

A Justification for a Pacific Rim Cargo Hub at Mather?

The clip on the right is from the Portland, Oregon Airport Master Plan. Portland handles about 300,000 tons of cargo annually* and is expecting 1,000,000 tons by 2020. Portland is in better position than Mather to handle Asian cargo. Portland has plenty of capacity, and they are planning a third runway.

So why are they trying to move cargo ops to other airports? They are going to move cargo to other airports because night over-flights are having an adverse impact on neighborhoods.

Mather, of course, is part of the solution. County Officials are eager for the Asian business. Folsom, El Dorado County and Rancho Cordova, Fair Oaks, Orangevale, etc. can take a hit so Portland Int'l, Seattle-Tacoma, Sacramento Int'l, etc. are not tarred with the night flight cargo brush. We can suffer so that Portland, Seattle, etc. can have a better quality of life – so that Sacramento International and surroundings are unperturbed by night cargo operations.

Can this be is the long sought explanation for the Mather Pacific Rim Cargo Hub County officials are pushing forward, but are reluctant to justify? No wonder they avoid explaining what their Plan will do for residents!

* Mather and Sacramento Int'l each handle less than 70,000 tons of cargo annually.

Airport Master Plan **Portland International Airport**

Oregon Military Department located in Salem. The study is anticipated to take approximately one year to complete. Informal discussions with the military were initiated in September 2000. The start date for the project is anticipated to be early in the year 2001.

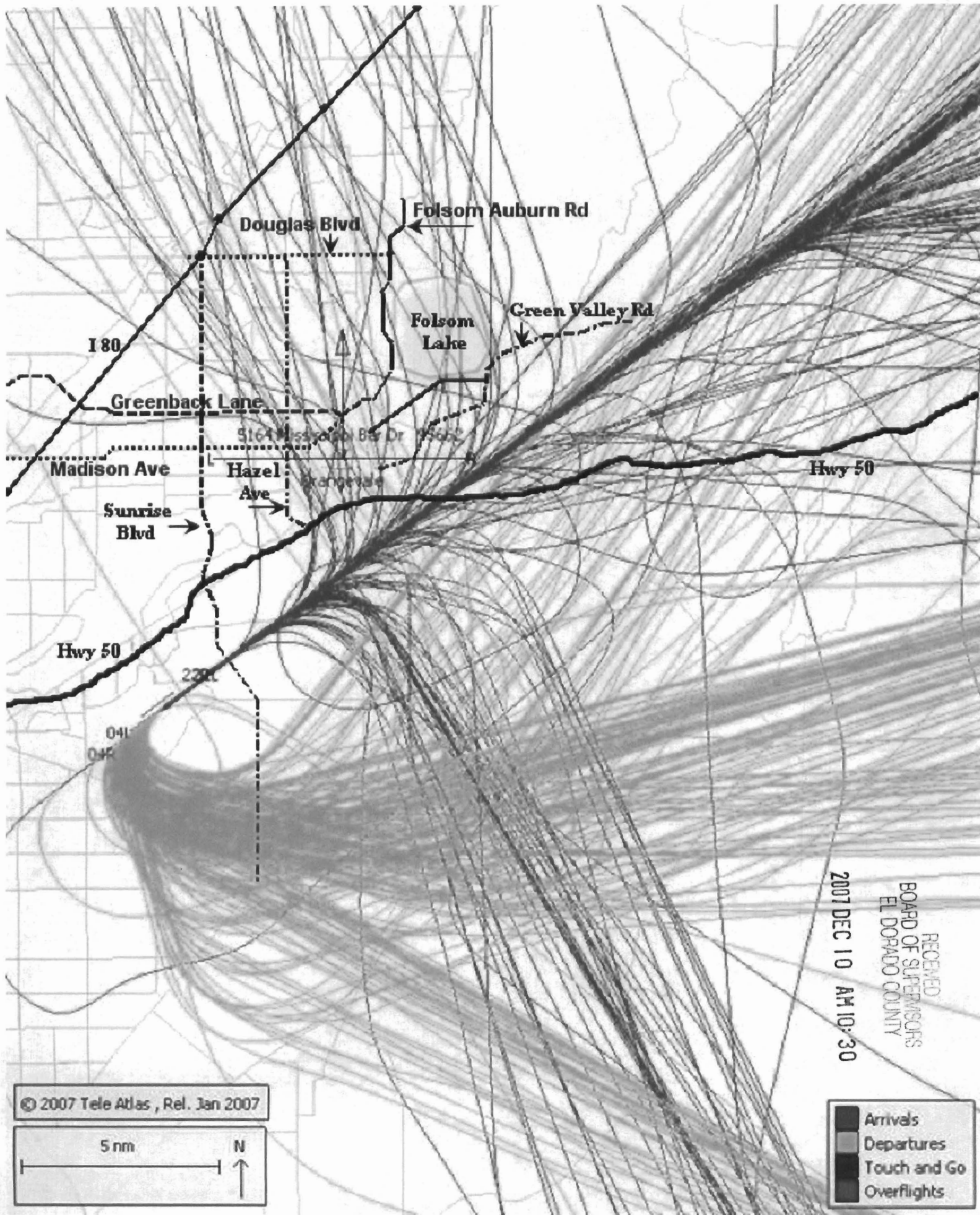
INVESTIGATE CARGO HANDLING AT OTHER AIRPORTS

Fourteen airlines currently provide air cargo service at PDX. Cargo service is provided domestically throughout Oregon and the United States and internationally including Europe and Asia. Some of the cargo flights occur at night and some result in over-flights of neighborhoods adjacent to the Airport having an adverse impact.

