

KSFO/SFO
Apt Elev 13'
NSR 37.1 W 122.5

JEPPESSEN

25 APR 25 10-9

113.7
VOT 111.0

D-ATIS 115.8

D-ATIS 118.85

DATA COMM:
ACARS: PDLC:
D-ATIS DCL

SAN FRANCISCO Clearance (Cpt)

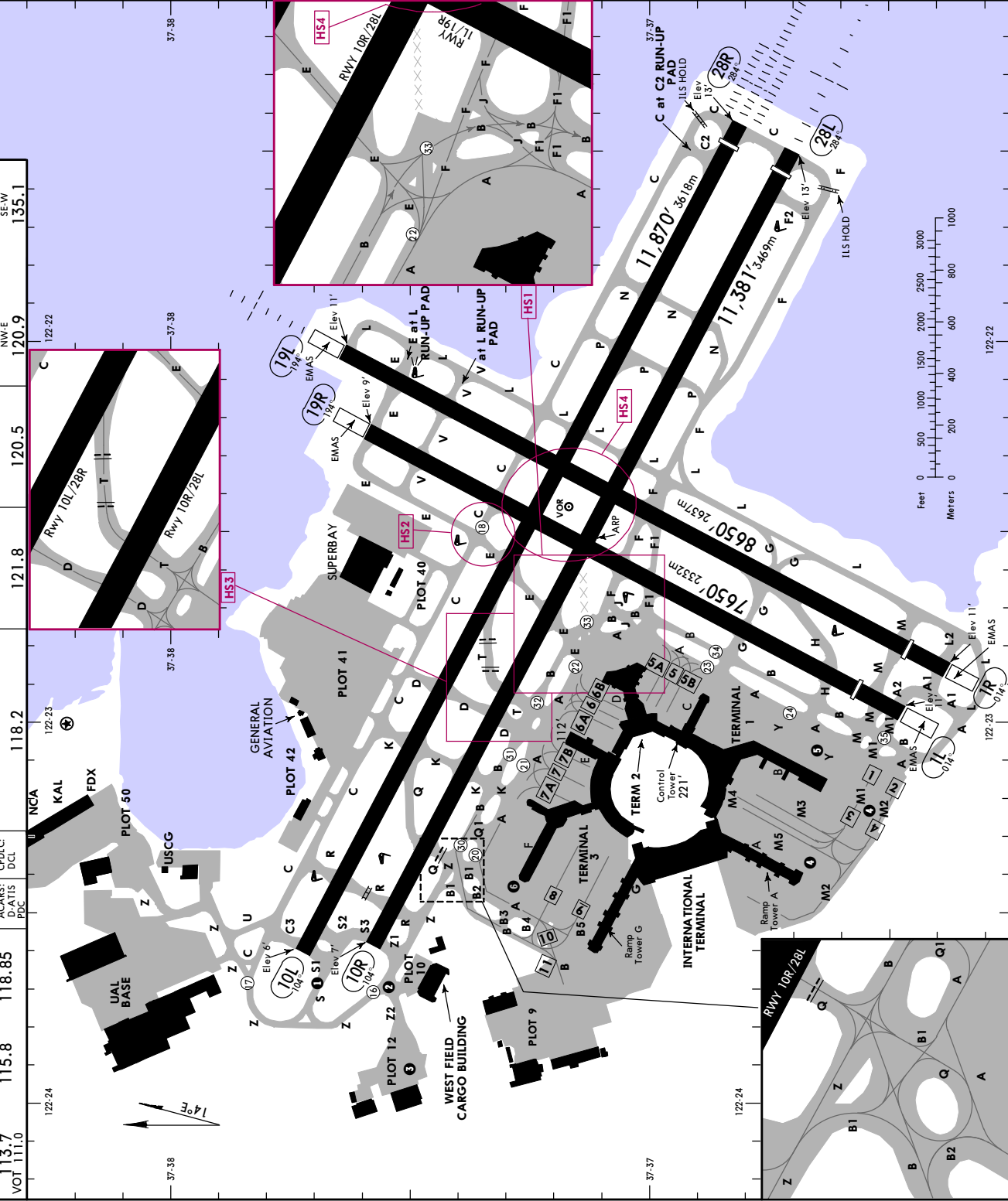
Ground 121.8

Tower 120.5

NW-E 120.9

NORCAL Departure (R)

