

LOC/DME I-MDK <b>111.75</b> Chan 54 (Y)	APP CRS <b>168°</b>	Rwy ldg <b>8605</b> TDZE <b>27</b> Apt Elev <b>27</b>
---	------------------------	---

# ILS RWY 17L (SA CAT II)

SACRAMENTO INTL (SMF)

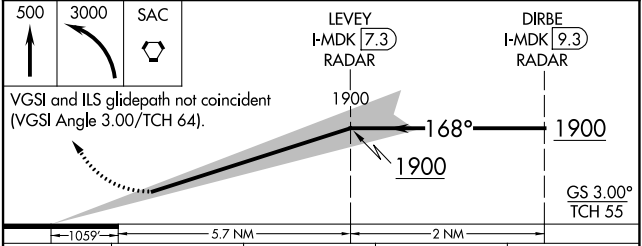
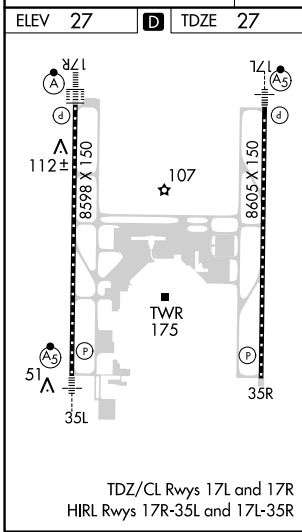
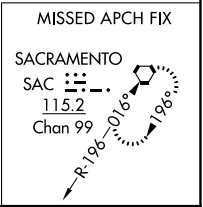
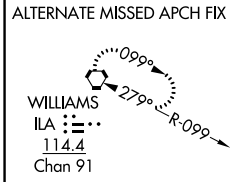
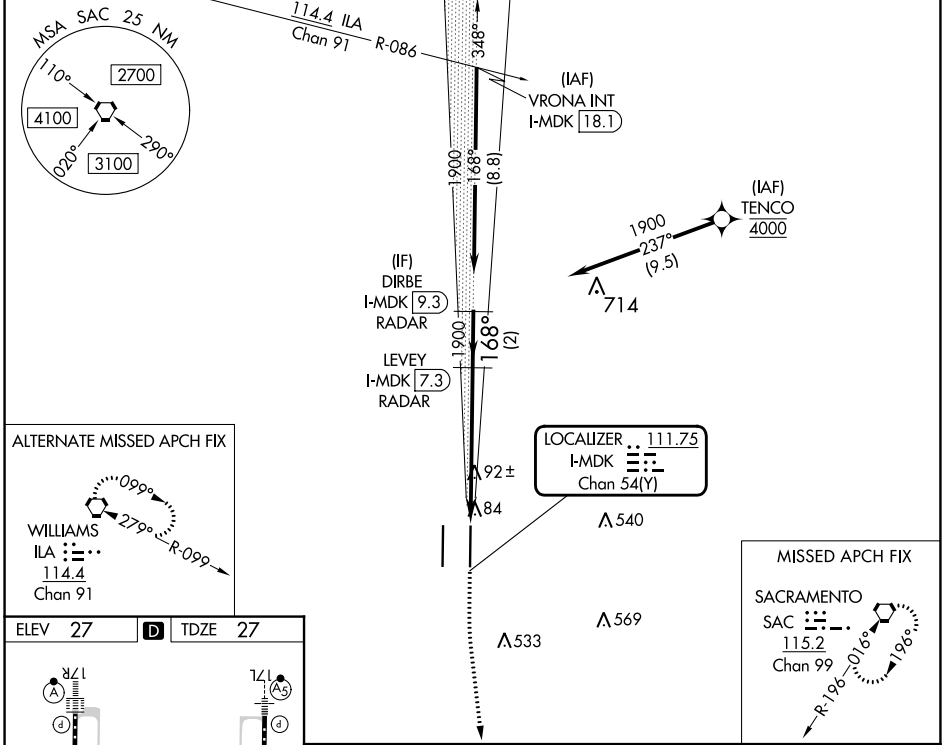
Aircraft not GPS equipped - RADAR required for procedure entry.  
DME or RADAR required. RNP APCH-GPS. From TENCO.

**MAJSR**  
AS

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.

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

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1</b> (W-NE) <b>127.4 317.5</b> (E-SE)	<b>CAPITOL TOWER</b> <b>125.7 256.7</b>	GND CON <b>121.7 256.7</b>	CLNC DEL <b>121.1 256.7</b>	CPDLC
-------------------------	--	--	-------------------------------	--------------------------------	-------



CATEGORY	A	B	C	D
S-ILS 17L	RA 108/12 100 DA 127			

**SA CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

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

# ILS RWY 17R (CAT II & III)

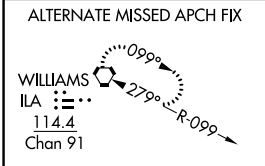
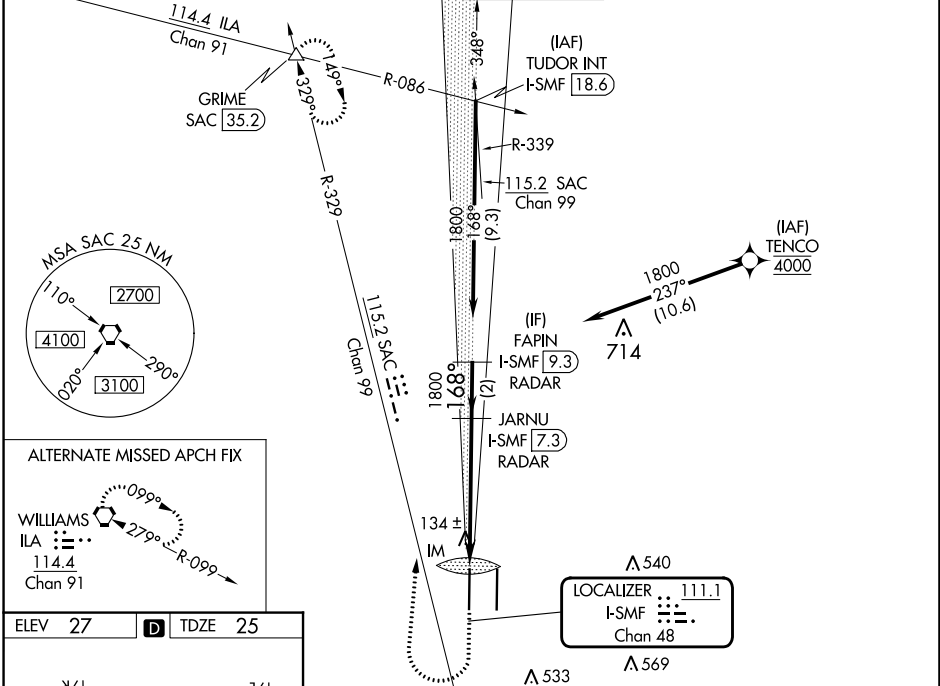
SACRAMENTO INTL (SMF)

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

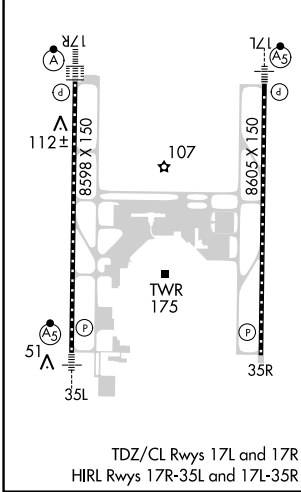
ALSF-2  
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 350° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.

