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SENT VIA EMAIL: supervisor.simitian@bos.sccgov.org

October 27, 2016

Hon. Joe Simitian, Chair - Select Committee for South Bay Arrivals
70 W. Hedding Street, 10th Floor
San José, CA 95110

Re: Select Committee for South Bay Arrivals

Dear Chairman Simitian and Select Committee members,

The City Council of Los Altos is grateful to the Congressional Representatives, the FAA and the members of the Select Committee on South Bay Arrivals for the extraordinary work that has taken place over the last year. We recognize the complexity of the issues you have been tackling and appreciate all your efforts to reduce or mitigate aircraft noise in the South Bay area.

We understand the objective to be finding solutions to the noise issues that have seriously increased since March 2015. Ideally, the recommendations put forward would result in a noise profile that is *at least at parity, if not better than, the noise level experienced in February 2015*.

As the Select Committee prepares to conclude its work, the City of Los Altos would like the Committee to consider our position on the following points:

Draft Report of the Select Committee on South Bay Arrivals

In general, the City is supportive of the recommendations contained in the first draft discussion document entitled *Report of the Select Committee on South Bay Arrivals* dated October 20, 2016. Of particular note are:

- Amend the SFO Class B airspace to fully encapsulate the preferred ground track (we view this as the critical path item requiring immediate action),
- Expedite the Airbus aircraft family vortex generators retrofit,
- Move northern arrivals back to BDEGA east leg to the fullest extent possible,
- Modify night time operations.

Ground Track Alternatives

We are quite aware that there are many considerations that the Select Committee must take into account in trying to fairly identify a preferred ground track alternative. Based on the

information available to date and the FAA's assessment, the City of Los Altos strongly encourages the Committee to pursue the DAVYJ procedure. The Committee's draft report states, "The FAA has advised the Committee that a new flight procedure that is GPS-based and that contains an OPD could be designed to fly the old BSR ground track, as suggested in the proposals in Feasibility Group 2. The FAA has presented to the Committee a "notional DAVYJ procedure," a notional concept of this new OPD over the BSR ground track. Because the notional DAVYJ is an OPD route 3-4 miles to the west of SERFR, it has a profile similar to SERFR, at altitudes higher than the SERFR procedure and lower than the old BSR procedure."

Of the alternatives presented to the Select Committee, it is our sincere belief that this alternative offers the best overall solution. Properly implemented, DAVYJ is both GPS-based and an OPD route thereby making it most feasible to return to a decades-old flight track and return to a noise level at least at parity with the former BSR procedure. This supports our principle that flight paths should not be moved unless there is an overarching reason to do so, such as safety.

We do not support the proposed SERFR-EDDY track or the idea of splitting flights across multiple tracks. These alternatives either shifts the noise problem to another location or takes a "forced equality" approach to the problem. Neither of which appear to offer a real solution, but instead risks exposing other neighborhoods or communities to an equally unacceptable situation.

We ask members of the Select Committee to join us, the Los Altos City Council and our residents, in supporting DAVYJ as the preferred alternative. We understand DAVYJ looks promising and offers the following advantages:

1. Returning to the prior path reaffirms the principle that noise should not be moved unless there is an overwhelming reason;
2. DAVYJ has been proposed by the FAA and deemed feasible for a relatively rapid implementation, possibly by next summer together with Class B fixes;
3. The FAA has stated that DAVYJ will be:
 - a. Quieter than SERFR and at least at parity with BSR
 - b. Higher than SERFR
 - c. Indistinguishable in noise from SERFR around Palo Alto.

It is imperative that the FAA act expeditiously to remedy the noise situation caused by the implementation of SERFR. The Environmental Assessment Report issued in August 2014 concluded that "the Proposed Action would not result in a significant noise impact." This clearly is not the case. Residents are experiencing injurious level of noise that is seriously affecting their quality of life from this flight track change.

On a final note, the Select Committee has been entrusted to make recommendations that best serve the needs of the region as a whole and can be embraced by the jurisdictions within the congressional districts you represent. Recognizing that the biggest challenge will be securing support from the communities under the Committee's preferred flight track, we urge you to

engage those communities in a discussion prior to making the final recommendation to our Congressional leaders.

Thank you again for all your work, and for your consideration of our recommendations.

Sincerely,



Jeannie Bruins
Mayor, City of Los Altos

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