SE-W 135.1



LEGEND

- 1 - Blue Numeric Pavement Reporting Points Located in the Non-Movement Area.
- Geographic Position Marking

OPERATIONAL NOTES

- Rwy 1L closed to departing TRIJET aircraft with wingspans greater than 135' (47m).
- From Twy A1, when cleared into position, proceed at minimum feasible power.
- Twy S between Twy Z and Twy S2 closed to aircraft with wingspan over 215' (66m).
- All outbound Twy Z2 heavy aircraft with a wingspan of 171' (52 m) or greater under power prohibited from entering westbound Twy Z.
- Taxiway Z2 restricted to aircraft with a wingspan of less than 118' (36m).
- Taxiway M1 and M4 restricted to aircraft with a wingspan of less than 262' (80m).
- Taxiway M2 and M5 restricted to aircraft with a wingspan of less than 214' (65m).
- Taxiway M3 restricted to aircraft with a wingspan of less than 118' (36m).
- Taxiway Y restricted to aircraft with a wingspan of less than 118' (36m).
- Due to obstructed vision, San Francisco tower is available to provide only limited airport traffic control service on Twy A between gates F20 and F21.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Complex intersections in close proximity of Rwy's. Pilots taxiing east bound on Twy B sometimes turn on Twy F instead of continuing the turn on Twy B. (SEE INSET).

HS2 Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 1L/19R by mistake.

HS3 Aircraft exiting Rwy 28R on Twy T: Taxi aircraft up to and hold short of Rwy 28L unless specifically cleared to cross. Twy T has hold short lines for both Rwy 28R and Rwy 28L. Be sure to identify the correct hold short line for Rwy 28L to ensure aircraft tail is fully clear of Rwy 28R.

HS4 Runway incursion risk. ATC may request aircraft to hold on a runway short of an intersection with another runway. At runway intersections, vertical holding position signs exist with no surface painted markings. When instructed, pilots must hold short of the holding position signs.

GENERAL
CAUTION: Be alert to runway crossing clearances. Readback all runway assignments.
Readback of all runway hold short instructions is required.
Airport Surface Surveillance Capability (ASCC) in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Runway status lights in operation.
Birds in vicinity of airport.
Simultaneous operations in effect all runways.
Low-Level Wind Shear Alert System.

ADDITIONAL RUNWAY INFORMATION				
RWY		— LANDING BEYOND —		
		Threshold	Glide Slope	TAKE-OFF
1R	HIRL CL REIL	grooved RVR	8090' 2466m	200' 61m
19L	HIRL CL MALSF TDZ ❶ PAPI-L	grooved RVR		

❶ Angle 3.00°, TCH 71'.

1L	HIRL CL REIL	grooved RVR	7010' 2137m	200' 61m
19R	HIRL CL ❷ PAPI-L	grooved RVR		

❷ Angle 3.15°, TCH 58'.

10R	HIRL CL ❸ PAPI-L	grooved RVR	10,704' 3263m	200' 61m
28L	HIRL CL MALSR ❹ PAPI-L	grooved RVR	10,275' 3132m	

❸ Angle 3.00°, TCH 68'.

❹ Angle 2.85°, TCH 67'.

10L	HIRL CL REIL ❺ PAPI-L	grooved RVR	11,193' 3412m	200' 61m
28R	HIRL CL ALSF-II TDZ ❻ PAPI-L	grooved RVR	11,236' 3425m	

❺ Angle 3.00°, TCH 80'.

❻ Angle 3.00°, TCH 68'.

