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## Opposed to Mather Expansion

9 messages

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Zach Prez <zachprez@gmail.com>

Wed, Apr 23, 2014 at 1:18 PM

To: edc.cob@edcgov.us

Hi,

I'm a new resident to El Dorado Hills, we moved our family of 5 to El Dorado Hills a year ago to take advantage of the peace and quiet offered by the foothills. I read the article at <http://www.villagelife.com/news/mather-airport-expansion-moves-forward/#comment-145076> and have extreme concerns over additional flights taking place above El Dorado Hills and strongly oppose allowing the expansion of Mather Field. I already find myself looking to the skies a couple times in the early evening around 5pm when UPS loudly flies over at a low altitude and fear what will happen when hundreds of planes fly overhead daily. I can't imagine a single constituent would think this is a good thing for our community. What can I do to voice my concern against this expansion? Do you want more residents to email you at this address or is there a formal/better way to be heard? I intend to gather additional community support against this measure.

Sincerely,  
Zach Presnall  
El Dorado Hills



**LATE DISTRIBUTION 4-24-14**

EDC COB &lt;edc.cob@edcgov.us&gt;

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**Mather Airport EIR**

3 messages

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**Shannon Merryman** <shannonmerryman@gmail.com>  
To: edc.cob@edcgov.us

Thu, Apr 17, 2014 at 9:01 PM

As I write this, I feel like it is a big waste of time because ultimately, the city of Sacramento will do what it wants regardless of the impact to residents but I would feel like I didn't do all I could to preserve the peace in our neighborhood if I just let it pass without speaking my mind.

Seriously, the airport noise is already more than desirable. Why the flight path can't be shifted to less densely populated areas (such as south of highway 50) is beyond me. I know it involves moving certain equipment but it would greatly impact the lives of so many households to not have to listen to the constant stream of airplanes.

I grew up in El Dorado Hills and love the simple, peaceful life it offers. We recently, moved back from LA and my husband comments that we moved to Inglewood (the city directly east of LAX). According to the Mountain Democrat article there are currently, 16 flights a day. With the new expansion this would increase to 500-600!!! That is almost 23 flights per hour! This expansion would be a sudden "doom" to everyone living in the flight path all for what?!

We like the clean air, and clean noise. We please beg you to prevent this from happening and please preserve our green, peaceful community. Once these things are gone, they are gone forever.

How can we stop this from moving forward anymore?!!! We don't want the noise, pollution, and disturbance in our community. Period.

And if it MUST, I mean, MUST happen AT LEAST shift the darn flight path so it has minimal effect on the residents and community.

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**Concise notes on Mather Airport designation as Reliever, not Large Hub**

5 messages

**Paul Raveling** <Paul.Raveling@sierrafoot.org>

Fri, Apr 18, 2014 at 11:49 AM

To: Clerk of the Board &lt;edc.cob@edcgov.us&gt;

Cc: Paul Raveling &lt;paul.raveling@sierrafoot.org&gt;

Clerk of the Board,

Please forward the attached pdf file to all supervisors and place it in the public record.

This includes a scan of the page that I noted at Tuesday's board meeting, from the Sacramento County Airport System's May 9, 2001 notes to the first meeting of the Community Leaders Group for the Sacramento County Airport System Policy Plan. The important point is that it cites Mather's designated role for commercial service as **Reliever** for air cargo. The pdf file includes an excerpt clipped from the FAA web page describing airport commercial use categories, showing that *Reliever* is the minimum-traffic category, not the maximum-traffic category of *Large Hub*.

**Also please consider this to be a public records request to examine all factual source documentation for Supervisor Briggs' continued statements for Mather level of activity.** To follow up I'll be in touch next week or the following week as my personal time permits.

Those statements inconsistent to a quantitatively very extreme degree with the actual Mather Airport Master Plan, its Draft EIR, and all information in the Sacramento County Airport System planning processes which I participated in as a member of first a Community Leaders Group, later a Working Group. My first concern is that there are good reasons to challenge Supervisor Briggs' statements as fabrications or falsifications of other data. My second concern is that Supervisor Mikulaco may believe the various statements by Mather opponents that are easily proven to be false.

