

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 04/22/2021	APWS Task ID: 24F1E95042C846FBB0D1F41652D37D7E	APWS Project ID: 37EB75ECF3CE42FC8FECC58BDF1955B8
Procedure: RNAV (GPS) RWY 22R ORIG		Enroute: NO	Specialist: Johnsen, Daniel		Agreement Number:
Airport ID: KMHR			Airport City: SACRAMENTO		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>New procedure.</p> <p>Active data used for KMHR airport and runways.</p> <p>Mandatory publication date due to airport runway changes.</p> <p>Contact Jason Kretschmer, AJV-421, 405-954-4019.</p> <div style="text-align: center;"> <p><i>Digitally signed by</i></p> <p><b>JASON KRETSCHMER</b></p> <p>Jan 19, 2021</p> </div>					

QUALITY  
21  
CHECKED

QUALITY  
41  
CHECKED

<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> RNAV (GPS) RWY 22R ORIG			<b>AIRPORT NAME:</b> SACRAMENTO MATHER		<b>AIRPORT ID:</b> KMHR	<b>SPECIAL CONTROL NO:</b> SG-01-214-21	
<b>FAC ID:</b> KMHR22R		<b>CITY:</b> SACRAMENTO			<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 04/22/2021	
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b>					<b>DATE:</b>		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							<b>YES</b>
					<b>CPV COMPLETE?</b>		<b>X</b>
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 02/09/2021		<b>CREW #:</b> VN234	<b>N #:</b> N83	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> daniel c favorite @ 02/09/2021 16:39			<b>PRINTED NAME:</b> FAVORITE, DANIEL CHARLES				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> All legs flown SAT/Gold.							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

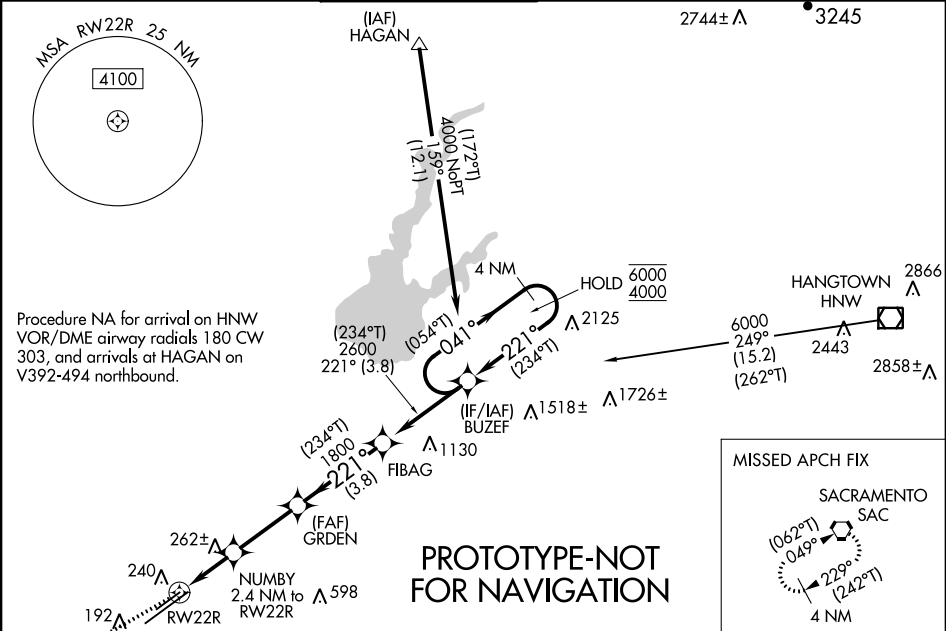
WAAS CH <b>42943</b> <b>W22B</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev <b>6081</b> <b>94</b> <b>98</b>
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# RNAV (GPS) RWY 22R

