




**CITY OF SUNNYVALE
OFFICE OF THE CITY MANAGER**

January 11, 2017

TO: City Council

FROM: Deanna J. Santana, City Manager 

SUBJECT: Airplane Related Issues

The City continues to track air noise activity on multiple fronts and from multiple sources that impact our residents. In Sunnyvale, the source of air noise comes from various activities from regional international airports, general aviation airports, and Moffett Federal Airfield. Ultimately, the Federal Aviation Administration (FAA) is primarily responsible for air traffic control and our region continues to advocate for air noise mitigation.

Here is an update on recent activity that the City of Sunnyvale is engaged in to advance our advocacy on this matter:

Aviation Consultant Services

The City has contracted with Freytag and Associates for aviation-related consultant services. The contract is managed out of the Office of the City Manager. The Firm will be evaluating impacts to Sunnyvale related, but not limited, to San Carlos airport, San Jose International and San Francisco International.

What is the City doing? At this time, the City and consultant's efforts include data collection and analysis to prepare for an anticipated meeting with the FAA regarding San Carlos Airport and the Surf Air pilot that terminated on January 5, 2017. Originally, the FAA communicated that a meeting would be held in January 2017, but we have received communication that the meeting is postponed to an unscheduled date in February 2017.

Surf Air / San Carlos Airport Bayside Visual Approach (BVA)

As you know, in 2016, the FAA granted a request by San Mateo County (SMC) to approve a six month pilot to divert the last leg of the Surf Air approach to San Carlos airport; the diverted route flew north over Moffett Field and then over the Bay. The pilot began on July 5, 2016 and ended last week, on January 5, 2017. The request, development and approval to implement the pilot occurred with no notification or outreach to Sunnyvale. The City immediately went on record in opposition to the pilot, citing, among other things, the lack of engagement with our community.

While the pilot has terminated, the FAA has communicated that San Mateo County or Surf Air has not communicated on its final determination on whether to pursue full implementation.

What is the City Doing? The City of Sunnyvale will prepare a formal letter to the County of San Mateo and Surf Air asking for advance notification, and community engagement, before it makes any decision. We will also continue to communicate Sunnyvale's opposition position. In addition, the letter will request an update on the noise complaints data collected by SMC. The City is also working closely with the City of Cupertino on this issue as the original path for Surf

Air's approach still flies over parts of Sunnyvale and Cupertino at low altitudes. Staff has also been working closely with Mr. Chris Moylan, District Director for Congressman Khanna, to keep his office up to speed on this important issue.

FAA Rulemaking: SFO Class B Airspace

The City's aviation consultants advised last week that the FAA has proposed modifications to "Class B Airspace Area" at SFO. Limited details are available on the proposal; notification was published via the November 9, 2016 *Federal Register* (Attachment 2). The proposal would realign the airspace to provide more room for vectoring. Vectoring is a method to delay an inbound flight by extending its flight path; changes to the flight path can be vertical or lateral.

The FAA will be hosting three fact-finding informal airspace meetings to solicit information from stakeholders concerning the proposal:

- **Monday, January 30, 2017 in Burlingame, 5:30 pm;**
- **Tuesday, January 31, 2017 in San Jose, 5:30 pm; and**
- **Wednesday, February 1, 2017 in Oakland, 5 pm.**

This proposal has the potential to impact Sunnyvale, Palo Alto, Mountain View, and potentially Cupertino, depending on how much the FAA is proposing to expand the current airspace.

What is the City Doing? The City has contacted the FAA for more details on the proposal. The City's website is set to update by Monday with details on the proposal and stakeholder meetings. A notice will also go out to the City's airplane noise interest list. The Office of the City Manager has also communicated with the Cities of Mountain View and Palo Alto to discuss this proposal and information is being shared to assess whether a joint letter or separate, but aligned, action should be pursued.

San Jose International (SJC) Reverse Flow

Typically, during winter months inclement weather and Southerly winds reverse the flight pattern at the airport – Reverse Flow. Departures are to the South and arrivals come from the North. The weather conditions that cause the change in departure direction mostly occur during the months of September through March. However 2016 experienced unseasonable summer winds which dramatically increased the number of flights overhead. Sunnyvale advised residents to contact SJC with concerns about noise. As a result, SJC Director of Aviation, Kimberly Becker, requested that the FAA "review south flow flight procedures with the goal of identifying possible solutions to reduce the noise impacts on Sunnyvale residents" (Attachment 3).

What is the City Doing? The Mayor has been invited to participate by the FAA in a review meeting; however, no date has been set. City staff is following up weekly with the FAA to schedule this meeting.

Resources

Residents should continue to:

- Report airplane noise to the proper authorities (listed at AirplaneNoise.inSunnyvale.com);
- Sign up for the City's interest list on this topic via an email to airplanenoise@sunnyvale.ca.gov; and
- Stay updated on this issue via the City's website, AirplaneNoise.inSunnyvale.com.

