

DRAFT Letter from City of Brisbane Council

February 4, 2016

Glen A. Martin
Western Pacific Regional Administrator
P.O. Box 92007
Los Angeles, CA 94009

Dear Mr. Martin:

Thank you for meeting with our local congressional Representative Jackie Speier on August 26, 2015 and listening to the concerns of people who live in Brisbane and other communities.

Air traffic safety is paramount for everyone and we recognize that managing the airspace over the San Francisco Bay Area is challenging with multiple international and regional airports.

Brisbane is five miles from SFO and less than 8 miles from the Oakland airport. When a significant percentage of the SSTIK flights from SFO and CNDEL flights from Oakland are not following the RNAV published procedures, (as statistics clearly show) this has a tremendous impact on our community.

We are writing to you today to ask for your help. From the time the SSTIK procedure was implemented a year ago, data shows that approximately 40% of the SSTIK procedures are not flying through the SSTIK waypoint. This has led to a 27x increase in noise events over 65db at the Brisbane noise monitor compared to when the planes fly through the SSTIK waypoint. We are reaching out to the FAA to ask for tighter oversight and enforcement of the approved flight procedures.

Data also shows that an extremely low percentage of CNDLE flights are flying through the CNDLE waypoint. When CNDLE flights are vectored, many times the redirected flight path puts the planes in direct conflict with SSTIK flights, which creates one of the main reasons why SSTIK procedures are vectored.

The air traffic controller at TRACON who turns the CNDEL flight early is the same controller who then has to turn the SSTIK flight early. The SSTIK and CNDLE procedures were designed to be compatible with each other, so that safety and efficiency (less vectoring) could be achieved. Thus the person who creates the safety and separation issue is the very same person who can allow the SSTIK and CNDLE procedures to be flown as chartered and not vectored over Brisbane.

We further understand you collaborated with Representatives Farr, Eshoo, and Speier to create the document "FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties." We feel this is a positive step from the FAA to collaborate with communities to find meaningful noise reduction from airplanes, while also keeping the skies safe.

We respectfully request that you investigate the cause of deviation from the procedures and include it in the “phase one” detailed analysis described in the “FAA Initiative to address noise concerns”. We also request moving the SSTIK waypoint back to the position of the SEPDY waypoint. This has the planes flying over San Francisco Bay for a longer period of time and can move the flight path over uninhabited areas such as the Brisbane Baylands, instead of impacting our residential areas.

Attached is the data for SSTIK and CNDLE procedures from the SFO Roundtable’s aviation consultant, BridgeNet International.

Thank you for your time and attention to this matter.

Sincerely,

Clifford R. Lentz, Mayor

Lori S. Liu, Mayor Pro Tem

W. Clarke Conway, Councilmember

Madison Davis, Councilmember

Terry O'Connell, Councilmember