

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 02/23/2023	APWS Task ID: 7A1B4D312E9C44C4878DB4D4484457A5	APWS Project ID: 4299D79B4D724AF8A122A539ACA5D46E
Procedure: RNAV (GPS) Y RWY 17L AMDT 3B		Enroute: NO	Specialist: Martinelli, Tara		Agreement Number:
Airport ID: KSMF			Airport City: SACRAMENTO		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>CHART: "AT 4000" AT THE IAF FIX TENCO TO COINCIDE WITH THE SLMMR STAR REQUEST FC TABLE TOP FOR MANDATORY ALTITUDE AT TENCO</div> <div>CONTACT ERIC SUSKI: AJV-A431 405-954-7331</div> <div><div>Digitally signed by</div><div><b>ERIC N SUSKI</b></div><div>Nov 21, 2022</div></div> <div><div>QUALITY 29 CHECKED</div><div>11/10/22 J. DuBois</div><div><div>QUALITY 41 CHECKED</div></div></div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) Y RWY 17L AMDT 3B			<b>AIRPORT NAME:</b> SACRAMENTO INTL		<b>AIRPORT ID:</b> KSMF	<b>SPECIAL CONTROL NO:</b> SG-11-201-22
<b>FAC ID:</b> KSMF17L.03Y		<b>CITY:</b> SACRAMENTO			<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 02/23/2023
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 7A1B4D312E9C44C4878DB4D4484457A5		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: space-between; border-top: 1px solid black; border-bottom: 1px solid black; width: 100%;"> <span></span> <span>YES</span> <span>NO</span> </div> <b>CPV COMPLETE?</b> <div style="display: flex; justify-content: space-between; border-top: 1px solid black; border-bottom: 1px solid black; width: 100%;"> <span></span> <span>X</span> <span></span> </div>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 12/21/2022	<b>CREW #:</b> VN423	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> terry hester @ 12/22/2022 18:08			<b>PRINTED NAME:</b> HESTER, TERRY LEE			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> SG-11-201-22: Sacramento International, Sacramento, CA. RNAV (GPS) Y RWY 17L, AMDT 3B. REMOVED SPEED ICON IN PLANVIEW AT TENCO: MAX 210 KIAS – TO COINCIDE WITH THE SLMMR STAR. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 4000 AT TENCO – TO COINCIDE WITH THE SLMMR STAR. No changes were made to FAS Data Block items. None of the changes made in amendment 3B require airborne evaluation. Procedure as amended is Satisfactory						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

SACRAMENTO, CALIFORNIA

AL-5490 (FAA)

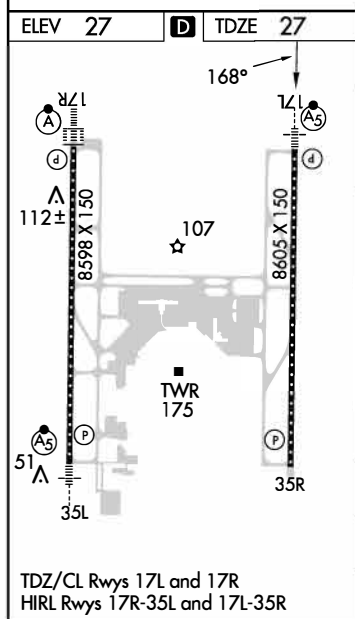
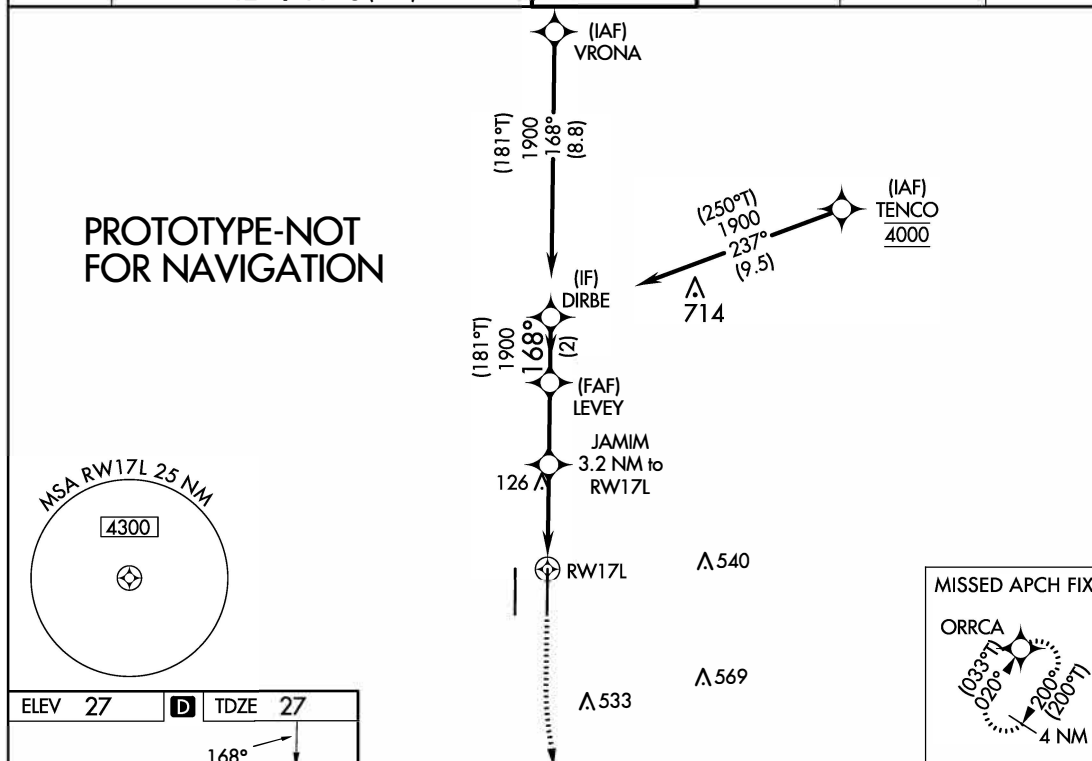
FIG

