



AGENDA

SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Fifth Regular Meeting of the Roundtable

**June 26, 2019
1:00 – 3:00 PM**

COUNTY OF SANTA CRUZ, GOVERNMENTAL CENTER BUILDING
701 Ocean Street, Room 525, Santa Cruz, California
Tel. (831) 454-2323 (TTY/TDD call 711)

1:00 PM	1. Welcome/Review of the Meeting Format – <i>Steve Alverson, Roundtable Facilitator</i>	Information
1:05 PM	2. Call to Order and Identification of Members Present – <i>Chairperson Bernald</i>	Information
1:10 PM	3. Consent Item – Approval of a Resolution to Affirm the SCSC Roundtable as the Official Body for Future Actions Regarding the Select Committee on South Bay Arrivals and the South Flow Ad Hoc Committee Recommendations – <i>Chairperson Bernald</i>	Action
1:15 PM	4. Overview of the FAA's Procedure Development Process – <i>Federal Aviation Administration</i>	Information
1:35 PM	5. Update on the FAA's Review of the Select Committee on South Bay Arrivals Recommendations – <i>Federal Aviation Administration</i>	Information
2:05 PM	6. Discuss/Adopt the Priority Levels on the IFP Gateway Matrix – <i>Steve Alverson, Roundtable Facilitator</i>	Information/Action
2:25 PM	7. Comments from the Public for Items not on the Agenda - <i>Speakers are limited to a maximum of two minutes or less depending on the number of speakers. Roundtable members cannot discuss or take action on any matter raised under this agenda item.</i>	Information

In compliance with the Americans with Disabilities Act and the Brown Act, those persons requiring accommodation for this meeting should contact the Clerk of the Board at (831) 454-2323 [TDD: call 711] at least 72 hours in advance of the meeting to make arrangements.

2:50 PM	8. Member Discussion - Chair's Report - - SCSC/SFO Roundtable Working Relationship - - Poll Members Regarding Summer Meeting Schedule - - Potential NASA Visit - Other items from members	Information/Action
2:55 PM	9. Review of Roundtable Action Items – <i>Steve Alverson, Roundtable Facilitator</i>	Information
3:00 PM	10. Adjournment – <i>Chairperson Bernald</i>	Information

Materials to be provided at the meeting:

- Copies of the agenda packet

In compliance with the Americans with Disabilities Act and the Brown Act, those persons requiring accommodation for this meeting should contact the Clerk of the Board at (831) 454-2323 [TDD: call 711] at least 72 hours in advance of the meeting to make arrangements.

SCSC Roundtable IFP Gateway Review

memorandum

date June 26, 2019

to Roundtable Members and Interested Parties

cc

from Steve Alverson, Santa Clara/Santa Cruz Counties Airport/Community Roundtable Facilitator

subject Review of the Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway

The FAA's Instrument Flight Procedures Information Gateway ("IFP Gateway") is a website used by the FAA to distribute aircraft instrument flight procedure details ("charts") to the general public.¹ The FAA also uses the IFP Gateway to share its IFP Production Plan, which includes details on IFPs under development or amendment along with development status and tentative publication dates. Environmental Science Associates (ESA) monitors the IFP Gateway for proposed changes to IFPs associated with Norman Y. Mineta San Jose International Airport (SJC), San Francisco International Airport (SFO), and Oakland International Airport (OAK). Changes to IFPs associated with these airports may affect communities in Santa Clara and Santa Cruz counties.

The FAA publishes IFPs according to a specific publication cycle. The next publication date is June 20, 2019. The following information provides details on the IFP development process and IFPs under development or amendment:

Stages of IFP Development

Development of IFPs typically follows five stages, described below. Depending on the nature of the IFP development or amendment, not all of these stages may occur.

1. **FPT (Flight Procedures Team):** This team reviews potential IFPs for feasibility and coordinates IFP development with relevant FAA lines of business and staff offices.
2. **DEV:** Procedure development.
3. **FC (Flight Check):** The FAA performs a flight inspection of the procedure.
4. **PIT (Production Integration Team):** This team prepares procedure details to support publication.

¹ https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/

5. **CHARTING:** Procedures are made available to the public, typically in graphical, text, and electronic formats.

IFP Development Status Indicators

The following terms are employed by the FAA to identify the status of the IFP during the development process.

At Flight Check:	The procedure is with FAA staff responsible for flight inspection.
Awaiting Publication:	The procedure has been developed and is awaiting an upcoming publication date.
Awaiting Cancellation:	The procedure will be removed from FAA flight procedure databases on an upcoming publication date.
Complete:	Procedure development has finished.
On Hold:	Procedure development has been paused while awaiting further information.
Pending:	Detailed development of the procedure will begin in the future.
Published:	The procedure has been made publicly-available.
Terminated:	Development has terminated for the procedure.
Under Development:	The procedure is being developed by the FAA.