TERPS				TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 9)			
				Rwys 1L/R, 10L/R			
				LOWER THAN STANDARD OpSpec Authorization Required			
				2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref	STANDARD			
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	1 & 2 Eng			
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) Mid RVR 16	RVR 24 or 1/2			
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4	RVR 50 or 1			
				Rwys 19L/R			
				With Mim climb of 575' /NM to 2000'			
				LOWER THAN STANDARD OpSpec Authorization Required			
				2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref	STANDARD			
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	1 & 2 Eng			
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) Mid RVR 16	RVR 24 or 1/2			
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4	RVR 50 or 1			
				Rwys 28L/R			
				With Mim climb of 351' /NM to 1300'			
				LOWER THAN STANDARD OpSpec Authorization Required			
				2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref	STANDARD			
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	1 & 2 Eng			
Mid RVR 5	Mid RVR 10	Mid RVR 12	(if TDZ inop) Mid RVR 16	RVR 24 or 1/2			
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	or 1/4	RVR 50 or 1			

OBSTACLE DP

Rwys 1L/R: Climb heading 014° to 2000', thence...
Rwys 28L/R: Climb heading 284° to 2000', thence...
Rwys 10L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2300', thence...
Rwys 19L/R: Climbing left turn heading 053° to intercept SFO VOR R-090 to 2600', thence...
...continue climb on course.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)
Rwy 1L: Headings as assigned by ATC; requires minimum climb of 420' /NM to 2600.
Rwy 1R: Headings as assigned by ATC; requires minimum climb of 410' /NM to 2600.
Rwy 10L/10R: Headings as assigned by ATC.

FOR FILING AS ALTERNATE

ILS Rwy 28R		ILS Rwy 19L RNAV (GPS) Z Rwy 19R RNAV (RNP) Y Rwy 28R	ILS Rwy 28L	LOC Rwy 28R	RNAV (GPS) Z Rwy 28R	LOC Rwy 28L	RNAV (GPS) Rwy 19L
A			800-2	800-2	800-2	900-2	1100-2
B			1000-2	1000-2	1100-2	1000-2	
C			1600-3	1700-3	1600-3	1600-3	
D			800-2	800-2	800-2	900-2 1/2	1100-2 1/2

RNAV (GPS) Rwy 28L		RNAV (GPS) Rwy 10L	RNAV (RNP) Z Rwy 10R	RNAV (GPS) Y Rwy 10R	RNAV (GPS) Rwy 19R	LOC Rwy 19L	Other
A	1100-2	1100-2	1100-4		1200-2	1800-2	NA
B	1600-3				1200-3	1800-3	
D	1100-2 1/2	1100-3					

KSFO/SFO

SAN FRANCISCO, CALIF
SAN FRANCISCO INTL

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 1L:

SHIPS BEGINNING 1646' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/
150' MSL.

◦ RWY 1R:

SHIPS BEGINNING 1173' FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 150' AGL/
150' MSL.

◦ RWY 10L:

SIGN 62' FROM DER, 300' LEFT OF CENTERLINE, 4' AGL/15' MSL. BUILDING AND
ROD ON BUILDING BEGINNING 257' FROM DER, 560' LEFT OF CENTERLINE, UP TO
14' AGL/24' MSL.

◦ RWY 19L:

MULTIPLE POLES BEGINNING 548' FROM DER, 46' LEFT OF CENTERLINE, UP TO 20' AGL/
48' MSL. MULTIPLE POLES AND SIGNS BEGINNING 652' FROM DER, 337' RIGHT OF
CENTERLINE, UP TO 20' AGL/38' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS,
POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 937' FROM DER, 11' LEFT OF
CENTERLINE, UP TO 100' AGL/127' MSL. MULTIPLE BUILDINGS, TRANSMISSION TOWERS,
POLES, TREES, SIGNS, ELECTRICAL SYSTEM BEGINNING 887' FROM DER, 61' RIGHT OF
CENTERLINE, UP TO 100' AGL/128' MSL. MULTIPLE BUILDINGS 3831' FROM DER, 1138'
LEFT OF CENTERLINE, UP TO 105' AGL/127' MSL. MULTIPLE BUILDINGS AND TREES
BEGINNING 3831' FROM DER, 74' RIGHT OF CENTERLINE, UP TO 100' AGL/167' MSL.

