

LOC/DME I-MDK <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>168°</b>	Rwy Ldg <b>8605</b> TDZE <b>27</b> Apt Elev <b>27</b>
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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.

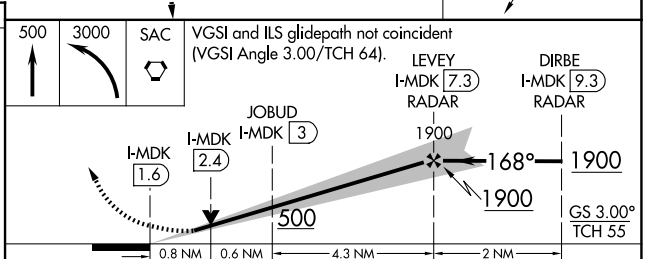
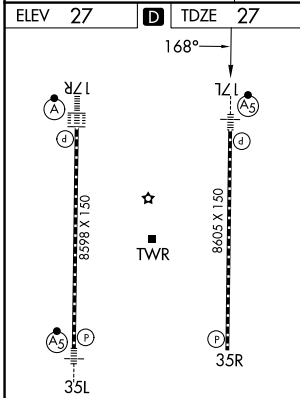
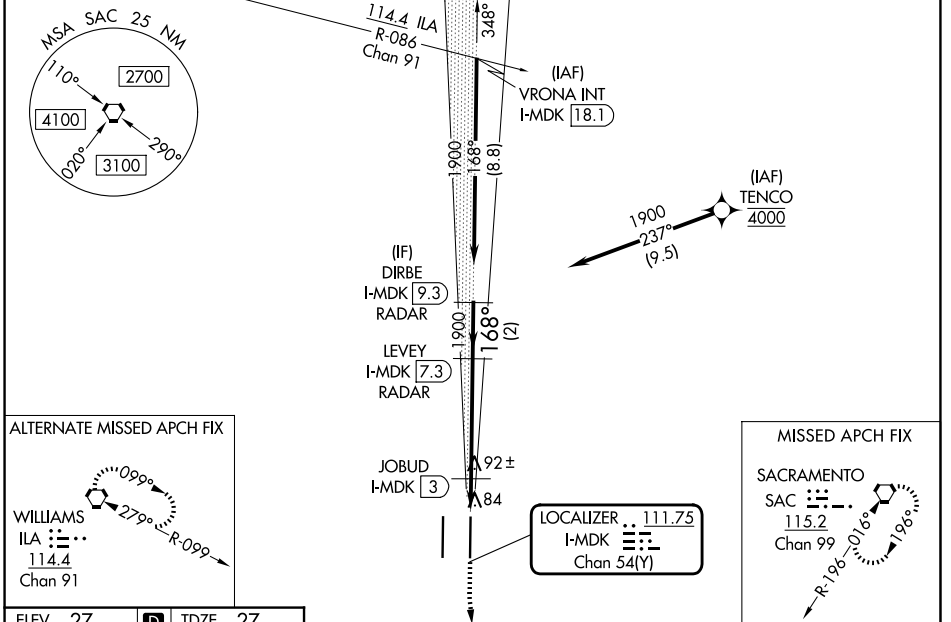
**⚠** Simultaneous approach authorized. Circling NA west of Rwy 17L-35R.  
**⚠** For inop ALS, increase S-LOC 17L Cat C/D visibility to 1 3/8 SM and JOBUD fix minimums S-LOC 17L Cat C/D visibility to RVR 4500.

MALSR



MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)</b>	CAPITOL TOWER <b>125.7 256.7</b>	GND CON <b>121.7 256.7</b>
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CATEGORY	A	B	C	D
S-ILS 17L	227/18 200 (200-1/2)			
S-LOC 17L	500/24	473 (500-1/2)	500/50	473 (500-1)
CIRCLING	500-1	473 (500-1)	500-1 1/2 473 (500-1 1/2)	840-2 3/4 813 (900-2 3/4)
JOBUD FIX MINIMUMS (DME REQUIRED)				
S-LOC 17L	340/24 313 (400-1/2)			
CIRCLING	400-1 373 (400-1)	480-1 453 (500-1)	480-1 1/2 453 (500-1 1/2)	840-2 3/4 813 (900-2 3/4)

TDZL/RCLS 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