

F Responses to Comments on the Draft EA
Volume II

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Acronyms Used in this Appendix

AAD	Average Annual Day
AGL	Above Ground Level
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
BUR	Bob Hope Airport (Burbank)
C.F.R.	Code of Federal Regulations
CMA	Camarillo Airport
CNEL	Community Noise Equivalent Level
CRQ	McClellan-Palomar Airport
dB	Decibel
dBA	A-Weighted Decibel
DNL	Day-Night Average Sound Level
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FOIA	Freedom of Information Act
FONSI	Finding of No Significant Impact
LAX	Los Angeles International Airport
LGB	Long Beach Airport (Daugherty Field)
MSL	Mean Sea Level
MYF	Montgomery Field Airport
NEPA	National Environmental Policy Act of 1969
NIRS	Noise Integrated Routing System
NKX	Miramar Marine Corps Air Station
NTD	Point Mugu Naval Air Station
NZY	North Island Naval Air Station
ONT	Ontario International Airport
OXR	Oxnard Airport
PSP	Palm Springs International Airport
RNAV	Area Navigation
RNP	Required Navigation Performance
ROD	Record of Decision
SAN	San Diego International Airport (Lindbergh Field)
SBA	Santa Barbara Municipal Airport
SDM	Brown Field Municipal Airport (San Diego)
SEE	Gillespie Field Airport (San Diego)
SID	Standard Instrument Departure
SMO	Santa Monica Airport
SNA	John Wayne Airport (Orange County)
STAR	Standard Terminal Arrival Route
TAF	Terminal Area Forecast
TRM	Jacqueline Cochran Regional Airport (Palm Springs)

U.S.C.	United States Code
UDD	Bermuda Dunes Airport
USGS	United States Geological Survey
VNY	Van Nuys Airport

F.1. Responses to Comments on the Draft EA for the SoCal Metroplex Project

This document is Volume II in Appendix F to the Environmental Assessment (EA) for the SoCal Metroplex Project. The FAA reviewed and prepared responses to the 4,095 comments received on the Draft EA. The responses to comments are provided on a letter-by-letter basis with each comment included therein followed by a response. The comment letters are individually numbered 1 through 2,106. Volume II includes comment letters 394 through 1,377 and responses to the comments included in each comment letter.

The name of the commenter follows the comment letter number. The individual comments within each letter are indexed numerically by letter number. For example, the first comment letter received is numbered “1” and the first comment is labeled “1-01”, the second comment is labeled “1-02”, and so forth. Each comment letter with individual comments identified and numbered is provided in this Appendix. The FAA prepared a response to each comment, labeled by comment number, and these are provided following each letter. An index of comments received by commenter name is provided in Section F.4 of this Appendix.

As discussed in Section F.1, 650 form letters were received. There were 13 different types of form letters and only the first copy of each type of form letter received is provided below. The name of each commenter who submitted an identical letter is provided and acknowledged along with the representative comment letter and responses. The responses provided to the comments included in the representative letter are extended by reference to the letters submitted by these individuals. Letters that include unique comments in addition to form letter text were treated as unique comment letters and are included below.

The topical responses referred to in the responses to comments included in this volume can be found in Volume I of this Appendix.

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Barbara E. Lichman, PhD on behalf of the Cities of Culver City and Inglewood

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September 8, 2015

VIA E-MAIL (9-ANM-SOCALOAPM@FAA.GOV)

SoCal Metroplex EA
Federal Aviation Administration
Western Service Center - Operations Support Group
1601 Lind Avenue SW
Renton, WA 98057

Re: Comments re: SoCal Metroplex OAPM - Environmental Assessment

Dear Sir or Madam:

We represent the City of Culver City, California, located approximately two miles to the north and east of Los Angeles International Airport (“LAX”), and City of Inglewood, California, located immediately east of LAX (collectively “Cities”). Both will be materially affected by the changes in arrival and departure procedures proposed in the Federal Aviation Administration’s (“FAA”) SoCal Metroplex OAPM (“OAPM” or “Project”), and reviewed in the SoCal Metroplex OAPM Draft Environmental Assessment (“OAPM EA”).

394-01

394-02

394-03

It should be noted at the outset that these comments are necessitated by the discomfort and confusion of Cities’ citizens with respect to the Project’s potential noise and other environmental impacts. The Cities’ citizens are already suffering demonstrable increases in overflights at low altitudes, and resulting noise impacts. They are now being asked to become the recipients of the Project’s additional noise, overflight, and other environmental impacts, the precise degree of which is as yet unascertainable, because the precise projected flight paths to be implemented by the Project cannot be deduced from the information provided to define them. This approach flies in the face of Congress’ mandate that NextGen “take into consideration, to the greatest extent practicable, design of airport approach and departure flight paths to reduce exposure of noise and emissions pollution on affected residents.” 49 U.S.C. § 40101, note, Vision 100-Century of Aviation Reauthorization Act of 2003, Pub. L. No. 108-176, § 709(c)(7). The Draft EA, however, ignores this mandate and instead limits its focus on improving the efficiency of the procedures and airspace utilization, OAPM EA, § 2.2. In fact, the absence of any discussion in the OAPM EA’s “Purpose of the Proposed Action” section of such an effort to reduce noise, emissions or other environmental impacts, clearly demonstrates that the Project does not meet the goals Congress defined for it.

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394-04

As a consequence of these and other pervasive omissions set forth below, both Cities have common concerns about the sufficiency of the analysis of potential impacts set forth in the EA. These concerns include: (1) use of an inapplicable Day-Night Sound Level (“DNL”) noise metric, instead of the Cumulative Noise Equivalent Level (“CNEL”) metric applicable in California, resulting in an understatement of the Project’s noise impacts over all areas to be overflowed by the Project’s anticipated revised flight paths; (2) use of the outdated and inapplicable Noise Integrated Routing System (“NIRS”) model, instead of the Aviation Environmental Design Tool (“AEDT”) model, thus exacerbating the inadequacies of the noise analysis resulting from the use of the DNL noise metric; (3) a misplaced reliance on a presumption” of conformity with the Federal Clean Air Act; (4) absence of discussion of the Project’s cumulative, capacity enhancing noise and overflight impacts, when taken together with the impacts of the already approved Specific Plan Amendment Study (“SPAS”) project at LAX, which involves, among other things, FAA acknowledged capacity enhancing improvements such as change in the configuration, and extension, of the runways on the North Airfield; and (5) manifestly deficient data and analysis concerning individual projects, evidenced by the belated and piecemeal distribution of the “TARGETS Distribution packages,” containing entirely new information concerning flight paths and altitudes implicated in individual project implementation.

394-05

394-06

394-07

These omissions are not insignificant. Not only do they go to the heart of public concerns regarding the unreported noise and other impacts of the Project on the public exposed to them, but also clearly reflect a “boilerplate” approach to NEPA analysis, in which EAs for other airspace redesigns, in other parts of the country, unrelated to the environmental issues prevalent in the Southern California Metroplex, were cut and pasted into the OAPM EA. For those reasons, as well as the analytic deficiencies set forth below, a full Environmental Impact Statement (“EIS”) should be prepared and circulated for public review, taking into account full information and the results of a complete analysis, as well as a complete catalogue of local environmental effects of the Project on each airport in the region.

394-08

I. THE ENVIRONMENTAL IMPACTS OF THE OAPM SHOULD BE EVALUATED IN AN EIS

It is Cities’ understanding that the OAPM encompasses a vast area ranging from Oxnard and Point Magu on the north, to the Mexican border on the south, and includes a myriad of urban and natural areas as well as a population approaching 20 million. FAA has decided to limit its environmental review to an EA on the ground that, among other things: (1) “the proposed action would not result in a significant noise exposure impact on populations exposed to DNL 65 dB or higher levels under the proposed action, or produce reportable noise increases in areas exposed to DNL 45 dB to 65 dB,” OAPM EA, § 5.1.3, p. 5-6; and (2) even though “the proposed action would result in a slight increase in emissions when compared to the no action alternative,” OAPM EA, § 5.8.1, p. 5-15, most of the changes would occur above 1,500 feet, and are, therefore, “presumed to conform” pursuant to Federal Presumed to Conform Actions Under General Conformity. 72 Fed.Reg. 41565 (July 30, 2007).

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Nevertheless, there are numerous facets to a decision as to whether to perform an elevated level of environmental analysis, or rely on a FONSI, that the OAPM EA does not take into account. Before a decision to perform an EA instead of an EIS is made, the agency must decide, based on substantial evidence, that the Project will not have significant environmental impacts. *See, e.g., Town of Cave Creek, Arizona v. FAA*, 325 F.3d 320, 327 (D.C. Cir. 2003). The definition of significance includes, but is not limited to: “. . . (4) the degree to which effects on the environment are likely to be highly controversial; . . . (7) whether the action is related to other actions with individually insignificant but cumulatively significant effects; . . . [and] (10) whether the action threatens a violation of federal, state or local environmental law.” 40 C.F.R. § 1508.7 (“CEQ Guidelines”). It is also notable that neither airport owners nor communities affected by changes in airport operations have been included, until the very latest time, in the development of the NextGen or the OAPM Project. Thus, the OAPM EA is not the product of significant community input, as set forth in more detail below, but rather appears to be a restatement of environmental analyses used in other parts of the country, and, thus, does not meet the public participation goals which are the fundament of NEPA. In short, the environmental effects reported in the OAPM EA, if fully and properly analyzed, fit all of these categories of significance and, as set forth below, should be evaluated in a full EIS.

394-09

II. THE OAPM EA NOISE ANALYSIS IS FOUNDED ON AN INAPPLICABLE METRIC

The OAPM EA’s noise analysis understates the Project’s manifest noise impacts insofar as it relies on the use of the LDN or DNL metric, Aircraft Noise Technical Report, May 2015, Section 2.1, p. 2.1-2.2 (“Noise Report”). While the Noise Report acknowledges that “[T]he FAA endorses the use of supplemental noise metrics on a case by case basis to describe aircraft noise impacts for specific noise sensitive locations,” *Id.* at 2.1-2.2, it also acknowledges that “no supplemental noise metrics are calculated for the SoCal Metroplex EA,” *Id.* As a graphic illustration of FAA’s apparent disdain for the CNEL metric, exclusively applicable in California, in EA, Appendix E, § E.8, p. E.5, the space set aside for discussion of the “Cumulative Noise Equivalent Level” is left entirely blank.

That omission, however, strikes at the heart of the OAPM EA noise analysis. The “Cumulative Noise Equivalent Level,” or CNEL, metric is required by FAA regulation to be used in California. *See, e.g., FAA Order 5050.4B*, Chapter 1, § 9.n, p. 8;¹ *see also* FAA Order 1050.1F, App. B, ¶ B-1, p. B-1. As the CNEL metric “adds a 5 dB penalty for each aircraft operation during evening hours (7:00 p.m. – 10:00 p.m.),” *ibid.* at Chapter 17, § 1.c(3), which does not exist in the LDN metric. To the extent that the noise impacts at LAX and other airports at least partially arise from operations during those hours, the noise impacts set forth in the OAPM EA are indisputably understated.

¹ “. . . in California, use the Community Noise Equivalent Level (CNEL) instead of the DNL metric.”

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Page 4III. THE OAPM EA ALSO ERRONEOUSLY EMPLOYS THE NIRS NOISE MODEL EVEN THOUGH THE AEDT MODEL HAS BEEN REQUIRED SINCE MARCH 2012

The noise analysis in the OAPM EA is also called into question by the use of the NIRS model. While the NIRS model was generally in use until March, 2012, *see* Aircraft Noise Technical Report, p. 3-2, fn. 7, at that time, the AEDT model was adopted for regional airspace environmental analyses, Noise Report, § 3.1, p. 3-1. *See also* FAA Order 1050.1E, Change 1, Guidance Memo No. 4, March 21, 2012.

The apparent rationale for the use of the NIRS model in the OAPM EA is that “there is an exemption [from the use of AEDT] for projects whose environmental analyses began before March 1, 2012 . . .” Noise Report, p. 3-2, fn. 7. The OAPM EA, however, fails to specify or substantiate any date before March 1, 2012 the environmental review began. What is absolutely clear is that the OAPM EA noise analysis did not begin until December 1, 2012, *see, e.g.*, OAPM EA, § 4.3.1.1, p. 4-7 [“Radar data obtained from the FAA’s Performance Data Analysis and Reporting System (‘PDARS’) identified 1,242,614 IFR-filed flights to and from the study airports from [sic] December 1, 2012 through November 30, 2013. The 365 days of usable data span all seasons and runway usage configurations for the study airports.”], long after the use of the AEDT model was mandated by FAA’s own regulation.

In short, as the AEDT model applies to the noise (and air quality) analyses; and as the noise analysis was initiated long after the date upon which the AEDT model became applicable; any reliance on the purported “grandfathering” provision is entirely baseless, and the OAPM EA noise analysis should be revised using not only the CNEL metric, but also the AEDT model.

394-10

IV. THE OAPM EA’S RELIANCE ON A “PRESUMPTION” OF CONFORMITY IS SERIOUSLY MISPLACED

As the OAPM EA acknowledges, “typically, ‘significant air quality impacts would be identified if an action would result in the exceedance of one or more of the NAAQS [National Ambient Air Quality Standards] for any time period analyzed.’” FAA Order 1050.1E, Change 1, App. A, § 2.3. The OAPM EA fails, however, to analyze and determine whether these standards are exceeded by the Project, and, instead, relies on the “Presumed to Conform” provisions in the Clean Air Act’s implementing regulations, 40 C.F.R. § 93.153(f), FAA’s Federal Presumed to Conform Actions Under General Conformity, 72 Fed.Reg. 41565-580 (July 30, 2007) (“Presumed to Conform Rule”). That section specifies, among other things, that even air traffic actions taking place below the mixing height (usually 3,000 feet above ground level) would be presumed to conform where there are “modifications to routes and procedures . . . designed to enhance operational efficiency (*i.e.*, to reduce delay).”

In this case, the evidence in the record appears to contradict the assumption relied upon throughout the OAPM EA that the Project will increase efficiency, and, thus, the record obviates the presumption of conformity. Specifically, the OAPM EA admits that the procedures specified in the OAPM will increase fuel burn, and, consequently, increase emissions, OAPM EA, § 5.8.3,

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p. 5-16, even if by a small amount. The OAPM EA is, however, devoid of explanation or documentation as to the way in which procedures aimed at increasing operational “efficiency” (*i.e.*, reducing the time an aircraft spends in arrival and departure) will result in an increase in emissions, an effect normally associated with increased time spent in arrival and departure.

Moreover, the OAPM EA fails to give even a passing nod to “regional significance.” “Where an action otherwise presumed to conform . . . is a regionally significant action, . . . that action shall not be presumed to conform . . .” 40 C.F.R. § 93.153(j).

“[W]hen the total of direct and indirect emissions of any pollutant from a Federal action does not equal or exceed the [*de minimis*] rates specified in paragraph (b) of this section, but represents 10 percent or more of a nonattainment or maintenance area’s total emissions of that pollutant, the action is defined as a regionally significant action and the requirements of § 93.150 and §§ 93.155 through 93.160 shall apply for the Federal action.

40 C.F.R. § 93.153(i). Both FAA and EPA have interpreted this to mean that FAA must make an affirmative determination, based on the above standards, as to whether the action is, or is not, regionally significant. *See* FAA Order 1050.1E, App. A., § 2.1(m).

In this case, such a determination has never been made. While it could have been accomplished in the process of approving the Presumed to Conform Rule, at the outset, FAA declined to do so, stating “FAA has decided to defer action on this aspect [regional significance] in its draft notice, based on consultation with the EPA.” 72 Fed.Reg. 41580. Despite the broad scope of the instant Project, covering hundreds of miles and millions of people, FAA has again declined to make the required finding in the OAPM EA. In other words, a finding of regional significance constituting a predicate to a presumption of conformity, has never been made, and, in the absence of such a finding, and the data and analysis to support it, the OAPM EA air quality analysis is fatally flawed.

394-12

V. THE OAPM EA FAILS TO ADEQUATELY ANALYZE THE PROJECT’S CUMULATIVE IMPACTS

As FAA is well aware, in determining the scope of environmental review, “the agency ‘shall consider . . . 3 types of impacts’: direct, indirect and cumulative.” *National Resources Defense Council, Inc. v. Federal Aviation Administration*, 564 F.3d 549, 558 (2nd Cir. 2009), quoting 40 C.F.R. § 1508.25(c). A cumulative impact, in turn, “is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. . .” *Id.* quoting 40 C.F.R. § 1508.7.

Here, FAA utterly ignores that mandate. The OAPM EA’s entire cumulative impact analysis is contained in four pages in Section 5.10, in which FAA claims to list the “past, present

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and reasonably foreseeable future actions” that would potentially “contribute to cumulative impacts.” Section 5.10.2, p. 5-18-19, Table 5-7 (“Potential Impacts – 2015 and 2020”). Surprisingly, while listing several minor runway safety area projects at LAX, OAPM EA, Table 5-7, p. 5-19, FAA entirely omits the SPAS project, which is not only “reasonably foreseeable,” but was approved more than two years ago. That project not only contemplates moving Runway 6L/24R 260 feet north, purportedly to improve “safety and efficiency,” but also to extend Runway 6R/24L 1,250 feet to the east. SPAS DEIR, p. 2-9.

It is that runway reconfiguration that leads directly to the increase in capacity of the airfield that the OAPM EA specifically abjures. The OAPM EA claims that “the number and type of aircraft operations are the same under both the Proposed Action and No Action Alternative in 2015 and 2020 [because] [t]he Proposed Action does not include developing or constructing facilities, such as runways or terminal expansions, that would be necessary to accommodate an increase in aviation activity,” OAPM EA, § 5.1.2, p. 5-3. It fails, however, to acknowledge that the FAA and its Administrator Michael Huerta have consistently maintained, as is the case at LAX, “[n]ew or reconfigured runways can effectively improve capacity at airports with significant constraints,” *see, e.g.*, Federal Aviation Administration Press Release – FAA Identifies Airport Capacity Constraints and Improvements, January 23, 2015.

394-12

This is because the increased “efficiency” which is the alleged goal of the Project, is an identity with an increase in “capacity.” “Capacity” is defined by FAA as “throughput rate, i.e. the maximum number of operations that can take place in an hour.” FAA Advisory Circular 150/5060-5, Airport Capacity and Delay, p. 1. The Project is allegedly designed expressly to enhance operational efficiency which is defined, in turn, as increase in flexibility and predictability in transfer of aircraft between the various levels of Air Traffic Control, and reduction in the complexity of routes all leading to a greater number of aircraft arriving and departing (safely) during a given period of time. Therefore, increased “efficiency” inevitably leads to increased “throughput” which necessarily increases “capacity.” It only requires a simple algebraic identity to establish that the Project possesses capacity enhancing potential when viewed together with LAX’s “reasonably foreseeable” SPAS project, although that identity has been entirely ignored in the OAPM EA.

VI. THE FAA HAS ONLY NOW PRODUCED “TARGET DISTRIBUTION PACKAGES” WHICH APPEAR TO MATERIALLY SUPPLEMENT THE OAPM EA ANALYSES OF FLIGHT PATHS AND ALTITUDES

394-13

Only now, at the eleventh hour, has FAA produced what it calls “TARGET Distribution Packages” purporting to contain “supplemental materials,” including “waypoint latitude/longitudes, distances between waypoints in a route, altitude restrictions at key waypoints, and map(s) depicting route[s].” The “supplemental materials” were originally, however, provided for only four airports, not including LAX, with the caveat that “the distribution packages for individual study airports will be posted as they are made available.” On or about August 28, 2015, barely a week before the due date for comments on the OAPM

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EA, the FAA has released data purporting to support its conclusions regarding the change in procedures at LAX.

394-13

That approach to public review and participation is not sufficient to meet even the most liberal public information test applicable to an EA. *Klamath-Siskiyou Wildlands Ctr, v. Bureau of Land Management*, 387 F.3d 989, 993 (9th Cir. 2004) [“a ‘concise public document’ designed to ‘briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement’” quoting 40 C.F.R. § 1508.9. [Emphasis added.]] FAA’s piecemeal approach to public disclosure leaves barely more than one week, including a major holiday weekend, for the public and their consultants to review and analyze the data to determine whether it indeed supports FAA’s conclusions. In fact, the absence of such data and analysis from the original publication of the OAPM EA is a graphic admission that the information and analyses in the OAPM EA, in and of itself, is not sufficient to “provide full and fair discussion of significant environmental impacts and [to] inform decisionmakers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.” 40 C.F.R. § 1502.1.

394-14

In the final analysis, the OAPM Project implicates substantial controversy over the “size, nature, or effect of the major federal action,” *Town of Cave Creek, supra*, 325 F.3d at 331; clear cumulative impacts with, at minimum, the LAX SPAS Project which remain unreported and unanalyzed; and potential violation of the Clean Air Act. The Project’s impacts, therefore, fall directly within the scope of impacts that must be further evaluated and circulated for public review in a full and complete EIS.

394-15

Despite these demonstrable deficiencies, Cities seek a reasonable resolution of the apparent inconsistency of FAA’s aim to increase efficiency in the national airspace system, with Cities’ goal of achieving sufficient mitigation to protect their citizens. This may be achieved by, among other ways: (1) circulation of an EIS or Supplemental EA containing the data and analysis, including new and properly documented noise and flight path analyses; (2) more rapid implementation of profile descent approaches which show great promise in the reduction of noise on arrival; and (3) direct consultation between Cities and FAA to discuss adjustment to flight tracks including a path over the Santa Monica Freeway, to maintain and enhance the delicate balance of approach and departure procedures between and among airports, while, at the same time, protecting citizens from bearing the whole burden for the benefits conferred by the OAPM exclusively on the aviation community.

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Culver City and Inglewood appreciate this opportunity to comment, and look forward to working with FAA toward a legally supportable environmental review and successful implementation of an environmentally compliant and properly mitigated SoCal Metroplex OAPM Project.

Sincerely,

BUCHALTER NEMER
A Professional Corporation

By 

Barbara Lichman

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Response

394-01

Please see **Topical Response 02 - Existing Conditions**.

394-02

The commenter states that the precise degree of environmental impacts cannot be ascertained because precise projected flight paths cannot be deduced from the information provided to define them. The flight corridors associated with the Proposed Action and No Action Alternative are depicted on Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The information provided in Google Earth format allows the reader to obtain information on specific locations or areas of interest.

394-03

The commenter is concerned the EA flies in the face of the congressional mandate that NextGen take into consideration, to the greatest extent practicable, flight paths to reduce exposure of noise and emissions pollution on affected residents. She also states that the EA ignores this mandate and instead limits its focus to improving the efficiency of procedures and airspace utilization. As stated in Section 2.2 of the EA, the SoCal Metroplex Proposed Action would optimize procedures serving the Study Airports while maintaining or enhancing safety in accordance with the FAA's mandate under federal law. Regarding the consideration of environmental impacts, FAA Order 1050.1E establishes the criteria used to evaluate potential impacts. The analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. As disclosed in Chapter 5 of the EA, results of this analysis indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

Please also see **Topical Response 05 – Purpose and Need**.

394-04

Please see responses to Comments 394-09 and 394-10.

394-05

Please see response to Comment 394-11.

394-06

Please see response to Comment 394-12.

394-07

Please see response to Comment 394-13.

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Response (continued)

394-08

The commenter asserts that a boilerplate approach to the NEPA analysis was used which requires preparation of an EIS. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The results of the environmental analyses completed for the EA indicate that the Proposed Action, when compared to the No Action Alternative, would result in no significant environmental impacts.

The commenter also states that neither airport owners nor communities affected by the changes in airport operations have been included. The FAA recognizes the importance and value of public input in the NEPA process. The FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including an extended public review and comment period, several public workshops, and many meetings with federal, state, and local elected representatives and airport officials. The Draft EA was released for public review and comment on June 10, 2015, and the comment period was open through October 8, 2015. A notice of availability of the Draft EA was published in newspapers throughout the General Study Area. A series of eleven public workshops was held throughout the SoCal Metroplex General Study Area between June 16 and July 1, 2015. During the workshops, representatives from the FAA and its Consultant Team were available to answer questions about the Project and the Draft EA. For a description of public involvement conducted for the Project, please see Appendix A, *Agency Coordination, Agency Consultation, and Public Involvement*.

394-09

The commenter contends that the CNEL metric should be used and not the DNL metric. Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

394-10

Please see **Topical Response 15 – Aircraft Noise Model**.

394

Response (continued)

394-11

The commenter asserts that the FAA cannot rely on the presumed to conform provisions of the Clean Air Act to determine if significant air quality impacts would occur with the Proposed Action because of a slight increase in fuel burn. The EA was prepared in accordance with FAA Order 1050.1E. The environmental analysis, including the required methodology and standards for air quality, is described in Section 5.8, *Air Quality*, in the EA. Any operational changes that could result in an increase in fuel burn would occur at or above 3,000 feet AGL and are considered de minimis, as they would have little if any effect on emissions and ground concentrations. Thus, they are presumed to conform to the applicable state implementation plan for criteria pollutants.

The commenter also says the evidence appears to contradict the assumption relied upon throughout the EA that the project will increase efficiency, because there is an increase in fuel burn and emissions. Fuel burn is not the only indicator of airspace efficiency and should not be relied upon as the only parameter in determining the most optimized airspace. Other factors such as predictability, repeatability, and safety contribute to efficiency. As stated in Chapter 2 of the EA, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with FAA's mandate under federal law.

The commenter also states that the FAA has failed to acknowledge regional significance in its air quality analysis. The commenter should note that they have referred to a portion of the General Conformity Regulations that is no longer in effect. On March 24, 2010, the EPA deleted the regional significance test included in 40 C.F.R. § 93.150(i) after determining that the test is burdensome to federal agencies with little or no environmental benefit. [See Revisions to the General Conformity Regulations; Final Rule, 75 Fed. Reg. 17254 (April 5, 2010) (Amending 40 C.F.R. Parts 51 and 93)]. Regardless, a determination of this kind is not necessary because the Proposed Action is included in a list of activities not subject to further analysis for regional significance under the Rule. "The EPA has defined broad categories of exempt actions under 40 CFR 93.153(c) (2) that result in no emissions increase or increases in emissions that are clearly de minimis. These actions are not subject to further analysis for applicability, conformity, or regional significance under the Rule." 72 Fed. Reg. 41567. Among the actions identified by the EPA as presumed to conform and not subject to further analysis for regional significance are:

Air traffic control activities and adopting approach, departure, and enroute procedures for aircraft operations above the mixing height specified in the applicable SIP or TIP. Where the applicable SIP or TIP does not specify a mixing height, the Federal agency can use the 3,000 feet above ground level as a default mixing height, unless the agency demonstrates that use of a different mixing height is appropriate because the change in emissions at and above that height caused by the Federal action is de minimis. 40 C.F.R. §93.153(c)(2)(xxii).

394-12

The commenter states that the cumulative impact analysis is incomplete because it fails to include the LAX Specific Plan Amendment Study project, specifically the preferred alternative which contemplates moving Runway 6L/24R 260 feet to the north and then extending it 1,250 feet to the east. Under NEPA, the FAA is obligated to consider the cumulative impacts of a Proposed Action. Per Council on Environmental Quality (CEQ) regulations, a cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions (40 C.F.R. Sec. 1508.7). The EIR prepared for the SPAS project was done under CEQA and conducted at a programmatic level that provided for only a high level of analysis of the potential environmental impacts, and thus further refinement and project-level environmental analysis would likely be required. Further it is planned for 2025, at least four years after the SoCal Metroplex Project's 2021 planning horizon. Accordingly, for purposes of the cumulative impact analysis prepared for the SoCal Metroplex Project EA, the SPAS project, including the runway relocation and extension, is not considered a reasonably foreseeable future action.

The commenter also believes that the Proposed Action, when looked at in conjunction with the SPAS program's proposed runway improvements would lead to an increase in operations. As stated above, the SPAS project is not reasonably foreseeable. With regard to increases in operations, Section 2.4 of the EA states that the Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 on Pages 3-2 through 3-4 of the *Average Annual Day Flight Schedules Technical Report* includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

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Response (continued)

394-13

The commenter states the TARGET distribution packages were not made available until the 11th hour, providing only a week for review before the due date for comments. The FAA is committed to involving the public in the environmental review process as required by NEPA and FAA regulations, policies, and procedures. The FAA engaged in extensive public involvement for the SoCal Metroplex Project Draft EA, providing ample opportunity for the public to review and comment on the Proposed Action. The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. A description of public involvement can be found in Appendix A, *Agency Coordination, Agency Consultation, and Public Involvement*. Please also see **Topical Response 03 – Comment Period Extension**.

394-14

The commenter is concerned with substantial controversy, cumulative impacts, and the Clean Air Act. Please see response to Comment 394-12.

394-15

The commenter states that the Cities seek a reasonable resolution of the apparent inconsistency of FAA's aim to increase efficiency with the Cities' goal of achieving sufficient mitigation to protect their citizens, and that this may be achieved by circulation of an EIS or Supplemental EA.

Per 40 C.F.R. § 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant environmental impacts will result from the implementation of the Proposed Action.

394-16

The commenter requests rapid implementation of profile descent approaches and direct consultation to discuss adjustment of flight tracks. As described in section 2.4 of the EA, the Proposed Action would implement optimized RNAV SID and STAR procedures with optimized climb and descent profiles, respectively, and RNP approaches, where feasible, in the Southern California Metroplex. Refer to Sections 1.2.5 for a description of RNAV, RNP, and optimal climb and descent profiles. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. If the Proposed Action is approved and implemented, the FAA would monitor deviations from expected flight paths according to FAA Order 7100.41.

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Barbara E. Lichman, PhD on behalf of the Airport Working Group of Orange County, Inc.

From: Barrett, Susan [sbarrett@buchalter.com]
Sent: Tuesday, September 08, 2015 3:34 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Lichman, Barbara
Subject: Airport Working Group of Orange County, Inc. Comments on SoCal Metroplex OAPM - Environmental Assessment

Attached please find the Airport Working Group of Orange County, Inc.'s comments on the SoCal OAPM EA.

Susan Barrett for Barbara E. Lichman, Ph.D.
BuchalterNemer, A Professional Corporation
18400 Von Karman Avenue, Suite 800 | Irvine, CA 92612-0514

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E-Mail Address: blichman@buchalter.com

September 8, 2015

VIA E-MAIL (9-ANM-SOCALOAPM@FAA.GOV)

SoCal Metroplex EA
Federal Aviation Administration
Western Service Center - Operations Support Group
1601 Lind Avenue SW
Renton, WA 98057

Re: Comments re: SoCal Metroplex OAPM - Environmental Assessment

Dear Sir or Madam:

These comments are submitted on behalf of the Airport Working Group of Orange County, Inc. ("AWG"), its members and the thousands of other City and County residents who will be materially and adversely affected by the changes in arrival and departure procedures proposed in the Federal Aviation Administration's ("FAA") SoCal Metroplex OAPM ("OAPM" or "Project"), and purportedly reviewed in the SoCal Metroplex OAPM Draft Environmental Assessment ("OAPM EA").

The AWG is a non-profit tax exempt organization founded in 1984 for the purpose of controlling and monitoring the expansion of, and potentially supporting the use of alternatives to, John Wayne Airport ("JWA" or "Airport"). AWG, in its role as the voice of the airport impacted citizens of Newport Beach, is also one of the four signators on the landmark 1985 JWA Settlement Agreement which contains one of the few FAA sanctioned, and, thus, enforceable, noise or access restrictions in the nation.

Since the beginning of commercial jet operations at John Wayne Airport, the FAA, resident airlines, and airport management have worked together to minimize the negative impact of airport operations on the surrounding communities. FAA has designed arrivals and departures to affect as few citizens as possible, the airlines have instituted noise abatement procedures unique to JWA, and the Airport has established noise standards and a monitoring system to ensure compliance, in addition to a strictly enforced curfew. We look forward to a future where

395 Barbara E. Lichman, PhD on behalf of the Airport Working Group of Orange County, Inc.

395-01 this cooperative approach remains the standard. However, we are concerned with the proposed OAPM Project and its impacts on JWA’s operations, specifically, southerly departures.

This is because, historically, all turbo jet departures to the south have followed the centerline of Newport’s Back Bay, an uninhabited area. The current STREL 3 departure uses

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BuchalterNemer

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395-01 TOING waypoint as a means of accomplishing the subjective. While in the OAPM waypoints PIGGN, HAYLO, and FINZZ departures proposed ground track conform to the STREL 3’s track, there is no mention of TOING.

Specifically, it is not clear where (*i.e.*, how far out from RW20R) the STREL transitions from runway heading to an inbound course to waypoint TOING. All of the Project-specified Standard Instrument Departures (“SID”) departing from Runway 20R fly runway heading (196°) for 1.58 miles and then turn and fly 175° into STREL. This appears to move the ground track slightly to the west of the current STREL ground track, a change that probably falls well within the FAA’s tolerance for characterizing the new departures as an overlay of the old STREL, but, unfortunately for FAA, not within the Newport residents more restrictive tolerance.

FAA has, thus far, failed to confirm all future turbo jets southerly departures will conform to the historic objective of a ground track centered on Newport’s Back Bay. Further, no initial turns on course have been approved for turbo jet aircraft until well past Balboa Peninsula (there have been no observed turns on STREL 3 prior to STREL). Thus, FAA has also failed to confirm on all future turbo jet southerly departures that no initial turn on course will be authorized until well past Balboa Peninsula.

395-02 These concerns are exacerbated by the inadequacy of the OAPM EA’s analysis of the environmental impacts of these changes on the Newport Beach community. These concerns include: (1) an understatement of the Project’s noise impacts over all areas to be overflowed by the Project’s anticipated revised flight paths, resulting from the use of inapplicable Day/Night Noise Level (“DNL”) noise metric, instead of the Cumulative Noise Equivalent Level (“CNEL”) metric applicable in California; (2) use of the outdated and inapplicable Noise Integrated Routing System (“NIRS”) model instead of the Aviation Environmental Design Tool (“AEDT”) model,

395-03 thus exacerbating the impacts of the inadequate noise analysis; (3) a misplaced reliance on a “presumption” of conformity with the Federal Clean Air Act; and (4) manifestly deficient data and analysis concerning individual projects evidenced by the belated and piecemeal distribution

395-04 of the “TARGETS Distribution Packages,” containing entirely new information regarding flight paths and altitudes resulting from the changes in flight procedures at JWA.

395-05 For those reasons, as well as the analytic deficiencies set forth below, a full Environmental Impact Statement (“EIS”), or at minimum, a Supplemental EA, should be prepared and circulated for public review, taking into account full information and the results of a complete analysis, as well as a complete catalogue of local environmental effects of the OAPM Project on each airport in the region.

I. THE ENVIRONMENTAL IMPACTS OF THE OAPM SHOULD BE EVALUATED IN AN EIS

The OAPM Project encompasses a vast area ranging from Oxnard and Point Magu on the north, to the Mexican border on the south, and including a myriad of urban and natural areas as well as a population approaching 20 million. FAA has decided to limit its environmental review

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Barbara E. Lichman, PhD on behalf of the Airport Working Group of Orange County, Inc.

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395-05

to an EA on the ground that, among other things: (1) “the proposed action would not result in a significant noise exposure impact on populations exposed to DNL 65 dB or higher levels under the proposed action, or produce reportable noise increases in areas exposed to DNL 45 dB to 65 dB,” OAPM EA, § 5.1.3, p. 5-6; and (2) even though “the proposed action would result in a slight increase in emissions when compared to the no action alternative,” OAPM EA, § 5.8.1, p. 5-15, most of the changes would occur above 1,500 feet, and are, therefore, “presumed to conform” pursuant to Federal Presumed to Conform Actions Under General Conformity. 72 Fed.Reg. 41565 (July 30, 2007).

Nevertheless, there are numerous facets to a decision as to whether to perform an elevated level of environmental analysis, or rely on an EA that the OAPM EA does not take into account. Before a decision to perform an EA instead of an EIS is made, the agency must decide, based on substantial evidence, that the Project will not have significant environmental impacts. *See, e.g., Town of Cave Creek, Arizona v. FAA*, 325 F.3d 320, 327 (D.C. Cir. 2003). The definition of significance includes, but is not limited to: “. . . (4) the degree to which effects on the environment are likely to be highly controversial; . . . (7) whether the action is related to other actions with individually insignificant but cumulatively significant effects; . . . [and] (10) whether the action threatens a violation of federal, state or local environmental law.” 40 C.F.R. § 1508.7 (“CEQ Guidelines”). The environmental effects reported in the OAPM EA, if fully and properly analyzed, fit all of these categories of significance and, as set forth below, should be evaluated in a full EIS.

395-06

II. THE OAPM EA NOISE ANALYSIS IS FOUNDED ON THE INAPPLICABLE LDN METRIC

The OAPM EA’s noise analysis understates the Project’s manifest noise impacts insofar as it relies on the use of the LDN or DNL metric, Aircraft Noise Technical Report, May 2015, Section 2.1, p. 2.1-2.2 (“Noise Report”). While the Noise Report acknowledges that “[T]he FAA endorses the use of supplemental noise metrics on a case by case basis to describe aircraft noise impacts for specific noise sensitive locations,” *Id.* at 2.1-2.2, it also acknowledges that “no supplemental noise metrics are calculated for the SoCal Metroplex EA,” *Id.* As a graphic illustration of FAA’s apparent disdain for the CNEL metric, exclusively applicable in California, in EA, Appendix E, § E.8, p. E.5, the space set aside for discussion of the “Cumulative Noise Equivalent Level” is left entirely blank.

That omission, however, strikes at the heart of the OAPM EA noise analysis. The “Cumulative Noise Equivalent Level,” or CNEL, metric is required by FAA regulation to be used in California. *See, e.g., FAA Order 5050.4B*, Chapter 1, § 9.n, p. 8;¹ *see also* FAA Order 1050.1F, App. B, ¶ B-1, p. B-1. As the CNEL metric “adds a 5 dB penalty for each aircraft operation during evening hours (7:00 p.m. – 10:00 p.m.),” *ibid.* at Chapter 17, § 1.c(3), which does not exist in the LDN metric, to the extent that the noise impacts at least partially arise from

¹ “. . . in California, use the Community Noise Equivalent Level (CNEL) instead of the DNL metric.”

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395-06

operations during those hours, the noise impacts set forth in the OAPM EA are indisputably understated.

395-07

III. THE OAPM EA ALSO ERRONEOUSLY EMPLOYS THE NIRS NOISE MODEL

The noise analysis in the OAPM EA is also called into question by the use of the NIRS model. While the NIRS model was generally in use until March, 2012, *see* Aircraft Noise Technical Report, p. 3-2, fn. 7, at that time, the AEDT model was adopted for regional airspace environmental analyses, Noise Report, § 3.1, p. 3-1. *See also* FAA Order 1050.1E, Change 1, Guidance Memo No. 4, March 21, 2012.

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Barbara E. Lichman, PhD on behalf of the Airport Working Group of Orange County, Inc.

The apparent rationale for the use of the NIRS model in the OAPM EA is that “there is an exemption [from the use of AEDT] for projects whose environmental analyses began before March 1, 2012 . . .” Noise Report, p. 3-2, fn. 7. The OAPM EA, however, fails to specify or substantiate any date before March 1, 2012 the environmental review began. What is absolutely clear is that the OAPM EA noise analysis did not begin until December 1, 2012, *see, e.g.*, OAPM EA, § 4.3.1.1, p. 4-7 [“Radar data obtained from the FAA’s Performance Data Analysis and Reporting System (‘PDARS’) identified 1,242,614 IFR-filed flights to and from the study airports from [sic] December 1, 2012 through November 30, 2013. The 365 days of usable data span all seasons and runway usage configurations for the study airports.”], long after the use of the AEDT model was mandated by FAA’s own regulation.

395-07

Moreover, even if the NIRS model were the appropriate model, which it is not, the vertical profiles provided in the NIRS are often different from the actual vertical profiles. Thus, the NIRS model is not constituted to accurately depict the noise levels, and change in the noise levels, that will result from implementation of the Project.

Further, it is not possible to ascertain from the OAPM EA the distribution of traffic among the flight paths that were used for noise modeling purposes. It is critical that FAA provide the public with the NIRS files to allow the public to fully understand the amount of dispersion, and associated noise impacts, that were assumed in the OAPM EA.

In short, as the AEDT model applies to the noise (and air quality) analyses; and as the noise analysis was initiated long after the date upon which the AEDT model became applicable; any reliance on the purported “grandfathering” provision is entirely baseless, and the OAPM EA noise analysis should be revised using not only the CNEL metric, but also the AEDT model.

IV. THE OAPM EA’S RELIANCE ON A “PRESUMPTION” OF CONFORMITY IS SERIOUSLY MISPLACED

395-08

As the OAPM EA acknowledges, “typically, ‘significant air quality impacts would be identified if an action would result in the exceedance of one or more of the NAAQS [National Ambient Air Quality Standards] for any time period analyzed.’” FAA Order 1050.1E, Change 1, App. A, § 2.3. The OAPM EA fails, however, to analyze and determine whether these standards are exceeded by the Project, and, instead, relies on the “Presumed to Conform” provisions in the

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Clean Air Act’s implementing regulations, 40 C.F.R. § 93.153(f), FAA’s Federal Presumed to Conform Actions Under General Conformity, 72 Fed.Reg. 41565-580 (July 30, 2007) (“Presumed to Conform Rule”). That section specifies, among other things, that even air traffic actions taking place below the mixing height (usually 3,000 feet above ground level) would be presumed to conform where there are “modifications to routes and procedures . . . designed to enhance operational efficiency (*i.e.*, to reduce delay).”

395-08

In this case, the evidence in the record appears to contradict the assumption relied upon throughout the OAPM EA that the Project will increase efficiency, and, thus, the record obviates the presumption of conformity. Specifically, the OAPM EA admits that the procedures proposed in the OAPM will increase fuel burn, and, consequently, increase emissions, OAPM EA, § 5.8.3, p. 5-16, even if by a small amount. The OAPM EA is, however, devoid of explanation or documentation as to the way in which procedures aimed at increasing operational “efficiency” (*i.e.*, reducing the time an aircraft spends in arrival and departure) will result in an increase in emissions, an effect normally associated with increased time spent in arrival and departure.

Moreover, the OAPM EA fails to give even a passing nod to “regional significance.” “Where an action otherwise presumed to conform . . . is a regionally significant action, . . . that action shall not be presumed to conform . . .” 40 C.F.R. § 93.153(j).

“[W]hen the total of direct and indirect emissions of any pollutant from a Federal action does not equal or exceed the [*de minimis*] rates specified in paragraph (b) of this section, but represents 10 percent or more of a nonattainment or maintenance area’s total emissions of that pollutant, the action is defined as a regionally significant action and the requirements of § 93.150 and §§ 93.155

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Barbara E. Lichman, PhD on behalf of the Airport Working Group of Orange County, Inc.

through 93.160 shall apply for the Federal action.

40 C.F.R. § 93.153(i). Both FAA and EPA have interpreted this to mean that FAA must make an affirmative determination, based on the above standards, as to whether the action is, or is not, regionally significant. See FAA Order 1050.1E, App. A., § 2.1(m).

395-08

In this case, such a determination has never been made. While it could have been accomplished in the process of approving the Presumed to Conform Rule, at the outset, FAA declined to do so, stating “FAA has decided to defer action on this aspect [regional significance] in its draft notice, based on consultation with the EPA.” 72 Fed.Reg. 41580. Despite the broad scope of the instant Project, covering hundreds of miles and millions of people, FAA has again declined to make the required finding in the OAPM EA. In other words, a finding of regional significance constituting a predicate to a presumption of conformity, has never been made, and, in the absence of such a finding, and the data and analysis to support it, the OAPM EA air quality analysis is fatally flawed.

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V. THE FAA HAS ONLY NOW PRODUCED “TARGET DISTRIBUTION PACKAGES” WHICH APPEAR TO MATERIALLY SUPPLEMENT THE OAPM EA ANALYSES OF FLIGHT PATHS AND ALTITUDES

Only now, at the eleventh hour, has FAA produced what it calls “TARGET Distribution Packages” purporting to contain “supplemental materials,” including “waypoint latitude/longitudes, distances between waypoints in a route, altitude restrictions at key waypoints, and map(s) depicting route[s].” The “supplemental materials” originally, however, provided for only four airports, not including LAX, with the caveat that “the distribution packages for individual study airports will be posted as they are made available.” On or about August 28, 2015, barely a week before the due date for comments on the OAPM EA, the FAA has released data purporting to support its conclusions regarding the change in procedures at LAX.

395-09

That approach to public review and participation is not sufficient to meet even the most liberal public information test applicable to an EA. *Klamath-Siskiyou Wildlands Ctr, v. Bureau of Land Management*, 387 F.3d 989, 993 (9th Cir. 2004) [“a ‘concise public document’ designed to ‘briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement’” quoting 40 C.F.R. § 1508.9. [Emphasis added.]] FAA’s piecemeal approach to public disclosure leaves barely more than one week, including a major holiday weekend, for the public and their consultants to review and analyze the data to determine whether it indeed supports FAA’s conclusions. In fact, the absence of such data and analysis from the original publication of the OAPM EA is a graphic admission that the information and analyses in the OAPM EA, in and of itself, is not sufficient to “provide full and fair discussion of significant environmental impacts and [to] inform decisionmakers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.” 40 C.F.R. § 1502.1.

395-10

Even where explanatory information concerning flight paths and distribution of flights is provided, it does more to confuse than to elucidate. For instance, nowhere does the OAPM or the OAPM EA compare the current STREL with the newly proposed SIDs. For example, the TARGETS data for the HAYLO, FINZZ and PIGGN SIDs are identical, but the NIRS flight tracks for the HAYLO and FINZZ SIDs are not the same as those in the PIGGN SID.

395-11

In the final analysis, the OAPM Project implicates substantial controversy over the “size, nature, or effect of the major federal action,” *Town of Cave Creek, supra*, 325 F.3d at 331; clear cumulative impacts with, at minimum, the LAX SPAS Project which remain unreported and unanalyzed; and potential violation of the Clean Air Act. The Project’s impacts, therefore, fall directly within the scope of impacts that must be further evaluated and circulated for public review in a full and complete EIS.

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Barbara E. Lichman, PhD on behalf of the Airport Working Group of Orange County, Inc.

395-12

Nevertheless, the AWG, as always, seeks a reasonable resolution of the apparent inconsistency of FAA's aim to increase efficiency in the national airspace system, with AWG's goal of establishing sufficient mitigation to protect their citizens. This may be achieved by,

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395-12

among other ways, the modification of the FINZZ, HAYLO and PIGGN SIDs to match the STREL3 SID, and direct consultation between affected communities and FAA to discuss adjustment to flight tracks to keep TOING a viable waypoint, thus, maintaining and enhancing the delicate balance of approach and departure procedures between areas of the City of Newport Beach, while, at the same time, protecting citizens from bearing the whole burden for the benefits conferred by the OAPM exclusively on the aviation community.

Sincerely,

BUCHALTER NEMER
A Professional Corporation

By 
Barbara Lichman

BN 18970149v1

395

Response

395-01

The commenter is concerned with whether the SIDS departing from Runway 20R at SNA follow the current ground tracks. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The FAA considered several variations to mimic the existing departure procedures from SNA Runway 20R. The proposed procedures would achieve the desired flight path across the ground and improve flight path conformance of the SID.

395-02

Please see responses to Comments 394-09 and 394-10.

395-03

Please see response to Comments 394-11.

395-04

Please see response to Comments 394-13.

395-05

Please see response to Comments 394-08.

395-06

Please see response to Comment 394-09.

395-07

Please see **Topical Response 15 – Aircraft Noise Model**.

395**Response (continued)****395-08**

Please see response to Comment 394-11.

395-09

Please see response to Comment 394-13.

395-10

The commenter states that the TARGETS data for the HAYLO, FINZZ, and PIGGN SIDs are the same but the NIRS flight tracks for the HAYLO and FINZZ SIDs are not the same as those in the PIGGN SID. The procedures mentioned by the commenter do share common legs at the beginning of the routes; however the later parts for each procedure are unique depending upon the final destination. The FAA acknowledges that vectors from proposed procedures will continue to occur as necessary for safety, sequencing, and separation. The EA utilized one year of historic data in the development of NIRS flight tracks for the Proposed Action. As such, vectoring from proposed routes due to safety, sequencing, and separation is accounted for in the EA. Visual depictions of the flight corridors, including any vectoring, may be found in exhibits 3-7 and 3-8 of the EA document. Due to the differing flight paths of the aforementioned procedures, the vectoring that is anticipated for each procedure is unique.

395-11

The commenter is concerned that the SoCal Metroplex Project implicates substantial controversy over the size, nature, or effect of the major federal action. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts will result from the implementation of the Proposed Action.

The commenter also states that the LAX SPAS project be evaluated under cumulative impacts. Under NEPA, the FAA is obligated to consider the cumulative impacts of a Proposed Action. Per Council on Environmental Quality (CEQ) regulations, a cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions (40 C.F.R. Sec. 1508.7). The EIR prepared for the SPAS project was done under CEQA and conducted at a programmatic level that provided for only a high level of analysis of the potential environmental impacts and thus further refinement and project-level environmental analysis would likely be required. Further it is planned for 2025, at least four years after the SoCal Metroplex Project's 2021 planning

395

Response (continued)

395-11

horizon. Accordingly, for purposes of the cumulative impact analysis prepared for the SoCal Metroplex Project EA, the SPAS project, including the runway relocation and extension, is not considered a reasonably foreseeable future action.

395-12

The commenter requests that the FAA work in direct consultation with affected communities to discuss adjustments to flight tracks. Please see response to Comment 395-01. The FAA recognizes the importance and value of public input in the NEPA process. Substantial public outreach has been conducted in support of the SoCal Metroplex Project EA, including 11 public workshops. During these workshops, FAA representatives were available to answer questions about the Project, and written comments from the public were accepted. The Draft EA was made available for public review and comment for a total of 120 days until October 8, 2015 in order to provide the public with sufficient time to provide input on the Project. Please see Appendix A for a description of the public outreach conducted for the EA. If the Proposed Action is approved and implemented, the FAA would monitor deviations from expected flight paths according to FAA Order 7100.41.

396

Neli and Alexandre Georgiev

From: Neli Georg [lioninmay@gmail.com]
Sent: Tuesday, September 08, 2015 3:35 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject:

Hello,

This is to inform you that my husband and I would like to ask you to stop the proposed FAA NextGen flights over Culver City.

396-01

Our community is well established. Our city is very small and beautiful. The proposed plan will increase tremendously the health hazard to all that leave there. it will affect business, schools, seniors, hospitals and private citizens.

Thank you for your understanding.

Sincerely,

Neli Georgiev
 Alexandre Georgiev

10809 Garfiled Ave
 Culver City, CA 90230

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Response

396-01

Please see **Topical Response 09 – LAX North Arrivals.**

397

Shelly Trainor

From: mathtrainor@gmail.com [mathtrainor@gmail.com] on behalf of S Trainor [d4md4m@gmail.com]
Sent: Tuesday, September 08, 2015 3:39 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen comments

397-01

I live in Newport Beach and my comment is very general. I live in the Newport Bay and many, if not most, plane take-off routes are over my home (except in off shore wind conditions). My sole comment is that I believe more take-off routes in addition to those currently used should be used. This I am sure is against the wishes of those who do not currently live under the flight path; however, all of us who live close to the airport enjoy the convenience of its proximity. From my perspective, all who live within 25 miles of the airport should equally not only enjoy the convenience, but should also share in the inconvenience of the noise associated with proximity.

Shelly Trainor
 202 Pearl Ave
 Newport Beach, CA

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Response

397-01

Please see **Topical Response 12 – SNA Current Departures.**

398

Joan Ramstedt-Andersen & Jack Andersen, AIA

Sent: Tuesday, September 08, 2015 4:12 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path and Plans for John Wayne Airport Metroplex comment period

To Whom it May Concern:

Currently we live and work along the flight corridor of JWA and are experiencing increased noise and air pollution. We would like to remind the FAA that there are over 400 child care, elementary and secondary schools in the take off pattern alone affecting thousands of children and residences on a minute by minute basis. With a reduction in take off elevation we are barraged by constant and persistent noise pollution that is deemed by noise standards to be "as loud as a jack hammer". This constant interference causes an increase in depression, anxiety, cancer and other physically disabling diseases and conditions.

398-01

Allowing this persistent noise to be concentrated over two to three communities feels unnecessarily unfair and onerous as this is causing a tremendous disruption to our daily lives and to the health, education and welfare of our children (who are particularly susceptible to various types of pollution) in the form of off gassing and particulates inhaled during physical education and competitive sporting events.

398-02

As a long time community member of "the Bluffs" we strongly object to this treatment of our community and to the others who are subjected to invasive and disabling air, water, and noise pollution. We expect to receive fair treatment and to explore various options that are deemed cost effective and safe so not a few "singled out" communities are adversely impacted over another.

Best Regards,
Joan Ramstedt-Andersen & Jack Andersen ,AIA
405 Vista Grande
Newport Beach, CA 92660

Joan Ramstedt, PCC, CLC
Professional Coach, Facilitator, "Spark Generator"

(949) 644-2480
<http://www.JoanRamstedtCoaching.com>
<http://www.Linkedin.com/in/JoanRamstedt>

398

Response

398-01

Please see **Topical Response 02 – Existing Conditions.**

398-02

Please see **Topical Response 12 – SNA Current Departures.**

399 Marianne P. Brown

Sent: Tuesday, September 08, 2015 4:14 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Opposition to the SMO flute path alteration proposed in the SoCal Metroplex Plan

Dear FAA Director and Staff,

399-01 I strongly oppose this proposed alteration of flight path and reduction of flight path altitudes as stated in your SoCal Metroplex Plan.

399-02 My family lived on the south side of SMO for 29 years and now 7 years on the north side. SMO should be closed because of the inherent safety issues - multiple accidents in the residential neighborhoods, increasing over the years - instead of adjusting flights to not conflict with LAX flights (there have to our knowledge been no near misses over all these years).

399-03 In the short term the current protocol should continue: to have a straight departure path until the shoreline and then fly north to minimize noise impacts on residents. In addition, the flight path altitudes should remain the same; minimizing them would result in serious noise impacts on residents in Santa Monica and Los Angeles.

Thank you, in advance, for being respectful of the public's evidence-based position on this subject.

Marianne P. Brown

399 Response

399-01 Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

399-02 Please see **Topical Response 01 – Close Santa Monica Airport.**

399-03 Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

400 Joe Hardin

From: Hardin [joehardin@earthlink.net]
 Sent: Tuesday, September 08, 2015 4:16 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Metroplex...SMO

400-01 Please close SMO. The air and noise pollution caused by aircraft is way to toxic for people and pets living in Santa Monica, Venice, Palms and Mar Vista...a few high rollers should not be allowed to pollute the rest of the public.

400-02 Thank you,
 Joe

400 Response

400-01 Please see **Topical Response 01 – Close Santa Monica Airport.**

400-02 Please see **Topical Response 06 – Air Quality-Air Pollution.**

401

Andrew Wilder

From: Andrew Wilder
Sent: Tuesday, September 08, 2015 4:50 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment on SoCal Metroplex

Hi,

I am opposed to the new Metroplex flight changes.

401-01

My understanding is that it would lower minimum flight path altitudes, and would also require a turn at Lincoln Blvd. instead of at the shoreline. Both will result in increased noise and pollution -- while providing no significant safety benefit. Indeed, the current separation of flights between SMO and LAX is 2.9 miles, and increasing the distance to 3.0, will be insignificant, yet the costs will be high.

401-02

If you are truly concerned about safety in the Southern California area, and would like to reduce delays at LAX, the best course of action is to allow the City of Santa Monica to close the SMO airport entirely.

Please do not disclose my address publicly.

Thank you,
Andrew Wilder

401

Response

401-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

401-02

Please see **Topical Response 01 – Close Santa Monica Airport.**

402

Brian Turrisi

From: Brian Turrisi [myvoice@oneclickpolitics.com]
Sent: Tuesday, September 08, 2015 5:07 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: I support the full implementation of the SoCal Metroplex EA including all procedures proposed for SMO.

402-01

Re: I support the full implementation of the SoCal Metroplex EA including all procedures proposed for SMO. Dear FAA SoCal Metroplex Project Advisory, The new procedures will reduce delays and pollution and make aviation safer in the Southern California area. In particular, the new departure procedures for SMO will reduce idling, pollution and noise and allow simultaneous IFR takeoffs from SMO and LAX. This will be a huge benefit to both airports and the surrounding neighborhoods. Please implement all procedures as soon as possible. This is a "win-win" for all as it will improve departures from SMO and avoid lengthy ground waiting time that detracts from the neighborhood. No reason not to support this. Everyone gains! Brian

Sincerely,
Brian Turrisi
89 Singleton Beach Road
Hilton Head, SC 29928
Constituent

Prepared by One Click Politics(tm) at www.oneclickpolitics.com. For information regarding this service, please contact admin@oneclickpolitics.com

402

Response

402-01

Thank you for your comment.

403

Katie Anderson

From: Katie Anderson [connect@katieandersonconsulting.com]
Sent: Tuesday, September 08, 2015 5:11 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: PLEASE do not allow flight paths over CULVER CITY

I live in the proposed flight path and I already have enough allergies in response to environmental toxins and don't need more. An hour after dusting my furniture, if my windows are open, it's coated with a slightly black dust. And we don't need more pollutants, not to mention what you're doing to the children that go to the school next door!

Katie L. Anderson
10848 Braddock Drive
Culver City, CA 90230

310-838-3854 office

Want to grow your business? Grow your people. I can help.

403

Response

403-01

Please see **Topical Response 09 – LAX North Arrivals.**

404

Dr. Lien Pham

From: Lien Pham [lienbphamphd@yahoo.com]
Sent: Tuesday, September 08, 2015 5:35 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: city.clerk@culvercity.org
Subject: The Current Increased Jet Noise in Culver City and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

I am writing to complain about the loud, constant, rumbling jet noise over our Culver City neighborhood in the late hours of the night. I live near Culver City's main school complexes (Farragut Elementary School, Culver City Middle School, and Culver City High School). The sound of the jet noise has been increasing the past couple of months, particularly noticeable during the late nighttime hours. It sounds like we live in a war zone. As an example, during the late evening hours of Monday, August 24th, 2015, I heard loud, rumbling jet noises overhead at the following times:

12:03am
12:05am
12:08am
12:17am
12:24am
12:27am
12:32am
12:35am
12:36am
12:40am
12:45am

404-01

It concerns me that in the very near future, Culver City (although highly desirable and vibrant now) will become likened to Westchester and Inglewood because of the increasing jet noise and pollution overhead.

Our community of active Culver City parents, residents, and senior citizens will not tolerate this. We will unite and fight the CURRENT increased jet noise and the PROPOSED FAA NextGen flight paths over and near our schools and residential neighborhoods.

Sincerely,
Dr. Lien Pham
10759 Franklin Ave.
Culver City, CA 90230

404

Response

404-01

Please see **Topical Response 09 – LAX North Arrivals.**

405 Roger Swanson

From: Roger Swanson [rogercswanson@gmail.com]
Sent: Tuesday, September 08, 2015 5:38 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Southern California Metroplex Proposal

To:
 SoCal Metroplex EA
 Federal Aviation Administration
 Western Service Center - Operations Support Group
 1601 Lind Avenue SW
 Renton, WA 98057

From:
 Roger Swanson
 650 Pacific Street, Unit# 7
 Santa Monica, CA 90405

Dear Madam/Sir:

I oppose the proposed Santa Monica Airport (SMO) flight path alterations included in the SoCal Metroplex Plan.

405-01

If the FAA's goal is to deconflict flights from SMO with those from LAX, the most effective way to do this would be to close SMO. **When I moved to Santa Monica, jets were NOT ALLOWED TO LAND AT SMO. Many homeowners bought property in Santa Monica under the assumption that this logical restriction would continue.**

SMO is surrounded by residential housing, as it has been for many years. Most enlightened countries and cities around the world are closing airports where cities have grown around existing facilities. Why is SMO different? There are many alternatives to SMO besides LAX. The Ontario airport is woefully underutilized as are the many other regional general aviation airports in Southern California.

And, as a reminder, the land on which SMO is located belongs to the people of Santa Monica, as it was purchased in the 1920's with a park bond approved by the voters. The use of the land for wartime uses is no longer relevant: WW II is over!

405-02

However, if SMO is not closed before the SoCal Metroplex plan is implemented, I support the City of Santa Monica's proposal to submit an alternative departure procedure that would maintain a straight departure path until executing a northward turn at the shoreline, in order to diminish noise impacts on residents.

This submittal would be a basis for a waiver request to the FAA Administrator to avoid the adverse impacts the SoCal Metroplex proposed departure flight path for SMO will produce. I base my position on the following reasons:

1. Safety
 Although safety is being cited as the primary reason for 3 mile separation compliance, there has NEVER been an incident in which aircraft departing from SMO created a mid-air collision with an aircraft in the LAX traffic pattern. On the other hand, the City of Santa Monica has repeatedly requested permission to install standard Runway Safety Areas. The FAA has denied every request, even though there have been several runway incidents in the last few years resulting in deaths. By the FAA's own measurements, the current separation is 2.9 miles. A tenth of a mile is negligible, considering the unblemished safety history of the current flight path.

Jacyn Munick

405-03

From: Roger Swanson [rogercswanson@gmail.com]
Sent: Tuesday, September 08, 2015 5:38 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Southern California Metroplex Proposal

To:
 SoCal Metroplex EA
 Federal Aviation Administration
 Western Service Center - Operations Support Group
 1601 Lind Avenue SW
 Renton, WA 98057

From:
 Roger Swanson
 650 Pacific Street, Unit# 7
 Santa Monica, CA 90405

405-04

Dear Madam/Sir:

I oppose the proposed Santa Monica Airport (SMO) flight path alterations included in

405

Response

405-01

Please see **Topical Response 01 – Close Santa Monica Airport.**

405-02

Please see **Topical Response 05 – Purpose and Need.**

405-03

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

405-04

Please see **Topical Response 03 – Comment Period Extension.**

406

Nancy J. Duresky, PhD

From: Nancy Duresky [njdhope@gmail.com]
Sent: Tuesday, September 08, 2015 5:55 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Southern Metroplex Plan Public Comment

Dear FAA,

406-01

I strongly oppose the Santa Monica Airport (SMO) flight path changes. To minimize safety hazards to the many citizens of Venice (Los Angeles) and Santa Monica, the planes taking off from SMO should continue to past the shoreline before they turn.

406-02

The best way to keep the citizens on the ground and the air passengers safe is to close SMO.

406-03

Currently, the citizens of Venice (Los Angeles) and Santa Monica suffer danger many times every day from air pollution, terrible noise pollution and possible crashes, which happen regularly in and around SMO. The city has requested safety zones at the end of the SMO runways. The FAA has turned the request down. The resident/citizens around SMO are in constant danger from SMO. If planes turn before they reach the shoreline, the danger to residents on the ground will increase because exposure to the three factors, crashes, air pollution and noise pollution will increase.

406-04

Although your proposal claims you are requesting this for safety, you are increasing the risk and danger to the people who live in Santa Monica and Venice (Los Angeles). If you are really concerned about safety, SMO should be closed.

Until SMO is closed, please keep the flight path for SMO that requires planes to reach the shoreline before they turn.

Thank you,
Nancy J. Duresky, PhD.

406

Response

406-01

Please see **Topical Response 05 – Purpose and Need.**

406-02

Please see **Topical Response 01 – Close Santa Monica Airport.**

406-03

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

406-04

Please see response to Comment 406-02.

407

Robert N. Rigdon

From: Bob Rigdon [bobrigdon@roadrunner.com]
Sent: Tuesday, September 08, 2015 6:50 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex changes at SMO

LAW OFFICES OF
ROBERT N. RIGDON
 1019 PIER AVENUE
 SANTA MONICA, CALIFORNIA 90405
 TELEPHONE (310) 396-0488
bobrigdon@roadrunner.com

September 8, 2015

To the FAA:

Re: Changes at SMO related to Metroplex

I reside at 1019 Pier Avenue, Santa Monica, CA 90405, under the flight path of planes departing from SMO. I attended the public forum you held at the library and studied the maps. The City has commented that the maps were insufficient for their intended purpose, but I wish to extend that comment. The old and new flightpath lines were so thick that the change over my neighborhood was completely obscured on your own display maps. In other words, the key information you say you wanted to convey to us was hidden. Your staff members in attendance agreed with my observation.

407-01

I also object strongly to allowing aircraft to head north before reaching the ocean. This is a nice place to live, but any further noise from SMO will turn it into a slum. I invite any of your officials to come to my house to observe the sound. This is no place for charter and private planes. It goes beyond reason and beyond your mandate to impose this burden on my neighborhood. The planes are a blight, and your attempt to relieve LAX at the expense of Santa Monica and Venice is misguided and unwise.

407-02

Very truly yours,

Robert N. Rigdon

310-396-0488

407

Response

407-01

The commenter claims the maps were insufficient for their intended purpose because the flight corridors are obscured. Exhibits 3-7 and 3-8 in Chapter 3, Alternatives, were provided to show the flight paths associated with the Proposed Action and No Action Alternative. The procedures are presented in clickable layers relative to the communities located within the SoCal Metroplex General Study Area and can be turned on or off in Adobe Acrobat by the reader. To provide the public with another method of viewing this data, this information was also released in Google Earth format along with the flight tracks used in noise modeling and the noise analysis results. For more information, please see **Topical Response 08 – Supplemental Materials**.

407-02

Please see **Topical Response 04 – SMO-LAX Departure Interactions**.

408

Erin Roalstad-Bossin

From: Erin Roalstad-Bossin [eroyalstad@gmail.com]
Sent: Tuesday, September 08, 2015 6:54 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Rerouting Air Traffic at LAX

408-01

As a Culver City resident, I'm very concerned about noise levels, pollution, safety and declining property values as a result of the proposed FAA rerouting of flights over our neighborhood.

I do not support the proposal to reroute traffic at LAX.

My name is Erin Roalstad-Bossin and I live at 4300 Motor Avenue, Culver City, CA 90232.

Thank you.
Erin Roalstad-Bossin

408

Response

408-01

Please see **Topical Response 09 – LAX North Arrivals.**

409

Alan Levenson

From: Alan Levenson [alan@alanlevenson.com]
Sent: Tuesday, September 08, 2015 7:05 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex and KSMO

To FAA-

The best solution to the problems caused by SMO and LAX flight conflicts is to let SMO revert back to the small GA airport it once was or to close it.

409-01

Under present and increasing biz jet and turbo prop use, SMO poses an extreme risk to the neighborhoods surrounding the airport, and under proposed IFR uses with the new Metroplex, these dangers are increased based on lower approaches and all weather uses.

A disaster is waiting in the wings, and when it happens, it will be a tough one for the NTSB to talk away.

Thank you.

Alan Levenson
Sunset Park
Santa Monica, CA

409

Response

409-01

Please see **Topical Response 01 – Close Santa Monica Airport.**

410

David Auch

From: David Auch [dwauch@gmail.com]
Sent: Tuesday, September 08, 2015 7:43 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposed to SMO Path Alterations

To: SoCal Metroplex EA, Federal Aviation Administration
 Western Service Center - Operations Support Group
 1601 Lind Avenue SW / Renton, WA 98057

410-01

I am opposed to the Santa Monica Airport (SMO) flight path alterations proposed in the SoCal Metroplex Plan.

410-02

If the FAA's goal is to deconflict flights from SMO with those from LAX, the most effective way to do this would be to close SMO.

410-03

If SMO is not closed, flights should continue on a straight path, all the way to the shoreline, before turning north. Any turn north prior to the shoreline, such as at Lincoln Boulevard, will bring additional negative, potentially severe noise impact on quiet residential streets.

410-04

I am also concerned about the reduced minimum altitudes of some flight paths into SMO. If anything, minimum altitudes should be increased.

410-05

I have lived in Santa Monica since the 80s. I and many homeowners bought property in Santa Monica under the assumption that logical restriction to airport traffic and noise would continue. SMO is surrounded by residential housing, as it has been for many years. There are many alternatives to SMO besides LAX. The Ontario airport is underutilized as are the many other regional general aviation airports in Southern California.

410-06

Please do not allow SMO departing flights to turn north prior to reaching the Pacific Ocean Shoreline.

Thank you.

David Auch
 2532 5th Street
 Santa Monica, CA 90405

310-989-2300
dwauch@gmail.com

410

Response

410-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

410-02

Please see **Topical Response 01 – Close Santa Monica Airport.**

410-03

Please see **Topical Response 01 – Close Santa Monica Airport** and **Topical Response 04 – SMO-LAX Departure Interactions.**

410-04

Please see response to Comment 410-01.

410-05

Please see response to Comment 410-02.

410-06

Please see response to Comment 410-01.

411

S U

From: s u [sku_cc@yahoo.com]
Sent: Tuesday, September 08, 2015 7:47 PM
To: 9-ANM-SoCalOAPM (FAA)

