



AGENDA

SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Sixth Regular Meeting of the Roundtable

**July 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

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. Establish the SCSC Roundtable Strategic Plan – <i>Steve Alverson, Roundtable Facilitator</i>	Information/Action
1:35 PM	4. Discuss the Priority of the IFP Gateway Update – <i>Steve Alverson, Roundtable Facilitator</i>	Information/Action
1:55 PM	5. Establish the SCSC Roundtable Work Program – <i>Steve Alverson, Roundtable Facilitator</i>	Information/Action
2:20 PM	6. Affirm the Roundtable as the official body for future actions regarding the Select Committee on South Bay Arrivals and Ad Hoc Advisory Committee on South Flow Arrivals – <i>Chairperson Bernald</i>	Information/Action
2:35 PM	7. Member Discussion - Chair's Report	Information
2:45 PM	8. 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
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

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.

Materials to be provided at the meeting:

- Copies of the agenda packet



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

Strategic Plan

July 19, 2019

DRAFT

Introduction

The Santa Clara/Santa Cruz Counties/Community Roundtable (Roundtable) has prepared this Strategic Plan to define a vision for its work as well as identify long-term goals for the Roundtable. Upon adoption, the Strategic Plan will be used to help guide the Roundtable's work over the next three years. In support of that work and in keeping with Objective 3 of the Roundtable's Memorandum of Understanding (MOU), a separate Work Program has been developed to analyze and evaluate the impacts of aircraft noise in affected communities and to make recommendations to appropriate agencies for implementation of effective noise mitigation actions. Both documents will be employed by the Roundtable to guide its efforts in addressing noise impacts to Roundtable member communities.

Background

The Roundtable was convened beginning on February 27, 2019, to foster collaboration among communities in Santa Clara and Santa Cruz Counties for the purpose of resolving aircraft noise issues. In 2007, the Federal Aviation Administration (FAA) began modernizing the nation's air transportation system through implementation of the Next Generation Aircraft Transportation System (NextGen). As part of NextGen, the FAA implemented the Northern California Optimization of Airspace and Procedures in the Metroplex (NorCal OAPM or Metroplex) project. Beginning in 2015, the NorCal Metroplex Project introduced new aircraft arrival and departure procedures serving San Francisco International Airport (SFO), Oakland International Airport (OAK), Norman Y. Mineta San Jose International Airport (SJC), and Sacramento International Airport (SMF). Several of the new procedures utilize area navigation (RNAV) technology, which allows for reduced separation between aircraft in flight and more concentration of aircraft flight paths. Consequently, people living in communities beneath these flight paths began experiencing an increase in aircraft noise.

In response to complaints from communities in the South Bay and Santa Cruz areas, Congressional Representatives Anna Eshoo, Jackie Speier, and former Congressional Representative Sam Farr, in coordination with the Cities Association of Santa Clara County, convened the Select Committee on South Bay Arrivals (Select Committee) in 2016 to address noise complaints arising from aircraft arrival and departure procedures serving SFO. The Select Committee issued its final report in November 2016, which included several recommendations for addressing aircraft noise in the South Bay Area. Subsequently, the City of San Jose formed the Ad Hoc Advisory Committee on South Flow Arrivals (Ad Hoc Committee) in 2017 to address noise issues associated with aircraft operations at SJC. The Ad Hoc Committee issued its final report in May 2018. Both the Select Committee and Ad Hoc Committee final reports were submitted to the FAA for their consideration in making changes to how aircraft operate in and out of regional commercial service airports.

One of the recommendations made in the Select Committee's final report was the formation of a permanent roundtable to address aircraft noise issues in the South Bay area and Santa Cruz County. In June 2017, Congressional Representatives Anna Eshoo, Jimmy Panetta, and Ro Khanna asked the Cities Association of Santa Clara County (Cities Association) to form a permanent Roundtable. In October 2018, the Cities Association Board of Directors voted to initiate the formation of the Roundtable. The Roundtable commenced work in February 2019.

Currently, the Roundtable includes representatives from Santa Clara and Santa Cruz Counties, the Cities of Capitola, Cupertino, Los Altos, Los Altos Hills, Monte Sereno, Mountain View, Palo Alto, Santa Clara, Santa Cruz, Saratoga, and Sunnyvale, as well as SFO and the FAA.

Proactive Approach

This Strategic Plan is focused on the Roundtable taking a proactive approach to addressing aircraft noise issues affecting member communities and the overall region. By utilizing a proactive approach, the Roundtable will effectively engage member communities, the FAA, and the regional commercial service airports in advancing its mission and goals. To further this aim, the Roundtable will serve as the forum for addressing Roundtable member community concerns regarding noise from aircraft operating to and from regional commercial service airports. While the Roundtable is focused on the concerns of its member communities, it is receptive to learning about noise concerns from other communities in the region.

The Roundtable will actively monitor the actions taken and progress made by the FAA to address the recommendations made by the Select Committee on South Bay Arrival and the South Flow Ad Hoc Committees. The Roundtable will proactively engage with the FAA to maintain regular communication and status updates on the recommendations.

The Roundtable will endeavor to monitor and comment on proposed local, state, and federal legislative and regulatory actions associated with aircraft noise and airport land use compatibility. This may include actively tracking proposed aircraft noise legislation/regulations and providing comments to the relevant agency.

The Roundtable will track the development of aircraft noise reduction technologies and encourage compatible land use planning efforts among member communities.

Guiding Principles

The Roundtable will use these guiding principles in conducting business over the next three-year period:

1. The Roundtable as a public forum serves as a focal point of information and discussion between local, state, and federal legislators, federal agencies, and policy makers, regarding airport/aircraft related noise impacts to its member communities.
2. The Roundtable is dedicated to discussion, study, analysis, and evaluation of policies, procedures, and mitigation actions that will minimize aircraft noise impacts to residents of Santa Clara and Santa Cruz Counties.
3. The Roundtable will work to maintain communication and cooperation between the regional commercial service airports and local governments to address local agency land use and zoning decisions in noise-sensitive and/or overflight areas, while recognizing the autonomy of local governments and the regional commercial service airports autonomy to make those decisions within their respective jurisdictions.

Mission Statement

The Roundtable’s mission to address community noise concerns and make recommendations to the regional commercial service airports and the FAA on aircraft-related noise and environmental issues. To further this mission, the Roundtable will continue to foster and enhance the cooperative relationship between its membership to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise and environmental issues in neighborhoods and communities in Santa Clara and Santa Cruz Counties.

Goals, Action Items, Resources, and Desired Results

The following goals are listed in order of priority; however, they may be rearranged as required to reflect the changing nature of the member communities’ needs:

1. **Goal Number 1 – Monitor Status of the Prior Committee Recommendations:** The Roundtable will monitor the actions taken and progress made by the FAA in addressing the recommendations made by the Select Committee on South Bay Arrival and the South Flow Ad Hoc Committee.

Action Item: The Roundtable will monitor the actions taken and progress made by the FAA to address the recommendations made by the Select Committee on South Bay Arrival and the South Flow Ad Hoc Committees. The Roundtable will proactively engage with the FAA to maintain regular communication and status updates on the recommendations.

Resources: Roundtable staff time.

Desired Results: To ensure, as much as possible, realization of the recommendations made by the Select Committee on South Bay Arrival and the South Flow Ad Hoc Committees.

2. **Goal Number 2 - Address Community Concerns:** The Roundtable will serve as the forum for receiving input and addressing Roundtable member community concerns regarding noise and environmental issues from aircraft operating to and from regional commercial service airports. While the Roundtable is focused on the concerns of its member communities, it is receptive to learning about noise concerns and environmental issues from other communities in the region.

Action Item: The Roundtable will be actively responsive to member community concerns related to aircraft noise and environmental issues. The Roundtable will provide education to its membership on relevant airport, aircraft, and airspace related issues.

Resources: Roundtable staff time.

Desired Results: A better understanding on the part of the Roundtable community members on the various factors and issues associated with aircraft noise and environmental issues in the region.

- Goal Number 3 – Monitor Legislation and Research:** The Roundtable will monitor legislation undertaken on the local, state, and federal level to address reductions in aircraft noise. The Roundtable will also monitor research into aircraft noise reduction, including advances in aviation technology that will help reduce aircraft noise exposure and environmental effects.

Action Item: The Roundtable will monitor, review, and, when appropriate, comment on legislation that addresses or has the potential to result in changes to aircraft noise exposure to its member communities. The Roundtable will also monitor research and technical advances that produce aircraft noise reduction.

Resources: Roundtable and congressional staff time.

Desired Results: Keeping the Roundtable members and the communities they represent informed about changes to the law and technology that may affect the way aircraft operate at regional commercial service airports.

- Goal Number 4 – Work Collaboratively with the FAA:** While the Roundtable understands that it is contrary to FAA policy to move aircraft from over one community to another in order to alleviate noise impacts, the Roundtable is committed to working collaboratively with the FAA to address aircraft noise concerns and environmental issues through both procedure revision or development and policy revisions.

Action Item: The Roundtable will strive to work with the FAA to address aircraft noise and environmental issues through adjustments to aircraft arrival and departure procedures, development of improved procedures that take aircraft noise impacts and environmental issues into account, and policy changes that will help improve the noise environment in member communities.

Resources: Roundtable staff time.

Desired Results: An overall reduction in objectionable aircraft noise and environmental issues in Roundtable member communities and the region as a whole.

Strategic Plan Amendment Process

The Strategic Plan is intended to provide guidance to the Roundtable over the next three years. The Work Program, intended to be used in tandem with the Strategic Plan, has an annual focus, allowing for adjustments and changes in the short term while upholding the long-term goals of the Strategic Plan.

Because of the long-term nature of the Strategic Plan and the dynamic nature of the environment in which Roundtable communities are situated, there may be need to amend the Strategic Plan before completion of the three-year period of applicability. In this event, The Roundtable will convene a Strategic Plan Subcommittee to discuss any changes that may be needed to the Strategic Plan, and to identify and develop proposed changes to be recommended for full consideration by the entire Roundtable. In the event the full Roundtable agrees with the recommended changes, the Strategic Plan shall be amended as appropriate.

Notwithstanding changes made to the Strategic Plan during its three-year period of applicability, the Roundtable will update the plan once every three years. To allow enough time for a thorough update, a Strategic Plan Subcommittee will be appointed one year in advance of the expiration of the Strategic Plan to conduct the necessary work to complete the update.



SCSC Roundtable IFP Gateway Review

memorandum

date July 24, 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 June 26, 2019 SCSC Roundtable 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.
RNAV (RNP) Z RWY 12L, AMDT 2B	IAP	Under Development	12/31/2020	No further information available at this time.
RNAV (RNP) Z RWY 12R, AMDT 3B	IAP	Under Development	12/31/2020	No further information available at this time.
RNAV (RNP) Z RWY 30L, AMDT 2B	IAP	Under Development	12/31/2020	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. This procedure has been removed from the IFP Gateway.

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	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.
ILS OR LOC RWY 19L, AMDT 22A	IAP	Published	6/20/2019	No further information available at this time.
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. This procedure has been removed from the IFP Gateway.
PIRAT TWOSTAR	STAR	Published	4/25/2019	Of high importance to the Roundtable, as the proposed modifications may change aircraft altitudes. This procedure has been removed from the IFP Gateway.
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	No further information available at this time.
ILS OR LOC RWY 12, AMDT 9	IAP	Pending	5/21/2020	No further information available at this time.
RNAV (GPS) Y RWY 12, AMDT 4	IAP	Pending	5/21/2020	No further information available at this time.
AANET TWO	RNAV STAR	Pending	5/21/2020	No further information available at this time.
WNDSR THREE	RNAV STAR	Pending	5/21/2020	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	SID	Pending	1/30/2020	No further information available at this time.

SCSC Roundtable Work Program



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

Work Program

July 19, 2019

DRAFT

1. Introduction

The mission statement for the Santa Cruz/Santa Clara Counties Airport/Community Roundtable (Roundtable) is provided in the Roundtable's Strategic Plan:

The Roundtable's mission to address community noise concerns and make recommendations to the regional commercial service airports and the FAA on aircraft-related noise and environmental issues. To further this mission, the Roundtable will continue to foster and enhance the cooperative relationship between its membership to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise and environmental issues in neighborhoods and communities in Santa Clara and Santa Cruz Counties.

In short the Roundtable's mission is twofold:

1. To provide a forum for addressing community noise and environmental issues, and
2. To make recommendations to the regional commercial service airports and the FAA on aircraft-related noise and environmental issues.

The Work Program is intended to be used in tandem with the Roundtable's Strategic Plan. The Strategic Plan provides the long-term goals of the Roundtable (updated every three years) and the Work Program provides and tracks the action items the Roundtable has identified that are necessary to meet those goals and fulfill its overall mission as stated above. Each action listed in the Work Program identifies a specific issue, describes the impact, identifies the area affected, and then lists the activities required to complete the action that have already been conducted and have yet to be completed by the Roundtable. The Work Program also identifies the agency/organization (if any) primarily responsible for completing each activity.

The Work Program actions may be reviewed by the Roundtable at least once annually, during which each action will be reviewed for progress, adjustment, and/or deletion from the Work Program.

2. Roundtable Actions

2.1 Administrative Actions

2.1.1 **Establish a Collaborative Relationship between the SCSC Roundtable and the SFO Airport Community Roundtable, and Oakland International Airport Noise Forum**

Impact Description: The SCSC Roundtable membership believes that it would be beneficial for the SCSC Roundtable, SFO Airport Community Roundtable, and the Oakland International Airport to work in a collaborative manner so as to benefit from each other's actions to the greatest extent possible and to avoid taking actions that would shift noise from one Roundtable or Noise Forum's jurisdiction to another.

To that end, the SCSC Roundtable Chairperson shall seek to establish a collaborative working relationship with the SFO Airport Community Roundtable and OAK Noise Forum.

Areas Primarily Affected: Global

Actions Taken:

- June 2019 – Letters sent to the SFO Airport Community Roundtable and OAK Noise Forum seeking to establish a collaborative relationship.

Status: Active

Priority: TBD

2.1.2 SJC Staff Attendance

Impact Description: Because of San Jose International Airport’s (SJC) impact on Roundtable member communities, it would be beneficial for SJC staff to attend Roundtable meetings to be involved in discussions regarding possible solutions to aircraft noise problems.

Areas Primarily Affected: Global

Actions Taken:

- June 2019 – SCSC Roundtable Chairperson reached out to SJC staff regarding participating in the SCSC Roundtable meetings. SJC Staff indicated that they would not be attending the SCSC Roundtable meetings at the direction of the City Council.

Status: Active

Priority: TBD

2.2 Aircraft Operations

2.2.1 PIRAT TWO Development

Impact Description: Several SCSC Roundtable Member communities have concerns about the potential effects of the implementation of the PIRAT TWO STAR.

Areas Primarily Affected: Palo Alto, Los Altos Hills

Actions Taken:

- A request has been made to receive a briefing from the FAA on the development of the PIRAT TWO STAR.
- April 24, 2019 – Consultant gave a presentation that identified the differences between the existing PIRAT ONE STAR and the proposed PIRAT TWO STAR.
- May 22, 2019 - FAA representative Ms. Thann McLeod provided an overview of the PIRATE TWO STAR. Ms. McLeod clarified that as of late April this new procedure had been published, however, in

mid-May the FAA had to lower the altitude at the PIRAT waypoint from 15,000 feet above mean sea level (msl) to 10,000 feet msl due to conflicts with departing aircraft climbing through 15,000 feet. Ms. McLeod noted that the FAA had not made a formal decision on how to rectify the conflicts on PIRAT TWO STAR, and that the FAA had no further updates for the Roundtable at this time.

Status: Active

Priority: TBD

2.2.2 Big Sur Overlay to Replace SERFR STAR

Impact Description: The SCSC Roundtable is interested in tracking the implementation of the South Bay Arrivals Committee to Replace the SERFR STAR with the Big Sur overlay.

Areas Primarily Affected: Santa Cruz County, Santa Clara County, Monterey County, Portola Valley, Ladera, Woodside, Pacifica, Half Moon Bay, La Honda, Monterey, Carmel Valley, Santa Cruz, Capitola, Soquel, Aptos, Summit, Los Gatos, Saratoga, Palo Alto, Los Altos, Menlo Park, and Los Altos Hills.

Actions Taken:

- May 2019 - The FAA has been asked to provide a briefing from the on the status of the development of the Big Sur Overlay.
- June 2019 – The FAA reported that the development of the Big Sur Overlay is in the early stages of developing the procedure, which could take between approximately 18 and 24 months.

Status: Active

Priority: TBD

2.2.3 SJC South Flow Procedures Development

Impact Description: The SCSC Roundtable is interested in tracking FAA's implementation of procedures during South Flow conditions at SJC

Areas Primarily Affected: San Jose, Palo Alto

Actions Taken:

- A request has been made to receive a briefing from the FAA on the development of the procedures serving SJC during South Flow conditions.
- March 27, 2019 – The Consultant gave a presentation on the proposed LOUPE FIVE departure. After the presentation, he presented a list of topics that may be beneficial for the Roundtable to ask FAA.
- March 27, 2019 – Some Roundtable members expressed concern that the changes to the LOUPE FIVE IDP would allow the airspace to be used for other reasons that were not currently being discussed or would affect other flight patterns. FAA disclosed the available information about LOUPE FIVE, and explained that more information will be released on April 25, 2019 when the LOUPE FIVE IDP will

be published. The Roundtable compiled a list of questions that they would like answered and submitted them to FAA.

- April 24, 2019 - 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 Instrument Flight Procedures (IFP) Gateway website, which is the FAA’s website for tracking procedure development activity.
- May 22, 2019 – FAA representative Ms. McLeod provided an explanation of the LOUPE FIVE Instrument Departure Procedure. Specifically, Ms. McLeod explained that there is not a standard loop size for any one procedure, and that it depends on surrounding air traffic and pilot/controller techniques. Ms. McLeod also stated that the width of the turn was considered in the environmental evaluation for the procedure.
- June 26, 2019 – FAA representative Ms. Garcia provided an overview of the FAA’s procedure development process.

Status: Active

Priority: TBD

2.2.4 Nighttime Procedures

Impact Description: The SCSC Roundtable members concur that there is a need for relief from aircraft noise during nighttime hours.

Areas Primarily Affected: Global

Actions Taken: None.

Status: Active

Priority: TBD

2.2.5 Procedure Development Subcommittee

Impact Description: The SCSC Roundtable may see the need to convene a subcommittee for purposes of reviewing the FAA’s development of arrival and departure procedures into the regional commercial service airports.

Areas Primarily Affected: Global

Actions Taken: None

Status: Active

Priority: TBD

2.2.6 Procedure Development Process

Impact Description: SCSC Roundtable members have expressed a need to better understand the FAA's procedure development process.

Areas Primarily Affected: Global

Actions Taken:

- March 27, 2019 - Roundtable Members asked Ms. Garcia if the FAA will provide the Roundtable with advanced notice of potential procedure changes. Ms. Garcia indicated the FAA will provide the Roundtable with regular updates of potential procedure changes. Members also asked Ms. Garcia to provide a future presentation on the FAA's procedure development and decision-making process. Ms. Garcia indicated that the FAA will give a presentation on the FAA's procedure development and decision-making process at a future Roundtable meeting.
- There is a request that the Consultant identify priority items from the IFP Gateway and establish a process for dealing with these items.

Status: Active

Priority: TBD

2.2.6 Additional Operations at SJC

Impact Description: Some SCSC Roundtable members have expressed concern regarding increases in aircraft operations at SJC.

Areas Primarily Affected: Global

Actions Taken: None.

Status: Active

Priority: TBD

2.3 Noise Monitoring and Reporting

2.3.1 Provide Access to the Noise Complaint Process

Impact Description: The SCSC Roundtable wants to ensure that the noise complaint processes for SFO, SJC, and OAK are readily accessible to affected residents and complaint reports are available for review.

Areas Primarily Affected: Global

Actions Taken: Links to SFO, SJC, and OAK's noise complaint processes have been placed on the SCSC Roundtable website.

Status: Active

Priority: TBD

2.4 Noise and Aviation Information

2.4.1 **Monthly Flight Reports**

Impact Description: The Roundtable is interested in viewing monthly reports of all flights that occur at SJC during South Flow as well as flights that overfly the Santa Cruz mountains arriving to SFO.

Areas Primarily Affected: Global

Actions Taken: None.

Status: Active

Priority: TBD

2.4.2 **Visit the TRACON**

Impact Description: **Priority:** TBD

The SCSC Roundtable has interest in visiting the Northern California Terminal Radar Approach Control (NorCal TRACON) on an annual basis.

Areas Primarily Affected: Global

Actions Taken:

- March 27, 2019 - FAA representative Garcia explained that TRACON is an acronym for Terminal Radar Approach Control and it is located in Sacramento. It allows you to see how air traffic is managed at 10,000 ft. and above. SFO staff member Bert Ganoung invited the SCSC Roundtable to join the SFO Roundtable and Oakland Noise Forum on a trip to the TRACON. Bert Ganoung is coordinating the TRACON visit.

Status: Active

Priority: TBD

2.4.3 **Visit the SFO ATCT**

Impact Description: The SCSC Roundtable has an interest in visiting the SFO Air Traffic Control Tower (ATCT) on an annual basis.

Areas Primarily Affected: Global

Actions Taken: April 2019 – The SFO ATCT tour was held as was offered to SCSC Roundtable members.

Status: Active

Priority: TBD

2.4.4 FAA's Environmental Review Process

Impact Description: The SCSC Roundtable has a need to understand the environmental review process the FAA employs in the procedure development process.

Areas Primarily Affected: Global

Actions Taken:

- A request has been made to receive a briefing from the FAA on the environmental review process in relation to their procedure development process, specifically for public engagement.

Status: Active

2.4.5 Baseline Noise Data

Impact Description: The Roundtable needs baseline noise data for purposes of comparison with existing conditions.

Areas Primarily Affected: Global

Actions Taken:

- A request has been made to the Consultant to identify what would be necessary to establish a baseline noise scenario for purposes of comparison with the existing noise environment.

Status: Active

Priority: TBD

2.4.6 Tracking Select Committee and Ad Hoc Committee Recommendations

Impact Description: The Roundtable needs to track the FAA's progress on addressing the recommendations made by the Select Committee and the Ad Hoc Committee.

Areas Primarily Affected: Global

Actions Taken:

- A request has been made to the Consultant to develop a status-tracking matrix.
- June 26, 2019 - FAA representatives Ms. Faviola Garcia and Mr. Shawn Kozica provided an informational item update from the FAA, with info from the recommendations report since the last update was received. The FAA stated that responses were provided in Nov 2018, April 2018, and then in April 2019 and there will be additional responses provided in the summer of 2019 with an overview regarding SRFR and BSR procedures.
- In early June of 2019, the Consultant began development of a status-tracking matrix.

Status: Active

Priority: TBD

2.4.6 Tracking Legislative/Regulatory Action

Impact Description: The Roundtable has a need to track local, state, and federal legislative/regulatory action relevant to aircraft operations at the regional commercial service airports.

Areas Primarily Affected: Global

Actions Taken:

- A request has been made to the Consultant to develop a legislative/regulatory status-tracking sheet.

Status: Active

Priority: TBD

2.4.7 Ongoing Roundtable Member Training Opportunities

Impact Description: The SCSC Roundtable has a need for ongoing training for Roundtable members as new technologies and new approaches to addressing aircraft noise and environmental issues are developed.

Areas Primarily Affected: Global

Actions Taken:

- Roundtable members have attended an Aircraft Noise 101 training.

