

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0517**

April 18, 2017

Dennis E. Roberts  
Regional Administrator, Western-Pacific Region  
Federal Aviation Administration  
15000 Aviation Boulevard  
Hawthorne, CA 90250

Dear Mr. Roberts:

Thank you for coming to San Jose to meet with local city councilmembers, airport staff, and our staff on March 22 regarding the San Jose Airport (SJC) south flow aircraft noise issue, and for bringing so many of your own staff members. The information that you provided clarified what alternatives exist, and what the next steps should be. In accordance with the discussion, and on behalf of the jurisdictions represented in the meeting, I make the following requests of you and your staff:

1. Help us develop modified procedures that meet FAA standards and, when used by SJC, will result in a decrease in aircraft noise (maximum intensity and/or frequency of noise spikes) for residential properties under the current south flow procedure route. The modifications should not move air traffic to any other jurisdictions, just alleviate the noise impacts in the current jurisdictions to the extent possible. Possible procedure modifications include deliberately directing different flights back out over the spread of routes near the official procedure that they followed as recently as two years ago, and extending the landing route over the bay before turning east, thereby allowing aircraft to fly at higher altitude over the residential areas.
2. Participate in a public event where citizens can learn the details of the issue and what is being done about it.

The **purpose** is therefore to mitigate actual noise levels from aircraft bound for SJC under south flow conditions.

The **need** for this mitigation has been clearly established by the hard data presented on March 22 showing (a) decibel levels up to approximately 95 dB measured at residential properties, (b) continually increasing numbers of south flow operations as presented by SJC staff, and (c) concentration of aircraft noise over the procedure route due to implementation of NextGen navigational control. As you know, the National Defense Authorization Act requires the FAA to mitigate the negative effects of flight-path changes on local communities. On behalf of the affected communities, I request the aforementioned mitigation.

Our office will be happy to coordinate the planning of the public event, and will be happy to implement the workshop format that you explained has been found to be effective for this kind of event in other locations. I look forward to your response.

Sincerely,



Ro Khanna  
Member of Congress

CC:

The Honorable Anna Eshoo, U.S. House of Representatives, 18<sup>th</sup> District  
The Honorable Zoe Lofgren, U.S. House of Representatives, 19<sup>th</sup> District  
The Honorable David D. Cortese, Santa Clara County Board of Supervisors, 3<sup>rd</sup> District  
The Honorable S. Joseph Simitian, Santa Clara County Board of Supervisors, 5<sup>th</sup> District  
The Honorable Sam Liccardo, Mayor of San Jose  
The Honorable Glenn Hendricks, Mayor of Sunnyvale  
The Honorable Savita Vaidhyanathan, Mayor of Cupertino  
The Honorable Ken Rosenberg, Mayor of Mountain View  
The Honorable Chappie Jones, San Jose Councilmember  
The Honorable Lisa Matichak, Mountain View Councilmember  
The Honorable Lisa Gillmor, Mayor of Santa Clara  
The Honorable Kathy Watanabe, Santa Clara Councilmember