

# **SANTA CRUZ/SANTA CLARA COUNTIES AIRPORT/COMMUNITY ROUNDTABLE**

## ***Recap of Third Regular Meeting of the Roundtable***

**April 24, 2019  
1:00 – 3:00 PM**

CITY OF SANTA CLARA, COUNCIL CHAMBERS  
1500 Warburton Ave, Santa Clara, CA 95050  
Tel. (408) 615-2200 Fax 241-6771 TDD (800) 735-2922

### **Roundtable Members Present**

Mary-Lynne Bernald, City of Saratoga, Council Member - Chairperson  
Lisa Matchak, City of Mountain View, Mayor – Vice Chairperson  
Ed Bottorff, City of Capitola, Council Member  
Steven Scharf, City of Cupertino, Mayor  
Anita Enander, City of Los Altos, Council Member  
Lydia Kou, City of Palo Alto, Council Member  
Kathy Watanabe, City of Santa Clara, Council Member  
Steve Preminger, Santa Clara County, Office of Strategic and Intergovernmental Affairs  
Carlos Palacios, County of Santa Cruz, County Administrative Officer  
Glenn Hendricks, City of Sunnyvale, Council Member  
Cynthia Mathews, Santa Cruz, Councilmember – Call-in, Nonvoting

### **Federal Aviation Administration (FAA)**

Faviola Garcia, Office of the Regional Administrator  
Debbie Price, Oakland Air Route Traffic Control Center (OAK ARTCC)

### **Airport Staff**

Bert Ganoung, San Francisco International Airport (SFO)

### **Congressional Staff**

Karen Chapman, Congresswoman Anna Eshoo's Office – Call-in  
Kathleen Lee, Congressman Jimmy Panetta's Office

### **Cities Association of Santa Clara County and Consultant Staff**

Andi Jordan, Cities Association of Santa Clara County  
Steve Alverson, Environmental Science Associates (ESA)  
Julie Russell, ESA

## **Presenters**

Debbie Price, FAA  
Steve Alverson, ESA

A quorum of the members was present.

### **1. Welcome/Review of the Meeting Format – Steve Alverson, Roundtable Facilitator**

Roundtable facilitator Steve Alverson welcomed the members and public to the SCSC Roundtable, and noted that meeting was being lived streamed and recorded for future viewing. This is a collaborative forum with a discussion and comment period with the Roundtable members and the public. The SCSC Roundtable complies with the Brown Act, thus making them unable to take action on the comments of the day. The video and more information can be found at the SCSC Roundtable [website](#).

### **2. Call to Order and Identification of Members Present – Chairperson Bernald**

Chairperson Bernald called the meeting to order and asked the Roundtable members to introduce themselves. Ten members were present and Member Mathews called into the meeting. In compliance with the Brown Act, Member Mathews was nonvoting member for this meeting.

### **3. Air Traffic 101 – Federal Aviation Administration**

FAA representative Debbie Price from the Oakland Air Route Traffic Control Center (OAK ARTCC) gave a presentation on the basics behind the FAA's air traffic system including how it is organized and how aircraft are controlled in the National Airspace System (NAS). The presentation included a description of the OAK ARTCC, which handles the largest volume of international airspace in the world, as well as the Northern California Terminal Radar Control (TRACON or NCT) facility, the airspace under NCT's control, and what aspects of flight NCT controls. Ms. Price also reviewed several key factors used to decide air traffic configurations at San Francisco (SFO), San Jose (SJC), and Oakland International (OAK) Airports.

Member Hendricks requested an explanation on how air traffic is passed between NCT and other air traffic control facilities. Ms. Price explained that there are intersection points, depending on the airport, that usually start 30 nautical miles from the airport. These points are "metered" and are where the air traffic has handed off from one controller to another. Chairperson Bernald asked how close aircraft can be from one another for Oakland Center controllers, which handles en route traffic. Ms. Price explained that the FAA's spacing requirement is 5 nautical miles in in trail (following one another) and 1,000 feet vertically. Ms. Price noted that for the NCT airspace, the spacing requirement is 3 nautical miles in trail and in 1,000 feet vertically.

