CONTINUED FROM PRECEDING PAGE

AIRSPACE: CLASS C svc ctc **APP CON**.
RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.
OAKLAND (VH) (DH) VORW/DME 116.8 OAK Chan 115 N37°43.56′ W122°13.42′ at fld. 13/17E.
DME unusable:
340°–040° byd 30 NM blo 8,000′
VOR unusable:
116°–126° byd 105 NM
116°–126° byd 40 NM blo 5,000′
116°–126° byd 52 NM blo 12,000′
130°–140° byd 40 NM blo 14,000′
130°–140° byd 55 NM
146°–156° byd 40 NM blo 7,000′
146°–156° byd 49 NM blo 11,000′
146°–156° byd 83 NM
157°–183° byd 40 NM
198°–213° byd 40 NM
214°–224° byd 40 NM blo 14,000′
214°–224° byd 65 NM
230°–240° byd 40 NM blo 14,500′
230°–240° byd 85 NM
241°–250° byd 40 NM
251°–263° byd 40 NM blo 31,000′
275°–298° byd 40 NM
314°–320° byd 40 NM
338°–352° byd 40 NM blo 18,000′
338°–352° byd 40 NM blo 8,500′
353°–115° byd 40 NM
ILS 111.9 I–AAZ Rwy 12. Class IE. Rwy 12 glideslope deviations are psbl when critical areas are not rqrd to be protected. Acft operg in vcnty of glideslope trans. LOC unusable byd 30° right of course.
ILS 109.9 I–OAK Rwy 28R. Class IE.
ILS/DME 108.7 I–INB Chan 24 Rwy 30. Class IIIE.

OAKLAND N37°43.56′ W122°13.42′ NOTAM FILE OAK. **SAN FRANCISCO H–3A, L–2F, 3B, A**
(VH) (DH) VORW/DME 116.8 OAK Chan 115 at Metro Oakland Intl. 13/17E.
DME unusable:
340°–040° byd 30 NM blo 8,000′
VOR unusable:
116°–126° byd 105 NM
116°–126° byd 40 NM blo 5,000′
116°–126° byd 52 NM blo 12,000′
130°–140° byd 40 NM blo 14,000′
130°–140° byd 55 NM
146°–156° byd 40 NM blo 7,000′
146°–156° byd 49 NM blo 11,000′
146°–156° byd 83 NM
157°–183° byd 40 NM
198°–213° byd 40 NM
214°–224° byd 40 NM blo 14,000′
214°–224° byd 65 NM
230°–240° byd 40 NM blo 14,500′
230°–240° byd 85 NM
241°–250° byd 40 NM
251°–263° byd 40 NM blo 31,000′
275°–298° byd 40 NM
314°–320° byd 40 NM
338°–352° byd 40 NM blo 18,000′
338°–352° byd 40 NM blo 8,500′
353°–115° byd 40 NM
RCO 122.5 (OAKLAND RADIO)

OCEAN RIDGE (See GUALALA on page 166)