Status: Active

Priority: TBD

**RESOLUTION NUMBER 1
CLEAN**

RESOLUTION NUMBER 1

A RESOLUTION OF THE SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE AFFIRMING ITS ROLE AS THE APPROPRIATE ORGANIZATION TO FOLLOW-UP WITH THE FEDERAL AVIATION ADMINISTRATION ON THE REPORTS OF THE SELECT COMMITTEE ON SOUTH BAY ARRIVALS AND THE AD HOC ADVISORY COMMITTEE ON SOUTH FLOW ARRIVALS AND TO ADDRESS COMMUNITY CONCERNS RELATED TO AIRCRAFT NOISE AND ENVIRONMENTAL ISSUES.

WHEREAS, the Select Committee on South Bay Arrivals, and the Ad Hoc Advisory Committee on South Flow Arrivals held public meetings, and forwarded to the Federal Aviation Administration (FAA) reports that included a series of recommendations intended to reduce the increased aircraft noise introduced by the FAA's implementation of the Northern California Metroplex (NorCal Metroplex) flight procedure changes and related air traffic control practices; and

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

WHEREAS, the FAA has reviewed those Committees' report recommendations and is taking action on the reports, and continues to implement changes within the NorCal Metroplex; and

WHEREAS, the affected communities have no other regional, public, structured forum to voice their opinions and concerns regarding aircraft noise and environmental issues; and

WHEREAS, the Santa Clara/Santa Cruz Counties Airport/Community Roundtable was formed to provide a public forum through which ongoing aircraft noise, and environmental issues related to the NorCal Metroplex 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 forum with which it can collaborate on aircraft noise and environmental issues; and

WHEREAS, no other forum exists to address the FAA's actions related to these reports, recommendations, and potential changes to aircraft or airport operations over the broad geographic area represented by its members; and

NOW THEREFORE, the members of the Santa Clara/Santa Cruz Counties Airport/Community Roundtable recognize the need for an organization to collaborate with the affected community, and the FAA, on aircraft noise and other issues that have already occurred, or are to occur in the future related to the reports of the Select Committee on South Bay Arrivals and the Ad Hoc Advisory Committee on South Flow Arrivals or other issues that may arise due to the implementation of new procedures and related air traffic control practices, and willingly agree to fill this role and resolve as follows:

- 1) The Santa Clara/Santa Cruz Counties Airport/Community Roundtable affirms its role as the appropriate body to follow-up with the FAA on past or future actions, or inactions, related to the reports of the Select Committee on South Bay Arrivals and the Ad Hoc Committee on South Flow Arrivals.

UNANIMOUSLY ADOPTED BY CONSENT by the Santa Clara/Santa Clara Counties Airport/Community Roundtable on this 24th day of July 2019.

Mary-Lynne Bernald, Chairperson

RESOLUTION NUMBER 1
REDLINE

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 WITH THE FEDERAL AVIATION ADMINISTRATION'S ON THE REPORTS OF ACTIONS RELATED TO THE RECOMMENDATIONS OF THE SELECT COMMITTEE ON SOUTH BAY ARRIVALS COMMITTEE AND THE AD HOC ADVISORY COMMITTEE ON SOUTH FLOW COMMITTEE ARRIVALS AND TO CONTINUE TO COLLABORATE WITH THE AFFECTED COMMUNITIES, ADDRESS COMMUNITY CONCERNS RELATED TO AIRCRAFT NOISE AND ENVIRONMENTAL ISSUES.

WHEREAS, the Select South Bay Arrivals Committee on South Bay Arrivals, and the Ad Hoc South Flow Advisory Committee on South Flow Arrivals held public meetings and forwarded to the Federal Aviation Administration (FAA) reports that included a series of recommendations intended to reduce the increased aircraft noise impacts introduced by the FAA's implementation of NextGen, the Northern California Metroplex (NorCal Metroplex) flight procedures, changes, and related air traffic control practices; and

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

WHEREAS, the FAA has reviewed those Committees' report recommendations and is taking action, and inaction on a number of items within them reports, and continues to implement changes within the NorCal Metroplex them; and

WHEREAS, the affected communities have no other Regional, public, structured forum to voice their opinions and concerns regarding aircraft noise and environmental issues; and

WHEREAS, the Santa Clara/Santa Cruz Counties Airport/Community Noise Roundtable was formed to provide a public forum through which ongoing aircraft noise and other environmental issues other 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 on aircraft noise and environmental issues; 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 reports, recommendations, and potential these changes to aircraft or airport operations 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 the FAA on aircraft noise and other issues, that have already occurred, or are to occur in the future related to the reports of the Select Committee on South Bay Arrivals and the Ad Hoc Advisory Committee on South Flow Arrivals, or other issues that may arise due to the implementation of these

- Commented [A1]: Edit provided by Matichak
- Commented [A2]: Edit provided by Matichak
- Commented [A3]: Edit provided by Matichak
- Commented [A4]: Edit provided by Matichak
- Commented [A5]: Edit provided by Kou ... [1]
- Commented [A6]: Edit provided by Kou
- Commented [A7]: Edit provided by Matichak
- Commented [A8]: Edit provided by Kou ... [2]
- Commented [A9]: Edit provided by Matichak
- Commented [A10]: Edit provided by Matichak
- Commented [A11]: Edit provided by Kou
- Commented [A12]: Edit provided by Matichak
- Commented [A13]: Edit provided by Matichak
- Commented [A14]: Edit provided by Hendricks
- Commented [A15]: Edit provided by consulting staff ... [3]
- Commented [A16]: Edit provided by consulting staff
- Commented [A17]: Edit provided by Matichak
- Commented [A18]: Edit provided by Matichak
- Commented [A19]: Edit provided by Matichak
- Commented [A20]: Edit provided by Kou
- Commented [A21]: Edit provided by Matichak
- Commented [A22]: Edit provided by Hendricks
- Commented [A23]: Edit provided by Matichak
- Commented [A24]: Edit provided by Matichak
- Commented [A25]: Edit provided by Matichak
- Commented [A26]: Edit provided by Hendricks
- Commented [A27]: Edit conflict
- Commented [A28]: Kathy Watanabe: ... [4]
- Commented [A29]: Edit provided by Hendricks
- Commented [A30]: Edit provided by consulting staff
- Commented [A31]: Edit provided by Matichak
- Commented [A32]: Edit provided by Matichak
- Commented [A33]: Edit provided by Matichak
- Commented [A34]: Edit provided by Matichak
- Commented [A35]: Edit provided by Kou
- Commented [A36]: Edit provided by Hendricks
- Commented [A37]: Edit provided by consulting staff ... [5]
- Commented [A38]: Edit provided by Kou
- Commented [A39]: Edit provided by consulting staff ... [6]
- Commented [A40]: Edit provided by consulting staff ... [7]
- Commented [A41]: Edit provided by Hendricks
- Commented [A42]: Edit provided by Matichak
- Commented [A43]: Edit provided by consulting staff ... [8]
- Commented [A44]: Edit provided by Matichak
- Commented [A45]: Edit provided by Matichak
- Commented [A46]: Edit provided by Matichak
- Commented [A47]: Edit provided by Matichak
- Commented [A48]: Edit provided by Matichak
- Commented [A49]: Edit provided by Kou
- Commented [A50]: Edit provided by consulting staff
- Commented [A51]: Edit provided by Matichak
- Commented [A52]: Edit provided by Matichak

~~procedures or new procedures~~ and related air traffic control practices, and willingly agree to fill this role and resolve as follows:

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

UNANIMOUSLY ADOPTED BY CONSENT by the Santa Clara/Santa Clara Counties Airport/Community Noise Roundtable on this 24th day of July~~ne~~ 2019.

Mary-Lynne Bernald, Chairperson

Commented [A59]: Edit provided by consulting staff

Commented [A60]: Edit conflict

Commented [A61]: Edit provided by Matichak

Commented [A62]: Edit provided by Matichak

Commented [A63]: Edit provided by Matichak

Commented [A64]: Edit provided by Enander and Watanabee

Commented [A65]: Edit provided by Hendricks

Commented [A66]: Edit provided by Kou

Commented [A67]: Edit provided by Matichak

Commented [A68]: Edit provided by Matichak

Commented [A69]: Edit provided by Matichak

Commented [A70]: Edit provided by Matichak

Commented [A71]: Edit provided by Matichak

Commented [A72]: Edit provided by Matichak

Commented [A73]: Edit provided by Matichak

Page 1: [1] Commented [A5] Author

Edit provided by Kou

Edit conflict

Page 1: [2] Commented [A8] Author

Edit provided by Kou

Edit conflict

Page 1: [3] Commented [A15] Author

Edit provided by consulting staff

Page 1: [4] Commented [A28] Author

Kathy Watanabe:

"procedures" if narrowly interpreted would not include vectored flights.

- Furthermore, there are other NextGen changes that are beyond procedures
- Therefore, it would be best to remove the word "procedures" from the resolution.

Page 1: [5] Commented [A37] Author

Edit provided by consulting staff and Chair Bernald

Page 1: [6] Commented [A39] Author

Edit provided by consulting staff

Page 1: [7] Commented [A40] Author

Edit provided by consulting staff and Chair Bernald

Page 1: [8] Commented [A43] Author

Edit provided by consulting staff and Chair Bernald

SCSC Roundtable Emails Received
June 21 - July 19, 2019

Emails to the SCSC Roundtable - June 21-July 19, 2019

June 21, 2019

Name

Henry Offer

Message

Dear Roundtable Committee Chair,
For the June 26, 2019 Roundtable meeting, please be sure to include the update from the FWG meeting as a high-priority item in the agenda.
Thank You,
Henry Offer
44-year Santa Cruz Co. property owner and resident

June 22, 2019

Name

Rosmarie Herschbach

Message

Dear Roundtable,
My name is Rosmarie Herschbach,
I am writing to you because of the significant air-sound pollution coming from the airplane jets that emit a very high pitched buzzing sound constantly circulating by flying around my house and neighborhood.
I live here at 742 and 748 San Miguel Canyon Rd. Royal Oaks. Ca. in Monterey County up on the hill where the jet noises are clearer and louder. I am very sensitive to these high pitch jet noises which has caused me stress and a prolonged lack of sleep and peace on my property.
It was recommended to me by Save Our Skies that you could work to help me with this on-going problem. I suggest that the FAA make airplane route changes that do not fly over my home or to go back to the old routes that flew over Big Sur, and Granite Rock in San Benito County and Santa Clara County.
If you were to come to my home you would know exactly what I mean when I say that the jets flying over my neighborhood cause a very agitating disturbance on the countryside where it is distinct and violating.
It would be wonderful if you could assist me by communicating real and deliberate solutions to this problem that have impacted the community suffering from jet airplane noise.
Is there a representative that could suggest solutions? Will someone be taking careful consideration implementing a change of jet routes, and will you be considerate of my case and neighborhood that is impacted by this problem? I would appreciate answers and tangible solutions.

Sincerely,
Rosmarie Herschbach

*** SCSC Roundtable Staff notes that contact information was provided***

June 25, 2019

Name

Alastair Fyfe

Message

To : SCSC Roundtable

Focusing on vote tallies for the Report's individual recommendations gives additional insight into the process that produced the 2016 Select Committee Final Report as reviewed by Ms. Zanardi at the May 22 meeting. From Appendix A of the Report, the Committee voted on 48 items, reaching unanimous consent on 43, almost 90%. Of the 5 items where votes were not unanimous, one did not reach 12-0 consensus because two members abstained and three were divided 11-1. However, the single remaining outlier, recommendation 1.2R1, barely reached the required threshold for passage with a split of 8-4-0. Within two months of the November 2016 vote, Los Altos Hills Mayor and Select Committee member Gary Waldeck, wrote the FAA, on January 14, 2017 to clarify that his decisive vote on this recommendation was cast on the basis of miscommunication/misrepresentation of data presented by the FAA to the Select Committee:

"If I, or other members of the Committee who supported the proposal had been aware of the FAA's determination that any of these criteria were infeasible when the Select Committee voted, the initiative would not have been approved (I would have voted against)".

The language of the controversial recommendation, 1.2R1, makes it evident that what barely passed was a recommendation for a new route that met the specific mitigating requirements set out in 1.2R2. However Mr. Waldeck's letter underscores that this fragile compromise was predicated on misinformation and thus no genuine regional consensus ever existed to support the proposed flight path shift.

Over the past three years, extensive correspondence from local elected officials to the FAA and Congressional representatives documents this lack of consensus. Several of these letters are attached. In moving forward, please be mindful that a selective reading of the recommendations set out in the Select Committee Report is not what the region requested. As Los Altos Hills Mayor Roger Spreen recently wrote:

"If the FAA concludes that it cannot satisfy any of these criteria in the design of the new route, we insist the FAA abort any attempt to implement 1.2R1 without 1.2R2, and report to the SCSC Roundtable that recommendation 1.2 as framed by, and voted on by, the Select Committee is infeasible and unimplementable."

June 25, 2019

To : SCSC Roundtable

Focusing on vote tallies for the Report's individual recommendations gives additional insight into the process that produced the 2016 Select Committee Final Report as reviewed by Ms. Zanardi at the May 22 meeting. From Appendix A of the Report, the Committee voted on 48 items, reaching unanimous consent on 43, almost 90%. Of the 5 items where votes were not unanimous, one did not reach 12-0 consensus because two members abstained and three were divided 11-1. However, the single remaining outlier, recommendation 1.2R1, barely reached the required threshold for passage with a split of 8-4-0. Within two months of the November 2016 vote, Los Altos Hills Mayor and Select Committee member Gary Waldeck, wrote the FAA, on January 14, 2017 to clarify that his decisive vote on this recommendation was cast on the basis of miscommunication/misrepresentation of data presented by the FAA to the Select Committee:

“If I, or other members of the Committee who supported the proposal had been aware of the FAA’s determination that any of these criteria were infeasible when the Select Committee voted, the initiative would not have been approved (I would have voted against)”.

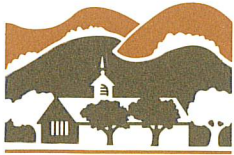
The language of the controversial recommendation, 1.2R1, makes it evident that what barely passed was a recommendation for a new route that met the specific mitigating requirements set out in 1.2R2. However Mr. Waldeck's letter underscores that this fragile compromise was predicated on misinformation and thus no genuine regional consensus ever existed to support the proposed flight path shift.

Over the past three years, extensive correspondence from local elected officials to the FAA and Congressional representatives documents this lack of consensus. Several of these letters are attached.

In moving forward, please be mindful that a selective reading of the recommendations set out in the Select Committee Report is not what the region requested. As Los Altos Hills Mayor Roger Spreen recently wrote:

“If the FAA concludes that it cannot satisfy any of these criteria in the design of the new route, we insist the FAA abort any attempt to implement 1.2R1 without 1.2R2, and report to the SCSC Roundtable that recommendation 1.2 as framed by, and voted on by, the Select Committee is infeasible and unimplementable.”

Thank you for your consideration,
Alastair Fyfe
Brookdale, CA.



June 21, 2019

Raquel Girvin
Western-Pacific Region Regional Administrator
Federal Aviation Administration
FAA Western-Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

RE: FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties, FURTHER UPDATE ON PHASE TWO, April 2019

Dear Regional Administrator Girvin:

Thank you for providing the April 2019 NorCal Update regarding the FAA's efforts to address the considerable noise impacts on Peninsula communities since the rollout of NextGen in the NorCal Metroplex in April 2015. Los Altos Hills is among the communities heavily impacted by the FAA's change in flight procedures and the increased volume of air traffic overflying the Peninsula to/from SFO. We have attended multiple briefings from the FAA and participated in the Select Committee on South Bay Arrivals, and we are now a participant in the newly-formed Santa Clara/Santa Cruz Counties Airport/Community Roundtable.

Los Altos Hills has been working with others in our region for years to provide guidance to the FAA in any/all attempts undertaken to address the increased noise affecting our communities. Most recently, the Select Committee adopted a set of recommendations to the FAA which represent the regional consensus for airplane noise mitigation.

As the Town of Los Altos Hills reiterated to the FAA in our letter dated December 14, 2017, and to Congresswoman Anna Eshoo in our letter dated June 28, 2018, **the nine criteria specified in the Select Committee's recommendation 1.2R2 were considered by the Select Committee to be mandatory requirements for any "BSR Overlay" procedure. Indeed, the language adopted by the Select Committee in recommendation 1.2R1 makes it clear that the recommendation is conditioned upon satisfying 1.2R2.** The Select Committee arrived at this conclusion after considerable debate, and these criteria were deemed necessary to ensure noise relief for those closest to the new route.

The Select Committee received assurances from your predecessor, former Regional Administrator Glenn Martin, and his staff, that these nine criteria were all feasible. In making the deciding vote

Raquel Girvin

June 21, 2019

Page 2

to adopt these recommendations, former LAH Mayor and Select Committee member Gary Waldeck relied on these assurances of feasibility from the FAA, as well as those of Congresswoman Anna Eshoo that **“steps will not be taken to implement these changes without regional consensus”**. Former Mayor Waldeck made clear in his letter to the FAA that, had he known that some of these criteria were infeasible, he would have voted against 1.2R1—and it would not have passed without his vote.

Subsequent to the release of the Select Committee recommendations and final report, the FAA later stated that several of the criteria in 1.2R2 were “not feasible”. Now that the Full Working Group has started to meet regarding the design of a replacement route, the Town wishes to remind the FAA of the importance of the nine criteria in 1.2R2.

The Town of Los Altos Hills believes that the replacement of the SERFR route with a “BSR Overlay” will not honor the regional consensus on this issue if it adopts 1.2R1 while failing to adhere to 1.2R2. In fact, previous letters sent to the FAA from the City and County of Santa Cruz on this issue make it clear that other communities are similarly concerned about such an outcome.

While we understand and accept that design of new routes are subject to many technical considerations which are within the domain of the FAA, we wish to remind the FAA in the strongest possible terms that it cannot adhere to the regional consensus on this matter if it engages in a selective reading of the Select Committee’s recommendation. Moreover, any recommendations made by the Select Committee based upon incorrect or incomplete FAA data cannot credibly be called a true regional consensus. **If the FAA concludes that it cannot satisfy any of these criteria in the design of the new route, we insist the FAA abort any attempt to implement 1.2R1 without 1.2R2, and report to the SCSC Roundtable that recommendation 1.2 as framed by, and voted on by, the Select Committee is infeasible and unimplementable.**

In addition to the Town’s position on recommendation 1.2R1 and 1.2R2, we also wish to call the FAA’s attention to the following Select Committee recommendations which would further help address the increased noise affecting our residents:

- 1.2R4: The FAA needs to find a new, better routing for southern arrivals into SFO which will minimize noise-sensitive residential overflights;
- 2.2R1: Many BDEGA arrivals overfly our Town. We encourage the FAA to work to shift more BDEGA arrivals to the so-called East leg (over the San Francisco Bay) to restore the historical split between East and West legs, and minimize noise over the Peninsula;
- 2.3: The Town is concerned about the potential of the new PIRAT route to send noisy, vectored flights south, over our community. The Select Committee’s recommendation was intended to reduce noise by ensuring adherence to the FAA’s previous commitment to keep flights at 8000’ over Woodside. But it was not the Select Committee’s intent to simply shift this noise farther south to other neighboring communities;
- 4.2, 4.3: The Select Committee recommended that the FAA and SFO work together to measure and document noise exposure in affected communities before and after implementing any feasible solutions, and to assure ongoing compliance.

Raquel Girvin

June 21, 2019

Page 3

The Town understands and appreciates that the FAA is continuing to work to address regional noise concerns, and that it is making a greater effort to keep affected communities apprised of the status of its efforts. The FAA needs to work with the community (through venues such as the Roundtable) to provide new information and seek regional input **as it designs solutions** to our region's noise issues—rather than after they are published. Working with affected communities to find truly regional solutions, and taking the time to get it right, would allow the FAA to demonstrate a viable model for community involvement which could be replicated nationwide. Failure to do so will result in yet more groups of angry residents from our Metroplex demanding fixes to the noise problems and complaining that unacceptable levels of aircraft noise have been shifted unfairly onto them.

We urge the FAA to carefully consider the Select Committee's recommendations in whole, as they were intended, when designing solutions, and to provide substantive updates to affected communities as the design proceeds. **If the FAA cannot implement solutions which honor the regional consensus articulated by the Select Committee, it should present its findings transparently at, and seek further community input via, the Roundtable, rather than proceed with implementing a solution which does not reflect the will of the community.**

Sincerely,



Roger Spreen

Mayor, Los Altos Hills, CA

cc: Los Altos Hills City Council
cc: Representative Anna Eshoo
cc: Representative Jimmy Panetta
cc: Representative Jackie Speier
cc: Santa Clara County Supervisor Joe Simitian
cc: FAA Acting Administrator Daniel Elwell
cc: Los Altos Town Crier
cc: Palo Alto Weekly
cc: San Jose Mercury News
cc: Santa Cruz Sentinel



MAYOR AND CITY COUNCIL

809 Center Street, Room 10, Santa Cruz, CA 95060 • (831) 420-5020 • Fax: (831) 420-5011 • citycouncil@cityofsantacruz.com

March 12, 2019

Mr. Daniel Elwell, Acting Administrator
Federal Aviation Administration
500 Independence Avenue, SW
Washington, DC 20591

RE: SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Dear Acting Administrator Elwell:

At its meeting on November 13, 2018, the Santa Cruz City Council adopted a resolution (attached) authorizing the City of Santa Cruz to join the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (Roundtable) that has been established to address issues of jet noise in the region. Also attached is a copy of the similar Resolution passed by the Santa Cruz County Board of Supervisors on September 18, 2018. The City shares the County's concerns and joins the County in requesting that representatives from the Federal Aviation Administration (FAA) attend all Roundtable meetings.

The Select Committee on South Bay arrivals voted unanimously to include nine specific criteria to be met as conditions of any movement of the flight path from its current location in order to protect impacted residents. There was no language suggesting that the criteria were optional. However, the FAA subsequently asserted that three of the nine are not feasible or achievable for operational reasons.

The Select Committee clearly intended for all the criteria to be met as a condition of moving the path. In fact, the Select Committee member who cast the deciding eighth vote to move the path, then-Los Alto Hills Mayor Gary Waldeck, wrote to the FAA (copy attached) stating that he would not have done so had the FAA not assured him that the criteria were feasible. Given that the nine criteria that were unanimously approved by the Select Committee to mitigate impacts have not been met, the flight path should not be moved.

I urge the FAA to respect the position of the Select Committee that no change to the current flight path occur, given the FAA's determination that a third of the associated recommendations that were conditions for such a change will not be carried out.

Thank you for your attention to this matter.

Sincerely,

Martine Watkins
Mayor

Attachments

cc: City Clerk



December 14, 2017

Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Room 908
Washington, DC 20591

Re: FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties Phase Two Report

Dear Administrator Huerta:

As a member of the Select Committee on South Bay Arrivals, I have listened to many hours of testimony from the FAA and residents in the NorCal Metroplex who were affected by the dramatic increase in noise that followed the FAA's rollout of the NextGen System. I worked with my colleagues and the FAA to understand the issues and evaluate potential solutions to these problems. It was, and continues to be my expectation, that the process of community involvement we established will serve as a model for other communities nationwide who experience similar noise impacts from the NextGen System.

While I am appreciative of the FAA resources and staff effort that supported the Select Committee and compiled the Phase Two Report, I am disappointed that the report fails to adopt several key recommendations made by the Select Committee.

