

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
TERMINAL ROUTES								MISSED APPROACH							
FROM	TO		COURSE AND DISTANCE			ALTITUDE		ILS: DA LOC: 4.40 MILES AFTER SAC VORTAC OR AT SAC 4.40 DME FIX CLIMB TO 600 THEN CLIMBING LEFT TURN TO 1600 DIRECT SAC VORTAC AND HOLD. ADDITIONAL FLIGHT DATA: CHART FAS OBST: 119 TREE 382823N/1213121W 209 AAO 382733N/1213236W CHART (UBIY) AT INTERSECTION OF COUPS DR LEG AND INTERMEDIATE COURSE.							
COUPS/SAC 9.00 DME (IAF)	TERUY/SAC 6.12 DME		334.00 / 0.24 (HDG) & 019.12 / 2.71 (I-SAC)			2000									
TERUY/SAC 6.12 DME (IF)	SAC VORTAC (NOPT)		019.12 / 6.12 (I-SAC)			1500									
1. PT <u> </u> SIDE OF COURSE <u> </u> OUTBOUND <u> </u> FT WITHIN <u> </u> MILES OF <u> </u> (IAF) 2. HOLD S SAC VORTAC, RT, 016.01 INBOUND, 1500 FT. IN LIEU OF PT (IAF) 3. FAC: 019.12 FAF: SAC VORTAC DIST FAF TO MAP: 4.40 THLD: 4.40 4. MIN. ALT: SAC VORTAC 1500 5. DIST TO THLD FROM OM: <u> </u> MM: <u> </u> IM: <u> </u> 150 HAT: <u> </u> 100 HAT: <u> </u> GS ANT: 1086 6. MIN GS INCPT: 1500 GS ALT AT: SAC VORTAC 1493 OM: <u> </u> MM: <u> </u> IM: <u> </u> 7. GS ANGLE: 3.00 TCH: 57.3 8. MSA FROM: SAC VORTAC 110-200 3100, 200-290 4100, 290-110 2700								MAG VAR: 14E EPOCH YEAR: 2010							
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @				
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 2	294	1	273	294	1	273	294	1	273	294	1	273			
S-LOC 2	380	1	359	380	1	359	380	1	359	380	1	359			
CIRCLING	500	1	476	520	1	496	520	1 1/2	496	580	2	556			
NOTES: CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY. CHART NOTE: RWY 02 STRAIGHT-IN AND CIRCLING AND CIRCLING TO RWY 34 NA AT NIGHT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SACRAMENTO INTL ALTIMETER SETTING AND INCREASE ALL DA 28 FT, ALL MDA 40 FT AND INCREASE S-LOC 2 CAT C/D VISIBILITY 1/4 MILE.															
CITY AND STATE		ELEVATION: 24 TDZE: 21		FACILITY IDENTIFIER: I-SAC		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:					
SACRAMENTO, CA		AIRPORT NAME: SACRAMENTO EXECUTIVE				ILS OR LOC RWY 2, AMDT 24A 6 FEBRUARY 2014				AMDT: 24					
										DATED 08/25/2011					

FLIGHT STANDARDS SERVICES - FAR PART 97.29

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QUALITY
1
CHECKED

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				DATED: 08/25/2011

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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ARINC SUMMARY - 424-18 - ILS

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
	COUPS	COUPS	010	IAF	IF		FB					
	COUPS	UBIYI	020		TF		FB				AA 02000	
	COUPS	TERUY	030		CF		FB		019.1()	002.7	AA 02000	
	SAC	SAC	010	IAF	HF	R	FO		016.0()	T01.0	AA 01500	
		TERUY	010	FACF	IF		FB				AA 02000 GI 01500	
		SAC	020	FAF	CF		FB		019.0()	006.1	GI 01500 GS 01493	
		RW02	030	MAP	CF		FO		019.0()	004.4	AT 00075	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		019.1()		AA 00600	
	SAC	050		DF	L	FO				AA 01600	
	SAC	060		HM	R	FO		016.0()	T01.0	AA 01600	

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	SAC	N382637.48	W1213305.94	N3826.625	W12133.099
	COUPS	N381858.58	W1213909.44	N3818.976	W12139.157
	TERUY	N382129.43	W1213720.66	N3821.491	W12137.344
	UBIYI	N381913.07	W1213913.17	N3819.218	W12139.220
	RW02	N383018.75	W1213002.63	N3830.313	W12130.044
	ISAC (LOC)	N383113.32	W1212917.31	N3831.222	W12129.289

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW02	00017	57

CITY AND STATE
SACRAMENTO, CAELEVATION: 24 TDZE: 21
AIRPORT NAME:
SACRAMENTO EXECUTIVEFACILITY
IDENTIFIER:
I-SACPROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:
ILS OR LOC RWY 2, AMDT 24A
6 FEBRUARY 2014SUP:
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FLIGHT STANDARDS SERVICES - FAR PART 97.25

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[illegible][illegible][illegible][illegible]

SEGMENT	1	2	3	4	5	6	7	8	9	0	1	2	3
SUSAP	KSACK2FL02	ACOUPS	010COUPSK2EA0E	A	IF					18000		0	NS
SUSAP	KSACK2FL02	ACOUPS	020UBIYIK2PC0E		TF			+ 02000				0	NS
SUSAP	KSACK2FL02	ACOUPS	030TERUYK2PC0EE	B	CF	ISACK2	1991011601910027PI	+ 02000				0	NS
SUSAP	KSACK2FL02	ASAC	010SAC K2D 0VE	AR	HF	ISACK2	199100550160T010PI	+ 01500		18000		0	NS
SUSAP	KSACK2FL02	L	010TERUYK2PC0E	I	IF	ISACK2	19910116	PI	+ 02000	18000		0	NS
SUSAP	KSACK2FL02	L	020SAC K2D 0V	F	CF	ISACK2	1991005501900061PI	+ 01500			SAC	K2D	0 NS
SUSAP	KSACK2FL02	L	030RW02 K2PG0GY	M	CF	ISACK2	1991001101900044PI	00075		-306		0	NS
SUSAP	KSACK2FL02	L	040	0	M	CA	0191	+ 00600				0	NS
SUSAP	KSACK2FL02	L	050SAC K2D 0VY	L	DF			+ 01600				0	NS
SUSAP	KSACK2FL02	L	060SAC K2D 0VE	R	HM		0160T010	+ 01600				0	NS

[illegible][illegible]

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

LOC STANDARD INSTRUMENT APPROACH PROCEDURE

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		TERUY	010	FACF	IF		FB				AA 02000	
		SAC	020	FAF	CF		FB		019.0()	006.1	AA 01500	
		RW02	030	MAP	CF		FO		019.0()	004.4	AT 00075	

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG (TRUE)	DISTANCE	ALTITUDE	SPEED
		040		CA		FB		019.1()		AA 00600	
	SAC	050		DF	L	FO				AA 01600	
	SAC	060		HM	R	FO		016.0()	T01.0	AA 01600	

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