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Town Crier: More Oakland flights, more noise complaints

By Ginny Prior | Columnist

POSTED: 01/10/2016 03:33:21 PM PST | UPDATED: 10 DAYS AGO

1 COMMENT

It starts with a low rumble ... as if thunder is building in a distant rain cloud. Then it gathers steam until the decibels ever-so-gently rattle the bed.

This new East Bay wake-up call is annoying enough, but the scenario repeats itself dozens of times a day.

"If I'd wanted to hear airplanes, I'd have moved near an airport," a neighbor complained as we both craned our necks skyward. The superhighway in the sky is causing concern for folks who say the frequency and flight patterns make the noise a major annoyance.

Credit the FAA's new plan to modernize the national airspace system. NextGen has increased the concentration of flights from Oakland International Airport, according to representatives at the Port of Oakland. It's also increased the number of complaints from Kensington, Berkeley, Castro Valley, Montclair and San Leandro. For many, it's disrupting the peace and quiet that brought them to their neighborhoods in the first place.

For complaints or to learn more about the Port of Oakland's noise management program, log onto <http://www.flyquietoak.com/>.

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Survey says. Speaking of venting, the hot topic of street parking and emergency vehicle access is getting some attention at city hall. Oakland Councilmembers Dan Kalb and Annie Campbell Washington are tracking results of a survey that asks us to pinpoint roads where parked cars could prevent fire engines from getting through. It takes just a minute to weigh in at <http://tinyurl.com/o4oefkk>.

Name dropping: You'll hear a lot about Jack London this year because 2016 marks the 100th anniversary of the famed author's death and the 140th anniversary of his birth. Many of London's 50 books and hundreds of essays highlight his youth in Oakland, so look for lots of local events this year. The list of activities -- everything from history walks to bike rides to local haunts -- can be found at <http://jacklondon.ouoakland.net>.

Animal tales: There's a whole lot of howling in the hills this winter. Folks are reporting coyote sightings on Pinehaven, Wild Currant and a number of other local streets, and the night noise is getting downright spooky.

Coyotes are our neighbors, too, but you might want to keep tabs on your small animal. One man says his cat was missing for a month, and when he finally found kitty, he had deep wounds from a predator. Poor tabby hid in a storm drain and might still be there today were it not for a good Samaritan who saw the owner's posts on the Nextdoor listserv.

Got news? You can reach Ginny Prior by email at ginnyprior@hotmail.com or on the web at www.ginnyprior.com.

This Week's Circulars

The image shows three circular advertisements. The first is for 'HOVER FOR CIRCULAR' by michael hill, featuring a couple kissing. The second is for 'THE PUPPY CENTER' by PETSMART, featuring a young boy with a puppy. The third is for 'RadioShack APPLE TV SALE' by RadioShack, featuring the RadioShack logo and 'APPLE TV SALE' text.

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Dave • 8 days ago

The FAA still claims that Next-Gen has only impacted a negligible minority. Let's see... Santa Cruz, Palo Alto, Mountain View, Sunnyvale, Los Gatos, Cupertino, San Jose, Saratoga, Milpitas, Santa Clara, Campbell, Menlo Park, and now Kensington, Castro Valley, Montclair, and San Leandro. Then of course there's Phoenix, Chicago, Brooklyn, Baltimore, San Diego, and Charlotte. Basically, everywhere its been rolled out has been a disaster. I don't think the FAA should be allowed to purport these outrageous falsehoods given the situation.

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Los Angeles Times

Jan. 20, 2016



SECTIONS

Like a 'stab in your brain' -- Complaints from Bay Area residents in noisy flight path spike 2,706%

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BY SARAH D. WIRE
November 17, 2015, 8:00 a.m.

The rumble of jets overhead every five minutes means Rachel Kellerman has a hard time working from her Palo Alto home.

"It's this big spike all of a sudden," she said. "Over and over again, it's like a stab in your brain."

