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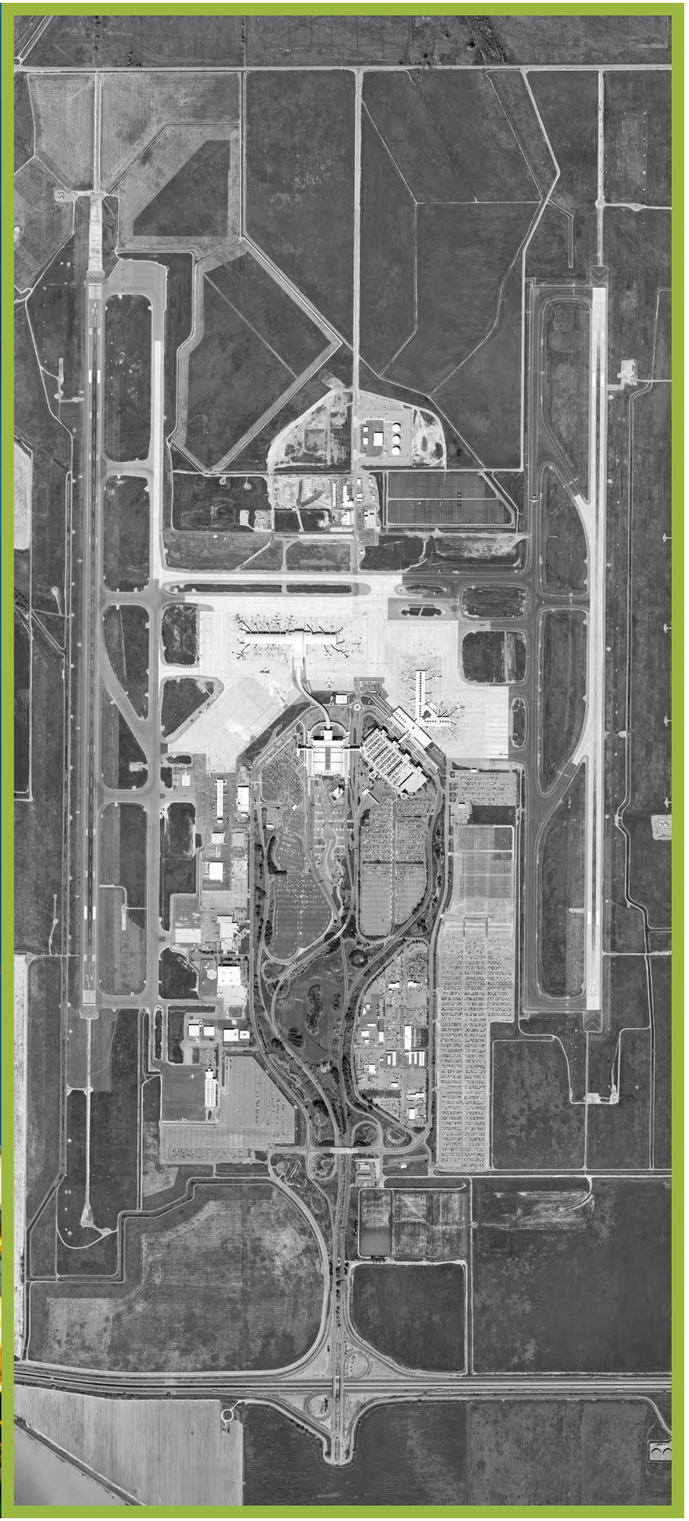
INVENTORY SUMMARY

MASTER PLAN

July, 2020

SACRAMENTO COUNTY



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INTRODUCTION

The Sacramento County Department of Airports (SCDA or the Department) owns and/or operates Sacramento International Airport (SMF or the Airport), Sacramento Mather Airport (MHR), Sacramento Executive Airport (SAC) and Franklin Field (F72). The purpose of the Master Plan Update is to provide guidance for the continued improvement of SMF over a 20-year planning horizon (2018 through 2038) and beyond. This chapter summarizes relevant background information, existing airport facilities and conditions, and provides the basis for assessing future facility requirements at the Airport.

INVENTORY COMPONENTS

Airport Overview

SMF is located in Sacramento County, approximately 10 miles northwest of downtown Sacramento . In 2018, the U.S. Department of Commerce, Bureau of the Census estimated the population of the Sacramento-Arden-Arcade-Roseville Metropolitan Statistical Area (the Sacramento MSA) to be 2.3 million. The population of the Sacramento MSA is highly concentrated in Sacramento County, where both the Airport and the City of Sacramento are located.

Airfield and Airspace

The airfield consists of runways, taxiways, and apron areas, as well as lighting and navigational aids. Navigational aids enable the Airport to accommodate air traffic, especially during periods of low cloud cover and reduced visibility. The airspace surrounding SMF and air traffic control procedures are under the authority and discretion of the Federal Aviation Administration (FAA).

Passenger Terminal Complex

The passenger terminal complex is defined as the two terminal buildings and associated concourses, which provide slightly more than 1,000,000 square feet of space. Terminal A consists of a single building, a terminal with a two-pier, airside concourse. Terminal B consists of two buildings—a landside terminal and a separate airside concourse connected by an automated people mover (APM) train.

Ground Access and Parking

Primary access to the Airport is provided from the south via I-5 and Airport Boulevard. The terminal areas are served by a one-way roadway system with each terminal served by an independent loop roadway. The Airport provides approximately 7,400 “close-in” public parking spaces out of approximately 18,500 total public parking spaces, or approximately 40%, with the balance considered remote. The rental car facilities accommodate ten rental car brands using seven facilities. Public transit service to the Airport is provided by Yolo Transit, which operates two routes serving the Airport.

Air Cargo

Air cargo facilities at SMF include the air cargo building, the United Air Freight building, the airline catering building, and the United States Postal Service (USPS) facility. Six cargo airlines serve the Airport: ABX Air, Amerijet, Air Transport International (ATI), Atlas Air, FedEx and Westair Industries. Worldwide Flight Services, a ground handling company, loads and unloads cargo for ABX Air, ATI, and Atlas Air. Cargo is carried in the belly compartments of passenger aircraft. SMF is eligible for Cargo Entitlements as more than 100 million pounds of cargo from cargo-only aircraft lands at the Airport.

General Aviation and FAA Facilities

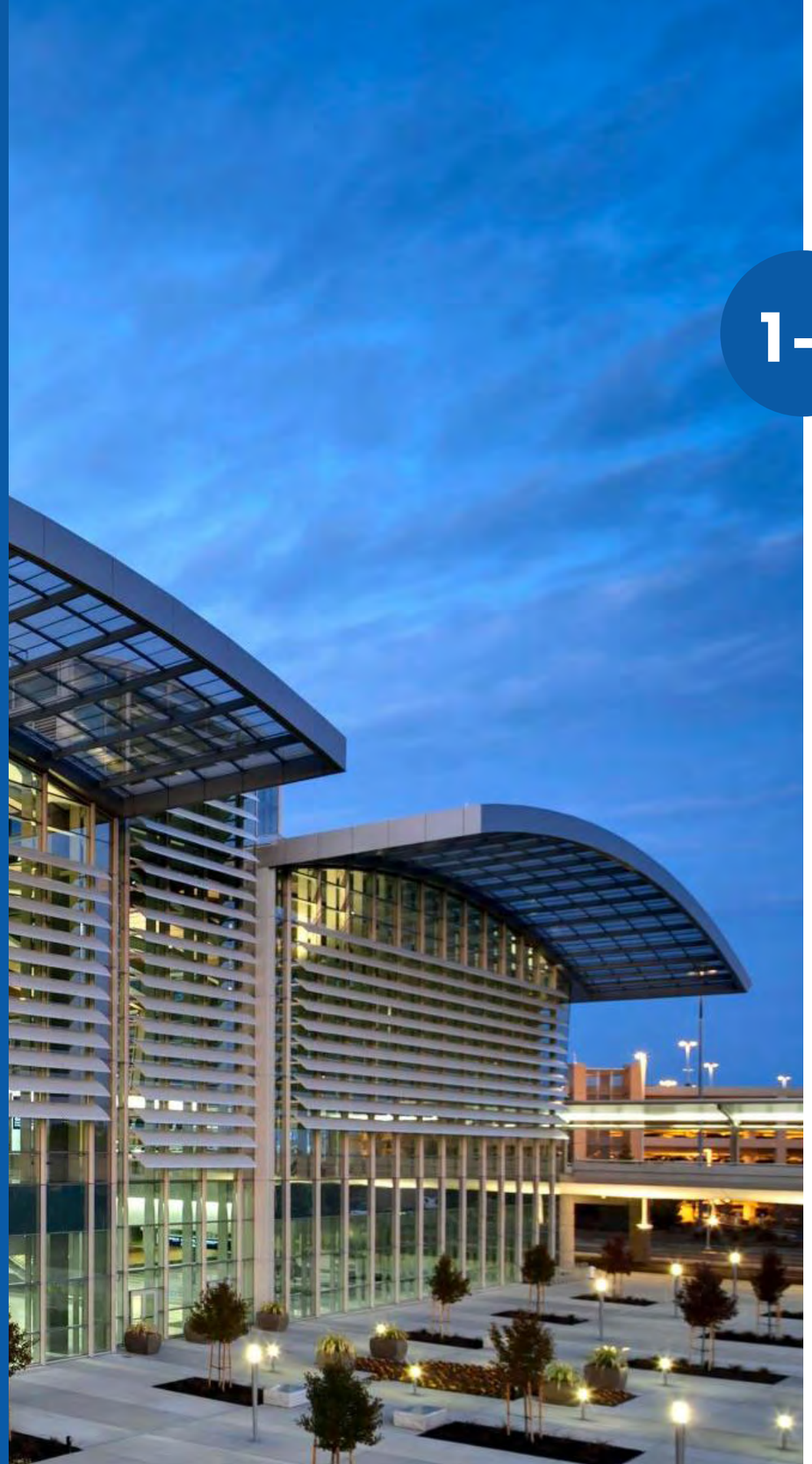
The Airport is home to a Fixed-Base Operator (FBO), a Specialized Aviation Service Operator (SASO), and a FAA Flight Inspection Field Office (FIFO). The Airport's FBO, SACjet provides a complete range of general aviation services, including fueling, customs, ground handling, hangar storage, concierge, and catering services. The Airport's SASO, the Textron Aviation Sacramento Service Center, is capable of serving all Citation, Caravan, Beechcraft, and Hawker products. The FAA FIFO performs flight inspection activities to certify navigational aids and instrument flight procedures for the Sacramento region.

Aviation Support

Aviation support facilities at the Airport include Aircraft Rescue and Firefighting (ARFF), in-flight catering, Airport administration, aircraft fuel storage, and airline support facilities, as well as Airport equipment storage and maintenance areas.

Utilities

Utilities at the Airport consist of water, storm drainage, sanitary sewer, jet fuel, electrical and communications, and natural gas systems. Water, storm drainage, sanitary sewer, and jet fuel systems are referred to as wet utilities. Electrical and communications and natural gas systems are referred to as dry utilities.



1-1 AIRPORT OVERVIEW

The Airport is located in Sacramento County, approximately 10 miles northwest of downtown Sacramento (see **Figure 1-1**). In 2018, the U.S. Department of Commerce, Bureau of the Census estimated the population of the Sacramento-Arden-Arcade-Roseville Metropolitan Statistical Area (the Sacramento MSA) to be 2.3 million. The population of the Sacramento MSA is highly concentrated in Sacramento County, where both the Airport and the City of Sacramento are located.

The Airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a Commercial Service Primary Airport, serving mostly origin-destination (O&D) passengers (i.e., passengers beginning or ending their air journeys in Sacramento) and some connecting passengers transferring from one flight to another. The Airport is further classified by the Federal Aviation Administration (FAA) as a medium-hub airport (medium-hub airports each accommodate at least 0.25% but less than 1.00% of the nation's annual enplaned passengers).

According to 2017 data published by Airports Council International-North America (ACI-NA), the Airport is the nation's 45th busiest airport in terms of passenger traffic and the 79th busiest in terms of total aircraft operations.

The following airlines currently serve the Airport: AeroMexico, Alaska Airlines, American Airlines, Air Canada, Boutique Air, Contour Airlines, Delta Air Lines, Frontier Airlines, Hawaiian Airlines, Horizon Air, JetBlue Airways, Spirit Airlines, Southwest Airlines, Sun Country Airlines, United Airlines, and Volaris.

Airport Site

The Airport occupies an approximately 5,900-acre site that is generally bounded by Power Line Road to the east, Garden Highway to the west, the Sacramento River to the west and south, and West Riego Road to the north. Primary access to the Airport is provided via Interstate 5 (I-5). **Figures 1-2, 1-3, and 1-4 identify primary on-Airport land uses, key areas on the Airport site, and specific Airport facilities, respectively**.

Airport Access

Access to the Airport terminal facilities and other Airport facilities south of Taxiway W is provided via I-5 and Airport Boulevard, with an alternate route provided by Bayou Way. Access to Airport facilities north of Taxiway W is provided via West Elverta Road and Earhart Drive.

On-Airport Land Use

The use and acreage of Airport land is presented in Table 1-1. The functional designations are defined as follows:

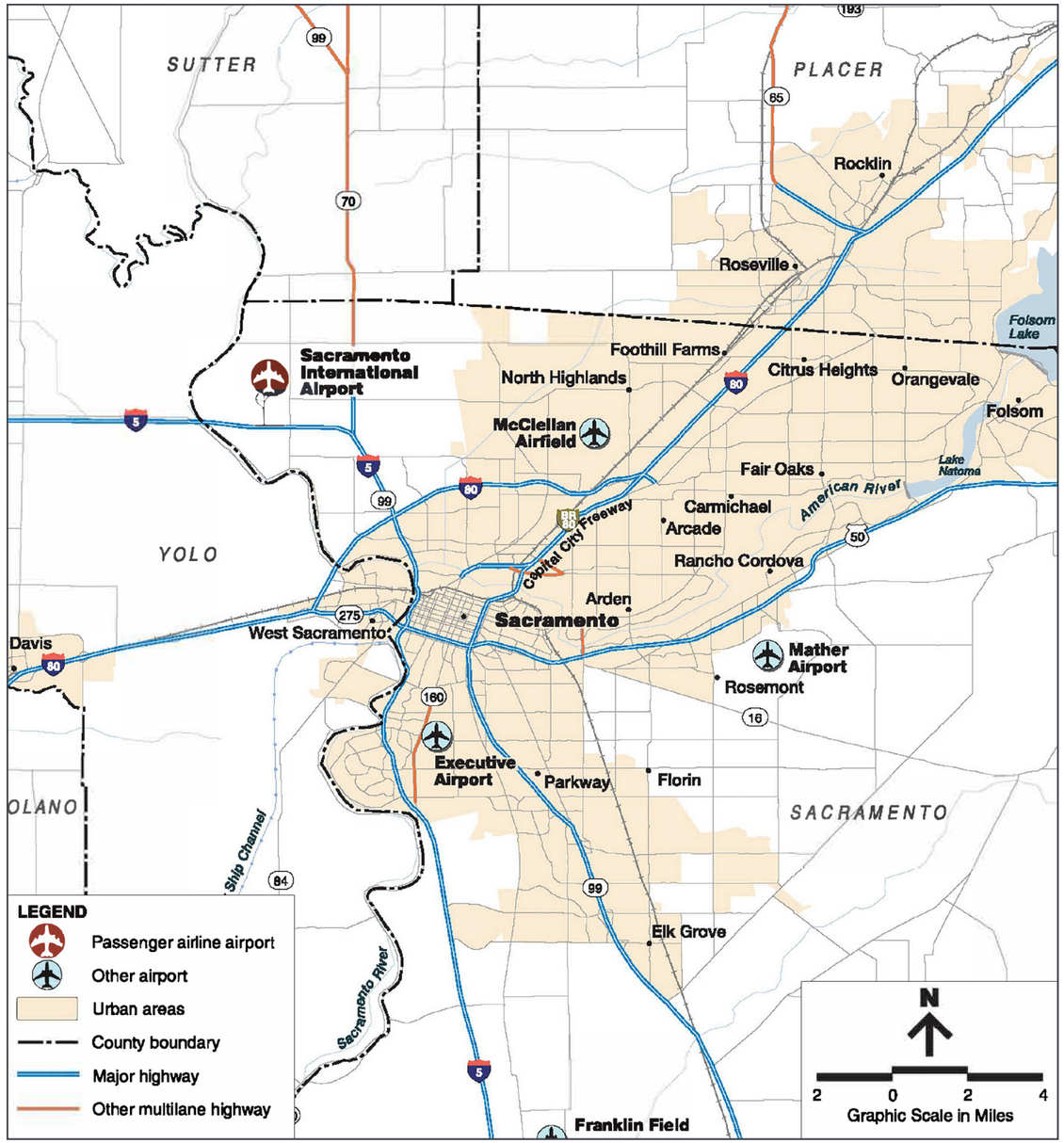
- Airfield – runways, taxiways, aprons, navigational aids, runway protection zones, and safety areas directly related to the movement of aircraft
- Passenger Terminal – passenger terminal/concourse buildings, ground support equipment (GSE) areas, and other landside facilities
- Parking – public parking lots, public parking garage, and employee/tenant parking lots
- Rent-A-Car - areas used by rental car facilities
- Air Cargo – areas dedicated to the movement, distribution, and delivery of cargo
- General Aviation (and FAA) – FBO, SASO, other GA aircraft service areas, hangars, aircraft parking aprons, and offices. FAA facilities refer to the FAA FIFO on the Airport and in vicinity of the GA facilities
- Aviation Support – facilities associated with the passenger terminal facilities, including, airline catering, maintenance facilities, aircraft fuel storage, and employee parking areas
- Commercial – non-aviation-related properties leased to private entities for office, warehouse, and other business functions, and rental car facilities
- Strategic Reserve – areas owned by the Airport, including Airport buffer lands (defined as Airport Management Area on the Airport Layout Plan) or areas reserved for future Airport development
- Airport Habitat Mitigation Area – areas reserved for habitat mitigation
- Stormwater detention – areas used to temporarily manage stormwater runoff to prevent flooding