Simultaneous approach authorized.

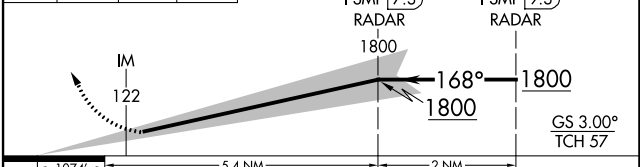
D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)</b>	CAPITOL TOWER <b>125.7 256.7</b>	GND CON <b>121.7 256.7</b>	CLNC DEL <b>121.1 256.7</b>	CPDLC
-------------------------	--	-------------------------------------	-------------------------------	--------------------------------	-------



ELEV 27	D	TDZE 25
---------	---	---------



500	2000	SAC R-329	GRIME	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).
↑	hdg 350°		△	



1074'	5.4 NM	2 NM	
CATEGORY	A	B	C
S-ILS 17R	CAT II RA 103/12 100 DA 125		
S-ILS 17R	CAT III RVR 06		

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

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

# ILS RWY 17R (SA CAT I)

SACRAMENTO INTL (SMF)

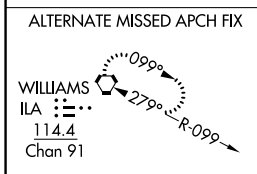
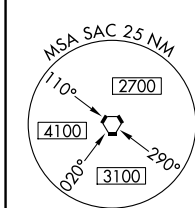
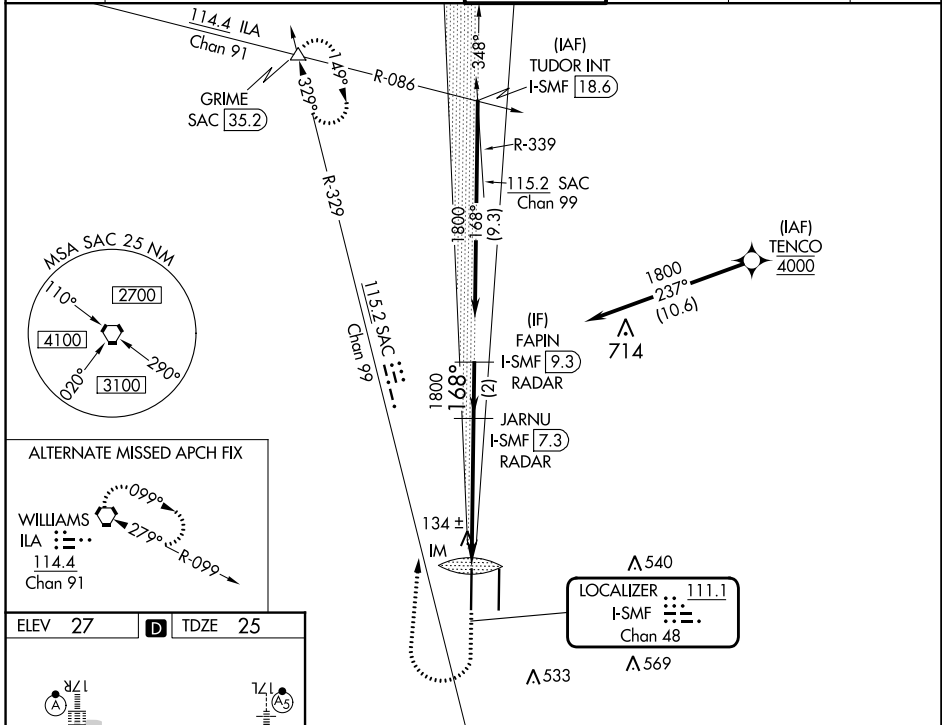
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.

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

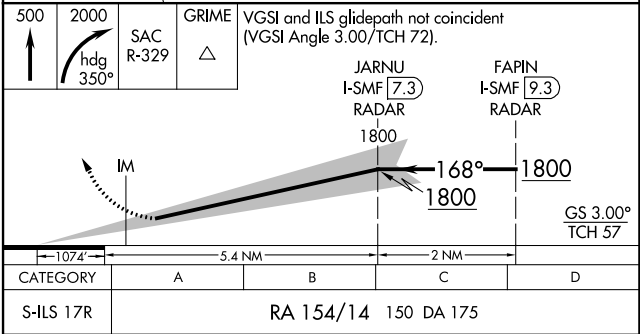
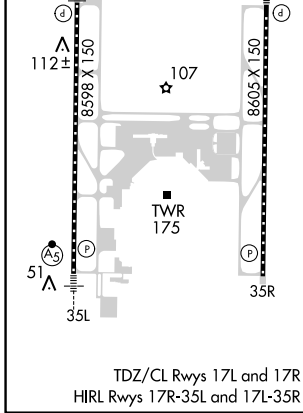
ALSF-2

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 <b>126.75</b>	NORCAL APP CON <b>125.4 259.1 (W-NE) 125.25 257.9 (SW)</b> <b>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
-------------------------	--	-------------------------------------	-------------------------------	--------------------------------	-------



ELEV 27	D	TDZE 25
---------	---	---------



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, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-MDK <b>111.75</b> Chan 54 (Y)	APP CRS <b>168°</b>	Rwy ldg <b>8605</b> TDZE <b>27</b> Apt Elev <b>27</b>
---	------------------------	---

# ILS or LOC RWY 17L

SACRAMENTO INTL (SMF)

