

Hello I am Roger Heyder, representing Quiet Skies Los Altos. I am a twenty year Los Altos resident and I wrote I think the first letter to the Town Crier middle of last year regarding the jet noise problem and I have been sort of peripherally involved since then.

As mentioned Los Altos was not under the flight path until March of 2015. We actually had basically no noise. Been there twenty years and no noise. Now we have invasive intolerable jet noise.

Over the last few weeks since we have been involved we have been walking the neighborhoods talking to people and it's actually been really informative. 10-20% of the people don't hear a thing. I mean they are really lucky. They don't hear anything. However the other 80% drives them crazy they hate that jet noise. So a couple of interesting things.

They actually don't even realize there is a solution at hand that has been offered by the FAA. They are really excited when they hear about that. And they are excited because finally something is going to happen.

We have these little business cards. It isn't a matter of them giving just one business card so they can go to the site, they take one and ask for more for their friends and neighbors because it is just that big of a problem. We really looking for a solution where we get back to the normal quiet state of Los Altos. And looking at the community noise profiles for the various local communities, Palo Alto and LAH will also benefit in in exactly the same way. They are in immediate proximity and have the same high boost of NextGen noise complaints.

We think the FAA proposal and Mr. Martin's speech here and in Santa Cruz as well is very supportive of what we would like to do to in helping resolve our noise problem. We really believe in going back to BSR flight profile. That includes the OPD – Optimized Profile Descent -- where they are quiet coming down.

We'd also like to see a whole lot less vectoring where the planes are sprayed all over the area, over high residential areas, that's a big problem. I think that one of the things Mr. Martin mentioned was improvement in queuing, so we can keep a lot more than the 50% of the planes that are currently on the flight path on the flight path. That would help a lot.

Those are all things that are really useful. We'd also like to see an ongoing incremental kind of approach with community involvement that we have been

talking about here to actually address ongoing issues because there are a lot of them. That just the way things are.

One thing I did want to talk about is who in the heck are we? We've actually only been around for about six weeks as an advocacy group. We formed when we heard some of the issues with regards to the fact that the FAA proposal doesn't provide any kind of relief for Los Altos.

We just didn't understand it and as we started to talk to other group and got more information it turns out there are actually two noise problems. One is the post-NextGen and one is the legacy issue. And the thing that we think because of where we live that we really need to hit at is the NextGen issue and the reversion. There are certainly are a lot of legacy issues that need to be addressed. But I think in an incremental ongoing approach once the huge pain is over that is a great time to take a look at those.

When we talk about what is our basis for being here. We currently have 225 people who have actually come to our site to endorse our solution. These are Los Altos and Los Altos Hills people. And it's not a mailing list where you collect names, these people who have come to our site, they've read our proposed solution which is the reversion, they've put in their personal information and they hit "we endorse that."

To put that in perspective that is about half the audience when you were at the Santa Cruz Meeting. That is a big number of people especially for Los Altos where people generally don't tend to get involved very much.

So in any case just to close I think for us at least the time for complaining is over. We can either fix the noise problem or we can just keep on complaining and complaining and that is not what we want to do. We want to move ahead with the FAA and work to immediately fix the primary noise problem which is the SERFR to BSR change.

It will allow us to provide some really desperately needed relief that a lot of the communities around are feeling and also it will establish a good working relationship with the FAA that will help us in the future to address a lot of the other problems people have. But it takes care of the big one. That's it.