



Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/22/2021	APWS Task ID: 7D0C5F159F484A76B6B58F2B31EF9781	APWS Project ID: 2FFEABC182D84DFA9A3CB1EF54D07640
Procedure: RNAV (GPS) RWY 2 AMDT 1		Enroute: NO	Specialist: Strickland, Dallin		Agreement Number:
Airport ID: KSAC			Airport City: SACRAMENTO		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: ACTIVE DATA USED FOR KSAC.</p> <p>CLEARs FDC NOTAM 0/6577 AND P-NOTAM 9/2577.</p> <p>REQUEST TO CHANGE MISSED APPROACH TO CLIMB TO 440 THEN CLIMBING LEFT TURN TO 2000 DIRECT JIRAG AND HOLD.</p> <p>LNAV STEP DOWN FIX (WUDRO) AT 700 FT MSL.</p> <p>NEW FAS OBST: 142 TREE (06-095696) 383024N/1213027W INCLUDED NEW CIRCLING</p> <p>CRC REMAINDER CHANGED TO A4B2479A.</p> <p>CONTACT JASON KRETSCHMER: (405) 954-4019</p> <div style="text-align: right; margin-right: 100px;"> <i>Digitally signed by</i> JASON KRETSCHMER Jan 19, 2021 </div> <div style="text-align: right;">   </div>					

FIPC BASIC FORM						
PROCEDURE: RNAV (GPS) RWY 2 AMDT 1			AIRPORT NAME: SACRAMENTO EXEC		AIRPORT ID: KSAC	SPECIAL CONTROL NO: SG-01-212-21
FAC ID: KSAC02.01		CITY: SACRAMENTO			ST: CA	ORIG CHART DATE: 04/22/2021
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 03/02/2021	CREW #: VN234	N #: N83	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: daniel c favorite @ 03/02/2021 18:29			PRINTED NAME: FAVORITE, DANIEL CHARLES			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Stepdown added, mins lowered, new circling radius evaluated. FAS data updated. All Sat.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

SACRAMENTO, CALIFORNIA

AL-358 (FAA)

FIG

WAAS CH 62810 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev	5503 21 24
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RNAV (GPS) RWY 2

SACRAMENTO EXECUTIVE (SAC)

RNP APCH - GPS.

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, increase LNAV all Cats visibility to 1 SM.

MALSR



MISSED APPROACH:
Climb to 440 then
climbing left turn to 2000
direct JIRAG and hold.