Hundreds of flights pass over Kellerman's home each day through routes designed by a state-of-the-art air traffic control system being implemented nationwide by the Federal Aviation Administration.

The result — complaints about noise from residents in the flight path have spiked 2,706% in one year.

Kellerman is one of thousands of Peninsula residents concerned about the noise, and members of the state's congressional delegation are pushing back on how the agency has implemented the Next Generation Air Transportation System, known as NextGen. The FAA responded Monday with a plan to consider those concerns and weigh if changes should be made.

Reports on the [San Francisco International Airport's Noise Abatement office website](#) show a spike in noise complaints since NextGen was implemented. Many of the complaints come from areas that didn't frequently complain to the airport in the past.

Between March and August, residents filed 147,442 complaints. During the same months in 2014, there were just 5,254. August alone notched 62,391 complaints, compared with 824 the year before.

Kellerman, a librarian at the local high school, said the noise punctuates the walls of newly constructed classrooms. The roar of overnight flights splits the silence and startles homeowners awake, she said.

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For a while, Kellerman had a professional noise monitor in her backyard. She'd watch the ticker jump from around 30 decibels on a normal moment to 70 decibels when a jet passed over, she said.



BRIAN VAN DER BRUG / LOS ANGELES TIMES

Rachel Kellerman with a graphic showing points where over 40,000 complaints to the FAA were logged in front of her home in Palo Alto, Calif.

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Residents avoid going outside during Friday and Sunday night “rush hours,” she said.

“These are people who’ve owned their houses since the '60s and the '70s,” Kellerman said. “They love their neighborhood and they can’t go outside. It’s just crazy.”

Set to gradually deploy by 2025, NextGen uses satellites rather than radar to set routes and to organize plane departures and arrivals in an effort to save fuel and reduce both emissions and delays. With more information and control of where planes are, controllers can space aircraft closer together during takeoffs, landings and flights — meaning airports could handle more traffic. To coordinate flights in areas with multiple commercial and general aviation airports, the FAA has designated “Metroplex” areas.

The North California Metroplex includes Oakland International, San Francisco International, Norman Y. Mineta San Jose International and Sacramento International Airports.

An August 2014 FAA review found that new routes in the area “[would not result in significant noise impacts.](#)”

Since the new routes took effect in Northern California this spring, Bay Area community groups worried about the economic and health effects of the transportation noise have formed to encourage elected leaders to find a solution. That includes Sky Posse Palo Alto, to which Kellerman belongs.

She and other concerned community members have compiled data on the effects of airplane noise and pollution on human and plant health. They have examined if the new routes actually save fuel, and they question if the way the FAA determines noise pollution is outdated.

At least one route stretches the length of Democratic Rep. Anna Eshoo’s Menlo Park district, prompting a flood of complaints from all over the district to her office.

“These are not anecdotal stories from within one or two communities,” Eshoo said.

While she supports NextGen’s efficiency and safety measures, “the program has proven itself to cause widespread problems. It’s at their doorstep and they need to address [it],” she said.

The FAA is reevaluating aspects of the routes, Ian Gregor, an agency spokesman in Los Angeles, said in an e-mail.

“People have identified a number of distinct issues and/or proposed remedies. In response, the FAA is developing a detailed plan of action to explore the proposed modifications,” he said last week.

According to the report released Monday, the FAA will look into several of the community groups’ suggestions — including whether to change flight paths so more planes come in over water, to adjust airplane speed to manage noise and to modify the angle and timing at which planes come into Northern California Metroplex airports. The agency said it would then meet with community and industry groups to discuss its findings before making changes.

Worries about increased noise from new routes aren’t specific to California. Politicians in cities such as Chicago and Washington, D.C., have raised similar concerns and Phoenix city officials sued the agency in June.

Eshoo, Rep. Sam Farr (D-Carmel) and Rep. Jackie Speier (D-Hillsborough) recently joined members of the Congressional Quiet Skies Caucus in introducing legislation aimed at reducing noise.

