



MATHER AIRPORT

NIGHTTIME DEPARTURE PROCEDURES

RUNWAY 22—All jet departures turn left heading 090, and proceed on course after reaching 4,000 feet MSL. Northbound jet departures climb through 6,000 feet prior to turning north.

RUNWAY 4—All jet departures turn right heading 100, and proceed on course after reaching 4,000 feet MSL

SEE INSIDE FOR NIGHTTIME ARRIVAL PROCEDURES

STANDARD OPERATING PROCEDURES

Standard Traffic Pattern altitude is as follows:

- 1096 feet MSL piston aircraft
- 1896 feet MSL turbine aircraft

Normal traffic pattern flow is as follows:

- Runway 22L – left traffic
- Runway 22R – right traffic
- Runway 4R – right traffic
- Runway 4L – left traffic

Runways 22L and 22R are the designated calm wind runways

If traffic allows, turbojet aircraft will use left traffic for Runway 22R

If traffic allows, turbojet aircraft will use right traffic for Runway 4L

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

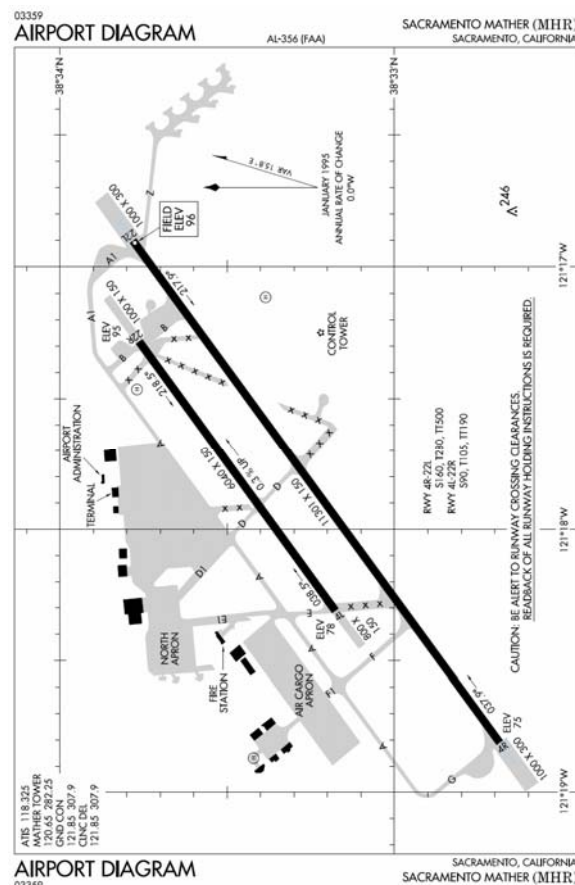
VFR piston aircraft departing the traffic pattern shall not make turns prior to reaching 700 feet MSL.

AUG-2006

ARRIVAL & DEPARTURE PROCEDURES ✈ MHR

NOISE SENSITIVE AREAS EXTEND MANY MILES BEYOND NORMAL TRAFFIC PATTERN BOUNDARIES AT MATHER AIRPORT.

PLEASE FOLLOW ALL NOISE ABATEMENT PROCEDURES.



**Pilot
Information
Line
916-874-0359**

**Aircraft Noise
Information
Office
916-874-0704**



www.sacairports.org

SAFETY FIRST! PILOT IN COMMAND IS RESPONSIBLE FOR THE SAFE OPERATION OF HIS/HER AIRCRAFT.