Key Terms

The following acronyms are employed by the FAA to describe the IFP, including some of the navigational equipment necessary to accommodate the IFP.

AMDT:	Amendment
CAT:	Category
DME:	Distance Measuring Equipment
DP:	Departure Procedure
GPS:	Global Positioning System
GLS:	Ground-Based Augmentation System (GBAS) Landing System
IAP:	Instrument Approach Procedure
ILS:	Instrument Landing System
LOC:	Localizer
LDA:	Localizer Type Directional Aid
RNAV:	Area Navigation
RNP:	Required Navigation Performance
RWY:	Runway
SA:	Special Authorization
SID:	Standard Instrument Departure
STAR:	Standard Terminal Arrival Route
TBD:	To Be Determined

IFP Status

The following tables provide status updates on IFP production for procedures serving OAK, SFO, and SJC. Information highlighted in **turquoise** has been updated since the May 22, 2019 IFP Gateway Review.

Norman Y. Mineta San Jose International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
SAN JOSE THREE	SID	Awaiting Publication	8/15/2019	Of medium importance to the Roundtable, as the proposed modifications add a heading to the chart but may not change the locations of overflights.
SUNOL ONE	SID	Awaiting Publication	8/15/2019	This is a modification to the SUNOL NINE procedure. Of high importance to the Roundtable, as the proposed modifications may change the locations of overflights.
ROBIE FIVE	STAR	Awaiting Publication	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
ILS OR LOC RWY 30L, AMDT 26	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 30L, AMDT 3	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 30R, AMDT 2	IAP	Pending	7/16/2020	No further information available at this time.
LOUPE FIVE	SID	Published	4/25/2019	Of high importance to the Roundtable, due to proposed modifications that may change the locations of overflights.

San Francisco International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled/Actual Publication Date	Additional Notes (If Applicable)
SERFR FOUR	RNAV STAR	Under Development (Previously Pending)	12/5/2019	Of high importance to the Roundtable, due to proposed modifications that may change the locations of overflights.
MODESTO NINE	STAR	Awaiting Publication	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights within the vicinities of Santa Clara and Santa Cruz counties.
IRS OR LOC RWY 19L, AMDT 22A	IAP	Published	6/20/2019	No further information available at this time.

San Francisco International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled/Actual Publication Date	Additional Notes (If Applicable)
AFIVA ONE	SID	Canceled	6/20/2019	No further information available at this time.
GOLDEN GATE SEVEN	STAR	Canceled	6/20/2019	No further information available at this time.
OFFSHORE TWO	SID	Published	4/25/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
PIRAT TWOSTAR	STAR	Published	4/25/2019	Of high importance to the Roundtable, as the proposed modifications may change aircraft altitudes.
GLS OVERLAY LDA/DME RWY 28R, AMDT 2B	GLS IAP	Pending	3/26/2020	No further information available at this time.
GLS OVERLAY RNAV (GPS) RWY 19L, AMDT 3	GLS IAP	Pending	3/26/2020	No further information available at this time.
GLS OVERLAY RNAV (GPS) RWY 19R, AMDT 2	GLS IAP	Pending	3/26/2020	No further information available at this time.
GLS OVERLAY RNAV (GPS) RWY 28L, AMDT 6	GLS IAP	Pending	3/26/2020	No further information available at this time.
GLS OVERLAY RNAV (GPS) Z RWY 28R, AMDT 6	GLS IAP	Pending	3/26/2020	No further information available at this time.
POINT REYES THREE	STAR	Pending	12/31/2020	No further information available at this time.
STINS FOUR	STAR	Pending	12/31/2020	No further information available at this time.

Oakland International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
ILS RWY 12 (SA CAT I), AMDT 8B	IAP	Pending	1/2/2020	No further information available at this time.
CALSTATE VISUAL RWY, AMDT 30	IAP	Pending	1/30/2020 (Previously 12/5/2019)	No further information available at this time.
ILS OR LOC RWY 12, AMDT 9	IAP	Pending	5/21/2020 (Previously 12/5/2019)	No further information available at this time.
RNAV (GPS) Y RWY 12, AMDT 4	IAP	Pending	5/21/2020 (Previously 12/5/2019)	No further information available at this time.

Oakland International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
AANET TWO	RNAV STAR	Pending	5/21/2020 (Previously 12/5/2019)	No further information available at this time.
WNDSR THREE	RNAV STAR	Pending	5/21/2020 (Previously 12/5/2019)	No further information available at this time.
SKYLINE ONE	SID	Awaiting Publication	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
PANOCHÉ SIX	STAR	Awaiting Publication	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
SILENT TWO	SID	Pending	5/21/2020	No further information available at this time.
OAKLAND FOUR	SID	Awaiting Publication	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
OAKLAND FIVE	SID	Pending	1/30/2020	No further information available at this time.
QUAKE ONE	SID	Pending	1/30/2020	No further information available at this time.
SUNNE ONE (Previously TBD ONE)	SID	Pending	1/30/2020	No further information available at this time.