The Quiet Communities Act would re-establish the Environmental Protection Agency’s Office of Noise Abatement and Control and task it with reviewing the effects of airplane noise. The FAA Community Accountability Act would require the FAA to hire community ombudsmen to listen, and if necessary, propose changes. It would also prevent the agency from skipping environmental reviews for some new flight paths.

There is Republican support for the Community Accountability Act, but the measure’s supporters say they are worried about getting both pieces of legislation past House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.), who hasn’t acted on similar requests.

Eshoo said the FAA should work hard to involve communities.

“They design something, they come up with it, they implement it... and then everyone has to react to it,” she said. “This is not one size fits all. The FAA is going to have to work with each region, each area that is affected.”

Gregor said the agency hosted public workshops in Sacramento, Oakland, San Francisco, San Jose and San Mateo in April. The agency informed local, state and federal elected officials, announced the meetings on social media and collected public comments for 45 days, he said. More than 100 people submitted comments

LA Times - Like a 'stab in your brain' -- Complaints from Bay Area residents in noisy flight path spike 2,706% about the proposed plan to the FAA in person or online.

Still, Farr said people in his district more than 50 miles from the airport were shocked when planes flying into San Francisco were suddenly funneled into a route above their homes.

"They come minutes apart and even late into the night. It's unbelievable," Farr said. "The FAA never informed these people of what was going to come."

Kellerman said she often files complaints three times a day because she thinks government officials look at data to make decisions.

"I don't think of it as complaining, I think of it as testifying," she said.

A member of Save Our Skies Santa Cruz said he can file up to 20 complaints a day.

Some in Southern California [already are bracing for changes](#) as the Federal Aviation Administration determines new routes for flights in the "SoCal Metroplex," which will organize flights from 13 regional airports including Los Angeles International, John Wayne in Orange County and San Diego International.

The agency held [11 public meetings](#) in a four-month long comment period that closed in early October, Gregor said. In June, the agency released a draft environmental assessment that found there would be no significant noise effects in Southern California.

Without elected officials' intervention, Kellerman said she doesn't expect the Northern California route to change.

She stressed she doesn't just want the route shifted to be above other people's homes. Instead the flight path should be disbursed, she said.

"No region in any place in our country should be a sacrificial noise corridor," she said. "They created these pencil-thin routes so they can save a bit of fuel. We don't want this in anybody's backyard."

Noisy neighbors up above

The number of complaints to the San Francisco International Airport's Noise Abatement Office have spiked since new routes passing over Palo Alto and Santa Cruz were put in place last spring. The Federal Aviation Administration is reviewing the routes.

Month 2014 2015 % Increase
 March 1,096 3,019 175%
 April 1,164 3,954 240%
 May 1,076 12,091 1,024%
 June 449 17,564 3,812%
 July 645 48,423 7,407%
 August 824 62,391 7,472%
 Total 5,254 147,442 2,706%
 * Number of complaints does not mean number of people who called. Some people file multiple complaints.

Source: Monthly reports from San Francisco International Airport Director to Community Roundtable.
 Graphics reporting by Sarah Wire

sarah.wire@latimes.com

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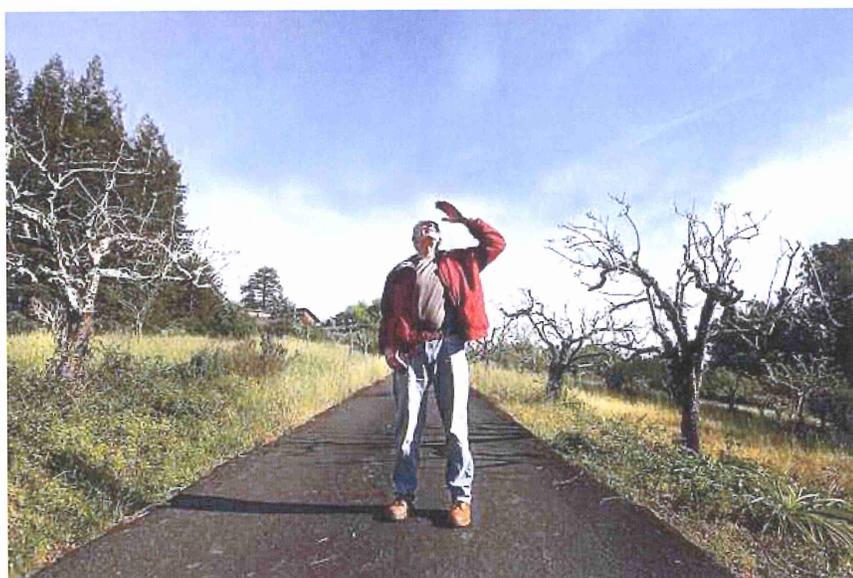
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FAA offers steps to reduce NextGen plane noise



