

**SCSC Roundtable -**

**Late Correspondence Received**

**May 22, 2021 – May 25, 2021**

**SCSC Roundtable**

**May 22, 2021**

**Carol Surrell**



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

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**Jet Noise**

1 message

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**carol surrell**

Sat, May 22, 2021 at 5:30 PM

To: scscroundtable@gmail.com

Please hold the FAA accountable for the excessive jet noise we have experienced for the last 6 years since they re-routed flights into SFO. The flights are too low and the flight path is directly over heavily populated neighborhoods, like mine in Los Altos. Please fix this problem which negatively impacts so many of us.

Thank you,  
Carol Surrell  
Los Altos, CA

**SCSC Roundtable**

**May 22, 2021**

Elizabeth Lopez

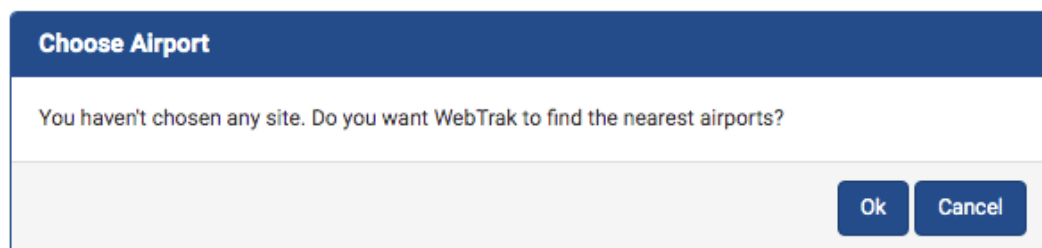
**Elizabeth Lopez**  
To: "Bert Ganoung (AIR)"

Sat, May 22, 2021 at 7:06 PM

Hi Bert,

I'm curious why the community is testing this app out. Is there supposed to be an improvement to what was already available? It doesn't seem to offer any additional benefits to the community versus what the original noise complaint system SFO provided. It does not provide data on what plane is contributing to the noise, it does not provide the altitude of the flight, the distance from my residence, it does not provide the number of reports made, it does not provide data on other complaints made that day, nor does it not provide any information that I can see other than my own personal information that I entered.

I may have misunderstood the rationale for this app. I thought it was supposed to be at least equivalent in usefulness to the stop jet noise app. It seems lacking in every way, except that it appears as if I am able to submit a report; though there is no real confirmation of such, except for a pop up that says "report received," but I have no idea if the complaint really was received or what the system actually received, as it is not made visible. Perhaps everything I am submitting is not even associated with a plane and the "report received" is essentially a notification that I submitted a noise complaint on a non-existent flight. What's the point in reporting if we don't know what we are reporting. Ethically, I don't feel like I should be submitting an official report associated with my name, that I can't even see. It's like we're flying blind here.



I'm assuming we are now able to report on low frequency and back blast noise. Is that why there is a "choose a flight" option? I can't imagine that users would have to go into the system and wait for another interface to load and then figure out themselves what flight it was that contributed to the noise issue.

Could you please tell me who is being paid to design this app and how much they are being paid?

Thank you,

Elizabeth Lopez  
San Francisco  
[Quoted text hidden]



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

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**Noise App Workshop**

2 messages

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**Bert Ganoung (AIR)**

Thu, May 13, 2021 at 3:18 PM

Good Afternoon,

We had originally planned to hold a workshop and present the current status of our Noise App today. Following the feedback received I have changed this to offer the SFO Noise App Beta test site for all to test and share at your leisure for the next two-weeks <https://viewpoint-app-staging.emsbk.com/sfo5>.

We are still finalizing items and you may occasionally find that the site is not available. It is important to note that this is not a live site, all personal information and noise reports will be purged within a month. To file an actual noise report please use the current methods including our live site in its current state <https://viewpoint-app.emsbk.com/sfo5> I ask that you check back and run your own tests and provide your valuable feedback. I will schedule a WebEx meeting to go over our status shortly.

Thank you for your interest as a stakeholder.

**Bert Ganoung**

Manager, Aircraft Noise Office | Planning, Design, &amp; Construction

San Francisco International Airport | P.O. Box 8097 | San Francisco, CA 94128

[flsfo.com](https://flsfo.com) | [flyquietsfo.com](https://flyquietsfo.com)[Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#)

**SCSC Roundtable**

**May 24, 2021**

Sky Posse Post -

Jennifer



SCSC Roundtable <scscroundtable@gmail.com>

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## Thank you for your email. Re: Reply to Representative Eshoo's recent letter on Airplane Noise

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**Sky Posse Post**

Mon, May 24, 2021 at 2:52 PM

To: SCSC Roundtable <scscroundtable@gmail.com>

Hi SCSC,

Is correspondence addressed to the SCSC reaching SCSC officials?

Thanks,

Jennifer

[Quoted text hidden]



**SCSC Roundtable**

**May 24, 2021**

Sky Posse Post -

Jennifer



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

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**Reply to Representative Eshoo's recent letter on Airplane Noise**

1 message

**Sky Posse Post**

Mon, May 24, 2021 at 11:21 AM

To: Karen Chapman &lt;Karen.Chapman@mail.house.gov&gt;

Cc: scscroundtable@gmail.com, city.council@cityofpaloalto.org, 9-AWA-NoiseOmbudsman@faa.gov, 9-awp-noise@faa.gov, marina.landis@faa.gov, "Ivar Satero (AIR)" &lt;lvar.Satero@flyso.com&gt;

Dear Karen,

Good morning and thank you for Representative Eshoo's recent update on airplane noise.

Please find attached a reply with items for consideration for the FAA's upcoming virtual forum, the FMCS announcement, and our question about what step is needed for the FAA to facilitate supplemental metrics to communicate about potential impacts because as all are aware, DNL alone can't address the concerns in the MidPeninsula.

Best,

Jennifer

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 **5\_24\_21 Letter to Congresswoman Anna Eshoo.pdf**  
109K

## Sky Posse Palo Alto

2225 East Bayshore Avenue, Suite 200, Palo Alto, CA 94303

May 24, 2021

The Honorable Anna Eshoo  
United States House of Representatives  
District Office  
698 Emerson Street  
Palo Alto, California 94301

Dear Representative Eshoo,

Several of our members received your [recent letter](#) that includes,

“The FAA has begun coordination to plan for a virtual community informational briefing this summer. The briefing will include an overview of airspace operations in Northern California and an update to the recommendations that the Select Committee provided to the FAA. During the briefing, community members will be able to ask questions about the items that the FAA discusses.”

“Airspace operations” refers to what the FAA does *in the air* and other information about Air Traffic Control’s needs; for the public to be informed about potential *ground* noise and air quality pollutant effects the FAA would also need to represent impacts with historical assessments and prospective noise maps and data--such as number of flights at respective altitudes. Without this information there is no way for the public to ask informed questions about the effects on their communities of FAA actions. In particular, we would like to understand the FAA’s “noise screening” because this remains a mystery.

We would also like to ask for the FAA to explain why they and SFO are pursuing a new method to “collect” complaints with their [Noise Portal](#) that discourages third party applications, interferes with local choices, and creates unnecessary bureaucracy. Third party applications are how people have been able to easily make noise complaints, and the collected data is valuable public information. Without the apps, people are much less likely to make complaints because the process is so difficult. Furthermore, SFO and FAA have yet to dedicate resources to studying complaints in combination with other data to inform potential solutions. We commend the Stanford MONA team for doing this relevant analysis which can lead to informed decisions in efforts to identify mitigation options. Please see citizen [complaints evolution during Covid illustrated on page 3](#) of the MONA team’s input to FAA’s recent Federal Register notice about research to inform national aircraft noise policy. We would like to see investments in these efforts expanded.

At the May 6, 2016 inaugural meeting of the Select Committee, FAA’s then Western Regional Director Glen Martin committed to providing analysis of the Select Committee outcomes using the FAA’s environmental analysis tool which can map historical

assessments as well as projections with a choice of metrics to communicate ground noise and emissions information. The FAA was asked to confirm that these tools were available, Mr. Martin said yes. “Could we be assured this would happen?”, and Mr. Martin assured it was possible. The FAA also provided an Update in November of 2017, that [explained on page 8](#), regulatory steps which include environmental assessments (which are required to use mapping tools), and that they would follow these rules.

The FAA however has not provided noise maps or environmental assessments. At the same time, the FAA is being called to account in a [report by the Inspector General at the Department of Transportation](#) for not having published metrics to measure Nextgen performance. The lack of objective and quantitative analysis of airspace procedures allows the FAA to continue to ask Congress for money for industry priorities while minimizing the public’s need for relevant ground impact information that impacts health, productivity and well being.

Since we last wrote to you, there has also been [an announcement](#) about the next steps with the FAA’s [Federal Register Notice](#) and [Neighborhood Environmental Study](#), - that the FAA is bringing a Federal Mediation and Conciliation Service (FMCS), “to assist with designing an inclusive and participatory policy review framework and process that prioritizes input from substantially affected stakeholders, including local communities.”

Because national policy review will likely entail an unpredictable timeline, we believe the FMCS should consider an [immediate](#) interim approach: to stop using the 65 threshold as the standard of significance which **denies noise in our communities**. The May 21st publication [Airport Noise Report](#), reported Sky Posse member Jennifer Landesmann’s response to the FMCS announcement under the title, **FAA URGED TO IMPOSE A MORATORIUM ON USE OF THE 65 DNL THRESHOLD,**

“An alternative way to move forward in light of FAA’s updated annoyance data should be considered, which is to have a moratorium on using the 65 DNL threshold as the standard for significant noise impact, thus suspending environmental declarations until there is some interim correction to avert the misrepresentations of impacts to communities, especially those outside the 65 contours. These corrections don’t require new laws or new policies because adding more ways to consider noise is provided for in current rules - communities have made several proposals for best practices.

Missing is the FAA’s cooperation to offer what is otherwise the cornerstone of good government: to quantify, map and communicate realistic analysis of pollutants to citizens *before* taking actions. Certainly, there is no rush to accelerate air traffic procedures this year because the level of operations to justify many of these is nowhere near what would necessitate them, and publishing noise maps can easily fit in any timeline.”

While traffic is down for this year and next, this is the most opportune moment to prioritize people over projects that are not fully vetted and have yet to factor in the cost of noise.

Finally, amidst what is an untenable level of dysfunction in how the FAA represents ground noise effects disclosures to the public, we still are looking for follow up on the problems we raised in our [March 31 letter](#) and [items submitted to the SCSC Roundtable](#).

We would very much appreciate an answer from the FAA about what specific step is needed to employ supplemental metrics to communicate ground effects in the MidPeninsula. Supplemental metrics do not require new legislation, they are used in other locations on a case by case basis. The MidPeninsula is a prime case that needs more metrics to understand aviation pollution effects on individuals and communities.

Thank you,

Sky Posse Palo Alto

Copy:

SCSC Roundtable  
City of Palo Alto  
FAA Ombudsman  
SFO Airport

**SCSC Roundtable**

**May 25, 2021**

SCSC Roundtable

Consultant Staff

Evan Wasserman



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

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**SCSC Roundtable - materials for reference from SFO Roundtable**

1 message

**Evan Wasserman**

Tue, May 25, 2021 at 11:25 AM

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

Cc: "Mary-Lynne Bernald"

Dear SCSC Roundtable Members and Interested Parties,

The following information was forwarded to us by the SFO Roundtable for their 6/2/21 meeting, and is being provided for general reference prior to the SCSC Roundtable special meeting scheduled for tomorrow (5/26/21) at 1:00pm PDT.

Specifically of interest is page 31 of the agenda packet/staff report (link provided below) that includes a request for Membership to the SFO Roundtable: background, history, options, and discussion with the MTC Planning Director on the possible role of the Regional Airport Planning Commission.

<https://sforoundtable.org/06-02-2021-regular-meeting/>

Thank you,

**Evan Wasserman***SCSC Roundtable Consultant Staff*

**SCSC Roundtable**

**May 25, 2021**

**Jane Manning**





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

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**two comments**

1 message

**Jane Manning**

Tue, May 25, 2021 at 1:00 PM

To: scscroundtable@gmail.com

Cc: Jane Manning

Dear Roundtable members,

1-We urge the Roundtable to continue pressure on the FAA to mitigate the massive noise in the Southern Santa Cruz Mountains from SERFR and BRIXX, especially in the higher ridge areas like along Skyline Boulevard. It has become even worse because SJC has an increased number of inbound flights from Hawaii. These cross the ridgetop at about 1500' above ground in the same area where BRIXX and SERFR already intersect, meaning now the intersection of three very heavily-used tracks in the same location!