SCSC Roundtable Emails Received

May 1-31, 2019

Emails to the SCSC Roundtable - May 1-31, 2019

May 24, 2019

Name

Greg Goodere

Message

Cities Association of Santa Clara County:

Thank you so much for the time and information that you provided today, Friday May 24, regarding the horrendous noise pollution generated by arriving and departing flights into SJC and other airports. As we discussed, the east side of southern Santa Clara Valley (Morgan Hill) is also experiencing a significant increase in airplane noise as noted by your eleven or so SCSC members. It is hard to believe that the FAA would route flights over the most densely populated area in the south Santa Clara County – the east foothills/ Anderson Reservoir including the long established communities of Jackson Oaks, Holiday Lake Estates, Finley Ridge and many east foothill county residents, as well as Live Oak High School and many other eastside valley residential neighborhoods.

The departing flight jet noise starts around 6:40AM and slows around 11:00PM which leaves us around 7.5 hours to sleep and enjoy the quiet. Our health is starting to show the lack of hours for restful sleep. Additionally, noise from dozens upon dozens of arriving flights, which are even at a lower elevation and significantly louder, destroy our environment daily from mid-morning until 11:00PM or so. Several nights a week we are awakened with very late night jet arrivals anywhere from midnight to 3AM.

WE REALLY DO NOT UNDERSTAND WHY THE FAA WOULD ROUTE THIS AIR TRAFFIC OVER ONE OF THE MOST POPULATED AREAS OF THE SOUTH COUNTY (SANTA CLARA COUNTY)!! THERE MUST BE ALTERNATIVE ROUTES THAT WOULD STOP OR LESSEN THIS NOISE INTRUSION!

It seems that moving the “arriving” flights (2-3 miles) north to fly over the Kirby Canyon landfill and Coyote Valley would substantially reduce the jet noise levels being experienced in the eastern side residents of Morgan Hill. The Coyote Valley area has virtually no residents. Another suggestion would be to have the “arriving” flights cross the eastern hills several miles south of Morgan Hill where there are virtually no large residential developments and then proceed to line up with SJC over the western hills of south county.

We have had email correspondence with Michael Winans, SJC Noise Management Office, filing an SJC Noise Complaint #371332 on Jan 18, 2019, as well as the FAA in Washington DC who forwarded our complaint the local regional FAA office. We have return correspondence from SJC indicating that this is a FAA issue. No response from the local FAA office. We have also contacted Santa Clara County Supervisor Mr. Wasserman (no response) and House Representative Zoe Lofgren (form letter response).

Again, thank you for the names of individuals within our city and county governments. I will be contacting them soon. Any other thoughts regarding how we can have our concerns voiced to the FAA would be sincerely appreciated. Thank you! Greg Goodere

May 31, 2019

Name

Greg Goodere

Message

Got them. Thanks loads!! **IF they could move the start of KLIDE 2-3 miles north**, most issues would be solved. Tx again. Greg Goodere

May 31, 2019

Name

Greg Goodere

Message

Thank you very much! Very helpful!

The southbound departures are very noisy and start around 6:35AM and continue throughout the day and into night. But they are 1/2 the noise created by the arriving jets.

Arriving flights are devastatingly loud and start in mid morning and slow down around 11:00PM. It seems that the problem is -- the aircraft approaching KLIDE are coming in at an angle that passes over our home and hundreds upon hundreds of other homes. While KLIDE is in an open area (near Manfre Rd and San Bruno) with very few homes, the arriving planes are destroying our environment and increasing health issues for a residents. Try going to bed at 10PM and listen to arriving flights until 11PM - NOT GOOD!

If the arriving jets **approach to KLIDE moved more to the north** (creating a sharper right turn for the plane), it would resolve many issues. However, to resolve all issues the Manfre Rd and San Bruno point would also need to be moved a couple of miles north and with the more radical approach angle.