Happy Valley resident of 40 years, Pat Lovejoy is annoyed with the new flight path of commercial jets from Los Angeles to San Francisco's SFO flying directly overhead every few minutes. (Dan Coyro -- Santa Cruz Sentinel file)

By **Samantha Clark**, Santa Cruz Sentinel

POSTED: 11/16/15, 6:16 PM PST | UPDATED: ON 11/16/2015

2 COMMENTS

SANTA CRUZ >> The Federal Aviation Administration has a technical three-phase plan for exploring ways to quiet new and noisy flight paths that have been irking Bay Area residents for months.

Similar complaints are being cried out across the country as the FAA rolls out its NextGen program at some airports. The FAA is upgrading to a satellite system and hopes to reduce air traffic congestion with more direct and condensed routing into airports, such as San Francisco International.

But NextGen causes too much noise pollution, affected Santa Cruz County residents say. They and elected officials have asked the FAA to make changes.

"People are feeling helpless," said Patrick Meyer, co-chair of the local neighborhood group Save Our Skies,



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which has organized to fight a new flight path.

In response, the FAA is analyzing possible modifications but didn't give itself a deadline to implement them. Community members and other stakeholders are expected to participate in the three-part process.

First, the agency says it will continue looking at different flight procedures to reduce noise. This means possible changes to air traffic control operations, traffic flow and aircraft altitude and speed.

Second, the FAA wants to make changes based on initial assessments if deemed safe and feasible and conduct formal environmental and safety reviews. Third, the FAA would implement new changes and carry out further action as needed.

"It appears to be in line with some of the recommendations we've made in our meetings with the FAA, but we really need to review it more before we can comment," Meyer said.

The FAA has come to Santa Cruz County twice to meet with Save Our Skies, which has been [protesting](#) and [petitioning](#) against NextGen.

Reps. Sam Farr, D-Carmel; Anna Eshoo, D-Palo Alto; and Jackie Speier, D-Hillsborough, shared the FAA's plan with constituents on Monday.

"This is only a first step but it is a good one," Farr said in a statement.

In the county, residents living from Capitola to the Summit appear to be the most affected. The old route to SFO used to fly over the Westside of Santa Cruz and parts of the San Lorenzo Valley. Some have dismissed the outcry over NextGen as NIMBYism, but those underneath the new flight path say now it's different than before.

"Probably one of the most frustrating things is if you don't under the route, it's very difficult to understand how loud and intermittent it is," Meyer said. "Four or five jets come in at 10-second intervals. It's very disturbing."

FAA initiative to address NextGen noise concerns:

Phase 1: The FAA will continue to analyze and conduct feasibility studies on flight procedures, including speed and altitude adjustments and the possibility of moving existing waypoints.

Phase 2: The FAA will consider modifications that are feasible based on initial analyses. The agency will conduct formal environmental safety reviews and seek feedback from community members and stakeholders.

Phase 3: The FAA plans to implement new procedures and follow up with further changes as needed.

