

U. S. House of Representatives
Washington, D. C. 20515

August 21, 2015

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

Dear Administrator Huerta,

We are writing to follow up on the July 24, 2015 meeting between Federal Aviation Administration (FAA) staff and Santa Cruz County local and federal government representatives regarding commercial aircraft noise impacts.

As we noted in our previous letter of April 15, 2015, and in our May 20, 2015, meeting in Washington, D.C., the FAA's rerouting of one of the SFO approach routes as part of the NextGen program has imposed an unacceptable noise burden on several neighborhoods in Santa Cruz and Santa Clara Counties. This situation has dramatically affected the quality of life of the residents living under this new flight path which the FAA has designated as SERFR ONE. We are most grateful that the FAA's Regional Director Glen Martin and other FAA staff took the time to travel to Santa Cruz County for this meeting.

Based on notes taken at the meeting, we understand that the FAA, through Mr. Martin, committed to take the following steps:

- Analyze raising the ceiling and floor altitudes at which flights may use the SERFR ONE route over Santa Cruz County, which would in turn allow for raising the BR1XX route ceiling and floor altitudes;
- Implementation of flight idle descents and speed reduction to use SERFR ONE from a waypoint over Monterey Bay
- Immediate investigation of potential violations of Class B protected airspace as a result of a possible SERFR ONE design issue that is allowing aircraft to descend below the SFO arrival Class B airspace and into potential conflict with general aviation aircraft;
- Analyze reducing the speed of aircraft flying through SERFR ONE to the lesser speed aircraft flew on BIGSUR TWO;
- Immediate implementation of flight procedures that would grossly reduce the use of speed brakes on SERFR ONE and work with the commercial air carriers utilizing SERFR ONE to eliminate the use of air brakes by planes as they cross over Santa Cruz County.

We also understand that the FAA committed through Mr. Martin to analyze the viability of these options in as short a timeframe as possible, which could be as brief as six months. We are very grateful for this commitment. These proposals seem to be very practical and could meaningfully improve the quality of life in the communities impacted by the SERFR ONE air traffic.

We also look forward to improving the dialogue between the FAA and the affected Santa Cruz and Santa Clara County communities. We encourage the FAA to open a direct line of communication with the leadership of *Save Our Skies*, the community-based organization formed by residents of the SERFR ONE impacted neighborhoods. We've also renewed our April request of the FAA to hold a public meeting in Santa Cruz County so that we can announce it within the next 30 days and hold it within 60 days on the implementation of the SERFR ONE Route and its related noise impacts. Finally, we reiterate the request we made in our May meeting with you in Washington, D.C. for the FAA to review the Save Our Skies proposal to relocate the SERFR ONE route to the long standing BIG SUR TWO alignment.

Sincerely,



Sam Farr
Member of Congress



Anna G. Eshoo
Member of Congress