

14-DEC-2017

**SMF-KSMF****1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours / AD OPS Hours: H24****Airport Information**

**RFF:** FAA INDEX C / CAT 7  
**Fuel:** Jet A  
**PCN:** RWY 16L/34R: 48/R/B/X/T  
           RWY 16R/34L: 57/F/C/X/T

**Operation****Wake Turbulence Aircraft Recategorization (RECAT)**

RECAT phase I is applied at this airport. See CRAR.

**TWY Restriction**

TWY Y4 MAX wingspan 36m / 118ft.

TWY B1 MAX wingspan 52m / 171ft.

MAX allowable gross ACFT load for TWY G1, G2:

- 31.7t / 70000lbs for single gear ACFT
- 77.1t / 170000lbs for dual gear ACFT
- 113.3t / 250000lbs for dual tandem gear ACFT

**Noise Abatement Procedure**

Noise sensitive area W of AD on Sac river.

When conducting IFR APCH in VMC, execute MISAP at RWY end.

**VOR Test Facility (VOT): 111.400****Warnings**

Autopilot coupled APCH not authorized below 312ft AGL.

**ECA VOR/DME unusable:**

R015-R025 beyond 5NM.

R075-R090 beyond 5NM.

R115-R125 beyond 9NM.

R300-R310 beyond 9NM.

R032-R034 beyond 10NM.

R345-R360 beyond 10NM.

R055-R065 all ALTs and DISTs.

R126-R180 all ALTs and DISTs.

R251-R254 all ALTs and DISTs.

Crop duster in vicinity of AD 200ft or below.

Be aware: No through taxi route from cargo apron to terminal apron.

Portion of TWY W from 152m / 500ft east of TWY A to 640m / 2100ft east of TWY A not visible from TWR.

Birds in vicinity of AD.

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AOI

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**ARRIVAL****Arrival Procedure****VFR Traffic Pattern**

RWY 16R/34R right-hand circuit.

**Non-standard GP intercept position on****RWY 16L**

GP intercepts RWY 16L at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2303m / 7556ft.

**RWY 16R**

GP intercepts RWY 16R at 332m / 1088ft after landing threshold.

Remaining LDG DIST beyond GP is 2289m / 7510ft.

**RWY 34L**

GP intercepts RWY 34L at 343m / 1126ft after landing threshold.

Remaining LDG DIST beyond GP is 2278m / 7472ft.

**DEPARTURE****Take-off Minima**

RWY		16L, 16R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID FTHIL, SID SCTWN:
3+4 ENG		0 - 2400R/0.5V	MNM climb gradient 8.3% up to 540
RWY		34L, 34R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID FTHIL, SID RVRCT:
3+4 ENG		0 - 2400R/0.5V	MNM climb gradient 8.3% up to 540

**Speed**

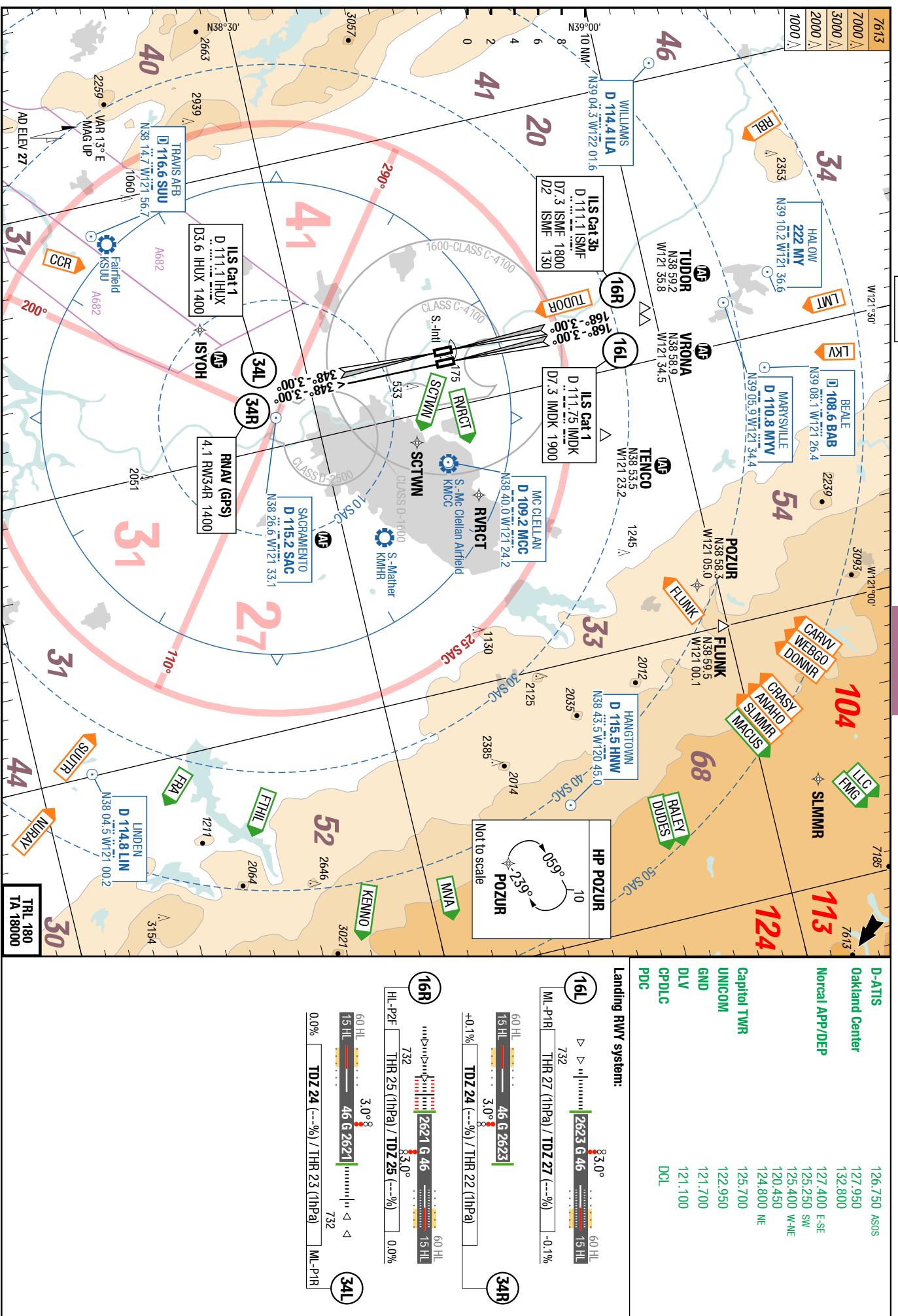
MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR and in addition;**RWY 34L/R****DUDES 9:** Maintain RWY HDG until 1500ft, then turn right HDG 140° to intercept and proceed via R154 MYV to intercept R058 SAC to DUDES INT. Then resume own navigation.

