

The Sacramento County Department of Airports (Department) thanks everyone for their comments. The Department understands there is much interest in aspects of the airport beyond the basic scope of the Sacramento International Airport (SMF) Master Plan Update. Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.

**2020 Sacramento International Airport Master Plan Draft Update - Virtual Public Meeting Feedback and Responses**

Commenter	Question/Comment	Department's Response
1	<p>I have lived in Natomas for almost 20 years (Natomas Park community). Up until a few years ago, I rarely noticed any airplane noise. Then, a few years ago, the airplane noise has become extremely loud and incessant, particularly around 5:30am to 6:30am. This noise interferes without our peace and quiet, sleeping at night, not being able to open our windows in the warmer months when it is cool at night, working from home, and much more.</p> <p>I believe changes have been made not only to flight paths, which is causing the planes not only to fly over our homes, but also at a much lower altitude. Our house literally rumbles from the noise.</p> <p>I am asking that you 1) not make any additional changes that would cause more noise for Natomas residents and that you 2) revert back to the previous flight patterns that would eliminate plane noise for Natomas residents, bringing the noise levels back to where they were prior to a few years ago. Please.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "Have the flight paths changed?" and "Why are there so many flights between 6 am and 8 am?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>

<p>2</p>	<p>As a 20 year resident of Natomas Crossing, I am very unhappy with the increased amount of air traffic noise going over our home. The flights take off at almost all hours of the day and night and they fly so low over our house that we are awakened by each flight. It was not like this when we moved in and we feel that the NexGen system has disrupted the entire Natomas community.</p> <p>In addition, Amazon has increased the amount of planes flying in and out of SMF and they utilize heavier planes which have a distinctly louder roar than smaller planes. It is their planes which seem to be taking off in the early morning hours. My husband is a commercial pilot and he knows that it takes just a slight deviation in flight plan to avoid going over any homes if the flight paths were to be directed north out over the rice fields.</p> <p>With the vast reduction in flights due to the pandemic, it has been so pleasant to be able to leave our windows open at night and not worry about each plane disturbing our sleep. Being able to enjoy our backyard without our conversations being drowned out by a loud plane overhead has also been nice.</p> <p>We realize that the airport was here prior to the construction of our home. We chose it for it's proximity to the airport for the convenience. However, prior to the purchase of our home, we came out at all times of the day and night to check the airport noise level. It was completely manageable at the time. The NexGen system has destroyed the peace of our community and we ask that it be removed or modified to take planes over empty fields rather than so low over our communities. This will also remove the risk of a deadly ground incident, should one ever take place.</p> <p>Please put yourselves in our shoes, and think about how this would feel if you were living in a home that was being subjected to increasing noise levels due to a system that is designed to keep more money in the pockets of airlines without consideration to the residents of the community.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "Why are different runways used?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
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<p>3</p>	<p>As a resident of the Natomas area, I am greatly concerned about the SMF departures from 16L/R runways that have been flying over the surrounding residential areas. They have been increasing to a dangerous level for a very long time.</p> <p>Between the very loud FedEx MD10's and the B767's from Amazon, combined with an increasing load of regular airline traffic, the low level fly overs are happening day and night and the associated noise nuisance, pollution and danger of flying over high density housing needs to be addressed.</p> <p>I am a commercial pilot who is quite familiar with the logistics of this airport and there is a very simple solution. The solution is to revise the departures SID from 16R and 16L in order to avoid flying over Natomas neighborhoods. Extend the take-off from the runway heading out and continue to climb to 8000' or above, then head west or make a right turn after take-off to a right climbing downwind then head west.</p> <p>The Sacramento population growth supports and demand those changes. Other major sensitive areas around the world have adjusted their departures. SMF is way behind the times and this is long overdue.</p> <p>You should also mandate noise abatement procedure (NADP1) to all departures day and night. Noise monitoring system should be implemented on the takeoff flightpath for 16R/L.</p> <p>I implore you to consider making these important changes to help Natomas stay the wonderful community that we call home.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aircraft emissions are regulated by the Environmental Protection Agency (EPA) and the Federal Aviation Administration (FAA) and, therefore, are beyond the scope of the Master Plan Update. Air quality will be examined in the Master Plan Environmental Review (CEQA) document.</p>
<p>4</p>	<p>I would like to voice our concern over airport noise in Westshore, Sundance lake and Westlake. I think that our communities shoulder the brunt of the airport noise ever since nextgen. It is unfair since these conditions are an unlawful taking of our property without due process. The right to enjoyment is a paramount property right. Unlawful taking means eminent domain. The degree of Low flying aircraft passing over our properties is excessive and constitutes taking. We are hopeful that with the new survey, the airport considers to spread out take-offs as it did prior to Nextgen. Nextgen was implemented clandestinely without adequate public input from Westshore, Sundance Lake and Westlake. We thank you for the opportunity to comment this time around. I am aware that all over the country Nextgen is being adjusted to consider airport noise in and around communities that were affected. I fervently hope that our communities are considered in this survey.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>

<p>5</p>	<p>We are living in Westshore community in north Natomas. we can hear loud noise of airplanes all day long, from early morning till mid night. It really has big impact on our daily life and health, we cannot have a good rest. Our current house is our retirement house, we cannot imagine that in our rest of life, we will live with such loud noise all day long for every day :(, As more and more residents move into this area, there will be more and more complains. Please consider our situation, and take actions to improve this situation. Right now, the planes immediately make a sharp left turn after take off and flow over dense residential area (Westlake, Westshore and Sundance Lake) with very low altitude, sometimes it even rattles our windows. We know the similar situations for the Phoenix and San Francisco airports, eventually they got the solution to the airplane noise, the positive results in the Phoenix and San Francisco cases are really encouraging, we hope the airplane noise of Sacramento international airport can be well addressed and bring Natomas' residents the better and more peaceful living environment that can attract more and more residents to this area from bay area like us.</p> <p>Thank you for listening our voice and considering our situation, we really hope the current air plane noise can get well improved soon.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?," at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
<p>6</p>	<p>We just moved to Sacramento area, we are living in Westshore community along with other two Westlake and Sundance Lake, we can hear loud noise of Jet airplanes all day long, from early morning till mid night. It is really annoying, we cannot have a good rest. This house we just bought is our retirement house, we don't want to live with such loud noise all day long for every day in rest of our life, As more and more residents move into this area, we heard lots of complains about airport noise. Please consider our situation, and take actions to improve this situation to bring us peaceful and quality living environment.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF. Additional information regarding noise and flight procedures can be found on the Department's website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a> Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at:  <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>

7	<p>I have briefly reviewed the four summaries and slide presentation documents on the Sacramento County airport master plan website as of 5/24/2020. One area I would encourage you to forecast and plan for is the continued need for electrification at the airports. California has various goals and policies to encourage widespread electrification of as much equipment as possible. Early forecasting and planning for electrification demands at the airport can bring tremendous cost savings. Anticipated air quality regulations for zero emissions will apply to many operational aspects, including: passenger charging, commercial vehicle charging, all ground support equipment, freight facility warehousing including refrigeration unit charging and forklift electrification, and other electrification needs of the facility. I would encourage you to forecast potential electrical demand in several scenarios and also account for charging peaks. This should be compared to current and proposed infrastructure. Onsite batteries to manage electricity demand and costs may be a cost-effective strategy. The current method of forecasting electricity usage based on passenger forecasts is insufficient to properly plan for the future. As you know early planning can help reduce costs by including upgrades during existing projects and allowing the opportunity to access grants and other funding.