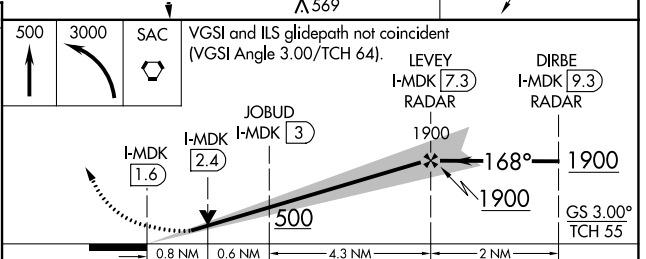
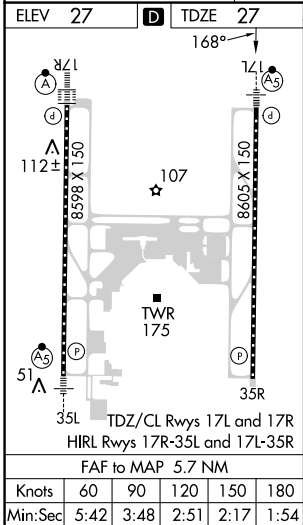
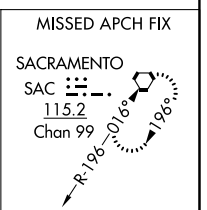
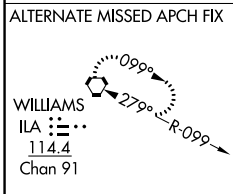
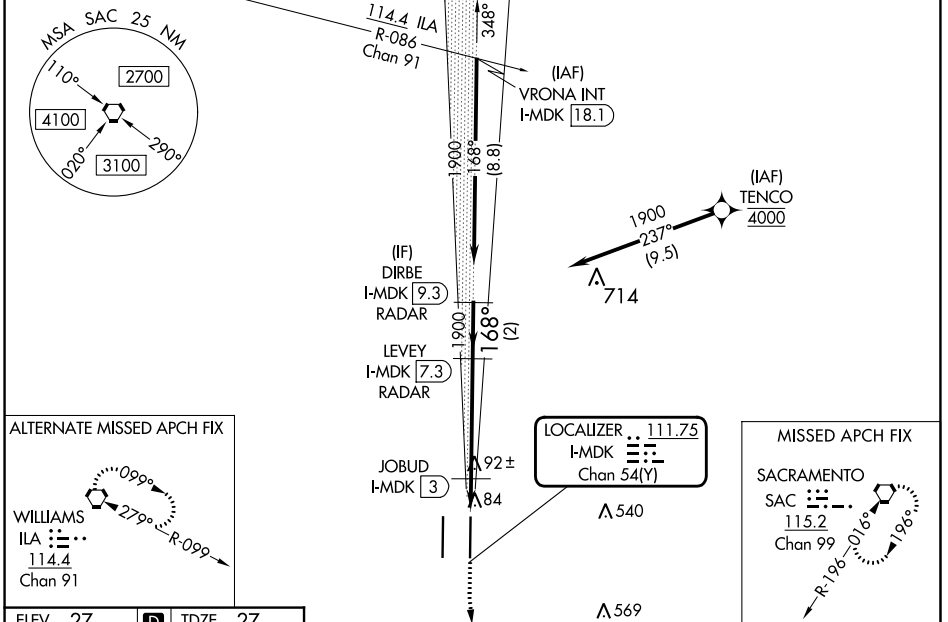
Aircraft not GPS equipped - RADAR required for procedure entry.  
DME or RADAR required. RNP APCH-GPS. From TENCO.

**MAJSLR**

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.

Simultaneous approach authorized. Circling NA west of Rwy 17L-35R.  
For inop ALS, increase S-LOC 17L Cat C/D visibility to 1 3/8 SM and JOBUD fix minimums S-LOC 17L Cat C/D visibility to RVR 4500.

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1</b> (W-NE) <b>125.25 257.9</b> (SW) <b>127.4 317.5</b> (E-SE)	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
-------------------------	--	-------------------------------------	-------------------------------	--------------------------------	-------



CATEGORY	A	B	C	D
S-ILS 17L	227/18 200 (200-1/2)			
S-LOC 17L	500/24	473 (500-1/2)	500/50	473 (500-1)
<b>C</b> CIRCLING	500-1	473 (500-1)	500-1 1/2 473 (500-1 1/2)	840-2 3/4 813 (900-2 3/4)
JOBUD FIX MINIMUMS (DME REQUIRED)				
S-LOC 17L	340/24 313 (400-1/2)			
<b>C</b> CIRCLING	400-1 373 (400-1)	480-1 453 (500-1)	480-1 1/2 453 (500-1 1/2)	840-2 3/4 813 (900-2 3/4)

SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

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

# ILS or LOC RWY 17R

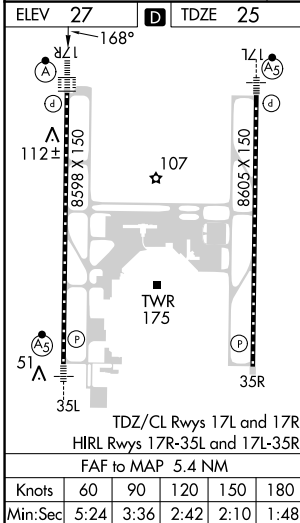
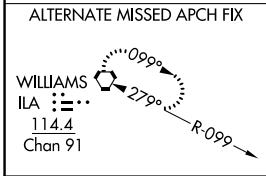
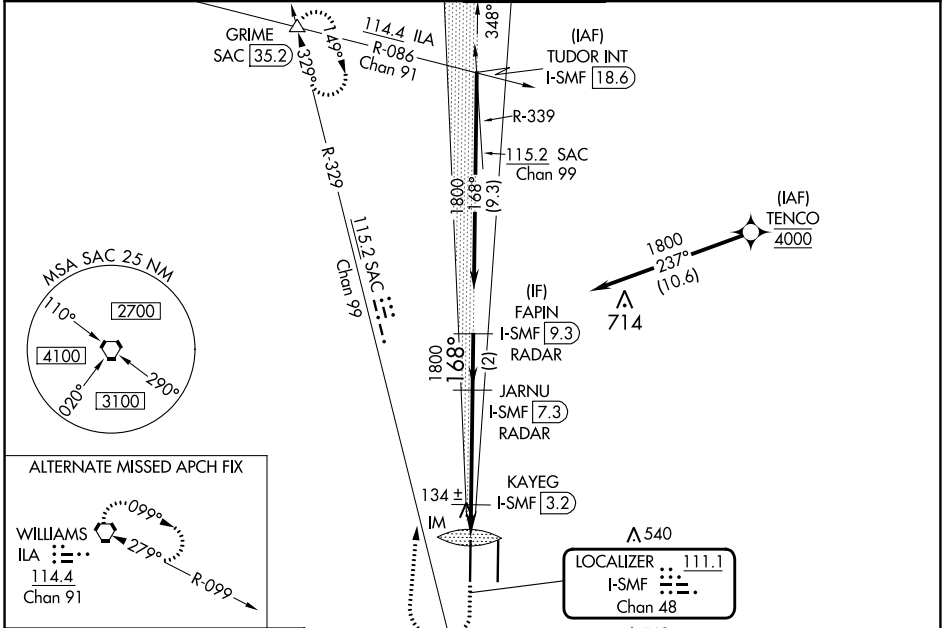
SACRAMENTO INTL (SMF)