2-We saw the upcoming change with BRIXX and have no idea what impact it will have. It is outrageous that we did not have the benefit of the Roundtable to help us understand what is going to happen. We sincerely hope it can re-form in some manner as soon as possible.

Thank you so much for your continued work on airplane noise in the southern counties!

Jane Manning

[Los Gatos](#)

**SCSC Roundtable**

**May 25, 2021**

Mike McClintock



SCSC Roundtable <scscroundtable@gmail.com>

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## Fwd: Reminder - May 25 and 26: Public Scoping Meetings for the OAK Terminal Modernization and Development Project

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Mike McClintock

Tue, May 25, 2021 at 1:49 PM

FYI.

Subject: Reminder - May 25 and 26: Public Scoping Meetings for the OAK Terminal Modernization and Development Project



REMINDER -- Public Scoping Meetings for the  
Oakland International Airport Terminal Modernization  
and Development Project

### Virtual Public Scoping Meetings

*Tuesday, May 25, 2021, 3:00 - 4:00 p.m. PDT*  
*Tuesday, May 25, 2021, 6:00 - 7:00 p.m. PDT*  
*Wednesday, May 26, 2021, 3:00 - 4:00 p.m. PDT*  
*Wednesday, May 26, 2021, 6:00 - 7:00 p.m. PDT*

The Port of Oakland is holding four virtual public scoping meetings to receive comments and to share information on the Oakland International Airport Terminal Modernization and Development Project as well as the environmental review process. Each meeting will begin with a presentation followed by an opportunity to provide comments on the scope and content of the information to be included in the Draft Environmental Impact Report (EIR).

Information on accessing the virtual public scoping meetings is available at [www.oaklandairport.com/terminaldevelopment](http://www.oaklandairport.com/terminaldevelopment).

In accordance with the California Environmental Quality Act (CEQA), the Port of Oakland is preparing an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the Oakland International Airport Terminal Modernization and Development Project. The Port is proposing to modernize existing Terminals 1 and 2 and construct a new terminal to address facility safety, efficiency, and modernization needs. The Proposed Project will require federal approval and thus will also require review under the National Environmental Policy Act (NEPA).

The Port issued a Notice of Preparation (NOP) and initiated a 30-day public comment period on May 7, 2021 to invite comments on the scope and content of the information to be included in the Draft EIR. All comments must be received by June 7, 2021 at 3:00 p.m. Pacific Daylight Time (PDT).

### **Submitting Comments**

Comments may be submitted by June 7, 2021 at 3:00 p.m. PDT as follows:

**Online:** Submit comments via an online form at:  
[www.oaklandairport.com/terminaldevelopment](http://www.oaklandairport.com/terminaldevelopment)

**By mail:** Mail comments to:  
Port of Oakland  
Environmental Programs and Planning Division  
Colleen Liang  
[530 Water Street](#)  
[Oakland, CA 94607](#)

**By email:** Email comments to [cliang@portoakland.com](mailto:cliang@portoakland.com)

**Scoping meeting:** Provide comments orally or in writing during any of the four virtual public scoping meetings

For more information on the Proposed Project and to view the NOP, please visit [www.oaklandairport.com/terminaldevelopment](http://www.oaklandairport.com/terminaldevelopment).

Para información en español llame al (510) 627-1198  
中文聯絡電話 (510) 627-1198



[www.oaklandairport.com](http://www.oaklandairport.com)

Oakland International Airport | 1 Airport Dr, Oakland, CA 94621

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**SCSC Roundtable**

**May 25, 2021**

**Cynthia Greenblatt**



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

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**BRIXX Three, three major concerns, Agenda Item 8**

1 message

**Cynthia Greenblatt**

To: SCSCRoundtable@gmail.com

Cc:

Tue, May 25, 2021 at 2:20 PM

I have three concerns with the BRIXX Three procedure. I am concerned that

- 1. The FAA has not complied with the National Historic Preservation Act.**
- 2. The FAA has either not complied with item 1.2 in the Air Traffic Initial Environmental Review (IER) for BRIXX or has not made this information available to the public on the FAA IFP Gateway.**
- 3. The FAA is creating a new BRIXX Three procedure that will be over the Summit area without clearly conveying to the public that this is their intention.**

**The FAA has not complied with the National Historic Preservation Act.** The FAA excluded the BRIXX dispersion in the area two miles east of the proposed SERFR FIVE STAR to the Santa Cruz County border from the Area Of Potential Effect (APE). This excluded area clearly meets the FAA's own criteria for being included in the APE. Here is the FAA's stated criteria for determining the APE in the letter to Santa Cruz County (page 3, bottom paragraph). The second criterion clearly applies to the area that was excluded from the APE.

"For purposes of the undertaking, the FAA proposes to delineate an APE based on two factors. First, the APE includes the geographical area that would contain the proposed amendments to the SERFR FOUR STAR and BRIXX TWO STAR flight procedures. Secondly, the boundary of the APE would be based on the dispersion of current flight track data of aircraft on the SERFR FOUR STAR and the BRIXX TWO STAR flight procedures."

My neighborhood was excluded from the APE and is known to have Native American Historical Sites of significance. There is a Native American Burial Site in this area as well as at least one other significant site that I am aware of. The Native American Burial Site in my area is known to PG&E, if Santa Cruz County is unable to identify its location.

Unfortunately, Santa Cruz County staff failed to recognize the omission of the BRIXX dispersion in my area from the APE. This must be addressed.

**The FAA has either not complied with item 1.2 in the Air Traffic Initial Environmental Review (IER) for BRIXX or has not made this information available to the public on the FAA IFP Gateway.** Specifically, no fleet mix has been provided. Nor have the number and types of aircraft on the route been provided to the public on the FAA IFP Gateway.

"1.2 Describe the existing procedure(s) (the no action alternative) in full detail. Provide the necessary chart(s) depicting the current procedure(s). Describe the typical fleet mix, including (if possible) the number and types of aircraft on the route (both annually and average day) and

depict their altitude(s) along the route."

The FAA is most certainly capable of providing this information.

**The FAA is creating a new BRIXX Three procedure that will be over the Summit area without clearly conveying to the public that this is their intention.** The BRIXX RNP depicted in the presentation recently given by the FAA to the SCSC Roundtable and SJC, will not be flown according to the meeting minutes from the Performance Based Navigation Full Work Group Design Meeting, June 4-5, 2019.

The meeting minutes from the Performance Based Navigation Full Work Group Design Meeting, June 4-5, 2019 indicate the BRIXX arrivals will not be assigned the RNP arrival, in general, as the BRIXX arrivals will

be too high for the RNP. This can be found on page 10 of 16 in items 4(a), 5(c), and 5(d). If the BRIXX arrivals

cannot be assigned to the RNP, as they will be too high to use the RNP as designed, where will these BRIXX arrivals be flying?

The FAA has historically vectored BRIXX flights at waypoint YADUT at an angle of 132 degrees towards the Summit. However, the changes in the BRIXX Three procedure, that is the shifting of waypoint JILNA to the southwest, the removal of waypoint YADUT from the BRIXX Three procedure, and the intention of the FAA to elevate BRIXX Three arrivals above SERFR, indicate that BRIXX Three arrivals will likely fly the route JILNA, BOLDR, CREDO, and then be merged into the SJC arrivals on the SILCN and RAZRR routes near waypoint KLIDE. The FAA will have created a new BRIXX procedure that flies over the Summit without the appropriate due process.

Thank you for taking the time to read this email and consider my concerns.

Respectfully,

Cynthia

Attachments:

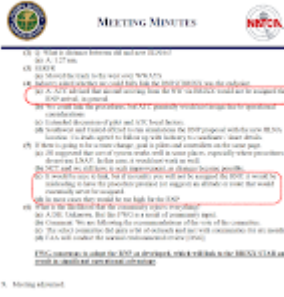
1. Letter from the FAA to Santa Cruz County identifying the APE
2. Screenshot of the FAA Meeting Minutes indicating the RNP will not be flown as BRIXX arrivals will be too high
3. The FAA document from the FAA IFP Gateway containing the IER without satisfying item 1.2 and the new BRIXX Three procedure with no MEA's between waypoints BRIXX and JILNA and no altitude for the ending waypoint JILNA.

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3 attachments

**MeetingMinutesRNP.PNG**  
281K





 **SERFR\_BRIXX\_Sec106\_Local\_Govts\_Properties\_SantaCruzCO\_20200513.pdf**  
1150K

 **CA\_KSJC\_STAR\_BRIXX THREE RNAV\_S.pdf**  
5480K

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 06/17/2021	APWS Task ID: 41D49B1903FF4AC3B978E10B8B9DB39D	APWS Project ID: 333278DE7D3E45CFB3F7F737BC3988B3
Procedure: STAR BRIXX (RNAV) THREE SAN JOSE CA KSJC		Enroute: YES	Specialist: Blanco, Joseph		Agreement Number:
Airport ID: KSJC			Airport City: SAN JOSE		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:  
AMEND - STAR BRIXX THREE (RNAV) TO MOVE JILNA, ADD VM LEG TO JILNA, REMOVE YADUT, REMOVE MEAS.

CONTACT ALLAN WILL 405.954.6103

1 EA APPROVAL LETTER



01/27/2021





# Federal Aviation Administration

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## Memorandum

Date: October 26, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420)  
THRU: Manager, Flight Procedures Team, FAA, ATO  
Western Service Center, Operations Support Group, AJV-W24

From: Derek Wofe & Chris Thomas, WSC-OSG PBN Co-Leads

Subject: Approval Request: Norman Y Mineta, San Jose, CA (KSJC), BRIXX  
Standard Terminal Arrival (STAR)

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Requesting approval to omit an altitude restriction on the BRIXX STAR termination fix at JILNA Waypoint.

The requirement in Order 8260.3D, paragraph 2-2-7. F. (2) states:

“If the STAR authorizes radar vectors after the termination fix, an altitude is required at the termination fix. . .”

The STAR authorizes radar vectors after the termination fix and includes a final altitude restriction of “At” 12000 (above the minimum vectoring altitude (MVA)) at BRIXX Waypoint—which precedes the STAR termination fix JILNA Waypoint.

There is an operational need to have the BRIXX STAR terminate at JILNA Waypoint due to ATC airspace boundaries and traffic density.

(BRXX.BRIXX3) FIG

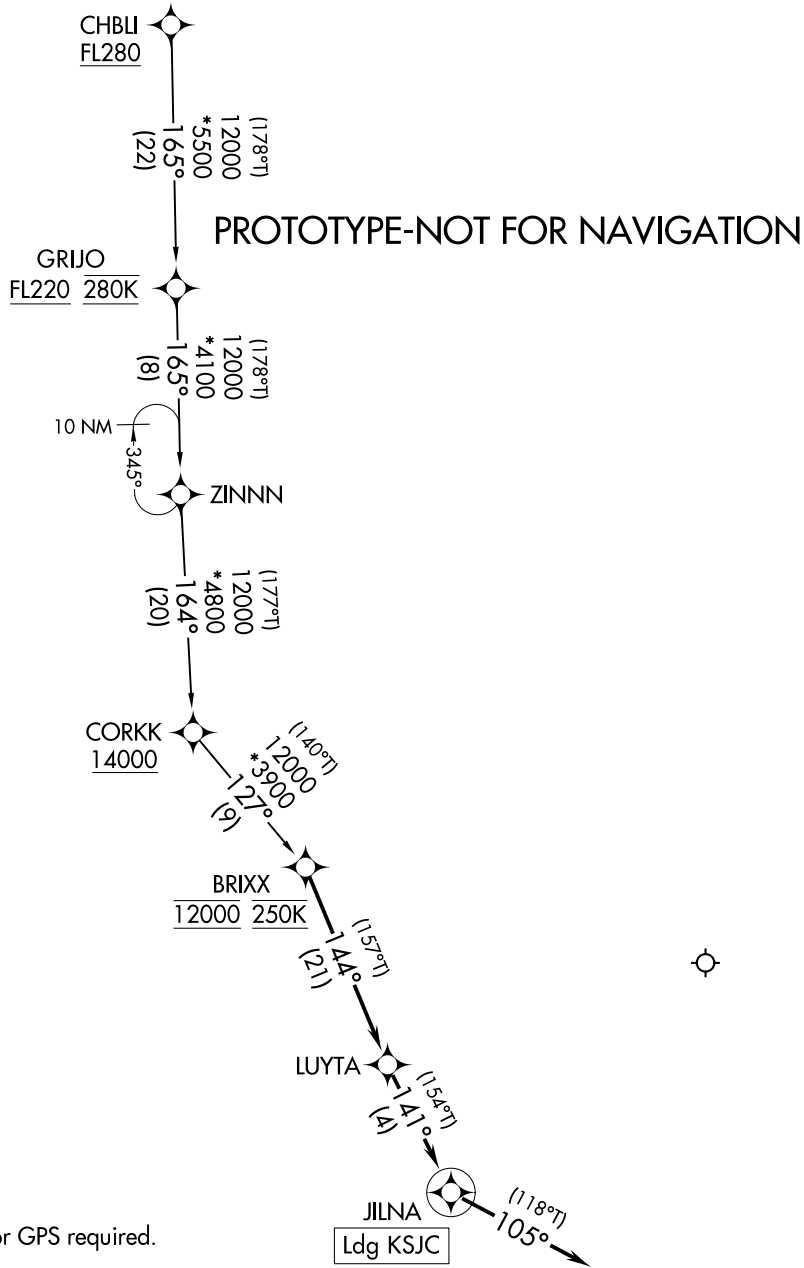
**BRIXX THREE ARRIVAL (RNAV)**

AL-693 (FAA)

NORMAN Y MINETA SAN JOSE INTL (SJC)

SAN JOSE, CALIFORNIA

OAKLAND CENTER  
125.85 323.0  
NORCAL APP CON  
133.95 317.6  
D-ATIS  
126.95  
SAN JOSE TOWER \*  
124.0 257.6  
GND CON  
121.7



NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

CHBLI TRANSITION (CHBLI.BRIXX3)

From BRIXX on track 144° to LUYTA, then on track 141° to JILNA, then on heading 105° or as assigned by ATC. Expect RADAR vectors to final approach course.