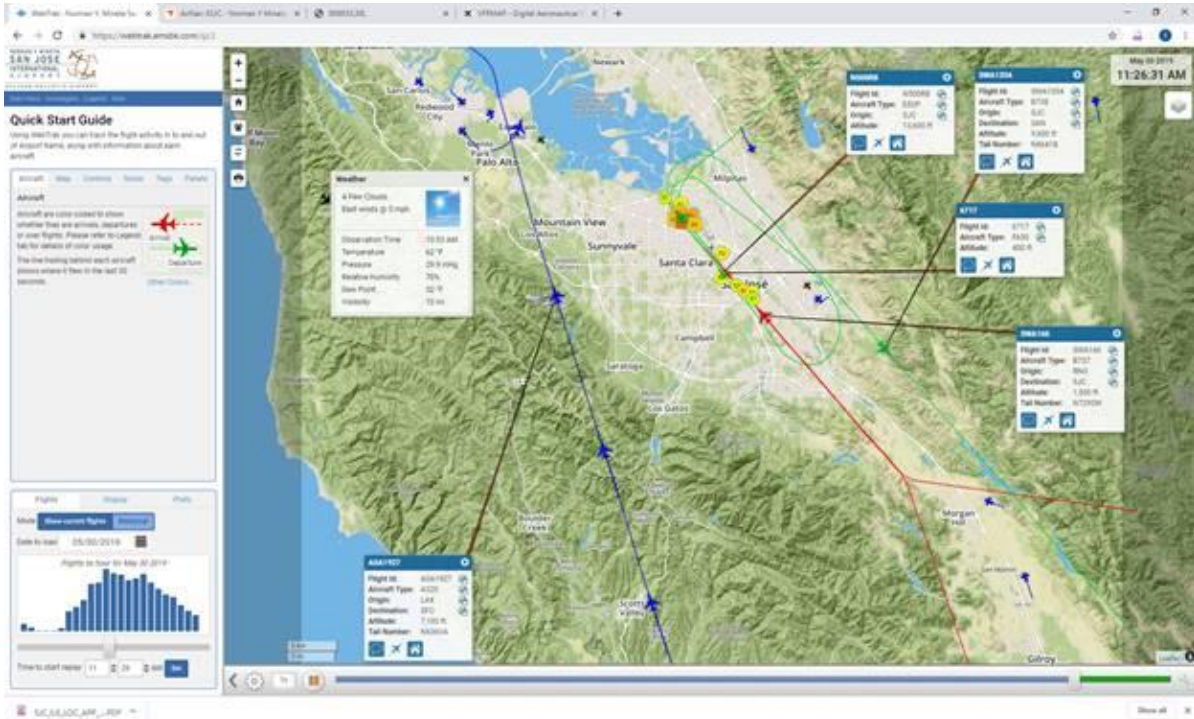
I am wondering how the FAA representative would react to moving KLIDE more to the north and/or creating a more radical approach angle to the north??? Just a thought.

Thanks again! Greg Goodere

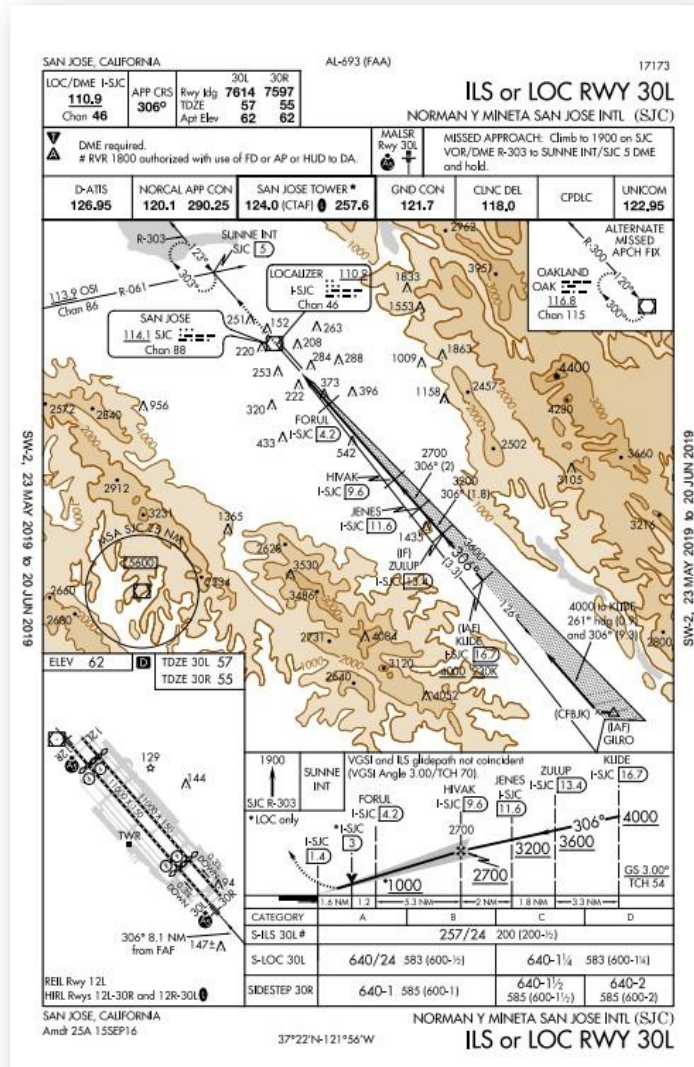
SCSC Roundtable Staff Email Responses¹

May 1-31, 2019

¹ All incoming emails receive the following response, "Thank you for contacting the SCSC Roundtable. Please be assured that your communication will be reviewed by the appropriate person. Citizen/resident communications will be distributed to SCSC Roundtable Members." The responses on the following pages reflect the more detailed responses that have been provided when appropriate.