</p>	<p>With respect to electrification, the opportunity for electrification and other sustainable power sources, as well as electrical demand, are explored on a by-project basis as development and other initiatives are undertaken without being specifically denoted in the Master Plan document. The Department routinely engages with our utility provider to forecast and manage demand, as well as stay abreast of opportunities for battery storage. At this time, all of our aircraft gates have electrification and preconditioned air so that aircraft plug in when at the gate and do not burn fossil fuel. There are also electric ground support equipment (eGSE) chargers at all of our gates. This allows the airlines and contract ground handling support to purchase and utilize eGSE for their operations. In 2017, a 7.9 megawatt solar farm was constructed which currently provides between 30-40% of the airport's power. Not only is this a renewable energy source but it is less expensive than standard electricity and has significantly reduced utility expenditures. The Department has replaced 1,820 high-pressure sodium lights in the garage with light emitting diodes (LEDs). Besides improving visibility, the lights save 1.7 million kilowatt-hours of energy annually. The airport's high-mast light pole fixtures have also been converted to LEDs saving even more energy. The Department is in the process of converting its shuttle bus fleet to an entirely electric fleet over the coming years. Five electric shuttle buses are currently in operation and another five are on order with an anticipated delivery date of late spring 2021. As new facilities are designed, the latest and most efficient options for powering them will be considered. Electric Vehicle (EV) chargers are present on the airport in the parking garage and daily lot. Electrify America operates an electric vehicle fueling station next to the AM-PM and SMUD operates an electric vehicle fueling station in the Free Waiting Area. As new parking facilities are constructed, EV chargers will be installed.</p>
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8	<p>My wife and I have lived in N. Natomas, CA. for quite some time. Over the last couple of years we have seen a dramatic increase of flights in and out of SMF.</p> <p>The issues most prevalent from this increase are many, I will try and cover what we deem important to us. First, the pattern of flight on take off, which has many airplanes flying directly over our house at very low altitudes. Second, the noise level in our community as a direct relationship to the increase, trajectory and altitude. Third, the amount of air pollution and particulate which is falling into our neighborhood as a result of the increased air traffic. Lastly, the possibility of a major disaster, whether it be a bird strike, because we as are in a migratory flyway, or mechanical failure. In our humble opinion there's no reason flights cannot follow a northbound and southbound trajectory on take off and landings, this would take the aircraft over largely agricultural land, which would drastically minimize all these issues, be it noise abatement or safety.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p> <p>Regarding air pollution associated with aircraft operations, environmental aviation standards are issued by the Environmental Protection Agency (EPA).</p>
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9	I am a resident in the Natomas area. The noise made by the airplanes coming from the nearby airport is very loud, and mostly during the early morning. It has become not tolerable. Please take actions accordingly.	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "Why are there so many flights between 6 am and 8 am?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
10	It is my hope that by adding a runway to the west that you are able to divert flights over the homes located in the Westshore area. It is still my belief that until that is built planes can and should be taking off over the open space not over homes. I understand when I purchased a home there were flights coming over. However, the flights after midnight are the ones that cause concern.	<p>The third runway originally contemplated in the 2007 airport master plan has been removed as it is not operationally necessary or justifiable to construct. A third runway would serve only General Aviation (GA) operations, and is not justified based on current or forecast GA activity. The airfield's current dual runway configuration is sufficient for projected needs beyond the planning horizon identified in the Master Plan, which is up to 20 years into the future.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p>

<p>11</p>	<p>We are writing to object to the departures leaving SMF that fly over the Westlake and Westshore areas. The late evening and early morning departures cause us total sleep deprivation as the noise wakes us every time. It's not just the sleep deprivation. Our total quality of life has been damaged because of these departures.</p> <p>If the departures need to take off towards these neighborhoods, they need to carry on straight while gaining altitude until they hit Interstate 80. This would not cause any hardships as the land below from the runways in a straight line to interstate 80 are farmland or conservation land.</p> <p>Not only is the noise a consideration to reduce or eliminate these departures, safety is also a prime concern. With bird strikes and engine failure, there is no averting a neighborhood disaster flying over Westlake and Westshore. If they continue straight towards interstate 80, farmland and conservation land is the only risk.</p> <p>It is time for SMF to become a considerate neighbor and curtail these departures for the good of the neighbors.</p> <p>We are pro airport as we fly and rent cars almost on a weekly basis. But the time has come for these departures to be adjusted to save lives and people's emotional and healthy well being.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p>
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12	<p>I live in the Westshore HOA in what is called the Natomas Central Neighborhood. My wife and I greatly enjoy the Sacramento area and are *highly* active in our community. I am writing to inquire and receive appropriate information. The "Master Plan Update" being circulated with a very short time frame for responses has an intriguing lack of detail. I am sure this is an accidental oversight and nothing willfully was done here. The correction will only require a minor extension to the response period. Nonetheless, please provide the community with appropriate information and restart the comment period as soon as possible. I have included our local City Council member, The City's Attorney, the County Board of Supervisor's Representative and County Counsel. Additionally, Ellery Kuhn - our community's voice. This oversight I reference is the lack of noise contours for flights leaving the airspace in a southerly direction. The presentation states, "These noise contours are a composite of the projected contours associated with the north-only and split extension scenarios for Runway 16L-34R." (see image below from slide 6 of 13, also attached) To be fair to everyone, please include full information regarding all noise contours in the updated public response packet. To be a little clearer, make sure to include north &amp; south and from all three runways, including extensions (yes, I saw the third runway).</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF. Additional information regarding noise and flight procedures can be found on the Department's website at: <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a> Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a> The noise contours for north-only and split extension scenarios for Runway 16L/34R do have south flow operations included. These operations would be Runway 16L operations. The third runway originally contemplated in the 2007 airport master plan has been removed as it is not operationally necessary or justifiable to construct. The airfield's current dual runway configuration is sufficient for projected needs beyond the planning horizon identified in the Master Plan, which is up to 20 years into the future.</p>
13	<p>I am requesting a 30-day extension of comment period to allow the public adequate time to review the Update and submit comments.</p> <p>In light of the stay-at-home orders due to the Covid-19 pandemic, your provision of a virtual presentation is appreciated. However, a review and comment period of 4 working days is totally inadequate. The 4-day review period is not consistent with Ms. Nichol's expressed desire to obtain meaningful feedback from neighbors and customers for the successful growth of the airport. If extenuating and/or emergency circumstances exist that warrant such a highly unusual abbreviated review period, please provide those in writing. If there are no such circumstances, a 30-day comment period is appropriate.</p> <p>In addition, could you please explain what methods the airport used to distribute information to the neighbors, customers, and public on the Update?</p>	<p>Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department's comment period is consistent with the comment periods utilized in similar public outreach efforts. The environmental review process will include additional opportunity for public comment.</p> <p>Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.</p>

14	<p>I live in North Natomas. When I bought my home in 2008 the airplane noise was acceptable now in 2017 forward the noise from the planes taking off has become a real noise problem. I don't understand why they need to take off in a south east direction and fly so low.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
15	<p>I writing to express my opinion and growing concerns regarding the steady increase in air traffic and noise from the Sacramento Airport. I have lived in North Natomas for the last three years and the noise levels have definitely increased as have the number of flights flying over our area with the exception the months of March, April and May 2020 due to the Covid-19 pandemic. I serious doubt that the airlines and the air traffic controllers are following any FAA guidelines at all. Primarily those that are not being followed pertain to the south-flow departures, the noise contours depicted on the compatibility map are not followed. Reality is, flight paths bank toward and then pass directly over Natomas residential communities, instead of—in conformity with the east contour border depicted on the compatibility map—over land deliberately set aside for noise abatement and which in an emergency would be preferred if a flight is aborted proximate to liftoff. These matters require your immediate attention without pushing them from entity to entity so that our communities accept them as normal which will never happen. If those persons of authority at the Sacramento airport cannot do their jobs and have some consideration for the public interest, our communities will continue to voice strong opposition to the practices that have continued for many years here.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p>

