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9:00 am, May 24, 2011

43

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Date 9:00 am, May 24, 2011



Fw: UPS Arrival Approach -- HNW to CAMRR
The BOSFOUR to: Cynthia C Johnson
Sent by: Brenda J Bailey

05/23/2011 06:23 PM

— Forwarded by Brenda J Bailey/PV/EDC on 05/23/2011 06:23 PM —

UPS Arrival Approach -- HNW to CAMRR

Bill and Pat to: Undisclosed-Recipient

05/23/2011 04:30 PM

Cc: "Bruce Cline", "Jeff Starsky", "Kerry Miller", "Kerri Howell",
"Steve Miklos", "Ron Briggs", "Ray Nutting", "N Santiago",
"John Knight", "James Sweeney", "Evert W. Palmer", "Erine
Sheldon", "Andy Morin"

From: "Bill and Pat" <w.p.bryant@comcast.net>

To: "Undisclosed-Recipient" <w.p.bryant@comcast.net>

Cc: "Bruce Cline" <bcline@folsom.ca.us>, "Jeff Starsky"
<jstarsky@folsom.ca.us>, "Kerry Miller" <kmiller@folsom.ca.us>, "Kerri
Howell" <corrprincess@ardennet.com>, "Steve Miklos"
<smiklos@folsom.ca.us>, "Ron Briggs" <bosfour@co.el-dorado.ca.us>, "Ray
Nutting" <bostwo@co.el-dorado.ca.us>, "N Santiago"
<bosfive@co.el-dorado.ca.us>, "John Knight" <bosone@co.el-dorado.ca.us>,
"James Sweeney" <bosthree@co.el-dorado.ca.us>, "Evert W. Palmer"
<epalmer@folsom.ca.us>, "Erine Sheldon" <erturn@comcast.net>, "Andy
Morin" <andy@themorins.com>

FYI,

The flight track below shows the UPS arrival approach into Mather using HNW to CAMRR and UPS has been flying this approach since January 2010.

Sure sounds like the proposed RNAV STAR approach being presented by FAA, on May 24, 2011 at the El Dorado Board of Supervisors and Folsom City Council meetings.



SNAG-0003 4-11-2011 5.11.55 PM aaa.jpg

11-0453.F.1



Item #43 Mather RNAV STAR APPROACH -- HNW to CAMRR

The BOSONE to: Cynthia C Johnson

05/24/2011 08:41 AM

Sent by: Loretta M Featherston

RNAV STAR APPROACH -- HNW to CAMRR

Tara Mccann to: Ron Briggs, Ray Nutting, N Santiago, John Knight, James Sweeney

05/23/2011 08:55 PM

Bruce Cline, Jeff Starsky, Kerry Miller, Kerri Howell, Steve
Cc: Miklos, Bill and Pat, "Evert W. Palmer", Erine Sheldon, Andy
Morin

Subject: RNAV Star Approach -- HNW to CAMRR May 24, 2011 at the El Dorado Board of Supervisors and Folsom City Council meetings.

Are you kidding me ! the FAA wants to propose going back to square one and running cargo planes down the 22L approach with no step down from HNW to CAMRR putting cargo jets over the most populated approach over El Dorado Hills and Folsom. Things have been quiet due to the slow economy, but with the Draft EIR due to come out for official comment my concern is that some folks may be trying to completely negate the huge impact to the Western Slope of El Dorado County these Cargo planes will impose when the economy comes back. El Dorado Hills has gone on official record since 1994 and the previous Boards acknowledged the critical impact the build out of a Cargo Airport 12 nautical miles from El Dorado Hills would have. The STAR approach negates everything that the noise group, the local communities, the Joint Powers Association along with the previous El Dorado County Board worked for to mitigate noise from the proposed number of 600 take offs and landings "a day" into Mather. We have to stop playing mental ping pong with changing terminology and trying to dupe the affected communities.

First of which changing the number of takeoff and landings per day in the Draft EIR to tons of cargo per day is an egregious attempt to mislead those who rely on all who hold positions as policy makers. When this first came to light back in 2001 when the

Sacramento County Department of Airports put a number on the Draft EIR for allowable proposed traffic of 600 take offs and landings per day (which has gone up since then) the public outcry and shock was overwhelming that immediately the number was changed to be represented in "Tons of Cargo".

Secondly back in Oct 2001 the language on the Mather Master Plan states "The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) be prepared for the Mather Master Plan, prior to approval by the Sacramento County Board of Supervisors. Also, Federal Aviation Administration (FAA) regulations require the preparation of an Environmental Impact Statement (EIS) in accordance with National Environmental Policy Act (NEPA). Based on the completed environmental documentation, the FAA would then accept the Mather Master Plan and offer Airport Improvement Program (AIP) grants for development shown thereon. It is therefore most efficient to have joint EIR/EIS prepared so that the requirements of CEQA and NEPA are satisfied with one document."

Here is the issue for the policy makers to address to the public. I have done much research on Federal Aviation Policy and still can't understand how the FAA has given the Sacramento County Department of Airports large sums of federal grants (tax payer dollars) before the completed environmental documentation. I'm sure this will come out in future litigation. I would caution the Sac B.O.S. , FAA, and DOT members involved in project approval to follow the Federal Law as is stated in Federal Aviation Funding to Airports. I get the impression that many may not even know what the Federal Law is as it relates to the development and reuse of airports. As an example it Part 150 it states that new development or even change in character to an airport "must mitigate noise" before being issued Federal Tax dollars in the form of grants. It doesn't say may or at the Airports discretion. It lays out a process and requirement of documentation to show that noise will be mitigated.

