

Sacramento Mather Airport

IATA/ICAO CODE: MHR/KMHR
CITY: Sacramento
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Bree Taylor	Gregg Weissenfluh
Title:	Noise & Sustainability Programs Coordinator	Airport Manager
Airport:	Sacramento International Airport	Sacramento Mather Airport
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Airport Web Site:	www.sacairports.org/mather	

ELEVATION: 96 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
04R/22L	11301	-	3	150
04L/22R	6040	-	3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Extremely noise sensitive populated areas along approach and departure corridors. Pilots are requested to use best operating practices to minimize aircraft noise at all times. Whenever possible, fly arrivals at or above 3-degree glidepath. Plan minimum use of reverse thrust.

Departure aircraft are encouraged to climb to ATC clearance limits as soon as practical. ATC noise abatement procedures in effect from 2200 to 0700.

VFR Turbojet aircraft departing north or northwest from the centerline of the runway will begin turns at or above 1,100 feet MSL.

VFR piston aircraft departing the traffic pattern shall not make turns prior to reaching 700 feet MSL.

Standard Traffic Pattern altitudes are 1,096 feet MSL piston aircraft, 1,896 feet MSL turbine

aircraft.

Normal traffic pattern flow is

Runway 22L - left traffic

Runway 22R - right traffic

Runway 4R - right traffic

Runway 4L - left traffic

If traffic allows, turbojet aircraft will use left traffic for runway 22R and right traffic for runway 4L.

ATC noise abatement procedures in effect from 2200 to 0700.

Runways 22L/R Departures: All jet departures turn left to and maintain heading 090 through 4,000 feet MSL before proceeding on course. Northbound departures maintain 090 heading until passing through 6,000 feet MSL prior to proceeding on course.

Runways 4L/R: All jet departures turn right heading 100 until reaching 4,000 feet MSL, northbound departures maintain 100 heading until passing 6,000 feet MSL.

Arrivals from the North and East: Vectors to intercept the approach east of CAMRR (20nm from the runway end) at or above 6,500 feet MSL.

Arrivals from the South through the Southeast: Vectors to intercept the approach east of LDOOR (15nm from runway end) at or above 5,000 feet MSL.

Aircraft entering a downwind from the Southwest of Mather must turn final prior to 10 miles. If unable, aircraft will be vectored to intercept final approach east of LDOOR at or above 5,000 feet MSL.

Pilot information on noise abatement (916 874-0359)

CONTINUOUS DESCENT ARRIVAL (CDA)

CDA is used at Sacramento Mather Airport during the Nighttime Noise Abatement hours (2200 to 0700). The percentage of time that they are used is dependent upon the aircraft that can fly them.

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Runways 22L/R calm wind runways. Airport has a nighttime noise abatement preferential runway system.

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

	Date	
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Type of Program	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	-	Avigation easements required for all new residential development within Mather airport policy planning area.
Zoning Laws	-	No new residential development inside the 60 CNEL Contour
Real Estate/Property Disclosure Laws	-	Defer to Sate 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	-	Mather Airport Comprehensive Land Use Plan 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 - **NONE**

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**