

1/15/2026

FOR YOUR INFORMATION

2026-14/11-3

To: Airport Manager, San Francisco International Airport (SFO), CA, FAA (ATM 2311473 SFO Tower, ATM NCT TRACON, AAS-1, AJV-A), Jeppesen Sanderson Inc.

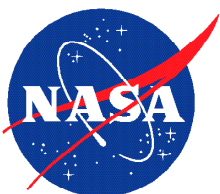
Info: FAA (AWP-600, AAS-300, AFS-260, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: SFO PAPI Charting

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2311473

DATE / TIME

Date of Occurrence	202512
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	SFO.Airport
State	CA

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2311473

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew

NARRATIVE 1

It would be very helpful if the charted visual approach plates into SFO (plate 19-4 Tipp Toe Visual 28L and plate 19-3-1 FMS Bridge Visual 28R) could show which side of the runway the PAPI is on, like a regular approach plate does. I always appreciate having PAPI information readily available as it is one more final check of landing on the correct runway and not a parallel runway or taxiway.

Visual approach plates into other airports, such as EWR 19-1 Stadium Visual 29, show this information down towards the bottom of the plate.

SYNOPSIS

Air carrier Captain reported it would be helpful if PAPI information was shown on SFO's visual approach charts.