Member Hendricks requested more information about the situation in which some airlines to use their own arrival and departure procedures. Ms. Price explained that to her knowledge, airlines are not able to use their own procedures. Chairperson Bernald inquired about accommodating flight patterns for larger aircraft. Ms. Price said that these larger flights are given more time and space, but they are not able to plan for them due to the changing

nature of flight schedules. Member Hendricks asked which FAA organization makes the decision to change traffic flow at the Bay Area airports. Ms. Price said that the main deciding factor is the wind in the direction of flow, and the decision to change the direction of flow is made on a joint conference call involving all three airports. Member Kou asked for an explanation of Standard Instrument Departure Procedures (SIDs). Ms. Price explained that each runway has its own instrument departure procedures and these determine what departure path an aircraft will use. Ms. Price told the Roundtable that SIDs are controlled by the FAA. Member Hendricks wanted to know if the FAA tries to involve every group. Ms. Price stated that the FAA tries to involve all groups in procedure development, but the emphasis is on the system users and airports.

Ms. Price's "Air Traffic 101" presentation is available on the SCSC Roundtable [website](#).

#### **4. FAA Follow-up on the LOUPE FIVE Departure Procedure – *Federal Aviation Administration***

FAA representatives Ms. Price and Ms. Garcia gave a presentation on the LOUPE FIVE Departure Procedure and answered the questions that the Roundtable had previously submitted to the FAA. The FAA representatives referred the Roundtable to the Gateway [website](#), which is FAA's website for tracking Instrument Flight Procedures (IFP).

Member Kou asked what the timeline for the IFPs is on the Gateway. Ms. Garcia explained that it could take 12 to 18 months for a procedure to move from initial concept to publication. She added that the FAA would provide detailed responses to the Roundtable's questions in writing. She requested that the Roundtable's questions be provided at least 30 days in advance. Member Bottorff asked how this change to the LOUPE FIVE departure procedure and future IFP changes would affect the public on the ground. Member Bottorff requested that for future procedure changes that the FAA provide maps that show the ground level effects of the procedure on the public. Member Hendricks asked how the public would be able to find and access these types of maps and information. A community member encouraged the Roundtable to take action that has the potential to show results. Member Bottorff motioned to allow Chairperson Bernald to capture and submit these questions to the FAA for the next meeting. Member Watanabe seconded the motion, which carried unanimously.

Ms. Price and Ms. Garcia's "Follow-up on the LOUPE FIVE Departure Procedure" presentation is available on the SCSC Roundtable [website](#).

#### **5. Proposed PIRAT TWO STAR arrival procedure at SFO – *Steve Alverson, Roundtable Facilitator***

Before the PIRAT TWO STAR presentation, Chairperson Bernald announced that there have been questions if the Roundtable would review recommendations that the Select Committee and SFO Roundtable are tracking. She said that the SCSC Roundtable could review this information for educational purposes. Mr. Alverson went on to give a presentation that identified the differences between the existing PIRAT ONE STAR and the proposed PIRAT TWO STAR. This presentation ended with a discussion of possible questions to share with the FAA.

Community members provided questions that they wanted included on the list that will be given to the FAA. A common concern among the community members was their lack of

knowledge on what PIRAT TWO is, why they are changing to this STAR and how they will be affected by this change. Member Bottorff is concerned about this route as the Select Committee was trying to bring aircraft to a higher elevation to reduce noise, but this new flight path is at a lower elevation.

Member Kou inquired about: 1.) the existence of PIRAT prior to the formation of the Select Committee, and 2.) the 60-day time period allotted to file a petition opposing the procedure. Member Hendricks noted that he would like: 1.) to have a policy that contains success criteria, and 2.) to have more information on ground impacts. Member Enander said that she would provide letters from Mountain View, Los Altos, and Palo Alto to the Chairperson to be included in the letter of submitted questions to the FAA. Member Preminger wanted to know what the FAA's responsibility was to respond to the questions of local jurisdictions. Member Enander questioned if all parties involved were aware of what is happening. Chairperson Bernald informed the SCSC Roundtable that the SFO Roundtable is aware of the changes. Vice Chairperson Matichak echoed the opinion of Member Hendricks indicating that she would like to see a map showing the impacts on the ground. She also would like to know the likelihood of aircraft being vectored either up or down the peninsula, since there are flights that are not following the same flight path. Mr. Alverson noted that PIRAT ONE STAR was put out of service through an FAA-issued Notice to Airmen (NOTAM). Mr. Alverson also noted that a Record of Decision comes after an Environmental Assessment or Environmental Impact Statement has been performed. He noted that it appears as though the PIRAT TWO STAR has been given a categorical exclusion or CatEx. FAA's Ms. Garcia explained that the FAA does try to make it a practice to respond to any government inquiries, and address concerns of the public through representative. Member Kou wanted to know what happened to the two airports after ARGGG.