WAAS CH <b>78327</b> <b>W17B</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>8605</b> <b>27</b> <b>27</b>
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# RNAV (GPS) Y RWY 17L

SACRAMENTO INTL (SMF)

RNP APCH - GPS.		MALSR		MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ORRCA and hold.	
<p><b>⚠</b> Circling NA west of Rwy 17L-35R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV C/D visibility to RVR 5500.</p>					
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>	CLNC DEL <b>121.1 256.7</b>	CPDLC



500 ↑ 168°		3000 ↷		ORRCA 		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).			
RW17L ↻		0.9 NM to RW17L		JAMIM 3.2 NM to RW17L		LEVEY 1900		DIRBE	
				1080		(181°T) ↖ 168° ↘ 1900		1900	
						GP 3.00° TCH 55			
→ 0.9 NM		→ 2.3 NM		→ 2.5 NM		→ 2 NM			
CATEGORY		A		B		C		D	
LPV DA		227/18		200 (200-½)					
LNAV/VNAV DA		277/24		250 (300-½)					
LNAV MDA		380/24		353 (400-½)		380/30		353 (400-¾)	
CIRCLING		400-1 373 (400-1)		480-1 453 (500-1)		480-1½ 453 (500-1½)		840-2¾ 813 (900-2¾)	

SACRAMENTO, CALIFORNIA

SACRAMENTO INTL (SMF)

Amdt 3B FIG

38°42'N-121°35'W

# RNAV (GPS) Y RWY 17L

AUTOMATED AL-5490 RNAV (GPS) Y RWY 17L

SW-2

11/1/22

COMPILER: JUN

REVIEWER:

DBL CHKR:

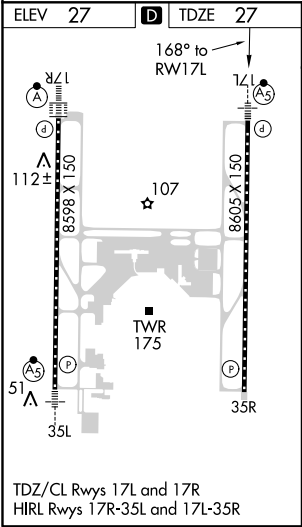
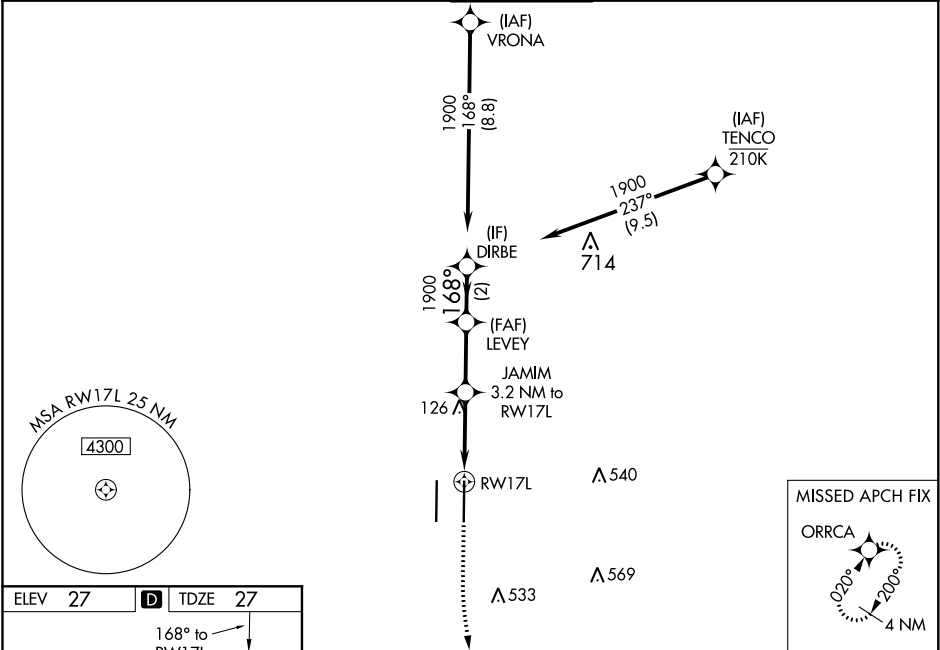
EFF: FIG

WAAS CH <b>78327</b> <b>W17B</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev <b>27</b> <b>27</b>	<b>8605</b>
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RNAV (GPS) Y RWY 17L  
SACRAMENTO INTL (SMF)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ORRCA and hold.
⚠ Circling NA west of Rwy 17L-35R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV C/D visibility to RVR 5500.		

D-ATIS <b>126.75</b>	NORCAL APP CON <b>125.4 259.1</b> (W-NE) <b>125.25 257.9</b> (SW) <b>127.4 317.5</b> (E-SE)	CAPITOL TOWER <b>125.7 256.7</b>	GND CON <b>121.7 256.7</b>	CLNC DEL <b>121.1 256.7</b>	CPDLC
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500

↑

3000

↙

ORRCA

✦

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 64).

