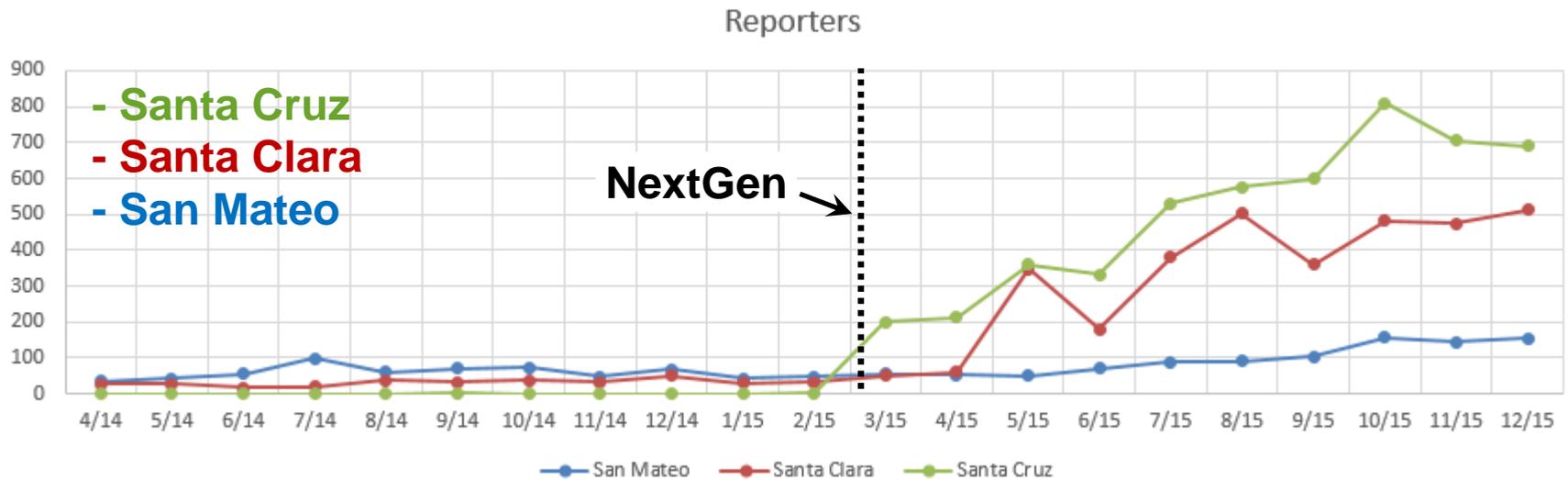


Restore our Peace of Mind

(Los Altos Edition)



This is the graph of the number of people reporting noise issue, based on SFO data.

- Starting with NextGen deployment on March 2015, things took a sharp turn for the worse for the south bay.
- There were problems before NextGen, in PA, WS, PV and near the airport. However, for PA, WS and PV, things also got much worse on March 2015.

Our first question was: “Is this issue inherent to NextGen”. The answer we found was: “No”. It is possible to recreate the pre-NextGen procedures under NextGen technology, thus returning the situation before.

We do not oppose more elaborate studies and solutions if they are openly put forward, but right now recreating the Pre-NextGen environment is an absolute no-brainer first step.



A common LASP narrative is that “The FAA concentrated traffic over our town”. This is pre-NextGen traffic over Carmel Valley. This is absolutely false.

About 100 planes overfly the town, and 50 are dispersed.