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
-------------------------	--	-------------------------------------	-------------------------------	--------------------------------	-------



ELEV 27	TDZE 25	500	2000	SAC R-329	GRIME	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).					
		hdg 350°			JARNU I-SMF 7.3 RADAR	FAPIN I-SMF 9.3 RADAR					
				KAYEG I-SMF 3.2	1800		168°	1800	GS 3.00° TCH 57		
				I-SMF 1.9	480				0.1   1.2 NM   4.1 NM   2 NM		
				KAYEG FIX MINIMUMS (DME REQUIRED)							
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	
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, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

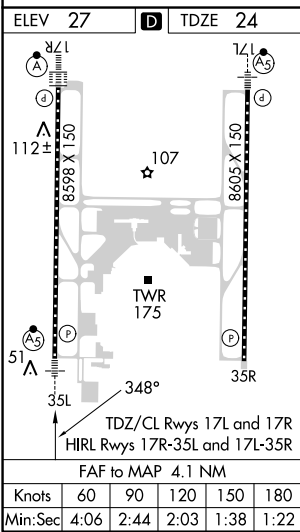
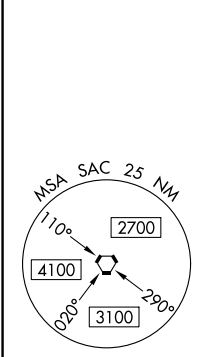
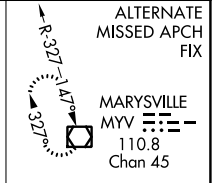
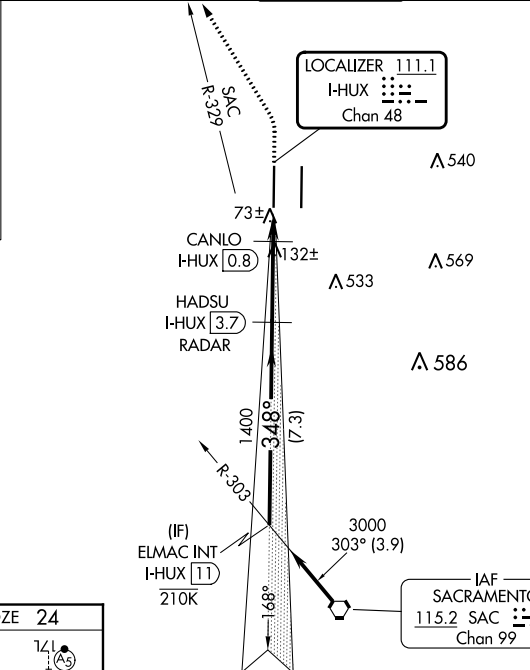
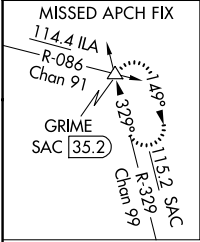
LOC/DME I-HUX <b>111.1</b> Chan <b>48</b>	APP CRS <b>348°</b>	Rwy Idg <b>8598</b> TDZE <b>24</b> Apt Elev <b>27</b>
---	------------------------	---

# ILS or LOC RWY 35L

SACRAMENTO INTL (SMF)

DME required.	<p>⚠ 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.</p>	<p>MALSR</p> 	<p>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.</p>
---------------	--	--	---

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1</b> (W-NE) <b>125.25 257.9</b> (SW) <b>127.4 317.5</b> (E-SE)	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
-------------------------	---	-------------------------------------	-------------------------------	--------------------------------	-------



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	GRIME
3000	1400	480		
GS 3.00°	TCH 59	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, 22 FEB 2024 to 21 MAR 2024

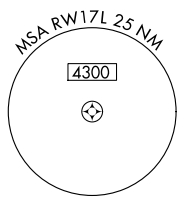
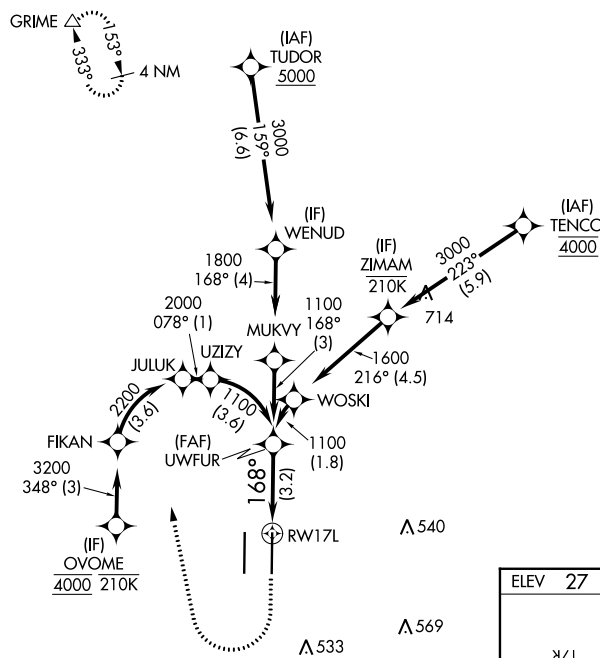
SW-2, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	<b>8605</b>
<b>168°</b>	TDZE	<b>27</b>
	Apt Elev	<b>27</b>

# RNAV (RNP) Z RWY 17L

SACRAMENTO INTL (SMF)

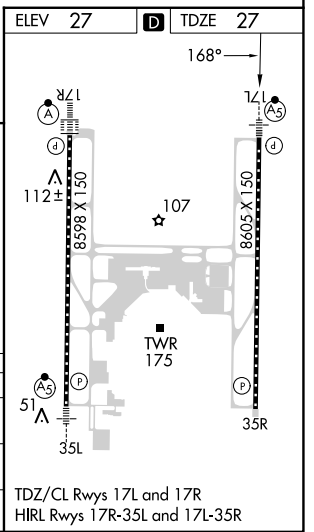
<b>RNP AR APCH-GPS.</b> ▼ For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 4000; increase RNP 0.30 all Cats visibility to RVR 4500.		MALSR 	MISSED APPROACH: Climb to 500 then right turn to 3000 direct GRIME and hold. *Missed approach requires minimum climb of 290 feet per NM to 3000. #Missed approach requires minimum climb of 300 feet per NM to 3000.		
D-ATIS	NORCAL APP CON	CAPITOL TOWER	GND CON	CLNC DEL	CPDLC
<b>126.75</b>	<b>125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)</b>	<b>125.7 256.7</b>	<b>121.7 256.7</b>	<b>121.1 256.7</b>	



SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

500	3000	GRIME	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).	
UWFUR 1100 RW17L 168° See planview for multiple IF locations. GP 3.00° TCH 55 3.2 NM				
CATEGORY	A	B	C	D
RNP 0.12 DA#		277/24	250 (300-1/2)	
RNP 0.30 DA*		339/24	312 (400-1/2)	
<b>AUTHORIZATION REQUIRED</b>				



TDZ/CL Rwy 17L and 17R  
HIRL Rwy 17R-35L and 17L-35R

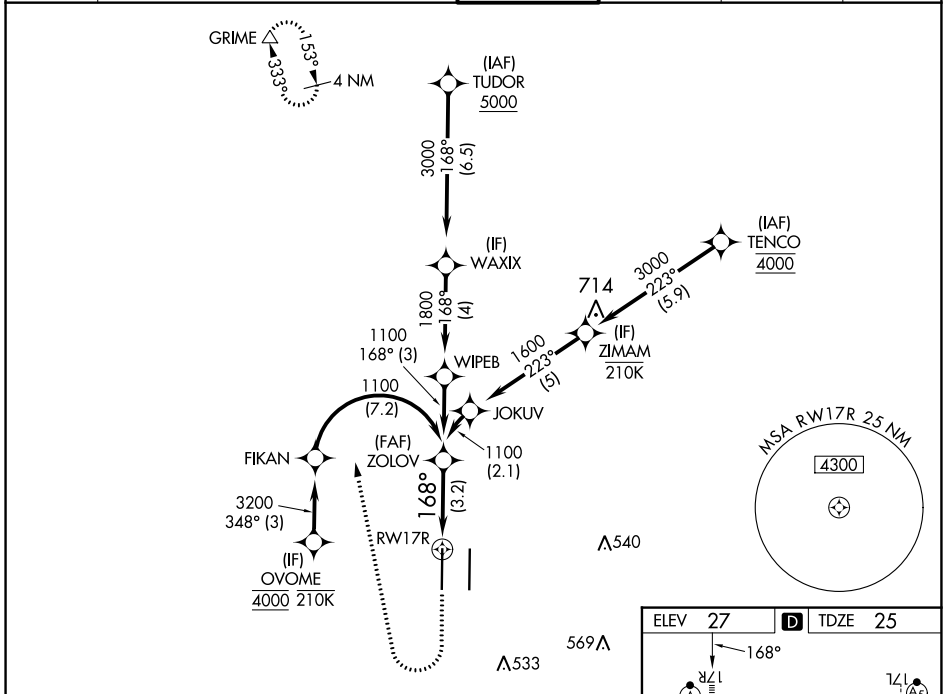
APP CRS	Rwy Idg	<b>8598</b>
<b>168°</b>	TDZE	<b>25</b>
	Apt Elev	<b>27</b>

# RNAV (RNP) Z RWY 17R

SACRAMENTO INTL (SMF)

RNP AR APCH-GPS.		ALSF-2 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct GRIME and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000; increase RNP 0.18 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.			

D-ATIS	NORCAL APP CON	CAPITOL TOWER	GND CON	CLNC DEL	CPDLC
<b>126.75</b>	<b>125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)</b>	<b>125.7 256.7</b>	<b>121.7 256.7</b>	<b>121.1 256.7</b>	



SW-2, 22 FEB 2024 to 21 MAR 2024

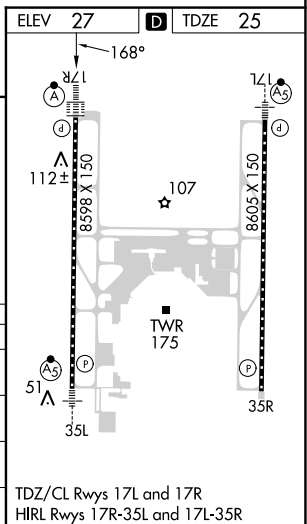
SW-2, 22 FEB 2024 to 21 MAR 2024

500	2000	GRIME	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
RNP 0.10 DA		275/24	250 (300-½)	
RNP 0.18 DA		326/24	301 (300-½)	
RNP 0.30 DA		385/30	360 (400-¾)	

## AUTHORIZATION REQUIRED



TDZ/CL Rwy 17L and 17R  
HIRL Rwy 17R-35L and 17L-35R

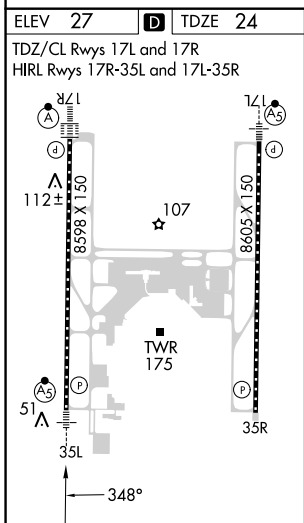
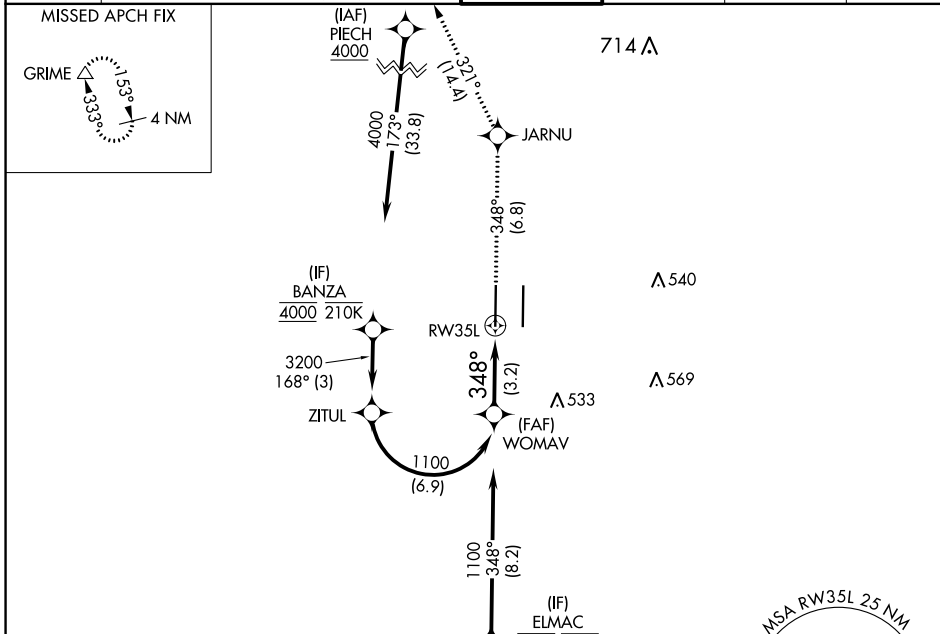


APP CRS	Rwy Idg	<b>8598</b>
<b>348°</b>	TDZE	<b>24</b>
	Apt Elev	<b>27</b>

# RNAV (RNP) Z RWY 35L

SACRAMENTO INTL (SMF)

