## CALIFORNIA

2D/2D2-1033 PCR 900 R/B/W/T HIRL CL WY17L MALKR T.DZL PAPI(P4L)—GA 3.0° TCH 64'. RVR-TR WY17B-38L HASR. TOZL PAPI(P4L)—GA 3.0° TCH 72'. RVR-TR WY17B-38L HASR. TOZL PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR B/W.17L ALSR.2. TDZL.PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR B/W.17L ALSR.2. TDZL.PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR WY17B-38L HASR. PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR B/WY17D-GAR-8598 TDDA-8598 ASDA-8598 LDA-8598 WY138L TORA-8598 TDDA-8598 ASDA-8598 LDA-8598 WY138LTORA-8598 TDDA-8598 ASDA-8598 LDA-8598 WY138LTORA-8599 TDDA-8598 ASDA-8598 LDA-8598 WY158LTORA-8599 TDDA-8598 ASDA-8598 LDA-8598 WY158LTORA-8599 TDDA-8598 ASDA-8598 LDA-8598 WY158LTORA-8599 TDA-8598 ASDA-8598 LDA-8598 WY158LTORA-8000 TDA-800 TATC HTO AND AND ASDA WAST AND 850 MOL AND	ACRAMENTO INTL (SMF)(KSMF) 10 NV 27 B LRA Class I, ARFF Index C NO RWY 17L-35R: H8605X150 (CONC-GRVD)	DTAM FILE S–120, D–	SMF		W121º35.45′	SAN FRANCISC H-3B, L-2G, 3 IAP, A
<ul> <li>RWY38: PAPI(P41)—GA 3.0° TCH 64: RWR-TR Rgt ttc.</li> <li>RWY178-38: HS98X150 (CONC.GRVD) S-120, D-250, 2D-500, 2D-250, 2D-25</li></ul>						
<ul> <li>RWT17R-35L: H8598X150 (CONC-GRVD) S-120, D-250, 2D-550, 2D/2D2-1082 PCR 840 (RAW/T HIRL CL</li> <li>RWT17R-35L: TDZL-PAPI(PAR)—GA 3.0° TCH 72'. RVR-TMR Rgt fc.</li> <li>RWT35L: MALSR. PAPI(PAR)—GA 3.0° TCH 72'. RVR-TMR Rgt fc.</li> <li>RWT35L: MALSR. PAPI(PAR)—GA 3.0° TCH 75'. RVR-TMR Rgt fc.</li> <li>RWT35L: TDZL-2PAPI(PAR)—GA 3.0° TCH 75'. RVR-TMR Rgt fc.</li> <li>RWT17R-3598 TODA-3598 ASDA-3598 LDA-8598</li> <li>RWT35L: TORA-8598 TODA-3598 ASDA-8598 LDA-8598</li> <li>RWT35L: TORA-8605 TODA-8605 ASDA-8798 LDA-8598</li> <li>RWT35L: TORA-8798 ASDA-8598 TODA-8598 TODA-8605 ASDA 8797 CDA 4000 LD 400 LD</li></ul>						X12L
2D/2D2-1032 PCR 840 R/AWIT HIRL CL RW17B: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR RW17B: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR RW17B: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. RVR-TMR RW17D: TDRA-8505 TODA-8505 ASDA-8505 LDA-8605 RW17D: TDRA-8505 TODA-8505 ASDA-8508 LDA-8508 RW13StTORA-8505 TODA-8507 ASDA-8508 LDA-8508 RW13StTORA-8505 TODA-8507 ASDA-8508 LDA-8508 RW13StTORA-8505 TODA-8507 ASDA-8005 LDA-8605 SRW0: SS FUE 100LL, JETA LGTALSF2 oprs as SSALR till w gos blw VFR. NOSE: 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 mys. Plan VFR patterns to east. Use minimum power settings. AIRPORT REMARKS: Attended continuously, Birds on and invof arpt. Crop duster opr invd arpt at or blo 2000 ASL. All acft. ground control prior to movement on ramp. The maximum allowable gross act load for Twys G1, G2, and the general valation parking apron is 70,000 Ibs for single gear acft. 170,000 Ibs for dual gara atft. and 250,000 Ibs for dual tand gear acft. An acft cannot exceed the airplane design group III criteria and must have a whele base of less than 60 th. Willitary acft parking limited. Cc art pos pit parking is rarq 916-806-5309. Upaved sits not mot Hor WP P and east of T A and south of Cargo 1 ramp clsd to hel. Portion Twy W 500' east of Twy A to 2100' east of Twy N as not wisible for twr. Twy B1 clsd to cargo acft. Twy Y4 restricted to acft with a wingspan of less than 118' (group III). West ramp spots 56- and F1 each acft is to push back on to tailane B2 and pull forward to the "Engine Start Line" prior to starting engs. A must push back ball to the moth from trm f1648 and A3. Gnd vehicle surveillance sys in use. Opr transponde with at 1 prg mode and ADS-B (if equipped) enabled on all arpt scs. AIRPORT MMAGE: 916-874-0713 WIGHTER MIX SURCES: AS0 (916) 649-3996 ASOS bcs tover ATIS 126.75 mhz COMMUNCATIONS: D-HIS 126.75 916-874-0679 UNCOM 122.95 RX0 125.5 (RA		-	-		911-1	