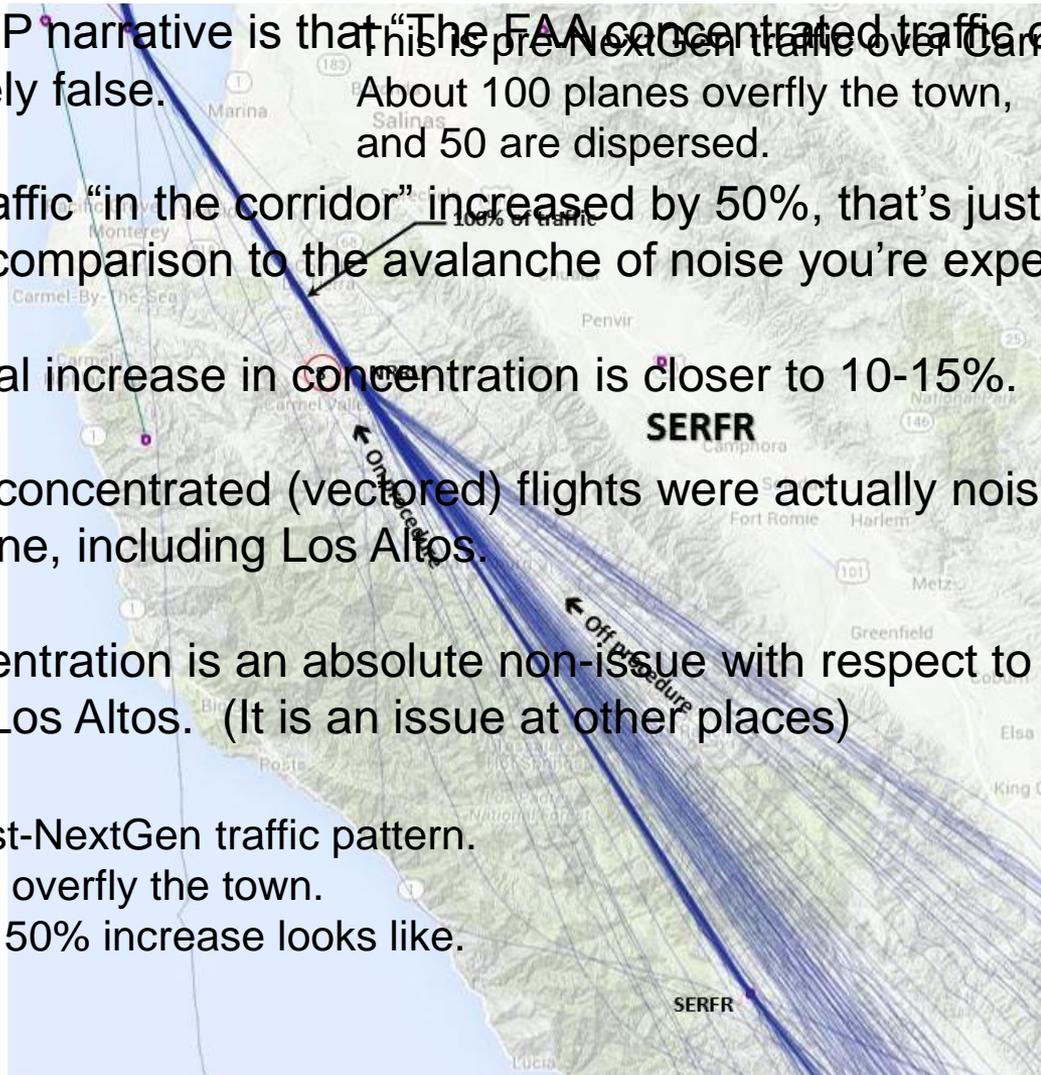
First, even if traffic “in the corridor” increased by 50%, that’s just 1.5x. This is really insignificant in comparison to the avalanche of noise you’re experiencing.

Second, the real increase in concentration is closer to 10-15%.