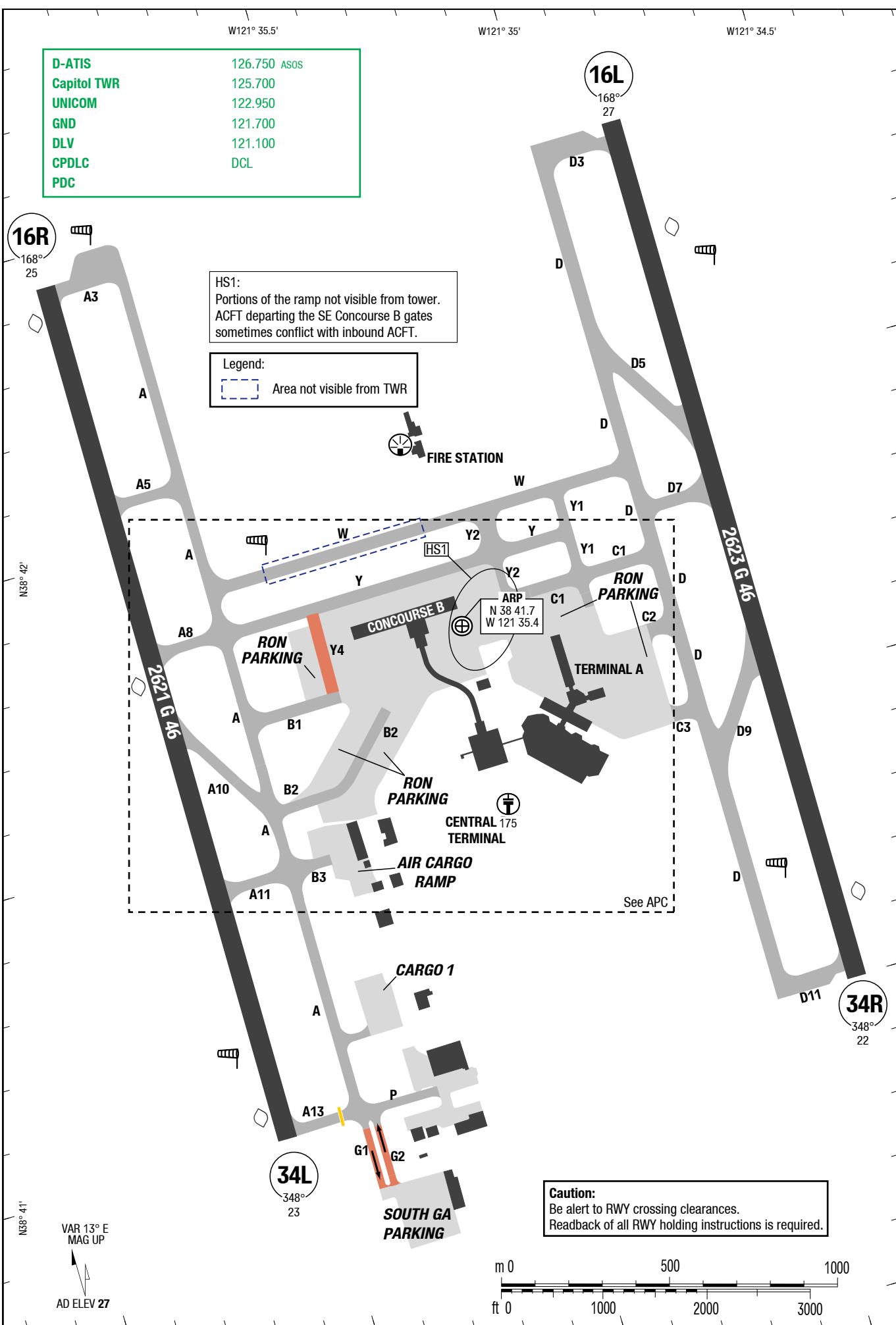
**Effective 01-FEB-2018**

**United States Sacramento** Sacramento **Intl** 

Sacramento Intl Sacramento United Statess



Changes: Nil



Effective 07-DEC-2017

30-NOV-2017

SMF-KSMF

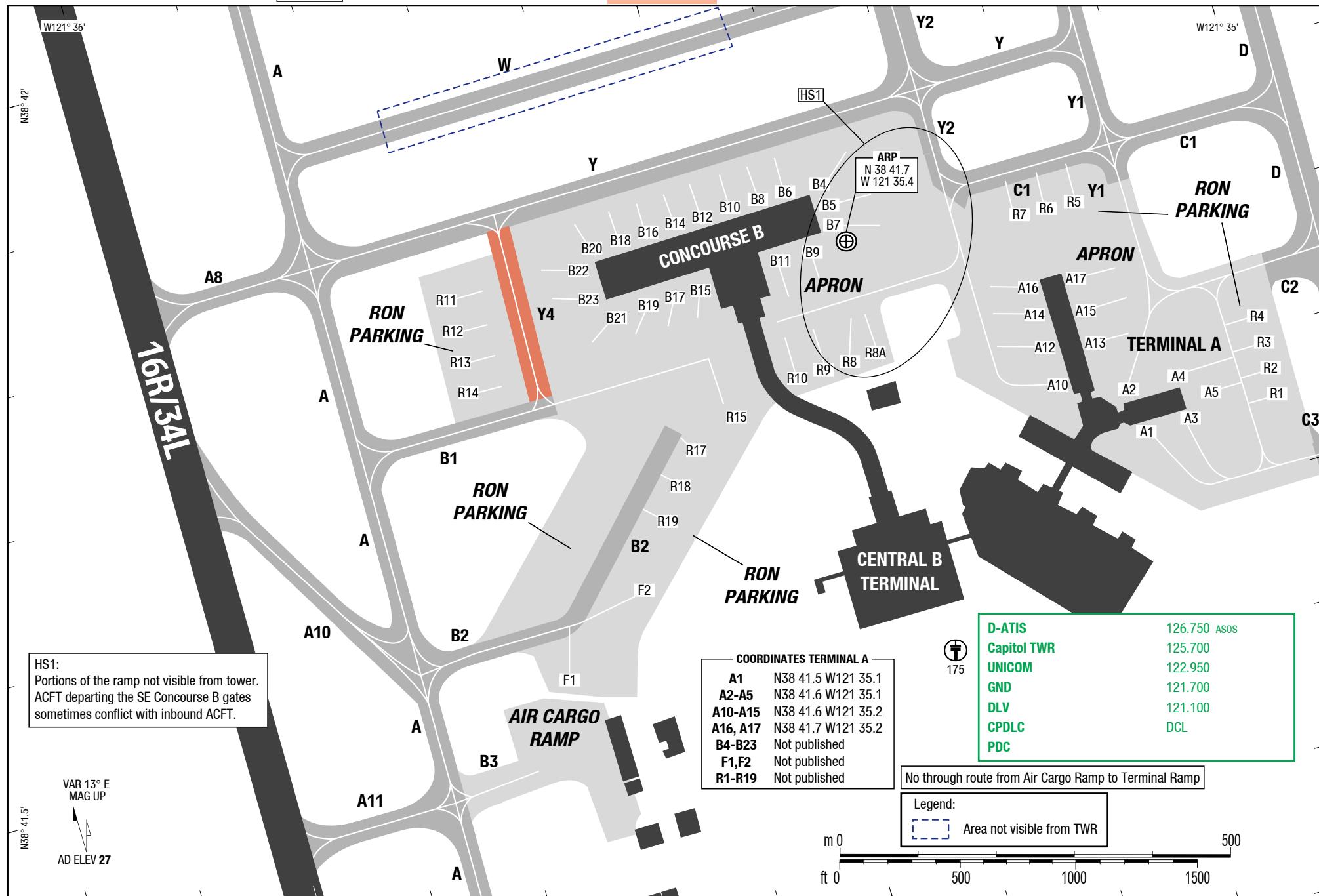
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APC  
APC

Sacramento Intl Sacramento United States

APC  
APC

3-30



Changes: FREQ, APN, TWY B2, hot spots

14-SEP-2017

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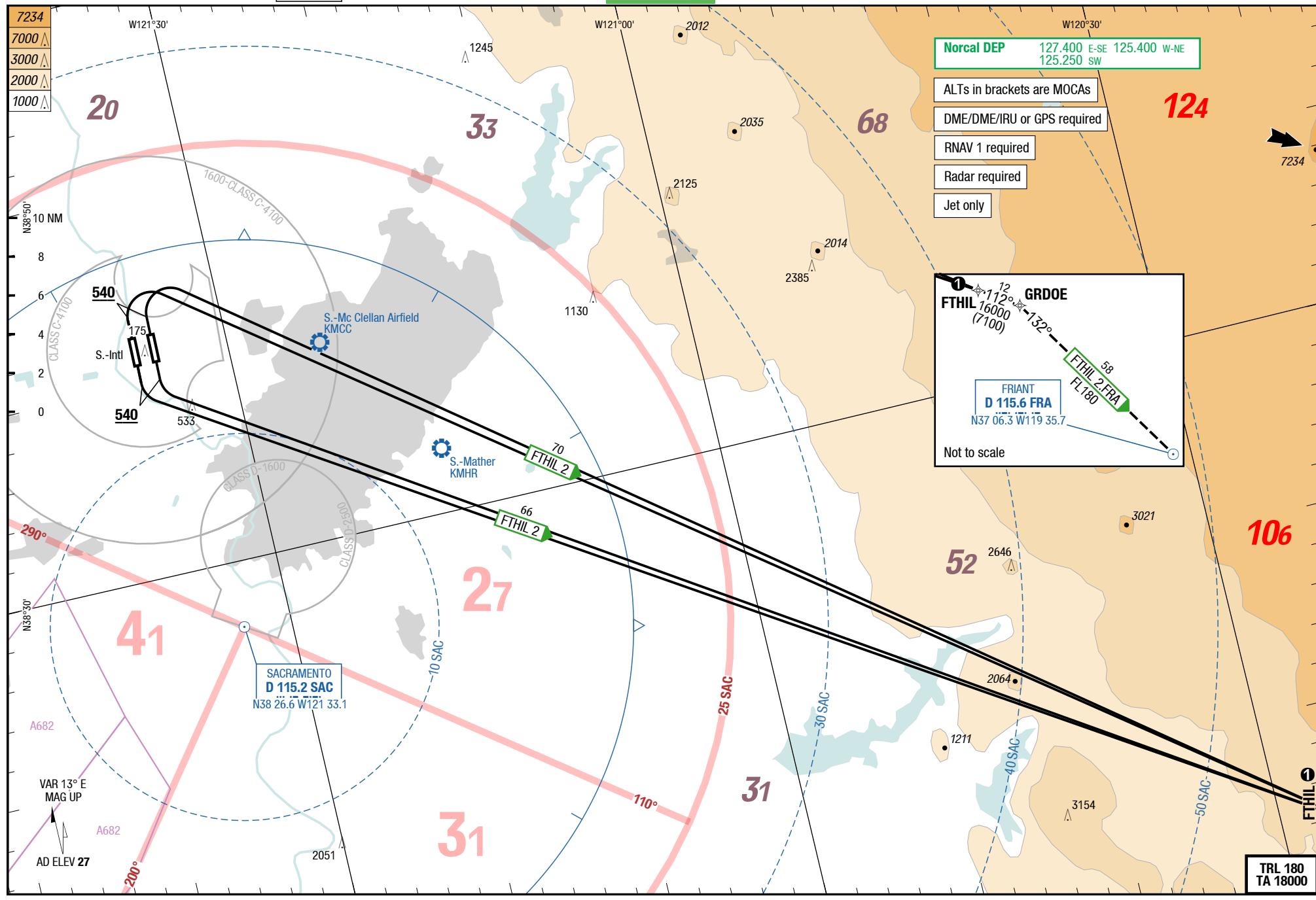
## United States Sacramento Sacramento Intl