<ul> <li>RWYJIK: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72′. RVR-TMR Rgt tb.</li> <li>WYJSL: MALSR. PAPI(P4R)—GA 3.0° TCH 72′. RVR-TMR Rgt tb.</li> <li>WYJSL: MALSR. PAPI(P4R)—GA 3.0° TCH 75′. RVR-TMR Rgt tb.</li> <li>WYJSL: MALSR. PAPI(P4R)—GA 3.0° TCH 75′. RVR-TMR Rgt tb.</li> <li>WYJJL: TAR-AS605 TODA-8505 ASDA-8605 LDA-8605 Strews 17k T007A-8598 TODA-8598 ASDA-8598 LDA-8598 StoA-8598 ENA-8598 ENA-8598</li></ul>		,	250, 20-550,	,		
thc. RWY 35L MALSR. PAPI(P4R)—GA 3.0° TCH 76'. RVR-TMR RWW 75L MALSR. PAPI(P4R)—GA 3.0° TCH 76'. RVR-TMR RWW 17LTORA-8509 TODA-8505 ASDA-8605 LDA-8605 RWY 13LTORA-8509 TODA-8509 ASDA-8598 LDA-8598 RWY 35LTORA-8605 TODA-8605 ASDA-8605 LDA-8605 SERVICE: S6 FUEL 100LL, JET A LGT ALSF2 oprs as SSALE till wx ges blw VFR. MOSE: Noise sensitive areas west of arpt on SAC River. Local turn discuraged for jet act. When conducting IFR apch in VFR conditions wearute misse and apch at dep end of mys. Plan VFR patterns to east. Use minimum power settings. IIRPORT REMARS. Attended continuously. Birds on and invof arpt. Crop duster opr invol arpt at or blo 200' AGL. All acft t ground control prior to movement on ramp. The maximum allowable gross acft load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear act, 170,000 lbs for dual gear act, and 250,000 lbs of dual at and to ground control prior to move ender the ariphane design group III criteria and must have a wheel base of less than 18' (group III). West ramp spb 56-60 and F1 est to tow in and two out only from taxilane B2. When pushing back for dep from west ramp spb 56-60 and F1 est to tow in and two out only from taxilane B2. When pushing back for dep from west ramp spb 56-60 and F1 est to tow in and two out only from taxilane B2. Mon pushing back for dep from west ramp spb 56-60 and F1 est to tow in and two out only from taxilane B2. Mon pushing back for dep from west ramp spb 56-60 and F1 est to tow in and two out only from taxilane B2. Mon pushing back for dep from west ramp spb 56-60 and F1 est to B2 and P1 est to B3 and 18' (group III). West ramp spb 56-60 and F1 est to B3 and A5: 60 develoe surveillance sys in use. Opr transponde with alt pr0g mode and ADS-B (if equipped) enabled on all arpt dfsc. RIPORT MAMARENT 116-2 SAC (MOM 121.7 CLK DEL 12.11 CPDQL (LOGON KUSA) P00 NIKAMETOM: NOTAM FILE SAC. (WH (MVRIAW 115.2 SAC Chan 99 N38°26.62' W121°33.10' 336° 15.2 NM to fld. 3/17E. VOR unusable: USDME 111.1			2 RVR_TMR R	ort 1	0	0
RWY 35L: MALSR. PAPI(P4R)—GA 3.0° TCH 76'. RVR-TMR RWWAY DECLARD DISTANCE INFORMATION RWY 17L: TORA-8605 TODA-8605 ASDA-8605 LDA-8605 KWY 17R: TORA-8508 TODA-8598 ASDA-8598 LDA-8598 RWY 35L: TORA-8598 TODA-8598 ASDA-8598 LDA-8598 RWY 35L: TORA-8589 TODA-8605 ASDA-8605 LDA-8605 SERVICE: S6 FUEL 100LL, JET A LGT ALSE2 oprs as SSALR till wx goes blu 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 mys. Plan VFR patterns to east. Use minimum power settings. MRYORT REMRKS: Attended continuously. Birds on and invof arpt. Crop duster opr invol arpt at or blo 200'AGL. All acft 1 gound control prior to movement on ramp. The maximum allowable gross acft load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear acft, 170,000 lbs for dual gear acft, and 