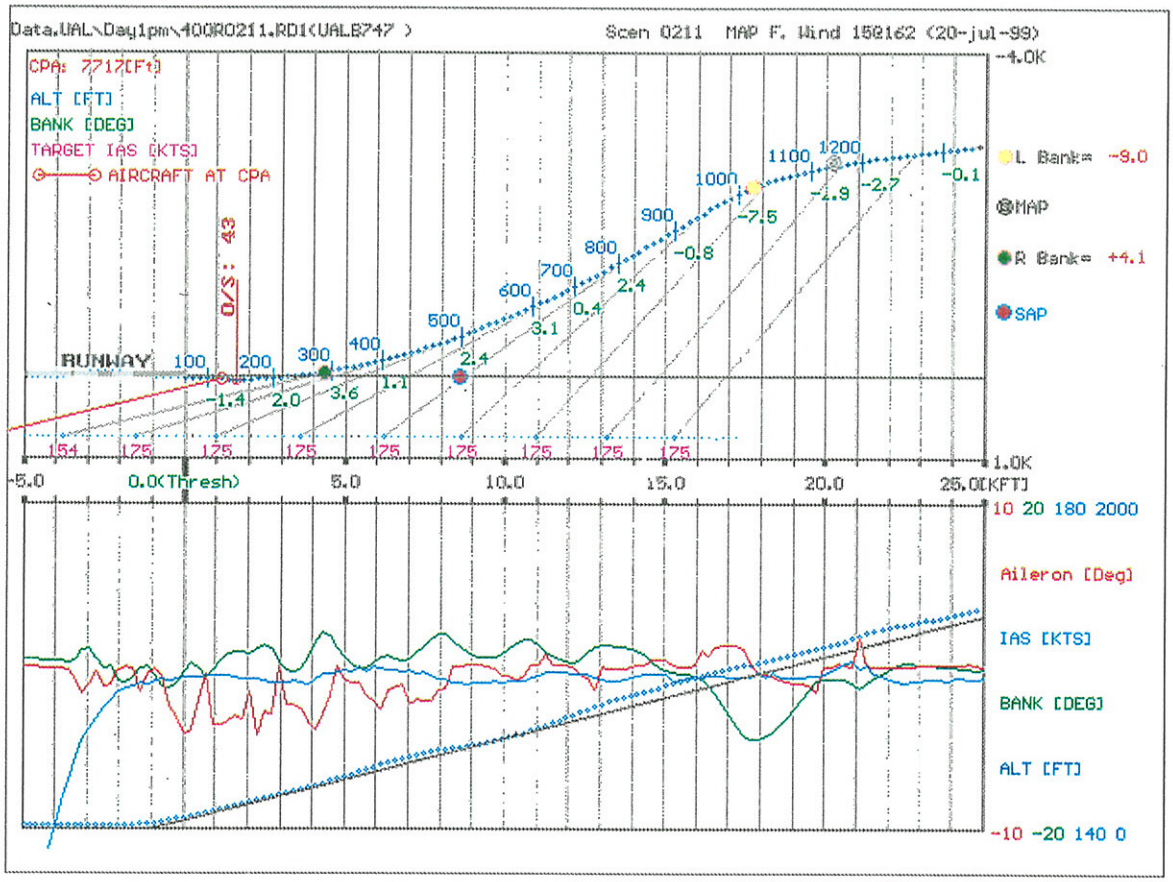
- Maximum Bank Angle Left
- Maximum Bank Angle Right
- Missed Approach Point (MAP)
- Maximum Runway Center-line Overshoot
- SAP Location

