

WAAS CH <b>78327</b> <b>W17B</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev <b>27</b> <b>27</b>	<b>8605</b>
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RNAV (GPS) Y RWY 17L

SACRAMENTO INTL (SMF)

RNP APCH.

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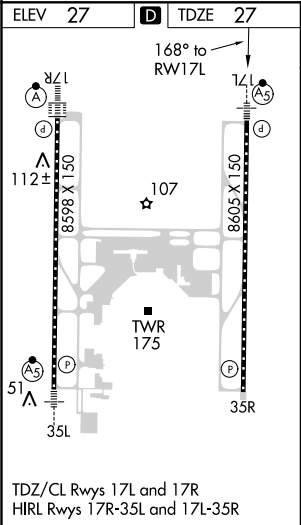
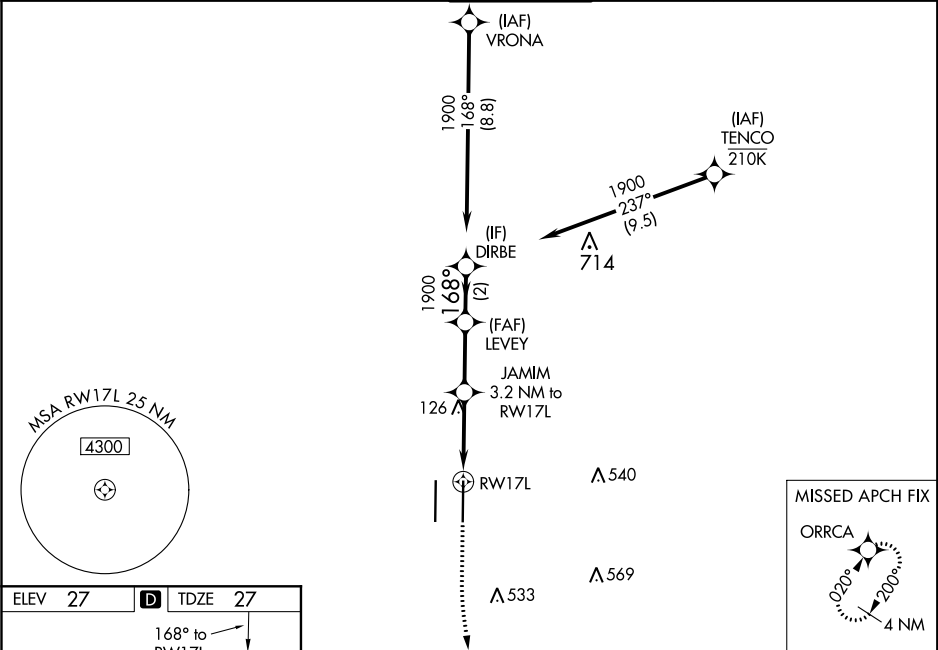
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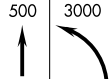

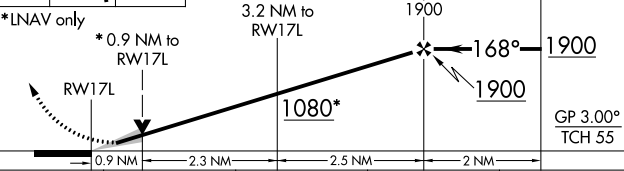

Circling NA west of Rwy 17L-35R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility 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 <b>126.75</b>	NORCAL APP CON <b>125.4 259.1</b> (W-NE) <b>125.25 257.9</b> (SW) <b>127.4 317.5</b> (E-SE)	CAPITOL TOWER <b>125.7 256.7</b>	GND CON <b>121.7 256.7</b>	CLNC DEL <b>121.1 256.7</b>	CPDLC
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500	3000	ORRCA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).			
						
*LNAV only		*0.9 NM to RW17L	JAMIM 3.2 NM to RW17L	1900	168°	1900
RW17L		0.9 NM	2.3 NM	2.5 NM	2 NM	GP 3.00° TCH 55
CATEGORY	A		B	C	D	
LPV DA	227/18 200 (200-½)					
LNAV/ VNAV DA	277/24 250 (300-½)					
LNAV MDA	380/24 353 (400-½)			380/30 353 (400-¾)		
 CIRCLING	400-1 373 (400-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	840-2¾ 813 (900-2¾)		