411-01

Subject: Why can't the noisy jets flying over Culver City fly HIGHER like regular planes over Vet. Park???

~~~~~

411

Response

411-01

Please see **Topical Response 09 – LAX North Arrivals.**

412

Susan Shapiro

**From:** Susan Shapiro [sshapiro@msmu.edu]  
**Sent:** Tuesday, September 08, 2015 8:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Southern California Metroplex Proposal

To whom it may concern,

412-01

I strongly oppose the proposed Santa Monica Airport (SMO) flight path alterations included in the SoCal Metroplex Plan.

I live very close to the Santa Monica Airport and have many objections to this proposal. Any change of flight departure path will have a devastating effect on our neighborhood. I have concerns about aircraft safety, about health impacts and above all, about the increased noise pollution caused by the proposed change in flight path which would entail aircraft turning right above our house. My property is on a street considered the highest point in the neighborhood, so the proposed change would have a significant impact on our quality of life. My husband and I are seniors and at home much of the time.

412-02

I support maintaining the departure path so that turns are made after the aircraft is positioned beyond the ocean shoreline. There might even be an alternative solution that maintains the practice of aircraft turning over the water. I also am opposed to the change in takeoff altitude proposed. Large private jets are already too close when they do overfly our house.

412-03

I support the arguments below from the Friends of Sunset Park, which is my local neighborhood organization:

**1. Safety**

Although safety is being cited as the primary reason for 3 mile separation compliance, there has NEVER been an incident in which aircraft departing from SMO created a mid-air collision with an aircraft in the LAX traffic pattern. Nor, to our knowledge, has there even been a "close call." On the other hand, the City of Santa Monica has repeatedly requested permission to install standard Runway Safety Areas. The FAA has denied every request, even though there have been several runway excursions in the last few years resulting in deaths. By the FAA's own measurements, the current separation is 2.9 miles. A tenth of a mile is negligible, considering the unblemished safety history of the current flight path.

412

Susan Shapiro (continued)

**2. Noise**

Aircraft create more noise when they execute a turn. Requiring IFR aircraft to turn over a densely populated area only creates more noise for both the Venice neighborhood (City of Los Angeles) over which the turn will be initiated, and the Santa Monica neighborhood in which the underlying topography gains significant elevation and therefore would have an increased noise impact due to closer proximity to the turning aircraft.

412-03

In addition, the Metroplex plan includes provisions for lower minimum flight path altitudes. FOSP opposes this provision as it will also increase noise impacts on the dense residential neighborhoods surrounding SMO.

**3. Emissions**

Even though our own neighborhood organization represents residents west of SMO, FOSP supports efforts to alleviate the impact of emissions caused by idling aircraft, in particular, on the neighborhood east of the SMO. While the Sunset Park neighborhood is affected by the emissions, it seems that the neighborhood east of SMO bears the brunt of this environmental hazard.

412-02

I hope you will consider a design alternative that will allow the SMO aircraft departures to integrate with LAX to reduce idling times, yet preserve a flight path to the west that will not increase noise impacts on the western neighborhoods.

Yours truly,

Susan Shapiro  
1618 Wellesley Drive  
Santa Monica, CA 90405  
[sshapiro10@hotmail.com](mailto:sshapiro10@hotmail.com)

412

Response

412-01

The commenter is opposed to the proposed SMO flight path alterations. The proposed action procedures were designed wherever possible to remain within the existing historical flight tracks.

Please also see **Topical Response 04 – SMO-LAX Departure Interactions**.

412-02

Please see **Topical Response 04 – SMO-LAX Departure Interactions**.

412-03

Please see responses to Comment Letter 341.

413

Jason Wilborn

**From:** Jason Wilborn [jasonwilborn@mac.com]  
**Sent:** Tuesday, September 08, 2015 9:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Culver City NextGen flights

413-01

As a Culver City resident, I'm very concerned about noise levels, pollution, safety and declining property values as a result of the proposed FAA rerouting of flights over our neighborhood. My name is Jason Wilborn and I live at 4170 Keystone Ave, Culver City 90232.

413

Response

413-01

Please see **Topical Response 09 – LAX North Arrivals**.

414

Patricia Askin

**From:** Tish Askin [tish.askin@gmail.com]  
**Sent:** Tuesday, September 08, 2015 9:16 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to changing flight paths over Culver City, CA

Hi There,

414-01

I am writing to voice my concern about the proposed changing of flight paths over Culver City beginning in 2016. Increased jet noise and pollution are my greatest concerns as a newer resident of this community. I recently moved here from a neighborhood closer to LAX, and the jet noise was a large factor in my move. If you are implementing a new traffic control system that is part of the course of business and all well and good, but please keep the flight paths the same to not disrupt additional neighborhoods including Culver City and the Farragut and Culver Middle/High School areas.

Thank you for your time.  
-Patricia Askin, resident

414

Response

414-01

Please see **Topical Response 09 – LAX North Arrivals**.

415

Mayor Eric Garcetti, City of Los Angeles



**ERIC GARCETTI**  
MAYOR

September 8, 2015

Mr. Michael P. Huerta  
U.S. Department of Transportation  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Re: Draft Environmental Assessment (EA) for FAA's proposed Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex)

Dear Mr. Huerta,

415-01

I greatly appreciate the Federal Aviation Administration's (FAA) efforts to improve the efficiency of airspace in the Southern California Metroplex by optimizing aircraft arrival and departure procedures at several important airports throughout the region. Public safety, sustainability, prosperity, and transparency are pillars of my administration, and the FAA's guidelines and implementation of technological advances are undoubtedly improving the National Airspace System (NAS).

Second, I am also thankful to the FAA for extending the public review and comment period for the Draft Environmental Assessment (EA) by 60 days, providing all with the opportunity to further review the available documentation and participate in the process.

415-02

The recently released Draft EA did not identify ground disturbances or significant impacts within the Southern California airspace. However, several new flight procedures may impact certain communities by potentially concentrating flight patterns over certain homes, schools and recreation areas, many of which have not historically been impacted.

The Federal Aviation Administration's approach to improving airspace congestion and efficiency in one of the nation's largest and busiest airspace is a very complex and important initiative, and so are its effects on the region. For this reason it is imperative for FAA to perform a more comprehensive public outreach to all potentially affected residents in Los Angeles.

415

Mayor Eric Garcetti, City of Los Angeles (continued)

415-02

As highlighted by your statement on June 10, 2015, made as part of the release of the Draft EA, communication between the FAA and stakeholders is critically important to ensuring that a project of this enormity is properly planned and implemented. The FAA has held several meetings on this issue; however, I urge the FAA to continue communication, increase transparency, and further engage with communities and representatives to facilitate a better understanding of the complex aviation issues and potential impacts at stake. I am concerned that FAA's revised proposed procedures that may result in significant impacts to communities are currently not widely known or understood by residents and elected leaders in the Southern California region.

415-03

I, therefore, further urge the FAA to approach this dialogue with an openness to reexamine the proposed project to address community concerns. Importantly, I request that a 180-day post-implementation evaluation period be established to further assess actual effects of the proposed project now that more of the details have become known in the last two weeks.

Should you have additional questions or concerns, please feel free to contact me or Kelli Bernard, Deputy Mayor of Economic Development, at 213-978-1626.

Sincerely,



ERIC GARCETTI  
Mayor

415

Response

415-01

Thank you for acknowledging FAA's efforts to improve the efficiency of the airspace over Southern California and our efforts to ensure maximum public participation by extending the public comment period for the EA.

415-02

The commenter is concerned with public involvement and environmental impacts of the Project including ground disturbances. The EA did not identify ground disturbances because the Proposed Action does not include ground-breaking or construction activities. The FAA recognizes the importance and value of public input in the NEPA process. Substantial public outreach has been conducted in support of the SoCal Metroplex Project EA, including 11 public workshops. During these workshops, FAA representatives were available to answer questions about the Project, and written comments from the public were accepted. The Draft EA was made available for public review and comment for a total of 120 days until October 8, 2015 in order to provide the public with sufficient time to provide input on the Project. Please see Appendix A of the EA for a description of the public outreach conducted for the EA.

The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5

415

Response (continued)

415-02

of the EA, results of the environmental analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

415-03

Please see **Topical Response 07 – Request for More Data.**

416

Councilman Mike Bonin and Councilman Herb J. Wesson Jr.,  
City of Los Angeles

**From:** Jessica Duboff [jessica.duboff@lacity.org]  
**Sent:** Tuesday, September 08, 2015 9:23 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Los Angeles City Council resolution regarding the SoCal OAPM

Please see the attached resolution passed by the Los Angeles City Council on Friday, September 4, 2015.

Thanks,  
Jessica



**Jessica Duboff**  
*LAX Community Liaison & Senior Advisor*  
Councilmember Mike Bonin  
City of Los Angeles

213.473.7011 | [www.11thdistrict.com](http://www.11thdistrict.com)



[Sign Up for Mike's Email Updates](#)

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**416** Councilman Mike Bonin and Councilman Herb J. Wesson Jr.,  
City of Los Angeles (continued)

RESOLUTION **SUBSTITUTE** 16

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, state or federal government body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the Federal Aviation Administration (FAA) is in the process of implementing the Next Generation Air Transportation System, or NextGen, with the goal of transforming the country's air traffic control system from a ground-based system to a satellite-based system in order to increase efficiency, safety, and predictability to flights throughout the United States; and

WHEREAS, as part of NextGen the FAA has developed a Metroplex program with proposals to optimize the crowded airspace for the Southern California region, which is made up of airports from Los Angeles to San Diego; and

WHEREAS, the FAA has prepared a Draft Environmental Assessment (EA) to document the potential environmental effects associated with the optimization of aircraft routes and the supporting airspace management structure while departing from or arriving to the Southern California Metroplex area; and

WHEREAS, notwithstanding that the Draft EA finds no significant impact to noise, historic resources, tribal lands, wildlife, air quality, or climate, and notwithstanding that the Draft EA finds that most areas will see reduced air traffic, nonetheless there are still over 150 new flight procedures in this document that will impact certain Los Angeles and Southern California communities by potentially concentrating flight patterns over certain homes, schools and recreation areas, and of which some will bring air traffic to communities in the City of Los Angeles that have not historically been impacted; and

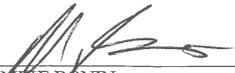
WHEREAS, the Metroplex procedures were designed by the FAA in conjunction with air transportation experts pursuant to a Congressional mandate, and as part of the environmental review process the FAA continues to work with Los Angeles World Airports to identify ways to mitigate impacts to communities in Los Angeles; and

WHEREAS, the FAA has recently released new information on flight procedures since it provided notice and periodic updates concerning the status of the Metroplex program to various stakeholders, after conducting four public workshops in the greater Los Angeles area pursuant to an extended comment period; and

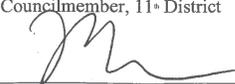
WHEREAS, the information recently released by FAA, only one week before the close of the extended comment period, includes Google tract maps and noise grids in a first-of-its-kind interactive medium, more public outreach and time to review the Draft EA is needed for stakeholders to make informed comments;

**416-01**

NOW, THEREFORE. BE IT RESOLVED with the concurrence of the Mayor, that by adoption of this resolution, the City of Los Angeles hereby includes in its 2015-16 Federal Legislative Program SUPPORT for administrative action by the Federal Aviation Administration to allow more time for Los Angeles World Airports and other impacted community stakeholders to study the full slate of Metroplex project documents; perform additional, comprehensive public outreach to all potentially affected areas; and as part of the environmental review process, be amenable to altering and/or further studying individual procedures that will result in significant impacts to communities throughout Southern California.

PRESENTED BY:   
MIKE BONIN  
Councilmember, 11<sup>th</sup> District

  
HERB J. WESSON, JR.  
Councilmember, 10<sup>th</sup> District

SECONDED BY: 

SEP 4 2015

**416** Response

**416-01** Please see Topical Responses 03 – Comment Period Extension and 08 – Supplemental Materials.

**417** Dr. Lien Pham

**From:** Lien Pham [lienbphamphd@yahoo.com]  
**Sent:** Tuesday, September 08, 2015 9:23 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [city.clerk@culvercity.org](mailto:city.clerk@culvercity.org)  
**Subject:** Re: The Current Increased Jet Noise in Culver City and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

**417-01** We demand full transparency and disclosure of any recent changes in the flight paths over Culver City. A year ago, our neighborhood was peaceful and quiet, with just an occasional plane flying high overhead. We hardly noticed it. However, just a few months ago and getting worse by the day, we are hearing the sky rumbling at all minutes of the day and night, with jets flying overhead, one right after another, flying at a low altitude and disturbing our ability to sleep peacefully. In the evening of Friday, August 28th, 2015, I saw/heard loud, rumbling, jets over my house and neighborhood at the following times (and we are documenting the noise pollution):

- 11:06pm 75db
- 11:07pm 75db
- 11:13pm 82db
- 11:24pm 74db
- 11:27pm
- 11:29pm

The baseline level between the overflights is 60db. These late night overflights are approaching the 85db level, which is considered harmful.

**417-02** As I write this letter at 2:16pm when thousands of children are across the street in our elementary school, middle school, and high school, the sky is ROARING with jet noise. It sounds like we live in a war zone.

We definitely notice and are documenting the recent changes to the jet traffic in our skies. We believe our government officials are not being transparent and disclosing these increased overflights and the recent changes in the flight paths over our homes and schools.

Our community of active Culver City parents, residents, and senior citizens will not tolerate this. We will unite and fight the CURRENT increased jet noise and the PROPOSED FAA NextGen flight paths over Culver City.

Sincerely,  
 Dr. Lien Pham  
 10759 Franklin Ave.  
 Culver City, CA 90230

**417** Response

**417-01** Please see **Topical Response 02 – Existing Conditions** and **Topical Response 09 – LAX North Arrivals**.

**417-02** Please see **Topical Response 02 – Existing Conditions** and **Topical Response 09 – LAX North Arrivals**.

418

James M. Mosher, PhD

**From:** Jim Mosher [jimmosher@yahoo.com]  
**Sent:** Tuesday, September 08, 2015 9:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re: Comment on SoCal Metroplex DEA

Dear Sirs,

418-01

I would like to supplement my previous comment by suggesting that in the interest of equity (both in spreading noise and risk) that as part of the SoCal Metroplex planning effort the FAA consider assigning at least some of the departing jet flights from John Wayne Airport to routes that would require planes to make sharp turns to the right or left immediately upon departing the runway thereby not flying over a substantial portion of Newport Beach. Such routes would likely reduce mileage and fuel consumption for many destinations.

Yours sincerely,

Jim Mosher

---

**From:** Jim Mosher <jimmosher@yahoo.com>  
**To:** "9-ANM-SoCalOAPM@faa.gov" <9-ANM-SoCalOAPM@faa.gov>  
**Sent:** Tuesday, September 8, 2015 7:57 AM  
**Subject:** Comment on SoCal Metroplex DEA

Dear Sirs,

418-02

This probably duplicates what you have heard from many others, but regarding the flight patterns at John Wayne Airport in Orange County, **Exhibit 1-10** on page 1-21, which is page 29 of the 136 page "SoCal Metroplex DEA Full Document (70 MB)" file at:

[http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html)

suggests that 97% of jet flights from JWA depart to the north while only 3% depart to the south.

This would seem opposite to the true situation in which **jets almost always depart to the south** over densely populated Newport Beach -- except during rare Santa Ana wind conditions, when they do indeed land from the south and depart to the north .

418-03

More importantly, local residents understood a great advantage of NextGen was that using GPS technology flights could be directed along curving paths more precisely following the contours of Upper Newport Bay than in the past, thereby avoiding overflight of at least parts of the populated areas and increasing their distance from residences. I believe the City of Newport Beach has actively investigated that possibility and had made suggestions in that regard to the FAA prior to its initiation of the SoCal Metroplex project.

It was, therefore, deeply disappointing that when flight paths proposed under the SoCal Metroplex plan were posted to the above website, ALL the proposed departure plans show the planes flying straight out of the runway for 1.58 nautical miles to the south then turning to follow a second straight line to the existing STREL waypoint over the ocean.

**I hope the FAA will consider the superiority of curved NextGen departure/arrival paths from/to JWA that follow the contours of Upper Newport Bay so as to maximize the distance from residences.** This seems important not only to minimize noise impacts to residents along the Upper Bay, but also to minimize safety risks in the event a departing or arriving plane should malfunction and crash or drop parts.

Yours sincerely,

James M. Mosher, Ph.D. (physics)  
2210 Private Road  
Newport Beach, CA. 92660-3620

418

## Response

418-01

The commenter suggests developing multiple departure procedures from a single airport configuration to spread the noise and risk. The FAA considered the implications of developing a departure process that included a fan-like distribution of departures. The FAA concluded that, due to conflicts with multiple adjacent airport air traffic procedures and the increased complexity associated with the air traffic control operation, it did not meet the purpose and need for the Project, as stated in section 2.1 of the EA document. This would decrease efficiency and safety and increase complexity.

418-02

The commenter is correct and Exhibit 1-10 has been updated in the Final EA. Thank you for your comment.

418-03

The commenter requests that a curved departure be developed for departures out of John Wayne Airport that follows the contours of the Upper Newport Bay. The current design criteria as stated in Section 3.1.2 of the EA document does not allow for curved departures, however the FAA is currently exploring options for possible future curved departures.

419

## Bryant L. Francis, CM, Long Beach Airport



4100 E. Donald Douglas Drive, Floor 2  
Long Beach, CA 90808  
Tel 562.570.2619  
Fax 562.570.2601  
[www.lgb.org](http://www.lgb.org)

September 8, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Dear Sir or Madam:

This comment letter is submitted by Long Beach Airport (LGB) and reflects the Airport's comments on the Federal Aviation Administration (FAA) Draft Environmental Assessment (Draft EA) for the Southern California Metroplex Project.

Our comments on the Draft EA are based upon the following primary concerns:

419-01

- Long Beach Municipal Code (LBMC) Chapter 16.43, commonly referenced as the *LGB Airport Noise Ordinance*, reflects consensus, derived through an extensive litigation history, between the City of Long Beach, FAA, and various aviation stakeholders on the nature and extent of aircraft operations and noise occurring at LGB. The Airport Noise Ordinance is grandfathered under Airport Noise and Capacity Act of 1990 and for 30 years, the Ordinance has balanced the development of facilities and the growth of operational capacity with the legitimate environmental concerns of the surrounding communities. Long Beach Airport believes that it is imperative that nothing proposed or implemented through the Metroplex Project jeopardize the continued successful implementation of the LGB Airport Noise Ordinance.

419

Bryant L. Francis, CM, Long Beach Airport

419-02

- In “Vision 100 – Century of Aviation Reauthorization Act of 2003,” Congress identified a series of goals for NextGen. Not surprisingly, the first goal referenced the need to “improve the level of safety, security, efficiency, quality and affordability of the National Airspace System and aviation services.”<sup>1</sup> It is important to note, however, that Congress also directed that NextGen, “take into consideration, to the greatest extent practicable, design of airport approach and departure flight paths to reduce exposure of noise and emissions pollution on affected residents.”<sup>2</sup> The Draft EA, however, ignores this direction and instead limits its focus on improving “the efficiency of the procedures and airspace utilization in the Southern California Metroplex.”<sup>3</sup> There is no discussion in the “Purpose of the Proposed Action” section of any effort to reduce noise, air quality or other environmental impacts. We believe that the FAA has not given appropriate consideration to the reduction of environmental impacts, particularly noise, in developing the

<sup>1</sup> 49 U.S.C. § 40101 note, Vision 100 – Century of Aviation Reauthorization Act of 2003, Pub.L. No. 108-176, § 709 (c)(1)

<sup>2</sup> 49 U.S.C. § 40101 note, Vision 100 – Century of Aviation Reauthorization Act of 2003, Pub.L. No. 108-176, § 709 (c)(7)

<sup>3</sup> SoCal Metroplex Draft Environmental Assessment, Section 2.2

419-02

airspace proposals presented in the Draft EA and that, as a result, the proposals do not meet the goals Congress defined for NextGen.

Our general comments regarding the environmental review process are as follows:

419-03

1. We appreciate the magnitude and complexity of the task undertaken by the FAA and, specifically, the SoCal Metroplex team, and value the team’s willingness to meet with Airport staff and local representatives on several occasions prior to issuance of the Draft EA. The first meeting occurred November 21, 2014. At this meeting, FAA staff provided a general overview of the project. Airport staff also had the opportunity to attend the Informational Briefing conducted at the FAA Western Pacific Regional Office on June 10, 2015. Additionally, FAA staff provided another briefing, specific to LGB operations, to representatives from the City of Long Beach, City of Carson, City of Huntington Beach, JetBlue Airways and Airport staff on June 25, 2015. At each of these meetings, the need for additional information regarding the specific flight paths and associated potential environmental impacts was emphasized by Airport staff and others. While we are in general very supportive of the Optimization of Airspace & Procedures in the Metroplex (OAPM) program, and in particular the efforts by the FAA to improve the efficiency of the operations within the Southern California Metroplex, we have some concerns with regards to how these changes could impact citizens in communities near our airport.

419-04

2. LGB has a total of eighteen noise monitors and has established Single Event Noise Exposure Limits (SENEL) specified at six noise monitors. One noise monitor is located at the approach/departure corridor for each of our six runways. LGB also has noise budget limits in the arrival and departure corridors of Runway 12-30. To comply with these limits, some air carriers and general aviation operators utilize noise abatement departure procedures. The ability to utilize these procedures, and to ensure continued compliance with Airport’s noise limits, is of the utmost importance to us and those who live and work in the vicinity of the Airport. The Airport requests that the Draft EA be revised to clarify that the Metroplex Project will neither propose nor require changes in noise abatement departure procedures that could jeopardize or preclude the ability of the air carriers and the general aviation community from utilizing those procedures and complying with the City’s noise limits, as reflected in LBMC 16.43.

419-05

3. The FAA utilized the Noise Integrated Routing System (NIRS), Version 7.0b to analyze noise associated with the Proposed Action and No Action Alternative. We have a concern that the vertical profiles provided in NIRS are often different from actual vertical profiles, thus the noise analysis provided in the Draft EA may not accurately depict the actual noise levels, and changes in actual noise levels, that will result from implementation of the Proposed Action. We request that FAA clarify and/or provide additional information and analysis regarding the difference between the vertical profiles defined in NIRS and the actual vertical profiles anticipated to be used at and around the Airport as well as any impact this difference has on measured noise levels. In addition, please indicate whether this difference was taken into account in the context of the analysis provided in the Draft EA. If not, please revise the analysis accordingly.

**419** Bryant L. Francis, CM, Long Beach Airport (continued)

**419-06** 4. We understand that one of the goals for the SoCal Metroplex is the enhancement of safety through the establishment of repeatable and predictable flight paths and that such flight paths will tend to be less dispersed than they have been historically. Based on the data provided in the Draft EA, however, it is impossible to ascertain what level of dispersion will continue to exist and, relatedly, what degree of concentration of flight tracks will occur. Further, it is not possible to ascertain the distribution of traffic amongst the flight tracks that were used for noise modeling purposes, and subsequently provided to the public. We request that FAA make public the NIRS files, as well as the methodology used to create the NIRS tracks, to allow the Airport and other interested parties to fully understand the level of dispersion, and associated noise impacts, that were assumed in the Draft EA.

Our specific comments regarding LGB operations are as follows:

**419-07** 1. Aircraft departing Runway 30, our primary air carrier runway, will turn nearer to the airport than the current turn location. This will expose communities that currently experience sideline noise exposure to direct over flight by aircraft at low altitude. These communities are immediately northwest, west and southwest of LGB. After the initial turn, aircraft departing Runway 30 will track further east than their current location as they proceed southbound.

**419-08** 2. We are also concerned that the proposed ZOOMM1 SID (which will replace the existing SENIC2 SID for departures to the northeast) will increase both the perceived and actual noise exposure in communities to the east and southeast of LGB. As can be seen in the figure below, the path from Runway 30 to the ZOOMM waypoint along the proposed SID is significantly shorter than the path along the existing SID. Aircraft will be at a different location and at a lower altitude when they cross the coastline (northeast bound). Further, the expected concentration of traffic will exacerbate the situation, as the aircraft will be consistently overflying fewer people.

**LGB SCENIC1 SID  
LGB ZOOMM1 SID (New)  
Close View**

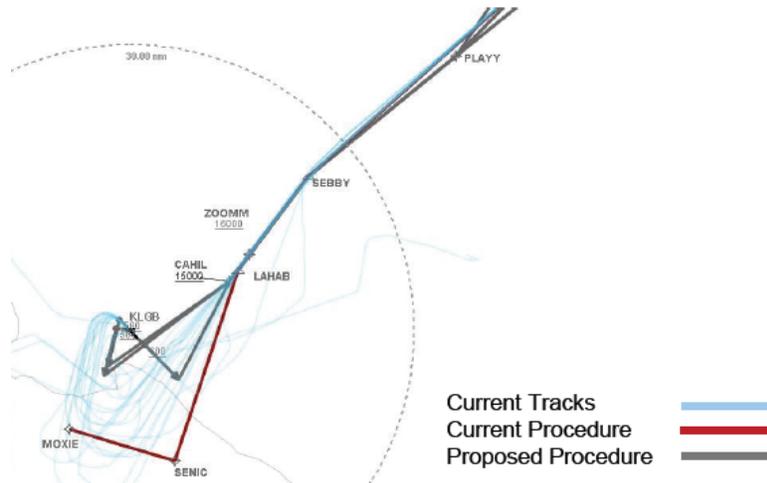


FIGURE 1: FAA comparison of the ZOOMM procedure (in grey) and the current SENIC procedure (in red) along with the existing tracks (in light blue).

**419-09** 3. Further we are concerned that the proposed FRITR SID (which will replace the existing SENIC2 SID for departures to the east and southeast) will increase the noise exposure in communities to the southeast of LGB. As can be seen in the figure below, the proposed path is noticeably north of the existing path. Thus, even though some aircraft currently traverse the proposed path, the concentration of traffic along this path will increase the frequency of noise events in the communities along the path. Further, because of the tighter turn from runway 30, aircraft departing from that runway will cross the coastline (eastbound) at lower altitudes than they do now.

**LGB SCENIC1 SID (Old)  
LGB FRITR1 SID (New)**

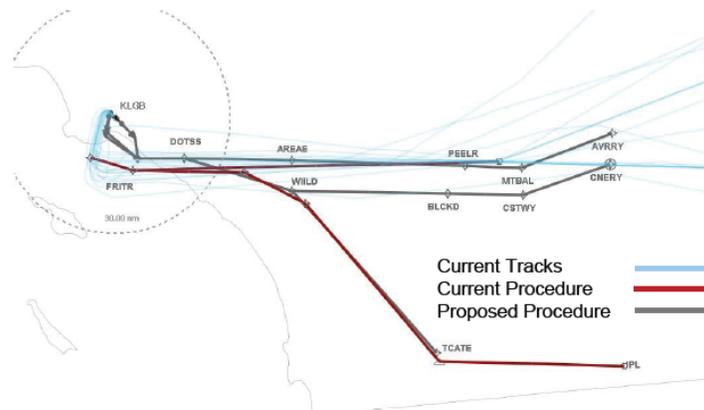


FIGURE 2: FAA comparison of the FRITR procedure (in grey) and the current SENIC procedure (in red) along with the existing tracks (in light blue).

419-10

- We also have concerns with the TOPMM SID. As can be seen in the figure below, the proposed path from TOPMM to PYPES is north of the existing tracks. Thus aircraft will be traversing different locations than they currently traverse, and the traffic will be concentrated along this new path. To a lesser extent, the same is true for the path from TOPMM to RIGGR, but in this case the effect of the concentration of the traffic will be the main cause of the increased exposure.

**LGB TOPMM1 SID (New)  
Close View**

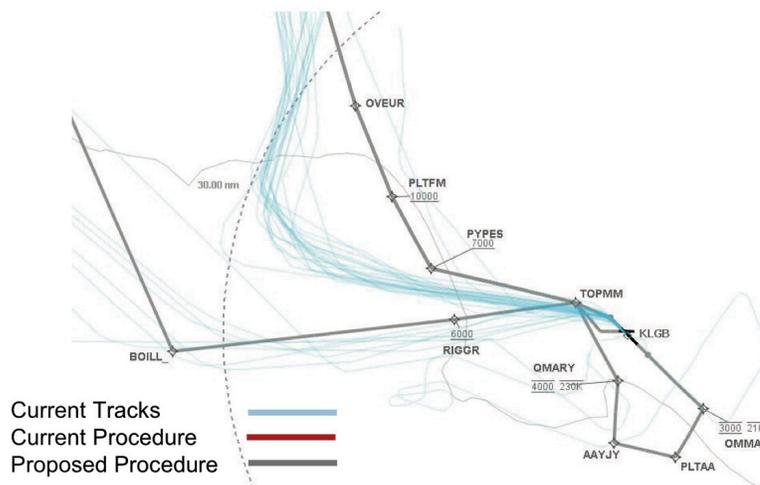


FIGURE 3: FAA comparison of the TOPMM procedure (in grey) and the existing tracks (in light blue).

419

Bryant L. Francis, CM, Long Beach Airport (continued)

419-11

- We have also noted that the path of the proposed REDHL SID is markedly different than the path of the existing ANAHEIM SID that it will replace. While the change in the noise exposure might not be significant given the fact that this is a SID for propeller aircraft, we are concerned about the negative response from residents, especially those in the foothills, who will now be exposed to aircraft overflying their homes at 6,000 ft. MSL.



FIGURE 4: Comparison of the REDHL procedure (in dark blue) and the existing ANAHEIM procedure (in light blue).

419-12

- Our concerns have not been lessened in any way by the flight tracks that have been provided. The similarity between the flight tracks that were used to model the noise impact of the proposed procedures and the flight tracks that were used to model the noise impact of the current procedures do not reflect the differences in the procedures. This is evident in the figure below, which has been produced using the Google Earth tracks provided. As can be seen, the tracks of departures from runway 30 to the east and southeast are very similar even though the nominal track of the FRITR procedure is well to the north of the nominal track of the SENIC procedure.

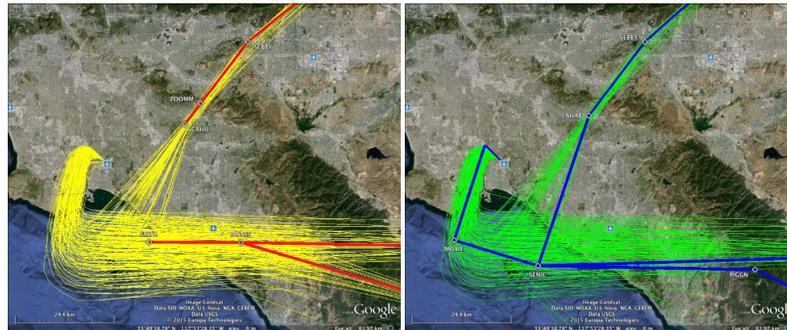


FIGURE 5: Flight tracks for departures from runway 30 along the proposed FRITR and ZOOMM procedures (procedures in red and flight tracks in yellow on the left) and the current SENIC procedure (procedure in blue and flight tracks in green on the right).

419-13

- Further, the vertical profiles in NIRS are often different from actual vertical profiles, thus the change in noise at specific locations might actually be higher than computed and significant from an acoustic perspective. Specifically, existing research indicates that there are still significant differences between NIRS profiles and actual profiles or profiles derived from high fidelity simulation engines. We believe it would be beneficial to the community and for future modeling efforts to measure the noise impact before and after the introduction of the new procedures.

419

Bryant L. Francis, CM, Long Beach Airport (continued)

419-14

8. The proposed speeds for aircraft destined to LGB on the DSNEE STAR should in theory enable aircraft to remain in their clean configuration and thus minimize the noise. However, if the aircraft are not metered well, air traffic controllers will have to slow aircraft down to maintain spacing, thereby eliminating any potential benefits. Thus, it is important that we establish a period of observation and in parallel prepare for the introduction of upstream metering to ensure that aircraft stay at the desired speeds in all traffic scenarios.

419-15

9. LGB's understanding of the change in the noise impact would be greatly enhanced by having the existing and expected number of noise events above the ambient noise level at all population centroids. We make this request because it is very difficult using DNL to estimate the changes in annoyance in areas where the underlying population was not previously exposed to many over-flights and/or to concentrated over-flights. This information will allow us to better estimate annoyance using other metrics such as those used by Air Services Australia.

419-16

10. While we are grateful that the FAA has provided an indication of the extent to which the path of aircraft might vary from their nominal path, including deviations that are initiated by air traffic controllers, it is impossible for us to determine how the traffic will be concentrated around the nominal path. Thus, the flight path that is depicted is not the flight path that will be flown by many aircraft and the actual noise impact will not be the same as the noise impact implied by the depicted path. LGB's understanding of the change in the flight paths would be greatly enhanced by an indication of the concentration of the traffic along each path.

419-17

Even as we are finalizing our comments, changes are being posted to the SoCal Metroplex EA Website. This in and of itself is cause for concern as we will not have adequate time to fully assess the most recent changes before the expiration of the comment period.

Therefore, we request a 180-day post implementation evaluation period to assess the actual impact of the Metroplex procedure changes. During the evaluation period, the existing procedures should remain published to provide a fall back option should the impact be significant. Additionally, if any revisions to the Metroplex procedures are proposed, Long Beach Airport requests stakeholder status to find a collaborative resolution to any issues identified. Further, we request stakeholder status for any future proposed procedure changes that may impact the Long Beach Airport or its surrounding communities.

Sincerely,



Bryant L. Francis, C.M.  
Director

BLF:RR:km

419

## Response

419-01

Comment noted.

419-02

The commenter states that in Vision 100 - Century of Aviation Reauthorization Act of 2003, Congress identified a series of goals for NextGen and that it takes into consideration to the greatest extent practicable the goal to reduce exposure of noise and emissions. As stated in Section 2.2, *Purpose of the Proposed Action*, the SoCal Metroplex Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Regarding the consideration of environmental impacts, FAA Order 1050.1E establishes the criteria used to evaluate potential impacts, and the analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts.

Please see **Topical Response 05 – Purpose and Need**.

419-03

Comment noted.

419-04

The commenter requests the EA be revised to clarify that the SoCal Metroplex Project will neither propose nor require changes in noise abatement departure procedures and comply with the noise limits established by the City of Long Beach. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks.

419-05

The noise analysis conducted for the SoCal Metroplex Project EA was prepared using FAA's required NIRS model and was conducted according to FAA Order 1050.1E as described in Section 5.1.2 in the EA. Also, please see Section 4.3.1 of the EA for a discussion of the noise modeling methodology. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases anywhere within the General Study Area.

419-06

Please see **Topical Response 08 – Supplemental Materials**.

419-07

The commenter is concerned with aircraft departing Runway 30 turning nearer the airport than the current location. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks and were designed to meet FAA criteria as discussed in Section 3.1.2 of the EA. Exhibits 3-7 and 3-8 in Chapter 3 of the EA were provided to show the flight paths associated with the Proposed Action and No Action Alternative, respectively. The procedures are presented in clickable layers relative to the communities located within the SoCal Metroplex General Study Area and can be turned on or off in Adobe Acrobat by the reader. To provide the public with another method of reviewing this data, this information was also released in Google Earth format along with the flight tracks used in noise modeling and the noise analysis results. Please also see **Topical Response 08 - Supplemental Materials**.

**419****Response****419-08**

The commenter is concerned with aircraft departing runway 30 turning nearer the airport than the current location. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks and were designed to meet FAA criteria as discussed in Section 3.1.2 of the EA.

The commenter's reliance on the procedure design lines is misplaced because the lines merely reflect an abstract depiction of the routing between waypoints rather than the actual flight paths. Exhibits 3-7 and 3-8 in Chapter 3 of the EA were provided to show the actual flight paths associated with the Proposed Action and No Action Alternatives, respectively. The procedures are presented in clickable layers relative to the communities located within the SoCal Metroplex General Study Area and can be turned on or off in Adobe Acrobat by the reader. To provide the public with another method, this information was also released in Google Earth format along with the flight tracks used in noise modeling and the noise analysis results.

The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts.

**419-09**

The commenter is concerned with the proposed FRITR procedure at LGB. Please see response to comment 419-08.

**419-10**

The commenter expresses concerns regarding the TOPMM departure procedure. Please see response to Comment 419-08.

**419-11**

The commenter expresses concern regarding the proposed REDHL departure procedure. The REDHL departure procedure is an RNAV procedure, while the existing ANAHM departure procedure is a conventional procedure. The REDHL SID would not replace the ANAHM, which would be retained to serve non-RNAV aircraft.

A noise analysis was conducted in support of the EA for the SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases anywhere within the General Study Area.

**419-12**

The commenter is concerned with the proposed FRITR procedure at LGB. The proposed FRITR departure procedure is designed to be a more accurate route than the existing SENIC departure procedure. The proposed FRITR procedure is designed as an RNAV off the ground procedure. The FRITR procedure will

419

## Response

419-12

provide a more repeatable and predictable path for east- and southeast-bound departures off LGB runways 12/30. The proposed action FRITR procedure was designed wherever possible to remain within the existing historical flight tracks.

419-13

The commenter expresses concerns regarding the vertical profiles within the NIRS model. Please see **Topical Response 07 – Request for More Data**.

419-14

The commenter expresses concerns regarding speeds and separations for aircraft on the DSNEE arrival procedure if implemented. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. If the Proposed Action is approved and implemented, the FAA would monitor the procedures to ensure the operation of the procedures perform as expected, according to FAA Order 7100.41.

419-15

Please see **Topical Response 10 - CNEL and Supplemental Noise Metrics**.

419-16

Please see **Topical Response 07 – Request for More Data**.

419-17

The commenter requests that all existing flight procedures be retained for 180 days after the Proposed Action has been implemented. Please see response to Comment 419-14.

420

## Renee Ludbrook-Gregg

From: Renee [ludbrook.gregg@gmail.com]  
Sent: Tuesday, September 08, 2015 9:49 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Fly over Newport Beach neighborhoods

To whom it may concern,

420-01

I have recently bought a home in Irvine Terrace, 1012 Bonnie Doone Ter 92625; I cannot believe the noise level from the variety of airplanes that take off. It is jarring at times, I do not know why some planes are more loud than others but there is a huge difference in some. The air and noise pollution are quite a heavy burden for the residents under flight path to carry!

420-02

I am begging you to make some kind of adjustments in take off, perhaps there is a path that is not so densely populated or restricting noisiest planes from airport. I understand that we all want the convenience of JWA but it has to work for everyone below too.

Thank you,  
Renée Ludbrook-Gregg

Sent from my iPhone

420

## Response

420-01

Please see **Topical Response 12 – SNA Current Departures**.

420-02

The commenter requests an alternative for SNA departure paths. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action is intended to optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with FAA's mandate under federal law. The commenter's suggestion does not meet the purpose and need of the project, as stated in Section 2.1 of the EA. This would decrease efficiency and safety and increase complexity.

The FAA considered numerous design alternatives. It also discarded some alternative because they conflicts with multiple adjacent airport air traffic procedures and do not meet current procedure design criteria as described in Section 3.1.2 in the EA.

For a description of the scope of the project, please see **Topical Response 05 – Purpose and Need**.

421

## Kathryn Cody

**From:** [kcodyca@gmail.com](mailto:kcodyca@gmail.com) [kcodyca@gmail.com] on behalf of Kathryn Cody [kathryn@diver.net]  
**Sent:** Tuesday, September 08, 2015 9:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to flight plan over Culver City

421-01

Hello. We are very concerned about the proposed flight path directly over Culver City and our schools. It will greatly increase the noise and pollution in our area. Thank you, Kathryn Cody

Residence:  
4330 Globe Ave.  
Culver City, CA 90230

421

## Response

421-01

Please see **Topical Response 09 – LAX North Arrivals**.

422

## John Morgan, City of Laguna Niguel

**From:** John Morgan [JMorgan@cityoflagunaniguel.org]  
**Sent:** Tuesday, September 08, 2015 10:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Southern Cal Metroplex Project - City of Laguna Niguel

Good Afternoon:

Trying to understand the available information on the Southern Cal Metroplex Project and have two questions regarding the Proposed Action (PA) as it relates to the City of Laguna Niguel (John Wayne Departures/Arrivals):

422-01

1) Will the PA increase the total number and/or frequency of flights over Laguna Niguel? and

422-02

2) Will the PA notably alter the current flight path (e.g., route and altitude over Laguna Niguel)?

We were able to review the Noise Analysis through Google Earth, exceptionally helpful, thank you, but we were not as successful in deciphering the graphics depicting details related to routes, waypoints and procedures specifically for our City. If you could please either respond to the two questions above, or guide me through where I may find answers I would greatly appreciate it.

Thank you in advance!

**John Morgan | Planning Manager**  
 Community Development Department | City of Laguna Niguel  
 30111 Crown Valley Parkway | Laguna Niguel, CA 92677

422

## Response

422-01

The commenter asks if the Proposed Action will increase the number or frequency of flights. The Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 on pages 3-2 through 3-4 of the *Average Annual Day Flight Schedules Technical Report* includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

422-02

The commenter asks if the Proposed Action will notably alter the current flight path over the city of Laguna Niguel. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the Proposed Action and No Action alternatives are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest. Please see **Topical Response 08 – Supplemental Materials**.

423

Richard Rownak

**From:** Rownak [phototaker@aol.com]  
**Sent:** Tuesday, September 08, 2015 10:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flying over Culver City

423-01

Please do all possible to not allow more flights over Culver City. I have lived in Culver City for 16 years and the noise from jets overhead has increased substantially since I moved there. The jets are much larger and seem to fly lower and lower each year. This increase in noise is lowering my quality of life and I feel it is a nuisance and increases pollution.

423-01

Please route planes into a pattern further away from Culver City.  
Thanks for your consideration and actions to protect my neighborhood.

Richard Rownak  
<http://rownak.com>

423

Response

423-01

Please see **Topical Response 09 – LAX North Arrivals.**

423-02

Please see **Topical Response 09 – LAX North Arrivals.**

424

Allan Beek

Sent: Tuesday, September 08, 2015 10:14 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Comments on Environmental Assessment

424-01

Congratulations to the FAA for its work on the SoCal portion of the NextGen redesign. Admittedly, Noise Abatement is not the purpose of this redesign, but at SNA (John Wayne Airport) there is a Noise Abatement thorn in the side of the airlines and the residents. Remedy as part of the redesign would be quite appropriate.  
The problem has historical roots. As jets began using JWA, a politically active residential community adjacent to the airport and directly under the flight path was able to get an intricate Noise Abatement Departure Profile adopted. It turned out that the problem was too intractable to be solved by this NADP; the residents sold out to commercial interests and departed. But the NADP they achieved remains behind them, a thorn to the airlines and to the residents of Newport Beach, who suffer severely from craft flying low over them instead of promptly climbing out.

424-02

Nature has supplied a large unpopulated area --- Upper Newport Bay  
--- under the flight path. A profile which achieves 5500 feet or so of altitude over this area would provide maximum Noise Abatement, and simultaneously would get flights on their way as promptly as possible.  
We request that the Metroplex design provide an NADP consistent with this concept.

424

Response

424-01

Please see **Topical Response 12 – SNA Current Departures.**

424-02

The commenter suggests an alternative departure for SNA. The suggestion conflicts with multiple adjacent airport air traffic procedures. This does not meet the purpose and need for the Project, as stated in Section 2.1 of the EA. This would decrease efficiency and safety and increase complexity. Also, the suggested departure procedure would not meet current procedure design criteria as described in Section 3.1.2 in the EA.

425

Hayley S. Babcock

Sent: Tuesday, September 08, 2015 10:22 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: do NOT increase the flight traffic over Culver City!!!!

Dear Sirs,

LAX has existed as one of the busiest airports in the world for decades without flight patterns criss crossing over Culver City California and we vehemently protest current proposed changes to increase air traffic over Culver City any more than has already clearly happened.

425-01

The health and safety of this community was a known entity when the residents who moved here and the businesses which invested here came to Culver City. We made an assessment - and paid a premium - based on things like proximity to the airport and flight patterns when investing and setting down roots, creating infrastructure, etc. Those who chose to live in places like Playa Del Rey and Westchester and El Segundo made their choices - vis a vis flight patterns being heavy, those who live in Culver City made their choices - and spent their investments - based on very little LAX activity over the community,

425-02

LAX can change their flights — Culver City Residents cannot change their geography - DO NOT INCREASE FLIGHTS OVER CULVER CITY AND SURROUNDING COMMUNITIES!

Hayley S. Babcock

Mobile: 310.729.1033  
Email: [hayleybabcock@icloud.com](mailto:hayleybabcock@icloud.com)

425

Response

425-01

Please see **Topical Response 09 – LAX North Arrivals.**

425-02

Please see **Topical Response 09 – LAX North Arrivals.**

426

John Priebe

From: John [johnrpriebe@yahoo.com]  
Sent: Tuesday, September 08, 2015 10:36 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Next Gen Flight Paths

426-01

Expanding flight paths over new neighborhoods without requiring noise reductions from aircraft is a sure fire way to destroy home values in a community. Lower values reduce taxes, hurting services and neighborhoods further. Let's see some new restrictions on aircraft noise levels first!

John Priebe

426

Response

426-01

Please see **Topical Response 05 – Purpose and Need.**

427

Liza & Bill Taylor

**Sent:** Tuesday, September 08, 2015 10:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Culver City proposed flight path

To Whom it may concern,

427-01

Please do not change the flight paths to go over Culver City, CA. We are a family community with a LOT of children and most of us have moved to our area as the schools are good and it is an ideal community this way. It is currently quiet and the air is relatively clean. This would all change if you are to change the flight paths. Additionally our housing values would go down and we have all sacrificed a lot to be able to afford to live in this area...all for our children.

Please do not do this. I beg of you.

Best regards,

Liza & Bill Taylor  
10826 Barman Avenue  
Culver City, CA 90230

427

Response

427-01

Please see **Topical Response 09 – LAX North Arrivals.**

428

Leslie Rosdol

**Sent:** Tuesday, September 08, 2015 10:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight path over Culver City

428-01

I have lived in Culver City for over 20 years and I am strongly opposed to the change in flight paths. There is considerable traffic as it is, it's hard to fathom lower and more. It is a densely residential neighborhood. There are less densely populated, more industrialized areas to consider. Please don't change the flight paths so that more traffic will fly over us.

Yours truly,  
Leslie Rosdol

Sent from my iPhone

428

Response

428-01

Please see **Topical Response 09 – LAX North Arrivals.**

429

Linda Asklof

**From:** Linda A [danishdish1@gmail.com]  
**Sent:** Tuesday, September 08, 2015 10:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flights over culver city

429-01

Wish to voice my opposition to routing more flights over Culver City. I have already noticed a big change in noise level over my home. If I wanted that kind of noise and pollution I would live in Playa del Rey. Have been here since 1943 and do have health concerns.  
Linda Asklof

429

Response

429-01

Please see **Topical Response 09 – LAX North Arrivals.**

430

Stephen Murray

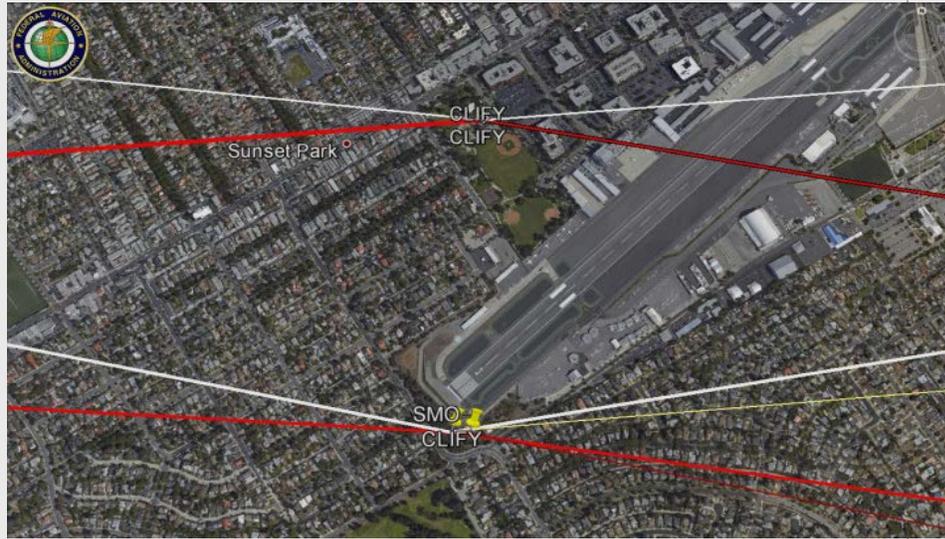
**From:** Stephen Murray [stmurray@2pound.com]  
**Sent:** Tuesday, September 08, 2015 10:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** June Lehrman; Schwab, Carol; Hamilton, Jacqueline  
**Subject:** EA Comment: The Persistent CLIFY

The following comment on the FAA's Social Environmental Assessment is respectfully submitted for your consideration. Text below, attached, and also available: <http://doorstoarrival.com/the-persistent-clify/>

**The Persistent CLIFY**

Stephen Murray 7 September 2015, 4:11 am

This weekend I sat down with the newly released KML and way-point data from the FAA. The new authoritative "TARGET" way-point data allowed me to confirm my coordinates and there were no surprises there. Once I loaded up the new flight track KML on top of my authenticated flight tracks I got a bit of a surprise:



Upper flight tracks from the FAA KML are on (the erroneous?) CLIFY, lower flight tracks are on (the correct?) CLIFY. White is IRNMN STAR, Red is BIGBR STAR

430-01

When we first met CLIFY in June it was crossing a tree in Ocean Park, but since July 1st CLIFY has been closely aligned with the SMO radio beacon [ see [CLIFY got Moved](#) ]. Somehow, it's back in Ocean Park again. I assume that the coordinates released in the TARGETS Distribution package last week are authoritative- they do match the "corrected" coordinates given out July 1st. Browsing around the released Google Earth KML I noticed other anomalies so I am assuming the KML is to blame.

But why is this CLIFY position persistent and how far back does it go?

CLIFY is a satellite way-point used by IRNMN, CRSHR, HUULL & BIGBR STARs to replace the SMO VOR. The SMO CLIFY is on the same latitude as SMO whereas the Ocean Park CLIFY shifts the arrival paths .47 miles north. Currently conventional flights cross over SMO.

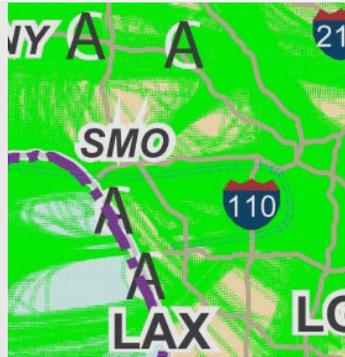
A brief timeline:

- June 18th- Initial way-points from presentation boards: 34° 1'1.35"N 118°27'23.94"W
- July 1st- Presentation board "correction": 34° 0'36.64"N 118°27'25.58"W
- August 25th- TARGET Distribution package: 34° 0'36.64"N 118°27'25.58"W
- September 3rd-Google Earth KML Data: 34° 1'1.35"N 118°27'23.94"W

Prior to the June 18th presentation board releases the only comparative mapping of the flight paths was in the Noise Technical Report, released as part of the EA. A layered pdf shows current conditions and proposed changes. Fortunately, I had already disassembled the pdf so I can readily isolate and identify the flight tracks. The images below show the vector outlines of the flight paths, the green and orange color are the superimposed flight tracks.

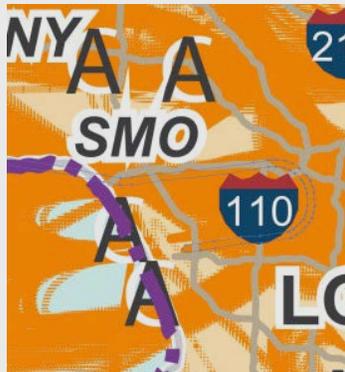
430

Stephen Murray (continued)



Current Flight tracks from noise analysis

430-01



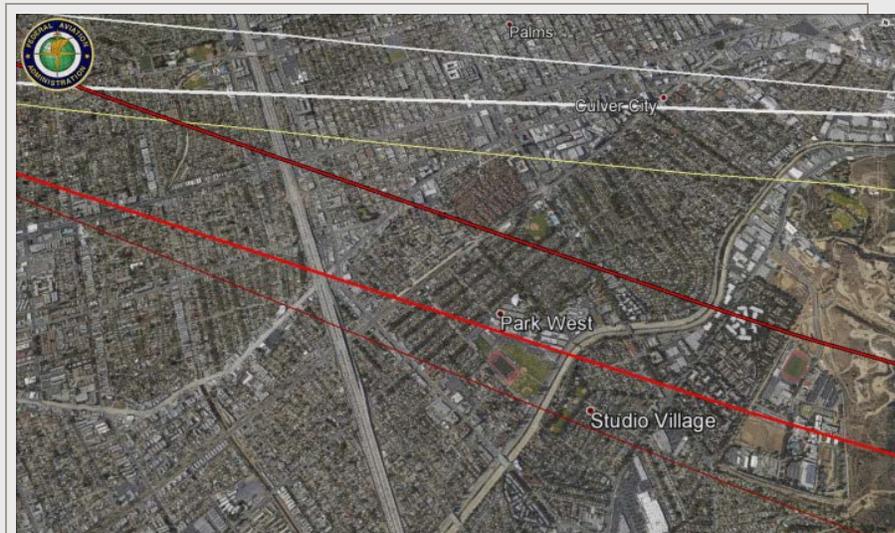
Proposed Flight tracks from noise analysis

Comparing current to proposed demonstrates a shift to the north of the flight tracks at SMO. That flight tracks are at 2 different latitudes. Supporting analysis of the density of the paths relative to I-10 support that the **Ocean Park CLIFY was being used while the noise analysis was being created.**

Was the noise analysis performed with the Ocean Park CLIFY?

There is enough separation between the daytime flight paths to compare noise effects. The (SMO)IRNMN enters Culver City at Overland and Venice and is .21 nm north of the Conventional SADDE STAR and .2 nm south of the (OP)IRNMN.

430-01



A moved CLIFY waypoint effects both daytime IRNMN, CRSHR, HUJLL(white) and late-night BIGBR(red) flight paths over Culver City. The current SADDE conventional path is in yellow.

The SADDE/IRNMN flight tracks from CLIFY to DAHJR are effectively the same altitude and descent angle under IFR so one would expect the same noise impacts. I loaded the newly released US Census Block Population Centroids Noise Grid data. (Hooray and thanks FAA.)

Stephen Murray (continued)

The expected behavior should be a decrease in noise south of and along SADDE, an increase along the new SMO IRNMN, and an increase along the Ocean Park(OP) IRNMN by a small amount as it picks up additional flights. Increases .2 nm North of the OP IRNMN should be less than the either of the IRNMNs.

Census Centroid dB

| NM from SMO | South  |       | SADDE  |       | SMO IRNMN | OP IRNMN |        | North |        |       |
|-------------|--------|-------|--------|-------|-----------|----------|--------|-------|--------|-------|
|             | PA DNL | PA-NA | PA DNL | PA-NA | PA DNL    | PA-NA    | PA DNL | PA-NA | PA DNL | PA-NA |
| 1.8 nm      | 44.2   | -.4   | 44.1   | -0.3  | 44.1      | -0.2     | 43.8   | -0.1  | 43.3   | 0.1   |
| 2.5 nm      | 44.5   | -.4   | 44.3   | -0.3  | 44.1      | -0.2     | 43.8   | 0     | 43.3   | 0.1   |
| 2.9 nm      | 44.5   | -.4   | 44.4   | -0.3  | 44.2      | -0.1     | 43.8   | 0     | 43.4   | 0.2   |
| 3.2 nm      | 44.6   | -.5   | 44.5   | -0.4  | 44.3      | -0.2     | 44.1   | 0     | 43.8   | 0.1   |
| 3.6 nm      | 44.8   | -.5   | 44.7*  | -0.3* | 44.4      | -0.1     | 44.2   | 0     | 43.8   | 0.2   |
| DAHJR (5nm) | 45.2   | -.6   | 45.1   | -0.4  | 44.9      | 0.1      | 44.9   | 0.1   | 44.5   | 0.3   |
| Mean        | 44.6   | -.5   | 44.5   | -.3   | 44.3      | -.1      | 44.1   | 0     | 43.7   | .2    |

Immediately the OP IRNMN is behaving oddly with a net change of "0". This is not an appropriate response to being within the outer boundary of a new flight path- especially when considering the north is increasing at a faster rate. SADDE and South of SADDE are decreasing- and they even seem to be decreasing as if they are moving outside the RNAV outer boundary. From these result it appears that the noise modeling flight track may be going over the OP IRNMN.

An alternate interpretation is that an erroneous Optimized Profile Descent(OPD) calculation of -.1 or more is being added. Correcting that lets the SMO IRNMN fall in line but it still leaves the OP IRNMN suspect and the North requiring a further examination.

**Conclusion**

The noise modeling under the IRNMN flight path is suspect.

- Was CLIFY misplaced in Ocean Park during the noise analysis?
- Is an OPD benefit being misapplied?
- Is the RNAV -> RNP narrowing being properly represented?

The noise analysis around the IRNMN/CRSHR/HUULL RNAV requires further investigation. BIGBR also uses CLIFY and should be investigated as well particularly since it has been lowered 1000ft at CLIFY.

I believe we need to have an auditor look at the noise analysis, or this should proceed to an EIR as the integrity of the analysis is in question.

Stephen Murray  
Culver City Representative, LAX/Community Noise Roundtable

cc:  
Lehrman, June  
Schwab, Carol  
Congressmember Karen Bass (via Hamilton, Jacqueline)

430

Response

430-01

The commenter references the CLIFY waypoint (one of the waypoints used by several proposed LAX STARs). The CLIFY waypoint latitude and longitude are North 34° 00' 36.64" and West 118° 27' 25.58", respectively. This location is approximately 120 feet west of the Santa Monica VORTAC (SMO). After conducting additional operational analysis and simulations, the FAA decided to move the CLIFY waypoint to the location above. The FAA determined that moving CLIFY to its current location provides more compatibility with other routes and air traffic sector designs. The CLIFY waypoint is a fly by waypoint which will continue to disperse the traffic within the historical flight paths. As stated in Chapter 2 of the EA, *Purpose and Need*, the purpose of the SoCal Metroplex Project is to utilize performance-based navigation to implement RNAV procedures that will help improve the efficiency of the airspace in the Southern California Metroplex.

431

Stephen Murray

**From:** Stephen Murray [stmurray@2pound.com]  
**Sent:** Tuesday, September 08, 2015 10:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** June Lehrman; Schwab, Carol; Hamilton, Jacqueline  
**Subject:** EA Comment: Specific feedback on Aircraft Activity Assumptions

The following comment on the FAA's Social Environmental Assessment is respectfully submitted for your consideration. Text below, attached, and also available: <http://doorstoarrival.com/aircraft-mix-assumptions/>

**Specific feedback on Aircraft Activity Assumptions**

Stephen Murray 8 September 2015, 9:26 am

Below are some comments and specific feedback on the assumptions about the mix of airplanes used in modeling the noise data. Comments are specific to LAX aircraft aggregation and is also intended to be applicable as a general comment to other airports.

**Segmentation of Night time operations are not represented**

1.) During daytime the LAX airport operates in a predominately West-flow orientation where aircraft land on the East side and depart on the West. The EA assumes nighttime as 10pm -6:30am. At LAX, nighttime operations consists of 2 operating modes:

431-01

- >From 10pm to midnight the airport continues its West-flow operations.
- >From midnight to 6:30am, the airport operates in an Over-Ocean mode where aircraft take off and land from the West side.

This results in a segmentation of the nighttime operations, as well as a switch in origin, carriers, fleet mix and possibly category that fly over the areas parallel to the airport during this late-night. This segmentation should be reflected in the modeling.

**Each STAR/SID has a unique mix of aircraft**

2.) Each STAR and SID has a different mix of aircraft which use it. The noise analysis only identifies aircraft on a per airport basis, not per route. This will result in inaccurate results. LAX airport has 3 significant STARS, which are used disproportionately by different carriers- each carrier uses a specific fleet mix of aircraft.

431-02

For instance the SADDE STAR, which collects aircraft from the Pacific Ocean and north, has Quantas, Korean, All Nippon Airways, Air China, CargoLux, China Southern, Nippon Cargo, Polar Air Cargo. These don't use any other STAR and tend to be heavier planes. The HUULL STAR was created specifically to carry heavy planes from the Pacific.

To be accurate, the Noise model need to represent the appropriate aircraft that fly each of the airport's major STARS and SIDs.

**Normalization needs support**

3.) The researchers used dataset normalization of aircraft. This is done when complete information is missing in this case data on arrivals did not equal departures for some reason. The airport is a closed system so Arrivals and departures should naturally balanced at 50% each. Aircraft should be tracked in/out to make normalization unnecessary. In order to ensure that the amount of missing data isn't statistically significant the amount of normalization needs to be stated. In addition normalization doesn't take into account the following conditions:

431-03

1. Due to the LAX airport daily change in operations direction it doesn't mean that in/out are balanced between the daytime and nighttime operation modes. ( see previous comment)
2. Some aircraft operate on legs where their destination is different than their origin. This results in a difference in direction that may weight one side of the airport to have a different fleet characteristics.

Normalization can't be arbitrary and aircraft must be tracked to represent actual airport conditions.

**Fleet mix assumptions do not accommodate evolution/change over time**

4.) From the EA's NTR: "It was assumed that the percentages of 2015 and 2020 itinerant IFR AAD operations occurring during daytime and nighttime hours by aircraft category and type of operation would remain constant for each Study Airport from 2013 to 2015 and 2020." This doesn't allow for obsolescence and introduction of new aircraft, or growth of fleet to larger aircraft. The modeling of the 2015 flight tracks will already be inaccurate due to using the 2012-2014 fleet mix, the modeling of 2020 noise will exaggerate this inaccuracy. 2020 should use a modified fleet mix that incorporates air fleets planned aircraft changes.

431-04

Stephen Murray  
 Culver City Representative, LAX/Community Noise Roundtable

cc:  
 Lehrman, June  
 Schwab, Carol  
 Congressmember Karen Bass (via Hamilton, Jacqueline)

## Specific feedback on Aircraft Activity Assumptions

Stephen Murray

8 September 2015, 9:26  
am

Below are some comments and specific feedback on the assumptions about the mix of airplanes used in modeling the noise data. Comments are specific to LAX aircraft aggregation and is also intended to be applicable as a general comment to other airports.

### Segmentation of Night time operations are not represented

1.) During daytime the LAX airport operates in a predominately West-flow orientation where aircraft land on the East side and depart on the West. The EA assumes nighttime as 10pm -6:30am. At LAX, nighttime operations consists of 2 operating modes:

- From 10pm to midnight the airport continues its West-flow operations.
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This results in a segmentation of the nighttime operations, as well as a switch in origin, carriers, fleet mix and possibly category that fly over the areas parallel to the airport during this late-night. This segmentation should be reflected in the modeling.

### Each STAR/SID has a unique mix of aircraft

2.) Each STAR and SID has a different mix of aircraft which use it. The noise analysis only identifies aircraft on a per airport basis not per route. This will result in inaccurate results. LAX airport has 3 significant STARs, which are used disproportionately by different carriers- each carrier uses a specific fleet mix of aircraft.

For instance the SADDE STAR, which collects aircraft from the Pacific Ocean and north, have Quantas, Korean, All Nippon Airways, Air China, CargoLux, China Southern, Nippon Cargo, Polar Air Cargo. These don't use any other STAR and tend to be heavier planes. The HUULL STAR was created specifically to carry heavy planes from the Pacific.

To be accurate, the Noise model need to represent the appropriate aircraft that fly each of the airport's major STARs and SIDs.

### Normalization needs support

3.) The researchers used dataset normalization of aircraft. This is done when complete information is missing in this case data on arrivals did not equal departures for some reason. The airport is a closed system so Arrivals and departures should naturally be balanced at 50% each. Aircraft should be tracked in/out to make normalization unnecessary. In order to ensure that the amount of missing data isn't statistically significant the amount of normalization needs to be stated. In addition normalization doesn't take into account the following conditions:

1. Due to the LAX airport daily change in operations direction it doesn't mean that in/out are balanced between the daytime and nighttime operation modes. ( see previous comment)
2. Some aircraft operate on legs where their destination is different than their origin. This results in a difference in direction that may weight one side of the airport to have a different fleet characteristics.

Normalization can't be arbitrary and aircraft must be tracked to represent actual airport conditions.

### Fleet mix assumptions do not accommodate evolution/change over time

4.) From the EA's NTR: "It was assumed that the percentages of 2015 and 2020 itinerant IFR AAD operations occurring during daytime and nighttime hours by aircraft category and type of operation would remain constant for each Study Airport from 2013 to 2015 and 2020." This doesn't allow for obsolescence and introduction of new aircraft, or growth of fleet to larger aircraft. The modeling of the 2015 flight tracks will already be inaccurate due to using the 2012-2014 fleet mix, the modeling of 2020 noise will exaggerate this inaccuracy. 2020 should use a modified fleet mix that incorporates air fleets planned aircraft changes.

431

## Response

431-01

The commenter states that segmentation of nighttime operations is not represented because of the two different operating modes at LAX Airport that occur during the DNL established nighttime hours between 10:00 p.m. and 7:00 a.m. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) is the approved noise model for air traffic procedures involving multiple airports. The NIRS model includes a 10 decibel weighting for operations from 10:00 p.m. to 7:00 a.m. The different operating modes that can occur within the daytime or nighttime hours are captured within the NIRS model. Using 365 days of radar data to establish the average annual day (AAD) ensures that the differing operating modes are represented, independent of whether it occurs partly or wholly within daytime or nighttime hours.

431-02

The commenter contends that the noise analysis only identifies aircraft on a per-airport basis and not per route. The SoCal Metroplex NIRS noise model does take into account the different mix of aircraft types per route. Using 365 days of radar data to establish the AAD ensures that the differing operating aircraft on each of the routes are included in the model. The commenter may be referring to Section 4 of the *Flight Schedule Technical Report* that provides tables of aircraft operations by aircraft type, time of day, and airport. The report summarizes aircraft type information by airport; however the underlying NIRS model contains fleet mix data at the NIRS track level.

431-03

The commenter is concerned with balancing the arrival and departure counts for airports which have counts that do not exactly match. The EA was prepared in accordance with FAA Order 1050.1E. The environmental analysis, including the required methodology and standards, is described in Chapter 5 of the EA. As disclosed in the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. For methodology on flight schedule analysis in support of the noise analysis, please see the *Average Annual Day Flight Schedules Technical Report*.

431-04

The commenter states that during forecasted growth, keeping the percentages of average annual day operations constant, between the daytime and nighttime hours, by aircraft category, and type of operation, between 2013, 2015, and 2020 is insufficient. There is no reasonable information from airlines that forecasts flight schedules to a detailed enough level to influence differences in daytime and nighttime proportions by aircraft category and type of operation. The assumption is that those proportions will remain similar in the future forecasted years.

The commenter asserts that keeping the above proportions constant doesn't allow for obsolescence and introduction of new aircraft. The future fleet mix analysis did take into account obsolete and introductions of new aircraft through the application of the identified replacement aircraft types that can be found in Section 3.1.2 of the *SoCal Metroplex Flight Schedule Technical Report*.

432

Katherine and Richard Simon

**From:** Katherine Simon [katrinklesimon@yahoo.com]  
**Sent:** Tuesday, September 08, 2015 10:58 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** John Wayne Airport SNA

Dear Sirs; This email is to present our view of the propose FAA change in flight path for the takeoff from the SNA Airport. WE have been residents of Eastbluff since 1975 and feel the current path is a compromise the community and changes back this controversy and will cause lawsuits and protests. We oppose any change that moves path closer to our homes and on the other side of the back bay, and Balboa Island. We support the concept that "no new areas will be affected" by these changes. The current flight

432-01

432

Katherine and Richard Simon (continued)

432-01

limitation abatement took years of negotiations and were recently extended. We recommend the NexGen standards established by the FAA respect the current flight paths and not create problems for new areas. Thank you in advance for your help and consideration on this issue.

Katherine, and Richard  
Simon 2863 Alta Vista  
Drive, Newport Beach, 92660

432

Response

432-01

Please see Topical Response 12 – SNA Current Departures.

433

Virginia Ernst

SoCal Metroplex EA

Federal Aviation Administration

433-01

This comment is to express my support for the Metroplex procedure for SMO (Santa Monica Airport) and LAX (Los Angeles International Airport). I strongly request the **return** to a 250 degree heading immediately after departure from SMO. Hopefully this will decrease the hold time and the amount of dangerous, toxic, carcinogenic fumes and irritating loud noise that our community is exposed to daily.

I have been living in my home for 53 years which is located in North Westdale, approximately 300' east of SMO on the downwind approach to runway 2-1. For twenty-five years both the FAA and the city of Santa Monica have failed to address air pollutant emission and acute health impacts from SMO turbine aircraft operations on our community. Due to these toxic fumes from jets holding for extended periods of time I and many in my community no longer have the use of our outdoor space. I cannot open windows or doors to enjoy the sea breeze and I had to pay to install double pane windows and air conditioning.

Due to the close proximity of homes to the end runway I agree with Congresswoman Karen Bass that the health impacts cannot be mitigated and the FAA should allow SMO to close without interference.

433-02

Note: there is no other airport in this country operating this close to a residential community.

A few of the impacts are:

Prolonged exposure to dangerous jet fumes.

Jet engine exhaust residue on our homes.

Toxic carcinogenic fumes from jets holding and departing extremely close to homes.

Excessive noise from aircraft holding, departing and landing.

Jet blast from departure and turbulence from the vortex when landing.

Fear of catastrophic accident especially in inclement weather.

Sincerely,

Virginia Ernst

12130 Sardis Ave., Los Angeles, CA 90064

Vice President, North Westdale Neighborhood Association

Member, Concerned Residents Against Airport Pollution

433

Response

433-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

433-02

Please see **Topical Response 01 – Close Santa Monica Airport.**

434

Carol Joffe

From: Carol Joffe [caroljoffe@gmail.com]  
 Sent: Tuesday, September 08, 2015 11:02 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: flight paths

Hello,

I have been living in my home for 22 years. It's located one block away from the Pen Mar Golf course where Harrison Ford's plane went down.

434-01

As you all well know, that was only one of many crashes that have occurred in such close proximity to our residential neighborhood. It was only by a fortunate stroke of luck and that he was an experienced pilot that yet another tragedy was averted.

I am writing to appeal to your individual and collective sense of fairness and humanity as I tell you that the quality of life in my own home and neighborhood has deteriorated beyond endurance.

The onslaught of non-stop flights and their accompanying roar makes it impossible to open my windows, to step out onto my terrace or to hear someone standing right next to me, even when I shut all doors and windows. Years ago, I could at least tell someone on the phone "to hold on" until the noise stops or that I would call them back. Now there is no waiting till the noise stops, because it DOESN'T.

434-02

I understand that if you reroute these planes to the ocean before they turn instead of a few blocks away at Lincoln Blvd. we might have half a chance to live a somewhat less deafening and dangerous existence.

The steady bombardment feels like we're living in a war zone. There is no getting used to this kind of assault.

The fact that the airport is on land that belongs to the City of Santa Monica is an issue that we are trying to put right. In the meantime, PLEASE, PLEASE have a heart.!

Thank you for your consideration.

Sincerely,

Carol Joffe

434

Response

434-01

Please see **Topical Response 02 – Existing Conditions.**

434-02

Please see **Topical Response 02 – Existing Conditions.**

435

Jodi Shays

From: Jodi Shays [jodi@jodishays.com]  
Sent: Tuesday, September 08, 2015 11:14 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Aircraft noise and traffic above my house

Dear Sir or Madam:

435-01

I'm sure you have received a slew of emails from Culver City residents complaining about the amount of air traffic over our homes and schools. These complaints do not go unwarranted. It feels as though the amount of air traffic has gone up considerably over our homes, which brings more noise but most alarmingly, a lot more pollution. I understand a certain amount of air traffic, but not what we have now, which is a plane every 60 seconds directly over our homes and now it seems we also have adopted a helicopter path, which fly lower and louder.

Please consider our petition to bring the amount of direct flights over Culver City down to a reasonable level.

Regards

Jodi Shays

435

Response

435-01

Please see **Topical Response 09 – LAX North Arrivals**.

**436** Barbara Morihiro

**Sent:** Tuesday, September 08, 2015 11:16 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Aircraft noise in Costa Mesa residential areas near flight path for John Wayne Airport

To Whom it May Concern,

We bought our family home in 1986, aware of the noise from airplanes flying in and out of John Wayne, but also fully aware of the restrictions and the possibility of the El Toro airport. As we all know the El Toro airport is less of a possibility now, and restrictions still remain at SNA, but the noise from all aircraft has increased. As many have already stated there are fewer planes adhering to the flight path following the Back Bay, and not all jets are following the recommended steep take-off that helps to minimize noise in our neighborhoods. Since this is the 21st Century I am very interested in exploring all possible solutions that could benefit all parties involved.

**436-01**

- Instead of these very periodic meetings and obscure groups affiliated with the airport we need an easy to access, ongoing online forum for all groups affected by airport use. Pilots could share concerns and tips to other pilots, residents could voice concerns but also share tips on how to mitigate noise, etc. Let's use the technology to benefit all of us. Communication with the airport officials is very last century.
- We need to explore every possible option to lessen the noise. There are many ways aircraft could be operated more quietly and there are many experts available we could consult.
- There are many ways to prevent the noise from disturbing our homes, businesses and schools and those all need to be explored. An interactive forum could assist that process.
- Our local city governments, not just Newport Beach, but all the affected cities need to be actively involved in all the airport issues and representatives from all the affected cities should be consulted on a regular basis.
- Concessions could be offered to residents to help mitigate the situation. Just as OC Fair passes are offered to residents near the fair affected by the parking and noise, residents within a certain radius of the airport could be offered discounts at airport adjacent restaurants, car rentals, shuttle fees, local hotels, travel gear, home soundproofing services, etc. This might help us all feel part of the "airport" family. There are some benefits to living near an airport and why not embrace that.

**436-02**

I am not a fan of the increasing noise from the airport but I love my neighbors and our neighborhood and know that if we all work together toward a common goal we can get amazing results. No one person or group has the answers right now for the positive outcome we all can agree on, but if enough smart and dedicated people get a chance to work together we can make a difference.

Thank you and please contact me with any concerns,  
 Barbara Morihiro  
 435 Woodland Place  
 Costa Mesa, CA 92627

**436** Response

**436-01**

Please see **Topical Response 12 – SNA Current Departures.**

**436-02**

Please see **Topical Response 05 – Purpose and Need.** Please also see **Topical Response 02 – Existing Conditions.**

437

Jeremy Green

**From:** Green, Jeremy [jeremy.green@culvercity.org]  
**Sent:** Tuesday, September 08, 2015 11:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Clerk, City; Vidra, Lisa  
**Subject:** Comments from the City of Culver City Community Regarding LAX Overflights

Dear Sir or Madam,

As a courtesy to our residents, the City of Culver City has been collecting comments and complaints from the community regarding LAX Airport – Overflights and Other Impacts. We are forwarding you those comments for your information.

The attached comments are from the individual residents of the City and should not be considered the City's official comments. The City's comments were submitted separately on September 8th, through the City's legal counsel.

Best Regards,

Ms. Jeremy Green  
Deputy City Clerk/ Senior Management Analyst  
City of Culver City  
9770 Culver Boulevard  
Culver City, CA 90232

(310) 253-5859

(310) 253-6010 (fax)  
[jeremy.green@culvercity.org](mailto:jeremy.green@culvercity.org)

**From:** Joan <joanmoonjohnson@gmail.com>  
**Sent:** Thursday, July 09, 2015 12:19 PM  
**To:** Clerk, City  
**Cc:** 9-anm-socaloapm@faa.gov  
**Subject:** Fwd: Airport noise

437-01

>>  
>> Hi. I own property in both Culver City and Ladera Heights. I grew up in Culver City since 1958. It has only been since last year when it was pointed out to me by a client in Carlson Park that I found the continuous incessant low flying planes' nuisance. I truly feel it is an invasion on the residences that we have had no say in and that affects our health and our mental well being. We truly hope you will look at what we consider an infringement of our living spaces and address these issues.

>>  
>> Joan Moon

**From:** rowenefabian@gmail.com  
**Sent:** Friday, August 14, 2015 12:14 PM  
**To:** Clerk, City  
**Cc:** Mary Jane Guerrero  
**Subject:** LAX Flight Path Over Culver City Proposal

437-02

We are vehemently opposed, more so than other residents of Culver City we reckon, because we are the closest to LAX. We need not enumerate here the cons which far outweigh the pros, foremost among them are high risk to SAFETY and compromises to the quality of our lives which we consider non-negotiable issues. Keep us informed please.

Respectfully,

Rowene Fabian  
11257 Rudman Drive 90230

437

## Jeremy Green (continued)

**From:** carolyn bosil <carolyn310@hotmail.com>  
**Sent:** Friday, August 14, 2015 12:22 PM  
**To:** Clerk, City  
**Subject:** Airline flyovers CC

I will not be able to attend the August meeting regarding this problem.

437-03

Even without all the new construction going on in Culver City in many areas, it is most disrupting to have the planes flying over our homes all evening long and starting early morning. I wonder how many people would choose to rent one of the many new Culver City apartment buildings or stay in the new hotel if a huge sign went up saying: BEWARE OF LAX FLYOVERS; NOISE AND POLLUTION HUGE PROBLEM.

437-04

Add to that the POLLUTION that falls now from the jet fuel, etc., it is a reason to move out of Culver City.

437-05

I teach school in Palos Verdes and because of the money they pay to someone and the "high class" area it is known for, you will never see a plane getting even close to the Peninsula.

PLEASE, PLEASE DO ALL YOU CAN TO STOP THE PLANES FLYING OVER CULVER CITY.

There are many other options, such as coming in from over the valley or east of there.

Thanks for trying to get this matter resolved.

*Carolyn, resident home owner for over 20 years.*

**From:** Mark Birnbaum <markbirn@gmail.com>  
**Sent:** Saturday, August 15, 2015 12:36 PM  
**To:** Clerk, City  
**Subject:** Regarding the noise from planes

Hi Culver City,

437-06

I have lived at 8680 Washington Blvd., Culver City, CA. 90232 for 13 years. I like to have my window open for all but a few months when it gets colder. The noise from jet planes seems to increase a bit each year. Didn't even notice in pass years, but now I hear it many times each night. It does seem a ways off so it is just a dull sound that is not that much of a problem.

437-07

What I have really noticed and it has increased probably 5 or even 10 fold is helicopters. I think maybe this is the air pass for them. It is so loud that when they go by each afternoon and into the night that it drowns out the tv completely. Or if you are on the phone, forget it, you have to wait a bit to hear anything. As it builds and the helicopter gets closer and closer, sometimes you think it is maybe crashing because it sounds like it is so low it might be coming down. So if this is the police helicopters that use this airspace, how about flying a bit higher, and if the trips back and forth are not really that needed, but just something the police are doing because it is fun or something they like to do, please change this thinking. Think of all the people it really annoys everyday. No way to say it but it is rude to do this to hundreds and hundreds of people just so you can tool around in the sky. And if it is some individual who uses this as his commute each day, then give it up, quit wasting so much fuel for just your convenience and take a car or the train like everybody else. It is annoying to say the least.

Not sure if this is the forum for this since it is a helicopter but maybe it has something to do with LAX. I hear about this from so many neighbors but no one really knows who to even bring this up to. Let me know if I have found the right place and if there is anything we can do about it.

sincerely,

Mark Brnbaum

437

Jeremy Green (continued)

**From:** arborval <arborval@aol.com>  
**Sent:** Friday, August 14, 2015 6:28 PM  
**To:** Clerk, City  
**Subject:** FAA project impacts

437-08

In addition to noise, will my local (non-cable) TV antenna be constantly subjected to interference. I cut the cable long ago and prefer not to go back to it for TV reception.

Thank you, Eleanor

**From:** Ms nancy foster <nfoster680@yahoo.com>  
**Sent:** Saturday, August 15, 2015 8:35 PM  
**To:** Clerk, City  
**Subject:** lax noise

437-09

I would like to officially state the airplane noise is significantly louder than when we moved to the Culver Crest area about 10 years ago. I just saw a link letting people know to comment regarding this so I wanted to provide feedback.

Thank you

NANCY FOSTER 10702 Ranch Road Culver City

Sent from Yahoo Mail on Android

**From:** Paula Clarkson <paula\_clarkson@yahoo.com>  
**Sent:** Sunday, August 16, 2015 5:46 AM  
**To:** Clerk, City  
**Subject:** Flyover LAX - resident

Dear Sir,

437-10

Please note our complaint about the airplane noise that seem to have increased exponentially in the past year and a half. Been a resident of Culver Crest for 18 years ( 1997) . One could always hear the planes and see them too and this is part of the bargain of living on the Westside and never bothered us until recently. The noise has definitely gotten louder!

Please ote our complaint in your report to the powers that be.

Sincelrely,

Robert and Paula Clarkson  
10719 Ranch Rd  
Culver City , CA 90230  
310-839-3710

Sent from Yahoo Mail for iPad

**From:** Mary Perkins Harris <maryperkinsh@yahoo.com>  
**Sent:** Monday, August 17, 2015 8:04 AM  
**To:** Clerk, City  
**Subject:** LAX overflights

Good morning,

437-11

The noise associated with the planes flying over is getting worse and worse. Please add the following names to the list of those complaining. LAX must be overstepping bounds.

Thank you.

Mary & Shannon Harris  
10641 Youngworth Rd  
Culver City 90230

437

## Jeremy Green (continued)

**From:** Laura D'Auri <alamor@twc.com>  
**Sent:** Tuesday, August 18, 2015 11:21 AM  
**To:** Clerk, City  
**Subject:** LAX Overflights, Meeting of Aug 27 6.00-8.00 pm

**Importance:** High

To be included in the public comments regarding LAX overflights.

437-12

I am a resident and property owner (2 houses) in Culver City and have noticed lately that at various times airplanes passing overhead are much more audible than they used to be. Those of us who paid a lot for our homes do not appreciate having our quality of life diminished by increasing flights over our city.

437-13

Please reject any attempts to increase the noise and environmental pollution over Culver City through changes in the LAX flight path. I will be monitoring the Council votes on this issue.

Respectfully,

Laura D'Auri, Esq.

Laura D'Auri, Esq.  
 PO Box 1545  
 Culver City CA 90232  
 310.425.8754 H  
 310.270.5779 C

**From:** Bobbi Gold <bobbigold@ucla.edu>  
**Sent:** Wednesday, August 19, 2015 9:13 PM  
**To:** Clerk, City  
**Subject:** LAX overflights of Culver City

This is my submission for the 8/27 panel discussion:

437-14

I live in Blair Hills. I tend to notice overflights around 6 AM, when they often wake me up. I don't find them bothersome at other times the day.

Bobbi Gold  
 5929 Stoneview Drive  
 Culver City, CA 90232

**From:** B. Isono <betty02051@aol.com>  
**Sent:** Thursday, August 20, 2015 10:15 AM  
**To:** Clerk, City  
**Subject:** Airplane Noise

Sent from my iPhone

Begin forwarded message:

>  
 >  
 > Dear City Clerk,  
 >

437-15

> When we moved into our Carlson park home, more than 40 years ago, the thing we loved most, was the quietness of the neighborhood. There was only a bare hint of the freeway traffic noise, then. Today, the freeway noise is constant, and we have become aware of the airplane and helicopter noises, too. We have noticed that planes are flying lower, and the frequency of flights have increased over the years.

437

Jeremy Green (continued)

437-15

> For fun, my children and I would lay on our backs, on the back lawn and watch clouds, imagining what animal they resembled. And, we would see an occasional airplane, far up. We would try to guess where they were going. Now, there are so many, and there is no reason to guess their destination, because they are on approach to LAX.

437-16

> The neighborhood has turned over, and the street is alive with young families, with children playing at the park, and riding bikes on the sidewalks. These children deserve a better, healthier Culver City, free from the unwanted sounds of airplanes and helicopters. The parents should not be concerned about gasoline being dumped over the heads of their children, and over their homes.

> Apparently this can be rectified by doing some re-routing, or changing the altitude at which the planes fly. A solution needs to be put into place.

> Thank you for your attention.

> Betty & Jerry Isono  
> 4285 Motor Ave.

> Sent from my iPhone

**From:** Barb Gilmore <redlioness117@yahoo.com>  
**Sent:** Monday, August 24, 2015 10:18 PM  
**To:** Clerk, City  
**Subject:** Thursday's City Meeting

437-17

I saw a notice of a meeting in regards to proposed air traffic over Culver City. I am not able to attend but would like to voice my opinion about it. I do not know the exact specifics and would know more if I was able to come I'm sure. I lived in Westchester for several years so I do have some history with living with the airport noise, the smell, vibrations they cause when they had to kick out due to weather. I moved from there for a reason and picked Culver City for many reasons and living under flight paths, the noise, pollution and anxiety it causes that you don't think you have, you do, and this was before LAX expanded, with increased flights and 9/11 threats. I love my home and the area I live. I hear the planes now, please don't allow it to become worse.

Thank you for your time and consideration.

Barbara Gilmore  
5815 Doverwood Dr. #11  
Culver City, CA 90230

**From:** K1estrel@yahoo.com  
**Sent:** Tuesday, August 25, 2015 10:20 PM  
**To:** Clerk, City  
**Subject:** LAX Airport-Overflights and other impacts

437-18

City of Culver City,  
NextGEN allows LAX to increase production and dispersion of Volatile Organic Compounds (VOCs), benzene, lead, and others which pose a health hazard to residents of Culver City and LAX area. The human body cannot break down these hazardous substances so they are inhaled or ingested directly into the bloodstreams of humans in their path or airstream. At night I can smell gases and pollution from LAX flights coming through my open windows at home and in my bedroom, and the concentration is so thick I must shut the windows at night in order to fall sleep.

437-19

As a Culver City resident for 29 years, I have noticed increases of this LAX odor over the past few months, and it coincides with rapid fire plane departure roarings coming from LAX and overhead flights. As a Culver City resident I request that before NextGEN and LAX flight increases be allowed, a comprehensive environmental impact study be carried out to understand and address the increased VOCs, benzene, lead, and other hazardous substances currently raining down and accumulating on Culver City and surrounding areas.

437-20

Regarding the noise pollution, this too keeps me awake at night, and it has become unacceptable now with rapid fire NextGEN flight departures. Newer generation plane engines burn hotter in an efforts to create quieter flights, but this process can also increase levels of harmful VOCs generated.

437

## Jeremy Green (continued)

Sincerely,  
Mr Krueger  
10829 Garfield Ave  
Culver City CA 90230

cc: Attorney

**From:** Margarita Chie <mchie@ca.rr.com>  
**Sent:** Thursday, August 27, 2015 3:59 PM  
**To:** Clerk, City  
**Subject:** LAX Overflights--Comment

Gentlemen and Ladies:

437-21

My complaint is about aircraft noise. I took decibel readings yesterday at my home from my Android using an SPL sound meter. While not scientific, the results are worthy of investigation into the sound levels near my home. At 3:42 p.m. I began taking sound readings. A arriving aircraft that I observed when I stood facing the street, sent the meter to 90 decibels and turning around toward the back of my property the reading, taken within seconds of the arriving aircraft, was 100 decibels of an observed departing aircraft. I am hit with a double whammy from the noise of arriving and departing flight paths, sometimes simultaneously at unacceptable levels of noise, even by the FAA noise standards as one may qualify for federal funding for soundproofing or other noise mitigation at 65 decibels. At the very least altitude levels could be increased over this area for at least one of those flight paths as a noise abatement tactic.

I took sound readings in the Ralphs parking lot at Overland and Jefferson yesterday with readings of around 80-85 dB. A reading in Sprouts parking lot on Sepulveda and Jefferson was 90 dB. I took readings today at 12:10 p.m. in the Kohl's parking lot on Sepulveda Boulevard next to LAX, which were around 85 dB. The readings at my home are surprisingly around the same as those taken at the property in close proximity to LAX.

437-22

Despite a letter of response to me dated July 13, 2015 from Los Angeles World Airports regarding my jet noise complaint of May 6, 2015, complaining of noise and that aircraft are more closely spaced in a narrower band of airspace at a lower altitude than years previous, the response was that they were "unaware of any changes to this FAA procedure including altitudes and lateral spacing of flight tracks as of the reported dated, based on available FAA radar flight track data." The procedure being "the published FAA arrival to LAX which has been in existence for more than 30 years." Yet my description is part of how the NextGen Air Traffic Control System operates. I have lived in Culver Crest since 1993 and I know when there is an increase in noise from aircraft and I know when I can see planes that were never there before. I know when I hear jet engine noise screaming into my bedroom window as I try to drift off to sleep. Culver Crest used to be silent at night. I understand there is an increased number of arrivals and departures and that a stepped descent may be contributing to my observation of aircraft and the resulting noise which could be how LAWA justified its reply but LAWA doesn't seem to be taking my complaint seriously. I hope that you do.

437-23

The excess noise is my main concern but air pollution from the increased air traffic, including small planes and helicopters is a health concern, some of which be addressed by adjusting the current and projected plan of NextGen flight paths.

Thanks so much for your attention to this matter.

Margarita Chie  
10622 Youngworth Rd.  
Culver City, CA 90230

**From:** Marissa Krupat <marissa.krupat@yahoo.com>  
**Sent:** Thursday, August 27, 2015 3:16 PM  
**To:** Clerk, City  
**Cc:** Michael Krupat  
**Subject:** Flight paths

437-24

I am a homeowner and resident in Culver City near Veteran's Park. My family and I are strongly against the airplane traffic and flight paths near and around our neighborhood.

We implore you to make our voices heard and reduce the impact of LAX on our neighborhood.

437

Jeremy Green (continued)

Marissa Krupat  
Michael Krupat  
>  
>

**From:** Steve <sgsmith22@hotmail.com>  
**Sent:** Thursday, August 27, 2015 3:05 PM  
**To:** Clerk, City  
**Subject:** FAA Noise Roundtable comment

Recently my wife and I have heard planes flying super low over our Culver City duplex on Lincoln Avenue. Honestly, on more than one occasion I went outside to see how low the plane was actually flying because I thought it was an emergency and the plane was going to crash land.

437-25

Now come to find out from one of my Culver City neighbors that the altitude of overflights has been reduced 4-5,000 feet. Really? Very upsetting!

**CULVER CITY COUNCIL MEMBERS -  
I STRONGLY FEEL THAT THE FLIGHT ALTITUDES SHOULD BE REINSTATED TO THE PREVIOUS ELEVATIONS FOR  
THE HEALTH AND SAFETY OF RESIDENTS!**

Thank you,

Steven

Steven G. Smith  
4237 Lincoln Avenue  
Culver City, CA 90232  
(310) 754-9454  
Culver City resident for 23 years

**From:** Friesleben, Ute <Ute.Friesleben@umusic.com>  
**Sent:** Thursday, August 27, 2015 3:01 PM  
**To:** Clerk, City  
**Subject:** Flight Paths over Culver City

Dear Council members,

437-26

I just read that the flights around LAX are flying at a lower altitude. I had noticed that the flights are much louder now at night and have been wondering why. And this is in spite of double pane windows!  
I would appreciate anything that can be done to have less noise pollution, especially at night.

Thank you,  
Ute Friesleben  
Anthony Saragueta  
Mentone Ave.  
Culver City.

**From:** Patricia Bloom <monsteract19@hotmail.com>  
**Sent:** Thursday, August 27, 2015 2:50 PM  
**To:** Clerk, City  
**Subject:** FW: Community Meeting Regarding LAX Overflights  
**Attachments:** FAA.PDF

I previously forwarded you this letter on July 1, 2015 in regard to the FAA flight paths over Culver City and surrounding areas but I am resending it to you for tonight's meeting at the City Council Chambers as I am unable to attend this meeting.

Thank you.

Patricia Bloom  
3866 Berryman Avenue  
Los Angeles, CA 90066  
(one block north of Culver City)

437

## Jeremy Green (continued)

July 1, 2015  
3866 Berryman Avenue  
Los Angeles, CA 90066

City Clerk  
City of Culver City  
9770 Culver Blvd.  
Culver City, CA 90232

Re: FAA Draft EA on Southern California Metroplex

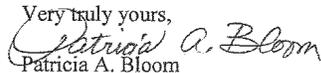
Dear Sir or Madam:

As a 29 year resident of the above-referenced address (aka Mar Vista which is adjacent to Culver City), I am commenting on the enormous increase of LAX Airport – Overflights and Other Impacts, air traffic from Santa Monica Airport, helicopter traffic and the Goodyear blimp flying over my neighborhood. My home is a corner home on Berryman Avenue with Matteson Avenue being the side street. I am one block south of Venice Boulevard, 4 blocks west of Sawtelle (and the 405 freeway), one block north of Washington Place and two blocks east of McLaughlin.

I am greatly distressed, annoyed and thinking maybe now is the time to leave Los Angeles because of the noise generated from the constant combination of large commercial jets now flying at a much lower altitude than they previously ever did, in addition to the constant small planes flying in/out of Santa Monica Airport, the sky-rocketing increase in helicopters whether they are from the police or a news station and finally the Goodyear Blimp that several times a year flies so low directly over my house that my dog thinks it is invading his territory and barks at it. Oh, and did I mention I have seen drones flying overhead in my neighborhood.

The airplane noise begins shortly after 5:30 a.m. when I am out walking my dog and continues after dark when I am inside my home past 11:00 p.m. Helicopters noise can and does occur at any time day or night and oftentimes for lengthy periods of time when they are circling an area. I work for lawyers and I de-stress from my job by doing all my own gardening thus from dawn to dusk on my days off I am generally outside maintaining the vegetation in both my front and in my backyard, or visiting with my neighbors and their children or playing outside in the backyard with my dog. I don't want to wear earplugs while I'm outside, I want to hear people laughing, children playing, the many birds in the area singing and the wind chimes ringing. At various times during the day the commercial jets fly over every five minutes. The young children in the neighborhood point up to the sky with such a degree of frequency saying again and again "look at the big bird." With all this traffic in a highly residential area and the enormous increase in noise therefrom, the probability of a mid-air collision often crosses my mind notwithstanding the dirt and pollutants and the health effects they bring from this air traffic overhead.

Both my neighbors and myself request that the FAA quickly review what has become a high traffic air corridor in a residential neighborhood and implement rerouting, decreasing or whatever needs to be done do decrease the noise, pollutants and amount of air traffic over this area. Thank you.

Very truly yours,  
  
Patricia A. Bloom

**From:** Maureen Bridget <mobri1130@gmail.com>  
**Sent:** Thursday, August 27, 2015 2:23 PM  
**To:** Clerk, City  
**Subject:** LAX Overflights

Good afternoon,

I am writing regarding the new LAX flight paths and the impact this has had on me. I am unable to attend this evening's meeting and I am therefore submitting my comments via email.

I am a Culver City resident living at 4117 Tilden Ave. I purchased my home in 2005 and until recently airplane noise has not been an issue. Since these new flight paths have begun testing I have noticed a marked increase in aircraft noise over my home.

One of the most challenging aspects of this is that the traffic increases and is near constant late in the evening and early morning hours. From inside my home, at times such as 12:30 am, 12:45 a.m., 1:00 a.m., etc. I hear a

437-27

437-28

437

## Jeremy Green (continued)

437-28

steady stream of airplanes flying overhead, one after the other. This despite the fact that I am inside my home with the windows closed!

I respectfully request that this new flight pattern be reconsidered. If you have any questions, you can reach me at this email address or via telephone at 310-498-8434.

Best,  
Maureen McGlynn

**From:** Sara Hartley <sara.hartley@parklabrea.com>  
**Sent:** Thursday, August 27, 2015 1:28 PM  
**To:** Clerk, City  
**Subject:** LAX Overflights

Dear Overflight Committee,

437-29

I live at 4242 Keystone Ave. in Carlson Park. I was very faithfully calling the complaint line, however the flights happen so frequently that I stopped. I wake up to flight overhead at 5:30 am on weekdays and go to sleep with flights overhead at 10:30 Pm. I can see and hear the planes from my bed they are so low. On the weekend at 4:30 pm on Sunday, the noise and low flights start and a plane is overhead every three minutes. This can go on for more than an hour. I'm am only reporting on the hours when I am at home.

437-30

Could we have noise meters and air quality monitors installed in Carlson Park?

Thanks,

Sara

Sara Hartley, LEED AP  
Project Manager-Capital



Prime Group  
321 South Burnside Avenue  
Los Angeles, California 90036  
(323) 549-7104 Phone  
(310)738-1009 Cell  
(323) 389-0742 eFax  
[sara.hartley@primegrp.com](mailto:sara.hartley@primegrp.com)

**From:** Cindi Gutenplan <cgutenplan@gmail.com>  
**Sent:** Thursday, August 27, 2015 11:45 AM  
**To:** Clerk, City  
**Subject:** LAX Over flights

Dear Sir or Madam,

Since I will be unable to attend the meeting next week, I wanted to voice my concern with respect to the flight path of several commercial flights over our neighborhood. We live at 10339 Braddock Drive, 90232 and have lived here for almost 40 years.

After the prior meeting regarding the increased overhead flights over Culver City, I started to use the on-line service to submit complaints regarding flights in our neighborhood.

437-31

Every morning between 6-8 and in the evenings between 6-12 a.m., the flights are so voluminous that it is extremely difficult to devote the time to lodge a complaint for every flight that is noisy or low flying over our neighborhood. I attempted to do it at work using the "historical" option to lodge complaints for the flights during those times, but it is tedious and takes an inordinate amount of time to do so. Therefore, unless you don't work full time, don't have a family to tend to, have constant access to a computer, or be able to be on the phone constantly, it is unfeasible to consistently lodge complaints.

Whenever I am outside between 6 to 8 a.m. and 6 p.m. to 12 a.m., there are an incredible amount of commercial flights overhead, sometimes as often as every 3-4 minutes. Some are not as annoying than others, but many are noisy and/or low flying, affecting the quality of outdoor life in Culver City.

437

## Jeremy Green (continued)

I can imagine others have felt it difficult to lodge complaints, in that it takes so much of valuable time to do so. In fact, I have spoken to neighbors who started the process, but could not continue, due to time constraints of just living life.

437-31

Since we have lived here for almost 40 years, the escalation of overhead flights over the last few years is extremely noticeable. Even though it is impractical to consistently lodge complaints, it doesn't change the fact that there are an extraordinary number of overhead flights that are annoying and hopefully something can be done about the situation.

Thank you.

Cynthia Gutenplan

**From:** Jason Carter <jcarter999@hotmail.com>  
**Sent:** Thursday, August 27, 2015 9:53 AM  
**To:** Clerk, City  
**Subject:** Flight Paths over Culver City

Hi,

437-32

As a resident, home owner and father of 2 in Culver City at 4210 La Salle Av, I strongly oppose increasing the flight path over our city. I feel increased flights will cause additional noise pollution and safety risks for our community. It can also lower property values and decrease quality of life. We already have noticeable flight traffic over our home and an increase could make our family consider selling and moving to another community.

437-33

437-34

I strongly urge you to put the citizens first, and oppose any increases.

Thank you,

Jason Carter

**From:** David Boucher <dcoucher@gmail.com>  
**Sent:** Thursday, August 27, 2015 8:31 AM  
**To:** Clerk, City  
**Subject:** Proposed flight patterns

To Whom it may concern,

437-35

Please help us keep our skies as free from air and noise pollution as possible. Proposed increases in air traffic over our city is solution for the overcrowding at LAX and we should not feel obliged to solve the problem. This is a tree lined neighborhood of families with children, not some industrialized swath of land. Quality of living depends on holding our ground in these matters. Finally, tax revenues will drop with home values if we end being accurately labeled "flight path compromised." This community has risen among those on the west side of Los Angeles because of our strong commitment to schools and city amenities. Please don't let that hard work go waste over poorly planned aviation practices.

437-36

Thanks,

-d  
 10762 Garfield Ave.  
 Veterans Park neighborhood of Culver City

sent sans computer

**From:** Cathcart, George <cathcart@marshall.usc.edu>  
**Sent:** Thursday, August 27, 2015 8:11 AM  
**To:** Clerk, City  
**Subject:** Panel discussion on LAX overflights

437-37

Hello,  
 I received a flyer regarding the meeting tonite and would like to provide this feedback.  
 I am a 20 year Culver City home owner in the Vetrerans Park area. Currently the jet traffic overhead is tolerable and though I am not aware of what is being proposed, any lower altitude flights would be a nuisance I feel.

437

## Jeremy Green (continued)

437-38

On a separate but related matter, helicopter traffic that seems to fly east and west is very much a nuisance. Very low altitude and noisy. Mostly police and coast guard .....it seems. Seems like we are a flight path. It would be better if they could fly a little higher.

Thank you,  
George

George Cathcart  
Instructional Systems Support  
Information Technology  
Marshall School of Business  
University of Southern California  
701 Exposition Blvd, RM HOH 103, Ca, 90089 Office 213.740.3000 cathcart@usc.edu

**From:** Andrea Tarpley <atarpley6@gmail.com>  
**Sent:** Thursday, August 27, 2015 7:33 AM  
**To:** Clerk, City

437-39

hello  
i would like to complain about the loud airplane noise this morning that woke us up from the new flight path.  
andrea  
jackson ave, culver city.

**From:** Tarpley, Jason MD <Jason.Tarpley@providence.org>  
**Sent:** Thursday, August 27, 2015 7:29 AM  
**To:** Clerk, City  
**Subject:** Flight Path

437-40

I would like to register a complaint about the new flight path. Is there anything we can do to change this? Our family based community should not have to have this noise pollution.

Jason Tarpley MD, PhD  
Providence Saint John's Health Center  
2121 Santa Monica Boulevard  
Santa Monica, CA 90404  
jason.tarpley@providence.org  
office (310) 829-8916  
cell (310) 850-6835

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**From:** Lien Pham <lienbphamphd@yahoo.com>  
**Sent:** Wednesday, August 26, 2015 11:08 PM  
**To:** Clerk, City  
**Subject:** Re: Overflights and Other Impacts

437-41

I am writing to complain about the loud, constant, rumbling jet noise over our Culver City neighborhood in the late hours of the night. The sound of jet noise has been increasing the past couple of months, particularly noticeable during the late nighttime hours. It sounds like we live in a war zone. As an example, during the late evening hours of Monday, August 24th, 2015, I heard loud, rumbling jet noises overhead at the following times:

12:03am  
12:05am  
12:08am

437

## Jeremy Green (continued)

437-41

12:17am  
 12:24am  
 12:27am  
 12:32am  
 12:35am  
 12:36am  
 12:40am  
 12:45am

It concerns me that in the very near future, Culver City (although highly desirable and vibrant now) will become likened to Westchester and Inglewood because of the increasing jet noise and pollution overhead.

Dr. Lien Pham  
 10759 Franklin Ave.

**From:** Lien Pham <lienbphamphd@yahoo.com>  
**Sent:** Wednesday, August 26, 2015 10:42 PM  
**To:** Clerk, City  
**Subject:** Overflights and Other Impacts

437-42

We live near Farragut Elementary, Culver City Middle School and Culver City High School. The sky is humming with jet noise over our neighborhood, especially within the past few months. The overflights are spaced within as little as 60 seconds of each other, plane after plane, throughout the day and night, and the jet noise is noticeably loud (not quiet from a distant). As an example, on the morning of August 25th, 2015, I saw/heard 10 aircrafts flying over our neighborhood in a short span of 20 minutes from 8:39am to 9:01am while the kids are in school. Some of the aircrafts are flying at such a low altitude I could see an orange kangaroo on the side of one of the planes (likely an Australian plane). The loud, rumbling noise was constant.

437-43

Myself and many Culver City residents are concerned the increased jet noise and pollution will negatively impact our property values, environment, our children's ability to concentrate and learn in school, and their ability to safely play outside without the spew of lead from the jet fuel overhead.

437-44

Below are the details of the overflights I saw and heard on Tuesday, August 25th, 2015 above our neighborhood and schools:

8:39am  
 8:40am  
 8:42am  
 8:43am (This plane was flying at such a low altitude, I saw an orange kangaroo on the side of the plane.)  
 8:47am (The noise from this plane was loud, rumbling.)  
 8:49am  
 8:50am (This plane appeared like a very large jumbo jet. It was flying at a low altitude and made a very loud sound flying by.)  
 8:54am  
 8:57am  
 9:01am (Another plane with loud, rumbling jet noise).

Our children deserve better than to try to learn under the constant jet noise and pollution. If these overflights are allowed to continue or if the next phases of NextGen are allowed to be implemented, I would not be surprised if our students' test scores decline, our school rankings decline, and with that our property values decline.

Dr. Lien Pham  
 10759 Franklin Ave.

437

Jeremy Green (continued)

**From:** Deborah Rissman <drissman@pacbell.net>  
**Sent:** Wednesday, August 26, 2015 5:43 PM  
**To:** Clerk, City  
**Subject:** August 27th LAX Community Meeting

437-45

I would like to comment on the lower overflights that apparently are already taking place over Culver City. My patio furniture is coated with a fine black particulate matter every day. I'll clean it one day and by the next day it's coated again. I'm sure it's from the planes that fly directly over my house (in Vets Park). When I let my cat out into our gated patio, she comes back with dirty paws, which she then licks, ingesting the black dust. The alternative would be to keep her inside all the time. Whatever it is that's coming down, I'm sure it's dangerous for both people and animals to breathe. I hope you'll be able to convince the FAA to do something about it. Thank you.

Deborah Rissman  
 10765 Braddock Drive 90230

Sent from my iPhone

**From:** K1estrel@yahoo.com  
**Sent:** Tuesday, August 25, 2015 10:20 PM  
**To:** Clerk, City  
**Subject:** LAX Airport-Overflights and other impacts

437-46

City of Culver City,  
 NextGEN allows LAX to increase production and dispersion of Volatile Organic Compounds (VOCs), benzene, lead, and others which pose a health hazard to residents of Culver City and LAX area. The human body cannot break down these hazardous substances so they are inhaled or ingested directly into the bloodstreams of humans in their path or airstream. At night I can smell gases and pollution from LAX flights coming through my open windows at home and in my bedroom, and the concentration is so thick I must shut the windows at night in order to fall sleep.

As a Culver City resident for 29 years, I have noticed increases of this LAX odor over the past few months, and it coincides with rapid fire plane departure roarings coming from LAX and overhead flights. As a Culver City resident I request that before NextGEN and LAX flight increases be allowed, a comprehensive environmental impact study be carried out to understand and address the increased VOCs, benzene, lead, and other hazardous substances currently raining down and accumulating on Culver City and surrounding areas.

437-47

Regarding the noise pollution, this too keeps me awake at night, and it has become unacceptable now with rapid fire NextGEN flight departures. Newer generation plane engines burn hotter in an efforts to create quieter flights, but this process can also increase levels of harmful VOCs generated.

Sincerely,  
 Mr Krueger  
 10829 Garfield Ave  
 Culver City CA 90230

cc: Attorney

**From:** Patricia Ziegler <zieglerpj@sbcglobal.net>  
**Sent:** Friday, August 28, 2015 2:12 PM  
**To:** Clerk, City  
**Subject:** LAX Airport-Overflights and Other Impacts

437-48

Dear Sir,  
 I appreciate your concern about our problem with constant noise and toxic fumes and fuel being deposited in our air in Culver City. My home is directly in the flight path. We are four house from the Culver City High School. Two other schools are i block from us. This constant and dangerous air pollution is damaging our environment. Also it is very stressful to live with so much noise. Can something be done about this? We are very upset and want to have this changed.

Thank you,

437

## Jeremy Green (continued)

Patricia Ziegler  
10837 Franklin Ave.  
Culver City, 90230  
310-845-9326

**From:** Lisa Chester Schyman <lisas0415@gmail.com>  
**Sent:** Monday, August 31, 2015 9:09 AM  
**To:** Clerk, City  
**Subject:** Overhead Noise complaint

Hello,

437-49

Our once quiet area is filled with excessive noise from what sounds like aircraft. What is going on around here in Culver City? Is there something we need to know? We bought our home because we enjoyed the quiet family atmosphere and it's like living at an airport. My husband and I have also been coughing quite a bit. Is there an airport being built around here or something?

Please register this as as complaint from a homeowner in Culver City. Aircraft is causing excessive noise and lung problems for our family.

Lisa Schyman  
4842 Salem Village Place  
Culver City, CA 90230

**From:** Sherrie Pan <sherrietpan@gmail.com>  
**Sent:** Tuesday, September 01, 2015 4:37 PM  
**To:** Clerk, City  
**Subject:** LAX Overflights over Culver City

Dear City Clerk's Office,

437-50

I have been living in Culver City since 1986 and both of my grandchildren went through Culver City schools. I love the quiet and safe neighborhoods and close proximity of several parks. We are close enough to the freeways and yet we do not get much freeway noise. We are very concerned about the upcoming flight path changes that are being considered. Flying directly over the Culver City schools and the downtown area means unwelcome noise level and added pollution. We like to preserve the quiet neighborhoods and have some peace and quiet when we come home from work and not have to deal with loud noise levels from day time into the late evening, disturbing our rest. We chose to live close to the schools so that our children and grandchildren can safely walk to school. We never thought being close to the schools would have a negative impact on our lives. If this plan becomes reality, we know our quality of life, property value as well as our health will be adversely affected. We are very much against the flight path changes and hope you would listen to the complaints from the residents and parents and review the overflight project very carefully and consider the welfare of Culver City residents and students as your top priority.

Thank you for reviewing my letter, and I look forward to a positive outcome.

Sincerely,

Chih-Ying Tsai & Sherrie Pan  
10739 Franklin Ave.  
Culver City, CA 90230  
310-204-6460

**From:** sheila iverson <shaydoss@gmail.com>  
**Sent:** Tuesday, September 01, 2015 7:18 PM  
**To:** Clerk, City  
**Subject:** Time Sensitive- Protest Permit for this Saturday, 9/5

Hello,

437-51

I'm writing to see if we need to obtain a special permit to have a protest in front of Culver City City Hall this Saturday, September 5th, at 3pm. We plan to protest the FAA Next Gen plan. The protest will be family friendly, we are encouraging folks to bring their kids to the rally.

I've never done this before and need a bit of guidance, especially since this is last minute.

Looking forward to hear from you,  
Sheila Iverson

437

Jeremy Green (continued)

**From:** Patricia Ziegler <zieglerpj@sbcglobal.net>  
**Sent:** Tuesday, September 01, 2015 10:29 PM  
**To:** Clerk, City  
**Subject:** Fly overs and change in FAA flight pattern

Dear Sir,

437-52

Thank you for taking up our cause to fight the recent FAA changes. I have lived in Culver City for 6 years and have never been exposed to airplane noise and noxious gases and toxic materials spewing from hundreds of planes flying over my head day and night. This is outrageous, how can this happen without notice or intervention by our city. We need to stop these changes. We were never informed that this was happening and have invested thousands and thousand of dollars into our humble abode which we would not have done knowing this was happening. Who new about this? How long has it been planned while we were not informed?

437-53

I can't sleep at night and don't feel safe in my own home anymore. I am being slowly and surely poisoned. I have signed the petition to fight this and plan to tell anyone I can to join me in this fight.

437-54

Thank you,

Patricia Ziegler  
10837 Franklin Ave.  
Culver City, CA. 90230

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**From:** Lien B. Pham <lienbphamphd@yahoo.com>  
**Sent:** Thursday, September 03, 2015 10:37 AM  
**To:** Vidra, Lisa  
**Cc:** Clerk, City; O'Leary, Micheál  
**Subject:** Re: Overflights and Other Impacts - Continues to Seek Comments

Hello Ms. Vidra

To date we have 640 Culver City parents, residents, and other community members expressing their concerns regarding the proposed FAA NextGen flight paths over Culver City. Please see the [Change.org](http://www.change.org) online petition below for the comments and concerns voiced by residents. Please also forward this information to the Culver City Council members so that they may incorporate residents' concerns in their report and response to the FAA.

<https://www.change.org/p/federal-aviation-administration-michael-huerta-social-metroplex-ea-federal-aviation-administration-lax-airport-environmental-manager-scott-tatro-us-senator-dianne-feinstein-us-senator-barbara-b-stop-the-proposed-faa-nextgen-flights-over-culver-city>

Thank you,  
Dr. Lien Pham  
Culver City Resident  
Sent from my iPad

On Aug 31, 2015, at 4:41 PM, Lien B. Pham <lienbphamphd@yahoo.com> wrote:

Hello Ms. Vidra,

Please forward this online petition to the City Council so that they may incorporate the residents' concerns in the report they are submitting to the FAA.

<https://www.change.org/p/federal-aviation-administration-michael-huerta-social-metroplex-ea-federal-aviation-administration-lax-airport-environmental-manager-scott-tatro-us-senator-dianne-feinstein-us-senator-barbara-b-stop-the-proposed-faa-nextgen-flights-over-culver-city>

I will keep you updated on the online petition later this week so that you have more updated numbers of residents' signatures.

Thank you,  
Dr. Lien Pham

Sent from my iPad

On Aug 25, 2015, at 12:17 PM, Vidra, Lisa <lisa.vidra@culvercity.org> wrote:

437

## Jeremy Green (continued)

Hello Dr. Pham

Thank you for your email.

The deadline for residents to comment on the FAA proposed flight plans is September 8. The community meeting is for residents to learn more about the FAA proposed changes, and also to encourage residents to voice their concerns by commenting to the FAA before the September 8 deadline. The City is submitting official comments by Sept 8 as well, but it is equally important that a number of residents file comments with the FAA.

As to the petition, we encourage any type of outreach that would inform the community (both residents and the business community) on the issues. Then the results of the petition could be submitted to the FAA.

Thanks for being involved!

Lisa

*Lisa A. Vidra*

Senior Deputy City Attorney  
City of Culver City  
9770 Culver Boulevard  
Culver City, CA 90232  
Tel. (310) 253-5660  
Fax (310) 253-5664  
[lisa.vidra@culvercity.org](mailto:lisa.vidra@culvercity.org)



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**From:** Lien Pham [<mailto:lienbphamphd@yahoo.com>]

**Sent:** Sunday, August 23, 2015 11:14 PM

**To:** Vidra, Lisa

**Subject:** Overflights and Other Impacts - Continues to Seek Comments

Hello Ms. Vidra,

I understand the City will hold it's 2nd Community Meeting on LAX on Aug. 27th. When is the deadline for residents to send to the City their comments/complaints on this issue? Is it Aug. 27th or Sept. 8 (which is the FAA deadline)? More time for residents to document their experiences would be better. Also, I am interested in setting up some sort of petition on this issue (e.g., via [Change.org](http://Change.org)). Would something like this be useful to the City and residents to show their support/concerns?

Thank you,

Dr. Lien Pham  
(Culver City resident)

437

## Jeremy Green (continued)

**From:** Christian Kienapfel <ckienapfel@paravantarchitects.com>  
**Sent:** Thursday, September 03, 2015 10:40 PM  
**To:** Clerk, City  
**Subject:** LAX Overflights | Public Comment Period September 8th 2015 | Culver City Resident

**Importance:** High

To Whom it May Concern:

I am responding to the public comment request regarding the proposed flight path changes at LAX and as a Culver City resident I have the following concerns:

437-55

- increased noise level during the day and night
- increased air pollution
- potential negative health effects

437-56

- potential negative effect on property values

Thank you very much for considering my concerns in the public comment period closing on September 8, 2015.

Regards,

Christian Kienapfel  
4042 McLaughlin Ave

Christian Kienapfel  
Architect AIA, LEED AP  
Dipl.-Ing. (FH) Architekt (Germany)

PARAVANT ARCHITECTS  
6017 W. Washington Blvd.  
Culver City, CA 90232 | USA

Phone: (213) 787.6330 x 110  
Fax: (310) 313.0929  
E-Mail: [ck@paravantarchitects.com](mailto:ck@paravantarchitects.com)  
Web: [www.paravantarchitects.com](http://www.paravantarchitects.com)

**From:** diehang zheng <dhzheng37@hotmail.com>  
**Sent:** Thursday, September 03, 2015 10:52 PM  
**To:** Clerk, City  
**Subject:** LAX Overflights Objection - Public Comment

To Whom it May Concern:

I strongly object the proposed LAX Overflights changes as a Culver City resident. I have the following concerns:

437-57

- increased noise pollution
- increased air pollution
- potential negative health impact
- potential negative impact on property values

437-58

Thank you for considering my concerns in the public comment period (closing on September 8, 2015) on this issue.

Regards,

Dr. Della Zheng  
4042 McLaughlin Ave.

437

## Jeremy Green (continued)

**From:** Craig Borcharding <craigborcharding@gmail.com>  
**Sent:** Saturday, September 05, 2015 11:09 AM  
**To:** 9-ANM-SoCalOAPM@faa.gov; Clerk, City; Vidra, Lisa; O'Leary, Micheál; Cooper, Jeffrey; meghan.sahliwells@culvercity.org; Weissman, Andrew; Clarke, Jim  
**Subject:** Culver City LAX airplane noise comment

I want to voice my concern about noise and pollution issues. I live at 4251 Mentone Ave in Culver City (near Carlson Park). We paid a large sum of money for our house 3.5 years ago (and many others are now paying even larger sums). My wife teaches math at Culver middle school. I'd like to think we are types of people who will help shape the future of this fine city.

437-59

Just last night I was annoyed to hear several large airplanes fly over between 10pm and midnight. Then again this morning starting as early as 7am there have been several periods of noisy, large planes flying directly overhead. Like cockroaches, it usually isn't just one...

I am concerned about the proposed new flight paths and the possibility that instead of having issues "once in a while" or "sporadically", we may have a constant stream of planes overhead. I'm worried about the noise issues from this as well as pollution. Much of Culver City is a quiet residential area surrounded by freeways, busy roads, etc. Instead of flying planes right through a quiet residential town, please consider moving the path away from homes.

437-60

It's late in the comment period, I get it. But I wanted to voice my concern. Also, I note that the 10 freeway is fairly close to the current flight path. Why not have planes follow the 10 freeway instead of flying over Culver City (or other nearby residential areas)? I'm confident nobody will have much to complain about with airplanes flying over an already noisy and dirty freeway.

Culver City has a bright future, but a major LAX overflight issue could be a big problem. Thank you for your consideration.

-Craig Borcharding

**From:** Sarah Dry <drytetradis@yahoo.com>  
**Sent:** Monday, September 07, 2015 7:27 AM  
**To:** Clerk, City  
**Subject:** Airplane traffic

437-61

Thank you for the City's efforts to fight the FAA's proposed plans to reroute air traffic over CC.

What else can citizens do to fight against this?

Best, Sarah Dry  
 4330 Mentone Ave  
 CC

Sent from Yahoo Mail for iPad

**From:** Jonathan Bailin, PhD <ergonomicsdr@gmail.com>  
**Sent:** Monday, September 07, 2015 1:59 PM  
**To:** Clerk, City  
**Subject:** FAA Email Address???

Dear City Clerk:

437-62

I'm against any change in LAX overflights that my increase airport/flight noise in Culver City.

437-63

Comments due to FAA by tomorrow but no email address for them? REALLY?

Sincerely,  
 Jonathan

Jonathan Bailin, Ph.D., Co-Chair AARA  
 Atlantic Avenue Residents Association

437

## Jeremy Green (continued)

11900 Atlantic Avenue  
Culver City, CA 90066  
310/390-8309

Gary Zsombor Co-Chair, Ray Proscia Co-Chair, Bert Tietje, Co-Chair

On Sep 6, 2015, at 2:37 AM, City of Culver City <[culvercity@public.govdelivery.com](mailto:culvercity@public.govdelivery.com)> wrote:



### REMINDER: Panel and Discussion on LAX Overflights-Proposed FA Metroplex (NextGen) Project re Flight Paths over Culver City

08/26/2015

- [flyer 08.27.15 LAX Community Meeting Notice FINAL.pdf](#)

### 9/1/15 Panel Discussion on Character and Community Building in Youth Athletics

08/27/2015

Join the Parks, Recreation and Community Services (PRCS) Commission on Tuesday, September 1, 2015 in a Community conversation ensuring that our youth teams, sports and competition are successfully building community, camaraderie and resilience. This conversation, followed by a Question and Answer session, will explore ways to foster and support the goal of youth athletics to teach that participation in a sport or activity should be enjoyed for its own sake, with proper consideration for fairness, ethics, respect, and a sense of respect for one's competitors. The panel of experts on instilling sportsmanship in Youth Athletics includes:

- **George Aceves**, President of Culver City Little League
- **Casey Chabola**, Head Lacrosse Coach at Culver City High School
- **Lena Dobree**, Referee and Basketball Coach at Cheviot Hills
- **Tom Salter**, Athletic Director at Culver City High School
- **Winston Harrison**, Physical Education Instructor, Multiple LA Districts

This Community Conversation will be held at the PRCS Commission's Regular Meeting at 7:00 p.m. in the Mike Balkman City Hall, 9770 Culver Boulevard, Culver City, CA 90232.

The staff contact is Dan Hernandez, PRCS Director; 310-253-6655 or [Daniel.Hernandez@CulverCity.org](mailto:Daniel.Hernandez@CulverCity.org).

Please follow this link to view the Culver City Official Courtesy Notification:  
<http://www.culvercity.org/~media/C6131B6CC3D94ECD9BA3B60E10488783.ashx>

The flyer for Character and Community Building in Youth Athletics is attached.

- [09-01-15 Community Conversation Flyer.pdf](#)

### Washington Place Street Closure - September 1st Evening

08/31/2015

437

Jeremy Green (continued)

directions tomorrow, September 1<sup>st</sup>, from 5:00 pm to 5:00 am, for a movie shoot. This closure has been approved through the Police Department, which will be assisting with traffic control.

Ballona Creek Bike Path - Temporary Closure

09/03/2015

Maintenance is scheduled for the Ballona Creek Bike Path beginning **Wednesday, September 9<sup>th</sup> through September 11<sup>th</sup>**.

The Bike Path will be closed on these days from approximately 6:00am to 5:00pm. The scheduled maintenance consist of removing graffiti from sloped areas, bridge abutments and pressure washing the Bike Path from approximately National Boulevard to Overland Avenue.

Signs will be posted at the National Boulevard, Duquesne Avenue and Overland Avenue entrances to the path. We apologize for any inconvenience and appreciate your cooperation.

Notice of PC Mansionization Study Session #3

09/03/2015

Please click on the link below to access the Notice.

<https://www.culvercity.org/en/Government/Misc/PublicNotifications.aspx>

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This email was sent to [ErgonomicsDr@gmail.com](mailto:ErgonomicsDr@gmail.com) using GovDelivery, on behalf of: City of Culver City · 9770 Culver Blvd. · Culver City, CA 90232 · 310-253-6000

**From:** Marty Zisner <mrsafetyguy@gmail.com>  
**Sent:** Monday, September 07, 2015 2:06 PM  
**To:** Clerk, City  
**Subject:** Draft Environmental Assessment for the Southern California Metroplex Project

**437-64** I am submitting comments concerning this FAA EA. Besides the inherent community noise issue increases inherent with the Metroplex efficiencies advocated by the EA, I'm more concerned about engine exhaust and particulate emissions from larger and more frequent flights traversing a Los Angeles Basin non-attainment area using EPA and South Coast Air Quality Management District Los Angeles definitions.

**437-65** The EA states on Page 4-27, "The FAA has determined that aircraft operations at or above the "average mixing height" of 3,000 feet AGL have a very small effect on pollutant concentrations at ground level.<sup>33</sup> The mixing height represents the height of the completely mixed portion of the atmosphere that begins at the earth's surface and extends to a few thousand feet overhead where the atmosphere becomes fairly stable".

437

Jeremy Green (continued)

Reference 33 (2000) and 34 (1997) dated references cited ignore larger aircraft and frequency increases to the environmental burden affecting community environmental health. The dispersion model might be quite biased not reflecting these altered frequency and jumbo aircraft flight increases.

In the current FAA Aviation Emissions and Air Quality Handbook Version 3 Update 1 dated January 2015:

8.1.2.3. Air Quality Modeling for CO and PM Under General Conformity, the state agency responsible for preparing the SIP can allow either an area-wide or local-scale dispersion assessment of CO or PM as a means of demonstrating General Conformity. The results of the air quality modeling must show that the action does not cause or contribute to any new violation of any NAAQS in any area and does not increase the frequency or severity in any area.

This EA should provide quantitative evidence reflecting realistic modeling results and compare to existing data recorded by the EPA and South Coast Air Quality Management District for General Conformity.

I am opposed to this EA until better quantitative environmental commercial aircraft emissions levels are presented and evaluated for environmental community impact.

437-65

Martin H. Zisner, REHS, CIH, CSP  
4022 Astaire Avenue  
Culver City, CA 90232-3709

**From:** Mary Church <churchserv@aol.com>  
**Sent:** Monday, September 07, 2015 2:37 PM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Clerk, City  
**Subject:** Re: FAA & Flight path over Culver City CA

Dear FAA,

I know there has been some neighborhood discussion of Culver City becoming a fly over pathway for LAX.

I grew up under a flight path in Dallas TX ...I could wave to passengers, read the PSI on the Goodyear tires as they lower for landing.....it was not pleasant...

I want to grow old in my quiet neighborhood - here in Culver City CA - not the window rattling, conversation stopping noise of my childhood... not to mention whatever air, noise pollution, less attractive property location etc etc..concerns apply...

I know LAX is a busy airport in a confined area...and if you ever sat at Encounter restaurant at LAX and counted planes landing - it was astounding the volume of planes touching down in a space of few minutes...so to think of this frequent activity passing over our homes ...is not attractive at all....

I know planes approaching LAX have to fly over some air space & presumably over some neighborhoods....and I know these decisions are not easy but any consideration to keeping flight path as is & not over Culver City greatly appreciated. Culver City officials have gone to great lengths to make Culver City an attractive place to live, it would be of significant distress if that changed as a result of an FAA decision.

Thank You.  
Mary Church  
4140 La Salle Ave  
Culver City 90232

**From:** acinla@sbcglobal.net  
**Sent:** Monday, September 07, 2015 5:23 PM  
**To:** Clerk, City  
**Subject:** LAX Overflights

Dear Culver City Clerk:

First I need to ask is there any chance that the FAA/Federal Government will adopt an alternative plan based upon our City leveling a complaint or even a lawsuit over this? Or are we just being patronized.

My questions are: If the FAA intends to implement a plan to put more planes in a smaller area, is part of the process to slow the airspeed of planes to something lower than currently being used? Slower airspeed should lower decibel levels. If true, then it stands to reason that arrival times would be delayed by virtue of slower arrival speeds. Would this counter the directive of having more plans land quicker into LAX?

437-67

437

Jeremy Green (continued)

437-68

More planes in the air in a concentrated area also creates a much higher stress level on radar controllers as well as an increased percentage of air disasters ESPECIALLY in instrument landing conditions.

437-69

I am concerned about increased levels of air pollution more than I am the noise although I would love to have the FAA implement a test run for three days so that we can actually observe exactly what they are wanting to do. If Culver City property values go down because of this, it is going to be a major problem and the Federal government will have to make reparations to us residents. At the end of the day, do plans landing with more frequency create greater revenue for Los Angeles County? What is the end game in play here. How does this new flight path proposal reveal advantages to Los Angeles?

Thank you,

Andrew Cohen  
Culver City Resident for 35 years

**From:** Culver City Residents <culvercityagainstnextgen@gmail.com>  
**Sent:** Tuesday, September 08, 2015 1:29 AM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Clerk, City; Vidra, Lisa  
**Subject:** The Proposed FAA NextGen Flight Paths Over Culver City  
**Attachments:** CULVER CITY AGAINST NEXTGEN.pdf

To the SoCal Metroplex EA Federal Aviation Administration:

437-70

Culver City residents have noticed an increased amount of jet noise over our once quiet neighborhoods, spaced within as little as 60 seconds of each other, plane after plane, throughout the day and late at night. Some of them are flying at such a low altitude residents are able to identify the airline from below. Residents have recorded decibel levels as high as 82-100 during the day and late night hours (above 85dB is considered harmful). The major concern is that the jet noise and pollution will get worse when NextGen takes effect in 2016 over our schools and residential neighborhoods, and the potential it has to negatively change the characteristics of our thriving, internationally acclaimed city.

437-71

Attached is a 52-page petition with 1,016 signatures and 329 comments of Culver City residents and concerned citizens who adamantly oppose the proposed FAA NextGen flight paths over Culver City.

Respectfully,  
Parents and Residents of Culver City

Email: [culvercityagainstnextgen@gmail.com](mailto:culvercityagainstnextgen@gmail.com)

**From:** Lien Pham <lienbphamphd@yahoo.com>  
**Sent:** Tuesday, September 08, 2015 10:23 AM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Clerk, City  
**Subject:** The Current Increased Jet Noise in Culver City and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

437-72

We live near Farragut Elementary, Culver City Middle School and Culver City High School in Culver City, CA. Our once quiet neighborhood is now bombarded with jet noise overhead, especially within the past few months. The overflights are spaced within as little as 60 seconds of each other, plane after plane, throughout the day and night. The jet noise is noticeably loud, rumbling, and shaking our windows throughout the day and night. As an example, on the morning of August 25th, 2015, I saw/heard 10 aircrafts flying over our neighborhood in a short span of 20 minutes from 8:39am to 9:01am while the kids are in school a block away. Some of the aircrafts are flying at such a low altitude I could see an orange kangaroo on the side of one of the planes (likely an Australian plane). The loud, rumbling noise was constant.

Myself and many Culver City residents are concerned the increased jet noise and pollution will dramatically decrease our property values, pollute our environment, harm the health of our young children and elderly residents, and negatively affect our

437

Jeremy Green (continued)

children's ability to focus and learn in school.

Below are the details of the overflights I saw and heard on Tuesday, August 25th, 2015 above our neighborhood and schools within a span of 20 minutes:

437-72

8:39am  
 8:40am  
 8:42am  
 8:43am (This plane was flying at such a low altitude, I saw an orange kangaroo on the side of the plane.)  
 8:47am (The noise from this plane was loud, rumbling.)  
 8:49am  
 8:50am (This plane appeared like a very large jumbo jet. It was flying at a low altitude and made a very loud sound flying by.)  
 8:54am  
 8:57am  
 9:01am (Another plane with loud, rumbling jet noise).

437-73

Our children deserve better than to try to learn under the constant jet noise and pollution. If these increased, low flying overflights are allowed to continue or if the next phases of NextGen are allowed to be implemented, I would not be surprised if our students' test scores decline, our school rankings decline, and with that our property values decline.

437-74

Our community of active Culver City parents, residents, and senior citizens will not tolerate this. We will unite and fight the CURRENT increased jet noise and the PROPOSED FAA flight paths over Culver City.

Sincerely,  
 Dr. Lien Pham  
 10759 Franklin Ave.  
 Culver City, CA 90230

**From:** Lien Pham <lienbphamphd@yahoo.com>  
**Sent:** Tuesday, September 08, 2015 10:36 AM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Clerk, City  
**Subject:** The Current Increased Jet Noise in Culver City and NextGen.

To the SoCal Metroplex EA Federal Aviation Administration:

437-75

I am writing to complain about the loud, constant, rumbling jet noise over our Culver City neighborhood in the late hours of the night. I live near Culver City's main school complexes (Farragut Elementary School, Culver City Middle School, and Culver City High School). The sound of the jet noise has been increasing the past couple of months, particularly noticeable during the late nighttime hours. It sounds like we live in a war zone. As an example, during the late evening hours of Monday, August 24th, 2015, I heard loud, rumbling jet noises overhead at the following times:

12:03am  
 12:05am  
 12:08am  
 12:17am  
 12:24am  
 12:27am  
 12:32am  
 12:35am  
 12:36am

**437** Jeremy Green (continued)

**437-75** 12:40am  
12:45am

**437-76** It concerns me that in the very near future, Culver City (although highly desirable and vibrant now) will become likened to Westchester and Inglewood because of the increasing jet noise and pollution overhead.

**437-77** Our community of active Culver City parents, residents, and senior citizens will not tolerate this. We will unite and fight the CURRENT increased jet noise and the PROPOSED FAA NextGen flight paths over and near our schools and residential neighborhoods.

Sincerely,  
Dr. Lien Pham  
10759 Franklin Ave.  
Culver City, CA 90230

**From:** Lien Pham <lienbphamphd@yahoo.com>  
**Sent:** Tuesday, September 08, 2015 11:17 AM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Clerk, City  
**Subject:** Re: The Current Increased Jet Noise in Culver City and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

**437-78** We demand full transparency and disclosure of any recent changes in the flight paths over Culver City. Many Culver City residents have noticed a dramatically increased number of jets flying over our once quiet, tree-lined residential neighborhoods. And the jets are flying low, shaking our windows, waking up our babies from their naps, interfering with our children's ability to focus on their homework, and affecting our sleep and health. Both our children have recently developed allergies. And we see a thick layer of black soot all over our patio furniture likely from the jet pollution.

**437-79** We live near Farragut Elementary School, Culver City Middle School and Culver City High School. On the morning of Thursday, August 27th, 2015, while thousands of children are in school a block away from where we live, I saw/heard loud, rumbling, jets over my house and neighborhood at the following times:

- 8:57am
- 8:59am
- 9:03am very loud
- 9:05am
- 9:08am
- 9:14am very loud
- 9:18am very loud
- 9:26am
- 9:33am
- 9:45am
- 9:46am flying at a very low altitude (South West airline)
- 9:59am
- 10:01am very loud
- 10:04am very loud
- 10:11am
- 10:33am very loud

437

Jeremy Green (continued)

10:40am  
 10:42am  
 10:44am very loud  
 10:46am very loud  
 10:49am  
 10:50am very loud  
 10:52am very loud  
 10:56am very loud, large jumbo jet

437-79

Would you subject yourself and your children to live and learn under these conditions? Culver City parents paid a premium to live in Culver City, which was quiet and peaceful a year ago.

437-80

We definitely notice and are documenting the recent changes to the jet traffic in our skies. We believe our government officials are not being transparent and disclosing these increased overflights and changes in the flight paths over our homes and schools.

437-81

Our community of active Culver City parents, residents, and senior citizens will not tolerate this. We will unite and fight the CURRENT increased jet noise and the PROPOSED FAA NextGen flight paths over Culver City.

Sincerely,  
 Dr. Lien Pham  
 10759 Franklin Ave.  
 Culver City, CA 90230

**From:** Lien Pham <lienbphamphd@yahoo.com>  
**Sent:** Tuesday, September 08, 2015 2:25 PM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Clerk, City  
**Subject:** Re: The Current Increased Jet Noise in Culver City and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

We demand full transparency and disclosure of any recent changes in the flight paths over Culver City. A year ago, our neighborhood was peaceful and quiet, with just an occasional plane flying high overhead. We hardly noticed it. However, just a few months ago and getting worse by the day, we are hearing the sky rumbling at all minutes of the day and night, with jets flying overhead, one right after another, flying at a low altitude and disturbing our ability to sleep peacefully. In the evening of Friday, August 28th, 2015, I saw/heard loud, rumbling, jets over my house and neighborhood at the following times (and we are documenting the noise pollution):

11:06pm 75db  
 11:07pm 75db  
 11:13pm 82db  
 11:24pm 74db  
 11:27pm  
 11:29pm

437-82

The baseline level between the overflights is 60db. These late night overflights are approaching the 85db level, which is considered harmful.

As I write this letter at 2:16pm when thousands of children are across the street in our elementary school, middle school, and high school, the sky is ROARING with jet noise. It sounds like we live in a war zone.

437-83

We definitely notice and are documenting the recent changes to the jet traffic in our

**437****Jeremy Green (continued)****437-83**

skies. We believe our government officials are not being transparent and disclosing these increased overflights and the recent changes in the flight paths over our homes and schools.

**437-84**

Our community of active Culver City parents, residents, and senior citizens will not tolerate this. We will unite and fight the CURRENT increased jet noise and the PROPOSED FAA NextGen flight paths over Culver City.

Sincerely,  
Dr. Lien Pham  
10759 Franklin Ave.  
Culver City, CA 90230

**437****Response****437-01**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-02**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-03**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-04**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-05**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-06**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-07**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-08**

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**437-11**

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**437-12**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-13**

Please see **Topical Response 09 – LAX North Arrivals.**

**437-14**

Please see **Topical Response 09 – LAX North Arrivals.**

**437**

**Response (continued)**

**437-15**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-16**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-17**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-18**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-19**

Please see **Topical Response 07 – Request for More Data**.

**437-20**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-21**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-22**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-23**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-24**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-25**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-26**

Please see **Topical Response 09 – LAX North Arrivals**.

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Please see **Topical Response 09 – LAX North Arrivals**.

**437-28**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-29**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-30**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-31**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-32**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-33**

Please see **Topical Response 09 – LAX North Arrivals**.

437

## Response (continued)

437-34

Please see Topical Response 09 – LAX North Arrivals.

437-35

Please see Topical Response 09 – LAX North Arrivals.

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**437**

**Response (continued)**

**437-53**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-54**

Please see **Topical Response 09 – LAX North Arrivals**.

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Please see **Topical Response 09 – LAX North Arrivals**.

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**437-66**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-67**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-68**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-69**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-70**

Please see **Topical Response 09 – LAX North Arrivals**.

**437-71**

Please see **Topical Response 09 – LAX North Arrivals**.

**437****Response (continued)**

- 437-72** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-73** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-74** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-75** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-76** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-77** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-78** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-79** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-80** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-81** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-82** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-83** Please see **Topical Response 09 – LAX North Arrivals**.
- 437-84** Please see **Topical Response 09 – LAX North Arrivals**.

438

Steven M. Taber on behalf of AirFair, Inc.



BY EMAIL (9-ANM-SoCalMETROPLEX@faa.gov) AND FIRST CLASS MAIL

September 8, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, Washington 98057

**Re: Comments of AirFair on the FAA’s Draft Environmental Assessment for the Southern California Metroplex Project.**

Dear Sir/Madam:

These comments are submitted on behalf of AirFair, a Political Action Committee registered with the State of California, regarding the Federal Aviation Administration’s Draft Environmental Assessment for the Southern California Metroplex Project (“Draft EA”).

**I. Orange County Specific Comments.**

438-01

AirFair understands that one of the goals of the Southern California Metroplex Project (SoCal Metroplex) is the enhancement of safety through the establishment of repeatable and predictable flight paths and that such flight paths will tend to be less disperse than they have been historically. However, based on the data provided in the Draft Environmental Assessment, it is impossible to ascertain what level of dispersion will continue to exist and, relatedly, what level of concentration of flight tracks will occur. We request that FAA provide sufficient data to allow stakeholders to understand what level of dispersion will, in fact, occur along the proposed flight tracks.

438-02

**A. Proposed Departure Procedures Do Not Diminish Noise for Residents.**

At the time the FAA’s technical consultant ATAC measured the anticipated noise effects on the ground of SoCal Metroplex that consultant did not actually know where aircraft were expected to fly after the implementation of SoCal Metroplex. ATAC’s noise calculations were therefore based on unreliable data.

In concluding that SoCal Metroplex would not have a significant noise impact on any affected community, the FAA relied on a noise analysis conducted by ATAC. *Environmental Assessment for the Southern California Metroplex Project: Aircraft Noise Technical Report*, May, 2015 (“Noise Report”). However, as ATAC astutely observed in the Noise Report, “to determine projected noise levels on the ground, it is necessary to determine not only how many aircraft are present, but where they fly.” Noise Report, p.3-65. The problem for the FAA there

1 LEAGUE, #60036 | IRVINE, CA 92602 | TEL 949.735.8217 | FAX 714.707.4282 | staber@taberlaw.com

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Steven M. Taber on behalf of AirFair, Inc. (continued)

September 8, 2015  
Page 2



is no evidence in the Noise Report that ATAC or FAA actually knew where the aircraft would be flying when SoCal Metroplex is implemented, and how frequently, at the ATAC conducted its noise analysis. This is what residents are currently facing:



438-02

Most of the members of AirFair live under the thick, pink stripe that represents departures from John Wayne Airport.

After implementation of the SoCal Metroplex, the FAA claims that this is what the flight tracks will look like on a statistically significant day:



September 8, 2015  
Page 3



438

Steven M. Taber on behalf of AirFair, Inc. (continued)

438-02

Instead of the thick stripe getting smaller, it appears that the changes to departures from John Wayne will actually be more dispersed (*i.e.*, thicker) over Newport Beach than before. Since one of the goals of the NextGen process is to create flight tracks that are less dispersed and follow a repeatable ground track over less noise sensitive areas, the proposed departures do not seem to accomplish that goal.

438-03

Moreover, AirFair has a concern that the even if the departure procedures are implemented, there will still be substantial unaccounted-for noise impact on noise sensitive areas. The proposed departure procedures do not account for the fact that a significant portion of the departures that are headed east will still be radar vectored to the PIGGN waypoint without flying over the ocean while gaining altitude. The result will still be that a significant portion of flights will be overflying areas along the coast southeast of Newport Beach at low altitudes. Moreover, it is not clear from the noise analysis whether the fact that a significant portion of the flights will be radar vectored was taken into account when developing the noise analysis. It appears that the noise analysis assumes that the flights will follow the departure procedures. The Environmental Assessment must make it clear that the noise analysis tracks aircraft where they actually are, which would include radar vectored aircraft as well as aircraft following the proposed departure procedures.

438-04

**B. FINZZ, HAYLO and PIGGN SIDs Will Increase Noise over Noise Sensitive Areas.**

It is AirFair’s understanding that the proposed FINZZ, HAYLO and PIGGN Standard Instrument Departures (SIDs) were designed to follow the current ground track along the STREL3 SID from Runway 20R, down the middle of the Upper Newport Bay, to the STREL waypoint off the coast. However, the information provided by the FAA in the Draft EA as well as the supporting documentation show those proposed SIDs to result in a change from the historical track and that this is a result of a change in the location of the initial turn and the removal of the TOING waypoint.

September 8, 2015  
Page 4



438-04

STREL3 SID



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Steven M. Taber on behalf of AirFair, Inc. (continued)

FINNZ, HAYLO and PIGGN



438-04

AirFair joins the County of Orange in requesting that the FAA modify the FINZZ, HAYLO and PIGGN SIDs to match the STREL3 SID and explain why the TOING waypoint has been removed from the proposed SIDs. AirFair also joins the County in requesting that the FAA monitor the FINZZ, HAYLO and PIGGN SIDs, if implemented, for a reasonable period of time to ensure that the ground tracks do, in fact, follow the middle of the Upper Newport Bay. To

September 8, 2015

Page 5



438-04

reiterate the County's position: it is important to AirFair that the FAA provide information regarding this monitoring effort and that AirFair has the opportunity to participate with the FAA in this evaluation process.

### C. CNEL and Supplemental Metrics Should Have Been Used.

438-05

As expected, the Draft EA found that no significant noise impact would result from the implementation of the SoCal Metroplex. This finding was based on the FAA's definition in its Order 1050.1E that the aircraft noise created by a project will only have a "significant impact" on the environment if it produces a 1.5 dB DNL change in a noise sensitive area that currently experiences 65 dB DNL or more. See FAA Order 1050.1E, § 14.3. It is the FAA's policy not to perform an Environmental Impact Study or provide mitigation unless this threshold is met. Moreover, the FAA has stated that for air traffic airspace projects, changes in aircraft noise created by the project are "reportable" (*i.e.*, but not necessarily significant) if there is a 3 dB change in the 60 – 65 dB DNL or a 5 dB change in the 45 – 60 dB DNL. The FAA stated from the outset that the design of the departure and arrival procedures in the Metroplex process would be such that none of the procedures would trip these thresholds in order to avoid a time-consuming EIS. To AirFair, this seems to put the cart before the horse.

438

Steven M. Taber on behalf of AirFair, Inc. (continued)

438-06

Moreover, because this project takes place in California, and FAA Order 1050.1E specifically references CNEL (Community Noise Equivalent Level) as “an alternative metric for California,” CNEL should have been used in the noise analysis. While DNL is the FAA’s primary metric, the AirFair believes that the FAA should have included a full noise analysis using the CNEL metric in the Draft EA. Indeed, AirFair requests that the noise analysis be revised to include a CNEL analysis and that it be submitted for additional public comment.

438-07

In addition, FAA Order 1050.1E allows the FAA the option to use supplemental noise metrics to provide a clearer explanation of anticipated noise impacts. Supplemental metrics, such as number of events above a threshold or the increase in the number of flights over a neighborhood, may show that the Proposed Action does not reach the 1.5 dB threshold within the 65 dB DNL contour, but could still result in a widespread, adverse community response. AirFair believes that the FAA should have used supplemental metrics in the Draft EA in order give a clearer explanation of the anticipated noise impacts on the residents who live below the flight tracks.

**D. Exhibit 3-8 of the Draft EA Needs to Be Deleted or Explained.**

438-08

AirFair, like the County of Orange, is very concerned about the Orange County-specific graphics included in Exhibit 3-8 of the Draft EA. As the County stated, these diagrams reflect extremely broad swaths within which aircraft approaches to and departures from SNA could occur and, if the FAA issues a FONSI based on the Draft EA, would be permitted to operate.

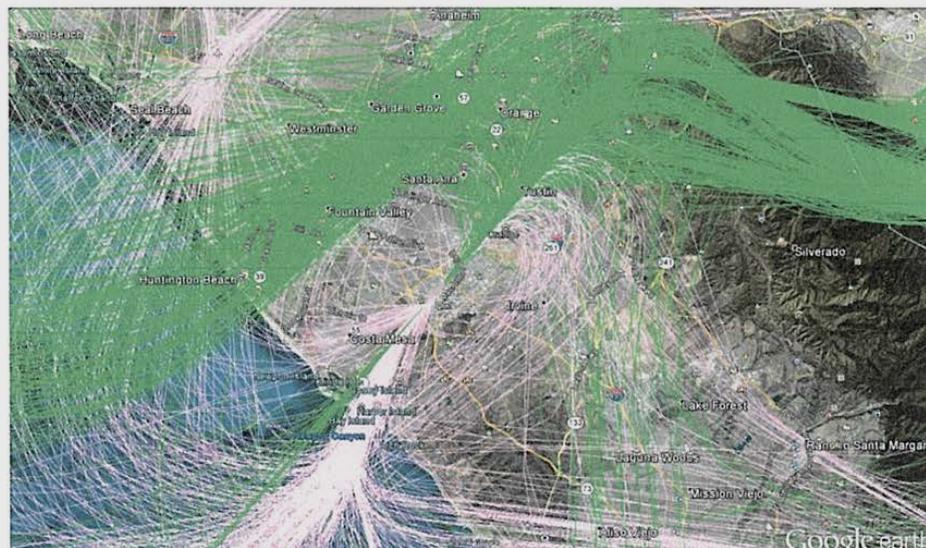
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The flight tracks included by the FAA confirm this wide swath that the FAA is now proposing to be implemented.

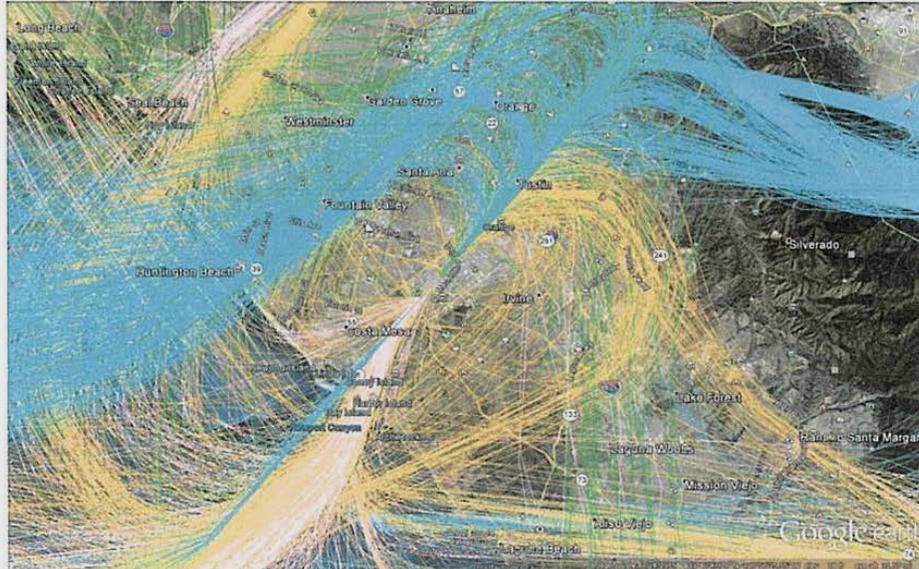
Current Flight Tracks for SNA:



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Proposed Flight Tracks for SNA:



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438-08

AirFair joins the County in requesting that the FAA confirm whether the Metroplex Project assumes that aircraft will, in fact, operate within the entire area highlighted on all Orange County-area diagrams included in Exhibit 3-8. If so, AirFair requests that the FAA identify where the Draft EA presents FAA's analysis of all such operations that may occur anywhere in these areas. Additionally, if it is the FAA's intent for aircraft to operate within the corridors highlighted in Exhibit 3-8, AirFair requests that a detailed analysis of all noise, air quality, overflight and related environmental impacts related to aircraft operations for the entire area highlighted on all Orange County-area diagrams included in Exhibit 3-8 be provided in the EA. To the extent that the FAA identified significant environmental impacts, an EIS must be prepared for the project which includes an analysis of alternatives and mitigation measures for any significant impacts identified.

## II. The FAA Has a Statutory Duty to Protect Residents and Property from the Deleterious Effects of Aircraft Noise.

438-09

Congress directed that in the FAA's development of the *Next Generation Air Transportation System* (NextGen) that it "take into consideration, to the greatest extent practicable, design of airport approach and departure flight paths to reduce exposure of noise and emissions pollution on affected residents." 49 U.S.C. § 40101 note, *Vision 100 – Century of Aviation Reauthorization Act of 2003*, Pub.L. No. 108-176, § 709(c)(7). The Draft EA, however, ignores this direction and instead limits its focus on improving "the efficiency of the procedures and airspace utilization in the Southern California Metroplex." Draft EA, § 2.2. There is no discussion in the "Purpose of the Proposed Action" section of any effort to reduce, noise, emissions or other environmental impacts. AirFair believes that the FAA has not given appropriate consideration to the reduction of environmental impacts, particularly noise, in developing the airspace proposals presented in the Draft EA and that, as a result, the proposals do not meet the goals Congress defined for NextGen.

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438-10

Moreover, separate and apart from the goals set for the FAA under NextGen, the FAA has a statutory duty to protect residents and property owners from the deleterious effects of aircraft noise. Federal law clearly establishes the absolute duty of the federal government to protect both people and property from aircraft noise. “[T]he Congress declares that it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare.” 42 USC § 4901(b). Moreover, in at least two other statutes, federal law puts the onus of assuring that aircraft noise does not jeopardize the public’s health, welfare or property squarely on the FAA. 49 U.S.C. § 40103(b)(2) states that the “Administrator shall prescribe air traffic regulations on the flight of aircraft (including regulations on safe altitudes) for . . . protecting individuals and property on the ground.” This has been construed by the U.S. Court of Appeals for the District of Columbia Circuit to apply to restricting aircraft

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noise over sensitive receptors and protecting the property over which aircraft fly. *Helicopter Association International Inc. v. Federal Aviation Administration*, 722 F.3d 430, 433 – 435 (D.C. Cir. 2013). Likewise, the FAA has a duty under 49 U.S.C. § 44715(a)(1)(A) to “prescribe . . . regulations to control and abate aircraft noise and sonic boom” in order “[t]o relieve and protect the public health and welfare from aircraft noise and sonic boom.” 49 U.S.C. § 44715(a)(1)(A).

Further, *Helicopter Association International* stated that the FAA has the authority as well as the duty to protect people on the ground from noise from aircraft: “[u]nder the plain text of [49 U.S.C.] § 40103, the FAA has authority to ‘prescribe air traffic regulations . . . [to] protect[] individuals and property on the ground.’” In that case, the FAA changed helicopter routes along the north shore of Long Island because of noise complaints, even though the noise levels were below 45 DNL. The Court pointed out that the “FAA found that ‘residents along the north shore of Long Island emphatically agreed that helicopter overflights during the summer months are unbearable and negatively impact their quality of life.’” On this basis, the Court found, the FAA made the North Shore Helicopter route mandatory, despite the fact that “[t]he FAA found that the sound levels, which were below DNL 45 dB, were ‘below levels at which homes are significantly impacted.’” Thus, the FAA has a duty and authority to protect individuals on the ground – like it did on the north shore of Long Island – who experience unbearable aircraft noise that negatively impacts their quality of life. This duty extends to people and property under flight paths below which the FAA believes to not be significantly impacted.

In developing the SoCal Metroplex, the FAA has ignored its statutory and regulatory duty to control and abate “aircraft noise and sonic boom.” The FAA’s statutory duty to protect people and property on the ground from the deleterious effects of aircraft noise goes beyond its duty under NEPA to determine what it believes to be “significant” or “reportable” under FAA Order 1050.1E. Legally speaking, the FAA cannot draw the conclusion that a proposed FAA action that is purportedly not “reportable” under 1050.1E, § 14.5e<sup>1</sup> or that purportedly does not have a “significant impact” under 1050.1E, § 14.3<sup>2</sup>, is not subject to FAA review and regulation pursuant to 42 USC § 4901(b), 49 U.S.C. § 40103(b)(2) and 49 U.S.C. § 44715(a)(1)(A). Those statutory obligations require that the FAA address aircraft noise separate and apart from its duties under NEPA because the FAA’s proposed action will create aircraft noise that will have a deleterious effect on the public health and welfare.

<sup>1</sup> See also 1050.1F B-1.4, p.B-4.

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### III. The FAA Prejudged the Result.

FAA prejudged the result by stating that it was operating on an expedited process to implement PBN navigation and therefore planned enough time to only perform an EA, not an EIS. The FAA improperly prejudged the issue of whether SoCal Metroplex would have a significant noise impact on any affected community, and therefore that it was not required to prepare an EIS analyzing that impact, and then committed itself to an implementation schedule for SoCal Metroplex that would have made preparation of an EIS impossible.

Federal law under the National Environmental Policy Act requires federal agencies to carefully consider the potential environmental and noise impacts of their actions. *Barnes v. U.S. Dep't of Transportation*, 655 F.3d 1124, 1131 (9<sup>th</sup> Cir. 2011)(NEPA requires federal agencies to prepare an EIS for every "major Federal action [ ] significantly affecting the quality of the human environment"). This generally requires the preparation of an EIS, but an agency can shortcut the process by preparing an EA demonstrating that a full-blown EIS is not necessary because it is readily apparent that the proposed action will not have any significant environmental impacts. However, a federal agency is not permitted to prejudice the issue of whether an EIS is necessary, but must wait until after it has conducted its environmental assessment. *Davis v. Mineta*, 302 F.3d 1104, 1112 (10<sup>th</sup> Cir. 2002)(holding that federal agencies may not prejudice the issue of whether an EIS is necessary prior to conducting an environmental assessment.)

438-11

On January 8, 2014, long before the publication of the draft Environmental Assessment, Elizabeth Ray, FAA's Vice President, Mission Support Services, Air Traffic Organization, responded to a letter from Denny Schneider, noted that "the SoCal Metroplex project does not seek to implement procedures which may result in a significant noise impact. . . . SoCal Metroplex is an expedited process to implement PBN navigation in a timeline of less than three years from time of design to implementation. To accomplish this goal, the designs are to remain within the bounds of an Environmental Assessment (EA) rather than an Environmental Impact Statement (EIS), which typically takes more than three years."

Thus, given this "expedited" timeline, it had no choice from the beginning but to conclude in the draft EA that SoCal Metroplex would not cause any significant noise impacts. This is unlawful – it puts the cart before the horse. The very purpose of an environmental assessment is to determine whether preparation of an EIS is necessary. *Grand Canyon Trust v. FAA*, 290 F.3d 339, 340 (D.C. Cir. 2002)("an environmental assessment is made for the purpose of determining whether an EIS is required"). It is therefore completely improper for the FAA, as it did here, to have concluded that no EIS was necessary before completing its environmental assessment. *Citizen Advocates for Responsible Expansion, Inc. (I-Care) v. Dole*, 770 F.2d 423, 434 (5<sup>th</sup> Cir. 1985) ("government agencies must prepare the required meaningful environmental

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## Steven M. Taber on behalf of AirFair, Inc. (continued)

assessment and reviewable administrative record *before* reaching a decision on whether an EIS is necessary”).

438-11

As indicated by Ms. Ray’s January 8, 2014, letter, the FAA pre-determined that an EIS would not necessary before it even published its draft EA. This is improper, and AirFair respectfully submits that it deserves better from the federal government. *Scherr v. Volpe*, 466 F.2d 1027, 1030 (7<sup>th</sup> Cir. 1972) (“Congress expressed [with NEPA] its basic goal that the federal government should strive for the protection of environmental values”). Here, the FAA is striving for expediency, not environmental values, and set itself on a schedule that precluded it from fairly determining whether or not an EIS was necessary. The residents living under the proposed flight paths deserve more from a government agency given the great responsibility of protecting our environment. The conclusion in the draft EA that the SoCal Metroplex would not cause any significant noise increases is suspect due to the fact that the FAA had already pre-determined the outcome. To correct this blatant breach of trust, the FAA must conduct an Environmental Impact Statement.

#### IV. The FAA Failed to Analyze Cumulative Noise Impacts.

FAA failed to analyze and consider the cumulative noise impacts of SoCal Metroplex when considered in conjunction with other activities outside of SoCal Metroplex that are expected to increase aircraft noise around SNA over the next several years.

438-12

NEPA requires Federal Agencies to not only measure the potential environmental and noise impacts of a proposed action as compared to a no action alternative, it also requires the agency to examine the “cumulative impacts” of the proposed action when considered in conjunction with other actions taken by the government or private individuals in the foreseeable future to determine if, *taken together*, the proposed action and the other actions would jointly have a significant negative effect on the environment. *Te-Moak Tribe of Western Nevada v. United States Dept. of the Interior*, 608 F.3d at 602-03 (“Cumulative impact is the impact on the environment which results from the incremental impact of the action when other past, present, and reasonably foreseeable actions” are considered). The courts have concluded that even if a federal agency prepares only an environmental assessment, as opposed to an EIS, the agency’s EA must “fully address cumulative environmental effects or ‘cumulative impacts.’” *Id.* citing *Kern v. BLM*, 284 F.3d 1062, 1076 (9<sup>th</sup> Cir. 2002) (“Given that so many more EA’s are prepared than EIS’s, *adequate consideration of cumulative effects requires that EA’s address them fully*”) (emphasis in original). Moreover, the agency’s analysis in the EA cannot be conclusory or perfunctory, rather, it must be based on hard, quantifiable data:

In a cumulative impacts analysis, an agency much take a “hard look” at all actions. An EA’s analysis of cumulative impacts must give a sufficiently detailed catalogue of past, present, and future projects, and provide adequate analysis about how these projects, and

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differences between the projects, are thought to have impacted the environment. General statements about possible effects and some risk do not constitute a hard look absent justification of why more definitive information could not be provided. . . . [S]ome quantified or detailed information is required. Without such information, neither the courts nor the public ... can be assured that the [agency] provided the hard look that it is required to provide.

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*Ta-Moak Tribe of Western Shoshone of Nevada*, 608 F.3d at 603 (quotations omitted); *see also Oregon Natural Resources Council v. United States Bureau of Land Management*, 470 F.3d 818 (9th Cir. 2006) (rejecting EA that analyzed cumulative impacts in a “conclusory” manner using “general statements about possible effects”).

In draft EA, not only did the FAA fail to conduct the kind of rigorous “hard look” at cumulative impacts required by NEPA, but also simply declined to evaluate the cumulative noise impacts that SoCal Metroplex might have when combined with other factors, summarily declaring that since SoCal Metroplex would not have any noise impact, no cumulative analysis was necessary. Draft EA, p.5-18

438-12

AirFair respectfully submits that this was improper and contrary to law. The entire point of a cumulative impacts analysis is to determine the impacts of an action, such as increased aircraft noise, that might not in and of itself create a significant impact, but might cumulatively do so when viewed in conjunction with actions being taken by other governmental agencies or non-governmental actors. *Grand Canyon Trust*, 290 F.3d at 346 (FAA required to consider not only the noise impacts of the proposed action but also total noise impacts of the proposed action when considered with other actions not included in the proposed action); *see also Natural Res. Def. Council, Inc. v. Hodel*, 865 F.2d 288, 297 (D.C. Cir. 1988) (The purpose of this requirement is to prevent agencies from dividing one project into multiple individual actions “each of which individually has an insignificant environmental impact, but which collectively have a substantial impact”). The FAA is therefore not permitted to simply assume that because (according to the FAA) SoCal Metroplex would not have a significant effect on noise, no cumulative noise impact exceeding an acceptable threshold would occur. *Grand Canyon Trust*, 290 F.3d at 339.

In *Grand Canyon Trust*, the FAA approved the City of St. George Utah's plans to construct a replacement airport near Zion National Park, and issued an environmental assessment concluding that doing so would create non-existent or negligible noise impacts. *Id.* at 340. That decision was challenged on the basis that the FAA's noise analysis considered only the additional noise impact created by construction of the replacement airport, but ignored the cumulative noise impacts of the project when viewed with other factors that might also contribute to increased noise. *Id.* Specifically, the petitioners alleged that “The FAA cannot be said to have taken a ‘hard

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contended, as it does in the Draft EA, that it had already found the noise impacts from the proposed action to be negligible and that it was not required to consider the total impact of noise on the Park. *Id.*

The Court of Appeals for the District of Columbia rejected the FAA's position, noting that "the consistent position of the case law is that, depending on the environmental concern at issue, the agency's EA must give a realistic evaluation of the total impacts and cannot isolate a proposed project, viewing it in a vacuum." *Id.* at 342. The Court then remanded the case to the FAA for further consideration of whether an EIS was necessary, stating that "NEPA regulations require that an agency consider cumulative impacts and the FAA's EA fails to address the total noise impact that will result from the replacement airport" and that "it would be difficult to understand how an agency could determine that an EIS is not required if it had not evaluated existing noise impacts *as well as those planned impacts that will exist by the time the new facility is constructed and in operation.*" *Id.* at 345 (emphasis added.). In *Grand Canyon Trust*, the FAA failed to consider that an increase in air traffic might occur as a result of changes to flight patterns and schedules at other airports, as well as an increase in activity by private aircraft tour operators that were not a part of the proposed action but also had the potential to increase aircraft noise in the affected area. *Id.* at 346; *see also Ocean Advocates v. United States Army Corps of Engineers*, 402 F.3d 846, 864 (9th Cir. 2005) (Army Corps of Engineers' conclusion that adding an addition to a dock would not have a significant environmental impact rejected as arbitrary and capricious where Corps failed to consider the possibility that project would result in additional ship traffic).

438-12

AirFair respectfully submits that the FAA should have considered the potential cumulative noise impacts of SoCal Metroplex in conjunction with the potential increase of flight traffic as a result of the projects that the FAA identified in the Draft EA. The FAA should have analyzed and considered the cumulative noise impacts created by SoCal Metroplex when viewed in conjunction with noise increases caused by the projects identified by the FAA. Only by conducting such an analysis could the FAA have determined whether the cumulative impact of SoCal Metroplex when combined with the increases in noise resulting from those other projects would have a significant noise impact on an affected community. The FAA's conclusory determination that no cumulative noise impacts would occur is insufficient where, as here, an agency is relying on its conclusions to avoid preparing an EIS. *Ocean Advocates*, 402 F.3d at 864 ("The Corps cannot avoid preparing an EIS by making conclusory assertions that an activity will have only an insignificant impact on the environment.")

The FAA's failure to conduct any type of cumulative noise analysis is especially troubling given that the FAA's consultant, ATAC, failed to conduct any analysis of cumulative noise impacts. Specifically, Section 5.1 of the report prepared by ATAC, entitled "Existing

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impacts of certain other changes being made to aircraft flight patterns outside of SoCal Metroplex, by including those changes in its no action baseline. ATAC, p.5-1. Instead, the FAA summarily concluded in the Draft EA that no cumulative impacts analysis was necessary because no noise impacts would occur. (*Id.*) ("[e]nvironmental resource categories not further evaluated

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for cumulative impacts include noise.")

438-12

This type of conclusory analysis of cumulative impacts is not permitted. *Northern Plains Resource Council v. Surface Transportation Board*, 668 F.3d 1067, 1076 (9<sup>th</sup> Cir. 2012)("A cumulative impact analysis must be more than perfunctory; it must be a useful analysis of the cumulative impacts of past, present, and future projects") (quotations omitted); *Oregon Natural Resources Council v. Thomas*, 470 F.3d 792, 822 (9<sup>th</sup> Cir. 1996)(rejecting an EA on the basis that it "failed to disclose and consider quantified and detailed information regarding the cumulative impact of the[] logging project combined with past, present, and reasonably foreseeable logging projects.").

The Draft EA's complete failure to address the potential cumulative impacts on noise levels of SoCal Metroplex when viewed in conjunction with other factors that could affect noise levels must be corrected. An EIS must be performed, or, at the very least, the legally-required cumulative noise analysis must be completed and published for comment.

#### V. Conclusion

438-13

The environmental analysis, particularly the noise analysis, of the Draft EA is incomplete. It assumes that there will be no significant impact and then attempts to fit its analysis into that Procrustean Bed. The environmental impacts of the proposed alternative go far beyond the limits of an Environmental Assessment. The FAA must realize that the communities affected by these changes will not stand for the FAA avoiding its responsibility to protect the public health and property of the citizens on the ground. An Environmental Impact Statement is necessary. Or, at the very least, supplemental metrics must be used to show that the noise and air pollution impacts of the proposed projects will, indeed, be minimal. The FAA has failed to carry its burden of showing that the impacts will be minimal and instead has provided additional information to show that it has not protected the public health of the people and property underneath its proposed changes to approach and departure procedures.

Thank you for the opportunity to submit comments on the FAA's Draft Environmental Assessment for the Southern California Metroplex Project. We look forward to detailed responses to the comments and questions identified in this letter.

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All issues raised by other commenters on the Draft EA for the SoCal Metroplex are incorporated herein by reference as if fully expressed. If you have any questions or comments, please feel free to call me at (949) 735-8217 or send me an e-mail at [staber@taberlaw.com](mailto:staber@taberlaw.com).

Yours very truly,

TABER LAW GROUP, P.C.

  
Steven M. Taber

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## Response

438-01

Please see **Topical Response 07 – Request for More Data.**

438-02

The commenter contends that there is no evidence in the SoCal Metroplex Project *Aircraft Noise Technical Report* of where and how frequently aircraft would be flying when SoCal Metroplex is implemented. The NIRS model takes into account the location of flight tracks in the Proposed Action along with the number of operations. As discussed in section 4.3.1.1 and 5.1.2 of the EA, the FAA utilized flight tracks in its noise analysis. Please see Section 5 of the *Aircraft Noise Technical Report* for graphical depictions of the No Action and Proposed Action Alternative flight tracks.

438-03

The commenter asserts that the EA does not take into account proposed departure procedures or any potential radar vectored aircraft. The SoCal Metroplex noise model does take into account both the Proposed Action procedures and any aircraft vectoring expected to occur. Please see section 1.2.2 and 5.1.2 of the EA for more information.

Vectoring will continue to occur as necessary for safety, sequencing, and separation. As such, vectoring from existing and proposed routes due to safety, sequencing, and separation are accounted for in the EA. Visual depictions of the flight corridors, including any vectoring, may be found in Exhibits 3-7 and 3-8 of the EA document.

438-04

The commenter is concerned with the removal of the TOING waypoint for proposed departure procedures at SNA. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The FAA considered several variations to mimic the existing departure procedures from SNA Runway 20R. The proposed procedures would achieve the desired flight path across the ground and improve flight path conformance of the Standard Instrument Departure (SID).

Noise Monitor 7 and the TOING waypoint are co-located. The FAA, with input from airline industry representatives, identified an issue with the existing departure design that causes some aircraft to circumvent the TOING waypoint. Under the existing departure procedure design, some aircraft Flight Management System (FMS) are unable to engage the waypoint and fly over TOING Waypoint. This mainly has to do with varying winds on departure and turn anticipation of the flight management system. With the limited distance between the turn point and TOING, the FMS struggles if the winds are different than predicted on the ground, and when it can't get back to the flyover waypoint (TOING), it "skips" past it.

The FAA considered several variations to mimic the existing departure procedure from SNA Runway 20R that would fly over Noise Monitor 7. The proposed option would achieve the desired flight path across the ground and improve flight path conformance of the Standard Instrument Departure (SID). The proposed

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## Response (continued)

438-04

procedure utilizes a Heading to Intercept (VI) leg off the runway to join a Course to Fix (CF) leg. The VI Leg defines a specified heading that does not correct for wind. The aircraft will fly this heading until intercepting the course to the next fix. Once established on the CF leg, the departure will remain within the confines of that course, including correction for wind. TOING was removed to mitigate the path adjustments that the FMS is making near Noise Monitor 7. The result is more accurate tracking over Noise Monitor 7 and minimal roll and yaw movements for the departing aircraft while simplifying the procedure.

The new coding will actually help ensure all aircraft fly closer to the noise monitor. Since the flyover TOING waypoint was eliminated, when winds differ from what was planned, the FMC will not skip this course over the noise monitor, because it has more distance to correct for the winds.

The commenter requests that the FAA monitor the FINZZ, HAYLO, and PIGGN Standard Instrument Departures once implemented for a reasonable period of time. If the Proposed Action is approved and implemented, the FAA would monitor the procedures to ensure the operation of the procedures perform as expected, according to FAA Order 7100.41.

438-05

The commenter states that the FAA has put the cart before the horse by concluding that the SoCal Metroplex Project would not have any significant noise impacts. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The SoCal Metroplex EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts will result from the implementation of the Proposed Action.

438-06

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

438-07

The commenter states that the FAA should have used supplemental metrics in the EA to provide a clearer explanation of anticipated noise impacts on the residents who live below the flight tracks. While the commenter is correct that FAA Order 1050.1E allows for use of supplemental noise metrics supplemental noise analyses are most often used to describe aircraft noise impacts for specific noise-sensitive locations or situations and to assist in the public's understanding of the noise impact (see para. 14.5b in Appendix A to FAA Order 1050.1E). The noise

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## Response (continued)

438-07

analysis for the SoCal Metroplex EA indicated that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases; use of supplemental noise metrics was not warranted.

438-08

The commenter asks the FAA to confirm whether the SoCal Metroplex Project assumes that aircraft will operate within the entire area highlighted on all Orange County-area diagrams included in Exhibit 3-8. As discussed in Section 3.2.2, Exhibit 3-8 depicts all the arrival and departure flows associated with the Proposed Action for all the Study Airports within the General Study Area, including the Orange County area. These are the corridors in which arriving and departing aircraft would operate under the Proposed Action. The corridors are grouped by runway operating configuration, procedure type (conventional or RNAV), operation (arrival or departure), and airport served.

The commenter states the FAA must prepare an EIS for the project which includes an analysis of alternatives and mitigation measures for any significant impacts identified. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts will result from the implementation of the Proposed Action.

438-09

The commenter states that in Vision 100 - Century of Aviation Reauthorization Act of 2003, Congress identified a series of goals for NextGen and that it takes into consideration to the greatest extent practicable the goal to reduce exposure of noise and emissions. As stated in Section 2.2, *Purpose of the Proposed Action*, the SoCal Metroplex Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Regarding the consideration of environmental impacts, FAA Order 1050.1E establishes the criteria used to evaluate potential impacts, and the analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

Please see **Topical Response 05 – Purpose and Need**.

438-10

The commenter asserts that in developing the SoCal Metroplex, the FAA has ignored its statutory and regulatory duty to control and abate aircraft noise and sonic boom and that it has to address aircraft noise separate and apart from its duties under NEPA. The EA is prepared in full compliance with NEPA and

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## Response (continued)

438-10

FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the environmental analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

438-11

The commenter claims that the FAA improperly prejudged whether the SoCal Metroplex Project would not have significant environmental impacts by stating that it was operating on an expedited timeline and therefore planned enough time to only perform an EA, not an EIS. As discussed in Section 3.1 of the EA, the Study Team started its evaluation of airspace operational issues in the Southern California Metroplex in August 2011 and recommended conceptual designs for procedures. The recommend procedures were then given to the Design and Implementation Team to design individual procedures constituting the Proposed Action that meet the purpose and need. The FAA prepared an EA in full compliance with NEPA and FAA Order 1050.1E. Per 40 C.F.R. § 1508.9 and FAA Order 1050.1E, para. 404, an EA is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The results of the environmental analyses completed for the EA indicate that the Proposed Action, when compared to the No Action Alternative, would result in no significant environmental impacts. Until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action.

438-12

The commenter claims that the FAA failed to properly assess cumulative noise impacts. The commenter also states that the FAA should have considered the potential cumulative noise impacts of SoCal Metroplex in conjunction with the potential increase of flight traffic as a result of the projects that the FAA identified in the Draft EA. As discussed in Section 5.1, the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases. Please see Section 5.10.2 in the EA for description of the methodology for evaluating cumulative impacts.

438-13

The commenter states that the environmental analyses prepared for the EA, particularly the noise analysis are incomplete. The EA is prepared in full compliance with the FAA's NEPA implementing regulations set forth in FAA Order 1050.1E. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. As discussed in Section 5.1 of the EA, the noise analysis was conducted using FAA's NIRS model and the DNL noise metric as required by FAA Order 1050.1E. The noise analysis results determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts or reportable noise increases. The results of the noise analysis demonstrate that the commenter's request to analyze supplemental metrics is unwarranted. Use of supplemental metrics to assess potential impacts to air quality is not warranted.

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association



BY EMAIL (9-ANM-SoCalOAPM@faa.gov) AND FIRST CLASS MAIL

September 8, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, Washington 98057

**Re: Comments of Benedict Hills Estates Association and Benedict Hills Homeowners Association on the FAA’s Draft Environmental Assessment for the Southern California Metroplex Project.**

Dear Sir/Madam:

These comments are submitted on behalf of two homeowners’ associations, Benedict Hills Estates Association and Benedict Hills Homeowners Association (the “Commenters”), regarding the Federal Aviation Administration’s Draft Environmental Assessment for the Southern California Metroplex Project (the “Draft EA”).

**I. Dispersion of Flights Over Benedict Hills.**

**A. Background**

Benedict Hills, located in Los Angeles, California is situated in the northern region of the Los Angeles basin, geographically aligned in a generally north-south direction. The northern most end of the Hills is situated approximately one and three-quarters miles south of the Ventura Freeway, which itself runs in a generally east-west direction. When the houses that constitute the two homeowner associations were first built (and many of the current homeowners purchased their homes) in the late 1970’s early 1980’s, Burbank Airport had fewer commercial flights was a very small airport and the planes were not routed over Benedict Hills. However, after Bob Hope Airport was rebuilt and greatly expanded in the early 2000’s and Southwest Airlines began using the airport as a major hub in the Los Angeles market commercial traffic increased significantly.

Aircraft departing Bob Hope Airport, located in Burbank, California, overfly Benedict Hills while climbing out of the Burbank terminal airspace *en route* to their respective

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destinations. As such, the Commenters have been negatively impacted by aircraft noise as these departing aircraft pass over the Hills while in their westbound climb to cruising altitude. According the flight track information provided by the FAA for the Draft EA, the situation over Benedict Hills looks like this on the FAA's statistically significant day:



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The Commenters brought this situation to the attention of the FAA in 2012. The Commenters met with Acting Regional Administrator David Suomi on July 2, 2013. At the meeting, the Commenters presented the Acting Regional Administrator with detailed statements about specific flights that they observed that were overflying the Benedict Hills area. See Exhibit 1. It was believed that these flights were, for the most part departing from Bob Hope Airport. At the same time, the FAA performed its own survey of flights. See Exhibit 2. However, the meeting was unsuccessful in resolving the issues between the Commenters and the FAA. The Commenters began to search for alternative solutions to their problem, including litigation.

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**B. Bob Hope Airport (BUR)**

**1. BUR Runway Configuration**

BUR is equipped with two intersecting runways: Runway 15/33 which is 6,885 feet long and aligned in a northwest-southeast direction, and Runway 8/26 which is 5,802 feet long and aligned in an east-west direction.

**2. BUR Jet Departure Runway Operations**

Burbank jets normally depart the airport to the southeast on Runway 15. The vast majority of Burbank jet departures occur on Runway 15 since prevailing surface winds normally favor the use of that that runway. After takeoff, Air Traffic Control (ATC) requires the departing aircraft to maintain the Runway 15 magnetic heading of 150 for a short and variable length of time, then to execute a right climbing turn to a south-westerly heading of 210. After flying a heading of 210 for another short and variable length of time, the air traffic controller will then “radar vector” the aircraft to the north in order to join its filed route of flight.

**3. BUR Standard Instrument Departures**

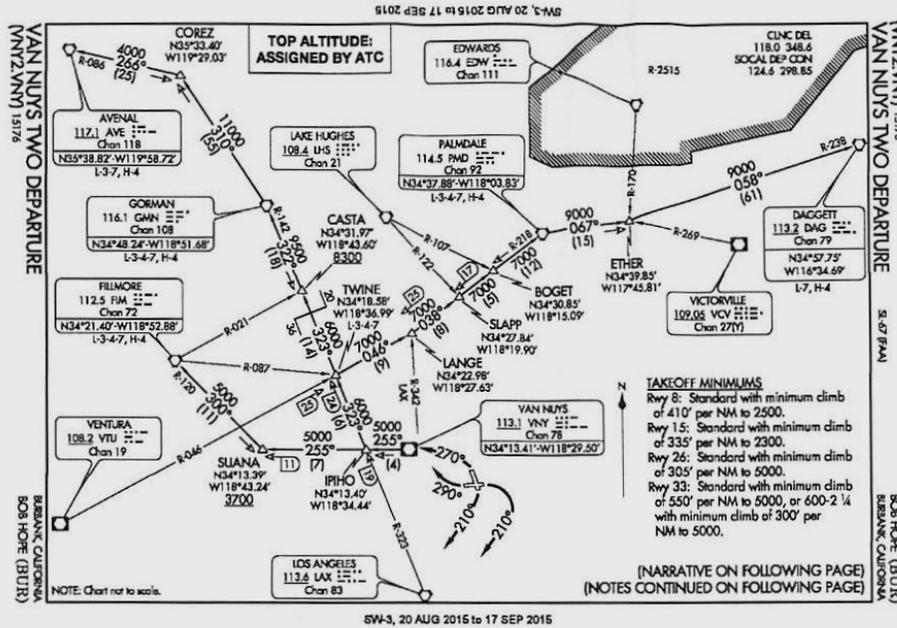
BUR is currently equipped with two conventional Standard Instrument Departure procedures. The two SIDs are named the ELMOO SIX DEPARTURE and the VAN NUYS TWO DEPARTURE. All jet departures are assigned one of these two SIDs based upon their pre-filed direction of flight. Departing aircraft assigned the ELMOO SIX DEPARTURE are routed immediately to the east and therefore do not impact Hills residents. Departing aircraft assigned the VAN NUYS TWO DEPARTURE are routed to the southwest and *do* overfly and therefore negatively impact the Commenters. The VAN NUYS TWO DEPARTURE is slated to be replaced under the SoCal Metroplex, for the most part, by the OROSZ ONE DEPARTURE.

**4. VAN NUYS TWO DEPARTURE SID**

Aircraft departing Burbank Runway 15 and assigned the VAN NUYS TWO DEPARTURE by ATC execute the following procedure: After takeoff, the aircraft maintains runway heading (magnetic heading 150) until at least 400 feet above ground level, after which the pilot will execute a climbing right turn to a south-westerly heading of 210. The point in space where the pilot initiates the right turn from runway heading of 150 to a heading of 210 is voluntary, but the pilot is required to execute this turn shortly after takeoff.

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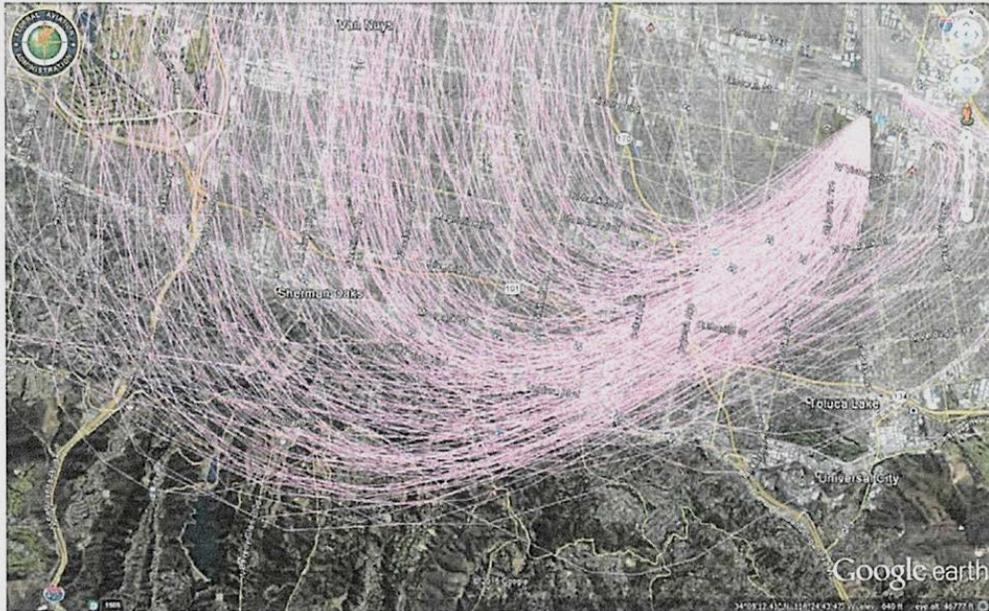


439-01

As indicated in the flight tracks provided in the Draft EA, Burbank airport is situated on the right edge of the slide and the depicted purple lines indicate the flight tracks of departing jet aircraft on one day. It can be clearly seen that some aircraft initiate the right turn from the runway heading of 150 to a heading of 210 fairly early, while others continue on the 150 heading a bit longer before turning to the south-westerly heading of 210. It is important to note that the point in space where the aircraft initiates the mandatory right turn to a heading of 210 is a factor in determining how deeply the aircraft will penetrate the Hills.

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Equally important is the point in space where the air traffic controller radar vectors the aircraft to the north. The controller has discretion as to when they will issue this radar vector. The timing of the radar vector is based upon the controller's duty to sequence and separate the Burbank departure aircraft from conflicting departure aircraft originating from both Van Nuys Airport and Los Angeles International Airport (LAX), which are also climbing to the north along the same general route of flight. **The point in space where the air traffic controller initiates the radar vector to the north is also a factor in determining how deeply the Burbank departure aircraft will penetrate the Hills.**

Therefore, Commenters believe that there are two fundamental causes of Burbank departing aircraft overflying Benedict Hills. The first is the imprecise point at which aircraft execute the initial turn from runway heading to a heading of 210. The second is the variable point at which the air traffic controller initiates the radar vector to the north. Commenters had hoped that the solution to this problem was to replace the conventional VAN NUYS DEPARTURE SID with an RNAV4 Departure SID pursuant to the Metroplex process such that the aircraft departing BUR would remain on a flight track over the Ventura Freeway.

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C. Van Nuys Airport

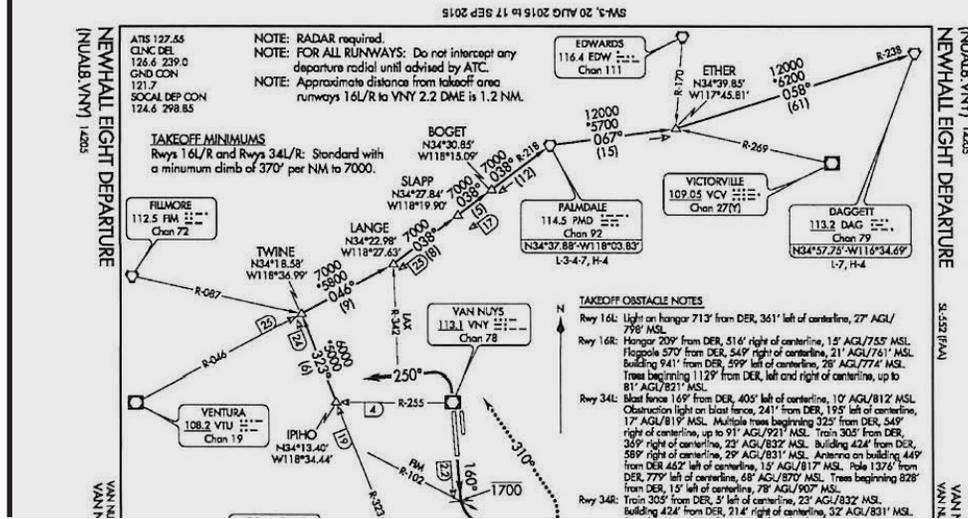
1. Background.

Aircraft departing Van Nuys Airport also overfly Benedict Hills, but not to the extent and volume as aircraft departing Burbank. Van Nuys Airport is equipped with four Departure SIDS, one of which is an RNAV SID. The RNAV SID is assigned to aircraft departing the airport to the north on Runway 34 and therefore does not impact Benedict Hills residents.

2. Newhall Eight Departure.

One SID, the conventional NEWHALL EIGHT DEPARTURE, is assigned to aircraft departing the airport to the south on Runway 16.

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aircraft from conflicting aircraft which have departed from both Burbank and Los Angeles airports and are also climbing to the north along the same route of flight.

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As indicated in the flight tracks provided in the Draft EA, Van Nuys Airport is situated on the left edge of the image and the depicted purple lines indicate the flight tracks of departing jet aircraft on one day.

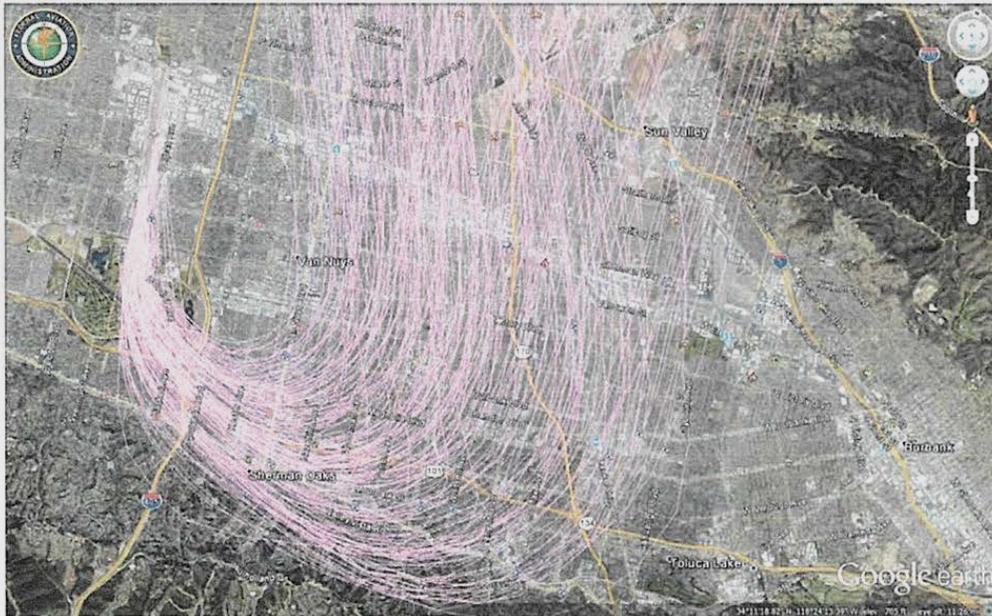
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aircraft from conflicting aircraft which have departed from both Burbank and Los Angeles airports and are also climbing to the north along the same route of flight.

As indicated in the flight tracks provided in the Draft EA, Van Nuys Airport is situated on the left edge of the image and the depicted purple lines indicate the flight tracks of departing jet aircraft on one day.



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It can be clearly seen that some aircraft initiate the left turn from the runway heading of 160 to a heading of 110 fairly early, while others continue on the 160 heading a bit longer before turning to the south-easterly heading of 110. **Again, the point in space where the air traffic controller initiates the radar vector to the northwest is a factor in determining how deeply the Van Nuys departure aircraft will penetrate Benedict Hills.**

Similar to the Burbank departures, Commenters believe that there are two fundamental causes of Van Nuys departing aircraft overflying Benedict Hills. The first is the imprecise point at which aircraft execute the initial turn from runway heading to a heading of 110. The second is the variable point at which the air traffic controller initiates the radar vector to the north. As was the case with the VAN NUYS TWO DEPARTURE SID, Commenters had hoped that the solution to this problem was to replace the conventional NEWHALL EIGHT DEPARTURE SID

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with an RNAV4 Departure SID pursuant to the Metroplex process such that the aircraft departing VNY would remain on a flight track over the Ventura and Hollywood Freeways.

#### D. Requested Action by the FAA

439-02

In the spirit of cooperation instead of litigation, Commenters requested that the FAA design and implement an RNAV departure SID to be utilized for jet aircraft departing Burbank Runway 15 as part of the SoCal Metroplex. Commenters requested that the new RNAV SID contain a course and ground track which would place the aircraft directly over the Ventura Freeway as it proceeds on its westerly course prior to proceeding north.

In the past, the conventional VAN NUYS TWO DEPARTURE SID left the timing of the initial right turn from runway heading to a heading of 210 solely to discretion of the pilot, followed by a controller initiated radar vector to the north based on dynamic air traffic situations. As conceived by the Commenters, the new RNAV DEPARTURE SID would prescribe a precise ground track, with turns required at prescribed points in space. The SID would begin at the departure end of Runway 15 with all subsequent turns prescribed at specific geographical locations. Additionally, the SID could be designed so as to provide a westerly flight track proceeding directly overfly the Ventura Freeway.

439-03

With regard to the Van Nuys Airport SID, a similar request was made to the FAA to design an RNAV DEPARTURE SID to be utilized for jet aircraft departing Van Nuys Runway 16. The new departure procedure would fly over the San Diego, Hollywood and Interstate 5 freeways. Commenters also requested that the FAA design and implement an RNAV Departure SID which contains a course and ground track which would place the aircraft directly over the Hollywood Freeway as it proceeds on its northerly course.

In the past, the conventional NEWHALL 8 DEPARTURE leaves the timing of the controller initiated radar vector to the northwest at the discretion of the controller, the new RNAV DEPARTURE SID would prescribe a precise ground track which would guarantee a flight path north of Benedict Hills. The SID would begin at the departure end of Runway 16 with all subsequent turns prescribed at specific geographical locations. The SID could be designed so as to provide a northwesterly flight track proceeding directly overfly the Hollywood Freeway.

439-04

This proposal was presented to FAA Western Pacific Regional Administrator Glenn Martin at a meeting on October 14, 2014. Attached is the PowerPoint presentation given to the FAA. Commenters were met with enthusiasm for their proposal. See Exhibit 3. The information was passed along to the relevant FAA personnel who were in charge of designing

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the Flight Procedures for the SoCal Metroplex. The Commenters were told that a waiver of the design standards would have to be obtained in order to institute the turn necessary for aircraft departing BUR to follow a flight path over the Ventura Freeway. In December, 2014, Commenters received an email from the FAA stating that it had “received verbal approval for the waivers . . . and recently submitted a white paper to FAA Headquarters requesting permission to design the procedure outside criteria.”

However, the procedures contained in the Draft EA do not contain either curved departures from Van Nuys or Burbank. As a result, the flight tracks for the Standard Instrument Departure proposed will cover the same flight tracks as both the VAN NUYS TWO and the NEWHALL EIGHT.

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**Burbank Proposed Departures Flight Tracks:**



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**Van Nuys Proposed Departure Flight Tracks:**



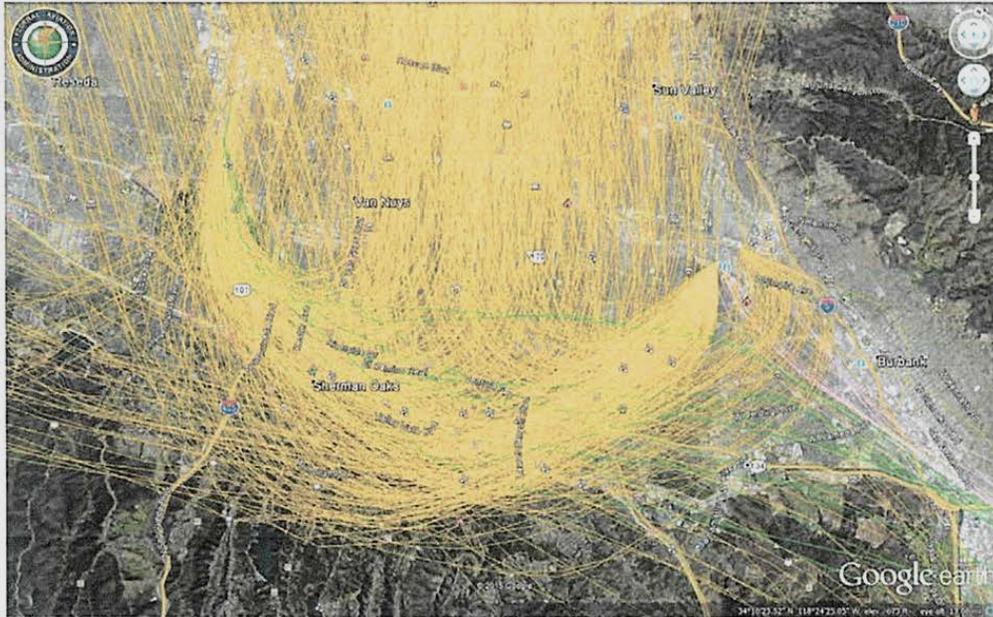
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Together, the proposed flight tracks over Benedict Hills – an area that previously had not experienced overflights by aircraft – would look like this:



439-04

This is very similar, if not identical, to the flight tracks that occurred prior to the implementation of the SoCal Metroplex. Indeed, because of the staggered nature of OROSZ ONE, the residents of Benedict Hills can expect an increase of overflights instead of a diminution. This is unacceptable.

**II. The FAA Has a Statutory Duty to Protect Residents and Property from the Deleterious Effects of Aircraft Noise.**

439-05

Congress directed that in the FAA’s development of the *Next Generation Air Transportation System* (NextGen) that it “take into consideration, to the greatest extent practicable, design of airport approach and departure flight paths to reduce exposure of noise and emissions pollution on affected residents.” 49 U.S.C. § 40101 note, Vision 100 – Century of Aviation Reauthorization Act of 2003, Pub.L. No. 108-176, § 709(c)(7). The Draft EA, however, ignores this direction and instead limits its focus on improving “the efficiency of the procedures and airspace utilization in the Southern California Metroplex.” Draft EA, § 2.2. There is no discussion in the “Purpose of the Proposed Action” section of any effort to reduce,

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noise, emissions or other environmental impacts. The Commenters believe that the FAA has not given appropriate consideration to the reduction of environmental impacts, particularly noise, in developing the airspace proposals presented in the Draft EA and that, as a result, the proposals do not meet the goals Congress defined for NextGen.

Moreover, separate and apart from the goals set for the FAA under NextGen, the FAA has a statutory duty to protect residents and property owners from the deleterious effects of aircraft noise. Federal law clearly establishes the absolute duty of the federal government to protect both people and property from aircraft noise. “[T]he Congress declares that it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare.” 42 USC § 4901(b). Moreover, in at least two other statutes, federal law puts the onus of assuring that aircraft noise does not jeopardize the public’s health, welfare or property squarely on the FAA. 49 U.S.C. § 40103(b)(2) states that the “Administrator shall prescribe air traffic regulations on the flight of aircraft (including regulations on safe altitudes) for . . . protecting individuals and property on the ground.” This has been construed by the U.S. Court of Appeals for the District of Columbia Circuit to apply to restricting aircraft noise over sensitive receptors and protecting the property over which aircraft fly. *Helicopter Association International Inc. v. Federal Aviation Administration*, 722 F.3d 430, 433 – 435 (D.C. Cir. 2013). Likewise, the FAA has a duty under 49 U.S.C. § 44715(a)(1)(A) to “prescribe . . . regulations to control and abate aircraft noise and sonic boom” in order “[t]o relieve and protect the public health and welfare from aircraft noise and sonic boom.” 49 U.S.C. § 44715(a)(1)(A).

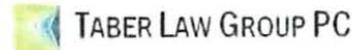
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Further, *Helicopter Association International* stated that the FAA has the authority as well as the duty to protect people on the ground from noise from aircraft: “[u]nder the plain text of [49 U.S.C.] § 40103, the FAA has authority to ‘prescribe air traffic regulations . . . [to] protect[] individuals and property on the ground.’” In that case, the FAA changed helicopter routes along the north shore of Long Island because of noise complaints, even though the noise levels were below 45 DNL. The Court pointed out that the “FAA found that ‘residents along the north shore of Long Island emphatically agreed that helicopter overflights during the summer months are unbearable and negatively impact their quality of life.’” On this basis, the Court found, the FAA made the North Shore Helicopter route mandatory, despite the fact that “[t]he FAA found that the sound levels, which were below DNL 45 dB, were ‘below levels at which homes are significantly impacted.’” Thus, the FAA has a duty and authority to protect individuals on the ground – like it did on the north shore of Long Island – who experience unbearable aircraft noise that negatively impacts their quality of life. This duty extends to people and property under flight paths below which the FAA believes to not be significantly impacted.

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In developing the SoCal Metroplex, the FAA has ignored its statutory and regulatory duty to control and abate “aircraft noise and sonic boom.” The FAA’s statutory duty to protect people and property on the ground from the deleterious effects of aircraft noise goes beyond its duty under NEPA to determine what it believes to be “significant” or “reportable” under FAA Order 1050.1E. Legally speaking, the FAA cannot draw the conclusion that a proposed FAA action that is purportedly not “reportable” under 1050.1E, § 14.5e<sup>1</sup> or that purportedly does not have a “significant impact” under 1050.1E, § 14.3<sup>2</sup>, is not subject to FAA review and regulation pursuant to 42 USC § 4901(b), 49 U.S.C. § 40103(b)(2) and 49 U.S.C. § 44715(a)(1)(A). Those statutory obligations require that the FAA address aircraft noise separate and apart from its duties under NEPA because the FAA’s proposed action will create aircraft noise that will have a deleterious effect on the public health and welfare.

**III. Conclusion.**

439-06

Commenters are not asking for much. They simply ask that a curved departure be designed and implemented from BUR and VNY that would make use of the freeway system to minimize noise impacts not only on Commenters, but on other noise sensitive areas in the San Fernando Valley and the Hollywood Hills. This curved departure should be designed and implemented as part of the Final EA for the SoCal Metroplex. Waivers of the design standards should be granted so that the curved departures from both Van Nuys and Burbank Airports can be designed and implemented as part of the SoCal Metroplex process.

All issues raised by other commenters on the Draft EA for the SoCal Metroplex are incorporated herein by reference as if fully expressed. If you have any questions or comments, please feel free to call me at (949) 735-8217 or send me an e-mail at [staber@taberlaw.com](mailto:staber@taberlaw.com).

Yours very truly,

TABER LAW GROUP, P.C.

  
Steven M. Taber

<sup>1</sup> See also 1050.1F B-1.4, p.B-4.

<sup>2</sup> See also 1050.1F, Table 4-1, p.4-8

# Exhibit 1

*MEETING REGARDING  
BURBANK AIRPORT  
BENEDICT HILLS RESIDENTS  
AND  
FAA ACTING REGIONAL  
ADMINISTRATOR  
DAVID SOUMI*

*July 2, 2013*

*15000 Aviation Blvd.  
Hawthorne, CA 90250*

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



P.O. Box 1265  
Beverly Hills, California 90213-1265

April 30, 2012

Acting Administrator Michael P. Huerta  
U.S. Department of Transportation  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington DC, 20591

Dear Mr. Huerta:

I am the President of the Benedict Canyon Association (BCA), a homeowners association which represents three thousand families in the Benedict Canyon area located in the Santa Monica Mountains of Los Angeles. The BCA is fully aware of the noise issue from airplanes taking off and departing from Burbank Airport. These flights are dangerously low, as well as a constant and unbearable nuisance to this community. The BCA therefore supports all efforts that seek to safely resolve this persistent and unnecessary problem.

Members of our association attended a meeting with officials from Burbank Airport at the office of Congressman Henry Waxman. The airport will not provide us with answers as to when the flights will end or why they even began in the first place. Flights took off from and landed in Burbank Airport for many decades without noise pollution invading the balance of nature and the peace and quiet of the hillsides, creating a public safety issue for hillside dwellers and disrupting the wildlife in our protected wildlife corridors. Officials from Burbank Airport are less than forthcoming in providing us with answers to basic questions regarding this problem. We did not locate near the airport, the airport one day decided to come to us with their "unfriendly" use of the skies over our heads. We kindly ask that you review the situation and remedy the problem.

Thank you for your time and attention to this matter.

Very truly yours,

Nickie Miner

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and the Benedict Hills Estates Association (continued)

**BENEDICT HILLS ESTATES ASSOCIATION**

9903 Santa Monica Boulevard #355  
Beverly Hills, CA 90212  
310 562 8102  
[bhea90210@aol.com](mailto:bhea90210@aol.com)

March 26, 2012

Federal Aviation Administration  
Attn: Michael Huerta, Chief Administrator  
800 Independence Avenue, SW  
Washington, DC 20591

Re: Burbank & Van Nuys Airports

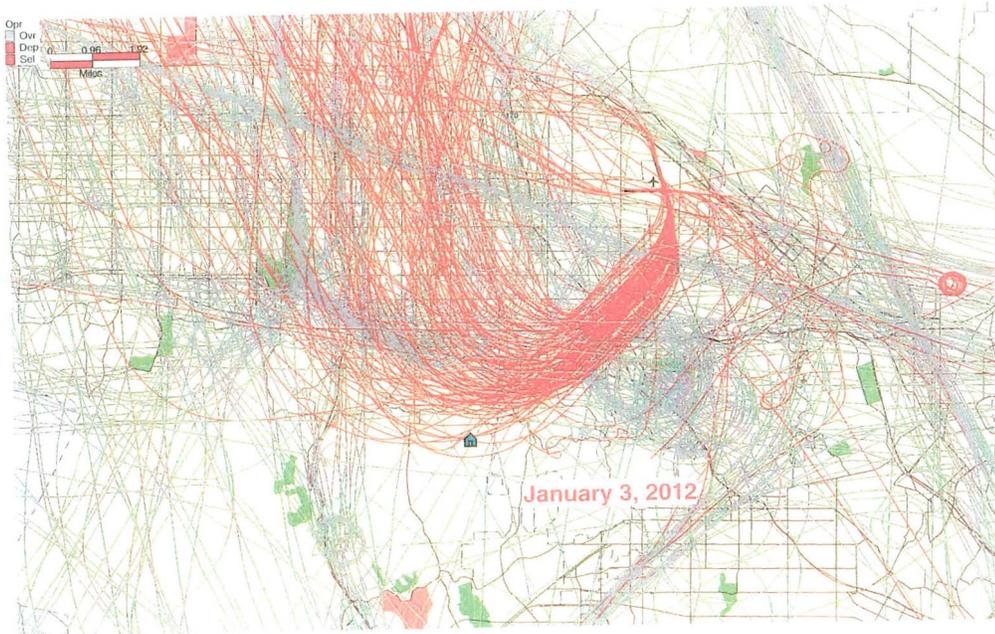
Dear Mr. Huerta,

I am contacting you as the President of the Benedict Hills Estates Association (BHEA), a mandatory homeowners association comprised of 229 single family homes situated in the Benedict Canyon area of Los Angeles, California. The BHEA wholeheartedly supports the efforts of local officials and area resident groups to rid our neighborhood of aggressive and dangerous flyovers from the Van Nuys and Burbank airports. Activity and noise from the Burbank Airport is most troublesome and the majority of complaints from is directed toward Burbank. The excessive noise and low flying aircraft is a frequent disturbance and has diminished the values of our homes.

We implore your office to investigate this matter and to take whatever action is necessary to restore our residents' peace and quiet by limiting the noise and frequency of aircraft in and out of the Burbank Airport and by modifying the flight patterns so that aircraft is not flying so low and close to our homes. We personally invite you to visit the area so that you can see firsthand how serious this problem is and the effects it is having on our community.

Respectfully,

  
Edward Brody, President



Once these planes cross Mulholland, they immediately lose 1,200ft of elevation because it is that high up. To put all this in perspective, Burbank has two runways - one long (6,885ft in length) and one short (5,802ft in length). So, the residents of this canyon might as well live at one end of a runway because the distance between the homes and the planes overhead is less than the length of Burbank's shortest runway.

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

### Traffic Counts

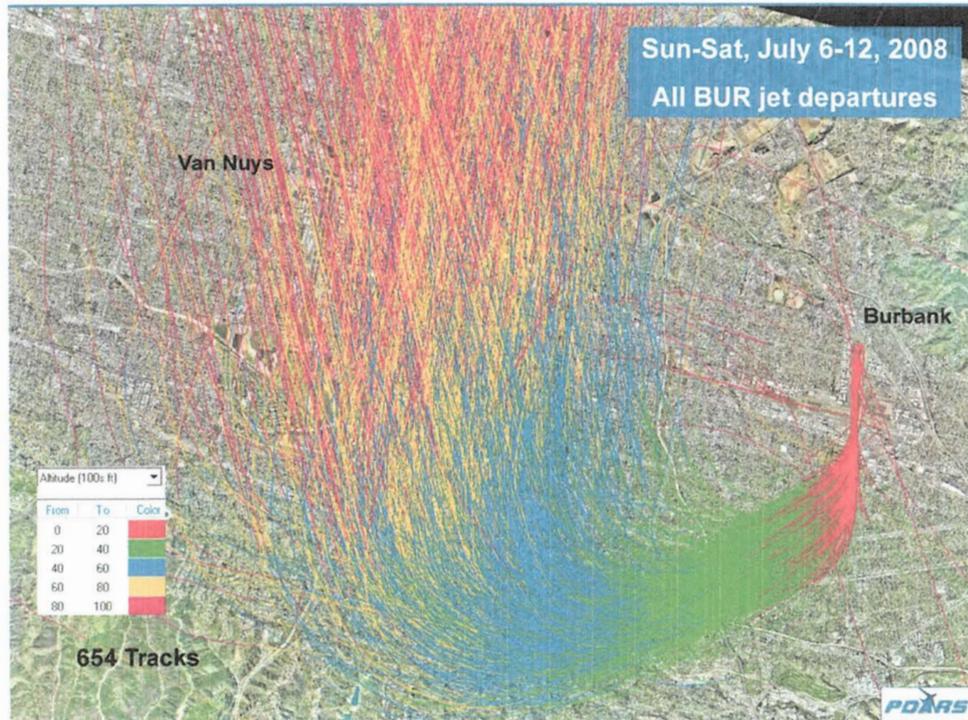
| DATES              | BUR | VNY |
|--------------------|-----|-----|
| July 6-12 2008     | 654 | 315 |
| October 12-18 2008 | 753 | 298 |
| July 12-18 2009    | 681 | 278 |
| October 11-17 2009 | 701 | 329 |
| July 11-17 2010    | 668 | 315 |
| October 10-16 2010 | 623 | 328 |
| July 10-16 2011    | 647 | 348 |
| October 16-22 2011 | 672 | 387 |

BUR – VNY Departure Analysis  
February 2012



Federal Aviation Administration

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

| Traffic Counts     |     |     |
|--------------------|-----|-----|
| DATES              | BUR | VNY |
| July 6-12 2008     | 654 | 315 |
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| July 10-16 2011    | 647 | 348 |
| October 16-22 2011 | 672 | 387 |

BUR – VNY Departure Analysis  
February 2012



Federal Aviation Administration

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FLIGHT LOGS TO & FROM BURBANK AIRPORT

Maitland Mirman, Drake Road  
June 30, 2013 (Sunday)

| <u>Morning</u>           | <u>Afternoon</u> | <u>Evening</u> |
|--------------------------|------------------|----------------|
| 5:30                     | 2:00             | 6:46           |
| 8:45                     | 2:24             | 7:10           |
| 9:02                     | 2:40             | 7:28           |
| 9:03                     | 3:20             | 8:05           |
| 9:06                     | 3:24             | 8:12           |
| 9:09                     | 3:28             | 8:22           |
| 9:12                     | 3:29             | 8:27           |
| 9:16                     | 4:10             | 9:00           |
| 9:34                     | 4:24             | 9:04           |
| 9:43                     | 4:34             | Left house     |
| 9:50                     | 4:36             |                |
| 9:56                     | 4:39             |                |
| 10:10                    | 4:46             |                |
| Left house<br>Until 1:45 | 5:50             |                |

June 29, 2013 (Saturday)

| <u>Morning</u>            | <u>Afternoon</u> | <u>Evening</u> |
|---------------------------|------------------|----------------|
| 6:07                      | 12:10            |                |
| 7:07                      | 12:19            |                |
| 7:08                      | 12:25            |                |
| 7:38                      | 12:50            |                |
| 7:45                      | 12:51            |                |
| 7:55                      | 1:10             |                |
| 8:19                      | Left house       |                |
| 8:24                      | gone all day     |                |
| Left house<br>Until 10:00 |                  |                |
| 10:42                     |                  |                |
| 10:45                     |                  |                |
| 11:08                     |                  |                |
| 11:44                     |                  |                |

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

June 26, 2013 (Wednesday)

| <u>Morning</u>           | <u>Afternoon</u> | <u>Evening</u>    |
|--------------------------|------------------|-------------------|
| 6:15                     | 3:26             | 6:30              |
| 6:30                     | 3:50             | 7:01              |
| 7:00                     | 3:55             | 7:15              |
| 7:15                     | 3:57             | <i>Left house</i> |
| 7:30                     | 4:10             |                   |
| 7:33                     | 4:19             |                   |
| 7:45                     | 4:34             |                   |
| 7:50                     | 4:45             |                   |
| 8:00                     | 5:05             |                   |
| 8:10                     | 5:07             |                   |
| 8:23                     | 5:08             |                   |
| <i>Left the house,</i>   | 5:15             |                   |
| <i>Came back at 3:15</i> | 5:30             |                   |

Margie Berkus, Abington Drive

February 17, 2013 (Sunday)

| <u>Morning</u> | <u>Afternoon</u> |      | <u>Evening</u> |
|----------------|------------------|------|----------------|
| 8:33           | 12:41            | 4:00 | 10:10          |
| 9:09           | 1:28             | 4:03 | 10:14          |
| 9:18           | 1:36             | 4:07 | 11:10          |
| 10:10          | 1:44             | 4:10 | 11:26          |
| 10:14          | 1:48             | 4:25 | 11:32          |
| 11:10          | 1:58             | 5:17 | 11:40          |
| 11:26          | 2:09             | 5:23 | 11:50          |
| 11:32          | 3:20             | 5:54 |                |
| 11:40          | 3:39             | 6:25 |                |
| 11:50          | 3:43             |      |                |

February 28, 2013 (Thursday)

| <u>Morning</u>   | <u>Afternoon</u> | <u>Evening</u> |
|------------------|------------------|----------------|
| 7:38             | 12:44            | 3:30           |
| 7:55             | 1:00             | 3:35           |
| 8:00             | 1:08             | 3:38           |
| 8:09             | 1:18             | 3:41           |
| 8:17             | 1:27             | 4:01           |
| 8:20             | 1:33             | 4:45           |
| 8:33             | 1:37             | 5:05           |
| 8:45             | 1:43             | 5:35           |
| 8:50             | 2:05             | 5:59           |
| 9:09             | 2:10             |                |
| <i>Left Home</i> | 2:34             |                |
|                  | 2:37             |                |
|                  | 2:45             |                |

## Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

Rachelle Rosten, Deep Canyon Place

Page 1

|                              |                            |
|------------------------------|----------------------------|
| 5:57 pm 5/8/13 SW jumbo jet  | 9:28 am 5/15/13 low jumbo  |
| 7:04 am 5/9/13 jumbo jet     | 9:31 am 5/15/13 high jumbo |
| 9:35 am 5/9/13 jumbo         | 9:57 am 5/15/13 low jumbo  |
| 9:50 am 5/9/13 jumbo         | 10:50 am 5/15/13 low jumbo |
| 5:50 pm 5/9/13 jumbo         | 11:09 am 5/15/13 low jumbo |
| 6:45 pm 5/9/13 jumbo         | 11:16 am 5/15/14 jumbo     |
| 6:55 pm 5/9/13 jumbo         | 11:20 am 5/15/14 low jumbo |
| 7:15 pm 5/9/13 jumbo high    | 4:57 pm 5/15/13 low jumbo  |
| 10:00 am 5/10/13 jumbo low   | 5:12 pm 5/15/13 low jumbo  |
| 3:11 pm 5/10/13 low jumbo    | 5:17 pm 5/15/13 low jumbo  |
| 5:15 pm 5/10/13 low jumbo    | 8:37 pm 5/15/13 low jumbo  |
| 5:55 pm 5/10/13 low jumbo    | 9:08 pm 5/15/13 low jumbo  |
| 6:15 pm 5/10/13 SW low jumbo | 9:37 pm 5/15/13 low jumbo  |
| 6:13 pm 5/10/13 SW low jumbo | 9:50 pm 5/15/13 low jumbo  |
| 6:40 pm 5/10/13 low jumbo    | 9:57 pm 5/15/13 low jumbo  |
| 7:00 pm 5/10/13 low jumbo    | 10:55 pm 5/15/13 jumbo     |
| 10:00 pm 5/10/13 low jumbo   | 10:51 am 5/16/13 low jumbo |
| 10:15 pm 5/10/13 jumbo       | 11:50 am 5/16/13 low jumbo |
| 3:45 pm 5/11/13 low jumbo    | 5:20 pm 5/16/13 low jumbo  |
| 5:20 pm 5/11/13 low jumbo    | 5:40 pm 5/16/13 low jumbo  |
| 8:45 am 5/12/13 low jumbo    | 7:14 am 5/17/13 jumbo      |
| 9:57 am 5/12/13 low jumbo    | 10:43 am 5/17/13 low jumbo |
| 10:35 am 5/12/13 jumbo       | 11:53 am 5/17/13 low jumbo |
| 10:40 am 5/12/13 low jumbo   | 12:59 pm 5/17/13 low jumbo |
| 10:46 am 5/12/13 high jumbo  | 3:30 pm 5/17/13 low jumbo  |
| 11:40 am 5/12/13 high jumbo  | 5:20 pm 5/17/13 low jumbo  |
| 12:04 pm 5/12/13 jumbo       | 6:35 pm 5/17/13 low jumbo  |
| 12:16 pm 5/12/13 low jumbo   | 8:37 am 5/18/13 low jumbo  |
| 7:15 pm 5/12/13 private jet  | 8:38 am 5/18/13 plane      |
| 7:29 pm 5/12/13 jumbo high   | 1:48 pm 5/18/13 jumbo      |
| 9:00 am 5/13/13 low jumbo    | 2:43 pm 5/18/13 jumbo      |
| 9:35 am 5/13/13 low jumbo    | 6:55 am 5/19/13 low jumbo  |
| 10:01 am 5/13/13 low jumbo   | 7:04 am 5/19/13 low jumbo  |
| 10:11 am 5/13/13 jumbo       | 7:17 am 5/19/13 low jumbo  |
| 10:49 am 5/13/13 jumbo       | 7:20 am 5/19/13 low jumbo  |
| 5:40 pm 5/14/13 low jumbo    | 7:38 am 5/19/13 low jumbo  |
| 5:43 pm 5/14/13 low jumbo    | 8:03 am 5/19/13 jumbo      |
| 5:59 pm 5/14/13 low jumbo    | 9:03 am 5/19/13 low jumbo  |
| 10:07 pm 5/14/13 low jumbo   | 9:50 am 5/19/13 low jumbo  |

Steven Taber on behalf of the Benedict Hills Homeowners Association  
and the Benedict Hills Estates Association (continued)

Rachelle Rosten, Deep Canyon Place

Page 2

|                                   |                            |
|-----------------------------------|----------------------------|
| 9:57 an 5/19/13 low jumbo         | 5:15 pm 5/24/13 low jumbo  |
| 10:15 am 5/19/13 low jumbo        | 5:24 pm 5/24/13 low jumbo  |
| 12:11 pm 5/19/13 low jumbo        | 9:38 pm 5/24/13 low jumbo  |
| 5:55 pm 5/19/13 low jumbo         | 8:09 am 5/25/13 low jumbo  |
| 8:37 pm 5/19/13 low jumbo         | 8:48 am 5/25/13 jumbo      |
| 9:18 pm 5/19/13 low jumbo         | 8:52 am 5/25/13 low jumbo  |
| 10:49 am 5/20/13 low SW jumbo     | 11:06 am 5/25/13 low jumbo |
| 12:44 pm 5/20/13 low jumbo        | 12:33 pm 5/25/13 low jumbo |
| 2:27 pm 5/20/13 low jumbo         | 1:17 pm 5/25/13 low jumbo  |
| 4:50 pm 5/20/13 low jumbo         | 1:41 pm 5/25/13 low jumbo  |
| 5:08 pm 5/20/13 low jumbo         | 3:29 5/25/13 low jumbo     |
| 8:34 pm 5/20/13 low. Jumbo        | 7:36 pm 5/25/13 low jumbo  |
| 7:16 am 5/21/13 low jumbo         | 12:50 pm 5/27/13 low jumbo |
| 10:30 am 5/21/13 low jumbo        | 3:36 pm 5/27/13 low jumbo  |
| 12:00 pm 5/21/13 low jumbo        | 5:49 pm 5/27/13 low jumbo  |
| 4:23 pm 5/21/13 low jumbo         | 6:51 pm 5/27/13 low jumbo  |
| 6:27 pm 5/21/13 low jumbo         | 8:05 pm 5/27/14 low jumbo  |
| 10:04 am 5/22/13 low jumbo        | 9:38 pm 5/27/13 low jumbo  |
| 10:30 am 5/22/13 low jumbo        | 7:11 am 5/28/13 low jumbo  |
| 3:35 pm 5/22/13 low jumbo         | 7:14 am 5/28/12 low jumbo  |
| 4:10 pm 5/22/13 low jumbo         | 1:49 pm 5/28/13 low jumbo  |
| 4:14 pm 5/22/13 low jumbo         | 2:01 pm 5/28/13 low jumbo  |
| 4:21 pm 5/22/13 sm jet van nuys   | 4:45 pm 5/28/13 low jumbo  |
| 5:52 pm 5/22/13 low jumbo         | 5:03 pm 5/28/13 low jumbo  |
| 6:42 pm 5/22/13 low jumbo         | 9:32 am 5/29/13 low jumbo  |
| 6:48 pm 5/22/13 low jumbo         | 9:55 am 5/29/13 low jumbo  |
| 7:31 pm 5/22/13super low SW jumbo | 11:41 am 5/29/13 low jumbo |
| 10:12 pm 5/22/13low jumbo         | 12:08 pm 5/29/13 low jumbo |
| 7:18 am 5/23/13 low jumbo         | 12:19 pm 5/29/13 low jumbo |
| 9:54 an 5/23/13 low jumbo         | 7:40 pm 5/29/13 low jumbo  |
| 12:16 pm 5/23/13 low jumbo        | 8:05 pm 5/29/13 low jumbo  |
| 7:39 pm 5/23/13 low jumbo         | 7:08 am 5/30/13 low jumbo  |
| 7:44 pm 5/23/13 super low jumbo   | 7:15 am 5/30/13 low jumbo  |
| 7:47 pm 5/23/13 jumbo             | 5:11 am 5/30/13 low jumbo  |
| 7:54 pm 5/23/13 low jumbo         | 7:13 am 5/31/13 low jumbo  |
| 8:44 pm 5/23/13 low jumbo         | 1:03 pm 5/31/13 low jumbo  |
| 10:50 pm 5/23/13 low jumbo        | 2:23 pm 5/31/13 low jumbo  |
| 12:28 pm 5/24/13 low jumbo        | 4:41 pm 5/31/13 low jumbo  |
| 3:38 pm 5/24/13 low jumbo         | 5:06 pm 5/31/13 low jumbo  |

## Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

Rachelle Rosten, Deep Canyon Place

Page 3

|                             |                                |
|-----------------------------|--------------------------------|
| 5:09 pm 5/31/13 low jumbo   | 7:16 am 6/19/13 low jumbo      |
| 5:21 pm 5/31/13 low jumbo   | 11:12 am 6/19/13 low jumbo     |
| 5:47 pm 5/31/13 low jumbo   | 7:19 pm 6/19/13 low jumbo      |
| 9:12 am 6/1/13 low jumbo    | 10:08 pm 6/20/13 low jumbo     |
| 10:14 am 6/1/13 low jumbo   | 5:39 pm 6/21/13 low jumbo      |
| 3:51 pm 6/1/13 low jumbo    | 9:47 pm 6/23/13 very low jumbo |
| 1:22 pm 6/2/13 low jumbo    | 9:54 pm 6/23/13 low jumbo      |
| 1:44 pm 6/3/13 low jumbo    | 6:30 pm 6/24/13 low jumbo      |
| 2:00 pm 6/3/13 low jumbo    | 7:22 pm 6/24/13 low jumbo      |
| 10:36 am 6/5/14 low jumbo   | 8:20 pm 6/24/13 low jumbo      |
| 11:15 am 6/5/13 low jumbo   | 8:36 pm 6/24/13 low jumbo      |
| 12:16 am 6/5/13 low jumbo   | 8:57 am 6/25/13 low jumbo      |
| 5:34 pm 6/5/13 low jumbo    | 5:58 pm 6/25/13 low jumbo      |
| 7:15 pm 6/5/13 low jumbo    | 7:11 pm 6/25/13 low jumbo      |
| 7:25 pm 6/5/13 low jumbo    | 7:22 pm 6/25/13 very low jumbo |
| 9:20 pm 6/5/13 low jumbo    | 7:26 pm 6/25/13 low jumbo      |
| 9:42 pm 6/5/13 low jumbo    | 7:36 pm 6/25/13 low jumbo      |
| 9:22 am 6/6/13 low jumbo    | 7:39 pm 6/25/13 low jumbo      |
| 10:00 am 6/6/13 low jumbo   | 7:45 pm 6/25/13 very low jumbo |
| 10:07 am 6/6/13 low jumbo   | 9:45 pm 6/25/13 low jumbo      |
| 7:14 am 6/10/13 low jumbo   | 7:40 pm 6/26/13 low fed ex jet |
| 7:21 am 6/10/13 low jumbo   | 7:42 pm 6/26/13 low fed ex jet |
| 7:23 am 6/10/13 low jumbo   | 7:45 pm 6/26/13 low jumbo      |
| 7:34 pm 6/10/13 private jet | 7:54 pm 6/26/14 low jumbo      |
| 7:47 pm 6/10/13 low jumbo   |                                |
| 8:08 pm 6/10/13 low jumbo   |                                |
| 10:03 pm 6/11/14 low jumbo  |                                |
| 10:00 pm 6/11/14 low jumbo  |                                |
| 9:21 am 6/14/13 low jumbo   |                                |
| 7:32 pm 6/14/13 low jumbo   |                                |
| 10:20 pm 6/15/13 low jumbo  |                                |
| 7:56 am 6/16/13 low jumbo   |                                |
| 8:42 am 6/16/13 low jumbo   |                                |
| 6:11 am 6/19/13 low jumbo   |                                |
| 6:20 am 6/19/13 low jumbo   |                                |
| 7:03 am 6/19/13 low jumbo   |                                |
| 7:08 am 6/19/13 low jumbo   |                                |
| 7:10 am 6/19/13 low jumbo   |                                |
| 7:11 am 6/19/13 low jumbo   |                                |

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## Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

### Re Burbank Airport Flights

Bridget Hedison, Trudy Drive - June 26, 2013

I don't often have time to sit outside but I was just by our pool, on the phone with a friend, and 5 planes flew over between 5.40 and 5.55pm! Once again, I was asked why, in quiet Benedict Canyon, there was so much air traffic. I finally gave up and came inside - we could not carry on any kind of continuous conversation.

I would really like the FAA to explain WHY they think it's safer to take planes on a flight path that brings them over the Santa Monica Mountains, much much higher than the Valley area around Burbank, causing them to be much closer to the ground, than it would be to take them on a straight path out over much lower areas. No one would expect to see a plane as close to the ground on an extended flight path, as they are once they are over Mulholland.

I just don't have the time to sit down every day and document every single flight, but here's an example that I wrote down - and this is what it's like every single day:

Planes flying over at 7.10am, 7.12am, 7.14am RIGHT OVER HEAD! 7.25am, 7.35am different path but still noisy.

June 25 10:15pm plane right overhead. (And this continued into the night - I lay awake listening to them).

These planes come over starting at at least as early as 6.45am if not earlier, until midnight every single day, and it is getting worse. Is it getting worse because we are not making enough of a fuss and they think they can get away with it? When we ask for flight patterns going back 10 or 15 years when there were no planes over this area, we are told there are no records. Really? So all we can do is compare flights today with flights two years ago when it was also bad.

And as I mentioned once before, I recall when Don Cornelius died last year in February, and there were several helicopters over Mulholland, that morning there were NO flights during the usual 7am rush hour. NOT ONE! It was remarkable. I was out walking and could see the helicopters and noticed that there were no planes. So obviously there are other flight paths - one assumes they did not cancel those flights.

If we had one flight a day it would be just about tolerable. And as I recall, that's how it started - the occasional flight noise - I remember thinking that it might be the wind bringing the noise, or perhaps one plane was on its way somewhere different or off the usual flight path. And perhaps because there were no complaints, it was decided that all the flights out of Burbank could just take this path.

Comments from Residents

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

And by the way, it is 6.25pm and the planes continue to fly over. Sometimes at night around 9pm, we cannot hear the TV because the plane noise is too loud. And there are times, day and night, when the planes fly over with such regularity that there is no break in the noise from one flight to the next - just a continual roar. Ridiculous. 6.28pm: another plane.

.....  
*Maitland Mirman, Drake Drive June 26, 2013*

Last week I was awoken at 4:30 am . Most days they start flying at 6:am. I walk my dog between 6:30 to 7:15 and I counted between 8 to 10 planes and by the time I leave my house around 8:30 there are 8 to 10 planes. This is effecting me personally. I suffer from tinnitus and the past 6 months it is becoming worse and now it is in both ears. Stress, noise, lack of sleep causing it. and I am suffering from migraine headaches and my allergies are worse from all the jet fuels and the soot and grime. This is unacceptable.

\*\*\*\*\*  
**Comments From Benedict Hills Residents  
Posted on Online Petition**

June 14, 2013. I woke up from a flight that came over my house this morning at around 7:00 am! It appears that the flights are starting sooner, ending later and becoming more frequent.

June 13, 2013. The noise and pollution in our area is getting unbearable.

June 13, 2013. The noise is very disruptive to our life. It has steadily increased over the past year.

June 3, 2013. I am very upset about the planes flying over our neighborhood - worried about our safety and environmental impact.

May 19, 2013. We are now directly under the flight path of planes flying into and out of Burbank Airport. This has dramatically changed our ability to enjoy our life. Please take action to protect us and our homes from this infringement on our lives. Please change the flight path back to what it was in the past.

May 31, 2013. We are requesting that Burbank airport reroute its flights. Over several months, there have been progressively more n more airplanes flying over our community. Disturbing the tranquility of our neighborhood. Please reroute the Burbank flights to where they were a few years back. We have young children whose health and well being is adversely affected. I am happy to discuss in person. Your attention is greatly appreciated.

May 30, 2013. This flight pattern has become an incredible nuisance! It is not fair for the flight pattern to be changed without notice and a right to be heard. I purchased this home based on the quiet location. It is no longer quiet as I now have jets buzzing

Comments from Residents

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## Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

overhead constantly. Not only is it disrupting my quiet enjoyment of my property, but I believe it is devaluing my property! PLEASE CHANGE THE FLIGHT PATTERNS. This is not right or appropriate.

May 30, 2013. It is very noisy and disturbing for us who live in Benedict Canyon. We would like you to help stop the Burbank airport to fly over our canyon.

May 30, 2013. Way to much once in a while is ok but not every 15 min.

May 29, 2013. The noise has been increasing and is getting to be unbearable. Wakes our children early and late.

May 29, 2013. The noise, soot and grime keep getting worse and worse. Planes now start around 6:00 a.m. and go to past midnight some nights. This must stop.

May 29, 2013. (1) Because we are in the hills, we are located at higher elevations, and thus nearer to the airplanes. This makes the noise that much closer to than to the original Valley route.

(2) The hills also make it more dangerous for low flying airplanes trying to land because there is much less altitude room to work with than the original Valley path (3) The birds (e.g. hawks, crows) fly at similar altitudes above the hills that are in the direct flight path of the airplanes trying to land.

Again, the Valley has much less hawks/other birds in the direct flight path of the airplanes.

The hills are the natural hunting ground for these birds. Yet, the airplanes choose to fly directly into them. If and when there is an accident, it will be disastrous and people who allow this to happen will be held accountable.

May 28, 2013. The flyovers are a problem and cause me and my neighbors problems because of the noise and grit and dirt. We never had this before. It is time to change the flight pattern to what it was before.

May 28, 2013. The peaceful canyon we bought into 20 plus years ago is no longer. We had no planes flying over our backyard when we purchased and would love to return to the serenity we once enjoyed.

May 17, 2013. We live on top of the hill, between Sunset and Mulholland. In early AM hours planes are flying so low sometimes I have a feeling it will just crash into the house. The noise sounds like it is heavy cargo. It wakes me up each night. During the day also. No enjoyment to sit outside & read. We purchased the property for enjoyment if I wanted to hear planes, Inglewood would be my 1st. choice for home for much less. Something must be done. It has to be stopped

April 9, 2013. The heavy air traffic over Benedict Canyon is out of control and very disrupting. The air traffic over Benedict Canyon has increased consistently and dramatically over the last several years. Our backyard sounds like an air field.

Comments from Residents

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

April 5, 2013. The noise the pollution is unbearable. The plane are flying all day long and very low emitting all kind of soot effecting the health and well being of our family. Also the planes are devaluating our property.

Nov 2 2012. Flight noise starts at around 4.30 to 5.30 in the morning - we have no quality of life anymore. Beverly Hills does not have an airport - why do we have to absorb the noise from another city???

Oct 24, 2012. The noise level is terrible and it must be reduced.

Oct 16, 2012. REQUESTING A FULL HEARING WITH THE FAA. TO DISCUSS RE-ROUTING THE BURBANK AIR TRAFFIC BACK OVER BURBANK AND NOT OVER THE BENEDICT CANYON AREA,

Oct 16, 2012. The airplanes have become more numerous, banking further south and lower as time goes on. Our home now feels like it is under a runway. We smell exhaust at times and see soot on our exterior walls & gutters. Environmental impact reports or Homeowner Assoc. input were not solicited before flights & patterns were expanded. This has developed into unhealthy air/noise pollution and is unacceptable! An official hearing is requested and overdue for flight rerouting, not merely for a pro forma meeting to pacify homeowners. Our Benedict Hills HOA is ready to cooperate and participate.

Oct 15. 2012. BY THIS PETITION THE UNDERSIGNED HOMEOWNER IS REQUESTING A FULL HEARING WITH THE FAA, TO DISCUSS RE-ROUTING THE BURBANK AIR TRAFFIC BACK OVER BURBANK AND NOT OVER THE BENEDICT CANYON AREA

Oct 13, 2012. We bought high-value property in 1999, which was never under a flight pattern, nor did we ever dream it would be. Airplane noise affects property values. One should be given the choice to stay or paid back the loss of value. It is wrong to subject taxpayers to something like this without notice and a vote!

Oct. 12, 2012. Flights paths though our canyon are much more disturbing than people realize due to the higher altitude we live in at the top of Mulholland! Additionally, wildlife are disturbed and polluted by jet fumes daily!

Oct. 12, 2012. The planes flying over our house all the time very early in the morning and late at night keeps us up and wakes us up, it is unbearable and making our lives miserable.

Oct 12, 2012. Many of the homeowners here in Benedict Hills needed, and were willing, to make sacrifices to move to this lovely area, including myself, because we love the peace and tranquility living here provides. We were never told that we would lose

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## Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

that to the sound of roaring planes overhead from morning to night every day. People purchasing homes in the original flight pattern of Burbank airport are aware of the planes and have made the choice to live there despite them. I think it is totally unfair to ruin our neighborhood now, after decades of not needing to fly over it!

Oct. 12, 2012. Our neighborhood should have been notified in advance of the change in flight patterns in and out of Burbank Airport, and the environmental impact should have been considered in advance. Unlike some who protest airport noise, we didn't move into a neighborhood with abundant air traffic and then complain; we moved in while it was quiet and then found ourselves adversely impacted by increasing airport noise.

Oct. 12, 2012. For 25 years we have treasured our quiet environment. Please help to maintain it.

Oct 12, 2012. I have two young children and the noise is affecting their sleep patterns. I purposefully bought a house in these canyons to avoid airport and city noise.

Oct. 12, 2012. This unilateral decision to fly over Benedict Canyon must stop. The residents were never given an opportunity to vote on this, and I will lend my name and support to a class action if it doesn't stop.

Oct. 12, 2012. The noise has become very disruptive to our family.

Oct 12, 2012. I moved here for the quiet. Things have changed, the Canyon is noisy and it also affects home values.

Oct. 12, 2012. Reside near Benedict Canyon/Mulholland Dr. area. Whole heartedly agree that aircraft, both airplane noise has become excessive, consistently disturbing our rights to a peaceful and quiet neighborhood. Excessive noise often occurs in late evening hours as well as very early morning hours.

Oct. 12, 2012. tired of noise....all hours....

Oct 12, 2012. Very intrusive. Affects our childrens' sleep.

Oct 12, 2012 Stop or at least reduce flights over Benedict Canyon area

Oct 12, 2012 So disturbing.. cannot think at times. Disruptive. This is a residential area. Stop!

Oct 12, 2012 The noise from jets coming out of Burbank is outrageous! I hosted an event at my home for some top ranking people in the non-profit world, and I was horrified that every 15 minutes or so their voices--on microphones--were completely drowned out by low flying airplanes. I have lived in this neighborhood (--this is my second house here) for 30 years, and I have never experienced this before the last

Comments from Residents

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

couple of years. It is unacceptable, unfair, an unexpected hit to the value of my home, and something must be done to stop this!

Oct 12, 2012. The plane noise over our formerly quiet neighborhood is out of control -- please re-route Burbank aircraft in some other direction... Thank you!

Oct. 11, 2012. Too many loud airplanes flying over our area. Please redirect them do they fly over industrial areas and not residential areas.

Oct. 11, 2012 (1) When we bought our house in Benedict Hills 22 years ago, quiet enjoyment is a big part of the price. (2) Among our bundle of rights is that the property extends up to the sky. For BUR to fly so low right above our property is very unfair and unreasonable. BUR already has a path through the valley. When the valley people bought their property they were well aware of the BUR flight path, thus the prices reflect this fact. Now, BUR is retroactively doing things that will cause our property value to go down and make our daily living unpleasant. There is no reason for BUR to be doing this. So, please revert back to flying through the valley without flying over Benedict Hills.

Oct. 11, 2012 The noise is very loud and is distracting

Oct 10, 2012 The Burbank airport brings revenue and business to Burbank, not to Benedict Canyon. It seems that air traffic should be routed over Burbank, rather than our canyon.

Oct 10, 2012. Many times we have been awoken and many times all types of aircraft are flying so low that the house shakes. We can't even hear the radio or TV when it is on. The amount of aircraft has increased so much it interferes with our daily living.

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

# Exhibit 2

## Burbank – Van Nuys Departure Analysis

### Changes to Routes and/or Traffic Levels

Presented to: Bill Withycombe

By: Western Service Center, Operations Support  
Group

Date: February 2012



Federal Aviation  
Administration



## Burbank – Van Nuys Departure Analysis

- One week of data was examined from both July and October over four years to determine any changes in traffic levels or ground paths
- Each slide examines a single airport to reduce clutter
- Only jet departures from VNY and BUR were examined
- Analysis was performed with the Performance Data Analysis and Recording System (PDARS)
- Traffic data was sourced from Southern California TRACON (SCT)

BUR – VNY Departure Analysis  
February 2012



Federal Aviation  
Administration

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## Weather July 2008-2011

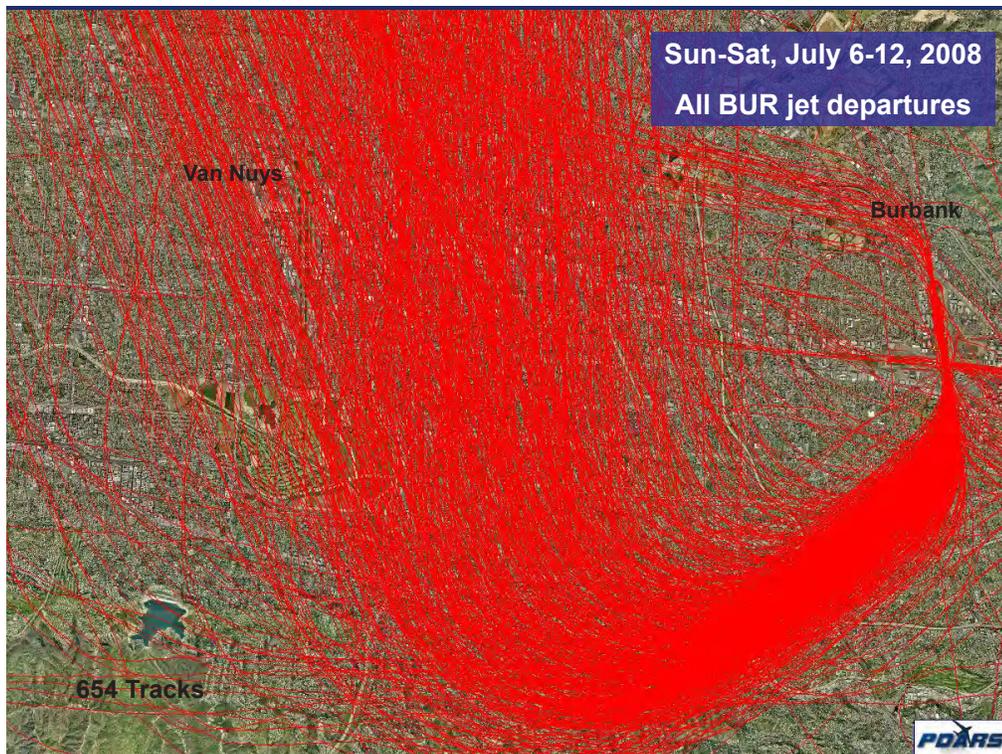
- July 6-12, 2008: morning haze with afternoon improvement, sky clear, light winds
- July 12-19, 2009: good visibility all week, sky clear, light winds
- July 11-17, 2010: morning mist/haze Sun-Mon, light rain Fri AM, light winds
- July 10-16, 2011: morning haze Sun-Mon with low ceilings, clear later, light winds
- Light winds: average speeds around 5-7 MPH. Some days did have stronger gusts

BUR – VNY Departure Analysis  
February 2012



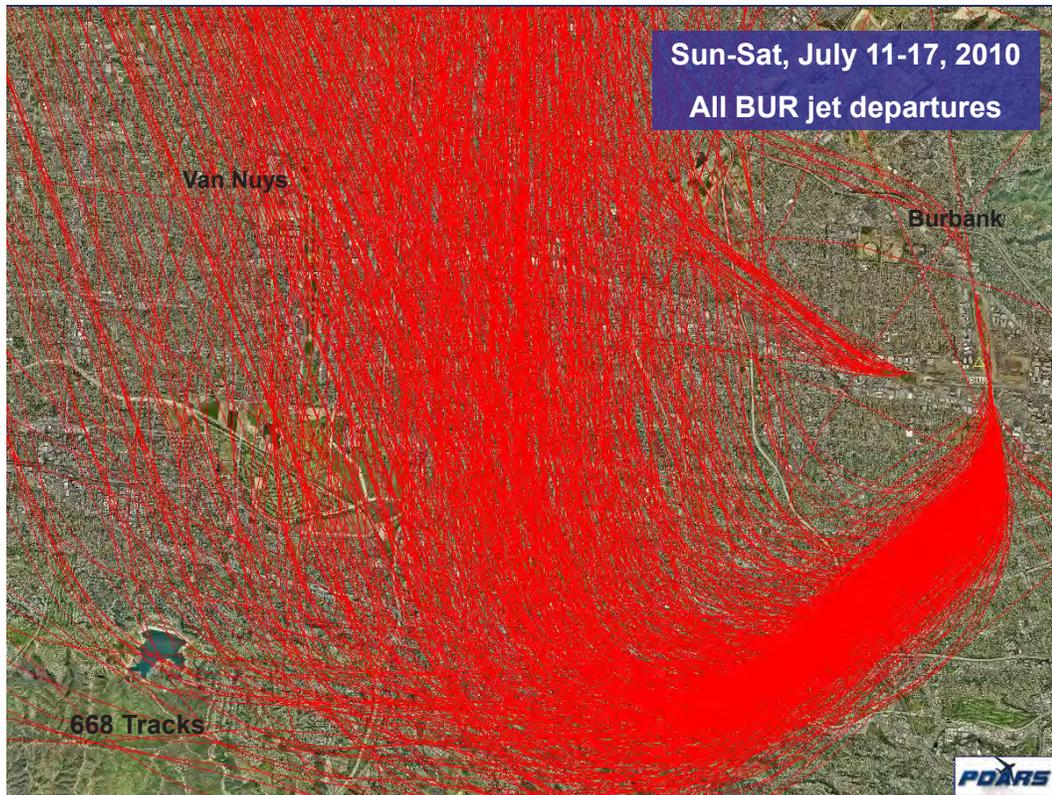
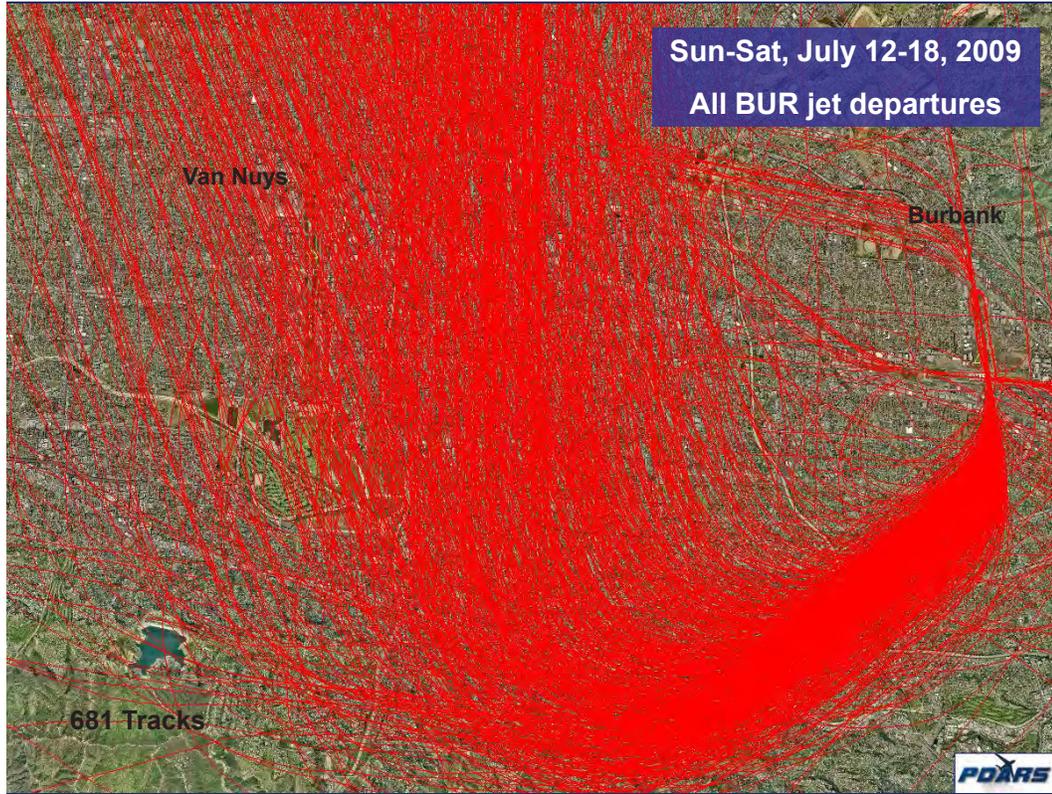
Federal Aviation  
Administration

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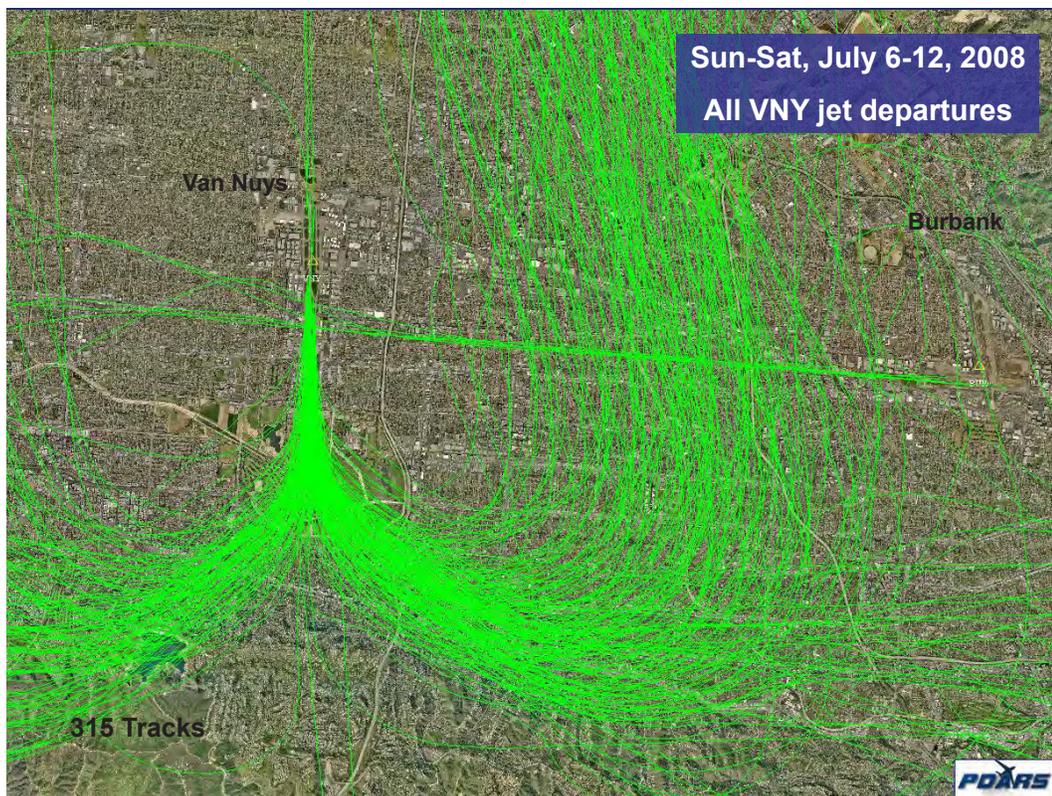
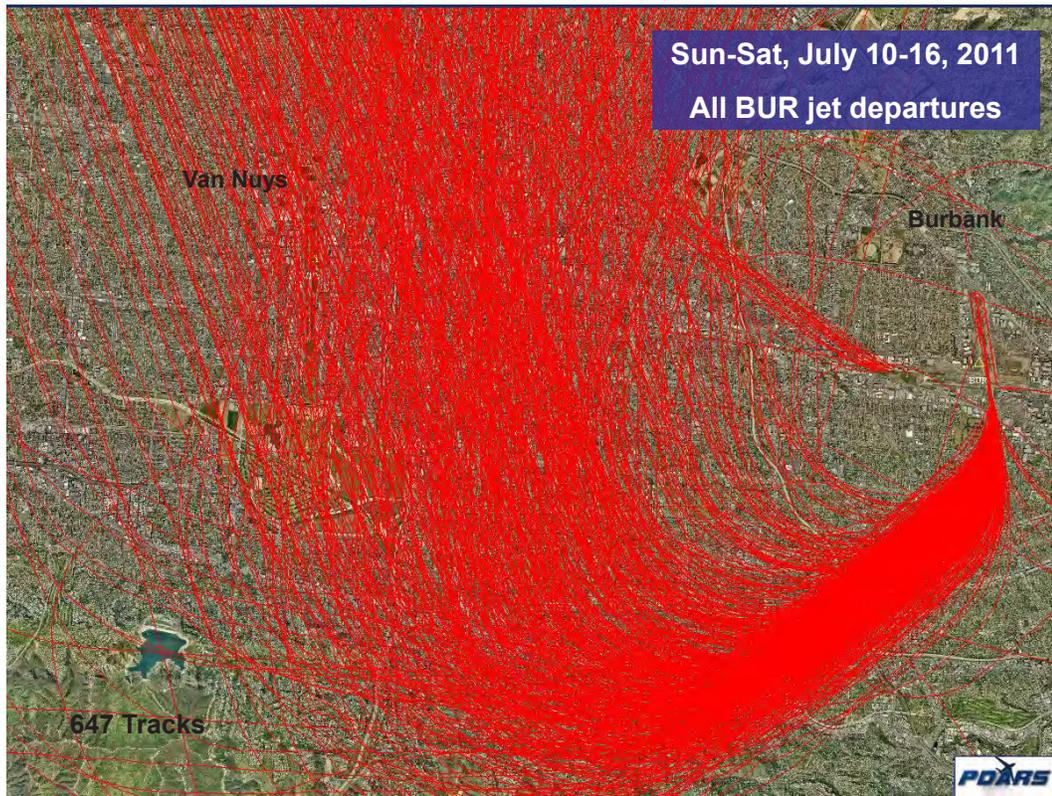
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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



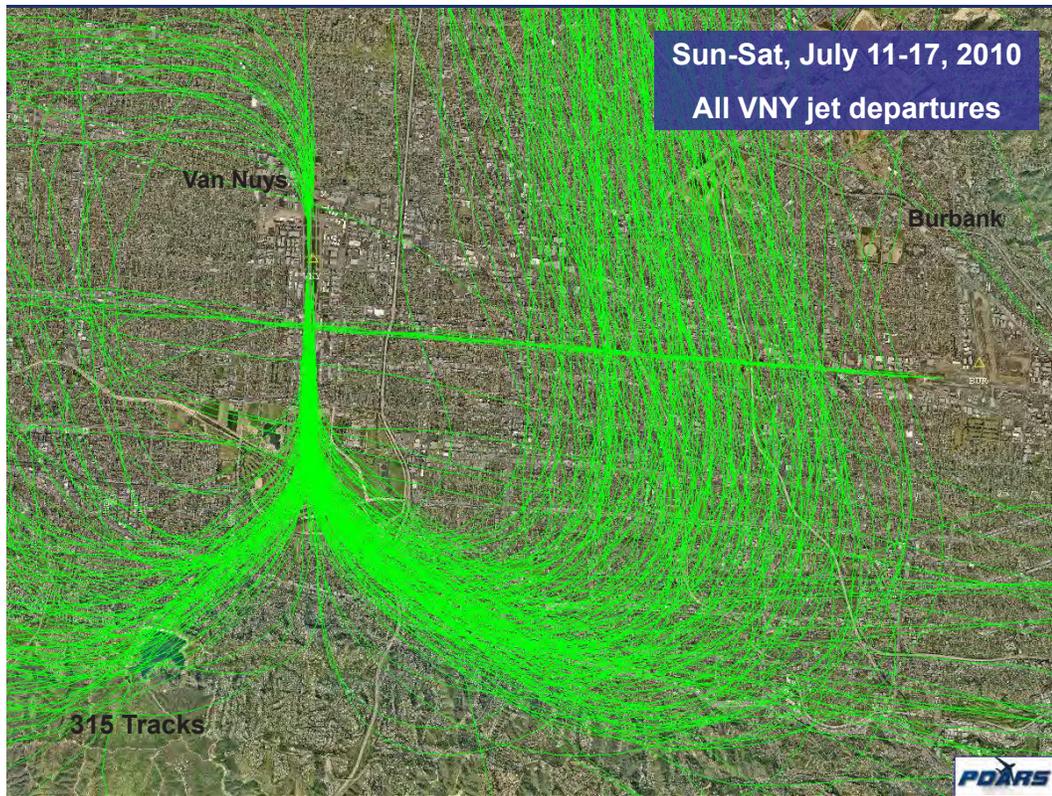
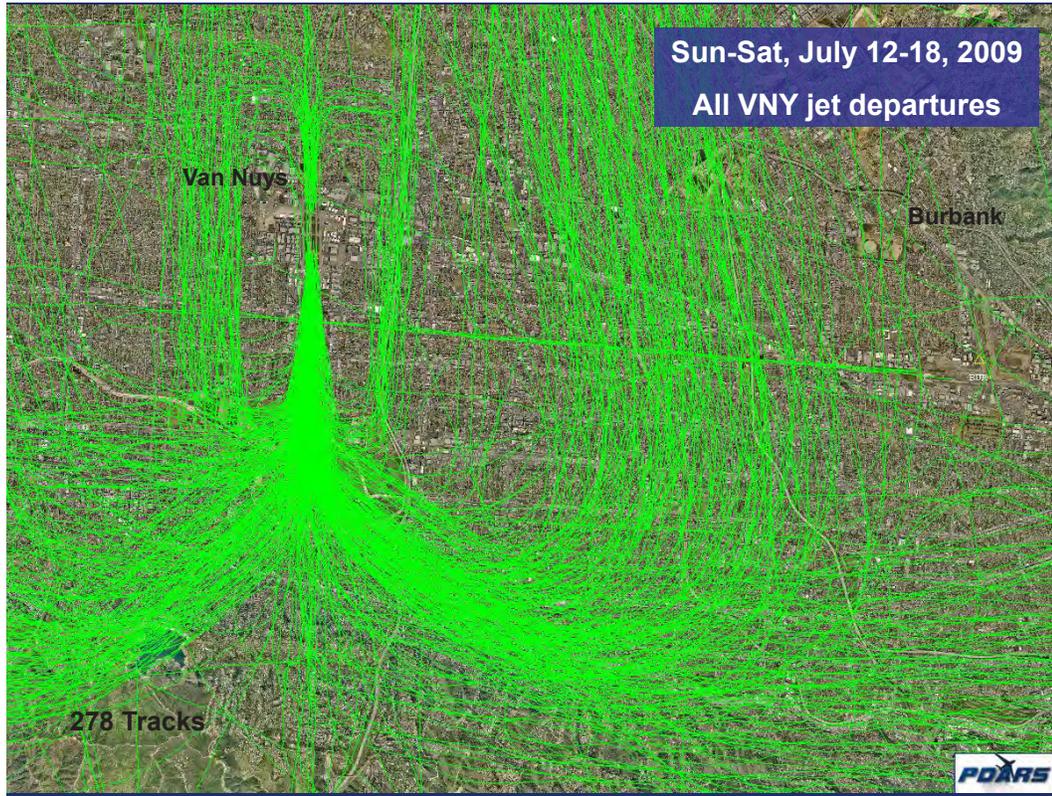
439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



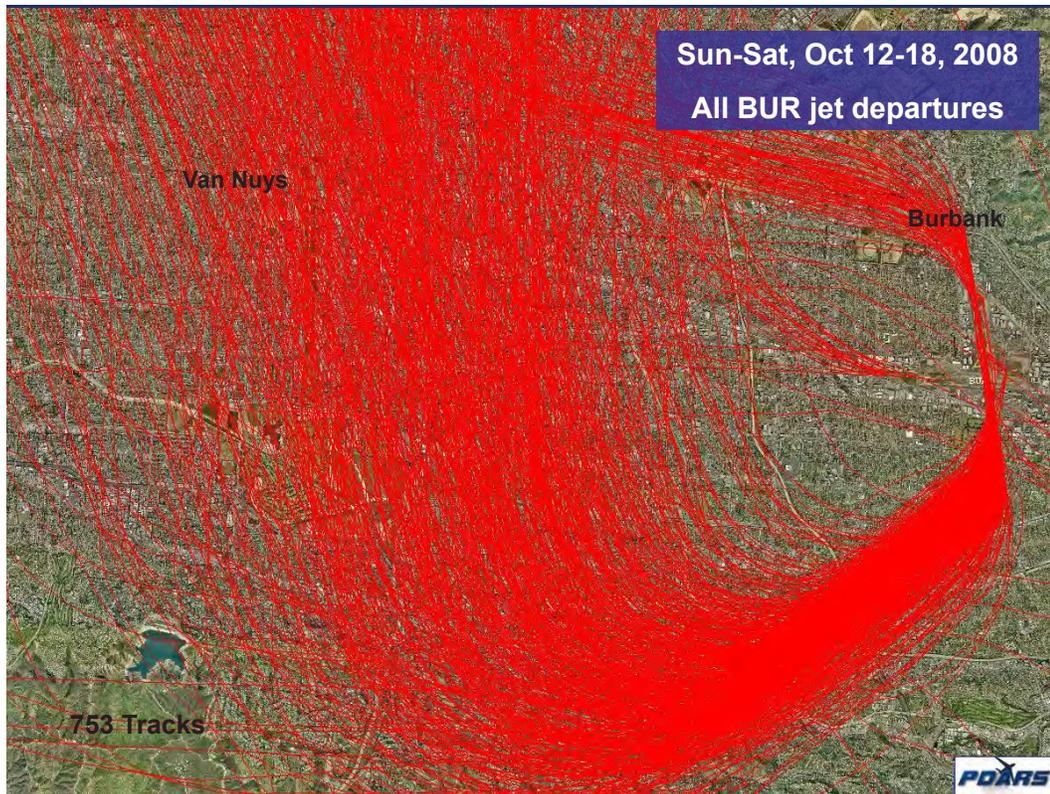
439

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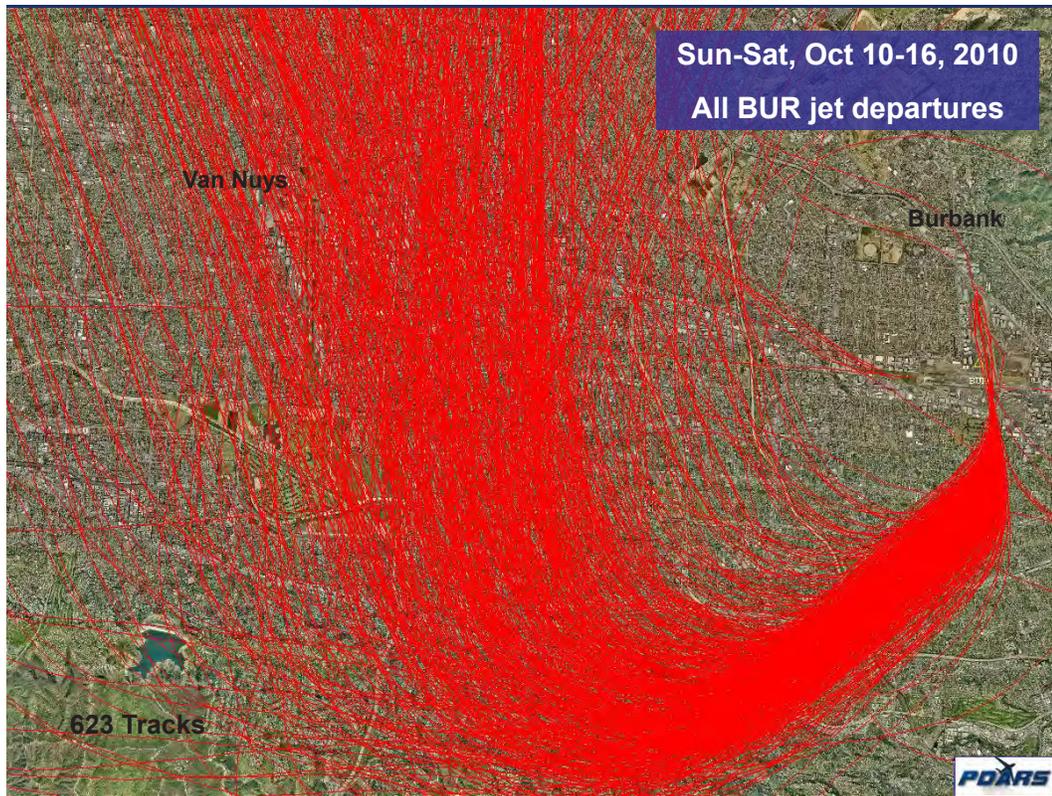
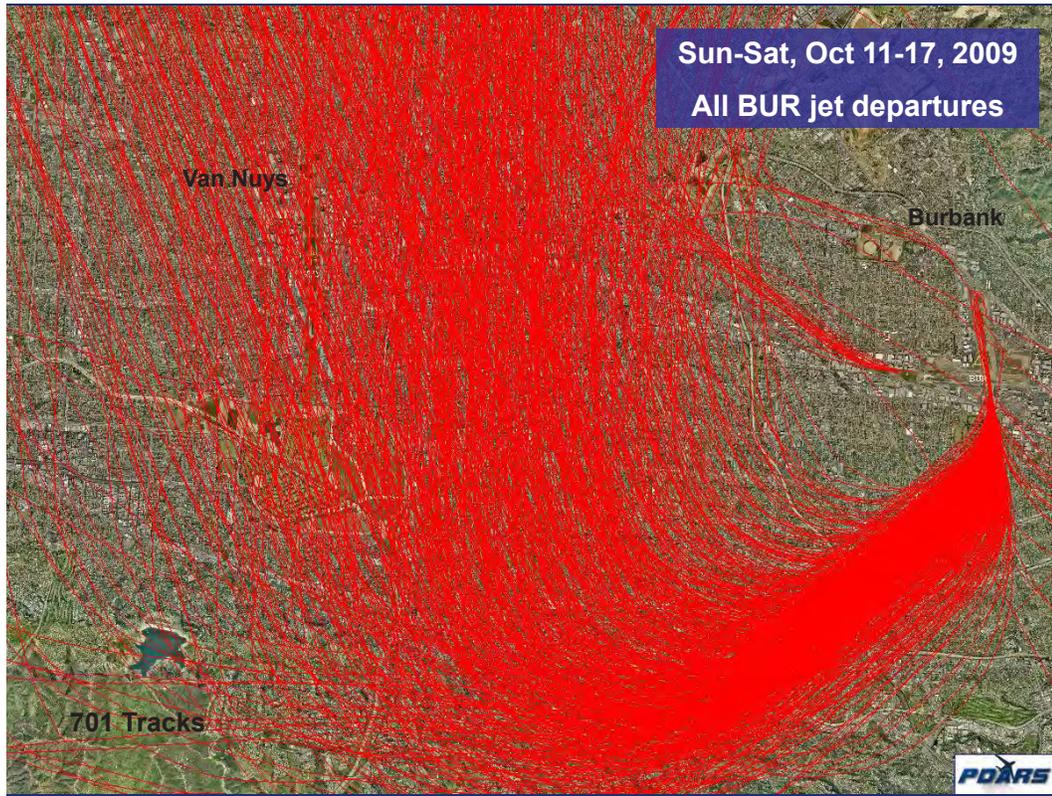
## Weather October 2008-2011

- Oct 12-18, 2008: generally clear all week with no clouds, Sun-Tue had gusty winds reaching 40 MPH on Mon
- Oct 11-17, 2009: Low ceilings Sun, overcast with light rain Mon-Tue, clearing about Noon Wed with clear skies remainder of the week, gusty winds on Tue to 22 MPH, light winds the remainder of week
- Oct 10-16, 2010: Sun-Tue generally clear with light winds, Wed brought low ceilings and reduced visibility with clearing after 1pm, Thu had low visibility with mist until 11am, Fri and Sat had low ceilings and haze/mist all day
- Oct 16-22, 2011: Sun-Mon clear with light winds, Tue heavy fog until 10am, then haze until 2pm, Wed-Fri fog/haze all day, haze finally clears Sat with clear conditions all day



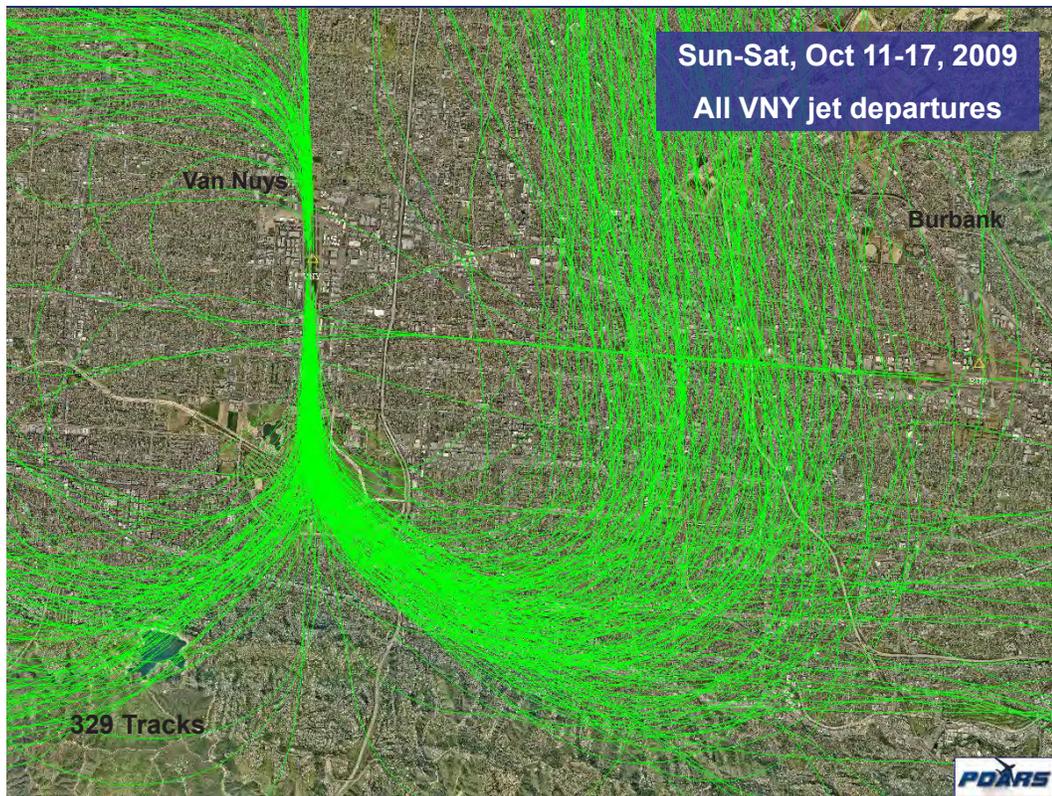
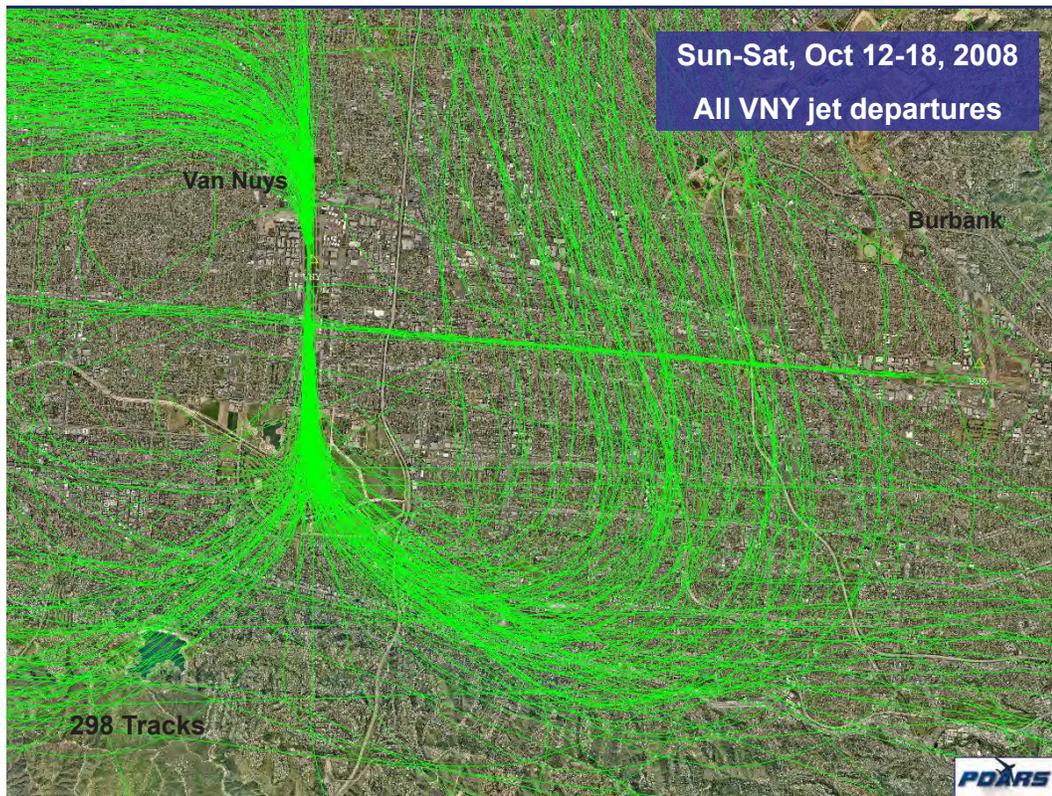
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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



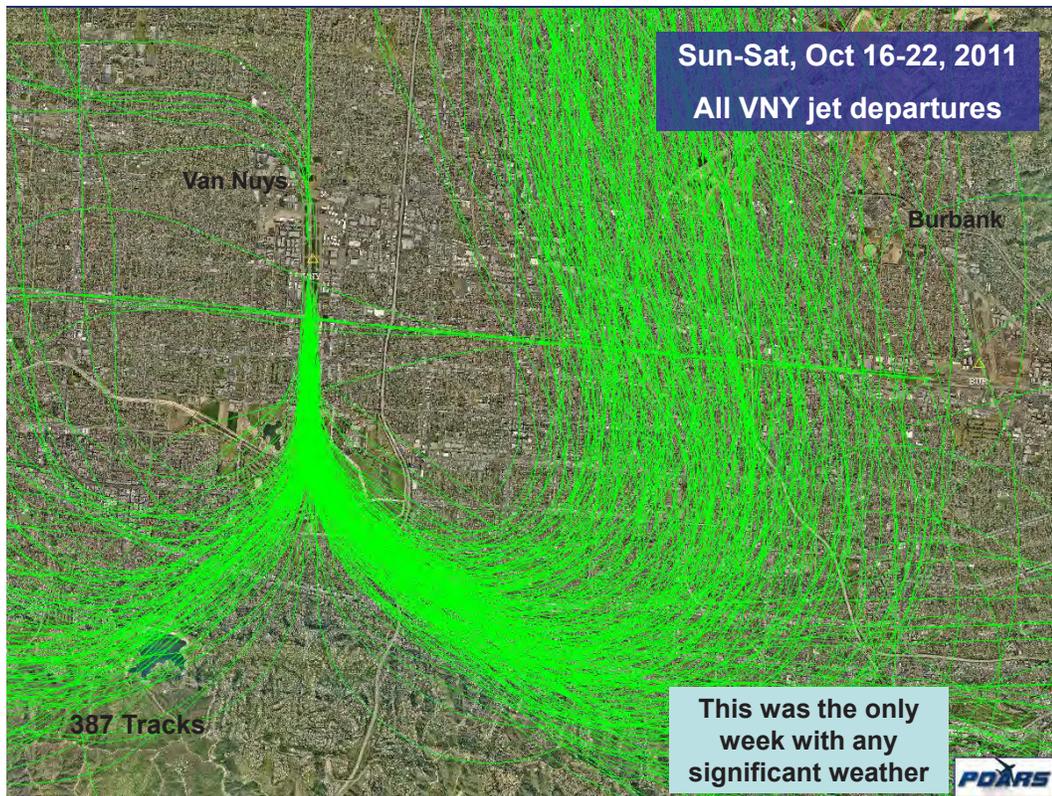
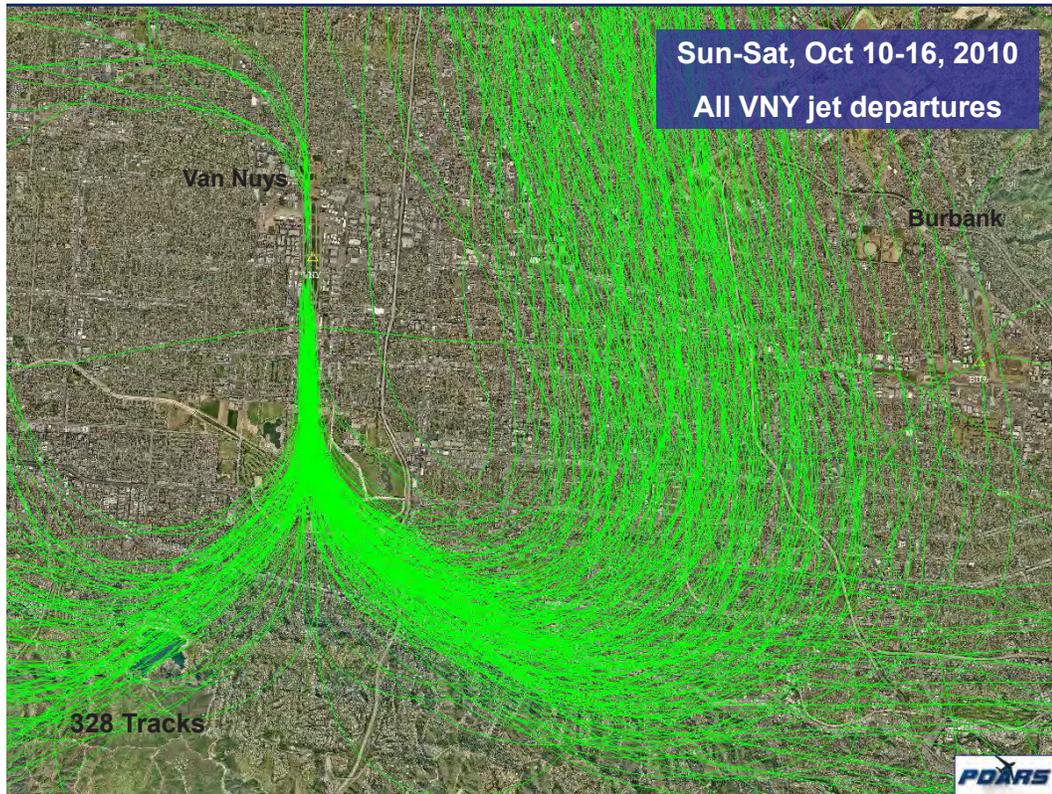
439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



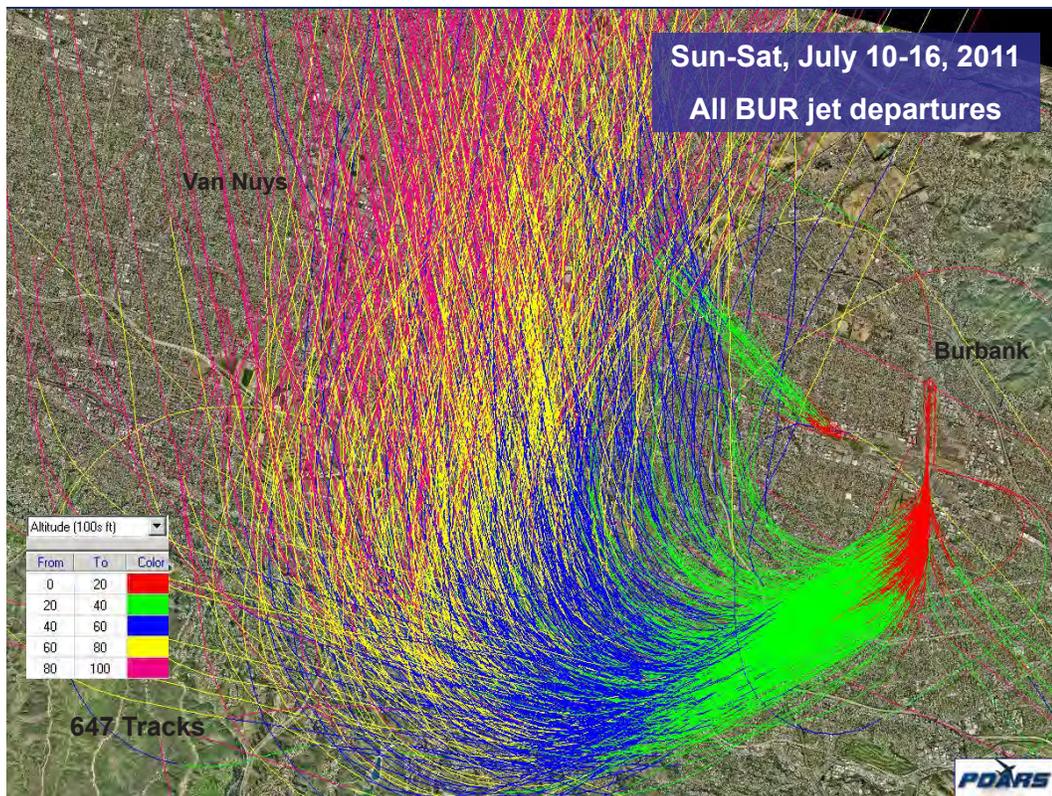
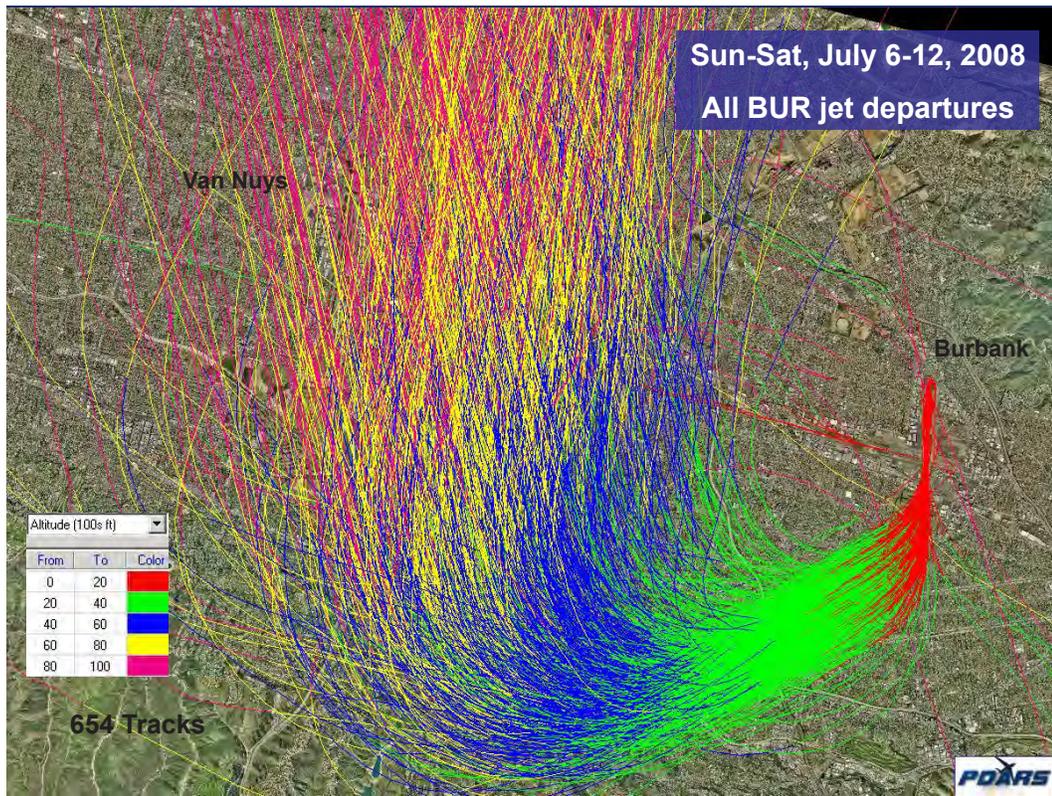
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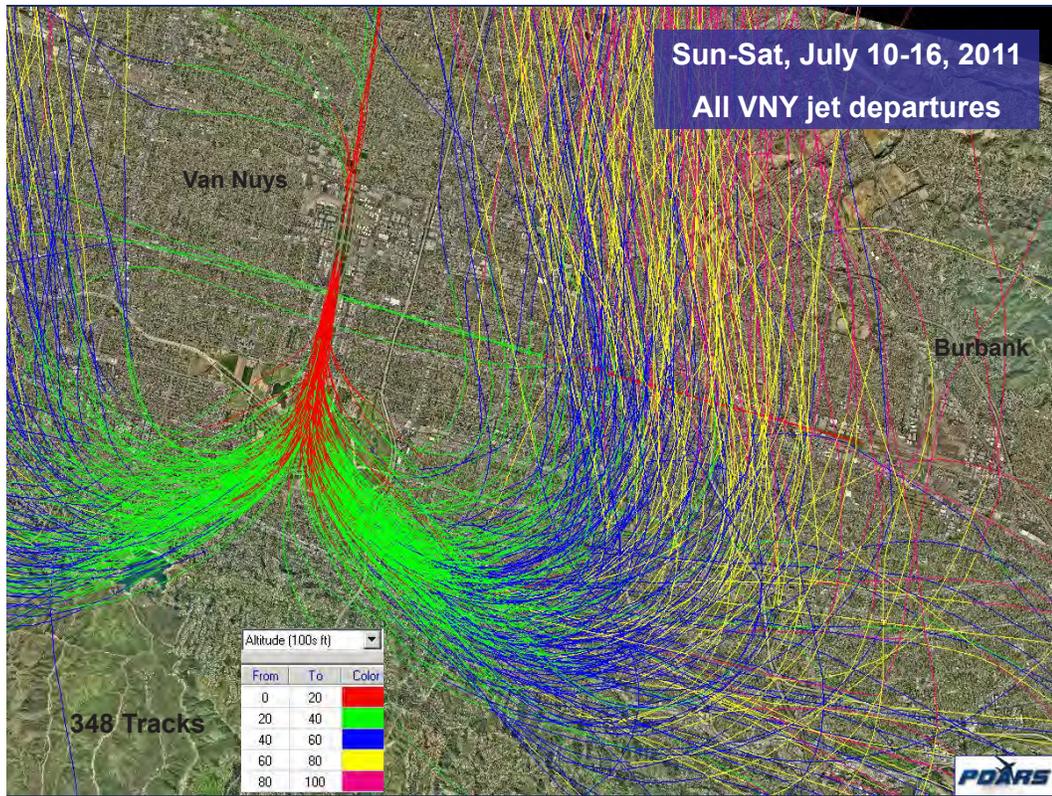
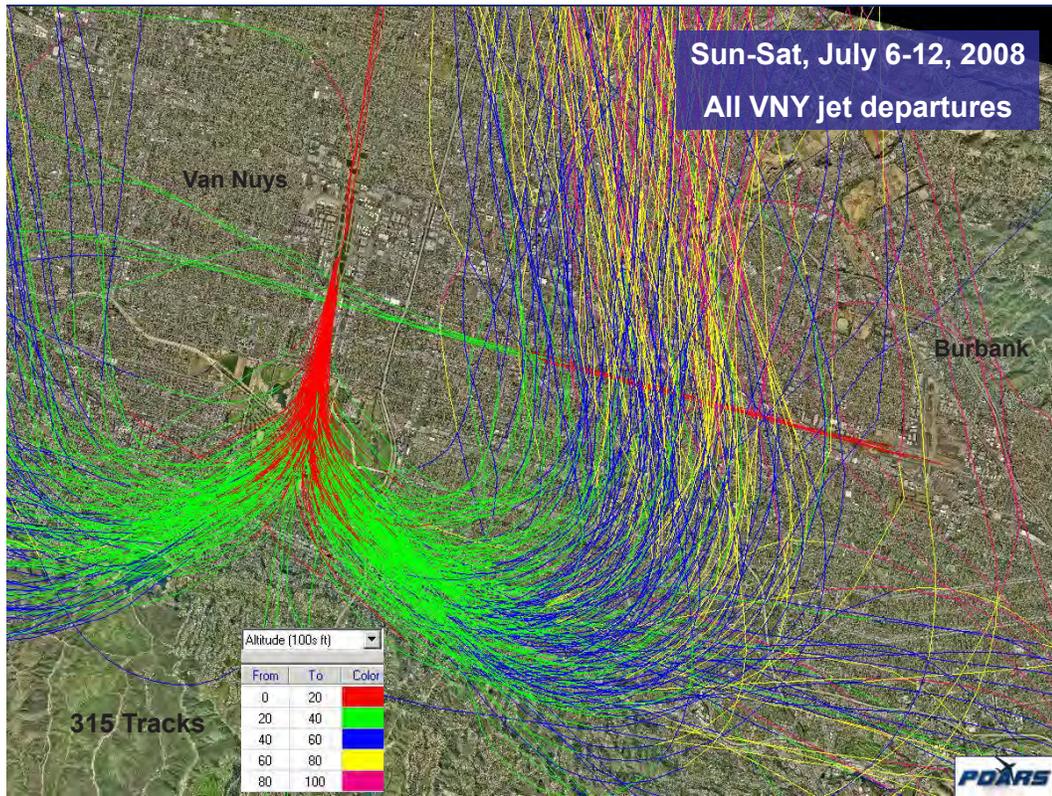
439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

## Traffic Counts

| DATES              | BUR | VNY |
|--------------------|-----|-----|
| July 6-12 2008     | 654 | 315 |
| October 12-18 2008 | 753 | 298 |
| July 12-18 2009    | 681 | 278 |
| October 11-17 2009 | 701 | 329 |
| July 11-17 2010    | 668 | 315 |
| October 10-16 2010 | 623 | 328 |
| July 10-16 2011    | 647 | 348 |
| October 16-22 2011 | 672 | 387 |

BUR – VNY Departure Analysis  
February 2012



Federal Aviation  
Administration

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## Benedict Canyon – Mulholland Drive

- The following slide depicts Burbank departure traffic over the Mulholland Drive/Benedict Canyon area
- Two dates are shown, 10/13/2008 and 1/31/2012 (both Tuesday)
- There appears to be no noticeable changes in the ground tracks for the two periods examined
- The amount of traffic is consistent for the two periods examined
- Two additional slides show the complexity of traffic in the area

BUR – VNY Departure Analysis  
February 2012

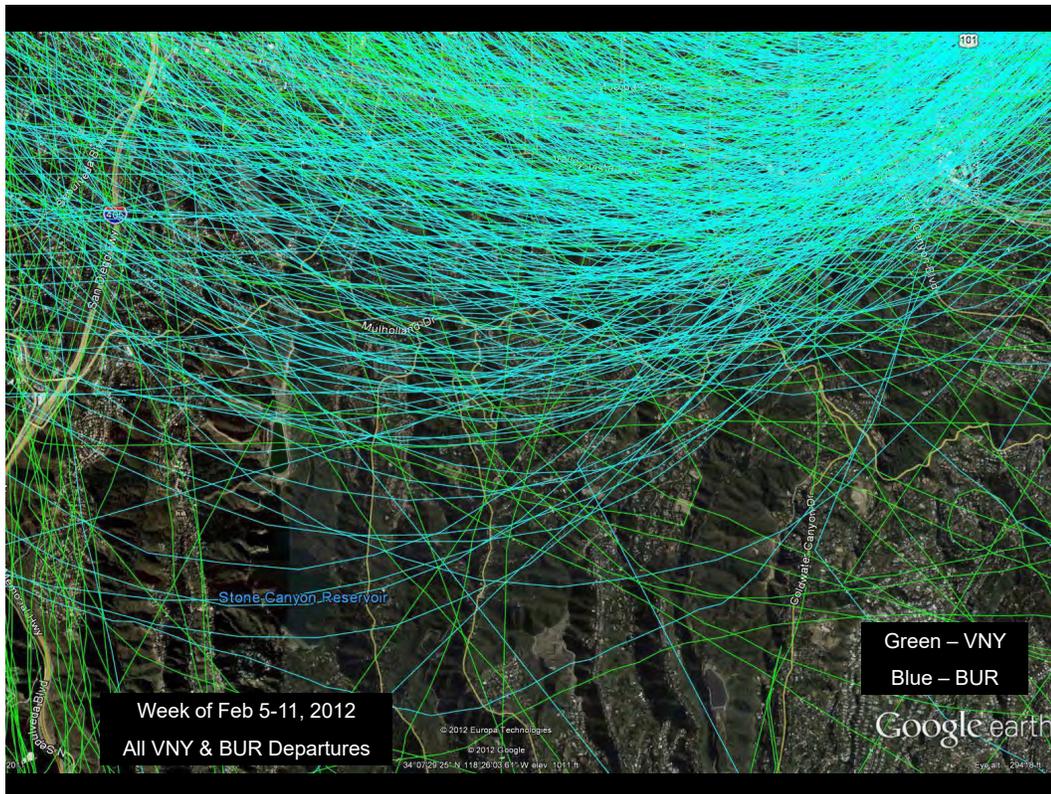
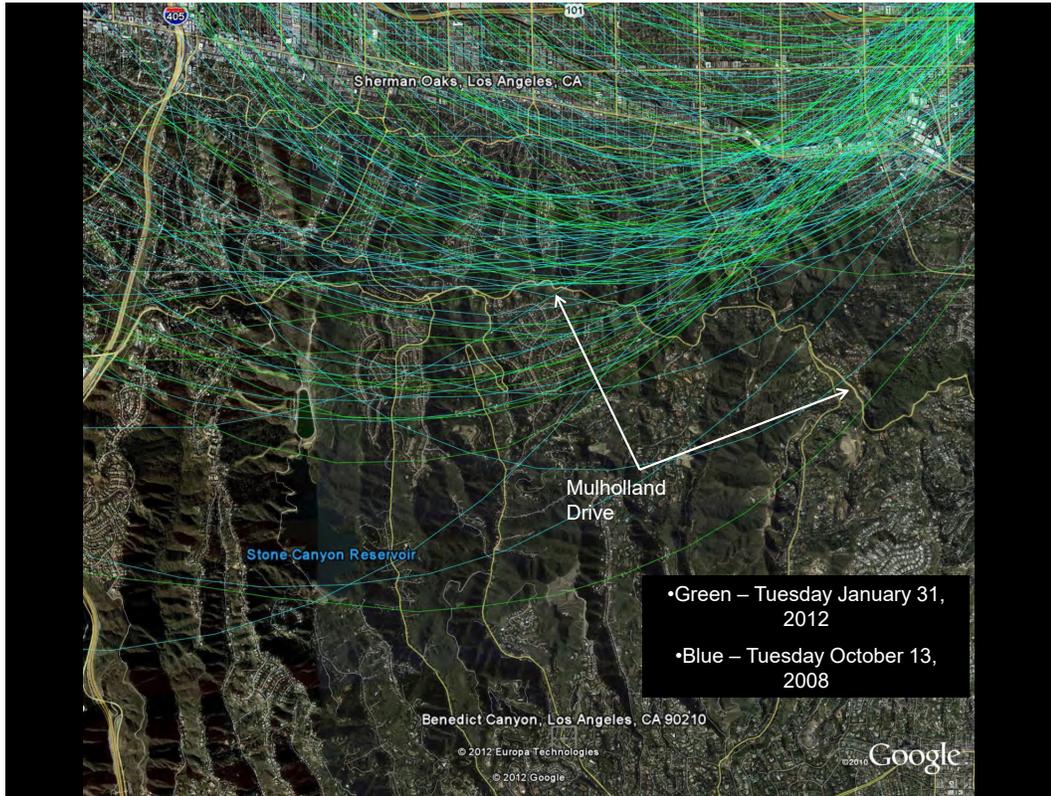


Federal Aviation  
Administration

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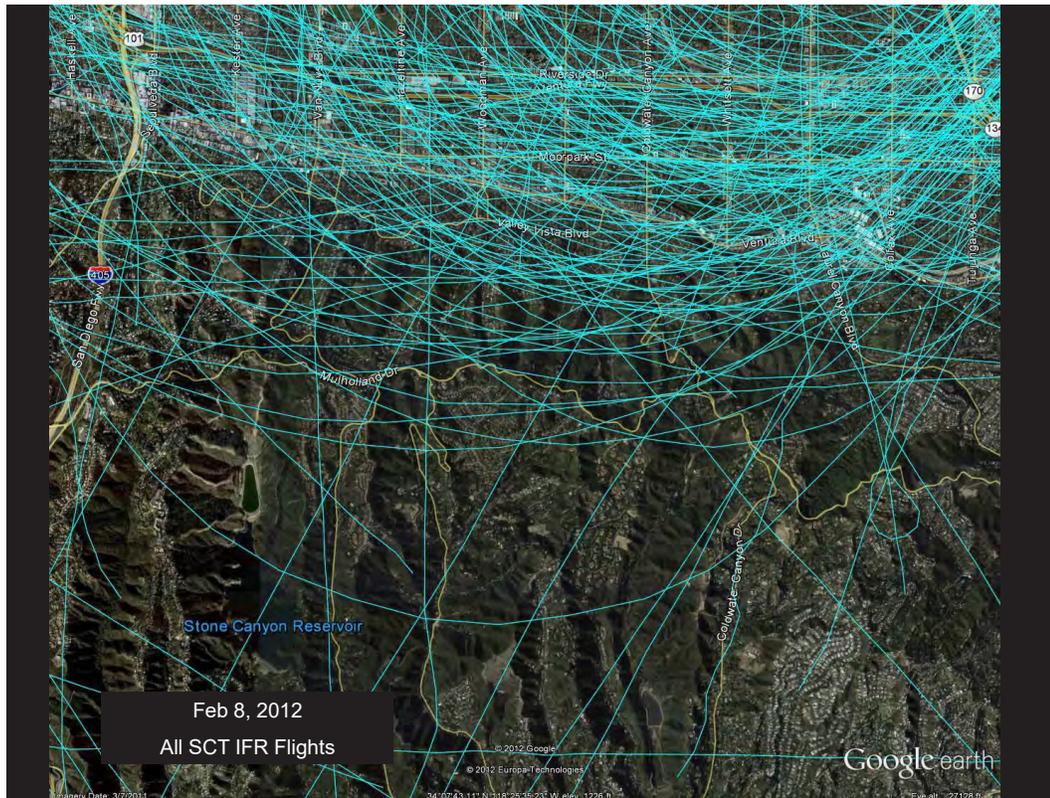
439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



## Observations

- Burbank traffic levels have remained fairly constant over the past four years, with a drop in 2009 and rebounding by 2011
- Van Nuys traffic levels have a minor increase in the spring (~10%) with a larger increase in the fall (~22%)
- Ground tracks have remained consistent over the past four years
- Initial ground tracks have not changed, with more “fanning” of the departures at higher altitudes and longer distances from the airport
- Aircraft altitudes over the same ground areas are the same or slightly higher from 2008 to 2011
- The overall fleet mix of aircraft at both airports has become quieter over the past 5 years

439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

## Observations

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BUR – VNY Departure Analysis  
February 2012



Federal Aviation  
Administration

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## Questions?



BUR – VNY Departure Analysis  
February 2012



Federal Aviation  
Administration

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# Exhibit 3

## Presentation to FAA Regional Administrator Glen A. Martin

FAA Western Pacific Region  
Tuesday, October 14, 2014



## Situation Raised by the Residents of Benedict Canyon.

- Residents of Benedict Canyon have been negatively impacted by aircraft noise from departing aircraft from Burbank and Van Nuys airports as they pass over the Canyon while in their respective southwestern and southeastern climbs to cruising altitude.
- Toward resolving this issue, FAA conducted its analysis in February, 2012.
- Residents met with Acting Regional Administrator David Suomi on July 2, 2013. Nothing was resolved.
- Residents hired Taber Law Group, P.C. to understand their legal rights. We recommended dialog instead of litigation.
- Barry Yurtis & Associates was hired to perform an airspace analysis and help develop a solution to the residents' issues without litigation.

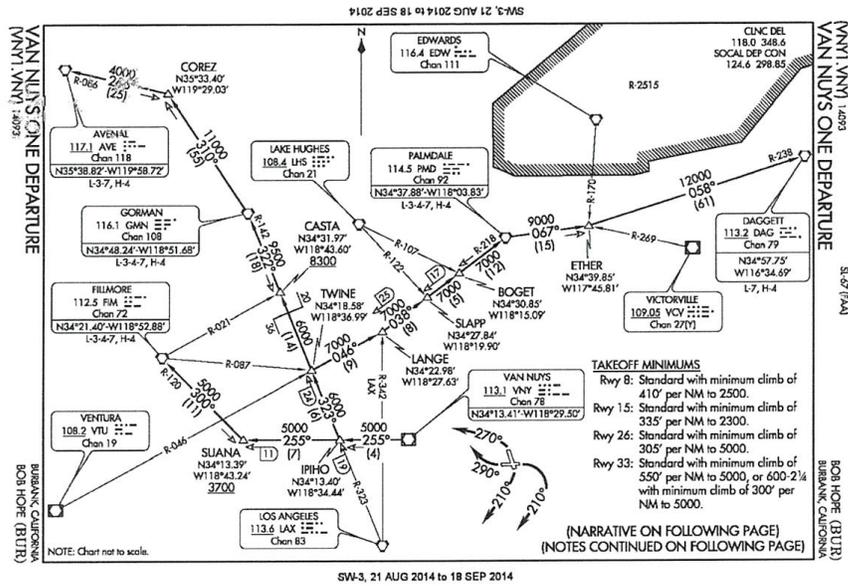


## What This Proposal Does and Does Not Do.

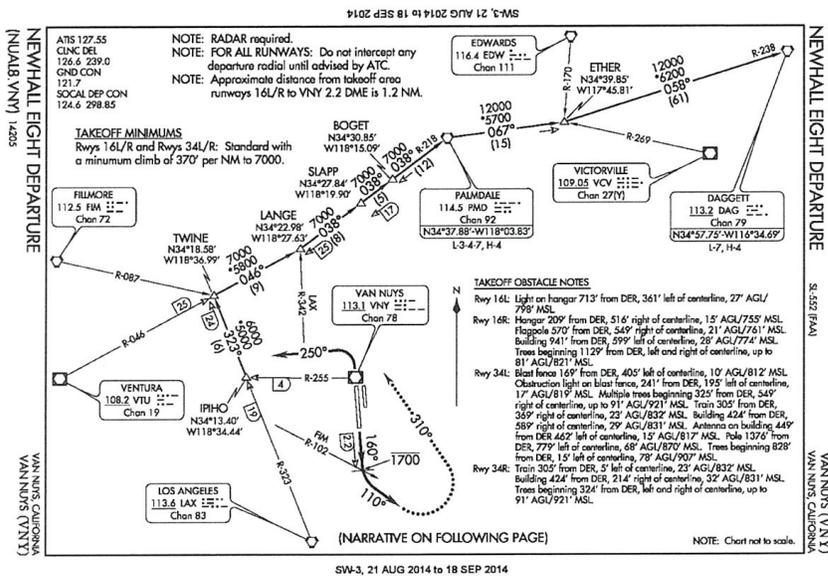
- Residents believe there has been an increase in aircraft noise over Benedict Canyon in the last few years. Our purpose is not to argue the validity of this point.
- We do ask the FAA to acknowledge residents' perception of increased noise over their homes.
- Our purpose is to provide a reasonable solution to the noise problem - not to assign causation.



# VAN NUYS ONE DEPARTURE



# NEWHALL 8 DEPARTURE

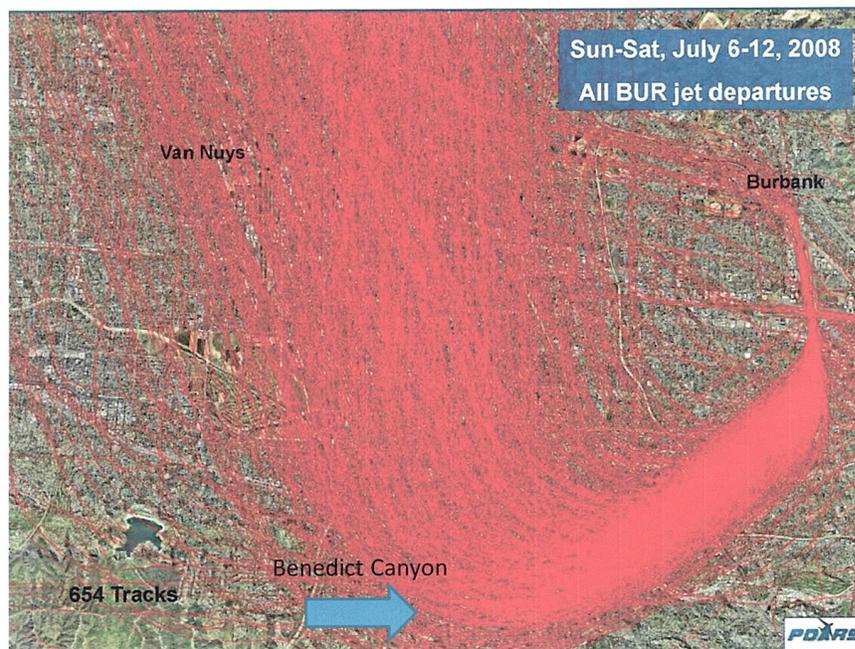


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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)

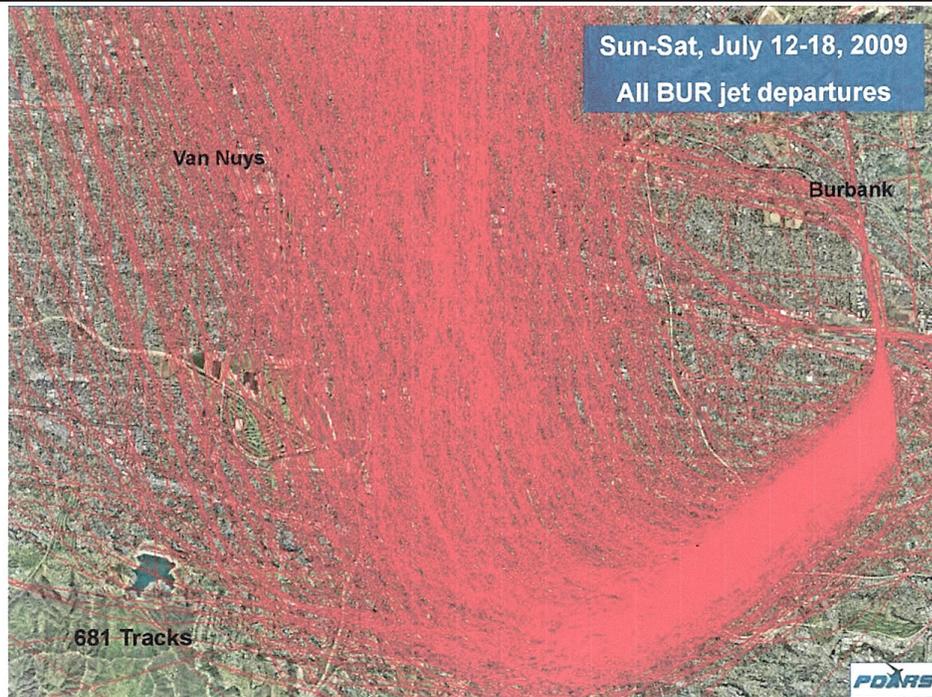
## Aircraft Over Benedict Canyon

- As we will see in the next few slides, there is no question that aircraft *do* fly over Benedict Canyon.
- These slides are taken from the FAA's analysis from 2012.

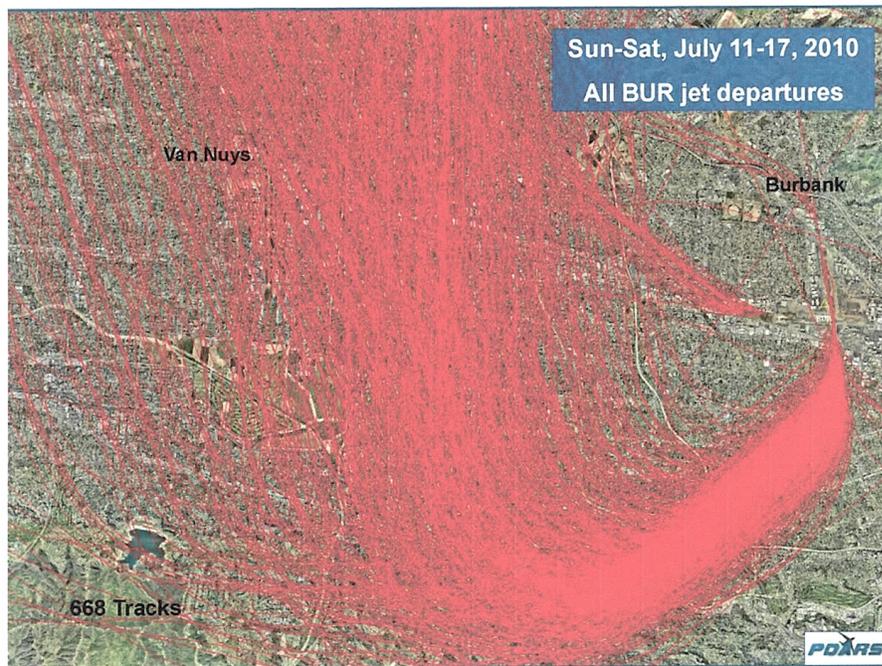


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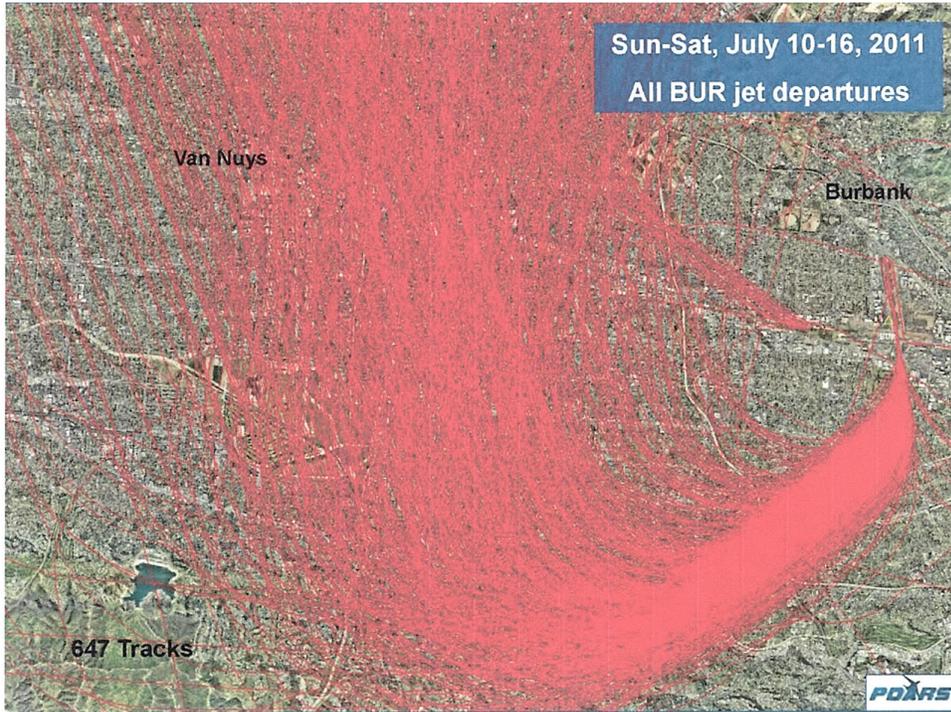
TABER LAW GROUP PC



TABER LAW GROUP PC

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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



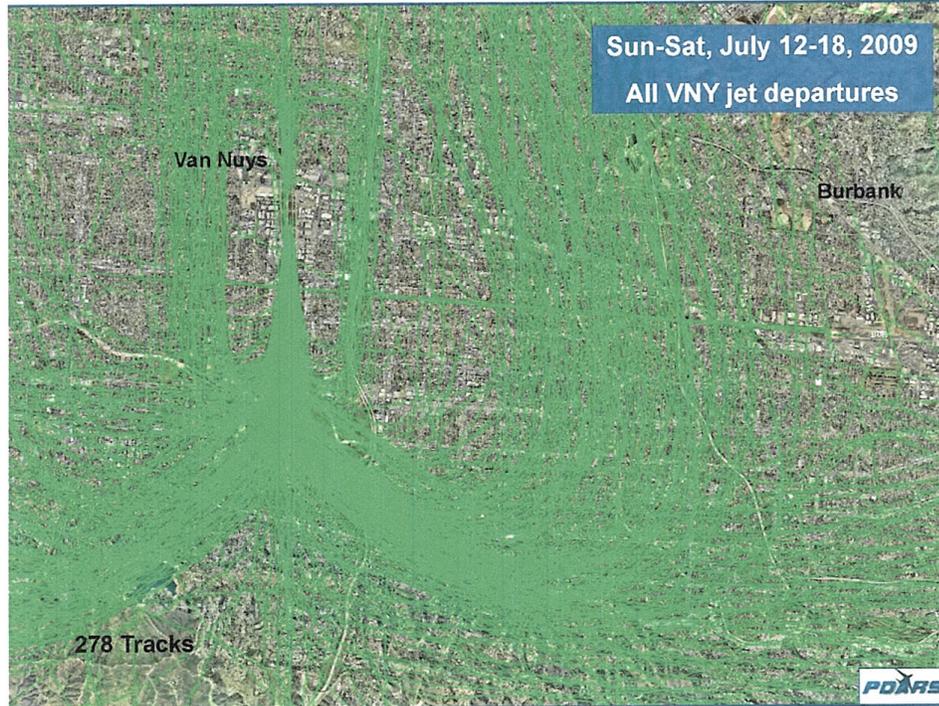
TABER LAW GROUP PC



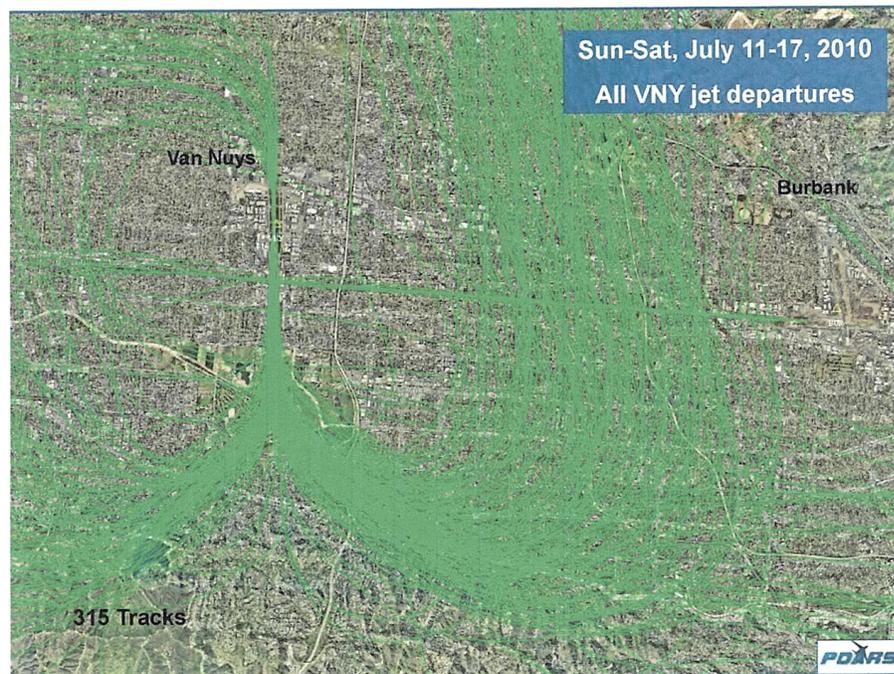
TABER LAW GROUP PC

439

Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



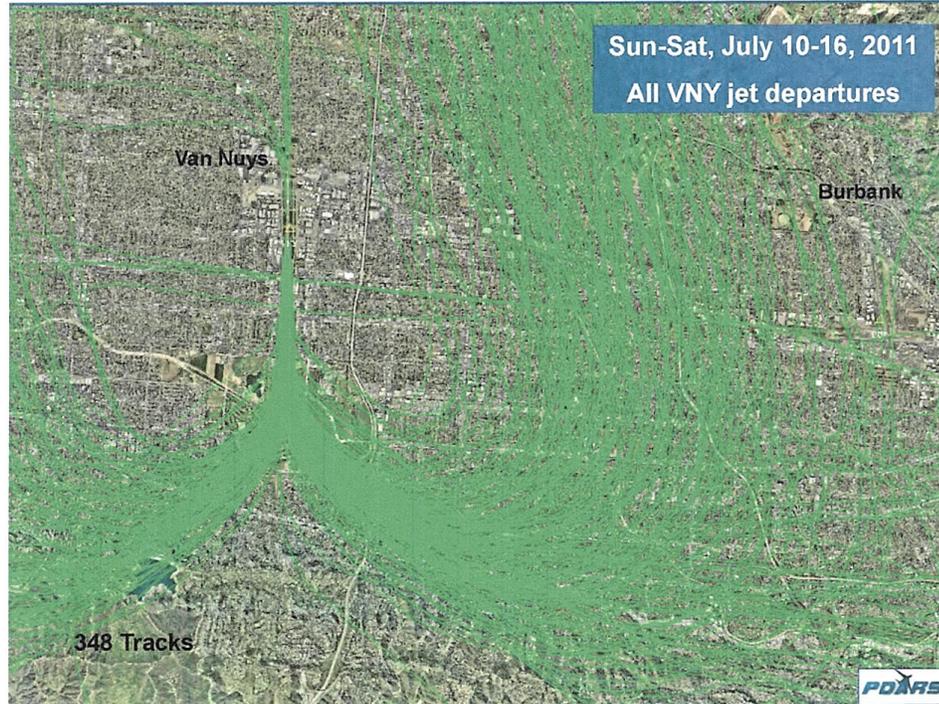
TABER LAW GROUP PC



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Steven Taber on behalf of the Benedict Hills Homeowners Association and the Benedict Hills Estates Association (continued)



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## Problems as We See It

- The conventional VAN NUYS ONE DEPARTURE leaves the timing of the initial right turn from runway heading to a heading of 210 solely to discretion of the pilot, followed by a controller initiated radar vector to the north based on dynamic air traffic situations.
- This means the aircraft using this departure will fly over Benedict Canyon and other places over the Hollywood Hills

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## Problems as We See It

- The conventional NEWHALL 8 DEPARTURE leaves the timing of the initial left turn to a heading of 110 solely to the discretion of the pilot, followed by a controller initiated radar vector to the northwest based on dynamic air traffic situations.
- Like the VAN NUYS ONE, this means the aircraft using this departure will fly over Benedict Canyon and other places over the Hollywood Hills.



## Problems as We See It

Thus, there are 2 contributing factors to routing aircraft over the Hollywood Hills:

- (1) the pilot's decision as to when to turn to the initial heading of 210 or 110 degrees; and
- (2) the point in space when the air traffic controller initiates the radar vector to the north.



## Solution:

Design and implement new NextGen Performance Based Departure Procedures from both Burbank and Van Nuys airports



### Solution for Burbank Airport

- Design a new RNAV Departure procedure for jet aircraft departing Runway 15 containing a course and ground track that would position aircraft directly over the Ventura Freeway as they proceed on a westerly course prior to proceeding north.
- This action would not only provide noise relief to the residents of Benedict Canyon, but would also alleviate the noise impact to the residents of the San Fernando Valley.



## Solution for Van Nuys Airport

- Design a new RNAV Departure procedure for jet aircraft departing Van Nuys Runway 16 containing a course and ground track that would place aircraft directly over the Ventura Freeway as they proceed on their initial easterly course; then over the Hollywood Freeway as they proceed on their northerly course.
- Similar to the proposed Burbank Departure procedure, this action would provide noise relief to the residents of Benedict Canyon and would also alleviate the noise impact to the residents of the San Fernando Valley.



### Benedict Hills and Environs



## Benefits to the FAA

We believe that this proposal would be beneficial to the FAA as well as the residents of Benedict Hills, since these actions would assist the FAA:

- In achieving the NextGen strategic goal of reducing the number of people exposed to significant noise around airports in absolute terms. (*FAA : NextGen and the Environment, February 2012*)
- In integrating NextGen capabilities into the NAS by developing RNAV (RNP) procedures wherever possible. (*Title II, FAA Modernization and Reform Act of 2012*)
- In abating noise in residential areas “by [implementing] flight operational procedures . . . in ways that minimize noise impact on residential areas, consistent with the highest standards of safety.” (*FAA Noise Abatement Policy, November 1976*)



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## Win-Win Solution

- Our solution is in line with the FAA’s environmental vision for NextGen, which provides environmental protection that allows sustained aviation growth.
- FAA fulfills its goals and responsibilities under the FAA Reauthorization Act and under its policy of controlling aircraft noise through operational flight control measures by reducing the number of people exposed to significant noise around airports in absolute terms.
- The Benedict Canyon residents’ goal of reducing aircraft overflights would also be achieved without litigation.



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## Going Forward . . .

- While we recognize that a final decision regarding departure procedures are not necessarily made by the Regional Administrator, we would welcome your suggestions and support for this proposal.
- We hope to present this proposal for RNAV procedures at Burbank and Van Nuys to FAA's Air Traffic and Flight Procedures offices in Renton, WA and to speak to the NATCA representative in San Diego, CA.
- We would welcome any comments or suggestions you might have regarding this plan.



## Contact Information

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Twitter: @TaberLawGroup

Barry Yurtis can be contacted through Taber Law Group,  
P.C.



439

## Response

439-01

The commenter is concerned with aircraft flying over the community of Benedict Hills and had hoped the Metroplex procedures would replace existing conventional procedures with RNAV so that aircraft would remain on a flight track over the Ventura and Hollywood Freeways. The commenter's concerns are about current operations at Burbank (BUR) and Van Nuys (VNY) Airports. Please see **Topical Response 02 – Existing Conditions**.

The FAA designed an RNAV departure procedure off BUR's Runway 15 that meets current FAA design criteria. Please see Section 3.1.2 in the EA for a description of the procedure design process. The current FAA design criteria will not allow procedure designs to follow the Ventura freeway. The FAA is currently evaluating the option of advanced RNAV/RNP procedures outside of SoCal Metroplex at BUR and SNA that may allow for designs to more closely follow the commenter's suggestion.

439-02

The commenter requests that SoCal Metroplex design an RNAV departure procedure that departs BUR's Runway 15 and would place the aircraft directly over the Ventura Freeway westbound. Please see response to Comment 439-01.

439-03

The commenter requests that SoCal Metroplex design an RNAV Departure procedure that departs VNY's Runway 16 and follows the Hollywood Freeway. The FAA designed an RNAV departure procedure off BUR's Runway 15 that meets current FAA design criteria. The flight corridors associated with the Proposed Action and No Action alternatives are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The current FAA design criteria will not allow procedure designs to follow the Hollywood freeway. The FAA is currently evaluating the option of advanced RNAV/RNP procedures outside of SoCal Metroplex at BUR and SNA that may allow for designs to more closely follow the commenter's suggestion.

439-04

The commenter previously (October 14, 2014) submitted proposed departure procedures to the FAA Regional Administrator. The FAA designed an RNAV departure procedure off BUR's Runway 15 that meets current FAA design criteria. Please see Section 3.1.2 in the EA for a description of the procedure design process. The current FAA design criteria will not allow curved departure procedures. The FAA is currently evaluating the option of advanced RNAV/RNP procedures outside of SoCal Metroplex at BUR and SNA that may allow for designs to more closely follow the commenter's suggestion.

439

## Response (continued)

439-05

The commenter states that the purpose and need of the Proposed Action should include the reduction of noise, emissions, and other environmental impacts. The commenter states that in the Vision 100 - Century of Aviation Reauthorization Act of 2003, Congress identified a series of goals for NextGen and that it takes into consideration to the greatest extent practicable the goal to reduce exposure of noise and emissions. As stated in Section 2.2, *Purpose of the Proposed Action*, the SoCal Metroplex Project Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. The Proposed Action would reduce dependence on ground-based NAVAID technology in favor of more efficient satellite-based navigation, such as RNAV. Regarding the consideration of environmental impacts, the FAA conducted an environmental analysis pursuant to NEPA and FAA Order 1050.1E. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. Please see **Topical Response 05 – Purpose and Need**.

Citing a recent court case, the commenter expresses concern about the FAA's reliance on DNL 65 dB to define significant noise impacts. The court case cited by the commenter held that it was not unreasonable, under the unique circumstances of that case, for the FAA to issue a rule requiring helicopters to follow a pre-existing offshore route established to reduce the adverse effects of helicopter noise below DNL 65 dB on residential areas along the shore. In reaching this holding, the court confirmed the FAA's discretion to "reasonably deviate" from DNL 65 dB when determining whether a particular measure to reduce adverse effects of aircraft noise is "in the public interest." The ruling did not impose any new requirements relating to the FAA's consideration of the noise impacts of its actions, nor did it require any changes to the FAA's relevant policies and procedures in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, including the use of DNL 65 dB to define significant noise impacts. Consistent with that order, the noise analysis discussed in Section 5.1 of the EA includes appropriate consideration of noise impacts at levels below DNL 65 dB.

439-06

The commenter asks that a curved departure from BUR and VNY that follows local freeways be implemented for purposes of noise abatement. This alternative proposal would not meet the FAA design criteria, as stated in Section 3.2.1 of the EA. The FAA is currently evaluating procedure design criteria that may allow curved departures in the future. If this occurs, the FAA will determine the feasibility of this alternative as an independent project.

Please see **Topical Response 05 – Purpose and Need**.

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Stephanie Jackel on behalf of South Vista Communities



RECEIVED SEP 09 2015

770 Sycamore Avenue / Suite 122, Box 208 / Vista CA 92083 / southvistacommunities@cox.net / www.southvistacommunities.org

September 1, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Draft Environmental Assessment for the  
Southern California Metroplex Project,  
June 2015

Sirs:

I am submitting this letter as comment on the draft environmental assessment on behalf of the Board of Directors and members of South Vista Communities, a non-profit 501(c)(3) organization whose purpose is to protect and enhance the quality of life for residents of the 23 neighborhoods within South Vista (San Diego County).

Beginning in 2013, our quality of life and the ability to retain the quiet enjoyment of our homes and property began to be severely assaulted. SVC started hearing complaints from residents about low-flying noisy airplanes directly over our houses (my husband and I experience this in our house, as well). Previously, South Vista residents had experienced infrequent aircraft flights, at very high altitudes and far away.

These new noisy airplane flights are a thoroughly unwelcome intrusion. At best, the noise only interrupts conversations; at worst, the noise and vibrations literally rattle objects off shelves and out of cupboards. We have met repeatedly with representatives of the FAA and of McClellan-Palomar Airport (CRQ), to no avail – no one is willing to take responsibility for this problem.

- We learned that although there are standards for flight paths approaching and departing Palomar Airport, adherence to these standards is voluntary, not mandatory.
- We learned that, standards aside, pilots can fly pretty much where they want to; evidently there is not much communication with or direction from Air Traffic Control.
- We finally learned that this problem can be traced to the new RNAV and Next Generation navigation systems, allowing aircraft a much tighter and more direct approach to landing at Palomar – right over our houses.

440-01

440

## Stephanie Jackel on behalf of South Vista Communities (continued)

To address the Draft Environmental Assessment directly:

440-02

p. 7 The National Environmental Policy Act of 1969 (NEPA) [42 United States Code (U.S.C.) § 4321 *et seq.*], requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from proposed federal actions. But the Draft EA erroneously concludes that there are no adverse impacts arising from the implementation of the new NextGen navigation system.

440-03

p. 1-3 The purpose of the Metroplex initiative is to optimize air traffic procedures and air space on a regional level – with no consideration of the immensely negative impacts of the air traffic procedures on the residents of communities surrounding the airports.

440-04

p. 1-11 RNAV uses technology, including GPS, to allow an RNAV-equipped aircraft to fly a more efficient route. More efficient or not, this means flying a route which negatively impacts the residential neighborhoods beneath it through noise, vibration if the plane is low enough, and the pollution from aircraft fuel particulates = efficiency with no regard for the damage or distress it causes.

440-05

p. 2-17 Implementation of the Proposed Action would not increase the number of aircraft operations at the Study Airports. This does not make sense: if the routes are more efficient, then clearly more aircraft can and will land and take off. The number of flights over my house has dramatically increased in the last two years.

440-06

p. 4-2 This section discusses the environmental resource categories or sub-categories that would remain unaffected by the Proposed Action. Among those resource categories listed as “not” affected: (1) Hazardous materials – pollution from aircraft fuel particulates; (2) Visual impacts – planes approaching CRQ routinely fly lower than 3,000 ft, often 1,200 ft or lower; (3) Socioeconomic impacts (p. 4-5) – loss in community tax base (loss of property taxes as property values decline due to noise/flight impacts, and loss of residents in neighborhoods which diminishes the strength of the community.

440-07

p. 4-5 Resource categories potentially affected: Noise – (1) aircraft operating under Visual Flight Rules, pilots not required to operate under ATC, not required to file flight plans, operate at pilot’s discretion = pilots are cowboys, no mandatory rules; (2) even regularly-scheduled flights vary in altitude and flight path = varying noise levels; (3) the number of all flights overhead have increased greatly due to RNAV / NextGen; noise, visual effects, pollution have therefore increased greatly.

440-08

p. 5-1 Environmental consequences, threshold of significance for noise: disagree vehemently that there would be no significant impact from noise if the Proposed Action is implemented; South Vista residents have already experienced significant impacts from those planes already using RNAV.

440-09

p. 5-2 Environmental consequences, threshold of significance for air quality: disagree very much that air quality will not be affected by pollution from aircraft fuel particulates; people have experienced a fine black particulate deposit on their property from aircraft flying overhead, even inside their houses.

440-10

p. 5-6 Summary of impacts: “there would be no changes in aircraft noise exposure that would exceed the FAA’s significance threshold for noise impacts on people.” What people? The FAA is deliberately ignoring the many complaints from residents living under the flight paths of planes flying into McClellan-Palomar, Gillespie Field, and even the Oceanside airport.

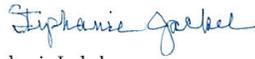
In constructing its “significance threshold for noise impacts,” either the FAA has no idea about the actual noise impacts we are experiencing, has never bothered to ask the question of residents, has ignored the many complaints already documented, or simply doesn’t care. This does not make the new navigation system okay or indicate there is no impact on people.

440-11

To summarize, South Vista Communities does not agree at all with the findings in the Draft Environmental Assessment of no significant impact in the implementation of the Southern California Metroplex Project, particularly in regard to the impacts of noise, visual intrusion, and pollution of air quality. The FAA has ignored or dismissed the many complaints of South Vista residents in recent years. I am attaching copies of SVC’s newsletter indicating our concern over time about the aircraft noise and its negative impacts on residents’ quality of life and quiet enjoyment of their property and homes.

To the FAA, the implementation of the Metroplex navigation system may indeed provide greater aircraft flight efficiency. This cannot, and should not, be accomplished at the expense of the residents suddenly so very negatively affected by this new technology.

Sincerely,



Stephanie Jackel  
President

attachments



**JANUARY—FEBRUARY - 2014**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**

### FOR YOUR CALENDAR

#### February 27 General Meeting 7:00 p.m.—Shadowridge Country Club

Two important topics for Vista residents and businesses will be presented at this meeting.

The spotlight will be on Vista's Business Park when Vista Economic Development director Kevin Ham reports on changes brought on by new businesses, new technology, and the new Specific Plan for the area.

Second, the Salvation Army is applying to the City for a special use permit to open a 'family store' in the building formerly occupied by Big Lots in the Shadowridge Plaza (Stater Bros.) shopping complex. Jim Simmons, representing the Salvation Army, will be here to present the 'family store' concept and to answer your questions.

Bring a friend and join us!

### GREEN OAK ROAD CURTAILS SPEEDERS

Like many neighborhoods, Creekside has changed as young families move in with children ... who enjoy playing outside. Residents have been concerned about cars and delivery trucks zooming along Green Oak Road faster than the 25-mph posted speed.

Working with Vista Traffic Engineer Sam Hasenin, last month residents were glad to see several new speed limit signs posted along the street, as well as a big "25" painted on the street near its entrance from Melrose.

In addition, residents have shared the phone numbers of companies making frequent deliveries on the street, to report speeding trucks when (unfortunately) necessary.

### BICYCLE MASTER PLAN

According to Maya Rosas, WalkSanDiego, the Bicycle Master Plan's first community workshop was a great success with at least 50 residents in attendance who learned about the different kinds of bicycle facilities, existing conditions in Vista for bicyclists, and who had the opportunity to give feedback about Vista's needs. We will let you know when the next meeting is set.

[southvistacommunities@cox.net](mailto:southvistacommunities@cox.net)

### IS THAT PLANE LANDING ON MY ROOF?

In the last year, we have been hearing increasingly from residents about airplanes flying at unusually low altitudes, to and from Palomar Airport. Some flights seem to be unusually late in the day (evening), as well. Some residents who have not previously had planes flying over their houses now have the planes.

With the assistance of Senator Barbara Boxer's office, SVC's Board has arranged a meeting with the San Diego office of the FAA. Looking toward that meeting, we would like to ask for your response:

- Have you experienced a low-flying plane recently?
- Do you remember the date, time of day?
- Have you ever called the Palomar Airport complaint number (760-431-4646, X-3) or lodged a complaint on the website ([web-trak.bksv.come/crq](http://web-trak.bksv.come/crq))? If so, did you receive a response?

Please send your information about this, or other airplane issues, to [sjackel@cox.net](mailto:sjackel@cox.net).

NOTE: This is not about the Sheriff's helicopters; that's a whole other bailiwick.

### SVC BOARD CHANGES

With the new year, we are sorry to lose Gene Ford as a South Vista Communities Board member. We thank him for his years of attention and service to SVC and to our community and send him very best wishes for his new and continuing endeavors. Thank you, Gene!

We are very glad to welcome Barbara Boyer back to the Board as SVC Secretary — we missed you!

Please see the other attachment for important contact phone numbers for the City of Vista.

[www.southvistacommunities.org](http://www.southvistacommunities.org)



**MARCH 2014**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**

#### AIRPLANE NOISE AND THE FAA

SVC's Board was pleased to meet last month with San Diego FAA representatives Jerry Pendzick and Bill Sapp to discuss the noisy airplane flights we've been hearing and the role of the FAA. Mayor Judy Ritter and Council member Amanda Rigby joined us.

- FAA does not regulate noise from private jets and small aircraft; Instrument Flight Rules (IFR) are not mandatory for pilots of non-air carrier flights.
- United Express (frequently seen overhead) routinely file and fly IFR flight plans for safety, separation, and flight following the flight.
- Planes landing at Palomar: business jets, Gulfstream 4, 737s
- Noise has gotten worse since Premier Jet came to Palomar - the number of planes has doubled and the landing approach was changed three years ago.
- *The new element* — our AHA! moment — is learning about a new approach (RNAV) devised for planes with Global Positioning Systems (GPS), as initial and final approach fixes. This allows planes to turn toward the airport in a tighter circle — over our houses.
- There is a large flight school at Palomar.
- Altitude of flights - fixed-wing aircraft must be 1,000 ft. above ground; turbo-jets must be 1,500 ft.
- For complaints about flights, a written report must include time of day, date, registry numbers of plane (painted on the rear quarter of the fuselage), and witnesses.



We will continue to research this and report to you.

#### FOR YOUR CALENDARS:

##### Annual Meeting, June 19

Shadowridge Country Club, 7 p.m.

Board member election, Annual Report — Presentation by Mayor Judy Ritter and City Manager Patrick Johnson

##### Buena Creek Clean-up

September 20, Burlington parking lot

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**MAY 2014**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**

#### REPORT ON VISTA BUSINESS PARK

At our general meeting on February 27, Vista's Economic Development director Kevin Ham reported on the growth at our Business Park.

- In 2001, Vista's Business Park had 7 million sq. ft. of space and now is at 14 million sq. ft.
  - 23,000 people work in the Business Park = \$ .5 billion in salaries
  - DJO largest company (orthopedic devices), income of \$1.2 billion/yr
  - Vacancy rate now of 7% -- lowest in our history
- The Business Park specific plan has been amended from original distribution and manufacturing to allow for more corporate offices.

The Vista CAREs program helps local business by meeting with them to see what their needs are and how we can help. With the Chamber of Commerce, the Vista Cares Business Walk, on one day with 60+ volunteers, interviews Vista businesses.

California's new "Go Biz," recently established, provides an economic development ombudsman at the state level to assist businesses

Regarding business incubators, Mr. Ham is very cautious about cities' undertaking projects that private enterprise can do better. Vista explored implementing one with the Federal Economic Development Administration (EDA) in 2008. The City decided not to move forward since several private entities were meeting the need, the economy was still weak and the costs would be very high.

*[Mr. Ham has been with City of Vista for 13 years and is Chair-Elect for the CA Association of Local Economic Development Departments.]*

#### SUMMER'S COMING — WATER-WISE TIPS

San Diego Water Authority debuts free digital flipbook to enhance regional water-use efficiency ... To continue reading, please use the link below.

<http://www.watersmartsd.org/news/new-eguide-offers-tips-tools-and-inspiration-watersmart-living>  
New rebates are offered for residential soil moisture sensor systems: <http://www.watersmartsd.org/news/new-rebates-offered-residential-soil-moisture-sensor-systems>

**CITY COUNCIL TO REVIEW STOP SIGNS**  
When the Vista City Council

**ANNUAL MEETING, BOARD ELECTION**  
June 19, 7 p.m.



**MAY 2014**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**

**CITY COUNCIL TO REVIEW STOP SIGNS**

When the Vista City Council approved the installation of the stop signs at Live Oak and Shadowridge Drive in September, it suggested reviewing the decision in six months.



Accordingly, the stop sign will be on the Council's agenda for its meeting on Tuesday, May 27th, at 5:30 p.m.

From all reports, Shadowridge residents, who have previously experienced some "heart-stopping moments" when trying to enter Shadowridge Drive from the side streets, are profuse in their appreciation of the safety provided by the stop signs.

There have been complaints about the signs from others, primarily those who use Shadowridge Drive as a thru-way to access the 78 at Sycamore.

If you agree with the slower speeds along Shadowridge and the safety factors provided by the stop signs, come to the Council meeting to support their retention.

**ALSO AT THE CITY COUNCIL MEETING ...**

North County Square submitted plans to revise and update its signs at Sycamore and west along the 78, to give the Square businesses more visibility. The plans were approved by the Planning Commission, with the exception of a digital electronic billboard proposed for Sycamore/University.

The signage plans — minus the digital billboard — will be presented to the City Council at its meeting on Tuesday, May 27th.

**JOIN THE FUN AT THE STRAWBERRY FEST!**



Sunday, May 25th, 8 a.m.—6 p.m. in historic downtown Vista. For full details, check <http://vistastrawberryfest.com/full-schedule-of-events/>

Come join the fun, enter the events, enjoy Vista's strawberries in various delicious servings.

[southvistacommunities@cox.net](mailto:southvistacommunities@cox.net)

**ANNUAL MEETING, BOARD ELECTION**

June 19, 7 p.m.



Shadowridge Country Club



Join us on June 19th for South Vista Communities' Annual Meeting. Board members will be elected, SVC's annual *Above and Beyond* awards will be presented, and accomplishments and activities for the year will be reviewed.

Mayor Judy Ritter and City Manager Patrick Johnson will be featured speakers.

Nominations for the Board of Directors include:

- \* President, Carolyn Chetister (Shadowridge)
- \* Vice President, Stephanie Jackel (Creekside)
- \* Treasurer, Nicki Hobson (Montaire, Casielos)
- \* At large — Brad Phillips (Amber Woods)

Nathan Powers (Creekside)

According to SVC's by-laws, nominations may be received from the floor, provided the nominee agrees to serve if elected.

Come help us celebrate our 9th year of service to South Vista, applaud our award winners, and learn from our Mayor and City Manager.

**MEETING WITH PALOMAR AIRPORT OFFICIALS**

In order to better understand why South Vista neighborhoods are experiencing loud, low airplane flights, SVC's Board was invited to meet with a number of County airport officials at Palomar, including Olivier Brackett (airport manager) and Jessica Turner (community Relations).



Mayor Judy Ritter and Councilwoman Amanda Rigby joined us.

The FAA sets the operation rules for airports. Approaching the airport, planes are expected to begin 50-70 miles out "smoothing" their approach in a progressive enroute descent.

The airport is working with pilot

Cont. →

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**SEPTEMBER 2014**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**

**UPCOMING: FOR YOUR CALENDAR**

- September 20: SVC's bi-annual Buena Creek clean-up, in conjunction with the City of Vista and Shadowridge Owners Association.

**Oct. 16 Community meeting (cont.)**

relations director, representatives of the FAA, and Vista mayor Judy Ritter and Carlsbad mayor Matt Hall.

- Interestinalv. talkina with lerrv Pendzick. FAA



Hours: 9–12, sign up at the Burlington Coat Factory parking lot. Pre-register at <http://cleanupday.org/cleanupsites.htm?ID=B&ID2=74>

NOTE — Volunteers under age 18 MUST have a waiver signed by a parent. Download the waiver attached at the end of this newsletter and print to bring with you (SIGNED).

- September 30: Vista City Council candidate forum, Shadowridge Country Club, 7 p.m., co-sponsored by SVC and Shadowridge Owners Association. Please come meet our community candidates and ask questions about your interests and concerns.

- October 16: SVC's Community Meeting will feature residents' questions and concerns about the airplanes approaching Palomar Airport. Expected guests include the Palomar Airport manager and community



Cont. →

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**PALOMAR (cont.)**

associations to educate them to be more considerate of residents by following flight regulations. A brochure — "Fly Friendly" — has been published outlining the operating guidelines.

Complaints about airplane flights can be filed at 760-431-4646; leave date, time, and your address. Jessica Turner's phone number is 760-966-3273.

Planes can be identified on the WebTrak, on the Noise Abatement website: <http://www.sdcounty.ca.gov/dpw/airports/crnoise.html>. In the second section of the page, there is a link to WebTrak.

In addition, SVC Board nominee Brad Phillips says you can find the plane on your iPad or smart phone: your GPS must be turned on; press on the button and ask 'Siri,' "What plane is above me?" You can scroll down to check the various planes shown.

The number of flights at Palomar peaked in 2007; there are 80,000 landings and takeoffs per year. Five flight schools operate out of Palomar.



- Interestingly, talking with Jerry Mendick, FAA representative, we learned that the FAA is starting to take notice of this noise problem and realizes it is nationwide, so they are creating a national office to collect noise complaints and start trying to identify the size, scope and locations that are most involved.
- The meeting will be held at the Hyatt Place hotel, 2645 So. Melrose (So. Melrose / Faraday), at 7 p.m. **Join us for all 3 events!**

**VID DECLARES LEVEL 2 WATER CONSERVATION CONDITION**

The Vista Irrigation District board of directors has declared a Water Supply Response Program Level 2, "Water Conservation," condition and has implemented mandatory water conservation measures effective Aug. 16.

"Regional investments in water supply reliability as well as residents' and businesses' continued conservation efforts have mitigated the effects of

Cont. →

**LANDSCAPE WATERING DAYS**

**Homes with EVEN addresses (i.e. 1234 Main Street)**

Monday, Wednesday & Saturday

**Homes with ODD addresses (i.e. 1231 Main Street)**

Tuesday, Thursday & Sunday

**Apartments/Condominiums, Businesses and Public Agencies (i.e. county, cities, schools, etc.)**

Monday, Wednesday & Friday

\*10 minutes per water station per assigned day

**GOOD NEWS IN VISTA**

In addition to the Strawberry Festival on May 25th, these are other good-news happenings:

- Kites Over Vista**  
The sixth *Kites Over Vista* exhibit will be installed Friday, May 16, in downtown Vista (two have already been installed). The eight new sculptures will be on display through May, 2015. The City's Public Arts Commission created the public temporary sculpture exhibits to promote artists and their work to residents and visitors.
- Memorial Day Celebration**  
The American Legion Post 365 is holding a Memorial Day tribute "*American Heroes*" on Monday, May 26 at the Vista Civic Center (200 Civic Center Drive). The event runs from 10–11:30 am.
