

LOC/DME I-SIA	APP CRS	Rwy Idg	19L	19R
<b>108.9</b>	<b>194°</b>	THRE	<b>8646</b>	<b>7500</b>
Chan 26		Apt Elev	<b>10</b>	<b>9</b>
			<b>13</b>	<b>13</b>

ILS or LOC RWY 19L

SAN FRANCISCO INTL (SFO)

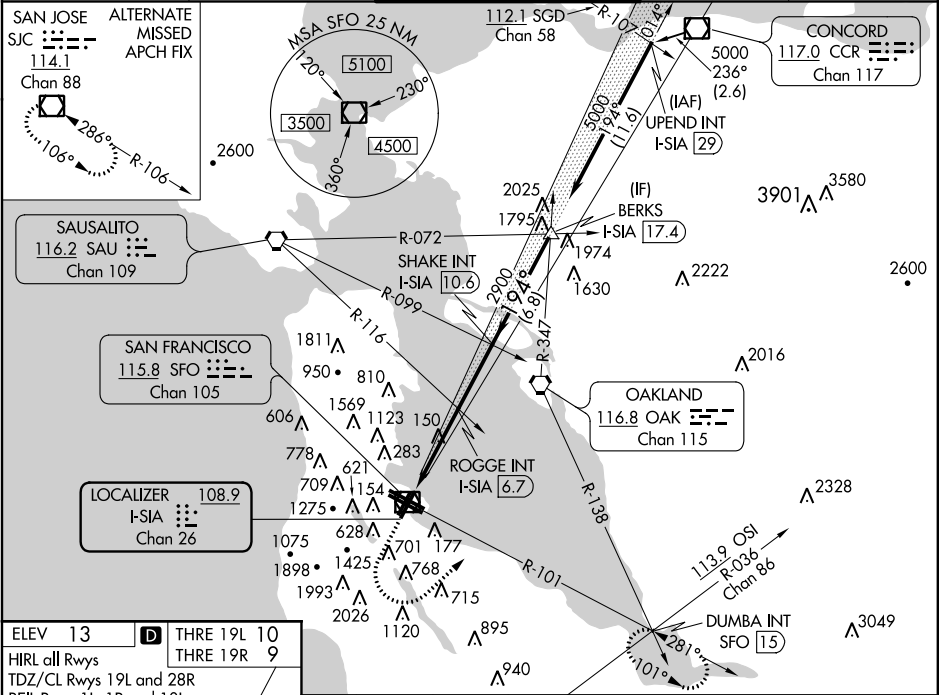
**⚠** Inoperative table does not apply to S-ILS 19L all Cats.

**⚠** For inoperative MALSF, increase ROGGE fix minimums S-LOC 19L visibility Cats C/D to 1½ mile. Helicopter visibility reduction below 5000 RVR NA.

MALSF Rwy 19L

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on SFO VOR/DME R-101 to DUMBA INT/SFO 15 DME and hold.

ATIS <b>113.7 115.8</b> <b>118.85 135.45</b>	NORCAL APP CON <b>134.5 338.2</b>	SAN FRANCISCO TOWER <b>120.5 269.1</b>	GND CON <b>121.8</b>	CLNC DEL <b>118.2</b>
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ELEV 13

**D** THRE 19L 10  
THRE 19R 9

HIRL all Rwy's  
TDZ/CL Rwy's 19L and 28R  
REIL Rwy's 1L, 1R and 10L

194° 9 NM from FAF

FAF to MAP 9 NM

Knots 60 90 120 150 180

Min:Sec 9:00 6:00 4:30 3:36 3:00

500	3000	DUMBA INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).		
↑	SFO R-101				
*LOC only.					
1 NM 4.2 NM 3.9 NM 6.8 NM					
CATEGORY	A	B	C	D	
S-ILS 19L	299/50		289 (300-1)		
S-LOC 19L	1900/60 1890 (1900-1½)	1900-1½ 1890 (1900-1½)	1900-3	1890 (1900-3)	
SIDESTEP RWY 19R	400/55	391 (400-1¼)	400-1½ 391 (400-1½)	400-2 391 (400-2)	
ROGGE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 19L	400/50		390 (400-1)		