

WAAS CH <b>58015</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg <b>8650</b> TDZE <b>11</b> Apt Elev <b>13</b>
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RNAV (GPS) RWY 19L  
SAN FRANCISCO INTL (SFO)

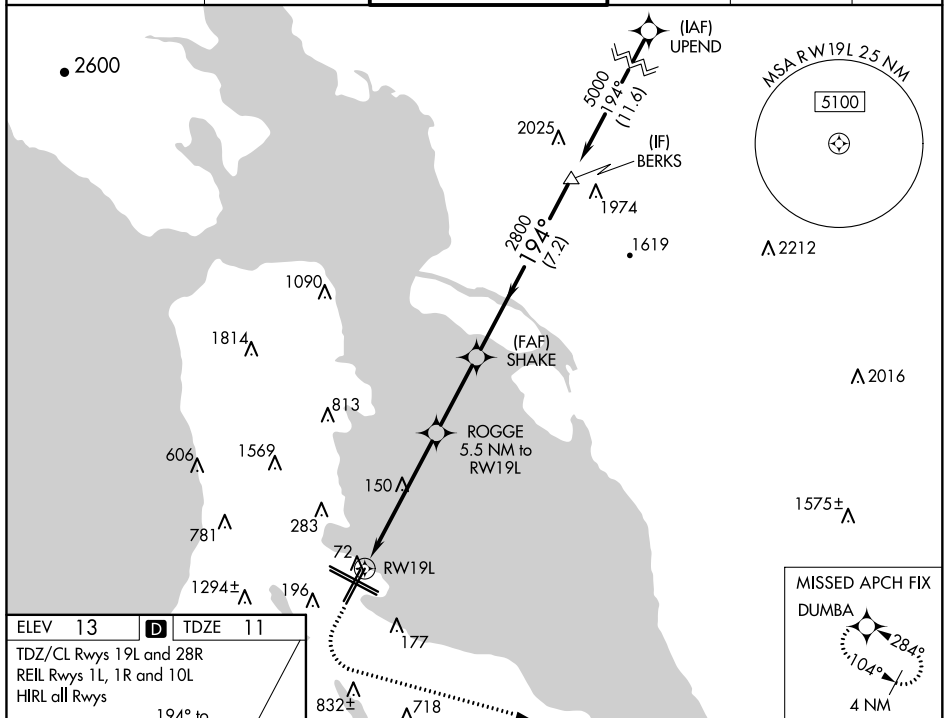
RNP APCH.

**T** Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. For inop ALS, increase LPV Cat A/B visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat A/B to RVR 5500. Inop table does not apply to LPV Cat C/D.

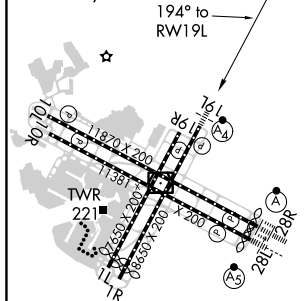
MALSF

**MISSED APPROACH:** Climb to 500 then climbing left turn to 3000 direct DUMBA and hold.

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	



ELEV 13	<b>D</b>	TDZE 11
TDZ/CL Rwy's 19L and 28R REIL Rwy's 1L, 1R and 10L HIRL all Rwy's		



500  
3000  
DUMBA

VGS1 and RNAV glidepath not coincident  
(VGS1 Angle 3.00°/TCH 71°).

BERKS

SHAKE

ROGGE  
5.5 NM to RW19L

1800\*

2800

194°

5000

GP 3.00°  
TCH 55°

CATEGORY	A	B	C	D
LPV DA	293/40	282 (300-¾)	293/50	282 (300-1)
LNAV/VNAV DA	350/40	339 (400-¾)	350/50	339 (400-1)
LNAV MDA	560/40	549 (600-¾)	560-1⅜	549 (600-1⅜)