250,000 lbs for dual tarm 60 rt. Miltary acft parking limited. Ctc arpt ops if parking is rqr 916–806–8309. Unpaved stc north of Twy P and east OT twy. Twy B1 clsd to cargo acft. Twy Y4 restricted to acft with a wingspan of less than 118' (group III). West ramp spts 56–60 and F1 rstd to tow in and two ut only from taxilane B2. When pushing back for dep from west ramp spts 56–60 and F1 stds to back on to taxilane B2 and pull forward to the "Engine Statt Line" prior to starting engs. A must push back tail to the north from trm (Gates A1, A3 and A5, Gnd vehicle surveillance sys in use. Opr transponde with alt rptg mode and ADS) = 016–874-0713 WEATHER DAI SOURCES XBOS (916) 649–8996 ASOS bcs to ver ATIS 126.75 mhz COMUNICATONES. D-BTIS 26.75 916–874-0719 WICOM 122.95 RC0 122.5 (RANCHO MURIET ARDIO) W ROTEL REPROFE COM 120.45 125.4 (West-Northeast) 125.25 (Southwest) 127.4 (East-Southeast) CAPTIO TOWKR 125.7 KOW COM 171.7 CLMC DEL 121.1 CPCQL (LOGON KUSA) PDC ARSPACE CLASS C svc ctc APP CON. VOR TURK 125.7 KOW COM THE ESAC. (WH) (M) WORKWI 115.2 SAC Chan 99 N38°26.62' W121°33.10' 336° 15.2 NM t		0 101172		, Br		
RWY 17LTORA-8508 TODA-8508 ASDA-8508 LDA-8608         RWY 35LTORA-8598 TODA-8598 ASDA-8598 LDA-8598         RWY 35LTORA-8598 TODA-8598 ASDA-8598 LDA-8605         RWY 35LTORA-8598 TODA-8598 ASDA-8508 LDA-8605         RWY 35LTORA-8507 TODA-8508 ASDA-8605 LDA-8605         RWY 35LTORA-8508 TODA-8598 ASDA-8605 LDA-8605         RWS 5010L 100LL, JET A LGTALSF2 oprs as SSALR till wx goes blw VFR.         MOSE: Noise sensitive areas west of arpt on SAC River. Local turn discouraged for jet actt. 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 actt i ground control prior to movement on ramp. The maximum allowable gross act load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear actl. 170,000 lbs for dual gear act, and 250,000 lbd cord all gand act, Military act parking limited. Ctc arpt ops if parking is rgd 916-806-5309. Unpaved sfc north of Twy P and east of T A and south of Cargo 1 amp clsd to hel. Portion Twy W 500' east of Twy A to 2100' east of Twy A is not visible fn twr. Twy B1 clsd to cargo actl. Twy Y4 restricted to actl with a wingspan of less than 118' (group II). West ramp spots 56- and F1 each acft is to push back on to taxilane B2 and pull forward to the "Engine Start Line" prior to starting engs. A must push back kall to the north from trml Gates A1, A3 and A5. God vehicle surveillance sys in use. Opr transponde with all trptg mode and AD=8. If equippeel enabled on all arpt sfcs.         RIPPORT MANAGER: 916-874-0713       WETHER NMT SUGNES'S MSOS (16) 649-939		Ή 76′ R\	/R_TMR			22 ×
RWY 17LTORA-8508 TODA-8508 ASDA-8508 LDA-8608         RWY 35LTORA-8598 TODA-8598 ASDA-8598 LDA-8598         RWY 35LTORA-8598 TODA-8598 ASDA-8598 LDA-8605         RWY 35LTORA-8598 TODA-8598 ASDA-8508 LDA-8605         RWY 35LTORA-8507 TODA-8508 ASDA-8605 LDA-8605         RWY 35LTORA-8508 TODA-8598 ASDA-8605 LDA-8605         RWS 5010L 100LL, JET A LGTALSF2 oprs as SSALR till wx goes blw VFR.         MOSE: Noise sensitive areas west of arpt on SAC River. Local turn discouraged for jet actt. 