

**SCSC Roundtable Email Correspondence**  
**January 17, 2020 – February 21, 2020**

**January 18, 2020**

**Name**

Marie Bertrand

**Message**

New submission from Contact us

Where will the meeting be held for Jan 2020? Thank you

**January 20, 2020**

**Name**

Sergey Buynitskiy

**Message**

New submission from Contact us

Hi. I would like to bring to the attention of the committee problem with airplane noise in San Jose Aria (zip code 95129), Country Lane. During south bound approach for landing at SJC when wind direction is East, South East airplanes are directed for approach due to the FAA NextGen directly above the residents head at altitude 4300 feet. Noise level is unbearable.

**January 21, 2020**

**Name**

Quiet Skies NorCal

**Message**

January 21, 2020 letter to the SCSCRT

Please see the attached letter from Quiet Skies Los Altos and Quiet Skies NorCal

**Attachment Summary**

**20200121\_Q\_Quiet Skies NorCal\_SCSCRT Jan 21 2020\_Letter**



SCSC Roundtable <scscroundtable@gmail.com>

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## January 21, 2020 letter to the SCSCRT

1 message

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**Quiet Skies NorCal** <quietskiesnorcal@earthlink.net>

Tue, Jan 21, 2020 at 1:00 PM

To: "scscroundtable@gmail.com" <scscroundtable@gmail.com>, Carlos Palacios [REDACTED] Ed  
Bottorff <[REDACTED]>, cmathews [REDACTED], hendricks [REDACTED],  
Steve.preminger [REDACTED], kwatanabe [REDACTED], Lydia.Kou [REDACTED], mwu [REDACTED],  
llawlwe [REDACTED], sscharf [REDACTED], aenander [REDACTED], mibernald [REDACTED],  
lisa.matichak [REDACTED]  
Cc: Karen Chapman <[REDACTED]>, "Lee, Kathleen" <[REDACTED]>

Please see the attached letter from Quiet Skies Los Altos and Quiet Skies NorCal

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 **SCSCRT Jan 21 2020.pdf**  
305K



January 21, 2020

Dear Chair Bernald and members of the SCSCRT,

Thank you for your service on the SCSCRT. We offer the community's feedback regarding Work Plan Item 1.1.3 pertaining to the BSR Overlay as well as global concerns regarding the SCSCRT.

The language in Work Plan Item 1.1.3 is in clear violation of the Congressional and FAA mandate to not re-open the Select Committee recommendations. Additionally, the language violates the Select Committee Report, Section 1.2, Recommendation 3, as well as the FAA Initiative reports. Background:

During the October roundtable meeting, the SCSCRT heard the very same feedback above regarding the language in the draft Work Plan pertaining to the BSR Overlay from multiple public speakers. The speakers requested that Item 1.1.1 be removed and that the BSR Overlay should be addressed in Item 1.2 simply as part of the Select Committee recommendations. The public speakers included leadership from the three largest advocacy groups in the region, Quiet Skies Los Altos, Quiet Skies NorCal, and Save our Skies Santa Cruz, representing thousands of residents across Santa Clara and Santa Cruz counties. In fact, no one spoke in favor of the language in this item. Councilmember Matichak, co-author of the Work Plan, stated she had no problem moving it (BSR Overlay) to item 1.2, as the community requested.

Inexplicably, in the final Work Plan, the authors have completely ignored the community's request that the item regarding the BSR Overlay be removed. In fact, the language in the item pertaining to the BSR Overlay is far more egregious than the draft language as it contemplates allowing the SCSCRT to delay rollout of the BSR Overlay procedure and potentially "alter" it.

The community are well aware of the minority opposition's attempts to overturn the supermajority decision of the Select Committee in favor of the SERFR transition to BSR. We are well aware of their continued attempts to delay and derail the BSR Overlay procedure. It would appear that the Work Plan is being weaponized to do exactly that.

The language in Item 1.1.3 is in direct violation of the mandate from Congresswoman Eshoo and Congressman Panetta as stated in their letter dated February 27, 2019 *"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."*

Additionally, Work Plan Item 1.1.3 violates the Select Committee Report, Section 1.2, Recommendation 3. Item 1.1.3 states *"Before the FAA finalizes the procedure for rollout, and while there is still an opportunity to alter it..."*. However, the Select Committee Recommendation clearly states that the FAA will meet with the SCSCRT three months after the BSR Overlay is implemented as noted in the table below:

<p><b>Select Committee Report Section 1.2, Recommendation 3:</b> <i>The Committee recommends that within three months of completing implementation of the new procedure described in Recommendations 1 and 2 above, the FAA will meet with the Ad-Hoc Subcommittee referred to in Item 3.1, Recommendation 1, in this Report (Need for an Ongoing Venue to Address Aircraft Noise Mitigation) to review whether the new procedure has resulted in an equivalent or less DNL noise exposure along its entire route when compared to 2014 noise modeling of the BSR procedure. The permanent entity referred to in Item 3.1, Recommendation 2, in this Report (Need for</i></p>
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*an Ongoing Venue to Address Aircraft Noise Mitigation) will continue to monitor the implementation of the new procedure. The Committee further recommends that the FAA work with the Ad-Hoc Subcommittee, the permanent entity, and the affected communities to make adjustments to the new procedure, if needed, to reduce its noise exposure.*

Further, Work Plan Item 1.1.3 violates the FAA Initiative, Phase Two, July 2019. The initiative clearly states the FAA will meet with the SCSCRT three months after the BSR Overlay is implemented as noted in the table below.

***FAA to meet with Ad-Hoc Subcommittee after BSR Overlay complete***

• *Reference: SC 1.2 R3 (Pg. 11)*

***Status: ON HOLD.*** *This Select Committee recommendation (e.g. Ad-Hoc Subcommittee within three months of completing the new Big Sur (BSR) overlay procedure) remains feasible, pending completion of BSR Overlay.*

There is no provision within the Select Committee Recommendations or the FAA Initiative allowing the SCSCRT to delay or otherwise interfere with the BSR Overlay procedure prior to implementation. Nor does the community desire the SCSCRT to delay or otherwise interfere with the BSR Overlay prior to implementation. Quite the opposite in fact as the community expect the SCSCRT to represent the region by working with the FAA to expedite the BSR Overlay procedure and implementation. It is quite telling that nowhere within Item 1.1.3 does it state the community's desire for an expedited BSR Overlay procedure and implementation, despite the many public comments to that effect during previous SCSCRT meetings.

The language throughout Work Plan Item 1.1.3 demonstrates an ignorance of FAA process and plans for developing the BSR Overlay procedure and includes a laundry list of requests for information about the BSR Overlay which already exists. It is obvious that the authors have not taken the time to review the data provided by the FAA during the Select Committee process. This data is readily available, including noise measurements, noise comparisons between legacy BSR, SERFR and BSR Overlay, altitudes, vectoring, OPD, etc.

As shown on the table below from the FAA Initiative, Phase Two, July 2019, the FAA are developing an OPD procedure on the BSR flight track. During the Select Committee meetings the FAA presented the benefits of OPD. Much information regarding OPD was provided by the FAA to the Select Committee, and all of that information is readily available to the SCSCRT. The Optimized Profile Descent (OPD) is a method of operating an aircraft on approach that optimizes noise and emission reduction by minimizing changes in thrust through use of a favorable initial Flight Path Angle (FPA) and by strategic flap/landing gear management. The use of an OPD produces the lowest possible noise levels on the ground and reduces fuel consumption.



f. SFO South Arrivals		
<b>Recommendation</b>		i. Develop a new procedure to transition SERFR traffic to the BSR track
<b>Process</b>		Procedural Design / Amendments and IFP Gateway Entry
<b>Status</b>		Entered into the IFP Gateway.
<b>Reference to the Recommendation Report</b>	Roundtable	
	Select Committee	1.2 R1
<b>Recommendation</b>		ii. Criteria for new OPD procedure that follows the BSR track
<b>Process</b>		Procedural Design / Amendments and IFP Gateway Entry
<b>Status</b>		Entered into the IFP Gateway.
<b>Reference to the Recommendation Report</b>	Roundtable	
	Select Committee	1.2 R2

Work Plan Item 1.1.3 includes a list of requests that are out of the FAA's process. The language in item 1.1.3 demonstrates ignorance of the FAA process for developing new procedures. Out of process requests are not productive as only Congress has the authority to change the FAA process and procedures. The process for developing new procedures is noted in the table below, as stated in the FAA Initiative.

***Creation/Amendment of an instrument flight rule procedure:*** Amending or creating a new instrument flight rule procedure is an example of a non-rule making process. Given the variables involved with each of the following steps, the timelines provided are only intended on capturing the average time taken for each step.

*The steps in the instrument flight rule procedure process is as follows:*

- *Initial Feasibility/Analysis of the procedure. The proponent of the procedure does initial research into the details and justifications for the new/amended procedure. This stage is completed once the proponent places the request and the associated justification into the IFP Information Gateway.*

*Timeline: 45 days*

- *FAA Order 7100.41A: Performance Based Navigation (PBN) processing: This is the required process for all new and amended PBN procedures and/or routes, Area Navigation (RNAV)/Required Navigation Performance (RNP) Standard Instrument Departures (SIDs), RNAV Standard Terminal Arrivals (STARs) and RNAV routes. The FAA Order 7100.41A breaks down the design and implementation process into 5 stages:*



- *Preliminary Activities: This includes the conduction of baseline analysis to identify expected benefits and develop conceptual procedures and/or routes for the proposed project.*
- *Design Activities: This includes the creation of a working group in order to design a procedures/route that meets the project goals and objectives. An environmental review is included in this stage.*
- *Development and Operational Preparation: The intent of this stage is to complete all pre-operational items necessary to implement the procedures and/or routes. This phase includes training, issuing notifications, automation, updating radar video maps, and processing documents. This phase ends when procedures and/or routes are submitted for publication.*
- *Implementation: The purpose of the implementation phase is to implement the procedures and/or routes as designed. This phase starts with confirmation by the FWG that all required pre-implementation activities have been completed and ends when the procedures and/or routes are published and implemented.*
- *Post-Implementation Monitoring and Evaluation: The purpose of the post- implementation monitoring and evaluation phase is to ensure that the new or amended procedures and/or routes perform as expected and meet the mission statement finalized during the design activities phase. Post implementation activities include collecting and analyzing data to ensure that safe and beneficial procedures and/or routes have been developed.*

*Timeline: > 1 year.*

- *Regional Airspace and Procedure Team (RAPT) review: If approved, the RAPT assigns a priority for the project and a proposed chart date. Due to charting backlog, proposed charting dates are scheduled into 2019.*

*Timeline: 30 days.*

- *Development of proposed chart: This is the actual preparation of the proposed chart/s. Timeline: 45 days*

- *Quality Control Review: Timeline: Variable*

- *Project is coded for Flight Management Systems: Timeline: 10 days*

- *Flight Inspection: Timeline: 50 days*

- *Flight Standards Review: this is only required for some procedural development projects.*

*Timeline: 21 days.*

- *Proposed Procedure/s are sent for publication and distribution: Timeline: 38 to 60 days.*



*Total time: >1.5 years.*

In summary, the community request that the language in Work Plan Item 1.1.3 be revised as follows:

**1.1.3 Monitor the FAA’s Effort to Transition SERFR STAR back to the Big Sur (BSR) ground track and/or replacement procedure.**

The Roundtable will track progress on the FAA’s implementation of recommendations in section 1.2 of the Final Report of Select Committee on South Bay Arrivals.

*Areas Primarily Affected:* Aptos, Capitola, East Palo Alto, Los Altos, Los Altos Hills, Menlo Park, Palo Alto, Portola Valley, Santa Cruz, Soquel, Summit, Woodside, Santa Clara County, Santa Cruz County

*Desired Outcomes:*

- The FAA provides the Roundtable a substantive update on the progress of the program at least quarterly. The Roundtable shall work with the FAA to find ways to expedite the BSR Overlay procedure timeline and its implementation.
- Three months after the implementation of the BSR Overlay, the FAA shall meet with the Roundtable regarding potential noise and environmental impacts to communities under the BSR. This includes:
  - Understanding the impacts under the path of the procedure and its approaches to the airport as well as areas to be affected by vectoring.
  - Nighttime impacts.
  - Areas along the procedure and vectoring paths where noise increases caused by deployment of surfaces or thrust are expected.
  - The FAA shall work with the Roundtable and the affected communities to make adjustments to the BSR Overlay procedure, if needed, to reduce its noise exposure.

Now on to the community’s global concerns regarding the SCSCRT. As demonstrated by the overall language in the Work Plan, the authors have not taken a regional approach as is the SCSCRT’s charter, but rather have focused the Work Plan on the special interests of a few. Additionally, the overall language highlights the fact that the authors have not done their homework prior to making requests and recommendations and are not working within the FAA’s process. That is the path to failure.

There are three reasons why the Select Committee was so successful. First, the Select Committee worked within the FAA’s process. During the December SCSCRT roundtable meeting, Chair Bernald, who served on the Select Committee, spoke about the importance of working within the FAA’s process and that it would be unproductive to do otherwise.





## **Quiet Skies NorCal Coalition**

Second, the Select Committee did their homework. The committee worked closely with the FAA representatives, making sure to review and ask clarifying questions in order to fully understand the material being presented to them by the FAA, prior to their making any requests or recommendations.

Third, the Select Committee kept a regional focus. Their recommendations reflect the needs of the region, not the special interests of the few, thereby gaining the trust of residents across the region.

In order for the SCSCRT to be successful and productive, it must work within the FAA's process. Again, only Congress has the authority to change FAA process and procedures. It is the community's expectation that the SCSCRT will work within the FAA's process.

It is the community's expectation that the SCSCRT will follow its charter regarding regional representation, rather than representing special interests. This includes the SCSCRT adhering to the Select Committee Recommendations and not delaying or otherwise interfering with them.

It is the community's expectation that the SCSCRT members will do their homework prior to making requests and recommendations. The SCSCRT have access to an aviation expert, access to FAA representatives, access to information provided by the FAA during past interactions, as well as having two former members of the Select Committee onboard the SCSCRT who can provide the guidance necessary to ensure the success of the SCSCRT.

To do other than the above will breach the trust of the community and cause the SCSCRT to become an illegitimate body. That would be an unfortunate and untenable situation for the community.

The community have worked very hard for this seat at the table and deserve better. Those SCSCRT members who will not abide by the SCSCRT's regional charter or refuse to work within the FAA's process or refuse to abide by the Congressional mandate regarding the Select Committee recommendations should resign and be replaced, in order to ensure the SCSCRT's success.

Once again, we thank the SCSCRT members for their service.

Yours truly,

Quiet Skies Los Altos  
Quiet Skies NorCal

Cc: Congresswoman Eshoo  
Congressman Panetta



**Quiet Skies NorCal Coalition**

**January 21, 2020**

**Name**

Vicki Miller

**Message**

December 2019 Draft Work Plan Response

Good Morning,

Attached, please find our response to the proposed work plan draft that you will be discussing at today's meeting.

SOSSC would also like to endorse the response you received from Quiet Skies NorCal and Quiet Skies Los Altos. We are united in our view of the Draft Document in its current form and urge immediate attention and changes to make the Document align with the directive from our Congressional offices and the requirements of the FAA.

Thank you for your consideration,

Sincerely,

Vicki Miller, Co-Chair  
SOSSC

**Attachment Summary**

**20200121\_V\_Miller\_SOSSC\_December 2019 Draft Work Plan Response\_Letter**



SCSC Roundtable &lt;scscroundtable@gmail.com&gt;

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**December 2019 Draft Work Plan Response**

2 messages

**Vicki Miller** [REDACTED] Tue, Jan 21, 2020 at 7:33 PM

To: SC SC &lt;scscroundtable@gmail.com&gt;

Cc: Kathleen Lee [REDACTED], Karen Chapman [REDACTED], John Leopold [REDACTED], Carlos Palacios [REDACTED], Ed Bottorff [REDACTED]

Good Morning,

Attached, please find our response to the proposed work plan draft that you will be discussing at today's meeting.

SOSSC would also like to endorse the response you received from Quiet Skies NorCal and Quiet Skies Los Altos. We are united in our view of the Draft Document in its current form and urge immediate attention and changes to make the Document align with the directive from our Congressional offices and the requirements of the FAA.