In particular, Item 1.2 R 1 & 2, the Select Committee endorsed the change in the ground track ONLY with the stipulation that all nine of the criteria outlined in 1.2 R2 would be incorporated into the new route. The Committee was assured that the FAA had deemed all nine criteria feasible. The criteria were carefully negotiated by the members of the Committee (with input from then-FAA Regional Administrator Glenn Martin and his staff). They were designed to protect the residents affected by the current and proposed new flight paths from the disruptive noise created by the NextGen System's introduction to the San Francisco Bay Area.

As you may know, recommendation 1.2 was passed by the Select Committee in an 8-4 vote, reflecting significant community concern over the proposed changes by achieving the bare minimum number of votes required (8-4) to establish it as a consensus recommendation of the Select Committee. I was the Select Committee member who cast the deciding 8th vote and I relied on the assurance that all these items were deemed feasible by the FAA. I am dismayed with the FAA's Phase Two Report; it

26379 Fremont Road
Los Altos Hills
California 94022
650/941-7222
Fax 650/941-3160

appears to renege on those assurances, declaring at least two of the key criteria to be infeasible.

- Restore the flight altitudes over the MENLO waypoint to 5000' or higher; and
- Design the route with altitudes at least as high as the historical BSR along the entire route.

If I, or other members of the Committee who supported the proposal had been aware of the FAA's determination that any of these criteria were infeasible when the Select Committee voted, the initiative would not have been approved (I would have voted against).

If the FAA's proposed route change does not meet all nine criteria stipulated by the Select Committee, then it does not reflect the regional consensus and therefore should be abandoned. Indeed, in Representative Eshoo's April 18, 2016 letter to the members of the Select Committee, we were assured that "steps will not be taken to implement these changes without regional consensus."

The FAA needs to work with the community to find a regional solution which the FAA deems feasible. Otherwise, the FAA and our Congressional representatives will find themselves facing yet another group of angry residents from our Metroplex demanding fixes to the noise problems, and complaining that unacceptable levels of aircraft noise have been unfairly shifted onto them.

If the FAA wishes to demonstrate a model for community involvement to be replicated nationwide, then it must take the time to get it right and work in good faith with affected communities to find truly regional solutions to a region's noise problems.

I urge you to take this opportunity to work collaboratively with all stakeholders to find feasible solutions, rather than squander it by implementing a solution which does not reflect the will of the community.

Sincerely,



Gary Waldeck
Mayor, Los Altos Hills

cc: Representative Anna Eshoo
cc: Representative Jimmy Panetta
cc: Representative Jackie Speier
cc: Supervisor Joe Simitian
cc: Regional Administrator Dennis Roberts
cc: Los Altos Town Crier
cc: Palo Alto Weekly
cc: San Jose Mercury News
cc: Santa Cruz Sentinel



June 28, 2018

The Honorable Anna Eshoo
Congressmember
California's 18th Congressional District
698 Emerson Street
Palo Alto, California 94301

The Honorable Jimmy Panetta
Congressmember
California's 20th Congressional District
100 W. Alisal Street
Salinas, CA 93901

RE: Final Report of the SELECT Committee for South Bay Arrivals

Dear Congressmembers Eshoo and Panetta:

On May 17, 2018, the Los Altos Hills City Council voted to endorse Citizen Alastair Fife's March 25th letter to each of you, copy attached.

During the SELECT Committee's meetings, the FAA representatives had agreed that both parts of Recommendation 1.2 (R1 & R2) could (and would) be accommodated if the Final Report indicated support for the measure. Our SELECT Committee representative, former Mayor Gary Waldeck, was the deciding (and last) vote in favor of Recommendation 1.2 (R1 & R2); each element of which had to be implemented in order for Recommendation 1.2 to be successful.

Alas, once the report was endorsed by Representatives Eshoo, Speier and Farr and then submitted to the FAA, the FAA had unfortunately reconsidered their ability to accommodate all of the elements included in Recommendation 1.2 R2. Had this revelation been known prior to the vote, Mr. Waldeck would have voted to REJECT the recommendation which would have FAILED the measure.

In endorsing Mr. Fife's letter, the Los Altos Hills City Council seeks your support to encourage the FAA to abort the SELECT Committee's proposed recommendation to reconstitute the old BSR flight path (Recommendation 1.2 R1 & R2) as requested in Mr. Waldeck's letter of December 14, 2017, also attached for reference.

Accordingly, we ask that you support our request to the FAA and to join us in insisting that the reversion to the original route be aborted since the decision was based on incorrect FAA data provided during the SELECT Committee's meetings.

26379 Fremont Road
Los Altos Hills
California 94022
650 / 941 - 7222
Fax 650/941-3160

Congressmembers Eshoo and Panetta
June 28, 2018
Page Two

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "John Radford".

John Radford, Mayor
Los Altos Hills, CA

Enclosures

cc: Los Altos Hills City Council
Carl Cahill, City Manager




MAYOR AND CITY COUNCIL

809 Center Street, Room 10, Santa Cruz, CA 95060 • (831) 420-5020 • Fax: (831) 420-5011 • citycouncil@cityofsantacruz.com

December 1, 2016

The Honorable Jimmy Panetta
P.O. Box 1579
Carmel Valley, CA 93924

Dear Mr. Panetta: 

I am writing on behalf of a unanimous Santa Cruz City Council to register the City of Santa Cruz' strong objection to the primary recommendation of the Select Committee on South Bay Arrivals.

As you know, a City of Santa Cruz representative served as a member of the Select Committee over the past several months. During much of that process, there appeared to be ongoing commitments to seeking "consensus" and to avoid moving airplane noise. From the City of Santa Cruz' point of view, it appears that these commitments were not sustained in the final recommendation concerning the flight path.

Our concerns about the issue of consensus are thoroughly outlined in the attached letter to the Select Committee from Councilmember Don Lane, who represented our City on the Select Committee. In sum, we do not believe that the Select Committee achieved the consensus that was called for in this delicate and controversial situation.

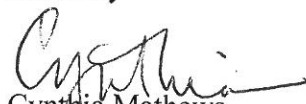
Our other concern is that the recommendation on moving the flight path from mid-county back to neighborhoods in the City of Santa Cruz amounts to a decision to move noise, in contradiction to the direction given to the Select Committee when it was formed. This is demonstrated by the fact that the Federal Aviation Administration (FAA) stated clearly that repairs to the noise problem could have been implemented on the current mid-county flight path. Thus, a decision to both implement noise repairs and moving the path amount to a decision to move noise—even if that noise will be reduced by some unknown quantity.

The City of Santa Cruz had been prepared to accept a flight path over our community if an objective process determined that the new path was in the least impactful location. However, such an objective process was not created. In its stead, the Select Committee used a political process to select the location to move the noise.

In sum, we ask that you not move ahead on the Select Committee's recommendation on the flight path over Santa Cruz County and, instead, ask the FAA to use an objective process for selecting the path with least noise impacts. Again, our City would not object to a flight path over Santa Cruz neighborhoods if that path was determined to have the lowest possible level of noise impacts among the path options available.

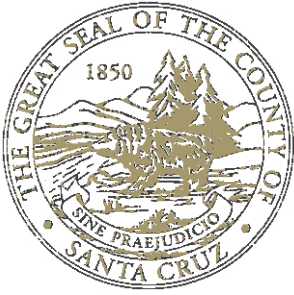
Thank you very much for your consideration.

Sincerely


Cynthia Mathews
Mayor

Attachment

cc: City Clerk



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

December 11, 2017

Congressmember Anna Eshoo
698 Emerson Street
Palo Alto, CA 94301

Congressmember Jimmy Panetta
100 West Alisal Street
Salinas, CA 93901

**RE: FAA Initiative to Address Concerns of Santa Cruz/San Mateo/
San Francisco Counties Update on Phase Two**

Dear Congressmembers Eshoo and Panetta:

We want to express our appreciation for the resources and hard work that went into the Phase Two Update recently released by the FAA. As you are aware, we wrote separate letters to FAA Regional Administrator Dennis Roberts in mid-August after the release of the first Phase Two Report. In the letters we expressed numerous concerns and questions, many of which were answered in the updated report. We also appreciate that many of the recommendations made by the Select Committee have been analyzed for feasibility and have been addressed or/are in the process of implementation.

However, we continue to have four major concerns on behalf of the nearly 120,000 residents we collectively represent:

Moving the Noise:

The FAA Phase Two Initiative Update indicates considering a flight path shift from the current SERFR to the former BIG SUR ground track. Separately, the FAA has published a new SERFR 3 arrival (effective February, 2018), which eliminates the previously existing conflict between the SERFR 2 arrival and SFO's Class B airspace. The elimination of this conflict will greatly reduce jet noise, as the conflict has been the

December 11, 2017

Page 2

single largest contributor to jet noise affecting communities under the SERFR flight path.

By the publication of SERFR 3, the FAA has demonstrated that SERFR can be modified in its current location to reduce jet noise to the same extent that any new BIG SUR replacement procedure would be designed, as the Class B conflict affects both procedures equally. For this reason, moving the new SERFR 3 flight path to the BIG SUR track may provide no advantage at reducing jet noise, but instead could serve only to move jet noise from one underlying community to another, a strategy that the Select Committee unanimously, and you publicly, stated would not endorse.

Required Criteria Cannot be Met:

The Select Committee recommended that the SERFR flight path be moved to the BIG SUR track (SC Item 1.2 R1), but by unanimous vote, they included nine specific criteria to be included as conditions to that movement (SC Item 1.2 R2), and there is no language suggesting the criteria are optional. Revelations by the FAA during Select Committee hearings and in the FAA's Phase One and Phase Two documents make it clear that at least three of the nine criteria are not feasible or achievable for safety and operational reasons (e.g., MENLO above 4,000 ft., Not Feasible per Phase One, Item 1.a.i.).

If all requisite criteria asked for by the Select Committee cannot be satisfied, the movement of the flight path should not occur. As to do so would seriously undermine the public process and intent of the Select Committee recommendations.

NEPA:

During the Select Committee process, it was stated numerous times that a new ground path would be subject to environmental review and that the public would have every opportunity to have input. In addition, the December 2, 2016, joint press release from your offices (Congressman Farr's office at the time) states that "Prior to the FAA taking any action (referring to a return to the BSR track) it will assess and report any environmental impacts in accordance with the National Environmental Policy Act." This conflicts with what was said at the recent December 2, 2017, meeting, and is confusing to the public. Because of statements and assurances made during the Select Committee process, and statements made by your offices--which we have consistently relayed to our constituents--the public and elected officials have an expectation of environmental review, including a robust public comment period before any changes to the flight path. If the FAA does not intend to conduct a public process under NEPA

December 11, 2017

Page 3

associated with moving the path back, the affected communities need to understand the justification. Further, the affected communities need to know what their options may be to remedy the situation. We oppose circumventing the NEPA process and ask that you advocate, as stated in your December 2, 2016, press release--that the FAA follow the NEPA process before making any decision to return to the BSR path and if a different process is proposed that the FAA provide a justification for their proposed process.

Community Consensus Does Not Exist:

As noted in prior correspondence, the April 18, 2016, letter from members of Congress to the Select Committee appointees outlined "the mission" of the Select Committee, which "...was to review the FAA proposals deemed feasible and make final consensus-based recommendations." That letter further assured the Select Committee members that "steps will not be taken to implement these changes without regional consensus." As you know, out of the 47 recommendations voted on by the Select Committee, all but 3 were approved unanimously. Of those 3, the most divisive vote (8 to 4, with 8 being the minimum for passage) was on Select Committee Item 1.2 R1, moving the path back to the BIG SUR ground path. Santa Cruz County's committee delegates split 2-2. There exists a petition objecting to the proposed flight path move which has been signed by 2,624 community members. Also, the Valley Women's Club, the Santa Cruz City Council, the San Lorenzo Valley Chamber of Commerce, and several advocacy groups (Quiet Skies Santa Cruz, Sky Posse Palo Alto, Quiet Skies Mid-Pen, and San Lorenzo Valley Advocates) have taken positions opposing the move. Thus, there is ample evidence indicating that your constituents are divided on the issue of flight path movement.

For these and other reasons we ask that any further consideration of moving the SERFR 3 arrival to the BIG SUR track be delayed until SERFR 3 can be implemented in place, and then flown and assessed, to see if it serves to cure the jet noise issues for underlying communities. In this way we might avoid the very undesirable outcome of enraging an entirely new group of community members by simply moving the jet noise from one community to another.

Thank you in advance for responding to our concerns and providing clarity regarding your position on each moving forward. We remain hopeful that we can reach a solution that will be acceptable to everyone within the affected communities.

December 11, 2017
Page 4

Sincerely,



BRUCE MCPHERSON, Supervisor
Fifth District Supervisor



RYAN COONERTY, Supervisor
Third District Supervisor

BMP/RC:lg

cc: Congressmember Jackie Speier
Santa Cruz City Council

June 25, 2019

Name

Mary Andersen

Message

Hello,

Your bylaws are not loading on your website. Please send me your bylaws in all of their renditions. Thank you.

June 26, 2019

Name

Neil Kenned

Message

I attended the round table meeting today and was greatly disappointed. Here we are over 4 years after the FAA changed the flight paths without any of the requirements that they are now saying that they must do to correct their mistake. My disappointment is that all that has been accomplished is the creation of even more bureaucracy that will further delay the correction. If the flight path had caused an accident, planes would be rerouted to the old flight path almost instantly, then the studies would begin on improving the routes. We instead are working backwards. The FAA made a mistake and now we are studying while they are continuing to use the broken routes. We have been bamboozled with a process that will take many more years before the problem is corrected. The charter for the round table needs to change to force the FAA to return to the old flight path immediately, then study on how to improve without causing the problem again.

June 26, 2019

Name

Todd Anderson

Message

Thank you for having the Roundtable in Santa Cruz, I'm hoping that you can do more on this side of the Hill. I would like to make a couple of points, a) I heard a lot today about the " process " beginning now. Like we are starting over. That would be unacceptable and morally wrong to discount all of the Public/ Local Government/FAA input put forth in the Select Committee Recommendations. All the information you need was fairly and squarely heard by the FAA and the Committee. b) I want to mention Epick waypoint, positioning this waypoint so close to shore was a HUGE mistake. Every call from the Tower makes to maneuver at EPICK creates NOISE Problems on the ground which affects Soquel and Capitola. The Correct answer to all this is move back to BSR and Fix BR1XX, problem solved. The People know it, you know it, Congress knows it AND the FAA knows it. PLEASE push them hard to expedite the BSR Overlay people are at their wits end.

June 27, 2019

Name

Eduardo Arias

Message

Dear Mayor Bernald,

I just attended the Roundtable Meeting in Santa Cruz. Let me say you did a great job on the process side.

As a current resident of the Town of LAH my family and I are the recipients of the NextGen changes made by the FAA without notification and without the updating of their noise levels on the ground.

The Select Committee made some recommendations in 2017. This is much later than the changes made by the FAA without consideration for the ground noise level.

I for one continue to report the JetNoise. However, I see the number of reporters dwindle down to about 550 in the average per month.

The FAA will take on a potential change from SERFR to BSR. Now the question is when.

I see the issues at hand and your interest to make the Roundtable be the successor to the Select Committee and the Ad Hoc Committee and I fully understand why the motion did not carry yesterday. In essence while I support the motion I can see the political needs to table it. I support the motion since both the SC and the Ad Hoc Committees were temporary.

Hopefully, the Roundtable is here to stay for as long as necessary.

I just do not envy your position. As a former resident of Saratoga I applaud you.

July 6, 2019

Name

Gary Hewett

Message

As someone who moved to the Zayante area recently for the peace and quiet, I read the article in the Press Banner that you're moving the flight path to San Jose airport directly over my house!!!!!! Because other people complained about the noise over their house you thought you would move it over to someone else's house

just say eff you, there's more people bitching over here so we'll just move it to where there is less people and all will be fine????? Because of the elevation my house is considerably closer to the noise than the bitchy whiners down lower, who are trying to convince you they are more important than we are!!!!!!

I'm saving the article is I know who all the butt monkeys are in this NIMBY cluster fark!!!

If you do this YOU are morally bankrupt, you might as well apply for a White House job.

July 09, 2019

Name

Ann Black

Message

I am disturbed to learn that your organization is trying to Simply move the flight path so that it doesn't negatively impact the current communities that it's currently impacting, but instead will negatively impact other residents communities. I find this extremely disturbing and I will also work with our local community to fight the move of this path to the neighboring community. It sounds like noise pollution classism. Your proposal is to move the flight plan away from the more affluent communities of Capitola and Aptos and over to the less affluent communities of the San Lorenzo Valley and Santa Cruz. You need to work on a plan that eliminates this noise pollution. Not just move it so it's somebody else's problem.

July 09, 2019

Name

Gine Johnson

Message

Andi-

Hope you are well.

Attached for your information is the letter Bruce and Ryan have written to the FAA asking for a comprehensive NEPA review, noise measurements and a transparent public process prior to moving the SERFR path back to BSR. Attached to this letter are the enclosures we provided to Mr. Elwell, correspondence that goes back to August 2017. Please let us know if you have any questions about this letter.

Best, Gine

Gine Johnson

Office of 5th District Supervisor Bruce McPherson
County of Santa Cruz

July 10, 2019

Name

Rossana Bruni

Message

Dear Roundtable members,
Please include language in the Resolution that indicates that the Roundtable will NOT re-open for consideration the Select Committee recommendations, as directed by our congressional reps. You are asking that the community trust the new body, the SCSC Roundtable, with follow-up with the FAA. We previously relied on our reps to communicate with the FAA. In order to develop trust that you will be a reliable body to work with; please include language that states that the Select Committee recommendations with not be altered.

Thank you,
Rossana Bruni
Soquel, CA

July 10, 2019

Name

Vicki Miller

Message

Regarding the RT Resolution: Please include language that limits the work of the RT to items not covered by the Select Committee. I believe the original intent of the RT was to be a body that would take up where the SC left off and not revisit the work already handled. Please remember that Counties from Monterey through San Mateo participated for months. Some traveling repeatedly to Palo Alto during working hours to express their dismay, thoughts and ideas regarding the new NextGen program that took over on March 5, 2015. Please do not let the hours, energy and hope be for nothing. Please take the baton and move forward. Thank you.

July 12, 2019

Name

Greg and Dawn Lindholm

Message

Dear Roundtable Members:

As a long time resident and homeowner in the Mount Hermon community my wife and I would like to register our opposition to the proposed flight path change from SERFR to BSR. We already have a number of flights directly over our house each day. We chose to live in this semi-rural environment for its peaceful and tranquil setting. Vastly increasing the number of flights would severely impact our quality of life.

We ask you to seriously consider leaving the flight path as it currently is, which affects far fewer residents than the change would.

Thank you,

Greg and Dawn Lindholm

July 12, 2019, July 16, 2019 and July 17, 2019

Name

Stuart Cremer

Message

Hello Santa Clara/ Santa Cruz Roundtable,

I am Stuart Cremer, a Boy Scout. I am working on my Citizenship in the Community Merit Badge. I researched issues in my Mountain View community and saw airplane noise in Mountain View and across the county is an issue. I was directed to your website, as you are part of the effort to come to a solution to this issue. As part of my merit badge, I need to interview someone from the branch of government, that is dealing with this issue, about what is being done. I was wondering which official would be best for me to interview and how I would get in contact with them. Thank you for your help and your service to our community.

Sincerely, Stuart Cremer

July 16, 2019

Name

Quiet Skies NorCal (quietskiesnorcal@earthlink.net)

Message

The Honorable Mary-Lynne Bernald, Chair
Santa Clara/Santa Cruz Roundtable

Dear Chair Bernald,

We write as a follow up to the SCSCRT meeting on June 26, 2019. We wish to emphasize the community's request for an expedited schedule for the BSR Overlay. We also wish to address the July 8, 2019 letter to the SCSCRT from Santa Cruz County Supervisors McPherson and Coonerty.

As you observed at the last SCSCRT meeting, residents are clamoring for relief from SERFR-related jet noise. The Select Committee's recommendations were transmitted to the FAA by our Congressional Representatives more than two and a half years ago yet residents still wait for the relief promised by the SERFR transition to BSR.

We ask that the SCSCRT assist wherever possible in expediting the SERFR transition to BSR. We believe expediting the BSR Overlay flight procedure should be a top priority for the SCSCRT as there are multiple benefits in doing so:

- The SERFR transition to BSR will bring instant relief to residents across Santa Clara and Santa Cruz Counties. (Select Committee recommendation 1.2)
- Once the BSR Overlay is implemented, the FAA will begin work to modify the BR1XX procedure bringing relief to the high elevation communities straddling Santa Clara and Santa Cruz counties. (Select Committee recommendation 2.11)
- Further, the FAA can begin work to modify the NRRLI waypoint bringing relief to residents in Monterey County. (Select Committee recommendation 2.12)
- As the BSR flight path is to the west of SERFR, it will ease air traffic congestion to the east allowing for alternative ways to address SJC air traffic concerns.

Last but certainly not least, we all need a win! Residents, elected officials, the FAA, and our Congressional Representatives and their staff are spending countless hours and resources attempting to resolve the jet noise issues in our region, first through the Select Committee process and now the SCSCRT. A success at the

magnitude of the SERFR transition to BSR will give a huge boost to the FAA's credibility with regard to community engagement.

Now we will address the July 8, 2019 letter from Santa Cruz County Supervisors McPherson and Coonerty. Their letter claims its purpose is to "give the new SCSCRT additional historical context to your discussion relative to moving the SERFR STAR path back to BSR".

Unfortunately, this letter is not an attempt to provide the SCSCRT with factual historical context but rather an attempt by the minority to subvert the supermajority decisions of the Select Committee by employing misrepresentations and baseless scare tactics.

The letter attempts to invalidate the supermajority decision of the Select Committee regarding the SERFR transition to BSR, claiming "the vote to move the path back barely crossed the threshold for approval by one vote". In fact, this was not a simple majority decision "barely crossing the threshold for approval". The Select Committee voted 8/4 in favor of the SERFR transition to BSR.

The letter further attempts to invalidate the supermajority decision by falsely claiming that the SERFR transition to BSR was predicated upon meeting all of the criteria within the recommendation. In fact, there was no such discussion during the Select Committee working meetings, nor does the language within the recommendation state that the SERFR transition to BSR is contingent upon meeting all of criteria. Note that the genesis of the criteria came about when former FAA Western Region Administrator Glen Martin informed the Select Committee that they could add whatever criteria they wish to the SERFR transition to BSR recommendation, and the FAA would determine what criteria is feasible.

At no time during the Select Committee meetings did any FAA representative make any commitments on the recommendations or the associated criteria under discussion. The Select Committee recommendations were exactly that, recommendations. The only commitment made by the FAA was to review the Select Committee recommendations and determine which are feasible. Unfortunately not all of the Select Committee recommendations and associated criteria were deemed feasible by the FAA. Regardless, it would be disingenuous for any Select Committee member to, after the fact, claim their vote was contingent upon some perceived commitment from the FAA.

The letter further threatens the SCSCRT with "a new generation of community protests" in Santa Cruz County should the SERFR transition to BSR happen. This threat is a baseless scare tactic considering the legacy BSR flight path had a 30-year run without any noise complaints.

Note that the community protests in Santa Cruz County came about because the SERFR flight path was situated directly above the densely populated communities along highway 17, causing an immediate and overwhelming noise impact to those residents. Conversely, the BSR flight path does not overfly the densely populated areas along highways 17 and 9. The BSR flight path is situated equidistant between those populated areas and does not impact either of them. The BSR flight path does overfly a portion of the city of Santa Cruz, however flights above 13,000ft over a bustling urban area have no noise impact whatsoever. For these reasons, the legacy BSR flight path was never an issue in Santa Cruz County during its 30-year run.

