



SACOG

Goods Movement Advisory Group

June 19th, 2007



Agenda

- **Airport System Recap**
- **Master Plan Update**
- **Status of EA/EIR**
- **General Aviation/Development Planning**
- **Economic Impact**

Sacramento County Airport System (SCAS)

- **SCAS operates Four Airports:**
 - **Sacramento International Airport – Primarily Commercial (passenger) with some Cargo operations**
 - **Sacramento Mather Airport – Primarily Cargo Operations with some General Aviation (GA)**
 - **Sacramento Executive Airport – Primarily GA Operations**
 - **Franklin Field – Primarily Pilot Training**
- **All Airports in some phase of the Master Plan Process**

Sacramento Mather Airport



- **Opened for Civilian Use on May 5, 1995.**
- **Board of Supervisors adopted Draft Master Plan on February 17, 2004.**
- **Environmental Review underway June 19th, 2007, expected completion in 18 months. Selected Consultant is CDM.**

Mather Cargo Operations - UPS

- **UPS**
 - **Twelve flights per day, Tues-Thurs servicing hubs in Louisville, Rockford, Ontario, Reno, and Des Moines. Other days two to seven flights. Holiday peaks.**
 - **Nine Feeder Aircraft servicing remote locations like Chico, Eureka, Susanville, and Yreka.**
 - **Tractor Trailer and Ground Shuttle Service to Satellite Facilities in West Sacramento and locations like Modesto, Merced, Stockton, Rocklin, and Angels Camp.**



Mather Cargo Operations – DHL/ABX

■ DHL

- Six flights per day (767s), Tuesday through Friday, two to three flights per day on Saturday, Sunday and Monday servicing hubs in Wilmington and Riverside.
- Six feeder aircraft per day servicing remote locations like Chico, Eureka, Ukiah, Fresno, Visalia, Redding.
- Eight to Ten Tractor Trailers per day to satellite facilities in Stockton, Modesto, Cordelia, Roseville for transfer to local delivery vans.
- Network of 50 vans out of Mather making local deliveries.



Mather Facility Requirements (Master Plan)

■ Airfield

- Focus on backup runway
- Runway length and instrumentation
- Marketability and reliability

■ Air Cargo – market based

- Focus on user needs/input
- Increase in sort facility space and apron for feeder aircraft
- Focused roadway upgrades