It is clear from these images that SJC arrivals are intercepting the Instrument Landing System (ILS) glideslope to Runway 30L at SJC's Initial Approach Fix (IAF) named KLIDE, which is approximately 15.3 nautical miles from the touchdown point on Runway 30L. (KLIDE is slightly south of where Manfre Road intersects San Bruno Avenue just north of the Morgan Hill City boundary.) Arrivals from eastern destinations (e.g., Denver, Salt Lake City, Orlando) come in over the eastern hills below the southbound SJC departures. Arrivals from southerly destinations (e.g., Los Angeles, San Diego, and Orange County) come in on the western side of the valley, west of Morgan Hill. The ILS provides both vertical and lateral guidance to aircraft landing on Runway 30L and provides for a stabilized approach into SJC. Here is a screen capture of the current Runway 30L ILS approach plate:



The approach plate indicates that there is rising terrain on either side of the approach corridor, which would make it difficult for the FAA to move the arrival corridor east or west of its current location as aircraft are descending to land at SJC. Besides, as shown in the WebTrak image above, there are arrivals to Moffett Field and SFO to the west of the SJC ILS approach corridor and SJC departures climbing out to the east of the ILS approach corridor. It's likely that moving the SJC departures farther to the east would create conflicts with aircraft arriving into SJC from the east. Of course, the FAA is solely responsible for the safe and efficient use of the national airspace system and would need to see that the benefits of making such a change outweigh the drawbacks from making such a change.

We trust this information is helpful to you.

Regards,

SCSC Roundtable Staff

SCSC Roundtable Emails Received

June **1-21, 2019**

Emails to the SCSC Roundtable - June 1-21, 2019

June 8, 2019

Name

Greg Hyver

Message

I will be attending the June 26 meeting as a concerned citizen who has seen my property rights trampled on by the FAA. The SERFR route was implemented in March, 2015, and since that time, I have had a direct line of flight of thousands of passenger and cargo planes flying directly over my home, day in and day out. I sleep with my windows closed now and my Airbnb customers have expressed dismay that the serenity of my Soquel mountains retreat is anything but. The Select Committee has spoken, yet the FAA continues to dawdle and excuse itself for doing nothing but making false promises to the affected citizens. DO SOMETHING NOW BECAUSE WE WILL CONTINUE TO PURSUE THIS WITH YOU!!!

June 11, 2019

Name

Kim Calerdine

Message

Dear Roundtable members,

I am writing today because I will not be able to attend the next meeting, as I work as a nurse, full time. I am writing because of my frustration at the jet noise that we continue to be subjected to. It is awful!!! Every morning between 5 and 6 am it begins and goes on until at least 1am. The worst seems to be 6pm-midnight. I now sleep with my windows closed and the best ear plugs I can buy and it still wakes me out of a sound sleep! Some nights I don't fall asleep until after 1 am because of the jets coming in, one after another, every few minutes, sounding like either a roaring train, thunder or the beginning of an earthquake. This is extremely upsetting!!! And then by 5am it starts all over again. I report daily on the Stop The Jet Noise app, however, sitting there with the light of my cell phone lit up, waiting to press "REPORT" is even more frustrating, because then it takes hours before I can fall back to sleep. Between this and the way our city council is dealing with the homeless, I am actually considering selling my home of 37 years. I work all day, 5 days a week, pay property taxes, income taxes and a high price to live here and I come home and can't even relax and enjoy my time at home. I have French doors that I love to leave open when its warm, but I don't anymore because the planes are so loud!!! I don't even enjoy sitting in the yard I have worked so hard to make beautiful, because of the constant jet noise, especially in the early evenings. I am asking you to make a stand, make the promised changes happen! I have spoken to so many people (I am becoming one of them) who have given up reporting at all, because we feel completely ignored. Please, please, please do something.

June 12, 2019

Name

Nancy Zajda

Message

Hello! And thank you so very much for that you are doing to keep this issue alive!
I won't be able to come to the upcoming meeting. My husband is not well. And I can't, really, leave him alone.
But I wanted you to know, that I report, virtually, everyday, and have been since the beginning.
I am with you and support you and thank you.

June 17, 2019

Name

Ellen Smith

Message

My husband & I sold our home in Saratoga and built our home at the top of the Summit in the Santa Cruz Mountains in 1976 to have PEACE & QUIET. That all changed in 2015. We have written letters, attended numerous meetings, stood and protested. If anything the air traffic has gotten worse. Not only SFO & OAK, now SJC coming over head as low as 3900 ft. and SQL flying over our home. It is ridiculous! We are retired and spend everyday outside no matter what weather conditions. I am glued to a cell phone day and night recording JET NOISE. All hours of the day NO PEACE & QUIET. For WHAT???? We have asked for the return to the original flight path. It is now half way through 2019, this started in March 2015.
WE want our peace & quiet life back. PLEASE HELP US!
Thank you Ellen & Ken Smith

June 21, 2019

Name

patrick lovejoy

Message

I expect to attend the June 26 roundtable meeting. I would like to hear an update on the BSR overlay from full working group. Please place this on your agenda.
thank you

June 21, 2019

Name

Randy Fujishin

Message

Please include on your upcoming agenda the update on the Santa Cruz Flight Pattern change approved by the special committee.