The letter suggests that there is deep division in Santa Cruz County over the SERFR transition to BSR. We disagree. We've seen no evidence of a deep division, in fact quite the opposite. As you all observed at the recent SCSCRT meeting on June 26th, a sea of people in red united in their support for the Select Committee's supermajority decision in favor of the SERFR transition to BSR, with two people opposed and repeating the same misrepresentations and baseless scare tactics employed in the McPherson/Coonerty letter. As the legacy BSR flight path had no impact to Santa Cruz County residents in the past, there is no reason to believe there will be an impact after the transition back to the BSR flight path.

The letter follows up its threat of "a new generation of community protests" with a demand that the SCSCRT conduct "a public transparent process prior to even considering moving the path back". The letter intentionally ignores the fact that we have already gone through an extensive public transparent process via the Select Committee process put in place by Congresswomen Eshoo and Speier, and former Congressman Farr. Note that as part of the Select Committee process, 3 public meetings were held in Santa Clara, Santa Cruz and San Mateo counties, 10 public working group meetings were held, and more than 3500 comments received from residents across the three counties. It is a fact that the SERFR transition to BSR has been publicly vetted more extensively than any other proposed flight procedure. Ever. Supervisors McPherson and Coonerty's intention with this request is transparent; they simply wish to derail the SERFR transition to BSR by throwing up unneeded time-consuming roadblocks.

Unfortunately, Supervisors McPherson and Coonerty refuse to accept the fact that it is outside the purview of the SCSCRT to rehash the good work done during the Select Committee process. As stated in Congresswoman Eshoo and Congressman Panetta's letter dated February 27, 2019 to the SCSCRT, "The FAA has determined as a condition of participating in this new organization that the former Select Committee recommendations will not be reopened by this new body."

The SERFR-related jet noise impacts residents across Monterey, Santa Clara and Santa Cruz counties. That the minority would attempt to defy the supermajority decisions of the Select Committee and deny relief to hundreds of thousands of residents across three counties, who have been suffering for years, is beyond shameful.

We ask that the SCSCRT hold firm to the direction and leadership of our Congressional Representatives and disregard the divisive campaign of misinformation and scare tactics coming from the minority. It is our wish that the SCSCRT can remain as focused and productive as possible in shepherding the timely execution of the feasible Select Committee recommendations and working to resolve the jet noise issues that remain in our region.

We are deeply appreciative of the time and effort of the members of the SCSCRT.

Thank you,
Quiet Skies Los Altos
Quiet Skies NorCal
Quiet Skies Santa Cruz Mountains
Save our Skies Monterey County
cc: Congresswoman Anna Eshoo; Congressman Jimmy Panetta

July 17, 2019

Name

Alastair Fyfe

Message

Dear Evan,

attached is a letter for SCSC members relevant to the agenda item suggested by Palo Alto Councilmember Kou. The letter is also available at the link:

<https://drive.google.com/file/d/1-qsTByJBaaCdY1fdnxVbMNHRRJCC9LXz>

Best regards,

Alastair

Attachment Summary

To: SCSC Roundtable

Much of the June 26, 2019, Roundtable meeting was taken up with comments from residents unhappy with the current SERFR path. Without in any way discounting the testimony given, it is not hard to see that shifting the noise a few miles to the west will accomplish nothing beyond changing the public in the room. The neighbors of those who spoke on June 26 are not hard of hearing.

As the permanent regional body charged with providing guidance to the FAA on community choices for local flight path issues, the Roundtable has a unique opportunity to take steps that will reduce rather than simply shift noise.

Please bear in mind the three points below as you continue to evaluate the FAA's plans to implement the Select Committee (SC) recommendations for Item 1.2.

- 1) The intent of SC recommendations 1.2, in particular the direct linkage between R1 and R2, is clear from the language chosen. The words "optional" or "considerations" do not appear in the Report.
- 2) The attached images of flight tracks from SERFR, compiled by the FAA and by SFO, make two observations apparent. First, that about half the traffic already overflies residents who live west of the SERFR track. Secondly, that shifting the flight path to the west will increase noise concentration over a smaller area as traffic is never vectored to the east.
- 3) The attached table and graph of 2013 Census block groups in Santa Cruz County approximates a tally of people who live immediately under each of the two flight tracks. Recalculating with more recent Census data is worthwhile, but will not change the main conclusion: about 1500 more people live under the shadow of the BSR flight track than under the current track.

Concentrating the same amount of noise over a smaller and more populated area will not be perceived as an improvement. This is not speculation: the SFO noise office reported that the cities of Santa Cruz and Felton recorded the largest number of new individuals submitting noise complaints in February and March 2018, relative to the entire San Francisco Bay Area. That period coincides with the FAA's temporary switch of the SERFR and BSR flight tracks.

Thank you for your consideration,

Alastair Fyfe
Brookdale, CA

July 17, 2019

To : SCSC Roundtable

Much of the June 26, 2019, Roundtable meeting was taken up with comments from residents unhappy with the current SERFR path. Without in any way discounting the testimony given, it is not hard to see that shifting the noise a few miles to the west will accomplish nothing beyond changing the public in the room. The neighbors of those who spoke on June 26 are not hard of hearing.

As the permanent regional body charged with providing guidance to the FAA on community choices for local flight path issues, the Roundtable has a unique opportunity to take steps that will reduce rather than simply shift noise.

Please bear in mind the three points below as you continue to evaluate the FAA's plans to implement the Select Committee (SC) recommendations for Item 1.2.

- 1) The intent of SC recommendations 1.2, in particular the direct linkage between R1 and R2, is clear from the language chosen. The words "optional" or "considerations" do not appear in the Report.
- 2) The attached images of flight tracks from SERFR, compiled by the FAA and by SFO, make two observations apparent. First, that about half the traffic already overflies residents who live west of the SERFR track. Secondly, that shifting the flight path to the west will increase noise concentration over a smaller area as traffic is never vectored to the east.
- 3) The attached table and graph of 2013 Census block groups in Santa Cruz County approximates a tally of people who live immediately under each of the two flight tracks. Recalculating with more recent Census data is worthwhile, but will not change the main conclusion : about 1500 more people live under the shadow of the BSR flight track than under the current track.

Concentrating the same amount of noise over a smaller and more populated area will not be perceived as an improvement. This is not speculation : the SFO noise office reported that the cities of Santa Cruz and Felton recorded the largest number of new individuals submitting noise complaints in February and March 2018, relative to the entire San Francisco Bay Area. That period coincides with the FAA's temporary switch of the SERFR and BSR flight tracks.

Thank you for your consideration,
Alastair Fyfe
Brookdale, CA

1.2 Feasibility Group 2: Transition the SERFR Standard Terminal Arrival Route (STAR) Back to the BSR Ground Track Prior to EPICK

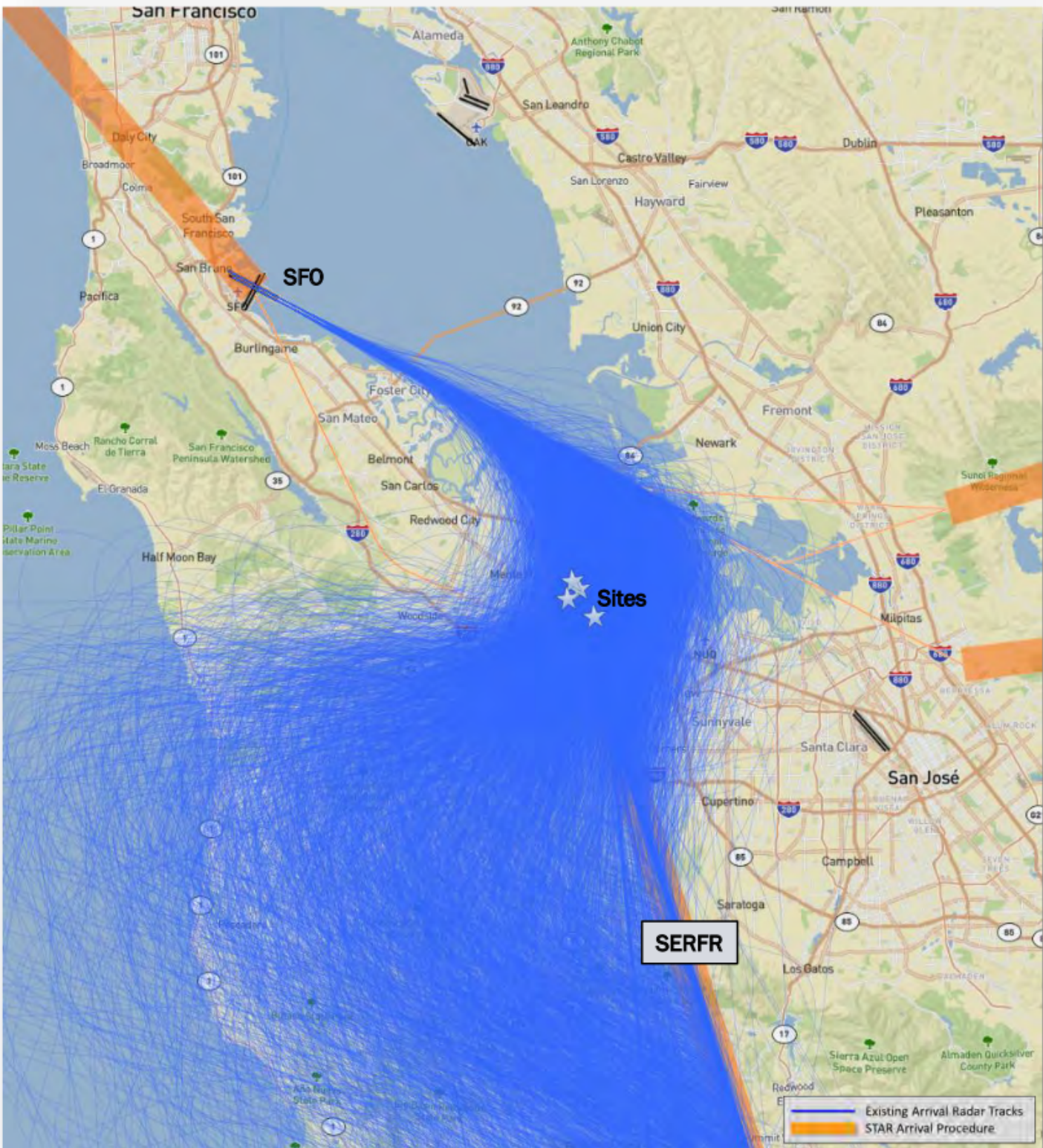
Feasibility Group 2 contains proposals to move the arrival procedure from the south, back west to a similar ground track previously used for the BSR procedure. This design would put the SERFR flight path back over the BSR ground track, roughly 3-4 miles to the west of where the path currently reaches the Santa Cruz County coastline (near the City of Capitola) (see Appendix C, Page C1: Map of BSR and SERFR). However, it should be noted that even with a “return to the BSR ground track,” aircraft would not actually fly the same conventional procedure as the previous BSR. The BSR procedure predated NextGen and did not use satellite-based navigation. NextGen uses satellite navigation and Optimal Profile Descents (OPD). These Optimal Profile Descents include some waypoints with an altitude control “window” providing a range of altitudes (from lowest to highest; e.g., 7,000 feet to 9,000 feet) that aircraft must be within when crossing the waypoint. In addition, and speaking generally, the pre-NextGen flights were relatively dispersed as compared to present-day NextGen procedures which consolidate, to a greater degree, flights along a narrower path.

The FAA has advised the Committee that a new flight procedure that is GPS-based and that contains an OPD could be designed to fly the old BSR ground track, as suggested in the proposals in Feasibility Group 2.

Recommendation 1: The Select Committee recommends that arrivals into SFO from the south use the BSR ground track for a new NextGen procedure that incorporates the criteria contained in Recommendation 2 below.
(Vote: 8 Aye, 4 Nay, 0 Absent or Abstain)

Recommendation 2: The Committee recommends that the new NextGen procedure for arrivals into SFO from the south be implemented as soon as feasible and include the following criteria:

1. Results in noise modeling of the proposed new procedure that has an equivalent or less DNL noise exposure along its entire route when compared to the noise modeling of the BSR 2014 procedure;
2. Uses flight altitudes at least as high as (and preferably higher) than the historic BSR procedure along its entire route;
3. Starts from a point over the Monterey Bay and reaches the shoreline at an altitude no lower than 12,500 feet mean sea level;
4. Utilizes a new BSR waypoint equivalent to the EDDYY waypoint at or above 6,000 feet to ensure flights cross the MENLO waypoint at or above 5,000 feet and maintain idle power until the HEMAN waypoint;
5. Prioritizes and adheres as closely as possible to an OPD terminating at the HEMAN waypoint;
6. Incorporates a modification to Class B airspace if needed;
7. Uses flight altitudes that are as high as possible while still allowing idle power flight;
8. Is designed to avoid the use of speed brakes; and,



SFO Runways 28L/R Arrival Tracks between October 30th 2018 and January 4th 2019.

4707 Tracks

Vectoring on the SERFR

Figure E.1 show the ground track of all flights on the BSR in July 2014 and all flights on the SERFR in July 2015. As illustrated by these images, many of the BSR and SERFR flights were vectored off the procedure.

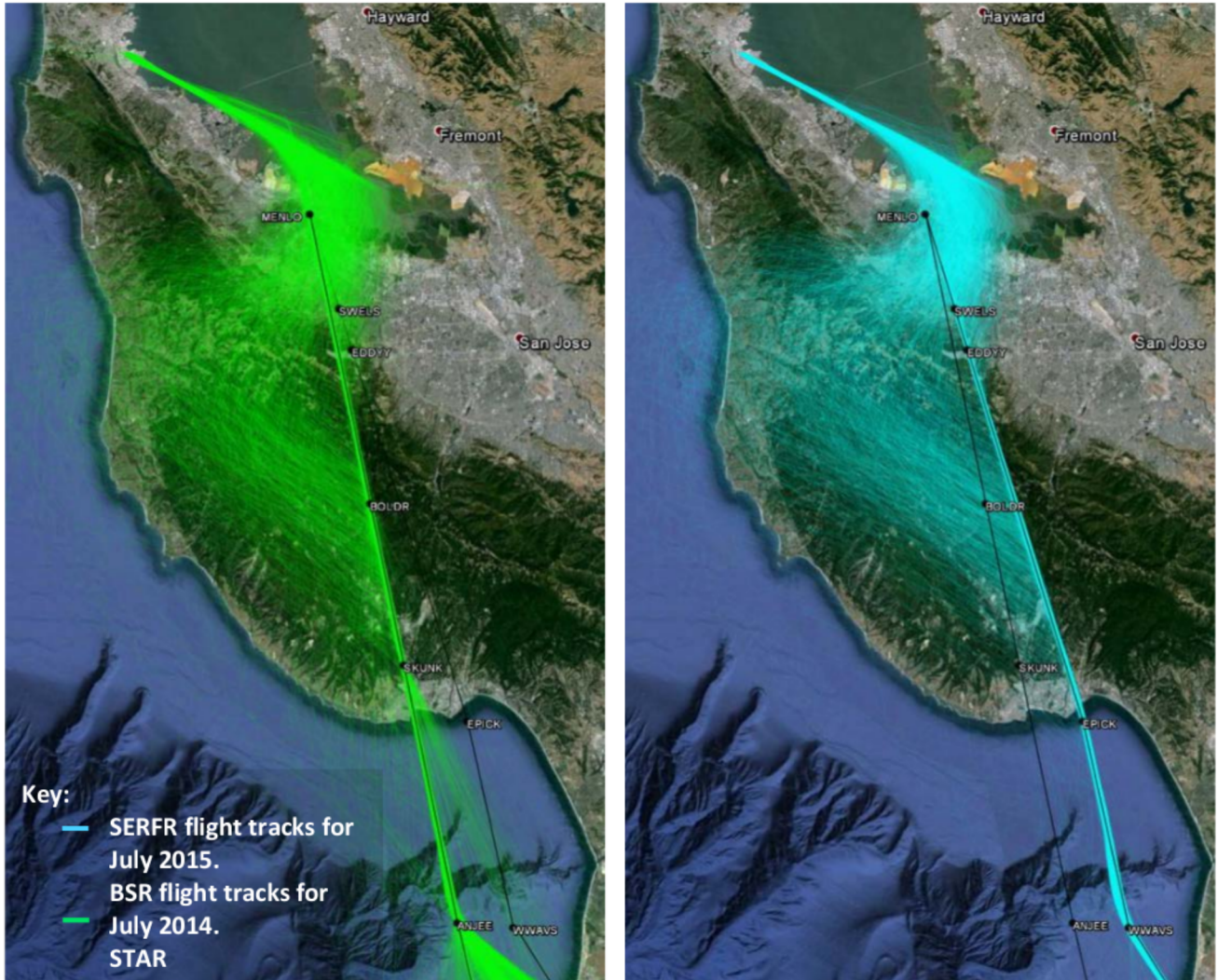


Figure E.1: Comparison of how the BSR and the SERFR were flown

Figure E.2 illustrates from which waypoint this vectoring occurs. For both the BSR and the SERFR, approximately 50% of the traffic is vectored off the procedure.

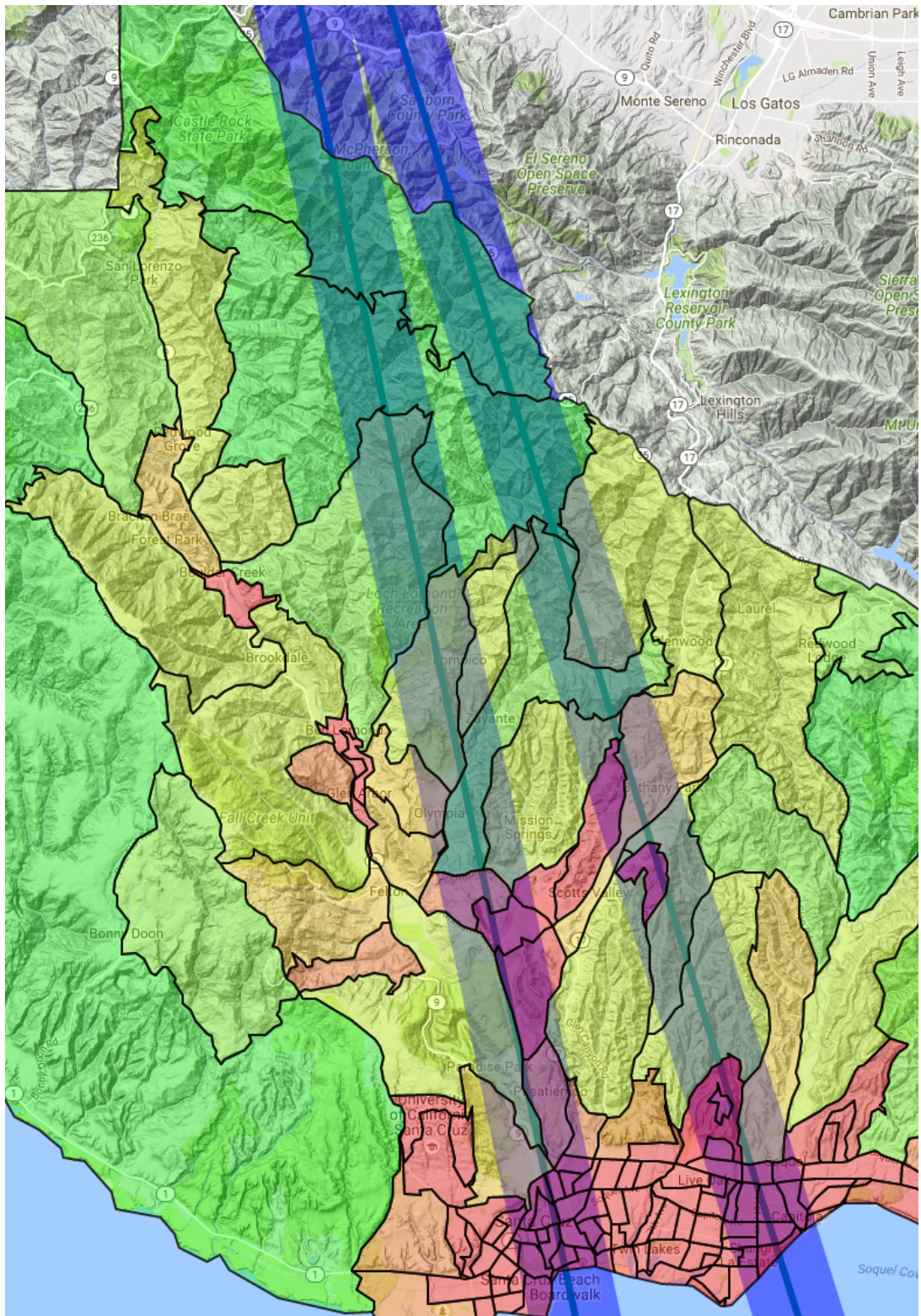


Figure 1: Census block group boundaries for Santa Cruz county colored by population density with cutoffs at 100, 200, 500, 1000 and 1500 residents per square mile. The SERFR and BSR ground track lines are shown, bordered by 1.5 mile wide shadows.

Block Group	Population count	Fraction overflown	Affected count
060871218004	217	0.369	80.0
060871218003	1228	1.000	1228.0
060871218002	1786	0.201	359.7
060871212004	987	0.607	599.1
060871212003	1965	0.101	199.3
060871212002	1487	1.000	1487.0
060871212001	644	0.904	582.4
060871218001	1472	0.035	52.0
060871205002	1587	0.275	436.0
060871205001	707	0.220	155.7
060871205005	797	0.182	145.2
060871220015	1941	0.042	81.3
060871209003	2774	0.448	1241.7
060871209002	944	0.149	140.3
060871214011	817	0.010	8.3
060871206002	963	0.413	397.5
060871206003	758	0.009	6.9
060871206001	658	0.105	68.9
060871211002	2209	0.276	608.8
060871211001	764	0.002	1.5
060871209001	2822	0.468	1321.0
060871216003	1715	0.441	756.8
060871216002	997	0.892	888.9
060871216001	727	0.279	203.1
060871216005	1022	1.000	1022.0
060871213004	989	0.783	774.7
060871213001	1832	4.566	8365.1
060871213002	608	1.000	608.0
060871213003	1207	1.000	1207.0
060871217001	2534	1.000	2534.0
060871217002	671	1.000	671.0
060871217003	495	1.000	495.0
060871217004	1834	1.000	1834.0
060871217005	756	0.883	667.8
060871217006	810	0.782	633.7
060871220035	832	1.000	832.0
060871220034	896	0.882	790.4
060871214023	813	0.748	608.3
060871214022	1990	0.002	4.9
060871214021	1605	0.417	668.8
Total Person Affected (SERFR)			32766

Block Group	Population count	Fraction overflown	Affected count
060871212005	674	0.439	296.1
060871212003	1965	0.042	83.3
060871205001	707	0.223	158.0
060871205005	797	0.300	239.4
060871208001	2397	0.924	2216.0
060871208002	2086	0.816	1701.3
060871208003	1325	1.000	1325.0
060871203013	1222	0.468	572.3
060871007002	1003	1.000	1003.0
060871007001	686	1.000	686.0
060871209002	944	0.219	206.6
060871011001	1006	0.001	1.4
060871011002	733	0.279	204.6
060871011004	1894	0.909	1721.2
060871206004	1320	0.359	473.6
060871206005	968	0.075	72.9
060871206002	963	0.272	262.4
060871206003	758	0.807	611.4
060871206001	658	0.313	206.1
060871008002	892	0.553	493.5
060871008003	1171	1.000	1171.0
060871008001	1707	0.608	1038.5
060871008006	462	0.219	101.4
060871008004	2531	1.000	2531.0
060871008005	1071	0.991	1061.8
060871209004	1762	0.246	432.8
060871002004	777	0.666	517.5
060871002005	1379	0.926	1276.9
060871002006	1336	1.000	1336.0
060871002007	605	1.000	605.0
060871002003	1581	0.010	16.3
060871010003	678	0.998	676.7
060871010002	763	1.000	763.0
060871010001	1785	1.000	1785.0
060871010007	1547	1.000	1547.0
060871010006	2433	1.000	2433.0
060871010005	597	0.342	204.4
060871003002	1763	0.197	348.1
060871011005	1103	0.004	4.7
060871009005	254	0.707	179.6
060871003001	1388	0.594	824.4
060871207001	1128	0.822	927.2
060871006001	1616	0.465	750.8
060871207003	1988	0.342	679.7
060871010004	511	1.000	511.0
Total Person Affected (BSR)			34256

July 17, 2019

Name

Alastair Fyfe

Message

Thank you, I was not aware of the scscroundtable@gmail.com address and will use it in the future. Please clarify whether submitted citizen/resident comments are collected and then distributed to Roundatble members as part of the pre-meeting agenda packet or forwarded as they are received.

