

From: [Glenn Hendricks](#)
Subject: Fw: Objection to Proposed BVA procedure
Date: Tuesday, September 26, 2017 3:15:14 PM
Attachments: [FAA Sept 27 Meeting.docx](#)

Glenn Hendricks

Mayor

Cell: 408 242 8384

Office: 408 730 7473

Sunnyvale.ca.gov

From: Glenn Hendricks
Sent: Tuesday, September 26, 2017 3:13 PM
To: 9-awp-sql-cvfp@faa.gov
Cc: Jim Griffith; Larry Klein
Subject: Objection to Proposed BVA procedure

Sept 26, 2017

My name is Glenn Hendricks. I am the Mayor of Sunnyvale and on behalf of the residents of Sunnyvale, I am writing in opposition to the BVA proposal.

The City and residents of Sunnyvale are opposed to the FAA's Bay View Approach (BVA) into San Carlos airport.

The City and residents of Sunnyvale object to the proposed BVA approach into San Carlos airport – that flies over Sunnyvale, unless significant changes are made to the procedure.

Increase the altitude of flights over Sunnyvale. Altitude is our friend. Raising the altitude of these flights to 6,000 feet or above when entering Sunnyvale airspace will significantly mitigate the noise that these aircraft produce.

Do not allow aircraft to descend much during their time over Sunnyvale.

They should exit Sunnyvale airspace no lower than 5,000 feet.

There should be time restrictions for how early and how late in the day aircraft can use this procedure.

There are other reasons to not approve this procedure.

There has been no public review of the “Pilot BVA Procedure” that was run last year.

- o The purpose of the “pilot procedure” was to gain information. Why hasn’t there been a public hearing on this?

I believe the FAA has good intent, but the public hearing process for this meeting has not been well coordinated.

- o This proposed procedure has significant impact to Sunnyvale residents. The FAA did not coordinate this meeting with the City of Sunnyvale or the Mayor’s office.
- o This meeting is being held in San Jose. A significant burden to Sunnyvale residents and minimizes the number of people who can attend.
- o The City did offer to find and provide a location in Sunnyvale for this meeting. That offer was not accepted by the FAA.
- o I have seen multiple messages that try to minimize the “complaints” that have come from Sunnyvale residents. It needs to be clearly understood by all – that the complaint process is broken. Full weight and impact needs to be given to every single complaint that has been received about this proposed procedure. And no conclusion should be drawn from the fact that complaint rates may have dropped off. This is natural to happen over time, when no result seems to be coming from your complaints.

The City of Sunnyvale does want to recognize the efforts that Surf Air has made in trying to minimize the impact of their flights over

Sunnyvale. They are trying to fly higher and reducing their power settings over Sunnyvale. (To the FAA, please allow them to fly higher more often). These changes help mitigate the ground level noise. These flight traits and characteristics should be included in any procedure that the FAA might ultimately approve.

I also want to request the FAA to consider minimizing the encroachment of San Francisco International Airport airspace into the South Bay area. One of the things that makes our airspace so complex is how far south the SFO airspace comes into the south bay. Not only for BVA but also for the San Jose International South Flow approach. If SFO reserved air space were not allowed to come so far south, then other aircraft could be allowed to fly higher.

We look forward to continuing to work with the FAA to find reasonable solutions to the problem of ground level aircraft noise in this complex airspace environment.

Thank you for your time
Glenn Hendricks
Mayor – City of Sunnyvale
ghendricks@sunnyvale.ca.gov
408 242 8384 - Cell

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Mayor
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Office: 408 730 7473
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