

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

ILS or LOC RWY 19L
SAN FRANCISCO INTL (SFO)

⚠ Inop table does not apply to S-LOC Rwy 19L or Sidestep Rwy 19R. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on the glideslope. For inop ALS, increase S-LS Rwy 19L* all Cats visibility to RVR 4500, S-LS Rwy 19L all Cats visibility to 2½ SM. Sidestep NA until passing ROGGE INT.	MALSF Rwy 19L 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct to PRTLA and hold. *Missed approach requires minimum climb of 357 feet per NM to 2000.
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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	

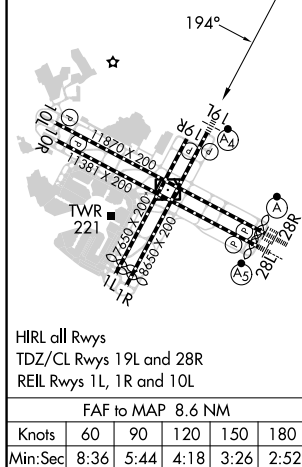
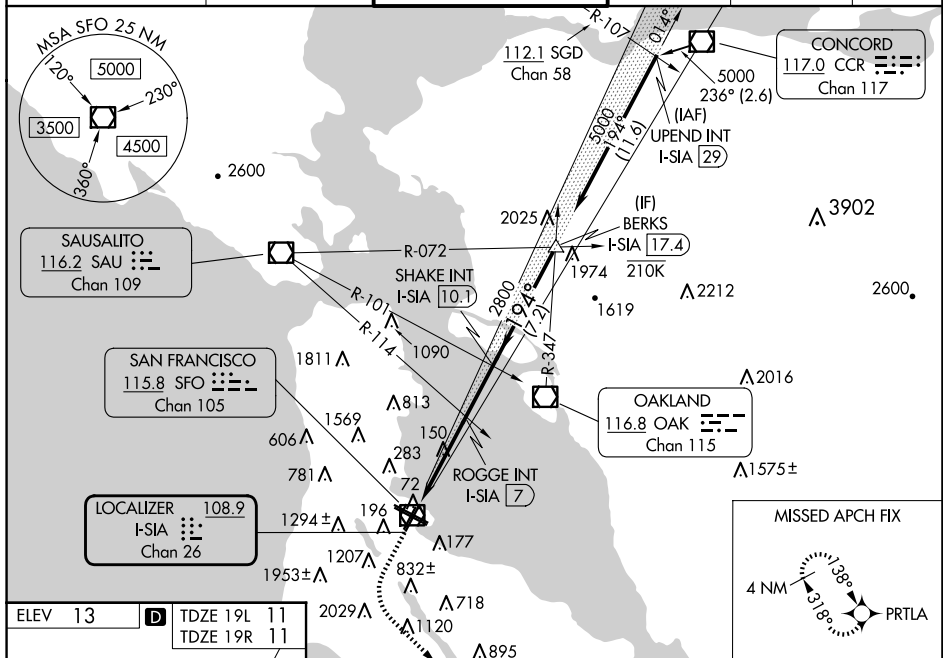


Diagram illustrating the ILS glidepath not coincident with the VGSI glidepath (VGSI Angle 3.00/TCH 71). The diagram shows the ILS axis, ILS glidepath, and VGSI glidepath. Key distances and frequencies are marked:

- 1100 (Frequency)
- 4000 (Frequency)
- PRTLA (Pilot Reference Tone)
- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71)
- SHAKE INT (Shake Intensity)
- I-SIA (10.1)
- BERKS (17.4)
- ROGGE INT (7)
- I-SIA (1.5)
- I-SIA (4)
- 2800 (Frequency)
- 1800 (Frequency)
- 194° (Angle)
- 5000 (Frequency)
- GS 3.00° (Glide Slope)
- TCH 55 (Threshold Crossing Height)
- 2.5 NM, 3 NM, 3.1 NM, 7.2 NM (Distances)