FTHIL 2 RNAV  
RVRCT 2 RNAV

4-10

SID SID

## Sacramento Intl Sacramento United States

FTHIL 2 RNAV  
RVRCT 2 RNAV

Changes: new

14-SEP-2017

# United States **Sacramento** Sacramento Intl

Sacramento Intl **Sacramento** United States

**SMF-KSMF**

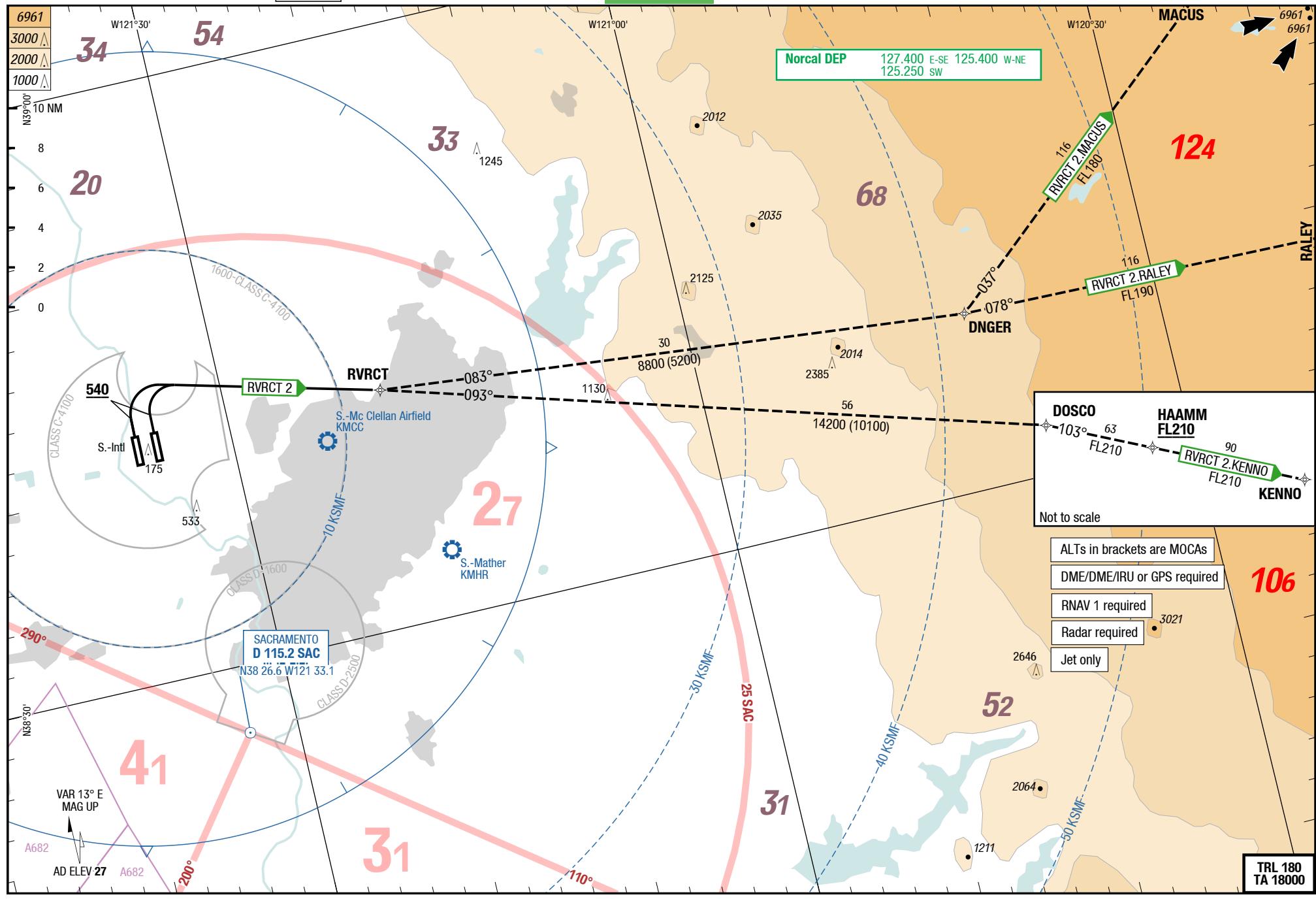
4-20

## RVRCT 2 RNAV

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**RVRCT 2 RNAV**



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DUDES 9

4-30

SCTWN 2 RNAV

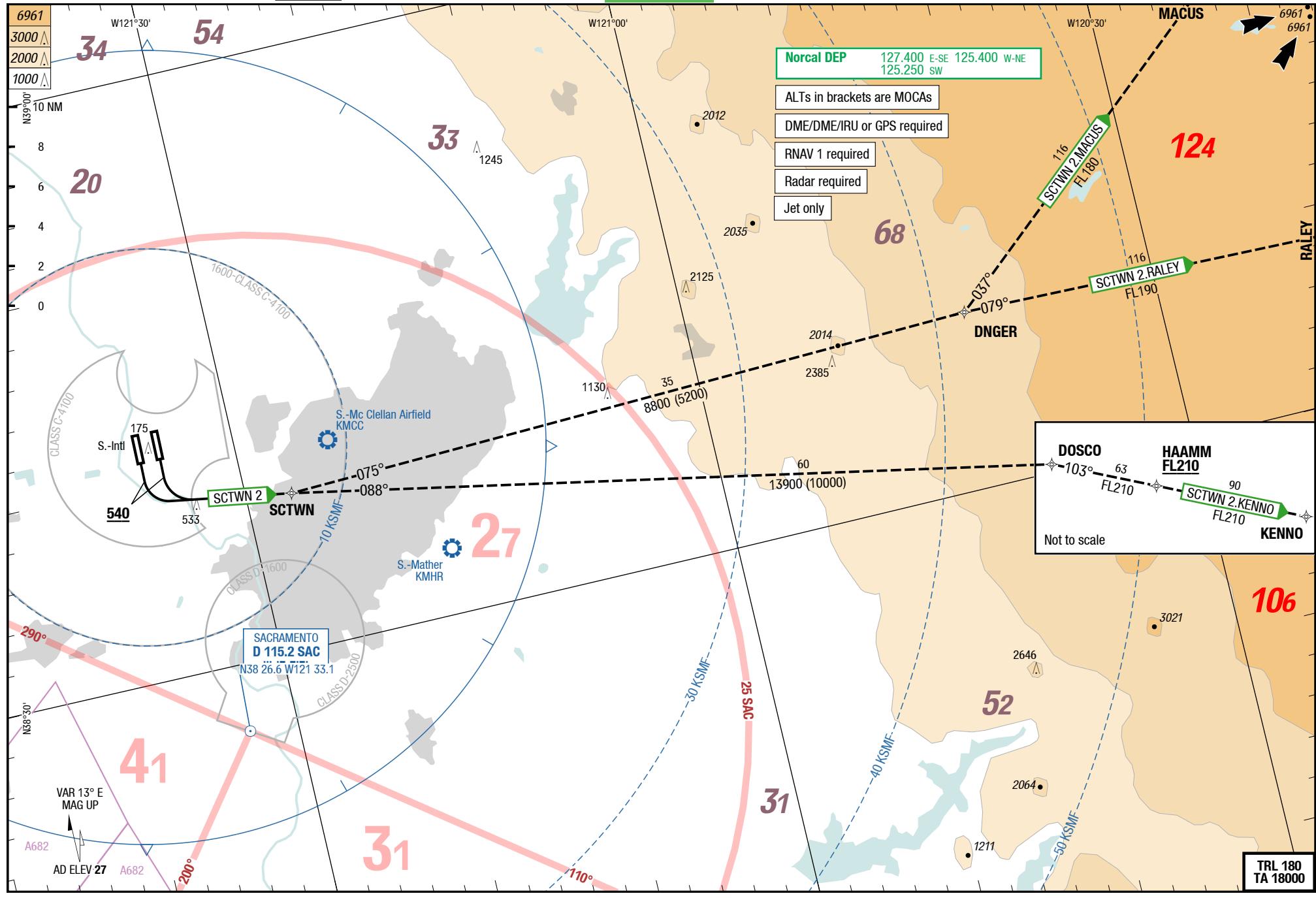
SID

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DUDES 9

SCTWN 2 RNAV



14-SEP-2017

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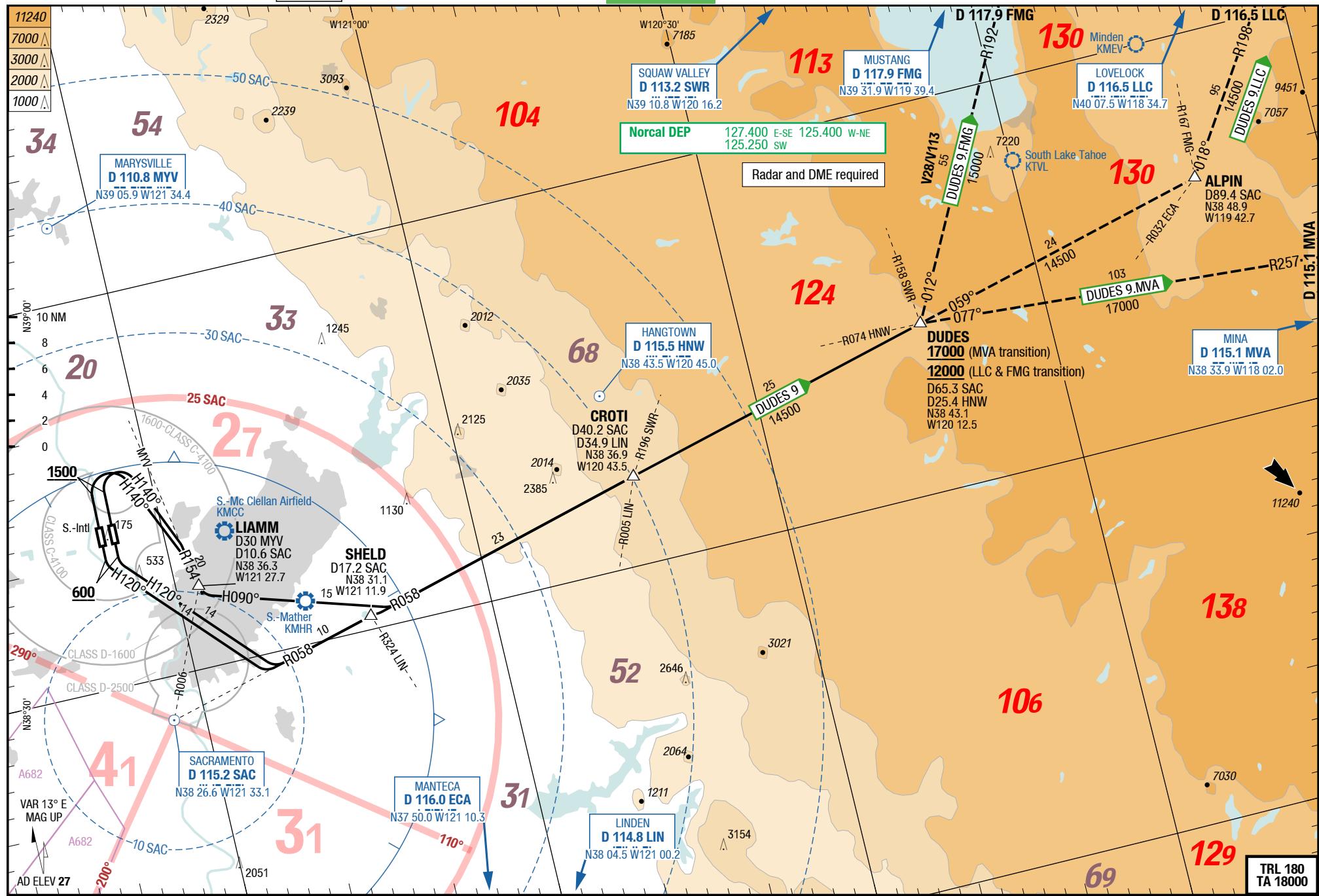
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**DUDES 9**

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DUDES 9



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**SMF-KSMF****5-10****FTHIL 2 RNAV**

SIDPT

**FTHIL 2**

RWYs 16L/R (168°) / 34L/R (348°)

DESIGNATOR	ROUTING	ALTITUDES
<b>FTHIL 2</b>		
<b>127,400</b>		<b>initial climb FL190</b>
①		
<b>RWY 16L</b>	RWY HDG - at MNM <b>540 LT</b> direct FTHIL	
<b>RWY 16R</b>	RWY HDG - at MNM <b>540 LT</b> direct FTHIL	
<b>RWY 34L</b>	RWY HDG - at MNM <b>540 RT</b> direct FTHIL	
<b>RWY 34R</b>	RWY HDG - at MNM <b>540 RT</b> direct FTHIL	
	<b>TRANSITION</b>	
	<b>FRIANT (FRA)</b> FTHIL - GRDOE - FRA	

① Expect filed altitude 10 minutes after departure.

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**SMF-KSMF****5-20****RVRCT 2 RNAV**

SIDPT

**RVRCT 2**

RWYs 34L/R (348°)

DESIGNATOR	ROUTING	ALTITUDES
<b>RVRCT 2</b>		
<b>127,400</b>		<b>initial climb FL190</b>
①		
<b>RWY 34L</b>	RWY HDG - at MNM <b>540 RT</b> direct RVRCT	
<b>RWY 34R</b>	RWY HDG - at MNM <b>540 RT</b> direct RVRCT	
	<b>TRANSITION</b>	
	<b>KENNO</b> RVRCT - DOSCO - HAAMM - KENNO	<b>HAAMM MNM FL210</b>
	<b>MACUS</b> RVRCT - DNGER - MACUS	
	<b>RALEY</b> RVRCT - DNGER - RALEY	

① Expect filed altitude 10 minutes after departure.

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**SMF-KSMF****5-30****SCTWN 2 RNAV**

SIDPT

**SCTWN 2**

RWYs 16L/R (168°)

DESIGNATOR	ROUTING	ALTITUDES
<b>SCTWN 2</b>		
<b>127,400</b>		<b>initial climb FL190</b>
①		
<b>RWY 16L</b>	RWY HDG - at MNM <b>540 LT</b> direct SCTWN	
<b>RWY 16R</b>	RWY HDG - at MNM <b>540 LT</b> direct SCTWN	
<b>TRANSITION</b>		
	<b>KENNO</b> SCTWN - DOSCO - HAAMM - KENNO	<b>HAAMM MNM FL210</b>
	<b>MACUS</b> SCTWN- DNGER - MACUS	
	<b>RALEY</b> SCTWN - DNGER - RALEY	

① Expect filed altitude 10 minutes after departure .

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**SMF-KSMF****5-40****DUDES 9**

SIDPT

**DUDES 9**

RWYs 16L/R (168°) / 34L/R (348°)

DESIGNATOR	ROUTING	ALTITUDES
<b>DUDES 9</b>		
127,400 ①		
<b>RWYs 16L/16R</b>	at MNM <b>600 LT</b> HDG 120° - intercept R058 <b>SAC</b> to SHIELD - CROTI - DUDES	
<b>RWYs 34L/34R</b>	at MNM <b>1500 RT</b> HDG 140° - intercept R154 <b>MYV</b> - at LIAMM <b>LT</b> HDG 090° - intercept R058 <b>SAC</b> to CROTI - DUDES	
	<b>TRANSITION</b>	
	<b>LOVELOCK (LLC)</b> DUDES - ALPIN - R198 <b>LLC</b> to <b>LLC</b>	DUDES MNM <b>12000</b>
	<b>MINA (MVA)</b> DUDES - R257 <b>MVA</b> to <b>MVA</b>	DUDES MNM <b>17000</b>
	<b>MUSTANG (FMG)</b> DUDES - R192 <b>FMG</b> to <b>FMG</b>	DUDES MNM <b>12000</b>

① Expect further clearance to filed altitude after CROTI.

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**5-50**

**Obstacle Departure**

SIDPT

**Obstacle Departure**

<b>RWY</b>	<b>Routing</b>
<b>16L</b>	climb HDG 164° to <b>700</b> before turning east
<b>RWY</b>	<b>Notes</b>
<b>16L</b>	Vehicles on road, 225ft from DER, crossing RWY centerline, 10ft AGL/31ft MSL.
<b>34L</b>	Tree 3656ft from DER, 1296ft left of centerline, 98ft AGL/123ft MSL.
<b>34R</b>	Pole 1786ft from DER, 945ft right of centerline, 46ft AGL/73ft MSL.

