



Sky Posse Palo Alto

www.skypossepaloalto.org

June 29, 2016.

Good evening. My name is Marie-Jo Fremont. I have been a Palo Alto resident for 23 years. I had a great life until recently.

On behalf of Sky Posse Palo Alto and many concerned Palo Alto residents, I would like to thank you for serving on the Select Committee and providing a forum for our presentations.

Tonight, I will describe how we can achieve a fair regional solution.

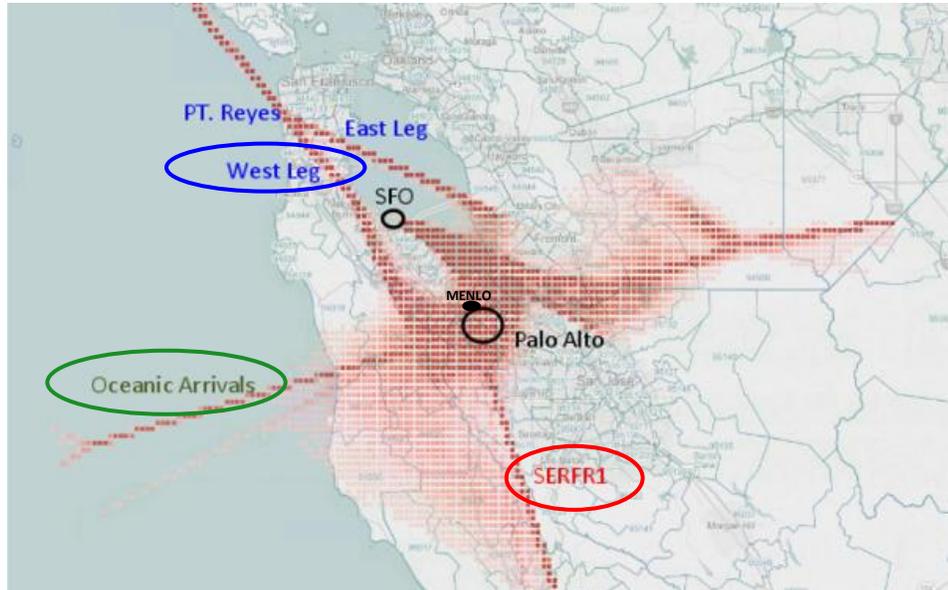
Sky Posse Palo Alto's purpose has always been to ask our City to invest and devote resources to solve our noise problem.

Therefore, our first request to you is to work with our City and its aviation consultants to achieve 2 goals:

- Immediate relief
and
- Long-term solutions

Before I describe how we can achieve these goals, let me summarize the Mid-Peninsula problem.

With NextGen, the noise increased dramatically.



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Palo Alto, East Palo Alto, and Menlo Park are now “Ground Zero” for SFO arrival noise.

3 major arrival routes converge over the MENLO waypoint, located near Willow Road and 101.

This means more than 300 planes per day—that’s over 100,000 jets per year.

Loud, low, and frequent, often 1 or 2 min apart, multiple times a day.

In Palo Alto alone, they fly over 65,000 residents, 18 schools serving 12,000 students.

Living under these planes is a serious health hazard.

We need your help.

Let me now address the FAA feasibility study.

Our response is that:

- the list of proposals is in-complete,
- the language is vague,
- some statements are misleading, and
- it does not analyze proposals interdependently, so it is insufficient as a regional solution.

Finally, it offers Zero Solutions for “Ground Zero.”

Now, how do we achieve our 2 goals?

Our first goal is Immediate Relief. Here are 3 possibilities:

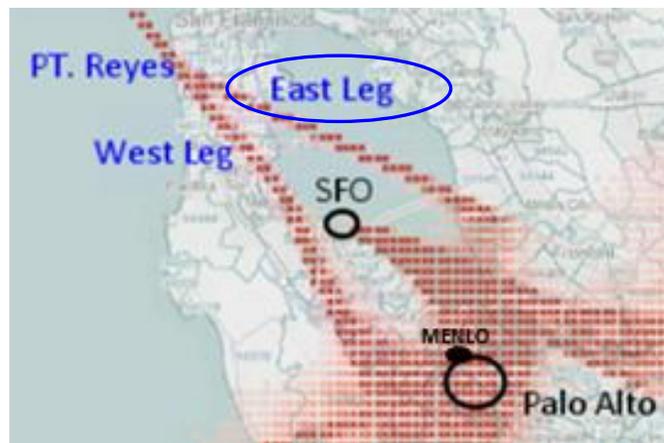
1. **Route arrivals over the full Bay, especially at night.**

Use multiple approaches, multiple waypoints.



