

SC|SC Roundtable  
May 22, 2019

# Select Committee on South Bay Arrivals Process

# Select Committee: The Beginning

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Established in April 2016 through the leadership of U.S. Representatives Eshoo, Farr, and Speier.

Independent Committee.

Each Member of Congress appointed four members and four alternates from their districts, all local elected officials.

- Total of 12 members and 12 alternates.

# Select Committee: Membership

<b>Member</b>	<b>Alternate</b>
Supervisor Joe Simitian Santa Clara County Board of Supervisors	Supervisor Mike Wasserman Santa Clara County Board of Supervisors
Councilmember Ann Wengert Town of Portola Valley	Mayor Elizabeth Lewis Town of Atherton
Councilmember Mary-Lynne Bernald City of Saratoga	Councilmember Jean Mordo City of Los Altos
Vice Mayor Gary Waldeck Town of Los Altos Hills	Vice Mayor Gregory Scharff City of Palo Alto
Supervisor Bruce McPherson Santa Cruz County Board of Supervisors	Mayor Donna Lind City of Scotts Valley
Supervisor John Leopold Santa Cruz County Board of Supervisors	President George Purnell Happy Valley School Board
Councilmember Don Lane City of Santa Cruz	Mayor Cynthia Matthews City of Santa Cruz
Mayor Ed Bottorff City of Capitola	Councilmember Dennis Norton City of Capitola
Supervisor Dave Pine San Mateo County Board of Supervisors	Councilmember Jeffrey Gee City of Redwood City
Mayor Mark Addiego City of South San Francisco	Councilmember Bob Grassilli City of San Carlos
Councilmember Sam Hindi City of Foster City	Councilmember Peter Ohtaki City of Menlo Park
Vice Mayor Larry Moody City of East Palo Alto	Mayor Donna Rutherford City of East Palo Alto

# Select Committee: Charge

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Address the aircraft noise created by the FAA's NextGen Program.

Review FAA proposals deemed feasible.

Make final regional consensus-based recommendations to the Members of Congress.

Received technical assistance from the FAA and SFO.

# Select Committee: Schedule

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Met over a six-month period.

Two dozen meetings:

- 3 community meetings; one in each in San Mateo, Santa Clara, and Santa Cruz counties.
- 10 working meetings.
- 5 technical briefings.

# Select Committee: Public Engagement

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## Community Meetings

- Formal presentations from 12 community based noise groups.
- 250 individuals provided comment.

## Working Meetings

- 130 individuals provided comment at the Working Meetings that were set aside for public comment.

Over 3,500 written comments received.

# Select Committee: Organizational Matters

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## Definition of Consensus.

- Defined as 8 of 12 votes, a 2/3rds super majority.
- At least one vote from each county (San Mateo, Santa Clara, and Santa Cruz).

## How Do We Describe Our Asks?

- Highly technical and complex subject matter -> Speak Plain English.
- Don't tell the FAA how to do something; tell the FAA what the Select Committee wants it to do.

# Select Committee: Work Product

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Concluded its work in November 2016.

Issued a 30-page report with a total of 47 Recommendations.

In summary, the Recommendations were:

- Fly at higher altitudes;
- Fly over locations with fewer people;
- Avoid noisy flight maneuvers; and,
- Implement noise reducing retrofits where possible.



# Select Committee Work Product: Section 1

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Original Charge: six sets of “feasible” actions identified as part of the FAA’s Northern California Initiative.

- 1.1 SFO Class B Amendment
- 1.2 Transition the SERFR STAR Back to the BSR Ground Track Prior to EPICK
- 1.3 Increasing Percentage of NIITE Flights Which Remain on NIITE Until at Least the NIITE Waypoint
- 1.4 Create a New South Transition for the NIITE SID
- 1.5 Increasing Percentage of CNDEL Flights Which Remain on CNDEL Until at Least the CNDEL Waypoint
- 1.6 Improve Aircraft Set Up and Sequencing Between Facilities

# Select Committee Work Product: Section 2

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Consideration of 17 other potential solutions with Recommendations where appropriate.

- 2.1 Airbus A320 Aircraft Family Wake Vortex Generators Retrofit
- 2.2 Northern Arrivals (BDEGA) into SFO
- 2.3 Woodside VOR (Navigational Beacon)
- 2.4 Overnight Flights
- 2.5 MENLO Waypoint
- 2.6 Raise the Floor of Altitude Control Windows on SERFR
- 2.7 Increase the Altitude and Profile of Descents into SFO
- 2.8 Increase All Altitudes

# Select Committee Work Product: Section 2

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Consideration of 17 other potential solutions with Recommendations where appropriate.

- 2.9 Aircraft Vectoring
- 2.10 Runway Usage
- 2.11 Modify BRIXX Procedure into San Jose International Airport
- 2.12 Modify NRRLI Waypoint on the First Leg of SERFR
- 2.13 San Jose International Airport Reverse Flow: Aircraft Arrivals
- 2.14 Redirect Southern Arrivals (SERFR) to an Eastern Approach into SFO
- 2.15 Fan-in Overseas Arrivals (OCEANIC) into SFO
- 2.16 Herringbone Approach to SFO Arrivals
- 2.17 Return to Pre-NextGen Procedures, Altitudes, and Concentration

# Select Committee Work Product: Section 3

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Identification of five “longer-term issues” for deliberation and potential action in the future.

- 3.1 Need for an Ongoing Venue to Address Aircraft Noise Mitigation
- 3.2 Restricted/Special Use Airspace
- 3.3 Noise Measurement
- 3.4 Capacity Limitations
- 3.5 Aircraft Speed

# Select Committee Work Product: Section 4

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Identification of three “process issues” that the Committee thought worth highlighting.

- 4.1 Who Makes Recommendations to Whom
- 4.2 Need for Before/After Noise Monitoring
- 4.3 Ensuring Compliance

# Select Committee: Recommendations

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The Recommendations were not placed in “rank order” or prioritized.

Regional consensus reached on all Recommendations; unanimous vote on nearly every Recommendation.

# Select Committee: Recommendation 3.1

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## 3.1 Need for an Ongoing Venue to Address Aircraft Noise Mitigation

- Create an ongoing body to assess and address aircraft noise issues.
- Provide a forum for community input.
- Essential to the successful implementation of its Recommendations.

# Select Committee: The End

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- Final report submitted to the Members of Congress in mid-November 2016.
- Members submitted the report to the FAA, stating they accepted the Committee's regional consensus-based Recommendations.
- Members of Congress asked the FAA to move forward to implement the Recommendations.
- Since early 2017, the FAA has worked to evaluate the Recommendations and their feasibility and implement those Recommendations deemed feasible.