Best,

Alastair

July 17, 2019

Name

Erika Gasper

Message

Hello,

I am writing on behalf of my family to express concern about an impending increase in jet noise over my San Lorenzo Valley community that will result from the shift from SERFR to BSR flight paths. We already experience frequent noise from low-flying jets, often right over our house in Boulder Creek, in addition to heavy helicopter activity by PGE, sherriffs looking for illegal pot grows, and in fire emergencies as they use water from Lock Lomond reservoir.

Moving another problematic flight path over our heads is unfair and unwanted. We realize this happened due to complaints from communities to the south, but now we will be burdened not only with the existing level of noise but with their share of air traffic as well. As I understand it, SLV will essentially be receiving 100% of vectored traffic from SFO. This seems clearly unfair and environmentally unsound. We urge you to take whatever measures you can to alleviate the impact of this situation.

Thank you,
Erika Gasper and family

July 17, 2019

Name

Robert Holbrook

Message

Dear Chair Bernald and Mr. Alverson,

Please find attached my input on the FAA's Response to the Ad Hoc Committee's Report, along with my suggestions for next steps. I am grateful to my colleagues in Mountain View, Sunnyvale and Palo Alto who provided me with input and feedback as I prepared this document.

Please distribute this to the members of the Roundtable and to other interested parties as you see fit.

Regards,

Robert Holbrook

Attachment Summary

Robert Holbrook – July 17, 2019
Report of the Ad Hoc Committee on South Flow to SJC
FAA Response and Next Steps

Executive Summary

The FAA offered little relief in their response to the Final Report of the Ad Hoc Committee on South Flow Arrivals to SJC. This paper identifies three approaches that the Roundtable could use to move forward:

- Pursue the two recommendations that the FAA has, so far, agreed to consider. Assess the recommendations technically before moving forward, to ensure they lead to the desired result.
- For recommendations that the FAA rejected, understand the specific technical issues that led the FAA to dismiss the recommendation and then explore whether alternatives can be found, perhaps for use under limited conditions.
- Pursue issues that are national in scope at the national level. The Western Region cited FAA policy in response to recommendations that were national in scope. Since these policies appear to be outside the ability of the Western Region to influence, the Roundtable should consider pursuing these proposals directly with the FAA in Washington D.C and through legislators.

Making progress on the above objectives will require focus and expertise. I suggest that the Roundtable set up two subcommittees that parallel the two standing working groups of the SFO Roundtable:

- A Technical Workgroup that can interact with the FAA on technical considerations and develop alternative recommendations before presenting them to the Roundtable for review. This would better use FAA resources and would relieve most Roundtable members of technical minutiae.
- A Policy Implementation or Legislative Workgroup that can make recommendations to the full Roundtable on ways to move the Roundtable's recommendations toward implementation, through whatever bodies are appropriate. That could involve FAA policy makers in Washington D.C. and Congressmembers, among others.

We are not alone. NextGen has failed communities around the country. Airplane noise and pollution are likely to get worse and other communities are as frustrated by the process for change as we are. Leadership that we show is likely to be supported and perhaps emulated. And this is reciprocal: we could learn much by reaching out to other organizations that involve impacted communities.

Report of the Ad Hoc Committee on South Flow to SJC
FAA Response and Next Steps

Executive Summary

The FAA offered little relief in their [response](#) to the Final Report of the Ad Hoc Committee on South Flow Arrivals to SJC. This paper identifies three approaches that the Roundtable could use to move forward:

- **Pursue the two recommendations that the FAA has, so far, agreed to consider.** Assess the recommendations technically before moving forward, to ensure they lead to the desired result.
- **For recommendations that the FAA rejected, understand the specific technical issues that led the FAA to dismiss the recommendation and then explore whether alternatives can be found,** perhaps for use under limited conditions.
- **Pursue issues that are national in scope at the national level.** The Western Region cited FAA policy in response to recommendations that were national in scope. Since these policies appear to be outside the ability of the Western Region to influence, the Roundtable should consider pursuing these proposals directly with the FAA in Washington D.C and through legislators.

Making progress on the above objectives will require focus and expertise. I suggest that the Roundtable set up two subcommittees that parallel the two standing working groups of the SFO Roundtable:

- A Technical Workgroup that can interact with the FAA on technical considerations and develop alternative recommendations before presenting them to the Roundtable for review. This would better use FAA resources and would relieve most Roundtable members of technical minutiae.
- A Policy Implementation or Legislative Workgroup that can make recommendations to the full Roundtable on ways to move the Roundtable's recommendations toward implementation, through whatever bodies are appropriate. That could involve FAA policy makers in Washington D.C. and Congressmembers, among others.

We are not alone. NextGen has failed communities around the country. Airplane noise and pollution are likely to get worse and other communities are as frustrated by the process for change as we are. Leadership that we show is likely to be supported and perhaps emulated. And this is reciprocal: we could learn much by reaching out to other organizations that involve impacted communities.

Background

On May 21, 2019, the FAA [responded](#) to the [Final Report](#) of the Ad Hoc Committee on South Flow Arrivals to SJC (both can be found [here](#)), which was formally submitted a year earlier. The Report made 15 recommendations and included an appendix with 49 additional line items to consider. The FAA wrote responses to all 64 items.

While good information can be found in the FAA's response, little relief was offered to those suffering from the noise brought by NextGen. Only two new mitigations are found in the 64 responses, and these appear to be minor.

With their response, the FAA is no longer disputing that traffic patterns were changed – to the contrary, their response offers reasons why those changes were made. Certainly, the Roundtable should dig deeper into the two recommendations that the FAA is willing to investigate, but these will not address the three fundamental problems NextGen brought to South Flow procedures: 1) flights have been concentrated into narrow corridors or ‘rails’; 2) the new rails shifted the center of the long-standing traffic corridor west by ~1 nm (1.2 statute miles); 3) with the new procedures, aircraft create more per-flight noise than before.

The FAA’s Offer

CHARTED VISUAL APPROACHES EAST AND WEST OF THE AIRPORT

The FAA is willing to consider creating charted visual approaches to the East and West of SJC. Chaired visual approaches give pilots discretion in how they approach the airport. Within limits, pilots can choose their path, altitude, speed and descent profile. This would naturally introduce some dispersion and might allow them to fly more quietly, saving energy.

Three concerns cloud the prospects for visual approaches. First, charted visual approaches require visibility. This is a problem because South Flow days often involve bad weather. Second, airlines might not choose to use these approaches, even if they were to be created. They might prefer to rely on flight management systems (autopilot) or instrument approaches that leave pilots little discretion on headings and altitudes. Finally, the FAA will consider this request only if it is made by the City of San Jose. It’s not clear that San Jose would make the request.¹

RELAXED ALTITUDE GUIDANCE AT THE HITIR WAYPOINT

The FAA is also willing to consider relaxing the altitude guidance at the HITIR waypoint (over the Apple Spaceship) from *exactly* 4000’ to 4000’ or *higher*. This was suggested not because it would allow airplanes to arrive HITIR at higher altitudes, but because it might enable the flight management system guiding each aircraft to descend at more of a glide, reducing the use of (very) noisy surfaces like flaps and slats. Reduced use of flaps and slats would most likely mitigate more noise than would increasing altitude by a few hundred feet. (The physics of airplane noise is not intuitive.)

There is a potential downside to this request, however. While it is intended to give the airlines flexibility to enable them to reduce the noise of their approaching aircraft, it’s possible that the airlines will use this flexibility in ways that create more noise. For example, if airplanes were to be throttled at ZORSA instead of at HITIR, the use of noisy speed brakes, flaps and slats would shift to lower altitudes. Also, if the aircraft were to pass through HITIR at higher speeds, it would probably do more harm than good.

Before formally making this request, the Roundtable should explore how the airlines would make use of the flexibility that this change would provide.

¹ The FAA said it would be willing to consider the HITIR recommendation if the request were made by any member of the Ad Hoc Committee. Why must the request for charted visual approaches be made by the City of San Jose, which has chosen not to join the successor body to the Ad Hoc Committee?

No Alternatives?

The FAA wrote on page 4 of their response, “The FAA is willing to consider amendments and/or new procedures for operational or safety needs.” Few would dispute the need for safe and efficient procedures, but in their response the FAA chose not to consider suggestions for alternate procedures that would **create less noise** *during conditions where their use would be safe and efficient*, such as non-peak hours.

This saddles us with unnecessary noise. Obviously, if the FAA has only one set of practices, they must accommodate the most extreme conditions imaginable: projected volumes during peak hours years in the future (SJC forecasts 52% growth in flight operations), the largest aircraft and the worst weather. Optimizing for extremes means noisier procedures, even if extreme conditions occur only a fraction of the time. Years before NextGen, Air Traffic Control handled volumes comparable to *today’s* busiest days with far fewer complaints.

To allow for the possibility that quieter procedures are not possible at volumes 50% higher than today’s peak volumes, the Report recommended that the FAA use less noisy practices *only when conditions permit*. The FAA response to the Ad Hoc Committee rejected all such suggestions.

In contrast, at the suggestion of the Select Committee (and the SFO Roundtable), the FAA agreed to promote the use of the SFO BDEGA-East arrival, which flies over water *only when conditions permit*. Promoting the usage of BDEGA-East leverages an historical flight path, greatly reduces the impact of airplane noise, does not shift airplane noise to new communities and, importantly, relies on the judgment of ATC controllers.

Perhaps the FAA’s negative response hangs on a fine point: the definition of the word ‘procedure’ – as opposed to ‘practice’. The FAA can be very particular in their use of language (consider the FAA’s use of ‘significant’ noise). For more on this topic, please see Appendix B.

National Problem – Regional Response

A close reading of the FAA’s response to the Ad Hoc Committee’s Report shows that the suggestions that were national in scope were all dismissed, usually by citing some FAA regulation. This is not what we wanted, but it is understandable. The FAA employs 45,000 people and their response was coordinated by the Western Region. It’s doubtful that the response had the benefit of an FAA liaison in Washington D.C., without whom little progress could be expected on those suggestions.

Nevertheless, the Roundtable should insist on a national-level response. Throughout the country, people strongly object to the noise created by NextGen and demand solutions. The FAA owes the country responses that match the scale of the problems NextGen has created, and regional efforts such as ours are the catalyst for solutions. But Regional responses alone will not lead to the change we need. If every affected metroplex were to accept a regional response from the FAA, mitigations would be incremental at best (as we are seeing). The suggestions in the Report that are national in scope deserve a thoughtful response by the appropriate groups within the FAA, even if those groups are based in Washington D.C.

The FAA being such a large organization, it is important that a liaison in Washington D.C. be assigned to coordinate the answers to these more fundamental suggestions. If the Western Region is unable to get such a person to be assigned, we should consider asking our Congressmembers for their assistance. Such a liaison could also coordinate similar suggestions made by other distressed communities. Recently, 29 Congressmembers [asked](#) the GAO to review the FAA's policies regarding aircraft noise. If this group of lawmakers were to make this suggestion, it would command attention.

While there is much that the FAA could do at the national level to mitigate NextGen, the FAA are also constrained by mandates from Congress (or the lack thereof). As noted below, the Roundtable should create a legislative working group, one of whose tasks would be to suggest Federal legislation that can be endorsed by the Roundtable as a whole and passed on to our Congressional representatives for their consideration. Please see Appendix A for a list of policy suggestions that Congress might consider.

Noise Shifting Without Community Consensus

The recommendations in the Report focused on returning to long-standing noise patterns, before they were shifted, concentrated and made louder by NextGen.²

The FAA has repeatedly stated that they will not shift traffic from current procedures without a consensus of associated communities. **Does the FAA reserve the right to shift noise for its own purposes without a consensus?** Will the FAA even commit to informing affected communities that a shift is about to occur?

This question is important because the FAA is developing a technology called Time-Based Flow Management (TBFM) that is intended to reduce the need for vectoring. It will, therefore, increase traffic on defined procedures. The interest in the Eastern approach was to maintain current patterns of use after TBFM is introduced. Today, the Eastern approach is entirely vector-based, meaning that without vectors air traffic would have to use the Western approach, shifting noise. If the FAA will commit that they will not introduce practices (or technology) that shift noise without the support of affected communities, this discussion becomes less important.

Roundtable Working Groups

As described in the Executive Overview, the Roundtable should consider forming a Technical Working Group and a Legislative Working Group, as the SFO Roundtable has done. In addition to the functions described in the overview, the Legislative Working Group or, perhaps better, 'Policy Implementation Working Group' could coordinate with related organizations in the Bay Area and throughout the country. It could become the Roundtable's hub for outreach and maintenance of ongoing liaisons.

² In shifting noise, the FAA might have been implementing a 2012 directive from Congress regarding new NextGen procedures: FMRA (2012) §213(a)(1)(A): ...*The Administrator shall, to the maximum extent practicable, avoid overlays of existing flight procedures...*

Appendix A

Suggestions for Congress to consider:

- The FAA should be given a mandate to mitigate noise.
- The FAA should establish an Office of Noise Mitigation at the national level, backed by an FAA Center of Excellence, with the following charter and tasks:
 - The FAA should update their tools for quantifying, measuring and reporting noise.
 - Develop alternative metrics to DNL that better reflect human annoyance, capturing such factors as sound frequency, tone and number of events per hour.
 - Create noise models that simulate common real-world conditions, including a range of wind speeds and temperatures.
 - Utilize modern computing power to process data from ground-based noise monitors to capture the sound energy from airplanes *as completely as possible*.
 - Enhance noise modeling tools so that communities subjected to aircraft noise from multiple airports can be accurately modeled.
 - The FAA should set targets for noise mitigation and present them to Congress for review and approval. These targets should be chosen using the latest research and metrics.
 - The FAA should tee up recommendations for procedures, practices, policies, regulations and tools to achieve the above noise targets.
 - The FAA should research noise mitigation, prioritizing and funding R&D including:
 - Enabling the use of noise-optimized procedures during off-peak periods;
 - Use of programmatic fine-grained lateral dispersion as an alternative to ‘rails’;
 - Enabling vectored airplanes to descend at a glide, as opposed to a straight-line descent;
 - Use of GLS to define approaches that minimize jet thrust and airframe noise;
 - Enabling flight management systems that can dynamically adapt to common ambient weather conditions *while minimizing noise*;
 - The FAA should rework its procedure development process to prioritize noise mitigation. The FAA should solicit community input and attempt to incorporate that input into the procedures being developed.
- Modify the Airport Noise and Capacity Act of 1990 (ANCA) to allow airport proprietors to incent airlines to mitigate noise, perhaps through use of reasonable noise-based landing fees. With no incentives to reduce noise there is likely to be little progress, as is the case today. Allow airport operators to establish or extend curfew hours after providing stakeholders suitable notice.
- Call hearings to review relevant reports and legislation. Reports on the health and environmental impacts of aviation are required by the FAA Reauthorization Act of 2018, to be delivered to Congress over the next few years. Hopefully, some of these hearings can be held outside the Aviation subcommittees, which might tilt toward industry. Note that Rep. Eshoo is now Chair of the Health Subcommittee of the Energy and Commerce Committee. *The Quiet Communities Act* has been referred to the full Energy and Commerce Committee for review. Among other things, that act deals with health impact thresholds pertaining to airplanes.
- Enact a law to allow plaintiffs more than 60 days to file a challenge to a new FAA procedure.

Appendix B

To avoid missed opportunities, the burden is on the Roundtable to ask nuanced questions and carefully dissect FAA responses. The FAA can be very particular in their use of language without always disclosing that the accuracy of their response hangs on a precise technical interpretation. Here are some fine distinctions that might be helpful in finding a compromise for the suggestions that the FAA did not support:

- Short of creating a new formal *procedure*, can best *practices* be put in place, as the FAA did for SFO with BDEGA-east? Is training ATC controllers to use quieter practices an option?
- Where the FAA raises safety concerns, what are the *specific* conditions (for example, peak volumes) that trigger the concern? Can the proposal be reworked to address those triggers without discarding the proposal completely?
- In the early days of working with the FAA, discussions usually ended when the FAA stated that a change could not be considered due to a safety issue. We came to realize that the root cause of the safety issue was often because the FAA wants to land more airplanes, perhaps by packing them closer together. Yes, this causes safety issues, which a new, perhaps noisier, procedure can address, but the reason for the new procedure was the desire to land more airplanes, which is really about efficiency. If the new procedure is not strictly required during off-peak hours, can a quieter alternate procedure (or practice) be used instead?
- Where the FAA raises efficiency concerns, is ATC efficiency or airline efficiency at stake? Airline efficiency can be measured in passengers landed per hour, gallons of fuel saved or percentage of on-time arrivals. ATC efficiency might be measured in number of Air Traffic Controllers on duty, days to implement a procedure, etc. For each efficiency, how large are the expected savings? Is ATC efficiency a budget issue? Would adding controllers or other personnel mitigate these concerns?
- What is the tradeoff between health and safety? Studies mandated by Congress in 2018 should help define the environmental impacts of airplane noise, which are likely to include stress- and pollution-related illnesses. The FAA might soon be called upon to answer a new kind of question: does the expected improvement in safety (or efficiency) outweigh the health and environmental costs to the people affected? To answer this, the FAA would need to quantify its improvements to safety somehow. That data would be interesting, because the FAA had outstanding safety records for the decades preceding NextGen.
- Technical jargon, such as the term *OPD*, should be used carefully. Similarly, it is risky to assume that higher altitude flights are always a good thing (airplane noise is highly nonintuitive - it is far more complex than just altitude). Recommendations must walk a fine line between being non-specific and overly prescriptive. Accurate, fine distinctions are key.

July 17, 2019

Name

Jennifer Landesmann

Message

Hello Steve [Preminger],

I understand that you are serving on the SCSC Roundtable for the County Supervisors.

Thank you for undertaking this important issue.

I attended the most recent roundtable meeting in Santa Cruz, and was among the public speakers on the issues related to noise maps with AEDT. I've been a longtime observer and advocate on this issue with the group Sky Posse Palo Alto.

My County contact for airplane noise is Kris Zanardi whom I just wrote to (per below), and I got a reply that Kris is out of the office until the 23rd. I found your email by calling the number on Kris's reply.

If possible, I would like to know if you could be available to discuss some points about AEDT, as the discussions on this evolve with FAA ideally sooner rather than later. I'm flexible to meet or chat anytime, and look forward to supporting the County's investment to address the various concerns on airplane noise with FAA.

I can be reached on my cell phone at 415-810-7342.

I hope we can connect, thank you,

Best,

Jennifer

July 18, 2019

Name

Rich Everett

Message

First we want to thank you for listening and for the work you are embarking upon.

My family, my neighbors, and our community is pleading with you to incorporate the promises already made to implement the BSR overlay as quickly and safely as possible.

We again plead with you and suggest the resolution should include a process in which the Select Committee recommendations will not be reopened by the new round table. The work and time, the listening to input and recommendations have already been done, I'm confident if you read all the notes from the past you would be just as frustrated as us with wasting your time and energy to "re-invent" what has already been successfully completed. *Ground Hog Day again at the tax payers expense and your time

Thank you once again and we ask you to continue the forward progress

July 18, 2019

Name

Eric Rupp

Message

I am writing to encourage you to push for the rapid implementation of the select committee's recommendation to move the SERFR arrival to the Big Sur overlay. This recommendation came after many months of intense public process and a super majority vote. The failure of that recommendation would cast severe doubt on the effectiveness of community involvement in jet noise issues — including the SCSCRT's own viability. We need relief after 4 1/2 years. And the community jet noise process needs a win. We are counting on the SCSCRT to support that past action and tackle new issues recognizing the fact that jet noise hurts people.

July 18, 2019

Name

Mike Rodenbaugh

Message

We were promised many years ago, after a lengthy political and community review process, that FAA would re-implement the BSR route expediently. There appears little if any real excuse for the delay in doing so. Particularly given that the change away from the BSR route -- which had operated more than 50 years without complaint -- had happened so quickly and without any real community input. That was many years ago. This reversion to the old route needs to happen now. The Select Committee recommendations can not be reopened by this new roundtable -- that would make a mockery of the previous, earnest and thorough process that involved so many dedicated community leaders and government resources.

July 18, 2019

Name

Marti Ainsworth

Message

Please expedite the BSR overlay. Planes roar over my house every 90 seconds from 5:30 AM till after midnight. We followed a democratic process and with an 8 to 4 vote were told this process would be implemented. We are suffering daily from relentless jet noise. Come sit on my deck for an hour and you'll get the idea. Particularly egregious times are all the time.

Thank you for taking the time to help us. Before March of 2015 there were no complaints. We are tired and stressed.

July 18, 2019

Name

Todd Anderson

Message

Members of the Roundtable, I saw the Letter that was sent to you by Supervisors Mcpherson and Coonerty on July 8th, 2019. I write today to say that the Coonerty and Mcpherson Letter is NOT accurate. I have been to every single meeting of the Select Committee and listened. The Coonerty and Mcpherson letter is an attempt to invalidate the Supermajority Decision of 8-4. This is unacceptable. Coonerty and Mcpherson have fought us EVERY STEP OF THE WAY. They thought they would win the Select Committee vote and they DID NOT after extensive meetings . It is evident to me that these two Supervisors are just continueing there smear campaign of the Select Committee. I would like to remind the Roundtable that all the information that you need is in the Select Committee's tapes of the meetings. AND more importantly that the Final Vote was 8-4 to move SERFR back to BSR

July 18, 2019

Name

Chris Finnie

Message

I'm a single woman and a senior citizen who struggled to buy my little house in the mountains and fix it up. For 25 years, I've worked on it. I've become an active member of my community. And grown to love the quiet and beauty of Boulder Creek. It's unlike anywhere I've ever lived before. I can't afford air conditioning. So, in the summer, I've always opened the windows to cool off the house. But now, I can no longer sleep in my house in the summer. If I don't open the windows, it's too hot to sleep. If I do, the roar of the planes keeps me awake. The noise goes past midnight and starts again by at least 7:00 am. One night I timed airplanes every 2 minutes from 10:30 pm through 12:15 pm. My house is also the single largest asset I have. The noise is destroying the value of that asset. I never suspected 25 years ago that I would find myself under the flight path for two airports. It seems unfair to suddenly make this change and destroy the value of my home and my health after all the years I've lived here. Especially when it's primarily to save fuel costs for highly profitable airline companies.

