

LOC/DME I-SIA	19L	19R
108.9		
Chan 26		
APP CRS	194°	
Rwy Idg	8650	7650
TDZE	11	11
Apt Elev	13	13

ILS or LOC RWY 19L

SAN FRANCISCO INTL (SFO)

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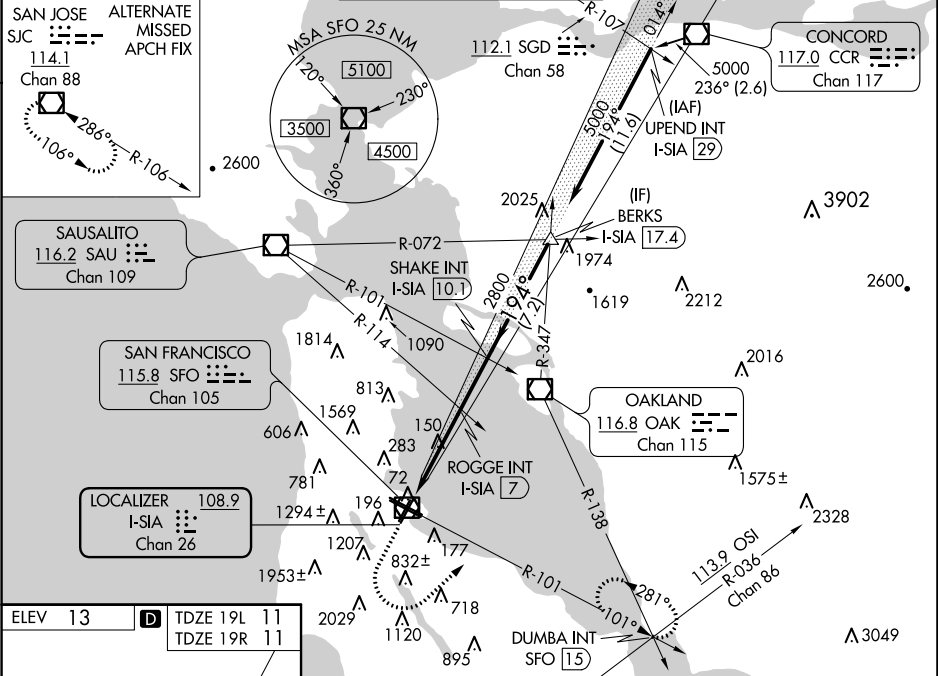
Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on the glideslope. Sidestep NA until passing ROGGE INT. For inop ALS, increase S-ILS 19L all Cats visibility to RVR 4500. Inop table does not apply to Sidestep 19R or S-LOC 19L Cats C/D.

MAISF

Rwy 19L

MISSED APPROACH: Climb to 520 then climbing left turn to 4000 on SFO VOR/DME R-101 to DUMBA INT/SFO 15 DME and hold.

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8	CLNC DEL 118.2	CPDLC
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ELEV 13

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TDZE 19L 11

TDZE 19R 11

194° 8.6 NM from FAF

HIRL all Rwys

TDZ/CL Rwys 19L and 28R

REIL Rwys 1L, 1R and 10L

FAF to MAP 8.6 NM

Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

520 ↑	4000 SFO R-101	DUMBA INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			BERKS INT I-SIA 17.4
*LOC only			ROGGE INT I-SIA 7	SHAKE INT I-SIA 10.1		
I-SIA 1.5		*I-SIA 2.5	2800	194°	5000	
1 NM		4.5 NM	1800*	2800	GS 3.00° TCH 55	
3.1 NM		7.2 NM				
CATEGORY	A	B	C	D		
S-ILS 19L	300/40 289 (300-¾)					
S-LOC 19L	1800/55 1789 (1800-1)	1800-1¼ 1789 (1800-1¼)	1800-3	1789 (1800-3)		
ROGGE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)						
S-LOC 19L	400/40	389 (400-¾)	400/45	389 (400-7⁄8)		
SIDESTEP 19R	400/55	389 (400-1)	400-1½ 389 (400-1½)	400-2 389 (400-2)		