ATTACHMENTS

1. Letter from San Mateo County to Community Members, December 30, 2016
2. Federal Register, November 9, 2016, excerpt
3. Letter from SJC to the FAA, November 30, 2016

December 30, 2016

Dear Community Members:

As you are aware, in July 2016, the Federal Aviation Administration (FAA) approved a six-month operational test of the Bayside Visual Approach into the San Carlos Airport. This purpose of this letter is to notify you that the FAA's six-month test will end on January 4, 2017.

The Bayside Visual Approach (BVA) was developed for use by Surf Air in an effort to reduce aircraft noise for approximately 140,000 residents living near the GPS approach into the San Carlos Airport. Since July 2016, Surf Air has used the BVA approximately 60 percent of the time when weather and air traffic conditions allow.

On January 5, 2017 Surf Air will resume flying the GPS approach into the San Carlos Airport while the FAA completes its analysis of the BVA. The FAA's analysis will evaluate the BVA based on environmental, operational, and community impacts and will include an opportunity to provide public comments.

We will continue to provide updates on the County website and through social media. We thank you for your interest in the six-month operational test of the Bayside Visual Approach.

Sincerely,



Mike Callagy
Assistant County Manager

c: Representative Jackie Speier, District 14
Representative Anna Eshoo, District 18
County of San Mateo Board of Supervisors
Don Kirby, FAA – NORCAL TRACON
Jim Lomen, FAA – SFO ADO Manager
Dylan Krassensky, San Carlos Air Traffic Manager
San Carlos Airport Noise Working Group
Alex McIntyre, City Manager - City of Menlo Park
Daniel Rich, City Manager - City of Mountain View
David Brandt, City Manager - City of Cupertino
Glenn Hendricks, Mayor - City of Sunnyvale
James Keene, City Manager - City of Palo Alto
Melissa Stevenson Diaz, City Manager - City of Redwood City
Michael Lempres, Mayor - Town of Atherton
Tara Peterson, Assistant City Manager - City of San Carlos
Rich Newman, San Carlos Airport Association
Carol Ford, San Carlos Airport Association
Jim Porter, Director of Public Works
Rochelle Kiner, Deputy Director of Public Works
Gretchen Kelly, Airport Manager



[FR Doc. 2016-26921 Filed 11-8-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

Proposed Modification of the San Francisco, CA, Class B Airspace Area; Public Meetings

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meetings.

SUMMARY: This notice announces three fact-finding informal airspace meetings to solicit information from airspace users and others concerning a proposal to amend the Class B airspace area at San Francisco, CA. The purpose of these meetings is to provide interested parties an opportunity to present views, recommendations, and comments on any proposed change to the airspace. All comments received during these meetings will be considered prior to any revision or issuance of a notice of proposed rulemaking.

DATES: The meetings will be held on Monday, January 30, 2017, from 5:30 p.m. to 8:30 p.m.; Tuesday January 31, 2017 from 5:30 p.m. to 8:30 p.m.; and Wednesday February 1 from 5 p.m. to 8 p.m. Doors open 30 minutes prior to the beginning of each meeting. Comments must be received on or before March 16, 2017.

ADDRESSES: The meetings will be held at the following locations:

January 30, 2017: Burlingame Public Library, Lane Room, 480 Primrose Rd., Burlingame, CA 94010 (Seating capacity: 80).

January 31, 2017: Martin Luther King Library, Room 225, 150 E. San Fernando St., San Jose, CA 95112 (Seating capacity: 150).

February 1, 2017: Port of Oakland Building, First-Floor Exhibit Room, 530 Water St., Oakland, CA 94607 (seating capacity: 70).

Comments: Send comments on the proposal, in triplicate, to: Tracey Johnson, Manager, Operations Support Group, Western Service Center, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057, or by fax to (425) 203-4505.

FOR FURTHER INFORMATION CONTACT: Rick Coté, FAA Support Specialist, Northern California TRACON, 11365 Douglas Road, Mather, CA 95655, (916) 366-4001.

SUPPLEMENTARY INFORMATION:

Meeting Procedures

(a) The meetings will be informal in nature and will be conducted by one or more representatives of the FAA Northern California TRACON. A representative from the FAA will present a briefing on the planned modification to the Class B airspace at San Francisco, CA. Each participant will be given an opportunity to deliver comments or make a presentation, although a time limit may be imposed to accommodate closing times. Only comments concerning the plan to modify the San Francisco Class B airspace will be accepted.

(b) The meetings will be open to all persons on a space-available basis (seating capacity listed with addresses). There will be no admission fee to attend and participate.

(c) Any person wishing to make a presentation to the FAA panel will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the panel to allocate an appropriate amount of time for each presenter.

(d) Position papers or other handout material relating to the substance of these meetings will be accepted. Participants wishing to submit handout material should present an original and two copies (three copies total) to the presiding officer. There should be additional copies of each handout available for other attendees.