Thank you for your consideration,

Sincerely,

Vicki Miller, Co-Chair  
SOSSC

**Response to Draft Work Plan Dec 2019.pdf**

569K

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**Lee, Kathleen** [REDACTED]  
To: Vicki Miller [REDACTED], SC SC <scscroundtable@gmail.com>

Wed, Jan 22, 2020 at 11:54 AM

Vicki,

Thank you for sending the letter for today's meeting and your continued advocacy on this issue. I will be participating in today's meeting by phone.

Sincerely,

Kathleen Lee

[Quoted text hidden]

**January 22, 2020**

**Name**

Grant Weseman

**Message**

New submission from Contact us

Will the January 22, 2020 meeting be available on video or audio?

**January 22, 2020**

**Name**

Kathleen Lee

**Message**

December 2019 Draft Work Plan Response

Vicki,

Thank you for sending the letter for today's meeting and your continued advocacy on this issue. I will be participating in today's meeting by phone.

Sincerely,

Kathleen Lee



SCSC Roundtable <scscroundtable@gmail.com>

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## Fwd: FAA Issues Record of Decision for Denver Metroplex Project

1 message

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**Mike McClintock** <glomike65@aol.com>  
To: glomike65@aol.com

Fri, Jan 24, 2020 at 2:09 PM

This is FYI.

Mike McClintock  
Forum Facilitator  
415-203-9097



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 Retweet or Like the Message

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### FAA Issues Record of Decision for Denver Metroplex Project

**WASHINGTON**—The Federal Aviation Administration (FAA) has issued a Finding of No Significant Impact/Record of Decision for the Denver Metroplex project. The Finding of No Significant Impact/Record of Decision, as well as the Final Environmental Assessment, are available on the [Denver Metroplex website](#).

The decision enables the agency to move forward with the project, which will use cutting-edge satellite navigation to move air traffic more safely and efficiently through the area. Satellite-based routes will

allow for more direct and efficient routing of aircraft into and out of Denver and surrounding airports, enhancing aviation safety and efficiency, and potentially reducing flight delays.

Prior to making the decision, the FAA conducted thorough environmental reviews, including 24 public workshops and approximately 78 stakeholder briefings in the Denver metro area. The agency also held two public comment periods totaling 75 days and evaluated and responded to more than 975 comments.

The FAA plans to implement the procedures on March 26, 2020.

The FAA's environmental review for the project indicates some people will experience slight noise decreases, some will see no changes, and some will experience small noise increases. Additionally, some people might see aircraft where they did not previously fly after the Denver Metroplex procedures are implemented.

Some flight track dispersion will continue to occur after the new procedures are implemented because the Metroplex project includes a number of existing procedures. In addition, air traffic controllers will need to occasionally vector aircraft for safety or efficiency reasons or to reroute them around weather systems.

The Denver Metroplex website includes [Google Earth features](#) that enable people to view current and projected flight paths associated with the project.

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This email was sent to [pdnwmike@aol.com](mailto:pdnwmike@aol.com) using GovDelivery Communications Cloud on behalf of: U.S. Federal Aviation Administration · [800 Independence Avenue, SW](#) · [Washington, DC 20591](#) · 1-866-TELL-FAA (1-866-835-5322)



**January 24, 2020**

**Name**

Mike McClintock

**Message**

Fwd: FAA Issues Record of Decision for Denver Metroplex Project

This is FYI.

Mike McClintock  
Forum Facilitator

**Attachment Summary**

**20200124\_M\_McClintock\_Fwd\_FAA Issues Record of Decision for Denver Metroplex Project**

**January 27, 2020**

**Name**

Andi Jordan

**Message**

FW: Scanned document from HP ePrint user

Attached, letter dated January 21, 2020 from FAA, Raquel Girvin.

**Attachment Summary**

**20200127\_A\_Jordan\_FW\_Scanned document from HP ePrint user\_FAA 20200121 Letter\_Girvin**





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

**JAN 21 2020**

Mary-Lynne Bernald  
Chairperson, SCSC Roundtable  
PO Box 3144  
Los Altos, CA 94024

Dear Ms. Bernald:

Thank you for your letter dated December 13, 2019, which provides written follow up questions to the presentation on South Bay Arrivals and Departures made by representatives of the Federal Aviation Administration (FAA) at the Santa Clara/Santa Cruz Airport/Community Roundtable (SCSC Roundtable) meeting held on October 23, 2019.

We are developing a briefing on the following requested topics regarding the SUNNE ONE Standard Instrument Departure (SID) procedure:

- An explanation of the design decisions and operational data for the SUNNE ONE procedure. This will include specifics of the design, an explanation of RNAV versus conventional procedures and the potential shift in ground tracks.
- An explanation of the interaction between the SUNNE ONE procedure and the "SFO 050" procedure.
- A description and explanation of the applicable Federal laws and FAA policies concerning environmental review of the SUNNE ONE procedure.
- A description of the environmental review and anticipated operational impacts.

We look forward to providing a presentation regarding the SUNNE ONE SID at the February 26, 2020, SCSC Roundtable meeting.

Sincerely,

Raquel Girvin  
Regional Administrator

January 28, 2020

**Name**

Faviola Garcia

**Message**

SCSC Roundtable Requests Regarding the PIRAT STAR

Hello Steve,

I just wanted to take a moment to acknowledge receipt of this email. As I mentioned last week, we are taking a look at the request and will let you know what to expect from FAA during the Feb 26 SCSC roundtable.

Thank you,

Favi-

Faviola Garcia  
Senior Advisor  
Federal Aviation Administration  
Office of the Regional Administrator

January 31, 2020

**Name**

Greg Hyver

**Message**

New submission from Contact us

I have had about enough of your nonsense on the Roundtable and have decided to take a more aggressive posture moving forward. I live in the Soquel hills and live the nightmare that is called SERFR each and every day. For your information, I have sent the below message to various Congresspeople, Save Our Skies Santa Cruz, Quiet Skies Norcal and Nextdoor communities. The Roundtable is going to be highly scrutinized from this day forward and those who attempt to hijack the Select Committee recommendations that were voted and approved by a super-majority of our communities are going to be faced with a groundswell of anger at future meetings. The culprits will not be able to hide from us. The Roundtable has become a grotesque, distorted, undemocratic body that ignores its marching orders and believes that it can change the rules on the fly in favor of a small, yet powerful minority. I, personally, will be bringing a lot of heat to the next meeting, and the meeting after that, and so on. I will dig and dig until I identify the guilty parties and will expose their names to the press in various newspapers and social media sites. I will be relentless until these members either stop sabotaging the process or are removed from the Roundtable through public shaming of the individuals and the cities / districts that allow them free reign to ignore the Select Committee recommendations. Put your house in order or the angry citizenry will do it for you!

So, without further ado, here is my CALL TO ACTION message that I sent out to various groups yesterday.

=====  
URGENT \*\* CALL TO ACTION \*\* Update on Jet Noise (SERFR)

For those of you in the community affected by the SERFR flight path, who haven't been following the details of the ongoing process to return the flight path to the historic BSR Overlay, and who have been under the

assumption that all is well since there is a process in place (the SCSC Roundtable) that will soon be alleviating you of the nightmare of hearing jets pass by your home every day, every hour and sometimes, every minute, then THINK AGAIN. Now is NOT the time for complacency if you have any desire to remove this source of daily noise and jet pollution from your neighborhoods.

For lack of a better word, the Roundtable has been HIJACKED by parties unfriendly to the idea of following the Select Committee recommendations (endorsed by Santa Cruz Save Our Skies). The Roundtable members continue to resist the Select Committee recommendations by inserting language into their own bylaws to bypass those recommendations.

I implore all of you who are affected by SERFR, and who no longer are staying involved in the process, not to remain complacent by assuming that the proponent organizations in favor of the Select Committee recommendations for moving SERFR back to the BSR Overlay are achieving their goals, They are NOT. They are doing their best, but the Roundtable has full control over the process and these organizations have been relegated to standing in queue to make public comment (just like the common citizen) in front of glossy-eyed, Roundtable bureaucrats who are intent on rejecting the Select Committee's work.

What you can do --- Write to Eschoo, Paneta, Kamela Harris, Diane Feinstein. Contact your district Supervisor. Attend Roundtable meetings each month and tell them what you think of them. Join the Santa Cruz Save Our Skies Facebook group. Start to AGITATE. Santa Cruz Save Our Skies needs your help. We need to REMOVE THOSE MEMBERS of the Roundtable who have decided to reform (hijack) the original mission of the Roundtable and supplant it with something that better meets their own personal agendas. This is not the way democracy works, and it sets a very dangerous precedent. Yet, the greatest fear is that the FAA will simply walk out of the Roundtable for good, which is what the Roundtable seems to be aiming for, because of the appearance that there is no consensus in the local communities. It is a chaos artificially generated by certain members of the Roundtable itself by ignoring the original (super-majority) community consensus known as the Select Committee Recommendations.

You only have yourself to blame if you want SERFR moved, but aren't willing to participate by demanding that the Roundtable stop bypassing the marching orders established by the Select Committee over a year ago. Any member of the Roundtable going against the super-majority established at the Select Committee must be removed from the Roundtable IMMEDIATELY! Tell your Congressmen and Congresswomen. Tell your Supervisor. NO LONGER STAY ON THE SIDELINES AS A SILENT PARTICIPANT. Now, is a critical moment that will be lost if you don't participate and agitate for this cause.

I'm including the link to the video of the most recent Roundtable meeting (Jan-22) that had been sent a joint letter by Quiet Skies Norcal, Quiet Skies Los Altos and Save Our Skies Santa Cruz that requests, in a nutshell, that the Roundtable stop bypassing the Select Committee recommendations. If you are to watch nothing else in this video, watch the segment of the public comment period from 1:03:30 to 1:11:00. These 6 1/2 minutes will give you a good idea that the Roundtable is NOT A FRIEND of the Select Committee recommendations. Thank you to those who want to make a difference by making their voices heard again on this critical issue.

<https://scscroundtable.org/meetings/sc-sc-roundtable-january-22-2020/#/tab-video>

**January 31, 2020**

**Name**

Kelly Caborn

**Message**

New submission from Contact us

Dear SCSC Roundtable Committee Members,

As our representatives responsible for assuring adherence and compliance to the Select Committee previously passed decisions and recommendations, I'm writing today to ask why the, majority approved, passed and accepted Select Committee decision and direction to the FAA to move SERFR from its current flight path back to a new and improved previous Big Sur flight path has not yet occurred? And most importantly get a firm date of when it will occur?

This SERFR flight path change was voted upon, passed and the FAA directed to change to the new flight path by apx. July of last year.

It is now 7 months passed the promised and previously extended implementation date. Please give our community an update of why this hasn't yet happened and what steps are being taken by the SCSC Roundtable to assure FAA timely implementation, direction and compliance to this flight path change decision.

Thank you for your efforts and I'll look forward to receiving your response.

Regards,

Kelly Caborn

**February 1, 2020**

**Name**

Debby Joyce

**Message**

New submission from Contact us

Dear SCSC Roundtable Committee Member,

As our representative responsible for assuring adherence, compliance, and implementation of the Select Committee's final FAA directions/recommendations, I am writing today to ask why the Select Committee decision and direction to the FAA to move the SERFR flight path back to the Big Sur flight path has not yet occurred?

The SERFR flight path change-back was officially passed and approved by the Select Committee majority vote (8/4). The FAA has been directed to change SERFR back to the previous Big Sur flight path by a deadline of no later than March 2019. We are now approaching March 2020: FIVE YEARS from implementation.

The FAA received an extension on that deadline with final implementation due by July/August 2019. It is nearly eight months since that extension date.

The congressionally formed Select Committee and its appointed community members went through all the required process, procedures, community outreach, stakeholder input, and achieved final resolution and recommendations with majority vote.

The Select Committee's purpose and mission goals for formation were successfully achieved and brought to conclusion, producing a final and complete physical document stating the official and formal Select Committee directives and recommendations.

This document was authorized and approved by a democratic and final Select Committee majority vote, and then officially given to the FAA for final modeling and implementation.

Specifically, as it relates to the SERFR flight path change, all parties in this process came to a binding agreement (8 votes in favor/4 opposed), with the understanding that the FAA would finish their modeling for the Big Sur flight path improvements. The SERFR flight path would revert back to the previous Big Sur flight path no later than March of 2019.

What is holding this up? We are nearly a year past March 2019, and approaching five years of experiencing jet noise every day and night. The daily complaints average from 3,000 to 13,000. The amount of complaints is nearing or exceeding 9 million.

The SCSC Roundtable was formed to oversee and assure compliance and a timely implementation of these Select Committee decisions.

It is long past time for these Select Committee decisions and directives to be prioritized and implemented, and for all current stakeholders to be held accountable for meeting timelines, job performance requirements, and for bringing this four-year process to its successful conclusion.

Please provide an update of when the SERFR flight path change will be implemented and what steps are being taken by the SCSC Roundtable to assure compliance by all stakeholders to the final Select Committee directives and recommendations.

Thank you for your efforts and I look forward to receiving your timely response.

**February 3, 2020**

**Name**

John Wilkes

**Message**

New submission from Contact us

Dear SCSC Roundtable:

I grew up in quiet Santa Cruz, earned a B.A., M.A. and Ph.D. at UCSC, accepted a tenured position on the faculty and retired in Santa Cruz (Live Oak) in 2004, expecting to spend the remainder of my life where I was happiest. I'd like to say, "where I AM happiest." But the frequent roar of jet transport planes overhead makes happiness impossible. Please do the right thing and bring quiet back to Santa Cruz skies. Sincerely, John Wilkes, Ph.D., Senior Lecturer Emeritus

February 4, 2020

Name

Marie-Jo Fremont

Message

Request -- Ask the FAA to follow the Select Committee recommendation on the BSR Overlay ground track

Dear Congresswoman Eshoo and Congressman Panetta,

Community members were reminded by a Santa Clara Santa Cruz Roundtable ("Roundtable") member at the January 22, 2020 meeting that the FAA is accountable to Congress. I am therefore reaching out to you regarding the current FAA BIG SUR ("BSR") Overlay proposal to ask you to hold the FAA accountable to implementing the Select Committee recommendation 1.2 R1 that was voted on and approved in November 2016. Recommendation 1.2 R1 is to move the ground track of the SFO arrivals from the south to the old BSR ground track prior to EPICK (see Appendix A).

The FAA has been working for months on developing a BSR Overlay in response to recommendation 1.2 R1. A Full Working Group met on the topic on June 4-5, 2019, but the FAA refused to disclose any information afterwards, even forbidding meeting attendees to do so, despite multiple community requests. Some information was finally obtained through a FOIA request in late November 2019 (see attached FOIA data).

Even though the FAA is planning to provide an update on the BSR Overlay at the February 26, 2020 Roundtable meeting, I want to bring to your attention a potentially problematic situation regarding the FAA's current proposal: based on the FOIA information available, I believe that the **FAA has designed a partial BSR Overlay that does not use the old BSR ground track in its entirety**. If my understanding is correct, **the current BSR Overlay proposal fails to comply with recommendation 1.2 R1 because it does not adhere to what was written, voted on, and approved**.

**The FAA's proposed BSR Overlay**, as described in the FOIA documentation, **does not fulfill recommendation 1.2. Implementing the current FAA proposal would therefore reopen Select Committee recommendation 1.2 R1 thus violating the FAA's condition for participating in the Roundtable**, which was that "*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* [Santa Clara Santa Cruz Roundtable]" as stated in [your February 27, 2019 letter](#). In 1.2 R1, the Select Committee recommended and voted for one thing. The FAA is planning to implement something else. The Select Committee voted for and approved neither "the something else" nor variations of the "one thing".

The FAA must act in good faith: if, for any reason, the FAA cannot implement the BSR Overlay prior to EPICK as recommended and voted on by the Select Committee, then the FAA must **categorize recommendation 1.2 R1 as "not feasible" and halt the development and implementation of the current BSR Overlay given that it is not a Select Committee recommendation**. Note that, in the four updates since 2017, the FAA indicated that recommendation 1.2 R1 was feasible and did not communicate any partial overlay (see Appendix B).

The **FAA cannot continue to use Select Committee recommendations to justify FAA changes that were not recommended** when such implementations have had or may have substantial negative consequences on some communities. **Implementing such changes amounts to reopening Select Committee recommendations and their associated votes.** One precedent already occurred: PIRAT is a new OPD procedure for SFO Oceanic arrivals that the FAA justified initially as a Select Committee recommendation, but admitted later that it was not. Do not let another PIRAT happen by letting the FAA implement a partial BSR Overlay that is **not** a Select Committee recommendation.