Table 1-1 On-Airport Land Uses

Land Use Area	Acres	Percent of Total
Airfield	1,417.4	23.6%
Passenger Terminal	12.4	0.2%
Parking	138.1	2.3%
Rent-A-Car	42.9	0.7%
Air Cargo	36.8	0.6%
General Aviation (and FAA)	36.9	0.6%
Aviation Support	67.6	1.1%
Commercial	3.7	0.1%
Strategic Reserve	3,248.2	54.1%
Habitat Mitigation Area	786.4	13.1%
Stormwater Detention	209.6	3.5%
Total	**6,000**	**100.0%**

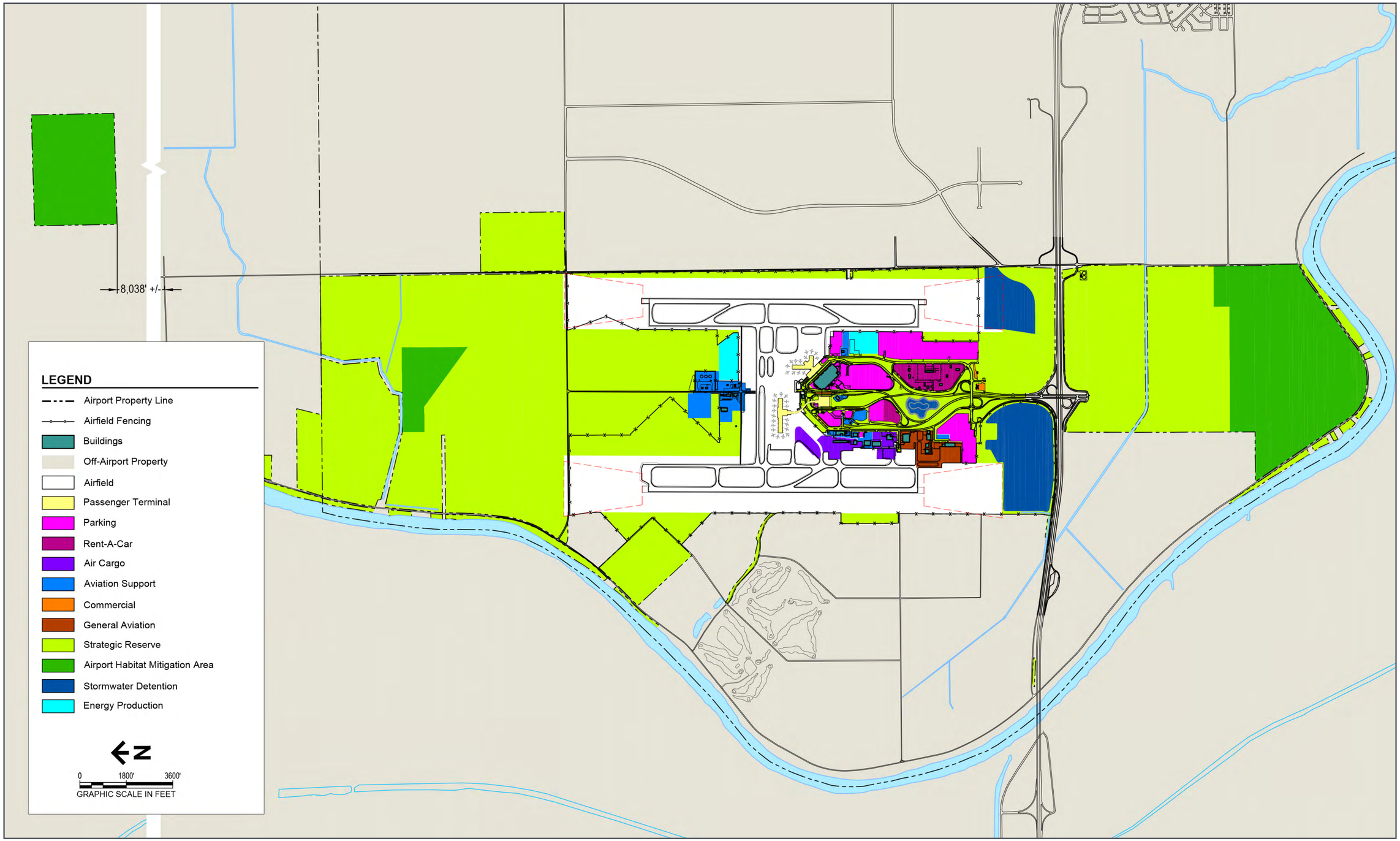
Source: Sacramento County Department of Airports, 2019.

Figure 1-1 Vicinity Map



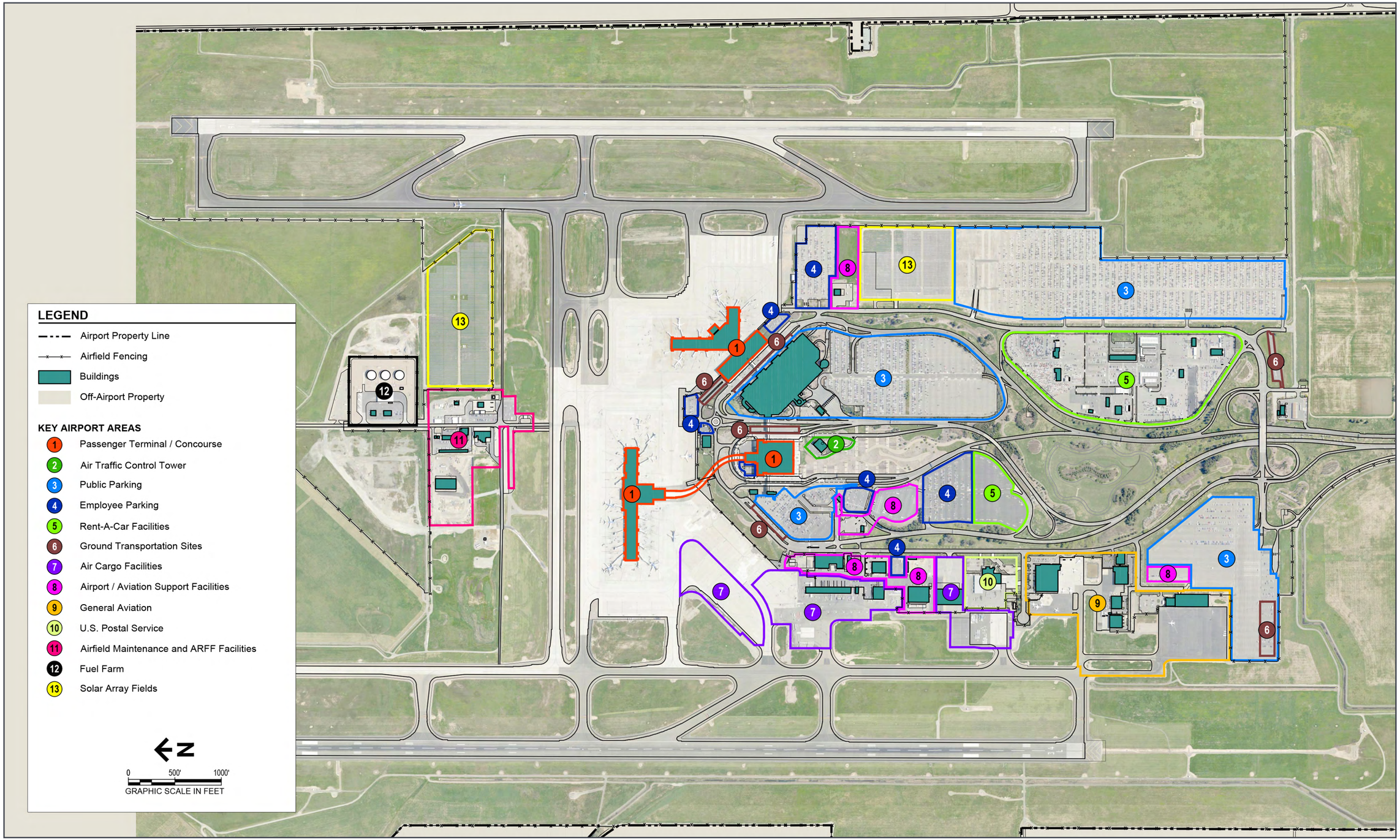
Source: Sacramento County Department of Airports, 2019.

Figure 1-2 On Airport Land Use



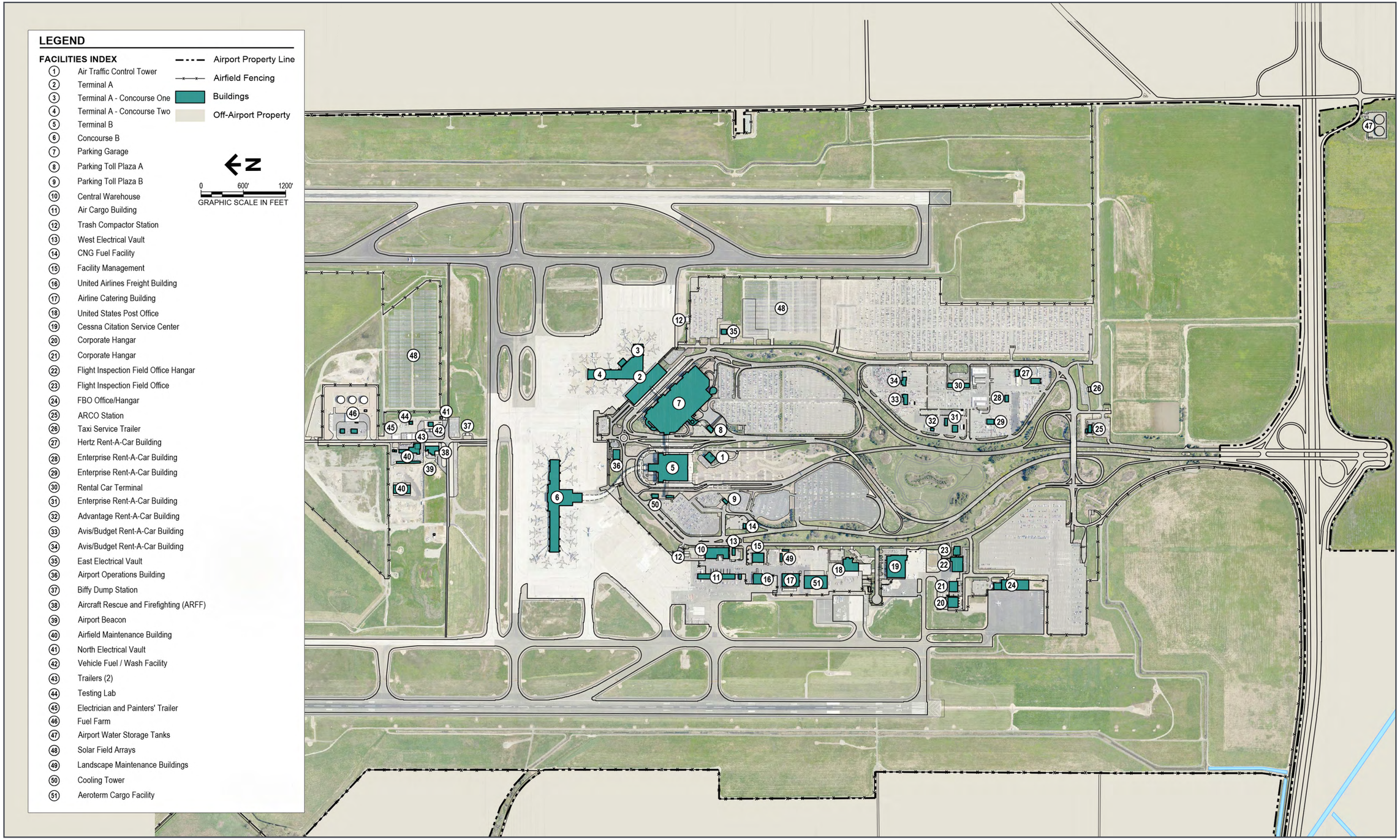
Source: Sacramento County Department of Airports, 2019.

Figure 1-3 Key Areas on the Airport Site



Source: Sacramento County Department of Airports, 2019.

Figure 1-4 Airport Facilities



Source: Sacramento County Department of Airports, 2019.

Environmental Considerations

An Environmental Impact Report (EIR) was completed in 2007 for the 2004 SMF Master Plan (adopted in 2007). An addendum to the EIR was completed in 2018 that reviewed proposed projects and projected growth at SMF over the near- and medium-term timeline of the Master Plan. Potential significant effects documented in the 2007 EIR included: impacts to land use plans and policies, traffic and circulation, air quality, hydrology, biological, and cultural resources. Any further minor technical changes to the 2007 EIR, based on minor project modifications resulting from this master plan update, will be noted in a subsequent addendum.

When considering additional development at the Airport, several potential environmental constraints must be considered, as described below:

- Wildlife habitats
- Airport Habitat Mitigation Areas (AHMAs)
- Waters of the U.S.
- Floodplains
- Stormwater detention basins

Geopolitical Setting

The Airport represents a significant investment of both public and private funds and is a major regional economic asset. The following sections describe aspects of City and County urban planning initiatives that will affect development and operation of the Airport.

Regional Blueprint

The Sacramento Area Council of Governments (SACOG) Board of Directors adopted the Preferred Blueprint Scenario (Blueprint) in December 2004. The Blueprint is part of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035; the long-range transportation plan for the six-county region (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties).

The Airport serves its role in the Blueprint strategy as a component of transportation choices for the region. Ultimately, in the Blueprint plan, the Airport is connected via the Regional Transit Green Line to the major residential population and employment centers located east of the Airport. Present master planning of facilities, as shown on the 2019 Airport Layout Plan (ALP), depict accommodation of the Green Line light rail and station at the Airport, with direct connection to passenger Terminal B.

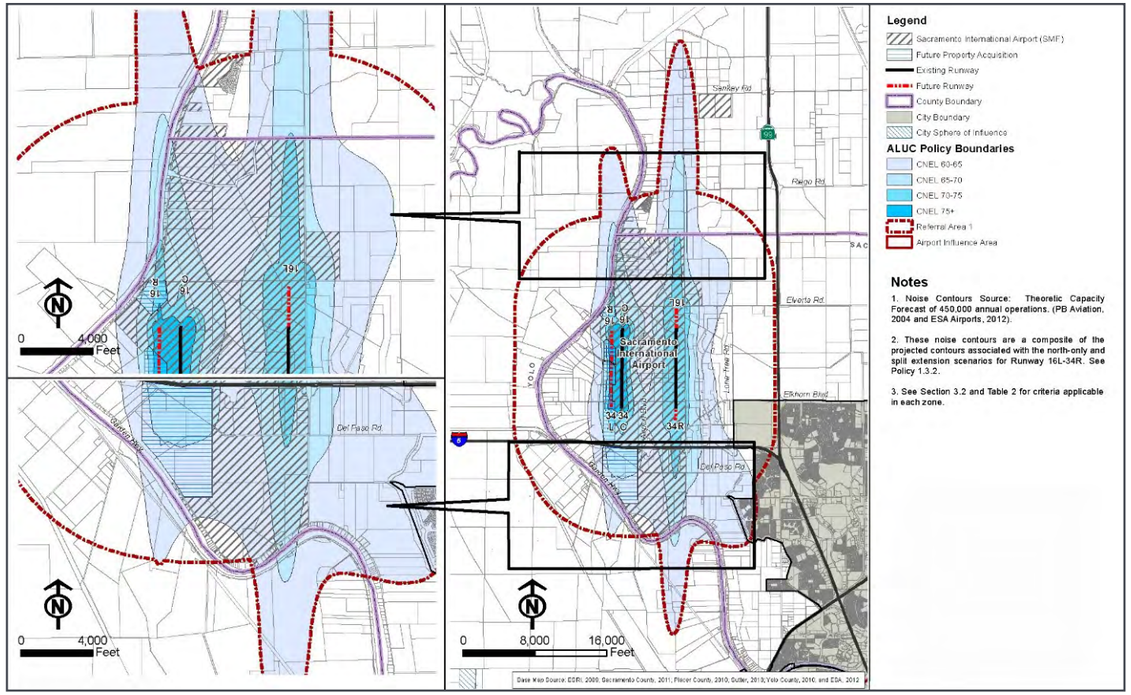
Airport Land Use Commission

On December 12, 2013, the SACOG Board, serving as the Airport Land Use Commission, adopted the Airport Land Use Compatibility Plan (ALUCP) for Sacramento International Airport and the corresponding Initial Study/Negative Declaration. The SACOG Board of Directors serves as the Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo and Yuba counties. California's State Aeronautics Act (Public Utilities Code, Chapter 4, Article 3.5), identifies the role and responsibilities of the ALUC in land use planning. The Act's ALUC requirements are intended to ensure that proposed land uses near public-use airports are compatible with airport uses in terms of safety, noise, and airspace.