\*LNAV only

RW17L

0.9 NM

JAMIM  
3.2 NM to  
RW17L

2.3 NM

1080\*

2.5 NM

LEVEY  
1900

2 NM

168°

1900

GP 3.00°  
TCH 55

DIRBE

1900

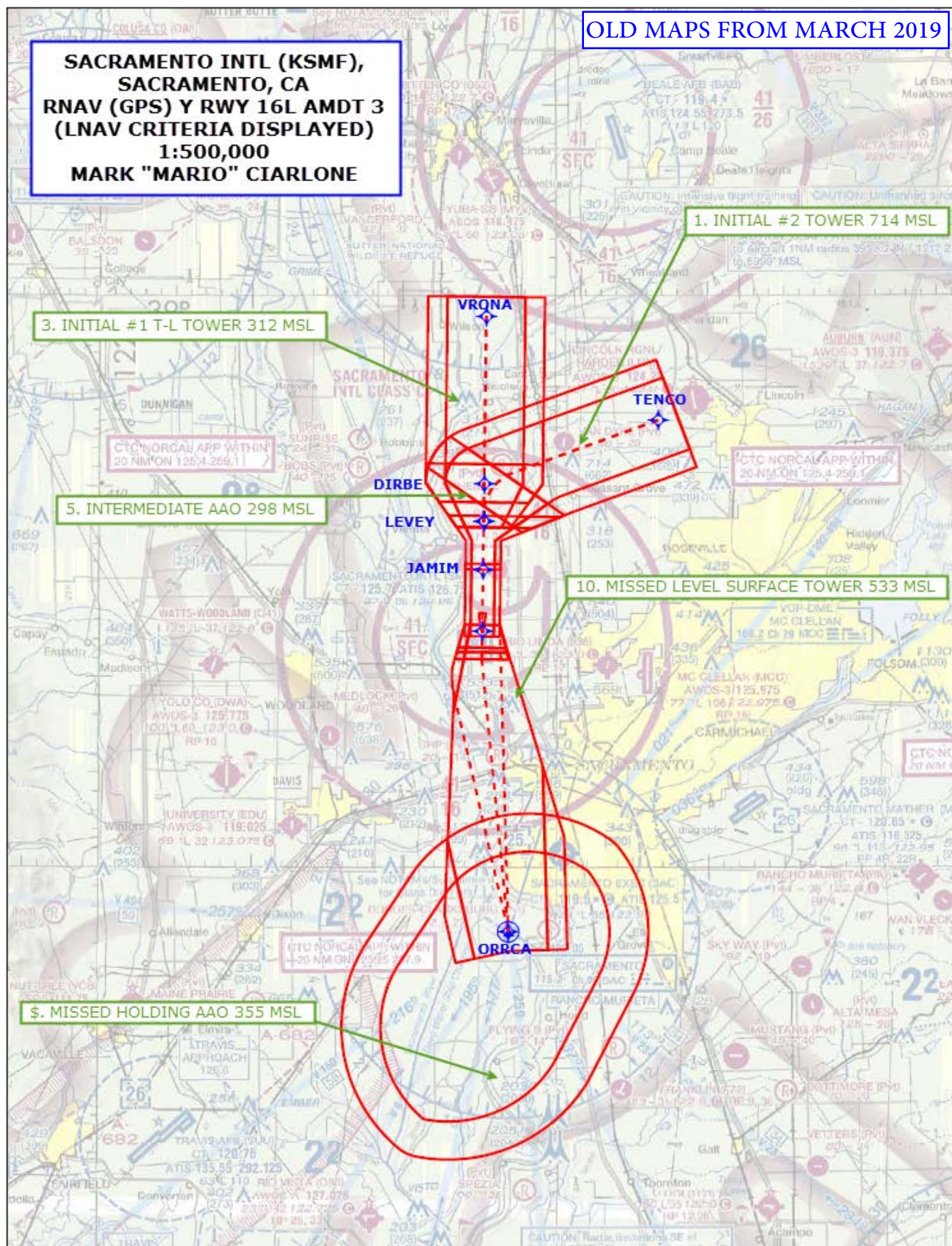
CATEGORY	A	B	C	D
LPV DA	227/18 200 (200-½)			
LNAV/ VNAV DA	277/24 250 (300-½)			
LNAV MDA	380/24 353 (400-½)	380/30 353 (400-¾)		
CIRCLING	400-1 373 (400-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	840-2¾ 813 (900-2¾)

**SACRAMENTO INTL (KSMF),  
SACRAMENTO, CA  
RNAV (GPS) Y RWY 16L AMDT 3  
(LNAV CRITERIA DISPLAYED)  
1:500,000  
MARK "MARIO" CIARLONE**

3. INITIAL #1 T-L TOWER 312 MSL

10. MISSED LEVEL SURFACE TOWER 533 MSL

\$. MISSED HOLDING AAO 355 MSL





OLD MAPS FROM MARCH 2019

**SACRAMENTO INTL (KSMF),  
SACRAMENTO, CA  
RNAV (GPS) Y RWY 16L AMDT 3  
LNAV FINAL/CIRCLING/MISSED  
1:100,000  
MARK "MARIO" CIARLONE**