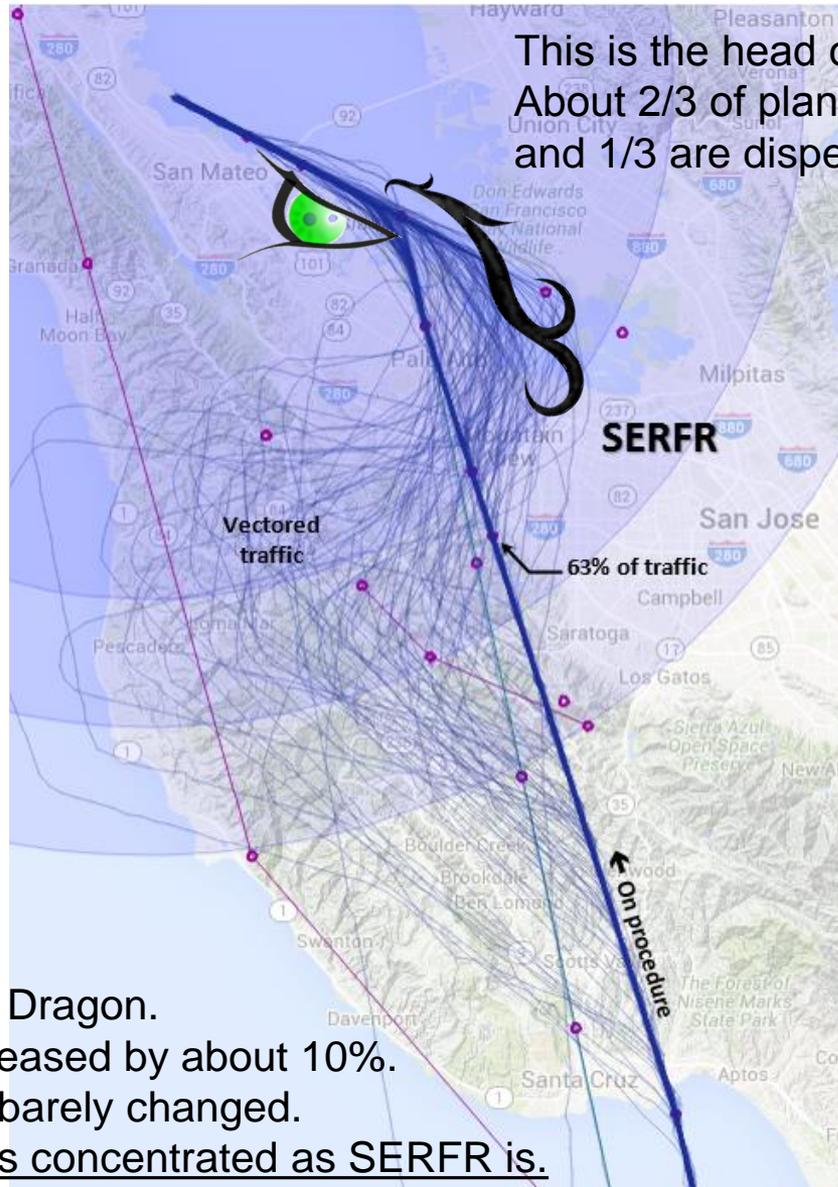
Third, the non-concentrated (vectored) flights were actually noisier. Vectoring is BAD for everyone, including Los Altos.

In short – concentration is an absolute non-issue with respect to the NextGen transition over Los Altos. (It is an issue at other places)

This is the post-NextGen traffic pattern. All 150 planes overfly the town. This is what a 50% increase looks like.



Dragon

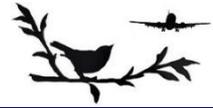


This is the head of the “Dragon”, pre-NextGen. About 2/3 of planes overfly the “corridor”, and 1/3 are dispersed (vectored).



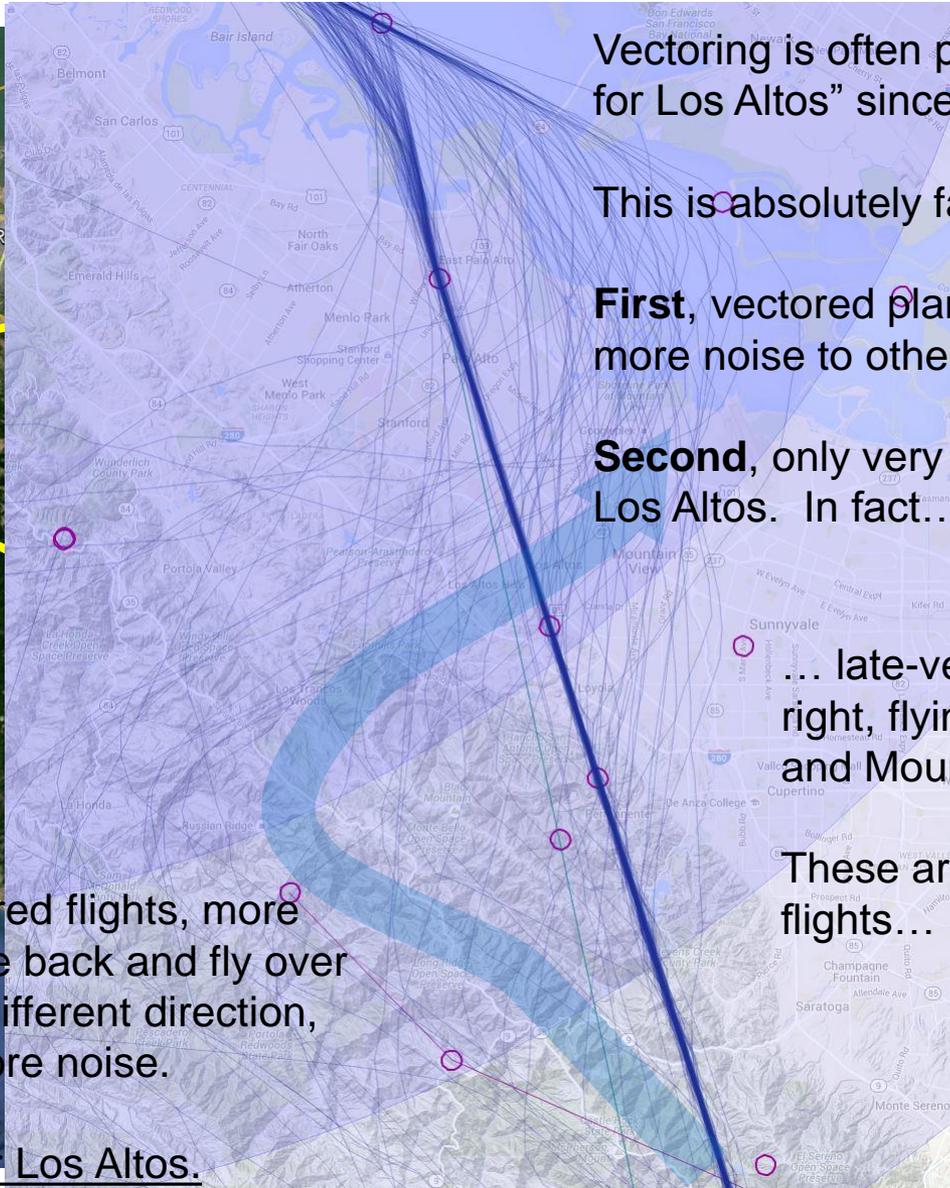
Arrow back and forth to see the changes again