Ailerons Deflection

IAS

Bank Angle

Altitude



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Ailerons Deflection

IAS

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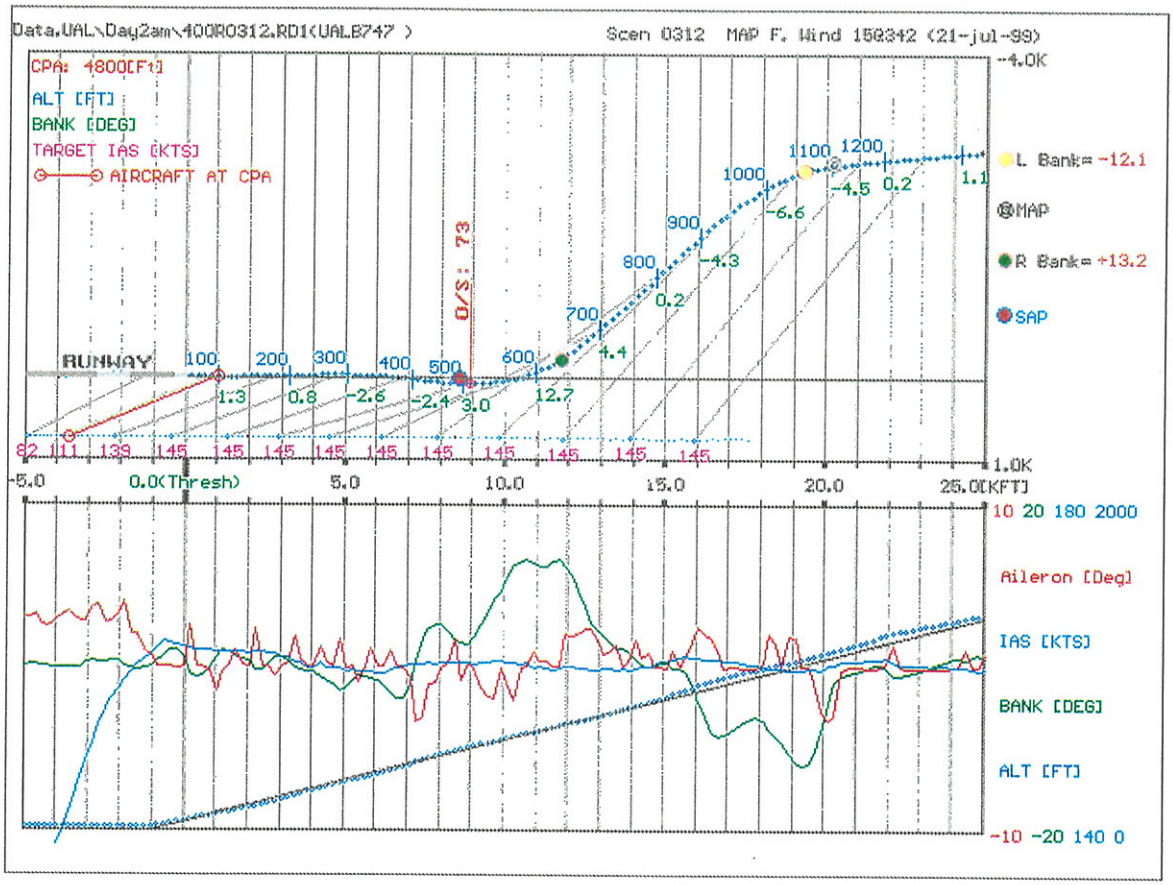