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STAR

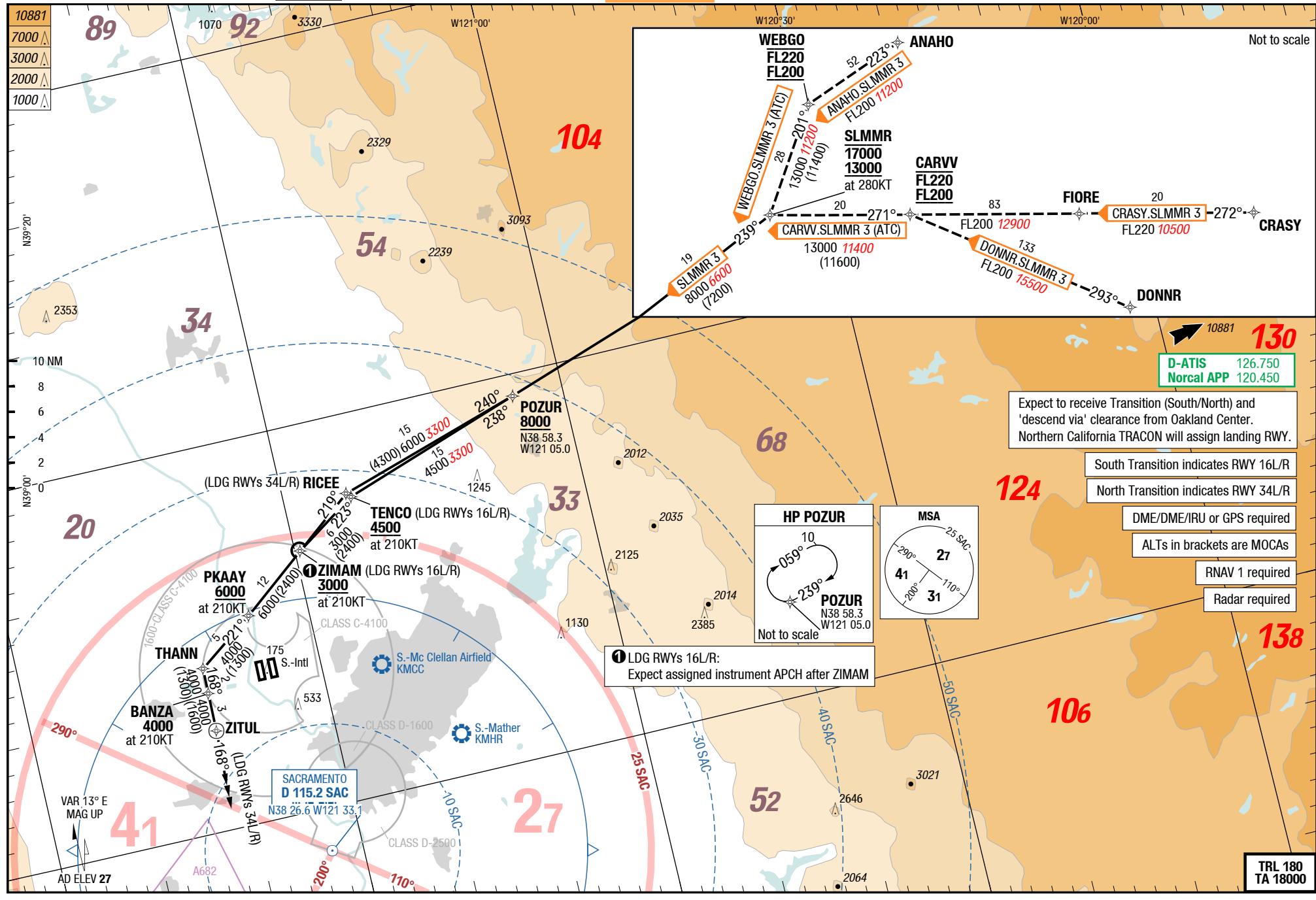
STAR

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6-10

**SLMMR 3 RNAV**



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SMF-KSMF

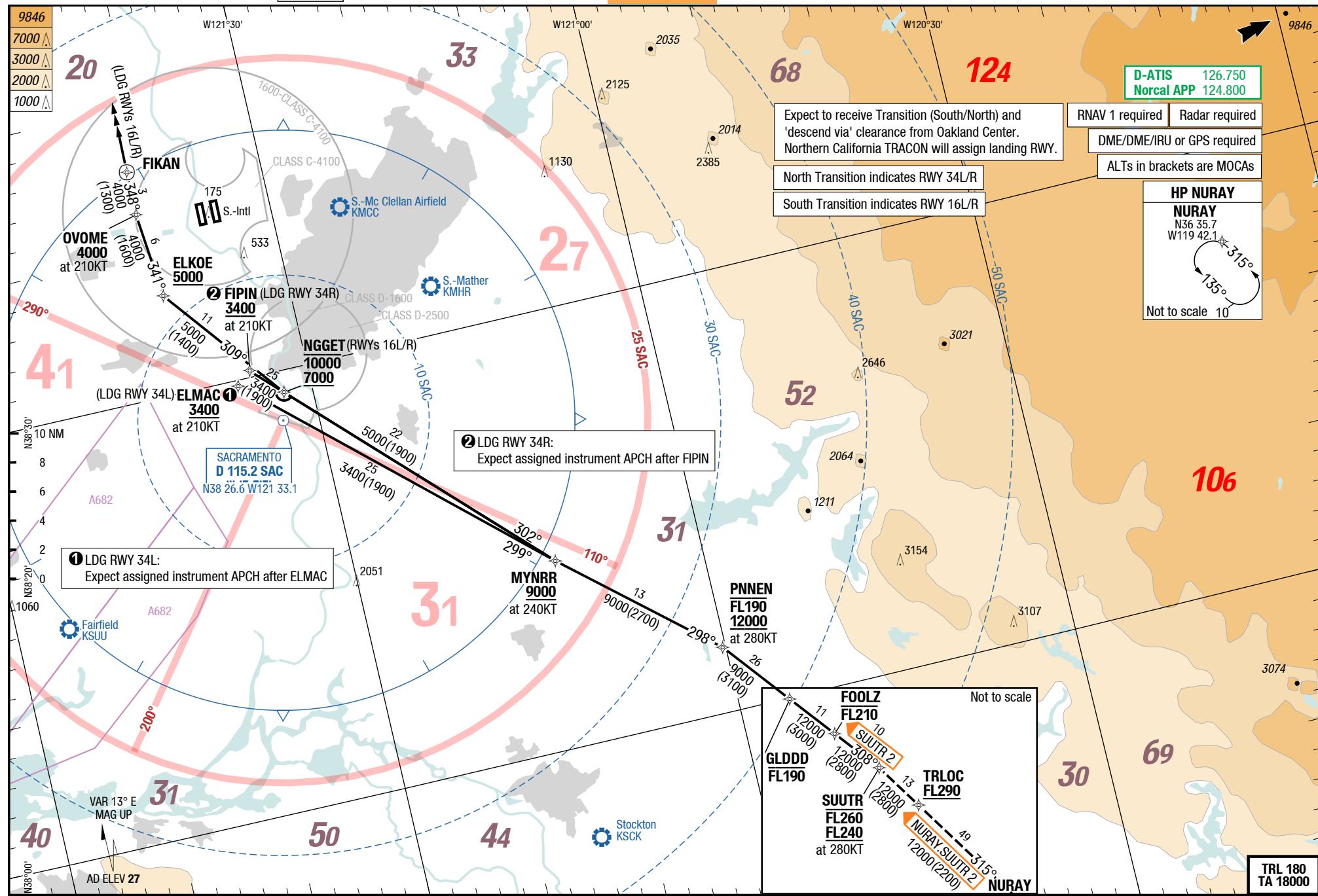
6-20

SUUTR 2 RNAV

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FLUNK 3

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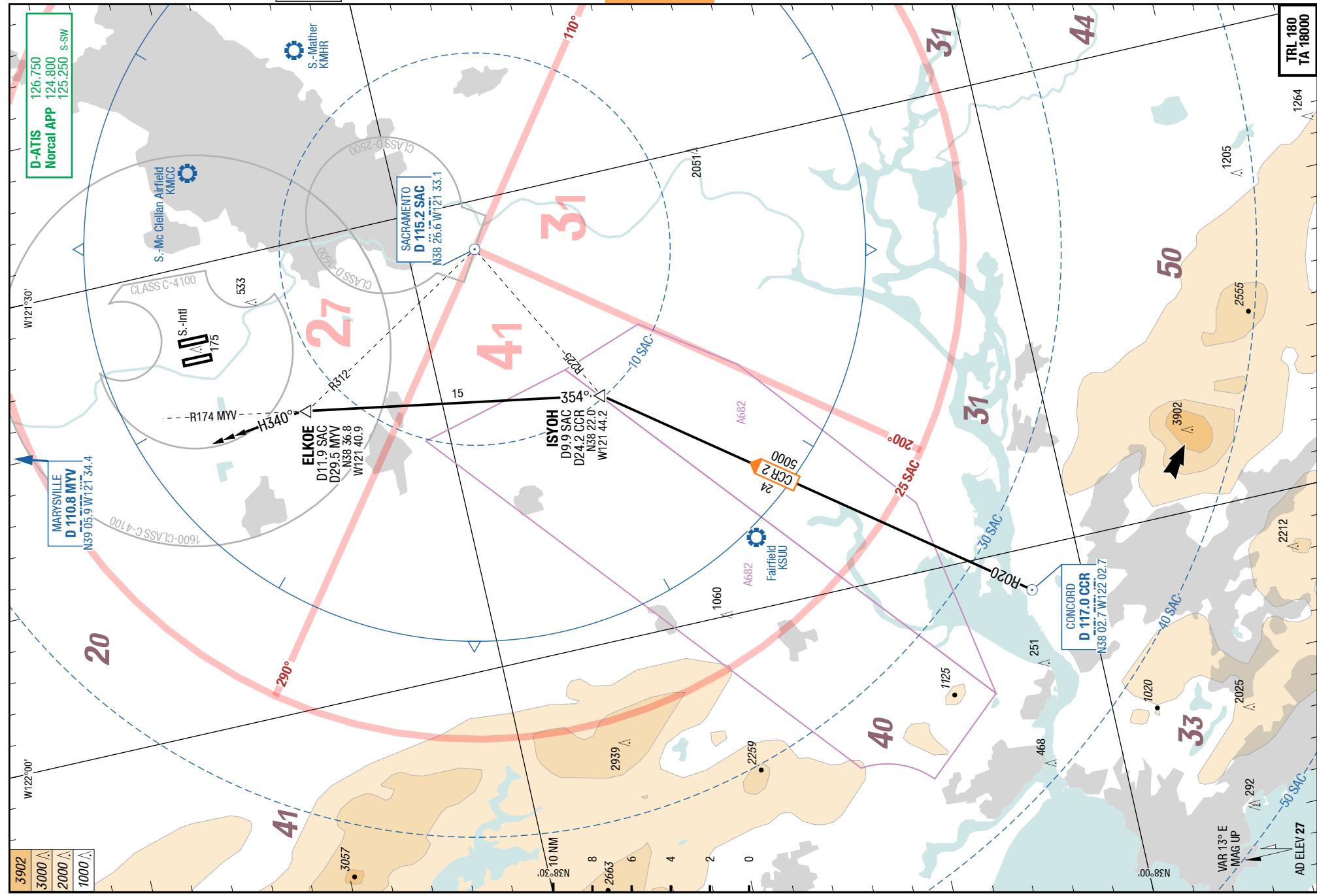
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FLUNK 3

CONCORD 2 (CCR 2)

6-30

CONCORD 2 (CCR 2)



Changes: chart title

14-SEP-2017

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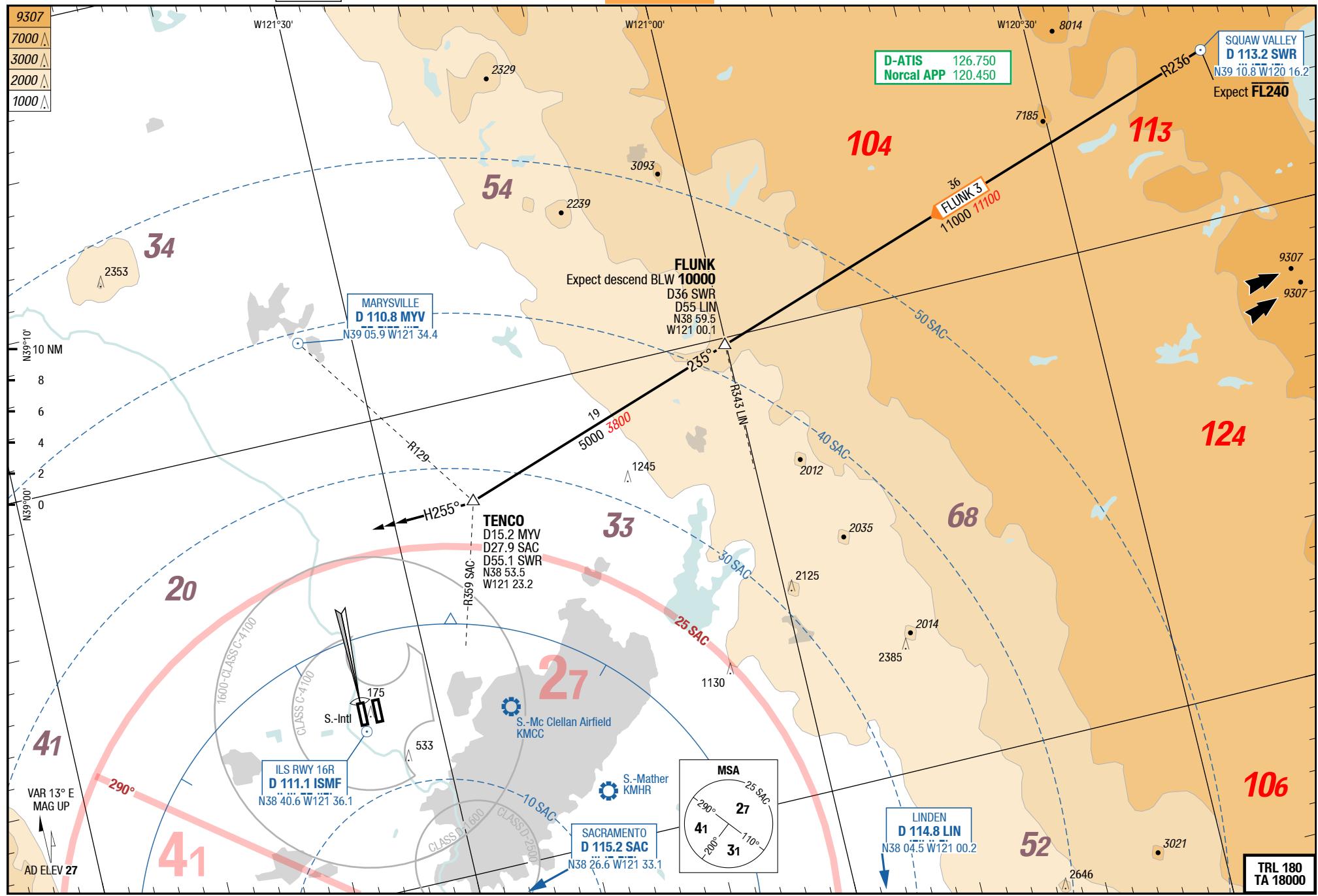
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6-40

