

Kazmierczak, Matthew

From: Gary Waldeck <gcwaldeck@gmail.com>
Sent: Friday, April 13, 2018 5:14 PM
To: Kazmierczak, Matthew; 'Glenn Hendricks'
Subject: Additional Suggestions on SJC South Flow arrivals

Matthew and Glenn

Attached is the email message that Marie-Jo Fremont mailed to the Cmte members.
Please include her message as a part of today's minutes as a part of the public comments.

Thank you,
Gary

Gary Waldeck
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(510) 219-9464 (Office/Cell)

From: Marie-Jo Fremont [mailto:]
Sent: Thursday, April 12, 2018 9:34 AM
To:
Subject: Additional Suggestions on SJC South Flow arrivals

Dear Committee member,

First and foremost, thank you for your continued work and support to resolve the severe noise problems created by the FAA NextGen implementation in our Metroplex, and in particular the changes to the SJC south flow arrivals.

I was not able to attend the March 23, 2018 meeting but listened to the audio tape and reviewed the associated materials.

Below are some proposed additional suggestions that I would like the Committee to consider:

- 1. Ask the FAA to share what the airlines requested when they asked for new procedures.**
 - a. Having examples of previous requests would help the Committee understand how to better communicate its needs to the FAA.
- 2. Ask the FAA to share the Environmental Assessment report (data, analyses, and conclusions) for the changes in the SJC South Flow procedures.**

a. The FAA presentation on March 23, 2018 demonstrates clearly that changes have occurred. Did the FAA conduct an environmental analysis? If so, can the FAA share the report?

3. Ask the FAA if the SJC south flow flights that are vectored north to turn over Palo Alto come in and out of the SJC airspace. If they do, does this create a potential safety issue given the proximity of the Palo Alto Airport (PAO) and the SFO SERFR arrivals that routinely fly below 4,000 ft near the MENLO waypoint?

Anecdotal evidence: I routinely experience SJC south flow arrivals over my Palo Alto house at altitudes below 2,500 ft (few are between 2500 ft and 3,000 ft; I have also experienced some as low as 1,800 ft).

4. Simplify Mitigation List spreadsheet

a. **Remove Feasibility column** because Feasibility can encompass multiple aspects (such as technical, change management, acceptance by stakeholders). Instead ask the FAA to assess the technical feasibility of the proposals and the implementation impact on Air Traffic Control.

b. **Create fewer categories of proposed change and group individual line items.** Examples of possible new categories:

i. "Modify existing procedures": this category could include things such as raise altitude, limit speed, modify ground track.

ii. "Create new procedures": this category could include things such as create new procedure on the east side, create charted visual procedure

iii. "Vector planes over large area": this category could include things such as create multiple vectoring paths, rotate planes between vectoring paths, route planes further north and west

5. Stay away from using technical terms such as "OPD" and "SFO airspace" because they have serious implications for people on the ground and the FAA may interpret these words literally

a. "Gliding" or "Flying at idle power" are much better words than OPD (Optimized Profile Descent) because they are easier to understand and they probably reflect what you want. OPD is a procedure that does NOT require planes to fly idle. Although portrayed as "gliding down the banister" on the FAA literature, OPDs are not quiet at low altitudes. Many residents who live under the SERFR OPD (SERFR is an SFO arrival route) can attest to the high level of noise created by the planes on that procedure. Furthermore, OPDs concentrate planes in a narrow corridor, which is why residents have labeled them "sacrificial noise corridors". Please do not request OPDs for SJC south flow arrival procedures unless flying altitudes over residential areas are at least 7,000 ft Above Ground Level.

b. Any reference to "SFO airspace" may be interpreted by the FAA as a request to modify the existing Class B SFO airspace. Requesting a change to the SFO airspace is a big undertaking.

6. Combine items PP, QQ, and RR into one item.

a. In my March 8 email, I proposed a scenario to allow SJC south flow arrivals to use new flight paths. This scenario was built upon 3 different actions that must all take place to represent a viable solution.

b. In addition, the proposed changes should not be labeled as a request to "Provide SJC with more airspace" given that the new SJC south flow flight paths may not conflict with the existing SFO Class B airspace. The proposed changes should be under a broad category such as "create new procedures".

Finally, I have attached below different images of the airspace controlled by each airport in the Bay area to help committee members better understand the current layout and constraints.