ATIS
125.5

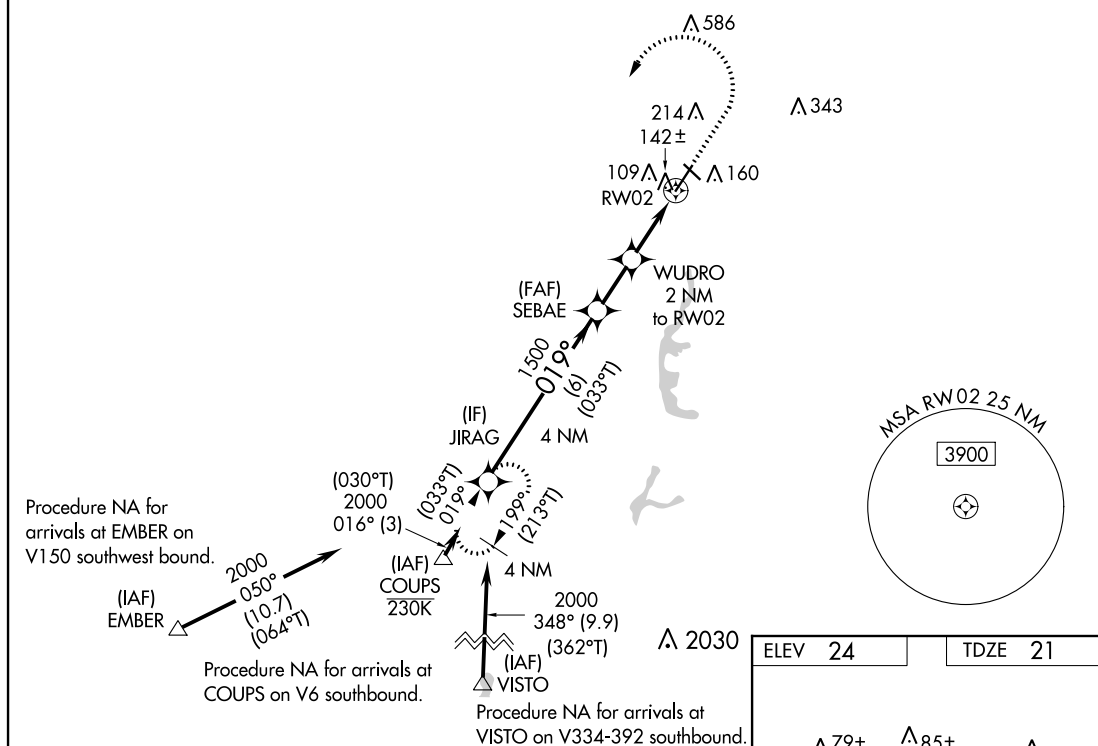
NORCAL APP CON
125.25 257.9

EXEC TOWER ★
119.5 (CTAF) 0 278.8

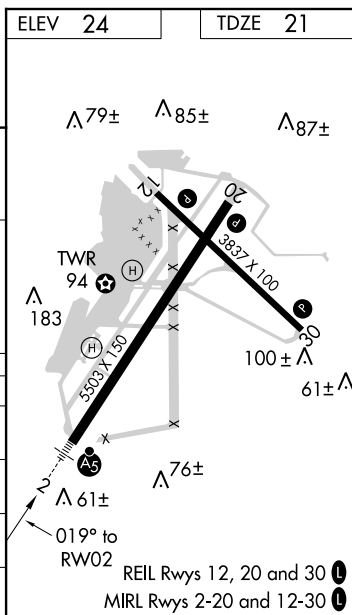
GND CON
125.0

UNICOM
122.95

PROTOTYPE-NOT FOR NAVIGATION



JIRAG				
2000				
(033°T) 019°				
GP 3.00° TCH 57				
SEBAE 1500				
WUDRO 2 NM to RW02				
700				
RW02				
*LNAV only				
CATEGORY	A	B	C	D
LPV DA		221-½	200 (200-½)	
LNAV/VNAV DA		304-½	283 (300-½)	
LNAV MDA	400-½	379 (400-½)	400-⅝	379 (400-⅝)
CIRCLING	500-1 476 (500-1)	520-1 496 (500-1)	560-1½ 536 (600-1½)	800-2½ 776 (800-2½)



AUTOMATED AL-358 RNAV (GPS) RWY 2

SW-2
29 DEC 2020
COMPILER: PD
REVIEWER:
DBL CHKR:
EFF: FIG

SACRAMENTO, CALIFORNIA

Amdt 1 FIG

38°31'N-121°30'W

SACRAMENTO EXECUTIVE (SAC)
RNAV (GPS) RWY 2

WAAS CH 62810 W02A	APP CRS 019°	Rwy Idg 5503 TDZE 21 Apt Elev 24
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OLD

