



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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

July 26, 2019

Ms. Mary-Lynne Bernald, Chairperson  
Santa Clara/Santa Cruz Counties Airport/Community Roundtable  
P.O. Box 3144  
Los Altos, CA 94024

Dear Chairwoman Bernald:

This is in response to the June 21, 2019, letter from Mayor Spreen of Los Altos Hills, regarding the subject, "FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties, Further Update on Phase Two, dated April 2019." The Federal Aviation Administration (FAA) appreciates the concerns raised in the letter and welcomes the opportunity to continue to work through the Santa Clara/Santa Cruz Counties/Airport Community Roundtable (SC|SC) on these issues.

The Phase Two Report categorized Select Committee on South Bay Arrivals (Select Committee) recommendation 1.2 R1 (that the SERFR flight path be moved to the BSR track), which the Select Committee approved with an eight to four vote, and Select Committee recommendation 1.2 R2 (that nine specific criteria be considered with the movement of the SERFR flight path to the BSR track) as "Feasible And Could Be Implemented In The Long Term." This characterization was the result of the FAA's initial determination that such a procedure was operationally feasible. 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 eight, paragraph one of the Phase Two Report. A Full Working Group convened June 4-5, 2019; led by participants from FAA management and the National Air Traffic Controllers Association, which included other representatives from San Francisco International Airport, Southwest Airlines, United Airlines, Alaska Airlines, Delta Airlines and FedEx. If and when the FAA determines the new procedure meets safety criteria and is operationally feasible, the FAA will consult with elected representatives and airport roundtables about next steps.

The FAA remains committed to addressing community concerns and working collaboratively with all stakeholders as it seeks to improve the safety and efficiency of the National Airspace System.

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).

If you have any questions regarding this communication, you may call my office at (424) 405-7000.

Sincerely,

Raquel Girvin  
Regional Administrator