**AUTOMATED AL-693 BRIXX ARRIVAL**

SW-2  
1-26-21  
COMPILER: HD  
REVIEWER:  
DBL CHKR:  
EFF: FIG

**BRIXX THREE ARRIVAL (RNAV)**

(BRXX.BRIXX3) FIG Amdt 1

SAN JOSE, CALIFORNIA

NORMAN Y MINETA SAN JOSE INTL (SJC)

(BRXX.BRXX3) FIG

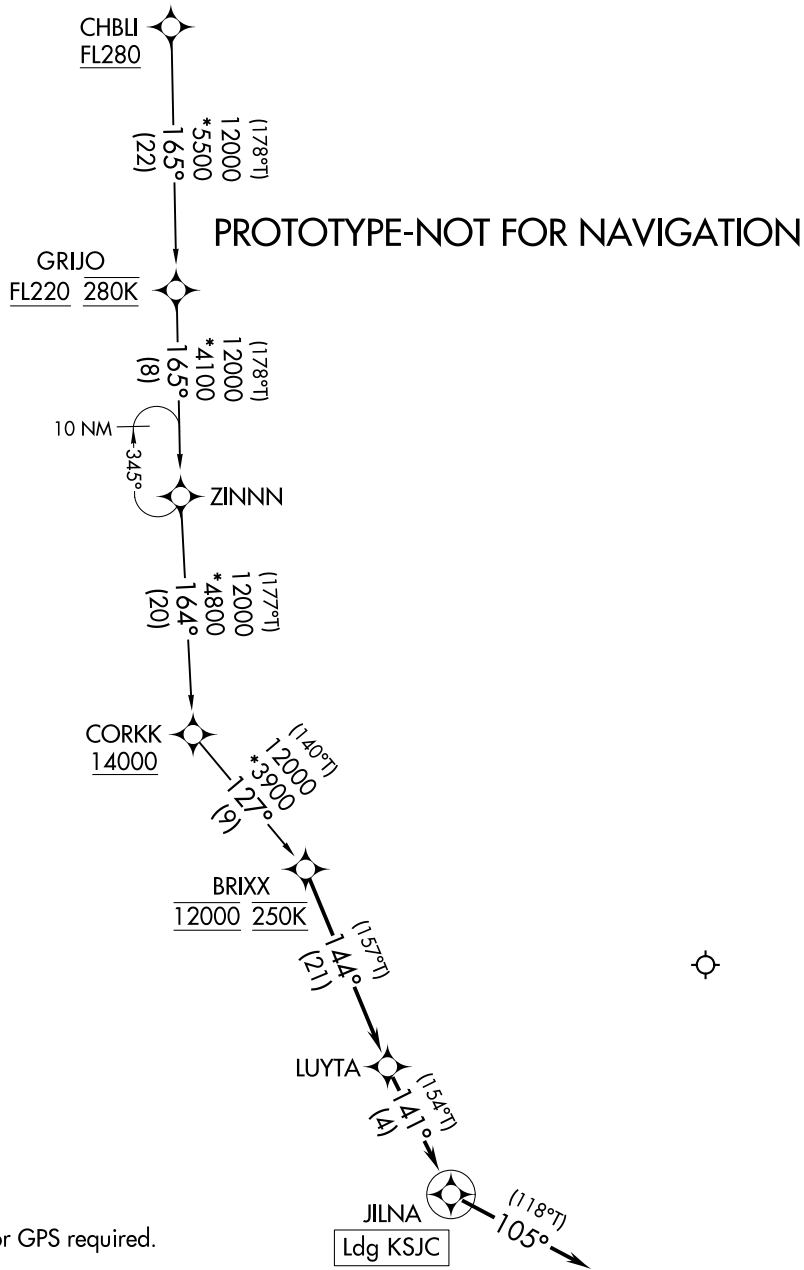
# BRXX THREE ARRIVAL (RNAV)

AL-693 (FAA)

NORMAN Y MINETA SAN JOSE INTL (SJC)

SAN JOSE, CALIFORNIA

OAKLAND CENTER  
 125.85 323.0  
 NORCAL APP CON  
 133.95 317.6  
 D-ATIS  
 126.95  
 SAN JOSE TOWER \*  
 124.0 257.6  
 GND CON  
 121.7



NOTE: RADAR required.  
 NOTE: RNAV 1.  
 NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

### ARRIVAL ROUTE DESCRIPTION

#### CHBLI TRANSITION (CHBLI.BRXX3)

From BRIXX on track 144° to LUYTA, then on track 141° to JILNA, then on heading 105° or as assigned by ATC. Expect RADAR vectors to final approach course.

AUTOMATED AL-693 BRXX ARRIVAL

SW-2  
 1-26-21  
 COMPILER: HD  
 REVIEWER:  
 DBL CHKR:  
 EFF: FIG

# BRXX THREE ARRIVAL (RNAV)

(BRXX.BRXX3) FIG Amdt 1

SAN JOSE, CALIFORNIA

NORMAN Y MINETA SAN JOSE INTL (SJC)

**DME ESVs**

#	Name	Lat/Lon	MAGVAR	Range	Elevation [ft]	Frequency	Replaces	Status
None								

(BRXX.BRXX2) 17173

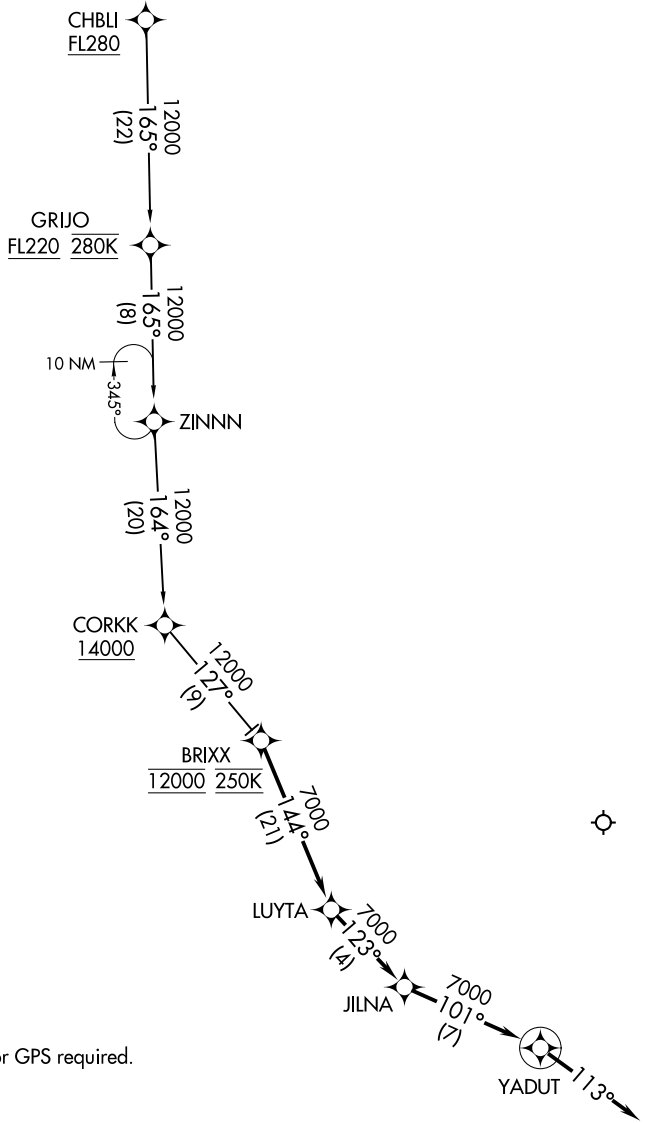
OLD

NORMAN Y MINETA SAN JOSE INTL (SJC)  
SAN JOSE, CALIFORNIA

# BRIXX TWO ARRIVAL (RNAV)

AL-693 (FAA)

OAKLAND CENTER  
125.85 323.0  
NORCAL APP CON  
133.95 317.6  
D-ATIS  
126.95  
SAN JOSE TOWER ★  
124.0 257.6  
GND CON  
121.7



NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

### CHBLI TRANSITION (CHBLI.BRXX2)

From BRIXX on track 144° to LUYTA, then on track 123° to JILNA, then on track 101° to YADUT, then on track 113°. Expect RADAR vectors to final approach course.

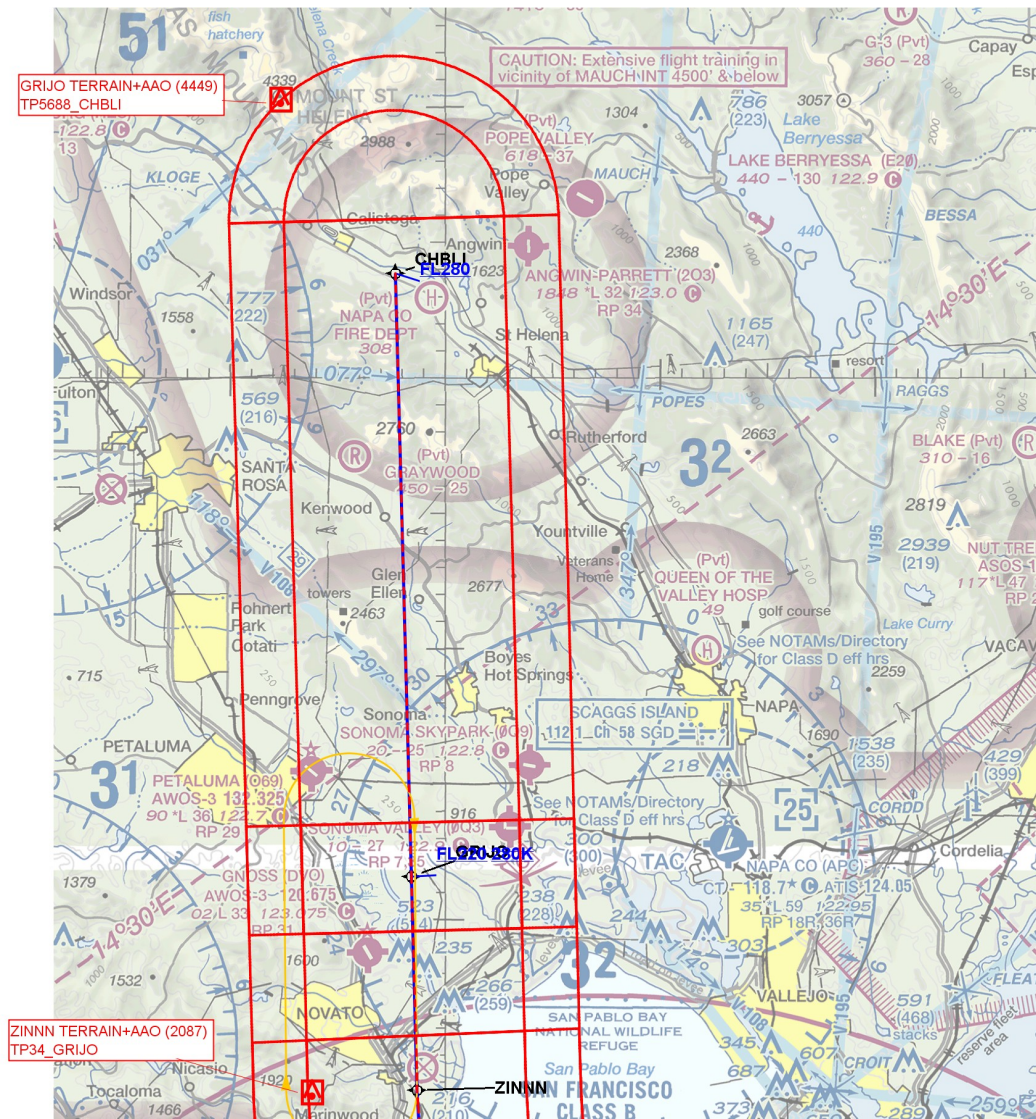
# BRIXX TWO ARRIVAL (RNAV)