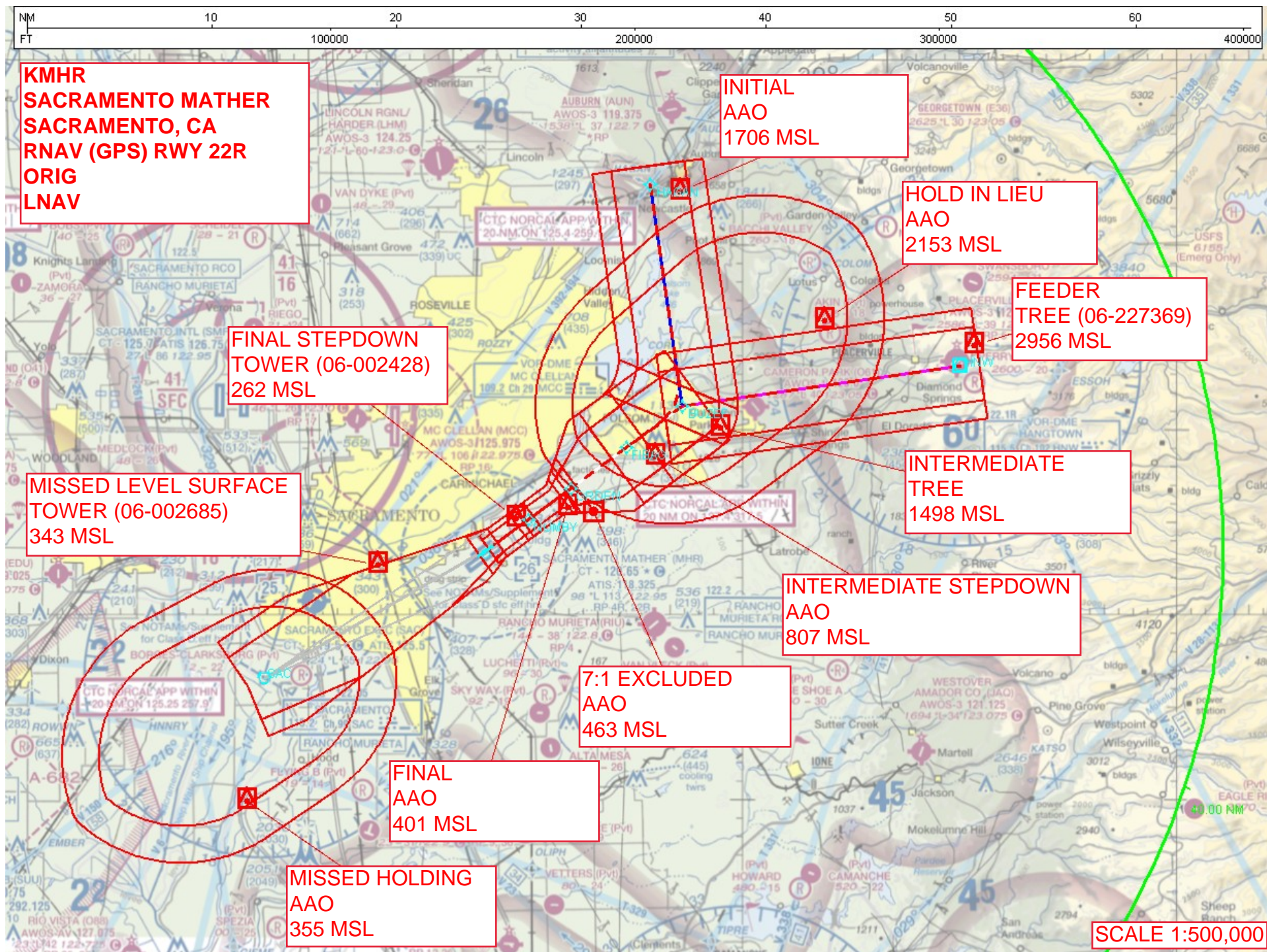
SACRAMENTO MATHER (MHR)

RNP APCH.	MISSED APPROACH: Climb to 500 then climb to 3000 direct SAC VORTAC and hold.
<p><b>⚠</b> Circling NA northwest of Rwy 4L-22R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.</p>	