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**Paul Raveling***Paul.Raveling@sierrafoot.org*

Home: 916-933-5826

Cell: 916-849-5826

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 **notes\_for\_final\_APAC\_meeting.pdf**  
1340K

The four pages which follow were my final submission to EDH APAC (El Dorado Hills Area Planning Advisory Committee). I delivered these as paper copies at the April 9, 2014 meeting, at which I resigned from EDH APAC. My resignation was consequent to APAC's role in again disseminating a mass of false statements, presented as fact and understood by the public as fact, with regard to Mather air carrier cargo operations and claimed impacts in El Dorado Hills, El Dorado County, and Folsom. This APAC action repeated a major prior violation of two of the three most serious prohibitions in research ethics: Fabrication and falsification of data are not tolerated. An instance of these principles of research ethics is in 14CFR Section 1275, federal regulations for ethical conduct of research by NASA.

**Contents of the following four pages:**

**The first page** is an iPad screen image showing the sound level throughout the frequency spectrum for a UPS approach over El Dorado Hills. This sample shows maximum single event overflight noise level ( $L_{max}$ ) of 57.4 dBA, approximately 1 dBA lower than the  $L_{max}$  values (58-59 dBA) for ambient background noise measured at that site in the preceding five minutes. The site is in front of the home of the chairman of the APAC subcommittee for "Mather Commercial Cargo Hub". The largest source of ambient background noise is surface traffic nearby on El Dorado Hills Boulevard.

The subcommittee chair reports that he has significant problems with noise, landing lights, and vibration due to cargo aircraft. However, his next-door neighbor reported total absence of such problems. The neighbor particularly said aircraft noise is very low to nonexistent. In standard EIR terminology, the neighbor's statements and my measurements were consistent with air carrier aircraft noise being Less Than Significant at that site.

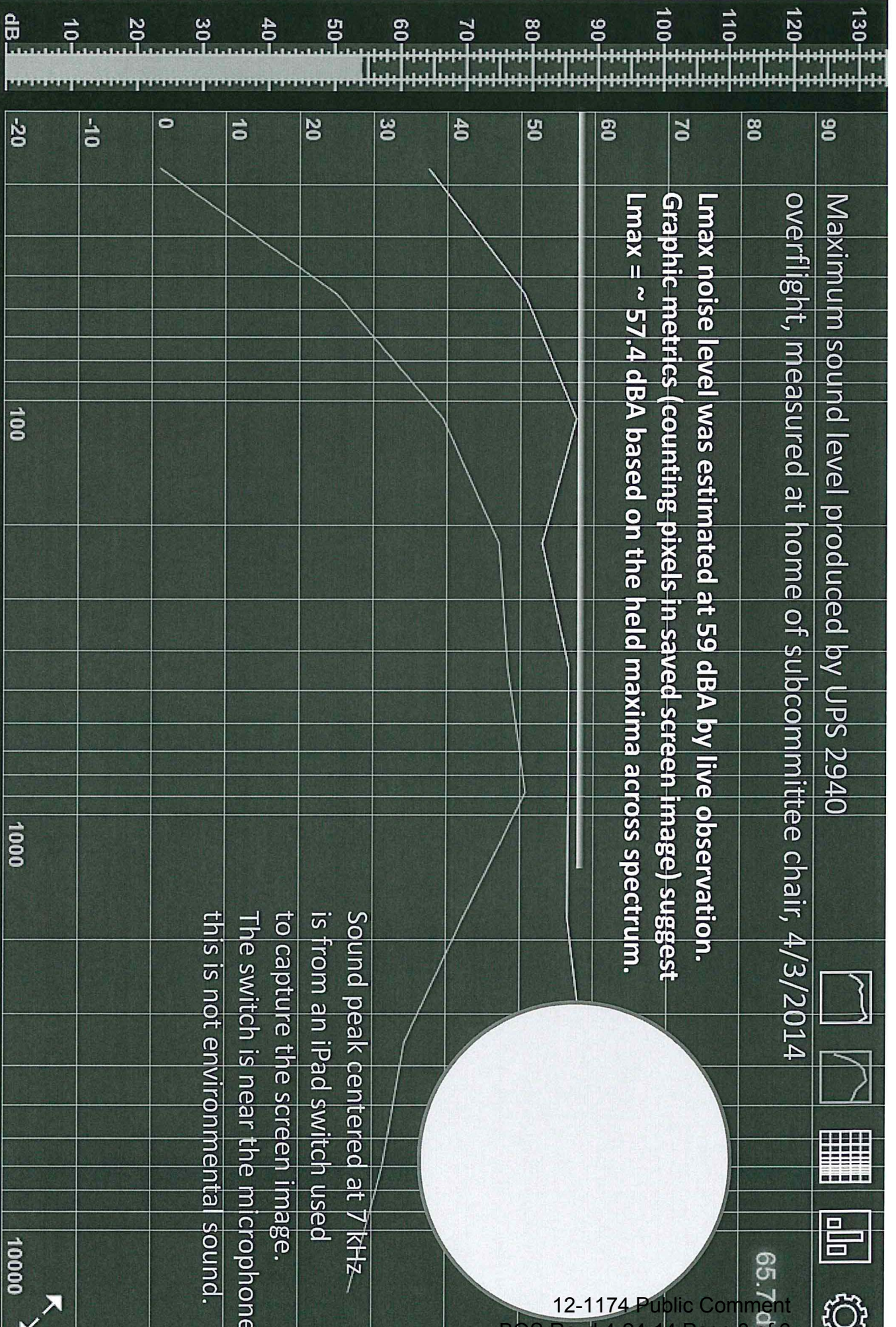
**The second page** demonstrates that Mather opponents' claims of Mather having been planned as a major cargo hub are false: Mather's designated role was stated as *Reliever* as long ago as 2001. This page is scanned from SCAS notes that I received on May 9, 2001, at the first Community Leaders Group Meeting for Sacramento County's Airport Policy Plan. The table on that page shows the Designated Role for Mather to be "**Reliever - Cargo**". (Its commercial reliever role is for cargo only, not for passenger traffic.)