- Paseo Santa Fe Project**  
Improvements on Paseo Santa Fe Avenue are underway. Currently, two affordable housing projects are under construction: Paseo Pointe (69 units) and N. Santa Fe Apartments (68 units).  
The City is spending \$3.7 million in street and landscape improvements on S. Santa Fe. This first phase extends from Main Street to Oceanview Drive. At the end of May, work on undergrounding utilities and stormwater improvements will begin, and in fall, 2014, work on the new sidewalks, landscaping, updated streetlights, and pedestrian amenities, are expected to take place. Work is scheduled to be completed by November, 2015.

There will be temporary traffic inconveniences on S. Santa Fe Avenue associated with the construction activities and the City thanks motorists in advance for their patience, as the City works to improve the downtown area. Construction updates are available online at CityofVista.com.

**TOGETHER WE MAKE A DIFFERENCE!**

Join us in keeping Vista a special place to live. Visit our website [www.southvistacommunities.org](http://www.southvistacommunities.org) to find our membership form or simply to sign up for our email information and updates.

| SOUTH VISTA COMMUNITIES BOARD OF DIRECTORS |                   |                   |
|--------------------------------------------|-------------------|-------------------|
| President -                                | Carolyn Chetister | Shadowridge       |
| Vice President -                           | Stephanie Jackel  | Creekside         |
| Secretary -                                | Barbara Boyer     | Carriage Hill     |
| Treasurer -                                | Nicki Hobson      | Montaire/Casielos |
| At Large -                                 | John Franklin     | Shadowridge       |
|                                            | Ken Leon          | Shadowridge       |

South Vista Communities is on Facebook. [Sign Up](#)[Log In](#)

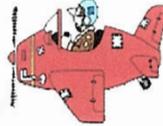
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**OCTOBER 2014**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**

**AIRPLANES — TOO LOW, TOO LOUD?**

Join us on Thursday, October 16, for SVC's **Community Meeting**, which is planned to hear residents' specific questions and concerns about the airplanes approaching and taking off from Palomar Airport.



The meeting will start at 7 p.m.

**NOTE:** This meeting will be held at the Hyatt Place hotel, 2645 So. Melrose (Melrose/Faraday).

**Expected guests** include the Palomar Airport manager and community relations director, representatives of the FAA, and Vista mayor Judy Ritter and Council member Amanda Rigby.

A recent newspaper article about the Oceanside airport master plan included comments from residents about airplane noise above their neighborhoods — seems to be a growing problem in many communities.

**MORE GOOD NEWS**

Recent good news about Shadowridge Plaza should have included the "make-over" of Stater Bros., which



recently held its grand opening. The store is bright and shiny, inside and out.

**BUENA CREEK CLEANED UP!**

The morning of September 20, the Burlington Coat Factory parking lot was a busy place, organizing the Buena Creek clean-up.



Chaired by Jim Fraker in partnership with Cheryl Filar and Hiram Sarabia from the City's Storm Water dept., more than 60 volunteers of all ages signed in.



Students from Rancho Buena Vista and other Vista schools participated, as well as these members of a class from High Tech High in San Marcos.

Sheriff's deputies went through the creek area behind Shadowridge Plaza early that morning, to be

sure transients were not there. Then our faithful crew from Alpha Project went into the area and hauled out *truckloads* of furniture, trash, and debris. According to Ms. Filar and Mr. Sarabia, we cleaned out a half ton of trash! *Cont. →*

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**DECEMBER 2014**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**



**KITES FLY OVER SOUTH VISTA!**

Christmas arrived early in South Vista with the gift of two of the lovely and whimsical creations for the "Kites Over Vista" program in our downtown.

The "Kites" are set up downtown for a 12-month period and, as announced at our meeting last June, some of them will be placed in other areas of the city.

We are delighted to have these two "Kites" to brighten up South Vista's neighborhoods and look forward to seeing additional works in two other locations later in the year.



*"Winds of Change," by Rick and Jaydon Sterling Randall, installed in Buena Vista Parkway (across from Buena Vista Park)*



*"Flight of the Butterflies," also by the Randalls, is in Shadowridge Park, near the Optimist Club facilities.*

**REPORT FROM AIRPLANE MEETING**

At SVC's October 16 community meeting, residents expressed their dismay and frustration with the increasing numbers of low-flying, noisy airplanes over Vista.

Residents from Carlsbad and El Cajon (Gillespie Field) also had complaints about the planes.

Representatives from Palomar Airport (Olivier Brackett, airport manager, and Jessica Turner, community outreach) and the FAA (San Diego) were present to respond to the issues presented.

They said ... not much.

Mr. Brackett reiterated that the airport has no control over flights after they leave the ground.



For the FAA, Steve Nelson said pilots comply with flight regulations voluntarily.

No new news on this front.

Our conclusion: if we are going to affect any change, it is up to us to do the work, make the reports of low, noisy planes, attend the meetings.

**Palomar Airport**

Complaints about airplane flights can be filed at 760-431-4646; leave date, time, and the address you are calling from. Jessica Turner's phone number is 760-966-3273.

Planes can be identified specifically on the Web-Trak, on the Noise Abatement website: <http://www.sdcounty.ca.gov/dpw/airports/crnoise.html>. In the second section of the page, there is a link to WebTrak. *Cont. →*

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**REPORT FROM AIRPORT MEETING (Cont.)**

According to Mr. Brackett, issues involving multiple areas can best be addressed at scheduled public meetings through the Palomar Airport Advisory Committee. Those meetings are held the 3<sup>rd</sup> Thursday of most months (meetings are not held in March, July, October, or December) at 7:00 pm, usually at the Carlsbad City Council Chambers. More information, including the agenda for the upcoming meeting and meeting minutes, can be found on the website:

**NEWS YOU CAN USE**

From the Winter 2014 issue of *Our Vista*.

- To report graffiti, street lights that are out, or potholes in the street, call 760-639-6177. Don't assume that someone else has already reported graffiti — please call.
- Going away for the holidays? Call the Sheriff's Senior Patrol (760-940-4434) for a vacation home check. — Ask a trusted neighbor to pick up your mail and newspapers, and to park his car

Stephanie Jackel on behalf of South Vista Communities (continued)

<http://www.sandiegocounty.gov/content/sdc/dpw/airports/palomar/paac.html>

**For the FAA:**

To report flights, call 858-502-9882, X-0, to be connected to the right person (M-F).

From the meeting, we're left (for now) with two questions:

- If, as we're told, the noise contours for airplanes have shrunk, why has noise over our houses increased so much?
  - If pilot compliance with flight regulations are mandated at three other San Diego County airports, why not at Palomar Airport?
- Also:
- We understand that commercial flights (United, Sky West, etc.) at Palomar Airport will cease in April. This means we'll be left with the private planes and the flight schools (currently four schools).

**Keeping track:** For an example from a dedicated flight-tracker, please see the accompanying attached file. Graham Thorley, in Carlsbad, provided his information for us.  
Graham Thorley, [grthorley@hotmail.com](mailto:grthorley@hotmail.com).

in your driveway. — Don't display gifts where they can be seen from a window. — Set indoor and outdoor lights on a timer.

- Tree recycling: EDCO customers may place trees outside on their regular collection day during the two weeks after Christmas at no extra charge (Monday, Dec. 27—Monday, Jan. 12). The park parking lot at So. Melrose/Shadowridge will be a central drop-off spot these same days.

**CLIMATE CHANGE**

Diane Nygaard, president of Preserve Calavera, is also serving as chair of the Climate Action Coalition, working with the City of Vista to implement its Climate Action Plan.

She reports: Two years ago we realized that if climate change is not addressed, all our conservation work will be meaningless. We decided to focus on action by local cities, especially Climate Action Plans (CAP). We coordinated the creation of a stakeholder group in Vista, including the Chamber of Commerce, faith-based groups, neighborhood groups, and the City. The group is now implementing its plan to engage the broader community in projects like energy retrofits of buildings, Bike to Work Day, tree plantings, and composting classes. We hope this will become a model for other cities to follow.

**TOGETHER WE MAKE A DIFFERENCE!**

Join us in keeping Vista a special place to live. Visit our website [www.southvistacommunities.org](http://www.southvistacommunities.org) to find our membership form or simply to sign up for our email information and updates.

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| At Large -                                 | Nathan Powers     | Creekside         |

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The below spreadsheet records are ONLY of the aircraft that were extremely loud. Many more aircraft flew over, but were not that objectionable.

| McClellan-Palomar Airport (CRQ) WebTrak Flight Records                                                                                        |             |                               |                                                                       |                                                                   |                        |                         |                        |                            |                                |                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------------|-----------------------------------------------------------------------|-------------------------------------------------------------------|------------------------|-------------------------|------------------------|----------------------------|--------------------------------|-----------------------------|
| ~ None of the WebTrak Records below show any of the pilots complying with the Voluntary Noise Abatement Procedures (VNAP) Pattern Altitudes ~ |             |                               |                                                                       |                                                                   |                        |                         |                        |                            |                                |                             |
|                                                                                                                                               |             | ? = No Information on WebTrak |                                                                       | VNAP Pattern Altitudes: Twin JET — 2000' MSL                      |                        |                         |                        |                            |                                |                             |
| Highest Elevation In Subdivision = 501 Feet                                                                                                   |             |                               |                                                                       | Single Engine — 1,500' MSL = Mean Sea Level<br>Helos — 1,000' MSL |                        |                         |                        |                            |                                |                             |
| Date                                                                                                                                          | Time        | Aircraft                      | Flyover Elevation Feet                                                | Ground Elevation Feet                                             | Elevation Above Ground | Plane FAA Min Elevation | Helo FAA Min Elevation | ABOVE or BELOW FAA Minimum | ABOVE or BELOW FAA Min for Sub | ABOVE or BELOW VNAP Minimum |
| May 30, 2014                                                                                                                                  | 5:58:44 PM  | GLF4                          | 1,400                                                                 | 327                                                               | 1,073                  | 1,000                   |                        | 73                         | (101)                          | (600)                       |
| June 3, 2014                                                                                                                                  | 4:54:09 PM  | ?                             | 1,000                                                                 | 327                                                               | 673                    | 1,000                   |                        | (327)                      | (501)                          | (1,000)                     |
| June 3, 2014                                                                                                                                  | 5:01:33 PM  | ?                             | 1,300                                                                 | 327                                                               | 973                    | 1,000                   |                        | (27)                       | (201)                          | (700)                       |
| June 7, 2014                                                                                                                                  | 10:28:23 AM | E120                          | 1,200                                                                 | 327                                                               | 873                    | 1,000                   |                        | (127)                      | (301)                          | (800)                       |
| June 8, 2014                                                                                                                                  | 12:53:13 AM | ?                             | VIOLATION OF QUIET HOURS                                              |                                                                   |                        |                         |                        |                            |                                |                             |
| June 9, 2014                                                                                                                                  | 10:30:10 AM | HELO                          | 700                                                                   | 327                                                               | 373                    |                         | 500                    | (127)                      | (301)                          | (300)                       |
| June 9, 2014                                                                                                                                  | 11:13:25 AM | HELO                          | 700                                                                   | 327                                                               | 373                    |                         | 500                    | (127)                      | (301)                          | (300)                       |
| June 10, 2014                                                                                                                                 | 6:56:51 AM  | C172                          | 900                                                                   | 327                                                               | 573                    | 1,000                   |                        | (427)                      | (601)                          | (1,100)                     |
| June 11, 2014                                                                                                                                 | 11:04:00 PM | GLF4/L                        | QUALCOMM INC. - VIOLATION OF QUIET HOURS                              |                                                                   |                        |                         |                        |                            |                                |                             |
| June 11, 2014                                                                                                                                 | 6:04:00 PM  | BELL ?                        | NEVER SHOWED UP ON WEBTRAK BUT SO LOW WINDOWS ALL RATTLED             |                                                                   |                        |                         |                        |                            |                                |                             |
| June 11, 2014                                                                                                                                 | 6:06:00 PM  | BELL ?                        | NEVER SHOWED UP ON WEBTRAK BUT SO LOW WINDOWS PULSATED WITH PROP WASH |                                                                   |                        |                         |                        |                            |                                |                             |
| June 12, 2014                                                                                                                                 | 2:29:36 AM  | HELO                          | 900                                                                   | 327                                                               | 573                    |                         | 500                    | 73                         | (101)                          | (100)                       |



**SEPTEMBER 2015**  
**SOUTH VISTA NEWS AND UPCOMING EVENTS**

**URGENT: SEPT. 8th DEADLINE**

The FAA has been conducting a Draft Environmental Impact Assessment for the Southern California Metroplex project. This project would change air traffic control of flights approaching and departing Southern California airports from the system used for many years to the new Next Generation Air Transportation System (NextGen), directed by satellite transmissions, much like GPS systems in cars.



Unfortunately, comments on the EA are due by September 8th.

Many South Vista residents have already experienced the impacts of the new navigation system with the increase of flights over our neighborhood — often low-flying, noisy flights.

Our efforts to find some mitigation of these negative impacts on our quality of life through the Palomar Airport staff or the FAA have so far proved fruitless.

The draft EA can be found at—

[http://www.metroplexenvironmental.com/social\\_metroplex/social\\_docs.html](http://www.metroplexenvironmental.com/social_metroplex/social_docs.html)

The purpose and need for the new system can be found on p. 2-1; the assessment of environmental effects can be found starting on p. 4, environmental Consequences on p. 5.

According to the FAA website, "The public is invited to comment by mail or email. Please be aware that your name, address, phone number, e-mail address, or other personal identifying information in your comment may be made publicly available at any time. You may include in your comment a request to withhold your personal identifying information, however we cannot guarantee that we will be able to do so."

Comments may be emailed to: [9-ANM-SoCalOAPM@faa.gov](mailto:9-ANM-SoCalOAPM@faa.gov) or submitted by regular mail to: SoCal Metroplex EA / Federal Aviation Administration Western Service Center—Operations Support Group 1601 Lind Avenue SW / Renton, WA 98057

Cont. →

[southvistacommunities@cox.net](mailto:southvistacommunities@cox.net)

**REPORT FROM AIRPORT MEETING (Cont.)**

According to Mr. Brackett, issues involving multiple areas can best be addressed at scheduled public meetings through the Palomar Airport Advisory Committee. Those meetings are held the 3<sup>rd</sup> Thursday of most months (meetings are not held in March, July, October, or December) at 7:00 pm, usually at the Carlsbad City Council Chambers. More information, including the agenda for the upcoming meeting and meeting minutes, can be found on the website:

<http://www.sandiegocounty.gov/content/sdc/dpw/airports/palomar/paac.html>

For the FAA:

To report flights, call 858-502-9882, X-0, to be connected to the right person (M-F).

**SEPT. 8th DEADLINE (cont.)**

The FAA assessment declares there will be no significant impacts from the Proposed Action (NextGen navigation). Your own stories of your own experiences with these flights will be the most compelling testimony you can submit.

Remember the September 8th deadline!

**SIGN UP FOR CITY NOTICES**

There has been a good deal of discussion recently about the need for greater notification of the general public about planning and construction projects.

The City has set up a new system by which anyone can sign up for these email notifications. Go to <http://tinyurl.com/mw4ozes>, which takes you to the City's Constant Contact email sign-up form. Enter the requested information; select Planning Notices (and any other list you would like to subscribe to). You should then receive a confirmation request email from Constant Contact. Just confirm your opt-in and you should be good to go.

For any questions, please contact Fred Tracey, 760-643-5217, [ftracey@ci.vista.ca.us](mailto:ftracey@ci.vista.ca.us).

**YOU ARE NOT ALONE**

Sheriff's Senior Volunteer Patrol members oversee a safety program called You Are Not Alone or YANA. We want our elderly and disabled residents to know they are never alone. YANA members get daily telephone calls and a weekly visit from Sheriff's Senior Volunteers year-round.

If no one answers repeated calls or knocks on the door, emergency medical help may be summoned. Some stations and substations offer birthday, Easter, and holiday season visits with gift baskets.

For more information on the program or how you can volunteer, call 760-940-4551 or visit [www.sdssheriff.net/volunteers](http://www.sdssheriff.net/volunteers).

[www.southvistacommunities.org](http://www.southvistacommunities.org)

**NEWS YOU CAN USE**

From the Winter 2014 issue of *Our Vista*.

- To report graffiti, street lights that are out, or potholes in the street, call 760-639-6177. Don't assume that someone else has already reported graffiti — please call.
- Going away for the holidays? Call the Sheriff's Senior Patrol (760-940-4434) for a vacation home check. — Ask a trusted neighbor to pick up your mail and newspapers, and to park his car in your driveway. — Don't display gifts where they can be seen from a window. — Set indoor and outdoor lights on a timer.
- Tree recycling: EDCO customers may place trees outside on their regular collection day during the two weeks after Christmas at no extra charge

**440** Stephanie Jackel on behalf of South Vista Communities (continued)

From the meeting, we're left (for now) with two questions:

- If, as we're told, the noise contours for airplanes have shrunk, why has noise over our houses increased so much?
- If pilot compliance with flight regulations are mandated at three other San Diego County airports, why not at Palomar Airport?  
Also:
- We understand that commercial flights (United, Sky West, etc.) at Palomar Airport will cease in April. This means we'll be left with the private planes and the flight schools (currently four schools).

Keeping track: For an example from a dedicated flight-tracker, please see the accompanying attached file. Graham Thorley, in Carlsbad, provided his information for us.  
Graham Thorley, [grthorley@hotmail.com](mailto:grthorley@hotmail.com).

(Monday, Dec. 27—Monday, Jan. 12). The park parking lot at So. Melrose/Shadowridge will be a central drop-off spot these same days.

**CLIMATE CHANGE**

Diane Nygaard, president of Preserve Calavera, is also serving as chair of the Climate Action Coalition, working with the City of Vista to implement its Climate Action Plan.

She reports: Two years ago we realized that if climate change is not addressed, all our conservation work will be meaningless. We decided to focus on action by local cities, especially Climate Action Plans (CAP). We coordinated the creation of a stakeholder group in Vista, including the Chamber of Commerce, faith-based groups, neighborhood groups, and the City. The group is now implementing its plan to engage the broader community in projects like energy retrofits of buildings, Bike to Work Day, tree plantings, and composting classes. We hope this will become a model for other cities to follow.

**TOGETHER WE MAKE A DIFFERENCE!**  
Join us in keeping Vista a special place to live. Visit our website [www.southvistacommunities.org](http://www.southvistacommunities.org) to find our membership form or simply to sign up for our email information and updates.

| SOUTH VISTA COMMUNITIES BOARD OF DIRECTORS |                   |                   |
|--------------------------------------------|-------------------|-------------------|
| President -                                | Carolyn Chetister | Shadowridge       |
| Vice President -                           | Stephanie Jackel  | Creekside         |
| Secretary -                                | Brad Phillips     | Amber Woods       |
| Treasurer -                                | Nicki Hobson      | Montaire/Casielos |
| At Large -                                 | Nathan Powers     | Creekside         |

South Vista Communities is on Facebook. [Sign Up](#) [Log In](#)

To connect with South Vista Communities, sign up for Facebook today.

**440** Response

**440-01**

Please see **Topical Response 02 – Existing Conditions**.

**440-02**

The commenter states that the EA erroneously concludes that there are no adverse impacts. Based on Comment 440-01, the commenter appears to have assumed that the SoCal Metroplex Project has already been implemented and is reflected in the existing noise environment. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented.

The purpose of the EA is to assess the potential for significant impacts before implementation of the Project. As discussed in Chapter 5, the SoCal Metroplex Project would not result in any significant noise, air quality, or other environmental impacts.

440

## Response (continued)

440-03

The commenter states that no consideration was given to the immensely negative impacts of the air traffic procedures. The EA does consider the potential impacts of the Proposed Action. The EA is prepared in compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the environmental analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

440-04

The commenter states that no regard was given to the damage and distress caused by noise and pollution of the RNAV air traffic procedure. The EA does consider the potential impacts of the Proposed Action. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the environmental analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. The commenter also states the routes will fly over residential neighborhoods. The Proposed Action Procedures were designed wherever possible to remain within the existing historical flight tracks.

440-05

The commenter states that more efficient routes will result in an increase in operations and that the number of flights over her house has increased in the last two years. As stated in Section 2.4 of the EA, the Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 on Pages 3-2 through 3-4 of the *Average Annual Day Flight Schedules Technical Report* includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project. Regarding current conditions, please see **Topical Response 02 – Existing Conditions**.

440

## Response (continued)

440-06

The commenter states that there are resource categories listed as not affected that are impacted by the Proposed Action, including hazardous materials, visual impacts, and socioeconomics. The EA was prepared in compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. The categories mentioned by the commenter were determined not to have the potential for impact as a result of the Proposed Action.

440-07

The commenter states that aircraft operating under Visual Flight Rules (VFR) are not taken into consideration. As described in Section 1 of the EA, the SoCal Metroplex Project is intended for arriving and departing aircraft operating under Instrument Flight Rules (IFR) at the study area airports. VFR aircraft are not a part of the Project. Please see Section 1.2.2 of the EA for a description of VFR and IFR. The commenter also states that even regularly scheduled aircraft vary in altitude and flight path. Please see the noise modeling methodology discussed in Section 5.1.2 of the EA for a discussion of the data inputs used in the noise analysis. The EA utilized one year of historic data in the development of flight tracks for both the No Action and Proposed Action Alternatives. The commenter also states that flights have already increased. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented.

440-08

The commenter disagrees that there will be no significant impacts, as they are currently experiencing significant impacts. Please see **Topical Response 02 – Existing Conditions** for current and existing noise issues. A noise analysis was conducted in support of the EA for the proposed SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases when compared to the No Action Alternative.

440

Response (continued)

440-09

The commenter states there will be air quality impacts and that currently people have experienced fine black particulate on their properties from low flying aircraft. For existing conditions, please see **Topical Response 02 – Existing Conditions**. The EA was prepared in accordance with NEPA and FAA Order 1050.1E. The environmental analysis including the required methodology and standards for air quality is described in section 5.8, Air Quality, in the EA. As disclosed in the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

440-10

The commenter states that the FAA is deliberately ignoring the many complaints from residents living under the flight paths of planes flying into CRQ, SEE, and OCN. For existing noise issues see **Topical Response 02 – Existing Conditions**. The noise analysis conducted for the SoCal Metroplex Project was prepared in accordance with NEPA and FAA Order 1050.1E. The environmental analysis, including the required methodology and standards for noise, is described in section 5.1 of the EA. As disclosed in the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts or reportable noise increases.

440-11

Thank you for your comment.

441

Katherine Bagwell

Katherine Bagwell  
1862 Turnberry Dr  
Vista CA 92081

September 5, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Draft Environmental Assessment for the Southern California Metroplex Project, June 2015

Sirs:

441-01

I am a member of South Vista Communities, a non-profit 501(c)(3) organization whose purpose is to protect and enhance the quality of life for residents in South Vista, North San Diego County. Our President, Stephanie Jackel, has submitted a letter to you dated September 1, 2015 with great detail and response to the Draft Environmental Assessment. I concur with all of her comments and want to reinforce that our organization (SVC) and myself, as a resident of South Vista, do not agree with the findings of the Draft Environmental Assessment.

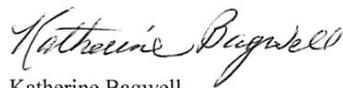
441-02

I have lived in South Vista since 2008 and can attest to the fact that the quality of my life and that of my neighbors has been negatively impacted by an increase in noise, frequency of flights, and air pollution from flights coming into McClellan-Palomar Airport (CRQ) over the past 2-3 years. Also of grave concern is the matter of safety. With the increase in flights comes an increase for potential accidents – we residents should not have to be concerned when we hear or see a plane coming into CRQ at a lower than “allowable” altitude.

441-03

To conclude, contrary to the FAA’s draft EA there will be increased significant adverse impacts to the residents and communities from the implementation of NextGen navigation system as no doubt it will allow for an increase in flights in and out of affected airports.

Respectfully submitted,



Katherine Bagwell

441

Response

441-01

Please see **Topical Response 02 – Existing Conditions.**

441-02

Please see **Topical Response 02 – Existing Conditions.**

441-03

Please see **Topical Response 02 – Existing Conditions.**

442

Gary Armstrong, AICP, City of Costa Mesa



**CITY OF COSTA MESA**

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

August 12, 2015

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057  
Email: 9-ANM-SoCalOAPM@faa.gov

**SUBJECT: Comments on SoCal Metroplex Project**

Dear FAA Representative:

Thank you for the opportunity to provide comments on the Draft Environmental Assessment (EA) prepared for the SoCal Metroplex Project. The SoCal Project is intended to improve the efficiency of airspace in the Southern California Metroplex by optimizing aircraft arrival and departure procedures within the region at various airports including John Wayne Airport.

442-01

John Wayne Airport is within an urbanized area and the airport's flight path is in close proximity to a large number of residents on the east side of Costa Mesa. The current departure path along the centerline of Newport's Back Bay is closely watched by the residents. Any change to deviate from the current condition (i.e., to "fan out" or turning early prior to getting well over the Pacific Ocean) may have a negative effect on their quality of life. The FAA has indicated that there are no significant impacts (based on National Environmental Protection Act thresholds) associated with their proposals for Orange County. FAA has also advised that the airspace changes contemplated in the EA have been designed to overlay existing flight paths.

We hope that FAA will not consider any change that will shift the current flight path to the west as any minor change could have a negative impact on the quality of life of Costa Mesa residents.

Thank you for your consideration.

Sincerely,

Gary Armstrong, AICP  
Economic Development & Development Services Director /  
Deputy CEO

CC: City Council  
Tom Hatch, CEO  
Kelly Shelton, Executive Assistant to the CEO

442

Response

442-01

Please see response to Comment 204-01.

443

Robert and Barbara Boyer

RECEIVED SEP 09

September 2, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Draft Environmental Assessment for the  
Southern California Metroplex Project;  
June, 2015

Sirs:

443-01

We have lived in the south part of Vista for 32 years. Our neighborhood is filled with trees, chirping birds and horses. Time was we had peace and quiet but for the last several years one arrogant pilot after another decided that hundreds and hundreds of homes would make a perfect flight path into Palomar Airport. At a meeting with the FAA we were informed that the FAA could not do anything to force the pilots to follow another flight path. The flight paths were voluntary – what idiot decided that that was a good idea? All day and up to approximately 11:20 PM planes would fly low and loud over our neighborhoods in South Vista and Carlsbad. City officials filed complaints as did hundreds of residents – all to no avail. The late night flights were particularly interesting because the tower closed at 9:00 PM – legal flights or drug smugglers?

The new navigation system has now guaranteed that the corporate jet pilots and the weekend cowboys are flying over us one after another. Who on earth produced the Environmental Impact Assessment and declared that the noise would have no impact? Are the government officials waiting for a tragic accident to happen before they do the right thing and declare our neighborhoods off limits as a flight path?

It is time to use common sense in determining the flight paths to Palomar Airport so that the residents of South Vista and Carlsbad can once again feel safe in their own homes and return to the quiet enjoyment of their properties.

Thank you for your attention to these concerns,



Robert Boyer and Barbara Boyer

443

Response

443-01

Please see **Topical Response 02 – Existing Conditions.**

444

Alex Augusta



Southern California Metroplex  
Draft Environmental Assessment

RECEIVED SEP 09 2015  
Public Workshops

COMMENT FORM

This form is provided to receive your comments regarding the Draft Environmental Assessment for the Southern California Metroplex. Please use the space provided below attaching additional pages if necessary. Either deposit the form in the comment box, or mail it to the address provided. Written comments will be accepted by FAA until **Sept. 8, 2015**.

Comments:

444-01

444-02

*Proposed flight plan is unacceptable because planes fly directly over a residential area. Not only would our property depreciate, the increased noise would be unbearable. Our property value would decrease immediately, not to mention the increase of bad air quality. There are grade schools, middle schools and high schools that would be effected by this. Children should not be exposed to this unhealthy environment!!*

Please be aware that your name, address, phone number, e-mail address, or other personal identifying information in your comment may be made publicly available at any time. You may include in your comment a request to withhold your personal identifying information, however we cannot guarantee that we will be able to do so.

Comments will be accepted until Sept. 8, 2015:

Please Print:

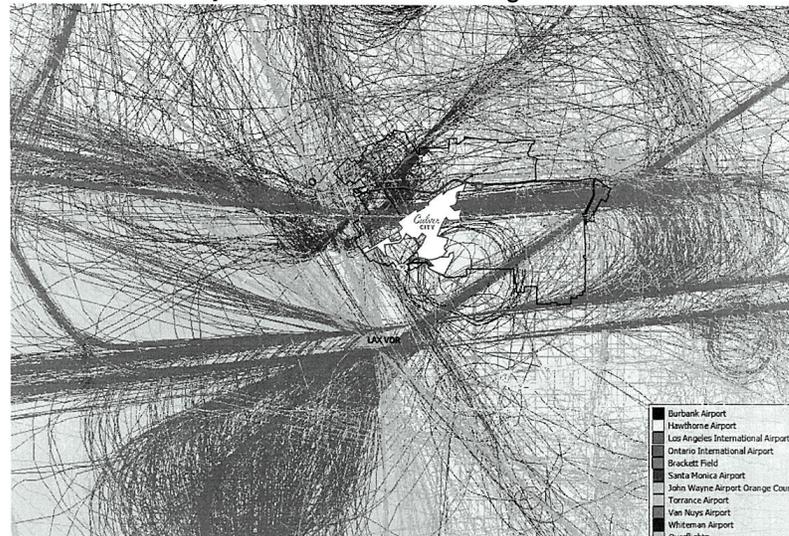
By mail:  
SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center-Operations Support Group  
1601 Lind Avenue SW, Renton, WA 98057

Your Name: *Alex Augusta*  
Address: *10814 Garfield*  
*Culver City, CA*

Or by email: [9-ANM-SoCalOAPM@faa.gov](mailto:9-ANM-SoCalOAPM@faa.gov)

For more information, visit the website:  
<http://www.metroplexenvironmental.com>

July 11, 2012: 5241 total flight tracks



444

Alex Augusta (continued)



## SUMMARY

### INTERIM REPORT – OVERFLIGHT OF CULVER CITY

The City of Culver City commissioned a report from its consultants for noise and airspace evaluation, Williams Aviation Associates, Inc. to document the observations of its citizens that aircraft approaching Los Angeles International Airport (“LAX”) over Culver City have increased in number and decreased in altitude since the implementation of the redesign by the Federal Aviation Administration (“FAA”) of the airspace used for arrivals and departures at West Coast airports (“NextGen”). It has further been observed that the consolidation of arrivals at lower altitudes has increased the incidence of aircraft noise over certain parts of the City.

To document the information provided by residents, the City obtained from Los Angeles World Airports (“LAWA”) through a California Public Records Act Request, and FAA, through Federal Freedom of Information Act Request, data on approaches over three geographic points in the City specified by interested residents: Lindberg Park (the southern-most point); Carlson Park (the middle point); and Rancho Higuera (the northern-most point).

As anticipated, the results confirmed the observation of Culver City citizens. For Carlson Park, the middle point of the three, there was a steady increase in flights at or below 6,000 feet from 2010 through 2012. Those flights increased from 615 in the year 2010 to 1234 in the 2012, or a doubling of flights at or below 6,000 feet. (No data from the years after 2012 was available from LAWA). For Rancho Higuera, the northern-most point, flights at or below 6,000 feet increased from 284 in 2010 to 702 in 2013. There was then a decrease in 2014 to 533 which is still a doubling of the number of flights in 2010. For Lindberg Park, the southern-most point, there was such a small absolute number of flights. (*i.e.*, an increase from zero in 2010 to 7 in 2014 with a total number of 169) that any calculations become mathematically insignificant. The LAWA altitude data will be verified by comparison to the data provided by the FAA.

In addition, the City’s consultant is aware that NextGen has narrowed the approach paths, concentrating more aircraft (and, consequently, more noise) over smaller areas on the ground. This aspect of the NextGen process may also add to the noise experienced in those areas such Carlson Park where average altitudes have also decreased dramatically.

The City will continue to closely monitor, carefully and fully evaluate, and work tirelessly toward mitigation of changes related to the impacts of LAX operations, including, but not limited to, overflights and surface traffic, in order to protect the welfare of its citizens, the integrity of its environment, and the economic viability of its business community.

444

Response

444-01

Please see **Topical Response 09 – LAX North Arrivals**.

444-02

Thank you for your comment.

445

Phoebe S. Liebig



Southern California Metroplex  
Draft Environmental Assessment

RECEIVED SEP 09 2015

Public Workshops

COMMENT FORM

This form is provided to receive your comments regarding the Draft Environmental Assessment for the Southern California Metroplex. Please use the space provided below attaching additional pages if necessary. Either deposit the form in the comment box, or mail it to the address provided. Written comments will be accepted by FAA until **Sept. 8, 2015**.

445-01

Comments: *As a resident of Culver City, I am very concerned about the current and future changes in the Santa Monica airport flight patterns. Increasingly, I am awakened in the early morning hours arriving and taking off from that airport. As a light sleeper, this is injurious to my health because I am often unable to go back to sleep. I am sure this affects other Culver City residents of all ages, with negative effects on productivity and health. I live just across from Culver City High and very close to two other schools: our only Middle School and one of our elementary schools. The FAA's proposed air control system (West bend) will exacerbate this situation particularly when students and their families are coming to and from school, and when teams from other schools come to play our high school teams. It is no secret that Santa Monica citizens have objected to noise and air pollution injurious to their health and well-being. How many more communities need to be subjected to this kind of assault? I sincerely hope the FAA will re-examine this decision.*

*Please do not include my address.*

Please be aware that your name, address, phone number, e-mail address, or other personal identifying information in your comment may be made publicly available at any time. You may include in your comment a request to withhold your personal identifying information, however we cannot guarantee that we will be able to do so.

Comments will be accepted until Sept. 8, 2015:

By mail:  
SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center-Operations Support Group  
1601 Lind Avenue SW, Renton, WA 98057

Please Print:

Your Name: Phoebe S. Liebig  
Address: 4420 Elenda Street  
Culver City, CA 90230

Or by email: 9-ANM-SoCalOAPM@faa.gov ← *This email address was rejected as invalid*

For more information, visit the website:  
<http://www.metroplexenvironmental.com>

445

Response

445-01

Please see **Topical Response 09 – LAX North Arrivals**.

446

Thella F. Bowens, San Diego County Regional Airport Authority

SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY

P.O. BOX 82776, SAN DIEGO, CA 92138-2776  
619.400.2400 WWW.SAN.ORG

RECEIVED SEP 09 2015

September 3, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: San Diego County Regional Airport Authority Comment on Draft SoCal Metroplex  
Environmental Assessment

To Whom It May Concern:

The San Diego County Regional Airport Authority (Authority) appreciates the Federal Aviation Administration (FAA) providing the opportunity to review the proposed work product of the SOCAL Metroplex activity. Understanding the scope, timing, costs, and logistics involved in an endeavor as large as the SoCal Metroplex, the Authority recognizes and appreciates the efforts of Lynn Ray, Vice President Mission Support FAA, for bringing greater clarity to the proposed changes in the San Diego area through extended meetings, presentations, and reviews.

As the national aviation infrastructure expands to meet the NextGen goals, the FAA has a difficult and critical task of balancing the needs of all those affected. Over the last decade, airspace and flight procedure development has shifted from individual activities of limited scope to regional developments through Metroplex projects. The stakeholder group for Metroplex included Air Carrier Operators, Air Traffic Control, Military, Corporate Jet operators, and other parties whose business models participate in national daily flight operations. To date, airport agencies, such as the Authority, have not been stakeholders in either individual or regional airspace projects. However, the airports are on the "front line" with the community and we directly and regularly interact with people that are most impacted by FAA projects such as Metroplex. Airport staff must understand the details of the project so we can properly address inquiries that are directed to us. Involvement with the Airports can also provide critical information to the FAA that can influence the success of airspace projects. Our



SAN DIEGO  
INTERNATIONAL  
AIRPORT

Page 1 of 3

446

**Thella F. Bowens, San Diego County Regional Airport Authority  
(continued)**

involvement is integral to successful implementation of FAA projects such as the SoCal Metroplex.

Upon review of the draft Environmental Assessment for the SoCal Metroplex (Draft EA) project for the San Diego International Airport (Airport), our comments are as follows:

446-01

1. The proposed replacement of the POGGI departure (IBBEE) removes the LOWMA waypoint south of Pt. Loma. In today's environment, some aircraft bypass LOWMA and thus fly over the community of Pt. Loma as a result. The permanent removal of LOWMA may increase these flights and move both noise and visual disturbance further to the north of Cabrillo Point. Both the current RNAV and conventional SIDs have the noise abatement goals included in their design. Since the proposed IBBEE RNAV SID does not contain the LOWMA waypoint south of Point Loma, the Authority is concerned that this may make compliance with the Airport's existing noise abatement procedures more difficult to achieve. We would suggest the FAA consider retaining the LOWMA waypoint to ensure the Airport's noise abatement procedures can be maintained to limit aircraft flying over the Pt. Loma community.

446-02

2. While the new arrival procedure from the northwest follows a similar path to the current procedure, the proposed COMIX RNAV STAR is further south than the existing BAYVU RNAV STAR. Our concern is that the new path is shifted away from the historical flight path that has been used for flights arriving from the northwest, which may result in shifting of noise patterns. We believe it would be more prudent to leave the path at its historical location currently between LCOVE and STEP N waypoints.

446-03

3. The proposed RNP approach to Runway 27 may result in a concentration of traffic over a much narrower path causing a reduction in today's pattern of traffic dispersion. The path also turns sooner and over a higher population density than occurs with a majority of aircraft flying the current radar vector flight paths. The FAA offered an unofficial estimate that 40% of future aircraft would utilize the RNP approach. We believe this estimate represents a reasonable benchmark for a more in-depth evaluation of the procedure. The Authority requests the FAA advise when the projected utilization of this procedure will exceed 40% in order to allow an opportunity to provide input on the observed impact/benefit of the procedure post implementation.

446-04

4. The Draft EA utilizes the Day Night Average Noise Level (DNL) noise metric. While this is a widely utilized metric for noise metrics across the nation, the FAA has accepted (FAA Order 1050.1F) the Community Noise Equivalent Level (CNEL)

**446** Thella F. Bowens, San Diego County Regional Airport Authority (continued)

**446-04** metric in lieu of DNL for California projects. The CNEL metric weighs evening hours (7:00 p.m. to 9:59 p.m.) in addition to nighttime hours in the DNL metric. The residents of our community are familiar with the CNEL metric and we believe that since the FAA has utilized the CNEL metric in other California projects, for consistency the noise analysis should be re-done utilizing the CNEL metric.

**446-05** 5. The Authority further requests:  
 a. A 180-day post-implementation evaluation period to assess actual impact/benefit of the procedures as compared to the projected noise levels in the Environmental Assessment; and

**446-06** b. The FAA retain the existing (pre-Metroplex) flight procedures during this review to allow a fallback option should an unanticipated adverse impact occur from the Metroplex procedures; and

**446-07** c. If the Authority determines there is an adverse impact resulting from the implementation of the proposed procedures, the Authority will be included in collaborative efforts to resolve issues revealed during this 180-day evaluation period.

**446-08** 6. The Authority requests stakeholder status in future flight procedure development within San Diego County.

We believe that the FAA has achieved the desired efficiencies for Air Traffic Control and operators through the SoCal Metroplex project. We are grateful for the opportunity to provide input from the ground perspective and await a response to our concerns.

Sincerely,  
  
 Thella F. Bowens  
 President/CEO  
 San Diego County Regional Airport Authority

**446** Response

**446-01** Please see **Topical Response 11 – Point Loma**.

**446-02** The commenter is concerned about a new arrival procedure at SAN that is shifted away from the historical flight path and suggests leaving the path at its historical location. The Proposed Action Procedures were designed wherever possible to remain within the existing historical flight tracks. The commenter states the Proposed Action COMIX RNAV STAR is further south than the existing BAYVU RNAV STAR. The Proposed Action COMIX RNAV STAR shifts less than 1,500 feet south and remains within the existing historical flight paths that have been used for flights arriving from the northwest. As disclosed in Section 5.1 the EA, results of the environmental analysis show that there would be no significant impacts or reportable increases of the proposed action when compared to the no action alternative.

**446-03** The commenter is concerned about concentration of traffic for an RNP on Runway 27. She is also concerned with aircraft turning sooner, over a higher population density than what currently occurs. Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**. A noise

446

## Response

446-03

analysis was conducted in support of the EA for the SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases anywhere within the General Study Area.

The commenter is also concerned about the estimate of 40% of future aircraft which would utilize the RNP and requests the FAA advise when the projected utilization of this procedure exceeds 40% in order to allow an opportunity to provide input. The EA analysis uses subject matter experts to determine the utilization of air traffic procedures for the EA analysis. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. If the Proposed Action is approved and implemented, the FAA would monitor deviations from expected flight paths according to FAA Order 7100.41.

446-04

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

446-05

The commenter requests a 180-day post-implementation evaluation period to assess actual impact/benefit of the procedures as compared to the projected noise levels in the EA. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. If the Proposed Action is approved and implemented, the FAA would monitor deviations from expected flight paths according to FAA Order 7100.41.

446-06

The commenter requests that the FAA retain the existing (pre-Metroplex) flight procedures for 180 days. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented.

446-07

The commenter requests that if the Authority determines there is an adverse impact resulting from the implementation of the Proposed Procedures, the Authority will be included in collaborative efforts to resolve issues revealed during this 180-day evaluation period. Comment noted.

446-08

The commenter requests stakeholder status in future flight procedures development within San Diego County. The FAA engaged in extensive public outreach for the SoCal Metroplex Project and met with many agency officials such as the San Diego County Regional Airport Authority. The FAA considers the San Diego County Regional Airport Authority an important part of the SoCal Metroplex and will continue involving them in the process. Thank you for your comment.

447

Angela Manakides

RECEIVED SEP 09 2015

September 3, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Services Center – Operations Support Group  
1601 Lind Ave SW  
Renton, WA 98057

Dear Sirs:

This letter is to present the views of an Eastbluff Community Homeowner. Our neighborhood consists of 460 single family homes located on the east side of Upper Newport Bay, which is impacted with noise and pollutants from aircraft taking off from Orange County John Wayne Airport (SNA). Our association recently heard a presentation at the City of Newport Beach Counsel/Citizens' Aviation Committee meeting by County Airport officials of FAA plans under consideration improve the efficiency at 21 airports in the United States for takeoff and landing patterns, one of which is SNA. The program was named "NexGen" and we were told this may impact flight paths and altitudes. The concept of RNAV to implement narrower and repeatable flight paths was discussed. This could also impact current requirements for airlines to meet RNP (Required Navigation Performance) such as the current take off angle and engine power levels required to minimize ground noise for residents of Newport Beach directly impacted by takeoff.

447-01

We support the concept that "no new areas will be affected" by these changes. The current flight limitation and noise abatement standards took years of negotiations and were recently extended. The settlement agreement completed a 2014 amendment and extension to the settlement agreement and was approved by US District Court. The current take off and landing patterns have been a compromise by the surrounding community to accept growth in the number of flights and passengers. A change in the patterns could impact the agreement and restart the legal battles of the past.

We recommend the NexGen standards established by the FAA respect the current flight paths and not create a noise problem for new areas. The central path over the Newport Back Bay divides the noise between the West and East sides of the bay and allows the plans to gain attitude at less than full power. The steep path extends over Balboa Island homes and full power is restored when the plans are over the Pacific Ocean. This path and attitude and power pattern needs to be respected in any future NexGen standards approved for the Orange County John Wayne Airport (SNA). We strongly oppose any changes that will modify the takeoff pattern to route plans to the east side of the Back Bay over our homes.

We respectfully request your consideration of this issue in your planning efforts.

Sincerely,



Angela Manakides  
Eastbluff Homeowner

447

Response

447-01

Please see **Topical Response 12 – SNA Current Departures.**

448

Tracey Gee

From: Tracey Gee [traceygee@gmail.com]  
Sent: Wednesday, September 09, 2015 12:01 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Culver City Flight Paths

Hello,

448-01

I am writing to express my strong concerns about having more flights going over Culver City. I do not want the extra noise and air pollution in our city and for the many families that live here. I am raising my family here and have purchased a home so that this would not happen. Please reconsider.

Thank you,  
Tracey Gee, Culver City resident

448

Response

448-01

Please see **Topical Response 09 – LAX North Arrivals.**

449

Dr. J.E. Brockman

From: J.E. Brockman [bc534@lafn.org]  
Sent: Wednesday, September 09, 2015 12:04 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Culver City overflights

To Whom It May Concern at FAA:

449-01

This is to let you know that my neighbors and I am greatly concerned about the environmental impact your plans for dramatically increasing flights over our homes will have. We purchased homes in this small town with the intention of raising healthy children in good schools.

449-02

Commercial jets have no pollution controls. When will FAA allow the use of ultra low sulfur fuel? In addition, the constant noise is extremely irritating and impacts mental health, perhaps even deteriorates our hearing.

449-03

This plan is ill-conceived. Why not route flights over the 10 freeway, which is already polluted and noisy. We didn't buy homes on an air strip.

Please re-evaluate your plan. It puts thousands of residents' quality of life and health at risk.

Thank you,  
Dr. J.E. Brockman  
4260 La Salle Ave  
Culver City, CA 90232

449

Response

449-01

Please see **Topical Response 09 – LAX North Arrivals.**

449-02

Please see **Topical Response 06 – Air Quality-Air Pollution.**

449-03

Please see **Topical Response 09 – LAX North Arrivals.**

450

Martin Pastucha, City of Santa Monica



Public Works Department  
 Office of the Director  
 1685 Main Street, Room 116  
 Santa Monica, CA 90401  
 tel: 310.458.8221  
 public.works@smgov.net

September 8, 2015

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

**Re: City of Santa Monica Comments to the Southern California Metroplex Draft Environmental Assessment**

To whom it may concern:

On June 10, 2015 the Federal Aviation Administration (FAA) released for public review a Draft Environmental Assessment (Draft EA) of the potential environmental impacts of the implementation for the Southern California Metroplex project including Santa Monica Airport (SMO) which falls within this project area.

450-01

This Draft EA is a complex document that is frequently difficult to understand and entirely insufficient for the purposes for which it is intended. While Chapter 1 is a good description of the nationwide program to upgrade and modernize the nation's air traffic system, it is so broad and non-specific in its description of the proposed Southern California Metroplex project that the true impact of the Metroplex project is inadequately described. The City believes this document is inadequate in the Purpose and Need section (Chapter 2), the Description of the Alternatives (Chapter 3), and Environmental Consequences (Chapter 5).

#### Document Format

450-02

This document is an Environmental Assessment (EA) required under the National Environmental Policy Act (NEPA). It is both a legal document prepared under the NEPA guidelines developed by the FAA (FAA Order 1050.1E) and the primary means of public disclosure. NEPA intended environmental documents like this EA to be a public disclosure document. The way the new proposed routes are presented and a lack of a clear comparison with the existing routes makes it nearly impossible for an individual to know what is being proposed and to identify potential impacts. In viewing the document on-line Exhibit 3-7 and Exhibit 3-8 purport to show the No Action Alternative and the Proposed Actions. Yet these exhibits appear blank unless the reader has sufficient

working knowledge of Adobe Acrobat to know how to turn on layers, select layers and view the layers in question. There is no appendix or web location that illustrates the routes. Even the routes shown in Exhibits 3-7 and 3-8 are broad outlines of areas on a map of useless scale. In reality a layperson has no idea what is being proposed, and even to the knowledgeable person, the scale of the maps is essentially useless. As a public disclosure document this EA fails to adequately show the current procedures and how the proposed procedures will change in the future in contrast to the intent of NEPA.

450

## Martin Pastucha, City of Santa Monica (continued)

**Purpose and Need**

This EA fails to address residential noise impacts in any meaningful way and it appears the process used by the FAA to develop the proposed procedure neglected entirely any attempt to use this opportunity to utilize NextGen technology to provide noise relief to communities near airports. The following quote is in essence the purpose and need stated in the EA:

*“2.1 The Need for the Proposed Action*

*In the context of an EA, “need” refers to the problem that the Proposed Action is intended to resolve. The problem in this case is the inefficiency of the existing aircraft flight procedures in the Southern California Metroplex.”*

450-03

There is no mention of noise relief as a need in Southern California and it does not speak to the 40 years of controversy over aviation noise issues in Southern California in general and Santa Monica in particular. As stated in the Purpose and Need, the sole goal of the project is aviation efficiency improvement. The EA describes the air quality and greenhouse gas reduction benefits that may be achieved by some NextGen procedures (i.e., short cuts) as an environmental benefit of NextGen. Clearly this represents a trade-off between emissions, noise, and efficiency and that compromise was not presented to or discussed with the communities affected. There is no discussion in the EA of how this decision was arrived at and the amount of emissions benefit versus the noise impact. The EA contains virtually no discussion or analysis concerning why it may be worth saving a few pounds of fuel by repositioning flight tracks over populated areas, and are the fuel and emission savings large or trivial for the noise impact and disruption created? It appears that this decision was made entirely within the FAA and there was no attempt to evaluate if these NextGen procedures could have been used to alleviate aircraft noise through improved routes over less populated areas. This is counter to how NextGen was proposed to the public and to Congress. The FAA states on its website that NextGen procedures could be used to alleviate noise.

**“NextGen’s Role in Reducing Aviation Noise”**

450-04

“July 14 — A generation’s worth of gains in aerodynamics and aircraft engine technology have dramatically reduced the number of people exposed to high noise levels near U.S. airports, but future noise reductions will depend largely on advances being developed through the Next Generation Air Transportation System (NextGen). ..... That’s why the Noise Division continues to investigate ways to keep aviation quiet, notably through the

CLEEN (Continuous Lower Energy Emissions and Noise) program, which provides incentives for manufacturers to develop lower-noise aircraft. NextGen initiatives being fielded now offer additional gains. New Optimum Profile Descents (OPDs) enable pilots to reduce power, nearly to a glide, as they land their aircraft. This eliminates the noise from throttling the engines during step-down approaches near the airport. Additionally, Required Navigation Performance allows pilots flying OPDs to maneuver in areas around the airports to avoid congested housing areas on the ground.”

(Source: <https://www.faa.gov/news/updates/?newsId=58910>)

This EA and the design process used to create the proposed routes is not quantified or documented on the evaluation of trade-offs of emissions, noise, and efficiency and any process to advance the Southern California Metroplex Project should identify those tradeoffs and include an effort to engage the public in the with the information about design the procedures and evaluation of the compromises between emissions, noise and efficiency.

450

## Martin Pastucha, City of Santa Monica (continued)

## Metrics Used for the Noise Analysis

The noise analysis centers its entire study solely on the noise metric Day Night Average Noise Level (DNL). There are many issues with using this approach. The first is that the State of California, in its Airport Noise Regulations, adopted a stricter standard in terms of the metric Community Noise Equivalent Level, CNEL. And historically the FAA has deferred to using CNEL in California and, in fact, permits CNEL within its own NEPA guidelines. Here is a direct quote from FAA Order 1050.1E:

450-05

“14.1a. For aviation noise analysis, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of yearly day/night average sound level (DNL) as FAA's primary metric. **The FAA recognizes CNEL (community noise equivalent level) as an alternative metric for California.** An initial noise analysis during the environmental assessment process should be accomplished to determine whether further, more detailed analysis is necessary.”

While this FAA Order is not clear as to whether it is a requirement to use CNEL in California, at a minimum the EA should have stated that it was not utilizing CNEL standards and instead opting for a less rigorous standard. Failing to do so makes the EA deceptive and misleading in analyzing noise impacts. Ignoring the State's method indicates the FAA has no intent to take noise impact seriously in this EA. Moreover, Section 14.1a from FAA Order 1050.1E indicates that an initial noise analysis during the EA process should be accomplished. We can find no documentation that this was done per this Order, nor has there been an indication that such required initial analysis was documented in this EA.

The EA relies on the FAA policy of defining a significant impact as any change that causes an increase of 1.5 dB for any noise sensitive land use within the 65 DNL noise contour. That is an FAA policy that was formalized in the Carter Administration but has its roots in

450-06

the Nixon Administration. Few remember the origins of this policy or recognize its proper use. The 65 DNL guideline was a compromise based on economic considerations. The meaning of the 1.5 dB threshold of significance is commonly misinterpreted in presentation to the public and in particular in its representation in this EA. The misperception, which this EA makes no attempt to correct, is that any change that does not exceed this threshold will be perceived as trivial by the public, if perceived at all. Nothing could be further from the truth and the EA is deficient for not pointing this out. There have been communities exposed to noise level changes below this threshold that have protested and these have been recently documented in the media. And yet this EA is silent on the community response that may occur with the proposed action even though the changes are below the 1.5 dB of the 65 DNL threshold. The FAA recognized the limitations of DNL as an explanatory metric and that it is often misunderstood by the public. The FAA, in its Order 1050.1E addresses this problem by allowing the use of so-called supplemental metrics, such as single event metrics or number of events above a threshold metric, so that the public can better understand what is being proposed, and not coincidentally, that decision makers will better understand the nature of the change in noise being proposed.

*FAA Order 1050.1E “14.5 SUPPLEMENTAL NOISE ANALYSIS”.*

*14.5a. The Federal Interagency Committee on Noise (FICON) report, “Federal Agency Review of Selected Airport Noise Analysis Issues,” dated August 1992, concluded that the Day- Night Average Sound Level (DNL) is the recommended metric and should continue to be used as the primary metric for aircraft noise exposure. However, DNL analysis may optionally be supplemented on a case-by-case basis to characterize specific noise effects. Because of the diversity of situations, the variety of supplemental metrics available, and the limitations of 1050.1E individual supplemental metrics, the FICON report concluded that the use of supplemental metrics to analyze noise should remain at the discretion of individual agencies.*

450

## Martin Pastucha, City of Santa Monica (continued)

450-06

14.5b. Supplemental noise analyses are most often used to describe aircraft noise impacts for specific noise-sensitive locations or situations and to assist in the public's understanding of the noise impact. Accordingly, the description should be tailored to enhance understanding of the pertinent facts surrounding the changes. The FAA's selection of supplemental analyses will depend upon the circumstances of each particular case. In some cases, this may be accomplished with a more complete narrative description of the noise events contributing to the DNL contours with additional tables, charts, maps, or metrics. In other cases, supplemental analyses may include the use of metrics other than DNL. Use of supplemental metrics selected should fit the circumstances. There is no single supplemental methodology that is preferable for all situations and these metrics often do not reflect the magnitude, duration, or frequency of the noise events under study."

This project is complex enough and far reaching enough to warrant the use of supplemental metrics. This EA is deficient in not providing additional supplemental noise metric analysis so that all, including the public and the decision makers, will understand just what the consequences of these changes will mean.

450-07

The DNL analysis presented in the EA is inadequate for predicting which, if any, of the route changes will illicit widespread community complaints. There are metrics that could be used for that purpose and this EA is deficient for not exploring such supplemental analyses. It does not require exotic analyses to perform these supplemental studies and the FAA has developed noise models that have the capability to perform these analyses easily, but the document does not appear to contain this information.

#### Routes Changes Affecting SMO

In this EA, Tables 3-2 lists the following proposed Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) and Table 3-3 lists the following the proposed Required Navigation Performance (RNP) procedures.

##### Proposed SIDs and STARs

BOGET ONE  
 BONJO ONE  
 CHOII ONE  
 CTRUS ONE  
 FERNANDO FIVE  
 KIMMO FOUR  
 PEVEE THREE  
 SANTA MONICA ONE  
 THRNE ONE  
 WAYVE ONE

450-08

##### Proposed RNP Procedures

SMO RWY 03 LPV GPS SMO  
 SMO RWY 21 LPV GPS SMO

This list includes ten conventional SIDs and STARs and two RNP procedures.

Exhibit 3-8 shows, for readers that are proficient in using Adobe Acrobat layers (and is blank for most users), that there are 15 procedures that affect SMO. Appendix 1 shows the 15 procedures proposed for SMO (these are screen shots from Exhibit 3-8). There is no explanation for the discrepancy between Tables 3-2, 3-3 and Exhibit 3-8 where Exhibit 3-8 shows 15 procedures for SMO, but Tables 3-2 and 3-3 only list 12 such procedures. And, the proposed RNP procedures listed in Table 3-3 are not shown, or incorrectly labeled in Exhibit 3-8.

450

## Martin Pastucha, City of Santa Monica (continued)

450-08

The route descriptions provided in Exhibit 3-8 (screenshot copied directly in Appendix 1) are entirely inadequate for purposes of the EA. The scale of the map has insufficient resolution to identify the locations of any of the procedures proposed for any of the airports. A reader cannot determine if a proposed route affects his or her home or not. This exhibit does not inform the reader and it is the only place where the reader has any hope of figuring out what the FAA is actually proposing.

450-09

The route descriptions shown in Exhibit 3-8 (Appendix 1) are shown as very wide corridors and not shown as the SID, STAR, or RNP route that would be published as a result of this project. While it is true that a SID or a STAR will have more dispersion than an RNP route, the broad overly wide corridors shown in Exhibit 3-8 make it impossible for the reader to know where the proposed route actually is located. More importantly, since this is the only place in the EA where the routes are mapped and they are shown as such broad areas, the EA could conceivably be used now or in the future to provide environmental clearance for any route that falls within these broad areas.

It should be noted that the FAA has provided presentation materials that show actual flight tracks shown as actual aircraft paths. One such presentation from the FAA for SMO is provided in Appendix 2. The FAA presentation only provides useable mapping for 8 of the proposed procedures and not to the 15 procedures presented as Exhibit 3-8 of the EA document. The relation of the tracks depicted in the FAA presentation and to the EA (Exhibit 3-8) is unclear.

450-10

Although the City supports the goal of saving fuel and reducing idling time while aircraft await clearance, which would be beneficial to the environment and to aviation efficiency, a major concern to the City of Santa Monica is the location of the right turn for SMO departures from Runway 21 to the west. The current procedure requires that aircraft fly straight off the runway heading to the west and begin turning at the shoreline. The proposed procedure suggests a turn half way between the runway end and the shoreline. The new early turn will repurpose aircraft north from the current departure path, thereby significantly affecting residences that currently have a small number of overflights to experience the majority of the instrument departures out of SMO. The FAA presentation is misleading in that the legend identifies the flight tracks as only for small turboprops and large turboprops, but it is silent regarding piston driven and turbine aircraft that represent the largest portion of the SMO aircraft fleet. The FAA has implied, but has not stated in this EA that these procedures apply to all aircraft.

450-11

As mentioned above, this EA relies on the DNL metric threshold of an increase of 1.5 dB within the 65 DNL contour as the definition of a significant impact. This proposed early turn is well outside the 65 DNL contour so no matter what the noise increase, the finding is of no significance. What the EA importantly does not address is what the community response will be, and the information provided in the EA is insufficient to make that determination. The EA relies solely on the DNL 1.5 dB change threshold even though the FAA knows that even in places where this threshold has been met the community response has been highly negative.

In fact, a recent federal court decision and federal legislation provide insight on the inadequacy of the FAA sole reliance on 65 DNL contour. In July 2013, the Court of Appeals for the District of Columbia found that helicopter noise could adversely affect a residential population at a level more than 20 dB lower than FAA's customary criterion of "significant" noise impact ( $L_{dn} = 65$  dB). The Court ruled in *Helicopter Association International, Inc. v. Federal Aviation Administration*, Case No. 12-1335 (C.A. D.C., Jul.

450

## Martin Pastucha, City of Santa Monica (continued)

12, 2013) that FAA was justified in mandating compulsory compliance with an offshore flight route for helicopters, even when the noise created by helicopter operations did not exceed  $L_{dn} = 45$  dB at affected residences. The ruling raises fundamental questions about the adequacy of current methods for predicting, interpreting, and regulating the annoyance of aircraft noise. The court ruling relied largely on the abundance of noise complaints as a justification for instituting a noise abatement helicopter flight track raising the threshold of significance to not only the change in DNL but also the extent of noise complaints. Per the DC Court of Appeals ruling:

*(the plaintiff) "...has not identified any statutory or regulatory provision that sets 65 dB as the minimum noise level that must be reached before the FAA can regulate the impact of aircraft noise on residential populations. Neither has it shown that the area addressed in the Final Rule is near an airport. The FAA's Airport Noise Compatibility Program, where the 65 dB level appears, states that "[t]he designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law." 14 C.F.R. pt. 150, app. A, tbl. 1 n.\*. That level was established for use in mapping noise exposure within the vicinity of airports, not residential areas far removed from an airport environment. See id., app. A, pt. A § A150.1(a). It serves as a reference point from which the FAA can reasonably deviate when determining whether a particular noise reduction intervention is in the public interest." Environmental Impacts: Policies and Procedures, 69 Fed. Reg. 33,778, 33,780–81 (June 16, 2004). Here, based on its evaluation of the complaints and the results of the Volpe study, the FAA concluded that noise levels below DNL 45 dB were adversely impacting the north shore's residential population to a degree that further control was warranted, at least on a provisional basis. The FAA explained that maximizing the use of the existing North Shore Route would "secure and improve upon the decreased levels of noise that have been voluntarily achieved." Final Rule, 77 Fed. Reg. at 39,914.*

450-11

The case clearly shows that FAA may, and if fact has, considered noise levels as low as 45 DNL in considering a noise abatement flight routes and successfully defended that policy in face of industry challenges. The City of Santa Monica would expect no less in the consideration of the right turn that is proposed before the coastline to a point after the coastline.

### Conclusion

This EA and the process used to develop the proposed actions should be reevaluated and proposed recommendations much more clearly documented. In addition, the FAA should engage the public in the discussions by providing a public process to evaluate the tradeoffs between airspace efficiency, emissions and noise; including the goal of using NextGen to reduce noise impacts on the community; providing supplemental noise metric analyses that provides a meaningful description to the common reader, of what to expect from the changes, and to provide mapping for each community that is of sufficient scale

450-12

for the reader to identify their locations and show clearly the before and after location of flight paths.

On September 1, 2015, during the FAA's informational briefing to government officials the FAA introduced new material including maps layered on Google Earth in the hopes of providing additional clarity to the Exhibits portrait in the form of Adobe maps in the draft EA. The City of Santa Monica respectfully request an extension to the deadline to submit comments as part of this draft EA in order to allow time for the City to analyze the new material.

450

Martin Pastucha, City of Santa Monica (continued)

The City appreciates the opportunity to comment on the Metroplex Draft Environmental Assessment and believes it has offered a reasonable alternative consistent with the goals and aspirations of the Metroplex Project, while containing the impact of aircraft departing SMO to the same footprint that currently exists.

Sincerely,



Martin Pastucha  
Director of Public Works/Airport Director

Cc: Rick Cole, City Manager  
Marsha Moutrie, City Attorney  
Stelios Makrides, Airport Manager

Appendix 1  
Proposed SMO Alternatives Shown in EA Exhibit 3-8

Appendix 2  
Proposed SMO Alternatives Shown in FAA Presentation Materials

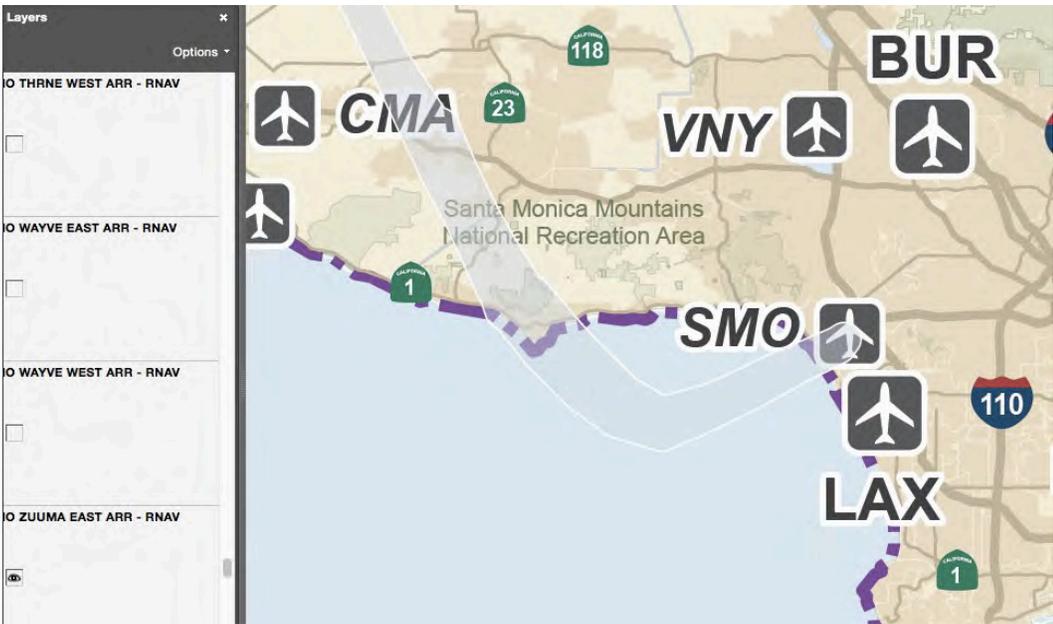
## Plots of SMO Proposed Procedures From Exhibit 3-8

### PROPOSED SMO ARRIVALS



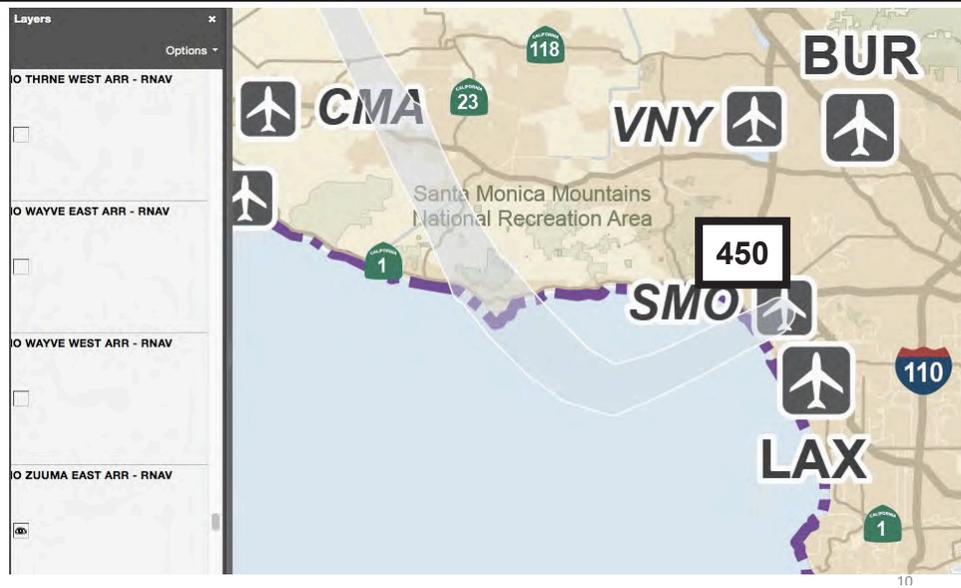


450 Martin Pastucha, City of Santa Monica (continued)



450

Martin Pastucha, City of Santa Monica (continued)



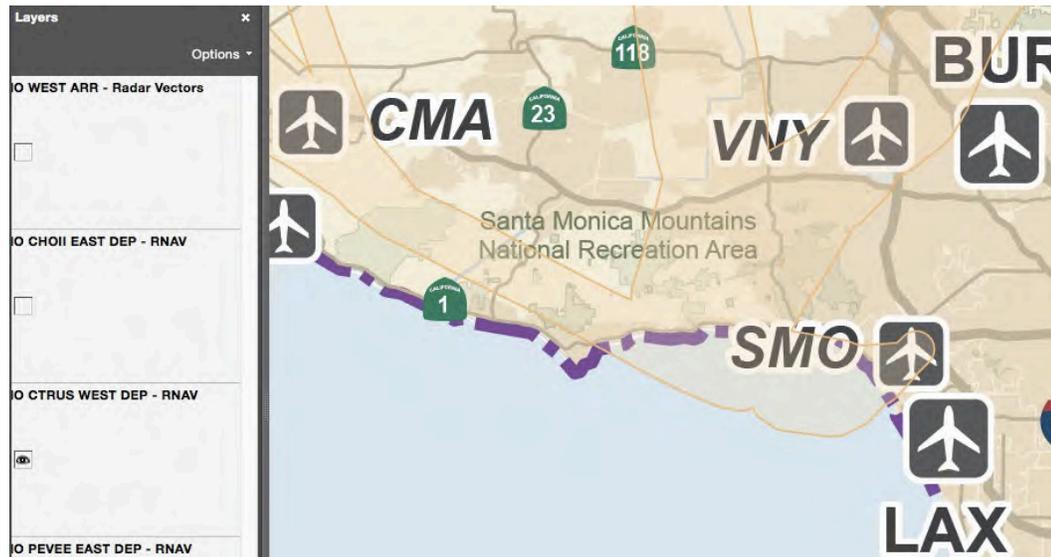
Martin Pastucha, City of Santa Monica (continued)



Martin Pastucha, City of Santa Monica (continued)



SMO PROPOSED DEPARTURES

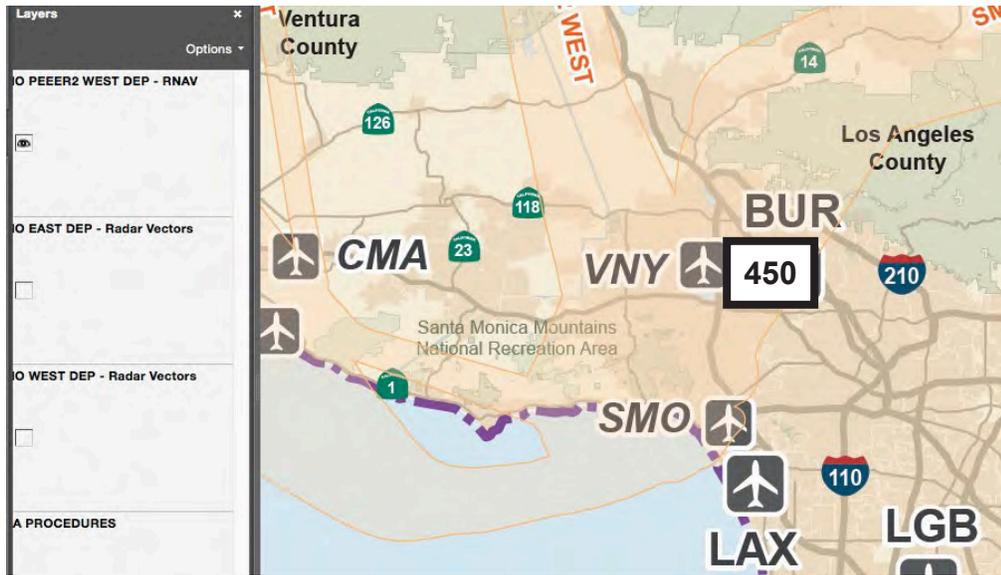


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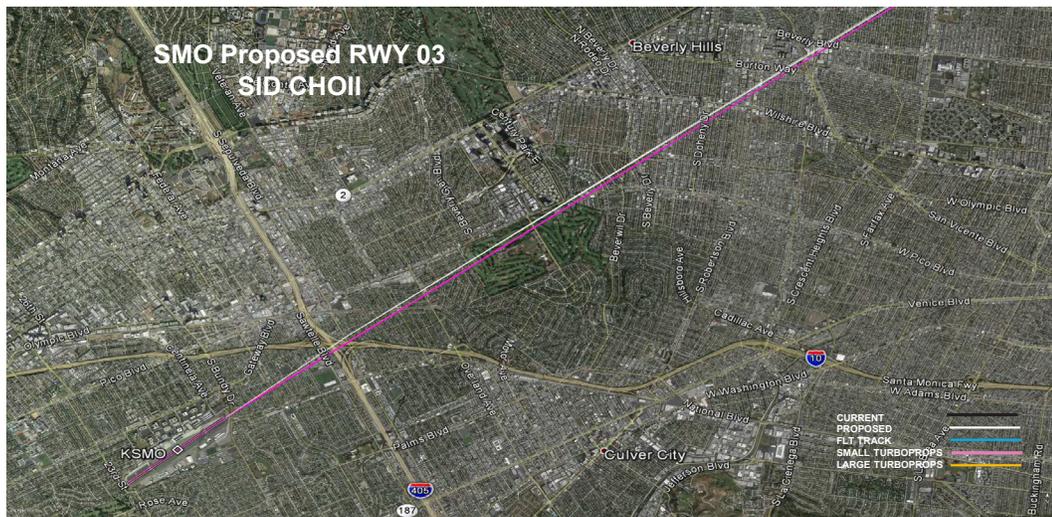
Martin Pastucha, City of Santa Monica (continued)



**450** Martin Pastucha, City of Santa Monica (continued)



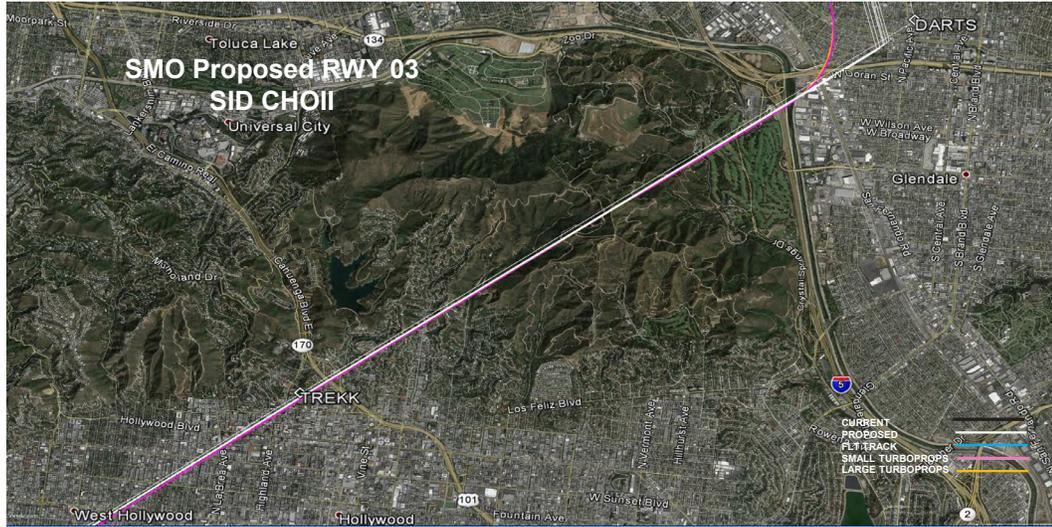
**SMO SIDs**



Proposed Procedure



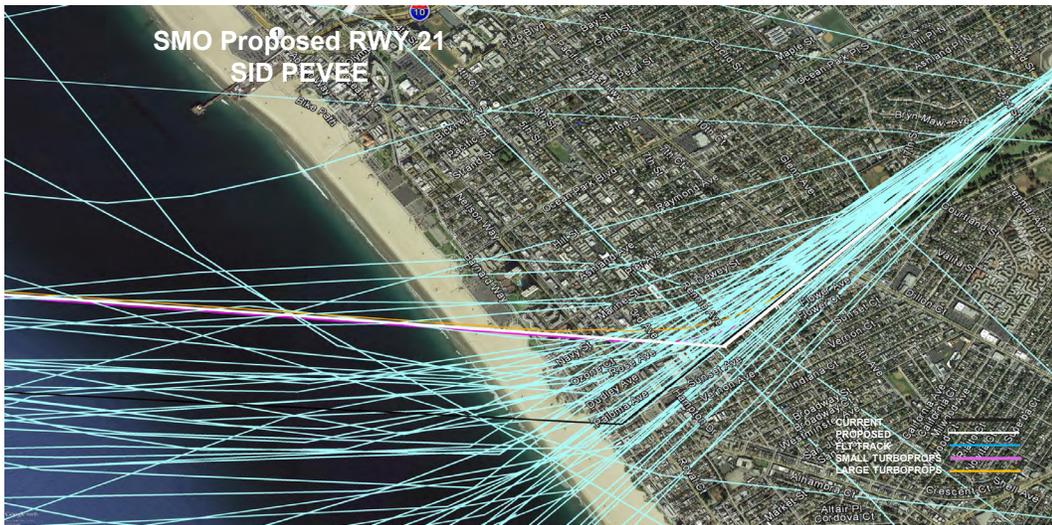
Martin Pastucha, City of Santa Monica (continued)



Proposed Procedure



3

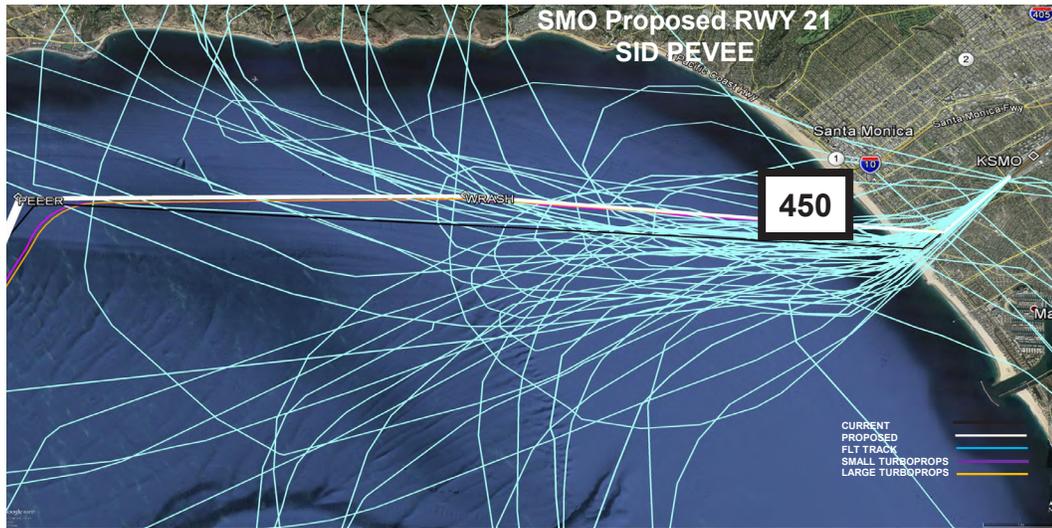


Proposed Procedure

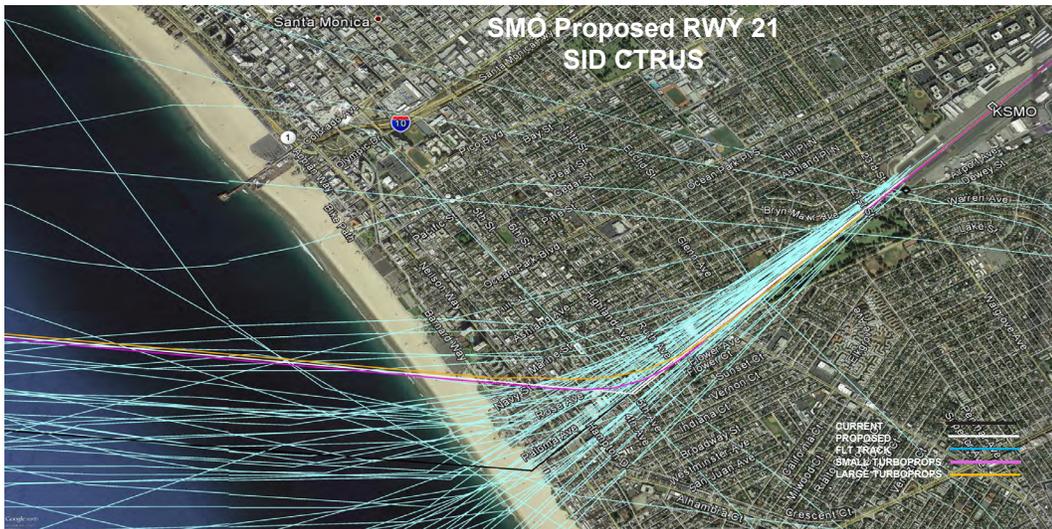


4

Martin Pastucha, City of Santa Monica (continued)

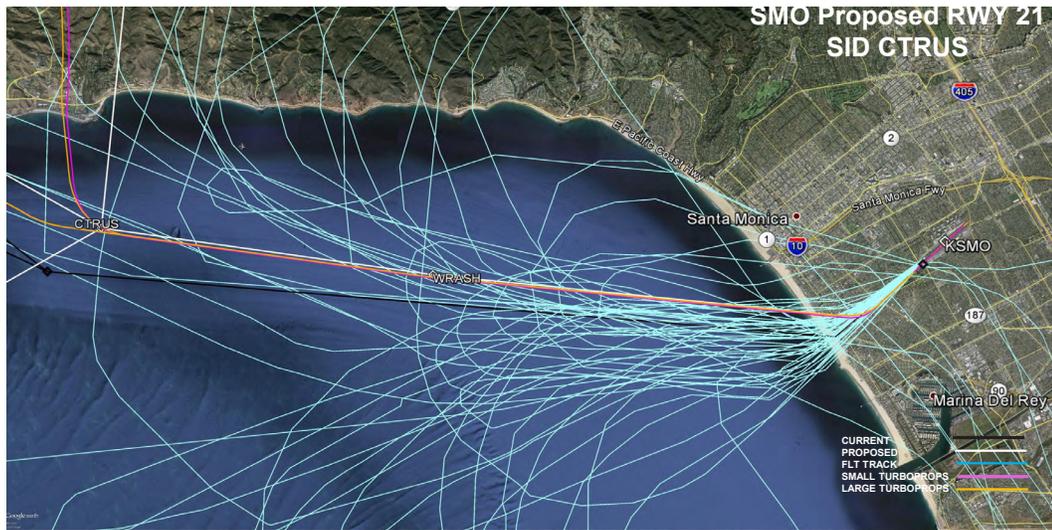


Proposed Procedure



Proposed Procedure





Proposed Procedure



7



Proposed Procedure



8

450

## Martin Pastucha, City of Santa Monica (continued)



Proposed Procedure

Federal Aviation  
Administration

9

450

## Response

450-01

The commenter states the document is too complex and difficult to understand; Chapter 1 inadequately describes the impacts; and the document is inadequate in Chapters 2, 3, and 5. The EA was prepared according to FAA orders, directives, and standards and fully meets the requirements of NEPA. Chapter 1, *Background*, was not intended to describe the impacts of the SoCal Metroplex Project, but to provide basic background information on relevant aspects of aviation, the National Airspace System, and the Southern California Metroplex airspace. The potential environmental impacts that could result from implementing the Proposed Action or the No Action Alternative are discussed in Chapter 5, *Environmental Consequences*. The EA meets the requirements of NEPA and was prepared in accordance with FAA Order 1050.1E including para. 210 on plain language in government writing.

450-02

The commenter is concerned with viewing the EA document and lack of clear comparison with the existing routes. In section 3.2 of the EA, the No Action and Proposed Action corridors are depicted in Exhibits 3-7 and 3-8, respectively. These are interactive exhibits that include easy-to-follow instructions on how to use the various exhibit layers, how to zoom in or out for greater detail, and how to print any iteration of the exhibits the user chooses to compile. The layer these instructions are located on is left "on" by default. Each procedure included in the Proposed Action and No Action Alternative is presented on a unique layer that can be turned on and off by the user. The basemap includes sufficient geographical detail to orient the user. Geographical detail includes county boundaries, incorporated areas, major highways and freeways, state roads, Study Airports, and major parks. Each of these features can also be turned on and off at the convenience of the user. To allow for greater interactivity by the user, the data used to produce both Exhibits 3-7 and 3-8 has been provided in Google Earth format. Please see **Topical Response 08 –Supplemental Materials**.

450

## Response (continued)

450-03

Please see **Topical Response 05 – Purpose and Need**.

450-04

The commenter is concerned with the design process and the trade-off between environmental impacts and operational efficiency including Optimized Profile Descents (OPDs). The design process is described in section 3.1 of the EA. As stated in Section 2.2 and 2.4 in the EA, the SoCal Metroplex Proposed Action would optimize procedures including implementing OPDs and climbs serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Regarding the consideration of environmental impacts, FAA Order 1050.1E establishes the criteria used to evaluate potential impacts, and the analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. Please also see **Topical Response 05 – Purpose and Need**.

450-05

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

450-06

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

450-07

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

450-08

The commenter provided comments regarding tables and exhibits in Chapter 3 of the EA. The commenter also noted the SMO RWY 03 LPV GPS and SMO RWY 21 LPV GPS are not depicted in Exhibit 3-8. Even though not shown on the list in Exhibit 3-8, the LPV procedures were included as part of the corridors shown in the exhibit. The LPV procedures connect the STAR procedures to the runway and, although not specifically listed in Exhibit 3-8, were included in the NIRS noise analysis. Also, the LPV flight tracks were used to develop the corridors in Exhibit 3-8. A note has been added to Exhibit 3-8 in the Final EA to explain the exhibit.

The CTRUS and CHOII SIDs were originally designed to serve both prop and jet aircraft. FAA Design criteria would not allow for both prop and jet traffic on the same procedure, therefore the SANTA MONICA ONE was created maintaining the same flight tracks as the CTRUS and CHOII SIDs. Exhibit 3-8 of the EA has been updated to reflect this name change.

Finally, to further aid the reader in understanding the information, supplemental materials are available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials** for more information.

450

Response (continued)

450-08

Thank you for providing valuable comments and your attention to detail. The following changes have been made to the EA:

- PEEER – missing from table, table updated
- SANTA MONICA ONE – listed in Table 3-2 but not in Exhibit 3-8, added to exhibit 3-8
- ZOOMA – SMO not listed on table, table updated

450-09

The commenter is concerned with exhibits in the EA. The flight corridors associated with the Proposed Action and No Action Alternative are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest.

450-10

Please see **Topical Response 04 – SMO-LAX Departure Interactions**.

450-11

The commenter is concerned about FAA's reliance on DNL 65 dB to define significant noise impacts and cites a recent court case involving helicopter flights. The court case cited by the commenter held that it was not unreasonable, under the unique circumstances of that case, for the FAA to issue a rule requiring helicopters to follow a pre-existing offshore route established to reduce the adverse effects of helicopter noise below DNL 65 dB on residential areas along the shore. In reaching this holding, the court confirmed the FAA's discretion to "reasonably deviate" from DNL 65 dB when determining whether a particular measure to reduce adverse effects of aircraft noise is "in the public interest." The ruling did not impose any new requirements relating to the FAA's consideration of the noise impacts of its actions, nor did it require any changes to the FAA's relevant policies and procedures in FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, including the use of DNL 65 dB to define significant noise impacts. Consistent with that order, the noise analysis discussed in Section 5.1 of the EA includes appropriate consideration of noise impacts at levels below DNL 65 dB.

450-12

Please see **Topical Response 08 – Supplemental Materials**.

451

Margarita Chie

**From:** Margarita Chie [mchie@ca.rr.com]  
**Sent:** Wednesday, September 09, 2015 12:11 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed LAX Overflights Over Culver City

Gentlemen,

451-01

There are planes in the sky that are now seen and loudly heard in my neighborhood in Culver City that never were seen or heard here prior to a couple of years ago. I have lived here for 22 years. I believe that the increase in the number of flights to LAX over time partially explains the noise frequency and the altitudes that must be lower and the flight path very narrow. With the proliferation of more advanced navigation systems (GPS-based for example) instead of ground-base RADAR, the airlines are flying very repeatable paths over the suggested approach waypoints coming over the Santa Monica Bay. When this happens, if a location is under this very repeatable path, like the one over us it will be constantly bombarded with jet noise.

451-02

If this continues, no matter how the flight path is moved somebody in the Westside will be impacted. The only solution is to elevate the approach altitude over the Westside and scatter the approach over a wider (say 5 miles) width. Other than that somebody will bear the bulk of continual excess noise problem.

451-03

Please retain at minimum the midnight to 6:30 a.m. arrivals and departures over the ocean so that we can get some sort of break at night to sleep to be productive citizens whether at work or school

Thank you for your attention.

Margarita Chie  
 Culver City

451

Response

451-01

Please see **Topical Response 09 – LAX North Arrivals**.

451-02

The commenter suggests an alternative for arrivals into LAX to scatter them over a wider width. The suggestion conflicts with multiple adjacent airport air traffic procedures. This does not meet the purpose and need of the Project, as stated in section 2.1 of the EA document. This would decrease efficiency and safety and increase complexity. Also, the suggested procedure would not meet current procedure design criteria as described in Section 3.1.2 in the EA.

451-03

The commenter requests that the Proposed Action retain the noise abatement procedures associated with the over-ocean operations between midnight and 6:30 am local time. In response to community concerns while still meeting the purpose and need of the Proposed Action, the FAA has created the MDNYT STAR procedure to serve LAX during the hours of midnight - 6:00 a.m. The MDNYT STAR closely follows the flight tracks of existing procedures and remains within historic flight tracks. The MDNYT STAR allows aircraft to fly up to 2,000' higher as they arrive into LAX. Please also see **Topical Response 09 – LAX North Arrivals**.

452

Martha J. Lee, National Park Service

**From:** [karen\\_washington@nps.gov](mailto:karen_washington@nps.gov) [karen\_washington@nps.gov] on behalf of PWR Regional Director, NPS [pwr\_regional\_director@nps.gov]  
**Sent:** Wednesday, September 09, 2015 12:27 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Judith Rocchio  
**Subject:** Comments on the Southern California Metroplex Draft Environmental Assessment

Please see the subject letter with attachments. If you have any questions please contact Judith Rocchio at 415-

623-2203

Martha J. Lee  
Acting Regional Director, Pacific West Region



United States Department of the Interior

NATIONAL PARK SERVICE  
PACIFIC WEST REGION  
333 Bush Street, Suite 500  
San Francisco, CA 94104-2828



IN REPLY REFER TO:  
N3615 (PWR-NR)

September 8, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Subject: Comments on the Southern California Metroplex Draft Environmental Assessment.

To Whom It May Concern:

452-01

Thank you for the opportunity to comment on the Southern California (SoCal) Metroplex Draft Environmental Assessment (EA). There are five national park units in the vicinity of the SoCal Metroplex EA study area including: Joshua Tree National Park (NP), Santa Monica Mountains National Recreation Area (NRA), Channel Islands National Park, Cabrillo National Monument (NM) and Juan Bautista de Anza National Historic Trail (NHT). These areas currently experience noise and visual intrusion from commercial jets. We look to the SoCal Metroplex EA process to: (1) fully disclose the noise impacts on these national park units; (2) mitigate existing commercial jet noise concerns; and (3) prevent new impacts in national parks affected by the project. NPS managers are concerned about direct and cumulative impacts on visitor experience, wildlife, and wilderness character, caused by noise and visual intrusion of commercial jets.

452-02

Section 5.2.1 states "...there are no conflicts with federal, regional, state, local land use plans, policies, or controls." This is not correct. The National Park Service (NPS) is mandated by our founding legislation, the Organic Act, and by the federal Wilderness Act to protect natural sound resources. As such, the NPS is responsible for preserving and protecting natural sounds in parks and wilderness and for allowing visitors to experience them unimpaired now and into the future. NPS 2006 Management Policies for Soundscape Management direct the NPS to preserve, to the greatest extent possible, the natural soundscapes of parks. In addition, national parks are

452

Martha J. Lee, National Park Service (continued)

452-02

Department of Transportation (DOT) Section 4(f) properties. DOT Section 4(f) properties include public parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance and lands from an historic site of national, State, or local significance. As you know the purpose of Section 4(f) is three-fold: (1) identify and evaluate the potential direct and indirect impacts that would result from implementation of the proposed action; (2) complete a review to determine if any feasible and prudent alternative to the project exists; and (3) identify that all possible steps have been taken to minimize such adverse effect. There is no indication in

452-03

The EA repeatedly references FAA Order 1050.1E (Table 1) which prescribes use of day night average (DNL) decimal levels. However, the EA fails to note or discuss that FAA Order 1050.1E (and now the updated FAA Order 1050.1F) also addresses the use of supplemental metrics in places like national parks. The EA should use these supplemental metrics to characterize impacts in national parks.

452-04

Furthermore, EA Appendix E (Basics of Noise) discusses supplemental metrics, including reference to the Schultz curve in the context of community annoyance. The Schultz curve is incorporated into the methodology for evaluating visitor response provided in ANSI S12.9 (Quantities and Procedures for Description and Measurement of Environmental Sound – Part 4: Noise Assessment and Prediction of Long-term Community Response). The method described in ANSI S12.9 / Part 4 provides the estimated percentage of a population that would be highly annoyed as a function of adjusted day-night sound level. In quiet rural settings where there is a greater expectation for peace and quiet, the method adjusts the sound level input by up to a 10 dB increase. In many units of the national park system there is a greater expectation of quieter conditions which would therefore merit application of the 10 dB increase. The EA should evaluate annoyance to visitors using the method in ANSI 12.9 / Part 4.

452-05

Another concern with Order 1050.1E is that it assesses noise impacts only in areas with DNL between 45 and greater than 65 dB. Therefore impacts in quiet areas below 45 dB have not been addressed in the EA, even though NPS units commonly have ambient acoustic backgrounds well below 45 dB. The criteria also do not take into account that at low ambient sound levels it takes less additional noise to cause an adverse impact than it would in a loud area. The FAA noise threshold criteria used in the EA fail to address impacts in the quietest areas and allows very large noise increases in them. This practice is unacceptable in the context of protecting national park resources and wilderness character.

Table 1 Criteria for Determining Impact of Changes in Aircraft Noise

| DNL Noise Exposure Level | Increase in DNL with Proposed Action | Aircraft Noise Exposure Change Consideration              |
|--------------------------|--------------------------------------|-----------------------------------------------------------|
| DNL 65 and higher        | DNL 1.5 dB or higher <sup>1/</sup>   | Exceeds Threshold of Significance                         |
| DNL 60 to 65             | DNL 3.0 dB or higher <sup>2/</sup>   | Information Disclosed When Evaluating Air Traffic Actions |
| DNL 45 to 60             | DNL 5.0 dB or greater <sup>3/</sup>  | Information Disclosed When Evaluating Air Traffic Actions |

Notes:

- 1/ Source FAA, Order 1050.1E, Appendix A, Paragraph 14.3; Title 14 C.F.R. Part 150.21 (2)(d); and Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Issues, August 1992.
- 2/ Source FAA Order 1050.1E, Appendix A, Paragraphs 14.4c and 14.5e; and Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Issues, August 1992.
- 3/ Source FAA Order 1050.1E, Appendix A, Paragraph 14.5e.

Source: FAA Order 1050.1E, Appendix A, June 8, 2004.  
 Prepared By: ATAC Corporation, November 2013.

452

## Martha J. Lee, National Park Service (continued)

The attached maps were derived by NPS from data provided in the EA Noise Technical Report. They depict the current or baseline acoustic conditions and the predicted decibel changes (increase or decrease) in 2020 for Joshua Tree NP, Santa Monica NRA and portions of the Juan Bautista de Anza NHT. It is clear from the modeling data that the project will result in a shift of noise impact and that there will be increases and decreases in noise intensity depending on location in the parks.

452-06

The modeled data show up to 3 dB increases above ambient DNL in parts of Joshua Tree NP and up to 7.5 dB increases in some of the quietest areas of Santa Monica Mountains NRA. This level of noise exposure can cause large impacts, for example, an increase of 3 dB is a doubling of the sound pressure level and would lead to a 50% reduction in listening area and 30% reduction in alerting distance for wildlife. When the sound level is 6 dB greater than the natural ambient sound level, it leads to a 75% reduction in listening area and 50% reduction in alerting distance (Reference: Barber, J. R., C. L. Brown, A. R. Hardy, K. M. Fristrup, and L. M. Angeloni. 2010. State of Science: Conserving the wild life therein: Protecting park fauna from anthropogenic noise. Park Science 26(3):26-31.

In addition to our concerns above we have the following comments:

452-07

- The noise analysis uses an “average annual day”. While this may generally characterize conditions overall, it does not provide an assessment of days with higher levels of activity which will undoubtedly occur. The analysis should characterize conditions with more overflight activity, such as a 90th percentile day over NPS units, and disclose how often these conditions are expected to occur.

452-08

- The EA discloses noise impacts in terms of the population exposed to aircraft noise. In addition to this metric, the EA should also disclose the percent of the land area, especially in national park units, where noise increases, decreases, and remains the same.

452-09

- The EA concludes there will be no significant cumulative effects. While there may not be “significant” cumulative effects as defined by FAA, NEPA regulations do not limit disclosure of cumulative impacts to only those that are significant. Furthermore, areas like national parks which have lower ambient conditions and where there is a great expectation of quiet are more susceptible to impacts from cumulative sources. The EA should specifically analyze the cumulative impacts of noise in national parks, including sources such as high-altitude jets that fly over the study area but do not arrive/depart from airports in the study area.

452-10

- The noise analysis in the EA tells us how much louder or quieter an area will be but not the amount of time the noise will be heard. Duration of impact should also be disclosed. Please provide time of day and duration of each flight over national park units.

452-11

- Joshua tree NP flights are now channeled into a much smaller area of the park, resulting in a N/S-E/W cross-hairs centered over park Wilderness. Impacts that were spread out in space and time have been concentrated and will result in increased frequency of disturbance beneath the cross-hair routes. In a meeting with FAA at Joshua Tree NP prior to releasing the draft, the idea of re-routing traffic currently over the park slightly to

452

## Martha J. Lee, National Park Service (continued)

452-11

the east over Interstate 10 was discussed. NPS requests that this rerouting over Interstate 10 be considered in the EA.

452-12

- According to modeled results, some of the quietest areas of Santa Monica NRA will experience increases up to 7.5 dB. This would result in substantial impacts on park visitor experience and wildlife (see listening area and alerting distance information above).

The National Park Service is concerned with the projected increases in commercial jet noise over national park locations which currently enjoy peace and quiet day and night. We look forward to discussing our 4(f) and other concerns in more detail prior to your preparation of the Final EA and implementation of SoCal Metroplex project. Please contact Judy Rocchio, our Regional Natural Sounds Program Coordinator, to discuss resolving our concerns.

Sincerely,

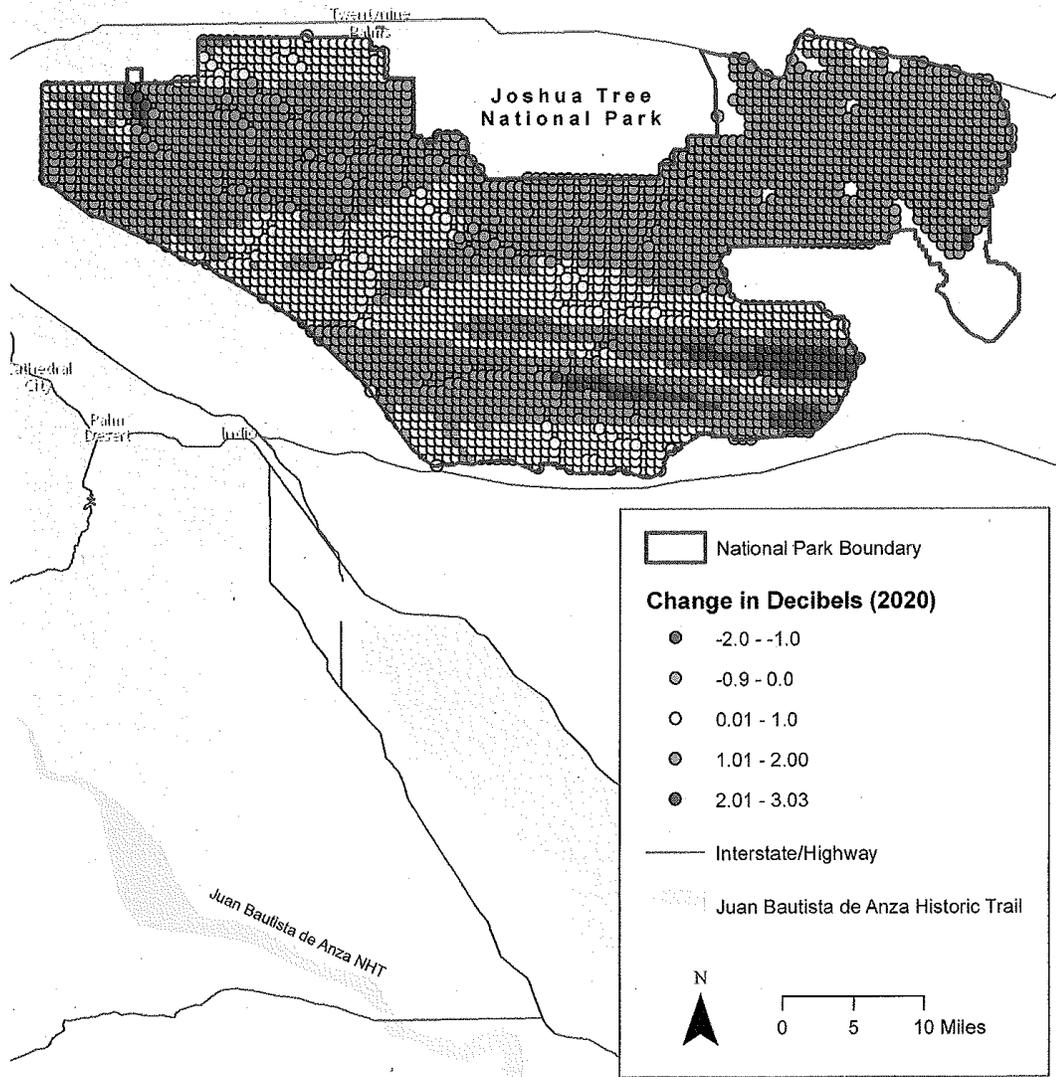


Martha J. Lee  
Acting Regional Director  
Pacific West Region

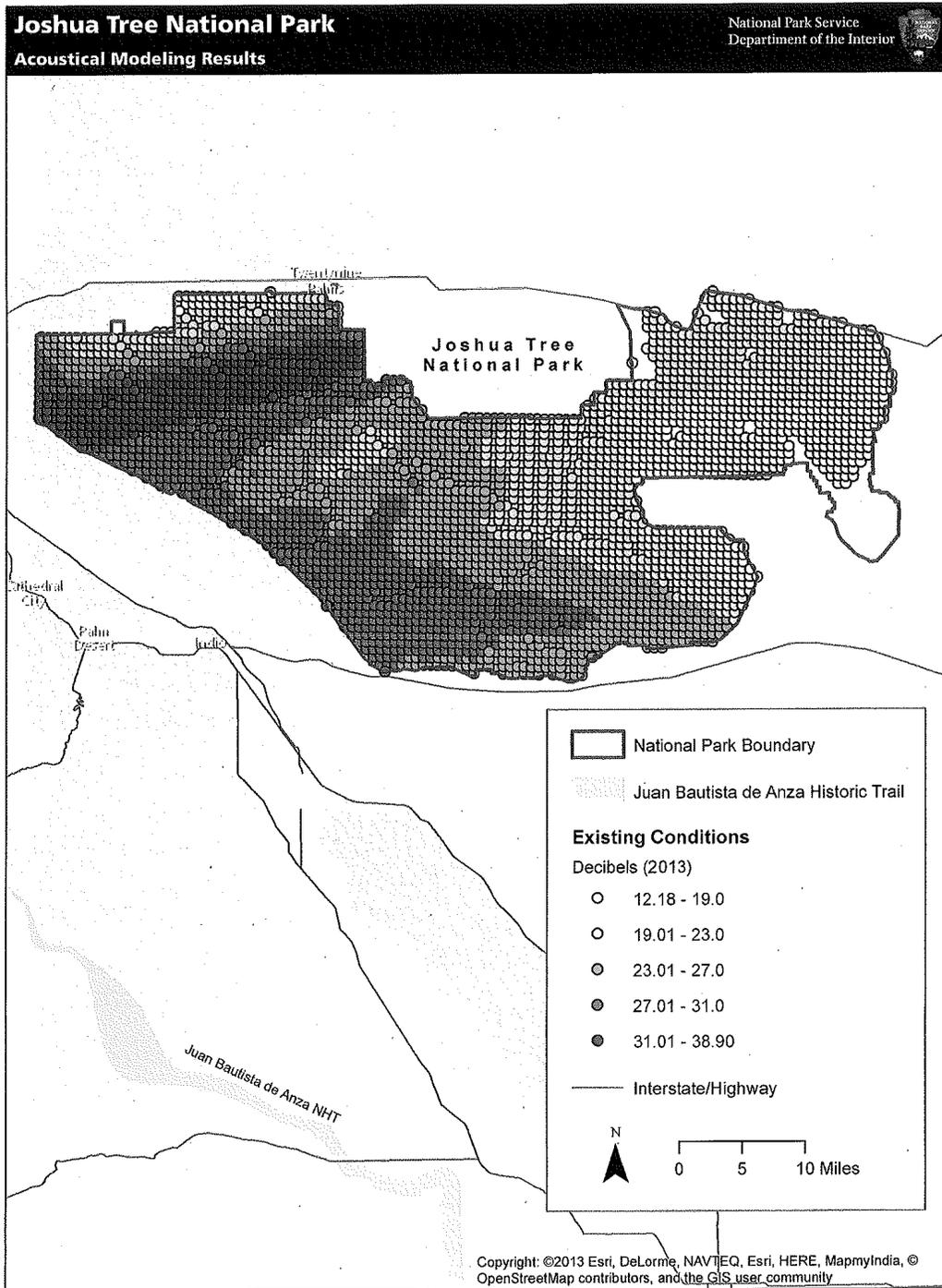
Attachments (4)  
2 JOTR Maps  
2 SAMO Maps

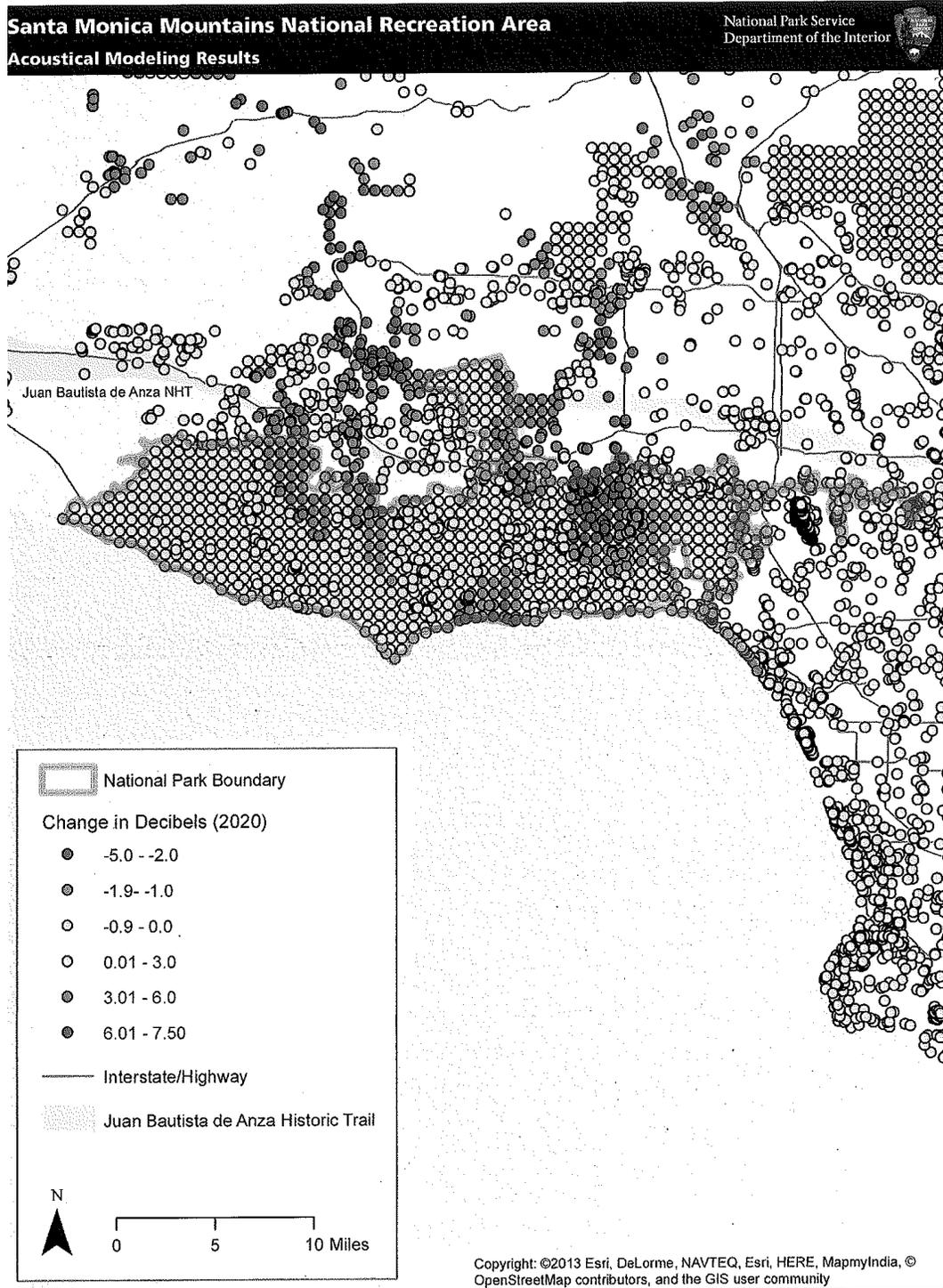
**Joshua Tree National Park**  
Acoustical Modeling Results

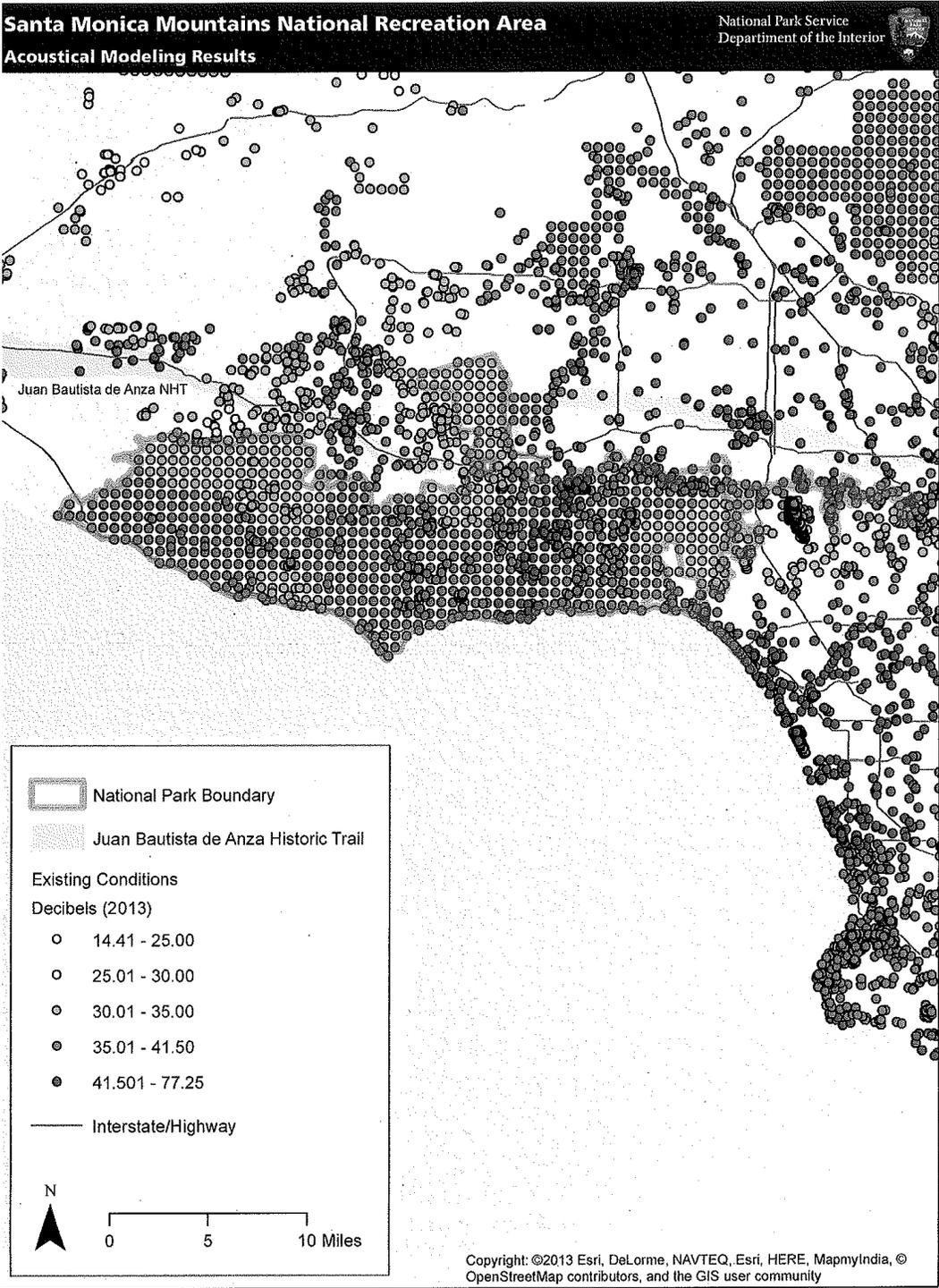
National Park Service  
Department of the Interior



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452

## Response

452-01

The commenter states that the National Park Service looks to the EA for the SoCal Metroplex Project to fully disclose the results of the noise analysis conducted for the Proposed Action and the No Action Alternative. As discussed in Section 5.1, the results of the noise analysis indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases to any Section 4(f) property, including all National Park Service properties located within the General Study Area.

The five National Park Service properties mentioned by the commenter were included and analyzed in the EA. The noise analysis included grid points specifically designated for Channel Islands National Park, Joshua Tree National Park, Santa Monica National Recreation Area, and Cabrillo National Monument. Because of the linear nature of the Juan Bautista de Anza National Historic Trail, specific grid points were not designated for this resource. However, hundreds of grid points in the 0.5 nautical mile grid intersect with or are located adjacent to and along the trail throughout the General Study Area. The FAA provides special consideration for National Parks by analyzing impacts in areas beyond the General Study Area boundary up to where IFR aircraft operate at or below 18,000 feet above ground level. Section 4.3.1 of the EA provides a description of the special considerations provided to Section 4(f) and national parks. See Section 4.3.3. for a description of a Section 4(f) resource.

In addition, the commenter states that the National Park Service looks to the EA to mitigate existing commercial jet noise concerns. Please see **Topical Response 02 – Existing Conditions**.

Finally, the commenter states that the National Park Service seeks to prevent new impacts in National Parks. As stated in Chapter 5 of the EA, the noise analysis indicates that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases according to FAA Order 1050.1E.

452-02

The commenter states that there is no indication that the FAA addressed the purpose of Section 4(f) of the Department of Transportation Act of 1966 [Section 4(f)]. As discussed in Section 4.3.3 of the EA, the FAA used data from federal and state sources to identify 7,422 Section 4(f) properties (i.e., parks, recreational resources, and historical resources) within the General Study Area. A 653-page table listing all 7,422 Section 4(f) resources is included in Appendix 2 to the *SoCal Metroplex Aircraft Noise Technical Report*. Furthermore, as discussed in Section 5.3 of the EA, a grid was prepared for use in identifying any potential noise impacts to these resources. The points in this grid along with the noise analysis results were made available to the public in Google Earth format (for more information please see **Topical Response 08 – Supplemental Materials**). As discussed in Section 5.3 of the EA, the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 dB increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action,

452

## Response (continued)

452-02

when compared to the No Action Alternative, would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB) anywhere within the General Study Area, including at any Section 4(f) resources such as National Park Service properties.

452-03

Section 14.5 of Appendix A to FAA Order 1050.1E states that the FAA may use supplemental noise metrics to describe aircraft noise impacts for specific noise-sensitive locations or situations and to assist in the public's understanding of the noise impact. However, since the results of the noise analysis indicate that the Proposed Action, when compared to the No Action Alternative would not result in any significant noise impacts or reportable noise increases, the use of supplemental noise metrics is not warranted. Please also see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

452-04

Please see response to Comment 452-03.

452-05

The commenter states concern that FAA Order 1050.1E only requires assessment of noise impacts to areas exposed to noise levels between DNL 45 dB and DNL 65 dB. The threshold of significance for determining noise impacts and the thresholds for determining reportable noise increases are consistent with FAA Order 1050.1E. Revision of these thresholds is beyond the scope of this project.

452-06

The commenter is concerned with the noise analysis and the levels of significance. FAA Order 1050.1E establishes the criteria used to evaluate potential noise impacts, and the noise analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 dB increase in areas exposed to DNL 65 dB) anywhere within the General Study Area, including all National Park Service and 4(f) properties. In addition, the Proposed Action would result in no reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB) when compared to the No Action Alternative anywhere within the General Study Area, including all National Park Service and 4(f) properties.

452-07

Please see **Topical Response 07 – Request for More Data**.

452-08

Please see **Topical Response 07 – Request for More Data**.

452

## Response (continued)

452-09

The commenter states that the FAA should specifically analyze the cumulative impacts of noise in national parks, including the potential cumulative noise impacts from high-altitude jets overflying the study area.

As discussed in Chapter 4 of the EA, the lateral boundary of the General Study is defined by where 95 percent of No Action Alternative and Proposed Action flight tracks for departing aircraft cross U.S. Census tract boundaries at or below 10,000 feet Above Ground Level (AGL) and 95 percent of arriving aircraft are below 7,000 feet AGL. The vertical limit of the General Study Area is 10,000 feet AGL. However, radar flight tracks were also used to evaluate and model flight routes in areas beyond the General Study Area boundary up to where instrument flight rules (IFR) aircraft operate at or below 18,000 feet AGL. The noise analysis in areas where IFR aircraft operate at 10,000 feet AGL to 18,000 feet AGL was specifically undertaken to identify potential noise impacts to National Park Service properties and Wildlife Refuges, per guidance issued in FAA Order JO 7400.2J, Procedures for Handling Airspace Matters, Environmental Processing. Accordingly, high altitude jet operations were taken into account as part of the noise analysis. As discussed in Section 5.1 of the EA, the results of the analysis indicates that the Proposed Action, when compared to the No Action Alternative, would not result in a DNL 1.5 dB increase in areas exposed to DNL of 65 dB and higher, nor would it result in reportable noise increases of DNL 3.0 dB in areas exposed to DNL 60 dB to 65 dB or DNL 5.0 dB in areas exposed to DNL 45 dB to 60 dB (see also the *SoCal Metroplex Project Aircraft Noise Technical Report*.) Therefore, no cumulative noise impacts are anticipated.

452-10

Please see **Topical Response 07 – Request for More Data**.

452-11

The commenter requests that the Proposed Action procedures be routed over Interstate 10. The FAA concluded that, due to conflicts with multiple adjacent airport air traffic procedures, adjacent Special Use Airspace, and the increased complexity associated with the air traffic control operation, the request did not meet the purpose and need for the Project, as stated in Section 2.1 of the EA.

Please see **Topical Response 05 – Purpose and Need**.

452-12

Please see the response to comment 452-06.

453

Sibylle Allgaier

**From:** Sibylle Allgaier [sibylle@helipho.net]  
**Sent:** Wednesday, September 09, 2015 12:30 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SMO

453-01

It seems like the neighborhoods who have it the best still scream the loudest! The FAA shouldn't listen to self-interest groups in Santa Monica. Too often that happens. We lost El Toro AFB as an alternate commercial airport due to such groups, we lost helicopter schools at SMO, lots of planes stopped landing there due to landing fees...

Please know that any infringements on FAA territory and rule making never is in the interest of general aviation.

Support us pilots and aircraft owners!

**Sibylle Allgaier**  
**Helipho**  
 128 Rowell Ave  
 Chatsworth, CA 91311

310.455.2821 office

310.766.2821 mobile

818.610.3269 fax  
[sibylle@helipho.net](mailto:sibylle@helipho.net)  
[www.helipho.net](http://www.helipho.net)



453

Response

453-01

Thank you for your comment.

454

## Kae and Anne Ewing

From: Anne [annecewing823@aol.com]  
Sent: Wednesday, September 09, 2015 12:35 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Metroplex Study

454-01

As long time residents of Balboa Island, CA.. ( 1950 - present). We are Extremely concerned about the flight path of the many jets taking off from Orange County. We live in Agate Ave & can look up when we hear a jet approaching - it will be directly overhead!! The noise levels have increased to the point we are no longer able to have a conversation as they pass over. We assume this is due to the fact the pilots no longer have to throttle back as in the past noise abatement requirements. We have black fuel residue on our home & property which we know has to present a health risk.

The jets SHOULD be required to take off over the less densely populated areas of Newport Beach, not over Bayside Village, Lido Isle & most important

454-02

Balboa Island where so many residents are impacted. An acceptable solution could be to have a flight pattern that flies over the open water areas of Newport / and or vary the take off patterns so that not just the mentioned areas are so heavily impacted.

Regards,  
Kae & Anne Ewing  
210 Agate Ave  
Balboa Island,  
Ca 92662

Sent from my iPhone

454

## Response

454-01

Please see **Topical Response 12 – SNA Current Departures.**

454-02

Thank you for your comment.

455

## Erin Ragland

From: Erin Ragland [erinmragland@gmail.com]  
Sent: Wednesday, September 09, 2015 1:39 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: FAA Flight Path

455-01

To whom it may concern:

My husband and I bought our home in Culver City 6 years ago because it is the place we want to raise our two young children. When we were looking for houses, it came down to Culver City and Westchester, but we chose Culver City ultimately because of the flight paths and consequences of that. While we knew we would be paying more to live in Culver City but we were happy to do so knowing that we would not have to put up with the noise or devastating health effects of the jets. We are extremely worried that the flight paths might change and would effectively fly right over our home (we live right across from Culver City High School). I am in real estate and know firsthand that the change in flight path and increase in flight traffic would negatively affect our home price and endanger the health of our children, in addition to the nuisance of the noise created from the planes.

Please do not change the flight paths to negatively impact the lives of my children, the biggest asset we have, and the town we have come to love.

Thanks for your consideration.

Best,  
Erin Ragland

10941 Braddock Dr  
Culver City, CA  
90230

455

## Response

455-01

Please see **Topical Response 09 – LAX North Arrivals.**

456

Peter Drinkwater, County of San Diego

From: Alex, Nicholas [Nicholas.Alex@sdcounty.ca.gov]  
Sent: Wednesday, September 09, 2015 1:39 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: County of San Diego: Draft SoCal Metroplex EA Comments

Good evening,

County of San Diego comments on the Draft SoCal Metroplex Environmental Assessment are attached.

Thank you,

-Nick

Nicholas M. Alex  
Airport Planner II  
County of San Diego  
DPW, Environmental Services Unit  
5510 Overland Ave, Suite 410 (MS O-332)  
San Diego, CA 92123  
T: (858)694-3915 M: (773)858-0483  
[think\_before\_you\_print]



County of San Diego

RICHARD E. CROMPTON  
DIRECTOR

DEPARTMENT OF PUBLIC WORKS  
COUNTY AIRPORTS  
1960 JOE CROSSCEN DRIVE, EL CAJON, CA 92020  
(619) 956-4800 FAX: (619) 956-4801  
Web Site: www.sdcountyairports.com

September 8, 2015

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

FEDERAL AVIATION ADMINISTRATION (FAA) SOUTHERN CALIFORNIA OPTIMIZATION OF AIRSPACE AND PROCEDURES IN THE METROPLEX (SOCAL METROPLEX) DRAFT ENVIRONMENTAL ASSESSMENT (EA) DOCUMENT — PUBLIC REVIEW COMMENTS

456-01

The County of San Diego Department of Public Works, Airports Division (County Airports) received notice that the FAA released a Draft Southern California (SoCal) Metroplex Environmental Assessment (EA) on June 10, 2015 for public review and appreciates this opportunity to comment.

Title 49 U.S.C. §40103 - Sovereignty and Use of Airspace (a)(1) states "The United States Government has exclusive sovereignty of airspace of the United States." This provision gives the FAA sole authority to control all public use airspace and exclusively determine the rules and requirements for its use. While the County is not directly involved in the design and optimization of the SoCal Metroplex airspace and procedures, consideration of County comments and input provided during the development process is appreciated. Improving efficiency of airspace and procedures in the Metroplex area is beneficial to all County Airports as well as their users and surrounding residents.

Thank you for the opportunity to comment on the Draft EA, we look forward to receiving updates on the Metroplex EA progress.

Sincerely,  
  
PETER DRINKWATER  
Director of Airports

456

Response

456-01

Thank you for your comment.

457

Derich Sukow

**From:** Derich Sukow [dsukow@gmail.com]  
**Sent:** Wednesday, September 09, 2015 2:29 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Southern California Metroplex Project

457-01

It appears that airplane departures leaving John Wayne Airport are moving further away from the Back Bay area and into the neighborhoods not previously exposed to flights over their homes. Departing flights now take a sharp turn towards the Back Bay over the Mariners Elementary school and the elevations vary extremely from airline to airline with Alaska noticeably lower than the others. Understanding we live near an airport, when there is a dramatic shift in regular flight paths it would be good to know how these routes are determined. The response from John Wayne is the FAA is responsible once the plane leaves the ground. If RNAV would increase the predictability of flight paths, then this seems like a step in the right direction. Area residents should share in the flight path loads, we just need a better tool to ensure this is happening.

457

Response

457-01

The commenter states aircraft are moving further away from the Back Bay and into the neighborhoods not previously exposed to flights over their homes. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. See Section 3.1 of the EA for information regarding the development of the Proposed Action procedures.

The commenter suggests everyone should share the flight path loads. The FAA considered the implications of developing a departure process that included a fan-like distribution of departures. The FAA concluded that, due to conflicts with multiple adjacent airport air traffic procedures, and the increased complexity associated with the air traffic control operation, it did not meet the purpose and need for the Project, as stated in Section 2.1 of the EA document. Further, the FAA noted during public outreach that there was no general consensus within the local communities on displacing the distribution of noise and impact over a greater geographical area.

458

Karim Sahli

**From:** Karim Sahli [public@logicalnot.com]  
**Sent:** Wednesday, September 09, 2015 3:16 AM  
**To:** [city.clerk@culvercity.org](mailto:city.clerk@culvercity.org); 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA: I am opposing this project

To whom it may concern,

#### WE WANT PEACE AND QUIET

When we moved to Culver City eight years ago the town used to be peaceful and quiet. Airplanes were just a dot in the sky.

Something changed and today, despite repeated statements from Los Angeles World Airport's (LAWA) spokesperson that it is the same as before, this little pocket of heaven is now jeopardized by loud airplanes roaring at very low altitude every 4 minutes, even late in the night.

458-01

#### IT'S ALREADY TOO LOUD

I consistently record noise levels up above 60dbA and often above 65dbA. On any given night, I can record dozens of flights between 60dbA and 68dbA

45dbA is acceptable. Everything above 50dbA is not. And above 60dbA is an aggression.

#### REPORTING AN INCIDENT IS DIFFICULT

Have you tried to send a complaint to the FAA and LAWA? Several times a day? For starters, you can only complain about one specific incident at a time.

In order to complain about a specific incident,

458-02

- you have to note the time of the incident,
- wait 30 minutes because real-time information is kept hidden for security purposes,
- go on the LAWA website,
- find the map page,
- set-up the map at a specific time,
- click on the very airplane that flew over your house,
- open a panel, click the complain icon
- and finally fill out a form

458

Karim Sahli (continued)

458-02

It's a nightmare and therefore impossible for us to report all the numerous incidents. The complaint is then either lost in oblivion, dismissed without solid argument or LAWA is pointing finger to the FAA.

This also means the number of complaints sent to the FAA and LAWA are not proportionate to the actual discontent of the residents.

458-03

**THE PROJECT IS COMPLEX AND THE FAA IS NOT MAKING IT EASY TO GRASP IT.**

After months of requests and only EIGHT DAYS before the comment deadline, the FAA delivered a massive quantity of information that is too big and too complex to decipher in so little time. It is not acceptable to have residents comment on such a matter without giving them enough time to understand it.

And as of today, I am still not able to see the exact projected altitude path anywhere in the documents - even on the Google Earth doc (shown at 350ft).

458-04

**THE PROJECT WILL NOT ALLEVIATE THE CURRENT SITUATION, IT'S A FLYING FREEWAY IMPOSED ON US**

The project is designed to help airline companies not the residents. The project is unfair. Some residents will benefit from it and others will get an initially projected 40% more traffic. And it will only get worst with time.

The methods used by the FAA to calculate noise do not reflect the reality. Making a median over 24h does not show the repeated noise aggressions we are enduring. The method also does not properly take in consideration incidents during the evening and at night (sometimes at 3AM); they are counted with the same value as the ones happening in the middle of the day.

458-05

**WHAT I AM REQUESTING**

Airplanes should fly at an altitude of 8,000ft. above Culver City — like they used to do not long ago. All flight paths should be spread over an area much larger than Culver City itself so the burden is not carried by just a few.

Thank you.  
Best regards,  
Karim

Karim Sahli

----

tel: 310 - 467 - 5292  
email: [public@logicalnot.com](mailto:public@logicalnot.com)  
website: [www.logicalnot.com](http://www.logicalnot.com)

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4201 Lafayette Place  
Culver City · CA · 90232  
USA

458

## Response

458-01

Please see **Topical Response 09 – LAX North Arrivals**.

458-02

Comment noted.

458-03

Please see **Topical Response 03 – Comment Period Extension**.

458-04

The commenter states the Project is intended to help airlines, not residents. As stated in Section 2.2, *Purpose of the Proposed Action*, the SoCal Metroplex Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Please see **Topical Response 05 – Purpose and Need**.

The commenter states that some residents will see a projected 40% increase in air traffic. Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 of the *Average Annual Day Flight Schedules Technical Report* includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

The commenter states the methods used by the FAA to calculate noise do not reflect the reality and does not believe evening and nighttime operations are properly considered. The EA is prepared in compliance with NEPA and FAA Order 1050.1E. Section 5.1.2 of the EA in particular discusses the noise analysis methodology and the criteria for determining the impact of changes in aircraft noise using the FAA's required DNL metric. Noise between the hours of 10:00 p.m. and 7:00 a.m. is weighted, that is, given an additional 10 decibels to compensate for sleep interference and other disruptions caused by nighttime noise.

458-05

Please see **Topical Response 09 – LAX North Arrivals**. Please also see **Topical Response 05 – Purpose and Need**.

**From:** Hulkower, Bonnie J [Bonnie.J.Hulkower@hud.gov]  
**Sent:** Wednesday, September 09, 2015 3:45 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Response to June 2015 Draft EA for Southern California Metroplex Project

Dear Marina,

Comments for the subject above are attached.

Thank you,  
Bonnie

Bonnie Hulkower, LEED AP, AICP  
Federal Environmental Officer  
U.S. Department of Housing and Urban Development Region IX

Office (213) 534-2539

Mobile (415) 531-0099  
USPS Mail: 611 West 6<sup>th</sup> St. Suite 808  
LA, CA 90017  
*Jurisdictions: Ventura, Santa Barbara, San Luis Obispo, San Bernardino, Orange, Kern.*



U.S. Department of Housing and Urban  
Development

Los Angeles Field Office, Region IX  
611 West 6<sup>th</sup> Street  
Los Angeles, CA 90017-3101

September 8, 2015

Attn: Marina Landis  
Environmental Specialist  
FAA Western Service Center-Operations Support Group, AJV-W22  
1601 Lind Ave  
SW Renton, WA  
98057

Dear Marina,

Thank you for your May 21, 2015 letter regarding the FAA's intent to prepare an Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Project. The notification affords an opportunity for HUD to a) provide background information that HUD may have regarding the study area established for this EA, and b) advise the FAA of any issues, concerns, policies or regulations that HUD has regarding the environmental analysis that is undertaken in the June 2015 Draft EA for the Southern California Metroplex Project.

#### **Background Information**

The mission of HUD is to create strong, sustainable, inclusive communities and quality, affordable homes for all. HUD strives to accomplish this mission through a number of different programs, including those that provide support for existing affordable housing, whether multifamily units or detached single-family dwellings. HUD provides such assistance to thousands of affordable housing units throughout the SoCal Metroplex area.

In order to ensure that sustainability and quality are met, all HUD activities undergo an environmental review process according to regulations at 24 CFR Part 50 and 58. In accordance with the National Environmental Policy Act (NEPA), HUD's environmental review process considers the impact of HUD activities on the environment. It also considers the impact of the environment on occupants of HUD-assisted developments.

HUD environmental review documents compliance with environmentally-related laws and authorities including EO 12898, Environmental Justice. The process also considers an activity's compliance with HUD's own environmental standards that are specific to housing and community development, such as HUD's guidelines regarding ambient noise impacts. The following sections present an outline of HUD environmental policies that are relevant to FAA's EA for the SoCal Metroplex Project.

NOISE

HUD's regulations addressing the environmental impact of excessive ambient noise on HUD-assisted developments are codified at 24 CFR 51 B. The regulation states that noise is a "major source of environmental pollution." One purpose of the regulation, therefore, is to "encourage the control of noise at its source in cooperation with other Federal departments and agencies." The rule places particular emphasis on "the importance of compatible land use planning in relation to *airports*, highways, and other sources of high noise."

Where compatible land use is not successful in reducing noise at its source or adequately separating it from existing or future noise-sensitive land uses, HUD's noise regulation places limits on development of new housing in the noise-impacted location, and encourages the incorporation of noise attenuation measures (mitigation) in existing housing units that are undergoing rehabilitation. Where HUD assistance for new housing development is requested in a noise-impacted area in spite of restrictions, the process of waiving restrictions will often require additional study and noise mitigating construction, which adds time and expense to the development process.

In addition to the noise regulation, HUD provides further policy guidance and methodology for assessing and mitigating excessive ambient noise near housing developments in the HUD Noise Guidebook and related resources, available on the HUD Exchange website at <https://www.hudexchange.info/environmental-review/noise-abatement-and-control/>.

Section 5.1 of the June 2015 Draft EA states that the "noise analysis demonstrates that implementing the Proposed Action would not result in a day-night average sound level (DNL) increase of 1.5 dBA or higher in noise-sensitive areas exposed to DNL 65 dB or higher. Therefore, neither the Proposed Action nor No Action Alternative would result in a significant noise impact."

The EA further states "that no population would experience a reportable noise increase in areas exposed to DNL between 60dB and 65 dB or between 45dB and 60dB". This is important because experience indicates that DNL increases of 5dB or more at cumulative levels well below DNL 65 dB could be disturbing to people and become a source of public concern. HUD was pleased to see that the analysis examined the potential impacts of noise in the immediate future as well as the cumulative impacts, as described in 40 CFR Section 1508.7.

HUD-NEPA Development Factors

HUD-assisted activities that are not categorically excluded from analysis under the National Environmental Policy Act (NEPA) will require a NEPA EA or Environmental Impact Statement (EIS). As part of the built environment, airport flight paths could impact HUD NEPA analysis factors such as Compatible Land Use and Zoning, or Hazards and Nuisances including Site Safety and Noise. More information on HUD's EA factor analysis is available on the HUD Exchange website at <https://www.hudexchange.info/resources/documents/Environmental-Assessment-Factors-Guidance.pdf>.

Runway Clear Zones

HUD regulations place restrictions and disclosure requirements on HUD assistance provided in runway protection zones or clear zones (RPZ/CZ). The June 2015 Draft EA does not specifically mention runway protection zones or clear zones. If there are future changes to the RPZ/CZ, then HUD will have additional comments at that time.

Environmental Justice

Adverse impacts from excessive ambient noise or non-compatible land uses can create concerns and challenges for any residential development. However, there is an additional concern when affected residents are part of a low-income or minority community. Under principles of environmental justice reflected in Executive Order 12898, the government recognizes that in the past low-income and minority communities have borne an inequitable share of adverse environmental impacts from industrial operations or other sources.

Federal policy, which is reflected in HUD's environmental regulations, suggests that any modifications in the location of noise or other environmental impacts due to departure and arrival route modifications should be informed by an analysis of the degree to which this action modifies the share of environmental impacts borne by low income or minority individuals and communities. Due to income qualification requirements in many HUD programs, and in some cases legacy planning decisions regarding siting of public housing developments, many HUD-assisted properties comprise or are part of an environmental justice community.

459-01

Section 5.6 of the June 2015 Draft EA states that “neither the Proposed Action nor the No Action Alternative would displace people or businesses; therefore implementing the Proposed Action and No Action Alternative would not result in direct impacts in this category.”

Since the draft EA indicated that there will not be any significant negative impacts within the General Study area of the SoCal Metroplex to air quality or noise, and since the proposed project does not involve land acquisition or physical changes to the environment resulting from ground disturbance or construction activities, HUD does not have remaining concerns that there will be a disproportionate impact on low-income or minority communities.

459

Ray W. Brewer, U.S. Department of Housing and Urban Development  
(continued)

**HUD Contacts for Further Comment & Consultation**

Within HUD, the primary contact for the EA comment process is:

Ray Brewer, Director  
Los Angeles Field Office  
U.S. Dept. of Housing & Urban Development  
611 West 6<sup>th</sup> Street, 11<sup>th</sup> floor  
Los Angeles, CA 90017  
(213) 534-2503  
Ray.w.brewer@hud.gov

Immediate technical questions regarding HUD environmental concerns may be directed to:

Bonnie Hulkower  
Office of Environment & Energy  
U.S. Dept. of Housing & Urban Development  
611 West 6<sup>th</sup> Street, Suite 808  
Los Angeles, CA 90017  
(213) 534-2539  
Bonnie.j.hulkower@hud.gov

Thank you for your consideration of these comments and requests for future communication.

Sincerely,

Ray W. Brewer,  
Los Angeles Field Office Director

459

Response

459-01

Thank you for your comment.

460

Joseph Schmitz, PhD

**From:** Joseph Schmitz [J-Schmitz@wiu.edu]  
**Sent:** Wednesday, September 09, 2015 3:46 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Price, Megan; Karaccusian, Maral  
**Subject:** FAA SoCal Metroplex Comment

Dear Sir or Madam;

I have attached a virus-checked Word doc that contains the following text:

Dear Sir or Madam,

460-01

I have two broad objections to the FAA Proposed SoCal Metroplex regarding the ongoing use of SMO as an IFR "reliever airport." The FAA presumes un-ending control of land (the City of Santa Monica, "non-aviation" Western Parcel) which makes up more than half of the SMO 4,970 foot airstrip. The FAA does not now own, nor should it presume to control this land indefinitely given the terms of the 1984 FAA-City of Santa Monica agreement which expired June 30, 2015.

The FAA's continued expropriation of billions of dollars of land and its continued imposition of life-threatening aircraft operations that presently compromise the health, welfare, and rights of hundreds of thousands of impacted local residents solely to benefit ultra-rich private interests demonstrates the complete regulatory capture of the FAA by powerful aviation special interests.

Any expert analysis of the SoCal Metroplex reveals that aside from more efficient airline operations, the over-arching, immediate FAA goal is to facilitate even more airline operations into LAX (see Metroplex, Table 3, Arrival Counts). De-conflicting IFR operations at SMO, due to the nearby airport locations and their conflicting departure paths represents the easiest and most effective single way to increase the volume of LAX traffic. *By far, the most effective way to de-conflict LAX and SMO, is to return the Western Parcel to the City, as the 1984 Agreement between the FAA and the City of Santa Monica stipulates.*

460-02

Second, ongoing bizjet operations at SMO endanger the lives, property, and well-being of 200,000 residents who live within two miles of this airport in the most dense beach community in Southern California. While the FAA **professes** to care about safety, "Our continuing mission is to provide the safest, most efficient aerospace system in the world" – it constantly ignores the most basic (systemic) safety considerations at SMO,

largely because it **continues to act** in the service of a bizjet airport for ultra-rich patrons close to downtown Los Angeles.

Nowhere else in the United States does a jetport exist with a primary runway less than 5,000 feet that is surrounded by such dense housing. SMO completely lacks Runway Protection Zones (normally 1,500 feet). And SMO can't incorporate Engineered Materials Arresting Systems, which might offer (limited) protection to residents who live as close as 300 feet to the runway.

Not only does the FAA waive its own requirements for such basic protections, it has imposed, over City objections – Category C and D jet aircraft landings upon SMO even though it knows that the SMO runway slope makes stopping aircraft much harder. FAA tower operators continue to hear jet aircraft use maximum reverse thrust "in the interests of flight safety" according to the pilots of these aircraft, often after (more challenging) night landings at SMO. Any truly safety-aware FAA would, given the systemic hazards already built into SMO jet operations, treat such reports as a "canary in a coal mine."

If (or perhaps when) a bizjet crashes at SMO, the proximate cause will probably include pilot error – and the results will likely be catastrophic. But any expert accident

460

Joseph Schmitz, PhD (continued)

460-02

post hoc accident analysis will inevitably reveal that the true **root cause** centers upon clearly documented FAA indifference to basic aviation systems safety practices – a willful indifference that approaches criminal negligence in my view. I suspect the courts will agree but that won't help the victims.

To those who will accuse me of scare-mongering, I point out two recent bizjet accidents which happened at short airfields much like SMO, in perfect weather. Last month a bin Laden jet (one-fourth the size of the Gulfstream IV jets that regularly land at SMO) crashed off the end of the 4,380 foot Blackbushe airfield. That crash at SMO would have almost certainly destroyed a block of residential homes in Santa Monica at the end of Runway 21. The August, 2015 Milwaukee turboprop crash that killed a hedge fund manager and his daughter would have ended up in (or nearby) Clover Park in Santa Monica where hundreds of our children usually play.

460-03

That portion of the FAA SoCal Metroplex which continues to expropriate the City of Santa Monica's clear ownership of the Western Parcel under the guise of "de-conflicting" LAX and SMO exemplifies the FAA's ongoing: 1) callous disregard for basic proactive aviation safety system considerations, 2) imposition of (now well-understood) dangerous health risks upon local residents, and 3) unjustified taking of residents' private property and public goods – in the service of ultra-rich special interests. As mandated by the FAA, the Santa Monica Airport is a cancer on the lives of more than 100,000 residents of Santa Monica, Venice, and Mar Vista.

The elegant but simple remedy for these ongoing, malicious abuses of government power by the FAA, one which incidentally **best** de-conflicts LAX and SMO as the FAA SoCal Metroplex purports to seek: ***Return control of the Western (non-aviation) Parcel to the City of Santa Monica now!***

Sincerely,

Joseph Schmitz, PhD

Member, Santa Monica Airport Commission

460

Response

460-01

Please see **Topical Response 01 – Close Santa Monica Airport** and **Topical Response 05 – Purpose and Need**.

460-02

Please see **Topical Response 01 – Close Santa Monica Airport**.

460-03

Please see **Topical Response 01 – Close Santa Monica Airport**.

461

Louisa Lombard

From: Louisa [lombard.louisa@gmail.com]  
 Sent: Wednesday, September 09, 2015 4:02 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Concerns regarding LAX flight path changes and expansion wishes

Good evening,

461-01

I wanted to take a minute to express my concern regarding discussion around increasing the number of flights and allowing them to fly at a lower altitude. They already fly quite low over our home and I am very concerned about the idea that they might be allowed to fly lower and with greater frequency. Almost every home on my block has very young kids and I know that these families are not okay with greater noise disturbance and more toxins in the air. I used to live in Playa del Rey and suffered from sleep disturbance as a result of the how loud the planes were at night. It was so bad that a white noise machine and earplugs were not enough.

We bought a home in a nice quiet neighborhood next to a great elementary, middle and high school so that our daughter could grow up in a nice quiet neighborhood. There are so many young families moving into Culver City for this reason. Thank you for taking the time to read this email and for considering everyone's concerns regarding this issue.

Sincerely,

Louisa Lombard

461

Response

461-01

Please see **Topical Response 09 – LAX North Arrivals**.

462

Amy Howard

**From:** Amy [pearblossom@gmail.com]  
**Sent:** Wednesday, September 09, 2015 4:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:**

462-01

To Whom It May Concern,

I am a resident of Culver City CA, and I oppose the FAA's proposed new flight patterns that will bring more air traffic over Culver City.

I am opposed to increased jet noise and increased pollution in my neighborhood. We moved to Culver City this year and pay a premium to live in a quiet and unpolluted part of LA County. Now, the FAA proposes to change the flight patterns and bring the large jets that we chose to avoid into our back yards.

Keep flight patterns as they are, and continue to use over ocean take offs and approaches.

Sincerely,

Amy Howard  
 4027 Lincoln Ave.  
 Culver City, CA 90232

462

Response

462-01

Please see **Topical Response 09 – LAX North Arrivals**.

463

Roman Culjat, MD

**From:** Roman Culjat [romanculjat@hotmail.com]  
**Sent:** Wednesday, September 09, 2015 4:19 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Concerns about aircraft flight path changes over Culver City

To Whom It May Concern at the FAA:

I am concerned about the proposed FAA NextGen flights over Culver City. I am both a resident and parent of a future student at the Culver City Unified School District. Currently our home is under the flight path. The noise from the frequent passing aircraft disturbs my family's and my sleep. Anything more frequent and lower in elevation over our home would be more disruptive to the sleep of my wife, my daughter and myself.

463-01

Another concern I have is the particulate matter (PM) in the air with more frequent and lower flying aircraft over our home. The higher concentration of particulate matter may potentially have a harmful effect on not only the health of my family but also the health of the students at the Culver City Unified School District who are under the flight path.

Please re-consider this plan to increase the frequency and decrease the altitude of the aircraft flying over our home and community.

Sincerely,

Roman Culjat, MD  
11050 Barman Ave  
Culver City, CA 90230

463

Response

463-01

Please see **Topical Response 09 – LAX North Arrivals.**

464

Rich Kissel

**From:** Rich Kissel [richkissel@ca.rr.com]  
**Sent:** Wednesday, September 09, 2015 4:43 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Culver city, CA flight pattern noise

464-01

I am voicing my objection to the high convention of flights over my neighborhood. The flights need to be higher and the path needs to spread out and shared by all in the region. You have targeted my neighborhood for extinction and both residential and business will suffer. Jobs and employers will go elsewhere .

We do not appreciate your phony noise level measure practices. Come live at my house and tell me this isn't a serious problem.

Rich Kissel  
10750 Ranch Rd.  
Culver City, Can 90230  
Keller Williams Realty

464

Response

464-01

Please see **Topical Response 09 – LAX North Arrivals.**

465

## Magdalena Huber

**From:** Magdalena Huber [magdalena.h.huber@gmail.com]  
**Sent:** Wednesday, September 09, 2015 4:54 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Fwd: Protect Culver City From LAX Flight Paths

My name is Magdalena Huber, and my family and I moved to Culver City in 2011.

465-01

I am very strongly opposed to the proposed new flight paths that would fly directly over our neighborhood- including the public schools.

I'm concerned about the increased levels of pollution, and the associated health risks.

465-02

It's my understanding that this new system, called NextGen, has so far been exempt from normal environmental impact reviews and public hearings.

I'm asking for those environmental reviews to be done to see if these new flight paths would in fact put Culver City residents at risk.

Please let me know what else I can do to help ensure this happens.

Thank you,  
 Magda

--  
 Magdalena Huber  
 310 597 2239

465

## Response

465-01

The commenter opposes the proposed new flight paths flying over her neighborhood and schools and is concerned with increased levels of pollution. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The FAA conducted an environmental analysis of the potential impacts of the Proposed Action procedures in the EA. As disclosed in Chapter 5 the EA, results of this environmental analysis show that there would be no significant impacts when compared to the No Action Alternative.

Please see **Topical Response 09 – LAX North Arrivals**.

465-02

The commenter requests that environmental reviews be completed for the Proposed Action. FAA prepared an EA for the proposed SoCal Metroplex Project. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. The Draft EA was released on June 10, 2015 and available for public review and comment until October 8, 2015. The commenter submitted her comment on the Draft EA during the public comment period.

466

Jamison Huber

From: Jamison Huber [jamison23huber@hotmail.com]  
Sent: Wednesday, September 09, 2015 5:08 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Protect Culver City From LAX Flight Paths

466-01

My name is Jamison Huber, and my family and I moved to Culver City in 2011.

I am very strongly opposed to the proposed new flight paths that would fly directly over our neighborhood- including the public schools.

I'm concerned about the increased levels of pollution, and the associated health risks.

466-02

It's my understanding that this new system, called NextGen, has so far been exempt from normal environmental impact reviews and public hearings.

I'm asking for those environmental reviews to be done to see if these new flight paths would in fact put Culver City residents at

Thank you

Jamison Huber

466

Response

466-01

The commenter opposes the proposed new flight paths flying over his neighborhood and schools and is concerned with increased levels of pollution. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The FAA conducted an environmental analysis of the potential impacts of the Proposed Action procedures in the EA. As disclosed in Chapter 5 the EA, results of this environmental analysis show that there would be no significant impacts when compared to the No Action Alternative.

466-02

The commenter requests that environmental reviews be completed for the Proposed Action. The FAA prepared an EA for the proposed SoCal Metroplex Project. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. The Draft EA was released on June 10, 2015 and available for public review and comment until October 8, 2015. The commenter submitted his comment on the Draft EA during the public comment period.

467

Francois Vaillancourt

From: Francois Vaillancourt [vaillan@verizon.net]  
Sent: Wednesday, September 09, 2015 5:16 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flights over Sunset Park

467-01

I live at 1315 Pearl Street, in Sunset Park. Traffic to lax goes over my house and I am already impacted by flights in and out of the area. I feel that more disruption in my life would be unfair. I am already doing my part to facilitate air traffic.

The ocean is a big place. Surely adequate options must exist to obtain adequate separation between planes.

467

## Response

467-01

The commenter suggests using the airspace over the ocean. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. Conflicts with multiple adjacent airport air traffic procedures and the increased complexity associated with the air traffic control operation do not allow for greater use of airspace over the ocean. Therefore it did not meet the purpose and need of the Project, as stated in section 2.1 of the EA document. This would decrease efficiency and safety and increase complexity.

Please see **Topical Response 05 – Purpose and Need**.

468

## Kathryn Dunlevie

**From:** Kathryn Dunlevie [kathryn.dunlevie@gmail.com]  
**Sent:** Wednesday, September 09, 2015 5:32 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Protect Culver City From LAX Flight Paths

468-01

My name is Kathryn Dunlevie, and my daughter's family moved to Culver City in 2011.

I am very strongly opposed to the proposed new flight paths that would fly directly over their neighborhood - including the public schools.

I'm concerned about the increased levels of pollution, and the associated health risks.

468-02

It's my understanding that this new system, called NextGen, has so far been exempt from normal environmental impact reviews and public hearings.

I'm asking for those environmental reviews to be completed in order to see if these new flight paths would in fact put Culver City residents at risk.

Please let me know what else I can do to help ensure this happens.

Kathryn Dunlevie

468

## Response

468-01

The commenter opposes the proposed new flight paths flying over her neighborhood and schools and is concerned with increased levels of pollution. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The FAA conducted an environmental analysis of the potential impacts of the Proposed Action procedures in the EA. As disclosed in Chapter 5 the EA, results of this environmental analysis show that there would be no significant impacts, when compared to the No Action Alternative.

468-02

The commenter requests that environmental reviews be completed for the Proposed Action. FAA prepared an EA for the proposed SoCal Metroplex Project. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. The Draft EA was released for public review on June 10, 2015 and open for comment until October 8, 2015. The commenter submitted her comment on the Draft EA during the public comment period.

469

Peter Donald, Santa Monica Airport Commission

**From:** [pad45@mac.com](mailto:pad45@mac.com) [pad45@mac.com]  
**Sent:** Wednesday, September 09, 2015 5:53 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Los Angeles Metroplex Plan

The FAA 2015 Southern California Metroplex Project has many flaws, which have been outlined by The City of Santa Monica and many other stakeholders.

In my opinion, the biggest flaw is that in the process of classifying SMO as a reliever airport for LAX, in part aided by “deconflicting” IFR operations, the FAA presumes that it will have perpetual control of a 5000 foot runway, which is useful for most business jet traffic.

469-01

At this point, that presumption is very much in doubt, as The City of Santa Monica has a legitimate claim to an approximately 2000 foot western parcel of airport land, which includes that portion of the runway. This renders the runway to be approximately 3000 feet in length, which is not useful for the LAX reliever plan. The land has reverted back to The City on July 1, 2015, per the 1984 Santa Monica Airport Agreement.

The City outright owns that land and possibly has rights to the entire runway. It does not want to be told how to use it’s own resources.

Thank you,

Peter Donald, Chair, Santa Monica Airport Commission  
2618 32nd St.  
Santa Monica, CA 90405

310 871-4862  
[pad45@mac.com](mailto:pad45@mac.com)

469

Response

469-01

Thank you for your comment.

470

Robert Rodine

**From:** Robert Rodine [<mailto:polarisrlr@sbcglobal.net>]  
**Sent:** Wednesday, September 09, 2015 9:09 AM  
**To:** Weller, Ryan (FAA)  
**Subject:** Re: FAA Southern California Metroplex Draft EA - Sept 8th Comment Period Extended

Ryan -

I have not posted any comments regarding the work that I saw at the Santa Monica listening session. I thought that that material gave me a good picture of what was about to be undertaken, and it was premature to make formal comment.

470-01

The issues concerning tightening flight paths does cause me a moment of pause, because of the FAA experience with the Garvey Track outbound from Boston Logan. When I asked several FAA representatives that night in Santa Monica about that issue they seemed to be totally unaware of the impact of the Garvey Track. That does cause me some significant concern because much of NextGen is predicated on the many advantages gained by GPS navigation, and the ability therewith to create much finer approach and departure tracks. That produces far greater concentrations of noise and deposition of aircraft exhaust emissions on the ground, and for those of us concerned about the well being of the aviation community, that translates to greater homeowners complaints and greater pressure for constraint on users of the National Airway System. That cannot be permitted to happen.

470-02

If the work on the SoCal Metroplex planning is far enough along to warrant the registration of this sort of a concern, please let me know and I will initiate a formal input.

Thank you very much.

Bob Rodine

1

Robert L. Rodine  
 Principal Consultant  
 The Polaris Group  
 818-789-7319

On Tuesday, September 8, 2015 8:47 PM, "[Ryan.Weller@faa.gov](mailto:Ryan.Weller@faa.gov)" <[Ryan.Weller@faa.gov](mailto:Ryan.Weller@faa.gov)> wrote:

**September 8, 2015**

**Public Notice: FAA Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document**

**The FAA has extended the current comment due date of September 8, 2015 by an additional 30 days. The comment period will close on Thursday, October 8, 2015.**

In accordance with the National Environmental Policy Act (NEPA), the FAA released a Draft Environmental Assessment (EA) on June 10, 2015 for public review and comment. The Draft EA Document considers the potential environmental impacts of the implementation of the Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Project.

After several requests to extend the comment period, **the FAA decided to extend the current comment due date of September 8, 2015 by 30 days. The comment period will now close on Thursday, October 8, 2015.**

470

Robert Rodine (continued)

The Draft EA is available online and at selected libraries throughout the General Study Area. Copies of the Draft EA and supporting materials are available at the following locations:

1. Online  
at: [http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html)
2. Hard copies are available at these libraries:
  - Anaheim Public Library, Anaheim
  - Los Angeles Central Library, Los Angeles
  - San Diego Central Library, San Diego
  - E.P. Foster Library, Ventura
  - Santa Barbara Central Library
  - Riverside Public Library, Riverside
  - Santa Monica Public Library, Santa Monica
  - Point Loma Public Library, San Diego
3. Electronic versions of the Draft EA have been sent to 40 libraries in the General Study Area. A complete list of libraries with electronic copies of the Draft EA is available on line at:  
[http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_outreach.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_outreach.html)

The FAA encourages interested parties to review the EA, and provide written comments during the public comment period no later than **Thursday, October 8, 2015**. The public is invited to comment by mail or email. Please be aware that your name, address,

2

phone number, e-mail address, or other personal identifying information in your comment may be made publicly available at any time. You may include in your comment a request to withhold your personal identifying information, however we cannot guarantee that we will be able to do so. Comments can be emailed to: [9-ANM-SoCalOAPM@faa.gov](mailto:9-ANM-SoCalOAPM@faa.gov)

Comments can be submitted by regular mail to:

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

470

Response

470-01

Please see Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

470-02

Comment noted.

471

Rich Waters

**From:** Rich Waters [rufarout@gmail.com]  
**Sent:** Wednesday, September 09, 2015 12:51 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Increased flights over schools in Culver City

471-01

Why must our kids suffer the increased noise and frequency of flights? Will the FAA pay for noise abatement insulation in Culver City (like they did around LAX)?  
 Rich Waters

471

Response

471-01

Please see **Topical Response 09 – LAX North Arrivals.**

472

Teresa Hagen

**From:** Teresa Hagen [scifigal@cox.net]  
**Sent:** Thursday, September 10, 2015 2:03 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Regarding Public Comment on the FAA Study

472-01

To Whom It May Concern:

I am curious why the Torrance and Hawthorne airports were not a part of this study, as they both contribute quite heavily to the noise and number of aircraft flying over my particular area of Rancho Palos Verdes. In fact, this area is besieged with low-flying aircraft such as helicopters and prop planes. Add to this cacophony any planned changes to flight paths coming out of LAX, LGB or Santa Monica, and it is impossible for residents here to have any serenity. I wish we could have a noise monitor installed near us so the FAA could track the reality of our situation, as the Webtraks do a very poor job of tracking aircraft in our area. Perhaps a satellite based system will improve our monitoring, but since it appears that the FAA has no interest in our problems until one of these low-flying aircraft actually crash into a house or our condo buildings, I guess my concerns will fall on deaf ears. Thank you.

Sincerely,  
 Teresa Hagen  
 3200 La Rotonda Dr.  
 Rancho Palos Verdes, CA

472

Response

472-01

Please see **Topical Response 07 – Request for More Data.**

473

Carl Rossi

**From:** Carl Rossi [myvoice@oneclickpolitics.com]

**Sent:** Thursday, September 10, 2015 3:06 AM

**To:** 9-ANM-SoCalOAPM (FAA)

**Subject:** I support the full implementation of the SoCal Metroplex EA including all procedures proposed for SMO.

473-01

Re: I support the full implementation of the SoCal Metroplex EA including all procedures proposed for SMO. Dear FAA SoCal Metroplex Project Advisory,  
The new procedures will reduce delays and pollution and make aviation safer in the Southern California area. In particular, the new departure procedures for SMO will reduce idling, pollution and noise and allow simultaneous IFR takeoffs from SMO and LAX. This will be a huge benefit to both airports and the surrounding neighborhoods. Having spent more than 30 minutes on several occasions sitting in the run-up area at SMO with my engine running, waiting for an IFR clearance, I can only imagine the benefits of expedited clearances and aircraft flow. Please implement all procedures as soon as possible.

Sincerely,

Carl Rossi

30830 E Sunset Drive South

Redlands, CA 92373

Constituent

Prepared by One Click Politics(tm) at [www.oneclickpolitics.com](http://www.oneclickpolitics.com). For information regarding this service, please contact [admin@oneclickpolitics.com](mailto:admin@oneclickpolitics.com)

473

Response

473-01

Thank you for your comment.

474

Alfred Lopez, MD

**From:** Alfred Lopez [y3klopez@hotmail.com]  
**Sent:** Thursday, September 10, 2015 3:26 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [citycouncil@newportbeachca.gov](mailto:citycouncil@newportbeachca.gov); [oppt.homepage@epa.gov](mailto:oppt.homepage@epa.gov); [ninfo@ocair.com](mailto:ninfo@ocair.com)  
**Subject:** jwa airplane noise

Hello FAA,  
 I am Alfred Lopez, I live in the Dover Shores community of Newport Beach, California. I must say it is a real headache to hear the planes fly over in defiance of the recommendations made by JWA. I realize that the pilot of the airplane is ultimately in command, but I am sure many of my fellow residents would appreciate the following:

474-01

1. Please have or encourage the pilots to follow the recommended take off ascend, bank, etc. It is quite apparent some of the pilots are not comfortable with this ascent/bank. Is there any way the FAA can assist the airlines or advocate in some way shape or form experienced pilots to fly out of JWA. As a resident, my preference would be to not have inexperienced pilots fly out of JWA as they may have cold feet following the recommended guidelines. This becomes a safety issue if inexperienced pilots are flying out of JWA not following the recommendations, but also flying closer and closer over homes putting the residents and community at risk for issues. Although, I am not a pilot, I am an anesthesiologist, and I do have some experience being the "captain of the ship". Perhaps set up a requirement for all pilots to have at least 10 years experience and likely a greater level of comfort with the recommended ascent and bank.

474-02

2. Magnetic field and earth's gravitational pull. I appreciate your recognition of this issue. I was just at city hall this evening(sponsored by Wake Up Newport with County Supervisor Michelle Steel) and it sounds like you will be correcting this inadvertent error. I appreciate your humbleness.

474-03

3. In regards to approach to the airport. Could you please work with JWA ground forces and build a sound wall along the Bristol Ave border. When the planes land, there is a loud swooshing noise which coincides with the plane landing and what must be the application of the brakes. A sound wall would redistribute the noise back to the freeway and up in to the air where no one would care about the noise. Please consider as this is a great idea and probably would not cost a whole lot. Feel free to work with the airport for funding. Another thing to consider is build something underground the landing area so the noise goes down into the earth instead of blowing towards my home. Thank you for your consideration.

474-04

4. How about quieter planes. This whole situation would be a non-issue if planes were quieter and the toxic exhaust products were reduced even further. No one would care if there were twice as many planes in the air with no noise from take off or from approach to the airport. I have noticed some of the newer planes do seem a little quieter. Nonetheless, the decibel rating in my home regularly breaks 70Db. How about another round of sound abatement for homes in the area, at least this would help the residents feel as you are trying to help mitigate the noise with appropriate funding. Again, people would not mind your planes flying overhead if they sounded much quieter. Perhaps a modification to where the airplane noise is distributed: up instead down towards the homes, maybe just a slight modification. Maybe take off up side down...just kidding.

474-05

5. Metroplex issue. I live close to where the planes fly over head. Just about every commercial plane flies over my home although just south a bit. I am a bit divided on the proposition to have planes approach and land in many different directions. In one way, I support your idea, I believe in safety not just for planes but for everything. Remember, I am an anesthesiologist. We do our best to pattern our administration of anesthesia and do our safety checks similar to your safety procedures. The airline industry is the safest in the world, we do our best to pattern ourselves and practice after the airline industry. I would have to say I am in favor of having planes fly in and fly out in every possible direction in the best interest of safety. As a side note, why should every plane that leaves the airport fly close to over my home. Why not share the wealth and have the planes fly over everyone else's homes too. As many of us know, there are 360 degrees in a circle. If you had 360 planes fly in all in different directions, then I would only have one plane take off and one plane land directly over my home. Torture everyone else, not just me and my neighbors.

474-06

6. I am sure you are well aware of all the toxic effects of the by products of jet fuel and the predisposition to cardiopulmonary issues. You can deny it all you want, just look at LAX and Westchester, lots of health problems there.

7. Thank you for taking the time to read my email. I hope you value my concerns.

Sincerely,

Alfred Lopez, MD  
 Physician Anesthesiologist  
 2112 Leeward Lane  
 Newport Beach, CA

474

Response

474-01

The commenter recommends that pilots flying out of John Wayne Airport be required to have at least ten years of experience and would like the FAA to encourage the pilots to follow the recommended take off ascent, bank, etc. Comment noted.

474-02

The commenter expresses appreciation for making adjustments due to magnetic variation. Comment noted.

474-03

Please see **Topical Response 05 – Purpose and Need**.

474-04

Please see **Topical Response 02 – Existing Conditions**.

474-05

The commenter suggests developing multiple departure procedures from a single airport configuration to effect a fan-like distribution of noise and impact. The FAA considered the implications of developing a departure process which included a fan-like distribution of departures and concluded that, due to conflicts with multiple adjacent airport air traffic procedures and the increased complexity associated with the air traffic control operation, it did not meet the purpose and need for the Project. Please see Section 2.1 of the EA. This would decrease efficiency and safety and increase complexity. The flight corridors associated with the Proposed Action and No Action alternatives are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see Topical Response 08 – Supplemental Materials.

474-06

Please see **Topical Response 06 – Air Quality-Air Pollution**.

475

Don Miller

**From:** Don Miller [1donmiller@gmail.com]  
**Sent:** Thursday, September 10, 2015 7:40 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** OPOSED to Southern California Metroplex Proposal

I oppose important elements of the Southern California Metroplex Proposal concerning Santa Monica Airport.

475-01

1) The change in flights paths will not significantly improve safety factors but WILL have negative impacts of residents, from both noise and safety. There is NO evidence the proposed flight path change will improve safety.

475-02

2) The Santa Monica Airport does not have the FAA's own required safety margins for the larger jets that land there. The FAA has denied the city's request to add the necessary safety margins and to restrict the larger jets that should not be allowed to land according to the FAA's own rules. If you insist on operating the airport, at least follow your own safety regulations and ban the larger jets. The dangers to a dense residential area (including schools) are too great.

475-03

3) The FAA's right to operate the airport has expired. It should be closed. Currently the airport is operating on city owned land which was purchased by the city for a park. We need the park, not the airport.

475-04

4) The airport causes significant air and noise pollution in a residential area which includes schools and parks. It should be closed.

Don Miller

resident of Santa Monica

PLEASE WITHHOLD my personal identifying information.

475

Response

475-01

Please see **Topical Response 02 – Existing Conditions** and **Topical Response 05 – Purpose and Need**.

475-02

Thank you for your comment.

475-03

Please see **Topical Response 01 – Close Santa Monica Airport**.

475-04

Please see **Topical Response 01 – Close Santa Monica Airport**.

476

Brian Matthews

**From:** Brian A. Matthews [bmatthews23@gmail.com]  
**Sent:** Saturday, September 12, 2015 1:42 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments on eliminating the waypoint LOWMA

Dear FAA,

476-01

I am a resident of Point Loma, and I vehemently oppose the change in flight path you are proposing. It is absurd that you would allow an increase in noise pollution over this residential area in order for the airlines to save a small amount on fuel costs. Furthermore, most residents purchased their homes in this area based on the current flight path noise patterns. Therefore, you risk legal action by rerouting. Finally, there would be additional costs to ensure the homes in the flight path are equipped with more soundproof windows and air conditioning units.

476-02

Again all of this makes little sense in order to save the airlines a few dollars. We as residents will be forced to seek legal options should you decide to pursue this change.

-Brian Matthews

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Brian A. Matthews  
[bmatthews23@gmail.com](mailto:bmatthews23@gmail.com)

476

Response

476-01

Please see **Topical Response 11 - Point Loma.**

476-02

Please see **Topical Response 11 - Point Loma.**

477

Paul A. Dugas

**From:** Paul Dugas [pdugas@msn.com]  
**Sent:** Saturday, September 12, 2015 2:33 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Peggy Dugas  
**Subject:** FAA changes to flight paths over San Diego

Dear FAA:

477-01

I am taking the time to write the FAA to put you on notice that the proposed change in flight patterns (waypoint LOWMA to waypoint ZZOOO) exiting the San Diego airport puts the FAA in direct conflict with your own flight path requirements.

The new flight path takes planes directly over 5 schools, OB Elementary, Dana Middle School, Sunset View Elementary, Cabrillo Elementary and Pt. Loma Nazarene University. It also will fly over densely populated residential areas. The cost to retrofit these homes to comply with interior decibel noise levels will surely cost the FAA a very large sum of money.

477-02

Having personally served on many government Boards and Commissions. I am keenly aware that the protections afforded employees and volunteers that knowingly act outside the boundaries of lawful judgement and make reckless decisions lose the protections of government provided indemnity including any D&O/E&O insurance and may become personally exposed to liability and litigation.

I urge you to reconsider this change and highly recommend that you get a legal opinion on your exposure to potential personal liability prior to changing these flight paths.

Sincerely,

Paul A. Dugas

619-804-7653  
Member of the Mission Valley Design Advisory Board  
Former Member of the N. San Diego Bay Redevelopment Agency  
Former Member of the California Business Advisory Council to President George W. Bush  
Former Member of the Mission Valley Planning Committee

477

Response

477-01

Please see **Topical Response 11 – Point Loma.**

477-02

The commenter urges the FAA to reconsider the proposed changes and to seek a legal opinion regarding personal liability. Comment Noted.

478

Sally Ault

**From:** Sally Ault [sallyault@cox.net]  
**Sent:** Saturday, September 12, 2015 3:18 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** elimination of LOWMA

478-01

*I strongly oppose the potential elimination of the LOWMA beacon which will cause airplanes to fly over a heavily populated area rather than taking a wider curve out over the ocean. Besides the noise pollution issue there is also the danger of a potential airplane failure soon after take-off into this highly populated area.*

*I understand that the airlines would like to save fuel but they already make considerable profits and pass on all fuel costs to their customers. If the FAA is to put the airlines financial needs in front of the safety and comfort of many people is just wrong.*

Thank you for stopping this possibility.

Sincerely,

Sally Ault

478

Response

478-01

Please see **Topical Response 11 – Point Loma.**

479

Jay Shaffer, MD and Karenlee Robinson

From: Jay Shaffer [jshaffermd1@sbcglobal.net]  
Sent: Saturday, September 12, 2015 4:04 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: [info@scottpeters.com](mailto:info@scottpeters.com); Karenlee Robinson  
Subject: Point Loma Air Traffic

Dear Sir or Madam:

479-01

We live at 4783 Adair Street in Point Loma, San Diego, CA 92107. Our property is currently valued at about \$1.2 million and is a large part of our retirement savings.

Your new FAA plan to eliminate waypoint LOWMA will be a disaster for us as well as many others with "property savings" in the Point Loma area. While I can understand the airlines motivation to save money, their savings will come directly at the expense of our property value. The airlines have algorithms to plan the cost of fuel into their fares.

479-02

We have NO way to offset our losses of what may be from twenty to thirty percent or more of our property value which will be devalued by: increased flight noise pollution, increased risk of a plane crash in a densely populated area and further degradation of air quality in a residential area.

With the exception of the airlines' corporate interests including their shareholders, all other citizens stand to lose under the proposed arrangement with no prospect of return. There is certainly no guarantee that the airlines will reduce fares commensurate with their fuel savings. On the contrary, when fuel costs spike, airlines have a well-documented history of gouging the consumer with additional fare hikes beyond the increase in fuel cost. These hikes are then "sticky." As fuel prices fall, air fares do not fall in concert but continue to remain at the new, inflated rate.

Thus, by allowing damaging use of public airspace, citizens are harmed and their property values fall while the benefits of the damage go directly to the airlines' bottom line.

The FAA has a serious and responsible job to protect the public and ensure citizen safety. To allow the airlines to devalue our property for their own gain with no recompense is not in line with the mission of the FAA.

When my wife and I learned of the proposal today while on vacation hiking in the San Juan Mountains in Colorado - an area with poor to no cell phone service. We responded with this comment within an hour of learning the news.

Thank you for your thoughtful consideration of this email. We and our neighbors depend on you to protect our life savings.

Sincerely,

Jay Shaffer, M.D. (retired) and Karenlee Robinson, Hospital CEO (retired)

479

Response

479-01

Please see **Topical Response 11 – Point Loma.**

479-02

Please see **Topical Response 05 – Purpose and Need.**

480

Colleen Cardoza Souza

**From:** Colleen Cardoza Souza [cmsouza1960@yahoo.com]  
**Sent:** Saturday, September 12, 2015 10:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplane noise!

480-01

I heard about the new path for airplanes flying in and out of San Diego Airport to save money on fuel. Our family has lived in the wooded area since the early 1960's the money that the airlines save will bring our property value way down! are the airlines prepared to pay the home owners for this loss of value of our homes with would be at least 300,000 or more each. The airlines will just need to charge more for tickets to make up the difference because from what I have heard the sound proofing done to the homes between point loma high does not do much good and took over ten years to complete! The flight plans heading out of the airport should stay the same.

480

Response

480-01

Please see **Topical Response 11 – Point Loma.**

481

Dinah McKean

From: Dinah McKean [dinahmckean@gmail.com]  
Sent: Saturday, September 12, 2015 3:18 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Against FAA proposal

481-01

We purchased our home 35 years ago in an area of Point Loma away from the flight path. Now we are being warned that the FAA seeks to reroute commercial aircraft directly over our neighborhood. This will destroy our quality of life and our property values. Please know we strongly oppose this proposal.

Thank you,  
Dinah McKean

Sent from my iPhone

481

Response

481-01

Please see **Topical Response 11 – Point Loma.**

482

Edward J. Zell

From: Ed Zell [ejzell@cox.net]  
Sent: Saturday, September 12, 2015 3:37 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Waypoint LOMAA

482-01

As a long time resident of the wooded area I strongly urge you to maintain waypoint LOMAA.

To allow a more southerly departure in contrary to the known departure paths at Lindbergh Field and would provide additional noise impacts to an area that has not known them historically in the PLNU/Wooded Area.

We have been good aviation neighbors to both Lindbergh and North Island Naval Air Station and deserve this consideration.

Thank you,

Edward J. Zell

755 Loma Valley Road  
San Diego, CA 92106

Sent from my iPhone

482

Response

482-01

Please see **Topical Response 11 – Point Loma.**

483

Lee Sode

**From:** Lee Sode [leesode@gmail.com]  
**Sent:** Saturday, September 12, 2015 4:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex Comments

483-01

Already there has been increased jet traffic over homes in the south bay, most of them at night and morning that are low and loud. I find it sad you are choosing to increase low over flights in residential areas of the south bay. Please reconsider.

Regards,  
Lee Sode  
Torrance 90505

483

Response

483-01

Please see **Topical Response 02 – Existing Conditions.**

484

Megan Rebelo

From: KF email [rebelomegan@gmail.com]  
Sent: Saturday, September 12, 2015 4:53 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Protect Point Loma

To Whom It May Concern.

I am a resident of Point Loma and purchased my home four years ago, specifically due to its location and the fact that it was NOT under the FAA flight path.

According to sources your new proposed flight path would in fact affect my property and its property values by subjecting us to the noise of airplanes. This is unacceptable.

I am wondering how you would feel if the situation was reversed and your family was suffer from quality of life and loss of assets.

I strongly disagree with your new proposed flight paths and urge you to please listen to the residents who have worked hard to purchase homes and create lives for themselves outside of the FAA flight path. If I had wanted to listen to airplanes, I would have purchased a home in Loma Portal. But I did not.

Megan Rebelo  
1144 Catalina Blvd.

Sent from my iPhone

484-01

484

Response

484-01

Please see **Topical Response 11 – Point Loma.**

485

Lynn Jewell

**From:** lynn jewell [jewellbox@cox.net]  
**Sent:** Saturday, September 12, 2015 5:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** proposed flight pattern change over Point Loma

Although the people in Loma Portal bought their homes knowing they were in the flight path, they were given quieter home rewards to help with the noise. Those of us who chose to live farther out the Point to avoid the noise now find that the FAA is going to change the flight pattern to drastically impact our standard of living. I have lived in both areas, and I purposely moved farther south on the Point to avoid the noise, dirt, and safety issues that the flight pattern over Loma Portal causes. I am writing to formally protest this change of flight take off pattern and to insist that if our appeals are denied, that a quieter home project be started immediately in this larger impacted area.

Lynn Jewell, Alexandria Drive, Point Loma

485-01

485

Response

485-01

Please see **Topical Response 11 – Point Loma.**

486

Nadia Shimotsu

From: Nadia [nadia.benchabane@gmail.com]  
 Sent: Saturday, September 12, 2015 9:53 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: San Diego Airport

Hello,

I am writing as a concerned resident of Point Loma in San Diego.

According to sources, the Airport Subcommittee Meeting met this week to discuss the plans of the FAA to eliminate the waypoint LOWMA at the end of the point. This would enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

486-01

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased the home four years ago. Additionally, our property value will most likely significant decrease due to the proposed air traffic, pollution, and subsequent noise. This is VERY concerning not only for my own health but also as I am raising my children in the area.

Thank you for the consideration.

Regards,  
 Nadia Shimotsu  
 Sent from my iPhone

486

Response

486-01

Please see **Topical Response 11 – Point Loma.**

487

Jay O'Brien

**From:** Jay O'Brien [jayobrien@live.com]  
**Sent:** Saturday, September 12, 2015 9:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Elimination of waypoint LOWMA in Point Loma/Ocean Beach San Diego

Dear FAA,

487-01

The proposed changes to the flight path and would result in a significant increase in noise pollution over a heavily populated area. The people living here chose it to avoid being in the flight path and noise pollution that goes along with it, and they paid a significant premium for that. To now take that away seems a bit absurd.

Sincerely,  
 Jay O'Brien

487

Response

487-01

Please see **Topical Response 11 – Point Loma.**

488

Linda Huyard

From: [linda.huyard@gracehillfarm.net](mailto:linda.huyard@gracehillfarm.net) [linda.huyard@gracehillfarm.net]  
Sent: Saturday, September 12, 2015 10:15 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Airplane noise

To Whom it may concern:

488-01

I recently purchased a home in Point Loma with specific criteria not to be in the flight path. I paid a premium for the property for this benefit. I closed on the house less than one month ago. The news about the new flight path is very upsetting to me as I learned about it just days after my home purchase. I beg you to preserve Point Loma and it's property values and it's charm by not re-routing the flight path. Also, please be sensitive to PLNU and the value that brings to the area. The plane noise is VERY disruptive in general, but especially to a university. PLNU employs many people as well as serves a lot of students. The plane noise will have a direct effect on the future of the institution.

Regards,

Linda Huyard

443-994-3159

[Linda.Huyard@GracehillFarm.net](mailto:Linda.Huyard@GracehillFarm.net)

488

Response

488-01

Please see **Topical Response 11 – Point Loma.**

489

David & Kim Latham

**From:** David and Kim Latham [latham19@cox.net]  
**Sent:** Saturday, September 12, 2015 10:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Elimination of waypoint LOWMA

Dear FAA administrators:

489-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting met this week.... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and subsequent noise and safety of as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Dave & Kim Latham  
4427 Brindisi Street  
San Diego CA 92107  
[latham19@cox.net](mailto:latham19@cox.net)

489

Response

489-01

Please see **Topical Response 11 – Point Loma.**

490

Karen Coleman

**From:** k coleman [tangelo22@yahoo.com]  
**Sent:** Saturday, September 12, 2015 11:28 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Lindbergh Field Flight Path Changes

Dear FAA

I am writing to strongly recommend that you keep the current flight path out of Lindbergh Field rather than eliminate the way point LOWMA at the end of Point Loma. Doing so would cause a terrible increase in noise for several elementary schools and Nazarene University, as well as for the many residents who would be affected. There would also be the fallout from the exhaust of airplane engines accelerating, which leaves a gassy film and unpleasant and unhealthy smell under flight paths. Additionally, I've lived in San Diego long enough to remember the North Park plane disaster, and sending departing airplanes over yet more residential areas seems foolish. The LOWMA way point was instituted for good reasons, all of which still exist, and additionally for the sake and safety of peaceful neighborhoods, I strongly urge you to maintain the LOWMA way point. Thank you.

Karen Coleman

490-01

490

Response

490-01

Please see **Topical Response 11 – Point Loma**.

491

Eric Mitchell

**From:** Eric Mitchell [emitch13@gmail.com]  
**Sent:** Saturday, September 12, 2015 11:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA Waypoint

491-01

As a long-time Point Loman living in La Playa, I and my neighbors urge you to keep the current LOWMA Waypoint in place. The estimated \$7.8M in savings from reduced fuel consumption is a small price for the airline industry to pay to remain a good neighbor for the long-term.

Additional jet noise over a dense residential area will make the Sunset Cliffs, Wooded and La Playa areas a less desirable place to live.

Thank you for your consideration,  
Eric

491

Response

491-01

Please see **Topical Response 11 – Point Loma**.

492

Christina Reilly

From: Christina Reilly [lifeoreilly@me.com]  
Sent: Saturday, September 12, 2015 11:57 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Say NO!!! To the changes to AIR TRAFFIC OVER MY POINT LOMA/OCEAN BEACH HOME!!!!

I have the right to a peaceful home environment, especially since my BRAIN ANEURYSM HAS LEFT ME HOME BOUND & hyper sensitive to INCREASING HIGHER DECIBELS OF NOISE INVADING MY DAILY LIFE!!!

I implore you to help me with my severe disability & my concerns as I am unable to get the rest Required on a daily basis. The airplanes have been getting LOUDER-LOWER-FURTHER SOUTH THAN EVER BEFORE!!!

I ask you this simple question:

Should I be able TO SEE THE FACES OF THOSE PASSENGERS SEATED IN THE WINDOW SEATS OF EACH FLIGHT EACH MORNING AS EARLY AS 6:30am?!!!!!!

That is just WRONG!!

Protect my privacy, my right to live in a peaceful environment with unnecessary disturbances. My disability is worsened by the increased noise levels.  
Feel free to contact me directly.

C. Reilly

Sent from: [Lifeoreilly@sbcglobal.net](mailto:Lifeoreilly@sbcglobal.net)

492-01

492

Response

492-01

Please see **Topical Response 11 – Point Loma.**

493

Martha Tyson

From: Martha Tyson [martha.tyson@gmail.com]  
Sent: Sunday, September 13, 2015 12:46 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight Paths Pt Loma

At the cost of our health, our safety and our homes and property values I see you plan to allow flight patterns to change so that planes' trajectories will cut over all of apt Loma.

Or Loma elevations are higher as you move through to La Playa. Do you intend to make air traffic climb considerably higher to adequately avoid being told close to these multi-Million dollar homes??

We expect that you will double pane our windows against this noise and pollution as you have the other parts of Pt Loma.

We get soot from planes now as you sneak closer and closer everyday. How about an air filter as well? Don't forget that schools and the children there will be adversely affected.  
Will you pay for the doctor bills?

Just to save YOU money!! How callous! Lives will be shortened; there will be sickness and suffering. Do not risk our lives!!

Bem Bom!

493-01

493

Response

493-01

Please see **Topical Response 11 – Point Loma.**

494

Scott Verhage

From: Scott Verhage [sverhages1@aol.com]  
Sent: Sunday, September 13, 2015 12:52 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Please do not allow departure traffic closer to Point Loma

494-01

Please do not allow SIDs to encroach anymore on our community. It is NOT worth fuel/money savings to allow full size commercial planes to further noise pollute our community. Thank you for your consideration.

Scott Verhage

Sent from my iPhone

494

Response

494-01

Please see **Topical Response 11 – Point Loma.**

495

Harry Carter

**From:** Harry Carter [harryleecarter@gmail.com]  
**Sent:** Sunday, September 13, 2015 3:56 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Change in Point Loma air traffic

495-01

I understand Waypoint LOWMA is being considered for elimination. This change will cause aircraft to now turn across Point Loma from waypoint JETTI.

We moved to this area to get out from under the San Diego Airport flight path. Now, again, our home will be subjected to noise levels that were not present when we purchased it. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that reason for this change is fuel savings for airlines. While that is a valid consideration, it is certainly outweighed by the noise, dirt, and pollution caused by this unnecessary change. While I realize the increased risk to my neighborhood is not great, it is non the less increased and not for not good reasons.

If you have any questions about this email - please contact me,

Very truly yours,  
Harry Carter

495

Response

495-01

Please see **Topical Response 11 – Point Loma.**

496

Steven Doctor

**From:** Steve Doctor [csdoctor01@gmail.com]  
**Sent:** Sunday, September 13, 2015 1:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA Corner

To the FAA,

Words cannot fully capture the profound negative impact on the quality of life for all of the residents in Point Loma who'd be affected by the proposed cutting of the LOWMA corner by flights from Lindbergh Field. Currently, it is bad enough living with the flights over Loma Portal and out over the beach. The notion of impacting residents further by prolonging the daily flights over the neighborhood is unthinkable.

As residents of Point Loma, we relied on the current flight paths leaving Lindbergh Field in choosing our home location. We did in fact live under the flight paths and suffered accordingly. We were fortunate enough to have relocated at great cost to our family. It is inconceivable to think that an entire community's daily quality of life could be jeopardized for the rest of time in order for the Airlines to save some money on fuel. The notion, frankly, is outrageous and incongruous with Government supposedly Of, By and For the People.

Respectfully, any change to the current flight plans out of Lindbergh Field will be met with the strongest opposition possible by the collective will of the Point Loma community. Imagine the thousands of students at Point Loma Nazarene University impacted during their classes due to jet noise, it is a ridiculous notion.

This proposed change cannot be allowed to go through.

--

Steven Doctor, President  
C&SD Construction, Inc.

619.787.6270 cell  
619.220.4161office

619.220.4165 fax

496

Response

496-01

Please see **Topical Response 11 – Point Loma.**

497

Geoff Rose

**From:** Geoff Rose [geoffrose@cox.net]  
**Sent:** Sunday, September 13, 2015 2:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Point Loma Flight Path Change

My name is Geoff Rose, and I am a long time resident of Point Loma. I have lived here for the better part of 40 years, and believe it to be one of the finest places to live, in America. The only drawback that could possibly be mentioned, in an otherwise idyllic setting, is the jet engine noise generated by the flights from Lindberg field. But, thanks to a fairly narrow flight corridor and somewhat quieter jet engines, this small irritation is quickly overlooked.

However, I just received news that this flight corridor is now going to be modified, to allow the jets to make turns prior to exiting our airspace, to the west. I can't begin to express my disdain for this idea, or for the individual or group responsible for even considering this. You will truly be making one of the worst decisions, regarding this airport and it's neighboring community, that anyone could ever make. I implore you, please do not do this, or take this idea any further. This idea should be quashed immediately. And, the person, or persons in charge of generating this should be terminated, immediately. This is the kind of backwards thinking that will ruin our world, one small piece of paradise at a time.

497-01

Would you like to hear a good idea? One that would improve the quality of life for people, instead of degrade it?... Why not decrease the impact of this airport on it's neighboring communities? Why not move towards quieter engines, imposing more stringent requirements on the noise they generate and the hours they can operate? Why not make them fly further west, before initiating any turns, to get completely out of earshot of our wonderful community? There are so many ways to make this situation better, and only one or two to make it worse. And clearly, you've found one of those.

Once again, I implore you, cancel this plan, burn the paper it is written on, put the ashes in a bottle, and jettison it off the planet.

If you have any questions, comments, or would like any additional ideas, which move us in a direction of improvement, please don't hesitate to contact me.

497

Response

497-01

Please see **Topical Response 11 – Point Loma.**

498

Jack Abbott

**From:** Jack Abbott [jack@oakcreektrail.com]  
**Sent:** Sunday, September 13, 2015 2:28 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** point loma

To whom it may concern,  
 I live in Point Loma, California, zip code 92107. I am extremely concerned about planned changes to the flight path over our neighborhood and how it will impact property values. LOWMA corner might save the airlines fuel, but at the cost of our lovely Point Loma neighborhood.

498-01

Please reconsider this decision that serves only to save airlines fuel, but will have a devastating impact on our homes.

Thank You,  
 Jack Abbott  
 Resident 92107

--

9921 Carmel Mountain Rd  
 Suite 505  
 San Diego, CA 92129-2813

858.480.6OAK ((6625))

This email and any files transmitted with it are proprietary and confidential. If you are not the named addressee you should not disseminate, distribute or copy this e-mail or the attached files. If you receive this in error, please contact the sender and delete the material from any computer.

498

Response

498-01

Please see **Topical Response 11 – Point Loma.**

499

Seth Newberry

**From:** Seth Newberry [SNewberry@omaorg.org]  
**Sent:** Sunday, September 13, 2015 2:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed flight path change at SAN

Dear FAA  
The Airport Subcommittee Meeting met recently to discuss the plans of the FAA to eliminate the waypoint LOWMA at the end of the point. This would enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

499-01

I am a resident of the Point Loma area. This change would have a devastating effect on our neighborhood. We have live here for years and the change would have a direct affect on the value of our property and the enjoyment of our home. We understand that the change may allow the airlines to save money on fuel, but the damage to property values would essentially make this a transfer payment from the homeowners of Point Loma to the airlines.

We implore you not to adopt the plan to cutt this LOWMA corner. It might save the airlines fuel, but at the cost of our lovely Point Loma neighborhood.

Seth Newberry  
962 Tarento Dr.  
San Diego, CA 92122

499

Response

499-01

Please see **Topical Response 11 – Point Loma.**

500

Cameron Peter

From: Cameron Peter [campeter@cox.net]  
Sent: Sunday, September 13, 2015 3:37 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Proposed plans

500-01

We do not need more. Airplane noise over our residential areas of pt Loma.  
The plane path has already caused. Wild expenditure to noises roof homes under the flight path. This plan would add much more similar type expense in the near future c peter

Sent from my iPad

500

Response

500-01

Please see **Topical Response 11 – Point Loma.**

501

Jim Anthony

**From:** JAnthonyATS [janthonyats@gmail.com]  
**Sent:** Sunday, September 13, 2015 4:47 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** air route changes proposed for SAN

501-01

Please, keep the LOWMA flight path around Point Loma, San Diego as is. The proposed change will disrupt many more residences than are already disrupted by current flight paths. These changes will save fuel costs, for sure, but those savings will go right to the bottom line of the airlines...and most likely will not be reflected in lower ticket prices for consumers. Do we really want to sacrifice the relative peace and quiet of several thousand residents to help American Airlines, Southwest, Delta and others make more profit? Let them find another way.

Jim A.  
 656 San Elijo St.  
 San Diego, CA 92106

501

Response

501-01

Please see **Topical Response 11 – Point Loma.**

502

Katharine Schoolov

**From:** Katharine Schoolov [kschoolov@gmail.com]  
**Sent:** Sunday, September 13, 2015 4:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Please keep the LOWMAA waypoint

502-01

As a member of the Ocean Beach community, I am requesting that you please keep the LOWMAA waypoint in place for flight paths. My family would be greatly distressed and disturbed to have more air traffic noise over our home. Please consider the peacefulness of one of San Diego's most beloved communities. Thank you.

---  
 Katie Schoolov  
 Video Journalist  
 KPBS  
 858.922.7332  
 5200 Campanile Drive  
 San Diego, CA 92107  
 kpbs.org

502

Response

502-01

Please see **Topical Response 11 – Point Loma.**

503

Elizabeth and Randy Peterson

From: Liz Peterson [lizpeterson@cox.net]  
Sent: Sunday, September 13, 2015 7:00 PM  
To: 9-ANM-SoCalOAPM (FAA); [lizpeterson@cox.net](mailto:lizpeterson@cox.net)  
Subject: new route over Point Loma

503-01

As a homeowner and concerned citizen i would like to ask you to reconsider the flight path revision over Point Loma..we are also concerned that our property values will decrease with this change.. we purposely moved OUT of the flight path at a great cost to us. We respectfully ask you to reconsider this flight path change Thankyou Elizabeth and Randy Peterson  
910 Gage Drive  
San diego CA 92106  
619 226-6221

503

Response

503-01

Please see **Topical Response 11 – Point Loma.**

504

Ann Ward

From: Ann Ward [annward8@gmail.com]  
Sent: Sunday, September 13, 2015 9:32 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: airplane noise in Culver City

504-01

I bought my house in Culver City to be away from airport noise. I thought flight patterns and runways at LAX were set to go a certain direction. I hate noise pollution and waste or fuel that falls from planes. Please do not change flight patterns. LAX should not be expanded.  
sincerely,  
Ann Ward  
10739 Cranks Road  
Culver City, CA 90230

504

Response

504-01

Please see **Topical Response 09 – LAX North Arrivals.**

505

Graham Thorley

**From:** Graham Thorley [graham.thorley@sbcglobal.net]  
**Sent:** Sunday, September 13, 2015 9:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comment on CRQ Metroplex Info

Comment on the FAA request for Comments on the Metroplex presentation packet.

I would like to comment on the lack of relevant and understandable information on the FAA Metroplex information center regarding McClellan-Palomar Airport (CRQ).

According to all the FAA representatives I spoke with at the June 22, 2015, FAA Metroplex Workshop in San Diego, CA (other than the "East Approach" from out over the Pacific Ocean going over Vista is now changing to come directly over Carlsbad into CRQ) there are no other changes for CRQ. Additionally, every FAA representative who was asked "*does this have anything to do with NextGEN*", 100% stated this has nothing to do with NexGEN; we are only making some slight changes/clean up for safety and NextGen is not a consideration in this meeting.

505-01

Now based on information in the news media, the above seems to not be correct. Metroplex is directly related to NextGen. Therefore, concerning CRQ, it must be asked what other information in the FAA Metroplex information is not correct and or missing? This question is especially relevant since San Diego County and the FAA have been working on the extension/relocation of CRQ runway for years to allow CRQ to handle larger and larger commercial jets. Without the missing information being included, the Metroplex presentation is incomplete and frankly not ready for prime time. The information is willfully inadequate and lacking of information to allow for thoughtful comment, e.g., as CRQ expands how much can the population around CRQ expect its property value to decrease. Is the property devaluation as stated in the FAA sponsored Booze-Allen & Hamilton report 18.6% or is it 15.1 to 41.6% as is stated in the Bell Report prepared for the Orange County Board of Supervisors for property around SNA.

505-02

Compound the above with - since 2002, the FAA and CRQ has promised to solve the aircraft noise issue around CRQ — a Design Class B Certified Airport. As such and according to the FAA safety directives, CRQ is in violation of FAA safety regulations every time a Design Class C or D aircraft routinely lands at CRQ. To date, neither the FAA nor CRQ has done anything to prevent the noise or enforced the C & D plane safety violations. Why?

505-03

I could go on and on, but the bottom line is before any decision can or is made on the FAA Metroplex proposal, a more open forum must be undertaken by the FAA to allow all the concerns and questions expressed and answered publicly. To do anything else is unacceptable.

Thank you for the opportunity to comment and looking forward to a more open discussion in the future.

Graham R. Thorley  
[graham.thorley@sbcglobal.net](mailto:graham.thorley@sbcglobal.net)

505

Response

505-01

The commenter states he was provided inaccurate information referencing NextGen and the SoCal Metroplex Project during an FAA public workshop. The discussion regarding NextGen program and the Metroplex Initiative can be found in Sections 1.2.5 and 1.2.6 of the EA.

Regarding the extension/relocation of the runway at McClellan-Palomar Airport (CRQ), the Proposed Action consists of airspace procedures and would not involve land acquisition or physical changes to the environment resulting from ground disturbance or construction activities, including any facilities such as additional runways or taxiways, or require permitting, other approvals, or actions on a state or local level. Please see Sections 2.4 and 4.2 and Chapter 5 of the EA. Further, while the 1975 and 1997 McClellan-Palomar Airport Master Plans (and presumably the 2015 Master Plan update) identify a runway extension as being necessary to meet future demand at CRQ, the runway extension has never been approved, and no activity required to further this project (e.g., NEPA/CEQA environmental documentation specifically for a runway extension project, approval and issuance of appropriate permits by San Diego County, etc.) has ever been undertaken. Accordingly, a runway extension at CRQ is not considered a reasonably foreseeable future action for purposes of this EA and was not evaluated as part of the cumulative impacts analysis.

Neither the Booz Allen Hamilton Report nor the Bell Report referenced by the commenter is related to the SoCal Metroplex Project.

505-02

Please see **Topical Response 05 – Purpose and Need**.

505-03

The commenter is concerned that before the FAA makes a final decision, a more open forum be undertaken. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. The FAA engaged in extensive public outreach for the SoCal Metroplex Project, including public notifications, notices in major newspapers throughout the General Study Area, a 120-day public review and comment period of the Draft EA, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. Please see Appendix A to the EA for information on public outreach conducted for the EA.

506

Tali Tuchin

From: Tali Tuchin [ttuchin@yahoo.com]  
 Sent: Sunday, September 13, 2015 9:52 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Proposed Changes to SD Flight Path

Dear FAA,

My family lives at the southernmost end of Point Loma in San Diego and we are concerned about the proposed changes to the flight path. As I understand it, the proposed new path will have planes make a tighter turn over Point Loma.

506-01

Based on the map, it is clear that the planes will fly closer to our neighborhood and thus generate extra noise for us and our neighbors. We lived for 12 years under the flight path and recent moved south to avoid it--too many early mornings and woken babies.

Please consider the adverse impact on our peaceful neighborhood of changing the flight path as proposed.

Regards,  
 Tali Tuchin

506

Response

506-01

Please see **Topical Response 11 – Point Loma.**

507

Gayle Nuffer

**From:** Gayle Nuffer [gaylenuffer@gmail.com]  
**Sent:** Sunday, September 13, 2015 10:30 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA proposed changes - San Diego

507-01

To start: your documents that I'd like to read are in .kml. Who has that on their home computer?? How about either .pdf or .doc so we can READ what you are talking about. And the map scale is too big. Do it by region showing new flight paths.

I can't comment unless I can see the data. And don't think I'm against it - I come from a family of pilots. Your website should have a link to each map for each region and documents we can read. Otherwise, what is the use of extending the public comment period? Plus, you should do some PR where it really looks like you are trying to communicate with the public.

Thank you,  
 Gayle Nuffer  
 Point Loma - San Diego CA

507

Response

507-01

Please see **Topical Response 08 – Supplemental Materials.**

508

Matthew Winks

**From:** Matthew Winks [mattwinks@gmail.com]  
**Sent:** Sunday, September 13, 2015 11:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Overflights Complaint - 9/13/15

Overflights by passenger jets are definitely lower, louder and more frequent today. Here's a *sample* of a dozen large passenger jets in under an hour, all under 7600 feet directly above my house.

508-01

What's the best way to stop this new traffic pattern?

What's the best way to report overflight complaints?

**Please re-direct traffic to the old traffic pattern until you get residents' buy in on the new, invasive pattern.**

Thank you,

Matthew Winks  
4120 Madison Ave.  
Culver City, CA 90232

2:53pm white/blue under, 2 engines flanking tail

2:55pm white/light blue tail (KLM?) A380

2:59pm white, two wing engines

3:01pm white/blue under, 2 engines flanking tail

3:03pm white, 2 wing engines

3:13PM SWA2591, 737-300

3:24PM EVA620, 747

3:26pm AAR204, 747

3:34pm , ROU1880, A319, 5500 ft

3:49pm, HAL10, A330-200, 5,250 ft

3:51pm, WJA1510, 737-700, 6,200 ft

3:54pm, EVA12, 777-300, 7600 ft

1

508

Response

508-01

Please see **Topical Response 09 – LAX North Arrivals.**

509

Carlos & Reva Royal

From: Reva Royal [revaroyal@me.com]  
 Sent: Sunday, September 13, 2015 11:39 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
 Subject: Elimination of waypoint LOWMA

Dear FAA administrators:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week.. My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

509-01

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Carlos & Reva Royal  
 1134 Catalina Blvd  
 San Diego CA 92107  
[Revaroyal@att.net](mailto:Revaroyal@att.net)

509

Response

509-01

Please see **Topical Response 11 – Point Loma.**

510

Adonia Hsu

**From:** Adonia Hsu [adoniahsu@yahoo.com]  
**Sent:** Monday, September 14, 2015 12:43 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Elimination of waypoint LOWMA

Dear FAA administrators:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week.... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

510-01

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Adonia Hsu  
 4420 Brindisi St.  
 San Diego, CA 92107  
[Adoniahsu@yahoo.com](mailto:Adoniahsu@yahoo.com)

510

Response

510-01

Please see **Topical Response 11 – Point Loma.**

511

Francis Ruffy

**From:** Francis Ruffy [franruffy@yahoo.com]  
**Sent:** Monday, September 14, 2015 12:46 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Elimination of waypoint LOWMA

Dear FAA administrators:

511-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Francis Ruffy  
4420 Brindisi Street  
San Diego CA 92107  
[Franruffy@yahoo.com](mailto:Franruffy@yahoo.com)

511

Response

511-01

Please see **Topical Response 11 – Point Loma.**

512

Laura G. Zagar

**From:** Laura Zagar [lauragzagar@gmail.com]  
**Sent:** Monday, September 14, 2015 4:06 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments re: Proposed Change in SD Airport Flightpath

To whom it may concern:

512-01

I write in opposition of the proposed changes to the San Diego Airport Flight Path. I live on Sorrento Drive in the Sunset Cliffs area, a few blocks up the hill from Sunset Cliffs. Our family purchased our home and paid a premium for being out of the flight path in Point Loma. We opted to do so for a reduced amount of noise and for concerns regarding safety and avoiding the discharge of fuel and exhaust from the planes. The proposed change could adversely impact that value of our home, and have significant environmental and safety impacts to our community.

512-02

I only learned of this proposed change through a neighbor, and thus am concerned that there is insufficient notice of this proposed change that could have substantial impacts on our community. At a minimum, there should be a fully-noticed public hearing on this issue only held in the Point Loma Community.

512-03

Importantly, the Sunset Cliffs community is particularly at risk from a safety perspective. While Sunset Cliffs may not have the civilian airport traffic, we experience substantial air traffic from the Navy that closely follows the coastline in this part of the neighborhood. It then veers west south of the OB Pier/San Diego River area and is not heard in the greater Ocean Beach area. This raises two concerns: (1) we should not now also have deal with the air traffic from a major civilian airport (as this helicopter traffic is not as close to the current flight path; and (2) there are substantial safety concerns if a plane from the airport were to collide in close proximity to our homes from the Navy. Any proposed change in the flight path must address and resolve this potential safety issue, and the Navy may need to change the route of its helicopter traffic between North Island and Pendleton and other destinations to the north -- at the expense of the taxpayers.

512-04

Finally, any change implemented by the airport flight path must result in noise reduction measures paid for by the airlines, airport, and City of San Diego to mitigate the increased noise in the community. I would assume that the such cost could substantially decrease the profits recouped by this flight path.

In sum, keep the flight path exactly where it is. Any change is only profit-driven not warranted. It has been there for many years, and a vast majority of the Point Loma residents bought their homes and made choices based on this flight path. A change at this point is unwarranted, particularly for such nominal savings when spread across the variety of airline companies leaving from San Diego Airport. In fact, it merely only transfers the loss from the airlines to the impacted Point Loma residents, who are less able to absorb the cost than large airline companies.

Laura G. Zagar  
 1045 Sorrento Drive  
 San Diego, CA 92107

512

Response

512-01

Please see **Topical Response 11 – Point Loma.**

512-02

Please see **Topical Response 11 – Point Loma.**

512-03

Please see **Topical Response 11 – Point Loma.**

512-04

Please see **Topical Response 11 – Point Loma.**

513

Matthew Naiman

**From:** Matt Naiman [mattnaiman@cox.net]  
**Sent:** Monday, September 14, 2015 5:14 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed changes to outbound Lindberg traffic

Dear FAA,

I am writing to you to express my concern over the proposed FAA changes to the current outbound airport traffic route from Lindbergh Field. Specifically, I am objecting to the proposed elimination of waypoint LOWMA to the south which currently directs outbound flights south, over the Strand, which is a relatively desolate area impacting few people.

513-01

The elimination of Waypoint LOWMA, as proposed, will very likely redirect much of this traffic directly over The Cabrillo National Monument which is both a National Monument and a major attraction for both residents and tourists visiting San Diego. Please don't allow the pristine beauty of this park to be ruined by outbound jet noise. Spoiling a major tourist attraction to save a relatively small amount of money on jet fuel is also penny wise and pound foolish. Despite a recovering economy, in 2012, tourism generated \$18.3 billion in economic impact for the San Diego region. (Source: CIC Research, Inc., An Economic Impact & Fiscal Revenue Analysis of San Diego Visitors, 2011). Please don't do something that could potentially cost the local economy (and the airlines) a lot more than you are attempting to save by degrading a major local tourist attraction.

Thank You.  
Matthew Naiman

513

Response

513-01

Please see **Topical Response 11 – Point Loma.**

514

Erik Sattler

**From:** Erik Sattler [eriksattler@gmail.com]  
**Sent:** Monday, September 14, 2015 5:16 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Airport flight route changes

To Whom it may Concern,

I live in the San Diego Ocean Beach/Point Loma Area. I just learned about the soon to be changed flight routes as the LOWMA waypoint is planned to be removed.

It is my understanding that this means a couple of main things:

1. No San Diego resident will be less affected by airplane noise  
2. Several thousand additional San Diego residents will be negatively affected by this change.

514-01

I urge you to please keep the LOWMA waypoint! Removing it will have a great negative impact on our community in terms of public health, property values, sanity.

Thank you for hearing my opposition.  
Kind regards,  
Erik Sattler

\*\*\*\*\*  
Erik Sattler  
619-663-9737

514

Response

514-01

Please see **Topical Response 11 – Point Loma.**

515

Karen Mudgett

From: Karen [kmudgett@gmail.com]  
 Sent: Monday, September 14, 2015 2:13 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Please keep LOWMA Waypoint

Good morning,

515-01

I have just returned to Point Loma after being away 13 years and there has been an increase in plane activity/noise over my house. I understand that there is a proposal to change the waypoint in order to save fuel costs. I urge you to consider the neighborhoods that will be affected. Please keep the LOWMA waypoint!

Karen Mudgett  
 1065 Alexandria Dr.  
 San Diego, Ca 92107

Sent from my iPad

515

Response

515-01

Please see **Topical Response 11 – Point Loma.**

516

Russ Valone

**From:** [rvalone@outlook.com](mailto:rvalone@outlook.com) [rvalone@outlook.com] on behalf of Russ Valone [rvalone@marketpointe.com]  
**Sent:** Monday, September 14, 2015 4:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Sandy Valone  
**Subject:** New Flight Path

516-01

So the FAA wants to save the airlines \$7.8 million in fuel cost. But at what cost? Hundreds of households that live on Point Loma will soon be subjected to ever increasing noise pollution as jets cut across the heart of the Point on their way to ZOOO. As a resident who moved here six years ago to get away from the approach flight path I am really distressed. When I bought my home in South Park I knew the flight path and was willing to accept it, but after 20 years, I moved away with the one key factor in my decision to purchase a new home was to stay away from the flight path. Now you want to move it right back over my head.

Another consideration of the proposed flight path is the potential impact to national security. The new path flies right over North Island Naval Air Station. Smart move to save the airlines a little money.

As you can tell by the above I object to the proposed flight path and will do all I can to stop it, starting with contact as many people living on the Point to inform them of this change which powers to be have been quietly pushing.

*Russ Valone*

619-818-8100 (cell)  
[RValone@marketpointe.com](mailto:RValone@marketpointe.com)

516

Response

516-01

Please see **Topical Response 11 – Point Loma.**

517

David Horwitz

From: NachoNeal [nachoneal@gmail.com]  
Sent: Monday, September 14, 2015 4:02 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight path request

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Dear Sir \ Madam:

517-01

We understand that you have a proposed change in flight path to cut over Point Loma, in San Diego. Please do not do so. Even though cutting over our property will save the airlines 7 million dollars, we will suffer from the noise. Thank you for considering my request.

David Horwitz  
4124 Hill Street  
San Diego, CA 92107  
Thank you.

517

Response

517-01

Please see **Topical Response 11 – Point Loma.**

518

Dianne Randquist

From: Dianne Randquist [drandmann@aol.com]  
Sent: Monday, September 14, 2015 4:08 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: [kevinfaulconer@sandiego.ca](mailto:kevinfaulconer@sandiego.ca)  
Subject: Flight path changes

518-01

Thank you for reading this email. I am against the proposed flight path changes. I am extremely concerned about the safety for the airplane passengers and the community on the ground if these changes are allowed. These changes put too many people in harms way by having the planes make more difficult and steeper turns.

Do not allow these changes.

Dianne Randquist

Sent from my iPad

518

Response

518-01

Thank you for your comment.

519

William Randquist

From: William Randquist [wrandquist@aol.com]  
 Sent: Monday, September 14, 2015 4:10 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: [kevinfaulconer@sandiego.ca](mailto:kevinfaulconer@sandiego.ca)  
 Subject: Flight changes

519-01

Thank you for reading this email. I am against the proposed flight path changes. I am extremely concerned about the safety for the airplane passengers and the community on the ground if these changes are allowed. These changes put too many people in harms way by having the planes make more difficult and steeper turns.

Do not allow these changes.

Bill Randquist

Sent from my iPad

519

Response

519-01

Thank you for your comment.

520

Meredith Pung

**From:** Meredith Pung [meredithpung@yahoo.com]  
**Sent:** Monday, September 14, 2015 5:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** objection to proposed SAN flight path changes

Dear FAA:

520-01

I am writing to voice my strong object to the FAA's plans to eliminate the waypoint LOWMA at the end of the Point Loma in San Diego, CA. As I understand it, this would enable planes to cut a harder southern turn across Point Loma from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.) Thus, our community would bear the brunt of having planes departing from SAN pass over our community TWO TIMES per flight. It is unacceptable for our community to be doubly impacted by departing flights.

We purchased our house specifically based on the fact that it was NOT in the flight path, due to our concerns of health, safety, and excessive noise being associated with homes directly under the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased our home. Additionally, our property value will be negatively impacted due to the proposed air traffic and subsequent noise.

I respectfully request that you reconsider the proposed change to eliminate waypoint LOWMA so as not to subject our community to two flyovers over Point Loma per take off. Thank you.

Regards,  
 Meredith Pung  
 750 Tarento Drive  
 San Diego, CA 92106

(858) 243-0053

520

Response

520-01

Please see **Topical Response 11 – Point Loma.**

521

Amy Palmer

**From:** Amy Palmer [amy@digitallionmarketing.com]  
**Sent:** Monday, September 14, 2015 5:37 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** A resident of Culver City, CA

To Whom it May Concern,

I live in Culver City next to Farragut High School in which your plan proposes to make the new flight path. I can't tell you how upsetting this has been to me and my family. For the past month we've been disturbed already by more and more planes flying at lower altitudes. The noise is constant and relentless and I don't want my 5 year old child to spend both his home and school life disrupted by the noise and pollution.

521-01

Culver City is a place where people leave their windows open to enjoy the cross breeze and cool air instead of having actual air conditioning units. This just adds to the level of frustration that we may now need to keep our windows closed to help alleviate the noise and pollution. Not to mention this will bring our property values down at a time when this city is thriving.

Please reconsider this flight path.

Sincerely,

Amy Palmer  
11118 Garfield Ave  
Culver City, CA 90230

521

Response

521-01

Please see **Topical Response 09 – LAX North Arrivals.**

522

Matt Heidt

**From:** Matt Heidt [mheidt@gmail.com]  
**Sent:** Monday, September 14, 2015 6:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Diane Sullivan  
**Subject:** LOWMA Waypoint Change

I am writing as a resident of Pt. Loma (San Diego), CA that would be affected by the proposed changes to the route of air traffic exiting the San Diego Lindbergh Field Airport (SAN). In the interests of safety and noise pollution, this change to route traffic south to waypoint ZZOOO without having to loop around waypoint LOWMA would put more homes at risk and harm property values markedly. It seems clear that flying over the SD river and Mission Bay would require less altitude margin at takeoff and keep planes from flying lower over populated areas while making sharp turns during takeoff procedures.

522-01

There is also no question that those of us who have purchased homes in the affected area at higher prices compared to those in the current flightpath would be severely impacted. Valuations would be reduced due to the safety and noise issues that would ensue. We used to live in the existing flightpath and saved long and hard to buy outside of it. Those efforts would be penalized by this change and the lost valuation would greatly exceed the fuel savings of \$7.8MM.

Let me state clearly: I oppose the changes to the SAN flightpath!

Sincerely,

Matthew Heidt  
4472 Granger St. San Diego, CA 92107

522

Response

522-01

Please see **Topical Response 11 – Point Loma.**

523

Susan Frazee

From: Susan Frazee [sufrazee@cox.net]  
 Sent: Monday, September 14, 2015 7:07 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Changing route of planes over Point Loma

To whom it may concern,

523-01

I have just learned of a proposal to change the route of airplane traffic over Point Loma. This is quite disturbing news. I am a resident of the wooded area in Point Loma and the noise of an airplane flying over the point is very loud. We purchased our home in this area years ago with the understanding that the air traffic is well established as it is now. I believe the change of route would negatively impact this neighborhood and I cannot support it.

Is there another way to cut costs in fuel if this is indeed the reason for making this change? Is the practice of dumping fuel still being used? What other measures are being taken to better use fuel?

Sincerely,  
 Susan Frazee

523

Response

523-01

Please see **Topical Response 11 – Point Loma.**

524

Rachael Fernandez

**From:** Rachael Fernandez [rachaelf@mail.com]  
**Sent:** Monday, September 14, 2015 10:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Eliminating waypoint in Point Loma CA.

To whom it may concern,

I urge you to stop the proposed changes to the flight path in Point Loma.

Our neighborhood is already impacted on a daily basis with excessive military training noise from the numerous military installations. We are completely against the redrawing of approved flight plans and find the cost savings not to be justified in the excessive noise and risks associated with potential jet traffic.

524-01

The Airport Subcommittee Meeting met today to discuss the plans of the FAA to eliminate the waypoint LOWMA at the end of the point. This would enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

As the attached map shows, the black line is the current route and the white line shows the future route. Though planes currently cannot handle such a tight turn, this change will indeed bring more air traffic over Point Loma, especially PLNU and the Wooded Area.

Please do not approve such a detrimental change to endanger our neighborhood.

Best,  
 Rachael Fernandez  
 690 Gage Drive  
 San Diego, CA 92106

619-823-8585

Sent from my iPhone

524

Response

524-01

Please see **Topical Response 11 – Point Loma.**

525

Cathy Sevel

**From:** Cathy Sevel [cathysevel@gmail.com]  
**Sent:** Monday, September 14, 2015 10:52 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to change in flight path over Point Loma in San Diego

Dear FAA,

I am EXTREMELY opposed to the idea of changing the flight path over Point Loma as flights leave the San Diego Airport. I live on Trumbull St. in Point Loma and there is already a lot of jet noise in this neighborhood.

With the proposed flight path I feel it would be major safety issues for the jets due to such tight turns that would be needed for them to make.

Not only that, the biggest concern I have is more noise from the jets. We have been here since 2009 and bought our home in this area so we wouldn't get as much jet noise.

Besides that it would seem that the new proposed flight path would be a huge concern for North Island and the military planes.

It would also cost the Port District huge amounts of money for soundproofing of more homes that would be affected by these flight path changes.

I urge you as strongly as I can to please NOT change the flight path for the sake of saving the airlines money. There have to be other options!

Sincerely,  
Catherine Sevel  
3430 Trumbull St.  
San Diego, CA 92106

525-01

525

Response

525-01

Please see **Topical Response 11 – Point Loma.**

526

Karen Hayes

**From:** Karen Hayes [KMHayes@cpfcloan.com]  
**Sent:** Monday, September 14, 2015 11:05 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma Flight Path - San Diego

As I am sure you are aware, many of us on Point Loma bought the home locations we have and paid greatly for the privilege of NOT being in the flight path...

526-01

WHY would you jeopardize the quality of our lives and the values of our homes by a change to put us under the planes. I have lived here for almost 15 years for the peace and quiet the Wooded Area affords me and my family.

Please do NOT allow this change to occur!!!!

*Karen M. Hayes*  
*Broker, President*  
*The Coastal Pacific Group*  
2907 Shelter Island Drive, Suite 105  
San Diego, CA 92106

619-987-6957                      Mobile

619-342-9779                      Fax

526

Response

526-01

Please see **Topical Response 11 – Point Loma.**

527

Matt Hiland

**From:** Matt Hiland [matthiland@gmail.com]  
**Sent:** Monday, September 14, 2015 11:32 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airport flight path redirection

527-01

The new proposal to redirect the flight path to allow planes to turn prior to exiting the neighborhood of Point Loma and Ocean Beach is the worst Idea I have ever heard. I bought a house on Tennyson street in 2010 in the direct path of the plane. Recently I was able to purchase a house on Santa Cruz street on August 10, 2015 for the sole purpose of getting out of the flight path. This house was 300k more than the previous house partially because it is more out of the flight path. This will dramatically reduce the housing value in my new neighborhood. I will fight this plan with everything I have.

Matt Hiland

(619)599-4063

527

Response

527-01

Please see **Topical Response 11 – Point Loma.**

528

Captain Dennis Berg

From: dennis berg [dberg001@gmail.com]  
Sent: Monday, September 14, 2015 11:52 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: noise

Dear FAA:

528-01

I am a retired airline captain having flown for over 30 years and retired in the Point Loma area. It is my understanding that you are proposing a new flight path over our area to save the airlines money on fuel costs. Might I suggest another option. After those 30+ years flying for United Airlines, being a certified FAA line check airman breaking in new captains and first officers I retired to my hometown. In our area 24/7 we hear the departures starting at 6:30 every morning coming over the departure fixes and turning north or south depending on destination. If the proposed departure which turns south and is heading east is allowed to cut short and head directly over the Pt Loma peninsula instead of looping farther out over the ocean and climbing before turning east the noise that will be created will be extremely disturbing to say the least to thousands of residents. The option I mentioned above is to have the airlines who stole pension monies from loyal, longterm employees by canceling promised pensions, terminating stock plans worth millions and upper (mis) management putting millions in their pockets as congratulatory kudos for taking the carriers to leaner meaner money makers pay the minimal difference in fuel costs, and for a change have a government entity consider the citizens' comfort and peace. Are you concerned about the airlines costs? I know if the pilots would reduce power/thrust on departure until out of range, fuel would definitely be saved. Yes, it could add a few minutes to the flight plan but at reduced thrust the fuel savings would still be there and there wouldn't be lot of residents upset by a new proposed flight plan. Please consider something different. The proposed new routing would save a little fuel but certainly upset thousands of longterm residents. Put yourselves and families in our position and for once, consider the people and not the greedy corporations and their bottom lines. With a considerate plan it could work for everyone.

Captain Dennis Berg

(retired)

528

Response

528-01

Please see **Topical Response 11 – Point Loma.**  
Please also see **Topical Response 05 – Purpose and Need.**

529

Laura Dennison

**From:** Laura Dennison [lauradennison@mac.com]  
**Sent:** Tuesday, September 15, 2015 12:20 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex EA proposed flight path

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057  
Email: [9-ANM-SoCalOAPM@faa.gov](mailto:9-ANM-SoCalOAPM@faa.gov)

Dear Sir or Madam,

I have attempted to understand the SoCal Metroplex EA's proposed flight path that exits the San Diego Airport headed northwest, and eventually curves and heads south and then east. I understand that the elimination of "waypoint LOWMA" and the addition of "waypoint ZZOOO" will allow eligible airplanes to fly over the southern portion of the Point Loma Peninsula.

With Father and Mother interred in the Ft. Rosecrans National Cemetery, I am very upset. I understand that, according to your acoustic modeling, the mean, median or average decibel level will not be much affected, but I will tell you that the individual spikes in aircraft noise will definitely be noticed and will interfere with Veterans funerals, memorials, contemplation, and prayer.

529-01

Can you imagine sitting in the front row, your Veteran husband or wife has died, the chaplain is praying or eulogizing your deceased spouse, and has to pause — every 1-2 minutes — for the commercial plane to fly over. Can you imagine this happening 5 times during the service? or 10 times? or 20 times? And this is to make our airspace more "efficient." I think our Veterans deserve better than "efficient." They deserve our respect.

Although you may dismiss this letter because the proposed flight path does not *technically* fly over the cemetery. However, I currently live in Ocean Beach and knew that airplane noise would be an issue. Our condo is at least a mile from the *technically* current flight path, and conversation is often stopped by a plane flying nearby. So it is easy to imagine how awful this would be if this were my husband's funeral.

In summary, please respect our deceased Veterans and their surviving loved ones. *Do not eliminate* "waypoint LOWMA." Please *require* the planes leaving San Diego to fly south and *not turn* over the Point Loma Peninsula.

Thank you for your consideration.

*Laura Dennison*  
Email: [lauradennison@mac.com](mailto:lauradennison@mac.com)

*Home: 619-607-2007*

529

Response

529-01

Please see **Topical Response 11 – Point Loma.**

530

Frank & Katherine Greco

**From:** Kay Greco [2kgreco@cox.net]  
**Sent:** Tuesday, September 15, 2015 1:30 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Elimination of waypoint LOWMA

Dear FAA administrators:

530-01

I am writing about the proposed elimination of Waypoint LOWMA. My understanding is that this change will enable planes to make a harder southern turn across the point. We strongly oppose these changes. We feel that our home will be subjected to noise levels that we do not have presently plus the safety of the planes flying over homes & schools.

Frank & Katherine Greco  
4428 Algeciras St  
San Diego Ca 92107  
[2kgreco@cox.net](mailto:2kgreco@cox.net)

530

Response

530-01

Please see **Topical Response 11 – Point Loma.**

531

Charles Gillespie

Comment Letter 531 is the first received example of a form letter. Duplicate copies of this letter were also sent by the following individuals:

- Jennifer and Joe Caltabellotta
- Lisa Murzic
- Kim Esterly
- Steve Geyer
- Mike & Allison McCurdy
- Walt & Felicity Lima
- Valerie Michelotti
- Debbie Geyer
- Robert and Karen Ritz
- Melissa Hernholm Danzo

From: Charles Gillespie [cagillespie@gmail.com]  
Sent: Tuesday, September 15, 2015 3:10 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Please do not eliminate waypoint LOWMA

To Whom it May Concern,

531-01

As a Point Loma homeowner, living in the Wooded Section on Dudley Street across Catalina from Point Loma Nazarene, I am extremely concerned about the proposed changes to east bound flights from Lindbergh field. The current routing, which requires flights to round the point at waypoint LOWMA is a reasonable and fair compromise which reduces noise pollution, particulates and health concerns from the local schools and residences. While some theoretical fuel savings might be achieved by allowing a tighter turning radius which brings flights directly over our neighborhood, I'm sure that any actual savings would be erased by the lengthy and costly litigation, noise pollution remediation, and general reduction in quality of life in this part of San Diego.

I respectfully urge you to reconsider eliminating the LOWMA waypoint, and to instead continue the current flight patterns which have created an equitable compromise between efficiency and quality of life.

Sincerely,  
Charles Gillespie

Charles A. Gillespie, IV  
3640 Dudley Street  
San Diego, CA 92106  
619.990.8020  
Sent from my iPhone

531

## Response

531-01

Please see **Topical Response 11 – Point Loma.**

532

## Logan Banta

**From:** Logan Banta [stereoshopper@yahoo.com]  
**Sent:** Tuesday, September 15, 2015 3:26 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Please Keep Waypoint LOWMA in the San Diego Airspace

Dear FAA Representative,

532-01

I was shocked and saddened to recently learn from my neighbors about proposed changes to the flight path for airplanes departing from San Diego International Airport. It seems that the elimination of Waypoint LOWMA will permit flights to bank over many additional homes and schools in the southern Point Loma area. Many of us paid more than our neighbors in northern Point Loma for relief from the noise from departing flights. Even so, we now experience much more airport noise than several years ago. Please reconsider this change to the flight path and keep things the way they are.

Sincerely,

Logan Banta  
 822 Cordova Street  
 San Diego, CA 92107

532

## Response

532-01

Please see **Topical Response 11 – Point Loma.**

533

## Matthew Alford

**From:** Matthew Alford [wavechaser@me.com]  
**Sent:** Tuesday, September 15, 2015 4:02 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** objection to the proposed flight path change

To whom it may concern:

533-01

I urge you NOT to change the flight path over Point Loma, and to maintain the waypoint LOWMA. The noise impact on southern Point Loma of this change would be extreme; this is obvious to us who live in the neighborhood when we simply compare the noise when planes take the usual path to when they fly overhead as they would in the proposed path. As you know, there is a sharp gradient in property values within Point Loma, and we and our neighbors have paid a premium to be outside the flight path. The proposed change would drastically impact our quality of life and the value of our homes. It will also greatly impact the serene Sunset Cliffs natural area which is enjoyed by thousands.

Directing air traffic over the ocean where it is relatively unheard is well worth the small cost increase; please make this investment in minimizing noise pollution in San Diego and maintain the waypoint LOWMA.

Thank you for your consideration.

Matthew Alford, Professor, Scripps Institution of Oceanography, UC San Diego  
 1119 Alexandria Drive  
 San Diego CA 92107

533

## Response

533-01

Please see **Topical Response 11 – Point Loma.**

534

Jon Belsha

**From:** Jon Belsha [jbplbrew47@gmail.com]  
**Sent:** Tuesday, September 15, 2015 3:09 PM  
**To:** 9-ANM-SoCalOAPM (FAA); Jon Belsha  
**Subject:** LOWMA

534-01

I am a resident of Point Loma ( near the PLNU and Wooded Area).  
Please do not eliminate the LOWMA way point or make any other changes that will affect the noise levels in our neighborhood.

534

Response

534-01

Please see **Topical Response 11 – Point Loma.**

535

Julie Connolly

**From:** Julie Connolly [jgconnolly@yahoo.com]  
**Sent:** Tuesday, September 15, 2015 3:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Please do not eliminate waypoint LOWMA

535-01

FAA -  
I am writing today as a lifetime resident of Point Loma in San Diego to urge you not to eliminate waypoint LOWMA in the SoCalMetroplex flight path restructuring. Many San Diegans understand about the flight path and buy their homes accordingly. Our first home was practically at the end of the runway and we knew it was what we could afford. We saved and were able to upgrade to move further down Point Loma for our forever home. Now the planes are getting closer and closer, the Fedex prop planes fly right over our house now. Eliminating the LOWMA waypoint will allow more planes to cut the corner around JETTI and further lower my property values, and our quality of life - to help save the big airlines \$7,800,000 annually. From our perspective, this change is just another governmental move protecting corporate interests over those of the general population. Do not eliminate the LOWMA waypoint.  
I welcome your response,  
Julie Connolly  
1144 Moana Drive  
San Diego, CA 92107

619-222-0652

535

Response

535-01

Please see **Topical Response 11 – Point Loma.**

536

Barb Franklin

**From:** Barb Franklin [msbarbpl@aol.com]  
**Sent:** Tuesday, September 15, 2015 6:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Flight path changes

Dear FAA administrators:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week.

My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house specifically based of the fact that it was NOT in the flight path.

We sold two beautiful homes that the value became less, due to the flight path, in order to afford one smaller home that was not under the flight path, because the noise, air quality and jet fuel deposits were so bad. With the proposed changes, our one home will now be subjected to noise levels, bad air quality, dirt, etc., that were not present when we purchased, in addition to decreased property value, I am worried about air traffic, air quality, noise and safety as planes turn drastically, accelerate and climb over a large number of homes, schools, parks and the most historic areas of San Diego.

I understand that the driving factor of this change is fuel savings for airlines, but airlines have already increased their fee's to cover this. We have been promised, with each expansion proposal, that this type of change would never happen. We already have the air traffic from North Island. I expect the FAA to ensure that the safety of airport neighbors, and character of our neighborhoods is not drowned out by airline corporations thirst for more profit. How much do I need to loose, so that airlines can make more and more money? This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose. It appears that we are catering to the airlines regardless of what the community wants.

If you have any questions or comments about this email - please contact me.

Barb Franklin  
[Msbarbpl@aol.com](mailto:Msbarbpl@aol.com)

(619) 223-9757

Barb Franklin

536

Response

536-01

Please see **Topical Response 11 – Point Loma.**

537

Jeanine Ely

**From:** Jeanine Ely [jeanine.ely@gmail.com]  
**Sent:** Tuesday, September 15, 2015 7:46 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Eliminating New Flight Routes from Lindbergh Field over the Wooded Area of Point Loma

My husband and I purchased a home a year and a half ago on Wilcox street very close to Point Loma Nazarene. We chose the area because it was NOT in the flight path as we could have paid hundreds of thousands less to purchase a same size home under the planes but we paid a premium price to live in a quiet neighborhood without a direct plane route overhead.

The airport has already paid to have homes retrofitted with new windows and air conditioning under the current flight path and continues to do so in that area. If changes are made to the flight route the airport will be responsible to reduce our noise issues also. My lawyer will hold the responsible party, liable to pay for the reduction of value to our property if the route is changed. A change in the route will lower our property value without a doubt.

537-01

I am EXTREMELY concerned about the proposed changes to east bound flights from Lindbergh field. The current routing, which requires flights to round the point at waypoint LOWMA is a reasonable and fair compromise which reduces noise pollution, particulates and health concerns from the local schools and residences. While some theoretical fuel savings might be achieved by allowing a tighter turning radius which brings flights directly over our neighborhood, I'm sure that any actual savings would be erased by the lengthy and costly litigation, noise pollution remediation, and general reduction in quality of life in this part of San Diego.

I respectfully urge you to reconsider eliminating the LOWMA waypoint, and to instead continue the current flight patterns which have created an equitable compromise between efficiency and quality of life.

Sincerely,  
Jeanine Ely  
3635 Wilcox st. San Diego Ca 92106

537

Response

537-01

Please see **Topical Response 11 – Point Loma.**

538

Grace Olmeda

**From:** grace olmeda [gmolmeda@hotmail.com]  
**Sent:** Tuesday, September 15, 2015 7:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed FAA NextGen Flights Over Culver City

538-01

I am so concerned and deeply anguished over the proposed FAA NextGen Flights over Culver City in 2016. Culver City is not a big town, rather, it is a small town and already so congested. We have the movie studio, and more and more high technology companies are moving in. The old Howard Hughes area is fully developed bringing in more companies, more pollution and more foot traffic as well as more cars. There are so many elderly residents and retirement homes in Culver City and they do not wish to see more pollution over their city. The school children do not wish to breathe daily fumes from low flying flights flying over Culver City. There is already so much noise going on a daily basis from people, birds, banner flying planes, cars etc., we certainly do not need any more.

Please, please reconsider and help the residents of Culver City. Do not have any direct flights flying over our beloved Culver City.

Thank you,

Respectfully,

Grace Olmeda

538

Response

538-01

Please see **Topical Response 09 – LAX North Arrivals.**

539

Ken Mattocks

**From:** ken mattocks [kdmatt2@aol.com]  
**Sent:** Tuesday, September 15, 2015 9:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** flight paths

539-01

This concentration of narrow flight paths will create havoc over those neighborhoods that are affected. NW Huntington Beach (one mile north from PCH on Goldenwest street) to be specific is already a nightmare. Are these patterns being altered? Being affected by all of the local airports arrivals is not environmentally sound. The noise and air pollution levels are off the chart. The FAA should take this into account when creating these flight paths just to benefit the airlines.

The affect on the population should have greater importance than the stockholders profits. I would like to know so I can decide now whether to sell my house or not.

Ken Mattocks  
 19322 Manor Point Circle  
 Huntington Beach, Ca 92648

539

Response

539-01

Please see **Topical Response 12 – SNA Current Departures.**

540

Sean Smith

**From:** Sean Smith [seansmith510@gmail.com]  
**Sent:** Tuesday, September 15, 2015 9:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Path San Diego

Hello,

I would like to politely share my desire to keep the flight path how it is and ask that it not be changed to send Planes right over my home and place of Business.

540-01

I chose to live in Point Loma near shelter island just far enough away from the current flight path. I also work from home a few days a week and having the path changed to directly over my home would negatively effect both my personal and professional life.

Please do not change the flight path.

Thank you and best regards,

--  
*Sean E Smith*

(909) 556-4272

540

Response

540-01

Please see **Topical Response 11 – Point Loma.**

541

Jon B. Connor

**From:** Connor, Jon B. [Connor-Jon@aramark.com]  
**Sent:** Tuesday, September 15, 2015 9:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma Flight Path

541-01

Please DO NOT change flight path for outgoing San Diego planes headed East.  
This will greatly affect our quiet neighborhood that we love so much!

Regards,

Jon Connor

Sent from my iPad

541

Response

541-01

Please see **Topical Response 11 – Point Loma.**

542

Val and Jim Gilhooly

**From:** Valerie Gilhooly [valgil41@gmail.com]  
**Sent:** Tuesday, September 15, 2015 10:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Lindbergh Field, San Diego Flight Path changes

542-01

MAYDAY- MAYDAY..... The FAA & Lindbergh Airport are about to demonstrate complete disregard for the Safety concerns and interests of the Point Loma/ Peninsula Communities. The Flight Path changes will cause excessive noise, pollution, & health issues which will negatively impact neighborhoods, homes, school children, lower property values, which means lower Property Tax revenues for San Diego. All this Community devastation, to save the Airlines Fuel money to the tune of \$7,800.000 annually. Totally disgusted!

Val & Jim Gilhooly  
 Point Loma

542

Response

542-01

Please see **Topical Response 11 – Point Loma.**

543

William D. Carey, Esq.

**From:** Bill Carey [wcarey@careylawpractice.com]  
**Sent:** Tuesday, September 15, 2015 11:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New Proposed Flight Plan from San Diego International

543-01

Please keep the LOWMA waypoint. The relatively minor fuel savings that might be realized from this proposal is not significant enough to outweigh the costs associated with the plan to Point Loma homeowners and tourists. It cannot be argued that San Diego relies on tourism. A major tourist destination in San Diego is the Sunset Cliffs area in Point Loma. It appears pretty clear that tourism in this area would be adversely affected by the proposed aircraft course change. For that reason alone, the costs do not appear to outweigh the benefits.

Thank you for your consideration of my comments in opposition to the proposal.

--  
 William D. Carey, Esq.  
 Carey Law Practice  
 4690 Executive Drive, Suite 125  
 San Diego, CA 92121

858-646-0071

858-646-0072 fax  
[www.CareyLawPractice.com](http://www.CareyLawPractice.com)

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543

Response

543-01

Please see **Topical Response 11 – Point Loma.**

544

Elaine and David Larimer

**From:** Elaine Larimer [larimere@yahoo.com]  
**Sent:** Tuesday, September 15, 2015 11:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [citycouncil@newportbeachca.gov](mailto:citycouncil@newportbeachca.gov)  
**Subject:** Orange County airport noise

Dear Sir,

544-01

We have lived in our home in Newport Beach for three years. We purposely purchased an interior home of our "Castaways" neighborhood to avoid viewing planes taking off, although we could still hear them quite well. Somehow, in the last year or two, the flight pattern has changed and they are now visible to us and therefore, louder! At first we observed that this seemed to be a Sunday pattern. Then it happened more frequently and we thought maybe it was a result of wind. Now it is a regular daily occurrence. We are not only dealing with noise but the pollution it leaves behind. We cannot leave out uncovered cushions due to the black soot that is falling above us. Something has definitely changed and we were definitely not notified! Please take the time to investigate what the true flight patterns should be and how often. We are very interested in the outcome, although we were unable to attend a meeting earlier this month on the issue. I apologize for the comment delay.

Best regards,  
Elaine and David Larimer  
9 Cape Woodbury  
Newport Beach, CA 92660

544

Response

544-01

Please see **Topical Response 12 – SNA Current Departures.**

545

Dottie and Harlan Harmsen

## HARLAN AND DOTTIE HARMSEN

P.O. BOX 5887

Balboa Island, CA 92662  
949 / 675-2100

September 6, 2015

RECEIVED SEP 16 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center-Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

It has recently come to our attention that we will soon have a reorganization of flight departures from John Wayne Airport. Both the Newport City Council and the Board of Supervisors indicated they have very little input on the future plans of SoCal Metroplex EA in our area, as it is a Congressional-driven process with the FAA. Since this is a new plan for Balboa Island, we are very disturbed that we have not been personally informed by the Congress, FAA, Orange County Board of Supervisors, Newport Beach City Council of this new development.

This will be a major change in our community and we should have been personally notified of such.

As we understand the verbal and visual plan, flights will continue to fly over Balboa Island and the FAA flight pattern indicates planes will fly over the middle of the Island, between Ruby Avenue and Diamond. We live on Ruby Avenue and the proposed narrowing of the flight paths also indicates that we will get MORE fly overs than we do now. John Wayne has (as of September 2, 2015) 174 departures. They start fly overs at 7 am and finish at 10 pm. Please look at the enclosed schedule of departing flights and the photo of the FAA fly over plans to get an idea of why we are writing this letter.

We don't just have a plane fly over once an hour. They are actually minutes apart. All day long. It is impossible to enjoy our home and our patio to have a conversation.

We have had owned 120 Ruby Avenue since 1939. When the property was purchased, it was not known that the Airport would grow and grow and grow and fly over 100 plus times a day. The FAA needs to consider more than a plan for the aircraft. They have to consider the people that are being impacted by their decisions. We have 15 hours of jets, noise and pollution.

We have read the goals of the FAA and the one that concerns us most is the RNAV (more narrow, repeatable tracks) not good or healthy for any neighborhood, and it is NOT ACCEPTABLE.

The John Wayne Airport Departure Feasibility Assessment (February 28, 2013), prepared by Naverus, Inc. for the City of Newport Beach seems like a better way to proceed. It suggests flying over the Back Bay to the ocean. Please read this report. It seems to satisfy the FAA efforts for:

- Safety
- Efficiency
- Repeatability
- Maximization of congested airspaces.

Sincerely,



Dottie and Harlan Harmsen

545-01



545

## Dottie and Harlan Harmsen (continued)

## DEPARTURE INFORMATION

9/3/2015, 7:25:25 AM

| City             | Airline    | Flight | Partner                    | Time    | Status    | Terminal | Gate |
|------------------|------------|--------|----------------------------|---------|-----------|----------|------|
| Atlanta          | Delta      | DL2454 | KL6543<br>AF2945<br>VS2697 | 6:45 am | Departed  | A        | 4    |
| Chicago MDW      | Southwest  | WN2658 |                            | 6:45 am | Departed  | C        | 16   |
| Chicago ORD      | United     | UA1611 | AC5171<br>SK3974<br>EI6692 | 6:45 am | Departed  | B        | 15   |
| Chicago ORD      | US Airways | US593  | AA593                      | 6:45 am | Departed  | B        | 11   |
| Dallas Ft. Worth | American   | AA1627 | US1627<br>AS1198           | 6:45 am | Departed  | A        | 8    |
| Dallas Love      | Southwest  | WN3235 |                            | 6:45 am | Departed  | C        | 20   |
| Denver           | Southwest  | WN2996 |                            | 6:45 am | Departed  | C        | 21   |
| Los Angeles      | Southwest  | WN3235 |                            | 6:45 am | Departed  | C        | 20   |
| Minneapolis      | Delta      | DL860  |                            | 6:45 am | Departed  | A        | 2    |
| Minneapolis      | Southwest  | WN2658 |                            | 6:45 am | Departed  | C        | 16   |
| New Orleans      | Southwest  | WN3235 |                            | 6:45 am | Departed  | C        | 20   |
| Newark NJ        | United     | UA1611 | AC5171<br>SK3974<br>EI6692 | 6:45 am | Departed  | B        | 15   |
| Oakland          | Southwest  | WN2996 |                            | 6:45 am | Departed  | C        | 21   |
| Phoenix          | US Airways | US593  | AA593                      | 6:45 am | Departed  | B        | 11   |
| Phoenix          | Southwest  | WN2996 |                            | 6:45 am | Departed  | C        | 21   |
| San Antonio      | Southwest  | WN3235 |                            | 6:45 am | Departed  | C        | 20   |
| San Francisco    | United     | UA6502 | AC4267                     | 6:45 am | Cancelled | B        | 1B   |
| San Francisco    | Southwest  | WN2658 |                            | 6:45 am | Departed  | C        | 16   |
| Houston          | United     | UA321  | CM2498                     | 6:50 am | Departed  | B        | 13   |
| Miami            | United     | UA321  | CM2498                     | 6:50 am | Departed  | B        | 13   |
| Denver           | United     | UA1101 | AC5506                     | 6:56 am | Departed  | B        | 9    |
| Denver           | United     | UA1101 | AC5506                     | 6:56 am | Departed  | B        | 9    |
| Newark NJ        | United     | UA1923 | AC2214                     | 6:59 am | Departed  | B        | 14   |
| Chicago ORD      | American   | AA1215 | IB7139<br>US1215<br>BA1802 | 7:00 am | Departed  | A        | 7    |
| San Jose         | Southwest  | WN2704 |                            | 7:00 am | Departed  | C        | 17   |
| San Jose         | Southwest  | WN2704 |                            | 7:00 am | Departed  | C        | 17   |
| Seattle          | Alaska     | AS519  | DL7527<br>AF9640<br>AA7119 | 7:00 am | Departed  | A        | 5    |
| Salt Lake City   | Delta      | DL4742 |                            | 7:05 am | Departed  | A        | 3    |
| Las Vegas        | Southwest  | WN551  |                            | 7:15 am | Departed  | C        | 18   |
| New Orleans      | Southwest  | WN551  |                            | 7:15 am | Departed  | C        | 18   |
| Dallas Ft. Worth | American   | AA1342 | US1342<br>AS1138           | 7:30 am |           | A        | 10   |
| Seattle          | Southwest  | WN2652 |                            | 7:35 am |           | C        | 21   |
| Denver           | Southwest  | WN1523 |                            | 7:45 am |           | C        | 20   |
| Chicago MDW      | Southwest  | WN3064 |                            | 7:50 am |           | C        | 19   |
| Kansas City      | Southwest  | WN3064 |                            | 7:50 am |           | C        | 19   |
| Los Angeles      | Southwest  | WN3064 |                            | 7:50 am |           | C        | 19   |
| Phoenix          | Southwest  | WN3064 |                            | 7:50 am |           | C        | 19   |
| Dallas Ft. Worth | American   | AA244  | US244<br>AS1140            | 8:00 am |           | A        | 8    |
| Newark NJ        | American   | AA244  | US244<br>AS1140            | 8:00 am |           | A        | 8    |
| Seattle          | Alaska     | AS527  | AA6891<br>AF9645<br>DL7627 | 8:10 am |           | A        | 6    |
| Sacramento       | Southwest  | WN2888 |                            | 8:15 am |           | C        | 15   |
| San Francisco    | Southwest  | WN2939 |                            | 8:20 am |           | C        | 16   |

## Dottie and Harlan Harmsen (continued)

|                   |            |        |                            |          |             |   |    |
|-------------------|------------|--------|----------------------------|----------|-------------|---|----|
| San Francisco     | United     | UA322  | AC5213<br>NH7367           | 8:27 am  | Gate Change | B | 11 |
| Seattle           | United     | UA322  | AC5213<br>NH7367           | 8:27 am  | Gate Change | B | 11 |
| Atlanta           | Delta      | DL1918 | AF8757<br>KL6815<br>VS2698 | 8:30 am  |             | A | 4  |
| Houston           | United     | UA589  | CM2496                     | 8:30 am  |             | B | 12 |
| Minneapolis       | Delta      | DL1343 | KL6563<br>VS2276<br>AF3063 | 8:30 am  |             | A | 3  |
| San Jose          | Southwest  | WN1860 |                            | 8:30 am  |             | C | 17 |
| Tampa             | United     | UA589  | CM2496                     | 8:30 am  |             | B | 12 |
| Chicago ORD       | American   | AA2248 | US2248<br>BA8692<br>GF6715 | 8:55 am  | Gate Change | A | 7  |
| Dallas Love       | Southwest  | WN2474 |                            | 9:05 am  |             | C | 18 |
| Portland          | Southwest  | WN2474 |                            | 9:05 am  |             | C | 18 |
| Dallas Ft. Worth  | American   | AA1298 | US1298<br>AS1431<br>GF6495 | 9:15 am  | Cancelled   | A |    |
| Milwaukee         | Southwest  | WN2404 |                            | 9:20 am  |             | C | 19 |
| Phoenix           | Southwest  | WN2404 |                            | 9:20 am  |             | C | 19 |
| Chicago MDW       | Southwest  | WN234  |                            | 9:25 am  |             | C | 15 |
| San Francisco     | United     | UA6349 | AC4487                     | 9:28 am  |             | B | 1B |
| Cabo San Lucas    | Southwest  | WN624  |                            | 9:30 am  |             | C |    |
| Portland          | Alaska     | AS587  | DL7685<br>AA7075           | 9:30 am  |             | A | 5  |
| Mexico City       | Southwest  | WN522  |                            | 9:40 am  |             | C |    |
| Oakland           | Southwest  | WN2021 |                            | 9:45 am  |             | C | 17 |
| Seattle           | Alaska     | AS501  | KL9457<br>DL7716<br>AA6883 | 9:55 am  | 10:05 am    | A | 6  |
| Newark NJ         | US Airways | US689  | AA689                      | 10:00 am |             | B | 10 |
| Phoenix           | US Airways | US689  | AA689                      | 10:00 am |             | B | 10 |
| Sacramento        | Southwest  | WN4669 |                            | 10:00 am |             | C | 16 |
| Las Vegas         | Southwest  | WN1847 |                            | 10:05 am |             | C | 18 |
| Seattle           | Southwest  | WN1847 |                            | 10:05 am |             | C | 18 |
|                   |            |        | GF6666                     |          |             |   |    |
| Chicago ORD       | American   | AA114  | US114<br>BA7791            | 10:15 am |             | A | 8  |
| Salt Lake City    | Delta      | DL4797 |                            | 10:15 am |             | A | 3  |
| Chicago ORD       | United     | UA1155 | AC5550<br>SN8878<br>EI6693 | 10:21 am |             | B | 12 |
| Washington Dulles | United     | UA1155 | AC5550<br>SN8878<br>EI6693 | 10:21 am |             | B | 12 |
| Denver            | Southwest  | WN2433 |                            | 10:30 am |             | C | 19 |
| Hartford          | Southwest  | WN1677 |                            | 10:40 am |             | C | 15 |
| Las Vegas         | Southwest  | WN1677 |                            | 10:40 am |             | C | 15 |
| San Jose          | Southwest  | WN1677 |                            | 10:40 am |             | C | 15 |
| Dallas Ft. Worth  | American   | AA2506 | AS1168<br>US2506<br>BA1811 | 10:55 am | 11:20 am    | A | 7  |
| Phoenix           | Southwest  | WN1717 |                            | 10:55 am | 11:25 am    | C | 16 |
| Seattle           | Southwest  | WN411  |                            | 11:00 am |             | C | 17 |
| Baltimore         | Southwest  | WN1553 |                            | 11:10 am |             | C | 18 |
| Denver            | Southwest  | WN1553 |                            | 11:10 am |             | C | 18 |
| San Francisco     | Southwest  | WN1553 |                            | 11:10 am |             | C | 18 |
| Seattle           | Alaska     | AS509  | AA6947                     | 11:10 am |             | A | 6  |
| Chicago MDW       | Southwest  | WN2625 |                            | 11:15 am |             | C | 19 |
| Newark NJ         | Southwest  | WN2625 |                            | 11:15 am |             | C | 19 |
| Oakland           | Southwest  | WN2625 |                            | 11:15 am |             | C | 19 |

## Dottie and Harlan Harmsen (continued)

|                  |            |        |                            |          |   |    |
|------------------|------------|--------|----------------------------|----------|---|----|
| Boise            | United     | UA5187 | LH9239<br>AC4247           | 11:19 am | B | 1B |
| San Francisco    | United     | UA5187 | LH9239<br>AC4247           | 11:19 am | B | 1B |
| Puerto Vallarta  | Southwest  | WN763  |                            | 11:20 am | C |    |
| Houston          | United     | UA749  | CM2558                     | 11:33 am | B | 9  |
| Mexico City      | United     | UA749  | CM2558                     | 11:33 am | B | 9  |
| San Jose         | Southwest  | WN2923 |                            | 12:00 pm | C | 15 |
| Denver           | Southwest  | WN525  |                            | 12:10 pm | C | 16 |
| Las Vegas        | Southwest  | WN525  |                            | 12:10 pm | C | 16 |
| New Orleans      | Southwest  | WN525  |                            | 12:10 pm | C | 16 |
| Tucson           | Southwest  | WN525  |                            | 12:10 pm | C | 16 |
| Seattle          | Alaska     | AS513  | AA6885<br>KL9451           | 12:30 pm | A | 6  |
| Atlanta          | Delta      | DL2109 | VS2699<br>AF2791<br>KL7575 | 12:35 pm | A | 4  |
| Dallas Love      | Southwest  | WN614  |                            | 12:35 pm | C | 18 |
| Denver           | Frontier   | F9262  |                            | 12:35 pm | C | 21 |
| Phoenix          | Southwest  | WN614  |                            | 12:35 pm | C | 18 |
| San Antonio      | Southwest  | WN614  |                            | 12:35 pm | C | 18 |
| Dallas Ft. Worth | American   | AA1278 | GF4358<br>AS1172<br>US1278 | 12:36 pm | A | 8  |
| Dallas Love      | Southwest  | WN515  |                            | 12:40 pm | C | 19 |
| Denver           | Southwest  | WN2509 |                            | 12:40 pm | C | 17 |
| Denver           | US Airways | US642  | AA642                      | 12:40 pm | B | 10 |
| Phoenix          | US Airways | US642  | AA642                      | 12:40 pm | B | 10 |
| Guadalajara      | United     | UA375  | CM2011<br>LH8704           | 12:44 pm | B | 9  |
| Houston          | United     | UA375  | CM2011<br>LH8704           | 12:44 pm | B | 9  |
| Minneapolis      | Delta      | DL2851 | KL7155<br>VS2275           | 1:00 pm  | A | 3  |
| Denver           | United     | UA265  | LH9071<br>AC5027           | 1:03 pm  | B | 11 |
| Salt Lake City   | Delta      | DL2509 | AF9101<br>KL8245           | 1:38 pm  | A | 5  |
| Chicago ORD      | United     | UA1028 | SK3956<br>AC5628           | 1:39 pm  | B | 12 |
| DC National      | United     | UA1028 | SK3956<br>AC5628           | 1:39 pm  | B | 12 |
| Oakland          | Southwest  | WN2131 |                            | 1:40 pm  | C | 15 |
| Eugene           | United     | UA6301 | AC4589                     | 1:49 pm  | B | 1B |
| San Francisco    | United     | UA6301 | AC4589                     | 1:49 pm  | B | 1B |
| Houston          | United     | UA542  | CM2179                     | 1:52 pm  | B | 9  |
| Phoenix          | Southwest  | WN497  |                            | 2:05 pm  | C | 16 |
| Sacramento       | Southwest  | WN497  |                            | 2:05 pm  | C | 16 |
| San Antonio      | Southwest  | WN497  |                            | 2:05 pm  | C | 16 |
| Charleston       | Southwest  | WN2852 |                            | 2:15 pm  | C | 17 |
| Houston          | Southwest  | WN2852 |                            | 2:15 pm  | C | 17 |
| Portland         | Southwest  | WN2654 |                            | 2:20 pm  | C | 18 |
| Dallas Ft. Worth | American   | AA222  | AS1177<br>US222            | 2:22 pm  | A | 7  |
| San Jose         | Southwest  | WN2187 |                            | 2:30 pm  | C | 19 |
| San Francisco    | Southwest  | WN2719 |                            | 2:50 pm  | C | 15 |
| Vancouver        | WestJet    | WS1755 |                            | 2:54 pm  | A |    |
| Portland         | Alaska     | AS583  | AA6829<br>DL9129           | 3:10 pm  | A | 6  |
| Chicago MDW      | Southwest  | WN193  |                            | 3:15 pm  | C | 16 |
| Chicago ORD      | American   | AA1644 | BA7785<br>US1644           | 3:15 pm  | A | 8  |
| Denver           | Southwest  | WN193  |                            | 3:15 pm  | C | 16 |
| El Paso          | Southwest  | WN301  |                            | 3:15 pm  | C | 17 |
| Las Vegas        | Southwest  | WN301  |                            | 3:15 pm  | C | 17 |

545

## Dottie and Harlan Harmsen (continued)

|                  |            |        |                            |         |   |    |
|------------------|------------|--------|----------------------------|---------|---|----|
| Denver           | United     | UA809  | AC5278                     | 3:57 pm | B | 12 |
| Dallas Ft. Worth | American   | AA1599 | GF6873<br>BA6706<br>US1599 | 4:00 pm | A | 7  |
| Phoenix          | Southwest  | WN2377 |                            | 4:00 pm | C | 18 |
| Portland         | Southwest  | WN2377 |                            | 4:00 pm | C | 18 |
| San Jose         | Southwest  | WN2377 |                            | 4:00 pm | C | 18 |
| Sacramento       | Southwest  | WN2435 |                            | 4:15 pm | C | 19 |
| Seattle          | Alaska     | AS507  | DL7574<br>AA6887           | 4:15 pm | A | 6  |
| Phoenix          | US Airways | US441  | AA441                      | 4:30 pm | B |    |
| Oakland          | Southwest  | WN260  |                            | 4:35 pm | C | 14 |
| Phoenix          | Southwest  | WN2338 |                            | 4:35 pm | C | 15 |
| San Francisco    | United     | UA6432 | AC4517                     | 9:06 pm | B | 1B |
| Sacramento       | Southwest  | WN1427 |                            | 9:20 pm | C |    |

545

## Response

545-01

The commenter is concerned with lack of personal notification, current flights from SNA, and perceived narrowing of flight paths with the Proposed Action procedures. The FAA engaged in extensive public outreach for the SoCal Metroplex Project, including public notifications, notices in major newspapers throughout the General Study Area, a 120-day public review and comment period, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. Please see Appendix A for information on public outreach conducted for the EA. With regard to current flights from SNA, the commenter requests information regarding existing conditions. See **Topical Response 02 – Existing Conditions**.

The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the Proposed Action and No Action Alternative are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest.

Regarding the consideration of environmental impacts, FAA Order 1050.1E establishes the criteria used to evaluate potential impacts, and the analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

546

Diane Sullivan

**From:** Diane Sullivan [diane@dianesullivanrealestate.com]  
**Sent:** Wednesday, September 16, 2015 1:33 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Change to San Diego Lindbergh Field Flight Path

Hi,

My name is Diane Sullivan. I am a Realtor and Resident of Sunset Cliffs. I bought my home in 1995 with the express intent of staying out of the flight path of Lindbergh Airport. This purchase was made because of concerns about noise, the effects of jet fuel on my familys health and the preservation of the value of my asset (my home). The proposed change to the flight path could adversely impact that value of our home, and have significant environmental and safety impacts to our community.

546-01

My understanding over the course of many years was that the Port District and Lindbergh Airport were working towards a goal if minimizing the noise and improving safety by phasing out the older planes and replacing them with newer, quieter and planes. The new plan on cutting the takeoff path closer to the Peninsula does the exact opposite of this.

I urge you to not approve the newest plan to cut the take off closer to the Peninsula.

Diane Sullivan | [Pacific Real Estate Center](#)  
 Broker Associate, GRI, ABR | CalBRE # 01409974

t 619-223-4263 | t 619-22-Diane | c 619-990-2297  
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546

Response

546-01

Please see **Topical Response 11 – Point Loma.**

547

Jennifer and Joe Caltabellotta

**From:** joe [joe@joecalhomes.com]  
**Sent:** Wednesday, September 16, 2015 3:39 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Routing plane traffic over Point Loma

To Whom it May Concern,

547-01

As a Point Loma homeowner, living in the Wooded Section on Silver Gate Ave. Street across Catalina from Point ... [View more](#) Loma Nazarene, I am extremely concerned about the proposed changes to east bound flights from Lindbergh field. The current routing, which requires flights to round the point at waypoint LOWMA is a reasonable and fair compromise which reduces noise pollution, particulates and health concerns from the local schools and residences. While some theoretical fuel savings might be achieved by allowing a tighter turning radius which brings flights directly over our neighborhood, I'm sure that any actual savings would be erased by the lengthy and costly litigation, noise pollution remediation, and general reduction in quality of life in this part of San Diego.

I respectfully urge you to reconsider eliminating the LOWMA waypoint, and to instead continue the current flight patterns which have created an equitable compromise between efficiency and quality of life.

Sincerely,  
Jennifer and Joe Caltabellotta  
555 Silver Gate Ave  
San Diego, CA 92106

619-990-6061

**Joe Caltabellotta, CDPE, Broker, REALTOR**  
[RE/MAX Coastal Properties](#)  
4444 Mission Blvd.  
San Diego, CA 92109

Cell: 858-354-7777

Fax: 888-283-3344  
BRE#: 01123099

1

Office BRE#: 00935682

547

Response

547-01

Please see **Topical Response 11 – Point Loma.**

548

Sue Sprague

From: Sue Sprague [sue.sprague@gmail.com]  
Sent: Wednesday, September 16, 2015 3:57 AM  
To: 9-ANM-SoCalOAPM (FAA); Sue Sprague  
Subject: Airplane traffic

Dear SoCal Metroplex,

I would like to express my concerns for all the planes leaving Lindbergh field that are cutting their routes more to the left of the 290 departure line. I was told years ago by the airport authority that while they were expanding the airport the flight path might lean over into the 275 departure point. Well, the planes are often on a 250-225 line and they are not heading out the three miles before turning like they are suppose to do! Also, they are turning back much sooner over the ocean and coming back over the southern residential area of Point Loma. These planes are now flying over five schools! How are the teachers supposed to do their job when they sre constantly being interrupted? Plus what used to be a quiet area now is constantly being infused with plane noise. This affects our property values immensely! There are many concerned citizens of Point Loma that want to keep the LOWMA check point and have it inforced! We do not want the new proposed ZZOOO check point to be enacted.  
Please consider the inpact that you are putting on the community.

548-01

Respectfully,

Sue Sprague

548

Response

548-01

Please see **Topical Response 11 – Point Loma.**

549

Michelle Rosa

From: Michelle Rosa [michelledayrosa@gmail.com]  
Sent: Wednesday, September 16, 2015 4:00 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
Subject: Changes

Dear FAA administrators:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week..

My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

549-01

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Have a great day  
Michelle

Have a great day  
Michelle

549

Response

549-01

Please see **Topical Response 11 – Point Loma.**

550

Douglas Kincart

**From:** Doug kincart [doug\_kincart@hotmail.com]  
**Sent:** Wednesday, September 16, 2015 2:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Kincart Family. 3639 Pio Pico Street, Point Loma, San Diego 92106

Hello there,

550-01

Please accept our request for the San Diego airport to keep the LOWMA waypoint in affect! Our whole neighborhood would like to see it the current way you have it set up!

Warm regards

Douglas Kincart

550

Response

550-01

Please see **Topical Response 11 – Point Loma.**

551

Jeffrey Tadder

**From:** [jeffrey.tadder@wellsfargoadvisors.com](mailto:jeffrey.tadder@wellsfargoadvisors.com) [jeffrey.tadder@wellsfargoadvisors.com]  
**Sent:** Wednesday, September 16, 2015 2:42 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** flight path change in Point Loma

551-01

You need to address this on CLEARLY on your web site and hold a highly visible public meeting in PL. There are a lot of very concerned residents that believe this is being steam rolled by the FAA and the City/community is just laying down for more noise/pollution. Not to mention the proposed plan that sends planes right over a Historic National Monument and Fort Rosecrans National Cemetery both historic treasures being drastically impacted. And who in their right minds would send more plans directly over elementary schools with the black carbon and noise pollution.

PLEASE respond with some action plan to commentate to PL and those impacted. Thanks!

OH by the way, you are going to have a fight on your hands.

<http://aje.oxfordjournals.org/content/176/4/327.short>  
<http://news.nationalgeographic.com/news/2010/10/101005-planes-pollution-deaths-science-environment/>

Jeffrey Tadder, CFP®,CIMA®  
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551

Response

551-01

Please see **Topical Response 11 – Point Loma.**

552

Donn "DC" Clark

**From:** Donn Clark [donn@customlogos.com]  
**Sent:** Wednesday, September 16, 2015 3:10 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Nancy Clark  
**Subject:** flight path change

To whom it may concern-

552-01

I was recently notified (by a neighbor) and not the local agency of the FAA, of the proposed plan to change the LOWMA waypoint to the JETTI waypoint. I am 100% against this change for several reasons and look forward to all meetings that will be held for Point Loma residents to voice their opinions and concerns.  
My home address is 3444 Trumbull Street San Diego, CA 92106 and my home email is [dcncclark@cox.net](mailto:dcncclark@cox.net).

Respectfully,



DONN CLARK - ACCOUNT EXECUTIVE  
[donn@customlogos.com](mailto:donn@customlogos.com) | [customlogos.com](http://customlogos.com)  
7889 Clairemont Mesa Boulevard San Diego, CA. 92111

P [858.277.1886](tel:858.277.1886)

C [619.733.5338](tel:619.733.5338)



552

Response

552-01

Please see **Topical Response 11 – Point Loma.**

553

Teresa Boyea

**From:** TERESA BOYEA [teresaboyea@cox.net]  
**Sent:** Wednesday, September 16, 2015 3:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA Waypoint

Dear Sirs,

553-01

I want to strongly express that we do not approve the SoCal METROPLEX eliminating the LOWMA waypoint at the tip of Point Loma. The planes are already veering off course and causing too much noise. We bought our house in Point Loma deliberately OFF THE FLIGHT PATH (south of Point Loma Avenue). Changing the flight patterns would greatly decrease home values and quality of life. This is extremely disappointing.

Regards,  
Teresa Boyea

858-735-0630  
[teresaboyea@cox.net](mailto:teresaboyea@cox.net)

553

## Response

553-01

Please see **Topical Response 11 – Point Loma.**

554

## Stacy Szabo

**From:** Stacey Szabo [szabodesigns@gmail.com] on behalf of Stacey Szabo [stacey@szabodesigns.com]  
**Sent:** Wednesday, September 16, 2015 3:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma Air concern

To Whom it May Concern,

554-01

As a Point Loma homeowner, living in the Wooded Area Section on Albion Street across Catalina from Point Loma Nazarene, I am extremely concerned about the proposed changes to east bound flights from Lindbergh field. The current routing, which requires flights to round the point at waypoint LOWMA is a reasonable and fair compromise which reduces noise pollution, particulates and health concerns from the local schools and residences. While some theoretical fuel savings might be achieved by allowing a tighter turning radius which brings flights directly over our neighborhood, I'm sure that any actual savings would be erased by the lengthy and costly litigation, noise pollution remediation, and general reduction in quality of life in this part of San Diego.

Isn't their an issue as well of flying over the NAVY facilitates and Cabrillo NATIONAL Park?

I respectfully urge you to reconsider eliminating the LOWMA waypoint, and to instead continue the current flight patterns which have created an equitable compromise between efficiency and quality of life.

Sincerely,  
 Stacey Szabo

principal / creative director | szabo designs  
 619.523.9223 phone | 619.804.2423 mobile  
[szabodesigns.com](http://szabodesigns.com)

554

## Response

554-01

Please see **Topical Response 11 – Point Loma.**

555

## Wendy van den Helder

**From:** Wendy van den Helder [wvdhelder@gmail.com]  
**Sent:** Wednesday, September 16, 2015 5:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Kevin Faulconer  
**Subject:** Elimination of Waypoint LOWMA

To FAA Administrators:

555-01

I understand that there is a newly proposed flight path over the tip of the peninsula. I live in Sunset Cliffs and strongly oppose this change. The money saved by having the planes turn a sharper left, does not compare to the money that would be lost in our neighborhood when housing costs plummet.

The quality of our neighborhood is at risk with the increased noise and filth. Planes occasionally fly over our house "errantly" and it is very disturbing.

Please be good neighbors and put an end to this proposal.

Your neighbor,  
 Wendy van den Helder

555

## Response

555-01

Please see **Topical Response 11 – Point Loma.**

556

Richard Cleary

**From:** Richard Cleary [r25c03@yahoo.com]  
**Sent:** Wednesday, September 16, 2015 5:20 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Lynn Cleary  
**Subject:** Point Loma air traffic pattern

Hello

556-01

My name is Richard G Cleary and live on 3956 Orchard Ave, San Diego, Ca 92107. I do not want any new air take off pattern over the Ocean Beach/Point Loma area. The airlines are making record profits, having raised the fares due to over \$100 a barrel for oil, and now it is below \$45 and they are keeping their fares high and still charge for a checked bag. Why should homeowners here have even more noise just to make the airlines more profitable?

The airlines do not live here, we do and pay property taxes. This is our area, not the price gouging airline companies. Please do not cause more noise by allowing them to just turn South earlier just to save them more money.

Richard Cleary

**If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?**

556

Response

556-01

Please see **Topical Response 11 – Point Loma.**

557

Ken Pyatt

**From:** Ken [kdpike@gmail.com]  
**Sent:** Wednesday, September 16, 2015 5:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:**

Dear FAA administrators:

557-01

I am writing about the proposed elimination of Waypoint LOWMA. My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house in 1998 based on the fact that it was NOT in the flight path. We spent hours at the property before we purchased to make sure we would not have consistent disturbance from plane noise. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, We are like others in our neighborhood worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines but the negative effect it will have on our community should outweigh this change. Please reconsider this plan. Thank you.

Ken Pyatt  
950 Harbor View Dr.  
San Diego, CA 92106

557

Response

557-01

Please see **Topical Response 11 – Point Loma.**

558

Joyce Watkins

From: joyce watkins [joyel1@mac.com]  
 Sent: Wednesday, September 16, 2015 5:37 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: air flights

dear faa

558-01

i moved to sunset cliffs to get away from the airplanes...i paid a lot of money for that quiet...since the airport has been worked on the planes are coming very close to my home on Tivoli.this was supposed to be temporary..but has been going on for a year or more..the people on the point/sunset cliffs paid a lot to get away from the noise..it is not ethical or fair for the faa to decide to fly over our homes..the value will go down.and we just plain don't want the noise..you knew when you kept the airport in downtown sd that you would have to expand..did you think about the people you would be affecting? stop now...thanks..joyce watkins

558

Response

558-01

Please see **Topical Response 11 – Point Loma.**

559

Susan Fode

**From:** [rfode1@aol.com](mailto:rfode1@aol.com) [rfode1@aol.com]  
**Sent:** Wednesday, September 16, 2015 5:46 PM  
**To:** 9-ANM-SoCalOAPM (FAA); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Elimination of waypoint LOWMA

Dear FAA Administrators,

559-01

I am writing about the proposed elimination of Waypoint LOWMA which was discussed at the San Diego Airport Subcommittee Meeting this week. My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETT1 ( west of th mouth of SD river to waypoint ZZOOO ( over Silver Strand) without having to loop around waypoint LOWMA ( off the point.)

We purchases our house 3 years ago specifically based on the fact that it was not on the flight path. When I came home from vacation a few weeks ago there were planes flying over at 6:30 AM, during the day and Also up to 11:00 PM, which woke me up and kept me awake at night, these noise levels are unexpected! This will decrease our home value and also I am worried about air traffic and the safety as planes turn toward us. This includes a large number of homes, schools, beaches and parks. I know that with homes on the path you have replaced windows and other options, I am sure the expense of doing that will out way the fuel savings.

I understand that the driving factor is the fuel savings for airlines- but I expect th FAA to ensure the safety of airport neighbors is and should always be the safety of our families and children in our neighborhoods. This is not a win-win proposal. There should be other choices, either airlines will lose or residents of Point Loma will lose.

You can contact me :

Susan Fode  
 4467 Brindisi St  
 San Diego, CA 92107  
[rfode1@aol.com](mailto:rfode1@aol.com)

559

Response

559-01

Please see **Topical Response 11 – Point Loma.**

560

Andrew and Kelly Greene

**From:** Andy Greene [andygreene@cox.net]  
**Sent:** Wednesday, September 16, 2015 6:02 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Kelly  
**Subject:** LOWMA waypoint

To Whom It May Concern:

560-01

We write to urge you to NOT to change the LOWMA waypoint. As Point Loma homeowners, we believe such a change would significantly impact our beautiful and peaceful community by suddenly subjecting us to loud and disturbing airline noise directly over certain areas of the Point. This is not what any of us signed up for when we purchased our homes years ago and imposing this noise on us now would be wholly unjust. Please don't place the desires of the airline industry to save a few dollars in fuel over the welfare of hundreds, if not, thousands of homeowners in the Point Loma area.

Sincerely,

Andrew and Kelly Greene

560

Response

560-01

Please see **Topical Response 11 – Point Loma.**

561

Rebecca Bass-Ching, LMFT

**From:** Rebecca Bass [rebeccabass@aol.com]  
**Sent:** Wednesday, September 16, 2015 6:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [gavin9a@gmail.com](mailto:gavin9a@gmail.com)  
**Subject:** Flight plan

561-01

Hello, my husband and I live on 510 Catalina Blvd, SD, CA 92106. We are writing to urge you to keep the LOWMA waypoint. We moved here because the location met our families needs. The noise would be a detriment to our whole family - especially our daughter who is on the autism spectrum. Thank you for respecting our homes and our families by not allowing the planes to fly over our homes.

With gratitude - Rebecca

Rebecca Bass-Ching, LMFT MFC# 44584  
Founder+Director - Potentia Family Therapy, Inc.  
Certified Eating Disorder Specialist - Supervisor  
Certified EMDR Therapist+Consultant in Training  
Certified Daring Way™ Facilitator+Consultant

[www.potentiatherapy.com](http://www.potentiatherapy.com)

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San Diego, CA 92108

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561

## Response

561-01

Please see **Topical Response 11 – Point Loma**.

562

## Allyson Ledsam

**From:** Allyson Ledsam [allyson.ledsam@gmail.com]  
**Sent:** Wednesday, September 16, 2015 6:29 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA re-direction plan for Point Loma in San Diego

To whom it may concern,

**PLEASE do not re-direct flights** for the LOWMA area in San Diego!!!

562-01

This will be over our homes and university (PLNU), animal science areas and children's schools. The outcome from this decision will have a very negative impact on real estate, quality of life, and so many areas.

How can we be heard? Please advise.

Allyson Ledsam

562

## Response

562-01

Please see **Topical Response 11 – Point Loma**.

563

## Kelly Greene

**From:** Kelly Greene [kelly@kellygreenedesign.com]  
**Sent:** Wednesday, September 16, 2015 6:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Waypoint LOWMA

Dear FAA administrators:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting last week. My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

563-01

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me.

Best regards,  
 Kelly Greene

 kellygreenedesign

1220 rosecrans street, suite 534  
 san diego, ca 92106

[www.kellygreenedesign.com](http://www.kellygreenedesign.com) • 619.218.2389

563

Response

563-01

Please see **Topical Response 11 – Point Loma.**

564

Sandy Purdon

**From:** H.P. Purdon [hppurdon@cox.net]  
**Sent:** Wednesday, September 16, 2015 6:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN IIBEE SID Change in flight path out of San Diego International Airport

564-01

The proposed change to the limiting routes over Point Loma are ridiculous. This is a residential area and is usually a quiet area despite current routes. If you change to cross over Point Loma homes, it will seriously disrupt the quality of life here. This is not necessary as the airlines have followed the current limitation for decades. Slightly more money to the airlines does not justify a downgrade of quality of life!

*Sandy Purdon*

747 Golden Park Avenue  
San Diego, CA 92106  
[hppurdon@cox.net](mailto:hppurdon@cox.net)

619-822-1177

564

Response

564-01

Please see **Topical Response 11 – Point Loma.**

565

Larry Angione

**From:** Larry Angione [Larry@coastlineintl.com]  
**Sent:** Wednesday, September 16, 2015 6:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Airport Route Change

Dear FAA administrators:

565-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Subcommittee Meeting this week... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

--

Larry Angione  
President  
Coastline International  
888-748-7177



Ext. 101

565

## Response

565-01

Please see **Topical Response 11 – Point Loma.**