■ General Aviation – consistent with Airport role

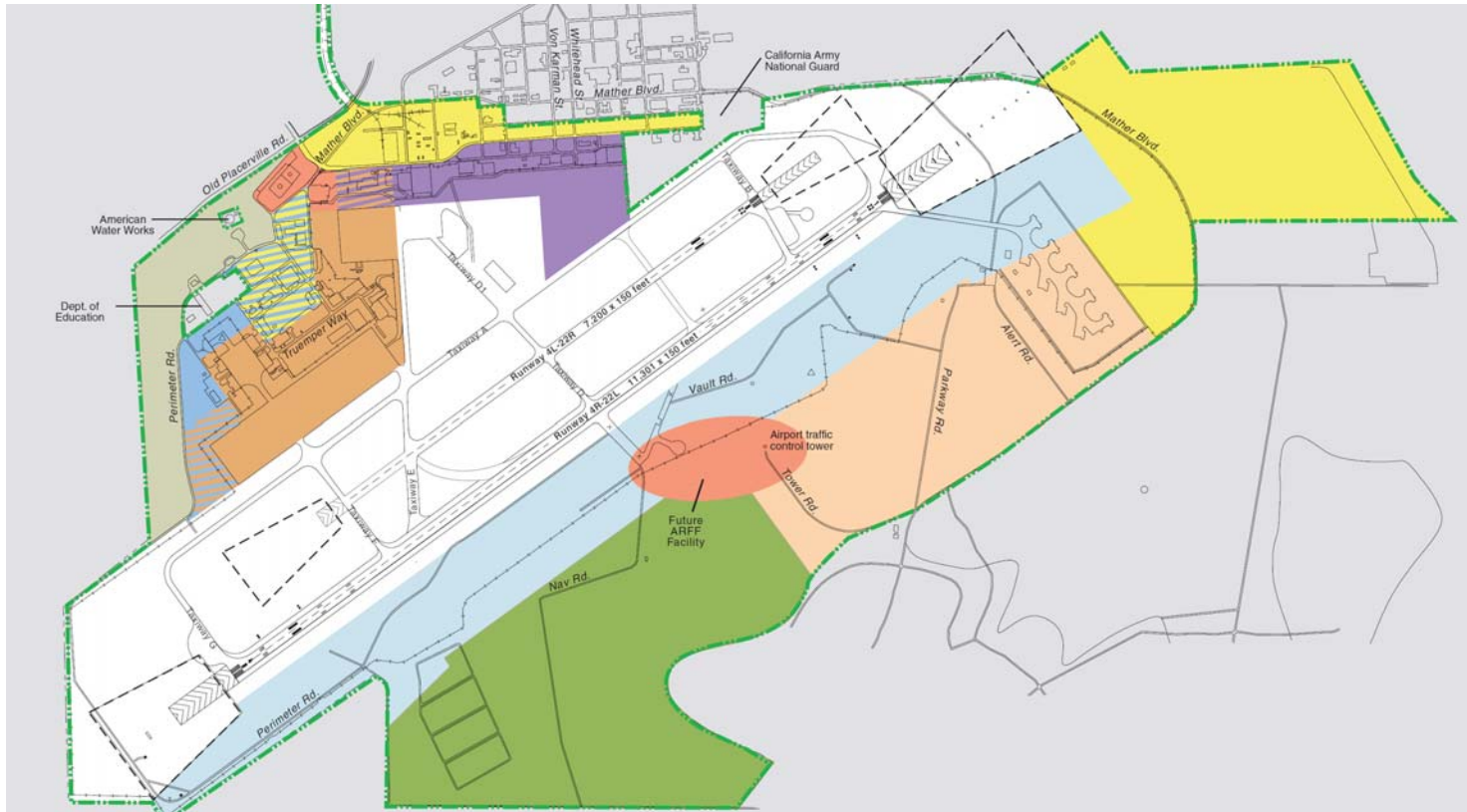
■ Support / other

Mather Cargo Activity Forecast

Master Plan Forecast

	Historic				Base Range		High Range	
	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2006</u>	<u>2021</u>	<u>2006</u>	<u>2021</u>
Air freight (x 1,000 tons)	109	56	55	55	135	225	159	324
Aircraft operations								
Air carrier cargo	7,634	4,458	4,158	4,457	7,300	10,600	8,600	15,300
Commuter cargo	7,238	7,620	6,160	6,604	9,600	13,600	11,300	19,500
Air taxi	6,655	6,090	5,082	5,448	6,500	6,800	6,500	6,800
General aviation	50,010	52,957	43,043	54,196	54,000	70,000	54,000	70,000
Military	<u>12,030</u>	<u>13,904</u>	<u>12,266</u>	<u>9,886</u>	<u>7,300</u>	<u>7,300</u>	<u>7,300</u>	<u>7,300</u>
TOTAL	83,567	85,029	70,709	80,591	84,700	108,300	87,700	118,900
Annual % change		1.7%	-16.8%	14.0%	6.2%	2.4%	7.4%	2.9%
					PAL 1			PAL 2

Mather Airport Development Plan



LEGEND

- | | | |
|---------------------------------|---|---|
| Air cargo (125-170 acres) | Airfield reserve (390 acres) | Reserved nonaviation development (85 acres) |
| General aviation (80-100 acres) | Reserved aviation development (280 acres) | Environmental preserve (390 acres) |
| Airport support (70 acres) | Industrial (25-100 acres) | Runway Protection Zone |
| Airfield (1,000 acres) | Commercial (335-385 acres) | Airport boundary |

Notes: Variations in land use average due to "swing" areas.

Recommendation is to extend Runway 4L-22R to 7,200 feet.

