



United States Senate

June 24, 2019

Mr. Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Mr. Elwell:

The San Francisco International Airport (SFO) has briefed my staff on their pursuit of a new GPS-based landing technology, known as the Ground-Based Augmentation System (GBAS). GBAS uses GPS receivers and broadcast antennae, positioned on airport grounds, to produce high-precision landing procedures for properly-equipped aircraft. I understand that this system could offer SFO and other airports several potential benefits, including:

- Improved safety through increased separation and airspace de-confliction
- Reduction in flight delays during poor weather conditions
- Noise abatement and emission reduction through:
 - curved or offset approaches that keep aircraft over water
 - increased glideslope angles, allowing aircraft to fly at higher altitude over nearby communities and approach the airport at a steeper rate of descent than available by current landing systems

As your agency knows, implementation of the NextGen airspace modernization plan has generated thousands of noise complaints. SFO staff believes that the noise abatement reductions from the implementation of GBAS could significantly benefit Bay Area residents. In 2016, my Congressional colleagues, along with local elected officials, met numerous times with FAA staff and impacted community members to develop a series of recommendations to reduce noise impacts. Among other recommendations, the task force recommended that the FAA restore the south arrival procedure to a ground track similar to the route previously used for the BSR procedure (a more westerly routing). I have

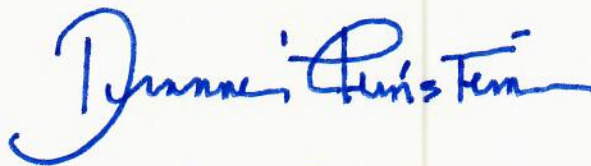
been told that the FAA is willing to implement this change and that the community believed it would have been accomplished by late summer of last year.

I would encourage the Federal Aviation Administration to work closely with SFO on the development of GBAS, and make every effort to expedite the evaluation, certification, and integration of "innovative" approach procedures in order to utilize the technology to its maximum benefit.

I would further request that, in the development of arrival procedures that would connect to GBAS procedures, you consider the creation of multiple connection points to disperse air traffic over affected communities.

I appreciate your engaged participation in these issues in the interest of both air transportation and the communities we all serve. Please keep my office apprised of the status of this inbound route change, and timeframe for implementation of the more westerly arrival route across Santa Cruz County.

Sincerely,

A handwritten signature in blue ink, reading "Dianne Feinstein". The signature is fluid and cursive, with the first name "Dianne" being larger and more prominent than the last name "Feinstein".

Dianne Feinstein

DF:JL

cc: Raquel Girvin, FAA Western-Pacific Regional Administrator
Ivar Satero, Airport Director, SFO