566

## Susana &amp; Clifford Swap

From: Susanna Peredo Swap [vanguardculture@gmail.com]  
 Sent: Wednesday, September 16, 2015 7:29 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: NO to eliminating the LOWMA waypoint

To Whom it May Concern,

566-01

My husband and I moved to Point Loma less than a year ago and have recently learned of the proposed changes to the flight path which would directly affect our quality of life and home value. We live two blocks from Point Loma Nazarene University. After years of searching for the right neighborhood to purchase our forever home we are quite frustrated at the possibility of SoCal METROPLEX eliminating the LOWMA waypoint at the tip of Point Loma. This would allow eastbound planes to cut tight over our peninsula. We are already starting to see (AND HEAR) the planes overhead regularly when this was not a factor at the time of our home purchase. We have two small children and in addition to the noise, the optional sharp turn over our peninsula seems like a frighteningly dangerous activity.

We hope you will take into consideration the immense impact your decisions have on the communities you serve. Please do not eliminate the LOWMA waypoint. It would not only be a daily auditory nuisance and lower our property value significantly, but would also place our community in unnecessary danger.

Thank you for your time and consideration.

Sincerely,

Susana & Clifford Swap  
 703 Tarento Drive  
 San Diego, CA 92106

566

## Response

566-01

Please see **Topical Response 11 – Point Loma.**

567

## Michael R. Foster

**From:** Michael + Marilyn Foster [mfoster7960@gmail.com]  
**Sent:** Wednesday, September 16, 2015 8:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA - Retain

567-01

I strongly support KEEPING the LOWMA waypoint as it exists now.

I grew up in Point Loma and have resided in San Diego for 68 years.

Do not make this change!

Michael R. Foster, Resident/Property Owner/Taxpayer

567

## Response

567-01

Please see **Topical Response 11 – Point Loma.**

568

Jessica Taylor, MBA

**From:** Jessica Taylor [Jessica.Taylor@wha1.org]  
**Sent:** Wednesday, September 16, 2015 8:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Carolyn Bruce  
**Subject:** Proposed elimination of waypoint LOWMA near SAN

Good afternoon,

I'm writing today to voice opposition to the elimination of the waypoint LOWMA, which if enacted would dramatically increase future air traffic and noise over our local area, effectively reducing the livability of our neighborhood in Point Loma.

[http://www.metroplexenvironmental.com/docs/socal\\_metroplex/Presentations\\_150625/SAN\\_Proposed\\_Departure\\_Procedures.pdf](http://www.metroplexenvironmental.com/docs/socal_metroplex/Presentations_150625/SAN_Proposed_Departure_Procedures.pdf)

568-01

Air traffic noise is already an issue in our area, and if flight paths are widened over a larger area, we would experience a drastic economic decline in an area that is just now digging itself out for the great recession. We are all watching and providing input at the various planning and subcommittee meetings.

Thank you for including me in any mailing lists on the future plans, or reaching out if you have questions about the opinions of residents in the area.

Best regards,  
Jessica

Jessica Taylor, MBA  
VP Marketing & Client Relations  
Western Healthcare Alliance  
California Critical Access Hospital Network  
Network 2 Network Strategies  
715 Horizon Drive, Suite 401  
Grand Junction, CO 81506

568

Response

568-01

Please see **Topical Response 11 – Point Loma.**

569

Cheryl Gaughan

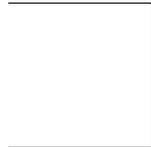
**From:** Cheryl Gaughan [CherylGaughan@pointloma.edu]  
**Sent:** Wednesday, September 16, 2015 8:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Keep the LOWMA Waypoint

Greetings:

569-01

I want to advocate for keeping the LOWMA waypoint in San Diego as it is and not having any changes made which would change the current practice of requiring planes leaving Lindbergh Field to fly to the end of the point before turning left.

San Diego, CA



32° 39' 16.71" N

Latitude



117° 16' 5.79" W

Longitude

Thank you!  
*Cheryl Gaughan*

569

Response

569-01

Please see **Topical Response 11 – Point Loma.**

570

Robert and Trisha Schuster

**From:** Robert Schuster [trish\_longy@hotmail.com]  
**Sent:** Wednesday, September 16, 2015 8:42 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Proposed elimination of waypoint LOWMA

Dear FAA administrators:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Subcommittee Meeting this week.... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

570-01

Point Loma is a densely populated neighborhood with many public schools, homes and a university. Aircraft are ascending when they reach waypoint JETTI and keeping them offshore and turning gradually while they gain altitude is a much safer option than allowing a tight turn over the point. The distance saved with a tighter turn, hence the fuel savings is minimal per aircraft. I urge caution, offshore is safer so the planes should remain offshore to complete their ascent. Please keep Waypoint LOWMA in the flight pattern to ensure the safety of Point Loma residents.

If you have any questions about this email - please contact me,  
Robert and Trisha Schuster  
3712 Fenelon St.  
San Diego, CA 92106  
[trish\\_longy@hotmail.com](mailto:trish_longy@hotmail.com)

570

Response

570-01

Please see **Topical Response 11 – Point Loma.**

571

Jenni Rodden

**From:** Jenni Rodden [jrodden@pointloma.edu]  
**Sent:** Wednesday, September 16, 2015 8:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Don't change the flight pattern!

571-01

Although it may seem like a good idea for the airport. There are so many more negatives than positives if you were allowed the planes to travel over even more densely populated areas!

Please reconsider your plans!

***Jenni Rodden***

**Human Resources Information System (HRIS) Coordinator**  
**Assistant Volleyball Coach**  
Point Loma Nazarene University  
3900 Lomaland Dr. San Diego, CA. 92106

[jrodden@pointloma.edu](mailto:jrodden@pointloma.edu) | Work: (619) 849-2203



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571

Response

571-01

Please see **Topical Response 11 – Point Loma**.

572

Judy Scott, PhD(c), RN

**From:** Judy Scott [JudyScott@pointloma.edu]  
**Sent:** Wednesday, September 16, 2015 8:52 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flying over Point Loma

Dear FAA-

572-01

I walk under the plane flight path right now when I am in Liberty Station, and I know how noisy that is,....  
Please do not allow a change in the flight pattern that would fly right over our hilltop campus, Sunset Cliffs, and the areas that have been protected from the ghastly noise.

Thank you, Judy

Judy Scott, PhD(c), RN  
Assistant Professor of Nursing  
School of Nursing, Point Loma Nazarene University  
Liberty Station 102

(O) 619-849-2422

(C) 619-884-7174  
2600 Laning Rd  
San Diego, Ca. 92106

572

Response

572-01

Please see **Topical Response 11 – Point Loma**.

573

Leslie Ann Rose & Gary Lynn Rose

**From:** Leslie Rose [lroseadi@aim.com]  
**Sent:** Wednesday, September 16, 2015 9:07 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Request to keep the LOWMA waypoint.

To the FAA:

We are requesting that you continue the use of the LOWMA waypoint. We live at 4444 Osprey Street, San Diego, CA 92107, having moved here in 1993. The planes have been encroaching upon our area for several months now. At one point, I couldn't hear myself on the phone.

573-01

We moved to Osprey Street from Niagara Avenue, which is in the current flight path. One of the prime reasons for moving was because of the airplane noise. Now, it seems you are trying to place us once again in the horrible aftermath of plane takeoff and landing. Moreover, we have no soundproof windows as were put in all the Loma Portal homes. We have no air-conditioning so our windows are always open. The noise is a nuisance and would lower our property value just to save the airlines some money.

Please do not change the flight path but instead keep using the LOWMA waypoint.

*Leslie Ann Rose & Gary Lynn Rose*  
[lroseadi@aol.com](mailto:lroseadi@aol.com)  
4444 Osprey Street  
San Diego, CA 92107

573

Response

573-01

Please see **Topical Response 11 – Point Loma.**

574

Joe Southwick

**From:** Joe Southwick [joe@joesouthwick.com]  
**Sent:** Wednesday, September 16, 2015 9:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex // Proposed change

574-01

I live at the corner of Dupont and Savoy in San Diego I am opposed to the proposed elimination of the LOWMA waypoint at the tip of Point Loma this proposed change would allow air traffic to fly directly over my home, this would negatively impact my quality of life and potentially destroy property values, the current path has been in place for many years and leaves the air traffic away from densely populated residential neighborhoods. Do not approve this change.

Regards,

*Joe*



**JOE SOUTHWICK**

Joe Southwick  
Broker Associate  
CA BRE # 00915292

**Pacific Sotheby's International Realty**  
8310 La Mesa Blvd.  
La Mesa, CA 91942

619-589-8224  
TeamSouthwick.com

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See What Everybody is Saying About Team Southwick Click [Here](#)

Please don't print this  
email unless you really need to

574

Response

574-01

Please see **Topical Response 11 – Point Loma.**

575

Rick Dunn

**From:** Rick Dunn [radunn12@gmail.com]  
**Sent:** Wednesday, September 16, 2015 9:42 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex EA

Re: Change in waypoint in Point Loma, San Diego, California

To Whom it May Concern,

575-01

I want to express that I do not approve of the SoCal METROPLEX eliminating the LOWMA waypoint at the tip of Point Loma for aircraft flying from Lindberg Field. This change would allow Eastbound planes to cut tight over the Point Loma peninsula negatively affecting hundreds and hundreds of homes. This cost savings for airlines would translate into a very negative economic impact for homeowners in our community. Property values would drop significantly in our community evidenced by the difference in home prices of homes currently under the flight path of Lindberg Field. In addition to a loss of property value we would experience increased noise pollution and air quality degradation. Finally, we would create the possibility for a greater loss of life in the case of an air disaster, which San Diego has already experienced in the past. This is a loosing situation for Point Loma property owners and residents.

I strongly request that the LOWMA waypoint is maintained.

Thank you,

Sincerely yours,

Rick Dunn  
3623 Cedarbrae Lane  
San Diego, CA 92106

619.507.0294

575

Response

575-01

Please see **Topical Response 11 – Point Loma.**

576

Mares Northrop

**From:** Mares Northrop [gmnorthrop@gmail.com]  
**Sent:** Wednesday, September 16, 2015 9:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight path change.

576-01

I live in Ocean Beach on Del Mar Ave. between Froude and Eber streets. Please note that I am against the proposed flight path change. The pollution from the planes already falls on us as it is and allowing the planes to pass closer to our community will only exacerbate the problem and allow the airlines to make more money at the expense of the citizens.

576-02

Thank you.

576

Response

576-01

Please see **Topical Response 11 – Point Loma.**

576-02

Please see **Topical Response 05 – Purpose and Need.**

**577** Joe Gaynor

From: Joe [jegaynor@yahoo.com]  
Sent: Wednesday, September 16, 2015 10:08 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Change of flight plan over culver city

**577-01** PLEASE DO NOT RE-ROUTE THE FLIGHT PATH OVER CULVER CITY. MY TWO YOUNG CHILDREN ALREADY HAVE RESPIRATORY PROBLEMS WITH THE FREEWAY POLLUTION. OUR HOME AND SCHOOL ARE DIRECTLY BELOW THE PROPOSED NEW PATH. ALSO THE NOISE POLLUTION WOULD RUIN QUALITY OF LIFE.

Joe Gaynor  
3330 Fay Ave  
Culver City, CA 90232  
310-733-7732

**577** Response

**577-01** Please see **Topical Response 09 – LAX North Arrivals.**

**578** Kipland Howard

**From:** Kipland Howard [kiplandh@allegisdevelopment.com]  
**Sent:** Wednesday, September 16, 2015 10:34 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [scott@scottpeters.com](mailto:scott@scottpeters.com)  
**Subject:** Southern California Metroplex Project

Dear Federal Aviation Administration,

**578-01** I am writing to you today regarding the Draft Environmental Assessment ("EA") for the Southern California Metroplex Project ("Project"). My wife and I have owned our home in the La Playa area of Point Loma, San Diego, for over 29 years. We cherish our quality of life that we have enjoyed during our residency in Point Loma. We are of the strong opinion that the Draft EA presents significant environmental issues that must be addressed prior to Project approval. The Draft EA does not comply with the requirements of the National Environmental Policy Act of 1969 ("NEPA"). The Draft EA also fails to include adequate mitigation measures for the Project's potentially significant impacts, specifically as it pertains to noise, air quality, life safety, and human and wildlife impacts. The Draft EA conclusions also lack substantial evidence as required by NEPA.

**578-02**

**578-03**

**578-04** It is for the reasons above that we strongly urge you to abandon implementing the Project as contemplated within the contents of the Draft EA. Thank you for your consideration of this important request as the citizens of San Diego certainly deserve better.

Kipland Howard  
Allegis Development Services, Inc.

578

Response

578-01

The commenter states that the EA does not comply with requirements and fails to include adequate mitigation measures. The EA is prepared in compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the environmental analysis indicate that the Proposed Action, when compared to the No Action Alternative, would not result in and significant environmental impacts.

578-02

Please see response to Comment 578-01.

578-03

Please see response to Comment 578-01.

578-04

The commenter states that the Draft EA conclusions lack substantial evidence as required by NEPA. The EA is prepared in compliance with NEPA and FAA Order 1050.1E. Per 40 C.F.R. § 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. As disclosed in Chapter 5 of the EA, results of the environmental analysis indicate that the Proposed Action, when compared to the No Action Alternative, would not result in and significant environmental impacts.

579

Robert Hoadley

From: Robert Hoadley [robhoadley@live.com]  
Sent: Wednesday, September 16, 2015 10:36 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Lindberg Flight Path over Point Loma

579-01

Good afternoon. I have just learned of the proposed changes removing the requirement for pilots to fly to the end of Point Loma before turning.

Please do not allow this to happen.

Rob Hoadley

579

Response

579-01

PleasePlease see **Topical Response 11 – Point Loma.**

580

Diane and Howard Smith

From: Diane & Howard [hdosmith@gmail.com]  
 Sent: Thursday, September 17, 2015 12:04 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Lower planes over peninsula

580-01

WE DO NOT APPROVE OR WANT PLANES OVER THE QUIET WOODED AREA OF POINT LOMA ON THE CABRILLO PENINSULA! PLEASE KEEP THEM FLYING AS THEY ALREADY ARE AND DO NOT RUIN THE LIFE STYLE WE RETIRED TO JUST THREE YEARS AGO. DIANE AND WILLIAM SMITH, LOCAL BUSINESS OWNERS, MULTIPLE PROPERTY OWNERS, NATIVES...

580

Response

580-01

Please see **Topical Response 11 – Point Loma.**

581

Patricia McClure

**From:** Patricia McClure [patricia.mcclure@gmail.com]  
**Sent:** Thursday, September 17, 2015 12:05 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Elimination of the LOWMA waypoint at the end of Pt. Loma

To whom it may concern:

As a resident of Pt. Loma, I request you to reconsider the elimination of waypoint LOWMA. The new flight path will create noise pollution over a heavily populated neighborhood, impacting our quality of life. I can understand your desire to have planes saving fuel, but the tight left turn that is indicated on your website map is not necessary. You could have the planes head east before the tip of Pt. Loma, but over the National Cemetery, Fort Rosecrans, rather than our heavily populated neighborhood. This would save much fuel, and not impact the neighborhood, a real win-win situation.

581-01

Please reconsider your plan.  
 Thank you,  
 Patricia McClure

581

Response

581-01

Please see **Topical Response 11 – Point Loma.**

582

Marc Lyman

**From:** Marc Lyman [marc@marclyman.com]  
**Sent:** Thursday, September 17, 2015 12:14 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma flight path

To whom it may concern,

582-01

I have lived in Point Loma for 11+ years. When we purchased our home, we did so further out on the point specifically to avoid and minimize the noise of the flight path. As a Realtor specializing in the area, I can say that flight path avoidance is a key consideration in many people's home purchasing decisions. Those that purchase homes directly impacted by the flight path are given clear disclosures to that effect. Those that purchase outside the area directly impacted by the flight path typically pay a premium to avoid it. They also tend to place a high value on the peace and quiet away from the flight path.

582-02

To alter the flight path closer to residential population rather than their existing path further over the ocean puts an unnecessary burden on a community that values relative quiet. Aside from the potential impact on property values, anything that increases noise levels in our neighborhood adversely impacts the quality of life here. As a resident, and as a Realtor, I am strongly opposed to potential plans to re-route flight traffic any closer to Point Loma. Furthermore, I am also surprised that no public notice that I am aware of was mailed to the residents of this area. To not notify residents directly and allow time to voice dissent on such an important potential change seems unconscionable. It is my hope that the FAA carefully considers the negative impact on the residents of Point Loma and Ocean Beach and discontinues its plans to alter the current flight path.

Thank you for your time and consideration

Kindly,  
Marc

|                                                                                    |                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>Marc Lyman   Winning trust, delivering results</b><br/>Realtor, Pacific Sotheby's International Realty<br/>619.363.3000   marc.lyman@sothebysrealty.com  <br/><a href="http://www.marclyman.com">http://www.marclyman.com</a></p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> |
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CalBRE #01959445

582

Response

582-01

Please see **Topical Response 11 – Point Loma.**

582-02

Please see **Topical Response 03 – Comment Period Extension.**

583

Carla Pekin

From: Carla Pekincarla [pekincarla@gmail.com]  
Sent: Thursday, September 17, 2015 12:52 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight path over Point Loma, San Diego

To whom it may concern,

Please reconsider keeping the LOWMA waypoint for the departures from San Diego International Airport. The increased noise impacts many thousands of residents and I am sure all homeowners purchased their homes because they were not located under the airport departure path. This change will devalue our homes and also increase the risk to all living in Point Loma under direct overflights.

How would any of decision makers feel if you were in our position, having purchased and lived in a peaceful neighborhood, and then all of a sudden your home is no longer what it was when purchased?  
Please reconsider this life altering decision.

Thank you,  
Carla Pekin  
3210 Harbor View Dr  
San Diego, CA 92106  
619-224-9393

Sent from my iPad

583-01

583

Response

583-01

Please see **Topical Response 11 – Point Loma.**

584

Knut S. Johnson, Esq.

**From:** Knut S. Johnson [knut@knutjohnson.com]  
**Sent:** Thursday, September 17, 2015 2:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [knutsjohnson@gmail.com](mailto:knutsjohnson@gmail.com)  
**Subject:** Save the LOWMA Corner Please

Dear FAA:

584-01

I urge you to preserve the LOWMA corner. The new route will go right over my house and drastically affect my property values and the livability of the neighborhood. We have had a drastic and bad increase in aircraft noise in the last few weeks combined with an increase in aircraft noise from North Island, which can be heard here.

Please consider this request.

Knut Johnson

**KNUT S. JOHNSON, ESQ.**  
550 WEST C STREET, SUITE 790  
SAN DIEGO, CALIFORNIA 92101

[\(619\)232-7080](tel:(619)232-7080)

(TELEPHONE)

[\(619\)232-7324](tel:(619)232-7324)

(FAX)

[www.knutjohnson.com](http://www.knutjohnson.com)  
[knut@knutjohnson.com](mailto:knut@knutjohnson.com)



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584

Response

584-01

Please see **Topical Response 11 – Point Loma.**

585

Lisa Anderson

**From:** Lisa Maria Andersen [lisamaria.andersen@gmail.com]  
**Sent:** Thursday, September 17, 2015 3:45 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Request to not change flight pattern over Point Loma

Dear FAA,

585-01

I beg you please not to change the flight pattern over Point Loma. I am a very light sleeper and struggle to get enough sleep each night. I love the Point Loma neighborhood, but because of my sleeping problems I did extensive research of the area and flight patterns before purchasing a house here. If you change the flight pattern I worry for my health.

The current flight noise is bearable, but significant. These changes would make it unlivable. It is much better that the flights continue to fly over uninhabited area and not where people live.

Yours Sincerely,

Lisa Andersen

585

Response

585-01

Please see **Topical Response 11 – Point Loma**.

586

Megan Graulich

**From:** Megan Graulich [mgraulich@att.net]  
**Sent:** Thursday, September 17, 2015 4:15 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Please do not approve plans to move the air traffic closer to Point Loma

586-01

Hello, I want to state that we do not approve the SoCal METROPLEX eliminating the LOWMA waypoint at the tip of Point Loma. This would allow eastbound planes to cut tight over our peninsula, and our home. I am going on record in opposition to the new plans. We don't want any more planes over our neighborhood to save the airlines money.

Respectfully,

Megan Graulich  
3625 Charles Street  
San Diego, CA 92106

586

Response

586-01

Please see **Topical Response 11 – Point Loma**.

587

James Herrin

**From:** Jim Herrin [jimherrin48@gmail.com]  
**Sent:** Thursday, September 17, 2015 6:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New Departure for SAN

Dear Sir/ Ma'am,

587-01

The new proposed route is an outrage! I moved out of my previous home under the flight path due to aircraft noise. Now you are carrying water for the airlines? The alleged \$7 million savings annually is a drop of water in a pool, a tiny amount spread over multiple airlines. For the FAA to even propose this egregious modification to the status quo is reprehensible. The residents of Point Loma have made long-term and financially significant housing decisions based on the known airline flight path departures.

587-02

Have you not considered the impact on our homes and our lives? This would be an assault on our quality of life. The FAA needs to withdraw this proposal and focus on flight safety rather than the bottom line of the airlines.

Regards,

James Herrin  
548 Tarento Dr.  
San Diego, CA 92106

587

Response

587-01

Please see **Topical Response 11 – Point Loma**.

587-02

Please see **Topical Response 05 – Purpose and Need**.

588

Leonard and GERALYN Schulkind

From: GERALYN [geraldyns@cox.net]  
Sent: Thursday, September 17, 2015 7:49 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
Subject: Flight path

Dear FAA administrators:

588-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Subcommittee Meeting this week.. My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

588-02

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Leonard and GERALYN Schulkind  
1353 Trieste Drive  
San Diego, CA 92107  
6192232351

588

Response

588-01

Please see **Topical Response 11 – Point Loma.**

588-02

Please see **Topical Response 05 – Purpose and Need.**

589

Susan Wilson

From: Susan Wilson [susancookwilson@gmail.com]  
 Sent: Thursday, September 17, 2015 2:05 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
 Subject: Elimination of waypoint LOWMA

Dear FAA administrators:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week..

My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

589-01

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

589-02

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

Susan Wilson  
 4452 Alhambra St  
 San Diego CA

589

Response

589-01

Please see **Topical Response 11 – Point Loma.**

589-02

Please see **Toapical Response 05 – Purpose and Need.**

590

Sandra Carter

From: Sandra Carter [sandragaylecarter@gmail.com]  
Sent: Thursday, September 17, 2015 3:26 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
Subject: Change in Point Loma air traffic

590-01

I understand Waypoint LOWMA is being considered for elimination. This change will cause aircraft to now turn across Point Loma from waypoint JETTI.

We moved to this area to get out from under the San Diego Airport flight path. Now, again, our home will be subjected to noise levels that were not present when we purchased it. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

590-02

I understand that reason for this change is fuel savings for airlines. While that is a valid consideration, it is certainly outweighed by the noise, dirt, and pollution caused by this unnecessary change. While I realize the increased risk to my neighborhood is not great, it is non the less increased and not for not good reasons.

If you have any questions about this email - please contact me,

Very truly yours,  
Sandra Carter

590

Response

590-01

Please see **Topical Response 11 – Point Loma.**

590-02

Please see **Toapical Response 05 – Purpose and Need.**

591

Karen Fitzgerald

**From:** Karen Fitzgerald [kdfitzy@gmail.com]  
**Sent:** Thursday, September 17, 2015 6:38 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Elimination of Waypoint LOWMA in San Diego

Dear FAA administrators:

591-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Subcommittee Meeting. From what I have read, my understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

591-02

I understand that this would be a fuel saving measure for the airlines, but as a long time resident of the neighborhood that would now be in the proposed flight path I must voice my serious concern that this change does not take place. This is a quiet neighborhood, and I intently purchased my home here to be out of the flight path so I did not have to deal with aircraft noise. This would be a huge detriment to this neighborhood should these changes take place, not only to property values, but also to the quiet and peaceful enjoyment of our homes, as well as quality of life in general. I do hope that the FAA does not place the airlines saving a bit of money over the livelihood of thousands of residents and businesses. In addition to these huge detriments, it is also worrying about safety of the planes making such a sharp turn and flying over North Island.

591-03

I strongly urge you to take the lives of thousands of people, businesses, schools, and parks that you will be greatly hurting into consideration when making your decision, and I pray that decision is to not change the current flight paths.

If you have any questions please feel free to contact me.

Karen Fitzgerald  
 1021 Scott St  
 San Diego, CA 92106  
[kdfitzy@gmail.com](mailto:kdfitzy@gmail.com)

591

Response

591-01

Please see **Topical Response 11 – Point Loma.**

591-02

Please see **Topical Response 05 – Purpose and Need.**

591-03

Please see **Topical Response 11 – Point Loma.**

592

Erin Whiteley

**From:** Erin Whiteley [erin@onepotatoproductions.com]  
**Sent:** Thursday, September 17, 2015 7:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Greg Whiteley  
**Subject:** Point Loma flight patterns

Dear People of the FAA,

592-01

The proposed change in airplane routes that includes cutting the LOWMA corner might save the airlines fuel, but at the cost of our lovely, historic Point Loma neighborhood. We bought further south on the point because the noise level is much lower here. We paid significantly higher prices for these homes for that very reason, as the Loma

592-02

Portal neighborhood has already been ruined by airplane noise interference. Please consider the huge loss in value our homes will sustain and the overall unpleasantness in the neighborhood that will ensue if this plan goes through. We are extremely concerned with the idea that somehow the airlines' budgets have priority over ours. I understand and support military priority, but certainly not commercial. There are many residents in this area with multimillion dollar homes who will be very unhappy with this change, and we'd hate to see the quieter homes program etc have to extend this way. Please just either keep routes as they are, or better yet, send them over the strip clubs on Rosecrans.

If you have any further questions, please feel free to contact us for input.

Sincerely,

Erin Whiteley

592

Response

592-01

Please see **Topical Response 05 – Purpose and Need.**

592-02

Please see **Topical Response 11 – Point Loma.**

593

Joseph Selveen

**From:** Joseph Selveen [obrojo@cox.net]  
**Sent:** Thursday, September 17, 2015 10:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Noise

593-01

Enough is enough. Stop treating our air space like it's the airports private property. Our lives are impacted daily by their greed and arrogance. We love San Diego, the airport authority loves money. They don't care at all for the families they impact and treat us like a problem or annoyance if we speak up against them. Don't do this. Be sane. Save money elsewhere. Be creative not destructive. Care about your neighbors.

Sent from my iPhone

593

Response

593-01

Please see **Topical Response 11 – Point Loma.**

594

Michael Stroud

**From:** Michael Stroud [mstroud@alumni.nd.edu]  
**Sent:** Friday, September 18, 2015 12:09 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change in SAN flight path affecting Point Loma

594-01

Are the claims on this petition correct? If so, why weren't affected homes / residents notified of this change in air traffic noise levels that affect them?

594-02

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-diego-intl-airport>

-Mike Stroud, Point Loma resident

594

Response

594-01

Please see **Topical Response 03 – Comment Period Extension** .

594-02

Please see **Topical Response 11 – Point Loma**.

595

Tess Maloney

**From:** Tess Maloney [tessmaloney@me.com]  
**Sent:** Friday, September 18, 2015 2:58 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Flight Path

595-01

Please reconsider the proposed changes to the San Diego Flight Path!!!!

595

Response

595-01

Please see **Topical Response 11 – Point Loma**.

596

Douglas A. Palmer, PhD

**From:** Douglas Palmer [darthurpalmer@gmail.com]  
**Sent:** Friday, September 18, 2015 12:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** I urge the FAA to abandon the proposed SAN flight path changes

596-01

As a resident of the affected area I protest these flight path changes. Destroying thousands of lives to save a little fuel is ridiculous. Airline CEO salaries are the highest in history.

596-02

--  
Douglas A. Palmer, PhD  
1229 Trieste Dr.  
San Diego, CA 92107

596

Response

596-01

Please see **Topical Response 11 – Point Loma.**

596-02

Please see **Topical Response 05 – Purpose and Need.**

597

Leigh Almack

**From:** Leigh Almack [leighalmack@gmail.com]  
**Sent:** Friday, September 18, 2015 2:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New proposed flight paths

597-01

I am in firm opposition to the new proposed flight paths for the San Diego Lindbergh Field Airport takeoffs. The accumulative effects of the fallout from the new proposed flight paths will be an extreme detriment to the health and the well-being of the residents affected by it. The amount of money saved in jet fuel is a mere pittance compared to the health issues that will be caused by the new flight path. As a long time resident of the Point Loma area I urge the powers that be to resist the new proposed flight paths that will take jets over our homes.

597-02

Leigh Almack  
4676 Tivoli St 92107

597

Response

597-01

Please see **Topical Response 11 – Point Loma.**

597-02

Please see **Topical Response 05 – Purpose and Need.**

598

Jeff Giek

**From:** Jeff Giek [jeff@rhinostaging.com]  
**Sent:** Friday, September 18, 2015 2:22 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight path change

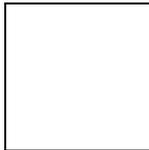
598-01

I am writing to ask the FAA to not put my family at risk with the proposed flight path change. please do not remove the LOWMA waypoint!

Jeff Giek  
CEO  
[\(602\)697-6568](tel:6026976568) m/

(888)GOTRHINO t/

[Jeff@rhinostaging.com](mailto:Jeff@rhinostaging.com)



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598

Response

598-01

Please see **Topical Response 11 – Point Loma.**

599

David Milligan

**From:** Liz Milligan [davidmilligan@msn.com]  
**Sent:** Friday, September 18, 2015 2:30 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego International Airline Reroute

599-01

Your rerouting proposal is UNACCEPTABLE.

599-02

Do not prioritize profits over people.

599-03

Your proposal will increase the fallout pollution that we are subjected to from the fuel residue and noise that rains down on my family, my home and myself.

Come out to my house now and see the CRAP that your planes already coat my cars and my home.

Endure the noise that airplanes who wantonly fly off the designated path (usually during cloudy days when they can't be identified) that already inflict upon our eardrums.

599-04

No do not change the current flight paths.

Instead I propose that you ENFORCE the required flight paths by penalizing the airlines who violate their agreed upon and prescribed takeoff routes.

Respectfully  
David Milligan  
4625 Bermuda Ave  
San Diego CA 92107  
[davidmilligan@msn.com](mailto:davidmilligan@msn.com)

Sent from [Mail](#) for Windows 10

599

Response

599-01

Please see **Topical Response 11 – Point Loma.**

599-02

Please see **Topical Response 05 – Purpose and Need.**

599-03

Please see **Topical Response 02 – Existing Conditions.**

599-04

Please see **Topical Response 02 – Existing Conditions.**

600

Maureen Glaser

**From:** Maureen Glaser [moglaser@cox.net]  
**Sent:** Friday, September 18, 2015 2:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** No more airplanes over Point Loma neighborhood

Dear Federal Aviation Administration,

Changing the flight path of eastbound planes departing San Diego International Airport ("SAN") to intersect Point Loma and fly directly over the Point Loma peninsula as they turn to the left from the westbound runway to their easterly route results in a shortcut that will reduce the distance traveled in an eastbound direction by approximately 650 yards (0.12 miles).

600-01

Any alleged benefits or the attainment of the program's goals for fuel savings or carbon savings expected to result from this specific SAN departure flight path realignment will be negligible, if at all, and come at the significant cost of, among other issues, noise, visual, air and water runoff pollution to those residential, public grade schools, college, national park and national cemetery areas of Point Loma not already impacted and an increase of these symptoms to those areas already impacted inside the radius of the departure flight path.

**Rethink the plan!** The Point Loma neighborhood cannot take more airplanes flying over in either direction. It is wrong and **hugely impactful to many families, citizens, students and military personnel.**

Maureen Glaser

600

Response

600-01

Please see **Topical Response 11 – Point Loma.**

601

Megan Rebelo

**From:** KF email [rebelomegan@gmail.com]  
**Sent:** Friday, September 18, 2015 3:10 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** I OPPOSE the FAA's flight path changes

To Whom It May Concern,

I am writing to you, as I strongly oppose your proposed flight path changes -- which will directly affect Point Loma residents, of which I am one.

601-01

According to sources, the Airport Subcommittee Meeting met this week to discuss the plans of the FAA to eliminate the waypoint LOWMA at the end of the point. This would enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

As the attached map shows, the black line is the current route and the white line shows the future route. Though planes currently cannot handle such a tight turn, this change will indeed bring more air traffic over Point Loma, especially PLNU and the Wooded Area.

601-02

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased the home four years ago. Additionally, our property value will most likely significant decrease due to the proposed air traffic and subsequent noise. We are hard working people who want to protect our home and investment for ourselves and our children.

601-03

We are also extremely concerned regarding the health ramifications for the flight path change. All for the sake of saving money you are willing to risk the possibility of harming US Citizens who have worked hard to purchase homes; in a neighborhood that is NOT currently being affected by your noise and air pollution. The proposed changes to the flight paths will subject us to both noise and air pollution. Affecting our quality of life and financial investments (home resale values).

I can assure you this subject is one that I along with my fellow neighbors are not taking lightly.

Do the right thing for the people of the community. Not for the airlines' bottom lines.

Sincerely,

Megan Rebelo

Sent from my iPhone

601

Response

601-01

Please see **Topical Response 11 – Point Loma.**

601-02

Please see **Topical Response 11 – Point Loma.**

601-03

Please see **Topical Response 11 – Point Loma.**

602

Nancy Harden

From: Nancy Harden [nancyfharden@gmail.com]  
Sent: Friday, September 18, 2015 3:56 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight path change at SAN

Dear FAA,

602-01

Please do not alter the flight path of eastbound planes departing SAN.

Thank you for protecting our community.

In respect,  
Nancy Harden

Sent from my iPhone

602

Response

602-01

Please see **Topical Response 11 – Point Loma.**

603

Crystal Evans

**From:** crystal Evans [c2dido@gmail.com]  
**Sent:** Friday, September 18, 2015 4:12 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed revision of departure flight paths at San Diego Intl Airport

603-01

Right now, I live south of the departure flight path from San Diego Intl Airport. However, some flights go directly over us and many are very loud. With the proposed revision, all departure flights will go directly overhead. This is unacceptable. I am not in favor of this revision of departure flight paths from San Diego Intl Airport. Thank you. Crystal Evans

603

Response

603-01

Please see **Topical Response 11 – Point Loma.**

604

Russ Valone

**From:** [rvalone@outlook.com](mailto:rvalone@outlook.com) [rvalone@outlook.com] on behalf of Russ Valone [rvalone@marketpointe.com]  
**Sent:** Friday, September 18, 2015 4:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposed to Elimination of LOWMA

September 17, 2015

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Subject: Federal Aviation Administration (FAA) Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document

To Whom it May Concern

604-01

I urge you not to eliminate the LOWMA waypoint from the flight departure route at SAN. While there a definite concerns associated with noise pollution brought about by planes that current fly over the water proposed to fly over rooftops there are other issues which I feel were not fully evaluated in the Draft EA.

604-02

An analysis of the impact to Fort Rosecrans National Cemetery and Cabrillo National Monument do not seem to have been addressed or evaluated. Both of these national treasures are located directly under the proposed departure flight path. Since no formal determination has been made by the State Historic Preservation Office studying the impact of the new flight path on these historic national treasures the assumption by proponents of the new flight path that "the proposed Action would not result in potential impacts to historic or cultural resources" seem premature if not highly inaccurate.

604-03

CARB (California Air Resources Board) has as one of its major objectives, eliminating storm water runoff. A concern not fully addressed in the Draft EA is the impact to air and water quality from accumulated burned aviation fuel on land. Residents already fight a constant battle with black dust and grime deposits on our properties from the existing flight path which is primarily over water. Allowing planes to fly over The Point as opposed to keeping them over water will result in more aviation fuel pollution being dumped on land. Under the existing route which included the LOWMA waypoint aviation fuel pollution is deposited into water on a daily basis and thus has a greater chance of daily dissipation offshore. With more flights over land greater concentrations of aviation fuel will be deposited on land which will make its way into the storm water drainage system. When storms do occur higher concentrations of aviation fuel pollution will be flushed into ocean waters further deteriorating already seriously impacted water quality.

604-04

Finally I've seen no studies or reports on the impact of the shortened flight path on North Island. The current flight path does not have commercial planes flying over North Island. The proposed flight path has commercial flights flying directly over the North Island runways which will increase the danger mid-air collisions between commercial and military aircraft and negatively impact National Security.

604

Response

604-01

Please see **Topical Response 11 – Point Loma.**

604-02

Please see **Topical Response 11 – Point Loma.**

604-03

Please see **Topical Response 11 – Point Loma.**

604-04

Please see **Topical Response 11 – Point Loma.**

605

Lisa Haring

**From:** Lisa Haring [lharing@ffres.com]  
**Sent:** Friday, September 18, 2015 5:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Waypoint LOWMA - Public Comment

FAA,

I am writing as a homeowner in the Point Loma/Ocean Beach neighborhood who has deep concerns about the proposed changes to the eastbound flight paths leaving Lindbergh Field (Waypoint LOWMA being replaced with Z000) for the following reasons:

605-01

1. Increased air pollution from jet fuel – My husband and I have a 5 month old and 3 year old and have read studies on the harmful effects of air pollution on young children. Just as we chose not to live by a freeway, we also chose not to live under a flight path in order to have better air quality for us and our children. As well, the jet fuel will contaminate the water quality from run off after rainfall.

605-02

2. Increased noise from the planes and its impact to our quality of life and my children's hearing

605-03

3. Safety concerns of an increased chance of crashes with large jets that would now fly over houses, parks and schools

605-04

4. Impact to our home value – from reviewing home price differences between comparable houses under the current flight path and not under the flight path, I estimate that my home would depreciate by approximately \$50,000 with the implementation of the proposed flight path (called Z000)

605-04

5. The proposed flight path would route jets over popular tourist areas, including the Ocean Beach Pier and Cabrillo National Monument. The increased noise would negatively impact the popularity of these attractions for visitors and thus, negatively impact the local economy.

605-05

In addition to expressing my above concerns, I am requesting the details of the estimate published by the FAA stating approximately \$7.8 million savings to airlines. Please include any relevant data, assumptions, calculation methods, formulas, software codes, and list of tools/software used to calculate the cost savings.

605-06

I look forward to receiving your response to my concerns and information request and thank you in advance for your time.

Sincerely,  
 Lisa Haring

605

Response

605-01

Please see **Topical Response 11 – Point Loma.**

605-02

Please see **Topical Response 11 – Point Loma.**

605-03

Please see **Topical Response 11 – Point Loma.**

605-04

Please see **Topical Response 11 – Point Loma.**

605-05

Please see **Topical Response 11 – Point Loma.**

605-06

Please see **Topical Response 07 – Request for More Data** and **Topical Response 05 – Purpose and Need.**

606

Elizabeth A. French, Esq.

**From:** Elizabeth French [efrench@GBFLawyers.com]  
**Sent:** Friday, September 18, 2015 5:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re: Point Loma San Diego CA 9 waypoint Lowma

606-01

To Whom it may Concern: I am writing to ask that you NOT eliminate the current waypoint in Point Loma for east bound planes. I used to live under the flight path and I moved out of it, and paid a lot more money for a house out of the flight path. To move it now and introduce a new nuisance to the neighborhood is not acceptable. Though there may be a savings in fuel and carbon emissions, there would be a huge cost to the quality of life for the affected residents and it would lower the property values of multi million dollar homes.

I suspect that such a move will result in a class action lawsuit for the damage.

Best Regards,  
Elizabeth A. French, Esq.  
GREEN, BRYANT & FRENCH, LLP  
1230 Columbia Street, Suite 1120  
San Diego, California 92101

(619) 239-7900 , ext. 104

(619) 239-7800 (fax)  
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to this email, or call (619) 239-7900 . Thank you.

606

Response

606-01

Please see **Topical Response 11 – Point Loma.**

607

Jonathon Vance

**From:** Jonathon Vance [jvance99@yahoo.com]  
**Sent:** Friday, September 18, 2015 6:15 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments Re: Proposed Flight Path Changes in San Diego

607-01

607-02

607-03

I'm writing this email to voice my concern with the proposed SAN departure routing changes. If implemented, the increased noise from the planes will now route over my house and drastically reduce my quality of life and property values. As the parent of 2 young children, I am also concerned about adverse health impacts from any pollution from the planes engines. The thought that this change is warranted because of a small amount of increased efficiency and reduced cost is incomprehensible to me. Please reconsider these changes, otherwise, I will join with the many concerned neighbors who will result to litigation in order to preserve our liberties.

Jonathon Vance  
750 Tarento Drive  
San Diego 92106

Phone: 619-606-2755  
Email: [jvance99@yahoo.com](mailto:jvance99@yahoo.com)

607

Response

607-01

Please see **Topical Response 11 – Point Loma.**

607-02

Please see **Topical Response 11 – Point Loma.**

607-03

Please see **Topical Response 05 – Purpose and Need.**

608

Kate Johnson

**From:** Kate Johnson [katej841@gmail.com]  
**Sent:** Friday, September 18, 2015 7:12 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Regarding proposed elimination of waypoint LOWMA, San Diego airport

Dear Sir or Ma'am: I occasionally have reason to visit the San Diego area, and typically chose to stay in the Point Loma/Ocean Beach area. Most recently I stayed with several family members at the Inn at Sunset Cliffs, where we enjoyed several days of shopping, local restaurants, family visits, and walks along the ocean front. We probably spent roughly \$1500 locally, in total, during the visit, which was money well-spent, and I have always felt receptive to the idea that we'd stay in the same area on a return trip.

608-01

Recently I've learned of the proposal to realign airport departures/arrivals over this same part of Point Loma. As a resident of Salt Lake City, I was once unfortunate enough to live in West Valley City, unfortunate only because the area is on the approach to the Salt Lake City airport. The din and roar was difficult to live with, and I eventually relocated to a part of the valley that doesn't suffer from this noise. I have to say that spending my hard-earned vacation dollars to "enjoy" the same experience at Point Loma, even acknowledging the beauty of the area, is difficult to imagine. Has this proposal evaluated the potential economic impacts from loss/redirection of tourist dollars on local businesses? If not, it should. Of course there are other places on the California coast we could stay, but it seems wrong for local businesses to suffer such an economic loss. You can bet that in this era of social media and on-line ratings for hotels and restaurants, the information about the noise impacts will be readily available. If you can dine at an outdoor cafe that is on the approach to a major airport, or dine elsewhere, most people will chose elsewhere.

I don't intend to minimize impacts on residents, which of course would be considerable, but I can speak more personally from my perspective as a tourist.

Thank you for your consideration

Kate Johnson  
3431 Crestwood DR  
Salt Lake City, UT 84109

608

Response

608-01

Please see **Topical Response 11 – Point Loma.**

609

Mark Wolff

**From:** Mark Wolff [wolfy@me.com]  
**Sent:** Friday, September 18, 2015 7:32 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

609-01

Could you please direct me to the appropriate venue for myself and my neighbors to voice our concern about the proposed SAN IBEE SID. This departure will direct air traffic directly over many of our homes in the area, increasing noise and pollution during the climb phase of a flight.

609-02

Additionally, this adds undue risk in case of an unforeseen emergency especially during the turn over a highly populated area. Thank you in advance.  
Mark Wolff

609

Response

609-01

Please see **Topical Response 11 – Point Loma.**

609-02

Please see **Topical Response 11 – Point Loma.**

610

## Beth Gramoy &amp; Kevin O'Leary

From: Beth&Kevin [bgramoyandkoleary@cox.net]  
 Sent: Friday, September 18, 2015 8:38 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: Beth&Kevin  
 Subject: Proposal to change flight paths from San Diego International Airport

610-01

We understand the proposed flight path change out of Lindberg Field will allow planes to travel over the top of Cabrillo National Monument and Fort Rosecrans National Cemetery. These places are part of America's National Parks! To negatively impact them by increasing noise, black sediment residue, and disruptions is counter the the whole purpose of their existence, and will ultimately increase their maintenance costs, putting part of the burden of your alleged cost savings on them and their visitors.

610-02

PLEASE do not change the flight path to do that to part of America's Best Idea. The alleged cost recovery for you is simply NOT worth the cost to our people and their use of our national parks or to the parks themselves.

Respectively,  
 Beth Gramoy  
 Kevin O'Leary

610

## Response

610-01

Please see **Topical Response 11 – Point Loma.**

610-02

Please see **Topical Response 05 – Purpose and Need.**

611

## Kirstin Rone

**From:** Kirstin Rone [Kirstin@wesource.com]  
**Sent:** Friday, September 18, 2015 8:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed change in flight path

611-01

Hello,  
 I am opposed to the revised departure flight paths considered for San Diego Int Airport. Property owners should not have to suffer, so airlines can profit.

Sincerely,

*Kirstin Rone*

1035 Devonshire Dr  
 San Diego, CA 92107  
 (619) 523-5533

611

## Response

611-01

Please see **Topical Response 05 – Purpose and Need.**

612

Bryan Mansfield

**From:** Bryan Mansfield [bryanfmansfield@gmail.com]  
**Sent:** Friday, September 18, 2015 9:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Path

Good Afternoon,

I am writing to oppose the proposed flight path change.

612-01

As of now, outbound planes already fly directly over Point Loma and Ocean Beach, destroying our peace with loud jet noise and dumping unknown levels of jet fuel residue on our community. Sadly, the planes are a fact of life for locals in these communities. The "Ocean Beach pause" refers to locals stopping their TVs or conversations while a plane flies overhead. You can't watch a 30-minute show without stopping it at least 3 times. Everyone is up in OB at 6:30am, whether they like it or not, and planes that fly outside of the usual hours can wake us up unpredictably in the middle of the night. I don't expect you to understand without experiencing it, so I encourage you to park your car on Cape May and Froude on a beautiful afternoon. Bring a chair and a pair of sunglasses. Look out at the ocean, then close your eyes and let the sun hit your face, feel the ocean breeze pass through your hair, listen to the birds chirping...within minutes, you'll hear a loud roar come from behind you, a shadow of pass over the houses, and your paradise will be shattered. This is life in OB. This is outside of the Quieter Home Program area, by the way...it is much worse in some areas. Also, don't forget to park your car there for a week so you can witness the buildup of jet fuel soot.

612-02

The proposed benefits of fuel savings and lower carbon emissions, although desirable, do not outweigh the human and environmental costs of allowing these planes to make yet another pass over our homes. The airport has been a major nuisance to our community and schools for decades. The entire City benefits from having a centrally located Airport, but Point Loma and Ocean Beach pay the price. If anything, we should be

612-03

doing more to alleviate the burden on these communities. Instead, this proposal raises the burden by allowing a second, needless pass over our homes. Forcing these planes to fly just a few miles south before turning east is the very least we can do for residents of Point Loma and Ocean Beach. It is a small accommodation given the current price these residents pay for a public good enjoyed by many.

612-04

Although I am an environmentalist and I am absolutely for lowering emissions, there must be better ways to accomplish this than turning our planes back over our homes for a second pass. Also, I am skeptical of the environmental/noise study and I am also skeptical of the FAA's intentions. Frankly, this seems like a ploy by the airline industry to secure higher profits. Have the airlines lobbied the Government for this change? As a citizen, I have a right to know that.

612-05

Also, the planes already violate curfew restrictions and flight path restrictions. Recent tracking by members in our community show the planes flying well outside of the flight path and over our homes. I'm frequently awoken by a loud plan during the "quiet" hours. Why would we be less restrictive on a group that can't even follow the current rules?

In light of widespread community outrage of this proposal, it does not seem to be in the Government's best interest to proceed. \$8mil per year may buy trust with the airlines, but it won't buy any trust with the community. Who's trust is more important to you?

Regards,

Bryan Mansfield

**612****Response****612-01**Please see **Topical Response 02 – Existing Conditions**.**612-02**Please see **Topical Response 05 – Purpose and Need**.**612-03**Please see **Topical Response 11 – Point Loma**.**612-04**Please see **Topical Response 05 – Purpose and Need**.**612-05**Please see **Topical Response 11 – Point Loma**.**613****Michael Stroud**

**From:** Michael Stroud [mstroud@alumni.nd.edu]  
**Sent:** Friday, September 18, 2015 9:46 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Petition to NOT eliminate LOWMA waypoint - SAN

**613-01**

Do not eliminate waypoint LOWMA for San Diego International Airport eastbound departures. This waypoint is essential to ensure planes do not come back over Point Loma. Eliminating this waypoint will add even more noise and pollution to additional residents and institutions on the outer tip of the peninsula.

If this waypoint is eliminated, the FAA will open themselves up to lawsuits and/or additional costs to reduce noise and eliminate pollution, just as it has in other San Diego areas heavily impacted by noise (i.e. replacement of windows, etc).

Regards,  
Michael Stroud  
Point Loma Resident

**613****Response****613-01**Please see **Topical Response 11 – Point Loma**.

614

Kim Matranga

**From:** Kim Matranga [sdmatranga@gmail.com]  
**Sent:** Friday, September 18, 2015 9:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN NextGen Flight Path Proposal

Dear Mr. Gregor,

I am a resident of Ocean Beach in San Diego and grew up in Point Loma in San Diego. I have had to deal with noise pollution from the airport a lot. In high school I remember teachers having to stop instruction mid-sentence because they couldn't speak over the noise of the plane.

I am extremely concerned with the new proposal that will change the flight path for Eastbound flights from Lindbergh Field. The flights would make a sharper turn and instead of going south of Cabrillo National Monument they would go over the peninsula of Point Loma. This area is home to a national monument, Fort Rosecrans Cemetery (where my grandfather is buried), residential homes, and the elementary school I attended as a kid. My mom's home in Point Loma would be particularly affected by the noise pollution from the new flight path.

614-01

My grandparents bought their house in the Wooded Area of Point Loma in the 1950s. I care about this community and am in complete dismay that this proposal has been put forth.

I urge you to think about the negative impact this proposed flight path change would have on residents of Point Loma. I have read reports that say the flight path noise would be negligible. It might be negligible to San Diego as a whole, but to this community it would be devastating.

Thank you for your time. If you would like to discuss further, you can reach me at 619-977-5185

Sincerely,  
Kim Matranga

614

Response

614-01

Please see **Topical Response 11 – Point Loma.**

**615 Elizabeth B. Bluhm**

**From:** Elizabeth B. Bluhm [ebbluhm@gmail.com]  
**Sent:** Friday, September 18, 2015 10:34 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed elimination of waypoint LOWMAA in San Diego

**615-01**

I have recently learned of the proposed change to flight rules for planes departing from Lindbergh Field to eliminate the LOWMAA waypoint and replaced it with waypoint ZZOOO, thereby allowing planes to cut directly over additional residential areas on Point Loma that have not historically been affected by Lindbergh Field flight noise.

The Loma Portal area immediately west of the airport has always had high levels of noise pollution from Lindbergh Field takeoffs. As a result, property values in that area are very substantially lower than those in the more southerly parts of Point Loma. We bought our home in the "Wooded Area," almost as far south as the entrance of the military base and Cabrillo Monument, in 2001. We looked at many houses in different parts of the Point and decided to pay substantially more than we'd have had to in the Loma Portal area - at least 50% more, based on comparable houses we looked at in the two areas - to buy farther south where we would not be subjected to this problem. This was a major financial decision and is the same decision thousands of families have made for decades when they have chosen to pay higher prices to live in areas of Point Loma where they can enjoy peace and quiet.

This proposed change will have a direct and substantial negative impact not only on our quality of life but also on our property values, which will inevitably be lowered by the noise pollution. The supposed fuel cost savings cited as a reason to make this change are dwarfed by the loss in property value that will be experienced by Point Loma residents.

**615-02**

It appears the FAA considers the proposed change to have no material impact on noise. An arbitrary standard claiming changes in noise levels below 60 or 65 dB are "negligible" does not accurately reflect the experience on the ground for someone who goes from virtually zero plane noise to nearly constant background noise all day long, noise that is loud enough to awaken me every morning when planes start taking off. Regardless of the technical assessment of whether the area is impacted, property values will reflect what people experience.

**615-03**

On that topic, I would also like to understand why even before the adoption of this proposed change, I have been hearing dramatically more plane noise for the past couple of years. I was told that it was a temporary issue related to the construction of the new terminal at the airport, but since completion the additional noise has not abated. When I bought my house I literally never heard anything from Lindbergh. It is now nearly constant. I am horrified to think what this proposed change will mean if it creates even more noise than we have now.

I respectfully request that the FAA allow the residents of Point Loma to preserve our quality of life and the value of our most important assets, our homes, by reconsidering this rule.

Very sincerely yours,

Elizabeth B. Bluhm  
3636 Rosecroft Lane  
San Diego CA 92106  
(619) 226-4624

**615 Response**

**615-01**

Please see **Topical Response 11 – Point Loma.**

**615-02**

Please see **Topical Response 11 – Point Loma.**

**615-03**

Please see **Topical Response 11 – Point Loma.**

616

Santo Fragale

**From:** Santo F [santo\_fragale@yahoo.com]  
**Sent:** Friday, September 18, 2015 10:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** More information needed

616-01

I am interested in seeing an overlay of the proposed flight plan for SAN and a street map. At first glance it appears as if you are planning to fly planes over a substantially increased number of people. It's already bad enough here on the point and now you want to make it worse. How many of the people proposing this action live here. I am guessing none. Probably don't even live in the state. Then there is our property values. You start messing with our property values and we are going to push back. So wouldn't it be a better idea to impact as few people as possible. Just move the airport and stop wasting time and money.

616-02

So I will keep an open mind but show me something I can understand.

In addition I would like to be notified of any public meetings regarding the Multiplex at San

Santo Fragale

616

Response

616-01

Please see **Topical Response 08 – Supplemental Materials.**

616-02

Please see **Topical Response 11 – Point Loma.**

617

Cathy Clark

From: Cathy Clark [oaktree39@cox.net]  
 Sent: Friday, September 18, 2015 10:44 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Proposed IIBEE SID

Dear Sirs/Madams:

The proposal to change the departure route for eastbound flights out of Lindbergh Field from POGGI to IIBEE via ZZO00 waypoint is unnecessarily upsetting the decades-long compromises residents west of Lindbergh Field and our neighbor SAN have made. At first glance, it appears to be a penny-wise and pound-foolish change that saves little money, has a negligible effect on climate change and throws hundreds of homeowners "under the bus," in this case, by putting jets over their heads where there have been none, unless it was a rare "early turn."

>From my look at the maps, the proposed route potentially exposes  
 >hundreds  
 of homes to commercial airline jet noise they currently do not experience for a very small savings of fuel and a very minor reduction in carbon emissions. If the maps overstate the turns, then somebody ought to explain that.

The FAA should be proactive in the Point Loma Peninsula community to more fully explain the need for this change. Please include explanations of the altitudes at which the eastbound jets would be crossing Point Loma. Those of us not in aviation may not clearly understand how little impact this may really have. We just don't know. If altitudes have been talked about, they've been lost in the blathering over Db levels that no one but audio experts understand. Relying on somewhat arrogant assurances reported in the local press that the Db levels won't rise or be noticeable is a bad PR move.

At this point, we don't have the information to form opinions one way or the other, which is why you're facing the uproar that is growing by the hour.

One FAA meeting in Logan Heights to cover all of San Diego was simply not enough. The area's largest airport serving 18 million passengers a year, and those affected by it, deserve more close attention by your outreach people.

In the end, I am not concerned about highly profitable multi-billion dollar private companies saving pennies per flight if it means disrupting the lives of people who've bought homes where they did precisely because they are not directly under a flight path. People who live in Point Loma, as I have for 40 years, completely understand where we live and the compromises we have all made because we know how important San Diego International Airport is to our community. The east side of Point Loma (facing the bay, as our home does) gladly tolerates the window-rattling noise from North Island as an inconvenience we happily tolerate because of the importance of the Navy. But saving American Airlines (or any airline) a few dollars each flight in fuel is not in that category.

The long process to incorporate SAN and the people around it have been successful, and costly. With more than 3,000 homes receiving upgrades through the Quieter Homes program over the years, it's clear the airlines, the FAA and the airport authority have tried to be good neighbors. But this change in takeoff routes to the east opens up the potential for this relationship to become more costly than a few pennies saved in fuel: What if residents succeed in pushing for (or suing for) expansion of that Quieter Homes program beyond its current limited area of Ocean Beach/Loma Portal because thousands of residents are newly affected by thousands of jet flights a year?

Is it really worth it?

Cathy Clark  
 3736 Dixon Place  
 San Diego, CA 92107  
 Home: 619-224-8510  
 Email: [oaktree39@cox.net](mailto:oaktree39@cox.net)

617

Response

617-01

Please see **Topical Response 11 – Point Loma.**

618

Ron Telkes

**From:** Ronald Telkes [rtandjt@sbcglobal.net]  
**Sent:** Friday, September 18, 2015 10:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Metroplex Flight Patterns - San Diego International Airport

Hello,

618-01

My name is Ron Telkes. My wife and I live at 3130 Kingsley Street, San Diego. Our home is on the Northern end of the outgoing flight path at Lindbergh Field. I attempted to read the report at the FAA website. As it covers the airports in many Southern California cities, it is very difficult for a layperson to follow. I was not aware of the meeting that was held in San Diego in June in regard to the proposed flight path adjustments. I am very surprised that there was only one meeting held in regard to this extremely important issue. From what I have heard about the meeting the path adjustment explanations were quite vague.

618-02

I suspect that this will be for comments only, with limited information to comment on. I have a question (which probably won't be answered). What I'm quite sure was not discussed at the June meeting was the change in the number of takeoffs over specific areas fanning out from the airport. I would like to know because as I previously mentioned we are at the peak of the Northern end of the takeoff zone. What will be the difference in the number of takeoffs over the furthest most Northerly flight path if the flight pattern changes are approved? If at all possible, could I receive an email in regard to this issue or a telephone call (619-225-5755). The report as far as I can tell does not address the actual flight paths when initially leaving the runway.

618-03

I would appreciate any information that you can provide. A followup meeting would have certainly been appreciated.

Ron Telkes

618

Response

618-01

The commenter states that the report is difficult for a layperson. The EA was prepared in compliance with NEPA and FAA Order 1050.1E. This includes the use of plain language in the document as required under Paragraph 210b of Order 1050.1E. Because it is understood that the SoCal Metroplex Project is highly technical in nature, the first chapter of the EA provides basic background information in plain English on Air Traffic Control, the National Airspace System, air traffic procedures, the Metroplex initiative, and the Southern California Metroplex. As described on Page 2 of the EA, a list of acronyms and a glossary of terms used throughout the document is provided in Appendix D.

618

## Response (continued)

618-02

The commenter states he was not aware of the meeting that was held in San Diego in June and is surprised that only one meeting was held. The commenter is concerned about public notification. The FAA is committed to involving the public in the environmental review process as required by NEPA and FAA regulations, policies, and procedures. The FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including an extended public review and comment period, 11 public workshops, and several meetings with federal, state, and local elected representatives and agency officials. During the workshops, representatives from the FAA and its Consultant Team were available to answer questions about the project and the Draft EA. The Draft EA was released for public review on June 10, 2015. A notice of availability of the Draft EA was published in newspapers throughout the General Study Area, including the San Diego Union Tribune. Copies of this notice were mailed to federal, state, and local elected representatives and agency officials. The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. Please see Appendix A, Agency Coordination, Agency Consultation, and Public Involvement, for a description of public outreach for the EA.

618-03

The commenter is concerned with departures from San Diego International Airport. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the Proposed Action and No Action Alternative are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

The Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 on pages 3-2 through 3-4 of the *Average Annual Day Flight Schedules Technical Report* includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

619

Jeremy Klinkhamer

From: Jeremy Klinkhamer [jeremyklinkhamer@gmail.com]  
Sent: Friday, September 18, 2015 11:04 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Metroplex

To whom it may concern,

The impact of your new flight plan is unacceptable. Our family made a decision to purchase a home in Point Loma many years ago. Nimitz Blvd traffic and distant plane noise were something we chose to tolerate in order to live in a wonderful beach community. The possibility of planes heading over our home and community infuriates me. Everyone in Point Loma chose their home for a reason, pros and cons. The fact that you could force this nuisance on us after we came to the largest financial decision most of us will ever make is heart-breaking. The amount of homes you would affect is massive. The direct route to the ocean, as it is, makes complete sense as far as minimal human impact. If you allow planes to turn left earlier you impact 100's more homes, 1000's of people in the community and 1000's of tourists to our neighborhood including Cabrillo National Monument .

619-01

The massive impact comes in the length of time we hear these planes. I read that your argument is that the decibel range increases by 5. That's laughable. Our neighborhood currently hears each plane for roughly 10 seconds at a certain noise level. Once you allow your planes to turn left over Point Loma you invite more noise, as you admit, but you're neglecting the TIME in which we will hear it. It will now be louder to us for longer!

With an estimated 500 flight departures being louder for longer the calculation of how LONG we will hear significant plane noise throughout our day is a number I don't want to even imagine. This proposed nuisance is not part of the neighborhood we spend our very hard earned money to live in.

You're increasing our decibel level, length of plane noise time, proximity to planes, increasing our catastrophe risk and negatively impacting our property value. By turning your planes over our homes you're completely disregarding all the hard work and research we put into moving into our homes and paying a healthy mortgage to do so. I didn't buy a home under the current flight path for a reason. Now you're telling me it's going to happen because of a decision based on YOUR FINANCIAL STATUS and not all of the homeowners your plan is affecting! That's unacceptable.

619-02

Jeremy Klinkhamer  
1960 Capistrano St.  
92106

619

Response

619-01

Please see **Topical Response 11 – Point Loma.**

619-02

Please see **Topical Response 05 – Purpose and Need.**

620

Denis Cormier

**From:** Denis Cormier [dencor1024@yahoo.com]  
**Sent:** Friday, September 18, 2015 11:10 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed change of departure flight path in San Diego

620-01

To the Chief Bureaucrat at the FAA,

620-02

I am sure that the strong lobbyist who represent the airlines are doing their best to influence the FAA's decision on this matter. Their primary goal is to save fuel cost for the airlines and to hell with all of the residents of Point Loma who will suffer the effects of jet fuel spray, excessive noise and a significant reduction in our real estate values.

620-03

When we bought our home we made a conscious decision to purchase a home far enough south on Point Loma so as not to be affected by jet noise. Your proposed plan will have jets flying right over the "wooded area".

620-04

PLEASE DO NOT CAVE IN TO THE SPECIAL INTEREST LOBBYIST!! KEEP THE JETS FLYING OVER OPEN WATER!!

Sincerely,

Denis Cormier  
 3703 Wilcox Street  
 San Diego, CA 92106

619-994-2773  
[dencor1024@yahoo.com](mailto:dencor1024@yahoo.com)

620

Response

620-01

Please see **Topical Response 05 – Purpose and Need.**

620-02

Please see **Topical Response 11 – Point Loma.**

620-03

Please see **Topical Response 11 – Point Loma.**

620-04

Please see **Topical Response 11 – Point Loma.**

621

Jeff Halldorson, MD

**From:** Jeff Halldorson [jhalldor@me.com]  
**Sent:** Friday, September 18, 2015 11:32 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA flight path changes in San Diego

To whom it may concern,

621-01

I would like to express my extreme dismay that flights are being redirected over my neighborhood in Point Loma San Diego. To interfere with the quality of life in our neighborhood when other options are easily available is simply in my opinion an overbearing intrusion on private life by a government serving primarily the interests of big airline corporations. It should be intuitive that airline traffic should be designed with primary value placed on minimal impact to human populations for numerous health, safety and quality of life reasons. Please do not implement this intrusive plan. If I can be of any further assistance or provide further information please do not hesitate to contact me.

Respectfully,

Jeff Halldorson M.D.

621

Response

621-01

Please see **Topical Response 11 – Point Loma.**

622

Thomas W. Ingwers

Thomas W. Ingwers  
4592 Alhambra Street  
San Diego, CA 92107  
619 955-8161  
twingwers@gmail.com

September 18, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Comments on Draft SoCal Metroplex Environmental Assessment

Dear Sir or Madam:

I live in the Sunset Cliffs area of Point Loma and will be directly and detrimentally impacted, if the proposed changes to the POGGI departure (IBBEE) are adopted.

Specifically, by not requiring departing aircraft to pass over the LOWMA waypoint in the proposed departure track, based upon your PowerPoint presentation and SAN POGGI SID West Flow (Old) SAN IBBEE SID West Flow (New) graphics, there will be a significant increase in the air traffic turning and flying directly over my house and neighborhood. Obviously if this proposal is adopted, the result from the perspective of my house and neighborhood will be: increased noise and increased exposure to potential aircraft accident. These factors in turn will negatively impact our property value and ability to peacefully enjoy our home.

622-01

The San Diego County Regional Airport Authority (“SDCRAA”) has worked very hard to mitigate noise impacts in our neighborhood and I note they also object to this change in departure flight path in their September 3, 2015 letter, due to concerns over noise impacts. The remedy proposed by the SDCRAA and supported by me, is simple, please retain the current LOWMA waypoint for departing aircraft in the new proposed POGGI departure track. Maintaining the LOWMA waypoint in this departure track will both 1) minimize noise over the heavily populated area of Point Loma and 2) enhance safety, by reducing the amount of time aircraft are located over a heavily populated area (our neighborhood) during the initial climb following takeoff.

Thank you for consideration of these comments.

Sincerely,

Thomas W. Ingwers

622

Response

622-01

Please see **Topical Response 11 – Point Loma.**

623

Mitch Siegler

**From:** Mitch Siegler [msiegler@pathfinderfunds.com]  
**Sent:** Saturday, September 19, 2015 12:06 AM  
**To:** 9-ANM-SoCalOAPM (FAA)

623-01

**Subject:** I oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport

**Mitch Siegler**  
Senior Managing Director

Pathfinder Partners, LLC

Office: (858) 875-4455

Fax: (858) 875-4655  
4380 La Jolla Village Drive, Suite 250  
San Diego, CA 92122  
[msiegler@pathfinderfunds.com](mailto:msiegler@pathfinderfunds.com)  
[www.pathfinderfunds.com](http://www.pathfinderfunds.com)



 Watch our video to learn more about Pathfinder.

623

Response

623-01

Please see **Topical Response 11 – Point Loma**.

624

Anonymous

**From:** Wifesaysimadumbass [wifesaysimadumbass@yahoo.com]  
**Sent:** Saturday, September 19, 2015 12:47 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Lowma waypoint

624-01

Please do not use the lowma waypoint for departures from Lindbergh field.

Sent from my iPhone

624

Response

624-01

Please see **Topical Response 11 – Point Loma**.

625

Judi Labenske

From: Judi Labenske [jslabenske@yahoo.com]  
Sent: Saturday, September 19, 2015 2:04 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: FAA proposed change in flight path

Hello,

I would like to state my opposition to the proposed change in flight pattern that would directly affect me and my neighbors. I used to live in North Point Loma where the planes flew over directly. You could see the soot accumulate on our balcony and we literally had to stop speaking on the phone when the planes flew over. I have been so pleased to move to south Pt. Loma that has none of these problems and paid a large price to secure a home in this quiet neighborhood.

625-01

I am incensed that you would consider redirecting planes over a serene community a beautiful university and a national monument and scenic route that people visit from all over the world to visit. If it was more direct to fly directly over Avenue of the Redwoods in Northern California or Yosemite National Park to just same time or money, would that make any sense?

Please consider rescinding your plans for his change.

Sincerely,  
Judi Labenske

625

Response

625-01

Please see **Topical Response 11 – Point Loma.**

626

Robin Thurmond

From: Robin Thurmond [robthurmond1@netscape.net]  
Sent: Saturday, September 19, 2015 2:18 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SAN Flight Path Changes

626-01

I would like to comment on the proposed flight path changes for flights leaving Lindbergh field. Having been a resident of Point Loma for many years, I would like to express my concerns for allowing flights to make sharper turns to the south over the Point. The southwest portion of Point Loma contains some of the most beautiful scenery in all of Southern California. This includes Cabrillo National Monument, Rosencrans National Cemetery, and Sunset Cliffs Nature Park. One

626-02

would have to have an extremely good justification in order to justify any risk to the serenity of these areas. The savings of a slightly shorten flight path for the sake of saving a minuscule amount of fuel (compared to the total consumed) seems to hardly to rise to this level of justification. I would strongly recommended that these proposed changes not be implemented.

Sincerely,

Robin Thurmond

626

Response

626-01

Please see **Topical Response 11 – Point Loma.**

626-02

Please see **Topical Response 05 – Purpose and Need.**

627

Karin Jooss, PhD

From: Karin Jooss [karin.jooss@hotmail.com]  
 Sent: Saturday, September 19, 2015 2:25 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: Karin Jooss  
 Subject: Please help stop re-routing of flights over our neighborhood in Point Loma/San Diego. This would be terrible.

627-01

We urge the FAA not to re-route flights over the Point Loma/wooded area neighborhood in San Diego. This will expose children and their families unnecessarily to significant pollution and noise, impacting their health and safety for corporate benefit. The current route over the ocean eliminates/reduces all of the above concerns/risks.

I urge you to make the decision if it were your neighborhood and families affected.

Karin Jooss, PhD

627

Response

627-01

Please see **Topical Response 11 – Point Loma.**

628

Nadia Benchabane

From: Nadia [nadia.benchabane@gmail.com]  
 Sent: Saturday, September 19, 2015 3:43 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: San Diego airport

We are writing as concerned residents of Point Loma in San Diego.

628-01

According to sources, the Airport Subcommittee Meeting met this week to discuss the plans of the FAA to eliminate the waypoint LOWMA at the end of the point. This would enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

628-02

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased the home three years ago. This is VERY concerning as we are raising children in the area. Airplanes overhead may cause significant health problems such as increased risk of hearing loss and lung cancer due to noise exposure and poor air quality from jet fuel.

Thank you for considering our concerns.

628

Response

628-01

Please see **Topical Response 11 – Point Loma.**

628-02

Please see **Topical Response 11 – Point Loma.**

629

Dr. Lien Pham

**From:** Lien Pham [lienbphamphd@yahoo.com]  
**Sent:** Saturday, September 19, 2015 6:19 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re: The Current Increased Jet Noise in Culver City and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

629-01

It is Sept. 18, 2015 at 10:53pm and the sky outside is ROARING with jet noise. It has been constant for at least the past 4 hours and continues to roar. It sounds like a war zone.

629-02

We live near 3 schools within Culver City: Farragut Elementary School, Culver City Middle School, and Culver City High School. The residents here endure automobile traffic and pollution from the thousands of families that drive here to drop off their kids at school in the morning and then again in the afternoon when they pick up their kids after school. We must deal with this day in and day out. And now with the proposed FAA NextGen flight path over our neighborhood during the late night hours will INFURIATE the residents living here. They will have NO peace during the day AND the night. They will revolt.

Sincerely,  
Dr. Lien Pham  
10759 Franklin Ave.  
Culver City, CA 90230

629

Response

629-01

Please see **Topical Response 02 – Existing Conditions.**

629-02

Please see **Topical Response 09 – LAX North Arrivals.**

630

Susan Seidel

**From:** Susan Seidel [chrisnsue7@aol.com]  
**Sent:** Saturday, September 19, 2015 1:25 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** POINT LOMA FLIGHT PATH

630-01

Please tell me that you don't value saving money on fuel more than you value the lives of the people that are directly affected by the proposed flight path change. This is a major issue for the safety of the residents here in Point Loma. I have worked/do work VERY hard to be able to live in this area. It took a long time to locate a house in a safe area to raise our kids. They are our #1 concern and the simple fact that this area was NOT under the flight path is what led us to house hunt here. I love that my children go to our neighborhood school each day, located away from the airplanes. Our friends living closer to the flight path have residue all over their yards, covering their decks, patio furniture, & their gardens. It's a fact. This is on top of the noise pollution that I lived under for years before I moved AWAY from it purposely. To me, it's also very concerning that there is no consideration over the disrespect for a national monument and a national cemetery. There's a lot at stake here.

630-02

Our friends living closer to the flight path have residue all over their yards, covering their decks, patio furniture, & their gardens. It's a fact. This is on top of the noise pollution that I lived under for years before I moved AWAY from it purposely. To me, it's also very concerning that there is no consideration over the disrespect for a national monument and a national cemetery. There's a lot at stake here.

630-03

Susan Seidel  
Wooded Area

**630****Response****630-01**Please see **Topical Response 05 – Purpose and Need.****630-02**Please see **Topical Response 11 – Point Loma.****630-03**Please see **Topical Response 11 – Point Loma.****631****Anne J. Hill**

From: Anne Hill [ajhill41@gmail.com]  
 Sent: Saturday, September 19, 2015 1:57 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Flight Path from San Diego International Airport

**631-01**

I oppose the proposed change to the flights taking off from the San Diego International Airport. When planes head further south, it disrupts the sleep and lives of too many people.

Sincerely,

Anne J. Hill  
 693 San Elijo St.  
 San Diego, CA 92106

**631****Response****631-01**Please see **Topical Response 11 – Point Loma.****632****Brynn Kelly**

From: Brynn Kelly [brynnmk@me.com]  
 Sent: Saturday, September 19, 2015 4:17 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: So. California Metroplex Assessment

Dear sirs,

**632-01**

I have lived in Newport Beach along the east and west side of the Back Bay for over 40 years. I lived here when the John Wayne airport was a small building with one outdoor ares for the baggage claim and we had to go outside and climb a stairway to get on the planes. Of course the planes were much smaller then. The battle over the planes flying from the John Wayne Airport over the Back Bay is not a new issue. I did help some when the planes took a steep climb immediately after take-off. Why have the planes stopped taking the steep climb. Perhaps you think the planes have gotten quieter. The airlines might think that their aircraft is more quiet but it's not. The sound is so much louder, no matter what aircraft, since they started flying so low again.

**632-02**

I also understand that the planes have several other options of flight paths than just over the Back Bay. Why haven't the planes used these other paths.

We have a wonderful community of many schools and families with children. These planes' pollution cannot be good for any of our health. Since the airport has gotten so much busier and the planes os much larger, the pollution is worse.

Please, you need to do something about the louder noise and increase in pollution over our community. There is absolutely no reason our communities surrounding the Back Bay should take the brunt of the increase of noisy planes and pollution. We have rights too. The skies above our property should be protected just like other communities. We were here first.

Thank you for your help in protecting our health, property, and life style.

Sincerely,  
 Brynn Kelly

632

Response

632-01

The commenter states that aircraft are no longer conducting a steep climb when departing John Wayne Airport (SNA), resulting in the aircraft flying lower. The comment requests information regarding existing conditions. See **Topical Response 02 – Existing Conditions**. The proposed action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the Proposed Action and No Action alternatives are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest.

632-02

Please see **Topical Response 02 – Existing Conditions**.

633

Kim Esterly

From: Kim [kimesterly@gmail.com]  
 Sent: Saturday, September 19, 2015 4:20 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: PLEASE DO NOT DELETE WAYPOINT LOWMA

To Whom It May Concern,

633-01

The small community of Point Loma is home to thousands of residents and visited annually by tens of thousands of tourists. Deleting the waypoint would have a tremendously negative impact on our neighborhoods, our schools, a University, a National Park and Fort Rosecrans Cemetery, not to mention dozens of churches, parks and businesses. The roads throughout the Point are already impacted by Navy traffic and the skies, by a very busy commercial airport and a Naval Air Station.

633-02

Re-routing the jets over Point Loma will cause great damage in terms of more noise, air and water runoff pollution. Families have lived here for decades and our children attend school here. With jets overhead, there will be an onslaught of health and safety issues and concerns. And thousands of homes will lose value resulting in a loss of tax revenue. All of

633-03

this so the commercial airlines can save seven million? What about the thousand of residents who have called Point Loma home for decades? What about the thousands of tourists who come to San Diego to visit Cabrillo National Park and

633-04

Monument or pay their respects at the veterans cemetery?

There is simply no justifiable reason to change the waypoint. Please listen to the citizens you have been appointed to represent.

Very Sincerely,

Kim Esterly  
 Point Loma, San Diego

633

## Response

633-01

Please see **Topical Response 11 – Point Loma**.

633-02

Please see **Topical Response 11 – Point Loma**.

633-03

Please see **Topical Response 11 – Point Loma**.

633-04

Please see **Topical Response 05 – Purpose and Need**.

634

## Dennis Case

**From:** Dennis Case [fdcase@cox.net]  
**Sent:** Saturday, September 19, 2015 4:22 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma aviation noise

Dear Sir/Madam,

634-01

Point Loma (zip code 92106 and 92107) does not need any further aviation noise. We have San Diego international airport just to the northeast of us and Naval air station North Island immediately to the southeast. Between these two airports we are now getting more than enough aviation noise. We do not need a commercial air route directly overhead. We are impacted by aviation noise NOW---- please do not make it worse.

Dennis Case  
 757 Armada Terr. San Diego 92106

634

## Response

634-01

Please see **Topical Response 11 – Point Loma**.

635

Donna Jones

**From:** Donna Jones [DJones@sheppardmullin.com]  
**Sent:** Saturday, September 19, 2015 4:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Route Change Would Cause Problems

Hello per person who has to review these emails ...

635-01

I want to join the chorus of self-interested nonetheless with a viable viewpoint people who have expressed concerns re the potential change in turn ratios/etc. from Lindbergh Field. I live in Point Loma's north Sunset Cliffs area, just south of Point Loma Ave., and we believe the noise and danger will increase with the proposed tightening of the turns. While the increase in noise may only be a few decibels, nonetheless there is already a noise situation created by the existing routes and even a few decibels more is too much.

635-02

And, I do NOT want to worry about planes crashing into my home. It can't possibly save that much fuel. Besides the airlines are already figuring out how to add to their profits even with fuel prices given the smaller seats, less leg room, no-seat-left-unsold policies they have lately where they have removed so many flights that now every one of them is booked no matter the designation, origin or time of day.

635-03

Focus on keeping an eye on safety, pilots having plenty of time to sleep but also not so much automation that they don't know how to act in a real emergency and the things that really matter.

Don't change the turns over Point Loma.

Thank you for your time!

Best regards,  
Donna

Donna Jones

619.338.6524 | direct

619.515.4141 | direct fax

[DJones@sheppardmullin.com](mailto:DJones@sheppardmullin.com) | [Bio](#)

**SheppardMullin**

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Attention: This message is sent by a law firm and may contain information that is privileged or confidential. If you received this transmission in error, please notify the sender by reply e-mail and delete the message and any attachments.

635

Response

635-01

Please see **Topical Response 11 – Point Loma.**

635-02

Please see **Topical Response 11 – Point Loma.**

635-03

Please see **Topical Response 05 – Purpose and Need.**

636

Louis and Vicki Greco

**From:** Louis Greco [lgreco1@cox.net]  
**Sent:** Saturday, September 19, 2015 4:49 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

FAA administrators:

We are writing concerning the proposed elimination of Waypoint LOWMA proposed in the SoCal Metroplex Study.

636-01

We understand that the elimination of Waypoint LOWMA could result in fuel savings but as 56 year Point Loma residents this proposal is unacceptable to us due to the increased noise, safety concerns, decrease in property value and habitability of our home.

636-02

Why is the profitability of the airline industry more important than our safety and quality of life?

Respectfully,  
 Louis and Vicki Greco  
 4486 Marseilles Street  
 San Diego CA 92107  
[lgreco1@cox.net](mailto:lgreco1@cox.net)

636

Response

636-01

Please see **Topical Response 11 – Point Loma.**

636-02

Please see **Topical Response 05 – Purpose and Need.**

637

Susan Libbey

**From:** Susan Libbey [susan.libbey@gmail.com]  
**Sent:** Saturday, September 19, 2015 5:25 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposal to Revise Flight Paths at Lindberg Field

Hello,

637-01

I am so opposed to the revision of the flight paths at Lindberg Field in San Diego. I recently relocated to my present home with the knowledge that the noise from Lindberg would be lessened by the distance between the take-offs and my home. I know you will consider the degradation of the quality of life by this revision. I am aware that fuel prices have gone down substantially. This would reduce the "savings" this revision would gather. Though I am sure that there would be a "window replacement offer" to all who are impacted. I am also sure that the waiting list for the actual replacement is close to three years.

637-02

637-03

Imagine if you will, living in the area where the noise created would unsettle (at best) your family - or interrupt a conversation.

Thank you for taking time to read my dissent.

Best Regards,  
 Susan Libbey

637

Response

637-01

Please see **Topical Response 11 – Point Loma**.

637-02

Please see **Topical Response 05 – Purpose and Need**.

637-03

Please see **Topical Response 11 – Point Loma**.

638

John Franklin

From: jfranklin12@cox.net [jfranklin12@cox.net]  
Sent: Saturday, September 19, 2015 5:46 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: New Noise from San Diego International Airport under proposed FAA plan

To whom it may concern:

638-01

I want to voice my displeasure with having to tolerate increased noise from San Diego International Airport aka Lindberg Field, under the proposed new FAA flight paths during takeoff and landing that affect Point Loma. My Wife and I moved here from Ocean Beach to specifically to get out from under the flight path about 30 years ago. It would be one thing if this was a pre-existing flight path, and you could say I should have known better, but that is not the case. We Point Lomans were here first, and you cannot change the rules in the middle of the game, unless you do not care about individual rights. You are forcing this down our throats. This is an outrage and reeks of big brother strong arm tactics. Strong letter to follow.

John Franklin  
941 Temple St.,  
San Diego, CA 92106  
(760) 250-5835 cell

638

Response

638-01

Please see **Topical Response 11 – Point Loma**.

639

Craig Tyndall

From: craig tyndall [ctyndall2@gmail.com]  
Sent: Saturday, September 19, 2015 5:53 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport

639-01

This would be unmitigated disaster for the the residents. Please consider what you would be saving vs the harm. The gas savings is a myth. Banking quickly takes more fuel.

639-02

639

Response

639-01

Please see **Topical Response 11 – Point Loma.**

639-02

Please see **Topical Response 05 – Purpose and Need.**

640

Ron Brooks

**From:** Ron Brooks [brooks1@cox.net]  
**Sent:** Saturday, September 19, 2015 6:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Petition signed by Ron Brooks

640-01

I OPPOSE THE FAA PROPOSAL TO REVISE DEPARTURE FLIGHT PATHS AT SAN DIEGO INTL AIRPORT. signed, Ron Brooks

640

Response

640-01

Please see **Topical Response 11 – Point Loma.**

640

Lynn Silva

**From:** Lynn Silva [lynnrsilva@gmail.com]  
**Sent:** Saturday, September 19, 2015 8:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Change in flight patterns in SAN

640-01

Please add me to the list of those who oppose the revised FAA proposal for SAN. It is poor planning and not necessary.

Thanks so much, Lynn Rippee Silva

641

Response

641-01

Please see **Topical Response 05 – Purpose and Need.**

642

Anthony Jeffreys

From: Anthony Jeffreys [tj1959@icloud.com]  
Sent: Saturday, September 19, 2015 8:45 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: ajeffreys@sandiego.gov; Tony Jeffreys  
Subject: Proposed new flight path over Point Loma

642-01

My name is Tony Jeffrey's and I'm a homeowner that lives directly under the new proposed flight path. I strongly oppose any new change to the existing flight path already established. This proposed change will affect property values, quality of life and the environment. It also will impact the neighborhood with fuel offloading, carbon emission and noise pollution.

642-02

642-03

Tony Jeffreys  
Sdfdff@cox.net

642

Response

642-01

Please see **Topical Response 11 – Point Loma.**

642-02

Please see **Topical Response 11 – Point Loma.**

642-03

Please see **Topical Response 11 – Point Loma.**

643

Chris Link

**From:** Chris Link [missinglink927@gmail.com]  
**Sent:** Saturday, September 19, 2015 9:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed changes to San Diego Flight Paths

To whom it may concern,

643-01

As a homeowner near Point Loma Nazarene University, the proposed flight path changes routing planes back over the Point Loma area to save money and jet fuel are unacceptable. Please consider the lives you will

643-02

destroy with this unnecessary additional noise pollution, air pollution, and reduction of property values. I can assure you the residents in our area will do everything in our power to ensure this does not happen.

643-03

Sincerely, a Point Loma Resident

643

Response

643-01

Please see **Topical Response 05 – Purpose and Need.**

643-02

Please see **Topical Response 11 – Point Loma.**

643-03

Please see **Topical Response 11 – Point Loma.**

**644****Katherine Carruthers**

From: Katie Carruthers [ktc3@cox.net]  
 Sent: Saturday, September 19, 2015 10:15 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Point Loma CA

**644-01**

Hello:

I am requesting that the flight plan from San Diego International airport not change from its current path. We moved to our neighborhood 20 years ago and never had the threat of airplanes flying over our property. This would significantly drop the value and beauty of our neighborhood. I don't see how this could be allowed since the naval airstrip is right across from us at north island. I'm sure you will take my request seriously.

Respectfully submitted,

Thank you, Katherine Carruthers

3540 Kellogg Way  
 San Diego, CA 92106  
 Sent from my iPhone

**644****Response****644-01**Please see **Topical Response 11 – Point Loma.****645****Cass Witkowski**

From: Cass Witkowski [cass.witkowski@cox.net]  
 Sent: Sunday, September 20, 2015 12:08 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Please keep the LOWMA waypoint

Dear FAA,

**645-01**

The government needs to protect the people from the avarice of airlines companies. The airlines companies want to fly over Point Loma to the detriment to all the home owners who live there. They want to save \$7,800,000 annually by inflicting on us more noise and stress. The noise will affect the property values of all those who will be under the proposed flight path. These are not inexpensive homes in this area.

**645-02**

Those affected do vote and will remember the decision made here.

Do you think for one minute that the airlines will lower their air fares with the savings or just increase their profits at our expense?

I urge you do protect the people you serve. Please keep the LOWMA waypoint and the current flight path.

Regards,

Cass Witkowski  
 619-252-8069

**645****Response****645-01**Please see **Topical Response 05 – Purpose and Need.****645-02**Please see **Topical Response 11 – Point Loma.**

646

Donald Griffith

**From:** Don & Margaret (Pete) Griffith [don-pete@cox.net]  
**Sent:** Sunday, September 20, 2015 12:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex SID change

I have reviewed the FAA presentation given to the airport authority and find it lacking in many areas.

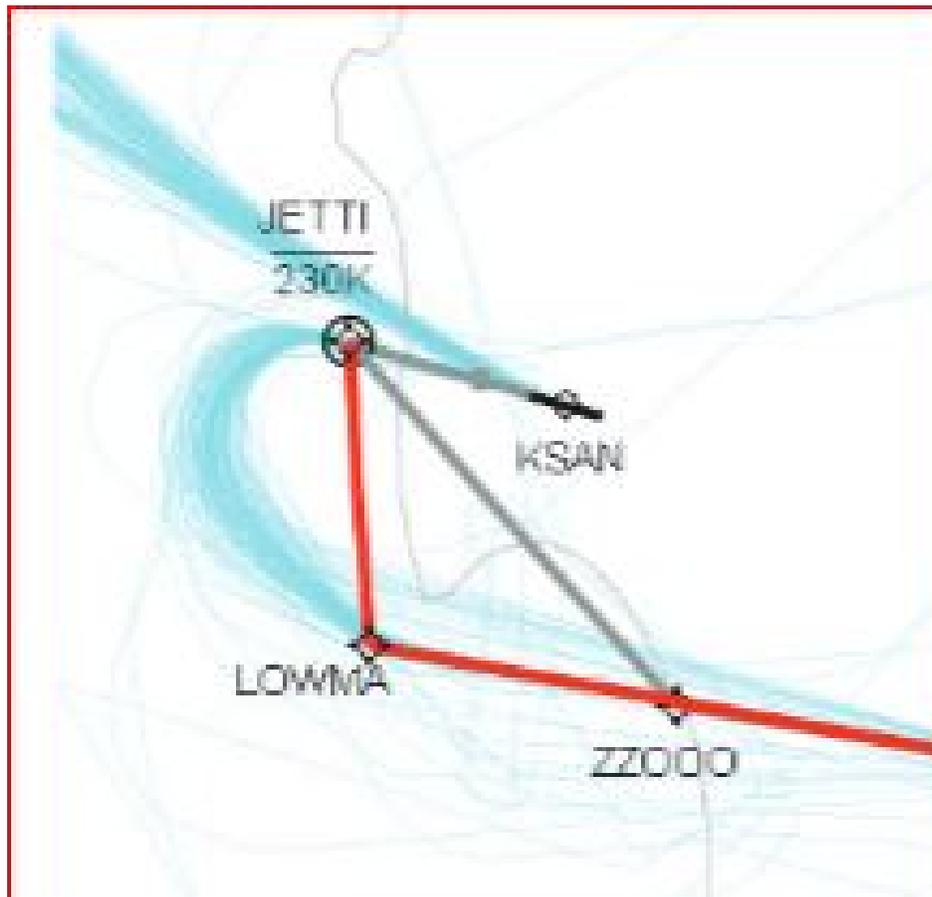
First in the depiction of the departing (SID IIBEE) flight paths of the aircraft. Obviously a loaded jet will not follow the nice blue lines or certainly the red lines depicted. The actual path will probably parallel the Point Loma Peninsula and further cause much more audio damage than your optimistic estimates.

646-01

You have addressed Environmental Justice but failed to consider all of the injustice you will be imposing upon the residents of the peninsula. Without our going into threats please consider that when these homes were purchased the flight paths which you are proposing did not exist and the airport noise was quite acceptable. You found it necessary to sound proof hundreds of homes in the existing flight path likely because of a similar underestimate of the noise impact upon those homes. This is not environmental justice of any quantity.

Now looking at the Energy impact of the change. You have estimated that there will be no change. Since there will be no change then let's just leave the flight paths for the departure SIDS as they now stand which has a minimal possible impact both in energy and and community since the path over the community is now the shortest route possible - just straight out over the ocean before making the southerly turn.

Donald Griffith  
 1001 Devonshire Dr.  
 San Diego, CA 92107



646

Response

646-01

Please see **Topical Response 11 – Point Loma.**

647

Frederick L. Gotwald, PE

Sent: Sunday, September 20, 2015 3:45 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Comments on SoCal Metroplex Project Draft EA

I have reviewed the Main Document and Supplemental Materials.

Comments:

1) Section 3.1.2.2 describes the rationale for the southern alignment change.

This change is obvious when comparing the Flight Tracks for SAN POGG13 WEST DEP - RNAV and SAN IIBEE WEST DEP - RNAV in the Supplemental Materials.

However, no description is provided for why the waypoint LOWMA needs to be replaced by ZZOOO and why the Procedure Routes need such drastic change to support the southern alignment change.

2) No information is provided on how the migration from RNAV to RNP will impact Flight Tracks.

Of major concern is that the replacement of LOWMA with ZZOOO, in combination with RNP implementation, will cause a major shift in flight patterns over a majority of Point Loma (including the Fort Rosecrans National Cemetery and Cabrillo National Monument).

3) Table 5-7 indicates that the SAN IIBEE SID has not completed the procedural design process. I believe mention of SAN IIBEE SID should be removed from the Draft until it has been properly designed and reviewed. It is impossible to properly assess environmental impacts on something that is not designed yet.

647-01

Respectfully submitted,

Frederick L. Gotwald, P.E.  
4119 Hill Street  
San Diego, CA 92107

647

Response

647-01

Please see **Topical Response 11 – Point Loma.**

648

John Veskerna

From: John Veskerna [johnveskerna@sbcglobal.net]  
Sent: Sunday, September 20, 2015 4:29 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego airport LOWMA change

HI FAA,

I urge you to keep LOWMA waypoint as it currently exists. It works very well!

648-01

Thank You for your concern,

John Veskerna

3636 Loma Way

San Diego, Ca 92106

648

Response

648-01

Please see **Topical Response 11 – Point Loma.**

649

Andrea da Rosa

From: Andrea da Rosa [adarosa@balboa.com]  
Sent: Sunday, September 20, 2015 6:27 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Proposed FAARouting modification in San Diego

Please do not allow them to make this modification to the flight path. The NextGen proposal to delete the waypoint near the tip of Point Loma will allow eastbound airplane traffic departing San Diego International Airport ("SAN") to intersect Point Loma, flying directly over the point as they turn to the left from the westbound runway to their easterly route.

649-01

This is unacceptable. According to Exhibits provided by the FAA, the proposal includes the elimination of a waypoint currently located approximately 1.5 miles southwest of the tip of Point Loma ("LOWMA") that eastbound departing planes must pass to its south. As the Exhibit shows, the revised path would allow planes to travel over the top of Cabrillo National Monument, Fort Rosecrans National Cemetery and Point Loma Nazarene University. The reality of this is that the distance "saved" is not enough, if there is any at all, to justify the negative impact and additional noise and other pollution to people, wildlife places and without question would have a negative impact on these and other Point Loma properties. Please do the right thing and do not make the proposed or any other such modification to the current flight path.

Andrea da Rosa

649

Response

649-01

Please see **Topical Response 11 – Point Loma.**

650

Sandy Valone

Comment Letter 650 is the first received example of a form letter. Duplicate copies of this letter were also sent by the following individuals:

- David and Terri Johnson
- Meg Tyndall
- Laurie Benham
- Craig Tyndall
- Pam Zuckerman
- John W. Konecki
- Leasa Fisher
- Gail Ruff Bailey
- John Konecki
- Neal Esterly

**From:** Sandy Valone [s.valone@cox.net]  
**Sent:** Sunday, September 20, 2015 5:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to FAA's proposal to revise departure flight paths at San Diego Intl Airport Keep the LOWMA waypoint!

Sandy Valone  
 3682 Liggett Drive  
 San Diego, CA 92106

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057  
 September 20, 2015

RE: Opposition to FAA's proposal to revise departure flight paths at San Diego Intl Airport **Keep the LOWMA waypoint.**

Dear FAA;

I have been a resident of Point Loma for 6 years now. We moved here from South Park, 92102 because we were directly under the arrival flight path, two houses away from qualifying for the quieter home program, with 17 windows facing the planes. Due to the stress and loudness of the planes we desperately wanted to get away from them. When we moved to Point Loma we chose an area that we thought was far from the departure plane noise. Unfortunately, we moved when the country was in a recession and plane departure frequency was at an all-time low. With a 2% increase in travel since 2009 we now realize that we are back to listening to plane noise and it has caused much stress in our lives.

Now, the residents of Point Loma are faced with a new flight pattern to save the airlines nearly \$8m per year in fuel costs, increasing profits to the airlines (a multi-billion dollar industry) at further cost to the Point Loma community. We are already plagued with constant departure noise, property value loss, health concerns, etc. **With this new proposed flight path, the FAA is failing to live up to its designated purposes for which the agency was created in the first place. One of your main responsibilities is: "Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia). Among other reasons for FAA existence is public safety, which we all assume is at the top of the FAA list.**

Noise- Clearly re-routing planes over a populated area as opposed to keeping them offshore is going to be far noisier for everyone inhabiting the space below the new flight path. Thus, in attempting to re-route the path over Pt Loma, the FAA has grossly failed to live up to one of its stated obligations.

Other Environmental effects- It might seem logical that using less fuel would pollute the environment less; but there are other factors impacting fuel consumption on a plane such as speed and altitude. Also, spent fuel (exhaust) landing in the wrong areas can do more damage than if residue fell in less sensitive or confined areas. The negative environmental consequences include:

- Lower air quality in the populated area
- Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge
- Fuel's damage to trees and vegetation
- Faster deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

Public safety – Again, it is clear logic: the less planes flying over a populated areas, the safer the surrounding population will be.

The FAA cites the money that will be saved. Nowhere in the FAA's duties does it state the FAA's job is to make the airlines more profitable. Instead, money being given to the airlines is being taken from the Point Loma residents and the county of San Diego by reducing property values therefore reducing county property taxes, additional maintenance of the affected property and possible increased health costs.

Did the FAA even consider the fact that the proposed flight path change would allow planes to fly over a National Monument, a military cemetery and part of North Island Naval Air Station where military jets are housed and take off, not to mention flying over a highly concentrated residential community and numerous schools including Point Loma Nazarene University?

650-01

650

Sandy Valone (continued)

It is offensive to hear that the airlines will profit at the residents expense. Even more offensive is putting this profit in higher regard than the health and safety of a community of residents, students, military and visitors.

650-01

I strongly oppose eliminating the LOWMA waypoint. Keep the flight path as it is to render the least impact on the Point Loma community.

Sincerely,

*Sandy Valone*

650

Response

650-01

Please see **Topical Response 11 – Point Loma**.

651

Bill Bocken

From: bill bocken [bbocken1@cox.net]  
Sent: Sunday, September 20, 2015 5:20 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: flight path adjustment

651-01

i oppose the flight path adjustment to point loma san diego ca .  
i live in point loma at 815 armada terrace sd ca .  
bill bocken

651

Response

651-01

Please see **Topical Response 11 – Point Loma**.

652

Virginia Buerger

**From:** Buerger Virginia [vlb60091@gmail.com]  
**Sent:** Sunday, September 20, 2015 5:30 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re: FAA changes in San Diego CA SOCAL

Dear FAA

The FAA is advocating course changes to the existing departure routes from the San Diego International Airport. The new path allows the planes to turn east sooner and make a second passing over Pt Loma opposed to staying offshore as they do now. It seems the FAA's stated primary reason has been to save the airlines nearly \$8m per year in fuel cost with the side benefit of reducing air pollution. The FAA has failed to live up to its designated purposes for which the agency was created in the first place. One of their main responsibilities is: " Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia). Among other reasons for its existence is public safety, which we all assume is at the top of their list.

Noise- Clearly re-routing planes over a populated area opposed to keeping them offshore is going to be far noisier for everyone inhabiting the space below the new flight path. Thus, in attempting to re-route the path over Pt Loma, the FAA has grossly failed to live up to one of its stated obligations.

Other Environmental effects- It might seem logical that using less fuel would pollute the environment less; but there are other factors impacting fuel consumption on a plane such as speed and altitude. Also, spent fuel (exhaust) landing in the wrong areas can do more damage than if residue fell in less sensitive or confined areas. The negative environmental consequences include:

652-01

- Lower air quality in the populated area
- Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge
- Fuel's damage to trees and vegetation
- Faster deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

Public safety – Again, its is clear logic: the less planes fly over a populated areas, the safer the surrounding population will be.

It grates me that the FAA keeps citing the money that will be saved. Nowhere in the FAA's duties did I read that it was the FAA's job to make the airlines more profitable. Instead, money being given to the airlines is being taken from the Pt Loma residents and the county of San Diego by reducing property values therefore reducing county property taxes, additional maintenance of the affected property and possible increased health costs.

This proposal does not have my support and does not seem to be consistent with the stated mission.  
Sincerely,

Virginia Buerger

652

Response

652-01

Please see **Topical Response 11 – Point Loma.**

653

Doug Innis

From: douginnis [douginnis@cox.net]  
Sent: Sunday, September 20, 2015 6:42 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Airport flight path

Dear Sirs or Madam,

Please do not attempt to change the San Diego International Airport flight path. To attempt to change it would be a total disaster and any small possible benefit would be more than offset with years of expensive, disruptive and wasteful litigation and create thousands of unhappy people.

653-01

The current airport location and flight path, while not optimum, has been vetted and mitigated repeatedly by the courts and public with decades of prior lawsuits and costly acoustic abatements to the affected homes. To attempt to change this would be short sighted and more wasteful than any possible benefit.

653-02

I would encourage this money to be better spent on R & D for improved aircraft fuel efficiency, alternate fuels and reduced acoustic signatures

rather than attorneys and decades of law suits and yet more home acoustic remediation to thousands of additional homes. There is no public benefit to that. The proposed change would be extremely impractical and the desired benefits would likely never be realized.

Thank you for considering my opinion and the large population of concerned voting public.

Feel free to call me if you have any questions or would like to discuss.

Doug Innis  
619-884-2302

653

Response

653-01

Please see **Topical Response 11 – Point Loma**.

653-02

Please see **Topical Response 05 – Purpose and Need**.

654

Stephan Crow

**From:** Stephan Crow [stevecrow.m@gmail.com]  
**Sent:** Sunday, September 20, 2015 8:33 PM  
**To:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov); [bwear@sandiego.gov](mailto:bwear@sandiego.gov); [Sen.boxer@opencongress.org](mailto:Sen.boxer@opencongress.org); [Sen.feinstein@opencongress.org](mailto:Sen.feinstein@opencongress.org); 9-ANM-SoCalOAPM (FAA)  
**Subject:** Oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport.

654-01

We urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA from any FAA or NextGen proposal.

654

Response

654-01

Please see **Topical Response 11 – Point Loma**.

655

Betty and Steve Kelepecz

**From:** [bettypk@aol.com](mailto:bettypk@aol.com) [bettypk@aol.com]  
**Sent:** Sunday, September 20, 2015 8:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to the FAA's Proposed SAN Flight Path Changes

Re: Opposition to the FAA's Proposed SAN Flight Path Changes

655-01

The FAA is advocating course changes to the existing departure routes from the San Diego International Airport. The new path allows the planes to turn east sooner and make a second passing over Pt Loma as opposed to staying offshore and using the LOWMA waypoint. My husband and I are adamantly opposed to the changes.

655-02

When I accepted a new job in San Diego in 2003, my husband and I were living in Huntington Beach in the approach path of the Long Beach Airport. We vowed if we ever moved, we would never buy a house in a flight path, even if it cost us significantly more money. When we moved to San Diego, we really loved the homes in the Loma Portal area but, it was directly in the flight path. Instead, we did our research and we chose a more expensive home in the Wooded Area of Point Loma. Now, we find out that the new FAA proposed flight path will bring flights closer to our home and increase the noise; thus, decreasing our home value.

655-03

My research indicates that the FAA's primary reason for these changes is to improve efficiency of flights based on the change from the conventional NAVAID to the now available RNAV instrument procedures. In my opinion, this is a pretense for recommending changes that benefit the airlines by saving them nearly \$8m per year in fuel costs. As a result, those of us that live in the Wooded Area, Sunset Cliffs, La Playa and OB communities of San Diego and relied upon the fact that the flight path was not directed over our houses when we purchased our homes, will now find our houses to be reduced in value by the noise. Since when did the FAA's duties include making the airlines more profitable, particularly at the extreme detriment of the community?

655-04

I don't accept the conclusions of the draft Environment Impact Report that indicates that there will be minimal impact to our communities. I find it interesting and suspect that even though the FAA's change has not been finalized, I have noticed an increased amount of airline noise and airplanes flying closer to our home than in the past. In fact, when we moved here in 2003, the smaller FED EX aircraft used to turn out early to go south to Mexico and we would see and hear them flying north west of our home. We accepted this as a requirement so that the smaller, slower planes would not be overtaken by the larger airplanes after take-off. However, within the last few months we have noticed that the same flights have been turning out even earlier and flying directly over our home and sometimes even further southwest over the point. This seems to be in preparation for what has been described by some as a fait accompli. I hope it is not.

We are urging the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of the LOWMA waypoint from any FAA or NextGen proposal.

Sincerely,  
 Betty and Steve Kelepecz  
 952 Windflower Way  
 San Diego, CA 92106

(619) 507-2698 

655

Response

655-01

Please see **Topical Response 11 – Point Loma.**

655-02

Please see **Topical Response 11 – Point Loma.**

655-03

Please see **Topical Response 05 – Purpose and Need.**

655-04

Please see **Topical Response 02 – Existing Conditions.**

656

Mary and Ed Zbik

**From:** Mary Zbik [maryzbik@gmail.com]  
**Sent:** Sunday, September 20, 2015 8:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Flight Path Changes at SAN

656-01

Hello. This email is to voice protest and concern about proposed flight path changes at the San Diego airport. My husband and I bought our Point Loma home less than 2 years ago. Paramount to our home location decision-making were the aircraft flight paths, and we VERY DELIBERATELY selected a home OUT OF the current paths. According to information we've reviewed, it appears that the FAA proposed changes will increase aircraft noise in our home and neighborhood. If the flight path changes are implemented, our quality-of-life and home value will be adversely impacted.

We most strongly urge you NOT to change the current flight paths.

Thank you.

Mary and Ed Zbik

656

Response

656-01

Please see **Topical Response 11 – Point Loma.**

657

Susan Holt

**From:** SUSAN HOLT [susanholt@gmail.com]  
**Sent:** Sunday, September 20, 2015 9:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Path Change

Dear FAA:

657-01

I am writing to let you know my opposition with the proposed new flight path over Point Loma in San Diego.

I live on Trumbull street and purchased this home 8 years ago, because it was not in the flight path.

I do not want to live in a neighborhood with aviation traffic and noise. I looked at homes in the area where the flight path currently is and chose not to purchase there for the reasons of noise, pollution etc..

Instead I chose to spend considerably more on a home that was not in the flight path.

This recommended change will lower our home and property values along with the day to day disturbance of the planes overhead.

Sincerely,  
Susan Holt

657

Response

657-01

Please see **Topical Response 11 – Point Loma.**

658

Jeff Giek

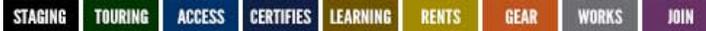
**From:** Jeff Giek [jeff@rhinostaging.com]  
**Sent:** Sunday, September 20, 2015 10:05 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA

658-01

Do not remove it!

Jeff Giek  
CEO  
[m/\(602\)697-6568](tel:(602)697-6568)  
[t/\(888\)GOTRHINO](tel:(888)GOTRHINO) 

[Jeff@rhinostaging.com](mailto:Jeff@rhinostaging.com)



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658

Response

658-01

Please see **Topical Response 11 – Point Loma.**

659

Jeff Anderson

**From:** Jeff and Eileen Anderson [eeaja@cox.net]  
**Sent:** Monday, September 21, 2015 12:00 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [eeaja@cox.net](mailto:eeaja@cox.net)  
**Subject:** Rejection of Lindbergh Field FAA Proposal

658-01

Once again a federal agency is side-stepping public opinion and is attempting to impose new directives without a vote by the people. The agency I am referring to is the Federal Aviation Administration.

658-02

San Diego is "America's Finest City" and I am pleased to call it my home. I am a native San Diegan living in the Azure Vista area of Ocean Beach situated along Sunset Cliffs. This location provides some of the finer attractions the city has to offer. However, I am concerned that the pleasure this area brings will soon no longer exist thanks to the FAA's proposal to alter commercial airline departure patterns from Lindbergh Field.

658-03

If this poorly thought out proposal moves forward, it will destroy the peacefulness and serenity this quiet little corridor offers residents who live here. There will be an increase in disruptive noise pollution from hundreds of departing flights daily and it will negatively affect property values all in an attempt to save on fuel costs which likely will not be passed on to passengers. Equally important is the potential for an increased risk of disastrous events should a catastrophic mishap occur such as engine or structural failure. Shifting the departure path further over a populated area is a recipe for an inevitable disaster.

658-04

I'm sure there are better options the FAA could discover in order to cut costs and improve upon operational efficiencies within the airline industry such as pursuing an upgrade of its antiquated air traffic control system and network.

Please do not allow this proposal by the FAA to be enacted.

Jeff Anderson

659

## Response

659-01

The commenter is concerned about public opinion and public involvement. The FAA engaged in extensive public outreach for the SoCal Metroplex Project, including public notifications, notices in major newspapers throughout the General Study Area, a 120-day public review and comment period, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. The notice of availability of the Draft EA was published in major newspapers throughout the General Study Area, including the Los Angeles Times, the San Diego Union Tribune, the Riverside County Press Enterprise, the Ventura County Star, and the Santa Barbara News Press. A series of eleven public workshops was held throughout the SoCal Metroplex General Study Area between June 16 and July 1, 2015. These workshops were located in Santa Ana, Santa Monica, Los Angeles, San Diego, Palm Springs, Torrance, Long Beach, Ontario, Ventura, Santa Barbara, and Burbank. During the workshops, representatives from the FAA and its Consultant Team were available to answer questions about the Project and the Draft EA. Please see Appendix A of the EA for information on public outreach conducted for the EA.

659-02

Please see **Topical Response 02 – Existing Conditions**.

659-03

Please see **Topical Response 11 – Point Loma**.

659-04

The commenter suggests that there are better options to improve operational efficiencies, such as pursuing an upgrade of its “antiquated air traffic control system and network.” As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA’s mandate under federal law. The RNAV procedures that are proposed are replacing conventional procedures with newer satellite-based navigation and reduce dependence on ground-based NAVAID technology.

660

Patty Adams

RECEIVED SEP 21 2015

September 16, 2015

SoCal Metroplex EA  
 FAA, Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

Subject: Federal Aviation Administration (FAA) Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document

Ladies and Gentlemen:

I am very concerned about the changes in air traffic over Point Loma, San Diego, CA. As a local resident and Realtor I wish to protest the proposed change. My primary concern has to do with the replacement of the POGGI Standard Instrument Departure ("SID") with the SAN IIBEE SID. The proposed IIBEE SID eliminates the LOWMA waypoint and proposes a new ZZOOO waypoint. The elimination of LOWMA raises concerns that the implementation of this procedure will result in additional flights that do not comply with the current noise abatement procedures in place at San Diego International Airport (SDIA).

Elimination of the LOWMA waypoint and its replacement with ZZOOO will result in an even greater number of flights passing northerly of the tip of Point Loma and causing increased noise impacts to Point Loma Residents. I request that the LOWMA waypoint be retained in any redesign of the SDIA departure procedures.

While we were led to believe by statements made by FAA staff at the public workshop that the proposed new waypoint and procedure would not result in dramatically different departure routes, I am concerned the revised procedure would result in an increase in the number of departures that are not in compliance with SDIA noise abatement procedures, particularly resulting in additional noise anticipated to be experienced by members of our community located generally southerly of the 275 degree departure route. Using the ZZOOO waypoint is likely to result in a generally more northerly departure path than the previous POGGI SID utilizing the LOWMA waypoint.

660-01

I recognize that, as stated in the EA, the FAA will only recognize an increase in noise as significant if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65dB noise exposure when compared to the no action alternative for the same timeframe. However, the proposed IIBEE SID has the potential to introduce households' not currently experiencing significant aircraft noise to new sources of noise. I know that one of the major categories of noise complaints received by the San Diego County Regional Airport Authority involves "early turns," i.e., planes departing on Runway 27 crossing back over the Point Loma peninsula rather than southerly of the tip of Point Loma. The proposed IIBEE SID has the potential to increase the number of early turns and early turn complaints relative to the POGGI SID.

Not only will there be additional areas subjected to airplane noise and diminishing quality of life and property values, but your environmental assessment does not take into account the deleterious affect of airplanes flying over the Peninsula. The exhaust from all these airplanes currently dissipates into the sea. Not a good situation, but better than placing it on land where it gathers then is washed to sea quickly during a rain event.

Please reconsider this change.  
 Patti Adams, P O Box 6516, San Diego, CA 92106



660

Response

660-01

Please see **Topical Response 11 – Point Loma.**

661

Kelly Mitchell

RECEIVED SEP 21 2015

September 17, 2015

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

Re: Against changes to LOWMA

Dear Ladies and Gentlemen,

661-01

I have lived in the flight pattern of Lindbergh Field in San Diego my entire life. Whereas the planes have been made to be quieter over the years, the sheer volume of traffic has dramatically increased. Between 6:30 and 7:00am, a plane is over my house every one minute and thirty seconds.

When I heard the FAA may be modifying the flight pattern, I know this change of allowing planes to turn left before they clear the ocean will not affect me, but it will be putting into harms way many more residents. Therefore, I implore you to reconsider and keep the LOWMA waypoint.

Sincerely,



Kelly Mitchell  
 3120 Goldsmith Street  
 San Diego, CA 92106  
 (619) 223-0737

661

Response

661-01

Please see **Topical Response 11 – Point Loma**.

662

James Gilhooly

9-15-2015

AMMUNISON : F.A.A / WESTERN SERVICE CENTER

RECEIVED SEP 21 2015

1/3

OPERATIONS

SUBJECT : LINDBERGH FIELD (SAN DIEGO CA)

RBF

FLT. PATH CHANGES

MAYDAY - MAYDAY THE F.A.A. AND LINDBERGH AIRPORT HAVE JUST DEMONSTRATED COMPLETE DISREGARD FOR THE SAFETY CONCERNS AND INTERESTS OF THE PENINSULA AND COMMUNITIES SURROUNDING LINDBERGH FIELD.

FOR THE PAST TEN (10) YEARS THE AIRPORT & F.A.A. HAVE HAD A FAST TRACK PLAN TO ADD A PARKING GARAGE, ADDITIONAL GATES AND MORE FREQUENT FLTS OVER POINT LOMA HOMES & BUSINESSES

THE FLT. PATH CHANGES ARE ONE OF THESE PROJECTS, WHICH WILL MAXIMIZE LINDBERGH FIELD AND INCREASE \* NOISE, POLLUTION, TRAFFIC & VIBRATIONS ALL OF WHICH WILL NEGATIVELY IMPACT NEIGHBORHOODS, HOMES, CHILDREN, PETS, PARKS, ETC, ETC, AND DECREASE THE VALUE OF OUR HOMES.

662-01

THE AIRPORT AUTHORITY HAS NO STRATEGY AFTER ITS SINGLE RUNWAY REACHES ITS LIMIT AROUND 2020 OR SOONER

2/3

LINDBERGH AIRPORT HAS THE BUSIEST SINGLE RUNWAY IN THE U.S.A. AND IT IS @ 90% OF F.A.A. CAPACITY.

WITHOUT STRATEGIC PLANS

662

James Gilhooly (continued)

THE AIRPORT AUTHORITY CONTINUE IRRESPONSIBLE  
SPENDING ON PASSENGER TERMINALS  
(WHICH CAN BE LIKENED TO SHIPING)  
(THE DECK CHAIRS ON TITANIC!)

WITH REGARDS THE PROPOSED INCREASE  
IN THE FLT. PATH CHANGES, MISSED TURNS  
AND OTHER AIRPORT OPERATIONS THAT RESULT  
IN AIRCRAFT NOT OBSERVING THE  
AGREED UPON NOISE DOTS, RESULTING IN  
FLTS. OVER OUR COMMUNITY, Pt. LOMA  
NAZARENE & HUNTER AREAS, THIS SOUNDS  
LIKE A PLOY BY THE F.A.A / AIRLINES &  
AIRPORT AUTHORITY TO SAVE FUEL AND  
INCREASE THE ALREADY RISING PROFITS  
OF AIRLINES.

662-01

3/3

SO IN CONCLUSION, WE ARE REQUESTING  
EACH & EVERY INDIVIDUAL IN OUR  
COMMUNITIES, CONCERNED WITH THEIR  
HEALTH, SAFETY, QUALITY OF LIFE &  
PROPERTY VALUES TO SEND LETTERS  
OF PROTEST TO F.A.A OR SIGN  
THE ENCLOSED PETITION.

James Gilhooly



JAMES GILHOOLY  
President

ENGINEERING • INSPECTION • EVALUATION • TRANSPORTATION  
3451 TFLUWELL ST • SAN DIEGO CA 92108  
TEL 1 619-223-0700 • FAX 1 619-223-0500

James Gilhooly (continued)

| Name                  | Street Address        | Street Name | Phone         | E-mail               | Zip   | Phone Contact |
|-----------------------|-----------------------|-------------|---------------|----------------------|-------|---------------|
| Charlie Gautier       | 1182 Akron St.        |             | 519-222-0023  | N/A                  |       | J. Gilhooly   |
| Peter Mar??           | 4641 Alab? St.        |             | Unk           | N/A                  | 92116 | J. Gilhooly   |
| John Kramer??         | 850 Albion St         |             | 519-599-5476  | N/A                  |       | J. Gilhooly   |
| Kara deFreitas        | 885 Albion St         |             | 519-222-9951  | N/A                  |       | J. Gilhooly   |
| Nora Donald           | 896 Albion St         |             | 519-224-3036  | N/A                  |       | J. Gilhooly   |
| Robert Neville        | 896 Albion St         |             | 519-224-3036  | N/A                  |       | J. Gilhooly   |
| Lise Aegnew?          | 922 Albion St         |             | 519-223-7778  | N/A                  |       | J. Gilhooly   |
| Dean Growder          | 936 Albion St         |             | 519-224-8083  | N/A                  |       | J. Gilhooly   |
| Denise Luna           | 937 Albion St         |             | 519-223-0807  | N/A                  |       | J. Gilhooly   |
| Jane Loveday          | 1070 Albion St        |             | 519-519-1615  | J.                   |       | J. Gilhooly   |
| Beverly ?             | 889 Armada Terr.      |             | 519-223-9447  | N/A                  |       | J. Gilhooly   |
| Taylor Grove          | 3221 Canon St.        |             | 519-222-2235  | N/A                  |       | J. Gilhooly   |
| Marylynn Greeley      | 3344 Canon St.        |             | 519-684-2341  | N/A                  |       | J. Gilhooly   |
| Sara Sardinha         | 3802 Canon St.        |             | 519-226-6162  | N/A                  |       | J. Gilhooly   |
| Nancy? Smith          | 3832 Canon St.        |             | 519-226-7800  | N/A                  |       | J. Gilhooly   |
| Mario Bourdor         | 1076 Concord St.      |             | 519-223-7111  | N/A                  |       | J. Gilhooly   |
| Morgan Rockwood       | 1084 Concord St.      |             | 519-223-7111  | N/A                  |       | J. Gilhooly   |
| Faye Fentlin          | 1094 Concord St.      |             | 519-225-8032  | N/A                  |       | J. Gilhooly   |
| Barbara Rujer         | 1213 Concord St.      |             | 519-225-1853  | N/A                  |       | J. Gilhooly   |
| Ed Letzring           | 1225 Concord St.      |             | 519-222-0200  | N/A                  |       | J. Gilhooly   |
| Ann Folling           | 1236 Concord St.      |             | 519-224-2124  | N/A                  |       | J. Gilhooly   |
| Manuel Garcia?        | 1256 Concord St.      |             | 519-224-9173  | N/A                  |       | J. Gilhooly   |
| Martha Rose           | 1266 Concord St.      |             | 519-222-4832  | N/A                  |       | J. Gilhooly   |
| Laura Makenne         | 1276 Concord St.      |             | 519-223-2072  | N/A                  |       | J. Gilhooly   |
| Sal DeMeria           | 3406 Curtis St.       |             | 519-813-5400  | N/A                  |       | J. Gilhooly   |
| Nancy DeMaria         | 3406 Curtis St.       |             | 519-813-4440  | N/A                  |       | J. Gilhooly   |
| Bev Coaxson?          | 955 Harbor Island Dr. |             | 519-246-6715  | N/A                  |       | J. Gilhooly   |
| Mark Christopher      | 3223 James St.        |             | 519-980-1627  | N/A                  |       | J. Gilhooly   |
| Toni ?                | 2812 Keats St.        |             | 519-236-1834  | N/A                  |       | J. Gilhooly   |
| Kathryn O/Bryan       | 2993 Lawrence St.     |             | 519-501-6800  | N/A                  |       | J. Gilhooly   |
| Julie Belzho?         | 3625 Loma Way         |             | 519-224-8848  | N/A                  |       | J. Gilhooly   |
| Jon Tselsa            | 3625 Loma Way         |             | 519-224-8848  | N/A                  |       | J. Gilhooly   |
| Kim Berlson?          | 3644 Loma Way         |             | 519-846-0064? | N/A                  |       | J. Gilhooly   |
| ? Feidmann?           | 3119 Lytton St.       |             | Unk           | N/A                  |       | J. Gilhooly   |
| Manuel Pimentol?      | 974 Manor Way         |             | 519-222-5712  | N/A                  |       | J. Gilhooly   |
| John Koufoudakis      | 978 Manor Way         |             | 519-843-9445  | N/A                  |       | J. Gilhooly   |
| Maricleou Koufoudakis | 978 Manor Way         |             | 519-843-9445  | N/A                  |       | J. Gilhooly   |
| Ben Bensoul           | 981 Manor Way         |             | 519-226-4386  | N/A                  |       | J. Gilhooly   |
| Robin O'Brien         | 982 Manor Way         |             | 519-254-8725  | N/A                  |       | J. Gilhooly   |
| Chris Armig??         | 990 Manor Way         |             | 519-563-5932  | N/A                  |       | J. Gilhooly   |
| Laura Owersmith       | 997 Manor Way         |             | 519-223-1607  | N/A                  |       | J. Gilhooly   |
| ?                     | 1001 Manor Way        |             | 519-223-7328? | N/A                  |       | J. Gilhooly   |
| Mary McCarty?         | 14822 Midland Rd?     |             | 858-668-0711  | N/A                  |       | J. Gilhooly   |
| Diane M. Whiteley?    | 3225 Newell St. #8    |             | 519-709-7669  | N/A                  |       | J. Gilhooly   |
| Daniel Holter?        | 971 Point St.         |             | 519-523-9328  | N/A                  |       | J. Gilhooly   |
| Z. Hertmann?          | 979 Point St.         |             | 519-379-0429  | N/A                  |       | J. Gilhooly   |
| David Servais?        | 980 Point St.         |             | 360-510-2584  | N/A                  |       | J. Gilhooly   |
| Jacob Cooper          | 996 Point St.         |             | 519-794-0294  | N/A                  |       | J. Gilhooly   |
| Brian Azzami?         | 980? Point St.        |             | 338-4698?     | N/A                  |       | J. Gilhooly   |
| Barry Shillito        | 3705 Southernwood Way |             | 519-546-9994  | N/A                  |       | J. Gilhooly   |
| Andrea Shillito       | 3705 Southernwood Way |             | 519-546-9994  | N/A                  |       | J. Gilhooly   |
| Robert Thomas         | 3712 Southernwood Way |             | 519-222-2036  | N/A                  |       | J. Gilhooly   |
| Windy Stein           | 3717 Southernwood Way |             | 519-222-0520  | N/A                  |       | J. Gilhooly   |
| Marcia Lister         | 3740 Southernwood Way |             | 519-222-1559  | N/A                  |       | J. Gilhooly   |
| D. Flaverala?         | 3774 Southernwood Way |             | 519-226-6187  | N/A                  |       | J. Gilhooly   |
| Angela Montesana?     | 918 Tingley Lane      |             | 519-226-2236  | N/A                  |       | J. Gilhooly   |
| Rosalie Bregante?     | 942 Tingley Lane      |             | 519-223-8296  | N/A                  |       | J. Gilhooly   |
| Lynn Reed             | 950 Tingley Lane      |             | 519-223-0465  | N/A                  |       | J. Gilhooly   |
| Bruce Cerlin          | 957 Tingley Lane      |             | 519-523-9260  | N/A                  |       | J. Gilhooly   |
| Marilyn Carlin        | 957 Tingley Lane      |             | 519-523-9260  | N/A                  |       | J. Gilhooly   |
| Steve Chupik          | 3436 Trumbull St.     |             | 519-987-7852  | N/A                  |       | J. Gilhooly   |
| Susan Holt            | 3445 Trumbull St.     |             | 519-223-1420  | N/A                  |       | J. Gilhooly   |
| Jim Gilhooly          | 3451 Trumbull St.     |             | 519-223-9768  | Valgil@ix.netcom.com |       | J. Gilhooly   |

PETITION TO CANCEL PROPOSED FLT. PATH CHANGES

|                        |                     |              |        |             |
|------------------------|---------------------|--------------|--------|-------------|
| Val Gilhooly           | 3451 Trumbull St.   | 519-223-9768 | N/A    | J. Gilhooly |
| Kelly Touhlt           | 3460 Trumbull St.   | 519-226-8416 | N/A    | J. Gilhooly |
| Ken Gulian             | 3461 Trumbull St.   | 519-224-0755 | N/A    | J. Gilhooly |
| Matthew DeVol          | 3336 Valermond St.  | Unk          | N/A    | J. Gilhooly |
| Ruth Goulding          | 3336 Valermond St.  | Unk          | N/A    | J. Gilhooly |
| Mark Mercer            | 3401 Yosemite St.   | 858-774-1313 | N/A    | J. Gilhooly |
| Lauri Scherer          | 1003 Catalina Blvd. | 519-523-5741 | N/A    | J. Gilhooly |
| Randy Scherer          | 1003 Catalina Blvd. | 519-523-5741 | N/A    | J. Gilhooly |
| Dennis Kuhn            | 1044 Catalina Blvd. | 519-222-1770 | N/A    | J. Gilhooly |
| Laura Kuhn             | 1044 Catalina Blvd. | 519-222-1770 | N/A    | J. Gilhooly |
| Kathryn McKenzie       | 1054 Catalina Blvd. | 519-223-7467 | N/A    | J. Gilhooly |
| Shirley M. Smith       | 1060 Catalina Blvd. | 519-222-1637 | N/A    | J. Gilhooly |
| Signature Not readable | 1111 Catalina Blvd. | 519-223-6029 | N/A    | J. Gilhooly |
| Gary Crowell           | 1116 Catalina Blvd. | 519-226-7566 | N/A    | J. Gilhooly |
| Signature Not readable | 1123 Catalina Blvd. | 519-223-0549 | N/A    | J. Gilhooly |
| Rebecca Colonges?      | 1126 Catalina Blvd. | 519-223-7728 | N/A    | J. Gilhooly |
| Alice Crill            | 1130 Catalina Blvd. | Unk          | N/A    | J. Gilhooly |
| Helen Shultz           | 1133 Catalina Blvd. | 519-221-9196 | N/A    | J. Gilhooly |
| Carlos Royal           | 1134 Catalina Blvd. |              |        | J. Gilhooly |
| Signature Not readable | 1140 Catalina Blvd. | 519-518-6594 | N/A    | J. Gilhooly |
| Dorothy Berkely        | 1143 Catalina Blvd. | 519-222-9237 | N/A    | J. Gilhooly |
| Signature Not readable | 1148 Catalina Blvd. | 519-224-5581 | N/A    | J. Gilhooly |
| John Pedersen          | 1151 Catalina Blvd. | 519-221-0294 | N/A    | J. Gilhooly |
| Keren Brock            | 1152 Catalina Blvd. | 919-414-7031 | N/A    | J. Gilhooly |
| Fran Mingura           | 1156 Catalina Blvd. | 519-226-6471 | N/A    | J. Gilhooly |
| Lynne Corriea          | 1159 Catalina Blvd. | 519-222-5882 | SUDGE. | J. Gilhooly |
| John Woodburn          | 1165 Catalina Blvd. | 519-225-1922 | N/A    | J. Gilhooly |
| Joanne? Feliciano      | 1201 Catalina Blvd. | 519-224-0613 | N/A    | J. Gilhooly |
| Cheri? Feliciano       | 1201 Catalina Blvd. | 519-224-0613 | N/A    | J. Gilhooly |
| Ben Grandona           | 1211 Catalina Blvd. | 519-226-0567 | N/A    | J. Gilhooly |
| Robert Harrison        | 1221 Catalina Blvd. | 519-264-8984 | N/A    | J. Gilhooly |
| Joan Bligge?           | 1224 Catalina Blvd. | 519-224-7224 | N/A    | J. Gilhooly |

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James Gilhooly (continued)

|                     |                         |              |       |             |
|---------------------|-------------------------|--------------|-------|-------------|
| Joanne Luther       | 1230 Catalina Blvd.     | 619-222-9361 | N/A   | J. Gilhooly |
| Bob Pozos           | 1231 Catalina Blvd.     | 619-222-0906 | N/A   | J. Gilhooly |
| Annette Pozos       | 1231 Catalina Blvd.     | ?            | N/A   | J. Gilhooly |
| Will A. Johnson Jr? | 1234 Catalina Blvd.     | 619-223-9042 | N/A   | J. Gilhooly |
| ? Jayme Pontious?   | 1244 Catalina Blvd.     | 619-267-8040 | N/A   | J. Gilhooly |
| Richard S. McCree   | 1250 Catalina Blvd.     | 619-225-1643 | N/A   | J. Gilhooly |
| Jack ?              | 1251 Catalina Blvd.     | 619-222-2251 | N/A   | J. Gilhooly |
| Joan E. Arvello     | 1251 Catalina Blvd.     | 619-222-2251 | N/A   | J. Gilhooly |
| Meruel Virsalimo    | 1261 Catalina Blvd.     | 619-224-1180 | N/A   | J. Gilhooly |
| Art ?               | 1414 Catalina Blvd.     | 619-225-0616 | N/A   | J. Gilhooly |
| Matthew Dairez?     | 1419 Catalina Blvd.     | 619-906-8217 | N/A   | J. Gilhooly |
| R. Leah Daires      | 1419 Catalina Blvd.     | 619-906-8217 | N/A   | J. Gilhooly |
| Luis Moreno         | 1428 Catalina Blvd.     | 619-225-0322 | N/A   | J. Gilhooly |
| John Silva          | 1452 Catalina Blvd.     | 619-224-2545 | N/A   | J. Gilhooly |
| Constance Methorn   | 1466 Catalina Blvd.     | 619-224-5693 | N/A   | J. Gilhooly |
| Vickie Cushing      | 1644 Catalina Blvd.     | Rental       | N/A   | J. Gilhooly |
| Alex O?             | 1255 Jewel St. #28      | 858-357-8754 | N/A   | J. Gilhooly |
| Tanya Jackson       | 5666 La Jolla Blvd #224 | 858-699-5358 | N/A   | J. Gilhooly |
| Ted ?               | 4104 La Paloma St.      | 619-226-2588 | N/A   | J. Gilhooly |
| Vera A. Plain       | 4105 La Paloma St.      | 619-222-9084 | N/A   | J. Gilhooly |
| John A. Bruhn       | 4102 Point Loma Ave.    | Unk          | Unk   | J. Gilhooly |
| William Lurie?      | 4107 Point Loma Ave.    | Unk          | Unk   | J. Gilhooly |
| Tracey ?            | 4578 Point Loma Ave.    | 619-957-2446 | N/A   | J. Gilhooly |
| Michael O'Donnell   | 1451 Point Loma Way     | 619-209-9912 | 7550  | J. Gilhooly |
| Rebecca Grijelva    | 1452 Point Loma Way     | 619-222-4433 | N/A   | J. Gilhooly |
| Mary Jane Valente   | 4106 Varona St.         | 619-222-5452 | N/A   | J. Gilhooly |
| Vickie Cushing      | 3421 Whitmer St.        | 619-222-5039 | N/A   | J. Gilhooly |
| Joe Sovinsky        | 166 Catalina Blvd.      | 619-222-2285 | N/A   | J. Gilhooly |
| Garvin CH??         | 510 Catalina Blvd.      | 619-228-9549 | ?     | J. Gilhooly |
| Joe Soarez?         | 516 Catalina Blvd.      | 619-222-3281 | N/A   | J. Gilhooly |
| Elizabeth Davis     | 522 Catalina Blvd.      | 619-223-4111 | ?     | J. Gilhooly |
| Marie Catlin        | 526 Catalina Blvd.      | 619-224-8546 | N/A   | J. Gilhooly |
| Chris Clinton       | 534 Catalina Blvd.      | 619-788-1479 | N/A   | J. Gilhooly |
| Tyrone O'Donnell    | 540 Catalina Blvd.      | 619-847-2253 | N/A   | J. Gilhooly |
| Brittanie O'Donnell | 540 Catalina Blvd.      | 619-847-9336 | 6192f | J. Gilhooly |
| Peter Mazze         | 546 Catalina Blvd.      | Unk          | 6192f | J. Gilhooly |
| Richard Shooldey?   | 552 Catalina Blvd.      | 619-222-8674 | N/A   | J. Gilhooly |
| Tom Ryan            | 558 Catalina Blvd.      | 619-233-5444 | N/A   | J. Gilhooly |

662

Response

662-01

Please see Topical Response 11 – Point Loma.

663

Snezana and Louis Blum

**From:** Snezana Nestic [bikersnez@yahoo.com]  
**Sent:** Monday, September 21, 2015 1:21 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

663-01

This email relates to the Metroplex plan regarding flightpaths out of Lindbergh Field, in San Diego. We are residents of point Loma. It has come to our attention that the FAA is planning to alter flightpaths such that they turn earlier upon take off, and cross over point Loma, rather than continuing south of point Loma before turning east. It has been suggested that this will cause minimal noise impact. We strenuously disagree. Airport noise has already increased radically: planes are flying significantly closer than previously and the noise is increased dramatically. Further changing the flight path will make this situation much worse. This is a quality-of-life issue. The previously quiet neighborhood has already been made much noisier. The proposed changes will only increase this. We strongly object to any changes which would increase the proximity of flights as they turn east. We ask that you provide all information with respect to current plans.

Our mailing address is 1214 Moana Drive, San Diego, CA 92107. We appreciate your prompt response.

Snezana and Louis Blum

663

Response

663-01

Please see Topical Response 11 – Point Loma.

664

Louis J. Blum

**From:** Louis J. Blum [lblum@ftblaw.com]  
**Sent:** Monday, September 21, 2015 1:31 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex, Lindbergh Field

This email relates to the Metroplex plan regarding flight paths out of Lindbergh Field, in San Diego. We are residents of Point Loma.

664-01

It has come to our attention that the FAA is planning to alter flight paths such that they turn earlier upon take off, and cross over point Loma, rather than continuing south of Point Loma before turning east. It has been suggested that this will cause minimal noise impact. We strenuously disagree. Airport noise has already increased radically: planes are flying significantly closer than previously and the noise has increased dramatically. Further changing the flight path will make this situation much worse. This is a quality-of-life issue. The previously quiet neighborhood has already been made much noisier. The proposed changes will only increase this. We strongly object to any changes which would increase the proximity of flights as they turn east. We ask that you provide all information with respect to current plans. Our mailing address is 1214 Moana Drive, San Diego, CA 92107. We appreciate your prompt response.

Regards,

Snezana and Louis Blum

**Louis J. Blum** Partner

Finch, Thornton & Baird, LLP Attorneys At Law  
4747 Executive Drive, Suite 700 San Diego, CA 92121

T 858.737.3100 F 858.737.3101

ftblaw.com Bio

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664

Response

664-01

Please see **Topical Response 11 – Point Loma.**

665

C Shuffler

**From:** [cshuffler@willisallen.com](mailto:cshuffler@willisallen.com) [cshuffler@willisallen.com]  
**Sent:** Monday, September 21, 2015 3:19 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Oppose change in flight pattern

665-01

I have been a homeowner in Point Loma since 1975, and I strongly oppose a change in the existing Lindbergh Field flight pattern. There is something more here than meets the eye. It is not about conserving fuel but something else. We will find out what exactly and work to vacate your efforts.

Sent from my iPhone

665

Response

665-01

Please see **Topical Response 05 – Purpose and Need.**

666

Mary Kay Faryan

**From:** Simon Ticho [sandiegotichos@gmail.com]  
**Sent:** Monday, September 21, 2015 3:30 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA proposal to change to the flight pathos taking off from Lindbergh

666-01

I am opposed to the FAA proposal to change to the flight pathos taking off from Lindbergh for the following reasons:

- The increased noise pollution not only affects us in our homes but the kids that are sitting in our local schools
- The increased jet fuel residue on our homes, patios, vegetable gardens, citrus and our lungs
- The proposed tighter turn could be a safety hazard as the turn will be over land as opposed to over the water in the event of an incident

I request that you get personally involved and support the status quo on the take off pattern. Thank you for your anticipated assistance.  
Mary Kay faryan

--  
*Kay Si Fi Li Taa*

666

Response

666-01

Please see **Topical Response 11 – Point Loma**.

667

Aaron and Deana Franz

**From:** Aaron [agfranz@gmail.com]  
**Sent:** Monday, September 21, 2015 5:25 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Concerns regarding FAA proposed flight path change at San Diego Int'l Airport

Aaron and Deana Franz  
 639 Tarento Drive  
 San Diego, CA 92106  
[agfranz@gmail.com](mailto:agfranz@gmail.com)

September 20, 2015

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center – Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

Dear Sir or Madam:

667-01

My wife and I are writing you with an urgent concern regarding the recently proposed flight route changes by the FAA for flights departing San Diego International Airport per the Southern California Metroplex Project. As a proud Californian and San Diegan, we implore you and your staff to halt the FAA's changes given the gravity of the FAA's ill-conceived plan to re-route eastbound planes over the Point Loma peninsula a *second* time as opposed to the current path using a waypoint currently located approximately 1.5 miles southwest of the tip of Point Loma offshore ("LOWMA") past Cabrillo National Monument.

We are middle-class, first-time homeowners who recently purchased a small home behind Point Loma Nazarene University. It has been our dream for many years to move into Point Loma, and in particular, an area that is not under the flight path. We were thrilled when we were *barely* able to afford our home in a community that prides itself on being clean, safe and quiet with great public schools, where we look forward to raising a family. Furthermore, our future is invested in the equity of our home. Though now, our dreams are in the cross-hairs of the FAA's plan to double-back the flight path to fly over our community.

667-02

We have legitimate concerns about the plan and the conclusions of the FAA's environmental impact study. First, we worry about the long-term deleterious health impacts. The fine particulate jet emissions wreak havoc over the neighborhoods that are under existing flight paths and have caused serious health concerns, which would erode the quality of life for many, and balloon our long-term healthcare costs. A dear friend of our family worked under the San Francisco International flight path for twenty years and died of lung cancer; she never smoked a day in her life. Furthermore, we are concerned about the adverse effects of noise pollution to our way of life and future family.

667-03

The FAA's study also fails to account for a holistic, long-run economic view of the flight path change. When factoring in the negative influence the flight path has, we are concerned about the value of our home, the appeal of our community and attractiveness of businesses to choose our area. It is easy to place a value on jet fuel savings, but the study ignores an even larger consideration - the impact to our children, coastal parks, nature preserve, national cemetery, national monument and regional tourist attraction subject to constant overhead noise and pollution. These costs are further compounded by increased healthcare costs for those who live under the new path, suffering from the pollutants. Our concerns are ratified by the obvious gaps between early environmental assessments at other airports around the country, and the actual experiences of residents living under the flight paths after the changes went into effect.

My wife and I believe very strongly in a clean environment, a secure and healthy future for our children and a strong economy. We feel the FAA's proposal to change the flight path nullifies their original intent to improve the environment and save money by redistributing the negative externalities to our local community.

Streamlined air traffic routes certainly make sense if they save resources and enhance safety. However, the changes proposed for San Diego appear to provide negligible benefits at high costs to the surrounding community. The people of our community already suffer quality-of-life impacts from living close to Lindbergh Field. We and the airlines exist with a compromise that mitigates those impacts by routing air traffic a short distance south, over the ocean and around waypoint LOWMA.

Please reexamine the FAA's approach to saving fuel for airlines and purported greenhouse gas benefits; a myriad of alternatives must exist to achieve the same goals. Rather than ram-rod this flight path change, please engage the community to consider a variety of alternatives.

667

Aaron and Deana Franz (continued)

Sincerely,

Aaron and Deana Franz

Point Loma, San Diego, CA Homeowners

667

Response

667-01

Please see **Topical Response 11 – Point Loma.**

667-02

Please see **Topical Response 11 – Point Loma.**

667-03

Please see **Topical Response 05 – Purpose and Need.**

668

Captain Doug Duncan

**From:** [FlyerDuncan@aol.com](mailto:FlyerDuncan@aol.com) [FlyerDuncan@aol.com]  
**Sent:** Monday, September 21, 2015 6:55 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex/San Diego Airport/Comments

I'm a retired airline pilot (American) who would like to voice some serious concerns about the proposed navigational changes for the San Diego Airport.

668-01

In my opinion, and in the opinion of many other homeowners and pilots like myself, who live in the affected areas, it is clear that the airlines proposal to improve efficiency of airspace in Southern California, specifically San Diego, is nothing more than a ploy on their part--solely designed to improve their bottom line--nothing more.

668-02

The studies the airlines have presented concerning environmental, noise and other impacts are laughable to those who live in the area, and know very well what the day-to-day realities of these changes will involve--especially when it comes to completely destroying property values.

668-03

It is with reckless abandon that the airlines give little or no consideration to the many lives they will impact now, and for generations to come in the execution of these changes, and we **FERVENTLY URGE THE FAA TO DECLINE THESE REQUESTS FROM THE AIRLINES.**

Respectfully,

Captain Doug Duncan

668

Response

668-01

Please see **Topical Response 05 – Purpose and Need.**

668-02

Please see **Topical Response 07 – Request for More Data.**

668-03

Please see **Topical Response 11 – Point Loma.**

**669** Aaron Franz

**From:** Aaron Franz  
**Submitted:** 9/21/2015 10:45 AM EDT  
**Email:** agfranz@gmail.com  
**Phone:** (619) 318-7406  
**Address:** 639 Tarento Drive, San Diego, California 92106 (Valid)  
**Subject:** Transportation Department

**Message:** Dear Mr. President:

**669-01**

My wife and I are writing you with an urgent concern regarding the recently proposed flight route changes by the FAA for flights departing San Diego International Airport per the Southern California Metroplex Project. Please halt the FAA’s changes given the gravity of the FAA’s ill-conceived plan to re-route eastbound planes over the Point Loma peninsula a second time as opposed to the current path using a waypoint currently located approximately 1.5 miles southwest of the tip of Point Loma offshore (“LOWMA”) past Cabrillo National Monument.

We are middle-class, first-time homeowners who recently purchased a small home in Point Loma. We were barely able to afford our home in a community that prides itself on being clean, safe and quiet with great public schools, where we look forward to raising a family. Our future is invested in the equity of our home. Though now, our dreams are in the cross-hairs of the FAA’s plan to double-back the flight path to fly over our community.

We have legitimate concerns about the plan and the conclusions of the FAA’s environmental impact study. First, we worry about the long-term deleterious health impacts. The fine particulate jet emissions wreak havoc over the neighborhoods that are under existing flight paths and have caused serious health concerns. A dear friend of our family worked under the San Francisco International flight path for twenty years and died of lung cancer; she never smoked a day in her life. Furthermore, we are concerned about the adverse effects of noise pollution.

The FAA also fails to account for a long-run economic view. The deterioration of the value of our home, the appeal of our community and attractiveness of businesses to choose our area are impacted. It is easy to place a value on jet fuel savings, but the study ignores an even larger consideration - the impact to our children, coastal parks and preserve, national cemetery and monument and regional tourist attraction subject to constant overhead noise and pollution. There are increased healthcare costs for those who live under the new path as well.

**669-02**

We feel the FAA’s proposal to change the flight path nullifies their original intent to improve the environment and save money by redistributing the negative externalities to our local community. Thank you for making a positive difference on this issue.

Sincerely,  
 Aaron Franz

0-150928-004

**669** Response

**669-01**

Please see **Topical Response 11 – Point Loma.**

**669-02**

Please see **Topical Response 05 – Purpose and Need.**

670

Jeffrey Ramos, MD

**From:** Jeffrey R [<mailto:surfdocj@hotmail.com>]

**Sent:** Monday, September 21, 2015 11:33 AM

**To:** [dalvarez@san.org](mailto:dalvarez@san.org)

**Subject:** Opposition to FAA Proposed Departure Flight Path Changes at San Diego International Airport

Councilman/SD Airport Board Member Alvarez,

Please help us defeat the proposal to alter flight paths at San Diego International Airport (SAN).

The proposed change by the FAA will remove the "LOWMA" waypoint that eastbound departing planes must pass by to the south. The idea is to save money on jet fuel by shortening the route but any increased cost should be burdened by the airline customers, and not the members of the local community, many of whom will never fly in their lives. Further, shortening a 500 or 5,000 mile flight by one mile is a trivial savings considering the cost to the neighborhood.

670-01

The proposal would have planes shorten their left turning radius and fly back over Point Loma for a second time going over the top of Cabrillo National Monument, Rosecrans National Cemetery, Point Loma Nazarene University, and homes in the Wooded Area, La Playa, and Sunset Cliffs. This will mar the peaceful environment at our national monument, dishonor our veterans' final resting place, and disrupt learning at Pt. Loma Nazarene University. Our home's indoor and outdoor space will be filled with jet engine noise pollution so loud you can't hear what the person next to you is saying. We know this because we used to live directly under the flight path.

We moved to the Wooded Area, paying several hundred thousand more for our home, to escape the flight path. We have spent the last 2 years and several hundred thousand dollars more remodeling our 68 year old home, which historically has not been under the flight path.

This proposal will financially cripple us, since our home value and the others in our neighborhood is based upon its rural feel and lack of airline noise. This issue is the single most important political issue to us and we vote in every election. Please oppose any change to existing flight patterns at SAN.

Thank you,  
Jeffrey Ramos, M.D.  
3747 Charles St.  
San Diego, CA 92106

**670****Response****670-01**Please see **Topical Response 11 – Point Loma**.**671****Michael Mudgett**

From: michael mudgett [pmmudgett@gmail.com]  
 Sent: Monday, September 21, 2015 1:37 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: michael mudgett  
 Subject: Proposed change of waypoint LOWMA in San Diego, CA

I understand the FAA is considering changing the waypoint LOWMA for air traffic departing San Diego's airport.

Please don't do this.

**671-01**

I am a property owner, and live at 1065 Alexandria Dr, San Diego, CA. We just moved back into our home after being away in ministry for about 13 years. I'm pastor. I've learned two things since my return.

First, I've learned about this proposal. I value my home. It is a sanctuary for many people who come to visit, including my beautiful family and grandchildren. The excessive noise over our property would seriously impact our home environment.

**671-02**

Second, I've noticed the place already are being dispatched upon takeoff to fly more southerly trajectories, bringing them more closely to our home than I ever noticed when we lived here from 16 years - from 1986 till 2002. I don't know how that happened. But it did, all without any due process or hearings that I was made aware of. Shame on the FAA and federal government for taking property value without hearings, or due process, etc.

Give us a break. You've got a workable system. Don't tinker with what doesn't need to be fixed.

Respectfully,

Michael Mudgett  
 homeowner, Point Loma, CA

**671****Response****671-01**Please see **Topical Response 11 – Point Loma**.**671-02**Please see **Topical Response 02 – Existing Conditions**.

672

Robert Taylor

*I am writing regarding the proposed change in the flight pattern into Lindberg field. My wife and I relocated to Point Loma from the Bay Area (4) ago years and purchased a home in Point Loma directly across from the North Island Naval Station. We realized at the time there would be a significant amount of noise related to the Jet Fighter, and Helicopter activities at North Island.*

672-01

*The change being considered in commercial traffic into Lindberg will significantly increase the noise pollution over our area. My wife and I are senior citizens with some disabilities and would not have purchased in Point Loma had we known in advance of the possible change in the commercial air traffic pattern at Lindberg.*

*Bearing in mind the air traffic and noise from North Island that already exist, we would strongly request you re-consider the proposed change, which would significantly impact our lives.*

672

Response

672-01

Please see **Topical Response 11 – Point Loma.**

673

Deborah Porter

From: Deb Porter [msdebporter@gmail.com]  
Sent: Monday, September 21, 2015 5:10 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Deb Porter  
Subject: We are Opposed to the FAA's Proposed change in airplane routing for San Diego Intl Airport (Lindbergh)...

673-01

To whom it may concern at the FAA:  
It has come to the attention of many of us in the San Diego communities of Pt. Loma and Ocean Beach that the FAA is proposing a change to the waypoints that planes leaving Lindbergh will follow. They want to eliminate the waypoint called LOWMA so that planes will be able to fly directly from the first waypoint JETTI to the Imperial Beach waypoint ZZOOO over Pt. Loma and OB.

They originally wanted to close comments by Sept. 26th, but were persuaded to extend that until Oct. 8th.

673-02

Many of us had no idea that this was being discussed and are shocked that such a substantive change to the noise corridor was being considered, and we are totally opposed to such a change.

Please contact whomever it is in the FAA and tell them that this change is very worrisome to the affected neighborhoods and ask them not to eliminate this waypoint.

673

## Deborah Porter (continued)

This issue was a real surprise to many of us who live in the affected area.. and we are NOT happy with the way the FAA has handled this proposal. I understand that they extended the comment period to Oct. 8th, but when and where did they make this proposal known to the public in the first place?

673-03

I admit I don't follow the FAA newsletters etc.. but I think our neighborhood planning groups should have been notified. Fortunately, many of our neighbors are involved in a network called "NextDoor" that alerted many of us to this issue ... altho there must be thousands of people who are still unaware. One of our members started a proposal to the FAA via NextDoor, and there are over 1000 signatures in only 1 or 2 days. Now that people are becoming aware of this change they are really worried about it.

If the FAA removes the LOWMA way spot, there is no assurance that the planes will fly around the tip of Point Loma rather than taking a shorter cut over our neighborhoods to reach the waypoint called ZZ000.

673-04

Additionally, while it is nice to save the airlines \$7.8million dollars a year on gas - (which is one of the justifications for this change,) a great number of the houses affected by this change are worth over \$1million dollars and if their value is diminished by even 5%, it will add up to a lot more than \$7.8million. I know the FAA is not responsible for the financial health of Pt.Loma, but it needs to address those financial issues in some way... public hearings would be nice.I could go on but mercifully I wont.

If you need any information please feel free to email and I'll try to provide it or provide a contact person.

Thank you. Deborah Porter  
1261 Savoy St. 92107

673

## Response

673-01

Please see **Topical Response 03 – Comment Period Extension.**

673-02

Please see **Topical Response 11 – Point Loma.**

673

Response (continued)

673-03

The commenter was surprised and not happy with the way the FAA handled the proposal including the notification process. The FAA engaged in extensive public outreach for the SoCal Metroplex Project, including public notifications, notices in major newspapers throughout the General Study Area, a 120-day public review and comment period, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. During the workshops, representatives from the FAA and its Consultant Team were available to answer questions about the Project and the Draft EA. A notice of availability of the Draft EA was published in newspapers throughout the General Study Area, including the San Diego Union Tribune. Copies of this notice were mailed to federal, state, and local elected representatives and agency officials. The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. Please see Appendix A, Agency Coordination, Agency Consultation, and Public Involvement for a description of public involvement for the EA.

673-04

Please see **Topical Response 11 – Point Loma**.

674

David Murline

**From:** David Murline [dmurline@ucsd.edu]  
**Sent:** Monday, September 21, 2015 5:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Changing flight path Waypoint Lowma

FAA administrators:

We are writing concerning the proposed elimination of Waypoint LOWMA proposed in the SoCal Metroplex Study.

674-01

We understand that the elimination of Waypoint LOWMA could result in fuel savings but as 20 year Point Loma residents this proposal is unacceptable to us due to the increased noise, safety concerns, decrease in property value and habitability of our home.

Why is the profitability of the airline industry more important than our safety and quality of life?

Respectfully,  
David Murline

674

Response

674-01

Please see **Topical Response 05 – Purpose and Need**.

675

Jeffrey Ramos, MD

**From:** Jeffrey R [surfdocj@hotmail.com]**Sent:** Monday, September 21, 2015 7:06 PM**To:** 9-ANM-SoCalOAPM (FAA); [surfdocj@hotmail.com](mailto:surfdocj@hotmail.com)**Subject:** Opposition to FAA Proposed Departure Flight Path Changes at San Diego International Airport

675-01

We are strongly opposed to the plan to alter flight paths at San Diego International Airport (SAN). Jet fuel costs should be burdened by airline customers, not the members of the local community, many of whom will never fly in their lives. Further, shortening a 500 or 5,000 mile flight by one mile is a trivial savings considering the cost to the neighborhood.

675-02

The proposal would have planes shorten their left turning radius and fly back over Point Loma for a second time going over the top of Cabrillo National Monument, Rosecrans National Cemetery, Point Loma Nazarene University, and homes in the Wooded Area, La Playa, and Sunset Cliffs. This will mar the peaceful environment at our national monument, dishonor our veterans' final resting place, and disrupt learning at Pt. Loma Nazarene University. Our home's indoor and outdoor space will be filled with jet engine noise pollution so loud you can't hear what the person next to you is saying. We know this because we used to live directly under the flight path.

675-03

We moved to the Wooded Area, paying several hundred thousand more for our home, to escape the flight path. We have spent the last 2 years and several hundred thousand dollars more remodeling our 68 year old home, which historically has not been under the flight path. This proposal will financially cripple us, since our home value and the others in our neighborhood is based upon its rural feel and lack of airline noise. This issue is the single most important political issue to us and we vote in every election.

675-04

We moved to the Wooded Area, paying several hundred thousand more for our home, to escape the flight path. We have spent the last 2 years and several hundred thousand dollars more remodeling our 68 year old home, which historically has not been under the flight path. This proposal will financially cripple us, since our home value and the others in our neighborhood is based upon its rural feel and lack of airline noise. This issue is the single most important political issue to us and we vote in every election.

Please heed our concerns and scrap the proposal to alter departure flight paths at SAN.

Thank you,  
Jeffrey Ramos, M.D.  
3747 Charles St.  
San Diego, CA 92106

675

Response

675-01

Please see **Topical Response 05 – Purpose and Need.**

675-02

Please see **Topical Response 11 – Point Loma.**

675-03

Please see **Topical Response 02 – Existing Conditions.**

675-04

Please see **Topical Response 11 – Point Loma.**

676

Daniel Mendes

**From:** Daniel Mendes [DMendes@irvinecompany.com]  
**Sent:** Monday, September 21, 2015 8:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:**

To Whom It May Concern –

676-01

I am a home owner in Point Loma, a community located in San Diego, Ca, and am writing to ask that you please reconsider your plan to relocate a portion of the flight path from San Diego International Airport. Your plan to alter the flight path would enable the planes to fly directly over my home, which I am adamantly against. We specifically chose our location towards the tip of Point Loma, to avoid the flight path! Your reasons for the change seem unsubstantiated in my opinion, and I am not willing to sacrifice my quiet neighborhood, as well as my property value, to save the airlines time, money or fuel. They are making record profits!! The traditional flight path that is currently in place has worked for decades. The homes under that flight path, in that area of Point Loma, were retrofitted to help accommodate and mitigate the disturbances from the planes. Do you, the airport, or the City of San Diego plan to retrofit all of our homes, as well? Or to compensate for the loss in value our homes will surely suffer, once it is under the flight path? We pay quite a bit to live in this area of our community, and your decision to alter the flight path will have a direct impact on our home values, as well as our quality of life.

676-02

676-03

I find that the FAA has shown a lack of integrity, and transparency with this proposal. You should have done significantly more to involve the community; instead you are trying to push this through and force it upon us! Based on the countless conversations I have encountered taking place in our community, I imagine that you have heard the same sentiments from others. We are not going to be taken advantage of, and I believe that our community will take whatever legal

action appropriate, to ensure that our voices are heard, and our rights are respected. I again urge you to please reconsider this proposal, and not force this unwanted, unnecessary blight on our community.

Thank you for your consideration.

Daniel M.

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676

Response

676-01

Please see **Topical Response 05 – Purpose and Need.**

676-02

Please see **Topical Response 11 – Point Loma.**

676-03

Please see **Topical Response 03 – Comment Period Extension.**

677

Jeff Husted

**Sent:** Monday, September 21, 2015 8:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comment regarding changing flight paths at Lindburg Field

Gentlemen:

677-01

This is written to express my concern regarding proposed changes to the flight path on departures from Lindbergh Field. We purchased our house located in the Sunset Cliffs area in 1992. One of our main criteria in choosing this area over Ocean Beach and South Mission Beach was the absence of airline departure noise. As I understand the proposed modifications, the newly created paths will allow departures to fly over Sunset Cliffs and Point Loma to the south. This will obviously lead to increased noise levels (as evidenced by the occasional airline which disregards the existing flight path and flies directly over our property) and diminish the property values. Additionally, the new pattern would also allow the planes to fly over Cabrillo Monument and the Fort Rosecrans Military Cemetery. This would potentially be disruptive to the tourists who frequent the Monument and those paying respect to loved ones at Fort Rosecrans. The new path would also potentially negatively affect some of the elementary schools in the area in the same fashion it currently disrupts Point Loma High, Dana and Correia Middle Schools. I am strongly opposed to implementation of this plan and urge you to consider not moving forward with it. If you decide to move forward, how will we be compensated for the resulting reduced property values and what do you plan to do regarding noise mitigation on the homes and schools in the newly affected areas?

677-02

As a sideline, I have talked with a couple of pilots who fly out of Lindbergh and they do not see the logic in what you have proposed. They did have some suggestions regarding moving the waypoint further out which would allow the planes to turn and fly over the Point and Coronado at a much greater altitude with minimal noise impact. I have asked them to contact you with the suggestions. They also suggested that this change in pattern would benefit the residents in Coronado and that perhaps the flight path proposed modifications might have been driven at least in part by complaints/suggestions originating there. If accurate, I would simply point out that the existing flight path was in place when the properties were purchased and to modify it at this late date would be inappropriate.

Looking forward to hearing from you.

Regards,

Jeff Husted



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

677

Response

677-01

Please see **Topical Response 11 – Point Loma.**

677-02

Please see **Topical Response 05 – Purpose and Need.**

678

George Szabo

**From:** George Szabo [gszabo@quantumsails.com]  
**Sent:** Monday, September 21, 2015 9:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point loma flight path changes

Dear sir or madam,

678-01

I am writing to ask that you keep the current flight path as it has been for many decades and do not make any changes. Reasons for this are:

678-02

- Wildlife in the area (skunks, coyotes, raccoons, etc) will be affected by the noise

678-03

- Any move of the flight path to the South will needlessly affect property values of the southern point loma homes

- The airport is already behind in modifying and paying for houses to be quieter on the inside. Changing the flight path will increase the area that they need to pay for modifying these homes, and without extra money invested to do this, many residences will have very LOUD homes on the inside for years to come.

678-04

- There is really no reason to change the current flight path. The reason of saving fuel – so that airlines can have a dollar at the expense of local residents (not paying the residents a dime for reducing property values, or increasing noise pollution) is just not fair.

678-05

- SAFTEY – by putting more demands on pilots to make more turns, they are more likely to make an error, leading to catastrophic failure, planes crashing, and death on the ground.

I appreciate your consideration of my concerns. Thank you.

George

George Szabo

Quantum San Diego  
2832 Canon St.  
San Diego, Ca 92106

T: 619-226-2422   
E: [gszabo@quantumsails.com](mailto:gszabo@quantumsails.com)  
Skype: gszabo2832  
[www.quantumsails.com](http://www.quantumsails.com)

678

Response

678-01

Please see **Topical Response 11 – Point Loma.**

678-02

Please see **Topical Response 11 – Point Loma.**

678-03

Please see **Topical Response 11 – Point Loma.**

678-04

Please see **Topical Response 05 – Purpose and Need.**

678-05

Please see **Topical Response 11 – Point Loma.**

679

Larry Twomey

From: Larry Twomey [Larry.Twomey@outlook.com]  
 Sent: Monday, September 21, 2015 9:31 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: FAA FLIGHT PATTERN

679-01

I'm opposed to the new flight pattern proposed over Point Loma. It's pure "poppy cock" (BS) to call the new plan " flights over wooded areas"..... this is pure & simple the home district of "Point Loma"

Larry Twomey  
 604 San Antonio Avenue  
 San Diego, Ca 92106  
 1-310-489-4450

679

Response

679-01

Please see **Topical Response 11 – Point Loma.**

680

Stevie Taylor

680-01

*We purchased a home in Point Loma some four years ago knowing of the aircraft noise from North Island Naval station that is directly across from us. If the rerouting of commercial aircraft were to take place it would cause a great deal more noise pollution and would have serious effects on our life and property values. You could say that is the same for people currently living in the flight path. However those people moved into the flight path knowing it before making the decision to move there. Also they do not have the combination of commercial traffic and Naval base air traffic as we would have if this change were to take place.*

*My wife and I are senior citizens with some disabilities and this would have a serious impact on our lives. So much so that we would not have considered buying in the Point Loma area had we known commercial air traffic would be as you are now considering.*

*I would strongly ask you to consider all the ramifications this would cause and not proceed with this plan.*

680

Response

680-01

Please see **Topical Response 11 – Point Loma.**

681

Susan and Jonathan Wright

RECEIVED SEP 22 2015

Sept 11, 2016

681-01

To Whom It May Concern.

Your proposed plan to change the flight path for planes leaving SAN and travelling ~~East~~ is troubling.

Using the current way points of Jetti and LOWMA keeps the planes from flying over the Peninsula, which is heavily populated.

We are concerned that allowing planes to aim for Z2000 after departing SAN will mean that they do not fly to JETTI first and instead turn left as soon as possible.

Those of us currently under the flight path stand to incur much more noise if this is allowed.

Please reconsider!

Thank You!

Susan and Jonathan Wright  
2266 Willow St.  
San Diego, CA 92106  
619 269 6159

681

Response

681-01

Please see Topical Response 11 – Point Loma.

682

Steve Chupik

**From:** Steve Chupik [chupik@aol.com]  
**Sent:** Tuesday, September 22, 2015 12:14 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Path Changes

682-01

With all due respect, the changes to have planes take off over Point Loma is **completely unacceptable.**

I purchased my house in this area specifically to avoid being in the takeoff flight path from Lindbergh Field.

This change not only increases the noise and pollution in our area of San Diego, it will also negatively affect our property values.

682-02

Doing this to save the "airlines fuel cost," at the expense of our neighborhood, is irresponsible and seems like you are personally serving the airlines vs the citizens. One would wonder why??

Please shelve this plan immediately.

Respectfully,  
 Steve Chupik

682

Response

682-01

Please see **Topical Response 11 – Point Loma.**

682-02

Please see **Topical Response 05 – Purpose and Need.**

683

Luke A. Jacobson

**From:** Luke Jacobson [lukeajacobson@hotmail.com]  
**Sent:** Tuesday, September 22, 2015 1:04 AM  
**To:** 9-ANM-SoCalOAPM (FAA); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov); [Loriezapf@sandiego.gov](mailto:Loriezapf@sandiego.gov); [awarren@san.org](mailto:awarren@san.org); [trussell@san.org](mailto:trussell@san.org); [Joshua.stewart@sduniontribune.com](mailto:Joshua.stewart@sduniontribune.com); [Stephen.fiorina@10news.com](mailto:Stephen.fiorina@10news.com); [rallyn@kfmb.com](mailto:rallyn@kfmb.com)  
**Subject:** FAA elimination of LOWMA -- Luke Jacobson/92106

To all concerned:

683-01

While keeping LOWMA in current location is the proper outcome for a community who has successfully adjusted to the difficult setting offered by current San Diego air traffic. The FAA should consider moving the LOWMA waypoint 1 mile north from its current location? (Please see attachment) Elimination of the LOWMA waypoint opens the door for vastly different traffic patterns, vs. the Small/Mid/Heavy jet proposals listed in the attachment. (it should be noted that these traffic patterns are simply "proposals.")

This community has built itself around the location of this airport since 1928. Why the city of San Diego would allow a reduction in its revenues (due to lower 92106 property tax collections) for the benefit of private airlines is hard to understand. Should the FAA ignore its Point Loma neighbors as it did in Phoenix, I believe this compromise should be considered.

Luke A. Jacobson  
856 Loma Valley Pl

683

Response

683-01

Please see **Topical Response 11 – Point Loma.**

684

Steve Crow

**From:** [stevecrow.m@gmail.com](mailto:stevecrow.m@gmail.com) [stevecrow.m@gmail.com] on behalf of BestArtSystems

[bestartsystems@cox.net]

**Sent:** Tuesday, September 22, 2015 2:32 AM

**To:** 9-ANM-SoCalOAPM (FAA)

**Subject:** Oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport.

The NextGen proposal to delete the waypoint near the tip of Point Loma will allow eastbound airplane traffic departing San Diego International Airport ("SAN") to intersect Point Loma, flying directly over the point as they turn to the left from the westbound runway to their easterly route.

According to Exhibits provided by the FAA, the proposal includes the elimination of a waypoint currently located approximately 1.5 miles southwest of the tip of Point Loma ("LOWMA") that eastbound departing planes must pass to its south. The elimination of LOWMA shortens the required turn radius allowing planes to travel closer to and/or over the top of Point Loma. This results in a shortcut that will reduce the distance traveled in an eastbound direction by approximately 650 yards (0.12 miles). As the Exhibit shows, the revised path would allow planes to travel over the top of Cabrillo National Monument, Fort Rosecrans National Cemetery and Point Loma Nazarene University. The reality of this is that the distance "saved" equates to a rounding error, generates no fuel savings on even the shortest eastbound destinations and without question would have a negative impact on these and other Point Loma properties.

684-01

Any alleged benefits or the attainment of the program's goals for fuel savings or carbon savings expected to result from this specific SAN departure flight path realignment will be negligible, if at all, and come at the significant cost of, among other issues, noise, visual, air and water runoff pollution to those residential, public grade schools, college, national park and national cemetery areas of Point Loma not already impacted and an increase of these symptoms to those areas already impacted inside the radius of the departure flight path.

684-02

Therefore, for the above concerns and zero net benefit, we urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA from any FAA or NextGen proposal.

684

Response

684-01

Please see **Topical Response 05 – Purpose and Need.**

684-02

Please see **Topical Response 05 – Purpose and Need.**

685

Andrea Justus

**From:** Andrea Justus [andrea@justusfam.com]  
**Sent:** Tuesday, September 22, 2015 2:48 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma proposed flight change

To Whom it May Concern:

685-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Subcommittee Meeting this week.... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

685-02

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Andrea Justus  
710 Amiford Dr., SD 92107  
[andrea@justusfam.com](mailto:andrea@justusfam.com)

685

Response

685-01

Please see **Topical Response 11 – Point Loma.**

685-02

Please see **Topical Response 05 – Purpose and Need.**

686

Allison McCurdy

**Sent:** Tuesday, September 22, 2015 4:58 AM  
**To:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov); [Sen.boxer@opencongress.org](mailto:Sen.boxer@opencongress.org); [Sen.feinstein@opencongress.org](mailto:Sen.feinstein@opencongress.org); 9-ANM-SoCalIOAPM (FAA)  
**Subject:** FAA's proposed flight path change to save the airlines money

Dear Mr. Faulconer, Mrs. Zapf, Senator Boxer, Senator Feinstein, and FAA -

As our voice of the public and guardians of our interests, we hope you will escalate this issue on behalf of the thousands of residents in Point Loma and Ocean Beach, San Diego, CA. The FAA is advocating plane course changes to the existing departure routes from the San Diego International Airport. The existing pass allows planes to fly over residences across the point to the ocean and keeps them off shore to make directional changes. The current route is also the shortest from airport to ocean. The new proposed path would allow planes to turn east sooner and make a second passing over Pt Loma/Ocean Beach as well as fly over a much longer stretch of land with homes and schools below. The FAA's stated primary reason is to save the airlines nearly \$8m per year in fuel cost with a claimed side benefit of reducing air pollution.

686-01

One of the FAA's main designated purposes for which it was created is "Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia). Public safety is also one of it's primary responsibilities. From our community's perspective, the FAA is failing at both these duties by backing this proposal. Aside from increasing noise pollution and decreasing public safety (let us remember the terrible crash of PSA Flight 182 that killed 147 people and is known as one of the deadliest plan crashes in U.S. history) for the sake of defending profits of private companies, please consider more points to derail this FAA proposal:

1. NOISE: Re-routing planes over a MORE populated area opposed to keeping them offshore is going to be far noisier for more homes and schools inhabiting the space below the new flight path.

2. CHILDREN, EDUCATION, & "QUIETER HOME PROGRAM": if you do not live here, we have what we call the "OB pause"...if you are under the flight path, you must stop anything you are saying and wait for a plane to pass. Depending on the time of day, this occurs up to every 5 minutes (especially in the mornings and afternoons which are prime school time). Incidentally, the recently FAA backed the "quieter home program" and city paid millions to retrofit homes under the flight path with sound proof windows. Approximately 1/4 of the homes in Point Loma qualified, but the new propose flight path would likely impact 100% of homes not to mention all the schools so I don't understand why the FAA would risk supporting a decision that would cost well over \$8m should more homes and schools need to be retrofitted. Furthermore and more importantly, as a parents that consider our children and education a TOP priority, it is imperative to not impact their ability to pay attention and in the classroom. To save a proposed \$8m per year for private companies that should be managing their own operations costs, our children should not pay any price.

686-02

3. ENVIRONMENTAL IMPACT - Though the airline companies would save jet fuel costs and reduce pollution, the low altitude exhaust and residue has negative environmental consequences including:

- Lower air quality in the populated area which can increase health costs
- Jet fuel in storm water runoff which ends up in storm drains and water sources
- Fuel's damage to trees and vegetation
- Faster deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

4. PUBLIC SAFETY - again clear logic would suggest the idea is not well thought through  
 5. HOME VALUES - there is a distinct price value difference between homes under the flight path and those that are not. Many of us have paid large premiums to buy homes NOT under the flight path and our homes are increasing in value faster than those that are not. Crippling home values will absolutely impact home sales prices and reduce property taxes that benefit our city.

686

Allison McCurdy (continued)

686-03

6. EMINENT DOMAIN - what is the public's recourse for eminent domain issues in the airspace above their homes? Can the public demand compensation from the local government?

686-04

7. SEPARATION OF PRIVATE & PUBLIC ENTITIES - The government and it's agencies have a responsibility to manage, question, and/or intervene private sector decisions that may negatively impact the general public. Since when is it the FAA's responsibility to reduce costs for airlines and make them more profitable?

686-05

8. OIL PRICES - oil is half the cost it was a year ago and lowest in 5 years. Airlines have increase ticket costs, added fees to account for fuel costs, charge for baggage and have many more hidden costs the public is paying for. Why aren't the airlines benefiting from the reduced jet fuel costs?

686-06

We collectively urge the FAA to keep the flight paths as they exist now and will consider suing the city to preserve our community. Thank you in advance for your time and consideration. What more can we do to argue our case? Please please advise.

Respectfully,

Point Loma resident, parent, and local business owner,  
Allison McCurdy

Allison McCurdy, Owner  
Bar Method [Point Loma]  
email: [allisonmccurdy@barmethod.com](mailto:allisonmccurdy@barmethod.com)  
mobile: 720.323.6775   
[www.barmethod.com](http://www.barmethod.com)

Liberty Station – Point Loma | 2751 Roosevelt Road, Suite 200 | San Diego, CA 92106 | 619.226.2301 

**686****Response****686-01**

Please see **Topical Response 05 – Purpose and Need**.

**686-02**

Please see **Topical Response 11 – Point Loma**.

**686-03**

The commenter requests information on the public recourse for eminent domain in the airspace above their homes and compensation from the local government. This comment seems to request information outside the scope of the NEPA environmental process. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the environmental analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

**686-04**

Please see **Topical Response 05 – Purpose and Need**.

**686-05**

Please see **Topical Response 05 – Purpose and Need**.

**686-06**

Please see **Topical Response 11 – Point Loma**.

687

Pamela Hughes

**From:** pamelahughes [pamelaehughes@gmail.com]  
**Sent:** Tuesday, September 22, 2015 6:59 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN Flight Changes over Point Loma

I write to oppose the FAA's plans to change the flight path of departing flights from San Diego International Airport to pass over the peninsula of Point Loma not once but twice per flight.

687-01

I live in the Roseville neighborhood of Point Loma, which is directly under the proposed new flight path. If this plan is approved, my family would be severely impacted by constant flight noise day and night. We chose our current home, and pay a higher rent, specifically because it was NOT under the current flight path. My husband and I both work from home and keep our windows open, as the house lacks central air conditioning. The prospect of living and working directly under a new flight path is enough to make us want to leave Point Loma, which we love.

Our neighbors who are homeowners will see a significant decline in property values if the FAA plan is executed. It will also impact our tourism and hospitality economy, as few hotels and restaurants not under the current flight path have invested in costly noise mitigation. Much recreational activity is conducted outdoors.

687-02

Excessive noise impacts health as well as economics. Physiological and psychological stress reactions, sleep disturbance and deprivation, and interference

687-03

with speech and communication are known health hazards from airplane noise.

687-04

I urge you to seek other ways to save fuel for the airlines that do not unjustly "tax" the people of the peninsula through loss of enjoyment of their homes, reduced property values, and reduced health and wellbeing. We already accept that departing flights must pass over Point Loma once, resulting in crushing noise over my children's school and over dense residential and commercial areas. It is unfair to ask us to suffer a second pass for every flight and expand the range of harm to the wider community.

Thank you for your consideration of my request.

Pamela Hughes  
3343 Hill Street  
San Diego, CA 92106

687

Response

687-01

Please see **Topical Response 11 – Point Loma.**

687-02

Please see **Topical Response 11 – Point Loma.**

687-03

Please see **Topical Response 11 – Point Loma.**

687-04

Please see **Topical Response 11 – Point Loma.**

**688****Steve Crow**

From: BestArt [bestartgraphics@cox.net]  
 Sent: Tuesday, September 22, 2015 2:11 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Too much airplane noise - noise, pollution and negative impact on quality of life in San Diego

To whom it will concern,

The airplane noise has been getting worse and worse over the last year.

**688-01**

Our quality of life has been negatively affected especially this past year and even more recently.

NO day is a good day to be in San Diego if you still have your hearing (and are able to breath).

**688-02**

That said, the jet fuel mist and resulting pollution likely has a very significant impact on the health of our families and friends.

**688-03**

Education, businesses, residents and visitors are all negative affected.

**688-04**

The flight paths have got to change to have less negative impact on the San Diego community.

Please work quickly and hard to resolve this growing problem immediately.

Steve Crow  
 Ocean Beach/Point Loma

**688****Response****688-01**

Please see **Topical Response 02 – Existing Conditions.**

**688-02**

Please see **Topical Response 02 – Existing Conditions.**

**688-03**

Please see **Topical Response 11 – Point Loma.**

**688-04**

Please see **Topical Response 11 – Point Loma.**

689

Matthew Naiman

**From:** Matt Naiman [mattnaiman@cox.net]  
**Sent:** Tuesday, September 22, 2015 3:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Concern About FAA Proposed Changes at Lindbergh

Dear FAA,

689-01

I'm a resident of the Wooded Area of Point Loma. I have reviewed the new FAA proposed flight plan and I am concerned about how the new proposed plan will impact the Cabrillo National Monument as well as the greater community.

689-02

The elimination of Waypoint LOWMA, as proposed, will redirect much of the outbound Lindbergh air traffic directly over The Cabrillo National Monument. While it may be possible for you to put an estimated value on jet fuel savings, I'd also like to know what the cost would be to all of us if the serenity of a large coastal park, nature preserve, education center and major regional tourist attraction is spoiled by what can at times be almost constant overhead jet noise? If you must, here is a fact that also should also be taken into consideration when making your evaluation: despite the recovering economy in 2012, it is estimated that tourism generated \$18.3 billion in economic impact for the San Diego region. (Source: CIC Research, Inc., An Economic Impact & Fiscal Revenue Analysis of San Diego Visitors, 2011).

Let's not do something that is potentially penny wise and pound foolish. Seven to eight million dollars in annual jet fuel savings is great, but it is just a drop in the bucket when compared to the possible degradation of what now has to be a twenty billion dollar a year tourist industry as well as our overall quality of life here in San Diego. To this end, I hope you also evaluate what the potential impact will be to The Hotel Del as well as the rest of Coronado which are also major regional tourist destinations.

Sincerely,

Matthew Naiman  
3554 Charles Street  
(619) 840-4975

689

Response

689-01

Please see **Topical Response 11 – Point Loma.**

689-02

Please see **Topical Response 11 – Point Loma.**

690

Christina Spitz, Pacific Palisades Community Council



## PACIFIC PALISADES COMMUNITY COUNCIL

September 22, 2015

SoCal Metroplex EA □ FAA  
 Western Service Center - Operations Support Group □  
 1601 Lind Avenue SW □ Renton, WA 98057 □

Via Email: 9-ANM-SoCalOAPM@faa.gov

Re: Draft Environmental Assessment (EA)/Southern California Metroplex Next Generation Air Transportation System (NextGen); Request for Extension of Draft EA Comment Period and For Public Meetings/Workshops and Further Outreach in Pacific Palisades

Dear Federal Aviation Administration:

Pacific Palisades Community Council (PPCC) is the most broadly-based community organization and the voice of the Palisades community since 1973.

PPCC learned today, for the first time, that as part of the Southern California NextGen system the FAA is proposing a new approach procedure for flights going to Long Beach Airport which will include a flight path over Pacific Palisades before heading south to Long Beach. This new proposal may result in significant negative impacts and is a matter of great concern to the Palisades community, which had no prior notice of this new proposal and insufficient time to study the matter and submit comments on the draft EA prior to the current deadline of October 8.

690-01

PPCC supports the resolution sponsored by Councilmember Mike Bonin, passed unanimously by the Los Angeles City Council on September 15, 2015, with the concurrence of Mayor Eric Garcetti (Council File 15-0002-s99), calling for additional time for impacted community stakeholders to “study the full slate of Metroplex documents” and for the FAA to perform “additional, comprehensive public outreach to all potentially affected areas.”

We accordingly request that the FAA hold additional public meetings/workshops and conduct outreach in Pacific Palisades, and that the draft EA comment period be further extended to allow sufficient time for the Palisades community to fully study the proposal for a new flight path over Pacific Palisades and submit comment before any final determination is made.

Thank you.

Sincerely,

Christina Spitz  
 President, Pacific Palisades Community Council

cc:  
 Hon. Ted Lieu, United States Congressman  
 Hon. Mike Bonin, Los Angeles City Councilmember

Post Office Box 1131, Pacific Palisades, California 90272, [info@pacpalicc.org](mailto:info@pacpalicc.org) pacpalicc.org

690

Response

690-01

Please see **Topical Response 03 – Comment Period Extension.**

691

Susan Seidel

**From:** Susan Seidel [chrisnsue7@aol.com]  
**Sent:** Tuesday, September 22, 2015 5:23 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** POINT LOMA FLIGHT PATH

691-01

Please tell me that you don't value saving money on fuel more than you value the lives of the people that are directly affected by the proposed flight path change. This is a major issue for the safety of the residents here in Point Loma. I have worked/do work VERY hard to be able to live in this area. It took a long time to locate a house in a safe area to raise our kids. They are our #1 concern and the simple fact that this area was NOT under the flight path is what led us to house hunt here. I love that my children go to our neighborhood school each day, located away from the airplanes. Our friends living closer to the flight path have residue all over their yards, covering their decks, patio furniture, & their gardens. It's a fact. This is on top of the noise pollution that I lived under for years before I moved

691-02

AWAY from it purposely. To me, it's also very concerning that there is no consideration over the disrespect for a national monument and a national cemetery. There's a lot at stake here.

Susan Seidel  
Wooded Area

691

Response

691-01

Please see **Topical Response 11 – Point Loma.**

691-02

Please see **Topical Response 11 – Point Loma.**

692

Coby King and Stuart Waldman, Valley Industry & Commerce Association

**From:** Susan Seidel [chrisnsue7@aol.com]  
**Sent:** Tuesday, September 22, 2015 5:23 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** POINT LOMA FLIGHT PATH

692-01

Please tell me that you don't value saving money on fuel more than you value the lives of the people that are directly affected by the proposed flight path change. This is a major issue for the safety of the residents here in Point Loma. I have worked/do work VERY hard to be able to live in this area. It took a long time to locate a house in a safe area to raise our kids. They are our #1 concern and the simple fact that this area was NOT under the flight path is what led us to house hunt here. I love that my children go to our neighborhood school each day, located away from the airplanes. Our friends living closer to the flight path have residue all over their yards, covering their decks, patio furniture, & their gardens. It's a fact. This is on top of the noise pollution that I lived under for years before I moved

692-02

AWAY from it purposely. To me, it's also very concerning that there is no consideration over the disrespect for a national monument and a national cemetery. There's a lot at stake here.

Susan Seidel  
Wooded Area

692

Response

692-01

Thank you for your comment.

692-02

Thank you for your comment.

693

Fred and Linda Daugherty

**From:** [frelin19@cox.net](mailto:frelin19@cox.net) [frelin19@cox.net]  
**Sent:** Tuesday, September 22, 2015 6:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

693-01

There is an old saying that fits your new proposed plan: “If it is not broken, don’t fix it.” The current flight path from Lindbergh Field has been in operation for decades and has been very successful. The neighborhoods now under the flight path have been compensated by having their windows upgraded by adding dual pane windows to help relieve the noise level from aircraft taking off at Lindbergh. The residents who live in those homes moved there long after the airport was in use, so did not have much cause to complain about

693-02

noise. Now you propose to impact the rest of Point Loma by making this radical change to the current flight path. This will cause noise pollution to areas that have never been impacted

693-03

before by the flight path. Then there is the safety factor of flying so close to land. Should an emergency occur so close to taking off, there needs to be more time to react and take what ever evasive action is necessary to resolve the situation safely.

693-04

We ask, as residents of Point Loma for decades, that you reconsider the proposed plan and keep the original flight path that has served the airport and neighborhoods for many years. Respectfully, Fred and Linda Daugherty

693

Response

693-01

Please see **Topical Response 02 – Existing Conditions.**

693-02

Please see **Topical Response 11 – Point Loma.**

693-03

Please see **Topical Response 11 – Point Loma.**

693-04

Please see **Topical Response 11 – Point Loma.**

694

Gerri and Brian Monaghan

**From:** Brian & Gerri Monaghan [brigermon@cox.net]  
**Sent:** Tuesday, September 22, 2015 8:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change to flight plan for San Diego

694-01

Dear People: we respectfully request that you withdraw your current plan for changes to the flight path departing from Lindbergh Airport. The current plan has worked perfectly well and provides the safest possible route for planes. We have been informed that your new proposal would save the airlines fuel costs by causing a tighter turning radius. However, that would also cause planes to fly directly over neighborhoods, homes and schools. And there is simply no reason to do that. The current plan eliminates that and by not flying over those areas, it is very simply, SAFER. And that is your Mission. Your mission is not to save the airlines fuel costs. Your Vision tells us that you are accountable to the American public and your stakeholders. Please, please, uphold that Vision by keeping the current flight path as is. To quote that old bromide, "if it ain't broke, don't fix it." It ain't broke, so please don't "Fix" it. Sincerely, Gerri and Brian Monaghan

305 San Antonio Avenue  
San Diego, CA 92106  
619 226 4499



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

694

Response

694-01

Please see **Topical Response 05 – Purpose and Need.**

**695 Theodore Kazmar**

**From:** Theodore Kazmar [theodore.kazmar@gmail.com]  
**Sent:** Tuesday, September 22, 2015 8:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA's Proposed Aircraft Procedures for the San Diego Region

- 695-01** I am very concerned about the new FAA's proposed aircraft procedures for the San Diego region. The new procedures will increase the noise level over my house and thousands of other houses in the Point Loma community an average of 5 dB which is about 4 times the present very loud level (I am a retired US Navy
- 695-02** acoustics engineer). This is truly disturbing. It will also significantly increase the soot and air pollution falling down on my house and my environment. This will cause me great stress and possibly cause me to move from my house. It will also cause a significant drop in the resale value of my home and possibly make the sale of my house impossible. This is a case of the powerful airline industry lobbying to save a little money in fuel costs at the expense of the health and well-being of thousands of people living in the community of Point Loma in San Diego. Your REJECTION of these new proposed aircraft procedures for the San Diego region will be most appreciated.
- 695-03**

Thanks for your consideration,

Theodore Kazmar  
 4360 Narragansett Ave.  
 San Diego, CA 92107

619-224-0835

[Theodore.kazmar@gmail.com](mailto:Theodore.kazmar@gmail.com)

**695 Response**

- 695-01** Please see **Topical Response 11 – Point Loma.**
- 695-02** Please see **Topical Response 11 – Point Loma.**
- 695-03** Please see **Topical Response 05 – Purpose and Need.**

**696 Doreen Ramos**

**From:** [dorcmt@comcast.net](mailto:dorcmt@comcast.net) [dorcmt@comcast.net]  
**Sent:** Tuesday, September 22, 2015 9:02 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re-routing San Diego's Air Flight Paths

I am opposed to the FAA's proposal to alter the departure flight path at SAN. Please keep existing flight paths intact!

Thank you for your time.

Doreen Ramos

**696 Response**

- 696-01** Please see **Topical Response 11 – Point Loma.**

697

Wendy van den Helder

**From:** Wendy van den Helder [wvdhelder@gmail.com]  
**Sent:** Tuesday, September 22, 2015 9:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA proposed waypoint ZZOOO- SAN

Dear FAA,

I oppose the newly proposed Waypoint ZZOOO from the San Diego International airport. It seems the FAA's stated primary reason has been to save the airlines nearly \$8m per year in fuel cost with the side benefit of reducing air pollution. It is disturbing that the FAA continues to state that money will be saved. Nowhere in the FAA's duties did I read that it was the FAA's job to make the airlines more profitable. Instead, money being given to the airlines is being taken from the Point Loma residents and the county of San Diego by reducing property values, therefore reducing county property taxes, additional maintenance of the effected property and possible increased health costs.

The FAA has failed to live up to its designated purposes for which the agency was created in the first place. One of their main responsibilities is: " Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia). Among other reasons for its existence is public safety, which we all assume is at the top of their list.

**Noise-** Clearly rerouting planes over a populated area opposed to keeping them offshore is going to be far noisier for everyone inhabiting the space below the new flight path. Thus, in attempting to re-route the path over Point Loma, the FAA has grossly failed to live up to one of its stated obligations.

697-01

**Other Environmental effects-** It may seem logical that using less fuel would pollute the environment less; but there are other factors impacting fuel consumption on a plane such as speed and altitude. Spent fuel (exhaust) landing in the wrong areas can do more damage than if residue fell in less sensitive or confined areas. The negative environmental consequences include:

- Lower air quality in the populated area
- Jet fuel in storm water runoff that ends up in storm drains causing the pollution more concentrated at the point of discharge
- Fuel's damage to trees and vegetation
- Accelerated deterioration of the structures below the flight path such as homes, cars, hardscape, headstones and historical structures at Cabrillo National monument.

**Public safety** – The fewer planes that fly over populated areas, the safer the surrounding population will be.

I urge the FAA to keep the flight path, as it was initially intended- to fly over the JETTI waypoint, not over the residential part of Point Loma.

Sincerely,

Wendy van den Helder

Sunset Cliffs resident

697

Response

697-01

Please see **Topical Response 11 – Point Loma.**

698

Heidi Buck

**From:** Heidi Buck [hbuck22@gmail.com]  
**Sent:** Wednesday, September 23, 2015 12:24 AM  
**To:** 9-ANM-SoCalOAPM (FAA); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov)  
**Subject:** FAA proposal to revise SAN departure path -- Point Loma

To whom it may concern,

I'm a 36 year old Point Loma native. I grew up on Wilcox St, own a rental house on Atascadero Dr., and now reside on Charles St.

I moved from my first house on Atascadero, after 10 years living there, to Charles street in order to get out of the flight path. I was getting tired of the constant noise, pollution, and the safety issues of having many flights a day go over my house. I was also angry that my house didn't qualify for the noise abatement program -- those flights come directly over my house on Atascadero and conversations have to stop -- I just couldn't take it anymore. I moved in February of 2014 to Charles St. to get some peace and quiet, paying quite a bit more money to move into the nicer and quieter neighborhood.

I'm livid that there are talks of the flight path changing now. The whole point of us moving further south on the Point was to escape the planes. We paid a high price to do so. And now just after we've been here a year we're being told that the flight paths may change.

698-01

What will this do for public safety and security? What is going to happen to the value of my house that I just paid a fortune for? Am I going to have to move again? What about noise and pollution? I know there are reports that the noise will be negligible -- but again I point out that it is deafening at my house on Atascadero, and the City tells me the noise pollution is negligible there and I don't qualify for the abatement program. How am I to trust that noise won't increase here?

- 1) Don't change the flight paths -- the citizens who live in this area are paying dearly to do so.
- 2) Take a field trip to the streets that border the abatement program zone and then tell me that they don't qualify for the program. Deafening.

Heidi

698

Response

698-01

Please see **Topical Response 11 – Point Loma.**

699

Rita and Jerry Jensen

**From:** [rjensen310@cox.net](mailto:rjensen310@cox.net) [rjensen310@cox.net]  
**Sent:** Wednesday, September 23, 2015 1:42 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA waypoint

699-01

Please do not eliminate the LOWMA waypoint, as studies have show that the actual distance saved is only about 0.12 miles. The negative impact to our health due to the fuel emissions far outweighs this small distance. Also please consider the serious conflict this will present for air traffic from North Island.

God Bless our troops!

Rita and Jerry Jensen

699

Response

699-01

Please see **Topical Response 11 – Point Loma.**

700

Justin Mecklenborg

From: Justin Mecklenborg [Justinmeck9@gmail.com]  
Sent: Wednesday, September 23, 2015 2:28 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Point Loma Flight Path Change

It has come to the attention of our neighborhood that the FAA is proposing a change in the flight path which will be re-routed over homes as opposed to the current waypoint which routes planes over unpopulated areas and the ocean.

This flight path will go over the veterans' cemetery on Cabrillo Point, dishonoring our fallen veterans and interrupting ceremonies. It will also disrupt the multiple schools in our area.

700-01

Should the proposed flight path be approved, property values in our area would plummet and subsequently decrease city revenues associated with the property taxes (since assessed taxes are directly associated with property values) - causing an even greater city shortfall.

Bottom line, the detrimental affect on the Cabrillo Memorial, property values, quality of life for residents, and complications associated with the nearby military operations at north island far outweigh the negligible fuel savings associated with the proposed flight path change.

Please represent us and do not allow this proposed flight path change.

Justin Mecklenborg  
858.405.5681

700

Response

700-01

Please see **Topical Response 11 – Point Loma.**

701

Steven Connor

From: steven Connor [sjconnor@outlook.com]  
Sent: Wednesday, September 23, 2015 3:13 AM  
To: [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov)  
Cc: 9-ANM-SoCalOAPM (FAA)  
Subject: FAA re-route over San Diego

To Whom It May Concern

701-01

The FAA is advocating course changes to the existing departure routes from the San Diego International Airport. The new path allows the planes to turn east sooner and make a second passing over Pt Loma opposed to staying offshore as they do now. It seems the FAA's stated primary reason has been to save the airlines nearly \$8m per year in fuel cost with the side benefit of reducing air pollution. The FAA has failed to live up to its designated purposes for which the agency was created in the first place. One of their main responsibilities is: " Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia). Among other reasons for its existence is public safety, which we all assume is at the top of their list.

701

## Steven Connor (continued)

Noise- Clearly re-routing planes over a populated area opposed to keeping them offshore is going to be far noisier for everyone inhabiting the space below the new flight path. Thus, in attempting to re-route the path over Pt Loma, the FAA has grossly failed to live up to one of its stated obligations.

Other Environmental effects- It might seem logical that using less fuel would pollute the environment less; but there are other factors impacting fuel consumption on a plane such as speed and altitude. Also, spent fuel (exhaust) landing in the wrong areas can do more damage than if residue fell in less sensitive or confined areas. The negative environmental consequences include:

- . Lower air quality in the populated area
- . Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge
- . Fuel's damage to trees and vegetation
- . Faster deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

701-02

Public safety - Again, its is clear logic: the less planes fly over a populated areas, the safer the surrounding population will be.

The FAA keeps citing the money that will be saved. Nowhere in the FAA's duties did I read that it was the FAA's job to make the airlines more profitable. Instead, money being given to the airlines is being taken from the Pt Loma residents and the county of San Diego by reducing property values therefore reducing county property taxes, additional maintenance of the affected property and possible increased health costs.

I urge you to contact the FAA and represent the people vs. the airlines bottom line. We have three small children and moved to this neighborhood for its quiet atmosphere. Thank you.

Sincerely,

Steve Connor  
Point Loma resident and homeowner

701

## Response

701-01

Please see **Topical Response 05 – Purpose and Need.**

701-02

Please see **Topical Response 11 – Point Loma.**

702

Bill Hale

Sent: Wednesday, September 23, 2015 3:15 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Please do not eliminate waypoint LOWMA!

702-01

Hello, I have lived in Point Loma since 1978. Please do not eliminate the subject waypoint, just to save a few seconds and a few dollars. I believe that we as residents are entitled to due process, and not have this unilaterally forced upon us.

Thank you,  
Bill Hale  
1239 Trieste Drive  
San Diego CA 92107

Sent from my iPhone

702

Response

702-01

Please see **Topical Response 11 – Point Loma.**

703

Alan Zuckerman

**From:** Alan and Pamela Zuckerman [zuckies@cox.net]  
**Sent:** Wednesday, September 23, 2015 3:52 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Question Re: Southern California Metroplex and San Diego Airport Noise

Dear FAA Contact Person-

703-01

My family lives in Point Loma. We understand that pending its issuance of an Environmental Report, the FAA is considering changing flight paths to and from San Diego International Airport.

We've lived near the southern end of Point Loma for 27 years, and we don't hear airplane noise from San Diego airport. However, we've noticed constant airplane noise all day and evening today.

We've heard that the FAA may have approved airplanes to temporarily use the newly proposed San Diego flight path takeoff configuration on a trial basis, or for a few days. Please confirm whether that is accurate.

Thank you for your time.

-Alan Zuckerman  
[a.zuckerman@mpglaw.com](mailto:a.zuckerman@mpglaw.com)  
[zuckies@cox.net](mailto:zuckies@cox.net)

703

Response

703-01

Please see **Topical Response 11 – Point Loma.**

**704 Susan Frazee**

From: Susan Frazee [sufrazee@cox.net]  
Sent: Wednesday, September 23, 2015 4:30 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: FAA proposed flight path

To whom it may concern:

I live in Point Loma.

Today I am writing in strong opposition of the proposed flight path that would turn planes over Point Loma. My concerns include the following:

**704-01**

- Decrease in property value - We bought in this area 16 years ago after great research and with great intention - an investment. The increase in noise and pollution will decrease property values in this area. When planes do fly above, I hear them loud and clear.

**704-02**

- Noise and jet pollution in area schools including Sunset View, Cabrillo Elementary schools  
- Noise and jet pollution over PLNU and the Sunset Cliffs park enjoyed by thousands - both an oasis of peace for our community

**704-03**

- Increased jet fuel residue on our homes, patios, vegetable gardens, citrus, and our lungs

**704-04**

- Safety hazard as turn will be over land as opposed to over the water in event of an incident

**704-05**

- Not convinced of the validity of the environmental report or the figures on fuel savings - and who is receiving the savings? Is it the FAA's job to make sure the airlines are running efficiently and increasing their profits or the FAA's job to keep communities as safe as possible?

Thank you for your consideration of these factors.

Sincerely,  
Susan Frazee

**704 Response**

**704-01**

Please see **Topical Response 11 – Point Loma.**

**704-02**

Please see **Topical Response 11 – Point Loma.**

**704-03**

Please see **Topical Response 11 – Point Loma.**

**704-04**

Please see **Topical Response 11 – Point Loma.**

**704-05**

Please see **Topical Response 05 – Purpose and Need.**

705

Larry Conrad

**From:** [ljconrad@ix.netcom.com](mailto:ljconrad@ix.netcom.com) [ljconrad@ix.netcom.com]  
**Sent:** Wednesday, September 23, 2015 5:09 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov); [Kevinfaulconer@sandiego.gov](mailto:Kevinfaulconer@sandiego.gov); [Loriezapf@sandiego.gov](mailto:Loriezapf@sandiego.gov)  
**Subject:** Comment on Southern California Metroplex Project, Ibeee SID

Dear Sir or Madam,  
 I am a regional pilot who flies in & out of San Diego. I own a house on Point Loma, lying online from the departure end of Rwy 27 to Jetti.

I am an adamant supporter of the economies being generated by NexGen, but the new Ibeee departure is a problem. Departure noise from SAN is well established and reasonably well tolerated by the residents. The new departure path over Point Loma is a fundamental change which is rabidly opposed by residents.

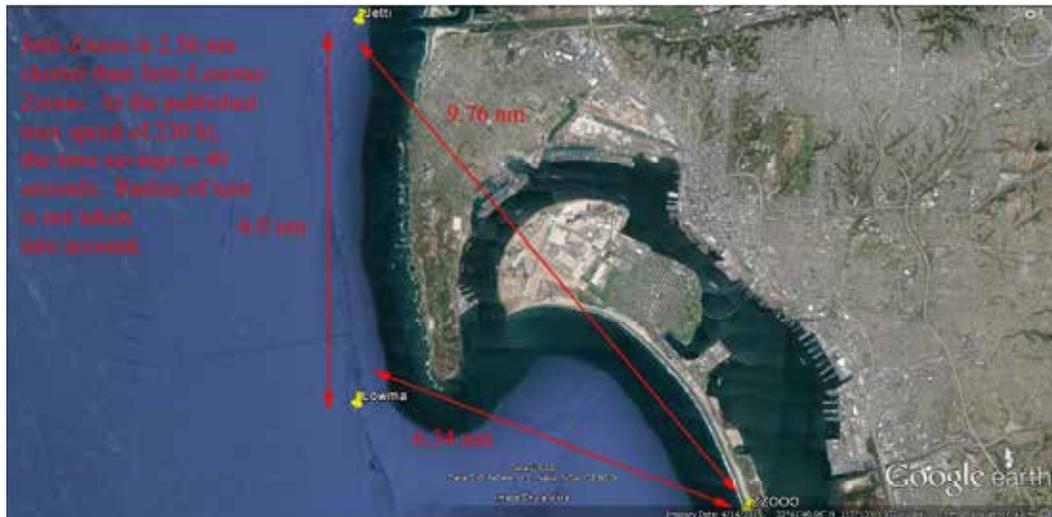
705-01

I appreciate that given the altitudes, actual noise for aircraft on the new Ibeee SID as they proceed from Jetti to Zzooo may not be great, but the perception is that there will be a considerable change in the noise profile.

I think this particular savings created by overflying Point Loma is ill advised and urge you to revise the routing from Jetti-Zzooo to Jetti-Lowma-Zzooo. As the attached map shows, the straight-line savings generated by the Ibeee procedure is a reduction of 2.56 nm, which at the max speed of 230 kt is a 40 second time savings.

I urge you to retain the Lowma fix in the new procedure.

Very sincerely yours,  
 Larry Conrad



705

Response

705-01

Please see Topical Response 11 – Point Loma.

706

MJ Del Campo

From: Mary Jean Del Campo [delcampomj@gmail.com]  
 Sent: Wednesday, September 23, 2015 5:39 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: FLIGHT WAYPOINTS

706-01

IT IS SO IMPORTANT NOT TO ADD MORE NOISE AND JET FUEL WASTE TO THE POINT LOMA AREA. KEEP WAYPOINTS AS THEY ARE.

MJ DEL CAMPO  
 4515 DEL MONTE AVE  
 92107

706

Response

706-01

Please see **Topical Response 11 – Point Loma.**

707

Joseph Selveen

**From:** Joseph Selveen [obrojo@cox.net]  
**Sent:** Wednesday, September 23, 2015 10:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma

707-01

Please reconsider these plans of yours. We already live with a great deal of noise from Lindbergh Field, not to mention the pollution. We don't need more flight noise disrupting our lives every 5 to 10 minutes at a time. You claim it won't impact us "that much". You try living with these giant aircraft pounding away at your nerves 14 hours a day. We chose to live here. We do not choose to exacerbate the problem by adding to it. As a community we're asking that you do the right thing and not ruin our neighborhoods any further with this ill conceived plan that purports to save gas money for the airlines. The airlines will not pass the savings along to it customers and they really couldn't care less about the tens of thousands of people they affect with there aircraft noise and jet fuel pollution every day.

707

Response

707-01

Please see **Topical Response 11 – Point Loma.**

708

Amy and Mike Savacool

From: Amy Savacool [savacool@cox.net]  
Sent: Wednesday, September 23, 2015 2:25 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Do Not Eliminate Waypoint LOWMA

Hello,  
My name is Amy Savacool.

My husband and I are opposed to changing the take off flight patterns over Point Loma.

We have lived in Point Loma for over 12 years.

When we first lived here, we lived directly under the flight path. We were constantly wiping up the black airplane soot from our counter tops and floors, worrying about the potential carcinogens from the spent fuel and exhaust in the soot and its effect on our children, not to mention enduring the awful noise.

708-01

We lived under the flight path for 6 years and couldn't take it anymore, especially after our children were born.

We moved to the Sunset Cliffs area and have lived here for six years. As it stands, airplanes do occasionally continue to fly overhead. Our address is 1275 Trieste Drive, 92107.

We moved here to get away from the plane noise, and have and continue to stretch our family financially in order to have a better quality of life, away from the airplanes.

We are OPPOSED to eliminating waypoint LOWMA.

Sincerely,  
Amy and Mike Savacool  
1275 Trieste Drive  
San Diego, CA 92107  
[savacool@cox.net](mailto:savacool@cox.net)

708

Response

708-01

Please see **Topical Response 11 – Point Loma**.

709

Jim Newman

From: James Newman [himi1@cox.net]  
Sent: Wednesday, September 23, 2015 3:12 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Low a

709-01

Please do not eliminate the current Lowma waypoint.  
We do not need more pollution and noise over OUR community when there is a giant ocean to fly over right next to us.

Jim Newman  
Point Loma CA

Sent from my iPad

709

Response

709-01

Please see **Topical Response 11 – Point Loma.**

710

Jim Hillier

**From:** jim hillier [jhill57215@aol.com]  
**Sent:** Wednesday, September 23, 2015 4:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New Flight Route

710-01

After searching for a new home in the Point Loma area, a search that took almost a year, my wife and I finally found and purchased a home out of the flight path. Now, you are moving the flight path over us. The quality of life we were in search of has been arbitrarily removed from us with too little warning.  
Please, stop this intrusion!

Jim Hillier  
818/427-8531

710

Response

710-01

Please see **Topical Response 11 – Point Loma.**

711

Frank Squeri

**From:** Frank Squeri [fsqueri@outlook.com]  
**Sent:** Wednesday, September 23, 2015 4:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Against the new flight plan

To whom it may concern,

711-01

My name is Frank Squeri and I am a home owning resident in 92107. I am against the proposed flight plan changes. Plenty of aircraft fly over Point Loma already. It is a disturbance to businesses and residences alike. Why would the FAA be interested in saving fuel consumption for a private enterprise at the expense of increased noise pollution in the public sector? As a voter I feel that the government has a duty to protect its citizens against those private individuals and businesses who seek to exploit them. Please vote against this flight plan change.

Thank you,  
Frank Squeri

711

Response

711-01

Please see **Topical Response 11 – Point Loma**.

712

Harry and Trish Fotinos

**From:** Harry F. [sd1hjf.sd2hjf@gmail.com]  
**Sent:** Wednesday, September 23, 2015 4:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Oppose FAA changes in San Diego

Dear FAA administrators:

712-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the recent San Diego Airport Airport Subcommittee Meeting. My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks and jet fuel is dumped over our neighborhood.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

Sincerely,

Harry & Trish Fotinos  
4453 Brindisi Street  
San Diego, CA 92107  
[txfotinos@gmail.com](mailto:txfotinos@gmail.com)

712

Response

712-01

Please see **Topical Response 11 – Point Loma**.

713

Michael and Vanessa Griggs

**From:** mike griggs [m7d4@cox.net]  
**Sent:** Wednesday, September 23, 2015 4:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport

713-01

We would like to object to the FAA's proposal to revise departure flight paths at San Diego Intl Airport. The new paths would bring noise (there are departures every few minutes) to Cabrillo National Monument-one of the most visited in the nation- to hundreds of homes, and to Point Loma Nazarene University...all for a minimal benefit to the airlines.  
And on personal note, we moved home from the current flight pattern to escape the noise, and now you propose to bring it back!  
The noise pollution will affect the quality of life in many neighborhoods.

Michael and Vanessa Griggs  
San Diego CA 92106

713

Response

713-01

Please see **Topical Response 11 – Point Loma.**

714

George Szabo

**From:** George Szabo [gszabo@quantumsails.com]  
**Sent:** Wednesday, September 23, 2015 5:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplane flight path changes over point loma

714-01

I am writing you today about the change of the flight path over Point Loma, in San Diego.

- For over 45 years, while I have lived in San Diego, the city has kept the airplanes over a narrow takeoff flight path
    - o This narrow takeoff path has:
      - kept the price of housing stable regarding airplane noise areas,
      - Kept our city "beautiful". A narrow flight path has made our city attractive to tourists and residents. You are able to enjoy Shelter Island without a 737 flying above you.
  - Recently, more and more 737 airplanes have been flying over Talbot street
  - This morning, a prop plane (Fed Ex?) took off and actually flew not just south of Talbot, but over Dupont street.
  - The 'widened' takeoff path recently chosen by the airport:
    - o decreases property values for those living in South Point Loma – where I personally struggled to pay extra for my home so that I would not live in the flight path (I am a sailmaker by trade, and not a highly paid doctor, lawyer, or other highly paid professional as some believe Point Loma residents to be)
    - o Takes away from the beauty of San Diego by allowing this 'noise' pollution to be spread around the city instead of concentrated as it has been since the airport has been in existence
    - o Gives BIG AIRLINES a supposed break in fuel cost at the EXPENSE of the common taxpayer.
    - o Gives no financial benefit to San Diego, only takes away from its beauty, and takes away from its citizens.
- 1
- Please let me know what your position is on this matter,
  - please let me know how the airplanes can be kept in the previous 'narrow' corridor
  - please let me know how I can help.
  - Please keep San Diego as a top tourist attraction, and do not let big business bully San Diego so they can save a few pennies at our expense.

George

George Szabo

Quantum San Diego  
2832 Canon St.  
San Diego, Ca 92106

T: 619-226-2422   
E: [gszabo@quantumsails.com](mailto:gszabo@quantumsails.com)  
Skype: gszabo2832  
[www.quantumsails.com](http://www.quantumsails.com)

714

Response

714-01

Please see **Topical Response 11 – Point Loma.**

715

Stacey Szabo

**From:** Stacey Szabo [szabodesigns@gmail.com] on behalf of Stacey Szabo [stacey@szabodesigns.com]  
**Sent:** Wednesday, September 23, 2015 5:30 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New Airplane noise in Point Loma

Hi,

We live in the Wooded area of Point Loma at 711 Albion Street, San Diego, CA 92106.

715-01

The last few weeks we have had a serious issue of extra flights going over our normally quite neighborhood. The planes are visible where I can tell what airline it is. As an example In particular this am we had visits from FedEx N987FE, Southwest 7:12 am, American Airlines 7:17 am!, Delta 7:23 am, US Airways 458 8:40am.

We bought our home because it is in the quiet neighborhood, this airplane noise is directly effecting our Environment, and noise. PLEASE STOP this new idea of flying over our neighborhood!

Best,  
**Stacey Szabo**

principal / creative director | szabo designs

619.523.9223  phone | 619.804.2423  mobile  
[szabodesigns.com](http://szabodesigns.com)

715

Response

715-01

Please see **Topical Response 11 – Point Loma.**

716

Mr. and Mrs. Donald L. Maxted

**From:** Jan Maxted [jemaxted@yahoo.com]  
**Sent:** Wednesday, September 23, 2015 5:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Revised Flight Plan

To Whom it May Concern,

My husband and I purchased a home in the "Wooded Area" of Point Loma four years ago—it was serene and quiet and seemed almost rural. Since yesterday, when testing of the new flight path started, we have been surrounded by a wall of constant sound from aircraft. As soon as one completes its circle of Point Loma, the next one takes off and the cycle begins again. Unlike the Loma Portal area where there is a short burst of loud noise, we have a rumble that does not stop.

From what we have read, this is a move to save fuel and thereby reduce pollution (clearly not noise pollution). Our concerns are many and include:

**Loss of property value due to increased noise pollution.** This will result in lower sales prices for homes in the area and revenue from property taxes will be decreased.

**Increased pollution from spent fuel dropping onto vegetation and homes, schools and businesses.** We own property in the flight path on Union Street and are very aware of the effect that this black soot has on buildings and plants.

716-01

**Impact on tourists visiting Fort Rosecrans National Cemetery and Cabrillo National Monument.** Traditionally this has been a quiet vista point for tourists and residents and a highly necessary waypoint for migratory birds making a rest stop before continuing their journey. It looks like planes will now fly right over one of the most visited park areas in the country.

**Danger to homes in the new flight path.** We remember when 1>SA lost a plane over North Park. The proposed change in flight path puts planes right over another populated area with possible conflicts with fighter jets and helicopters from North Island and with large sea birds that typically fly 500-1000 feet above Pt. Loma making their way from San Diego Bay to the ocean. Flocks of exhausted migratory birds will be on a collision course with these planes as well as they head for their resting and refueling stop at Fort Rosecrans Cemetery and Cabrillo National Monument.

It is hard for us to see the benefit in this change. It appears that fuel savings will be negligible and that a lot of people will be impacted for no good reason. We ask that you oppose the elimination of the "LOWMA" way point and the revised flight plan that goes with it.

Thank you for considering our concerns and those of our neighbors.

Mr. and Mrs. Donald L. Maxted  
540 Gage Lane  
San Diego, CA 92106  
619-884-5020 

716

Response

716-01

Please see **Topical Response 11 – Point Loma.**

717

Carolyn Bruce

**From:** Carolyn Bruce [Carolyn.Bruce@WHA1.org]  
**Sent:** Wednesday, September 23, 2015 8:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed elimination of waypoint LOWMA near SAN

Good afternoon,

I'm writing today to voice opposition to the elimination of the waypoint LOWMA, which if enacted would dramatically increase future air traffic and noise over our local area, effectively reducing the livability of our neighborhood in Point Loma.  
[http://www.metroplexenvironmental.com/docs/socal\\_metroplex/Presentations\\_150625/SAN\\_Proposed\\_Departure\\_Procedures.pdf](http://www.metroplexenvironmental.com/docs/socal_metroplex/Presentations_150625/SAN_Proposed_Departure_Procedures.pdf)

717-01

Every aircraft take-off from SAN flies directly over my Ocean Beach/Point Loma neighborhood so air traffic noise is already an issue in our area. If flight paths are widened over a larger area, we would frequently experience DOUBLE THE AIR TRAFFIC (all aircraft on take-off AND turn around).

This would negatively impact our quality of life in a very drastic way; including our work environment, sleep, outdoor school and social events, and so much more. In addition, widening the flight path could produce a drastic economic decline in an area that is just now digging itself out of the great recession.

We are all watching and providing input at the various planning and subcommittee meetings.

Thank you for including me in any mailing lists on the future plans, or reaching out if you have questions about the opinions of residents in the area.

Best regards,  
Carolyn Bruce  
South Ocean Beach Resident

Home Office:  
*Carolyn Bruce*  
Chief Executive Officer  
Western Healthcare Alliance  
California Critical Access Hospital Network

970.683.5203  office

970.250.4446  mobile

[www.wha.org](http://www.wha.org) and [www.ccahn.org](http://www.ccahn.org)

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717

Response

717-01

Please see **Topical Response 11 – Point Loma.**

718

Megan Mazza

**From:** Megan Mazza [meganmazza@gmail.com]  
**Sent:** Wednesday, September 23, 2015 8:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Flight Route Over Point Loma

Dear Sir or Madam,

I was recently informed that the FAA is proposing course changes to the existing departure routes from the San Diego International Airport. The new path allows the planes to pass over Point Loma rather than bypass the Point before turning East. As a resident whose home lies directly under the new proposed flight path, I STRONGLY OBJECT to this proposal.

The FAA's stated reason for the change is to save airlines money by way of fuel cost. I am extremely disappointed that the FAA has not seriously considered the noise and environmental impact that this proposed change would have on the residents of Point Loma. It is my understanding that one of the FAA's purposes is to develop and carry out programs to control aircraft noise and other environmental effects of civil aviation. The proposed course change impacting Point Loma will re-route planes over a populated area, rather than keeping them offshore. The FAA's study on this issue concludes that the noise levels are not high enough to cause concern. Yet for those of us who live beneath the proposed flight path, and purposely purchased homes that were not within the other Point Loma flight path, any increase in aviation noise is a HUGE concern. All of us who live in Point Loma know that there is a stark difference in quality of life depending on whether you live inside or outside of the flight path. We chose to make our home with our two young daughters in an area outside of the flight path.

In addition, I am very concerned about the impact of fuel residue that will inevitably fall onto our neighborhood as a result of the proposed path. This will likely cause a decrease in the air quality in our neighborhood, will

cause the structures and landscaping to be negatively impacted, and will create jet fuel in the storm water runoff, making the pollution more concentrated at the point of discharge.

I am extremely disappointed that the FAA would choose to save the airlines money by changing the current Point Loma flight path, rather than protect the interests of the local citizens and community who will be forced to suffer from a noise nuisance and negative environmental consequences if this proposal is approved.

I urge the FAA to reconsider the proposal and protect the local community by keeping the existing flight path.

Sincerely,

Megan Mazza

[meganmazza@gmail.com](mailto:meganmazza@gmail.com)

718-01

718

Response

718-01

Please see **Topical Response 11 – Point Loma.**

719

Jason Hemmi

**From:** Jason Hemmi (jahemmi) [jahemmi@cisco.com]  
**Sent:** Wednesday, September 23, 2015 8:27 PM  
**To:** [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov)  
**Cc:** 9-ANM-SoCalOAPM (FAA); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov)  
**Subject:** FW: Point Loma Flight Path Issue

Hi Scott –

I am a registered Republican. I voted for you and am quite pleased with that decision.

Now I need your help. I'm guessing by now you've heard the news about the proposed FAA changes that affect your district.

I live in Sunset Cliffs and I'm the proud father of two growing children.

I am greatly concerned about the proposed flight path changes given the carcinogens that spent jet fuel produces (Sulfur Dioxide and Nitrogen Oxides) and the risks it poses to my developing children.

These carcinogens have been linked to:

- Brain Cancer
- Skin Cancer
- Gastronomical Distress

1

I am also concerned about the noise pollution jumbo jets overhead will produce.

Lastly, I am concerned about the value in my house, my biggest investment, that I will lose if Sunset Cliffs falls under the flight path.

Please help put an end to this!

Best regards,

Jason Hemmi  
1016 Tarento Drive  
San Diego, CA 92107

719-01

719

Response

719-01

Please see **Topical Response 11 – Point Loma.**

720

Ruth E Churchill

**From:** Ruthie Churchill [ruthiechurchill@gmail.com]  
**Sent:** Wednesday, September 23, 2015 9:22 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed changes to the flight path in San Diego (Point Loma)

Dear Sir or Madam:

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Subcommittee Meeting this week.... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

720-01

We purchased our house in 2003 specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Ruth E Churchill  
1079 Devonshire Drive  
San Diego, CA 92107

720

Response

720-01

Please see **Topical Response 11 – Point Loma.**

721

G. R. Briggs

**From:** Richard Briggs [712grb@gmail.com]  
**Sent:** Wednesday, September 23, 2015 9:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Waypoint LOWMA

721-01

I am a long time resident of Sunset Cliffs in Point Loma. Please reconsider eliminating waypoint LOWMA and severely impacting our beautiful neighborhood.

G. R. Briggs  
1045 Sunset Cliffs Blvd.  
SD 92107

721

Response

721-01

Please see **Topical Response 11 – Point Loma.**

722

Faith Bianchi

From: Faith Bianchi [faith.sabel@gmail.com]  
 Sent: Wednesday, September 23, 2015 9:59 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Do not eliminate lowma waypoint

To whom it may concern,

722-01

As a resident of the affected area and concerned citizen, I ask that you do not eliminate the LOWMA waypoint. This decision greatly impacts families such as ours, young families who have sacrificed and invested all they have in order to live in this neighborhood.

Thank you,  
 Faith Bianchi

722

Response

722-01

Please see **Topical Response 11 – Point Loma.**

723

Capt. (retired) D.B. Berg

**From:** D Berg [dberg001@gmail.com]  
**Sent:** Wednesday, September 23, 2015 10:02 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** new flight path

723-01

The minimal amount of savings in time and fuel should not be a consideration. You are dealing with thousands of residents who will have to endure more jet noise and everything that goes along with it including pollution, air & noise. Why stir up a hornet's nest when the status quo works. Are you (FAA) really concerned about the bottom line of a few corporations who are making record breaking profits? Is this really your job? Safety, clean air and noise pollution should be what we are talking about. No new routing, please.

Capt. (retired) D.B. Berg

723

Response

723-01

Please see **Topical Response 11 – Point Loma.**

724

Howard Nathan and Jean Nathan

**From:** jean nathan [hwn1000@hotmail.com]  
**Sent:** Wednesday, September 23, 2015 10:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition SoCalMetroplex Departure Lindbergh Field

724-01

We understand that you propose to change the departure flight path from Lindbergh Field. Currently planes fly at least 1 1/2 miles off shore, turn south and do not turn east until clearing Point Loma. We understand the new flight path will have planes, once offshore, turning abruptly and flying back over Point Loma thereby subjecting multiple neighborhoods (that have not previously been impacted) to noise and fuel emission pollution. We live in the Sunset Cliffs area--one such neighborhood. We have lived in the area for 36 years and chose to buy here specifically because it was not in the flight path. We urge you not to change the flight path and subject thousands of additional homeowners to noise and fuel emissions as well as reduced property values. Should you do so, we will be forced to join legal action to preserve the quite enjoyment of our home and prevent inverse condemnation and wrongful taking of our property.

Howard Nathan  
Jean Nathan  
715 Cordova St.  
San Diego, CA92107

724

Response

724-01

Please see **Topical Response 11 – Point Loma.**

725

Yvonne Richter

**From:** J&Y Richter [j-y-r@cox.net]  
**Sent:** Wednesday, September 23, 2015 10:32 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Pattern change for SAN

725-01

I strongly oppose the FAA's proposed flight pattern changes for SAN,

Yvonne Richter  
4444 Casitas Street  
San Diego, CA 92107

725

Response

725-01

Please see **Topical Response 11 – Point Loma.**

726

Juergen Richter

**From:** J&Y Richter [j-y-r@cox.net]  
**Sent:** Wednesday, September 23, 2015 10:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** I oppose FAA's proposed pattern changes for SAN

726-01

I strongly oppose the FAA's proposed flight pattern changes for SAN,

Juergen Richter  
4444 Casitas Street  
San Diego, CA 92107

726

Response

726-01

Please see **Topical Response 11 – Point Loma.**

727

equalityanddignity@aol.com

**From:** [equalityanddignity@aol.com](mailto:equalityanddignity@aol.com) [equalityanddignity@aol.com]  
**Sent:** Wednesday, September 23, 2015 10:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** san-diego construction-cranes without night-lights

san-diego construction-cranes without night-lights

dear sirs ...

727-01

there are 3 construction-cranes on the landing-path of san-diego international-airport without night-lights ...

thank-you for your-attention to this-matter ...

727

Response

727-01

Please see **Topical Response 05 – Purpose and Need .**

728

George Szabo

**From:** George Szabo [gszabo@quantumsails.com]  
**Sent:** Wednesday, September 23, 2015 10:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** "America's best place to watch airplanes" or "America's finest City"

I am writing you today about the change of the flight path over Point Loma, in San Diego.

The question is will we keep our San Diego as 'America's Finest City' or will we turn it into "America's best place to watch airplanes"?

728-01

- For over 45 years, while I have lived in San Diego, the city has kept the airplanes over a narrow takeoff flight path
  - o This narrow takeoff path has:
    - kept the price of housing stable regarding airplane noise areas,
    - Kept our city "beautiful". A narrow flight path has made our city attractive to tourists and residents. You are able to enjoy shelter island without a 737 flying above you.
- Recently, more and more 737 airplanes have been flying over Talbot street
- This morning, a prop plane (fed ex?) took off and actually flew not just south of Talbot, but over Dupont street. This never used to happen. Why?
- The 'widened' takeoff path recently chosen by the airport:
  - o decreases property values for those living in South Point Loma – where I personally struggled to pay extra for my home so that I would not live in the flight path (I am a sailmaker by trade, and not a highly paid doctor, lawyer, or other highly paid professional as some believe Point Loma residents to be)
  - o Takes away from the beauty of San Diego by allowing this 'noise' pollution to be spread around the city instead of concentrated as it has been since the airport has been in existence
  - o Gives BIG AIRLINES a supposed break in fuel cost at the EXPENSE of the common taxpayer.
  - o Gives no financial benefit to San Diego, only takes away from its beauty, and takes away from its citizens.
  - o Increases the size of the area that the city will need to pay for Quieter home program. We can't afford this.
- Please let me know what your position is on this matter,
- please let me know how a law can be created to keep the planes where they have always have been, and
- please let me know how I can help.
- Please keep San Diego as a top tourist attraction, and do not let big business bully San Diego so they can save a few pennies at our expense.

**The problem is not only the proposed LOWMA waypoint, the problem is that the airplanes are not flying to the JETTI point before their initial turn. They are veering left after takeoff towards a course that takes them between these two points.**

George

George Szabo

728

Response

728-01

Please see **Topical Response 11 – Point Loma.**

729

Casey Schnoor

**From:** Casey Schnoor [mailto:casey.schnoor@cox.net]  
**Sent:** Wednesday, September 23, 2015 10:57 PM  
**To:** scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov  
**Cc:** Warren Anne; Russell Tony; Joshua.stewart@suniontribune.com; Stephen.fiorina@10news.com; rallyn@kfmb.com; 'John Carroll'; 'Wear, Conrad'  
**Subject:** FW: IMG\_1261.PNG

Mr. Peters, Mr. Faulconer, Ms Zapf;

May I respectfully urge you to view the attached "flightradar 24" track of United Airlines flight 1657, a 737 which departed SAN at approximately 10:18pm on Wednesday night, September 23<sup>rd</sup> and flew eastbound over PLNU and the Wooded Area of Point Loma. This track is not an anomaly but becoming a much more regular occurrence both at night, at 6:30 am and at other time of the day.

This attachment represents evidence of the fact that Exhibits and statements provided to the public by the FAA are, at a minimum, disingenuous and misleading in their representations of the impacts of departing flights from SAN with the elimination of the LOWMA waypoint. In fact, it has become apparent to residents of the Point that the FAA is proceeding with the revised departure path well in advance of the expiration of the comment period of their "draft" Environmental Assessment.

This also confirms that the FAA is not clearly NOT fulfilling their Vision or Values as what they are saying and what they are doing do not align:

*From the FAA's web site...*

*Our Vision: We strive to reach the next level of safety, efficiency, **environmental responsibility** and global leadership. **We are accountable to the American public and our stakeholders.***

*Our Values: Safety is our passion. We work so all air and space travelers arrive safely at their destinations.*

*Excellence is our promise. We seek results that embody professionalism, **transparency and accountability.***

***Integrity is our touchstone. We perform our duties honestly, with moral soundness, and with the highest level of ethics.***

*People are our strength. Our success depends on the respect, diversity, collaboration, and commitment of our workforce.*

*Innovation is our signature. We foster creativity and vision to provide solutions beyond today's boundaries.*

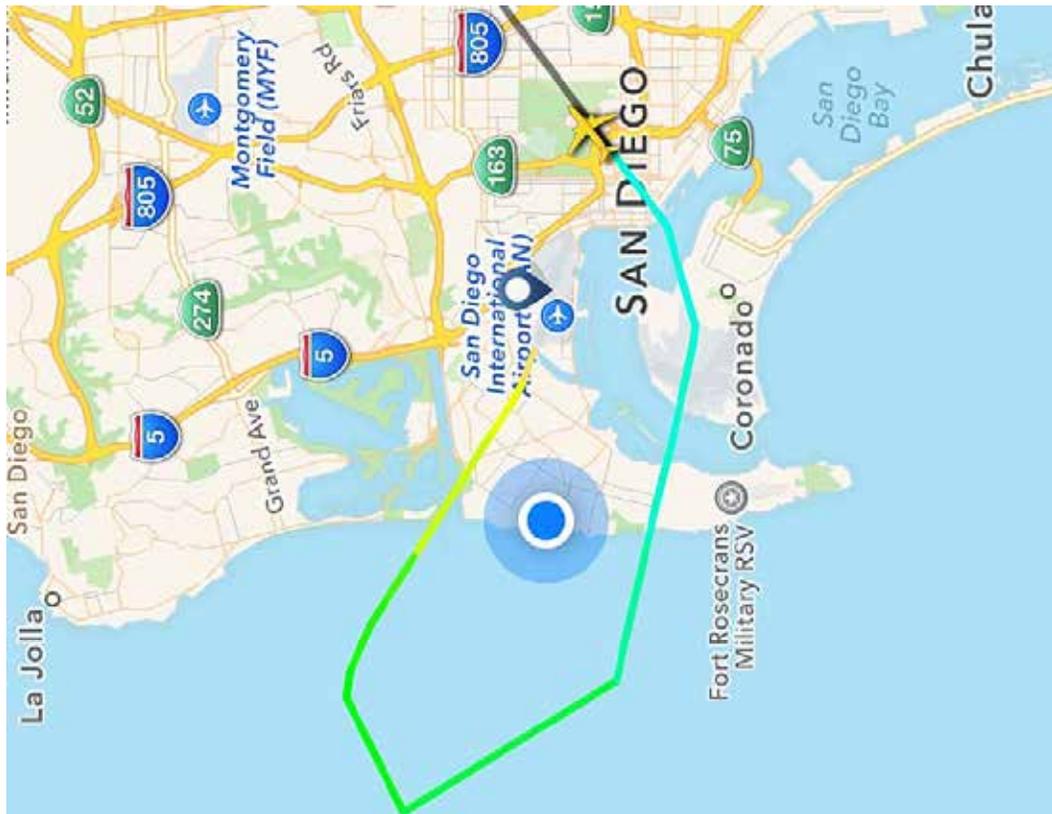
**PLEASE, PLEASE** represent the voters of Point Loma and take a public stand NOW against the FAA's activities and their proposed flight path changes that dramatically impact our daily lives, our national assets (Cabrillo, Fort Rosecrans, etc.) and the lives of our children (PLNU, Sunset View, Silvergate Elementary Schools)!

Respectfully,  
R. Casey Schnoor  
4159 Hill St.  
-----

729-01

729

Casey Schnoor (continued)



729

Response

729-01

Thank you for your comment.

730

Carole Cox

From: Carole Cox [carolercox@gmail.com]  
Sent: Wednesday, September 23, 2015 11:31 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight path

730-01

I am opposed to changing the current flight path over Pt Loma

Sent from my iPad

730

Response

730-01

Please see **Topical Response 11 – Point Loma.**

731

Phil Cox

From: Phil Cox [cox.ontuna@gmail.com]  
Sent: Wednesday, September 23, 2015 11:53 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Opposition to flight plan

731-01

I live on the point and I oppose the new flight path Phil Cox

Sent from my iPad

731

Response

731-01

Please see **Topical Response 11 – Point Loma.**

732

David L Goldin



LAW OFFICE OF DAVID L. GOLDIN, A.P.C.

September 24, 2015

Mr. Glen Martin  
Western Pacific Regional Administrator  
Federal Aviation Administration  
P.O. Box 92007  
Lawndale, CA 90261

Mr. Anthony Fox  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E  
Washington, D.C. 20590

Ms. Thella F. Bowens  
President and Chief Executive Officer  
San Diego Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

Mr. Jonathon B. Jarvis, Director  
National Park Service  
1849 C Street, N.W.  
Washington, D.C. 20240

Re: Alteration of San Diego International Airport Flight Paths

Dear Messrs. Martin, Fox, Jarvis, and Ms. Bowens:

My family has lived in the same house in the Sunset Cliffs area of San Diego for more than 30 years. One of the reasons we purchased the property long ago was the pleasure of living next to Sunset Cliffs Natural Park.

The Master Plan (Plan) for the Sunset Cliffs Natural Park (SCNP), received final approval by the City of San Diego in July, 2005, after more than a decade of study, meetings in the community, and the work of the city's architect, Van Dyke, LLP.

732-01

Symphony Towers  
750 B Street • Suite 3300 • San Diego, California 92101  
(619) 235-6344 • (619) 236-7474 fax  
goldin@headlaw.com  
headlaw.com

Page 1 of 3

732

David L Goldin (continued)

The Executive Summary to the Plan states the goals and objectives of the Plan:

“Create a park where people can enjoy San Diego’s natural coastal environment as it once was, free from the effects of man and intended to inspire the user to reflect on the grandeur of the sea, and the beauty of the cliffs that was once Point Loma.”

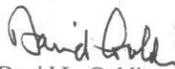
The effects of noise, most particularly airport noise, are well known. Those effects can cause psychological and physiological damage, including the risk of coronary heart disease and stroke. NoiseQuest, the website associated with the FAA, says this about the effect of noise on the National Park Service:

“The National Park Service, the Federal Aviation Administration, and other organizations have conducted research to better understand noise and understand its effects in the quiet environments that prevail in National Parks. The natural sounds encountered in parks enhance visitors’ experience of the surrounding environments. The soundscape in parks includes the quiet of nature, as well as the calls of nature, affording visitors the opportunity to experience the parks from more than one sensory perspective. Many species of wildlife depend on their hearing to find prey or avoid predators so they too rely on the soundscape to survive in the wilderness of the National Parks. Noises from man-made activities are often louder than these natural sounds, which can affect how wildlife interact and respond within their environment.”

The goals of the SCNP, as stated in the Plan, are to create a park where people can enjoy San Diego’s natural coastal environment. The first principle is “do no harm; protect, preserve and enhance.” To introduce jet and aircraft noise overhead in the Park is contrary to the goals of SCNP, and even the goals of the FAA itself.

Thank you for your attention to the concern of my family and neighbors.

Sincerely,

  
David L. Goldin

DLG/am

cc:

Richard and Cherri Benes  
Ray and Margaret Cannavino

Steve and Laura Hansen  
Schuyler and Ruth Hoffman  
Bob and Marty Kolb  
Howard and Jean Nathan  
Bill and Janet Pugh

Page 2 of 3

732

Response

732-01

Please see **Topical Response 11 – Point Loma.**

733

Julia Quinn, Peninsula Community Planning Board

Peninsula Community Planning Board  
P.O. Box 7994  
San Diego, CA 92167  
[pcpbem@gmail.com](mailto:pcpbem@gmail.com)

September 17, 2015

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Subject: Federal Aviation Administration (FAA) Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document

To Whom It May Concern:

The Peninsula Community Planning Board ("PCPB") is the official community planning group organized under the auspices of the City of San Diego for the Point Loma Peninsula community. The elected members of the PCPB represent a broad spectrum of voices and viewpoints about community issues, including issues related to San Diego International Airport and its noise impacts on the Peninsula community. At its September 17, 2015, meeting, the PCPB adopted the following position regarding the SoCal Metroplex project and its associated EA.

First, we would like to thank FAA staff and Mr. Rob Henry, in particular, for their flexibility in twice extending the comment period to allow for additional time to review and consider the EA and supporting documents. This project is extremely complex, and the additional time and the additional workshop held for community members allowed for a greater understanding of the project and its potential for impacts on our community.

733-01

Although the additional workshop and extended deadline for comments were appreciated there were still aspects of the environmental review of this project we do not believe were successful in allowing for meaningful public comment as required by the National Environmental Policy Act. For example, a hard copy, although promised, was never available in the Point Loma Public Library, limiting access to the documents to on-line review. In addition, we were never able to successfully access the google earth maps and noise impact data that were purported to be at found the following site: [SoCal Metroplex Draft EA Noise Analysis Grid Points - San Diego County](#).

733-02

Our primary concern has to do with the replacement of the POGGI Standard Instrument Departure ("SID") with the SAN IIBEE SID. The proposed IIBEE SID eliminates the LOWMA waypoint and proposes a new ZZOOO waypoint. The elimination of LOWMA raises concerns that the implementation of this procedure will result in additional flights that do not comply with the current noise abatement procedures in place at San Diego International Airport (SDIA).

We receive near constant complaints from members of our community that flights departing SDIA do not observe the LOWMA waypoint, resulting in flights that pass over the southerly portions of our community.

733

## Julia Quinn, Peninsula Community Planning Board (continued)

Elimination of the LOWMA waypoint and its replacement with ZZ000 will result in an even greater number of flights passing northerly of the tip of Point Loma and causing increased noise impacts to Point Loma Residents. We request that the LOWMA waypoint be retained in any redesign of the SDIA departure procedures.

While we were led to believe by statements made by FAA staff at the public workshop that the proposed new waypoint and procedure would not result in dramatically different departure routes, we are concerned ~~the revised procedure would result in an increase in the number of departures that are not in compliance~~ with SDIA noise abatement procedures, particularly resulting in additional noise anticipated to be experienced by members of our community located generally southerly of the 275 degree departure route. Using the ZZ000 waypoint is likely to result in a generally more northerly departure path than the previous POGGI SID utilizing the LOWMA waypoint.

733-02

We recognize that, as stated in the EA, the FAA will only recognize an increase in noise as significant if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65dB noise exposure when compared to the no action alternative for the same timeframe. However, the proposed IIBEE SID has the potential to introduce households not currently experiencing significant aircraft noise to new sources of noise. We would note that one of the major categories of noise complaints received by the San Diego County Regional Airport Authority involves "early turns," i.e., planes departing on Runway 27 crossing back over the Point Loma peninsula rather than southerly of the tip of Point Loma. The proposed IIBEE SID has the potential to increase the number of early turns and early turn complaints relative to the POGGI SID.

733-03

In addition to the foregoing, numerous residents of the Point Loma community we represent have expressed concerns that the proposed modifications to the flight track of east-bound aircraft as they turn south from the JETTI waypoint, in particular resulting from the removal of the LOWMA waypoint, could result in an increase in jet fuel exhaust residue on their homes, streets, vehicles, etc. They are further concerned that this increased deposit could have an adverse impact on the water quality of the neighboring bay and ocean environments due to storm water runoff moving this residue from those surfaces into the storm water system. The EA does not adequately address these concerns and they do not appear to have been taken into consideration. These concerned community residents very strongly believe that is a serious deficiency in the report and that these issues should be studied and included in the final assessment.

Thank you for the opportunity to provide comments on the SoCal Metroplex EA. The PCPB can be reached at pcpbem@gmail.com regarding these comments.

Sincerely,



Julia M. Quinn, Chair  
Peninsula Community Planning Board

733

## Response

733-01

Copies of the Draft EA were distributed to 46 public libraries throughout the SoCal Metroplex Project General Study Area. These libraries were chosen based on their central locations and level of accessibility to the general public. In response to a request from the Point Loma community, a hard copy of the Draft EA was sent to the Point Loma Public Library at 3701 Voltaire St, San Diego, CA 92107 on June 25, 2015. It was confirmed that this copy of the Draft EA was available at the library for public review for the remainder of the public comment period. The Draft EA was available via the Project website during the entire 120-day public review and comment period. Please see Appendix A of the EA for information on public outreach conducted for the EA.

733

Response

733-02

The flight corridors associated with the Proposed Action and No Action alternatives are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

733-03

Please see **Topical Response 11 – Point Loma**.

734

Robert Christopher

**From:** Robert Christopher [catandbobby@gmail.com]  
**Sent:** Thursday, September 24, 2015 1:25 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed flight path changes at lindberg

734-01

The EA fails to adequately address the cumulative impact of even minor changes to outgoing flight paths. The existing impacts have been mitigated with noise mitigation to homes within a certain corridor, thus acknowledging this negative impact. By allowing deviations outside this corridor through loosened controls, these proposed changes created cumulative impacts, without identifying suitable mitigation.

Robert Christopher  
3707 la cresta dr  
San diego, ca 92107

734

Response

734-01

Please see **Topical Response 11 – Point Loma**.

735

Neil Wilson

**From:** Neil Wilson [Neil.Wilson@hughes.com]  
**Sent:** Thursday, September 24, 2015 3:04 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Neil Wilson  
**Subject:** Oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport

735-01

Please do not implement the new airplane routes from San Diego International over Point Loma. The additional noise and pollution this creates is not acceptable. We already had to deal with the noise from outbound planes, but now we also get to hear them a second time as the circle back. The prior route needs to be kept.

Thanks, Neil Wilson  
814 Amiford Dr  
San Diego CA 92107

735

Response

735-01

Please see **Topical Response 11 – Point Loma**.

736

Pamela Zuckerman

**From:** Zuckermans [ari10@cox.net]  
**Sent:** Thursday, September 24, 2015 3:21 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma Airport noise

736-01

We live in a wonderful quiet neighborhood until 2 days ago. The planes noise is loud and constant. I think it is disgusting that you have the right to destroy house values, impact out health negatively, and turn a peaceful place into a constant jet noise. I wish you would visit the areas you are destroying. Maybe you should move your families here and see how you would feel.

Very frustrated-  
 Pamela Zuckerman

736

Response

736-01

Please see **Topical Response 11 – Point Loma.**

737

Lisa Bishop

**From:** lisa [lbish@cox.net]  
**Sent:** Thursday, September 24, 2015 3:49 AM  
**To:** 9-ANM-SoCalOAPM (FAA); [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [senator@boxer.senate.gov](mailto:senator@boxer.senate.gov); [senator@feinstein.senate.gov](mailto:senator@feinstein.senate.gov)  
**Subject:** FAA's Proposed Flight Path Changes

Dear Mr. Faulconer, Ms. Zapf, Senator Boxer, Senator Feinstein, Congressman Peters, and the FAA,

737-01

I am writing to you all in hopes of your escalation about this issue, due to the FAA's proposed flight path changes in the departure routes from the San Diego International Airport. This potential change changes the lives of thousands of residents in the Point Loma and Ocean Beach areas, simply to appease the airlines in an effort to save fuel, i.e. to save them money. Many of us who are native San Diegan's (and Point Lomans) as well as others have purposely purchased our homes in an area of Pt. Loma that specifically avoids the flight pattern. Once you have been through high school under the flight pattern, you are ready to save your money and move elsewhere, trust me. The homes currently in the flight pattern get purchased less for that very reason, under the flight pattern. Not to mention the thousands of dollars spent retrofitting windows etc. due to the noise. So that was all for nothing? And now if the flight pattern changes we will all have to wait on a 20 year waiting list to get double paned windows? In a city/state that is bankrupt? Putting the flight pattern directly over our homes now, seriously reduces our property values. Being that this was never on the table previously, there was no way to know. And if we choose to sell because of the terrible noise, then we have to lose money? So basically we all loose, so that the airlines save money? How fair is that when we have purchased our home, paid the property taxes for XXXX number of years? In case you are not aware, Point Loma is a unique community and there are MANY of us that were born and raised here, or went away to school and returned to live and raise our families here. We have chosen to do that because of the wonderful place it is, and have paid a pretty penny to do that. We could choose to live on the outskirts of San Diego at half the price, but have chosen Point Loma for a reason.

737

Response

737-01

Please see **Topical Response 11 – Point Loma.**

738

Koren Lilburn

From: [lilburns@cox.net](mailto:lilburns@cox.net) [lilburns@cox.net]  
Sent: Thursday, September 24, 2015 6:18 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: [lilburns@cox.net](mailto:lilburns@cox.net)  
Subject: LOWMA waypoint elimination; Resident opposition

To: The Federal Aviation Administration  
From: Debra Koren Lilburn, private citizen  
4408 Osprey Street  
San Diego, CA 92107  
RE: LOWMA Waypoint Elimination Opposition

Federal Aviation Administration specialists,

738-01

I'm writing to express my opposition for the elimination of the LOWMA waypoint which currently guides air traffic near my home in the Point Loma neighborhood of San Diego.

Eliminating the LOWMA waypoint will increase air particle pollution lowering introducing new health risks to residents including my family, will increase noise pollution, and could result in disruption of commercial airline service in the event of military actions requiring air space priority for military aircraft accessing the runways on the Naval base at North Island on Coronado Island.

An increase in fuel particle pollution and noise pollution will negatively impact my health and the quality of life for my family-- as it would of all residents underneath the resulting flight path if the LOWMA waypoint is eliminated. This would occur with an increase in the air traffic that flies directly over our homes.

738-02

I'm also concerned that eliminating the LOWMA waypoint could interrupt commercial air traffic. From the FAA plans I have seen, if the LOWMA waypoint is eliminated, aircraft would route from JETTI waypoint, then head southwest across the Point Loma area and Coronado Island to the ZZOOO waypoint.

This routing would take aircraft over the Naval Base North Island on the north end of Coronado Island. As a citizen I do not want to commercial flights to impede military airspace. As a frequent flier, I do not want military activity to command a higher priority for air space over North Island and disrupt travel. I recognize that the airspace can be designated for the military and commercial traffic to co-exist but the assumption behind that seems to be that our nation remains at peace. Elimination of waypoint LOWMA and the resulting routing of commercial air traffic over an active and strategic military base seems very short-sighted--especially in light of the fact that the current routing via waypoint LOWMA has been in successful operation for many years and presents no conflict with the flights on North Island.

The current routing via the LOWMA waypoint efficiently manages air traffic for the San Diego airport without introducing new risks to residents in Point Loma and San Diego. For these reasons I'm opposed to removing waypoint LOWMA.

738

Koren Lilburn (continued)

Thank you for your attention to my position on this matter. I am, Debra

Koren Lilburn

858-442-2398

[lilburns@cox.net](mailto:lilburns@cox.net)

738

Response

738-01

Please see **Topical Response 11 – Point Loma.**

738-02

Please see **Topical Response 11 – Point Loma.**

739

Michelle Dykstra

**From:** Michelle Dykstra [mdykstrasells@gmail.com]

**Sent:** Thursday, September 24, 2015 2:02 PM

**To:** 9-ANM-SoCalOAPM (FAA)

**Subject:** Point Loma Change of Flight Plan

739-01

I oppose the the changes to the current flight plan. This will effect millions of homeowners and reduce property values substantially. This is not a good plan for our community

--

***Michelle Dykstra***

Fine Homes International Specialist

BHHS California Properties

858-344- SOLD (7653)

[www.MichelleDykstra.com](http://www.MichelleDykstra.com)

CA-BRE # 01141195



739

Response

739-01

Please see **Topical Response 11 – Point Loma.**

740

Lauren Mason

From: lauren mason [lnmason@icloud.com]  
Sent: Thursday, September 24, 2015 2:09 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: FAA

740-01

Please stop the plane noise over the point of Point Loma!  
I just woke up to a jumbo jet flyer over my home. I moved OUT OF THE FLIGHT PATH, paid a lot of money to do so, in order to avoid that noise for my children. I invested \$2million in remodeling fees over the last two years only to have my home's value drop to half that because of the FAA's changes to the take off path.

I also signed a petition along with 2000 neighbors and I feel we are not being heard. If this is intact a democracy, you will hear your public and stop the flight path changes. Please stop this horrible noise!

Regards,  
Lauren Mason  
Homeowner  
320 San Fernando street  
San Diego, ca 92106  
619-278-8278  
Sent from my iPhone

740

Response

740-01

Please see **Topical Response 11 – Point Loma.**

741

Breegan O'Hearn

**From:** Breegan OH [breegano@gmail.com]  
**Sent:** Thursday, September 24, 2015 2:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplane noise

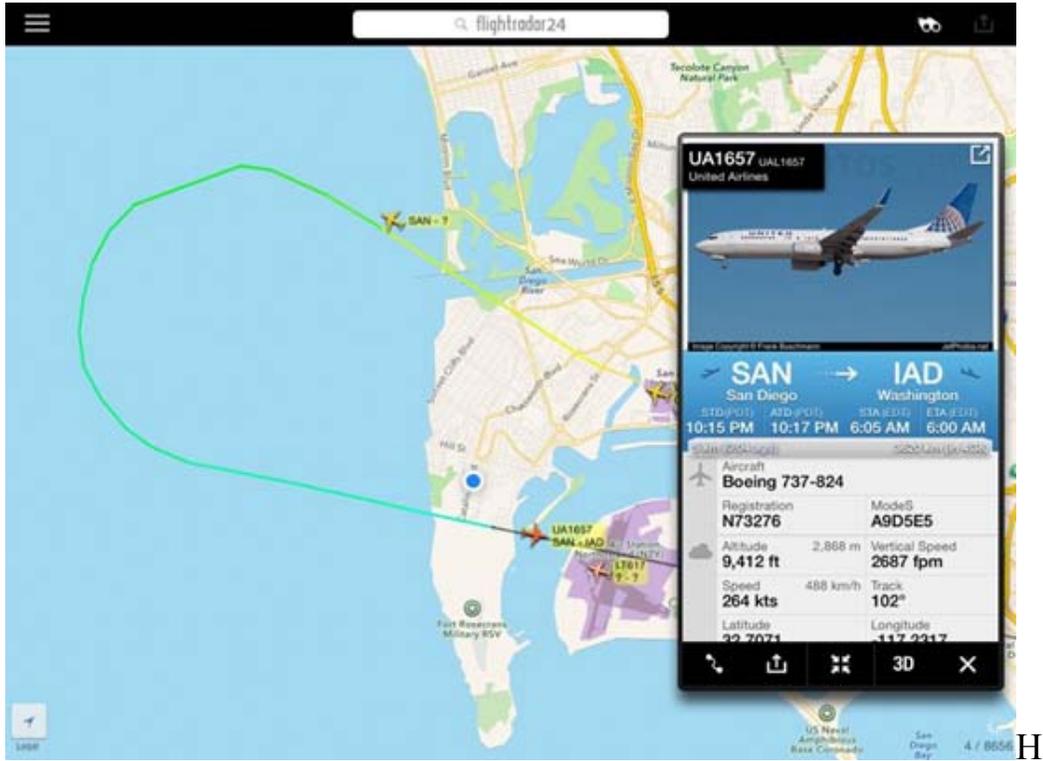
741-01

The noise is out of control over the wooded area in Point Loma, CA. Here is a United Airlines flight cutting across the point low and loud last night at 10:30 last night! Unacceptable!

We did not choose to live in Point Loma Peninsula area to have direct airplane noise! I request that you put the waypoint back over the tip of Point Loma for safety, environmental issues & noise pollution to the community.

Breegan O'Hearn  
Charles Street

**741** Breegan O’Hearn (continued)



**741** Response

**741-01** Please see **Topical Response 11 – Point Loma.**

**742** Mr. and Mrs. Celeste

**From:** Lucy Celeste [lceleste@cox.net]  
**Sent:** Thursday, September 24, 2015 2:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FW: Proposed New Flight Path for San Diego International Airport

**742-01** I woke up this morning to airplane noise overhead at 6:52am and it has not stopped by the time of writing this. One airplane takes off and then in two to three minutes another takes off. No break in the noise, one lessens but then the next increases at take off ... THIS MUST STOP!!!!

I am writing as a concerned citizen of San Diego and resident of Point Loma in regards to the proposed new flight path for the airplanes at San Diego International Airport.

I have lived in the Wooded Area in Point Loma for the past 20yrs. My husband has lived in this area all of his life and is a third generation resident. We are adamantly opposed to the proposed changes to the flight path. Not only would the quality of our lives be diminished because of the increased noise pollution from the airplanes themselves, but also the soot from the spent fuel would cause increased air, soil and water pollution; and possible breathing problems for the many residents in this area. In addition, our housing values would also be greatly damaged by all the above if this proposed change is enacted.

We are citizens AGAINST the proposed new flight path for San Diego.

Regards,

Mr. and Mrs. Celeste  
 3555 Charles Street  
 San Diego, CA 92106

742

Response

742-01

Please see **Topical Response 11 – Point Loma.**

743

Clay and Joanna Darrow

From: Joanna M Darrow [joannamdarrow@gmail.com]  
Sent: Thursday, September 24, 2015 2:49 PM  
To: 9 ANM [SoCalOAPM@faa.gov](mailto:SoCalOAPM@faa.gov)  
Subject: Flight path change

743-01

I strongly object to the proposed flight pattern change that will impact Point Loma.  
Clay and Joanna Darrow

Sent from my iPad

743

Response

743-01

Please see **Topical Response 11 – Point Loma.**

744

Dana Dubbs

From: Dana Dubbs [danad.ddc@gmail.com]  
Sent: Thursday, September 24, 2015 3:51 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: I oppose FAA plan to revise departure flight paths at San Diego Int'l Airport

Dear FAA,

744-01

I oppose your plan to revise the flight paths used by planes departing San Diego International Airport and urge you to abandon your test of these new paths asap. Your new route has planes circling back over Point Loma which creates an additional level of noise and air pollution that has a negative impact on those who live, work and play on the ground below. Please restore the original outbound paths asap.

Thank you,  
Dana Dubbs

744

Response

744-01

Please see **Topical Response 11 – Point Loma.**

745

Robert Barton

**From:** [ILUMEN@aol.com](mailto:ILUMEN@aol.com) [ILUMEN@aol.com]  
**Sent:** Thursday, September 24, 2015 4:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [srs@cwsl.edu](mailto:srs@cwsl.edu)  
**Subject:** FDA proposal to revise departure flight paths at San Diego International Airport

Dear So Cal Metroplex team,

The FAA proposal to eliminate the waypoint southwest of the tip of Point Loma (LOWMA) will allow planes to travel closer to and/or over the top of Point Loma. I object to this proposed change.

745-01

Re-routing planes over a populated area as opposed to keeping them offshore longer is going to be far noisier for everyone inhabiting the space below. It will be noisier for those San Diego residents and tourists who come to enjoy the Sunset Cliffs and City Park area. This will impact property values and reduce the desirability of visiting the area. Eliminating the waypoint LOWMA will also reduce the desirability of living in Point Loma because of the increased noise of jets which will be flying nearby or overhead.

745-02

In addition, wind blown jet fuel residue (soot) will pollute the Point Loma residential area causing unnecessary damage to the area.

745-03

One of the FAA's responsibilities is "developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." This proposal by the FAA runs afoul of this stated objective in the name of saving airlines \$7.8 million. When the property values fall by that amount or more, we will still be stuck with the additional unnecessary noise.

Perhaps that is why in the September 3, 2015 letter to the FAA from the CEO of the San Diego County Airport Authority, Thella Bowens writes: "We would suggest the FAA consider retaining the LOWMA waypoint to ensure the Airport's noise abatement procedures can be maintained to limit aircraft flying over the Pt. Loma community."

745-04

Streamlining operations can be a good thing but not when on balance it negatively affects residents and visitors. Please leave the waypoint LOWMA in place to preserve the vitality of the Point Loma neighborhood. As they say, "trust is something that is built in drops and lost in buckets." The LOWMA waypoint was put there for a reason. Please leave it in place.

Thank you for your help. I would appreciate any comments to my objection of the re-routing of the departure flight path by removing the waypoint LOWMA.

Respectfully,

Robert Barton  
 829 Sunset Cliffs Blvd.  
 San Diego, CA 92107  
 619-546-4321 

**745**

**Response**

**745-01**

Please see **Topical Response 02 – Existing Conditions.**

**745-02**

Please see **Topical Response 11 – Point Loma.**

**745-03**

Please see **Topical Response 05 – Purpose and Need.**

**745-04**

Please see **Topical Response 11 – Point Loma.**

**746**

**Liz Liner**

Dear Airport Authority,

**746-01**

I am a Point Loma resident, and I OPPOSE the flight path change. It is already a noise polluted area with the trucks, motorcycles, and cars headed to the naval base starting as early as 5am and the planes that fly past the 11:30pm curfew on a regular basis.

The noise is incessant from 5am to past midnight. The fact that you're proposing to INCREASE this noise traffic is appalling. The noise is already a disturbance, and I do not support the reason change the flight paths just to save money. I refuse to believe that this is the only option available to you. You can find other ways, you can do better than further pollute our beautiful city.

Sincerely,  
Liz Liner

**746**

**Response**

**746-01**

Please see **Topical Response 02 – Existing Conditions.**

747

Dina Hemmi

**From:** Dina Hemmi [dinah@turningpointsearch.net]  
**Sent:** Thursday, September 24, 2015 5:59 PM  
**To:** '9-ANM-SoCalOAPM@faa.gov'  
**Subject:** FAA proposed flight path change- point loma

Dear FAA

Regarding the change the LOMWA path and the effects to my family.

I live in Sunset Cliffs and I'm the proud moth of two growing children.

I am greatly concerned about the proposed flight path changes given the carcinogens that spent jet fuel produces (Sulfur Dioxide and Nitrogen Oxides) and the risks it poses to my developing children.

These carcinogens have been linked to:

- Brain Cancer
- Skin Cancer
- Gastronomical Distress

I am also concerned about the noise pollution jumbo jets overhead will produce.

Lastly, I am concerned about the value in my house, my biggest investment, that I will lose if Sunset Cliffs falls under the flight path.

Please help put an end to this!

Best regards,

Kind Regards,

Dina Hemmi  
 Senior Manager  
 TurningPoint Executive Search  
 619.888.0707  (Direct)

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747

Response

747-01

Please see **Topical Response 11 – Point Loma.**

748

Barb Franklin

From: Barb Franklin [msbarbpl@aol.com]  
Sent: Thursday, September 24, 2015 6:38 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: FLIGHTS OUR OF SAN DIEGO INTERNATIONAL

To Whom It May Concern,

I'm a third generation Point Loma resident. The path that Lindberg Field planes have begun using in the past few months is very upsetting. We are getting planes flying over our home night & day. They are loud.

In the 60 years I've been here, there had only been one plane, that flew over this area, previously & it was so shocking that I still have the newspaper article. That was about 15 years ago & was an emergency situation.

Folks in this area paid a lot more (hundreds of thousands) for their homes, and always have, so they are not under the flight path. Our taxes paid reflect this. We live in a small home, but could have had a mansion under the flight path, if we chose to.

The argument about saving fuel...? The airlines are already charging more to reflect higher fuel prices. Also to "rounding the Point" can't possibly cost much, if any more.

748-01

Please stop this!

The Point is so beautiful and has the oldest history (Ft Guajarras 1796) on the West Coast! We have Our Cabrillo National Monument, lighthouses, the La Playa Trail, etc.

We live here because we love to enjoy the outdoors on land and in the water.

We have birds and wildlife here that are not in areas under the flight path. In this community we work hard & volunteer to keep our natural resources, and historic resources beautiful. The impact of these flights over the Point is devastating, and a life changer for us.

Thank you for taking the time to read this. I look forward to your response and am available for further discussion.

Respectfully submitted,

Barb Franklin  
(619) 990-9757

748

Response

748-01

Please see **Topical Response 11 – Point Loma.**

749

Lucy Celeste

**From:** Lucy Celeste [<mailto:lceleste@cox.net>]  
**Sent:** Thursday, September 24, 2015 8:08 PM  
**To:** Warren Anne; Russell Tony  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov)  
**Subject:** Proposed Flight Path change at San Diego International Airport  
**Importance:** High

To Whom it May Concern,

I woke up this morning to airplane noise overhead at 6:52am and it has not stopped by the time of writing this. One airplane takes off and then in two to three minutes another takes off. No break in the noise, one lessens but then the next increases at take off ... THIS MUST STOP!!!!

I am writing as a concerned citizen of San Diego and resident of Point Loma in regards to the proposed new flight path for the airplanes at San Diego International Airport.

749-01

I have lived in the Wooded Area in Point Loma for the past 20yrs. My husband has lived in this area all of his life and is a third generation resident. We are adamantly opposed to the proposed changes to the flight path. Not only would the quality of our lives be diminished because of the increased noise pollution from the airplanes themselves, but also the soot from the spent fuel would cause increased air, soil and water pollution; and possible breathing problems for the many residents in this area. In addition, our housing values would also be greatly damaged by all the above if this proposed change is enacted.

We are citizens AGAINST the proposed new flight path for San Diego.

-----

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749-02

In addition to my earlier email from my early morning experience (above) ... my husband and I took our dog for a walk shortly before 7pm this evening. After returning home we sat out in the backyard. Since we left for our walk until now 8:07 pm (sitting in my kitchen typing this email with the windows opened ) we have heard non-stop airplane noise in our neighborhood. This proposed flight path change is UNACCEPTABLE!!!!

We live in this area to escape the flight path noise in Loma Portal. This proposed change will negatively effect our property values and quality of life here in the Wooded Area and Loma Portal. We protest this proposed change.

Regards,  
Lucy Celeste  
3555 Charles Street  
SD, CA 92106

749

Response

749-01

Please see **Topical Response 11 – Point Loma.**

749-02

Please see **Topical Response 02 – Existing Conditions.**

750

Cathy Miller

**From:** Cathy Crawford Miller [cathymiller833@gmail.com]  
**Sent:** Thursday, September 24, 2015 8:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New Flight Route Over Point Loma

To: FAA

