



County of San Mateo

Inter-Departmental Correspondence

Department: PUBLIC WORKS

File #: 16-272

Board Meeting Date: 6/27/2017

Special Notice / Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors

From: James C. Porter, Director of Public Works

Subject: **Measure K:** San Carlos Airport Noise Management Program

RECOMMENDATION:

Measure K: Adopt a resolution regarding San Carlos Airport Noise Management Program by authorizing:

- A) An agile Airport Communications Specialist position for a term of up to three years in the amount of \$150,000 per year (salary and benefits), for a total fiscal obligation not-to-exceed \$450,000; and
- B) The Director of Public Works, or his designee, to execute an amendment to the agreement with Vector Airport Systems for an aircraft monitoring system, extending the term to June 30, 2020, and increasing the amount by \$213,820 for a total fiscal obligation not-to-exceed \$313,695; and
 - 1. The Director of Public Works, or his designee, to execute contract amendments which modify the County's maximum fiscal obligation by no more than \$25,000 in aggregate, and modify the contract term, services, or make other administrative changes to the Vector Airport System's agreement so long as the modified term or services provided are within the current or revised fiscal provisions; and
- C) The Director of Public Works, or his designee, to execute an agreement with Hughes Aerospace for the term of July 1, 2017 to June 30, 2020, in the amount of \$226,800, to review and recommend flight paths into and out of the San Carlos Airport, develop instrument flight procedures for departure flights, and evaluate instrument approaches that support noise abatement procedures; and
 - 1. Waive the formal Request for Proposal process and award contract to Hughes Aerospace, an authorized Third Party Air Navigation Services Provider for the Federal

Aviation Administration; and

2. Accept or execute, on behalf of the County, any and all notices, options, consents, approvals, terminations, and documents in connection with this agreement, including agreement amendments and payment up to a maximum aggregate amount, not-to-exceed \$22,680 or 10 percent of the agreement amount.

BACKGROUND:

In March 2016, your Board initiated the San Carlos Airport Aircraft Disturbance Study to look at options to provide meaningful relief for affected communities. This Study included consultants evaluating best practices for noise management at similar general aviation airports, the testing of a new arrival flight path into the San Carlos Airport, a community survey, and a public outreach process.

During the Study, the Federal Aviation Administration (FAA) authorized Surf Air, a scheduled charter operator, to test a new arrival flight path for a period of six-months, which ended on January 5, 2017. This new arrival flight path, referred to as the “Bayside Visual Approach”, allowed aircraft, under good weather conditions, to cross over Moffett Field and fly over the San Francisco Bay, away from residential neighborhoods residing along the Peninsula from Mountain View to Redwood City, reducing the number of overflights regionally for over 140,000 residents.

DISCUSSION:

The County’s consultant, Aviation Management Consulting Group (AMCG), looked at ten similarly situated general aviation airports to determine best practices for addressing community concerns regarding aircraft noise (attached). One of the recommendations was to develop a comprehensive Noise Management Program that included a dedicated noise management staff position to address noise/operational issues, make personal contact with pilots and community members, provide outreach and education to the public and pilots, develop a noise abatement program website, and to monitor and track noise complaints. Airport staff recommends the funding of this position for a term of up to three years using **Measure K** funds. Total compensation (salary and benefits) is estimated at \$150,000 per year.

Vector Airport Systems

Another component to the Noise Management Program is the implementation of Vector Airport Systems, an aircraft departure monitoring system that has the ability to access flight track data in real-time, automates the integration of flight track data into the noise complaint system, and monitors flight departures. Much of the flight track data is already available publically, but this system is more accurate, timely, comprehensive, and provides additional efficiencies including automated integration with the Airport’s noise complaint system. The Vector system can be used by Airport staff for public and pilot education, outreach, and community engagement. This system will also provide additional security for the airport after business hours. The implementation of this system will have two phases; the first phase is the real-time availability of flight track data and the integration of that data into the noise complaint system. The second phase is the integration of the camera feed into the system which will allow staff to explore the option of offering financial incentives to pilots for voluntarily flying within certain time zones (discount to be paid back to Airport with non-Enterprise Funds), charging landing fees for charter operators, and providing another resource to further validate flight track data. The second phase, the camera feed integration, will not be implemented until a Privacy Policy has been established (draft Airports Privacy Policy attached). The amendment to the agreement with

Vector Airport Systems is estimated at \$213,820 and includes the configuration, licensing, training, and maintenance of the aircraft monitoring system for a period of three years and will be funded with **Measure K** funds.

