



## **Mather Airport Noise Program History**

### **1997**

- SCAS (then known as the Department of Airports) purchases an Airport Noise and Operations Monitoring System (ANOMS).
  - Noise levels in El Dorado County were monitored.
  - Flight track distribution was analyzed.
  - Altitude profiles and instrument approach procedures were compared and evaluated.
- Initiated a 24-hour noise report hotline.

### **1999**

- Formal request sent to FAA requesting approval of "Step-Down Approach Procedure" for Mather Airport. If adopted, this procedure will increase the range of electronic guidance signal from 10 miles to 30 miles and imposes mandatory minimum altitudes.

### **2000**

- SCAS develops a full-time Airport Noise Office to work directly with noise-affected communities, FAA, aircraft operators, pilots, and area military regarding noise issues.

### **2001**

- FAA approves and initiates "Step-Down" procedure for Mather. Air cargo carriers are advised and requested to use the procedure to the maximum extent possible.
- Three Military Memoranda of Understanding (MOU) completed, establishing practice approach limitations at SCAS airports.
- Nighttime Noise Abatement Procedure (arrival and departure) coordinated with FAA and put in place on a trial basis.
- Working Group initiated to consider a Quiet Visual Approach procedure.
- SCAS undertakes a study of aircraft ground noise issues related to the Kitty Hawk air cargo operations.

## 2002

- “Quiet Visual Approach” procedure formally submitted to FAA.
- FAA disapproves request to implement the “Quiet Visual Approach.
- County of Sacramento establishes the Mather Airport Aircraft Overflight Noise Working Group comprised of community members, airport users, and the FAA to develop recommendations for minimizing aircraft noise impacts.
  
- SCAS asks FAA to correct altitudes on a Mather Airport approach plate that are slightly lower than the desired 3-degree approach. Analysis of aircraft altitude data indicates most aircraft are still flying a 3-degree approach despite the error.
- SCAS conducts noise measurements along the approach path into Mather Airport.
- SCAS and Aircraft Overflight Working Group begin using the term “3-degree ILS approach” in place of “Step Down” approach, which is a misnomer.

## 2003

- Sacramento Board of Supervisors extends the Noise Working Group’s charter through June 2003.
- SCAS conducts second set of noise measurements along the approach path into Mather Airport.
- SCAS begins producing monthly reports assessing aircraft adherence to the Mather Airport nighttime noise abatement procedures.
- SCAS undertakes a study of Mather Airport aircraft departure noise and flight tracks.
- SCAS implements web-based flight track viewing system ([www.sacramentotracks.com](http://www.sacramentotracks.com)) allowing interested parties to replay aircraft flight tracks.
- Working Group develops 33 recommendations for the SCAS to consider.
- SCAS accepts 30 of the 33 recommended measures.
- SCAS immediately begins implementing the Working Group’s recommendations.
- Sacramento Board of Supervisors considers the creation of a regional Airport Community Roundtable, request additional information from SCAS.
- At the request of El Dorado County and the City of Folsom, the Sacramento Board of Supervisors request FAA to conduct a 120-day test of the VOR DME approach to see if it offers noise mitigation.
- FAA conducts the test from mid-July through mid-November 2003. SCAS collects noise, flight track, and complaint data for FAA’s use.

## 2004

- SCAS creates Mather Airport Planning Staff Technical Noise Committee made up of representatives of interested jurisdictions to participate in quarterly meetings with Air Traffic Control and Chief Pilots.
- SCAS holds first Mather Airport Planning Staff Technical Noise Committee Meeting with the FAA's Northern California TRACON staff to discuss operational issues at Mather Airport.
- SCAS holds first Mather Airport Planning Staff Technical Noise Committee Meeting with Chief Pilot representatives from aircraft operators at Mather to discuss noise abatement operational procedures.
- SCAS created and distributed Noise Abatement Procedure Brochures to Mather Airport tenants and Chief Pilot representatives from airport operators.
- SCAS request FAA to extend 090 departure course heading noise abatement procedure to 24 hours per day.
- FAA rejects request to extend 090 departure course heading to 24 hours per day on the basis that controllers need to maintain operational flexibility for handling a greater amount of traffic in their airspace during daytime hours.
- SCAS completes departure flight track analysis reviewing land utilization, population, and overall noise exposure. Notional Instrument Departure Procedures were developed and presented to the FAA's Northern California TRACON.
- FAA determines VOR DME test shifts noise without providing mitigation and retains the existing (ILS) nighttime noise abatement approaches.
- SCAS reports back to the Board of Supervisors on the Regional Airport Community Roundtable Concept. The Board asks SCAS to assess the likelihood of participation by other jurisdictions and specifically the City of Sacramento who owns Executive Airport.
- SCAS works with FAA and UPS to establish a test of the Continuous Descent Approach (CDA) into Mather Airport.
- May 2004 CDA test begins. SCAS conducts noise measurements along the approach into Mather Airport.