(BRXX.BRXX2) 21JUL16

SAN JOSE, CALIFORNIA  
NORMAN Y MINETA SAN JOSE INTL (SJC)

SW-2, 31 DEC 2020 to 28 JAN 2021

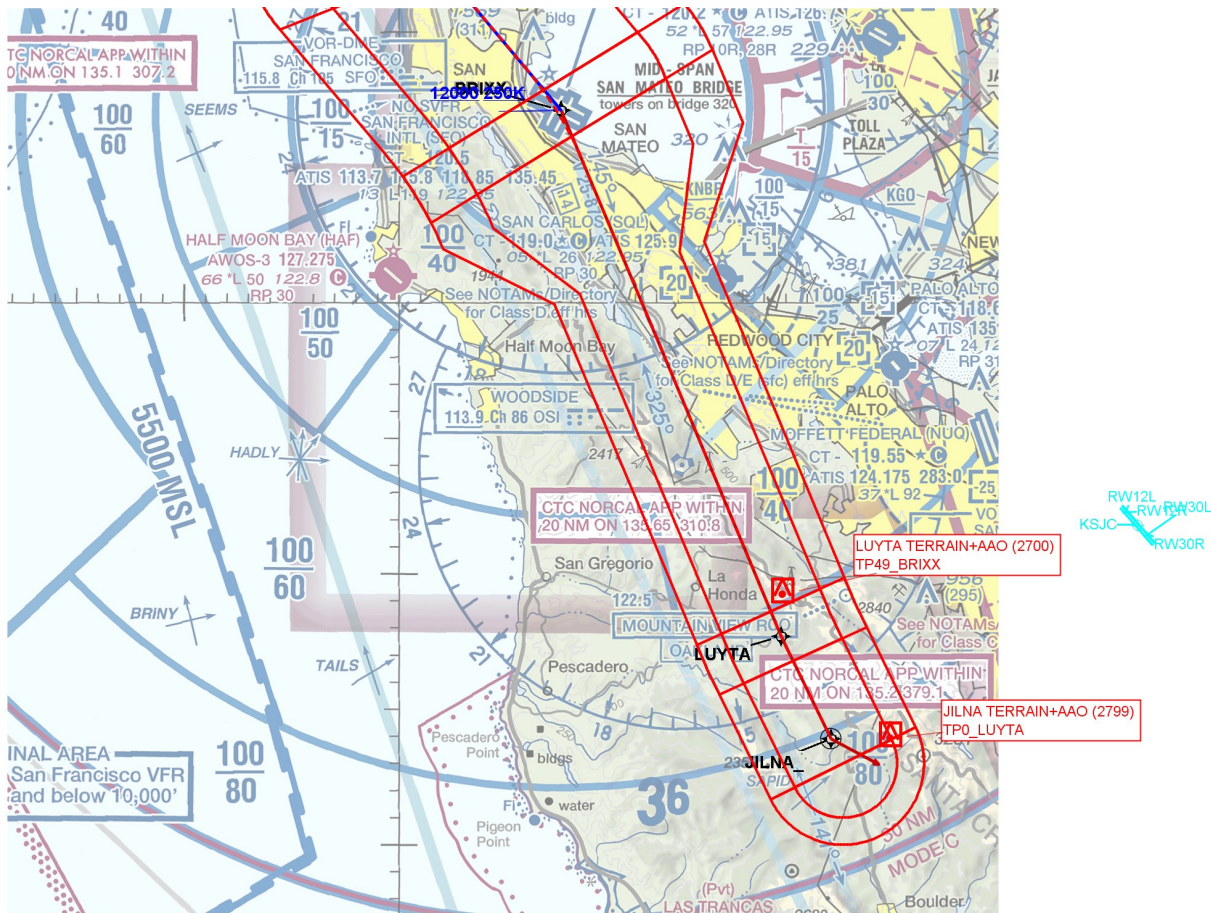
SW-2, 31 DEC 2020 to 28 JAN 2021



BRIXX (RNAV)







BRIXX (RNAV)



## Appendix 5. Air Traffic Initial Environmental Review (IER)

Facility: Northern California TRACON

Date: December 1, 2020

Prepared by: Vikas Uberoi

Phone: (206) 231-2481

***NOTE:** This IER provides basic information about the proposed action to better assist in preparing for the environmental analysis phase of a proposed action. Although it requests information in several categories, not all the data may be available initially; however, it does represent information, in accordance with FAA Order 1050.1, Environmental Impacts: Policies and Procedures, which ultimately will be needed for preparation of the appropriate environmental document. If the Instrument Flight Procedure (IFP) Environmental Pre-Screening Filter is used for initiating the environmental review process, and it passes the initial screening, then the IER is unnecessary. Additional guidance on the identification of potential environmental impacts by environmental category is available in the 1050.1 Desk Reference.*

### Section 1. Proposed Project Description

Describe the proposed project. Include general information identifying procedure(s) and/or airspace action(s) to be implemented and/or amended. Identify the associated airports and/or facilities.

- 1.1.** Describe the operational and/or environmental benefits that may result if the proposed action is implemented.

The Federal Aviation Administration (FAA) is proposing to amend multiple air traffic procedures that serve Norman Y. Mineta San Jose International Airport (KSJC). The procedures that are proposed to be amended are:

- BRIXX TWO Area Navigation (RNAV) Standard Terminal Arrival Route (STAR)
- RNAV (Required Navigation Performance [RNP]) Z Runway (RWY) 30L
- RNAV (RNP) Z RWY 30R
- Fairgrounds Visual RWYs 30L/R

The proposed amendments would address air traffic control (ATC) safety issues by providing additional separation of aircraft between arrival flight procedures into KSJC, as well as other area airports, while continuing to provide safe and efficient operations. Additionally, the proposed amendments intended to fulfill a subset of the recommendations submitted by the Select Committee on South Bay Arrivals.<sup>1</sup>

<sup>1</sup> The Select Committee on South Bay Arrivals (Select Committee), which was comprised of county and city officials from the San Francisco Peninsula, was tasked with addressing aircraft noise concerns and reviewing the FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties. Three U.S. Congressional Representatives for California approved the Select Committee's recommendations and requested that the FAA implement those recommendations as soon as possible. The FAA first determined if a new requested procedure was initially feasible, flyable, and operationally acceptable from a safety point of view, and then conducted its formal environmental and safety reviews for this new federal action. (References: SC 1.2 R1 (Pg. 11), SC 1.2 R2 (Pg. 11), and SC 1.2 R4 (Pg. 12).

1.1.1. Is a reduction of fuel cost and/or energy consumption anticipated as a result of the proposed action?

Yes  No  N/A

Fuel consumption is not applicable to the purpose and need of the project.

1.1.1.a. If so, can it be quantified, and how?

Yes  No  N/A

Not applicable to the purpose and need of the project.

1.1.1.b. If not quantifiable, describe the approximate anticipated benefits in lay terms.

Not applicable to the purpose and need of the project.

1.1.2. Describe any additional operational and/or environmental benefits that may result from the proposed action.

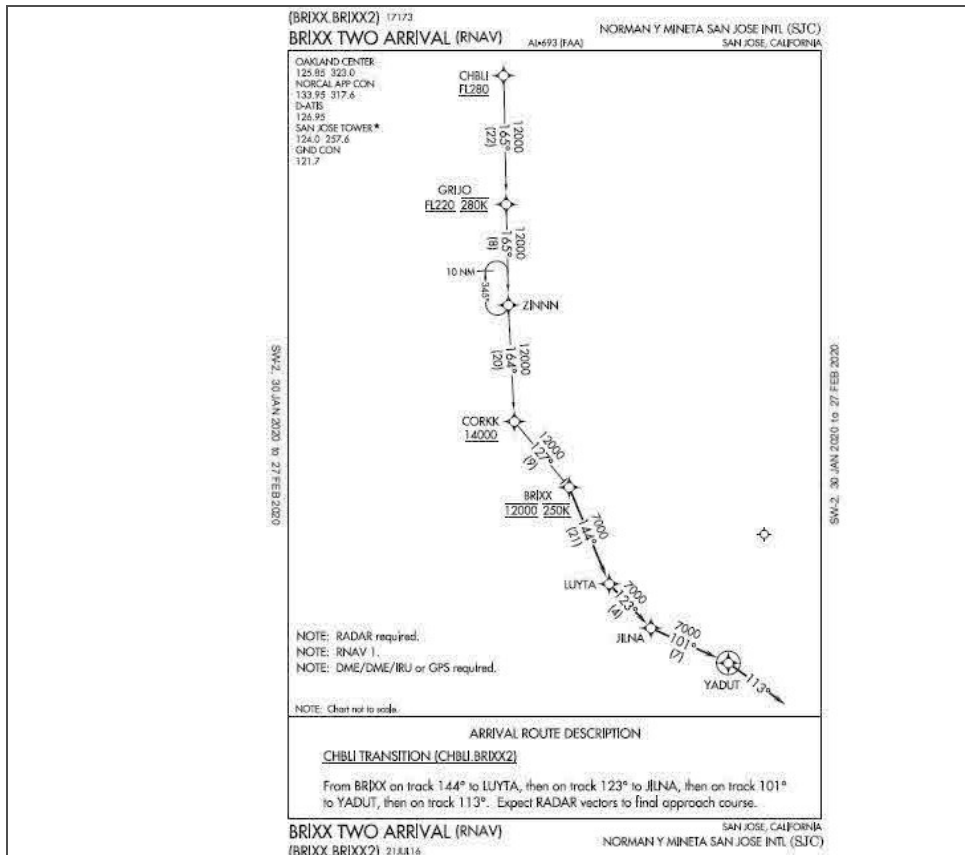
No additional benefits are applicable to the purpose and need of the project.

1.2. Describe the existing procedure(s) (the no action alternative) in full detail. Provide the necessary chart(s) depicting the current procedure(s). Describe the typical fleet mix, including (if possible) the number and types of aircraft on the route (both annually and average day) and depict their altitude(s) along the route.