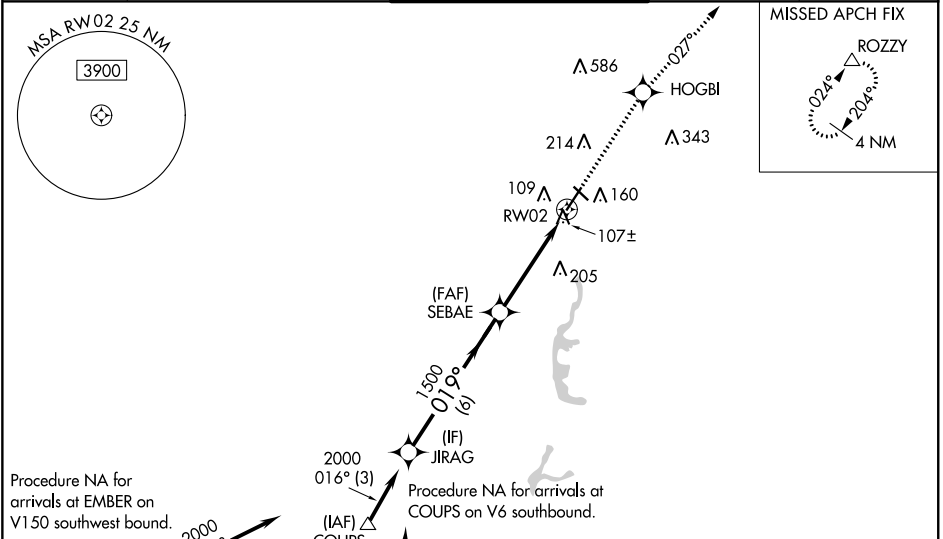
RNAV (GPS) RWY 2
SACRAMENTO EXECUTIVE (SAC)

Baro-VNAV NA when using Sacramento Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sacramento Intl altimeter setting and increase LPV DA to 322; increase LNAV/VNAV DA to 401 and all visibilities ½ mile; increase all MDA 40 feet and LNAV Cats C/D visibility ½ mile. For inop MALSR, increase LPV all Cats visibility to ¾. For inop MALSR when using Sacramento Intl altimeter setting, increase LPV all Cats visibility to 1.

MALSR

MISSED APPROACH:
Climb to 3000 direct HOGBI and on track 027° to ROZZY and hold.

ATIS 125.5	NORCAL APP CON 125.25 257.9	EXEC TOWER ★ 119.5 (CTAF) 0 278.8	GND CON 125.0	UNICOM 122.95
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Procedure NA for arrivals at EMBER on V150 southwest bound.

2000 050° (10.7)

(IAF) EMBER

Procedure NA for arrivals at COUPS on V6 southbound.

2000 016° (3)

(IAF) COUPS

Procedure NA for arrivals at VISTO on V334-392 southbound.

2000 348° (9.9)

