

SACRAMENTO COUNTY AIRPORT SYSTEM

Inter-Department Correspondence

August 25, 2006

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FROM: Monica R. Newhouse, Airport Noise Program Manager,
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SUBJECT: Updated Implementation Status of Recommendations from the
Mather Airport Aircraft Overflight Noise Group

On August 20, 2002, the Sacramento County Board of Supervisors chartered the Mather Airport Aircraft Overflight Noise Group (a citizen working group) to identify potential actions that could reduce the impacts of noise from aircraft operating to or from Mather Airport. On August 6, 2003, the Mather Airport Aircraft Overflight Noise Group's recommendations were presented to the Board. On October 21, 2003, the County Airport System presented to the Board the feasibility and implementation strategy for the recommendations identified by the Mather Airport Aircraft Overflight Noise Working Group (Working Group). The actions proposed will enhance noise compatibility in the vicinity of Sacramento Mather Airport by introducing measures which will, or have the potential to, reduce the impacts of aircraft noise on the residents and citizens of the County of Sacramento and surrounding jurisdictions. The County Airport System has committed to providing periodic updates to your Board on the status of implementation of these measures.

The County Airport System has been diligent in pursuit of positive impact on the noise environment surrounding Mather Airport. Some of the greater accomplishments include:

- With UPS, ABX Air, and FAA, testing, development, and implementation of Continuous Descent Approach (CDA) procedure. Noise measurements data indicate approximately 3dB noise reduction from air carrier aircraft arriving at Mather along the ILS approach course.
- Drafting and distribution of a CDA brochure to air cargo flight crews to facilitate awareness and use of the Mather CDA procedure.
- Completion of Mather Airport Optimum Departure Procedure Analysis study, which found that departure procedures currently in use are most effective at

mitigating and minimizing aircraft overflight noise impacts from departing aircraft.

- Submission of request to FAA to develop and publish Mather Airport Instrument Departure Procedures (IDP's) based on notional IDP developed by the Working Group.
- Attendance by SCAS Noise Office staff at quarterly airport tenant meetings in order to communicate community concerns and Working Group noise mitigation recommendations.
- Held quarterly meetings of the Mather Airport Technical Noise Committee, whose members include Chief Pilots from cargo air carriers and representatives of FAA Air Traffic Control's Northern California TRACON and air traffic controllers from Mather Tower.
- Publishing and distribution to aircraft operators airport informational insert for Mather airport designed to fit Jeppesen instrument procedure and airway chart manuals for pilot reference in the cockpit.

Our efforts to implement Measure 32, a "Fly Quiet" program, are dependent on the completion of the Mather EA/EIR/EIS process. These environmental studies may recommend noise abatement measures that could then be incorporated into the Mather Fly Quiet program. It is important to note that we continue to work to implement as many of the Working Group recommendations as possible, so that aircraft noise exposure is minimized to the greatest extent possible while these studies are being completed. The Fly Quiet program would acknowledge those operators that are most successful at following the recommended noise abatement procedures.

In a similar manner, Measures 39 and 60, which relate the update of the CLUP for Mather are also dependent on the outcome of the environmental studies. In the meantime, staff has moved this process forward by preparing updated noise contours and airport planning policy areas for the Board's adoption at their March 22, 2006 meeting. If adopted, the contours and airport planning policy areas will be forwarded to SACOG for use in the CLUP update when the environmental studies are complete.

Table 1 (pages 3-19) summarizes the measures recommended by the Group and accepted by the County Airport System. This table provides an update as of March 15, 2006 on each measure's implementation strategy, timeline, and details related to the County Airport System's actions.

The County Airport System staff believes it important to pursue additional noise abatement opportunities beyond the recommendations of the Mather Noise Group that will, or have the potential to, reduce the noise impacts of aircraft on the residents and citizens of the County of Sacramento and surrounding jurisdictions. Additional noise abatement measures County Airport System staff is currently pursuing are outlined in Table 2 (pages 20-22).

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
2	To get aircraft higher on approach, promote the use of the 3-degree ILS approach, when conditions permit.	The SCAS pilot information line includes a request for pilots to fly a 3-degree or greater glide slope on approach. Air Traffic Controllers have been briefed to encourage pilots to maintain a 3-degree glide slope.	Implemented	July 2003
3	Encourage delay of the extension of the flaps and landing gear, when conditions permit.	The recommendation to delay the extension of the flaps and landing gear was added to pilot line and provided in the information presented at the September 17, 2003 Tenant meeting. SCAS will reinforce that the pilot-in-command has ultimate responsibility for the safe operation of his/her aircraft.	Implemented	September 2003
4	Encourage aircraft (including VFR) to fly a 3-degree or higher approach.	Language requesting pilots to fly 3-degree or a higher approach was added to the SCAS pilot information line (916-874-0359) on July 7, 2003.	Implemented	July 2003
8	Encourage use of the existing VOR/DME approach.	This measure shifts noise to residents living under the VOR/DME approach and was tested between July 15 and November 13, 2003, a 120-day period.	Not accepted by the FAA as an alternative Nighttime Noise Abatement Procedure	February 2003
		The FAA concluded that the 120-day VOR/DME Test did not provide as significant level of noise mitigation or relief to the communities as a whole that surround Mather Airport. Therefore, the FAA did not support changing the primary nighttime approach procedure from the ILS to the VOR/DME.	Not accepted by the FAA as an alternative Nighttime Noise Abatement Procedure	April 2004

