

LOC/DME I-MDK <u>111.75</u> 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.

T Simultaneous approach authorized. Circling NA west of Rwy 17L-35R.
A For inop ALS, increase S-LOC 17L Cat C/D visibility to 1½ 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 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
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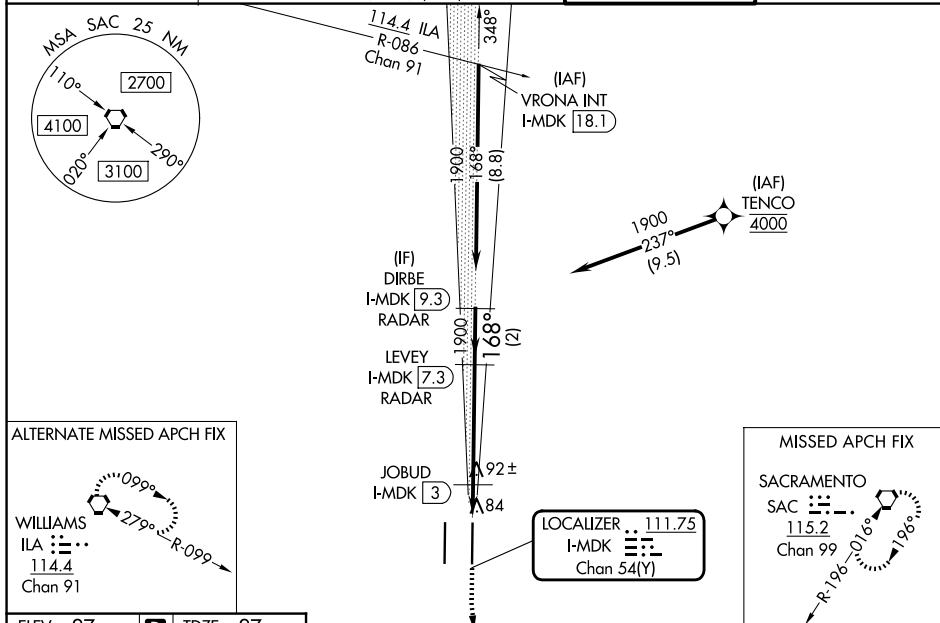


Diagram illustrating the Jobud VOR/DME station and associated approach paths. Key distances and altitudes are marked:

- Distances: 0.8 NM, 0.6 NM, 4.3 NM, 2 NM.
- Altitudes: 500, 1900, 168.
- Approach paths: I-MDK 1.6, I-MDK 2.4, I-MDK 3, LEVEY I-MDK 7.3, DIRBE I-MDK 9.3.
- Final approach path: 168° to 1900, GS 3.00° TCH 55.
- Notes: VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 64).