Noise contours prepared for the ALUCP considered airfield configuration, fleet mix, and activity levels (**Figure 1-5**). The noise contours reflected a future airfield configuration that extended Runway 16L/34R in both a north-only and split extension scenario, plus a future parallel runway on the west side of the airfield. The noise contours also considered a theoretic capacity of 450,000 annual operations based on a full build-out of all airfield facilities.

These noise contours represent an airport buildout and airport activity levels that exceed those anticipated during this master plan update. Therefore, the current noise contours sufficiently account for the implementation of the master plan projects through the 20-year planning horizon.

Figure 1-5 ALUCP Noise Contours



Source: SMF ALUCP, 2013

Metro Air Park

Immediately to the east of the Airport is the Metro Air Park, an approximately 1900-acre business park along Interstate 5. Metro Air Park is roughly nine miles from downtown Sacramento and has been entitled and zoned as a mixed-use commercial/industrial business park with an adopted Special Planning Area, state and federal environmental permits, and an accompanying habitat conservation plan. To the Airport, the park represents both a synergistic business development opportunity for aviation-related business development and a potential competitive challenge to its non-aviation commercial-property development.

Socioeconomic Setting

The economy of the Sacramento MSA is an important determinant of long-term passenger and cargo demand at the Airport and, therefore, a basis for future facilities requirements and development plans. Approximately 95% of the Airport's passengers are O&D passengers; the remaining 5% are connecting passengers.

Socioeconomic Trends

- Population – From 2011 through 2019, population in the SACOG region increased an average of 1.2% per year, while population in the State and the nation increased an average of 0.8% per year. Population growth in the SACOG region is projected to increase an average of 1.1% per year between 2019 and 2035.
- Employment – From 2009 through 2019, nonagricultural employment in the Sacramento MSA increased an average of 1.7% per year, faster than in the State and the nation (average increases of 1.1% and 1.0% per year, respectively).
- Income – From 2008 through 2017, per capita personal income in the Sacramento MSA increased an average of 2.6% per year, slower than in the state (3.2%) but consistent with the nation (2.6%). In 2017, median household income in the Sacramento MSA was $67,902, less than that in the State ($71,805), but more than the national average ($60,336). Per capita personal income in the Sacramento Region is projected to increase an average of 1.4% per year between 2019 and 2035.
- Unemployment Rate – In addition to employment trends, the unemployment rate is also indicative of general economic conditions. Unemployment rates in the primary area of the Airport and in the State have exceeded the unemployment rate in the nation as a whole since 2009.
- Nonagricultural Employment by Industry Sector – **Figure 1-6** shows the distribution of nonagricultural employment by industry sector for the Airport service region in 2018.
- Sacramento Industry Clusters – Sacramento's economy is driven by companies that export goods and services nationally and globally, bringing in new investment and jobs that support economic growth, as well as air service development. Companies in specific industry clusters tend to agglomerate because they draw competitive advantage from their proximity to competitors, a skilled workforce, specialized suppliers, and a shared base of sophisticated knowledge about their industries. The Center for Strategic Economic Research identified six industry clusters as part of the Next Economy Capital Region Prosperity Plan: agriculture and food, advanced manufacturing, information and communications technology, life sciences and health services, education and knowledge creation, and knowledge-intensive business and financial services. Clean energy technology has also been included as an industry cluster.
- Sacramento Exports – In 2016, the Sacramento economy created $7.0 billion in export activity. Computer and electronic product manufacturing (60%) and crop production (18%) together accounted for 77.8% of export value the Sacramento MSA.
- Major Employers – Education and health services together accounted for nearly half (12 of the 25) of the major employers, reflecting the importance of these industry sectors to the economy of the Sacramento Region.
- Regional Housing Market – Home prices in the Sacramento Region reached peak levels between 2004 and 2006 and began to decrease before the start of the economic recession in December 2007 to a peak loss of 36%. However, according to Sacramento Region real estate brokers and market analysts, home prices in the Sacramento Region have increased each month since June 2012, consistent with home prices in San Francisco.
- Tourism – According to the California Travel and Tourism Commission, visitor spending in the eight-county primary area of the Airport service region increased an average of 3.1% per year between 1992 and 2010, from $3.0 billion to $5.2 billion. In 2018, spending by international visitors traveling to the Sacramento MSA, according to a study conducted by CIC Research Inc. for Visit California, increased by 5.8%.

Economic Outlook

Economic activity in the Sacramento Region and the State is directly linked to the production of goods and services in the world and the rest of the United States. Both airline travel and the movement of cargo through the Airport depend on the economic linkages between and among the global, national, State, and regional economies.

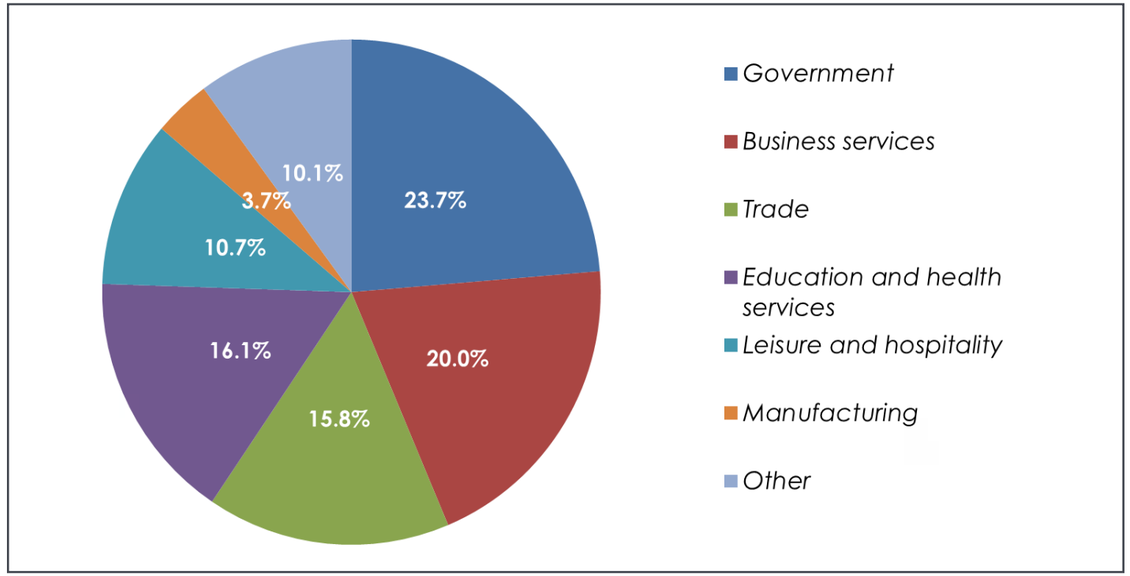
The economic outlook for world regions, the United States, the State of California, and the Sacramento Region forms a basis for forecast growth in aviation demand at the Airport. Employment and income projections for the Sacramento Region and the State of California generally support gradual but continued growth, particularly in biotechnology and pharmaceuticals, health care services, education, and leisure and hospitality services. Factors expected to contribute to economic growth in the Sacramento Region and associated increases in air travel at the Airport include: (1) the diversity of the economic base, which lessens its vulnerability to weaknesses in particular industry sectors, (2) growth in existing and emerging Sacramento industry sectors, as described earlier, (3) an educated labor force able to support the development of knowledge-based and service industries, and (4) continued reinvestment to support the development of tourism, conventions, and other businesses.

Recessions, such as those caused by the financial crisis of 2008 and the coronavirus pandemic of 2020 are expected, and will continue to impact airport activity. Because airport development is tied to planning activity levels (PALs) and not specific forecast years, the impact of the coronavirus pandemic on development will be an approximate five to 10-year delay.

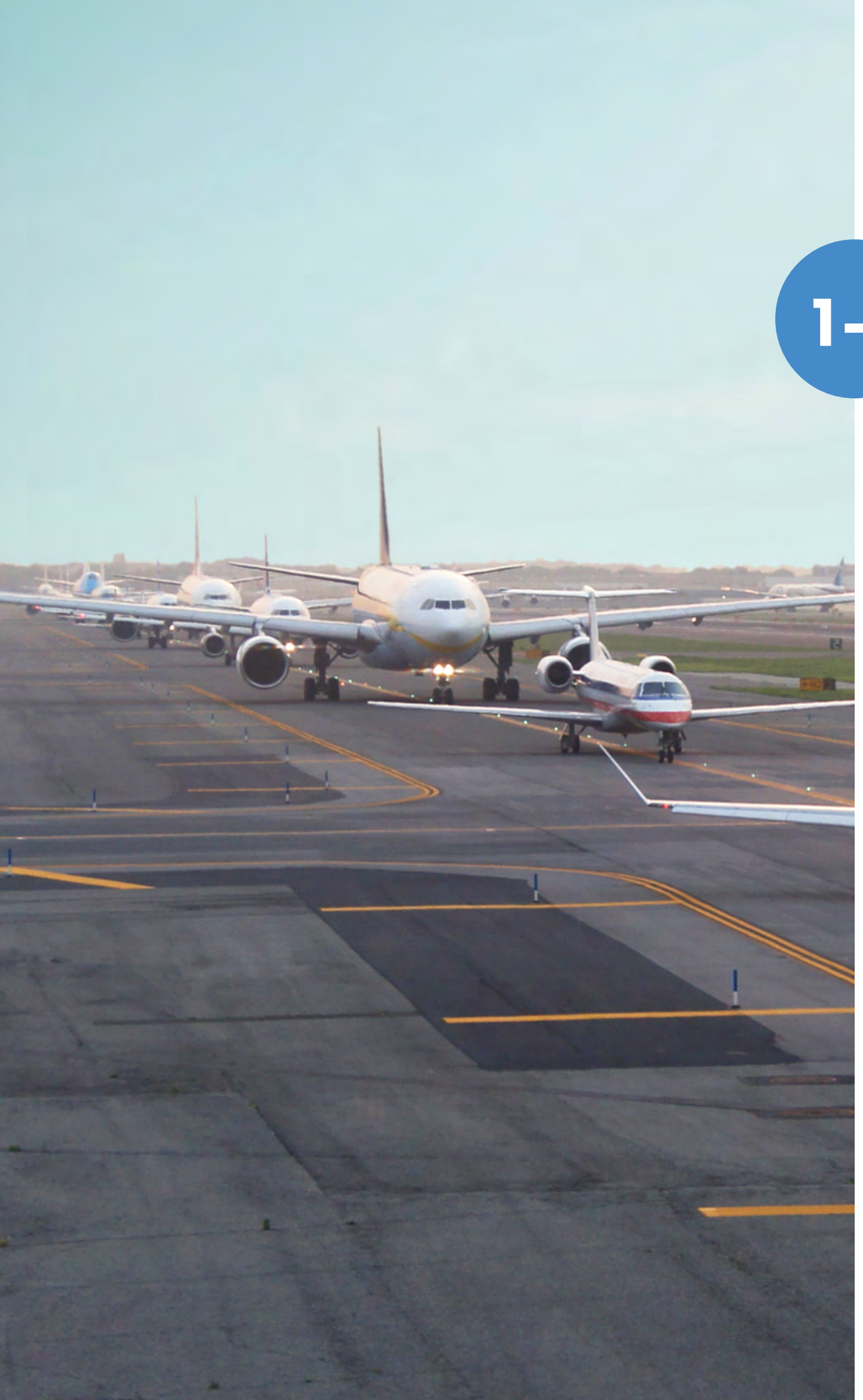
Financial Setting

The Airport's Revenues, Operating Expenses, and Senior Lien Bond debt service coverage for the Airport enterprise fund is published annually on the airport website. An in-depth financial analysis of the preferred capital development program for the Airport will be provided in another section.

Figure 1-6 Distribution of Nonagricultural Employment in the Sacramento MSA in 2018



Sources: Jacobson|Daniels (Existing Property Boundary), 2019; and Memphis-Shelby County (Land Use), 2019.



1-2 AIRFIELD AND AIRSPACE

This section presents an overview of airfield facilities, airspace structure, and Air Traffic Control (ATC) procedures at the Airport. The airfield, depicted on **Figure 1-7**, consists of runways, taxiways, and apron areas, as well as lighting and navigational aids.

Runways

The Airport has two parallel runways, Runway 16L-34R and Runway 16R-34L, separated by 6,000 feet centerline to centerline. The characteristics of the runways, including their dimensions, lighting and navigational aids, pavement strength, and design standards are summarized in **Table 1-2** and **Table 1-3**.

Taxiways

Each runway has a full-length parallel taxiway, Taxiway A for Runway 16R-34L and Taxiway D for Runway 16L-34R. FAA criteria for taxiway width and taxiway shoulder width are defined in terms of the Taxiway Design Group (TDG), expressed in numerals 1 through 7, which is a function of aircraft undercarriage dimensions. The Airport regularly accommodates TDG 5 aircraft (e.g., B-767) and TDG 6 aircraft (e.g., MD-11)

Apron Areas

The primary aircraft aprons at the Airport include the passenger terminal apron, the air cargo apron to the east of Taxiway A and south of the passenger terminal, and the general aviation apron southeast of the end of Runway 34L. The apron to the north of the general aviation apron, east of Taxiway A, is also used for air cargo.

Navigational Aids

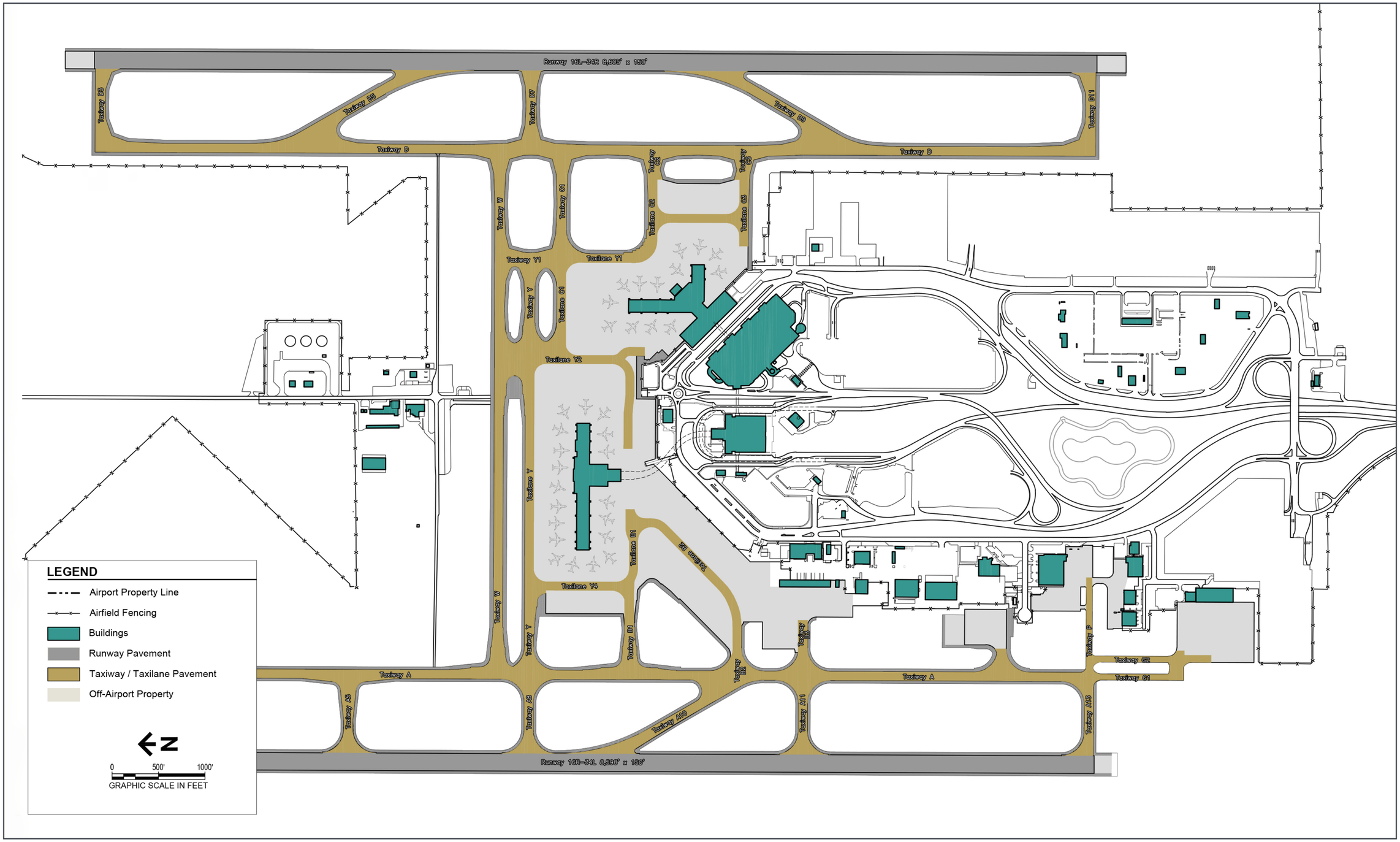
Navigational aids enable the Airport to accommodate air traffic, especially during periods of low cloud cover and reduced visibility. The navigational aids installed at the Airport enable aircraft to operate in most weather conditions. In addition to these navigational aids, an FAA Airport Traffic Control Tower (ATCT) is located south of the passenger terminal complex between the runways.