This is the post-NextGen Dragon. Traffic in the corridor increased by about 10%. The amount of vectoring barely changed. BIG SUR was every bit as concentrated as SERFR is.



... then, early-vectoring flights, more often than not, come back and fly over Los Altos, just in a different direction, and making a lot more noise.

Vectoring is BAD for Los Altos.



Vectoring is often portrayed by LASP as “good for Los Altos” since it diverts noise elsewhere.

This is absolutely false.

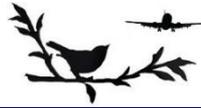
First, vectored planes are noisier, and so add more noise to other people.

Second, only very extreme vectoring avoids Los Altos. In fact...

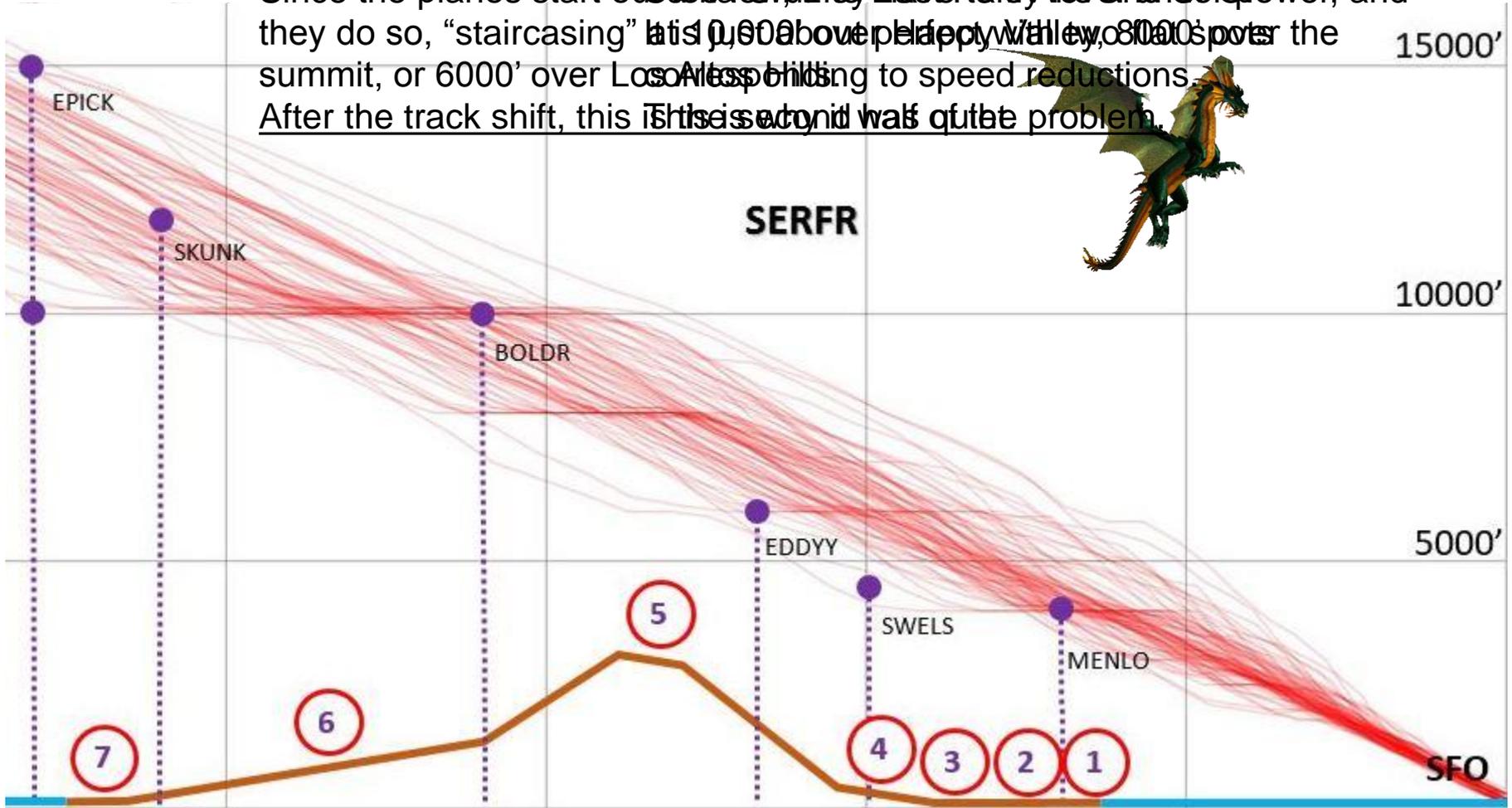
... late-vectoring planes turn to the right, flying over most of Los Altos and Mountain View.