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
10	Prepare Standard Terminal Arrival Procedures (STARs) for the desired noise abatement approaches.	SCAS made a formal request to the FAA on October 1, 2003 to prepare a STAR for the current ILS arrival. Should any other arrival procedures be identified in the analysis of the Comprehensive Noise Abatement Plan, requests would be made to the FAA for preparation of STARs for those approaches. Development of the Comprehensive Noise Abatement Plan is dependent on the development of additional mitigation measures as a part of the Mather Master Plan EIR/EIS process. See Attachments 6 and 7.	Ongoing Implementation contingent on FAA	October 2003
17	Conditional extension of Runway 22R at Mather.	Expect that a preferential runway use policy will be developed and addressed in the Master Plan EIR/EIS process.	Accepted/ Ongoing	December 2003 - Master Plan complete
20	Have California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) process for Mather Master Plan include Folsom, El Dorado Hills, Elk Grove, Silver Springs and Rancho Murrieta.	CNEL and single event analysis will be conducted for these areas in the EIR/EIS process. Depiction of flight paths will be addressed in the Comprehensive Land Use Plan update to begin after completion of the Mather Master Plan EIR/EIS .	Accepted Ongoing	December 2004 - contingent on completion of EIR
		Policy planning areas are being developed for planning purposes until the Comprehensive Land Use Plan is finalized. Mather Airport Policy Planning Area adopted for unincorporated areas of Sacramento County April 19, 2006.	Ongoing	April 2006.

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
21	Prepare Jeppesen insert on Mather noise abatement procedures with graphics.	Work on this measure began after the completion of VOR/DME test in December 2004	Completed	December 2004
		Draft Jeppesen insert describing approach and departure procedures at Mather was circulated for review.	Completed	January-March 2005
		Over 2,000 copies of the current Jeppesen insert were printed and distributed to pilots.	Completed	April-June 2005
		Work was begun to develop unique flight manual pages providing specific and detailed information on Mather's arrival, departure, and nighttime noise abatement procedures to be provided First to all users of the FAA's Southwest U.S. Airport Facility Directory and then to users of Jeppesen Sanderson's North American Flight Manuals.	Ongoing	Summer 2006 (estimated)
23	Monitor noise before and after implementation of the new approach plate.	Noise measurements were conducted in October 2002 prior to release of the new approach plate. Follow-up noise measurements, including the baseline VORDME noise monitoring, were completed March 3, 2003. The noise monitoring for the 120-day VOR/DME Test was completed August 31, 2003.	Implemented	October 2002, March 2003 and August 2003

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
24	Conduct /participate in chief pilot meetings to review current noise abatement measures and airline performance.	The first meeting with the chief pilots/tenants was held December 2002. Updates will be provided through quarterly tenant meetings. Another presentation was made at the September 17, 2003 Tenant's meeting. At that meeting, reports on the Noise Abatement Procedure were distributed along with handouts encouraging Noise Abatement Best Practices.	Implemented and Ongoing	Initial Action December 2002 Subsequent Action September 2003
		In March 11, 2004, a special meeting was held with representatives designated by the chief pilot of the operators at the airport with the SCAS Mather Airport Planning Staff Technical Noise Committee. This meeting produced recommendations on updates to the Pilot Info Line in order to make it more useful for pilots. Noise Abatement Procedures were also distributed.	Implemented and Ongoing	March 2004
		At the October 6, 2004 meeting, a Draft Jeppesen Chart insert detailing Mather airport noise abatement arrival and departure procedures was distributed for member review and comment	Implemented and Ongoing	October 2004
		In February 2005 a review of CDA test results indicated a need for revision to the procedure and for better coordination between FAA air traffic control agencies in support of CDA.	Implemented and Ongoing	February 2005

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
24 (continued)	Conduct /participate in chief pilot meetings to review current noise abatement measures and airline performance.	In May 2005, a review of the draft final CDA testing final report indicated that the revised CDA procedure resulted in a 3-5 dB decrease in noise levels (Lmax and SENEL) at all four monitoring sites along the final approach course as compared to standard ILS arrival profiles.	Implemented and Ongoing	May 2005
		UPS reaffirmed their commitment to using CDA and suggested they were ready to move to continuous use of CDA assuming ATC handling of flights went smoothly.	Implemented and Ongoing	September 2005
		FAA ATC confirmed that an internal letter of agreement to facilitate use of Mather CDA was in place, and would be made permanent at the next update of the directives manual, expected in the fall of 2005.	Implemented and Ongoing	September 2005
		ABX Air confirmed their interest in adapting UPS' B-757 CDA profile for use by ABX B-767 aircrews. 767 CDA procedure development was initiated, with testing expected in the first quarter of 2006.	Implemented and Ongoing	September 2005
		Over 2,000 copies of the final version of the Jeppesen insert have been printed and distributed to pilots (air cargo flightcrews).	Implemented and Ongoing	September 2005
25	Update Airport Facilities Directory to reflect noise abatement procedures. Status: At Group's request, text will remain as is.	Information was added to SCAS Pilot Information Line.	Implemented	July 2003