9. FINAL STEPDOWN LNAV TANK 126 MSL

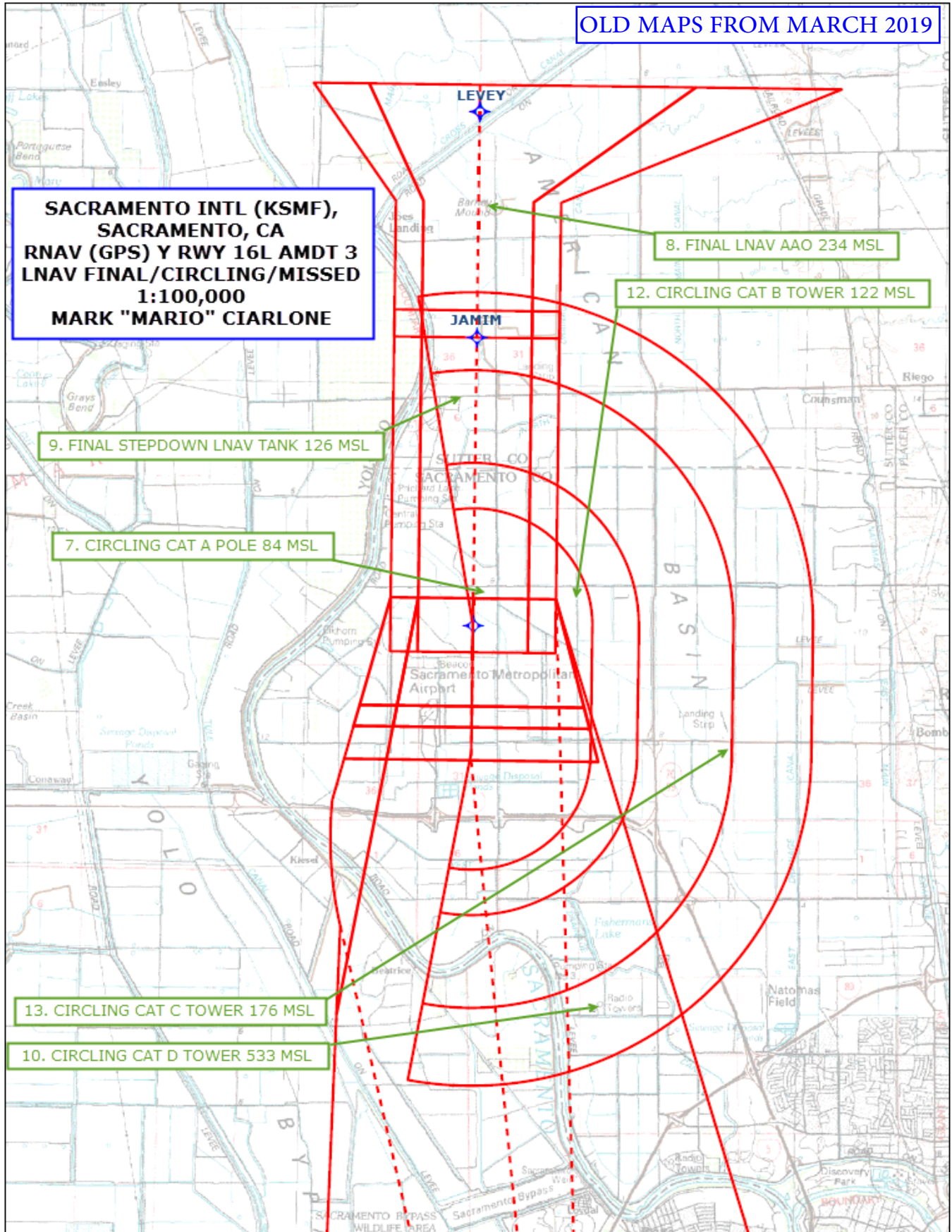
7. CIRCLING CAT A POLE 84 MSL

8. FINAL LNAV AAO 234 MSL

12. CIRCLING CAT B TOWER 122 MSL

13. CIRCLING CAT C TOWER 176 MSL

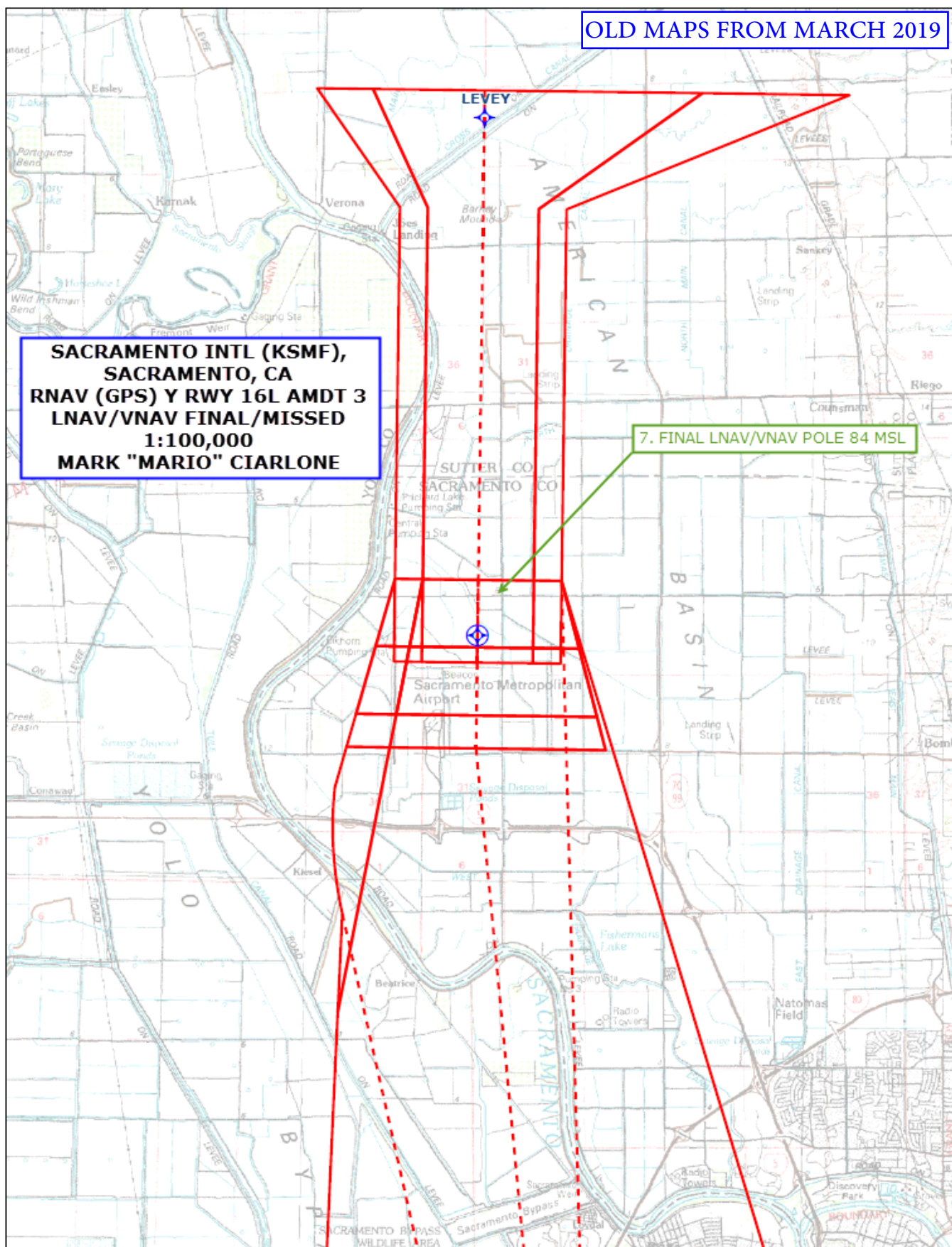
10. CIRCLING CAT D TOWER 533 MSL



OLD MAPS FROM MARCH 2019

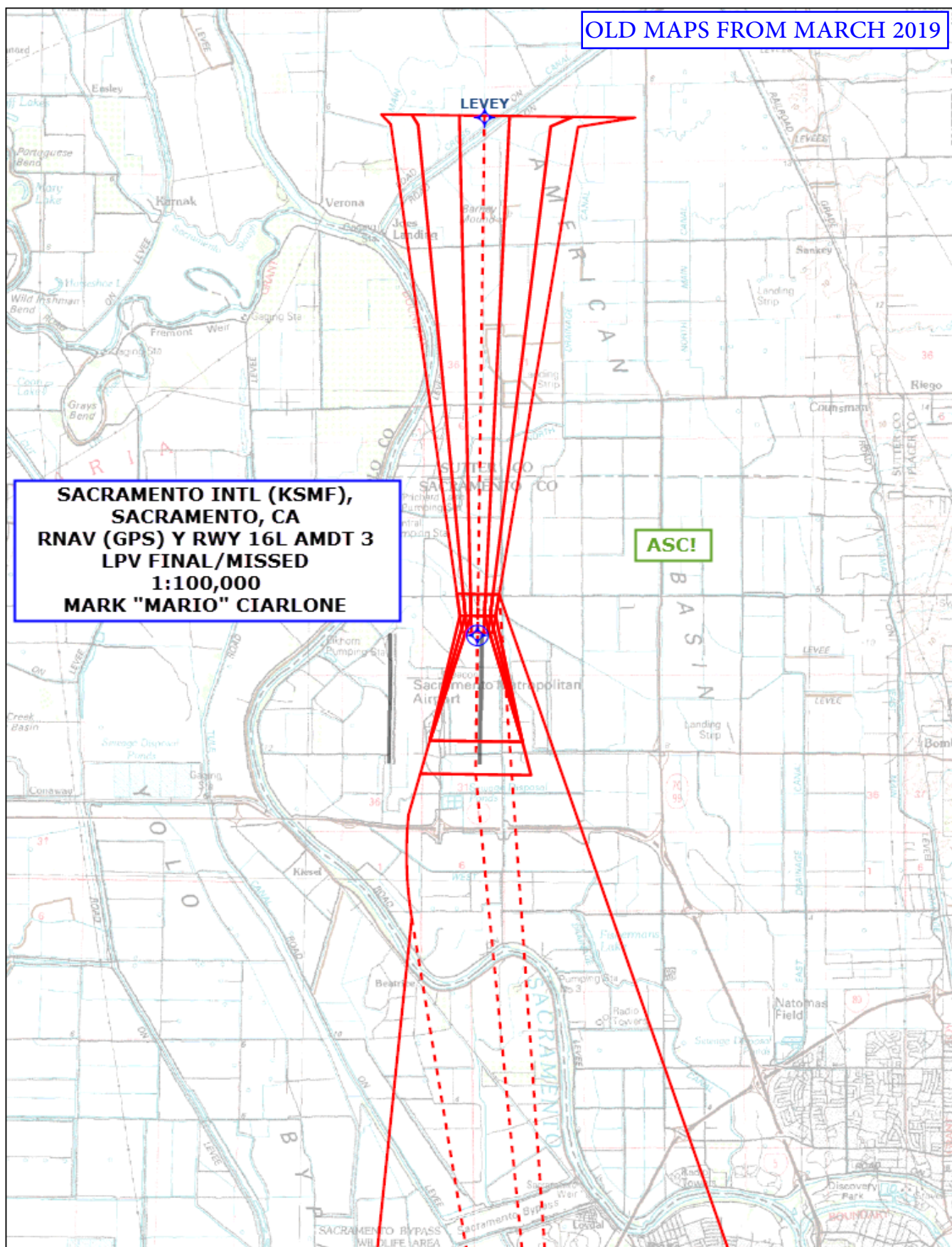
**SACRAMENTO INTL (KSMF),  
SACRAMENTO, CA  
RNAV (GPS) Y RWY 16L AMDT 3  
LNAV/VNAV FINAL/MISSED  
1:100,000  
MARK "MARIO" CIARLONE**

7. FINAL LNAV/VNAV POLE 84 MSL





OLD MAPS FROM MARCH 2019





# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **SACRAMENTO INTL**

STATE: **CA**

AIRPORT NAME: **SACRAMENTO INTL**

ID: **KSMF**

PROCEDURE: **RNAV (GPS) Y RWY 16L**

AMDT: **3**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

- |  |                                 |                                |               |
|--|---------------------------------|--------------------------------|---------------|