**The third page** is copied from the FAA web site page which summarizes airport classifications. It shows *Reliever* as the category having the **lowest** commercial air traffic level. Listed by Common Name in order from maximum to minimum commercial traffic, the categories are: Large Hub; Medium Hub; Small Hub; Nonhub Primary; Nonprimary Commercial Service; and finally Reliever.

**The fourth page** shows actual Mather air carrier traffic levels in 2013, as reported by query results from ATADS, the FAA's Air Traffic Activity System. Annotations derive an estimate of air carrier *cargo* traffic from the air carrier statistics. A further annotation notes that **Mather/cargo opponents continue to claim that Sacramento County and the Mather Master Plan call for not less than 100 times this traffic level.** That claim directly contradicts SCAS published forecasts from no later than 2002 through the present.

Maximum sound level produced by UPS 2940 overflight, measured at home of subcommittee chair, 4/3/2014

Lmax noise level was estimated at 59 dBA by live observation. Graphic metrics (counting pixels in saved screen image) suggest Lmax = ~ 57.4 dBA based on the held maxima across spectrum.



Sound peak centered at 7 kHz is from an iPad switch used to capture the screen image. The switch is near the microphone, this is not environmental sound.

fast      A      on      off      1 octave      off

response      weighting      hold      snapshot      Leq      bandwidth      generator