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
25 (continued)	Update Airport Facilities Directory to reflect noise abatement procedures.	Special Airport Remarks page concerning noise sensitive areas and noise abatement procedures in initial stages of development.	Ongoing	December 2006
26	Update other listings of noise abatement procedures Boeing, National Business Aviation Association (NBAA), Air Line Pilots Association (ALPA), and Air Transport Association (ATA).	In July 2003, requests were sent to industry trade groups to add the pilot information line phone number to their publications/websites.	Implemented, ongoing	July 2003
		In March 2005, updated noise abatement, arrival and departure information was submitted to Boeing and incorporated into their airport information website Similar information was offered to AOPA and NBAA in June 2005.	Ongoing	March 2005
		Work was begun to develop unique flight manual pages providing specific and detailed information on Mather's arrival, departure, and nighttime noise abatement procedures to be provided to all users of the FAA's Southwest U.S. Airport Facility Directory and Jeppesen Sanderson's North American Flight Manuals.	Ongoing	June 2006
		Boeing website updated in spring of 2005. New inquiries were sent in December 2005 to each organization regarding airport publications for their members. NBAA, ALP, and ATA do not publish an airport directory or any document that lists airport-specific noise abatement procedures. AOPA uses FAA Airport Facility Directory	Ongoing	June 2006

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Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
27	Regularly disseminate noise abatement procedures to aircraft operators with positive follow-up.	The first distribution of noise abatement procedures was made in March 2003. The procedures and other noise abatement information will continue to be provided at quarterly tenant meetings. Presentations were made at the September 2003, December 2003, and April 2004 Tenant's meeting. A comprehensive Noise Abatement Brochure was also created and was distributed to all Mather tenants and Chief Pilot representatives. The brochure is also available online at the Mather Airport Noise website.	Implemented	March 2003 September 2003 December 2003 April 2004
		At the October 6, 2004 meeting, a Draft Jeppesen Chart insert detailing Mather airport noise abatement arrival and departure procedures was distributed for member review and comment	Implemented	October 2004
		Over 2,000 copies of the final version of the Jeppesen Insert have been printed and distributed to pilots as of June 2005.	Implemented	June 2005
28	Establish web-accessible flight track display system.	Web Accessible Flight Tracks were made available to the public at www.sacramentotracks.com on July 1, 2003. Improvements ongoing.	Implemented	July 2003
29	Language for Pilot Call-in Line to be updated as needed.	Complete	Implemented	Ongoing

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
29 (continued)	Use Airport Noise Operational Monitoring System (ANOMS) to monitor aircraft performance relative to noise abatement procedures.	SCAS utilized ANOMS to track adherence to the 120-day VOR/DME Test conducted at Mather and to quantify the results in a report to the FAA. After development of a Comprehensive Noise Abatement Plan, the system would be utilized to track adherence to that program. ANOMS was also used to monitor and evaluate effectiveness of Continuous Descent Approach procedure at Mather through four rounds of testing and evaluation (May 2004, February, 2005, April, 2005, and February 2006).	Ongoing	Ongoing
31	FAA Flight checks and certifies glide slope out to CAMRR.	A request has been made to the FAA to extend certification of the glide slope on the ILS out to 20 NM. See Attachments 4 and 5. CNEL and single event analysis will be conducted for these areas in the Master Plan EIR /EIS.	Complete ILS Localizer is certified with an extended service area to 45 nautical miles	October 2003
32	Implement voluntary agreements with the carriers to control noise.	Further analysis will be needed to create a Comprehensive Noise Abatement Plan (similar to a Fly Quiet Program). At that time, voluntary agreements of adherence would be sought.	Accepted Awaiting completion of the Mather EA/EIR/EIS process to incorporate mitigation measures	December 2004
		SCAS Noise Office staff has initiated investigation and review of Fly Quiet programs in use at other airports to identify representative agreements appropriate for inclusion in any Comprehensive Noise Abatement Plan for Mather Airport.	Ongoing	18 Months after EIS initiation

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
32 (continued)	Implement voluntary agreements with the carriers to control noise.	The Mather Master Plan's EIR/EIS will be initiated in late 2005/early 2006. Noise Abatement measures identified during this process will need to be incorporated into any potential Comprehensive Noise Abatement Plan.	Ongoing	18 Months after EIS initiation
33	Study departure tracks to reduce departure noise south of Mather.	A detailed analysis of departure flight tracks was conducted which developed theoretical Instrument Departure Procedures that place aircraft on the preferred noise abatement flight track.	Completed	December 2003
		A meeting was held with the FAA to review these procedures on March 24, 2004. Continued coordination and review of possible impacts within the airspace system is ongoing.	Completed	March 2004
		SCAS submitted request to FAA to develop and publish new Instrument Departure Procedures based on the Notional IDP's recommended by the Working Group. Formal submission by FAA NCT to FAA Procedures office was confirmed in February 2005. Procedure development is subject to FAA prioritization and backlog of requests. For these reasons, publication of procedures likely requires a minimum of 18 months after submission.	Implementation pending FAA procedure development	February 2005
34	Utilize "stabilized" (Continuous Descent Approach) approach or approaches.	SCAS formally requested in writing that UPS expedite implementation of the CDA or initiate testing of CDA at Mather as soon as possible. See Attachments 1 and 2.	Completed	October 2003

