



**Town of Atherton
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June 21, 2017

Don Horsley, President
Dave Pine, Vice President
Carole Groom, Supervisor
Warren Slocum, Supervisor
David Canepa, Supervisor
San Mateo County Board of Supervisors
400 County Center
Redwood City, CA 94063

Re: San Carlos Airport – Surf Air Noise

On behalf of every Council Member of the Town of Atherton and all our affected residents, we strongly urge you to take immediate actions to mitigate the continued unbearable noise created by the increasing flights into San Carlos Airport by the commercial chartered airline, Surf Air.

Our residents -- and we as elected officials -- have reached a tipping point. After four years of meetings, negotiations, and assurances by both Surf Air and the County in anticipation of resolution, all that we have to show for that effort is more daily flights, more early morning and late night flights and more surprises on the horizon as Surf Air launches growth in our area. This is unacceptable.

As the owner of the airport, the County has a duty and responsibility to protect our communities - - your constituents -- from this continued and increasing health hazard.

In direct conversations with the FAA, we were advised that the FAA would consider a formal request for noise abatement procedures for the San Carlos Airport. We are aware of no such formal submittal by the County. Why has the County not acted to protect its residents?

There are three specific actions we urge the Board of Supervisors to act on immediately:

1. Adopt a Resolution declaring that San Carlos Airport has a “noise problem” and forward it to the California Department of Transportation.
2. Officially submit to the FAA a variation of your proposed curfew with the following modifications:
 - a. In addition to the curfew applying only to Noisy Aircraft, as described in your proposed curfew, be sure that aircraft flying to/from another state are not included in this proposed curfew.
 - b. Allow one takeoff or landing per Operator during the Curfew period.

Letter to County Supervisors Regarding Surf Air Noise

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3. Officially submit to the FAA a proposed ordinance that would limit the number of scheduled flights per Operator originating from or arriving at the San Carlos Airport. The limitation on the number of scheduled flights is a non-discriminatory action that helps ensure that no single operator monopolizes airport resources and ensures that the airport is open to the entire community as was originally intended. At the meeting on Tuesday, June 13, 2017, it was indicated that airport capacity is starting to become limited. As a County owned airport, we expect that the County will ensure the airport is available to all individuals and businesses and not allow a single operator to overrun and consume the County's resources.

Recent legal findings by the County reveal that the County has more authority over the operation of the airport than originally believed. It is your duty and responsibility to take control of this untenable situation and represent the greater good of our communities. We strongly encourage you to act now!

Sincerely yours,

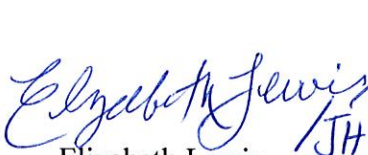
Town of Atherton



Michael Lempres
Mayor



Cary Wiest
Vice Mayor



Elizabeth Lewis
Council Member



Rick DeGolia
Council Member



Bill Widmer
Council Member

Cc: Congresswoman Anna Eshoo
Congresswoman Jackie Speier
California State Senator Jerry Hill
San Mateo County Manager John Maltbie
San Mateo County Assistant Manager Mike Callagy
San Mateo County Director of Public Works Jim Porter
San Carlos Airport Rochelle Kiner, Deputy Director Admin Services & Airports
San Carlos Airport Manager Gretchen Kelly
Calm the Skies Resident Group

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Re: San Carlos Airport – Surf Air Noise

Dear County Board of Supervisors:

This is a request for prompt action by the Board. The San Mateo County residents to the south of the San Carlos Airport have watched for four years with increasing dismay as the Board has kicked the ‘noise from the Surf Air planes’ down the road. It is time to take action! Why has the County supported the interests of a private corporation catering to the interests of executives of other wealthy business interests instead of to the multitude of aggrieved residents? This is an excellent example of the sad but true aphorism ‘The Tragedy of the Commons’. Use of the San Carlos Airport (KSQL) has always been limited to private amateur flying and emergency landing of other planes; it has never been open to private profit airplane companies. The individual resident ‘costs’ far outweigh any value Surf Air clients receive.

It is time to stop blaming the FAA for not taking action; one of our Council people, discussing the issue with an FAA spokesperson, heard them say that the FAA is waiting for the Supervisors to take action. Below are several actions that could be taken:

- 1) Pass an ordinance setting noise limits for planes in arriving, departing and along the flight paths to and from (KSQL). Significant penalties could be attached to violations of the ordinance, possibly starting low and increasing with continued violations. The Town of Atherton is ready to entertain a ‘listening spot’ at its Town Center.
- 2) Enact an Ordinance, which limits the hours that ‘turboprop’ planes can use KSQL. While this does not help with the noise over Atherton and Fair Oaks neighborhoods during daytime hours, it will give families with children evening and early morning relief. Such an Ordinance would also be non-discriminatory.
- 3) Pass an Ordinance, which implements or increases landing and departure fees as well as storage fees for planes. Without being discriminatory such fees could just be applicable to for-profit users.

- 4) Hire a consultant to work with the FAA personnel responsible for alternative landing approaches, which entirely avoid the Palo Alto, Menlo Park, Atherton, Fair Oaks, and Redwood City residential corridor. This work must be reinvigorated as the FAA has very tardily approached the Environmental Impact Statement review of the East of 101 route, which worked better during the January-June 2016 period than existing routes. Suggestions have been made to bring in traffic over the 'Niles Canyon' collecting area.

- 5) Put in place a rigorous pilot training program for pilots of Pilates planes. This is necessary because there is a wide disparity in the decibel levels of the various Surf Air planes approaching or departing KSQL. Some of the Surf Air pilots seem not to have gotten the 'message'.

Sincerely Yours,



Atherton Resident, Walter Sleeth

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Congresswoman Jackie Speier
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