June 21 2019

Name

John Cowan

Message

I am writing to request that you quickly update the BSR Overlay, as recently recommended by the Full Working Group. And please move on to the BRIXX procedure as recommended by the Select Committee.

The constante overflying of the heavy jets, is extremely annoying, especially when they employ their speed brakes at one o'clock in the morning. It sounds like they're in our bedroom.

Thank you.

John Cowan

June 21, 2019

Name

Rossana Bruni

Message

Please report on the full working group. We have been waiting patiently with very little information from the FAA and it's time now to inform the public as to their latest efforts.

Let's get this on the agenda.

They met on June 4-5; now's the time!

June 21, 2019

Name

Connie Dowler

Message

Please include on the agenda for the June 26 RT meeting an update on the BSR Overlay from the recent Full Working Group meeting.

June 21, 2019

Name

Selina Faircrest

Message

Hi:

Please provide an update on the BSR Overlay from the recent Full Working Group meeting. Please also include on the June 26 RT Agenda with the update from FWG!

Thank you!

Selina K. Faircrest
Santa Cruz, CA

June 21, 2019

Name

Neil Goldstein

Message

Please include the update on the BSR Overlay from the recent Full Working Group meeting in the June 26th SCSC Roundtable agenda. We have been waiting too long for action from the FAA. We need action now!

June 21, 2019

Name

Nancy Goldstein

Message

Please include the update on the BSR Overlay from the recent Full Working Group meeting in the June 26th SCSC Roundtable agenda.

We have been waiting too long for action from the FAA. We need action now!

June 21, 2019

Name

Robert Nunn

Message

Please include the update on the BSR Overlay from the recent Full Working Group meeting in the June 26th SCSC Roundtable agenda.

We need to know what is going on with our noisy skies, and need the problem fixed ASAP>

June 21, 2019

Name

James Lindsey

Message

We want an update on the BSR Overlay from the recent Full Working Group meeting

June 21, 2019

Name

Joseph Ols

Message

WE NEED THE BIG SUR ROUTE (overlay) ASAP!!!!
Please be sure to include the update on the BSR Overlay from the recent Full Working Group meeting. Be sure and include on the June 26 RT Agenda. THANK YOU

RESOLUTION NUMBER 1

RESOLUTION NUMBER 1

A RESOLUTION OF THE SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY NOISE ROUNDTABLE AFFIRMING ITS ROLE AS THE APPROPRIATE ORGANIZATION TO FOLLOW-UP ON THE FEDERAL AVIATION ADMINISTRATION'S ACTIONS RELATED TO THE RECOMMENDATIONS OF THE SELECT SOUTH BAY ARRIVALS COMMITTEE AND THE AD HOC SOUTH FLOW COMMITTEE

WHEREAS, the Select South Bay Arrivals Committee and the Ad Hoc South Flow Committee forwarded to the Federal Aviation Administration (FAA) a series of recommendations intended to reduce the increased aircraft noise impacts introduced by the FAA's implementation of the Northern California Metroplex (NorCal Metroplex) flight procedures; and

WHEREAS, the Select South Bay Arrivals Committee and the Ad Hoc South Flow Committee have expired; and

WHEREAS, the FAA has reviewed those Committees' recommendations and is taking action on a number of them; and

WHEREAS, the Santa Clara/Santa Cruz Counties Airport/Community Noise Roundtable was formed to provide a public forum through which ongoing aircraft noise concerns related to the NorCal Metroplex flight procedures may be heard and addressed; and

WHEREAS, the FAA recognizes the Santa Clara/Santa Cruz Counties Airport/Community Roundtable as a valid and representative community aircraft noise forum with which it can collaborate; and

WHEREAS, the FAA is implementing changes in air traffic procedures that are responsive to the Select South Bay Arrivals Committee and the Ad Hoc South Flow Committee's recommendations and no other forum exists to address these changes over the broad geographic area represented by its members; and

NOW THEREFORE, the members of the Santa Clara/Santa Cruz Counties Airport/Community Noise Roundtable recognize the need for an organization to collaborate with the affected community and FAA on aircraft noise issues that may arise due to the implementation of these procedures or new procedures and willingly agree to fill this role resolve as follows:

- 1) The Santa Clara/Santa Cruz Counties Airport/Community Noise Roundtable affirms its role as the appropriate body to follow-up on the FAA's actions related to the recommendations of the Select South Bay Arrivals Committee and the Ad Hoc South Flow Committee.

UNANIMOUSLY ADOPTED BY CONSENT by the Santa Clara/Santa Clara Counties Airport/Community Noise Roundtable on this 26th day of June 2019.