Mr. Alverson's "Proposed PIRAT TWO STAR arrival procedure at SFO" presentation is available on the SCSC Roundtable [website](#).

## **6. SCSC Roundtable Website Overview – Steve Alverson, Roundtable Facilitator**

Mr. Alverson reviewed the various features that the SCSC Roundtable website has to offer. As per Chairperson Bernald's request, she will be added to the contact list that is posted on the website. Vice Chairperson Matichak requested that all items to be presented at the Regular Roundtable meetings be posted no later than 72 hours prior to the meeting.

Mr. Alverson's "SCSC Roundtable Website Overview" presentation is available on the SCSC Roundtable [website](#).

## **7. Review the SCSC Roundtable Members' Interests List and Development of Work Plan – Steve Alverson, Roundtable Facilitator**

Mr. Alverson stated that many of the questions and interests that were stated in this meeting would be added to the Member's Interests list. Vice Chairperson Matichak would like to have a presentation on what the Ad Hoc and Select Committees did to bring everyone up to speed. She also wants to address the proposed changes that she feels need to be made to the Bylaws and MOU. Chairperson Bernald stated that there have been four updates from the Select Committee and the recommendations can be found online at on Anna Eshoo's [website](#). This website shows the materials published by FAA in November 2017 to the one that was posted [yesterday](#). Member Hendricks said that Roundtable members and members of the public could look on the SJC [website](#) for South Flow Ad Hoc Committee materials.

Member Hendricks added that he would like to see a link on the SCSC Roundtable website to access this information. Member Hendricks would like to see the order in which the Roundtable will be reviewing the Member's Interest list. Member Kou would like to add nighttime flights, including cargo flights to the Members' Interest list. Member Palacios would like the Roundtable to review the SSTIK departure procedure out of SFO that crosses over the CISKO waypoint above the Santa Cruz Mountains. He added he would like to find out the possibility of using the YYUNG waypoint, which is out over the ocean, instead of CISKO. Community members wanted to know how the SCSC Roundtable fits into what is being done at the SFO Roundtable. They also expressed the need for effective action that involved everyone and the public. The community members also would like to know the dates within which they must file a petition opposing the PIRAT Two STAR. The community members would like Full Working Group (FWG) added to the Members' interest list. Member Bernald stated that there is a new update for Phase Two that includes multiple topics of interest to the Roundtable. The updated Members' Interest List can be found on the website.

## **8. Roundtable Member Discussion - *Roundtable Members***

Chairperson Bernald addressed recent items that had arisen prior to today's meeting. She received a request to put up a graphic during the meeting. She stated that the Roundtable needs at least 24-hour's notice to connect with the venue hosts. Chairperson Bernald clarified that the Cities Association has a contract with ESA; therefore, information should be directed to her so she can group the information and discuss it with Steve Alverson. This will help the Roundtable efficiently use ESA's contracted budget. The Roundtable will not be using non-sourced, nontechnical information. The Roundtable will rely on information provided by Steve and ESA.

The questions raised during today's meeting will be gathered and carried forth in letters to the FAA with the agreement to allow FAA 30 days to respond. Chairperson Bernald relayed the request of Vice Chairperson Matichak that the FAA present the most recent status of the implementation of the recommendation of the Select Committee on South Bay Arrivals and the Ad Hoc Advisory Committee on South Flow. Chairperson Bernald noted that this item has already been noted as Item 7 on today's agenda. According to the Bylaws, the Chairperson can and will forward requests to the Roundtable and staff for action. Member Kou would like to know if the SCSC Roundtable has a representative on the FWG. Ms. Garcia clarified that the June 4-6 meeting does not include the public. Member Hendricks said that as a pilot program, he would like to find a way to make formal requests to FAA to change model on how the FAA engages with this Roundtable. Community members questioned whether the FAA has appropriately interpreted the guidance governing the use of categorical exclusions. Community members want to be involved from the beginning; the communities feel excluded in the current process.

## **9. Comments from the Public**

Comments from the public were introduced during the topics discussed. These are noted earlier in this meeting recap.

## **10. Review of Roundtable Action Items – *Steve Alverson, Roundtable Facilitator***

Steven Alverson reviewed the formal actions that were taken during this meeting. These are noted earlier in this meeting recap.

**11. Adjournment – *Chairperson Bernald***

Chairperson Bernald adjourned the meeting at 3:15 pm PDT.