Airside Facilities

Planning Activity Level 1

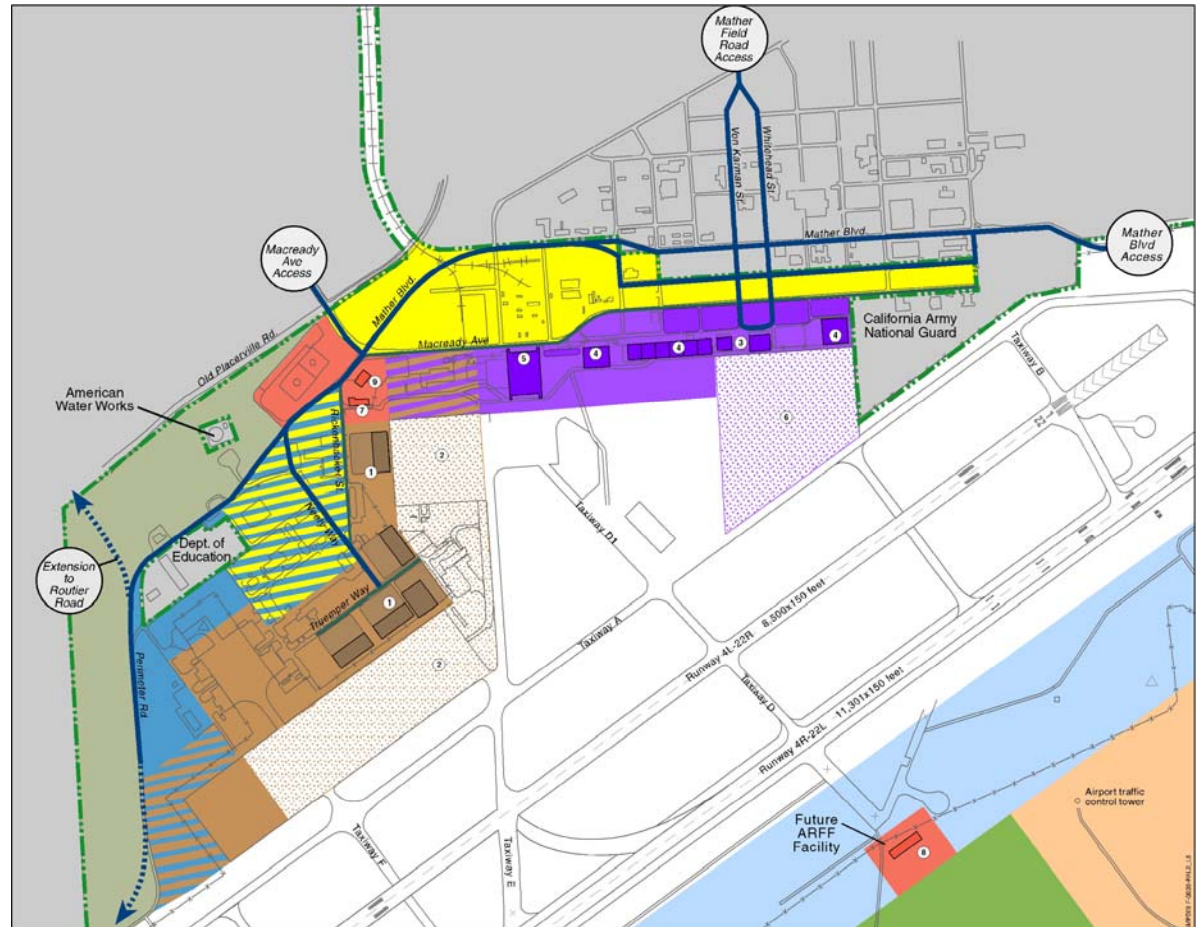
- Runway 4L-22R extension to 7,200 ft
- Additional taxiways
- Cost \$14.7 million