As emphasized multiple times at Roundtable meetings, Roundtable members and community members have agreed that Select Committee recommendations should not be reopened. It is appropriate, however, for Congressional Representatives and the Roundtable to monitor the FAA's implementation of the Select Committee recommendations and hold the FAA accountable for implementing what was recommended and voted on.

**Please ensure that the FAA keeps its side of the bargain as well:**

1. Ask the FAA to confirm at the February 26, 2020 Roundtable meeting whether the FAA can replace SERFR with an OPD procedure **along the entire BSR ground track prior to EPICK** as recommended by the Select Committee. In other words, is recommendation 1.2 R1 feasible or not?
2. **If the FAA cannot do that**, due to safety or other reasons, then:
  - communicate to the FAA that its **current BSR Overlay proposal is not implementing recommendation 1.2 R1** that the Select Committee voted on and approved.
  - ask the FAA to **work with the Roundtable to identify a regional solution as described in Select Committee recommendation 1.2 R4** (see Appendix A).

If the FAA is unable to present at the February 26th Roundtable meeting, please request that the FAA provide an answer on the feasibility of recommendation 1.2 R1 by mid-March 2020 at the latest.

I have provided below additional information.

With concern,

Marie-Jo Fremont

Attachments:

- BSR Overlay Proposal by FAA - Requested Action by Marie-Jo Fremont - December 8, 2019.pdf
- FWG Minutes - CA SFO.SJC\_SERFR.BRIX STARS 20190604 Final Signed R\_Redacted.pdf

### **FAA BSR Overlay Information**

Based on information received through a FOIA request (see pages 117-134 of the [SCSC RT December 19, 2019 packet](#) or attached pdf files), the FAA has designed a **partial** BSR Overlay procedure that does **not use the old BSR ground track in its entirety even though the Select Committee had recommended to move the SFO arrivals from the south to the old BSR ground track prior to EPICK** (see recommendation 1.2 R1 in appendix A):

- Instead of terminating at MENLO as the old BSR procedure did, the BSR Overlay procedure will terminate several miles earlier at waypoint EDDYY, which will be relocated 0.36 nmiles west from its current location over downtown Los Altos.

- After the new EDDYY waypoint, planes will be directed to SIDBY over Eleanor Pardee Park in Palo Alto.
- This proposal is likely to impact negatively multiple mid-Peninsula communities (Los Altos Hills, Los Altos, Palo Alto, Mountain View, Menlo Park, and East Palo Alto) due to the procedure ending at the new EDDYY with planes "flying dirty" all the way to the Bay following a ground track that is not the old BSR ground track.

**FAA implementations that are not recommendations made by the Select Committee** cannot be condoned when such implementations have substantial negative consequences on some communities.

### **Partial BSR Overlay vs. Select Committee recommendation 1.2 R1**

It is **critical that the FAA honor the Select Committee recommendation 1.2 R1 to use the BSR ground track prior to EPICK**. The Select Committee **did not indicate** that shifting the ground track could occur for **only a portion of the BSR ground track prior to EPICK**. Section 1.2 Feasibility Group 2 of the Select Committee Report is titled "*Transition the SERFR Standard Terminal Arrival Route (STAR) Back to the BSR Ground Track Prior to EPICK*" (see appendix A). Nowhere do the words "partial ground tracks" appear in the section.

The Select Committee recommended one thing ("X"), voted for X, and approved X. The FAA is now planning to implement something else ("Y"). The Select Committee did not vote for and approve Y and/or variations of X in recommendation 1.2 R1. Therefore, **allowing the FAA to implement a partial BSR Overlay would amount to reopening Select Committee recommendation 1.2 R1**. As emphasized in the December 2019 Santa Clara Santa Cruz Roundtable meeting and as stated in the [February 27, 2019 Congressional letter signed by Anna Eshoo and Jimmy Panetta](#), "*Former Select Committee recommendations will not be reopened by this new body [Santa Clara Santa Cruz Roundtable]*".

**There was no ambiguity on the FAA's part either about the BSR ground track**. On page number 4 of its [FAA Initiative Update Phase 2 \(July 2017\)](#) (page 5 of the pdf), the FAA stated that "*Communities affected by the SERFR arrival route overwhelmingly supported a return to the former Big Sur (BSR) flight track. By contrast, communities under the former BSR flight track strongly opposed a return to the former route*". Furthermore, in their responses over the last 2 years, the **FAA repeatedly categorized the BSR Overlay recommendations as feasible and never mentioned a partial overlay**. On page 126 of their November 2017 update, the FAA even stated that "*Nor does the SERFR STAR amendment affect the timeline or design of the proposed replacement optimized, idle-power descent arrival procedure into SFO*". See Appendix B for relevant extracts of the FAA updates or go to [FAA Initiative Update Phase 2 \(July 2017\)](#), [FAA UPDATE ON PHASE TWO \(November 2017\)](#), [FAA Further Update on phase 2 \(April 2018\)](#), and [FAA Further Update on PHASE TWO \(July 2019\)](#).

Finally let's contrast this partial and problematic BSR Overlay proposal to two other situations: the criteria of recommendation 1.2 R2 that are mentioned in recommendation 1.2 R1 and PIRAT TWO.

My current understanding is that recommendation 1.2 R1 did not require the FAA to meet all nine criteria of 1.2 R2. Therefore the only requirement of 1.2 R1 is to have SFO arrivals from the south "*use the BSR ground track for a new NextGen procedure*". The **current FAA BSR Overlay procedure design does not meet this requirement because recommendation 1.2 R1 does not contain the word "partial"**.



With the **partial BSR Overlay**, the FAA is planning to implement something that was **not recommended, voted on, and approved by the Select Committee**. This is similar to what happened with **PIRAT TWO** although a crucial distinction exists in terms of the timing:

- In both cases, the FAA solutions are **not** Select Committee recommendations. The FAA has acknowledged publicly that PIRAT TWO was not a Select Committee recommendation.
- On the other hand, the timing is quite different. The partial BSR Overlay is not implemented yet. Unfortunately, PIRAT TWO was implemented in April 2019 shortly after the Feb 27, 2019 Congressional letter with the FAA's condition of participation in the Roundtable was posted on the Roundtable website on March 18, 2019 and mentioned later at subsequent meetings.

The FAA must act in good faith: if they cannot implement the BSR Overlay prior to EPICK as recommended by the Select Committee, then the FAA needs to **categorize recommendation 1.2 R1 as “not feasible”**.

## APPENDIX A

### **Select Committee Report Section 1.2 Feasibility Group 2: Transition the SERFR Standard Terminal Arrival Route (STAR) Back to the BSR Ground Track Prior to EPICK**

Notes: The text below represents content from pages # 5 and 6 (pages 13 and 14 of pdf) of the [Select Committee Report](#).

#### **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,
9. Will be subject to future capacity limitations, particularly during nighttime hours and when vectoring exceeds current levels.

(Vote:   12   Aye,   0   Nay,   0   Absent or Abstain)

**Recommendation 3:** The Committee recommends that within three months of completing implementation of the new procedure described in Recommendations 1 and 2 above, the FAA will meet with the Ad-Hoc Subcommittee referred to in Item 3.1, Recommendation 1, in this Report (Need for an Ongoing Venue to Address Aircraft Noise Mitigation) to review whether the new procedure has resulted in an equivalent or less DNL noise exposure along its entire route when compared to 2014 noise modeling of the BSR procedure. The permanent entity referred to in Item 3.1, Recommendation 2, in this Report (Need for an Ongoing Venue to Address Aircraft Noise Mitigation) will continue to monitor the implementation of the new procedure. The Committee further recommends that the FAA work with the Ad-Hoc Subcommittee, the permanent entity, and the affected communities to make adjustments to the new procedure, if needed, to reduce its noise exposure.

(Vote:   12   Aye,   0   Nay,   0   Absent or Abstain)

**Recommendation 4:** The Select Committee recommends that the FAA, in consultation with the permanent entity and the community, search for and develop a new flight procedure for arrivals into SFO from the south that: (a) meets each of the criteria in Recommendation 2 above; (b) takes maximum advantage of areas of non-residential use, such as unpopulated mountainous areas, industrial areas, parkland, cemeteries, etc; and (c) reduces noise exposure to the maximum extent possible. The Committee further recommends that this procedure be implemented as soon as feasible; however, the Committee recognizes that it will take considerably longer to implement than the procedure referenced in Recommendations 1 and 2 above.

(Vote:   12   Aye,   0   Nay,   0   Absent or Abstain)

**APPENDIX B**  
**Full text and extracts of FAA responses**

- [FAA Initiative Update Phase 2 \(July 2017\)](#): the FAA classified the four BSR-related recommendations in July 2017 either as “*Feasible and could be implemented in the Short Term (less than 2 years)*” for 1.2 R1 and 1.2 R2 (see page 23 of pdf) or “*Under Evaluation*” for 1.2 R3 and 1.2 R4 (see pages 33 and 37 of pdf).
- [FAA UPDATE ON PHASE TWO \(November 2017\)](#): the FAA reclassified the 4 recommendations as “*Feasible And Could Be Implemented In The Long Term. See Appendix C.*” (pages 11 and 12 of pdf). Appendix C on page 100 did not mention anything about a partial overlay; yet it mentioned other things such as “*all Select Committee sub-recommendations [e.g. the nine criteria of 1.2 R2] are subject to the FAA’s design criteria and safety/operational requirements*”. Note also that, on pages 97, 125, and 126 of the same report, the FAA described the SERFR amendment, which replaced MENLO with SIDBY as the procedure endpoint, and stated that “*The changes being implemented in February 2018 to the SERFR and the associated ISPs, do not preclude nor will they interfere with any additional changes that are being considered as a result of the Select Committee’s recommendations. Nor does the SERFR STAR amendment affect the timeline or design of the proposed replacement optimized, idle-power descent arrival procedure into SFO. (The Select Committee recommendations have generally referred to a ‘replacement optimized STAR over the BSR flight track or an ‘optimized BIG SUR procedure.’)*”.
- [FAA Further Update on phase 2 \(April 2018\)](#): The FAA provided a brief status update stating that “*the FAA is currently engaged in the design stage work of this Optimized Profile Descent (OPD) overlay and anticipates the Full Work Group will meet on May 8, 2018. We anticipate a more detailed timeline to accompany the next quarterly Update. That update will occur no later than 90 business days after the publication of this April 2018 update*” (page 3 of pdf).
- [FAA Further Update on PHASE TWO \(July 2019\)](#): The FAA provided a brief status update stating that “*The Full Working Group (FWG) conducted its meeting on June 4<sup>th</sup> and 5<sup>th</sup>, 2019. Results of the meeting and next steps forward are currently being reviewed*” (page 1 of pdf).

#### Attachment Summary

20200204\_M\_Fremont\_Attach\_Request - Ask the FAA to\_BSR Overlay Proposal by FAA

20200204\_M\_Fremont\_Attach\_FWG Minutes

Sent by Marie-Jo Fremont to Santa Clara Santa Cruz Roundtable on December 8, 2019.

=====  
SCSC RT Members,

Attached is information obtained through a FOIA request by a resident on the FAA proposal for the BSR Overlay. Based on the June 4-5, 2019 Full Working Group meeting minutes, it seems that the FAA has designed a **partial** BSR Overlay procedure, which will:

- approximate the ground tracks of the old BSR up to EDDYY, which will be relocated 0.36 nmiles west from its current location over downtown Los Altos (the new EDDYY will be located over Los Altos Hills but is still very close to Los Altos).
- end at EDDYY. The next waypoint after EDDYY will be SIDBY (over Eleanor Pardee Park in Palo Alto).

No explanation is provided about why this proposed overlay is not a full BSR overlay as recommended by the Select Committee. In addition, no information is provided about the potential impacts across the full route all the way to the SFO airport, and in particular the residential areas between where the procedure ends and the Bay shore.

Based on experience and the limited FOIA data received, it is likely planes will brake near or at the new EDDYY, thus directly affecting Los Altos Hills and Los Altos communities, and will "fly dirty" all the way to the Bay, thus potentially impacting mid-Peninsula communities such as **Los Altos, Los Altos Hills, Palo Alto, Mountain View, Menlo Park, and East Palo Alto** given that planes will be vectored after the new EDDYY.

Since the Full Working Group meeting in early June 2019, there have been requests for an update from the FAA on the BSR Overlay. Our community representative, Bert Ganoung of SFO airport who attended the June meeting, has been embargoed by Raquel Girvin of the FAA and not allowed to provide any information on the topic. With this FOIA information, we now have some public information to follow up on.

### **Action requested to the SCSC Roundtable**

I request for Chair Bernald of the SCSC RT to have the FAA explain their partial BSR Overlay proposal and share the impact of their proposed change at the first SCSC RT meeting in 2020. In particular, the FAA needs to address the following questions:

- Why is the proposed overlay a partial overlay and not a full overlay between EPICK and MENLO as recommended by the Select Committee?
- How do the ground tracks, altitudes, speeds, and angles of descent of the proposed BSR Overlay compare to the old BSR between the Monterey Bay all the way to the SFO airport?
- What are the estimated noise impacts on all the communities living within 3 miles of the proposed BSR Overlay across the entire route between the Monterey Bay all the way to SFO airport? Ask the FAA to provide all airlines simulation results as well as all noise modeling data and assumptions made in the calculations.

I have included additional details below.

Thank you for your support on this important matter.

Regards,

mjf

Provided below are some context data related to the history of the BSR Overlay.

- The Select Committee recommendation 1.2 R1 was to move the entire SERFR procedure to the BSR ground tracks between MENLO and EPICK (EPICK is a waypoint near the Monterey Bay). The Select Committee never mentioned that the new procedure could terminate earlier or that the BSR Overlay could be partial. In fact, the Select Committee mentioned two times in the criteria of Recommendation 1.2 R2 the terms "entire route" and recommended that the procedure allows aircraft to maintain idle power until HEMAN (which is a waypoint in the middle of the Bay between the San Mateo and Dumbarton bridges). (See [Select Committee Report](#) from November 2016.)
- Historically, the BSR procedure ended at MENLO.
- From the Monterey Bay, the BSR waypoints were SKUNK (just north of the city of Santa Cruz), BOLDR (over the Santa Cruz mountains), and MENLO (in Menlo Park, near US 101 and Willow Road).
- From the Monterey Bay, the SERFR waypoints were EPICK (just south of Capitola), EDDYY (old location was over the Rancho San Antonio Preserve near the Lehigh Permanente Quarry), SWELS (over Los Altos, near S El Monte Ave, between Foothills College and Foothills Expressway), and MENLO (in Menlo Park, near US 101 and Willow Road).
- SERFR3 was implemented way after the Select Committee issued their recommendations. SERFR3 terminated earlier at EDDYY (which was moved a few miles north over Los Altos) with instructions for planes to continue onto SIDBY (over Eleanor Pardee Park in Palo Alto) instead of MENLO.
- SERFR3 was a unilateral decision made by the FAA without any consultation with the potentially affected communities. SERFR3 was positioned as a temporary procedure that was necessary for "safety" reasons, which were never explained.



# MEETING MINUTES



**Performance Based Navigation (PBN)  
Full Work Group (FWG) Design Meeting  
NCT STARs: BRIXX and SERFR  
June 4-5, 2019**

Prepared By: Mark Tellier, NAVTAC WSC-OSG

Location: Northern California TRACON

PTT: FAA\_P00026773; FAA\_P00014316; FAA\_P00012775

**PURPOSE OF MEETING:**

To amend the SERFR RNAV STAR tracks to transition the Big Sur (BSR) STAR track at WWAVS; to increase BRIXX minimum segment altitudes to facilitate vertical separation from adjacent routes.