I am writing on behalf of our five-generation Point Loma family to let you know that we are extremely upset about the proposed new flight path route over our neighborhood.

Our family has lived in the Wooded Area and La Playa, the neighborhoods closest to the end of Point Loma, since the late 1800s. Until recently there was no airplane noise over our neighborhood, other than an occasional Navy plane from North Island Naval Air Station, or an emergency helicopter.

Our property values reflect the differences between our neighborhood and the ones that have always been under the flight path. We knew the problems associated with air traffic from Lindberg Field, and chose to live further out on the Point.

750-01

In recent days we have tracked commercial flights that are flying closer and closer to our house after takeoff. I can see and hear planes from our house. In fact, I can't help but hear them take off, one after another.

I invite you to come visit Point Loma! Spend some time at the Cabrillo National Cemetery, The lighthouse at the Cabrillo Cantina Monument, hike through the preserved natural and native land, explore the protected tide pools, all of which are directly under the proposed flight path. We would be happy to host your visit.

Please know that our family is adamantly opposed to the proposed changes and we are joining our voices with the hundreds of others who live in this small area.

Sincerely,

Cathy Miller

833 Moana Dr.  
San Diego, CA 92106  
(619) 813-8657

750

Response

750-01

Please see **Topical Response 11 – Point Loma.**

751

Councilman Bill Sandke, City of Coronado

**From:** [Bill@sandkelaw.com](mailto:Bill@sandkelaw.com) [bill@sandkelaw.com]  
**Sent:** Thursday, September 24, 2015 8:32 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

751-01

Any new or modified procedures that overfly Coronado are not encouraged. Specifically the modification to the "Poggi" departure that calls for a near 180 degree turn below 3000 feet seems unjustifiably dangerous as well as encouraging additional aircraft noise over the island.

Bill Sandke  
Council Member, City of Coronado

751

Response

751-01

Please see **Topical Response 11 – Point Loma**

752

Debra Turner

**From:** Debbie Turner [dturnermailbox@gmail.com]  
**Sent:** Thursday, September 24, 2015 8:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov)  
**Subject:** FAA - change of flight path in Point Loma

Dear FAA Representatives,

752-01

I returned from vacation to find notice of this planned change that will destroy my neighborhood of Point Loma. I cannot possibly live under a flight path. I will have to sell my home and move to a location away from any airport. This also adds danger to my neighborhood. Planes do crash but even more often make emergency landings or crash in busy neighborhoods. There have been plane crashes in North Park and Mira Mesa that killed many people on the ground. There will also be added pollution. I have lived near busy streets before and certainly remember the black soot on the window sills.

This can't possibly be legal. I will take all legal action that I can to stop this.

Debra Turner

752

Response

752-01

Please see **Topical Response 11 – Point Loma.**

753

Matt Spathas

From: Matt Spathas [mspathas@sentre.com]  
Sent: Thursday, September 24, 2015 9:32 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: summming@san.org  
Subject: San Diego / FAA Noise Complaint

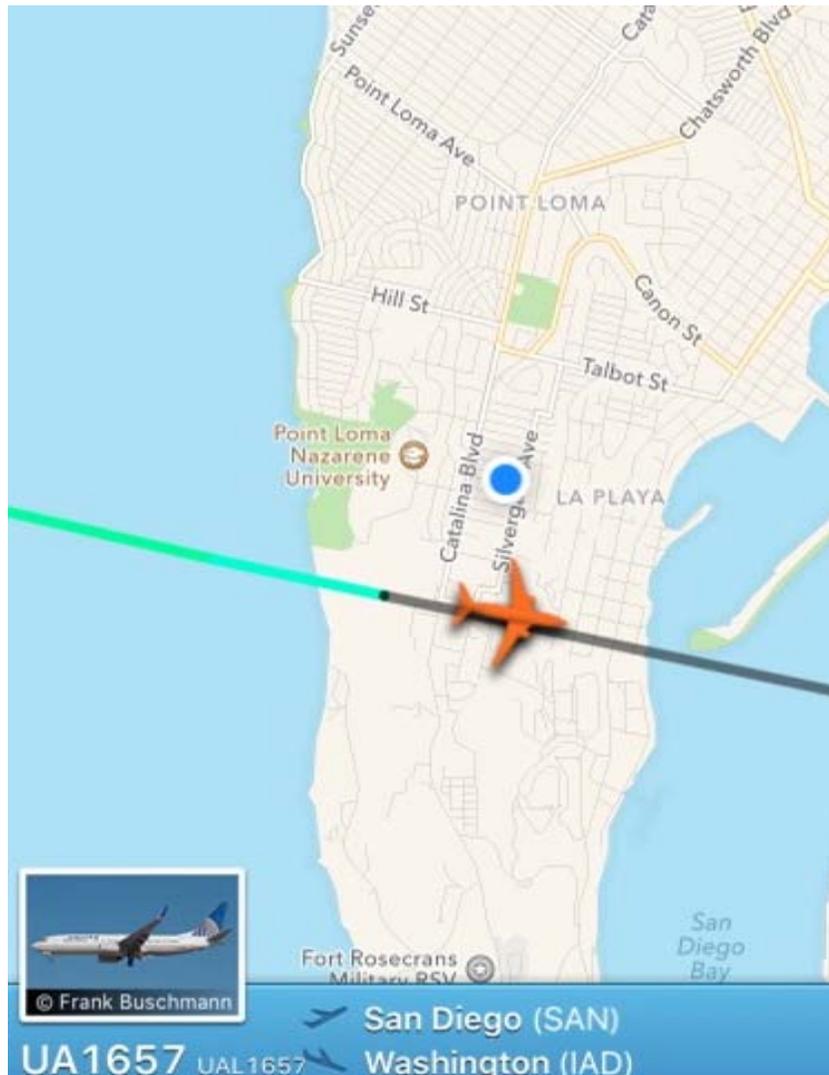
Hello:

753-01

There is seemingly MUCH greater frequency of air traffic noise in the "wooded area" of Point Loma and air traffic in much closer proximity than ever before. We have lived in this area for close to 30 years.

I have attached an image from yesterday (have several more) if needed. There is also a Facebook page that has been set up with lots of images and info.

Thank you for looking into this.



753

Response

753-01

Please see Topical Response 11 – Point Loma.

754

Leslie Garrett

From: Leslie Garrett [lbgarrett2@sbcglobal.net]  
Sent: Thursday, September 24, 2015 10:08 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Opposed to change in flight path!

To Whom it May Concern,

754-01

As a Point Loma homeowner, living off Catalina Blvd near Silver Gate Elementary, I am extremely concerned about the proposed changes to east bound flights from Lindbergh field. The current routing, which requires flights to round the point at waypoint LOWMA is a reasonable and fair compromise which reduces noise pollution, particulates and health concerns from the local schools and residences. While some theoretical fuel savings might be achieved by allowing a tighter turning radius which brings flights directly over our neighborhood, I'm sure that any actual savings would be erased by the lengthy and costly litigation, noise pollution remediation, and general reduction in quality of life in this part of San Diego.

Additionally, the beautiful Cabrillo monument and surrounding areas that attract so many tourists, marathons and other revenue generating events may also be at risk with the proposed change.

I respectfully urge you to reconsider eliminating the LOWMA waypoint, and to instead continue the current flight patterns which have created an equitable compromise between efficiency and quality of life.

Sincerely,  
Leslie Garrett  
3955 Del Mar Ave  
San Diego, ca 92107

Sent from my iPhone

754

Response

754-01

Please see **Topical Response 05 – Purpose and Need.**

755

William B Brady

**From:** William Brady [bevbill@pacbell.net]  
**Sent:** Thursday, September 24, 2015 10:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change in flight path Lindbergh field

755-01

I am a long time resident of Ocean Beach and Point Loma. This email is being sent as an official protest to the change in the flight path of departing flights out of the Lindbergh Airport in San Diego. People who live in the area have been negatively impacted by the departures for a long time. As the airport grew and the passenger airliners got bigger and more powerful more and more flights departed and landed. The noise created has become unbearable for those living in the flight path. With the new proposal even more people will be impacted. In fact, there will be no place in Ocean Beach or Point Loma unaffected. I have to mention that the new flight path will take some flights directly over Fort Rosecrans National Cemetery and Cabrillo National Monument. Very bad idea! There are also environmental concerns. Saving a little fuel may help the airlines increase their profit, but the people who live in the area will have to pay the price. Please do not do this.....It's bad enough the way it is.

755-02

Respectfully,

William B Brady.

755

Response

755-01

Please see **Topical Response 02 – Existing Conditions.**

755-02

Please see **Topical Response 11 – Point Loma.**

756

Kelly Helseth

**From:** Kelly Helseth [portside1@cox.net]  
**Sent:** Thursday, September 24, 2015 10:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight path over Point Loma

To Whom It May Concern:

756-01

I live by Point Loma Nazarene College. Where we live we are already subject to listening to the flight procedures at North Island, conducted by the Navy, including all different kinds of planes from jets to cargo planes, taking-off and landing. We also have helicopters flying overhead. There is enough noise already. Please don't change the flight path to move it closer to the end of Point Loma. We are already inundated with noise from an airport.

Thank you for listening.  
Respectfully,  
Kelly Helseth  
732 Temple St  
San Diego, CA 92106

756

Response

756-01

Please see **Topical Response 11 – Point Loma.**

757

R. Scott Benjamin

**From:** Scott Benjamin [scott@plexusind.com]  
**Sent:** Thursday, September 24, 2015 10:42 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Strongly Oppose San Diego Departure Path

To whom it may concern

757-01

I live in Point Loma and strongly oppose the proposed new departure path.

Please reconsider this proposal and withdraw all efforts to change from the current path

Sincerely

R. Scott Benjamin  
President



Thank you for keeping Plexus Industries in mind when you're talking to friends and colleagues. We're never too busy to be of service to you or someone you know.

402 West Broadway, Suite 400  
San Diego, CA 92101  
619-888-7173   
619-224-0149  fax  
e-mail: [scott@plexusind.com](mailto:scott@plexusind.com)  
web site: [www.plexusind.com](http://www.plexusind.com)

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757

Response

757-01

Please see **Topical Response 11 – Point Loma.**

758

Deborah Thompson

**From:** deborah thompson [deborahthompson1@yahoo.com]  
**Sent:** Thursday, September 24, 2015 10:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Against Proposed Changes to SAN Departure Flight Paths!

758-01

Please consider this my complaint regarding routing planes (twice) over Point Loma in San Diego. These houses and schools are NOT soundproofed. There is no reason to do this except to save the airline companies (which have recently recorded record profits) a small amount of money. Thousands of people are being harmed by this major increase in plane noise which appears to already be happening.

Please revise these routes to their previous ones.

Thanks,  
Deborah Thompson

758

Response

758-01

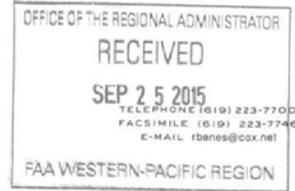
Please see **Topical Response 11 – Point Loma**.

759

Richard H. Benes

CERTIFIED SPECIALIST  
APPELLATE LAW  
THE STATE BAR OF CALIFORNIA  
BOARD OF LEGAL SPECIALIZATION

RICHARD H. BENES  
ATTORNEY AT LAW  
716 CORDOVA STREET  
SAN DIEGO, CALIFORNIA 92107-4220



September 22, 2015

Mr. Glen Martin  
Western Pacific Regional Administrator  
Federal Aviation Administration  
P.O. Box 92007  
Lawndale, CA 90261

Mr. Anthony Fox  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave. S.E.  
Washington, D.C. 20590

Ms. Thella F. Bowens,  
President and Chief Executive Officer  
San Diego County Regional Airport  
Authority  
P.O. Box 82776  
San Diego, California 92138-2776

Mr. Jonathon B. Jarvis, Director  
National Park Service  
1849 C Street, NW  
Washington, DC 20240

Re: Alteration of San Diego International Airport Flight Paths

Dear Messrs. Martin, Fox, and Jarvis and Ms. Bowens:

I live in the Sunset Cliffs area of Point Loma in San Diego.

It has recently been reported in the media that the Federal Aviation Administration (FAA) is considering altering the flight paths of the San Diego International Airport to route flights over Point Loma and the Cabrillo National Monument. It has also been reported that such rerouting would save airlines approximately \$8 million in fuel costs and reduce air pollution from jet fuel residue.

759-01

I am writing to urge the FAA and the San Diego County Regional Authority to carefully consider the external costs of rerouting planes over residential neighborhoods and parks before making any such changes in flight paths. Those external costs would include not only subjecting San Diego citizens to increased pollution from noise and jet fuel residue and interfering with the enjoyment and revenue of the Cabrillo National Monument (a national park) and the enjoyment of the Sunset Cliffs National Park (a 68-acre, master-planned municipal park). Such external costs may also result in substantial liability of the San Diego County Regional Authority for inverse condemnation under federal constitutional law (*Griggs v. Allegheny County, Pa.* (1962) 369 U.S. 84 [82 S.Ct. 531, 531, 7 L.Ed.2d 585]; *Baker v. Burbank-Glendale-Pasadena Airport Authority* (1985) 39 Cal.3d 862) and for continuing nuisance under state law (*ibid.*). I strongly suspect that the governmental costs of altering flight paths in the manner reported will greatly exceed any public or private benefits.

759-02

759-03

If any recent studies have been performed of the potential environment impacts and costs of rerouting flights over Point Loma, please direct me to those studies.

Thank you for consideration of my concerns.

Very truly yours,

*Richard H. Benes*

Richard H. Benes

759

Response

759-01

Please see **Topical Response 05 – Purpose and Need.**

759-02

Please see **Topical Response 11 – Point Loma.**

759-03

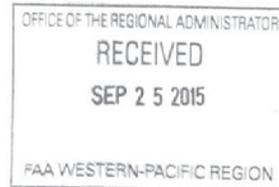
Please see **Topical Response 07 – Request for More Data.**

760

Steve and Laura Hansen

September 22, 2015

Mr. Glen Martin  
Western Pacific Regional Administrator  
Federal Aviation Administration  
P.O. Box 92007  
Lawndale, CA 90261



Dear Sir,

760-01

I want to express my deep concern at the proposed flight plan change for Lindberg Field in San Diego, CA. As a long time Pt. Loma resident this change will impact the quality of life (and perhaps health) of hundreds of families in the area all for some, frankly, minimal savings to a few airlines.

While it is true that any there would be some carbon emission decrease, let's be honest, the impact to air quality will be minimal, while the increased noise will have an hour by hour impact on our community.

Stop this proposed plan and leave the flight path as it is. It's the right thing to do.

Sincerely,

Steve and Laura Hansen  
4560 Ladera Street  
San Diego, CA 92107  
[steve@hansencoaching.com](mailto:steve@hansencoaching.com)

cc: Anthony Foxx, Secretary of Transportation

760

Response

760-01

Please see **Topical Response 11 – Point Loma.**

761

Libby Huyck

**From:** [libonpv@aol.com](mailto:libonpv@aol.com) [libonpv@aol.com]  
**Sent:** Friday, September 25, 2015 1:57 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Social Metroplex EA

761-01

I would encourage the FAA to use a system that cannot be interrupted by terrorists. So I don't know if a satellite-based system is more susceptible to be interrupted by terrorists than a ground-based system, but I would weigh that possible concern. I think increased efficiency is not as important as a decreased susceptibility to a terrorist interruption that might cause perhaps multiple collisions. I don't know.

761-02

Then I think the FAA should make sure the noise is a top priority. I strongly recommend following waterways as much as possible (here in SNA, the Slough and the ocean). Fly over the ocean as much as possible. Then over the least populated areas.  
 If this new efficient system introduces more flights over land versus water, I would strongly object to it.

761-03

And then the concern of particulates coming from these planes, which do cause disease. Another obvious reason to minimize flight patterns over dense neighborhoods.

I would appreciate any update to this change when they do become available. Please keep us informed.

Thank you for reading my comments. I would appreciate an acknowledgment that you did indeed receive (and hopefully read) this.

Libby Huyck  
 Newport Beach, CA 92663

761

Response

761-01

Comment noted.

761-02

The commenter states that noise should be a top priority and recommends that aircraft follow waterways and the ocean. As stated in Section 2.2 of the EA, the SoCal Metroplex Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. The commenter's suggestions conflict with multiple adjacent airport air traffic procedures. This does not meet the Purpose and Need of the Project, as stated in Section 2.1 of the EA document. This would decrease efficiency and safety and increase complexity. For a discussion of the design considerations for the procedures, please see Chapters 2 and 3 of the EA, Appendix G of the EA, and the *SoCal Metroplex Design and Implementation Team Technical Report*.

As stated in Section 5.1 of the EA, the environmental analysis showed that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases anywhere within the General Study Area. Regarding the noise impacts at specific locations or areas of interest, the FAA released the information contained in Exhibits 3-7 and 3-8 in Google Earth format.

761-03

Please see **Topical Response 06 – Air Quality-Air Pollution**.

762

fromkad@aol.com

**From:** [fromkad@aol.com](mailto:fromkad@aol.com) [fromkad@aol.com]  
**Sent:** Friday, September 25, 2015 3:03 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** airplane noise

762-01

Pescadero Resident opposes the change

762

Response

762-01

Thank you for your comment.

763

Lucy Celeste

**From:** Lucy Celeste [lceleste@cox.net]  
**Sent:** Friday, September 25, 2015 3:16 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed change to airplane flight path @ San Diego International Airport

To Whom it May Concern,

763-01

In addition to my earlier email from my early morning experience ... my husband and I took our dog for a walk at approximately 7pm this evening. After returning home we sat out in the backyard. Since we left for our walk until now 7:52pm we have heard non-stop airplane noise in our neighborhood. This proposed flight path change is UNACCEPTABLE!!!!

763-02

We live in this area to escape the flight path noise in Loma Portal. This proposed change will negatively effect our property values and quality of life here in the Wooded Area and Loma Portal. We protest this proposed change.

Regards,  
Lucy Celeste  
3555 Charles Street  
SD, CA 92106

763

Response

763-01

Please see **Topical Response 02 – Existing Conditions.**

763-02

Please see **Topical Response 11 – Point Loma.**

764

Kristin H. Gillespie

**From:** Kristin Gillespie [khgillespie@gmail.com]  
**Sent:** Friday, September 25, 2015 3:31 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Kristin Gillespie  
**Subject:** SoCal Metroplex EA - FAA Operations Support Group

Dear Sir or Madam,

The FAA is proposing changes to the existing departure routes from the San Diego International Airport with the proposed Southern California Metroplex project. While I appreciate the effort to implement NextGen and leverage GPS technology for maximum efficiency, I oppose the FAA's request to modify the current flight paths and eliminate the LOWMA Waypoint. I request the FAA and our elected officials to strongly reconsider the plan to eliminate the LOWMA Waypoint. I hope that NextGen - GPS technology can be implemented without altering the current San Diego departure and arrival Waypoints.

My concerns are multiple:

1. Noise and safety impact to rerouting the departure routes through Point Loma and eliminating the LOWMA Waypoint

- Negative impact to schools in the vicinity (noise and safety). (Cabrillo Elementary, Sunset View Elementary, Silvergate Elementary, Warren-Walker Point Loma Lower School, Point Loma Nazarene University, and multiple pre-schools in the area)
- Negative impact to protected wildlife in the vicinity. The Wooded Area of Point Loma is a resting spot for many migratory birds. There is an effort for Bird Conservation on Department of Defense Land with Partners in Flight, specifically in the Point Loma Area by Fort Rosecrans cemetery and Cabrillo Monument.

2. Eliminating the LOWMA Waypoint will negatively impact the quality of living due to increased noise and potential pollutants for the Point Loma community. This is a very quiet neighborhood, windows are open, no air conditioning, the community enjoys being outdoors in their yards, in their neighborhood. The Wooded Area of Point Loma is a popular destination area for walkers and Audubon members. This is an older neighborhood known for it's trees, it's lack of noise pollution, and migratory birds.

Having lived under the current flight path, I can personally speak to the impact on quality of life in having to plan conversations in three-minute increments. If this proposal were to ease up the negative impact for those in the current flight path, there could be a positive outcome for some - but instead this is a proposal to re-route planes from an offshore flight path to a path over a populated San Diego neighborhood. There is no gain for any San Diego neighborhood with this proposal.

3. While JETTI is a "mandatory fly over Waypoint", the other points are not mandatory. As such, it is highly likely that aircraft may be cleared to fly directly to JORRJ after JETTI, bypassing ZZOOO altogether, thus flying directly over the Point Loma Wooded area neighborhood. We know that the tighter the turn, the more fuel savings for the airline, resulting in increased motivation to bypass as much as possible. As proposed, there is nothing to prevent aircraft from flying directly over the Wooded Area and Point Loma Nazarene University.

4. Negative impact to property values for residences in the Point Loma area. Re-routing the planes over a populated area rather than keeping them offshore is going to have a negative financial impact to homeowners in the area.

I urge the FAA to keep the flight paths as they exist now.

Sincerely,

Kristin H. Gillespie  
 720 Silvergate Ave.  
 San Diego, CA 92106  
[khgillespie@gmail.com](mailto:khgillespie@gmail.com)

764-02

764-03

764-04

764-05

764

Response

764-01

Please see **Topical Response 11 – Point Loma.**

764-02

Please see **Topical Response 11 – Point Loma.**

764-03

Please see **Topical Response 11 – Point Loma.**

764-04

Please see **Topical Response 05 – Purpose and Need.**

764-05

Please see **Topical Response 11 – Point Loma.**

765

Martha Tyson

From: Martha Tyson [<mailto:martha.tyson@gmail.com>]  
Sent: Friday, September 25, 2015 11:15 AM  
To: Russell Tony  
Subject: No to FAA Flight Changes

765-01

Your plan to save money while risking Pt. Loma's La Playa residents' health and safety, and also destroying property values is heinous and unconscionable. FAA does not yet have approval and ALREADY there is a daily 7:30 a.m. flight that cuts right over La Playa!!! Stop that!

How can that be legal?  
How can FAA or City of San Diego afford to replace all of our windows as they did in (northern) Point Loma?  
How would they compensate us for the tremendous health and financial losses we would suffer? You cannot not save money as you callously tromp on our lives, our well being, our future and pay for our window replacements in a noise abatement program.

The 'Bottom Line', 'The Almighty Dollar' is a sad answer. Have you a conscience??  
Have you ever walked outdoors when a plane passes overhead?  
Go. Walk in OUR shoes!!  
Martha Tyson

765

Response

765-01

Please see **Topical Response 11 – Point Loma.**

766

Leasa Fisher

**From:** [Leasa & Brian Fisher](#)  
**To:** [Russell Tony](#)  
**Subject:** OPPOSE FFA NEW FLIGHT PATH  
**Date:** Friday, September 25, 2015 1:07:14 PM

I encourage you to act NOW and STOP the impending FAA course changes to the existing departure routes from the San Diego International Airport. The new path allows the planes to turn east sooner and make a second passing over Pt Loma opposed to staying offshore as they do now. It seems the FAA's stated primary reason has been to save the airlines nearly \$8m per year in fuel cost with the side benefit of reducing air pollution. The FAA has failed to live up to its designated purposes for which the agency was created in the first place. One of their main responsibilities is: "Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia). Among other reasons for its existence is public safety, which we all assume is at the top of their list.

This also confirms that the FAA is not clearly NOT fulfilling their Vision or Values as what they are saying and what they are doing do not align:

>From the FAA's web site...

Our Vision: We strive to reach the next level of safety, efficiency, environmental responsibility and global leadership. We are accountable to the American public and our stakeholders.

Our Values: Safety is our passion. We work so all air and space travelers arrive safely at their destinations.

Excellence is our promise. We seek results that embody professionalism, transparency and accountability.

Integrity is our touchstone. We perform our duties honestly, with moral soundness, and with the highest level of ethics.

People are our strength. Our success depends on the respect, diversity, collaboration, and commitment of our workforce.

Innovation is our signature. We foster creativity and vision to provide solutions beyond today's boundaries.

Noise- Clearly re-routing planes over a populated area opposed to keeping them offshore is going to be far noisier for everyone inhabiting the space below the new flight path. Thus, in attempting to re-route the path over Pt Loma, the FAA has grossly failed to live up to one of its stated obligations.

Other Environmental effects- It might seem logical that using less fuel would pollute the environment less; but there are other factors impacting fuel consumption on a plane such as speed and altitude. Also, spent fuel (exhaust) landing in the wrong areas can do more damage than if residue fell in less sensitive or confined areas. The negative environmental consequences include:

- Lower air quality in the populated area
- Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge

766-01

766

Leasa Fisher (continued)

· Fuel's damage to trees and vegetation

· Faster deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

Public safety – Again, its is clear logic: the less planes fly over a populated areas, the safer the surrounding population will be.

766-01

As it stands, the proposal hasn't even been approved and the airlines have been changing course & flying over PLNU, sunset cliffs and the wooded area. This track is not an anomaly, but becoming a much more regular occurrence both at night, at 6:30 am and at other times of the day. It has become apparent to residents of the Point that the FAA is proceeding with the revised departure path well in advance of the expiration of the comment period of their "draft" Environmental Assessment.

I URGE you , to represent the voters of Point Loma, and take a public stand NOW against the FAA's activities and their proposed flight path changes that dramatically impact our daily lives, our national assets (Cabrillo, Fort Rosecrans, etc.) and the lives of our children (PLNU, Sunset View, Silvergate Elementary Schools)!

Respectfully,  
Leasa Fisher  
4538 Point Loma Ave

766

Response

766-01

Please see **Topical Response 11 – Point Loma.**

767

Marianne Blackmar

From: Marianne and George Blackmar [margeo54@me.com]  
Sent: Friday, September 25, 2015 3:13 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SD Flight path changes

Dear FAA,

767-01

As a resident of Point Loma, I am concerned about the proposed changes in the flight path. We experience enough plane noise as it is. We chose to move out from under the direct path of the planes in 1984 because of the residue left by the planes on our window screens and around our home. The health of our family was being compromised by the pollution, and we do not want to have to live with that again.

We have been long standing tax paying citizens and have supported our Federal Government for all of our lives. We feel that it is wrong of the Federal Government to take this action that would so adversely effect the lives of this community.

Thank you,

Marianne Blackmar  
[Margeo54@cox.net](mailto:Margeo54@cox.net)

767

Response

767-01

Please see **Topical Response 11 – Point Loma.**

768

Joseph Worley

**From:** Joseph Worley [josephworley@att.net]  
**Sent:** Friday, September 25, 2015 6:23 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** flight path

768-01

please continue to use LOWMA, my driveway and patio have soot on them now

and i dont like new constant noise

thank you very much

joseph worley 4231 hill st 92107

768

Response

768-01

Please see **Topical Response 11 – Point Loma.**

769

Van and Bill Thaxton

**From:** Van Thaxton [thaxtonfam@yahoo.com]  
**Sent:** Friday, September 25, 2015 7:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA); [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov)  
**Subject:** Stop the Flight Path Change over Point Loma

Dear Mr. Peters and members of the FAA,

Please help us stop the proposed flight path changes at the San Diego Airport. We have seen both sides of this issue and find this change to be unfair.

In 1986 we bought our first home on Atascadero Drive in Point Loma. It was under the flight path, we knew it, and recognized we had no basis to complain about it. Over the next ten years, the plane noise grew to the point we couldn't talk on the phone, watch television, or continue a conversation whenever a plane flew over. Backyard activities were out of the question. In addition, our house, plants, and trees were covered in a dark soot from the airplane exhaust. Our young son also experienced asthma symptoms while we lived there, and we cannot say for certain, but we believe the constant airplane exhaust and soot played a role.

769-01

In 1996, we decided to move away from the plane noise and soot and bought a small bungalow in the Wooded Area of Point Loma, which has always been known for its quiet and airplane-free environment. We could have bought a much larger, and frankly much nicer home in the Loma Portal area of Point Loma, but we did not want to be under the flight path.

It would be completely unfair to change the flight pattern to go over the south end of Point Loma and negatively impact the citizens who have paid a premium to live there and who could have purchased homes in other areas of Point Loma but who bought where they did specifically to avoid the impact of the flight paths.

Thank you in advance for your assistance.

Sincerely,

Van and Bill Thaxton  
825 Silver Gate Avenue  
San Diego, CA 92106  
619-222-5604

769

Response

769-01

Please see **Topical Response 11 – Point Loma**.

770

John and Carol Landis

From: Carol Landis [c-landis@cox.net]  
Sent: Friday, September 25, 2015 8:16 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Planes over Point Loma

Dear FAA,

770-01

I am writing to you as I am listening to the skies of my once quiet neighborhood echo with the sounds of planes overhead. It is not right to change the required flight pattern to save fuel and therefore money for the airlines by destroying the quality of life for thousands and thousands of Point Loma residents. It destroys our tranquility, our property values and reduces safety in a beautiful neighborhood. The planes are not currently following the new route, and I have personally tracked many flights that cut over the center, populated portion of Point Loma.

770-02

Please reconsider this change. It is not the right thing to do to thousands of people who are affected by the change. Residents lose in many ways; who gains from this idea?

Sincerely,

John and Carol Landis  
381 Silvergate Avenue  
San Diego, CA 92106  
619-224-9097

770

Response

770-01

Please see **Topical Response 11 – Point Loma**.

770-02

Please see **Topical Response 05 – Purpose and Need**.

771

W. Ross Stone, PhD

From: W. Ross Stone [r.stone@ieee.org]  
 Sent: Friday, September 25, 2015 9:11 PM  
 To: 9-ANM-SoCalOAPM (FAA); scott.peters@mail.house.gov;  
 Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov  
 Subject: Comment on Draft SoCal Metroplex Environmental Assessment and associated proposed flight changes; request for stakeholder status

To: 9-ANM-SoCalOAPM@faa.gov  
 To: scott.peters@mail.house.gov  
 To: Kevinfaulconer@sandiego.gov  
 To: Loriezapf@sandiego.gov

September 25, 2015

To Whom It May Concern

I am writing to comment on the Draft SoCal Metroplex Environmental Assessment and the associated proposed flight changes. My wife and I live at 840 Armada Terrace in San Diego, in the La Playa section of Point Loma. This is in the southern section of Point Loma. My family purchased this home in 1963 from the people who built it in 1945. I lived here from 1963 until I married, and my wife and I inherited this home when the second of my parents passed away in 2001. We then spent about one-third of our life savings doing needed reconstruction on the home, and have lived here ever since. Upon review of the draft environmental assessment and associated available documents, my comments are as follows:

771-01

1. The proposed replacement of the POGGI departure (IBBEE) removes the LOWMA waypoint south of Pt. Loma. In today's environment, some aircraft bypass LOWMA and thus fly over Point Loma as a result. The permanent removal of LOWMA and other proposed changes may (indeed, almost certainly would) increase these flights and move noise, visual, and pollution disturbances further to the north of Cabrillo Point. This would have the effect of reducing the quality of life for ourselves and our neighbors, and reducing the value of our property. I am not a lawyer (I am an electrical engineer, radio scientist, and applied physicist with experience in the area of acoustics, with 45 years of experience), but I believe that to the extent that the value of our property was reduced and the airspace above our home was intruded upon, this would also constitute a taking without compensation.

771-02

2. The proposed COM IX RNAV STAR is further south than the existing BAYVU RNAV STAR. I am concerned that the new path would be shifted away from the historical flight path that has been used for flights arriving from the northwest. This may result in a shifting of noise patterns, which could result in an increase in noise levels over my home and those of my neighbors. That would lead to the same results identified under comment 1, above.

3. There are other changes in the proposed plan that would have effects similar to those identified under comments 1 and 2 above, and I believe they would lead to the same results.

771-03

4. I suffer from a chronic medical condition that makes me very sensitive to noise. Noise that is relatively infrequent and of a "bursty" nature is tolerable. Noise that is relative constant or repetitive, even at low levels, causes actual physical pain, and makes my condition worse. The draft environmental assessment and related studies (such as the "Environmental Assessment for the Southern California Metroplex Project Aircraft Noise Technical Report" dated May

771

W. Ross Stone, PhD (continued)

771-03

2015) used a Day-Night Average Sound Level (DNL) with a threshold of 5 dB in assessing whether a change in noise was significant (I'm summarizing in this statement). I was concerned about noise from the Naval Air Station North Island, and therefore did noise studies, before we moved into our home. Fortunately, the noise from North Island is normally of short enough duration that it does not cause me a problem.

However, in doing those studies I determined that a change in noise level of approximately 2 dB was sufficient to make a difference between no effect and a significant effect on my health and comfort. An increase of 5 dB would have a dramatic and very bad effect. Furthermore, as noted, the noise report used the Day-Night Average Sound Level (DNL).

The FAA has accepted (FAA Order 1050.1F) the Community Noise Equivalent Level (CNEL) metric in lieu of the DNL for California projects. The CNEL metric weighs evening hours (7:00 p.m. to 9:59 p.m.) in addition to nighttime hours in the DNL metric. Given the increased frequency of flights in the evening hours, and familiarity of Southern Californians with the CNEL metric, I request that the noise studies be redone using the CNEL metric, and using a threshold of 2 dB as the criterion for significant impact.

771-04

5. Given the critical potential effects that may (and likely will) result from any changes such as those proposed in the Southern California Metroplex plan, I request stakeholder status for myself and all Point Loma homeowners in the Metroplex plan and all future flight-procedure development within San Diego County.

I have copied this to my elected representatives. I hereby request that they oppose implementation of the above changes recommended in the plan.

I appreciate the opportunity to provide input and comments. Thank you for your consideration.

Ross Stone

W. Ross Stone, PhD  
840 Armada Terrace  
San Diego, CA 92106 USA  
Tel: +1 (619) 222-4428  
Fax: +1 (619) 222-1606  
E-mail: r.stone@ieee.org

771

Response

771-01

Please see **Topical Response 11 – Point Loma**.

771

Response (continued)

771-02

The commenter expresses concern over potential increases in noise levels near the commenter's home and neighbors' homes due to the Proposed Action CO-MIX RNAV STAR. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the Proposed Action and No Action Alternative are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. As stated in Section 5.1 of the EA document there are no reportable or significant noise increases expected as a result of the Proposed Action.

As stated in Section 5.1 of the EA, the environmental analysis showed that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases anywhere within the General Study Area. Regarding the noise impacts at specific locations or areas of interest, the FAA released the information contained in Exhibits 3-7 and 3-8 in Google Earth format.

771-03

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics.**

771-04

The commenter requests stakeholder status for himself and all Point Loma homeowners in the Metroplex plan and all future flight procedures developed within San Diego County. It is unclear what the commenter is requesting, but the FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including public notifications, notices in major newspapers throughout the General Study Area, an extended public review and comment period, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. Please see Appendix A of the EA for information on the public outreach conducted for the EA.

772

Greg Taylor

**From:** Gregory Taylor [lurchf18@gmail.com]  
**Sent:** Friday, September 25, 2015 9:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** IIBEE 1 Departure in SAN

To Whom It May Concern:

I understand the intent, goals, and benefits of NextGen and the SoCal Metroplex airspace reorganization. I have thoroughly reviewed all documents related to this subject. I agree the IIBEE 1 SID will improve the efficiency of SAN departures. However, I have a serious problem with the SoCal TRACON controllers vectoring aircraft off their assigned departures at SAN and sending them directly over the neighborhoods around Point Loma Nazarene University. These aircraft are crossing the point at 7500 ft AGL dramatically increasing the noise in the area.

772-01

The FAA has stated that the noise increase associated with the new IIBEE 1 departure will be negligible. This might be true, if the departure is flown as published.

I would like to express my extreme displeasure with the practice of vectoring aircraft off the POGGI 5 and/or IIBEE 1 departures after JETTI, sending them across Point Loma. I strongly request all aircraft fly the departures as published and please consider re-designating LOWMA and/or ZZOOO as "Fly-over Airspace fixes", vice "Non-Compulsory Airspace fixes."

Sincerely,

1

Greg Taylor  
Point Loma

772

Response

772-01

Please see **Topical Response 11 – Point Loma.**

773

Mary Gmitruk

**From:** Gmitruk, Mary CIV SPAWARSCEN-PACIFIC, 72120 [mary.gmitruk@navy.mil]  
**Sent:** Friday, September 25, 2015 10:10 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposal to revise SAN departure flight paths

773-01

I oppose FAA's proposal to revise SAN departure flight paths to go over our landmarks, schools, and homes.

Mary Gmitruk  
947 Windflower Way  
San Diego, CA 92106

773

Response

773-01

Please see **Topical Response 11 – Point Loma.**

774

Tammy Taylor

**From:** Tammy [greg\_taylor85@yahoo.com]  
**Sent:** Friday, September 25, 2015 10:27 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:**

774-01

This email is to voice my displeasure with the changes to the flight patterns of departing aircraft from Lindbergh Field. The new patterns have the aircraft flying directly over my neighborhood, not over Cabrillo Monument or Fort Rosecrans as depicted by the FAA, and as reported by the local media. We lived in Loma Portal and moved from that area because of the airplane noise, sacrificing to live in a more expensive, but much more peaceful area. Now our neighborhood is no longer the quiet area it was, suddenly bombarded with noise and air pollution. Thank you.

Tammy Taylor  
[750 Albion Street](#)  
[San Diego 92106](#)

774

Response

774-01

Please see **Topical Response 11 – Point Loma.**

775

James B. DeBello

**From:** Jim DeBello [jdebello@mitexsystems.com]  
**Sent:** Friday, September 25, 2015 11:28 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Debellofamily; Jim DeBello  
**Subject:** San Diego - Point Loma proposed FAA Flight Pattern adjustment - STRONGLY OPPOSE

775-01

I am writing to you as a Concerned Citizen. I am a resident of San Diego and live on the Point Loma peninsula. It has come to my attention, and our entire community, that the FAA is proposing modifying the existing flight pattern restrictions to allow flyover of airplanes over the residential, parkland and educational facilities of Point Loma. This community includes a national park, a military cemetery, a university and thousands of citizens who live and work on the peninsula. I am STRONGLY OPPOSED. If approved, this will have a material negative impact on the quality of life of the community. It will introduce higher emission jet exhaust pollution, noise, and disruption. I implore you to reject this proposal and save the integrity of this community, neighborhood and monuments.

Please listen to members of this community and reject the proposed adjusted flight path.

Sincerely, James B. DeBello  
373 San Gorgonio Street  
San Diego, CA 92106

**James DeBello** | President, CEO  
Direct: 858.309.1757 | Mobile: 858.254.3065  
[www.mitexsystems.com](http://www.mitexsystems.com)

775

Response

775-01

Please see **Topical Response 11 – Point Loma.**

776

Scott Verhage

From: Scott Verhage [sverhages1@aol.com]  
Sent: Saturday, September 26, 2015 1:17 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: No departure patch shortening

776-01

Please do not shorten SIDs from KSAN and increase the already unbearable noise pollution in Point Loma.

Scott Verhage  
850.418.1597

Sent from my iPhone

776

Response

776-01

Please see **Topical Response 11 – Point Loma.**

777

Stephan Crow

From: Stephan [sm.crow@cox.net]  
Sent: Saturday, September 26, 2015 2:37 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Noise complaint - Lots of loud plane noise all afternoon and still now at 7:37pm

777-01

Lots of loud plane noise all afternoon and still now at 7:37pm.

777

Response

777-01

Please see **Topical Response 02 – Existing Conditions.**

778

Peter J. Mazza

**From:** Peter Mazza [peterjmazza@gmail.com]  
**Sent:** Saturday, September 26, 2015 4:53 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma flight path

To Whom It May Concern:

I'm writing to let you know that I am a long-time resident of southern Point Loma and I strongly object to the proposed changes to the flight path from the San Diego International Airport. In fact, I honestly find this unbelievable that the FAA would even consider such a change that offers so little upside and significant, negative impact on a local community.

778-01

I keep telling myself that there must be more to this than a few million dollars of fuel costs for airlines across a year. According to the SDIA's website, almost 500 flights depart from the airport each day. That equates to 182,500 departures a year. With an estimated savings of \$8 million in fuel costs per year, that means that this change, which would have a substantial, negative impact on our community, would save \$43 per flight in fuel. To the airlines, that is less than the cost of checking a second piece of luggage. This is ridiculous.

778-02

Living in Point Loma, we know too well the disruption caused by noise pollution. While it is, of course, convenient to have the airport so close, southern Point Loma is the only part of the peninsula generally free from constant noise pollution caused by aircraft. With this change, however, virtually every home in Point Loma will now be affected. And for what benefit? So commercial aircraft can shave a few miles off their routes? Considering that current flight path is over the ocean (and thus, means that this is not the case of deciding *which* neighborhood is affected, but *whether* a neighborhood is affected), it seems ludicrous to me that the FAA would even consider this as an option.

Having been a lifelong employee of the federal Government until this past year, I sincerely hope that common sense will prevail. Please do not do this.

Sincerely yours,

Peter J. Mazza

778

Response

778-01

Please see **Topical Response 05 – Purpose and Need.**

778-02

Please see **Topical Response 02 – Existing Conditions.**

779

Robert B. Simons, Jr.

**From:** Robert Simons [calusa@cox.net]  
**Sent:** Saturday, September 26, 2015 3:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Flight pattern comment

779-01

We have very few National Cemeteries in the nation that are as beautiful and serene as Fort Rosecrans. They have multiple internment services outside every day and it seems a pity to disturb that sacred area with visual and possible noise distraction at a solemn time such as a burial of our war heroes.

The aircraft should continue on their current course and not alter their flight path to accommodate our fallen heroes and their families.

Sincerely,  
Robert B. Simons, Jr.

779

Response

779-01

Please see **Topical Response 11 – Point Loma.**

780

Jody Fleming

**From:** Fleming, Jody [jffleming@illumina.com]  
**Sent:** Saturday, September 26, 2015 4:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Do not eliminate waypoint LOWMA

780-01

We are recent owners of a home in the Point Loma Wooded Area. We shopped for homes in all of the Point Loma area for approximately 6 years to determine which areas we liked and did not like and we specifically ruled out houses in the flight path locations. Now that we purchased a \$1.4K home outside of the flight path, the FAA would like to redirect planes over our home.

780-02

This will not only decrease the price of our home but will disrupt the quiet, park like nature of the Wooded Area, the cemetery, and Cabrillo National Monument. I also believe this is unsafe to residents to have planes turn so sharply over thousands of residential homes.

We are writing to refute the proposed change to the flight path and suggest you look for other ways to save fuel consumption and costs.

Jody Fleming  
3749 Rosecroft Lane  
San Diego, CA 92106

780

Response

780-01

Please see **Topical Response 11 – Point Loma.**

780-02

Please see **Topical Response 11 – Point Loma.**

781

Diana Woodside

**From:** [Diana Woodside](mailto:Diana.Woodside@cox.net)  
**To:** [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov); [Warren Anne](mailto:Warren.Anne@house.gov); [Russell Tony](mailto:Russell.Tony@house.gov); [kevingfaucner@sanidiego.gov](mailto:kevingfaucner@sanidiego.gov); [loriezapf@sanidiego.gov](mailto:loriezapf@sanidiego.gov)  
**Subject:** Please use your influence to halt a very ill-advised change in airplane flight paths  
**Date:** Saturday, September 26, 2015 6:15:45 PM  
**Importance:** High

To those of you having power and influence,

As a resident of Point Loma (3429 Hill Street, San Diego, 92106), as a Realtor for over 40 years, and as a constituent who voted for those of you who are elected officials, I am writing to urge you to use whatever influence you are able to wield with the FAA to halt a change that may or may not save a bit of fuel for the airlines but will surely leave soot over our homes, devalue our real estate from lower flight paths with greater, far more expansive noise impact, and post a safety threat as more people may die from human and mechanical error as planes fly lower over houses, colleges, military installations, and our only National Monument.

781-01

Please review the links at [noplanenoise.com](http://noplanenoise.com), sign the petition there if you have not already done so, and do your best to exert your influence to halt this terrible proposal that I understand the pilots themselves oppose.

Your action in this matter will be greatly appreciated, Diana

**Diana Woodside**, CRB,LTG,RRR,CNS,CMS,CMHS, BRE #01393531  
Coldwell Banker Residential Real Estate Brokerage  
Land line: (619)255-6436  
Mobile/Cell phone: (619)972-9943  
E-mail: [DianaWoodside@cox.net](mailto:DianaWoodside@cox.net)

*I answer one or the other of the phone numbers above 90% of the time, just not on Sunday mornings nor when in no-phones-on meetings. I do not send or receive texts! Voice messages can be left at both of my phones. I prefer to have conversations that will last longer than a minute on my land line. If I am available only on the mobile phone, I am likely driving, showing property, and/or with someone else.*

781

Response

781-01

Please see **Topical Response 11 – Point Loma**.

**782** Bill Contreras

**From:** William Contreras [billmailbox@yahoo.com]  
**Sent:** Saturday, September 26, 2015 8:22 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Against Proposed Route Changes to SD Airport Over Point Loma!

**782-01** I am writing to voice my opposition to changing the Sd airport routes to fly not once but twice over a highly populated residential area of San Diego. This route is highly damaging to one, very old neighborhood in San Diego and is vehemently opposed by the residents!

Thanks,  
Bill Contreras

**782** Response

**782-01** Please see **Topical Response 11 – Point Loma.**

**783** Karena Endrizzi

From: Karena [kchend@cox.net]  
Sent: Saturday, September 26, 2015 8:43 PM  
To: Kevinfaulconer@sandiego.gov  
Subject: Loud Airplane noise in PL/OB Saturday 9/26/15

**783-01** Dear Kevin Faulconer,  
I've been a Pt Loma Heights resident for the last 8 years. In the past year my husband and I have been greatly impacted by the increased air traffic flying right over our house, when previously the air traffic was north of us going over the SD River jetty.  
The increased noise is a disrupting to me and my neighbors and is making life in what was once a somewhat quiet neighborhood much more stressful. When was it agreed upon that the flight pattern would change?

**783-02** We invested in our house to live a nice life by the beach. Now, with this air noise we see our daily lives being negative changed and our house value decreasing.  
Please help me and my neighbors reclaim what we once had and stop the airplane noise.

Sincerely,  
Karena Endrizzi

**783** Response

**783-01** Please see **Topical Response 11 – Point Loma.**

**783-02** Please see **Topical Response 11 – Point Loma.**

784

Robert Keck

From: Robert Keck [fkob@earthlink.net]  
Sent: Saturday, September 26, 2015 10:20 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Westbound way point change

Sir:

I do not believe the citizen group's fears are justified claiming increased noise and air/water pollution.

I feel your proposed change is insignificant with only planes flying over the very southern tip of Point Loma. I live under the flight path at the beach in Ocean Beach. Presently the planes start turning left after they are some distance offshore. By the time the turn would complete I think they would be so far south that they would only pass over the southern tip as I said.

784-01

Increased air and water pollution. I don't know where that citizen's group gets that idea. Black soot does come down on my house in OB. With the prevailing winds and the altitude at which the planes fly after they start their left turn, soot distribution changes would be immeasurable.

Noise increase. I don't think so - by the time the planes would approach the coast of Point Loma they would be too high and be at lower acceleration rates.

An Ocean Beach resident for the past 51 years, Robert Keck

784

Response

784-01

Please see **Topical Response 11 – Point Loma**.

785

Pamela Zuckerman

**From:** [Pamela Zuckerman](#)  
**To:** [Warren Anne](#); [Russell Tony](#)  
**Subject:** FW: Point Loma Airport noise  
**Date:** Saturday, September 26, 2015 10:46:03 PM

785-01

We would like to understand what is happening with the planes over Point Loma. There is constant flight traffic near our house where there never was before Wednesday September 23. I saw a Southwest flight fly over Cabrillo National Monument at 9:15 this morning and another fly over Dana Middle school at 12:15pm yesterday. The plane noise starts by 6:30 am and isn't over until 11pm. We can see the planes clearly from our house which we couldn't see before last Wednesday. This was a very peaceful place to live and we are very frustrated. I have been told this could be a trial run for our possible new flight path.

Please tell me what is happening. Also if this is not supposed to be happening who do you tell?

Pamela Zuckerman

785

Response

785-01

Please see **Topical Response 02 – Existing Conditions.**

786

Jeanne M. Flynn

From: Jeanne Flynn [jmflynn15@gmail.com]  
Sent: Saturday, September 26, 2015 11:49 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: FAA proposal for San Diego

786-01

I opposed the changes for San Diego airport take off pattern.

Jeanne M. Flynn

786

Response

786-01

Please see **Topical Response 11 – Point Loma.**

787

Elaine Chadwick

**From:** Bart & Elaine Chadwick [cachad@pacbell.net]  
**Sent:** Sunday, September 27, 2015 4:18 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Please do not eliminate the way point LOWMA. Thank you!

Dear FAA Officer,

787-01

Please keep the waypoint LOWMA. This will help to keep the people who live in the Point Loma and Ocean Beach areas of San Diego who live under the flight pattern happier and healthier. We already cope with the sounds of the planes flying over our homes, schools, parks and businesses. Please consider our health and welfare.

Thank you,  
Elaine Chadwick.

787

Response

787-01

Please see **Topical Response 11 – Point Loma.**

788

Karen M. Hayes

**From:** [kmhayes2@att.net](mailto:kmhayes2@att.net) [kmhayes2@att.net]  
**Sent:** Sunday, September 27, 2015 5:23 PM  
**To:** [scott.peters@mail.house.gov](mailto:scott.peters@mail.house.gov); [Kevinfaulconer@sandiego.gov](mailto:Kevinfaulconer@sandiego.gov); [Loriezapf@sandiego.gov](mailto:Loriezapf@sandiego.gov); [trussell@san.org](mailto:trussell@san.org); [awarren@san.org](mailto:awarren@san.org); 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Plan Change over Point Loma - Protest

788-01

PLEASE DO NOT ALLOW THIS FLIGHT PLAN CHANGE TO BE APPROVED AND CHANGE ALL OF OUR LIVES AND **QUIET NEIGHBORHOODS** HERE IN POINT LOMA.

WE BOUGHT HERE BECAUSE THE ATMOSPHERE WAS GOOD FOR US - DON'T MAKE US SORRY AND CHANGE OUR PROPERTY VALUES AND LIVES FOREVER! WE LIVE IN THE WOODED AREA NEXT TO NAZARENE COLLEGE WHERE WE ALL WILL BE AFFECTED GREATLY!!

THE VERY SMALL BENEFIT DOES NOT OUTWAY THE WAY THIS EFFECTS ON ALL OF OUR DAILY LIVES!!

PLEASE, PLEASE, PLEASE!!

KAREN M. HAYES  
932 TARENTO DRIVE, SD 92106  
619-987-6957 🌐

Sent from Windows Mail

788

Response

788-01

Please see **Topical Response 11 – Point Loma**.

789

Heidi Mather

**From:** Mather, Heidi [Heidi.Mather@jpi.com]  
**Sent:** Sunday, September 27, 2015 6:21 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA plan to "cut the LOWMA corner" on flights leaving Lindbergh Field, San Diego

To Whom it May Concern:

789-01

My husband and I purchased our home at 868 Loma Valley Place almost 14 years ago to move out of the flight take-off pattern at Lindbergh Field. We paid a premium to not be within the flight path. I understand that the FAA now wants to shift the take-off pattern and "cut the LOWMA corner" so that planes as they head east will now be flying directly over my neighborhood rather than keeping the current path of travel a little farther south before making the turn to travel east. There may be a small savings of fuel and travel time (may be considered rounding errors), however, the noise impacts to residents living in the area, school children at Sunset View Elementary, college students/faculty at Point Loma Nazarene University, workers at both military installations on Point Loma and visitors who enjoy Sunset Cliffs Park, Cabrillo Monument and the Fort Rosecrans cemetery every day will be great.

I urge you not to approve this shift in the flight pattern.

You may contact me at: 619-246-5336 .

Heidi Mather



Heidi W. Mather  
 Senior Vice President & Development Partner  
 12250 El Camino Real, Suite 380  
 San Diego, CA 92130  
 858-369-5676  - direct  
 619-246-5336  - cell  
[heidi.mather@jpi.com](mailto:heidi.mather@jpi.com)

\*\*Note my new office address\*\*

789

Response

789-01

Please see **Topical Response 11 – Point Loma.**

790

Dennis M. Bauman

**From:** [baumden@gmail.com](mailto:baumden@gmail.com) [baumden@gmail.com] on behalf of Dennis Bauman [dennis@dmbauman.com]  
**Sent:** Sunday, September 27, 2015 6:52 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** I am against changes to San Diego flight path

790-01

I am very much opposed to changing the takeoff pattern at Lindberg field. I live in Point Loma and have lived in the same house for 36 years. I am near the flight path but not under it. I believe that the proposed changes will greatly increase the noise level at my house and negatively affect my quality of life. The Port Authority sound-proofed all of the homes in the flight path--to now change that and increase the noise for those residents not sound-proofed is foolish. This is an urban airport located in the heart of a major city. The noise must take precedence over these "increases in efficiency".

--  
Dennis M. Bauman  
[dennis@dmbauman.com](mailto:dennis@dmbauman.com)  
(619) 316-3284 

790

Response

790-01

Please see **Topical Response 11 – Point Loma.**

791

Edwin Daugherty

**From:** Ned Daugherty [ecoplnr@gmail.com]  
**Sent:** Sunday, September 27, 2015 10:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma flight path adjustment

791-01

As 30 year residents of Point Loma (San Diego, CA) my family and I strongly oppose alteration of the SAN departure flight path, including the proposed elimination of waypoint LOWMA from any FAA or NextGen proposal.

Sincerely, Edwin Daugherty

Sent from my iPhone

791

Response

791-01

Please see **Topical Response 11 – Point Loma.**

792

Angela M. Hawkins and John J. Conway, Jr.

From: Angela Hawkins [ammhawkins@gmail.com]  
 Sent: Sunday, September 27, 2015 11:02 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: John Conway  
 Subject: Metroplex

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center - Operations Support Group Renton, WA

Re: Draft SoCal Metroplex Environmental Assessment pertaining to San Diego

To Whom It May Concern:

In early 2015, we purchased a home in San Diego in the Sunset Cliffs area. We specifically chose that area to live because it was south of the normal take-off flight path from San Diego International Airport. In the process of us choosing a place to live, we spent time under the flight path in parts of Ocean Beach/Point Loma and found the deafening sound of airplanes taking-off to be intolerable. Additionally, we had heard that airplane accidents often take place close to take-off and landing. We determined that it was essential to purchase a home south of Point Loma Avenue in Ocean Beach to avoid regular hearing the sounds of aircraft taking-off and to avoid being in the flight path. We found that to live in that area that houses cost \$300,000 - \$400,000 more than similar houses in the flight path. Since the flight path has been the same for many, many years, people have made life choices to live within the flight path or outside of it. Additionally, the housing market has adjusted real estate prices based on the location of the flight path.

792-01

We have the following concerns about the draft assessment and the potential changes to the flight paths of the San Diego International Airport. 1) It does not adequately consider the noise impact/safety concerns of people who made specific decisions to live outside of the flight path, who will be newly in a flight path. 2) It does not compensate homeowners, who will see a huge loss in the value of their property with the airplanes being able to fly over their homes when the airplanes were not allowed to do so previously. 3) With the possible changes in the regulations pertaining to the flight path, the Sunset Cliffs Natural Park and the Cabrillo National Monument, which are both beautiful serene parks for both locals and tourists, will no longer be protected from the deafening sounds of airplanes. This would be a huge aesthetic loss and no doubt an economic loss to the community from the loss of tourists coming to the area. A cost-benefit analysis should calculate the intangible costs associated with the loss of tranquil parks and the direct economic loss from reduced tourism.

Thank you for your consideration of our concerns.

Sincerely, Angela M. Hawkins and John J. Conway, Jr.

1036 Devonshire Drive  
 San Diego, CA 92107-4004

792

Response

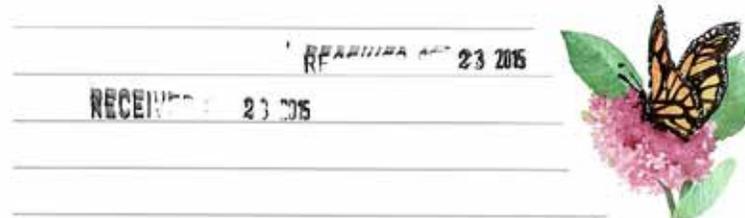
792-01

Please see Topical Response 11 – Point Loma.

793

Mr. and Mrs. Gerald C. Dahms

793-01



RECEIVED SEP 23 2015

FOR TEN YEARS MY HUSBAND  
AND I SAVED TO BUY A HOME  
IN POINT LOMA THAT WAS NOT  
UNDER A FLIGHT PATTERN!

AFTER 47 YEARS OF LIVING  
IN THE WOODED AREA  
WE DO NOT WISH TO SEE ANY  
CHANGE IN THE EXISTING  
PATTERN. !!

MR & MRS GERALD C. DAHMS



RECEIVED SEP 28 2015

793

## Response

793-01

Please see **Topical Response 11 – Point Loma.**

794

## Robert C. Kyle

Robert C. Kyle  
2910 Owen St., San Diego, CA 92106  
619-222-1841 • Rckyle@aol.com

RECEIVED SEP 28 2015

September 20, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Proposed flight path changes in San Diego

Dear Sir or Madam,

Add my voice to the thousands that vigorously object to your agency's proposed changes to San Diego flight paths for Lindbergh Field, per the Southern California Metroplex Project.

Streamlined air traffic routes certainly make sense if they save resources and enhance safety. However, the changes proposed for San Diego appear to provide negligible benefits at high cost to the surrounding community. The people of our community already suffer quality-of-life impacts from living close to Lindbergh Field. We and the airlines exist with a compromise that mitigates those impacts by routing air traffic a short distance south, over the ocean and around waypoint LOWMA. The new plan eliminates that waypoint, allowing every east-bound airplane to cross not once, but twice, over our already-affected community.

794-01

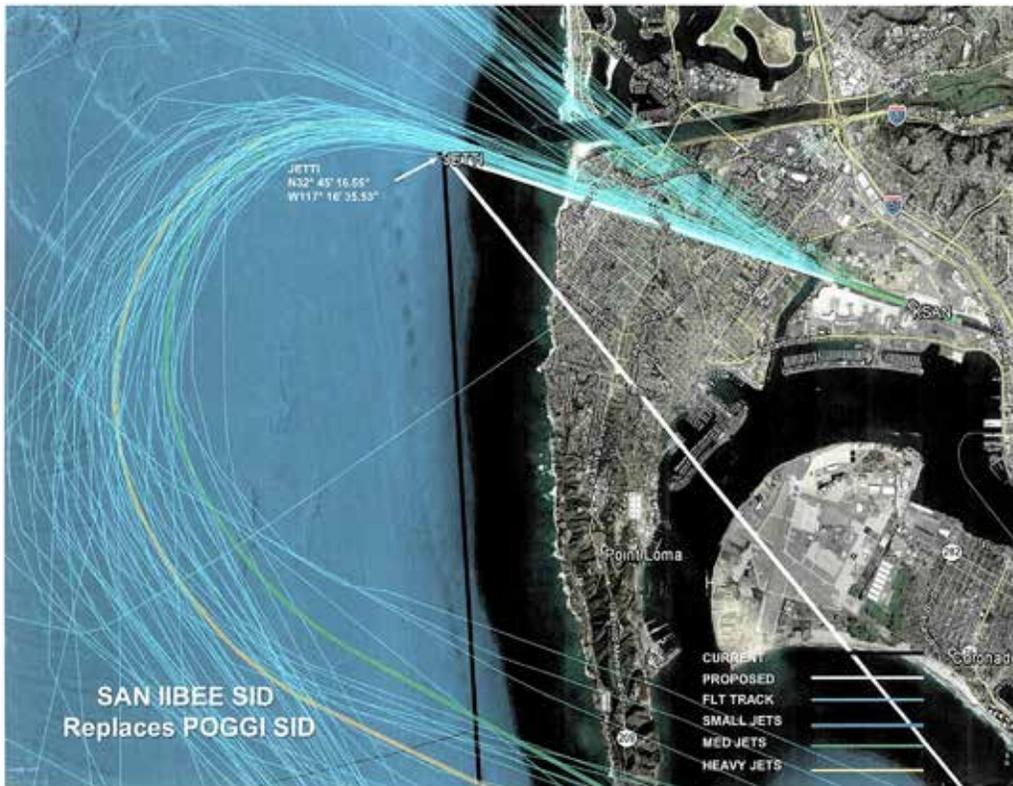
The FAA has taken the position that people below won't notice an increase in noise and pollution. Knowing that an eastbound plane could cross overhead two times, many of us question this and we have seen little evidence to support it. What's more, we would live with a 100% increase in the chance of a plane crash in our neighborhood.

The FAA's map shows that the change would cut flight distances by mere miles; planes would be routed over the same point on Silver Strand (ZZOOO) as today. I've read that the shortcut would result in fuel savings (to the airlines) of \$7- to \$8-million annually; assumedly with a similar reduction in greenhouse gases. If that's accurate, the benefit is miniscule. The disruption and health-and-safety consequences in the lives of ordinary citizens are beyond measure and would continue, day-in and day-out, far into the foreseeable future.

Please do not implement this pointless modification.

Sincerely,

  
Robert C. Kyle  
Concerned Citizen



794

## Response

794-01

Please see Topical Response 11 – Point Loma.

795

Kelly McKeown

RECEIVED SEP 28 2015

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center – Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

Re: Proposed flight path changes in San Diego

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795-01

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Please do not implement this pointless modification.

Sincerely,



Kelly McKeown  
 4120 Atascadero Drive  
 San Diego, CA 92107

795

## Response

795-01

Please see Topical Response 11 – Point Loma.

796

Laura S. Kyle

Laura S. Kyle  
2910 Owen St., San Diego, CA 92106  
619-222-1841 • Lsouhrada@aol.com

RECEIVED SEP 28 2015

September 20, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Proposed flight path changes in San Diego

Dear Sir or Madam,

Add my voice to the thousands that vigorously object to your agency's proposed changes to San Diego flight paths for Lindbergh Field, per the Southern California Metroplex Project.

Streamlined air traffic routes certainly make sense if they save resources and enhance safety. However, the changes proposed for San Diego appear to provide negligible benefits at high cost to the surrounding community. The people of our community already suffer quality-of-life impacts from living close to Lindbergh Field. We and the airlines exist with a compromise that mitigates those impacts by routing air traffic a short distance south, over the ocean and around waypoint LOWMA. The new plan eliminates that waypoint, allowing every east-bound airplane to cross not once, but twice, over our already-affected community.

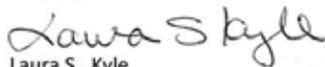
796-01

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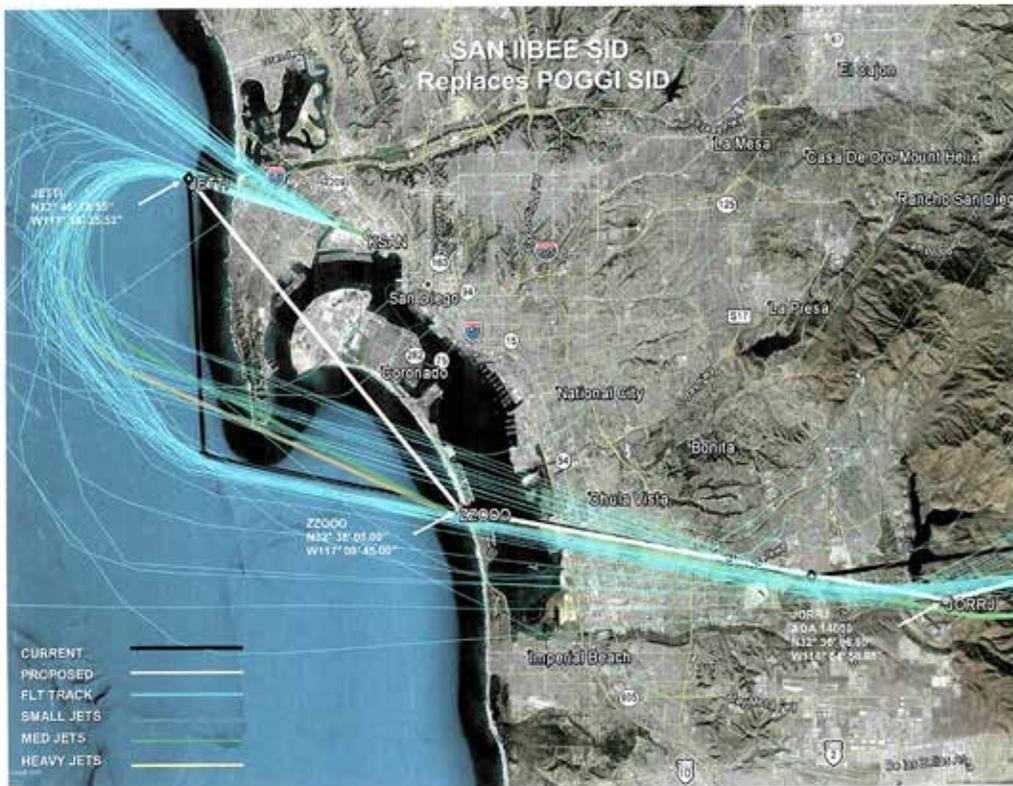
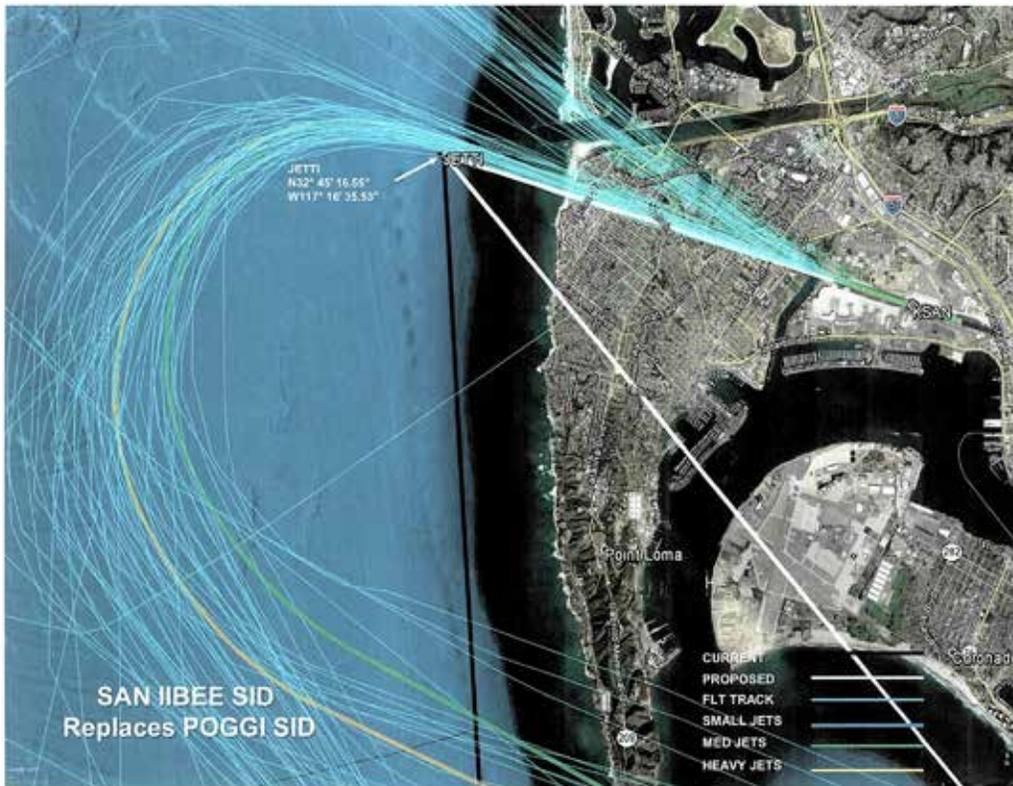
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Please do not implement this pointless modification.

Sincerely,



Laura S. Kyle  
Concerned Citizen



796

Response

796-01

Please see **Topical Response 11 – Point Loma.**

797

Terri Johnson

From: David and Terri Johnson [datejhnsn@gmail.com]  
Sent: Monday, September 28, 2015 1:48 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Airport flight route change

797-01

PLEASE do not allow the planes to return over the point all to save the airlines money. As a family owner of a house built in 1948 I can tell you being up on the point the noise from the planes does reverberate over the point and we will have airport noise, take off noise and then returning to the East noise. It will be non stop. We did not ask for this! It is not the job of the FAA to save money, it is to make sure we are all safe. Chronic noise is not acceptable. When planes have better technology for turning they will cut around even more so creating noise non stop. PLEASE do not allow this change to take place. Going out a little farther over the ocean while the planes gain altitude is what must continue to happen.

Sincerely

Terri Johnson  
3574 Dupont St  
San Diego CA  
92106

797

Response

797-01

Please see **Topical Response 11 – Point Loma.**

798

Meg Tyndall

**From:** Breegan OH [breegano@gmail.com]  
**Sent:** Monday, September 28, 2015 12:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA); [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** 4:40 AM Tijuana to Shanghai over Point Loma

798-01

So International flights are also now cleared to buzz us and wake us up at 4:40 AM?  
This is unacceptable! I can't sleep!!

Meg Tyndall

798

Response

798-01

Please see **Topical Response 02 – Existing Conditions.**

799

Evelyn Viora

From: Evelyn Viora [evelyn.viora@gmail.com]  
Sent: Monday, September 28, 2015 3:16 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: flight path change

799-01

I have been a resident of Ocean Beach/Sunset Cliffs since 1946 and a homeowner since 1973. I have seen tremendous growth in San Diego and I am very proud of this beautiful city. I would urge you to keep this city and particularly this area of Ocean Beach/Sunset Cliffs pleasant and livable like is now. At 6:30 every morning my husband and I hear the airplanes takeoff from the airport. It is our alarm clock. Over the years we have noticed that they have been louder as they often take off more south than previously. So we are very concerned about the added noise the new takeoff pattern will entail.

Please do not allow the change in the takeoff pattern!! Keep the planes flying out to the west to the end of the point before they turn!

Keep our area noise and pollution free!

Thank you .....

Evelyn Viora

resident at 4571 Osprey St. San Diego 92107

799

Response

799-01

Please see **Topical Response 02 – Existing Conditions.**

800

Barb Franklin

**From:** Barbara Franklin [<mailto:msbarbpl@gmail.com>]

**Sent:** Monday, September 28, 2015 3:17 PM

**To:** [9-ANM-saocalOAPM@faa.gov](mailto:9-ANM-saocalOAPM@faa.gov)

**Cc:** Air Noise; [lorizapf@sandiego.gov](mailto:lorizapf@sandiego.gov), [awarren@san.org](mailto:awarren@san.org), [trussell@san.org](mailto:trussell@san.org), [msbarbpl@aol.com](mailto:msbarbpl@aol.com), [dede3284@aol.com](mailto:dede3284@aol.com), [notification+p60hz@facebookmail.com](mailto:notification+p60hz@facebookmail.com); Warren Anne; Russell Tony; [msbarbpl@aol.com](mailto:msbarbpl@aol.com); [dede3284@aol.com](mailto:dede3284@aol.com); [notification+p60hz@facebookmail.com](mailto:notification+p60hz@facebookmail.com)

**Subject:** Dear FAA administrators:

Dear FAA administrators, Jeffrey Frasier, Mark Allen, and concerned San Diegans,

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting last week. I have been witness to planes cutting a harder southern turn across the Point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the Point.)

There was already an agreement made, with Brian Bilbray a few years ago, addressing this, and the agreement was made to NOT fly across Point Loma. Your new NextGen system should take this into account and honor that agreement. Your test flights have been done mostly late at night or early in the morning, when most are sleeping, so many don't know of your intention. I don't sleep well, so am quite familiar with these intrusions, and have tracked them.

We purchased our house specifically based on the fact that it was NOT in the flight path.

We sold two beautiful homes that the value became less, due to the flight path, in order to afford one smaller home that was not under the flight path, because the noise, air quality and jet fuel deposits were so bad. With the proposed changes, our home will now be subjected to noise levels, bad air quality, dirt, etc., that were not present when we purchased, in addition to decreased property value, I am worried about air traffic, air quality, noise and safety as planes turn drastically, accelerate and climb over a large number of homes, schools, parks and the most historic areas of San Diego.

I have noted that the driving factor of this change is fuel savings for airlines, but airlines have already increased their fee's to cover this. Also, after tracking flights out of SAN it is apparent that these flights are actually flying further & not saving fuel.

We have also been promised, with each expansion proposal, that this type of change would never happen. We already have the air traffic from North Island. I expect the FAA to ensure that the safety of airport neighbors, and character of our neighborhoods is not drowned out by airline corporations thirst for more profit. How much do I need to loose, so that airlines can make more and more money? This is not a win-win proposal. Either airlines will loose or residents of Point Loma will loose.

Please feel free to call me anytime.

Respectfully Submitted,

Barb Franklin  
[Msbarbpl@aol.com](mailto:Msbarbpl@aol.com)  
(619) 223-9757

800-01

**800** Response

**800-01** Please see **Topical Response 11 – Point Loma.**

**801** Sharon Gardner

**From:** sharon gardner [andsoitgoes@msn.com]  
**Sent:** Monday, September 28, 2015 5:47 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaucner@sandiego.gov](mailto:kevinfaucner@sandiego.gov); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov)  
**Subject:** Proposed FAA Metroplex EA

**801-01**

I am writing to comment on the proposed changes to Linbergh flight paths and resulting noise disturbance. As a Pt. Loma resident for over 20 years, I object to shifting a concentration of flight paths over the southern end of the peninsula. We researched flight paths and noise levels prior to mitigation after years of waiting for sound insulation, windows, roofs, etc. purchasing our home. We have friends just now receiving airport noise I have witnessed increased noise since the recent airport renovation and seen airplanes departing much closer to my home. I am now awakened at 6:30 am each morning as airport operations commence. The quiet enjoyment of my home and yard has been negatively impacted by what was described as a temporary reassignment of paths during airport construction. I am opposed to this and any further noise encroachment or disturbance and request assistance from any governmental body empowered to prevent directing more routes over our neighborhoods and National Park.

Sharon Gardner  
 3430 Hill St.  
 San Diego, CA 92106

**801** Response

**801-01** Please see **Topical Response 11 – Point Loma.**

**802** Justin Mecklenborg

**From:** Justin Mecklenborg [justinmeck9@gmail.com]  
**Sent:** Monday, September 28, 2015 6:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Morning Loud Flights

**802-01**

Last Saturday and again this morning flights began flying early at around 630am in a new flight route that was loud enough to wake up our family.

Can you please tell me why these flights were flying so low? What can we do to mitigate this ASAP?

Justin Mecklenborg  
 858.405.5681

**802** Response

**802-01** Please see **Topical Response 02 – Existing Conditions.**

803

Toni Monise

**From:** [tjmonise@gmail.com](mailto:tjmonise@gmail.com) [tjmonise@gmail.com]  
**Sent:** Monday, September 28, 2015 6:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Fwd: Elimination of waypoint LOWMA

**Subject: FW: Elimination of waypoint LOWMA**



Dear FAA administrators:

803-01

I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week.... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

I have lived in this neighborhood for over 45 years and I feel as if the flight path is inching toward us. I have been noticing black soot around the outside of my house and on the interior windowsills, and attributed it to construction around me. The construction is over but the soot remains and I realized it is more certainly attributed to the airplanes. The added noise, pollution, and safety are a very real concern for me. This problem, noise and pollution, is compounded by the fact that like most neighbors, I don't have air-conditioning to help control these factors.

803-02

I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

If you have any questions about this email - please contact me,

Toni Monise

1515 Plum St.  
San Diego CA 92106  
[Tjmonise@gmail.com](mailto:Tjmonise@gmail.com)

803

## Response

803-01

Please see **Topical Response 02 – Existing Conditions.**

803-02

Please see **Topical Response 05 – Purpose and Need.**

804

## Lloyd Guth

**From:** Lloyd Guth [lloyd525@msn.com]  
**Sent:** Monday, September 28, 2015 6:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); Lorie Zapf  
**Subject:** Proposed FAA Metroplex EA

804-01

I am writing to comment on the proposed changes to Lindbergh flight paths and resulting noise disturbance. As a Pt. Loma resident for over 20 years, I object to shifting a concentration of flight paths over the southern end of the peninsula. We researched flight paths and noise levels prior to mitigation after years of waiting for sound insulation, windows, roofs, etc. purchasing our home. We have friends just now receiving airport noise I have witnessed increased noise since the recent airport renovation and seen airplanes departing much closer to my home. I am now awakened at 6:30 am each morning as airport operations commence. The quiet enjoyment of my home and yard has been negatively impacted by what was described as a temporary reassignment of paths during airport construction. I am opposed to this and any further noise encroachment or disturbance and request assistance from any governmental body empowered to prevent directing more routes over our neighborhoods and National Park.

Lloyd Guth  
 3430 Hill St.  
 San Diego, CA 92106

804

## Response

804-01

Please see **Topical Response 02 – Existing Conditions.**

805

## Charles Gillespie

**From:** Charles Gillespie [cagillespie@gmail.com]  
**Sent:** Monday, September 28, 2015 7:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Airplane noise from KSAN?

To Whom it may concern,

805-01

This morning there have been several flights which have been noticeably louder than usual. Several have overflown land north of the Point Loma lighthouse (see attached example).

When were these new flight paths approved, and when will flights be made to pass to the south of the Point as they traditionally have?

Thank you,

Charles Gillespie  
 3640 Dudley Street  
 San Diego, CA 92106  
[cagillespie@gmail.com](mailto:cagillespie@gmail.com)  
 619.990.8020

805

Response

805-01

Please see **Topical Response 02 – Existing Conditions.**

806

Steve Crow

**From:** Stephan Crow [stevecrow.m@gmail.com]  
**Sent:** Monday, September 28, 2015 7:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Plane Noise and Jet Fuel pollution, Safety Concerns - Questions

I'm writing to complain about the relentless plane noise, the pollution created by these low flying planes and the inevitability of a catastrophic event due to these dangerous flights out of Lindbergh Field.

Now a couple of questions:

806-01

1) what is being done to eliminate the jet fuel particulate and soot produced by the flights over our area, eventually ending up on our homes, cars, trees, fruits and vegetables?

806-02

2) what is being done to route the planes over less populated more manageable areas?

806-03

3) what is being done to keep the flights from flying over populated areas at low altitudes such as the 1700' to 2200' over the Point Loma and Ocean Beach areas?

806-04

4) what is being done to eliminate the jet fuel particulate and soot produced by the flights over our area, ending up on and inhaled by our families, children, neighbors, schools and businesses?

806-05

5) what is being done to move the airport, more correctly, to the Miramar area where space is abundant, and an airport would be much safer and have less of a negative impact on residents and businesses?

806-06

6) what is being done to eliminate the possibility of a catastrophic event due to the low, slow and relentless flights over the densely populated areas of Point Loma, Ocean Beach and it's neighboring communities?

806-07

7) is it irresponsible to keep Lindbergh Field operating as it is one of the most dangerous airports in the nation?

Please respond as soon as possible.

Sincerely,

Steve Crow  
Niagara Avenue  
PL / OB, CA 92107

806

Response

806-01

Please see **Topical Response 05 – Purpose and Need.**

806-02

Please see **Topical Response 05 – Purpose and Need.**

806-03

Please see **Topical Response 05 – Purpose and Need.**

806-04

Please see **Topical Response 05 – Purpose and Need.**

806-05

Please see **Topical Response 05 – Purpose and Need.**

806

Response

806-06

Please see **Topical Response 05 – Purpose and Need.**

806-07

Please see **Topical Response 05 – Purpose and Need.**

807

Debbie Turner

**From:** Debbie Turner [dturnermailbox@gmail.com]  
**Sent:** Monday, September 28, 2015 7:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Jets flying over south Point Loma NOISE COMPLAINT

807-01

Has something changed already. The jets from Lindbergh ARE already flying closer to south Point Loma. I am hearing then NOW 12:40PM Sept. 28th

Please tell me if this will continue.

Sincerely,

Debra Turner  
3511 Via Flores  
San Diego, CA 92106  
(619) 225-8354

807

Response

807-01

Please see **Topical Response 02 – Existing Conditions.**

808

Rick Dunn

Sent: Monday, September 28, 2015 7:47 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Point Loma Waypoint

To Whom it may concern,

808-01

I wrote an earlier communication regarding my opposition to the FAA removing the Point Loma Waypoint. I would like to understand your process and timeline for making this decision. Can you please give me details of the decision process, information gathered and the timeline for the decision.

808-02

Also, I am interested in knowing why this change is being proposed.

Thank you,

Sincerely,

Rick Dunn  
3623 Cedarbrae Lane  
San Diego, CA 92106  
619.507.0294

808

Response

808-01

Please see **Topical Response 11 – Point Loma.**

808-02

Please see **Topical Response 05 – Purpose and Need.**

809

Conrad Prebys

**From:** Conrad Prebys [cprebys@gmail.com]  
**Sent:** Monday, September 28, 2015 7:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov)  
**Subject:** JET NOISE

809-01

The noise from the jets this morning is quite loud and constant. If this is allowed to continue this neighborhood will change for the worst and drastically. This noise is intolerable.

Conrad Prebys

809

Response

809-01

Please see **Topical Response 02 – Existing Conditions.**

810

Paul Montesano

**Sent:** Monday, September 28, 2015 7:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Point Loma Noise Complaint

To whom it may concern,

*The middle of our Peninsula is a densely populated area with a quality of life reflected in the price of real estate and proximity to the ocean.  
This new added NOISE pollution is not only an invasion to our ears.. but we can smell exhaust in the AIR and residue falls into the WATER.  
Please reconsider this change of direction through the lense of a concerned resident. There is a high concentration of families here in Point Loma who have ALREADY ENDURED DECADES OF NOISE.. Please protect the air space over the center of the Peninsula ..  
It is really the only quiet area in our entire community..*

We are seeing and hearing the results of an alternative flight route at our home and it is highly disturbing!! It is one thing to move into a neighborhood where you know there is noise and air pollution, but quite another to have planes rerouted over your residence.

810-01

I have been a resident in Point Loma for 30 years and have raised a family here. Our first residence was in Loma Portal, where air traffic noise was already a problem and we had the hope that San Diego's main airport would move to a more spacious location. It seemed like it would happen soon, but when the prospect at Miramar fell through hope seemed dim..

Although slight progress was made in noise reduction (very slowly) it was still unbearable at the corner of Dumas and Plum Street where we lived., We needed a larger house to raise 2 boys by the year 2003, and we we lucky to find the right house south of Talbot on Tingley Lane. AND we were able to get away from the noise! Please prevent the worst collective nightmare of our neighborhood. Point Loma has its quota of Noise!

Thanks for your sincere consideration and action.  
Paul Montesano  
30 year resident of Pt. Loma  
918 Tingley Lane

810

## Response

810-01

Please see **Topical Response 02 – Existing Conditions.**

811

## Van Thaxton

**From:** Van Thaxton [thaxtonfam@yahoo.com]  
**Sent:** Monday, September 28, 2015 8:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Point Loma Airplanes

811-01

Since the San Diego Airport flight pattern testing began last week, we have heard plane noise well after we go to bed and before we wake up. In addition, we have experienced much more and much darker dust on our floors and furniture (I dust everyday) and our family has experienced allergy-type symptoms including frequent sneezing, coughing at night and skin itching. We are not sick but believe we are responding to new elements in the air quality at our house. Nothing else has changed.

When will this testing stop? When can we expect to get back to our normal life?

Van Thaxton

811

## Response

811-01

The commenter states they have experienced plane noise and dark dust in their home due to flight pattern testing occurring in September 2015. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. For more information regarding existing noise, please see **Topical Response 02 – Existing Conditions.**

812

## Jenna Hughes

**From:** Jenna Hughes [jennaghughes@gmail.com]  
**Sent:** Monday, September 28, 2015 8:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** New flight path

812-01

Hi, I live in point loma near Plnu college. I would not like the flight path to change due to noise and safety. Could you please tell me how many decibels the plane noise will be increased in my area if the flight path changes??  
 Thank you

Jenna Hughes

Sent from my iPhone

812

## Response

812-01

Please see **Topical Response 07 – Request for More Data.**

813

Steve Crow

**From:** Stephan <sm.crow@cox.net>  
**Sent:** Monday, September 28, 2015 8:54 PM  
**To:** Air Noise  
**Cc:** scott.peters@mail.house.gov  
**Subject:** 9/28/15 - Noise complaint - Lots of loud plane noise - many flights far south of JETTI waypoint - Questions

Complaint:

813-01

Lots of very low, loud planes flying more and more over Ocean Beach and south out over the ocean.

Concerns - Noise, Health, Safety, Quality of life

Questions:

813-02

What are you going to do to stop the noise?

813-03

What are you going to do to stop the danger of the low flying aircraft and the jet fuel and soot falling all over our homes, businesses and schools?

813-04

What are you doing to support this community in the effort to stop the careless, low flying, loud and dangerous flights?

813-05

When are you going to respond to this complaint?

Steve Crow  
Point Loma / Ocean Beach, CA 92107

813

Response

813-01

Please see **Topical Response 02 – Existing Conditions.**

813-02

Please see **Topical Response 05 – Purpose and Need.**

813-03

Please see **Topical Response 05 – Purpose and Need.**

813-04

Please see **Topical Response 11 – Point Loma.**

813-05

The commenter asks when the FAA is going to respond to this complaint. The FAA is committed to engaging the public and will respond in the Final EA to substantive comments received during the Draft EA public comment period.

814

Daniel Da Rosa

From: Daniel Da rosa [darosa.daniel@gmail.com]  
Sent: Monday, September 28, 2015 10:19 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Maintain LOWMA, no flights over the point

To whom it may concern:

814-01

I am a father, husband, tax payer, federal employee, 2nd generation Point Loman and a current resident of Point Loma and I want to express that I DO NOT support the removal of waypoint LOWMA. I have small children with hearing sensitivities and this proposed change will greatly negatively affect your quality of life. This is a very special place and should remain that way... Independent of painful noise pollution. Additionally, the reserve on the point is a ecological gem whose integrity as native habitat would be compromised by such high volume disturbance.

Waypoint Loma must remain in place.

Thank you,  
Daniel da Rosa  
751 Bangor St San Diego CA 92106.

Sent from my iPad

814

Response

814-01

Please see **Topical Response 11 – Point Loma.**

815

Frederick W. Kosmo Jr.

**From:** Kosmo Frederick W. [fkosmo@wilsonturnerkosmo.com]  
**Sent:** Monday, September 28, 2015 10:21 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; robert schnoor  
**Subject:** Objection to Proposed Change to the East Bound Flight Plan at San Diego International Airport

815-01

The proposed flight path change at San Diego International Airport for east bound flights is offensive and should be denied. The plan only provides a small amount of marginal benefits, that all go to the airport and airlines. They bear none of the burden. Instead, they place all the burdens of this plan on the residents of Point Loma. That is completely unfair and offensive. In other words, the residents of Point Loma get no benefit from this proposal, but have to bear all the burdens of decreased quality of life, with more noise, more pollution, and more soot. The airport and airlines need to be good neighbors. It is easy for the airlines to say it is only 5% more noise and a little more soot. However, they say that because they don't have to bear these burdens. Certainly, the residents of Point Loma already bear significant burdens. Decreasing the quality of life in Point Loma, for no good reason, is unfair. Thus, the FAA should reject this proposed flight plan change for east bound flights.

815-02

**1. There are only small marginal benefits from this plan.**

The proposed flight plan change only effects east bound flights. Most of these flights are longer flights, 3-6 hours, many of which are cross country. Here, the airlines are only saving 30 seconds to a minute on an average 4-5 hour flight. What is the difference if a flight is 5 hours and 2 minutes, instead of 5 hours and 3 minutes? That is a very small marginal savings. Head winds, storms, airport congestion, and mechanical issues have a dramatically bigger impact on efficiency. So, the potential time and fuel savings could be made up by the airlines in much less offensive ways. For example, airlines could hire more baggage and ground persons to prepare their planes more efficiently. This would create more jobs. This would get planes out on time. They could fly at slow speeds, not faster trying to make up time, and conserve fuel. Bottom line, this small marginal benefit does not justify the plan.

815-03

**2. All the benefits go to the airlines and there is no benefit for Point Loma residents.**

This is your classic unfair consumer business practice. Here, the airlines want to save a little bit on each flight to add up to more profits and flights for them. The airlines however don't want to pay for the pollution they cause. This seems a little like a steel company dumping a little more waste in the local river. They don't want to pay the clean up costs, and justify it by saying there is already pollution in the water. This is offensive. Airline greed is not a good justification for this plan. The airlines need to find ways to be more efficient and also pay for their benefit. Again, hire some more workers.

815-04

**3. All the burdens fall unreasonably on Point Loma residents.**

The residents of Point Loma get no benefit from this proposal. Instead, they unfairly bear all the burdens of more noise, more pollution, and more soot. On its face, this is clearly offensive and inappropriate. Really, this seems to be an unconstitutional taking without compensation.

815-05

**4. The plan is bad for the Cabrillo National Monument.**

The Cabrillo National Monument is a wonderful spot where visitors and locals go to seeing breath taking views of San Diego. It is a major tourist destination. The new plan adversely damages this experience, again, for no significant benefit.

Accordingly, the small marginal benefits of this proposal for the airlines only do not justify the proposed flight change. The burdens of the plan clearly fall unfairly on Point Loma residents, who already bear their share of airport noise and pollution. In reality, we should be trying to increase the quality of life and trying to decrease airport noise. This plan does just the opposite. Because the plan is fundamentally flawed, I ask the FAA to reject this proposed flight plan change for east bound flights.

If you have any questions, please let me know. Thanks.

**Frederick W. Kosmo Jr.**  
 WILSON TURNER KOSMO LLP

815

Frederick W. Kosmo Jr. (continued)

(619) 236-9600

[fkosmo@wilsonturnerkosmo.com](mailto:fkosmo@wilsonturnerkosmo.com)

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815

Response

815-01

Please see **Topical Response 11 – Point Loma.**

815-02

Please see **Topical Response 05 – Purpose and Need.**

815-03

Please see **Topical Response 05 – Purpose and Need.**

815-04

Please see **Topical Response 11 – Point Loma.**

815-05

Please see **Topical Response 11 – Point Loma.**

816

Ken Graulich

**From:** Ken Graulich [KGraulich@prosearch.us]**Sent:** Monday, September 28, 2015 10:26 PM**To:** 9-ANM-SoCalOAPM (FAA)**Cc:** [airnoise@san.org](mailto:airnoise@san.org)**Subject:** SAN: Weekend Noise Pollution

816-01

I noticed a significant noise increase over the weekend for outbound flights from SAN airport, what was the cause? Was the FAA testing their proposed flight path modification over the weekend? Were there any missed approaches that caused additional traffic or routes not typically used? From my address, it is rare to hear such significant noise. The cloud cover and humidity was consistent to previous days where the noise was not as prevalent.

Ken  
3625 Charles Street, SD 92106

Ken Graulich | [kgraulich@prosearch.us](mailto:kgraulich@prosearch.us)

816

Response

816-01

Please see **Topical Response 07 – Request for More Data.**

817

Nick Haring

**From:** nick haring [nickharing@gmail.com]  
**Sent:** Monday, September 28, 2015 10:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Information request re:the proposed removal of LOWMA waypoint

Dear FAA:

817-01

I am writing to voice my concerns about the proposed changes to air traffic routes to and from San Diego International Airport (SAN). Specifically, I oppose the removal of waypoint LOWMA as part of the FAA's implementation of their NextGEN modernization capabilities. Eliminating the requirement that jets fly around the offshore LOWMA waypoint would allow for unprecedented routes over the Point Loma peninsula. Point Loma residents, the Cabrillo National Monument, Fort Rosecrans National Cemetery, Naval Base Point Loma, and Naval Airbase Coronado all would be negatively impacted and subjected to: increased jet noise, increased air pollution, and decreased safety.

817-02

According to the Southern California Metroplex Study Team, the projected annual benefits of implementing NextGEN in the Southern California Metroplex is a reduction of 2.7 million gallons in fuel resulting in \$7.8 million savings to the airlines and a reduction in 23.3 thousand metric tons of carbon. It is unclear how much, if any, fuel savings would be the direct result of elimination LOWMA and routing flights over the peninsula; the difference in travel distance is negligible. The residents of Point Loma are stakeholders in the outcome of this change, just as the airlines are, and it appears that the citizens will be paying for the airlines putative savings in the form of pollution damage, decreased home values (resulting in lower property tax revenue), and a reduction in quality of life. Because of these impacts, I respectfully request:

817-03

1. Details of how and why the decision was made to propose the removal of waypoint LOWMA (including any email correspondences)

817-04

2. Any reports and/or data regarding calculated savings to the airlines from the SoCal Metroplex NextGEN implementation

Please feel free to contact me if you need any more information.

Kind regards,  
Robert N.(Nick) Haring  
1058 Moana Drive  
San Diego, CA 92107

Phone: 619.995.0508

817

Response

817-01

Please see **Topical Response 11 – Point Loma.**

817-02

Please see **Topical Response 05 – Purpose and Need.**

817-03

Please see **Topical Response 11 – Point Loma.**

817-04

Please see **Topical Response 05 – Purpose and Need.**

818

Mark Campbell

Sent: Monday, September 28, 2015 10:47 PM  
To: 9-ANM-SoCalOAPM (FAA); Mark & Mimi Campbell  
Subject: Elimination of waypoint LOWMA

To whom it may concern.

818-01

I am a current resident of Point Loma here in San Diego. I am writing to express my concerns for the potential elimination of waypoint LOWMA. I purchased my house with the knowledge that i was not in the flight path of commercial jetliners. Lately i have had planes literally turn over my house. This is unacceptable.

818-02

I would like to know why the FAA is potentially changing the flightplan?

818-03

Who is the person that is making this decision?

What if any restrictions will there be in regards to time of day, number of flights, size and types of planes?

When will there be an opportunity to personally voice my dissent?

I do expect a response.

Mark Campbell  
Point Loma, CA

818

Response

818-01

Please see **Topical Response 11 – Point Loma.**

818-02

Please see **Topical Response 05 – Purpose and Need.**

818-03

Please see **Topical Response 07 – Request for More Data.**

819

Carolyn Konecki

RECEIVED SEP 29 2015

September 23, 2015

SoCal Metroplex EA, FAA  
 Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

Re: San Diego International Airport Departure Change

Dear Sir or Madam, ...

819-01

The FAA is advocating course changes to the existing departure routes from the San Diego International Airport. The new path allows the planes to turn east sooner and make a second passing over Pt Loma opposed to staying offshore as they do now. It seems the FAA's stated primary reason has been to save the airlines nearly \$8m per year in fuel cost with the side benefit of reducing air pollution. The FAA has failed to live up to its designated purposes for which the agency was created in the first place. One of their main responsibilities is: "Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia). Among other reasons for its existence is public safety, which we all assume is at the top of their list.

819-02

Noise- Clearly re-routing planes over a populated area opposed to keeping them offshore is going to be far noisier for everyone inhabiting the space below the new flight path. Thus, in attempting to re-route the path over Pt Loma, the FAA has grossly failed to live up to one of its stated obligations.

819-03

Other Environmental effects- It might seem logical that using less fuel would pollute the environment less; but there are other factors impacting fuel consumption on a plane such as speed and altitude. Also, spent fuel (exhaust) landing in the wrong areas can do more damage than if residue fell in less sensitive or confined areas. The negative environmental consequences include:

- Lower air quality in the populated area
- Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge
- Fuel's damage to trees and vegetation
- Faster deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

819-04

Public safety – Again, its is clear logic: the less planes fly over a populated areas, the safer the surrounding population will be.

819-05

It grates me that the FAA keeps citing the money that will be saved. Nowhere in the FAA's duties did I read that it was the FAA's job to make the airlines more profitable. Instead, money being given to the airlines is being taken from the Pt Loma residents and the county of San Diego by reducing property values therefore reducing county property taxes, additional maintenance of the affected property and possible increased health costs.

I urge the FAA to keep the flight paths as they exist now.

Sincerely,



Carolyn Konecki  
 1164 Santa Barbara St  
 San Diego, CA 92107

819

## Response

819-01

Please see **Topical Response 05 – Purpose and Need.**

819-02

Please see **Topical Response 11 – Point Loma.**

819-03

Please see **Topical Response 11 – Point Loma.**

819-04

Please see **Topical Response 11 – Point Loma.**

819-05

Please see **Topical Response 05 – Purpose and Need.**

820

## William Frederickson

RECEIVED SEP 29 2015

September 24, 2015

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center-Operations Center  
 1601 Lind Ave SW  
 Renton Washington 98057

Dear Sir/Madame

820-01

I have been a resident in the Dover shores area of Newport Beach for over forty five years and during that time have lived with the settlement agreement that was made between a number of local organizations, the city of Newport Beach and Orange County Airport. Basically this settlement agreement was to control noise, air pollution and direct the airlines to direct their flight path over the Back Bay and reduce power after takeoff to reduce noise over our homes. Recently the FAA has changed the takeoff procedure and planes ARE NOT following Back Bay on takeoff nor are they reducing power. The result of this change is the noise from takeoff has become intolerable and we are also subject to pollution from these flights that are now directly overhead. I am disturbed that the FAA has not taken the residents' concerns into consideration BEFORE making these very negative changes. Our city and the airport have coexisted for all the years I have lived in Dover Shores and it would stand to reason that if the flights went back to their agreed upon takeoff procedures we could to coexist as we previously had for many years to come.

Respectively,



William Frederickson  
 1433 Santiago Dr  
 Newport Beach, CA 92660

949-646-4421

frederickson@sbcglobal.net

820

## Response

820-01

Please see **Topical Response 12 – SNA Current Departures.**

821

## Cathy Coverley

From: Coverley Cathy [cathycoverley@cox.net]  
Sent: Tuesday, September 29, 2015 12:03 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: No on Flight pattern change for Pt. Loma

Dear Sirs,

Please do not eliminate the waypoint LOWMA!

821-01

THE PROPOSED CHANGE TO THE FLIGHT PATTERN FROM LINDBERGH FIELD RIGHT OVER OUR NEIGHBORHOOD AND THE NATIONAL MONUMENT AT THE TIP OF POINT LOMA WILL CONSIDERABLE INCREASE NOISE AND POLLUTION IN THESE AREAS AND DECREASE OUR PROPERTY VALUES. PLEASE DO NOT ELIMINATE THE WAYPOINT LOWMA.

SINCERELY YOURS,  
Cathy Coverley

821

## Response

821-01

Please see **Topical Response 11 – Point Loma.**

822

## Debra Deck Scott

**From:** D.B. Deck Scott [dbdeck@cox.net]  
**Sent:** Tuesday, September 29, 2015 1:04 AM  
**To:** 9-ANM-SoCalOAPM (FAA); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov); [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov); [bwear@sandiego.gov](mailto:bwear@sandiego.gov); [Sen\\_boxer@opencongress.org](mailto:Sen_boxer@opencongress.org); [Sen.feinstein@opencongress.org](mailto:Sen.feinstein@opencongress.org)  
**Subject:** Please don't change the flight path in Pt. Loma!

Dear Sirs and Madams:

822-01

I oppose the proposed changes in the flight path here in Point Loma. It is a bad idea that will threaten the health and safety of the people in this community. The cost of saving fuel and time by the airlines cannot possibly outweigh the health and safety of human beings who live in this community.

I urge you to reconsider.

Sincerely,

db

**Debra Deck Scott**  
**1085 LEROY STREET**  
**San Diego, California 92106**

822

## Response

822-01

Please see **Topical Response 11 – Point Loma.**

**823 Irena Blessent**

**From:** Irena blessent [iblessent@cox.net]  
**Sent:** Tuesday, September 29, 2015 1:07 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** WaypointLOWMA

Dear FAA administrators:

**823-01** I am writing about the proposed elimination of Waypoint LOWMA, which was discussed at the San Diego Airport Airport Subcommittee Meeting this week.... My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

**823-02** We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks.

**823-03** I understand that the driving factor of this change is fuel savings for airlines - but I expect the FAA to ensure that the safety of airport neighbors is not drowned out by airline corporations. This is not a win-win proposal. It's a zero-sum game - either airlines will lose or residents of Point Loma will lose.

**823 Response**

**823-01** Please see **Topical Response 11 – Point Loma.**

**823-02** Please see **Topical Response 02 – Existing Conditions.**

**823-03** Please see **Topical Response 05 – Purpose and Need.**

**824 Joseph C. Worley**

**From:** Joseph Worley [josephworley@att.net]  
**Sent:** Tuesday, September 29, 2015 2:08 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Keep the old way point for san diego

Please keep the old way point for san diego.

**824-01** On the new path----

**824-01** 1 How close are the planes on the new way point how close do the planes the get to sunset cliffs?

**824-02** 2 Are the planes flying right over the light house?

**824-03** 3 can home owners be compensated for the increased soot fall out?

joseph c worley 4231 hill st san diego ca 92107 619-222-7965

824

Response

824-01

The commenter is concerned with how close the planes will be to Sunset Cliffs with the new way point. The flight corridors associated with the Proposed Action and No Action Alternative are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest. Please see **Topical Response 11 – Point Loma**.

824-02

Please see **Topical Response 08 –Supplemental Materials**.

824-03

Please see **Topical Response 06 – Air Quality-Air Pollution**.

825

John C. Bauer

**From:** Bauer, John [jcbauer@ucsd.edu]  
**Sent:** Tuesday, September 29, 2015 2:36 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** airplane noise, Point Loma, CA

To whom it may concern:

Why are we now subjected to airplanes flying overhead?

825-01

We moved from Ocean Beach to Point Loma to get away from the noise. In the last five minutes we have had three planes right overhead.

When will this stop?

With regards,

John C. Bauer  
Assistant Dean & Executive Officer  
Division of Biological Sciences

825

Response

825-01

Please see **Topical Response 02 – Existing Conditions**.

**826****Terri Johnson**

From: David and Terri Johnson [datejhnsn@gmail.com]  
 Sent: Tuesday, September 29, 2015 2:54 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Point Loma San Diego Airport change of flight path

**826-01**

DO NOT ALLOW THIS TO CONTINUE. I live in Point Loma, our house has been here since 1948. Tonight I went for a walk with my dog around 7 o'clock. I

**826-02**

am so bothered by the constant noise I am ready to scream. Did the folks

**826-03**

who came up with the idea to save money for the airlines and help with global warming by allowing the airplanes to save a few miles consider the topography. This is not KANSAS. We are up on a point. Please respond to me the reason for allowing the planes to take off and turn south over a complete residential community and then turn East back over the same community. I was able to see the planes heading south and worse I hear the take off, over head and the loop.

**826-04**

It takes 2 and a half minutes of constant noise. And during the 7 o'clock hour a plane left every 2 minutes. We do not have any, I mean any type of noise reduction program as we NEVER heard airplanes in this community. Please let me know where the workers who allowed this work, please don't tell me they are in Washington DC. Awaiting your response.

**826-05**

This is a NO on the change. It's disrupting my health and peace of mind.

Terri Johnson

**826****Response****826-01**

Please see **Topical Response 02 – Existing Conditions.**

**826-02**

Please see **Topical Response 05 – Purpose and Need.**

**826-03**

Please see **Topical Response 11 – Point Loma.**

**826-04**

Please see **Topical Response 02 – Existing Conditions.**

**826-05**

Please see **Topical Response 05 – Purpose and Need.**

827

Vicky Foxworth

From: Vicky Foxworth [vickyfoxworth@gmail.com]  
Sent: Tuesday, September 29, 2015 3:26 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight Path over Culver City

Dear FAA,

827-01

I am confused about why planes have suddenly been flying over Culver City, completely disrupting our sleep and quiet during the day - so much noise pollution. What happened that you needed to make this change? Of greater concern is the next Gen plan to start in 2016. From what I have read planes will fly directly over the middle and high school and Farragut Elementary school. This will completely disrupt our children's education and increase pollution in the area - already a concern for us due to the 405. We don't need more. And then, as I understand it, the flight path will take the planes directly over downtown Culver City. Culver City has been a destination place now for a few years - it has made a huge turnaround.

827-02

Businesses of all kinds, especially restaurants with their outdoor seating, will be negatively impacted. I am writing to express my strong disapproval of this plan. I also hope you plan to have many hearings and town hall meetings on this topic so you can hear from our community.

We would not have bought a house in this neighborhood had we know about this in advance, despite the wonderful schools, safe neighborhood and wonderful downtown.

Please stop this plan now and return to the way you were handling flights in the past.

I would appreciate answers to my direct questions.

Thank you.

Vicky Foxworth  
5423 Janisann Ave.  
Culver City, CA 90230

827

Response

827-01

Please see **Topical Response 09 – LAX North Arrivals**.

827-02

Please see **Topical Response 09 – LAX North Arrivals**.

828

Meredith Pung

From: Meredith A. Pung [meredithpung@yahoo.com]  
Sent: Tuesday, September 29, 2015 4:07 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Wooded Area Point Loma San Diego NOISE

Dear FAA:

828-01

Why have planes begun flying over my home at 750 Tarento Drive 92106? My home never used to be in the flight path and I have begun to see and hear air traffic that I never did before. What has changed? Why must each east bound flight pass over my neighborhood two separate time? It seems excessive for one neighborhood to hear that burden when there is an option not to do so -- continue flying out over the ocean and not bother anyone. That is an option here, unlike many other cities.

Sincerely, Meredith Pung

Sent from my iPhone

828

Response

828-01

Please see **Topical Response 11 – Point Loma.**

829

David Johnson

**From:** David Johnson [irongoose@gmail.com]  
**Sent:** Tuesday, September 29, 2015 4:09 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Reject the removal of waypoint LOWMA

My family life has been severley disrupted by the "trial" removal of the waypoint LOWMA. The current take off and looping east near and over Point Loma has been non-stop, incessant and emotionally damaging. We purchased this property because of its rural nature and the quiet of the neighborhood. We could have bought much more house but based on the location this is what we could afford.

I grew up in Point Loma, I attended Elementary school, Junior High and High School and for a year University in Point Loma. I remember Lindbergh field when it was a single building located on Pacific Highway I know what the flight path was and always has been. Point Loma High School was only a few hundred feet below the outbound flights and school would simply stop and start as the decibel grew to and diminished from a certain "understood" level with every outbound flight until that plane had gained altitude and approached the coastline.

Now not only has the western outbound route subtly changed slightly south, but the altitude is now much lower as the flights loop back sooner and more abruptly over land and head east. There is no respite, no let up starting with the lifting of the morning curfew at 6:30 am to the shut down of air traffic at 11:00 pm.....flight after flight, especially those that are eventually eastbound resulting in a constant mid-level rising and falling drone, one flight's noise eventual exit overlaid by the next outbound and so on and so on.

This property has been in my family since my father purchased the land and built the original structure in 1948, following his death then of my mother, my wife and I made the considerable financial sacrifice to buy out my brother and move into and remodel the "family" home. This community is established. I have already bought, fixed up and sold our "starter" home in a less desirable zip code. Not to be overly dramatic but this was to my death house. This was to be my daughter's financial legacy. I am seriously at a loss as to what to do.

Most homes in this zip code do not have air conditioning or double paned windows. Most instead enjoy the prevailing westerly ocean breeze with our windows and doors open, especially with the ongoing warming local/global climate. Tonight we have portable fans operating in the den and bedroom, not only for the air circulation but more importantly, the white noise. Our doors and windows are shut.

The property owners in Loma Portal and Ocean Beach built, purchased, rented and leased properties that were under the flight path since at least the 1940's and their property values have reflected that reality.

This is not right. I work inland, but my wife is an adapted special education physical education (APE) elementary teacher with San Diego Unified, she services special needs children at three Point Loma elementary schools: Cabrillo, Silvergate and Sunset Cliffs. She works **outside** with autistic and other emotionally and physically disabled children, it is a challenging but rewarding occupation under the best of circumstances, but starting literally when she wakes up, to the time when she goes to bed, this change in background noise has been painful. It is affecting her and affecting me.

I have lived in or near this community for most of my 62 years, and what had been a refuge is now no longer an escape but instead an irritant.

I invite you or any of your office members to come to our house, sit inside or outside and share our soundscape.

Please reject the removal of waypoint LOWMA.

Mr. David Johnson  
3574 Dupont Street  
San Diego, Ca  
92106  
[619-223-2342](tel:619-223-2342)

829

Response

829-01

Please see **Topical Response 11 – Point Loma.**

830

William Contreras

**From:** William Contreras [billmailbox@yahoo.com]  
**Sent:** Tuesday, September 29, 2015 4:37 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** San Diego Air Route Changes

830-01

Il strongly opposed this. Please tell me why these changes to route aircraft over highly populated areas with many schools -- and a National Park -- is being implemented?

The prior routes, though still invasive, seemed to be accepted by the community.

830-02

Doesn't the FAA work for residents near airports as well?

William Contreras

830

Response

830-01

Please see **Topical Response 11 – Point Loma**.

830-02

Please see **Topical Response 05 – Purpose and Need**.

831

Deborah Thompson

**From:** deborah thompson [deborahthompson1@yahoo.com]  
**Sent:** Tuesday, September 29, 2015 4:45 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Oppose San Diego Air Route Changes

831-01

These changes route air traffic over older homes with no air condition (open windows) and single pane windows. The noise is unbearable already!

831-02

Can you tell me how the community will be consulted in this process?

Thanks,  
 Deborah Thompson

831

Response

831-01

Please see **Topical Response 11 – Point Loma**.

831-02

The commenter asks how the community will be consulted in this process. The FAA engaged in extensive public outreach for the SoCal Metroplex Project, including public notifications, notices in major newspapers throughout the General Study Area, an extended public review and comment period, 11 public work-shops, and meetings with federal, state, and local elected representatives and agency officials. Please see Appendix A of the EA for information on outreach conducted for the EA.

832

Mr. & Mrs. Celeste

**From:** Lucy Celeste <lceleste@cox.net>  
**Sent:** Tuesday, September 29, 2015 7:18 AM  
**To:** Warren Anne; Russell Tony  
**Cc:** kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; 'Robert Celeste'  
**Subject:** THIS AIRPLANE NOISE MUST STOP!!!!

**Importance:** High

To Whom it May Concern,

832-01

We were told there was going to be one day of testing for a proposed flight path change for the San Diego International Airport. Instead we have had almost nonstop airplane noise in our neighborhood (Wooded Area in Point Loma) for a week now.

No longer can we go to bed with our bedroom windows open unless we want to be woken up in the mornings to airplanes flying overhead ... as I was AGAIN this morning at 6:30am ... and the noise continues as I write this email!!!

832-02

This is UNACCEPTABLE!!!!!! We have paid a premium to live in this previously quiet laid-back area of Point Loma and these airplanes are causing us stress, lack of sleep, lack enjoyment of our property/home (can't have windows/doors open), it has reduced our quality of life, and if this continues ... it will greatly reduce property values and cause us a great financial loss.

THIS NOISE MUST STOP NOW! THESE AIRPLANES MUST STOP FLYING THIS NEW ROUTE NOW!

GIVE US BACK OUR PEACEFUL NEIGHBORHOOD!!!!!!!!!!!!

We need your help. Please stand with us as we fight against the FAA and the proposed flight path change at the San Diego International Airport.

Thank you,

Mr. & Mrs. Celeste  
3555 Charles Street  
San Diego, CA 92106

832

Response

832-01

Please see **Topical Response 02 – Existing Conditions.**

832-02

Please see **Topical Response 11 – Point Loma.**

833

Tino and Lynn Ferreira

**From:** Tino Ferreira [tinoferreira62@gmail.com]  
**Sent:** Tuesday, September 29, 2015 7:52 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight path

833-01

As a resident of Pt.Loma for the last 5 years and a business owner in the same area for over 25 years I see no justification for changing the flight path. We have had to cope with the air and noise pollution for years and now this new path will double the pollution as we will not only get it at take off but now again as the planes cross over our homes. Please take into consideration our quality of life and leave the path as it is presently. Every solution doesn't have to be about money consider all the families, schools and business this decision effects.

Please reconsider...

Tino Ferreira  
Lynn Ferreira  
301 San Fernando st.  
San Diego 92106

**833** Response

**833-01** Please see **Topical Response 02 – Existing Conditions.**

**834** Crystal Evans

**From:** crystal Evans <c2dido@gmail.com>  
**Sent:** Tuesday, September 29, 2015 10:51 AM  
**To:** Warren Anne; Russell Tony  
**Subject:** Proposed change of flight plan from San Diego Airport

**834-01** I live on Adair Street, just south of Point Loma Ave. As of right now, planes taking off from the airport, are just north of us. With this proposed change, I understand 35% will be taking off directly over my house. The increased noise pollution will have a negative effect on our quality of life. No longer will be able to sit and enjoy our neighborhood and gardens in relative quiet. Many planes are quite noisy, and the noise level is high inside the house. I once lived in the flight plan, and many times you could not hear the TV or talk on the phone when a plane was overhead. Many set off car alarms as the noise was so great. I thought that I was past that when I moved to my present location. If this does come to pass, we should be offered "soundproofing" of our homes, but unfortunately there is no "soundproofing" our outside space. Thank you. Crystal Evans

**834** Response

**834-01** Please see **Topical Response 02 – Existing Conditions.**

**835** Mr. & Mrs. Celeste

**From:** Lucy Celeste [lceleste@cox.net]  
**Sent:** Tuesday, September 29, 2015 2:12 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** WHEN IS THE AIRPLAINE NOISE GOING TO STOP!??

To Whom it May Concern,

**835-01** We were told there was going to be one day of testing for a proposed flight path change for the San Diego International Airport. Instead we have had almost nonstop airplance noise in our neighborhood (Wooded Area in Point Loma) for a week now.

No longer can we go to bed with our bedroom windows open unless we want to be woken up in the mornings to airplanes flying overhead ... as I was AGAIN this morning at 6:30am ... an the noise continues as I write this email!!!

**835-02** This is UNACCEPTABLE!!!!!! We have paid a premium to live in this previously quiet laid-back area of Point Loma and these airplanes are causing us stress, lack of sleep, lack enjoyment of our property/home (can't have windows/doors open, it has reduced our quality of life, and if this continues ... it greatly reduced property values and cause us a great financial loss.

THIS NOISE MUST STOP NOW! THESE AIRPLANES MUST STOP FLYING THIS NEW ROUTE NOW!

GIVE US BACK OUR PEACEFUL NEIGHBORHOOD!!!!!!!!!!!!

Mr. & Mrs. Celeste  
 3555 Charles Street  
 San Diego, CA 92106

835

Response

835-01

Please see **Topical Response 02 – Existing Conditions.**

835-02

Please see **Topical Response 11 – Point Loma.**

836

Renata da Rosa

**From:** Renata da Rosa [RdaRosa@balboa.com]  
**Sent:** Tuesday, September 29, 2015 3:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Councilmember Lorie Zapf's Open Letter to FAA

Dear Council members,

836-01

I am here to express how deeply I disagree with the removal of waypoint LOWMA. I have chosen Point Loma to be my home for a reason which this would change completely if we would start having planes flying over us.

I have 2 little kids and one of them have hearing issues and that would develop stronger if the noise and disturbance would continuous happen.

Hope we can keep the way it is!

Thanks you!!!  
Renata da Rosa  
Balboa Vacations

Direct: 858.678.3391



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836

Response

836-01

Please see **Topical Response 11 – Point Loma.**

837

Monika Johnson

**From:** Monika Johnson [mjinsxx@gmail.com]  
**Sent:** Tuesday, September 29, 2015 3:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LOWMA

837-01

As a home owner in the Point Loma are I deeply oppose this change to LOWMA. I bought my home outside of the takeoff area after living for years under it. This would greatly reduce the value of my home. Monika Johnson 3136 Jarvis St. 92106

837

Response

837-01

Please see **Topical Response 11 – Point Loma.**

838

Wayne P Triena

**From:** Wayne Triena [wayne@taxmansd.com]  
**Sent:** Tuesday, September 29, 2015 4:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** plane route

838-01

I object to the FAA plan to change the plan route over pt loma and ocean beach.

Wayne P Triena

838

Response

838-01

Please see **Topical Response 11 – Point Loma.**

839

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 4:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FW: DAL 1792 Sept 28

I sent this message earlier but I just want to make sure you see it as an objection to the proposed Metroplex procedures. This activity is generally prohibited now but with the changes it will become the norm.

JUST DON'T DO IT.

Pat Baker  
PO Box 6730  
San Diego, CA 92166

839-01

(619) 251-9665

---

From: [p\\_t\\_baker@hotmail.com](mailto:p_t_baker@hotmail.com)  
To: [9-anm-socaloapm@faa.gov](mailto:9-anm-socaloapm@faa.gov)  
Subject: DAL 1792 Sept 28  
Date: Tue, 29 Sep 2015 06:22:58 -0700

This flight flew over the tip of Point Loma last night at 10:48. Why was this flight permitted to turn early rather than going further south before turning?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

839

Response

839-01

Please see **Topical Response 02 – Existing Conditions.**

840

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 4:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FW: AAL579 9/28

I sent this message earlier but I just want to make sure you see it as an objection to the proposed Metroplex procedures. This activity is generally prohibited now but with the changes it will become the norm.

JUST DON'T DO IT.

Pat Baker  
PO Box 6730  
San Diego, CA 92166

840-01

(619) 251-9665

---

From: [p\\_t\\_baker@hotmail.com](mailto:p_t_baker@hotmail.com)  
To: [9-anm-socaloapm@faa.gov](mailto:9-anm-socaloapm@faa.gov)  
Subject: AAL579 9/28  
Date: Tue, 29 Sep 2015 06:30:06 -0700

Flew over southern part of Point Loma at 11:00pm last night.

Why did this plane turn early and cross back over land rather than flying south of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

840

Response

840-01

Please see **Topical Response 02 – Existing Conditions.**

841

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 4:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FW: AA 567

I sent this message earlier but I just want to make sure you see it as an objection to the proposed Metroplex procedures. This activity is generally prohibited now but with the changes it will become the norm.

JUST DON'T DO IT.

Pat Baker  
PO Box 6730  
San Diego, CA 92166

841-01

(619) 251-9665

---

From: [p\\_t\\_baker@hotmail.com](mailto:p_t_baker@hotmail.com)  
To: [9-anm-socaloapm@faa.gov](mailto:9-anm-socaloapm@faa.gov)  
Subject: FW: AA 567  
Date: Mon, 28 Sep 2015 14:22:28 -0700

To the FAA:

Why was this plan permitted to turn early an cross back over Point Loma without going south around the tip of the point?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

841

Response

841-01

Please see **Topical Response 02 – Existing Conditions.**

842

Sandy Silverman

**From:** Sandy Silverman <ssilverman@jghllp.com>  
**Sent:** Tuesday, September 29, 2015 4:56 PM  
**To:** Russell Tony  
**Subject:** PLEASE DO NOTALLOW THE FAA TO CHANGE THE FLIGHT PATHS TO FLY OVER POINT LOMA!!!

842-01

SANDY SILVERMAN, LEGAL ASSISTANT  
[ssilverman@jghllp.com](mailto:ssilverman@jghllp.com)

JUDKINS, GLATT & HULME LLP  
600 B STREET, SUITE 2350  
SAN DIEGO, CA 92101  
TELEPHONE 619-232-4604 EXT. 12  
FACSIMILE 619-232-4616  
Web: [www.jghllp.com](http://www.jghllp.com)

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842

Response

842-01

Please see Topical Response 11 – Point Loma.

843

Sandy Silverman

**From:** [Sandy Silverman](#)  
**To:** [Russell Tony](#)  
**Subject:** PLEASE DO NOTALLOW THE FAA TO CHANGE THE FLIGHT PATHS TO FLY OVER POINT LOMA!!!  
**Date:** Tuesday, September 29, 2015 4:56:26 PM

843-01

SANDY SILVERMAN, LEGAL ASSISTANT  
[ssilverman@jghllp.com](mailto:ssilverman@jghllp.com)

JUDKINS, GLATT & HULME LLP  
600 B STREET, SUITE 2350  
SAN DIEGO, CA 92101  
TELEPHONE 619-232-4604 EXT. 12  
FACSIMILE 619-232-4616  
Web: [www.jghllp.com](http://www.jghllp.com)

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843

Response

843-01

Thank you for your comment.

844

Erica Kuerbis

From: Erica Kuerbis [mikeandericak@msn.com]  
Sent: Tuesday, September 29, 2015 5:10 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: [airnoise@san.org](mailto:airnoise@san.org)  
Subject: Unusual Airplane noise

>  
> To whom it may concern,  
>

844-01

> There has been constant airplane noise over our home both this past weekend and today, Monday Sept 28th. We have never had any airplane noise (except for that from North Island) in the past and are wondering if planes have been temporarily or mistakenly re-routed over our neighborhood. It is very disruptive. When we decided to live in this area, it was because it was not in the flight path. Has this changed? Is it an air traffic control error? Is it temporary? If so, when will it stop?

844-02

>  
> Erica Kuerbis  
> 816 Armada Terrace  
> San Diego, CA 92106  
> (619) 823-5564  
>

844

Response

844-01

Please see **Topical Response 02 – Existing Conditions.**

844-02

Please see **Topical Response 11 – Point Loma.**

**845** Kristin Garrett

**From:** Kristin Garrett [kgarrett@sdchip.org]  
**Sent:** Tuesday, September 29, 2015 5:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** 'scott.peters@mail.house.gov'; 'Ou, Howard'  
**Subject:** FAA Metroplex - LOWMA waypoint elimination

SoCal Metroplex EA  
 FAA, Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

To Whom It May Concern:

**845-01** I would like to express my concerns regarding the about the FAA changing the flight departure routes over Point Loma. The possible elimination of the LOWMA waypoint will cause undue burden on the residents of this beautiful community for very little savings to the FAA. **What criteria is being used to determine the return on investment to the FAA and versus the negative impact it will make on the Point Loma community?**

**845-02** I grew up in Point Loma in the Fleetridge area and in the past 40 years, I do not recall the planes being routed over this portion of Point Loma. I understand that the elimination of the waypoint has not been finalized, but the planes have already changed their routes, cutting south of the JETTI waypoint during take-off (as shown by the flight tracker photo below.) **I would like to know why are planes already being allowed to cut the waypoints if the FAA has not yet approved this proposal?** My husband and I just bought our home in the Wooded Area of Point Loma near Point Loma Nazarene University two years ago. We specifically chose this area (versus the Loma Portal or Liberty Station areas) because we would not be in the flight path which is also evidenced by higher home prices. It would be an economic burden for us (and our entire neighborhood) if our home value deteriorates due to noise disturbances. I have witnessed my entire life the impact that plane noise can make – I attended Point Loma High School, where classes had to be stopped while planes flew overhead, and I have many friends who live in the Loma Portal area who have fought and won the battle to have their homes noise proofed. By eliminating the LOWMA waypoint, planes will be flying right over our home, and it appears they already are (as shown by the second flight tracker photo below.)

**845-03** The FAA purports this will provide cost savings and provide efficiency gains; **what type of assessment has the FAA made to determine the negative financial impact it will make on our home values?**

**845-04** **I would also like to know how this will affect the Navy flight path over North Island in Coronado?**

I implore the FAA to retain LOWMA waypoint. The FAA needs to consider the integrity of one of the most beautiful neighborhoods in San Diego!

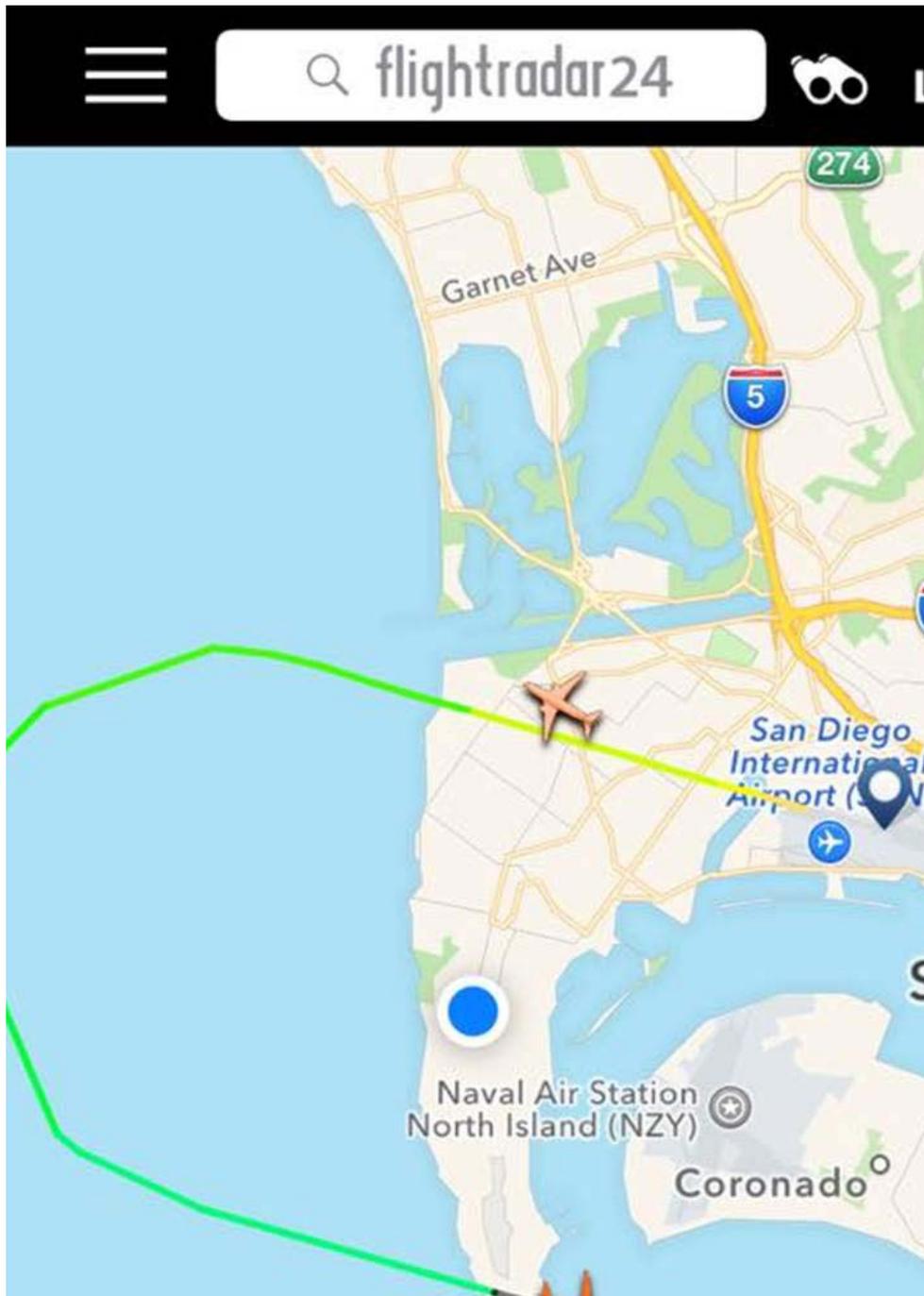
Sincerely,

Kristin Montgomery  
 945 Moana Drive  
 San Diego, CA 92106

CC. Congressman Scott Peters

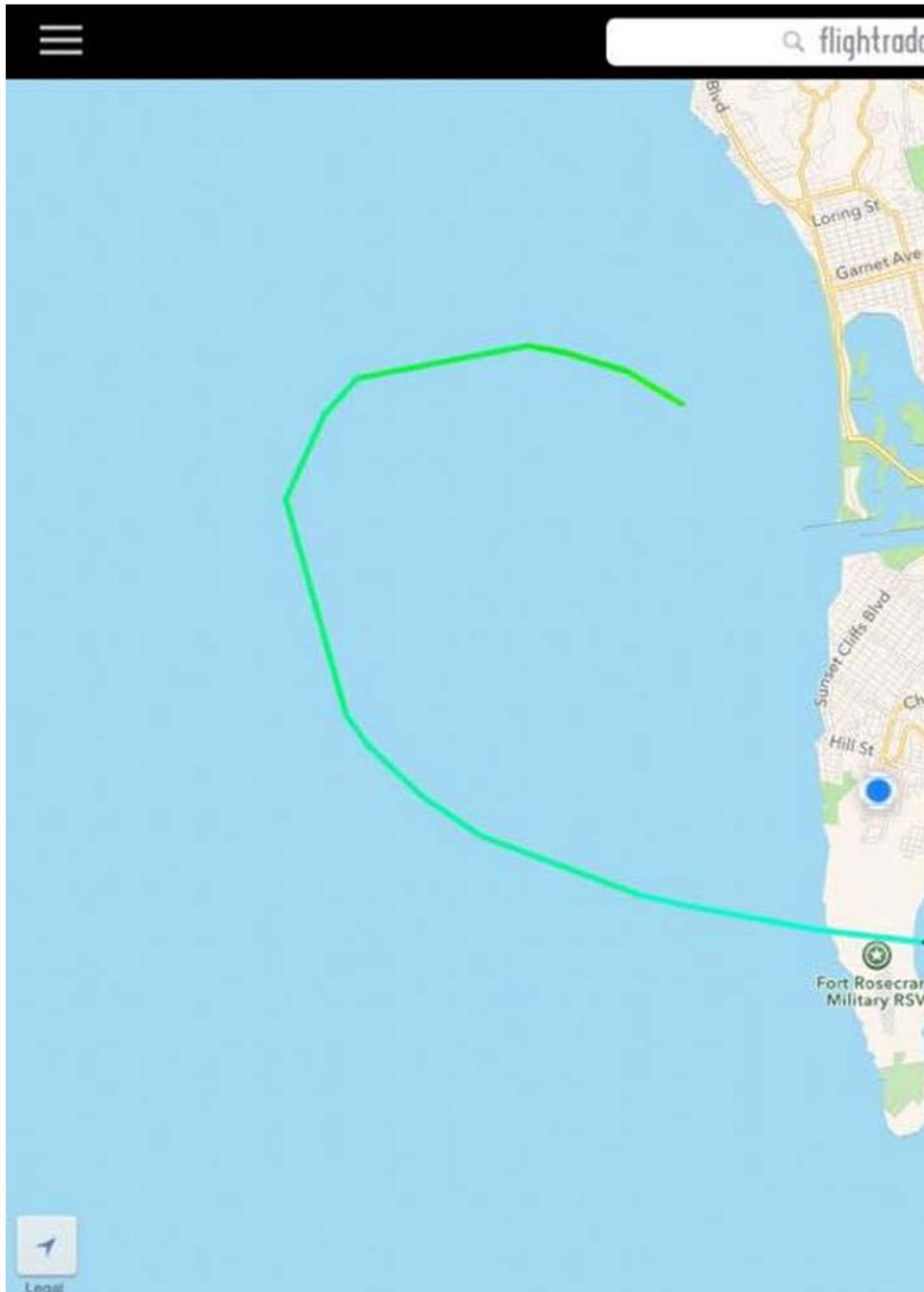
845

Kristin Garrett (continued)



845

Kristin Garrett (continued)



Kristin Garrett Montgomery, MPH, FACHE  
President & CEO  
Community Health Improvement Partners

858.609.7974

845

## Response

845-01

Please see **Topical Response 05 – Purpose and Need**.

845-02

The commenter states that it is her observation that the Proposed Action procedures are already being used. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. Please see **Topical Response 02 – Existing Conditions and Topical Response 11 – Point Loma**.

845-03

Please see **Topical Response 05 – Purpose and Need**.

845-04

The commenter asks if there are any changes to the Navy flight paths over North Island. The SoCal Metroplex Project has no effect on Navy flight paths or Coast Guard helicopter operations. All Proposed Action procedures were designed using FAA criteria, which provide the required separations as described in the Orders listed in Section 3.1.2 of the EA document.

See **Topical Response 11 – Point Loma**.

846

## Justin Mecklenborg

**From:** Justin Mecklenborg [justinmeck9@gmail.com]  
**Sent:** Tuesday, September 29, 2015 6:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Takeoff Noise

846-01

This morning beginning at approximately 630am there was substantially more takeoff noise.

We live at 3562 Charles St., San Diego, CA 92106

Can you please explain the increase in noise?

--

Justin Mecklenborg

846

## Response

846-01

Please see **Topical Response 02 – Existing Conditions**.

847

Kim Esterly

**From:** kim esterly [kimesterly@gmail.com]  
**Sent:** Tuesday, September 29, 2015 7:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NextGen

To Whom It May Concern:

It has come to our attention that the FAA is proposing a new flight path over Point Loma.

847-01

1) Why would the flight path be altered to send a parade of low flying jets directly over our homes, schools, businesses, Cabrillo National Monument and the Veteran's Cemetery? Particularly when these jets could continue to be directed over the ocean where there is no risk to the citizens safety and health?

847-02

2) If safety is one of your main priorities, how can the community possibly be safer with hundreds of jets being directed directly overhead? There are many schools and parks and businesses that will be affected by the extreme noise, pollutants, not to mention the possibility of a catastrophic crash.

847-03

3) Have you carefully reviewed the environmental consequences for this new flight path? Our children along with all the citizens will be breathing in those pollutants. Homes and cars will be streaked with oily residue as they are now, closer to the airport. And what about the concentrated discharge as it runs into storm drains?

847-04

4) Why are you hiding all the important data on noise measurements? Do you realize the degree to which it affect our children at school, our mental and physical health, our homes and their value, our parks, schools, and businesses?

847-05

5) Why is the DNL level in Europe 55dB? And the US is expected to tolerate 65dB?

847-06

6) Isn't it your duty to serve and protect the public and not assist the airlines in making a profit?

Please respond ASAP with your answers as this is a growing issue not only in San Diego but throughout the country. It seems increasingly apparent that the FAA works for the airlines and air traffic controllers and not for the better good and safety of the citizens.

Sincerely,  
 Kim Esterly  
 Point Loma  
 San Diego

847

Response

847-01

Please see **Topical Response 11 – Point Loma.**

847-02

Please see **Topical Response 11 – Point Loma.**

847-03

Please see **Topical Response 11 – Point Loma.**

847-04

Please see **Topical Response 07 – Request for More Data.**

847-05

Please see **Topical Response 05 – Purpose and Need.**

847-06

Please see **Topical Response 05 – Purpose and Need.**

848

## Angela and Daniel Myer

**From:** [Angie Myer](#)  
**To:** [Warren Anne](#); [Russell Tony](#)  
**Subject:** NO to FAA Flight Path Change  
**Date:** Tuesday, September 29, 2015 7:17:17 PM

848-01

We are writing to express our outrage at the FAA's proposed change to eliminate the LOWMA and have planes come over Point Loma TWICE. It is our understanding that the FAA has gone ahead with this proposal without the Airport Authority's consent, and we hope that you will join us in fighting for the safety and value of our neighborhood! The Airport Authority has worked hard to be responsive to the concerns over Point Loma neighbors and it is extremely disheartening that these hard-fought and widely-accepted measures are being disregarded. We do not believe that the push to save fuel costs--aka airline's money--trumps the responsibility of the FAA to protect the safety of those in the flight paths. They tell us it will reduce pollution, but most of us just see the pollution being redirected over our homes, schools, and parks. The fact we have a national monument, national cemetery and several DOD sites should be enough to deter the FAA from enacting this proposal. From a personal perspective, we are extremely upset--we intentionally relocated on the Point to avoid being directly under the flight path, but it now appears that in only a year, our new home value could be seriously reduced by this flawed and rushed decision.

Please help us fight the FAA!!

Respectfully submitted,  
Angela and Daniel Myer  
3813 La Cresta Dr  
San Diego, CA 92107

848

## Response

848-01

Please see **Topical Response 11 – Point Loma.**

849

## Melissa Hernholm Danzo

**From:** Melissa Hernholm [melissa@hernholmgroup.com]  
**Sent:** Tuesday, September 29, 2015 7:42 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Plane Noise Complaint

To whom it may concern:

849-01

Why are the planes departing Lindbergh doing so outside of their approved "fan"/vector? Their departures are veering more and more southern, affecting a much wider radius of homes in Pt. Loma. The plane noise over larger neighborhoods such as Fleetridge and the Wooded Area is becoming increasingly loud.

We recently purchased our home in Fleetridge and do not intend for the FAA to diminish the value of our sizeable investment in this community.

Please advise.

**Melissa Hernholm Danzo**  
Hernholm Group  
CalBRE#01253708

619.804.9387 (direct)  
[melissa@hernholmgroup.com](mailto:melissa@hernholmgroup.com)  
[www.hernholmgroup.com](http://www.hernholmgroup.com)

849

## Response

849-01

Please see **Topical Response 11 – Point Loma**.

850

## Scot Schmidt

From: Scot Schmidt [scotland\_schmidt@yahoo.com]  
 Sent: Tuesday, September 29, 2015 7:45 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Proposed point Loma air route

My family recently purchased a home in the wooded area in point loma. We loved the rural feel of the neighborhood. It's full of beautiful trees and lots of beautiful birds. We looked at other locations including Loma portal.

850-01

We made the decision to pay more so that we could live in an area where property values are high and we couldn't stand the noise of the planes in Loma portal. How can you justify invading the environment of point Loma including sunset cliffs point Loma Nazarene and Cabrillo national monument so that you can save time and money. The worst part about is you guys weren't up front about it. You didn't come to the community and try to work with us you tried to sneak it in and now you better believe that the whole area will now be against you.

850-02

Scot schmidt

Sent from my iPhone

850

## Response

850-01

Please see **Topical Response 05 – Purpose and Need**.

850-02

The commenter is concerned that the FAA didn't come to the community and try to work with them. The FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, providing ample opportunity for the public to review and comment on the Proposed Action. This included an extended public review and comment period, several public workshops, and several meetings with federal, state, and local elected representatives and agency officials. The Draft EA was released for public review on June 10, 2015. A notice of availability of the Draft EA was published in newspapers throughout the General Study Area, including the San Diego Union Tribune. Copies of this notice were mailed to federal, state, and local elected representatives and agency officials. A public workshop was held in San Diego on June 22, 2015. The San Diego public workshop was one of 11 public workshops held throughout the SoCal Metroplex General Study Area between June 16 and July 1, 2015. During the workshops, representatives from the FAA and its Consultant Team were available to answer questions about the Project and the Draft EA. Materials presented at that workshop are available on the Project website ([http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html#sandiego](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html#sandiego)). The public comment period for the Draft EA was left open for 120 days and closed on October 8, 2015. For a description of the agency and public involvement, please see Appendix A, Agency Coordination, Agency Consultation, and Public Involvement in the EA.

851

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 7:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Metroplex objection AA 2205 9/29 6:37am

851-01

I could see and hear this plane from my house at 3759 Dupont Street, 92106.  
If Metroplex is implemented this will become the norm. We do not want this.  
Why is this plane flying over the peninsula north of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

851

Response

851-01

Please see **Topical Response 02 – Existing Conditions**. Please also see **Topical Response 11 – Point Loma**.

852

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 7:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Metroplex objection UAL 1641 9/29 6:40am

852-01

I could see and hear this plane from my house at 3759 Dupont Street, 92106.  
If Metroplex is implemented this will become the norm. We do not want this.  
Why is this plane flying over the peninsula north of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

852

Response

852-01

Please see **Topical Response 02 – Existing Conditions**.

853

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 7:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Metroplex objection DAL 978 9/29 6:42am

853-01

I could see and hear this plane from my house at 3759 Dupont Street, 92106.

If Metroplex is implemented this will become the norm. We do not want this.

Why is this plane flying over the peninsula north of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665 

853

Response

853-01

Please see **Topical Response 02 – Existing Conditions.**

854

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 7:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Metroplex objection SWA 3018 9/29 7:02am

854-01

I could see and hear this plane from my house at 3759 Dupont Street, 92106.

If Metroplex is implemented this will become the norm. We do not want this.

Why is this plane flying over the peninsula north of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665 

854

Response

854-01

Please see **Topical Response 02 – Existing Conditions.**

855

Anita Busquets

**From:** Anita Busquets [anitabusquets3366@gmail.com]  
**Sent:** Tuesday, September 29, 2015 8:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Air Noise; [loriezapf@san Diego.gov](mailto:loriezapf@san Diego.gov)  
**Subject:** FAA's Proposal to Revise Departure Flight Paths at SAN

Dear Sir or Madam,

I am writing to express my opinion and ask several questions about the proposed changes to the flight path at San Diego's International Airport.

I am very concerned about the proposed changes. The arguments I have heard primarily focus on saving the airlines fuel. This is an admirable goal as it pertains to climate change, but not one that should be in the purview of a government agency. It seems to me that if this is the goal, the FAA would be subsidizing private business at the expense of safety and quality of life of the people it is supposed to be protecting.

855-01

I have noticed significant changes for the last several weeks and more in the take-off pattern as well as flights flying overhead south of Nimitz.

855-02

1. Has an environmental impact study been done and if so, what are the results?  
2. Have the opinions of the owners of the homes now being impacted by the changes been sought directly?  
3. Exactly what is the economic benefit of the fuel savings by the airlines versus the cost to the government supported by our taxes?

855-03

855-04

4. Is safety to those under the flight path improved by these changes?  
5. Point Lomans under the "old rules" flight path reviewed the various take-off and landing patterns and were asked to sign an acknowledgement of the "old rules" when purchasing property on Point Loma - is it now the case that we will all be contacted to acknowledge and agree to the changes?

855-05

6. How is the FAA going to address the "quiet homes" program given the new changes?

855-06

I hope the FAA has considered these points, if not many more, before making it's changes. And, if you have, and you can show us that the changes add to our personal safety and quality of life, I would withdraw my opposition to the proposed changes.

855-07

Thank you in advance for your answers to these questions.

A concerned neighbor,

--

Anita

Anita Busquets

619-972-3388  (mobile)  
[anitabusquets3366@gmail.com](mailto:anitabusquets3366@gmail.com)  
3366 Valemont Street  
San Diego, CA 92106

**855**

**Response**

**855-01**

Please see **Topical Response 02 – Existing Conditions.**

**855-02**

Please see **Topical Response 07 – Request for More Data.**

**855-03**

Please see **Topical Response 07 – Request for More Data.**

**855-04**

Please see **Topical Response 05 – Purpose and Need.**

**855-05**

Please see **Topical Response 05 – Purpose and Need.**

**855-06**

Please see **Topical Response 11 – Point Loma.**

**855-07**

Please see **Topical Response 11 – Point Loma.**

856

Ashley Crawford

**From:** Ashley Crawford [ashley.crawford@martindale.com]  
**Sent:** Tuesday, September 29, 2015 8:34 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma Airport Noise

September 29, 2015

To whom it may concern:

856-01

I have lived in the Fletridge area of Point Loma for 12 years now. We purchased a home, out of the flight path after much consideration of the noise level and pollution at Loma Portal. We have rarely heard airplane noise in all that time. In the past several months, we have moved from rarely hearing airplane noise or seeing an airplane to visible and audible aircraft multiple times per hour, all day.

856-02

I can see them and hear them very clearly. It is very loud. Something has changed in airline operations. I would like to know specifically what has changed and why there has been no environmental impact studies or notification of residents in advance of changes. To my mind, this is an unauthorized taking. The peace and quiet of my home has been changed dramatically and I find it unacceptable. Please let me know what will be done about this problem.

Sincerely,

Ashley Crawford

3741 Liggett Drive

San Diego, CA 92106

--  
Ashley Crawford

1

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[www.martindalewebsites.com](http://www.martindalewebsites.com)

856

Response

856-01

Please see **Topical Response 02 – Existing Conditions**.

856-02

Please see **Topical Response 02 – Existing Conditions** and **Topical Response 07 – Request for More Data**.

**857****Pamela Fairley**

**From:** Pam Fairley [pgfairley@gmail.com]  
**Sent:** Tuesday, September 29, 2015 8:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego airport changes

I have seen the proposed changes to the flight pattern in the San Diego area. I live in Point Loma, to the south of the airport, towards the end of the Sunset cliffs area.

**857-01**

These changes do not adequately take into consideration the adverse effect this will have on our quality of life. We did not buy under the flight pattern when we bought our house. Now you are talking about bringing

**857-02**

the flight pattern right over our house. Planes should not be permitted to shortcut the corner. Please keep the flight path the way it is.

Pamela Fairley  
815 Amiford Drive  
San Diego, CA 92107

**857****Response****857-01**

Please see **Topical Response 05 – Purpose and Need.**

**857-02**

Please see **Topical Response 11 – Point Loma.**

858

Trisha Schuster

**From:** Robert Schuster [trish\_longy@hotmail.com]  
**Sent:** Tuesday, September 29, 2015 9:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego airplane noise

September 29, 2015

To whom it may concern:

I have lived in the Fleetridge area of Point Loma for 17 years now. In those 17 years, I have always believed the San Diego airport to be a good neighbor, operating with consideration for the residents of Point Loma. We purchased a home, out of the flight path after much consideration of the noise level at individual sites. We have rarely heard airplane noise in all that time. In the past several months, we have moved from rarely hearing airplane noise or seeing an airplane to visible and audible aircraft multiple times per hour, all day.

858-01

I can write with complaints about specific planes, but at certain times of the day it is every four minutes. I spoke with Steve Cummings at the airport authority a couple weeks ago. He walked me through the tracker application and I could spend an entire day tracking noise complaints, but really what is the point. Steve said that the noise travels differently and due to the unusual weather it has been louder. So I have waited to voice my complaints.

858-02

Today seems like a normal San Diego day, of a sort that we have had thousands of times over the past 17 years. I am still hearing planes all day. I can see them very clearly. It is every airline. Something has changed in airline operations. I would like to know specifically what has changed and why there has been no environmental impact studies or notification of residents in advance of changes. To my mind, this is an unauthorized taking. The peace and quiet of my home has been changed dramatically and I find it unacceptable. Please let me know what will be done about this problem.

Sincerely,

Trisha Schuster  
3712 Fenelon St.  
San Diego, CA 92106

858

Response

858-01

Please see **Topical Response 02 – Existing Conditions**.

858-02

Please see **Topical Response 02 – Existing Conditions** and **Topical Response 07 – Request for More Data**.

859

Karen Fitzgerald

**From:** Karen Fitzgerald [kdfitzy@gmail.com]  
**Sent:** Tuesday, September 29, 2015 9:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Elimination of Waypoint LOWMA in San Diego

To Whom it May Concern,

Thank you for taking the time to address my questions and concerns.

I purchased my home in Point Loma 9 years ago because it was out of the flight path, and I wanted quiet enjoyment of my property without the interruption of planes overhead. In the recent months this quiet enjoyment has continued to decrease as I have noticed more and more planes flying overhead in what should be clearly out of the normal flight path. With what research I have done it seems that a new path is being tested that would eliminate the Waypoint LOWMA, allowing eastbound planes out of SAN to make a sharper turn that would allow them to fly over Point Loma and North Island Naval Base. I understand that this new measure is being brought about to save airlines fuel cost. I would like to ask how these alleged fuel savings are being measured? I would also like to ask why these savings for the airlines should come at an extreme detriment to the local environment, property value, and neighborhood's quality of life? Who will ultimately benefit from these savings? Are the detrimental consequences to the neighborhood taken into consideration when these types of changes are being made?

859-01

859-02

I look forward to your reply.

Best Regards,  
 Karen Fitzgerald

859

Response

859-01

Please see **Topical Response 11 – Point Loma.**

859-02

Please see **Topical Response 05 – Purpose and Need** and **Topical Response 07 – Request for More Data.**

860

Brianne Ice

**From:** Brianne Ice [brianneice@gmail.com]  
**Sent:** Tuesday, September 29, 2015 9:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Flights over Point Loma

To whom it may concern,

I am writing this email share my concern over the flight path change in San Diego, CA. We live out towards Cabrillo Monument in Point Loma and have already had many planes fly over our home.

860-01

Why are the planes already coming this way? From my understanding nothing has been finalized.

860-02

Why is the flight path changing? I haven't heard one valid reason.

I look forward to hearing from you,  
 Brianne Ice

860

## Response

860-01

Please see **Topical Response 11 – Point Loma**.

860-02

Please see **Topical Response 05 – Purpose and Need**.

861

## Jason Hemmi

**From:** Jason Hemmi (jahemmi) [jahemmi@cisco.com]  
**Sent:** Tuesday, September 29, 2015 10:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** I oppose the removal LOWMA Waypoint

To whom it may concern:

861-01

Please do not remove the LOWMA way point in San Diego.

Thank you,  
Jason Hemmi  
1016 Tarento Drive  
San Diego, CA 92107

861

## Response

861-01

Please see **Topical Response 11 – Point Loma**.

862

## Louise Girling

**From:** Louise Girling [lgirling@me.com]  
**Sent:** Tuesday, September 29, 2015 10:10 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Airplane noise and flight path changes

Hello,

862-01

I am writing with deep concern over the proposed changes in flight patterns in Point Loma. I have been living in the Wooded Area of Point Loma since 1998 and specifically

862-02

bought in this area to escape airplane noise. I believe it to be extremely unfair to propose changes that help increase profits for the airlines and simultaneously decrease profits (property values) for residents. In addition to the noise disturbance and diminished property values, we are also concerned about the negative effects of pollution to both the residents and the area's trees. The Wooded Area is unique with its large numbers of Torrey Pines and Monterey Cypress, found only in a few places in the world. It would be a sin to threaten these.

862-03

I have also noticed more airplane noise, particularly early in the morning and late at night (almost midnight this past weekend ) Has there been a change that has already gone into affect?

Thank you for your time,

Louise Girling  
Resident and home owner in the Wooded Area of Point Loma

**862** Response

**862-01** Please see **Topical Response 11 – Point Loma**.

**862-02** Please see **Topical Response 11 – Point Loma**.

**862-03** Please see **Topical Response 02 – Existing Conditions**.

**863** Holly Kincaid

**From:** [Kincaidrealty@aol.com](mailto:Kincaidrealty@aol.com) [Kincaidrealty@aol.com]  
**Sent:** Tuesday, September 29, 2015 10:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** John Wayne Airport Noise and Pollution

RE: JOHN WAYNE AIRPORT (SNA)

**863-01** I am a homeowner/resident living directly under the current JWA flight. Over the past few months, it has become very apparent that the flight paths, trajectory, elevation and the thrust from the engines on all commercial flights taking off from JWA has changed and is greatly impacting our family with noise and pollution. The recent change and current practice has become intolerable and unacceptable to us residents that live directly under the flight path in Newport Beach. Specifically, my house at 1511 Santiago Drive is directly below the narrow flight path and produces excessive noise and air pollution, which poses a high degree of health issues to my family. I have three minor children that live and breath the air pollution 24/7 and it is very disturbing and concerning that the FAA is allowing the airline to harm our families in this neighborhood! The noise is horrendous and we cannot carry on a conversation if a plane is flying overhead, and the most important issue is the health of my family. The pollution is terrible and is affecting our air quality. The only fair, reasonable and equitable solution is as follows:

- 863-02** 1) The flight paths must be fanned over the broadest range possible, with no immediate airplane or jet repeat of one path.
- 2) The takeoff trajectory and elevation must be at the highest point possible.
- 3) The thrust of the engines must gear down to the lowest range possible.
- 863-03** 4) An Environmental Impact Study and Report must be registered and completed consistently in an effort to manage the health and safety of all affected residents.

Thank you for immediate attention to this very important matter.

Sincerely,

Holly Kincaid  
 1511 Santiago Drive  
 Newport Beach, CA 92660  
[kincaidrealty@aol.com](mailto:kincaidrealty@aol.com)

863

Response

863-01

Please see **Topical Response 12 – SNA Current Departures**.

863-02

The commenter suggests developing multiple departure procedures from a single airport configuration to effect a fan-like distribution over the broadest range possible with no immediate airplane or jet repeat of one path. The Design and Implementation (D&I) Team considered the implications of developing a departure process which included a fan-like distribution of departures. The D&I Team concluded that, due to conflicts with multiple adjacent airport air traffic procedures and the increased complexity associated with the air traffic control operation, it did not meet the purpose and need of the Project, as stated in Section 2.1 of the EA document. This would decrease efficiency and safety and increase complexity.

863-03

The commenter states an Environmental Impact Study and Report must be registered and completed consistently in an effort to manage the health and safety of all affected residents. An Environmental Impact Report (EIR) is a California Environmental Quality Act (CEQA) document. The proposed SoCal Metroplex Project is a federal project subject to the National Environmental Policy Act (NEPA). The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Per 40 C.F.R. § 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. Results of the EA analysis as disclosed in Chapter 5 of the EA reveal no significant impacts will result from the implementation of the Proposed Action, when compared to the No Action Alternative.

864

Carey Fox

**From:** Carey Fox [carey.j.fox@gmail.com]  
**Sent:** Tuesday, September 29, 2015 10:25 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Complaint About Airplane Noise in Point Loma and Questions

We live in Point Loma at 3716 Southernwood Way and are very concerned with the increasing airplane noise we have been experiencing at our home. When we purchased the home in September 2014, we specifically selected it as being out of the flight path. We would appreciate a response to the following questions:

864-01

- Has the FAA made a decision to change flight patterns for arrivals and/or departures to/from the San Diego airport and how and when was that decision made?

864-02

- What parameters are placed on the approved flight patterns and how much discretion is there to vary from those patterns?

864-03

- What is the anticipated impact on the neighborhoods of the changes in terms of safety, noise and pollution? Have any studies been conducted on these matters and what are the results of those studies?

We would appreciate a response to these questions at your earliest convenience.

Regards,

Carey Fox

864

Response

864-01

Please see **Topical Response 11 – Point Loma**.

864-02

The commenter asks what parameters are placed on approved flight patterns. The FAA assumes the commenter to be asking what parameters are on the Proposed Action procedures. These procedures are designed to meet required FAA criteria as stated in Section 3.1.2 of the EA. The commenter also asks how much discretion there is for deviations from the patterns. The FAA assumes the commenter is asking how much aircraft can deviate from the Proposed Action procedures. The FAA acknowledges that vectors from air traffic procedures have occurred and will continue to occur as necessary for safety, sequencing, and separation. As such, vectoring from existing and proposed routes due to safety, sequencing, and separation are accounted for in the EA analysis. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the Proposed Action and No Action Alternative are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

864-03

Please see **Topical Response 11 – Point Loma**.

865

Thomas and Patricia Augustine

**From:** Tom Augustine [tha92106@yahoo.com]  
**Sent:** Tuesday, September 29, 2015 10:29 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Keep LOWMA. Show respect for Rosecrans National Cemetry, Cabrillo NM, and the residents of Sunset Cliffs, the Wooded Area, and La Playa

Dear FAA,

865-01

I am righting to express my dismay at the proposed dangerous and unnecessary removal of the LOWMA waypoint.

Sincerely,

Thomas and Patricia Augustine  
980 Windflower Way  
San Diego, CA 92106

865

Response

865-01

Please see **Topical Response 11 – Point Loma.**

866

Gracie Lorine DeHuff

**From:** Lorine DeHuff [lorinedehuff@cox.net]  
**Sent:** Tuesday, September 29, 2015 11:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Draft SoCal Metroplex Environmental Assessment

To Whom It May Concern,

866-01

I oppose the removal of waypoint LOWMA. The removal of waypoint LOWMA will increase the noise levels in our neighborhood.

I live in the Sunset Cliffs neighborhood and have been at home during the testing of the new route.

It is very disruptive and loud, making it impossible to talk when planes are going overhead. I can also smell jet fuel.

866-02

We bought in this neighborhood because we were out of the main part of the flight path. This change in flight path will hurt our property values and cause us to assume additional risk living here.

I understand the need for additional efficiency. But you are not taking the neighborhood into account.

You gloss over the impact. I live here, it is much worse than you are reporting.

Gracie Lorine DeHuff

866

Response

866-01

Please see **Topical Response 11 – Point Loma.**

866-02

Please see **Topical Response 02 – Existing Conditions.**

867

George Szabo

**From:** George Szabo [gszabo@quantumsails.com]  
**Sent:** Tuesday, September 29, 2015 11:20 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Marine Layer

I am writing you to ask you to leave the take off zone for the San Diego Airport as it is.

San Diego has a Marine layer most of the year. This is common for this latitude, and the corresponding latitude in the Southern hemisphere. Sound travels better through this air than it would in air that you would find in most other places.

867-01

Temperature inversion makes planes sound more noisy than they should be.  
<http://www.acousticsbydesign.com/acoustics-blog/weather-affects-noise-study.htm>

This issue with sound and how it travels more noisily in Southern California is why planes were previously reduced to a smaller takeoff area than other airports should be able to handle.

George

George Szabo

Quantum San Diego  
 2832 Canon St.  
 San Diego, Ca 92106

T: 619-226-2422   
 E: [gszabo@quantumsails.com](mailto:gszabo@quantumsails.com)  
 Skype: gszabo2832  
[www.quantumsails.com](http://www.quantumsails.com)

867

Response

867-01

The commenter requests the “takeoff zone” remain unchanged at San Diego International Airport (SAN) due to local meteorological conditions that make planes sound noisier than in other areas. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The SoCal Metroplex EA considered the potential noise impacts of the Proposed Action in the noise analysis conducted in support of the EA for the SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases when compared to the No Action Alternative. See Section 5.1.3, *Potential Impacts – 2016 and 2021*, and Table 5-3, *Change in Potential Population Exposed to Aircraft Noise – 2016 and 2021*, of the EA document for additional information.

868

Scott Finkboner

**From:** Scott Finkboner [scottsails@cox.net]  
**Sent:** Tuesday, September 29, 2015 11:37 PM  
**To:** kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA's proposal to revise departure flight paths at San Diego Intl Airport

Hi all.

I live on the 4500 block of Santa Cruz Ave and over the last 6 or so months have noticed all the day and evening east departures are fudging their takeoff departures a bit south of the previous departure path. I have been investigating this by positioning myself at the foot of Del Monte Ave. In previous years while living in the 5000 block of Saratoga Ave all departures were over the foot of Saratoga Ave. There are several departures of westbound flights that seem to bear slightly to the right off runway 27 (heading of 270 degrees) and stay well north of the eastbound departure paths. The eastbound departure paths are turning south over the coast well before the offshore way point. I have made numerous trips to the intersection of Ivy St and Brant St looking down on the east end of the runway at Lindberg Field.

868-01

I am not sure and have made no observations further south toward the Cabrillo Monument. I do know and have observed ALL eastbound flights are fudging south after takeoff and climbing out over new territory and infecting more homes with more noise. It will be hard to prove this without obtaining actual flight logs from all airlines but physical observations is not an exact science. There is definitely more jet noise the last 6 months or so on Santa Cruz Ave. The FAA and major airlines know this and will take advantage including fudging a wee bit too the south on the initial climb out from Lindberg.

Anyone else notice this deviation ????

I will definitely do all I can with the below recommendations and know it is an uphill battle. But we can win and defeat this new eastbound departure which is creating more noise to more residences south of the original departure path to the mouth of the San Diego River.

Scott

**From:** [Beth&Kevin](#)  
**Sent:** Thursday, September 24, 2015 8:30 AM.gov  
**Subject:** NW Note: FAA's proposal to revise departure flight paths at San Diego Intl Airport

Happy Fall (FALL?? - still feels like summer to me!)

Several neighbors asked that I share this information with you since it concerns the quality of life in our neighborhood. No doubt you have seen and heard much in the news about the FAA's proposal to revise the departure flight paths coming out of Lindberg Field. That proposed change was to be instituted as pro-forma without much public comment. They have changed that stance to allow public input but only until **October 8**.

The revised path would allegedly allow planes to travel over the top of Cabrillo National Monument, Fort Rosecrans National Cemetery and Point Loma Nazarene University and the Wooded Area, not to mention other parts of our Point Loma neighborhood and schools not currently under the flight path. Basically the FAA plan is to eliminate the waypoint "LOWMA" at the end of the point. This would enable planes to cut a harder southern turn across the point from waypoint "JETTI" (west of the mouth of SD river) to waypoint "ZZOOO" (over Silver Strand) without having to loop around waypoint "LOWMA" (off the point.). You can see a map here: [https://www.facebook.com/search/str/PLAIRROUTE/keywords\\_top](https://www.facebook.com/search/str/PLAIRROUTE/keywords_top). More maps and detailed descriptions are in so much of the news, I didn't want to duplicate all that here.

As a point of interest Cabrillo National Monument was part of an NPS submittal asking the FAA to reconsider the proposed plan. To negatively impact them by increasing noise, black sediment residue, and disruptions is counter the the purpose of their existence, and will ultimately increase their maintenance costs, putting part of the burden of the alleged cost savings onto them and their visitors.

There is a deadline for submittals (October 8), so please consider reading about the proposed plan, deciding how you feel, submitting comments, and sharing with others you think would like to participate, and do so SOON. *(Please remember, if you share this email with others to remove all our email addresses first, thank you!)*

868

## Scott Finkboner (continued)

If you choose to weigh in, here are some options for how to do that:

1. You can voice your opinions via email to: [9-ANM-SoCalOAPM@faa.gov](mailto:9-ANM-SoCalOAPM@faa.gov)
2. You can also sign a petition asking the FAA to reconsider it's plan at:  
[https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-diego-intl-airport?recruiter=387162332&utm\\_source=share\\_petition&utm\\_medium=email&utm\\_campaign=share\\_email\\_responsive](https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-diego-intl-airport?recruiter=387162332&utm_source=share_petition&utm_medium=email&utm_campaign=share_email_responsive)
3. You can send comments by regular mail to:  
SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057
4. You can also join many other Point Llamans and Obeaceans in voicing their concern to our government representatives:

Mayor Faulconer (619) 236-6330 , [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
Congressman Peters [858-454-5550](tel:858-454-5550)  
City Councilmember Lorie Zapf [619-236-6622](tel:619-236-6622)

Thanks for your attention and consideration. Remember if you do want to comment, do so by October 8.

Stay cool!  
Beth

868

## Response

868-01

Please see **Topical Response 02 – Existing Conditions.**

869

Elizabeth Bluhm

**From:** Elizabeth B. Bluhm [ebbluhm@gmail.com]  
**Sent:** Tuesday, September 29, 2015 11:46 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Scott Peters  
**Subject:** NextGen in San Diego

I am writing to ask some questions about the proposed changes to flight paths in San Diego.

869-01

1. Regarding the proposed elimination of the LOWMAA waypoint: I understand we are still in the comment period for these changes. However, it appears that a large number of planes are already bypassing this waypoint. Why is this? Has the FAA officially authorized planes to adopt the new proposed path heading directly to waypoint ZZOOO, or is it something that local air traffic controllers can exercise judgment on? Or do pilots have the ability to choose whether to respect the LOWMAA waypoint? I would like to understand why changes are being made before the comment period is over and before a final decision, with community input, about whether to adopt the proposed changes.

869-02

2. I have lived at 3636 Rosecroft Lane, San Diego, 92106 for 15 years. When I first moved in I rarely heard anything from Lindbergh Field, although I did get occasional noise from North Island Naval Air Station. Sometime in the last couple of years, I started noticing that I was being awoken at 6:30 every morning, like clockwork, by the sound of departing flights from Lindbergh Field. It was evident that flights were taking off further south over Point Loma than they used to. I somehow had the impression that it was connected with the Terminal 2 rebuilding and would be temporary. But this has continued and increased, and I hear intrusive airplane noise throughout the day and evening.

869-03

I have the same question about this: who authorized the change in westbound departure patterns? When? Why was there no opportunity for community input before these changes were put into place?

869-04

In my opinion, we are fortunate to have a large ocean to our west, a very short distance from Lindbergh Field, over which planes can fly while they are climbing and turning back toward the east. Not only is noise minimized when planes do that, but safety is maximized. In the event of an air disaster, which is unlikely but not impossible and typically happens more during takeoff and landing, a plane crashing into the ocean will do minimal damage to whatever is below it. If the same thing happens while a plane is crossing Point Loma, it could fall on baseball fields, playgrounds, churches, schools, the PLNU college, or, of course, densely packed residential neighborhoods. It is a certainty that catastrophic damage and loss of life would occur.

Why is it worth taking this safety risk for the extremely minimal time and fuel savings represented by eliminating LOWMAA? I understand NextGen changes like routing planes over the Gulf of Mexico to get to Fort Lauderdale, as illustrated on your site. That's material. But this change in SAN does not have material benefits, and it does material damage to the community. It harms our everyday quality of life, and it exposes us to catastrophic risks that are completely unnecessary.

I look forward to your answers.

Respectfully yours,

Elizabeth Bluhm  
3636 Rosecroft Lane  
San Diego, CA 92106

(619) 226-4624

home

869

## Response

869-01

The commenter states that it is her observation that the Proposed Action procedures are already being used. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the Proposed Action and No Action alternatives are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see Topical Response 08 – Supplemental Materials.

Please also see **Topical Response 02 – Existing Conditions** and **Topical Response 11 – Point Loma**.

869-02

Please see **Topical Response 02 – Existing Conditions**.

869-03

Please see **Topical Response 02 – Existing Conditions**. Also please see **Topical Response 03 – Comment Period Extension**.

869-04

Please see **Topical Response 05 – Purpose and Need**.

870

## Sandy Silverman

**From:** Sandy Silverman [ssilverman@jghllp.com]

**Sent:** Tuesday, September 29, 2015 11:55 PM

**To:** 9-ANM-SoCalOAPM (FAA)

870-01

**Subject:** PLEASE DO NOT CHANGE THE FLIGHT PATHS TO FLY OVER POINT LOMA!!!

SANDY SILVERMAN, LEGAL ASSISTANT  
[ssilverman@jghllp.com](mailto:ssilverman@jghllp.com)

JUDKINS, GLATT & HULME LLP  
 600 B STREET, SUITE 2350  
 SAN DIEGO, CA 92101

TELEPHONE 619-232-4604

EXT. 12

FACSIMILE 619-232-4616  
 Web: [www.jghllp.com](http://www.jghllp.com)

THIS E-MAIL MESSAGE IS CONFIDENTIAL, IS INTENDED ONLY FOR THE NAMED RECIPIENT(S) ABOVE AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, ATTORNEY WORK PRODUCT OR OTHERWISE PROTECTED BY APPLICABLE LAW. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR, PLEASE NOTIFY THE SENDER AT 619-232-4604

EXT. 12 AND DELETE THIS E-MAIL MESSAGE. THANK YOU.

870

Response

870-01

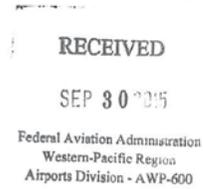
Please see **Topical Response 11 – Point Loma.**

871

Dr. William R. Manclark

August 29, 2015

So Cal Metroplex  
 FAA  
 Western Service Center-Operations Support Group  
 1601 Lind Avenue SW  
 Renton, Washington 98507



TO ALL CONCERNED:

I live directly under the present John Wayne (SNA Airport) at 313 E. Bay Front, Balboa Island, California, 92662.

Needless to say my family and my property are severely impacted by **the noise pollution** and the **Jet Fuel dust** that we breathe 24 hours a day that also covers the leading edge of fans in my home, my pier and decks which need to be washed daily with this soot which must be rubbed off with a rag to get clean.

I have watched flight after flight when it has gained altitude tip it's PORT wing and turn directly over Little Balboa Island. Mornings that is one flight approximately every 3 minutes—additionally one jet noise does not die out before the next jet noise is beginning.

Tipping the wing to turn AS UNDOUBTEDLY DIRECTED by FAA Directions relayed to the pilots by the control tower causes the plane to loose altitude + pass over our island.(RESULT: Pilots must increase jet power to regain altitude and continue their climb which equals more noise pollution).

One last point then I will offer my suggestions: I have a meeting at my home at 7 AM, only 7 men, so we sit closely near each other—we have to close all windows and doors and speak louder to continue our meeting.

You should also know this pollution does NOT start at 7 AM. It starts at 6:40 to 6:45 AM as the jets at SNA taxi into line, with their JET ENGINES now pointing directly towards the WEST as they wait for the OK to take off.

SUGGESTIONS:

1. FAA should direct the control tower to give directions to the first plane to take off to turn South/East 10 degrees and pass over Corona Del Mar, Ca. Second plane turn to pass over East end of Balboa Island, next plane take off almost due West to pass over Collins Island (West End of Balboa Island, Ca.) Next to pass over Bayshores, Calif the next plane to take off over Balboa Bay Resort, next to go over West Newport California, Next to take off over Huntington Beach.

IN other words just fan out the take-offs.

THEN repeat back to Corona Del Mar, Ca. the result would be a plane taking off over your area once every 35 minutes. This still isn't great but it is at least sharing all the different kinds of pollution with the whole area and not just one population of residents.

871-01

871-02

871

Dr. William R. Manclark (continued)

871-03

2. SNA should have never been made the airport that it is today but that is crying over spilt milk. The beach area is a high property tax area and by short sightedness SNA has damaged property values all along this part of the coast.

I know you will argue our properties are still worth considerable money but you cannot deny if we didn't have all that noise all day long this property would be even more desirable.

For this reason I feel we property owners should be given a reduction in our property taxes, warranted because of probable health damages by the soot, and the noise. It is impossible to sleep late, especially if your windows are open.

One thing I know, by threatening to begin a petition to reduce taxes our "representatives" hate to give up tax money thus possibly a plan as I have suggested will be implemented.

Respectfully,



Dr. William R. Manclark

313 E. Bay Front

Balboa Island, California 92662

871

Response

871-01

Please see **Topical Response 12 – SNA Current Departures**.

871-02

The commenter suggests developing multiple departure procedures as part of a single airport configuration to effect a fan-like distribution of noise and impact for San Diego International Airport. The FAA considered the implications of developing a departure process which included a fan-like distribution of departures. The FAA concluded that, due to conflicts with multiple adjacent airport air traffic procedures and the increased complexity associated with the air traffic control operation, it did not meet the purpose and need of the Project, as stated in Section 2.1 of the EA document. This would decrease efficiency and safety and increase complexity. Also, the suggested departure procedure would not meet current procedure design criteria as described in Section 3.1.2 in the EA. Please see **Topical Response 05 – Purpose and Need**.

871-03

Thank you for your comment.

872

Martin Wurbs

4444 Algeciras St.  
San Diego, CA 92107  
September 28, 2015



Mr. Glen Martin  
Western Pacific Regional Administrator  
Federal Aviation Administration  
P.O. Box 92007  
Lawndale, CA 90261

Dear Mr. Martin:

872-01

The purpose of this letter is to oppose the proposed change in flight path for planes emanating from Lindbergh Field, San Diego and having destinations to the east. The current flight path sends planes further out to sea and further to the south, thus minimizing noise impacts on residents in the Point Loma area of San Diego. The proposed flight path will cause planes to pass directly over Cabrillo National Monument while still at low altitudes, and much closer to homes.

My understanding is that the project's Draft Environmental Impact Statement (DEIS) states that computer modeling of noise impacts concludes that they will be negligible. Candidly, I don't believe the results of the computer model. My specific request is that you collect real time noise data at Cabrillo National Monument and at least two residential locations nearest the proposed flight path, and compare that data to real time data collected at the same locations using the existing flight path. Obviously, it will be necessary to work with Lindbergh Field and the airlines to permit the temporary use of the proposed flight path for data collection purposes. If the results exceed the impacts projected in the DEIS, then the new flight path proposal should be abandoned.

There is also a common sense factor here. I live in Point Loma and, at night, I often sit on my porch and watch the planes come out of Lindbergh over the ocean and eventually turn east. I can definitely hear them now and, if you bring them closer and lower in altitude to the residential community as proposed, they are certain to be significantly louder.

872-02

Finally there is the question of who the proposed change in flight path is designed to benefit. My understanding is that the only beneficiaries are the airlines and that the monetary savings, which they will certainly put directly into their collective pockets, is minimal in relation to the harm it will cause. Please don't do this just because you can.

Sincerely,

A handwritten signature in cursive script that reads "Martin Wurbs".

Martin Wurbs

cc: Mr. Anthony Foxx, Secretary of Transportation

872

Response

872-01

Please see **Topical Response 07 – Request for More Data.**

872-02

Please see **Topical Response 05 – Purpose and Need.**

873

## Paul Cooley and Leonore Freehling

**From:** Paul Cooley [prc.calif@gmail.com]  
**Sent:** Wednesday, September 30, 2015 12:51 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** SoCal Metroplex OAPM, Overflights over Culver City

873-01

We live in a residential area of Culver City which until recently had enjoyed relatively little noise from passenger jet aircraft flights overhead. We have noticed that there has been some recent change which has resulted in frequent loud and extended noise from such flights, often at night when we are attempting to sleep.

We are not enjoying this change and wonder why, or if, it is necessary.

Paul Cooley  
Leonore Freehling

4061 Van Buren Pl  
Culver City, CA 90232

873

## Response

873-01

Please see **Topical Response 02 – Existing Conditions.**

874

## Terri Johnson

**From:** David and Terri Johnson [datejhnsn@gmail.com]  
**Sent:** Wednesday, September 30, 2015 1:15 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airport Noise/flight Path change

Hello

874-01

I am writing to ask that the change stop. I am against dropping the way point out over the ocean. Just 10 minutes ago I "heard a Southwest plane" after 30 seconds we saw it over the point and watched it turn south and then east. I HEARD IT THE ENTIRE time and saw it. It is not traveling out the correct distance. It takes 2 and 1/2 minutes. When planes take off in shorter segments from the airport we do not even get a break. When planes take off over Loma Portal the noise is 40 seconds. Over the ocean 40 seconds. Not only do we get awful take off, we now are subjected to turn and going east noise. This is damaging my health. I can't live on 6.5 hours of sleep.

874-02

Who was responsible for deciding the flight change to go over Point Loma houses and did this person or group ever come out to the areas that we going to be effected. Please send me any reports on the impact they expected to effect neighborhoods. I am assuming you can refer us to that. Waiting your reply.

Terri Johnson  
3574 Dupont St.  
San Diego CA

We are in a vortex of noise.

874

Response

874-01

Please see **Topical Response 11 – Point Loma**.

874-02

Please see **Topical Response 07 – Request for More Data**.

875

Angela Myer

**From:** Angie Myer [amy92107@gmail.com]  
**Sent:** Wednesday, September 30, 2015 1:57 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** KEEP LOWMA TO PROTECT SAN DIEGANS

Dear FAA,

875-01

I am writing to strongly protest the dangerous proposal of eliminating the hard-fought and widely-accepted LOWMA protection area for San Diego flight paths. The only reason we have heard that this proposal is being made is to save on fuel costs. However, we respectfully note that nowhere in the FAA's mission does it list saving money for the airlines. Instead one of the FAA's charges is to protect the safety of air travel, including pollution. You note that eliminating LOWMA will reduce pollution; instead, it just appears to redirect it over our homes and parks. By directing airplanes over populated San Diego neighborhoods TWICE while leaving our airport, we believe you are forsaking that mission. You will be flying over thousands and of homes, a dozen schools, including national monument and DOD areas. We also note that this proposal appears to have been made without consideration to the San Diego Airport Authority which has worked long and hard to ensure the airport and neighborhoods can co-exist. Please do not undermine these efforts by forcing this through without all the proper notifications and procedures. We will fight for our neighborhoods and against increased air and noise pollution!

875-02

875-03

NO to the proposed San Diego change!

Sincerely,  
Angela Myer  
3813 La Cresta Dr.  
San Diego, CA 92107

875

Response

875-01

Please see **Topical Response 05 – Purpose and Need**.

875-02

Please see **Topical Response 11 – Point Loma**.

875-03

The commenter is concerned the proposal has been made without consideration of the San Diego Airport Authority. The FAA is committed to involving the public and local governments in the environmental review process as required by NEPA and FAA regulations, policies, and procedures. The FAA engaged in extensive public and government involvement for the SoCal Metroplex Project Draft EA, providing ample opportunity to review and comment on the Proposed Action. The FAA provided an early notification letter in January 2014 to local governments informing them of the FAA's intention to prepare an EA for the SoCal Metroplex Project. San Diego County Regional Airport Authority received the notification letter and provided written comments. From March 2014 until the end of the public comment period, the FAA met individually with the San Diego Regional Airport Authority on numerous occasions. In October 2014, the FAA provided informational briefings to government officials at a number of locations, including at the

**876 Nancy Houser and Ken Sauder**

**From:** Nancy Houser [nhouser@cox.net]  
**Sent:** Wednesday, September 30, 2015 3:29 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Flight Path Changes in San Diego, CA

To: FAA SoCalMetroplex

From: Nancy Houser

Re: FAA Flight Path Changes in San Diego, California

September 29, 2015

To Whom It May Concern:

I am a lifelong resident of the Point Loma area of San Diego, CA., having lived here for sixty years. I grew up under the flight path and I know very well what it's like to live under the jets. Loving San Diego and Point Loma as I do, fifteen years ago my husband and I chose to purchase a home on the southern edge of the point to be far away from the disruptions of the airport. We paid a large financial premium to do so, but knew it was well worth it.

**876-01**

As San Diego homeowners in the Point Loma area, we find it unconscionable that the FAA is changing the route of eastbound air traffic, flying airplanes back over the point instead of over the ocean and around waypoint LOWMA in order for the airlines to save money and fuel. Our concerns are many. Increased noise pollution, toxic air and water pollution, safety concerns of a plane crash and plummeting home values will all have the potential for catastrophic consequences in our beautiful neighborhood.

**876-02**

Residents are not the only ones who will be affected if these changes are allowed. If enacted, the airlines will soon be flying over four elementary schools, Point Loma Nazarene University, churches, Cabrillo National Monument, Sunset Cliffs Natural Park, SPAWAR, Fort Rosecrans, as well as many tourist attractions and businesses. The cost of disrupted lives, constant noise, noxious pollution and safety concerns should outweigh a profit for private airlines. If the FAA's goals truly are safety, efficiency and environmental responsibility, re-routing planes during takeoff over thousands of people makes a mockery of that vision.

Please add our voices to thousands of concerned Point Loma and San Diego residents who vigorously oppose this change.

Thank you. We appreciate your attention to this matter.

Sincerely,

Nancy Houser and Ken Sauder  
 839 Moana Drive  
 San Diego, CA. 92016  
 619.226.1201  
 nhouser@cox.net

**876 Response**

**876-01**

Please see **Topical Response 11 – Point Loma.**

**876-02**

Please see **Topical Response 11 – Point Loma.**

877

Amy Palmer

**From:** Amy Palmer [amy@digitallionmarketing.com]  
**Sent:** Wednesday, September 30, 2015 4:23 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Culver City Proposed new flight path

Hi.

877-01

I've been reading articles that states you say there won't be more flights or noise with your new proposed flight plan - but that is simply not true. I have already been subjected to a significant increase in air traffic over my home — it has been relentless. I don't think more than a few minutes goes by before I hear another plane. And this is all before the proposed new plan hits Culver City.

I implore you to not change your flight path to Culver City. This is one of the last few quiet family-friendly neighborhoods with outstanding schools in Los Angeles. It is a thriving city after spending years recreating itself. And now turning it into a superhighway in the sky will destroy it.

Please reconsider.

Thank you,  
Amy Palmer  
11118 Garfield Avenue  
Culver City 90230

877

Response

877-01

Please see **Topical Response 09 – LAX North Arrivals.**

878

Robert Crow

**From:** Robert Crow [rob\_crow1@msn.com]  
**Sent:** Wednesday, September 30, 2015 4:38 AM  
**To:** 9-ANM-SoCalOAPM (FAA); [awarren@san.org](mailto:awarren@san.org); [trussell@san.org](mailto:trussell@san.org); [cott.peters@mail.house.gov](mailto:cott.peters@mail.house.gov); [Kevinfaulconer@sandiego.gov](mailto:Kevinfaulconer@sandiego.gov)  
**Subject:** FAA - NO TO FAA FLIGHT PATHS

**Please dont just delete this message.**

As a tax payer, as a home owner, as a voter in San Diego, I am ENTITLED to be heard. Yes that is correct, some of you on this email were elected by me to represent my interests and those of my family. Not just the airlines financial interests and political contributions.

San Diego has had MANY opportunities to expand an airport in east county - yet politics shut that down. Now everyone wants to ruin the existing airport.

878-01

I AM BEGGING YOU TO COME TO MY HOUSE AT 3518 TENNYSON STREET, SAN DIEGO 92106. I will invite you to breakfast and you can sit and listen to the non stop planes that start at 6:30 every single day. And many of those planes claim to depart at 6:15am (i can site the airlines and flight number) that cannot depart until 6:30 am

WE DONT NEED MORE FLIGHTS. WE NEED ANOTHER AIRPORT. PLEASE STOP THE INSANITY.

Please let me know the morning you wish to stop by for a morning listen. I promise to coffee and breakfast for anyone willing to stop by

Kind regards

Robert Crow  
619.481.7736 

878

## Response

878-01

Please see **Topical Response 02 – Existing Conditions.**

879

## Mark Herscovitz

**From:** mark herscovitz [markh0825@gmail.com]  
**Sent:** Wednesday, September 30, 2015 5:41 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [city.clerk@culvercity.org](mailto:city.clerk@culvercity.org)  
**Subject:** Airplane noise over Culver City

Dear FAA,

879-01

I am a Culver City resident who is extremely upset at the current situation of airplane noise and traffic over my house and my children's school in Culver City.

I understand that there is long-standing flight path over Santa Monica, West Los Angeles, and Culver City, but there is no question that flights overhead are *considerably* lower, louder, and more frequent than ever. The sound of flights overhead is relentless. It's early in the morning at 6am, and late into the night, well after midnight.

It's causing my windows to rattle, and my concentration to wane. It's affecting my children, and my family's sanity. Every two minutes, a plane flies over my house, then directly over Culver City High School, Middle School and Farragut Elementary School. I can't even imagine the impact it's having to the all of the children and teachers there, let alone, the pollution and environmental impacts as well.

879-02

Please make it stop. Please do not implement the NextGen plan to increase the frequency, and lower of the flights. Please raise the altitude levels, and lower the frequency of planes traveling over our homes and our children's schools.

Sincerely,

Mark Herscovitz  
 4445 Commonwealth Avenue  
 Culver City, CA 90230

310-922-2572

879

## Response

879-01

Please see **Topical Response 09 – LAX North Arrivals.**

879-02

Please see **Topical Response 09 – LAX North Arrivals.**

880

William Burgener

**From:** [obfel@aol.com](mailto:obfel@aol.com) [obfel@aol.com]  
**Sent:** Wednesday, September 30, 2015 5:57 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New flight route over Point Loma

Dear FAA:

880-01

I am one of the many who object to the proposed rerouting.

Law Offices of William R. Burgener  
1775 Hancock St., Ste. 180  
San Diego, CA 92110  
(619) 291 - 8565  
[william\\_burgener@yahoo.com](mailto:william_burgener@yahoo.com)

This communication is intended to be confidential under all applicable laws.

880

Response

880-01

Please see **Topical Response 11 – Point Loma.**

881

Samantha Ramos

**From:** Samantha [s.davis8@cox.net]  
**Sent:** Wednesday, September 30, 2015 6:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Scott Peters; Kevin Faulconer; Lori Zapf; San Diego County Regional Airport Authority; San Diego County Regional Airport Authority; Samantha Ramos  
**Subject:** Samantha Ramos's Comments on: Federal Aviation Administration (FAA) Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

September 29, 2015

**Subject:** Federal Aviation Administration (FAA) Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document

To the Whom It May Concern,

881-01

I oppose the proposed change by the FAA to remove the "LOWMA" waypoint that eastbound departing planes from San Diego Airport must pass by to the south of Point Loma before they can go east. The idea is to save on jet fuel to save money and emissions and to improve efficiency and safety. Looking at the data provided on the Metroplex website the projected \$7.8 million savings is for all of the 21 airports that this plan makes recommendations on. According to the 2013 average annual day flight schedule data provided there were 1,444,063 flights at these 21 airports in 2013, of which San Diego account for only 185,818 (or 12.86%). This means that the proposed changes in San Diego account for only about \$1,003,860. This is only about a \$5.40 savings per flight arriving or departing from San Diego Airport. This is less than the cost of 2 gallons of gasoline. Looking at this plan I am not impressed with the claimed benefits compared to the cost to my Point Loma community.

881

Samantha Ramos (continued)

How many flights depart San Diego airport annually for an eastbound departure? What is the average distance saved per flight with this proposal for eastbound departures? How many of these eastbound departures will cross over Point Loma for a second time after making their turn to go east? What is the determined cost savings per departing flight? Who benefits from the projected savings, the government or the airlines? Why should Point Loma residents suffer the consequences of these proposed changes in airline routes to save the airlines money? Shouldn't the welfare of communities under the flight path be a priority over the financial interests of the airlines? As a government agency shouldn't the FAA's priority be public welfare over airline profits?

This proposal would have planes shorten their left turning radius and fly back over Point Loma for a second time, going over the top of Cabrillo National Monument, Rosecrans National Cemetery, Point Loma Nazarene University, and homes in the Wooded Area, La Playa, and Sunset Cliffs. This will mar the peaceful environment at our national monument, dishonor our veterans' final resting place, and disrupt learning at Pt. Loma Nazarene University. Our home's indoor and outdoor space will be filled with jet engine noise and pollution. Airline fuel exhaust will be dropped over our homes. This will potentially adversely affect our person, damage our homes, landscaping, hardscape, etc. In addition, the noise has been shown to impact our health, decreasing sleep, increasing cardiovascular risk, etc.

What studies has the FAA reviewed and/or done on the environmental impacts of planes flying over homes? What damage can this cause to our homes, cars, hardscaping, landscaping, etc. What were the results of these studies? Can you send me a copy of these studies? What studies has the FAA reviewed and/or done on the health risks for people (children, adults, elderly) that live under the flight path? What were the results of these studies? Can you send me a copy of these studies? Have you objectively measured pre-flight ambient sound levels in the Point Loma areas that will be affected by these changes? Or are these only theoretical calculations?

881-01

We moved to the Wooded Area of Point Loma to escape the flight path we had previously lived under. We paid several hundred thousand more for our home than other parts of Point Loma, to escape the flight path. The home values of my neighborhood are based upon its rural feel and lack of airline noise.

Since our purchase we have spent the last 2 years and several hundred thousand dollars remodeling our 68 year old home, which historically has not been under the flight path. We have invested all that we have and taken on significant debt to make this our dream home. I have reviewed studies showing the impact of airport noise on property values and analysis of property values of home values in Point Loma that are currently outside of the flight path compared to those under it. Locally there is a 35% premium associated with living outside of the airlines path when compared to homes north of mine, which have historically been under the path. Studies show that this could drop my home value by as much as 12 to 25% This proposal will financially cripple us, making our home worth less than its purchase price. I am sure I am not alone in this since the majority of homes, including my own are valued at or well over \$1,000,000. In addition, this will reduce property tax revenue to the city.

What studies has the FAA reviewed and/or done on the impact that being under a flight path has on the value of homes? What studies has the FAA reviewed and/or done on the impact/loss of revenue to cities due to reduced property tax values of homes within the flight path? What were the results of these studies? Can I have a copy?

Implementation of this proposed change in departure flight path, removing the "LOWMA" waypoint would likely lead our community to take legal action against the FAA, like many other communities across the nation. Please listen to our community and the advice of the San Diego Airport Authority and please leave the "LOWMA" waypoint intact.

Sincerely,

Samantha Ramos  
3747 Charles St.  
San Diego, CA 92106  
s.davis8@cox.net  
619-787-6227

CC:  
Congressman Scott Peters  
San Diego Mayor Kevin Faulconer  
San Diego City Council Member Lorie Zapf San Diego County Regional Airport Authority

Sent from my iPad

881

Response

881-01

Please see **Topical Response 11 – Point Loma.**

882

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Wednesday, September 30, 2015 11:56 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** CORRECTION-- Metroplex objection SWA 3018 9/28 7:02am

882-01

Sorry, my error. This was 9/28 not 9/29.

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

---

From: p\_t\_baker@hotmail.com  
To: 9-anm-socaloapm@faa.gov  
CC: airnoise@san.org  
Subject: Metroplex objection SWA 3018 9/29 7:02am  
Date: Tue, 29 Sep 2015 12:55:50 -0700

I could see and hear this plane from my house at 3759 Dupont Street, 92106.

If Metroplex is implemented this will become the norm. We do not want this.

Why is this plane flying over the peninsula north of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

882

Response

882-01

Thank you for your comment.

883

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Wednesday, September 30, 2015 11:57 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** CORRECTION--Metroplex objection UAL 1641 9/28 6:40am

883-01

Sorry, my error. This was 9/28, not 9/29.

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

---

From: p\_t\_baker@hotmail.com  
To: 9-anm-socaloapm@faa.gov  
CC: airnoise@san.org  
Subject: Metroplex objection UAL 1641 9/29 6:40am  
Date: Tue, 29 Sep 2015 12:54:11 -0700

I could see and hear this plane from my house at 3759 Dupont Street, 92106.

If Metroplex is implemented this will become the norm. We do not want this.

Why is this plane flying over the peninsula north of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

883

Response

883-01

Thank you for your comment.

884

Pat Baker

**From:** Pat Baker [p\_t\_baker@hotmail.com]  
**Sent:** Wednesday, September 30, 2015 11:58 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** CORRECTION--Metroplex objection AA 2205 9/28 6:37am

884-01

Sorry, my error. This was 9/28, not 9/29.

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

---

From: p\_t\_baker@hotmail.com  
To: 9-anm-socaloapm@faa.gov  
CC: airnoise@san.org  
Subject: Metroplex objection AA 2205 9/29 6:37am  
Date: Tue, 29 Sep 2015 12:53:29 -0700

I could see and hear this plane from my house at 3759 Dupont Street, 92106.

If Metroplex is implemented this will become the norm. We do not want this.

Why is this plane flying over the peninsula north of the tip of Point Loma?

Pat Baker  
PO Box 6730  
San Diego, CA 92166

(619) 251-9665

884

Response

884-01

Thank you for your comment.

885

Darin Hayden

**From:** Darin Hayden <darinhayden@gmail.com>  
**Sent:** Wednesday, September 30, 2015 12:36 PM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Warren Anne; Russell Tony; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov  
**Subject:** FAA Changes to SAN Proposed Departure Procedures

## CLARIFICATION REQUESTED

There have been a lot of community outrage with regard to the newly proposed SAN departure procedures. Along with this outrage we have received the following information. Can you respond to the following items to confirm they are correct or just rumor?

885-01

1. Has the FAA approved the departure changes be implemented, in part, prior to the close of public response of October 8th, 2015? In other words, are some planes already following the "new" guidelines?

885-02

2. Does the FAA have sole authority to make these flight path changes irrespective of their impact to local property values, environmental impacts (including noise pollution) and safety concerns (flight path over densely populated homes in the La Playa, Fleetridge, OB areas) by the current population in those areas?

885-03

3. Can you confirm the planes are now, or will be in the near future, permitted to take off out of Nimitz Blvd. where they used to be required to stay north of Nimitz?

885-04

4. The meeting scheduled for October 7th at the McMillian Event Center in Point Loma. Is this meeting setup to appease the public by giving them a meeting to voice their opinions? Will their opinions have any effect on the actions to be taken by the FAA?

885-05

I sincerely appreciate your careful consideration and response to the items above. This would help clarify some of the rumors being spread around the community. As you may have surmised, those of us who live south of Nimitz have paid higher prices for our homes in order to remain out of the SAN flight path. If this implementation becomes permanent, there will be a significant negative impact to all of us who live in the Point Loma area. This impact includes loss of property values, increased noise and debris fallout on our homes and will affect our health (especially respiratory issues). I sincerely hope you reconsider these proposed departure procedures and pull back the already expanded takeoff path back to south of Nimitz.

Sincerely,

Darin Hayden  
 Point Loma Resident

885

Response

885-01

Please see **Topical Response 02 – Existing Conditions**.

885-02

The commenter is concerned with who has authority to make flight path changes. As discussed in Section 1.2.1 of the EA, under the Federal Aviation Act of 1958 (49 USC § 40101 et seq.), the FAA is delegated control over use of the nation's navigable airspace and regulation of domestic civil and military aircraft operations in the interest of maintaining safety and efficiency. The SoCal Metroplex Project is being undertaken as part of the FAA's effort to modernize the nation's airspace. To evaluate the potential environmental impacts associated with the Proposed Action, the FAA prepared an EA in full compliance with NEPA and FAA Order 1050.1E.

885

Response (continued)

885-02

Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential to be affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. The results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

885-03

The commenter requests information on departure procedures at San Diego Airport. The commenter's reference to Nimitz Blvd and SAN departures staying north of Nimitz Blvd is unclear. The FAA assigns aircraft departure headings depending upon the direction of the final destination. At SAN airport, westbound departures for all existing and proposed procedures cross Nimitz Boulevard which runs perpendicular to the runway. The Proposed Action will not change aircraft crossing Nimitz Boulevard. The Purpose and Need of the SoCal Metroplex Project is to design the most efficient routes while maintaining or improving safety.

885-04

Please see **Topical Response 13 – Point Loma Public Meeting.**

885-05

Please see **Topical Response 11 – Point Loma.**

886

Cara Thome

**From:** Cara Thome [caramthome@gmail.com]  
**Sent:** Wednesday, September 30, 2015 1:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:**

To Whom It May Concern:

886-01

I am a long-time resident of Pt. Loma. My husband and I bought an historic home in La Playa three years ago to AVOID the flight path, the noise and pollution from airplanes. We have poured money into the restoration of this home only now to find that we may be subject to noise and pollution as you decide to change the current commercial airline flight path. We already deal with airplane noise from the military. This is upsetting to say the least. Please listen to Pt. Loma residents and do NOT make these changes.

Sincerely,  
Cara Thome  
[caramthome@gmail.com](mailto:caramthome@gmail.com)

619-548-8893

886

Response

886-01

Please see **Topical Response 11 – Point Loma.**



888

Anne St Louis

**From:** Anne St Louis <annestlouis4@gmail.com>  
**Sent:** Wednesday, September 30, 2015 4:35 PM  
**To:** Warren Anne; Russell Tony  
**Subject:** FAA plans to eliminate the waypoint LOWMA at the end of Point Loma

Dear San Diego County Regional Airport Authority

Attn: FAA plans to eliminate the waypoint LOWMA at the end of Point Loma

As a native San Diegan, I oppose the FAA plans to eliminate the waypoint LOWMA at the end of Point Loma. I urge you to oppose the changes of flight paths found in the Draft SoCal Metroplex Environmental Assessment.

Scientific research indicates it is well understood that noise levels below those that actually produce hearing damage, such as those related to constant overhead airplane noise, cause annoyance, sleep disturbance, cognitive impairment, physiological stress reactions, endocrine imbalance, and cardiovascular disorders.<sup>1</sup>

***This proposed FAA change of flight routes over Point Loma is a local public health risk. The very small improvement the FAA projects with this proposed change is insignificant compared to the number of lives that will be affected on a DAILY basis by this health hazard.***

In addition to human health, which should be your top concern, this change will be costly to San Diego overall as it will decrease property tax revenue from 92106 and 92107 zip codes, as all communities in Point Loma, Ocean Beach and Sunset Cliffs become affected by airplane noise and property values are devalued. Additionally, the city will incur significant costs in the form of noise abatement program implementation.

Thank you for your attention to this matter and I urge you to take steps to avoid elimination of the waypoint LOWMA at the end of Point Loma.

Respectfully,

Anne St Louis

[Annestlouis4@gmail.com](mailto:Annestlouis4@gmail.com)

1. Babisch W. Cardiovascular effects of noise. Noise Health 2011;13:201-4  
<http://noiseandhealth.org/article.asp?issn=1463-1741;year=2011;volume=13;issue=52;spage=201;epage=204;aulast=Babisch>

888

Response

888-01

Please see **Topical Response 11 – Point Loma.**

889

Daniel St Louis

**From:** Dan St Louis [adzisl3747@gmail.com]  
**Sent:** Wednesday, September 30, 2015 5:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** plans to eliminate the waypoint LOWMA at the end of Point Loma

Dear FAA decision makers,

As a native San Diegan, I oppose the FAA plans to eliminate the waypoint LOWMA at the end of Point Loma. I urge you to oppose the changes of flight paths found in the Draft SoCal Metroplex Environmental Assessment.

Scientific research indicates it is well understood that noise levels below those that actually produce hearing damage, such as those related to constant overhead airplane noise, cause annoyance, sleep disturbance, cognitive impairment, physiological stress reactions, endocrine imbalance, and cardiovascular disorders.<sup>1</sup>

***This proposed FAA change of flight routes over Point Loma is a local public health risk. The very small improvement the FAA projects with this proposed change is insignificant compared to the number of lives that will be affected on a DAILY basis by this health hazard.***

In addition to human health, which should be your top concern, this change will be costly to San Diego overall as it will decrease property tax revenue from 92106 and 92107 zip codes, as all communities in Point Loma, Ocean Beach and Sunset Cliffs become affected by airplane noise and property values are devalued. Additionally, the city will incur significant costs in the form of noise abatement program implementation.

Thank you for your attention to this matter and I urge you to take steps to avoid elimination of the waypoint LOWMA at the end of Point Loma.

Respectfully,

Daniel St Louis

4421 Hill St

San Diego, CA 92107

889-01

889

Response

889-01

Please see **Topical Response 11 – Point Loma.**

890

Deanna Newell

From: [deannan@ca.rr.com](mailto:deannan@ca.rr.com) [deannan@ca.rr.com]  
Sent: Wednesday, September 30, 2015 5:38 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Culver City under new flight path

Dear FAA representative,

890-01

I am writing to express my concern over the new, proposed flight path that will direct planes right over Culver City. I am a proud Culver City resident who has lived in CC for over 10 years. We love our city and our community. However, when we moved to CC, we never imagined we would hear plane noise the way that we do now. We have always seen the planes coming/going to LAX from our house, but there has never been significant noise and we certainly haven't been able to see the logos on the planes as they fly over. The plane noise has gotten progressively worse in the last few months and with the proposed flight plan change in 2016, it is going to be unbearable. It is loud and even worse, the planes will fly right over two elementary schools, the middle school and the high school. I am very concerned about the impact this will have on the health of all of our children.

Please, we implore you, revisit this issue. This will affect our community in such a dramatic way- our home values are going to plummet and my husband is already talking about moving if this happens.

Concerned resident,  
Deanna Newell  
4445 Commonwealth  
Culver City, CA

890

Response

890-01

Please see **Topical Response 09 – LAX North Arrivals.**

891

Deanna Newell

From: [deannan@ca.rr.com](mailto:deannan@ca.rr.com) [deannan@ca.rr.com]  
Sent: Wednesday, September 30, 2015 5:38 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Culver City under new flight path

Dear FAA representative,

891-01

I am writing to express my concern over the new, proposed flight path that will direct planes right over Culver City. I am a proud Culver City resident who has lived in CC for over 10 years. We love our city and our community. However, when we moved to CC, we never imagined we would hear plane noise the way that we do now. We have always seen the planes coming/going to LAX from our house, but there has never been significant noise and we certainly haven't been able to see the logos on the planes as they fly over. The plane noise has gotten progressively worse in the last few months and with the proposed flight plan change in 2016, it is going to be unbearable. It is loud and even worse, the planes will fly right over two elementary schools, the middle school and the high school. I am very concerned about the impact this will have on the health of all of our children.

Please, we implore you, revisit this issue. This will affect our community in such a dramatic way- our home values are going to plummet and my husband is already talking about moving if this happens.

Concerned resident,  
Deanna Newell  
4445 Commonwealth  
Culver City, CA

891

Response

891-01

**Topical Response 09 – LAX North Arrivals.**

892

MJ Del Campo

From: Mary Jean Del Campo [delcampomj@gmail.com]  
Sent: Wednesday, September 30, 2015 6:32 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: NO on changing flight path in Point Loma

892-01

Stop the pollution, of noise, fuel exhaust, increase danger, lowering quality of life and reducing home values now. Do not change existing flight patterns.

MJ Del Campo  
Del Monte Ave  
  
Point Loma, CA

892

Response

892-01

Please see **Topical Response 11 – Point Loma.**

893

Lauren Mason

From: lauren mason [lnmason@icloud.com]  
Sent: Wednesday, September 30, 2015 7:12 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Point Loma airplane noise

893-01

Please stop the flying of planes over my house! I spent millions on my home in purchase and remodeling fees and the flight path over my end of point Loma would bring down my property value! I'm furious with the ALREADY audible changes in air noise. I just arrived on a direct flight from San Diego to Newark this morning and we flew DIRECTLY OVER MY HOUSE on takeoff.

I was under the impression there was a public hearing phase still in effect.  
You will avoid a law suit if you keep the flight path as it is.

Sincerely,  
Lauren Mason  
Owner, 320 San Fernando street, San Diego, CA 92106.  
619-278-8278 cell

Sent from my iPhone

893

Response

893-01

Please see **Topical Response 02 – Existing Conditions.**

894

Alan Zuckerman

**From:** Zuckerman, Alan [A.Zuckerman@MPGLAW.com]  
**Sent:** Wednesday, September 30, 2015 7:16 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [pbandz@cox.net](mailto:pbandz@cox.net); Alan and Pam Zuckerman; [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov); [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** Draft EA for SoCal Metroplex - Public Comment from Alan Zuckerman

To Whom It May Concern at the FAA-

Please include the attachments as part of the public comment to the draft EA for the SoCal Metroplex.

-Alan Zuckerman

(619) 525-2529  
[a.zuckerman@mpglaw.com](mailto:a.zuckerman@mpglaw.com)

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MUSICK, PEELER & GARRETT LLP  
ATTORNEYS AT LAW

ALAN J. ZUCKERMAN  
[a.zuckerman@mpglaw.com](mailto:a.zuckerman@mpglaw.com)  
(619) 525-2529

225 BROADWAY, SUITE 1900  
SAN DIEGO, CALIFORNIA 92101-5028

TELEPHONE: (619) 525-2500  
FACSIMILE: (619) 231-1234  
WWW.MUSICKPEELER.COM

LOS ANGELES  
ORANGE COUNTY  
SAN DIEGO  
SAN FRANCISCO  
SANTA BARBARA  
WESTLAKE VILLAGE

September 30, 2015

**VIA FEDEX AND EMAIL**  
[9-ANM-SoCalOAPM@faa.gov](mailto:9-ANM-SoCalOAPM@faa.gov)

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Commentary on SoCal Metroplex Draft Environmental Assessment;  
Flights to and From the San Diego International Airport

To Whom It May Concern:

I estimate that over 10,000 people live in the southern portion of the Point Loma area of San Diego, including my family. This area has historically not been affected by aircraft noise from the San Diego International Airport. However, the increased noise resulting from the FAA's proposed removal of the LOWMA waypoint for aircraft take-offs from the airport will irretrievably harm our quiet and bucolic area. We therefore strongly object to any change in the flight pattern over Point Loma, due to the adverse environmental impact caused by increased noise. Our concern is shared by over 2,100 others who have signed a petition opposing the removal of the LOWMA waypoint.

894-01

894

Alan Zuckerman (continued)

Despite statements in the EA that noise decibel level increases will be marginal, we know that is not the case for two reasons.

894-02

First, the aircraft flight pattern over Point Loma was modified earlier this month. The increased noise resulting from such change in aircraft flight paths is very annoying. The noise starts before 6:30 am and continues to about 11 pm every day, and affects our sleep. Many of the planes are also much more visible than previously. We don't know if such modification is temporary or related to the Metroplex activities, but it reflects how any change in pre-existing flight patterns can disrupt the quality of life in our neighborhood.

894-03

Second, although a 5 decibel increase from 50 to 55 decibels may not be noticeable to most, even a 5 decibel increase is obviously noticeable when the base point is close to 0 decibels. In any event, the decibel increase around our neighborhood in the past few weeks is noticeably more than 5 decibels.

MUSICK, PEELER & GARRETT LLP  
ATTORNEYS AT LAW

SoCal Metroplex EA  
September 30, 2015  
Page 2

894-04

I also note that San Diego City Council Member Lorie Zapf and the San Diego County Regional Airport Authority have expressed similar concerns; their letters are attached. In their letter dated September 3, 2015, the Airport Authority notes that permanently removing the LOWMA waypoint south of Point Loma "may make compliance with the Airport's existing noise abatement procedures more difficult to achieve. We would suggest the FAA consider retaining the LOWMA waypoint to ensure the Airport's noise abatement procedures can be maintained to limit aircraft flying over the Pt. Loma community."

894-05

Here is a list of negative environmental impacts caused by the proposed flight pattern change:

- Increased noise, which will negatively affect the quality of life of thousands of Point Loma residents.
- Public safety. As planes fly closer to populated areas, the safety of the surrounding population can be more adversely impacted.
- Lower air quality in the populated area.
- Jet fuel in stormwater runoff, which ends up in storm drains, resulting in greater concentrations of pollution at the point of discharge.
- Fuel damage to trees and vegetation.
- Faster deterioration of the structures below the flight path, such as homes, cars, hardscapes, headstones at Fort Rosecrans National Cemetery in Point Loma, as well as historical structures at Cabrillo National Monument in Point Loma.

894-06

Although the SoCal Metroplex plan notes increased fuel savings as a result in the shortening of flight paths, those savings are far outweighed by the negative impact of the change in flight patterns to the quality of life of the residents of Point Loma.

Very truly yours,

Alan J. Zuckerman

cc: Congressman Scott Peters  
San Diego City Council Member Lorie Zapf  
San Diego Mayor Kevin Faulconer

963394.1



**COUNCILMEMBER LORIE ZAPF**

SECOND DISTRICT  
CITY OF SAN DIEGO

September 25, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

RE: Councilmember Lorie Zapf Comment on Draft SoCal Metroplex Environmental Assessment

To Whom It May Concern:

As the elected local representative for San Diego City Council District Two, I have a sincere interest in ensuring that the well being and quality of life of my constituents is protected.

With that said, I am concerned with the proposed changes of flights paths found in the Draft SoCal Metroplex Environmental Assessment. I oppose the removal of waypoint LOWMA as many of my constituents have expressed through phone calls and emails to my office. More specifically, I am concerned that the permanent removal of waypoint LOWMA may only increase levels of visual and noise disturbance for many residents in the Ocean Beach and Point Loma communities.

Furthermore, I am concerned that this proposed waypoint change may attribute to an increase of the "early turn" of commercial jet liners that we as a community and airport have worked so hard to protect against.

I do want to thank representatives of the FAA for meeting with my office on September 22, 2015. I thank them for their time and presentation to my office as my concerns regarding the removal of waypoint LOWMA were communicated. I am optimistic that we can have an efficient flight path that honors precedence and does not sacrifice the quality of life for my constituents.

Respectfully submitted,

Lorie Zapf  
Councilmember | District 2  
City of San Diego



SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY

P.O. BOX 82776, SAN DIEGO, CA 92138-2776  
619.400.2400 WWW.SAN.ORG

September 3, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: San Diego County Regional Airport Authority Comment on Draft SoCal Metroplex  
Environmental Assessment

To Whom It May Concern:

The San Diego County Regional Airport Authority (Authority) appreciates the Federal Aviation Administration (FAA) providing the opportunity to review the proposed work product of the SOCAL Metroplex activity. Understanding the scope, timing, costs, and logistics involved in an endeavor as large as the SoCal Metroplex, the Authority recognizes and appreciates the efforts of Lynn Ray, Vice President Mission Support FAA, for bringing greater clarity to the proposed changes in the San Diego area through extended meetings, presentations, and reviews.

As the national aviation infrastructure expands to meet the NextGen goals, the FAA has a difficult and critical task of balancing the needs of all those affected. Over the last decade, airspace and flight procedure development has shifted from individual activities of limited scope to regional developments through Metroplex projects. The stakeholder group for Metroplex included Air Carrier Operators, Air Traffic Control, Military, Corporate Jet operators, and other parties whose business models participate in national daily flight operations. To date, airport agencies, such as the Authority, have not been stakeholders in either individual or regional airspace projects. However, the airports are on the "front line" with the community and we directly and regularly interact with people that are most impacted by FAA projects such as Metroplex. Airport staff must understand the details of the project so we can properly address inquiries that are directed to us. Involvement with the Airports can also provide critical information to the FAA that can influence the success of airspace projects. Our



SAN DIEGO  
INTERNATIONAL  
AIRPORT

involvement is integral to successful implementation of FAA projects such as the SoCal Metroplex.

Upon review of the draft Environmental Assessment for the SoCal Metroplex (Draft EA) project for the San Diego International Airport (Airport), our comments are as follows:

1. The proposed replacement of the POGGI departure (IBBEE) removes the LOWMA waypoint south of Pt. Loma. In today's environment, some aircraft bypass LOWMA and thus fly over the community of Pt. Loma as a result. The permanent removal of LOWMA may increase these flights and move both noise and visual disturbance further to the north of Cabrillo Point. Both the current RNAV and conventional SIDs have the noise abatement goals included in their design. Since the proposed IBBEE RNAV SID does not contain the LOWMA waypoint south of Point Loma, the Authority is concerned that this may make compliance with the Airport's existing noise abatement procedures more difficult to achieve. We would suggest the FAA consider retaining the LOWMA waypoint to ensure the Airport's noise abatement procedures can be maintained to limit aircraft flying over the Pt. Loma community.
2. While the new arrival procedure from the northwest follows a similar path to the current procedure, the proposed COMIX RNAV STAR is further south than the existing BAYVU RNAV STAR. Our concern is that the new path is shifted away from the historical flight path that has been used for flights arriving from the northwest, which may result in shifting of noise patterns. We believe it would be more prudent to leave the path at its historical location currently between LCOVE and STEPN waypoints.
3. The proposed RNP approach to Runway 27 may result in a concentration of traffic over a much narrower path causing a reduction in today's pattern of traffic dispersion. The path also turns sooner and over a higher population density than occurs with a majority of aircraft flying the current radar vector flight paths. The FAA offered an unofficial estimate that 40% of future aircraft would utilize the RNP approach. We believe this estimate represents a reasonable benchmark for a more in-depth evaluation of the procedure. The Authority requests the FAA advise when the projected utilization of this procedure will exceed 40% in order to allow an opportunity to provide input on the observed impact/benefit of the procedure post implementation.
4. The Draft EA utilizes the Day Night Average Noise Level (DNL) noise metric. While this is a widely utilized metric for noise metrics across the nation, the FAA has accepted (FAA Order 1050.1F) the Community Noise Equivalent Level (CNEL)

metric in lieu of DNL for California projects. The CNEL metric weighs evening hours (7:00 p.m. to 9:59 p.m.) in addition to nighttime hours in the DNL metric. The residents of our community are familiar with the CNEL metric and we believe that since the FAA has utilized the CNEL metric in other California projects, for consistency the noise analysis should be re-done utilizing the CNEL metric.

5. The Authority further requests:
  - a. A 180-day post-implementation evaluation period to assess actual impact/benefit of the procedures as compared to the projected noise levels in the Environmental Assessment; and
  - b. The FAA retain the existing (pre-Metroplex) flight procedures during this review to allow a fallback option should an unanticipated adverse impact occur from the Metroplex procedures; and
  - c. If the Authority determines there is an adverse impact resulting from the implementation of the proposed procedures, the Authority will be included in collaborative efforts to resolve issues revealed during this 180-day evaluation period.
  
6. The Authority requests stakeholder status in future flight procedure development within San Diego County.

We believe that the FAA has achieved the desired efficiencies for Air Traffic Control and operators through the SoCal Metroplex project. We are grateful for the opportunity to provide input from the ground perspective and await a response to our concerns.

Sincerely,



Thella F. Bowens  
President/CEO  
San Diego County Regional Airport Authority

894

Response

894-01

Please see **Topical Response 11 – Point Loma.**

894-02

Please see **Topical Response 02 – Existing Conditions.**

894-03

Please see **Topical Response 02 – Existing Conditions.**

894-04

Please see **Topical Response 11 – Point Loma.**

894-05

Please see **Topical Response 11 – Point Loma.**

894-06

Please see **Topical Response 05 – Purpose and Need.**

895

Deborah Thompson

**From:** deborah thompson [deborahthompson1@yahoo.com]  
**Sent:** Wednesday, September 30, 2015 7:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [airnoise@san.org](mailto:airnoise@san.org)  
**Subject:** Excessive Air Noise Over Point Loma

Hi,

895-01

At 12:31 today there was a very loud plane overhead. This was at least the 5th very loud plane I have heard flyover in relatively quick succession in the past 60 to 90 minutes. These planes seem unusually loud and very frequent.

This is not usual for this area. Can you please tell me why this is happening?

I live at 675 Silver gate Avenue in San Diego.

Thanks,  
Deborah Thompson

895

Response

895-01

Please see **Topical Response 02 – Existing Conditions.**

896

Diana Woodside

**From:** Diana Woodside [dianawoodside@cox.net]  
**Sent:** Wednesday, September 30, 2015 7:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NextGen proposal to delete the LOWMA waypoint near the tip of Point Loma

To those in power at FAA,

896-01

As a resident of Point Loma (3429 Hill Street, San Diego, 92106) and as a Realtor for over 40 years, I am writing to implore you not to make a change in flight paths that may or may not save a bit of fuel for the airlines but will surely leave soot over our homes, devalue our real estate (and the city's tax base) from flight paths with greater, far more expansive noise and air-pollution impact, and post a safety threat as more people may die from human and mechanical error as planes fly lower over houses, colleges, military installations, and our only National Monument.

Please, please do NOT DELETE the waypoint, Diana Woodside

**Diana Woodside**, CRB,LTG,RRC,CNS,CMS,CMHS, BRE #01393531  
 Coldwell Banker Residential Real Estate Brokerage

Land line: (619)255-6436

Mobile/Cell phone: (619)972-9943  
 E-mail: [DianaWoodside@cox.net](mailto:DianaWoodside@cox.net)

*I answer one or the other of the phone numbers above 90% of the time, just not on Sunday mornings nor when in no-phones-on meetings. I do not send or receive texts! Voice messages can be left at both of my phones. I prefer to have conversations that will last longer than a minute on my land line. If I am available only on the mobile phone, I am likely driving, showing property, and/or with someone else.*

896

Response

896-01

Please see **Topical Response 11 – Point Loma.**

897

Steven and Sandra Stapel

**From:** STEPHEN STAPLE [ssssandiego@sbcglobal.net]  
**Sent:** Wednesday, September 30, 2015 7:51 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** change in departure flightpath

897-01

We live in the area of the flightpath of San Diego International Airport. We already have to put up with noise of the ever increasing number of departure flights. We knew the airport was there when we built our home, but we were promised a long time ago that the FAA was going to make the airplane manufacturers reduce the noise of the engines. For a while the newer planes were much quieter, then they all returned to the same old noise level. To allow east headed departures to make a tighter U-turn and pass over the end of Point Loma is only going to make matters worse and we oppose this change.

Sincerely,  
 Steven and Sandra Stapel  
 4534 Coronado Av.  
 San Diego, Ca. 92107

897

Response

897-01

Please see **Topical Response 11 – Point Loma.**

898

Sarah Kleven McGann

**From:** Sarah Kleven [kleven.sarah@gmail.com]  
**Sent:** Wednesday, September 30, 2015 9:28 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Concerned Point Loma homeowner

To Whom it May Concern,

898-01

As a Point Loma homeowner, living in the Wooded Section on Dudley Street across Catalina from Point Loma Nazarene, I am extremely concerned about the proposed changes to east bound flights from Lindbergh field. The current routing, which requires flights to round the point at waypoint LOWMA is a reasonable and fair compromise which reduces noise pollution, particulates and health concerns from the local schools and residences. While some theoretical fuel savings might be achieved by allowing a tighter turning radius which brings flights directly over our neighborhood, I'm sure that any actual savings would be erased by the lengthy and costly litigation, noise pollution remediation, and general reduction in quality of life in this part of San Diego.

I respectfully urge you to reconsider eliminating the LOWMA waypoint, and to instead continue the current flight patterns which have created an equitable compromise between efficiency and quality of life.

Sincerely,  
Sarah Kleven McGann

898

Response

898-01

Please see **Topical Response 11 – Point Loma.**

899

Pauline Dishman

**From:** pauline dishman [pojomato@yahoo.co.uk]  
**Sent:** Wednesday, September 30, 2015 9:30 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NO MORE PLANES OVER POINT LOMA PENNSULA

899-01

899

Response

899-01

Please see **Topical Response 11 – Point Loma.**

900

Katrina Gerace

**Sent:** Wednesday, September 30, 2015 10:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** No Point Loma Flight Path Changes!!

900-01

FAA,  
Please support Point Loma. Please oppose the FAA's proposed flight path change in Point Loma (San Diego). Here on Point Loma we have a University, a National Cemetery, and a National Monument and very concerned residents. Please keep airplanes OFF of Point Loma....not ON Point Loma! Please keep the skies above our National treasures free of noise pollution and air pollution.

Thank you,  
Katrina Gerace  
Point Loma Resident

Sent from my iPhone

900

Response

900-01

Please see **Topical Response 11 – Point Loma.**

901

Julie Dillon

**From:** Julie Dillon [dillondevelopment@gmail.com]  
**Sent:** Wednesday, September 30, 2015 10:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA flight pattern change over Pt. Loma

901-01

I am reaching out to ask your help to stop modifying the takeoff flight pattern from Lindbergh Field, directing east-bound planes back over a residential area of southern Pt. Loma.

901-02

The existing flight path already impacts enough homes in Pt. Loma. People who buy homes in that area know what they are getting and purchase with that knowledge. To change the flight path later and impact yet another area of Pt. Loma is unjust and wrong. The reasoning being given for this change does not make sense—savings of a few dollars for the airlines at the expense of a huge impact over hundreds of people? I do not live in the wooded area but feel so strongly that this incredible unfair negative impact on our neighbors must be stopped. Hopefully you do also.

Regards,  
Julie Dillon

901

Response

901-01

Please see **Topical Response 11 – Point Loma.**

901-02

Please see **Topical Response 05 – Purpose and Need.**

902

Bob and Evelyn Viora

**From:** Robert Viora [borregobob42@gmail.com]  
**Sent:** Wednesday, September 30, 2015 11:58 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)  
**Subject:** flight path change

902-01

I respect the job that you and your department does so well. Normally you are a credit to our country and city but in the case of changing the departure flight path for the commercial aviation industry to save a few dollars and minutes of time, you are way off the mark and you should be ashamed of yourself. Who's back are you trying to scratch? Think of the fallout of aircraft flying over the southern area of Point Loma and all the havoc it will create. The noise factor would be bad enough but also consider the ash and dispersement of unburnt fuel that even now rains down upon us. Think what a negative effect it will create on our life styles and property values. Flights departing on runway 27 frequently cut the corner already giving us a small experience of what life would be like under your new proposal. Don't prostitute yourselves and your neighbors for the benefit of commercial economics. We would rather pay the extra cost of tickets than suffer the consequences of the unscrupulous bean counters. Hang tough boys and give us locals a break! For once DO THE RIGHT THING!  
Bob and Evelyn Viora

902

Response

902-01

Please see **Topical Response 11 – Point Loma.**

903

Pam and David Dresher

From: Pam [padresher@gmail.com]  
Sent: Thursday, October 01, 2015 1:20 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Airplane noise

To whom it may concern,

We live in the Carlson Park neighborhood of Culver City. We have had a dramatic increase in the number of planes flying over our house in the last few weeks. Often we will be woken by planes flying over starting as early as 5am and extending late into the evening. We have timed them and have noticed that there are times when the over flights are as close as 5 minutes apart.

903-01

This is very disconcerting and has contributed to loss of sleep and stress.

This noise is on top of frequent helicopter fly overs and small plane advertising resulting in very low and noisy flyovers. We are writing to voice our protest at these changes and ask that they stop now.

Respectfully,

Pam and David Dresher

903

Response

903-01

Please see **Topical Response 02 – Existing Conditions.**

904

Terri Johnson

From: David and Terri Johnson [datejhnsn@gmail.com]  
Sent: Thursday, October 01, 2015 2:10 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Question regarding the proposed flight change in SAN

904-01

I am opposed to eliminating the LOWMA waypoint and allowing planes to cross over the point instead of heading west over low lying Ocean Beach.

My question what is the old average altitude and speed of the commercial airlines at the time of turning south and what is the new altitude and speed of the new flight path that heads over residential homes of point Loma?

904-02

My next question is what is the speed and altitude of the planes returning over Point Loma and what was it when it flew south over Coronado?

Thank you for your time.

Terri Johnson  
3574 Dupont St.  
San Diego Ca  
92106  
619-223-2342

904

Response

904-01

Please see **Topical Response 11 – Point Loma.**

904-02

Please see **Topical Response 07 – Request for More Data.**

905

Mike Rebelo

**From:** Mike Rebelo [michaelrebelo@fico.com]  
**Sent:** Thursday, October 01, 2015 2:14 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** I Oppose the FAA Proposal to Delete WayPoint Near Tip of Point Loma, San Diego, CA

Dear FAA,

I am writing to strongly oppose the proposed change to delete the waypoint near the tip of Point Loma, San Diego. It is understandable that the San Diego airport has been in the current location for many years and I would expect there to be noise and jet fuel pollution from aircraft landing and taking off directly in front and after the current airstrip. Any schools/homes/businesses in that area would expect such noise and pollution. However, the proposed plan will extend the noise and jet fuel pollution impacts to thousands of homes, businesses, schools, the Fort Rosecrans National Military Cemetery (that should be peaceful and quiet), and the Cabrillo National Monument that is a beautiful and peaceful park for San Diego. This change not only impacts those living, working and going to school in this area, but also the millions of visitors that go to the Fort Rosecrans National Military Cemetery and the Cabrillo National Monument.

The current path of taking off straight West to the Pacific Ocean, gaining altitude over non-populated areas over the ocean, then returning east at the current waypoint south of Point Loma is best for the area and should not be changed. The FAA was set up to protect the citizens and promote safe air travel. I am for saving fuel, but this will not save a significant amount of fuel to offset the pollution, damage, and noise nuisance to the area impacted. The planes will not be at a high enough altitude when they are crossing over the Point Loma peninsula to mitigate the increased pollution from jet fuel and noise. Your study says the decibel increase would be minimal, but that is not the only impact to this change.

I admit I do live in the Point Loma area and will be directly impacted by this change. My wife and two small children spent many years saving our hard earned money to invest in a house in the Point Loma area and we specifically did not buy a house in the current flight path, nor would we ever buy a house in the flight path of the aircraft directly landing and taking off. We do not have the money to move, therefore this change will significantly impact our lives and health. We are not rich by any means, we are a hardworking family with two small children.

The FAA needs to protect the residents of the surrounding community and not be pressured by the airline companies that are promoting this change for the only reason of saving fuel costs to increase their net income. The airlines have no interest in reducing their carbon footprint. There needs to be a compromise, and the current waypoint is a compromise that has been proven to be adequate for many years and should not be changed.

Please do not make this change. I look forward to hearing from you what your viewpoints are against my above comments. My contact information is below.

Thank you,

Michael Rebelo  
 1144 Catalina Blvd.  
 San Diego, CA 92107  
 619-246-0363  
 Mike\_rebelo@yahoo.com  
 michaelrebelo@fico.com

This email and any files transmitted with it are confidential, proprietary and intended solely for the individual or entity to whom they are addressed. If you have received this email in error please delete it immediately.

905

Response

905-01

Please see **Topical Response 11 – Point Loma.**

906

Kathleen Yakutis McCabe

**From:** Kathleen McCabe [tatyakutis@mac.com]  
**Sent:** Thursday, October 01, 2015 2:22 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** LAX Overflights

906-01

I am a resident of Culver City since 1994. I have noticed a big increase in the amount of aircraft and noise heading to LAX over our house. I have major concerns over this increased air traffic. The noise and environmental impacts are making me consider selling our home and moving away. It is disturbing.

Kathleen Yakutis McCabe  
Yakutis Enterprises, LLC  
4384 Le Bourget Ave.  
Culver City, CA 90232  
Cell: (310) 344-2155  
Fax: (310) 839-1943  
tatyakutis@mac.com



906

Response

906-01

Please see **Topical Response 02 – Existing Conditions.**

907

Julia Olmstead

**From:** Julia Olmstead [jewels@inetworld.net]  
**Sent:** Thursday, October 01, 2015 4:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** John  
**Subject:** We are opposing the flight path changes over point loma!!!

907-01

Dear Directors of the FAA,  
We are in opposition to your changes of the flight path where planes will be arriving and departing to/from Lindberg departing from Lindberg Field  
Please listen and hear what our community has to say. This is an outrageous change to something that was not broken.  
Listen and hear from all of us!!!

Notes from recent posts on local neighborhood blogs about the flights to and from Lindburg Field. Current NEWS!!!

Explain why planes are already changing way points before anything is approved?????

**Note from local neighbor: Laren arrived today and this is her post to her neighbors. EXPLANATION WHY THIS IS HAPPENING>>>>?????**

907

## Julia Olmstead (continued)

Hi all, I just arrived in Newark on a 6:15am United direct flight from San Diego, and upon takeoff the pilot took us sharply over La Playa. I could see my house on San Fernando street. So angry!! Please contact all who will listen.

This was your flight Lauren!



Thank Flag

907

## Response

907-01

Please see **Topical Response 11 – Point Loma.**

908

## Meredith Pung

**From:** Meredith Pung  
**Sent:** Thursday, October 01, 2015 10:13 AM  
**To:** Warren Anne; Russell Tony  
**Subject:** Wooded Area Point Loma San Diego NOISE

Dear Regional Airport Authority:

908-01

Why have planes departing SAN begun fanning out and flying over my home at 750 Tarento Drive 92106? My home never used to be in the flight path and I have begun to see and hear air traffic that I never did before. What has changed? Further, why must each east bound flight pass over my neighborhood two separate time? It seems excessive for one neighborhood to hear that burden when there is an option not to do so -- continue flying out over the ocean and not bother anyone. That is an option here, unlike many other cities.

We specifically purchased our home to stay out of the noise and pollution of the flight path, and am surprised and devastated that we are now significantly, negatively impacted by the air traffic.

Sincerely, Meredith Pung

908

## Response

908-01

Please see **Topical Response 02 – Existing Conditions.**

909

Martin Rubin on behalf of CRAAP

Los Angeles, CA 90064

October 01, 2015

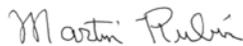
SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057  
9-ANM-SoCalOAPM@faa.gov

Re: Additional comment regarding SoCal and entire Metroplex process

909-01

Missing from the nationwide Metroplex process is consideration for the negative impacts and externalities to the public at large. It is disturbingly clear that the FAA does not give weight to the public health interests and such interests are not properly represented at the planning level.  
No consideration is given regarding the health impacts to those who experience ongoing noise from aircraft operations. Noise brings stress and stress affects human health. These factors must be included in the equation in order to address public health concerns.  
Aircraft surly can be routed at higher rather than lowered elevations when approaching to land over residential communities and thus reducing noise rather than increasing noise.  
Air pollution from idling aircraft is another *major concern* to public health when populated areas are in close downwind proximity. Aircraft idle times must be kept to a minimum. The current situation is unacceptable.

Thank you,



Martin Rubin,  
Director, Concerned Residents Against Airport Pollution  
President, North Westdale Neighborhood Association  
Member, LAX Community Noise Roundtable  
Co-Chair, Mar Vista Community Council Airport Committee

CC: Robert Henry - Manager, SoCal Metroplex - Robert.Henry@faa.gov  
Ryan Weller - FAA - Ryan.Weller@faa.gov  
Congressmember Ted Lieu- lisa.pinto@mail.house.gov  
Congressmember Karen Bass- maral@mail.house.gov  
Los Angeles Councilmember Mike Bonin - chad.molnar@lacity.org  
Denny Schneider - Chair, LAX Community Noise Roundtable - dennyschneider@welivefree.com

909

Response

909-01

The commenter suggests that the FAA does not give weight to public health interests, noise impacts, and air pollution. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the

909

## Response (continued)

909-01

environmental analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

910

## Robert and Ruth Valentine

**From:** Robert Valentine  
**Sent:** Thursday, October 01, 2015 3:06 PM  
**To:** Air Noise  
**Cc:** Russell Tony; Russell Tony  
**Subject:** Air noise

910-01

With the changes at the main airport, Serra Mesa now has air traffic starting at 6:45am and ending around 11:30pm. We used to get occasional flights during the day, but it now seems to be the new norm. I realize we live near a regional airport (Montgomery Field), and the environmental report when we purchased our house 15+ years ago said nothing about being in the flight path for a major airport other than the military facility. Does no one care about the residents anymore? Between TJ and our main airport, we now have almost all the coast region up to La Jolla, covered with major air traffic. Not funny.

Robert and Ruth Valentine  
 8734 Raejean Ave  
 San Diego, CA 92128  
 858-414-5078

910

## Response

910-01

Please see **Topical Response 02 – Existing Conditions.**

911

## Robert Barton

**From:** ILUMEN@aol.com  
**Sent:** Thursday, October 01, 2015 3:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** brian.elliott@mail.house.gov; info@scottspeters.com; bwear@sandiego.gov; scott.peters@mail.house.gov; kevinfaulconer@sandiego.gov  
**Subject:** SAN-Proposed change in departure lanes

Dear Metroplex team,

Quality of life can be an important thing.

911-01

If you remove the waypoint LOWMA south of the tip of Point Loma, aircraft will be allowed a early turn over the residential community of Point Loma.

There is already too much aircraft noise in the area. The FAA has done a poor job in regulating the flight paths of helicopters that fly over Pt. Loma residences. The noise from existing take offs from the SD airport is already bothersome. Doubling that by allowing early turns would be intolerable.

If you remove the waypoint LOWMA, the quality of life deteriorates in Point Loma. FOR THIS REASON, I OBJECT STRENUOUSLY TO THE PROPOSAL TO REMOVE LOWMA.

Despite the FAA's assurances, there will be more noise and the flyovers essentially double.

Windblown jet exhaust soot will damage the ecologically sensitive city park, Sunset Cliffs.

911

Robert Barton (continued)

911-01

No more weddings, ceremonies and receptions will be held on the Sunset Cliffs area because of the intolerable noise. Tripadvisor calls Sunset Cliffs one of the most popular tourist destinations. It will become one of the least desirable places to visit if noise levels increase. Point Loma will become a less desirable place to live, too. Why would you want this to occur?

I don't recall that it is in the FAA's charter to save the airlines money. Please keep the waypoint LOWMA in place. Thank you.

Robert Barton  
Resident, Point Loma

911

Response

911-01

Please see **Topical Response 11 – Point Loma.**

912

Maureen Glaser

**Sent:** Thursday, October 01, 2015 4:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Airplane Reroutes

Hello,

912-01

I just listened to upwards of twenty airplanes take off from San Diego International Airport beginning at 6:30 AM this morning. I've lived in the Sunset Cliffs/Ocean Beach neighborhood of San Diego for twelve years and NEVER before the last week have I heard so much airplane noise from my home. WHY are the outgoing airplanes being routed further south? Is this a permanent re-route?

Not only is noise an issue, but the safety of the entire neighborhood is at risk, elementary schools are being effected, and hundreds of property values have decreased overnight.

I really don't understand how this can arbitrarily happen without notifying the effected residents.

Maureen Glaser

912

Response

912-01

Please see **Topical Response 02 – Existing Conditions.**

913

Steve Crow

**From:** Stephan Crow [stevecrow.m@gmail.com]  
**Sent:** Thursday, October 01, 2015 5:16 PM  
**To:** Air Noise  
**Subject:** Complaint 910.01.15 - Loud, low flying commercial planes - Noise, Danger and Pollution

Lots of loud plane noise all morning starting at exactly 6:30am. One after the other non-stop noise.

May flights are very low - altitudes 1660' to 2200' over schools, day cares, businesses, and homes.

Saw a plane could not have been more than 1200' at Voltaire and Catalina 92107 at around 7:31am this morning.

913-01

What are you doing to stop this?

When will it stop?

What measures are you taking to eliminate the danger and harm to this Community, its residents, schools and businesses?

Steve Crow  
 Point Loma / Ocean Beach  
 92107

913

Response

913-01

Please see **Topical Response 02 – Existing Conditions.**

914

George Rutt

**From:** George Rutt [gcrutt@gmail.com]  
**Sent:** Thursday, October 01, 2015 6:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Airport proposed flight path changes

Hi,

914-01

I'm a resident near the air path in loma portal. My address is 3624 Voltaire st, 92106. How will the proposed changes affect my standard of living ( noise and airplane emission pollution).

914-02

I did not understand the links describing the proposed paths, if the west bound takeoff path at SAN is to be allowed to drift south, then many homes may be impacted, and this impact should be better explained to the impacted public.

Thanks You,

George Rutt  
 3624 Voltaire st  
 San Diego, Ca 92106

858-531-3560

914

Response

914-01

Please see **Topical Response 11 – Point Loma.**

914-02

Please see **Topical Response 11 – Point Loma.**

915

Hilary and Eric Sattler

**From:** Hilary Sattler [hilarysattler@gmail.com]  
**Sent:** Thursday, October 01, 2015 6:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** kevinfaulconer@sandiego.gov  
**Subject:** No deviation from waypoint JETTI & Elimination of waypoint LOWMA

Dear FAA administrators:

Please keep planes on waypoint JETTI trajectory, and do not eliminate Waypoint LOWMA.

My understanding of the proposed elimination of Waypoint LOWMA, is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of SD river) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

Recently there has been a drastic increase in air traffic noise at our home. It has been noted via WebTrak, the online flight tracker, that planes are not adhering to waypoint JETTI, and are instead on a more southern departure trajectory than the JETTI waypoint should take them. This brings them nearly over our home. We purchased our home specifically based on the fact that it was far enough out of the flight path, that the noise level was tolerable. With the proposed changes (and the southern departure trajectory that planes have already began taking) our home would be subjected to additional noise levels that were not present when we purchased. In addition to the serenity of our home being ruined and decreased property value, I am also concerned about air traffic and safety as planes fly over a large number of homes, schools and parks.

915-01

There are a number of serene parts (also popular tourist stops) of San Diego that would be negatively impacted by bringing air traffic consistently over Point Loma. The Cabrillo National Monument, Fort Rosecrans National Cemetery, and the Sunset Cliffs Natural Park are protected areas and must also remain protected from additional noise pollution.

I understand that the driving factor of this change is fuel savings for airlines, however I expect the FAA to ensure the safety and protect from additional noise pollution, the wonderful communities of Ocean Beach and Point Loma, and to preserve the beautiful outdoor retreats that the area offers for the residents and tourists alike.

PLEASE keep planes on waypoint JETTI trajectory, and do not eliminate Waypoint LOWMA.

Feel free to contact us if you have any questions.

Sincerely,  
Hilary & Erik Sattler  
4768 Del Mar Ave. San  
Diego CA 92107  
sattlerco@gmail.com

915

Response

915-01

Please see **Topical Response 11 – Point Loma.**

916

## Shelley Halpain

**From:** Shelley Halpain [shalpain@ucsd.edu]  
**Sent:** Thursday, October 01, 2015 7:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** proposed changes to departure path San Diego International Airport

916-01

Dea FAA Officials,  
 I am writing to express my concerns regarding the FAA's proposed changes to flight patterns for departures leaving San Diego International Airport (Lindbergh Field). These changes have the potential generate a significant negative impact on my neighborhood and surrounding communities. The stated reasons underlying the proposed changes do not logically justify the increase in air, noise, and water pollution that would occur over public schools, housing, sensitive wildlife habitat, and historical monuments.

I strongly implore you to reconsider these recommendations.

Respectfully yours,  
 - Shelley Halpain

--

Shelley Halpain, Ph.D.  
 Professor  
 Division of Biological Science  
 Univ of California San Diego  
 & Sanford Consortium for Regenerative Medicine

**Mailing address:**  
 Shelley Halpain, Ph.D.  
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Ph: (858) 822-7793  
 shalpain@ucsd.edu  
<http://biology.ucsd.edu/labs/halpain/>

916

## Response

916-01

Please see **Topical Response 11 – Point Loma.**

917

## Don Schlesinger

**From:** Don Schlesinger [schlesinger.don@gmail.com]  
**Sent:** Thursday, October 01, 2015 7:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA); scott.peters@mail.house.gov  
**Subject:** oppose change flight path in Pt Loma

917-01

I purchased a home last year in the southern section of Point Loma to avoid living under a flight path and dealing with the various negative impacts resulting therefrom. I oppose any change in the flight path. Your consideration of this opposition is greatly appreciated.

Don Schlesinger  
 714 Gage Drive  
 San Diego, CA 92106  
 schlesinger.don@gmail.com

917

## Response

917-01

Please see **Topical Response 11 – Point Loma.**

918

Mike Salazar on Behalf of the Ocean Park Association

**From:** Mike Salazar [mikedsalazar@gmail.com]  
**Sent:** Thursday, October 01, 2015 7:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex Comments by Ocean Park Association

918-01

This email is being sent from the **Ocean Park Association** of Santa Monica, the representative of the residents of the Ocean Park area of Santa Monica (via mikedsalazar@gmail.com, an OPA Board member). Attached as a detailed Comment Letter, dated September 16, 2015, with relevant comments on the proposed SoCal Metroplex and related impacts in advance of the proposed "implementation" of Spring 2016.

The *publicly-available* contact information for Ocean Park Association is on the attached Comment Letter. However, the email address *transmitting* this Comment Letter (mikedsalazar@gmail.com) is hereby requested to be withheld from the public, per your Metroplex listing soliciting comments.

Would you please provide confirmation of receipt of this OPA Comment Letter to **contact@opa-sm.org** before the October 8, 2015 deadline?

Regards,

Mike Salazar, Board Member  
for the Ocean Park Association Board of Directors  
Santa Monica  
**contact@opa-sm.org**

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Mike Salazar

The information contained in this e-mail message is intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, or is not the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this message in error, please immediately notify us by telephone or reply by e-mail and promptly delete the message. Thank you.

918

## Mike Salazar on Behalf of the Ocean Park Association (continued)

Ocean Park Association – Santa Monica, CA  
Comments on SoCal Metroplex Environmental Assessment

September 16, 2015

To: SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057  
9-ANM-SoCalOAPM@faa.gov

From: Ocean Park Association Board of Directors  
P.O. Box 5006  
Santa Monica, CA 90409-5006  
contact@opa-sm.org

Re: Comments on SoCal Metroplex Environmental Draft Assessment, its Failures and Need to Revise and Restudy Proposed Actions.

918-01

The Ocean Park Association (OPA) – the residential representative organization of the Ocean Park district of the City of Santa Monica – opposes the Proposed 260 Heading and Proposed Actions contained in the SoCal Metroplex (Metroplex) Environmental Assessment (Draft EA), and opposes the implementation of the Metroplex because the Draft EA has:

- Failed to meaningfully involve the public in creating Metroplex;
- Failed to provide discernable and 'quality' Draft EA documents necessary for adequate public review;
- Failed to review and propose revision(s) to the arcane 3-mile separation rule per the Metroplex stated "purpose and need;"
- Failed to study known alternatives to the 260 Heading;
- Failed to study the *known and likely* primary and secondary impacts of the Proposed Actions included in 260 Heading, given the federal environmental standards and given the FAA's express knowledge and evidence of the *very-similar* 250 Test heading's range of environmental impacts over SMO-adjacent neighborhoods.

Until such time that the failures of the SoCal Metroplex are studied and accommodated, OPA calls on the FAA to suspend the Metroplex process. And until such time the Metroplex is adequately revised as noted, flight procedures making early turns north before the shoreline, similar to the 260 Heading's intention must be suspended. While these comments are intended to be comprehensive, OPA reserves further right to amend or expand these comments within the extended "public comment" period.

918-02

#### FAILURE TO INVOLVE THE PUBLIC

Metroplex's glaring failure as a document is that it excluded a significant stakeholder – the general public (public) that is most affected on the ground – from providing meaningful dialog, input and review during the stated 4-year process that included the 18-month "design" phase leading up to the current "public comment" period. The FAA's failure to involve the public in the Metroplex process contradicts Council on Environmental Quality (CEQ) and National Environmental Policy Act (NEPA) standards.

The FAA should have made diligent efforts to involve the public in preparing and implementing

918

Mike Salazar on Behalf of the Ocean Park Association (continued)

**Ocean Park Association**

Comments on SoCal Metroplex Environmental Draft Assessment, its Failures and Need to Revise and Restudy Proposed Actions.  
Sept. 16, 2015

918-02

Metroplex. Environmental information should have been provided to the public before Metroplex decisions were made, and certainly before any action is taken. In fact, CEQ Guidelines require that the FAA "shall involve... the public, to the extent practicable, in preparing assessments" - a duty to involve and solicit appropriate information from the public. NEPA also provides a way for the public to weigh in with their views to inform the FAA during the decision-making process. No public involvement in the 4-year Metroplex process is an unacceptable failure.

918-03

**FAILURE TO PROVIDE HIGH-QUALITY INFORMATION**

It should be noted that within Metroplex's initial release to the public (+2300 pages in June 10, 2015 release), and in subsequent data released at public workshops, the information contained on Exhibits within the Draft EA are cumbersome at best, and to the public are quite complex to navigate to the Proposed Action and No Action routes in Exhibits 3-7 and 3-8 for proper evaluation.

Having to navigate through 400 to 600+ layers, having to enlarge PDF documents to 6400% and having to have specific knowledge to do so in Adobe PDF clearly fails to meet the NEPA and CEQ standards of providing the public with "high quality" and readily accessible documents. Then after having struggled through the above process, the two Exhibits fail to provide the necessary (and required) "high quality" data. Each route map is vague in affected boundaries and affords no specifics on actual intended or possible impacts.

This failure is further noted in all of the Chapter 4 environmental maps (4-2 through 4-6, and repeated in the Appendices), intended to provide information for which the public can evaluate the existing environmental constraints against the Proposed Actions. These critical maps, when enlarged, contain symbols and text that also enlarge to obscure the ability of the public to read content and therefore assess impacts, again contrary to environmental assessment standards.

918-04

**FAILURE TO STUDY FOR REVISION THE THREE-MILE SEPARATION RULE**

The Metroplex has a stated "Purpose and Need." The "Purpose" is to take advantage of the benefits of today's navigational technology and procedures to improve efficiency of the airspace. The "Need" is because current procedures "are outdated, inefficient, and do not employ newer technology."

The Metroplex fails to acknowledge, study and revise the outdated and inefficient three-mile separation rule, in effect "cherry-picking" rules to *ignore*. Performance-based navigational technologies, essentially the Nex-Gen platform the FAA is implementing throughout the country is ignored in creating the 260 Heading as the only solution to resolve decoupling and increase efficiencies. Currently, a 2.9-mile separation exists between SMO and LAX departures. This is just 528 feet shy of 3 miles, with no instances of danger, let alone accidents due to the current 2.9-mile separation. So why does the FAA permit a 1,000-foot safety exemption (no EMAS areas at SMO's runway), with huge safety implications?

Instead, the FAA simply moves away from technology, and *expands* the arcane and inflexible 3-mile separation rule to require *more* distance - now a 3.25-mile separation of SMO & LAX departures with the 260 Heading turn. Unlike the alternatives mentioned in this letter, this proposed heading actually increases environmental impacts over a wider range of stakeholders (the public). This is not unknown to the FAA, as the 260 Heading results are likely to mimic those of the similar 250 Heading Test of 2010. Yet the Metroplex failed to study likely links to 250 Test results.

(cont.)

918

## Mike Salazar on Behalf of the Ocean Park Association (continued)

**Ocean Park Association**

Comments on SoCal Metroplex Environmental Draft Assessment, its Failures and Need to Revise and Restudy Proposed Actions.  
Sept. 16, 2016

**FAILURE TO STUDY KNOWN ALTERNATIVES TO THE 260 HEADING**

The Draft EA proposes the 260 Heading to resolve 'decoupling' concerns between SMO & LAX departures, and to reduce idling times (and pollution) for residents east of SMO. Yet the Draft EA fails to provide alternatives, nor evidence of study to validate the exclusion of alternatives. Only a 'no project' option exists that OPA questions if it represents current actual conditions of SMO procedures.

Providing alternatives for public (and agency) assessment is crucial to move every environmental assessment forward. Alternatives often assist in identifying possible impacts (primary and secondary), and are intended to reduce known impacts. On February 24, 2014, Martin Pastucha, Public Works Director for the City of Santa Monica penned and forwarded a letter to the FAA outlining 2 possible alternatives to resolve decoupling and reduce idling times without environmental impacts of the 260 heading. Both fit within Metroplex's stated "purpose and need:"

1. Revamp the outdated three-mile separation rule. Technology negates the use of a hard and firm 3-mile separation enacted decades ago before today's technological advances.
2. Issue a "waiver" allowing SMO & LAX to operate independently of each other.

Both alternatives were proposed *before* the 18-month design phase, yet there is no evidence of study. Both of these options negate the impactful 260 Heading turn, thereby would meet environmental guidelines for alternatives that can reduce environmental impacts from Proposed Actions.

The Draft EA also failed to consider any alternatives addressing the reduction of the SMO runway under study by the City of Santa Monica through the closure of the "Western" or "1949 Quit Claim" parcel, nor the possibility of elimination of the entire runway as a "local land use" matter promised with the end of the 1984 Agreement. Both have varying degrees of possibility (and reduced impacts), yet neither is mentioned nor studied as to the likelihood that they could (to varying degrees) decouple SMO & LAX departures and reduce (or eliminate) idling times at SMO without the 260 Heading.

918-05

**FAILURE TO STUDY PRIMARY AND SECONDARY IMPACTS**

OPA supports a Metroplex goal of reduced idling times of SMO departures so that pollution is lessened for SMO's eastern Los Angeles residents, yet the Metroplex only evaluated the 260 Heading "turn" (as a Proposed Action) and failed to study likely primary and secondary impacts.

The Metroplex uses 'average' noise impact levels *throughout the Metroplex region* and does not study specific localized higher noise impacts likely with the Proposed Actions (such as the 260 Heading), citing a "Metroplex-wide" average noise increase maximum of 1.5dB (DNL).

Metroplex fails to use the existing California standard for evaluating noise impacts (CNEL), permitted by NEPA for this use, and instead uses the less specific DNL standard. Metroplex then ignores a 2010 study ("Noise Analysis 250 Right Turn Santa Monica Municipal Airport," Sept. 13, 2010) that outlines noise impacts *greater than* 1.5dB that the 260 Heading is likely to replicate to varying degrees. All Metroplex noise studies should be reevaluated as they apply to each Proposed Action, using the more comprehensive and allowed CNEL standard used in California.

Metroplex fails to adequately study pollution impacts, either primary or secondary, relying on Metroplex-wide averages and 'projected' but not mandatory flight paths and elevations. Again by using region-wide averages, Metroplex fails to comprehensively study and report likely or possible pollution impacts Metroplex-wide and per Proposed Action (such as the 260 Heading).

918

## Mike Salazar on Behalf of the Ocean Park Association (continued)

Metroplex fails to acknowledge and study what was known and observed in the 250 Test: more than the projected number of aircraft (of many types) adopted the "250 Heading" or other deviant paths during that test, spreading out environmental impacts well beyond what the FAA acknowledged at the time. This is a known result, yet likely similar results with the 260 heading are ignored and thus omitted.

Ocean Park (and other adjacent areas of Santa Monica and Los Angeles) suffered through 6 months of the 250 Heading Test in 2010. As the FAA is aware, there was *significant environmental impact* over more residents than the 250 Test anticipated. Environmental complaints (such as noise and pollution impacts) during the 250 Test climbed to *9-times* the average complaint level. The 250 Test afforded many other aircraft to deviate from established flight routes, causing maximum ground impacts. Ocean Park residents noted that these impacts *continued* after the 250 Test, documented in 2011-*and-beyond* radar tracks, and in a 2012 Ocean Park residents survey conducted by OPA, and they're not abating. As noted in the upcoming section, early turns before the shoreline today are at levels not seen since the 250 Test (see: ALTERED DEPARTURE FLIGHT PROCEDURES TODAY).

The 250 Test and the 260 Heading as proposed have too many similarities, yet the Metroplex has chosen to not study the primary or secondary impacts likely or possible, many similar to those brought to the FAA's attention during and after the 250 Test. This is a major failure of Metroplex.

It must also be noted that the Draft EA fails to study *actual or likely impacts* from other Proposed Actions for SMO (among them are the **new approaches/arrival procedures with lowered flight altitudes**) that will allow intended aircraft to actually descend *within a few-hundred feet or less above the terrain* a mile or so away from the runway – significantly lower than procedures today.

For SMO arrivals, this negatively affects west Los Angeles on Runway 21 arrivals and Ocean Park (and likely other Santa Monica neighborhoods) on Runway 3 arrivals. There will likely be noise, safety and pollution impacts not adequately acknowledged or studied in Metroplex.

918-06

Perhaps the most alarming failure of impacts not studied in Metroplex is no acknowledgment of the possibility of (and therefore no study of) an **increase in air traffic**, a possible if not probable result of Metroplex and specifically of the 260 Heading for SMO. The 250 Test indicated the ability to increase jet flights (as is the result since), and in fact ushered in the current era of an expanding jet and turboprop port at SMO. By testing the 250 Heading to clear conflicts back in 2010 between SMO and LAX departures, increased traffic could be a primary or likely secondary result of the 260 Heading.

So why is an increase in air traffic not considered or studied by Metroplex? The Draft EA makes an alarming conclusion of no increased air traffic with two flawed metrics: 1) there are no new hangars proposed to implement Metroplex, and 2) there are no new (or expanded) runways to implement Metroplex. Metroplex states very little if any increases at the 5-year (2020) review. Why is this?

A likely and known *result* of Metroplex in general and certainly at SMO will be to "clear" the departure conflicts, allowing unrestricted jets and larger turboprops to take off at will. While Metroplex states increased capacity is not a goal, it is a likely by-product of Metroplex's implementation. How else can LAX accommodate projected growth? Increased traffic must be studied, yet but is not. Relying on any reductions of piston-engine flights, while knowing that more-impactful jets and large aircraft are flourishing (and will grow at SMO under Metroplex) to conclude no increases in traffic, is both ignorant and deceptive, and certainly inconsistent with environmental review standards.

Further along the lines of increased traffic, a related failure of Metroplex is that it states 20 or so jets will take the 260 heading, the inadequate metric that Metroplex relies on. However, the FAA knows that

Page 4 of 5

Ocean Park Association PO Box 5006 Santa Monica, CA 90409-5006

contact@opa-sm.org

918-06

during the 250 Heading, where they stated 10-12 aircraft would take the 250 Test heading, that the reality was many, many more aircraft, sometimes double or triple that number, actually made right turns (similar to the 250 Test intent) *before* the shoreline (on various headings, not just 250). This was part of the basis for *9-times* the usual number of complaints during the 250 Test (over previous averages). Yet the Draft EA ignores 250 Test results and their impacts and therefore does not acknowledge or study the *likely or possible* additional 260 Heading traffic that will bring a higher level of environmental impacts.

918-07

**ALTERED DEPARTURE FLIGHT PROCEDURES TODAY**

As evidenced by recent radar tracks of the last two-plus months, residents all around SMO flight paths have noticed a change in departure flight paths that appear to be implementing a 260 Heading-like early right turn before the shoreline, and in some cases a 250-260 Heading is replicated. Many daily jet flights turning early seem to have no apparent 'decoupling' issues.

918

## Mike Salazar on Behalf of the Ocean Park Association (continued)

However, most of these current 'early turns' are other IFR and VFR aircraft, including helicopters and piston-engine VFR flights. IFR flights in many cases are *getting approval or direction* from SMO's tower.

The Ocean Park Association has taken note of this change of aircraft behavior (as have other neighborhoods), and is concerned that an "early roll out" or a 'soft' opening if you will of the Metroplex and 260 Heading is being conducted. Conjecture is that given the huge & constant backlash against the FAA when the 250 Test started up, a 'soft' roll out as is 'unofficially' occurring today to blunt anticipated wide negative reaction if implemented at a firm March 2016 date published in the Metroplex graphic schedule. Which brings up another deficiency. Throughout the Metroplex Draft EA, statements are made inferring or concluding that the implementation of the Metroplex is this year (2015), which is consistent with what is being observed in the skies today. Further contradicting the published "Spring 2016" roll out date, the Draft EA notes in many instances that the 5-year review as taking place in 2020, essentially confirming what's happening today - the FAA's intention to implement the Metroplex right away.

OPA asks the FAA to address all of these concerns, and specifically if the Metroplex is attempting (or ignoring) a partial or 'soft' roll out? Is this to blunt the likely and anticipated onslaught of negative public comments? What other explanation could there be for the confirmed early turn procedures similar to the 260 heading's intent, witnesses today in SMO departures? We'd like to know just what is going on today.

918-07

In conclusion, the Ocean Park Association hereby opposes the Proposed 260 Heading in the SoCal Metroplex (Metroplex) Environmental Assessment (Draft EA), and the implementation of the Metroplex. OPA calls on the FAA to suspend the SoCal Metroplex process, to involve the public in a revised Metroplex Draft EA process that reevaluates all outdated rules based on current technology, that study alternatives to the 260 Heading, and that assess a wider range of impacts – both primary and secondary, both certain and possible, and those experienced in the similar 250 Test.

918-08

Respectfully,

  
Jim Lawson, President  
Ocean Park Association Board of Directors

  
Mike Salazar, Member & OPA Airport Committee Chair  
Ocean Park Association Board of Directors.

918

## Response

918-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

918-02

The commenter states the FAA contradicted CEQ and NEPA standards by failing to include the public as stakeholders in the study and design process and that the proposed action has already been implemented. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented.

Regarding public involvement in preparing the EA, the FAA engaged in extensive public outreach for the SoCal Metroplex Project, including public notifications, notices in major newspapers throughout the General Study Area, an extended public review and comment period, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. Please see Appendix of the EA for information on outreach conducted for the EA.

918

## Response (continued)

918-03

The commenter has expressed dissatisfaction with the quality of exhibits provided in Chapters 3 and 4 in the EA. Regarding the Chapter 3 layered exhibits, they provide the public with a large amount of information in a simple-to-use format. Clear, easy-to-read instructions on how to use the various features made available in the exhibits are presented in an instruction layer in the upper left hand corner of both exhibits. Because of the size of the General Study Area and the likelihood that the reader may only be interested in procedures serving one or two airports, the various arrival and departure procedures included in the No Action Alternative (Exhibit 3-7) and the Proposed Action (Exhibit 3-8) are grouped by airport. This allows readers to easily focus on their own area of interest and turn on or off flight corridors they are interested in. Furthermore, corridors that reflect the runway operating configurations at the airports (e.g., east flow and west flow) are also provided so the reader can see how aircraft will arrive or depart from the Study Airports at all times. Other map features such as airport icons, federal and state park properties, and highways, can be turned on or off to allow the user to select and view which details he or she is interested in.

Regarding the Chapter 4 exhibits, the purpose of this chapter is to succinctly describe existing environmental conditions within the General Study Area. The exhibits are provided to enhance the chapter narrative and to give the reader a general point of reference in describing the resources within the General Study Area potentially affected by the Proposed Action.

To provide the public with greater detail, the layers used to produce Exhibits 3-7 and 3-8 have been provided in Google Earth format. The results of the noise analysis conducted for the EA have also been released in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest.

918-04

Please see **Topical Response 04 – SMO-LAX Departure Interactions**.

918-05

The commenter states that the EA fails to provide alternatives or evidence of study to validate the exclusion of alternatives. See Section 3.1, *Alternatives Development Process*, of the EA for information regarding the alternatives evaluated.

The commenter also requests two alternatives be evaluated which were pro-

918

## Response (continued)

posed by the Santa Monica Public Works Director. The alternatives were actually requests that FAA change separations standards under FAA Order 7110.65 and obtain a waiver allowing SMO and LAX to operate independently. The FAA discussed these alternatives/requests in meetings with Santa Monica airport officials and their consultant. The FAA considered these alternatives/requests and found them to be beyond the scope of the EA and did not meet the FAA design criteria used in developing the Proposed Action.

The commenter states the EA fails to consider any alternatives addressing the reduction of the SMO runway under study by the City of Santa Monica, nor the possibility of the elimination of the entire runway as a local land use issue. Section 5.10, *Cumulative Impacts*, of the EA describes the methodology used to determine reasonably foreseeable future actions, and Table 5-7 lists the specific related projects analyzed in the EA. The FAA does not consider either of the above mentioned alternatives as reasonably foreseeable.

918-06

The commenter states that the Metroplex Project uses average noise impact levels throughout the Metroplex and does not study specific localized higher noise impacts. The noise analysis conducted used evenly spaced grid points, spaced 0.5 nautical miles (NM) apart, as well as Census block centroids and other unique points at sites of interest which are too small to be captured in the 0.5 NM grid. In total, noise exposure levels were calculated at 175,488 census block centroids, 87,069 grid points, and 76,966 unique points throughout the General Study Area. See section 4.3 in the EA for additional information.

The commenter states the Metroplex Project fails to use the existing California Standard for evaluating noise impacts (CNEL). See **Topical Response 10 – CNEL and Supplemental Noise Metrics** for additional information.

Additionally, the commenter has concerns that environmental impacts of the proposed procedures at SMO have not been evaluated and mentions a 250 degree test. The FAA design team was aware of the results of the 250 degree test and considered them in the design phase of the Proposed Action Procedures. The resulting Proposed Action Procedures at SMO described in the EA are not similar to the 250 degree test procedure. First, the 250 degree test procedure executed an immediate turn to 250 degrees at the departure runway end. Comparatively, the Proposed Action Procedure proceeds on a runway heading for 1.1 nautical miles after the runway departure end prior to commencing a right turn to 260 degree. Second, the 250 degree test was only for propeller aircraft, compared to

918

## Response (continued)

the Proposed Action Procedures that are for all aircraft. Also, current FAA terrain clearance criteria design does not allow headings of 250 degree immediately after departure runway end. The Proposed Action Procedures were analyzed, and the environmental impacts are discussed in Chapter 5 of the EA.

Also, the commenter states the Metroplex Project fails to adequately study pollution impacts. Chapter 4, *Affected Environment*, of the EA discusses the affected environment, including potentially affected resource categories and sub-categories. Chapter 5, *Environmental Consequences*, of the EA discusses the potential impacts associated with the Proposed Action.

The commenter is concerned the EA did not consider the increase in air traffic. The Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 in the Average Annual Day Flight Schedules Technical Report includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day (AAD) air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

918-07

Please see **Topical Response 02 – Existing Conditions**.

918-08

Please see **Topical Response 04 – SMO-LAX Departure Interactions**.

919

## George Szabo

**From:** George Szabo [gszabo@quantumsails.com]  
**Sent:** Thursday, October 01, 2015 8:02 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Too much noise

919-01

This morning, October 1, it was obvious that the flight path had changed, and the noise was unbearable.

- The top of Point Loma, in San Diego, area was literally surrounded by aircraft this morning. I surrender. Please stop the noise.
- The noise may be inside government 'acceptable levels', but it is like a vacuum cleaner down the hall all morning long that you can't get rid of. Way too loud, and way too much of it for this previously tranquil and quiet community
- Please review the web tracker from 6:30am to 7:30 am. Planes are flying over shelter Island as well. How is that for our tourists?

Tracker: <http://webtrak5.bksv.com/san>

The routes the planes took from 6:30 to 7:30 this morning should not become the standard practice.

919

## George Szabo (continued)

919-01

Noises this morning were also exacerbated by the return of more normal southern California weather conditions – late night, early morning low clouds.

George

George Szabo

Quantum San Diego  
2832 Canon St.  
San Diego, Ca 92106

T: 619-226-2422  
E: gszabo@quantumsails.com Skype:  
gszabo2832  
www.quantumsails.com

919

## Response

919-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 02 – Existing Conditions**.

920

## Oliver Martin

**From:** Oliver Martin [olivermartin@gmail.com] on behalf of Oliver Martin [oliver.martin@gmail.com]  
**Sent:** Thursday, October 01, 2015 8:09 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Regarding FAA's proposal to revise departure flight paths at San Diego Intl Airport

To whom it may concern:

I am writing in regards to the proposed FAA changes to the Lindbergh Field departure flight path over Point Loma. My family and I strongly oppose these changes and would like to urge you to reject this proposal.

My wife (Siri) and I, along with our two children (2 years old and 4 months old), recently purchased a home and moved to Sunset Cliffs this past February without any knowledge of these proposed changes. We previously lived in Midtown with a lot of airplane noise and this move was a solution for our family to raise our children in a peaceful and clean community. The proposed changes will both increase noise and pollution in our community and neighborhood schools. In addition, we live in a historic home which will limit our ability to protect ourselves from these effects.

The proposed changes will only have a marginal cost savings that will only be realized by the airlines at the expense of the Point Loma community. The homes in the existing flight path will still realize the same air traffic while other areas of the community will see increased traffic. There is absolutely no benefit to our community that will result from these changes.

Thank you for considering the effects that these changes will have on our community and our children.

Oliver Martin  
oliver.martin@gmail.com

858-876-8734

920-01

920

Response

920-01

Please see **Topical Response 11 – Point Loma.**

921

Archana Pelley

**From:** Archana.K.Kudva@kp.org  
**Sent:** Thursday, October 01, 2015 8:27 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** pelleypc@hotmail.com; akudva@yahoo.com  
**Subject:** Oppose NexGen

Dear Sir or Madam,

921-01

I am vehemently opposed to the NexGen proposal of allowing airplanes out of San Diego airport to fly over the point in Point Loma. This proposal would allow planes to increase the noise in the point neighborhoods which include such important landmarks as the Point Loma Nazarene University, the Cabrillo National Monument and the sacred Fort Point Loma Cemetery. These neighborhoods also contain 3 elementary schools, Sunset View, Silver Gate and Warren Walker. Would you want your children to attend a school where the noise level would be so high all throughout the day, every several minutes, that they couldn't hear their teachers or coaches?? The benefit to airlines with this proposal is not worth the disruption it will cause to a strong tax paying community. There is enough aircraft noise in Point Loma as it is. Do not add to it!

Sincerely,  
 Archana Pelley  
 Point Loma resident  
 726 Cordova St

Sent from my iPhone

921

Response

921-01

Please see **Topical Response 11 – Point Loma.**

922

Robert Lemme

**From:** Robert Lemme [rplemme@gmail.com]  
**Sent:** Thursday, October 01, 2015 8:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Southern California – SoCal Metroplex – Proposed Departures, San Diego

Sir,

922-01

The fact that San Diego's Lindbergh Field (SAN) is located in the heart of a major metropolitan city where departures and landings occur directly over the city center and urban areas is bad enough. However, **changing the departure routes whereby SAN IIBEE SID replaces POGGI SID will only make matters worse.**

Over the last 20 years the FAA, CA state, SD city, SD Regional Airport Authority and Lindbergh Field have made the best of this bad situation. With careful thought they successfully established departure waypoints that kept flights over the Pacific and limited direct overflight of urban areas ( JETTI - LOWMA – JORRJ ). The proposed changes (JETTI – ZOOO – JORR) will overturn this with **no positive impact** for the city, its residents, environment, and economy. Just the opposite! It is **negative on all counts.**

922-02

Departure overflight of the Point Loma Peninsula will:

922-03

922-04

922-05

- Increase noise throughout the heavily populated urban area.
- Increase noise across the Cabrillo National Monument.
- Increase noise at the Fort Rosecrans National Cemetery.
- Increase noise at the Cabrillo State Marine Reserve.
- Increase jet engine emissions.
- Have negative economic impact on the city and residents:
  - Lower property values in affected areas will reduce tax income for the city for decades to come and effect value /equity for existing homeowners (many of whom purchased in the impacted area to avoid the aforementioned!)
- Impact overall quality of life in all these areas.

922

Robert Lemme

922-06