16	<p>The Noise Contours in this current Master Plan 2020 were recorded in 2013 which was during the early stages of our recovery from the Great Recession and there was less air traffic. It was also before the implementation of NexGen in 2014, therefore it is not an accurate representation of the extreme noise conditions that have existed since that time. NexGen changed the southbound flight paths to turn sharply immediately after takeoff and towards a fixed point which sent all southbound flights directly over our houses at low altitude rather than over agricultural land directly south of the runways. Heavy air traffic starts at 5:30 am every morning with planes taking off every 2-3 minutes. Current measurements would certainly depict a much louder noise level over North Natomas homes than that depicted in the outdated measurements from 2013 and do in fact already exceed acceptable noise levels. Secondly, the Master Plan calls for an expansion of runway 16L-34R conceivably to handle more take offs, landings and/or larger, heavier and much louder aircraft using that runway. There are two runways and this one is much closer to houses than the other runway. From my past experience in contact with SMF the safety and well being of the residents of North Natomas has never been considered and is deflected at every point. I understand that the expansion of SMF is vital to the economy of our region but I also feel the airport does not include any representation of the residents of North Natomas. We need to be included in the planning process, currently we are not.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF. Additional information regarding noise and flight procedures can be found on the Department's website at: <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a> Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a> Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p>
17	<p>I am resident of Westshore in North Natomas.</p> <p>The Noise Contours in this current Master Plan 2020 were recorded in 2013 which was during the early stages of our recovery from the Great Recession and there was less air traffic. It was also before the implementation of NexGen in 2014, therefore it is not an accurate representation of the extreme noise conditions that have existed since that time. NexGen changed the southbound flight paths to turn sharply immediately after takeoff and towards a fixed point which sent all southbound flights directly over our houses at low altitude rather than over agricultural land directly south of the runways. Heavy air traffic starts at 5:30 am every morning with planes taking off every 2-3 minutes. Current measurements would certainly depict a much louder noise level over North Natomas homes than that depicted in the outdated measurements from 2013 and do in fact already exceed acceptable noise levels.</p> <p>Secondly, the Master Plan calls for an expansion of runway 16L-34R conceivably to handle more take offs, landings and/or larger, heavier and much louder aircraft using that runway. There are two runways and this one is much closer to houses than the other runway.</p> <p>From my past experience in contact with SMF the safety and well being of the residents of North Natomas has never been considered and is deflected at every point. I understand that the expansion of SMF is vital to the economy of our region but I also feel the airport does not include any representation of the residents of North Natomas. We need to be included in the planning process, currently we are not.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website at: <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>The runway extension is a carryover from the 2004 Airport Master Plan. Though it remains an improvement option, additional planning, environmental review, and public review and comment will occur before any runway extension can be implemented.</p>

<p>18</p>	<p>Context and Predicate:  The observations and critique herein responds to a May 22, 2020 emailed solicitation from J. Glen Rickelton, Airport Planning and Environment Manager, Sacramento County Department of Airports. Rickelton’s message (attached) was directed to a group of individuals who, as a voluntary ad hoc association of residents, engaged the airport in 2018 and 2019. That engagement sought changes in contemporary departure practices, specifically those affecting inhabitants south and east of the airport. As such departures pass over residential communities early in takeoff, those beneath experience significant noise pollution, typically to the extent that “normal” enjoyment of home life is denied. Also, engine failure in liftoff is an added concern, as a flight so afflicted—especially with total power failure—would be over residential areas at low altitude. This renders problematic chances of safely returning to the airport, or avoiding homes, schools or businesses in the event of extreme aircraft distress and crash.</p> <p>The engagement efforts initiated by residents were inconclusive. However, on January 17, 2020 counsel retained by the City of Sacramento filed with Federal aviation authorities a request (attached) that the city be involved in the development of anticipated changes in departure procedures (and any associated environmental analysis) recommended by the airport. Specifically, the City requested the opportunity to comment on the procedures and any environmental analysis before the specified procedures were finalized and implemented. Therefore, to the degree that the Master Plan update is intended to interlock, relate, be dependent on or justify the outcome of 1/17 referenced practices, the outside counsel retained by the City of Sacramento should be a party to and should have been given an opportunity to participate in the SMF Master Plan Update. There is no evidence that the airport has reached out accordingly.</p> <p>Public Meeting “Substitution” and short response period:  According to the Rickelton email, and the title page of the PDF presentation, a “virtual” master plan presentation and opportunity for community feedback is being offered. This characterization poses several problems. Firstly, the period of public feedback is shockingly constrained to a single calendar week of seven days announced at the beginning of and taking place over a three-day holiday weekend! This alone hardly constitutes a serious effort to (quoting the email directly) “maintain open lines of communication and demonstrate the Department’s commitment to planning with stakeholders.”</p> <p>Critically Missing Goal: The critically significant goal of safety maximization for residents adjacent to the airport must be among the construction planning goals stated on page 3 of the PDF presentation. This is because closure of the west runway last year was an example of the kinds of airfield adjustments included on page 7 of the PDF presentation. Therefore, this is a subject clearly within the scope of the planning effort and shouldn’t be omitted. As mentioned previously, that particular project specifically resulted in a dramatic intensification of risks and noise to nearby Natomas residents for a significant period of time. While the possibility of a catastrophic event taking place might seem statistically rare, there is a very different reality. That reality includes the La Guardia 2009 departure forced to ditch into the Hudson River, and last week’s passenger flight trying to land without power and instead crashing into a Karachi neighborhood. To ignore and leave unabated catastrophic risks because they are an inconvenience to contemplate or can be discounted as</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG’s 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department’s website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p> <p>Aircraft emissions are regulated by the Environmental Protection Agency (EPA) and the Federal Aviation Administration (FAA) and, therefore, are beyond the scope of the Master Plan Update. Air quality will be examined in the Master Plan Environmental Review (CEQA) document.</p> <p>Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department’s comment period is consistent with the comment periods utilized in similar public outreach efforts. The environmental review process will include additional opportunity for public comment</p> <p>Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.</p>
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	<p>statistically uncommon seems especially negligent, as Natomas has numerous exposures including those considered causes of the two cited incidents. Moreover while these concerns have been repeatedly brought to the attention of the airport, they have yet to be included in mitigation or preventative measures made widely known to the community.</p> <p>Noise Contours: With respect to south-flow departures, the noise contours depicted on the compatibility map on page 6 of the PDF presentation are not followed. Air traffic actually bifurcates into two lobes, one southeast and the other directly east roughly along Del Paso Road. Both past and present actual paths are accurately reflected on pages 2 and 3 of the previously referenced 1/17 City letter to the FAA. Reality is, flight paths bank toward and then pass directly over Natomas residential communities, instead of—in conformity with the east contour border depicted on the compatibility map—over land deliberately set aside for noise abatement and which in an emergency would be preferred if a flight is aborted proximate to liftoff.</p>	<p>Noise contours do not depict flight paths, but rather the cumulative noise footprints of aircraft operations.</p>
19	<p>Please accept this writing as my families strong concern and objection over the increased noise pollution over our community, Natomas Crossing. Do you know how extremely difficult it is to bring up children? The new flight path system that has been implemented has wreaked havoc on our lives. We have not been able to play outside, having a window open is not possible. Getting little ones to not be startled has become a nightmare. I implore to you sensibility to make the needed corrections to flight paths so that there be noise abatement from the planes.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF. Additional information regarding noise and flight procedures can be found on the Department's website at: <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a> Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>