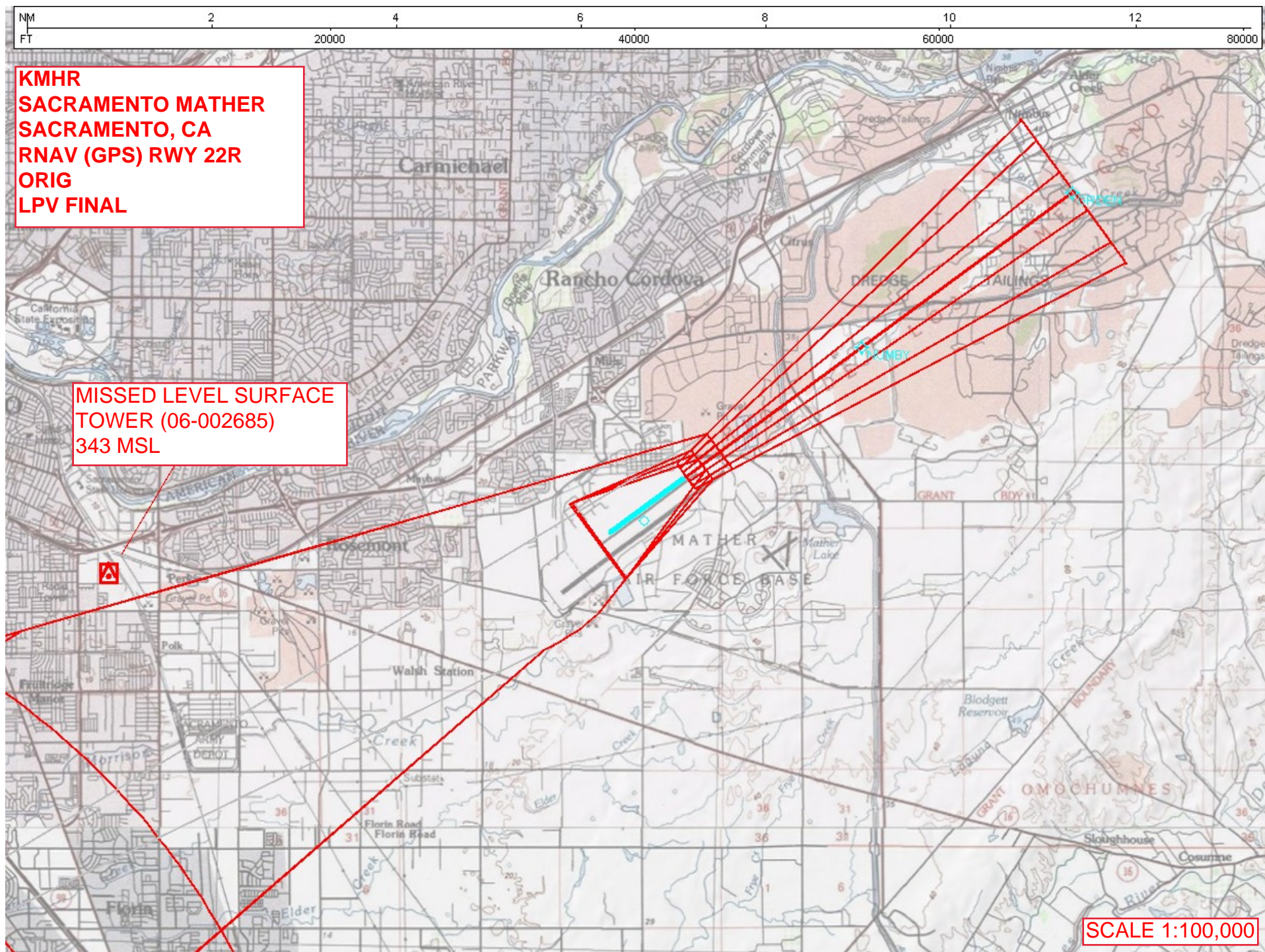
ATIS <b>118.325</b>	NORCAL APP CON <b>127.4 317.5</b>	MATHER TOWER ★ <b>120.65 (CTAF) 0 282.25</b>	GND CON <b>121.85 307.9</b>	CLNC DEL <b>121.85 307.9</b>	UNICOM <b>122.95</b>
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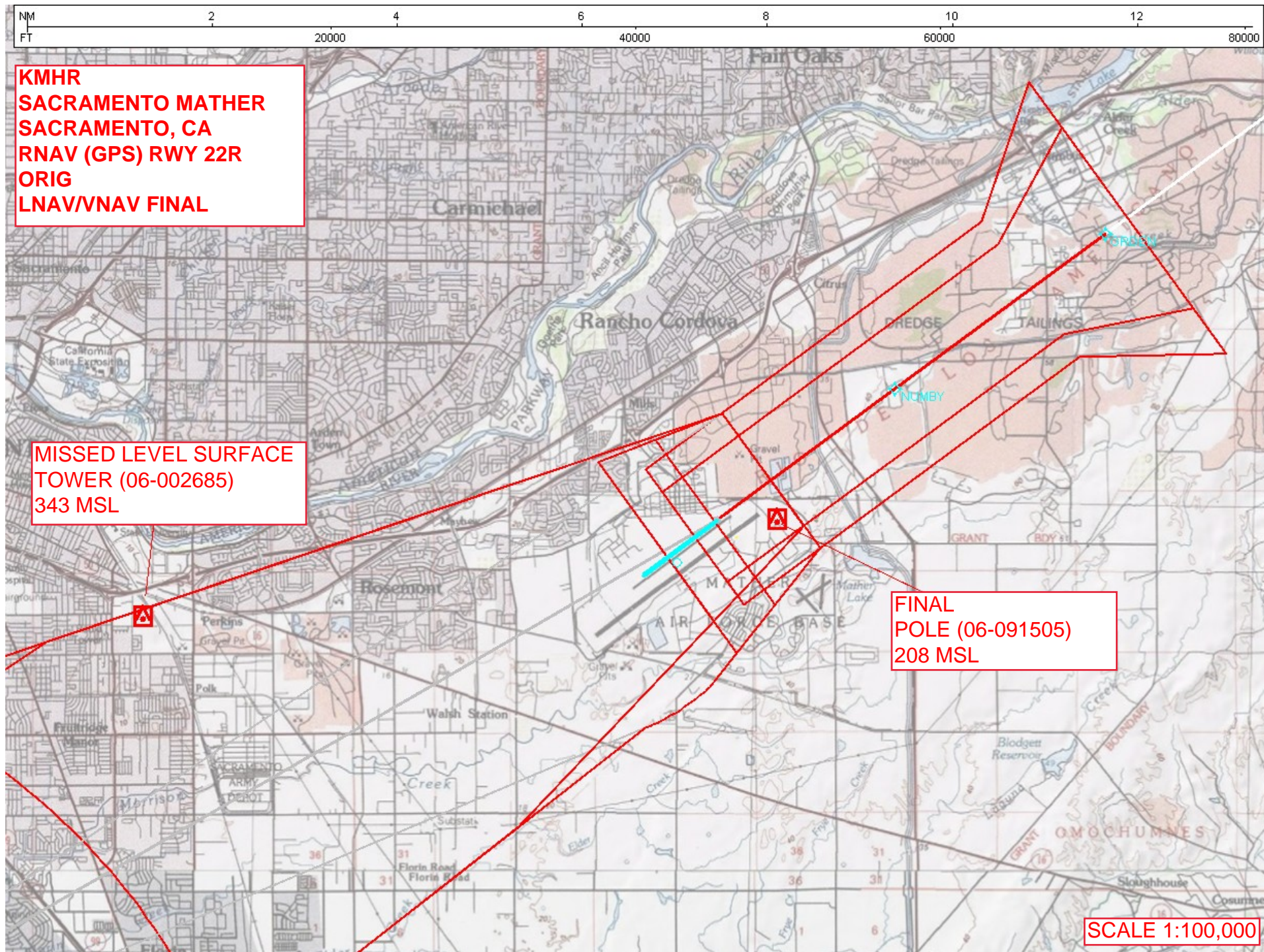
ELEV 98		TDZE 94		
CATEGORY	A	B	C	D
LPV DA	294-¾		200 (200-¾)	
LNAV/VNAV DA	369-⅞		275 (300-⅞)	
LNAV MDA	580-1	486 (500-1)	580-1⅝	486 (500-1⅝)
CIRCLING	580-1	482 (500-1)	600-1½ 502 (600-1½)	800-2¼ 702 (800-2¼)
MIRL Rwy 4L-22R 0		HIRL Rwy 4R-22L 0		