The proposed changes (JETTI – ZZO00 – JORRJ) will have one significantly MINOR positive impact to the “for profit” airlines! They will save a very very small amount of fuel and time in eastbound departures. This very very small positive will be to the benefit of the airline shareholders at the expense of the city, its residents, environment, and economy!

Please do the right thing and retain the existing departure routes ( JETTI - LOWMA – JORRJ )

Sincerely,

Robert Lemme  
3968 Wildwood Rd  
San Diego CA 92107

CC:  
US Congress Rep Scott Peters

1

922

Response

922-01

Please see Topical Response 11 – Point Loma.

922-02

Please see Topical Response 11 – Point Loma.

922-03

Please see Topical Response 11 – Point Loma.

922-04

Please see Topical Response 11 – Point Loma.

922-05

Please see Topical Response 11 – Point Loma.

922-06

Please see Topical Response 11 – Point Loma.

923

Mike Scarano

**From:** Mike Scarano [mscarano25@yahoo.com]  
**Sent:** Thursday, October 01, 2015 9:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Culver City Overflights Concern

923-01

I wanted to add my concerns regarding the constant LAX-bound flights over Culver City. I've lived at my current address at 10947 Pickford Way for 30 years. About 25 years ago my wife and I noticed a change in flight pattern where LAX aircraft fly southeast across our neighborhood. At times the aircraft are low enough for me to read the name of the airline. The overflights create a fairly constant drone of overhead jets, most noticeably at night. Although I realize that we're only 6 miles from LAX and, as such, would expect to hear some aircraft noise, the change 25 years ago has reduced our quality of life. In summary I would like to see a reduction in Culver City overflights or, at least, an increase in aircraft altitude that would reduce the volume. I certainly will join any opposition to an increase in overflights. Thank you for considering my comments.

Mike Scarano

923

Response

923-01

Please see **Topical Response 09 – LAX North Arrivals.**

924

M.J. Del Campo

**From:** Mj Delcampo [delcampomj@gmail.com]  
**Sent:** Thursday, October 01, 2015 9:15 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** No to FAA flight plan change to Point Loma

924-01

No flight plan change. It is ludicrous that the FAA is proposing such an inconsiderate violation of the quality of life and safety for millions of people in the San Diego community for the convenience and profit of commercial airlines. The Point Loma Community is greatly and adversely affected through added noise, fumes, pollution from fuel that settles with a black dust on homes. Respect personal life over cop rate profits. No to flight plan change.

M.J. Del Campo  
 92107

924

Response

924-01

Please see **Topical Response 11 – Point Loma.**

925

Kristin Lemme

**From:** Kristen Lemme [kblemme@gmail.com]  
**Sent:** Thursday, October 01, 2015 9:20 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Changes to Flight Paths in San Diego, CA

Sir,

925-01

The fact that San Diego’s Lindbergh Field (SAN) is located in the heart of a major metropolitan city where departures and landings occur directly over the city center and urban areas is bad enough. However, **changing the departure routes whereby SAN IIBEE SID replaces POGGI SID will only make matters worse.**

Over the last 20 years the FAA, CA state, SD city, SD Regional Airport Authority and Lindbergh Field have made the best of this bad situation. With careful thought they successfully established departure waypoints that kept flights over the Pacific and limited direct overflight of urban areas ( JETTI - LOWMA – JORRJ ). The proposed changes (JETTI – ZZOOO – JORRJ) will overturn this with **no positive impact** for the city, its residents, environment, and economy. Just the opposite! It is **negative on all counts.**

Departure overflight of the Point Loma Peninsula will:

925-02

- Increase noise throughout the heavily populated urban area.

925-03

- Increase noise across the Cabrillo National Monument.

925-04

- Increase noise at the Fort Rosecrans National Cemetery.

925-05

- Increase noise at the Cabrillo State Marine Reserve.

- Increase jet engine emissions.

- Have negative economic impact on the city and residents:
  - Lower property values in affected areas will reduce tax income for the city for decades to come and effect value /equity for existing homeowners (many of whom purchased in the impacted area to avoid the aforementioned!)

- Impact overall quality of life in all these areas.

925-06

The proposed changes (JETTI – ZZOOO – JORRJ) will have one significantly MINOR positive impact to the “for profit” airlines! They will save a very very small amount of fuel and time in eastbound departures. This very very small positive will be to the benefit of the airline shareholders at the expense of the city, its residents, environment, and economy!

**Please do the right thing and retain the existing departure routes ( JETTI - LOWMA – JORRJ )**

925

Kristin Lemme (continued)

Kristen Lemme  
3968 Wildwood Rd  
San Diego CA 92107

CC:  
US Congress Rep Scott Peters  
Sand Diego Mayor, Kevin Faulconer  
San Diego City Council, Lorie Zapf  
San Diego County Regional Airport Authority

925

Response

925-01

Please see **Topical Response 11 – Point Loma.**

925-02

Please see **Topical Response 11 – Point Loma.**

925-03

Please see **Topical Response 11 – Point Loma.**

925-04

Please see **Topical Response 11 – Point Loma.**

925-05

Please see **Topical Response 11 – Point Loma.**

925-06

Please see **Topical Response 11 – Point Loma.**

926

Archana Pelley

**From:** Archana Kudva  
**Sent:** Thursday, October 01, 2015 9:25 PM  
**To:** Russell Tony  
**Subject:** Oppose NexGen

Dear SAN Airport Authority,

926-01

I am vehemently opposed to the NexGen proposal that could potentially allow airplanes out of San Diego airport to fly over the point in Point Loma. This proposal would allow planes to increase the noise in the point neighborhoods which include such important landmarks as the Point Loma Nazarene University, the Cabrillo National Monument and the sacred Fort Point Loma Cemetery. These neighborhoods also contain 3 elementary schools, Sunset View, Silver Gate and Warren Walker. Would you want your children to attend a school where the noise level would be so high all throughout the day, every several minutes, that they couldn't hear their teachers or coaches?

The benefit to airlines with this proposal is not worth the disruption it will cause to a strong tax paying community. There is enough aircraft noise in Point Loma as it is. Please support out efforts in not letting this proposal pass.

Sincerely, Archana Pelley  
Point Loma resident  
726 Cordova St  
Sent from my iPad

926

Response

926-01

Please see **Topical Response 11 – Point Loma**.

927

Ed Zell

From: Ed Zell [ejzell2601@icloud.com]  
Sent: Thursday, October 01, 2015 9:45 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Waypoint LOWMAA

Please do not eliminate this waypoint.

927-01

2 passes over Point Loma during takeoff to save limited fuel cost does not make it right.

Thank you for your consideration.

Ed Zell

755 Loma Valley Road  
San Diego, CA 92106

Sent from my iPhone

927

Response

927-01

Please see **Topical Response 11 – Point Loma**.

928

Nicholas Cole

**From:** N Cole [punftake@gmail.com]  
**Sent:** Thursday, October 01, 2015 11:02 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN Airport - Opposition to the removal of the LOWMA waypoint

To Whom It May Concern:

928-01

I am one of many homeowners in Point Loma who are concerned about the FAA's plan to remove the waypoint called LOWMA. The LOWMA waypoint is located about 1.5 miles off the coast of Point Loma and is being removed by the FAA to save fuel and reduce carbon emissions. However, the elimination of the waypoint only saves 650 yards (0.12 miles), which is a negligible measure of distance. What is not negligible is the amount of noise and pollution that will fall on Point Loma. Today, the LOWMA waypoint gives aircraft sufficient time to gain altitude over the ocean, where the pollution and noise can dissipate without affecting the residents and tourist attractions of Point Loma.

Like many San Diegans, I maintain a healthy lifestyle and attribute much of my good health to the wonderful environment we share. I appreciate the FAA's goal to save fuel and reduce emissions, but the benefits of doing so must be weighed against the impact to people's health and quiet living.

Please consider the long-term impacts to the health of the community around the airport and leave the LOWMA waypoint in its place.

Sincerely,

Nicholas Cole  
1037 Novara St.  
San Diego, CA 92107

928

Response

928-01

Please see **Topical Response 11 – Point Loma**.

929

Justin Mecklenborg

**From:** Justin Mecklenborg [justinmeck9@gmail.com]  
**Sent:** Thursday, October 01, 2015 11:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** Excessive Takeoff Noise Again

Once again there was excessive takeoff noise near our home from approximately 330pm until 420pm on October 1.

929-01

We live at 3562 Charles St., San Diego, CA 92106

What can we do to stop this?

--

Justin Mecklenborg  
858.405.5681 

929

Response

929-01

Please see **Topical Response 11 – Point Loma.**

930

Teresa and Christopher Poulos

**From:** Chris Poulos [poulosc@pacbell.net]  
**Sent:** Friday, October 02, 2015 1:00 AM  
**To:** 9-ANM-SoCalOAPM (FAA); scott.peters@mail.house.gov; kevinfaulconer@sandiego.gov; sherrilighner@sandiego.gov; loriezapf@sandiego.gov  
**Subject:** OPPOSITION to proposed flight path changes over Point Loma from Lindbergh Field

930-01

We OPPOSE the proposed changes to the flight paths over Point Loma from Lindbergh Field in San Diego.

As a homeowner under the proposed flight path since 1980, we believe this will impact our property negatively. Noise, air pollution, potential for crashes over populated area, property value.

It will also negatively impact the people and property on the Navy base, Cabrillo National Monument, elementary and pre-schools and Point Loma Nazarene University.

Prior to purchasing this property, I spent my lunch hour every day parked on streets in Point Loma to determine where I could be content living without hearing jet noise, since I worked directly under the jets in Ocean Beach. We paid a higher price for our property in this area in south Point Loma to be free of those pollutants. It does not seem fair to change our neighborhood for relatively little benefit compared to the drawback for residents. We have also owned since 1998, 8 rental units in the area that would be negatively impacted for our tenants who pay higher rent to be out of the flight path currently.

Please DO NOT make these changes.

Teresa and Christopher Poulos  
617 Savoy Street  
San Diego, CA 92106

930

Response

930-01

Please see **Topical Response 11 – Point Loma.**

931

James R. Mathes

**From:** Bishop Mathes [bishopmathes@edsd.org]  
**Sent:** Friday, October 02, 2015 1:53 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to elimination of the waypoint LOWMA

931-01

I write to state my opposition to the elimination of the waypoint LOWMA for flights departing Lindberg Field, San Diego. As a Point Loma resident, I purchased my home with the knowledge that the flight path would not come this far south. I believe that this move could not only adversely affect our home value and quality of life, but also be a health risk. The current flight paths, while not ideal, are well established and limit close flight over populated areas. The proposed change has the potential of increasing flight over populated areas rather than ocean.

Thank you for your consideration.

James R. Mathes  
880 San Antonio Place  
San Diego, CA 92106

931

Response

931-01

Please see **Topical Response 11 – Point Loma.**

932

Rob Crow

**From:** Robert Crow [rob\_crow1@msn.com]  
**Sent:** Friday, October 02, 2015 3:14 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

932-01

Dear Faa  
I have spent the last four hours reading all of the posted documents related to the proposed changes to San Diego airport. Has a contract analyst and operations consultant it's clear to me that these documents focus heavily on the concept of efficiencies and or inefficiencies. They don't really address safety, noise, or any real need for a change in San Diego other than to:

Increase the overall volume of planes departing and arriving Reduce the fuel costs of airlines

A reasonable alternative is to apply the latest technology to the existing routes and this matter is done. There is no logical, material, or demonstrated proof of anything other than more planes, more passengers, and more money for the airport and city and less costs for airlines.

It is appalling the lengths that the FAA has gone to exaggerate a "non problem" with such a ridiculous recommendation

I cannot support the stupidity and will fight this and do what is possible to derail this action

Point Loma resident  
Rob crow

Sent from my iPad

932

Response

932-01

Please see **Topical Response 11 – Point Loma.**

933

Terri Johnson

From: David and Terri Johnson [datejhnsn@gmail.com]  
 Sent: Friday, October 02, 2015 3:30 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Keep the LOWMA (point Loma) way point

To whom it may concern

933-01

According to the San Diego County Regional Airport Authority the FAA draft concludes there will be no significant increases in noise for anyone in the region as a result of the proposed changes. I would like to know the definition of significant increase. What percentage would be considered significant? Also when the study was conducted what were the decibel levels found on the SW directions, the over the water as the flights continue South and then as they turn East for points north like Newark NJ. I have yet to see the measurements over the parts of San Diego that now have continuous airplane noise and would let it be known that these changes that haven't been implemented but have been followed are not acceptable.

933-02

It is not worth the destruction of community for 1.2 miles.

Sincerely

Terri Johnson

933

Response

933-01

The commenter asks about the definition of significant increase in noise and what percentage would be considered significant. FAA Order 10501.E establishes the criteria used to evaluate potential noise impacts, and the noise analysis completed for the EA. The EA was conducted in accordance with FAA Order 1050.1E, and the results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 dB increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB), when compared to the No Action Alternative.

Pertaining to obtaining additional data, please see **Topical Response 08 – Supplemental Materials** and **Topical Response 11 – Point Loma**.

933-02

Please see **Topical Response 11 – Point Loma**.

934

Terry Treiber

**From:** Terry Treiber [ttreiber@cox.net]  
**Sent:** Friday, October 02, 2015 5:26 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Lindbergh Field Flight Path Change Over Point Loma

I am writing to express deep concern and to oppose a proposed flight path change that would allow departing aircraft to make a sharper turn to proceed eastward directly over South Point Loma. This proposed flight change is to allegedly save airlines fuel costs (which I don't understand--wouldn't savings due to less distance traveled be offset by using more fuel to increase acceleration to cut sharper turns, as well as offset by more wear and tear on the aircraft from the gravitational force of sharper turns?).

934-01

Fuel savings, if any, would be at great expense to Point Loma residents (lower property values) as well as the City of San Diego (lower property values generate lower property tax revenues). Furthermore, the change would cause greater noise, safety risks and air pollution over populated areas and military bases (North Island? The Submarine Base? the civilian installation in South Point Loma?) and would further degrade the quality of life for Point Loma residents as well as reduce the enjoyment of the many visitors to the scenic attractions of the Point Loma Peninsula---beaches, bays, tidepools, the pier, sport fishing docks, sail boating, Sunset Cliffs, Fort Rosecrans National Cemetery, and Cabrillo National Monument with its panoramic views. The Point Loma peninsula is valuable to the City of San Diego in so many ways, and it is important for the City to protect this natural treasure and avoid the further degrading of it from increased flying aircraft.

Point Loma residents and visitors are already bombarded with noise from 500 departing flights a day. Now the proposed change would send a great number of those flights back over Point Loma again to head eastward? Have a heart and consider the broader ramifications of this change; please don't do this to us or our peninsula.

Terry Treiber  
ttreiber@cox.net

(619) 861-8885

934

Response

934-01

Please see **Topical Response 11 – Point Loma.**

935

Susan and Ken Slaght

**From:** Susan Slaght [susan.c.slaght@gmail.com]  
**Sent:** Friday, October 02, 2015 6:14 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Proposed Change in Eastbound Flight Path from San Diego International Airport

935-01

As homeowners in the Point Loma area, we would be negatively impacted by this FAA proposed flight path change. We are very concerned that the noise level would be immensely increased, causing our property value to plummet. This proposal makes no sense just to save the airlines money in their fuel costs, as any savings would be negligible.

Please DO NOT make this proposed change a reality.

Susan and Ken Slaght  
Homeowners, Pt Loma Woods Subdivision

935

Response

935-01

Please see **Topical Response 11 – Point Loma.**

**936** **Brian W. Hurley**

**From:** Brian W. Hurley [brian@brianwhurley.com]  
**Sent:** Friday, October 02, 2015 1:33 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; scott.peters@mail.house.gov; senator@feinstein.senate.gov; senator@boxer.senate.gov  
**Subject:** Concerns About FAA Nextgen So Cal Metroplex - A .pdf of this email is also attached

Dear FAA Administrators:

I am a resident of San Diego, California, who is concerned that the changes proposed by "FAA Nextgen SoCal Metroplex" might cause damage to my property value and/or negatively impact my quality of life (due to increased noise levels and potential health and safety concerns). From officials at the San Diego Airport Authority and members of the San Diego City Council, I have obtained contradictory information about the likely impact(s) of the proposed changes, and would like the FAA to address the following questions directly:

**936-01**

- (1) While many of my neighbors seem to believe that changes planned by the FAA will reroute existing airplane traffic over residential neighborhoods that did not previously lie below authorized flight paths, at least one official at the San Diego Airport Authority (speaking off-record) advised me that no such re-routing is planned. I viewed, on the FAA website, the proposed SAN IBEE SID, but the trajectory lines are difficult to visually trace due to dimensional overlaps. That said, the new flight paths mapped thereon do appear to pass over residential neighborhoods that were not exposed to overhead flight traffic under the prior SAN POGGI SID (see below). Based on the FAA's complete data set, can you advise me as to whether or not the modified flight paths will route air traffic over portions of the Point Loma peninsula that were previously free of commercial air traffic?



- (2) If I correctly understand the nature of the proposed route modifications, while flights departing SAN are presently required to pass waypoint LOWMA before turning eastbound and continuing their journey, under the proposed Nextgen SoCal Metroplex patterns, waypoint LOWMA will be removed, allowing planes to make their eastbound turn while traveling over the Point Loma landmass. Please confirm that my understanding is correct and, if it is, please address these concerns:

936

Brian W. Hurley (continued)

- (a) Does the rerouting of air traffic over land (vs. ocean) not decrease safety, both for air travelers and for persons occupying the land located under the revised traffic patterns? Were an in-air emergency to take place immediately following takeoff, would the likelihood of passenger survival not increase under a forced water landing (vs. land landing)? And would persons living or working on land areas directly below air traffic not face risks of air disasters that, in the present case, do not exist?
- (b) To the extent that aircraft emit noise, will the rerouting of air traffic over land (vs. ocean) not expose those living or working below such traffic to increased noise disturbances? Noise from aircraft seems universally regarded as a nuisance, so does the proposed flight path modification not introduce a new form of nuisance for those living and working below such modified air traffic patterns?
- (c) Does the polluting exhaust from aircraft fall (either in vapor or solid form) to the areas below such aircraft during travel? Is the extent of ground-level pollution from overhead aircraft influenced by the altitude of flight such that pollution levels are more significant during takeoff and landing (i.e., when planes fly at lower altitudes)? Would the proposed flight path rerouting not, then, expose the landmass under new routes (and, by extension, the people, animals and vegetation on such land mass) to the detrimental effects of such pollution?
- (3) My research suggests that FAA Nextgen extends far beyond the SoCal Metroplex and proposes extensively modified flight patterns nationwide. I am also advised that the FAA's specific motivation for implementing SAN IBEE SID is economic in nature; namely, the revised flight paths are estimated to create significant cost savings. If my understanding in this regard is correct, then please address these questions:
- (a) What is the annual dollar amount of savings specifically expected from the implementation of SAN IBEE SID? In other words, setting aside the aggregate savings estimated by the FAA, what savings will directly follow from a proposed removal of waypoint LOWMA?
- (b) To whom, or to what entity(ies), is the expected savings to accrue? In other words, how will the proposed savings be manifest? What costs will be reduced? What expenses will be curtailed?
- (c) At least one of my neighbors has surmised that all anticipated savings will accrue to airlines operating from SAN in the form of reduced fuel expenses. Is that true? Will any anticipated savings be enjoyed by airlines? What percentage of total anticipated savings will be passed through to (or enjoyed by) airlines? Will any anticipated savings accrue to taxpayers or (directly) to the FAA/federal government?
- (4) Some Point Loma residents have begun to assert that flights departing from SAN are already following a flight path modeled after SAN IBEE SID and not POGGI SID. They believe that the FAA has allowed implementation of flight path changes as part of a test or "trial run." Within the past 60 days, has the FAA granted any airline any permission to modify its flight path on takeoff from SAN? Specifically, has the FAA implemented a preliminary adoption of SAN IBEE SID under a test or trial? If such implementation is underway, then please address these questions:
- (a) Are flights traveling under a modified flight plan—regardless of whether testing such plan or prematurely adopting new routes—not already creating the exact risks that have been highlighted by concerned Point Loma residents? In other words, even prior to testing, should the FAA not be required to address the concerns that have been raised by residents, by Council Member Lori Zapf (of San Diego) and by others? If the perceived dangers—e.g., increased noise, increase pollution, increased safety risks—are real, then the distinction between a test flight and a post-test flight that creates such dangers is meaningless, correct?
- (b) Several Point Loma residents claim to be commercial pilots who further claim that their carriers have (already) authorized new flight patterns. Other residents claim to have positioned air traffic in skies above neighborhoods where such traffic did not previously pass. Can you address these claims and explain the basis for flight path modification in advance of an authorizing ruling?

936-01

936

Brian W. Hurley (continued)

936-01

In anticipation of your reply to the foregoing questions, please be aware of my position with respect to the proposed FAA Nextgen SoCal Metroplex changes:

- (A) Whatever cost savings may be estimated from reduced airline fuel consumption or otherwise cannot be viewed as savings in absolute terms. Such savings represent a transfer of costs from one constituency to another; namely, from airlines traveling from the San Diego International Airport to residents of Point Loma. Whatever fuel savings may accrue to airlines will be more than offset by value decreases in the homes of residents who will now be positioned under a flight path that exposes them to (i) increased noise levels and a commensurate decline in the quiet enjoyment of their properties; (ii) increased pollution; and (iii) increased safety risks. While the exact dollar amount of the resulting wealth transfer (i.e., from commercial airlines to Point Loma residents) may be difficult to estimate, there is also a multiplier effect that must be applied to such calculation. Property values form an assessment basis for the collection of property tax revenue. As impacted property values decline, so will the City of San Diego's tax revenue from Point Loma real estate assessments. Tertiary implications extend to the various uses of City funds, resulting budget constraints and follow-on reductions in the delivery of city services and/or infrastructure maintenance/repair. In other words, what will be ultimately lost by Point Loma residents who are newly exposed to the various impacts of overhead flight traffic may only be calculable over many years, after which, such losses will be largely irreparable and/or unrecoverable.
- (B) If the FAA goals include a compression of the gap between takeoffs for east-bound air traffic and the resulting expansion of the alley provided for aircraft turn, then why is the southward relocation of waypoint LOWMA not an option? If the goal is to accommodate increased air traffic from SAN, then the vast ocean expanse below Point Loma seems to offer a superior surface area over which to fly.

I will await your complete reply to this inquiry and hope that no action is taken in the implementation of proposed SAN IBEE SID until the concerns I have expressed, and questions I have raised, have been fully addressed and answered.

Sincerely,



Brian Hurley  
 Brian Hurley  
 3765 Garden Lane  
 San Diego, CA 92106  
[brian@brianwhurley.com](mailto:brian@brianwhurley.com)

(619) 564-6783

Copy: Mayor Kevin Faulconer  
 City Administration Building  
 202 C Street, 11<sup>th</sup> Floor  
 San Diego, CA 92101  
 Via Email to [kevinfaulconer@sandiego.gov](mailto:kevinfaulconer@sandiego.gov)

Councilmember Lorie Zapf  
 City Administration Building  
 202 C Street, 11<sup>th</sup> Floor  
 San Diego, CA 92101  
 Via Email to [loriezapf@sandiego.gov](mailto:loriezapf@sandiego.gov)

Congressman Scott Peters  
 4350 Executive Drive, Suite 105  
 San Diego, CA 92121

Senator Dianne Feinstein  
 880 Front Street, Suite 4236  
 San Diego, CA 92101

Senator Barbara Boxer  
600 B Street, Suite 2240  
San Diego, CA 92101



September 30, 2015

Via Email to 9-ANM-SoCalOAPM@faa.gov

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Regarding: Proposed FAA Nextgen SoCal Metroplex

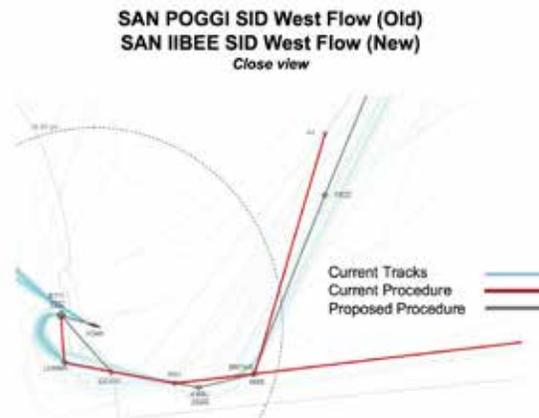
Dear FAA Administrators:

I am a resident of San Diego, California, who is concerned that the changes proposed by “FAA Nextgen SoCal Metroplex” might cause damage to my property value and/or negatively impact my quality of life (due to increased noise levels and potential health and safety concerns). From officials at the San Diego Airport Authority and members of the San Diego City Council, I have obtained contradictory information about the likely impact(s) of the proposed changes, and would like the FAA to address the following questions directly:

- (i) While many of my neighbors seem to believe that changes planned by the FAA will reroute existing airplane traffic over residential neighborhoods that did not previously lie below authorized flight paths, at least one official at the San Diego Airport Authority (speaking off-record) advised me that no such re-routing is planned. I viewed, on the FAA website, the proposed SAN IBEE SID, but the trajectory lines are difficult to visually trace due to dimensional overlaps. That said, the new flight paths mapped thereon do appear to pass over residential neighborhoods that were not exposed to overhead flight traffic under the prior SAN POGGI SID (see below). Based on the FAA’s complete data set, can you advise me as to whether or not the modified flight paths will route air traffic over portions of the Point Loma peninsula that were previously free of commercial air traffic?

---

3675 GARDEN LANE | SAN DIEGO, CA 92106



- (2) If I correctly understand the nature of the proposed route modifications, while flights departing SAN are presently required to pass waypoint LOWMA before turning eastbound and continuing their journey, under the proposed Nextgen SoCal Metroplex patterns, waypoint LOWMA will be removed, allowing planes to make their eastbound turn while traveling over the Point Loma landmass. Please confirm that my understanding is correct and, if it is, please address these concerns:
- (a) Does the rerouting of air traffic over land (vs. ocean) not decrease safety, both for air travelers and for persons occupying the land located under the revised traffic patterns? Were an in-air emergency to take place immediately following takeoff, would the likelihood of passenger survival not increase under a forced water landing (vs. land landing)? And would persons living or working on land areas directly below air traffic not face risks of air disasters that, in the present case, do not exist?
  - (b) To the extent that aircraft emit noise, will the rerouting of air traffic over land (vs. ocean) not expose those living or working below such traffic to increased noise disturbances? Noise from aircraft seems universally regarded as a nuisance, so does the proposed flight path modification not introduce a new form of nuisance for those living and working below such modified air traffic patterns?
  - (c) Does the polluting exhaust from aircraft fall (either in vapor or solid form) to the areas below such aircraft during travel? Is the extent of ground-level pollution from overhead aircraft influenced by the altitude of flight such that pollution levels are more significant during takeoff and landing (i.e., when planes fly at lower altitudes)? Would the proposed flight path rerouting not, then, expose the landmass under new routes (and, by extension, the people, animals and vegetation on such land mass) to the detrimental effects of such pollution?
- (3) My research suggests that FAA Nextgen extends far beyond the SoCal Metroplex and proposes extensively modified flight patterns nationwide. I am also advised that the FAA's specific motivation for implementing SAN IBEE SID is economic in nature; namely, the revised flight paths are estimated to create significant cost savings. If my understanding in this regard is correct, then please address these questions:
- (a) What is the annual dollar amount of savings specifically expected from the implementation of SAN IBEE SID? In other words, setting aside the aggregate savings estimated by the FAA, what savings will directly follow

from a proposed removal of waypoint LOWMA?

- (b) To whom, or to what entity(ies), is the expected savings to accrue? In other words, how will the proposed savings be manifest? What costs will be reduced? What expenses will be curtailed?
  - (c) At least one of my neighbors has surmised that all anticipated savings will accrue to airlines operating from SAN in the form of reduced fuel expenses. Is that true? Will any anticipated savings be enjoyed by airlines? What percentage of total anticipated savings will be passed through to (or enjoyed by) airlines? Will any anticipated savings accrue to taxpayers or (directly) to the FAA/federal government?
- (4) Some Point Loma residents have begun to assert that flights departing from SAN are already following a flight path modeled after SAN IBEE SID and not POGGI SID. They believe that the FAA has allowed implementation of flight path changes as part of a test or “trial run.” Within the past 60 days, has the FAA granted any airline any permission to modify its flight path on takeoff from SAN? Specifically, has the FAA implemented a preliminary adoption of SAN IBEE SID under a test or trial? If such implementation is underway, then please address these questions:
- (a) Are flights traveling under a modified flight plan—regardless of whether testing such plan or prematurely adopting new routes—not already creating the exact risks that have been highlighted by concerned Point Loma residents? In other words, even prior to testing, should the FAA not be required to address the concerns that have been raised by residents, by Council Member Lori Zapf (of San Diego) and by others? If the perceived dangers—e.g., increased noise, increase pollution, increased safety risks—are real, then the distinction between a test flight and a post-test flight that creates such dangers is meaningless, correct?
  - (b) Several Point Loma residents claim to be commercial pilots who further claim that their carriers have (already) authorized new flight patterns. Other residents claim to have positioned air traffic in skies above neighborhoods where such traffic did not previously pass. Can you address these claims and explain the basis for flight path modification in advance of an authorizing ruling?

In anticipation of your reply to the foregoing questions, please be aware of my position with respect to the proposed FAA Nextgen SoCal Metroplex changes:

- (A) Whatever cost savings may be estimated from reduced airline fuel consumption or otherwise cannot be viewed as savings in absolute terms. Such savings represent a transfer of costs from one constituency to another; namely, from airlines traveling from the San Diego International Airport to residents of Point Loma. Whatever fuel savings may accrue to airlines will be more than offset by value decreases in the homes of residents who will now be positioned under a flight path that exposes them to (i) increased noise levels and a commensurate decline in the quiet enjoyment of their properties; (ii) increased pollution; and (iii) increased safety risks. While the exact dollar amount of the resulting wealth transfer (i.e., from commercial airlines to Point Loma residents) may be difficult to estimate, there is also a multiplier effect that must be applied to such calculation. Property values form an assessment basis for the collection of property tax revenue. As impacted property values decline, so will the City of San Diego’s tax revenue from Point Loma real estate assessments. Tertiary implications extend to the various uses of City funds, resulting budget constraints and follow-on reductions in the delivery of

936

Brian W. Hurley (continued)

city services and/or infrastructure maintenance/repair. In other words, what will be ultimately lost by Point Loma residents who are newly exposed to the various impacts of overhead flight traffic may only be calculable over many years, after which, such losses will be largely irreparable and/or unrecoverable.

- (B) If the FAA goals include a compression of the gap between takeoffs for east-bound air traffic and the resulting expansion of the alley provided for aircraft turn, then why is the southward relocation of waypoint LOWMA not an option? If the goal is to accommodate increased air traffic from SAN, then the vast ocean expanse below Point Loma seems to offer a superior surface area over which to fly.

I will await your complete reply to this inquiry and hope that no action is taken in the implementation of proposed SAN IBEE SID until the concerns I have expressed, and questions I have raised, have been fully addressed and answered.

Sincerely,



Brian Hurley  
3765 Garden Lane  
San Diego, CA 92106  
brian@brianwhurley.com  
(619) 564-6783

Copy: Mayor Kevin Faulconer  
City Administration Building  
202 C Street, 11<sup>th</sup> Floor  
San Diego, CA 92101  
Via Email to kevinfaulconer@sandiego.gov

Councilmember Lorie Zapf  
City Administration Building  
202 C Street, 11<sup>th</sup> Floor  
San Diego, CA 92101  
Via Email to loriezapf@sandiego.gov

Congressman Scott Peters  
4350 Executive Drive, Suite 105  
San Diego, CA 92121

Senator Dianne Feinstein  
880 Front Street, Suite 4236  
San Diego, CA 92101

Senator Barbara Boxer  
600 B Street, Suite 2240  
San Diego, CA 92101

936

Response

936-01

Please see **Topical Response 11 – Point Loma.**

937

Justin Mecklenborg

From: Justin Mecklenborg [justinmeck9@gmail.com]  
Sent: Friday, October 02, 2015 4:27 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: airnoise@san.org  
Subject: Jet Fuel / Takeoff Noise

This morning Oct 2nd the flight takeoff noise began around 630am and was continuous until around 9am. For the first time my family could actually smell jet fuel in our front yard.

937-01

We live at 3562 Charles St, San Diego, CA 92106

Can you please explain why there is the smell of jet fuel? Also, why is takeoff noise suddenly so audible?

Justin Mecklenborg  
858.405.5681

937

Response

Please see **Topical Response 11 – Point Loma.**

937-01

938

Paul R. Cooper

**From:** Paul Cooper [pcooper@wallacesmith.com]  
**Sent:** Friday, October 02, 2015 6:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to new Waypoint ZZ000

I am a resident of 4484 Osprey Street in Sunset Cliffs. The current pattern of air traffic is noticeable but tolerable and allows the aircraft to gain significant altitude prior to the bank turn over water to Waypoint LOWMA. The current pattern maximizes safety with an absolute min distance traveled over residences for departures. All departures are impacting one area of residences and the population as the traffic reaches altitude. IF the Waypoint LOWMA is replaced by ZZ000 it will keep the air traffic overland the entire departure and thru the turn for eastbound flights. Noise and safety will be compromised as well as impact an entire second mass of residences. There has not been a reasonable argument for reducing fuel cost, carbon footprint or increased safety for this change. Please do not change the flight Waypoint from its current location.

938-01

Thank You,

Paul R. Cooper  
Resident 4484 Osprey  
San Diego CA 92107

661-327-1436  Daytime #

661-979-3740  Cell

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938

Response

Please see **Topical Response 11 – Point Loma.**

938-01

939

## Bronwyn Jamrok

**From:** Bronwyn Jamrok [bsjamrok@me.com]  
**Sent:** Friday, October 02, 2015 6:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** Jet Noise and Pollution over Culver City, CA

To Whom it May Concern,

I am writing to you as a resident of Culver City, California and I am greatly concerned about the proposed changes to the LAX flight path.

939-01

Aircraft noise is already a problem in Culver City and I am concerned that it will worsen. I am particularly concerned about the lowering of the midnight-6:30am BIGBR path and how it combines with the arrivals from the east.

939-02

I am alarmed about the potential concentration of flights over our busy and highly-populated Downtown. My children attend school in downtown Culver City, my husband works downtown, and our family lives within 3/4 mile of downtown. Our children have PE, recess, classes, and assemblies outside daily and the noise will be a disturbance.

939-03

I am also concerned about pollution levels. We already have severe air quality issues in Los Angeles. Concentrating jets over schools and a hospital will increase health threats.

939-04

I also request that the FAA provide data and information about these changes to the public in a way that laypersons can understand. Specific times and descriptions of noise (not in dbDNLs) would benefit us all. I also request that the FAA participate in an Environmental Impact Report.

939-05

Thank you,  
 Bronwyn Jamrok  
 Culver City Resident

939

## Response

939-01

The commenter expresses concern over east flow traffic arriving over Culver City, particularly between midnight and 6:30 a.m. In response to community concerns, while still meeting the purpose and need of the Proposed Action, the FAA has created the MDNYT STAR procedure to serve LAX during the hours of midnight - 6:00 a.m. The MDNYT STAR closely follows the flight tracks of existing procedures and remains within historical flight tracks. The MDNYT STAR allows aircraft to fly up to 2,000' higher as they arrive into LAX. Please also see **Topical Response 09 – LAX North Arrivals**.

939-02

Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

939-03

Please see **Topical Response 06 – Air Quality - Air Pollution**.

939-04

The commenter requests that the FAA provide data in a way the layperson can understand. The EA was prepared in compliance with NEPA and FAA Order 1050.1E. This includes the use of plain language in the document as required

939

## Response (continued)

under Paragraph 210b of Order 1050.1E. Because it is understood that the SoCal Metroplex Project is highly technical in nature, the first chapter of the EA provides basic background information in plain English on air traffic control, the National Airspace System, air traffic procedures, the Metroplex, and the SoCal Metroplex Project. As described on Page 2 of the EA, a list of acronyms and a glossary of terms used throughout the document is provided in Appendix D. The criteria used to determine noise impacts are discussed in Section 5, and Appendix E – *Basics of Noise* provides a detailed explanation of basic noise concepts, including easy-to-understand descriptions of the decibel and the DNL noise metric. To better aid the public in understanding the Project, the results of the noise analysis have been released in Google Earth format. Please see **Topical Response 08 – Supplemental Materials** for more information.

939-05

The commenter requests that the FAA replace its initial NEPA Environmental Assessment with an Environmental Impact Statement. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. The EA analysis shows that the Proposed Action when compared to the No Action Alternative will not result in significant environmental impacts.

940

Kelly Fitzpatrick

**From:** Fitzpatrick, Kelly [kfitzpatrick@rpa.com]  
**Sent:** Friday, October 02, 2015 10:23 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** overflights

940-01

We reside directly off Venice and it's not the large inbound aircraft that are ever an issue at 6,000 ft but the low flying media, CCPD and LAPD police helicopters flying near rooftop runs each night. I understand it's more fuel efficient the lower a helicopter flies but they continue to use this corridor and abuse the height limitation flying much too low and frequently. Can they please have some courtesy to the community?  
 Best regards and look forward to LAX always improving,  
 The Fitzpatrick's

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940

Response

940-01

The commenter is concerned about low flying helicopters flying near rooftop runs at night. The scope of the SoCal Metroplex Project is for fixed wing aircraft operating under Instrument Flight Rules and not for helicopters. The commenter's suggestions are outside the scope of the SoCal Metroplex. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize IFR procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Please see **Topical Response 05 – Purpose and Need** for additional information.

941

Cheryl Gaughan

**From:** Cheryl Gaughan [CherylGaughan@pointloma.edu]  
**Sent:** Friday, October 02, 2015 10:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed FAA Flight Path Changes

941-01

I am contacting you to voice my strong opposition to the FAA's proposed plan to change the LOWMA flight path out of Lindbergh Field in San Diego  
 I have also contacted our local government representatives and state representatives to voice my opposition.

I don't want to imagine the impact plane flights over our homes and on our peaceful, beautiful campus would have on our classroom and chapel environments.

Thank you for you time.

941

Response

941-01

Please see **Topical Response 11 – Point Loma**.

942

Councilmember Lorie Zapf, City of San Diego



COUNCILMEMBER LORIE ZAPF

SECOND DISTRICT  
CITY OF SAN DIEGO

September 25, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

RE: Councilmember Lorie Zapf Comment on Draft SoCal Metroplex Environmental Assessment

To Whom It May Concern:

As the elected local representative for San Diego City Council District Two, I have a sincere interest in ensuring that the well being and quality of life of my constituents is protected.

942-01

With that said, I am concerned with the proposed changes of flights paths found in the Draft SoCal Metroplex Environmental Assessment. I oppose the removal of waypoint LOWMA as many of my constituents have expressed through phone calls and emails to my office. More specifically, I am concerned that the permanent removal of waypoint LOWMA may only increase levels of visual and noise disturbance for many residents in the Ocean Beach and Point Loma communities.

Furthermore, I am concerned that this proposed waypoint change may attribute to an increase of the "early turn" of commercial jet liners that we as a community and airport have worked so hard to protect against.

I do want to thank representatives of the FAA for meeting with my office on September 22, 2015. I thank them for their time and presentation to my office as my concerns regarding the removal of waypoint LOWMA were communicated. I am optimistic that we can have an efficient flight path that honors precedence and does not sacrifice the quality of life for my constituents.

Respectfully submitted,

Lorie Zapf  
Councilmember | District 2  
City of San Diego

233 D STREET - SAN DIEGO, CALIFORNIA 92101  
TEL: (619) 557-0229 • FAX: (619) 556-6886 • EMAIL: LORIE.ZAPF@SANDAGOV



942

Response

942-01

Please see **Topical Response 11 – Point Loma.**

943

Rick Kennedy

**From:** Rick Kennedy [RickKennedy@pointloma.edu]  
**Sent:** Saturday, October 03, 2015 12:05 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Path over Point Loma, San Diego

943-01

I live in Point Loma and teach at Point Loma Nazarene University. To bring the flight path over us will be very disturbing, when no one is disturbed where it is now.

Rick Kennedy  
Professor of History  
Point Loma Nazarene University  
3900 Lomaland Dr.  
San Diego, CA 92106  
Office: 619.849.2537   
Fax: 619.849.2554 

943

Response

943-01

Please see **Topical Response 11 – Point Loma.**

944

Alicia Gibson

**From:** Alicia Gibson [algib222@yahoo.com]  
**Sent:** Saturday, October 03, 2015 12:24 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** So Cal Metroplex - Change of flight path over Point Loma

Gentlemen:

944-01

Having read an article in my local community newspaper The Peninsula Beacon regarding the FAA's proposed flight path change for Lindbergh Field, I wish to state my objection to the proposed flight path.

I've been a Point Loma resident for over eight years, and I choose my home based on the current flight path. The FAA's proposed change increases the noise pollution in my neighborhood, and that affects my property value.

Regards,

Alicia Gibson  
1150 Anchorage Lane, Unit 306  
San Diego, CA 92106

944

Response

944-01

Please see **Topical Response 11 – Point Loma.**

945

Barbara Franklin

From: Barb Franklin [msbarbpl@aol.com]  
Sent: Saturday, October 03, 2015 1:43 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Metroplex

945-01

First of all I would like to strongly point out that your June meeting that you held for the "public" was not advertised well enough. It was held in the middle of the day, in the middle of the week, in a totally different part of town. I would expect that the FAA would be looking out for citizens and at the very least mailed an announcement to all areas of San Diego, particularly households on the Peninsula area of Point Loma. You are, after all the FAA, working for us, paid for by our tax dollars, as was this ridiculous "money saving" project (again paid for by our tax money, without our knowing.) The way this was executed shows an extreme abuse of power.

We are looking forward to the question and answer portion of this meeting.

Barbara Franklin

945

Response

945-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 03 – Comment Period Extension**.

946

Dr. Keith Pedersen

**From:** Keith Pedersen [KeithPedersen@pointloma.edu]  
**Sent:** Saturday, October 03, 2015 4:54 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change of flight plans over Point Loma in San Diego

To Whom It May Concern:

946-01

I understand that the FAA is proposing changes to allow planes to fly directly over southern Point Loma. As someone who works in Point Loma, I want to state my objection to these plans. I work as a professor of music at Point Loma Nazarene University. As someone who makes his living with his voice and ears, both performing, analyzing sound and teaching, I am afraid of the detrimental effect flights over PLNU and its environs would have on my professional performance in particular and, more importantly, the learning environment for our students at PLNU in general. None of our buildings were built with the expectations of cutting out regular airline flights. Retro fitting them to withstand this decibel level increase is not a financial option.

946-02

946-03

I am concerned our mission of educating people will be adversely affected by these plans, so I oppose them.

Sincerely,  
Keith Pedersen

Dr. Keith Pedersen  
Director: Point Loma Singers, Vocal Jazz Ensemble, Choral Union  
**Professor of Music, Point Loma Nazarene University**  
3900 Lomaland Drive, San Diego, CA 92106 619.849.2202  
**Director of Choral Ministries, La Jolla Presbyterian Church**

946

Response

946-01

Please see **Topical Response 11 – Point Loma**.

946-02

Please see **Topical Response 11 – Point Loma**.

946

## Response (continued)

946-03

Please see **Topical Response 11 – Point Loma.**

947

## Vince George

From: Vince George [salesnetvince@cox.net]  
 Sent: Saturday, October 03, 2015 3:02 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Cc: loriezapf@sandiego.gov  
 Subject: Point Loma San Diego Noise from PLanes

Dear FAA,

I live at 604 Catalina Blvd. I could never hear jets in the past and now each morning at 6:32 am they start flying almost directly over my house.

I moved to Point Loma to get away from the jet noise. I payed a premium for this benefit. Now the NOISE is incredibly loud and is constant. I can no longer enjoy my back yard for an early morning cup of coffee and to listen to my water features.

All of this noise pollution has been approved by the FAA and the only people that knew flight pattern benefits is the airline company's profit margins. They are already making record profits and my quality of life should not diminish due to there business activity in San Diego.

The FAA has violated its own mission statement by implementing changes to the flight path in San Diego.

947-01

The FAA mission statement states:

- 1) "provide the safest airspace in the world" - how is routing more planes over residential areas increase public safety?"
- 2) "Strive to reach the next level of environmental responsibility" - how is routing more planes over populated areas improve my living environment? - in contrast my environment has by degraded.
- 3) "FAA is accountable to the American People and Stockholders" - If this is the case I am an American and I hold the FAA accountable for my diminished environment.
- 4) "Safety is the FAA's Passion" - How can this be true when you have put the residence of Point Loma in harm's way?

By changing the flight pattern at the San Diego airport the FAA has broken 4 of the cornerstones to the organizations mission statement.

How can the FAA be accountable to the American people if you do not follow the mission statement that your organization has adopted?

I would ask the FAA to reverse the flight pattern changes over Point Loma and implement the flight path that was in place prior to the change. Also the loudest jet this morning was a Federal Express Jet....cargo is now more important than my safety and the quality of my environment.

Thank you for understanding my concerns and reversing the changes that have already been implemented.

Vince George  
 604 Catalina Blvd  
 San Deigo, CA 92106

947

## Response

947-01

Please see **Topical Response 11 – Point Loma.**

948

Molly Youngkin

**From:** Molly Youngkin [molly.youngkin@att.net]  
**Sent:** Saturday, October 03, 2015 3:09 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** city.clerk@culvercity.org

Dear FAA:

I'm writing with regard to the proposal for new flight regulations in my community, Culver City, California. I urge you NOT to allow these new regulations to be adopted, since they would result in increased noise pollution in a residential area that includes not only homes for many people but schools for the children who live in this area.

948-01

I am an English professor at a nearby university, and I am committed to the health and safety of all Culver City residents. I purchased my home, a one-bedroom condominium, in Culver City in 2008 specifically because it was a quiet residential area, in which I could live a healthy and safe life. I paid \$345,000 for 738 square feet of space, and my expectation was that the little space I had would be a respite from the stresses of city living.

I specifically did not purchase a condominium in the community in which I work, Westchester, California, because it is directly north of the airport, and all the homes I could afford on a professor's salary would have put me in a direct flight path. In choosing to live in Culver City, I chose the community closest to work that could provide a healthy and safe place to live, and I feel very fortunate to live here.

In the past few years, Culver City has experienced increased noise pollution from flights coming out of LAX that are routed east during certain hours of the day or due to certain weather conditions. We also have experienced increased air pollution from more media, police, and advertisement aircraft.

948-02

I already can hear planes flying over my home after 10pm, when I'm trying to sleep, and I have had to implement noise reduction measures to cope with the increased air pollution. The new regulations, which would allow planes to flight more frequently and at lower altitudes would adversely affect my ability to function normally, as well as the property values in this area.

Culver City prides itself as a community in which diverse people--white and black, young and old, singles and families--can live peacefully. I strongly urge you NOT to adopt the new regulations, which would significantly alter the quality of life in this community.

Thank you for considering my comments,

Molly Youngkin  
8116 Raintree Circle  
Culver City CA 90230

948

Response

948-01

Please see **Topical Response 09 – LAX North Arrivals.**

948-02

Please see **Topical Response 02 – Existing Conditions.**

949

Julieta Umland

**From:** Teddyjul9@aol.com [Teddyjul9@aol.com]  
**Sent:** Saturday, October 03, 2015 4:05 PM **To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** POINT LOMA FAA FLIGHT PLANS

DEAR SIRs,

949-01

I AM AGAINST THE PLANS TO CHANGE THE FLIGHT PATHS OVER POINT LOMA. WE PAY VERY HIGH TAXES AND IT WILL LOWER THE VALUE OF OUR PROPERTIES.

JULIETA UMLAND

949

Response

949-01

Please see **Topical Response 11 – Point Loma.**

950

Samantha Ramos

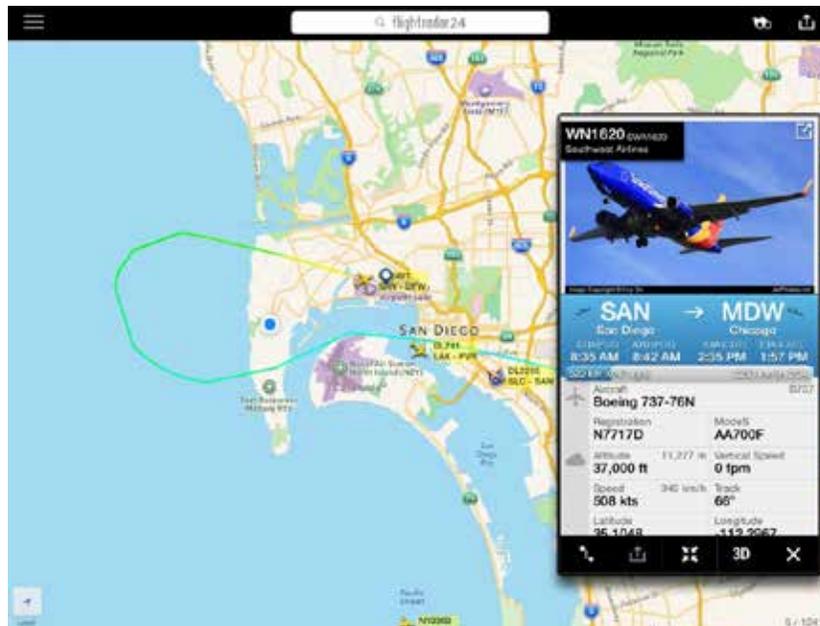
**From:** Samantha [s.davis8@cox.net]  
**Sent:** Saturday, October 03, 2015 4:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Samantha Ramos  
**Subject:** Why are flights already putting Metroplex in Effect at SAN? (Flight WN1620, SAN - MDW)

950-01

The So Cal Metroplex EA is supposed to be in the proposal stages and public comment has yet to expire. So, why are planes already flying over my house? This one was very loud and conversation had to be interrupted. This was not a 5 decibel difference. Please see the screenshot from Flightradar24 showing the path of this Southwest Airlines flight. Getting a taste of what the proposed changes would bring makes it very clear to me that these changes must never be instituted. I am strongly opposed to the proposed departure changes at San Diego International Airport.

950-02

Samantha Ramos  
 3747 Charles St.  
 San Diego, CA 92106  
 619 255-5469



950

Response

950-01

Please see **Topical Response 02 – Existing Conditions.**

950-02

Please see **Topical Response 11 – Point Loma.**

951

Monica Lee

**From:** Monica Derrick Lee [monicaderricklee@gmail.com]  
**Sent:** Saturday, October 03, 2015 5:27 PM  
**To:** 9-ANM-SoCalOAPM (FAA); airnoise@san.org; awarren@san.org; trussell@san.org; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov  
**Cc:** Sumner Lee  
**Subject:** Revised airport departure path over Point Loma

It recently came to my family's attention that the airport is considering changing the airport departure path. We believe that this is not in the best interest of San Diego.

My husband and I lived on West Point Loma Boulevard for 14 years under the direct flight path. We bought our previous condo fully aware of the noise levels. Our daughter was born last year and for her health we decided to move to a quieter, less polluted location. We bought a house in May of 2015 in the Sunset Cliffs area; at the time we knew nothing about the proposed change to the flight path.

951-01

The proposed change to the flight path will destroy the natural beauty of Sunset Cliffs. Every day my family, along with hundreds of other San Diegans go for walks, runs and spend time enjoying the peaceful views of Sunset Cliffs. Sometimes my daughter falls asleep in her stroller as I watch the sunset after a busy day. Imagine trying to enjoy this location as jets fly overhead.

The proposed flight path will ruin Cabrillo National Monument. For years my husband and I have been avid cyclists, one of our favorite places to ride is out to the Point, ending our ride by cruising down to the tide pools. Looking down and seeing the vast ocean while hearing nothing but wind in your ears is an amazing feeling. The peacefulness of this location amidst a bustling city is a welcomed retreat for so many San Diegans, tourists, cyclists and runners. Now imagine trying to enjoy this peaceful location as jets fly overhead.

We have lived in this area for five months and had plans to raise our kids and spend the rest of our lives in our new home. We have a new baby on the way. Airplane noise and pollution will ruin everything that we moved here for. I cannot put my baby down for a nap on a hot summer day with the windows open while 747s fly overhead. We left our old location to escape the black dust that appeared on our lawn furniture and made me concerned for my baby's health. Our home value is going to plummet if the flight path changes, so even if we  
Changing the flight path is bad for San Diegans. There are so many people that this will negatively affect. I sincerely hope you will put the lives of all San Diegans over the arguable proposed fuel cost savings of a few airlines.

Sincerely,

Monica Lee

4427 Adair Street

951

## Response

951-01

Please see **Topical Response 11 – Point Loma.**

952

## Lois and Jason Frand

**From:** Jason Frand [jfrand@ucla.edu]  
**Sent:** Saturday, October 03, 2015 6:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplane noise pollution

To

952-01

We have lived at 4412 Jasmine Avenue since 1975, and over the past several months, airplane noise has grown increasingly annoying. The recent changes in flight plans have resulted in planes flying more frequently and lower, and hence significantly louder than ever before. There are times when we have to stop talking as we can't hear each other because of the airplane noise. We are outside frequently and if playing the radio, it is totally drowned out by the noise. And, while writing this letter, the sixth noisy plane just flew over. They are coming every few minutes. (This is Saturday, October 3rd, 11:15)

We hope that Culver City Council can submit a protest to the airport demanding the planes fly higher or return to their previous routes, so that we do not need to suffer the noise pollution they are causing.

Thank you,  
 Lois and Jason Frand  
 Jason Frand, Ph.D.  
 Math Olympiad Coach and Tournament Chairperson  
 CCUSD Linwood Howe Elementary School  
 Adjunct Assistant Professor, Retired  
 Assistant Dean and Director, Retired  
 UCLA Anderson School of Management  
<http://www.anderson.ucla.edu/faculty/jason.frand>

952

## Response

952-01

Please see **Topical Response 09 – LAX North Arrivals.**

953

## Ann Pauli

**From:** Ann [bap4444@cox.net]  
**Sent:** Saturday, October 03, 2015 7:21 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight paths in Newport Beach

Dear Faa,

953-01

Please don't change the flight paths in Newport Beach.

Ann Pauli  
 23 Jasmine Creek  
 Corona Del Mar

Sent from my iPhone

953

## Response

953-01

Thank you for your comment.

954

Vince George

From: Vince George [salesnetvince@cox.net]  
Sent: Saturday, October 03, 2015 8:52 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: more load planes - 1:45 pm

Dear FAA,

As i weed the garden the low background noise of jets fills the air.

I would like to think i could escape the noise and come inside the house but since we do not have air conditioning we must have the windows open. As i write this e mail inside my house i am as aggravated that i can still hear the jets from inside the house.

954-01

Whoever determined that this change would have "minimal impact" must have been lacking common sense and overall intelligence. My life has had a major impact!!!!!!

Thank you for reconsidering your decision to change the flight pattern at the San Diego airport.

Vince George  
604 Catalina Blvd  
San Diego, CA 92106

954

Response

954-01

Please see **Topical Response 11 – Point Loma.**

955

Deborah Porter

From: Deb Porter [msdebporter@gmail.com]  
Sent: Saturday, October 03, 2015 10:11 PM  
To: 9-ANM-SoCalOAPM (FAA); Deb Porter  
Subject: protest againt the proposed flight path changes for San Diego Airport

Hello. I plan to go to the meeting on Oct. 6, 2015 at Liberty Station thata the FAA is hosting to inform the community about the proposed changes to the flight paths from the SD airport, but thought I would tell you why the people of the Pt.Loma Peninsula (counting both Pt. Loma and Ocean Beach) are against these changes. And I am hoping you will do something to involve the community in reaching a fair solution to this problem.

955-01

Also, we are not only fighting the removal of the LOWMA waypoint, the subject of this meeting, but also (although it doesn't get much press) the usage of the 250 heading which was SUPPOSED to be only for emergencies. We were told that the headings 275 and 290 were the only ones that are supposed to be used. The planes are currently using the 250 heading very often and the noise level had risen dramatically.

Of course, there is the noise which is the major problem; but there are a number of other serious issues to consider. The planes will fly directly over our schools as well as our homes; the detritus from the fuel fallout is harmful to both people and plant life, we will no doubt have a serious decrease in the values of our homes (along with the concomitant decrease in property tax revenues paid by the house owners in the affected areas).

955-02

In addition, there is always the increased probability of a plane crash and damage to the underlying community... the possibilities are two fold when you consider the planes may go over Pt.Loma twice for each take off, instead of only one pass which is legal now.....

Please dont dismiss this as alarmist, my brother in law died in the PSA plane crash in 1979, which decimated a large part of the North Park area in San Diego - it has happened and perhaps will happen again.

Please research this issue thoroughly, and try to exercise a fair determination for the people of the communities surrounding the airport.

thank you.. Deborah Porter  
San Diego CA 92017

**955** Response

**955-01** Please see **Topical Response 02 – Existing Conditions.**

**955-02** Please see **Topical Response 11 – Point Loma.**

**956** Celia Mondfrans

From: Celia Mondfrans [cmondfrans@cox.net]  
 Sent: Saturday, October 03, 2015 11:18 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: FAA Flight Plan in Point Loma

**956-01** As a Point Loma resident for the past 25 years, I do not want to lose the current LOWMA Waypoint. I want to preserve Point Loma as it is now, as well as protect my property values. Having previously resided in an area affected by airplane flight paths, I am all too familiar with what it’s like to have to deal daily with airplane noise, the air, water, and visual pollution associated with airplanes flying over my home and over the area I have to live. I have invested in my home and in the Point Loma area I live in with my family. I do not want the FAA to change the current LOWMA Waypoint flight plan that has existed for about the last 20 years.

Please listen to the Point Loma community who is vastly opposed to the change you are proposing.

Sincerely,

Celia Mondfrans

**956** Response

**956-01** Please see **Topical Response 11 – Point Loma.**

**957** Rosamaria DeSimone

**From:** Rosamaria DeSimone [rdesimone@vpadvisors.com]  
**Sent:** Sunday, October 04, 2015 12:40 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Flight Path

**957-01** Please do not change the flight path. We have a lot of young kids that live here...you will ruin one of the best family neighborhoods in San Diego. Especially in this case, you are not clearing up flight path for another neighborhood as they currently go over the ocean. So you will not be swapping out a group that suffer now for a new group that suffers...you will be creating a whole new group of families that suffer!!!! WTF. This doesn’t make sense. The money you save will not be worth the cost to all these people!

Rosamaria DeSimone  
**Vantage Point Advisors**  
 San Diego | Los Angeles | Orange County | Philadelphia  
 12636 High Bluff Drive #120 San Diego, CA 92130

C 619.727.8357 

957

Response

957-01

Please see **Topical Response 11 – Point Loma.**

958

Jack and Carol Sanders

**From:** SandersJR@aol.com [SandersJR@aol.com]  
**Sent:** Sunday, October 04, 2015 1:44 AM  
**To:** 9-ANM-SoCalOAPM (FAA); sandersjr@aol.com; sandersch@aol.com  
**Subject:** Point Loma flight path

Please help us.

We have lived on Point Loma for fifty years and we think that it is very important to protect the Point by maintaining use of the LOWMA Waypoint.

958-01

There are too many important activities, including tourism and visits to Fort Rosecrans National Cemetery, to allow aircraft to fly overhead in this sensitive area.

Any additional noise is too much noise and the proposed flight path would bring a noticeable increase for the thousands of people who use this area.

Jack and Carol Sanders  
708 Gage Drive  
San Diego, CA 92106

958

Response

958-01

Please see **Topical Response 11 – Point Loma.**

959

Charles Stephens

**From:** Charles Stephens [charlesdstephens@sbcglobal.net]  
**Sent:** Sunday, October 04, 2015 3:03 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** Redesign of LAX Airspace

959-01

I am writing to express my concern about the current study to redesign the LAX air space that would lower the flight paths and increase the number of flights over Culver City and other residential neighborhoods. The change should be rejected. The noise and jet fuel pollution is already too much and the change should be to raise the flight paths and decrease the number of flights. I am a long term resident of Culver City (1954-1979 and again 1999

959-02

to date) and have noted that the current noise level has increased to way above what it should be for a residential neighborhood. The redesigned air space would undoubtedly result in a saving of jet fuel and that is good for

959-03

the environment but I view this as an effort by the airline industry to increase profits at the expense of homeowners. It is difficult to put a number on it but

959-04

I am sure that the current noise level has a negative effect on property values. I wouldn't buy a new home in a neighborhood with the current noise

959

Charles Stephens (continued)

959-05

level. I know they have a negative effect on my enjoyment of my home in Culver City. What I assume is currently happening is that the flights take off over the ocean but turn too soon. Next they climb to cruising altitude under full power while over residential neighborhoods. It undoubtedly costs the airlines less to do it this way but it unfairly passes the costs onto the residents.

Charles Stephens

959

Response

959-01

Please see **Topical Response 09 – LAX North Arrivals.**

959-02

Please see **Topical Response 02 – Existing Conditions.**

959-03

Please see **Topical Response 05 – Purpose and Need.**

959-04

Please see **Topical Response 02 – Existing Conditions.**

959-05

Please see **Topical Response 02 – Existing Conditions.**

960

Erin Scott

**From:** Erin Scott  
**To:** Russell Tony  
**Subject:** Proposed Changes to San Diego International Airport Departing Flight Plan  
**Date:** Sunday, October 04, 2015 9:12:21 AM

960-01

I want to express my concern about the proposed changes to the existing flight plan for the San Diego International Airport. Fifteen years ago I lived under the flight path on Quimby Street and when I was financially able, I moved my family out from under the plane noise and debris. Unfortunately, it appears that I may be living with noise and gritty black dust again if the flight plan changes are adopted.

This is indeed a case of NIMBYism, but this change doesn't have any upsides from a quality of life perspective. It will only increase noise pollution over populated areas, and doesn't do anything to decrease noise pollution in the existing areas of the flight path. Additionally, planes drop dust and crud. Our deck was always covered with a sooty coating and the only logical source of that soot was the planes.

Please consider the quality of life of the citizens of San Diego and prevent this change from taking place.

Thank you,  
 Erin Scott  
 810 Loma Valley Rd  
 92106

960

## Response

960-01

Please see **Topical Response 11 – Point Loma**.

961

## Ron Bell

**From:** Ron Bell  
**To:** Russell Tony  
**Subject:** Point Loma Flight Path  
**Date:** Sunday, October 04, 2015 2:06:29 PM

961-01

Please do not approve the proposed flight plan change over Point Loma for East Bound planes. Taking their current approved rate further South (maintaining the wide turn) would be much appreciated.

I also hear planes that appear to already be flying closer. Please enforce the rules.

Thanks.

Ron

Concerned Point Loma Resident

**Ron Bell**  
Senior Managing Partner

**PROVEN** | O: 858-412-1147 | M: 858-775-1647  
rbell@proveninc.com | LinkedIn: www.linkedin.com/pub/ron-bell/1/925/a6a | Web: http://proveninc.com

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961

## Response

961-01

Please see **Topical Response 11 – Point Loma**.

962

## Scott Cunningham

**From:** Scott Cunningham [scott12159@icloud.com]  
**Sent:** Sunday, October 04, 2015 4:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Lauren Wooding  
**Subject:** FAA NextGen Feedback

Dear FAA,

This letter is written on behalf on the entire community of Beacon Bay within the City boundaries of Newport Beach, CA.

962-01

The residents of Beacon Bay are extremely concerned about the increased jet traffic, both private and commercial from John Wayne Airport and the adverse impact they are having on our quality of life. Over the past few months, it has become very apparent that the flight paths, trajectory, elevation and the thrust from the engines on all commercial flights taking off from JWA has changed. This relatively recent change and current practice has become intolerable and unacceptable to many of the residents that live in Newport Beach. Specifically, this very narrow flight path produces cumulative noise and air pollution, which pose a higher degree of health issues to affected homeowners.

962

Scott Cunningham (continued)

962-01

There are two major concerns: Noise level and burned jet fuel, and the respective pollution that both of these concerns can cause. In regard to the burned jet fuel, which may be the more important concern, another Environmental Impact Study and Report must be completed to determine the actual danger of the new concentration of pollution to our community and individual families' health. In conclusion, many Newport Beach communities are dangerously impacted by the air traffic from JWA, due to the respective noise level and pollution, including the dangerous "small particulates". The only fair, reasonable and equitable solution is as follows:

1. **The flight paths must be fanned over the broadest range possible, with no immediate airplane or jet repeat of one path.**
2. **The takeoff trajectory and elevation must be at the highest point possible.**
3. **The thrust of the engines must gear down to the lowest range possible.**
4. **An Environmental Impact Study and Report must be registered and completed semi-annually in an effort to manage the health and safety of all affected residents.**

Thank you,

Scott Cunningham  
 President, Beacon Bay Homeowner Association  
 Scott Cunningham  
 scott12159@icloud.com

962

Response

962-01

Please see **Topical Response 12 – SNA Current Departures.**

963

Erin Scott

From: Erin Scott [escott@g2ss.com]  
 Sent: Sunday, October 04, 2015 4:02 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Proposed Changes to San Diego International Airport Departing Flight Plan

963-01

I want to express my concern about the proposed changes to the existing flight plan for the San Diego International Airport. Fifteen years ago I lived under the flight path on Quimby Street and when I was financially able, I moved my family out from under the plane noise and debris. Unfortunately, it appears that I may be living with noise and gritty black dust again if the flight plan changes are adopted.

This is indeed a case of NIMBYism, but this change doesn't have any upsides from a quality of life perspective. It will only increase noise pollution over populated areas, and doesn't do anything to decrease noise pollution in the existing areas of the flight path. Additionally, planes drop dust and crud. Our deck was always covered with a sooty coating and the only logical source of that soot was the planes.

Do not change the path of these planes... as I type this email I can hear a plane flying out over the end of the point. If you move them closer I won't be able to hear anything at all... I know what it is like to live under a flight path and I do not wish to do so again.

Erin Scott  
 810 Loma Valley  
 92106

963

Response

963-01

Please see **Topical Response 11 – Point Loma.**

964

David Welborn

From: David Welborn [dawelborn@cox.net]  
 Sent: Sunday, October 04, 2015 4:51 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: FAA changes

964-01

Please accept this as a signature on the petition objecting to the FAA proposed flight path changes for the San Diego Airport.

David Welborn  
 877 San Antonio Place  
 Point Loma, CA

Sent from my iPhone

964

Response

964-01

Please see **Topical Response 11 – Point Loma.**

965

Bob Anderson on behalf of the Los Angeles Area Helicopter Noise Coalition (LAAHNC)

**From:** LAAHNC BobA [BobA@LAHelicopterNoise.org]  
**Sent:** Sunday, October 04, 2015 5:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAAHNC Response to Metroplex Draft Environmental Assessment

The Los Angeles Area Helicopter Noise Coalition submits the attached response to the Metroplex Draft Environmental Assessment.

Thank you.

Bob Anderson, President  
 Los Angeles Area Helicopter Noise Coalition (LAAHNC)  
 LAHelicopterNoise.org

**Los Angeles Area Helicopter Noise Coalition**  
*Citizens seeking relief from helicopter noise – A problem for more than 40 years*

LAHelicopterNoise.org October 1, 2015

President  
**Bob Anderson**  
 Sherman Oaks Homeowners Association  
 Vice President  
**Richard Root**  
 Citizens for Quiet Helicopters (Torrance)  
 Treasurer  
**Dave Garfinkle**  
 Tarzana Property Owners Association  
**George Abrahams**  
 Beachwood Canyon Neighborhood Association  
**John Bailey**  
 Southeast Torrance Homeowners Association  
**Gerry Hans**  
 Friends of Griffith Park  
**David Rankell**  
 Van Nuys Airport Councilman, City of Lomita  
**Mike Savidan**  
**Donna Sievers**  
 Bluff Heights (Long Beach) Neighborhood Association  
**Gerald A. Silver**  
 Homeowners of Encino

SoCal Metroplex EA  
 FAA, Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057  
 Email: [9-ANM-SoCalOAPM@faa.gov](mailto:9-ANM-SoCalOAPM@faa.gov)

**Subject: LAAHNC Response to Draft Environmental Assessment (EA) for Southern California Metroplex (SoCal METROPLEX)**

Please enter LAAHNC's comments into the official records of the above referenced matter. The Los Angeles Area Helicopter Noise Coalition, herein referenced as "LAAHNC" is an unincorporated non-profit association seeking to address helicopter noise and safety issues in Los Angeles County. These opening comments are provided to the FAA in response to the call for comments on the Draft Environmental Assessment (EA) in accordance with FAA Order 1050.1E. We reserve the right to provide additional comments at a later date.

LAAHNC is pleased that the FAA is seeking to improve the efficiency of airspace in the Southern California Metroplex by optimizing aircraft arrival and departure procedures at Bob Hope (Burbank) Airport (BUR), Los Angeles International Airport (LAX), Long Beach Airport (Daugherty Field), Santa Monica Municipal Airport (SMO), Van Nuys Airport (VNY), and others. We are concerned that the SoCal METROPLEX project may involve changes in aircraft flight paths and altitudes in areas that might result in ground disturbance or increases the number of aircraft operations within the Southern California airspace. Conversely, we believe that the SoCal METROPLEX also has the potential to improve helicopter noise and safety operations in Los Angeles County.

As stated in your Draft Environmental Assessment, the optimization plan takes into account all airports and airspace that support each metropolitan area, as well as how air traffic in those areas interacts with other

965-01

965-02

965

## Bob Anderson on behalf of the Los Angeles Area Helicopter Noise Coalition (LAAHNC)

Rudy Whitcomb  
Rolling Hills Estates

metroplexes. "It considers myriad factors including safety, efficiency, capacity, access and environmental impact." This clearly include noise assessments.

Wayne Williams  
Van Nuys Airport  
Citizens Advisory Council

In evaluating the SoCal METROPLEX project we ask that:

965-02

**SoCal Metroplex flights, wherever safely possible, be routed to allow helicopters to fly higher than 2,000 feet above ground level (AGL) as much as possible throughout Los Angeles County, so that the FAA can give major consideration to improving helicopter noise and safety issues in Los Angeles County as requested by Congress in 2013.**

LAAHNC urges the above consideration in order to allow implementation of the following six recommendations:

**Recommendation 1 – Establish minimum helicopter flight altitudes in Los Angeles County.** Except when necessary for takeoff or landing, or in an emergency or due to weather conditions, or if otherwise necessary for safety of flight, or unless otherwise authorized by the Flight Standards District, no person may operate a helicopter in the Special Flight Rules Area at an altitude lower than 2,000 feet above ground level (AGL) over Los Angeles County. Helicopters operated by any municipal, county, state, or federal authority for active emergency services, rescue operations, or police or fire protection may be operated at less than the minimum if the operation is conducted without hazard to persons or property on the surface.

**Recommendation 2 – Establish a mandatory helicopter media pool.** When an unanticipated emergency occurs in Los Angeles County that involves a major freeway incident, significant crime scene investigation, fire, earthquake, flood, disaster or other broad scale infrastructure failure that draws a large number of helicopters to the scene, an immediate and mandatory media pool share system must be put in place to manage media helicopter operations in Los Angeles County.

### LAAHNC Comments on Metroplex – October 1, 2015

**Recommendation 3 – Establish maximum helicopter hovering and orbiting limitations in Los Angeles County.** When an emergency or other event occurs in Los Angeles County that involves a major freeway incident, significant crime scene investigation, fire, earthquake, flood, disaster, or other broad scale infrastructure failure or other events, such as a Presidential visit, tracking of media personalities, coverage of criminal activities, and outdoor venues that draws a large number of helicopters to the scene in Los Angeles County, helicopters covering the incident shall abide by the following flight restrictions. No media outlet may hover or orbit a helicopter in the Special Flight Rules Area for periods longer than five (5) minutes during any one-hour period. A helicopter covering an incident may return to the same location, and again hover or orbit if it has previously moved a distance of one (1) mile away, before returning to the same location. Helicopters operated by any municipal, county, state or federal authority for active emergency services, rescue operations, police or fire protection, may hover or orbit if the operation is conducted without hazard to persons or property on the surface.

**Recommendation 4 – Restrictions involving tour helicopter operators.** When a tour helicopter is operated in Los Angeles County, no tour operator may hover or orbit a helicopter in the Special Flight Rules Area for a period longer than three (3) minutes during any one-hour period. A tour helicopter covering a specific location may not return to the same location to hover or orbit more than once in any given five (5) hour period.

**Recommendation 5 – Los Angeles County Shoreline Helicopter Route.** Unless otherwise authorized or directed by Air Traffic Control (ATC), each person piloting a civil helicopter operating VFR along the Los Angeles County shoreline shall utilize one of the following Los Angeles County Shoreline Routes. Pilots flying helicopters operating under Part 135, Commuter and On-Demand Operations, which must operate at an altitude that allows the helicopter to reach land in the case of engine failure, shall fly approximately one-half mile offshore. Pilots operating all other helicopters, including all helicopters with flotation devices, shall fly approximately one-mile offshore.

**Recommendation 6 – Re-assess the use of Los Angeles County freeways as helicopter routes.** Residents living near freeways are by definition already exposed to excessive noise and pollutants. The inclusion of Los Angeles County freeways on the Los Angeles Helicopter Route Map was done without adequate environmental assessment on its impacts.

Thank you for considering our comments on the Southern California Metroplex Draft Environmental Assessment. Any comments or questions concerning this letter should be addressed to our board member, Gerald A. Silver at [gsilver4@earthlink.net](mailto:gsilver4@earthlink.net) or (818) 990-2757.

Cordially yours,



Bob Anderson, President  
Los Angeles Area Helicopter Noise Coalition

965

## Response

965-01

The commenter is concerned that the SoCal Metroplex Project may result in ground disturbance or an increase in operations in the Southern California Metroplex. The Proposed Action consists of airspace procedures and would not involve land acquisition or physical changes to the environment resulting from ground disturbance or construction activities, including any facilities such as additional runways or taxiways, or require permitting, other approvals, or actions on a state or local level. Please see Sections 2.4 and 4.2 and Chapter 5 of the EA. Further, the Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 of the Average Annual Day Flight Schedules Technical Report includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day (AAD) air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

965-02

The commenter suggests that the SoCal Metroplex Project attempt to improve helicopter noise and safety operations. The scope of the SoCal Metroplex Project is for fixed wing aircraft operating under Instrument Flight Rules and not for helicopters. The commenter's suggestions are outside the scope of the SoCal Metroplex Project. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize IFR procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Please see **Topical Response 05 – Purpose and Need** for additional information.

966

## Taren Everett

From: Taren Everett [tareneverett@gmail.com]  
 Sent: Sunday, October 04, 2015 5:11 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Flight path revision

966-01

We are OPPOSING the FAA's proposal to revise San Diego departure flight path. We bought our home in 2013 specifically in this area of Point Loma that is not affected by plane noise. We chose this area because we did not want to buy a home in the flight path. I would not have bought my home otherwise. I do not want to see the value of my property decline with the proposed change. I do not want to sit on my patio or lay in my bed and hear the plane noise at any time of the day. This was introduced without the vote of those who live in the neighborhood.

Taren Everett

966

## Response

966-01

Please see **Topical Response 11 – Point Loma**.

967

## Justin Mecklenborg

**From:** Justin Mecklenborg [justinmeck9@gmail.com]  
**Sent:** Sunday, October 04, 2015 6:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** ALL MORNING!

967-01

There has been constant takeoff noise All morning?

Can someone please get it to stop?

Why have the takeoff routes suddenly changed?

There is no good reason for this and it is harming our neighborhood.

--

Justin Mecklenborg  
 858.405.5681 

967

## Response

967-01

Please see **Topical Response 11 – Point Loma**.

968

## Lauren Bruhn

**From:** Lauren Bruhn [lbruhn3@cox.net]  
**Sent:** Sunday, October 04, 2015 7:29 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed removal of waypoint LOWMA in Point Loma

To: FAA

968-01

I urge you to seriously consider retaining the LOWMA waypoint to ensure the San Diego airport's noise abatement procedures can be maintained to limit aircraft flying over Point Loma.

My family moved to a home in the Wooded Area 22 years ago because we knew that this area of Point Loma is not under the flight path and we would not be affected by airplane noise as those north of Point Loma Avenue are. Removing waypoint LOWMA would mean that planes would turn over the ocean further north and much closer to us, disturbing our peaceful neighborhood with their noise. Over the past 2 years, the number of commercial aircraft deviating from the current approved departure routes and flying over our South Point Loma neighborhood has increased noticeably. I can only assume that your proposed new route would make that situation exponentially worse.

We will be attending the Oct. 6th meeting with FAA and Airport Authority representatives to make sure our opinions are heard.

Sincerely,  
 Lauren Bruhn  
 3764 Dudley Street  
 San Diego, CA 92106

968

## Response

968-01

Please see **Topical Response 11 – Point Loma.**

969

## Jon Barton

**From:** Jon Barton [jonbarton10@gmail.com]  
**Sent:** Sunday, October 04, 2015 9:38 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** Flight noise over Culver City

969-01

Hello, my name is Jon Barton. I live in the Carlson Park area of Culver city – 4228 Jasmine Ave 90232  
I have lived here for 17 years. Never had we had the level of flight frequency and noise as we now have. We are being woken up at night by low flying flights. Twice our windows have shook as large aircraft fly overhead at low levels. The noise is constant as one flight after another is now flying overhead. We cannot imagine living like this day after day. We urge you to please make the needed adjustments so that our lives are not disturbed in this manner.

Thank you,

Jon Barton

969

## Response

969-01

Please see **Topical Response 02 – Existing Conditions.**

970

## Sheila Bose

**From:** Sheila Bose (cox) [sheilabose@cox.net]  
**Sent:** Sunday, October 04, 2015 10:18 PM  
**To:** awaren@san.org; trussell@san.org; airnoise@san.org; scott.peters@mail.house.gov; 9-ANM-SoCalOAPM (FAA); Mayor Kevin Faulconer; Council Member Lorie Zapf  
**Subject:** NO to the SoCal Metroplex Project!!!

Hello?!?!

970-01

I purchased my south Point Loma home after careful consideration of the flight patterns and decibel maps. Re-routing flight departures to shift them closer to homes is not fair to current residents.  
I don't take an increase to the acoustic peace in my home, increased jet fuel droppings or decreased property value lightly!  
Be a good neighbor and do the right thing, drop the project!

Sincerely,  
Sheila Bose  
1136 Moana Dr., 92107

Sent from my iPad

970

## Response

970-01

Please see **Topical Response 11 – Point Loma.**

971

## Craig Borcharding

**From:** Craig Borcharding [craigborcharding@gmail.com]  
**Sent:** Sunday, October 04, 2015 11:07 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Culver City LAX airplane noise comment

971-01

Having seen that the comment period has been extended, I wanted to take the opportunity to once again express my concern about Culver City overflight noise. Just yesterday, October 3rd, I was outside in the backyard (4251 Mentone Ave) during the 12-3pm time frame and was frustrated by a number of large jets flying low and creating a significant amount of noise. Same thing today on October 4th. Please move the flight path away from the quiet residential areas of Culver City. The planes have to fly somewhere but there are many large commercial areas and freeways which would be more appropriate to have jets fly over than residential areas. Thank you.

-Craig Borcharding  
 4251 Mentone Ave 90232

Below is the text of my original comment I e-mailed on 9/5/15:

971-02

I want to voice my concern about noise and pollution issues. I live at 4251 Mentone Ave in Culver City (near Carlson Park). We paid a large sum of money for our house 3.5 years ago (and many others are now paying even larger sums). My wife teaches math at Culver middle school. I'd like to think we are types of people who will help shape the future of this fine city.

Just last night I was annoyed to hear several large airplanes fly over between 10pm and midnight. Then again this morning starting as early as 7am there have been several periods of noisy, large planes flying directly overhead. Like cockroaches, it usually isn't just one...

I am concerned about the proposed new flight paths and the possibility that instead of having issues "once in a while" or "sporadically", we may have a constant stream of planes overhead. I'm worried about the noise issues from this as well as pollution. Much of Culver City is a quiet residential area surrounded by freeways, busy roads, etc. Instead of flying planes right through a quiet residential town, please consider moving the path away from homes.

It's late in the comment period, I get it. But I wanted to voice my concern. Also, I note that the 10 freeway is fairly close to the current flight path. Why not have planes follow the 10 freeway instead of flying over Culver City (or other nearby residential areas)? I'm confident nobody will have much to complain about with airplanes flying over an already noisy and dirty freeway.

Culver City has a bright future, but a major LAX overflight issue could be a big problem. Thank you for your consideration.

971

## Response

971-01

The commenter is concerned with the current jet noise over Culver City and suggests they fly over commercial areas and freeways. Any noise associated with existing aircraft overflight is not associated with this project since a decision on the Proposed Action has not been made and has not been implemented. Please see **Topical Response 02 – Existing Conditions**. Please also see **Topical Response 05 – Purpose and Need**.

971-02

Please see **Topical Response 09 – LAX North Arrivals**.

972

Ralph Leisz

From: Ralph Leisz [leisz@cox.net]  
Sent: Sunday, October 04, 2015 11:31 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Genevieve Leisz  
Subject: Question About LOWMA

Hello FAA,

We moved to south Point Loma in San Diego in 2009. We moved to this location after not being able to tolerate jet noise at our previous location at Rosecrans and Elliott, also in Point Loma. This location is directly under the take-off path of the San Diego Airport.

972-01

I take walks early in the morning (about 0630-0700) and have noticed an increase in jet noise at that hour. This noise disturbs the tranquility of the neighborhood which is the very reason we moved to this location. Is this the kind of "background" noise I can expect from the LOWMA implementation?

Obviously, I DON'T agree with ANY increase in noise by FAA action. FAA objectives should emphasize safety to the public, not fuel savings for commercial aircraft.

Regards, Ralph Leisz

966 Tingley Lane  
San Diego, CA 92106

972

Response

972-01

Please see **Topical Response 11 – Point Loma**.

973

Paul Grimes

SoCal Metroplex EA  
 FAA, Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

RECEIVED OCT 05 2015

September 28, 2015

Subject: Federal Aviation Administration (FAA) Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document

To Whom It May Concern:

I would like to provide input and history on departures from San Diego Lindbergh Field (SAN). I reside near Point Loma Nazarene University and, along with many others, will receive more nuisance noise events from the proposed change in departures heading East at SAN. What criteria is the FAA using to propose these efficiency gains? Under \$5 and 6 seconds per departure isn't worth changes that negatively affect neighborhoods.

Historically, commercial jets have been directed on a 275 degree heading for 3 miles offshore, then a mostly shallow left turn to clear the tip of Point Loma before turning east. In the late 1990's numerous aircraft were turning quicker, traversing over the Point Loma Peninsula. I attribute this to the higher performance of newer aircraft and increased non-stop service from San Diego.

U.S. Congressman Brian Bilbray was contacted and he engaged the FAA's Miramar facility. San Diego City Councilmember Byron Wear was also working toward an eventual agreement to keep the departures south of Point Loma on their eastbound trajectory. The FAA's Walter White came up with a solution to install "noise dots" on the Miramar monitors so that controllers would direct all departures through a gate of 2 dots to the west of SAN and a dot beyond the tip of Point Loma for eastbound aircraft to go around. This agreement, which required and gained air traffic controller union approval, has been in place for about 20 years with a high degree of successfully keeping aircraft over the Pacific Ocean.

The proposed new SAN IIBEE SID departure is in conflict with the nearly 20 year agreement. The proposed abandonment of the LOWMA fix (off the southern tip of Point Loma) in favor of a new fix, ZZOOO (on the Silver Strand) will direct aircraft to continue, and probably tighten their turn and head direct ZZOOO. Depending on aircraft type, takeoff weight, pilot, and other factors, the direct ZZOOO will create numerous tracks, of which most will be over Point Loma.

Looking at the current and proposed tracks of SAN IIBEE SID, it appears about 1 mile is cut from each average departure. From my calculations the fuel cost savings per departure of an average narrow body would be under \$5. Since each aircraft continues to climb regardless of departure path, the saved 1 mile would be cut from the cruise portion of the flight, meaning about 6 seconds of en route time would be saved. While I'm all for efficiency, this proposed impacting change does little to improve efficiency.

973-01

973

Paul Grimes (continued)

SoCal Metroplex EA  
FAA, Western Service Center - Operations Support Group  
Page 2

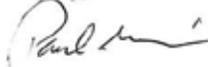
973-01

Very recently, there appears to be a marked increase in early turns over the Pt. Loma Peninsula. I followed about 8 early turns on FlightAware in a 3 hour period last week. The most egregious violations have been after 10 pm on red eye transcons. For whatever reason, several flights on the POGGI FIVE RNAV departure have turned left at JETT1 and avoided 3 waypoints to head direct Julian (JLI). These departures flew directly over residential areas of Pt. Loma, Naval Air Station North Island and Downtown San Diego. Of particular concern is that after either 9 or 10pm, all Runway 27 departures take a noise abatement 290 degree heading. With this more northern heading, aircraft on the proposed SAN IIBEE SID will cross the Pt. Loma Peninsula farther north at a time of day when the federal government and State of California deem noise as more impactful.

I thank the FAA for a second extension of public response on Metroplex SAN. I read the FAA's 2014 changes at PHX caused much pain for citizens and resulted in a lawsuit from the City of Phoenix. While new paths over Phoenix may not have created new 65dB areas, it greatly increased noise and nuisance from scores of jets over new areas that historically did not receive jet traffic. The FAA could be creating a parallel situation in Point Loma with the proposed SAN IIBEE SID departure. Again, what criteria is the FAA using to propose these efficiency gains?

I implore the FAA to modify the proposed SAN IIBEE SID departure to eliminate ZZOOO and retain LOWMA. This move will keep departures away from populated areas; maintain the noise dot agreement while providing a precise path for all departures, which is one of the goals of the Metroplex program. The San Diego Regional Airport Authority, operator of Lindbergh Field, also supports retention of the LOWMA waypoint, undoubtedly knowing that noise nuisance complaints will skyrocket.

Sincerely,



Paul Grimes  
936 Moana Dr  
San Diego, CA 92106

Public Member, Peninsula Community Planning Board Airport Subcommittee  
Former Director of Schedule Planning, Pacific Southwest Airlines (PSA)  
Former airport representative for San Diego Councilmember Byron Wear

CC:  
Congressman Scott Peters  
San Diego Mayor Kevin Faulconer  
San Diego City Councilmember Lorie Zapf  
San Diego County Regional Airport Authority

973

Response

973-01

Please see **Topical Response 11 – Point Loma.**

974

Robert Lemme

RECEIVED OCT 05 2015

SoCal Metroplex EA  
FAA, Western Service Center – Operations  
Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

25 Sept 2015

Subject: FAA Southern California – SoCal Metroplex – Proposed Departures, San Diego

Sir,

The fact that San Diego's Lindbergh Field (SAN) is located in the heart of a major metropolitan city where departures and landings occur directly over the city center and urban areas is bad enough. However, changing the departure routes whereby SAN IIBEE SID replaces POGGI SID will only make matters worse.

Over the last 20 years the FAA, CA state, SD city, SD Regional Airport Authority and Lindbergh Field have made the best of this bad situation. With careful thought they successfully established departure waypoints that kept flights over the Pacific and limited direct overflight of urban areas ( JETTI - LOWMA – JORRJ ). The proposed changes (JETTI – ZZO00 – JORRJ) will overturn this with no positive impact for the city, its residents, environment, and economy. Just the opposite! It is negative on all counts.

Departure overflight of the Point Loma Peninsula will:

- Increase noise throughout the heavily populated urban area.
- Increase noise across the Cabrillo National Monument.
- Increase noise at the Fort Rosecrans National Cemetery.
- Increase noise at the Cabrillo State Marine Reserve.
- Increase jet engine emissions.
- Have negative economic impact on the city and residents:
  - Lower property values in affected areas will reduce tax income for the city for decades to come and effect value /equity for existing homeowners (many of whom purchased in the impacted area to avoid the aforementioned!)
- Impact overall quality of life in all these areas.

The proposed changes (JETTI – ZZO00 – JORRJ) will have one significantly MINOR positive impact to the "for profit" airlines! They will save a very very small amount of fuel and time in eastbound departures. This very very small positive will be to the benefit of the airline shareholders at the expense of the city, its residents, environment, and economy!

Please do the right thing and retain the existing departure routes ( JETTI - LOWMA – JORRJ )

Sincerely,  
  
Robert Lemme  
3968 Wildwood Rd  
San Diego CA 92107

CC:  
US Congress Rep Scott Peters  
San Diego Mayor, Kevin Faulconer  
San Diego City Council, Lorie Zapf  
San Diego County Regional Airport Authority

974-01

974

Response

974-01

Please see Topical Response 11 – Point Loma.

975

Bill Jacobs (City of Irvine)



Community Development

[cityofirvine.org](http://cityofirvine.org)

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

(949) 724-6000

October 5, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

**Subject: Comments Regarding SoCal Metroplex Environmental Assessment**

To Whom It May Concern:

975-01

The City of Irvine appreciates the opportunity to comment on the Federal Aviation Administration (FAA) Draft Environmental Assessment (Draft EA) for the Southern California Metroplex Project.

We concur with the comments submitted by the County of Orange, dated September 2, 2015 (Enclosed). Our comments provided below reiterate certain items from this letter to address potential impacts to the City of Irvine.

975-02

1. There is no discussion in the "Purpose of the Proposed Action" section of any effort to reduce noise, emissions or other environmental impacts. The City believes that the FAA has not given appropriate consideration to the reduction of environmental impacts, particularly noise, in developing the airspace proposals presented in the Draft EA.

975-03

2. The City concurs with the County's concern regarding the Orange County-specific graphics included in Exhibit 3-8 of the Draft EA. These diagrams reflect exceptionally broad swaths within which aircraft approaches to and departures from John Wayne Airport (JWA) could occur and, if the Draft EA is approved, would be permitted. For example, departures referenced on one diagram suggest that aircraft could turn left shortly after departing Runway 20R and fly east over portions of Newport Beach that do not currently experience over-flights (Big Canyon, Corona del Mar and Newport Coast). At its widest point, this same diagram suggests that aircraft departing from Runway 20R could operate as far north as Laguna Woods and as far south as Dana Point. Another diagram shows approaches within a wide band that covers communities from Yorba Linda to the

975

## Bill Jacobs (City of Irvine) (continued)

City of Irvine  
 Comments Regarding SoCal Metroplex Environmental Assessment  
 October 5, 2015  
 Page 2

975-03

While the nominal tracks for approaches and departures 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. Please confirm whether the Metroplex Project assumes that aircraft will, in fact, operate within the entire area highlighted on all Orange County-area diagrams included in Exhibit 3-8 and, if so, please identify where the Draft EA presents FAA's analysis of all such operations that may occur anywhere in these areas. We also request clarification regarding specific flight paths for approaches from the north and the occasional departures to the north, for a better understanding of how these proposed paths would impact the City of Irvine. If aircraft operations are not proposed for the large areas depicted in these diagrams, we request that the diagrams be removed from the Draft EA to avoid confusion as to the proposed location of flight paths and operations. If the diagrams are not removed as requested, a detailed analysis of all noise, air quality, over-flight and related environmental impacts related to aircraft operations for the entire area highlighted on all Orange County-area diagrams included in Exhibit 3-8 must be provided in the EA. To the extent significant environmental impacts are identified, an Environmental Impact Statement must be prepared for the project, which includes an analysis of alternatives and mitigation measures for any significant impacts identified. Failure to comply with this request may result in an inadequate NEPA analysis and subject the project to significant litigation risks.

Thank you again for the opportunity to submit comments regarding the FAA's Draft EA for the SoCal Metroplex Project. If you have questions regarding the City of Irvine's comments, please contact me at, at 949-724 6521, or [bjacobs@cityofirvine.org](mailto:bjacobs@cityofirvine.org). We look forward to your responses.

Sincerely,



Bill Jacobs  
 Principal Planner

Enclosure: County of Orange comment letter dated September 2, 2015

cc: City Council  
 Sean Joyce, City Manager  
 Sharon Landers, Assistant City Manager  
 Susan Emery, Director of Community Development  
 Tim Gehrich, Deputy Director of Community Development  
 Barry Curtis, Manager of Planning Services

975

Bill Jacobs (City of Irvine) (continued)



**TODD SPITZER**  
CHAIRMAN, BOARD OF SUPERVISORS  
SUPERVISOR, THIRD DISTRICT

ORANGE COUNTY HALL OF ADMINISTRATION  
333 W. SANTA ANA BLVD., SANTA ANA, CALIFORNIA 92701  
PHONE (714) 834-3330 FAX (714) 834-2786  
Todd.Spitzer@ocgov.com

September 1, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center - Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Dear Sir or Madam:

This comment letter is submitted by the County of Orange (County) acting in its capacity as the owner and operator of John Wayne Airport (JWA or Airport) and reflects the County's comments on the Federal Aviation Administration (FAA) Draft Environmental Assessment (Draft EA) for the Southern California Metroplex Project.

Our comments on the Draft EA are premised upon the following primary concepts and concerns:

975-04

- The 1985 John Wayne Airport Settlement Agreement, as amended, reflects consensus between the County of Orange, the City of Newport Beach, the Airport Working Group (AWG) and Stop Polluting Our Newport (SPON) on the nature and extent of facility and operational improvements that may be implemented at JWA. For 30 years, this Agreement has balanced the development of facilities and the growth of operational capacity with the legitimate environmental concerns of the surrounding communities. The County believes that it is imperative that nothing proposed or implemented through the Metroplex Project jeopardize the continued successful implementation of the Settlement Agreement.
- The County understands and respects FAA's responsibility for and control over use of the nation's navigable airspace. It is important, however, that FAA understand and respect the views of those who are impacted by its decisions in managing that airspace. Unfortunately, neither airport owners nor communities affected by aircraft operations have been included, in any meaningful way, in the development of the Next Generation Air Transportation System (NextGen) or in the Southern California Metroplex Project. We believe the exclusion of these important stakeholders was inappropriate and their inclusion in future discussions is critical to the long-term success of NextGen and the Metroplex Project.
- In "Vision 100 – Century of Aviation Reauthorization Act of 2003," Congress identified a series of goals for NextGen. Not surprisingly, the first goal referenced the need to

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Bill Jacobs (City of Irvine) (continued)

SoCal Metroplex EA  
September 1, 2015  
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"improve the level of safety, security, efficiency, quality and affordability of the National Airspace System and aviation services."<sup>1</sup>

It is important to note, however, that Congress also directed that NextGen, "take into consideration, to the greatest extent practicable, design of airport approach and departure flight paths to reduce exposure of noise and emissions pollution on affected residents."<sup>2</sup> The Draft EA, however, ignores this direction and instead limits its focus on improving "the efficiency of the procedures and airspace utilization in the Southern California Metroplex."<sup>3</sup> There is no discussion in the "Purpose of the Proposed Action" section of any effort to reduce noise, emissions or other environmental impacts. The County believes that the FAA has not given appropriate consideration to the reduction of environmental impacts, particularly noise, in developing the airspace proposals presented in the Draft EA and that, as a result, the proposals do not meet the goals Congress defined for NextGen.

The County's specific comments are as follows:

1. The County appreciates the magnitude of the task undertaken by the FAA and, specifically, the SoCal Metroplex team. We appreciate the team's willingness to meet with local representatives on two occasions after the Draft EA had been issued to discuss the Metroplex project. In both of those meetings (July 15, 2015 and August 12, 2015), representatives of the County of Orange emphasized the need to provide additional information regarding the proposals and the environmental analysis presented in the Draft EA. FAA ultimately posted a portion of the information requested, some as late as August 18, 2015 – more than two months after the Draft EA had been published and just three weeks prior to the close of the comment period. The County believes this information should have been published concurrently with the Draft EA and that the public was not provided with adequate time to review and comment on all the information relating to the proposals and environmental analysis.
2. The County has established noise limits at seven noise monitors along the departure corridor. To comply with these limits, some air carriers and general aviation operators utilize noise abatement departure procedures. The ability to utilize these procedures, and to ensure continued compliance with the County's noise limits, is of the utmost importance to the County and those who live and work in the vicinity of the Airport. The County requests that the Draft EA be revised to clarify that the Metroplex Project will neither propose nor require changes in noise abatement departure procedures that could jeopardize or preclude the ability of the air carriers and the general aviation community from utilizing those procedures and complying with the County's noise limits, as reflected in, among other documents, the 1985 Settlement Agreement, as amended.

975-04

<sup>1</sup> 49 U.S.C. § 40101 note, Vision 100 – Century of Aviation Reauthorization Act of 2003, Pub.L. No. 108-176, § 709 (e)(1)

<sup>2</sup> 49 U.S.C. § 40101 note, Vision 100 – Century of Aviation Reauthorization Act of 2003, Pub.L. No. 108-176, § 709 (e)(7)

<sup>3</sup> SoCal Metroplex Draft Environmental Assessment, Section 2.2

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Bill Jacobs (City of Irvine) (continued)

SoCal Metroplex EA  
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3. The FAA utilized the Noise Integrated Routing System (NIRS), Version 7.0b to analyze noise associated with the Proposed Action and No Action Alternative. The County is concerned that the vertical profiles provided in NIRS are often different from actual vertical profiles, thus the noise analysis provided in the Draft EA will not accurately depict the noise levels, and changes in noise levels, that will result from implementation of the Proposed Action. Please clarify and or provide additional information and analysis regarding the difference between the vertical profiles defined in NIRS and the actual vertical profiles anticipated to be used at and around the Airport as well as any impact this difference has on measured noise levels. In addition, please indicate whether this difference was taken into account in the context of the analysis provided in the Draft EA. If not, please revise the analysis accordingly.
4. The County understands that one of the goals for the SoCal Metroplex is the enhancement of safety through the establishment of repeatable and predictable flight paths and that such flight paths will tend to be less dispersed than they have been historically. Based on the data provided in the Draft EA, however, it is impossible to ascertain what level of dispersion will continue to exist and, relatedly, what degree of concentration of flight tracks will occur. Further, it is not possible to ascertain the distribution of traffic amongst the flight tracks that were used for noise modeling purposes, and subsequently provided to the public. We request that FAA make public the NIRS files, as well as the methodology used to create the NIRS tracks, to allow the County and interested parties to fully understand the level of dispersion, and associated noise impacts, that were assumed in the Draft EA.
5. The County understood that the proposed FINZZ, HAYLO and PIGGN Standard Instrument Departures (SIDs) were to be designed to follow the current ground track along the STREL3 SID from Runway 20R, down the middle of the Upper Newport Bay, to the STREL waypoint off the coast. It appears, based on the information provided by FAA, that the proposed FINZZ, HAYLO and PIGGN SIDs will result in a change from the historical track and that this is the result of a change in the location of the initial turn and the removal of the TOING waypoint. While the proposed difference in the point at which aircraft make their initial turn from the runway heading may seem insignificant, such a change would result in a noticeable increase in noise for residential areas located along the Upper Newport Bay.

975-04

The County requests that FAA modify the FINZZ, HAYLO and PIGGN SIDs to match the STREL3 SID and explain why the TOING waypoint has been removed from the proposed SIDs. The County further requests that FAA monitor the FINZZ, HAYLO and PIGGN SIDs, once implemented, for a reasonable period of time (three to six months) to ensure that the ground tracks do, in fact, follow the middle of the Upper Newport Bay. It is important that the FAA provide information regarding this monitoring effort and that the County and affected communities have the opportunity to participate with FAA in this evaluation process.

975

Bill Jacobs (City of Irvine) (continued)

SoCal Metroplex EA  
September 1, 2015  
Page 4 of 6

6. The flight tracks that form the basis for environmental analysis (NIRS) must be consistent with those associated with the proposed procedures (TARGETS) to ensure that the public is provided with an accurate representation of anticipated impacts, especially in the case of noise. This does not appear to be the case in some instances. For example, the TARGETS data for the HAYLO, FINZZ and PIGGN SIDs are identical, but the NIRS flight tracks for the HAYLO and FINZZ SIDs are not the same as those reflected for the PIGGN SID. The County requests an explanation and correction of this inconsistency.
7. The Draft EA finds that no significant noise impacts are created by the Metroplex Project. This finding is based on the National Environmental Policy Act (NEPA) which defines as "significant" an increase of: (i) Day Night Average Noise Level (DNL) 1.5 dB or greater at DNL 65 and higher; (ii) DNL 3.0 dB or greater at DNL 60 to 65; or (iii) DNL 5.0 dB or greater at DNL 45 to 60. It is important to note that FAA Order 1050.1E specifically references CNEL (community noise equivalent level) as "an alternative metric for California." The County recognizes that DNL is the FAA's primary metric, but believes it would have been entirely appropriate to include a full noise analysis using the CNEL metric in the Draft EA.

While the Draft EA relies solely on DNL analysis, FAA Order 1050.1E allows the FAA to use supplemental noise metrics to provide a clearer explanation of anticipated noise impacts. Supplemental metrics, such as the number of events above a threshold or the increase in the number of flights over a neighborhood, may show that the Proposed Action does not reach the 1.5 dB threshold change within the 65 DNL contour, but could result in a widespread, adverse community response. The County believes there are, at least, two specific cases where the use of supplemental metrics is warranted:

- a) Aircraft inbound to JWA via the DSNEE Standard Terminal Arrival (STAR) will nominally make a right turn at JWARD to provide course divergence from aircraft inbound to Long Beach Airport. As a result, it appears that both Required Navigation Performance (RNP) and non-RNP operations will occur further north than they do today. Additionally, the earlier turn at JWARD is likely to result in aircraft joining the localizer earlier, which means that there will be additional concentration of traffic further north of the runway threshold than is currently the case. The County believes that these factors taken together will result in an increase in the number of aircraft events observed by communities north of the existing inbound flight paths. Please confirm that this assumption is correct and revise and provide additional information in the EA regarding this increase in observable aircraft events. If the additional analysis, which should include the use of supplemental noise metrics, shows a significant impact, an Environmental Impact Statement (EIS) may be required.
- b) The County believes that a similar shift of traffic, and resulting shift of noise, will also occur with northerly departures from Runway 02L. Specifically, the common radius of curvature of the HOBOW, MIKAA and PIGGN SIDs is wider than the radius of curvature of the current path. As a result, aircraft noise associated with

975-04

975

Bill Jacobs (City of Irvine) (continued)

SoCal Metroplex EA  
September 1, 2015  
Page 5 of 6

these operations would be expected to shift to the south and east from its current location. These SIDs are used only when there are northerly departures from

JWA, which occur less than 5% of the year, but the County believes that the DNI metric does not provide a complete assessment of, and may be underrepresenting, the impacts associated with implementation of these SIDs. Again, please confirm that this assumption is correct and revise and provide additional information in the EA regarding the impacts associated with implementation of these SIDs. If the additional analysis, which should include the use of supplemental noise metrics, shows a significant impact, an EIS may be required.

8. Finally, the County is particularly concerned about the Orange County-specific graphics included in Exhibit 3-8 of the Draft EA. These diagrams reflect exceptionally broad swaths within which aircraft approaches to and departures from JWA could occur and, if the Draft EA is approved, would be permitted. For example, departures referenced on one diagram suggest that aircraft could turn left shortly after departing Runway 20R and fly east over portions of Newport Beach that do not currently experience overflights (Big Canyon, Corona del Mar and Newport Coast). At its widest point, this same diagram suggests that aircraft departing from Runway 20R could operate as far north as Laguna Woods and as far south as Dana Point. Another diagram shows approaches within a wide band that covers communities from Yorba Linda to the north through Irvine (Northwood, North Park and Portola Hills) to the south. While the nominal tracks for approaches and departures 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.

Please confirm whether the Metroplex Project assumes that aircraft will, in fact, operate within the entire area highlighted on all Orange County-area diagrams included in Exhibit 3-8 and, if so, please identify where the Draft EA presents FAA's analysis of all such operations that may occur anywhere in these areas. If aircraft operations are not proposed for the large areas depicted in these diagrams, the County requests that the diagrams be removed from the Draft EA to avoid confusion as to the proposed location of flight paths and operations. If the diagrams are not removed as requested, a detailed analysis of all noise, air quality, overflight and related environmental impacts related to aircraft operations for the entire area highlighted on all Orange County-area diagrams included in Exhibit 3-8 *must* be provided in the EA. To the extent significant environmental impacts are identified, an EIS must be prepared for the project which includes an analysis of alternatives and mitigation measures for any significant impacts identified. Failure to comply with this request may result in an inadequate NEPA analysis and subject the project to significant litigation risks.

975-04

975

Bill Jacobs (City of Irvine) (continued)

SoCal Metroplex EA  
September 1, 2015  
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Thank you for the opportunity to submit comments on FAA's Draft Environmental Assessment for the SoCal Metroplex Project. We look forward to detailed responses to the comments and questions identified in this letter.

Sincerely,



TODD SPITZER  
Chairman, Orange County Board of Supervisors  
Supervisor, Third District

cc: Members, Orange County Board of Supervisors  
Members, Orange County Congressional Delegation  
Frank Kim, County Executive Officer  
Lawrence G. Serafini, Acting Airport Director

975-04

975

Response

975-01

Thank you for your comment.

975-02

Please see **Topical Response 05 – Purpose and Need**.

975-03

The commenter expresses concerns regarding the flight corridors shown in Exhibits 3-7 and 3-8 of the EA. Please see response to Comment Number 281-11.

975-04

The commenter attached a letter from Todd Spitzer. Please see response to Comment Number 281-01 through 12.

976

Robert Barton

Robert Barton  
829 Sunset Cliffs Blvd.  
San Diego, CA 92107



September 29, 2015

Glen Martin  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

RE: FAA's Proposal to Revise Departure Paths at San Diego Int'l Airport

Dear Administrator Martin,

I oppose the removal of the waypoint LOWMA.

This will allow the airlines to take a early turn and fly over the residential section of Point Loma. As a result, it will be far noisier for everyone inhabiting the space below. This will impact property values and reduce the desirability of living in Point Loma. It will reduce the desirability of visiting the area because of the noise of jets which will be flying nearby or overhead.

In addition, windblown jet fuel residue (soot) will pollute the Point Loma residential area causing unnecessary damage to the area.

One of the FAA's responsibilities is "developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." The FAA proposal to revise the departure flight paths runs afoul of this stated objective in the name of saving airlines \$7.8 million. When property values fall by that amount or more, we will still be stuck with the increased unnecessary noise and pollution.

Perhaps this is why both the CEO of the San Diego International Airport Authority and the San Diego Second District Councilmember Lorie Zapf requested that the FAA retain the waypoint LOWMA in their September 2015 letters to the FAA. Their concerns were that the Airport's noise abatement procedures would be compromised and the result would be excessive noise over the residential community of Point Loma.

Streamlining operations can be a good thing but not when, on balance it negatively affects residents and visitors. For this reason, please leave the waypoint LOWMA in place. It was put there for a reason. Thank you.

Robert Barton, Point Loma Resident

A handwritten signature in cursive script that reads "Robert Barton".

975

Response

976-01

Please see Responses to Comment letter 745-01 through 745-04.

977

Jeffery Ramos, MD

Re: FAA Proposal at San Diego International Airport (SAN) - *Opposed.*

Monday, October 5, 2015

RECEIVED OCT 14 2015

Dear FAA,

977-01

I am opposed to the Federal Aviation Administration (FAA) Southern California Metroplex plan to alter east-bound departures at SAN. While the premise of changing routes so as to reduce fuel consumption may be a good goal it makes little sense at SAN where the waypoint LOWMA would be removed. This would, at best, shorten flights by a mile or so.

The proposal would have planes shorten their left turning radius and fly back over Point Loma for a second time going over the top of Cabrillo National Monument, Rosecrans National Cemetery, Point Loma Nazarene University, and homes in the Wooded Area, La Playa, and Sunset Cliffs. This will mar the peaceful environment at our national monument, dishonor our veterans' final resting place, and disrupt learning at Pt. Loma Nazarene University and local elementary schools, and lower my property value and quality of life.

I used to live directly under the flight path so I am skeptical of anyone who hasn't experienced the noise in Point Loma first hand asserting that noise levels won't change. Have you or your staff ever tried to watch the news, hold a conversation, or sleep in my neighborhood when the planes are taking off? I'm not interested in noise mitigation payoffs. Nobody moves to San Diego to be a prisoner inside their own home with windows shut. In fact, my wife and I moved to the Wooded Area, paying several hundred thousand more for our home, to escape the flight path. We have spent the last 2 years and several hundred thousand dollars more remodeling our 68 year old home (including new windows), which historically has not been under the flight path. This proposal will financially cripple us, since our home value and the others in our neighborhood is based upon its rural feel and lack of airline noise.

977-02

The FAA's environmental report uses misleading estimates of sound changes as averaged over a 24hr. period. The best measurement is to tally multiple individual events (fly overs) as this best reflects how a person experiences the annoyance of noise. I mention estimate because the FAA has no objective sound measurements for the affected area (my neighborhood) and is relying upon algorithmic calculations to predict sound impact.

977-03

Jet fuel costs should be burdened by airline customers, not the members of the local community, many of whom will never fly in their lives. Further, shortening a 500 or 5,000 mile flight by one mile is a trivial savings considering the cost to the neighborhood. Isn't the primary objective of the FAA to ensure public safety? If so, how is it safer to start flying over houses whereas previously planes went over uninhabited ocean? Why is the FAA so concerned about the Airline Industry's bottom line? Shouldn't the FAA be looking out for taxpaying voters?

You should know that in addition to our nearly 3,000 online petition signatures our local politicians and regional airport authority are united in opposition to this proposal:

San Diego County Regional Airport Authority - September 3, 2015  
"Since the proposed IBBEE RNAV SID does not contain the LOWMA waypoint south of Point Loma, the Authority is concerned that this may make compliance with the Airport's existing noise abatement procedures more difficult to achieve. We would suggest the FAA consider retaining the LOWMA waypoint to ensure the Airport's noise abatement procedures can be maintained to limit aircraft flying over the Pt. Loma community."

977

Jeffery Ramos, MD (continued)

Re: FAA Proposal at San Diego International Airport (SAN)

San Diego City Councilmember Lorie Zapf - September 25, 2015

"I oppose the removal of waypoint LOWMA as many of my constituents have expressed through phone calls and emails to my office. More specifically, I am concerned that the permanent removal of waypoint LOWMA may only increase levels of visual and noise disturbance for many residents in the Ocean Beach and Point Loma communities."

U.S. Congressman Scott Peters - October 1, 2015

"Residents of Point Loma, and I as their federal representative, deserve precise answers to the very legitimate questions and concerns raised regarding these changes. These residents understand that their properties are adjacent to an airport. However, they were promised that future departure flight paths would not be directed over their homes. We owe it to these homeowners to fulfill these promises. For these reasons, I urge the FAA to immediately address the concerns raised and respectfully request that the FAA seriously consider preserving waypoint LOWMA."

So please realize we are ready for an arduous fight if necessary. I'm aware of other affected areas and legal action being taken but I'm optimistic that the FAA will avoid that fight in San Diego. All we are asking for is to keep things the same as they've been for years. As Councilmember Zapf said, "I am optimistic that we can have an efficient flight path that honors precedence and does not sacrifice the quality of life for my constituents."

We, the affected residents, are stakeholders and as voters and taxpayers the FAA should answer to us before the Airline Industry. I vote in every election and I ask for your reconsideration.

Thank you,



Jeffrey Ramos, M.D.  
3747 Charles St.  
San Diego, CA 92106  
858 344-1332

977

Response

977-01

Please see **Topical Response 11 – Point Loma**.

977-02

The commenter states that the environmental report uses misleading estimates of sound changes averaged over a 24-hour period. The noise analysis conducted for the SoCal Metroplex Project was prepared using the Yearly Day Night Average Sound Level (DNL) and NIRS (Noise Integrated Routing System) model as required by FAA Order 1050.1E. The results of this noise analysis are discussed in Section 5.1 of the EA.

977-03

Please see **Topical Response 11 – Point Loma**.

978

Sam and Carolyn Laub

RECEIVED OCT 14 2015

3460 Ullman Street  
San Diego, CA 92106  
October 3, 2015

Federal Aviation Administration  
Western Service Center Operation  
Support Group  
1601 Lind Avenue SW  
Renton, Washington 98057

Re: Flight Path Modifications from the San Diego Airport

Gentlemen:

We know how important having an international airport in San Diego is to the community. We have also seen how local businesses and homes have been affected. Tenants cannot be found for rental properties and homes cannot be sold in the path because of the safety issue and the noise. San Jose planned for their airport by purchasing over time all of the homes in the airplane flight path.

There have been serious accidents around airports here in San Diego as well as in other areas of the United States where people on the ground were killed as well as crew and passengers. If those planes had been over water, they all might have survived.

978-01

Because of some computer program that does not account for how the human element will be affected by this flight path change, you want to change the flight path from over water to over more homes thereby ruining and jeopardizing the health and safety of more residents on Point Loma.

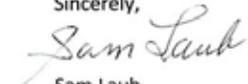
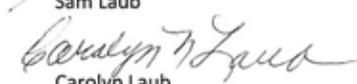
Everyday it rains ash from jet fuel over our house. This cannot be a healthy environment.

If you think this change will save money . . . how much will it cost you to buy all the homes and/or air rights on Point Loma and how much will it cost to fight an impending lawsuit?

978-02

The FAA should be helping our city to plan and build another airport out of town where the runways can be positioned so that planes can approach over water or industrial areas instead of impacting schools and neighborhoods.

Sincerely,

  
Sam Laub  
  
Carolyn Laub

978

Response

978-01

Please see **Topical Response 11 – Point Loma.**

978-02

Please see **Topical Response 05 – Purpose and Need.**

979

Kim Battat

RECEIVED OCT 14 2015

3223 Trumbull St  
San Diego, CA 92106  
October 3, 2015

Federal Aviation Administration  
Western Service Center Operation  
Support Group  
1601 Lind Avenue SW  
Renton, Washington 98057

Re: Flight Path Modifications from the San Diego Airport

Gentlemen:

We know how important having an international airport in San Diego is to the community. We have also seen how local businesses and homes have been affected. Tenants cannot be found for rental properties and homes cannot be sold in the path because of the safety issue and the noise. San Jose planned for their airport by purchasing over time all of the homes in the airplane flight path.

There have been serious accidents around airports here in San Diego as well as in other areas of the United States where people on the ground were killed as well as crew and passengers. If those planes had been over water, they all might have survived.

979-01

Because of some computer program that does not account for how the human element will be affected by this flight path change, you want to change the flight path from over water to over more homes thereby ruining and jeopardizing the health and safety of more residents on Point Loma.

Everyday it rains ash from jet fuel over our house. This cannot be a healthy environment.

If you think this change will save money . . . how much will it cost you to buy all the homes and/or air rights on Point Loma and how much will it cost to fight an impending lawsuit?

The FAA should be helping our city to plan and build another airport out of town where the runways can be positioned so that planes can approach over water or industrial areas instead of impacting schools and neighborhoods.

Sincerely,



Kim Battat

979

Response

979-01

Please see responses to Comment Letter 978.

980

Joe and Colette Southwick

RECEIVED OCT 14 2015

DATE: 10/5/15

SoCal Metroplex EA FAA  
 Western Service Center- Operations Support Group  
 1601 Lind Ave SW  
 Renton, WA 98057

RE: SoCal Metroplex

Dear Sirs,

I am resident of Point Loma and living in the middle of the residential neighborhood that will be impacted by the proposed elimination of the waypoint LOWMA. We looked for many years for a home that would not be impacted by the flight paths leaving Lindberg Field. With the proposed elimination of the waypoint LOWMA the flight paths for east bound traffic, which are currently directed south of the tip of Point Loma, will now be flying over our residential neighborhoods.

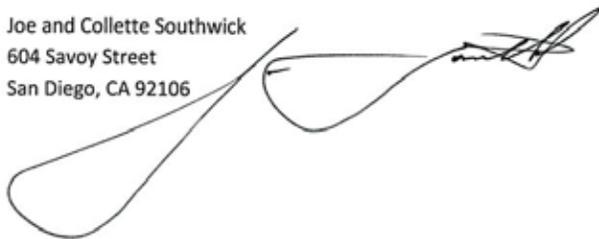
This is unacceptable. The current flight paths keep traffic away from dense residential neighborhoods, schools and hospitals. With elimination of this waypoint the east bound traffic will be flying over these neighborhoods with all the undesirable side effects of airplanes flying over your head, including noise, increased air and visual pollution. This does not take into consideration the increased potential for accidents with collateral damage on the ground.

980-01

The existing flight paths were agreed to with the community many years ago and established to minimize the negative impacts of living in the flight path of a major international airport. Over many years the community has adjusted to the expectations of the location of these flight paths with people being able to decide if they are willing to endure the negative impacts of living under the flight path. This includes retrofitting their homes, to mitigate the noise and pollution, and the ultimate impact on property values. To now change these flight paths from what has been recognized as the path of least impact to the surrounding neighborhoods, to a new path that does not take into consideration the impact on the population and its environment, will have a disproportionate negative affect not anticipated by several generations of San Diegans living in the area. The monetary impact for the airlines is negative compared to the huge impact on both the monetary and social impact to the community.

Do not change the LOWMA.

Joe and Collette Southwick  
 604 Savoy Street  
 San Diego, CA 92106



980

Response

980-01

Please see **Topical Response 11 – Point Loma.**

981

Dr. Lien Pham

**From:** Lien Pham [lienbphamphd@yahoo.com]  
**Sent:** Monday, October 05, 2015 12:04 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re: The Current Increased Jet Noise in Culver City, CA and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

981-01

I am writing to express my opposition to the CURRENT increased airspace activities above my home and the PROPOSED FAA NextGen plans over Culver City, CA effective 2016. My suspicion is that the two events are linked. I also oppose the "OFFICIAL" CURRENT flight paths over Culver City because one of the flight paths (the northern one) is directly above my daughter's school. The PROPOSED future NextGen flight paths would be farther from my daughter's school (good) but somewhat closer to our home (bad, although it's a few blocks away). So I oppose both the "OFFICIAL" CURRENT flight paths and the PROPOSED future NextGen flight paths.

I also oppose the CURRENT "UNOFFICIAL" flight path above our home. Our home is not supposed to be under the current or proposed flight paths but for the past few months it seems like we are.

We live near Farragut Elementary School, Culver City Middle School, and Culver City High School. On the morning of Thursday, August 27th, while thousands of children are in school a block away from where we live, I saw/heard loud jets over our house and neighborhood at the following times:

981-02

8:57am  
8:59am  
9:03am very loud  
9:05am  
9:08am  
9:14am very loud  
9:18am very loud  
9:26am  
9:33am  
9:45am  
9:46am flying at a very low altitude (Southwest Airline)  
9:59am  
10:01am very loud  
10:04am very loud  
10:11am  
10:33am very loud  
10:35am very loud  
10:38am  
10:39am very loud  
10:40am  
10:42am  
10:44am very loud  
10:46am very loud  
10:49am  
10:50am very loud  
10:52am very loud  
10:56am very loud, large jumbo jet

On Tuesday, August 25th, within a span of 20 minutes, I saw/heard loud jets flying above our neighborhood and schools at the following times:

994

Dr. Lien Pham (continued)

8:39am  
 8:40am  
 8:42am  
 8:43am (This plane was flying at such a low altitude, I saw an orange kangaroo painted on the side of the plane.)  
 8:47am (The noise from this plane was loud, roaring.)  
 8:49am  
 8:50am (This plane appeared like a very large jumbo jet. It was flying at a low altitude and made a very loud, roaring sound flying by.)  
 8:54am  
 8:57am  
 9:01am (Another plane with loud, roaring jet noise.)

On Monday, August 24th, I heard loud jet noises overhead at the following times late at night:

12:03am  
 12:05am  
 12:08am  
 12:17am  
 12:24am  
 12:27am  
 12:32am  
 12:35am  
 12:36am  
 12:40am

12:45am

981-02

In the evening of Friday, August 28th, I saw/heard loud, roaring, jets over my house and neighborhood at the following times (and we are documenting the noise pollution):

11:06pm 75db  
 11:07pm 75db  
 11:13pm 82db  
 11:24pm 74db  
 11:27pm  
 11:29pm

The baseline level between the overflights is 60db. These late night overflights are approaching the 85db level, which is considered harmful. It sounds like we live in a war zone.

Don't bother checking Webtrak because Webtrak is not accurate. Webtrak even discloses the possibility of the inaccuracy of its data. I would hope that the data from Webtrak does not originate from the FAA and/or that the FAA is not relying on this data in its analyses of the impact of NextGen given its inaccuracy.

Both of our young children have recently developed allergies. They go thru boxes of tissues. Our five year old son cries in pain because of the stinging sensations in his eyes. His doctor said it's likely allergies. She asked if there have been any changes to our environment. None. Except for the hundreds and thousands of jets flying above our house day and night for the past few months every few seconds and minutes. In the morning, my husband tells me not to open the windows because he can smell the pollution in the air. And we see a thick layer of black soot all over our patio furniture, likely from the jet pollution.

Again, our home is not supposed to be under the current or proposed flight paths. Which leads me to ask the question: Why are so many residents in Culver City experiencing an increased amount of aircraft activities and noise above their homes,

994

Dr. Lien Pham (continued)

especially within the past few months? Is the FAA implementing the NextGen plans before the official 2016 start date? Or is the FAA testing different flight path options to determine where the final NextGen paths will be drawn? Perhaps for the following reasons?

A) To assess which area of the city complains the least to determine where to place the future NextGen flight paths so that it will receive the least amount of opposition.

B) To experiment with different flight paths to determine which path will save the airline industry the most money in fuel costs and thus increase their profit margins.

C) A and B above

D) To increase the number of complaints from residents before the "official" NextGen start date in 2016. If there are 10,000 complaints from residents before the "official" NextGen start date and there are 10,000 or less complaints from residents after the "official" NextGen start date then it would be convenient for the FAA to conclude "NO SIGNIFICANT IMPACT". (It's very gracious of the FAA to extend the comment period. Thank you.)

E) A, B and D above

We demand full transparency and disclosure of any recent changes in the flight paths and airspace over Culver City.

We kept documentation of our children's visits to Urgent Care at UCLA and the diagnosis from their physician.

Sincerely,

Dr. Lien Pham  
10759 Franklin Ave.  
Culver City, CA 90230

981-02

981

Response

981-01

Please see **Topical Response 09 – LAX North Arrivals.**

981-02

Please see **Topical Response 02 – Existing Conditions.**

982

Triana Silton

From: Triana Silton [trianasilton@icloud.com]  
 Sent: Monday, October 05, 2015 2:44 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: air traffic

The current situation and proposed increase in number of flights and height of the planes is of tremendous concern for those of us who live here in Culver City. There is even today, an incredible amount of air traffic, at relatively low levels that is provided a backdrop of constant noise.

982-01

The noise pollution creates an unhealthful environment for all of us, but especially for our kids who must listen to this all day every day while at home and at school, decreasing their ability to concentrate and take advantage of the education they want to receive.

Please find a different solution that does NOT create additional flights as what is happening right now is unbearable.

Thank you,

Triana Silton  
 4228 Jasmine Ave  
 Culver City, CA 90232

982

Response

982-01

Please see **Topical Response 09 – LAX North Arrivals**.

983

Jon Barton

**From:** Henry, Robert (FAA)  
**Sent:** Monday, October 05, 2015 11:40 AM  
**To:** Jon Barton  
**Subject:** Re: Greatly increased aircraft noise over culver city

Mr. Barton

**Your email has been submitted and received during the SoCal Metroplex public comment period. The FAA will consider all substantive comments to the SoCal Metroplex Draft EA and include its responses thereto as part of the Final EA. A public notice announcing the availability of the Final EA will appear in local newspapers and posted on the project website [http://www.metroplexenvironmental.com/social\\_metroplex/social\\_introduction.html](http://www.metroplexenvironmental.com/social_metroplex/social_introduction.html)**

I have forwarded your email reference current noise concerns to the appropriate office for you.

Rob

Robert E. Henry  
 Manager, SoCal Metroplex  
 (425) 306-7831

On Oct 5, 2015, at 9:30 AM, Jon Barton wrote:

983-01

Mr Henry, My family and our neighbors in the Carlson Park area of Culver City are extremely alarmed at the increased number of flights and noise from aircraft over the carlson park area of culver city. Throughout the evening, and into the late night, flights are flying low overhead every 5 minutes. This is an intolerable

983

Jon Barton (continued)

983-01

situation. Our children are having a hard time sleeping. We are being woken up by larger jets which seem to be flying lower. We understand that there are Metroplex adjustments being considered but it seems that the changes have already occurred. We ask for your help in this matter as families in the area are distraught at this change and the impact on our quality of life.

--  
Jon Barton

983

Response

983-01

Please see **Topical Response 02 – Existing Conditions.**

984

Jane Fickling

**From:** Ray Fickling [rayfickling@gmail.com]  
**Sent:** Monday, October 05, 2015 2:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** michelle.steel@ocgov.com  
**Subject:** John Wayne Departures

984-01

The increased noise caused by implementing the STREL flight procedures from John Wayne Airport has caused residents to lose the use and enjoyment of their homes and caused negative impacts to our recreational uses under the flight path, especially on and around Balboa Island and the Newport Aquatic Center.

The increased emissions of hazardous air pollutants the FAA admits will be greater under STREL procedures, so the procedure is unacceptable. The FAA's preferred alternative for departures from the John Wayne Airport under the SoCal Metroplex Draft EA is causing and shall continue to harm residents and the recreational users of the bay.

Return SNA to the "no action" conventional flight departure procedures that used: 1) high altitude fly-overs instead of noisy fly-bys; 2) fanned John Wayne flight departures to distribute noise burdens; and 3) use throttle-back procedures that diminish noise impacts until out over the ocean.

Thank you. Jane Fickling

984

Response

984-01

Please see **Topical Response 12 – SNA Current Departures.**

985

Sam Fleming

**From:** Sam Fleming [6ornwron9@gmail.com]  
**Sent:** Monday, October 05, 2015 4:12 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New FLight Paths coming into LAX

985-01

I have lived in Venice Ca for the last 19 years at the same residence purchased in 1996. In the last year the air noise has increased more and more. It starts at 5 in the morning and is still peaking at 9:00 am. It's heart breaking, I feel helpless, time to sell?

985

Response

998-01

Please see **Topical Response 02 – Existing Conditions.**

986

Matt Bowen

**From:** Matt Bowen [matt\_n\_bowen@yahoo.com]  
**Sent:** Monday, October 05, 2015 4:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA); city.clerk@culvercity.org  
**Subject:** complaint for increased noise pollution over Culver City

To whom it may concern,

I would like to formally complain about the increased noise pollution from the air traffic over our house. Planes are coming much more frequently and at MUCH lower altitudes.

That the FAA claims there has been no change in altitude is ridiculous...and downright insulting, to be honest. There are plenty of scientific metrics my neighbors have used to measure the sonic impact themselves, but I have my own. Has my child ever woken up because of the sound of jet noise? Have I ever been awakened by jet noise, particularly at an unreasonably late hour? Have I ever needed to pause a conversation I was having in my own kitchen because the jet noise was overbearing? Has an airbus made my house rumble so much I could feel it in my feet? Two years ago, the answer was "never" across the board. Within the past year, these have all been "yes," and more often than I'd like to even admit.

986-01

The noise is incessant, and it is destroying our daily quality of life. It is much worse than "white noise" (for instance, if you lived close to a freeway), because it is far more disruptive to have your day intermittently disrupted.

I know there is a proposed plan called NextGen that is, theoretically at least, not yet in place. It makes me wonder if this plan has already been put in place, as a Beta-testing of sorts. And if not, I'm terrified at the idea of increased traffic or even lower altitudes than our current situation. I know the FAA says there will be "no environmental impact" with the NextGen plan, but I can't help but be incredibly pessimistic after being told the current flight paths are not any lower than they've been in years past.

Regardless of NextGen, I want to be abundantly clear that I am unhappy with the current situation. The planes are flying lower, and I want to know why. More importantly, I would like them to return to the altitudes of even just a few years ago. This is an unreasonable change forced into my everyday life, as well as the everyday lives of my family, my neighbors, and fellow Culver City citizens.

I look forward to hearing your thoughts.

Sincerely,  
 Matt Bowen

10835 Garfield Ave.  
 Culver City, CA 90230

matt\_n\_bowen@yahoo.com  
 310.883.8945 

986

Response

986-01

Please see **Topical Response 02 – Existing Conditions.**

987

Adam Lilling

**From:** Adam Lilling [adam@lilling.com]  
**Sent:** Monday, October 05, 2015 5:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAX Overflights - Culver City

I am an investor in over 65 companies in Los Angeles, including an airline. I completely understand the needs of airlines, airports and the FAA.

I am usually not one to comment but in 2008 I picked Culver City (specifically Carlson Park) as a place for my newborn children to grow up. Carlson Park is a community. I call it Mayberry after the Andy Griffith show. There are very few places left like this that are based in big cities.

987-01

Each year I think, wow, the noise from airplanes is getting worse. We're now at the point where my kids have a hard time going to bed. The other night it seemed like it was more than 1 per minute, though I'm not sure how that could be.

I understand the needs for a more effective airline system at LAX. A generation of people have moved to Culver City to find peace from the craziness of Los Angeles. You're destroying it.

Please help.

Thank you in advance....

Adam Lilling (and the rest of the Lilling Family - Raisa, Elliana, and Amelie)

4514 Jasmine Ave.  
Culver City, CA 90232  
(310) 853-0475 

987

Response

987-01

Please see **Topical Response 02 – Existing Conditions.**

988

George Szabo

**From:** George Szabo [gszabo@quantumsails.com]  
**Sent:** Monday, October 05, 2015 6:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego flight path changes - too loud. too far east

Your recent changes to the flight path in San Diego have added too much noise to the Point Loma area. The noise is bothersome day and night, both at work and at home.

988-01

San Diego often has temperature inversions, and a marine layer. Both of these are contributing to the added noise. Your written desire to not increase noise for communities has not been perfect in this area. Undoubtedly, you have modeled your noise changes on a computer. How do your calculation differ from what you are seeing in real time?

Simply moving the planes more west again, back over the ocean, will reduce the noise back to previous levels experienced in this community. You will still be able to claim fuel savings, and other benefits to the community, and world – but with out a fight. And not having a fight in San Diego should make your process easier in newer cities that you are going to roll your new plan out in.

[George](#)

George Szabo

Quantum San Diego  
2832 Canon St.  
San Diego, Ca 92106

T: 619-226-2422   
E: gszabo@quantumsails.com  
Skype: gszabo2832  
www.quantumsails.com

988

## Response

988-01

Please see **Topical Response 11 – Point Loma.**

989

## Nancy Adzentoivich

**From:** Nancy Adzentoivich [nadzent@gmail.com]  
**Sent:** Monday, October 05, 2015 6:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAX Flight Patterns Over Culver City

I am a home owner and parent residing in Culver City, CA.

In the very recent past, my family and I have noticed increased frequency in aircraft flying directly above our home. The noise levels have also increased to the point where we have had difficulty sleeping at night and several family members have been awakened in the early morning due to low flying planes.

Home priced in Culver City are very high. Expected standards of living align with these prices. If the FAA continues to allow these low flying planes to pollute our community with noise and emissions, we will be greatly impacted in a negative way. Home values and quality of life, including the health of our children and elderly, are at stake. This is a real and tangible concern.

989-01

I do not wish to suggest any other community should be burdened to the benefit of Culver City. However, there must be an alternative, including a landing approach over the ocean.

I am a frequent business traveler and take between 2 - 5 flights per month. As a passenger, I've seen the approach change over the last year several times.

Please take into consideration the lives on the ground as you plan your permanent routes.

Thank you,

Nancy Adzentoivich  
 917-669-9842   
 Twitter @SEMSage  
<http://www.linkedin.com/in/adzentoivich>

989

## Response

989-01

Please see **Topical Response 09 – LAX North Arrivals.**

990

Elizabeth Courtier

**From:** Elizabeth Courtier [courtier@willisallen.com]  
**Sent:** Monday, October 05, 2015 6:51 PM  
**To:** 9-ANM-SoCalOAPM (FAA); awarren@san.org; trussell@san.org; scott.peters@mail.house.gov; kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; sherrilighner@sandiego.gov  
**Subject:** Please Oppose- FAA's proposal to revise departure flight paths at San Diego Intl Airport!!!

Dear Sirs:

I strongly urge you to please **Oppose the FAA's proposal to revise departure flight paths at San Diego International Airport!!!**

990-01

Any alleged benefits or the attainment of the program's goals for fuel savings or carbon savings expected to result from this specific SAN departure flight path realignment will be negligible, if at all, and come at the significant cost of, among other issues, noise, visual, air and water runoff pollution to those residential, public grade schools, college, national park and national cemetery areas of Point Loma not already impacted and an increase of these symptoms to those areas already impacted inside the radius of the departure flight path.

Therefore, for the above concerns and highly questionable benefits, **we urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA from any FAA or NextGen proposal.**

Sincerely,

Elizabeth Courtier  
3580 Jennings Street  
San Diego, CA 92106

ELIZABETH COURTIÉR  
Historic & Architectural Specialist  
619. 813. 6686

[www.ArchitectureInSanDiego.com](http://www.ArchitectureInSanDiego.com)

WILLIS ALLEN REAL ESTATE  
1131 Wall Street La Jolla, CA 92037  
BRE License #01198840

990

Response

990-01

Please see **Topical Response 11 – Point Loma.**

991

Vince George

**From:** Vince George [salesnetvince@cox.net]  
**Sent:** Monday, October 05, 2015 7:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** more jets over point loma in San Diego

All i hear is jets and more jets.

Who was the person that made the stupid decision to change the flight pattern around point loma.

991-01

You people have no consideration for our Safety, our quality of life and our over all health. Shame on you for trading in my quality of life for corporate profits.

A very disappointed American,

Vince George  
604 Catalina Blvd  
San Diego, CA 62106

991

## Response

991-01

Please see **Topical Response 11 – Point Loma.**

992

## Vivian Nagao

**Sent:** Monday, October 05, 2015 7:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [city.clerk@culvercity.org](mailto:city.clerk@culvercity.org)  
**Subject:** LAX Overflights

To whom it may concern:

992-01

I am writing to oppose any increase in LAX overflights (especially at lower altitudes) over Culver City. I am a Culver City resident, homeowner, and taxpayer in the Blair Hills area, and it has been especially bad today. I noticed a plane so low that I could read the writing on on. The noise penetrates even double paned windows affecting the parents, children, residents, and animals that live in the area. I am asking that you find another path for the planes at this time.

992-02

Sincerely,  
 Vivian Nagao

992

## Response

992-01

Please see **Topical Response 09 – LAX North Arrivals.**

992-02

Please see **Topical Response 02 – Existing Conditions.**

993

## Adam Schwartz

**From:** Adam Schwartz [adam619@gmail.com]  
**Sent:** Monday, October 05, 2015 7:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma SAN

Hello,

It should be known that I strongly oppose the flightpath change from San Diego Lindbergh Field which will reroute eastbound planes.

993-01

I am a San Diego native and live in Point Loma. My mother even went to Point Loma high school. This proposed change would have significant deleterious effects to the community and this precious part of San Diego. I would be happy to discuss the multitude of potential negative of impacts.

Our community is ready to fight this change, which would include mounting an organized legal response. I would be happy to discuss this with you further. I can be reached at 619-206-9876.

Sincerely,  
 Adam Schwartz

993

## Response

993-01

Please see **Topical Response 11 – Point Loma.**

994

April Rocha

**Sent:** Monday, October 05, 2015 7:40 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex Project opposition

994-01

I am opposed to the So Cal Metroplex Project. I live in the Ocean Park area and do not want this project to go forward.

April Rocha

994

Response

994-01

Thank you for your comment.

995

Jacob Samuel

**From:** Jacob Samuel [liftground@earthlink.net]  
**Sent:** Monday, October 05, 2015 7:52 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airport

995-01

I am a life long resident of Santa Monica.  
SMO impacts all of the city in only negative ways: pollution, noise and safety.  
I urge the FAA to rid SMO of all jet aircraft and work with the city to close down SMO and turn the area into a park..

Jacob Samuel  
2025 6th St.  
Santa Monica CA 90405

995

Response

995-01

Please see **Topical Response 01 – Close Santa Monica Airport.**

996

Joshua Weinman

**From:** josh weinman [7joshw@gmail.com]  
**Sent:** Monday, October 05, 2015 8:23 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Lindberg Field; FAA Takeoff Proposed Changes

Gentlepersons,

My wife and I live in San Diego in an area about a mile south of the most southern current departure routes out of Lindberg Field. Planes taking the correct departure routes do not fly over our house. It is our understanding the FAA is proposing to modify the current route that aircraft turning south and then east must take for their departures out of

996-01

San Diego. It is also my understanding that the change is being proposed to save about \$7.5 million dollars annually in fuel costs and that safety is not an issue. It is further my understanding that current guidelines for aircraft taking this route provide that they must clear land (the peninsula

996

Joshua Weinman (continued)

of Point Loma) before turning south and clear the southern tip of Point Loma before turning east.

The proposed modification would allow planes to turn south sooner and fly east over Point Loma. We purchased our home because even though we hear planes at a distance we are not in the flight path. It is a quiet neighborhood which will be significantly impacted by continual noise from many aircraft per day if the FAA's changes are implemented. The surrounding areas will also be impacted, including Rosecrans National military cemetery and Cabrillo National Park/Monument which are also located on Point Loma directly under the new proposed route. I have read that the FAA believes the increase in noise(or decibels) will be modest. I do not agree. If someone is talking in a library the noise is very obtrusive if the library is quiet. The same holds true for a neighborhood and certainly for a cemetery and a pristine national park, particularly if the increase in noise is continuous throughout the day..

The relatively small amount of money to apparently be saved by the FAA proposal is totally disproportionate to the impact on the community.

We urge that the FAA proposal not be implemented. Joshua Weinman

996

Response

996-01

Please see **Topical Response 11 – Point Loma.**

997

Richard and Irene Wechsler

**From:** richard chace [richard.chace@gmail.com]

**Sent:** Monday, October 05, 2015 8:37 PM

**To:** 9-ANM-SoCalOAPM (FAA)

**Subject:** Airport traffic pattern change

997-01

First I want it clearly understood that I'm 100% in favor of SMO I don't want it closed EVER. However I'm 100% against the 260 takeoff plan as an Ocean Park resident I clearly recall the 250 plan and it was a nightmare. The planes should go straight out and no turns before the coast.

Thanks,

Richard Wechsler

Irene Wechsler

707 Grant St #13

Santa Monica Ca 90405

997

Response

997-01

Thank you for your comment.

998

Michael Lambert, RA, NCARB

**From:** Michael Lambert [mlambert.arch@yahoo.com]  
**Sent:** Monday, October 05, 2015 8:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex and 260 Heading

998-01

The Metroplex and the 260 heading are bad for all airport neighbors, especially for my Ocean Park neighborhood. Sneaking in more jets under the guise of 'efficiency' is not acceptable. People and families with children like myself have made decisions to live in this neighborhood based on current flight patterns that minimally affect livelihood. The proposed Metroplex and 260 heading would greatly increase air/noise pollution in my neighborhood.

I agree with the Ocean Park Associations opposition of the proposed 260 heading and proposed actions contained in the metroplex. Changing the flight paths is unfair to neighborhoods and residents who will see an increase in noise and air pollution. Keeping the existing flight patterns and not affecting a larger part of the Santa Monica Community with pollution seems like the intelligent thing to do.

Michael Lambert, RA, NCARB  
M. Lambert Architectural Services  
(310) 600-1788 

998

Response

998-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

999

Jim Huyck

**From:** Jim Huyck [jimonpv@aol.com]  
**Sent:** Monday, October 05, 2015 8:58 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** flight paths for JWA, Newport Beach

Hello FAA,

999-01

Here is my public comment for flight path changes you are thinking about for SNA (also called JWA, John Wayne) airport in Orange County, California. I think my comments might fall under the category of what you call "Next Gen".

On take-off, can you fly the planes over the estuary...about like you do now? This seems logical since planes would fly over the fewest number of homes before getting out over the pacific. I assume this would be best for "safety" and also best for noise. The planes are pretty damn loud and nobody wants them directly over their home!

One of the main reasons we recently moved to our current address is so that we would NOT be directly under the existing flight path(s). Keep the planes where they are now. People who bought homes there knew what they were getting and subsequently paid less for their house. People like me, who paid a lot more money for their home (because they were

999

Jim Huyck (continued)

999-01

NOT under the flight path) should not be subjected to a new flight path right over their home!

Just my \$0.02. Thank you.

Jim Huyck  
220 Via Mentone  
Newport Beach, CA 92663  
(831) 239-1252

999

Response

999-01

Please see **Topical Response 12 – SNA Current Departures.**

1000

Dennis & Jennette Shay

**From:** Jennette Lawrence Shay [jennettelawrence@gmail.com]  
**Sent:** Monday, October 05, 2015 9:34 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Oppose NextGen proposal to delete the LOWMA Waypoint

To Whom it May Concern:

1000-01

Our family strongly opposes the draft NextGen proposal to delete the LOWMA Waypoint. The proposal would significantly increase air traffic noise over our quiet residential community. It would also disrupt Cabrillo National Park, and the local Pt. Loma Nazarene University. The benefits of any such change are clearly outweighed by the negative noise and pollution impacts on our residential community.

Sincerely,

Dennis & Jennette Shay  
420 Silvergate Ave.,  
San Diego, CA 92106

--  
Jennette Lawrence Shay  
JennetteLawrence@gmail.com

1000

Response

1000-01

Please see **Topical Response 11 – Point Loma.**

1001

Denise Paccione

**From:** Denise Paccione [denise@marketingdesigngroup.com]  
**Sent:** Monday, October 05, 2015 9:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposed to FAA's proposal to revise departure flight paths at San Diego Intl Airport

Dear Sir or Madame:

1001-01

It seems the FAA's stated primary reason in making this proposal has been to save the airlines fuel costs with the side benefit of reducing air pollution. One of the FAA's main responsibilities is: "Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." (Wikipedia) Among other FAA responsibilities is public safety, which I assume is of primary importance.

1001-02

The revised departure flight path at San Diego International Airport seems in opposition to those two responsibilities.  
Noise: Clearly re-routing planes over a populated area as opposed to keeping them offshore is going to be far noisier for everyone inhabiting the space below the new flight path.  
Other Negative Environmental Effects:

- Lower air quality in the populated area (the dark, greasy jet fuel residue is already a problem for my home and respiratory system).
- Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge
- Damage to trees and other vegetation
- Faster deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

1001-03

Public Safety: The less planes fly over our populated area, the safer we will be.

1001-04

**I request that this proposal NOT be approved.**

1001-05

The FAA's job is not to make the airlines more profitable. This change will reduce quality of life and property values for residents of my neighborhood and thereby reduce county property taxes. Additional maintenance costs for the affected properties and possible increased health costs would also be a problem.

Thank you for your consideration and "NO" vote.

Sincerely,

Denise Paccione

3221 Harbor View Drive, San Diego, CA 92106

1001

Response

1001-01

The commenter states that the FAA's primary reason for the SoCal Metroplex Proposal is to save the airlines fuel costs with the side benefit of reducing air pollution. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with FAA's mandate under federal law.

1001-02

Please see **Topical Response 11 – Point Loma**.

1001-03

Please see **Topical Response 11 – Point Loma**.

1001-04

Please see **Topical Response 05 – Purpose and Need**.

1001-05

Please see **Topical Response 11 – Point Loma**.

**1002****Rob Nokes**

**From:** Rob Nokes [robnokes@gmail.com]  
**Sent:** Monday, October 05, 2015 9:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Santa Monica Unnecessary FLIGHT SCHOOLS

The FAA has flight students circling our homes 65,000 times a year at 12 minutes per flight. (My estimated numbers)

**1002-01**

These flight schools have zero benefit to the community, and there is no place for them here.

Santa Monica has a billion dollar property that tax payers are subsidizing so that 400 pilots and students can recreation above our homes with LOW ALTITUDE LOUD NOISE. (My estimated numbers). Not to mention leaded fuel and fine jet emissions raining down on us.

Would you mind if we all came to your house with Loud Leaded Fuel Monster Trucks and circled your home for a week ?

Thank you,  
 Rob Nokes  
 2428 3rd St.  
 Santa Monica CA

**1002****Response****1002-01**

Thank you for your comment.

**1003****John Calhoun**

**From:** John Calhoun [jcalhou1@pointloma.edu]  
**Sent:** Monday, October 05, 2015 10:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change in Flight path in San Diego

**1003-01**

Please note that our campus classroom environment could be negatively impacted if the flight pattern changed and came directly over the university.

John Calhoun

--  
 Center for Pastoral Leadership  
 Point Loma Nazarene University

**1003****Response****1003-01**

Please see **Topical Response 11 – Point Loma.**

1004

Matthew Criswell

**From:** M's Yahoo [mccriswell@yahoo.com]  
**Sent:** Monday, October 05, 2015 10:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** I too oppose the SoCal Metroplex and the proposed 260 Heading

1004-01

Please note that I too oppose the SoCal Metroplex and the proposed 260 Heading.

Thank you for considering the residents,  
Matthew Criswell  
2045 4th Street  
102B  
SM CA 90405

1004

Response

1004-01

Thank you for your comment.

1005

Kathleen Gonzalez

**From:** Kathleen (Kadee) Gonzalez [kadeeg1@yahoo.com]  
**Sent:** Monday, October 05, 2015 10:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Flight Route Over Point Loma, San Diego

Greetings,

1005-01

I was informed that I could provide you notice of my upset over the proposed flight route change over Point Loma. I have read the reasons and feel that the additional pollution impact to residence and their health is not worth the change. The additional soot and fallout from airplanes impact the air we breathe, telephone and wireless service, and noise. I am a resident who does not agree with the proposed change.

Thank you.

Kathleen Gonzalez  
4420 Point Loma Ave  
San Diego, Ca 92107

1005

Response

1005-01

Please see **Topical Response 11 – Point Loma**.

1006

Melissa Mullin, PhD

**From:** Melissa Mullin [melissamullin@kandmcenter.com]  
**Sent:** Monday, October 05, 2015 10:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplane noise

1006-01

The increase of the numbers of planes flying over our house and the noise created as they are flying lower is awful. What can be done to change this new flight pattern? It is constant and annoying!

Thank you,  
 Melissa Mullin

--  
 Melissa Mullin, Ph.D.  
 Director ,The K and M Center, Inc.

[website: www.kandmcenter.com](http://www.kandmcenter.com)  
[Blog: www.bitsofwisdomforall.com](http://www.bitsofwisdomforall.com)



*This message may contain confidential and privileged information. If it has been sent to you in error, please reply to advise the sender of the error and then immediately delete this message.*

1006

Response

1006-01

Please see **Topical Response 02 – Existing Conditions.**

1007

Rich and Donna Newman

**From:** Rich [rnewman01@roadrunner.com]  
**Sent:** Monday, October 05, 2015 10:51 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Changes to John Wayne Airport (SNA) Flight Paths

Hi,

These are my comments related to the SoCal Metroplex EA document and more specifically to the current impact of departure flight paths from the John Wayne Airport over the communities of WestCliff and Dover Shores in Newport Beach.

1007-01

My wife and I moved to our neighborhood 22 years ago and understood we were close to a major airport. For the most part, departing air traffic was far enough to the east of our house (over the Back Bay) to be acceptable.

However, recent flight path and profile changes are sending departing commercial and private jets nearly or directly over our home and under higher-than-historic power settings. This is not acceptable.

1007

Rich and Donna Newman (continued)

In an attempt to quantify the current noise situation, I downloaded and used a Decibel 10th iPhone app to record noise levels. Yes, this is not a scientifically accurate hydrophone-based device, but it appears to work reasonably well. Ambient outdoor noise (no planes nearby) was less than 65 dB. Quiet outdoors registers in the low 50's and quiet indoors is in the 40's.

A 15 minute recording from our back patio on Wednesday, Sept 9th captured the following takeoffs and rough peak dB readings.

7:01 am 82 dB  
7:02 am 90 dB  
7:04 am 92 dB  
7:05 am 96 dB  
7:06 am 85 dB  
7:08 am 93 dB  
7:09 am 95 dB  
7:10 am 92 dB  
7:11 am 92 dB  
7:12 am 92 dB

1007-01

We understand the flight frequency is what it is, but the noise levels do not be at this level 2.8 miles from the end of the runway and 4 tenths of a mile from the Back Bay.

There is a wide departure route over the Back Bay which reduces the noise and pollution to tolerable levels. For the last 20+ years, jet aircraft veered left and decelerated over the Bay to minimize their impact. I am not sure why this recently changed, but it must be restored.

Repeating myself, there is no need to fly large aircraft over more homes than necessary, as proven by historic flight patterns.

Please help reduce the noise and pollution by routing John Wayne Airport departing aircraft back over the Back Bay and ensuring they follow a noise-reducing flight policy until they are over the ocean.

Thank you,  
Rich and Donna Newman

1007

Response

1007-01

Please see **Topical Response 02 – Existing Conditions.**

**1008****Mitch Siegler**

**From:** Mitch Siegler [msiegler@pathfinderfunds.com]  
**Sent:** Monday, October 05, 2015 10:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed flight path change over Point Loma in San Diego

**1008-01**

What an awful idea! Minimal savings for the airlines and massive interruption – noise, pollution and safety issues – for many thousands of residents. The loss in property values (and city property taxes) would dwarf any savings. Keep the airlines over the water!

**Mitch Siegler**  
Senior Managing Director

Pathfinder Partners, LLC  
Office: (858) 875-4455  
Fax: (858) 875-4655  
4380 La Jolla Village Drive, Suite 250  
San Diego, CA 92122  
[msiegler@pathfinderfunds.com](mailto:msiegler@pathfinderfunds.com)  
[www.pathfinderfunds.com](http://www.pathfinderfunds.com)



Watch our video to learn more about Pathfinder.

**1008****Response****1008-01**

Please see **Topical Response 11 – Point Loma.**

**1009****Laurie Irwin**

**From:** Laurie [irwins3209@aol.com]  
**Sent:** Monday, October 05, 2015 11:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airport Noise over Mar Vista

**1009-01**

I am writing about my concern from planes flying dangerously low over Mar Vista. Please ensure that plans do not include flying over the Westdale area which is receiving much of this traffic. I have planes constantly interrupting my home activities at all hours of the day and evening, especially weekends. All routes need to go in the prescribed pattern over the water, not residential neighborhoods.  
Thank you,  
Laurie Irwin

Sent from my iPhone

**1009****Response****1009-01**

Please see **Topical Response 02 – Existing Conditions.**

1010

Jacki Paddock

From: Jacki [jackipaddock@gmail.com]  
Sent: Monday, October 05, 2015 11:11 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: victor paddock  
Subject: Lax Landing Pattern

1010-01

I would just like you to know that we are very upset about the new landing counter at LAX. We already here jets landing from the Santa Monica airport, which is also relatively new and I feel that this is doubly intrusive and has made our living environment very stressful.

I hope that you will consider making a change as this has become an unbearable situation.

Thank you in advance,  
Jacki Paddock  
11931 Westminster Ave  
Los Angeles, CA 90066  
Sent from my iPhone

1010

Response

1010-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1011

WOLF3CHILD@AOL.COM

**From:** WOLF3CHILD@aol.com [WOLF3CHILD@aol.com]  
**Sent:** Monday, October 05, 2015 11:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** ABOUT THE FLIGHT PLAN GOING OVER CULVER CITY.

1011-01

**WHAT I CANNOT STAND IS WHEN THE PLANES WITH SIGNS FLYING BEHIND THEM AND BLIMPS FLY OVER CULVER CITY. THEY FLY SO LOW THAT IT IS DISTURBING BOTH TO MY NEIGHBORS AND THEIR DOGS (THE ONES WHO HAVE PETS INSIDE AND OUTSIDE OF THEIR APARTMENTS) . IS THERE ANYWAY THAT YOU CAN CHANGE THEIR FLIGHT PLANS (THE AFOREMENTIONED)?**

**WOLF3CHILD@AOL.COM**

1011

Response

1011-01

Please see **Topical Response 05 – Purpose and Need.**

1012

Judith L . Melville

**From:** Judy Melville [judy.sunsetcliffs@gmail.com]  
**Sent:** Monday, October 05, 2015 11:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** A question about the noise on Pt Loma

1012-01

I live at 4616 Granger St. San Diego, Ca 92107. I'm upset with the airplanes flying over my head right now. Until a few weeks ago airplanes almost never flew directly over my house. In the last 15 minutes, two planes have gone over my house. I don't like it.

I am also concerned about the proposed change of the flight path around Point Loma. My property values will crumble. The airplane dirt on my house is unacceptable. I have lived in this house for 15 years. I do want to be forced to move from a neighborhood I love because it's too noisy and dirty.

1012-02

I want to know who is going to pay to soundproof our houses? Who is going to clean the airplane soot off my house and cars. Most people in this neighborhood do not garage their vehicles. The filth must be cleaned. These costs are going to be more than the savings the Airlines will receive in fuel costs. Why would you shuffling the costs from corporations to homeowners and voters? It doesn't make any sense.

Thank you for your time.

Judith l Melville - Homeowner and Neighbor  
 4616 Granger Street  
 San Diego, CA 92107  
 (619)222-3261 

1012

Response

1012-01

Please see **Topical Response 02 – Existing Conditions.**

1012-02

Please see **Topical Response 11 – Point Loma.**

1013

Julia Anderson

**From:** Julie Anderson [watercolorworks@gmail.com]  
**Sent:** Monday, October 05, 2015 11:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Do not eliminate LOWMA waypoint

1013-01

I urge the FAA **not** to eliminate LOWMA waypoint as is currently planned. The change in eastbound takeoffs from San Diego International Airport which has been in place for the past several weeks is creating an unacceptable amount of airplane noise in neighborhoods lying south of the previous airplane takeoff path. Each plane creates a continuous stream of noise as it takes off to the west, turns south, and then flies east over our previously quiet neighborhoods. We get hit with the noise and any associated pollution twice. Although not the deafening sound that impacts Loma Portal at the end of the runway, the noise is disturbing. We moved to our home in the Wooded Area many years ago, buying here at a premium because we wanted to live in a quiet, pollution-free area convenient to downtown. But that is now changing. It is not fair. The cost savings achieved by elimination of LOWMA waypoint will be greatly outweighed by the losses to the affected neighborhoods. **Keep LOWMA waypoint – do not have eastbound airplanes fly over Point Loma twice on departure.**

1013

Julia Anderson (continued)

Julia Anderson  
Wooded Area of Point Loma

1013

Response

1013-01

Please see **Topical Response 11 – Point Loma.**

1014

Tony Knox

RECEIVED OCT 06 2015

September 30, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue  
SW Renton, WA 98057

Re: Comments on the SoCal Metroplex Draft Environmental Assessment

Gentlemen:

1014-01

I am 74 years old and live under the departure corridor of John Wayne Airport. I am old enough to remember when SNA was used primarily by Piper Cubs and other small single engine planes. Now, it is so noisy when commercial jets take off over my residence that it is impossible to hear anything else. In addition, the exhaust from these low-flying jets pollute the community, making it potentially unhealthy to live here.

1014-02

Since moving here many years ago, I have seen and heard a mighty cumulative impact from the expansion of this airport, and the impact is severe. Any further negative impact, however small, increases the noise and pollution that is inflicted upon and endured by me and thousands of similarly situated citizens.

1014-03

The severity of this “creeping normality” has resulted in many attempts to reduce or manage the damage, but so far, despite the efforts of countless people and agencies, only the pace has slowed down. We are still suffering from what will be “a thousand cuts”.

1014-04

Whatever you do when seeking to improve departure requirements, please think of me and all the other “little people” on the ground who have to live with the product of your efforts. For example, if all the jets that take off fly directly overhead, it will be intolerable. Just thought you'd like to know.

Thank you.

Sincerely,



Tony Knox  
302 Avenida Carlos  
Newport Beach, CA 92660

**1014****Response****1014-01**Please see **Topical Response 06 – Air Quality - Air Pollution.****1014-02**Please see **Topical Response 02 – Existing Conditions.****1014-03**Please see **Topical Response 12 – SNA Current Departures.****1014-04**

Thank you for your comment.

**1015****Brenda Parkin**

SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center-Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

To whom it may concern:

Thank you for the opportunity to voice my concern regarding the adoption of NextGen in the San Diego area. I've tried very hard to understand the pros and cons of Nextgen but to be honest the communication is very difficult for lay people to understand. I attended the workshop at Liberty Station Oct 6th in hope to better educate myself, and left disappointed that information supplied by the FAA was less than professional.

As a Point Loma residence I have several concerns/comments:

- 1) Have you taken into account the increased **air pollution** ontop of the already busy military flights leaving Coronado? How are you measuring such increases?
- 2) Why are you using **aniquated equipment** to measure noise?
- 3) **Safety** is your Mission Statement, hard for me to understand how more planes going twice over Point Loma make a safer enviroment (let alone over many schools).
- 4) **Cabrillo Monument** is a major tourist attraction for San Diego, besides the noise how do you suggest we keep the white headstones clean with the increased air pollution?
- 5) Is the **\$5 savings** per plane a correct assesment?

I'm very aware the avalanche of emails hitting your desks from the many passionate Point Lomians, and all I can do as a residence is plead for better clearer information.

In short until you can varify the above I am a strong componet againt your proposal and suggest you consider keeping Waypoint LOWMA in place.

Regards,

Brenda Parkin  
 1058 Anchorage Lane

**1015-01**

Thank you for the opportunity to voice my concern regarding the adoption of NextGen in the San Diego area. I've tried very hard to understand the pros and cons of Nextgen but to be honest the communication is very difficult for lay people to understand. I attended the workshop at Liberty Station Oct 6th in hope to better educate myself, and left disappointed that information supplied by the FAA was less than professional.

As a Point Loma residence I have several concerns/comments:

- 1) Have you taken into account the increased **air pollution** ontop of the already busy military flights leaving Coronado? How are you measuring such increases?
- 2) Why are you using **aniquated equipment** to measure noise?
- 3) **Safety** is your Mission Statement, hard for me to understand how more planes going twice over Point Loma make a safer enviroment (let alone over many schools).
- 4) **Cabrillo Monument** is a major tourist attraction for San Diego, besides the noise how do you suggest we keep the white headstones clean with the increased air pollution?
- 5) Is the **\$5 savings** per plane a correct assesment?

I'm very aware the avalanche of emails hitting your desks from the many passionate Point Lomians, and all I can do as a residence is plead for better clearer information.

In short until you can varify the above I am a strong componet againt your proposal and suggest you consider keeping Waypoint LOWMA in place.

**1015****Response****1015-01**Please see **Topical Response 11 – Point Loma.**

1016

Mayor Kevin L. Faulconer on behalf of the City of San Diego



KEVIN L. FAULCONER

MAYOR

October 5, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Comments on Draft SoCal Metroplex Environmental Assessment

Ladies and Gentlemen:

On behalf of the citizens of San Diego, I thank you for the opportunity to comment on the SoCal Metroplex Environmental Assessment. After reviewing the report, I believe that removing waypoint LOWMA from the departure path of San Diego International Airport (SAN) is not in the best interest of our communities. I am concerned that without the LOWMA waypoint off the western coast of the peninsula, aircraft could fly from waypoint JETT1 to waypoint ZZ000, and overflight residential areas within the Point Loma area of the City of San Diego. I request the retention of waypoint LOWMA.

1016-01

I understand that the intent of the Metroplex project is to improve the national airspace system by using advances in air navigation technology to optimize air traffic procedures to reduce air traffic control and pilot workloads in the Southern California region including the City of San Diego. However, I believe that retaining waypoint LOWMA will assist in ensuring overflight is kept to a minimum over the community of Point Loma.

The San Diego County Regional Airport Authority, the operator of SAN, has worked in partnership with the air traffic control tower for SAN to attempt to keep aircraft from overflying the Point Loma area when aircraft depart SAN and turn to fly east. While the City understands the FAA has the ability to direct aircraft to maintain separation, the use of this "good neighbor practice" has helped to reduce single event noise complaints. The retention of waypoint LOWMA would include this good neighbor practice into the departure procedures.

I am grateful for the opportunity to provide input and I appreciate your strong consideration of this request.

Sincerely,

Kevin L. Faulconer  
Mayor

KLF/jl

202 C STREET, 11TH FLOOR • SAN DIEGO, CA 92101

1016

Response

1016-01

Please see Topical Response 11 – Point Loma.

**1017****David Fruchtman**

From: Dave Fruchtman [dave@fruchtmaneng.com]  
 Sent: Tuesday, October 06, 2015 12:16 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Aircraft noise

Gentlemen,

**1017-01**

I have a residence in the Mar Vista area of Los Angeles, near National Boulevard and Barrington Avenue. Every few nights we hear helicopter noise during the very late evenings. It often wakes my wife and myself up. The sounds sometime go on continuously for 10 or 20 minutes or more, as if a helicopter is hovering above in the vicinity for an extended period of time. Can you provide an explanation as to what is causing this noise, and when you expect it will cease?

Thanks,

--

David Fruchtman, PE, CEM, Certified Mechanical Inspector, Certified Plumbing Inspector  
 FRUCHTMAN AND ASSOCIATES,  
 CONSULTING MECHANICAL ENGINEERS  
 11315 Washington Place  
 Los Angeles, CA 90066  
 P. 310-915-6110 x 27  
 F. 310-915-6107  
 www.fruchtmaneng.com  
 dave@fruchtmaneng.com

**1017****Response****1017-01**

Please see **Topical Response 02 – Existing Conditions.**

**1018****Louise Smith**

From: Louise Smith [lsssssss@icloud.com]  
 Sent: Tuesday, October 06, 2015 2:10 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Jet planes flying over Culver City , please stop this practice

**1018-01**

I am concerned about the path of planes flying in to LAX over Culver City. I have lived in Culver City since I attended elementary school back in the early sixties. This past month or so I have been noticing a DRAMATICALLY large INCREASE in Jet NOISE over my house on Girard in Culver City. Not only that but a DRAMATICALLY large INCREASE in the NUMBER of jets flying over head and at lower and lower altitudes per hour day and night. I'm worried about jet fumes, airplane crashes and Reduction of the quality of my life for me , my family and community. STOP THIS PRACTICE PLEASE I cannot sit in my back yard anymore to enjoy peace and quiet  
 Stop this practice. Why do they fly so low???

Louise Smith  
 3837 Girard Ave , Culver City CA 90232  
 Sent from my iPad

1018

Response

1018-01

Please see **Topical Response 09 – LAX North Arrivals**.

1019

Natalie Shaby

From: Natalie Shaby [lanatalie2000@aol.com]  
Sent: Tuesday, October 06, 2015 2:21 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: 260 heading change

1019-01

This proposed opposition is ludicrous. A 10 degree heading change will have no affect on noise, pollution, or safety. Period.  
Yes, a jet crashed on Santa Monica runway in 2013. Had the airport commission accepted the FAA's proposal to implement an Emergency Arresting System to stop Aircraft Overruns this terrible tragedy would have never happened. The blood of those people who lost their lives that day is on the hands of Neighbourhood Groups like yours whose steady opposition to airport safety proposals made by the FAA continues to hamper Santa Monica airport safety. You people don't have a clue what you are doing. Leave aviation regulations to those who are trained to promote safety over your whims.

Sent from my iPhone

1019

Response

1019-01

Thank you for your comment.

1020

Communities of Newport Beach

**From:** Scott Cunningham [scott12159@icloud.com]  
**Sent:** Tuesday, October 06, 2015 2:41 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SNA Flight Path

FAA,

Please see the attached letter with supporting signatures.

Thank you!

Scott Cunningham  
scott12159@icloud.com

1020

## Communities of Newport Beach (continued)

Federal Aviation Administration  
800 Independence Ave, SW  
Washington, DC 20591

**RE: JOHN WAYNE AIRPORT (SNA)  
18601 AIRPORT WAY, SANTA ANA, CA 92707**

Dear Sir/Madame:

Over the past few months, it has become very apparent that the flight paths, trajectory, elevation and the thrust from the engines on all commercial flights taking off from JWA has changed. This relatively recent change and current practice has become intolerable and unacceptable to many of the residents that live in Newport Beach. Specifically, this very narrow flight path produces cumulative noise and air pollution, which pose a higher degree of health issues to affected homeowners.

There are two major concerns: Noise level and burned jet fuel, and the respective pollution that both of these concerns cause. Although we appreciate the noise monitors that have been provided, the FAA must enlist a human monitoring element, whereby representatives from the FAA can see and listen from a human perspective the level of noise and pollution caused in the impacted communities. This will provide the FAA with a better understanding of what the affected Newport Beach communities are experiencing.

In regard to the burned jet fuel, which may be the more important concern, another Environmental Impact Study and Report must be completed to determine the actual danger of the new concentration of pollution to our community and individual families' health.

In conclusion, many Newport Beach communities are dangerously impacted by the air traffic from JWA, due to the respective noise level and pollution, including the dangerous "small particulates". The only fair, reasonable and equitable solution is as follows:

1. The flight paths must be fanned over the broadest range possible, with no immediate airplane or jet repeat of one path.
2. The takeoff trajectory and elevation must be at the highest point possible.
3. The thrust of the engines must gear down to the lowest range possible.
4. An Environmental Impact Study and Report must be registered and completed semi-annually in an effort to manage the health and safety of all affected residents.

Thank you for your immediate attention to this very serious matter.

Sincerely,

**Communities of  
Newport Beach**

1020-01

**1020** Communities of Newport Beach (continued)

We, the undersigned, agree with the statements in the attached cover letter to the FAA, regarding flight paths at John Wayne Airport

Name Anne Hoover Address 52 Beacon Bay, Newport Beach  
 Signature [Signature] ZIP 92660  
 Name Jennifer Todd Address 41 Beacon Bay, NPB  
 Signature Jennifer B. Todd ZIP 92660  
 Name Carol David Address 50 Beacon Bay, Newport Beach  
 Signature Cindy Hettrich ZIP 92660  
 Name Cindy Hettrich Address 14 Beacon Bay  
 Signature [Signature] ZIP 92660  
 Name [Signature] Address 45 BEACON BAY, Newport  
 Signature [Signature] ZIP \_\_\_\_\_  
 Name Anthony Cui Address 45 Beacon Bay, NPB  
 Signature [Signature] ZIP 92660  
 Name \_\_\_\_\_ Address \_\_\_\_\_  
 Signature \_\_\_\_\_ ZIP \_\_\_\_\_

We, the undersigned, agree with the statements in the attached cover letter to the FAA, regarding flight paths at John Wayne Airport

Name Pat + Doug Sabin Address 7 Beacon Bay, N.B. 92660  
 Signature [Signature] ZIP 92660  
 Name PAUL SONS Address 43 1/2 BEACON BAY NPB CA  
 Signature [Signature] ZIP 92660  
 Name \_\_\_\_\_ Address \_\_\_\_\_  
 Signature \_\_\_\_\_ ZIP \_\_\_\_\_

**1020** Response

**1020-01** Please see **Topical Response 12 – SNA Current Departures.**

**1021****Bryson Pennoyer**

From: Bryson [blpennoyer@gmail.com]  
 Sent: Tuesday, October 06, 2015 3:06 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Objection to the proposed SAN IIBEE SID

I object to the proposed replacement of POGGI SID by the proposed SAN IIBEE SID for the following reasons:

1. The proposed flight paths make less than one mile savings from the current paths which is insignificant in fuel savings.
2. The proposed flight paths increases noise in the Point Loma Community.
3. The proposed flight paths increases pollution in the Point Loma Community.
3. It appears that the proposal is trying to avoid current noise control points.
4. Exposes Point Loma to uncontrolled flight paths beyond those shown in the proposal in the future.

**1021-01**

Since there is no apparent justifiable reason for eliminating the LOMA way point, what is the real reason?

Bryson Pennoyer  
 734 Catalina Blvd.  
 San Diego, Ca

Sent from my iPad

**1021****Response****1021-01**

Please see **Topical Response 11 – Point Loma.**

**1022****Debbie Carter**

**From:** Deborah L. Carter [dlcarter@sbgvtv.com]  
**Sent:** Tuesday, October 06, 2015 3:31 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** CONSTANT JET NOISE - OVER MY HOUSE

I HAVE NOTICED A GREATER NUMBER OF JET FLYING OVER MY HOUSE AT A LOWER ELEVATION AND FREQUENCY WITH SIGNIFICANTLY MORE ENGINE NOISE THAN EVER BEFORE.

I HAVE LIVED IN MY HOUSE 18 YEARS AND HAVE NEVER EXPERIENCED SUCH DISRUPTION IN MY HOUSE AND NEIGHBORHOOD. It is unfair to have all incoming jet follow only one path over West Los Angeles. I am surrounded by freeways and mountains. Why can't the planes fly along those paths for less disruption of the entire westside. This is ridiculous. I would have never moved to this area if I was going to be subjected to CONSTANT JET NOISE.

**1022-01**

I have walked my dog here every day after work. Today as all weekend, I can't get more than 1 minute of quiet before the next jet is echoing through the neighborhood. It is running my home and neighborhood and health of me and my family. I deliberately bought my home away from LAX and paid a lot more for the quiet. I put up with the 1/5 of the planes flying over at higher elevation, but at least it did not disrupt my home while eating dinner, getting woken up at 6am by a low flying JET!

This is not OK. This must STOP!

1022

Debbie Carter

Thank you  
Debbie Carter  
MAR VISTA RESIDENT  
(213) 200-5440

*Debbie Carter*

Sinclair – RSM  
Bakersfield/ KBAK, KBFX & Reno / KRVN, KRXI, KAME  
Direct line: (323) 966-5274 or Cell # - (213) 200-5440

1022

Response

1022-01

Please see **Topical Response 02 – Existing Conditions.**

1023

Mark Williams

From: Mark Williams [surfing42@yahoo.com]  
Sent: Tuesday, October 06, 2015 3:42 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: POGGI

Please do not change the POGGI

1023-01

I am a United Pilot and fly this departure for many years on B737 and B757.

It keeps us clear of homes over Point Loma and is good flight path for jets and residents.

Thank you

Mark Williams

1023

Response

1023-01

Thank you for your comment.

1024

Charlie Mullin

**From:** Charlie Mullin [charliemullin@gmail.com]  
**Sent:** Tuesday, October 06, 2015 3:43 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Melissa Mullin  
**Subject:** Concern about revised LAX flight paths

We've noticed recently an increase in incoming flights, and perhaps outgoing flights, as well, to and from LAX, over our neighborhood. I only recently realized that the SoCal METROLPLEX EA program was underway and that its recommendations may seriously affect our standard of living.

Our Mar Vista neighborhood is directly East of Santa Monica Airport and the recent increase in LAX air traffic overhead is, I believe, connected with recommendations in your report. Many of our friends and neighbors in the neighborhood are becoming very concerned as such an increase in air traffic directly affects our day-to-day quality of living, and property values, especially if the noise and pollution continues to increase.

Even though appropriate attempts have been made to inform the public, based on what I've read in the report, we still had no idea this was happening. Please consider carefully the very serious impact that increased air traffic will have on our neighborhood, which is proud of its rich mix of families, seniors, and young adults, all of whom live here because of its vitality and peacefulness.

It would be a shame to see all of that slowly fade away because of the need to alter air traffic, for which there must surely be other, more sensible alternatives.

Thank you for your consideration.

1024-01

1024

Response

1024-01

Please see **Topical Response 09 – LAX North Arrivals.**

1025

Brian Millar

**From:** Brian M. [deathmetalbrian@gmail.com]  
**Sent:** Tuesday, October 06, 2015 3:49 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** No to the new proposed path over Point Loma in San Diego CA

1025-01

My name is Brian Millar. I am an Ocean Beach/ Point Loma resident and I am writing to express my lack of endorsement for the new proposed flight path. Thank you.

--  
 Brian Millar

<https://soundcloud.com/weareomegasquad>

<https://www.facebook.com/weareomegasquad>

<https://www.facebook.com/wobbleevents>

1025

Response

1025-01

Please see **Topical Response 11 – Point Loma.**

1026

Ann M Barnes

From: Annie Barnes [acmags@me.com]  
Sent: Tuesday, October 06, 2015 3:50 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: increased jet noise over Mar Vista

To Whom it May Concern

1026-01

As a long-time resident of Westdale Trousdale, I have been increasingly concerned about the amount of jet traffic that now blights our neighborhood. Changes to LAX flight patterns have not been communicated to the residents of this area - and we are upset.

Please re-route the planes on a more direct approach that would avoid additional air traffic in our area.

thank you for your consideration

Ann M Barnes

1026

Response

1026-01

Please see **Topical Response 02 – Existing Conditions.**

1027

Celia Condit

**From:** celia condit [searcher@bajawhale.com]  
**Sent:** Tuesday, October 06, 2015 4:10 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** proposed FAA flight path change

RE: Proposed FAA flight path

1027-01

I do not approve of the SoCal METROPLEX eliminating the LOWMA waypoint at the tip of Point Loma.

I choose to say NO to more planes over our neighborhood just to save airlines money.

Sincerely,  
celia condit  
searcher sportfishing and natural history tours  
619-518-2403 (from my iphone)

1027

Response

1027-01

Please see **Topical Response 11 – Point Loma.**

**1028****Steve Siegel**

**From:** steve siegel [banzaimojo@hotmail.com]  
**Sent:** Tuesday, October 06, 2015 4:11 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Culver City Noise

To Whom It May Concern:

The airplanes are obviously flying much lower and more frequently over Culver City.

This needs to stop.

**1028-01**

I also understand that the route is going to change... it is going to go over our schools - Culver High School, Middle School, and Farragut Elementary. The pollution from that change would be negative for the children... many parents here would like to stop that from happening.

Can you please suggest the best course of action to best voice our opinion on this issue?

Thank you,

Steve Siegel

**1028****Response****1028-01**

Please see **Topical Response 09 – LAX North Arrivals.**

**1029****Sally Maslon**

**From:** sally [sjmaslon@gmail.com]  
**Sent:** Tuesday, October 06, 2015 4:33 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** air plane flight paths

Hello,

**1029-01**

I live at 4214 McConnell Blvd, LA 90066 ( Culver City actually). Planes are constantly flying just to the north of my house, quite low and also over my house. I understand that the plan is for this air traffic to increase and that planes would be able to fly lower. I am not happy about the constant and low air traffic that I endure now at my home and very much object to an expansion of this traffic and at even lower altitude. In addition, I would very much appreciate it if I did not have to have the air traffic that I currently have.

Thank you,

Sally Maslon  
310 968 2403

**1029****Response****1029-01**

Please see **Topical Response 09 – LAX North Arrivals.**

1030

Anne and Eric Beste

**From:** Anne and Eric Beste [anne\_and\_eric@sbcglobal.net]  
**Sent:** Tuesday, October 06, 2015 4:36 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Objection and Questions to FAA Implementation of NextGen in San Diego

Please see attached letter detailing our opposition and questions related thereto.

Anne B. Beste  
804 Temple St.  
San Diego, CA 92106  
619-972-4934

Re: Opposition to and Questions Concerning San Diego International Airport and FAA Implementation of NextGen and Proposed Elimination of LOWMA Waypoint

Dear FAA, SDIA, Congressman Scott Peters, Mayor Kevin Faulconer, Councilmember Lori Zapf,

We write to oppose the FAA's implementation of the NextGen concept as it relates to the operations of the San Diego International Airport (SDIA) and its negative impacts upon residential neighborhoods and schools. Our concerns, based upon our current understanding and not in particular order of importance, are threefold. Our questions are many faceted.

#### 1. Noise Pollution

First, we are concerned with aircraft noise pollution spreading to neighborhoods that have heretofore experienced little to no aircraft noise pollution. Anecdotally, we have observed over the past year or so aircraft departure flight path encroachment over neighborhoods that historically suffered little or no (possibly emergency) flyover of aircraft. We understand, but seek clarification, that the FAA/SDIA proposes to direct aircraft not only on departure paths over historically undisturbed residential neighborhoods, but also on turnaround paths that cross over, again, residential neighborhoods previously completely bypassed by use of the waypoint LOWMA at the tip of the Point Loma peninsula.

#### Questions Related to Noise Pollution

Has the FAA conducted any studies relating to noise pollution as it affects areas with topography similar to Point Loma? In particular, areas that have little to no natural noise buffers, such as tall trees and dense vegetation? If so, please provide reference to those studies.

How have plane takeoff altitudes varied over the last five years out of SDIA? How are proposed takeoff altitudes different from historic altitudes?

What are the studies and results related to aircraft takeoff spacing at SDIA? What are historical takeoff spacing patterns relative to NextGen implemented takeoff spacing? We have observed anecdotally spacings of less than a minute.

What studies exist relating to the effect of continuous noise pollution exposure from closely spaced aircraft takeoffs versus intermittent noise pollution? Please provide references.

1030-01

1030

## Anne and Eric Beste (continued)

Opposition to FAA/SDIA Implementation of NextGen and Proposed Elimination of LOWMA Waypoint in Point Loma p. 2

Has the FAA examined or studied the noise pollution impact of surrounding a residential community on three or more sides with airplane noise exposure? Have any similar studies been conducted to analyze the impact of 17 hours a day of aircraft takeoff noise pollution?

## 2. Health and Safety Concerns

Second, we are concerned with the health and safety impacts of aircraft flyovers. We understand that it is the obligation of the FAA to consider the effect of its policies and operations on the health and safety of the people on the ground as well as in the air. Directing aircraft not once, but twice, over a residential neighborhood upon takeoff increases the exhaust-carcinogen danger as well as the crash/incident danger to thousands of residents and schoolchildren. We see a clear obligation on the part of the FAA and SDIA to minimize the health and safety risks to those on the ground. For decades this was accomplished specifically and efficiently by having planes fly over the ocean using the LOWMA waypoint. Removing the LOWMA waypoint and directing aircraft twice over residential neighborhoods unjustifiably adds a health and safety risk to those on the ground.

### Questions Related to Health and Safety

1030-01

What are the studies relating to the carcinogens released from aircraft exhaust on takeoff? Specifically, what are the exhaust carcinogen components and levels at the various altitudes flown above residential neighborhoods and schools? What are the effects of prevailing winds on the dispersal of those carcinogens and aircraft exhaust pollutants?

Have any studies been conducted on the quantity of aircraft flight takeoffs over previously unaffected neighborhood schools, such as Sunset View Elementary, Silvergate Elementary and Dana Middle School?

At a meeting in San Diego in June 2015, it was reported that the FAA indicated little to no changes in flight paths based upon the implementation of NextGen at SDIA. Is this accurate or have conditions changed? Through observation, extensive alterations have been made in flight path activity beginning a year or so ago.

## 3. Constitutional Taking of Private Property Rights

Third, we expect and are beginning to experience a real and substantial diminution in property values, both in dollar terms and in terms of use and enjoyment. These are both property rights guaranteed to citizens by the U.S. Constitution. We understand that in general the FAA has the right to implement policies governing the use of airspace. But no specific exercise of this right is allowed to violate the 5<sup>th</sup> Amendment of the US Constitution prohibiting a taking of private property for a public use without just compensation. A real question exists as to whether an estimated savings of small amounts of fuel by private airlines constitutes a legitimate public purpose. And to date as we understand it, neither the FAA nor the SDIA have offered just

1030

Anne and Eric Beste (continued)

Opposition to FAA/SDIA Implementation of NextGen and Proposed Elimination of LOWMA Waypoint in Point Loma p. 3

compensation or instituted eminent domain proceedings to lawfully take the thousands of private property rights affected by the proposed (and at least anecdotally partially implemented) FAA NextGen and LOWMA waypoint changes.

**Questions Regarding Constitutional Taking of Private Property Rights**

Has the FAA instituted any condemnation proceedings in advance of or concurrently with implementation of NextGen changes?

1030-01

What studies, if any, have been conducted on the diminution of private property values based upon implementation of NextGen and aircraft flyover patterns?

Has the FAA set aside budgetary funds for compensation to the thousands of property owners affected by NextGen aircraft flyovers? If so, what is the composition of that funding?

Have any comparisons been made between anticipated cost savings in fuel versus the dollar amounts of reduced property values?

We may have further questions as we receive answers. Please consider these concerns and negative impacts carefully prior to proceeding. We request an implementation of NextGen that maintains established flight patterns and impacts the fewest number of private properties as possible.

Regards,

*Anne and Eric Beste*

Anne and Eric Beste  
804 Temple St.  
San Diego, CA 92106  
anne\_and\_eric@sbcglobal.net

1030

Response

1030-01

Please see responses to Comment Letter 1533.

**1031****Mary Hubbell**

From: Mary Hubbell [hubbellmary@gmail.com]  
 Sent: Tuesday, October 06, 2015 4:42 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Oppose FAA MetroPlex Project impacts to Ocean Park, Santa Monica

To whom it may concern:

I am an Ocean Park Association member and long time resident of Ocean Park, Santa Monica.

I agree with the position of the Ocean Park Association that is outlined in their letter of opposition to the FAA's MetroPlex Project.

The Ocean Park Association opposes the the SoCal Metroplex and its implementation, and asks the FAA to suspend the Metroplex process, to involve the public in its revision and to study likely impacts similar to those of the failed 250 Test.

**1031-01**

I live directly under the flight paths that were used during the failed 250 tests. It was unbearable. Health concerns, safety issues and maintaining our quality of life are my main concerns. All of these were negatively impacted during that failed 250 test.

This is a high density neighborhood. In addition, there are several schools that are directly under the 250 flight paths and the proposed 260 paths. Has that fact been given consideration?

Changing the flight paths in this way is simply unnecessary and dangerous to our community's health and safety.

Mary Hubbell  
 Ocean Park, Santa Monica

Sent from Mary's iPhone

**1031****Response****1031-01**

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

**1032****Paula Tiso-Mercier**

**From:** Paula Tiso [mepaulatee@me.com]  
**Sent:** Tuesday, October 06, 2015 4:52 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplanes over Mar Vista

**1032-01**

Please reconsider this plan of sending the planes over our Mar Vista neighborhood. It is a never ending stream of huge airplanes flying over my house, the noise is overwhelming. Why was this decided upon without notifying the residents? We have a voiceover studio in our house and our livelihood depends on this decision. Is it really necessary to destroy our quiet neighborhood?

1032

Paula Tiso-Mercier (continued)

1032-01

I am hoping you go back to how you have managed your air traffic before you decided to take over Mar Vista  
Paula Tiso-Mercier  
Mar Vista homeowner

paula@paulatiso.com

1032

Response

1032-01

Please see **Topical Response 02 – Existing Conditions.**

1033

Catherine Hill

**From:** Catherine Hill [catherinehill20@gmail.com]  
**Sent:** Tuesday, October 06, 2015 4:56 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma Flight Path Changes -Waypoint LOWMA

To Whom It May Concern,

I am registering my opposition to any changes in the Waypoint LOWMA over the Point Loma community. I am also registering my opposition to the fact that airplanes have already begun passing back over the point and are not adhering to the Waypoint LOWMA. I am a resident of the area which is already impacted by departures from the San Diego International Airport and have personally experienced an increase in noise pollution over the past few years.

I lived in the Loma Portal community for 20 years as a child in the 1970-1980's directly under the flight path. When my husband and I decided to move our family to Point Loma, we chose an area south of the flight path closer to the point as I knew what life was like under the airplane traffic.

1033-01

Since we moved back 5 years ago, we have notice the airplane noise has increased in our neighborhood. When we first moved here in 2011, loud noise from departures was fairly infrequent and it has been steadily increasing to where we now hear several per hour. It is apparent the flight path for take off has already shifted to a wider area over residential home in both Loma Portal and Point Loma.

Should the Waypoint LOWMA go into effect the entire Peninsula will be impacted in unacceptable ways. Already airport noise and environmental impacts affect the community. Opening up the flight path to a sharper turn back over the community for a second fly over is unacceptable. Both flights over residential areas would be at low departure altitudes. This will subject the community to noise and environmental pollution on a near continuous basis during airport operating hours.

Residents of the area know that living in this community means living near a busy airport. We understand that this comes with its own set of issues. However, residents in this community will not be amenable to the airplane noise "doubling" as planes pass over the same general neighborhoods twice.

**1033****Catherine Hill (continued)****1033-01**

This area was not part of the noise mitigation for the "Quieter Neighborhoods" as it did not until a few years ago have significant airplane noise. With the current changes in flight paths already underway and the proposed elimination of Waypoint LOWMA and additional flights back over the area, these residents will be impacted to the same degree as those in Loma Portal without any mitigation.

Please do not make changes to the Waypoint LOWMA path and negatively impact thousands of residents in the Point Loma Community.

Sincerely,

Catherine Hill  
1140 Catalina Blvd.  
San Diego, CA 92107

**1033****Response****1033-01**

Please see **Topical Response 11 – Point Loma.**

**1034****Adam Griffin**

From: Adam Griffin [adamandbear@mac.com]  
Sent: Tuesday, October 06, 2015 4:57 AM  
To: 9-ANM-SoCalOAPM (FAA); city.clerk@culvercity.org  
Subject: Culver city overflights

**1034-01**

I am extremely concerned about the considerable noise from overflights above my neighborhood in culver city. The flights are becoming more and more noticeable and increasing in volume and decreasing in altitude. I am concerned that these fly-overs are impacting the health of my community. Please bring this to the attention of the FAA and the Cal Metroplex EA.

Sincerely,

Adam Griffin  
310-920-8963  
Sent from my iPhone

**1034****Response****1034-01**

Please see **Topical Response 09 – LAX North Arrivals.**

1035

Jan Ludwinski

**From:** shuby1@verizon.net [shuby1@verizon.net]  
**Sent:** Tuesday, October 06, 2015 5:00 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** sadatzhuq@gmail.com  
**Subject:** Metroplex Plan Increases Risk to Local Communities

1035-01

Dear Sir or Madam,

The FAA has failed to meaningfully involve the public in evaluating, and studying alternatives to the 260 heading out of SMO. It strains credulity that such a heading, which takes the air traffic over the residences of 1000's more local residents, can be the lower risk option for dealing with putative air traffic conflicts between LAX and SMO. I urge the FAA to halt use of that heading immediately.

Jan Ludwinski  
Ocean Park, Santa Monica  
310-663-0182

1035

Response

1035-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1036

Ernest Adzentoivich

**From:** Ernest Adzentoivich [eadzent@icloud.com]  
**Sent:** Tuesday, October 06, 2015 5:14 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** current and future LAX flights routed over culver city

1036-01

I am very concerned that the flights over Culver City were not thought out, tested for or planned very well. We purchased our house in Culver City because of it's very good schools and safe and QUIET neighborhoods. Of which our street used to be quite in the evenings. Where as now, It has become unbearable to keep the windows open when flights are being routed over our neighborhood. The other night it was impossible to hear a person speak as the planes were flying over head.

I am also concerned about the environmental impact that increase in air pollution will bright to our neighborhood full of children. Not to mention my own boys who attend Culver City schools. We moved to the west side of LA specifically because of the better air quality we were told exist on the west side as opposed to other parts of LA.

Ernest Adzentoivich  
homeowner  
keystone ave  
Culver City, CA

1036

Response

1036-01

Please see **Topical Response 09 – LAX North Arrivals.**

1037

David McKellar

**From:** David McKellar [davidcotuit@hotmail.com]  
**Sent:** Tuesday, October 06, 2015 5:28 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** RE SANTA MONICA AIRPORT

1037-01

NO TO METROPLEX AND NO TO THE 260 HEADING PLAN!!!!!!!!!!  
NO NO NO!!!!!!!!!!

1037

Response

1037-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1038

Carolina Gutnisky

**From:** Carolina.gutnisky [carolina.gutnisky@gmail.com]  
**Sent:** Tuesday, October 06, 2015 5:34 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** No to the FAA metroplex proposal for Santa Monica airport.

Hello,

Please don't allow the Santa Monica municipal airport to be turned into the metroplex. Santa Monica is a healthy peaceful place to live for its residents who are seeking health and peace. The FAA metroplex proposal would create more flights over Santa Monica, polluting the air and its residents lungs. Not to mention that increased flight patterns will create noise and disturb the entire neighborhood.

1038-01

Shame on you for even thinking of doing this!

Regards,  
Carolina Gutnisky  
SantaMonica/Ocean Park resident.

the FAA the Metroplex and the 260 heading are bad for all airport neighbors, especially for our Ocean Park neighborhood. Sneaking in more jets under the guise of 'efficiency' will not be acceptable.

Sent from my iPhone

1038

Response

1038-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1039

Kara Frans

From: kara frans [kara@karafrans.com]  
Sent: Tuesday, October 06, 2015 5:40 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: flight noise over Culver City

To Whom It May Concern:

First, thank you so much for reading my comments on the flight noise over Culver City. As a 16 year resident of Culver City, (3 years renting and 13 years as a home owner), we chose this wonderful city based on it's quietness within the larger city of Los Angeles. Culver City is a fantastic place to live, sort of a Mayberry feel where everyone knows most people and we look out for each other.

As most homes in Culver City do not have air-conditioning, and we live in such a great climate here in Southern California, we have our windows open for a good 8 months out of the year. I started noticing over the last few years that the noise has become worse and worse with more frequent planes overhead every few minutes.

Yes, we are going to get our share of helicopters which is annoying and super loud but the amount of helicopters and now airplanes is starting to become noise pollution. As a person that stays up to at least midnight, I really hear the airplanes fly overhead starting about 10:15 and this goes on until at least 11:45pm or longer. It's a constant every three minutes or so and so noisy that I usually have to shut my back patio door to block out some of the noise. So beyond frustrating! This morning especially, I was awakened to the flight noise starting around 6:15am and it was constant until at least 8am in which the gardeners showed up on the street to drown out the airplane noise. I actually welcomed that noise for a change.

1039-01

The noise is starting to become unbearable and it has crossed my mind to move elsewhere or out of Los Angeles due to the airplane noise.

Unfortunately, that might not be possible as I have a 5th grader that is enrolled in the Culver City Unified School District.

A few years ago, we upgraded our windows to a double pane window which blocks out some of the noise during the winter months but if I want to have the windows open during the spring, summer or fall, I hear so much airplane noise. Unless there is a grant or subsidies for air conditioning units, I'm stuck with the noise until you do something with the flight path.

Don't forget the jet fuel pollution that is now added to this frequent planes overhead. Is there an EIR that we can look at or maybe this is something that needs to be started with the constant and frequent flights over our homes.

What was once a quiet place to live has become a nightmare for many of us who wanted some quietness amid the chaos of Los Angeles. This type of noise affects our property values whereas most homes in Culver City sell for a lot of money, but that might drop due to the noise factor.

While I wrote this email for the last 30+ minutes or so, the following times is where I heard an airplane directly overhead of my house...

10:04, 10:07, 10:10, 10:12, 10:14, 10:19, 10:26, 10:29, 10:32, 10:38

This is beyond frustrating and needs to be rectified.  
Any questions, please don't hesitate to call or email me

1039

Kara Frans (continued)

Kara Frans  
4336 Keystone Ave.  
Culver City, CA 90232  
(310) 990-8850

1039

Response

1039-01

Please see **Topical Response 09 – LAX North Arrivals.**

1040

Kal Seirafi

**From:** khalidseirafi@gmail.com [khalidseirafi@gmail.com] on behalf of Kal Seirafi [kal.seirafi@gmail.com]  
**Sent:** Tuesday, October 06, 2015 5:42 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex Project Complaint

Hi,

1040-01

I live in the district of Mar Vista in West Los Angeles, and the proposed changes have already increased the noise levels in my neighborhood to an extent that it is extremely bothersome. This is considered noise pollution and we can't have planes rerouted above our district and at lower altitudes. Please reconsider these changes.

Best,

Kal Seirafi

1040

Response

1040-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1041

Kevin Morse

**From:** Kevin Morse [klm55@cox.net]  
**Sent:** Tuesday, October 06, 2015 5:51 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed FAA Change in San Diego West Take offs

1041-01

To FAA,  
I request that you do not change the current west take off way points out of the San Diego Airport. I live in Point Loma and we currently hear the planes leave from 6:30 am to 11 pm 7 days a week and now you are proposing that the return on the Southern turn be reduced. You are already allowing the planes to take this new route over our neighborhood and we now hear the planes coming back over the top of us. I can't believe how inconsiderate and disrespectful the FAA is to continue to push this route with so many of the residences in the community complaining. The current flights are increasing and getting louder at our expense and now this. I will do everything possible to put a complete stop to this FAA effort. How about I come to your neighborhood and start making noise in the same time frame and tell

**1041****Kevin Morse (continued)**

you that its not bad. Last Wednesday September 30th there were at least 3 planes that took off from SAN between 6:30 am and 6:50 am and then turned early and we heard both the take off and the return to the east. This last Sunday evening at least 3 planes took off at about 6:30 pm and again turned early and came back over our neighborhood. Sunday evening when we should have some quite time with dinner on the patio and there they are the planes coming back over the top on an early turn. Really, Sunday evening? This is only a few of the complaints, I can't get to them all but will be trying. You know, its like someone doing construction on the house next door to you 7 days a week starting at 6:30 and going until 11:00 and now they want to do more noise. At least the construction stops at some point.

The Point Loma community is charged and ready for this and its clear that other communities in other cities are fighting the FAA's changes as well. You have brought this upon my community, my street, my home and now my family and I'm going to push back wit all the resources I can. I have been trying to determine why the current planes have become noisier and think maybe its due to the planes needing more thrust for the earlier turn and trying to gain altitude. I propose:

- 1) The planes throttle back their take offs for less noise
- 2) The airlines install better sound suppression systems.
- 3) Don't allow larger noisier planes to take off from San Diego
- 4) The planes to take off on the northern route if they want to save the gas since its quicker to eastern destinations
- 5) IMMEDIATELY MOVE BACK TO THE ORIGINAL WAY POINT AT THE END OF POINT LOMA

Its 10:40 pm Monday night and a large plane just turned early and went back over the point going east and was very noisy over the top of our home. You wouldn't appreciate this loud noise at your home on your family either so I request the you stop flying the planes on the shorter way point and take it back to the original position at the end of the point.

Kevin Morse  
3728 Dudley Street  
San Diego, CA 92106  
(619) 226-4860

**1041****Response****1041-01**Please see **Topical Response 11 – Point Loma.****1042****Greg Wickstrand**

**From:** Greg Wickstrand [gregwickstrand@hotmail.com]  
**Sent:** Tuesday, October 06, 2015 6:15 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Flight Path Changes for Lindberg Field

**1042-01**

I am writing to voice my concerns with the rest of the community over the proposed chang for Eastbound flights from Lindberg field. The plan has many flaws and will negatively affect our community in health, wealth, and most importantly well being. Regardless of yc true motivations the plan only helps the airlines save a few bucks and a little time neither o which is truly needed. Passengers aren't complaining about the few extra minutes they lose with the current path and the airlines are making plenty of money at this time. The plan

**1042****Greg Wickstrand (continued)****1042-01**

overall is in complete disregard for the neighbors of Point Loma and the valued Service member and woman buried at the cemetery. Please help stop this plan now.  
Thank you.

Greg Wickstrand  
92107 homeowner for the last 13 years.

**1042****Response****1042-01**

Please see **Topical Response 11 – Point Loma.**

**1043****Susan Wang**

**From:** Susan Wang [suswang@gmail.com]  
**Sent:** Tuesday, October 06, 2015 8:05 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** EA Mar Vista

I'm very unhappy with the new traffic pattern of LAX

We purchased a home here in 2013, and we chose where to live carefully because one of our young children has asthma

We bought a home deliberately spaced between the freeway and the santa monica airport to best reduce pollution

**1043-01**

There was no air traffic

Now we hear jets flying over, we can see them through our skylights, the noise frightens my children and I'm concerned about the air pollution and the effect on the health of my family

I'm a physician who makes home visits around LA, and there do appear to be clusters of illness in my practice based on where people live - the folks in this neighborhood have historically lived well into advanced age. That's partly why we invested into this community. I'm worried that this will no longer be true

**1043-02**

This change in air traffic is unwelcome and I am disappointed that LAX would target a neighborhood that already has to deal with air traffic from Santa Monica - one neighborhood with jet traffic from 2 airports? It is unjust. LAX also should have provided disclosure to new buyers in the area.

susan

**1043****Response****1043-01**

Please see **Topical Response 02 – Existing Conditions.**

**1043-02**

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1044

Giselle Nyenhuis

**From:** Images by Giselle  
**To:** 9-ANM-SoCalOAPM@faa.gov; awaren@san.org; Russell Tony  
**Cc:** Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; scott.peters@mail.house.gov  
**Subject:** FAA Proposed Flight Path Changes  
**Date:** Tuesday, October 06, 2015 9:01:34 AM

Hello,

I currently live in the Point Loma/Fleetridge area of San Diego, CA and have experienced an unprecedented increase in air traffic over and near my home. I am well aware of proposed flight path changes from the FAA and do not agree with the removal of waypoints that would allow flights to pass over the entire peninsula not only once but twice.

Could you please answer the following questions?

1044-01

If the FAA proposed changes have not been implemented, why are we seeing flights not hitting their waypoints (LOWMA in particular) and why are we seeing "fanning" of flight departures?

When did flight paths change to allow flights over the peninsula?

If flight changes have nothing to do with the proposed changes from the FAA, why are we seeing planes in a multitude of different departures as well as turning back over the peninsula? What agency has implemented these changes?

Thank you in advance for your response.

Giselle Nyenhuis  
San Diego, CA 92106  
619-865-5038

1044

Response

1044-01

Please see **Topical Response 02 – Existing Conditions**. Please also see **Topical Response 11 – Point Loma**.

1045

Jonathan Berger

**From:** Jonathan Berger  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; Dannie Berger; awaren@san.org; Russell Tony; Air Noise; Helen Fricker; Cammie Ingram; Jonathan Berger  
**Subject:** Comments on the Draft EA for SoCal Metroplex Project  
**Date:** Tuesday, October 06, 2015 10:57:27 AM

Mr. Michael P. Huerta  
Administrator, FAA  
800 Independence Avenue  
Washington, DC 20591

Dear Sir:

1045-01

I am writing to express my opposition to the proposed elimination by the FAA of the LOWMA waypoint to the west of San Diego International Airport. This waypoint helps insure that departing air traffic clears the end of Point Loma before turning left to the east. Eliminating this waypoint will allow (and encourage) departing aircraft to turn back over Point Loma

**1045****Jonathan Berger (continued)****1045-01**

residential areas when they still at low altitude and climbing inevitably increasing the aircraft noise significantly.

We occasionally get an aircraft which skips this waypoint on departure and so know quite well what additional noise this inflicts on the neighborhood. So, please reconsider your plan and keep the LOWMA waypoint.

Sincerely

Jonathan Berger  
3376 Hill Street  
San Diego, CA 92106

**1045****Response****1045-01**

Please see **Topical Response 11 – Point Loma.**

**1046****Dr. Lila Schmidt**

**From:** Lila Schmidt <drilaschmidt@yahoo.com>  
**To:** "awarren@san.org" <awarren@san.org>  
**Cc:** "trussell@san.org" <trussell@san.org>  
**Sent:** Tuesday, October 6, 2015 10:43 AM  
**Subject:** LOWMA

**1046-01**

Since 2009, the airlines from San Diego Airport have veered off their mandated path over Point Loma, LOWMA. Now they want to increase their profits ( disguised as increasing their efficiency and lowering their costs ) at our expense. I have a 2 million dollar home. If you continue to allow them to impose on the airspace near my home, my property value will decrease, making me upside down in my mortgage and force me out of my home. The increase debris on solar will decrease their life expectancy. I did not buy in Point Loma to fear the risk of planes or their debris falling on my home

Lila Schmidt

**1046****Response****1046-01**

Please see **Topical Response 11 – Point Loma.**

**1047****Dr. Lila Schmidt**

**From:** [Lila Schmidt](#)  
**To:** [Russell Tony](#)  
**Subject:** LOWMA Point Loma California  
**Date:** Tuesday, October 06, 2015 11:26:42 AM

**1047-01**

Airplanes from San Diego airport need to go back under their originally scheduled paths which they have been veering from since 2009.

Sent from my iPhone

1047

Response

1047-01

Please see **Topical Response 02 – Existing Conditions.**

1048

Dr. Lila Schmidt

**From:** Lila Schmidt  
**To:** Russell Tony  
**Subject:** LOWMA point loma California  
**Date:** Tuesday, October 06, 2015 11:28:48 AM

1048-01

The planes from San Diego airport have continue to veer off their designated path since 2009. This needs to stop immediately

Sent from my iPhone

1048

Response

1048-01

Please see **Topical Response 02 – Existing Conditions.**

1049

Lila Schmidt

**From:** Lila Schmidt  
**To:** awaren@san.org  
**Cc:** Russell Tony  
**Subject:** LOWMA  
**Date:** Tuesday, October 06, 2015 1:43:32 PM

1049-01

Since 2009, the airlines from San Diego Airport have vierred off their mandated path over Point Loma, LOWMA. Now they want to increase their profits ( desguized as increasing their efficency and lowering their costs ) at our expense. I have a 2 million dollar home. If you continue to allow them to impose on the airspace near my home, my property value will decrease, making me upside down in my mortgage and force me out of my home. The increase debri on solar will decrease their life expetancy. I did not buy in Point Loma to fear the risk of planes or their debri falling on my home  
Lila Schmidt

1049

Response

1049-01

Please see **Topical Response 11 – Point Loma.**

1050

Holly Steindel

**From:** Holly.R.Steindel@kp.org [Holly.R.Steindel@kp.org]  
**Sent:** Tuesday, October 06, 2015 2:28 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airport noise

To whom it may concern,

1050-01

I have lived in the Trousdale area of Mar Vista for 20 years. One reason I chose to live here instead of the Ocean Park area of Santa Monica was because of the exceedingly annoying airport noise in the latter area. Now we are bombarded constantly by noisy low flying jets, not enroute from the Santa Monica airport, but LAX. I'm not sure when this started, but it's certainly not improving. Not only am I concerned about my quality of life in my beloved neighborhood, but my property value, as I know the airport noise has been a problem in the Ocean Park district. Please let me know who else needs to be notified and who I and many other concerned neighbors can contact.

Hope you can remedy this asap,

Holly Steindel  
 31330 Coolidge Avenue  
 Mar Vista, Ca. 90066

1050

Response

1050-01

Please see **Topical Response 02 – Existing Conditions.**

1051

Andrew Brennan

**From:** outlook\_dcef60181137d7f2@outlook.com [outlook\_dcef60181137d7f2@outlook.com] on behalf of andrew brennan [andrew@andrewbrennan.com]  
**Sent:** Tuesday, October 06, 2015 2:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex comment

1051-01

I live in the Mar Vista area of Los Angeles. We are already in this neighborhood challenged with pollution from Santa Monica airport, which is an ongoing challenge as jet engine exhaust is channeled directly down National Blvd from the airport into our family neighborhood. Now, I am hearing that the FAA has a plan to have a significant amount of LAX traffic channeled directly over our neighborhood on an approach route to LAX. This is very concerning - the idea of concentrating jet traffic into fewer routes, while potentially efficient from a management standpoint, seems like a bad idea from an environmental standpoint. More noise and particulate pollution is the last thing we need in this neighborhood. Our share of jet traffic is fine, but a concentrated amount - changed without any effort to gather our input - is not a good idea.

Sincerely,

Andrew Brennan  
 310-980-0475 

1051

Response

1051-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1052

Laura Rose

**From:** Laura Rose [laura3660@verizon.net]  
**Sent:** Tuesday, October 06, 2015 2:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAX Flight Pattern Over Mar Vista

1052-01

I am writing to voice my opposition to LAX changing landing flights over Mar Vista. As far as I know, there was no public involvement regarding this change.

Thank you,

Laura Rose  
3660 S. Barrington Ave.  
Los Angeles, CA 90066  
laura3660@verizon.net

1052

Response

1052-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1053

Andrea Monos

**From:** Andrea Monos [andiblau@yahoo.com]  
**Sent:** Tuesday, October 06, 2015 2:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** stop the planes!

1053-01

I live in Mar Vista, and the planes from LAX have increased dramatically. They fly low and they are loud, disrupting our enjoyment of our home and yard. We have to go indoors and shut the windows to avoid the constant plane noise, especially during peak periods like Sunday nights.

We do not live adjacent to the airport and did not buy homes close to the airport. We paid a premium for our home in a lovely neighborhood NOT close to the airport. Now the low and constant planes are decreasing the value of our homes. We should not have to suffer from these changed flight patterns that bring planes to our neighborhood.

Thank you,

Andrea Monos  
3244 Corinth Avenue  
Los Angeles, CA 90066

1053

Response

1053-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

**1054****William Lance Valente**

**From:** sunsetcliffsrealty@netzero.net [sunsetcliffsrealty@netzero.net]  
**Sent:** Tuesday, October 06, 2015 2:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA); loriezapf@sandiego.gov  
**Subject:** FAA's proposed SAN departure flight paths

Dear FAA,

**1054-01**

I am a home owner and real estate broker living in Point Loma and am very much against this proposed change to the departure flight path for San Diego.

William Lance Valente  
 4347 Piedmont Drive  
 San Diego, CA 92107

**1054****Response****1054-01**

Please see **Topical Response 11 – Point Loma.**

**1055****Howard Chesley**

**From:** howchesmobile@gmail.com [howchesmobile@gmail.com] on behalf of hmc1000 [hmc1000@gmail.com]  
**Sent:** Tuesday, October 06, 2015 2:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change in LAX flight pattern comment

Dear FAA

**1055-01**

As a resident of Mar Vista California I am very concerned about the change in flight pattern that will bring planes closer to our neighborhood. Ours is a family neighborhood with three elementary schools and a middle school very nearby and many more schools in adjoining areas affected by the change in pattern. We invested our life savings in a home here three years ago and had concerns about the previous LAX flight pattern when we did, but thought it tolerable. If air traffic were to increase in volume and proximity it would affect our lives in a strong, negative way and likely affect the value of our house. I feel helpless and I am very, very worried. I am sure that there has been some notification program for the changes, but I have only heard about the issue today and I pray that you will not deteriorate the quality of life here with a more intrusive air pattern.

Howard Chesley  
 12425 Appleton Way  
 Los Angeles, CA 90066

**1055****Response****1055-01**

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1056

William Claiborn

**From:** William Claiborn [wclaiborn@hotmail.com]  
**Sent:** Tuesday, October 06, 2015 2:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Plans for changing rules regarding Santa Monica airport usage.

I have been reading about the planned changes for the rules associated with aircraft take off and landing at this airport. As a resident of Santa Monica, I am quite concerned that with the increasing use of jets, their excessive noise, the real oily pollution which is already noticed, these changes will only make things worse. I urge you to reconsider any changes which would increase air traffic over the city, or which would move this traffic further north.

1056-01

Urban airports always represent a challenge, and residents are aware when they move to an impacted area, that noise and pollution are a part of the bargain. However, residents are not able to anticipate changes which make their quality of life worse by those who have no interest in the quality of life in the neighborhoods impacted. While it makes sense to have modern rules regarding aircraft management, it does not make sense to have the result of these rules make the quality of life for many much worse.

I believe it is your job to not only operate a modern safe airspace, but also to protect the interests of a far greater number of people than operators of private jets within the context of safe operation of air space. It is not in the Santa Monica residents interest to have increasing small jet traffic over wider sections of the city. You should not approve such changes.

Sent from [Mail](#) for Windows 10

1056

Response

1056-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1057

Peter Oskin

**From:** Peter Oskin [poskin@gmail.com]  
**Sent:** Tuesday, October 06, 2015 3:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Tevia Oskin  
**Subject:** Metroplex

To Whom it May Concern-

I am writing regarding proposed changes to the San Diego/Lindbergh Field flight path. I am a Point Loma resident and I am concerned that the proposed changes will affect the quality of life in our community.

1057-01

I understand the need for modernization of the flight path, and in general believe the simplification of the path to be a good idea. However, I do not support the shifting of the path over Point Loma itself. We bought our home fully aware of **current airport noise**- why make changes that **could potentially increase this noise** when it seems simple enough to **keep the part of the path that is currently over Point Loma in place?**

Thank you for your consideration,

Peter Oskin  
3419 Udall St  
San Diego, CA  
92106

**1057****Response****1057-01**Please see **Topical Response 11 – Point Loma.****1058****Rose Parekh**

From: Rose Parekh [rose@parekh.me]  
 Sent: Tuesday, October 06, 2015 3:38 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: LAX planes over Culver City

Hello,

When we moved to Culver City six years ago there was occasional plane noise. The past few months, however, planes going to LAX have been flying low over our neighborhood and at a rate of 1 every 1-2 minutes. The noise is especially bad in the morning, evening and night.

The noise is detrimental to our quality of life and is audible in our home with all of our double-panel windows shut. Walking my dogs yesterday I felt like I was under a flight path. There must also be air pollution consequences to having so many jets fly so low. We will investigate each potential harm and sue if necessary to make our neighborhood the way it used to be.

I am extremely angry at the sudden change in flight paths. These changes should not be made without lengthy consultation with residents. In this case it seems the changes have been made and you're waiting to see if anyone notices. Culver City has noticed and we are angry. Occasional planes are to be expected, becoming the new flight path to LAX is not. We will fight this tooth and nail until the overflights stop.

Rose Parekh  
 4170 Lafayette Pl  
 Culver City, CA 90232

**1058-01****1058****Response****1058-01**Please see **Topical Response 09 – LAX North Arrivals.****1059****Valerie Summers**

**From:** saybonn2 [saybonn2@aol.com]  
**Sent:** Tuesday, October 06, 2015 3:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Noise

**1059-01**

Mary years ago I investigated the flight path of planes flying into Santa Monica airport. ..before jets. ..to be sure the house I was planning to buy more than 40 years ago was not in the flight path. Mar Vista should not be subjected to the noise of private jets and most definitely not from commercial planes flying in and out of LAX.

Valerie summers

Sent from my Verizon Wireless 4G LTE smartphone

1059

Response

1059-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1060

Andrea Leon Grossmann

From: Andrea León-Grossmann [ladigicom@aol.com]  
Sent: Tuesday, October 06, 2015 4:08 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SoCal Metroplex Project Draft EA

To whom it may concern,

I am a resident of Rancho Park (zip code 90064) and I have already been adversely impacted by new air traffic from planes landing at LAX. We already had a huge issue with jets polluting our airspace because of the traffic that Santa Monica airport generates. The problem is now exponentially bigger and unacceptable. We need less jets flying above not more, and it has got to stop.

1060-01

We bought a house 5 years ago knowing there were no big jets flying above. This can not only affect our lifestyle and health but our property value as well.

Being on the landing path also exposes us to more risks of accidents with increased traffic from combining jets coming and going to Santa Monica to those going to LAX. Moreover, in case of emergency when a plane has to dump jet fuel for an emergency landing, we will be exposed to that toxic substance as well.

In conclusion, Rancho Park is a residential area that needs less air traffic from jets not more. Jets arriving to LAX must not use airspace. It hasn't been needed in the past and it isn't needed or warranted now.

Sincerely,  
Andrea Leon Grossmann  
Ashby Ave  
Los Angeles 90064

1060

Response

1060-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1061

Danielle Berger

**From:** Danielle Berger [danielle.berger1@gmail.com]  
**Sent:** Tuesday, October 06, 2015 4:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Do not remove Waypoint LOWMA

Dear Federal Aviation Administration:

1061

## Danielle Berger (continued)

I am writing about the proposed elimination of Waypoint LOWMA. My understanding is that this change will enable planes to cut a harder southern turn across the point from waypoint JETTI (west of the mouth of the San Diego River) to waypoint ZZOOO (over Silver Strand) without having to loop around waypoint LOWMA (off the point.)

We purchased our house specifically based on the fact that it was NOT in the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased. In addition to decreased property value, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks. As it is, I can see and hear airplanes that are already flying a different path.

1061-01

I understand that the driving factor of this change is fuel savings for airlines - but I cannot imagine that eliminating Waypoint LOWMA would result in a significant fuel savings. The proposed flight path would directly cross Naval Air Station North Island, which could pose security and safety issues not currently present in the existing flight path.

Please consider the residents who currently live in Point Loma and will be directly affected by eliminating Waypoint LOWMA. We have worked hard to be able to live in a neighborhood that is not subject to the noise and nuisance of aircraft traffic flying directly overhead. The FAA would be destroying neighborhoods that have thrived for decades, for the sake of negligible fuel savings.

If you have any questions about this email - please contact me,

Sincerely,

Danielle Berger  
3376 Hill St.  
San Diego, CA 92106  
619-508-9188 

1061

## Response

1061-01

Please see **Topical Response 11 – Point Loma.**

1062

## Danielle Brown Friberg

**From:** Danielle Brown Friberg [DanielleBrownFriberg@pointloma.edu]

**Sent:** Tuesday, October 06, 2015 4:32 PM

**To:** 9-ANM-SoCalOAPM (FAA)

**Subject:** Please reconsider San Diego flight path over Point Loma

Hi,

1062-01

My name is Danielle Brown Friberg and in addition to being a PLNU alumni, I have also worked at the university for 10 years. I'm deeply concerned about the proposed flight path change that would send planes over the PLNU campus. I teach a class for students who are academically struggling and can't imagine the level of interruption plane noise would bring into my classroom. I currently live under the flight path, and we have to stop talking every time a plane flies over our house. Can you imagine giving a college level lecture and having to pause frequently? I would urge you to reconsider the flight path for the thousands of students who are committed to their learning at PLNU.

I imagine this would also affect Sunset Cliffs elementary school as well which should be another large factor in your consideration.

Sincerely,

Danielle

--

**Danielle Brown Friberg**

Academic Adviser, Student Development

Student Development LEAP Liaison, Student Development

University Supervisor, School of Education

1062

Danielle Brown Friberg (continued)

Point Loma Nazarene University

619-849-2969

DanielleBrownFriberg@pointloma.edu

*Communication Activator Strategic Woo Command*

1062

Response

1062-01

Please see **Topical Response 11 – Point Loma.**

1063

April Peterson

**From:** April Peterson [azpazp@yahoo.com]  
**Sent:** Tuesday, October 06, 2015 5:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight path over Mar Vista - 405 & Sawtelle

1063-01

The increasing noise and pollution from the change in flight paths from LAX is ruining our neighborhood. This was not the case when I purchased the home, and yes, there were a few jets but on where near the current constant number that are there now.

The impact of the jet traffic needs to be "shared" much more widely as it was previously, so that our little neighborhood, which already has noise and pollution from the increasing jet traffic at the Santa Monica airport is not unfairly targeted.

Please let me know how this is being addressed.

Regards,

April

"To be what we are, and to become what we are capable of becoming, is the only end in life." -Robert Louis Stevenson

1063

Response

1063-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1064

Spencer Hogan

**From:** Spencer Hogan [hogan561@yahoo.com]  
**Sent:** Tuesday, October 06, 2015 5:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** opposition to LOWMA waypoint removal

To whom it may concern,

1064-01

I am a homeowner in the southern portion of Point Loma in San Diego. I oppose the proposed removal of the LOWMA waypoint as part of FAA NextGen. I purchased a home in Point Loma years ago knowing that I would hear the aircraft noise on their westerly takeoffs from the airport. I accepted that. But I absolutely did not provision for the future potential of hearing those same aircraft make a sharper turn left, south of the airport, to proceed over my home on their easterly course. Had I known, it is unlikely that I ever would have purchased a home here. From a safety perspective, I am not comfortable with the possibility of continuous air traffic at relatively low altitudes over my home. That and the additional noise poses a reduction to my quality of life and property value. I appreciate your consideration in this regard.

Sincerely,  
Spencer Hogan

1064

Response

1064-01

Please see **Topical Response 11 – Point Loma.**

1065

Debra Turner

**From:** Debra Turner [turnerd@cox.net]  
**Sent:** Tuesday, October 06, 2015 5:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** anthony.fox@dot.gov  
**Subject:** San Diego, California

To All Concerned at the FAA,

1065-01

I now live in a double flight path. When I bought my home in Point Loma I was not in the flight path for Lindbergh International Airport. Now, because of the changes made by the FAA, I hear the planes on take-off, as Lindbergh is now directing departing planes south of their original (legal) flight path, and then, they return over my neighborhood for a second time.

How is this forced change legal without a vote of the people? The people of Point Loma are prepared to fight this.

Sincerely,

Debra Turner

1065

Response

1065-01

Please see **Topical Response 11 – Point Loma.**

1066

Katy McLaughlin

**From:** McLaughlin, Katy [Katy.McLaughlin@wsj.com]  
**Sent:** Tuesday, October 06, 2015 5:24 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** concerned about airplane noise in Culver City

Dear FAA,

1066-01

I am a resident of Culver City, Calif. in the 90230 zip code. I am concerned about an increase in airline traffic and noise above my home. As I write, a sonic boom is erupting over my house due to a passing airplane. I bought property here partly based on the flight path in place at the time; more airline traffic will reduce our enjoyment of our home and the value of our home. Please do not let this happen.

Sincerely,

*Katy McLaughlin*  
11208 Patom Drive  
Culver City, CA 90230

1066

Response

1066-01

Please see **Topical Response 09 – LAX North Arrivals.**

1067

Dr. Marleen C. Pugach

**From:** Marleen Pugach [marleen.pugach@gmail.com]  
**Sent:** Tuesday, October 06, 2015 5:29 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** Changes in flyover patterns from LAX over Culver City, CA

1067-01

I am writing to ask you to stop the proposed FAA NextGen flights over Culver City. We chose Culver City as a place to buy a home this past year because of its family orientation and its reputation for a solid place to live. The NextGen flights will disrupt life in Culver City in ways that are unfair to families, children, and older residents alike. There is no reason to have to change these patterns now and create a serious, sustained noise nuisance where none existed before.

Sincerely,

Dr. Marleen C. Pugach  
11131 Wagner Street  
Culver City, CA 90230

1067

Response

1067-01

Please see **Topical Response 09 – LAX North Arrivals.**

1068

Jeffrey A. Apfelberg

**From:** Jeffrey Apfelberg [jeffreya@yahoo.com]  
**Sent:** Tuesday, October 06, 2015 5:32 PM  
**To:** 9-ANM-SoCalOAPM (FAA); city.clerk@culvercity.org  
**Subject:** Opposing LAX overflights over Culver City

1068-01

My wife and I bought our house in Culver City recently, and paid a premium for the location. Having increased jet noise would harm our property value, and increased pollution is a health concern for our newborn. Please reject the plan for LAX overflights over Culver City.

-Jeffrey

Jeffrey A. Apfelberg | JeffreyAA@yahoo.com

1068

Response

1068-01

Please see **Topical Response 09 – LAX North Arrivals.**

1069

Kathryn Barnes

**From:** Kathy Barnes [kathybarnes8@yahoo.com]  
**Sent:** Tuesday, October 06, 2015 5:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Orange County Airport Flight amendment

RE: FAA's Draft Environmental Assessment of the Southern California Metroplex project

Dear Sirs:

This local plan for NextGen is totally unfair to us, Newport Beach homeowners who have been putting up with all the airport's noise already.

1069-01

I beg you to reject this plan to target our homes to more noise abuse. We will fight back if pushed to that point.

We hope you will do the right thing for all concerned property owners in harms way.

Respectfully,

Kathryn Barnes, home owner  
20231 Orchid St  
Newport Beach, CA 92660

1069

Response

1069-01

Please see **Topical Response 12 – SNA Current Departures.**

1070

Mary Uyematsu Kao

**From:** Kao, Mary [mkao@ucla.edu]  
**Sent:** Tuesday, October 06, 2015 5:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** No More Jet Noise

1070-01

We do not need any more jet noise than what we have already! We are not on cable t.v. and everytime a jet flies overhead, it interrupts our t.v. programming. Its bad enough that the cable companies are making a mint off of us for t.v. programming, even just basic. with increased jet noise, that will be forcing us into cable or no t.v. reception worth watching without missing half the content.

NO NO NO!

Mary Uyematsu Kao  
Publications Coordinator  
UCLA Asian American Studies Center  
3232 Campbell Hall  
Los Angeles, CA 90095-1546  
(310) 825-3415

1070

Response

1070-01

Thank you for your comment.

1071

Brian Ray

**From:** Brian Ray [raymusic@earthlink.net]  
**Sent:** Tuesday, October 06, 2015 5:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** sadatzhuq@gmail.com; Mike Wolf  
**Subject:** Home Owner in OP

Hello,

1071-01

I'm a homeowner writing today in strong opposition to the FAA's SoCal Metroplex Project. I own 5 rental units and a home in which I reside on 4th St in Santa Monica (OP) and hear and see jets and planes make the turn towards the north sometimes way too soon, before the shoreline flying low right over the heads of our very densely populated neighborhood which includes a string of pre-school, kindergarten and elementary schools on 4th and 5th Streets. This needs to stop.  
Any "changes" which the FAA Metroplex Project make with this newly proposed "260-degree departure Heading" (260 Heading) would surely impact us in a terrible way.  
I pay big taxes on 2 great properties here and I am responsible for providing the peaceful lifestyle these responsible upscale tenants come to expect when paying high rents for this prime location by the sea.  
Any further compromise on the current flight paths would be unacceptable,

1071

Brian Ray (continued)

as even the current one is not enforced very well.

I also happen to play with Paul McCartney and we fly G5's quite often, never using SM Airport and we get on just fine, flying out of Van Nuys or LAX. I am on social media with a lot of followers and will continue to be an activist online if our peaceful neighborhood is compromised any further.

1071-01

Metroplex fails to uphold their 'stated purpose,' refusing to review or revise their antiquated "3-mile separation." Instead the copycat 260 Heading essentially turns jets before the shoreline to fly over more neighborhoods and increase departure separations to 3.25 miles, exceeding the outdated "3-mile separation" and impacting our neighborhoods.

What the 260 Heading will do is allow unrestricted jet and turboprop departures, sealing SMO's role as a jet and turboprop port, bringing with it more noise, pollution and safety risks. Just over two years ago, airport users claimed the jets would never crash. Yet on September 29, 2013 our worst fears came true, as a jet did in fact crash on the runway, killing four people.

The Ocean Park Association opposes the the SoCal Metroplex and its implementation, and asks the FAA to suspend the Metroplex process, to involve the public in its revision and to study likely impacts similar to those of the failed 250 Test.

Sincerely,  
Brian Ray



Visit my website:

<http://www.brianray.com>

<http://www.thebayonets.com>

Follow me on Twitter:

<http://twitter.com/brianrayguitar>

<http://twitter.com/Bayonets>

My Facebook profile:

<http://www.facebook.com/brian.ray2>

1071

Response

1071-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1072

Julie Adelson

**From:** jpadelson [jpadelson@gmail.com]  
**Sent:** Tuesday, October 06, 2015 5:58 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SMO metroplex

FAA:

The Metroplex and the 260 heading are bad for all airport neighbors, especially for our Ocean Park neighborhood. Sneaking in more jets under the guise of 'efficiency' will not be acceptable.

I am already bombarded by the jets flying loud and often over my home on 6th street near Raymond - they are turning way before the shoreline all the time. I cannot complain everytime they fly over. And when I have complained in the past - SMO says the FAA allows this - and the FAA says SMO allows this. So I get the runaround. All the while the jet traffic increases so my quality of life is reduced. I, and my neighbors, are shouldering the true cost of the jets at SMO not the rich people who use them nor the rich people who profit off them. My life, the lives of my family, the risk to my property is risked to pay for the rich to be pampered.

1072-01

Stop this insane and unfair practice.

I want SMO gone now. The only happiness I got from 9/11 was that SMO shutdown.

The jets are never fined or restricted in anyway due to their careless disregard for the people they hurt with each takeoff and landing at SMO.

Shame on you!

Julie Adelson  
2810 6th Street  
Santa Monica, CA. 90405

1072

Response

1072-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions**. Please also see **Topical Response 01 – Close Santa Monica Airport**.

1073

Diana Solomon

**From:** Diana Solomon [deeediana@sbcglobal.net]  
**Sent:** Tuesday, October 06, 2015 6:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Increase of noise over parts of Culver City

1073-01

Hello - I am a 24 year resident of Culver City, and am directly in the proposed flight path. Please do not do this as it will increase noise pollution and air pollution over our lovely neighborhood. Thank you.

Diana Solomon  
11020 Lindblade St.  
Culver City, Ca. 90230

1073

Response

1073-01

Please see **Topical Response 09 – LAX North Arrivals**.

1074

George Szabo

**From:** George Szabo [gszabo@quantumsails.com]  
**Sent:** Tuesday, October 06, 2015 6:02 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Impact problems/Questions

My questions about your proposal are:

1074-01

- Why is the US using the 65DB standard when the rest of the industrialized world is using a 55db standard?
- With all of your GPS technology, why not take the shorter route across the USA by TURNING RIGHT? Pilots agree they save 5 minutes trip time when they are sent that route.
- Your report says "The FAA has determined that aircraft operations at or above the "average mixing height" of 3,000 feet AGL have a very small effect on pollutant concentrations at ground level." Can you explain, with the recent change in your flight patterns (closer to land, and above 3000 feet), why the top of Point Loma (san Diego) is now experiencing oil and grime on cars and walkways
- Current take off pattern noise is louder than any of the last 45 years that I have lived near the airport. The airport says this additional noise is not from your NexGen plan. Can you explain why the planes are now significantly louder coming out of Lindbergh field.
- The sound from a plane passing over a building near the airport lasts about 30 seconds. At the top of Point Loma, the noise from this same plane can be heard for up to four minutes. Takeoff, flying south along the coast, and again flying and climbing towards Mexico. The Marine Layer and the inversion layer here allow sounds travel significantly louder and further than in other areas. For instance last night, after the airport stopped flying, I could hear a seal barking from over 1 mile away. Your Noise study has inputs for temperature, pressure and humidity, but it does not account for our marine layer and our inversion layer. Your noise model outputs are incorrect for this area.
  - o What are you doing to validate your model outputs? What are you doing to make real world reading to validate your assumptions?
- Additionally, your noise study does not account for three air planes in the takeoff pattern CIRLCING Point Loma at the same time. This happens daily from 6:30am to 7:30 am and at many other times during the day. What are your real word readings for these events?

[George](#)

George Szabo

Quantum San Diego  
 2832 Canon St.  
 San Diego, Ca 92106

T: 619-226-2422   
 E: gszabo@quantumsails.com  
 Skype: gszabo2832  
 www.quantumsails.com

1074

Response

1074-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 02 – Existing Conditions**.

1075

Paul Herbert

From: haybear [haybear@aol.com]  
Sent: Tuesday, October 06, 2015 3:33 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Nextgen SD

1075-01

>  
> 1. NextGEN has happened in SFO and PHX, both areas where given same story we are getting, minimal noise impact, but yet both are having a problem, including a lawsuit in PHX. What is different this time?  
> - Why use a 24 hr dB measurement, when saying the increase won't be more than 3-5 dB?  
> -- It may be a true statement, but planes don't fly at night (so at best 16 hrs vice 24 hrs), and realistically they probably don't fly but a few hours a day. This could be part of the problem with the other airports, averaging out makes it look small but if it's a 10-15 dB increase a few hours a day that is significant, as 10dB increase is effectively twice the sound, right? Even using a few hours a day, would not truly represent the situation, so what are the peak dB modeled? And where are the sound monitoring stations going to be installed, and what is the backup plan if real life doesn't imitate computer model?

1075-02

>  
> 2. When remove land based waypoint, what restricts planes from turning east sooner (or more north across the point) as plane design improves and/or airlines attempt to improve bottom line? Is there any boundary for how far north they can be when they turn over the point?  
> - This could be part of the problem with Phoenix. There is the computer models, and then there are the actual paths, they are not identical (FAA website). If the computer modeling did not account for all the various paths available, then you get a mismatch in expectations. When skipping the environmental impact study process, there needs to be risk mitigation to account for that step being skipped, and since the only testing is computer modeling, it seems like the modeling would be conservative to account for some of the risk.  
> - Any consideration for fly over military bases (SSC PAC, Sub base), like Open Skies treaty, or impact to marine mammal, national monument/cemetery?

>  
>  
> Paul Herbert

1075

Response

1075-01

The commenter is concerned with the noise analysis and the levels of significance. FAA Order 1050 establishes the criteria used to evaluate potential noise impacts, and the noise analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases. The noise analysis conducted for the SoCal Metroplex Project was prepared using the FAA's NIRS (Noise Integrated Routing System) model according to FAA Order 1050.1E. The FAA uses DNL to measure cumulative noise exposure to the human environment from aviation activities that occur over the course of an Aver-

1075

## Response (continued)

age Annual Day (AAD), during a given year of interest. Please see Section 4.3.1 of the EA for further discussion.

Pertaining to obtaining additional data regarding results of the noise analysis for each grid point modeled under each analysis scenario, please see **Topical Response 08 – Supplemental Materials**.

The commenter asks about noise monitors. FAA Order 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to Chapter 5, *Environmental Consequences*, of the EA and the Aircraft Noise Technical Report for further information.

The FAA monitors deviations from expected flight paths during the implementation process, according to FAA Order 7100.41, Performance Based Navigation Implementation Process. During this phase, the operation of the procedures and/or routes is observed to ensure they perform as expected and meet the purpose and need of the Project.

1075-02

Please see **Topical Response 11 – Point Loma**.

1076

## Robert and Trisha Schuster

**From:** Robert Schuster [trish\_longy@hotmail.com]  
**Sent:** Tuesday, October 06, 2015 6:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Metroplex public comment

October 6, 2015

FAA Metroplex Public Comment

To Whom it may concern,

We have significant concerns about recent changes to aircraft departures from San Diego International Airport. My family has lived in Point Loma, outside the flight pattern, for seventeen years. Recently, aircraft noise has increased dramatically and we would like answers to the following questions.

1076-01

1. Regarding the fan departures, can the FAA tell us what headings or turns are being used at this time? How was the impact of those procedures determined?
2. As there is no noise monitoring station south of Quimby Street on the East side of the Peninsula there is no baseline noise level to measure impacts in the Central Point Loma area. Similarly there is no monitoring South of Del Mar Ave and Froude, which would be a low elevation point. How has the FAA made their determination that there will be no impact from the flight path changes when there is no data since impacted areas were previously not in the flight path?

1076

Robert and Trisha Schuster (continued)

1076-02

3. Formerly, the central Point Loma neighborhoods have had rare fly-overs but in recent months they have moved from a few flights per day to many flights per hour at busy times of the day. This morning there were 13 visible and audible aircraft in the Fleetridge neighborhood between 6:30 and 7:00 AM, the noise is unrelenting at those times. How do we measure a change that takes an area from infrequent aircraft noise to regular aircraft noise? How can data be generated to produce an environmental impact report given that there is no baseline and no monitoring station?

1076-03

4. It seems to me that the only reasonable response is to go back to previous departure patterns, install noise monitoring stations, generate a baseline data set then come to a compromise on the number of fly-overs which are acceptable while maintaining the peace of a historically very quiet area.

Please respond to these concerns. The airlines and efficiency are not the only important considerations in the appropriate use of airspace. This appears to be a nationwide concern as the Metroplex system did not merely move to a satellite navigation system, it also changed

the flight corridors to the detriment of residents who purchased homes away from those established flight corridors only to find the flight path relocated.

Sincerely,

Robert and Trisha Schuster  
3712 Fenelon St.  
San Diego, CA 92106

1076

Response

1076-01

The commenter is concerned with existing noise from SAN Airport. Please see **Topical Response 02 – Existing Conditions** regarding existing noise concerns. The commenter states there is no noise monitoring in the Point Loma area. San Diego International Airport operates noise monitors around SAN, and they were not utilized to determine impacts of implementing the SoCal Metroplex Project. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) noise model is the authorized tool used to determine whether a significant or reportable noise impact has occurred. Furthermore, 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to Chapter 5 of the EA and the Aircraft Noise Technical Report for further information.

The commenter states that there is no baseline and therefore asks how impacts can be evaluated. The SoCal Metroplex Project is a proposed federal project by the FAA and subject to NEPA. The noise analysis conducted for the SoCal Metroplex Project was prepared using the FAA's NIRS model and was conducted according to FAA Order 1050.1E.

As described in Section 5.1.2 in the EA, the analysis compared future conditions

1076

Response (continued)

under the No Action alternative to the Proposed Action Alternative to determine whether there is a potential for noise impacts.

1076-02

Please see **Topical Response 02 – Existing Conditions.**

1076-03

Please see **Topical Response 11 – Point Loma.**

1077

Danielle Berger

**From:** Danielle Berger [danielle.berger1@gmail.com]  
**Sent:** Tuesday, October 06, 2015 6:30 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; trussell@san.org; airnoise@san.org  
**Subject:** Comments on the Draft EA for SoCal Metroplex Project

Mr. Michael P. Huerta  
Administrator, FAA  
800 Independence Avenue  
Washington, DC 20591

Dear Sir:

I am writing to express my opposition to the proposed elimination by the FAA of the LOWMA waypoint to the west of San Diego International Airport. This waypoint helps insure that departing air traffic clears the end of Point Loma before turning left to the east.

1077-01

Eliminating this waypoint will allow (and encourage) departing aircraft to turn back over Point Loma residential areas when they still at low altitude and climbing inevitably increasing the aircraft noise significantly.

We occasionally get an aircraft which skips this waypoint on departure and so know quite well what additional noise this inflicts on the neighborhood. So, please reconsider your plan and keep the LOWMA waypoint.

Sincerely,

Danielle Berger  
3376 Hill St.  
San Diego, CA 92106

1077

Response

1077-01

Please see **Topical Response 11 – Point Loma.**

1078

Alfonso Aldrete

From: alfonso aldrete [alfonsoa24@gmail.com]  
Sent: Tuesday, October 06, 2015 6:33 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SAN DIEGO FLIGHT PATHS.

1078-01

Hello, i am a very concerned developer and resident of San Diego. I have many friends, family, and business interests in this area and i see that a new proposed flight path that will go right above the areas of Point Loma and Coronado will significantly affect property vales and it could be devastating to one of the greatest citizen and tourist attractions in San Diego...The impact is HUGE and we would really appreciate you consider that...

Alfonso Aldrete  
858 245 2344

1078

Response

1078-01

Please see **Topical Response 11 – Point Loma.**

1079

Reinhold Metzger

From: Reinhold Metzger [reinholdmetzger@cox.net]  
Sent: Tuesday, October 06, 2015 6:34 PM  
To: 9-ANM-SoCalOAPM (FAA); loriezapf@sandiego.gov  
Subject: FAA's proposal to revise SAN departure flight paths

1079-01

My family and I strongly appose the FAA proposal to revise SAN departure flight paths to go over schools and homes. We have lived in Point Loma 38 years, 10 years in the Plumosa Park area which is in the current flight pass and have moved to our current home at at 3510 Via Flores in the La Playa area, which will be in the new revised flight path. We have specifically moved from the Plumosa Park area to the La Playa area to get away from the flight path noise. I have suffered hearing loss from my Vietnam service in the USMC and the Jet noise from the departing planes would further damage and aggravate my ears by causing a loud ringing in my ears whenever planes were flying over the Plumosa Park area. That is, specifically, the reason why we moved to our current home, to get away from the airplane noise and prevent further damage to my ears. Besides the health issues there are the nuisance issues associated with living in the flight path, like drowned out TV, radio, telephone, conversations and loss peace and tranquility every time a plane passes overhead. All the above will affect the quality of life and real estate value of the homes and people living in the flight path. The La Playa area is an affluent neighborhood and people moved to this area specifically for the quiet park like atmosphere which would be dramatically affected by this new flight path and would result, without a question, in massive litigation opposing this new flight path and for for damages if the new flight path is put into effect.

Reinhold Metzger

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This email has been checked for viruses by Avast antivirus software.  
<https://www.avast.com/antivirus>

**1079****Response****1079-01**Please see **Topical Response 11 – Point Loma.****1080****Jenny Rogers**

**From:** Jenny Buxe Rogers [jennybuxe@gmail.com]  
**Sent:** Tuesday, October 06, 2015 6:38 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** city.clerk@culvercity.org

FAA Next Gen Office -

I am a resident of Culver City and want to express my concerns regarding the proposed new overflight paths as part of the Next Gen implementation in the LA Metoplex region. We already have way too much noise due to overflights as it is, and with the proposed modifications, it seems that there will be many people who experience a drastic increase in both frequency and the dB level of the overflights due to the tighter flight path followed and allowance for a lower flight profile to be followed.

While we acknowledge that we live in a major city, near one of the worlds biggest airports, we also understand that there are ways to mitigate, and minimize, the negative impact on the residents of the nearby cities. I have recently had such loud overflight noise that it even woke my baby up. In a place where one of the benefits is that we live with our windows open most of the year, having that be spoiled by loud planes flying over head constantly is not desirable.

**1080-01**

The negative consequences to many of the residents of Culver City of this proposal include:

- Increase in the already high noise pollution
- Increase in air pollution at the concentrated overflight path areas
- Decrease in the quality of life due to noise disruption
- Possible decrease in property value

Please consider modifying the proposed changes to include

- Continued dismemberment of the approach and departure paths to as to spread the "wealth" rather than negatively impact a concentrated path of residents
- Higher altitudes held for longer during approach and departure paths
- Alternative vectoring of approach and departure paths that minimize overflights over Culver City

Thank you for your consideration.

--

Jenny Rogers

**1080****Response****1080-01**Please see **Topical Response 09 – LAX North Arrivals.****1081****Casey Tongg**

**From:** Casey Tongg [dastongg@gmail.com]  
**Sent:** Tuesday, October 06, 2015 6:51 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed FAA flight path Ocean beach/Point Loma, CA.

1081

Casey Tongg (continued)

1081-01

I am a resident of the area and am appalled by this new proposed flight path. You can bet that I, as well as the population of others who call OB/PL home will be at liberty station to voice our opinion on this disgusting business move that has no purpose other than to save money. This is absolutely ridiculous. If only the business ass holes had to spend a day or two living down here and listened to how deafeningly loud each plane is flying right above our heads. Maybe they'd realize that these are REAL people with REAL lives trying to live here. Absolutely flabbergasted by this decision and I hope it will be on these slimy decision maker's consciousness if they haven't lost theirs already.

Casey Tongg  
5123 Voltaire st  
Ocean beach, CA 92107

1081

Response

1081-01

Please see **Topical Response 11 – Point Loma.**

1082

KUSI Transcript Point Loma Meeting - October 06, 2016

**FAA FLIGHT PATH CHANGE MEETING, OCTOBER 6, 2015**

**Podium Speakers**

SILVAS: Before we get into the format of the meeting, I'd like to bring up your Councilmember representing the Point Loma area. Councilmember Lorie Zapf.

[Applause]

ZAPF: Wow. This is a huge, huge turnout. And I am thrilled to be here. I just had brief remarks. I just wanted to thank you all. I am the representative, honored to represent you here in Point Loma. And I just wanted to come tonight on behalf of the community to oppose the removal of the Waypoint Loma. [applause] I have heard from many of you and like many of you I share your concerns about the impacts, the potential impacts on your quality of life the flight paths might bring to the Point Loma area. It's really important. The FAA people are here to listen to you, hear your concerns. I believe that the removal of the waypoint will only increase the amount of early turns and of course the accompanying noise that comes with it that we as a community fought so hard to protect against. [Jet noise in background] There you go, there's the Point Loma pause; this is what we're talking about, right? Representatives of the FAA, this community urges you to please reconsider the proposed removal of the waypoint and we respectfully ask that you take our consideration very seriously, ours along with the mayors, our Congressman Scott Peters and many others. And thank you for coming out tonight, all of you, and also the people from the FAA. Thank you for coming and listening to the community and we look forward to your presentation. So thank you very much.

[Applause]

1082

## KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

ZAPF: Wow. This is a huge, huge turnout. And I am thrilled to be here. I just had brief remarks. I just wanted to thank you all. I am the representative, honored to represent you here in Point Loma. And I just wanted to come tonight on behalf of the community to oppose the removal of the Waypoint Loma. [applause] I have heard from many of you and like many of you I share your concerns about the impacts, the potential impacts on your quality of life the flight paths might bring to the Point Loma area. It's really important. The FAA people are here to listen to you, hear your concerns. I believe that the removal of the waypoint will only increase the amount of early turns and of course the accompanying noise that comes with it that we as a community fought so hard to protect against. [Jet noise in background] There you go, there's the Point Loma pause; this is what we're talking about, right? Representatives of the FAA, this community urges you to please reconsider the proposed removal of the waypoint and we respectfully ask that you take our consideration very seriously, ours along with the mayors, our Congressman Scott Peters and many others. And thank you for coming out tonight, all of you, and also the people from the FAA. Thank you for coming and listening to the community and we look forward to your presentation. So thank you very much.

[Applause]

SILVAS: Again, introducing myself. My name is Bob Silvas. I am a consultant based here in San Diego. And again my role here is to help facilitate this meeting so that we can make it as productive as possible. First off, some of you may not have heard the announcement that we have speaker request forms. They're located right over here. Plus some members of the Airport Authority staff have the forms. If you have a form with you that you'd like turn in, hold it up and Jhonna or Peggy or somebody will be around to collect those. And if you'd like a blank form, raise your hand and we'll go ahead and get those out. Just to let you know the format of the meeting, we're going to invite representatives of the FAA to present the proposed Metroplex project. Now, for those of you who are not aware of it, this is a national program so this is taking place across the country. This is not restricted just to San Diego. And the Airport Authority was kind enough to ask for this meeting to take place in order to make sure that the community is well informed with what is being proposed. This is in the environmental, the EA process right now so there will not be dialog. There will be – the purpose for the FAA is to present, to make you very familiar with what the Metroplex proposal is, to clarify some issues and then to listen to you. There is on October 8, coming up in a couple of days, there's a deadline to submit comments regarding the EA. So comments that are made today will not be recorded, there won't be any minutes of the meeting or anything like that and submitted. So if you have some comments and feel very strong about it – or any comments – please make sure you submit those comments by October 8. And I believe that deadline is two o'clock Pacific Time, is that correct?

FEMALE: What's the site?

SILVAS: The site for comments is –

MALE: Bob, we're going to give it to them.

SILVAS: Okay, they'll give it to you as part of the presentation. A couple of housekeeping rules. The men's and women's restroom is out in the back. We also have some water over here on the side and again the speaker form. With a group this size and with as strong of an interest as there is in this proposed plan, I really ask your cooperation. You know, everybody here has an interest, they have some concerns, some thoughts, some questions, so please, your cooperation in helping this process go smoothly will be really appreciated and that way we can get good information out there. Again, the format is there's going to be a presentation by the FAA and then we'll open it up for questions and comments. We're going to limit – again, my role is to try

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## KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

to get as much of your comments out as possible. So we're going to limit the time for comments to two minutes. So please try to be concise and accurate. And I understand somebody may make a comment that you really strong agree with. Interruptions, comments, applause, screaming, that will only delay the process, so please cooperate. Remember that we're all individuals here and let's show a little bit of respect to each of us as individuals, whether you agree or disagree.

MALE: How long are you allowing for the question period, the total question period? How long do you estimate that will be?

SILVAS: We're estimating the presentation will be around 15 minutes and we will end at 7:30.

MALE: Hurry up.

SILVAS: Now, there may be some questions – okay, I'll get off real quick. There may be some questions regarding existing conditions. Over here we have a board, we're going to put those questions on that board because that's not really dealing with the proposed Metroplex. And authority staff has agreed to stick around after the meeting and address those issues. So any questions about the process?

FEMALE: [Inaudible].

SILVAS: That will be covered in the presentation. Okay? Yes, on the process?

MALE: No. It's not a proposal; they're already doing it.  
[Applause]

SILVAS: So with that, I'm going to bring up the representatives from the FAA to make their presentation. Glen?

MARTIN: Thank you, Bob. I would like to thank Thella Bowens and the Airport Authority for calling us in here today. I think it's most important that I hope you can leave here understanding what this proposal is and some other facts. I think it's probably something to explain right up front that this is a proposed route structure in the system. And you currently have one that –

FEMALE: Can you introduce yourself?

MARTIN: Sure. My name is Glen Martin. I'm the Regional Administrator here for the Federal Aviation Administration here in California. It's important to understand the route structure is there. However, air traffic controllers will vector aircraft off that route for a variety of reasons: safety, weather, sequencing to the east and all of those reasons. So the reason that you see traffic over Point Loma today is for those reasons that they're vectoring off of that route. [Inaudible crowd comments] We actually can show you the flight data. The airport has prepared it and can show you that the flight tracks have not changed. [Inaudible crowd comments] Well, I understand I'm not going to convince you but I do want to understand that we have not changed the flight tracks. They have that presentation for you. The airport is willing to take that current issue and deal with you as we need to, whether we need to come down and do another presentation on the current situation. But I do want you to understand that this, what we're talking about tonight is a nationwide plan that we're going to that we're going across the country trying to modernize the air traffic system, improve the safety and efficiency and the key component of this now, which we're into and why we're here tonight, is for the community involvement and that process.

