

LOC/DME I-SMF <b>111.1</b> Chan <b>48</b>	APP CRS <b>168°</b>	Rwy ldg <b>8598</b> TDZE <b>25</b> Apt Elev <b>27</b>
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# ILS or LOC RWY 17R

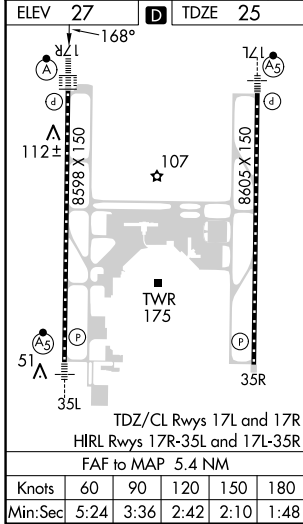
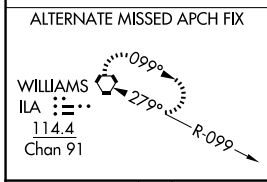
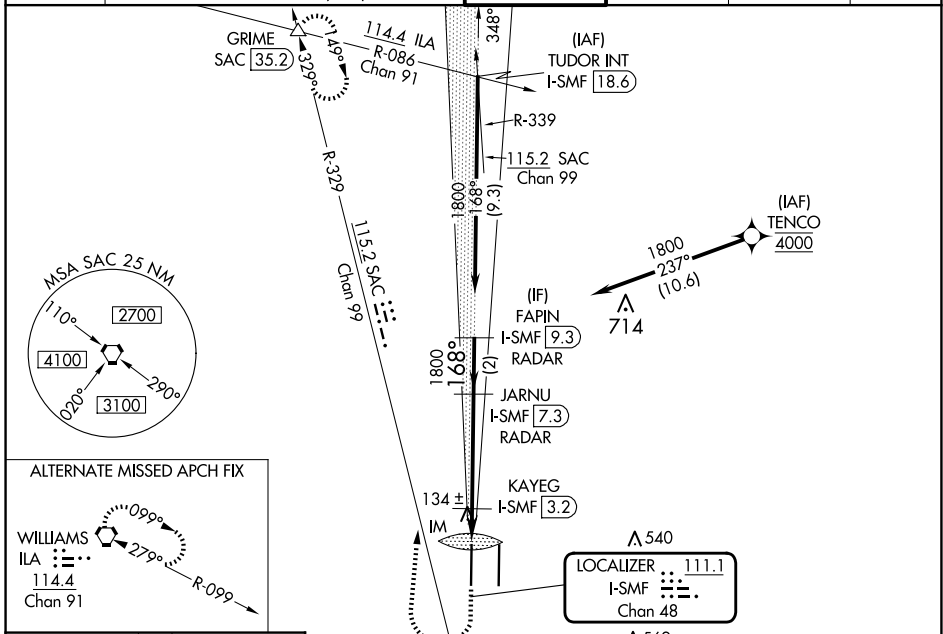
SACRAMENTO INTL (SMF)

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

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

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.

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)</b>	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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ELEV 27	TDZE 25	500	2000	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	JARNU I-SMF 7.3 RADAR	FAPIN I-SMF 9.3 RADAR	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	453 (500-1½)		580-2
KAYEG FIX MINIMUMS (DME REQUIRED)							
S-LOC 17R	400/24	375 (400-½)		400/35	375 (400-¾)		
CIRCLING	440-1	480-1		480-1½	453 (500-1½)		580-2
	413 (500-1)	453 (500-1)		453 (500-1½)	553 (600-2)		

SW-2, 17 APR 2025 to 15 MAY 2025

SW-2, 17 APR 2025 to 15 MAY 2025