Landside Facilities

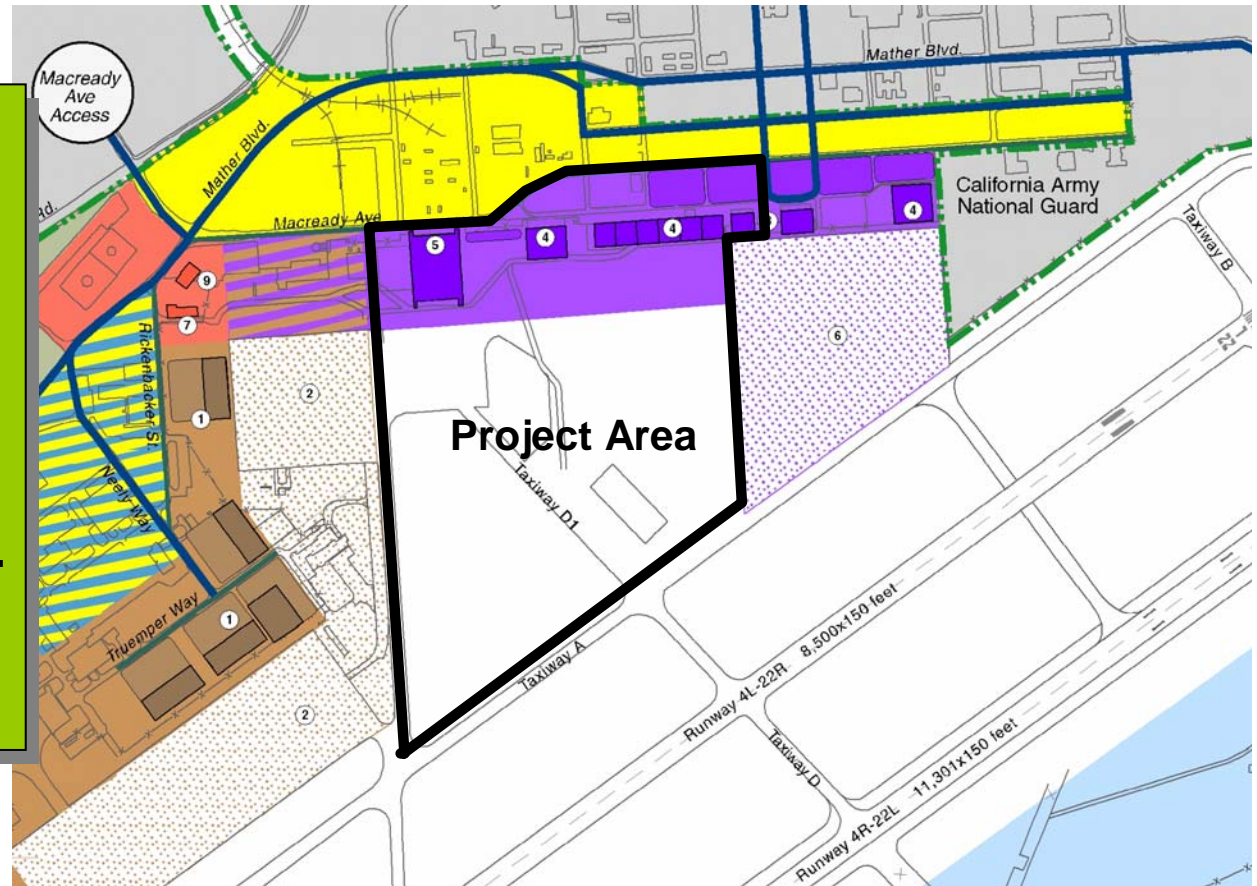
Planning Activity Level 1

- Additional air cargo facility
- General aviation hangars (75,000 sq ft)
- Roadway improvements
- Maintenance hangar renovation (Bldg. 4260)
- Airfield and Equipment Maintenance facility



Area for General Aviation Planning

- SCAS has received requests and inquiries for hangar sites
- Contract with Jacobs Consultancy for Development Planning
- Potential Tenants inc. Private and Corporate Aviation



GA Planning – Next Steps

- **Conduct interviews with prospective tenants/developers**
- **Assemble facility requirements and parameters for planning**
- **Prepare potential development concepts**
- **Refine and finalize development concepts**

Mather and Executive Airport - Economic Activity

- **\$225 million annually in business revenue generated by firms handling air freight and providing General Aviation services.**
- **\$20 million annually in local purchases made by firms providing direct services to the two Airports.**
- **Airport activities at Mather and Executive create a personal income impact to direct, indirect, and induced labor of an estimated \$51 million annually.**
- ****Note: Information is from 2002 Study***

Thank you

- Questions...
- Comments...