Hughes Aerospace

The County participated in the FAA's study of the Bayside Visual Approach into the San Carlos Airport for a period of six-months. During the term of that study, the new arrival flight path was used by Surf Air approximately 60 percent of the time on average. While this temporary arrival flight path reduced the number of overflights for more than 140,000 residents regionally, it impacted the cities of Sunnyvale and Cupertino. Airport staff recommends contracting with Hughes Aerospace to look at alternative arrival and departure flight paths into the San Carlos Airport that avoids residential areas as much as possible within a constrained airspace. Impacted cities will be included in the development of any new flight procedures. Staff also recommends creating instrument flight paths, where possible, that can be used in inclement weather which will increase the percentage of flights able to use an alternative flight path. Contracting with Hughes Aerospace can help expedite the process for approval of proposed flights paths by the FAA, which can take up to 18-months. Hughes Aerospace is one of only two organizations that are certified by the FAA for Public Third Party Instrument Procedure design, validation, and maintenance, and is uniquely qualified and has experience providing this type of service to general aviation airports; and the only other provider is currently already engaged with the FAA on NextGen for larger airlines. The proposed contract with Hughes Aerospace is estimated at \$226,800 and will be funded with Airport Enterprise Funds.

Public Outreach

Since March of 2016, the Airport has conducted five Town Hall meetings in the communities of Atherton, Sunnyvale, North Fair Oaks, Redwood City and San Carlos, two focus groups, several meetings with residents, Airport users, and government officials, and surveyed more than 21,200 residents living under the Global Positioning System (GPS) approach flight path. The key takeaways from these meetings are: that there is a perception that aircraft disturbances have increased significantly since the inception of a scheduled charter operator at the San Carlos Airport; that increased air traffic has a significantly impact on residents' life and wellbeing; that aircraft create safety concerns, especially over schools; and that the Pilatus aircraft used by the scheduled charter operator emits a noise frequency that is particularly bothersome to some residents. Residents have also stated that there was some relief from the Bayside Visual Approach and that overflights have increased since the Bayside Visual Approach testing period has ended. Survey results from the Airport community indicated that 95 percent of the respondents were willing to adhere to an expanded "good neighbor" curfew. Of those that said yes, 35 percent stated they were interested in a pilot incentive program for additional voluntary curfew hours. Fifty-five percent (55%) of respondents also stated they would be willing to fly the Bayside Visual Approach if it was approved by the FAA. Additional information regarding public comments and survey results can be found on the Airport's website at: <http://publicworks.smcgov.org/airports>.

Airport Disturbance Study Next Steps

Airport staff plans to work with Airport users, the FAA, and local community officials to develop and implement new arrival and departure instrument flight paths for the San Carlos Airport. The Airport will also implement a Noise Management Program and hire a new staff position to manage that program. The Airport will further evaluate the options of; 1) providing discounts to pilots flying within certain time zones; and 2) implementing landing fees for Charter 135 operators. Long-term, the Airport will continue to work with the FAA on the Part 150 Noise Study to look at current and

projected future noise conditions and compatible land use around the Airport. Working with the FAA on this Study makes them an “official partner” in addressing noise issues and in approving the Airport’s Noise Contours and Aviation Forecasts.

In March 2017, the County issued a proposal for a curfew ordinance at the San Carlos Airport. As part of the evaluation of that proposal, the County is working with the Airport community, Encompass (Surf Air), and residents on alternative proposals for noise abatement procedures and flight paths that minimize overflights over residential neighborhoods. While these discussions are taking place and continue to be fruitful, the proposed curfew ordinance will be put on hold.

County Counsel has reviewed and approved this item as to form. The Information Services Department and the Contract Compliance Committee has reviewed and approved the contract with Vector Airport Systems.

The proposed Noise Management Program contributes to the Shared Vision 2025 outcome of a Livable Community by allowing residents, business owners, and Airport users to help shape airport noise reduction measures in a way that best meets the needs of the community.

FISCAL IMPACT:

The amendment to the Vector Airport System agreement extends the term to June 30, 2020 and increases cost by \$213,820 for a maximum total fiscal obligation of \$313,695. The estimated total compensation for an agile Airport Communications Specialist is \$150,000 per year for a term of up to three years, for a total fiscal obligation not-to-exceed \$450,000. Additional funding required for the amendment to the Vector Airport System agreement and the agile Airport position is estimated at \$663,820 and is proposed to be funded from **Measure K** Sales and Use Tax Revenue. The term of the agreement with Hughes Aerospace is from July 1, 2017 to June 30, 2018 for a total fiscal obligation not-to-exceed \$226,800. Funding for the Hughes Aerospace agreement will be funded with Airport Enterprise Funds. Budgetary appropriations are included in the FY 2017-18 Recommend Budget and FY 2018-19 Tentatively Recommended Budget.

Attachment: Best Practices for Addressing Community Impacts
Draft SMC Airports Operations and Security Systems Privacy Policy