

25163

ILS or LOC RWY 19L
SAN FRANCISCO INTL (SFO)

T Inop table does not apply to S-LOC Rwy 19L or Sidestep Rwy 19R. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on the glide slope. For inop ALS, increase S-ILS Rwy 19L* all Cats visibility to RVR 4500, S-ILS Rwy 19L all Cats visibility to 2 1/2 SM. Sidestep NA until passing ROGGE INT.

MALSF
Rwy 19L


MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct to PRTLA and hold.
*Missed approach requires minimum climb of 357 feet per NM to 2000.

D-ATIS			NORCAL APP CON		SAN FRANCISCO TOWER		GND CON	CLNC DEL	CPDLC
113.7	115.8	118.85	134.5	338.2	120.5	269.1	121.8	118.2	

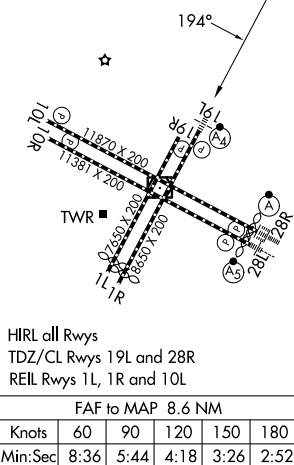
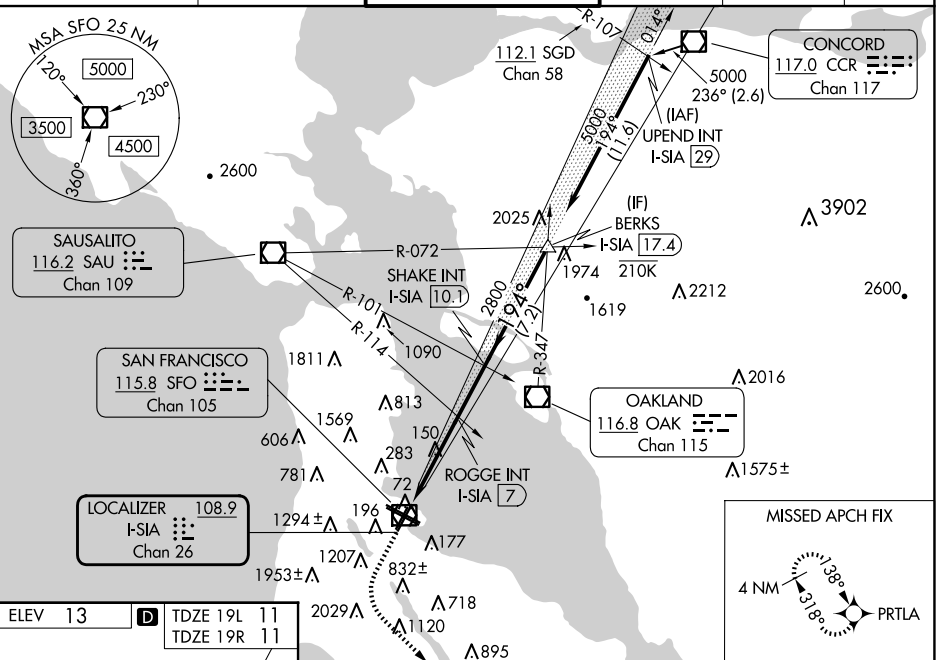


Diagram illustrating the ILS glidepath not coincident with VGSI (VGSI Angle 3.00/TCH 71).

Key parameters and distances shown:

- Runway: 1100, 4000
- PTBLA (Precision Threshold Line Angle)
- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71)
- Shake Int (Shake Intensity): 10.1
- BKRS (Backscatter Ratio): 17.4
- Distances: 2.5 NM, 3 NM, 3.1 NM, 7.2 NM
- Altitudes: 1800, 2800, 5000
- Angles: 194°
- GS 3.00% TCH 55

CATEGORY	A	B	C	D
S-ILS 19L*	300/40 289 (300-¾)			
S-ILS 19L	774-2 763 (800-2)			
S-LOC 19L	1800-1¼ 1789 (1800-1¼)	1800-1½ 1789 (1800-1½)	1800-3 1789 (1800-3)	
ROGGE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 19L	880/40 869 (900-¾)	880/55 869 (900-1)	880-2½ 869 (900-2½)	
SIDESTEP 19R	880-2 869 (900-2)		880-3 869 (900-3)	

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SW-2, 04 SEP 2025 to 02 OCT 2025

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