<p>20</p>	<p>Thank you for informing the public of the SMF Master Plan 2020 Update. Below are concerns that should be addressed within the Master Plan:</p> <ol style="list-style-type: none"> <li>1. The public was made aware of the Master Plan Update on May 21, 2020. The time provided for participation and comment was slightly more than one-week. This is too little time for meaningful public input especially given that this included a holiday weekend during a pandemic. This very short amount of time only reinforces the perception that the Sacramento County Airport System (Airport) only does what they want and doesn't care about meaningful public input. Please extend the amount of time for public input and provide more advertisement to areas surrounding the Airport.</li> <li>2. The Master Plan has no discussion of neighborhood outreach or neighborhood compatibility other than the Goal of "Be Environmentally Responsible". While this may be more broadly covered by the Airport Land Use Compatibility Plan (ALUCP), it should be a topic discussed in the Master Plan when planning for the future of the Airport. Again, this reinforces the perception that the Airport does not care to be a good neighbor.</li> <li>3. The Master Plan does not mention the increase in noise complaints that have occurred over recent years.</li> <li>4. The Master Plan indicates that it will utilize the noise contours from the ALUCP for its analysis. However, the noise modeling/study for the ALUCP was done prior to its adoption in 2013. Much has changed since that time; the neighborhood of Westshore wasn't even half-built and the Paso Verde School was still at its old location. The Airport has dealt with increased noise complaints from the neighborhoods of Westlake, Westshore and Sundance Lake. By utilizing a study done 7+ years ago, the Airport is skirting the opportunity for public review of a new noise study and not complying with the intent of the California Environmental Quality Act (CEQA) for public disclosure of impacts and input.</li> <li>5. The Master Plan indicates that future weather may dictate longer takeoff distances. However, the Master Plan does not discuss whether the increased temperatures from climate change will cause aircraft to take longer to reach altitude thus flying lower over neighborhoods to the south including Westlake, Westshore and Sundance Lake. Additionally, the increased temperatures could affect the atmospheric conditions, increasing the sound of the aircraft on the neighborhoods. Finally, climate change could affect wind patterns which drive the direction of the "flow" taking off from the airport, potentially causing a greater impact on the neighborhoods. Were these three factors addressed by the noise study for the ALUCP and the noise contours that were developed? If not, then a new noise study should be conducted for this effort.</li> <li>6. The Master Plan does not address that the noise contours in the ALUCP changed after the majority of the development in the City of Sacramento was already entitled, but not built. The zoomed-in portion of Figure 1-5 even cuts off the neighborhoods that lie under the noise contours. While the Airport typically places the responsibility for aircraft noise on the FAA and the Sacramento Council of</li> </ol>	<p><b>Items 1, 2:</b> Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department's comment period is consistent with the comment periods utilized in similar public outreach efforts. The environmental review process will include additional opportunity for public comment.</p> <p>Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.</p> <p><b>Item 2:</b> With regard to being environmentally responsible, the Department strives to operate the airports in its system according to the Airports Council International - North America (ACI-NA) definition of sustainability: doing business in a manner that is aware and respectful of the airport's economic vitality, operational efficiency, natural resource conservation, and social impact.</p> <p><b>Item 3:</b> Historically, the quantity of aircraft noise complaints received by the Department has fluctuated depending upon a variety of circumstances. Aircraft noise complaint reports can be viewed on the Department's website under "Reports". Noise complaints are not addressed in the Master Planning process.</p> <p><b>Items 4, 5, 6, 7, 8, 10, 11, 12:</b> Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "Have the flight paths changed?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
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<p>Governments (SACOG), this Master Plan is a chance for the Airport to take responsibility and think about changes that could be made to the Airport in the future to reduce noise impacts to the neighborhoods to the south. Although this is listed as part of the Goal to “Be Environmentally Responsible”, there is no text or discussion to backup what has been done to achieve this goal of the Master Plan. (This is somewhat related to the comment above about neighborhood compatibility.)</p> <p>7. Neighbors who live near the Airport know that aircraft noise is affected by the type of aircraft and their altitude. Cargo jets are much louder than the majority of the passenger jets because of their engines and their lower altitude as they take-off. Did the noise study used for the ALUCP take into account actual altitudes of aircraft flying over these neighborhoods. A new noise study should be conducted and actual noise samples should be taken in the neighborhoods of Westshore, Westlake, and Sundance Lake.</p> <p>8. The Master Plan indicates that growth and departures will continue to grow at the Airport (following the impacts due to the pandemic). As mentioned above, the Master Plan does not mention that noise complaints have increased significantly as the neighborhoods to the south have built-out, and as the number of passengers and flights have increased, breaking records. The Master Plan should offer an alternative that scales back growth if the Airport is unwilling to offer real solutions for the noise complaints from neighbors.</p> <p>9. As stated above, the Master Plan indicates that growth of the Airport will continue into the future. Does the Airport and the Board of Supervisors put this growth and the economic benefits that it provides to the Airport above the impacts to the health and mental well-being of citizens who reside in the County near the Airport and are impacted by its noise?</p> <p>10. The Master Plan indicates that the departure of aircraft is mostly to the south due to wind direction. Did the noise study in the ALUCP take into account this majority south-flow pattern when modeling the aircraft noise and the noise contours?</p> <p>11. In the spring of 2015 the Airport began to implement the FAA's NextGen program which focused all of the flights into narrower corridors severely impacting those who live(d) under these new flight corridors. Did the noise study for the ALUCP, and the noise contours, take into account the changed flight patterns and the increased noise exposure to those who live under these new flight corridors? If not, these noise contours are out-of-date and a new noise study should be conducted to ensure the impacts of current and future growth in Airport operations are being considered by the Master Plan.</p> <p>12. The Master Plan indicates that air cargo growth increased significantly between 2017 and 2018 with the increase in e-commerce and the flights from Amazon (which occur at the early hours of the morning). Did the noise modeling from the 2013 ALUCP address these increases in cargo flights? As stated before, the air cargo flights are significantly louder than passenger flights.</p>	<p><b>Item 9:</b> The Department and SACOG, serving as the Airport Land Use Commission, work to ensure surrounding land uses are compatible with airport operations as well as to ensure compliance with all policies per federal, State, and local regulations.</p> <p><b>Item 13:</b> The runway extension is a carryover from the 2004 Airport Master Plan. Though it remains an improvement option, additional planning, environmental review, and public review and comment will occur before any runway extension can be implemented.</p> <p>Information on SACOG's Airport Land Use Compatibility Plan (ALUCP) can be found at:  <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
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	<p>13. In the Preferred Scenario, Project 4-A would extent the eastern runway (16L/34R) to 11,000 feet. There is no discussion as to why this is being done or why it is needed. It would leave the public to assume that this runway is being extended to accommodate larger aircraft which in turn could mean louder aircraft. Given the significant concerns and noise complaints from neighborhoods who are nearer to the eastern runway, this is a major concern. This is a chance for the Airport to reconsider its plans and the impacts that they have on the surrounding neighborhoods. Could the extension occur on the western runway (16R/34L) instead? When the eastern runway was closed in 2016 for repairs, flights over Westshore were much quieter due to the increased altitude they were able to gain before passing over the neighborhood.</p> <p>I hope with new leadership at the Airport, the County will decide that the Airport could start to become a good neighbor to those who live nearby rather than a bully that pushes things through with no care for neighborhood concerns.</p>	
21	<p>We live in the Westshore neighborhood just south and east of the airport. We experience regular noise from planes flying directly over our home at a fairly low altitude (whenever they are taking off in the southerly direction). This occurs because it seems as soon as the planes are airborne they start their easterly turns...and most of the planes leaving Sacramento are flying east. I realize that to conserve fuel, they want to get on their easterly flight path as soon as possible.</p> <p>Now my question. How much more fuel would it take for the planes to fly south, for a couple of more miles, over the Yolo Causeway floodplain, while they continue to gain altitude, before they make their turn east? That would greatly reduce the noise level in the developed area since they would be at a higher altitude before they start flying over the developed area of Sacramento. By turning east a few miles further south, it would only affect the flight path east by a degree or two and should therefore require minimal additional fuel, This one minor change to the takeoff protocol would make an enormous difference to the 2000 homes that lie directly under the current flight path and in my eyes seems to be a no-brainer. As the airport expands and the number of flights increases, this disturbance to our daily lives will only get worse.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>