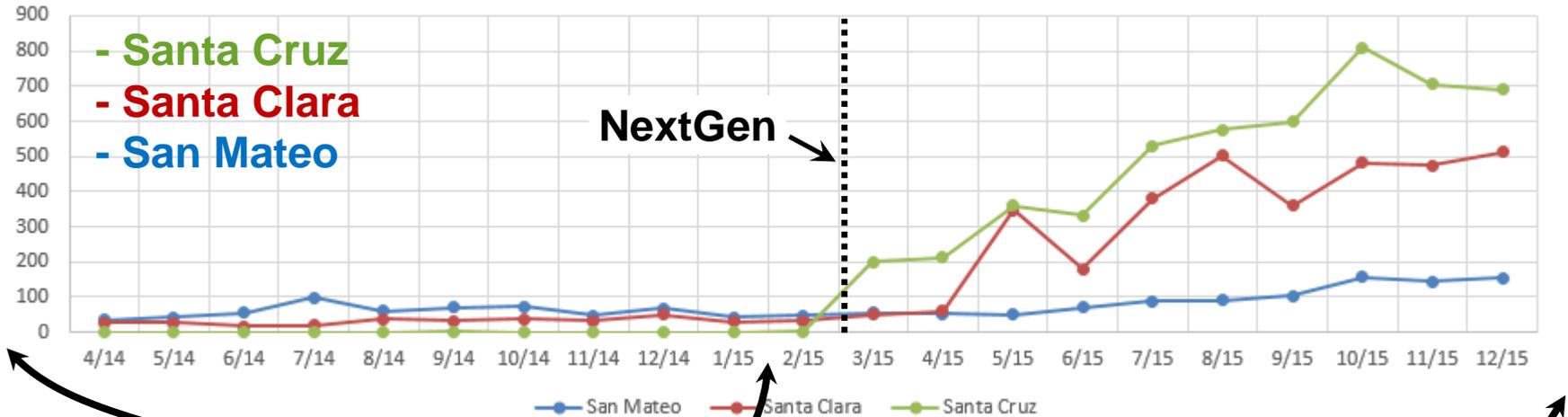
These are about 1/3 of vectored flights...

Side View



This is the post-NextGen descent profile. This is the profile. Since the planes start out slow, they do so, "staircasing" at 10,000' above the summit, or 6000' over Los Angeles. After the track shift, this is the second half of the problem.





Our plan:

- 1. Recreate.**
(Ground track, altitude profile, speed)
- 2. Improve.**
(Some legacy issues)
- 3. Prevent.**
(Don't do it again)



IF NOTHING HAPPENS,



**YOU WILL LOSE. YOU WILL GET NOTHING.
THIS WILL LAST FOREVER.**



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**Read our detailed solutions under the “Solutions” link,
and if you like them, please endorse them.**

