

LOC/DME I-SMF <u>111.1</u> Chan 48	APP CRS 168°	Rwy Ldg 8598 TDZE 25 Apt Elev 27
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ILS RWY 17R (SA CAT I)
SACRAMENTO INTL (SMF)

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

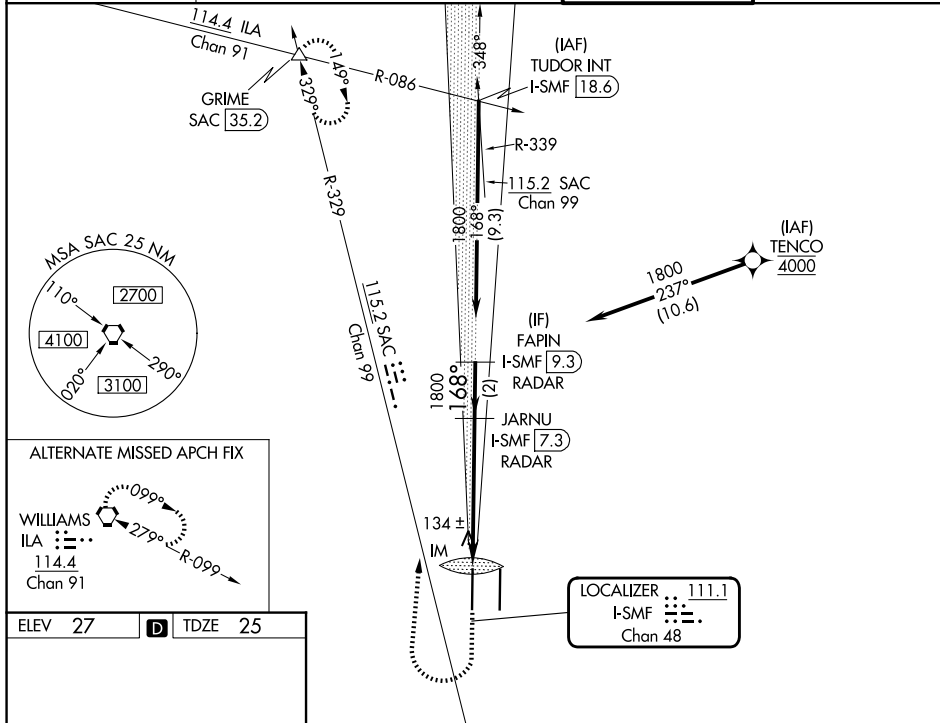
T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-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	NORCAL APP CON				CAPITOL TOWER		GND CON	
126.75	125.4	259.1 (W-NE)	125.25	257.9 (SW)	125.7	256.7	121.7	256.7
	127.4	317.5 (E-SE)						



The diagram shows two vertical runway layouts. On the left, TDZL/RCLS Rwy 17L is represented by a dashed line with a solid line in the center. It has a top threshold marker '8ZL' and a bottom threshold marker '35L'. A star symbol (✧) is located at the top, and a square symbol (■) is located at the bottom. A 'TWR' label is placed to the right of the runway. On the right, HIRL Rwy 17R is represented by a dashed line with a solid line in the center. It has a top threshold marker '7ZL' and a bottom threshold marker '35R'. A star symbol (✧) is located at the top, and a square symbol (■) is located at the bottom. A 'TWR' label is placed to the right of the runway. The distance between the two runways is labeled '8398 X 150' on the left and '8605 X 150' on the right. The runways are labeled 'A' at the top and 'P' at the bottom. The runways are labeled 'A5' at the top and 'P5' at the bottom.

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 1800 168° 1800 GS 3.00° TCH 57		
CATEGORY	A				B	C	D
S-ILS 17R	RA 154/14						150 DA 175

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SW-2, 06 AUG 2026 to 03 SEP 2026

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