Precision Instrument Approaches

Precision instrument approach procedures to the Airport's runways allow continuous aircraft operations during periods of low visibility. Approaches available at the Airport include:

- Area Navigation (RNAV)
- Category I Instrument Landing System (ILS)
- Special Authorization (SA) Category II ILS
- Category III ILS

Figure 1-7 Airfield Facilities



Source: Sacramento County Department of Airports, 2019.

Table 1-2 Runway Characteristics

Runway	16L	34R	16R	34L
Runway pavement length (feet)	8,605	8,605	8,598	8,598
Runway pavement width (feet)	150	150	150	150
Effective gradient	0.06%	0.06%	0.03%	0.03%
Pavement type/friction	Concrete/ grooved	Concrete/ grooved	Concrete/ grooved	Concrete/ grooved
Runway end elevation (feet above mean sea level)	26.8	21.9	25.9	23.3
Runway markings	Precision	Nonprecision	Precision	Precision
Runway lighting	HIRL, CL, TDZ	HIRL, CL	HIRL, CL, TDZ	HIRL, CL
Approach aids	MALSR PAPI (P4L) LOC GS	PAPI (P4L)	ALSF-2 PAPI (P4R) LOC GS	MALSR VASI (V4L) LOC GS
Instrument runway status	Instrument	Nonprecision	Instrument	Instrument
Instrument approach procedures	ILS (SA Category II) RNAV (GPS)	RNAV (GPS)	ILS (Category I, II, III) RNAV (GPS)	ILS (Category I) RNAV (GPS)
Minimum approach decision height (feet above mean sea level)	100	292	0	200
Minimum approach visibility	1,200′ RVR	7/8 mile	600′ RVR	1,800′ RVR
Pavement strength (pounds)				
Single gear	100,000	100,000	100,000	100,000
Dual gear	209,000	209,000	209,000	209,000
Dual tandem gear	407,000	407,000	407,000	407,000
Double dual tandem gear	850,000	850,000	850,000	850,000

ALSF-2 = High-intensity approach light system with centerline sequenced flashers
CL = Centerline
GPS = Global positioning system
GS = Glide slope
HIRL = High-intensity runway lights
ILS = Instrument landing system
LOC = Localizer
MALSR = Medium-intensity approach light system with runway alignment indicator lights
N/A = Not applicable
PAPI (P4L) = Precision approach path indicator (four identical light units placed on left side of runway)
PAPI (P4R) = Precision approach path indicator (four identical light units placed on right side of runway)
RNAV = Area navigation
RVR = Runway visual range
TDZ = Touchdown zone
VASI (P=V4L) = Visual approach slope indicator (four identical light units placed on left side of runway)

Sources: Airport Layout Plan, Sacramento International Airport, 2019.
Federal Aviation Administration, Airport Master Record, 2019. | Federal Aviation Administration, Digital Terminal Procedures Publication (Version 1212), December 2012.

Table 1-3 Runway Design Standards

Land Use Area	Runways	
	16L-34R	16R-34L
Runway Design Code (a)	D-IV-2400	D-IV-1200
Approach Reference Code	D-V-2400	D-VI-1200
Departure Reference Code	D-V	D-VI
Maximum aircraft wingspan (feet)	213	261
Maximum aircraft approach speed (knots)	165	165
Approach visibility minimums	Lower than 3/4 mile (2400′ RVR)	Lower than 1/4 mile (1200′ RVR)
Standard runway width (feet)	150	150
Standard runway shoulder width (feet)	25	25
Standard runway to taxiway separation (feet)	400	400

RVR = Runway visual range

(a) The Runway Design Code and its components are defined in the text.

Source: Federal Aviation Administration Advisory Circular 150/5300–13A, Airport Design, February 26, 2014.

Approach and Runway Lighting

All runway ends except Runway 34R are equipped with approach lighting systems that assist pilots in visually recognizing the orientation and touchdown point of the runway during descent. In addition, all runways are equipped with centerline lights and high-intensity runway lights along their edges to display the edges of runway pavements during nighttime and low visibility conditions.

Approach Aids

Additional visual and instrument approach aids at the Airport include the following:

- Precision Approach Path Indicator (PAPI)
- Visual Approach Slope Indicator (VASI)
- Very-high Frequency Omnidirectional Range/Tactical Air Navigation Facility (VORTAC)
- Rotating Beacon Surface Detection

Airport Surface Detection Equipment, Model X (ASDE-X) is used to identify vehicles and aircraft movements on the airfield. This system uses surface radar and multi-lateration sensors to detect aircraft and surface vehicles on the airfield and displays position and identification information to the air traffic controllers in the ATCT. The ASDE-X radar antenna is located on top of the ATCT.

Runway Use

The direction of air traffic flow is largely dictated by prevailing wind and weather conditions, as well as noise abatement and airspace considerations. The two primary runway operational configurations at the Airport are north flow and south flow. North flow (i.e., departures and arrivals on Runways 34L and 34R) is the preferred configuration during periods of calm winds because of the Airport's voluntary noise abatement policy. However, the Airport is operated predominantly in a south flow configuration (i.e., departures and arrivals on Runways 16L and 16R) because of prevailing winds.

Taxiway Use

Runway use dictates the use of the taxiway system. In general, the full-length parallel taxiways operate in the opposite direction of the runway configuration. For example, in north flow, Taxiways A and D operate mainly southbound, and in south flow, these taxiways operate mainly northbound. Taxiway Y is mainly used to transition aircraft between the runways and the aircraft parking positions. Most often, aircraft are assigned to the runway closest to their parking position.

Airspace and Air Traffic Control

The airspace and ATC procedures that affect aircraft operations are described in this section, along with descriptions of terminal routes and ATC jurisdictions. ATC procedures were confirmed with staff from the SMF ATCT and from the Northern California Terminal Radar Approach Control (TRACON). It should be noted that the airspace and ATC procedures are under the authority and discretion of FAA.

Air Traffic Control Jurisdictions

Sacramento area airspace is under the jurisdiction of two entities: (1) the Oakland Air Route Traffic Control Center (ARTCC) and (2) the Northern California TRACON. The primary purpose of an ARTCC is to provide radar service and other ATC services to en route aircraft. The TRACON provides radar approach and departure control and other ATC services to aircraft flying in the terminal area airspace.

Controlled Airspace

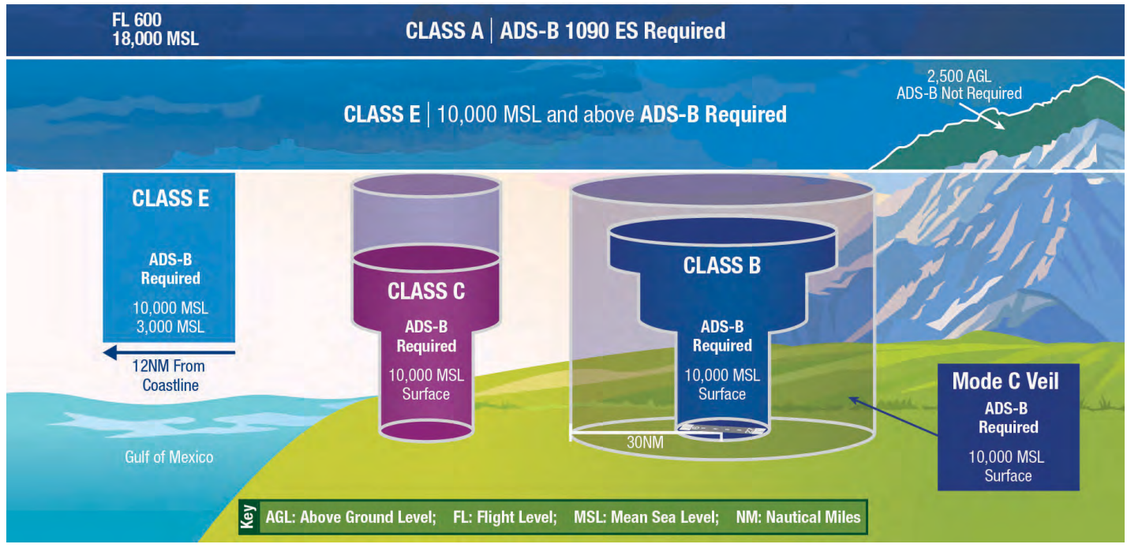
Controlled airspace has defined dimensions within which ATC service is provided to pilots in accordance with the airspace classifications established by the FAA. The United States has five classes of controlled airspace (**Figure 1-8**). Class G airspace is uncontrolled.

Airport Traffic Control Tower

The SMF ATCT provides ATC services to aircraft at, and in the immediate vicinity of, the Airport, ensuring the safe, orderly, and expeditious flow of traffic (**Figure 1-9**). The ATCT at the Airport is located south of the passenger terminal complex, between the runways. The ATCT was built in 1967 and stands 175 feet AGL.

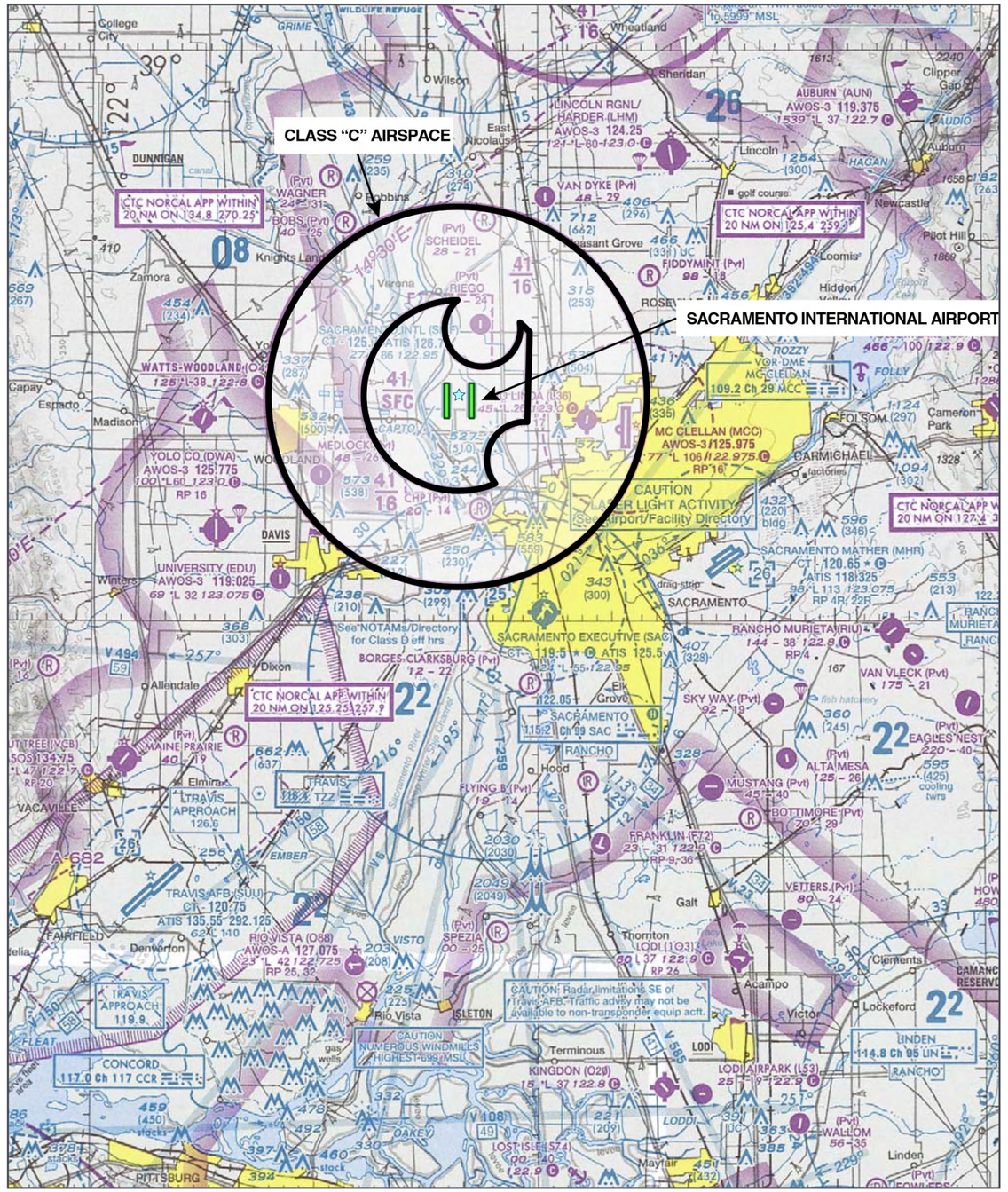
A new ATCT is to be constructed according to the FAA's schedule for tower replacements.

Figure 1-8 Controlled Airspace Classifications

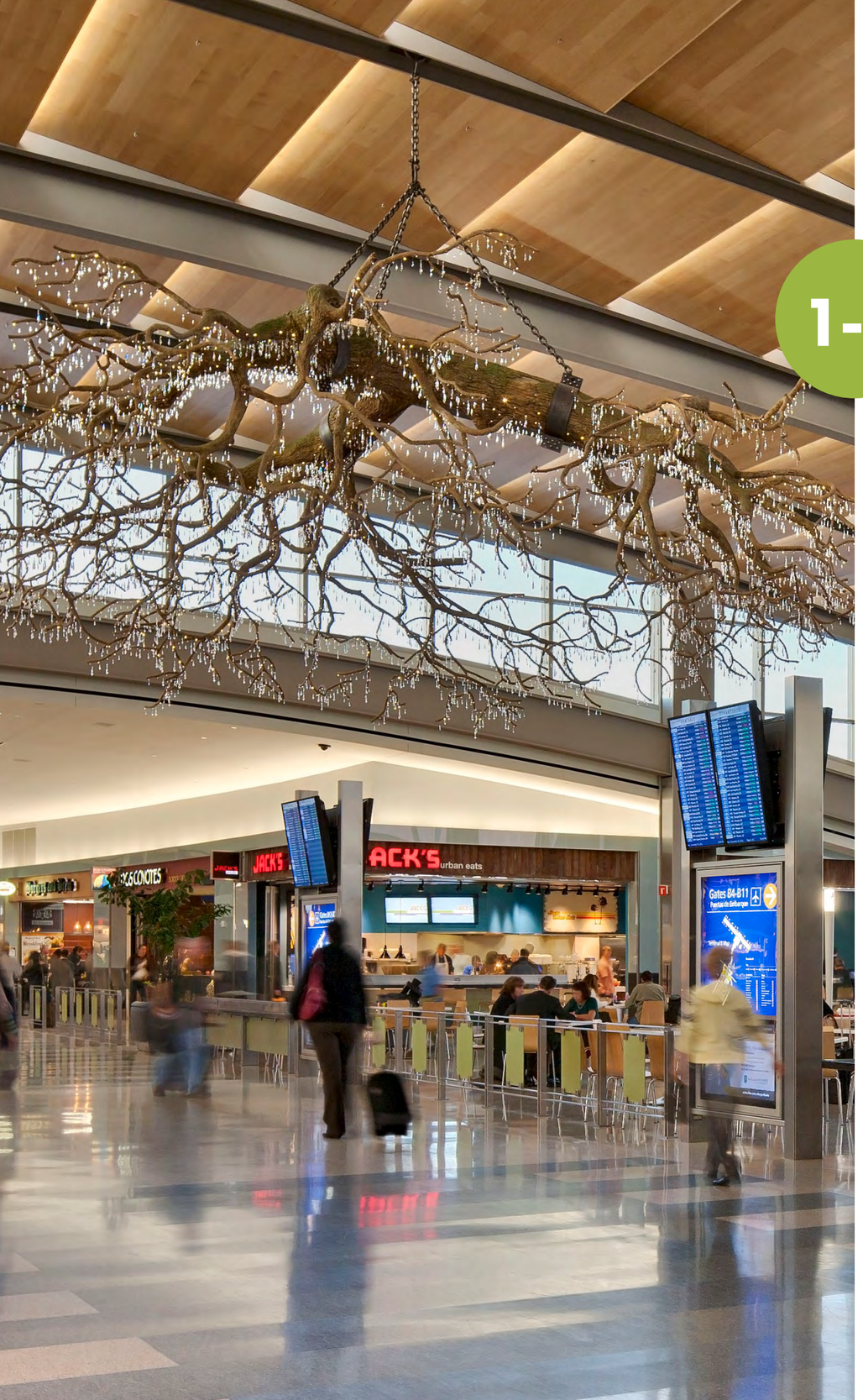


Source: Federal Aviation Administration

Figure 1-9 Sacramento Terminal Area Airspace



Source: Federal Aviation Administration



1-3

PASSENGER TERMINAL COMPLEX

The Airport passenger terminal complex is located between Runways 16R-34L and 16L-34R, south of crossfield Taxiway Y. The passenger terminal complex is defined as the two terminal buildings and associated concourses, which provide slightly more than 1,000,000 square feet of space.

When originally constructed in 1998, Terminal A provided 12 aircraft gates (also referred to as contact gates). Recent renovations to the terminal include improvements to the ticket counter area, food court, gate area, passenger meet and greet locations, checked baggage screening, and an expanded security checkpoint. Terminal B opened in late 2011 as part of The Big Build and provides 19 contact gates. The two Terminal B buildings (airside and landside) are connected by an APM system. Aircraft parking positions are shown on **Figure 1-10**. The gross areas provided in the terminal buildings are presented in **Table 1-4.**

Terminal A

Terminal A provides 337,984 square feet of space on three levels, including a basement. A six-level parking garage connects to the second level of the terminal building via a pedestrian bridge (Level 3 of the garage). Access between the garage and Terminal A is also provided at ground level via pedestrian walkways. The garage also serves Terminal B.

