

WAAS CH 65728 W17A	APP CRS 168°	Rwy Ldg 8598 TDZE 25 Apt Elev 27
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RNAV (GPS) Y RWY 17R
SACRAMENTO INTL (SMF)

RNP APCH - GPS.

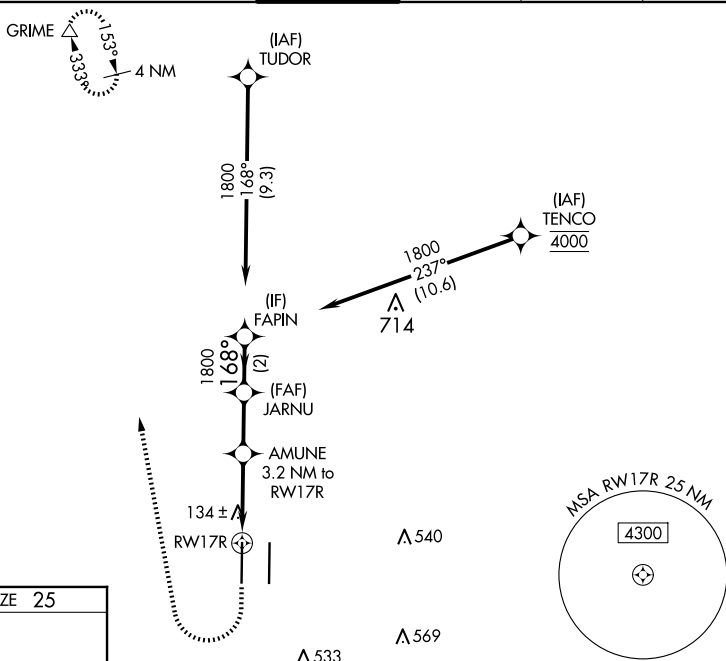
T Circling NA east of Rwy 17R-35L. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

ALSF-2



MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct GRIME 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	CLNC DEL 121.1 256.7	CPDLC
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ELEV 27

D

TDZE 25

← 168°

A 35L

d

8405 X 150

P 35L

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■ TWR

A₅ 35R

d

8405 X 150

P 35R

TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

Diagram illustrating the JARNU 1800° glidepath. The diagram shows a 3.00° glidepath from 1800 NM to the runway. Key points include: 500 NM (500°), 2000 NM (2000°), GRIME (triangle), AMUNE (3.2 NM to RW17R), RW17R (1 NM to RW17R), JARNU (1800 NM), and FAPIN. The glidepath is 1100 NM long. The diagram also shows the 168° and 1800° angles. The glidepath is 3.00° TCH 57.