**ATTENDEES:**

Name	Organization
Joshua Haviland	PBN Co-Lead
Derek Wolfe	PBN Co-Lead
Bert Ganoung	SFO Airport Noise Commission
Perry Oleck	Western Flight Procedures Team
Jeannette Roller	NAVTAC Contractor
Theodore Roller	NAVTAC Contractor
Tamara Swann	AWP Deputy Regional Administrator
Mark Tellier	NAVTAC Contractor
Matthew Greene	NCT SME
Jason Bush	NCT Operations Supervisor
Eric Morse	Delta Airlines
Ryan Weller	FAA WSC OSG
Ron Renk	United Airlines
Ed Hulsey	FAA NATCA
Adam Domitrovich	NCT SME
Ray Hernandez	NCT Operations Supervisor
Thann McLeod	NCT Airspace Manager
Dan Stender	NCT Airspace Support Specialist
Lisa Dussell	FAA ZOA
Rohn Grant	WSC/OSG POC
Tony DiBernardo	LA District Manager
James Kosanovich	LA District S&P Manager
Kevin Allen	American Airlines
Walt Alexis	Los Angeles ARTCC
Joe Brook	WSC/OSG NAS Analytics?
Melissa Holmes	Oakland ARTCC A&P



# MEETING MINUTES



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Tonya Patterson	District Operations Manager, DMO
Curt Eikerman	SJC Airport
Ian Hogg	SJC Airport
Gary McMullin	Southwest Airlines
Jim McVeigh	FedEx



# MEETING MINUTES



## PROJECT KICKOFF AND GENERAL DISCUSSION:

1. Josh Haviland (JH) and Derek Wolfe (DW) opening comments and introductions:
  - a. JH: & DW: presented an overview on the following topics:
    - (1) Five phases of the 7100.41 PBN process.
    - (2) Community Involvement (CI)
  - b. Introductions made
  - c. Agenda reviewed
    - (1) Ground Rules discussed
    - (2) JH briefed project and overview.
      - (a) Feasible, flyable and reaching FWG consensus.

**BRIXX** - NCT is requesting the published MIA on the BRIXX STAR between BRIXX and LUYTA be increased to 12,000. Reason: Aircraft. SFO arrivals are directly beneath this arrival at 11,000 and it is not uncommon for a pilot to descend without clearance believing the bottom altitude on the STAR is 7,000.

**SERFR** - At the request of Congress representatives Eshoo, Speier, and Panetta/Farr (Former Select Committee), develop an RNAV STAR that would transition aircraft from the SERFR (RNAV) STAR to the Big Sur conventional STAR ground track to the extent possible from the WAVVS fix northbound. Redesign of other instrument procedures into and out of San Francisco Bay area *may* be needed for procedural separation and/or shared fixes and connectivity Aircraft Type

2. Derek gave an overview of the .41 and 5 phases:
  - (1) Q: When we find something doesn't work, does it go back to the bottom of the list?
    - (a) A: JH advised that it depends on the individual case.
  - b. Derek explained to the FWG community engagement.
    - (1) Design and operational fit may be good, but there may be a need to share technical reasons for changes. That decision is made with NAS Analytics, Regional Administrator, and HQ level.
    - (2) OSG NAS Analytics briefed on workshops and other methods of community engagement to include webinar and or descriptive language on the FAA NextGen website.
3. Mission Statement:
  - a. Per the select committee: Develop a new procedure to transition SERFR traffic to the Big Sur (BSR) STAR track.
    - (1) After a short discussion it was proposed to change the Mission Statement to: **Per the select committee recommendations: amend the SERFR RNAV STAR tracks to transition the Big Sur (BSR) STAR track at WWAVS.**
  - b. **FWG consensus on mission statement.**
4. BRIXX STAR
  - a. JH brought up about MEA issues from previous meeting.
  - b. JH talked about deleting elements that no longer conform to criteria
  - c. A question about "expect altitude" being included on chart.





# MEETING MINUTES



- 
- (1) JH replied that procedure notes were more for later
        - d. Fixed the MEA issue: chart requirements
        - e. Suggested to table BRXXX until criteria issues with BSR are addressed.
    5. SERFR STAR
      - a. JH asked for ideas about where to place the key fix.
        - (1) NCT offered that SERFR could continue straight to intercept BSR STAR.
        - (2) Comment: So it could still end at EDDYY
      - b. JH asked if that would suffice.
        - (1) Discussion of options
        - (2) Comment on pilot issues with speeds
        - (3) No mandate to do that on this project
          - (a) Comment thought issue was outside of MRY
          - (b) We offered to do community noise monitoring but community would not cooperate.
        - (4) TM mentioned that there had been problems with OAK departures if previous proposals were implemented.
        - (5) JH asked if it would be feasible to overlay the track.
          - (a) It was suggested it might be safer to directly overlay the BSR track.
          - (b) Comments: The portion over MRY bay is NOT workable.
          - (c) It is feasible to move EDDYY.
          - (d) They could descend after EPICK.
        - (6) JH asked if we were in agreement on moving EDDYY.
          - (a) After discussion: Not sure yet.
          - (b) It was suggested to move NEW BOLDR west could avoid a problem.
      - c. NCT suggested we start work on EDDYY and talk about new BOLDR later.
        - (1) Comment: with increased angle there could be more overshoots.
          - (a) A user offered they'd just need to analyze the angles for an opinion.
          - (b) Comment: The turn between EDDYY and SIDBY is the key.
        - (2) JH offered that if EDDYY were moved, 9 other procedures would be affected (including charted visuals).
    6. JH recapped the project so far.
      - a. Discussion of MEA reductions and impacts
        - (1) DW asked whether we agreed with potentially changing 16 procedures to move EDDYY?
        - (2) JH stated that unless there are objections, we should continue with the assumption of the new EDDYY location.
      - b. ATC: Everything we do that shortens the route is going to increase the descent gradient, and it looks to be a little steep.
        - (1) TARGETS Operator (TO) and work group evaluated several fix adds/moves to seek improvement.
        - (2) TO displayed how changes might affect the output
        - (3) Industry and TO worked to optimize route and determined that restrictions would stay the same.
      - c. Derek asked (Ryan) for Environmental input.
        - (1) Operational benefits for justification?
        - (2) Industry offered that a straight line arrival is smoother and straighter, conferring justifiable benefit.
        - (3) Derek: our goal was the green line- - which is doable – but we have other goals too.



# MEETING MINUTES



- (a) Comment: moving SIDBY west could make things worse
- (4) So the new locations will reduce course fly-through, overshoots, and reduce corrective actions, therefore:

**FWG consensus: (Industry) fix location for EDDYY will provide the greatest benefit.**

- (5) JH asked we document several Special procedures that will be affected:
  - (a) RNAV Visual RWY 1R ..
  - (b) FMS Bridge Visual RWY 28R.
  - (c) Tip-Toe Visual (in production).
- (6) PBN will work with industry to facilitate the Special changes.
- d. TO was asked to display the notional BRIXX in comparison to the NCT original design.
  - (1) Meant to terminate at a point in space.
  - (2) Alternatives for overlay and other ideas were discussed.
    - (a) Comment: Since we have moved the SERFR, now we need the BRIXX track to change, but we don't want an altitude restriction at SAPID.
    - (b) HEPAP is a straight inbound, can we terminate there?
    - (c) HEPAP vs YADUT issues were discussed; YADUT is fly-over.
    - (d) Comment: For ATC, we don't necessarily want to terminate at HEPAP; we want the 90 heading and the ability to vector or route direct to HEPAP at discretion.
  - (3) ATC concurs they prefer no altitude restriction at SAPID.
  - (4) Comment: We would like to connect to the RNP, if we can.
  - (5) Can we look at redesigning the RNP to tie in farther south?
    - (a) Industry offered we could not redesign because of the visual area left turn. Communities agreed to approve it based on following the visual procedures.
    - (b) Industry follow-up remark, they would like to see it displayed in TARGETS to analyze what would be needed to connect the procedures.
    - (c) Additional discussion.
  - (6) JH suggested that the only way to retain connectivity with other changes we are making to the BRIXX and SERFR, would require an amendment.
    - (a) [Redacted]
    - (b) It was offered to make no changes to the RNP, and put up with the lost connectivity.
    - (c) Comment: We have consensus we can accommodate the SERFR changes.
    - (d) [Redacted]
  - (7) JH - we have to seek compromise to address competing needs, in order to make everything work the best it can.
    - (a) [Redacted]
    - (b) If we put an altitude on the STAR, will that make it work?
    - (c) ATC: The mix is 50% visuals and 50% RNP, approximately.
    - (d) Industry said they would concur if we had to adjust altitudes to make it work.
  - (8) Derek asked ATC's position. "Is using SAPID better to avoid vectors?"
    - (a) Industry concurred that vectors to final occur about half the time.
    - (b) DW said the folks in the room were amenable to a slightly wider route for overall benefit to retain connectivity.
    - (c) Industry: We could accept a route slightly wider, but not much.
  - (9) DW: Comment: "manual vectoring lends to wider tracks – per graphic on screen"
    - (a) JH and DW: Potential to see bigger benefit than some may be anticipating

Data redacted pursuant to  
 FOIA Exemption 5  
 5 U.S.C. Section 552(b)(5)



## MEETING MINUTES



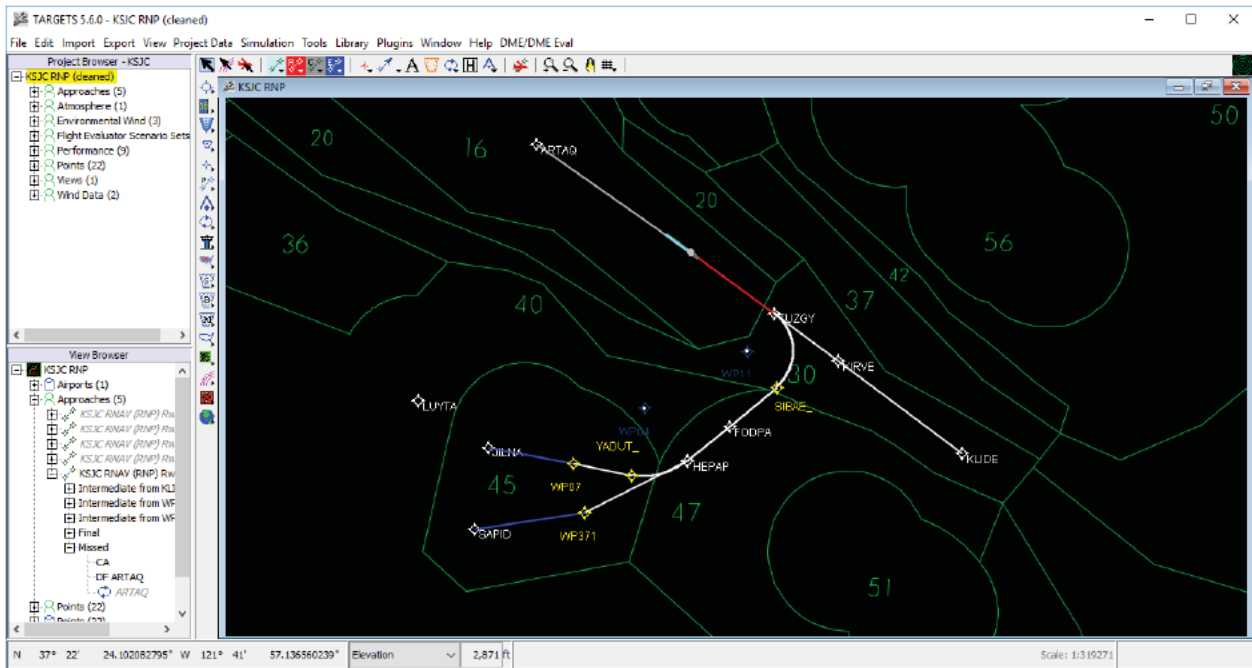
- 
- (10) Discussion of how to altitude separate BRXXX from SERFR
    - (a) Comment: If JILNA is moved slightly south, does that work?
    - (b) The Work Group considered a compromise of an interim fix so they don't have to fly all the way south to SAPID.
  - (11) Derek: "We moved New BOLDR north, but may need a waiver."
    - (a) New JILNA could be the fly-over end of the STAR; ending on a 110 heading for example.
    - (b) Comment: Usually aircraft are not cleared prior to JILNA.
  - (12) Reviewing the new SERFR and new BRXXX results.
    - (a) YADUT will be removed from the BRXXX.
    - (b) VM leg heading 108 from JILNA.
- e. JH opened discussion of optimal New BOLDR placement.
- (1) Discussion of ATC preferences.
  - (2) Comment: Changes could induce speed restrictions at SKUNK; could we raise it instead?
  - (3) Can we get rid of EPICK entirely?
    - (a) After discussion it was determined EPICK is needed for the at-or-below 15000 restriction.
  - (4) NCT asked what if we had a different altitude window at SKUNK?
    - (a) Comment: Or can we move EPICK north?
    - (b) TO asked where shall we join the BSR? At WWAVS?
    - (c) NCT stated they did not want to change the bottom altitude which is needed.
  - (5) JH said "If we apply what the criteria will allow, that should help to find a solution."
    - (a) Discussion of fix placement, leg length.
    - (b) Experiments yielded a descent gradient of 350' /nm, a significant improvement from 412'.
    - (c) Further adjustments gained improvement to 338' /nm.
    - (d) Also reduced total route mileage by 2 NM.
  - (6) NCT said they would like to move New EPICK further west, if possible.
    - (a) TO moved N\_EPICK west.
    - (b) Comments: That gets a result that will require an approval letter.
    - (c) JH said if we can eliminate the letter that would be better.
    - (d) TO adjusted route segments.
    - (e) FWG explored ways to lengthen segments and eliminate (deceleration) letter.
    - (f) Industry offered that the deceleration would not be an issue for them.
  - (7) Industry suggested that present configuration will not cause TARGETS criteria failure.
  - (8) JH and TO discussion of tech requirements of Reference Software run.
    - (a) TO exploring workaround to address deceleration warning.
    - (b) Industry suggested removing 280 speed restriction.
    - (c) Discussion of options.
    - (d) Notional examination of several sets of speed restrictions.
    - (e) Determined to move on but JH plans to revisit this issue.



# MEETING MINUTES



- f. DW requested that Industry perform a sim run to verify they are workable restrictions to include current block altitudes at or above 10000 at or below 14000.
  - (1) TARGETS run to consider fix altitudes.



- (a) N\_JILNA 7000
- (b) WP475 6300
- (c) N\_YADUT 5600
- (d) HEPAP 4500
- (e) FODPA 3700
- (f) SIBAE\_ 2800
- (g) TUZGY 1600
- (h) TO appears with historical winds this will pass.
- (2) Adjustments to TARGETS file.
  - (a) Discussion of speeds vs leg length
  - (b) Industry and KM will adjust so that N\_JILNA the FWG developed can be used (will keep JILNA functional for multiple procedures).
  - (c) SWA Action Item to fine tune NEW JILNA review and revisit tomorrow.

g. JH brought up SERFR for discussion

- (1) [REDACTED] Data redacted pursuant to FOIA Exemption 5 5 U.S.C. Section 552(b)(5)
- (a) [REDACTED]
- (b) Discussion of competing speed control needs.
- (c) Speed restriction (280K) removed from WWAVS.
- (2) JH “We should review the positions from the prior meeting of May 2018 and confirm we are still in agreement about strategy.”
  - (a) Comment: We have a track change between WP2 and WP4.
  - (b) From this point to end FWG notes the conclusions in the previous notes remain valid.



# MEETING MINUTES



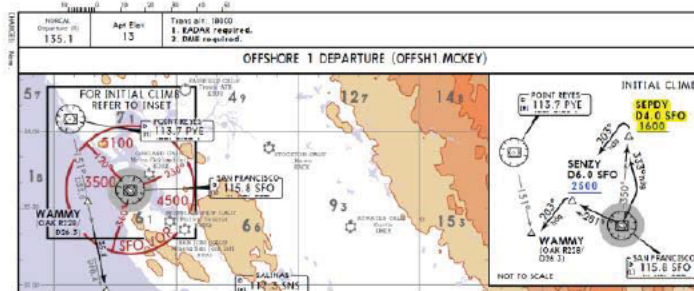
- (3) JH offered that 13 procedures – including specials – will have to be amended depending on outcome details.
- (4) **JH announced (virtual) FWG consensus on two STAR designs.**

**DAY 2**  
**June 5, 2019**

- 7. JH made opening remarks
  - a. We will take a look at Priest VOR, PTT 13482
- 8. JH introduced United (UAL) Tech Pilot for a presentation (See Attachment A).

## 1 San Francisco (SFO) OFFSHORE 1 departure Background

Multiple FSAP reports have indicated FMC anomalies resulting in an early turn prior to SEPDY when assigned runway 1L/R and the OFFSHORE 1 DEPARTURE (OFFSH1.MCKEY) with LNAV engaged. United requested GE assist in the investigation of the FMC anomalies. GE was able to reproduce an early turn event just prior to SEPDY on heavy B737 aircraft in certain wind conditions.



RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 353° to intercept SFO R350 to cross SEPDY at or above 1600.	Assigned by ATC
28L/R	Climb on SFO R281 to cross SENZY at or above 2500.	
ROUTING		
Climbing LEFT turn heading 203° to intercept PYE R151 to cross SEGUL at or above 16000, then on PYE R151 to cross CYPRS at or above FL220. Then on MQO R295 to MCKEY, then on assigned transition. MAINTAIN FL220. EXPECT filed altitude 10 minutes after departure.		

- (1) UAL briefed FMS departures for heavies; 500 foot LNAV restriction. Jeppessen won't change the coding.
- (2) Industry asked about the status of FMS approaches going forward.
  - (a) OFFSHORE DP at SFO is supposed to go away, be replaced by YOUNG transition. [NCT]
  - (b) The STICK may need to be changed. Some communities do not like it.
- (3) JH said STICK, a direct to fix flyover WP, would have to be moved if procedure was amended.
  - (a) NCT stated that ZOA still wants to use the OFFSHORE procedure.
  - (b) NCT stated YOUNG transition was designed to replace it, but doesn't work as intended.
- (4) Industry asked if a Gateway request would be worthwhile.
  - (a) NCT replied that they are unsure.
  - (b) UAL stated it is a safety issue; most pilots are intervening because they see it live.



## MEETING MINUTES



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FOIA Exemption 5  
5 U.S.C. Section 552(b)(5)

(5)

- (a) Discussion about how the OFFSHORE DP is flown.
  - (b) NCT said there are conventional procedures where the expectation is that they will be converted to RNAV but that won't always be possible.
  - (c) JH and DW technical discussion with ATC SMEs.
- b. JH briefed the topic of **Priest VOR** (ROM)
- (1) The Work group agreed to review work the previously FWG completed to ensure no amendments or updates are required.
  - (2) Perry Oleck (OSC) briefed on a route request for SJC arrivals from NE (T333) over BORED to SWIGS to KLIDE that is being changed to BORED - GILRO due to an excessive turn.
    - (a) Perry proposed adding that route to existing RNP procedures as both already include KLIDE. (RNP Z 30 L and R)
    - (b) New T333 will be BORED to GILRO.
    - (c) Proposed to add BORED as the IAF, then SWIGS then KLIDE on the RNP as well.
    - (d) [TM check previous minutes for the original version.]
    - (e) NCT ATC has no objections.
- c. JH brought up JILNA Waypoint to revisit an issue
- (1) TO will verify that the 7000 was used for RS evaluation only.
    - (a) Consensus this is true
    - (b) There will be no terminus altitude, which will require a letter.
  - (2) Review of BRXXX fixes from yesterday
    - (a) To fix a break with the RNP, JILNA will be moved further to the west.
    - (b) JH asked industry for input on where JILNA should be placed.
    - (c) Discussion of the optimal (of three) possible locations for JILNA.
  - (3) JH: just to be clear: Terminus of the star shall be JILNA
    - (a) Kevin M briefed on his TARGETS efforts for JILNA (slightly moved) and the RNP.
    - (b) DW: propose we review JILNA location to achieve clarity and consensus.

**FWG consensus on JILNA location 3+ miles w of SERFR segment, which will result in significant operational advantage.**

- (4) TO verified that the STAR will not have an altitude a JILNA
    - (a) Industry says the altitude is required.
    - (b) ATC comment: IF that is so, BRXXX STAR must end at BRXXX.
    - (c) Tm suggested that if it doesn't tie in, we issue a letter to
  - (5) DW proposes status quo on BRXXX and submit a letter to eliminate terminal altitude [same as was done with Jackie and Casey WP].
    - (a) JH is should be similar to Jackie [SP] STAR.
    - (b) The VM heading from JILNA was set to 108 yesterday; TO evaluated 105.
    - (c) ATC concurs with heading 105.
- d. DW briefed an overview of the work done so far.
- (1) BRXXX
    - (a) Request your comments and questions



## MEETING MINUTES



- 
- (2) Q: What is distance between old and new JILNAs?
    - (a) A: 1.27 nm.
  - (3) SERFR
    - (a) Moved the track to the west over WWAYS
  - (4) Industry asked whether we could fully link the RNP if BRXXX was the endpoint.
    - (a) A: ATC advised that aircraft arriving from the NW via BRXXX would not be assigned the RNP arrival, in general.
    - (b) We could link the procedures, but ATC generally would not assign due to operational considerations
    - (c) Extended discussion of pilot and ATC local factors.
    - (d) Southwest and United offered to run simulations the RNP proposal with the new JILNA location. Co-leads agreed to follow up with Industry to coordinate / share details.
  - (5) If there is going to be a route change, goal is pilots and controllers on the same page.
    - (a) JH suggested that sort of system works well in some places, especially where procedures do not use LNAV. In this case, it would not work as well.
    - (b) NCT said we still have to seek improvement, as changes become possible.
    - (c) It would be nice to link, but if in reality you will not be assigned the RNP, it would be misleading to have the procedure promise (or suggest) an altitude or route that would essentially never be assigned.
    - (d) In most cases they would be too high for the RNP
  - (6) What is the likelihood that the community rejects everything?
    - (a) A DH: Unknown. But this FWG is a result of community input.
    - (b) Comment: We are following the recommendations of the vote of the committee.
    - (c) The select committee did quite a bit of outreach and met with communities for six months.
    - (d) FAA will conduct the normal environmental review [OSG].

**FWG consensus to adopt the RNP as developed, which will link to the BRXXX STAR and result in significant operational advantage.**

