

LOC/DME I-SMF

111.1

Chan 48

APP CRS

168°

Rwy ldg

8598

TDZE

25

Apt Elev

27

ILS or LOC RWY 17R

SACRAMENTO INTL (SMF)

Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required. RNP APCH-GPS. From TENC0.

ALSIF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 350° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.

Simultaneous approach authorized.
Circling NA east of Rwy 17R-35L.

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

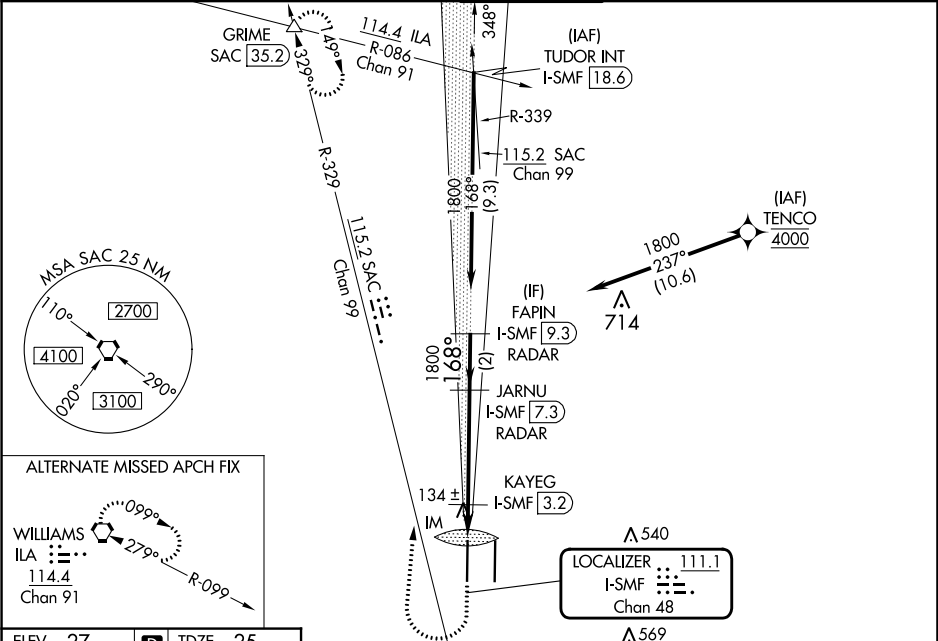
GND CON

121.7 256.7

CLNC DEL

121.1 256.7

CPDLC



ELEV 27

TDZE 25

500

2000

hdg 350°

SAC R-329

GRIME

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 72).

JARNU I-SMF [7.3] RADAR

FAPIN I-SMF [9.3] RADAR

KAYEG I-SMF [3.2]

I-SMF [1.9]

IM

1800

1800

168°

480

0.1

1.2 NM

4.1 NM

2 NM

GS 3.00°

TCH 57

CATEGORY	A	B	C	D
S-ILS 17R	225/18		200 (200-½)	
S-LOC 17R	480/24 455 (500-½)		480/45 455 (500-¾)	
CIRCLING	480-1 453 (500-1)		480-1½ 580-2 453 (500-1½) 553 (600-2)	
KAYEG FIX MINIMUMS (DME REQUIRED)				
S-LOC 17R	400/24 375 (400-½)		400/35 375 (400-¾)	
CIRCLING	440-1 413 (500-1) 480-1 453 (500-1)		480-1½ 453 (500-1½) 580-2 553 (600-2)	

TDZ/CL Rwy 17L and 17R

HIRL Rwy 17R-35L and 17L-35R

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48