Source: FAA

Commercial jets from LAX to SFO pass over Happy Valley every few minutes since the new NextGen flight path was instituted. (Dan Coyro -- Santa Cruz Sentinel file)

FAA initiative to address NextGen noise concerns:

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Phase 2: The FAA will consider modifications that are feasible based on initial analyses. The agency will conduct formal environmental safety reviews and seek feedback from community members and stakeholders.

Phase 3: The FAA plans to implement new procedures and follow up with further changes as needed.

Source: FAA

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Emotions Run High at FAA Flight Path Public Meeting in Liberty Station

By [Dave Summers](#)

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NBC 7's Dave Summers reports from Tuesday night's public meeting in Liberty Station. (Published Wednesday, Oct. 7, 2015)

It was standing room only for the unveiling of the FAA's proposed flight path changes in and out of San Diego International Airport.

Emotions ran high for those that oppose the changes at the public meeting held Tuesday evening in Liberty Station.

Planes flying over Point Loma is not new, but what the FAA is currently proposing by most accounts would double eastbound traffic.

The Metroplex proposal, which encompasses several Southern California airports, is meant to increase the efficiency of the way planes come in to those airports primarily by switching them over to the FAA's Next Generation Air Transportation System, NextGen.

Those who oppose it say the new route would add noise, pollution and risks to the

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population around the airport that's known to locals as Lindbergh Field.

The FAA and Airport Authority were expecting a lively discussion but not this.

"You work for us," one Point Loma resident said.

Locals call it the "Point Loma pause", that moment when all conversation is drowned out by the jet engines overhead.

Those at the public hearing with comments felt that same deaf ear moment in front of the blank stare from FAA and Airport Authority representatives.

"We're here for a meeting to give comments but none of our comments are being recorded. None of our questions are being answered," another resident said.

There were chairs for 400, but the opposition to the FAA's SoCal Metroplex plan was nearly twice that.

The current departing eastbound flight path takes planes north over Point Loma cutting back east at Waypoint Loma.

The proposed plan calls for a sharper turn and cut back through the center of the peninsula.

[See proposed departure plan here](#)

Opponents say the [FAA's environmental study](#) indicates only a slight increase in the noise level.

"There are pigeons on the noise monitors in Sunset Cliffs. You can't even keep birds off of them," a Sunset Cliff's resident said.

FAA Regional administrator Glen Martin says while public comment is part of the process, the meeting format was not his call.

"This is an airport meeting. I didn't set up the format. I didn't set up how it was going to be conducted. So we'll accept the blame for that," Martin said.

The FAA and its opposition encouraged those who attended Tuesday, to make comments and questions part of the official record [through the government website](#).

When asked whether Martin regrets not recording this hearing, he said, "I don't know that I want to relive this to be honest with you but we heard the folks tonight. That is why we were here," Martin said.

Residents can weigh in on the Metroplex plan until October 8. The email [address for public comment](#) is 9-ANM-SoCalOAPM@faa.gov.

Comments can be sent via mail to:

SoCal Metroplex EA

Federal Aviation Administration

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Neighbors air frustrations over airport noise

Posted: Oct 22, 2015 6:22 AM MST
Updated: Oct 22, 2015 7:24 PM MST

By Richard Allyn, Reporter [Connect](#)

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Local News

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Rescued tiger cub, Himmel, dies during medical procedure

Updated: Jan 19, 2016 11:25 PM MST



Alpine animal rescue sanctuary Lions, Tigers & Bears is sadly reporting Himmel, the tiger cub found

roaming the streets of Hemet and rescued in September, has died.

Charges apply for "LA Chargers" and "Los Angeles Chargers" trademark

Updated: Jan 19, 2016 9:51 PM MST



The Chargers have applied for trademarks for the terms "Los Angeles Chargers" and "LA Chargers."



SAN DIEGO (CBS 8) - On Wednesday night, neighbors aired their frustrations, not only about the noise but also about potential health dangers, as they continue to fight flight path changes.

A full ninety-percent of of complaints - tracked by the San Diego County Regional Airport Authority - came from the community of

Point Loma.

