

Midcoast Community Council

*An elected Advisory Council to the San Mateo County Board of Supervisors
representing Montara, Moss Beach, El Granada, Princeton, and Miramar*
P.O. Box 248, Moss Beach, CA 94038-0248 — www.MidcoastCommunityCouncil.org

Lisa Ketcham **Dave Olson** **Claire Toutant** **Dan Haggerty** **Brandon Kwan** **Chris Johnson**
Chair Vice-Chair Secretary Treasurer

October 11, 2017

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW, Room 1022
Washington, D.C. 20591

RE: Support for SFO Airport/Community Roundtable recommendations regarding mitigation of aircraft noise on the San Mateo County Midcoast resulting from implementation of the NextGen air transportation system

Dear Mr. Huerta:

The Midcoast Community Council (MCC) is an elected Municipal Advisory Council to the San Mateo County, California, Board of Supervisors, serving the citizens of the unincorporated Midcoast in the communities of Montara, Moss Beach, El Granada, Princeton, and Miramar.

The implementation of the NextGen air transportation system has resulted in noise, vibration, and visual distraction that has affected the health and well-being of Midcoast residents. We have heard testimony from many residents about the detrimental effects that the increased air traffic and noise resulting from NextGen has had on their lives. We have also reviewed data provided by the SFO Noise Abatement office that confirms both the additional air traffic over the Midcoast and the staggering increase in aircraft noise complaints — from 14,726 in 2014 to 3,542,781 in 2016 — for the Northern California Metroplex, which includes the Midcoast.

The MCC supports the work of the Select Committee on South Bay Arrivals (SC) and the SFO Airport/Community Roundtable in their efforts to develop recommendations for mitigating the aircraft noise on the Midcoast resulting from NextGen. The MCC supports the recommendations developed by the SFO Airport/Community Roundtable. Specifically, the MCC supports the Roundtable's following recommendations, which would most benefit the Midcoast and which are still currently under FAA evaluation, and urges you to implement them as soon as possible.

- *Design and implement NIITE southbound transition that flies up the Bay, over the Golden Gate Bridge, then South. Keep away aircraft from [sic] shore as much as possible. Aircraft would head up the Bay to NIITE, then west to GOBBS, then south-southeast to the PORTE or WAMMY waypoint, remaining clear of the shore.*
- *The south transition on the NIITE SID should also be made available to HUSSH departures from OAK.*
- *SFO Roundtable requests a timeline from the FAA for implementation of NIITE southbound transition procedure, factoring in requirements to run the procedure through FAA Order JO 7100.41A process.*
- *The FAA should determine altitudes to turn aircraft for vector purposes that minimizes noise.*
- *Use the Bay, Ocean and compatible land use as much as possible.*

- *Determine if upgraded radar equipment or map notations would be helpful to controllers to increase the use of less impact areas when vectoring.*
- *While formal process of creating NIITE/HUSSH transition from GOBBS to an offshore southbound course is underway, determine if aircraft can file QUIET or SILENT, and/or Northern California Tracon utilize vectors, to approximate it's [sic] path. One possibility: vector southbound aircraft via 330° and up the Bay, then out to the ocean and south; or off SFO – 050° and down the Bay.*
- *Raise the altitudes of vectored aircraft on the SERFR.*
- *Fly over SSTIK/CNDEL to PORTE as published; avoid vectoring down the peninsula direct to waypoints beyond PORTE.*
- *Assign the OFFSHORE departure to flights which historically were assigned the OFFSHORE departure, which guides the aircraft to the ocean and WAMMY waypoint. Wide dispersal of flight paths is preferred.*
- *In the existing SSTIK procedure, use the Bay and ocean as well as use existing areas of compatible land use for overflights as much as possible.*
- *Define the airspace limitations over the Bay, Golden Gate Bridge and the Ocean to the west for placement of a waypoint to replace or augment PORTE and or STTIK waypoint. Present these limitations to the Roundtable in graphic and memo format.*
- *Fly the CNDEL procedure as published – don't vector aircraft early. Determine if flight tracks after CNDEL waypoint could [sic] 'contained' to a more limited area such as west of the eastern shore of the Bay that would decrease potential conflicts with SSTIK. From CNDEL, direct aircraft to a waypoint in the Pacific Ocean – potentially GOBBS, then WAMMY before flying to PORTE.*
- *Create an OFFSHORE RNAV overlay that would allow for an RNAV procedure that keeps aircraft over the water.*
- *Remain over the Bay/Pacific Ocean until attaining a high altitude.*
- *Assign southeast bound aircraft the TRUKN departure with a transition at TIPRE or SYRAH.*

Thank you for working with the Select Committee and the SFO Airport/Community Roundtable in response to the issue of aircraft noise on the San Mateo County Midcoast and for your time and attention in considering this letter.

Sincerely,

MIDCOAST COMMUNITY COUNCIL
s/Lisa Ketcham, Chair

cc: Representative Jackie Speier
Supervisor Don Horsley
Supervisor Dave Pine
Representative Nancy Pelosi