

SW-2, 25 DEC 2025 to 22 JAN 2026

SACRAMENTO, CALIFORNIA

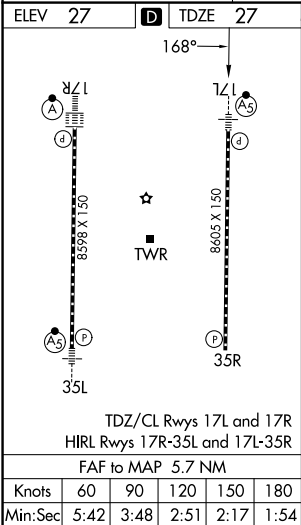
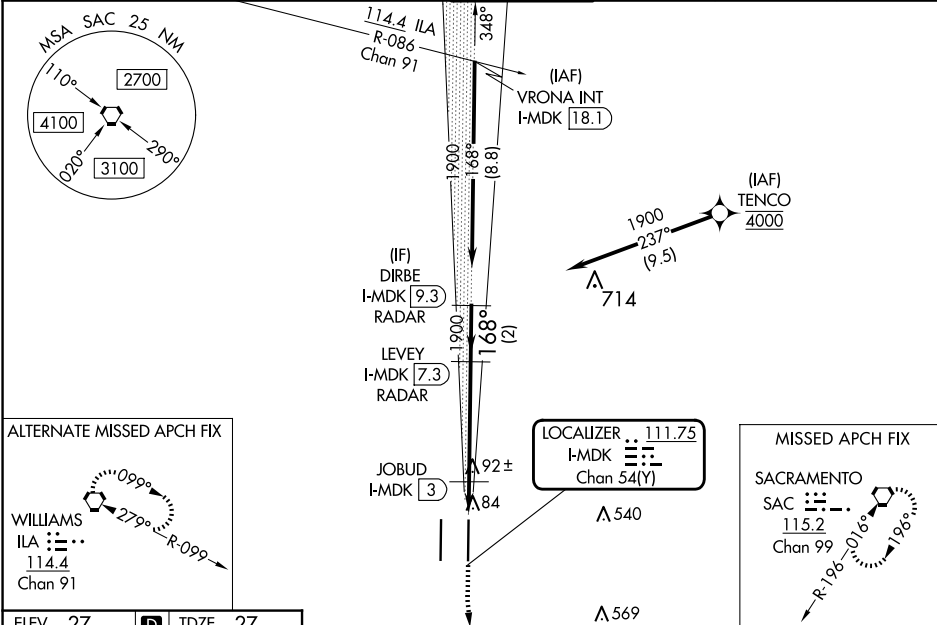
AL-5490 (FAA)

25163

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



500	3000	SAC	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).				
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			LEVEY I-MDK 7.3 RADAR		DIRBE I-MDK 9.3 RADAR		
			JOBUD I-MDK 3		1900		
			I-MDK 2.4		168° 1900		
			I-MDK 1.6		GS 3.00° TCH 55		
			500				
			0.8 NM		0.6 NM		
			4.3 NM		2 NM		
CATEGORY	A		B		C		D
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)