(IAF) VISTO

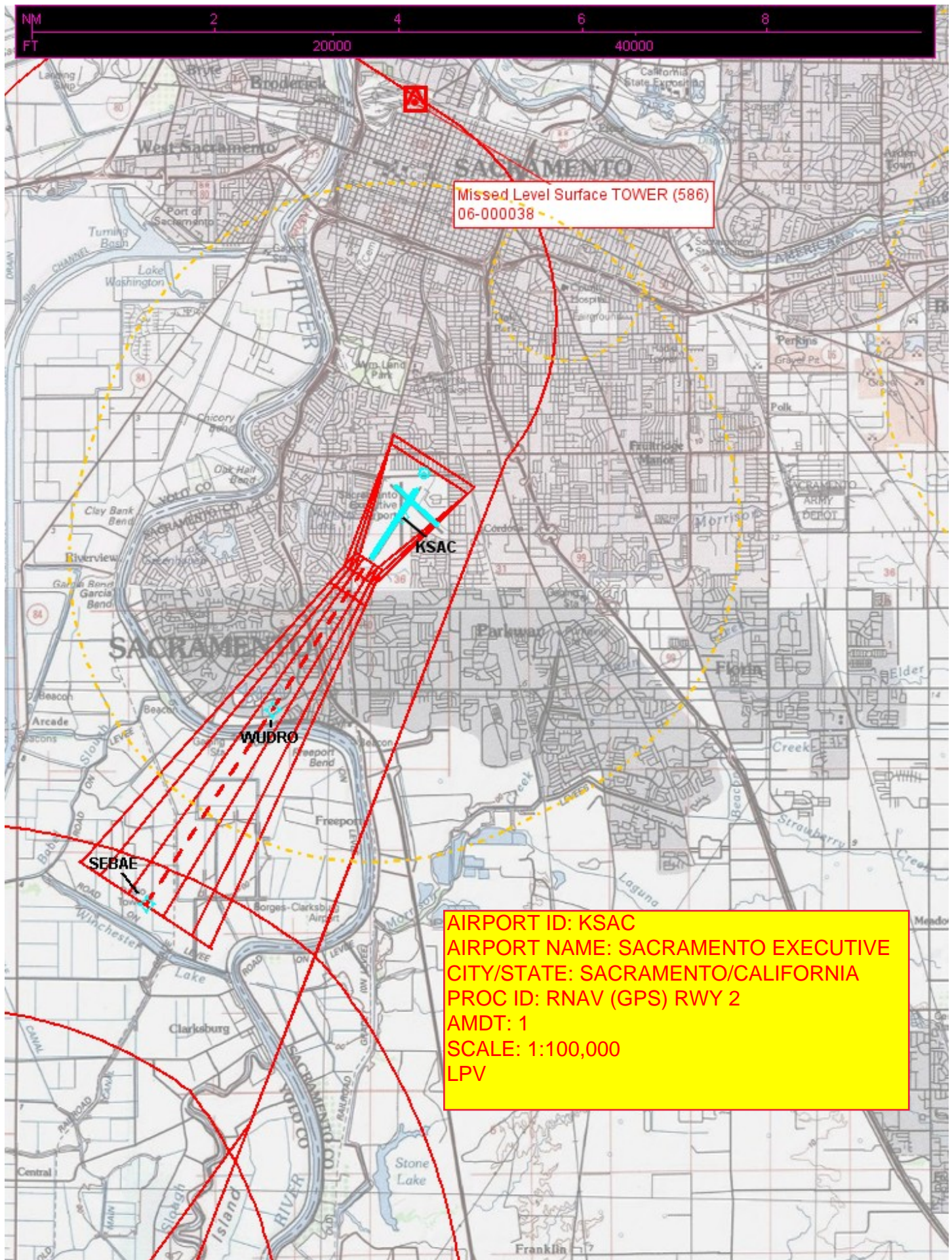
CATEGORY	A	B	C	D
LPV DA	294-½		273 (300-½)	
LNAV/VNAV DA	373-⅝		352 (400-⅝)	
LNAV MDA	440-½ 419 (500-½)		440-¾ 419 (500-¾)	
CIRCLING	500-1 476 (500-1)		520-1 496 (500-1) 520-1½ 496 (500-1½) 580-2 556 (600-2)	

