

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 2½ 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.

[illegible]

Diagram illustrating the ILS glidepath not coincident with VGSI. The diagram shows the ILS glidepath (dashed line) and the VGSI glidepath (solid line) diverging. Key parameters include:

- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
- SHAKE INT I-SIA 10.1
- ROGGE INT I-SIA 7
- I-SIA 1.5
- I-SIA 4
- BERKS I-SIA 17.4
- GS 3.00° TCH 55
- 1800, 2800, 5000
- 194°
- 2.5 NM, 3 NM, 3.1 NM, 7.2 NM

SW-2, 25 DEC 2025 to 22 JAN 2026

SW-2, 25 DEC 2025 to 22 JAN 2026