

**FAA Initiative to Address Noise Concerns – Phase Two**  
**City of Mountain View Analysis**  
**August 2017**

On July 25, 2017, Representatives Anna Eshoo, Jackie Speier, and Jimmy Panetta released the “*FAA Initiative to Address Noise Concerns – Phase Two*” report in response to the recommendations submitted by the Select Committee on South Bay Arrivals and the SFO Airport/Community Roundtable. The report updates the second of a three phased approach, known as the NorCal Initiative that the FAA has implemented to review and respond to community proposals to address the noise concerns in Santa Cruz, Santa Clara, San Mateo and San Francisco counties. The FAA Initiative response includes recommendations determined to be feasible as well as not feasible from an operational and safety perspective.

The FAA response report **is not final**, but an interim report with many recommendations yet to be evaluated. An updated version of this report will be released which further categorize recommendations under evaluation and will include Appendices that will outline the FAA’s decision-making process. A copy of the report can be found on the City’s [website](#). To view a copy of the Report of the Select Committee on South Bay Arrivals, [click here](#).

Below is a summary of issues addressed in the FAA’s report that could have potential impacts on Mountain View:

**Feasible and could be implemented in the Short Term (less than 2 years):**

SFO Arrivals (pp. 22)

- Develop new procedure that transitions from Surfer (SERFR) track to Big Sur (BSR) track (*Select Committee Recommendation 1.2, Recommendation 1, pp. 5*)
- Criteria for new Optimal Profile Descent (OPD) procedure that follows the Big Sur (BSR) track (*Select Committee Recommendation 1.2, Recommendation 2, pp.5*)

**Currently Under Evaluation:**

MENLO Waypoint (pp. 28-29)

- MENLO Waypoint – vectored traffic in vicinity of MENLO above 5,000 ft. This includes vectored SERFR and Bodega (BDEGA) west downwind aircraft. (*Select Committee Recommendation 2.5, Recommendation 3, pp. 14*)
- Assess the feasibility of establishing different points of entry, over compatible land use at high altitudes, to the final approach into SFO on the SERFR arrival (or any replacement), such as a different waypoint east or north of MENLO, or using FAITH, ROKME or DUMBA. May involve modifying San Jose Airport (SJC) Class C airspace. (*Select Committee Recommendation 2.5, Recommendation 5, pp. 14*)

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Miscellaneous (pp. 30-32)

- The FAA to determine altitudes to turn aircraft for vector purposes that minimize noise
- Increase All Altitudes (*Select Committee Recommendation 2.8, pp. 16*)
- Aircraft Vectoring - raise all vectoring altitudes over Mid-Peninsula (*Select Committee Recommendation 2.9, Recommendation 2, pp. 17*)

SFO RWY (Runway) 28 Arrivals (pp.36-37)

- Raise procedural altitudes on SERFR (*Select Committee Recommendation 2.6, Recommendation 1, pp. 15*)
- Raise the altitudes of vectored aircraft on the SERFR (*Select Committee Recommendation 2.6, Recommendation 1, pp. 15*)
- Develop a procedure to replace the SERFR with ground tracks that minimize total people affected (*Select Committee Recommendation 1.2, Recommendation 4, pp. 6*)

SJC Arrivals (pp. 42)

- Modify BRIXX Procedure\* into San Jose International Airport. The amended BRIXX should obtain the highest possible altitude where the BRIXX intersects the new arrival route from the south. (*Select Committee Recommendation 2.11, pp. 18*)

*\*The BRIXX arrival procedure/path from the north into San Jose International Airport which runs down the Peninsula, over La Honda and Boulder Creek before turning and flying south and then turning east and north to the final approach into SJC. The BRIXX path intersects with SFO Southern arrival path (which approached SFO from the south over the Santa Cruz Mountains), roughly to the north of Mount McPherson in the Santa Cruz mountains.*

**Recommendations which were not endorsed by the FAA:**

MENLO (pp. 30, 47-48)

- MENLO Waypoint - design new procedure for south arrivals or assess feasibility of using a different waypoint (*Select Committee Recommendation 2.5, Recommendation 2, pp. 14*)
- MENLO Waypoint - review increasing Runway (RWY) 28L glide slope. Increase SFO RWY 28 Glide Slope - The recommendations are to review and determine feasibility which could be done in the near term. (*Select Committee Recommendation 2.5, Recommendation 4, pp. 14*)
- MENLO Waypoint - altitude at MENLO above 5,000 ft. (*Select Committee Recommendation 2.5, Recommendation 1, pp. 13*)