22	<p>I am a resident of Natomas Park in North Natomas, and have lived here for almost 20 years. The airplane noise has become extremely loud and incessant just over the last few years. The noise occurs every few minutes throughout the day, starting at about 5:30 am and continuing late into the night. The planes are flying very low over our houses, causing extreme noise interference. Please make changes to decrease the extreme noise levels to allow us to peacefully enjoy our neighborhood, such as such as having the planes fly at higher altitudes over our residential area.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF. Additional information regarding noise and flight procedures can be found on the Department's website at: <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a> Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
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<p>23</p>	<p>I have been a resident of Sundance Lake in North Natomas since September 2000. The Noise Contours in this current Master Plan 2020 were recorded in 2013 which was during the early stages of our recovery from the Great Recession and there was less air traffic. It was also before the implementation of NexGen in 2014, therefore it is not an accurate representation of the extreme noise conditions that have existed since that time. NexGen changed the southbound flight paths to turn sharply immediately after takeoff and towards a fixed point which sent all southbound flights directly over our houses at low altitude rather than over agricultural land directly south of the runways. Heavy air traffic starts at 5:30 am every morning with planes taking off every 2-3 minutes. Current measurements would certainly depict a much louder noise level over North Natomas homes than that depicted in the outdated measurements from 2013 and do in fact already exceed acceptable noise levels. Secondly, the Master Plan calls for an expansion of runway 16L-34R conceivably to handle more take offs, landings and/or larger, heavier and much louder aircraft using that runway. There are two runways and this one is much closer to houses than the other runway. From my past experience in contact with SMF the safety and well being of the residents of North Natomas has never been considered and is deflected at every point. I understand that the expansion of SMF is vital to the economy of our region but I also feel the airport does not include any representation of the residents of North Natomas. We need to be included in the planning process, currently we are not.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "Have the flight paths changed?" and "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p> <p>Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department's comment period is consistent with the comment periods utilized in similar public outreach efforts. The environmental review process will include additional opportunity for public comment.</p> <p>Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.</p>
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<p>24</p>	<p>The people from the airport and FAA are pretending to care about the people living nearby by "Inviting" our feedback before tomorrow. This is just lip service, they have no intention of doing what they know they should do.</p> <p>The people at the airport are doing everything they can to screw over the people living under the new concentrated flight path.</p> <p>You are trying to sweep your crimes under the rug by inviting the publics feedback during the pandemic so you don't have to face the people you are victimizing face to face. Your letter of asking for the public's feedback by email is in bold print except for the email address you ask us to use to contact you which is in a light pink and is barely recognizable. I had to get out a magnifying glass to read it. If you read their letter "inviting comment" the least recognizable part is the email address we need to use to "comment".</p> <p>You are "letting" us contact you with our feedback with almost no warning on a 4 day week, the hottest week of the year so far.</p> <p>You are doing everything you can to make it difficult to contact you. And I'm sure you are merely deleting our emails without reading them.</p> <p>You are a south flow airport. Nearly 80% of the cities you fly to are south of Sacramento but instead of going south over the empty fields you were set up to go over a short distance before turning east you turn east before you have even exited the airport or cross Interstate 5 and head to the closest concentration of houses to gain altitude.</p> <p>So instead of going south into the wind to gain altitude over EMPTY fields to fly to cities south of the airport you bank left/east immediately so you can gain altitude over crowded civilian populations and bird habitats. WHAT ARE YOU THINKING!</p> <p>Bree Taylor of the airports staff told me when I asked why the planes did not go at least a short distance over those empty fields immediately south of the airport that the land on the other side of Interstate 5 was the "restricted air space of Travis Air Force base".</p> <p>Ms Taylor told me, and others, that they wanted to go over those empty fields south of the airport and asked Travis Air Force base if they could use those empty fields but Travis Air Force Base said they needed that airspace for reasons of "national security".</p> <p>That would be fine except when we contacted the people at Travis Air Force base they said that whoever told you that was either misinformed or lying to you.</p> <p>Officials at Travis Air Force base said that the empty land south of the airport in question was actually the property of the Sacramento Airport and their planes were perfectly free to fly south over those empty fields for a short distance before turning east/left if necessary and that such a takeoff was certainly safer and preferable to gaining altitude over a heavily populated area. Travis said their restricted airspace does not extend north of Davis.</p> <p>Also when we complained about the 10 fold increase in departing flights right over our houses since 2015 we were told the flight paths and numbers have always been the same. WHAT?!</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). 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The Department of Defense has been on record as opposing any airspace changes that would impact Travis AFB operations. Conducting South Flow departures due south would not intrude on AFB airspace, but shifting the departure corridor would likely require a similar shift of the South Flow arrival corridor to the west which would not only conflict with AFB airspace, but likely move noise onto communities like Davis and Woodland.</p> <p>Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department's comment period is consistent with the comment periods utilized in similar public outreach efforts. The environmental review process will include additional opportunity for public comment.</p>
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<p>Is no one at the airport aware of NextGen? For those at the airport unaware of NextGen that was the decision @ 2015 to concentrate almost all of the south departure flights over a very narrow path. People that used to have a couple dozen planes over their houses a day now get almost 300 noisy, loud flights over our houses. Every time I open a door to leave my house there is a low loud plane going over as ironically there is right now. I can drive throughout the city and see almost no planes until I return home where they constantly fly over. We can't open our windows during the hottest time of the summer. Our home property values are artificially kept down. Much like being on a busy street our houses have lost their value.</p> <p>And what the FAA is doing is diabolical. They figure if they only screw over a small minority the large majority that no longer has flights over their houses would be happy and shout out the people unfairly targeted for an insane amount of fly overs.</p> <p>Essentially you are turning neighbor against neighbor. What kind of public agency does that. The answer is "THE FAA".</p> <p>A couple of years ago on July 16th I sat down at my desk at 5:30am, turned my computer to Flight Radar24.com and observed the planes departing the airport both visually from my desk and over the computer. I wrote down every plane that left up until 7am and called the airport to report it so they had a record. 23 planes left that morning and 20 of them came right over our house. Two that didn't were going due north to Seattle, another FedEx went north to Alaska. All the other flight going to such disparate locations as San Francisco. Los Angeles, Chicago, Minneapolis, Denver, Dallas, Baltimore, Atlanta, Phoenix, Houston, San Diego, Orange County, Salt Lake City all had one thing in common, they all came over our house. So @ 90% of the planes leaving that morning all came over our house. Is that fair?</p> <p>I got a call from a "Glen" from the airport that day confronting me about all my calls. I said I wouldn't make any calls if you did not send so many planes over my house so early in the morning. He had the nerve to tell me only 7 planes came over my house during that time frame. I said you are welcome to come over to my house any morning and we can count them together. He was too gutless to do that. Why does the FAA and the airport lie so much? The reason is they know what they are doing is wrong and they can't justify it so they just flat out lie. Either that or just put out so much technical jargon and irrelevant misinformation they hope to confuse people.</p> <p>The people living under the new narrow flight paths are exposed to hundreds of low loud planes, at times during the day only minutes apart.</p> <p>That is inhuman and wrong.</p> <p>The concept of an airport is a wonderful thing. It allows people to travel, meet up with family and conduct business, all good things.</p> <p>But what they are doing is wrong, PERIOD!</p> <p>You have empty fields to go over sparing people lives, GO OVER THEM!</p> <p>We just want to be treated fairly, is that too much to ask?</p>	
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25	<p>This is nothing but an abusive way from the FAA and the airport with turning the life's of thousands of families to hell, when they have a clear solution and other over the empty fields . I hope we continue the legal course in order to stop this unfair, inhuman and unethical situation.... no further comment.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website, referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