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
34 (continued)	Utilize “stabilized” (Continuous Descent Approach) approach or approaches.	SCAS Airport Noise Program Manager met with UPS representatives at a meeting in Louisville, KY to work with UPS on CDA procedure development, coordinate the Mather Airport CDA test, and attend a FAA Center of Excellence meeting on Louisville CDA testing.	Completed	April – May 2004
		Noise monitors were deployed to capture both baseline and CDA test flight measurements. UPS did operate two CDA test flights during the period but have realized the procedure needs further refinement before full implementation can occur.	Completed	January-March 2005
		Testing of modified CDA procedures conducted in February and April 2005 generated positive results of an approximate 3-5 dB noise level decrease as compared to standard ILS approaches. Preliminary report issued May 25, 2005. These results have prompted UPS to move towards continuous use of CDA during nighttime hours and ABX Air to initiate development of a CDA procedure for their Boeing 767 aircraft. Subsequent monitoring completed in February 2006 involved both UPS B757 and ABX 767 aircraft. Extensive coordination between FAA Oakland ARTCC and Northern California TRACON streamlined aircraft clearances to better enable crews to execute CDA. Progress to date would not have been possible without the tremendous support of UPS, ABX, and FAA.	Ongoing	April-May 2005

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Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
35	Conduct noise monitoring under Mather departure flight tracks.	The aircraft departure noise monitoring was completed on March 26, 2003.	Implemented	March 2003
36	Analyze departure flight tracks to identify the changes, if any, in Mather departure activity.	An analysis of the departure flight tracks was conducted in March 2003. The analysis revealed that there was an increase in the daytime activity of EMB-135 (40-passenger regional jet) during morning hours and more southbound aircraft. Continued monitoring of flight tracks is necessary to identify any further changes.	Ongoing	Initial Action March 2003
38	Identify flights that are performing well and encourage their good behavior.	Further analysis will be needed to determine appropriate procedures and results will be included in the Comprehensive Noise Abatement Plan to be developed for Mather.	Accepted	December 2004
		SCAS Noise Office staff has initiated investigation and review of Fly Quiet programs in use at other airports to identify representative agreements appropriate for inclusion in any Comprehensive Noise Abatement Plan for Mather Airport.	Ongoing	December 20046
		The Mather Master Plan's EIR/EIS will be initiated in 2006. Mitigation measures identified during this process will need to be incorporated into any potential Comprehensive Noise Abatement Plan.	Ongoing	December 20046
39	Protect the departure corridor south of Mather with zoning, easements, or other land use planning techniques.	Will be addressed in Comprehensive Land Use Plan (CLUP) update to begin after completion of the Mather Master Plan EIR/EIS process.	Accepted	December 2007 (estimated)

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
39	Protect the departure corridor south of Mather with zoning, easements, or other land use planning techniques.	In the interim, public outreach to landowner developers has been effective at securing easements on new residential developments. The new Policy Planning Area is being developed to serve as an interim planning guide until the CLUP is adopted. The new Mather Airport Policy Planning Area has been adopted for unincorporated areas of Sacramento County	Ongoing	2-3 years
		New noise contours and airport planning policy areas were prepared and forwarded to the Board for adoption on March 22 and April 19, 2006. The new Mather Airport Policy Planning Area was adopted for unincorporated areas of Sacramento County April 19th 2006.	Completed	April 2006
40	Require aircraft departing Runways 22L/R to turn to a 090 degree heading and reach 4,000' Mean Sea Level (MSL) before turning south 24 hours a day.	Request was made to FAA. See Attachment 3.	Not accepted by the FAA as a Noise Abatement Procedure for 24 hours per day	June 2004
		The FAA's conclusion was that they were unable to implement this procedure on a 24-hour basis due to the increased air traffic operations during the busier daylight hours. The FAA determined that this restriction would be detrimental to the controllers' flexibility that is necessary to ensure the safe and efficient flow of air traffic in the airspace surrounding Mather Airport. See Attachment 8.	Not accepted by the FAA as a Noise Abatement Procedure for 24 hours per day	January 2004

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
41	Develop an Instrument Departure Procedure (IDP) that places aircraft on the preferred noise abatement flight tracks.	A detailed analysis of departure flight tracks was conducted which developed theoretical Instrument Departure Procedures that place aircraft on the preferred noise abatement flight track.	Accepted/ Ongoing	Mar-04
		A meeting was held with the FAA to review these procedures on March 24, 2004. Continued coordination and review of possible impacts within the airspace system is ongoing.	Accepted/ Ongoing	March 2004 July 2004
		In October 2004, SCAS submitted request to FAA to develop and publish new Instrument Departure Procedures based on the Notional IDP's recommended by the Working Group. Formal submission by FAA NCT to FAA Procedures office was confirmed in February 2005. Procedure development is subject to FAA prioritization and backlog of requests. For these reasons, publication of procedures likely to require a minimum of 18 months after submission.	Implementation pending FAA procedure development	July 2004 October 2004 February 2005
44	Utilize the optimum Noise Abatement Departure Procedure (NADP) for minimizing departure noise impacts.	This recommendation required detailed analysis to determine for each airline and aircraft the procedure (Close-In or Distant) that would most benefit the areas surrounding Mather.	Accepted	December 2004

