

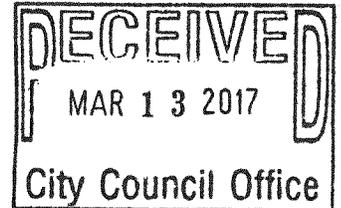
COUNTY OF SAN MATEO
BOARD OF SUPERVISORS

Board of Supervisors
Dave Pine, 1st District
Carole Groom, 2nd District
Don Horsley, 3rd District
Warren Slocum, 4th District
David J. Canepa, 5th District

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March 8, 2017

The Honorable Glenn Hendricks, Mayor
City of Sunnyvale
456 W. Olive Ave.
P.O. Box 3707
Sunnyvale, CA 94088-3707



Dear Mayor Hendricks:

Over the last year, San Mateo County has been analyzing the negative impacts to communities generated by aircraft operations at San Carlos Airport. Components of this analysis include an evaluation of noise management programs and best practices used at similar general aviation airports, a review of how flight paths have changed over the last five years, updates to the Airport's primary management documents (Policies and Procedures, Minimum Standards, etc.), a community survey, community meetings, and the implementation of better technology to track and monitor noise complaints.

Throughout the course of this analysis, the County worked with the Federal Aviation Administration (FAA) and local members of our Congressional delegation to implement the Bayside Visual Approach flight path into the San Carlos Airport. During the six-month pilot study of the approach, the County was able to reduce the number of overflights by one of our charter operators by approximately 60 percent for those communities living under the GPS arrival flight path, positively impacting approximately 140,000 residents regionally. That pilot program ended on January 5, 2017. Airport staff will continue to work with the FAA as they continue their analysis of the pilot program and its impacts on operations and the community.

Despite these efforts, there continues to be concern about the number of flights into San Carlos Airport and the perceived noise levels generated by these flights, especially during the morning and evening hours when more residents are at home. To address these concerns, the County is considering restrictions on the number of flights into and out of San Carlos Airport for some aircraft in the morning and evening hours and a curfew on such flights from 9:00 p.m. to 6:00 a.m. (A draft of the proposed Ordinance is attached.)



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Over the next several weeks, we will be communicating with key stakeholders, the San Carlos Airport Pilots and Business Associations, and local residents to discuss possible solutions, including flight restrictions, to get a better sense of their impacts on the community and Airport users. We anticipate bringing solutions to the San Mateo County Board of Supervisors for their consideration in June/July 2017.

You can find more information on the proposed Ordinance on the San Mateo County Department of Public Work's website at: <http://publicworks.smcgov.org>. If you wish to comment on the proposed Ordinance, you can do so at: SQLFlightRestrictions@smcgov.org.

Sincerely,



Supervisor Don Horsley, President
San Mateo County Board of Supervisors



Supervisor Warren Slocum
San Mateo County Board of Supervisors

cc: Supervisor David Pine, Vice President, San Mateo County Board of Supervisors
Supervisor Carole Groom, San Mateo County Board of Supervisors
Supervisor David Canepa, San Mateo County Board of Supervisors
John L. Maltbie, County Manager
Michael Callagy, Assistant County Manager
Jim Porter, Director of Public Works
Congresswoman Anna Eshoo
Congresswoman Jackie Speier
Senator Jerry Hill
Melissa Stevenson Diaz, City Manager, City of Redwood City
David Brandt, City Manager, City of Cupertino
Daniel H. Rich, City Manager, City of Mountain View
Ken Rosenberg, Mayor, City of Mountain View
Jeff Maltbie, City Manager, City of San Carlos
Glenn Hendricks, Mayor, City of Sunnyvale
Glen Martin, Vice President, Air Traffic Services, FAA

Proposed San Carlos Airport Ordinance

I. Whereas clauses

II. Definitions

1. **Noisy Aircraft** means any aircraft:
 - a. Not rated by the Federal Aviation Administration (FAA) as a Stage 2, 3, or 4 aircraft pursuant to Title 14 of the Code of Federal Regulations Part 36 (14 CFR Part 36) and that has an A-weighted decibel (dBA) maximum noise level for certification purposes that is equal to or greater than 74.5 dBA based upon the noise characteristics published by the FAA in Advisory Circular 36-1H, or, only if a published level is not available from that agency for a particular aircraft,
 - b. Not rated by the European Aviation Safety Agency (EASA) as Chapter 2, 3, or 4 aircraft pursuant to the International Civil Aviation Organization (ICAO) Annex 16 and that has an A-weighted decibel (dBA) maximum noise level for certification purposes that is equal to or greater than 74.5 dBA based upon the noise characteristics published by the EASA and available on the internet at:
<http://www.easa.europa.eu/document-library/noise-type-certificates-approved-noise-levels>.
2. **Curfew Period** means the hours from 9:00 pm local time through and including 5:59:59 am local time the next morning.
3. **Morning Shoulder Period** means the hours from 6:00 am local time through 8:59:59 am local time.
4. **Evening Shoulder Period** means the hours from 6:00 pm local time through 8:59:59 pm local time.
5. **Operator** means an
 - a. Owner (excluding lien holders),
 - b. lessee,
 - c. pilot,
 - d. Air Carrier Certificate holder pursuant to 14 C.F.R. Part 119,
 - e. Operating Certificate holder pursuant to 14 C.F.R. Part 119,
 - f. Pilot School Certificate holder pursuant to 14 C.F.R. Part 141,
 - g. Provisional Pilot School Certificate holder pursuant to 14 C.F.R. Part 141, or
 - h. any individual or entity that directs or controls the operations of one or more aircraft.

III. Prohibited operations

1. The airport is closed to all Noisy Aircraft during the Curfew Period.

2. During the Morning Shoulder Period, each Operator is permitted to conduct no more than one landing and one takeoff with a Noisy Aircraft.
3. During the Evening Shoulder Period, each Operator is permitted to conduct no more than one landing and one takeoff with a Noisy Aircraft.

IV. Exemptions:

1. Maintain Pilot Currency - to uphold safety standards and ensure pilots receive the certifications required to meet and exceed all safety standards and guidelines, the County shall exempt flights for pilot currency to maintain day, night and instrument pilot licensure requirements. These flights are for maintaining currency only and shall not include passengers.
2. Medical transport
3. Government operated aircraft and/or military
4. Emergency operations
5. Weather/mechanical delays or issues