July 18, 2019

Name

Debby Joyce

Message

Thank you for your continued efforts in resolving the NextGen noise that has descended upon our lives for over four years.

After many hours of meetings with the FAA, countless hours lost from our jobs, gas costs to drive to Palo Alto, interrupted sleep, we await the final decision of the Select Committee to implement the BSR overlay expediently, i.e., as soon as possible. PLEASE!!

Every single day and night, we are slaughtered with noise from the jets. I can only imagine the damage to our brains from 50, 60, 75, even 100+ jets per day, interrupting our thought process (since we "have" to record

them). This cannot be healthy to our brains and the stress continues to age us prematurely. THAT we don't need!

We implore, no, we INSIST the MOU include wording that the Select Committee recommendations will NOT be reopened by the new roundtable.

I direct you to the EPA's Summary of the Noise Control Act, 42 U.S.C. §4901 et seq. (1972)
Inadequately controlled noise presents a growing danger to the health and welfare of the Nation's population, particularly in urban areas. The major sources of noise include transportation vehicles and equipment, machinery, appliances, and other products in commerce. The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective coordination of Federal research and activities in noise control; (2) authorize the establishment of Federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products.

While primary responsibility for control of noise rests with State and local governments, Federal action is essential to deal with major noise sources in commerce, control of which require national uniformity of treatment. EPA is directed by Congress to coordinate the programs of all Federal agencies relating to noise research and noise control.

We can attest to the "growing danger to health and welfare" caused by jet noise. It is real, and it is wrong.

Thank you again for your work and we await the day we can wake up without being greeted by jets overhead.

July 18, 2019

Name

James Kleck and Debby Joyce

Message

I want the roundtable to press the FAA for details about their response to the Select Committee recommendations. I am particularly concerned since it has been report that the FAA said they are working on a solution "that meets the intent of the Select Committee." What I want to hear is that the FAA is working on a solution "implementing the Select Committee recommendations." The FAA wording involves them interpreting the "intent" of the Select Committee, and judging that what they are working on "meets" with that intent. Their use of fuzzy wording in the past has been problematic. This whole issue started with the FAA saying there would be "no significant impact," a statement that has turned out to be patently false.

We remain impacted daily by the jet overflights.

Thank you,
Jim Kleck and Debby Joyce
Santa Cruz, CA

July 19, 2019

Name

Jennifer Landesmann

Message

Dear Chair Bernald, and Members of the SCSC Roundtable,

Via a social media post on this [link](#), it appears the next roundtable meeting's Agenda has become public (to some and not to others), as this was posted before the SCSC Roundtable Agenda was or will be published on the SCSC website.

It would be fair to please inform the public how some communities get this type of information ahead of others - in particular details such as how much time the public will have to speak.

Also, I would like to know - if at all possible with a post to the SCSC website (or on the actual Agenda when it is published) - if the "community outreach ombudsman" mentioned in the social media post is the Regional Ombudsman appointed pursuant to Section 180 of H.R.302 - FAA Reauthorization Act of 2018 the 2018 FAA Reauthorization.

SCSC Roundtable Staff Email Responses¹

June 21 - July 19, 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.

SCSC Roundtable Staff Email Responses - June 21 - July 19, 2019

July 8, 2019

Name

Gary Hewett

Response

Dear Mr. Hewett,

Thank you for contacting the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) regarding your concern about potential changes in aircraft flight tracks over your home based on an article you read in the Press Banner.

Just to be clear, during its five monthly meetings to date, the SCSC Roundtable has made no recommendations to change the location of aircraft flight tracks. Therefore, the Roundtable is not moving aircraft noise from one location to another. In fact, the SCSC Roundtable has no authority whatsoever to implement such a change. The responsibility for the use and management of the National Airspace System rests solely with the Federal Aviation Administration (FAA).

The flight track changes that were discussed at the June 26, 2019 SCSC Roundtable meeting in Santa Cruz were recommendations from the Select Committee on South Bay Arrivals (Select Committee). After considering changes that had been made by the FAA to the locations of aircraft flight tracks over Santa Cruz and Santa Clara counties as a part of the FAA's Northern California Metroplex process, the Select Committee recommended that a new arrival route called SERFR be reverted to its previous arrival route known as Big Sur arrival route, which had been used for decades. The SCSC Roundtable did not exist at the time of this recommendation, but rather, was created after the Select Committee's sunset to monitor the FAA's implementation of the Select Committee's recommendations and to provide for public input to the process. The Select Committee made its recommendations to the FAA in November 2016. Since that time, the FAA has been evaluating the recommendations. A link to FAA's most recent responses to the Select Committee Recommendations can be found here on the SCSC Roundtable website.

At the June 26th SCSC Roundtable meeting, the FAA indicated that it is performing an initial review of returning the SERFR arrival route to its previous (Big Sur) location. Should the FAA decide to move forward with developing the Big Sur arrival route, it indicated it would be an 18 to 24 month process to implement such a change. The FAA also indicated that it would conduct public outreach as a part of its process and will conduct a review of the potential environmental impacts of the replacement route. The FAA indicated that it would reach out to the SCSC Roundtable for suggestions on appropriate locations to conduct these outreach meetings.

Like you, the SCSC Roundtable will be watching this process closely and will serve as a conduit for public input on this matter.

We trust this information is helpful to you.

Regards,

SCSC Roundtable Staff

--

SC | SC Roundtable
<https://scscroundtable.org>

July 15, 2019

Name

Ann Black

Response

Dear Ms. Black,

Thank you for contacting the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) regarding your impression that the SCSC Roundtable has taken an action to move aircraft flight paths from one community to another.

Just to be clear, during its five monthly meetings to date, the SCSC Roundtable has made no recommendations to change the location of aircraft flight tracks. Therefore, the Roundtable is not moving aircraft noise from one community to another. In fact, the SCSC Roundtable has no authority whatsoever to implement such a change. The responsibility for the use and management of the National Airspace System rests solely with the Federal Aviation Administration (FAA).

The flight track changes that were discussed at the June 26, 2019 SCSC Roundtable meeting in Santa Cruz were recommendations from the Select Committee on South Bay Arrivals (Select Committee). After considering changes that had been made by the FAA to the locations of aircraft flight tracks over Santa Cruz and Santa Clara counties as a part of the FAA's Northern California Metroplex process, the Select Committee recommended that a new arrival route called SERFR be reverted to its previous arrival route known as the Big Sur arrival route, which had been used for decades. The SCSC Roundtable did not exist at the time of this recommendation, but rather, was created after the Select Committee's sunset to monitor the FAA's implementation of the Select Committee's recommendations and to provide for public input to the process. The Select Committee made its recommendations to the FAA in November 2016. Since that time, the FAA has been evaluating the recommendations. A link to FAA's most recent responses to the Select Committee Recommendations can be found here on the SCSC Roundtable website.

At the June 26th SCSC Roundtable meeting, the FAA indicated that it is performing an initial review of returning the SERFR arrival route to its previous (Big Sur) location. Should the FAA decide to move forward with developing the Big Sur arrival route, it indicated it would be an 18 to 24 month process to implement such a change. The FAA also indicated that it would conduct public outreach as a part of its process and will conduct a review of the potential environmental impacts of the replacement route. The FAA indicated that it would reach out to the SCSC Roundtable for suggestions on appropriate locations to conduct these outreach meetings.

Like you, the SCSC Roundtable will be watching this process closely and will serve as a conduit for public input on this matter.

We trust this information is helpful to you.

Regards,

SCSC Roundtable Staff

--

SC | SC Roundtable
<https://scscroundtable.org>

July 17, 2019

Name

Erika Gasper

Response

Dear Ms. Gasper,

Thank you for contacting the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) regarding your impression that the SCSC Roundtable has taken an action to move aircraft flight paths from one community to another.

Just to be clear, during its five monthly meetings to date, the SCSC Roundtable has made no recommendations to change the location of aircraft flight tracks. Therefore, the Roundtable is not moving aircraft noise from one community to another. In fact, the SCSC Roundtable has no authority whatsoever to implement such a change. The responsibility for the use and management of the National Airspace System rests solely with the Federal Aviation Administration (FAA).

The flight track changes that were discussed at the June 26, 2019 SCSC Roundtable meeting in Santa Cruz were recommendations from the Select Committee on South Bay Arrivals (Select Committee). After considering changes that had been made by the FAA to the locations of aircraft flight tracks over Santa Cruz and Santa Clara counties as a part of the FAA's Northern California Metroplex process, the Select Committee recommended that a new arrival route called SERFR be reverted to its previous arrival route known as the Big Sur arrival route, which had been used for decades. The SCSC Roundtable did not exist at the time of this recommendation, but rather, was created after the Select Committee's sunset to monitor the FAA's implementation of the Select Committee's recommendations and to provide for public input to the process. The Select Committee made its recommendations to the FAA in November 2016. Since that time, the FAA has been evaluating the recommendations. A link to FAA's most recent responses to the Select Committee Recommendations can be found here on the SCSC Roundtable website.

At the June 26th SCSC Roundtable meeting, the FAA indicated that it is performing an initial review of returning the SERFR arrival route to its previous (Big Sur) location. Should the FAA decide to move forward with developing the Big Sur arrival route, it indicated it would be an 18 to 24 month process to implement such a change. The FAA also indicated that it would conduct public outreach as a part of its process and will conduct a review of the potential environmental impacts of the replacement route. The FAA indicated that it would reach out to the SCSC Roundtable for suggestions on appropriate locations to conduct these outreach meetings.

Like you, the SCSC Roundtable will be watching this process closely and will serve as a conduit for public input on this matter.

We trust this information is helpful to you.

Regards,

SCSC Roundtable Staff

July 17, 2019

Name

Alastair Fyfe

Response

Dear Mr. Fyfe,

I have forwarded your email to our SCSC Roundtable email account. For future communications, and proper comment tracking, please utilize our website or the scscroundtable@gmail.com email address to provide comment. Thank you for your understanding.

Best regards,

Evan Wasserman
Senior Associate - Community Development
ESA | Environmental Science Associates

July 17, 2019

Name

Alastair Fyfe

Response

Mr. Fyfe,

Yes, the scscroundtable@gmail.com email address is where emails from the website get forwarded. The emails are then reviewed and distributed to Chair Bernald, and consulting staff for inclusion in the pre-meeting agenda packet. As a reminder, the deadline for including items in the agenda packet is 3:00 pm PT on the Friday before the SC|SC Roundtable meeting, which would be this Friday July 19th.

Thank you,

Evan Wasserman
Senior Associate - Community Development
ESA | Environmental Science Associates

July 17, 2019

Name

Stuart Cremer

Message

Roundtable Chair Mary-Lynne Bernald responded to Stuart Cremer by phone on July 17, 2019.

July 18, 2019

Name

Robert Holbrook

Response

Dear Mr. Holbrook,

Thank you for your email. I have forwarded it to our SCSC Roundtable email account. It will be included in the correspondence section of the July 24, 2019 Roundtable meeting agenda packet.

For future communications, and proper comment tracking, please utilize our website or the scscroundtable@gmail.com email address to submit comments to the Roundtable. Thank you.

Regards,

Steve

Steven R. Alverson
Senior Vice President
ESA | Environmental Science Associates

July 19, 2019

Name

Jennifer Landesmann

Message

Dear Jennifer,

Earlier this week a community member personally contacted me as Chair with some specific questions. In answering those questions which had to do with whether it would be useful to have the public speak to issues requiring FAA technical response, I told the individual that FAA technical staff would not be in attendance, but that Favi Garcia would most likely be joined by William Freeman, the Community Engagement Officer who is not a technical specialist. It is my belief he is the Regional Ombudsman to whom you are referring.

I do not believe this information in any way was unfair to members of other communities. I answered a specific question asked of me. And when I did, I explained that without FAA technical staff attending this meeting (and any in the future), it is a better use of the RT Members' time to work on issues that may require a study session type format which allows our members the necessary time to work towards laying the foundation for a successful, on-going Roundtable.

The absence of an FAA technical staff member and the need to create a necessary Strategic Plan and Work Program is what is driving a limited public comment period at this particular meeting.

I do believe that when you hear the items included in the Work Program, you will be assured that community concerns have been heard and are informing the RT efforts this coming Wednesday.

The agenda which is posted on the SCSCRoundtable.org website appears every Friday prior to the scheduled meeting date. You should be able to find it some time around 3 pm this afternoon.

In the future please send emails to scscroundtable@gmail.com.

Should you have questions you wish to ask me, you certainly may call me as this individual did. But as I discussed in our conversation, the best method is to send emails to the gmail account.

Please forward my email to all you initially copied.

See you on Wednesday.

Chair Mary-Lynne Bernald

Correspondence **Received**
City of Santa Cruz Letter to FAA with Attachments
2019-05-17



MAYOR AND CITY COUNCIL

809 Center Street, Room 10, Santa Cruz, CA 95060 • (831) 420-5020 • Fax: (831) 420-5011 • citycouncil@cityofsantacruz.com

May 17, 2019

Acting Administrator Daniel K. Elwell
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Acting Administrator Elwell:

We are writing to thank you for the recent “NorCal Update April 2019” regarding the Federal Aviation Administration’s (FAA) efforts to address jet noise concerns in Santa Cruz, Santa Clara, San Mateo, and San Francisco counties. As stated by the FAA, the update was compiled at the requests of Congressmembers Jimmy Panetta, Anna Eshoo, and Jackie Speier, whose offices are copied on this letter.

In the portion of the update referring to the BSR Overlay (SERFR Amendment), the FAA notes that a Full Working Group is scheduled to meet June 4–6, 2019 on the topic of a proposed amendment to SERFR STAR. Ahead of that meeting, we appreciate the opportunity to remind you of two important aspects of the NextGen flight path and procedures issue that has divided Santa Cruz County residents for more than four years: (1) Recommendations from the 2016 Congressional Select Committee on South Bay Arrivals (Committee), and (2) Conditions of the County and City of Santa Cruz participation in the Santa Clara-Santa Cruz Community Roundtable.

First, at the request of our Congressional officials, the City and County appointed members to participate in the Committee process, which spanned June to November of 2016. The process resulted in numerous recommendations, including the narrowest vote allowed under the Committee’s rules to recommend that the FAA move the southern approach to SFO back to the historic BSR ground path instead of continuing with the SERFR path implemented by the FAA in 2015 as part of its NextGen procedures.

Acting Administrator Daniel K. Elwell

May 17, 2019

Page 2

Although the Committee was split on that vote 8–4, it later unanimously supported nine conditions that the FAA must meet before returning to BSR, three of which the FAA later determined could not be achieved and the rest of which would be taken into consideration. After the FAA made that determination, then-Los Altos Mayor Gary Waldeck, who cast the deciding vote to move the path, stated in a letter to the FAA that he would not have supported such a move had the FAA not assured him that the criteria were feasible.

Since the Committee completed its work, tensions have continued between residents under BSR and SERFR, which span two Congressional districts and three Santa Cruz County Supervisorial districts. In an effort to address those tensions, our Congressional representatives encouraged local jurisdictions in June of 2018 to join a newly formed Santa Clara-Santa Cruz Community Roundtable (Roundtable) designed to communicate with the FAA on a variety of issues. The Roundtable is managed by the Santa Clara County Cities Association.

The County and City of Santa Cruz agreed by a vote of their governing bodies in September of 2018 and November of 2018, respectively, to join the Roundtable for one year and to evaluate its effectiveness thereafter. Due to the divisive nature of the issue within the County of Santa Cruz, the Board of Supervisors placed conditions on the County's participation, including:

- The County's representative will be the County Administrative Officer (CAO) or his designee from the CAO's Office.
- The Chair of the Board of Supervisors will request that the FAA and Congressional representatives "attend all Roundtable meetings as they represent the federal entities who hold the authority to implement recommendations generated by the Roundtable."
- The County's representative on the Roundtable will work "to relieve the immediate impacts of jet noise for those currently experiencing the impact without moving the noise over another part of the County."

As expressed during the September 18, 2018 Board of Supervisors meeting, during which the vote to join the Roundtable took place, Board members in support of the conditions expressed their belief that sending a neutral third-party representative (CAO) to the Roundtable rather than a Supervisor would better serve our divided County.

Furthermore, supporters of the motion expressed a desire to mitigate impacts for all residents affected by the jet noise rather than to advocate for arbitrarily moving noise from one part of the County to another. It was further acknowledged that the work of the Committee is completed, and that the Roundtable should not be considered by any potential appointee to be a venue for reopening the Committee's recommendations.

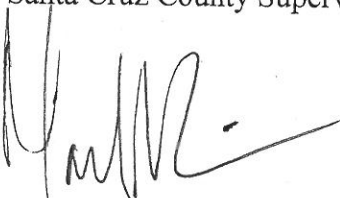
With this important history in mind, we thank you for your efforts to reduce impacts of jet noise over our region, and we ask that your work continue to reflect the sense of fairness sought by the participation of the City and County of Santa Cruz in both the Committee and Roundtable processes.

Acting Administrator Daniel K. Elwell
May 17, 2019
Page 3

Sincerely,



Ryan Coonerty
Santa Cruz County Supervisor, 3rd District



Martine Watkins
Mayor, City of Santa Cruz

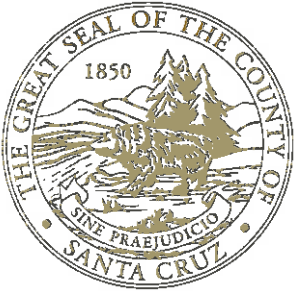


Bruce McPherson
Santa Cruz County Supervisor, 5th District



Cynthia Mathews
Councilmember, City of Santa Cruz

cc: The Honorable Jimmy Panetta
The Honorable Anna Eshoo
The Honorable Jackie Speier
Western Regional Director Raquel Girvin



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

November 8, 2018

Mr. Glen Martin
Vice President, Air Traffic Services
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Mr. Martin,

We were delighted last year to learn of your appointment to Vice President of Air Traffic Services within the Federal Aviation Administration, and we trust you are enjoying your relatively new role and adjusting well to life in the nation's capital.

While some time has past since you served in California as the top FAA representative to the Congressional Select Committee on South Bay Arrivals in your previous role as Regional Administrator for the Western-Pacific Region, please be assured we appreciated the collaborative approach you brought to that assignment.

We are writing to update you on the ongoing issue of ground path and flight procedures affecting Santa Cruz County and actions taken by various jurisdictions related to the establishment of a new organization that would hear community concerns about FAA operations.

As you are likely aware, Congresswoman Anna Eshoo and Congressman Jimmy Panetta, who represent parts of Santa Cruz County in the U.S. House of Representatives, initiated a process in 2017 with the Santa Clara County Cities Association to investigate forming a Santa Clara/Santa Cruz Roundtable fashioned after the 35-year-old San Francisco International (SFO) Roundtable. As you recall, formation of an ongoing discussion venue for those adversely affected by southern arrivals to SFO was a recommendation of the Select Committee.

In June 2018, both counties and all 19 cities contained within were invited to join the Roundtable. To date, 12 have joined (*Capitola, Cupertino, Los Altos Hills, Monte Sereno, Mountain View, Palo Alto, Santa Clara, Saratoga, Sunnyvale, Santa Clara County and Santa Cruz County*); 6 have declined (*Campbell, Gilroy, Los Gatos, Morgan Hill, Watsonville, Scotts Valley*) and 3 are awaiting action (*Milpitas, San Jose and Santa Cruz.*)

The Santa Cruz County Board of Supervisors voted on September 18 to join the new Roundtable with the provision that the Board would appoint its County Administrative Officer (CAO) or his designee to attend meetings. The intention behind appointing high-level staff to the County's seat on the Roundtable was to provide a neutral representative amid what is still a very divided community regarding the location of the primary procedure and ground path for southern arrivals flying over Santa Cruz County into SFO.

As you recall there was a split vote of the Congressional Select Committee to recommend the NextGen SERFR procedure back to the historic BSR ground path. While the vote to move was divisive, the Committee nonetheless voted unanimously on recommending nine conditions be met as part of any possible future change in path from SERFR to BSR.

Because no supervisor on our Board could reasonably be seen by the majority of Santa Cruz County residents as neutral party due to this divisiveness, it is our hope that the appointment of our CAO will lead to fair representation for all our citizens, especially to the extent the Roundtable makes any recommendations to the FAA regarding future flight procedures. Similarly, the County of Santa Clara recently approved a plan to join the Roundtable with the provision that its Board be allowed to appoint a senior staff person as their representative.

While it may prove valuable to have a local venue for communicating with the FAA, it is not our expectation — nor do we believe it should be an expectation of any other Roundtable participant — that any potential recommendations from the Roundtable will necessarily be implemented by the FAA or change how the FAA proceeds regarding any given Select Committee recommendation. Your agency has a tremendous responsibility not only to keep commercial airline passengers and crews safe from liftoff to touch down, but also to be a good partner with local communities affected by jet noise across the United States. It is our hope that whatever actions the FAA takes to adjust existing procedures or deploy new ones, the communities underneath will suffer the lowest feasible impacts.

In closing, we appreciate your efforts to achieve those many aims, as well as the agency's efforts to provide efficient flight paths that reduce fuel use and meet other key goals and objectives of the NextGen program. Thank you for the

Page 3
November 8, 2018

opportunity to update you on the Roundtable developments, and please be in contact with our offices if we can be of any assistance to you in the future.

Sincerely,



BRUCE MCPHERSON, Supervisor
Fifth District

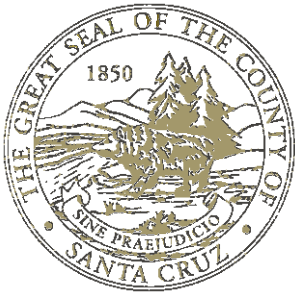


RYAN COONERTY, Supervisor
Third District

BAM/RC:jfr

cc:

Office of Congressman Jimmy Panetta
Office of Congresswoman Anna Eshoo
Jim Arrighi, The Metroplex Program, Federal Aviation Administration
Lois Yoshida, Office of the Chief Counsel, Federal Aviation Administration
Brian Langdon, Office of Government and Industry Affairs, Federal
Aviation Administration



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

July 17, 2018

Congress Member Jimmy Panetta
100 West Alisal Street
Salinas, CA 93901

Congress Member Anna Eshoo
698 Emerson Street
Palo Alto, CA 94301

RE: FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/ San Mateo/San Francisco Counties

Dear Congress Members Panetta and Eshoo:

First, we want to express our thanks to Congress Member Panetta for meeting with us on July 5 along with Council Member Mathews from the City of Santa Cruz. The discussion was productive regarding ongoing community concerns relative to current and future jet noise impacts to Santa Cruz residents.

To summarize our discussion, we continue to receive significant public input regarding two core issues that could result in moving jet noise from one part of the community to another after the FAA deploys a newly designed BSR flight procedure:

Community Consensus Does Not Exist:

As you know, the main goal of the Congressional Select Committee was to reach regional consensus on its recommendations, which they were able to accomplish with 46 out of the 47 recommendations that the committee approved. The Select Committee was clearly divided when they voted to move the SFO South Bay Arrival path from SERFR back to BSR, a vote that barely crossed the threshold for approval by one vote. The four Santa Cruz representatives on the Select Committee were split 2-2 on that vote, which reflects the strong disagreement that continues today among various community advocacy groups especially in Santa Cruz County.