MALE: Two days?

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## KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

MARTIN: I'm sorry?

MALE: Two days-notice.

MARTIN: This has been going on for four months.

FEMALE: How did you notify us? We got nothing in the mail. Nothing.

MARTIN: We're going to go through quite a bit of that in the presentation so we will try to cover that through the presentation of all of the things we've been doing through the four month period. Again, I just got the call perhaps a week ago to set this up so we came down here as fast as we could.

MALE: [Inaudible].

MARTIN: I'm sorry, I didn't hear the question.

SILVAS: Excuse me, Glen. Again, if I could remind you, let them finish their presentation. Without the interruptions we can get to your comments as quickly as possible. So please let's allow the presentation to take place.

MARTIN: So with me tonight is Elizabeth Ray. She's the Vice President from Mission Support Services out of Washington headquarters. Rob Henry is our Project Manager here on the Metroplex for Southern California and Rob's going to give the presentation now.

HENRY: Good evening, Rob Henry, Metroplex manager. I just want to kind of hopefully provide you some information so you can help with your comments. And I truly want to echo what Glen says, we're in the public comment period. Your comments are very, very important to us. They will be evaluated when we receive them. So I want you to understand that to start with. This is just a beautiful day in Southern California. It's a 24 hour period that we took a snapshot of how the traffic moves in Southern California. The blue lines are jet traffic, yellow are turbo props, red are all others meaning overflights or military activity. So the purpose and need of this project is to enhance efficiency and safety within the Southern California Metroplex process. With that, we're trying to reduce complexity. By reducing complexity we're looking at reduction of phraseology for air traffic, reduce phraseology in the flight deck, also reducing workload in the flight deck. We're trying to provide a predictable path so we know that path is constant and also provide flexibility in our design. So I want to try to explain the process so you can kind of understand where we're at. Metroplex started this process in 2011 with a study team recommendation. Shortly after that we began our meetings and looking at the design. So in 2014, in January, we did a couple of things; we sent out letters to your local elected officials, sent out letters to the airport, published in your local newspaper that the Metroplex process was beginning, and a little bit of an explanation of what that was. So the team begins their process around that time. And then during that next six months we designed notional designs. They're notional designs. These designs, when I say notional, they've not been flown, they can't be flown, and I'll explain that. When we designed these procedures, there's several things that we have to do. One of them is we have to look at these procedures, they have to be looked at in the simulations. We did that in what's called "human-in-the-loop simulation." They were evaluated to see if they did provide those three items that we were looking at: predictability, flexibility and safety. So we did that. We also looked at the ISIM, which is another simulation program for us to determine if that was meeting our expectation. So we designed it. At about 75%, we looked at it and said, okay, let's run it again through the simulation process. While that was going on, the airlines also took it into their simulators and began flying it in their simulators, only, to see if it did meet their expectations. So during that six months, that's what was going on. So we would say that was between 75% and 90% notional design complete. And that's where we are today.

Right here on this spot, right here, June 14, 2014, we put our pencils down, we quit designing. We prepared the draft EA and we released the draft EA in June. And the draft EA is where we go to the public and we're looking for your comments. So the comments where you believe we've flown these procedures, we can't fly them and I'll tell you very simply for one reason: they're not published, they're not anywhere any crew could fly them. They're notionally sitting on a desk. They haven't even been sent to Oklahoma City yet for anybody to finalize them. So we have many things left to do and one of them is evaluate your comments. Then we need to flight check them, and then we would move forward and ask for permission to proceed with our project. So in 2014, in the fall, we reached out and started meeting with the airports. And we've held numerous meetings with the airports. We again solicited help from your local elected officials with government agency briefings. We completed the draft EA, we circulated the draft EA, and then we began our public workshops. And again, the public workshops were done in June. Again we sent letters to your public officials, to your airports, published it in the newspaper in both English and Spanish, and began the workshops. It took about two weeks. We did twelve workshops throughout Southern California, one here in San Diego, and we've been receiving our public comments from them. We've taken two opportunities to extend the public comment period to receive more comments so at this point we're about a few days away from the October 8 deadline. So what we do now, we get the comments after the 8<sup>th</sup>. My team will begin looking at and reviewing your comments. What we have to do with those comments is determine if there is something that we can improve upon, and that's something we're looking for. Again, I want to reiterate your comments are very, very important to us. Then we would circulate our final EA in the fall and winter. So every comment that we receive we will look at and, granted, some of them are going to be the same so they will be bucketed into one type of comment and we'll respond to those in the draft EA. So you'll actually see a response. So if you put the point back in, you'll see a response to that why we did or did not do that. Then we'll send a document to Lynn Ray, our Mission Support Vice President, for approval, right here. And we're proposing that date somewhere in January. And what could happen during that time, Lynn would send it back and say, "Okay, I'd like you to reevaluate these procedures. I think there's more work you can do." She can say, "Please proceed with the project," or we can table the project. So none of those procedures are anywhere so the comments that they're being flown is not accurate. So this decision document would be in 2016. And then we propose again some implementation and it's just a timeline that we don't know that we're going to meet because it's still all based in January of our initial proposal and we would do two implementation dates, one in November of 2016 and one in March of 2017. So that's the process that we're using. We're right here where we're looking for those review and prepare comments, so we do look at every one of the comments you send. So I want to try to explain the chart and I do want to say that the FAA has changed or modified how we're doing this. One of the things that we added was flight tracks over Google Earth which it had never done before. And I think this slide has caused a ton of confusion and I want to try to explain it. First and foremost, IIBEE SID is a standard instrument departure off San Diego. It's going to replace the POGGI SID. So we designed this, we asked to put it over Google Earth so you could see what the flight tracks look like. For continuity, we used the same day that the study team did in 2012. And this is just one day of traffic. The light blue lines are your traffic. So this is just one day out of San Diego on this departure. So that was the first thing we did. Then we added the black line which is how the TARGETS program, and the name is TARGETS, it's our design tool. So the design tool...

FEMALE: We can't hear you with the plane going over.

[Applause]

HENRY: Sorry. So the TARGETS is a system we use, it's a design tool and it's a computer

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## KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

model so it just draws the line in straight angles. So you tell it where you want the point to go and it draws a straight line. Again, that was the old procedure. Again, going to jetty. And then the new procedure is the white line and that was the TARGETS generated line; again, not the flight line. So what we did is add some additional lines to try to clarify that. So if you'll look, this line in here is the fliability line for procedure for medium jets. This is the fliability line for the larger jets, so your 737s and your Airbuses would fly this. This would be your more business jets.

FEMALE: [Inaudible].

MALE: That's not true.

MALE: We lost you.

MALE: You're going to fly that white line right there. Why would you fly, you always between a waypoint and a waypoint? I'm a pilot, you do that.

SILVAS: Please let him finish and we can get to some discussion.

HENRY: I'll try to explain it to you. So they come off the airport. they fly to Waypoint Jetty which is a fly over, and you're a pilot, you understand that. So you fly over this waypoint at less than 230 knots, and then you begin your turn. And your turn would be this. This turn cannot be made by that aircraft. So, again, these are the fliability lines. This is just a design tool line. Go ahead.

FEMALE: What happens if you fan it out?

HENRY: Again, there's the next slide. Again, come off the airport 230 knots. [Inaudible crowd comments] That's the expanded version that you're asking for. Okay, so that's the expanded version you asked for. Again, off the airport, 230 knots or less, at an altitude at or below 12,000, execute the turn and head for the Waypoint Zoo. And zoo's indicated, and it's a lat-long. It's a waypoint, it's a satellite based waypoint. So that's what the procedure would look like.

FEMALE: Why does the white line say proposed and you're saying that's just a computer generated line? Right there it says proposed.

MALE: When do you not fly two waypoints? Tell me when you don't fly two waypoints? That makes no sense. You're lying to us. And in Phoenix, the same thing. You're doing it now.

SILVAS: Please, again, I understand that there's a lot of questions, a lot of concerns and clarification. Let's allow the FAA to finish the presentation, okay? Thank you.

[Inaudible crowd comments]

HENRY: I want to reiterate one more time, I can't answer the questions. We're in the public comment period. Your comments need to be in writing and put on the website. By law, by NEPA law, I cannot answer that question.

[Inaudible crowd comments]

HENRY: Okay, somebody asked for the website. This is the website where you can find the environmental information. I'm sorry, that didn't look very good.

SILVAS: May I have your attention, please. This meeting will end at 7:30 and we want to get to your comments. So these interruptions are simply taking time away from the discussion period. Okay? So, please, if you could hold your comments until they're done with the

1082

## KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

presentation. If you want to speak and you have not completed a speaker form, please raise your hand and a member of the authority staff will bring a speaker slip to you. So, again, your cooperation will really help out. And we've got a couple of people who would like to speak.

RAY: Good evening. If I could just have just a second. I'm Lynn Ray and I was introduced earlier. We know that you can't read this very well. It's very washed out. We weren't expecting it to be quite the size of it. We will make sure that this is distributed either through the airport's website, we'll ask them. We have a website where this is posted. If you'll excuse me just a moment.

MALE: I'll change it right now.

RAY: We'll change it right now before you leave. We'll make it darker so you can see it. And, one second, you'll get that. If you'll just hang on one second, what I would reiterate is what Rob said. Please make your comments to us. Where we are in the process is that we will look at them and answer each one of them. So if you will make the comments, understand you may not understand what you're seeing here as clearly as we may think we do. So please help us understand where you're coming from by submitting a comments card. Give us just a second. The address will be up here in purple and we will still make sure it's distributed, if the airport will put it on their website as well so you'll make sure you have it.

Public Comment

GRAHAMS: My name is Paul Grahams. I live on Moana Drive in San Diego. Before I make my comment I would like to say that the blue slide that was up there does not have the fly path during the 290 degree heading which is required after either nine or ten o'clock at night. That would, that will dramatically take those aircraft over Point Loma. We would have to have them install that yellow and green line for a 290 heading after the noise abatement procedure takes place. [Applause] Back in the 1990's, Councilmember Byron Wear and Congressman Brian Bilbray were responding to concerns of the neighborhood. At that point they approached the FAA. Walter White of Miramar SoCal TRACON proposed and got approval from the union to install dots on the computer screens which meant that the aircraft would go through a gate. The ones going north would be inside the gate, on the left would go inside the gate and then around a point, at the end of the point. That has been in effect for almost 20 years and this proposal would undo that. So we would like to know, the question would be, were you aware of this agreement between the US Congressman and the FAA and how did that affect your situation as far as proposing this? Second of all, our group looked at numerous ways to calculate how much time this was going to save per aircraft. It appears if you look at the lines it's about a one mile savings. That comes down to, when the aircraft's at cruise, about seven seconds. It also calculates somewhere about a \$3-5 savings in fuel. I don't think that makes any logical situation when we have [timer sounds] – thank you.

1082-01

[Applause]

SILVAS: Again, the reserve seats for the speakers are right up here, right next to the microphone. So Debbie will be after Sandra, followed by Ann. So Ann can take a seat over here as well. You have two minutes.

1082-02

FEMALE: [Break in recording] This equation, having been in LA when LAX expanded and cracked homes along Dockweiler Beach. Then they were eventually condemned and taken over, to the schools that had to underground because of debris falling occasionally on the playgrounds. My question is, is the fuel efficiency and efficiency quoted here worth the chance of people that live below and on this area that is being expanded, not to mention the dirt that accumulates and the noise factor which we have all recognized. I ask you consider those very consciously as you move forward with your decision. Thank you.

**1082****KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)**

SILVAS: Debbie followed by Ann. And then after Ann will be Joe.

**1082-03**

FEMALE: I would just like to say for your future information – I hope you find this helpful – that this was a very poorly prepared, informative program. [Applause] I am even more confused than I was before I read the Beacon article in last Thursday's Beacon. My question is, we live

**1082-04**

right on the border of the flight path and we, and I have noticed, my husband and I both have noticed recently that there are a lot more 6:30 planes coming over our house than ever before,

**1082-05**

number one. And number two, my question is, is this going to change that fanning pattern for takeoff? Thank you.

[Applause]

SILVAS: Again, I want to remind you that what we're addressing here or what the meeting is to talk about the proposed Metroplex. So the existing conditions like you brought up, we're going to put that to the parking lot and authority staff will be here after the meeting to address that. Okay, so after Debbie will be Ann followed by – oh, I'm sorry, that was Debbie, right? Ann, correct?

FEMALE: Yes.

SILVAS: Okay, followed by Joe and then Peggy Griffith will be third. Thank you.

**1082-06**

FEMALE: I'm a past President of the Women's Museum of California. We're located in Barrick 16. And when we have Girl Scouts or different groups coming into the museum we have to halt. The noise is so tremendous. I realize this is probably a parking lot issue but not only do I get all the noise over Barrack 16, but I live on Voltaire Street, overlooking the Liberty Station.

**1082-07**

And, again, it's a double whammy with the noise. And I think when you consider that your concerned primarily about saving money, those of us who endure the noise can only say this is distasteful. When are we the people? [Applause] When will you put we the people on the top of your list every time you consider any change in the flight path? So I'm urging all of you, my question is, come on, do something for we the people.

[Applause]

MALE: [Inaudible] parking lot. So Ann followed by Joe and then followed by – I'm sorry [inaudible]. Joe's up next followed by Peggy and then Trisha [Schufler].

**1082-08**

MALE: Yes, hi, I'm Joe [Kebaso]. I live on Leon Street in Sunset Cliffs. I'll turn it up a little bit. My name's Joe [Kebaso]. I live on Leon Street in Sunset Cliffs. And last week when it was real hot and moist, every evening the air would come in through our screen facing the ocean where the winds come from. And I had just washed those screens about four weeks before and there was a lot of water that accumulated on the screen when I was shutting it so I wiped it off with this paper towel. And I folded it in four. [Applause] This is four nights, just four nights of wiping the same screen. We only had one window open out there so the wind will come right through there and go through our house. Four nights. Each one I folded it over so we're talking four days, all this. Thank you.

MALE: Way to go, Joe.

SILVAS: Peggy followed by Trisha and then Maryann.

**1082-09**

FEMALE: We live on Cedar Green which is the very furthest most – is that correct English? – street in Point Loma on the south end. In 1967, we lived to Loma Portal in Grammy's house who built her house before Lindbergh crossed the Atlantic. We left Loma Portal because of the noise and moved to the wooded section. And now as we're approaching 80 years old we're going to get the noise back again.

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KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

[Applause]

SILVAS: Trisha followed by Maryann and then Ann Walker.

1082-10

FEMALE: My question has to do with there's no noise monitoring south of Quimby on the east side of Point Loma. And there's no noise monitoring at higher elevations on the west side of Point Loma. So at Del Mar and Froude, which is a very low elevation point, there's no noise monitoring further south than that. So since there's no baseline, how can we possibly say that there's no possible impact from any changes to the flight pattern? [Applause] The second point I

1082-11

have to make, and granted it's a parking lot issue but it's a huge issue, Central Point Loma historically had minimally overflights, a few a day. This morning from 6:30 to 7:00 a.m., there were thirteen visible and audible planes from my home in Fleetridge – it's in the middle of the point. It's nowhere close to those published flight paths that you're using from 2012. [Applause] So the idea, and the FAA is saying, "Oh, that's not us," and the airport says, "Oh, that's not us." So what? There's a rogue flight controller out there sending flights all over the peninsula? No, it's somebody and somebody is sending planes out.

[Applause]

SILVAS: You know, the people are expecting to receive two minutes in order to give their comments [inaudible/cross-talking]. Maryann followed by Ann and then Jerry. Thank you.

1082-12

WENTING: Hello, my name is Maryann Wenting. I live in the middle of Point Loma. My question here is we are here for a meeting to give comments but none of our comments are being recorded. None of our questions are being answered. [Applause] What in the heck is this meeting for except to give us a chance to let our statements out and try to calm us down? This whole thing from day one has been poorly planned, poorly executed. We're shown a series of totally nonsensical, jargonistic presentation [applause] and nothing is of any use to any of us. This meeting is totally useless. Thank you.

[Applause]

MALE: Ann Walker? Is she ready Ann, followed by Jerry. And then after Jerry will be Janine Barton.

1082-13

WALKER: My name is Ann Walker. I live on Martinez. The back of our house is on Talbot. We live on top of the hill. I took a flight from San Diego to Albuquerque, New Mexico, last Wednesday and I looked down as we came around the point and I was over the wooded area;

1082-14

Southwest flight. But my big question is I would like to know if anybody has analyzed any of the soot that has come off of the lower flying airplanes because I think there's going to be a lot of health issues with these new proposed flight paths.

[Applause]

SILVAS: Jerry followed by Janine and then followed by [inaudible].

1082-15

MONAHAN: My name is Jerry Monahan. I know soot and everything is a problem. I think the main issue is safety. I'd like to remind the people here from the FAA, your mission statement says safety is your prime concern. Your vision statement says safety is your prime concern and so does your vision statement. What I'd like to know is how that is reconciled with the fact that you will now be flying planes over homes, businesses, schools. Schools. You're going to go over Cabrillo Elementary, Silvergate, Dana Elementary and Point Loma Nazarene. I want – Sunset Cliffs School as well. I want to know how you reconcile safety by saying that the airlines are going to save money. Your responsibility is not to the airlines. [Applause] Your responsibility is to the people, the citizens and the taxpayers. You work for us.

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[Applause]

SILVAS: Janine followed by Casey followed by Malinda Madina.

1082-16

FEMALE: Yes, hello, my name's Janine Barton and I live on Sunset Cliffs Boulevard. And I have on question, has the FAA taken into consideration the military aircraft that are also flying? I know when I was out there having lunch today there were military helicopters flying and of course they have to fly below the aircraft flight paths. So they're much lower and also cause a noise disturbance. But has this also been taken into consideration? Also I just want to make a comment that Sunset Cliffs is number five on TripAdvisor out of 67 nature parks in San Diego. And so this is one of the most popular visited places. There are many weddings there. And so not just the Point Loma residents but the San Diegans and many tourists come here and come to visit not only Sunset Cliffs but Cabrillo National Park. It's a beautiful, natural place and I wish you would take a walk down Sunset Cliffs just to know what it's like in our beautiful neighborhood. Thank you.

[Applause]

SILVAS: [Inaudible] and then Danielle.

MALE: Excuse me. Procedure here. Casey has put a staggering amount of work into this room. He is a community leader and I think he deserves to have maybe another two more minutes, please.

[Applause]

MALE: I'm sure another speaker will defer their time to Casey.

SILVAS: I will go ahead and allow it because of that.

MALE: Thanks, Bob.

1082-17

SCHNOOR: Thank you, Neil. My name is Casey Schnoor. I'm part of the original group that coalesced into some opposition, pulling together the grassroots efforts. We started the petition approximately two and a half week ago and about two hours ago we topped 3,000 signatures. [Applause] It should be noted that the Point Loma community really didn't understand this issue, was not informed of this issue. It wasn't on anybody's radar until approximately Labor Day weekend. So this showing is an outpouring of their frustration and their disappointment with the process, with the lack of communication and with the proposal. I think it's pretty significant to have this kind of turnout in opposition of the proposal. A couple of things to point out. Number one is, we were not given any information from the FAA as to how the format of this evening was going to be run so this is a complete surprise to us. They were not willing to share any information as to format. So the fact that there's no comment being provided by the FAA needs to be pointed out. More importantly the fact that there's no record of this meeting is significant. [Applause] What that means – and I want to stress this to everybody in the room and everybody watching this on TV – none of these comments are part of the record. The FAA has no obligation whatsoever, since they're not putting this on the record, to comment to these and provide responses. So the draft environmental impact, excuse me, environmental assessment that we have available to us today will be responded to only to written comments with your name and your address sent to that email address. So everything tonight is likely falling on reasonably deaf ears. Thank you for being here but it would be really nice if you respected us and put this on the record. [Applause] And, sir, if you'd be kind enough to undo the parking lot. No, put the parking lot back down to show the list.

FEMALE: Everyone needs to write what they're saying.

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**1082-18** SCHNOOR: Everyone needs to write that email address with your explicit questions and challenges to the environmental assessment. That list right there is not a true indication of the issues here at hand. That list is trying to defer the attention from all of the impacts of the Metroplex NextGen environmental assessment. Specifically, separation is a feature of the Metroplex NextGen. Putting it on that list is not an accurate representation. You are impacting Ocean Beach, Mission Beach, Fleetridge with the fanning separation, that lateral separation. It is a fact of this issue, not a parking lot item. [Applause] We can go through all those but what I would encourage you to do is look at the environmental assessment. It's a 135 page document. It covers a region of 180,000 square miles. This is out of your document. It covers 21 airports including Los Angeles International. It's 135 pages. It's almost as thick as our 3,000 signature petition. How can you make a determination that impacts millions of people, whether it's San Diego or whether it's any of the other ten cities that are fighting you vehemently over this issue, based on a 135 page document? That's bogus. The fact that you find no single issues that need mitigation in that document is a farce. That's absolutely not conceivable given your studying 21 different airports. Thank you.

**1082-19**

[Applause]

SILVAS: Melinda followed by Danielle and then Melissa.

**1082-20** MEDINA: Thank you. I'm Melinda Medina. I live on Dumas Street which is across the street. About 100 meters away is my home for 24 years. Obviously, I'm experienced with planes flying over my home. I have two question but first you asked for questions about the Metroplex so I do have one. What impact do you expect of how many guests, how much the population will change as far as the impact of more cars, etc.? That's a concern to me. As I said, I live 100 meters across the street. We've been impacted by that, so that's one concern I have. But back to the FAA. One, I am concerned as Casey stated, this is not being audiotaped or recorded in any sort of way. That's not professional. I'm concerned about that. Next, I work for San Diego city schools so as we know already, the planes already impact Loma Portal Elementary, Point Loma High, right off the start. Loma Portal has a later start because of the planes. As you know they start at 6:31 in the morning, they end at 11:08 minus the couple of planes, FedEx, that fly about 3:41, a reverse flight, and other emergencies, I'm sure. But what I wanted to bring with the FAA is this: can you state to us right now, please, the altitude of typical planes, one a heavy one going across to New York City or a Southwest, for example, a lighter one, the altitude? I mean, I am familiar with it. If my house was seven stories high I know that it would hit. But I just want the audience to understand the difference of when it flies right as compared to whenever it's going to make the U-turn, what altitude will the plane be expected to be flying at. Thank you.

**1082-21**

**1082-22**

[Applause]

SILVAS: Danielle followed by Melissa and then followed by Deb Porter.

**1082-23** FEMALE: Hi, good evening, I am a very proud resident of Point Loma and purchased our home about a year and a half ago and we did not use to hear any planes. Within the last four weeks, my three year old is now asking me to close the window so he can hear his shows. So if a three year old can figure out that this is happening, I think you should admit that it's being implemented as well. [Applause] I will make sure this is a NextGen based question, for what purpose I don't know, but I don't want to be on that parking lot list. One important component of NextGen is the fanning out of departures which increases the lateral side by side separation therefore reducing the amount of time required and distance and trail separation between departing aircraft. What assurance can you provide the users, school children, students and residents of Point Loma, Fleetridge, Ocean Beach, Mission Beach, Coronado from what I'm hearing, that there will be no negative impacts from implementation of the NextGen fan out departure strategy?

**1082-24**

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[Applause]

SILVAS: Next Melissa followed by Deb and then followed by Bruce Bailey. Melissa? Not here? Okay, what about Deb Porter. Then again if the next speaker could come to the chair so we could – Bruce Bailey – followed by Neil Easterling. So, Neil, come and take one of the chairs as well. Thank you.

1082-25

PORTER: Hi. My name's Deb Porter. I live in Ocean Beach on Savoy Street and Point Loma Avenue. And I've noticed just a huge increase in planes going over my house especially in the last year. I just want to make a couple of comments which is I think this was advertised very, very poorly. It blindsided me and just about everybody I've talked to which is

1082-26

no way to run a situation that's this sensitive and this important. The other thing is that I really feel that your mission is to not only make sure that the air traffic is well organized, etc., but I think that you really do have to pay attention to the communities that are affected by this problem. And at the risk of being maudlin, I guess, I'm really concerned that it looks like airplanes will be going over not once but twice over Point Loma. And having lost a brother-in-law in the PSA airplane crash and noting that the North Park neighborhood was virtually decimated by that crash, I want you to realize that safety is a very, very serious concern of ours.

1082-27

[Applause]

SILVAS: Bruce Bailey. Who did I have after Bruce Bailey?

BAILEY: Neil [Inaudible], excuse me. I apologize because he's my neighbor.

SILVAS: [Inaudible/cross-talking]. Thank you.

1082-28

BAILEY: Good evening. My name is Bruce Bailey and I live at DuPont. I have something here that I went back and looked at today, your mission. And after practicing law for 45 years I really, really respect mission statements and people who do what they say they're going to do. And one of them says here "Excellence is our promise. We seek results that embody professionalism, transparency and accountability." That's number one. And I'm not putting this on your shoulders. I want you to think about this the next time you hold a meeting like this. The second point is this: you say "Integrity is our touchstone. We perform our duties honestly, with moral soundness and with the highest level of ethics." So I'd like to pose before I get to my two questions for you, ma'am and sir, how is it that we can come here, spend our time researching all of this and you cannot tell us that there would not be a court reporter here. I would have been happy to pay for it. I have Brian Monaghan sitting right here, an attorney in town for 45 or 50 years. We would have brought a court reporter. And do you not think that this meeting would have been 100% more valuable to you instead of taking what we say here and shuffling it out

1082-29

into the parking lot? So let me ask my two questions. [Applause] And since I graduated a biology major I'm going to make this a little bit more of the what are we doing to the nature around us. And so in looking at the assistant, the environment report, very quickly, your definition of the historical and cultural sites is very, very narrow, such that the Cabrillo National Monument, Fort Rosecrans, Sunset Cliffs and the tide pools at Point Loma Nazarene University are not referenced in the environmental assessment report. How can that be? That's number one.

[Applause]

SILVAS: [Inaudible]

1082-30

BAILEY: I will. And I have one more question. Endangered species, there have been a number of endangered species here in Point Loma. What federal, state and local agencies have been consulted and have provided you with conclusions to determine that there is no adverse effect to the habitat? I saw nothing in that report.

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[Applause]

SILVAS: [Inaudible].

BAILEY: I want to thank you all very much. I appreciate it. And now I'd like to introduce – what are the odds of this – my neighbor is next up.

[Applause]

MALE: I live next to Bruce on DuPont Street. First of all, I only have one question. I really don't care anymore about the question because it's not being recorded and what the heck. You know, I'll write it and send it in. I do want to make it very clear to everybody in this room, which is a tremendous outpouring, go to Noflyday.org. I think it's October 24. In cities throughout the United States, they're going to be protesting this program. Noflyday.org. This has been a fiasco for you guys throughout the United States. We're not alone. There are nine other cities, major cities, that are fighting you right now. You're being sued by Phoenix for a complete lack of due process. Zero. This meeting, how poorly it's been done by you, is an example. It's just mindboggling that we're paying you guys to do this. If you worked for me you'd be fired.

1082-31

[Applause] Flat out fired. Quiet please. Quiet, quiet. We've got to get through this. I do have one question and that is, why in the whole world does the FAA use an archaic system to measure decibels? Why? The DB system you use was developed before the desktop computers. That's how archaic that science is. In Europe, in other countries of the world, they're using different systems of measurements. I'm not going into the technical part. I know you want to get me off the stage. Anyway, no, I actually lost my train of thought so I'm just going to remind people, please, this is a tremendous outpouring. I'm proud to be your neighbors. I really am. I hope to see you at the airport on October 24. You'll go to Facebook...

1082-32

MALE: Noflyday.org and noplanenoise.com. Anyway, we'll get the information out to you guys. You guys are wonderful.

[Applause]

SILVAS: [Inaudible] and then Jill Monroe.

FEMALE: Okay, I'm one of those who bought a home that wasn't under the flight path and it appears that now it is going to be under the flight path and I can't believe it. It looks like I, along with a lot of people here, are going to have to endure increased pollution, particulates in the air, increased noise pollution, decreased property values, and it feels as though there's no recourse. It's just coming at me. And so I don't understand, and I'm sorry, I really was hoping I could get more information; I don't understand why this is safer. It appears like there is no change. And as many people have said, it's more dangerous. So that's the one question I could ask is please try to get that to us but maybe you don't have any comments. But it's not clear that it's safer. It looks like it's more dangerous. And so the only gain seems to be for airlines. And again, it's a big business that gets a gain and the individuals are left on their own. So I will record comments. I understand that's what will be recorded, is go to this website for FAA or airport or whatever it is. But I also feel as though we need to get to the bosses of the FAA that oversee you, which is our elected officials here and in Washington, D.C. They're the ones that represent the individuals and I don't know where else to go. Thank you.

1082-33

[Applause]

SILVAS: [Inaudible] followed by Jill and then Julie Connolly.

FEMALE: I asked to, don't forget EPA if you're going to make comments and if you want to be active.

[Applause]

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1082-34

WATKINS: Good evening. Thank you for being patient with the collective frustration that's being expressed in this room. I must applaud you for wading through the comments and the concerns that are being expressed. My name is Joe Watkins. I am Executive Vice President for Point Loma Nazarene. [Applause] As was noted by a previous speaker, the environmental assessment did not note that a university with 3,000 people on campus every day is not acknowledged or noted within the FAA's environmental assessment. Is it possible that the FAA

1082-35

can assure the university and our neighbors that the current stated proposed flight paths of heavy jets as presented in the previous illustration will remain within the projections noted on the map? In other words, what is the likelihood of deviation by heavy jets from the map that was presented? And then second, if in the future you envision another community meeting, let me offer our 1,800 seat meeting facility on campus at no cost to you.

[Applause]

SILVAS: [Inaudible] and then Julia Quinn. And again we have seats up here for you to take.

1082-36

MONROE: Thank you. Good evening. My name is Jill Monroe. I am the Director of Public Affairs also with Point Loma Nazarene. To echo some of my boss's questions, I'd also like to raise the assurances of whether or not this flight path would indeed protect not only the peninsula but the community, the students, and the variety of individuals that visit the peninsula. With the proposed flight path to potentially increase flights across our campus, that would dramatically impact our ability to teach and our students' ability to learn. The challenge right now is, yes, occasionally flights to cross over the peninsula. As a residential academic environment, we are not designed to deal with constant and consistent air traffic and I would just ask, what in fact is the assurance that this proposal would not negatively impact our ability to exist as an institution? Thank you.

[Applause]

SILVAS: Julie and then Don Vaughn.

1082-37

CONNOLLY: My name is Julie Connolly. I am a fourth generation resident of Point Loma and I started the Facebook group that we are all a part of here to spread the word. My question to the FAA is regarding in your SoCal Metroplex PDF that's online it states regarding the long term effects regarding the IIBEE-SID departure pattern, it states, "The environmental review for this project has not yet been undertaken given the procedural design process has not yet been completed." This is from your document regarding the cumulative environmental effects on our neighborhood. I question why that happened, when will this review be completed and what will it entail. Additionally, I would like to know as a resident of Point Loma how many eastern bound planes will the new IIBEE-SID departure route send over the point and at what altitude. I'm sure there has to be some sort of analysis where you'll be able to tell us the planes. Finally, I'd like to know why the sound measurements in this study are using the DNL, the day night average sound level that is decades old; whereas California and our California law states that these assessments must be used using the community noise equivalent level which is a more advanced way of measuring sound. So what you're doing is contrary to California law. I'd like that addressed, please.

1082-38

[Applause]

SILVAS: Don Vaughn and then [Saniei Maheed].

1082-39

QUINN: Good evening. My name is Julia Quinn. I'm Chair of the Peninsula Community Planning Board. The Peninsula Community Planning Board is the official community planning group organized under the auspices of the City of San Diego for the Point Loma community. The elected members of the PCPB represent a broad spectrum of voices and viewpoints about

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community issues including issues related to San Diego International Airport and its noise impacts on the peninsula community. At its September 17, 2015 meeting, the planning board adopted the following position regarding the SoCal Metroplex project and its associated environmental assessment. First, we would like to thank the FAA for extending the comment period because this is a very complex project and it allowed our members and also discussions with the community to provide input. But although the additional workshop and extended deadline for comments were appreciated, there were still aspects of the environmental review of this project we don't believe were successful in allowing for meaningful public comment as required by the National Environmental Policy Act. For example, a hard copy of the draft EA was not available at the Point Loma Library which it was purported and that's a place where people go to review documents. But anyway, the bottom line, our group is concerned about the proposed elimination of the Loma Waypoint. The elimination of the Loma Waypoint in our view based on the information provided is going to increase air traffic that's located south of the 275 heading and that's going to subject residents in this community to additional noise. And also I have a letter here which I would like to submit for the record. [Laughter] I mean, well, you know, would you accept this comment letter and take it back with you? Okay, thank you.

**1082-40**

[Applause]

SILVAS: Don followed by [inaudible] and then Jarvis Ross.

**1082-41**

VAUGHN: Hello, my name is Don Vaughn. I was born and raised here in Point Loma, still live here. And for 25 years my wife and I have lived on Bangor Street. Those of us who have lived here for an appreciable period of time in this room know for a fact that the story, that the pattern hasn't changed, that there aren't more flights, that planes are not deviating towards the south is not true. We've seen it ourselves. The map that's being shown, the map that is being shown is not accurate. We know that for a fact. We know it every day when the planes fly over our house and it has only increased. But there's another major impact, not just the noise. We went around our house, it happens to be made out of white stucco. And for a couple of years now my wife Catherine has said to me, "Don, we're sure spending a lot of time cleaning that oil and soot out of the house." It never used to be like this. That's another piece of evidence which shows us all that the story that's being presented is not true. I guess I'll wrap up with this

**1082-42**

because, since you're not making a record, nobody back in Washington is going to hear me, at least not right away. But I have two final things to say. Number one is this: we're hearing through the grapevine that this is already a done deal and I'm really sorry to hear that. We know it's already a done deal because we can see what's happening already. And I fear that given the fact that you're not making a record and therefore none of our comments are going to go back to Washington, to the people who are going to make the decisions, that it's only the lawyers who are going to fix this. I hope it doesn't come to that but I fear that is the case. And if so, we're up to the task.

[Applause]

ROSS: I'm Jarvis Ross.

SILVAS: Jarvis, I'm sorry. Do you mind switching?

MALE: No problem.

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1082-43

ROSS: I've been a member of the Peninsula Community Planning Board since the year 2000 off and on, as terms. I live in the northern part of Point Loma but I'm fully in support of all these people who oppose this project. And part of it because of my own experience in the northern part of the peninsula; and that is back in 1995 when I moved into the northern part of the peninsula the flights going north all flew out over the ocean. Today and since that time as the price of jet fuel went up, they started turning and they went up north and turned north and went east of Nimitz. Today they're still doing that. There's no record of that. Those maps you put up there, and that the Airport Authority puts up there, are completely felonious. I would say they remind me of the three dollar bill. And I would encourage people, there's too many wrong records that are shown. Every time I see one of those maps up there it doesn't portray actually how the flights go. And that's my concern, too; if this thing goes through, it's not really going to portray actually all the people who are going to be impacted. We thoroughly oppose this thing.

[Applause]

SILVAS: [Inaudible] and then Arlette Smith. [Inaudible]. Debra Turner [inaudible].

1082-44

MALE: Good evening. My name is [Saheil Khaleel]. I've lived at 510 Tarento Drive since 1997. I've noticed the flights early turns in the last ten years. I'm a former Peninsula Community Planning Boardmember and the former Chair. We have written many, multiple letters to the San Diego Airport Authority and also to the FAA. And I appreciate Mr. Grimes bringing up the noise dots because I, too, am very concerned about the deviation from the noise dots that were negotiated back in 1990. The question I have is how many of the 21 airports that you have in your NextGen departure operations that you put in your environmental assessment require a Title 21 variance to operate? If it's only San Diego International Airport, this variance that is up for renewal in 2017 will be challenged by this community. The fact that this is a nonconforming airport, nonconforming, and forcing our community to conform with the airport, vice-versa, is wrong. So I encourage every single one of our community members, 2017 is when that variance goes to the State of California and is up for renewal. That variance requires them to monitor the noise, to measure the noise, to actually give us, not models, but actual data. They have not been doing that and we want to know actual data of the noise. I've suggested this for probably a decade now with no response. We need noise monitors south of Chatsworth. We need monitors that are on the Point Loma Nazarene College, at the Point Loma Park, right on top of the water tower. We need to know that triangle and those early turns that are affecting our community south of Chatsworth are actual impacts. So let's challenge the variance, guys. Let's get this airport to operate correctly or, if they don't, shut it down.

1082-45

[Applause]

[Applause]

SILVAS: [Inaudible] followed by Irv Brown.

1082-46

TURNER: My name is Debbie Turner. I live on Via Flores in Point Loma. I have lived there for ten years. I never heard a plane come out of Lindbergh until we came home from vacation about two weeks ago and now they're constantly coming one way and then coming back the other. I don't know how anybody can tell us that they aren't turning early and coming back over Point Loma. I can see them from my bathroom. [Applause] The second thing is we were offered that there would be a transcriber willing to take all the questions off the video from the news crews. Is that acceptable to you, if we do that our own expense?

1082-47

[Applause]

MALE: [Inaudible].

TURNER: Could you stand up and get that on the record?

[Inaudible]

MARTIN: If you can get this transcribed, as you suggested, in whatever manner you would

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like it to be, I need you to send it here. I'm legally obligated to have it go on the record so it can be visually answered [inaudible/cross-talking].

1082-48

TURNER: This is a lot of video that we're going to have to get from the different news crews. How long are you willing to extend this so it can be transcribed?

MARTIN: That's a fair question, that's a fair question, so you're not going to like the answer. I'm sorry, I work for the federal government, you know I have [inaudible/cross-talking]. I'm sorry, right now I need you to get that in by midnight on the 8<sup>th</sup> but we understand the request for the extension. We're going to get that request from other people and we're going to have to decide whether we can do that. So the comment period is not going to close until it closes. We're facing another decision on whether we need to extend it again but I don't want you to leave here tonight assuming it'll be extended. Okay?

MALE: What do you mean extend it again?

SILVAS: Thank you very much. So, it can be submitted. Is that midnight Eastern time? We'll get that exact time [inaudible/cross-talking]. Midnight Pacific. Okay, Arlette Smith followed by Irv Brown and then Justin Becklenburg.

1082-49

SMITH: Thank you. I'm Arlette Smith. I'm a realtor here in Point Loma for the last 20 years. In fact, I sold Debbie her house ten years ago. And all these years I've been telling people that if you live south of Nimitz you're pretty much out of the flight path noise. One of the things I really want to understand is that the Loma Portal area, the FAA in the last few years, well, a few years ago, did a substantial amount of retrofitting of the homes there. I really can't recall the exact amount of money that the FAA put aside to do all that retrofitting but that should play into the cost of changing the flight path to retrofit all the homes south of Nimitz. Thank you.

[Applause]

SILVAS: Irv Brown followed by Justin and then Charles Conklin.

BROWN: I'm going to say something that's a little bit different. What is the lady's name that is writing the notes?

FEMALE: [Inaudible].

1082-50

BROWN: Thank you for writing those notes; so you are listening. And I want to appeal to you guys as fellow citizens. San Diego is different because we have the largest military base, naval aviation military base that you're planning on flying right next to. So already we have 400,000 flights coming off of North Island that is going over or around Point Loma, Ocean Beach, in our area. That makes us unique. That doesn't make us Phoenix, that doesn't make us Los Angeles. Please look at our situation by itself. Don't look at it lumped into the Southern California Metroplex because are different. That base makes us different. The fact that you're flying very low over a national park makes us different. It's a totally different situation so please, as fellow citizens, look at it from in our shoes and not from the federal government. And thank you for being here.

[Applause]

SILVAS: Charles and then [inaudible].

1082-51

MALE: I also want to thank you guys for being here especially the kids that are here so they can see the inefficiency, the ineptitude and the lack of accountability of the federal government here we have in front of you. I mean, look how bored they look. They don't care. This is all lip service, we knew it was going to happen. And a consultant, I don't know what we pay you for. Anyway, you're all fired. So anyway, I'll talk to the crowd. Thank you guys so

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## KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

1082-52

much for coming out tonight. We were expecting – we had a room for 400 people. This is well over 400 people so thank you so much. I want everybody to make sure you go to – we need to have one single place where we all gather, and that’s noplanenoise.com. You can get all this information there. I’ve been working closely with KUSI. We’re going to try to get a GoFundMe page going. We are going to take legal action. Do not think that this is over. [Applause] Being a pilot myself, I know that it is complete BS that, why do you have waypoints if you’re not going to fly between them? It’s absolutely false what they are showing. They did the same thing in Minneapolis, they did the same thing in Phoenix. We’re going to take them down. So this next time we’ll see them may be in court. Thank you. Not thank you, thank you, guys.

[Applause]

SILVAS: Charles Conklin followed by Lisa and then Barb Franklin.

CONKLIN: My name is Charles Conklin. I’m a 61 year resident of Point Loma, parents built the house in 1953 that I live in. I live one block, I live on Willow Street. I can see this building from my house. I’m one block from the sound monitoring device on Quimby. I’ve often wondered how many FAA people live one block from an airport sound monitoring device. I’d like to just touch on a little bit of history because I don’t know if you know San Diego. I grew up when the terminal building was on Pacific Coast Highway. It was about the size of this room. They just finished the third terminal. By the way, back in the 50’s, there were two runways, one for the small planes. 50 years later we have three terminals. You could fit 100 of these buildings in those terminals, and we have one runway. I’ve lived through Point Loma High School, Dana Junior High, Loma Portal teachers having to start speaking. Going up to Starlight Bowl, the actors and actresses having to stop speaking. More and more people, if this plans goes through, are going to end up having to stop speaking in their own houses and that’s not right. I also lived through PSA 182. I’d like to say that if you go outside you’ll smell the salt air and you’ll also smell the exhaust from the aircraft. It’s the first thing I notice when I fly into San Diego and I get home is that smell of salt air and the smell of exhaust. Finally, don’t take this personally unless the shoe fits, but this meeting and the way it was organized is everything that I and I think my fellow neighbors have come to expect from a federal agency and federal employees.

1082-53

1082-54

[Applause]

FEMALE: My name is Lisa [Videlo-Mersick]. I live on Temple Street and I have to say I’m so proud to have you all as my neighbors. I am amazed by all of you people. And it takes a lot of guts to get up here. So just really quickly, my husband and I used to live in Ocean Beach. And we were lucky enough to be able to earn enough money to be able to move to Point Loma, out of the flight path. And that was very important to us. Neither of us have parents, we have no money coming our way. Our home that we own right now, that we specifically paid more money to buy, we bought it because it was not in the flight path and now we may lose value on this home that we’re hoping to be able to use for our retirement. And I’m sure there are other people out here that are probably thinking and doing that same thing. And also I don’t know if anyone has thought about the loss in property tax. We pay a hell of a lot of money in property tax that will not be collected. And I want to tell a really quick story if I can. Since this isn’t being recorded, I guess it doesn’t really matter. When we moved from Ocean Beach to Point Loma my daughter was five years old. And it was the evening when we were unpacking some things and she said, “Mommy, what’s that sound?” and I said, “What sound?” And she said, “That sound, that noise.” And I said, “That’s crickets.” We had lived under the airport in Ocean Beach until she was five and she had never heard a cricket because of the noise. Please allow all of the children in Point Loma to be able to hear crickets. Thank you.

1082-55

[Applause]

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1082-56

FEMALE: [Break in recording] And I've lived on the point my entire life. My grandparents lived on the point as well. I find it concerning that the FAA claims to not know that planes are flying over the center of the point. I mean, that's your job. You're supposed to know that but you deny that it's happening. Just yesterday while I was home I had three planes fly right over my house and I live right near the college so I'm sure everybody at the college heard it as well. I don't understand why we pay tax dollars so we can pay you to implement expensive programs and now we're going to have to pay for attorneys. You're not working with us. We need you to listen to what we're saying. And as far as your map goes, a third grader could get a ruler and draw a straight line from point A to point B. You need to be concerned with not just the air space, you need to be concerned with what's on the ground and you're not taking that into

1082-57

consideration. And I did put it out there in my - I'm mind blown because if I want to save gas and I want to save time, I know a lot of you have heard this, but I'm going to drive over your lawn and through your backyard to go to the grocery store. [Laughter/applause] And somebody here, some real smart-mouthed mathematician, figured out that what you're saving moneywise on fuel is \$5 per flight. Another thing is one of the pilots here mentioned that in order to take off and turn around so quickly, you use more fuel. So it just doesn't make any sense. You need to go out the end of the point. I also wanted to know how many cities are real happy with the Metroplex plan. I haven't been able to find one. Thank you.

SILVAS: [Inaudible].

1082-58

MALE: I don't need to talk through this. The reason I'm talking this loud is that Point Loma now joins Ocean Beach and the nightmare we've been living with since 1969. Anyone who remembers the crackle-jets. So you guys aren't going to do anything. You're going to do something. Come to OB, come to my house on Sunset Cliffs Boulevard and not be able to hear the end of a TV show at 8:30 at night. See a DHL plane, pay the fine at three in the morning and wake me up. That's what it's about. And your noise monitors? There are pigeons on the noise monitor on Cape May and Sunset Cliffs. You can't even keep birds off of them! Thank you.

[Applause]

SILVAS: I know this is not going to be well received, but [inaudible] we're coming [inaudible].

MALE: If this is not important, it's a town hall meeting. We shouldn't be stopping.

STEINER: My name is Ardetta Steiner. I was Chairman of the Airport Relocation Committee. We had to sue the airport - would you listen to me? Please!

MALE: Listen to her. Quiet.

1082-59

STEINER: My name is Ardetta Steiner. I was Chairman of the Airport Relocation Committee in the 70's. We had lots of meetings. We finally had to bring a lawsuit against the Port District who ran the airport at that time and that lawsuit resulted in causing the FAA to soundproof some of the houses. It also resulted in the curfew we currently have. Eight years ago - I saved some of the papers - eight years ago the FAA proposed these new flight departure headings. And I have some - these are from eight years ago - but they proposed those headings eight years ago. I think they're just kind of beginning to implement them now. The last thing I want to say is we moved out of Loma Portal. My husband and I learned the terrible effects that airplane noise has on children. It affects their speech development, especially for your children. This is a study that was done around the Munich Airport. If you have children that are living under noise, especially if they're young, it's a terrible thing for the development of their speech. Thank you.

[Applause]

**1082****KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)**

STEINER: You have to bring a lawsuit, you have to get a good attorney and bring a lawsuit.

FEMALE: Thank you, Arlette.

SILVAS: Due to interest that's been shown here, the FAA has agreed to stay an additional 20 minutes. So John Schultz followed by Sarah Cohen [inaudible]. Thank you.

FEMALE: I'm Sarah. I live on Albion Street.

SILVAS: [Inaudible] and then Michael [inaudible/sound distortion]. For those that are leaving, would you please leave quietly so we can hear the remaining speakers.

**1082-60**

FEMALE: Yes, my name is Sarah. I live on Albion Street near the Fresh & Easy. I want to just reiterate what a few people have said. I care deeply about the community issues, our natural spaces and all the health and safety issues but I also want to reiterate that our home values are being impacted. And the FAA should not prioritize saving money for airlines over the individual people who have worked a lifetime to live in this beautiful area.

[Applause]

SILVAS: [Inaudible] followed by Michael. Or is this Michael?

RAMOUS: I'm Jeff.

MALE: Okay, Jeff followed by Michael and then Steven Richter.

**1082-61**

RAMOUS: Hi I'm Jeff Ramous, I live on Charles in the wooded area. And I'm not interested in being bought out. I'm not for sale. I'm not interested in getting a voucher for some double-paned windows. [Applause] Since we're supposed to direct the questions to regard the proposed project and I've read through a lot of it, I wanted to try to explain one of the confusing figures that they mentioned which is called the DNL. And this is an average of noise over 24 hours that's supposed to tell us what our impact will be. And they say it's going to be five more decibels over 24 hours. So as an example, if our baseline DNL was 50 and you had a low sound siren at five decibels for 24 hours a day, that would raise the DNL to 55. Also a DNL of 55 would be achieved by a three minute rock concert set at 100 decibels 24 times a day. So I ask the FAA, is this a good measurement of how we're impacted by sound and noise? I don't think so.

**1082-62**

I'd also like to say that, unlike people, all airspace is not created equally. When you fly over our homes it's not the same as flying over the ocean. I'd also like to know how many tax dollars are

**1082-63**

projected to be saved by implementing these changes. I haven't seen that figure. And I also would reiterate what potentially other people have already said today, that all of this has essentially been political theater so that they can claim that we had a public comment period so that when we eventually sue them they use it for their defense but we're up to the challenge and we're going to bring it to you.

[Applause]

SILVAS: Michael [Inaudible], Steven Richter. Okay, Sandy [Beister].

**1082-64**

FEMALE: She wanted to say that there's no way that the comment period should end in two days and that it should be extended and so she wanted to pass that along.

[Applause]

SILVAS: John and then followed by John Seaborn.

**1082-65**

COSMO: Good evening. My name's Fred Cosmo. I've been a resident in Point Loma and Ocean Beach for the last 18 years. And I want to thank you for staying extra to hear the

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1082-65

comments. What I want to say is that you are fundamentally ignoring the quality of life of all these people in this room. And that's the fundamental flaw with this plan. [Applause] The fundamental flaw is that the plan is all based on efficiency. You're trying to save \$5 on each flight for Southwest Airlines and you're dropping soot on my house and everybody else's house. You're causing noise pollution and you don't seem to care. It's offensive. And as a

1082-66

representative of the people, it seems to me you need to balance the rights of the people. Saving \$5 for Southwest Airlines versus destroying the quality of life for the people that live in Ocean Beach and Point Loma is fundamentally unfair and it's offensive. And we don't want anymore. When I see this plan and I study it, it's like a steel plant that dumps pollution in a river. Right? You're already dumping pollution on our house every day when we live here and now you're excuse is, "We can give you 5% more because we already dump pollution on you already." We've had enough. We're good neighbors. We live with the airport. The airport and the airlines, they need to be good neighbors. The fundamental problem here is they get all the profits, they get all the profits from less fuel, we bear all the burdens. It's unfair and it should be denied.

[Applause]

SILVAS: [Inaudible]

1082-67

MALE: [Break in recording] viewed EIRs recently, as many as five thousand pages, 130 page EIR, or EA, excuse me, to me it's inadequate. And let me be specific about that. You have a letter that has been written by Congressman Lou and Congresswoman Bass which states, "What are the altitudes?" We have no way of understanding. I'll be honest, I came here to learn. I didn't learn anything tonight because what I wanted to learn is what is the altitudes that the planes are going to be at? Because the noise level we all are thinking about is what we're experiencing on takeoff. We don't have anything in the technical report because most of the technical report was done on LAX. We don't have the information in the EA to actually evaluate, what is the significant impact on us? And that's a failure of the EA and to approve that EA and move forward without having the necessary information to evaluate it properly is inappropriate. We need the information. I want to learn the information because I'm not sure all of our perceptions here are correct. But nobody has conveyed that information to us. I learned a tremendous amount when I sat on the steering committee for Lindbergh Field. I saw the data, I saw the information, I started to understand things, I started to learn about safety and those kinds of issues. What we haven't given the audience here is the opportunity to learn what is the benefit.

1082-68

But I also want to point out the letter that came from Thella Bowens from the Airport Authority. Why are we raising this line further to the north? There is no need. You heard it from all the audience here. What is the benefit that we're gaining for this shift in the line? And thank you very much for bringing me out.

SILVAS: [Inaudible] still here? Vince George. [Inaudible].

1082-69

FEMALE: Yes, I want to reiterate, I came to learn as well. I didn't understand your presentation at all. I've seen those graphs. I'm sorry, I didn't learn anything new. And the fact that you won't engage in any dialog means we can't learn anything new. One of the things that's an advantage of Lindbergh Field, even though I think many of us would like it to move further away, is that it's near an ocean. And so you have the advantage of having your flights go into the ocean and turn one way or the other. And I don't understand why we would go out of our way to ignore that and send flights over land. It just doesn't make any common sense. [Applause] And on that basis, I'm shocked actually, if I understand the proposal, that the FAA would abandon common sense and actually spend the time and the money to do an environmental assessment on something that doesn't make any sense. You're policy makers and why you would just submit something that doesn't make any sense, it just puts all the rest of us in apoplexy. But I want to

1082

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1082-70

say something else. I don't think what you're proposing makes any difference because air traffic controllers, I want you to know, they're sending these flights over our homes right now and they didn't used to be there. I used to not hear any flights in my home. I jog in the neighborhood. I never heard anything. Today I was never without a plane that I could hear. And I've lived here 37 years and this thing that's been – what Debbie said about the last two weeks or so is absolutely true. Maybe they want us to come out and get angry. Maybe they're local air traffic controllers and they're trying to help us understand what the impacts are going to be because that's what's happening. It's happening now. So who do we contact if we know that air traffic controllers who work for the FAA are sending planes where they're not supposed to be? Can you at least answer that question?

SILVAS: Authority staff will address that right after this meeting is over.

FEMALE: Who [inaudible] already?

SILVAS: Is it Don May followed by Anne Ryan. Is Anne Ryan still here? And Frank [Inaudible]. Frank, okay.

1082-71

FEMALE: I think everybody here has about summed it up so I think we're just going to go ahead and sue you guys. That's all I've got to say. [Applause] Because you're ridiculous. We have beautiful land, beaches, parks and you want to fly airplanes twice over our properties. Ridiculous.

[Applause]

SILVAS: [Inaudible] followed by Frank and then Barry Hunt.

1082-72

RYAN: I'm Anne Ryan and I live out very near the end of the point where the military base is. Maybe that's the Navy subbase. And I'm very interested in what – I have a question that I would like answered and that is, since all of your information has been related to the safety and the ability to be flexible and all that but it all relates to airplane traffic. What sort of testing has been done on the impact for the citizens living beneath the flight path? And I mean information that could be used by all of us to understand better what would happened to us by living under the flight path and that is impacts on the mental, emotional and physical health of the citizens. [Applause] Excuse me, I would like an answer to this and I would like somebody in the FAA or the Airport Authority to tell me what testing or what sort of impact study has been done for the citizens under the flight path. My email address is with my sign in sheet and I would like an answer. Thank you.

[Applause]

SILVAS: Frank followed by Barry Hunt and then Jim Cummins.

1082-73

PRANTIL: My name Frank Prantil. I've spent most of my life living in beautiful Point Loma. I've enjoyed surfing and living in this great place. I consider this place paradise. And I know more people will be coming to live here and spending great amount of money and tax base to support our community. We can't have this FAA system insult and destroy our quality of life without us having some part in changing or at least making it work for everybody. We accept the fact that the airport is here. That's a given, but we can't have the airport change the flight path so that it flies over more homes. You have the ocean right here. I mean, it doesn't make sense. I was

1082-74

at St. Agustin's Class of '80 when Flight 182 came crashing down as I was going to OLP for a consortium. So it's just going to be more dangerous and for what? For money? So what are we getting out of this? I hope we get pissed off as hell because this is what it's going to take. We're going to have to get very motivated and I can see everybody is very motivated. I want to thank everybody who has been here and spoken. I think everybody said something, a lot of great things, and I love every one of you. We've got to do this now. We've got to do it.

**1082** KUSI Transcript Point Loma Meeting - October 06, 2016 (continued)

SILVAS: Barry Hunt. Is Barry here? Jim Cummins. Jim? Followed by [inaudible].

**1082-75** CUMMINS: I'm Jim Cummins and I lived in the flight path in Loma Portal from '78 to '85. So 30 years ago I moved out here. This isn't a "not in my backyard thing." I specifically moved from there to be where I am now on Jennings Street across from the college. So I just don't understand why the assault on noise, the noise factor, safety, respiratory problems, property values will affect all of us. The fact that this is a national thing doesn't give me any comfort.

**1082-76** We're here now. This is a local issue – us. And I don't believe that the FAA was put in place to provide a better bottom line for the airlines. I may be missing something here but I haven't heard anything from the FAA or anyone else that says why they're doing this other than we're going to save some dollars. Well, somebody already eluded to the fact that all the money spent for double-paned windows and insulation, there goes your profit there. Or I guess we pay for that through the Port District so it's like this pocket to that pocket. But this is an assault on our senses and I think it's just great that everybody's here. This just shows us what we can do. And we hate to have it come down to lawyers but if we have to have some hired guns I guess we will.

[Applause]

**1082-77** MALE: [Break in recording] This is a very hard job for you to have in there. There was no way you could give me \$1 million to sit in those two seats. What I want to bring to your attention is that in 5.81 of the environmental assessment the claim is made that there is no increased impact to air or water quality. Well, first off it says air quality. Though there is a .33% increase in fuel burn. Now the problem that really exists is that when that plane takes off over water that fuel and the PHAs are disbursed into the water and are disbursed every day. When you go over land, those pollutants fall more on the land which makes its way into the storm water and drains and then when we have so little bit of a rain build up, it flushes into the ocean in higher concentrations. That is against the Federal Clean Water Act. A source cannot increase pollutants into the watershed. So the watershed is going both not only into the ocean but into the bays. So there's a real problem that's going on with that technology and that understanding. And all four,

**1082-78** not the \$7.8 million that we're sort of told is the regional impact. In San Diego the impact is \$250,000 a year in savings to the airlines for \$30 million in lost tax revenues, if property is devaluated 10%. And not every home is devaluated 10%. That's just saying there's an average of 200 homes sold on the point every year and the lower half of the point that's going to be impacted. If those home lose 10% of value, the assessed value is \$3 billion over ten years, \$30 million in tax revenues. And I tell you what, we could use that to fix our streets. Thank you.

[Applause]

SILVAS: I'd like to thank you for your talk –

[End of recording]

**1082** Response

**1082-01** Please see **Topical Response 11 – Point Loma.**

**1082-02** Please see **Topical Response 11 – Point Loma.**

**1082-03** Please see **Topical Response 13 – Point Loma Public Meeting.**

**1082-04** Please see **Topical Response 02 – Existing Conditions.**

**1082****Response (continued)****1082-05**

The commenter asks if this will change the fanning pattern for takeoff. It is unclear what the commenter is referencing with a fanning pattern. There is no “fanning pattern,” only the Proposed Action which includes many new and updated arrival and departure procedures serving the Study Airports in the Southern California Metroplex. The flight corridors associated with the Proposed Action are depicted on Exhibit 3-8 in Chapter 3 of the EA. The information shown on Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

**1082-06**

Please see **Topical Response 02 – Existing Conditions**.

**1082-07**

Please see **Topical Response 05 – Purpose and Need**.

**1082-08**

Please see **Topical Response 02 – Existing Conditions**.

**1082-09**

Please see **Topical Response 11 – Point Loma**.

**1082-10**

The commenter states that there is no noise monitoring in the Point Loma area. San Diego International Airport operates noise monitors around SAN, and they were not utilized to determine impacts of implementing the SoCal Metroplex Project. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) noise model is the authorized tool used to determine whether a significant or reportable noise impact has occurred. Furthermore, 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to Chapter 5 of the EA and the Aircraft Noise Technical Report for further information.

The commenter states that there is no baseline and therefore asks how impacts can be evaluated. The SoCal Metroplex Project is a proposed federal project by the FAA and subject to NEPA. The noise analysis conducted for the SoCal Metroplex Project was prepared using the FAA’s NIRS model and was conducted according to FAA Order 1050.1E.

As described in Section 5.1.2 in the EA, the analysis compared future conditions under the No Action Alternative to the Proposed Action to determine whether there is a potential for noise impacts.

**1082-11**

Please see **Topical Response 02 – Existing Conditions**.

1082

Response (continued)

1082-12

Please see **Topical Response 13 – Point Loma Public Meeting.**

1082-13

Please see **Topical Response 02 – Existing Conditions.**

1082-14

Please see **Topical Response 11 – Point Loma.**

1082-15

Please see **Topical Response 05 – Purpose and Need.**

1082-16

Please see **Topical Response 11 – Point Loma.**

1082-17

Please see **Topical Response 13 – Point Loma Public Meeting.**

1082-18

Please see **Topical Response 02 – Existing Conditions.**

1082-19

The commenter states that the EA is only 135 pages and questions the findings of no significant impact. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. The results of this analysis show that there would be no significant impacts of the Proposed Action when compared to the No Action Alternative.

1082-20

The commenter asks what impacts to population growth are anticipated from the SoCal Metroplex Project. As discussed in Section 4.2 of the EA, The Proposed Action would not cause changes in patterns of population movement or growth, public service demands, or business and economic activity. In addition, the Proposed Action does not involve construction or other ground disturbing activities that would involve relocating people or businesses. Furthermore, the proposed project does not include constructing airport facilities that would result in or induce an increase in operational capacity. Please also see **Topical Response 11 – Point Loma.**

1082-21

Please see **Topical Response 13 – Point Loma Public Meeting.**

**1082****Response (continued)****1082-22**

The commenter requests information on the altitude of aircraft that are going to New York City compared to a lighter one going to the Southwest. The altitude restrictions for waypoints are available in the TARGETS distribution packages on the Project website. The flight corridors associated with the Proposed Action are depicted in Exhibit 3-8 in Chapter 3 of the EA. The information shown in Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

**1082-23**

Please see **Topical Response 02 – Existing Conditions**.

**1082-24**

Please see **Topical Response 11 – Point Loma**.

**1082-25**

Please see **Topical Response 02 – Existing Conditions**.

**1082-26**

Please see **Topical Response 13 – Point Loma Public Meeting**.

**1082-27**

Please see **Topical Response 11 – Point Loma**.

**1082-28**

Please see **Topical Response 13 – Point Loma Public Meeting**.

**1082-29**

The commenter noted that the Draft EA did not specifically mention the Cabrillo National Monument, Fort Rosecrans National Cemetery, or Sunset Cliffs Natural Park. As discussed in Section 4.3.3 in the EA, the FAA used data from federal and state sources to identify 7,422 Section 4(f) properties (i.e., parks, recreational resources, and historical resources) within the General Study Area. This includes Cabrillo National Monument and Sunset Cliffs Natural Park. A 653-page table listing all 7,422 Section 4(f) resources is included in Appendix 2 to the SoCal Metroplex Noise Technical Report. This information is disclosed in Section 4.3.3.1 of the EA. In addition, the noise analysis prepared for the EA also evaluated noise on a grid composed of points located at evenly spaced 0.5 nautical mile (nm) intervals over the entire General Study Area. Two of these points were located at Fort Rosecrans National Cemetery.

**1082-30**

The commenter is concerned about agency consultation regarding endangered species. Section 2.6, *Agency Coordination*, of the Environmental Assessment (EA) for the Southern California Metroplex briefly describes the process undertaken to conduct agency coordination at the federal, state, and local levels. Please see Appendix A, *Agency Coordination, Public Involvement, and List of Receiving Parties*. Regarding endangered species, please see Section 4.3.5.1 and 5.5 of the EA.

**1082**

**Response (continued)**

**1082-31**

Please see **Topical Response 13 – Point Loma Public Meeting**.

**1082-32**

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

**1082-33**

Please see **Topical Response 11 – Point Loma**.

**1082-34**

The commenter is concerned with the university on Point Loma not being acknowledged or noted in the EA. The SoCal Metroplex EA considered the impacts to noise sensitive areas including educational facilities or schools. A noise analysis was conducted in support of the EA for the SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases when compared to the No Action Alternative.

**1082-35**

Please see **Topical Response 11 – Point Loma**.

**1082-36**

Please see **Topical Response 11 – Point Loma**.

**1082-37**

Please see **Topical Response 11 – Point Loma**.

**1082-38**

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

**1082-39**

Please see **Topical Response 13 – Point Loma Public Meeting**.

**1082-40**

Please see **Topical Response 11 – Point Loma**.

**1082-41**

Please see **Topical Response 02 – Existing Conditions**.

**1082-42**

Please see **Topical Response 13 – Point Loma Public Meeting**.

**1082-43**

Please see **Topical Response 13 – Point Loma Public Meeting**. Please also see **Topical Response 02 – Existing Conditions**.

**1082-44**

Please see **Topical Response 02 – Existing Conditions**.

**1082** Response (continued)

- 1082-45** The commenter asks a question regarding compliance with a state law described as Title 21. The SoCal Metroplex Project is a proposed federal project by the FAA and subject to federal requirements. The noise analysis conducted for the SoCal Metroplex Project was prepared using the FAA's NIRS model and was conducted according to FAA Order 1050.1E.
- 1082-46** Please see **Topical Response 02 – Existing Conditions**.
- 1082-47** Please see **Topical Response 13 – Point Loma Public Meeting**.
- 1082-48** Please see **Topical Response 03 – Comment Period Extension**.
- 1082-49** Please see **Topical Response 11 – Point Loma**.
- 1082-50** Please see **Topical Response 11 – Point Loma**.
- 1082-51** Please see **Topical Response 13 – Point Loma Public Meeting**.
- 1082-52** Please see **Topical Response 11 – Point Loma**.
- 1082-53** Please see **Topical Response 11 – Point Loma**.
- 1082-54** Please see **Topical Response 13 – Point Loma Public Meeting**.
- 1082-55** Please see **Topical Response 11 – Point Loma**.
- 1082-56** Please see **Topical Response 02 – Existing Conditions**.
- 1082-57** Please see **Topical Response 05 – Purpose and Need**.
- 1082-58** Please see **Topical Response 02 – Existing Conditions**.
- 1082-59** Please see **Topical Response 02 – Existing Conditions**.
- 1082-60** Please see **Topical Response 11 – Point Loma**.
- 1082-61** The commenter asks if the use of the DNL metric is a good measure for the impact of sound and noise. The noise analysis conducted for the SoCal Metroplex Project was prepared using the FAA's NIRS (Noise Integrated Routing

**1082**

**Response (continued)**

System) model and used the required DNL noise metric according to FAA Order 1050.1E.

**1082-61**

The FAA uses DNL to measure cumulative noise exposure to the human environment from aviation activities that occur over the course of an Average Annual Day (AAD), during a given year of interest. The DNL metric is built upon other fundamental concepts and metrics, which all help to analyze airport and airspace noise environments. For a discussion of the noise analysis methodology including the DNL metric, please see Section 5.1 of the EA. Please see Appendix E of the EA for further discussion on the basics of noise.

**1082-62**

**Please see Topical Response 05 – Purpose and Need.**

**1082-63**

**Please see Topical Response 13 – Point Loma Public Meeting.**

**1082-64**

**Please see Topical Response 03 – Comment Period Extension.**

**1082-65**

**Please see Topical Response 11 – Point Loma.**

**1082-66**

**Please see Topical Response 05 – Purpose and Need.**

**1082-67**

The commenter states that the EA is only 130 pages and is inadequate. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts will result from the implementation of the Proposed Action when compared to the No Action alternative. Supplemental documentation can be found in the appendices and technical reports located on the website.

The commenter also requests information regarding altitudes at which planes will be flying. The altitude restrictions for waypoints are available in the TARGETS Distribution packages on the Project website. The flight corridors associated

**1082****Response (continued)**

with the Proposed Action are depicted in Exhibit 3-8 in Chapter 3 of the EA. The information shown in Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

**1082-68** Please see **Topical Response 05 – Purpose and Need**.

**1082-69** Please see **Topical Response 05 – Purpose and Need**.

**1082-70** Please see **Topical Response 02 – Existing Conditions**.

**1082-71** Please see **Topical Response 11 – Point Loma**.

**1082-72** Please see **Topical Response 11 – Point Loma**.

**1082-73** Please see **Topical Response 11 – Point Loma**.

**1082-74** Please see **Topical Response 05 – Purpose and Need**.

**1082-75** Please see **Topical Response 11 – Point Loma**.

**1082-76** Please see **Topical Response 05 – Purpose and Need**.

**1082-77** The commenter expresses concern about an increase in pollutants released to the watershed in the form of airborne pollutants. The EA was prepared in accordance with NEPA and FAA Order 1050.1E. The environmental analysis, including the required methodology and standards for air quality, is described in Sections 5.8 (Air Quality) in the EA. As disclosed in the EA, results of this analysis show that there would be no significant impacts of the Proposed Action when compared to the No Action Alternative. Please also see **Topical Response 06 – Air Quality - Air Pollution**.

**1082-78** Please see **Topical Response 11 – Point Loma**.

1083

Jessica W. Seaton, DC

From: Jessica Seaton [drjessica@drjessicaseaton.com]  
Sent: Tuesday, October 06, 2015 7:12 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: city.clerk@culvercity.org  
Subject: Airplane noise over Culver City

To Whom It May Concern:

I moved to Culver City in 2001. Up until this year, the airplane noise was fairly minimal. We were so grateful to have such a quiet neighborhood. It was so peaceful at night. I could sit outside during the day and garden or read, and it was so quiet. Now it has become so noisy. Our peaceful neighborhood is now shattered. This noise goes on past 10 PM at night, so it is difficult to fall asleep. Airplanes are flying overhead every 2 to 3 minutes. When I check them on a flight tracker (the one from LAX), they are flying at around 5,900 feet or lower directly over my property. I cannot talk on the phone if I'm outside. We wouldn't have bought our house here if we had known we were in a direct flight path, which we weren't until recently.

1083-01

I understand that airplanes have to land at LAX. What did they do prior to this? Were they flying over the ocean or over sparsely populated areas? Why can't they fly over the Santa Monica mountains or Hollywood hills, a much less dense area? Or over the ocean? Why are they now flying so low? The noise is deafening.

I sincerely hope you realize that a lot of people who were not living in a flight path, and who now are, are very upset. It has changed the quality of our life.

Sincerely,

Jessica W. Seaton, D.C.  
4140 La Salle Ave.  
Culver City, CA 90232  
(310) 841-0299

1083

Response

1083-01

Please see **Topical Response 02 – Existing Conditions.**

1084

Vince George

From: Vince George [salesnetvince@cox.net]  
Sent: Tuesday, October 06, 2015 7:19 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: jets over San Diego \ Point Loma

All noise all around in the morning. Quality of life has gone to a new low. All and so the airlines can make more money.

1084-01

Reconsider the flight path you have implemented in San Diego. PLEASE go back to the turn point at the end of Point Loma.

I now wake every morning to 3 - 8 jets between 6:30 - 6:45 AM. Even

1084

Vince George

worse the loadest and lowest is a FEDERAL EXPRESS cargo plane.

1084-01

Good to see the FAA is maximizing the airlines profits at the communities expense.

Vince George  
604 Catalina Blvd  
San Diego, CA 92106

1084

Response

1084-01

Please see **Topical Response 11 – Point Loma.**

1085

Bruce Markoe

From: Bruce Markoe [bmarkoe@gmail.com]  
Sent: Tuesday, October 06, 2015 7:42 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Culver City FAA Flyover Problem

1085-01

As a long time resident of Culver City it has been increasingly apparent that flight approaches to LAX have been changed in the last couple of months and planes are flying at a much lower altitude over my part culver city. The noise from many of these jets is louder than it has ever been in the past. In particular, some jets seem to be on a VERY low approach vector to the point where windows have been rattled on several occasions.

1085-02

I want to voice our request that the approach from the north be routed differently and that a higher altitude be maintained when flying over Culver City. I in particular live in the hill area of Culver City ( 10668 Ranch Road) so the noise from the jets seems to reverberate more in this area due to the geography and the fact that we are several hundred feet higher in elevation. Clearly moving the flight path further north and higher would eliminate this problem as it was moved some time ago and things were fine.

Having the planes make a lower approach over more industrialized area of Los Angeles and in communities that have always been affected by flight patterns seems to make sense, but having a new approach in areas not previously affected not only creates a noise nuisance but also lowers property values in an area not previously affected.

We hope the FAA will take a serious look and consider the negative fallout from increasing aircraft noise in areas that previously were not affected.

Thank you.

Bruce Markoe  
10668 Ranch Road  
Culver City, CA. 90230  
310-202-7807

1085

Response

1085-01

Please see **Topical Response 02 – Existing Conditions.**

1085-02

Please see **Topical Response 09 – LAX North Arrivals.**

1086

Ramona Petrovan

**From:** Ramona [mailto:rj14mas@gmail.com]  
**Sent:** Tuesday, October 06, 2015 8:00 PM  
**To:** awaren@san.org; Russell Tony <trussell@san.org>  
**Subject:** SAN flight path proposal

To Whom It May Concern:

In recent weeks we became aware of the fact that the FAA wants to revise arrival and departure flight paths at San Diego Intl Airport sending arriving traffic more inland over North County and Northern San Diego Communities and eastbound departing traffic over the Point Loma Community. These changes will significantly increase overhead airplane noise, visual disturbances and air pollution for these communities. Together with safety concerns, these factors will not only affect the standard of living for residents in areas under the new flight path, but will have a considerable negative impact on their property values. Any potential benefits for fuel savings or carbon savings expected to result from this flight path realignment will be minor, and come at the significant cost of, among other issues, noise, visual, air and water runoff pollution to those residential, school, hospital and public areas.

1086-01

Under current conditions, some flights already deviate from the established path and fly over San Diego communities somewhat regularly, especially early morning and late night. If arrivals and departures at times already disregard the existing waypoints, should waypoints be eliminated or relocated, our communities are far more likely to experience recurrent overhead flights and their impacts. Moreover, although the EA comment period is ongoing, there are strong reasons to believe that the proposed changes have at least in part taken effect, as we see and hear more airplanes over our Sorrento Valley neighborhood.

For these reasons, I urge the FAA to give more consideration to our communities' concerns, and respectfully request that the FAA excludes any inland expansion of the SAN arrival flight path from any and all FAA or NextGen proposals.

Sincerely,

Ramona Petrovan  
10654 Arbor Heights Ln  
San Diego, CA 92121

1086

Response

1086-01

Please see **Topical Response 11 – Point Loma.**

**1087****Bill and Judy Meyer**

**From:** Judy Meyer [odefin@cox.net]  
**Sent:** Tuesday, October 06, 2015 8:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** point loma

**1087-01**

Please do not change the departure pattern out of Lindbergh field. They already turn faster over land than they are supposed to. Thanks bill and judy meyer

**1087****Response****1087-01**

Please see **Topical Response 11 – Point Loma.**

**1088****Susan Taylor**

**From:** Susan Taylor [susan@paradisegardenslandscape.com]  
**Sent:** Tuesday, October 06, 2015 8:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Planes over our neighborhood

We live near Venice Blvd and Sawtelle Blvd

more and more planes seem to be flying over us  
more and more often.

When we bought the house it was not disclosed that  
we were in a flight pattern for LAX!!!

**1088-01**

This is seriously terrible and disturbing to all  
living persons.

This causes stress and upset daily and is NOT  
NECESSARY.

PLEASE RECONSIDER YOUR PLAN AND THINK  
OF PEOPLE NOT JUST PLANES.

THANK YOU,

Susan Taylor  
Paradise Gardens Landscape Design  
310-397-0881   
susan@paradisegardenslandscape.com

**1088****Response****1088-01**

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1089

Susan Matthews

**From:** Susan Matthews [smatthews23@gmail.com]  
**Sent:** Tuesday, October 06, 2015 8:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New flight patterns for San Diego airport

1089-01

I am writing to let you know that my husband and I are very much against the new flight patterns that the FAA is suggesting for the San Diego airport. Our main concerns are in regards to pollution, noise and the health of San Diego citizens who will be breathing in even more jet fuel than they already do. Thank you for taking our opinions into consideration.

1089

Response

1089-01

Thank you for your comment.

1090

Kathy and Tom White

**From:** Kathryn White [kewwhite546@gmail.com]  
**Sent:** Tuesday, October 06, 2015 8:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Pattern from John Wayne Airport

1090-01

Please consider fanning out the flights - most of which go over Balboa Island - a very densely populated area. So many other areas of Newport should shoulder some of the noise burden. There is NO noise monitor for the Island and we, as residents can attest to the fact that the noise has gotten worse in the last few years even though we are told the planes are quieter. We literally have to stop talking when they go over.

My family has had a home on the island for 97 years and I recall when the flight path was mainly over the turning basin - the stretch of water that goes from upper Newport Bay to between Linda/Harbor Island and Bayshores and then over a small populated area of the peninsula. This really remains the best and safest pattern.

Add our names to the thousands of folks who are hoping you take our wishes and safety into consideration.

Kathy and Tom White 200 Diamond Ave. Balboa Island, Ca 92662

1090

Response

1090-01

Please see **Topical Response 12 – SNA Current Departures.**

1091

Judy Hunt

**From:** Judy Hunt [jlhunt619@gmail.com]  
**Sent:** Tuesday, October 06, 2015 8:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Petition

1091-01

This is a signature for opposition to the proposed new flight path over Point Loma to save fuel. Not only is it a noise issue, but I also believe the planes have fuel in the atmosphere that has residue on the ground underneath the flight path. This is something I experience at my own home on Venice St. in Ocean Beach. Plus the flight adjustment looks like it goes over Ft. Rosecrans and Cabrillo National Park and near the military on the point.

Judy Hunt  
 2069 Venice St.  
 San Diego, CA 92107  
 (619) 226-4459

1091

Response

1091-01

Please see **Topical Response 11 – Point Loma.**

1092

Jesse Brown, City of Coronado

**From:** Brown, Jesse [jbrown@coronado.ca.us]  
**Sent:** Tuesday, October 06, 2015 9:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex project

Hello,

1092-01

I am a new planner for the City of Coronado and am looking for some type of map that would show the proposed location of the altered flight paths so we can deduce if it may have a potential impact on our jurisdiction, as we were not contact or informed about the meeting tonight. Any information you have would be helpful.

Thanks,

**Jesse Brown | Senior Planner**

City of Coronado  
 Community Development Department  
 1825 Strand Way  
 Coronado, CA 92118  
 P: 619.522.2415  
 E: jbrown@coronado.ca.us  
 www.coronado.ca.us

1092

Response

1092-01

The commenter requests a type of map that would show the location of the Proposed Action altered flight paths to better deduce the potential impacts on their jurisdiction. Exhibit 3-8 in the EA depicts the flight corridors of the

1092

Response (continued)

1092-01

Proposed Action. It is a layered PDF that can be manipulated to show only those procedures of interest to the reader. Additionally, supplemental materials have been made available in Google Earth format at the Metroplex website: [http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html)

See **Topical Response 08 – Supplemental Materials** for more information.

1093

Juliet Crowder

**From:** Juliet Crowder [mailto:julietcr@gmail.com]  
**Sent:** Tuesday, October 06, 2015 9:42 PM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Air Noise <airnoise@san.org>; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; awarren@san.org; Russell Tony <trussell@san.org>; Transport@mail.house.gov; Billimoria, Jim <jim.billimoria@mail.house.gov>  
**Subject:** Fwd: Oppose the FAA's proposal to revise departure flight paths at San Diego Intl Airport

Dear Federal Aviation Administration,

1093-01

I was disappointed in the FAA's community meeting tonight, October 6, 2015 held at Liberty Station in San Diego regarding the revisions to the flight departure path at the San Diego International Airport. The meeting hosted by the FAA was held at a venue that was too small and the representatives were without preparation or the ability to verbally or graphically present to a community. A minimum of 600+ community members and multiple news stations were in attendance and it was standing room only with people trying to listen and see from the doorways. The entire evening reflected poorly on the federal government and the lack of respect to the community in which these changes will be imposed. The FAA failed in its mission and vision statement tonight when community questions were neither answered nor recorded in a professional manner.

1093-02

The revisions to the flight departure path at the SD International Airport are completely **UNNECESSARY** and it threatens the quality of life of the Point Loma Community. Although this proposal may seem like an easy way to save a few dollars, it's longterm impacts on the environment including rare wildlife habitat in the various parks and national monuments, health and safety of residents, and Navy operations from Naval Air Station, North Island, Coronado have not been considered or measured.

This proposal was likely generated by someone outside this community who does not realize the value of protecting this area from noise and pollution. There should be consideration for the people who live, work, study and visit this community who will be adversely affected by this major change every day and every night. Unlike many cities where people spend a lot of time indoors, San Diego is different because of its mild climate that allows people to spend a great deal of time outside. Noise and pollution will negatively impact our outdoor lifestyle. We should not have to stay indoors or close all our windows to be able to hold a conversation. The high cost of retrofitting this community should be taken into consideration to calculate that this is not a financially prudent course of action.

The Cabrillo National Monument is one of the most visited national parks in the United States, a major tourist destination for visitors to San Diego and residents alike to experience one of the few remaining natural preserves of native plants and animals along the Southern California coastline. Fort Rosecrans National Cemetery should also be protected as a place of solitude where people can go to pay their respects to those who have sacrificed for our country without planes flying constantly overhead. Let's maintain these sacred spaces as places we can be proud of and continue to celebrate and protect them, particularly from unwanted and unnecessary noise.

If anything, the FAA should be helping to limit disturbance of the existing flight pattern by making a wider loop. Planes are already been routed over Point Loma, and this is totally unacceptable. Point Loma already has an abundance of helicopters and planes patrolling the peninsula very close to the cliffs and residences. The cumulative affect of the noise needs to be taken into consideration.

**1093** **Juliet Crowder (continued)**

Please be aware that noise pollution as well as air pollution can be prevented and minimized by routing around the point and not over it.  
I am asking you to withdrawal any plans of rerouting air traffic over Point Loma when the peninsula can easily be avoided out of respect to its residents. The FAA's primary concern should be neighborhood and residents' well being not saving money by allowing flight shortcuts.

The people of Pt. Loma need to be heard and respected. We are all in agreement that this new plan must not be implemented.

Sincerely,  
Juliet Crowder, AIA

**1093** **Response**

**1093-01** Please see **Topical Response 13 – Point Loma Public Meeting.**

**1093-02** Please see **Topical Response 11 – Point Loma.**

**1094** **Jeanne Patterson**

From: jeanne patterson [ljeannerose@earthlink.net]  
Sent: Tuesday, October 06, 2015 9:42 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: PLANE NOISE MAR VISTA

We strongly disapprove of air traffic using our neighborhood (Mar Vista) as a freeway. It is disrupting the peace and quiet of our neighborhood.  
  
PLEASE DO NOT ALLOW THIS TO HAPPEN. I DID NOT LOCATE IN SUNSET PARK BECAUSE IT WAS BELABORED WITH AIR TRAFFIC NOISE, NOR DID I SETTLE IN PLAYA VISTA. I CHOSE MAR VISTA BECAUSE IT IS QUIET. NO AIRPORT NOISE!!!!!!!!!!!!!!!!!!!!!!

**1094-01**

Please listen to this plea. I am a senior citizen and do not tolerate noise well.  
It is not good for my health or the health of others---plane fuel and NOISE.  
  
Thank you so much.  
  
I appreciate your really listening to this message.

Jeanne Patterson  
  
3774 Stewart Avenue  
  
Los Angeles 90066  
310 391 8023

**1094** **Response**

**1094-01** Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1095

Yvonne Richter

**From:** J&Y Richter [j-y-r@cox.net]  
**Sent:** Tuesday, October 06, 2015 9:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New FAA flight path over Pt Loma from Lindberg Field

We live 1.5 blocks from Sunset Cliffs St and Ladera St. in south Ocean Beach.

The new pattern causes us to hear the planes as they go west, then south, then east over the peninsula.

I looked at the WebTrak Plane Tracking Website and found these flights which matched my experience:

1095-01

Oct 2: 07:32, 6:44, 6:47, 7:07

Oct 3: 7:43, 8:46, 8:57

It is steady noise for us here because we are at the mid-point of the west, south, and east paths. One plane's noise hasn't stopped before the next begins.

[We have enough noise already with all of the helicopters and planes along the coast.](#) Please help.

Yvonne Richter  
4444 Casitas Street  
San Diego, 92107

1095

Response

1095-01

Please see **Topical Response 11 – Point Loma.**

1096

Claudia Luther

**From:** Claudia Luther [claudia.luther@earthlink.net]  
**Sent:** Tuesday, October 06, 2015 9:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** PLEASE STOP!

1096-01

The peace of our Mar Vista neighborhood has been destroyed by the constant overhead noise of planes coming in at all hours. THIS IS WRONG AND UNFAIR! We have lived here for 30 years, we didn't move here with this completely disturbing situation, which is unhealthy for everyone here, including the many children and elderly people. PLEASE STOP!  
—Claudia Luther

1096

Response

1096-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1097

Evelyn Hatt

**From:** evelynhatt [evelynhatt@aol.com]  
**Sent:** Tuesday, October 06, 2015 10:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Air traffic

FAA:

I understand planes from LAX are now being routed over my Mar Vista neighborhood. The planes are also flying lower. This is unacceptable. I do not have cable for TV. I use over-the-air as I do not want to pay for cable or Direct TV.

1097-01

Every time a plane flies over my house, the TV freezes. It is a total annoyance. I can hardly ever watch a program w/o constant interruption. This has to stop.  
 Evelyn Hatt

Sent on the new Sprint Network

1097

Response

1097-01

Please see **Topical Response 02 – Existing Conditions.**

1098

Stuart McElhinney

**From:** Stuart McElhinney [sbm900@yahoo.com]  
**Sent:** Tuesday, October 06, 2015 10:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAX flight pattern noise

To Whom it May Concern,  
 I live at 3300 Colby Ave, Los Angeles, CA 90066

1098-01

The LAX flight landing pattern seems to be headed directly over our house with increasing traffic and noise levels. It seems that planes are flying lower and louder, and that they are non-stop, almost a plane every minute at certain times. The noise is very bothersome and interrupts quiet enjoyment of our neighborhood. I would kindly ask as part of your study that you consider requiring planes to be higher up at that point of their flights, and also consider a varied landing pattern that doesn't direct every plane over the exact same path.

Stuart McElhinney

1098

Response

1098-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1099

David Osias

**From:** Osias, David [DOsias@allenmatkins.com]  
**Sent:** Tuesday, October 06, 2015 10:07 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comment on SoCal Metroplex EA

Dear Sir or Madam, I submit this comment on the SoCal Metroplex EA as a citizen who lives and works in the immediate vicinity of the San Diego Airport. My wife and I have lived at 461 Silver Gate Avenue, San Diego, Ca. 92106, in the wooded area of Point Loma since 1986. We purposefully chose our neighborhood south and east of Talbot Street and Catalina Avenue for the high quality of life. It is a very quiet residential neighborhood, without industrial use, only light retail, light automobile traffic and virtually no airport or airplane noise. Although the proximity of the San Diego Airport to certain other residential areas of San Diego has historically impacted those neighborhoods with noise and pollution, the area of impact has been relatively stable and limited, with diminishing impacts as modern planes have become quieter and more fuel efficient. Those in our neighborhood purposefully chose to live in this specific area of San Diego because it is a quiet, safe and clean residential community.

1099-01

The effort by the FAA to change the departure path and elevation of eastbound flights so that aircraft can fly more frequently, over more area of the Point Loma residential community is highly controversial and without any substantial benefit. Although the utilization of the NexGen air traffic control system will enable the FAA to handle increased traffic into and out of SoCal airports, including the San Diego Airport, there is no benefit to changing the departure path or lowering the elevation with regard to the turn-around point for east bound traffic from San Diego Airport. The turnaround point and eastbound routes should remain as they were, the turnaround point being well off-shore to the west of Point Loma and the route east for all flights routing over water to the south of the southern tip of Point Loma as they turn eastward. route does not materially increase fuel consumption or carbon pollution, does not materially reduce the number of flights that can be accommodated for departure and does not create any additional safety impacts. Therefore, there is no justification for the significant harm that will be caused to homeowners and the community.

Your consideration of this comment and your taking corrective action to mitigate the harm that will otherwise be needlessly imposed on our community is appreciated.

**1099**

**David Osias (continued)**

Very truly yours,

David Osias

**David L. Osias Esq.**

Managing Partner

Allen Matkins Leck Gamble Mallory & Natsis LLP

501 West Broadway, 15th Floor, San Diego, CA 92101-3541

(619) 235-1526 

Allen Matkins

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**1099**

**Response**

**1099-01**

Please see **Topical Response 11 – Point Loma.**

**1100**

**Ken Palmer**

From: Ken Palmer [heykenpalmer@yahoo.com]

Sent: Tuesday, October 06, 2015 10:47 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Dear FAA a negative complaint about NEXT/GEN

Dear FAA,

**1100-01**

Your new NEXT/GEN program has completely ruined our neighborhood with low flying Jets flying over our house and our schools every 2 minutes 24 hours a day. As I sit in my house with all the windows closed (I can't block out the constant rumble of Jet noise overhead) your new flight path has transformed our once quiet home into a place where my family can't sleep through the night, only to be followed by a stressful day of Jet after Jet after Jet.

**1100-02**

Stop this new plan immediately, Do you have any idea how your new flight paths are ruining peoples lives? Am I to assume that you aren't interested in listening to the people that are reaching out to tell you how this is plan is not working. Your flying right over our kids schools and playgrounds here in Culver City, polluting the classrooms and sandboxes with jet fuel, and rumbling the jets that you orchestrate at a constant decibel level that is unhealthy to endure at any age.

I expect you and the FAA to cease and desist the NEXT/GEN plan, and to not use the "technology of the future" to victimize communities that your planes fly over.

1100

Ken Palmer (continued)

Ken Palmer

11118 Garfield Ave.  
Culver City, CA 90230

1100

Response

1100-01

Please see **Topical Response 02 – Existing Conditions.**

1100-02

Please see **Topical Response 09 – LAX North Arrivals.**

1101

Dan Garcia CDR, US Navy (ret)

**From:** Dan Garcia [daniel.l.garcia2014@gmail.com]  
**Sent:** Tuesday, October 06, 2015 10:49 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** disagree with eliminating LOWMA

To whom it may concern:

I most strongly disagree with the proposal to eliminate waypoint LOWMA at the end of Point Loma.

Such a change would increase the flight time over land when aircraft are most heavily laden with fuel (takeoff). This additional flight time would dramatically increase the potential for loss of life and extensive property damage should a mishap occur during this critical phase of flight.

1101-01

The current flight path from JETTI to LOWMA prior to ZZOOO allows aircraft to gain altitude, buying time for the pilots to decide how to handle an emergency, and, if necessary, ditch in the water (thereby avoiding damage and destruction to heavily populated areas).

Such a path will also increase the congestion of air traffic directly over Naval Air Station North Island on Coronado, thereby increasing noise and the risk of of a mid air collision.

Furthermore, this proposed change will dramatically increase the noise pollution in the serene area of Point Loma and Cabrillo National Monument.

Thank you for your consideration,  
Dan Garcia  
CDR, US Navy (ret)

1101

Response

1101-01

Please see **Topical Response 11 – Point Loma.**

1102

Greg Verabian

**From:** Greg Verabian [gverabian@johnsonfain.com]  
**Sent:** Tuesday, October 06, 2015 10:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Aviation noise increase- OPPOSE the Southern California Metroplex

Dear Madam/Sir,

I am a resident of 12742 Stanwood Drive, and I oppose the Southern California Metroplex (SoCal Metroplex) project.

As a result of the new flight paths in accordance with this program, the noise level in our neighborhood seems to be worse....not better.

The planes seem to be "funneling" right through this and nearby neighborhoods, within minutes of each-other.

I OPPOSE this program.

Thank you.

1102-01

Greg Verabian  
Resident  
12742 Stanwood Drive  
Los Angeles CA 90066

1102

Response

1102-01

Please see **Topical Response 02 – Existing Conditions.**

1103

Joe Watkins, PhD, Point Loma Nazarene University



October 5, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Point Loma Nazarene University Comment on Draft SoCal Metroplex Environmental Assessment

To Whom It May Concern:

On behalf of Point Loma Nazarene University (PLNU) I welcome the Federal Aviation Administration's (FAA) invitation to provide comment on the Southern California (SoCal) Draft Metroplex Environmental Assessment (EA) and wish to express our opposition to the proposed elimination of the LOWMA waypoint south of Point Loma and any related changes in departure procedures.

PLNU is a private, non-profit, liberal arts university located on the western side of the peninsula in Point Loma. Founded in 1902, PLNU is known not only for its 90-acre campus overlooking the Pacific Ocean

1103

Joe Watkins, PhD, Point Loma Nazarene University (continued)

1103-01

but also for its well-rounded, forward-thinking graduates and commitment to the broader San Diego region. The Draft EA identifies a number of sectors potentially impacted by the proposed flight proposals, but does not make mention of the significant impact to a number of educational communities that would be impacted, including PLNU.

1103-02

Currently, some aircraft bypass the LOWMA waypoint in an "early turn" and as a result, cross over the community of Point Loma and PLNU. Recognizing that air traffic already occasionally crosses over PLNU, I would echo the San Diego Regional Airport Authority's (Authority) request to maintain the current LOWMA flight path to prevent an increase in noise and visual disturbance on PLNU's campus.

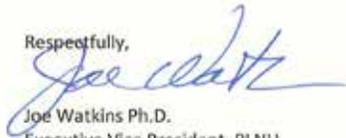
As a residential academic environment, PLNU would be detrimentally impacted by the consistent and regular air traffic caused by a permanent shift to the north of the LOWMA waypoint. PLNU is attractive to students and our community for its unique and historic coastal location. Regular airplane traffic would diminish our appeal to prospective students and negatively impact university enrollment and overall experience.

Furthermore, our students live and learn in buildings that are not equipped to handle the increased noise from consistent airplane traffic. Costs to retrofit academic buildings and residence halls would be immense and outweigh any potential savings achieved through the elimination of the LOWMA waypoint. Even more concerning, would be the impact of these costs which would impact student tuition. In an age where the increasing cost of higher education is heavily scrutinized, PLNU takes every effort to maintain a superior academic environment that is financially accessible to current and future students.

3900 Lomaland Drive, San Diego, CA 92106 • Phone: (619) 849-2200 Fax: (619) 849-2579 • [pointloma@pointloma.edu](mailto:pointloma@pointloma.edu) [www.pointloma.edu](http://www.pointloma.edu)

For these reasons, and countless others you've heard from across the San Diego region, the Metroplex proposal to normalize the "early turn" across the Peninsula and accompanying changes in departure procedures is particularly concerning. Should increased flight activity negatively impact the university, PLNU is willing to explore legal remedies. The Metroplex plan negatively counteracts the decades of work on the part of the Authority and the broader San Diego community. I would reiterate the importance maintaining the current LOWMA waypoint in effort to support both efficiency and community character.

Respectfully,



Joe Watkins Ph.D.  
Executive Vice President, PLNU  
CEO Point Loma Trust

Cc:  
Congressman Scott Peters, Congressional District 52  
Mayor Kevin Faulconer, City of San Diego  
Councilwoman Lori Zapf, City of San Diego, District 2  
Supervisor Greg Cox, San Diego County, District 1  
Thella Bowens, President/CEO, San Diego Regional Airport Authority

1103

Response

1103-01

The commenter states that the Draft EA does not mention significant impacts to a number of educational communities, including PLNU. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of

1103

Response (continued)

1103-01

the relevant environmental resource categories. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts.

Please see **Topical Response 11 – Point Loma** for more information.

1103-02

Please see **Topical Response 11 – Point Loma**.

1104

Jill Monroe

**From:** Jill Monroe [jmonroe1@pointloma.edu]  
**Sent:** Tuesday, October 06, 2015 11:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** PLNU FAA Metroplex Comment Letter

Good Afternoon -

Please see the attached comments from Point Loma Nazarene University on the SoCal Draft Metroplex Environmental Assessment.

Please feel free to contact me with any questions you may have.

Best,  
Jill

**Jill Monroe**  
Director of Public Affairs  
Point Loma Nazarene University  
t: (619) 849-2298  
f: (619) 849-7007



October 5, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Point Loma Nazarene University Comment on Draft SoCal Metroplex Environmental Assessment

To Whom it May Concern:

1104

Jill Monroe

On behalf of Point Loma Nazarene University (PLNU) I welcome the Federal Aviation Administration's (FAA) invitation to provide comment on the Southern California (SoCal) Draft Metroplex Environmental Assessment (EA) and wish to express our opposition to the proposed elimination of the LOWMA waypoint south of Point Loma and any related changes in departure procedures.

PLNU is a private, non-profit, liberal arts university located on the western side of the peninsula in Point Loma. Founded in 1902, PLNU is known not only for its 90-acre campus overlooking the Pacific Ocean but also for its well-rounded, forward-thinking graduates and commitment to the broader San Diego region. The Draft EA identifies a number of sectors potentially impacted by the proposed flight proposals, but does not make mention of the significant impact to a number of educational communities that would be impacted, including PLNU.

Currently, some aircraft bypass the LOWMA waypoint in an "early turn" and as a result, cross over the community of Point Loma and PLNU. Recognizing that air traffic already occasionally crosses over PLNU, I would echo the San Diego Regional Airport Authority's (Authority) request to maintain the current LOWMA flight path to prevent an increase in noise and visual disturbance on PLNU's campus.

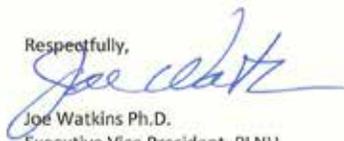
As a residential academic environment, PLNU would be detrimentally impacted by the consistent and regular air traffic caused by a permanent shift to the north of the LOWMA waypoint. PLNU is attractive to students and our community for its unique and historic coastal location. Regular airplane traffic would diminish our appeal to prospective students and negatively impact university enrollment and overall experience.

Furthermore, our students live and learn in buildings that are not equipped to handle the increased noise from consistent airplane traffic. Costs to retrofit academic buildings and residence halls would be immense and outweigh any potential savings achieved through the elimination of the LOWMA waypoint. Even more concerning, would be the impact of these costs which would impact student tuition. In an age where the increasing cost of higher education is heavily scrutinized, PLNU takes every effort to maintain a superior academic environment that is financially accessible to current and future students.

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proposal to normalize the "early turn" across the Peninsula and accompanying changes in departure procedures is particularly concerning. Should increased flight activity negatively impact the university, PLNU is willing to explore legal remedies. The Metroplex plan negatively counteracts the decades of work on the part of the Authority and the broader San Diego community. I would reiterate the importance maintaining the current LOWMA waypoint in effort to support both efficiency and community character.

Respectfully,



Joe Watkins Ph.D.  
Executive Vice President, PLNU  
CEO Point Loma Trust

Cc:  
Congressman Scott Peters, Congressional District 52  
Mayor Kevin Faulconer, City of San Diego  
Councilwoman Lori Zapf, City of San Diego, District 2  
Supervisor Greg Cox, San Diego County, District 1  
Thelia Bowers, President/CEO, San Diego Regional Airport Authority

1104-01

1104

Response

1104-01

The commenter forwarded a letter from Joe Watkins, PhD. Please see response to Comments 1103-01 and 1103-02.

1105

Scott Peters, United States House of Representatives

**From:** Carmona, Hugo [Hugo.Carmona@mail.house.gov]  
**Sent:** Tuesday, October 06, 2015 11:09 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Rep. Peters' Comments to the SoCal Metroplex EA

Good afternoon – please find attached a letter with Rep. Peters’ comments on the FAA’s draft environmental assessment of the SoCal Metroplex Project. Please let me know if you have any questions.

Thanks!

Hugo Carmona  
Deputy District Director  
Rep. Scott Peters | CA-52 4350  
Executive Drive, Suite 105 San  
Diego, CA 92121  
858-455-5550 

Hugo.Carmona@mail.house.gov



Sign up for our E-Newsletter [HERE](#).

1105

Scott Peters, United States House of Representatives (continued)

SCOTT H. PETERS  
52ND DISTRICT, CALIFORNIA

1122 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-0508

Congress of the United States  
House of Representatives  
Washington, DC 20515-0552

October 1, 2015

Mr. Michael P. Huerta  
Administrator, Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Re: Comments on Draft SoCal Metroplex Environmental Assessment

Dear Administrator Huerta:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (EA) associated with the SoCal Metroplex Project. I understand an undertaking this large requires years of planning, and I recognize the Federal Aviation Administration's (FAA) goals of establishing operational improvements and optimizing airspace.

1105-01

This past June, I joined my colleagues to request the original EA comment period be extended beyond the original 30-day timeframe to ensure the public had sufficient time to thoroughly consider the possible impacts from these proposed changes. Thank you for agreeing to this extension.

1105-02

In recent weeks, I have heard from many of my constituents who reside in the Point Loma community in San Diego. These residents are rightfully and extremely concerned over the proposed removal of waypoint LOWMA, a waypoint near the tip of Point Loma that eastbound flights departing from San Diego International Airport must pass to its south. The existence of waypoint LOWMA safeguards Point Loma residents from overhead flight noise and other potential impacts by guiding departures to the south of residential neighborhoods. The residents, as well as officials from the San Diego Regional Airport Authority, have communicated to me that some flights already bypass waypoint LOWMA under current conditions and, as a result, fly over San Diego communities somewhat regularly. I share the community's concern: if departures already at times disregard waypoint LOWMA, should the waypoint be eliminated altogether, our communities are far more likely to experience more frequent flights overhead, and the impacts that accompany them. The result could be an unacceptable increase in noise and visual disturbances over communities north of Cabrillo Point.

My office has also received calls and emails from residents who believe these proposed changes have already taken effect; they state that they are seeing and hearing airplanes over their neighborhoods more frequently. If this is not the case, my constituents need clear answers to their questions, and more opportunities to receive information from FAA officials.

PRINTED ON RECYCLED PAPER

1105

## Scott Peters, United States House of Representatives (continued)

Federal Aviation Administration  
October 1, 2015  
Page 2

1105-02

Residents of Point Loma, and I as their federal representative, deserve precise answers to the very legitimate questions and concerns raised regarding these changes. These residents understand that their properties are adjacent to an airport. However, they were promised that future departure flight paths would not be directed over their homes. We owe it to these homeowners to fulfill these promises. For these reasons, I urge the FAA to immediately address the concerns raised and respectfully request that the FAA seriously consider preserving waypoint LOWMA.

I appreciate the FAA's efforts to include the community during this process, and I strongly urge you to give their comments and concerns serious consideration. Thank you again for the opportunity to provide input, and I look forward to being a partner with you as the process moves forward.

Sincerely,

Scott Peters  
Member of Congress

cc: SoCal Metroplex EA

1105

## Response

1105-01

Please see **Topical Response 03 – Comment Period Extension**.

1105-02

Please see **Topical Response 11 – Point Loma**.

1106

## Joyce and Michael Simmons

From: joyce [joyce.simmons@gmail.com]  
Sent: Tuesday, October 06, 2015 11:14 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Mar Vista Flight Pattern

1106-01

I object to the new flight pattern for jets from LAX. At my house on Ocean View Ave it is horrible. So many more planes flying so low with added noise and pollution. Please rethink this horrible change.  
Thank you.

Joyce and Michael Simmons  
3550 Ocean View Ave.  
Los Angeles, CA 90066

1106

Response

1106-01

Please see **Topical Response 02 – Existing Conditions.**

1107

Richard Calabro

**From:** Rich Calabro [rcalabrojrbills@yahoo.com]  
**Sent:** Tuesday, October 06, 2015 11:22 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments to the Incomplete So Cal Metroplex Environmental Report "ER"

To Whom It May Concern at the FAA,

My name is Richard Calabro and I live on 709 Raymond Avenue, Santa Monica (Ocean Park). My wife and I have lived side by side with SMO air traffic for over 12 years.

1107-01

We attended the FAA workshop with the bird's eye computer modeling and billboards however not one person at the workshop can answer to the on the ground realities that occur when the FAA decides to change the flight paths over the Santa Monica Hills, specifically the 260 Heading.

1107-02

The biggest flaw of this Environmental Report "ER" is the failure to recognize the topography of the Ocean Park. The elevation of the Santa Monica Hills will physically bring people closer to the air traffic. The report fails to judge how much closer air traffic will be to the Santa Monica Hills.

1107-03

The 2<sup>nd</sup> flaw of this ER is the noise analysis. Once again the topography of Ocean Park is not taken into consideration. The 260 Heading generates additional noise as it is amplified off of the Santa Monica Hills. There is no mention in the ER of any on the ground analysis. There is not one noise monitoring station West of Lincoln.

1107-04

The ER is not recognizing who is physically closer to the air traffic? There are parks, apartments, homes and scores of schools that would sit under the proposed 260 Heading.

1107-05

Why is the FAA choosing an archaic three mile LAX/SMO departure buffer zone rule and shifting the risk to fly over schools to make air traffic more efficient?

If SMO air traffic cannot handle not interfering with LAX traffic 3 miles away then these planes or jets are not suitable to be flying. The FAA report should point out that Ontario and Van Nuys airport can provide the So Cal corridor environmental relief that is necessary instead of shifting the burden on SMO, a World War II relic.

We should not be shifting risk on to children and sacrificing people's quality of life for efficiency.

1107-06

Can the FAA state that the new flight path will not generate any additional risks and noise to children at these school sites that sit atop Santa Monica Hills?

Of course not it was never analyzed. All I know is that attached event of having a plane fly 425 feet above Join Muir school is inexcusable. This isn't efficiency it's rolling the dice with our children.

**1107****Richard Calabro (continued)**

All I ask is that the FAA comes to my neighborhood to analyze these issues on the ground rather than the bird's eye computer models.

**1107-07**

This ER is simply a bureaucratic step for the FAA to tick the box and go back to Washington to report all systems "GO". Let the record show that the FAA is sacrificing and risking people's quality of lives without proper due diligence.

Regards,

Richard Calabro

**1107****Response****1107-01**

The commenter asks about on-the-ground realities that occur when FAA decides to change the flight paths over the Santa Monica Hills. The noise analysis conducted for the SoCal Metroplex Project was prepared using FAA's required NIRS (Noise Integrated Routing System) model and was conducted according to FAA Order 1050.1E as described in Section 5.1.2 in the EA. Also, please see Section 4.3.1 of the EA for a discussion of the noise modeling methodology. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant or reportable noise impacts anywhere within the General Study Area.

**1107-02**

The commenter contends that the Draft EA is flawed through its failure to recognize the topography of Ocean Park. To assess the environmental impacts of the proposed action, the FAA used the required noise model, the Noise Integrated Routing System (NIRS) model, as described in Section 5.1.2 in the EA to compare the No Action Alternative and the Proposed Action Alternative. The NIRS modeling incorporated terrain data to take into account the elevation at ground points where the noise grid points reside. For more information regarding the terrain data, please see Section 3.2.2, *Local Environmental Variables*, found in the Noise Technical Report.

**1107-03**

The commenter contends that the topography of Ocean Park is not taken into consideration. To assess the environmental impacts of the Proposed Action, FAA used the required noise model, the Noise Integrated Routing System (NIRS) model, which utilizes assumptions as described in Section 5.1.2 in the EA to compare future conditions under the No Action and Proposed Action Alternatives. The NIRS modeling incorporated terrain data to take into account the elevation at ground points where the noise grid points reside. For more information regarding the terrain data, please see Section 3.2.2, *Local Environmental Variables*, found

1107

Response

in the Noise Technical Report.

The commenter states that there is not one noise monitoring station west of Lincoln. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) noise model is the authorized tool used to determine whether a significant or reportable noise impact has occurred. Furthermore, 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to Chapter 5, *Environmental Consequences of the EA* and Sections 2.3, 2.4, and 2.5 of the Aircraft Noise Technical Report for further information.

1107-04

The commenter contends the ER is not recognizing who is physically closer to the air traffic. Please see response to Comment #1973-02.

1107-05

Please see **Topical Response 04 – SMO-LAX Departure Interactions**.

1107-06

Please see **Topical Response 04 – SMO-LAX Departure Interactions**.

1107-07

The commenter is concerned that the “ER” is simply a bureaucratic step for the FAA to tick a box and go back and report all systems go. The commenter states that the FAA is sacrificing and risking people’s quality of life without proper due diligence. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA’s NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories.

1108

Justin Mecklenborg

**From:** Justin Mecklenborg [justinmeck9@gmail.com]  
**Sent:** Tuesday, October 06, 2015 11:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** Two Incursions

To incursions occurred over the point this afternoon. I have attached the pictures for your convenience.

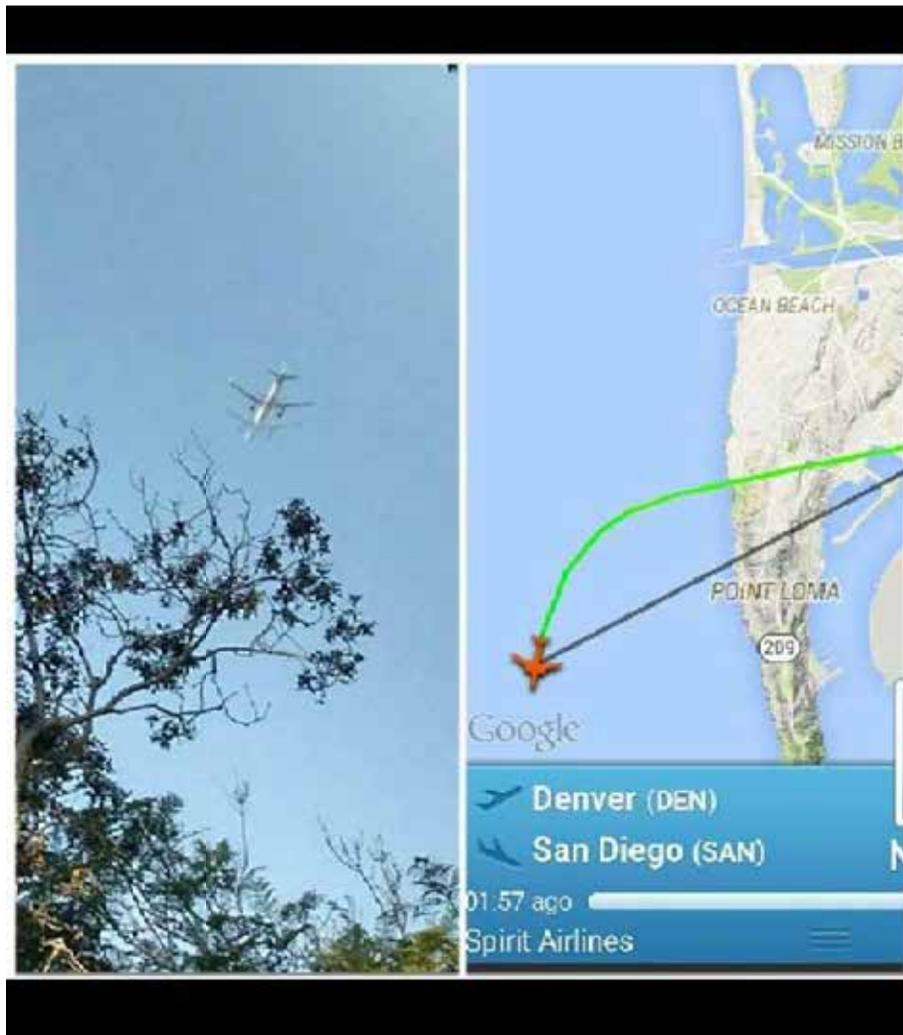
1108-01

This is not acceptable as the noise levels are way too much for our community , especially with impact to our national reserve.

Please see attached details.

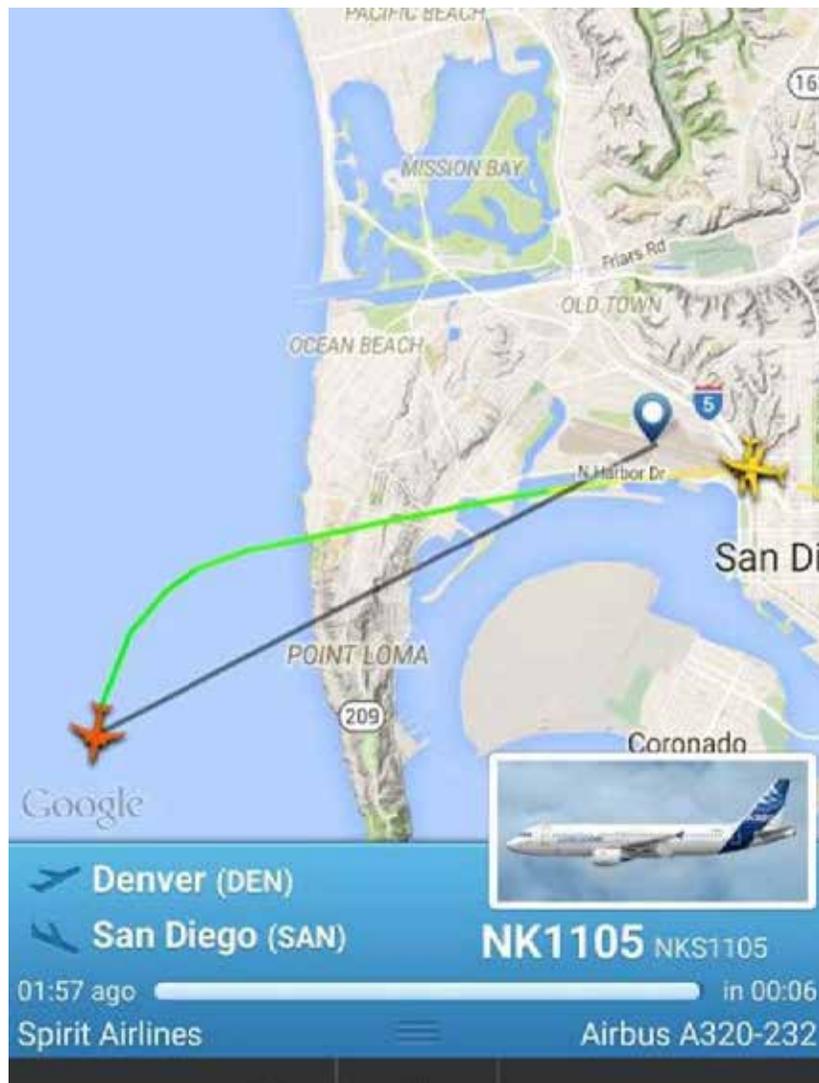
--

Justin Mecklenborg  
858.405.5681



1108

Justin Mecklenborg (continued)



1108

Response

1108-01

Please see Topical Response 02 – Existing Conditions.

1109

Nanci S. Stacey on Behalf of Protect Balboa

From: Nanci Stacey [nstacey@gaineslaw.com]
Sent: Tuesday, October 06, 2015 11:49 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on the SoCal Metroplex Draft EA

Respectfully,

Nanci S. Stacey
Gaines & Stacey LLP
1111 Bayside Drive, Suite 280
Corona del Mar, California
Telephone: (949) 640-8999
Fax: (949) 640-8330
Email: nstacey@gaineslaw.com

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REBECCA A. THOMPSON
NANCI S. STACEY
KIMBERLY RIBLE

October 6, 2015

SoCal Metroplex - Draft Environmental Assessment
Federal Aviation Administration
Western Service Center
Operations Support Group
1601 Lind Ave. SW
Renton, WA 98057
9-ANM-SoCalOAPM@faa.gov

Re: Comments on the SoCal Metroplex Draft Environmental Assessment.

SENT VIA OVERNIGHT AND ELECTRONIC MAIL.

Dear Sirs and Madams:

We submit these comments on behalf of Protect Balboa, a group of residents living on Balboa Island, Newport Beach, California and friends of the historic cottages that exist on Balboa Island. The comments on the Draft EA submitted by the City of Newport Beach ("City") dated September 3, 2015, and by the Balboa Island Improvement Association are incorporated herein by reference. As noted by City, the FAA has initiated new departure procedures at SNA prior to the end of the Draft EA comment period. The comments below more specifically address both actual and potential serious adverse environmental consequences of changing from Conventional Departures to RNAV which results in a narrow flight path, full-throttle flyby over one specific area of Balboa Island.

1109

## Nanci S. Stacey on Behalf of Protect Balboa (continued)

1109-01

The once quiet residential streets and historic structures of Balboa Island are currently being overburdened and threatened by current implementation of RNAV procedures of the "STREL" take-off pattern from John Wayne Airport ("SNA") as proposed in the SoCal Metroplex Draft Environmental Assessment (Draft EA). The FAA's implementation of "proposed" actions prior to the close of the Draft EA comment period demonstrates that the FAA has committed itself to an outcome prior to completion of the process in violation of NEPA (*See Metcalf v. Daley* 214 F.3d 1135,1143 (9<sup>th</sup> Cir. 2000) (finding that an agency violates NEPA commits itself to an outcome before the process is completed).

The Draft EA Has an Excessive Scope by Evaluating 20 Airports without any specific Evaluation of Noise or Pollution Impacts at SNA.

The Draft EA covers the entire Southern California Airport System. As a result, the Draft

October 6, 2015  
Page 2

1109-02

EA gives very sketchy information on any specific airport, including SNA. The Draft EA's proposed Findings of No Significant Impacts to its proposed action cannot be supported by the limited examination which the FAA affords to the impacts at SNA. This may well also apply to other airports. The very breadth of the Draft EA's coverage and lack of even one significant impact is evidence that the FAA failed to take a "hard look" at the environmental impacts of the proposed project. By aggregating 20 airports into a single EA, the FAA ignores that each airport will have specific impacts on specific locations applicable to that airport only. The several exhibits showing flight patterns out of various airports result in so many individual lines that the entire page is colored and no flight path can be discerned.

Just as the FAA may not divide a proposed action into several components to avoid a fair evaluation of an entire action, the FAA may not aggregate so many airports into a single EA and state without specific factual support that there are no changes or impacts. The FAA must evaluate each airport individually to determine if adverse impacts may arise and if there are alternatives which might lessen those impacts. For these reasons, among others, it is not sufficient for the FAA to rely upon the proposed Finding of no Significant Impact. It is essential that the FAA undertake a full review in an EIS of the specific impacts upon any community that will be adversely affected by the adoption of the proposed action. The proposed action at SNA has a significant effect of noise and pollution upon Balboa Island and deleteriously effects the historic beach cottages and unique characteristics of Balboa Island.

1109-03

Specifically, implementation of RNAV for 90% of takeoff procedures will concentrate flights over a limited area of Balboa Island. According to the EA, about 50% of the flights from SNA presently use RNAV to reach STREL on departure. The proposed action would increase this percentage to 90%. It is stated clearly that the intent of RNAV is to narrow the flight path so that it affects one particular area almost exclusively. Exhibits 1-2 and 1-5 to the EA clearly show the narrow path created by changing from conventional to RNAV procedures. Exhibit 1-5 shows how the path narrows even more when RNP equipped aircraft use the RNAV procedures. The effect of the RNAV procedures is to send every flight over the same homes.

Residents have noted that since 2013, the vertical takeoff patterns from SNA appear to have changed. Most residents who also fly from SNA are familiar with the steep initial ascent and then a throttle back on the engines until the aircraft has passed the shoreline. This appears to no longer be the takeoff pattern. Flights appear to take a vertical ascent at a lower angle and remain at full throttle while over land. The noise evaluation based on data from 2013 when a different takeoff pattern was routinely used does not support any conclusion about the noise impacts from the altered takeoff pattern on a narrowed path that an RNAV route to STREL for 90% of all flights will create. This change in procedures at SNA is an interdependent part of the Draft EA and should have been evaluated as part of the proposed action. (40 CFR §1508.25, *See One Thousand Friends v. Mineta* 364 F.3d 890, 894 (8<sup>th</sup> Cir. 2004); *Northwest Bypass Group v. U.S. Army Corps of Eng'rs*, 552 F.Supp.2d 97, 125 (D.N.H. 2008). Tiering is inappropriate because it does not allow an accurate evaluation of significant environmental impacts between

1109

## Nanci S. Stacey on Behalf of Protect Balboa (continued)

October 6, 2015  
Page 3

the “proposed action” and “no action” alternative. (40 CFR §1508.28).

The EA claims to evaluate the noise impacts of the change in flight patterns and find the impacts not to be significant. However, the change in departing flight patterns using RNAV for all flights will concentrate the frequency of noise events over a significant population area. On page 4-8, the EA claims to have evaluated existing noise impacts based on data collected from December 2012 to November 2013. The populations who will be affected are the cumulative populations for the 20 airports evaluated in the EA. No specific data applicable to SNA is presented.

To increase the number of flights that repeatedly go over a narrowed route while also increasing the noise impact of each aircraft from the previously implemented change to takeoff procedures already has a significant noise effect on a significant population. The EA fails to evaluate any alternative such as reestablishing the long established SNA takeoff pattern of steep ascent and reduced engine noise to mitigate the adverse noise effects which residents can readily discern. Further, the alternative of not narrowing the flight pattern (such that a single route affects a significant population) which would distribute noise impacts over a wider area but with less frequency in any specific location, is feasible and not evaluated. Balboa Island residents are not strangers to aircraft noise. However, a fair distribution over a wider area would mitigate the very significant impacts on a specific route that the “proposed action” would create.

The purpose of considering connected actions in the NEPA process is to “assure decision makers, as well as the public, are aware of the environmental impacts of the entire project as a whole, so as to avoid irretrievable commitment to an entire project on the strength of a segmented analysis of impacts associated with something less than the entire project. (*Northwest Bypass Group v. U.S. Army Corps of Eng'rs*, 552 F.Supp.2d at 125). The Draft EA states that the SNA departures utilizing RNAV waypoints is precise, concentrates the adverse environmental consequences these areas. Therefore, the FAA can identify the residences, historical neighborhoods, recreational uses, commercial zones and wide public-right-of-ways with precision. These extraordinary impacts are not evaluated in any manner for the Newport Dunes RV Park and Balboa Island which are placed squarely under the narrowed and burdened flight-path.

#### FAA Predicts Deleterious Noise Intrusion

“Altering flight patterns can protect property on the ground by preventing ‘interference with the interest in the private use and enjoyment of the land.’” *Helicopter Ass'n Intern., Inc. v. F.A.A.*

The FAA’s own supporting documents predicts deleterious environmental consequences to private use and enjoyment with land in, Appendix E, Basics of Noise, finding that:

October 6, 2015  
Page 4

...while widespread complaints can be expected when intruding noise exceeds background levels by about five decibels. Vigorous action is likely when the background [noise] is exceeded by 20.

The streets at the center of Balboa Island are among the quietest residential streets in Newport Beach when aircraft are not present. They have almost no street traffic with ambient noise at @ 20 decibels (“Db”) during the 7:00 am to 6:00 pm hours. It is less than 20 Db after 6:00 pm. Each aircraft event over the center of Balboa Island is above 75 Db with many in the 80 Db range. Even at 75 Db, each STREL overflight exceeds background noise by 55 decibels. The Draft EA predicts that “proposed alternative” RNAV flight procedures to STREL will generate “vigorous” community complaints, multiple threats of legal action and strong appeals to local

1109-03

1109-04

1109

Nanci S. Stacey on Behalf of Protect Balboa (continued)

1109-04

officials to stop noise. (Appendix E: Basics of Noise P. E-11 citing Source: EPA Office of Noise Abatement and Control, "Community Noise," P. 63.) The FAA has received sufficient complaints to find that this community reaction is true.

1109-05

The FAA has already begun implementing STREL departure procedures that have actually destroyed the quiet use and enjoyment of residential properties at the center of Balboa Island. The intrusive noise and intensity of use produced by the "proposed alternative" from at least 90% of the 85 commercial planes takeoffs per day directly over the center of Balboa Island on Balboa Island; beginning at 7:00 am through 10:00 pm 7 days a week harms the use and enjoyment of these properties and the unique historic characteristics of Balboa Island, population density, and recreational use.

Characteristics of Flight Pattern and Balboa Island That Amplify Intrusive Noise

The planes fly parallel to the Balboa Island streets that RNAV directs all aircraft to fly over. The Island is primarily hardscape with no vegetation to absorb the sound. Each residence is bounded by a concrete street in the front and concrete alley in the back. Most residences have concrete walks on either side of their house. As a result, the sound reflects and reverberates down these streets causing the noise to be louder and longer than predicted by the Draft EA.

Balboa Island's Historic Cottages

The National Historic Preservation Act requires the FAA to take into account the significant environmental consequences of implementing the Draft EA on historic properties by seeking information from individuals and organizations likely to have knowledge of or concerns with historic properties. (36 CFR 800). The Draft EA failed to address the impacts of intrusive noise caused by STREL (to be renamed PIGGN and HAYLO) departures on the characteristics of Balboa Island and to the preservation of the historic cottages that are prevalent on the Island. These cottages that depict an earlier era of California history have primarily single paned windows and lack insulation. The aircraft infrasound vibrates these structures like a drum. While these cottages have withstood floods and earthquakes since as early as 1910, the noise

October 6, 2015  
Page 5

1109-06

from the constant and unrelenting intensity of flights will cause destruction of these historic cottages so that residents can construct homes to shield them from overflight noise.

Balboa Island's Unique Characteristics

Balboa Island is likely eligible for listing on the National Register of Historic Places. The final map subdivision map of Balboa Island was filed in 1912. (See *The Picture History of Balboa Island 1906-1981*, pg. 26). Between 1907-1914, approximately 400 lots on Balboa Island had been sold. The historical development of Balboa Island is shown in the photographs from 1933 and 1948 attached hereto as Exhibit "A".

As with the beach cottages of Crystal Cove which have become protected as part of a California State Park located to the South of Newport Beach, the historic cottages on Balboa Island give the Island its unique charm. Balboa Island Museum and Historical Society provides a brief history of the Island and lists some of the most prominent examples of beach cottages constructed between 1910 and 1950. (See Exhibit "B"). Photographs of historic cottages in the 100 block of Diamond, Ruby and Collins Avenues that are currently overburdened by implementation of the RNAV departures are attached hereto as Exhibit "C".

Safety

1109-07

The chosen flight path over Balboa Island has the densest population of single family homes of any route that could be utilized for STREL departure. FAA safety concerns must necessarily consider the safety and protection of individuals under the aircraft's flight path. It is unfathomable that when a flight-path must be narrowed to achieve the "proposed action," that it is consolidated over a densely packed Recreational Vehicle Park and densely populated Balboa

1109

Nanci S. Stacey on Behalf of Protect Balboa (continued)

Island when the flight path could be routed over water so as to fly over six residences.

Recreation

1109-08

One of the unique characteristics of the geographic area of Balboa Island is that it is a destination for recreation. A sidewalk along the water surrounds the entire island. Thousands of people every weekend and throughout the days of the summer enjoy the simple recreation of walking around the Island. The sandy beaches at both ends of Ruby are recreational places for families with children. Constant overflight noise impacts the value of this recreation.

1109-09

In essence, this unique neighborhood is ill prepared to withstand noise intrusion caused by constant overflight. Fanning the flight paths more widely so that other areas that have also had past noise impacts share in the burden of the sound will mitigate the adverse impact that the proposed action will have on Balboa Island residents.

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Page 6

Toxic Emissions

1109-10

The narrow flight path from RNAV also narrows the zone where the pollutants and particulates that fall from the rising aircraft cast upon the ground. Residents of parts of Balboa Island already report significant increases in small dark particles on their terraces, roofs, outdoor furniture and sidewalks. These increased particulates arise both because of the narrow flight path and because of the full throttle operation which spews the pollutants more heavily. The Draft EA gives no evaluation of how concentrating the pollutants on a smaller area affects the densely populated parts of Balboa Island that are affected.

Readability and Transparency

1109-11

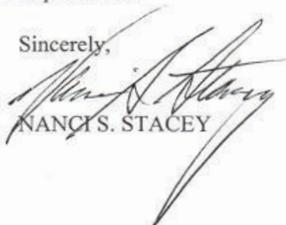
We also wish to note that the EA is drafted with such reliance upon acronyms and unusual terms (it takes 12 pages to list the acronyms and provide a glossary) that to the average reader, the EA is entirely unintelligible. The aggregation of flight data and maps makes each depiction of an airport and its departures unreadable. An environmental document should be drafted in a manner which would allow a reasonably intelligent reader to understand the content. The document is intended to inform the public as well as the decision maker. The Draft EA fails on both counts.

1109-12

The FAA should undertake an Environmental Impact Statement for the changes that the proposed action will bring. The EIS should evaluate a wider range of alternatives than "project" and "no project". The EIS should gather current and actual data on sound impacts on Balboa Island and adopt mitigation measures to lessen those impacts. The purpose of NEPA is to identify adverse environmental effects and avoid or mitigate the effects to insignificance. No resident of Balboa Island is immune from the new sound impacts already evident and those under the RNAV narrowed route are affected severely.

On behalf of the undersigned, Protect Balboa, and other affected persons and property owners, we urge the FAA not to adopt the proposed action based upon a Finding of No Significant Impact and to prepare the required EIS.

Sincerely,



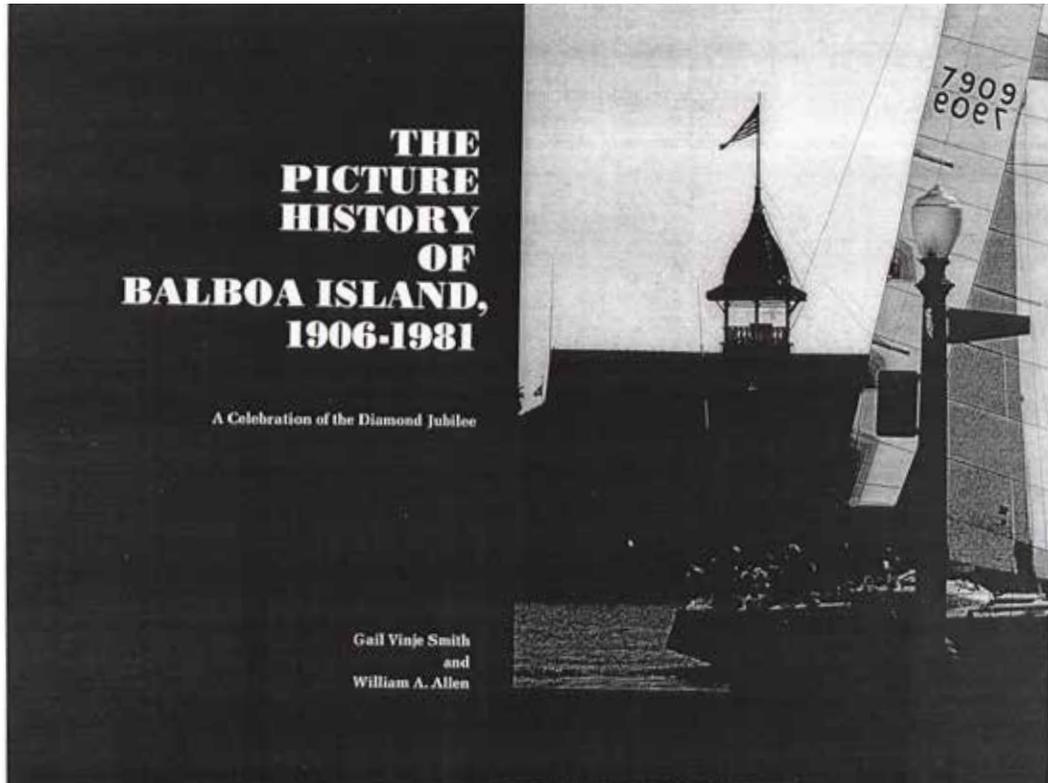
NANCI S. STACEY

NSS/sh

**EXHIBIT A**

1109

Nanci S. Stacey on Behalf of Protect Balboa (continued)



1109

Nanci S. Stacey on Behalf of Protect Balboa (continued)



213

1948



1948

1109

Nanci S. Stacey on Behalf of Protect Balboa (continued)

EXHIBIT B

### Balboa Island Museum & Historical Society

The Balboa Island Museum and Historical Society is a non-profit tax-exempt 501 (C) (3) organization formed by island residents. Visitors and residents now have the opportunity to view a collection of memorabilia which documents the Island's story. Donations of your photographs, stories, and related items are welcome. Monetary donations help fund our programs and operations.



|                         |                    |
|-------------------------|--------------------|
| 331 Marine Avenue       | Wednesday 10am-4pm |
| P.O. Box 147            | Friday 10am-4pm    |
| Balboa Island, CA 92662 | Saturday 10am-4pm  |
| 949.675.3952            | Sunday 10am-4pm    |

[www.balboaislandmuseum.org](http://www.balboaislandmuseum.org)

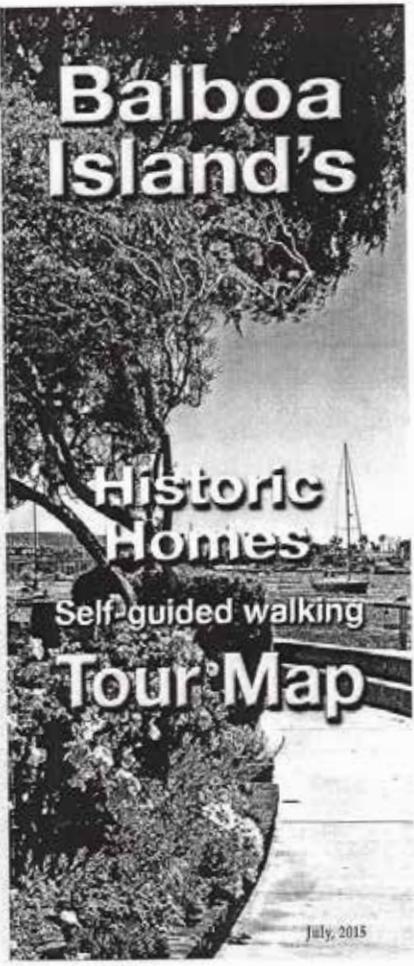
    

As you explore the Island, be sure to enjoy the Island's colorful boutiques, charming restaurants and tempting sweet shops along Marine and Agate Avenues.

The Balboa Island Historical Home Tour Map is provided courtesy of the Balboa Island Museum and Historical Society.

Photo Credits: Ken Johansen  
[www.KenJohansen.com](http://www.KenJohansen.com)

Design Credits: DeAna Brooks  
[brooks\\_deana@yahoo.com](mailto:brooks_deana@yahoo.com)



### A Brief History of Balboa Island

Balboa Island is an idyllic seaside community in beautiful Newport Harbor, one of the largest pleasure harbors on the West Coast. "The Island" is composed of three man-made islands: Balboa Island, Little Island, and Collins Island with a total circumference just shy of three miles (4,800 meters.) What makes Balboa Island truly unique is a colorful history that stretches back more than 100 years.

Prior to 1906, the island was just a sand spit, often swallowed up by high tides. The Balboa Peninsula across the bay no longer hosted a thriving fishing and shipping operation, but the Balboa Pavilion (c. 1905) was attracting throngs of summer visitors who came for seaside holidays via the Electric Red Car from Los Angeles.

Developer William S. Collins, saw Newport Bay's recreational potential and began dredging the channel around Soipe Island, depositing sand onto the tidelands, resulting in Balboa Island.

Between 1909 and 1914, over half of the island's 1300 lots were sold. Waterfront lots sold for \$600, inside lots for \$300. With no gas or electricity, homes were closed in winter. Sewer pipes drained to the beaches, and trash was buried in holes.

The first seawall was built in 1909. It was made of wood and was 14 inches high. Three years later it was replaced with cement. It was rebuilt in 1922, and in 1938 the present day boardwalk and public piers were completed.

In 1912, a narrow wooden bridge to the mainland was built on foot traffic and horses. Widened in 1914, and again in 1924, it was replaced in 1929 with concrete. In 1981 the bridge was rehabilitated to become the modern two lane structure it is today.

In 1919 the contract for the ferry between Balboa Island and the Peninsula was awarded to one of Collin's alsmen, Joseph A. Beek. In 1920, cars could be pushed across the bay for 10 cents. Today there are three auto erries, each carrying three cars, still operated by the Beek family. A one-way auto toll is \$2.00.

During the 20's and 30's a number of Hollywood Stars such as Humphrey Bogart, Lauren Bacall, Betty Davis, Errol Flynn, John Barrymore and Edgar Bergen sailed their boats in Newport Harbor.

Area residents included John Wayne, Andy Devine, Buddy Ebsen, and James Cagney, who owned Collins Island from 1936 to 1948. (Folklore suggests that he won it in a poker game.) During the war, the Coast Guard used Collins Island as a strategic outpost.

Beginning in the 30's, thousands of teenagers flocked to Bal Week, an Easter week tradition that spanned several generations. The beaches were filled to capacity as teens sunbathed and flirted along the crowded boardwalks, and danced nightly to live bands at the Peninsula's famous Rendezvous Ballroom.

In 1953, 50,000 International Boy Scouts held a rally at "Jamboree City," on a part of The Irvine Ranch that is now Fashion Island. Palisades Road, the two lane muddy trail that led to the event, was later renamed Jamboree Road in honor of the Scouts. It begins at Bayside Drive, just north of the Balboa Island Bridge.

Through the years, Balboa Island grew in population but maintained its timeless charm; a carefree Isle of endless summers. In 1929 the island boasted 100 residents. Today it claims over 3,000 residents and hosts hundreds of thousands of visitors.

Each December, Balboa Island forms a center point in the world famous Christmas Boat Parade that began over 100 years ago, when gondolier John Scarpa led a small flotilla of illuminated canoes and gondolas around Newport Bay. Millions of onlookers have delighted in this spectacular five night pageant.

As you enjoy this self guided tour of historical homes, step back in time and observe a variety of architectural styles spanning almost half a century. Each bronze plaque honors a home that has graced the island for over 60 years, dating back to 1910. These homes have been much loved, and if they could talk, imagine the stories they would tell.



| Year | Address      | Year | Address          | Year | Address           | Year | Address           |
|------|--------------|------|------------------|------|-------------------|------|-------------------|
| 1928 | 107 Abalone  | 1940 | 302 Apolena      | 1937 | 323 E. Bay Front  | 1920 | 228 Opal          |
| 1940 | 117 Abalone  | 1936 | 308 Apolena      | 1943 | 168 Emerald       | 1919 | 108 Park          |
| 1938 | 201 Abalone  | 1938 | 311 Apolena      | 1912 | 116 Emerald       | 1929 | 1104 Park         |
| 1951 | 210 Abalone  | 1928 | 314 Apolena      | 1938 | 202 Emerald       | 1929 | 1705 Park         |
| 1944 | 219 Abalone  | 1938 | 318 Apolena      | 1940 | 203 Emerald       | 1926 | 110 Pearl         |
| 1928 | 301 Abalone  | 1936 | 322 Apolena      | 1920 | 120 Garnet        | 1938 | 113 Pearl         |
| 1928 | 307 Abalone  | 1928 | 1607 Balboa      | 1933 | 202 Garnet        | 1927 | 114 Pearl         |
| 1929 | 108 Agate    | 1938 | 1609 Balboa      | 1941 | 216 Garnet        | 1937 | 120 Pearl         |
| 1928 | 209 Agate    | 1935 | 121 Collins      | 1923 | 111 Grand Canal   | 1937 | 126 Pearl         |
| 1945 | 213 Agate    | 1936 | 204 Collins      | 1926 | 116 Grand Canal   | 1929 | 213 Pearl         |
| 1929 | 220 Agate    | 1926 | 212 Collins      | 1939 | 124 Grand Canal   | 1934 | 114 Ruby          |
| 1937 | 222 Agate    | 1929 | 303 Collins      | 1926 | 127 Grand Canal   | 1924 | 210 Ruby          |
| 1910 | 113 Amethyst | 1937 | 119 Coral        | 1940 | 208 Grand Canal   | 1927 | 212 Ruby          |
| 1924 | 115 Amethyst | 1930 | 204 Coral        | 1947 | 204 Grand Canal   | 1936 | 306 Ruby          |
| 1929 | 116 Amethyst | 1939 | 315 Coral        | 1952 | 225 Grand Canal   | 1950 | 106 S. Bay Front  |
| 1930 | 118 Amethyst | 1934 | 331 Coral        | 1948 | 307 Grand Canal   | 1913 | 526 S. Bay Front  |
| 1939 | 121 Amethyst | 1932 | 118 Crystal      | 1937 | 324 Grand Canal   | 1924 | 608 S. Bay Front  |
| 1944 | 203 Amethyst | 1928 | 119 Crystal      | 1947 | 187 Jade          | 1937 | 706 S. Bay Front  |
| 1946 | 204 Amethyst | 1928 | 121 Crystal      | 1926 | 327 Marine        | 1927 | 910 S. Bay Front  |
| 1936 | 300 Amethyst | 1932 | 123 Crystal      | 1947 | 331 Marine        | 1933 | 1504 S. Bay Front |
| 1939 | 303 Amethyst | 1936 | 215 Crystal      | 1948 | 105 N. Bay Front  | 1923 | 107 Sapphire      |
| 1933 | 308 Amethyst | 1937 | 113 Diamond      | 1936 | 1009 N. Bay Front | 1929 | 117 Sapphire      |
| 1935 | 309 Amethyst | 1925 | 115 Diamond      | 1926 | 1109 N. Bay Front | 1947 | 122 Sapphire      |
| 1937 | 313 Amethyst | 1926 | 119 Diamond      | 1938 | 1111 N. Bay Front | 1933 | 224 Sapphire      |
| 1930 | 324 Amethyst | 1929 | 122 Diamond      | 1938 | 1309 N. Bay Front | 1937 | 304 Sapphire      |
| 1936 | 330 Amethyst | 1940 | 300 Diamond      | 1937 | 1401 N. Bay Front | 1936 | 310 Sapphire      |
| 1934 | 106 Apolena  | 1941 | 302 Diamond      | 1939 | 1403 N. Bay Front | 1933 | 322 Sapphire      |
| 1935 | 107 Apolena  | 1929 | 307 Diamond      | 1929 | 188 Onyx          | 1928 | 123 Topaz         |
| 1928 | 115 Apolena  | 1942 | 314 Diamond      | 1923 | 120 Onyx          | 1921 | 130 Topaz         |
| 1931 | 116 Apolena  | 1941 | 111 E. Bay Front | 1935 | 282 Onyx          | 1929 | 214 Topaz         |
| 1932 | 118 Apolena  | 1935 | 213 E. Bay Front | 1927 | 226 Onyx          | 1912 | 117 Turquoise #4  |
| 1936 | 123 Apolena  | 1946 | 217 E. Bay Front | 1937 | 315 Onyx          | 1935 | 120 Turquoise     |
| 1935 | 124 Apolena  | 1937 | 305 E. Bay Front | 1937 | 287 Opal          | 1936 | 135 Turquoise     |
| 1930 | 210 Apolena  | 1931 | 309 E. Bay Front | 1929 | 214 Opal          |      |                   |
| 1934 | 214 Apolena  | 1948 | 315 E. Bay Front | 1930 | 225 Opal          |      |                   |



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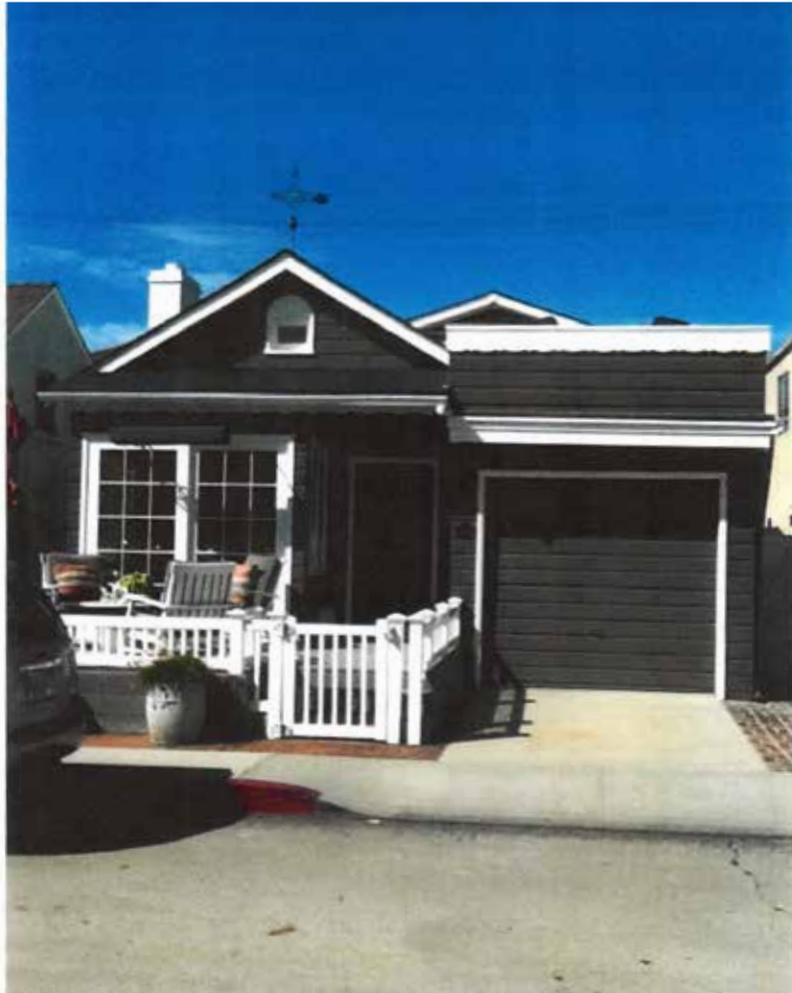
Nanci S. Stacey on Behalf of Protect Balboa (continued)

EXHIBIT C



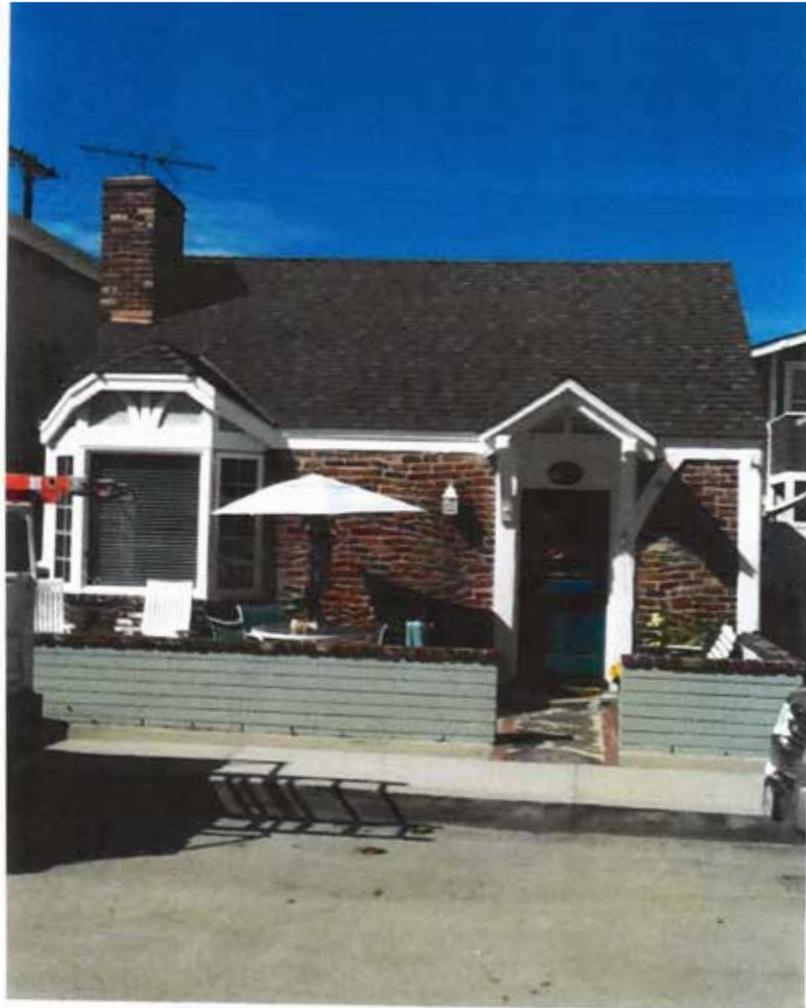
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Nanci S. Stacey on Behalf of Protect Balboa (continued)



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Nanci S. Stacey on Behalf of Protect Balboa (continued)



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Nanci S. Stacey on Behalf of Protect Balboa (continued)



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Nanci S. Stacey on Behalf of Protect Balboa (continued)



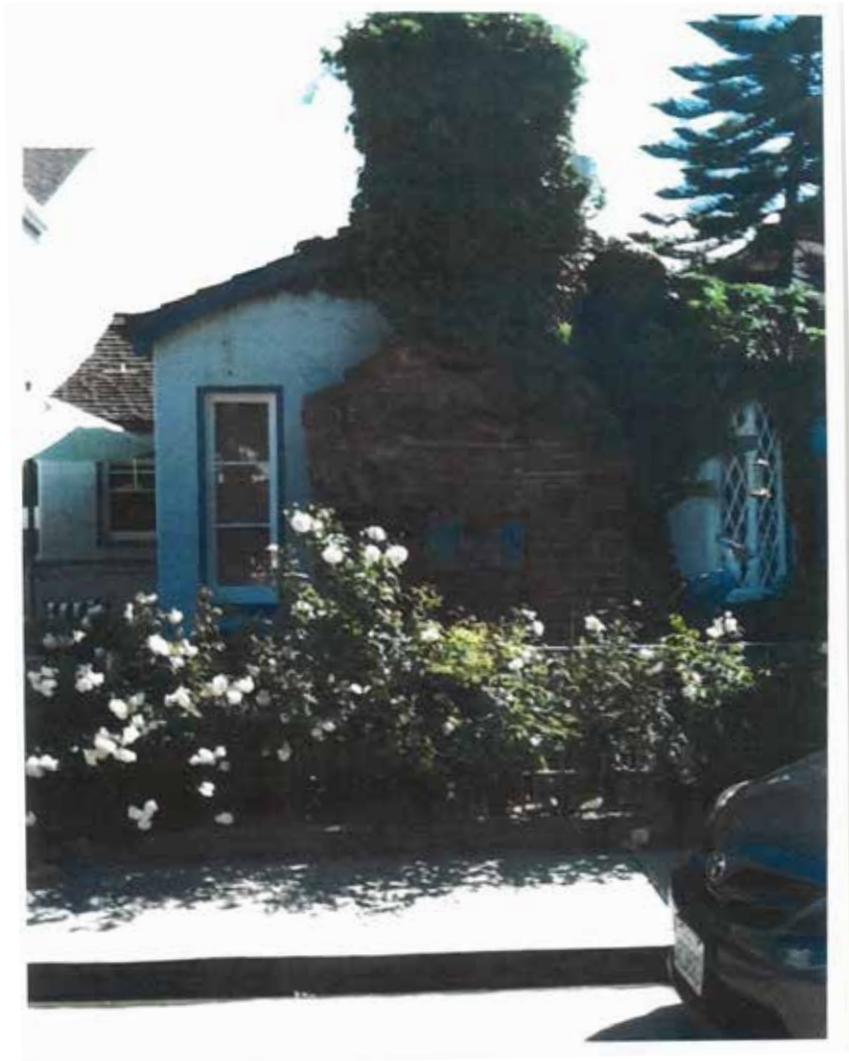
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Nanci S. Stacey on Behalf of Protect Balboa (continued)



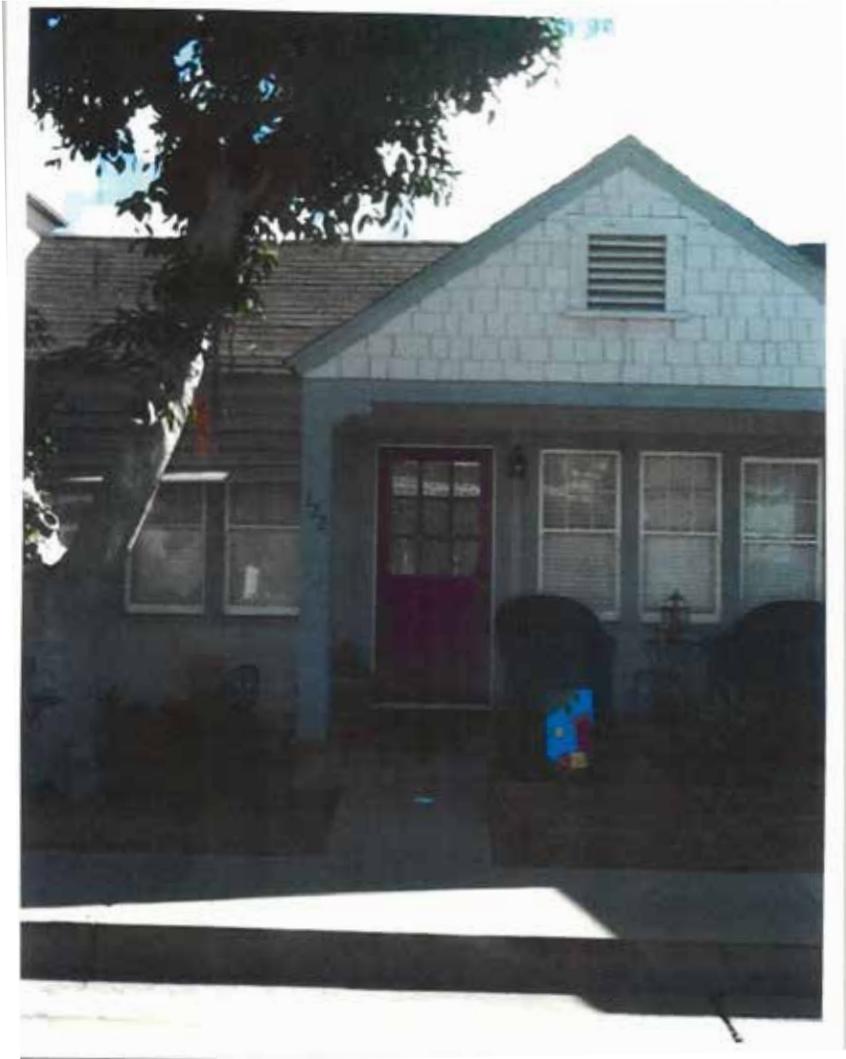
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Nanci S. Stacey on Behalf of Protect Balboa (continued)



1109

Nanci S. Stacey on Behalf of Protect Balboa (continued)



1109

Response

1109-01

The commenter claims that Balboa Island is currently being affected by the STREL procedure and procedures included in the Proposed Action. The STREL procedure is an existing departure procedure at SNA. For information on No Action Alternative and Proposed Action Procedures, please see Tables 3-1 and 3-2 in the EA. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented. See **Topical Response 02 – Existing Conditions**.

1109-02

The commenter states that the EA does not provide information for specific airports and that the FAA only conducted a limited examination to the impacts at

1109

Response (continued)

SNA. The commenter further states that by aggregating the airports into a single EA, the FAA ignores specific impacts on specific locations. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. As disclosed in Chapter 5 of the EA, results of the Environmental Analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

The commenter also states that exhibits in the EA depict so many lines that the entire page is colored, and no flight paths can be discerned. To manipulate the layers depicting the No Action Alternative (Exhibit 3-7) and Proposed Action Procedures (Exhibit 3-8), it is recommended that the commenter download a copy of the document and view it using Adobe Acrobat. Once opened in Adobe Acrobat, the layers panel should be visible on the left hand side of the screen. Detailed instructions on how to turn on and turn off the layers are provided in the introduction pane on the exhibits. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

The commenter also states the FAA should undertake a full review in an EIS. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action.

1109-03

The commenter states that, according to the EA, 50 percent of departures from SNA use RNAV to reach STREL on departure and that the Proposed Action will increase this percentage to 90 percent. As stated in Section 1.2.5 of the EA, more than 90 percent of U.S. scheduled air carriers are equipped for some level of RNAV. This does not mean that 90 percent of departures at SNA will use RNAV departures. The commenter also claims that the EA states that the intent of RNAV is to narrow the flight path so that it affects one particular area almost exclusively. Regarding purpose of the Project, please see **Topical Response 05 – Purpose and Need**.

1109

## Response (continued)

The commenter noted that since 2013, the vertical takeoff patterns from SNA appear to have changed and the throttle back of the engines also has changed. The commenter is referencing an existing noise abatement procedure, and the SoCal Metroplex Project will not affect the existing noise abatement procedures.

The commenter claims that the noise analysis represents a cumulative analysis and does not account for specific airports or locales. To assess the environmental impacts of the Proposed Action, the FAA used the required noise model, the Noise Integrated Routing System (NIRS) model, which utilizes assumptions as described in Section 5.1.2 in the EA to compare future conditions under the No Action and Proposed Action Alternatives. Although the analysis is based on an average annual day of operations, the model was developed using operations and flight patterns for each of the Study Airports.

The flight corridors associated with the Proposed Action are depicted in Exhibit 3-8 in Chapter 3 of the EA. The information shown in Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. Using Google Earth, one can click on a grid point anywhere in the General Study Area to see the noise analysis results for the Proposed Action and the No Action Alternative.

The commenter also notes that the EA does not evaluate an alternative that distributes traffic more widely. The FAA considered the implications of developing a departure process that included a fan-like distribution of departures. The FAA concluded that, due to conflicts with multiple adjacent airport air traffic procedures, and the increased complexity associated with the air traffic control operations, it did not meet the purpose and need of the Project, as described in Section 2.1 of the EA. As discussed in Section 5.1, the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases. Please also see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

1109-04

The commenter claims that the Draft EA predicts that the Proposed Action will generate community complaints, threats of legal action, and appeals to local officials to stop noise from overflights. This is based on language taken from Appendix E to the EA which does not describe the SoCal Metroplex Project, but the findings of research conducted by the EPA on community reaction to noise and the assumption that the Proposed Action will generate substantial noise increases compared to the No Action Alternative. The noise analysis prepared

**1109**

**Response (continued)**

for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases when compared to the No Action Alternative.

**1109-05**

The commenter states the STREL departure procedure has destroyed the quiet use and enjoyment of residential properties on Balboa Island. Please see response to Comment #1975-01.

**1109-06**

The commenter states that the EA fails to address the impacts of the Proposed Action on potentially eligible historic resources located on Balboa Island. As discussed in Section 5.4.2 of the EA, the National Historic Preservation Act of 1966 requires the FAA to consider the effects of its undertakings on properties listed or eligible for listing in the National Register of Historic Places (National Register). To meet this requirement, the FAA has assessed the potential effects of the Proposed Action on historic resources located within an Area of Potential Effects (APE) that is coterminous with the General Study Area. Because the Proposed Action would not directly affect historic resources through physical contact, this assessment is focused on indirect impacts associated with noise. Noise exposure levels at points representing historic properties listed on the National Register were calculated for purposes of determining potential adverse effects. In addition, noise exposure results for uniform grid points located at 0.5 nm intervals throughout the General Study Area were evaluated to identify potential adverse effects to historic properties that are eligible but may not be listed on the National Register.

If a significant or reportable noise increase were identified at one of these grid points, the surrounding area would be examined for the presence of eligible-to-be-listed historic properties. As discussed in Section 5.4.3 of the EA, when compared with the No Action Alternative, the Proposed Action would not result in changes in aircraft noise exposure in 2016 or 2021 that would exceed the FAA's significance threshold or result in reportable noise increases. Therefore, the Proposed Action would not result in potential impacts to historic or cultural resources. A request for concurrence with the FAA's determination was made to the SHPO in June 2015. The SHPO issued its concurrence in March of 2016, and a copy of the concurrence letter can be found in Appendix A.

**1109-07**

The commenter states that the FAA must consider the safety and protection of

1109

## Response (continued)

individuals under the aircraft's flight path. Sections 2.1 and 2.2 of the EA discuss how a key design constraint is safety. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Further, as described in Section 3.1.2 of the EA, procedures were evaluated using the FAA's Air Traffic Organization (ATO)'s Safety Management System (SMS). The SMS is the system for assessing and managing the safety of ATC and navigation services in the National Airspace System (NAS).

1109-08

The commenter points out that Balboa Island is a recreation destination and that constant overflight noise impacts the value of recreation. A noise analysis was conducted in support of the EA for the SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases when compared to the No Action Alternative.

1109-09

The commenter suggests fanning flight paths more widely so other areas can share in the burden of aircraft noise while mitigating adverse impacts to Balboa Island. The FAA considered the implications of developing a departure process that included a fan-like distribution of departures. The FAA concluded that, due to conflicts with multiple adjacent airport air traffic procedures, and the increased complexity associated with the air traffic control operations, it did not meet the purpose and need of the Project, as described in Section 2.1 of the EA. Regardless, as discussed in Section 5.1, the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases.

1109-10

The commenter expresses concern that the use of RNAV will narrow the zone where pollutants and particulates fall from rising aircraft, citing recent complaints of an alleged increased buildup of particulate matter in the Balboa Island community. The environmental analysis, including the required methodology and standards for air quality, is described in Section 5.8 in the EA. As disclosed in the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts. Please also see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

1109

Response (continued)

1109-11

The commenter states that the EA uses too many acronyms and unusual terms to make the document intelligible to the average reader. The EA was prepared in compliance with NEPA and FAA Order 1050.1E. This includes the use of plain language in the document as required under Paragraph 210b of Order 1050.1E. Aviation is highly technical in nature, and the use of acronyms is commonplace. Acronyms commonly used in aviation were generally maintained to minimize any potential for misunderstanding of important aviation-related concepts. All acronyms are explained in the text of the document as they are introduced. Furthermore, as mentioned by the commenter, Appendix D of the EA provides a list of the acronyms and a glossary of the technical terms used in the EA. To aid the reader, Chapter 1, Background, provides a basic, plain English description of aviation and air traffic issues as related to the SoCal Metroplex Project.

The commenter also claims the maps are unreadable. Exhibits 3-7 and 3-8 in Chapter 3 of the EA, Alternatives, were provided to show the flight paths associated with the Proposed Action and No Action Alternative, respectively. The procedures are presented in clickable layers relative to the communities located within the SoCal Metroplex General Study Area and can be turned on or off in Adobe Acrobat by the reader. To provide the public with another method, this information was also released in Google Earth format along with the flight tracks used in noise modeling and the noise analysis results.

For more information, please see **Topical Response 08 – Supplemental Materials**.

1109-12

The commenter states that the FAA should prepare an EIS. The EA is prepared in full compliance with NEPA and FAA Order 1050.1E. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The results of the environmental analyses completed for the EA indicate that the Proposed Action, when compared to the No Action Alternative, would result in no significant environmental impacts. Until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action.

1110

Lillian Laskin

From: Lillian Laskin [lillianlaskin@gmail.com]  
 Sent: Tuesday, October 06, 2015 11:54 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Change of flight pattern going over 90066

To whom this may concern:

1110-01

I do not recall any notice or public input regarding the concentration of planes flying into LAX on a path above Mar Vista. The noise has increased and the distance above is lower causing a great deal of anxiety and disturbance. Can you please explain the reason?

Yours truly,

Lillian Laskin -  
 lillianlaskin@gmail.com  
 L.A. 90066

1110

Response

1110-01

The commenter states that she does not recall any notice or public input regarding the concentration of planes flying into LAX on a path above Mar Vista. The Proposed Action being considered as part of the Metroplex Project has not been implemented. The FAA has not made a final decision on the SoCal Metroplex Project, and the agency will provide public notification of any final decision made on the proposed project.

1111

Dr. Kirsten Hanson

**From:** kirsten.hanson@cox.net [kirsten.hanson@cox.net]  
**Sent:** Tuesday, October 06, 2015 11:57 PM  
**To:** 9-ANM-SoCalOAPM (FAA); 9-ANM-SoCalOAPM (FAA)  
**Cc:** Scott - Congre; loriezapf@sandiego.gov  
**Subject:** disagree with the elimination of LOWMA

To whom it may concern:

1111-01

I very strongly disagree with the proposal to eliminate waypoint LOWMA at the end of Point Loma.

The current flight path from JETTI to LOWMA prior to ZZ000 enables aircraft to gain altitude, and seems much safer if the pilots experience an emergency and need to land in the ocean to avoid damage and destruction to heavily populated areas.

If the flight path is changed, it would increase the flight time over land when aircraft have lots of fuel (takeoff). This additional flight time would dramatically increase the potential for loss of life and extensive property damage if an accident happened during this critical phase of flight.

1111

Dr. Kirsten Hanson (continued)

1111-01

Also, such a path will create more congestion with air traffic directly over Naval Air Station North Island on Coronado, and also increase the chances of mid-air collision and greatly increase the noise level. It will also greatly increase the noise pollution in the peaceful area of Point Loma and Cabrillo National Monument.

Please protect our community and keep people safe. We are very concerned.

Thank you very much for your thoughtful consideration,  
Dr. Kirsten Hanson

1111

Response

1111-01

Please see **Topical Response 11 – Point Loma.**

1112

Susan Loewenberg

**Sent:** Tuesday, October 06, 2015 11:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** hotshock@sbcglobal.net  
**Subject:** LAX flight path

To Whom It May Concern:

1112-01

As a home owner at 3451 Greenfield Ave., LA,CA 90034, I would like to voice my objection to the new flight paths going to LAX. They are destroying our previously peaceful neighborhood and will seriously lower our property values. I do not believe the FAA has the right to undertake this destructive action.

We are taxpayers and citizens and we have the right to the same noise free environment we have enjoyed for the past 50 years. When I purchased my home in 1989 I would not have bought it if there has been a problem with airplane noise. To impose this new and unwelcome intrusion into our neighborhood is unfair, and probably illegal.

I respectfully suggest that the FAA alter its plans.

Susan Loewenberg

1112

Response

1112-01

Thank you for your comment.

1113

Tony Khoury on behalf of Dover Shores



October 5, 2015

Anthony Foxx  
U.S. Secretary Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Sir/Madam,

The following comments are submitted on behalf of the Dover Shores Community Association with respect to the SoCal Metroplex- Draft Environmental Assessment .

Our primary concerns are:

- Since the beginning of commercial jet service at John Wayne Airport "JWA" the FAA, the airlines and airport management have worked together to minimize the negative impact of the airport on the surrounding communities. The FAA has designed a system of arrivals and departures to affect fewer communities, the airlines have established noise standards and a monitoring system to insure compliance and the Settlement Agreement provided for a strictly enforced curfew. Accordingly, we want the FAA to assure us that nothing planned or intended through the SoCal Metroplex Project will disturb the Settlement Agreement operation.
- Furthermore, we have concerns with the FAA's proposed impact on JWA's operations. Specifically, the worry involves the three new intended Commercial Departures (PIGGIN, HAYLO and FINZZ), and their possible negative residential impacts, in the same manner as the September 2014 departures for CHANNEL TWO and MUSEL which moved the aircrafts further to the west than historically has been the case, and, in turn, has subjected communities on the west side, to a significant increase in noise level and pollution.
- Likewise, the Standard Instrument Departures "SID's" for the PIGGIN, HAYLO and FINZZ departures include a single turn from a runway heading toward STREL, which occurs later than is required in the current procedure. This creates additional noise exposure to our residential communities.
- The newly released information by the FAA on August 18, 2015 is very confusing and it would have been very helpful if the FAA compared the STREL, a known departure, with all the newly proposed Standard Instrument Departures "SID's". Specifically when and how far out from RW20R does the STREL transition from the runway heading to inbound course to TOING.

1113-01

1113-02

1113-03

S10-151014-011

Professionally Managed by:  
Keystone Pacific Property Management, Inc.  
16775 Von Karman Avenue, Suite 100 · Irvine, CA 92606-4960 · Tel (949) 833-2600 · Fax (949) 833-0919  
www.keystonepacific.com

1113

Tony Khoury on behalf of Dover Shores (continued)



1113-01

- The Draft EA for the SoCal Metroplex Project indicates that all the newly proposed commercial departures are to be designed to follow a path between the runway and the waypoint known as STREL and the removal of the TOING fly over waypoint. We believe that this will force aircraft to fly over residential communities away from the middle of the Back Bay which will create additional noise. We urge you to keep the current TOING waypoint in the mix and at its current location in the middle of the bay.

1113-02

- There are numerous facets in the current EA that require the FAA to perform a higher level of environmental analysis especially in regards to additional noise and increased emissions exposure over the Dover Shores Community and other surrounding neighborhoods.
- It is important that the FAA will monitor all departures the first year of operations and that the Dover Shores Community Association and all the other involved communities have the opportunity to take part and assess along with the FM these procedures.

Thank you for the opportunity to comment on the Draft EA for the SoCal Metroplex and we look forward to detailed answers to our comments and concerns.

Sincerely,

Tony Khoury

Dover Shores Board Vice President, Airport Committee Chairman

*Professionally Managed by:*

Keystone Pacific Property Management, Inc.

16775 Von Karman Avenue, Suite 100 · Irvine, CA 92606-4960 · Tel (949) 833-2600 · Fax (949) 833-0919

[www.keystonepacific.com](http://www.keystonepacific.com)

S10-151014-011

**1113****Response****1113-01**

The commenter is concerned that the SoCal Metroplex Project will impact certain provisions of an SNA settlement agreement that has not been specifically identified. The FAA followed its flight procedure design requirements when designing the Proposed Action procedures and, wherever possible, kept procedures within the existing historical flight tracks. See Section 3.1.2 of the EA for further information regarding the design criteria and process.

**1113-02**

The commenter expresses concern over potential significant increases in noise and pollution levels due to the Proposed Action, specifically PIGGIN, HAYLO and FINZZ. The EA was prepared in accordance with NEPA and FAA Order 1050.1E. The environmental analysis, including the required methodology and standards for noise and air quality, is described in Sections 5.1 (*Noise*) and 5.8 (*Air Quality*) in the EA. As disclosed in the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative.

**1113-03**

The commenter is concerned with the removal of the TOING waypoint for Proposed Action departure procedures at SNA. Noise Monitor 7 and the TOING waypoint are co-located. The FAA, with input from airline industry representatives, identified an issue with the existing departure design that causes some aircraft to circumvent the TOING waypoint. Under the existing departure procedure design, some aircraft Flight Management System (FMS) are unable to engage the waypoint and fly over TOING Waypoint. This mainly has to do with varying winds on departure and turn anticipation of the flight management system. With the limited distance between the turn point and TOING, the FMS struggles if the winds are different than predicted on the ground, and when it can't get back to the flyover waypoint (TOING), it "skips" past it.

The FAA considered several variations to mimic the existing departure procedure from SNA Runway 20R that would fly over Noise Monitor 7. The proposed option would achieve the desired flight path across the ground and improve flight path conformance of the Standard Instrument Departure (SID). The proposed procedure utilizes a Heading to Intercept (VI) leg off the runway to join a Course to Fix (CF) leg. The VI Leg defines a specified heading that does not correct for wind. The aircraft will fly this heading until intercepting the course to the next fix. Once established on the CF leg, the departure will remain within the confines of that course, including correction for wind. TOING was removed to mitigate the path adjustments that the FMS is making near Noise Monitor 7. The result is more accurate tracking over Noise Monitor 7 and minimal roll and yaw

**1113**

**Response (continued)**

movements for the departing aircraft while simplifying the procedure. The new coding will actually help ensure all aircraft fly closer to the noise monitor. Since the flyover TOING waypoint was eliminated, when winds differ from what was planned, the FMC will not skip this course over the noise monitor, because it has more distance to correct for the winds.

**1113-04**

The commenter states that the FAA is required to perform a higher level of environmental analysis due to additional noise and increased emissions over the Dover Shores community. As discussed in Section 5.1, the results of the noise analysis indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts or reportable noise increases. Similarly, the results of the air quality analysis discussed in Section 5.8 indicate that the Proposed Action would not result in any significant impacts to air quality. Therefore, no higher level of environmental analysis is warranted. Further, if the Proposed Action procedures were approved, the FAA would monitor deviations from expected flight paths during the implementation process per FAA Order 7100.41.

1114

H.P. "Sandy" Purdon

**From:** H.P. Purdon [hppurdon@cox.net]  
**Sent:** Wednesday, October 07, 2015 5:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Scott Peters; Kevin Faulconer; Lori Zapf  
**Subject:** OBJECTION LETTER REGARDING THE SoCalMETROPLEX

Please find attached a letter objecting to the SoCal METROPLEX.

*H. P. "Sandy" Purdon*

747 Golden Park Avenue  
 San Diego, CA 92106  
 hppurdon@cox.net 619-  
 822-1177



Est. 1977

**H. P. PURDON & COMPANY, Inc.**

747 Golden Park Avenue, San Diego, California 92106  
 Tel: 619-822-1177 Email: HPPurdon@cox.net

October 7, 2015

**Michael P. Huerta**  
**Administrator**  
**Federal Aviation Administration**  
**800 Independence Avenue, SW**  
**Washington, CD 20591**

Dear Administrator Huerta,

The purpose of this letter is to protest vehemently the proposed change in the SoCal METROPLEX as it creates increased negative impacts to public safety and environmental conditions. My concerns are as follows:

- By moving the waypoint from the ocean outside of the tip of Point Loma to a direct line to the southernmost intersection brings the allowable track of airplanes over the residential areas of Point Loma not previously seen.
- If the plane tracks don't change that much for planes leaving SAN, then the positive results are negligible so why not leave the way points as they are?
- The technology for determining sound levels (DNL) seem inadequate and not technologically current with today's standards.
- Because of the new potential routes, residue from exhaust fuels dropping over the residential areas of Point Loma are unhealthy for people, plants and animals.

1114-01

1114

H.P. "Sandy" Purdon (continued)

1114-02

- Obviously by the recent huge public reaction, the residence of Point Loma were not sufficiently informed of the issues and, in fact, by holding a public hearing nowhere near Point Loma some time ago (North Park) it seems to the public that the FAA was trying to get this passed hoping no one would notice.

Page Two  
Michael Huerta Letter  
October 7, 2015

1114-02

- The information did not clearly indicate the altitudes that the planes could fly over Point Loma with the changes to the SoCal METROPLEX.
- The one public meeting where 1,000 residents showed up was not recorded or statements officially taken. The deadline is 48 hours after the presentation on October 6, 2015. The deadline should be extended.
- There seems to be considerable testimony from the residents of Point Loma that the planes are already taking a path over the southern residential homes in Point Loma where they were not flying previously.
- The rules need to be changed so that the public can dialogue with the FAA on this issue with questions being answered by the FAA in a public forum.

1114-03

It seems that the airlines may be able to save a little money by cutting over Point Loma after taking off from SAN but the consequences of that new route creates negative impacts for public safety and the environment. It begs the question again that the FAA and US Government is more concerned about more money for the airlines than it is for the public good. The public pays for the FAA salaries and costs... please stop biting the hand that feeds you. The Point Loma residents are very prepared to take this to the courts which will not be pretty or beneficial for anyone.... But probably necessary.

Sincerely,

s/s *HP PURDON*

H. P. "Sandy" Purdon

CC: Representative Scott Peters  
Mayor Kevin Faulconer  
Councilwomen Lori Zapf

1114

Response

1114-01

Please see Topical Response 11 – Point Loma.

1114-02

Please see Topical Response 13 – Point Loma Public Meeting.

1114-03

Please see Topical Response 05 – Purpose and Need.

1115

Lori Murchison

1115-01

**From:** Lori Murchison [Lori.Murchison@vca.com]  
**Sent:** Wednesday, October 07, 2015 12:11 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAX jet noise and proposed Culver City flight paths

I have lived in Culver City for 60 years and have watched it grow in many ways. The days of catching pollywogs in the La Ballona Creek are long gone. The drive-in theater is a thing of the past. The crawdads have been gone from the creek that no longer runs through the property where Target et al were developed. The traffic noise has understandably increased. The parrots still fly overhead like little cannonballs and their squawks are actually enjoyable. In spite of all the development and loss of open fields, Culver City remains a small, close-knit community where you run into people you know around town. Please help keep our community a relatively quiet place to raise our children and grandchildren and do not increase the noise over our homes, schools, and places of worship.

*Lori*

Lori Murchison  
 Executive Assistant to Chief Medical Officer  
 RACE Program Administrator [vcace@vca.com](mailto:vcace@vca.com)

VCA Inc.  
 12401 W. Olympic Blvd.  
 Los Angeles, CA 90064  
 1 (800) 966-1822 ext. 6562  
 Fax: 1 (310) 571-6962  
[lori.murchison@vca.com](mailto:lori.murchison@vca.com)



1115

Response

1115-01

Please see **Topical Response 09 – LAX North Arrivals.**

1116

Joanne G. Leidenberger

**From:** Joanne Leidenberger [JLeidenber@sandiegozoo.org]  
**Sent:** Wednesday, October 07, 2015 12:13 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Flight Path Change

My husband and I are long time residents of the Pt Loma area of San Diego. We purposefully purchased our home many years ago to be positioned outside of the flight path. Now with the proposed revised flight path, planes will fly directly over our home since we live on the most southern point of the area. It may look like the path is more south, but they are now starting to fly over this area so they are obviously not holding to the diagrams of the flight path that have been published.

1116-01

It seems that the small amount of fuel that will be saved to essentially "cut the corner" of the Point will greatly change the lives of many. Additionally the Navy base is across the street so it seems odd that you would want commercial flights flying over the base which is secured from ground approaches. Homes currently under the flight path have received subsidies to mitigate any noise from the planes. Will we also be receiving the same subsidies if the flight path is changed? This could be quite an expense to make up for the change, especially since planes never flew over this area, but they always have over the area that received subsidies.

Please do not allow this change to take place.  
Thank you!  
Joanne G. Leidenberger

1116

Response

1116-01

Please see **Topical Response 11 – Point Loma.**

1117

Peter Ellsworth

**From:** Peter Ellsworth [pkecom@cox.net]  
**Sent:** Wednesday, October 07, 2015 12:13 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change in Route

The proposed change in route for planes leaving San Diego allowing them to cross over point loma on their trip to the East will cause a significant adverse environmental change for many on Point Loma. In addition to the noise, we will suffer the additional pollution and in many areas a significant loss in property value. These residents already face the noise from North Island Navy Base and, in some areas, noise from all of the planes taking off from the airport. Surely, the minimal carbon footprint savings by this change cannot be justified when balanced against the adverse effect on these residents who bought their homes in reliance on the existing air traffic patterns that have been in place for 20 years. If you really want to address the carbon footprint issue, I suggest that you look into the savings that could be achieved by requiring the airlines to take advantage of the fuel and engineering savings that are available to them.

1117-01

1117

Response

1117-01

Please see **Topical Response 11 – Point Loma.**

1118

Richard Leib

**From:** Richard L. [hotshock@sbcglobal.net]  
**Sent:** Wednesday, October 07, 2015 12:26 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAX flight path

**LAX flight path****To Whom It May Concern:**

As a home owner at 3441 Greenfield Ave., LA, CA 90034, I would like to voice my objection to the new flight paths going to LAX. They are destroying our what used to be considered a peaceful neighborhood and will seriously lower our property values. I do not believe the FAA has the right to undertake this destructive action.

1118-01

We are taxpayers and citizens and we have the right to the same noise free environment we have enjoyed for the past 50 years. When I purchased my home I would not have bought it if there has been a problem with airplane noise. To impose this new and unwelcome intrusion into our neighborhood is unfair, and probably illegal.

I respectfully suggest that the FAA alter its plans.

Richard Leib  
 3441 Greenfield Ave  
 Los Angeles, CA 90034

1118

Response

1118-01

Please see **Topical Response 09 – LAX North Arrivals.**

1119

Sara Hartley, LEED AP

**From:** Sara Hartley [sara.hartley@parklabrea.com]  
**Sent:** Wednesday, October 07, 2015 12:27 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** Flights over Culver City -location 4242 Keystone Ave.

Dear FAA Policymakers,

1119-01

I wake up at 6am to low flying aircraft and go to sleep at 10:30 PM to low flying aircraft. I was calling the hot line but the noise is so frequent that I stopped. It is starting to really hinder the quality of life. I don't use my yard as much. The traffic has gotten increasingly worse over the last 5 years and the sound louder. Sometimes my house rumbles. It has soot on the window sills . When I purchased my home in 2006, these concerns did not exist. I believe the aircraft are lower than 6000 feet-I can see the outline of the colors on the tail and underbody. I would not have purchased my home if these circumstances had existed in 2006.

Please come up with a more environmentally sensitive plan.

1119

Sara Hartley, LEED AP (continued)

1119-01

the sound louder. Sometimes my house rumbles. It has soot on the window sills . When I purchased my home in 2006, these concerns did not exist. I believe the aircraft are lower than 6000 feet-I can see the outline of the colors on the tail and underbody. I would not have purchased my home if these circumstances had existed in 2006.

Please come up with a more environmentally sensitive plan.

Thank you,

Sara Hartley, LEED AP  
Project Manager-Capital



Prime Group  
321 South Burnside Avenue  
Los Angeles, California 90036  
(323) 549-7104 Phone  
(310) 738-1009 Cell  
(323) 389-0742 eFax  
[sara.hartley@primegrp.com](mailto:sara.hartley@primegrp.com)

1119

Response

1119-01

Please see **Topical Response 02 – Existing Conditions.**

1120

David A. Feldman

**From:** David Feldman [david@feldover.com]  
**Sent:** Wednesday, October 07, 2015 12:28 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Jet noise

1120-01

Do not do anything that will increase the jet noise over my home in the Palms area of Los Angeles. There is too much noise from the jets now. It needs to be reduced not increased!

Please withhold any personal identifying information from this email.

David A. Feldman

1120

Response

1120-01

Please see **Topical Response 02 – Existing Conditions.**

1121

Frederick Brown

**From:** Frederick Brown [queenmjb@att.net]  
**Sent:** Wednesday, October 07, 2015 12:34 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Complaint: West LA flight path for LAX landings

Dear FAA,

1121-01

I am a resident of the Palms section of West Los Angeles. The recent changes in the flight path of planes landing at LAX has noticeably increased the noise during most hours of the day at my home. The noise disturbs my sleep and causes my to be markedly tired the next day when I'm expected to work at peak efficiency. I can't.

I sure would appreciate it if some arrangement to disperse the landing pattern over a larger area so my neighborhood does not have to bear the brunt of the landing pattern change.

Sincerely,  
 Frederick Brown  
 3290 Glendon Ave.  
 Los Angeles, CA 90034

1121

Response

1121-01

Please see **Topical Response 02 – Existing Conditions.**

1122

Linda Wallace

**From:** Linda Wallace [garmischgirl@gmail.com]  
**Sent:** Wednesday, October 07, 2015 12:38 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re: SoCal Metroplex DEA

To Whom It May Concern:

End the practice of diverting SMO air traffic to Venice and air pollution to West L.A. now!

1122-01

I request that FAA analyze and select a departure procedure for SMO that turns immediately after takeoff to heading 250, away from the neighborhood of Venice, as part of the Metroplex initiative. Such a change would ensure that the Los Angeles International Airport (LAX) and Santa Monica Airport (SMO) flight paths are decoupled, allowing for reduced flight delays, and eliminating the need for SMO jets to hold and idle on the runway, spewing jet exhaust into nearby homes in West Los Angeles.

SMO's location is completely incompatible with the residential neighborhoods that have grown around its borders. Its runway operates well outside of current FAA safety standards, with homes existing within 250 feet of the end of the runway. In the last five years alone, there have been four accidents at SMO, with three airplanes crashing into the surrounding neighborhood of Venice. And SMO's current flight path inexplicably intersects offshore with the flight path of LAX, the world's fourth busiest airport by total aircraft movements.

The fact that SMO's flight path converges with that of LAX has serious environmental impacts on two communities: West Los Angeles, which bears the brunt of the air pollution; and Venice, which bears the brunt of the noise. When SMO's jets are ordered to hold and

1122

Linda Wallace (continued)

1122-01

idle on the runway, awaiting an opening in the flight path at LAX, the resulting blast of fumes engulfs the West Los Angeles neighborhood that sits directly in the path of the exhaust. On a bad day, it is hard to breathe, and neighbors are forced to seek shelter in their homes. It is not right to force disproportionate environmental impacts on one community in order to relieve another, and yet that seems to be the only purpose of directing air traffic and noise from SMO away from Santa Monica and over Venice, on a course that conflicts with LAX.

I again ask that you decouple the LAX and SMO flight paths as you consider Metroplex procedures for the area, specifically analyzing and selecting a 250 heading departure from SMO.

Linda Wallace  
3233 Selby Ave  
Los Angeles, CA 90034  
(310) 936-3980

On Mon, Oct 5, 2015 at 4:28 PM, Linda Wallace <garmischgirl@gmail.com> wrote:

I live in West Los Angeles, and recently the air traffic over our neighborhood has increased substantially. This is both an environmental and health hazard to residents here. The flight path into Los Angeles International Airport (LAX) used to go much further north and loop around past downtown Los Angeles, but in recent years this path has been shortcut with a path closer to the Santa Monica mountains on the west side and over our neighborhood. This has recently gotten much worse again as the flight path is directly overhead, and this needs to stop. I recognize there is an interest in keeping fuel costs down and not flying any further than necessary but there are substantial human health costs to flying low over densely populated areas, and this can be mitigated with a better plan. Please add my name to list of people who do not want a flight path for LAX directly on top of West Los Angeles (Westside Village neighborhood specifically).

Thank you.

Linda Wallace  
3233 Selby Ave  
Los Angeles, CA 90034  
(310) 936-3980

1122

Response

1122-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1123

Laurie Heath

**From:** Greg and Laurie Heath [theheaths@sbcglobal.net]  
**Sent:** Wednesday, October 07, 2015 12:38 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Concern over Jet Path over Culver City

To Whom it May Concern

1123-01

I do not understand how the Flight paths can be changed without regard to the lives that will be significantly altered from the jet noise. In my opinion there is already so much jet noise it is distracting and unnerving. I can't imagine what will happen if the FAA is allowed to proceed with the proposed NextGen flights.

1123

Laurie Heath (continued)

1123-01

What about home values? Will there be compensation for the home owners who lose equity because of the noise pollution in Culver City? I am really sad that my daughter recently bought in this city. We were sold that the city was going forward and was on the path to regeneration. This will be such a huge setback, Please support the Quiet Communities Act of 2015 and keep the momentum going in a positive direction for not only the city, but the people of Culver City.

Very Concerned,  
Laurie Heath

1123

Response

1123-01

Please see **Topical Response 09 – LAX North Arrivals.**

1124

Lillian Kliewer

**From:** Lillian Kliewer [lilliank365@gmail.com]  
**Sent:** Wednesday, October 07, 2015 1:10 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Lillian Kliewer  
**Subject:** REDIRECTED AIRPLANES OVER PALMS NEIGHBORHOOD

Dear FAA redirection committee members:

I have noticed more airplane traffic in my formerly quiet neighborhood. I have also been informed that this is intentional due to a proposed redirection of airplanes on their way to LAX.

1124-01

I respectfully request that these huge noisy jumbo jets, passenger and cargo planes continue to fly in the previous flight paths because

1. The properties in the previous flight paths are more suited for the noise these planes emit. As an experienced real estate broker since 1999, I know properties in Westchester, Playa del Rey and Inglewood have double, and sometimes triple paned windows to block out the noise.

**Their homes are soundproofed whereas ours are not.**

2. By redirecting the planes to other *new* neighborhoods puts an **undue burden and expense** on us as homeowners to **soundproof our** homes. We are not prepared for the noise and exhaust emissions.

3. The property values in Westchester and Inglewood reflect their knowledge of being in the flight path. Thus, *our* property values will also be negatively affected by being in the flight path as well.

1124-02

4. Since we are further inland than Westchester, we do not get ocean breezes to clear the air after the planes' exhaust. Many times planes **dump their excess fuel** before landing. If they would do that, this family neighborhood could also be exposed to carcinogens as well.

1124-03

5. We are already in the flight path of the **Santa Monica airport**. Wouldn't it be an **added danger to avoid collisions** with planes heading to that airport?

*Please* do not approve this proposal to redirect planes over Palms and Mar Vista for the 5 reasons outlined above.

Sincerely,

LILLIAN KLIEWER  
Real Estate Broker *and* affected homeowner

1124

Lillian Kliewer (continued)

10804 Kingsland Street  
Los Angeles, CA 90025  
Phone: [310/291-5398](tel:3102915398)  
CalBRE # 01275274

1124

Response

1124-01

Please see **Topical Response 02 – Existing Conditions.**

1124-02

Please see **Topical Response 06 – Air Quality - Air Pollution.**

1124-03

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1125

Shirley Sinn

From: shirley sinn [bill.shirley@verizon.net]  
Sent: Wednesday, October 07, 2015 1:21 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Airplane rerouting

Dear FAA redirection committee members:

I have recently noticed more airplane traffic and noise in my neighborhood. I have been informed that this is intentional due to a proposed redirection of airplanes on their way to LAX.

1125-01

I am requesting that these noisy jumbo jets, passenger and cargo planes be routed back to fly in the previous flight paths. My understanding is that the homes that had been affected by this noise previously had been soundproofed specifically because due to the jet noise. In Westside Village, however, this has not been an issue, save for the air traffic noise from incoming flights to Santa Monica Airport. I have owned my property for more than 30 years and the increased noise created by this is disturbing in more than just the noise factor.

The re-direction of these jets over our neighborhood will result in expenses, unseen before as this was not an issue.

1125-02

My understanding is that the redirection of these planes is due to be voted on and I am requesting that this new route not be approved.

Shirley Sinn

1125

## Response

1125-01

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1125-02

The commenter states a belief that the redirection of these planes is due to be voted on and requests that this new route not be approved. Comment noted. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor have the proposed procedures been implemented.

1126

## James and Mary Wageman

**From:** Mary and Jim Wageman [wageman5@cox.net]  
**Sent:** Wednesday, October 07, 2015 1:38 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change in Flight Path Over Point Loma

To Whom It May Concern:

Please don't change the flight path over Pt. Loma or remove the LOWMA waypoint.

When we bought our house we specifically chose a house not under the flight path and for that we paid \$60,000 more for our house. Most of the year our windows are open and we don't need air-conditioning. Airlines would save money in gas consumption while Point Lomans would have to spend money to change out windows and use air-conditioning that we previously didn't need. The quieter windows program isn't an acceptable trade off for having to close up our homes in Point Loma. If the flight path changes, this neighborhood is going to change from the special place it is to a very noisy area to live. Besides getting noise from jets that already take off from San Diego – starting precisely at 6:30 a.m. every day, we also have to deal with Coronado North Island Navy base on occasion too. Having had a family member living under the flight path and I can still remember not talking on the phone while the planes went over. I know what it's like to live under the flight path.

I must say, now that airlines charge consumers to check their bags, they are making millions and millions more and can afford to go another mile or two before making their left-hand turn out of San Diego.

Please, consider this a bad move to remove waypoint LOWMA. Allow the flight path to remain as it is over Point Loma, as residents we have already paid to live here.

Thank you,

James and Mary Wageman  
 1033 Tarento Drive  
 San Diego, CA 92107

1126-01

1126

## Response

1126-01

Please see **Topical Response 11 – Point Loma.**

1127

Diane Murbach, CEG

Sent: Wednesday, October 07, 2015 1:42 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SoCal Metroplex EA comment

1127-01

After reviewing the subject EA, I believe that removing waypoint LOWMA from the departure path of SDIA (SAN) is not in the local public's interest.

Please retain existing waypoint LOWMA.

Thank you,  
Diane Murbach, C.E.G.  
Murbach Geotech  
Sent from my island Phone

1127

Response

1127-01

Please see **Topical Response 11 – Point Loma.**

1128

Terri Johnson

From: Johnson [datejhnsn@gmail.com]  
Sent: Wednesday, October 07, 2015 1:43 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego airport change

1128-01

My question is what is the northern most point that commercial airlines will be able to fly over the point loma peninsula if the new flight path changes.

As it is now there are no flights that are not over the point yet.

Thank you

Terri Johnson  
3574 DuPont st  
San Diego ca  
92106  
619-223-2342

1128

Response

1128-01

Please see **Topical Response 11 – Point Loma.**

1129

Mark S. Schwartz

**From:** Mark S. Schwartz [mark.s.schwartz@gmail.com]  
**Sent:** Wednesday, October 07, 2015 1:53 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** san diego proposed flight path change

1129-01

Your process is flawed. I oppose the proposed changes to the flight path. It will negatively impact the environment and quality of life in Point Loma.

1129

Mark S. Schwartz

My best regards,

Mark S. Schwartz  
7241 Princess View Drive  
San Diego, CA 92120

619 600-6666

1129

Response

1129-01

Please see **Topical Response 11 – Point Loma.**

1130

Howard Haimsohn

From: Howard Haimsohn [howard@lawrance.com]  
Sent: Wednesday, October 07, 2015 1:57 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Howard Haimsohn  
Subject: Comments

1130-01

Safety of residents vs cost savings. Really!

Sent from my iPhone

1130

Response

1130-01

Please see **Topical Response 05 – Purpose and Need.**

1131

Daniel Johnson, MD

From: Triartmed [triartmed@gmail.com]  
Sent: Wednesday, October 07, 2015 2:04 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Resident Metroplex Comment

To whom this concerns,

1131-01

I am a concerned citizen with two children living in Point Loma, San Diego.  
The proposed metroplex plan concerns me a great deal.

1131

Daniel Johnson, MD (continued)

Based on the web site information and the limited proposal from the FAA on October 6th, it will provide airline fuel savings (albeit limited savings) at the expense of increasing noise pollution and decreasing property values.

1131-01

The Massachusetts Institute of Technology has an Aviation Commission studying the well-understood health-related side effects of the particulates of airline fuel. I reviewed their data when I bought my home here. I still bought my current home but just outside the current flight path.

Now you are changing the rules.

Now this proposal is making my well thought out home purchase meaningless.

Please reconsider your plans for the following reasons:

1. Health reasons
2. Noise concerns
3. Property values

Thank you,  
Daniel Johnson, M.D.  
Family Medicine

Renee Branski

3434 Garrison St.  
San Diego, CA 92106  
(619)890-6206

Sent from my iPhone

1131

Response

1131-01

Please see **Topical Response 11 – Point Loma.**

1132

William M. Sardinha

**Sent:** Wednesday, October 07, 2015 2:12 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** 'josh weinman'  
**Subject:** FAA's proposed SoCal Metroplex project in San Diego

FAA

I am writing to voice my disapproval on the FAA's proposed SoCal Metroplex project in San Diego.

1) After moving from the flight pattern in 1998 I find the aircraft are planning to fly over my new home

-----  
From 1978 to 1998 I lived in the flight path of San Diego airport. After 20 years living right underneath the flight pattern I decided to move. In 1998 I had enough of the noise and the pollutants dropping on my roof and my cars I moved further up the Point to get away from the airport. Now I find out that the airplanes are going to follow me and once again fly over my residence.

1132-01

If the FAA is going to follow through with the proposed SoCal Metroplex project in the San Diego I undoubtedly will find myself incurring damages with noise, pollutants falling on my property and a lower home value. Not sure if you ever lived in a flight pattern but the pollutants that fall is a thin dust like substance that is visible on the cars and the roof. To make matters worse I spent \$500,000 on home improvements on my new home because of the great new location away from the airport. If notice was given I would retained my old

1132

William M. Sardinha (continued)

house and / or would not have purchased and moved to my present house. I certainly would have never spent the money I did to buy the house or on the home improvements. I understand changes in airports are given years in advance. However this proposed change in the flight pattern was never mentioned previously. I really do not understand the logic of rewarding the Airline Industry to my detriment.

2) Increased Risk to the US Naval Aircraft Carriers, Nuclear Submarines and North Island Air Field

-----  
 These planes will be able to legally fly closer to the US Naval facilities in North Island and Point Loma giving less reaction time to the Navy to react to a rogue airplane or a crazed pilot.

1132-01

3) Increased Risk to more residences and San Diego citizens

-----  
 The new proposed flight pattern will cause the airplanes to spend a longer time flying over residences causing more noise and pollutants effecting more people. Most accidents occur during takeoff and God forbid an accident with the proposed sharp turn during takeoff. The longer flight time over our homes and the sharp turn after takeoff increases the risk of an accident.

I am very interested in how these concerns will be addressed.

William M Sardinha  
 3802 Canon St  
 San Diego, CA 92106

1132

Response

1132-01

Please see **Topical Response 11 – Point Loma.**

1133

Anne Conway

**From:** Anne Conway [aconway06@gmail.com]  
**Sent:** Wednesday, October 07, 2015 2:13 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Please do not revise the flight path

1133-01

We would like full disclosure and transparency regarding the environmental, noise, and safety impacts regarding the proposed flight path change over Point Loma. Please perform an open, transparent inquiry into the effects of this change and respond to the community members concerns.

Thank you!

1133

Response

1133-01

Please see **Topical Response 11 – Point Loma.**

1134

Bobette Seelig

To: 9-ANM-SoCalOAPM (FAA)  
Subject: Changing flight paths

1134-01

Dear Sirs,

I am deeply concerned for the safety and health of Point Loma residents with the proposed changes of flight paths. My family lived in the flight path at LAX when my husband pastored the church in Westchester. After only one year my husband and daughter BOTH had respiratory health issues. The doctor advised us to move our family from the area as soon as possible, and away from the jet soot that the doctor said was the cause of their problems. My 3-year old daughter was developing asthma conditions, as was my husband.

After moving to Point Loma 13 years ago, we are now faced with the same environmental issues and health concerns because of the proposed flight path changes. We moved to Carmelo Street with the precise objective of staying healthy and staying out of the flight path. If your proposal goes through, you can be assured that we will send you our doctor bills.

Concerned Point Loma resident owner,  
Bobette Seelig  
4446 Carmelo Street  
San Diego, CA 92107

Sent from my iPhone

1134

Response

1134-01

Please see **Topical Response 11 – Point Loma.**

1135

Erin Walsh

From: Erin Walsh [erin1walsh@icloud.com]  
Sent: Wednesday, October 07, 2015 2:56 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Erin Walsh  
Subject: Opposition to proposed San Diego Metroplex flight route changes

Dear FAA

After attending the community meeting tonight in Pt Loma , San Diego, CA I wish to officially register my opposition of changing the present departure path restrictions over Pt Loma.

The proposed changes will bring commercial aircraft over residential communities increasing traffic, environmental pollution, and safety hazard with current military flights currently departing from Coronado, CA North Island Naval base.

1135-01

There is no measurable saving to airlines that could possibly offset the noise, pollution , environmental harm and safety of residents under this proposed path.

The Metroplex proposal has completely ignored the current flight plan that was thoroughly studied and negotiated between the community and FAA airport needs.

I OPPOSE the proposed Metroplex deletion of the waypoint which keeps air traffic away from residential areas.

Sincerely,

Erin Walsh  
2922 Nichols Street  
San Diego, CA 92106

Sent from my iPhone. Erin Walsh

1135

## Response

1135-01

Please see **Topical Response 11 – Point Loma.**

1136

## Dave Ness

**From:** imdaveness@gmail.com [imdaveness@gmail.com] on behalf of Dave Ness [dave@davenessphotography.com]  
**Sent:** Wednesday, October 07, 2015 3:07 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex Feedback and Questions per tonights meeting

Per the meeting tonight at Point Loma, in San Diego, you will only submit to record questions submitted by email or mail. Below are my comments and questions.

First I'd like to say how disappointed I am in the meeting. I truthfully came tonight with an open mind. I've heard neighbors online complaining and making broad claims of wrong doing and when I hear such things I counter with a desire to research and find the truth myself. Currently I don't experience plane noise and I don't think I will after the changes, if approved, but I really can't say. Nevertheless, I attended tonight to learn more and try to straighten out those who have misunderstood or don't want to portray the truth.

Wow, was I surprised when you didn't even explain what the plan was. You put a map with air route lines and then talked about "this path" and "that path" without any of us knowing what you were referring to. I did not hear what the proposed changes were nor why there would be changes. I've heard neighbors say it is to save fuel, and you said something about efficiency but it was so vague that I can't tell you what is being proposed. Why were you not prepared to explain this better?

1136-01

You told us that only items submitted by email or mail and received by midnight the 8th would go on the record. Then you put up a slide with email and web addresses in white font on white background. This was a turning point for me. This is clear that you were merely checking a box and that you really are not interested in public comment. You lost a possible supporter tonight with your blatant and audacious disregard for the citizens of this community.

You verbally promised in tonight's meeting that you would answer all questions received. I'll find out whether or not you've answered mine.

You said tonight that you were not allowed to answer any questions tonight. Is that a factual statement? Was that an FAA desire or a law? Please tell me what prohibited you from answering questions.

You said that no flight changes, as directed by the SoCal Metroplex had taken place and that any flight discrepancies were normal changes made by air traffic control. If true, you must realize from the many comments of community members that there have been some recent changes to flight path. These are not perceptions, people have been logging such changes. So, even if these changes are not directed by SoCal Metroplex, could you analyze the actual flight paths in recent months and comment on whether or not the proposed changes would be similar?

It's hard to submit questions and comments when you HAVE NOT EXPLAINED what the proposed changes are. About 600 people came tonight, taking time away from their normal lives and you didn't even explain what were the proposed changes. So how can this be a fair process when I have nothing to react to?

If the objective of this proposed change is to save money, have you considered the following in your analysis:

- a) Actual fuel savings given new flight paths
- b) Costs to retrofit more homes with dual pane windows

1136

Dave Ness (continued)

- c) Costs to defend the decision in court
- d) Costs to defend the FAA in court for damages incurred by the changes
- e) Loss of property tax by the city of San Diego when property values go down

If the objective of this proposed change is to be more safe, can you describe how you think this will be more safe? flying over more homes, businesses and schools does not sound like it would be more safe.

Can you tell me how I can "efficiently" learn what is proposed? I gave you 1.5 hours tonight and learned nothing.

1136-01

A final comment, There is no doubt you would meet resistance from any proposed change. But do not sweep our comments under the carpet as just people who do not want change. Each of us have an emotional and financial investment in our homes. When you buy a home in this area you are shown the DB level zones and where the house you are buying sits in those zones. When you buy a house in this area you do so knowing and taking responsibility for the level of noise you will have to endure. When the FAA approves a change to the flight path, you are not only ruining someones chosen home life, you are lowering the value of their investments. Any benefit from making such a change could have to be noble and sizable to win the support of people who will suffer the losses. What is your noble and sizable benefit from impacting this neighborhood? And do not think this is over. Approximately 600 people rallied in two or three weeks to go to this meeting. Now, based on what a piss poorly run meeting it was, you can expect thousands at the next meeting, or thousands to support lawyers if you do not act responsibly as a tax payer funded organization.

Dave Ness  
2923 Perry St.  
San Diego, CA 92106

*Need a break? Spend a few minutes at  
[www.DaveNessPhotography.com](http://www.DaveNessPhotography.com)*

1136

Response

1136-01

Please see **Topical Response 11 – Point Loma.**

1137

Larry Holt

From: Carol & Larry Holt [clholt@cox.net]  
Sent: Wednesday, October 07, 2015 3:08 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: NexGen San Diego

No. This idea is so incredibly stupid, upsets residents, will create problems for the FAA, will increase noise pollution (and complaints), degrade air quality and the cost savings are very minimal compared to the human costs.

We have lived in Point Loma/Ocean Beach for 32 years. The noise pollution over that time has increase significantly. Aircraft are already turning South much too early, cutting the corner off the Jetty turn. The NexGen proposal will only make this situation worse.

1137-01

This proposal defies logic and apparently was designed to save the airlines a bit of money. But what are the costs? Did anyone actually consider the problems with this proposal? It does not seem so.

We frequently visit Cabrillo National Monument and my wife is a regular volunteer there. This new proposal will result in huge increase in flights over a NATIONAL MONUMENT! What are the costs of hundreds of flights crossing over the

1137

Larry Holt (continued)

Monument?

1137-01

This proposal should be rejected. The current flight path is bad enough for residents, the new one would be much worse.

Larry Holt  
1657 Santa Barbara St.  
San Diego, CA 92107

Sent from my iPad

1137

Response

1137-01

Please see **Topical Response 11 – Point Loma.**

1138

Lief Hendrickson

From: Lief Hendrickson [hendrick14@cox.net]  
Sent: Wednesday, October 07, 2015 3:08 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SoCal Metroplex San Diego meeting

1138-01

In the meeting question and comment session, someone claimed the net fuel saving was minimal. More fuel to climb sooner vs. less fuel from turning sooner. It does not make sense considering the disruption in changing the flight paths. I would like for more quantitative data to be disclosed and considered whether it is enough to justify the change.

1138

Response

1138-01

Please see **Topical Response 07 – Request for More Data.**

1139

Lisa & Trevor Perich

**From:** Lisa Perich [lisa@teamcairncross.com]  
**Sent:** Wednesday, October 07, 2015 3:17 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Routing

1139-01

I am writing you today about my concern with the new FAA routing over the wooded area of Point Loma. As a mother of two year old twins, I am concerned with the noise, air pollution and safety. We moved to this area because we did not want the impact of airplanes as experienced in other areas of Point Loma. My husband and I were born and raised in Point Loma, he grew up directly under the flight path. Because of his negative experience in Loma Portal, we felt strongly of protecting our children from planes harmful effects.

Our plea to you, please stop the FAA routing over our home.

All the best,

1139

Lisa & Trevor Perich (continued)

Lisa & Trevor Perich

522 Savoy Street

San Diego, CA 92106

Lisa Perich's iPhone

619-865-1022

1139

Response

1139-01

Please see **Topical Response 11 – Point Loma.**

1140

Katie Treadwell

**From:** katiefol@yahoo.com  
**Sent:** Wednesday, October 07, 2015 3:28 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego FAA Complaint

1140-01

I'm writing to oppose the FAA's proposed flight path change that has occurred in Point Loma over the past week. The negative consequences simply outweigh any slight savings the FAA and the airline industry may experience. Increased noise and jet fuel pollution reducing our quality of life, putting us in danger, and decreasing our property values. Which, consequently, would cost the city millions of dollars in lost property tax revenue. As a city, we cannot afford the loss! There is a functioning system in place now that is safer, preserves quality of life in the area, and keeps an increasing stream of tax revenue intact. We don't need this change! Keep the flight path as is.

Sincerely,  
Katie Treadwell  
1066 Tarento Dr  
San Diego, CA 92107  
Sent from my iPhone

1140

Response

1140-01

Please see **Topical Response 11 – Point Loma.**

1141

David and Judy Wu

**From:** dave wu [davesjwu@aol.com]  
**Sent:** Wednesday, October 07, 2015 3:33 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** So-Cal metroplex EA

FAA,  
 Since you plan to implement the So-Cal metroplex which involves in San Diego Lindberg Airport Flight departure flight path over Point Loma I want to make some comments that this changes will affect me and my wife Judy lives for where we live presently greatly.

Let me list some of the adverse consequences of your proposed flight path changes.

1. You will be flying more closely to the school grounds where many children are playing during the day including Dana Elementary, Silvergate Elementary, OB elementary, Point Loma Nazarene College with 3,000 students.
2. The noise level will affect more residents with wider area.
3. Air pollution with exhaust, soot will be hazardous to the health of the residents.
4. Property values will go down and therefore taxes.
5. Your flight path change for fuel saving is so minuscule for the collective harms to the residents that it doesn't make sense.
6. The environmental study is full of problems and is a joke.

Who in the FAA is the one making this plan and decision? Please for once consider the residents of San Diego.

David and Judy Wu  
 3848 Dixon Place,  
 san Diego, CA 92108

1141

Response

1141-01

Please see **Topical Response 11 – Point Loma.**

1142

Riikka Aramo

**From:** Noko [nokoaramo@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:36 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

This email address does not work.  
 NO DOUBLE OVER FLIGHTS TO POINT LOMA

Riikka Aramo

Noko

1142

Response

1142-01

Please see **Topical Response 11 – Point Loma.**

1143

Ian Storer and Riikka Aramo

**From:** Ian Storer [nokoaramo@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:37 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

To whom it concerns.

I just found out that I only have another 48 hours to write my concerns about the proposed departure flight patterns, which look as if the new routes will fly over my home on Tarento Drive in Point Loma, San Diego, CA.  
Does this short window mean we will get prompt answers to our concerns ?  
Will you answer each and every email ?  
How long until I get a response ?  
Within a week ? What is a reasonable response expectation ?  
Will I get a reply before the flight patterns get changed ?  
Will the patterns be changed despite the public outcry ?

1143-01

Our primary concern is whether the relatively short saving in flight length and fuel savings of the path changes are worth the possible risk of danger to the persons, property and disruption to the educational facilities is worth it. Not to mention the potential loss in property values in a high population density area. I have been informed that the likely loss is in the range of 10%, which is significant.

I moved to this address to escape the plane noise and interruptions at my previous house on Chatsworth Blvd in San Diego. I'm thinking we may be getting harassed and stalked.

I am going to contact my local politicians too, and will pass on your response to them.

I'm sure you will be having a flood of similar mail as this, and I'm also sure you will be busy sending out personal responses ( which will take longer than the all accumulated time savings of all the flights over the next 10 years ! ), so please stay busy and answer before I get antsy and start calling everyone at FAA. Which will take up even more time... I feel as if I will have nearly \$100,000.00 worth of my own time.

Thank you in anticipation of a prompt and satisfactory explanation of the proposed changes, and not just the smoke and mirror lawyer spiel we have heard so far.

Ian Storer and Riikka Aramo.

541 Tarento Drive, an Diego, CA 92106.  
619 410 4940



Ian Storer  
ian.storer@gmail.com

1143

Response

1143-01

Please see **Topical Response 11 – Point Loma.**

1144

Linda and Michael Gregg

**From:** Mike Gregg [mikejgregg@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:46 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Paul and Kathy  
**Subject:** Proposed flight plan for San Diego Airport

We just attended the FAA meeting regarding the metroplex/socal flight plan for the San Diego airport flights over the Point Loma area. We would like comment with our concerns about this new proposed route. We bought our home 29 years ago in the south part of the Point Loma peninsula and paid a high premium for this area because we knew that we would not be under the flight path. Your proposed new route would bring the airplanes over our home creating noise, pollution, and would adversely affect the value of our property.

There is a college within 1/2 block of our home and the noise and pollution from planes would make it difficult for the students to learn and the professors to teach.

We live near the Sunset Cliffs nature park and the environmental impact of planes flying over this beautiful area needs to be studied.

The Fort Rosecrans National Cemetery and the Cabrillo National monument are near by and would also be affected by noise and pollution.

1144-01

We understand that there was an agreement made with the airport and the FAA in 1990 to use the LOMMA configuration which you now propose to change.

The way of life that we and our neighbors have enjoyed for the past 29 years will be drastically changed for the worse. We hope you hear our voices and concerns and allow us to continue to live in our peaceful neighborhood.

We intend to do everything legally possible to prevent this new proposal from being implemented and you can tell by the huge crowd at the meeting tonight, we are not alone.

Here are some questions we would like you to answer:

How many planes fly within the configuration map shown tonight at the meeting? Is there a map that shows how many planes do not fly within the configuration?

Will there be an environmental impact study of the effects upon the Point Loma Nazarene University, the Sunset Cliffs nature park, the Rosecrans National Cemetery and the Cabrillo National Monument?

What is the altitude of the planes that fly over land currently and what will the altitude be with the new configuration?

Since your first mission statement is safety, why do you want to fly over land where people, schools and parks are instead of over water?

Linda and Michael Gregg  
 944 Moana Drive  
 San Diego, CA 92106

1144

Response

1144-01

Please see **Topical Response 11 – Point Loma.**

1145

Alison Bonn

**From:** A Bonn [acbonn@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:48 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Nextgen Overflights in Culver City, CA

To Whom It May Concern:

1145-01

As a resident of Culver City, I am deeply concerned with the increased jet noise that has resulted from LAX overflights that have been directed in the skies above my neighborhood. I have a 2 year old son and we specifically chose to purchase a house in Culver City because of the quiet neighborhood, the wonderful schools, and the family-friendly environment. Now I find myself looking up in the sky every 5 minutes at a plane flying so low I can almost read its logo from the ground, and listening to the loud roar of the engines in its wake. I also find myself pondering where the jet fuel that's being spewed out from the tail pipes is landing? And wondering if it's harming my baby's developing lungs?

1145-02

I don't understand why a division of our government would purposely do something so disruptive to the health and well being of the citizens it's supposed to represent. I ask you to consider how you would feel if this were happening in your neighborhood? Above your house? Effecting the health of your children? I find it disturbing, unacceptable and, above all, tragic. Please stop putting corporations ahead of the needs of the people.

Sincerely,  
Alison Bonn

1145

Response

1145-01

Please see **Topical Response 02 – Existing Conditions.**

1145-02

Please see **Topical Response 05 – Purpose and Need.**

1146

Steven Connor

From: steven Connor [sjconnor@outlook.com]  
Sent: Wednesday, October 07, 2015 3:49 PM  
To: 9-ANM-SoCalOAPM (FAA); Congressman Scott Peters; airnoise@san.org Subject: Noise Complaint San Diego Lindbergh

To whom it may concern.

1146-01

I am filing an official noise complaint with the FAA.

The attached flight was so loud this morning that I had to mute my telephone during a work telecom at 8:08am. I work at home. I have never heard a jet that loud on my street. Ever. I've lived here 11 years. Why are the jets turning left so fast? Super low. Super loud. This one missed the end of the jetty waypoint by miles.

We bought here years ago well aware of the established flight path. We paid more for it than houses in the flight path. We didn't then and don't now feel safe living in a flight path.

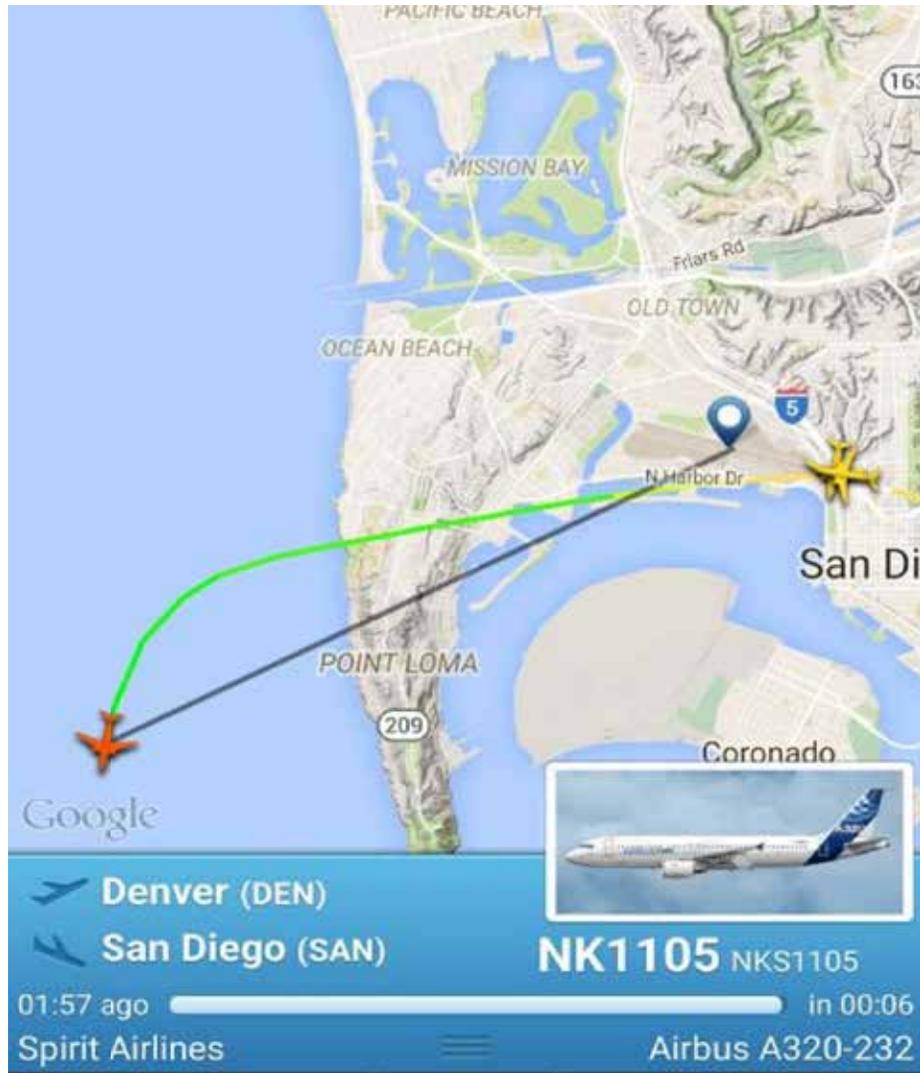
I would like a phone call to explain to me what has changed in the recent months and why this was a good idea to fly new flight paths.

Steve Connor

1146

Steven Connor (continued)

726 Temple St.  
San Diego, CA 92106  
858-405-7030



1146

Response

1146-01

Please see Topical Response 02 – Existing Conditions.

1147

Carol Kapp

**From:** John McKnight [22sboat@sbcglobal.net]  
**Sent:** Wednesday, October 07, 2015 3:50 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** EA for Point Loma San Diego

Thank you for arranging the farce Oct. 6, 2015 Liberty Station SD.

1147-01

Shame on you a government organization appearing at a open hearing and telling the attendees that there will be no official notes taken. Anything that we had to say was not recorded officially. KUSI did record the entire insulting meeting.

1147-02

You FAA should not go forward with this project until you read your mission statement and live by it.

Bottom Line you should not be allowed to change the flight paths until you come clean with the rationale. Just have the planes take off and go east as they have done with the least exposure to land etc.

Shame on you FAA Carol Kapp 3516 Merrimac Ave San Diego, CA 92117

1147

Response

1147-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1147-02

Please see **Topical Response 11 – Point Loma.**

1148

Sally Ault

**From:** Sally Ault [sallyault@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:53 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma flight path changes

*I strongly oppose the proposed changes to the flight path from Lindberg field. The proposal will severely impact the safety of the Point Loma Peninsula. The black soot from the planes is a health hazard, the noise pollution is severe and the potential for falling debris and potential crashes is real.*

1148-01

*Planes already fly over Point Loma on takeoff...this proposal will allow them to fly over Point Loma 2 times.*

*In past years many Point Loma homes had to have noise abatement repairs made to their homes and I am sure that the federal government doesn't have the budget to do the same thing to the rest of the Point. The fuel savings to the already profitable airlines is very small and doesn't seem like a very good trade for the reduced safety of the tax-paying residents of Point Loma. I doubt that there is a single person in San Diego who supports this proposal.*

1148

## Sally Ault (continued)

The community meeting on October 6 where the FAA presented the proposal was an embarrassment. They didn't answer questions, didn't even record the meeting. It was don't very unprofessionally. If the people who organized the meeting were involved designing the proposal it is obvious why the proposal is so badly flawed.

1148-02

It seems to me that this national proposal (which is being fought in every city involved) is a boondoggle designed a job insurance for the administrators. Maybe instead for this waste of money they can work on getting planes made quieter and cleaner.

Sincerely,

Sally Ault  
4440 Osprey St.  
San Diego, CA  
92107  
sallyault@cox.net

1148

## Response

1148-01

Please see **Topical Response 11 – Point Loma.**

1148-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

1149

## Nate Treadwell

**Sent:** Wednesday, October 07, 2015 3:59 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego flight path changes

1149-01

I'm writing to vehemently oppose the FAA's proposed flight path change that may occur in the Point Loma area of San Diego. The negative consequences simply outweigh any slight savings the FAA and the airline industry may experience. Increased noise and jet fuel pollution reducing our quality of life, putting us in danger, and decreasing our property values. Which, consequently, would cost the city millions of dollars in lost property tax revenue. As a city, we cannot afford the loss! This would involve overflights of 8 area schools, a university, a National cemetery, a National Monument, numerous parks, recreational areas, ball fields, a library and a military base. We simply do not need the increased intrusion and safety risk, for such little gain. There is a functioning system in place now now that is safer and preserves quality of life in the area. The FAA's primary goal is supposedly to maintain public safety. This change is contrary to that goal. We don't need this change! Hear us as residents. Do your job, act in the citizens' best interest, and DO NOT move the flight path.

Thanks,  
Nate Treadwell  
1066 Tarento Dr.  
San Diego, CA 92107

Sent from my iPad

1149

Response

1149-01

Please see **Topical Response 11 – Point Loma.**

1150

David Minyard

From: Trina Minyard [trinatrina@me.com]  
Sent: Wednesday, October 07, 2015 4:04 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Congressman Scott Peters; kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov  
Subject: Comments on the Draft Environmental Assessment for the Southern California Metroplex Project

Dear FAA,

Please answer these comments as part of the Environmental Assessment for the Southern California Metroplex Project, as you promised at the Community Meeting on Tuesday, 6 October.

Please confirm receipt of this email - I don't trust the government. With the word "Federal" in your title, that is a dead giveaway.

I reviewed your Draft EA for the SoCal Metroplex Project, and I have concerns on your proposed change to the outbound track for San Diego International Airport (SAN): specifically SAN IIBEE SID replaces POGGI SID.

In layman's terms, you are going to fly over Ocean Beach on the outbound leg (which you already do), and you are then proposing to fly BACK over Point Loma by eliminating "point LOWMA" on your current flight track. In case you weren't aware, LOWMA is the point that aircraft are supposed to fly through now - the one that is out over the ocean west of the lighthouse on Point Loma that keeps planes from flying directly back over land.

1. Do you realize with your proposed route that you are flying a lot closer to a bunch of nuclear reactors located at the Submarine Base on Point Loma?

In fact it looks to me based on your "proposed" graphic that a lot of planes will be flying right over that base. Doesn't make much sense to save a dollar on jet fuel or 10 seconds on time, when the consequences of an aircraft "problem" could be compounded catastrophically. I know, air travel is the safest in the world. Just tell that to MH370. Or maybe Sully can provide you with some background on inflight emergencies.

2. Your proposed route change only saves about 700 yards of flight path, based on the graphic you provided. Or about 10 seconds of flying. So why are you proposing this change? I am referring specifically to removing point LOWMA from the outbound path.

1150-01

3. Property values on/near Point Loma WILL BE AFFECTED by your proposed change to fly aircraft back over Point Loma. I don't care that Appendix E of your report (the "Understanding Noise" section) says that you average all the noise all day and all night and when one aircraft flies overhead it just doesn't affect the average. Clearly you don't live under a flight path. So let me explain this in layman's terms again: there are 30,000 people that live in the area, so let's call it 12,500 domiciles. If those domiciles lose only 10,000 dollars in value (an incredible understatement but stay with me), then this area will lose 10,000 dollars x 12,500 domiciles = 125,000,000 dollars. Can you believe it? I'm sure I did the math wrong.

But no, it's 125 MILLION dollars. And that is assuming only a 10,000 dollar loss in value - there are some in CHICAGO and SANTA CRUZ (you recall the changes you made there) that would say it is MUCH, MUCH more. No, I am not buying your "we did the noise analysis and it says there is no change in the DNL" (the average noise level). The simple fact alone that YOU AGREE WITH HOW DNL IS CALCULATED is enough to tell me that it is flawed. Again, just come down to my house sometime and I'll demonstrate an aircraft overflight.

And I live outside the "quiet homes" initiative for the airport (i.e. "it's not that noisy" at my house ha ha ha).

4. Are you aware that you are going to fly over the national cemetery?

While I'm sure many cemeteries deal with noise every day, Rosecrans National Cemetery is not one. And I know your "DNL" assessment says "it's not going to be any noisier" and again I would encourage you to try living (or dying in this case) under a flight path - I'll bet you detect that plane going by overhead. I'll bet you 10,000 dollars per domicile.

1150

David Minyard (continued)

5. Please stop your hand-waving, as when you stated “this is the proposed track but the planes won’t actually fly on the track.” This is a quote and the news crews here in San Diego have you on tape saying it at the 6 October Community Meeting. If you have a track that you think the aircraft will ACTUALLY fly, then why didn’t you put that in your draft EA? Let me tell you why: because you want to give coverage for the times when the aircraft don’t fly per the FAA plan, which is more than once per day. I speak from experience - I live just off the outbound flight path, EXCEPT FOR DAILY WHEN SOME AIRPLANE FLYS DIRECTLY OVER MY HOUSE. So the comment is: if you think the aircraft are going to fly a different path, then you need to put THAT PATH in the draft EA. I don’t want you to give yourself anywhere to hide when this travesty gets implemented.

1150-01

6. Based on the (conservative) property value loss described in #3 above, the loss of tax revenue in this area is 1.25% or \$1.56M dollars per year.

Conservatively. More likely the loss per domicile is more - note that your flight path affects the more expensive properties on Point Loma disproportionately - so probably more in the \$10M per year range. But hey, we saved the airlines a few dollars each flight - good job.

In conclusion, I recommend that you maintain point LOWMA in the outbound flight track, and prevent aircraft from flying back over Point Loma as they depart San Diego. I’m not an aviation person and I wrote this on the spur of the moment because I just found out about it and the comments are due in two days (because you really didn’t make an effort to inform the public - you ever hear of a mailer?). Removing point LOWMA saves only a few seconds and dollars for the airline industry, and forces the residents of San Diego

- specifically those in Point Loma and Ocean Beach - to shoulder the extensive financial burden and physical risk of your ill-informed change.

Thank you for your time. Please contact me with any questions. You have my email. And if you follow the flight that deviates to the south from the currently approved flight path for one mile off the end of the runway and then look straight down, you know where I live.

David Minyard

1150

Response

1150-01

Please see **Topical Response 11 – Point Loma.**

1151

Mary Kiang

**From:** mary kiang [mj kay23@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 4:17 AM  
**To:** 9-ANM-SoCalOAPM (FAA); city.clerk@culvercity.org  
**Subject:** Concerns over Future Culver City Overflights

To Whom It May Concern:

1151-01

Please, please, please do not approve the increase of overflights across Culver City skies. As a mother to a newborn baby, I have great concerns regarding the proposed increase in flights and associated jet noise in our neighborhood. We already have to deal with the health and safety concerns surrounding the Baldwin Hills oil fields and major earthquake fault lines that run through our homes. Please do not add to our burdens. We hope and pray that those in authority will seriously consider our pleas to reject any plans to increase Culver City flight paths.

Sincerely,  
 Mary Lim

1151

Response

1151-01

Please see **Topical Response 09 – LAX North Arrivals.**

1152

Rich Waters

**From:** Rich Waters [rufarout@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:19 AM  
**To:** 9-ANM-SoCalOAPM (FAA)

1152-01

**Subject:** NO increasing and lower flights over Culver City

1152

Response

1152-01

Thank you for your comment.

1153

Susan Wilson

**From:** susan wilson [susancookwilson@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:43 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** eliminating the lowma waypoint is environmentally insensitive to the natural resource in the Pt. Loma Area

1153-01

How is it that the environmental report does not include taking into consideration Sunset Cliffs Park, Cabrillo park trails, the tide pools at Cabrillo National Park and the endangered species in the Point Loma area?

Thank you,  
Susan Wilson  
4452 Alhambra St. SD CA 92107

1153

Response

1153-01

Please see **Topical Response 11 – Point Loma.**

1154

Arlette Smith

**From:** arlette Smith [arlettegs@cox.net]  
**Sent:** Wednesday, October 07, 2015 4:44 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments on San Diego Metroplex Plan

I attended the public forum this evening at Liberty Station in Point Loma, San Diego, which coincidentally is located directly under the flight path. We were told that none of the public comments made there tonight would be recorded or answered. We were directed to the website that provided this email address to make comments. We were told that all comments will be answered. For your ease in answering, I am numbering my comments:

1154-01

1. Why would you hold a public forum for the public's comments with no intention of recording or responding to those comments?
2. Why did you not make the format of the forum available in advance?
3. I did not count the attendance but the 400 chairs were all filled and there was standing room only all around the perimeter. Even if only one-quarter the attendees wanted to comment at 2 minutes per comment, that would be over 3 hours. The allotted time for comments was initially 45 minutes with an added 20 minutes. Since the FAA was not recording or responding to these comments, at least more people should have been given an opportunity to speak their minds.
4. I understand that the purpose of this forum was the *proposed* Metroplex, however everyone from the middle to bottom tip of the Point Loma Peninsula can tell you that the flight path has already changed. Was this forum a planned charade?
5. No one present believes the accuracy of the flight paths shown on the maps presented. I request the name and contact information for the person(s) responsible for those maps.
6. I request the name and contact information for the head/chair/president of the governing body/committee/sub-committee in charge of making the decision to change the take-off and landing flight plans for Lindberg Field in San Diego

1154

## Arlette Smith (continued)

I know you will be receiving comments and questions from many others that are far more technically specific. Therefore I also request to be copied on your response to every other email comment/question you receive from the San Diego community.

My home address is 3345 Valemont St., San Diego, CA 92106

Thank you,

arlette Smith, GRI, SRS  
 Broker Associate Cal BRE License #00515536  
 Pacific Sotheby's International Realty

Call or text: 619.248.3883

<http://www.sothebysrealty.com/> [www.arletteSanDiego.com](http://www.arletteSanDiego.com)

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1154

## Response

1154-01

Please see **Topical Response 11 – Point Loma.**

1155

## Jeanine Ely

**From:** Jeanine Ely [jeanine.ely@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:47 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Environmental study for the proposed Flightpath in Point Loma

**Do you plan to do environmental studies?**

The reports don't show any environmental studies for the proposed flightpath.

We purchased my home less than a year ago in the wooded area because we did not want to be under the flight path. We paid top dollar to be in a quiet, safe neighborhood. Airplanes would cause this area to no longer be safe or quiet.

I have already noticed plane after plane flying north of our home (just below Point Loma Nazarene University) going out towards the ocean, and we can clearly hear the noise from the planes and see them in the sky south of our home headed towards Coronado.

If it is not a route that the airport should be using then why have they started flying this route.

**WHO CAN I CONTACT WHEN PLANES ARE FLYING THESE ROUTES?**

Please provide me with the address, email address and phone number of who I can reach to report planes that are currently flying just north of our home and the University.

Our neighborhood WILL have decreased property values due to the current flights going close to our home. Please consider what the airport has allowed to happen and stop it for the safety of our neighborhood.

**What are you currently doing to monitor the flight paths???** It is apparent from the meeting that we attended today that the FAA has no idea where the planes are REALLY flying in Point Loma.

Jeanine Ely  
 3635 Wilcox St.  
 San Diego CA 92106

jeanineely@gmail.com

1155-01

1155

Response

1155-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 02 – Existing Conditions**.

1156

Sandra Clifton

From: Sandra Clifton [san.clifton@gmail.com]  
Sent: Wednesday, October 07, 2015 5:02 AM  
To: 9-ANM-SoCalOAPM (FAA)

1156-01

Subject: SD metroplex plan

I attended the October 8 community meeting held at Liberty Station, (San Diego). I was shocked and saddened to learn our comments were not recorded but rather put into a "parking lot" going no where.

I am deeply concerned for the safety of our community and our environment.

1156-02

Having witnessed the havoc LAX's expansion had on surrounding communities years ago. Homes along the cliffs off Dock Wilder Beach experienced foundations and wall cracks eventually resulting in a declaration of unsafe and condemned property. The noise and fuel dust made the beach impossible for anyone to enjoy.

Next, consider the students under the incoming flight path. Debris falling from planes (ice, engine parts) forced schools in the Lennox district to sound proof offices and go underground with schools.

The proposed San Diego flight plan takes planes, while still climbing, over several schools, homes and businesses.

1156-03

Living on the bayside of Point Loma we incur greasy fuel dust which coats our windows and decks from North Island Air base. Imagine the impact on our air quality with additional jets flying over Point Loma.

I can not understand how, as a government agency, the FAA is more concerned for the "for profit" airlines versus the health and welfare of the citizens of this community/ country.

Heaven forbid another collision like flight 182. Would you want that kind of devastation on your shoulders? It will be forever on your conscious due to the authority you have today to make the ethically and morally right decision.

Reconsider your recommendations/decisions - they are not in the best interest of humanity and the environment.

Respectfully Submitted as a concerned citizen,

Sandra Clifton  
3018 Kellogg Street  
San Diego , Ca 92106

Sent from my iPhone

1156

Response

1156-01

Please see **Topical Response 13 – Point Loma Public Meeting**.

1156-02

Please see **Topical Response 11 – Point Loma**.

1156-03

Please see **Topical Response 05 – Purpose and Need**.

1157

Joe Franco

**From:** Joe Franco [scgrad2010@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:02 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Re: New LAX Route

1157-01

This new route is unacceptable!!

The planes are flying low and loud over our neighborhood in Mar Vista. We have a plane flying over our home at least every 5 minutes, if not more often. This is causing loud noise, causing our homes to vibrate and is absolutely unacceptable.

**1157****Joe Franco (continued)****1157-01**

This route must be changed back to the original landing route.

Joe Franco

**1157****Response****1157-01**Please see **Topical Response 02 – Existing Conditions.****1158****Merrilee Neal**

From: Merrilee Neal [merrileeneal@me.com]  
 Sent: Wednesday, October 07, 2015 5:08 AM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: My comments from this evenings meeting in Point Loma

**1158-01**

As an attendee I will say without a doubt that the audience is more than disappointed not just in how this evenings meeting was carried out but how this entire proposal has been mis represented to the Point Loma residents who will endure the aftermath if this is approved!

No doubt there were a lot of emotional responses tonight. That's what happens when people feel that they have been mistreated & lead to believe a meeting might allow us to not only voice our concerns but to find out the hard facts that would result if this were to be passed.

My top takeaways from tonight's speakers that I wish to mirror their comments are:

Environmental reports did NOT include the most valued & vulnerable areas of Point Loma! National Parks, beaches, multiple elementary schools, thousands of homes, and a private University!

Although the FAA refuses to acknowledge that flight paths have already been altered, the majority of those present will attest to the fact that planes are now flying where they previously had NOT!

**1158-02**

There has been nothing presented to us as residents to help us feel safe about these changes in regards to our health, our property, and the preservation of the beautiful area of Point Loma where we reside!

I was very impressed by one resident, also an attorney who stated the mission, purpose, vision from the FAA that states the focus is on safety at the highest level! I don't believe that 1 person in the room tonight felt that to be true!!

It appears this plan which includes 11 other airports has much opposition beyond San Diego!  
 I can't imagine that the time & effort required to put this type of flawed plan together and to do so wouldn't also consider the fact that residents in any city would challenge these kind of changes and will not allow a ill planned meeting by the FAA to stop them.

I'm proud of the support that came from a packed house this evening.  
 Residents like me felt disillusioned that this type of meeting which only acknowledged a few days ago to the public would result in such a inappropriate platform where nothing was presented or acknowledged to assure the residents that our feelings & opinions matter!  
 I'm hopeful that after receiving the plethora of emails, this will be powerful enough to overturn this insensitive, destructive & unnecessary plan!

Merrilee Neal  
 1105 Sunset Cliffs Blvd  
 San Diego CA 92107

1158

Response

1158-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1158-02

Please see **Topical Response 11 – Point Loma.**

1159

Tammy Taylor

From: Tammy Taylor [greg\_taylor85@yahoo.com]  
Sent: Wednesday, October 07, 2015 5:10 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SoCal Metroplex

1159-01

Please explain to me how the airplanes that will be rerouted over my neighborhood will not have any environmental impact on me, my family or the members of my community? Even though the routes are not published, the airplanes have been flying them and there has already been an increase in soot and noise. Once they are published, can I expect an even greater increase in pollution? And you conclude that this increase in pollution has no detrimental effect on the wildlife that reside in the area? Has a study been done that concludes that the endangered species that call the peninsula home will not be harmed? And Fort Rosecrans. My best friend, who died in service to his country, YOUR country, is buried there. Does he not, and all the other braves souls who are buried or interred there, deserve to rest in peace? Do their families and friends not deserve to visit them and have a peaceful visit, not to be interrupted by aircraft noise? You may argue that North Island aircraft are also in the vicinity and are loud. There is a huge difference; that is sound of freedom, not of greed.

Tammy Taylor  
750 Albion Street  
San Diego, Ca  
92106

1159

Response

1159-01

Please see **Topical Response 11 – Point Loma.**

1160

Seth Newberry

**From:** Seth Newberry [SNewberry@omaorg.org]  
**Sent:** Wednesday, October 07, 2015 5:17 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Metroplex Flight Plan

1160-01

Dear members of the FAA.  
I have attended the informational meeting hosted by the FAA on Tuesday, October 6.  
  
I oppose the plan for the changes to the flight path. The FAA has not done the proper diligence on the Environmental Assessment, nor have the FAA provided sufficient information about the flight paths and altitudes proposed. The period for public comment is insufficient and I urge you to extend the public comment period and to provide sufficient information to allow for informed comment from the public.

Regards  
Seth Newberry  
962 Tarento Dr.  
San Diego, CA 92106

1160

## Response

1160-01

Please see **Topical Response 03 – Comment Period Extension**. Please also see **Topical Response 11 – Point Loma**.

1161

## Anne St Louis

**From:** Anne St Louis [annestlouis4@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:21 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Environmental Assessment for the Southern California Metroplex Project

Dear FAA,

I would like to submit my comments on your Environmental Assessment for the Southern California Metroplex Project. As a native San Diegan, I oppose the FAA plans to eliminate the waypoint LOWMA at the end of Point Loma (92106).

First of all I want you to know that FAA representatives were present at a meeting tonight in Point Loma (92106) at the McMillan Event Center discussing the proposed changes including elimination of the waypoint LOWMA. Hundreds of local residents were present, including myself.

In the Environmental Assessment for the Southern California Metroplex Project:

- I object to your use of outdated sound measurement procedures such as the Day-Night Average Sound Level (DNL) metric. This and other cited methods of method of measuring sound are inconsistent with that required by California law. The NOISE generated by the changes you are proposing with elimination of the waypoint LOWMA will adversely affect the lives of everyone in 92106 and 92107.
- I object to your treatment of Historic, Architectural, Archeological, and Cultural Resources as only being affected if you were disturbing the land/the building. If you fly planes over a Resource such as the Cabrillo National Monument (at the end of Point Loma - 92106) you have to consider the hundreds of tourists that visit every day and the potential harm you may inflict.
- I object to elimination of the waypoint LOWMA as planes will fly over additional elementary schools that are currently not in the flight path such as Sunset View, Silvergate and Cabrillo Elementary schools (92106 and 92107). Airplane noise adversely affects the learning environment.
- I object that you have not considered the HUGE amount of military (airplane, helicopter) noise we have to deal with already at North Island. This should have been in the environmental report – EXISTING NOISE caused by other forms of air transportation.
- Point Loma College (92107) would be in the flight path with elimination of LOWMA and they have almost 5000 students and no current mechanism to control noise, which could affect their ability to attract and retain students
- We have retrofitted the current houses under the flight path with special windows/AC for noise abatement. Is the FAA going to pay for retrofitting the entire area of Point Loma (92106, 92107) with noise abatement?
- Many Point Loma residents such as myself believe the FAA is not enforcing the current flight patterns therefore my question/comment is that the FAA should focus instead on “LEAVE IT UNCHANGED”. Leave the LOWMA in place and spend time making sure that the current flight patterns are enforced.

Finally, I want to talk about the FAA understanding how to be a good neighbor. If I want to save money and get to the store more quickly, at less cost (e.g. to save gas, etc) I would drive through my neighbor's lawn, and through their property taking a straight line approach. This of course would be ridiculous and a very bad way to treat my neighbor. I see the FAA is doing this exact thing – changing the course of thousands of airplanes just to save a few dollars per flight while driving right over my pristine environment of Point Loma where we live very peacefully on the coast. We are NOT LAX, we are a small coastal community that cannot withstand this type of noise.

I urge you to maintain waypoint LOWMA at the end of Point Loma (92106).

Thank you  
 Anne St Louis  
 4421 Hill Street  
 San Diego, CA  
 92107  
 Annestlouis4@gmail.com

1161-01

1161

Response

1161-01

Please see **Topical Response 11 – Point Loma.**

1162

Viet Kugel

**From:** kugelcrafts channel [vkugel@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:31 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex San Diego

The current Environmental Assessment and proposed changes to the take off path from Lindbergh airport need to address the safety of

- a) approximately 48,000 residents of Point Loma
- b) approximately 42,000 residents of Pacific Beach
- c) approximately 24,000 residents of Coronado
- c) 700 acres of Point Loma Ecological Conservation Area (PLECA), one of the last remaining undisturbed bluff and coastline in Southern California
- d) 800,000 plus yearly visitors to the National Historic Landmark Cabrillo Point
- c) 400 acres of South Bay National Wildlife Refuge an migratory resting place and a nesting place for a wide variety of California native birds

Their safety is being compromised by the wider fan of departure, and the earlier turning points resulting in lower altitude overflight pattern.

The negative impact on the safety of more than 100,000 citizens, more than 800,000 visitors per year of Cabrillo National Monument, and the safety of various nature preserves need to be weighted against minimal fuel savings by reducing the flight distance by less than a mile. Aircraft fuel consumption can be regulated in many various ways.

1162-01

The safety is further compromised as the proposed lower and closer to land flight path forces the military flights of the North Island and Imperial Beach air fields to get lower and closer to inhabited land, cultural sites and nature preserves, and hence negatively impacting the safety in those areas. The assessment is incomplete as it does not take this under consideration.

The FAA mission is: "Our continuing mission is to provide the safest, most efficient aerospace system in the world." Therefore the foremost responsibility of the FAA is to increase safety, of the citizens and visitors of the United States of America.

The proposed take off correction contradicts this purpose entirely.

The responsible path changes should be to enforce a narrower take off path, increased palne distance, an extended flight path during ascend over the ocean and a high altitude overflight of densely populated and naturally and culturally sensitive lands like Pacific Beach, Ocean Beach, Point Loma and Coronado.

Please consider those recommendation in your assessment, it is otherwise incomplete.

Sincerely  
Veit Kugel  
835 Loma Valley Road San Diego CA 92106

1162

Response

1162-01

Please see **Topical Response 11 – Point Loma.**

1163

Briana Ruff

**From:** briana ruff [brianabird@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:37 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** Complaint for Point Loma proposed change

Regarding:

The NextGen proposal to delete the waypoint near the tip of Point Loma will allow eastbound airplane traffic departing San Diego International Airport ("SAN") to intersect Point Loma, flying directly over the point as they turn to the left from the westbound runway to their easterly route.

According to Exhibits provided by the FAA, the proposal includes the elimination of a waypoint currently located approximately 1.5 miles southwest of the tip of Point Loma ("LOWMA") that eastbound departing planes must pass to its south. The elimination of LOWMA shortens the required turn radius allowing planes to travel closer to and/or over the top of Point Loma. This results in a shortcut that will reduce the distance traveled in an eastbound direction by approximately 650 yards (0.12 miles). As the Exhibit shows, the revised path would allow planes to travel over the top of Cabrillo National Monument, Fort Rosecrans National Cemetery and Point Loma Nazarene University. **The reality of this is that the distance "saved" equates to a rounding error, generates no fuel savings on even the shortest eastbound destinations and without question would have a negative impact on these and other Point Loma properties.**

1163-01

**Any alleged benefits or the attainment of the program's goals for fuel savings or carbon savings expected to result from this specific SAN departure flight path realignment will be negligible, if at all, and come at the significant cost of, among other issues, noise, visual, air and water runoff pollution to those residential, public grade schools, college, national park and national cemetery areas of Point Loma not already impacted and an increase of these symptoms to those areas already impacted inside the radius of the departure flight path.**

**Therefore, for the above concerns and highly questionable benefits, we urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA from any FAA or NextGen proposal.**

Thank you.

Briana Ruff

Briana Zaldivar Ruff  
 Email: bzaldivar00@gsb.columbia.edu

Mobile: 619.972.4773  
 Skype: briana.ruff

1163

Response

1163-01

Please see **Topical Response 11 – Point Loma.**

1164

Nancy King

From: King Nancy [nking369@sbcglobal.net]  
Sent: Wednesday, October 07, 2015 5:38 AM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: New flight patterns

I have lived in my house in Culver City for over 30 years. It is a very quiet and peaceful neighborhood until just recently. We have noticed the quite obvious number of planes flying directly overhead, very low and very loud one right after the other. The sound of one doesn't quite die down before the next one comes.

1164-01

This is seriously disturbing the peace around here and I really don't like this new system. Please don't continue this.

Thank you,  
Nancy King

1164

Response

1164-01

Please see **Topical Response 09 – LAX North Arrivals.**

1165

Korla Eaquinta

**From:** Korla Eaquinta [korlajane@icloud.com]  
**Sent:** Wednesday, October 07, 2015 7:11 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed flight path change San Diego SoCal Metroplex

Ladies and Gentlemen of the FAA,

I respectfully request that you NOT eliminate waypoint LOWMA and keep the flight path the same.

Many residents of the Peninsula specifically invested in their homes based on the current flight path and Waypoint LOWMA. Changing to Waypoint ZZOOO will negatively impact those homeowners and cause great economic hardship. Noise abatement procedure agreements are in effect and those procedures should continue to be honored. The financial impact of the devaluation of our homes was given at the October 6th meeting. Will you address this impact?

1165-01

The alleged fuel savings are minimal and will only benefit already profitable airlines. The cost of noise and air and water runoff pollution to not only residents but to Cabrillo National Monument, Sunset Cliffs Natural Park, PLNU, Fort Rosecrans National Cemetery and numerous elementary schools and churches is too great! How can you justify this cost to the above mentioned?

Removing waypoint LOWMA is more than disrespectful of the service and sacrifice of each person at Fort Rosecrans National Cemetery. These people deserve a quiet, clean and non-polluted final resting place. Can you guarantee that their families can mourn and pay their respects in peace? Can you guarantee that their grave markers won't be marred with black streaks of spent jet fuel?

Point Loma is a unique area. By removing waypoint LOWMA can you guarantee that the natural wildlife is not disrupted at Sunset Cliffs Natural Park and Cabrillo National Monument? Locals as well as tourists from all over the world visit. Would you put the peaceful enjoyment of all at risk for this change? Can you guarantee that the tide pools will not be negatively affected?

1165-02

I understand that the EA is only 135 pages. How can you possibly assess any environmental impact of such a unique and complex area in such a short report?

1165-03

I learned that the noise monitoring stations are NOT located in the new flight path and that the modem for analysis is outdated if not archaic. Will you update to current standards and do an effective analysis and publish the results in time for all to see?

**1165****Korla Eaquinta (continued)****1165-04**

I also learned that the very role and mission statement of the FAA is safety. How can you stand behind a flight path change that puts so many people at risk? By keeping and enforcing waypoint LOWMA you would be keeping all those residents safer. It is obvious to me that given the unique geography of Point Loma, flying over the ocean would be safer.

**1165-05**

I was also distressed that you used outdated graphics in the presentation at the October 6th meeting. It is a fact that the San Diego airport is growing and will be at capacity by 2035. Due to this growth, ALL the data and graphics used are outdated and cannot possibly be used to determine noise and pollution levels at this time. Will you update said information and make it available for residents to see in a timely manner?

**1165-06**

Again, I respectfully request that you NOT eliminate waypoint LOWMA and keep the flight path the same. Will you honor that request?

Sincerely,  
Korla Eaquinta-homeowner and 28 year Point Loma resident  
3112 Byron St  
San Diego, CA 92106

619-222-1579  
korlajane@icloud.com

**1165****Response****1165-01**

Please see **Topical Response 11 – Point Loma**.

**1165-02**

The commenter states the EA is only 135 pages and questions how the Environmental Assessment was conducted for such a unique and complex area in such a short report. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI (Finding of No Significant Impact). The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that the Proposed Action could potentially affect. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts will result from the implementation of the Proposed Action.

Additional documentation can be found in the appendices and technical reports located on the Project website. [http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html).

1165

Response (continued)

For more information, please see **Topical Response 08 – Supplemental Materials**.

1165-03

The commenter states noise monitoring stations are not located in the new flight path. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) noise model is the authorized tool used to determine whether a significant or reportable noise impact has occurred. Furthermore, 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to Chapter 5 of the EA and the Aircraft Noise Technical Report for further information.

The commenter disputes validity of the analysis and contends that the model used for analysis is outdated. FAA Order 1050.1E establishes the criteria used to evaluate potential noise impacts, and the noise analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. The results of this noise analysis are discussed in Section 5.1 of the EA.

1165-04

Please see **Topical Response 11 – Point Loma**.

1165-05

The commenter states that the graphics used in presentations given at the October 6, 2015 meeting hosted by the SDCRAA were outdated and cannot reflect growth at San Diego International Airport or be used to determine noise and pollution levels. The commenter also asks if revised graphics will be made available. As discussed in Chapter 5 of the EA, analysis of environmental impacts associated with the SoCal Metroplex Project is based on forecasted conditions for 2016 and 2021. Any forecasted growth in operations in 2016 and 2021 is accounted for in the analysis. Please see the SoCal Metroplex Annual Average Day Flight Schedules Technical Report for more information on how aircraft operations were forecasted for purposes of the EA. Graphics included in the EA have been updated to reflect any changes to the analyses that have occurred since release of the Draft EA. Please also see **Topical Response 11 – Point Loma** and **Topical Response 08 – Supplemental Materials** for more information.

1165-06

Please see **Topical Response 11 – Point Loma**.

**1166****Lynne Miller**

**From:** Lynne Miller [oblyne1@gmail.com]  
**Sent:** Wednesday, October 07, 2015 8:01 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego International Airport COMMENTS

Lynne Miller  
 4691 Adair Street  
 San Diego, California 92107

October 6, 2015

This email is a PUBLIC COMMENT and PROTEST regarding air traffic changes. I understand that my concerns will be answered. Please respond to each point.

**1166-01**

I attended the meeting held in Point Loma at 6:00 pm tonight. It was packed with thousands of local residents. There were 3 FAA employees in attendance. The employees were clearly not prepared with proper data, and their presentation was unprofessional. The 'system' that the FAA has conveniently designed did not allow answers to our questions. Most importantly there was no 'record' of the concerns that were being 'voiced' so it was an exercise in futility. The residents asked if, with the cooperation of the media films we could transcribe the entire meeting to submit to the FAA for public comment. The FAA representative said yes, if we paid for it, but was unable to say that he was willing to extend the deadline past Oct 8th. Transcribing the comments will take time.

Questions:

1. If we can get a full 2 hour plus video from a news station would you, the FAA, be willing to receive THAT as public comment, rather than a transcription? If you would please contact me IMMEDIATELY so that I can share this information with our neighbors.

**1166-02**

2. The tobacco industry knowingly hid the truth about smoking and health. I would like to know from you, the FAA, answers to the following questions, including the data and research to support your answers. What is the relationship between humans living in flight patterns and

- Respiratory illness including, asthma, COPD, and lung cancer
- Cardiovascular Disease including development of blocked arteries
- High blood pressure and stroke
- PM (fine ambient particulate matter) and premature mortality
- sleep deprivation, depression, and PTSD
- higher levels of stress hormones, lipid levels and higher cholesterol
- impact on children learning, listening, and the ability to focus
- hearing loss

**1166-03**

3. Describe your studies, data, and results, specific to San Diego, related to jet fuel air pollution, specifically related to emissions of carbon monoxide, nitrogen oxides, volatile organic compounds, sulfur oxides and fine particulate matter. Include the dates of the studies and who conducted those studies, the date and conclusions.

4. T. James Matthews, PhD states: "The combustion of jet fuels yields gaseous and particulate exhaust that can with sufficient exposure, be hazardous to the health of those living near an airport." Please respond to this conclusion based on a study of East Hampton Airport study. As always support your comments with San Diego Airport research, and data.

5. Is it true that the fine particulates are not regulated, and those fine particulates which are thinner than a human hair, can go deep into the lungs, get in the bloodstream, and into the heart, brain and other organs? I understand that the FAA chooses not to regulate fine particles, Europe has made a different choice. Is the FAA regulating fine particulates? If so, please describe the process. If not, please tell me why the FAA has made this choice and include the research that drives that decision?

**1166-04**

6. What altitude will the FAA mandate flights over Ocean Beach and Point Loma? What percentage of planes are eastbound? Will only the eastbound flights come over the peninsula?

1166

Lynne Miller

1166-04

7. Why are you planning to END the current waypoint Loma (the longitude and latitude programmed into each plane as the point of turn)?

8. It was apparent that the FAA has no idea that the flight patterns in San Diego has already changed. The residents KNOW this is not true. Why does the FAA continue to either deny or 'not know' the 'real' flight patterns out of San Diego?

1166-05

9. Does the FAA plan to INCREASE the number of flights in and out of San Diego? If yes, please detail numbers of flight NOW, as compared to the Next Gen numbers.

10. How frequently will planes fly out of San Diego? Into San Diego? Which paths will those planes take in the new 'fan' plan?

1166-06

11. Why are the procedures created by the FAA designed to exclude local concerns UNTIL the plan is about to be implemented?

12. Who is seated on the FAA commission? How many, and what is their background? When the FAA makes changes, as they are attempting to make in San Diego, with whom do they consult? The airlines? The medical and psychiatric experts? Who?

13. How does this community move forward with our many many concerns? Would you consider a panel of experts meeting with the FAA 'leaders' to discuss our concerns?

1166

Response

1166-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1166-02

The commenter requests information on the relationship between humans living in flight patterns and various health-related issues. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories.

Please see **Topical Response 06 – Air Quality - Air Pollution** and **Topical Response 07 – Request for More Data.**

1166-03

Please see **Topical Response 06 – Air Quality - Air Pollution.**

1166-04

Please see **Topical Response 11 – Point Loma.**

1166-05

The commenter asks whether the Proposed Action will allow for more flights in and out of San Diego International Airports. As discussed in Section 2.4 of the EA, implementation of the Proposed Action would not increase the number of aircraft operations at the Study Airports, including San Diego International Airport. The purpose of the Proposed Action is to increase the operational efficiency and safety of the Southern California Metroplex airspace. Airport capacity would

1166

## Response (continued)

remain unaffected by the Proposed Action. Table 23 of the Average Annual Day Flight Schedules Technical Report includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day (AAD) air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

Please see **Topical Response 05 – Purpose and Need**.

The commenter asks what paths aircraft will take under the “the new ‘fan’ plan.” There is no “fan” plan, only the Proposed Action which includes many new and updated arrival and departure procedures serving the Study Airports in the Southern California Metroplex. The flight corridors associated with the Proposed Action are depicted on Exhibit 3-8 in Chapter 3 of the EA. The information shown on Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

1166-06

The commenter asks why the proposed procedures were designed to exclude local concerns until the plan is to be implemented and what the community can do to move forward with its concerns. The FAA recognizes the importance and value of public input in the NEPA process and has engaged in substantial public outreach in support of the SoCal Metroplex Project Draft EA. These efforts included issuance of public notification of both the preparation and availability of the Draft EA to local, state, and federal officials and elected representatives via U.S. Mail and email, as well as publication of the notice of availability of the Draft EA. Public notices to 11 public workshops were advertised in several of the major newspapers in the General Study Area, including the San Diego Union Tribune. All notices provided a link to the SoCal Metroplex Project website where more information on the Metroplex initiative and the NextGen program is available for review (<http://www.metroplexenvironmental.com>). Please see Appendix A to the EA for a description of public outreach associated with the SoCal Metroplex Project.

To encourage public participation, in June and July 2015, the FAA hosted multiple public information workshops in several locations throughout the General Study Area. A public workshop was held in San Diego on June 22, 2015. During these workshops, FAA local representatives were available to answer questions about the Project, and written comments from the public were accepted. The FAA

1166

Response (continued)

extended the public comment period for a total of 120 days until October 8, 2015 in order to provide the public with sufficient time to provide input on the Project. Please also see **Topical Response 03 – Comment Period Extension**.

The commenter should note that the purpose of the SoCal Metroplex Project is to increase the efficiency of the airspace by implementing new and updated arrival and departure procedures that serve the Study Airports. Please see **Topical Response 05 – Purpose and Need**.

The commenter asks who is seated on the FAA commission and their background. It is unclear what commission is being referenced. Please see the EA

1167

Tracy Moore

**From:** Tracy Moore [mailto:tracymoore@cox.net]  
**Sent:** Wednesday, October 07, 2015 8:21 AM  
**To:** Russell Tony <trussell@san.org>  
**Subject:** Noise at SAN

From:  
Tracy Moore  
4022 Liggett Drive  
San Diego, CA 92106  
tracymoore@cox.net

I am very concerned about the new FAA proposal to revise the departure flight paths out of San Diego airport (SAN). With this new change – planes will now be allowed to fly directly over the south point of Point Loma which will increase the noise, pollution as well as create safety concerns. 32 years ago we lived on Curtis street which was directly below the flight path and could not handle the noise so decided to sell that house at a reduced price (due to the airport) and move further down south where it is quiet. We loved the house on Curtis Street. The only reason we moved was because of the airplanes. We moved to Liggett Drive. Now the FAA will be sending airplanes over our neighborhood in order to save fuel for the airlines. This is not right.

In the Loma Portal – all the houses were retrofitted with new windows and air conditioning to reduce the impact of the noise. With this new noise problem will the houses in this new affected area be getting new windows and air conditioning?

Why is the FAA not listening to the people of San Diego who strongly disagree with the new proposal? Why were the comments not recorded at the meeting held on October 6<sup>th</sup> held in San Diego?

1167-01

Why were the national parks, historical sites, natural open areas, schools and a university not included in the report about the impact from this proposal?

Why are there more planes currently going over the south part of Point Loma directly over our neighborhood?

Many comments were expressed at the meeting on October 6<sup>th</sup> which I share – all very concerned about the impact of the new proposal. We all do not agree with what the FAA is attempting to do. We do not believe what the FAA is telling the people of San Diego. We are fed up with how the FAA is trying to bully the people and showing no concern for the people.

In fact, as I write this email at 8:08am on October 7<sup>th</sup> a plane just flew just south of our house! Unbelievable how you are telling us that the planes are not going over! This is wrong. This never happened before and now it is occurring more and more on a routine basis.

1167

Tracy Moore (continued)

1167-01

We want answers! We do not want to be bullied in order to save the airline industry a few bucks. We do not want the noise! We will fight. We want the FAA to protect the people not the airline industry.

Tracy Moore  
4022 Liggett Drive  
San Diego, CA 92106  
  
619-851-4054  
tracymoore@cox.net

1167

Response

1167-01

Please see **Topical Response 11 – Point Loma.**

1168

Robert Crow

**From:** Robert Crow <rob\_crow1@msn.com>  
**Date:** October 7, 2015 at 11:01:59 PM CDT  
**To:** "elizabeth.ray@faa.gov" <[elizabeth.ray@faa.gov](mailto:elizabeth.ray@faa.gov)>, "glen.martin@faa.gov" <[glen.martin@faa.gov](mailto:glen.martin@faa.gov)>  
**Subject:** Southern California Metroplex

Thank you for taking the time to come to Liberty Station last night and listen to the public concerns about this program.

We recognize and appreciate the protocols defined to submit our comments, questions, and concerns. To that, i am confident you will find dozens (if not hundreds) of emails related to this topic and the frustration we the public feel.

**Please know that me, my family, and my neighbors DO NOT support the proposed changes**

My reason for writing is that while I understand you two drew the short straw last night, we really hope you 1) Heard Us and 2) Listened to Us.

1168-01

If you were you were in our shoes, wouldn't you agree with our comments and point of view? is there not some level of "common sense", "logic", or "reasonableness" applied to these studies that conclude..."THIS JUST AIN'T RIGHT!!"??