RNP AR APCH-GPS.		MALSR	MISSED APPROACH: Climb to 2000 on track 348° to JARNU and track 321° to GRIME and hold.		
▼ For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 4500; increase RNP 0.30 all Cats visibility to RVR 5500.					
D-ATIS	NORCAL APP CON	CAPITOL TOWER	GND CON	CLNC DEL	CPDLC
<b>126.75</b>	<b>125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)</b>	<b>125.7 256.7</b>	<b>121.7 256.7</b>	<b>121.1 256.7</b>	



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 76).		2000	JARNU	GRIME
WOMAV		$\uparrow$ tr 348°	$\star$	tr 321° $\triangle$
See planview for multiple IF locations.				
1100		RWY35L		
GP 3.00°		3.2 NM		
TCH 59				
CATEGORY	A	B	C	D
RNP 0.12 DA		318/24	294 (300-1/2)	
RNP 0.30 DA		382/30	358 (400-5/8)	

**AUTHORIZATION REQUIRED**

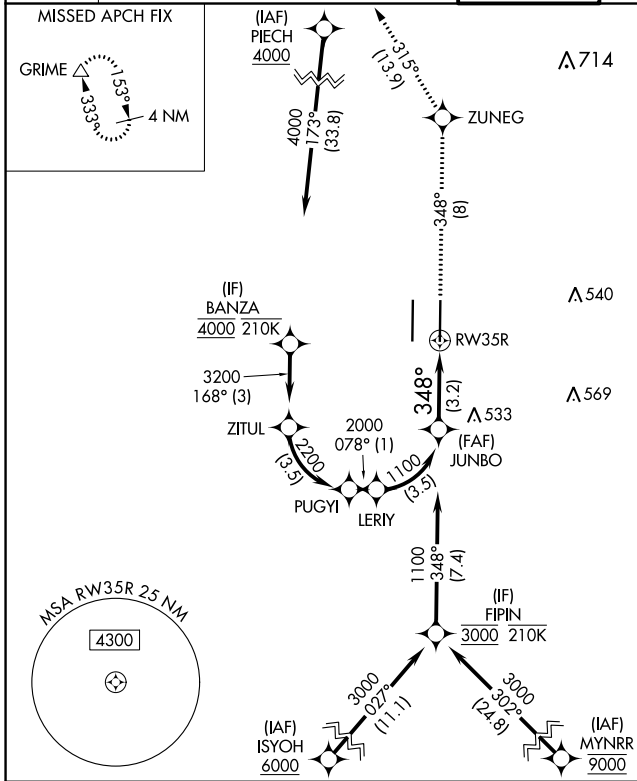
APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev	<b>8605</b> <b>24</b> <b>27</b>
------------------------	-----------------------------	---------------------------------------

# RNAV (RNP) Z RWY 35R

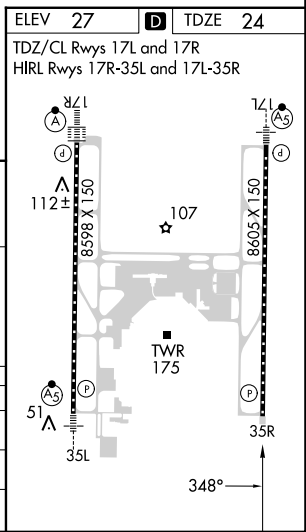
SACRAMENTO INTL (SMF)

RNP AR APCH-GPS.		MISSED APPROACH: Climb to 2000 on track 348° to ZUNEG and on track 315° to GRIME and hold.
<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.</p>		

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
-------------------------	--	-------------------------------------	-------------------------------	--------------------------------	-------



JUNBO 1100	2000	ZUNEG	tr 315°	GRIME $\Delta$
GP 3.00° TCH 64	tr 348°		RW35R	
See planview for multiple IF locations.				
3.2 NM				
CATEGORY	A	B	C	D
RNP 0.10 DA		316/45	292 (300-7/8)	
RNP 0.30 DA		384/55	360 (400-1)	
<b>AUTHORIZATION REQUIRED</b>				



SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

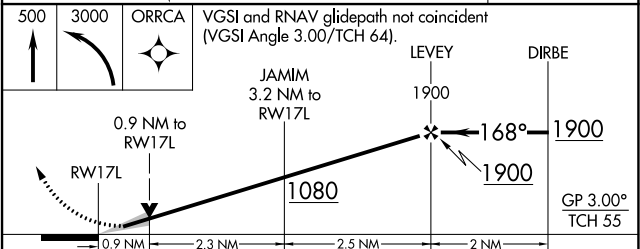
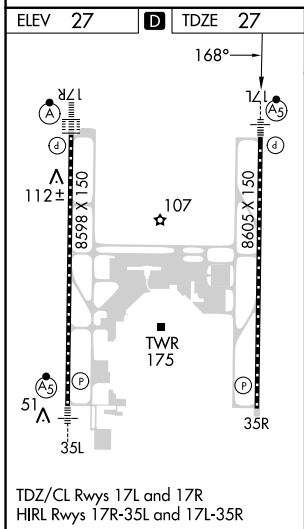
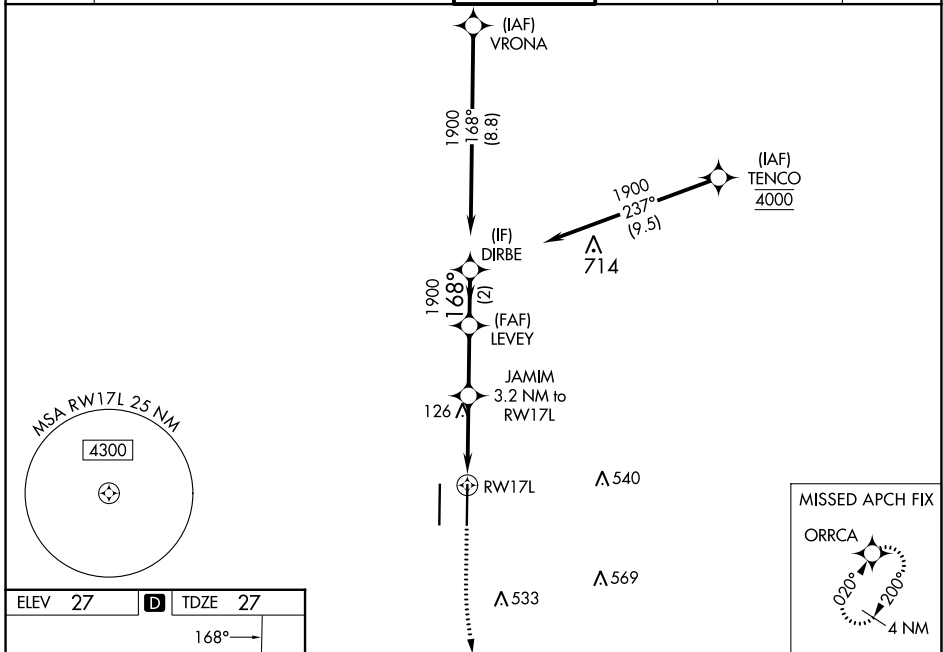
WAAS CH <b>78327</b> <b>W17B</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>8605</b> <b>27</b> <b>27</b>
--	------------------------	-----------------------------	---------------------------------------

# RNAV (GPS) Y RWY 17L

SACRAMENTO INTL (SMF)

RNP APCH - GPS.	<p><b>⚠</b> Circling NA west of Rwy 17L-35R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV C/D visibility to RVR 5500.</p>	MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ORRCA and hold.