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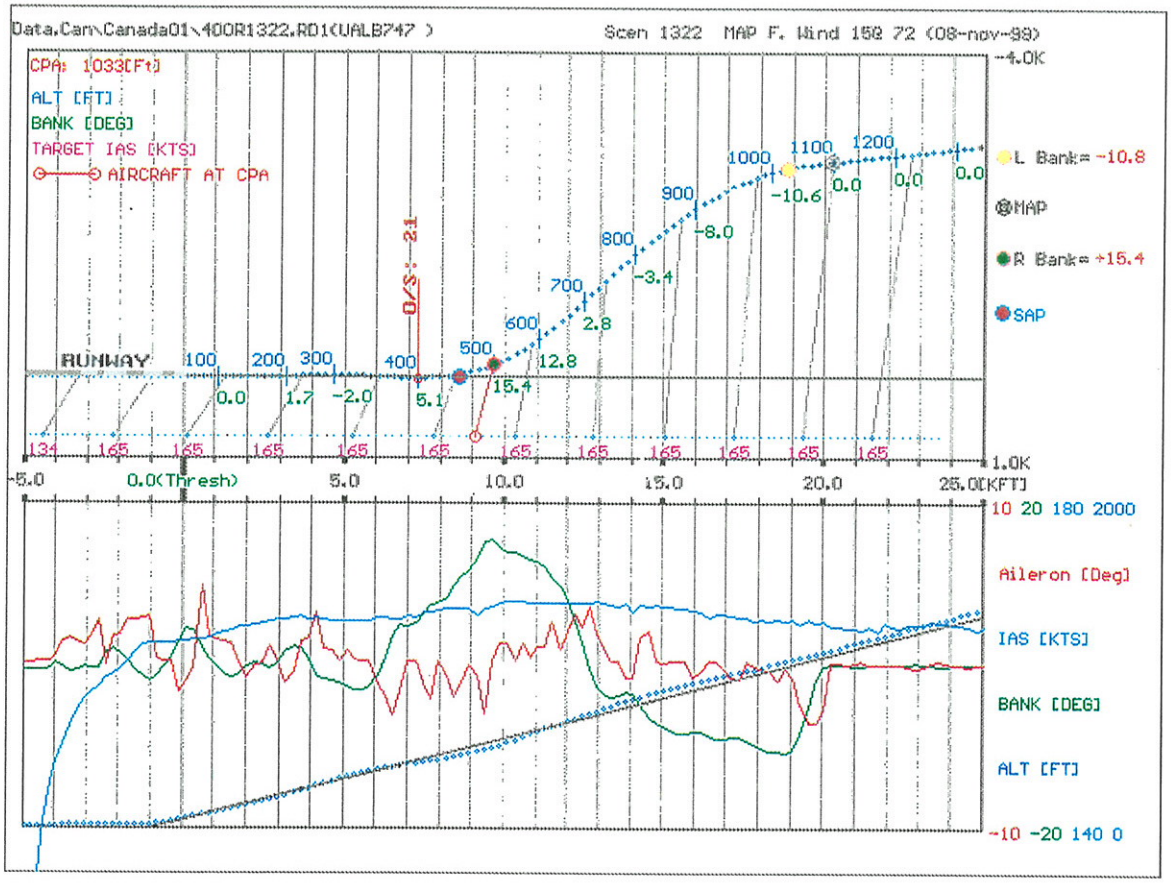

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Ailerons Deflection

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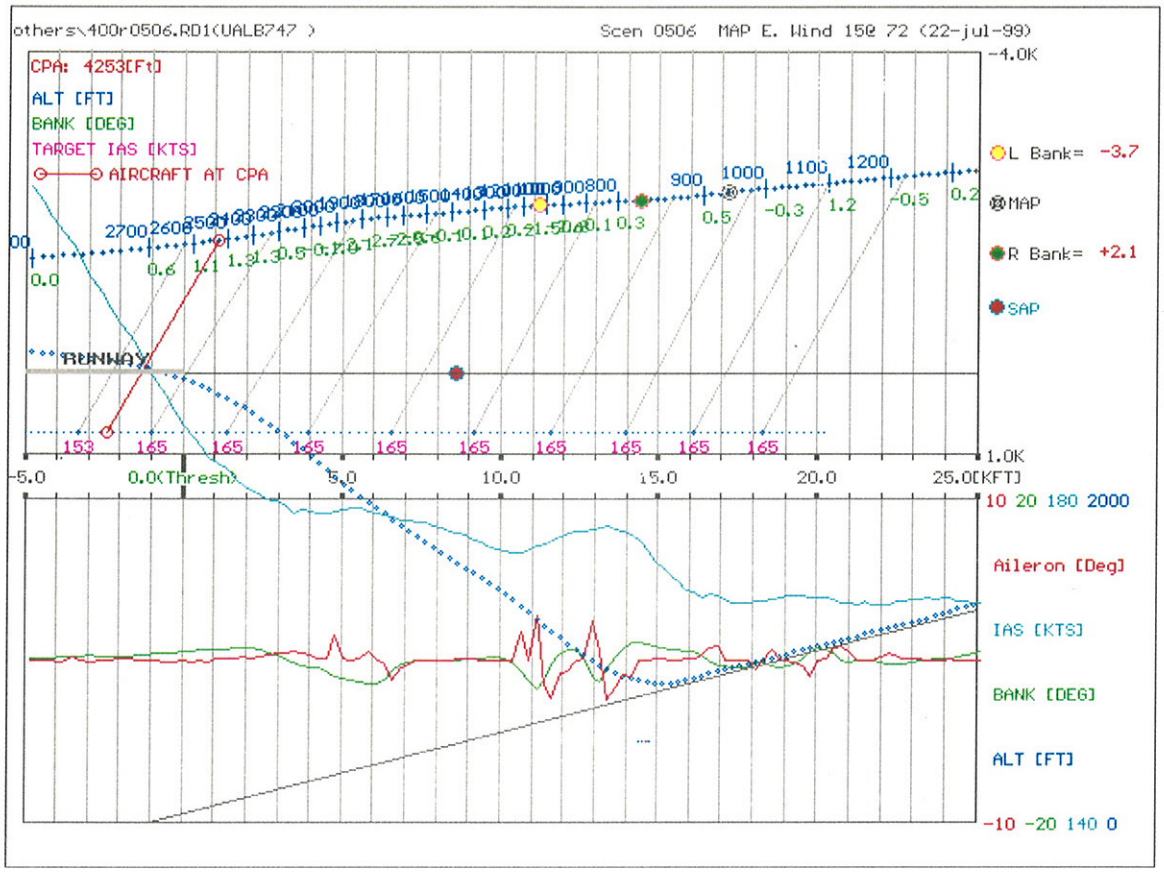
APPENDIX G