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 actt i ground control prior to movement on ramp. The maximum allowable gross act load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear actl. 170,000 lbs for dual gear act, and 250,000 lbd cord all gand act, Military act parking limited. Ctc arpt ops if parking is rgd 916-806-5309. Unpaved sfc north of Twy P and east of T A and south of Cargo 1 amp clsd to hel. Portion Twy W 500' east of Twy A to 2100' east of Twy A is not visible fn twr. Twy B1 clsd to cargo actl. Twy Y4 restricted to actl with a wingspan of less than 118' (group II). West ramp spots 56- and F1 each acft is to push back on to taxilane B2 and pull forward to the "Engine Start Line" prior to starting engs. A must push back kall to the north from trml Gates A1, A3 and A5. God vehicle surveillance sys in use. Opr transponde with all trptg mode and AD=8. If equippeel enabled on all arpt sfcs.         RIPPORT MANAGER: 916-874-0713       WETHER NMT SUGNES'S MSOS (16) 649-939					359	360
<ul> <li>RWY JR: TORA-8598 TODA-8598 ASDA-8598 LDA-8598 LDA-8598 RWY 35L: TORA-8505 TODA-8509 ASDA-8605 LDA-8605 SERVEC: S6 FUEL 100LL, JET A LGT ALSF2 oprs as SSALR till wx goes blw VFR.</li> <li>WDSE: Noise sensitive areas west of arpt on SAC River. Local turn discouraged for jet act. When conducting IFR apch in VFR conditions execute missed apch at de pen of rwys. Plan VFR patterns to east. Use minimum power settings.</li> <li>AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Crop duster opr invof arpt at or blo 200' AGL. All act th military action parking apron is 70,000 lbs for single gear actt, 170,000 lbs for dual gear actt, and 250,000 lbs for dual gar actt. An act cannot exceed the airplane design group III criteria and must have a wheel base of less than 60 ft. Military act Parking Is mired IC exarpt ops in parking is rgrey 016-806-5309. Uppaved sto north of Twy P and east of T 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 fr twr. Twy B1 clsd to cargo actt. Twy Y4 restricted to actt with a wingspan of less than 118' (group III). West ramp spt 56-60 and F1 rstd to tow in and tow out only from taxilane B2. When pushing back for dep from west amp spots 55-61 and F1 each actt is to push back on to taxilane B2 and pull forward to the "Engine Start Line" prior to starting engs. A must push back tail to the north from trm IG asta A1, A3 and A5. Gnd vehicle surveillance sys in use. Opr transponde with alt rprtg mode and ADS-B (if equipped) enabled on all arpt sfcs.</li> <li>AIRPORT MANAGE: SUS CV CR OF 200.</li> <li>WORGL APPOPE CON 120.45 125.4 (West-Northeast) 125.25 (Southwest) 127.4 (East-Southeast) CAPTIOL TOWER 12.5.7 END CON 121.7 CLNC DEL 121.1 CPCD (LOGON KUSA) PDC</li> <li>MIRSAGE: CLASS C vc ct APP CON.</li> <li>WORT HER ARADIV HD 5.2. SAC C han 99 N38°26.62' W121°33.10' 336° 15.2 NM to fid. 3/17E. V/OR unusable: 031°-041° byd 40 NM bio 15,000' 135°-169° byd 40 NM bio 15,000' 135°-169° byd 4</li></ul>		A-8605	LDA-8605			2021
<ul> <li>RWY 35LTORA-8598 TODA-8598 ASDA-8598 LDA-8598</li> <li>RWY 35RTORA-8605 TODA-8605 ASDA-8605 LDA-8605</li> <li>SENGC: S6 YUEL 100LL, JET A LGTALSF2 oprs as SSALR till wx goes blw VFR.</li> <li>NUSE: Noise sensitive areas west of arpt on SAC River. Local turn discouraged for jet act. When conducting IFR apch in VFR conditions execute missed apch at dep end of rwys. Plan VFR patterns to east.</li> <li>JUPORT REMARKS: Attended continuously. Birds on and invof arpt. Crop duster opr invof arpt at or blo 200' AGL. All act the ground control prior to movement on ramp. The maximum allowable gross act load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear act, 170,000 lbs for dual gear act, and 250,000 lbs for dual tand gear act. An acft cannot exceed the airplane design group III criteria and must have a wheel base of less than 60 ft. Military actt parking limited. Ctc arpt ops if parking is rqrd 916–806–5309. Unpaved sc north of Twy P and east of T wr. Twy B1 clsd to cargo actt. Twy Y4 restricted to actf with a wingspan of less than 118' (group III). West ramp spt 56–60 and F1 est to tow in and tow out only from taxilane B2. When pushing back for dep from west ram sps bts 56–60 and F1 est and this to pash back no to taxilane B2 and UII forward to the "Engine State. Singe engine engin</li></ul>						