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1</b> (W-NE) <b>125.25 257.9</b> (SW) <b>127.4 317.5</b> (E-SE)	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
-------------------------	---	-------------------------------------	-------------------------------	--------------------------------	-------



CATEGORY	A	B	C	D
LPV DA		227/18	200 (200-½)	
LNAV/VNAV DA		277/24	250 (300-½)	
LNAV MDA	380/24	353 (400-½)	380/30	353 (400-¾)
<b>C</b> CIRCLING	400-1 373 (400-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	840-2¾ 813 (900-2¾)

SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024

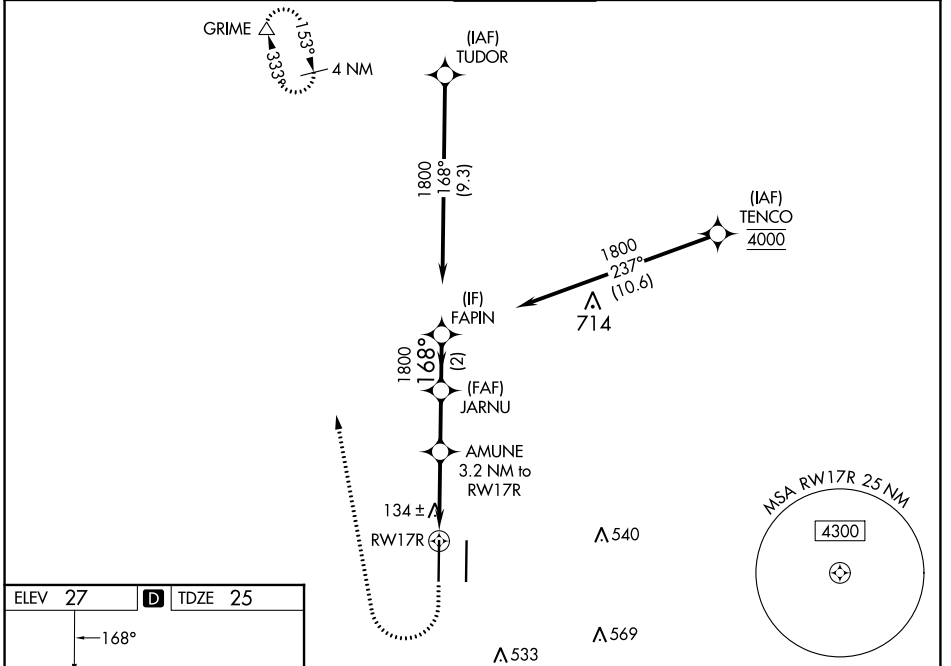
WAAS CH <b>65728</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy ldg TDZE Apt Elev	<b>8598</b> <b>25</b> <b>27</b>
--	------------------------	-----------------------------	---------------------------------------

# RNAV (GPS) Y RWY 17R

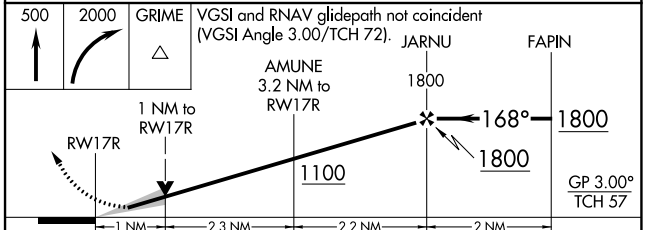
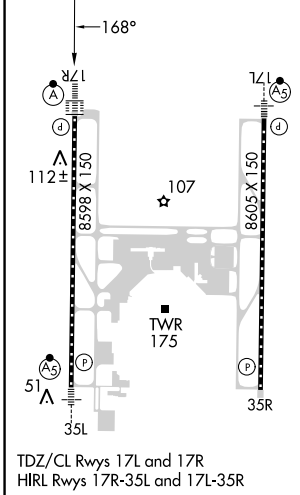
SACRAMENTO INTL (SMF)

RNP APCH - GPS.	ALSF-2 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct GRIME and hold.
<p>▼ Circling NA east of Rwy 17R-35L. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.</p>		

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1</b> (W-NE) <b>127.4 317.5</b> (E-SE)	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
-------------------------	--	-------------------------------------	-------------------------------	--------------------------------	-------



ELEV 27	<b>D</b>	TDZE 25
---------	----------	---------




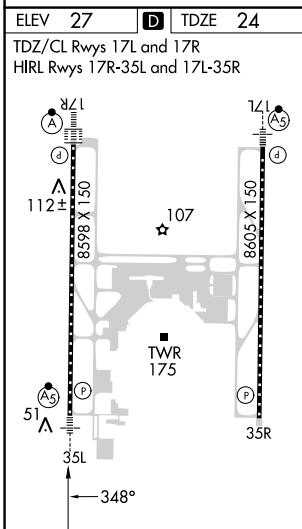
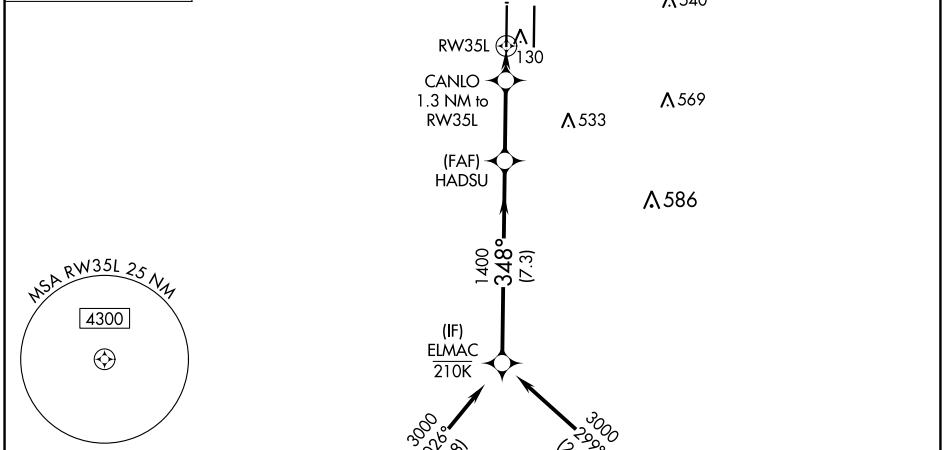
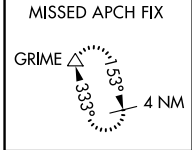
CATEGORY	A	B	C	D
LPV DA		225/18	200 (200-½)	
LNAV/VNAV DA		323/24	298 (300-½)	
LNAV MDA	400/24	375 (400-½)	400/35	375 (400-¾)
<b>C</b> CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