Level 01 of the terminal contains the passenger baggage claim devices and the baggage handling and sorting areas used by airline personnel. Additionally, airline office spaces, ground transportation, SCDA building maintenance office space, and storage and mechanical spaces are provided on Level 01. This level also contains ticket counter check-in positions, electronic kiosks for passenger check-in, airline office space, and Transportation Security Administration (TSA) checked baggage screening facilities. SCDA administration space and mechanical, electrical, and plumbing systems are provided throughout Terminal A. The allocation of space among the various functions is presented in **Table 1-5**.

Level 02 contains the TSA passenger security screening checkpoint (SSCP), several concession spaces, SCDA offices, and building mechanical rooms.

Figure 1-10 Site Plan Aircraft Parking Positions and Gates

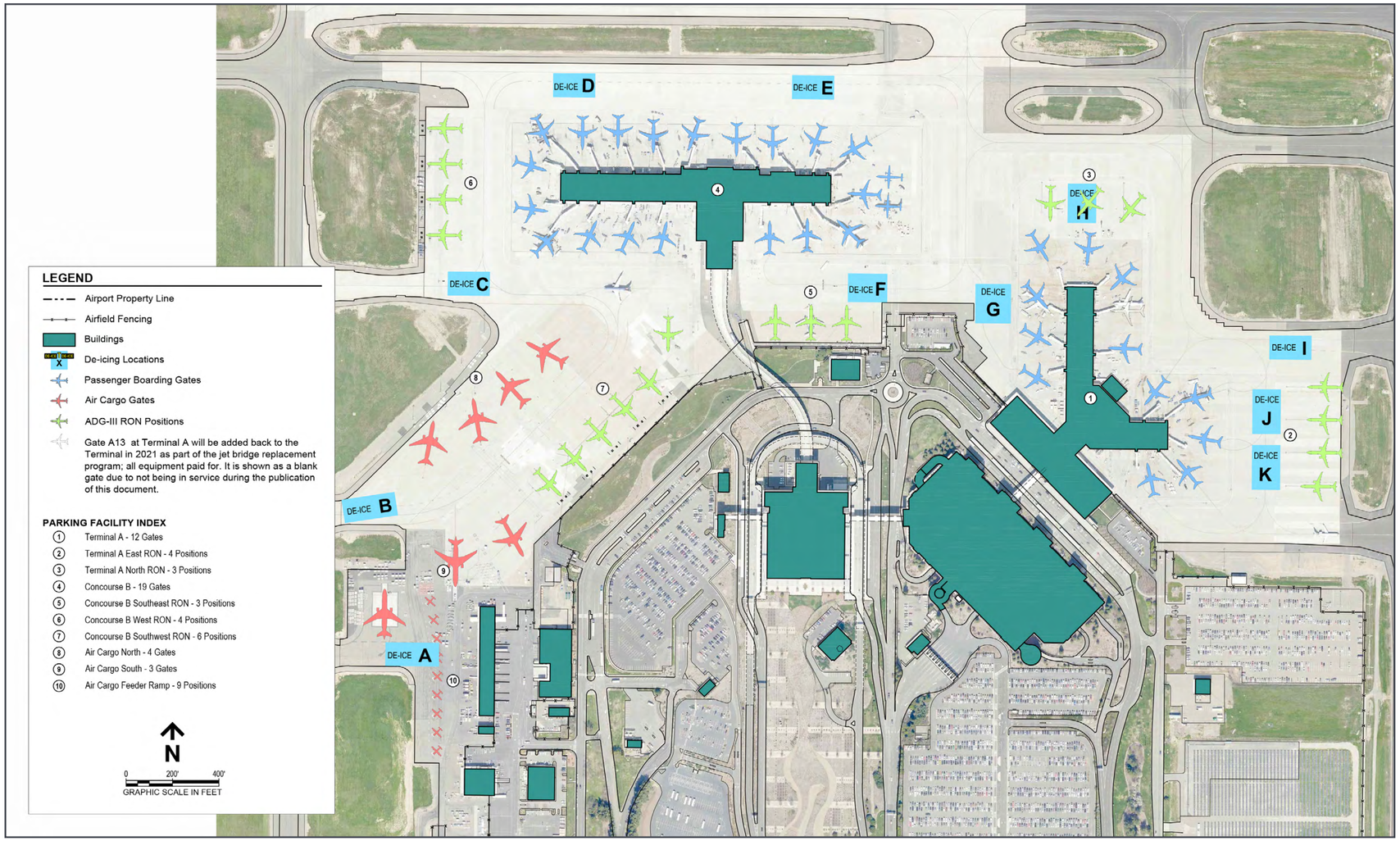


Table 1-4 Passenger Terminal Building Gross Area (square feet)

		Basement	1st Level	2nd Level	3rd Level	4th Level	Total
Terminal Buildings							
Terminal A and Concourse		5,893	176,234	155,857	--	--	337,984
Terminal B and Concourse		126,583	253,459	271,632	53,133	19,038	723,845
	Total	**132,476**	**429,693**	**427,489**	**53,133**	**19,038**	**1,061,829**

Source: Sacramento County Department of Airports, 2019.

Table 1-5 Terminal/Concourse A Space Allocation (square feet)

Space Category	Total
Airline space	43,417
Airport administration (a)	25,522
Baggage claim	23,766
Baggage handling (b)	1,656
Concessions	47,379
Open/vacant	49,497
Other	45,236
Public space	82,852
Security screening	18,659
Total	**337,984**

Note: Calculations are based on gross areas measured to the outside edge of exterior walls and the center of interior walls.

(a) Includes ticket counters, outbound baggage devices, and holdrooms.

(b) Includes inbound and outbound baggage processing area, but not baggage claim or makeup devices.

(c) Includes TSA leased space within the terminal building.

Source: Sacramento County Department of Airports, 2019.

Terminal A Baggage System

Baggage claim facilities are located on Level 01 of the terminal building. Three 165-linear-foot claim devices and two 20 linear-foot oversized baggage slides are located in Terminal A for use by Delta Air Lines, United Airlines, and American Airlines. Each airline maintains a baggage resolution office on the southeast side of the baggage claim area.

Terminal A Ticketing

The Terminal A ticketing lobby provides positions for airline agents and electronic kiosks to support the check-in of airline passengers and baggage. All positions are considered common use and, although the ticket counter positions are staffed by a particular airline, 16 kiosks are available for use by any passenger of any airline. The number of positions occupied by each airline are summarized in **Table 1-6**. There are three vacant ticketing/check-in positions open at the time of this inventory. Three kiosks are located outside of the ticketing lobby (two are near TSA and one is at the passenger walkway from the parking garage).

Table 1-6 Terminal A Airline Check-In an Ticketing Positions

Airline	Agent Positions	Kiosk Positions	Skycap Positions	Total
Air Canada	4	4	--	8
American Airlines	8	8	2	18
Delta Air Lines	10	4	2	16
United Airlines	12	10	--	22
Common Use	--	13	--	13
Vacant	4	--	3	7
Total	**38**	**39**	**7**	**84**

Source: Sacramento County Department of Airports, 2019.

Terminal B

The landside portion of Terminal B provides 723,845 square feet of space on five levels, including a basement. A six-level terminal parking garage, shared between Terminals A and B, connects to Terminal B on Level 03 (Level 05 of the parking garage) and a surface parking lot connects with Terminal B on Level 01 (west of Terminal B). SCDA administration space and mechanical, electrical, and plumbing systems are provided throughout the facility. The allocation of space among the various functional uses in Terminal B is presented in **Table 1-7**.

Table 1-7 Terminal/Concourse B Space Allocation (square feet)

Space Category	Total
Airline space (a)	107,885
Airport administration	38,672
Baggage claim	92,761
Baggage handling (b)	1,784
Concessions	53,134
Customs and Border Protection (c)	37,657
Open/vacant	48,233
Other	113,907
Public space	189,979
Security screening (d)	39,833
Total	**723,845**

Note: Calculations are based on gross areas measured to the outside edge of exterior walls and the center of interior walls.
(a) Includes ticket counters, outbound baggage devices, and holdrooms.
(b) Includes inbound and outbound baggage processing area, but not baggage claim or makeup devices.
(c) Includes all space allocated for Customs and Border Protection and dual-use sterile corridor.
(d) Includes TSA leased space within the terminal building.

Source: Sacramento County Department of Airports, 2019.

Level 00 contains baggage sortation and screening facilities, TSA offices and break rooms, maintenance space for building and baggage handling systems contractors, airline and baggage handling operator break areas, and mechanical and electrical rooms.

Level 01 contains the passenger baggage claim devices and baggage resolution offices used by airline personnel. The facility's Central Utility Plant and loading dock are also located on this level.

Level 02 contains the airline ticket counters and offices, a "quiet room," SCDA offices, and building mechanical and electrical rooms.

Level 03 is the primary public circulation level of the building and contains concession areas, a small museum/exhibit area, a vacant concession area, and the APM station, which connects the terminal to the concourse. Pedestrian bridges connecting the terminal to the parking garage and the hourly surface parking lot are also located at this level.

Level 04 consists of SCDA offices, a public lobby/meeting room, and mechanical and electrical rooms.

Terminal B Baggage System

Four 180-linear-foot baggage claim carousels and one 20-linear-foot oversized baggage claim device, used by all 12 airlines operating in Terminal B, are located on Level 01 of Terminal B. Outbound baggage facilities are located on Levels 00 and 02 of Terminal B. The baggage systems are owned and maintained by SCDA (not the individual airlines).

Terminal B Ticketing

The Terminal B ticketing lobby provides positions for airline agents and electronic kiosks to support the check-in of airline passengers and baggage. The number of positions occupied by each airline are summarized in **Table 1-8**. Three kiosks are located outside of the ticketing lobby (Level 03 near the passenger walkway from the parking garage).

Table 1-8 Terminal B Airline Check-In and Ticketing Positions

Airline	Agent Positions	Kiosk Positions	Skycap Positions	Total
Aeromexico	6	--	--	6
Alaska Airlines/ Horizon Air	6	6	--	12
Boutique Air	1	--	--	1
Contour Airlines	2	--	--	2
Frontier Airlines	6	--	--	6
Hawaiian Airlines	6	6	--	12
JetBlue Airways	6	--	--	6
Southwest Airlines	22	12	6	40
Spirit Airlines	6	6	--	12
Sun Country Airlines	2	--	--	2
Volaris	6	6	--	12
Common Use	--	11	--	11
Vacant	27	--	4	31
Total	**96**	**47**	**10**	**153**

Source: Sacramento County Department of Airports, 2019.

Concourse A

Concourse A provides 12 contact gates and facilities on two levels. A 13th contact gate is scheduled to come back on-line in the near future. Airline, concession, and building maintenance space, as well as mechanical, electrical, and plumbing systems are provided throughout the facility.

Level 01 contains airline operations offices and spaces for airline personnel, building, and baggage maintenance functions.

Level 02 contains the TSA SSCP, a concession mall/food court, lounge, and holdrooms for airline passengers.

Concourse B

Concourse B provides 19 contact gates and approximately 300,000 square feet of space on two levels. An APM connects the concourse with Terminal B on Level 02. Airline, concession, and building maintenance space, as well as mechanical, electrical, and plumbing systems, are provided throughout the concourse.

Level 01 contains the main FIS facility used by customs and border protection (CBP) to process incoming passengers and baggage for international flights. Airline operations offices and spaces for airline personnel are also located on this level, as well as building and APM maintenance functions

Level 02 contains the TSA SSCP, a concession mall/food court, lounge, and holdrooms for airline passengers.

Aircraft Parking Apron

Approximately 108 acres of apron are available for aircraft maneuvering and parking at the passenger terminals. The apron is currently configured to accommodate aircraft ranging from small turboprop aircraft to large wide body aircraft during normal operations. There are currently 31 contact gates and 20 RON parking positions. The largest aircraft that can be accommodated at each parking position is identified in **Tables 1-9** and **1-10**, for Concourse A and Concourse B, respectively.

Transportation Security Administration

The TSA passenger SSCP is located on Level 02 of Terminal A (seven lanes). In Terminal B, passengers disembark the APM and enter a large SSCP lobby (ten lanes) where they are screened and processed into the secure passenger environment.

All SSCPs provides a metal detector, millimeter wave, and x-ray screening of passengers and carry-on baggage to facilitate access to the sterile concourse areas. Separate queues are provided for employees, TSA Pre-check passengers, premium passengers and elite members of frequent flyer programs, and Known Crew Members.

U.S. Customs and Border Protection

Gates B8 and B10 along the north side of Concourse B have secure corridors that connect the passenger loading bridges (PLBs) to the Airport's CBP screening facility. The CBP facility occupies approximately 40,000 square feet at Level 01 of Concourse B.

Table 1-9 Summary of Concourse A Passenger Gates

Gate	Assignment (a)	Gate type	Largest aircraft
A1	Delta	Bridge	B752-200W
A2	American	Bridge	B752-200W
A3	Delta	Bridge	B767-300
A4	American	Bridge	B767-300
A5	American	Bridge/ Ground	B767-300ER
A6-A9	NUMBERS RESERVED FOR FUTURE USE		
A10	Delta	Bridge	B737 MAX10 / A321
A11	(b)	Bridge	B752-200W
A12	Delta	Bridge	B737 MAX10 / A321
A13	(b)	Bridge	B737 MAX10 / A321
A14	United	Bridge	B737 MAX10 / A321
A15	United	Bridge	B767-300W
A16	United	Bridge	B737 MAX10 / A321
A17	United	Bridge/ Ground	B777-200ER

(a) Gates are not exclusive use, but are preferentially used by the airlines indicated and their regional affiliates.
(b) Unassigned common use.

Source: Sacramento County Department of Airports, 2019.

Table 1-10 Summary of Concourse B Passenger Gates

Gate	Assignment (a)	Gate type	Largest aircraft
B1-B3	NUMBERS RESERVED FOR FUTURE USE		
B4	(b)	Bridge	A330-200
B5	Alaska	Bridge/Ground	B777-300ER
B6	(b)	Bridge	B737 MAX10 / A321
B7	Alaska	Bridge	B737 MAX10 / A321
B8	(b)(c)	Bridge/Ground	B787-8
B9	Alaska	Bridge	B737 MAX10 / A321
B10	(b)(c)	Bridge/Ground	B737 MAX10 / A321
B11	Spirit	Bridge	B737 MAX10 / A321
B12	Southwest	Bridge	B737 MAX 9
B14	Southwest	Bridge	B737 MAX10 / A321
B15	Southwest	Bridge	B737 MAX10 / A321
B16	Southwest	Bridge	B737 MAX 8
B17	Southwest	Bridge	B737 MAX10 / A321
B18	Southwest	Bridge	B737 MAX 9
B19	Southwest	Bridge	B737 MAX10 / A321
B20	Southwest	Bridge	B737 MAX 8
B21	Southwest	Bridge	B737 MAX 9
B22	(b)	Bridge	B737 MAX 8
B23	Southwest	Bridge	B737 MAX 8

(a) Gates are not exclusive use, but are preferentially used by the airlines indicated and their regional affiliates.
(b) Unassigned common use.
(c) International gate.

Source: Sacramento County Department of Airports, 2019

1-4

GROUND ACCESS AND PARKING

This section summarizes the capacities and locations of key ground access and parking facilities and related operations at the Airport. This includes access and circulation roadways, terminal area and curbside roadways, public and employee parking facilities, rental car facilities, shuttle bus operations, commercial vehicle facilities and operations, and public transit services.

