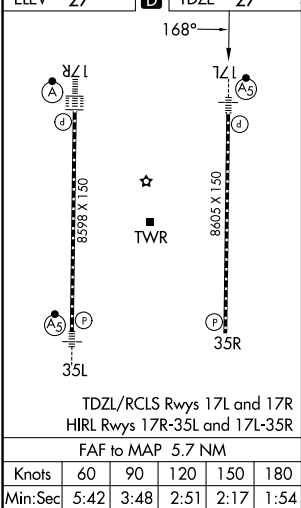
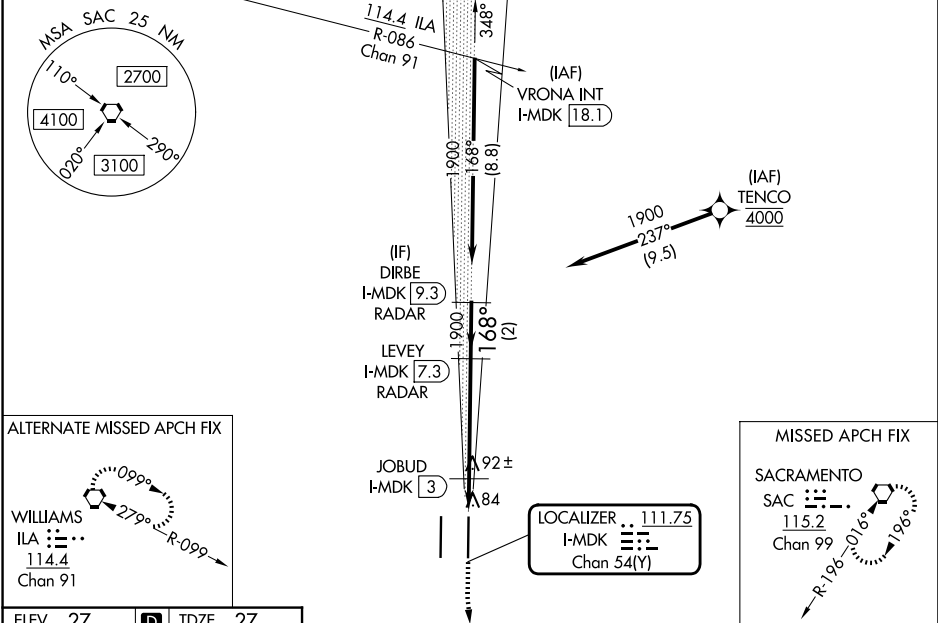


LOC/DME I-MDK 111.75 Chan 54 (Y)	APP CRS 168°	Rwy Ldg 8605 TDZE 27 Apt Elev 27
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ILS or LOC RWY 17L
SACRAMENTO INTL (SMF)

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
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ELEV 27	D	TDZE 27	500	3000	SAC	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).	LEVEY I-MDK (7.3) RADAR	DIRBE I-MDK (9.3) RADAR
						JOBUD I-MDK (3)	1900	1900
						I-MDK (1.6)	500	1900
						I-MDK (2.4)	500	1900
						I-MDK (3)	500	1900
						0.8 NM	0.6 NM	4.3 NM
						GS 3.00° TCH 55		
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		840-2 3/4
						473 (500-1 1/2)		813 (900-2 3/4)
		JOBUD FIX MINIMUMS (DME REQUIRED)						
S-LOC 17L		340/24		313 (400-1/2)				
CIRCLING		400-1		480-1		480-1 1/2		840-2 3/4
		373 (400-1)		453 (500-1)		453 (500-1 1/2)		813 (900-2 3/4)