WAAS CH <b>86602</b> <b>W35A</b>	APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev	<b>8598</b> <b>24</b> <b>27</b>
--	------------------------	-----------------------------	---------------------------------------

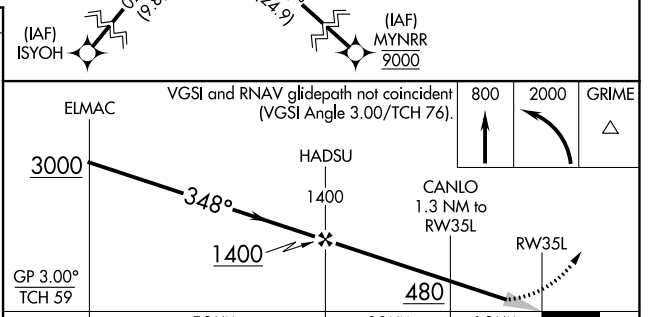
# RNAV (GPS) Y RWY 35L

SACRAMENTO INTL (SMF)

RNP APCH-GPS.		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
▼ Circling NA east of Rwy 17R-35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cat C/D visibility to RVR 5500. *RVR 1800 authorized with use of FD or AP or HUD to DA.				MALSR 		MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct GRIME and hold.		



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



ELMAC	HADSU	CANLO 1.3 NM to RWY 35L	RWY 35L
3000	1400	480	
GP 3.00° TCH 59			
	7.3 NM	2.9 NM	1.3 NM

CATEGORY	A	B	C	D
LPV DA*		224/24	200 (200-½)	
LNAV/VNAV DA		311/24	287 (300-½)	
LNAV MDA	380/24	356 (400-½)	380/30	356 (400-⅝)
<input checked="" type="checkbox"/> CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)

SW-2, 22 FEB 2024 to 21 MAR 2024

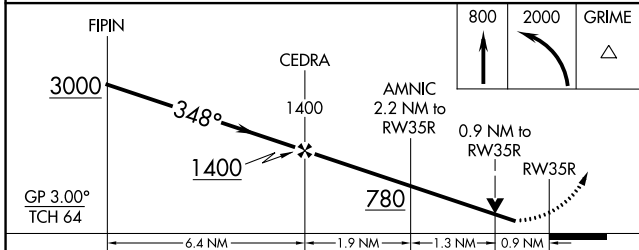
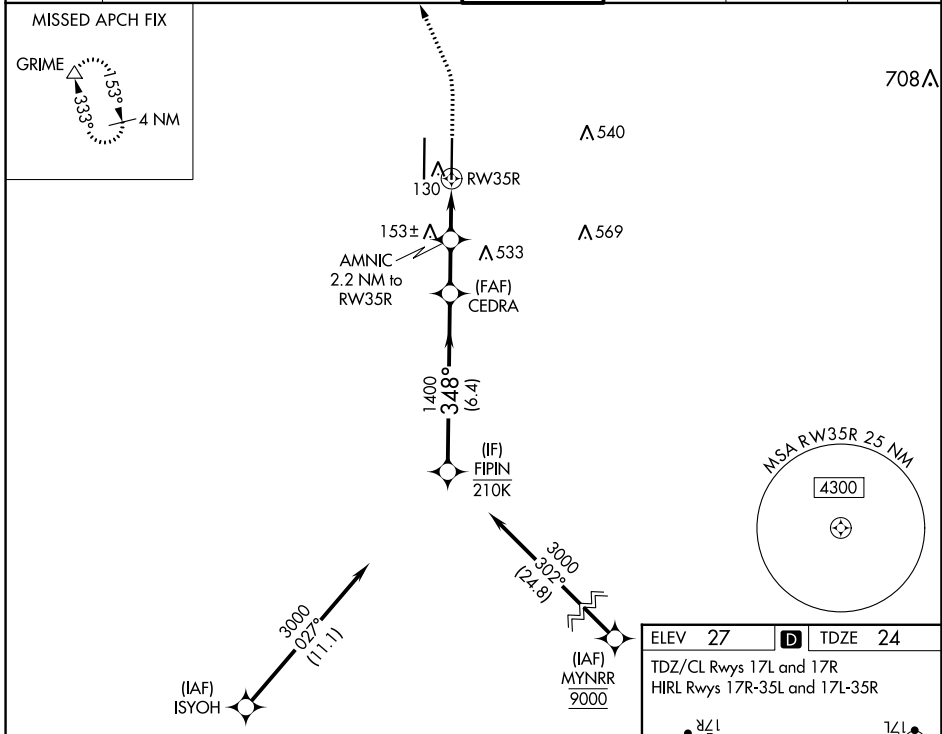
SW-2, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	<b>8605</b>
<b>348°</b>	TDZE	<b>24</b>
	Apt Elev	<b>27</b>

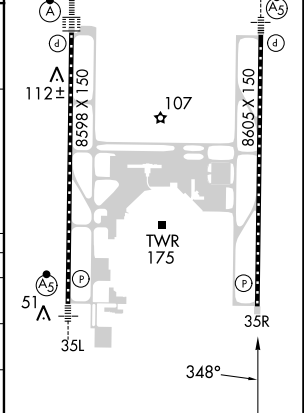
# RNAV (GPS) Y RWY 35R

SACRAMENTO INTL (SMF)

RNP APCH-GPS.		MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct GRIME and hold.					
<p><b>▼</b> Circling NA west of Rwy 17L-35R. Rwy 35R helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.</p> <p><b>▲</b></p>		NORCAL APP CON <b>125.4 259.1 (W-NE) 125.25 257.9 (SW)</b> <b>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



ELEV 27	<b>D</b> TDZE 24
TDZ/CL Rwsy 17L and 17R	
HIRL Rwsy 17R-35L and 17L-35R	



CATEGORY	A	B	C	D
LNAV/VNAV DA		311/45	287 (300-7%)	
LNAV MDA		380/55	356 (400-1)	
<b>C</b> CIRCLING	400-1 373 (400-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	840-2¾ 813 (900-2¾)

SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024