



Fw: Contact Us (response #2677)

Board of Supervisors to: BOS_Legislative Assistants,
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Sent by: **Cytasha Campa**

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From: "Internet Webmaster" <webmaster@co.slo.ca.us>
To: "BoardOfSup@co.slo.ca.us" <BoardOfSup@co.slo.ca.us>
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Subject: Contact Us (response #2677)

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Survey Information

Site:County of SLO
Page Title:Contact Us
URL:<http://www.slocounty.ca.gov/bos/BOSContactUs.htm>
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Survey Response

Name:
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Comments or questions (8,192 characters max):

On Tuesday 10/28 your Board will consider important issues concerning the expansion of our regional airport. Despite the support of the EVC and the Chamber of Commerce, there are very substantial issues that warrant opposition to the threatened expansion.

Most importantly, our air traffic does not warrant a new 50,000 square feet terminal. We only utilize one gate at our current terminal when previously we utilized 2. Let us do what is necessary to access both the gates at the current terminal.

The current terminal is 12,500 square feet of space with 2 gates. The new terminal will be 4 times that size and have 4 gates. Remember, just because we can build it does not mean that more traffic will use it.

And recall that the commercial traffic level is made up of 15 outbound and 15 inbound flights for any given workday of the week - 1% of the annual airport usage - but 100% recipient of the funds for a new terminal.

Even though a new terminal might be largely funded by 'grants' (\$20 M), I'm sure you recognize that the grant money is money we sent to Washington who in-turn parceled it back to us - less a little Washington vigorish. So ... even if the money is 'free' it is still a waste of money. It will also require \$10M

Agenda Item No: 20 • Meeting Date: October 28, 2014
Presented By: Doug Stevens
Rec'd prior to the meeting & posted on: October 27, 2014

of fee increases and local money. These funds come directly from our and your current wallets and budgets.

We also need to hold the airport and its proponents to a standard that places the needs of the airport into our community. Safety, noise, pollution and county dollars are at stake. Currently the Airport Land Use Commission has a plan that favors the airport use over all other land uses. Their view is of an airport surrounded by a desert which could never interfere with airport operations. But that's not the case. We have massive development around the airport including schools, residences and industry: And the need to expand further with professional level jobs and industry.

Current proponents and the Airport general manager (Mr. Bumen) have recently changed flight rules - technically Facility Directives - in favor of US Airways: a jet service provider, at the airport. They can now, at the election of the pilots, take off to the east (or south east) based on a non-existent traffic interference from incoming flights (Opposite Direction Rule). The opposite direction rule is simple: if incoming flights from the west (or north west) interfere with outgoing flights taking off to the west, then pilots can request a takeoff to east to avoid the conflict. But there is never/very rarely a conflict because planes land from the east which is into the prevailing winds. So the change in flight rules was simply a canard to appease US Airways. And the flight rules are at the discretion of the Airport Administration - read Mr. Bumen. Clearly flights should normally be taking off into the prevailing wind, which comes from the west, landing into the prevailing wind and using available advanced IFR (Instrument Flight Rules) electronics.

It is curious - at least to me - that airport management has changed the flight rules just at the time we are trying to convince US Airways to inaugurate flights to Denver - at 6 AM. These flights too could take off to the east - and save 5 minutes of flight time and \$100 in fuel for US Airways - against no opposing incoming flights from the west.

And these jets taking off in the morning - currently 2 before 7 AM and forecast 3 before 7 AM - are VERY noisy when they take off to the east because of the required steep ascent at high thrust over industry, schools and housing. And the carriers other than US Airways - American and United - will undoubtedly swap their turboprop aircraft for the larger jet aircraft sometime in the future. This can only increase complaints and management issues at the County, the Board and at the airport.

Make no mistake: Airport management has power to direct the control tower as to takeoff and landing patterns (Facility Directives). This can all be verified at US Department of Transportation, Order JO 7210.3Y, paragraph 2-1-30.g (page 2-1-12.)
<http://www.faa.gov/documentLibrary/media/Order/FAC.pdf>

Please vote against allowing the Airport to apply for the FAA New Terminal grant.