**FLUNK 3**

111

FLUNK 3



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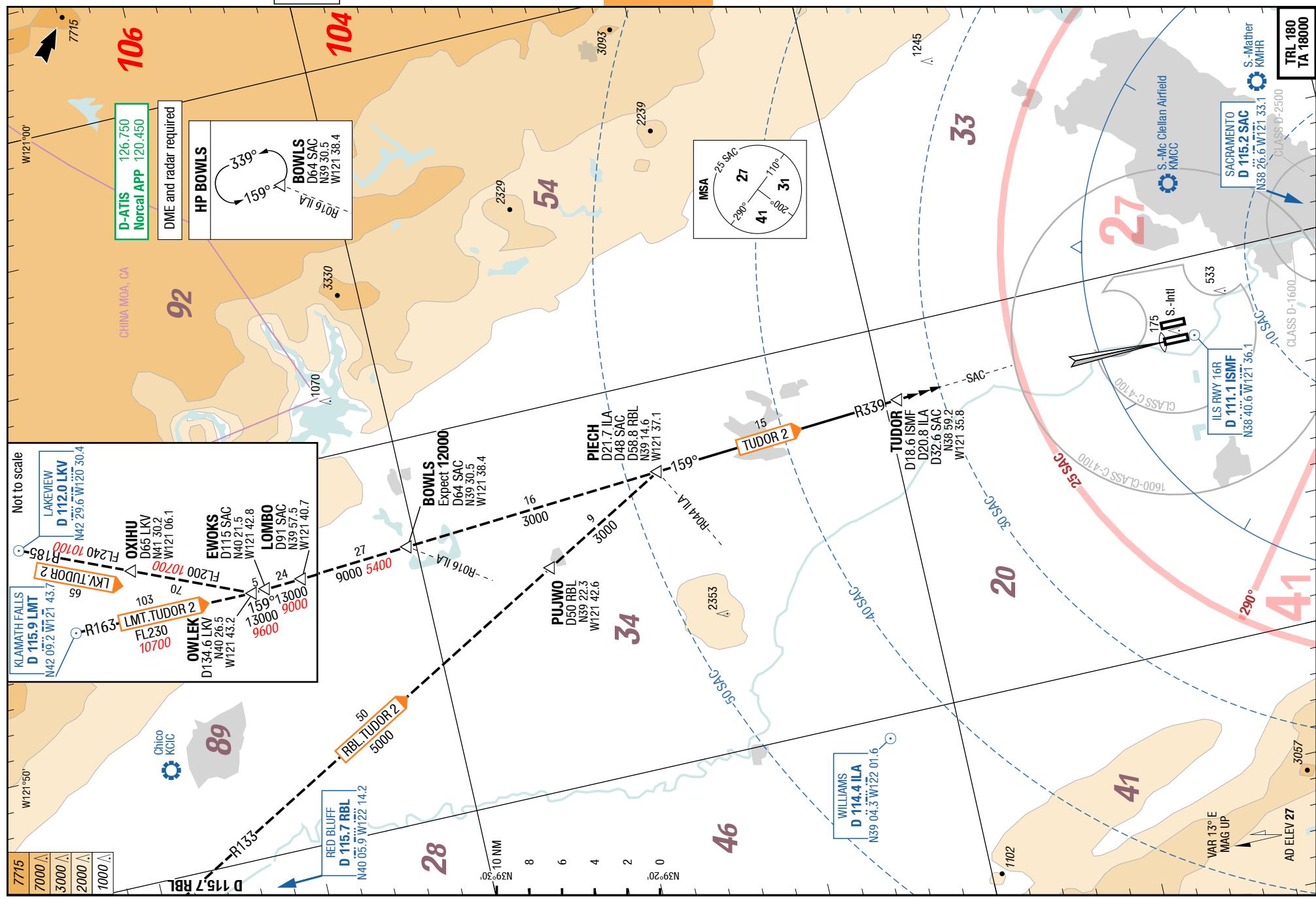
6-50

**TUDOR 2**

11

STAR

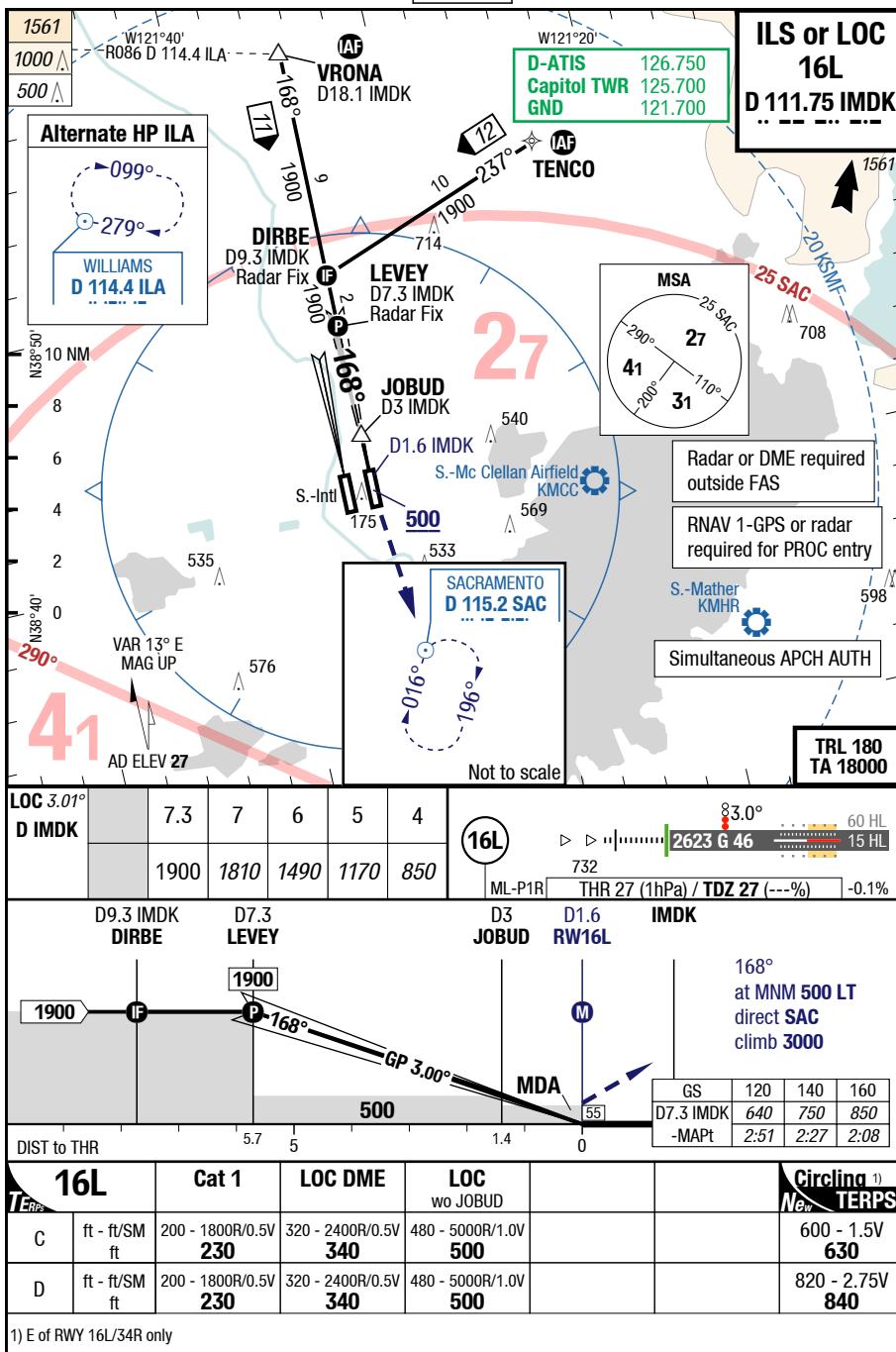
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## SMF-KSMF