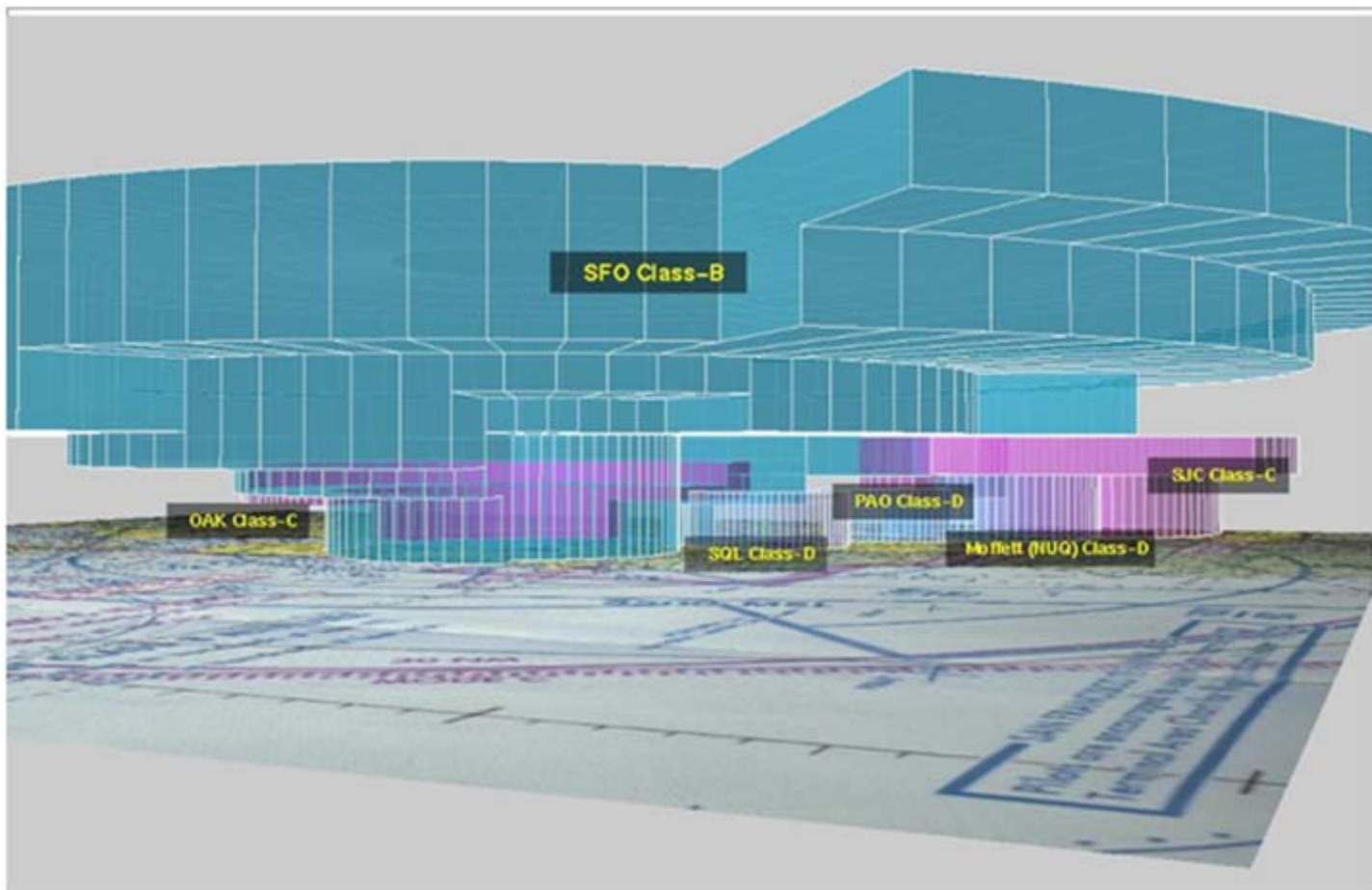
Thank you for considering my input. I plan to attend the meeting tomorrow.