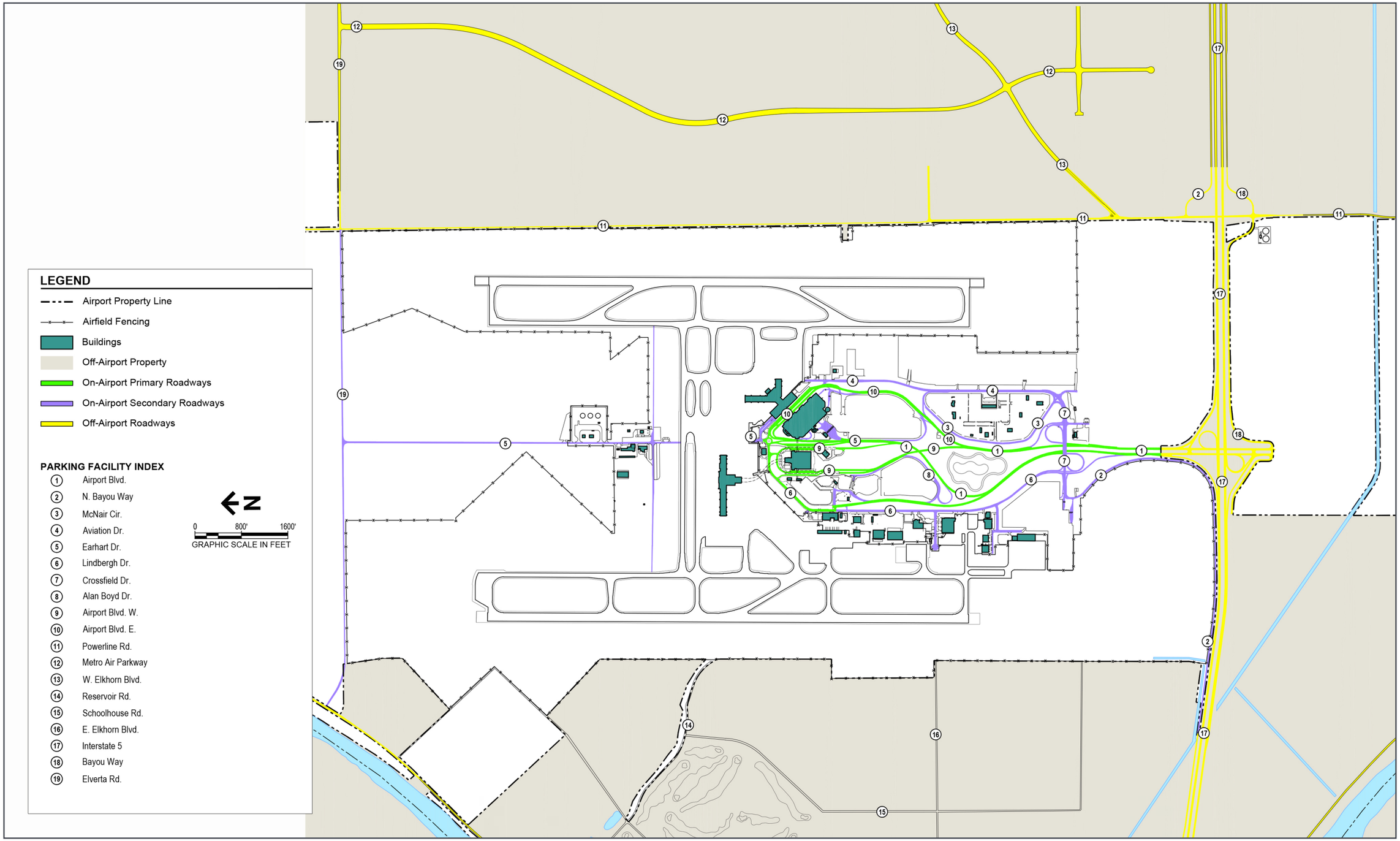
Access and Circulation Roadways

Primary access to the Airport is provided from the south via I-5 and Airport Boulevard. Airport Boulevard, which is two lanes wide with both lanes heading in the same direction, then provides access to the passenger terminals and all other Airport facilities located south of Taxiway W. Alternative south access is also provided via North Bayou Road, which is two lanes wide, with one lane per direction of travel. Access from the north to the Airport facilities located north of Taxiway Y (including the fuel farm, the ARFF station, and various maintenance facilities) is via West Elverta Road, which is an off-airport roadway, and Earhart Drive, which varies between two and three lanes, with travel in both directions. These access roadways are shown on **Figure 1-11**.

Daily traffic volumes were recorded on Airport Boulevard during a two-week observation period between July 19th and August 3rd, 2017 for inbound (northbound) and outbound (southbound) traffic, respectively. While the highest daily inbound volume of the two-week observation period occurred on a Thursday, the highest daily outbound volume occurred on a Monday.

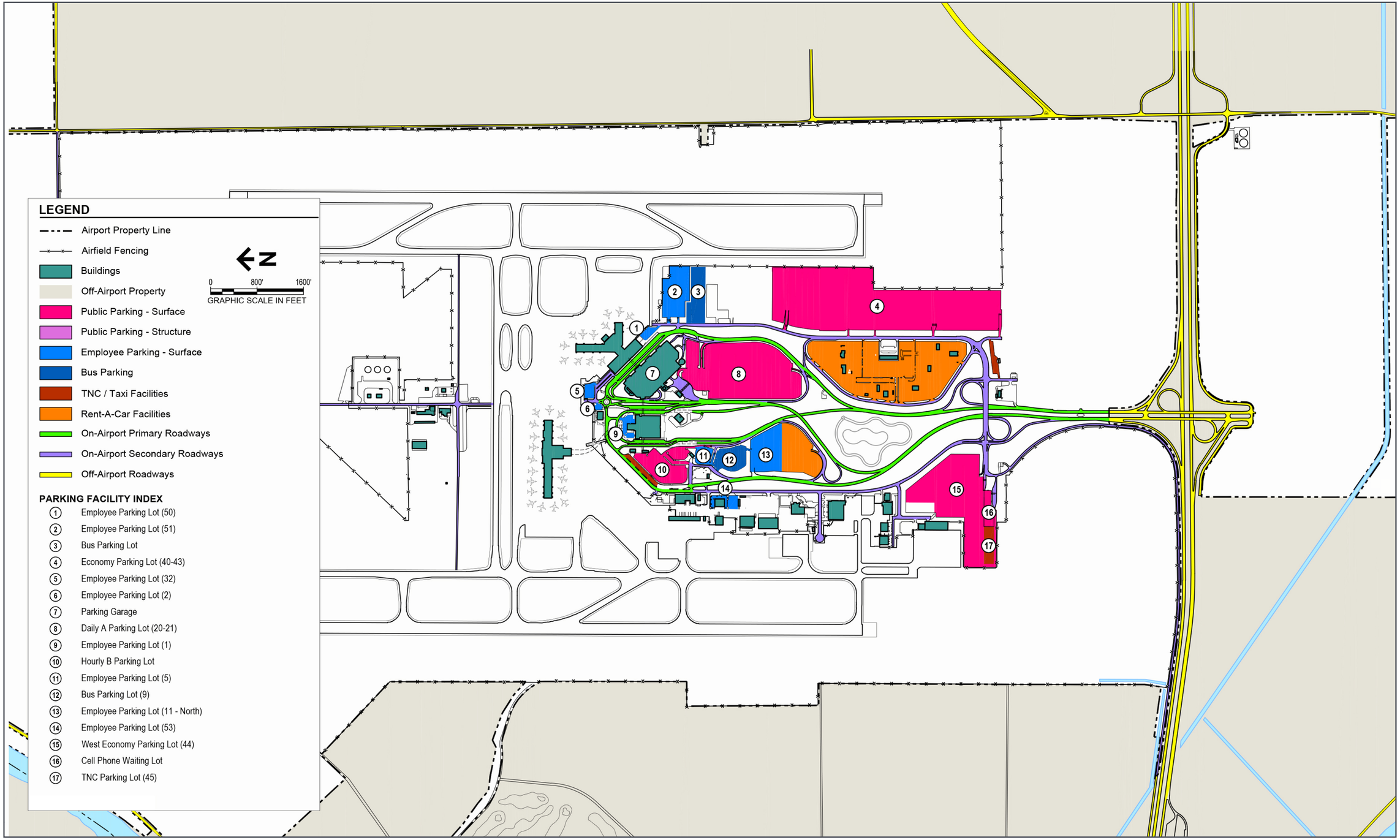
The highest inbound hourly volumes occurred between 4:00 a.m. and 5:00 a.m. and again between 11:00 a.m. and 12:00 p.m. It was recorded that the peak volume for rolling hourly outbound traffic was between 12:00 p.m. and 1:00 p.m., at approximately 1,400 vehicles.

Figure 1-11 Ground Access and Parking Facilities



Source: Sacramento County Department of Airports, 2019.

Figure 1-12 Existing Parking Facilities



Source: Sacramento County Department of Airports, 2019.

Terminal Area and Curbside Roadways

The terminal areas are served by a one-way roadway system with each terminal served by an independent loop roadway.

Terminal A Curbside

The one-way loop roadway serving Terminal A proceeds counter-clockwise through the terminal area. The loop road provides access to the Terminal A curbside, the garage, the Daily Parking Lot, employee parking lots located on each side of Terminal A, and the commercial vehicle plaza located at the west end of Terminal A.

The Terminal A curbside is a single-level roadway serving the ticketing areas on the east side of the terminal and baggage claim areas on the west side of the terminal. The inner curbside roadway, which is located immediately adjacent to the terminal, consists of five lanes, with two lanes reserved for active loading and unloading of passengers and three travel lanes.

The commercial vehicle plaza located at the west end of Terminal A, immediately outside of baggage claim, provides reserved loading areas for taxicabs, shared-ride vans, limousines, transportation network company (TNC), and courtesy vehicles operated by hotels and motels.

The outer curbside is reserved for Yolo Transit buses and Airport-operated shuttle buses serving the Economy Parking Lot, Surface Parking Lot A, and the rental car facility. The curbside roadways have four pedestrian crosswalks providing access between the terminal building, the outer curbside, and the garage.

Terminal B Curbside

The one-way loop roadway serving Terminal B proceeds clockwise through the terminal area. The loop road provides access to the Terminal B curbsides, the Hourly Parking Lot B and the ATCT.

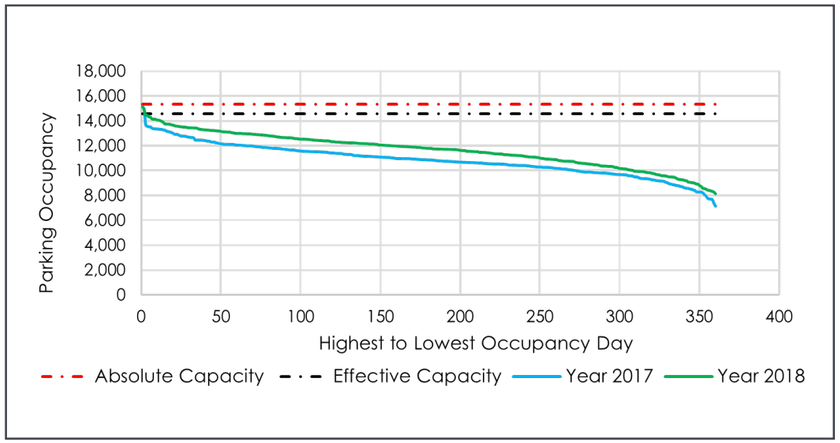
The Terminal B curbside is a two-level loop roadway. The upper level loop consists of a west side drop-off curbside serving Southwest Airlines, followed by an east side drop-off curbside serving all other Terminal B airlines. The upper level loop consists of four lanes with two lanes reserved for active unloading of passengers and two travel lanes.

The lower level loop consists of two parallel roadways, an inner curbside (located adjacent to the building) serving private vehicles, and an outer curbside reserved for commercial vehicles. The lower level inner curbside consists of a west side pickup curbside serving Southwest Airlines, followed by an east side pickup curbside serving all other Terminal B airlines. The lower level outer curbside consists of a west side pickup curbside reserved for taxicabs, limousines, shared-ride vans, and courtesy vehicles operated by hotels and motels. The east side pickup curbside is reserved for Yolo Transit buses, the inter-terminal shuttle bus, Airport-operated shuttle buses serving the Economy Parking Lot, Surface Parking Lot A, and the rental car facilities. There is also a path to the TNC pickup area north of the Hourly B Parking Lot.

Existing Parking Facilities

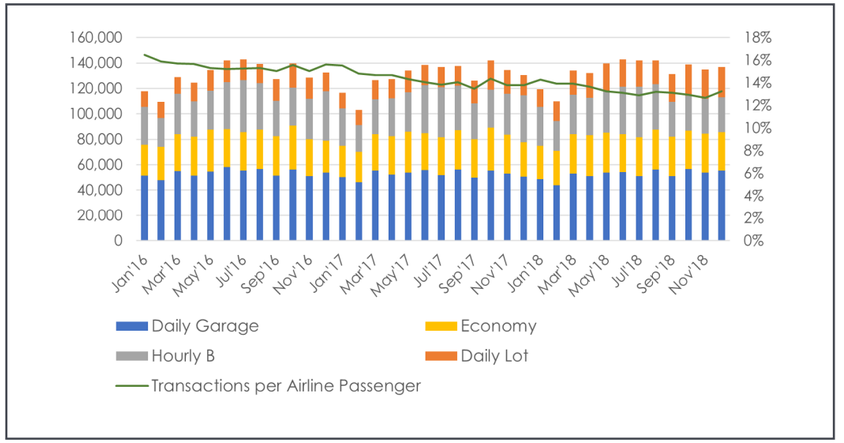
The Airport provides approximately 7,400 "close-in" public parking spaces out of approximately 18,500 total public parking spaces, or approximately 40%, with the balance considered remote. Prior to the renaming of the overflow parking lot as the West Economy Lot, approximately 45% of total airport parking demand was accommodated by close-in facilities. **Table 1-11** summarizes the capacities of the public parking facilities. Existing public parking facilities at SMF are shown on **Figure 1-12**.

Figure 1-13 Parking Occupancy



Source: Sacramento County Department of Airports, 2019.

Figure 1-14 Historical Parking Transactions



Source: Sacramento County Department of Airports, 2019.

Table 1-11 Public Parking Facilities

Parking facility	Capacity (spaces)	Notes
Garage (six levels)	5,255	Includes hourly and daily parking areas
Surface Parking Lot A	3,052	
Hourly Parking Lot B	618	
Daily Parking Lot B	1,668	Currently closed to the public
Economy Parking Lot	6,585	
West Economy Parking Lot	2,370	
Cell Phone Parking Lot	147	
Total spaces	19,695	
Total spaces in operation (August 2019)	18,027	Excludes Daily Parking Lot B

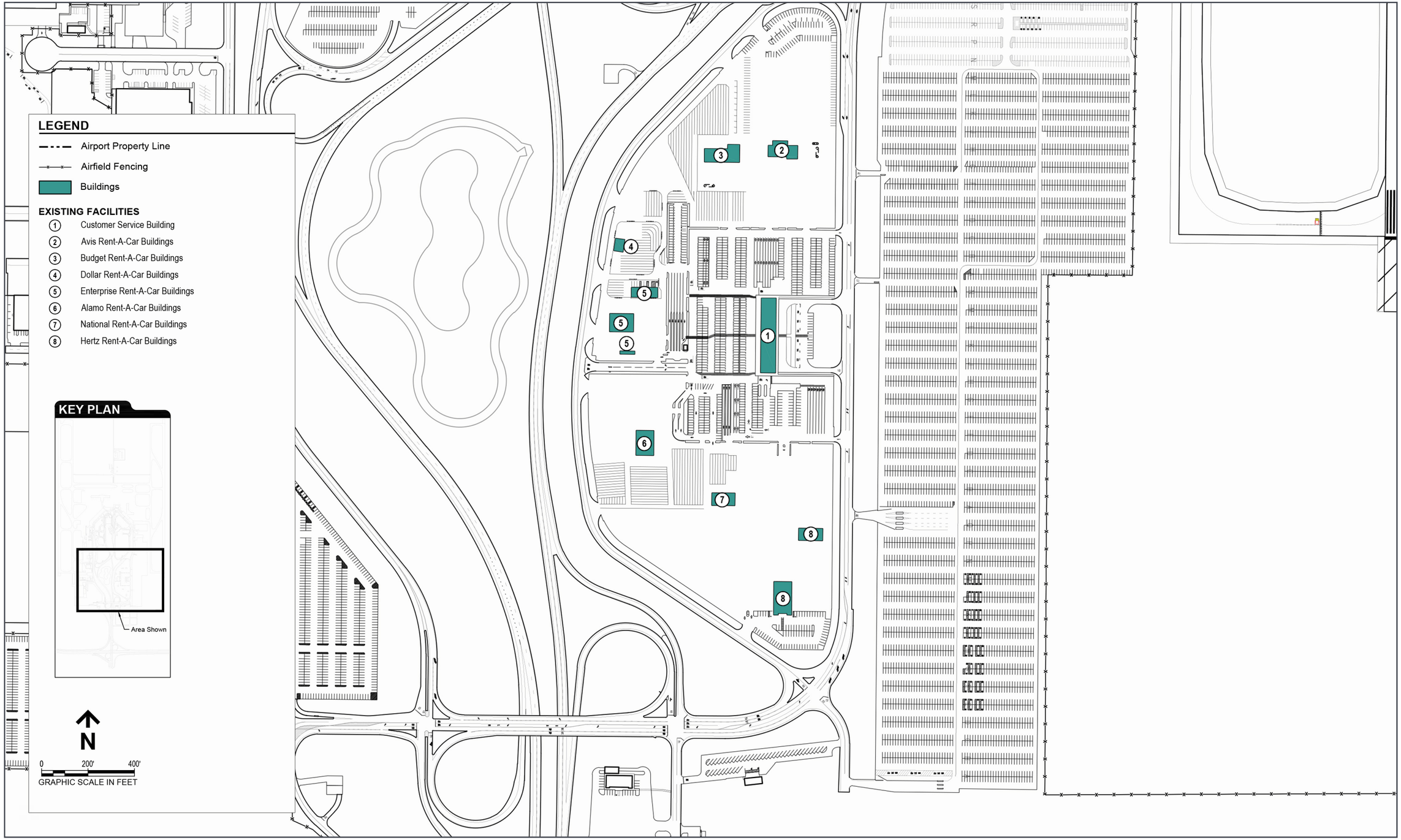
Source: Sacramento County Department of Airports, 2019.

Parking Activity

In 2017, the Airport public parking facilities generated approximately $58,142,000 in gross revenues. **Figure 1-13** depicts the parking occupancy for all public parking facilities at the Airport combined in 2017 and 2018.

While the total annual parking transactions increased by 2.37% in last three years (2016-2018), transactions per airline passenger decreased during the same time period. The monthly average transactions per 100 airline passengers were 15.5 in year 2016, which dropped to 13.3 in year 2018. This decrease is also reflected in gross revenue earned from public parking. **Figure 1-14** exhibits that the parking revenue per passengers is slowly declining over time. However, the gross revenue from public parking experiences a steady growth over the same time period primarily due to an increased parking fee.

Figure 1-15 Rental Car Facilities



Source: Sacramento County Department of Airports, 2019.

Employee Parking Facilities

SCDA provides parking for Airport and tenant employees in eight parking facilities at the Airport with a total capacity of 1,784 spaces.