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
44 (continued)	Utilize the optimum Noise Abatement Departure Procedure (NADP) for minimizing departure noise impacts.	HMMH report on Optimum Departure Procedure Analysis was completed and submitted to Mather Airport Technical Noise Committee on May 25, 2005. Report concluded that departure procedures currently in use by UPS, ABX, DHL are optimum.	Completed	May 2005
		The findings in the HMMH report will be fundamental considerations in the development of the Comprehensive Noise Abatement Plan to be developed for Mather, once the Mather Master Plan EIR/EIS is completed.	Ongoing	18 Months after EIS initiation
47	Develop and implement a "Fly Quiet" type of program to monitor aircraft operator compliance with Mather's noise abatement procedures and to reward high levels of compliance.	Further analysis will be needed to create a Comprehensive Noise Abatement Plan (similar to a Fly Quiet Program). At that time, adherence could be monitored and rewarded.	Accepted	18 Months after EIS initiation
		SCAS Noise Office staff has initiated investigation and review of Fly Quiet programs in use at other airports to identify representative agreements appropriate for inclusion in any Comprehensive Noise Abatement Plan for Mather Airport.	Ongoing	18 Months after EIS initiation
		The Mather Master Plan's EIR/EIS will be initiated in 2006. Mitigation measures identified during this process will need to be incorporated into any potential Comprehensive Noise Abatement Plan.	Ongoing	18 Months after EIS initiation

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
48	Depict airport approach and takeoff paths on all official zoning maps.	Depiction of flight paths will be addressed in the Comprehensive Land Use Plan update to begin after completion of the Mather Master Plan EIR/EIS. SCAS will work with SACOG to develop a reasonable radius from airport to incorporate flight tracks.	Ongoing/ Accepted	January 2004 December 2003 Draft Master Plan Complete
49	Solicit UPS's assistance in implementing Continuous Descent Approach (CDA) at Mather as soon as possible.	SCAS formally requested in writing that UPS expedite implementation of the CDA or initiate testing of CDA at Mather as soon as possible. See Attachments 1 and 2.	Completed	October 2003
		SCAS Airport Noise Program Manager met with UPS representatives at a meeting in Louisville, KY to work with UPS on CDA procedure development, coordinate the Mather Airport CDA test, and attend a FAA Center of Excellence meeting on Louisville CDA testing.	Completed	April – May 2004
		Noise monitors were deployed to capture both baseline and CDA test flight measurements. UPS did operate two CDA test flights during the period but have realized the procedure needs further refinement before full implementation can occur.	Completed	January-March 2005

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
49	Solicit UPS's assistance in implementing Continuous Descent Approach (CDA) at Mather as soon as possible.	Testing of modified CDA procedures conducted in February and April has shown promising preliminary results of an approximate 3-5 dB noise level decrease as compared to standard ILS approaches. Preliminary report issued May 25. These promising results have prompted UPS to move towards continuous use of CDA during nighttime hours and ABX Air to initiate development of a CDA procedure for their Boeing 767 aircraft. Progress to date would not have been possible without the tremendous support of UPS, ABX Air and FAA.	Ongoing	April-May 2005
		Brochures and flight manual inserts depicting CDA procedure have been prepared for both UPS Boeing 757 crews (distributed) and ABX 767 crews (drafts being reviewed by ABX Boeing 767 flight standards). Business reply cards to assess effectiveness/difficulties encountered by crews flying CDA were distributed to UPS stations from which Mather flights originate and to UPS's Mather station's flight crew debrief office. Feed back obtained is recorded and shared with FAA ATC agencies and UPS's flight standards office. Once distributed to ABX stations, similar process will be initiated for ABX flights.	Implemented	February 2006

Table 1: Mather Airport Aircraft Overflight Noise Group Recommendations

Original Mather Overflight Working Group Recommendation Number	Proposed Measure	SCAS Action	Status	SCAS Action completed by:
60	Update the Mather Comprehensive Land Use Plan (CLUP) as a follow on to the Master Plan process. Investigate the potential for including provisions for easements.	Comprehensive Land Use Plan update to begin after completion of the Mather Master Plan EIR/EIS process.	Accepted	18 Months after EIS initiation
		In the interim, public outreach to landowner developers has been effective at securing easements on new residential developments. The new Policy Planning Area has been developed to serve as an interim planning guide until the CLUP is adopted and has been adopted for unincorporated areas of Sacramento County.	Ongoing	2-3 years
	NOTES PERTAINING TO RECOMMENDATIONS 17 (Conditional extension of Runway 22R at Mather) AND 48 (Depict airport approach and takeoff paths on all official zoning maps.)	Mather Master Plan EIR/EIS MOU with FAA has been submitted to FAA for approval and signature, after which point initial EIR/EIS work can begin. Mather's Comprehensive Land Use Plan Update (CLUP) will be initiated after completion of the Mather Master Plan EIR/EIS. Completion of these tasks is dependent on the final adopted CLUP which can be anticipated to take at least another 18 months after completion of the Mather Master Plan EIR/EIS.		December 2007 EIR complete December 2008 CLUP complete (estimated)