Mary-Lynne Bernald, Chairperson

Letter from SCSC Roundtable Chair to Palo Alto Mayor



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

PO Box 3144
Los Altos, CA 94024

June 19, 2019

Honorable Eric Filseth, Mayor
City of Palo Alto
P.O. Box 10250
Palo Alto, CA 94303

Subject: Your June 11, 2019 Letter Regarding the City Council's Decision on Possible FAA Legal Action

Dear Mayor Filseth:

Thank you for your June 11, 2019 letter informing me of the Palo Alto City Council's decision not to take legal action against the Federal Aviation Administration (FAA) regarding its implementation of the PIRAT TWO Standard Terminal Arrival Route (STAR). I understand this was a very difficult decision for the Council in light of the aircraft noise concerns expressed by your constituents.

I also appreciate the fact that the City Council did not want to diminish the engagement that the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) has had with the FAA to date and expects to have moving forward. Thank you for putting your faith in, as you put it, "... the collaborative-problem solving potential..." of the SCSC Roundtable. I firmly believe that working collaboratively with the FAA will likely result in the best outcome for all Bay Area residents affected by aircraft noise.

In your letter, you indicated that the City would like the SCSC Roundtable to explore ways to reduce night flights over communities like yours. The issue of nighttime aircraft noise has been raised as a community concern since the SCSC Roundtable's first meeting in February 2019. Therefore, I will bring your request to the full Roundtable membership for consideration at a future meeting.

Thank you again to taking the time to write to me regarding the City Council's decision and for allowing the SCSC Roundtable to move forward in its work with the FAA unimpeded.

Sincerely,

Mary-Lynne Bernald
Chairperson

Cc: SCSC Roundtable Members and Alternates

Letter from SCSC Roundtable Chair to OAK Noise Forum



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

PO Box 3144
Los Altos, CA 94024

June 19, 2019

Ms. Doreen Stockdale
Airport Noise Management Office
Oakland International Airport
One Airport Drive, Box 45
Oakland, CA 94621

Subject: Formal Coordination Amongst the San Francisco Bay Area Roundtables and Noise Forums

Dear Ms. Stockdale:

The Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) believes that it is in the best interest of the San Francisco Bay Area Roundtables and Noise Forums to work together on matters of common interest to their respective organizations' constituents. To that end, the SCSC Roundtable would like to establish a formal process through which the SFO Airport/Community Roundtable, Oakland International Airport Noise Forum, and SCSC Roundtable can share timely information on a regular, ongoing basis.

While we are open to your suggestions, perhaps each Roundtable or Noise Forum can designate a representative and alternate to serve as Roundtable liaisons with the expressed purpose of sharing information with the other Roundtables about activities that may influence noise in one or more of the other Roundtable's/Noise Forum's jurisdictions. This group could meet on a mutually convenient basis, so that ample discussion and information can be brought back to the full Roundtable/Noise Forum membership before policies/approaches become formalized. We are hopeful that this approach would provide the greatest noise benefit to all noise impacted constituents without shifting noise from one community to another.

I would be happy to meet with you to discuss this proposal further, but I am also prepared to bring it to the SCSC Roundtable membership if you agree with the approach outlined above.

I appreciate your consideration of this proposal. Please let me know how the SFO Airport/Community Roundtable would like to proceed.

Sincerely,

Mary-Lynne Bernald
Chairperson

Cc: SCSC Roundtable Members and Alternates

Letter from SCSC Roundtable Chair to SFO ACRT



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

PO Box 3144
Los Altos, CA 94024

June 19, 2019

Ms. Elizabeth Lewis, Chair
SFO Airport/Community Roundtable
C/o James Castañeda, Roundtable Coordinator
San Mateo County Planning and Building Department
455 County Center, 2nd Floor | Redwood City, CA 94063

Subject: Formal Coordination Amongst the San Francisco Bay Area Roundtables and Noise Forums

Dear Chair Lewis:

The Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) believes that it is in the best interest of the San Francisco Bay Area Roundtables and Noise Forums to work together on matters of common interest to their respective organizations' constituents. To that end, the SCSC Roundtable would like to establish a formal process through which the SFO Airport/Community Roundtable, Oakland International Airport Noise Forum, and SCSC Roundtable can share timely information on a regular, ongoing basis.

While we are open to your suggestions, perhaps each Roundtable or Noise Forum can designate a representative and alternate to serve as Roundtable liaisons with the expressed purpose of sharing information with the other Roundtables about activities that may influence noise in one or more of the other Roundtable's/Noise Forum's jurisdictions. This group could meet on a mutually convenient basis, so that ample discussion and information can be brought back to the full Roundtable/Noise Forum membership before policies/approaches become formalized. We are hopeful that this approach would provide the greatest noise benefit to all noise impacted constituents without shifting noise from one community to another.