Most of those complaints came from the neighborhood known as 'The Wooded Area', near Point Loma Nazarene University.

"My house has been in the wooded area since 1949, and we have never had plane noise," said Terry Johnson.

Residents who packed Wednesday night's meeting of the Airport Noise Advisory Committee said that over the past couple months that [plane noise] has changed drastically.

A little surfer in Encinitas is making a big splash

Updated: Jan 19, 2016 7:56 PM MST

Many parents say if you want your child to become a star athlete, start them early.

"It doesn't stop. It doesn't stop! Sometimes I just burst into tears because I can't stand it anymore," said Johnson.

While not the purview of this committee, the proposed flight path changes by the FAA spurred homeowners to show up Wednesday night to voice their concerns that those change.

The flight changes have already been initiated, bringing more flights directly over their homes - decreasing their quality of life and property values.

Also, increasing potentially dangerous health effects.

"What really concerns me is that I feel like I'm in the bullseye of a ring of jet fuel pollution," said another resident.

At a hearing in September, the FAA stated that those flight path changes, which would save millions in jet fuel and cut down on carbon emissions, had not been enacted.

For its part, the Airport Noise Advisory Committee said that measured noise levels have actually been on the decline.

"Our contours are shrinking. Very, very, very minor, but they are not getting larger. We certainly cannot correlate any increases in noise to the complaints in the Wooded Area," said program manger, Sjohnna Knack.

The FAA is expected to make a decision on the proposed nationwide flight path changes in early 2016, and they would go into effect in the fall of 2016.

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[Man accused of sending porn to "Dance Moms" girl sentenced to three years](#)

Updated: Jan 19, 2016 7:43 PM MST

A Campo man who sent sexually explicit material via Twitter to young actresses and mailed similar items to a 12-year-old girl featured on the reality show "Dance Moms" was sentenced Tuesday to three years in state prison.

[Two men carjack ice cream truck operator in Encanto](#)

Updated: Jan 19, 2016 6:45 PM MST

San Diego police sought Tuesday two men who stole an ice cream truck at knifepoint in the Encanto neighborhood.

[Suspect in custody in connection to LA double slaying](#)

Updated: Jan 19, 2016 6:31 PM MST

The ex-boyfriend of a woman gunned down, along with a man, in a double slaying in the Winnetka area was taken into custody, officials said.

[Crack along Sunset Cliffs poses danger](#)

Updated: Jan 19, 2016 5:01 PM MST

A big crack has opened up along a bluff at Sunset Cliffs, and a geology expert said it could collapse at any time.

[The Latest: Greyhound bus accident kills 2, hurts 18](#)

Updated: Jan 19, 2016 4:28 PM MST

The latest on a deadly Greyhound bus accident (all times local):

[Palomar Health offers free flu shots](#)

Updated: Jan 19, 2016 3:41 PM MST

Palomar Health will offer free flu shots at four events that begin Tuesday, just as "flu season" picks up around San Diego County.

[Woman killed by El Cajon officer identified](#)

Updated: Jan 19, 2016 3:24 PM MST

Authorities have publicly identified a 25-year-old passenger in a stolen car who was shot and killed by El Cajon police as the driver allegedly accelerated toward officers in an apparent attempt to escape.

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Ontario, residents upset about airport noise level map changes



Staff file photo

By **Liset Marquez**, *Inland Valley Daily Bulletin*

POSTED: 03/22/15, 7:14 PM PDT |

0 COMMENTS

ONTARIO >> A plan to **shrink** the contours of a noise exposure map around L.A./Ontario International Airport could have a profound negative impact on nearly 2,600 residents and longterm business growth, according to Councilwoman Debra Dorst-Porada.

Los Angeles World Airports, the L.A. agency that runs ONT as well as Los Angeles International Airport, released a **draft map** showing that the current sphere around the airport exposed to higher-than-normal aircraft **noise levels** has shrunk.