July 17, 2018

RE: FAA Initiative to Address Noise Concerns

Page 2

Required Criteria Cannot Be Met:

Subsequent to the split vote to move the path back to BSR, one Select Committee Member has stated that he would have not voted for the move if he had known that the FAA could not “incorporate” all nine criteria to be met as a condition of the move, criteria that was approved unanimously by the Select Committee. That Committee members was the deciding vote on the moving the path. In a recent email to your office, we outlined the criteria that cannot be met based on information from the FAA. A copy of that email is attached here.

Requested Actions:

Our intent in writing this letter is to ensure a transparent public process that will include gathering field data so that when the FAA adjusts the current SERFR procedure and/or puts a newly designed BSR procedure in place, we can all be confident that the resulting noise levels are the least impactful to the affected residential areas below. Otherwise, the residents underneath the path will galvanize tremendous ongoing opposition, which puts this situation back to where it started three years ago. We therefore respectfully request that our Members of Congress advocate for the following actions to be taken by the FAA:

(1) Fulfill NEPA Requirements:

The FAA confirmed in their Phase 2 Update that the agency “...complies with the requirements of the National Environmental Policy Act, (“NEPA”). Although not specifically detailed within the NorCal Initiatives, the FAA’s process and standards for evaluating noise impacts associated with potential amendments to currently published procedures—consistent with FAA Order 1050.1F (effective July 16, 2015) - will be followed before implementing any airspace or procedural changes.” *We respectfully request that you ensure the FAA fulfill this obligation by conducting a full environmental assessment of a newly designed BSR procedure and conduct two public scoping sessions prior to embarking on the assessment work.*

(2) Work toward achieving the least impactful noise to the affected residential areas:

While forming the Select Committee, Members of Congress stated their main goals were to reach regional consensus and not move the noise. Although the affected residential areas have not been able to agree regarding the SERFR versus BSR flight procedure, it may be possible to provide data that confirms the least impactful flight path by measuring the noise levels before and after flight procedure adjustments are implemented. *We respectfully request that you advocate for the FAA to field measure the noise impacts of the current SERFR flight procedure after the final Class B adjustments are completed this August, then field measure noise levels after deployment of future revisions and/or a new BSR procedure for comparison to the*

July 17, 2018
RE: FAA Initiative to Address Noise Concerns
Page 3

baseline measurements. We understand that the FAA typically models noise impacts prior to publishing a procedure and rarely field measures impacts after deployment as it is an additional cost. However, we respectfully request that you ask them to do both. Alternatively, we recently learned that the SFO Aircraft Noise Abatement Office (SFOANAO) does field measurement of noise impacts with the FAA's consent and that office would be willing to conduct measurements as needed in this situation to provide baseline and subsequent noise impact data to the FAA and the public. As you may know, the SFOANAO office conducted field measurements in 2015 after the FAA moved the flight procedure from the historic BSR to SERFR. Subsequent noise measurements by the SFOANAO as the FAA makes adjustments to SERFR and/or deploys new procedures would really help all community stakeholders reach a common understanding of the impacts. We respectfully request that you support noise measurement conducted by either the FAA or the SFOANAO.

Field measuring jet noise levels may be the only mechanism by which we can demonstrate that the final flight procedure(s) are the least impactful to the those affected below and we believe this may be the closest we come to reaching the two goals intended by Members of Congress.

Thank you again for your time and consideration regarding these requests.

BRUCE MCPHERSON
Fifth District Supervisor

Sincerely,

RYAN COONERTY
Third District Supervisor

BAM/RC:jfr

cc: Congress Members Jackie Speier, Ro Khanna, Zoe Lofgren
City Councils- Santa Cruz, Scotts Valley, Capitola and Watsonville
Clerk of the Board

Attachment:

July 6, 2018 email to Congress Member Jimmy Panetta regarding unmet criteria.

Gine Johnson

From: Gine Johnson
Sent: Friday, July 6, 2018 2:49 PM
To: 'Jimmy.Panetta@mail.house.gov'; 'Lee, Kathleen'
Cc: Bruce McPherson; Ryan Coonerty; 'Cynthia Mathews'; Rachel Dann; JM Brown
Subject: 9 Criteria per the Select Committee Recommendations

Importance: High

Dear Congressman Panetta and Ms. Lee,

Thanks again for your time yesterday.

To the question regarding which of the criteria cannot be incorporated/included in moving the SERFR arrival route back to the BSR ground track as approved by the Select Committee, I reread my file and found that the FAA's *Preliminary Phase 2 Report* published in July 2017 did not explicitly state some of the criteria could not be met. It was only after carefully reviewing the different sections of the preliminary report and consulting notes regarding the FAA representatives' testimony before the Select Committee that we realized several of the criteria could not be met. Subsequently, our office sent an inquiry to the FAA asking for clarification, to which we did not receive a reply. However, the FAA did eventually respond to another letter co-written with Supervisor Coonerty on 12-11-17 confirming that *"...the FAA is willing to consider the 9 criteria...however, the design of the new procedure is ultimately subject to the FAA's design criteria and safety/operational requirements."*

Here is an excerpt from the first inquiry sent to the FAA regarding its *Preliminary Phase Two Report* which explains our conclusion that several of the criteria could not be met:

- Criterion 4 directs the crossing of the MENLO waypoint at or above 5,000 feet, but the *Phase Two Preliminary Report* states that, "MENLO cannot be published to be greater than 4,000 MSL" (4.d.vi., page 30). Also, MENLO at 5,000 ft. is "Not-feasible" (6.c.viii., page 48). This appears to be an uncorrectable conflict between the stated criterion and the FAA's safety and operational requirements.
- Criterion 2 directs the use of "...flight altitudes at least as high as (and preferably higher) than the historic BSR along its entire route", while Glen Martin (FAA) and Steve May (FAA) repeatedly stated during Select Committee testimony that, due to NextGen Optimum Profile Descent (OPD) requirements, a new arrival over the BSR route would probably be designed with altitudes somewhere between SERFR and the historic BSR altitudes, and Mr. May specifically stated that any new NextGen arrival over the BSR route would have lower altitudes that "look a lot like the (current) SERFR." We extrapolate from this conflicting information that this criterion cannot be met.
- Criterion 6 directs the incorporation of a Class B airspace modification "if needed." As a federal rulemaking change, any modification to SFO class B airspace requires approximately three years to implement, while flight path movement takes 18-24 months. The Class B 'fix' will reduce noise for SERFR and the proposed NexGen BSR arrival routes in identical fashion – both will benefit equally. If Class B corrections are not made before the ground track is changed from SERFR back to BSR, then the result would be the simple movement of unabated Class B conflict-caused jet noise from one community to another, and would violate the intent of this criterion. (Note: This may be a moot point since we understand the FAA will deploy the Class B fixes to SERFR this coming August.)

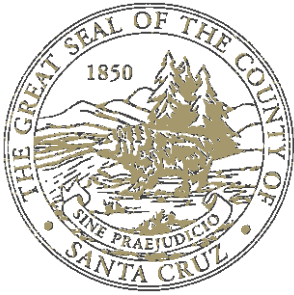
Criterion 9 directs that the new route "Will be subject to future capacity limitations...". At the 11/17/16 Select Committee meeting, Steve May (FAA) testified he did not know what "future capacity limitations" meant, which implies that this criterion it is unlikely, or at least uncertain, to be met.

Thank you for reading this clarification to our discussion yesterday and, again, thank you for your time.

Best Regards,

Gine Johnson

Gine Johnson
Office of Fifth District Supervisor Bruce McPherson
County of Santa Cruz
701 Ocean Street, Suite 500
Santa Cruz, CA 95060
(831) 454-2200



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

February 28, 2018

Congressmember Anna Eshoo
241 Cannon Building
Washington, D.C. 20515

Dear Congressmember Eshoo:

On February 27, 2018, the Santa Cruz City Council took unanimous action in response to the Federal Aviation Administration (FAA) report on Phase Two of the agency's "Initiative to address noise concerns of Santa Cruz/San Mateo/San Francisco Counties" regarding south bay approaches to the San Francisco Airport (SFO).

We concur with the City Council's vote that, among other points, asks the FAA not to move the flight path back to the BSR ("Big Sur") flight path until there is an evaluation of the SERFR 3 path regarding the mitigation of noise impacts. We also agree with the City that a full National Environmental Protection Act (NEPA) review and environmental impact report be done before such a move is considered.

As previously stated in our December 11, 2017 letter (attached) to you and Congressmember Jimmy Panetta, we, along with the City Council, believe that all nine criteria unanimously approved by the tri-county Congressional Select Committee need to be met before consideration is given to moving the flight path back to BSR.

On January 17, 2018, the FAA responded (attached), stating it was willing to consider the nine criteria but that a new path "is ultimately subject to the FAA's design criteria and safety/operational requirements." The FAA also said it would "assess and report any environmental impacts in accordance with NEPA and applicable agency rules."

Our offices have been asked repeatedly for clarity regarding actions and timeframes for upcoming FAA steps to mitigate the jet noise. Most recently, we were told by the Aircraft Noise Abatement Office (ANAO) for SFO that the February 2 move back to BSR was temporary to ensure safety after the FAA caught an error in the SERFR 3 flight procedure. An ANAO official indicated to us that a move back to SERFR would be made soon, but no definite date was given.

In the interim, many conflicting reports have been made in the press, on social media by advocacy groups and self-proclaimed experts. We have learned that the only reliable source of information on this subject is the FAA itself.

The FAA's Phase Two Report describes what actions the Agency has taken, what it doesn't recommend, and what might be "feasible," but there are no firm commitments to take any of the actions other than those the FAA already has taken. Therefore, we cannot confirm the nature of, or the timeframe for, any other actions that the FAA may take, including whether the FAA intends to permanently move the flight path back to BSR.

We are committed to advocate for the FAA to mitigate airplane noise impacts to all of the affected areas of our community. The FAA will make the decision on airplane approaches to SFO, and at this time has left its options open as stated in their response letter to us. We suggest residents impacted today by noise report their concerns to SFO's Aircraft Noise Abatement Manager, Bert Ganoung at (650) 821-5100 or email: <https://www.flysfo.com/community/noise-abatement/file-a-complaint>

We will update the community when we receive credible information from the FAA on their intended actions.

Sincerely,



BRUCE MCPHERSON, Supervisor
Fifth District



RYAN COONERTY, Supervisor
Third District

cc: Congressmembers Panetta and Eshoo
Santa Cruz City Council

Attachments:

- Dec. 11, 2017 Letter to Congressmembers Panetta and Eshoo
- Jan. 17, 2018 Response letter from the FAA
- Feb. 27, 2018 Santa Cruz City Council Actions



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of the Regional Administrator

15000 Aviation Blvd.
Los Angeles, CA 90009-2007

JAN 17 2018

Supervisor Ryan Coonerty
Third District
Supervisor Bruce McPherson
Fifth District
County of Santa Cruz Board of Supervisors
701 Ocean Street, Suite 500
Santa Cruz, California 95060-4069

Dear Supervisor Coonerty and Supervisor McPherson:

Your December 11, 2017, letter identifies concerns regarding the FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties, Update on Phase Two report, dated November 2017 (Phase Two Report). We appreciate Representatives Anna Eshoo's and Jimmy Panetta's gracious invitation and the opportunity to address FAA-specific issues. For consistency, the concerns cited in your December 11, 2017, letter have been duplicated and italicized below. For clarity, emphasis was added to what was determined as the primary statement of each concern.

Concern #1 "Moving the Noise"

"The FAA Phase Two Initiative Update indicates considering a flight path shift from the current SERFR to the former BIG SUR ground track. Separately, the FAA has published a new SERFR 3 arrival (effective February, 2018), which eliminates the previously existing conflict between the SERFR 2 arrival and SFO's Class B airspace. The elimination of this conflict will greatly reduce jet noise, as the conflict has been the single largest contributor to jet noise affecting communities under the SERFR flight path.

By the publication of SERFR 3, the FAA has demonstrated that SERFR can be modified in its current location to reduce jet noise to the same extent that any new BIG SUR replacement procedure would be designed, as the Class B conflict affects both procedures equally. For this reason, moving the new SERFR 3 flight path to the BIG SUR track may provide no advantage at reducing jet noise, but instead could serve only to move jet noise from one underlying community to another, a strategy that the Select Committee (SC) unanimously, and you publicly, stated would not endorse." (Emphasis added)

FAA's Response to Concern #1:

To facilitate community involvement within their respective districts, Representatives Eshoo, Speier, and Farr designated 12 locally-elected officials from Santa Cruz, Santa Clara, San Mateo, and San Francisco Counties to serve on the Select Committee. The

FAA was invited and attended several Select Committee sessions to provide technical advice. In December 2016, the FAA received the Select Committee's November 17, 2016, Final Report detailing its recommendations on the Northern California (NorCal) Initiative. By an 8 to 4 vote, the Select Committee's report approved replacing the optimized SERFR2 with a new optimized procedure over the Big Sur (BSR) conventional flight path. (Select Committee's November 17, 2016, Recommendation, 1.2 R1). The three Representatives' December 2, 2016, letter accepted the Select Committee's recommendations and asked the FAA to move forward to implement them as soon as possible (Pg. 1, fourth paragraph). The Select Committee is the proponent for the proposed procedure.

As noted in your above concern, the SERFR 3 Amendment, scheduled for publication in February 2018, is separate from the creation of a new optimized procedure over the BSR conventional flight path. For further information regarding the SERFR 3 Amendment, please refer to Appendix E of the Phase Two Report.

Concern #2 "Required Criteria Cannot be Met":

"The Select Committee recommended that the SERFR flight path be moved to the BIG SUR track (SC Item 1.2 R1), but by unanimous vote, they included nine specific criteria to be included as conditions to that movement (SC Item 1.2 R2), and there is no language suggesting the criteria are optional. Revelations by the FAA during Select Committee hearings and in the FAA's Phase One and Phase Two documents make it clear that at least three of the nine criteria are not feasible or achievable for safety and operational reasons (e.g., MENLO above 4,000 ft., Not Feasible per Phase One, Item 1.a.i.).

If all requisite criteria asked for by the Select Committee cannot be satisfied, the movement of the flight path should not occur. As to do so would seriously undermine the public process and intent of the Select Committee recommendations." (Emphasis added)

FAA's Response to Concern #2:

The Phase Two Report categorized the Select Committee recommendations 1.2 R1 and 1.2 R2 as "Feasible And Could Be Implemented In The Long Term." This characterization resulted from the Select Committee's 8 to 4 approval vote (SC 1.2 R1), as well as the FAA's determination that such a procedure was feasible. The Select Committee identified and recommended inclusion of nine criteria in the design of the new procedure. As noted in the Phase 2 report, Appendix C, 1.2 and 1.3, the FAA is willing to consider the 9 criteria. However, the design of the new procedure is ultimately subject to the FAA's design criteria and safety/operational requirements. Further explanation of the design criteria for the creation of an instrument procedure can be found on page 8, paragraph 1 of the Phase Two Report.

Concern # 3 "NEPA":

"During the Select Committee process, it was stated numerous times that a new ground path would be subject to environmental review and that the public would have every opportunity to have input. In addition, the December 2, 2016, joint press release from

your offices (Congressman Farr's office at the time) states that "Prior to the FAA taking any action (referring to a return to the BSR track) it will assess and report any environmental impacts in accordance with the National Environmental Policy Act." This conflicts with what was said at the recent December 2, 2017, meeting, and is confusing to the public. Because of statements and assurances made during the Select Committee process, and statements made by your offices--which we have consistently relayed to our constituents--the public and elected officials have an expectation of environmental review, including a robust public comment period before any changes to the flight path. If the FAA does not intend to conduct a public process under NEPA associated with moving the path back, the affected communities need to understand the justification. Further, the affected communities need to know what their options may be to remedy the situation.

We oppose circumventing the NEPA process and ask that you advocate, as stated in your December 2, 2016, press release--that the FAA follow the NEPA process before making any decision to return to the BSR path and if a different process is proposed that the FAA provide a justification for their proposed process. (Emphasis added)

FAA's Response to Concern #3 "NEPA":

Consistent with the above quoted statement from the three Representatives' November 17, 2017, joint press release, before it takes any action, the FAA will assess and report any environmental impacts in accordance with the National Environmental Policy Act and applicable agency rules. Further, the FAA's November 2017 Update to Phase Two report contains **two** references to the FAA's NEPA analysis and the FAA's enhanced community outreach efforts. The FAA's NEPA and outreach efforts can be found on pages 5 (paragraph 4) and 8 (paragraph 1) of the Phase Two Report.

Concern #4 "Community Consensus":

"As noted in prior correspondence, the April 18, 2016, letter from members of Congress to the Select Committee appointees outlined "the mission" of the Select Committee, which "... was to review the FAA proposals deemed feasible and make final consensus based recommendations." That letter further assured the Select Committee members that "steps will not be taken to implement these changes without regional consensus." As you know, out of the 47 recommendations voted on by the Select Committee, all but 3 were approved unanimously. Of those 3, the most divisive vote (8 to 4, with 8 being the minimum for passage) was on Select Committee Item 1.2 R1, moving the path back to the BIG SUR ground path. Santa Cruz County's committee delegates split 2-2. There exists a petition objecting to the proposed flight path move which has been signed by 2,624 community members. Also, the Valley Women's Club, the Santa Cruz City Council, the San Lorenzo Valley Chamber of Commerce, and several advocacy groups (Quiet Skies Santa Cruz, Sky Posse Palo Alto, Quiet Skies Mid-Pen, and San Lorenzo Valley Advocates) have taken positions opposing the move. Thus, there is ample evidence indicating that your constituents are divided on the issue of flight path movement." (Emphasis added)

FAA's Response to Concern #4:

As noted above, the Select Committee was formed by the three Representatives' appointment of 12 locally-elected officials from Santa Cruz, Santa Clara, San Mateo, and San Francisco Counties to represent the interests of the region. The FAA understands that an 8 to 4 vote on Select Committee recommendation 1.2 R1 is not unanimous. However, as stated in the concern, 8 votes approving the recommendation are the minimum required for passage. Upon receipt of invitations, the FAA attended three separate Member-hosted community sessions, as well as ten working meetings that were open to the public. The FAA appreciates the support and leadership of the Select Committee discussions. The FAA's Phase Two efforts reflects our commitment to address communities' concerns while undertaking the FAA's continuing mission—to provide the safest, most efficient aerospace system in the world.

As noted in the FAA's response to "Concern #1," the Representatives' December 2, 2016, letter accepted the Select Committee's recommendations and asked the FAA to move forward to implement them as soon as possible (Pg. 1, fourth paragraph). The Select Committee is the proponent for the proposed procedure.

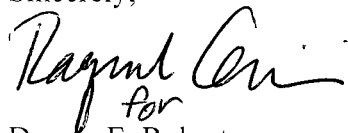
In response to your constituents' BSR overlay concerns, consistent with applicable laws, regulations and orders, the FAA will analyze, consider and prepare an environmental document for a proposed optimized arrival into SFO. Further, even though not legally required, the FAA will also undertake its enhanced community outreach efforts, as appropriate.

Conclusion:

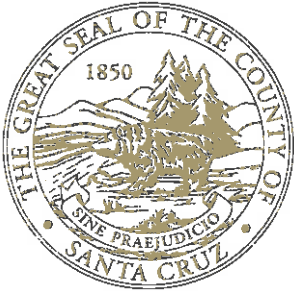
In closing, this communication does not constitute either a final decision of the FAA or a reopening of the FAA's August 7, 2014, final decision for the Northern California (NorCal) Optimization of Airspace and Procedures in the Metroplex (OAPM).

We appreciate you taking the time, as well as Representatives Anna Eshoo's and Jimmy Panetta's gracious invitation and the opportunity to address your FAA-specific issues.

Sincerely,



Dennis E. Roberts
Regional Administrator



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

December 11, 2017

Congressmember Anna Eshoo
698 Emerson Street
Palo Alto, CA 94301

Congressmember Jimmy Panetta
100 West Alisal Street
Salinas, CA 93901

**RE: FAA Initiative to Address Concerns of Santa Cruz/San Mateo/
San Francisco Counties Update on Phase Two**

Dear Congressmembers Eshoo and Panetta:

We want to express our appreciation for the resources and hard work that went into the Phase Two Update recently released by the FAA. As you are aware, we wrote separate letters to FAA Regional Administrator Dennis Roberts in mid-August after the release of the first Phase Two Report. In the letters we expressed numerous concerns and questions, many of which were answered in the updated report. We also appreciate that many of the recommendations made by the Select Committee have been analyzed for feasibility and have been addressed or/are in the process of implementation.

However, we continue to have four major concerns on behalf of the nearly 120,000 residents we collectively represent:

Moving the Noise:

The FAA Phase Two Initiative Update indicates considering a flight path shift from the current SERFR to the former BIG SUR ground track. Separately, the FAA has published a new SERFR 3 arrival (effective February, 2018), which eliminates the previously existing conflict between the SERFR 2 arrival and SFO's Class B airspace. The elimination of this conflict will greatly reduce jet noise, as the conflict has been the

December 11, 2017

Page 2

single largest contributor to jet noise affecting communities under the SERFR flight path.

By the publication of SERFR 3, the FAA has demonstrated that SERFR can be modified in its current location to reduce jet noise to the same extent that any new BIG SUR replacement procedure would be designed, as the Class B conflict affects both procedures equally. For this reason, moving the new SERFR 3 flight path to the BIG SUR track may provide no advantage at reducing jet noise, but instead could serve only to move jet noise from one underlying community to another, a strategy that the Select Committee unanimously, and you publicly, stated would not endorse.

Required Criteria Cannot be Met:

The Select Committee recommended that the SERFR flight path be moved to the BIG SUR track (SC Item 1.2 R1), but by unanimous vote, they included nine specific criteria to be included as conditions to that movement (SC Item 1.2 R2), and there is no language suggesting the criteria are optional. Revelations by the FAA during Select Committee hearings and in the FAA's Phase One and Phase Two documents make it clear that at least three of the nine criteria are not feasible or achievable for safety and operational reasons (e.g., MENLO above 4,000 ft., Not Feasible per Phase One, Item 1.a.i.).

If all requisite criteria asked for by the Select Committee cannot be satisfied, the movement of the flight path should not occur. As to do so would seriously undermine the public process and intent of the Select Committee recommendations.

NEPA:

During the Select Committee process, it was stated numerous times that a new ground path would be subject to environmental review and that the public would have every opportunity to have input. In addition, the December 2, 2016, joint press release from your offices (Congressman Farr's office at the time) states that "Prior to the FAA taking any action (referring to a return to the BSR track) it will assess and report any environmental impacts in accordance with the National Environmental Policy Act." This conflicts with what was said at the recent December 2, 2017, meeting, and is confusing to the public. Because of statements and assurances made during the Select Committee process, and statements made by your offices--which we have consistently relayed to our constituents--the public and elected officials have an expectation of environmental review, including a robust public comment period before any changes to the flight path. If the FAA does not intend to conduct a public process under NEPA

December 11, 2017

Page 3

associated with moving the path back, the affected communities need to understand the justification. Further, the affected communities need to know what their options may be to remedy the situation. We oppose circumventing the NEPA process and ask that you advocate, as stated in your December 2, 2016, press release--that the FAA follow the NEPA process before making any decision to return to the BSR path and if a different process is proposed that the FAA provide a justification for their proposed process.