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——Ailerons Deflection

——IAS

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——Altitude

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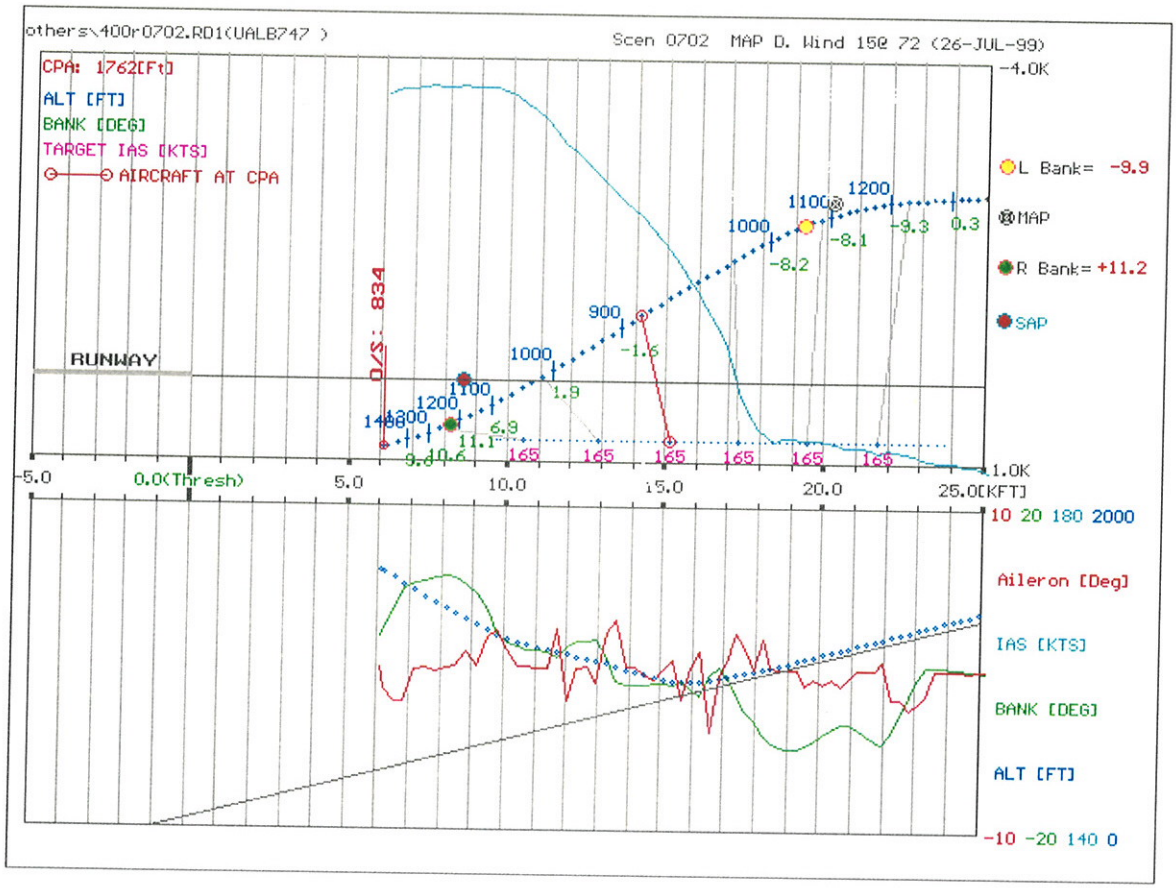
* Visual Scene Failure