26	<p>The planes are a nuisance and a safety threat. They encroach on our right to quiet enjoyment of our homes. They affect our health and well being. This will only get worse as more planes fly out of Sacramento. We ask our representatives, council members etc. to please consider the needs of a growing community and choose an alternative path that does not impact our lives and families. Additionally, ask not if but when the bird strike will occur that takes a plane down over our homes or schools. What will you say to the grieving community...OOPS? The open land around the airport was left that way because it was supposed to be the direction the planes would fly...what changed? Greed and avarice in selling off the land to the highest bidder. Again we ask for our representatives to step up and protest....</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF. Additional information regarding noise and flight procedures can be found on the Department's website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a> Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at:  <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p>

27	<p>I agree that the airport must expand its gate capacity to meet future needs for travelers, but I don't like the idea of creating a concourse C at PAL 2. There is plenty of space of expansion at both terminal A and B before the airport should decide to built a whole new concourse. Terminal A can have 4 more gates added to its east wing and terminal B can have 3 more gates on its east wing and 2 more gates on its west wing. In addition to the extra gate coming online this year, that's a potential expansion of 10 gates by adding gates the existing facilities. This avoids having to build a costly new concourse with associated utility improvements and a whole new security checkpoint building that would be part of terminal B. SMF should continue to decrease costs charged to airlines and continue to pay off debts related to terminal B build and A remodeling. These costs are passed down to the traveling public and lower costs increase the demand in air service. SMFs function is to reduce costs for airport travelers so that everyone in the community can benefit from such infrastructure, not just the traveler who can afford it.</p>	<p>The Preferred Alternative was chosen after rigorous technical review of the Airport's ability to expand within the context of all safety and operational regulations established and enforced by the Federal Aviation Administration. Simultaneously taking into account the operational nature of each unique airline, a design was created that effectively and efficiently manages the flow of aircraft, support vehicles and equipment, and passengers moving from the curb front through the Security Screening Checkpoint (SSCP) to their respective gates. While the Preferred Alternative was developed with technical stakeholder input, airline representatives, and various other industry expertise, no alternative is a commitment to move forward with development and will not be implemented without further technical analysis upon the time that each recommendation is warranted based upon demand, by enplanements or otherwise. Gate expansion at Terminals A and B remain options for consideration.</p> <p>The Department of Airports actively manages all costs and debt associated with airport operations and development, including the debt incurred as a result of facility upgrades such as the Terminal A and B remodels referenced. Any future improvements will be considered from an overall approach to affordability and cost management so the airport remains an affordable option for our guests and tenants.</p>
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<p>28</p>	<p>Today is the last day to reach out to the FAA/Airport if you think there could be a better way to direct their south departing planes other than right over our houses.  Their email is: <a href="mailto:air-planning@saccounty.com">air-planning@saccounty.com</a>  The problem is not as severe during the pandemic with less air traffic and because we have more north winds (planes do not take off south over our houses when the wind is coming from the north as it does more often during this time of the year)  In the summer after this pandemic hopefully dies down we will get close to 300 low, loud, unnecessary planes over a day.</p> <p>This "attempt" to get our feedback is a phony way to try to continue their unsafe and unfair practice of concentrating the great majority of their flights directly over a heavily populated area rather than the empty fields they should.</p> <p>The airport was set up to go south over those empty fields directly on the other side of the freeway but this was changed nationwide @ 2015 to concentrate all departing flights when the wind is coming south over a narrow flight path which most directly effects Westshore, Sundance Lake, and Westlake.</p> <p>The airport tells us they do not have to take the health and safety of the people living near the airport into consideration because they warned the mayor many years ago not to allow housing in Natomas absolving them of all responsibility.</p> <p>Besides the obvious unnecessary danger this places us in it has a dramatic effect on our property values similar to living on a busy street lowers one's property values.</p> <p>The airport is a wonderful thing. It allows families to stay in touch, it allows people to travel freely and makes it easier to conduct business. However it should not target a small minority of people for abuse when it does not have to. If you care about your community please take a minute and express your concerns to : <a href="mailto:air-planning@saccounty.net">air-planning@saccounty.net</a> No one minds a few planes coming over but nearly 300 planes a day when there is a simple solution is just not right.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p>
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29	<p>Thanks for the opportunity to review the subject presentation...</p> <p>Congratulations on interesting detail and laying it out in an understandable way!</p> <p>Personally I hate to see the extension of light rail pushed to the end of every plan. It must occur to folks that part of getting to 10 MM 'emplaned passengers' is just getting to and from the Airport more easily. I know there are enormous financial and probably political hurdles. But building out that link has always seemed to me like it should be a short term priority rather than one constantly left to the fate of being last-in-line and currently an estimated 18 years away...Unbelievable!</p> <p>Is it really the case that only 10 MM enplanements (70% more than current) will justify the investment?</p>	<p>The construction of the light rail transit connection to SMF is determined by Sacramento Regional Transit's expected timeline. This development is not tied to SMF's number of aircraft enplanements. Generally, 10,200,000 enplanements (i.e., Planning Activity Level 4 or PAL 4) are projected to be reached between 2034 – 2038. COVID-19 and the aviation industry's timeline to recovery in the upcoming years may defer this level of enplanements until after 2038. The light rail right-of-way will continue to be maintained until such a market exists that will financially justify its implementation, which is currently projected to occur between 2034 – 2038, or by PAL 4.</p>
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<p>30</p>	<p>Thank you for informing the information on the SMF Master Plan 2020 Update. Below are concerns that must be addressed:</p> <ol style="list-style-type: none"> <li>1. We were made aware of the Update on May 21, 2020. With the weekend and the holiday weekend, this amounted to 4 days, nowhere near enough time for public input. Please extend this deadline and notify all residents surrounding the airport, not just in a 300 ft. radius.</li> <li>2. Please clarify "Be Environmentally Responsible."</li> <li>3. There is no mention of the increase in noise complaints over the past few years. This needs to be addressed.</li> <li>4. Because of the increase in noise complaints, using a 7-year old noise contour study does not take into consideration the issues associated with the FAA's implementation of NextGen. The Master Plan must provide a new noise study and allow the public sufficient time to review and provide input.</li> <li>5. This new noise contour should also take climate change into effect: will it cause aircraft to take longer to reach altitude; will the atmospheric conditions increase sound over neighborhoods? Will it affect wind patterns, driving the direction of air flight flow? These need to be taken into consideration.</li> <li>6. The Master Plan does take into account that the noise contours in the ALUCP changed after the majority of the development in the City of Sacramento was already entitled, but not built. The zoomed-in portion of Figure 1-5 actually cuts off neighborhoods that lie under the noise contours! This Master Plan is a chance for SMF to take responsibility and think about future changes that may reduce noise impacts to neighborhoods to the south.</li> </ol>	<p><b>Items 1, 2:</b> Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department's comment period is consistent with the comment periods utilized in similar public outreach efforts. The environmental review process will include additional opportunity for public comment.</p> <p>Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.</p> <p><b>Item 2:</b> With regard to being environmentally responsible, the Department strives to operate the airports in its system according to the Airports Council International - North America (ACI-NA) definition of sustainability: doing business in a manner that is aware and respectful of the airport's economic vitality, operational efficiency, natural resource conservation, and social impact.</p> <p><b>Item 3:</b> Historically, the quantity of aircraft noise complaints received by the Department has fluctuated depending upon a variety of circumstances. Aircraft noise complaint reports can be viewed on the Department's website under "Reports". Noise complaints are not addressed in the Master Planning process.</p> <p><b>Items 4, 5, 6, 7, 8, 10, 11, 12:</b> Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for</p>
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<p>7. Neighbors who live near the Airport know that aircraft noise is affected by the type of aircraft and their altitude. Cargo jets are much louder than the majority of the passenger jets because of their engines and their lower altitude as they take-off. Did the noise study used for the ALUCP take into account actual altitudes of aircraft flying over these neighborhoods. A new noise study should be conducted and actual noise samples should be taken in the neighborhoods of Westshore, Westlake, and Sundance Lake.</p> <p>8. The Master Plan indicates that growth and departures will continue to grow at the Airport (following the impacts due to the pandemic). Again, the Master Plan does not mention that noise complaints have increased significantly as the neighborhoods to the south have built-out, and as the number of passengers and flights are breaking records. The Master Plan must offer an alternative that scales back growth if the Airport is unwilling to offer real solutions for the noise complaints from neighbors.</p> <p>9. Airport growth will continue. The Airport and the Board of Supervisors is putting the economic benefits it provides above the impacts on health and mental well-being of citizens who reside in the County near the Airport.</p> <p>10. The Master Plan indicates that the departure of aircraft is mostly to the south due to wind direction. Did the noise study in the ALUCP take into account this majority south-flow pattern when modeling the aircraft noise and the noise contours?</p> <p>11. When FAA's NextGen program was implemented in the spring of 2015, flights were focused into narrower corridors severely impacting those who live under them. The noise study for the ALUCP, and the noise contours, do not take these changed flight patterns and increased noise exposure to residents into consideration meriting a new noise study in order to ensure the impacts of current and future growth.</p> <p>12. The noise modeling from the 2013 ALUCP certainly cannot take into consideration the increase in cargo flights from Amazon and other e-commerce which grew significantly between 2017 and 2018. These flights are significantly louder than passenger flights and happen in very early morning hours.</p> <p>13. Project 4-A is proposed to extend the eastern runway to 11,000 feet. Why? To accommodate larger, louder aircraft? Given the significant concerns and complaints from neighborhoods closer to the eastern runway, this is of major concern. Take this opportunity to reconsider your plans and the impacts that they have on your neighbors. Extend the western runway instead? When the eastern runway was closed in 2016 for repairs, flights over Westshore were much quieter due to the increased altitude they were able to gain before passing over the neighborhood.</p> <p>I hope the leadership at the Airport, together with the County can act in good faith and become good neighbors to those who live nearby and support you rather than playing bully to the community's concerns.</p>	<p>comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p><b>Item 9:</b> The Department and SACOG, serving as the Airport Land Use Commission, work to ensure surrounding land uses are compatible with airport operations as well as to ensure compliance with all policies per federal, State, and local regulations.</p> <p><b>Item 13:</b> The runway extension is a carryover from the 2004 Airport Master Plan. Though it remains an improvement option, additional planning, environmental review, and public review and comment will occur before any runway extension can be implemented.</p> <p>Information on SACOG's Airport Land Use Compatibility Plan (ALUCP) can be found at:  <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
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31	<p>I was looking through the plans proposed and I am very concerned. Issues of environmental loss, unnecessary building of commercial, and a request for taking a look at what the airport actually needs in the time during and post COVID-19. Sacramento International is located in the Pacific Fly - bird migration path. Now, we can sit here and talk about who was the person who thought placing an airport in this location was a safe plan for people and birds but that wouldn't help. We should maintain the remaining space for the birds and other wildlife. Your business has been unable to keep the birds away and there is actually a bird strike season for your airport. Taking away their remaining land seems like the interest for animals would be to take haven even more so on the flight line and the airport fields. I am a homeowner in Natomas. I have lived here for almost ten years and in that time we have lost businesses leaving empty storefronts for many, many years. We have fields between shopping centers and house developments that are still for sale. With the coming months/years after this world wide pandemic, do you think you will get vendors to fill those proposed buildings? No one lives over there. What about the traffic? You can tell when a flight has landed because southbound I-5 is backed up to Woodland. While Natomas is creeping closer, people are concerned about the noise level of the airplanes. By building commercial over there you are setting yourself up to having to answer questions that I don't think you have the answers for. Are you going to make those quieter? Will it be safer for your business? I think it would be unwise for you to plan to build commercial around the airport. I strongly believe that the airport has more important things to spend their time and money on - environmental issues, safety for flights, traffic issues.</p>	<p>Airport land contemplated for development does not serve as habitat for migratory waterfowl and is required by the FAA to be maintained so as not to attract hazardous wildlife. Regarding safety, in accordance with 14 Code of Federal Regulations (CFR) Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace, land at either end of the runway system within specified parameters is required to be kept free of any development or fixed obstacle that could pose a threat to any aircraft during its operation to or from the airport. SMF meets these requirements and various areas of airport property will never be developed. For those areas on airport property where development is possible, prior to any construction, a roadway traffic analysis will be performed to understand the implications of building such facilities, which are expected to mostly be utilized by patrons of the airport already traveling to and from SMF. Though commercial development on private property adjacent to the airport is not under the purview of the Department of Airports, safety standards also apply to off-airport development and are administered by CALTRANS and implemented through Airport Land Use Compatibility Plans (ALUCPs). Sacramento International's ALUCP is produced by SACOG and is available on their website: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a> By accepting federal funds, the Department is required by Federal Aviation Administration Grant Assurances to attempt to remain a financially self-sustainable operation. Non-aeronautical revenue sources (i.e., income from non-aviation sources) are sought and prioritized to aid in this goal, which also helps to keep other user fees at the airport as low as possible. Commercial development amenities offer benefits to travelers, local employees, the surrounding communities, and the overall economic region.</p>
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<p>32</p>	<p>1. Request a 30-day extension of the comment period for public comments on the proposed Sacramento International Airport’s 2020 Master Plan Update (Update). My request for a 30-day extension for public comment on the proposed Update was submitted by e-mail on May 26, 2020 (attached below). As stated in my request, 4 days is inadequate to receive meaningful public input and not consistent with Ms. Nichols’ expressed desire to obtain meaningful feedback from neighbors and customers for the successful growth of the airport. Notification that the Airport was seeking community participation and feedback prior to presenting the proposed Update to Sacramento County Board of Supervisors was received by 6 residents in an e-mail sent from Glen Rickelton, Airport Manager, Planning and Development at SMF, on May 22, 2020 at 6:42pm. Clearly, the County cannot believe this 4-day notice to 6 residents is appropriate notice or community outreach for the Master Plan Update. I reiterate my request for a 30-day extension.</p> <p>2. Request notification of Interested Parties and Provide Neighborhood Outreach. Interested parties should be notified and provided an adequate opportunity to comment on the proposed Update. Interested parties should include residents in the North Natomas area including Westlake, West Shore, Sundance Lake. In addition, interested parties should include those persons who have filed noise reports with the SMF. Many people residing near the airport have concerns about noise and safety issues posed by current and future proposed operations at the airport.</p> <p>3. Request the County provide the methods and timeline used to distribute materials on the Master Plan Update prior to the public comment period beginning May 22, 2020. Please provide what outreach methods were used and to whom to solicit comments and input on this very important issue.</p> <p>4. Request the Master Plan Update delineate a Community Outreach proposal including establishment of an Interested Parties list.</p> <p>The Director of Airports has expressed that the Airport wants to have the community provide feedback and be a part of the success of the airport. However, when the community is only provided a 4-day comment period, questions as to the sincerity of the Airport’s desire for public involvement arise. Such a woefully inadequate time period for public comment indicates that neither the Airport, nor the County, want public involvement. It is imperative that community outreach and public involvement be specifically discussed in the Master Plan Update. I hope the Airport truly wants to be a good neighbor, will reach out to interested persons and the neighboring community, and grant a 30-day extension so we can work together for the success and growth of the airport.</p>	<p><b>Items 1,2,4:</b> Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department’s comment period is consistent with the comment periods utilized in similar public outreach efforts.</p> <p>Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.</p> <p><b>Item 3:</b> The Department of Airports advertised to the public the opportunity to provide feedback on the 2020 Master Plan Draft Update by means of the following outlets: May 21, 2020: Sacramento County News Center publication; May 21 and 27, 2020: Airport’s social media outlets (Facebook and Twitter; two posts each); May 22, 2020: Sacramento Bee publication. The environmental review process will include additional opportunity for public comment.</p>