Rental Car Facilities

The rental car facilities, as shown on **Figure 1-15** accommodate ten rental car brands using seven facilities. Payless, Zip Car, and Thrifty share facilities with other brands. The facilities consists of customer areas, including a customer service building and ready/return parking areas, and service centers that each rental car company uses for fueling, washing, and light maintenance of rental cars. **Table 1-12** summarizes the areas within the rental car facilities.

Figure 1-16 exhibits total annual rent-a-car (RAC) transactions for the last five years (2014-2018). Total annual transactions reflect a 18.9% growth over that time period.

Shuttle Bus Operations

The SCDA currently operates four shuttle bus routes serving passengers and employees. **Table 1-13** summarizes the routes, areas served, and typical frequency.

Commercial Vehicle Facilities

In addition to the commercial vehicle facilities located within the terminal area, the Airport provides a staging area located east of the gas station (located at the south end of Airport Boulevard) for taxicabs and shared-ride vans awaiting dispatch to the terminal area. The staging area is currently striped to accommodate 46 vehicles and has a 720 square-foot lounge and restroom facility for the commercial operators.

The Airport signed an agreement to allow TNCs to serve airline passengers in September 2015. Since then, the transactions of TNCs have increased annually, reaching 3.4% of the total ground transportation mode share in January 2016, and over 11% at the end of year 2018. Due to the higher volume of TNCs, the Airport has allocated two designated pick-up locations for TNC passengers.

Public transit services

Public transit service to the Airport is provided by Yolo Transit, which operates two routes serving the Airport.

Table 1-12 Rental Car Facilities

	Capacity	
Facility	**Units (if applicable)**	**Area (square feet)**
Customer service building	--	12,941
Ready/return area	848 spaces	329,377
Service centers/rental car storage	--	1,252,238
Total		**1,594,556**

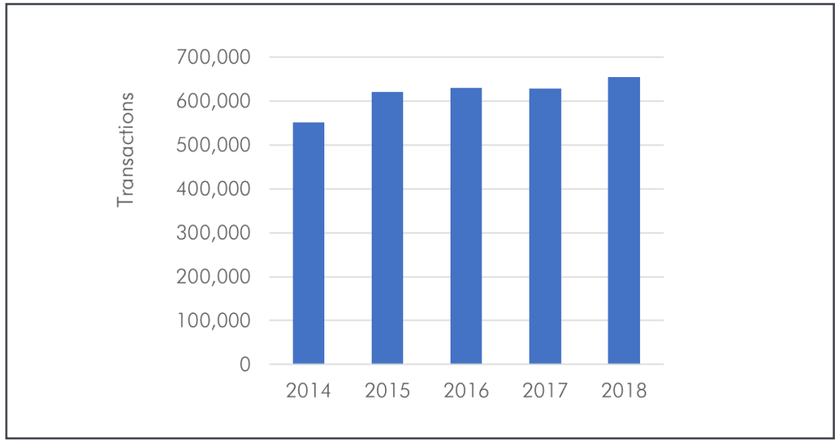
Source: Sacramento County Department of Airports, 2019.

Table 1-13 Shuttle Buses

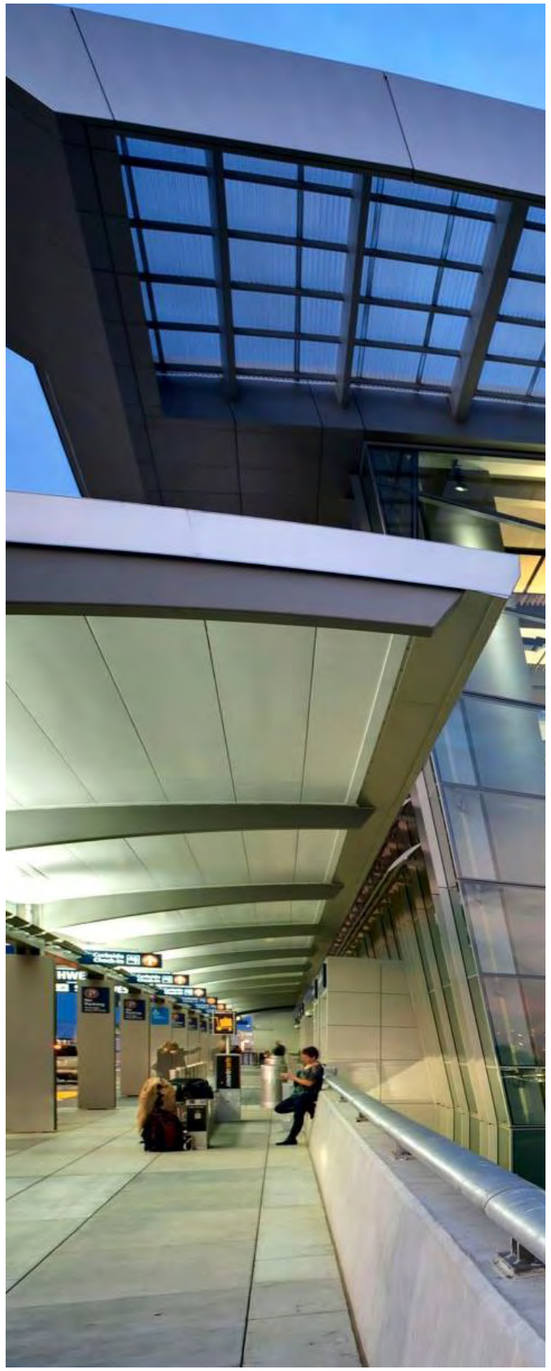
Shuttle route	Terminal-Area Stop Locations	Typical Frequency	Loop Time and Length
Daily A	Terminal A (check-in) Terminal A (baggage claim) Terminal B (East Commercial Curb) Daily A Lot	15 to 20 minutes	8 to 10 minutes, 1.3 miles
West and East Economy Lots (2 routes)	Terminal A (check-in) Terminal A (baggage claim) Terminal B (East Commercial Curb) Economy Lot	25 to 30 minutes	Up to 60 minutes, 3.5 miles
Rental Car	Terminal A (check-in) Terminal A (baggage claim) Terminal B (East Commercial Curb) Rental Car Center	5 to 10 minutes	10 to 12 minutes, 2.8 miles

Source: Sacramento County Department of Airports, 2019.

Figure 1-16 Annual Rental Car Transactions



Source: SMF Rental Car Transaction/Transaction Day Questionnaire, January 2019.



1-5 AIR CARGO

Air cargo facilities are depicted on **Figure 1-17**, and include the air cargo building, the United Air Freight building, and the United States Postal Service (USPS) facility. Six cargo airlines serve the Airport: ABX Air, Amerijet, Air Transport International (ATI), Atlas Air, FedEx and Westair Industries. Worldwide Flight Services, a ground handling company, loads and unloads cargo for ABX Air, ATI, and Atlas Air. Cargo carried in the belly compartments of passenger aircraft, particularly U.S. mail, is accommodated at the USPS facility on the Airport. SMF is eligible for Cargo Entitlements as more than 100 million pounds of cargo from cargo-only aircraft lands at the Airport. These facilities are aging and require substantial improvements to be able to effectively accommodate cargo operations and growth.

FedEx

FedEx occupies approximately 4,500 square feet of office space, 735 square feet of storage space, and 9,700 square feet of warehouse space in the northern portion of the air cargo building, which was built in 1985. FedEx aircraft park at three designated aircraft parking positions near the air cargo building. FedEx also leases approximately 101,000 square feet of apron/paved space for loading and unloading of aircraft and for equipment storage. This apron area is located immediately west of the air cargo building.

Other Air Cargo

Worldwide Flight Services delivers air cargo for other cargo companies at the Airport. The new Aeroterm cargo facility built in former Parking Lot 54 is also used by Worldwide Flight Services and other cargo companies.

Passenger Airlines

United Air Freight occupies approximately 1,700 square feet of office space and 10,000 square feet of warehouse space in the United Air Freight building, which was built in 1967. United Air Freight also leases approximately 22,400 square feet of apron/paved space adjacent to the building.

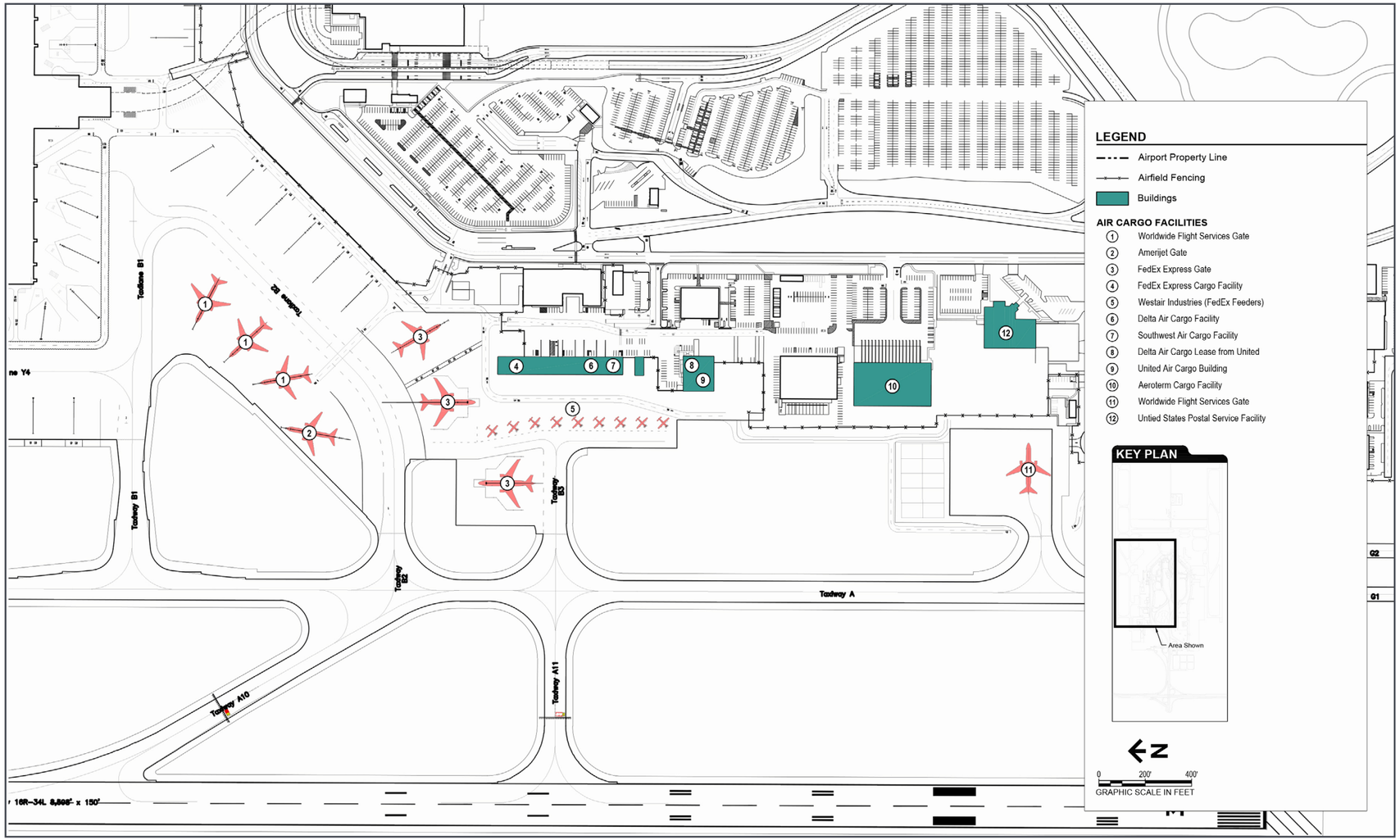
Delta Air Lines occupies space in the air cargo building and approximately 500 square feet of office space and 2,200 square feet of warehouse space in the United Air Freight building. Delta Air Lines also leases 3,300 square feet of apron area in front of the facility.

Southwest Airlines occupies approximately 3,900 square feet of office space, 2,000 square feet of storage space on the mezzanine, and 7,600 square feet of warehouse space in the southern portion of the air cargo building. Southwest Airlines leases approximately 13,400 square feet of apron area adjacent to its assigned spaces in the air cargo building.

United States Postal Service

The USPS Airport Mail Facility is located on Lindbergh Drive adjacent to the employee parking lot, which was built in late 1980s. This 19,000-square-foot facility includes a public service (vending) center and mail sort/transfer operation. Secure access via a tug road links this facility to the Airport terminal aprons for pickup/deliveries to and from aircraft. USPS is currently served by Amerijet.

Figure 1-17 Air Cargo Facilities



Source: Sacramento International Airport Master Plan, August 2019.

1-6 GENERAL AVIATION AND FAA FACILITIES

The Airport is home to a Fixed-Base Operator (FBO) serving the general aviation community, a Specialized Aviation Service Operator (SASO), and a FAA Flight Inspection Field Office (FIFO). **Figure 1-18** shows the GA and FAA facilities. **Table 1-15** summarizes the apron and hangar space associated with each facility. Aging facilities require investment and improvement to accommodate growing operations.

Sacramento Jet Center

The Airport's FBO, SACjet, is located immediately west of Lear Drive and east of Taxiways G-1 and G-2. SACjet provides a complete range of general aviation services, including fueling (both JetA and 100LL), onsite rental car, customs, ground handling, hangar storage, oxygen and potable water, concierge, and catering services, as well as lounge and office space and an on-call avionics and maintenance technician.

The SACjet site consists of a 40,000-square-foot hangar used for aircraft storage and maintenance and a 6,500-square-foot building that accommodates the FBO's administrative offices, a pilots' lounge, and other crew and passenger amenities. The facilities were built in 2010. SACjet also operates and maintains 12,000 square feet of hangar space and 15,000 square feet of apron space west of the FAA FIFO hangar.

Textron Aviation Sacramento Service Center

The Airport's SASO, the Textron Aviation Sacramento Service Center (Sacramento Service Center), is located immediately south of Citation Way, north of Taxiway P and east of Taxiway A. Sacramento Service Center staff are capable of serving all Citation, Caravan, Beechcraft, and Hawker products. Their services include airframe inspections and maintenance, avionics troubleshooting and modifications, and inspections and coordination of overhauls.

FAA Flight Inspection Field Office

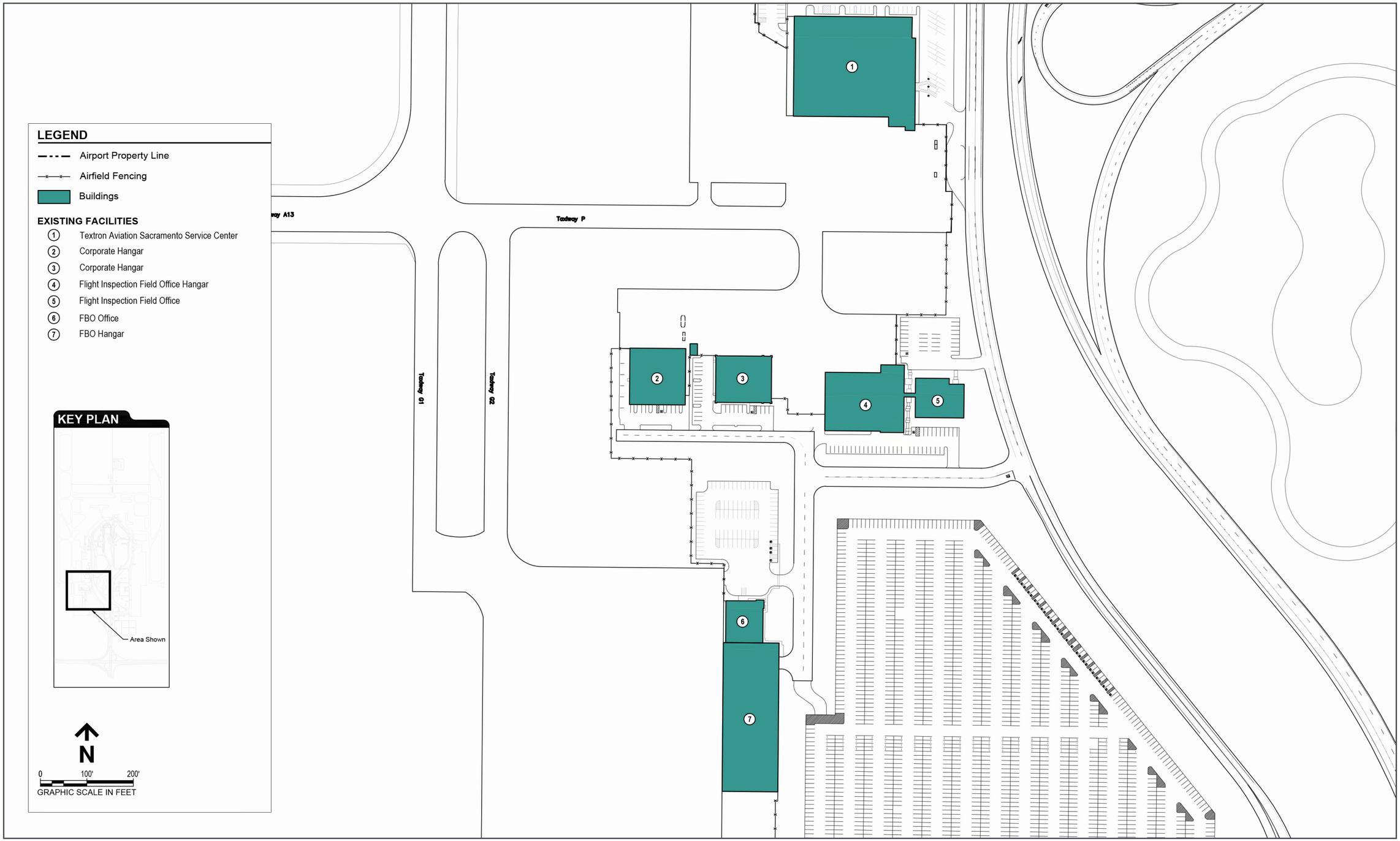
The FAA FIFO performs flight inspection activities to certify navigational aids and instrument flight procedures for the Sacramento region. The FIFO hangar and office facilities are located immediately west of Lindbergh Drive and south of Taxiway P.