Table 2: County Initiated Noise Abatement Items			
Measure	Description	Status	SCAS Action completed by:
Portable Noise Monitoring	Portable Noise Monitoring Plan includes seven-continuous days of noise monitoring in key locations for each season of the year and short term monitoring at residential locations when staffing permits.	Ongoing	April 2004
Portable Noise Monitoring	Portable noise monitoring has taken place along ILS corridor at Mather Airport and at one residential location at the homeowner's request.	Ongoing	August 2004
Portable Noise Monitoring	Noise monitoring site selection is ongoing through cooperation with local agencies, including the cities of Folsom, and Rancho Cordova. SCAS Noise office will conduct noise monitoring at residential locations as a means to get started until site selection is completed.	Ongoing, dependent on site election	
Portable Noise Monitoring	Invitations were sent out April 27, 2005 to frequent complainers to have portable noise monitoring conducted at their address. Scheduling of monitoring for those that indicated a desire to do so will be incorporated into monitoring activities.	Ongoing	April 2005
Airport Noise Web Page	The newly developed aircraft noise website for all SCAS airports was completed and brought online in June 2005.	Completed	June 2005
Airport Noise Web Page	Regular updates will be made to the site as needed.	Ongoing	June 2005
Airport Noise Frequently Asked Questions Sheets	SCAS is in the process of developing responses to the Frequently Asked Questions in a single two-sided sheet format that can be mailed to interested community members and posted on the SCAS Airport Noise Web page.	Ongoing	September 2006
Speak at Community Meetings	The Airport Noise Program Manager will be available to attend community meetings (e.g., Rotary Club, Kiwanis, etc.) to discuss the SCAS airport noise abatement effort and the continuing steps to minimize the effects of aircraft noise.	Ongoing	November 2003
Review Plans for Compatibility	SCAS Airport Noise Program Manager reviews every parcel development plan submitted to County Subdivision Review Committee for airport compatibility	Ongoing	Continuous

Table 2: County Initiated Noise Abatement Items			
Measure	Description	Status	SCAS Action completed by:
Review Plans for Compatibility	Develop a referral area on County planning maps to provide for the regular review of development projects that have the potential to be incompatible with aircraft noise.	Future Action	March 2006 (estimated)
Review Plans for Compatibility	Policy Planning Areas are under development for SMF, MHR, and MCC Airports. Submission to County BOS should be by Early 2006	Future Action	March 2006 (estimated)
Regular Attendance at National Aircraft Noise Conferences	SCAS Noise Program Staff will attend at least one national conference annually on aircraft noise issues to stay abreast of new development in the industry in the area of aircraft noise control and land use planning.	Ongoing	November 2003,
			Mar-04
			April 2005
Annual Report to Board on Aircraft Noise Issues	The SCAS will prepare annual report to the Board on the status of the SCAS aircraft noise abatement programs, their effectiveness, and any new measures added during the year to enhance their success. The report may include comparisons of current and historical noise contours for International and Mather Airports using the SCAS Real Contours program.	Ongoing	January 2005 January 2006
Hold Regular Meetings with FAA Air Traffic Control Staff	SCAS continues to hold regular meetings with FAA Air Traffic Control staff to review the successful areas of the SCAS Noise Abatement Program and those areas that need improvement.	Ongoing	February 2004
			March 2004
			July 2004
			October 2004
			May 2005
			September 2005
Meet with County and City Planning Staff	The SCAS Airport Noise Manager will meet with the County and City planning staff to brief them on aircraft noise issues and the benefits of compatible land use planning.	Ongoing	July 2004
Streamline the Aircraft Noise Complaint Process	The SCAS is responding in a more timely manner thus allowing more time to devote to minimizing aircraft noise impacts. The SCAS will utilize the SacramentoTracks.com web site and the airport noise web page to the fullest extent to keep interested community members informed about aircraft noise issues.	Ongoing	December 2003

Table 2: County Initiated Noise Abatement Items			
Measure	Description	Status	SCAS Action completed by:
Streamline the Aircraft Noise Complaint Process	Noise officer position filled to respond in a direct and timely fashion to noise complaints.	Ongoing	September 2004
Upgrade the SCAS's Aircraft Noise and Operations Monitoring System (ANOMS)	The SCAS ANOMS is several years old and should be upgraded to take advantage of current computer technology and software enhancements. The upgrade will reduce staff time devoted to ANOMS maintenance thus allowing for more attention to be focused on minimizing aircraft noise impacts. 2005 Contract renewal for ANOMS will include upgrade.	Future Action	July 2006
Initiate a planning staff level working group with interested jurisdictions	The SCAS Mather Airport Planning Staff Technical Noise Committee was created to provide the opportunity to interested jurisdictions to participate in technical meetings related to Mather aircraft noise issues.	Complete	January 2004 February 2004 March 2004 July 2004 October 2004 February 2005 May 2005

Attachment 1



G. Hardy Acree
DIRECTOR OF AIRPORTS

John O'Farrell
ADMINISTRATOR
Community Development &
Neighborhood Assistance Agency

October 1, 2003

Mr. Kevin Hoffman
Airport Properties
United Parcel Service
1400 North Hurstbourne Parkway
Louisville, KY 40223

Dear Kevin:

On behalf the Sacramento County Airport System (SCAS), I want to thank you for your active participation in and contribution to the Mather Airport Aircraft Overflight Noise Group. I know you devoted many hours to attending the Group's meetings, bringing back information to the UPS flight crews encouraging them to fly more quietly at Mather, and contributing to the 33 recommendations the Group forwarded to SCAS. I am writing you today to seek your assistance on one of the recommendations directly related to UPS.

Mather Noise Group recommendation Number 49 states, "Solicit UPS's assistance in implementing CDA at Mather as soon as possible." As you know, testing of the CDA or Continuous Descent Approach at Louisville Airport resulted in noise reductions of 3-6 decibels at locations seven nautical miles and greater from the airport. The Noise Group believes, and SCAS concurs, that these noise reductions would benefit residents east of Mather. Therefore, we would appreciate UPS's assistance in developing and implementing a CDA for Mather as soon as practical.

