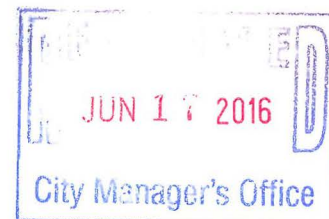




*Congress of the United States  
House of Representatives  
Washington, D.C. 20515*

*Anna G. Eshoo  
Eighteenth District  
California*



June 14, 2016

The Honorable Warren Slocum, President  
The Honorable Don Horsley, Vice President  
San Mateo County Board of Supervisors  
400 County Center  
Redwood City, California 94063

Dear Warren and Don,

Thank you for your continuing efforts to address the increased aircraft noise caused by arrivals and departures specific to San Carlos Airport. As you know, this issue is currently affecting communities in San Mateo and Santa Clara counties.

It is my understanding that the carrier, Surf Air, is working with the Federal Aviation Administration (FAA) to develop a new arrival route proposal that redirects aircraft to enter airspace over the Bay starting at Moffett Field and to approach the airport from over the Bay. In order to reach the waypoint above Moffett Field, aircraft will descend from 4,000 to 2,500 feet over the cities of Mountain View and Sunnyvale.

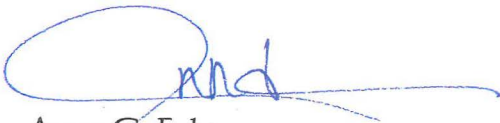
According to my staff, the County has indicated that aircraft would fly over nonresidential land in order to reach the waypoint over the Bay. However, there are residential units and schools in Mountain View and Sunnyvale directly under and adjacent to the proposed flight path where planes would descend from 4,000 to 2,500 feet before reaching Moffett Field. A map of the proposal is enclosed.

It is also my understanding that no complaints have been received by the County during the initial route testing, but I am concerned because Surf Air expects up to 22 arrivals into San Carlos Airport per day and only 31 test flights have been conducted so far. As aircraft have not yet begun using this route with this anticipated daily frequency, the residents of Mountain View and Sunnyvale have not had the opportunity to judge the full impact of this proposal. Moreover, it is unlikely that with such a sparse and unrepresentative number of test flights constituents are even able to discern whether any noise generated during testing is associated with San Carlos Airport, Moffett Field, or NextGen related flights.

I ask you to confirm whether this proposal will indeed redirect air traffic to descend over portions of Mountain View and Sunnyvale where Surf Air does not currently fly over and if so, whether measures are being considered to mitigate any noise generated. Given that constituents have not yet had the opportunity to determine whether this route will create a pattern of increased noise that they will be subjected to, I respectfully request that the citizens of Mountain View and Sunnyvale be included as part of the transparent review process of this proposal going forward. This proposal only pertains to arrivals. I also urge you to address the impact of departures on our mutual constituents as well.

I remain committed to working with you and the FAA to ensure that the solutions put forward to address this problem are beneficial to everyone and do not create new problems for communities that are currently unaffected. Finally, if this problem cannot be resolved through this proposal and similar voluntary measures, I reiterate my March 7, 2016 request to the Board that a more direct approach incorporating mandatory measures be taken.

Most gratefully,



Anna G. Eshoo  
Member of Congress

cc: Mr. Daniel H. Rich, City Manager, City of Mountain View  
Ms. Deanna J. Santana, City Manager, City of Sunnyvale