9. Meeting adjourned.

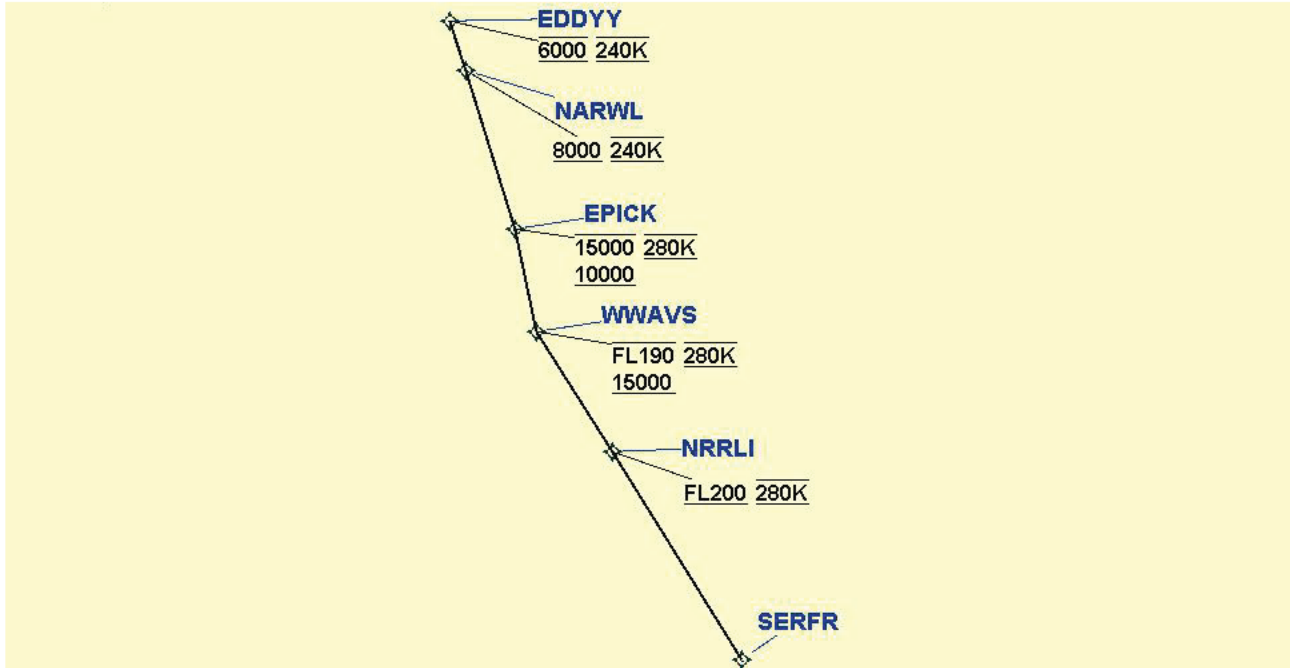


# MEETING MINUTES

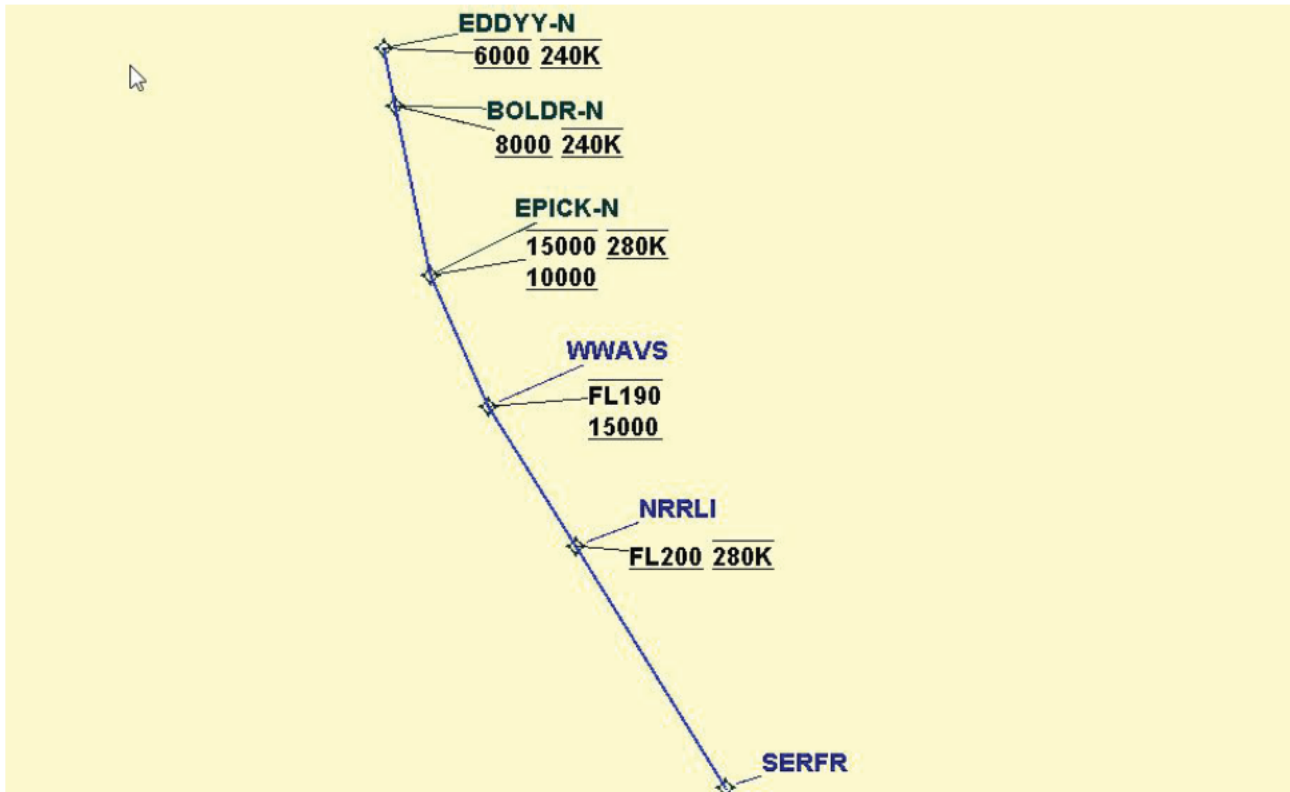


## Graphics

### SERFR THREE ARRIVAL – BEFORE



### SERFR THREE ARRIVAL – AFTER



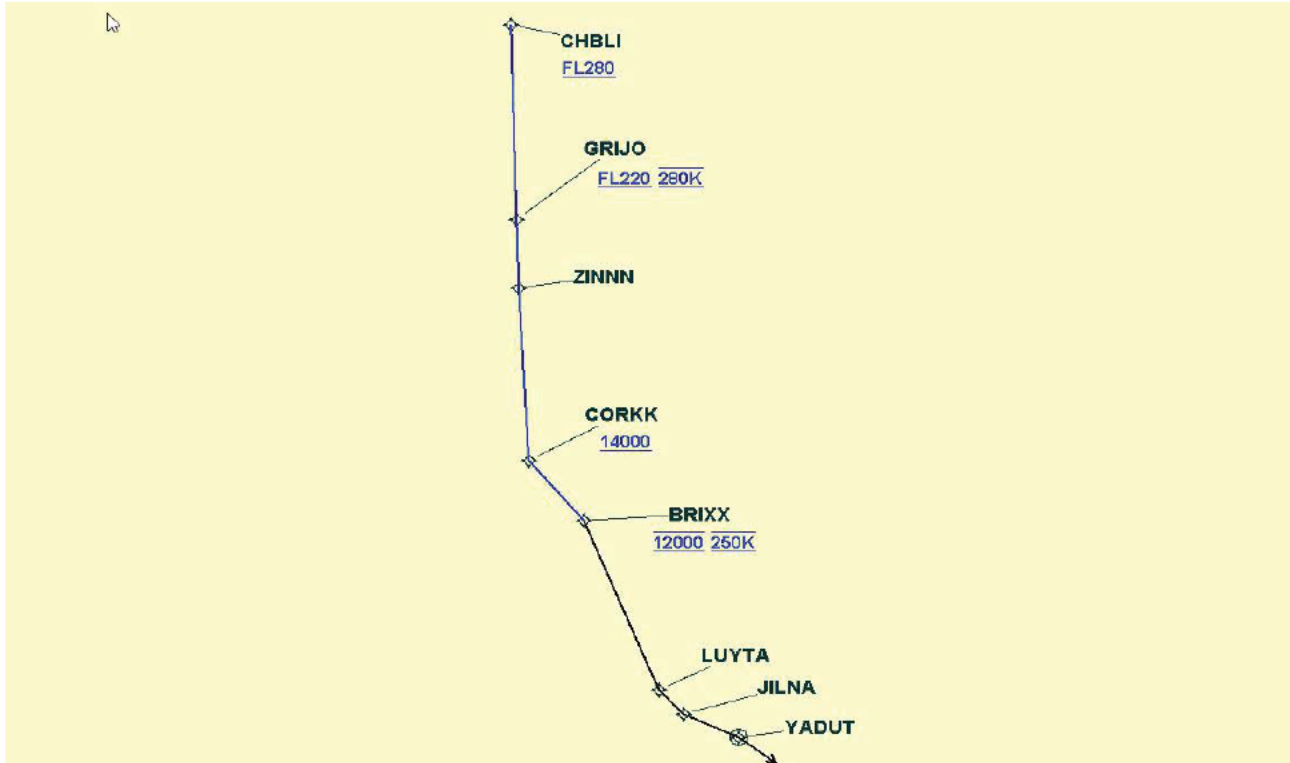




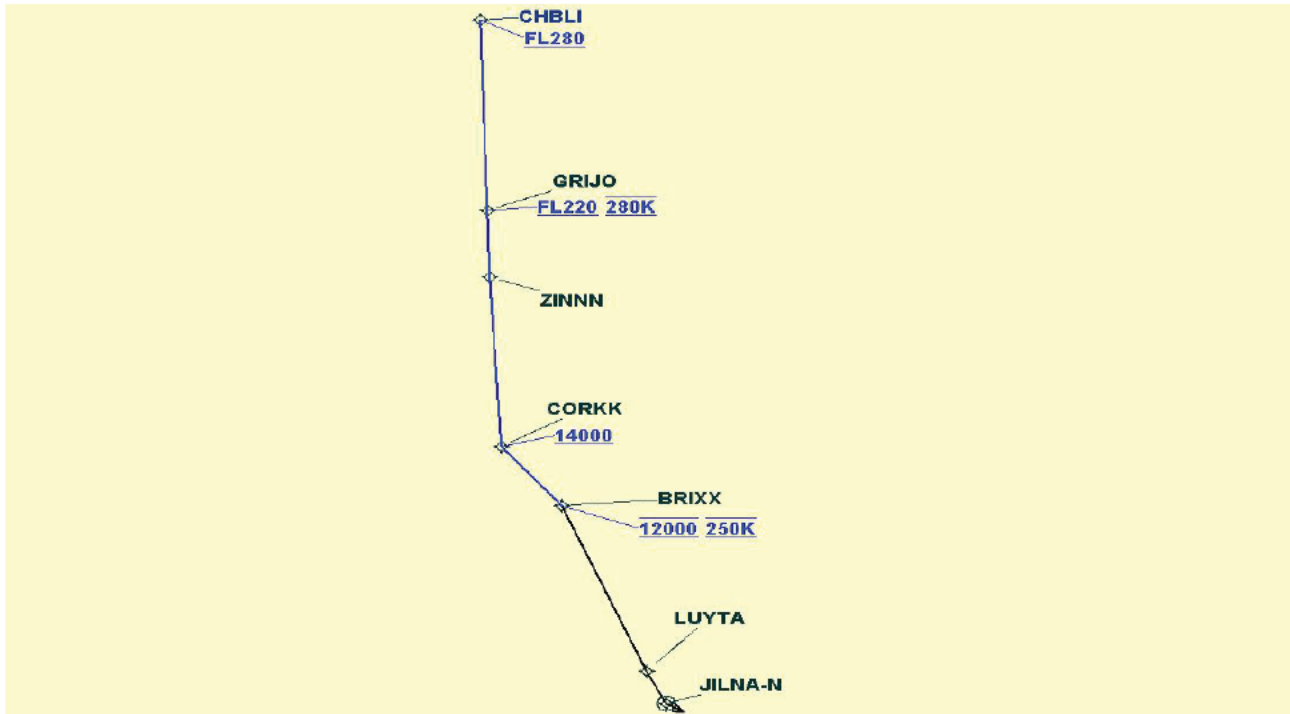
# MEETING MINUTES



## BRIXX TWO ARRIVAL – BEFORE

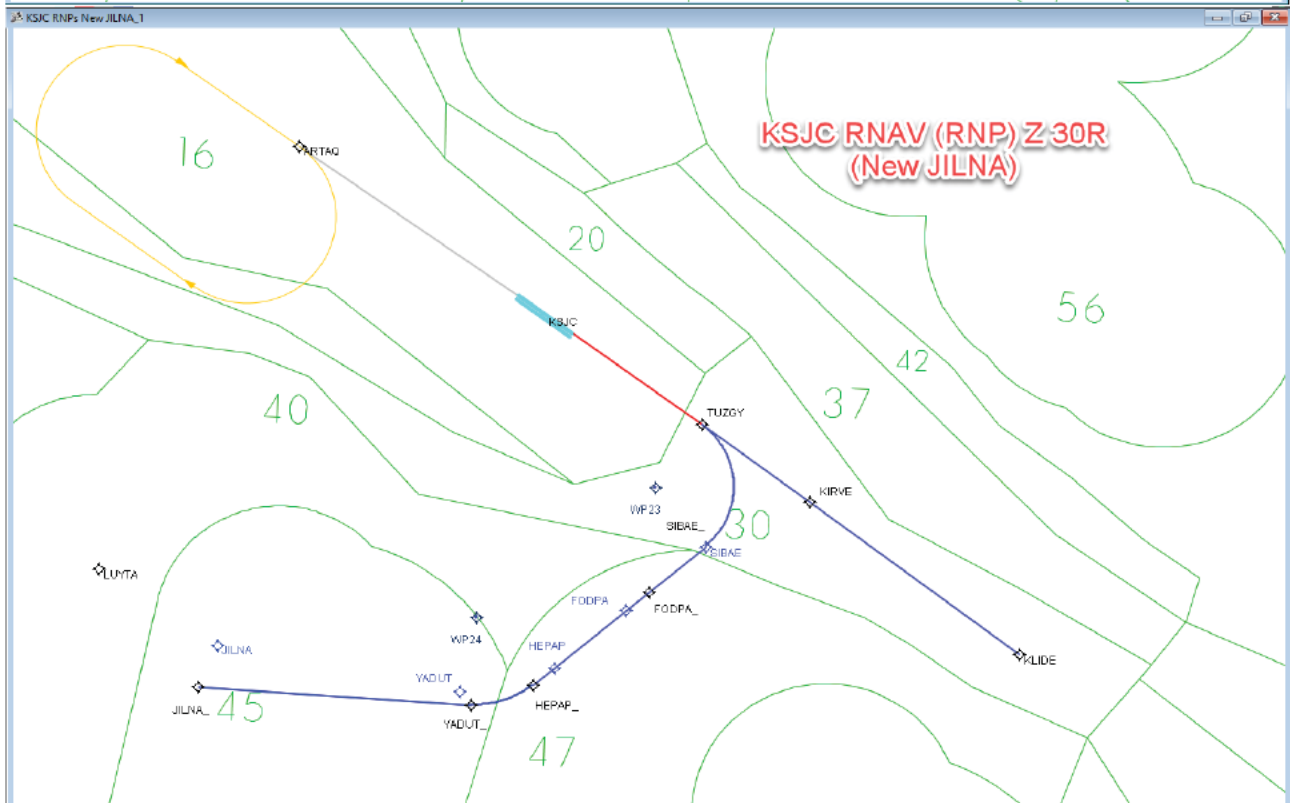
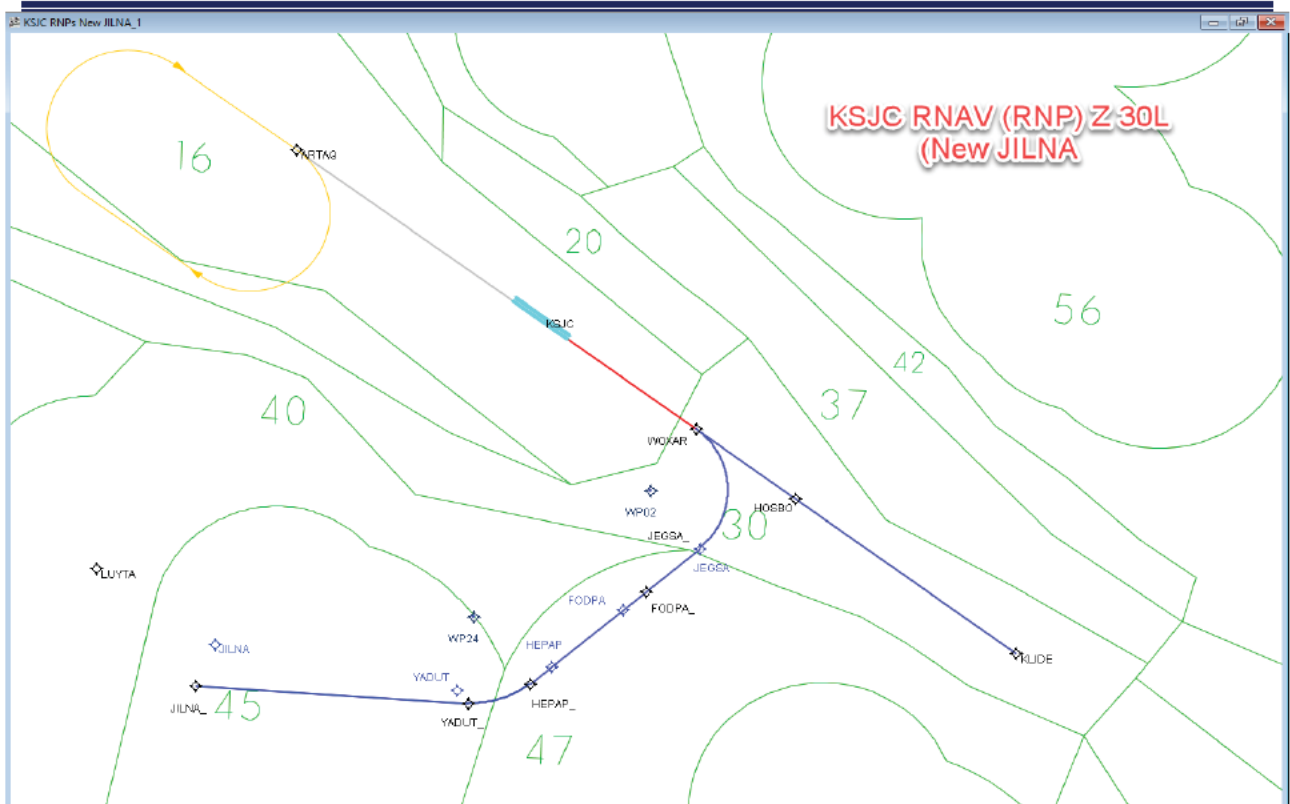


## BRIXX TWO ARRIVAL – AFTER





# MEETING MINUTES





# MEETING MINUTES



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## **LIST OF CHANGES TO KSFO SERFR STAR:**

1. Move EDDYY waypoint 0.36 NM west to align closer to Big Sur SID track. The new position of EDDYY will have a straight course from BOLDR to SIDBY via EDDYY. SIDBY is the next waypoint on the RNAV (RNP) Y RWY 28R after EDDYY. Industry and ATC requested a straight course from BOLDR to SIDBY via EDDYY. The movement of EDDYY will require changes to the RNAV (RNP) Y RWY 28R and nine other procedures.
2. Remove NARWL waypoint. NARWL waypoint was removed because it sounds similar to another waypoint on the STAR (NRRLI) and is an ATSAP item (PTT #14316).
3. Add BOLDR waypoint with restrictions matching NARWL of At or Above (AOA) 8000 and AT 240 KIAS. BOLDR waypoint is on the Big Sur SID.
4. Move BOLDR waypoint 6.15 NM north for Descent Gradient (DG) criteria.
5. Move EPICK waypoint 3.67 NM west to align with Big Sur SID track and retain existing speed and altitude restrictions.
6. Change EPICK holding from 333 inbound to 323 inbound to align with new position of EPICK.
7. Delete 280 KIAS speed restriction from WWAVS waypoint because it is unnecessary.

## **LIST OF CHANGES TO KSJC BRIXX STAR:**

1. Remove MEAs from Common Route to conform to criteria.
2. Delete YADUT waypoint to facilitate ATC vectors to final approach course and mitigate separation issues from the movement of SERFR STAR closer to BRIXX STAR.
3. Move JILNA waypoint 1.27 NM southwest to mitigate separation issues from the movement of SERFR STAR closer to BRIXX STAR. This movement provides approximately 3 miles separation from JILNA waypoint to the SERFR STAR course between EPICK and BOLDER.
4. Change JILNA from flyby (FB) to flyover (FO) waypoint to conform to criteria.
5. Add VM leg to JILNA heading 105 to facilitate ATC vectors to final approach course.

## **LIST OF CHANGES TO KSFO RNAV (RNP) Y RWY 28R:**

1. As a minimum, EDDYY will need to move to align with EDDYY waypoint on SERFR STAR. There may be other changes when the RNP specialists draws the new approach.

## **LIST OF CHANGES TO KSJC RNAV (RNP) Z RWY 30L:**

1. Move JILNA 1.27 NM southwest to align with BRIXX STAR.
2. Move YADUT 0.47 NM southeast for course adjustment reference JILNA. Change from AOA 4800 max 210 to AOA 5300 max 210.
3. Move HEPAP 0.74 NM west for criteria. Change from AOA 4000 to AOA 4700.
4. Move FODPA 0.78 NM west for criteria. Change from AOA 3600 to AOA 3400.
5. Move JEGSA slightly for criteria. Delete max speed 180 KIAS.

## **LIST OF CHANGES TO KSJC RNAV (RNP) Z RWY 30R:**

1. Move JILNA 1.27 NM southwest to align with BRIXX STAR.
2. Move YADUT 0.47 NM southeast for course adjustment reference JILNA. Change from AOA 4800 max 210 to AOA 5300 max 210.
3. Move HEPAP 0.74 NM west for criteria. Change from AOA 4000 to AOA 4700.
4. Move FODPA 0.78 NM west for criteria. Change from AOA 3600 to AOA 3400.
5. Move SIBAE slightly for criteria. Delete max speed 180 KIAS.



# MEETING MINUTES



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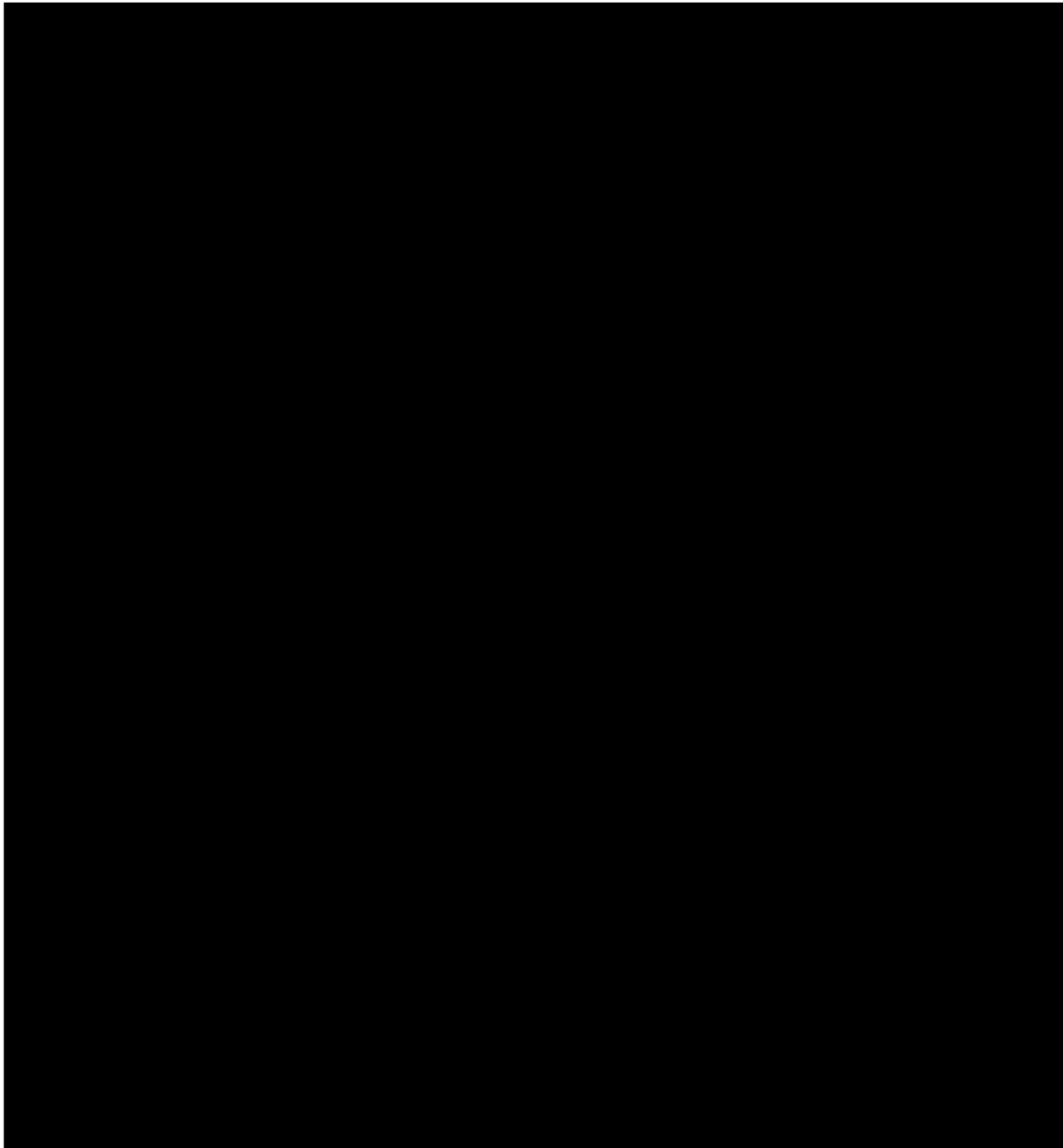
## Approval Letters needed:

SERFR STAR: from EPICK to BOLDR deceleration (RSO0179). FAAO 8260.3D, para 2-2-10.

BRXXX STAR: mandatory altitude restriction at JILNA when the procedure does not connect to an approach (RSO184). FAAO 8260.3D, para 2-2-7 F. (2).

RNAV (RNP) RWY 30R/L: Exceeds Maximum Bank Angle (SAO1.3.21).