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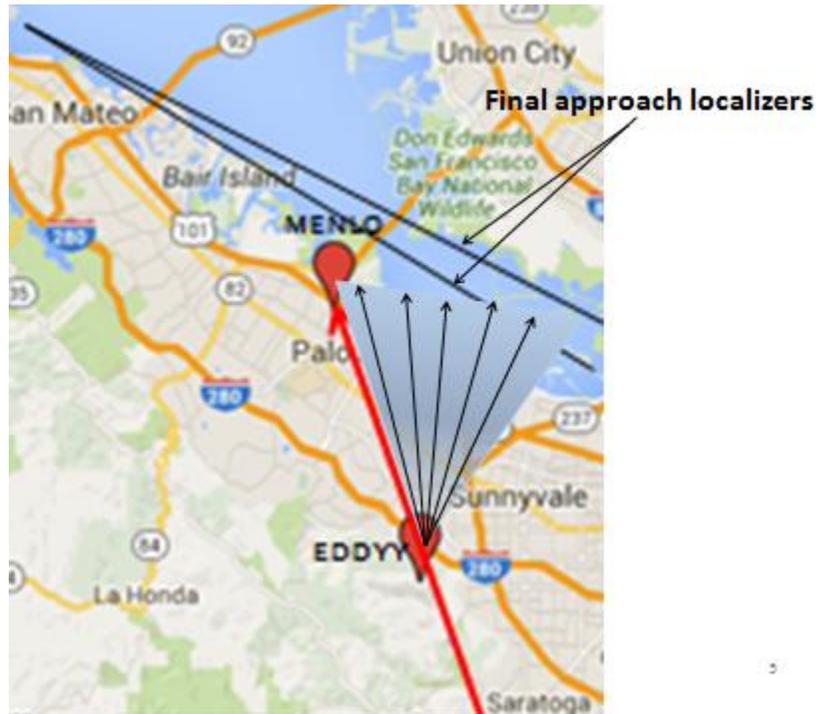
2. **Rebalance Bodega arrivals from Point Reyes**



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- Move the majority of traffic back to the east leg, over the water, as it was in the past.
- Then disperse and raise altitudes of the remaining planes on the west leg

3. Route southern arrivals to the final approach localizers further south of the Dumbarton Bridge to increase flying altitudes over residential areas. Use a fanned approach to disperse noise.



These changes could be implemented in **weeks** or **months**.

Goal #2: Long Term solutions. As a start, we suggest 4 actions:

Action 1: Disperse traffic

Vectoring is not a solution because it is noisy. We need route dispersion by DESIGN. Creating sacrificial noise corridors is unacceptable and unnecessary.



A 4,000-ft waypoint over densely populated area is unacceptable and unnecessary with Bay < 2 miles away

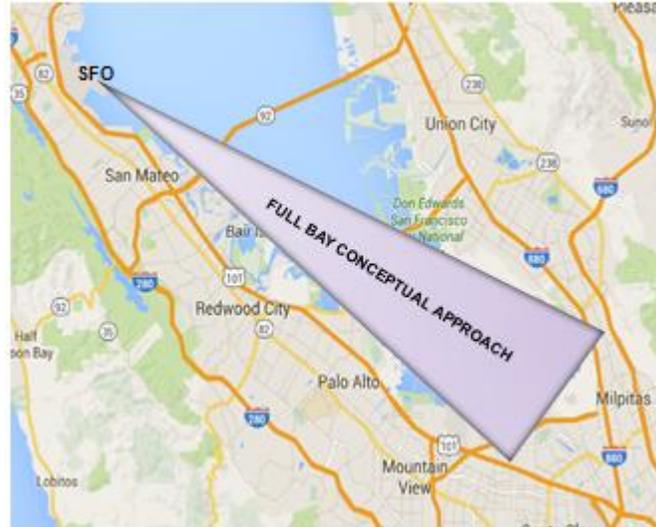
So is merging 3 high-volume routes at 4,000 feet over people's homes at MENLO when the Bay is less than two miles away.

The FAA must identify multiple alternatives that do not use MENLO.

Action 2: Maximize the use of the Bay.

There are almost 22 nautical miles of water directly in front of SFO's runways.

Let's use them to increase the flying altitudes over populated areas.



Here is a concept illustrating full Bay routing.