The noise contours previously stretched several blocks to the west of the airport. Under the proposal, the **contours** would constrain to the airport's property, which means no parcels in the city would be eligible for funding in the next five years, according to the draft report.

The proposed changes would lead to a loss of millions of funding eligibility for sound-insulation assistance funding, Dorst-Porada said.

"I'm concerned that the net effect of the proposed map changes would be to allow greater flexibility and



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I'm concerned that the net effect of the proposed map changes would be to allow greater density and density of future land uses in the airport area that, over the long term, could negatively impact the ability of the airport to grow its maximum potential," she said.

Dorst-Porada joined more than 40 residents upset by the proposal at an LAWA workshop on the plan at ONT's administration building Thursday night.

Following a 20-minute presentation, several residents attempted to ask questions and became upset when the airport's consultant directed them to separate consultants in the back of the room. It prompted an outburst from several residents who wanted to ask questions.

In order to qualify for Federal Aviation Administration funding, the noise-exposure map has to reflect current conditions at the airport, said Gene Reindel, LAWA's consultant on the project.

It has been 25 years since the map was updated, and there has been a decline in aircraft operations at ONT since 2008. In addition, there are new standards for aircraft that had reduced the noise.

Based on aviation forecasts, using a year's worth of data including a noise-monitoring system, Reindel said the analysis shows there will be about 82,000 aircraft operations and the figure will increase slightly in 2020 to more than 91,000.

"From airport noise perspective, nothing is going to change in the next five years," he said.

LAWA will submit the final document in June for FAA review, Reindel said.

But City Manager Al Boling said the city has not seen an analysis of the aviation forecasts.

"My biggest concern is you don't have the detailed analysis that went into their forecast," he said. "We believe the noise aircraft forecasts are based on artificially low-based numbers."



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IE Sports Brian Edward Goff

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Resident Leonard Henry, who has lived in the 1500 block of Cypress Avenue since 1980, is upset that homes around his home have been sound-proofed but not his.

"The airplanes come right over it and the noise is there is unbearable," he said. "They told me five years ago it was eligible to put in new windows and new air conditioning. There are homes two blocks away from my house who do, but I won't? I think I might move out of town."

Many residents at Thursday's workshop echoed Henry's concerns.

Dorst-Porada said the only reason residents attended Thursday's meeting was because Ontario had sent letters to affected households.

"Many of our residents impacted by airport noise are Spanish-speaking and low-income families," she said. "I don't see that LAWA and the FAA are making a concerted effort to reach out directly to these families who are impacted by this decision to artificially shrink the airport noise contour."

ABOUT THE AUTHOR



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unacceptable,' county and Newport tell FAA

Residents have expressed anxiety about the agency's proposal to let planes approach and depart over multiple communities.

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By Hannah Fry
September 4, 2015

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Newport Beach residents who have expressed unease about the increased noise that could result from the [Federal Aviation Administration's](#) proposal to alter flight paths from John Wayne Airport have been heard.

The Orange County Board of Supervisors and Newport Beach city officials sent letters to the FAA this week outlining the concerns.

The possible change to flight paths is part of the FAA's efforts to replace traditional, ground-based air traffic procedures with satellite-based technology at 11 Southern California airports, including John Wayne.

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The changes are part of the Next Generation Air Transportation System, which the FAA believes has the potential to save fuel, reduce emissions and delays, and shorten flight times.

The agency hopes to improve airport access in congested air traffic areas and establish flight plans that are less dispersed than they have been historically.

"The FAA's goal is to improve the way aircraft navigate these complex areas to make flight routes and airport access more efficient," according to agency documents.

However, maps attached to the FAA's draft environmental assessment show broad swaths of the county where aircraft could approach and depart from JWA. This could result in planes flying over areas of Newport Beach that have not previously had to deal with many overhead flights, including Big Canyon, Corona del Mar and Newport Coast.

The maps also suggest that aircraft could operate as far north as Laguna Woods and as far south as Dana Point and approach the airport in a way that would affect communities from Yorba Linda through Irvine.

