

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.

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	

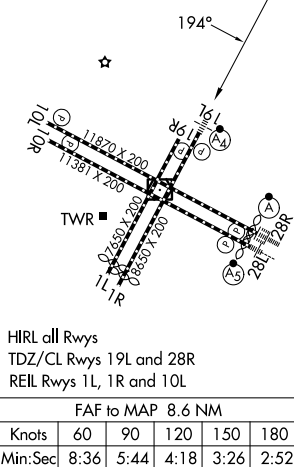
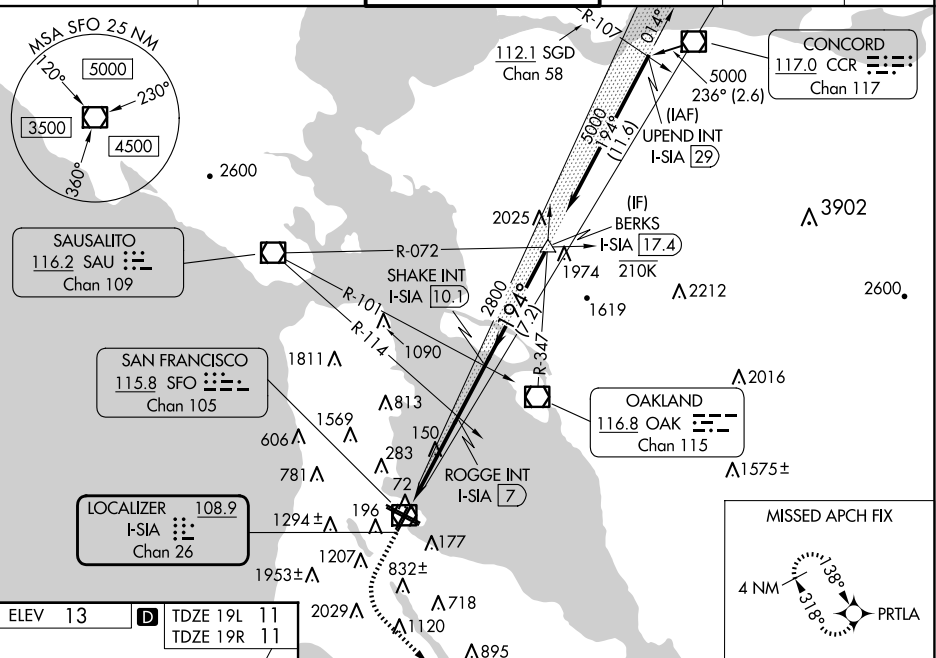


Diagram illustrating the ILS glidepath not coincident with the VGSI glidepath. The diagram shows the ILS glidepath (1.5°) and the VGSI glidepath (3.00°) diverging from the runway. Key distances and angles are marked:

- Runway length: 1100
- Distance from runway end to ILS: 4000
- Distance from runway end to VGSI: 17.4
- Distance from ILS to VGSI: 3 NM
- Distance from VGSI to end of runway: 7.2 NM
- Distance from ILS to end of runway: 2.5 NM
- Distance from ILS to VGSI: 3 NM
- Distance from VGSI to end of runway: 7.2 NM
- Distance from ILS to end of runway: 2.5 NM
- Distance from ILS to VGSI: 3 NM
- Distance from VGSI to end of runway: 7.2 NM

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)
ROGUE 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, 07 AUG 2025 to 04 SEP 2025

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