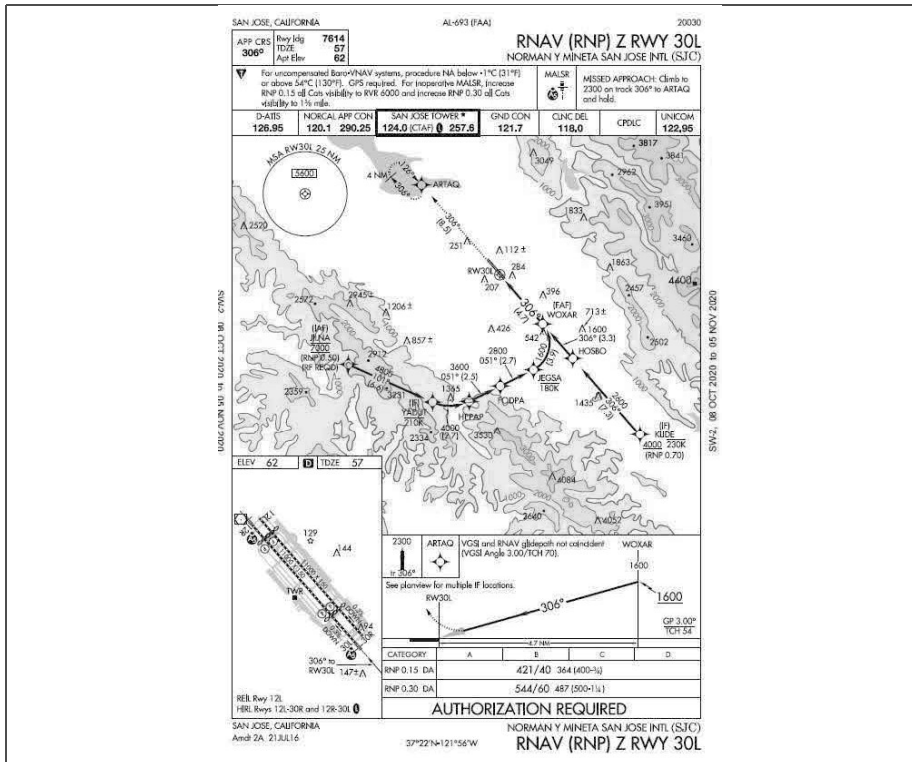
Currently, pertinent to this project, the following procedures are in use at KSJC:

- BRIXX TWO RNAV STAR (BRIXX TWO)
- RNAV (RNP) Z RWY 30L
- RNAV (RNP) Z RWY 30R
- Fairgrounds Visual RWYs 30L/R

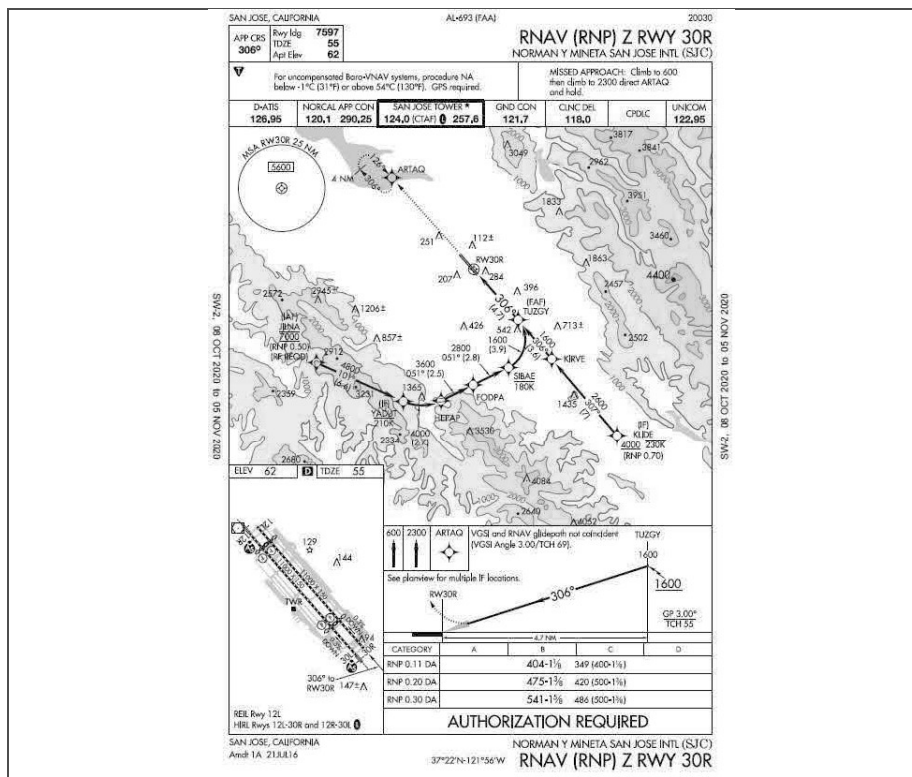
BRIXX TWO is depicted in the following figure:



The current RNAV (RNP) Z RWY 30L approach is depicted in the following figure:



The current RNAV (RNP) Z RWY 30R approach is depicted in the following figure:







## 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 BRIXX was the endpoint.
  - (a) A: ATC advised that aircraft arriving from the NW via BRIXX 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 BRIXX STAR and result in significant operational advantage.**

9. Meeting adjourned.



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

**Office of the Air Traffic Organization**  
Western Service Area

2200 South 216<sup>th</sup> Street  
Des Moines, Washington 98198-6547

May 13, 2020

Annie Murphy  
Planner  
County of Santa Cruz  
Historic Resources Commission  
Post Office Box 1812  
Santa Cruz, CA 95061-1812

RE: Section 106 Consultation for Identification of Historic Properties in the Area of Potential Effect for the Proposed SERFR FIVE Area Navigation (RNAV) Standard Terminal Arrival (STAR) Flight Procedure at San Francisco International Airport, and the BRIXX THREE RNAV STAR Flight Procedure at Norman Y. Mineta San Jose International Airport

Dear Ms. Murphy:

The Federal Aviation Administration (FAA) proposes to amend two air traffic flight procedures for two airports in the San Francisco Bay Area. The first, the proposed SERFR FIVE RNAV STAR (SERFR FIVE STAR) arrival flight procedure serves San Francisco International Airport (KSFO). The second, the proposed BRIXX THREE RNAV STAR (BRIXX THREE STAR) arrival flight procedure serves Norman Y. Mineta San Jose International Airport (KSJC). The FAA has determined the proposed SERFR FIVE STAR and BRIXX THREE STAR flight procedures project is considered the undertaking subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA)(16 U.S.C. § 470 *et seq.*) and its implementing regulations at 36 C.F.R. Part 800.

As part of the Section 106 review of the undertaking, the FAA has determined an appropriate Area of Potential Effect (APE), the efforts for identification of historic properties within the proposed APE, and the methodology for assessing potential effects of the undertaking to historic properties. The purpose of this letter is to initiate consultation under Section 106 of the NHPA and solicit any initial comments you may have on the undertaking and the identification of historic properties within the APE.

## The Undertaking

The proposed amendments are part of the recommendations submitted by the *Select Committee on South Bay Arrivals* and would continue to provide safe and efficient operations at KSFO and KSJC.<sup>1</sup> The proposed amendments would move the current SERFR FOUR RNAV STAR (SERFR FOUR STAR) to closely align with the existing BIG SUR THREE STAR conventional flight procedure, for the section from the north shore of Monterey Bay to the end of the proposed SERFR FIVE STAR. Additionally, when developing the proposed amendments to the SERFR FOUR STAR, Air Traffic Control (ATC) identified an air traffic operational need to amend the BRIXX TWO RNAV STAR (BRIXX TWO STAR), as well as an opportunity to provide additional separation of aircraft between the two arrival flight procedures.<sup>2</sup>

In addition, the approach procedures associated with the proposed SERFR FIVE STAR, and those associated with the proposed BRIXX THREE STAR, would be amended to connect with these arrival flight procedures. With the shift of the location for the waypoints EDDYY and JILNA, the approach procedures into KSFO runway (RWY) 28 Left (L)/Right (R) and KSJC RWY 30 L/R would be amended to account for the change. The proposed changes are needed so that ATC can efficiently transition aircraft on approach to an assigned runway for landing at the airport.

Table-1 below lists the approach procedures requiring amendment to efficiently transition aircraft from the corresponding proposed STAR flight procedure.

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<sup>1</sup> The *Select Committee on South Bay Arrivals (Select Committee)*, which is comprised of county and city officials from the San Francisco Peninsula, is tasked with addressing the airplane noise issue and reviewing the FAA's *Northern California Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties*. The *Select Committee* voted to recommend that the FAA design a flight procedure utilizing optimized profile descent that overlays as closely as possible the conventional Big Sur arrival flight procedure into KSFO. Three U.S. Congressional Representatives for California approved the *Select Committee's* recommendations and requested that the FAA implement those recommendations as soon as possible. To the extent the FAA determines a new requested procedure is initially feasible, flyable, and operationally acceptable from a safety point of view, then the FAA will conduct its formal environmental and safety reviews for this new federal action. (References: SC 1.2 R1 (Pg. 11), SC 1.2 R2 (Pg. 11), and SC 1.2 R4 (Pg. 12).

<sup>2</sup> FAA JO 7110.65Y, *Air Traffic Control*, Chapter 3 Airport Traffic Control – Terminal



<b>Table-1: Proposed Instrument Approach Procedures Amendments at KSFO and KSJC</b>		
<b>Proposed Procedure(s)</b>	<b>Airport</b>	<b>Instrument Approach Flight Procedure Type(s)</b>
SERFR FIVE STAR Proposed Approach Procedures to Runway 28L and Runway 28R	KSFO	<ul style="list-style-type: none"> <li>• ILS OR LOC RWY 28L</li> <li>• ILS OR LOC RWY 28R</li> <li>• ILS RWY 28L (SA CAT II)</li> <li>• ILS RWY 28R (CAT II AND III)</li> <li>• ILS RWY 28R (SA CAT I)</li> <li>• QUIET BRIDGE VISUAL RWY 28L/R</li> <li>• TIPP TOE VISUAL RWY 28L/R</li> <li>• RNAV (GPS) RWY 28L</li> <li>• RNAV (GPS) Z RWY 28R</li> <li>• RNAV (RNP) Y RWY 28R</li> <li>• Visual approach</li> </ul>
BRIX THREE STAR Proposed Approach Procedures to Runway 30L and Runway 30R	KSJC	<ul style="list-style-type: none"> <li>• RNAV (RNP) Z RWY 30L</li> <li>• RNAV (RNP) Z RWY 30R</li> <li>• FAIRGROUNDS Visual RWY 30L/R</li> </ul>

### **Definition of Area of Potential Effects**

Section 106 regulations define the APE as the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character or use of historic properties, if any such properties are present. "Effects" are further defined by the regulations as alterations to the characteristics of a historic property qualifying it for inclusion in, or eligibility for the National Register of Historic Places (National Register). The APE is influenced by the scale and nature of the undertaking and may vary for different kinds of effects caused by the undertaking. See 36 C.F.R. § 800.16(d).

For purposes of the undertaking, the FAA proposes to delineate an APE based on two factors. First, the APE includes the geographical area that would contain the proposed amendments to the SERFR FOUR STAR and BRIX TWO STAR flight procedures. Secondly, the boundary of the APE would be based on the dispersion of current flight track data of aircraft on the SERFR FOUR STAR and the BRIX TWO STAR flight procedures. Current flight track dispersion is based on ATC vectoring a large number of aircraft off of the SERFR FOUR STAR and the BRIX TWO STAR prior to reaching the end of these flight procedures.<sup>3</sup> This vectoring is required in order for ATC to properly sequence and space arrival air traffic on the SERFR FOUR STAR and on the BRIX TWO STAR with other aircraft on other arrival routes. ATC would continue to vector aircraft, as needed, with the implementation of the proposed SERFR FIVE STAR and BRIX THREE STAR flight procedures. The proposed APE has been designed to account for the area outside of the standard expectation of dispersion of two nautical miles for an RNAV

<sup>3</sup> Vectors are directional headings issued to aircraft to provide navigational guidance and to maintain separation between aircraft and/or obstacles.

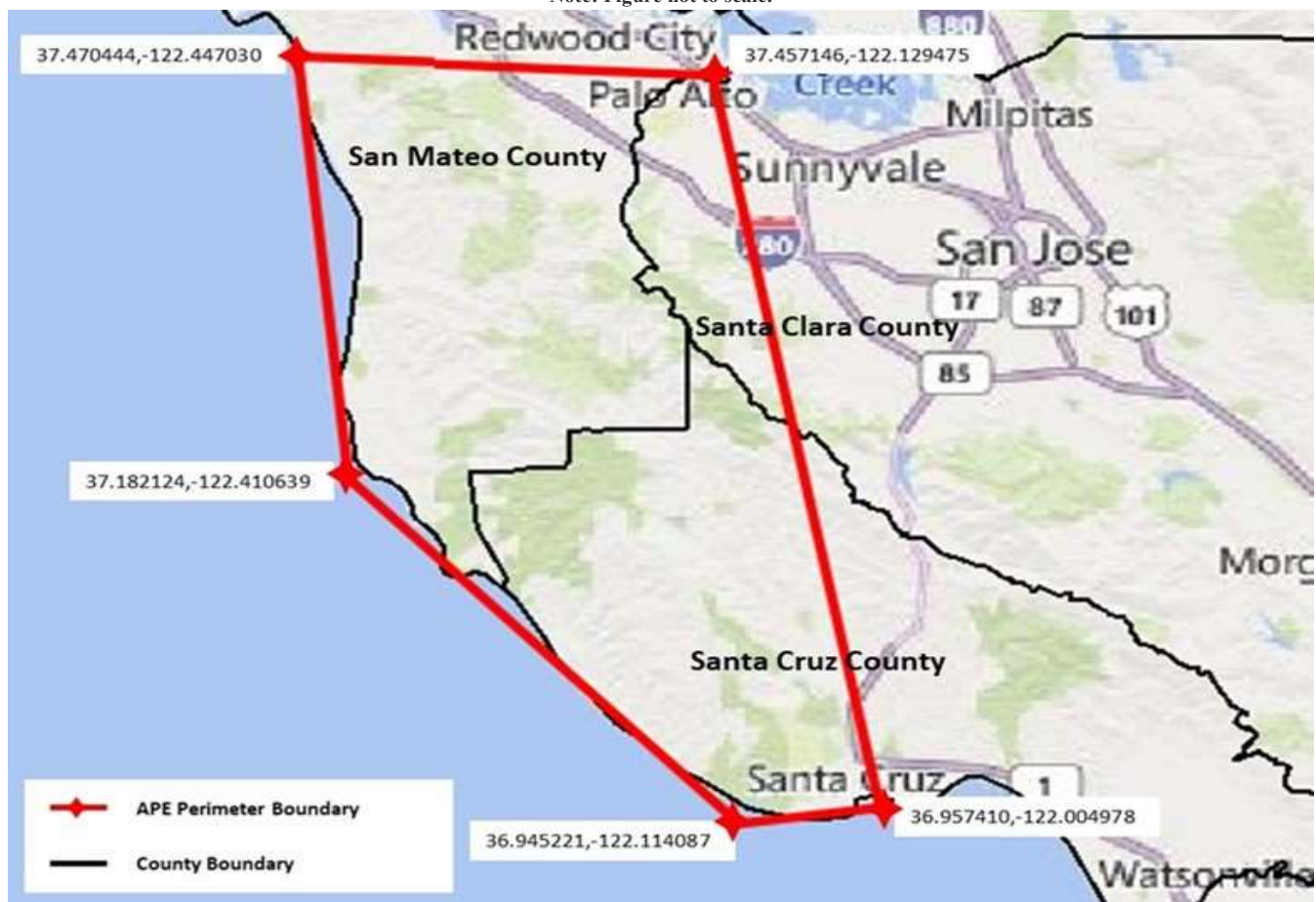
arrival route.<sup>4</sup> Table-2 lists the latitude and longitude coordinates of the geographical boundary of the APE.