<ul> <li>RWY 38:TORA-8605 TODA-8605 ASDA-8605 LDA-8605</li> <li>SERVICE: S6 FUEL 100LL, JET A LGT ALSF2 oprs as SSALR till wx ges bik VFR.</li> <li>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.</li> <li>Vee minimum power settings.</li> <li>AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Crop duster opr invof arpt at or blo 200 'AGL. All acft of ground control prior to movement on ramp. The maximum allowable gross acft load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear acft. 170,000 lbs for dual gear acft, and 250,000 lbs for dual tandi gear acft. An acft cannot exceed the ainplane design group OIL I oriteria and 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 T 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 fr twr. Twy B1 clsd to cargo acft. Twy Y 4 restricted to activ with a wingspan of less than 118' (group III). West ramp spt 56–60 and F1 rast to tow in and tow out only from taxilane B2. When pushing back for dep from west ramp spt 55–60 and F1 rast to tow in back on to taxilane B2 and pull forward to the "Engine Start Line" prior to starting engs. A must push back tail to the north from trmI Gates A1, A3 and A5. Gnd vehicle surveillance sys in use. Opr transponde with alt nprig mode and ADS-8 (if equipped) enabled on all arpt sts.</li> <li>AIRPORT MANAGEE: 916-874-0713</li> <li>WEATHER DAT SOURCES: AGS (916) 649–3996 ASOS bcst over ATIS 126.75 mhz</li> <li>COMMUNICATIONS: D-ATIS 126.75 916–874-0679 UNICOM 122.95</li> <li>RC 0122.5 (RANCHO MUNIETA RADIO)</li> <li>WOR TEST FACILITY (VOT) 111.4</li> <li>RIDO ADS TO NAVGATIONE. NOTAM FILE SAC.</li> <li>(WH (WI NOTAGUNE). NOTAM FILE SAC.</li> <li>(WH (WI NOTAGUNE). NOTAM FILE SAC.</li></ul>						
<ul> <li>SERVICE: S6 FUEL 100LL, JET A LGT ALSF2 oprs as SSALR till vx gets biw VFR.</li> <li>MDSE: 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.</li> <li>Luse minimum power settings.</li> <li>AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Crop duster opr invof arpt at or blo 200 'AGL. All adft. ground control prior to movement on ramp. The maximum allowable gross acft load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear acft, 170,000 lbs for dual gear acft, and 250,000 lbs for dual tand gear acft. An acft cannot exceed the airplane design group III criteria and 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 sch onth of Twy A is not visible for twr. Twy B1 clsd to cargo acft. Twy Y4 restricted to acft with a wingspan of less than 118' (group III). West ramp spb 56–60 and F1 rstd to tow in and tow out only from taxilane B2. When pushing back for dep from west ramp spot 56–60 and F1 rstd to tow in and tow out only from taxilane B2. When pushing back for dep from west ramp spot 56–60 and F1 rstd to B2-B (if equipped) enabled on all arpt sfcs.