



SCSC Roundtable <scscroundtable@gmail.com>

New submission from Contact us

2 messages

notify@proudcity.com <notify@proudcity.com>
To: scscroundtable@gmail.com

Tue, Apr 9, 2019 at 3:39 PM

Name

Barbara Gooding

Emailbarbgooding@yahoo.com**Phone**

(650) 964-1574

Message

Please invite San Jose Airport to these meetings. They are essential to solving the noise issues. Thanks you.

notify@proudcity.com <notify@proudcity.com>
To: scscroundtable@gmail.com

Tue, Apr 9, 2019 at 3:41 PM

Name

Barbara Gooding

Emailbarbgooding@yahoo.com**Phone**

(650) 964-1574

Message

Correction to my previous message. I see that SJC was invited. Please explain to the members of the public at the next meeting as to the reasons that SJC is not participating in the roundtable. Thank you.



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New submission from Contact us

1 message

notify@proudcity.com <notify@proudcity.com>
To: scscroundtable@gmail.com

Thu, Apr 25, 2019 at 7:28 AM

Name

Jane Manning

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Message

Dear Madame Chair, Mr. Alverson

I provided the following suggestion to Mr. Palacios, who asked yesterday to have it added to the Work Plan during yesterday's Round Table meeting. The following is the background about this suggestion. Thank you --Jane Manning
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To: Carlos Palacios, Santa Cruz County Chief Administrative Officer

From: Jane Manning

[16625 Skyline Boulevard, Los Gatos, CA 95033](mailto:jmanning65@ymail.com) (in Santa Cruz County)jmanning65@ymail.com

April 11, 2019

Dear Mr. Palacios,

I am contacting you about potential Work Plan items for the Santa Clara-Santa Cruz County Airport-Community Round Table. I've been attending the meetings, as well as those of the SFO Round Table. I'm new to the process, but support solutions that are equitable. Our household is located at the intersection of three major procedures and is severely negatively affected by noise to the point of health disturbance. These three procedures, BRIXX arrivals to San Jose, SERFR arrivals into SFO and SFO departures using the SSTIK-CISKO transition, amount to at least 30,000 over-flights/year*.

I respectfully would like you to consider adding two topics to the Work Plan of the new RoundTable:

1. Pursue with the FAA the diversion of southbound SFO departure traffic to out over the Pacific Ocean. Specifically, for example, divert some SSTIK departure traffic to stay over the ocean rather than flying across/along the Santa Cruz Mountains. To clarify, after flights depart SFO, they pass from the SSTIK waypoint located over the SF Bay and travel across the SF peninsula to the PORTE waypoint located off Half Moon Bay harbor. From there, flights fan out among five south-ward transitions. One of these, YYUNG, stays over the Pacific Ocean and flies south; the other four transitions travel back across the peninsula toward the south/southeast. One of these four transitions, CISKO, feeds most of the traffic from SFO to S. California. Traffic to LAX alone is about 15,000 flights/year*. CISKO flies quite a distance along the ridge of the Santa Cruz Mountains. Planes are in full throttle as they climb and the noise travels far and long in the open Mountains. We had a noise engineer measure it at over 55 dbA. The SFO Round Table has been trying to get the FAA to keep SSTIK traffic from crossing the peninsula and to stay over the Ocean, specifically asking them to reinstate old routes (eg., OFFSHORE). The FAA said at the most recent SFO RT meeting (April 3) that the old routes conflict with Oakland take-off procedures. However, no one has considered the following idea: avoid the CISKO transition in favor of the existing YYUNG transition for southbound traffic. If this were done, cross-peninsula would go way down, as peninsula activists have requested. The only drawback is that SF and Pacifica would not get relief. However, there are many other ideas circulating for traffic closer to SFO. Using YYUNG would bring a lot of relief from noise in San Mateo, Santa Clara and Santa Cruz Counties, as well as to everyone recreating in the Santa Cruz Mountains. It would remove at least 15,000 flights/year because SSTIK-CISKO serves not only LAX, but also San Diego, Long Beach, Orange County, Ontario and tons of other southern airports. This idea has a good chance of success because YYUNG is an existing procedure. My hope is that you: a) add a Round Table work item to reduce SSTIK departure traffic over the Santa Cruz Mountains and b) request that both Round Tables view the problem of cross-peninsula traffic and traffic along the Santa Cruz Mountains as tandem problems with potentially overlapping solutions.

2. The other work plan request I have is: When the FAA finally initiates a project to work on SERFR, as recommended by the Select Committee, can the new Round Table fully engage with the SFO Round Table so that the different areas are not working at cross purposes and so that ideas that bring overlapping solutions take priority at both Round Tables? No one wants to see either Round Table emerge from hard-fought work with the FAA with solutions that could have also assisted other areas of the region. It would be tragic if solutions generated by the SFO RT-FAA cooperation missed opportunities to also address the severe noise problems in the southern area of the region as well. For example, the FAA just agreed to engage with the SFO RT on a Select Committee recommendation about the NIITE procedure. There is the potential that with some tweaks, solutions could include reduction of nighttime traffic southward that would affect the Santa Cruz Mountains in the way I discussed above. If planes move from NIITE to SSTIK, for example, then the FAA could potentially consider using exclusively the YYUNG transition, which would reduce noise at least part of the time.

As I described, my household can't take much more. I believe the best solutions can come from a higher level of cooperation across the region. That is what I am hoping for with the Santa Clara-Santa Cruz County Round Table. Thank you for your work. I appreciate your time taken to read this letter and the possibility that you could consider my suggestions.

Sincerely,

Jane Manning

*As of February 2019, cited from Wikipedia and from <https://www.routesonline.com/news/29/breaking-news/282852/exclusive-routes-research-reveals-busiest-routes-in-the-americas/?highlight=busiest>

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New submission from Contact us

1 message

notify@proudcity.com <notify@proudcity.com>
To: scscroundtable@gmail.com

Tue, May 7, 2019 at 8:56 AM

Name

Bruce Donoghue

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(408) 248-1839

Message

The city uses average noise reduction standards in apartment construction. The CNRL does not fully address low frequency noise near airports and railways. The zoning code needs to be more restrictive and have a better standard.
Bruce Donoghue