Best regards,

Marie-Jo Fremont

Palo Alto resident





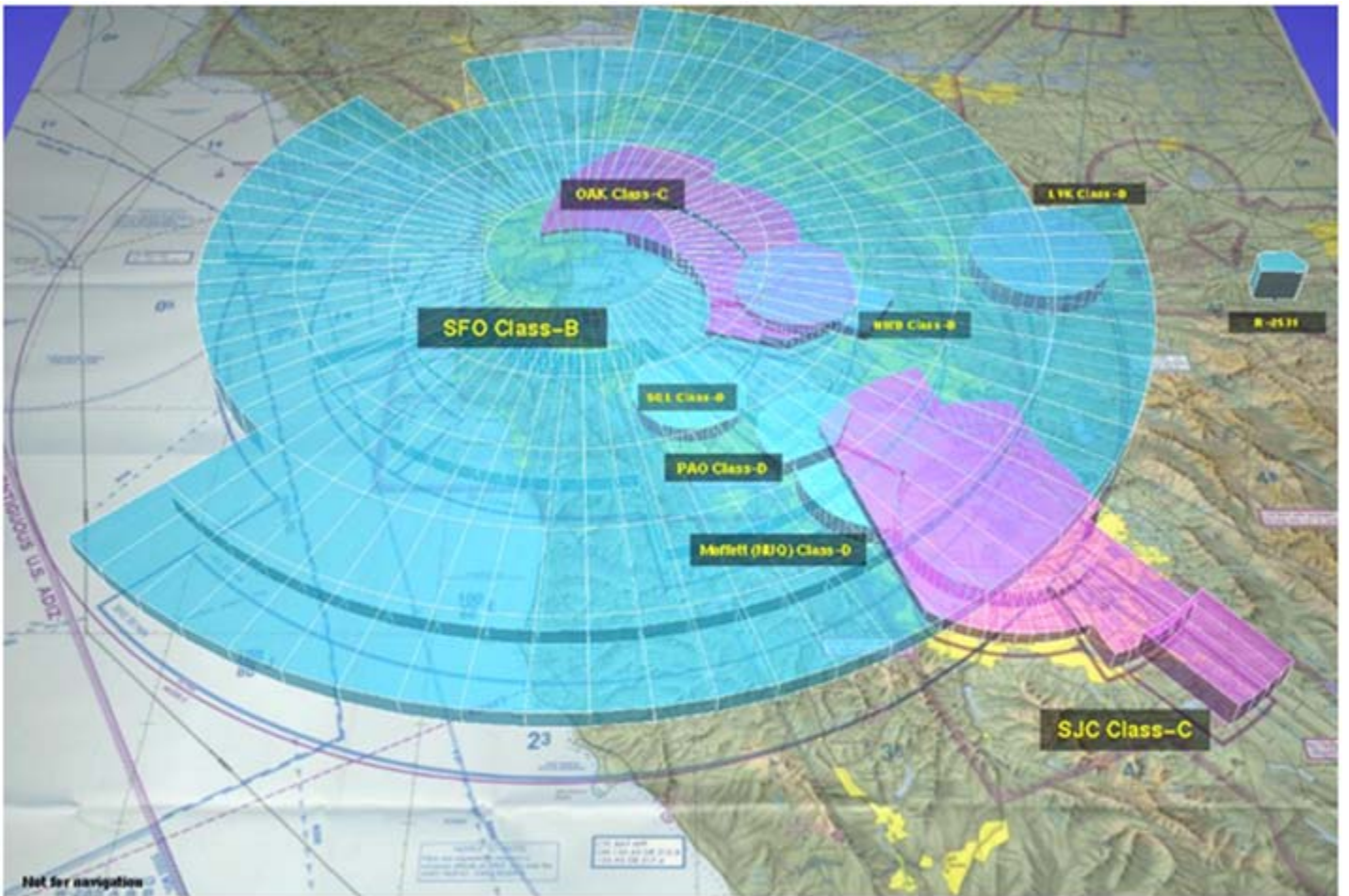
"View from above the Pacific Ocean"

SAN FRANCISCO Class-B airspace

Not to scale. Vertical scaling is approx. 6.075:1 for better visualization of altitudes.
Not to be used for navigation

3D models and image Created by: Gaber Nagy, using EQUINOX-3D:
<http://www.equinox3d.com>

"Fly-Through" animations coming soon!



"A view from space (~120000 feet)"

SAN FRANCISCO Class-B airspace

Not to scale. Vertical scaling is approx. 3.037:1 for better visualization of altitudes (1 horizontal unit= 1NM, 1 vertical unit =2000 feet).

3D models and image Created by: Gabor Nagy, using EOUROX-3D™
<http://www.eurox3d.com/flying.html>
 "Fly-through" animations coming soon!