

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

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SACRAMENTO
FOR DIVISION OF AERONAUTICS

October 4, 2005

Mr. Peter Brundage
Sacramento Local Agency Formation Commission
1112 I Street, Suite 100
Sacramento, CA 95814

Dear Mr. Brundage:

Re: Notice of Preparation of a Draft Environmental Impact Report for an Amendment of the Sphere of Influence for the Sacramento Municipal Utility District; SCH# 2005092009

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposal is for a proposed amendment to the sphere of influence for Sacramento Municipal Utility District (SMUD) and the annexation by SMUD of the Cities of West Sacramento, Davis, Woodland and portions of unincorporated areas of Yolo County.

Sacramento International Airport, Yolo County Airport, and University Airport are located within or in close proximity to the proposed annexation territory and SMUD sphere of influence.

Public Utilities Code, Section 21659, "Hazards Near Airports Prohibited" prohibits structural hazards near airports. Structures should not be at a height that will result in penetration of the approach imaginary surfaces. To ensure compliance with Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. For further technical information, please refer to the FAA's web site at http://www.faa.gov/aso/aso500/obst_eval.htm. Please note the FAA also requires submission of a completed Form 7460-2 Part 1 at least 48 hours prior to starting the actual construction. Form 7460-2 is available at <http://forms.faa.gov/forms/-faa7460-2.pdf>. Any changes in coordinates or heights will require submission of a new Form 7460-1 to the FAA.

In addition to contacting the FAA to obtain an Airspace Determination for Objects Affecting Navigable Airspace, the evaluation of existing or future utility poles, power lines, or similar structures that may penetrate FAR Part 77 imaginary surfaces (i.e. primary, approach, or transitional surfaces) to an airport runway or heliport Touchdown/Lift-off area, should be coordinated with Gary Cathey, Chief, Office of Airports, (916) 654-5183.

Mr. Peter Brundage
October 4, 2005
Page 2

In accordance with CEQA, Public Resources Code 21096, the Handbook must be utilized as a resource in the preparation of environmental documents for projects within the airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports and is published on-line at <http://www.dot.ca.gov/-hq/planning/aeronaut/htmlfile/landuse.php>.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Sacramento International Airport, Yolo County Airport and University Airport are economic assets that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

The proposal should be submitted to the Sacramento Area Council of Government (SACOG) as representative of the Airport Land Use Commission (ALUC) for a consistency determination. The proposal should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,


SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse, SACOG, Glen Rickelton-Sacramento International Airport,
David Daly-Yolo County Airport, Cliff Contreras-University Airport