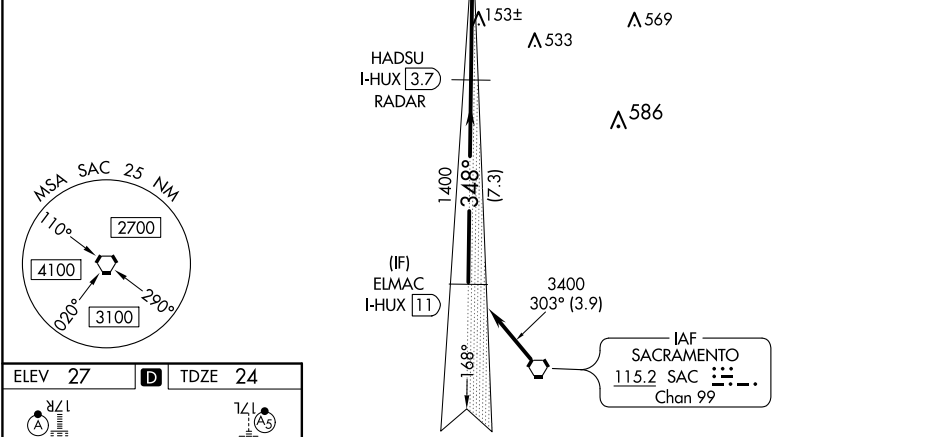
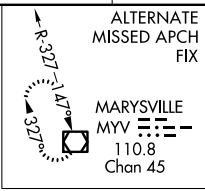
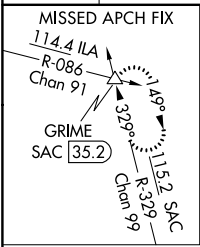


LOC/DME I-HUX <b>111.1</b> Chan <b>48</b>	APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev	<b>8598</b> <b>24</b> <b>27</b>
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ILS or LOC RWY 35L  
SACRAMENTO INTL (SMF<sup>F</sup>)

DME required for procedure entry. RADAR or DME required for LOC only.	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.
⚠ Circling NA east of Rwy 17R-35L. Autopilot coupled approach NA below 312 MSL. For inop ALS, increase S-LOC 35L Cats C and D visibility to RVR 6000. * RVR 1800 authorized with the use of FD or AP or HUD to DA.		

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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).		500	2000	SAC R-329	GRIME
ELMAC I-HUX 11		↑	hdg 320°	△	
HADSU I-HUX 3.7 RADAR		3400	348°	1400	
DME ANTENNA I-HUX 0.5		GS 3.00° TCH 59	7.3 NM	4.1 NM	
CATEGORY	A	B	C	D	
S-ILS 35L*	224/24 200 (200-½)				
S-LOC 35L	420/24 396 (400-½)	420/35 396 (400-⅔)	420/40 396 (400-¾)	420/40 396 (400-¾)	
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-½)	580-2 553 (600-2)	

SW-2, 27 JAN 2022 to 24 FEB 2022

SW-2, 27 JAN 2022 to 24 FEB 2022