

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KSMF	<u>PROCEDURE NAME</u> ILS OR LOC RWY 35L	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> SACRAMENTO	<u>STATE</u> CA	
<u>AIRPORT ELEVATION</u> 27	<u>TDZE</u> 24	<u>SUPERSEDED</u> ILS OR LOC RWY 35L	<u>ORIGINAL/AMENDMENT</u> 7H	<u>DATED</u> 05/21/2020	<u>MAG VAR</u> 13E
<u>FACILITY</u> I-HUX	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 24 MARCH 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2020

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
SAC VORTAC	IAF	ELMAC INT/I-HUX 10.95 DME					303.17	3.90	3000
ELMAC INT/I-HUX 10.95 DME	IF	HADSU/I-HUX 3.69 DME/RADAR					347.75	7.26 (I-HUX)	1400

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.14 NM AFTER HADSU/I-HUX 3.69 DME/RADAR OR AT I-HUX 0.45 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 500 THEN CLIMBING LEFT TURN TO 2000 ON HEADING 320 AND SAC VORTAC R-329 TO GRIME INT/SAC 35.22 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 2000 DIRECT MYV VOR/DME AND HOLD

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT ELMAC
3. **FAC:** 347.75 **FAF:** HADSU/I-HUX 3.69 DME/RADAR **DIST FAF TO MAP:** 4.14 **DIST FAF TO THLD:** 4.14
4. **MIN ALT:** ELMAC INT/I-HUX 10.95 DME 3000, HADSU/I-HUX 3.69 DME/RADAR 1400, CANLO/I-HUX 0.81 DME 480
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1124
6. **MIN GS INCPT:** 1400 **GS ALT AT PFAF:** HADSU/I-HUX 3.69 DME/RADAR 1400 **OM:** **MM:** **IM:**
7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 59.4
8. **MSA FROM:** SAC VORTAC 110-200 3100, 200-290 4100, 290-110 2700



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA E OF RWY 17R-35L.
 CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 312 MSL.
 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON SAC VORTAC AIRWAY RADIALS 257 CW 329.
 CHART NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 35L CATS C/D VISIBILITY TO RVR 4500.
 CHART SPEED ICON IN PLANVIEW AT ELMAC: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.
 CHART IN PROFILE VIEW: I-HUX DME ANTENNA.
 CHART: 132 TREE (06-136141) 383917N/1213602W.
 HOLD SE, RT, 329.00 INBOUND.
 CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW MYV VOR/DME, RT, 147.00 INBOUND.
 CHART FAS OBST: 73 TREE (06-041117) 384030N/1213615W.
 CHART IN PLANVIEW: MYV VOR/DME.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 35L*	224	2400	200	224	2400	200	224	2400	200	224	2400	200				
S-LOC 35L	340	2400	316	340	2400	316	340	2400	316	340	2400	316				
CIRCLING	440	1	413	480	1	453	480	1 1/2	453	580	2	553				

CHANGES - REASONS

1. UPDATED CHART NOTE FROM: FOR INOP ALS, INCREASE S-LOC 35L CATS C AND D VISIBILITY TO RVR 6000 TO FOR INOPERATIVE ALS, INCREASE S-LOC 35L CATS C/D VISIBILITY TO RVR 4500 - IAW 8260.3E CRITERIA.
2. CHANGED TCH FROM 59.0 TO 59.4 - DESIGN TCH APPLICATION.
3. COURSES CHANGED AS FOLLOWS: ELMAC TO HADSU FROM 347.74 TO 347.75; FAC FROM 347.74 TO 347.75 - I-HUX FRONT COURSE HEADING 000.75 AND DESIGN TCH 59.4 RESULTED IN THE PFAF RELOCATION TO MAINTAIN 3.00 DEGREE GLIDESLOPE ANGLE.
4. DISTANCE FROM ELMAC TO HADSU CHANGED FROM 7.30 NM TO 7.26 NM - I-HUX FRONT COURSE HEADING 000.75 AND DESIGN TCH 59.4 CHANGED AND RESULTED IN THE PFAF RELOCATION TO MAINTAIN 3.00 DEGREE GLIDESLOPE ANGLE.
5. MOVED/ADDED SDF CANLO 2740 FT NORTH - TO MATCH THE ILS OR LOC AND RNAV (GPS) Y RWY 35L IAW .19I.
6. UPDATED THE FOLLOWING DISTANCES BETWEEN: HADSU AND CANLO (MOVED AND ADDED CANLO) FROM 2.44 TO 2.89; CANLO TO RWY 35L FROM 1.70 TO 1.25 - SDF RELOCATED TO ACCOMODATE THE ILS OR LOC AND RNAV (GPS) Y RWY 35L IAW .19I.
7. LOWERED IF ALTITUDE AT ELMAC FROM 3400 TO 3000 AND ADDED NOTE: CHART SPEED ICON IN PLANVIEW AT ELMAC: MAX 210 KIAS - FPT/ATC REQUESTED.
8. UPDATED S-LOC 35L CAT D VISIBILITY FROM 4000 RVR TO 2400 RVR - PER .3E CRITERIA.
9. ADDED TO ADDITIONAL FLIGHT DATA: CHART 132 TREE 383917N/1213602W - AW 8260.3E CRITERIA.
10. UPDATED LOC MISSED APPROACH FROM 4.09 NM AFTER HADSU/I-HUX 3.65 DME/RADAR OR AT I-HUX 0.45 DME TO 4.14 NM AFTER HADSU/I-HUX 3.69 DME/RADAR OR AT I-HUX 0.45 DME - FAF RELOCATED TO ACCOMODATE THE ILS OR LOC AND RNAV (GPS) Y RWY 35L UTILIZING THE SAME FIX IAW .19I CRITERIA.
11. DELETED EQUIPMENT REQUIREMENTS NOTES: DME REQUIRED FOR PROCEDURE ENTRY, RADAR OR DME REQUIRED FOR LOC ONLY AND ADDED DME REQUIRED - IAW .19I CRITERIA.



COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZOA, NORCAL APP CON, SMF ATCT, AMGR.

FLIGHT CHECKED BY

DANIEL C FAVORITE

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Jan 19, 2022

OFFICE

FPO

DATE

01/14/2022

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