

Sacramento Executive Airport

IATA/ICAO CODE: SAC/KSAC
CITY: Sacramento
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	John Downey	Bree Taylor
Title:	Airport Manager	Noise & Sustainability Programs Coordinator
Airport:	Sacramento Executive Airport	Sacramento International Airport
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Airport Web Site:	www.sacairports.org	

ELEVATION: 24 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
2/20	5503	-	3	150
12/30	3836	-	-	100
16/34	3485	-	-	150
Notes: Runway 16 closed to takeoff by turbo jet aircraft. Runway 02/20 maximum GWT 50,000 lbs Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Sacramento Executive Airport
Noise Abatement Procedures
(Rev. 01/01/02)

1. Traffic pattern altitude is 1,024 feet; 1,524 feet for turbine-powered and large aircraft.
2. All departing aircraft shall climb on runway heading to an altitude of 600 feet before turning unless otherwise instructed by the tower or for flight safety.
3. No touch-and-go operations between the hours of 2100 and 0600 local time.
4. No practice instrument approaches between the hours of 2100 and 0600 local time. Full-

stop instrument approaches acceptable at all times.

5. Mid-field or Intersection takeoffs are prohibited.

6. Formation landings and takeoffs are prohibited.

7. Use of the airport is restricted to aircraft with FAA certified takeoff noise levels of 84 EPNdB or less as listed in FAA Advisory Circulars 36-1G and 36-2G.

8. Turbojet aircraft will use Runway 02/20 unless otherwise directed by ATC or for flight safety.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Calm wind runway and turbojet aircraft, runway 02/20.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	N/A	None inside the 60 CNEL Contour
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	None inside the 60 CNEL Contour
Avigation Easements	-	Pursue avigation easements for all residential development within specified airport planning area.
Zoning Laws	-	No new residential development inside the 60 CNEL Contour
Real Estate/Property Disclosure Laws	-	Defer to State of California Code of Regulations, Real Estate Disclosure Laws
Acquire Land for Noise Compatibility to date	N/A	-
Population within each noise contour level relative to aircraft operations	-	No residents within 60 CNEL Contour
Airport Noise Contour Overlay Maps	none	Sacramento Executive Airport Comprehensive Land Use Plan with noise

		contour
Total Cost of Noise Mitigation Programs to Date	-	\$1,000,000 for all Sacramento County Airport System Noise Projects
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport Enterprise Fund

NOISE MONITORING SYSTEM

The noise monitoring system uses 4 portable monitors deployed periodically.

FLIGHT TRACK MONITORING SYSTEM

The airport has an Airport Noise and Operations Management System (ANOMS) to monitor aircraft flight tracks. The flight tracking system uses ARTS radar data.

NOISE LEVEL LIMITS

Use of the airport is restricted to aircraft with FAA certified takeoff noise levels of 84 EPNdB or less as listed in FAA Advisory Circulars 36-1G and 36-2G.

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)