High-altitude paths

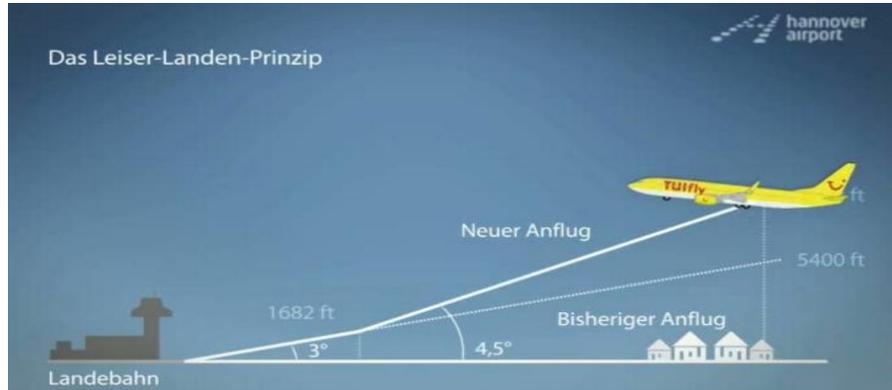


- Arrivals from the south would come up over the Central Valley, then over uninhabited or industrial areas east of 101/west of 5, then through traffic gaps west of SJC or other routes to reach the end of the Bay **at high altitudes**.
- Arrivals from the north east could be routed over Modesto and the Milpitas corridor **at high altitudes** as they were in the past.

Using the full Bay means that planes would no longer fly over communities from Santa Cruz to East Palo Alto.

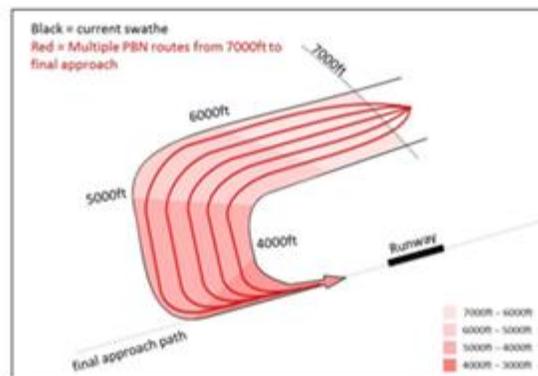
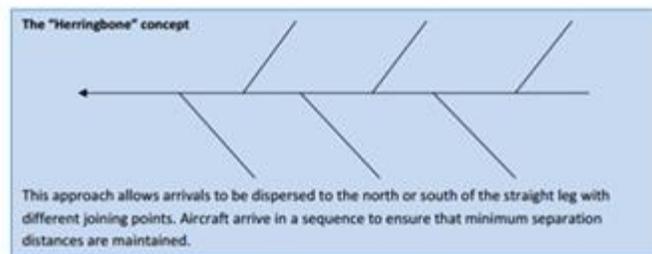
Action 3: use best-in-class technology

- **Increase descent angles.** Steeper angles mean higher altitudes over homes.
 - SFO is using only 2.85 degrees, which is not best in class. European airports use 3.2.
 - Hannover, Germany is even testing 4.5 degrees (the so-called Whisper Approach).



A short video is available at <http://en.hannover-airport.tv/video.html?v=8B>

- **Use precision navigation** to disperse traffic through herringbone or trident patterns, **and** raise the start of final approach to 5,000ft, as they did in Frankfurt.



- **Improve traffic management** by sequencing planes much earlier, over unpopulated areas, and by designing Idle Profile Descents that fly idle ALL the way to final, as NextGen promised, but hasn't delivered. Optimized Profile Descents are noisy; we need "Idle to Final" to have quiet.

These noise abatement solutions are happening at other airports. Frankfurt is a good example. Why can't we do it here?

Action 4: install noise monitors

Noise measurements are critical not only to calibrate the FAA model (AEDT2b -Aviation Environmental Design Tool version 2b) but also to measure the noise impact of proposed changes.

Actions for long-term solutions

- Disperse traffic
- Maximize use of the Bay
- Use best-in-class technology
- Install noise monitors

Finally, let's me talk about getting to Win-Win solutions for the whole region.

Win-Win regional solution

- **Achieve 2 goals**
 - Immediate relief
 - Long-term solutions
- **Create technical working group**
 - FAA experts (including local resources) and independent aviation consultants
 - Comprehensive list of solutions
 - Technical meetings in July
- **Work with Mid-Peninsula cities**

Noise reduction is not a zero-sum game

We need to broaden our options. I've mentioned some ideas, but there are more.

Let's gather technical experts who can develop a comprehensive list of solutions.

Their list should include new proposals from noise groups, consultants, our City, and others, along with existing proposals from the Feasibility study.

Who are these experts?

- The FAA, of course, but participants must include local Air Traffic Control personnel who have expertise in our Metroplex.
- We also need independent aviation consultants who represent cities.

This Technical body would follow a design process with continuous improvement.

As a very first step, these experts should attend the technical meetings in July.

In conclusion:

We can find win-win solutions for our region.

Start at **Ground Zero** and build up from there.

Win-win solutions don't exist in the current FAA analysis. Please get technical experts around the table starting in July to help develop solutions that work for the whole region.

And, please work with our cities.

As changes are considered, providing timely information to the public about current and future noise impact is essential.

Let's innovate to reduce noise for everyone.

Thank you for doing the right thing, and serving all your constituents.

Together, we can create a model for noise abatement solutions across our region and the United States.