7-10

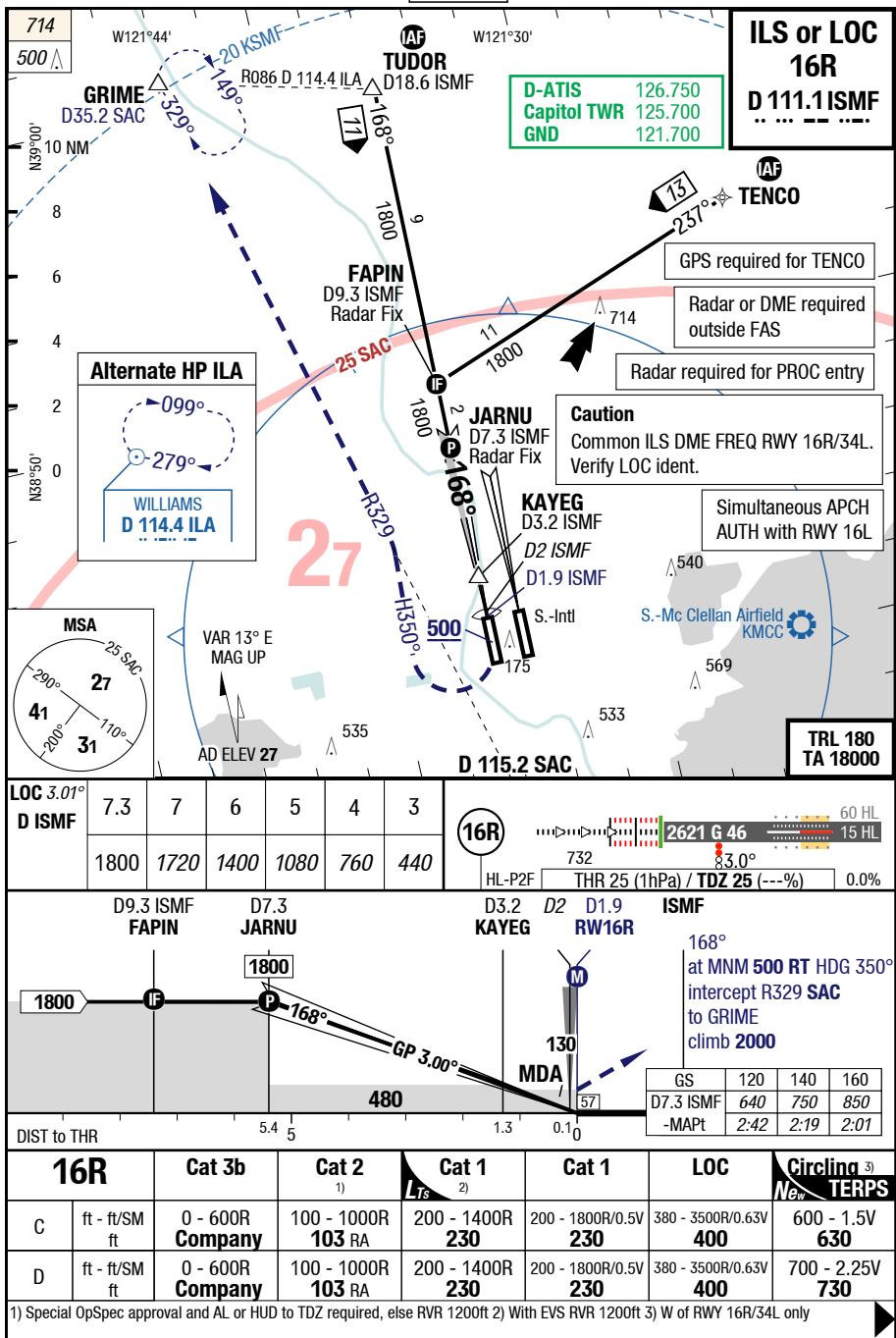
ILS or LOC 16L



## SMF-KSMF

7-20

ILS or LOC 16R



Effective 04-JAN-2018  
28-DEC-2017

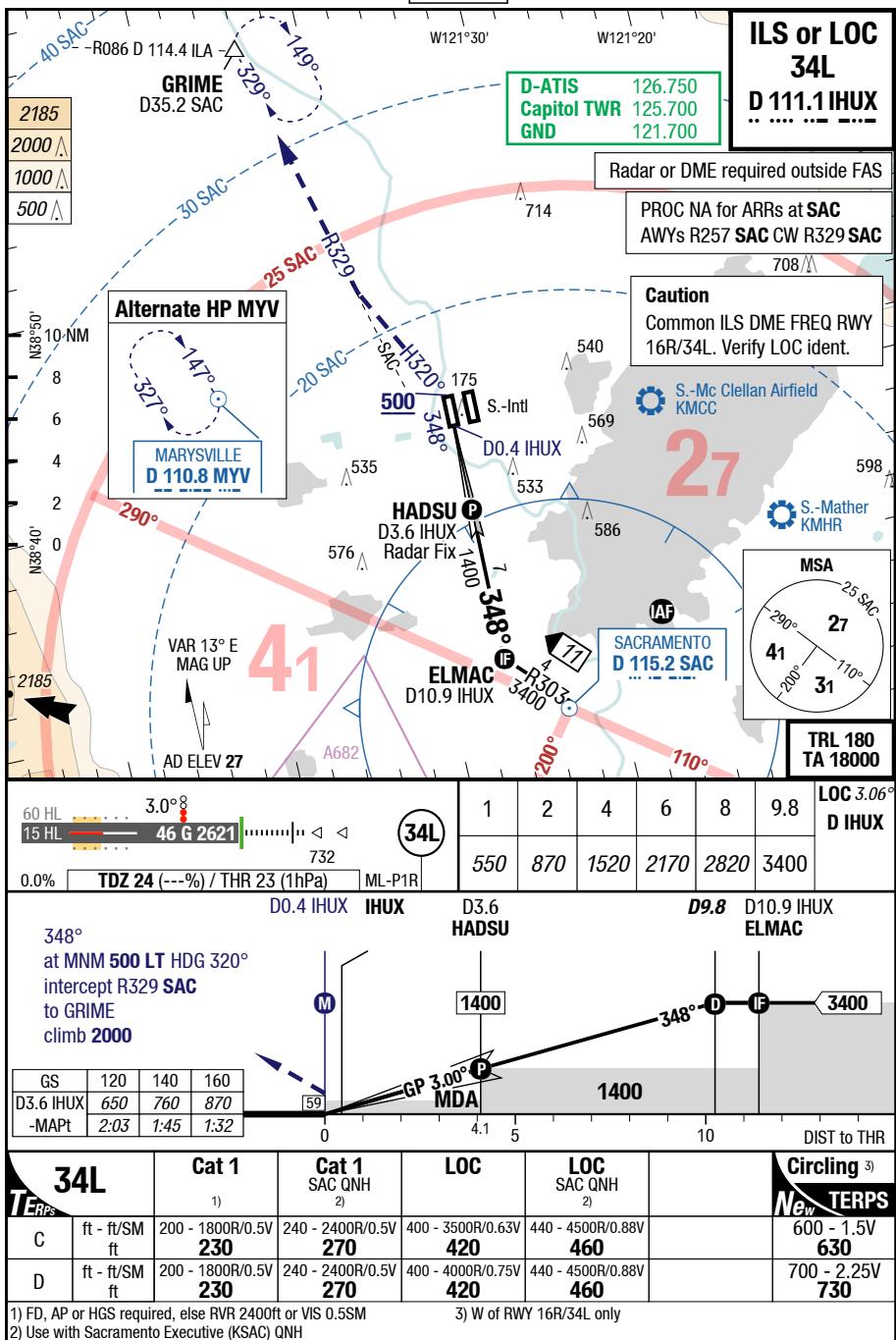
United States Sacramento Sacramento Intl

