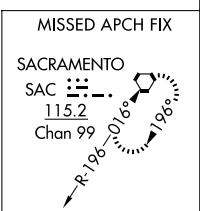
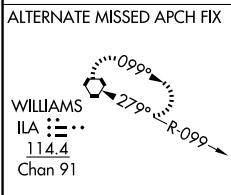
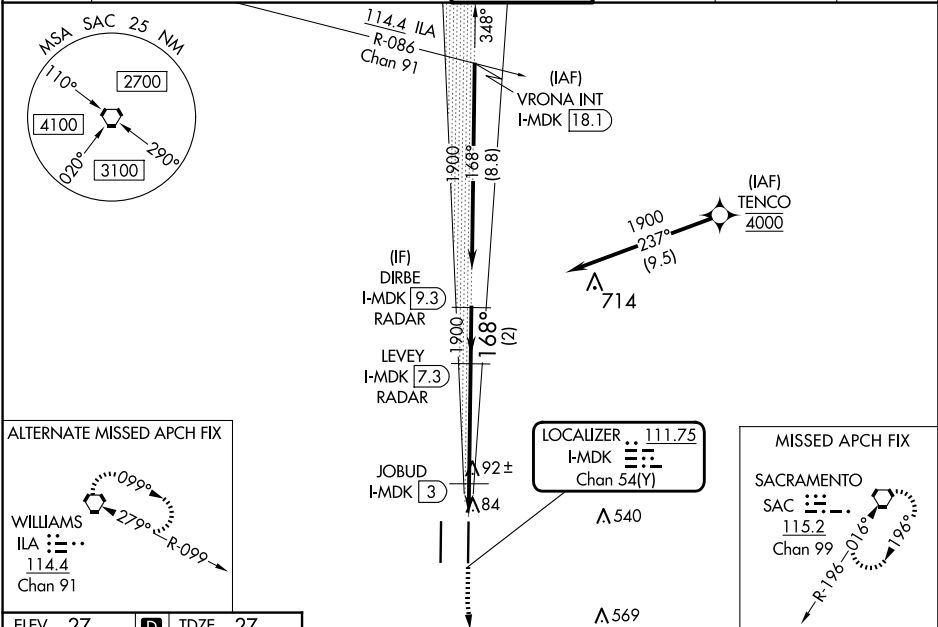


LOC/DME I-MDK 111.75 Chan 54 (Y)	APP CRS 168°	Rwy Ldg 8605 TDZE 27 Apt Elev 27
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ILS or LOC RWY 17L
SACRAMENTO INTL(SMF)

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.		MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.
Simultaneous approach authorized. Circling NA west of Rwy 17L-35R. For inop ALS, increase S-LOC 17L Cat C/D visibility to 1 3/4 SM and JOBUD fix minimums S-LOC 17L Cat C/D visibility to RVR 4500.			

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7	CLNC DEL 121.1 256.7	CPDLC
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ELEV 27	D	TDZE 27
TDZ/CL Rwy 17L and 17R HIRL Rwy 17R-35L and 17L-35R FAF to MAP 5.7 NM		
Knots	60	90 120 150 180
Min:Sec	5:42	3:48 2:51 2:17 1:54

500	3000	SAC	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).			
			JOBUD	LEVY	DIRBE	
			I-MDK [1.6]	I-MDK [2.4]	I-MDK [3]	I-MDK [7.3]
			I-MDK [2.4]	I-MDK [3]	I-MDK [7.3]	I-MDK [9.3]
			0.8 NM	0.6 NM	4.3 NM	2 NM
			A	B	C	D
CATEGORY						
S-ILS 17L 227/18 200 (200-½)						
S-LOC 17L 500/24 473 (500-½) 500/50 473 (500-1)						
CIRCLING 500-1 473 (500-1) 500-1½ 473 (500-1½) 840-2¾ 813 (900-2¾)						
JOBUD FIX MINIMUMS (DME REQUIRED)						
S-LOC 17L 340/24 313 (400-½)						
CIRCLING 400-1 373 (400-1) 480-1 453 (500-1) 480-1½ 453 (500-1½) 840-2¾ 813 (900-2¾)						