I further understand that there are plans for additional tests of the CDA at Louisville Airport. To the extent it would expedite the use of the CDA at Mather, I would suggest that Mather be included in CDA test process as well. As you know, we have an extensive amount of noise and operations data on UPS aircraft flying the Mather ILS that could be compared to UPS aircraft on a CDA into Mather. Please let me know if it would be practical to test the CDA at Mather Airport while running the CDA tests at Louisville.

SACRAMENTO INTERNATIONAL
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EXECUTIVE
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FAX: (916) 428-2173

MATHER
PHONE: (916) 875-7077
FAX: (916) 875-7078

FRANKLIN FIELD
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Attachment 1 (Continued)



G. Hardy Acree
DIRECTOR OF AIRPORTS

John O'Farrell
ADMINISTRATOR
Community Development &
Neighborhood Assistance Agency

So that I may report back to the Sacramento County Board of Supervisors on our efforts to implement Noise Group Recommendation Number 49, if you could please provide me with UPS's response to these requests at your earliest convenience, I would greatly appreciate it.

Sincerely,

Monica R. Newhouse
Airport Noise Manager

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Attachment 2



United Parcel Service 1400 North Hurstbourne Parkway, Louisville, KY 40228
(502) 329-3000

February 11, 2004

Ms. Monica Newhouse
Airport Noise Manager
6900 Airport Blvd.
Sacramento, CA 95837

Dear Monica:

In your letter dated October 1, 2003, you asked for an update on the progress that UPS was making toward implementing a CDA at Mather. This was recommendation Number 49 proposed by the Mather Noise Group.

I sent your request to our Flight Standards department. In early December they began testing some new procedures in our flight simulators. The simulator flight indicated potential for improving the noise signature at Mather. The Flight Standards department will require additional research by flying on trips into Mather to try the procedures. Additionally, they will have to research with NOCAL Approach on minimum vectoring altitudes and other related items prior to testing any of the procedures.

Recently, I spoke with my Flight Standards manager to get the very latest information. Funding for additional CDA work in Louisville has been approved by the FAA Center of Excellence. Louisville is considered a medium density airport based on the number of operations at the airport. At UPS's request, the FAA has agreed to look into the use of CDA's at low density airports as well. Mather would fall into this category. We have suggested that Mather be the test site for this program. We are awaiting confirmation from the FAA on this request. If approved, testing would, at best, begin in late 2004 or sometime in 2005.

As I get additional information, I will pass it along to you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin Hoffmann', with a long horizontal line extending to the right.

Kevin Hoffmann
United Parcel Service
Airport Properties

Attachment 3



6900 Airport Boulevard • Sacramento, CA 95837

G. Hardy Acree
DIRECTOR OF AIRPORTS

John O'Farrell
ADMINISTRATOR
Community Development &
Neighborhood Assistance Agency

January 21, 2004

Ms. Patty Daniel
Air Traffic Support Manager
Northern California TRACON
11375 Douglas Road
Mather, California 95655

Dear Patty:

On behalf the Sacramento County Airport System (SCAS), I want to thank you for your active participation in and contribution to the Mather Airport Aircraft Overflight Noise Group. I know you devoted many hours to attending the Group's meetings, bringing back information to the Northern California TRACON staff, and contributing to the 33 recommendations the Group forwarded to SCAS. I am writing you today to seek your assistance in implementing one of the recommendations directly related to the FAA.

Mather Noise Group recommendation Number 40 states, "Require aircraft departing Runways 22L to turn to a 090 degree heading and reach 4,000' Mean Sea Level (MSL) before turning south 24 hours a day." SCAS concurs with this recommendation and requests that FAA analyze the effects of this measure for any potential airspace conflicts. If this is approved by the FAA, it would be included in the Comprehensive Noise Abatement Program for Mather Airport to be developed in the future.

So that I may report back to the Sacramento County Board of Supervisors on our efforts to implement Noise Group Recommendation Number 40, if you could please provide, at your earliest convenience, FAA's response to this request to require aircraft departing Runways 22L/R to turn to a 090 degree before turning south 24 hours a day at Mather Airport, I would greatly appreciate it.

Sincerely,

Monica R. Newhouse
Airport Noise Manager

Attachment 4



G. Hardy Acree
DIRECTOR OF AIRPORTS

John O'Farrell
ADMINISTRATOR
Community Development &
Neighborhood Assistance Agency

October 1, 2003

Ms. Patty Daniel
Air Traffic Support Manager
Northern California TRACON
11375 Douglas Road
Mather, California 95655

Dear Patty:

I am writing you to seek your confirmation of my understanding of FAA's action to date on Mather Noise Group recommendation Number 31 that states, "FAA flight checks and certifies glide slope out to CAMRR." The purpose of this measure is to allow pilots to rely on the vertical guidance provided by the Mather ILS glide slope out to CAMRR – the point at which aircraft approaching from the east join the ILS localizer during the nighttime noise abatement procedures. I further understand that the Mather ILS glide slope is currently only certified out to 10 nautical miles.

I understand that prior to the conclusion of the Mather Noise Group's activities in June 2003, you had placed a request with the appropriate FAA division for a flight check and certification of the Mather ILS glide slope out to CAMRR. I would be interested to know the status of that request and when the certification of the glide slope out to CAMRR will be achieved.

