

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

RNP APCH.

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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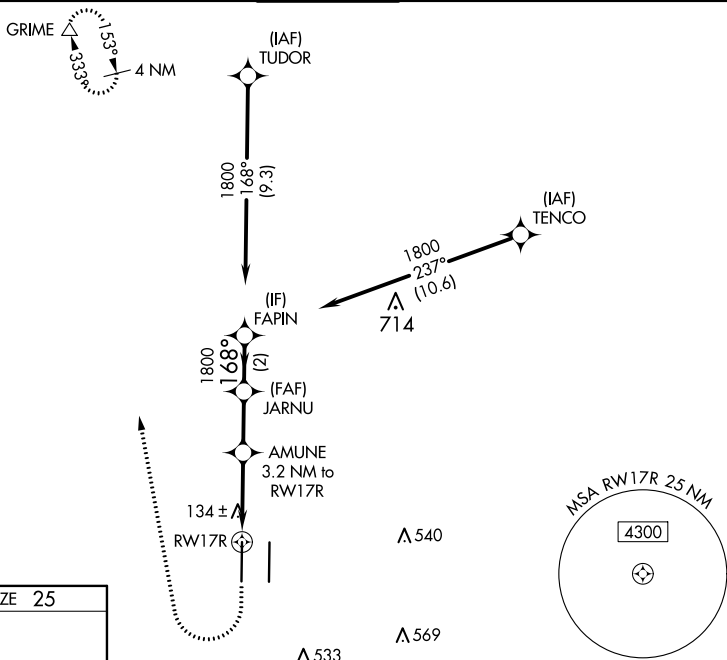


Diagram illustrating the TWR 175 tower structure and associated runways. The diagram shows the tower (TWR 175) and the layout of the runways (Rwys) relative to the tower. Key labels include:

- ELEV 27**: Elevation of the tower.
- 168° to RW17R**: Directional bearing to Runway 17 Right.
- 17L** and **17R**: Runway 17 Left and Runway 17 Right.
- 112±**: Distance from the tower to the start of Runway 17 Left.
- 8598 X 150**: Dimensions of Runway 17 Left.
- 107**: Distance from the tower to the start of Runway 17 Right.
- 8605 X 150**: Dimensions of Runway 17 Right.
- 51**: Distance from the tower to the start of Runway 35 Left.
- 35L** and **35R**: Runway 35 Left and Runway 35 Right.
- TWR 175**: The tower itself.

500 2000 GRIME VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 72)

JARNU 1800 FAPIN 1800

AMUNE 3.2 NM to RW17R

*1 NM to RW17R

1100*

168°

GP 3.00° TCH 57

1 NM 2.2 NM 2.2 NM 2 NM