I would be happy to meet with you to discuss this proposal further, but I am also prepared to bring it to the SCSC Roundtable membership if you agree with the approach outlined above.

I appreciate your consideration of this proposal. Please let me know how the SFO Airport/Community Roundtable would like to proceed.

Sincerely,

Mary-Lynne Bernald
Chairperson

Cc: SCSC Roundtable Members and Alternates

Letter from Congressman Adam Schiff to GAO

Congress of the United States
Washington, DC 20515

June 18, 2019

The Honorable Gene Dodaro
Comptroller General of the United States
441 G Street NW
Washington, DC 20548

Dear Mr. Dodaro:

We request that the Government Accountability Office (GAO) study how the Federal Aviation Administration (FAA) has considered community noise impacts while implementing the Next Generation Air Transportation System (NextGen) in major metropolitan areas. Specifically, we would like the GAO to review how the FAA measures aircraft noise, how it evaluates and mitigates noise impacts, and the extent to which the FAA conducts public outreach and responds to public comments regarding noise impacts.

The FAA's NextGen program aims to modernize the National Airspace System to increase the safety, efficiency, capacity, predictability, and resiliency of American aviation. As part of this effort, which began in 2007, the FAA has introduced new flight procedures that use satellite-based navigation in eleven major metropolitan areas with complex air traffic patterns, which the FAA calls "metroplexes." To date, the FAA has finished redesigning the airspace in the Northern and Southern California, Houston and North Texas, Atlanta, Charlotte, and Washington, D.C. metroplexes, and is designing and implementing redesigns in Cleveland-Detroit, Denver, Florida, and Las Vegas.

Each of these projects involved significant changes to existing routes and procedures. For example, in the Southern California Metroplex project, which includes 21 airports operating more than 2,800 daily scheduled flights and is the largest of the completed metroplex projects, the redesign included changes to almost 80 standard arrival and departure procedures. Changes in other metroplexes around the country were similarly broad.

For each of the completed projects in its Metroplex program, however, the FAA found that its proposed actions would not significantly affect the quality of human environment in the impacted metropolitan areas and would not result in significant noise impacts or reportable noise increases. Notwithstanding these findings, the new flight paths have caused significant concern in surrounding communities, and each of us have heard from constituents who are dealing with noise impacts.

Given the discrepancy between the FAA's findings and the concerns raised by affected communities, we request that the GAO study the FAA's consideration of aviation noise issues throughout the implementation of its NextGen program. Specifically, we ask that you address the following questions:

Measuring, disclosing, and mitigating noise impacts—

- (1) How does the FAA consider noise impacts when implementing new routes as part of its Metroplex initiative? Is the FAA consistent in how it considers and reports on noise impacts of NextGen and new flight paths across each different Metroplex project?
- (2) The FAA defines "significant increase in noise" as an increase in the Day-Night Average Sound Level (DNL) of 1.5 decibels or more over noise sensitive areas at or above the DNL 65-decibels noise exposure level. Do the FAA's criteria for whether changes in noise levels are considered significant sufficiently capture potential negative impacts? Given negative community response to new routes in

areas where the FAA did not find significant impacts would result, should the FAA revise its current metrics or develop alternative metrics to the current DNL standard?

- (3) Does the FAA measure and disclose noise impacts from changes to flight paths as adequately as it does noise impacts at airports?
- (4) Has the FAA become more effective at disclosing noise impacts from route changes since it began implementing NextGen? Has the FAA changed how it addresses noise impacts in response to litigation and settlements over flight path changes or requests from Congress?
- (5) In conducting environmental reviews of proposals for new or modified routes, has the FAA selected historical comparison data that fully and accurately captures flight paths before route changes? Have there been cases where the flight paths actually taken by aircraft changed significantly before the formal implementation of new routes associated with Metroplex implementation?

Public outreach—

- (6) How does the FAA communicate with the public and solicit and incorporate public input in planning and implementing its Metroplex initiative, including in developing new or modified arrival and departure procedures? Have the FAA's practices been adequate in the view of aviation stakeholders and community members?
- (7) How is the FAA measuring the adequacy of its public engagement and outreach when planning and implementing its Metroplex initiative?
- (8) Is the FAA's Instrument Flight Procedures (IFP) Information Gateway data portal sufficiently thorough, accessible, and transparent to communicate changes in flight paths and their potential community impacts with members of the public?
- (9) In cases where the FAA has settled litigation over proposed Metroplex route changes, did the FAA follow its own internal procedures in reaching settlement agreements and did it adequately consult with communities that would be affected by changes associated with those agreements before settling?

We appreciate your attention to this request.

Sincerely,



Adam B. Schiff
MEMBER OF CONGRESS



Peter A. DeFazio
CHAIRMAN, COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE



Brad Sherman
MEMBER OF CONGRESS



Harley Rouda
MEMBER OF CONGRESS



Alan S. Lowenthal
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Karen Bass
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Ro Khanna
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