| 1. Distance from   | <u>THLD</u>                     | to 1000' point                 | <u>2.88</u>   |
| (Enter THLD, FAF, ARP, FACILITY, as appropriate)                           |                                 |                                |               |
| 2. Width of  | <u>FINAL</u>                    | segment at 1000' point         | <u>1.20</u>   |
| (Enter appropriate segment, final, intermediate, etc.)                     |                                 |                                |               |
| 3. True Course of  | <u>FINAL</u>                    | segment containing 1000' point | <u>180.76</u> |
| 4. High Terrain in   | <u>FINAL</u>                    | segment containing 1000' point | <u>33</u>     |
| 5. Distance from   | <u>THLD</u>                     | to 1500' point                 | <u>4.91</u>   |
| (If 1500' point in PT maneuvering area or holding pattern note in remarks) |                                 |                                |               |
| 6. Width of  | <u>FINAL</u>                    | segment at 1500' point         | <u>1.39</u>   |
| 7. True Course of  | <u>FINAL</u>                    | segment containing 1500' point | <u>180.76</u> |
| 8. High Terrain in   | <u>FINAL</u>                    | segment containing 1500' point | <u>33</u>     |
| 9. Threshold Coordinates (if straight-in) ...                              | <u>384225.70N / 1213448.21W</u> |                                |               |
| 10. ARP Coordinates .....  | <u>384143.60N / 1213526.80W</u> |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....               | RWY                             | <u>34R</u>                     |               |
|  | Distance                        | <u>0.86</u>                    | NM            |
| 12. FAF Coordinates .....  | <u>384808.56N / 1213442.44W</u> |                                |               |

**REMARKS: Approach/Drawing attached.**