So that I may report back to the Sacramento County Board of Supervisors on our efforts to implement Noise Group Recommendation Number 31, if you could please provide a response to this request at your earliest convenience, I would greatly appreciate it.

Sincerely,

Monica R. Newhouse
Airport Noise Manager

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Attachment 5



U.S. Department
of Transportation

**Federal Aviation
Administration**

Northern California Terminal Radar
Approach Control

11375 Douglas Road
Mather, CA 95655
Phone: (916) 366-4001

December 23, 2003

Monica R. Newhouse
Airport Noise Manager
Sacramento County Airport System
6900 Airport Boulevard
Sacramento, CA 95837

Dear Ms. Newhouse:

Thank you for your letter, dated October 1 2003, concerning an extended service volume for the Mather Runway 22L Glideslope. The FAA does not normally certify ILS glideslopes for extended service volumes, however, the ILS Localizer is certified with an extended service volume out to 45 miles between 5,000 and 10,000 feet MSL.

If you have any questions regarding the extended service volume, please contact Ms. Patty Daniel, Support Manager for Airspace and Procedures, at (916) 366-4004.

Sincerely,


Dawna J. Vicars
Air Traffic Manager

Attachment 6



G. Hardy Acree
DIRECTOR OF AIRPORTS

John O'Farrell
ADMINISTRATOR
Community Development &
Neighborhood Assistance Agency

October 1, 2003

Ms. Patty Daniel
Air Traffic Support Manager
Northern California TRACON
11375 Douglas Road
Mather, California 95655

Dear Patty:

On behalf the Sacramento County Airport System (SCAS), I want to thank you for your active participation in and contribution to the Mather Airport Aircraft Overflight Noise Group. I know you devoted many hours to attending the Group's meetings, bringing back information to the Northern California TRACON staff, and contributing to the 33 recommendations the Group forwarded to SCAS. I am writing you today to seek your assistance in implementing one of the recommendations directly related to FAA.

Mather Noise Group recommendation Number 10 states, "Prepare STARs for desired noise abatement approaches." SCAS concurs with this recommendation and requests that FAA develop and implement a STAR for the Mather ILS approach as soon as possible. SCAS defers to the FAA's tremendous expertise for the optimum design of this STAR, but we gladly offer FAA our support on this effort to realize its rapid implementation.

As you know, the current noise abatement approach at Mather encourages the use of the ILS approach between 10 pm and 7 am local. SCAS believes that a STAR feeding into the ILS has the potential to benefit many of the residents living east of Mather by 1) increasing adherence to the nighttime noise abatement procedures, 2) reducing pilot and controller workload related to following these procedures, and 3) setting the aircraft up for the quietest possible descent into Mather Airport. Optimally, the STAR would foster the use of, or mirror, a Continuous Descent Approach (CDA) at Mather, which has been shown to noticeably reduce noise and save fuel in a test at UPS's hub in Louisville.

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www.sacairports.org

Attachment 6 (Continued)



G. Hardy Acree
DIRECTOR OF AIRPORTS

John O'Farrell
ADMINISTRATOR
Community Development &
Neighborhood Assistance Agency

So that I may report back to the Sacramento County Board of Supervisors on our efforts to implement Noise Group Recommendation Number 10, if you could please provide, at your earliest convenience, FAA's response to this request to develop and implement a STAR for the ILS approach at Mather Airport, I would greatly appreciate it.

Sincerely,

Monica R. Newhouse
Airport Noise Manager

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Attachment 7



U.S. Department
of Transportation

**Federal Aviation
Administration**

Northern California Terminal Radar
Approach Control

11375 Douglas Road
Mather, CA 95655
Phone: (916) 366-4001

December 23, 2003

Ms. Monica R. Newhouse
Airport Noise Manager
Sacramento County Airport System
6900 Airport Boulevard
Sacramento, CA 95837

Dear Ms. Newhouse:

Thank you for your letter, dated October 1 2003, concerning a Standard Terminal Arrival Route (STAR) to Mather Airport. As this action is outside Northern California TRACON's purview, we have forwarded this request to Oakland Air Route Traffic Control Center (ARTCC), in whose airspace this procedure would reside, for their procedural determination.

If you have any questions regarding the status of the STAR, please contact Ms. Patty Daniel, Support Manager for Airspace and Procedures, at (916) 366-4004.

Sincerely,



Dawn J. Vicars
Air Traffic Manager

Attachment 8



U.S. Department
of Transportation

Federal Aviation
Administration

Northern California Terminal Radar
Approach Control

11375 Douglas Road
Mather, CA 95655
Phone: (916) 366-4001

March 8, 2004

Ms. Monica R. Newhouse
Airport Noise Manager
Sacramento County Airport System
6900 Airport Boulevard
Sacramento, CA 95837

Dear Ms. Newhouse:

Thank you for your letter concerning the Mather Noise Group Recommendation Number 40 requesting 24-hour use of a 090 degree heading off Runway 22L, dated January 21, 2004.

After careful consideration, we are unable to implement this procedure on a 24-hour basis. Our first priority is the safety of the flying public. Due to increased air traffic operations during the busier daylight hours, this restriction would be detrimental to the controllers' flexibility that is necessary to ensure the safe and efficient flow of air traffic in the airspace surrounding Mather Airport.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Vicars', with a stylized flourish at the end.

Dawna J. Vicars
Air Traffic Manager, Northern California
Terminal Radar Approach Control