

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.

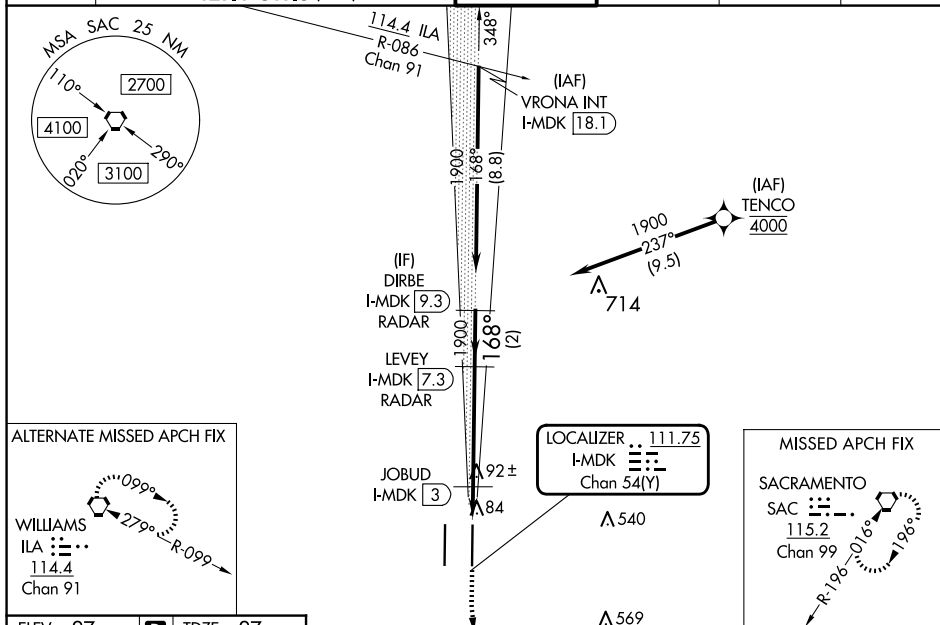
T Simultaneous approach authorized. Circling NA west of Rwy 17L-35R.
A For inop ALS, increase S-LOC 17L Cat C/D visibility to 1½ SM and
 JOBUD fix minimums S-LOC 17L Cat C/D visibility to RVR 4500.

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	CLNC DEL 121.1 256.7	CPDLC
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ELEV 27

D

TDZE 27

168°

17L 17R

d d

8598 X 150 8603 X 150

☆ TWR

35L 35R

TDZ/CL Rwy's 17L and 17R

HIRL Rwy's 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

Δ 569

Diagram illustrating the 569 VOR/DME station and associated approach paths. Key distances and altitudes are marked: 500, 3000, SAC, VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 64), LEVEY I-MDK 7.3, I-MDK 1.6, I-MDK 2.4, I-MDK 3, 1900, 168°, 1900, GS 3.00° TCH 55, 0.8 NM, 0.6 NM, 4.3 NM, 2 NM, 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).