El Dorado Board of Supervisors and Joint Powers Association have gone on record with Resolutions requiring an action plan to reduce the impacts to the future affected communities of the Western Slope of El Dorado County and City of Folsom resulting for the flight path operations at Mather Airport. We haven't seen any good faith effort on the part of Sacramento County Department of

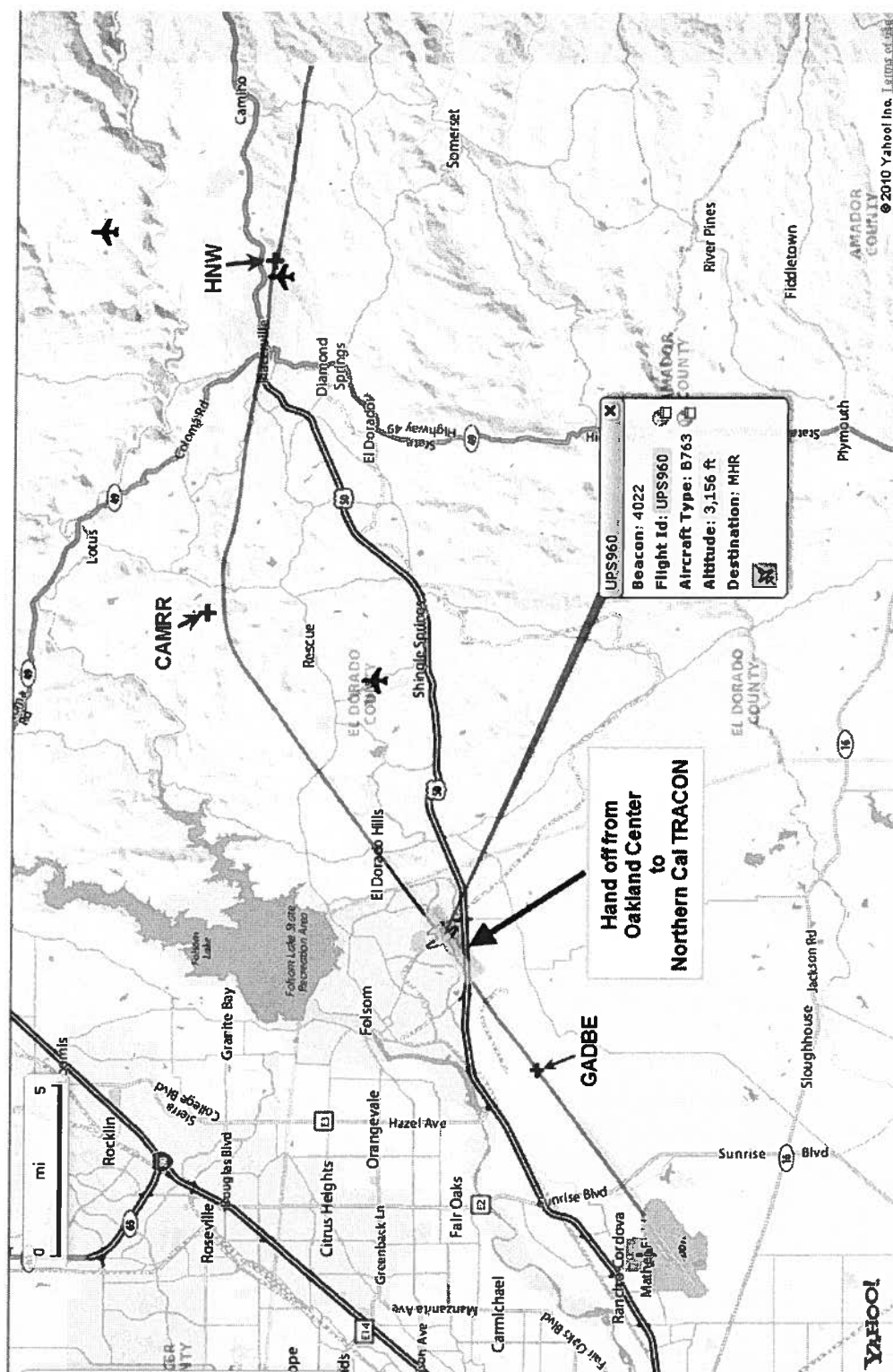
Airports towards real mitigation only an appalling disregard of Federal Policy and intent to mislead the public all the while spending tax payer dollars on improvements before a legally required Environmental Impact Report has been approved all the while Mather Cargo Airport continues to operate in the red after ... 17 years now.

The Sacramento Department of Airports and FAA need to hold presentations and public outreach in El Dorado Hills and Folsom as was agreed to. El Dorado Hills nor I believe anyone specifically on the Western Slope was made aware of tomorrows presentation by the FAA for the approach from HNW to CAMRR. Nobody wants to come to El Dorado Hills but they sure want to fly 600 plus planes a day over us. I take significant issue with this approach, the Board knows based on historical input and noise monitoring that was done that this would be huge impact environmentally to the Western Slope of EL Dorado County and the City of Folsom. I am submitting this as formal comment to tomorrows presentation to the El Dorado County Board of Supervisors as well as the City of Folsom presentation and ask this to go on record.

Tara Mccann



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The line trailing behind each aircraft shows where it flew in the last 30 seconds.

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