Data redacted pursuant to  
FOIA Exemption 5  
5 U.S.C. Section 552(b)(5)





# MEETING MINUTES



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PBN Co-Lead (OSG)

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PBN Co-Lead (Article 114)

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Mark Allan Tellier  
Date: 2019.07.26  
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Sr. ATC Specialist  
NAVTAC Contract Support

**February 11, 2020**

**Name**

Richard Everett

**Message**

New submission from Contact us

Dear SCSC Roundtable Committee Members,

As our representatives responsible for assuring adherence, compliance and implementation of The Select Committee final FAA directions/recommendations, I'm writing today to ask why the Select Committee decision and direction to the FAA to move the SERFR flight path back to the Big Sur flight path has not yet occurred? And, most importantly to ask the Roundtable to provide a firm date of when that flight path change implementation will occur?

The SERFR flight path change-back was officially passed and approved by The Select Committee majority vote (8/4), and the FAA directed to change SERFR back to the previous Big Sur flight path by a deadline of no later than last March.

The FAA received an extension on that deadline and was granted an extension for final implementation Jul/Aug. It is now almost a year since the original deadline and 8 months passed that last extension date.

This has been over a 4 year process and the congressionally formed Select Committee and its appointed community members went through all the required process, procedures, community outreach, stakeholder input and achieved final resolution and recommendations with majority vote.

The Select Committee purpose and mission goals for formation were successfully achieved and brought to conclusion, producing a final and complete physical document stating the official and formal Select Committee directives and recommendations.

This document was authorized and approved by a democratic and final Select Committee majority vote, and then officially given to the FAA for final modeling and implementation.

Specifically, as it relates to the SERFR flight path change, all parties in this process came to final and binding agreement (8 votes in favor/ 4 opposed) and understanding that the FAA would finish their modeling for Big Sur flight path improvements, and then the SERFR flight path would revert back to the previous Big Sur flight path no later than March of last year.

The SCSC Roundtable was then formed to oversee and assure compliance and assure a timely implementation of these Select Committee decisions.

It is long past time for these Select Committee decisions and directives to be prioritized, implemented and for all current stakeholders to be held accountable for meeting timelines; job performance requirements and for bringing this 4 year process to its successful conclusion.

Please provide an update of when the SERFR flight path change will be implemented and what steps are being taken by the SCSC Roundtable to assure timely compliance by all stakeholders to the final Select Committee directives and recommendations.

February 12, 2020

**Name**

Lydia Kou

**Message**

SFO Roundtable meeting 2/5/2020 - Summary report and Action recommendation

To SCSC Roundtable member colleagues,

I attended the SFO-RT meeting on February 5th and wanted to summarize items that are relevant to the SCSC RT. Here is the meeting [packet, agenda and video.](#)

The following are recommendations to SCSC-RT as **Action Items**:

**Noise Monitors:**

1. Send letter of Request to SFO airport to place monitors under SFO arrival and departure flight paths of procedures and associated vectoring, as well as, provide adequate coverage regardless of county limits.
2. Collaborate with SFO-RT on locations, thresholds and duration discussions.
3. Articulate how the noise monitoring data can be best used

**New RT Member Training (Noise 101 & Tracon):**

- Possible opportunity to foster collaboration and potentially reduce costs for SCSC RT to combine with SFO RT

**New Committees (TWG, Leg, etc.):**

- Possible opportunities to collaborate with some SFO-RT subcommittees

Kind regards,

**Summary of SFO-RT meeting 2/5/2020**

**Call to Order and Elections**

- James Castaneda, SFO RT Program Coordinator has taken a new position in Southern California
- Ricardo Ortiz, City of Burlingame is the new Chair
- Ann Wengert, City of Portola Valley is the new Vice Chair

**SFO Airport Updates**

- GBAS - continued negotiations with Honeywell
- Decrease in traffic from China (went down from about 90 planes a week to 40 a week) due to Coronavirus

**Ground-Based Noise Ad-Hoc Subcommittee**

- Working on a study to propose to RT

**PIRAT TWO**

- No update

## **Budget FY2020**

- Approved

## **Noise Monitors**

- Noise Monitors placement ad hoc subcommittee met earlier in the day and the meeting was not posted, will be meeting again
- **SCSC RT Consideration:** 1. Request to SFO airport to place monitors under SFO arrival and departure flight paths of procedures and associated vectoring, as well as provide adequate coverage regardless of county limits. 2. Collaborate with SFO-RT on locations, thresholds and duration discussions. 3. Articulate how the noise monitoring data can be best used

## **New RT Member Training**

- Noise 101 training and field trip to TRACON
- **SCSC RT Consideration:** Possible opportunity to foster collaboration and potentially reduce costs for SCSC RT to combine with SFO RT

## **Formal Coordination with other Bay Area Roundtables Status**

- Meet with Ivar and his team to review how to get regional participation by airports e.g. SJC at SCSC RT
- Meet with Congressional Reps to secure their support and involvement

## **New Committees**

- Forming subcommittees: Legislative, TWG, Ground-Based noise, Noise Monitors Placement, and Work Plan
- **SCSC RT Consideration:** Possible opportunities to collaborate with some subcommittees

\*\*\*End\*\*\*

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Lydia Kou - Council Member



**February 17, 2020**

**Name**

Darlene Yaplee

**Message**

Letter from Reps Speier and Eshoo - DOT report on NextGen

SCSC RT,

Good news.

Several members of Congress, including Senator Harris, Representative Khanna, Representative Speier, and Representative Eshoo, sent a letter on December 20, 2019 to FAA Administer Dickson regarding the DOT report that I shared earlier in public comments with the SCSC RT.

The report showed that NextGen resulted in negative benefits for the Northern California metroplex (negative \$7.5 M/year) and lower estimates for the other six metroplexes.

Attached is the Congressional letter and link to the DOT report.

Kind regards,  
Darlene Yaplee

**Attachment Summary**

**20200217\_D\_Yaplee\_12.20.19 Bicameral letter to FAA re IG Report**

**20200217\_D\_Yaplee\_Screen Shot 2019-09-02 at 2.35.23 PM (1)**

**Congress of the United States**  
**Washington, DC 20510**  
December 20, 2019

Hon. Stephen M. Dickson  
Administrator  
Federal Aviation Administration  
800 Independence Avenue SW  
Washington, DC 20591-0004

Dear Administrator Dickson:

We are writing on behalf of hundreds of thousands of Americans who continue to suffer the effects of the FAA's NextGen program.

As you know, since its introduction of Metroplexes in 2010, the FAA has concentrated flight paths over neighborhoods, schools, and national monuments in order to make the airspace more efficient. This heavy air traffic produces constant noise and particulate matter that has yet to be deemed safe by the FAA or any other government agency. The noise created by the frequency of flights – in some areas beginning before 6:00 a.m. and continuing every few minutes until midnight or later – has had a devastating impact on residents' quality of life. The FAA has yet to make any significant changes to the disruptive flight paths. In fact, communities, cities and states around the country, including in and around the District of Columbia, Phoenix, Boston, San Francisco, Los Angeles, Seattle, Denver, New York, and the State of Maryland, have taken legal action as a result of the FAA's failure to adequately address community concerns.

A report by the U.S. Department of Transportation's Office of Inspector General dated August 27, 2019 entitled *FAA Has Made Progress in Implementing Its Metroplex Program, but Benefits for Airspace Users Have Fallen Short of Expectations* raises serious questions about the efficacy of the FAA's NextGen program. Among these concerns are limited estimates of annual benefits, inaccurate information published by the FAA about the advantages of Performance Based Navigation, and inadequate documented evidence to measure progress.

According to the section of the report entitled "Metroplex Benefits to Airspace Users Have Fallen Well Short of Predictions, and There Is No Consensus on Actual Benefits Achieved," the FAA estimates that NextGen implementation has saved airlines only \$31.1 million annually, which is roughly half of its initial minimum estimate. Of the seven completed Metroplex locations, only one achieved fuel savings benefit expectations. Even more concerning, the FAA published conflicting information about these savings on its website. For example --

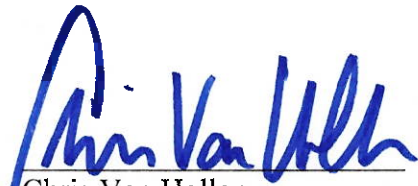
"[The] FAA has posted the benefits estimate of \$2.0 million from the design team for Northern California rather than the negative \$7.7 million benefits, even though this is a completed site... Unclearly or inaccurately reporting Metroplex benefits limits Congress and the Department's ability to assess the progress of the program for purposes of providing and allocating funds, and industry stakeholders may not be able to rely on FAA reported benefits to effectively plan for the investments required to equip aircraft operating in the NAS [National Airspace System]."

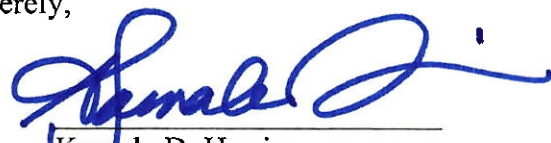
The FAA claims that other operational benefits such as increased safety have also been achieved, but, according to the report, this claim remains unsubstantiated because the “FAA has not established a process to measure or track these additional operational benefits because it states these benefits are difficult to quantify.” It is also important to note that the FAA has yet to quantify the harm to health and property that the NextGen program has created for residents and wildlife living beneath concentrated flight paths.

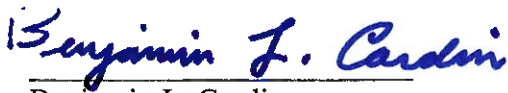
We are concerned that the NextGen program has failed to meet the bare minimum standards for success. Currently, the FAA continues to introduce and implement concentrated flight procedures with Performance Based Navigation throughout the country. The FAA boasts profits for airlines, shipping companies, and other industry stakeholders<sup>[1]</sup>, but the burden of noise, health risks, and declining property values falls on the backs of hard-working Americans. We urge the FAA to fast-track the development of new flight paths in all Metroplexes and at other airports with NextGen procedures that will significantly disperse air traffic and raise aircraft altitudes.

We would appreciate your review of the enclosed report and a detailed timeline of your plan to implement procedures that will mitigate harm to the communities we represent. We look forward to your prompt response.

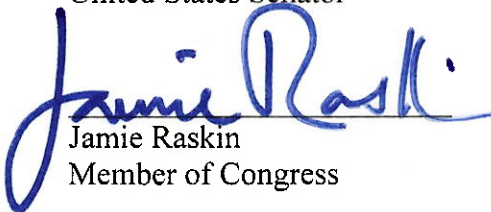
Sincerely,


  
Chris Van Hollen  
United States Senator


  
Kamala D. Harris  
United States Senator

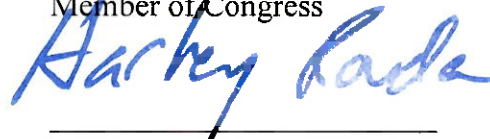
  
Benjamin L. Cardin  
United States Senator

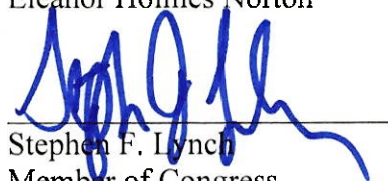
  
Edward J. Markey  
United States Senator

  
Jamie Raskin  
Member of Congress

  
C.A. Dutch Ruppertsberger  
Member of Congress

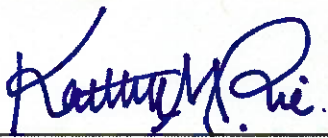
  
Member of Congress  
Eleanor Holmes Norton

  
Harley Rouda  
Member of Congress

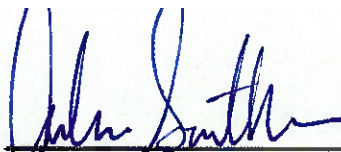
  
Stephen F. Lynch  
Member of Congress

  
Raul Ruiz, M.D.  
Member of Congress

<sup>[1]</sup> Federal Aviation Administration. Fact Sheet – NextGen. (November 26, 2019).  
[https://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=24434](https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=24434)



**Kathleen M. Rice**  
Member of Congress



**Adam Smith**  
Member of Congress



**Jackie Speier**  
Member of Congress



**Karen Bass**  
Member of Congress



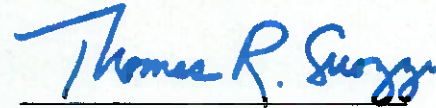
**Ro Khanna**  
Member of Congress



**Ted W. Lieu**  
Member of Congress

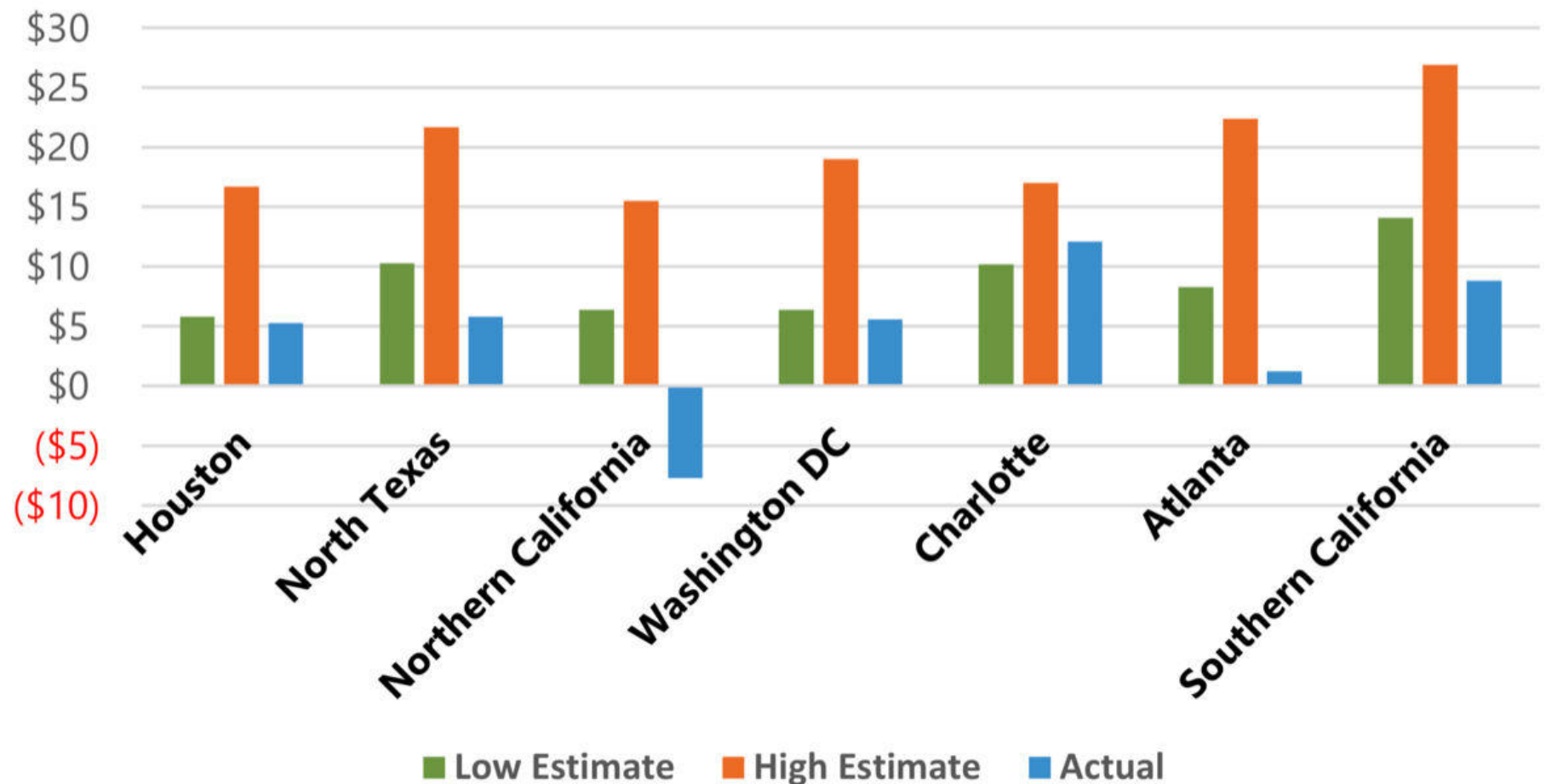


**Anna G. Eshoo**  
Member of Congress



**Thomas R. Suozzi**  
Member of Congress

Figure 4. Metroplex Implementation Sites Pre- and Post-Implementation Estimated Annual Benefits (in Millions)



**February 17, 2020**

**Name**

Alastair Fyfe

**Message**

letter for February SCSC public correspondence packet

Hello Evan,

please include the following letter:

[https://drive.google.com/file/d/1kvqnkTnV7U8Uh3\\_yvqc4g6j9T0coZHhL](https://drive.google.com/file/d/1kvqnkTnV7U8Uh3_yvqc4g6j9T0coZHhL)

in the public correspondence packet for February. If an attached pdf works better, please say.