</li> <li>AIRPORT MANAGER: 916-874-0713</li> <li>WEATHER DATA SOURCES. ASDS (916) 649-3996 ASOS bcs tover ATIS 126.75 mhz Communications. B-ATIS 126.75 916–874-0679 UNICOM 122.95</li> <li>RCO 122.5 (RANCHO MURIETA RADIO)</li> <li>® NORCAL APP/DEP CON 120.45 125.4 (West–Northeast) 125.25 (Southwest) 127.4 (East–Southeast) CAPTIOL TOWER 125.7 GNL COM 121.7 CLIC DEL 121.1 CPDC (LOGON KUSA)</li> <li>POC</li> <li>NORCAL APP.OP CON.</li> <li>VOR TEST FACILITY (WDT) 111.4</li> <li>RADIO ADS TO NAVGATION: NOTAM FILE SAC.</li> <li>(WH) (W 100 YATGAW 115.2 SAC Chan 99 N38°26.62' W121°33.10' 336° 15.2 NM to fid. 3/17E.</li> <li>VOR unusable:</li> <li>O31°-0.41' byd 40 NM blo 5,000' 333°-0.13' byd 49 NM blo</li></ul>						
gees biw VFR. NUSE: Noise sensitive areas west of arpt on SAC River. Local turn discouraged for jet act. When conducting IFR apch in VFR conditions: use minimum power settings. AIRPORT IREMARKS. Attended continuously. Birds on and invof arpt. Crop duster opr invof arpt at or blo 200° AGL. All acft. ground control prior to movement on ramp. The maximum allowable gross acft load for Twys G1, G2, and the genera aviation parking apron is 70,000 lbs for single gear acft. 170,000 lbs for dual gear acft, and 250,000 lbs for dual tandi gear acit. An acft cannot exceed the airplane design group III oriteria and 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 A is not visible fn twr. Twy B1 clsd to cargo acft. Twy Y4 restricted to acft with a wingspan of less than 118° (group III). West ramp sp 56–60 and F1 rstd to two in and two out only from taxilane B2. When pushing back for dep from west ramp spots 56– and F1 each acft is to push back on to taxilane B2 and pull forward to the "Engine Start Line" prior to starting engs. A must push back tail to the north from trul Gates A1, A3 and A5. Gnd vehicle surveillance sys in use. Opr transponde with alt prig mode and ADS–B (if equipped) enabled on all arpt sfcs. AIRPORT MANAGER: 916–874-0713 WEATHER DATS SUNCES: ASOS (1916) 649–3996 ASOS bcst over ATIS 126.75 mtz COMMUNICATIONS: D–ATIS 126.75 916–874-0679 UNICOM 122.95 RO 122.5 (RANCHO MURIETA RADIO) B NORCAL APPODE 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 CPOCL (LOGON KUSA) PDC AIRSPAGE: CLASS C svc ctc APP CON. VOR runsable: 0310–0419 byd 40 NM blo 5,000′ 0310–0419 byd 40 NM blo 5,000′ 0310–0419 byd 40 NM blo 5,000′ 0310–0419 byd 40 NM blo 5,000′ 0330–0139 byd 48 NM 2520–2629 byd 40 NM 2520–262					, TW	R / Š
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gear acft. An acft cannot exceed the airplane design group III criteria and must have a wheel base of less than 60 ft. Military acft parking limited. Ctc arpt ops if parking is rgrd 916–806–5309. Unpaved sfc north of Twy P and east of T 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 for twr. Twy B1 clsd to cargo acft. Twy Y4 restricted to acft with a wingspan of less than 118' (group III). West ramp sps 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– and F1 each acft is to push back on to taxilane B2 and pull forward to the "Engine Start Line" prior to starting engs. A must push back tail to the north from trmI Gates A1, A3 and A5. Gnd vehicle surveillance sys in use. Opr transponde with alt protg mode and ADS–B (if equipped) enabled on all arpt sfcs. <b>AIRPORT MANAGER</b> : 916-874-0713 <b>WEATHER DATA SOURCES: ASOS</b> (916) 649–3996 ASOS best over ATIS 126.75 mhz <b>COMMUNICATIONS: D-ATIS</b> 126.75 916–874-0679 <b>UNICOM</b> 122.95 <b>RCO</b> 122.5 (RANCHO MURIETA RADIO) <b>®</b> NORCAL APP/DEP CON 120.45 125.4 (West–Northeast) 125.25 (Southwest) 127.4 (East–Southeast) <b>CAPITOL TOWER</b> 125.7 <b>GND CON</b> 121.7 <b>CLNC DEL</b> 121.1 <b>CPDCL</b> (LOGON KUSA) <b>PDC</b> <b>AIRSPACE:</b> CLASS C swc ctc APP CON. <b>VOR TEST FACILITY (VOT)</b> 111.4 <b>RDIO AIDS TO NAVIGATION</b> : NOTAM FILE SAC. <b>(VH) (H) VORTACW</b> 115.2 SAC Chan 99 N38°26.62' W121°33.10' 336° 15.2 NM to fid. 3/17E. <b>VOR</b> unusable: <b>031°</b> -041° byd 45 NM blo 18,000' 157°-169° byd 56 NM blo 18,000' 157°-169° byd 56 NM blo 18,000' 252°-262° byd 40 NM blo 5,000' 252°-262° byd 40 NM 263°-269° byd 40 NM blo 5,000' 353°-013° byd 49 NM blo 5,000'				-		
