


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

SACRAMENTO INTL (SMF)

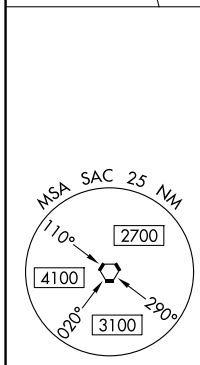
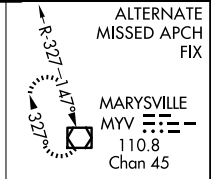
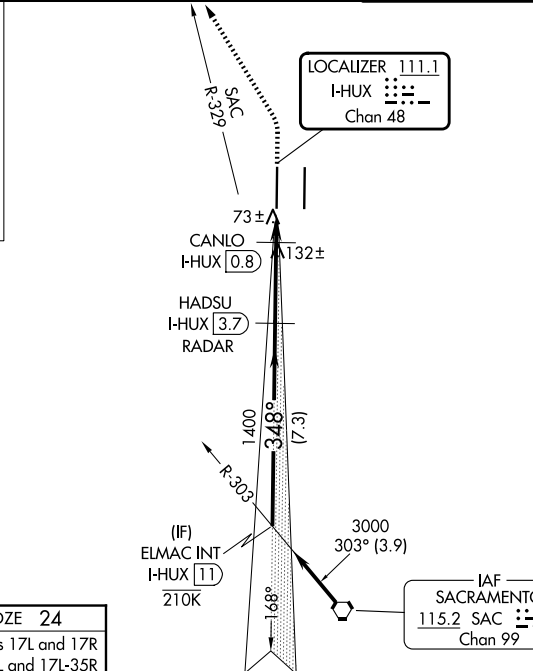
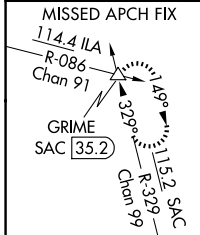
**DME required.**

▼ 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.

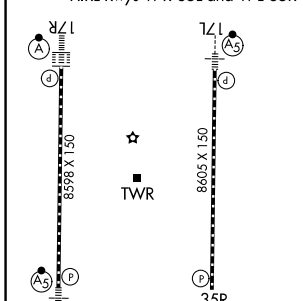
MALSR 

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.

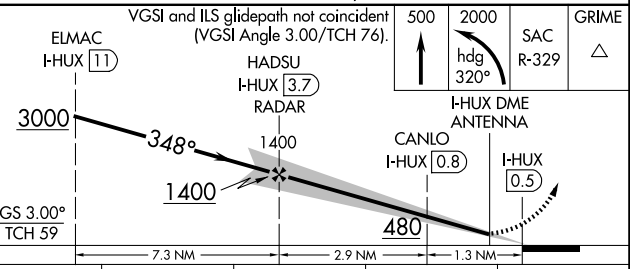
D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)</b>	CAPITOL TOWER <b>125.7 256.7</b>	GND CON <b>121.7 256.7</b>
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ELEV <b>27</b>	<b>D</b>	TDZE <b>24</b>
TDZL/RCLS Rwy 17L and 17R HIRL Rwy 17R-35L and 17L-35R		



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



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

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SW-2, 16 APR 2026 to 14 MAY 2026

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