

LOC/DME I-SMF 111.1 Chan 48	APP CRS 168°	Rwy Ldg 8598 TDZE 25 Apt Elev 27
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ILS RWY 17R (SA CAT I)
SACRAMENTO INTL (SMF)

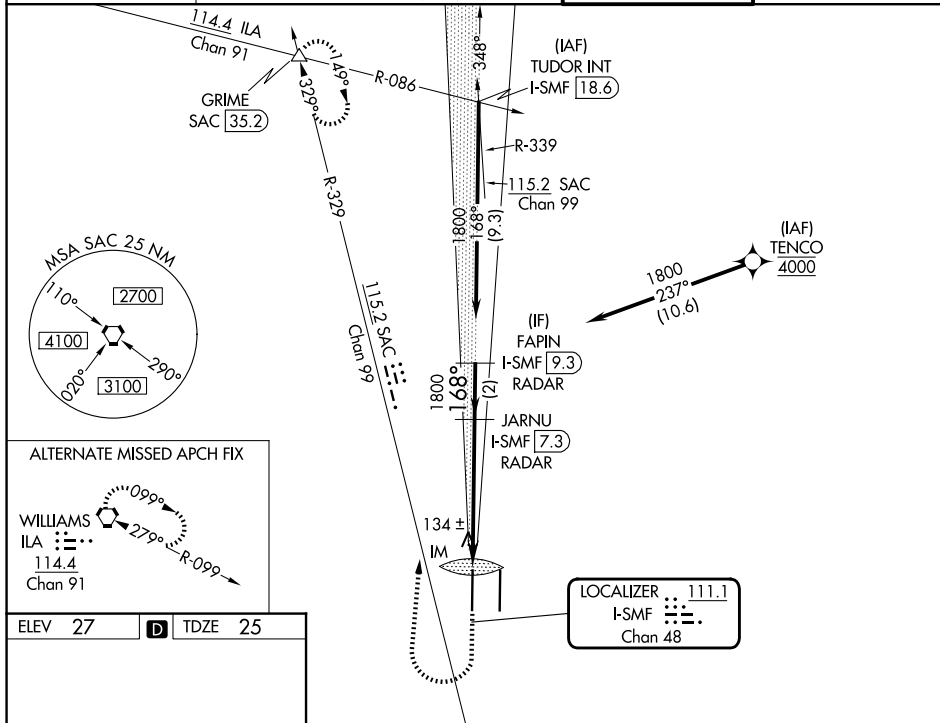
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required. RNP APCH-GPS. From TENCO.

T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

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.

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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The diagram shows two vertical runway layouts. On the left, TDZL Runway 17L is represented by a dashed line with a length of 8398 X 150. It has a threshold marker 'A' at the top and a threshold marker 'P' at the bottom, both with a '5' inside a circle. On the right, HIRL Runway 17R is represented by a dashed line with a length of 8405 X 150. It has a threshold marker 'A' at the top and a threshold marker 'P' at the bottom, both with a '5' inside a circle. Between the two runways, a star symbol is labeled 'TWR' (Tower) and a square symbol is labeled '35L' (35-foot clearance limit).

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	RA 154/14 150 DA 175			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED