

SACRAMENTO INTL (SMF)(KSMF) 10 NW UTC-8(-7DT) N38°41.73' W121°35.45'

SAN FRANCISCO

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

H-3B, L-2G, 3A

RWY 17L-35R: H8605X150 (CONC-GRVD) S-100, D-209, 2D-407,

IAP, AD

2D/2D2-850 PCN 48 R/B/X/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-100, D-235, 2D-435,

2D/2D2-940 PCN 70 R/B/W/U 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 ops as SSALR till wx goes blw VFR.

NOISE: Noise sensitive areas west of arprt on SAC River. Local turn discouraged for jet acct. 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 in/ov arprt. Crop duster opr in/ov arprt at or blo 200' AGL. FAA GWT strength evaluation MD-11=590000 lbs. All acct ctc ground control prior to movement on ramp. The maximum allowable gross acct load for Twys G1, G2, and the general aviation parking apron is 70,000 lbs for single gear acct, 170,000 lbs for dual gear acct, and 250,000 lbs for dual tandem gear acct. An acct cannot exceed the airplane design group III criteria and must have a wheel base of less than 60 ft. Military acct parking limited. Ctc arprt 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 B1 clsd to cargo acct. Twy Y4 restricted to acct with a wingspan of less than 118' (group III). West ramp spots 56-60 and F1 rstd to tow in and tow out only from taxilane B2. When pushing back for dep from west ramp spots 56-60 and F1 each acct is to push back on to taxilane B2 and pull forward to the "Engine Start Line" prior to starting engs. GND vehicle surveillance sys in use. OPR transponders with alt rptg mode and ADS-B (if equipped) enabled on all AP SFCS.

AIRPORT MANAGER: (916) 874-0560

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.

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

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.

