


LOC/DME I-HUX 111.1 Chan 48	APP CRS 348°	Rwy Idg 8598 TDZE 24 Apt Elev 27
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ILS or LOC RWY 35L

SACRAMENTO INTL (SMF)

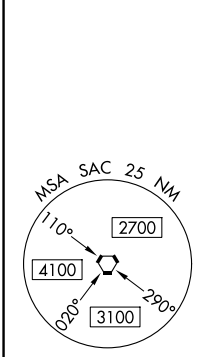
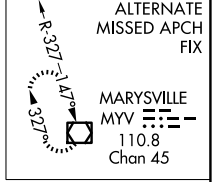
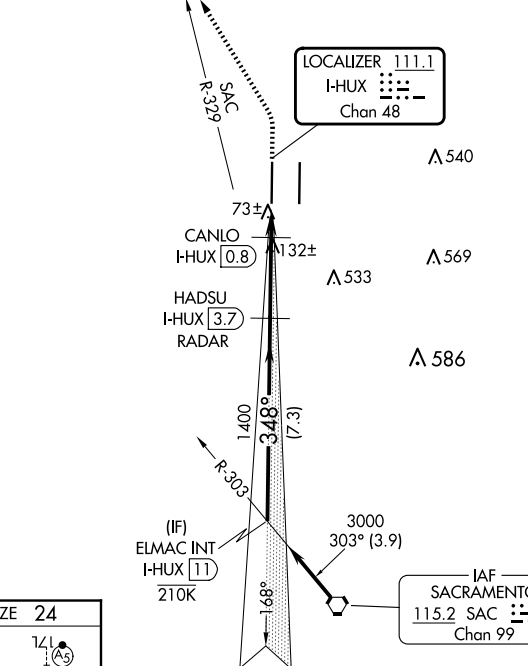
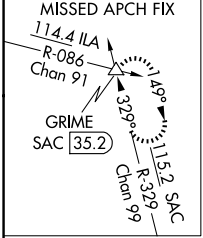
DME required.

⚠ Circling NA east of Rwy 17R-35L. Autopilot coupled approach NA below 312 MSL. For inop ALS, increase S-LOC 35L Cats C/D visibility to RVR 4500.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR 

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 320° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME 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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ELEV 27 TDZE 24

112±
8598 X 150
8605 X 150
35R
35L
348°
TDZ/CL Rwy 17L and 17R
HIRL Rwy 17R-35L and 17L-35R
FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

Procedure NA for arrivals on SAC VORTAC airway radials 257 CW 329.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

ELMAC I-HUX 11
HADSU I-HUX 3.7
RADAR
I-HUX DME ANTENNA
CANLO I-HUX 0.8
I-HUX 0.5
Distances: 7.3 NM, 2.9 NM, 1.3 NM

CATEGORY	A	B	C	D
S-ILS 35L*	224/24		200 (200-1/2)	
S-LOC 35L	340/24		316 (400-1/2)	
<input checked="" type="checkbox"/> CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1 1/2 453 (500-1 1/2)	580-2 553 (600-2)

SW-2, 17 APR 2025 to 15 MAY 2025

SW-2, 17 APR 2025 to 15 MAY 2025