SACRAMENTO
COUNTY AIRPORT SYSTEM

Aircraft Noise and Operations Monitoring

The Sacramento County Airport System Aircraft Noise and Operations Monitoring System is a comprehensive system providing actual measurement of aircraft noise levels in Sacramento area neighborhoods and suburban communities. The integrated system has many components, including portable noise monitors that measure the noise environment and a system directly connected to the FAA's air traffic control radar that collects aircraft flight tracks. Millions of data points are recorded and stored by the system each day.

Information gathered from local residents about aircraft noise is also entered into the system. This information is then analyzed by a central computer that helps the Sacramento County Airport System to better manage its airport noise mitigation programs. The Airport Noise Information Office uses this data to work with the FAA, aircraft operators and communities to reduce noise impacts on residential communities.

Sacramento County Airport System
Aircraft Noise Information Office
6900 Airport Boulevard
Sacramento, CA 95837

SACRAMENTO
COUNTY AIRPORT SYSTEM

Mather Airport

Noise Abatement Procedures

Courtesy of

Sacramento County Airport System

Aircraft Noise Information Office

MATHER AIRPORT

NOISE ABATEMENT PROCEDURES

Standard Operating Procedures

Standard Traffic Pattern altitude is as follows:

1100 feet MSL piston aircraft
1800 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.

Nighttime Operating Procedures – Between the hours of 22:00 and 07:00 local time.

- Runway 22 Departures – All jet departures turn left heading 090, and proceed on course after reaching 4,000 feet MSL.
- Runway 4 Departures – All jet departures turn right heading 100 until reaching 4,000 feet MSL
- 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.

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

Web Accessible Flight Tracking System

Sacramento County Airport System has made area aircraft flight tracks accessible via the World Wide Web at::

www.sacramentotracks.com.

The site includes specific radar flight track information about flights from Sacramento International, Executive and Mather Airports as well as from smaller general aviation airports in the area. The information displayed is updated three times daily and includes flight number, aircraft type, altitude and groundspeed.

Questions?

For important operational details related to Executive and Mather Airports

Pilot Information Line

916-874-0359

Aircraft Noise Information Office

916-874-0704

PlaneNoiseInfo@saccounty.net