IAC

## SMF-KSMF

7-30

ILS or LOC 34L



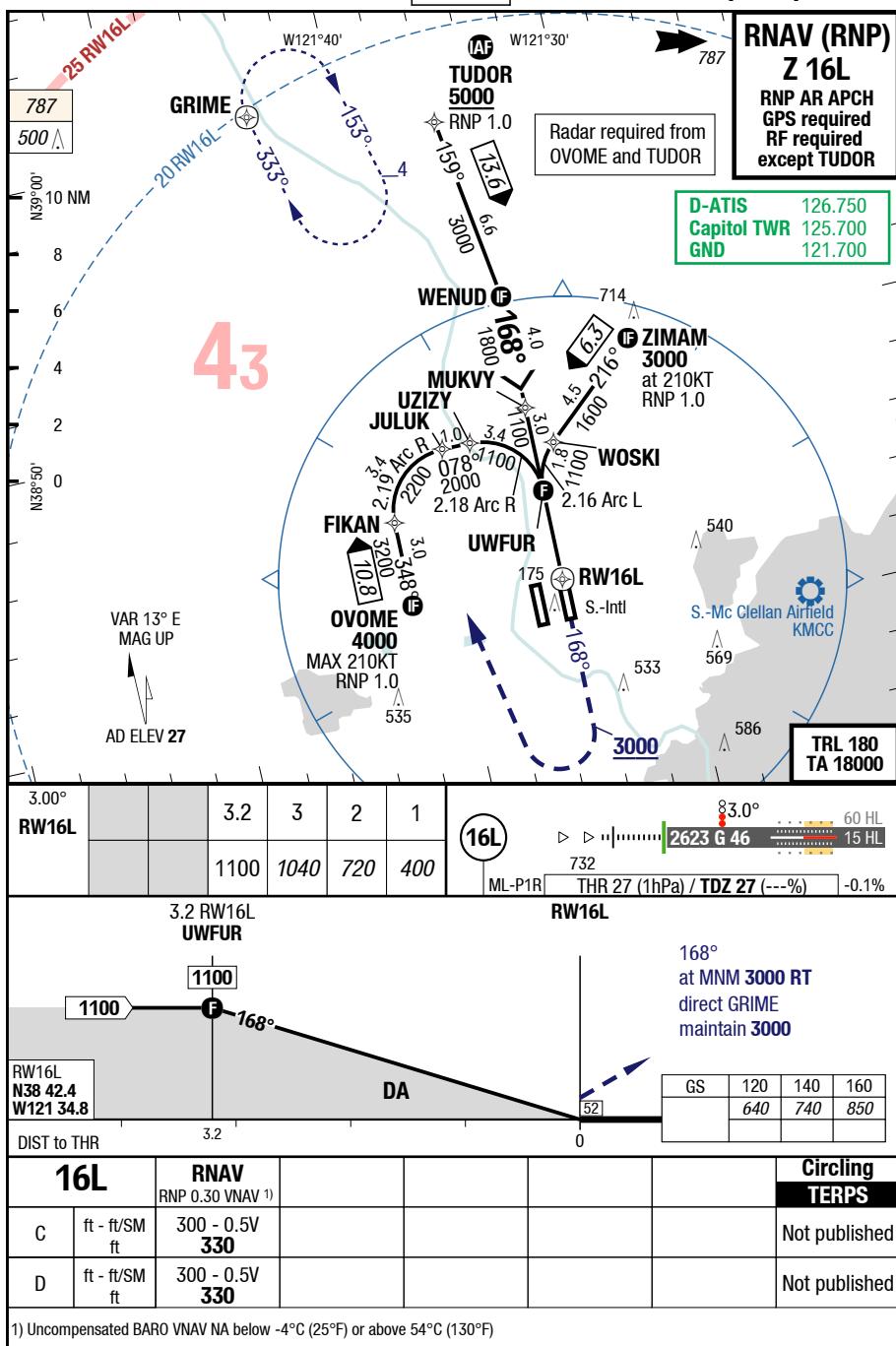
03-NOV-2016

SMF-KSMF

7-50

RNAV (RNP) Z 16L

IAC

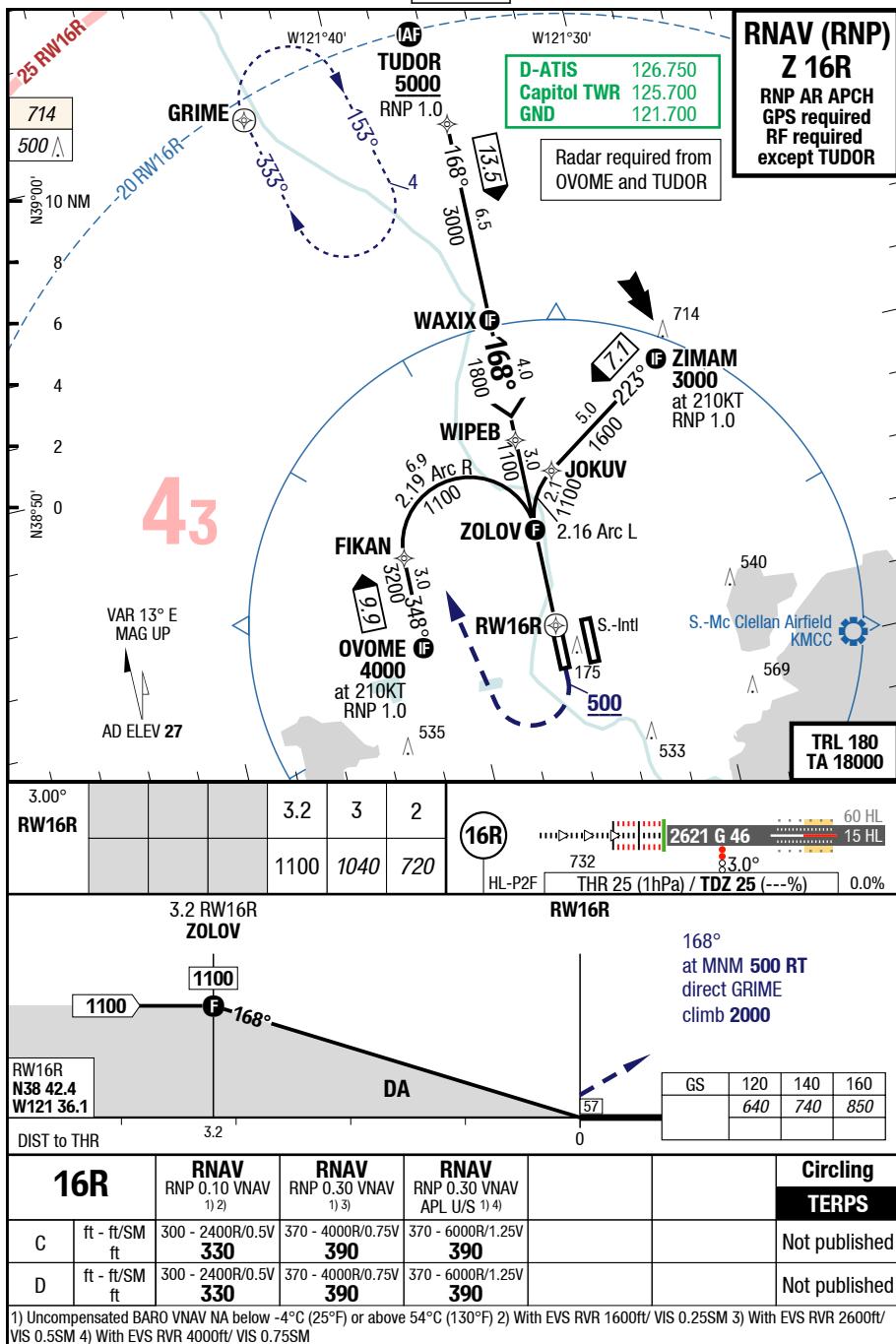


03-NOV-2016

## SMF-KSMF

7-60

## RNAV (RNP) Z 16R



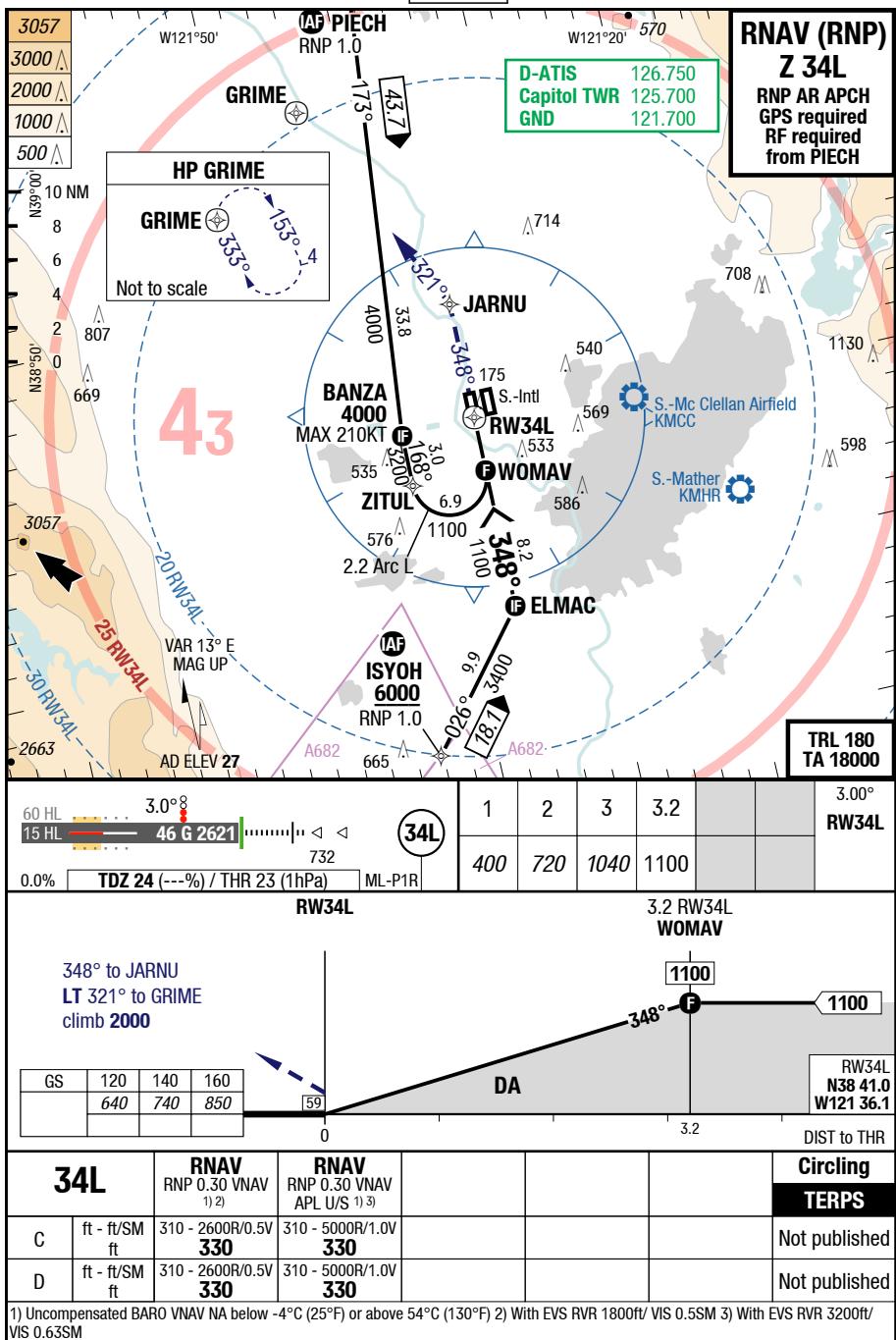
03-NOV-2016

## SMF-KSMF

7-70

## RNAV (RNP) Z 34L

IAC



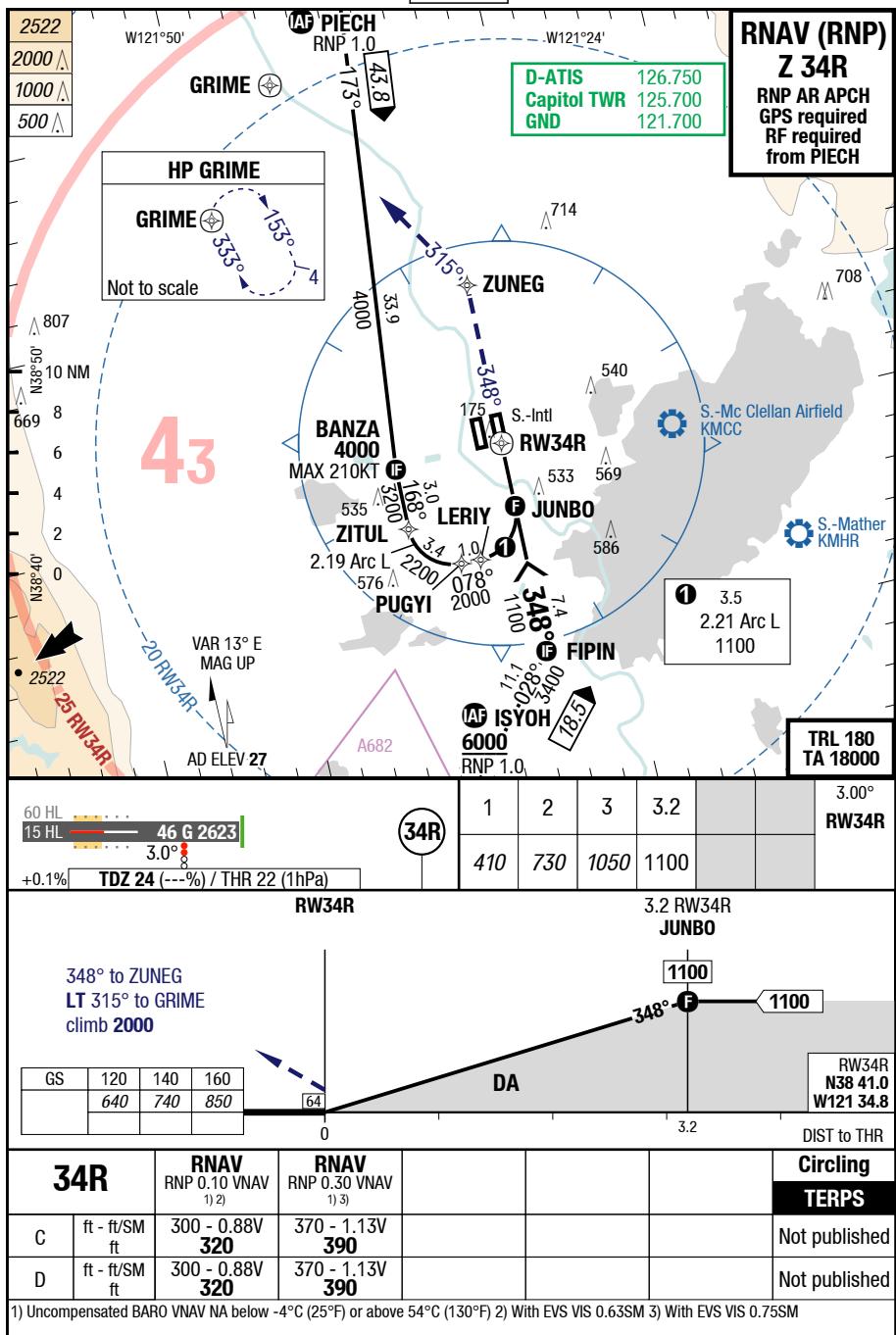
03-NOV-2016

**SMF-KSMF**

7-80

**RNAV (RNP) Z 34R**

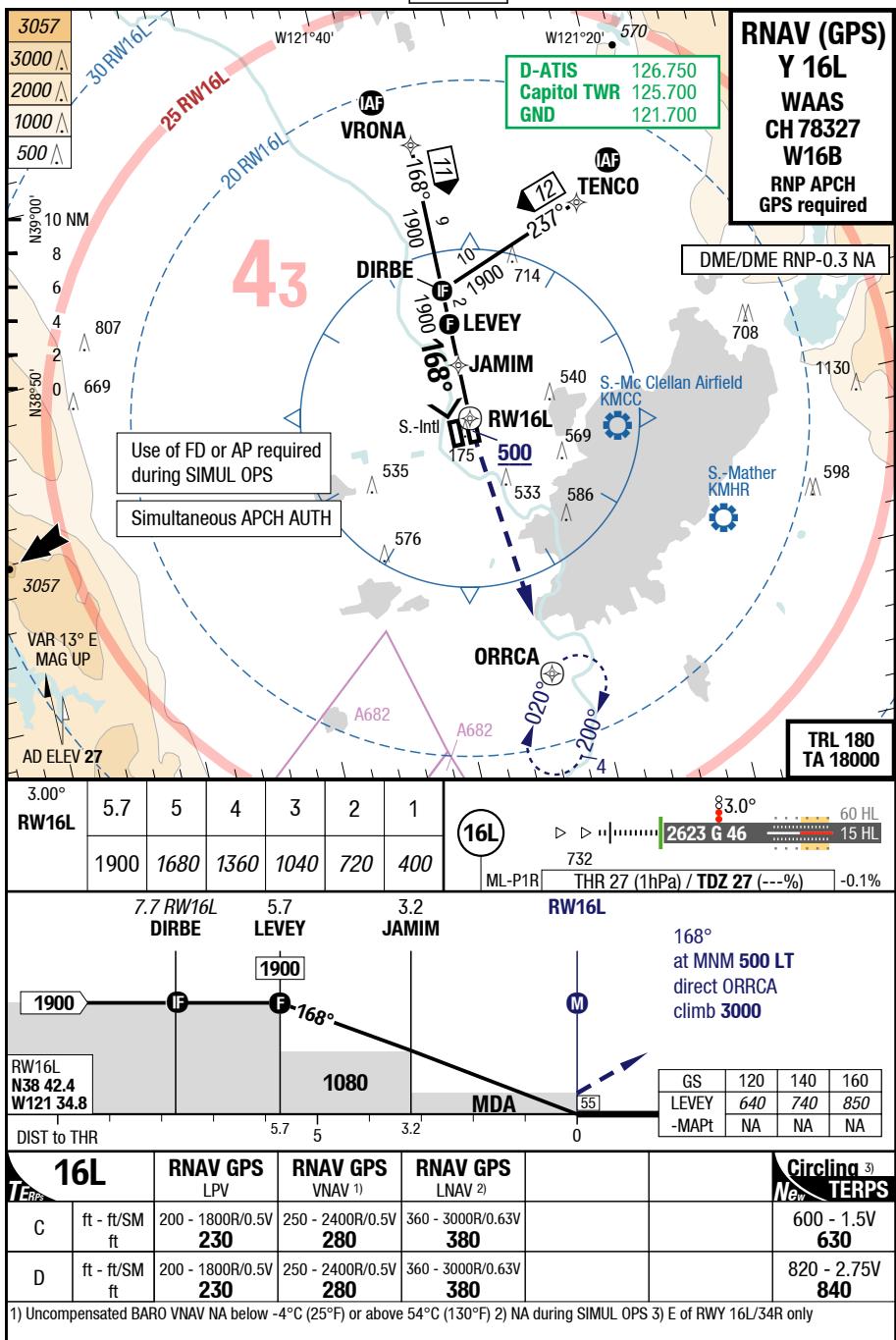
IAC



## SMF-KSMF

7-90

