



FOR IMMEDIATE RELEASE

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ESHOO, FARR, SPEIER ANNOUNCE ACCEPTANCE OF THE RECOMMENDATIONS OF THE SELECT COMMITTEE ON SOUTH BAY ARRIVALS

WASHINGTON, D.C.—Following the FAA's implementation of NextGen procedures in Northern California airspace in late 2014 and early 2015, including the March 2015 implementation of the new SERFR route, we met with the FAA's leadership to address these concerns for the affected communities. In order to vet potential solutions, the FAA sought our help to convene a committee of elected local government officials to provide a forum for communities outside the purview of the SFO Airport/Community Roundtable.

We are tremendously grateful that 12 local elected officials and their alternates stepped forward and devoted countless hours to public hearings, technical briefings and document review. The process was transparent, thorough and deliberative.

We support the majority of the Select Committee's final recommendation to return to the previous BSR Arrival ground track. While the FAA has committed to designing the routing over the previous BSR lateral track with the highest feasible altitudes and with the lowest possible noise impact, the Select Committee has recommended that at a minimum, the route be no lower and the noise impact no greater than the previous BSR. These minimums apply to the entire route including in the vicinity of MENLO intersection, where the Select Committee is

recommending not only a higher altitude over MENLO but also specifying that the planes use only idle power over this area. The return to the BSR track is planned as an interim solution while the FAA works with the affected communities and its elected leaders to develop and identify the best long term solution based on the Committee's recommendations. Prior to the FAA taking any action, it will assess and report any environmental impacts in accordance with the National Environmental Protection Act and applicable agency rules.

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