Table-2: Proposed APE Perimeter Boundary Coordinates		
APE Perimeter Coordinates	Latitude	Longitude
northwest corner	37.470444	-122.447030
northeast corner	37.457146	-122.129475
southeast corner	36.957410	-122.004978
southwest corner	36.945221	-122.114087
west corner	37.182124	-122.410639

Figure-1 below depicts the geographical boundary of the proposed APE, with the latitude and longitude coordinates included for each corner point. Figure-1 also depicts the boundary lines for the local counties that are associated with the APE.

**Figure-1: Proposed APE Geographical Boundary**

Note: Figure not to scale.



<sup>4</sup> FAA JO 7110.65Y, “Air Traffic Control,” Chapter 4 – Route Separation, Chapter 5 – Radar Separation

Figure-2 below depicts the location of the portion of the SERFR FOUR STAR and the BRIXX TWO STAR flight procedures that would be amended contained within the proposed APE.

**Figure-2: Portion of SERFR FOUR STAR and BRIXX TWO STAR to Amend Within the Proposed APE**

Note: Figure not to scale.

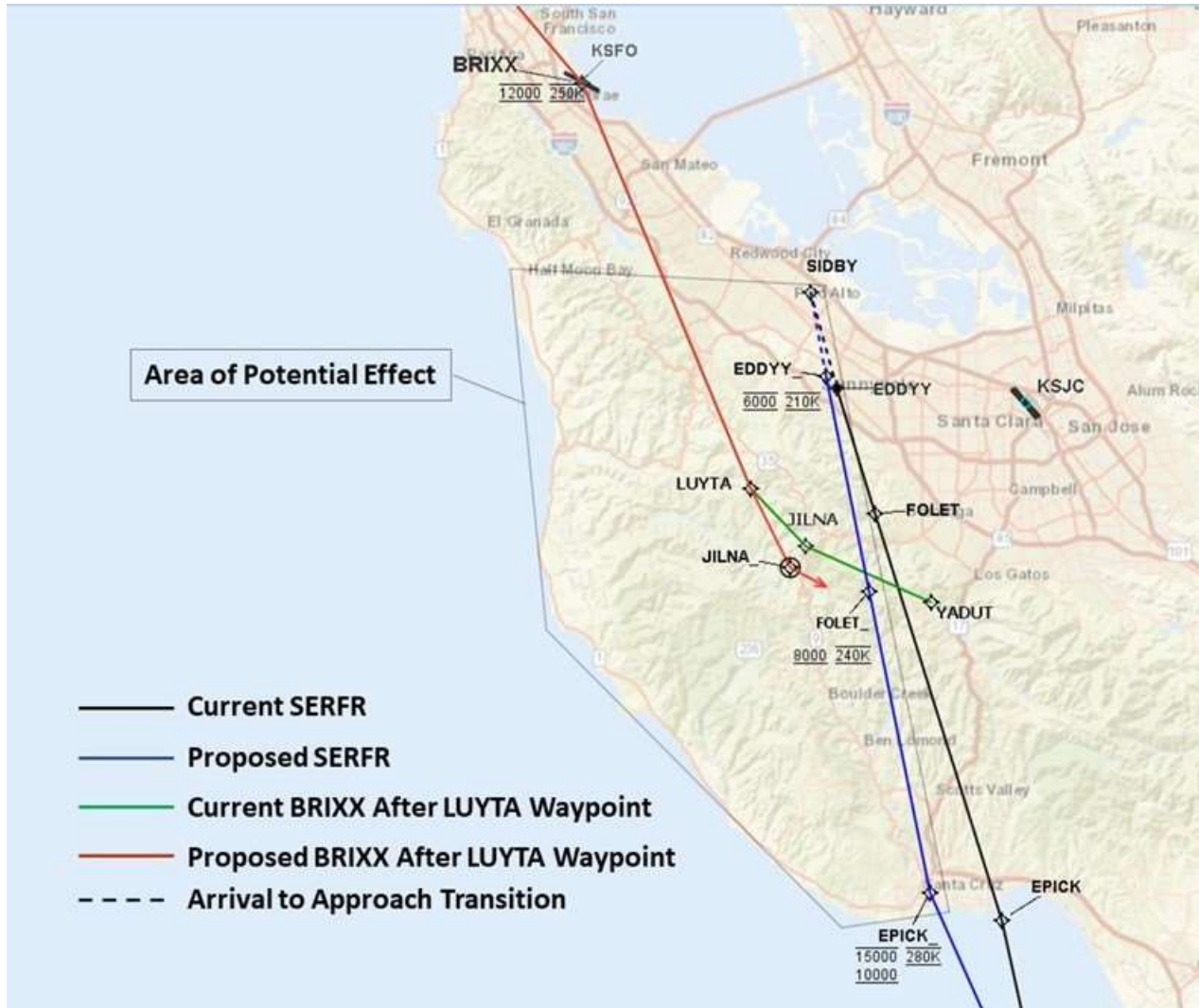
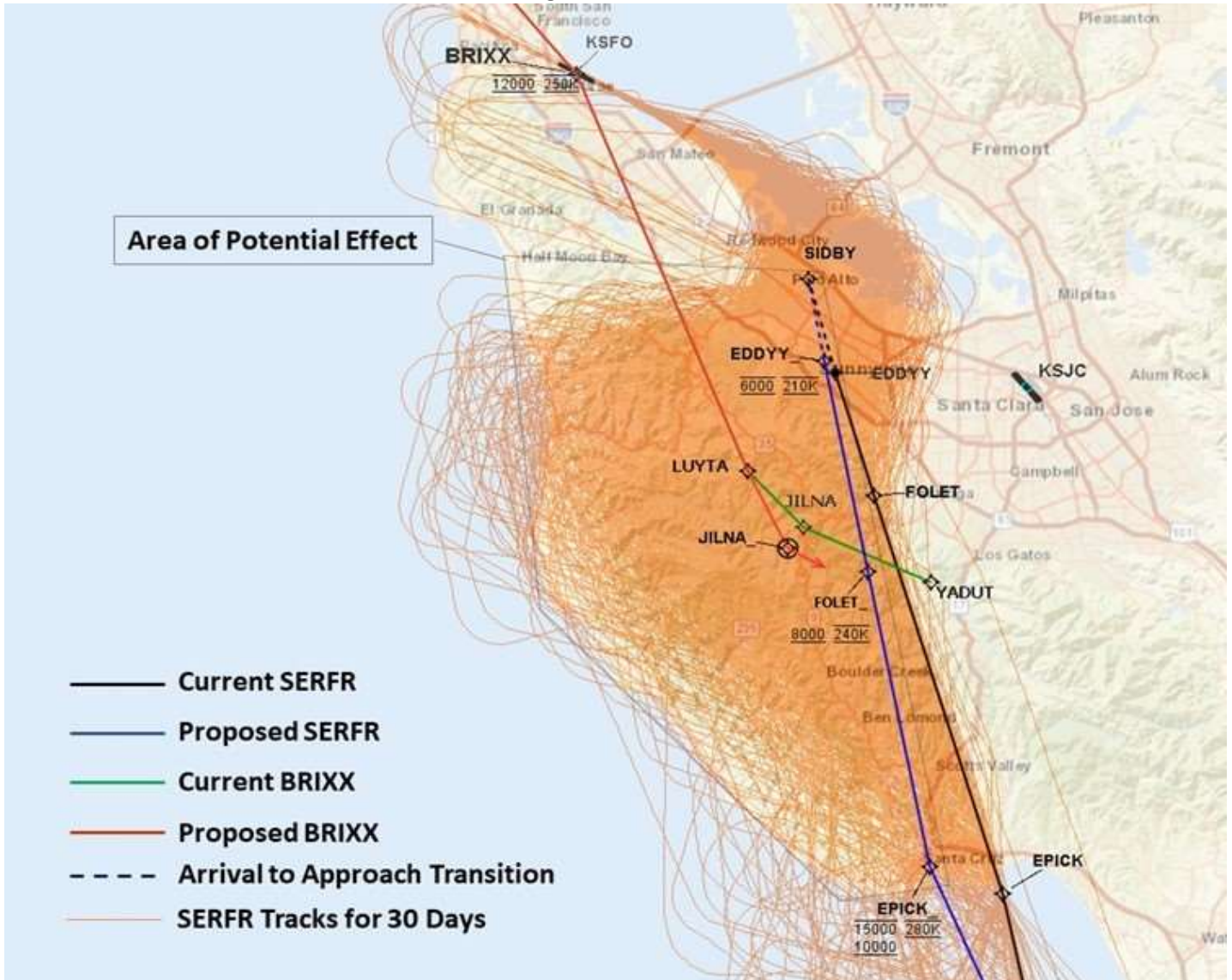




Figure-3 and Figure-4 depict the 30 days of current flight tracks of aircraft on the SERFR FOUR STAR and the BRIXX TWO STAR, which are used to define the boundaries of the proposed APE. Figure-5 depicts the 30 days flight tracks of the SERFR FOUR STAR, overlaid with the 30 days flight tracks of the BRIXX TWO STAR.<sup>5</sup>