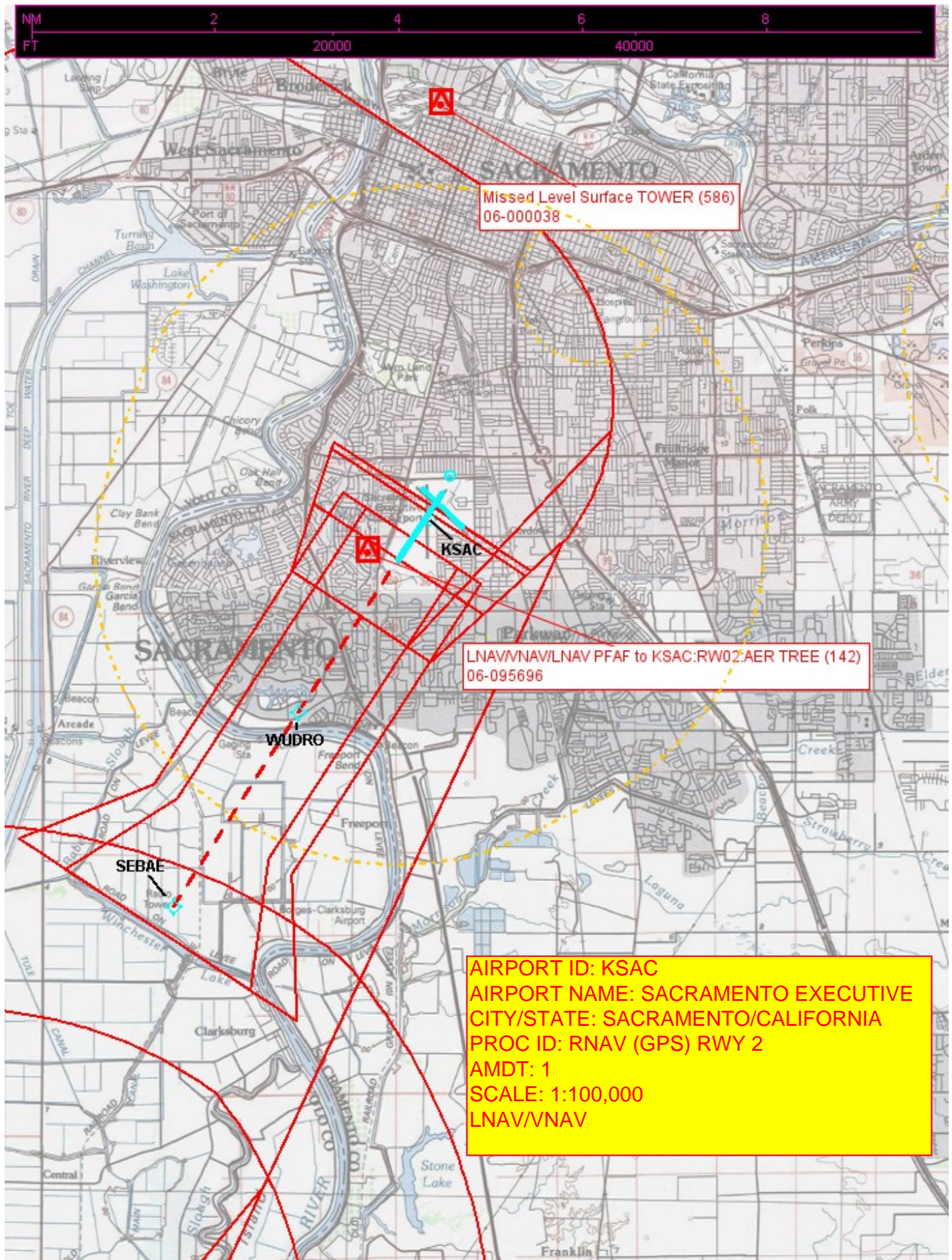
ELEV 24 TDZE 21

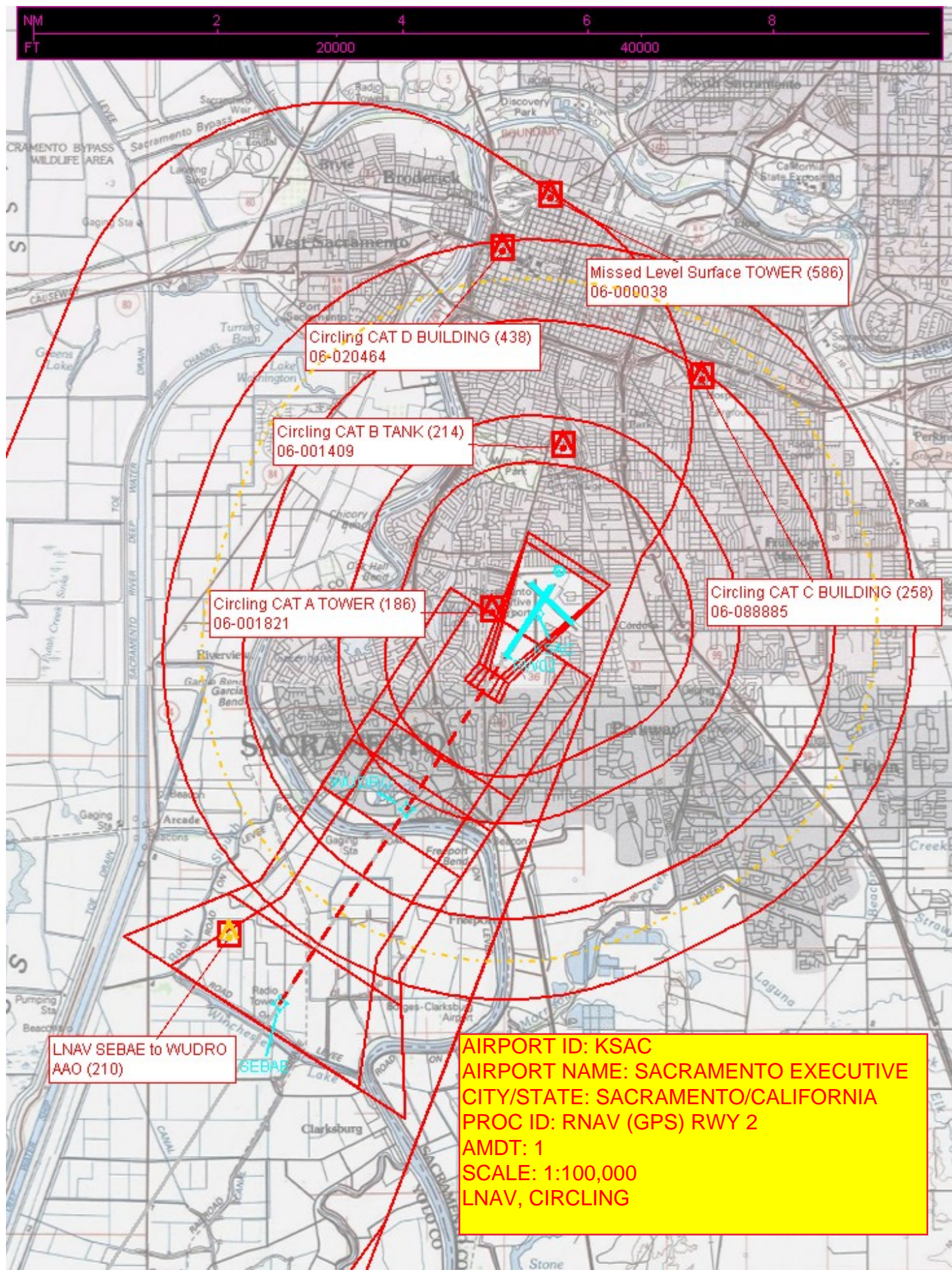
REIL Rwy 12, 20 and 30
MIRL Rwy 2-20 and 12-30

SW-2, 08 OCT 2020 to 05 NOV 2020

SW-2, 08 OCT 2020 to 05 NOV 2020









Federal Aviation Administration Categorical Exclusion Declaration

Date: 09/16/20

IFP: Oleck, Perry (perry.j.oleck@faa.gov)

Airport Contact: -

Request ID: KSAC_20622

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) Rwy 2

Procedure Request Description:

Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 02 Approach will be amended with following changes:

- The missed approach will be changed to a climbing left turn to 2,000 feet direct to JIRAG fix. This will provide an operational benefit to allowing the air traffic controllers from having to block the airspace from Sacramento International Airport and Sacramento McClellan arrivals in case aircraft on this procedure has to execute a missed approach.
- Lateral Navigation (LNAV) final step fix will be added with an at/above altitude of 700 ft to facilitate continuous descent to the runway threshold.
- Circling areas will be updated for criteria to new larger obstacle evaluation areas.

The proposed amendments to RNAV (GPS) RWY02 are not anticipated to change approach tracks and altitudes.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: **Vikas Uberoi** Digitally signed by Vikas Uberoi
Date: 2020.09.16 09:44:12 -07'00' Date: _____

Title: **Environmental Protection Specialist - Contract**

Approved By: **RYAN WADE WELLER** Digitally signed by RYAN WADE
WELLER
Date: 2020.09.21 08:19:23 -07'00' Date: _____

Title: **Environmental Protection Specialist - AJV 250**