◦ RWY 19R:

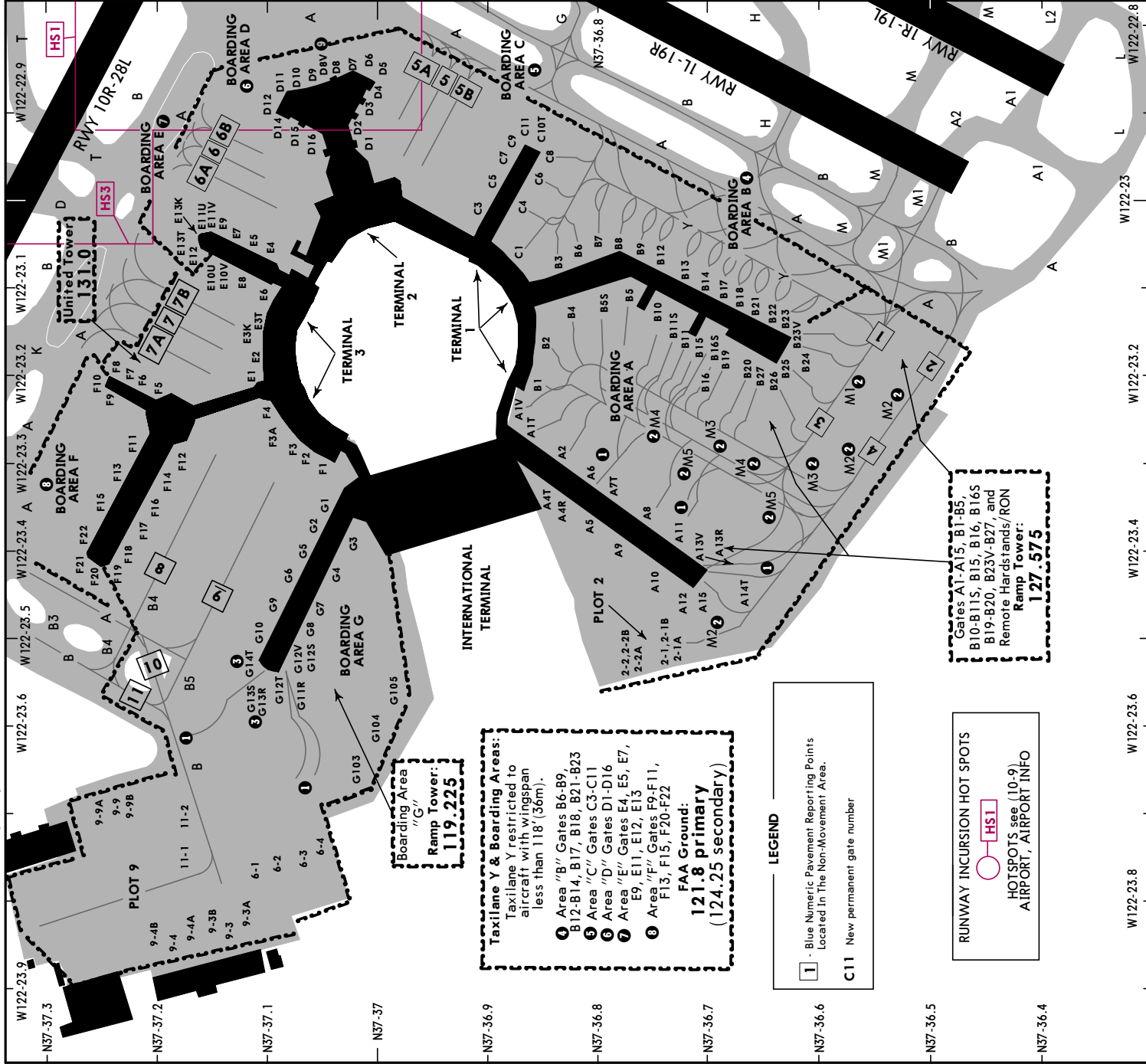
MULTIPLE POLES, TREES, ELECTRICAL SYSTEM BEGINNING 454' FROM DER, 82'
RIGHT OF CENTERLINE, UP TO 40' AGL/60' MSL. MULTIPLE TRANSMISSION TOWERS,
TREES BEGINNING 918' FROM DER, 7' LEFT OF CENTERLINE, UP TO 80' AGL/
96' MSL. POLES AND ELECTRICAL SYSTEM 1188' FROM DER, 1' RIGHT OF CENTERLINE,
44' AGL/50' MSL. MULTIPLE TRANSMISSION TOWERS, TREES BEGINNING 1617' FROM
DER, 16' RIGHT OF CENTERLINE, UP TO 80' AGL/85' MSL.