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PDC           AIRSPACE: CLASS C svc ctc APP CON.           VOR TEST FACILITY (VDT) 111.4           RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.           (VH) (H) VORTACW 115.2         SAC Chan 99           031°-041° byd 40 NM bio 5,000'           031°-041° byd 40 NM bio 5,000'           157°-169° byd 40 NM bio 18,000'           157°-169° byd 40 NM bio 18,000'           252°-262° byd 65 NM bio 18,000'           252°-262° byd 40 NM bio 7,000'           252°-262° byd 65 NM           263°-269° byd 40 NM bio 5,000'           353°-013° byd 58 NM           LLS/DME 111.1 I –SMF Chan 54(Y) Rwy 17L. Class IIE.           LLS/DME 111.1 I –HUX Chan 48 Rwy 17R. Class IIIE.           LLS/DME 111.1 I –HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312		JEL 121.1				
AIRSPACE: CLASS C svc ctc APP CON. VOR TEST FACILITY (V0T) 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 fid. 3/17E. VOR unusable: 031°-041° byd 40 NM bio 5,000' 031°-041° byd 45 NM bio 18,000' 157°-169° byd 40 NM bio 4,500' 157°-169° byd 40 NM bio 4,500' 246°-251° byd 40 NM bio 7,000' 252°-262° byd 40 NM bio 7,000' 252°-262° byd 40 NM bio 5,000' 353°-013° byd 40 NM bio 5,000' 353°-013° byd 49 NM bio 5,500' 353°-013° byd 58 NM ILS/DME 111.1 I –SMF Chan 48 Rwy 17R. Class IIE. ILS/DME 111.1 I –HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312						
VOR TEST FACILITY (V0T) 111.4           RADIO AIDS TO NANGATION: NOTAM FILE SAC.           (VH) (H) VORTACW 115.2         SAC Chan 99         N38°26.62' W121°33.10'         336° 15.2 NM to fid. 3/17E.           VOR unusable:         031°-041° byd 45 NM bio 18,000'         157°-169° byd 40 NM bio 4,500'         157°-169° byd 40 NM bio 4,500'           157°-169° byd 40 NM bio 18,000'         246°-251° byd 40 NM         252°-262° byd 40 NM         252°-262° byd 40 NM           252°-262° byd 40 NM bio 7,000'         252°-262° byd 40 NM         353°-013° byd 40 NM bio 5,000'           353°-013° byd 40 NM bio 5,500'         353°-013° byd 49 NM bio 5,500'         353°-013° byd 58 NM           LLS/DME 111.1         I-SMF Chan 48 Rwy 17R. Class IIE.         LLS/DME 111.1         I-HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312						
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 40 NM blo 18,000'         246°-251° byd 40 NM         blo 18,000'         246°-251° byd 40 NM           226°-262° byd 40 NM         100'         252°-262° byd 40 NM         107,000'         252°-262° byd 40 NM           263°-269° byd 40 NM blo 5,000'         353°-013° byd 40 NM blo 5,000'         353°-013° byd 40 NM blo 5,500'         353°-013° byd 40 NM blo 5,500'           353°-013° byd 40 NM blo 5,500'         353°-013° byd 58 NM         ILS/OME 111.1         I-MDK         Chan 54(Y) Rwy 17L. Class IIE.           LS/OME 111.1         I-SMF         Chan 48 Rwy 17R. Class IIE.         ILS/OME 111.1         I-HUX         Chan 48 Rwy 35L.         Class IIE.						
