SACRAMENTO INTL (SMF)(KSMF) 10 NW UTC–8(–7DT) N38°41.73′ W121°35.45′ **SAN FRANCISCO H–3B, L–2G, 3A IAP, AD**

27 B LRA Class I, ARFF Index C NOTAM FILE SMF

RWY 17L–35R: H8605X150 (CONC–GRVD) S–120, D–250, 2D–513, 2D/2D2–1033 PCR 900 R/B/W/T HIRL CL

RWY 17L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 64′. RVR–TR

RWY 35R: PAPI(P4L)—GA 3.0° TCH 64′. RVR–TR Rgt tfc.

RWY 17R–35L: H8598X150 (CONC–GRVD) S–120, D–250, 2D–550, 2D/2D2–1082 PCR 840 R/A/W/T HIRL CL

RWY 17R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72′. RVR–TMR Rgt tfc.

RWY 35L: MALSR. PAPI(P4R)—GA 3.0° TCH 76′. RVR–TMR

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17L:TORA–8605 TODA–8605 ASDA–8605 LDA–8605

RWY 17R:TORA–8598 TODA–8598 ASDA–8598 LDA–8598

RWY 35L:TORA–8598 TODA–8598 ASDA–8598 LDA–8598

RWY 35R:TORA–8605 TODA–8605 ASDA–8605 LDA–8605

SERVICE: S6 **FUEL** 100LL, JET A **LGT** ALSF2 oprs as SSALR till wx goes blw VFR.

NOISE: Noise sensitive areas west of arpt on SAC River. Local turn discouraged for jet acft. When conducting IFR apch in VFR conditions execute missed apch at dep end of rwys. Plan VFR patterns to east. Use minimum power settings.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Crop duster opr invof arpt at or blo 200′ AGL. All acft ctc ground control prior to movement on ramp. The maximum allowable gross acft load for Twys G1, G2, and the general aviation parking apron is 70,000 lbs for single gear acft, 170,000 lbs for dual gear acft, and 250,000 lbs for dual tandem gear acft. An acft cannot exceed the airplane design group III criteria or must have a wheel base of less than 60 ft. Military acft parking limited. Ctc arpt ops if parking is rqrd 916–806–5309. Unpaved sfc north of Twy P and east of Twy A and south of Cargo 1 ramp clsd to hel. Portion Twy W 500′ east of Twy A to 2100′ east of Twy A is not visible from twr. Twy Y4 restricted to acft with a wingspan of less than 118′ (group III). West ramp spots 63W, 65W, 66 and F1 each acft is to push back on to Txl B2 and pull fwd to the "Eng Start Line" prior to starting engs. ADG V prkd on spot 66 is to push onto Twy A after rcvg apvl from ATC. Twy B1 rstrd to acft with a wingspan of less than 118′ (Group III). Acft must push back tail to the north from trml Gates A1, A3 and A5. SAID in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces.

AIRPORT MANAGER: 916-874-0519

WEATHER DATA SOURCES: ASOS (916) 649–3996 ASOS bcst over ATIS 126.75 mhz

COMMUNICATIONS: D–ATIS 126.75 916–874–0679 **UNICOM** 122.95

Ⓡ **NORCAL APP/DEP CON** 120.45 125.4 (West–Northeast) 125.25 (Southwest) 127.4 (East–Southeast)

CAPITOL TOWER 125.7 **GND CON** 121.7 **CLNC DEL** 121.1

CPDCL (LOGON KUSA)

PDC

AIRSPACE: CLASS C svc ctc **APP CON**.

VOR TEST FACILITY (VOT) 111.4

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

(VH) (H) VORTACW 115.2 SAC Chan 99 N38°26.62′ W121°33.10′ 336° 15.2 NM to fld. 3/17E.

VOR unusable:

031°–041° byd 40 NM blo 5,000′
031°–041° byd 45 NM blo 18,000′
157°–169° byd 40 NM blo 4,500′
157°–169° byd 56 NM blo 18,000′
246°–251° byd 40 NM
252°–262° byd 40 NM blo 7,000′
252°–262° byd 65 NM
263°–269° byd 40 NM
353°–013° byd 40 NM blo 5,000′
353°–013° byd 49 NM blo 5,500′
353°–013° byd 58 NM

ILS/DME 111.75 I–MDK Chan 54(Y) Rwy 17L. Class IIE.

ILS/DME 111.1 I–SMF Chan 48 Rwy 17R. Class IIIE.

ILS/DME 111.1 I–HUX Chan 48 Rwy 35L. Class IE. Rwy 16R SMF DME used. Autopilot cpd apch NA blw 312′ MSL. LOC unusable byd 20° left of course.