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33	<p>I am a resident of Sundance Lake since 2012. with the implementation of Nextgen in 2015, I found the once bucolic, bearable and sometimes mildly entertaining overhead flights to be disastrously incessant, constantly low flying and extremely noisy. It is clear to me that with Nextgen our neighborhoods have been converted into air highways without public input. This is manifestly unfair. I would like to have a voice in the airport plan. I want a more balanced distribution of overhead flights to all neighborhoods, similar to pre-Nextgen protocols. The noise studies used to justify Nextgen are inaccurate and do not take into consideration the current volume of aircraft.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website referencing "Have the flight paths changed?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>
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34	<p>I have been a resident of Westshore in North Natomas since 2012. The Noise Contours in this current Master Plan 2020 were recorded in 2013 which was during the early stages of our recovery from the Great Recession and there was less air traffic. It was also before the implementation of NexGen in 2014, therefore it is not an accurate representation of the extreme noise conditions that have existed since that time. NexGen changed the southbound flight paths to turn sharply immediately after takeoff and towards a fixed point which sent all southbound flights directly over our houses at low altitude rather than over agricultural land directly south of the runways. Heavy air traffic starts at 5:30 am every morning with planes taking off every 2-3 minutes. Current measurements would certainly depict a much louder noise level over North Natomas homes than that depicted in the outdated measurements from 2013 and do in fact already exceed acceptable noise levels. Secondly, the Master Plan calls for an expansion of runway 16L-34R conceivably to handle more take offs, landings and/or larger, heavier and much louder aircraft using that runway. There are two runways and this one is much closer to houses than the other runway. From my past experience in contact with SMF the safety and well being of the residents of North Natomas has never been considered and is deflected at every point. I understand that the expansion of SMF is vital to the economy of our region but I also feel the airport does not include any representation of the residents of North Natomas. We need to be included in the planning process, currently we are not.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website referencing "Have the flight paths changed?", at: <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Standard public outreach notification was provided on social media, Department websites, and publicly advertised in the local major newspaper during the comment period. In recognition of COVID-19 impacts, the standard single public information sharing and comment event was converted to a multi-day online workshop and comment period. The Department's comment period is consistent with the comment periods utilized in similar public outreach efforts. The environmental review process will include additional opportunity for public comment.</p> <p>Subsequent to the completion of the SMF Master Plan Update, the County's Office of Planning and Environmental Review will conduct an analysis and environmental review of the proposed projects in accordance with the California Environmental Quality Act (CEQA). The CEQA process will include multiple additional public review and comment periods, of a duration as required under CEQA, typically 15, 30, or 45 days. For each respective comment period, public notice of these opportunities will be provided in accordance with CEQA requirements. Opportunity to sign up to receive notices from PER will be provided once the environmental review process is initiated.</p>
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<p>35</p>	<p>I live in Sundance Lake, Natomas neighborhood in Sacramento. I am writing you because I have been adversely affected by the flight patterns of commercial aircraft departing from and landing at Sacramento International Airport.</p> <p>My family have lived here for five years and we moved to this community to enjoy the peace and quiet neighborhood. When we purchased our home, we were able to comfortably co-exist with Sacramento International Airport. At that time, our home was not directly beneath or adjacent to the designated flight path nor was it directly impacted by the noise coming from Sacramento International Airport. Now this changed with the new flight path implementation of NextGen at Sacramento International Airport. We are now subjected to a continuous stream of low-flying, loud, and noisy commercial airplanes every single minute. This is wrong.</p> <p>The sky is becoming a freeway and as a result, we are constantly exposed to excessive noise, lack of sleep, and anxiety from low flying commercial airplanes. I am extremely concerned about the noise and the impact of this to our health. Additionally, we have constant migration of birds in our area. With the airplanes flying low frequently, I am afraid birds strike accident is awaiting to happen.</p> <p>I am asking that FAA re-evaluate its action and return to preferred flight paths over less populated areas such as the empty field nearby. I request that airlines using Sacramento International Airport upgrade their aircraft and fly with quiet engines. I also request that the airlines direct their pilots to utilize noise abatement procedures that include higher altitudes, engine cutback and minimal thrust until they are no longer over highly populated neighborhoods and schools.</p> <p>Last, I ask that you let us enjoy the time we have with our family by letting us live continuously in peace and harmony.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website referencing "How are departure paths determined?", at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p> <p>Aviation safety is regulated by the Federal Aviation Administration (FAA) and SMF operates entirely within all applicable safety regulations, including those relating to wildlife hazard management. All improvements contemplated in the Master Plan Update were done so to fully comply with all FAA safety standards. Safety standards for flight operations are solely the jurisdiction of the FAA and are outside the scope of the Master Plan Update.</p>
<p>36</p>	<p>I have lived in North Natomas for 10 years, currently 8 years in the Westshore development. These past few years my husband &amp; I have seen &amp; heard an influx in the number of flights overhead during all hours of the day, how low the planes are flying &amp; are concerned about the safety of these matters in addition to the noise level. My son purchased a decibel reader &amp; the noise level far exceeds the standards the airport has stated it conforms to. Why the flight path changed to go over several crowded subdivisions in north Natomas rather than over the Sacramento River &amp; unpopulated farm land is ludicrous! This was not only due to the time the airport did some repairs/maintenance, as it continued before &amp; after that time frame. These low flying planes start at 6am &amp; continue throughout the day. They fly so low the windows rattle &amp; the noise wakes us daily. Please revise the flight plan to it's previous path, over the river &amp; farm land. We have considered moving due to this unnecessary inconvenience.</p>	<p>Noise is outside the scope of the Master Plan Update, but will be reviewed in the subsequent environmental process which shall include additional opportunity for comment. Neither the Master Plan Update nor the subsequent environmental review will assess, plan, or modify airspace, flight procedures, or aircraft operations and performance as those are solely the jurisdiction of the Federal Aviation Administration (FAA). The Master Plan Planning Activity Level (PAL) 4, based on the number of passenger enplanements, assumes significantly fewer operations and a similar but newer fleet mix than was considered in developing the currently adopted land use planning noise contours in SACOG's 2014 Airport Land Use Compatibility Plan (ALUCP) for SMF.</p> <p>Additional information regarding noise and flight procedures can be found on the Department's website at:  <a href="https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions">https://sacramento.aero/scas/environment/noise/sacramento_international_airport_smf/frequently_asked_questions</a></p> <p>Information regarding development of the noise contour is contained within SACOG's Airport Land Use Compatibility Plan (ALUCP) and can be found at: <a href="https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912">https://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf?1456339912</a></p>

37	<p>I'm seeing some of the plans for the land around Sacramento International Airport and I'm very disappointed. Sacramento is known for Farm to Fork and all of our beautiful surrounding agriculture. When we fly into SMF we get to see our beautiful River and rice fields... this is home. This is what we're known for.</p> <p>Putting industrial and commercial buildings around our airport would take away from our identity. We don't want to look like we are landing at Ontario airport.... all of their ugly tops of buildings.... this is not who we are in Sacramento.</p> <p>Please control the sprawl that is happening into our beautiful rice fields and agriculture . This area is part of my commute from Elverta into Midtown to work. It is special. Don't ruin our farming area with more trucks and traffic .</p>	<p>Commercial development on private property adjacent to the airport is not under the purview of the Department of Airports. No airport land contemplated for development is used for agriculture and, due to hazardous wildlife considerations, is required by FAA regulation to be maintained so as not to attract hazardous wildlife.</p> <p>By accepting federal funds, the Department of Airports is required by Federal Aviation Administration Grant Assurances to attempt to remain a financially self-sustainable operation. Non-aeronautical revenue sources (i.e., income from non-aviation sources) are sought and prioritized to aid in this goal, which also helps to keep other user fees at the airport as low as possible. Commercial development amenities offer benefits to travelers, local employees, the surrounding communities, and the overall economic region.</p>
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