Thanks,

Alastair Fyfe

**Attachment Summary**

**20200217\_A\_Fyfe\_letter for February SCSC public correspondence packet\_palacios\_feb3\_20**

February 3, 2020

Dear Mr. Palacios,

I am writing in regard to the amendments to the Santa Clara/Santa Cruz Roundtable (SCSC RT) Work Plan you proposed at the January 22, 2020 meeting. The revisions you suggested to section 1.1.3 of the Work Plan, which were subsequently approved, are directly contrary to the interests of most of the Santa Cruz County residents you represent.

On August 14, 2019 a letter published in the Santa Cruz Sentinel made the following claim with regards to the proposed shift of the existing SERFR flight path to the legacy BSR route: ***it is incontrovertible that the proposed change will concentrate all flight traffic over a narrower area of the county and shift flight noise over more county residents.***

This claim is fundamental to your role as the designated representative for Santa Cruz County on the SCSC RT. If the claim is true, the proposed change will be detrimental to far more county residents than it benefits, particularly residents who live in the fifth and third supervisorial districts. Why would you support such a proposal? It runs directly contrary to the intent the Board of Supervisors set out in resolution 213-2019 designating your participation on the SCSC RT:

*“The CAO or designee, as the County's representative on the roundtable, represent the County of Santa Cruz with the direction from this Board that the representative 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”*

Evidence that supports the above claim is summarized below; verification is elementary. As evident from the images of flight paths released by the FAA, vectored traffic is invariably routed west. As a result, the current distribution of flight traffic approximates a 50-50 distribution: those who live under the SERFR track receive about half the noise. This would be changed to a 100-0 distribution under the proposed shift. How can such lopsided impact be rationalized as in the best interest of county residents as a whole?

Language deleted from the Work Plan at your request included: *“Before the FAA finalizes the procedure for rollout, and while there is still an opportunity to alter it, the noise and environmental impacts to communities under the proposed BSR Overlay are well-understood by the Roundtable.”* In justifying your revisions, you repeatedly mentioned that deletion of these protections was requested by a “community” anxious to see the proposed shift put into effect.

**The simple truth is that this path shift will provide no net benefit for Santa Cruz county.** It will only provide relief to a vocal minority at the expense of shifting all traffic and noise onto their neighbors to the west. Rather than accelerating implementation of the proposal and bypassing careful consideration of its impact and alternatives, the fundamental question is why this proposal should go forward.

The FAA is scheduled to provide a planning update on the proposed BSR route at the upcoming SCSC RT meeting on Feb. 26. As the representative for all Santa Cruz county residents please bring the following points to the FAA's attention:

- Does the proposal include any attempt to vector traffic to the east of the proposed path thus preserving some semblance of an equitable noise distribution over the county?
- By widespread agreement, including direction from Congressional representatives, the recommendations of the Select Committee are not to be reopened. Recommendations 1.2R1 and 1.2R2 are clearly linked in the Committee's Final Report. If the FAA has determined that parts of 1.2R2 are unfeasible why is it moving forward with 1.2R1? A piecemeal hybrid of the two recommendations is not what the Committee voted on; it likely would never have been approved.
- Likewise, the Select Committee intended that any regional noise shift be supported by a 2/3 super-majority of participating communities. Given the unambiguous retraction voiced by the City of Los Altos Hills, such a super-majority has not existed for a couple of years. Why is the noise shift of recommendation 1.2R1 moving forward in absence of the requisite consensus?

The attached pages support the claim made in the Sentinel letter cited above. They are copied from a letter addressed to the SCSC RT on July 17, 2019. That letter included the following explanatory notes:

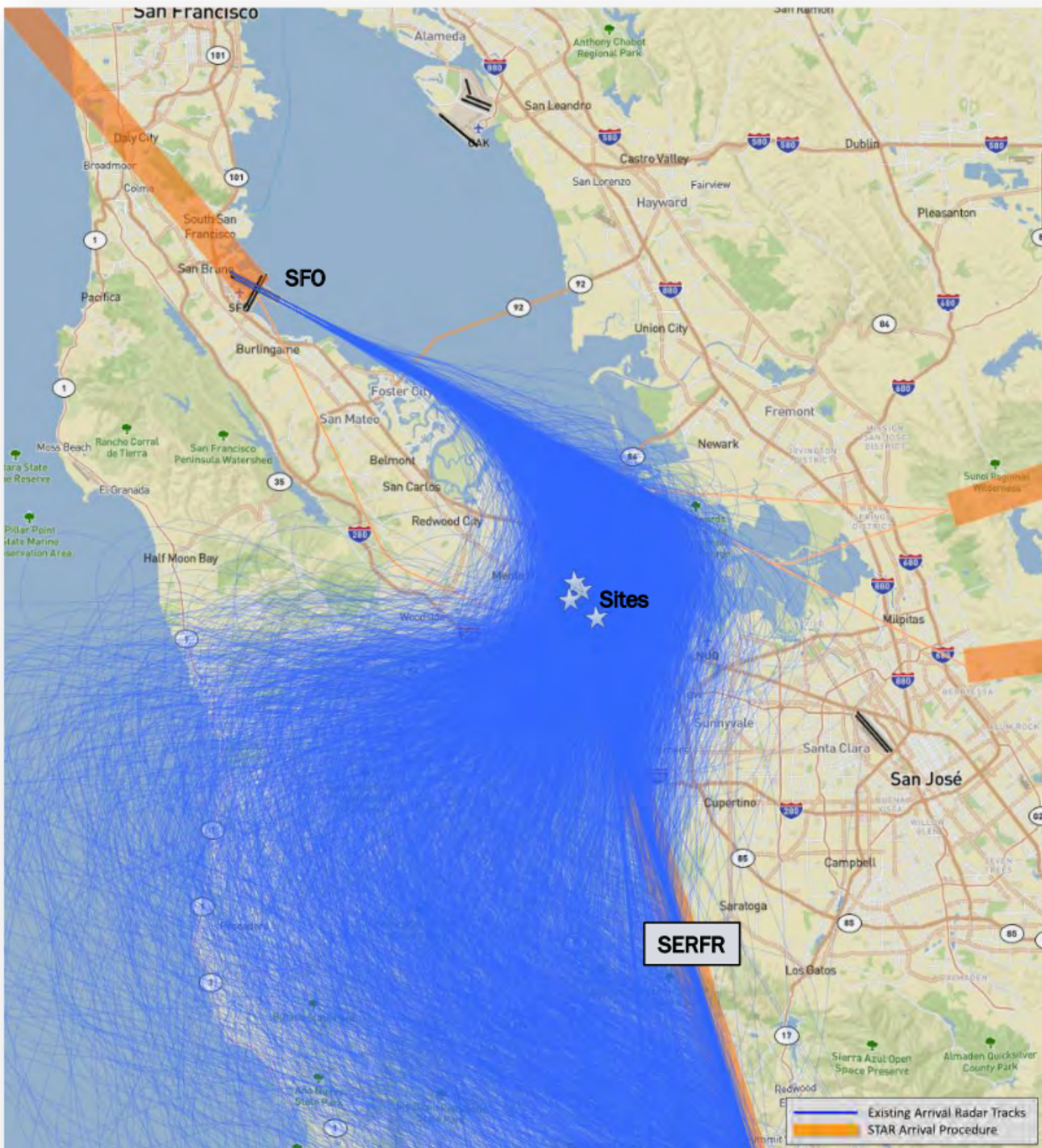
*“- The attached images of flight tracks from SERFR, compiled by the FAA and by SFO, make two observations apparent. First, that about half the traffic already overflies residents who live west of the SERFR track. Secondly, that shifting the flight path to the west will increase noise concentration over a smaller area as traffic is never vectored to the east.*

*- 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.”*

Thank you for your consideration,

Alastair Fyfe  
Brookdale





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

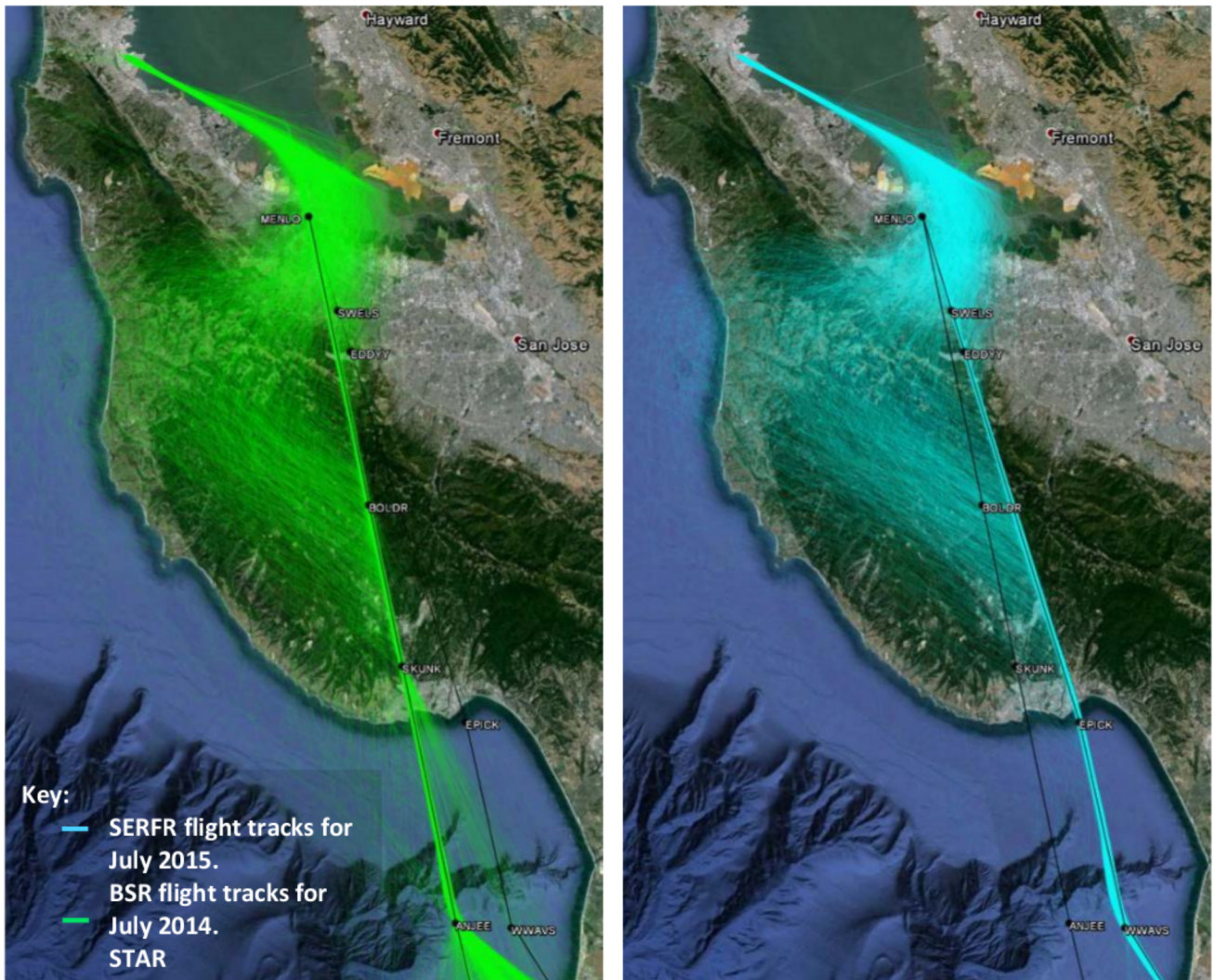


Figure E.1: Comparison of how the BSR and the SERFR were flown

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.

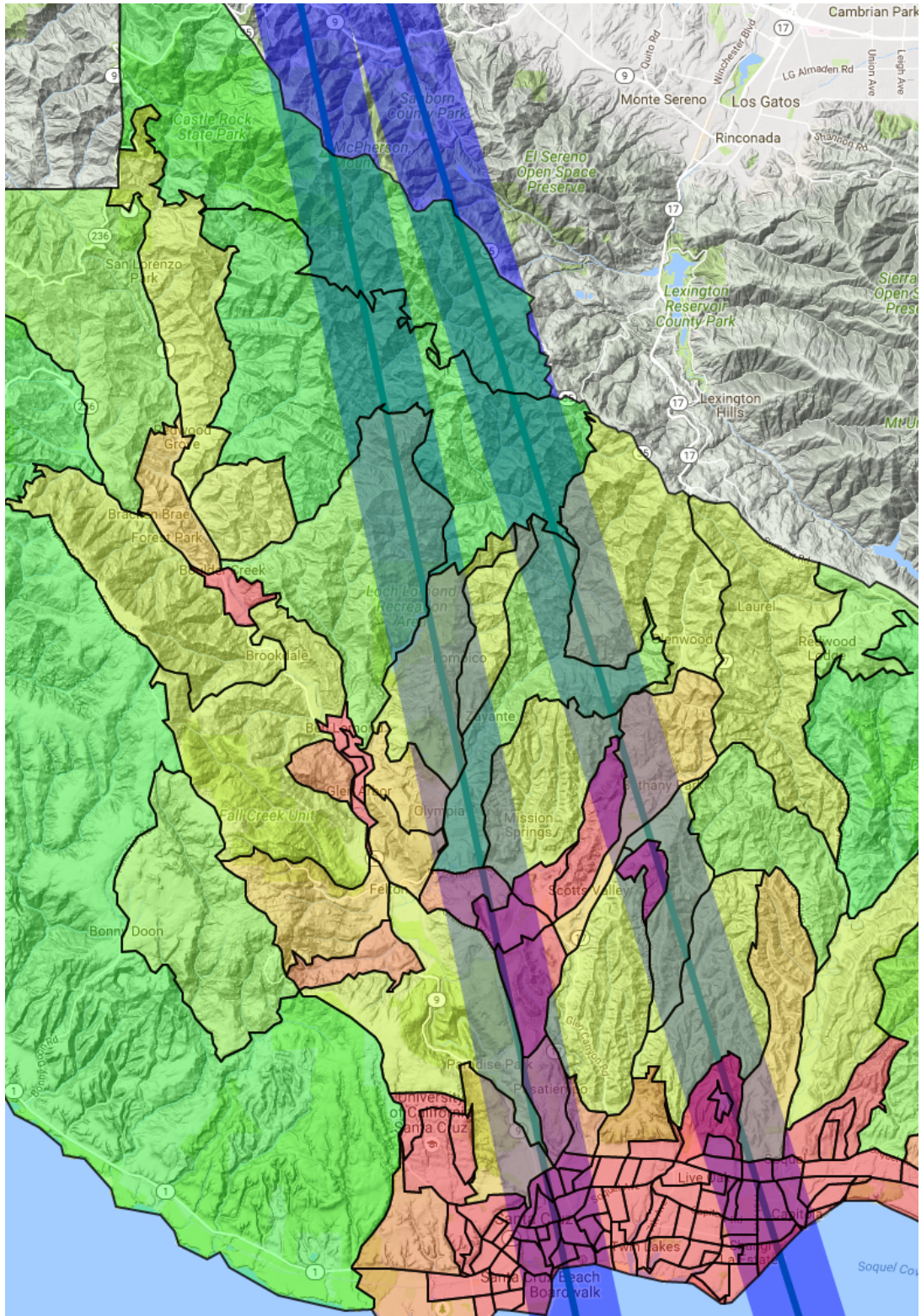


Figure 1: Census block group boundaries for Santa Cruz county colored by population density with cutoffs at 100, 200, 500, 1000 and 1500 residents per square mile. The SERFR and BSR ground track lines are shown, bordered by 1.5 mile wide shadows.

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

**February 18, 2020**

**Name**

Angela Montes

**Message**

New submission from Contact us

Hello I am reaching out you from the SFO Airport Community Roundtable. I was hoping someone can share with me who your website creator is. We are having major website issues and are looking at our options and would greatly appreciate your input.