



DATE / TIME: September 23, 2010 / 12:00 PM

FACILITATOR: Martin R Walker, Lockheed Martin, RNP / RNAV

PURPOSE / TOPIC: MHR RNAV STAR

AIRPORT: KMHR

PUBLICATION DATE: TBD

LEAD CARRIER: UPS

ATTENDEES:

UPS:	Karl Blackmun		
WSC OSG:	David Paxton	Steve Karnes	Martin Walker
	Will Bachman	Jesse Patterson	
FAA Flight Procedures	Adolfo Urrutia	AJ Fields	
ZOA ARTCC:			
NCT TRACON	Rick Cote		
REGIONAL OFFICE:	Steve May		
AWO:			
Sacramento Cnty:	Glen Rickelton	Bree Taylor	Carl Mosher
	John Whisenhunt		
City of Folsom:	Bruce Cline	Barry Miller	
El Dorado Cnty:	Mike Applegarth	Roger Trout	Jim Ware
ESA Airports:	Steve Alverson		

NOTES:

The Lead Carrier representative, Mr. Karl Blackmun, UPS, advised that he liked the layout of the proposed STAR but would like to see a lower altitude at AMRVR. Preliminary evaluations indicate that a 12,300 Minimum Enroute Altitude is possible. Martin Walker will investigate and make the appropriate changes to the draft Standard Terminal Arrival Route (STAR).

NCT advised the majority of the procedure lies within Oakland ARTCC (ZOA) airspace. Hangtown VORTAC is only a few miles inside NCT's airspace boundary so ZOA feedback needs to be solicited. NCT advised that the current noise abatement agreement/procedure dictates that aircraft, during the midnight hours, are put on the ILS approach over or east of CAMRR.

Mather airport community representatives are meeting to investigate recommendations for modifications to the noise abatement procedure. The representatives expressed that they want to maintain some flexibility with the proposed STAR and procedures. They discussed the possibility of having the STAR include language advising pilots to either expect the ILS or visual approach Runway 22L. This would clarify that the ILS approach is not required or a part of the STAR. The

ability to fly a visual approach would reduce fuel usage, reduce carbon emissions and shorten the flight time of the aircraft (less time spent over communities & less aggregate noise).

Preliminary discussions on approach procedures, noise constraints and the Mather STAR are going on between El Dorado County and Folsom and the representatives from these counties will include representatives from Rancho Cordova in future communications since this community will also be impacted by decisions.

Mr. Steve May addressed the noise abatement procedures and explained that all communities should be involved in any changes to the procedures. The night time noise abatement procedures may possibly be between the airport and the outlying communities. Mr. May needs further clarification on that point. Mr. May stated the noise footprint should not be relocated without the involvement of all stakeholders that may be impacted.

Community representatives are doing outreach to ensure they have adequately captured the concerns of their constituents and will incorporate these concerns into their recommendations. The representatives would like to schedule another meeting for this purpose.

Mr. Steve Karnes explained there are two different issues at play- the STAR procedure and noise abatement concerns. The FAA's primary focus is to develop and publish the STAR, ensuring that it enhances airspace safety and an efficient operation. The issue of what transpires between the end of the STAR and the airport is beyond the purview and scope of the STAR project itself.

Mr. Steve May suggested formulating a communications plan for monitoring public outreach and he will assist with strategy development for addressing the different community concerns. Mr. Karnes and Mr. May will explore this and provide some direction for initiating the public outreach efforts. Mr. May opined that a planning document might be an appropriate vehicle for mapping out an organized strategy.

Mr. Alverson inquired about the tentative mission statement and recommended that it include language addressing the noise situation. Martin Walker will solicit recommendations for a mission statement that is first appropriate to the scope of the project, and if possible can satisfy the concerns of the stakeholder communities. Martin Walker will research this with the AWO and Flight Procedures offices.

Please forward additions and/or corrections to:

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NEXT TELCON: October 28, 2010 at 11:00 AM. Additional information will be sent prior to this time.