

WAAS CH 78327 W17B	APP CRS 168°	Rwy Idg 8605 TDZE 27 Apt Elev 27
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RNAV (GPS) Y RWY 17L
SACRAMENTO INTL (SMF)

RNP APCH.

T Circling NA west of Rwy 17L-35R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required 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 4000 and LNAV C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ORRCA 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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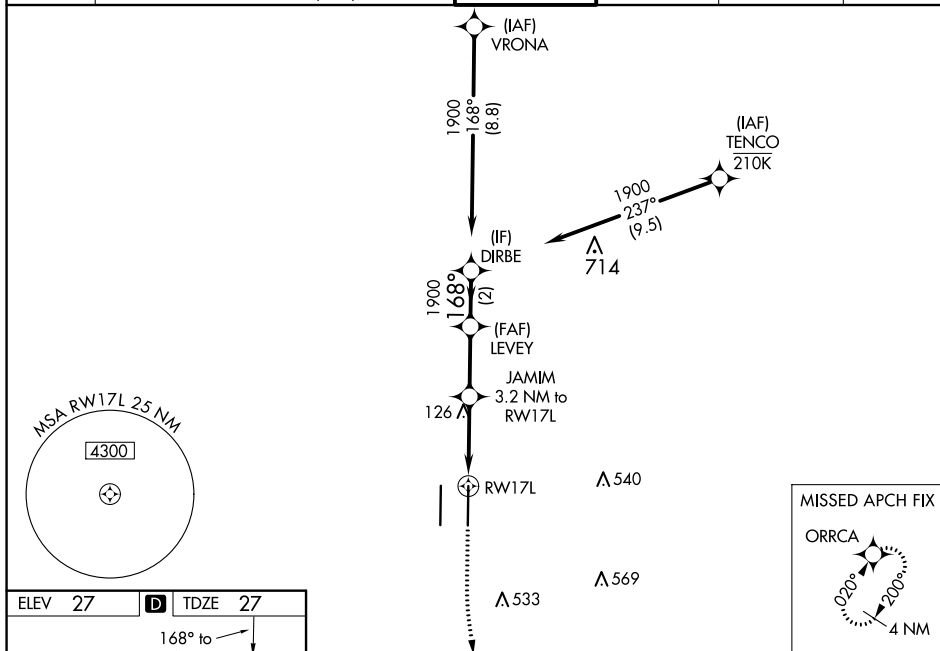
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Diagram illustrating the RW17L instrument landing system (ILS) and associated navigation aids. The diagram shows the approach path, including the 3.00° TCH GP (Glide Path) and the 1080* MSL (Mean Sea Level) glideslope. Key points and distances are marked:

- RW17L**: Runway 17L, 0.9 NM from the start of the approach.
- JAMIM**: 3.2 NM to RW17L.
- LEVEY**: 1900 MSL.
- DIRBE**: 1900 MSL.
- GP 3.00° TCH 55**: Glide Path, 3.00° TCH, 55 NM.
- 1080***: MSL glideslope.
- 168°**: Angle between the glideslope and the 1900 MSL line.