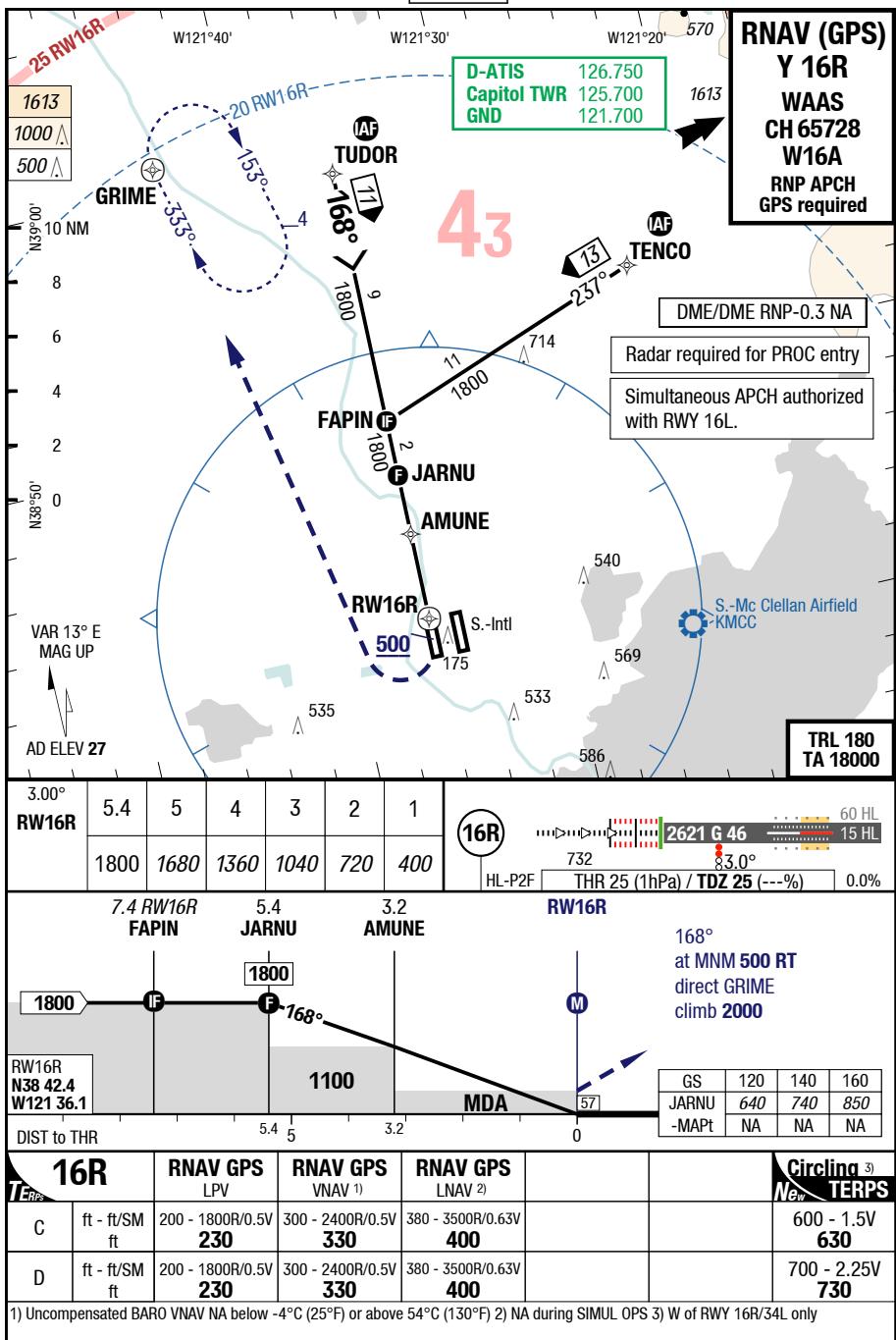
RNAV (GPS) Y 16L



## SMF-KSMF

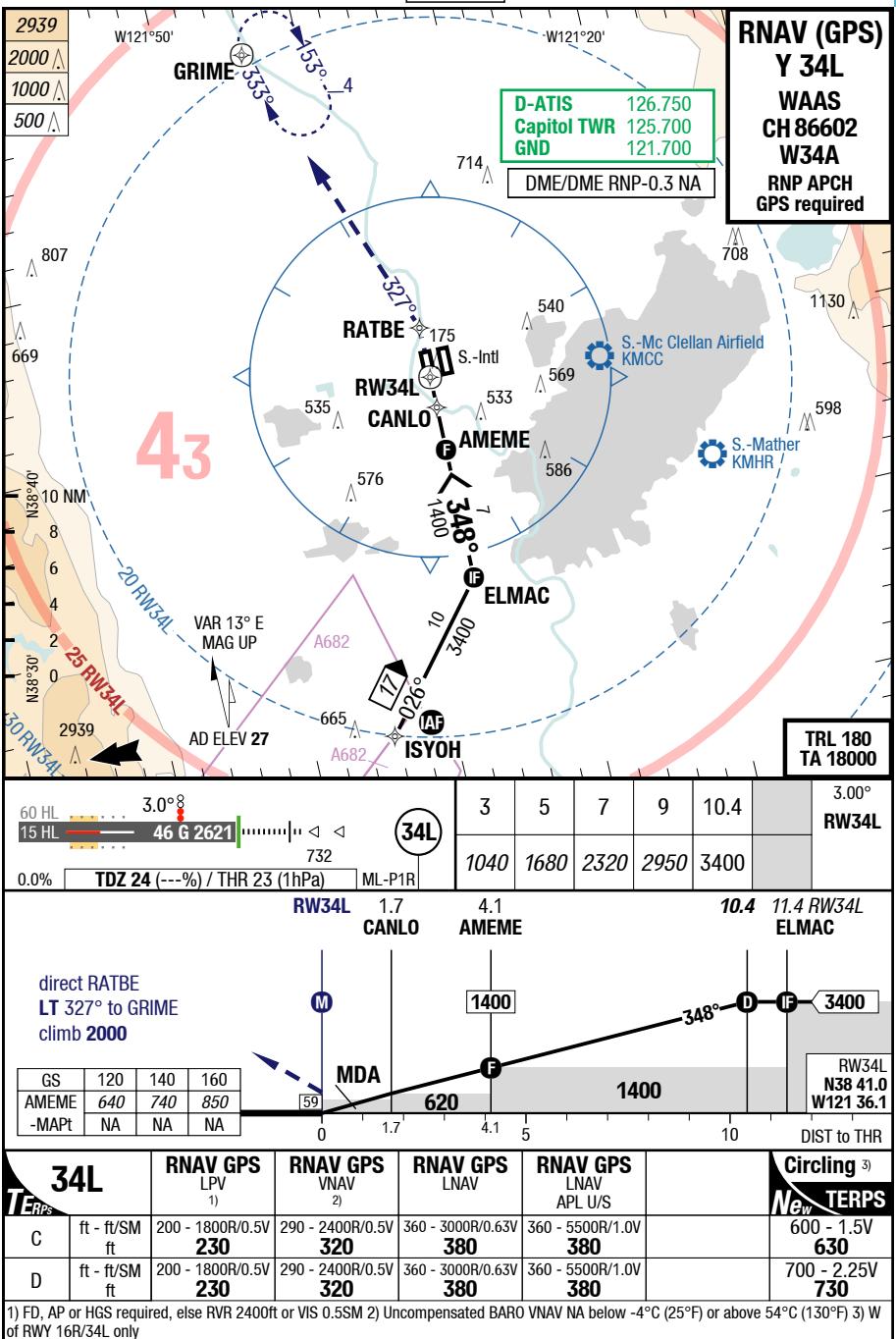
7-100

RNAV (GPS) Y 16R



7-110

## **RNAV (GPS) Y 34L**

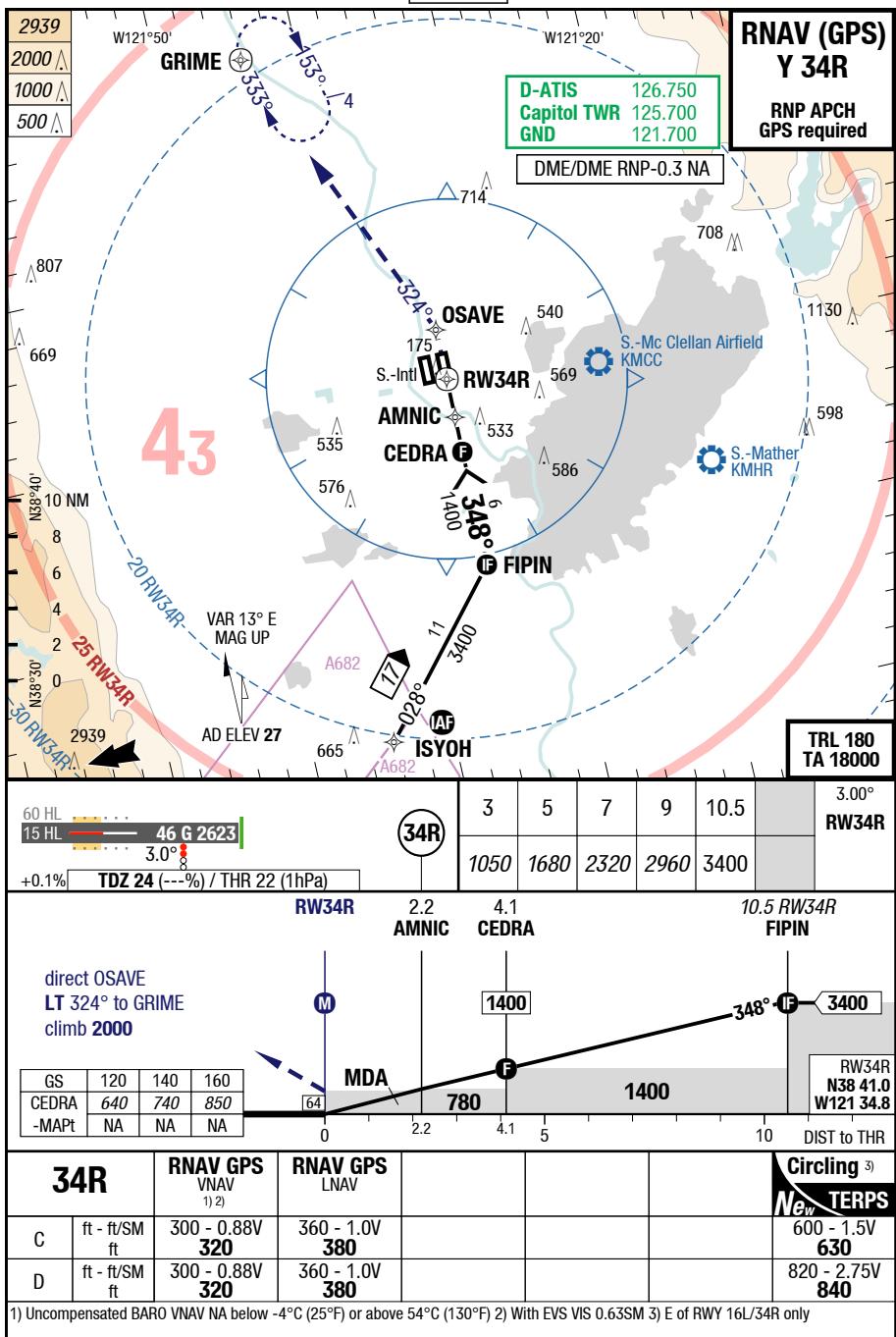


13-JUL-2017

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7-120

## RNAV (GPS) Y 34R



**SMF-KSMF**

**7-130**

**WxMinima Overflow**

<b>16R</b>		<b>LOC wo KAYEG</b>					
C	ft - ft/SM ft	460 - 4500R/0.88V <b>480</b>					
D	ft - ft/SM ft	460 - 4500R/0.88V <b>480</b>					