**Figure 3: Thirty Days of Flight Track Data for Aircraft on the SERFR FOUR STAR Vectored for Arrival to KSFO**

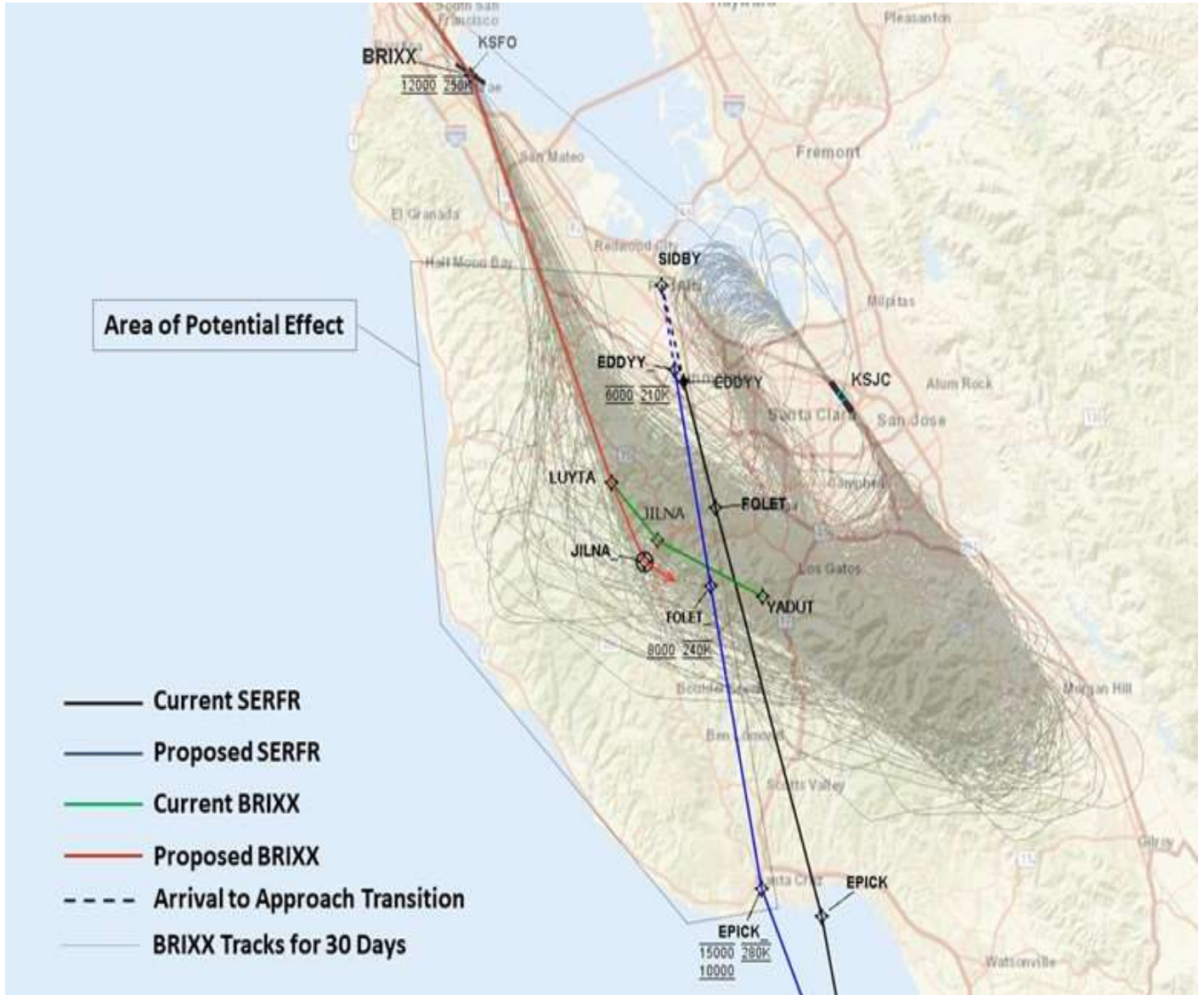
Note: Figure not to scale.



<sup>5</sup> The flight track data is comprised of 30 random days from the calendar year 2019. The radar track data sampled randomly throughout the year provides a conservative representation of an average annual day of air traffic operations at an airport served by specific flight procedures. (MITRE Guidance for Noise Screening of Air Traffic Actions, 2012)

**Figure-4: Thirty Days of Flight Track Data for Aircraft on the BRIXX TWO STAR Vectored for Arrival to KSJC**

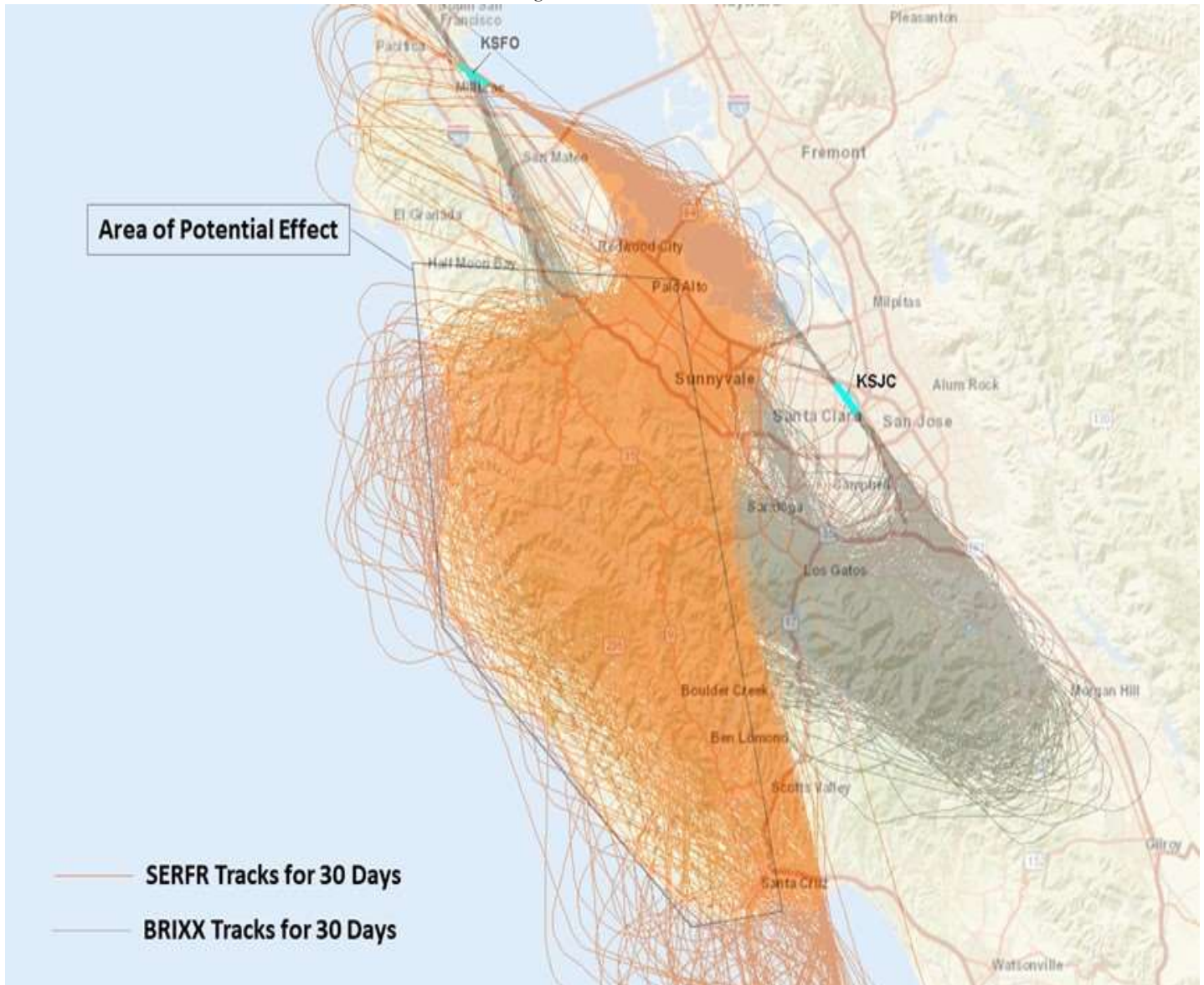
Note: Figure not to scale.





**Figure-5: Thirty Days of Flight Track Data for Vectored Aircraft on the SERFR FOUR STAR Overlaid with the BRIXX TWO STAR Vectored Flight Track Data**

Note: Figure not to scale.



## Identification of Historic Properties

Section 106 regulations direct Federal agencies to make reasonable and good faith efforts to identify historic properties that are either on, or eligible for listing on, the National Register (36 C.F.R. § 800.4(b)(1)). For this undertaking, the FAA will focus its efforts on identifying historic properties within the APE to which an adverse effect would change the character of the property's use, or of physical features within the property's setting that contribute to its historic significance; or introduce an atmospheric, audible, or visual feature to the area that would diminish the integrity of the property's significant historic features (including its setting, provided that the setting has been identified as a contributing factor to the property's historical significance). For this undertaking, there would be no direct physical effects on historic resources. Therefore, potential effects are limited to noise, vibration, and visual intrusions from aircraft overflights.

The FAA is inviting local governments with jurisdiction over land within the proposed APE to participate in consultation. The FAA is inviting the California Native American Heritage Commission (NAHC) to participate in government-to-government consultation regarding any concerns that uniquely or significantly affect local Tribes related to the proposed project. Additionally, three local governments were identified to be associated with the proposed APE. We are affording Santa Cruz County the same status in this consultation as the SHPO with respect to potential effects of this undertaking. Figure-1 above depicts the boundaries of the local governments where their boundaries are located within, or partially located within the proposed APE.

The FAA's initial efforts to identify historic properties within the APE include review of publicly available databases of properties listed on the National Register. A search of the National Register, accessed through NEPAssist, was completed to identify those properties listed on the National Register within the proposed APE.<sup>6</sup>

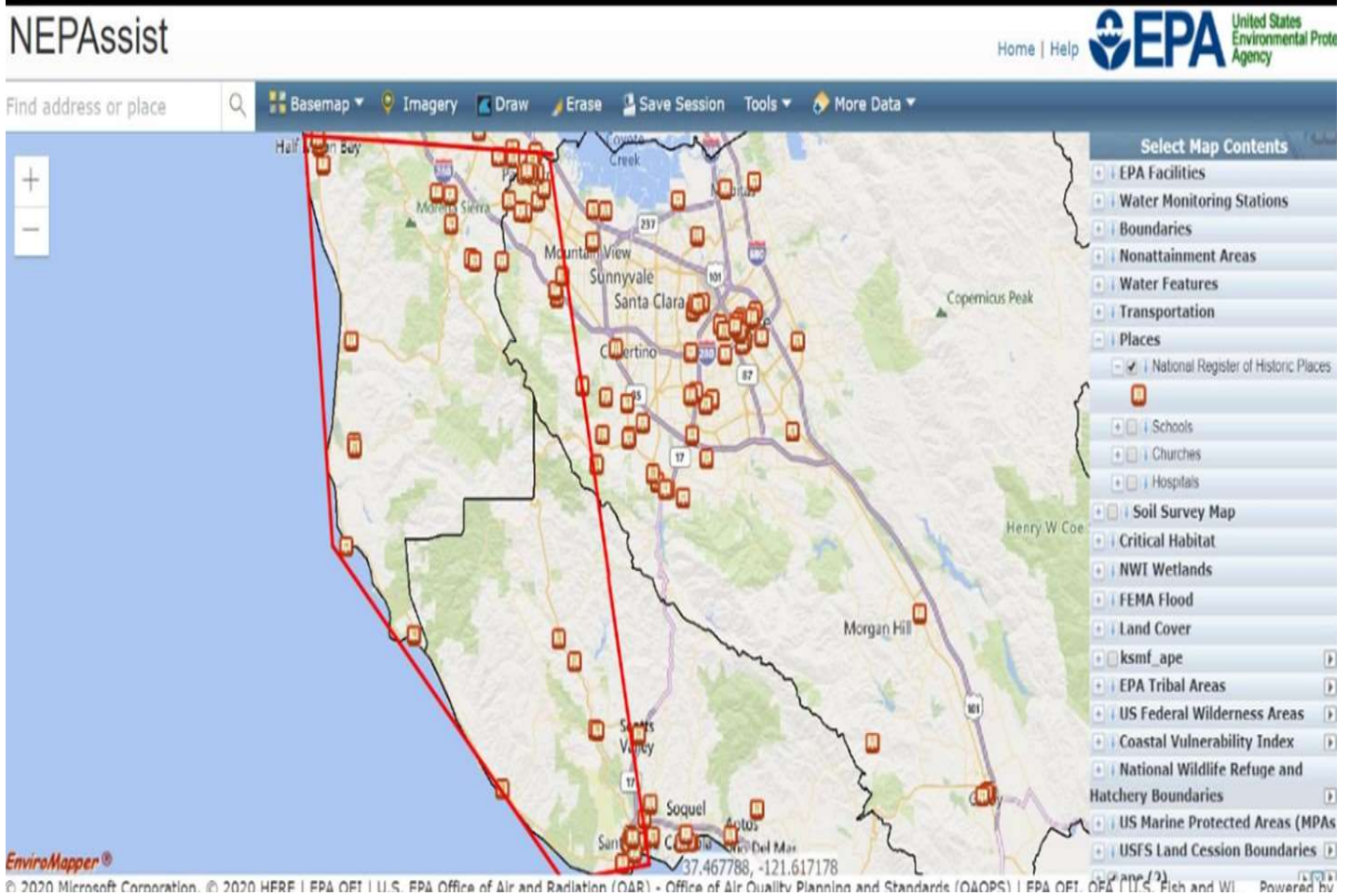
Figure-6 below depicts the approximate location of historic properties listed in the National Register accessed through NEPAssist, which are within the proposed APE. Attachment A contains Table-3, which lists the names of the historic properties depicted in Figure-6, and includes the URL link to the National Archives Catalog entry for each historic property. The name of a historic property listed in Table-3 would be formatted in **bold font**, where a quiet setting is noted as a qualifying characteristic for listing in the National Register.

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<sup>6</sup> NEPAssist is a web-based application that draws environmental data dynamically from the Environmental Protection Agency Geographic Information System databases and web services and provides immediate screening of environmental assessment indicators for a user-defined area of interest. Located: <https://www.epa.gov/nepa/nepassist>

Figure-6 Location of Historic Properties within the Proposed APE

Note: Figure not to scale.