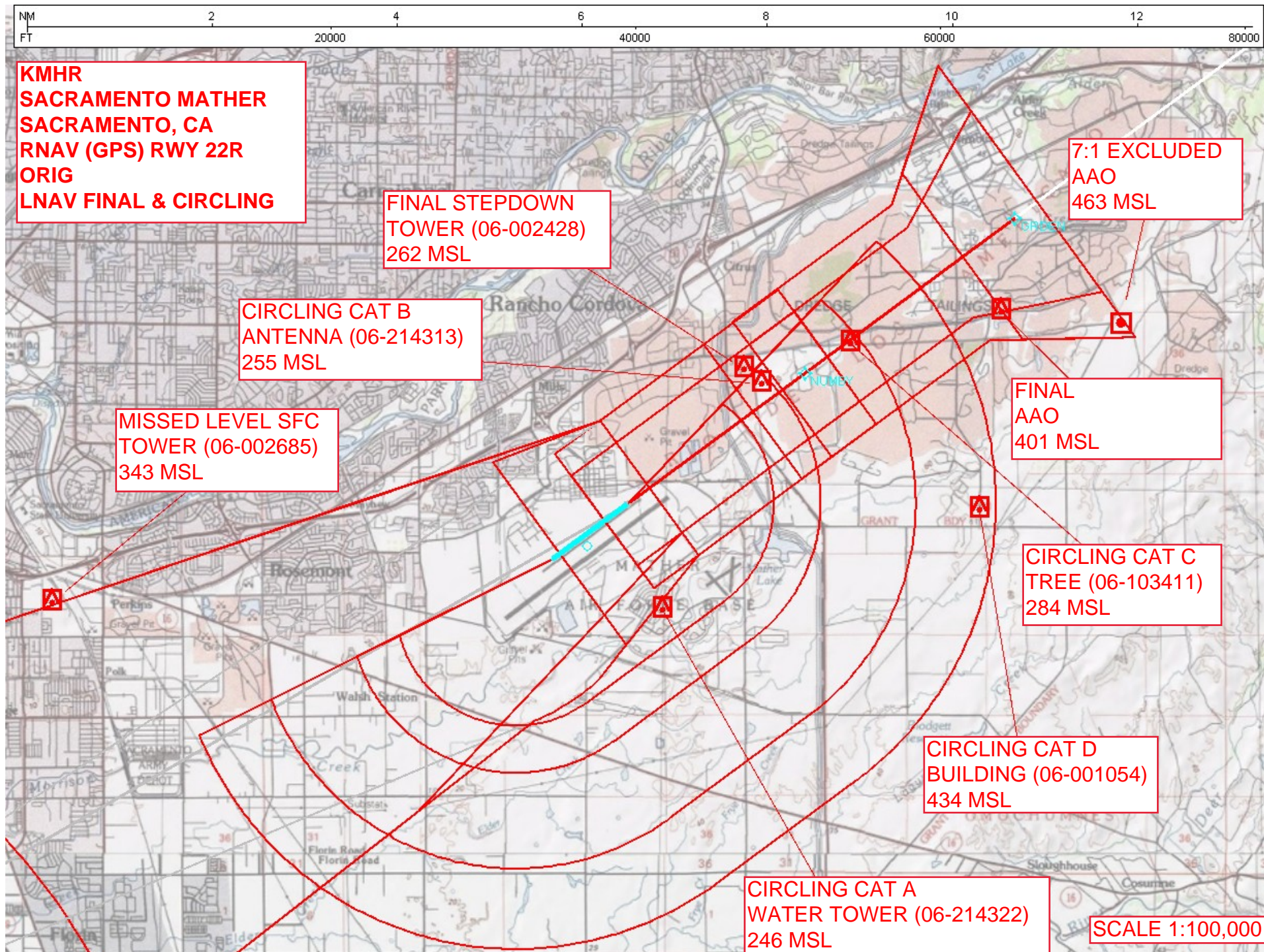
KMHR  
SACRAMENTO MATHER  
SACRAMENTO, CA  
RNAV (GPS) RWY 22R  
ORIG  
LNAV/VNAV FINAL