<ul> <li>(VH) (H) VORTACW 115.2 SAC Chan 99 N38°26.62' W121°33.10' 336° 15.2 NM to fid. 3/17E.</li> <li>VOR unusable:</li> <li>O31°-O41° byd 40 NM bio 5,000'</li> <li>O31°-O41° byd 45 NM bio 18,000'</li> <li>157°-169° byd 45 NM bio 18,000'</li> <li>246°-251° byd 40 NM</li> <li>252°-262° byd 40 NM</li> <li>252°-262° byd 40 NM</li> <li>252°-262° byd 40 NM</li> <li>253°-269° byd 40 NM</li> <li>353°-013° byd 40 NM bio 5,000'</li> <li>353°-013° byd 40 NM bio 5,000'</li> <li>353°-013° byd 58 NM</li> <li>LS/DME 111.1 I –SMF Chan 48 Rwy 17R. Class IIE.</li> <li>LS/DME 111.1 I –HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312</li> </ul>						
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 40 NM blo 18,000′ 246°-251° byd 40 NM 252°-262° byd 40 NM 252°-262° byd 40 NM 353°-013° byd 40 NM 353°-013° byd 40 NM blo 5,000′ 353°-013° byd 40 NM blo 5,500′ 353°-013° byd 40 NM blo 5,500′ 353°-013° byd 58 NM <b>LS/DME</b> 111.75 I-MDK Chan 54(Y) Rwy 17L. Class IIE. <b>LS/DME</b> 111.1 I-SMF Chan 48 Rwy 17R. Class IIE. <b>LS/DME</b> 111.1 I-HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312						
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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 263°-269° byd 40 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 IIE. ILS/DME 111.1 I-HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312						
157°-169° byd 50 NM blo 4,500′ 157°-169° byd 56 NM blo 18,000′ 246°-251° byd 40 NM 252°-262° byd 40 NM 263°-269° byd 40 NM 353°-013° byd 40 NM blo 5,000′ 353°-013° byd 40 NM blo 5,500′ 353°-013° byd 58 NM <b>ILS/DME</b> 111.75 I-MDK Chan 54(Y) Rwy 17L. Class IIE. <b>ILS/DME</b> 111.1 I-SMF Chan 48 Rwy 17R. Class IIE. <b>ILS/DME</b> 111.1 I-HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312						
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ILS/DME 111.75       I-MDK       Chan 54(Y)       Rwy 17L.       Class IIE.         ILS/DME 111.1       I-SMF       Chan 48       Rwy 17R.       Class IIE.         ILS/DME 111.1       I-HUX       Chan 48       Rwy 35L.       Class IE.       Rwy 16R smf DME used. Autopilot cpd apch na blw 312						
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		Duny 171				
ILS/DME 111.1 I-HUX Chan 48 Rwy 35L. Class IE. Rwy 16R smf DME used. Autopilot cpd apch na blw 312						
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	ILS/DME 111.1 I-HUX Chan 48 Rwy MSL.	35L. Clas	ssiE. Rwy16	ьк smt D	wi⊾ usea. Autopilot	cpd apch na blw 312'