



Good evening. I'm Diane Matlock. I live in Los Gatos on the Summit and represent Quiet Skies Santa Cruz Mountains. First, I'd like to thank the Select Committee, our Congressional representatives Eshoo, Farr, and Speier, and Mr. Glen Martin for your dedicated work on this important issue.

In March of 2015, our quality of life as we knew it in the Santa Cruz Mountains was taken from us due to the FAA's implementation of NextGen's SERFR and BRIXX flight paths and procedural changes. Many of us went from virtually no sound outdoors except the sound of nature, to relentless jet noise morning, noon and night. We get hit with planes flying over us to and from all three bay area airports. The planes are loud, constant, and disruptive to our health and wellbeing. Rarely can one walk outside and not hear a plane. SERFR and BRIXX flights are the most relentless.

People purchased their homes over the past 30 years based on established noise patterns. Most of us live in the mountains because we value the peace and quiet it once provided. We have been robbed of that with absolutely no warning from our government.

I know you are well versed on the data and technical studies provided by the FAA, airports, and various advocacy groups, so I will just point out one piece of data. Prior to March 2015, jet noise complaints were virtually non-existent. Since March 2015, Santa Cruz county complaints are nearly one million. Clearly, as evidence shows, something went terribly wrong in March 2015 which is why

we are all here today. We desperately need the Select Committee, advocacy groups, and the FAA to work together to fix it.

The new SERFR flight path, while not the only problem, is significant. To fix it, we are requesting a restoration of the historical BIG SUR path and the flight practices that made it quietly coexist with communities for over 30 years.

This is not the case of 'not in my backyard' mentality. We are not requesting that you move current noise levels to others. We simply want to restore the quieter practices that worked for decades. Noise was not an issue with Big Sur in the past. The solutions on the table would restore the conditions that existed prior to March 2015 and in fact, will likely improve them.

Some argue noise should not be moved. We agree. But it should never have moved in the first place. Let's do the right thing and reset it to levels that did not impact communities and restore the baseline for moving forward.

And this is not just about the Santa Cruz Mountains. We believe in restoring the quiet to pre-March 2015 levels for everyone. The only way this is possible is for the old flight path to be restored. The suggestion of "raise in place," is not a regional nor viable solution. It would not provide a meaningful reduction in noise for North Scott's Valley, Summit and Skyline residents, who are experiencing loud noise from several other new flight paths beyond SERFR. Nor will it help our neighbors in Los Altos. Those advocating a 'raise in place' solution on SERFR are doing so out of fear and mistrust that a restoration will not be as quiet as it was in the past. Those feelings are understandable, but fear should not prevent us from doing the right thing.

Despite common perception, data has shown BIG SUR was generally as busy and concentrated as SERFR. The key difference is SERFR is lower, over more populated communities, and flies over homes sitting at higher elevations. And pilots must throttle their engines to maintain altitude rather than descend with their engines idle. This poor design, along with a more populated ground track,

makes SERFR excessively noisy. Noise abatement was not considered in SERFR's design, and all of Santa Cruz County and beyond have paid the price.

BIG SUR has been proven to be quiet for 30 years, and it can be even quieter. Because SERFR generates more noise than BIG SUR, even those who lived under and near the old BIG SUR route have led thousands of noise complaints.

The FAA report says it is feasible to move SERFR back to Big Sur. We have not heard of any defensible reason why this doesn't make sense to do as soon as possible. We believe the FAA can restore the ground track and noise abatement practices that existed prior to March 2015. In fact, we understand the FAA is working with community leaders to not only restore, but to improve noise abatement practices for even quieter skies.

Even though moving SERFR to Big Sur will benefit most communities from Monterey to SFO, some neighbors want to delay solutions while they pursue a broader plan to address legacy issues that existed prior to March 2015. Our goals aren't mutually exclusive. We support continuous process improvements to address preexisting legacy issues, but any one group fighting for legacy issues should not be allowed to slow down the implementation of solutions currently on the table. Lets fix what was broken in March 2015 now. Moving SERFR to Big Sur is an easy win for the majority across the bay area.

We are hemorrhaging in the Santa Cruz Mountains. Please do not let perfection be the enemy of progress. The Select Committee's charge was not to embark on a complete overhaul of the Bay Area's air space, nor to pioneer new methods of noise abatement. We believe your mandate is to evaluate the particulars of the feasibility study and recommend next steps. While it doesn't address everyone's hopes, it does offer a reset button for the major damage done in March 2015.

Let's take the FAA up this offer to undo their monumental mistake. Then, let's set up a process that is better equipped to work on the

more complex and challenging legacy noise issues, and possibly champion rethinking the Federally mandated noise metrics.

Finally, SERFR is not the whole story. The BRIXX NextGen southbay arrival flight path into San Jose was also implemented in 2015 and is causing unbearable noise for thousands of Summit and Skyline homes. BRIXX was shifted over higher elevation communities at lower altitudes so planes fly only 2,500 feet above our homes. Plus, SJC has announced that in the coming years many more flights will be added, making a terrible situation even worse.

We are advocating to also restore the practices and proven historical routes into San Jose that existed prior to March 2015. This will also help our neighbors in Ladera, Portola Valley and Woodside.

People are suffering. Quality of life has been significantly impacted. We ask you to help right the wrong inflicted on unsuspecting victims of NextGen. We realize there is no magic wand or a perfect solution for all, but we hope common sense will prevail and that you will champion solutions that are just, timely, and serve the greater good.

Thank you for your time.

