

LOC/DME I-SMF 111.1 Chan 48	APP CRS 168°	Rwy Idg 8598 TDZE 25 Apt Elev 27
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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	NORCAL APP CON				CAPITOL TOWER		GND CON		CLNC DEL		CPDLC
126.75	125.4	259.1 (W-NE)	125.25 (E-SE)	257.9 (SW)	125.7	256.7	121.7	256.7	121.1	256.7	

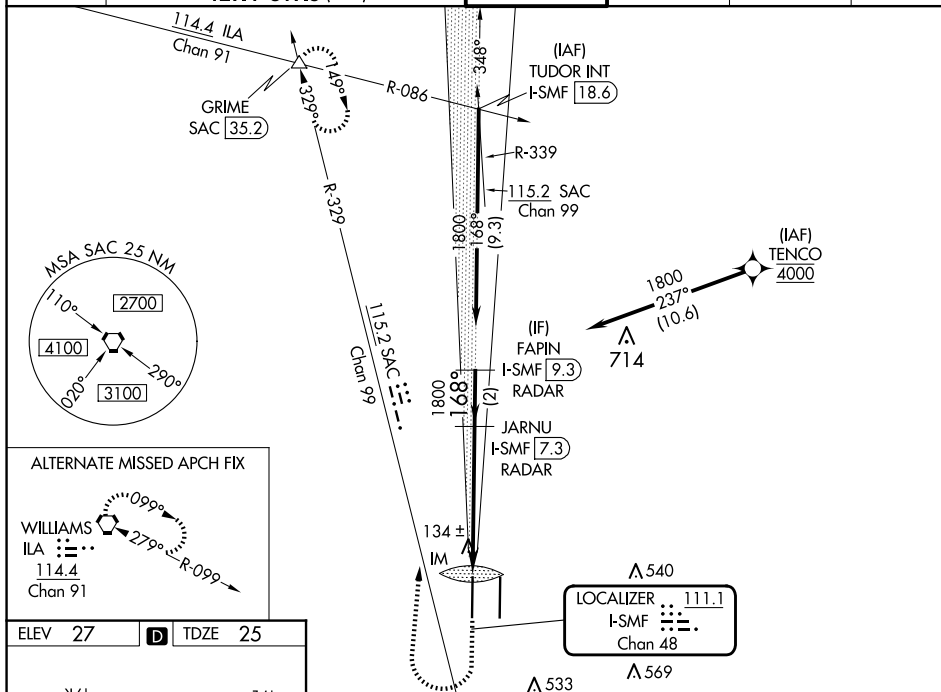


Diagram illustrating the TDZ/CL (Touchdown Zone/Center Line) and HIRL (High Intensity Runway Lighting) systems for Runways 17L, 17R, 35L, and 35R. The diagram shows the layout of the runways and the associated lighting systems. Runway 17L is 8598 x 150 feet, Runway 17R is 8605 x 150 feet, Runway 35L is 5100 x 150 feet, and Runway 35R is 5100 x 150 feet. The diagram also shows the TDZ (Touchdown Zone) and CL (Center Line) for each runway. The HIRL (High Intensity Runway Lighting) system is shown for Runways 17L, 17R, 35L, and 35R. The diagram includes a scale bar and a north arrow.

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

ILS RWY 17R (CAT II & III)