MISSED LEVEL SURFACE  
TOWER (06-002685)  
343 MSL

FINAL  
POLE (06-091505)  
208 MSL

SCALE 1:100,000





**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Sacramento Mather Airport, California**

**RNAV (GPS) RWY 22R Approach (Orig.)**

**Description of Action:**

The Federal Aviation Administration (FAA), upon airport's request, is proposing to develop an area navigation (RNAV) (Global Positioning System [GPS]) approach for runway (RWY) 22R at Sacramento Mather Airport (KMHR). RWY 4R/22L will be closed for pavement rehabilitation and CAT II-III lighting improvements in late summer to fall 2020.

The proposed approach procedure very closely resembles the current RNAV (GPS) RWY 22L. The new procedure to RWY 22R is mainly for use while RWY 22L/4R is being rehabilitated. RWY 22L/4R is the main RWY and when it reopens after rehab the new procedure to RWY 22R will be used infrequently.

RNAV (GPS) approaches are generally designed to accommodate aircraft equipped with a wide variety of GPS receivers. A GPS approach typically offers different approach minimums (and sometimes different missed approach points) depending on the type of GPS receiver, aircraft, and installation being used to complete the approach. Aircraft equipped with wide area augmentation system (WAAS) can fly precise satellite-enabled RNAV (GPS) approach procedures with localizer performance with vertical guidance (LPV) and localizer performance (LP) minimums without vertical guidance. LPV minimums provide capabilities similar to instrument landing system (ILS) with horizontal and vertical guidance, while LP provides only horizontal guidance. The proposed RNAV (GPS) RWY 22R will include LNAV/VNAV, LNAV, and circling minima.

The FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level as a result of implementation the proposed action. The results of the test indicated that no further noise screening is necessary based on the lateral shift tests.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

**Basis for this Determination:**



The Air Traffic Initial Environmental Review (IER) was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The applicable categorical exclusion is:

***5-6.5.i - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)***

**Recommended by:**

**Facility Manager Review/Concurrence**

Signature: Francine K. Malabo  
Name: Francine K. Malabo  
NCT Air Traffic Manager

Digitally signed by Francine K. Malabo  
Date: 2020.05.05 12:29:41 -07'00'

**Concurrence by:**

**Western Service Area Environmental Specialist**

Signature: RYAN WADE WELLER  
Name: Ryan Weller  
Environmental Specialist, Operations Support Group  
Western Service Center, AJV-W25

Digitally signed by RYAN WADE WELLER  
Date: 2020.05.08 12:01:54 -07'00'

**Approval by:**

**Western Service Area Director or Designee Approval**

Signature: SHAWN MICHAEL KOZICA  
Name: Shawn M. Kozica  
Manager, Operations Support Group  
Western Service Center, AJV-W2

Digitally signed by SHAWN MICHAEL KOZICA  
Date: 2020.05.20 03:09:37 -07'00'