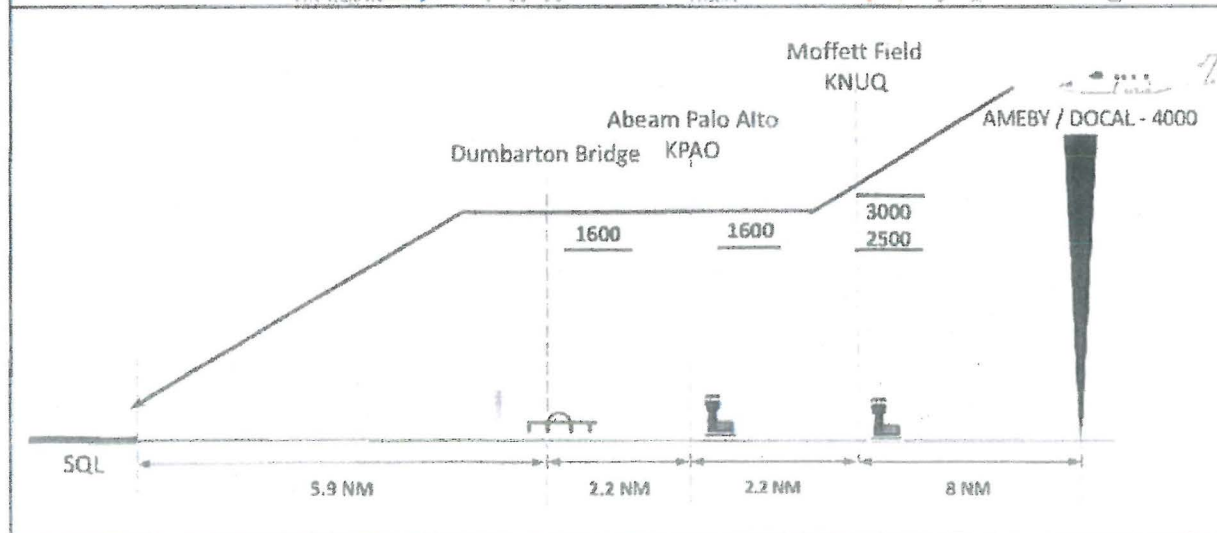
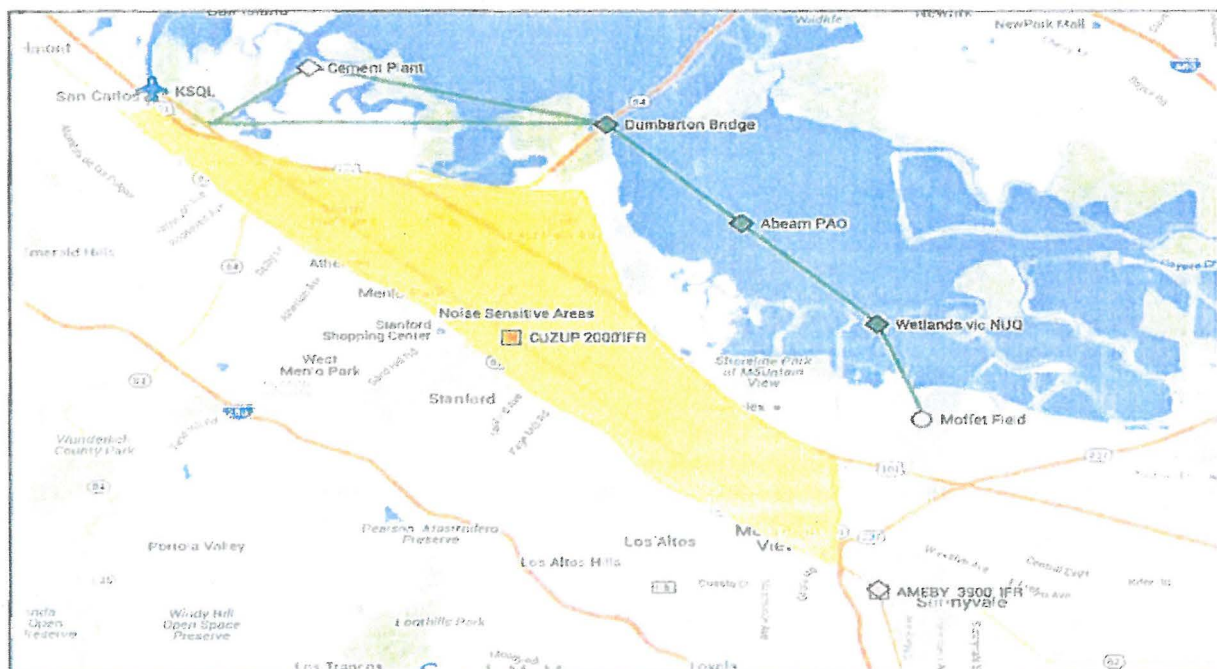
Enclosure

**KSQL/SQL**  
**San Carlos Airport**

**SURFAIR**

**SAN CARLOS, CA**  
**VISUAL APP via BAYSIDE**

|                  |               |  |                      |
|------------------|---------------|--|----------------------|
| UNICOM<br>122.95 | ATIS<br>125.9 | Tower* / CTAF<br>119.0<br>*0700-2100 L | NORCAL APP<br>133.95 |
|------------------|---------------|--|----------------------|



**SEE REVERSE FOR PROCEDURE DESCRIPTION AND NOTES**



**VISUAL APPROACH via BAYSIDE**

**Procedure**

- Approaching AMEBY or DOCAL, in VMC conditions, request Visual Approach via Bayside.
- Norcal will clear you for the visual approach via Bayside.
- Fly visually to midfield Moffett (KNUQ).
- Cross NUQ between 2500 and 3000.
- Fly the extended NUQ Rwy 32 centerline to the shoreline.
- Fly direct to the Dumbarton Bridge west end.
- Descend to cross the bridge at 1600.
- Do not descend below 1600 until clear of PAO Class D – approx. 1 nm past the bridge
- SQL Tower may assign a transition to the Cement Plant or ATT Tower.
- SQL Tower may assign you an airspeed for the transition.

**Notes:**

This is an IFR Visual Approach.

PAO Class D airspace is at/below 1500 northeast of the extended runway. See SFO Class B chart.

The approach will not be available during simultaneous parallel ILS approaches to 28 at SFO in marginal VMC or IMC.

The approach may not be available when SJC is landing 12 with high traffic volume.