Community Consensus Does Not Exist:

As noted in prior correspondence, the April 18, 2016, letter from members of Congress to the Select Committee appointees outlined "the mission" of the Select Committee, which "...was to review the FAA proposals deemed feasible and make final consensus-based recommendations." That letter further assured the Select Committee members that "steps will not be taken to implement these changes without regional consensus." As you know, out of the 47 recommendations voted on by the Select Committee, all but 3 were approved unanimously. Of those 3, the most divisive vote (8 to 4, with 8 being the minimum for passage) was on Select Committee Item 1.2 R1, moving the path back to the BIG SUR ground path. Santa Cruz County's committee delegates split 2-2. There exists a petition objecting to the proposed flight path move which has been signed by 2,624 community members. Also, the Valley Women's Club, the Santa Cruz City Council, the San Lorenzo Valley Chamber of Commerce, and several advocacy groups (Quiet Skies Santa Cruz, Sky Posse Palo Alto, Quiet Skies Mid-Pen, and San Lorenzo Valley Advocates) have taken positions opposing the move. Thus, there is ample evidence indicating that your constituents are divided on the issue of flight path movement.

For these and other reasons we ask that any further consideration of moving the SERFR 3 arrival to the BIG SUR track be delayed until SERFR 3 can be implemented in place, and then flown and assessed, to see if it serves to cure the jet noise issues for underlying communities. In this way we might avoid the very undesirable outcome of enraging an entirely new group of community members by simply moving the jet noise from one community to another.

Thank you in advance for responding to our concerns and providing clarity regarding your position on each moving forward. We remain hopeful that we can reach a solution that will be acceptable to everyone within the affected communities.

December 11, 2017
Page 4

Sincerely,



BRUCE MCPHERSON, Supervisor
Fifth District Supervisor



RYAN COONERTY, Supervisor
Third District Supervisor

BMP/RC:lg

cc: Congressmember Jackie Speier
Santa Cruz City Council



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

August 16, 2017

Dennis Roberts, Regional Administrator
FAA Western-Pacific Region
P.O. Box 92007
Los Angeles, CA 90003

**RE: FAA Initiative to Address Concerns of Santa Cruz/San
Mateo/San Francisco Counties Phase Two Report**

Dear Administrator Roberts,

I want to express my appreciation for the resources and hard work that went into the Phase Two Report compiled by FAA staff. I hope that we can reach a solution which will be acceptable to all concerned. I appreciate that many of the recommendations made by the Select Committee have been addressed or are in the process of implementation. I am expressly appreciative of the timelines included under each element of the report and the explanation of the process under which each must be scrutinized. Thank you for the hard work. I am concerned, however, that certain points in the Phase Two document may conflict with the Phase One document, the Select Committee Report, and FAA testimony as they pertain to the SERFR and BSR issue.

Below I have listed key sections of the Select Committee's Recommendations and request clarification on several responses in the Phase Two Report:

1.1 - SFO Class B Amendment Select Committee Recommendation:

- **Timeline for implementation:** On page 19 of the Phase Two Report, it is noted that the FAA "just finished informal public meetings." Going back to page 8, the fifth step in the process seems to be this step that was just completed. If so, please confirm that the FAA still needs to complete all the remaining steps outlined on page 9 with an anticipated timeline of 632 days.

- Effect on new BSR ground path implementation: Assuming 632 days is the correct timeline for changing the SFO Class B airspace, will these amendments be implemented prior to implementing 1.2 Recommendation 1, transitioning the SERFR arrival route back to the BSR ground track?
- Prioritize Class B Changes: If the FAA were able to prioritize implementing Class B Amendments, would the changes provide the same level of relief to those currently suffering under SERFR as those who will be under the new BSR track? If the answer is yes, can implementing these changes be prioritized and implemented before the BSR track is implemented so that those under SERFR might get relief sooner rather than later?
- Impacts on residents under the new BSR path: If the Class B changes cannot be made any earlier than the articulated timeline of 632 days, what noise impacts will residents under the new BSR ground track expect to experience, assuming the route moves before the Class B amendments are implemented? Will these impacts be addressed during environmental review of the procedure moving back to the BSR ground path? If not, how will these impacts be monitored and addressed given the overarching goal to not just move the noise?
- If Class B corrections are not made before the ground track is changed from SERFR to BSR, will the result be movement of unabated Class B jet noise from one community to another?

1.2- Recommendation 1- Transition the SERFR Route Back to the BSR Track:

- Timeline for implementation: On page 2 of the Phase Two Report, the implementation status of this recommendation is noted. Going back to page 10, it appears that the recommendation is undergoing "Performance Based Navigation processing", which lists a timeline of one year for implementing the new route. Is this accurate? Also, please confirm that an environmental review under NEPA will be conducted prior to the flight path change and that all public input will be addressed. Lastly, under NEPA, how does mitigation noise get addressed for new flight procedures?

1.2- Recommendation 2- Criteria for designing the new BSR ground track:

The Select Committee clearly intended for Recommendation 1 to be subject to the criteria listed under 1.2 Recommendation 2. This point was emphasized by many of the eight SC members who voted for moving the path. "Not moving the

noise” was also an essential goal given to the Select Committee by the Members of Congress. Subsequent to the Select Committee’s Report, the criteria under 1.2 R2 has been touted repeatedly by Select Committee members as well as advocacy groups with the claim that the criteria guarantees the SERFR noise will not be moved when the path moves back to the BSR ground track. I am concerned that the criteria cannot be met based on the contents of the Phase Two Report and testimony given by FAA staff during the Select Committee Process as follows:

- On page 47 of the Phase Two Report, the FAA notes that it is not feasible to increase the altitude of flights over the MENLO waypoint, which is criterion #4 listed under 1.2 R2.
- On page 50 of the Phase Two Report, there is an acknowledgment that “capacity limitations” are not an FAA action, even though capacity limits are mentioned under criterion #9. FAA staff responded to questions during the Select Committee hearings regarding capacity limitations, to which they replied they were unaware of any consideration of current or future limitations.
- During the Select Committee hearings, FAA staff (Glen Martin and Steve May) repeatedly testified that due to NextGen Optimum Profile Descent (OPD) requirements, a new arrival over the BSR route would probably be designed with altitudes somewhere between SERFR and the historic BSR altitudes, altitudes that would look a lot like the current SERFR. This is in direct conflict with criterion #2 that directs the use of “... flight altitudes at least as high (and preferably higher) than the historic BSR along its entire route.”

In summary, it appears that at least three of the nine criteria listed under 1.2 R2 cannot be met, which causes a great deal of concern. Notwithstanding the validity of the FAA’s inability to incorporate all nine criteria as recommended, the fact that all nine of the criteria cannot be met may have altered the Select Committee’s vote to move the path back to BSR. Please provide clear and unambiguous answers to the following questions:

- Although the criterion have been listed as “feasible” in the Phase Two Report, that is clearly at odds with other information in the report and with some of the testimony given by FAA staff. Please specify which of the criteria can be realistically incorporated into the new BSR ground path design.

- What is the timeline for the FAA to determine true feasibility of each criterion and if one cannot be met, how does the community get informed regarding the reasons and the potential impacts for that criterion not being met?
- Is a new BSR overlay flight path feasible with all nine criteria as recommended by the Select Committee?

1.2- Recommendation 3:

The Select Committee intended for this recommendation to provide a measure of accountability regarding noise exposure and other adverse impacts that may be caused by moving to the new BSR procedure. On page 50 of the Phase Two Report, the Ad-Hoc Committee described in 3.1, Recommendations 1 and 2, are “not an FAA action.” Therefore, 1.3, Recommendation 3 cannot be implemented, even though in the Phase Two Report, page 33, this recommendation is listed as “under evaluation” and “awaiting design and publication of BSR RVAN Overlay.” Please clarify what actions and results that members of the public can expect from the FAA for addressing noise exposure and other adverse impacts that may be caused by moving to the new BSR procedure.

In her April 4, 2016 letter announcing the creation of the Select Committee, Congresswoman Anna Eshoo wrote, “This is a regional problem that calls for a regional solution. Simply shifting noise from one community to another is not an option.” In the April 18, 2016 letter from Members of Congress to the Select Committee appointees, the “mission” of the Select Committee “...was to review the FAA proposals deemed feasible and make final consensus-based recommendations.” That letter further assured the SC members that “steps will not be taken to implement these changes without regional consensus.” As you know, out of the 47 recommendations voted on by the Select Committee, all but 3 were approved unanimously. Of those 3, the most divisive vote (8 to 4) was on 1.2 Recommendation 1, moving the path back to the BSR ground path. I appreciate the FAA acknowledging this on page 4 of the Phase Two Report *because the affected communities are not in agreement.* Although the Select Committee Report does represent consensus on 98% of the recommendations, the fact remains that the affected communities in Santa Cruz County are not in agreement and there is a great deal of fear regarding “shifting the noise.”

As I review the “underlying principles” outlined on page 3 of the Select Committee Report, I am reminded that the members sincerely believed in these

Page 5
August 16, 2017

principles and voted accordingly. They believed that recommending the criteria to be met before the path was to be moved back to BSR would ensure that another part of the Santa Cruz community would not be adversely affected. The Phase Two Report positively addresses many of the issues relative to implementation of NEXTGen, but the potential of moving the noise has not been adequately addressed.

If the criteria cannot be met, at what point in advance of design and implementation will the FAA determine the feasibility of the recommendation and will the FAA conduct outreach to stakeholder communities?

Thank you in advance for providing clarity regarding my questions and concerns.

Sincerely,



BRUCE MCPHERSON, Supervisor
Fifth District

BMP:jfr

CC: Administrator Michael Huerta
Congressmember Anna Eshoo
Congressmember Jimmy Panetta



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

August 14, 2017

Dennis Roberts, Regional Administrator
FAA Western-Pacific Region
P.O. Box 92007
Los Angeles, CA 90009

Dear Administrator Roberts,

As you are aware, your agency is in the midst of designing a new flight path over parts of Santa Cruz County in California for flights heading into San Francisco International Airport (SFO). Shortly after the FAA implemented the NextGen flight modernization program in our area, impacts from flights overhead became unbearable for many residents in our mid-County region. In response, our Members of Congress asked that the FAA set up a regional committee to address these impacts.

After many months of meetings of the Select Committee on South Bay Arrivals (Committee), made up of local elected officials and staffed by your agency, the Committee, on a split vote, voted to move the current flight path back to where the flight path had traditionally been for many years, which is located in my district. I opposed moving the flight path back to my district and advocated that mitigations proposed to reduce impacts over a new flight path should be implemented with the current flight path before any move in order to ensure that the impacts of a new flight path/descent procedure were indeed mitigated.

Though eight of the 12 members of the Committee voted to move the flight path, Committee members did so while making assurances to those living under the old flight path that any impacts would be mitigated. The Committee wanted to make sure that moving the new flight path would not impact the residents below in the same manner that the current flight path has been impacting residents. In order to ensure that moving the flight path would not just move the noise to another location in our County, the Committee approved a list of criteria that the FAA should use in designing the new path. The criteria was thoughtfully drafted to ensure that residents below the newly designed flight path would not suffer the same impacts as those living under the current flight path.

Page 2
August 14, 2017

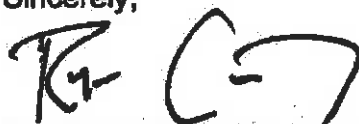
This criteria was supported and praised by our two Members of Congress representing Santa Cruz County, who emphasized that they did not want the impacts of flight noise shifted from one part of the County to another.

I am writing to you to express my serious concerns that this criteria was not included in the recently released report from your agency outlining the progress for designing the new path. The criteria was included with the Committee's recommendation not only to provide guidance to the FAA staff designing the new flight path but to reassure my constituents that they would not have to endure the impacts experienced by those under the current flight path. In fact, the criteria approved by the Committee was used as the primary justification- by Committee members, residents under the current path, and our Members of Congress- for moving the flight path back to its former path, arguing that with this criteria, there would be no impacts from the new flight path.

I have already received several emails and calls from worried residents asking why the criteria was not included in the report and expressing that they do not want to endure noisy, breaking, lower-altitude flights over their neighborhoods. I ask that your staff utilize the criteria approved by the Committee and supported by our Members of Congress in designing the new path and to include the criteria in any future progress reports on the status of the new flight path. I would also like confirmation that there will be an environmental review and process under NEPA before any flight path change becomes permanent.

I understand that this process has been taxing for your agency and I would like to express my gratitude to you and your staff for working with the public and listening to concerns as this issue is worked out.

Sincerely,



RYAN COONERTY, Supervisor
Third District

RC:jfr

CC:

Glen.Martin@faa.gov

Steve.Karnes@faa.gov

Ian.Gregor@faa.gov

Steve.May@faa.gov

Congressmember Anna Eshoo

Congressmember Jimmy Panetta

Santa Clara County Supervisor Joe Simitian

Mayor Cynthia Chase

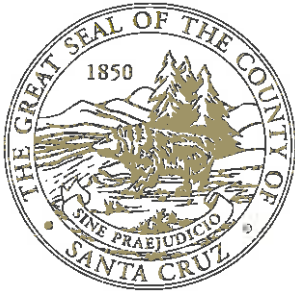
Santa Cruz City Council

Rural Bonny Doon Association (RBDA)

Santa Cruz Neighbors

Davenport North Coast Association

Correspondence Received
Santa Cruz County Letter to FAA
2019-07-08



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

July 8, 2019

Acting Administrator Daniel K. Elwell
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Acting Administrator Elwell:

We are writing in response to the testimony given by the Federal Aviation Administration's (FAA) representatives at the June 26, 2019 meeting of the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSCRT). The FAA representatives provided the SCSCRT an update of the FAA's review of the Select Committee on SFO South Bay Arrivals' recommendations, specifically addressing the June 4-6, 2019 FAA Full Working Group meetings to design an amendment to SERFR STAR, also referred to as the "BSR Overlay."

We are concerned that the FAA representatives' testimony did not address core questions and concerns we have repeatedly raised to the FAA and members of Congress in a series of letters beginning in August, 2017. We have carefully studied each of the FAA's reports and updates since the Select Committee finished its work, as well as the one response letter we received from the FAA to our inquiries. However, one major issue remains unresolved and continues to deeply divide our community; that is, "moving the noise" of the current flight procedure to an amended procedure.

We believe that a transparent, public process that provides accurate information before any amendments are implemented is both necessary and required, as is an appropriate *NEPA* review and a meaningful noise impact analysis. We therefore again request that the FAA respond to these key questions, and that it outline an estimated timeframe for taking action on the following three issues:

First, it is unclear that the FAA will conduct a *full, comprehensive National Environmental Policy Act, (NEPA)* review for the agency's envisioned amendments to the current procedure.

- *Will the FAA conduct a full NEPA review?*

Second, the FAA has not responded to our requests that the agency's *NEPA* (or other) review include field measurements and analysis of the noise impacts of any amendments as opposed to only conducting computer modeling of the noise impacts.

- *Will the FAA collect and analyze field data of the noise impacts of the proposed amendments prior to permanent implementation?*

Third, we believe that to help mitigate negative impacts to our community and citizens, the FAA should hold one or more public workshops for the purpose of educating those affected by the current flight procedure and those who will be affected by the proposed amendments and do so prior to implementing any amendments. The workshops should review the proposed amendments, the results of the agency's comprehensive NEPA review, as well as address a field noise analysis which includes testing the amendments by comparing them to prior field noise measurements of the SERFR STAR route.

- *Will the FAA conduct one or more public information meetings to educate the community regarding amendments prior to implementing them?*

Providing clear affirmative answers to all three questions is vital to the Santa Cruz County residents living under SERFR STAR and the historic BSR procedure. Since the BSR procedure was moved over to SERFR using NextGen, there has been a universal outcry from all concerned that "moving the noise" is not acceptable. For the past four years, this has been the consistent direction given to the FAA by our members of Congress, articulated in the Select Committee's Report and continually mentioned in correspondence between and among the concerned parties. In fact, the directives given to representatives of Santa Cruz County and the City of Santa Cruz on the Santa Clara/Santa Cruz Counties Roundtable were to relieve the immediate impacts of jet noise for those currently experiencing that impact without moving the noise to another part of the County.

As you are aware, the NextGen protocols and flight vectoring create significant noise issues. Exacerbating this is the fact that the FAA has ostensibly taken the position that it is under no obligation to address or mitigate noise impacts, a position with which we respectfully disagree.

The noise created by NextGen procedures when viewed in light of what we understand is the current position of the FAA that it is not required to address jet noise, conduct a comprehensive NEPA review, or coordinate public workshops prior to implementing procedures, has divided communities across the US where NextGen has been deployed. We strongly believe that communities deserve to know about the impacts of


Page 3
July 7, 2019

jet noise before a procedure is implemented by the FAA through a comprehensive public process that educates those impacted. As you are aware, 29 members of the Congressional Committee on Transportation and Infrastructure wrote to the FAA on June 18, 2019 raising similar concerns regarding how the FAA measures and addresses noise as well as raising pointed questions regarding the FAA's public outreach process. We add our voice to those advocating for a review of the current regulations governing noise measurement and public communication.

Thank you in advance for providing clarity regarding our questions. We would really appreciate a prompt response.



BRUCE MCPHERSON, Supervisor
Fifth District

Sincerely,


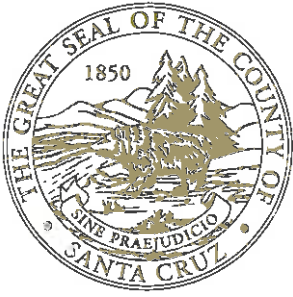
RYAN COONERTY, Supervisor
Third District

RC/BAM: jr

Enclosure

cc: The Honorable Jimmy Panetta
The Honorable Anna Eshoo
The Honorable Jackie Speier
The Honorable Ro Khanna
FAA Western Regional Director Raquel Girvin
Santa Clara/Santa Cruz Counties Airport/Community Roundtable
Santa Cruz City Council
Santa Cruz Board of Supervisors

Correspondence **Received**
Santa Cruz County Letter to SCSC Roundtable
2019-07-08



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

July 8, 2019

The Honorable Mary-Lynne Bernald, Chair
Santa Clara/Santa Cruz Counties Airport/Community Roundtable
c/o Cities Association of Santa Clara County
P.O. Box 3144
Los Altos, CA 94024

Dear Chair Bernald and Members of the Roundtable:

We are writing in response to the comments and testimony given at the June 26, 2019 meeting of the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSCRT) by Members of the Roundtable, the Federal Aviation Administration's (FAA) representatives and members of the public. The purpose of our letter is to give the new SCSCRT additional historical context to your current discussion relative to moving the SERFR STAR path back to BSR. As you are aware, only two members of the SCSCRT served on the Congressional Select Committee on SFO South Bay Arrivals. Beyond the various detailed reports provided to the SCSCRT in preparation for your work, there is information of which you may not be aware that is essential to the proceedings.

Since the BSR procedure was moved over SERFR under NextGen, we have been aligned with our members of Congress that immediate relief for those suffering from jet noise was just and fair, but "moving the noise" was not acceptable. We have been and will continue to be advocates for both immediate relief and not moving the noise. When our Board joined the SCSCRT and appointed our CAO to represent us, he was given these same directives.

The Santa Cruz community is tremendously divided over the Select Committee's recommendation to move the path back to BSR. The division is reflected in the 8-4

Page 2
July 8, 2019

Congressional Select Committee vote to move the path back to BSR. Of the four appointees on the Select Committee that represented Santa Cruz County, two voted to move the path and two voted against it. Our community was then, and remains, deeply divided.

For additional context, the Select Committee was able to reach true regional consensus on 46 out of the 47 recommendations made in their final report to Members of Congress. All but three of those votes were unanimous. The vote to move the path back was the only one to barely cross the threshold for approval by one vote. Subsequent to the Select Committee finalizing its recommendations, one of the members stated he would not have voted to move the path if he had known the FAA would not incorporate the 9 criteria that were unanimously approved, of which 3 cannot be met according to the FAA.

In a recent letter we sent to the FAA, with a copy to the SCSCRT, we advocated for the agency to conduct a comprehensive National Environmental Protection Act (NEPA) review, gather field noise measurements on the impacts to moving the path and coordinate public workshops so those currently affected by noise, and those to be affected by moving the path, will understand the impacts in advance of permanent implementation. We encourage the SCSCRT to embrace these same expectations of the FAA in the hope that a transparent public process will prevent moving the noise.

The majority of residents who lived under the historic BSR flight path as well as those suffering under the current SERFR STAR, more than 120,000 residents, live in our two supervisorial districts. We can assure you that if the current SERFR noise moves back to BSR, a new generation of community protests will emerge. Conducting a public transparent process prior to even considering moving the path back would be a major step in the right direction. Thank you for your time and consideration in this matter.



BRUCE MCPHERSON, Supervisor
Fifth District

Sincerely,



RYAN COONERTY, Supervisor
Third District

RC/BAM: jr

cc: The Honorable Jimmy Panetta
The Honorable Anna Eshoo
The Honorable Jackie Speier
The Honorable Ro Khanna

FAA Western Regional Director Raquel Girvin
Santa Clara/Santa Cruz Counties Airport/Community Roundtable
Santa Cruz City Council
Santa Cruz Board of Supervisors

Correspondence **Received**
Santa Cruz County Letter to Congress
2019-07-08



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD/TTY - Call 711

JOHN LEOPOLD
FIRST DISTRICT

ZACH FRIEND
SECOND DISTRICT

RYAN COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

BRUCE MCPHERSON
FIFTH DISTRICT

July 8, 2019

Congressmember Anna Eshoo
698 Emerson Street
Palo Alto, CA 94301

Congressmember Jimmy Panetta
100 Est Alisal Street
Salinas, CA 93901

Congressmember Jackie Speier
155 Bovet Road, Suite 780
San Mateo, CA 94402

Congressmember Ro Khanna
3150 Del La Cruz Blvd., Suite 240
Santa Clara, CA 95054

Dear Honorable Members of Congress:

We are writing to acknowledge and fully support the June 18, 2019 letter from the Congressional Committee on Transportation and Infrastructure (Committee) to the Government Accountability Office (GAO). As you are aware, the letter asks for a study regarding how the Federal Aviation Administration (FAA) has considered community noise impacts while implementing the Next Generation Air Transportation System (NextGen).

The questions posed by the Committee articulate the core challenges that have arisen since NextGen has been deployed in major metropolitan areas across the US, including San Francisco International Airport (SFO). Since March 2015 when the south bay arrival flight procedure shifted over Santa Cruz County to SFO, a public outcry has been

Page 2
July 8, 2019

heard and continues today regarding what is still viewed as an abrupt change lacking public transparency and accountability on the part of the FAA.

We have significant concerns regarding how the FAA measures noise, the comprehensiveness of the National Environmental Policy Act (NEPA) review the FAA conducts and the absence of transparency and public discussion prior to the implementation of new procedures. Further, we strongly disagree with the current regulations that do not require the FAA to mitigate serious noise impacts affecting those living under NextGen. This situation has created a perfect storm for public outcry and has divided communities across the US where NextGen procedures have been deployed.

We look forward to learning the results of the GAO's study and hope that the information leads to regulatory reform. Affected communities should be fully informed regarding noise and environmental impacts and have an opportunity to weigh in prior to deployment of new procedures.

Thank you in advance for your efforts regarding this matter.



BRUCE MCPHERSON, Supervisor
Fifth District

Sincerely,



RYAN COONERTY, Supervisor
Third District

RC/BAM: jr

Enclosure

cc: FAA Acting Administrator Daniel K. Elwell
FAA Western Regional Director Raquel Girvin
Santa Clara/Santa Cruz Counties Airport/Community Roundtable
Santa Cruz City Council
Santa Cruz Board of Supervisors