"While the nominal tracks for approaches and departures

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proposed in the Draft EA are anticipated to fall near or in the middle of these swaths, it would be completely unacceptable for aircraft to operate on a regular basis in the outer reaches of the areas shown on the diagrams," Supervisor Todd Spitzer wrote in the county's letter.

Newport Beach Mayor Ed Selich said the city echoed similar sentiments in its own letter to the agency, noting that the environmental assessment regarding flight paths is difficult to comprehend.

"It's hard to tell where they're actually going," he said. "We want them to follow the historical departure pattern that they've been using that runs down the bay without going over new territory."

The FAA's noise studies associated with the project found no "significant or reportable noise impacts," according to the environmental report.

Decades ago, John Wayne Airport, Newport Beach, the county and two community groups entered into an agreement that established a curfew, annual passenger limit, number of departures and noise limits at the airport. The noise-

abatement agreement stemmed in part from residents' complaints. In 2014, the parties extended the agreement through December 2030.

As part of the agreement, the county established seven sound monitors along the airport's departure corridor. Some aircraft carriers use noise-abatement procedures during departures, such as ascending rapidly and "throttling back" the engine when flying over homes.

The county is requesting that the FAA revise its report to clarify that the agency's project will not require changes to the noise-abatement procedures or jeopardize efforts to get carriers to comply with the noise limits, according to the supervisors' letter.

This isn't the first time that the FAA has proposed changes to flight paths at John Wayne Airport.

In 2009, the FAA implemented its DUUKE ONE departure pattern, which angered residents in Irvine Terrace and on the eastside of Upper Newport Bay. Neighbors said more flights flew over their homes as a result. After a few adjustments, the FAA renamed the pattern STREL and moved flights farther west, away from the Bluffs community.

Selich said the city's goal is to work with the FAA to reduce effects on residents. Still, the city has limited control over how the FAA chooses its flight paths, he said.

"We can control planes on the ground with the settlement agreement," he said. "Once the wheels leave the ground, we don't have any regulatory control. That's why it's important that we try to the best of our ability to influence what the FAA is doing now in the process."

The FAA's public comment period on the project environmental assessment will end on Sept. 8.

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Phoenix sues FAA over airplane noise

FAA shifted flight paths last September, residents are angry

By Holly Yan CNN

POSTED: 11:08 PM PDT Jun 01, 2015
UPDATED: 08:31 AM PDT Jun 01, 2015

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(CNN) - How bad is the airplane noise over Phoenix?

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Bad enough that some residents can't hear each other talk. Bad enough that many can't sleep. Bad enough that the city is now suing the Federal Aviation Administration.

"When I talk to my wife, I can't hear what she says," Phoenix resident Michael March said.

March, who lives 8 miles from Sky Harbor International Airport, said the problem has gone "from zero, or non-existent, to constant."

The cacophony started last September, when the FAA changed flight paths in the Phoenix area. Both the FAA and airlines said the changes would increase safety and decrease fuel costs, the city of Phoenix said.

"The FAA's actions have caused the community extreme discomfort, with many unable to sleep at night or pursue normal daily activities," the city said in a statement. It claims the FAA caused "a negative impact on the Phoenix community without proper due process, notification and consideration."

"The FAA decided to move a highway in the sky without following legal requirements to consult with stakeholders," city councilwoman Kate Gallego said.

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The FAA said Monday that it has not seen the lawsuit and can't comment on pending legislation.

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But in a letter to the city manager Monday, FAA regional administrator Glen Martin said the agency supports certain changes, such as adjusting westbound departures and restricting some turns for early flights.

March said serious changes can't come soon enough. He said the noise isn't just obnoxious for residents -- it could threaten home values and affect air quality closer to homes.

"It is super frustrating, and we've had no hope," he said.

March said he hopes the city's lawsuit will make the FAA think again about changing flight plans over other cities.

"All we want is just the old flight patterns to be put back," he said. "We feel that the FAA screwed up."

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