

LOC/DME I-HUX 111.1 Chan 48	APP CRS 348°	Rwy Ldg 8598 TDZE 24 Apt Elev 27
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ILS or LOC RWY 35L

SACRAMENTO INTL (SMF)

DME required.

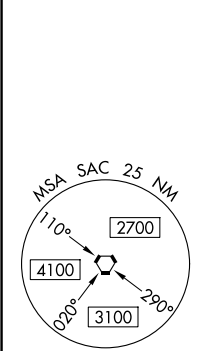
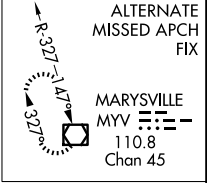
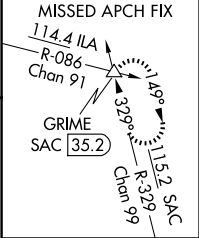
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Circling NA east of Rwy 17R-35L. Autopilot coupled approach NA below 312 MSL. For inop ALS, increase S-LOC 35L Cats C/D visibility to RVR 4500.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

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.

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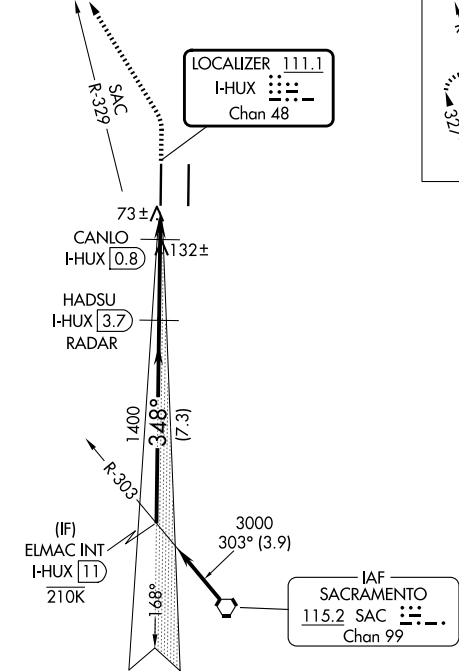


ELEV **27** **D** TDZE **24**

TDZL/RCLS Rwy 17L and 17R
HIRL Rwy 17R-35L and 17L-35R

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



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

ELMAC I-HUX **11**

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

GS 3.00°
TCH 59

3000

1400

480

7.3 NM

2.9 NM

1.3 NM

500

2000

hdg 320°

SAC R-329

GRIME

I-HUX DME ANTENNA

CANLO I-HUX **0.8**

I-HUX **0.5**

CATEGORY	A	B	C	D
S-ILS 35L*	224/24 200 (200-½)			
S-LOC 35L	340/24 316 (400-½)			
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)