## AIRPORT DATA SUMMARY

### Sacramento County Airport System Policy Plan

	Sacramento International	Mather	Executive	Franklin Field
<b>General</b>				
Size (acres)	5,400	2,875	600	495
Location relative to downtown (mi.)	10 north	12 east	5 south	20 south
			Reliever - general aviation	General aviation
Primary access	Airport Boulevard	Mather Field Road	43rd Avenue	Bruceville Road
<b>Airfield facilities</b>				
Airport reference code	D-V	D-V	C-III	Basic Utility Stage II
Runways	16R-34L (8,600 x 150 ft) 16L-34R (8,600 x 150 ft)	4R-22L (11,300 x 300 ft) 4L-22R (6,000 x 150 ft) (a)	2-20 (5,500 x 150 ft) 12-30 (3,836 x 100 ft) 16-34 (3,485 x 150 ft)	9-27 (3,105 x 60 ft) 18-36 (3,240 x 60 ft)
Instrument landing system	Runways 16R, 16L, & 34L	Runway 22L	Runway 2	--
<b>Passenger terminal</b>				
Building size (sq ft)	490,800 (b)	--	22,200	--
Aircraft parking apron (sq yds)	208,000	--	See GA facilities below	--
Automobile parking (spaces)	13,500		190	--
<b>General aviation</b>				
Aircraft storage (sq ft)	12,000	208,000	277,000	4 T-hangars
Aircraft parking apron (sq yds)	38,000	250,000	119,000 (d)	23,700
FBO	2 partial service (c)	Trajen Aviation	Patterson Aviation	--
FBO facilities/hangars (sq ft)	54,400	21,000	30,000	--
Automobile parking (spaces)	100	600	200	30
<b>Air Cargo</b>				
Sort/warehouse facilities (sq ft)	59,000 (e)	112,000	--	--
Aircraft parking apron (sq yds)	34,000	270,000	1,300	--
Automobile parking (spaces)	1,000	550	--	--
<b>Other facilities</b>				
ATCT	24 hours	24 hours	7:00 a.m. - 9:00 p.m.	--
ARFF	Index C	Index B (f)	--	--
Fuel farm (gal)	428,000	1,260,000	60,000	--
Maintenance facility (sq ft)	16,000	90,000	--	--
Administration building (sq ft)	19,000	9,300	--	--
Helipads	--	3	1	--
Restrictions	Taxiway pavement strength	Taxiway pavement strength	Noise ordinance prohibits aircraft with takeoff noise levels above 84 EPNdb Annual operations cannot exceed 275,000 Pavement strength	No lighting facilities

- (a) Runway planned to be reduced to 3,700 x 75 ft.  
 (b) Includes an 1,800 sq ft modular general aviation terminal building.  
 (c) Cessna Citation Center and Beneto Oil.  
 (d) Includes 29,000 sq yds for itinerant aircraft and 90,000 sq yds for based aircraft.  
 (e) Equivalent ARFF index.  
 (f) Includes 19,000 sq ft United States Postal Service facility.

**Excerpted from SCAS-supplied notes  
 for CLG meeting #1, May 9, 2001  
 Highlighting added for EDH APAC**

Excerpts from current (4/9/2014) FAA web page summarizing airport classifications:  
*Relievers have the least commercial traffic*

Airport Classifications		Hub Type: Percentage of Annual Passenger Boardings	Common Name
<b>Commercial Service:</b> Publicly owned airports that have <u>at least 2,500</u> passenger boardings each calendar year and receive scheduled passenger service ◆47102(7)	<b>Primary:</b> Have <u>more than 10,000</u> passenger boardings each year ◆47102(11)	<b>Large:</b> 1% or more	<b>Large Hub</b>
		<b>Medium:</b> At least 0.25%, but less than 1%	<b>Medium Hub</b>
		<b>Small:</b> At least 0.05%, but less than 0.25%	<b>Small Hub</b>
		<b>Nonhub:</b> More than 10,000, but less than 0.05%	<b>Nonhub Primary</b>
	<b>Nonprimary</b>	<b>Nonhub:</b> At least 2,500 and no more than than	<b>Nonprimary Commercial Service</b>

“**Reliever Airports** are airports designated by the FAA to relieve congestion at Commercial Service Airports and to provide improved general aviation access to the overall community. These may be publicly or privately-owned.”



# ATADS : Airport Operations : Standard Report

From 01/2013 To 12/2013 | Facility=MHR

Facility	Itinerant					Local		
	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total
MHR	4,571	11,392	30,259	11,919	58,141	5,597	13,263	18,860
<b>Total:</b>	<b>4,571</b>	<b>11,392</b>	<b>30,259</b>	<b>11,919</b>	<b>58,141</b>	<b>5,597</b>	<b>13,263</b>	<b>18,860</b>

Report created on Wed Apr 9 18:45:47 EDT 2014  
 Sources: Air Traffic Activity System (ATADS)

Air Carrier ops at Mather are about 1/2 UPS, 1/2 Intel Shuttle.  
 From these 2013 statistics Annual Average Operations per Day are:

- 211 Total Operations
- 21.7 Air Carrier ops
- ~10.8 Air Carrier Cargo (UPS) ops

Air Carrier Cargo ops account for about 5.1% of Mather Total operations

Actual rate is less than 0.9% of opponents' claims of Sacramento intent, based on claims of 600 arrivals per night (1,200+ operations per day).