Table 1-14 General Aviation and FAA Facilities (square feet)

Facility	Hangar space	Apron area
Sacramento Jet Center	40,000	340,000
Textron Aviation Sacramento Service Center	57,362	78,000
Corporate Hangar (west)	14,540	10,000
Corporate Hangar (east) (a)	12,000	15,000
FAA Flight Inspection Field Office Hangar and Building	31,016	24,000

(a) The facility is leased by SACjet.
Source: Sacramento County Department of Airports records, 2019.

Figure 1-18 General Aviation Site



Source: Sacramento International Airport Master Plan, August 2019.

1-7 AVIATION SUPPORT

Aviation support facilities at the Airport include Aircraft Rescue and Firefighting (ARFF), in-flight catering, Airport administration, aircraft fuel storage, and airline support facilities, as well as Airport equipment storage and maintenance areas. Similar to other airport support facilities, a majority of the infrastructure is aging and will require improvements as Airport activity grows and places additional demand on these facilities. These support facilities are highlighted with a pale orange color on **Figure 1-19**.

Aircraft Rescue and Fire Fighting Station

Sacramento County Airport Fire currently has 33 members providing ARFF, structural and wildland fire suppression, and emergency medical services (EMS). The ARFF station was originally constructed in 1967. The facility is about 10,000 square-feet and located north of the terminal buildings on Earhart Drive (Building #38 on **Figure 1-24**). The station includes equipment pursuant to FAA guidelines and regulations for ARFF Index C, and is staffed 24 hours a day.

In-flight Catering

LSG Sky Chefs provides in-flight catering services to the passenger airlines serving the Airport. It leases a 104,000-square-foot site with a 30,000-square-foot building in the area southwest of Terminal B, between the United Air Freight building and the air cargo facility.

Airport Administration Facilities

SCDA occupies approximately 40,000 square feet of office space on Level 02 of Terminal A for administrative facilities, as well as a large meeting room. SCDA executive offices are located on Level 04 of Terminal B, which occupy approximately 17,000 square feet.

The Operations Building was constructed in 1982 and provides approximately 10,000 square feet of space on two floors. The building was remodeled in early 2013, and again in 2018, and houses operations, badging and security functions, and the Sheriff's Department. The Physical Plant Maintenance Building is a 14,000-square-foot facility, constructed in 2008, and contains offices, shops, and storage. The Central Warehouse Building was constructed in 2009 and consists of warehouse space, support offices, and the Airport's Information Technology (IT) department.

Aircraft Fuel Storage

The Airport's fuel farm is located northeast of the ARFF station, on the east side of Earhart Drive. The fuel farm is supplied with a 12-inch diameter pipeline owned and operated by Wickland Oil Company and is connected to the Kinder Morgan pipeline in the City of West Sacramento.

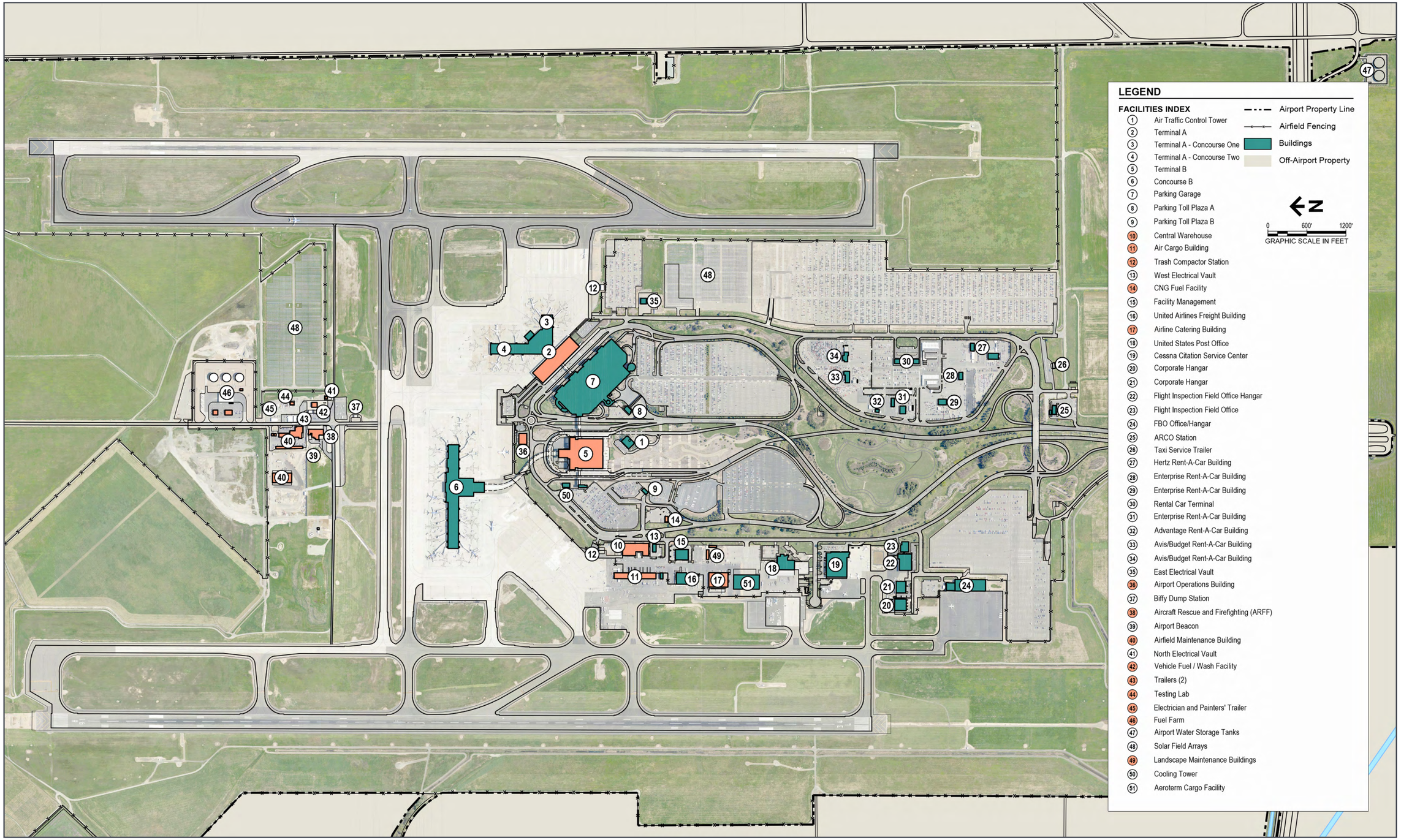
Airline Support Facilities

The passenger airlines lease space in the air cargo building and assign the space to their respective ground service and maintenance providers. Southwest Airlines leases approximately 13,500 square feet of the air cargo building, and 13,400 square feet of paved space in front of the building. Other airlines lease a total of 4,300 square feet of the air cargo building, and 5,300 square feet of pavement in front of the building.

Airport Equipment Storage and Maintenance Areas

Facilities for the storage of Airport maintenance equipment are located in the north airfield area adjacent to the ARFF station. There is 44,974 square feet of maintenance building space at SMF.

Figure 1-19 Airport Facilities



Source: Sacramento International Airport Master Plan, August 2019.

1-8 UTILITIES

Utilities at the Airport consist of water, storm drainage, sanitary sewer, jet fuel, electrical and communications, and natural gas systems. Water, storm drainage, sanitary sewer, and jet fuel systems are referred to as wet utilities (**Figure 1-20)**. Electrical and communications and natural gas systems are referred to as dry utilities (**Figure 1-21)**.

Water

The City of Sacramento provides water service to the Airport. The water for domestic use and fire protection demand is supplied by a water storage and pumping facility located at the intersection of Power Line Road and Bayou Way, on the south side of I-5. The water storage and pumping facility is supplied with water by an incoming 24-inch source, which in turn, supplies a 12-inch distribution loop located at the Airport.

Storm Drainage

The Airport's storm drainage system is a gravity flow system. Stormwater surface runoff is captured by a series of open channels and pipes, directed through water quality facilities, such as oil/water separators and sand filters, and then transported toward the southwest of the property to the Airport West Ditch.

Sanitary Sewer

The Sacramento Area Sewer District (SASD) provides wastewater collection services at the Airport. The sanitary sewer system is relatively shallow, and primarily a gravity flow system.

Jet Fuel

Multiple suppliers provide jet fuel to the Airport via a pipeline owned by Kinder Morgan Inc. The Airport fuel farm is located in the north airfield along the east side of Earhart Drive. Fuel is delivered to the Airport by a 12-inch underground fuel line that runs along Power Line Road.

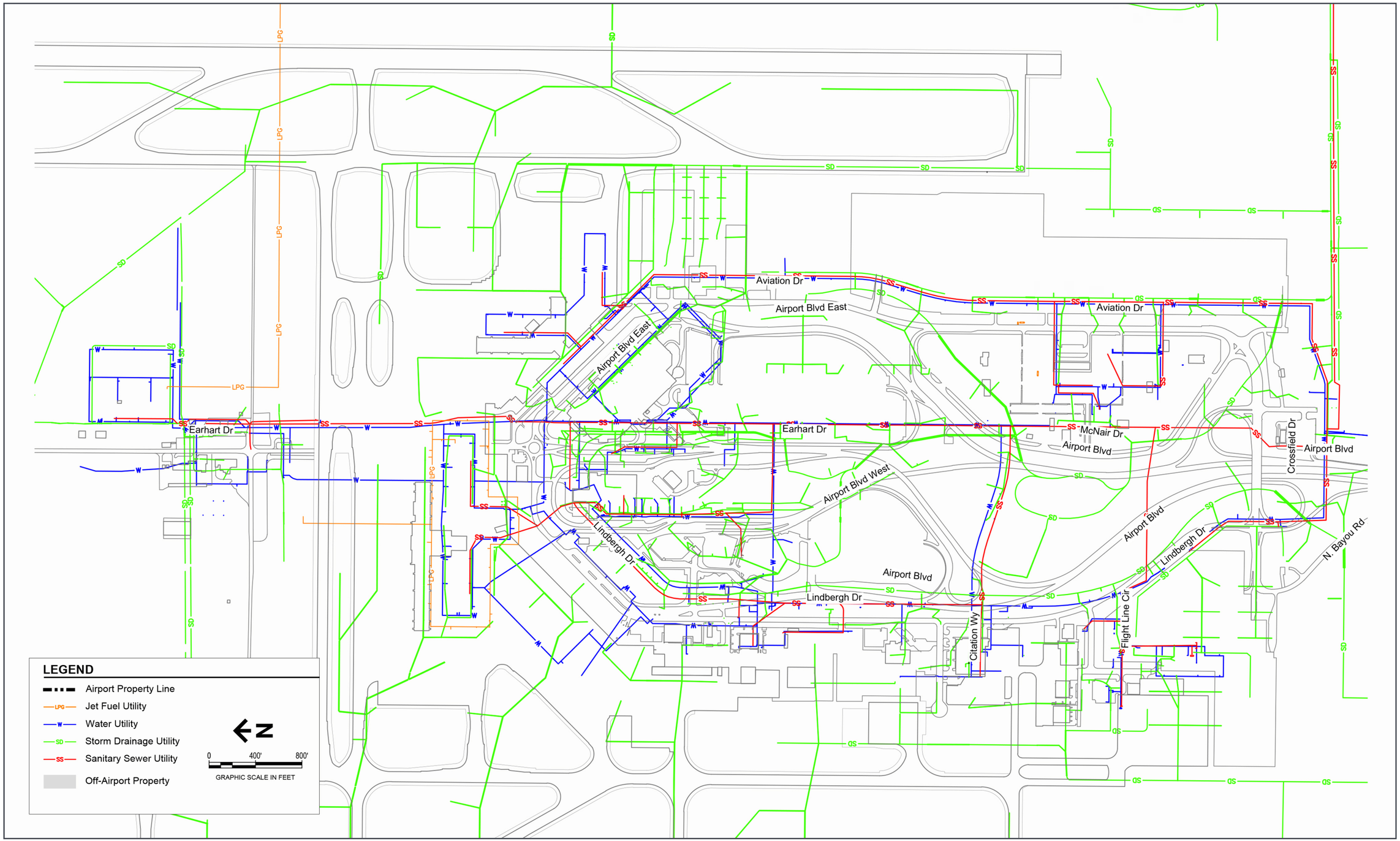
Electrical and Communications

The Sacramento Municipal Utility District (SMUD) provides electrical service to the Airport from two 69kv lines. The Airport also has a cogeneration plant that has a natural gas-powered generator, which uses the waste heat produced to generate cooling for buildings elsewhere on the Airport. The communications main follows the power distribution system. The communications network enhances Airport security, provides an effective interface between central control operators and passengers, and facilities

Natual Gas

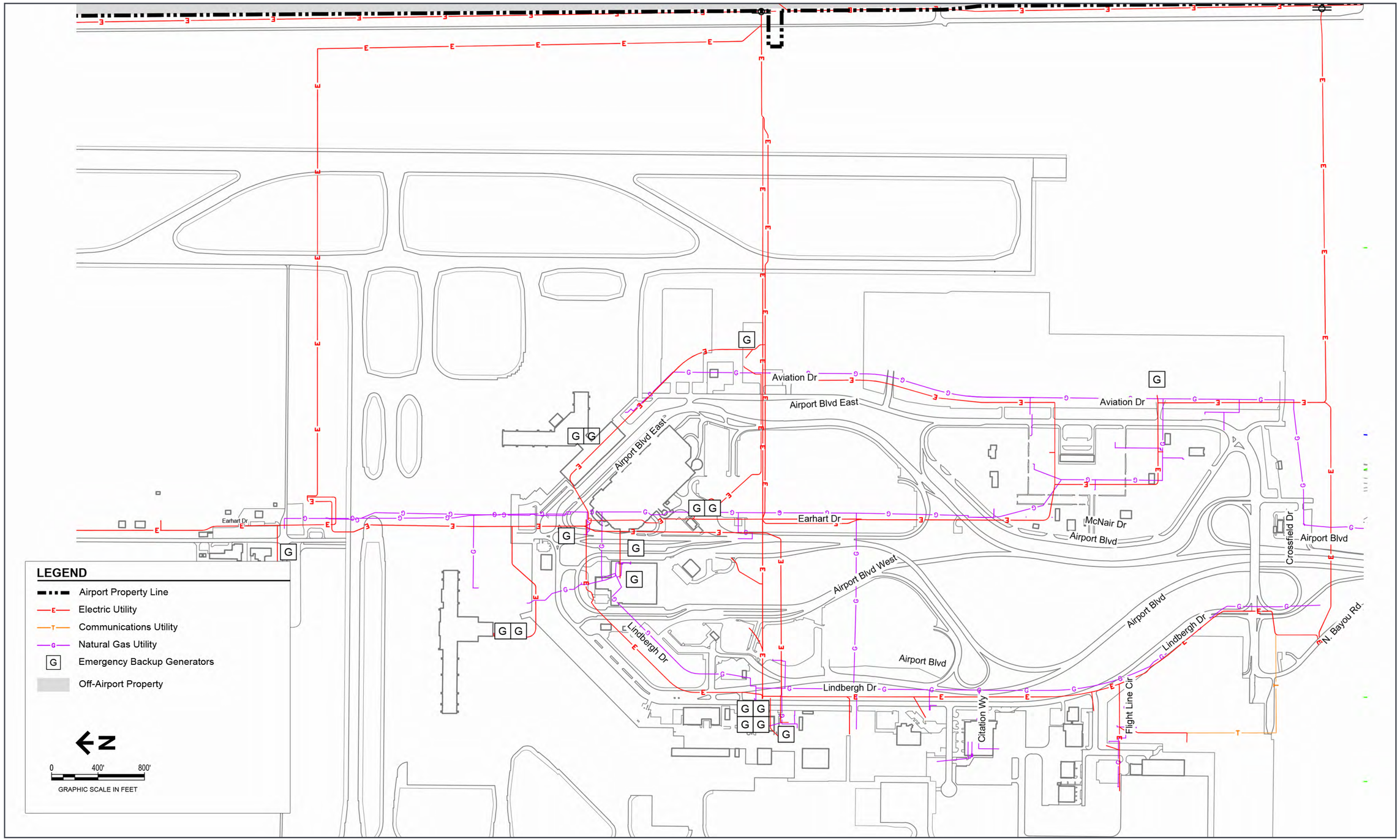
Pacific Gas and Electric Company provides natural gas service to the Airport. Three main underground pipelines transport gas throughout the Airport, all at under 60 pounds per square inch of pressure.

Figure 1-20 Wet Utilities



Source: Sacramento International Airport Master Plan, August 2019.

Figure 1-21 Dry Utilities



Source: Sacramento International Airport Master Plan, August 2019.

SACRAMENTO
COUNTY