

Item 1.2	Feasibility Group 2: Transition the SERFR STAR Back to the BSR Ground Track Prior to EPICK
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Recommendation: The Select Committee finds that it is unacceptable for the current conditions under SERFR to continue. The Committee also finds, however, that its decision is not limited to the binary choice between the current SERFR or the notional DAVYJ flight tracks.

The Committee therefore recommends that the FAA identify an “ideal” or “perfect line,” which is a new flight track located where the total number of people affected by airplane noise, the frequentness of the noise, and the volume of the noise are all minimized to the greatest extent possible.

Identification of a “perfect line” will presumably take some time. The Committee, therefore, recommends that the FAA assess the feasibility of retaining 50 percent of the traffic on the current track (more or less) and resetting 50 percent of the traffic to the prior BSR ground track (more or less).

If the FAA determines that the “50-50” concept will either take too long to implement or is infeasible, the Committee recommends a reset of the flight track to the prior BSR ground track (more or less).

However, before implementing any change to the current flight track, the Committee recommends that the FAA make the following four improvements:

1. Amend the Class B airspace;
2. Allow the full use of OPD;
3. Increase altitudes, including using the EDDYY waypoint at 6,000 feet or higher and deleting the concept of the MENLO waypoint at 4,000 feet; and
4. Minimize the use of speed brakes, including slowing the aircraft prior to reaching the Santa Cruz County coastline.

The Committee further recommends that under any proposal using the prior BSR ground track, aircraft altitudes on the new track be as high as or higher than the altitudes on the prior BSR ground track.

Finally, the Committee recommends that any new flight track, either over the prior BSR ground track or the “perfect line,” be named one of the following: BETTR; SELCT; or HGHST.