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May 12, 2000

Dear UPROAR Member,

Because of your interest and concerns about airplane noise on the mid-Peninsula and the reduction of it, I'm pleased to report to you some important news on the subject.

After hearing from you and many constituents from communities in our area, I launched a collaborative effort with city officials to curb aircraft noise. Elected officials from Palo Alto, East Palo Alto, Menlo Park, Atherton, Los Altos, Woodside, Redwood City and Portola Valley wrote letters to San Francisco Airport Director John Martin requesting the opportunity to meet and to discuss the issue in person. I followed up with San Francisco Airport officials and was able to arrange a meeting between San Francisco Airport Director John Martin and the local officials where a variety of proposals to combat aircraft noise were discussed. Three objectives were established:

1. Need for residents to communicate directly with Airport Noise Abatement Officials
2. Increase in maximum altitude at which planes fly over mid-Peninsula cities
3. Establish a permanent device in the field to monitor aircraft noise

In short, we were successful in achieving all these goals and I think this is a terrific step in the right direction until better technologies are created to make this an obsolete issue. First, Airport officials agreed to set up a complaint line, which identifies the locations of complaint calls.

Second, I contacted the Federal Aviation Administration to request the lifting of altitude requirements over the mid-Peninsula in order to curb the noise of the 70 daily flights that are routed across the 14th Congressional District and into SFO. The FAA responded to our request and agreed with our recommendations. The new flight procedure that has been approved by the FAA will raise the altitudes at which airplanes fly over mid-Peninsula cities. These changes did not require the use of new technology but did need FAA approval due to the alterations of arrival and departure paths.

The new flight patterns have already been implemented and airplanes flying into SFO from Southern California, Mexico, Phoenix, Las Vegas, Hawaii and north from Point Reyes are now crossing a navigation fix located at the Menlo Park-Palo Alto border at 5,000 feet rather than the previous 4,000 feet. It's important to note that since the glide

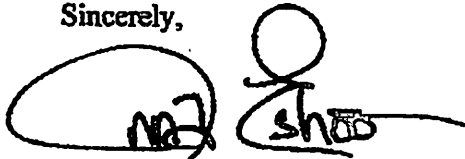
slope angle is increased by the altitude change, a normal descent to the runway requires a maximum reduction of engine thrust in order to reduce speed and configure the aircraft for landing.

It is anticipated that this change will bring about a reduction of between 1-2 decibels at ground level, which equates to a 41% reduction in noise when factoring in both the altitude and glide slope change.

Lastly, San Francisco Airport will install a permanent noise monitor near the navigational marker at the border of Palo Alto and Menlo Park that will aid in the enforcement of the new flight procedures.

I'm very pleased and excited about the positive changes we've been able to make. I appreciate your patience and your advocacy and I hope, of course, that the changes will bring about peaceful nights of sound sleep and more quality of life during the day!

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Eshoo', with a large, stylized flourish on the left side.

Anna G. Eshoo
Member of Congress