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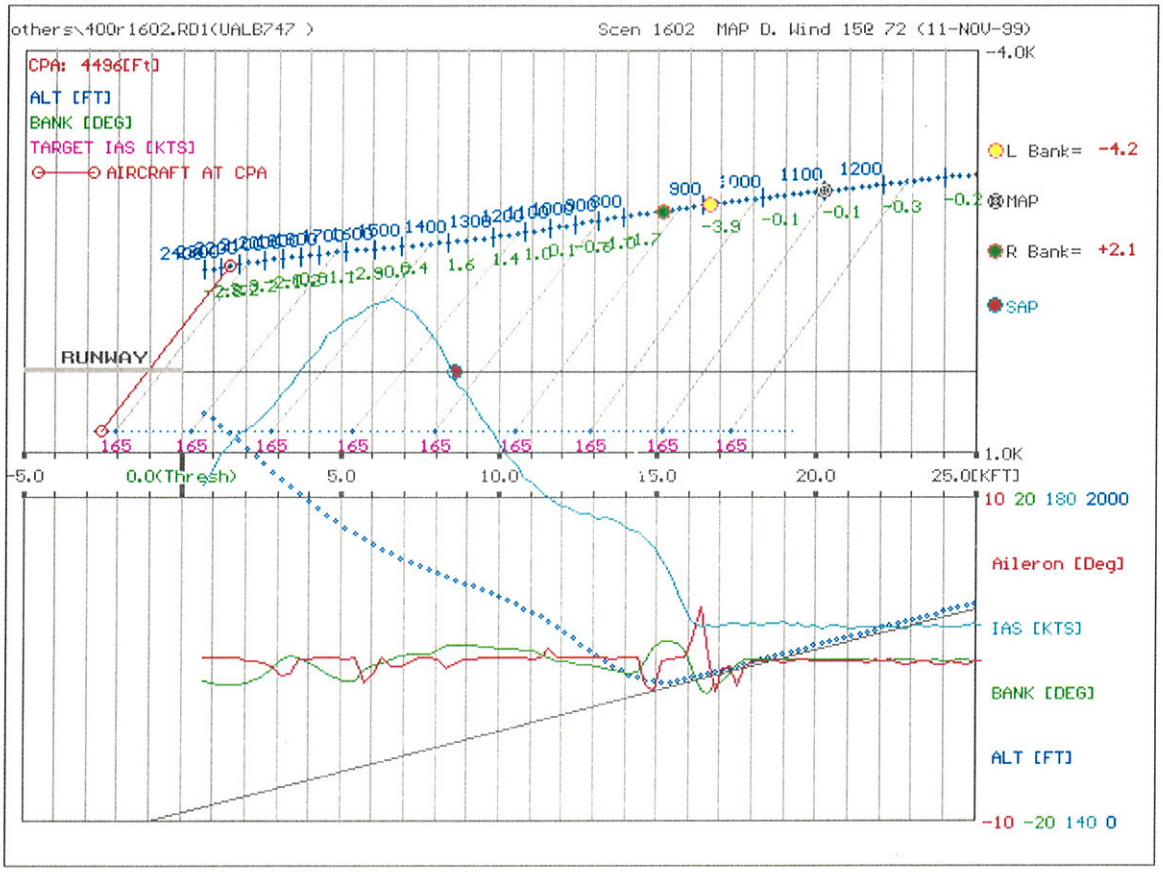
* Response to TCAS RA



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* Traffic Misinterpreted