The FAA requests your assistance in identifying other listed properties, as well as those properties eligible for listing, where a quiet setting is a contributing factor to the property’s historic significance. Your office’s expertise is invaluable in ensuring that appropriate consideration is given to these properties in assessing the effects of the undertaking.

### Proposed Methodology for Determination of Effects

Under the NHPA, effects to historic properties and other cultural resources are evaluated. Federal agencies take into account the likely nature and location of historic properties within areas that may be affected, and the nature and extent of potential effects on historic properties. An undertaking would have an effect on a historic property if it altered the characteristics qualifying that property for the National Register. Such effects are considered “adverse” if they would diminish the integrity of a property’s significant historic features (including its setting, provided the setting is a contributing factor to the property’s historic significance).



The FAA proposes to assess the effects to historic resources within the proposed APE that change the character of a property's use, or physical features within the property's setting that contribute to its historic significance; or introduce atmospheric, audible, or visual features to an area that would diminish the integrity of the property's significant historic features (including its setting, provided that the setting has been identified as a contributing factor to the property's historical significance). For this undertaking, no land acquisition, construction, or other ground disturbance would occur. Implementation of the proposed SERFR FIVE STAR and BRIXX THREE STAR flight procedures would involve changes to aircraft flight procedures, and would not include any project components that would touch or otherwise directly affect the ground surface. Therefore, potential effects are limited to effects from aircraft overflights, primarily noise and visual effects.

The analysis for potential adverse effects considers the change in aircraft noise exposure level measured in decibels (dB). Consistent with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA's noise screening analysis for this undertaking would include identifying any "significant" or "reportable" noise increases. The FAA's noise guidelines for compliance with NEPA define a significant impact as an increase of a day-night average sound level (DNL)<sup>7</sup> 1.5 dB in a noise sensitive area that is exposed to aircraft noise of DNL 65 dB and higher when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 65 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 60 dB.

Recognizing that some types of historic properties may be affected by aircraft overflights even at a noise level below these criteria, the FAA proposes to consider the potential for the introduction of visual elements that could diminish the integrity of the property's historic features.

Pursuant to 36 CFR § 800.4(a)(1), the FAA is seeking your comments on the APE and the identification efforts for this undertaking. Based on the information gathered, and in consultation with the SHPO and any Indian tribe organization that might attach religious and cultural significance to properties within the APE, the FAA shall take the steps necessary to assess the effects to historic properties listed in the National Register, and those properties eligible for listing.

As the FAA was in the process of initiating consultation, the COVID-19 pandemic occurred. The FAA recognizes that this situation affects the consultation timetable and ultimately those of other Federal, state and local agencies. The FAA will continue to evaluate the situation in the coming weeks and will continue to reach out to other consulting and interested parties. We look forward to your response. In the meantime,

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<sup>7</sup> DNL takes into account the noise level of each individual aircraft event, the number of times those events occur, and the time of day in which they occur. DNL includes a 10-decibel (dB) noise penalty added to noise events occurring from 10:00 p.m. to 7:00 a.m., to reflect the increased sensitivity to noise and lower ambient sound levels at night.

if you have any initial comments or questions about this undertaking, please contact Marina Landis at (206) 231-2238, or [marina.landis@faa.gov](mailto:marina.landis@faa.gov).

Sincerely,

Shawn M. Kozica  
Manager  
Operations Support Group  
Western Service Center

Attachment

## Attachment A

<b>Table-3 – Part 1: Historic Properties within the APE Listed in the National Register of Historic Places</b>	
Listed Historic Property Name with corresponding National Archives Catalog URL entry.	
1.	Allen Theophilus House, 601 Melville Ave., Palo Alto - <a href="https://catalog.archives.gov/id/123861639">https://catalog.archives.gov/id/123861639</a>
2.	Norris House, 1247 Cowper St., Palo Alto - <a href="https://catalog.archives.gov/id/123861750">https://catalog.archives.gov/id/123861750</a>
3.	de Lemos, Pedro, House, 100-110 Waverley Oaks, Palo Alto - <a href="https://catalog.archives.gov/id/123861661">https://catalog.archives.gov/id/123861661</a>
4.	Kee House, 2310 Yale St., Palo Alto - <a href="https://catalog.archives.gov/id/123861715">https://catalog.archives.gov/id/123861715</a>
5.	Griffin, Willard, House and Carriage House, 12345 S. El Monte Ave., Los Altos - <a href="https://catalog.archives.gov/id/123861689">https://catalog.archives.gov/id/123861689</a>
6.	Lantarnam Hall, 12355 Stonebrook Dr., Los Altos Hills - <a href="https://catalog.archives.gov/id/123857310">https://catalog.archives.gov/id/123857310</a>
7.	Picchetti Brothers Winery, SW of Cupertino at 13100 Montebello Rd., Cupertino - <a href="https://catalog.archives.gov/id/123861763">https://catalog.archives.gov/id/123861763</a>
8.	Welch-Hurst, 15800 Sanborn Rd., Saratoga - <a href="https://catalog.archives.gov/id/123861820">https://catalog.archives.gov/id/123861820</a>
9.	Scott, Hiram D., House, 4603 Scotts Valley Dr., Scotts Valley - <a href="https://catalog.archives.gov/id/123861898">https://catalog.archives.gov/id/123861898</a>
10.	Branciforte Adobe, 1351 N. Branciforte Ave., Santa Cruz - <a href="https://catalog.archives.gov/id/123861840">https://catalog.archives.gov/id/123861840</a>
11.	Neary-Rodriguez Adobe, 130-134 School St., Santa Cruz - <a href="https://catalog.archives.gov/id/123861881">https://catalog.archives.gov/id/123861881</a>
12.	Mission Hill Area Historic District, Mission St., Santa Cruz - <a href="https://catalog.archives.gov/id/123861879">https://catalog.archives.gov/id/123861879</a>
13.	US Post Office--Santa Cruz Main, 850 Front St., Santa Cruz - <a href="https://catalog.archives.gov/id/123857802">https://catalog.archives.gov/id/123857802</a>
14.	Veterans Memorial Building, 842--846 Front St., Santa Cruz - <a href="https://catalog.archives.gov/id/123861908">https://catalog.archives.gov/id/123861908</a>
15.	Bank of Santa Cruz County, 1502 Pacific Ave., Santa Cruz - <a href="https://catalog.archives.gov/id/123861834">https://catalog.archives.gov/id/123861834</a>
16.	Octagon Building, Corner of Front and Cooper Sts., Santa Cruz - <a href="https://catalog.archives.gov/id/123861883">https://catalog.archives.gov/id/123861883</a>
17.	Hotel Metropole, 1111 Pacific Ave., Santa Cruz - <a href="https://catalog.archives.gov/id/123861867">https://catalog.archives.gov/id/123861867</a>
18.	Robinson, Elias H., House, 363 Ocean St., Santa Cruz - <a href="https://catalog.archives.gov/id/123861867">https://catalog.archives.gov/id/123861867</a>
19.	Golden Gate Villa, 924 3rd St., Santa Cruz - <a href="https://catalog.archives.gov/id/123861859">https://catalog.archives.gov/id/123861859</a>
20.	Carmelita Court, 315--321 Main St., Santa Cruz - <a href="https://catalog.archives.gov/id/123861843">https://catalog.archives.gov/id/123861843</a>
21.	Loeff Carusel and Roller Coaster on the Santa Cruz Beach Boardwalk, Along Beach St., Santa Cruz –
22.	<a href="https://catalog.archives.gov/id/123858107">https://catalog.archives.gov/id/123858107</a>
23.	Live Oak Ranch, 105 Mentel Ave., Santa Cruz - <a href="https://catalog.archives.gov/id/123861873">https://catalog.archives.gov/id/123861873</a>
24.	Cope Row Houses, 412--420 Lincoln St., Santa Cruz - <a href="https://catalog.archives.gov/id/123861847">https://catalog.archives.gov/id/123861847</a>
25.	Hinds, A. J., House, 529 Chestnut St., Santa Cruz - <a href="https://www.nps.gov/subjects/nationalregister/database-research.htm#table">https://www.nps.gov/subjects/nationalregister/database-research.htm#table</a>
26.	Santa Cruz Downtown Historic District, Santa Cruz - <a href="https://catalog.archives.gov/id/123861896">https://catalog.archives.gov/id/123861896</a>
27.	Garfield Park Branch Library, 705 Woodrow Ave., Santa Cruz - <a href="https://catalog.archives.gov/id/123857800">https://catalog.archives.gov/id/123857800</a>
28.	Davenport Jail - 1 Center St. Davenport - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/92000422.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/92000422.pdf</a>
29.	Felton Presbyterian Church - 6299 Gushee St., Felton - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000774.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000774.pdf</a>
30.	Felton Covered Bridge - Covered Bridge Rd., Felton - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000451.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000451.pdf</a>

<b>Table-3 Part 2: Historic Properties within the APE Listed in the National Register of Historic Places</b>	
31.	Phillipshurst-Riverwood - CA 9, Ben Lomond - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/83004369.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/83004369.pdf</a>
32.	Grace Episcopal Church - 12547 CA 9, Boulder Creek - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/06001158.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/06001158.pdf</a>
33.	Dickerman Barn - Cabrillo Hwy., Pescadero - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/82002259.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/82002259.pdf</a>
34.	Pigeon Point Lighthouse - S of Pescadero at Pigeon Point off CA 1, Pescadero - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/77000337.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/77000337.pdf</a>
35.	First Congregational Church of Pescadero - San Gregorio St, Pescadero - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/80000856.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/80000856.pdf</a>
36.	Methodist Episcopal Church of Pescadero - 108 San Gregorio St. Pescadero - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/82002260.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/82002260.pdf</a>
37.	San Gregorio House - Old Stage Rd., San Gregorio - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/77000341.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/77000341.pdf</a>
38.	Johnston, James, House - Higgins-Purisima Rd., Half Moon Bay - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000446.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000446.pdf</a>
39.	Woodside Store - 471 Kings Mountain Rd., Woodside - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/85001563.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/85001563.pdf</a>
40.	Independence Hall - 129 Albion Ave. Woodside - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000772.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000772.pdf</a>
41.	Folger Estate Stable Historic District - 4040 Woodside Rd. Woodside - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/04000328.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/04000328.pdf</a>
42.	Our Lady of the Wayside - 930 Portola Rd. Portola Valley - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/77000338.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/77000338.pdf</a>
43.	Portola Valley School - 775 Portola Rd. Portola Valley - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/74000557.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/74000557.pdf</a>
44.	Casa de Tableta - 3915 Alpine Rd. Portola Valley - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000447.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000447.pdf</a>
45.	Palo Alto Stock Farm Horse Barn - Fremont Rd. Stanford - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/85003325.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/85003325.pdf</a>
46.	Hanna-Honeycomb House - 737 Frenchman's Rd. Palo Alt - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000780.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000780.pdf</a>
47.	Hoover, Lou Henry, House - 623 Mirada Rd. Stanford - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000786.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/78000786.pdf</a>
48.	MacFarland House - 775 Santa Ynez St. Stanford - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/06000659.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/06000659.pdf</a>
49.	Hewlett--Packard House and Garage - 367 Addison Ave. Palo Alto - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/07000307.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/07000307.pdf</a>
50.	Palo Alto Medical Clinic - 300 Homer Ave, Palo Alto - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/10000357.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/10000357.pdf</a>
51.	Downing, T. B., House - 706 Cowper St. Palo Alto - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000452.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/73000452.pdf</a>
52.	U.S. Post Office - 380 Hamilton Ave. Palo Alto - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/81000175.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/81000175.pdf</a>
53.	Ramona Street Architectural District - 518--581 Ramona St. and 255--267 Hamilton Ave. Palo Alto - <a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/86000592.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/86000592.pdf</a>

<b>Table-3 Part 3: Historic Properties within the APE Listed in the National Register of Historic Places</b>	
54. Fraternal Hall Building - 140 University Ave. and 514 High St. Palo Alto -	<a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/90000119.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/90000119.pdf</a>
55. Palo Alto Southern Pacific Railroad Depot - 95 University Ave. Palo Alto -	<a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/96000425.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/96000425.pdf</a>
56. Hostess House - W of University Ave. underpass of El Camino Real, Palo Alto -	<a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/76000528.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/76000528.pdf</a>
57. Squire, John Adam, House - 900 University Ave. Palo Alto -	<a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/72000255.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/72000255.pdf</a>
58. Wilson House - 860 University St. Palo Alto -	<a href="https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/80000862.pdf">https://npgallery.nps.gov/pdfhost/docs/NRHP/Text/80000862.pdf</a>