All of the cargo operators at PDX have either operating agreements and/or leases that permit them to conduct their operations at PDX. As those leases and or operating agreements come up for renewal, the Port will explore with the operator whether or not those operations might voluntarily move to another airport where there might be less impact to the community and minimal disruption to the cargo operation. Staff will also explore siting at other airports for any new operators who approach PDX for permission to start up new or expanded cargo handling operations. In looking at possible other airport locations, non-Port owned and operated airports will be considered as well as Port owned airports. This activity will be ongoing.

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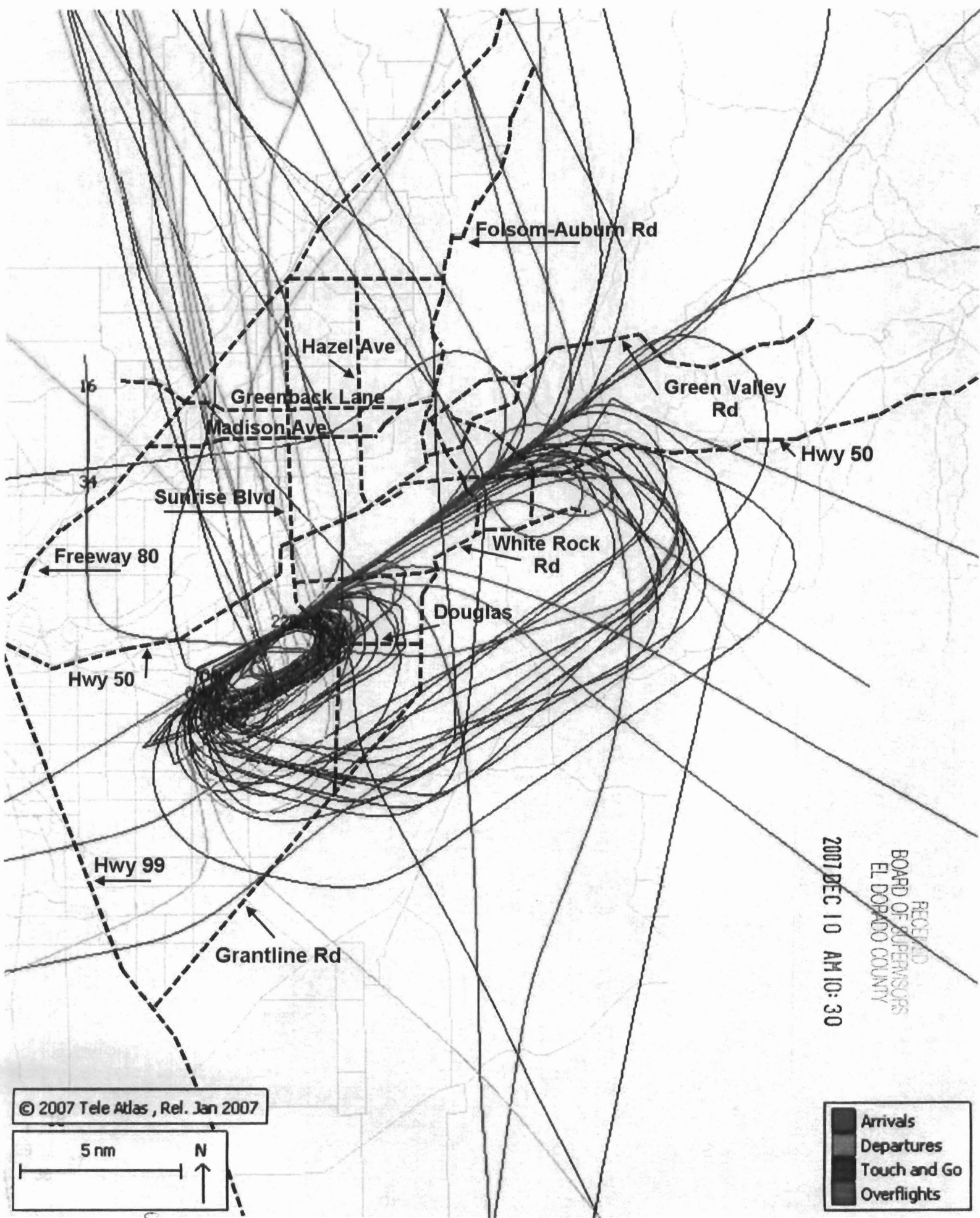


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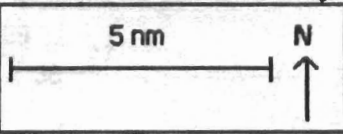
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