AUG-2006

NOISE ABATEMENT PROCEDURES NIGHTTIME ARRIVALS

Between the hours of 22:00 and 07:00 local

Arrivals from the North and East

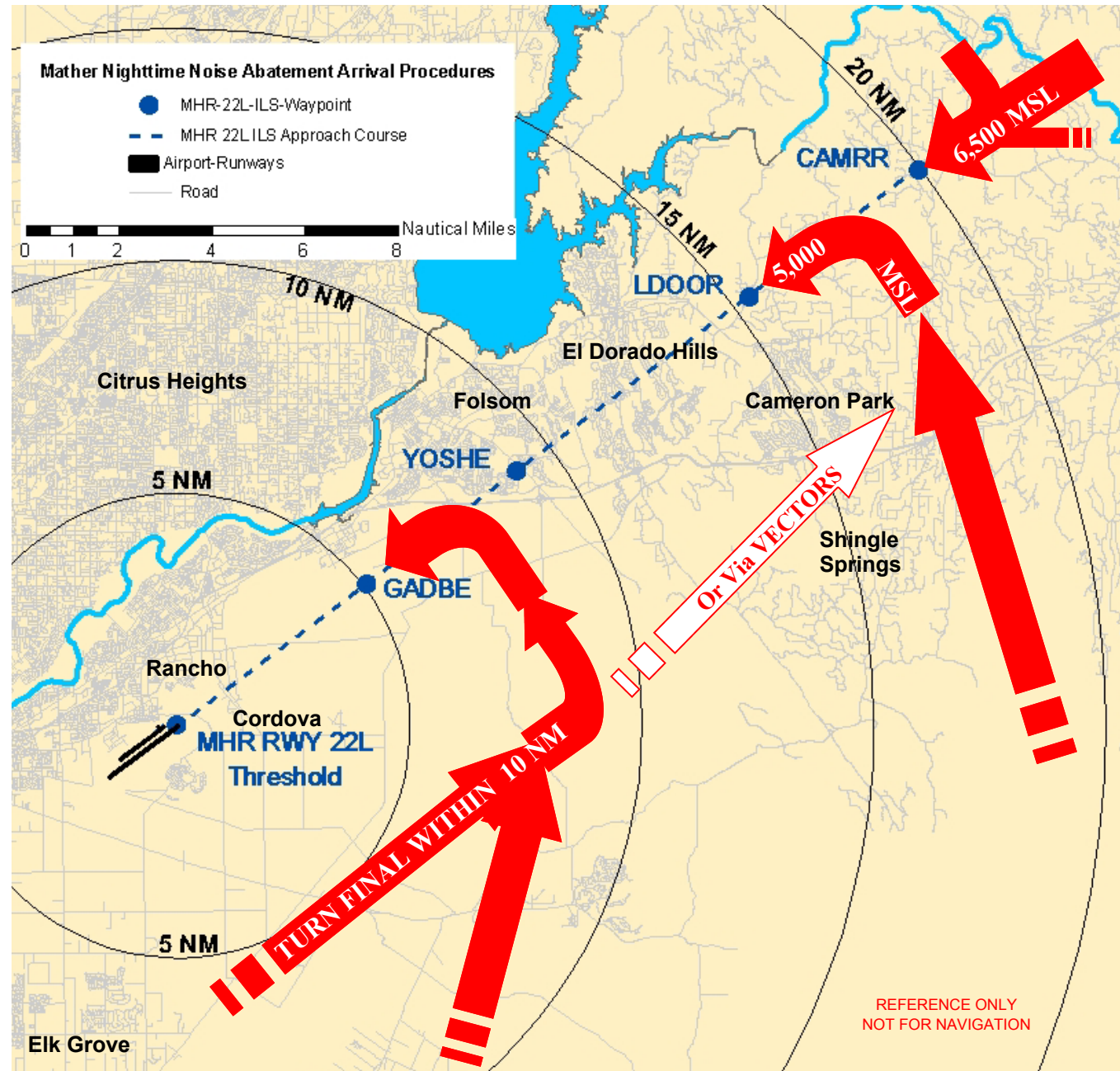
Vectors to intercept the approach east of CAMRR (20 nm from the runway end) at or above 6,500 feet MSL

Arrivals from the South through the Southeast

Vectors to intercept the approach east of LDOOR (15 nm from the 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



Please limit maneuvering to areas south of the Runway 22L final approach course.