

25163

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

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

RNP APCH - GPS.

T 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 glide slope. For inop ALS, increase S-LS Rwy 19L* all Cats visibility to RVR 4500, S-LS Rwy 19L all Cats visibility to 2 1/2 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.

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	

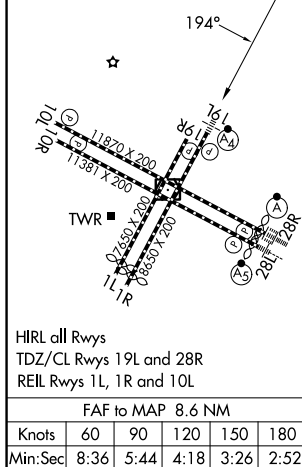
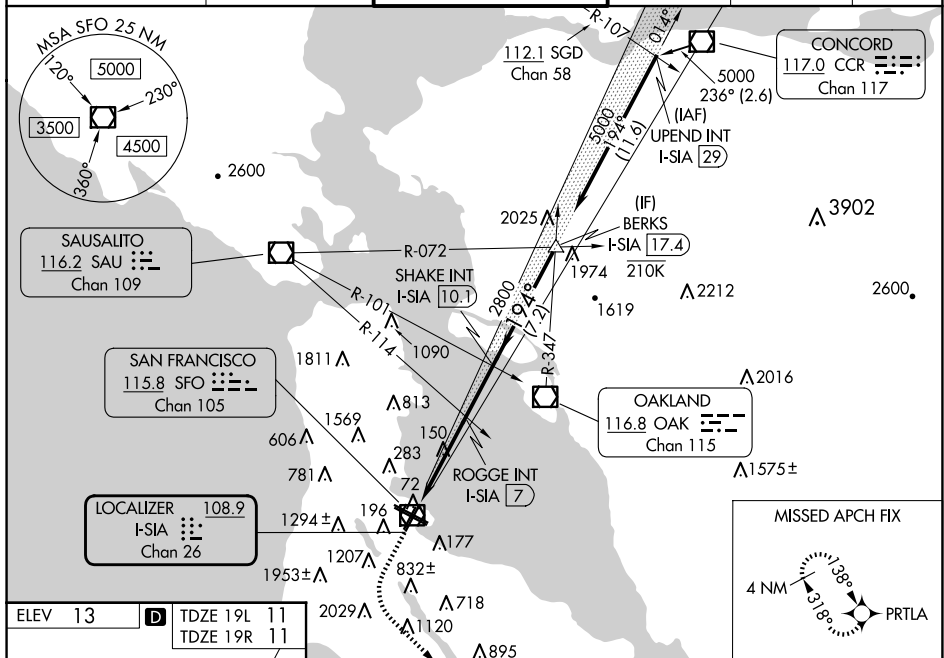


Diagram illustrating the ILS glidepath not coincident with the VGSI glidepath (VGSI Angle 3.00/TCH 71).

Key parameters shown in the diagram:

- 1100 (Frequency)
- 4000 (Power)
- 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)

CATEGORY	A	B	C	D
S-ILS 19L*	300/40 289 (300-34)			
S-ILS 19L	774-2 763 (800-2)			
S-LOC 19L	1800-1¼ 1789 (1800-1¼)	1800-1½ 1789 (1800-1½)	1800-3	1789 (1800-3)

ROGGE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

S-LOC 19L	880/40 869 (900-¾)	880/55 869 (900-1)	880-2½ 869 (900-2½)
SIDESTEP 19R	880-2 869 (900-2)		880-3 869 (900-3)

SAN FRANCISCO, CALIFORNIA

Amdt 23 30NOV23

37°37'N-122°23'W

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

SW-2, 30 OCT 2025 to 27 NOV 2025