◦ RWY 28L:

SIGN 19' FROM DER, 500' RIGHT OF CENTERLINE, 5' AGL/9' MSL. OBSTRUCTION
LIGHTS ON DME BEGINNING 277' FROM DER, 162' LEFT OF CENTERLINE, UP TO
16' AGL/26' MSL. OBSTRUCTION LIGHT ON LOCALIZER BEGINNING 219' FROM DER,
ON CENTERLINE UP TO 10' AGL/17' MSL. MULTIPLE POLES, ELECTRICAL SYSTEM
BEGINNING 824' FROM DER, 300' LEFT OF CENTERLINE, UP TO 40' AGL/56' MSL.
MULTIPLE BUILDINGS, TRANSMISSION TOWERS, TANK AND POLE BEGINNING 1305'
FROM DER, 370' LEFT OF CENTERLINE, UP TO 95' AGL/103' MSL.

◦ RWY 28R:

MULTIPLE SIGNS BEGINNING 23' FROM DER, 140' RIGHT OF CENTERLINE, UP TO
5' AGL/10' MSL. TERRAIN BEGINNING 58' FROM DER, 146' RIGHT OF CENTERLINE,
UP TO 10' MSL. SIGN 63' FROM DER, 250' LEFT OF CENTERLINE, 5' AGL/8' MSL.
TERRAIN BEGINNING 130' FROM DER, 235' LEFT OF CENTERLINE, UP TO 10' MSL.
ANTENNA ON BUILDING, OBSTRUCTION LIGHT ON DME, TREE BEGINNING 556'
FROM DER, 268' RIGHT OF CENTERLINE, UP TO 35' AGL/43' MSL. MULTIPLE POLES
BEGINNING 918' FROM DER, 598' LEFT OF CENTERLINE, UP TO 22' AGL/35' MSL.
MULTIPLE BUILDINGS, TREES BEGINNING 1467' FROM DER, 683' RIGHT OF
CENTERLINE, UP TO 60' AGL/68' MSL. MULTIPLE BUILDINGS, TRANSMISSION
TOWERS, TREES AND ELECTRICAL SYSTEM BEGINNING 1826' FROM DER, 123' LEFT
OF CENTERLINE, UP TO 95' AGL/103' MSL.