(e) These meetings will not be formally recorded. However, a summary of comments made at the meeting will be filed in the docket.

Agenda for the Meetings

- Sign-in
- Presentation of Meeting Procedures
- Informal Presentation of the Planned Class B Airspace Area Modifications
- Solicitation of Public Comments
- Drop box for written comments

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Washington, DC, on November 1, 2016.

Leslie M. Swann,

Acting Manager, Airspace Policy Group.

[FR Doc. 2016-27089 Filed 11-8-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Parts 33 and 35

[Docket Nos. RM09-16-000 and PL09-3-000]

Control and Affiliation for Purposes of Market-Based Rate Requirements Under the Federal Power Act

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Withdrawal of notice of proposed rulemaking and termination of rulemaking proceeding.

SUMMARY: The Federal Energy Regulatory Commission (Commission) is withdrawing a notice of proposed rulemaking, which proposed to amend its regulations pursuant to the Federal Power Act to grant blanket authorizations to acquire 10 percent or more, but less than 20 percent of the outstanding voting securities of a public utility or holding company and amend the definitions of “affiliate” in the Commission’s regulations. The Commission is also terminating a proceeding on the Electric Power Supply Association’s petition requesting guidance.

DATES: The notice of proposed rulemaking published on January 28, 2010, at 75 FR 4498, is withdrawn as of November 9, 2016.

FOR FURTHER INFORMATION CONTACT: Regine Baus (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, (202) 502-8757.

SUPPLEMENTARY INFORMATION:

1. On January 21, 2010, the Commission issued a Notice of Proposed Rulemaking (NOPR) in this proceeding.¹ For the reasons set forth below, we are exercising our discretion to withdraw the NOPR and terminate this rulemaking proceeding.

I. Background

2. On September 2, 2008, the Electric Power Supply Association (EPSA) filed a petition requesting guidance regarding concepts of control and affiliation as they relate to Commission-jurisdictional transactions under sections 203 and 205 of the Federal Power Act (FPA).² EPSA

¹ *Control and Affiliation for Purposes of Market-Based Rate Requirements under Section 205 of the Federal Power Act and the Requirements of Section 203 of the Federal Power Act*, FERC Stats. & Regs. ¶ 32,650 (2010) (NOPR).

² Electric Power Supply Association, Petition for Guidance Regarding “Control” and “Affiliation”,

November 30, 2016

Mr. Glen Martin
Regional Administrator
Western-Pacific Region
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009

Subject: Noise Impacts of South Flow Landing Approach

Dear Mr. Martin:

Over the past several months the Norman Y. Mineta International Airport (SJC) staff has received a significant increase in concerns from Sunnyvale residents over the growing use and noise impacts of the south flow landing approach.

The most common concern expressed by Sunnyvale residents is the density of aircraft passing over their community. Specifically, the ZORSA waypoint on the RNAV Z approach is located directly over a residential neighborhood. Our analysis shows that, historically, when aircraft over the waypoint downwind of SJC runway 12R/L were dispersed over a wide area, there were few complaints from Sunnyvale residents. With the majority of aircraft now consistently passing within a narrow corridor over the waypoint, Sunnyvale residents are experiencing increased noise disturbance from the passing aircraft. Consequently, the number of complaints we are receiving from Sunnyvale is rapidly growing.

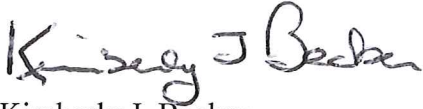
We have heard the complaints from multiple channels – directly from Sunnyvale officials, at a well-attended Sunnyvale town hall meeting, at our Airport Commission meeting and from numerous complaints received by the Airport's Noise Office.

Since air traffic procedures are within the sole jurisdiction the FAA, I am writing to ask if your staff could review south flow flight procedures with the goal of identifying possible solutions to reduce the noise impacts on Sunnyvale residents. We realize that safety cannot be compromised and that retaining operational efficiencies is critical. We also understand and support the FAA's policy of not simply shifting noise from one part of the region to another. However, within these parameters we would ask that the FAA identify possible solutions that work for all concerned parties and could bring some degree of noise relief to Sunnyvale residents.

As an airport that operates in a densely urban environment, we believe it is important to minimize the Airport's environmental impacts on surrounding communities to the extent allowed by safety and efficiency considerations. We are therefore encouraging the FAA to work with Sunnyvale officials, and other key stakeholders, to identify possible solutions. Towards that end, SJC stands ready to appropriately participate in any FAA review of this issue.

We appreciate your efforts to work with the region's cities on aircraft noise through the Select Committee on South Bay Arrivals. We hope you will be willing to undertake a similar approach on the south flow issue.

Sincerely,



Kimberly J. Becker
Director of Aviation

cc: Mayor and City Council – City of San José
Mayor Glen Hendricks – City of Sunnyvale