

Hello,

My name is Tami Mulcahy and I live in north Los Altos.

Tonight I represent **Quiet Skies Mid Peninsula** which is a **coalition of established advocacy groups** from Portola Valley, Ladera, Woodside, Los Altos Hills, Los Altos, Palo Alto, Menlo Park, East Palo Alto. **We welcome our newest members** from Belmont and Redwood City

Thank you to the FAA representatives here today for your willingness to engage in this process

And to you, the Select Committee. You are all volunteers and we are very thankful for your efforts.

Soon you will be deliberating on a wealth of content.

Yesterday, an email was delivered from **Quiet Skies Mid Pen, a consensus letter** from **13 advocacy groups** across **three counties** describing **four principles** we hope **you can lean upon to inform** your decisions. I would like to review those principles.

1. Noise as experienced on the ground must be made a priority. **Safety is paramount but noise is not a necessary by product of safety.**
2. The FAA must adopt **noise metrics that reflect the true impact of noise on the ground.** Current methods, which **did not predict “any significant impact of noise”** with the **implementation of next gen, clearly** did not represent an accurate model, **evidenced by the over 3800% increase of individuals filing noise complaints.**

Next Gen is a suite of state of the art technologies that **deserved state of the art noise metrics to inform the modernization of our skies.**

3. The process to review changes must be **open and transparent** and these assessments made available for public comment.

For example – There were solutions suggested that were not addressed in the FAA proposal.

There were solutions that were deemed infeasible on what looked like small technicalities.

There were solutions that when reading the fine print weren't really what they appeared:

For example - the FAA proposal stated that dispersion is not necessary because it is achieved through vectoring. Low altitude noisy vectoring is not the same as planned dispersion. We also know that the FAA's goal is to further concentrate traffic, thus dispersion through vectoring will be minimized by further sequencing of flights into the narrow corridors.

4. **Solutions must not make winners and losers. There should be no such monster as a sacrificial noise corridor.** No communities should be forced to bear the burden of exhaust pollution and low altitude non stop airplane noise, be it window rattling or constant low grade noise. There should be **limits on traffic capacity and noise** just like there are capacity and pollution limits in other industries.

Just because limits don't exist in the aviation industry doesn't make it right to take advantage of the gaping need for regulation. **Character is doing what is right when no one is watching or in this case, when no one is regulating.**

These are the four principles which, had they been employed in the redesign of our skies, we probably would not be sitting here today.

Our skies have literally fallen. The lower the commercial traffic, the lower the general aviation traffic. Please **do not accommodate the falling sky with band-aid solutions such as adapting the Class B airspace. Raise the sky.**

Also, **OPD works in theory** but it **does not work** in congested airspace. Flights as quiet as sliding down a banister sound divine. We know that OPD is quieter. But it is **not** quiet.

The goal should **not be incremental improvement**, but achieving prior to NextGen peace and quiet. The modernization of our skies, in the spirit of Silicon Valley innovation, must achieve profound improvement to the quality of human life.

In the Mid Pen area, there are blurred lines as to what was pre Nextgen rollout, what was pre Next Gen politicking. But we all know that come March 2015, Serfr broke the camel's back.

The mid pen region gets nailed from all sides, especially those of us living under the maze, where **planes from the west, the north, and the east**, some flying directly over San Francisco airport, are vectored down through the peninsula to merge with the already congested Serfr corridor. There is the new commuter airline Surf Air, there are flights in and out of San Jose Airport and there is general aviation traffic. **The mid pen skies have to be decongested.**

Advocacy groups have worked with fear hanging over their heads, fear for a way of life, fear for their health and the health of their families and property values, fear the FAA will walk away.

Attached to the consensus letter from Quiet Skies Mid Pen is a list of recommendations to our congressional representatives:

1. Create a permanent South Bay Committee for the reduction of aircraft noise.
2. Establish a permanent Technical Working Group
3. Insist on the adoption of international best practices.
4. Fund a Technical Working Group to measure noise on the ground.

Improvement now and in the future must not be mutually exclusive. Attached to the consensus letter **was also a list of solutions or components of solutions for consideration by the Technical Working Group.**

We know that **other communities in metroplexes across the nation** have similar distress and hope that **we can create a model process in working together with the FAA.**

The Bay Area is not only where we live. The Bay Area is a way of life, where indoors and outdoors are seamless for much of the year, where our homes are simply home base to our cherished open spaces and to the playground of other communities.

We need regional solutions for quiet.

This is an **issue of flight procedures, altitudes and congestion, on individual routes and in the maze.**

Principles -

- Noise is the priority.**
- Noise must be measured**
- The review of solutions must be in good faith**
- No sacrificial noise corridors**

Thank you!