OPERATIONAL NOTES

- Aircraft Gates A6, A13, A14, G11, G12, G13, and G14 are configured to accept either one widebody or two simultaneous narrow-body aircraft. Widebody aircraft must use the center lead-in lines only - marked 11 (for Gate A11), G11, G12, or G13, G14 respectively.
 - Taxilanes M1 and M4 restricted to aircraft with wingspans of 262' (80m) or less. Taxilanes M2 and M5 restricted to aircraft with a wingspan of less than 214' (65m). Taxilane M3 restricted to aircraft with a wingspan of less than 118' (36m).
 - Gates G13 and G14 Restricted: B747/A340/A380 tow-in required when aircraft stops short of gate due to fuelblast.
 - If gate D8V (Widebody) is in use, D8 and D9 are out of service.
- All widebody aircraft must tow into gate G12 at all times; All widebody aircraft must tow into gate G8 if the aircraft stops prior to reaching the gate stopbar.
- Due to obstructed vision, the Tower is unable to determine if aircraft pulling into gate F11 are at the hook-up spot or in the gate.
- Due to obstructed vision, San Francisco Tower is able to provide only limited airport traffic control service on Taxiway A between gates F20 and F21.
- Alleyway between Boarding Areas C and D; D and E as depicted:**
- Departures: Contact Ground Control (121.8) for pushback and tow clearance to spots 5, 5A, 5B, 6, 6A, 6B, B767 or larger must pushback on to Taxiway A. Taxilanes/Reporting Points 5 and 6 will accommodate B757 and larger aircraft. Taxilanes 5A/B and 6A/B will accommodate simultaneous B737/A321 or smaller aircraft operations.
- Alleyway between Boarding Areas E and F as depicted:**
- Arrivals: Contact the Shuttle Tower on approach to the appropriate blue numeric pavement marking "7", "7A" or "7B".
- Departures: Contact the Shuttle Tower for pushback and taxi/tow clearance to spot "7", "7A" or "7B".
- Taxi/Tow procedures for aircraft operations between Terminal 1 - Boarding Area B and the International Terminal - Boarding Area A:**
- There are three designated taxi/line lines located between aircraft Gates A8 & A1: The center M4 taxi/line is for aircraft with wingspans of 262' (80m) or less.
- Unless otherwise directed by Ramp Tower A, aircraft should pushback with the Tail directed to the North (Terminal 1) and be towed to the engine start point abeam aircraft gate A8 prior to engine start, including A380/B748. Aircraft with wingspans 262' (80m) or less must follow taxi/line M4 while taxiing to/from gates A2, A6. Aircraft with wingspans less than 118' (36m) shall use the taxi/line M3 line while taxiing to/from Boarding Area B and the taxi/line M4 line for Boarding Area A aircraft gates A2, A6.
- Non-Movement Areas: Boarding Areas A, G, B and F as depicted:**
- Arrivals: Contact the Ramp Control Tower prior to entering the ramp on approach to the appropriate blue numeric pavement marking (spots) "1", "2", "10", "11".
- Departures: Contact the Ramp Control Tower for pushback and taxi/tow clearance to the appropriate blue numeric pavement marking "1", "2", "10", "11" [note: unless otherwise directed, outbound aircraft will report to Spots "1" (Taxiway "M1") or "10" (Taxiway "A")]. Upon reaching these points, the aircraft will contact FAA Air Traffic Control Tower for subsequent instructions. Plot 9 aircraft must contact the Boarding Area G Ramp Tower for pushback and taxi/tow clearance.

Taxilane Y & Boarding Areas:
Taxilane Y restricted to aircraft with wingspan less than 118' (36m).

- Area "B" Gates B6-B9, B12-B14, B17, B18, B21-B23
- Area "C" Gates C3-C11
- Area "D" Gates D1-D16
- Area "E" Gates E4, E5, E7, E9, E11, E12, E13
- Area "F" Gates F9-F11, F13, F15, F20-F22

FAA Ground:
121.8 primary
(124.25 secondary)

LEGEND

1 - Blue Numeric Pavement Reporting Points Located in the Non-Movement Area.

C11 New permanent gate number

RUNWAY INCURSION HOT SPOTS

HST

HOTSPOTS see (10-9) AIRPORT, AIRPORT INFO

Gates A1-A15, B1-B5, B10-B15, B15, B16, B16S, B19-B20, B23V-B27, and Remote Hardstands/RON Ramp Tower: **127.575**