I am a long term resident here. I have two homes in Point Loam and am relying on these properties to support my family in retirement. This proposal single handedly impacts my family and my well being and i feel i have no recourse. The FAA is taking away from me and thousands of others all in the interest of Airlines, more flights, more tourism, more more... when is it ENOUGH?.

1168

Robert Crow

1168-01

I saw you both last night in person at the McMillan center, clearly you are not robots and clearly you heard the desperation in our comments, questions, and pleas.

Elizabeth ...you are a VICE PRESIDENT within the FAA!! clearly your voice matter.. do you support us? do you agree with us? who is your boss? who is in charge of this chaos?

Trust me, its quite easy to find you all. There is a published org chart and we can email, call, mail, fax, tweet constantly.

PLEASE HEAR US. PLEASE HELP US!! DONT PUSH THIS THROUGH

Robert Crow  
1536 Clove Street,  
San Diego, CA 92106

1168

Response

1168-01

Please see **Topical Response 11 – Point Loma.**

1169

John and Shirley Wehrs

**From:** Jack and Shirley [mailto:jackandshirley1@att.net]  
**Sent:** Wednesday, October 07, 2015 9:40 AM  
**To:** '9-ANM-SoCalOAPM@faa.gov.'  
**Subject:** No Fly Zone San Diego

1169-01

We live at 4062 Varona St San Diego. When we purchased this home we looked at over 200 homes in Point Loma. We found many homes at a lower price but you could not even carry on a conversation in your yard because of the noise. WE purchased this home and paid quite a bit more to be out of the fly zone. Now we have planes coming just over our yard and we have the noise even though you say that you have not implemented the plan. This is our retirement and this change will reduce our value up to \$500,000. This is not acceptable. Everything the federal government has done in the past 7 years has not been with the people in mind. What you may think looks good on paper affects many people's lives. We

Live across the street from Point Loma Park which houses several Little League Baseball teams, there are concerts in the park for seven Fridays during the summer, with thousands of people out on the lawn, who will be disturbed by the noise and the fallout. There are many, many children in our area, three elementary schools, a middle school, Pt. Loma Nazarene College, with 3,000 students, three churches who hold outside events, including weddings, which will be disturbed by the noise. We have Sunset Cliffs Park on the ocean, the tide pools, Cabrillo National Monument, and several yacht clubs in the basin which will be adversely affected with the noise and fallout. Please think about the people, the environment, and our health. John and Shirley Wehrs 619 300 7377

**We are absolutely against any change in the flight plans.** Thank you for your attention.

1169

## Response

1169-01

Please see **Topical Response 11 – Point Loma**.

1170

## Eric Graves

**From:** Eric Graves [ericgraves@cox.net]  
**Sent:** Wednesday, October 07, 2015 9:53 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Waypoint LOWMA Proposal

1170-01

The proposed change in waypoint LOWMA will alter the entire neighborhoods of Pt Loma and Ocean Beach. The change is being proposed for one reason and one reason only: the reduce fuel costs for the airlines. The proposal is not for safety reasons or additional air space for cargo planes to the south. This is simply a financial issue for the airlines and is not a reason to completely alter the natural environment of thousands of residents. I bought my home 32 years ago knowing full well that I could hear minor plane noise to the distant north, NOT planes flying directly over my house. The proposal was conceived for the wrong reason. Don't change the existing waypoint LOWMA.

Eric Graves  
 1091 Sunset Cliffs Blvd  
 San Diego, CA 02107  
 ericgraves@cox.net

1170

## Response

1170-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1171

## Pat Cates

**From:** Pat [mailto:patcates@cox.net]  
**Sent:** Wednesday, October 07, 2015 10:49 AM  
**To:** '9-ANM-SoCalOAPM@faa.gov'  
**Subject:** no plane noise

1171-01

This is to express my concern over the FAA's lack of addressing the issues cited here as the flight paths over Pt Loma/San Diego are changed especially since these changes are taking place without a full and complete environmental review: increased oily residue killing (I have now lost three) trees, plants; contamination on school play yards/parks thereby contributing to respiratory disease in children; exceeding legal decibel standards for noise pollution; increased potential risk to loss of life/property in the event of an air tragedy; decreased cost in city revenue with the incumbent reduction in peninsula real estate values; increased cost of first responder costs not offset my declining tax revenues. These issues are serious and are not offset by the very limited potential air fuel savings. The inability to address and resolve these critical issue will entangled the FAA and the airlines in litigation for years thereby eliminating any potential cost savings the airlines purport to realize.

Pat Cates  
 3119 Malaga Street, 92110  
 Yes, I am in the current flight path but I did not sign up for the increase in airline noise levels effected in the last few months.

1171

## Response

1171-01

Please see **Topical Response 11 – Point Loma**.

1172

David Hall

**From:** daveandcarey@yahoo.com [daveandcarey@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 11:19 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NextGen

I'd like to add my voice to the chorus of Point Loma residents who oppose the NextGen proposal to delete the LOWMA waypoint near the tip of Point Loma. I paid a premium to move out from under the flight path in Loma Portal to a more quiet location further South. The thought that the plane noise may now follow me is disturbing.

1172-01

In Loma Portal, there was a program to retrofit houses with double-paned windows and other noise reducing devices - will such a program take place in other neighborhoods as part of this proposal and if not, why not?

What relief will you offer residents whose property values are reduced as a result of this proposal and how will you measure the reduction in property value?

Does this proposal include additional "fanning" of flight paths?

Has additional "fanning" or any other changes already taken place as many residents of the area allege?

How much is this proposal estimated to save in fuel costs?

Has there been a study of the additional safety risks associated with this proposal and what are the results?

Thank you for your consideration,

David Hall  
3716 Southernwood Way

1172

Response

1172-01

Please see **Topical Response 11 – Point Loma.**

1173

Lani Furrows

**Sent:** Wednesday, October 07, 2015 11:46 AM  
**To:** awarren@san.org; Russell Tony <trussell@san.org>; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; 9-ANM-SoCalOAPM@faa.gov; Air Noise <airnoise@san.org>  
**Cc:** Andy Wagner <andrew.wagner@caliberhomeloans.com>; Lani Furrows <lani.furrows@caliberhomeloans.com>  
**Subject:** Point Loma Airplane Path changes NOT OK!

1173-01

Guys, you have to do something! Home values will decrease significantly costing the wealth of almost 16,000 homeowners. I want airlines to profit, that is why any company goes into business. However, the values will decrease by 25% in the areas currently living under virtually 10% flight path noise. We bought these homes intentionally avoiding noise (it is how I chose my street). I will now have to move my family and newly remodeled home after 12 years of living there? The home I plan to retire in, the home I am in love with? This home I hung on to through the recession by the "skin of my chin".... And, over night, I will lose \$400,000 in equity? This is not OK to do to the community. The home prices under the current flight path can easily be measured against those that are not in the current path.

What can be done?

1545 Guizot street  
San Diego, CA 92107

LANI FURROWS  
[REDACTED]

1173

Lani Furrows (continued)

BRANCH MANAGER  
SPECIALIZING IN VA SINCE 1998

WATCH MY CURRENT MORTGAGE MINUTE:

[https://youtu.be/3BV\\_XIENxAU](https://youtu.be/3BV_XIENxAU)



4350 EXECUTIVE DR #300 | SAN DIEGO, CA 92121  
O: (619) 316-3106 | F: (855) 491-4565  
NMLS ID #633001

APPLY ONLINE AT:

<https://www.caliberhomeloans.com/Lfurrows>

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1173

Response

1173-01

Please see **Topical Response 11 – Point Loma.**

1174

David Hall

**From:** [daveandcarey@yahoo.com](mailto:daveandcarey@yahoo.com) [daveandcarey@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 12:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NextGen proposal to delete the LOWMA waypoint

Consider this a Freedom of Information Act request under 5 U.S.C. Section 552.

1174-01

Are those who will ultimately make the decision to approve or table the NextGen proposal public employees? As such, does the public have the right to know their names and contact information? If so, please provide the specific names and individual contact information. If not, please tell me why this information is being withheld.

1174

Response

1174-01

The commenter requests the name and contact information of those who will ultimately make the decision to approve or table the NextGen proposal. The commenter mentions Freedom of Information Act under 5 U.S.C. Section 552, but does not request records. Therefore, this email is considered a comment to the Draft EA. The decision to approve or disapprove the SoCal Metroplex Project has not been made at this time. Any decision document issued by the appropriate FAA decision-making official will be made available to the public.

1175

Patricia Paul

From: Patricia Paul [kappypaul@cox.net]  
Sent: Wednesday, October 07, 2015 12:46 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: New Proposed Airway Flight Paths in San Diego

I grew up in San Diego under the airplane path in the Loma Portal area. At that time it was just something you lived with but it was loud and unhealthy with the soot. The people who live under it now contend with engines that are quieter plus they have new windows and air conditioning put in at the city's expense.

1175-01

I moved to be out of the area and live on Shelter Island. I still hear jets from Coronado but it has been a pleasure to live here. I am opposed to the new airline paths due to property values, noise, pollution, and doubt if the gas savings would be able to offset the anger of people who live under the proposed paths.

I highly disagree with the proposed aircraft routes over the city. Just leave it be.

Patricia K Paul  
1150 Anchorage Lane  
San Diego, CA 92196

1175

Response

1175-01

Please see **Topical Response 11 – Point Loma.**

1176

Tracey DeBello

**From:** Debellofamily <debellofamily@cox.net>  
**Date:** October 7, 2015, 1:07:37 PM PDT  
**To:** "ann--socaloapm@faa.gov" <ann--socaloapm@faa.gov>  
**Subject:** San Diego airport

1176-01

I attended a meeting last night and was appalled by the bungling of the FAA's process to make decisions that affect so many without any recorded input. Bundling airports does not give you accurate information. An EIR report is not one size fits all especially since you did not consider that we have a unique situation with military already flying in the air space, safety, health, pollution and un due stress to the community by your decision to change the flight path for the airlines cost saving benefit and not considering the impact of all of the residents, national park, military, cemetery, schools, nature preserves etc. in your decision. I am a resident that lived under the flight path at one time...I saved \$\$ to be able to move away from it now you plan to destroy the rest of Point Loma by putting more residents at risk by criss crossing flyts. over our entire community with an airport that has one runway and considered to be one of the most challenging airports to fly into/out in the country.

We the people should have a voice, Tracey DeBello  
373 San Gorgonio Street  
San Diego, CA. 92106

1176

Response

1176-01

Please see Topical Response 11 – Point Loma.

1177

Alex Roel

**From:** Alex Roel [lexloma@cox.net]  
**Sent:** Wednesday, October 07, 2015 1:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma impact

FAA:

1177-01

- 1) There is no doubt the proposed flight paths over Point Loma will adversely affect the area.
- 2) The FAA's charter is for air safety.
- 3) We don't hire you to save Southwest Airlines and others money (fuel cost).
- 4) You work for us: protect us.
- 5) Do not change the flight paths as proposed.

Also questions:  
 Questions:

1177-02

1. If we can get a full 2 hour plus video from a news station would you, the FAA, be willing to receive THAT as public comment, rather than a transcription? If you would please contact me IMMEDIATELY so that I can share this information with our neighbors.
2. The tobacco industry knowingly hid the truth about smoking and health. I would like to know from you, the FAA, answers to the following questions, including the data and research to support your answers. What is the relationship between humans living in flight patterns and
  - a. Respiratory illness including, asthma, COPD, and lung cancer
  - b. Cardiovascular Disease including development of blocked arteries
  - c. High blood pressure and stroke
  - d. PM (fine ambient particulate matter) and premature mortality
  - e. sleep deprivation, depression, and PTSD
  - f. higher levels of stress hormones, lipid levels and higher cholesterol
  - h. impact on children learning, listening, and the ability to focus
  - i hearing loss
3. Describe your studies, data, and results, specific to San Diego, related to jet fuel air pollution, specifically related to emissions of carbon monoxide, nitrogen oxides, volatile organic compounds, sulfur oxides and fine particulate matter. Include the dates of the studies and who conducted those studies, the date and conclusions.
4. T. James Matthews, PhD states: "The combustion of jet fuels yields gaseous and particulate exhaust that can with sufficient exposure, be hazardous to the health of those living near an airport." Please respond to this conclusion based on a study of East Hampton Airport study. As always support your comments with San Diego Airport research, and data.
5. Is it true that the fine particulates are not regulated, and those fine particulates which are thinner than a human hair, can go deep into the lungs, get in the bloodstream, and into the heart, brain and other organs? I understand that the FAA chooses not to regulate fine particles, Europe has made a different choice. Is the FAA regulating fine particulates? If so, please describe the process. If not, please tell my why the FAA has made this choice and include the research that drives that decision?
6. What altitude will the FAA mandate flights over Ocean Beach and Point Loma? What percentage of planes are eastbound? Will only the eastbound flights come over the peninsula?
7. Why are you planning to END the current waypoint Loma (the longitude and latitude programmed into each plane
9. Does the FAA plan to INCREASE the number of flights in and out of San Diego? If yes, please detail numbers of flight NOW, as compared to the Next Gen numbers.
10. How frequently will planes fly out of San Diego? Into San Diego? Which paths will those planes take in the new 'fan' plan?
11. Why are the procedures created by the FAA designed to exclude local concerns UNTIL the plan is about to be implemented?
12. Who is seated on the FAA commission? How many, and what is their background? When the FAA makes changes, as they are attempting to make in San Diego, with whom do they consult? The airlines? The medical and psychiatric experts? Who?
13. How does this community move forward with our many many concerns? Would you consider a panel of experts meeting with the FAA 'leaders' to discuss our concerns?

1177

Alex Roel (continued)

Alex Roel  
641 Catalina Blvd  
San Diego CA 92106

1177

Response

1177-01

Please see **Topical Response 05 – Purpose and Need.**

1177-02

Please see **Topical Response 11 – Point Loma.**

1178

Mary Rebelo

From: Mary Rebelo [mlreb@yahoo.com]  
Sent: Wednesday, October 07, 2015 1:36 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Metroplex

1178-01

NO to flight path changes over Point Loma from SAN.  
As for last nights FAA meeting...Thanx for NOTHING.  
Government double-speak!

M Rebelo  
San Diego

Sent from my iPhone

1178

Response

1178-01

Please see **Topical Response 11 – Point Loma.**

1179

Mark Nichols

From: Mark Nichols [marknicholsfilms@gmail.com]  
Sent: Wednesday, October 07, 2015 1:43 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: October 7, 2015

To whom it may concern:

1179-01

I am against the changing of the flight path in Point Loma, San Diego.  
This will severely impact the value of my home. The current flight path has been the existing route for several years and I believe that any future changes will have have an extremely negative impact.

Regards,  
Mark Nichols

1179

Response

1179-01

Please see **Topical Response 11 – Point Loma.**

1180

Liz Peterson

From: Liz Peterson [lizpeterson@cox.net]  
 Sent: Wednesday, October 07, 2015 1:46 PM  
 To: 9-ANM-SoCalOAPM (FAA); lizpeterson@cox.net  
 Subject: Point Loma Fligh Path Change

1180-01

After attending the meeting last night with the FAA at Liberty Station i was, like all the attendees, shocked at the lack of preparation by your officials..and most importantly that they had no intention of documenting or commenting on our objections..In short, it was an appeasement meeting to make us feel like the FAA was listening or cared about our objections for the proposed flight plan.

My take away is that this change is a done deal and all objections fall on deaf ears.

One speaker noted that the FAA's mission statement is about safety..but the new flight path will jeopardize 4 elementary schools and one college plus numerous homes.if the FAA is concerned about safety..how does this match up with the fact you will fly over so many homes and schools.

Also, Your officials refused to acknowledge that the flight path has already changed and we notice more and more planes flying directly over Point Loma... and there is no denying this has already happened..i walk every morning and the noise has increased and is very noticable.

1180-02

Also noted ...No enviromental study has been documented for the Sunset Cliff State Park or the Tidepools or on the endangered species that habitat our community.

The Major objection is the noise and polution..

My husband and I moved to the end of the Point at great expense to get away from the flight path and now you are randomly changing to "save money" and fuel...no safety is mentioned.

We are also concerned that our investment here will diminish in our Home Values We object, we will continue to push back on this change..Please listen to us..the concensus that the elected officials we put in office do NOT listen and the frustration will continue to surge.

Respectfully  
 Elizabeth and Randy Peterson  
 910 Gage Drive  
 San Diego, CA 92106 619 226-6221

1180

Response

1180-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1180-02

Please see **Topical Response 11 – Point Loma.**

1181

David Johnson

**From:** Dave Johnson [datejhnsn@gmail.com]  
**Sent:** Wednesday, October 07, 2015 1:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCalMetroplex LOWMA waypoint proposal

To whom it may concern:  
 My questions regarding the proposed removal of the LOWMA waypoint.

1181-01

While the agency has done extensive and sophisticated "modeling" regarding the noise impact, how can the agency document/support these modelings without base line data of the Point Loma peninsula's historic sound and pollution levels. Without the "before" data it is scientifically impossible to support or refute the "modeling", just can't be done. If the WebTrak map is correct, there are no sound monitoring stations south of Del Mar Avenue (# RMT 21) see attachment.

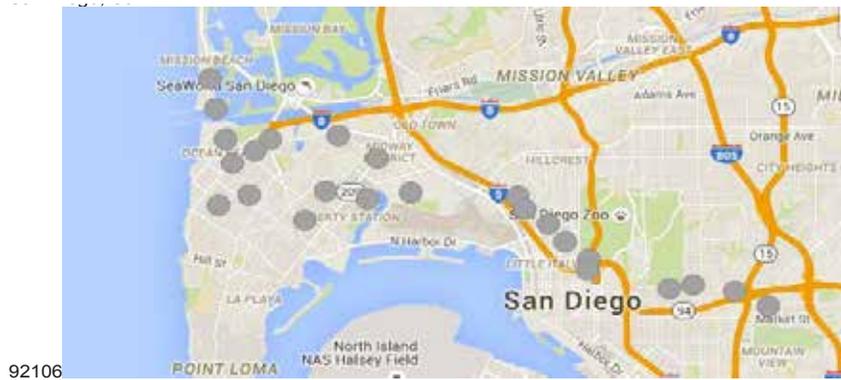
To me an additional question is: Why the lack of EPA review and the apparent exclusion of what would be now impacted areas including a national monument, parks, elementary, middle schools, a university as well as thousands of residential homes and apartments?

Thank you

David Johnson  
 3574 Dupont Street  
 San Diego, Ca.

1181

David Johnson (continued)



1181

Response

1181-01

The commenter is concerned with the noise modeling, use of baseline data of Point Loma's historic sound and pollution levels, and environmental impacts. The EA was prepared in compliance with the NEPA and FAA Order 1050.1E. To assess the environmental impacts of the Proposed Action, the FAA used the required noise model, the Noise Integrated Routing System (NIRS) model, which utilizes assumptions as described in Section 5.1.2 in the EA to compare conditions under the No Action and Proposed Action Alternatives. The NIRS modeling incorporated empirical data in the form of radar data as part of the analysis process. The frequency, altitude, and time of flights within the General Study Area were taken into account within the noise model through the use of 365 days of radar data between December 1, 2012 and November 30, 2013. Please refer to Chapter 5, *Environmental Consequences* of the EA and Section 2.3, 2.4, and 2.5 of the Aircraft Noise Technical Report for further information.

As discussed in Chapter 5, the Proposed Action, when compared to the No Action Alternative, would not result in significant noise impacts or reportable noise increases. Similarly, the Proposed Action, when compared to the No Action Alternative, would not result in significant impacts to air quality or any of the other environmental resource categories.

Please also see **Topical Response 11 – Point Loma**.

**1182****Steve Crow**

From: Stephan [sm.crow@cox.net]  
 Sent: Wednesday, October 07, 2015 2:05 PM  
 To: scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; awarren@san.org; trussell@san.org; 9-ANM-SoCalOAPM (FAA); airnoise@san.org; Sen.boxer@opencongress.org; Sen.feinstein@opencongress.org  
 Subject: Noise & public safety complaint & concerns - relentless loud plane noise, low flying commercial planes - San Diego

RE: FAA / Peninsula Meeting 10.06.15, 6pm McMillin Event Center - Liberty Station 2875 Dewey Road San Diego, CA

To whom it concerns,

**1182-01**

1. Regarding the fan departures, can the FAA and its support team tell us what headings or turns are being used at this time? What impact was determined? How was the impact of those procedures determined?

**1182-02**

2. How has the FAA made their determination that there will be no impact from the flight path changes when there is no data since impacted areas were previously not in the flight path?

**1182-03**

3. CNEL is not a good measurement for a change that takes an area from infrequent aircraft noise to regular aircraft noise. What measurement would the FAA propose and how can data be generated to produce an environmental impact report given that there is no baseline and there are no monitoring stations?

**1182-04**

4. The noise over the entire Peninsula has increased dramatically. The noise is upsetting, frustrating and damaging the quality of life for residents, students, businesses and visitors. What are you doing to correct the problems caused by the increased noise, pollution and safety risks (ie. catastrophic air event over this populated area)? How are you making the necessary corrections? When are you making the necessary corrections? Who are you consulting with to determine the proper plan and execution of corrective measures?

**1182-05**

5. Who are you consulting with regarding the efficacy in implementation of the Flight Path changes? Who are the consulting firms, what are their contact names and contact information? Who are the other Federal agencies working on this, their contact names and contact information? Who are the various agencies working on this, their contact names and contact information?

**1182-06**

6. What communities have expressed overwhelming support of the SoCal Metroplex/NextGen and the various proposed Flight Path changes? Can you provide instances of this support, and contacts of those who support this?

7. When will you respond to these questions and concerns and who will be responding?

Sincerely,

Steve Crow  
 4390 Niagara Ave  
 San Diego 92107

1182

Response

1182-01

The commenter requests information regarding fan departures at SAN and headings and turns being used at this time. The comment requests information regarding existing conditions. See **Topical Response 02 – Existing Conditions**. There is no “fan” plan, only the Proposed Action, which includes many new and updated arrival and departure procedures serving the Study Airports in the Southern California Metroplex. The flight corridors associated with the Proposed Action are depicted in Exhibit 3-8 in Chapter 3 of the EA. The information shown in Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

1182-02

The commenter asks how a determination of no impact was made when there is no data since impacted areas were previously not in the flight path. The Proposed Action Procedures were designed wherever possible to remain within the existing historical flight tracks.

FAA Order 1050.1E establishes the methodology and criteria used to evaluate potential impacts, and the analysis completed for the EA was conducted in accordance with FAA Order 1050.1E. The results of this analysis are discussed in Chapter 5 of the EA. The analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts.

1182-03

The commenter contends that CNEL is not a good measurement for a change that takes an area from infrequent to regular aircraft noise. Section 5.1.2 of the EA discusses the noise analysis methodology and the criteria for determining the impact of changes in aircraft noise using the FAA’s required DNL metric.

The commenter raises the issue of the use of noise monitoring stations. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) noise model is the authorized tool used to determine whether a significant or reportable noise impact has occurred. Furthermore, 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to Chapter 5, *Environmental Consequences*, of the EA and the Aircraft Noise Technical Report for further information.

1182-04

The commenter states that noise over the peninsula has increased dramatically and asked about consultation. The comment relates to existing noise. Please see **Topical Response 02 – Existing Conditions**. The FAA consulted with the

**1182****Response**

local airports (including the San Diego County Regional Airport Authority), elected officials, governmental agencies and the public. For further information, please see Appendix A of the EA for a description of public outreach associated with the SoCal Metroplex Project.

**1182-05**

The commenter requests information on whom the FAA is consulting with regarding the efficacy in implementation of the flight path changes and the names of the consulting firms, federal agencies, and various agencies working on this Project. The FAA has not made a decision regarding the proposed SoCal Metroplex Project. Thus, it has not been implemented. With regard to consultation, Appendix A in the EA provides information on the agency coordination, agency consultation, and public involvement conducted for the SoCal Metroplex Project. Appendix B provides information on the preparers of the EA.

**1182-06**

The commenter requests information regarding what communities have expressed overwhelming support of the SoCal Metroplex/NextGen and the various proposed flight path changes. Please see Appendix F of the EA for comments received and responses to substantive comments.

**1183****Jim Herrin**

From: Herrin Jim [jimherrin48@gmail.com]  
Sent: Wednesday, October 07, 2015 2:13 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: New flight departures out of SAN

Good morning,

My family and I used to live in Loma Portal under the jet noise. We moved out to the wooded area at considerable expense to obtain a less noise- impacted quality of life.

Now the FAA has come up with a plan that is ridiculous and not thought out and with no real data supporting it's position. In order to determine the negative environmental and lifestyle changes that this new scheme would entail, what current impacts of the flight departures have on the Point Loma community?

What information or evidence do you have to compare what we currently experience vs. what is to come in the future? Where is the EIR assessment of depositing noise and soot over our community that never has had it before?

**1183-01**

The FAA needs to take a common sense approach to this. What are the priorities here? Allowing all the airline operators to save a marginal amount of fuel to add to their bottom line or to protect and serve the people that live in Point Loma?

Where is it in the mission statement of the FAA to promote private business?

Your task is to promote SAFETY. Flying airplanes over our homes is less safe than flying them over the ocean.

Reinstate the Poggi departure and rout airplanes over Lowma.

Regards,

James Herrin  
Heidi Herrin  
Thomas Herrin  
548 Tarento Dr.  
San Diego, CA 92106

1183

Response

1183-01

Please see **Topical Response 11 – Point Loma.**

1183

Van and Bill Thaxton

**From:** Van Thaxton [mailto:thaxtonfam@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 2:15 PM  
**To:** 9-anm-socaloapm@faa.gov  
**Cc:** Air Noise <airnoise@san.org>; scott.peters@mail.house.gov; awaren@san.org; Russell Tony <trussell@san.org>; kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; sherrilighner@sandiego.gov  
**Subject:** The Proposed FAA Changes Over Point Loma

October 7, 2015

Dear FAA Representatives,

We live in the Wooded Area of Point Loma and are concerned about the proposed changes to the flight path(s) over our area, which have already been occurring over the past few weeks through changing the vectors. During the meeting last night, representatives from the FAA claimed that no changes have been made to the flight paths thus far, which we know for a fact to be patently untruthful. As we write, we hear several planes flying directly over our house and they continue, non-stop, until well after 11:00 pm each night.

Over the past several weeks we and our neighbors have noticed plane noise, where there has never been any commercial plane noise before. We now see commercial jets flying directly over our neighborhood, where we have never seen them before. We have noticed dark, thick soot on our outside railings, patios, window casings, and plants, where residue has never been seen before. Even the dust inside the house is no longer “dust color” but is now black and copious. The prevailing wind is from the west and blows the soot into our homes, schools, churches, restaurants and other businesses. Has that been taken into consideration?

1183-01

Over the past several weeks, we have experienced physical symptoms such as itchy, watery eyes, skin irritations, respiratory reactions, and anxiety, all of which coincide with the change in the flight patterns and the increased noise and pollution from the planes. It is negatively impacting our individual health and safety.

We have several questions that we would like to have answered:

1. What environmental studies have been done to show that the new flight patterns will not negatively affect human, plant, and animal species in the area? What are the concrete data to support the findings? Side note: If a private enterprise tried to do something of this magnitude, it would never be approved. Where is the EPA’s “blessing” for these changes?
2. What proof does the FAA have that noise and pollution levels in the affected areas will be unchanged when no baseline measures have been taken?

1183-02

3. What consideration has been given to the military activity that takes place on North Island and the Coast Guard helicopter and plane traffic originating from their Harbor Drive facility over the point with respect to the new fly over plan? How can the proposed plan work cooperatively with our most important governmental agency – the military?

1183

## Van and Bill Thaxton (continued)

1183-01

4. What testing has been done to determine the effect of the proposed changes on the Cabrillo National Monument, the migratory birds that rest here as one of the most protected southerly places in this region of the US, and on the Fort Rosecrans National Cemetery? These places are not just pretty neighborhood attractions; they are National Treasures. We volunteer to clean the headstones of the veterans (to honor our veterans), which if this plan goes forward will be covered in airplane soot.
5. What compensation is the FAA prepared to provide to thousands of individual homeowners who lose the value in their properties? What compensation is the FAA prepared to provide to the City of San Diego for the loss of property taxes collected as a result of the reduced property values? What is the proposed compensation for the short and long term negative health impacts on the residential population, the thousands of kids attending Point Loma Nazarene University, Sunset View Elementary School, Silvergate Elementary, Dana Jr. High School, and Cabrillo Elementary School?
6. What compensation is the FAA prepared to provide to individual home owners to a) retrofit their homes for noise, b) constantly clean their properties of excess soot from pollution, c) filter and cool their air because windows can no longer remain open, and d) assure a level of peace and safety we have previously enjoyed?
7. What evidence does the FAA have that flying over land is safer for residents, students, and businesses than over sea, especially in light of what happened over North Park with the PSA flight in 1978? Why does the FAA believe that flying over densely populated land, when we can fly over sea, is a safer, better option?
8. Finally, why is the FAA promoting a plan that is unsafe for the public and puts the interests of the large Airline corporations above the health and safety of the individual citizens?

Sincerely,

Van and Bill Thaxton  
825 Silver Gate Avenue  
San Diego, CA 92106

Cc: A. Warren, T. Russell, San Diego County Regional Airport Authority  
Rep. Scott Peters  
Mayor Kevin Faulconer  
City Councilmember Lori Zapf  
City Council President Sherri Lightner

1183

## Response

1183-01

Please see **Topical Response 11 – Point Loma**.

1183-02

The commenter asks how the Proposed Action interacts with the North Island military operations and the Coast Guard helicopter operations. The SoCal Metroplex Project has no effect on Navy flight paths or Coast Guard helicopter operations. All Proposed Action procedures were designed under FAA criteria and provide the required separations as described in Section 3.1.2 of the EA document.

1185

Dawn Boquet

From: Dawn Boquet [dboquet2@gmail.com]  
Sent: Wednesday, October 07, 2015 2:22 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Keep San Diego Way Points

1185-01

I sell real estate in San Diego. Increasing flight visibility, noise and pollution of aircraft from airport is unacceptable to San Diego County, San Diego City, and the directly affected communities in the 92106 zip codes.

1185-02

It is advised to install noise meters, air quality and visual observation impacts in affect area and adjacent areas of San Diego. These can be used to pursue relief from FAA for all affected by this act.

I appose this FAA act.

Dawn Boquet  
San Diego resident

1185

Response

1185-01

Please see **Topical Response 02 – Existing Conditions.**

1185-02

Please see **Topical Response 05 – Purpose and Need.**

1186

Christina Braun

**From:** Cristina Braun [cristinabraun@rocketmail.com]  
**Sent:** Wednesday, October 07, 2015 2:22 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** flight path change

1186-01

Please do not change this flight path. Not only will our children be breathing in the soot the noise is out of control and we just spent the last two years living with a parent to save to be able to afford our fixer. You are ruining our dreams that we worked so hard to get to. Please stop thinking only of yourself and saving money. You will destroy the endangered species here too. They start at 6:30 so what if I cant sleep all night and want to sleep in a little, I cant! and they don't stop until 11 at night. You are so money hungry they you cant even see what your doing to our great community.  
Cristina braun

1186

Response

1186-01

Please see **Topical Response 11 – Point Loma.**

1187

Ian Walmsley

From: Ian Walmsley [iwalmsleydesign@sbcglobal.net]  
Sent: Wednesday, October 07, 2015 2:25 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: planes over my house

To Whom It May Concern,

1187-01

I live on La Salle Ave in Culver City. My wife and I were attracted to this neighborhood because it is quiet.....or used to be. We live in a big city so I do not expect an aircraft free sky but things have changed. Now the sky above us is filled with noisy low flying jet liners funneled in a path directly above us. The disturbance is especially intrusive Sunday afternoon and evening just when we should expect a little quiet time. This is adversely affecting my property value and peace of mind.

I would like the concentration of air traffic over my house to stop!!

Sincerely,

Ian Walmsley

1187

Response

1187-01

Please see **Topical Response 02 – Existing Conditions.**

1188

Terri Johnson

From: Johnson [datejhnsn@gmail.com]  
Sent: Wednesday, October 07, 2015 2:18 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Re: San Diego airport change

1188-01

I realize you didn't get the whole question. With the removal of the LOWMA way point how far north are the planes permitted to travel when flying eastbound from the departure of KSAN international. are there any boundaries the residence can use as baselines?

Sent from my iPhone and ignore any fat thumb typos

> On Oct 6, 2015, at 6:43 PM, Johnson <datejhnsn@gmail.com> wrote:  
>  
> My question is what is the northern most point that commercial  
> airlines  
will be able to fly over the point loma peninsula if the new flight path changes. As it is now there are no flights that are not over the point yet.  
>  
> Thank you  
>  
> Terri Johnson  
> 3574 DuPont st  
> San Diego ca  
> 92106  
> 619-223-2342  
>  
>  
> Sent from my iPhone and ignore any fat thumb typos  
>

1188

Response

1188-01

Please see **Topical Response 11 – Point Loma.**

1189

Tonielle Staples

**From:** Toneille Staples [toneille.staples@gmail.com]  
**Sent:** Wednesday, October 07, 2015 2:34 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NO ADDED AIR TRAFFIC

1189-01

The Point Loma Pause is already nuisance enough. Adding more air traffic will cause numerous negative effects: noise pollution, fume pollution, falling real estate market, less tourism and too many more to mention. The San Diego economy does not need this.

PLEASE. DON'T ADD MORE AIR TRAFFIC TO THE AREA. If anything, reduce the air traffic.

--  
Toneille "Toni" Staples

601-212-3022  
San Diego, California  
toneille.staples@gmail.com

1189

Response

1189-01

Please see **Topical Response 11 – Point Loma.**

1190

Gilles Fougères

From: gilles fougères [gillesfougères1@gmail.com]  
Sent: Wednesday, October 07, 2015 2:37 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego flight path project

Dear Sir or Madam,

1190-01

I oppose that project as FAA should follow or better make the progress. It is ridiculous that in the 21st century we have to fight against a project that will create more noise, pollution to people. How a sharp turn is going to be safer than a smooth turn?

1190-01

In Nice, France planes are not flying any more above homes before landing because of many reasons. noise and pollution were the main issues. You just want to do the opposite. The people there won because it is absurd to fly above people when there has been a choice to not to do it for decades.

1190-01

We spend money on solar panel, hybrid cars, new technology to reduce noise and pollution. To try to make life better.

1190-01

Thank you for sending me in the " dark age " of pollution and noise. Welcome to the 19th century!!!

Gilles Fougères

Sent from my iPad

1190

Response

1190-01

Please see **Topical Response 05 – Purpose and Need.**

1190-02

Please see **Topical Response 05 – Purpose and Need.**

1190-03

Please see **Topical Response 06 – Air Quality - Air Pollution.**

1190-04

Please see **Topical Response 05 – Purpose and Need.**

1191

Robert Barton

**From:** ILUMEN@aol.com [ILUMEN@aol.com]  
**Sent:** Wednesday, October 07, 2015 2:38 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** ATTN: Rob Henry re: last night's meeting/proposed removal of waypoint LOWMA

Dear Mr. Henry,

I spoke with Glen Martin at the end of the meeting and asked him the following question that might interest you. I also request your response and/or the response of the Metroplex team to the following:

"Mr. Martin, there have been a overwhelming number of objections to the proposed removal of the waypoint LOWMA in the way of letters to the FAA and your Metroplex team. Congressman Peters, the Mayor of San Diego, the City Councilman and the SD Airport Authority have all requested that you keep the waypoint LOWMA in place for various reasons; the principle one being excess noise that will be created. Also, a petition that has 3000 signatures has requested that you keep the departure path waypoints in place. These requests have all been in writing to the FAA.

If you balance the incremental benefit of removing LOWMA against the potential harm that it will cause as was voiced in tonite's meeting, wouldn't you re-evaluate the proposal and keep the waypoint LOWMA in place?"

1191-01

Mr. Martin's answer: "Obviously I can't comment on your question, but I can tell you that we are listening to you, and if we find that we need to make changes in the plan, we will do it."

If LOWMA is removed and the airlines are allowed to make a earlier turn over Point Loma, this place will become a less desirable place to live and a less desirable place to visit.

My question for you and the Metroplex team is the same one asked to Glen Martin. I would be most interested in your response. Thank you.

Robert Barton

1191

Response

1191-01

Please see **Topical Response 11 – Point Loma.**

1192

Lorraine Bohnet

**From:** Lorraine Bohnet [lbohnet@gmail.com]  
**Sent:** Wednesday, October 07, 2015 2:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Metroplex SanDiego

From: Greg & Lorraine Bohnet  
 4565 Orchard Avenue

San Diego, CA 92107 619-542-9261

lbohnet@gmail.com

1192-01

To The FAA  
 As residents of the Point Loma/Ocean Beach community we attended the meeting last night that the Airport Authority/FAA held in Liberty Station San Diego. We were very disappointed in the method of the meeting for the mere fact that the FAA could not and would not answer any questions. So we now understand that our questions need to be formally sent to the FAA.

1192

Lorraine Bohnet (continued)

1192-02

So here are our questions: When this new satellite/Metro Plex system goes into effect in the San Diego area will the flights departing the San Diego airport be on a direct path or will the paths "fan" out to the south?

1192-03

We would also like to know what is the current Day-Night Average Sound Level for the current flight paths at specific intervals? What will the new DNL be?

1192-04

We feel that the flights have already started fanning out as we are seeing more of them, hearing them and smelling the fumes.

Thank you,  
Greg & Lorraine Bohnet

1192

Response

1192-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1192-02

Please see **Topical Response 11 – Point Loma.**

1192-03

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics.**

1192-04

Please see **Topical Response 02 – Existing Conditions.**

1193

Jane Kenny

From: Jane Kenny [jilkmailmobile@yahoo.com]  
Sent: Wednesday, October 07, 2015 2:41 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: FAA flight path changes San Diego

1193-01

Please reconsider any plans to alter flight path in or out of Lindbergh Field in San Diego. Point Loma is a residential area with high density homes and any addition of noise and fuel to this area would have major impact on current living conditions. I have been a home owner in this area for over 40 years and have already been impacted by the military aircraft over the years. I would appreciate it if you would reconsider Any future changes.

Jane Kenny  
Point Loma resident

Sent from Jane's iPod

1193

Response

1193-01

Please see **Topical Response 11 – Point Loma.**

1194

Aldyn Hoekstra

**From:** Aldyn Hoekstra [mailto:ahhoekstra@cox.net]  
**Sent:** Wednesday, October 07, 2015 2:42 PM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; awarren@san.org; Russell Tony <trussell@san.org>  
**Subject:** Metroplex

Following are my comments on the Draft Environmental Assessment (EA) for the Southern California Metroplex project, specifically related to the IBBEE RNAV SID proposed to replace to the existing POGGI RNAV SID at San Diego International Airport (SAN). I am copying my elected representatives and the San Diego Airport Authority Board with these comments and urging them all, if they haven't already, to file comments on the EA taking a similar position before the impending October 8 deadline so their views will be known and included in the record for FAA's consideration and response.

## Position

1. I oppose FAA's plan to eliminate the LOWMA waypoint south of Point Loma as part of the proposed IBBEE RNAV SID. FAA's analysis fails to demonstrate that there is any specific need or specific benefit associated with eliminating the LOWMA waypoint, let alone any specific need or benefit sufficient to overcome the adverse impacts (noise, visual, pollution, safety, quality of life and socioeconomics) from the likely or potential increase in flight traffic over the Point Loma community that would result from eliminating the LOWMA waypoint.

1194-01

2. I suggest instead that FAA should revise its Proposed Action to maintain the existing LOWMA waypoint and continue to require departing flight traffic to remain offshore of Point Loma upon and after crossing the JETTI intersection. This appears to be an environmentally superior alternative to FAA's Proposed Actions that is still capable of accomplishing the overall purpose of the Proposed Action. FAA's own representation of the proposed vs. current departure procedures shows that the existing capability of "Heavy Jets" and "Med Jets" does not differ substantively from the "Current" POGGI SID, and is nowhere near able to match the "Proposed" IBBEE path between JETTI and ZZ000. (see pages 4-5 labeled "SAN IBBEE SID Replaces POGGI SID" at the following link: [http://www.metroplexenvironmental.com/docs/socal\\_metroplex/Presentations\\_150625/SAN\\_Proposed\\_Departure\\_Procedures.pdf](http://www.metroplexenvironmental.com/docs/socal_metroplex/Presentations_150625/SAN_Proposed_Departure_Procedures.pdf) If accurate these FAA representations demonstrate that, at present, there is no apparent need for or benefit from elimination of the LOWMA waypoint and indeed FAA does not claim that there is any such need or benefit.

## Questions

With regard to the EA's evaluation of the Proposed Action against the No Action Alternative, I would appreciate FAA's response to these questions:

A1. What specific loss, if any, to "improved flexibility in transitioning aircraft" would result from restoring the LOWMA waypoint to the IBBEE RNAV SID in the Proposed Action and continuing to require departing flight traffic to remain offshore of Point Loma upon and after crossing the JETTI intersection? Why or why not?  
 A2. What specific gain, if any, to "improved flexibility in transitioning aircraft" would result from eliminating the LOWMA waypoint from the IBBEE RNAV SID in the Proposed Action compared to maintaining the LOWMA waypoint as part of the proposed IBBEE RNAV SID? Why or why not?

1194-01

B1. What specific loss, if any, to "segregating arrivals and departures" would result from restoring the LOWMA waypoint to the IBBEE RNAV SID in the Proposed Action and continuing to require departing flight traffic to remain offshore of Point Loma upon and after crossing the JETTI intersection? Why or why not?  
 B2. What specific gain, if any, to "segregating arrivals and departures" would result from eliminating the LOWMA waypoint from the IBBEE RNAV SID in the Proposed Action compared to maintaining the LOWMA waypoint as part of the proposed IBBEE RNAV SID? Why or why not?

C1. What specific loss, if any, to "predictability of air traffic flow" would result from restoring the LOWMA waypoint to the IBBEE RNAV SID in the Proposed Action and continuing to require departing flight traffic to remain offshore of Point Loma upon and after crossing the JETTI intersection? Why or why not?  
 C2. What specific gain, if any, to "predictability of air traffic flow" would result from eliminating the LOWMA waypoint from the IBBEE RNAV SID in the Proposed Action compared to maintaining the LOWMA waypoint as part of the proposed IBBEE RNAV SID? Why or why not?

D1. What other specific lost benefits or increased costs, if any, would result from restoring the LOWMA waypoint to the IBBEE RNAV SID in the Proposed Action and continuing to require departing flight traffic to

1194

Aldyn Hoekstra (continued)

remain offshore of Point Loma upon and after crossing the JETTI intersection? Why or why not?  
D2. What other specific incremental benefits or avoided costs, if any, would result from eliminating the LOWMA waypoint from the IBBEE RNAV SID in the Proposed Action compared to maintaining the LOWMA waypoint as part of the proposed IBBEE RNAV SID? Why or why not?

1194-01

E. What specific evaluation, if any, has FFA performed on an alternative that retains the LOWMA waypoint in the IBBEE RNAV SID in the Proposed Action and continues to require departing flight traffic to remain offshore of Point Loma upon and after crossing the JETTI intersection? Why or why not?

F. Does FAA deny that an alternative which retains the LOWMA waypoint in the IBBEE RNAV SID in the Proposed Action and continues to require departing flight traffic to remain offshore of Point Loma upon and after crossing the JETTI intersection would represent an environmentally preferred alternative to the Proposed Action that still permits the overall purpose of the Proposed Action? Why or why not?

Thank you for the opportunity to comment on the Southern California Metroplex EA, and I look forward to your response to my comments and questions.

Aldyn Hoekstra  
545 Savoy Street  
San Diego, CA 92106

1194

Response

1194-01

Please see **Topical Response 11 – Point Loma.**

1195

Mary Worley

From: Mary Worley [worleym@cox.net]  
Sent: Wednesday, October 07, 2015 2:53 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Metroplex

1195-01

Don't change the flight path in San Diego or any other city as this will heavily impact home values. These homeowners have planned their financial portfolios to reflect future home values. For the good of all do not reduce the value of homeowner portfolios with a change in flight paths. Not an American ideal.

Best regards,

Mary Worley

1195

Response

1195-01

Thank you for your comment.

1196

Jose Rodrigues

**From:** Pauline [Portugal1@cox.net]  
**Sent:** Wednesday, October 07, 2015 2:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** dflight plan changes

Jose Rodrigues  
985 Manor Way  
San Diego  
Ca  
92106

1196-01

I am totally gaint the new flight plan the enviroment willll be greatly affeted and no previous notice ore options to vote.

1196

Response

1196-01

Please see **Topical Response 11 – Point Loma.**

1197

Dawn O'Donnell

**From:** Dawn O'Donnell [dawn\_odonnell@lcc.com]  
**Sent:** Wednesday, October 07, 2015 2:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Strongly Oppose San Diego FAA Change

To Whom It May Concern

1197-01

I am writing to strongly oppose the FAA's planned changes to San Diego Airport. As a home owner in Point Loma as well as a mother of children who attend school on the point, the impact of noise pollution is absolutely acceptable. In addition, the impact to home owners who did not purchase a home in the flight path but will now be located under the flight path will be monetarily negative in home values.

Please accept this as a strong opposition notice.

My current home address is 3961 Coronado Avenue, San Diego, CA 92107

Best Regards,  
Dawn

Dawn O'Donnell  
LCC-A Tech Mahindra Company  
Director, Recruiting

619-993-9684 (mobile)

619-330-2001 (fax)  
[Dawnodonnell\\_@@lcc.com](mailto:Dawnodonnell_@@lcc.com)  
[www.lcc.com](http://www.lcc.com)



1197

Response

1197-01

Please see **Topical Response 11 – Point Loma.**

1198

Mark Sebastian

From: Mark Sebastian [marksebastian@aol.com]  
Sent: Wednesday, October 07, 2015 3:01 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: unacceptable frequency and low flight patterns of planes...

Dear Sirs,

1198-01

I live at 4152 Lincoln, between Farragut & Braddock. It's no illusion that flights have been coming in way lower and more frequently. It gives one the feeling that if you went outside, you could see the landing gear engaging overhead. I don't know why this sudden increase has taken place, but it is a huge change from the way it has been up until this recent period. It's my hope that Culver City government will be able to have some input with the FAA, because everyone in my neighborhood is feeling this change for the worse.

Thanks,  
Mark Sebastian  
4152 Lincoln Ave'  
Culver City, CA 90232

1198

Response

1198-01

Please see **Topical Response 02 – Existing Conditions.**

1199

Edwin Daugherty

From: Ned Daugherty [ecoplNr@gmail.com]  
Sent: Wednesday, October 07, 2015 3:03 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Patricia Daugherty; Brian Daugherty; andrew daugherty  
Subject: Waypoint San Diego

1199-01

Please don't remove or relocate the existing waypoint just south of Point Loma in San Diego, CA. As an architect and landscape architect I deal with Life Safety issues daily. The proposed realignment will allow planes to pass directly over schools, businesses, residential areas and highly populated public venues such as beaches and parks. This will create an obvious hazard and severely impact quality of life. We San Diegans already face very high risks through the existing landing vectors, rated among the most dangerous in the country.

Perhaps the most compelling question for you, the administration, is, "How would you and your family like to live directly under such dangerous conditions that constantly expose you to potential catastrophe?"

Do the right thing, leave the existing waypoint in place.

Edwin Daugherty

Sent from my iPhone

1199

Response

1199-01

Please see **Topical Response 11 – Point Loma.**

1200

Margaret Spitz

**From:** pekisstuff@aol.com [pekisstuff@aol.com]  
**Sent:** Wednesday, October 07, 2015 3:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** new flight plans in San Diego

1200-01

I get that you want to save fuel and increase the number of flights by changing flight patterns-but at what cost to the people already living in the areas you now want to fly over????? When the agreement was made for flight routes many years ago, if you bought a home in those areas, you knew you would be getting plane noise, fuel mist etc. People in Point Loma did NOT sign on for YOUR changes when they bought their homes. It is not worth more flights or less fuel consumption to make these changes. And being from the east coast, I fly these flights monthly-I do not want to impact Point Loma residents quality of life-and that is what we are talking about.

My other home is in NJ. I lived in West Long Branch before moving to Wall Township. One of the reasons we moved was because flight plans in Newark were changed and came over our house. I cannot begin to tell you how much pink residue I wiped off outdoor furniture (airplane fuel dump). I ended up with cancer, and will never know if it was from the stuff being dumped by planes (environmental) or genetics, diet or all of the above. Not worth exposing more people to save a few bucks. And don't try to tell me it is safe. The government told all those first responders at The World Trade Center the dust from the towers was safe, and we all NOW see how that turned out!

Negotiations between your agency and the people who lives you are affecting need to be on-going. I am tired of government agencies just making decisions (and from where I sit and absorb,) often bad ones! Examples- Closing of Fort Monmouth, Selling off of Albertson's and Von's Grocery Stores because it was assumed to be a monopoly (no one asked us-the consumers), So, IF you cannot work out a solution that is agreeable by both parties-don't do it!

Margaret Spitz  
 865 Brook Canyon Rd  
 Escondido, CA

1200

Response

1200-01

Please see **Topical Response 11 – Point Loma.**

1201

Scott Whitley

**From:** Scott Whitley [SWhitley@sundancetech.com]  
**Sent:** Wednesday, October 07, 2015 3:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Scott Whitley  
**Subject:** FAA proposed changes at SAN; questions

1201-01

FAA,

The FAA is ignoring due process regarding flight path changes. Here are my questions:

1201-02

1. What is the quantitative monetary yearly benefit from SAN proposed changes?
2. What is the estimated impact on real estate values in the affected area?
3. How long will it take for the monetary benefits to pay for the real estate impact?

Thank you,

Scott Whitley  
 13233 Valle Verde Terrace  
 Poway CA 92064

1201

Response

1201-01

The commenter states that the FAA is ignoring due process regarding flight path changes. An Environmental Assessment (EA) was prepared for the SoCal Metroplex Project and released for public review on June 10, 2015. The public comment period for the EA ended on October 8, 2015. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E

1201

## Response

includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resources.

1201-02

The commenter asks for the quantitative monetary yearly benefit of the Proposed Action at SAN, the estimated impact on real estate values in the General Study Area, and how long it will take for the quantitative monetary yearly benefit to pay for the estimated impact to real estate values. As stated in Section 2.2 of the EA, the purpose of the Proposed Action is to optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. The EA was prepared in compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. As discussed in Chapter 5, the analyses conducted for the EA indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. Please also see **Topical Response 05 – Purpose and Need**.

1202

## Alex Kagan

**From:** Alex Kagan [akagan@amagroupinc.com]  
**Sent:** Wednesday, October 07, 2015 3:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Changes in flight path in Point Loma CA

1202-01

Last night after the meeting in Liberty Station residents were told that the FAA and the airport has NOT implemented the flight path changes yet as proposed. This is absolutely NOT true. Last night I recorded three departures from 9:35 pm to 10:00 pm that all flew over the farther path over Hill street and mid peninsula, turned left and flew back over the Nazarene college area and the wooded area and continued south east.

Someone in your organization should check the facts before you stand up and lie to the public. We will sue if the FAA does not allow our inquires to be investigated and heard. The FAA is a government agency for the people and should serve the people not just the interest of the airlines.

Sincerely,

Alex Kagan resident  
 953 Temple Street  
 San Diego, CA 92106

1202

## Response

1202-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1203

## Dave and Laura Hoban

**From:** Dave H. [hobiz2@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 3:07 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed change

1203-01

My wife and i are opposed to the flight path changes. There seems to be a paucity of data supporting this. The airlines will benefit from lower fuel costs while point loma residents suffer more noise pollution. Please listen to the citizens for once  
 Dave and Laura Hoban  
 3704 Rosecroft. 92106

1203

## Response

1203-01

Please see **Topical Response 11 – Point Loma**.

1204

## Laura Carol Parker

**From:** sdcparker42@gmail.com [sdcparker42@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:07 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Removal of LOWMA Waypoint and Proposed Flight Path Changes

I am writing to strongly oppose the proposed FAA Flight Path changes proposed by NexGen and the FAA!

My name is Laura Carol Parker and my address is 558 Savoy St, San Diego, Ca 92106

1204-01

Why is it that Congress has proposed implementation of NexGen without through Environmental Impact Requirements?

Why is it that the FAA has proposed these changes for minimal increased airline efficiency with no regard for the safety and quality of life impact to so many thousands of people on a daily basis?

The proposed changes will cause planes to fly over areas like Cabrillo National Monument, Fort Rosecrans National Cemetery, Point Loma Nazarene University, and thousands of homes and schools that are currently not in the flight pattern.

1204-02

Is there no consideration for those who enjoy the quality of life enjoyed by these National treasures? Cabrillo National Monument is visited by over 800,00 visitors per year. Fort Rosecrans should be a place to respect our soldiers who gave their lives for our country.

Why is the FAA and Congress choosing to ignore the safety of the impacted areas when the flight path can easily fly over the ocean, as it does now with waypoint LOWMA?

It is just hard to believe that “our” Congress and “our” Government Agency, the FAA, clearly do not have “our” interests as a part of their concerns!!

1204-03

I would like a response back from my email, as it was expressed to us at the meeting in Point Loma last night with the FAA, that this form of communication is the Only way that concerns can be submitted. Although there were almost 1,000 people at last night’s meeting, the meeting was totally of no value as far as the FAA is concerned!

Sent from Windows Mail

1204

## Response

1204-01

The commenter asks why Congress has proposed implementation of NextGen without thorough environmental impact requirements. FAA Order 1050.1E establishes the criteria used to evaluate potential impacts. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. The results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

1204-02

Please see **Topical Response 11 – Point Loma**.

1204-03

Please see **Topical Response 13 – Point Loma Public Meeting**.

1205

## Ken Graulich

**From:** Ken Graulich [KGraulich@prosearch.us]  
**Sent:** Wednesday, October 07, 2015 3:09 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex EA

1205-01

Why hasn't the FAA and subsequent EIR (or environmental study) taken into account the Pacific Flyway - Pacific Flyway is a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia, and the impact to the local and migrant species, some of which are endangered?

Has the EIR studied this Flyway, as being such is most active in October-November. What period of time does your study contemplate?

The most significant breeding rookery of great blue herons in coastal southern California is found in the eucalyptus woodlands around the Navy's submarine base on the east side of the Point, along with a large breeding colony of black-crowned night herons. Why doesn't your study contemplate the impacts to this wildlife? Why doesn't your study mention the impact to the nesting sites of the orange-crowned warbler? Another stressed species and a local resident of Point Loma,

Ken Graulich |  
3625 Charlest Street,  
SD, CA 92106  
kgraulich@prosearch.us

1205

## Response

1205-01

Please see **Topical Response 11 – Point Loma**.

**1206****Sue and Bill Munz**

**From:** Sue Munz [suemunz@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex proposal for San Diego

To Whom It May Concern:

My husband and I strongly oppose the implementation of Metroplex at the San Diego International Airport. Our home is in Point Loma and we chose it to stay out of the airplane noise. During the past two months we have had a taste of what the future would be if Metroplex starts. Not only has the environment been effected but our quality of life has drastically been effected. And all of this has happened just before Metroplex but certainly since the FAA has started 'fanning' out departures.

**1206-01**

I swim each morning at the Peninsula YMCA. At 6:30 am when the departures from Lindbergh begin we can actually taste and smell the jet fuel. We know that we are being sprayed with the remnants of fuel usage. Four weeks ago my husband started wheezing. He has never had any difficulty breathing in his 75 years of life so I directly relate this problem with jet fuel from the takeoffs over our house. We have never had so much dirt and soot but now it is commonplace.

I also would like to address the issue of noise and pollution not to mention the added danger of accidents over our schools and neighborhoods on Pt. Loma and the damage of dirt to our National park and National Cemetery.

**1206-01**

We strongly object to the format of the meeting held in Liberty Station last night. None of our comments were recorded and the FAA officials would make no comments to our concerns.

We strongly oppose the implementation to Metroplex which will only add to our difficulties in our community and our personal life.

Respectfully submitted,

Sue and Bill Munz  
 3739 La Cresta Drive  
 San Diego, CA 92107

--  
 Sue Munz

619-540-2748

**1206****Response****1206-01**

Please see **Topical Response 11 – Point Loma.**

**1206-02**

Please see **Topical Response 13 – Point Loma Public Meeting.**

1207

Debra Turner

From: Conrad Prebys [cprebys@gmail.com]  
Sent: Wednesday, October 07, 2015 3:12 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Noise and Environmental Complaint

We live in the beautiful community of Point Loma but the FAA has decimated our neighborhood. They told us at a sham meeting last night that the FAA has not yet implemented this new flight path but those of us that live "on the point" know for a fact that it has been implemented at least in part and that it will do nothing but get worse.

The planes from Lindbergh no longer fly out over the ocean to make their turns. They are turning right over the coast. This will impact tourism and their local businesses negatively.

1207-01

The planes are now "cutting the corner" and flying over the south part of the peninsula that includes the Point Loma Lighthouse, a major local tourist attraction, the Cabrillo monument, the very sensitive tidal pools and Fort Rosecrans military cemetery.

The airport is already directing departing planes out of the approved flight path and virtually on top my house, or at least very near.

The FAA denies that the changes have already been started but clearly the airport is allowing the pilots to fly the new routes NOW.

I will be joining the planned legal action against the FAA and The Airport Authority unless this is stopped now.

Sincerely,

Debra Turner  
3511 Via Flores  
San Diego, CA. 92106  
619 225-8354  
[dturnermailbox@gmail.com](mailto:dturnermailbox@gmail.com)

1207

Response

1207-01

Please see **Topical Response 11 – Point Loma.**

1208

Ken Graulich

**From:** Ken Graulich [KGraulich@prosearch.us]  
**Sent:** Wednesday, October 07, 2015 3:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex

1208-01

Is the goal of this project to increase the density of outbound and inbound traffic at SAN? If that is not a goal what is short – long term effect on the volume of plane traffic?

I cannot see how the safety or efficiency of this project holds water, so I assume it's an effort to manage more plane traffic without having to add a runway.

Ken Graulich |  
3625 Charles Street  
SD, CA 92106  
[kgraulich@prosearch.us](mailto:kgraulich@prosearch.us)

1208

## Response

1208-01

Please see **Topical Response 05 – Purpose and Need.**

1209

## James Newman

From: James Newman [himi1@cox.net]  
 Sent: Wednesday, October 07, 2015 3:13 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: San Diego Metroplex issues

Good Morning,

1209-01

I would like to also register my distaste for the plan to allow more noise and pollution to occur over Point Loma due to the proposed changes.

I really don't see why you have to fly over point Loma when the ocean is out there for gaining altitude and making turns. Please reconsider your plan.

Thank you  
 Jim Newman  
 Point Loma, California

1209

## Response

1209-01

Please see **Topical Response 11 – Point Loma.**

1210

## Jonathan Schneeweiss

**From:** Jonathan Schneeweiss [jonathan.schneeweiss@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA); Jonathan Schneeweiss; Tyson Passey  
**Subject:** SAN DIEGO AIRPORT FLIGHTS CANNOT CHANGE

Hi,

My name is Jonathan Schneeweiss; I am a resident of Ocean Beach in San Diego, California. I am also an environmental lawyer with a Masters in Environmental Law from George Washington University. I have worked on NEPA and CEQA analysis of the environmental impacts of several airport projects in San Diego and on the east coast. Your proposal completely ignore serious environmental impacts. More importantly, your efforts to seek input from the public were seriously inadequate.

I have to say that this project will have dramatic impacts to the residents and various animal species on Point Loma.

1210-01

First, the residents already have extreme noise issues with the airport here. The number of flights have increased. The soot and

1210

Jonathan Schneeweiss (continued)

pollution that covers our homes has done nothing but increase over the last 16 years I have lived here.

1210-01

NOISE: I'd say noise is the biggest problem. At one point we had our boat docked at Sun Road Marina. Due to its proximity to the airport we moved it. We couldn't enjoy sleeping on our boat due to the noise. We hear the plane noise at our home and accept that noise. So, we joined the Southwestern Yacht Club and moved our boat away from the plane noise.

1210-02

Now, the FAA proposes sending planes right over where we moved our boat and spent thousands of dollars to join a club away from the plane noise. Not only does this impact the oldest yacht club in San Diego, but thousands of more people in the area. Members all over San Diego Bay that live on their boats will be impacted. Home values will be dramatically cut due to new plane noise. I also own a real estate brokerage in Ocean Beach. Homes with plane noise carry reduced values. Your proposed changes will directly impact the tax basis and income for the County of San Diego and California.

You have no choice but to undertake a detailed analysis of the environmental and fiscal impact the San Diego.

Additionally, you are proposing flying planes over Point Loma Nazarene, Sunset Cliffs Natural Preserve, Sunset View Elementary and various other important points of interest in San Diego. By flying over schools you are creating noise impacts, pollution and putting our families in danger.

You must change your plan and, more importantly, undertake a proper environmental review in compliance with NEPA.

I can be reached at 619-279-3333 .

Jonathan Schneeweiss  
CA BAR #200885  
4620 Narragansett Avenue  
San Diego, CA 92107

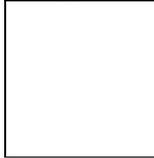
1210

## Jonathan Schneeweiss (continued)

--  
Jonathan Schneeweiss  
J.D., LL.M., Broker & President  
Schneeweiss Properties  
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1210

## Response

1210-01

Please see **Topical Response 02 – Existing Conditions.**

1210-02

Please see **Topical Response 11 – Point Loma.**

1211

## Salvatore and Angela Crivello

From: Angela Crivello [scolapasta5@cox.net]  
Sent: Wednesday, October 07, 2015 3:15 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: LOWMA WAYPOINT

Dear Sir/Madam:

RE: Deletion of the LOWMA WAYPOINT, San Diego, California  
From: Salvatore and Angela Crivello  
3860 Talbot Street  
San Diego, CA 92106

1211-01

We have lived at the above address for 37 years and bought this home because it was not in the flight path, if the LOWMA waypoint is removed we will be directly under the flight path. I would like you to keep the LOWMA waypoint for the safety of our neighborhood. We have a University and a middle school directly affected.

1211

## Salvatore and Angela Crivello (continued)

1211-01

If you delete the waypoint hundreds of people and children will be exposed to more air pollution and noise pollution. How will the FAA prevent this?

Sincerely,  
Salvatore and Angela Crivello

1211

## Response

1211-01

Please see **Topical Response 11 – Point Loma.**

1212

## Andrea Roberts

From: andrea roberts [andreadonn@me.com]  
Sent: Wednesday, October 07, 2015 3:18 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Planes flying out of compliance with patterns

1212-01

My Name is Andrea Roberts and I live at 3565 Hugo Street, San Diego 92106. Every day planes are flying out of the legal set flight patterns and our causing noise and pollution. They have flown deep to the southwest out of the regulated areas. This is a clear violation of our rights as homeowners and the airlines who are flying out of compliance should be fined immediately and for every flight.

Andrea Roberts

1212

## Response

1212-01

Please see **Topical Response 02 – Existing Conditions.**

1213

## Matt Spathas

**From:** Matt Spathas [mailto:mspathas@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:19 PM  
**To:** 9-ANM-SoCalOAPM@faa.gov  
**Cc:** Air Noise <airnoise@san.org>; awarren@san.org; Russell Tony <russell@san.org>; scott.peters@mail.house.gov; Kevin Faulconer <Kevinfaulconer@sandiego.gov>; Loriezapf@sandiego.gov  
**Subject:** NextGen/MetroPlex - San Diego

To Whom it May Concern:

1213-01

Please see below with regards to my questions regarding the proposed NextGen/MetroPlex. I have lived in Point Loma (San Diego) for over 30 years. I have followed the recent change in flight path proposal - which make no sense to me. Please see my questions below:

- Why fly over homes, schools, parks when you can easily fly over the ocean - like it has been doing over the past several years.
- Why not a simple policy, planes only fly over Point Loma community once unless emergency?
- What are the specific reasons for the proposed changes as it relates to San Diego?
- 
- How do these changes impact home values, property tax assessments and tax revenues to City of San Diego?
- What is the impact to our neighborhood schools and University that will be impacted by additional noise?
- Why the lack of communication with the community - it has never been easier to communicate - yet the FAA has no 21st Century communication strategy to let a community know of proposed changes? How can 1,000's of active people not know of the FAA plans until a few weeks ago? I hope the FAA realizes that sending a form letter to public officials and burying a public notice in our now defunct San Diego Transcript are archaic communication strategies at best.
- Can the FAA do a real life sound test? I can assure you - since the FAA is flying over the southern tip of Point

1213

## Matt Spathas (continued)

1213-01

- Loma now (despite saying that is not happening) - the increased noise level is significant.
- What was the point of the community meeting held in San Diego on October 6, 2015? The FAA did not answer any questions, identify any reasons for the changes other than vague reference to safety and efficiency - but could not offer any evidence of either?
  - Can the FAA use Google Maps and user friendly jargon to show communities proposed changes?
  - Can the FAA test sound levels at ground level in various parts of southern end of Point Loma based on existing flight traffic - since there are flights that are taking the proposed path now - it would be very easy to capture real noise levels (as opposed to theory)?

- How much money will these changes save at it relates to San Diego - and who is the beneficiary of these savings?
- Why is Point Loma Nazarene University (3,000 students) not mentioned in the ER - or reference to our 10 public schools which have over 7,000 students - what impact will this have on quality of learning and learning environment?
- Who does the FAA represent - the people or the airlines?

As a 30 year resident, I can tell you that the increased noise is significant - both in case where planes fly directly over the southern tip of Point Loma AND even more so when they fly directly overhead.

How do we know? Because the FAA / air traffic controllers is allowing planes to fly directly over the south end of Point Loma now.....while saying that this are infrequent and due to safety or weather (I assure you when I look open my app on a clear day, no planes in the sky, planes are still cutting over the southern part of the point - as far north as over Point Loma College).

Please see link below of images of current flight patterns (also please refer to image attached to this email

1213-02

Link to Photos: <https://goo.gl/photos/P2HhUc2toLKFt41a9>

The Point Loma Community is and has been a good neighbor to many agencies - including the FAA. We have dealt with and deal with the airport expansions, waste management plants, thousands of federal worker (which increases traffic) and military bases. We have terrific working relationships. This proposal to dramatically changes the desirability and livability of our community - impacting hundreds of homes, thousands of students, schools, parks, ocean and overall quality of life. And why? That is a question that even the FAA has been unable to answer.

Thank you in advance for your consideration.

Regards,

--Matt Spathas  
3642 Warner Street  
San Diego, CA 92106

1213

## Response

1213-01

Please see **Topical Response 11 – Point Loma.**

1213-02

Please see **Topical Response 02 – Existing Conditions.**

1214

## Jim and Jane Hall

From: James Hall [jim-jan@cox.net]  
Sent: Wednesday, October 07, 2015 3:20 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight plan change.

1214-01

We strongly object to any flight plan change. Making the big turn over water at the southern tip of Point Loma causes the least impact on the PEOPLE who live here. We get enough on the first part of take off over Point Loma/Ocean Beach. Please consider our quality of life. My guess is that \$5.00 per flight savings in fuel will not be passed on to the consumer. Jim and Jan Hall, 4404 Santa Cruz Ave.

1214

Response

1214-01

Please see **Topical Response 11 – Point Loma.**

1215

Patricia Butler

**From:** Patrish Butler [patrish2@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:21 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN Metroplex

Dear FAA,

1215-01

I attended the meeting at Liberty Station regarding the new Metroplex plan for our neighboring SAN airport. The presentation by the FAA members was substandard to say the least as evidenced by the standing room only crowd's vocal negative comments.

1215-02

Last week I flew on American Airlines 6:55 am flight from SAN to ORD as a passenger. On the 737's seat back screen with the detailed flight map I witnessed basically what is proposed as the new FAA take-off regime. The plane went right over South Mission Beach (instead of the usual Ocean Beach), gained altitude and made the left hand turn and flew **RIGHT OVER MY HOUSE!** Besides seeing this on flight map screen I verified by looking out the window. I was shocked that this new FAA plan appears to be already implemented. At last night's Metroplex meeting other Point Loma citizens pointed out having the same experience on recent flights out of SAN. The FAA panel members responded to these claims and denied this was happening--a flat out lie. Of course you don't have to BE on a flight to witness this. Most Point Loma residents can simply look out their window and see the planes currently flying on a new flight path. How the FAA can be instructing the air traffic controllers to vector the flights in this new manor is an outrage.

1215-03

I grew up at 1971 Willow Street in Point Loma. Although not directly under the flight path I was able to hear the airplane noise. The schools I attended were directly under the flight path in Point Loma. When I chose to purchase my home in Point Loma I made a conscious decision not to be near the flight path. Now it appears I am in the flight path yet again. Besides noise and safety issues I do not relish the thought of residue from jet fuel raining down upon my house from the numerous daily SAN departures just so the airlines can save a few dollars.

As brought up at the Metroplex meeting last night by numerous citizens we will do everything in our power to keep the planes from flying over our houses, schools, commercial areas and parks.

Should this involve a lawsuit, as proposed by many citizens in attendance at last night's meeting, I would advise the FAA to fasten their seat belts. This could be a bumpy ride.

Patricia Butler  
3025 Kona Way  
San Diego, CA 92106  
Patrish2@cox.net

1215

Response

1215-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1215-02

Please see **Topical Response 02 – Existing Conditions.**

1215-03

Please see **Topical Response 11 – Point Loma.**

1216

Jenny Taylor

**From:** Jenny Taylor [jeegardner@hotmail.com]  
**Sent:** Wednesday, October 07, 2015 3:22 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Elimination of LOWMA way point

To whom it may concern,

1216-01

I am writing to object to the proposed elimination of the LOWMA way point that currently exists for planes leaving SAN and heading East. The proposal cites costs saving to the airlines of approximately \$7.5 million. What it does not consider is the health and well being and safety of the population on the ground below that will be affected by the proposed change (and are already to subject to planes taking off over them). I strongly believe that the current configuration including the LOWMA way point is working just fine and should stay as it is. When did the FAA drop the communities over which it controls airspace from it's list of interested parties??

Faithfully,

Jenny Taylor  
 4251 Orchard Av  
 San Diego  
 CA 92107

1216

Response

1216-01

Please see **Topical Response 11 – Point Loma.**

1217

Meg Tyndall

**From:** Meg O'Hearn [meg@coolclick.com]  
**Sent:** Wednesday, October 07, 2015 3:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA); airnoise@san.org  
**Subject:** Fwd: Flight

1217-01

Good Morning, Why did Spirit Airlines buzz the Wooded Area this morning at a very low altitude? See Screen Shot. This is not a flight patten EVER used.

Thank you,  
 Meg Tyndall  
 3735 Charles Street  
 San Diego, CA 92106

1217

Response

1217-01

Please see **Topical Response 02 – Existing Conditions.**

1218

Lyle Butler

**From:** Patrish Butler [patrish2@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:31 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN Metroplex new take off vectors

1218-01

Dear FAA,  
As a realtor and homeowner for over 50 years in the Point Loma area I am not in support of the new SoCal Metroplex proposals. I can see the planes flying over my home already which indicates to me that the FAA has already begun implementing this new take off plan. Besides the noise and safety issues I can see more pollution from these planes already on my outside deck. Please know that the citizens of Point Loma will not take this lying down and like Phoenix, a lawsuit will likely follow. This new take-off should this be forced down our throats.  
Lyle W. Butler  
345 San Antonio  
San Diego, CA 92106

619-223-4345

1218

Response

1218-01

Please see **Topical Response 02 – Existing Conditions.**

1219

Susan Wilson

**From:** susan wilson [susancookwilson@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Elimination of the Lowma waypoint

1219-01

I do not understand what the Metroplex plan is and last nights meeting did not explain it, therefore we still need a presentation and an opportunity to provide feedback to the plan, once it has been explained.

Susan Wilson  
4452 Alhambra St.  
San Diego CA 92107

1219

Response

1219-01

Please see **Topical Response 13 – Point Loma Public Meeting.** Please also see **Topical Response 05 – Purpose and Need.**

1220

Justin Mecklenborg

**From:** Justin Mecklenborg [justinmeck9@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** Charles Street

1220-01

This low level flyover occurred this morning. We live at 3562 Charles St., San Diego, CA 92106

Please explain why this flight was routed this way if the LOWMA waypoint has not been deleted.



1220

Response

1220-01

Please see **Topical Response 11 – Point Loma.**

1221

Brian Perrochet

From: Perrochet, Brian C [Brian.Perrochet@pepperdine.edu]  
Sent: Wednesday, October 07, 2015 3:36 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Proposed alterations to LAX arrivals/departures

1221-01

I am a resident of Mar Vista, CA. The overflights of my neighborhood will increase according to the planned route changes. The increased traffic at lower altitudes will have negative consequences to the health and quality of life of the residents. The impacts are already known to the planners as evident in the documentation in the Draft EA. Furthermore,

1221-02

property values of houses in this area will be negatively impacted. Given extensive recent community-based actions to sustain a decent quality of life in this neighborhood (which have taken the form of formal appeals to regulators, LA Council, LA DA, and Zoning Commission, for example), a protracted, a costly legal battle on this proposed change, if it were to take effect, is very likely. Notably, one of the most egregious deficiencies in the EA is the striking absence of the mention of the recently established waypoint "CLIFY"

1221-03

that is a source of new concentration of arrival air traffic affecting this area. The proposed use of the CLIFY waypoint for RNAV also reduces by ~13% the altitude of overflights, from 8000 to 7000 feet, with resultant increase in noise and pollution.

1221-04

I am a licensed pilot and have flown out of SMO for decades. I have lived in Mar Vista since 1966. The proposed increase in LAX traffic over my neighborhood is not acceptable as presented in the Draft EA. The changes will not be acceptable to a large group of residents in this and other affected areas; I strongly suggest that FAA, LAWA, and the City of Los Angeles reconsider the proposed RNAV routings and changes to altitude of aircraft using LAX.

Brian Perrochet

1221

Response

1221-01

Please see **Topical Response 06 – Air Quality - Air Pollution.**

1221-02

Please see **Topical Response 02 – Existing Conditions.**

1221-03

Please see **Topical Response 09 – LAX North Arrivals.**

1221-04

Please see **Topical Response 04 – SMO-LAX Departure Interactions.**

1222

Bonnie Butler

**From:** Patrish Butler [patrish2@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Metroplex project/opposed

Dear FAA,

1222-01

I am aware of the San Diego Metroplex project. I became aware when I saw and heard planes flying over my home that I've never seen before. Upon research I read about the San Diego Metroplex project.

While I applaud your efforts to save jet fuel I feel this comes at the expense of many homeowners and business owners in the Point Loma area. We don't want planes flying over our homes when they can just as well fly out over the ocean as has been the case for decades with no incident, no noise and no pollution from jet fuel. I oppose this new SD Metroplex project. I have talked with other Point Loma citizens about a lawsuit to stop this proposed project. As you are aware over 3,000 San Diego citizens have signed the petition against your FAA project.

1222

Bonnie Butler (continued)

Bonnie B. Butler  
345 San Antonio St.  
San Diego, CA

619-223-4345

1222

Response

1222-01

Please see **Topical Response 11 – Point Loma**.

1223

Lynn and Frank Silva

**From:** Lynn Silva [lynnrsilva@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:40 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Against FAA proposal in SAN

FAA Vision as stated is To improve continuously the safety and efficiency of aviation, while being responsive to our customers and accountable to the public.

1223-01

There is no way the safety will be improved with the proposed changes to the take offs from Lindbergh field. In jeopardy are many schools, National Parks, home values and most of all common sense. It makes little sense to change the departure patterns to subject Point Loma twice on take off and to go over North Island Naval Air Station.

Please take a good look at your plan and make changes that make sense.

Thanks so much,

Lynn and Frank Silva  
3596 Via Flores  
San Diego, CA 92106

619.222.9001

1223

Response

1223-01

Please see **Topical Response 11 – Point Loma**.

1224

MK

**From:** mk [e2mick@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 3:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** air traffic noise

1224-01

I've lived in Culver City for over 20 years. The recent increase in NOISE is unbelievable!! I am awakened around 6AM by a constant stream of LOUD LOW\_FLYING airplanes, that vibrate throughout my house! All day long, there are LOUD disturbances from planes- that did not happen before!  
mk

1224

Response

1224-01

Please see **Topical Response 02 – Existing Conditions.**

1225

Robert Viora

**From:** Robert Viora [borregobob42@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight pattern change proposal for San Diego Lindberg Field

1225-01

I attended the meeting that you sponsored on 10/6/15 in San Diego to hear public comments on your flight pattern departure adjustment. It became very obvious that the proposal is clearly designed to benefit the commercial aviation industry by saving them a few minutes of time and perhaps fuel as well by rerouting the Eastbound departures over a populated neighborhood thus "cutting the corner". I remind you that your responsibility and mission is to safeguard the well being of the public and in this regard your motives and actions are in my opinion a total failure. Your representatives were ill prepared and created more questions than they answered about the validity of this project. Please be advised that we are a strong community and pushing too far and too fast will create tremendous opposition not only to your plan but to you as an agency as well. This plan has no obvious benefit to our neighborhoods while at the same time has little benefit to the commercial airlines. When we prove that collusion exists between you and the airlines over this matter you will be exposed for what you are and hopefully many of you involved will be either demoted or lose your jobs altogether. How can you with true conscience as fellow human beings really come to live with yourselves? My suggestion is that you face reality and do the right thing to begin with or suffer the embarrassment by having the public do it for you.

Robert Viora  
4571 Osprey St.  
San Diego, CA 92107

1225

Response

1225-01

Please see **Topical Response 05 – Purpose and Need.**

1226

Eileen Brennan

**From:** Eileen Brennan [ejoanbrennan@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Metroplex plan PROTEST

I attended the meeting last night, Oct. 6 that was supposed to shed light on the very confusing information we in Point Loma have been getting on the proposed (supposedly still proposed, though those of us who live here doubt the veracity of that statement) metroplex plan for the area.

1226-01

THERE ARE SO MANY THINGS WRONG WITH THIS WHOLE PROCESS AND PLAN. I DO NOT IN ANY WAY ACCEPT THAT IT WON'T MAKE LIVING ON THE POINT LESS SAFE. FULL OF MORE POLLUTION FROM PLANES. ADD TO NOISE ISSUES AND HAVE AN ENVIRONMENTAL IMPACT. THE MEETING LAST NIGHT ONLY HEIGHTENED MY CONCERN AND THAT OF MY NEIGHBORS.

BASED ON THE PACKED AUDIENCE AND THE CALIBER OF THE PEOPLE WHO WERE SPEAKING, MANY LAWYERS AND OPINION LEADERS IN THE REGION AMONG THEM - IF THE FAA THINKS THEY CAN STEAMROLL THIS THROUGH BY HOLDING BOGUS MEETINGS JUST SO THEY CAN CHECK THE BOX ON PUBLIC COMMENT, THEY ARE WRONG WHEN IT COMES TO THIS GROUP OF PEOPLE.

IF THE INEPTITUDE WITH WHICH THIS ENTIRE ROLL-OUT OF THE PLAN WAS HANDLED OVER THE LAST FEW MONTHS IS ANY INDICATION - THERE IS NO WAY ANY ONE OF US WOULD BELIEVE A THINK WE HEAR COMING OUT OF THE MOUTHS OF YOUR FAA REPRESENTATIVES.

1226-02

THE COMMENTS FROM LAST NIGHT WERE NOT EVEN BEING RECORDED! YOU APPARENTLY THINK WE ARE JUST A NUISANCE TO BE DEALT WITH, AND ANY REAL CONCERN ABOUT OUR EXPERIENCE OF WHAT THIS NEW FLIGHT PATH MEANS TO US - THE PEOPLE WHO LIVE HERE - IS NON-EXISTANT.

WE ARE CURRENTLY PLAYING BY YOUR RULES TO SUBMIT EMAILS... AND WERE PROMISED EACH ONE WOULD BE ANSWERED AND NOT WITH A STANDARD "WE GOT YOUR COMMENTS - DO NOT REPLY" RETURN. WE EXPECT ACTION ON THIS FROM ALL THE PEOPLE WHO WORK FOR US AT THE FAA AND AIRPORT AUTHORITY.

Eileen Brennan  
 1909 Willow Lane  
 San Diego, Ca. 92106

1226

Response

1226-01

Please see **Topical Response 11 – Point Loma.**

1226-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

1227

Andrew Schell

**From:** Andrew Schell [schell.andy@gmail.com]  
**Sent:** Wednesday, October 07, 2015 3:47 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma flight path

Hello,  
I am a resident of San Diego, California - Point Loma peninsula.  
Like the majority of citizens living in Point Loma, I am completely against changing the flight path.  
My house would be directly affected, like thousands of others.

1227-01

I am a flight attendant for Alaska Airlines, and I understand the importance of saving fuel.  
But I also understand the importance of quality of life for those of us who live here.  
It is completely unacceptable to change a routing that was established so many years ago.

We purchased our homes knowing where we lie in the flight path from San Diego Lindbergh Field.  
Noise is only one aspect of this bad decision.  
The value of our homes for resell would plummet - causing great financial distress.

We are *not* going to stand idly by while you attempt to make this flightpath change right over our roofs.  
We will fight this with lawyers as a class action suit if your plans continue.

Thank you for your understanding in this matter.

Andrew Schell  
1880 Willow St.  
San Diego, California 92106

1227

Response

1227-01

Please see **Topical Response 11 – Point Loma.**

1228

Susan and Ivy Rackley

**From:** susan rackley [bookrack2@att.net]  
**Sent:** Wednesday, October 07, 2015 3:48 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** flight path changes

1228-01

We are strongly opposed to the change of flight path which would send jets eastbound over Nazarene College area of Pt. Loma. The noise and soot over the ocean are far better than over a populated area, especially one with a large number of students. The savings in fuel consumption is not worthy of pouring noise and soot over large numbers of students. Also, the tax base for the homes thus affected would decrease over time, which negatively affects our city.

We request communication on this issue. When will the flight paths be officially decided? We wish to have input throughout the process.

Susan and Ivy Rackley  
6165 Caminito Pan, San Diego

1228

Response

1228-01

Please see **Topical Response 11 – Point Loma.**

1229

## Robin and Gordon Carrier

**From:** Gordon Carrier [grc@carrierjohnson.com]  
**Sent:** Wednesday, October 07, 2015 3:49 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Robin Carrier; Evan Erickson  
**Subject:** FAA Proposed Flight Alteration Concerns

Dear Federal Aviation Administration,

I am writing to you today regarding the Draft Environmental Assessment ("EA") for the Southern California Metroplex Project ("Project"). My wife and I have owned our home in Point Loma, San Diego, for over 24 years. We cherish our quality of life that we have enjoyed during our residency in Point Loma. We are of the strong opinion that the Draft EA presents significant environmental issues that must be addressed prior to Project approval. The Draft EA does not comply with the requirements of the National Environmental Policy Act of 1969 ("NEPA"). The Draft EA also fails to include adequate mitigation measures for the Project's potentially significant impacts, specifically as it pertains to noise, air quality, life safety, and human and wildlife impacts. The Draft EA conclusions also lack substantial evidence as required by NEPA.

1229-01

It is for the reasons above that we strongly urge you to abandon implementing the Project as contemplated within the contents of the Draft EA. Thank you for your consideration of this important request as the citizens of San Diego certainly deserve better.

Best Regards,  
 Robin and Gordon Carrier

gordon carrier | design principal | faia, ncarb  
 carrier johnson + CULTURE  
 1301 third avenue san diego ca 92101  
 p 619.239.2353 ext 406

d 619-687-2406 

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1229

## Response

1229-01

The commenter states that Draft EA presents significant environmental issues that must be addressed prior to Project approval, does not comply with the requirements of NEPA, fails to include adequate mitigation measures, and lacks substantial evidence as required by NEPA. The EA is prepared in compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies the environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. Mitigation measures are not included in the EA because the analyses conducted in support of the EA document indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. Please see **Topical Responses 08 – Supplemental Materials** and **Topical Response 11 – Point Loma** for additional information regarding the EA analysis.

1230

Chris Pappas

From: Chris Pappas [cjppapas23@gmail.com]  
Sent: Wednesday, October 07, 2015 3:49 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Lindbergh field Path routes

1230-01

Hello, As a resident of point loma/ocean beach for 58 years I feel it necessary to voice my opinion. This downtown airport has been here a long time much longer than me. Accepting the location of this airport is one thing but changing the routes for aircraft is another. If saving money and being efficient is the name of the game have commercial aircraft heading east bound Do just that -use runway 9 heading east Not runway 27! We have put up with a lot of noise and have accepted everything the airport has thrown at us but adding 50% more noise is unacceptable. Please reconsider the consequences. Enough is enough!

Chris Pappas

1230

Response

1230-01

Please see **Topical Response 11 – Point Loma.**

1231

Randy Ochoa

**From:** Randy Ochoa [chargerswin@hotmail.com]  
**Sent:** Wednesday, October 07, 2015 3:51 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego International Airport Flight Path Proposal

Hello,

1231-01

My name is Randy Ochoa and I reside at 3421 Ullman Street, San Diego, CA 92106. My family has lived here for many years. I am extremely concerned with the FAA's proposed changes to be made in San Diego to the flight path of departing flights from San Diego International Airport. When we moved to San Diego 11 years ago, we fell in love with Point Loma and the Point Loma community. We made a thoughtful decision on the neighborhood we wished to live in, one in which we would be clearly away from the flight path of Lindberg Field.

We are very concerned with increased noise and pollution from commercial planes that would be caused by changes in the FAA's proposed flight path. The new flight path would negatively impact my family's health and way of life. I do not want to hear planes constantly flying over our home or the health and safety impacts caused by the soot that would fall on our house.

Please note, I am adamantly opposed to the FAA changing or removing the Loma Way Point for departing flights out of San Diego International Airport.

Thank you,

Randy Ochoa

3421 Ullman Street  
San Diego, CA 92106

(562) 201-1476

1231

Response

1231-01

Please see **Topical Response 11 – Point Loma.**

1232

Alonzo (Lonnie) Lynch

**From:** lonnie@richardsandlynch.com [lonnie@richardsandlynch.com]  
**Sent:** Wednesday, October 07, 2015 3:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Plane route changes over Point Loma, San Diego Calif

To whom it may concern. I herby voice my protest to the changes of plane routes over Point Loma, San Diego Ca. I have been a resident of Point Loma, San Diego, Ca. for 64 years. and have been a Yacht Broker in Point Loma for 35 plus years. I have the following comment about these flight route changes.

1. The soot from the planes will come down on properties and Yachts in the Point Loma area as well as Coronado Ca. As a Yacht Broker I know how much damage the soot causes to Yachts near plans. This change will double the problem.
2. You are breaking a 20 year old agreement between the FAA and the people of Point Loma about flight paths.
3. The plans cause a lot of noise pollution already, and this proposal will just double the noise over Point Loma.
4. The changes will cause property values to fall in Point Loma.
5. This change will double the air pollution over Point Loma, Shelter Island and Coronado.

My question, how can you call this an environmental move to improve the enviorment, when you causing more air and sound pollution over a populated area.?

Sincerely;  
Alonzo, (Lonnie) Lynch  
Point Loma resident and President of Richards & Lynch Yacht Sales Inc  
P.O. Box 6395  
San Diego, Ca. 92166

1232-01

1232

Response

1232-01

Please see **Topical Response 11 – Point Loma.**

1233

Liz Seman

**From:** Patrish Butler [patrish2@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex project

FAA,

I live and grew up in the Point Loma area. I oppose the new Metroplex proposal the FAA is trying to implement for the San Diego airport. Noise, pollution and safety are my concerns. Please remember you work for the citizens of this country and not for the airlines—so they can save a few dollars on jet fuel.

1233-01

Liz Seman  
3025 Kona Way  
San Diego, CA 92106

1233

Response

1233-01

Please see **Topical Response 11 – Point Loma.**

1234

Ron Bell

**From:** Ron Bell [rbell@proveninc.com]  
**Sent:** Wednesday, October 07, 2015 3:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** RE: San Diego: Plane noise

OBJECTION TO PROPOSED CHANGES IN SO. CAL METRO-PLEX FLIGHT PLAN

My home address is 740 Cordova Street, SD CA 92107, and my phone number is 619-222-0294 . Please do not distribute or share my address and phone with my permission. Thanks.

I object to the proposed flight plan adjustments for San Diego International Airport. In particular, I object to the elimination of the way point and/or sharper turn radius for East bound flights that result in fly-over to Point Loma rather than having them go a few miles south and fly over past the end of the Point as they supposedly do now.

It is extremely difficult to understand why this tighter radius is necessary, safer, healthier or less annoying to the community of Point Loma. Flights are currently supposed to turn wider and therefore not fly over populated areas that include schools, homes and historical areas such as Sunset Cliffs Natural Park, the Cabrillo National Monument that has tourists and locals, the natural tide-pools near Cabrillo and the current light house at the end of Point Loma, and Fort Rosecrans National Cemetery. Were all the aforementioned areas considered in the Environmental impact? Also, why is this necessary, and who does it actually benefit?

1234-01

Finally, as much as we are told "the changes have not yet been implemented," I can tell you as someone who lives there that more and more planes are flying closer to my house and sometimes over my house. I understand the occasional deviation due to weather or other air activity, but I have lived in the same house for years (near Cordova Street and Ladera Street, San Diego 92017), and during the last six months we have had significantly increased commercial aircraft flying closer to our homes south and turning east over and/or closer to our house. I, and others, see the commercial planes so this is real. I totally understand the need for change given a higher number of departures, but this particular turn does not make sense given that a keeping the flight path just a few miles south with the slightly wider turn that is currently being used is **safer, less negatively impactful to the community and environment, and less offensive.**

Thanks in advance for listening. I hope the change will not occur, and the current situation will be resolved amicably.

Thanks again.

Ron

Ron Bell  
Senior Managing Partner

PROVEN | O: 858-412-1147  | M: 858-775-1647

rbell@proveninc.com | LinkedIn: [www.linkedin.com/pub/ron-bell/1/925/a6a](http://www.linkedin.com/pub/ron-bell/1/925/a6a) | Web: <http://proveninc.com>

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1234

Response

1234-01

Please see **Topical Response 11 – Point Loma.**

1235

Barbara Houlton

**From:** Houlton Family [sdhoulton@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to new FAA Flight paths over San Diego CA

The notification to residents in San Diego by the FAA would be considered inadequate in court by anyone other than the Federal Government, which is not required to follow the State of California Law, particularly the Brown Act, and other requirements for notification of interested parties. It has yet to be determined if the notification of affected residents and owners was legal.

1235-01

I request that you extend the comment period by 60 days to accommodate legitimate public concerns over what is viewed by the residents of Point Loma as a back-door threat to our lives and homes. I also request that you permit a transcript of public comments from the October 6 meeting at Liberty Station be accepted. Please consider these verbal comments to be included in this filed comment by reference. Many scientifically detailed public inputs were provided to you at this meeting which was scheduled by you, and regardless of your stated position not to consider them, you have an obligation to the citizenry to try to rectify the very negative public image the FAA has generated by their lack of preparation for the October 6 meeting, and their hostile and condescending attitude toward the many-hundreds of people who attended, whose lives will be irretrievably impacted by your decision.

Barbara Houlton  
 4820 Point Loma Ave  
 San Diego CA 92107

1235

Response

1235-01

Please see **Topical Response 13 – Point Loma Public Meeting**. Please also see **Topical Response 03 – Comment Period Extension**.

1236

Cynthia Conger

**From:** seaportcynthia@aol.com [mailto:seaportcynthia@aol.com]  
**Sent:** Wednesday, October 07, 2015 3:57 PM  
**To:** Loriezapf@sandiego.gov; awarren@san.org; Russell Tony <trussell@san.org>; Kevinfaulconer@sandiego.gov; Sen.feinstein@opencongress.org; Sen.boxer@opencongress.org  
**Subject:** Questions sent to FAA on 'Changes' at San Diego International Airport

Questions To FAA on 'Changes' at SDIA:

1236-01

1. How is **flying more aircraft over more heavily-populated residential areas, under the ALUCP recently done (and not addressed properly with increased numbers of flights after the recent expansion) more Safely** than an already established, well-known by pilots, limited airspace (between the physical obstacles of 300' high Pt. Loma 'hills', Mission Hills' 450' high 'Cliffs') between its 'physical obstacles' and the FAA's required 'separation' from the terrain?
2. Being limited further by the Laurel Travel Center's man-made obstacle,' constraining takeoffs And Landings from our already short runway (reduced from '9400' long to 7590' long), already makes for a very dangerous takeoff and landing set of 'Flight Paths', as evidenced by high numbers of **'Head to Head' flights** (rarely used in any other airport in the country) in the Fog, going to help make SDIA **'more safe'?**

(my late father was put in charge by the City of San Diego in '78 to 'manage the cleanup' of the PSA crash)...that said, having also volunteered with Civil Air Patrol, Safety has always been *my concern* with this "too short runway, too constrained by natural and man-made obstacles-(ie. Laurel Travel Center parking structure) with Only One Runway," forcing, quite often, both Constant **"Missed Approaches"** and Quickly increasing in number, **"Head to Head Operations"** which are **the Most Dangerous in the Industry**. Quarterly Tracking was instigated in 2003, at our request (on ANAC) for both operations as it is especially more common **with Dense Fog or High Temperatures or High Humidity** (making it difficult to get "Lift" out of our 'teacup' airport), to get 'over' our 300+ foot high Peninsula..actually 'costing' the airlines quite a bit more to have to land at John Wayne and LAX (often) because of the frequency of the fog at SDIA.

1236

Cynthia Conger (continued)

1236-02

3. What are the responses from the Airlines on these 'planned changes'?

1236-03

4. How have **the planning stages** by FAA GPS engineers, 'differed' from other airports without such major constraints as SDIA?

1236-04

6. How will the work load be 'changed' (increased?) for SCA Tracon's ATC or SDIA's ATC with these 'FAA path changes,' especially when it compares "**Class B**" **airspace requirements**?

1236-05

7. As 'pilot education requirements' are far more stringent for SDIA, how will these 'changes' affect pilot training (for safe landings and takeoffs ), compared to other airports being affected by the GPS with far less 'difficulty' in actual 'operations' and/or physical Constraints?

1236-06

8. Talking to a pilot recently, he confirmed our understanding that **SDIA does not have any "Instrument Landings"** (depending on weather) and **will Not be able, to use GPS solely for either landings or takeoffs, Especially in the Fog.** Given that we've had 2 air crashes with Brown Field (one an emergency flight) within the last 10 yrs. (crashing into the mountain..in the FOG), How can we be assured **that the FAA's "GPS engineers"** are personally aware of the PSA crash's 'Air Traffic Controller mistakes' (in their 'planning') for possible 'pilot errors' and the multitude of difficulties that will Always Remain here at San Diego International with **its both Natural and Man-made 'extreme obstacles'** ?

1236-07

9. How have the 'new changes' taken into account **these risks; noise and safety impacts over a highly-populated residential community, pre-schools, schools, universities, national, regional and local parks?**

1236-08

10. Are these included in a current ALUCP, EPA or CEQA study done for Lindbergh Field?

1236-09

11. Where are the 'flight path' specifications for CARGO flights from Rodriguez International that reportedly are planned to be carrying over an average (for a regional population of 3 million persons) **100,000 Cargo Flights for San Diego's per Year?**

12. **At a minimum Loss of Revenues to San Diego City or County of \$500,000,000 (1/2 Billion) per year, how is the FAA being 'paid' for their ATCs 'supervision' coming from planned flights from Mexico's Rodriguez Field carrying our Cargo flights?**

13. How are those "plans" impacting the Airspace South of SDIA? How much 'further north' will these 'new paths' leave for 'Open Air Space' to be used by Heavy Cargo flight turns from Mexico's Rodriguez Field, East?

14. How do these proposed **new flight paths 'impact' the existing flights' Airspace out of SDIA and out of Mexico's Rodriguez Field, located one half mile south of our border?**

Please confirm your receipt of these questions. We look forward to receiving answers from the FAA.

Sincerely,

Cynthia Conger

Prior Member SDIA's Technical Advisory Committee for ALUCP, ANAC & others

Prior 5 of 6 yr. Chair, Peninsula Community Planning Board, & other community committees

Prior co-chair, DanaNOW

Prior member SDAR, Gov't. Affairs, 17 yrs.+

619-665-3210

seaportcynthia@aol.com

Comment Letter 1236 is the first received example of a form letter. Duplicate copies of this letter were also sent by the following individuals:

Geralyn Schulkind

Logan Banta

Sheila Connor

1236

## Response

1236-01

The commenter expresses concerns regarding perceived increase in aircraft operations and safety impacts at SAN. A key design constraint for the Proposed Action procedures is safety. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Further, as described in Section 3.1.2 of the EA, procedures were evaluated using the FAA's Air Traffic Organization (ATO)'s Safety Management System (SMS). The SMS is the system for assessing and managing the safety of ATC and navigation services in the National Airspace System (NAS). All SoCal Metroplex procedures meet current FAA design criteria, which include separation from terrain and obstacles. See Section 3.1.2 of the EA for additional information regarding design criteria. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks.

The Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 of the Average Annual Day Flight Schedules Technical Report includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day (AAD) air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project.

1236-02

The commenter asked about the airline response to the Proposed Action. The FAA is the lead federal agency for the SoCal Metroplex Project but sought input from airline industry participants in the design process, as they would be flying the proposed routes. This included flight simulations, human-in-the-loop validations, RNAV flyability and design criteria checks, and feedback. Please refer to Chapter 3 of the EA and Section 3.0 of the Design and Implementation Technical Report for background on the design process.

1236-03

The commenter requests information regarding the planning of the Proposed Action as compared to other changes made elsewhere. Metroplex projects across the nation follow the same design and implementation process. For information regarding the alternative development process, see section 3.1 of the EA. For information regarding other Metroplex initiatives see the website below:

<http://www.metroplexenvironmental.com/oapm.html>

1236

## Response (continued)

1236-04

The commenter questions how the workload will be changed under the Proposed Action. As stated in Section 2 of the EA, *Purpose and Need*, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. The FAA expects that the frequency of controller/pilot communication would decrease, reducing both controller and pilot workload. Improvements from RNAV procedures would reduce the need for vectoring and level flight segments, resulting in more predictable traffic flows.

1236-05

The commenter asks about pilot education requirements. As pilot education falls within the purview of the individual airlines, it is not within the scope of the SoCal Metroplex Project.

1236-06

The commenter expresses concerns over safety at SDIA. Sections 2.1 and 2.2 of the EA discuss how a key design constraint is safety. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Further, as described in Section 3.1.2 of the EA, procedures were evaluated using the FAA's Air Traffic Organization (ATO)'s Safety Management System (SMS). The SMS is the system for assessing and managing the safety of ATC and navigation services in the National Airspace System (NAS). Metroplex has strictly adhered to the FAA's Safety Management System throughout the design process.

1236-07

The commenter requests information on how noise and safety impacts of the Proposed Action are taken into account in the EA. A noise analysis was conducted in support of the EA for the SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts (i.e., a day-night average sound level [DNL] 1.5 dB increase in areas exposed to DNL 65 dB) anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB) when compared to the No Action Alternative. With regard to the comment about safety impacts, sections 2.1 and 2.2 of the EA discuss how a key design constraint is safety and that any proposed change to a procedure to resolve a problem must not compromise safety, and if possible must enhance safety.

1236

## Response (continued)

1236-08

The Proposed Action is a major federal action subject to compliance with the National Environmental Policy Act (NEPA), 42 U.S.C. Sec. 4321. The EA was prepared in accordance with NEPA and FAA Order 1050.1E. As such, the California Environmental Quality Act is inapplicable for this federal proposed action.

Please see Section 5.2 of the EA, *Compatible Land Use*, for a description of the land use compatibility analysis.

1236-09

The commenter asks questions about cargo flights arriving from the Rodriguez International Airport. The SoCal Metroplex Project includes arrival flights into SAN from airports around the world including TIJ Airport/Rodriguez Field. Please see Chapter 3 of the EA. The comments regarding revenues, payment for air traffic services, and impacts outside of the Study Area are outside the scope of the SoCal Metroplex Project.

1237

## Mary Anne Wentink

**From:** Mary Anne Wentink [mawmaw@cox.net]  
**Sent:** Wednesday, October 07, 2015 3:58 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments Regarding Last Night's Meeting

To FAA:

Let me preface this by saying I worked for the Federal government for 32 years and am very proud of my service. I am not a civil service basher. But talk about giving the bashers ammunition for their complaints...

...Last night's public meeting here in San Diego was a total and complete sham. Here is a list of my specific complaints:

1. Meeting was advertised as chance for the public to learn about the Metroplex project's proposals for Lindberg Field, to question FAA representatives and to voice the people's concerns/comments. Instead we got a five-minute, 4-slide presentation mostly concentrating on the Project's flow diagram (largely a bunch of jargonistic gobbledegook) and the announcement up front that none of our questions would be answered and none of our comments were being recorded. To top this off, the slide showing the official comment website address had the address displayed as an extremely light blue against white which was impossible to read. The entire presentation deteriorated from there and was a total waste of time to the 500 or so citizens within that hall.
2. The one slide that contained pertinent information, the map, displayed current and proposed flight lines (between way-points) and a display of projected flight patterns. The proposed route (per this map) showed a sharp (~330°) turn from the first way point to the second leading flights directly back over the center of Point Loma, the Bay entrance and North Island NAS, immediately raising questions concerning safety, pollution, and simple feasibility. Presenter refused to answer any questions except to say we were not understanding what we were seeing. He also refused to explain what we should have taken away from that map. As a visual the graphic was extremely confusing – heightening the concerns of people like myself who went to the meeting hoping for some information – what we got was an all-to-obvious obfuscation.
3. The announcement that none of the meetings proceedings were being recorded by the presenters showed a total lack of respect for the public in attendance. This was highlighted when one enterprising soul approached the news camera people, elicited their cooperation and offered to transcribe the proceedings as filmed – obviously an effort that would take several days to complete. Her request that the effort would be accepted as commentary by the FAA was immediately squelched by the presenter who said the comment deadline was Oct. 8<sup>th</sup> and he could not promise that this transcription would be considered if received after that date. He could not have announced more clearly that this entire meeting was scheduled only to let us peasants wave our pitchforks – i.e., the FAA and its presenters had no intention of listening to any of the folks who had taken time from their lives to attend this meeting.

1237-01

1237

Mary Anne Wentink (continued)

4. In fact we were all left with the definite impression that the FAA called this meeting in a last-minute effort to dampen public outcry. There were little or no public notices of this meeting. There was no written notice to people directly affected by the proposed changes. The presenters themselves appeared bored and uninterested. The facilitator was useless. The microphones kept shutting out. The room was too small for the crowd that appeared despite the lack of public notice. Everything about the physical setup indicated little or no preparation on the part of the FAA.
5. Two things must be said for the presenters: a) they did agree to stay an extra twenty minutes for more public comment; b) they did prepare and distribute written copies of this email address and the Metroplex's website address after their own slide could not be read.

1237-01

In conclusion I must say that was the most useless presentation I have ever attended in my life. The FAA owes a public apology. No one walked away from this meeting learning anything except what one of the public comments might have contributed – those comments that weren't recorded.

I was on the fence when I walked into the meeting – quite willing to be convinced the rumored concerns were uninformed and/or there was good and sufficient reason for the proposed change in flight paths. I walked away unalterably opposed to a change the FAA can neither explain nor justify to a concerned public that has been totally disrespected at every stage of this process.

Mary Anne Wentink  
1092 Leroy St., San Diego 92106  
619-225-8093  
mawmaw@cox.net

1237

Response

1237-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1238

Jeanne Martin Smith

**From:** Jeanne Smith [jeannesmithdesign@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Airport...Lindberg Field

I attended a meeting in San Diego last night hoping to hear what a Metroplex is...never did get an explanation...very disappointed in the way this whole debacle was handled....

A letter of concern attached from San Diego native ...please respond letting me know if you received this since they only gave us one day to voice our opinions....

-jeanne martin smith

Jeanne Martin Smith  
3469 Ullman Street  
San Diego, CA 92106  
October 7, 2015

To Whom It May Concern,

Point Loma Peninsula is the best place to live in San Diego.....beautiful views of our bay and ocean  
..an old established neighborhood with generations of old San Diego families.

1238-01

When Susan Golding blindsided us and decided to pretty-up our way-too-small-that-should-have-been-moved old airport for the Republican convention instead of moving it to the ideal location Miramar naval air base we San Diegans knew we were in trouble. Little by little the powers that be continued to band-aid bits and pieces of the airport....taking land from surrounding areas just to try and make due. Little did they know that there could only be one runway because of limited land space. Land space...yes....the airport will eventually HAVE to be moved because our city continues to grow .... this newly remodeled airport is already too small for our city size. This airport needs to stay just as it is....no more room to grow...realize

1238

Jeanne Martin Smith (continued)

it can only handle so much.....it will never be a large international airport as long as it stays on the peninsula.

It is unbelievable to me...a native San Diegian that over the years we continue to pollute our beautiful Waterfront and peninsula with airport related paraphernalia.....AIRPORT ON THE BAY is not what San Diego should be all about. George Marston, one of our founding father's had great hopes and Vision for our unique and beautiful city by the bay....."an efficient well planned city that balances growth with beauty". If we continue to prioritize airport related growth it will be the demise of this fine city.

1238-01

Here is what this new FAA plan means to our San Diego:

- extremely loud airplane noise over peninsula
- pollution from airplanes flying over homes
- complete indoor living
- health concerns for our children and grandchildren in the future
- damage to our natural habitats....tide pools...etc...
- industrial airport related blight....

Who came up with this idea????.....not a good citizen of the world.....I hope that whoever decided upon themselves that this is a good idea goes back to thinking this through and consider the lives of generations of San Diegians.....and the natural beauty of our treasured ..unique Peninsula.

With Much Concern...  
*Jeanne Martin Smith*  
 3rd generation San Diegian

p.s....why can't the airplanes go straight over the ocean.....there is a whole BIG ocean out there.... don't compromise an amazing unique city and its good citizens just to save a dollar.

1238

Response

1238-01

Please see **Topical Response 11 – Point Loma.**

1239

Kathryn Seman

**From:** Patrish Butler [patrish2@cox.net]  
**Sent:** Wednesday, October 07, 2015 4:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex San Diego airport

FAA,

1239-01

I am opposed to the new Metroplex project for the San Diego Airport. I live in Point Loma and I feel that there is going to be too much impact for our community vs. the benefit that the airlines receive. I feel that not enough information has been given to the citizens and the process of this implementation has not been consistent with good relations between the FAA and our community. Point Loma is not interested in additional noise, pollution and possible danger from planes flying over our homes with the new take off proposals.

Kathryn Seman  
 3025 Kona Way  
 San Diego, CA 92106  
 Kls2288@hotmail.com

1239

Response

1239-01

Please see **Topical Response 11 – Point Loma.**

1240

Bill Bocken

From: bill bocken [bbocken1@Cox.net]  
Sent: Wednesday, October 07, 2015 4:02 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: san diego / point loma flight path change

dear faa, my name is bill bocken , i am a resident of point loma san diego . i live at 815 armada terrace sd ca. i am writing this note to inform you that myself along with my community are against your proposed changes to the current flight path at lindbergh field. the proposed change totally disregards the quality of life issue for this community . the faa appears to be proposing the change for the benefit of the private airline companies and under the guise of saving fuel.

1240-01

as an architect i am required by the faa to place a statement on every set of residential building plans that are submitted to the local building dept that states my residential home remodels in point loma will not create a hazard for local aviation. i would like to inform you that the height limit for single family residential in san diego is 30 ft. it seems to me that the faa is an agency that not only not in touch with the people it is created to protect , it also is not in touch with common sense .  
sincerely , bill bocken

1240

Response

1240-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1241

Pamela Kelly

**From:** Pam Kelly [maluhia@cox.net]  
**Sent:** Wednesday, October 07, 2015 4:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comment

1241-01

Regarding the proposed flight path change at Lindburgh Field in San Diego, please explain to me why this new path is safer than the old one, particularly in respect to the residents of Point Loma and Naval Station North Island.

Thank you,  
Pamela Kelly  
maluhia@cox.net

1241

Response

1241-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1242

Betty P. Kelepecz

**From:** bettypk@aol.com [bettypk@aol.com]  
**Sent:** Wednesday, October 07, 2015 4:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Questions and Opposition to San Diego NexGen proposal

Dear FAA Representative:

I am writing to ask questions and oppose the current NexGen proposed changes to the San Diego Departure airport flight path.

1242-01

I understand that the FAA contends that the change to eliminate the use of the LOWMA waypoint will have insignificant impact on the Point Loma community either in increased decibel levels or pollution. To have reached that decision:

What is the baseline data that the FAA is using to make that determination?

1242

Betty P. Kelepecz (continued)

Are there any sound monitoring stations south of Del Mar Ave in Point Loma?

If so, when were they installed and what is the historic data from those stations?

If there is no base line data, how is it possible for the FAA to determine what the impact might be?

As you may know, we have several schools and one college in the Wooded Area of the Point Loma community. Did the project include a consideration of the impact on the parks, schools (the future of our nation), and the national monument in the Point Loma community?

1242-01

I am opposed to the elimination of the LOWMA waypoint for the departure east bound return. And despite the FAA's position that there has been no trial implementation of the flight plan, I have seen and heard planes closer and lower to my Wooded Area home over the last several months. If this is any indication of what the future holds with the FAA's NEXGEN proposed flight path changes, quality of life in the Wooded area to our homes, schools and national park due to the increased plane noise and pollution will be significantly impacted for the worse.

Please do not implement this ill-conceived change to our San Diego Airport flight path.

Respectfully,

Betty P. Kelepecz  
Home Owner, Wooded Area, Point Loma Community  
San Diego, CA  
(619) 507-2698

1242

Response

1242-01

Please see **Topical Response 11 – Point Loma.**

1243

Liz and Jeff Pape

**From:** Jeff and Liz Pape [casapape@hotmail.com]  
**Sent:** Wednesday, October 07, 2015 4:11 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Retain current wave point San Diego

Liz and Jeff Pape  
1020 Leroy st  
San Diego , 92106

No Change!

1243-01

We applaud and agree with our  
Mayor and our community.  
Please listen to what our community  
Is telling you. No change!  
Liz Pape

1243

Response

1243-01

Please see **Topical Response 11 – Point Loma.**

1244

Sabrina Coble

**From:** Sabrina Coble [cobles@mac.com]  
**Sent:** Wednesday, October 07, 2015 4:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** governor@governor.ca.gov; senator.block@senate.ca.gov; assemblymember.atkins@assembly.ca.gov; greg.cox@sdcounty.ca.gov; ron.roberts@sdcounty.ca.gov; loriezapf@sandiego.gov  
**Subject:** Questions and objection to the proposed change to the waypoint LOWMA

1244

Sabrina Coble (continued)

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Re: Proposed flight path changes in San Diego

Dear Sir or Madam,

I strongly object to your agency's proposed changes to San Diego flight paths for Lindbergh Field, per the Southern California Metroplex Project.

Please respond to my questions in writing:

1244-01

1. Regarding the fan departures, can the FAA tell us what headings or turns are being used at this time? How was the impact of those procedures determined?

1244-02

2. Why are flights suddenly being routed south of the departure path? I live in the La Playa neighborhood, miles south of the approved departure path and commercial jets are departing directly over my house. These are west bound departures, prior to the turn. Why are they being directed so far south and outside the flight path?

1244-03

3. As there is no noise monitoring station south of Quimby Street on the East side of the Peninsula there is no baseline noise level to measure impacts in the Central Point Loma area. Similarly there is no monitoring South of Del Mar Ave and Froude, which would be a low elevation point. How has the FAA made their determination that there will be no impact from the flight path changes when there is no data since impacted areas were previously not in the flight path?

1244-04

4. Formerly, the central Point Loma neighborhoods have had rare fly-overs but in recent months they have moved from a few flights per day to many flights per hour at busy times of the day. This morning there were 13 visible and audible aircraft in the Fletridge neighborhood between 6:30 and 7:00 AM, the noise is unrelenting at those times. CNEL is not a good measurement for a change that takes an area from infrequent aircraft noise to regular aircraft noise. What measurement would the FAA propose and how can data be generated to produce an environmental impact report given that there is no baseline and there are no monitoring stations?

1244-05

5. Is the FAA tracking departures that deviate from the approved departure track? It seems to me that the only reasonable response is to go back to previous departure patterns, install noise monitoring stations, generate a baseline data set then come to a reasonable compromise on the number of fly-overs which are acceptable while maintaining the peace of a historically very quiet area.

1244-06

Streamlined air traffic routes certainly make sense if they save resources and enhance safety. However, the changes proposed for San Diego appear to provide negligible benefits at high cost to the surrounding community. The people of our community already suffer quality-of-life impacts from living close to Lindbergh Field. We and the airlines exist with a compromise that mitigates those impacts by routing air traffic a short distance south, over the ocean and around waypoint LOWMA. The new plan eliminates that waypoint, allowing every east-bound airplane to cross not once, but twice, over our already-affected community.

1244-07

While the waypoint change has not been officially implemented, we, the people of Point Loma and Ocean Beach notice an increase in noise and pollution as airlines have recently deviated from the traditional flight path. Knowing that an eastbound plane could cross overhead two times, many of us question this and we have seen little evidence to support it. What's more, we would live with a 100% increase in the chance of a plane crash in our neighborhood.

The disruption and health-and-safety consequences in the lives of ordinary citizens are beyond measure and would continue, day-in and day-out, far into the foreseeable future.

Please do not implement this pointless modification and enforce the historical departure path.

Sincerely,

Sabrina Coble

879 Rosecrans Street  
San Diego, CA 92106

**1244****Response****1244-01**

The commenter asks about departures from SAN and asserts they are fan departures. There are no “fan” departures in the proposed SoCal Metroplex Project. The Proposed Action includes many new and updated arrival and departure procedures serving the Study Airports in the Southern California Metroplex. The flight corridors associated with the Proposed Action are depicted in Exhibit 3-8 in Chapter 3 of the EA. The information shown in Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

**1244-02**

Please see **Topical Response 02 – Existing Conditions** and **Topical Response 11 – Point Loma**.

**1244-03**

The commenter states there is no noise monitoring in the Point Loma area. The commenter states noise monitoring stations are not located in the new flight path. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) noise model is the authorized tool used to determine whether a significant or reportable noise impact has occurred. Furthermore, 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to Chapter 5 of the EA and the Aircraft Noise Technical Report for further information.

The commenter states that there is no baseline and therefore asks how impacts can be evaluated. Please see section 3.2.1, *No Action Alternative*, within the EA for more details. The potential impacts of the Proposed Action are compared to the No Action Alternative as described in Chapter 5 of the EA.

**1244-04**

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

**1244-05**

Please see **Topical Response 11 – Point Loma**.

**1244-06**

Please see **Topical Response 11 – Point Loma**.

**1244-07**

Please see **Topical Response 11 – Point Loma**.

1245

Kerry Peter

From: Kerry Peter [jkpeter@cox.net]  
Sent: Wednesday, October 07, 2015 4:16 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Point Loma Proposed Flight Plan change

Attended last nights meeting at Liberty Station in Point Loma and was told that the proposed route hasn't changed. I live on Garrison and Liggett in Point Loma and can hear planes that I have NEVER heard before. I have a roof deck so I'm aware of the noise above my home and there's a marked change.

1245-01

What is causing the increased plane noise and why are planes more visible in the Fleetridge area of Point Loma? Our neighborhood is already being impacted yet you say you have not released the new path. I would think the FAA has the answer to this question and we have the right to know the truth.

What's causing the increased noise and pollution on Garrison and Liggett, Fleetridge area?

I look forward to your response!

Kerry Peter  
3603 Garrison Street  
San Diego, CA 92106

1245

Response

1245-01

Please see **Topical Response 11 – Point Loma.**

1246

Debra Turner

Sent: Wednesday, October 07, 2015 4:17 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Oct 6th meeting in San Diego

1246-01

At this meeting where nothing was recorded and the FAA refused to answer any questions from the residents of Point Loma there were film crews from every news group in San Diego. Your spokesman, Glen Martin agreed "on the record" so to speak, that the FAA would accept a transcribed version of this meeting and include all resident question and concerns that were brought up at this meeting. KUSI agreed to transcribe their video of the meeting but your agency is now saying they won't accept it.

WHY?

Debra Turner  
3511 Via Flores  
San Diego, CA. 92106  
619-225-8354

1246

Response

1246-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1247

Lisa Murzic

**From:** Lisa Murzic [lvmurzic@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change to SAN Flight Path

My name is Lisa Murzic and I live at 925 Temple Street, San Diego, CA 92106. I was at the meeting last night attended by FAA. Thank you for attending although it would have been nice if you were able to answer our questions. In order to make sure all of my questions are addressed I've written them all here - looking forward to your responses and you making the most common sense decision and NOT eliminating the LOWMA waypoint.

1247-01

- 1) Where and when did the FAA make this change known to the public?
- ) Why has this new flight path already changed and when did this happen?
- 3) Why would the FAA decide to change a flight path when the (1) Mayor, (2) U.S. Representative of the 52<sup>nd</sup> District, (3) City Council Representative of District 2, (4) Speaker of the California State Assembly and Representative of the 78<sup>th</sup> District, and (5) citizens of Point Loma are against the change?
- 4) Who reviewed the environmental and noise impact studies in order to approve the flight path change, and were any of them from the impacted region, such as our mayor, congressman, etc.
- 5) What is considered an "acceptable noise level" for both the public and the environment, and please provide a real-world example as a comparison?
- 6) Can you please outline in specifics how having planes fly over homes, schools and environmentally sensitive areas (Sunset Cliffs Preserve, Cabrillo National Park, Rosecrans Cemetery) where they have never flown before, will not negatively impact residents and the environment and that no one or nothing will be impacted?
- 7) At what altitude will planes be flying over our neighborhood, and please provide the location of that same altitude when a plane is flying *into* SAN (for example, are you just entering Balboa Park area, the 94 freeway, etc.)?
- 8) My husband and I saved up specifically to afford a home in Point Loma outside of the flight path. Can you please let me know what you plan on doing to mitigate the loss in home value that we will be experiencing due to this flight path change?

1247

Response

1247-01

Please see **Topical Response 11 – Point Loma.**

1248

Merry Padilla

**From:** Alfonso Padilla [luvsushi@san.rr.com]  
**Sent:** Wednesday, October 07, 2015 4:17 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Flight Pattern

1248-01

I don't live in Point Loma and have never wanted to because of the already existing flight pattern issues. I have parked a vehicle in long-term parking near the airport and have returned from a trip to a very filthy car so cannot imagine what the homes and cars look like in areas of Point Loma. If you now intend to fly over neighborhoods that weren't affected that's a nuisance and will definitely impact property values in an area that wasn't affected when the homes were purchased. That's not right. You are also asking for more safety concerns since you're flying over land a 2nd time! This is ridiculous and you need to reconsider immediately. Another point is that you'll adversely affect the serenity of Ft. Rosecrans National Cemetery where our heroes and their families are interred as well as those visiting their loved ones. And, don't forget the events that take place there over the year. Don't do it! It doesn't save enough money or enough time to warrant it!

Merry Padilla  
 10696 Caminito Duro  
 San Diego, CA 92126  
 619-886-5512

1248

Response

1248-01

Please see **Topical Response 11 – Point Loma**.

1249

Cheryl Roberts

**From:** Cheryl Roberts [clroberts@earthlink.net]  
**Sent:** Wednesday, October 07, 2015 4:18 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change to San Diego flight paths

1249-01

I am writing to voice my objection to the proposed change to the San Diego flight paths for the following reasons:

- The sanctity of Rosecrans National Cemetary will be compromised by both noise and pollution.
- Cabrillo National Monument will be adversely effected by noise and pollution.
- The delicate environmental balance of coastal sea life will be jeopardized by increased pollution.
- The learning environment at Point Loma Nazarene University will be negatively impacted by the noise due to increased flights over the campus.
- Property values will be drastically lowered and consequential tax revenues to city and county will be significantly reduced.

Any or all of these reasons for the impact on the quality of life for both the people and environment of San Diego should trump the FFA's decision to make changes to the flight paths.

~ Cheryl Roberts  
clroberts@earthlink.net

1249

Response

1249-01

Please see **Topical Response 11 – Point Loma**.

1250

Jim Van Matre

**From:** Jim Van Matre [jimvanmatre@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:21 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Flight Path

1250-01

I believe that it is more important to reduce fuel usage and protect the environment for millions than worrying about a few residents who are concerned about noise.

Do what is right for the overall population and environment.

Jim Van Matre  
San Diego, CA

1250

Response

1250-01

Thank you for your comment.

1251

Jackie Sonka

Sent: Wednesday, October 07, 2015 4:28 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: OBJECTION TO SAN FAA CHAGES TO FLIGHT PASS

Please do not change the flight path here in San Diego.  
 I live in ocean Beach point LOMA and the air traffic is so noisy already! It often sets off the car alarms on our streets. It disturbs our sleep. It is difficult to hear children and family talking, and other issues on a daily basis!

The planes used to fly out over the jetty and river but have moved more south.

Having them go over our living space twice is unreal & Disrespectful of our neighborhood! And with the proposed changes they will fly over our homes twice is a blatant disrespect for our neighborhood !

1251-01

The FAA seems more concerned with fuel costs than the neighborhoods! The Airlines continue to raise their fees regardless of reasoning- they will continue this practice.

FAA is supporting the airlines versus the public who pay for your salaries!

Similar to congress and politicians that are only interested in keeping funding for their salaries and disregard the needs of the public!

The FAA should not change the flight paths of SAN flights flying over Point Loma / Ocean Beach!

Jackie Sonka  
 4737 Del Monte Ave  
 San Diego CA 92107

1251

Response

1251-01

Please see **Topical Response 11 – Point Loma.**

1252

Patricia Crowder, EdD

**From:** Patricia Crowder [pcrowder@cox.net]  
**Sent:** Wednesday, October 07, 2015 4:28 PM  
**To:** airnoise@san.org; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; awaren@san.org; trussell@san.org; Transport@mail.house.gov; Billimoria, Jim; 9-ANM-SoCalOAPM (FAA)  
**Subject:** Don't Try to Fix Something That Isn't Broken--FAA's Unnecessary Changes to San Diego's Airport Flight Plan

Dear FAA and Elected Officials Who Represent The People of Point Loma, San Diego:

Not since 1971 when the Army Corps of Engineers tried to build an additional jetty on Ocean Beach that resulted in an uprising of hundreds in riots have so many Point Loma/Ocean Beach residents risen up in anger over an ill conceived federal decision that will adversely affect everyone's quality of life: our "life, liberty, and pursuit of happiness." The only difference now is those teenagers who jumped in front of earth movers are now professionals who will move this fight to social media and the courts to stop this decision to allow jets to take off from the San Diego Airport in a direction farther south of the set path over the San Diego River. In short, you do not destroy people's lives and think the Point Loma/Ocean Beach residents are going to allow it.

1252-01

At the October 6 FAA Meeting at Liberty Station, more than 600 residents came to get answers to their questions. There were was a poor presentation of incorrect flight take off patterns that are no longer staying to the set take off pattern over the San Diego River, there were no answers to our questions, and there was recording of the residents' questions and concerns--just someone with a grim face who communicated a total lack of concern for we the residents, the people who pay the taxes and want to be heard. Isn't this why our predecessors rose up against a king in 1776?

These are concerns and questions that were not addressed in the environmental report that need to be answered:

1252

Patricia Crowder, EdD (continued)

How can an increase in noise from flights taking off over head benefit our lives? How can changing the take off pattern that allows a plane to circle over the length of Point Loma as it turns east be an improvement to our schools in the vicinity: Dana Middle School, Sunset View Elementary, Cabrillo Elementary, Warren Walker Elementary School, and Point Loma Nazarene College? Why unnecessarily interfere with thousands of children's lives and education? What is the benefit?

How will the increased noise affect our parks: Sunset Cliffs Nature Park, Point Loma Park, Fort Rosecrans National Cemetery, and Cabrillo National Monument? The cliffs along Sunset Cliffs Blvd. are fragile sandstone that have deteriorated significantly in the past couple years resulting in street dividers being placed to move car traffic away. Low flying jets produce vibrations on houses and land that will increase the fragility of these cliffs that are now impacting Sunset Cliffs Blvd. and resident homes. Has this impact been identified and studied?

How is the noise increase measured? Is the noise from low flying federal helicopters along the cliffs and beaches included in the noise study? Why is the total aggregate of jet/helicopter noise not addressed in the report and what it means to the quality of life to the residents?

1252-02

Has the U.S. Navy been consulted? Flights that turn east before the end of Point Loma will come over the North Island Naval Air Station where jets take off from that air field throughout the day. How will this affect Navy training? How will this improve safety of all jets when they fly closer?

Costs: Who is going to reimburse residents for their loss of real estate values? Who is going to pay for the need to mediate noise within people's homes? Who is going to pay for the increased cleaning needed from the soot dropped on homes? Who is going to pay for the increased health costs and reduction of our life, liberty, and pursuit of happiness? We, Point Loma/Ocean Beach residents, live outdoors most of the time in our patios and gardens. Our quality of life will be destroyed by jets flying directly over throughout the day. How can this be worth the few cents of fuel savings?

The extra thirty seconds for jets to fly over the ocean in the agreed flight corridor has worked well--why is there a need for a "Next Generation FAA Plan?" Why is there a need to set off the residents who will take their riot of anger to the media, political forums, and the courts to stop what is ill conceived, poorly studied, and as stupid an idea as building a jetty to destroy Ocean Beach? It is time to reconsider this plan and actually listen to the people.

Sincerely,  
Pat Crowder, Ed. D.

1252

Response

1252-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1252-02

Please see **Topical Response 11 – Point Loma.**

1253

Archana Pelley

**From:** Archana Kudva [akudva@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 4:30 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** P. P.; Krishna Kudva; Vidya Kudva  
**Subject:** LOWMA waypoint deletion

Dear Sir or Madam,

1253-01

I am a San Diego resident living in Point Loma who will be impacted by the new NextGen proposal that is coming from your office. Let me be clear. I have no problem with your intention of updating the San Diego Lindbergh Field Airport navigation system to a satellite based one. What I adamantly oppose is deleting the LOWMA waypoint on departing flights which will allow aircraft to fly eastbound over the Peninsula community.

1253

Archana Pelley (continued)

There are several negative impacts to this:

1. NOISE POLLUTION: the Peninsula contains several elementary schools, Cabrillo National Park, Sunset Cliffs Natural Park, Fort Rosecrans Cemetery, and Point Loma Nazarene University. There have been multiple scientific studies that have looked at noise pollution and how it negatively impacts the health of developing children. It is important to note that childhood noise exposure can potentiate hearing loss as an adult. Loud noise, specifically including aircraft noise, has been shown to contribute to increases in cardiovascular disease, hypertension, stress, and sleep disturbances. It has also been shown to effect memory, memory recall, and impair performance. I am specifically thinking of all those children and young adults at school at Warren Walker Elementary, Cabrillo Elementary, Sunset View Elementary, Silvergate Elementary, and Point Loma Nazarene. The parks and monuments are also visited by all San Diego citizens as well as our vast number of tourists.

2. AIR POLLUTION: You think the satellite based system will lead to lower fuel usage and fuel emissions which will be beneficial to the environment. However, by removing the LOWMA waypoint and allowing airplanes to fly over the Peninsula, you will be adding soot and debris to 2 natural parks and water runoff pollution into the bay, not to mention all the homes with children and adults who will have to breathe in all those exhaust fumes.

3. SAFETY: Your mission statement says you want to provide the safest aerospace system in the world. I fail to see how much safer it is to fly over more homes and populous buildings than it is to fly over the ocean. That is what would happen if the LOWMA waypoint is deleted. We still remember Flight 182.

4. COST: Finally, how is deleting the LOWMA waypoint going to financially benefit San Diego? If you allow this to happen, you will have to retrofit all the affected homes with soundproofing so any cost savings will be offset. The only cost savings I foresee is fuel savings by having a more direct eastbound route. This savings, though minimal, would be for the Airlines. Your job is not to save money for the airlines. Your job is to the tax paying citizens of a community.

I am not the only one against this LOWMA waypoint deletion. We have a petition signed by over 3100 people who are also against this. According to your own website, the FAA's role includes "Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation." Please rethink the deletion of LOWMA waypoint in your new NexGen plan for San Diego Airport.

Sincerely,  
Archana Pelley  
726 Cordova St  
San Diego, CA. 92107

1253-01

1253

Response

1253-01

Please see Topical Response 11 – Point Loma.

1254

Bianca Romani

Sent: Wednesday, October 07, 2015 4:34 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Point Loma take off plan

1254-01

Hello, are you really saving \$5/flight with the new intended route? Has the FAA factored in the cost of having to expand the Quieter Home Program?

BIANCA ROMANI  
Realtor  
Serving ALL of San Diego County since 2003  
CalBRE#01376802  
BiancaRomani.com  
619-993-7862

**1254** Response

**1254-01** Please see Topical Response 11 – Point Loma.

**1255** Matt Naiman

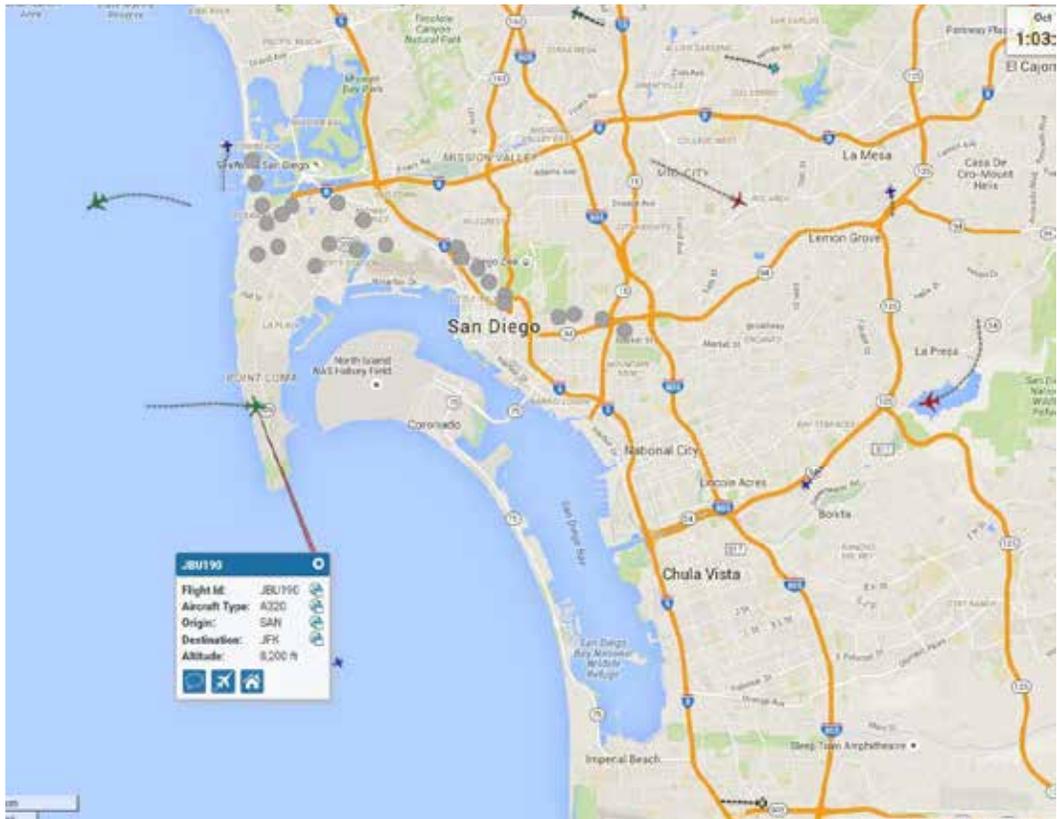
**From:** Matt Naiman [mailto:mattnaiman@cox.net]  
**Sent:** Wednesday, October 07, 2015 4:34 PM  
**To:** Air Noise <airnoise@san.org>; awarren@san.org; Russell Tony <trussell@san.org>  
**Cc:** scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov  
**Subject:** Repeated LOWMA & ZOOO Waypoint Violations

Dear Airport Authority:

**1255-01** I have attached four screenshots documenting dates, times and flight numbers of departing commercial aircraft that are clearly flying in areas beyond the northern boundaries of the LOWMA & ZOOO waypoints. These four separate incidents all occurred within less than a 90 minute period this afternoon so I can only assume that this is an ongoing problem. I believe this may be part of the reason why residents are reporting higher than normal airplane noise. I would like an explanation.

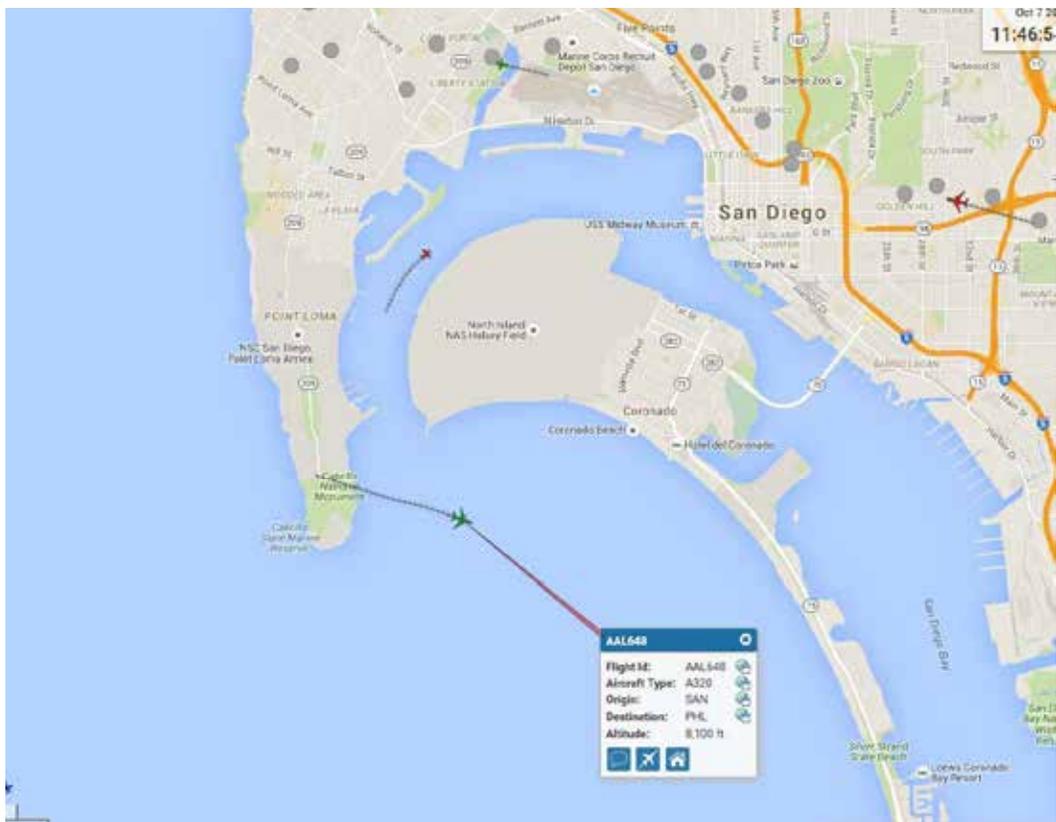
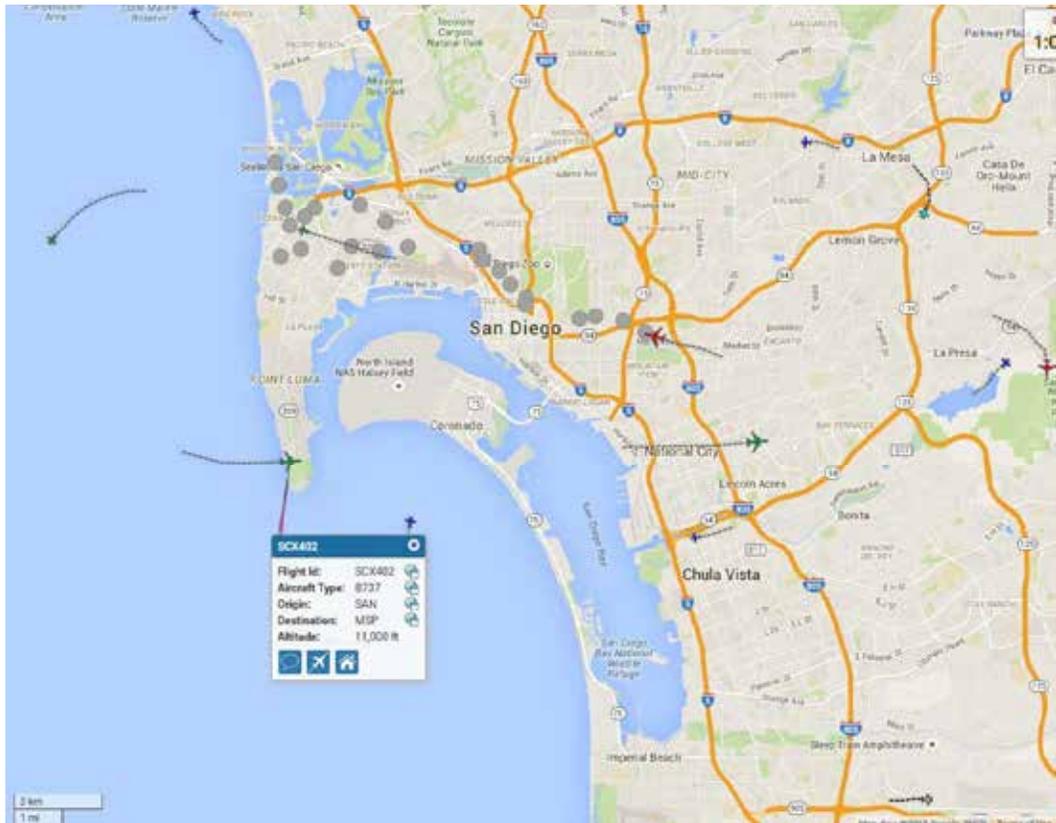
Thank you for your assistance in this matter.

Matthew Naiman  
3554 Charles Street  
San Diego, CA 92106  
(619) 840-4975



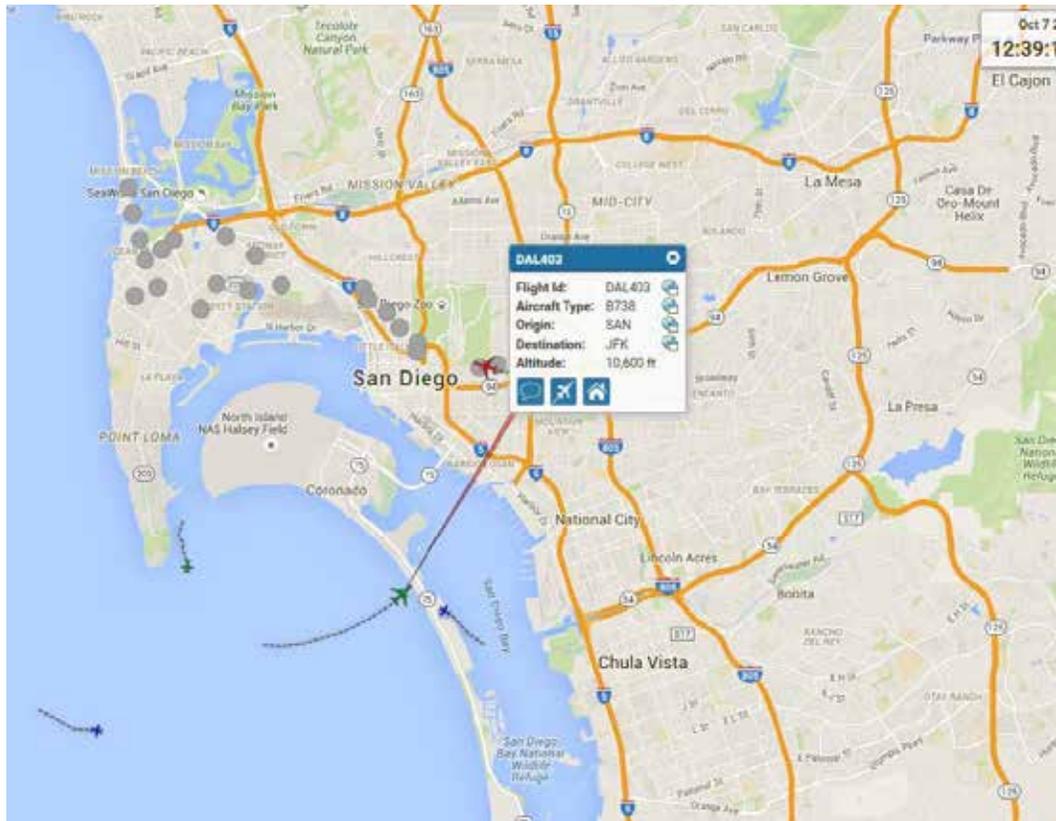
1255

Matt Naiman (continued)



1255

Matt Naiman (continued)



1255

Response

1255-01

Please see Topical Response 02 – Existing Conditions.

1256

Kristi Beltran

From: Kristi Beltran [kristi\_beltran@yahoo.com]  
Sent: Wednesday, October 07, 2015 4:35 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Mike Loesch  
Subject: San Diego airport new flight path

Hello

1256-01

I am a home owner directly in the current flight path and want to express my opposition for any changes in flight paths that would increase any noise no matter how small you think this change is... We do not need anymore!! Also I have been waiting to get new windows on the quieter home program and the wait can be years. If a negative change goes into effect this program need to be funded by the FAA to upgrade all windows ASAP!

Kristi

1256

Response

1256-01

Please see Topical Response 02 – Existing Conditions.

1257

Mary Jean Del Campo

From: Mary Jean Del Campo [delcampomj@gmail.com]  
 Sent: Wednesday, October 07, 2015 4:36 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Do not eliminate waypoint at San Diego Airport

1257-01

It is clear that the proposed SAN air waypoint negatively impacts thousands of people, schools, homes, property, quality of life in a most negligent way. The FAA has not given the citizens of San Diego accurate, current data and necessary information. This community will continue to protest the FAA flagrant disregard of Point Loma concerns. I attended the meeting on October 6 th and was outraged by the unprofessional FAA representation. FAA said that they would not record the comments, and would not answer any questions. This is an insult to the hundreds of Point Loma neighbors who did attend the Oct 6 meeting and represented thousands more that will be affected the most.

1257

Response

1257-01

Please see **Topical Response 11 – Point Loma.**

1258

Robert Barton

**From:** ILUMEN@aol.com [ILUMEN@aol.com]  
**Sent:** Wednesday, October 07, 2015 4:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN-Proposed change in departure lanes

Dear Metroplex team,

Quality of life can be an important thing.

If you remove the waypoint LOWMA south of the tip of Point Loma, aircraft will be allowed a early turn over the residential community of Point Loma.

There is already too much aircraft noise in the area. The FAA has done a poor job in regulating the flight paths of helicopters that fly over Pt. Loma residences. The noise from existing take offs from the SD airport is already bothersome. Doubling that by allowing early turns would be intolerable.

If you remove the waypoint LOWMA, the quality of life deteriorates in Point Loma. [FOR THIS REASON, I OBJECT STRENUOUSLY TO THE PROPOSAL TO REMOVE LOWMA.](#)

1258-01

Despite the FAA's assurances, there will be more noise and the flyovers essentially double.

Windblown jet exhaust soot will damage the ecologically sensitive city park, Sunset Cliffs.

No more weddings, ceremonies and receptions will be held on the Sunset Cliffs area because of the intolerable noise. Tripadvisor calls Sunset Cliffs one of the most popular tourist destinations. It will become one of the least desirable places to visit if noise levels increase. Point Loma will become a less desirable place to live, too. Why would you want this to occur?

I don't recall that it is in the FAA's charter to save the airlines money. Please keep the waypoint LOWMA in place. Thank you.

Robert Barton  
 829 Sunset Cliffs Blvd.  
 San Diego, CA 92107

1258

Response

1258-01

Please see **Topical Response 11 – Point Loma.**

1259

Jackie Arnett Sonka

**From:** Jackie Arnett Sonka [jarnett@cox.net]

**Sent:** Wednesday, October 07, 2015 4:41 PM

**To:** 9-ANM-SoCalOAPM (FAA)

**Subject:** Residential exposure to aircraft noise and hospital admissions for cardiovascular diseases: multi-airport retrospective study | The BMJ

1259-01

PLEASE

Do not change the flight path of Point Loma, Ocean Beach San Diego CA

It will negatively affect our community.

Read the report below

<http://www.bmj.com/content/347/bmj.f5561>

Jackie Arnett Sonka  
4737 Del Monte Ave  
San Diego CA 92107

1259

Response

1259-01

Please see **Topical Response 11 – Point Loma.**

1260

Frank and Becky Greene

**From:** Becky Greene [qwadstar@sbcglobal.net]

**Sent:** Wednesday, October 07, 2015 4:44 PM

**To:** 9-ANM-SoCalOAPM (FAA)

**Subject:** concerned citizen

To Whom It May Concern:

1260-01

Flight noise can ruin your enjoyment of your home. We purchased our home in 1985 knowing we would not be in the flight path.

It seems that the only criteria the FAA has concerned themselves with is the airlines saving some money. It also seems that the new proposed flight path has already been implemented in some cases.

We strongly oppose the new proposed flight path over Point Loma.

Sincerely,

1260

## Frank and Becky Greene (continued)

Frank & Becky Greene  
 4411 Pescadero Avenue  
 San Diego, CA 92107  
 qwadstar@sbcglobal.net

1260

## Response

1260-01

Please see **Topical Response 05 – Purpose and Need.**

1261

## Gayle Wise

**From:** gwise2@aol.com [gwise2@aol.com]  
**Sent:** Wednesday, October 07, 2015 4:49 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Airport

1261-01

We have lived in Point Loma for over 65 years. In that time, the airport through necessity has grown as has the traffic and noise attendant to that growth.

We have reached maximum patience with the noise and dirt created by that growth. To change the takeoff would only cause greater concerns....both in safety and in quality of life and property values for those of us living 'on the Point.'

Thank you for your consideration.

Gayle Wise  
 1150 Anchorage Lane  
 San Diego, CA 92106

1261

## Response

1261-01

Please see **Topical Response 11 – Point Loma.**

1262

## Brett Willmot

**From:** Brett Willmot [brizzy@sbcglobal.net]  
**Sent:** Wednesday, October 07, 2015 4:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego airport flightpath changes

1262-01

As a Pt Loma resident for over 30 years I am completely against the proposed changes to the flight path of aircraft departing from and arriving at SAN airport. These changes would have catastrophic effects to Pt Loma and its residents, including but not limited to increased noise and air pollution. regards Brett Willmot

1262

Response

1262-01

Please see **Topical Response 11 – Point Loma**.

1263

Alison Lyons

**From:** Alison Lyons [alison.jessup@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:52 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed Flight Path Changes in San Diego

1263-01

As a nine year resident of the Ocean Beach/Point Loma community in San Diego, I am very concerned about proposed changes to the flight path.

Traffic in and out of San Diego Lindbergh Field has increased over the past ten years as the airport has expanded and flights have increased due to demand. As residents, we understand this is one of the consequences of living near the airport.

My concern with the flight path change is that currently we only suffer consequences from flight in one direction, if the airport is taking off to the west for flights departing, if the airport is turned around, for flights landing. We encounter noise and pollution and health impacts of the latter. If the flight path is changed by eliminating the waypoint Loma, we will experience every eastbound flight twice. Double the noise, double the pollution.

Our children live and go to school here. We vehemently oppose a flight path change that doubles the noise and pollution to our community.

Respectfully,  
Alison Lyons  
Ocean Beach, CA

1263

Response

1263-01

Please see **Topical Response 11 – Point Loma**.

1264

Deborah Ferreira

From: Deborah Ferreira [drferreira@cox.net]  
 Sent: Wednesday, October 07, 2015 4:53 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Point Loma Flight Path Change

Statements:

There was not sufficient forewarning that the flight path would change and fly directly over our neighborhood. We live in the "proposed" path that has already begun despite being told otherwise. The specific reason we purchased here instead of Loma Portal or other neighborhoods where the air traffic is louder is for the obvious reasons, (noise, pollution, debris, safety, environmental impact).

You say the reason for the new flight change is to save \$5.00 per flight. I have an idea.... Quit overbooking flights and giving out \$100 certificates like candy. The airlines could save hundreds of dollars per flight simply by being more business minded instead of pushing off your inability to run your business into our neighborhood.

The meeting last night was a farce. We know it and you know it. The stunt of posting a Point Loma meeting at the Logan Heights library was a good one. It almost worked.

Questions:

1264-01

Are you now going to pay for infrastructure to our homes for triple pane windows and air conditioners to counteract the noise and fuel dust/dirt as the homes in Loma Portal received? For those of us living further down the point, air conditioning is not the norm, so our windows are open year round to enjoy the sea breeze. In the summer, closing the windows w/o AC would be very uncomfortable, now we must hear and see planes overhead.

Are you going to reimburse us for the loss of property value? We could have purchased a much larger newer home for much less in another neighborhood. We PAY to live in this area and our property taxes show it. How dare you come into our neighborhood w/o warning and turn our slice of heaven into a runway.

You didn't record last nights meeting... WHY????

You didn't answer any questions, WHY????

You didn't give out the email address WHY?? I know, because it was too long and confusing, another way to avoid communication. How hard would it be to have a simple email address. You have made this as difficult as possible and I can assure you, we will not take this lying down. We will fight this.

Deborah Ferreira  
 1146 Savoy Street  
 Point Loma, CA

1264

Response

1264-01

Please see **Topical Response 11 – Point Loma.**

1265

Kim Warwick

**From:** Kim Warwick [kim@warwickgroup.net]  
**Sent:** Wednesday, October 07, 2015 4:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Second letter...

1265-01

Hi. I'm Kim Warwick and writing again about the airplane noise. When I last wrote, we were just finishing building our home at Carlson Park. We have since moved in now for a month. We have been fortunate to be able to build a new home for ourselves. Even with our upgraded new construction and expensive Roxul sound insulation, you can still hear the planes because they are flying so low. It is now the last thing I hear before trying to fall asleep. I'm in bed for a full hour listening to them constantly overhead with only minutes in between. They are going up until about 11:30 some nights and they start as early as 5:45!! Barely six hours of quiet a day and that is in the middle of the night. This is a real travesty for this seemingly quiet, keep to itself neighborhood. Please, please, please....listen to our cries as a community and push the flight path over the 10 Fwy where there is already noise! Do this for our sleep, health and sanity. The health impacts are important on so many levels.

Thank you,  
Kim Warwick  
Vice President

---

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1265

Response

1265-01

Please see **Topical Response 02 – Existing Conditions.**

1266

Edward J. Zell

**From:** Ed Zell [ejzell@cox.net]  
**Sent:** Wednesday, October 07, 2015 4:55 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NextGen

1266-01

Please advise the source of data and the cost per gallon used in your fuel savings estimates.

Thank you,

Edward J. Zell

755 Loma Valley Road  
San Diego, CA 92106

1266

## Response

1266-01

Please see **Topical Response 07 – Request for More Data.**

1267

## Jonathan Louie

**From:** Jonathan Louie [louie.jon@gmail.com]  
**Sent:** Wednesday, October 07, 2015 4:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Point Loma Flight Path

1267-01

I am a resident of Point Loma, San Diego, California 92106 just adjacent to the airport but off the direct bearing of the runway. It is with great alarm to hear the FAA will change the flight paths with regard to fuel economy but at the cost to residents quality of life and value of their homes' real value.

Diverting traffic outside of approved and fixed corridors is paramount to placing a freeway through a neighborhood--grounds for Eminent Domain procedures and reimbursement.

The FAA's progress to make this change over our homes, health and conversations will indeed be met with outcry and formal resistance with assistance from our senators and congress representatives who govern your agency, and with lawsuits.

Private corporations which profit hand over fist with the aid of governmental agencies and at the expense of individuals shall result in a very strong backlash and will expose the FAA to questions of its responsibility to whom.

Do not proceed without considering carefully your impact to your neighbors and of resistance to our exposure to property values, noise and other hazards which your regulations effect.

Jonathan Louie  
 1880 Willow Street  
 San Diego, CA 92106

--

-- Jonathan Louie

Please s'excuse type 0 errors darn smell check.

1267

## Response

1267-01

Please see **Topical Response 11 – Point Loma.**

1268

Vince George

**From:** Vince George [salesnetvince@cox.net]  
**Sent:** Wednesday, October 07, 2015 4:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA); Karen Skalbeck  
**Subject:** San Diego Airport Environmental Report done for Proposed changes

Dear FAA,

I am sending one e mail for each subject and so you can respond accordingly.

I question the Environmental impact report that was done by the FAA. At only 174 pages it has not even begun to study the changes the FAA is proposing and has already implemented. I have been involved with many large projects such as this one and i have never seen such a short and obviously lacking Environmental Impact Report. This is a complex matter that involves air pollution, noise pollution and visual pollution.

My question: Who did the Environmental Impact Report?

Second Question: Why is the final report so small and lacking in content?

Can a new report be completed prior to the roll out of the program?

Thank you for addressing these questions.

Vince George  
604 Catalina Blvd  
San Diego, CA 92106

1268

Response

1268-01

The commenter questions the short length of the document and the analysis conducted. The commenter also suggests that an Environmental Impact Report (EIR) be conducted. Environmental Impact Reports (EIRs) are documents prepared under the California Environmental Quality Act (CEQA) to assess potential environmental impacts associated with projects subject to discretionary review and approval by local and state agencies. The SoCal Metroplex Project is a federal project subject to the National Environmental Policy Act (NEPA). The FAA prepared an Environmental Assessment for the proposed Project.

Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order

**1268** Response (continued)

**1268-01** 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. Additional information can be found in the EA appendices and technical reports.

**1269** Heather Butterfield

**From:** Heather Butterfield [habutter@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 5:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplane Noise

**1269-01**

Hi! We have noticed a big increase in air traffic and were told that it is because of the new FAA proposal to shuttle more traffic through Mar Vista airspace. I'd just like to register a complain about it. The constant planes make it so that I don't want to be outside, but I have two toddlers who want to play in the backyard all day. If there is any way to have the planes come in higher or the have fewer planes come through Mar Vista I'd be very grateful.

Thanks,  
 Heather Butterfield  
 3254 Purdue Ave. 90066

**1269** Response

**1269-01** Please see **Topical Response 04 - LAX-SMO Departure Interactions.**

**1270** Joan Henderson Brown

**From:** Joan Brown [jhendersonbrown@san.rr.com]  
**Sent:** Wednesday, October 07, 2015 5:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** PLEASE LISTEN TO THOSE WHO OPPOSE

Sirs:

**1270-01**

Please listen to those of us who oppose this change. It has a HUGE impact on many, many neighborhoods and people. THE FLIGHT PATH SHOULD NOT BE CHANGED.

Sincerely,  
 Joan Henderson Brown  
 La Jolla CA 92037  
 (858) 459-5521 

**1270** Response

**1270-01** Thank you for your comment.

1271

Caroline Krattli

From: Mike & Caroline Krattli [krattli@cox.net]  
Sent: Wednesday, October 07, 2015 5:05 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego International Airport - MetroPlex

I need your help.

1271-01

Could you please tell me which of your numerous documents I need to reference.  
The meeting at Liberty Station last evening did not provide any good examples of what is projected.

I want to see the document that tells and shows me exactly what the projected take-off route over Point Loma will look like and the altitudes the planes will be at.

Thank you,  
Caroline Krattli  
krattli@cox.net

1271

Response

1271-01

Please see **Topical Response 11 – Point Loma.**

1272

Mark Winkie

From: Mark J Winkie [mark@winkie.sdcoxmail.com]  
Sent: Wednesday, October 07, 2015 5:06 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Metroplex

To whom it may concern, for the record:

1272-01

I am contacting you to voice my opposition to proposed metroplex change in take-off patterns for San Diego International Airport. Your environmental impact report is lacking substance and fails to take in consideration many areas in Point Loma that would be adversely affected by noise and pollution from aircraft flying over twice during take-off, specifically:

Sunset Cliffs Natural Park  
Point Loma Community Park  
Cabrillo National Monument  
Fort Rosecrans National Cemetery  
Cabrillo State Marine Reserve  
Point Loma Nazarene University  
Sunset View Elementary School  
Cabrillo Elementary School  
The residents of the areas affected

As a member of the community I would request that the FAA leave the waypoints that are currently in effect unchanged.

Sincerely

Mark Winkie  
4371 Piedmont Drive,  
San Diego, CA 92107

1272

Response

1272-01

Please see **Topical Response 03 – Comment Period Extension.**

1273

Myrna and Albert Page

**From:** Myrna Page [page92107@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:07 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Change of flight path at San Diego airport

My husband and I grew up in the Ocean Beach area, attending school, where the teacher had to stop talking until the planes went overhead. When we finally were able to buy our home, we specifically looked in the neighborhood south of Pt. Loma Ave to be out from under the planes as they took off from the airport. It seems over the 45 years we have lived here, the flight path has changed and we have more planes flying much closer to our street one block from Point Loma Ave.

1273-01

We also have more black residue on our house, cars, windows, sidewalk than ever before. We do not agree with the planned flight path change. We feel it will cause more noise, air and ocean pollution than we now have since the planes will be closer to and over the land sooner and longer.

It's a shame the citizens of the area who pay high taxes will be the ones who are not considered at all. We do not think it is right to change the LOWMA Waypoint, which has been in place for 20 years. just to save some fuel. There must be a better solution.

There is no such thing as "negligible noise", when we live with it day after day.

Myrna and Albert Page

1273

Response

1273-01

Please see **Topical Response 11 – Point Loma.**

1274

Anne Hill

**From:** Anne Hill [ajhill41@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:07 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** "Proposed" Flight Path Changes in San Diego

Hello,

1274-01

I am one of many very, very concerned residents in Point Loma who believe that the "proposed" changes to the flight path over our beautiful neighborhood would be a great mistake. I grew up in Point Loma and live in the path of the proposed coordinates. Those who set the flight patterns decades ago, knew what they were doing. They sent planes (now jets) over either the lowest part of the peninsula (the Midway area) or around the end of Point Loma. These paths minimized the noise and pollution over peoples homes and schools.

If the flight paths go over the highest point of the peninsula, jets will have to climb higher and faster. This will take additional fuel and drop

1274

Anne Hill

more pollutants in the air directly over where people live, work and engage in recreational activities that some of the reasons San Diego has been called "Americas Finest City." Before going ahead with the proposed changes, I propose that the FAA and the EPA have an important conversation. The EPA has already determined that San Diego does not meet the standards for particulates in the air. Wouldn't it be better for our health, safety and mental well being if the jets took their noise and pollutants over the ocean rather than our homes?

1274-01

This message is being written with a heavy heart. When I attended the meeting at Liberty Station on Oct. 6, I knew those giving the presentation were not listening. They were not taking notes and their presentation was completely inadequate. Please, please restore my faith by letting me know that the government is "for the people" and "by the people." If our lives matter less than the dollars saved by airlines, then continue down this path and the intuition in my gut will be confirmed.

Most sincerely,

Anne Hill  
Point Loma resident since 1941

P.S. I am old, so I am writing this on behalf of our children.

1274

Response

1274-01

Please see **Topical Response 11 – Point Loma.**

1275

Nancy Houser

**From:** Nancy Houser [nhouser@cox.net]  
**Sent:** Wednesday, October 07, 2015 5:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** FAA flight path changes in San Diego, CA

To: FAA SoCalMetroplex

From: Nancy Houser

Re: FAA Flight Path Changes in San Diego, California

October 7, 2015

To Whom It May Concern:

I am a lifelong resident of the Point Loma area of San Diego, CA., having lived here for sixty years. I grew up under the flight path and I know very well what it's like to live under the jets. Loving San Diego and Point Loma as I do, fifteen years ago my husband and I chose to purchase a home on the southern edge of the point to be far away from the disruptions of the airport. We paid a large financial premium to do so, but knew it was well worth it.

1275-01

As San Diego homeowners in the Point Loma area, we find it unconscionable that the FAA is changing the route of eastbound air traffic, flying airplanes back over the point instead of over the ocean and around waypoint LOWMA in order for the airlines to save money and fuel. Our concerns are many. Increased noise pollution, toxic air and water pollution, safety concerns of a plane crash and plummeting home values will all have the potential for catastrophic consequences in our beautiful neighborhood.

1275

Nancy Houser (continued)

Residents are not the only ones who will be affected if these changes are allowed. If enacted, the airlines will soon be flying over four elementary schools, Point Loma Nazarene University, churches, Cabrillo National Monument, Sunset Cliffs Natural Park, SPAWAR, Fort Rosecrans, as well as many tourist attractions and businesses. The cost of disrupted lives, constant noise, noxious pollution and safety concerns should outweigh a profit for private airlines. If the FAA's goals truly are safety, efficiency and environmental responsibility, re-routing planes during takeoff over thousands of people makes a mockery of that vision.

1275-01

How is it safer to fly over land rather than over the ocean? Why is the FAA more concerned with efficiency for the airlines and less concerned with pollution raining down on thousands of San Diegans? If this is enacted, how will the federal government remediate the health, safety and monetary losses to those who are impacted by this reckless change?

Please add my voice to thousands of concerned Point Loma and San Diego residents who vigorously oppose this change.

Thank you. I appreciate your attention to this matter.

Sincerely,

Nancy Houser  
839 Moana Drive  
San Diego, CA. 92016

619.226.1201   
nhouser@cox.net

1275

Response

1275-01

Please see **Topical Response 11 – Point Loma.**

1276

Dorothy Genaro

From: Dorothy Genaro [dhappy2b1@cox.net]  
Sent: Wednesday, October 07, 2015 5:08 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Point Loma air traffic

1276-01

tHis is an injustice to our community. The proposal to pass not once but twice serves only to make more money. It certainly doesn't benefit or protect us. Point Loma has beautiful tide lands, schools and parks that should be protected. The noise is already almost unbearable. We have homes that have been deemed historical here and the structures of these homes have cracked buy the vibrations caused by the air planes. The pollution we and our children are breathing needs to be addressed. The double planed Windows and added insulation is a Joke! The noise, vibration and pollution still penetrate our homes. Find another way to make more money!!!

Sent from my iPad

1276

Response

1276-01

Please see **Topical Response 11 – Point Loma.**

1277

Penny Delaney

**From:** Penny Delaney [pennydelaney@cox.net]  
**Sent:** Wednesday, October 07, 2015 5:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** 'Penny Delaney'  
**Subject:** COMMENT and PROTEST - SAN Airport Traffic Pattern Changes

October 7, 2015

This email is a PUBLIC COMMENT and PROTEST regarding air traffic changes. I understand that my concerns will be answered. Please respond to each point.

1277-01

I attended the meeting held in Point Loma at 6:00 pm last night. It was packed with hundreds, if not thousands of local residents. There were 3 FAA employees in attendance. The FAA employees said that they had a week to prepare for a 15 minute meeting. Their (10 minute) presentation was clearly not prepared with proper data, and they were entirely unprofessional. The 'system' that the FAA has conveniently designed did not allow answers to our questions. Most importantly there was no 'record' of the concerns that were being 'voiced' so it was an exercise in futility. The residents asked if, with the cooperation of the media firms we could transcribe the entire meeting to submit to the FAA for public comment. The FAA representative said yes, if we paid for it, but was unable to say that he was willing to extend the deadline past Oct 8th. Transcribing the comments will take time. Additionally, if it had been known in advance that the meeting was "off the record" and nothing said during the meeting would be forwarded for official input, local residents would have paid for court transcribers to be present to record the entire meeting and send it in for documentation.

Questions:

1277-02

1. Please tell me where to find the environmental report regarding the impact on Ft. Rosecrans National Cemetery, Point Loma Nazarene University, Sunset Cliffs National Park and Tide pools, the Cabrillo National Monument, the local schools in the area and the impact on fish and plants.

1277-03

2. I was a PSA employee on September 25, 1978 and a member of the accident response team who worked at the site for a number of days. I have also worked at the site of 3 additional aircraft incidents. The San Diego International Airport is located in a densely populated residential neighborhood. Needless to say, safety is of great concern to everyone. What are the safety issues that have been addressed in this proposal?

1277-04

3. Describe your studies, data, and results, specific to San Diego, related to jet fuel air pollution, specifically related to emissions of carbon monoxide, nitrogen oxides, volatile organic compounds, sulfur oxides and fine particulate matter. Include the dates of the studies and who conducted those studies, the date and conclusions.

4. The tobacco industry knowingly hid the truth about smoking and health. I would like to know from you, the FAA, answers to the following questions, including the data and research to support your answers. What is the relationship between humans living in flight patterns and

- a. Respiratory illness including, asthma, COPD, and lung cancer
- b. Cardiovascular Disease including development of blocked arteries
- c. High blood pressure and stroke
- d. PM (fine ambient particulate matter) and premature mortality
- e. sleep deprivation, depression, and PTSD
- f. higher levels of stress hormones, lipid levels and higher cholesterol
- h. impact on children learning, listening, and the ability to focus
- i. hearing loss

1277-05

5. There is an apparent lack of base line data of the Point Loma peninsula's historic sound and pollution levels. Without the "before" data it seems to be scientifically impossible for you to support or refute your "modeling". Please provide legitimate data that supports your reasoning. Also please provide locations of all sound monitoring stations in the 92106 and 92107 zip codes.

The FAA advised all attendee's that each questions would be answered. I look forward to your response.

Penny Delaney  
3634 Jennings Street  
San Diego, CA 92106  
619-224-6152  
pennydelaney@cox.net

1277

## Response

**1277-01** Please see **Topical Response 13 – Point Loma Public Meeting**.

**1277-02** The commenter asks where she can find the EA prepared in support of the SoCal Metroplex Project. The EA can be downloaded from the project website at <http://metroplexenvironmental.com>. Section 4.1 of the EA describes the General Study Area used to identify any potential impacts associated with the Proposed Action. Section 4.2 identifies the environmental resource categories that would remain unaffected by the Proposed Action. As discussed in Section 4.2, the Proposed Action would not involve ground disturbance or other activities that would affect plant or terrestrial animal species. This includes marine species such as fish. Results of the environmental analyses conducted for the EA can be found in Chapter 5. The environmental analyses indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

**1277-03** The commenter is concerned with the safety issues addressed in the proposal. Sections 2.1 and 2.2 of the EA discuss how a key design constraint is safety. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Further, as described in Section 3.1.2 of the EA, procedures were evaluated using the FAA's Air Traffic Organization (ATO)'s Safety Management System (SMS). The SMS is the system for assessing and managing the safety of ATC and navigation services in the National Airspace System (NAS).

**1277-04** Please see **Topical Response 11 – Point Loma**.

**1277-05** The commenter states that there is no baseline data, and therefore the models cannot be supported or refuted. The No Action Alternative captures routes and air traffic flow in use in the Southern California Metroplex (representing existing conditions). Please see section 3.2.1, *No Action Alternative*, within the EA for more details.

The commenter requests locations of noise monitoring stations in the 92106 and 92107 zip codes. According to FAA Order 1050.1E, the Noise Integrated Routing System (NIRS) noise model is the authorized tool used to determine whether a significant or reportable noise impact has occurred. Furthermore, 1050.1E states that noise monitoring is not required and should not be used to calibrate the noise model. Please refer to EA Chapter 5, *Environmental Consequences*,

1277

Response (continued)

and the Aircraft Noise Technical Report for further information. Also, please refer to the San Diego County Regional Airport Authority for information on its sound monitoring stations.

1278

David J. Levine

From: Levine, David J CIV CNRSW, N00G [david.j.levine@navy.mil]  
Sent: Wednesday, October 07, 2015 5:12 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: David Levine (davlevine@gmail.com); Sarah Woolf (woolfs@gmail.com)  
Subject: Elimination of the Point Loma Waypoint (LOWMA)

Bottom line up front: You should not fly over a community when you can spend an extra minute or so in order to fly over the ocean.

Discussion:

This comment is in regards to the proposed elimination of the Point Loma Waypoint (LOWMA) for departing flights (taking off towards the west) then turning south to eventually head eastbound from the San Diego Airport (Lindbergh Field).

As evidenced by the anger and frustration exhibited at the 6 October 2015 meeting between Point Loma residents and the FAA, the community as a whole is overwhelmingly opposed to the elimination of the waypoint. In this case, the merits of the proposal pale in comparison to the actual or perceived negative effects of the community at large. We in Point Loma are the only ones who will be affected by the change and we all uniformly oppose it.

I urge you to choose the citizenry over the corporations. Whatever fuel or time savings might be realized by eliminating the waypoint is nothing compared to the anger, fear and potentially deadly consequences of community overflight (we all remember the North Park disaster - PSA flight 182 crash).

As a resident, I regularly see flights violating the current guidelines for takeoff. They venture much farther south than the models recommend on takeoff. What then is to stop eastbound planes from taking sharper turns than the models recommend and traveling back over the Point once the LOWMA waypoint is eliminated?

The FAA claims that the removal of the waypoint will not result in any significant overflight due to the size and speed of the aircraft and their inability to execute such a sharp turn. This may or may not be true today, but the elimination of the waypoint leaves open the potential for such overflight in the future. This potential is what the Point Loma residents are seeking to avoid. No one can predict what advancements in airplanes or flight operations may come in the future. If the waypoint is removed, so too will the guarantees of no overflight.

Respectfully submitted,  
David J. Levine  
Home address: 4405 Santa Monica Ave, San Diego, CA 92017

1278-01

1278

Response

1278-01

Please see **Topical Response 11 – Point Loma**.

1279

Vince George

**From:** Vince George [salesnetvince@cox.net]  
**Sent:** Wednesday, October 07, 2015 5:13 PM  
**To:** 9-ANM-SoCalOAPM (FAA); Karen Skalbeck  
**Subject:** Notice to community for project

Dear FAA,

I attended the meeting on October 6th in San Diego.

The spokes person for the FAA said that the community and public officials had been aware of this project and had "many opportunities" to comment.

I question this FAA statement. I read the paper, watch the news and work with others in my community to keep it safe and improve the quality of life. We were NEVER given notice of this project from my view point. At least i or no one else in the area saw the notices.

1279-01

My question - Could you please provide any notices the FAA has posted to the community regarding the proposed changes to Flight patterns at SD Airport over the last 18 months? Provide the dates the notices were published and the method used to publish the information for public consumptions. Could you also provide the letters sent to San Diego City representatives relating to this subject.

I believe the FAA has worked to cover up their planning efforts until they had to at the last hour. Not telling the community members of the proposed changes made it easier for the FAA to implement it without additional comment. Since the FAA has failed to work with the San Diego community i ask that the implementation of the plan be delayed until the FAA prove it can act in the best interest of the American public.

Thank you for getting back to my on the question above.

Vince George  
 604 Catalina Blvd  
 San Diego, Ca 92106

1279

Response

1279-01

The commenter questions whether the FAA provided notice to the public about the SoCal Metroplex Project. The FAA recognizes the importance and value of public input in the NEPA process. Substantial public outreach has been conducted in support of the SoCal Metroplex Project Draft EA. Efforts included issuance of notification of both the preparation and availability of the Draft EA to local, state, and federal officials and elected representatives via U.S. Mail and email, as well as publication of the notice of availability of the Draft EA. Public notices to 11 public workshops were advertised in several of the major newspapers in the General Study Area, including the San Diego Union Tribune. Please see Appendix A to the EA for information on the public outreach conducted for the EA.

To encourage public participation, in June and July 2015, the FAA hosted 11 public information workshops in several locations throughout the General Study Area. During these information sessions, FAA representatives were available to answer questions about the Project, and written comments from the public were accepted. The FAA extended the public comment period for a total of 120 days until October 8, 2015 in order to provide the public with sufficient time to provide input on the Project. Please also see **Topical Response 03 – Comment Period Extension**.

1280

Leslie Devlin Reynolds

From: Leslie Reynolds [devlinreynolds@cox.net]  
Sent: Wednesday, October 07, 2015 5:14 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Reroute get of Point Loma Flight Path

1280-01

We are opposed to this change. It is unsafe, dirty and loud. We homeowners in this area paid a premium price to live in the neighborhood that was NOT affect d by the airport, et al. This would drastically change the values and complexion of the area.  
Thank you

Leslie Devlin Reynolds  
960 Scott St  
San Diego, Ca. 92106

Sent from my iPad

1280

Response

1280-01

Please see **Topical Response 11 – Point Loma.**

1281

Richard Nance

**From:** Richard Nance [RNance@pacificwesternbank.com]  
**Sent:** Wednesday, October 07, 2015 5:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex EA Lindberg Field take off changes

10/7/15

My name is Richard Nance. My wife and I live at 820 Gage Drive, San Diego, Ca. 92106. This is in the Wooded area.

1281-01

My questions are:

What quantifiable economic gain is there for rerouting the takeoff pattern to end up flying over my house versus the existing take off that goes a mile out to sea before turning eastward?

1281-02

Who do the air traffic controllers report to at the FAA? I find it hard to believe they are now randomly rerouting takeoffs over my neighborhood because of an emergency or some other reason. Today there were at least eight flights that departed too close to my house. This is a brand new issue.

1281-03

What congressional committee or oversight is involved in the SoCal Metroplex project?

Thank you.

Richard Nance  
401 West "A" Street, 2nd Floor  
San Diego, Ca. 92101  
Phone No. 619/338-1441 VOIP 111441  
FAX 619/235-1268

**1281** Response

**1281-01** Please see **Topical Response 05 – Purpose and Need.**

**1281-02** Please see **Topical Response 02 – Existing Conditions.**

**1281-03** The commenter requests information on what congressional committee or oversight is involved in the SoCal Metroplex Project. Please see Section 1.1 of the EA for a description of the project background and 1.2.5, which discusses the NextGen Program. Questions regarding congressional oversight should be directed to the U.S. Senate Committee on Commerce, Science and Transportation and the House of Representative Committee on Transportation and Infrastructure.

**1282** W. Ross Stone, PhD

To: 9-ANM-SoCalOAPM (FAA); scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; senator@boxer.senate.gov; senator@feinstein.senate.gov  
 Subject: Comments on and questions related to Draft SoCal Metroplex Environmental Assessment and associated proposed flight-path changes

To: 9-ANM-SoCalOAPM@faa.gov  
 To: scott.peters@mail.house.gov  
 To: Kevinfaulconer@sandiego.gov  
 To: Loriezapf@sandiego.gov  
 To: senator@boxer.senate.gov  
 To: senator@feinstein.senate.gov

October 7, 2015

To Whom It May Concern

I am writing to comment on the Draft SoCal Metroplex Environmental Assessment and the associated proposed flight-path changes. The first part of this letter consists of comments. The second part of this letter contains specific questions to which I respectfully request answers.

My wife and I live at 840 Armada Terrace in San Diego, in the La Playa section of Point Loma. This is in the southern section of Point Loma. My family purchased this home in 1963 from the people who built it in 1945. I lived here from 1963 until I married, and my wife and I inherited this home when the second of my parents passed away in 2001. We then spent about one-third of our life savings doing needed reconstruction on the home, and have lived here ever since. Upon review of the draft environmental assessment and associated available documents, my comments are as follows:

**1282-01** 1. The proposed replacement of the POGGI departure (IBBEE) removes the LOWMA waypoint south of Pt. Loma. In today's environment, some aircraft bypass LOWMA and thus fly over Point Loma as a result. The permanent removal of LOWMA and other proposed changes may (indeed, almost certainly would) increase these flights and move noise, visual, and pollution disturbances further to the north of Cabrillo Point. This would have the effect of reducing the quality of life for ourselves and our neighbors, and reducing the value of our property. I am not a lawyer (I am an electrical engineer, radio scientist, and applied physicist with experience in the area of acoustics, with 45 years of experience), but I believe that to the extent that the value of our property was reduced and the airspace above our home was intruded upon, this would also constitute a taking without compensation.

**1282-02** 2. The proposed COM IX RNAV STAR is further south than the existing BAYVU RNAV STAR. I am concerned that the new path would be shifted away from the historical flight path that has been used for flights arriving from the northwest. This may result in a shifting of noise patterns, which could result in an increase in noise and pollution levels over my home and those of my neighbors. That would lead to the same results identified under comment 1, above.

3. There are other changes in the proposed plan that would have effects similar to those identified under comments 1 and 2 above, and I believe they would lead to the same results.

4. I suffer from a chronic medical condition that makes me very sensitive to noise. Noise that is relatively infrequent and of a "bursty" nature is tolerable. Noise that is relative constant or repetitive, even at low levels, causes actual physical

1282

W. Ross Stone, PhD (continued)

1282-03

pain, and makes my condition worse. The draft environmental assessment and related studies (such as the "Environmental Assessment for the Southern California Metroplex Project Aircraft Noise Technical Report" dated May 2015) used a Day-Night Average Sound Level (DNL) with a threshold of 5 dB in assessing whether a change in noise was significant (I'm summarizing in this statement). I was concerned about noise from the Naval Air Station North Island, and therefore did noise studies, before we moved into our home. Fortunately, the noise from North Island is normally of short enough duration that it does not cause me a problem.

However, in doing those studies I determined that a change in noise level of approximately 2 dB was sufficient to make a difference between no effect and a significant effect on my health and comfort. An increase of 5 dB would have a dramatic and very bad effect. Furthermore, as noted, the noise report used the Day-Night Average Sound Level (DNL). The FAA has accepted (FAA Order 1050.1F) the Community Noise Equivalent Level (CNEL) metric in lieu of the DNL for California projects. The CNEL metric weighs evening hours (7:00 p.m. to 9:59 p.m.) in addition to nighttime hours in the DNL metric. Given the increased frequency of flights in the evening hours, and familiarity of Southern Californians with the CNEL metric, I request that the noise studies be redone using the CNEL metric, and using a threshold of 1.5 dB as the criterion for significant impact.

5. Given the critical potential effects that may (and likely will) result from any changes such as those proposed in the Southern California Metroplex plan, I request stakeholder status for myself and all Point Loma homeowners in the Metroplex plan and all future flight-procedure development within San Diego County.

In summary, I do not believe the draft environmental assessment provides an adequate, unbiased, factual assessment of the impact of the proposed Metroplex plan on the environment.

The above comments lead to the following questions:

1282-04

1. The noise model and report provided do not provide sufficient detail to accurately assess and predict what noise levels the proposed changes will produce over my home. What noise levels will the proposed changes produce over my home using the model used in the studies? What noise levels will the proposed changes produce over my home using the CNEL metric? Will an increase of 1.5 dB result at any time using either model? The noise models average noise levels. However, scientific studies have shown that instantaneous noise levels have at least as significant an impact as average levels. Using either model, will instantaneous noise levels over my home increase by more than 1.5 dB? If so, how often and for what duration per 24 hours? Please also answer all of these questions for the whole Point Loma residential area affected by the proposed flight-path changes.

1282-04

2. The draft impact assessment considered only wildlife strikes in assessing the impact of the proposed flight-path changes on wildlife. The proposed flight-path changes would increase the noise and pollution levels over areas of San Diego Bay, Point Loma, and the Sunset Cliffs tide pools that are both environmentally sensitive and that are homes to threatened and endangered species, including but not limited to the brown pelican, blue heron, the California sea lion, and other avian and marine life. Scientific studies have shown that noise and pollution can have significant effects on such species. What will be the detailed environmental effects of noise and pollution due to the proposed change in flight paths on all environmentally sensitive, threatened, and endangered marine and avian species in the affected areas of San Diego bay, Point Loma, Sunset Cliffs, and the Pacific Ocean?

1282-06

3. Will I and the other residents of Point Loma be granted stakeholder status in the Metroplex plan and all future flight-procedure development within San Diego County? If not, why not?

I have copied this to my elected representatives. I hereby request that they oppose implementation of the above changes recommended in the plan.

I appreciate the opportunity to provide input and comments, and to request answers to the above questions. Thank you for your consideration.

Ross Stone

W. Ross Stone, PhD  
840 Armada Terrace  
San Diego, CA 92106 USA  
Tel: +1 (619) 222-4428

Fax: +1 (619) 222-1606  
E-mail: r.stone@ieee.org

1282

Response

1282-01

Please see **Topical Response 11 – Point Loma.**

1282

## Response (continued)

1282-02

The commenter states concerns over potential increases in noise and pollution levels near the homes of the commenter and his neighbors. The Proposed Action Procedures were designed wherever possible to remain within the existing historical flight tracks. FAA Order 1050.1E establishes the criteria used to evaluate potential noise impacts, and the noise analysis completed for the EA was conducted in accordance with it. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts anywhere within the General Study Area.

Section 5.8 discusses the analysis and methodology of air quality impacts under the Proposed Action and the No Action Alternative. As stated in the EA, the potential impacts of the Proposed Action indicate no significant air quality impacts.

1282-03

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

1282-04

The commenter requests that the noise studies use the CNEL metric and asks if an instantaneous or 1.5 dB noise level occurred over their home. A noise analysis was conducted in support of the EA for the SoCal Metroplex Project. Section 5.1.2 of the EA discusses the noise analysis methodology and the criteria for determining the impact of changes in aircraft noise using the FAA's required DNL metric. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases when compared to the No Action Alternative.

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics** for further discussion on the noise metrics and **Topical Response 08 – Supplemental Materials**.

The commenter also requests instantaneous noise levels over his home. Please see **Topical Response 07 – Request for More Data**.

1282-05

The commenter asks about the detailed environmental effects of noise and pollution to special status marine and avian species in San Diego Bay, Point Loma, Sunset Cliffs, and the Pacific Ocean. The EA was prepared in accordance with NEPA and FAA Order 1050.1E. Section 4.3.5 of the EA provides detailed information of threatened and endangered species and migratory birds present within

1282

Response (continued)

the General Study Area. The environmental analysis in Section 5.5 discusses the potential impacts. As disclosed in the EA, results of this analysis show that there would be no significant impacts as a result of the Proposed Action when compared to the No Action Alternative.

1282-06

The commenter asks whether the residents of Point Loma will be granted stakeholder status in the Metroplex plan and all future flight procedure development in San Diego County. Thank you for your request for stakeholder status. The FAA recognizes the importance and value of public input in the NEPA process. In furtherance of that principle, the FAA has conducted substantial public outreach in support of the SoCal Metroplex Project Draft EA. To encourage public participation, in June and July 2015, the FAA hosted 11 public workshops in several locations throughout the General Study Area. During these workshops, FAA representatives were available to answer questions about the Project, and written comments from the public were accepted. The FAA extended the public comment period for a total of 120 days until October 8, 2015 in order to provide the public with sufficient time to provide input on the Project. Please see Appendix A to the EA regarding public outreach.

1283

Jeanne Mikus and Fryda Nicoloff

From: jeannemikus@gmail.com [jeannemikus@gmail.com]  
 Sent: Wednesday, October 07, 2015 5:18 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: SAN Airport flight change

1283-01

Please don't bring your flight path closer to Sunset Cliffs. Our plants and trees are feeling the effects of your flight changes already. With your tightening of your flight path you are not only endangering our safety but you're creating a pocket of pollution that's not only harmful for all species of plant, animal, air quality, kelp bed rookery for fish and other animals in the food chain. You can easily change this by keeping a bigger loop over the ocean avoiding the point. Also the Point in Point Loma has national parks, National Military grave site that honors those that have served and I believe NOC military plus Point Loma Nazarene College. You also have military flight paths, police and coast guard rescues off the cliffs. Why create a long litigation when this can be easily fixed we certainly don't need to waste more money or create an unsafe environment for the people, plants, and wild life on the Point. Do make I my POINT!!!!!!!

O.B. Point Loma Residence Since 1952  
 Jeanne Mikus and Fryda Nicoloff

Sent from my iPad

1283

Response

1283-01

Please see **Topical Response 11 – Point Loma.**

**1284****Diane Wilson**

From: Diane Wilson [ptlomawils@cox.net]  
 Sent: Wednesday, October 07, 2015 5:21 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: San Diego New Flight Path

Dear Sirs,

What is the reason to have a tighter flight path going over more houses?  
 We already hear the planes, get their soot all over our houses and now you think its a great idea to have the planes make sharper turn and go back over us again? Are you nuts? Where is your common sense?  
 I have lived in the Point Loma area for over 40 years. I choose not to live in the area called Lomal Portal as that is whe the flight path used to go over immediately after take off. But now as I live closer to the point I get airplane noise from North Island and many airplanes out of the flight path daily. It is quite annoying. The meeting last night in Liberty Station for the FAA to inform the public was a huge farce.  
 What are you guys really up too? What is the real motive? The FAA people explaining had no real information about the reasons why. So stupid. We pay huge money to live here and to have our kids grow up in a nice community. Please sto this proposal.

**1284-01**

The planes can turn around over the ocean as before.

Regards,

Diane Wilson

**1284****Response****1284-01**

Please see **Topical Response 11 – Point Loma.**

**1285****Denise Hankins**

From: Denise Hankins [dmhankins@icloud.com]  
 Sent: Wednesday, October 07, 2015 5:27 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: OPPOSITION

My husband and I strongly oppose the proposed change in flight pattern leaving San Diego's Lindbergh Field. I urge you to take into consideration the effect on homeowners, the public, and the impact on Cabrillo National Monument.

**1285-01**

Last October, after 15 years we sold our home in Ocean Beach in the current flight path and bought a home further into the Point Loma area specifically to get out from under the flight path. The increasing number of flights, the constant noise and black oil that covered the roof, awnings, patios and every outdoor surface became too much. There is a concrete, serious effect on current residents and homeowners whose choice to live in a quiet, clean neighborhood in homes whose property value would increase is being taken from them.

Don't do this

Denise Hankins  
 4251 Del Mar Avenue  
 San Diego, CA 92107  
 Hankins@cox.net  
 Sent from my iPad

**1285****Response****1285-01**

Please see **Topical Response 11 – Point Loma.**

1286

Andi Lane

From: Andi Lane [andilane@icloud.com]  
Sent: Wednesday, October 07, 2015 5:28 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: New flight routes over Point Loma

October 7th, 2015

This is a PUBLIC COMMENT and COMPLAINT about the new flight patterns over Point Loma.

Last night at the community meeting regarding the new air traffic over Point Loma, the FAA employees denied that the flight pattern had already been changed. I could not believe what I was hearing!

I have lived in Point Loma for 10 years. We originally lived right in the flight path over Voltaire St. Living under a flight path for some may not be a big deal, but for me it was life altering. I woke up constantly when airplanes would fly over and therefore would get improper sleep. This then led to anxiety, moodiness, and exhaustion. When I wasn't being woken up, I was constantly thinking about when the next plane would fly by.

LIVING IN A FLIGHT PATH SEVERELY AFFECTED MY MENTAL AND PHYSICAL HEALTH!

Therefore, we CHOSE to move to an area of Point Loma that was more expensive, but did not have a flight path over it. YOU ARE NOW TAKING MY CHOICE AWAY! I did this for my mental and physical health which the FAA is now compromising.

1286-01

So, I have few questions:

1. Is the FAA willing to help pay for mental and physical health care costs that may ensure as a result of this flight path change?
2. Is the FAA going to compensate homeowners for the property value decrease that will occur with the new flight path change and also compensate the city for the decrease in property tax revenue as a result of the property values going down?
3. Will you please outline the benefits of this change vs. the cost (not just money but health, environment and community impact).
4. Will the FAA extend the October 8th date to allow time for the community meeting to be transcribed? Or can the video recording of the meeting be used as Public Comment.

Please change the flight pattern back to the original. Although the FAA employees denied that this has already occurred, it has....and it is disrupting our community.

Andrea Lane

Sent from my iPhone

1286

Response

1286-01

Please see **Topical Response 11 – Point Loma.**

1287

Charlie Coleman

**From:** Charlie Coleman [charcol.coleman@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:29 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA Path Changes

My name is Charles Coleman my wife is Debora Coleman we live at 4147 Tennyson Street, San Diego, Ca 92107

1287-01

I have noticed the flight path changes over the past several weeks. Sunday and this morning October 7th at 6:30am both days the first flight out of the airport took off directly over my house. I watched it, it was low, but it made a left hand turn to fly south. This is a new flight path!!! This is not right!! When I bought my home in the late 80's you could see the planes flying over Park Point Loma's condo complex but not anymore. The noise and the health issues are correct anymore.

The "Quieter Home" office last week told me that we don't qualify because the map for resource funds stops at my curb.....are you kidding!!!

We want to officially file this complaint today.

--  
*Charlie Coleman*  
I give back to the community through Kivans  
CA BRE# 00526991 619-269-2266 ext 1710

1287

Response

1287-01

Please see **Topical Response 02 – Existing Conditions.**

1288

Steve Schmitz

**From:** Schmitz, Steven (Child Support) [Steven.Schmitz@sdcounty.ca.gov]  
**Sent:** Wednesday, October 07, 2015 5:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** tsschmitz1@cox.net  
**Subject:** Proposed change to flight path over Point Loma

1288-01

Regarding the meeting I attended last night, I have a much less understanding today that I did before the meeting. I am hoping common sense will prevail in the evaluation of this proposal.

1288-02

How is it considered safer to fly all these planes over a more populated area with schools and a college along with a national park.

1288-03

I am very aware of the potential for serous pollution issues as our marina is under the current path and we have experienced the soot left from the fuel burn. Has anyone checked this out.

In the meeting last night(a complete waste of everyone's time) it was obvious the FAA staff was only there to let people blow off steam, very unprofessional and lacked in substance. There was no information regarding the noise issue and no scientific study of any kind. Let's have a good meeting with some higher level FAA people who won't sit there and laugh at our comments. And next time leave the moderator at home.....!!!!

Steve Schmitz  
520-907-5857

1288

Response

1288-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1288-02

Please see **Topical Response 11 – Point Loma.**

1288-03

Please see **Topical Response 13 – Point Loma Public Meeting.**

1289

Diane Richardson

**From:** Diane Richardson [dcrichardson@msn.com]  
**Sent:** Wednesday, October 07, 2015 5:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** CityCouncil@newportbeachca.gov; KMuldoon@newportbeachca.gov;  
Todd.Spitzer@ocgov.com; Michelle.Steel@ocgov.com  
**Subject:** John Wayne Airport (SNA) 18601 Airport Way, Santa Ana, CA 92707

Dear Sir/Madame:

Over the past few months, it has become very apparent that the flight paths, trajectory, elevation and the thrust from the engines on all commercial flights taking off from JWA has changed. This relatively recent change and current practice has become intolerable and unacceptable. Specifically, this very narrow flight path produces cumulative noise and air pollution, which pose a higher degree of health issues to affected homeowners.

There are two major concerns: Noise level and burned jet fuel, and the respective pollution that both of these concerns cause. Although we appreciate the noise monitors that have been provided, the FAA must enlist a human monitoring element, whereby representatives from the FAA can see and listen from a human perspective the level of noise and pollution caused in the impacted communities. This will provide the FAA with a better understanding of what the affected Newport Beach communities are experiencing. I'd like to add that due to the change in flight path, perhaps the noise monitors should be moved so as to accurately measure the noise of the new path. Positioning one on my street would be enlightening and reflect the true noise level burden of the new flight path.

1289-01

In regard to the burned jet fuel, which may be the more important concern, another Environmental Impact Study and Report must be completed to determine the actual danger of the new concentration of pollution to our community and individual families' health.

In conclusion, many Newport Beach communities are dangerously impacted by the air traffic from JWA, due to the respective noise level and pollution, including the dangerous "small particulates". The only fair, reasonable and equitable solution is as follows:

1. The flight paths need to be fanned over the broadest range possible, with no immediate airplane or jet repeat of one path.
2. The takeoff trajectory and elevation needs to be at the highest point possible.
3. The thrust of the engines needs to gear down to the lowest range possible.
4. An Environmental Impact Study and Report needs to be registered and completed semi-annually in an effort to manage the health and safety of all affected residents.

Thank you for your immediate attention to this very serious matter.

Sincerely,

Diane Richardson  
403 Vista Roma  
Newport Beach CA

1289

Response

1289-01

Please see **Topical Response 12 – SNA Current Departures.**

1290

Glenn Abrams

**From:** Glenn Abrams [gjabrams@concentric.net]  
**Sent:** Wednesday, October 07, 2015 5:38 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments SoCal Metroplex EA - SAN

Comments SoCal Metroplex EA - SAN

The methodology used to determine significant threshold of Environmental Impact is flawed. Even if it is determined that no changes in aircraft noise exposure would exceed the FAA's significance threshold of 1.5db for noise impacts on people, there is still an increase in noise level which will negatively impacts people in universities, schools and residences on the ground.

1290-01

The methodology used to determine Environmental Impact is flawed when FAA Order 1050 states "...if the noise analysis concludes that there is no significant impact, a similar conclusion usually may be drawn with respect to compatible land use." But that is not the case. If there is movement in aircraft routing, the acoustic impact and aircraft exhaust particulates are redistributed on the corresponding route beneath the aircraft.

Section 4(f) resources within the General Study Area does not include Point Loma Nazarene University, where noise impact is negatively affected, as measured by the nearby Grid Point.

1290

Response

1290-01

Please see **Topical Response 11 – Point Loma.**

1291

Laura Miller

**From:** Laura Miller [nyc.miller@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:38 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SAN Metroplex

Dear FAA,

1291-01

I attended the Peninsula Planning Board Meeting in September to hear about the proposed flight path. This agenda item caused the meeting to be standing room only. Many residents complained about the noise and residue that would result on their homes from this change. I also attended the meeting on October 6th to hear more about this disastrous proposal. We purchased our house because it was not in the flight path. We wanted to not be near the pollution and the noise. Now, this sudden change is unacceptable. I highly recommend that your team go back to and rework the plans. My sense is that you will see quite a few lawsuits from this proposal.

Thank you for your time and I look forward to seeing a much revised plan.

Regards,

Laura Miller

1291

Response

1291-01

Please see **Topical Response 11 – Point Loma.**

1292

Maureen Glaser

**From:** Maureen Glaser [moglaser@cox.net]  
**Sent:** Wednesday, October 07, 2015 5:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed SoCal Metroplex EA plan

Questions and comments to page 4.5 of the SoCal Metroplex EA:

1292-01

1. How can NextGen and the FAA say the Point Loma community and its children will not be affected by “products or substances” when a land mass previously unexposed to airplane traffic will have tens of twenties of airplanes crossing over it not just once, but twice every day? With the proposed plan airplanes will be flying over: Lomal Portal Elementary School, Point Loma High School, Dana Middle School, Silvergate Elementary School, Ocean Beach Elementary School and Sunset View Elementary School. Airplanes regularly create “substances and products” in the form of toxic pollutants from plane exhaust. Toxic pollutants are bad for children’s health. What recent studies have been completed allowing that no “products or substances” or “increased emissions” will harm the children of Point Loma in the form of toxic airplane exhaust? When you go from no airplanes to tens of twenties a day, there will be increased emissions.
2. The socioeconomic impact of airplanes crossing over a neighborhood which previously had no airplane noise or pollution is catastrophic to homeowners and businesses. Overnight property values will drop and business plans will have to change. The EA says there will be no “changes to the fabric of the community”. The entire foundation of the peninsula community is built on a quiet, clean seaside location. How will the weave of the fabric that holds this community together not be effected by airplane noise and pollution? The Point Loma Nazarene College is not prepared to teach under a flight path. Homeowners who are planning to use their homes in retirement will watch their investment drop.

Maureen Glaser 4  
649 Granger St. San Diego, CA  
92107  
[moglaser@cox.net](mailto:moglaser@cox.net)

1292

Response

1292-01

Please see **Topical Response 11 – Point Loma.**

1293

Julie Cegelski

**From:** Julie Cegelski [jcegeliski11@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Concern over FAA decision to move flight paths in San Diego

Hello,

I am writing to you today to voice my concerns over moving the flight path in San Diego. As a resident that currently resides in Point Loma and next to the (or under the, depending on the plane and day) flight path I have strong opinions over the proposed move.

I am a resident in a unique situation as my house is elevated on a hill and looks due east. Therefore, I can watch every plane on take off, which route it is taking and what elevation it is taking off at.

1293-01

Personally, I feel that the Airlines have been taking off at lower elevations, not following the Voltaire corridor (cutting the corner early), cutting back over the point and not following the two minute or two mile rule for quite some time. As soon as fuel prices rose, I noticed the change.

Your proposed flight plan change has ironically drawn "light" upon the fact that this has already been occurring for some time! That and the fact the weather has been so hot for so long that most Point Loma residents have to keep their windows open day and night and are finally noticing it too. You have not been keeping a close enough eye on Lindberg field it seems.

1293

Julie Cegelski (continued)

That said, if the Airlines are already trying to cut corners when it comes to following the current rules what is going to happen when they are to follow your new rules? I will then be living directly under the flight path, which I had no intention of doing.

1293-01

Finally, I just got back from walking my dog and in that half an hour I observed two airliners taking off too close together both going North, one plane taking off far too low, one flying over Naragansette St. NOT the Voltaire corridor and two cutting the corner and flying back over the point. And opps, as I type this, two more planes just took off, twenty seconds apart - both SouthWest ironically.

Please consider not only NOT implementing the new flight path plan but to also take a long hard look at the what the Airlines are getting away with currently.

Thank you for your time,  
Julie Cegelski  
15 year Point Loma Resident

1293

Response

1293-01

Please see **Topical Response 11 – Point Loma.**

1294

Marlene Bullock

**From:** Marlene Bullock [mdbullock9@icloud.com]  
**Sent:** Wednesday, October 07, 2015 5:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NO TO INCREASED FLIGHTS OVER POINT LOMA CA

1294-01

NO-NO NO...  
WOULD YOU LIVE IN AN AREA WITH THE NOISE POLLUTION  
AND AIR POLLUTION THAT IS PRESENT NOW IN POINT  
LOMA/OCEAN BEACH???

THERE IS BLACK SOOT ON EVERYTHING FROM THE AIR  
TRAFFIC OVER THIS AREA..AND THE FIGHTS START AT 630AM  
AND CONTINUE UNTIL 11PM.

NO INCREASED FLIGHT PATHS IN THIS AREA..FAA NO!!!

YOU WORK FOR US!!! AND THIS IS WRONG!!

MARLENE BULLOCK  
POINT LOMA PORTAL RESIDENT..

1294

Response

1294-01

Please see **Topical Response 11 – Point Loma.**

1295

Laura G. Zagar

**From:** Laura Zagar [lauragzagar@gmail.com]  
**Sent:** Wednesday, October 07, 2015 5:47 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Fwd: Comments re: Proposed Change in SD Airport Flightpath

I am writing to supplement my comments below on the proposed changes to the flight path out of San Diego as upon further review of the Draft EA, it is apparent that it fails to meet the requirements of the National Environmental Policy Act.

As you know, the FAA is required to comply with the NEPA before taking any action that may have a significant impact on the environment. As a preliminary matter, the FAA has apparently already allowed flights to fly out of the airport on routes that are not part of the approved flight path without adequate review under NEPA. While the comment period on the Draft EA is still open, I observed multiple planes depart from the San Diego Airport outside of the approved flight path this morning. For instance, a commercial flight flew south of my home on Sorrento Drive on Point Loma. This is far outside the previously approved flight path. Thus, the FAA has already violated NEPA in its current management of flight paths departing from San Diego airport. The Draft EA appears to be nothing but an attempt to put a band aid on an ongoing violation of NEPA to support a pre-determined outcome by the FAA.

Moreover, the Draft Environmental Assessment for the proposed changes throughout Southern California, including San Diego, is woefully inadequate. Moreover, it fails to acknowledge significant environmental impacts of the proposed changes. Thus, use of an Environmental Assessment is inadequate under NEPA.

The noise analysis is woefully inadequate and fails to acknowledge that the proposed flight changes will introduce new significant levels of noise in neighborhoods that previously were not impacted. There is no description of the baseline prior to the changes and the new impacts throughout the neighborhood. This analysis is in stark contrast to the study in the 2009 EA prepared for the San Diego Airport Compatibility Plan, which included noise estimates at specific locations within the Point Loma.

1295-01

The noise levels are high enough to startle a person from a deep sleep, and general disruption and annoyance to every day life. Indeed, the implementation of the Quieter Home Program undercuts the FAA's specious claims now that the noise under a flight path does not create significant impacts to residents. There is nothing in the Draft EA that acknowledges the significant impacts that triggered mitigation implemented by the Quieter Homes Program. Nor is there anything in the Draft EA that describes changes to the Program to mitigate significant impacts to newly impacted homes. Indeed, in the website of the Quieter Home Program, the San Diego Airport Authority acknowledges the significant impact airport noise can have on residences.

Also, the noise analysis fails to acknowledge impacts to parks, schools, and historic sites. Specifically, the proposed flight path change would introduce significant noise impacts to the Cabrillo National Monument, San Diego County's only national park, Point Loma Nazarene, a college located on campus within the proposed flight change, Sunset View Elementary, an elementary school under the proposed flight path, and Fort Rosecrans National Cemetery. Teachers will need to stop speaking while a flight crosses over these schools, and visitors will be disturbed in the national park and national cemetery. In other words, the FAA could not pick a worse proposed path as far as noise impacts to some of San Diego's most treasured parks and sites. These impacts are significant, and thus an Environmental Impact Statement must be prepared.

The analysis of impacts to historic and cultural resources is also woefully inadequate, as is the conclusory statement that Coastal Resources will not be impacted. It is based on the false assumption that there will be no disturbance to these resources because there is no ground disturbance. This is only one type of impact to historic resources. As noted previously, the new flight path would cross over the Cabrillo National Monument, which contains some of the most important historic and natural resources in San Diego, including the Cabrillo Lighthouse, Fort Rosecrans, and a host of endangered and protected species. Cabrillo is also important to local tribes. It also contains some of the best preserved tide pools in Southern California, which also would be under the proposed new route. The noise from the flight path will adversely impact the nature of these resources and disturb visitors enjoyment of these resources. NEPA requires that these impacts be fully analyzed, and thus the Draft EA is inadequate.

1295-02

In sum, the 28-page Draft EA is woefully inadequate, fails to fully analyze the potential impacts of the proposed flight changes not only in San Diego, but throughout Southern California. At a minimum, an Environmental Impact Statement should be prepared, or adequate mitigation (such as time restrictions prohibiting flights before 7am and after 9pm or expansion of the Quieter Home Program) must be implemented.

The Draft EA also incorrectly asserts that the FAA consulted the impacted federal agencies prior to release of the new flight path. This is false. The staff at Cabrillo National Monument confirmed that they were never contacted by the FAA prior to release of the Draft EA. This strongly suggests that there other inaccuracies in the document regarding notice of the proposed changes. The significant impacts to the park and other

1295

Laura G. Zagar

1295-02

significant sites on Point Loma warrant preparation of an Environmental Impact Statement. Thus, reliance on an EA is not sufficient under NEPA.

Laura Zagar  
1045 Sorrento Drive  
San Diego, CA 92107

----- Forwarded message -----

From: **Laura Zagar** <lauragzagar@gmail.com>  
Date: Sun, Sep 13, 2015 at 9:06 PM  
Subject: Comments re: Proposed Change in SD Airport  
Flightpath To: 9-ANM-SoCalOAPM@faa.gov

To whom it may concern:

I write in opposition of the proposed changes to the San Diego Airport Flight Path. I live on Sorrento Drive in the Sunset Cliffs area, a few blocks up the hill from Sunset Cliffs. Our family purchased our home and paid a premium for being out of the flight path in Point Loma. We opted to do so for a reduced amount of noise and for concerns regarding safety and avoiding the discharge of fuel and exhaust from the planes. The proposed change could adversely impact that value of our home, and have significant environmental and safety impacts to our community.

I only learned of this proposed change through a neighbor, and thus am concerned that there is insufficient notice of this proposed change that could have substantial impacts on our community. At a minimum, there should be a fully-noticed public hearing on this issue only held in the Point Loma Community.

Importantly, the Sunset Cliffs community is particularly at risk from a safety perspective. While Sunset Cliffs may not have the civilian airport traffic, we experience substantial air traffic from the Navy that closely follows

1295-03

the coastline in this part of the neighborhood. It then veers west south of the OB Pier/San Diego River area and is not heard in the greater Ocean Beach area. This raises two concerns: (1) we should not now also have deal with the air traffic from a major civilian airport (as this helicopter traffic is not as close to the current flight path; and (2) there are substantial safety concerns if a plane from the airport were to collide in close proximity to our homes from the Navy. Any proposed change in the flight path must address and resolve this potential safety issue, and the Navy may need to change the route of its helicopter traffic between North Island and Pendleton and other destinations to the north -- at the expense of the taxpayers.

Finally, any change implemented by the airport flight path must result in noise reduction measures paid for by the airlines, airport, and City of San Diego to mitigate the increased noise in the community. I would assume that the such cost could substantially decrease the profits recouped by this flight path.

In sum, keep the flight path exactly where it is. Any change is only profit-driven not warranted. It has been there for many years, and a vast majority of the Point Loma residents bought their homes and made choices based on this flight path. A change at this point is unwarranted, particularly for such nominal savings when spread across the variety of airline companies leaving from San Diego Airport. In fact, it merely only transfers the loss from the airlines to the impacted Point Loma residents, who are less able to absorb the cost than large airline companies.

Laura G. Zagar  
1045 Sorrento Drive  
San Diego, CA 92107

1295

Response

1295-01

Please see **Topical Response 11 – Point Loma**.

1295-02

The commenter states the draft EA is woefully inadequate and fails to fully analyze the potential impacts of the proposed flight changes. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is

1295

Response (continued)

a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts will result from the implementation of the Proposed Action.

Additional documentation can be found in the appendices and technical reports located on the Project website.

[http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html)

For more information, please see **Topical Response 08 – Supplemental Materials**.

The commenter also states the FAA failed to notify impacted Federal Agencies prior to the release of the new flight path. As shown in Appendix A, the FAA initiated contact with government agencies and elected officials, including the National Park Service, with issuance of the Notice of Intent to prepare a Draft EA. In November/December 2014, the FAA conducted information briefings for government and elected officials. The National Park Service also received a copy of the Notice of Availability of the Draft EA, including an invitation to the 11 public workshops held in support of the SoCal Metroplex Project. The National Park Service also submitted a comment letter on the Draft EA. Please see Appendix A, Agency Coordination, Agency Consultation, and Public Involvement, for additional information.

1295-03

Please see **Topical Response 11 – Point Loma**.

1296

Dan Dennison

**From:** DAN DENNISON [dan.dennison@mac.com]  
**Sent:** Wednesday, October 07, 2015 5:47 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Concerns about proposed flight paths out of Lindberg Field

1. Impact on current noise abatement program: Our Airport Authority has responded to FAA that eliminating the LOWMA waypoint “may make compliance with the Airport’s existing noise abatement procedures more difficult to achieve”. The highly qualified Peninsula Planning Board sub-committee evaluating the proposed changes concludes that they will essentially eliminate the benefits of the current noise abatement program.

It seems to me that if airplanes are able to head East immediately after passing the JETTI waypoint that the Peninsula Planning Board assertion is correct.

I would like to know what evaluation has been made by the FAA about the current noise mitigation program for Lindberg Field and anticipated changes to it if the proposed changes (eliminating the LOWMA waypoint) are implemented. If there has not been an evaluation of this question, why not?

2. I would like to know how the FAA has justified 40 years of noise decibel records to be valid for determination of the noise levels we now experience. This clearly appears to be a “slight of hand” maneuver to provide deceptive information.

3. I live in Ocean Beach. It is VERY clear that many airplanes do not pass North of the JETTI waypoint. The Airport Authority tells us that they cannot enforce compliance with routes taken by airplanes. They say that enforcement is in the hands of the FAA. My question is what benefit, if any, results from noise complaints filed by the public?

1296-01

Does the FAA have the authority to enforce flight patterns around the waypoints? Or is compliance sorta like a wink and a nod “gentlemans agreement” that some contend it to be ?

4. On a personal note, both of my parents are interred at the Fort Rosecrans cemetery. At the funeral events for each parent Airplane noise interrupted the services. Without question, if airplanes begin their Eastern turns earlier, the noise at the Cemetery will definitely increase. What analysis has the FAA done to determine projected decibel increases will be experienced at Ft Rosecrans, or any other areas of the Peninsula?

5. If there has been no analysis of anticipated decibel level increases that will be experienced on the Point Loma Peninsula, Why not? What is the basis for the FAA position that there will be little or no increases in noise levels with the proposed changes including elimination of the LOWMA waypoint?

6. Why has there been no analysis in the Environmental Analysis for obvious increases in jet fuel pollution on the Peninsula?

7. Are the comments from our elected officials about these proposed changes considered to be of any validity? Of course, your answer is yes. Hopefully someone at the FAA understands that it has not been easy for our elected officials to make their objections and that they had to be convinced that objections were valid.

8. The absurd conduct of the FAA at the public meeting last night at Liberty Station was a true embarrassment for everyone. It reinforced the general negative opinion most people have about how the Federal Government operates. Since the public comment made and shared by hundreds of my neighborhood residents was useless and of no importance, or note ,to the FAA I suggest that such a farce not be repeated.

Dan Dennison  
dan.dennison@mac.com

1296

Response

1296-01

Please see **Topical Response 11 – Point Loma.**

1297

Jenna Hughes

From: Jenna Hughes [jennahughes@gmail.com]  
Sent: Wednesday, October 07, 2015 5:47 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Questions regarding flight path change

I have several questions regarding the flight path change.

I was wondering what impact the change will have on the natural habitat for various species in the sunset cliffs natural park?

Point Loma is a known bird watching area, how does the flight path change effect the birds in our area?

How will the flight path change effect the tourism to the Cabrillo national park and the museum contained there in?

How will the flight path change impact air quality? Specifically is there any information on the effects to children with asthma and elderly with breathing problems?

How will the flight path effect the health of the people in the community with regard specifically to heart conditions? Is airplane traffic related to an increase in heart attacks?

How do you measure the impact on noise levels when there is no noise monitoring south of del Mar avenue?

1297-01

Historically how do flight path changes effect the home values under the newly established flight path?

How will property taxes be effected by the new flight path?

What effect will the flight path have on learning, teaching, and residing in college environment?

Children typically need at least 10 hour of rest, how does the increased plane noise effect children with regard to sleep?

How will the changed flight path effect children's learning and speech development?

How will schools be impacted by the change in flight path? Is learning, health or safety effected?

How is safety guaranteed for homes and school under the flight path?

Is there more danger with a plane crashing over a residential area or over the ocean?

How much does a typical lawsuit cost the FAA?

Thank you for taking the time to answer my questions. I am opposed the the flight path change.

Jenna Hughes

1297

Response

1297-01

Please see **Topical Response 11 – Point Loma.**

1298

Todd C. Schmitz

**From:** Todd Schmitz [tschmitz@ninyoandmoore.com]  
**Sent:** Wednesday, October 07, 2015 5:56 PM  
**To:** '9-ANM-SoCalOAPM@faa.gov'  
**Subject:** Proposed change to flight path over Point Loma

1298-01

Where can I see data/report that was completed that documents the advantages of changing the flight path out of Lindberg field. It has been proposed these changes will reduce fuel consumption, thereby reducing harmful effects to the environment.

I am not in favor of the proposed flight path change. I want real information.

Todd C. Schmitz

1298

## Response

1298-01

The commenter is concerned with the data/reports that were completed for changing the flight paths out of Lindbergh Field. To evaluate the potential environmental impacts associated with the Proposed Action, the FAA prepared an EA in compliance with NEPA and FAA Order 1050.1E. As disclosed in Chapter 5 of the EA, results of this analysis show that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts. The flight corridors associated with the Proposed Action and No Action alternatives are depicted in Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown in Exhibits 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest. Regarding fuel use, please see **Topical Response 05 – Purpose and Need**.

1299

## Robert Celeste

**From:** Robert Celeste [rpceleste@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 5:56 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed change to flight path over Pt. Loma, San Diego

This is Robert Celeste. I live at 3555 Charles St., San Diego, CA 92106

1299-01

I have lived in Point Loma my entire 57 years of life (and I am a 3rd generation resident of Pt. Loma).

I attended a meeting last night and was shocked to hear that the FAA has given no real consideration to the impact on the environment, the residents and schools the proposed change to the flight path for outgoing easterly flights will have on the Point Loma peninsula. I suggest you do your proper due diligence.

I vehemently oppose this proposed change and I ask that you consider dropping the plan that you outlined at Tuesday night's meeting!

Robert Celeste  
 3555 Charles St.  
 San Diego, CA 92106

1299

## Response

1299-01

Please see **Topical Response 11 – Point Loma**.

1300

Maureen Glaser

**From:** Maureen Glaser [moglaser@cox.net]  
**Sent:** Wednesday, October 07, 2015 5:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Airplane noise

1300-01

I have been a resident in the Sunset Cliffs area of the Point Loma peninsula in San Diego, CA for 13 years and in the last two weeks there has been airplane noise all day everyday when previously there was none. The airplanes are taking off further to the south. Why are so many airplanes taking off further south than ever before? Is the FAA preparing for the SoCal Metroplex EA plan before it has been approved? Is this a temporary route adjustment?

Maureen Glaser  
4649 Granger St.  
San Diego, CA 92107

1300

Response

1300-01

Please see **Topical Response 02 – Existing Conditions.**

1301

Dino, Salvatore Cresci

From: dino cresci [dscresci@gmail.com]  
Sent: Wednesday, October 07, 2015 6:00 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: LOWMA

1301-01

I am writing this to say , I want LOWMA waypoint retained and if they delete it I will be very affected!!!  
I live at 3537 Emerson Street San Diego 92106

Thank you, Dino, Salvatore Cresci  
3537 Emerson St.  
San Diego Ca.  
92106

1301

Response

1301-01

Please see **Topical Response 11 – Point Loma.**

1302

Wayne Triena

**From:** Wayne Triena [wayne@taxmansd.com]  
**Sent:** Wednesday, October 07, 2015 6:02 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** metroplex plan for San Diego

To Whom It May Concern:

1302-01

As a long time resident of Ocean Beach, I strongly object to the proposed Metroplex plan due to noise, environmental, safety and property value issues. I attended the meeting Oct 6<sup>th</sup> and found it of no use. The FAA needs to put the issues of the public over the airlines.

Wayne

1302

## Response

1302-01

Please see **Topical Response 11 – Point Loma** and **Topical Response 13 – Point Loma Public Meeting**.

1303

## Louise Lucas

**From:** LBR Lucas [lbrlucas@hotmail.com]  
**Sent:** Wednesday, October 07, 2015 6:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex over Point Loma

To whom it may concern:

I have some worries and questions about the change proposed (actually, already in action) to the path airplanes use when taking off over Point Loma from SAN, specifically the deletion of the LOWMA Waypoint.

Let me introduce myself as a 54-year-old native of Point Loma who currently resides under the traditional flight path. Normally I have little patience with people who complain about airport noise. Lindbergh Field has been around longer than I have, and my family understood what we were getting into when we purchased our current home. This proposal, however, leaves me scratching my head.

Who decided this was a good idea?

And why?

It is my pleasure to work as a volunteer in the Living History Program at Cabrillo National Monument. My husband and I like to joke that when we die we plan to become the first resident ghosts of the Old Point Loma Lighthouse. Other volunteers spend hours each year keeping the Fresnel lens of that lighthouse clean. I am worried about the extra work these airplanes are going to create for all of us.

1303-01

Like the family and friends of over a hundred thousand others, I have loved ones buried at Fort Rosecrans National Cemetery. It takes a great deal of effort to keep the graves and grounds there clean and dignified. Also, when we consecrated our dead to rest in peace there, I'm pretty sure daily commercial air traffic was not part of our intent.

You are hearing--rightly--from others about the impact of the noise and soot on those who reside south of Narragansett Avenue, whose property values are going to fall as a result of this change. Allow me to chime in with the sentiment that this "just ain't right." And please answer a few questions for me.

1. What arrangements have been made with the Department of the Interior to mitigate the environmental impact of increased noise and pollution over the tide pools, the native habitat, and the historic buildings at Cabrillo National Monument?
2. What arrangements have been made with the Department of Veterans Affairs for maintaining the cleanliness and serenity of Fort Rosecrans National Cemetery?
3. What remuneration will the FAA provide to the San Diego Airport Authority so that it can expand the Quieter Home Program to the rest of the peninsula's residents?
4. When can these residents expect the Quieter Home Program to renovate their homes?
5. What evidence convinces you that deleting the LOWMA waypoint for outbound air traffic is worth jeopardizing the safety of thousands of people?

This proposal strikes me as being audacious, arrogant, and most of all unnecessary. I truly hope you will reject it.

Sincerely,  
 Louise Lucas

2366 Caminito Afuera  
 San Diego, CA 92107  
 (619) 222-7263

1303

Response

1303-01

Please see **Topical Response 11 – Point Loma.**

1304

Jeanne Ellen Scott

**From:** E. Scott [erumpunch@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:12 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex

1304-01

I attended the "workshop" in Pt. Loma last night and the FAA presentation was a disgrace. At least 700 residents were there to be heard and have their questions answered and neither occurred. Our community is firmly opposed to the change in flight paths being proposed for numerous reasons and the FAA needs to attend to the voice of this community. There are viable arguments against these changes for safety reasons, environmental issues, pollution, noise, health issues and declining property values. The FAA has not done adequate research into the particulars of our community nor have they demonstrated any concern for the well being of our community. Your mission statement is a farce as demonstrated by your actions. We are being treated with total disrespect and we are angry. The question is: what will the FAA do to address these issues?? The change in the flight paths is good only for the airlines and brings NOTHING positive to the welfare of our community but rather a host of extremely serious and detrimental side effects. The LOWMA flight line should NOT BE CHANGED.

My name is Jeanne Ellen Scott. My email is erumpunch@gmail.com. I have lived in Pt. Loma for 30 years. It is my home and where I raised my children. This town and it's well being matters to me and should matter to the FAA as well.

1304

Response

1304-01

Please see **Topical Response 11 – Point Loma.** Please also see **Topical Response 13 – Point Loma Public Meeting.**

**1305** Gerri and Brian Monaghan

**From:** Brian & Gerri Monaghan [brigermon@cox.net]  
**Sent:** Wednesday, October 07, 2015 6:16 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** scott.peters@mail.house.gov  
**Subject:** Change to San Diego Flight Departure Patterns

**1305-01**

Last night, my husband and I attended the meeting concerning your proposed changes to the departure pattern for flights leaving Lindbergh Field. We were appalled and angered by the information (or rather, the lack thereof) regarding how your proposed changes will affect the residents of Point Loma. We heard the excuse that since the local Airport Authority had called the meeting, your representatives were precluded from speaking about the issues. How is it possible that the FAA can attend a meeting about proposed changes to flight paths and yet not be able to give us any information relating to the proposed altitudes of plane departures or to the location of the newly proposed flight patterns??? We came to the meeting seeking information. We left the meeting with the feeling so many others had...that the meeting was simply pro forma and that you were there simply to let people vent their anger. And they did. We are not members of the Tea Party and for years, have laughed at their antics. Yet last night, we could understand the feelings we all had - that a government agency is simply not living up to its stated goals of being "accountable to the American public."

**1305-02**

While we sympathize with the statements made by many in attendance, we understand that the FAA is not responsible for more soot falling on our homes. The FAA is not responsible for a decrease in the value of our homes. In fact, we don't believe that the FAA is really responsible for a decrease in the quality of our lives. However, we do believe that the FAA is responsible for doing all you can to ensure the safety of our citizens. That is your purported mission; that is your first priority in your vision statement and the first item in your value statement.

**1305-03**

San Diego is fortunate in having an alternative to having much of the departure pattern occur over land; we have the availability of the Pacific Ocean as an alternative. How can you choose to change that pattern and now have those same departures occur over land. You are choosing to put some sense of expediency - some sense of commitment to the bottom line of the airlines - over the value of the citizens.

**1305-04**

Safety cannot be met by allowing planes to fly over homes, and businesses and schools. Not while there is a clear alternative. We urge you to look at the map below the proposed departures and see that you are putting the lives of citizens in danger. The FAA is not responsible to the airlines. The FAA is responsible to its citizens. As you heard last night, you work for us!

Gerri and Brian Monaghan  
305 San Antonio Avenue  
  
San Diego, CA 92106  
619 226 4499

**1305**

**Response**

**1305-01**

Please see **Topical Response 13 – Point Loma Public Meeting.**

**1305-02**

Please see **Topical Response 05 – Purpose and Need.**

**1305-03**

Please see **Topical Response 11 – Point Loma.**

**1305-04**

Please see **Topical Response 11 – Point Loma.**

**1306**

**Jo Zukovich**

From: Jo Zukovich [jozukovich@icloud.com]  
Sent: Wednesday, October 07, 2015 6:17 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Airplane noise

**1306-01**

Hello. I am very concerned about more air traffic. More noise more pollution less safe. All of this is wrong! As a Pt. Loma resident it is very obvious that the flight path has already changed. The meeting that was held last night at Liberty Station was such a depressing farce! I always thought the FAA was here to protect us. Obviously that is wrong. Please take note of my complaint.

Jo Zukovich.  
3927 Milan St.  
San Diego CA  
92107

Sent from my iPhone

**1306**

**Response**

**1306-01**

Please see **Topical Response 11 – Point Loma.**

1307

Caroline Krattli

**From:** Mike & Caroline Krattli [sdvintage@cox.net]  
**Sent:** Wednesday, October 07, 2015 6:20 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Written Comment Re METROPLEX San Diego Airport

To: Federal Aviation Administration:

I completely OPPOSE the change of the departure flight path from San Diego International Airport (SAN) proposed by Southern California Metroplex.

My three concerns over the proposed change in the departure flight path are Safety, Environmental Impact, and Decrease in Property Value.

1. Safety: The proposed route will have departing planes at lower altitude over more schools and homes. According to Boeing statistical studies, 16% of fatal accidents occur during takeoff and the initial climb. Yes, planes do crash and parts do fall off of them. Thankfully this is very rare, but it is a greater concern when planes are taking off and landing.

A shorter line between two points in an airplane to save a bit of time and money in fuel costs, is not worth risking the lives of people on the ground.

2. Environmental: Emissions and noise under a takeoff flight path can cause illness in humans. Loud noise increases blood pressure and release of stress hormones. As a Registered Nurse for 23 years, I have read many studies correlating the relationships between blood pressure / stress and death due to illness brought about by them. I have personally cared for ill patients suffering from stress related illness.

Point Loma is home to numerous migratory birds and protected birds of prey like falcons and osprey. The reports in the Metroplex proposal do not have the extensive environmental studies to say what the environmental impact will be with the change in the flight path. You use the loophole of the "terms of the 2012 Congressional act funding the F.A.A., exempting precision navigation from extensive environmental studies."

3. Property Value Decrease: Changing the departure flight path from SAN from its current flight path will put more homes, historical sites and schools under the flight path. When I purchased my home in 1993, I paid more for a home in Point Loma not under the wall-shaking noisy flight path. I was given a disclosure document showing my homes relationship to the airport and flight paths. With the change in flight path will send more planes directly over my home.

Visits to the historical sites and outdoor tourist areas in Point Loma will be negatively impacted by more planes taking off over them. They need to be protected and celebrated, not ignored.

Loma Portal homes that are under the current flight path are impacted so much, that the Quieter Home Program, FAR Part 150 Program, the Airport Noise Advisory Committee (ANAC), were established. I am sure you are aware of the Title 21 Variance Program that oversees the flight "Curfew". I am disappointed that the FAA considers fuel saving for the airlines over the quality of life and property values of citizens that purchased homes outside of historical flight paths.

Caroline Krattli

3220 Newell Street  
 San Diego, CA  
 sdvintage@cox.net

1307-01

1307

Response

1307-01

Please see **Topical Response 11 – Point Loma.**

1308

Robert Galka

**From:** bob galka [bob.galka@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:21 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego-Ocean Beach impact

1308-01

We are objecting to the tightening of flight paths over Ocean Beach. When we purchased our home we were informed of air traffic noise. But flight paths were supposed to be directed over the river channel to lessen the impact to neighborhoods. Over the years, the flight path has fanned out, especially after Sea World complained the noise was interrupting their shows.

Your advisory states noise levels should not increase more than 5 decibels. This seems to imply the noise level now is acceptable.

This is NOT the case. It stops conversations, phone calls, and TV programs.

1308-02

Turning up the volume only turns the dialog into an unintelligible rumble. When flight patterns reverse and land west to east, incoming planes knock out reception completely on all but 2 TV stations.

The screen goes blank averaging 3 minutes per plane as they make their approach. Often 20 minutes in the hour are knocked off the air as a series of flights come in.

Ocean Beach is not an affluent neighborhood with many retirees and families. Not everyone can pay for cable TV.

Most homes in this neighborhood do not have air conditioning. Windows are open letting in noise and pollution. A sooty, oily film covers surfaces inside the house in a very short time. You should be working to mitigate this health hazard.

1308-03

Tightening the corridor will benefit some homes, but will compound the disturbances unbearably to those unfortunate families under its path.

Please consider the residents of Ocean Beach and find a solution to lessen the impact on these families.

Robert Galka  
Linda Konefal

4721 Brighton Avenue  
San Diego CA 92107-2221

1308

Response

1308-01

The commenter objects to the perceived tightening of flight paths over Ocean Beach. Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

A noise analysis was conducted in support of the EA for the SoCal Metroplex Project. The results of this noise analysis are discussed in Section 5.1 of the EA. The noise analysis prepared for the EA determined that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise increases when compared to the No Action Alternative. The air quality analysis determined no significant impacts to air quality would be anticipated. Please see Section 5.8 in the EA for a description of the air quality analysis. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks.

1308-02

Please see **Topical Response 02 – Existing Conditions**.

1308

## Response (continued)

1308-03

The commenter says tightening the corridor will benefit some homes, but will compound the disturbances unbearably to those unfortunate families under its path. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**. The results of the environmental analyses completed for the EA indicate that the Proposed Action, when compared to the No Action Alternative, would result in no significant environmental impacts.

1309

## Mitch Shirts

**From:** Mitch Shirts [mitch@theMulch.com]  
**Sent:** Wednesday, October 07, 2015 6:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition of proposed flight path changes

Hello,

1309-01

I would like to express my complete opposition of the change in flight paths over the Point Loma Peninsula area. The new flight paths will be unsafe to many local schools, PLNU, residents and tourists. It will also increase pollution (both noise and fuel residue) to the local residents, students and tourists. I ask that you do not change the existing flight paths.

Sincerely,  
 Mitch Shirts  
 833 Temple Street.  
 San Diego, CA 92106

1309

## Response

1309-01

Please see **Topical Response 11 – Point Loma**.

1310

## Dennis Pekin

**From:** Dennis Pekin [dennispekin@sbcglobal.net]  
**Sent:** Wednesday, October 07, 2015 6:27 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** loriezapf@sandiego.gov  
**Subject:** Southern California Metroplex EA

1310-01

The FAA meeting last night (10-6-15) at Liberty station was really poorly done. You know very well the concerns of residents regarding changing the flight paths to possibly create more noise, pollution and safety issues for hundreds of homes, and thousands of residents, that presently do not suffer from them. Your presentation was overly general and did not address the concerns in any intelligent way. I was very disappointed in the FAA.

So you intentionally did not want to address any specifics in your presentation. I'm sorry but I can only conclude you are not acting in good faith.

1310

Dennis Pekin

I would like to see a map indicating 1) all possible flight paths of current departures, and 2) all possible departure flight paths after the changes you propose.

1310-01

That alone will show the impact of the changes, and if even more residents will be subject to the negative impacts. And if they are, are you willing to expand the mitigation?

Also, has a cost-benefit analysis been performed to determine if the fuel savings will outweigh the decrease of property values?

I intentionally purchased my house 27 years ago comfortably away from the flight path. I don't want planes flying directly over my house.

Dennis Pekin  
3834 Liggett Dr.  
San Diego, CA 92106

1310

Response

1310-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 08 – Supplemental Materials**.

1311

Toni Buck

**From:** Toni Buck [tbuck99@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:33 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed removal of the Point Loma Waypoint (LOWMA)

I live in the area affected by the proposed removal of the Point Loma Waypoint (LOWMA). My husband and I have lived on Wilcox St. since 1968 - 47 years. Our daughter was raised here and she now lives a block away on Charles St. We are all aware of the history of flights over our neighborhood which have been nonexistent until approximately six weeks ago; now we hear many flights daily.

1311-01

I would like a response to the following questions:

- o Where is the published report of data of the Point Loma peninsula's historic sound and pollution levels, particularly the south end?
- o Has anyone there thought of the disrespect being shown to our national heroes by flying commercial jets over Fort Rosecrans National Cemetery.
- o How many additional flights daily, incoming and outgoing, are expected with this change of route?

I strongly protest the removal of the Point Loma Waypoint (LOWMA).

Toni Buck  
3630 Wilcox St.  
San Diego, CA 92106

1311

## Response

1311-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 08 – Supplemental Materials**.

1312

## Suzanne Cummins

**From:** Suzanne [scummins2008@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 6:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Flight Path Changes

October 7, 2015  
 To Whom It May Concern:

Over the past several months there has been a noticeable change in the flight path of multiple departing flights from the San Diego Airport. My husband and I have been residents for 33 years. We are very concerned with the amount of elevated noise this is generating and the potential danger to our community that this will cause in fuel grime and pollution.

1312-01

Can you explain why the flight paths have changed to go over a university, several elementary schools, Sunset Cliffs National Park, Cabrillo National Monument and National Park, Cabrillo National Cemetery and more? Not only that, we are very concerned that these changes will have a negative effect on our property value. This makes no logical sense when you have an ocean to continue to fly over.

In addition, we have been ill informed of the direction that the FAA was taking and we will continue to fight these changes.

I would appreciate a response to my concerns.

Sincerely,  
 Suzanne Cummins  
 3751 Jennings Street  
 San Diego, California 92106

Sent from my Verizon Wireless 4G LTE Tablet

1312

## Response

1312-01

Please see **Topical Response 11 – Point Loma**.

1313

## Brenda Hagerty

**From:** Brenda Hagerty [bhagerty5@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:36 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed flight path change, Point Loma, CA

1313-01

I vemininty object to the proposed flight path change. Point Loma residence have enough noise pollution as it stands. You will be further endangering the quality of life, property and the environment if you push through with this substandard plan. No one, on "the point" is in favor of your proposal. At the end of the point is Cabrillo National Monument and Fort Rosecrans National Cemetery; these herratige sites should not be subject to your additional desicrating noise levels.

I propose you hold another open meeting this time at Point Loma High School stadium, let's see how well you cope with the airplane noise we currently are subjected to; I know you will find it frustrating.

Brenda Hagerty

1313

## Response

1313-01

Please see **Topical Response 11 – Point Loma**.

1314

David and Thea Reed

**From:** Thea Reed [seareed@cox.net]  
**Sent:** Wednesday, October 07, 2015 6:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex plan for San Diego International Airport

1314-01

We attended the "meeting" with an FAA representative last evening. You must think the people who live in Point Loma are not very bright. It was clear to us that this non-recorded meeting was an opportunity for the communities to vent and then go away. We are not going away. We live here. You have a responsibility to protect those who live around airports—not only from airplanes potentially crashing into schools, homes, etc. which, other than the PSA incident has thankfully not occurred, but also from airplane oil, dirt, and noise, which is a daily occurrence. My white car always has a fine layer of black "Stuff" that comes from airplanes. The neighborhoods are breathing these pollutants. Now you want to increase flights over new neighborhoods—in fact, according to testimony last evening, you are already implementing the new patterns, although you claim you have not begun yet. Has there been an EIR done by the EPA to address health and pollution concerns to humans and also local wildlife? Not an EA, an EIR. Have you investigated how these new paths might affect military air operations? What is your true agenda? Saving a few cents for a few miles for the airlines at the expense of the quality of life over an entire community (parts of which you are already impacting) is not acceptable and reflects very very badly on you as a federal government agency. It was clear that the public at your meeting last night does not trust you. FYI we lump the airport authority right in with you—you both have a responsibility to the neighborhoods below the flight paths, which you are totally ignoring.

SAN is currently operating under a variance which is due for review in 2017. Many of us no longer want a variance—you need to comply with all mandates—you are abusing the variance, and now you have motivated an entire community to address your disregard for us.

Sincerely,  
David & Thea Reed, Point Loma Residents

1314

Response

1314-01

Please see **Topical Response 11 – Point Loma.**

1315

David Buck

**From:** Toni Buck [tbuck99@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:43 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed removal of the Point Loma Waypoint (LOWMA)

1315-01

I live in the area affected by the proposed removal of the Point Loma Waypoint (LOWMA). I have never been bothered by noise or concerned over airplane emissions until recently. Now daily I can see and hear airplanes flying over.

I would like to know how many additional flights daily there will be after the removal of Point Loma Waypoint? A quick google search shows that daily flights increase with the "fanning out" at other airports.

Is there an environmental emissions report for Point Loma? The emissions have to be a concern considering there is a college, several elementary schools, a high school, SPAWAR Systems Center, Ft. Rosecrans National Cemetery, Cabrillo National Monument, plus all the homes and families already in the fly over path.

Why are planes flying over my home and have been for several weeks if the Point Loma Waypoint hasn't already been removed?

I strongly oppose the removal of the Point Loma Waypoint.

David Buck  
3630 Wilcox St.  
San Diego, CA 92106

1315

Response

1315-01

Please see **Topical Response 11 – Point Loma.**

1316

Kristen Lemme

**From:** Kristen Lemme [kblemme@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:44 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Proposed Metroplex Plan

Dear Sirs:

It seems the issue most Point Loma and San Diego residents are having with the current flight paths is the flight noise, which seems to arise from current departing flights not adhering to the currently mandated flight paths. What will the FAA do to assure residents that under the new proposal, should it go through, that planes departing San Diego airport will adhere to the new flight paths and not deviate? What agency will be held accountable to penalize flights which deviate from the new proposed flight paths? What recourse will residents have when they note flights deviating from the mandated flight paths? Also, what constitutes an acceptable deviation from a mandated flight path and what is considered an abuse? Are there penalties imposed on airlines or their employees or the airport? What employee, department, agency or authority authorizes the deviation from a flight path? The flight controller, the FAA or the San Diego Airport?

1316-01

My concerns are that there will be no enforcement of flights to adhere to the proposed flight path nor any accountability for flights which deviate from the flight paths as residents currently see this occurring with the flight paths in effect now and have seen no remedy from infractions or from complaints.

Sincerely,  
 Kristen Lemme  
 3968 Wildwood Road  
 San Diego, CA 92107  
 t: 760-310-6356  
 e: kblemme@gmail.com

1316

Response

1316-01

The commenter asks what the FAA will do to assure residents that planes departing SAN on the proposed SIDs will not deviate from the new flight paths. As described in Chapter 1 of the EA, a SID provides pilots with defined lateral and vertical guidance to facilitate safe and predictable navigation from an airport through the terminal airspace to a specific route in the enroute airspace. Air traffic controllers provide services that ensure safe separation between aircraft during each phase of flight. Factors such as inclement weather or delays in other regions may require air traffic controllers to employ traffic management tools such as issuing vectors or rerouting to maintain adequate distance between aircraft. There are no “penalties” associated with being directed off route by air traffic control. The FAA acknowledges that aircraft departing San Diego have been vectored off the departure procedures and this will continue to occur as necessary to ensure adequate sequencing and separation of aircraft as well as the continued safety of aircraft and passengers.

Although the need for air traffic services such as vectoring will continue, the Proposed Action will increase the number of RNAV procedures available in the Southern California Metroplex. RNAV uses technology, including Global Positioning System (GPS), to allow an RNAV-equipped aircraft to fly a more efficient route. This route is based on instrument guidance that references an aircraft’s position relative to ground-based NAVAIDs or satellites. In comparison, a “con-

1316

Response

ventional” SID based on ground-based NAVAIDs relies on the aircraft equipment directly communicating with the NAVAID radio signal and is often limited by issues such as line-of-sight and signal reception accuracy. Because of the increased precision inherent in RNAV technology, an RNAV SID defines a more efficient, predictable route through the airspace than a conventional SID.

Also please see **Topical Response 11 – Point Loma**.

1317

Vince George

From: Vince George [salesnetvince@cox.net]  
Sent: Wednesday, October 07, 2015 6:46 PM  
To: 9-ANM-SoCalOAPM (FAA); Karen Skalbeck  
Subject: Costs vs Benefits of Proposed Changes to SD Airport flight pattern

Dear FAA,

The Benefits are few and so i will list them first.

Benefits - Increased profits for the airlines. A slight reduction in Green House gas and fuel consumption.

Costs - Additional Fanning of the flight path from take off means increased noise, smut on cars and a visual impact in Ocean Beach and the north edge of Point Loma. Circling back over Point Loma impacts the entire community with additional noise, smut and visual impact due to the second fly over. Circling back over Point Loma increase the potential for a crash over populated areas. Circling back over Point Loma will have a direct impact on thousands of students in Public Schools and Point Loma Nazerine Collage. Circling back over Point Loma impacts Sun Set Cliffs Park, Cabrillo National Monument and the National Cemetery which are visited by tourist and locals alike. I can not enjoy my back yard anymore and i now have to shut the windows and are looking at purchasing an air circulation system due to our now lack of fresh air off the Pacific.

1317-01

I could keep listing reasons but there is no need.

Since SAFETY is the FAA number one mission statement I find it hard to believe the FAA can support the proposed changes.

Firmly apposed planes over point loma,

Vince George  
604 Catalina Blvd  
San Diego, CA 92106

1317

Response

1317-01

Please see **Topical Response 11 – Point Loma**.

1318

Maureen Glaser

**From:** Maureen Glaser [moglaser@cox.net]  
**Sent:** Wednesday, October 07, 2015 6:47 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** 'Air Noise'  
**Subject:** Proposed SoCal Metroplex EA

Hello,

1318-01

I attended the community meeting in San Diego, California last night to discuss the FAA's proposed changes of eastbound airplanes out of San Diego International Airport. The presentation was poorly organized and left most participants more confused than when they walked in. The spokesman for the FAA could not articulately describe the proposed changes which leaves me with questions:

1318-02

1. I copied the picture below from the SoCal Metroplex EA document (EA). It was also shown in a slide presentation last night at the FAA meeting in Liberty Station, San Diego. The thick white line under the key reads "proposed" and the thick black lines in the key read "current". In reading the EA and studying the pictures and charts, it appears NextGen and the FAA are suggesting removing the LOWMA point. Is this correct?
2. If the LOWMA point is removed, it appears airplanes will then be able to make their turns eastbound anywhere southwest of the white line on the map below, is this correct? There is no proposed new point beyond the ZZ000. This opens the entire peninsula to airplane traffic.



1318-03

3. Below I've highlighted areas of the EA that are inconsistent and require more research and or action by NextGen. Did NextGen and the FAA even consider the Point Loma neighborhood when the EA was written? There are children, seven schools, a college, natural parks, endangered species, historic buildings and monuments, and hundreds of families, homes and businesses on this peninsula. Is it seriously thought the flight pattern change will not impact any of this?

1318

Maureen Glaser (continued)

Page 4-5

• **Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks –**

○ **Socioeconomic Impacts sub-category:** The Proposed Action would not involve acquiring real estate, relocating residents or community businesses, disrupting local traffic patterns, loss in community tax base, or changes to the fabric of the community.

○ **Children's Environmental Health and Safety Risks sub-categories:**

The Proposed Action would not involve products or substances that a child is likely to be exposed to, come into contact with, ingest, or use. Furthermore, the Proposed Action would not result in a local increase in emissions that would have the potential to affect children's health.

Accordingly, there would be no increase in environmental health and safety risks that could disproportionately affect children.

Page 4-3

**4.3.4 Historic, Architectural, Archeological, and Cultural Resources – Historic and Cultural Resources Sub-Categories**

The National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470, as amended) requires federal agencies to consider the effects of their undertakings on properties listed or eligible for listing in the National Register of Historic Places (NRHP). Compliance requires consultation with the Advisory Council on Historic Preservation, State Historic Preservation Officers (SHPO), and/or the Tribal Historic Preservation Officers (THPO).

This EA defines historic properties as resources that are listed or eligible for listing in the NRHP or relevant SHPO listings, or that have been identified through tribal consultation for values other than their archaeological qualities. It is possible that changes in aircraft flight routes associated with the Proposed Action could introduce or increase aircraft routing over historic resources and result in potential adverse noise impacts. However, as noted in Section 4.2, the Proposed Action does not involve ground disturbance that could potentially impact archaeological or architectural resources. Thus, the EA does not further discuss these resources.

1318-03

**4.3.5.1 Threatened and Endangered Species and Migratory Birds**

The Endangered Species Act (ESA) of 1973, (16 U.S.C. § 1531 et seq. (1973)), requires the evaluation of all federal actions to determine whether a Proposed Action is likely to jeopardize any proposed, threatened, or endangered species or proposed or designated critical habitat. A federal action is one conducted, funded, or permitted by a federal agency. Section 7 of the ESA requires the lead federal agency (in this case the FAA) to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) Fisheries to determine whether the proposed federal action would jeopardize the continued existence of any species listed or proposed for listing as threatened or endangered; or result in the destruction or adverse modification of designated

or proposed critical habitat. Critical habitat includes areas that will contribute to the recovery or survival of a listed species. Federal agencies are responsible for determining if an action "may affect" listed species. If so, the federal agency is required to prepare a Biological Assessment (BA) to determine if the action is "likely to adversely affect the species." The potential for federal and state listed avian and bat species was assessed based on agency lists and reports. Data from the USFWS were used to identify potential federally-listed species.

Page 4-20

Coastal California is Gnatcatcher listed, but no resolution. Two Gnatcatchers have been spotted on the Peninsula in the last six months.

Maureen Glaser  
4649 Granger St.  
San Diego, CA 92107

1318

## Response

1318-01

Please see **Topical Response 13 – Point Loma Public Meeting**.

1318-02

Please see **Topical Response 11 – Point Loma**.

1318-03

The commenter has highlighted portions of Chapter 4 of the EA she believes are inconsistent and require further research. The purpose of Chapter 4 is to describe the affected environment. This includes describing the environmental resource categories that the Proposed Action could potentially affect and how they could potentially be affected. The actual results of the environmental analyses conducted for the EA are discussed in Chapter 5 of the EA. While Section 4.3.4 states that there is a possibility that changes in aircraft flight routes associated with the Proposed Action could introduce or increase aircraft routing over historic resources and result in potential adverse noise impacts, as discussed in Section 5.4.1, the aircraft noise exposure analysis indicates that there would be no substantial change to the noise environment at any historic resources or tribal land under the Proposed Action compared with the No Action Alternative.

Similarly, as described in Section 4.3.5.1, while the FAA may be required under Section 7 of the Endangered Species Act to prepare a Biological Assessment to determine if an action is “likely to adversely affect (a listed) species,” the results of the analysis presented in Section 5.5 indicate that the Proposed Action would not result in significant impacts to avian and bat species when compared with the No Action Alternative. This includes all the species identified in Tables 4-2 and 4-3. Therefore, preparation of a Biological Assessment is not warranted. Finally, as discussed in Section 4.2, Secondary (Induced) Impacts and Children’s Environmental Health and Safety Risks sub-categories are not discussed further because these resource categories would remain unaffected, because either the resource does not exist within the General Study Area or the types of activities associated with the Proposed Action would not affect them. This is shown by the results of the noise and air quality analyses (Section 5.1 and Section 5.8, respectively), which indicate that the Proposed Action, when compared to the No Action Alternative, would not result in a significant noise or air quality impacts or reportable noise increases.

The commenter also asks whether the Point Loma neighborhood was considered when the EA was written. The commenter should note that potential impacts to all communities located within the General Study Area, including Point Loma, were considered in the EA. Please see **Topical Response 11 – Point Loma** for additional information.

1319

Kristin H. Gillespie

**From:** Kristin Gillespie [khgillespie@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:49 PM  
**To:** 9-ANM-SoCalOAPM (FAA); Kevinfaulconer@sandiego.gov; scott.peters@mail.house.gov  
**Subject:** Comments on the SoCal Metroplex Draft Environmental Assessment

Kristin H. Gillespie  
720 Silvergate Ave.  
San Diego, CA 92106

4668 Point Loma Ave.  
San Diego, CA 92107

October 7, 2015

Via Electronic Mail

Re: Comments on the SoCal Metroplex Draft Environmental Assessment

To Whom it May Concern,

I am submitting my comments and questions regarding the SoCal Metroplex Proposal Environmental Assessment for review and consideration. I would appreciate follow up to my questions.

I thank you for hosting the community forum in San Diego on October 6, 2015. Unfortunately the level of detail that the FAA provided and lack of process to address questions, left me with more doubt about the overall assessment conducted by the FAA.

First, I strongly request you to maintain the Waypoint LOWMA as I don't believe the FAA has conducted a strong enough review and environment assessment for it's removal.

1. The IIBEE SID map used for communicating the proposed flight path is from 2012/2013 (per FAA California Regional Administrator, Glenn Martin). Mr. Martin informed the community in attendance that the white line with proposed Waypoints was not going to be the actual flight path. I understand that pilots are instructed to navigate to waypoints - rationale for their existence. Therefore, if the FAA is proposing a path that they don't believe the planes will follow, how can one appropriately assess the environmental impact of said new flight path. How can one assess the impact of removing the LOWMA Waypoint? This process appears flawed at the onset of the proposal for San Diego.

How can any agency appropriately evaluate and conduct a thorough assessment with such a blatant lack of detail? The Draft EA does not clearly explain what the FAA is proposing for IIBEE SID therefore it is difficult and likely impossible to understand how it will affect residents, educational institutions, National Parks and wildlife . If the actual flight path is unknown, if the FAA is proposing a route that cannot be executed to, how can the FAA conduct any reasonable environment assessment? It would seem that this should be corrected at the onset of the project and should have been addressed much earlier in the due process. Without a defined and documentable flight path, how can any agency or individual assess the altitudes and noise levels if implemented?

I urge you to take the time to clarify your proposal and not rush through your development and environmental assessment. Based on the presentation from the FAA, you completed the Draft EA in Spring 2015 and planned to circulate this Draft EA for Public Review for 30 days and conduct public workshops in Summer 2015 with a review of Comments and Prepare Responses in Fall 2015 and a final EA in Fall/Winter 2015. This seems like a very rushed and rapid timeframe for such a project and environmental assessment for all of Southern California. We appreciate the extension of comment for another 30 days, but frankly I am concerned with how the FAA is managing this due process and if sufficient entities are aware of the proposal, the impact, and the process for

review and comment. Please revisit, clearly identify proposed flight paths and percentages of flights and types of planes that would follow said flight path with a metric for total flights, altitude and noise level impact per flight per route.

2. I would like to understand the impact from the proposed LOWMA waypoint removal. What is the gain by removing the LOWMA waypoint and moving flights from their current off-shore path to proposed paths over a populated community? How are the benefits measured and calculated versus the potential cost and impact to environment, community, wildlife, tourism, quality of life for the people. How does the FAA measure the pros and cons and how is a decision made, how are items weighted in the FAA analysis?

2a. The Draft EA omits meaningful analysis of air quality, greenhouse gas emissions and cumulative impacts, among others. Please address.

3. Please explain how the FAA will address the environmental impact of airplane pollution to community ground water and urban run-off and the California Clean Water Act? As it stands today, by flying off-shore, the contamination can be dispersed in a large body of water, the ocean. With the proposed elimination of the LOWMA waypoint and moving the flight pattern to above a populated community, there is a much higher likely hood of negative impact to the urban run-off. Please advise as to how this will be mitigated? California has enough water issues, let's not create more.

1319-01

1319-02

**1319****Kristin H. Gillespie (continued)****1319-02**

4. In the FAA proposal, I do not see any review of impact to the known San Diego Unified Schools such as Cabrillo Elementary, Silvergate Elementary, Sunset View Elementary, and the multiple private schools and pre-schools such as Warren-Walker Point Loma Elementary and Westminster Pre-School. I also do not see reference to assessment to Point Loma Nazarene University. I do not see reference to Cabrillo National Monument (National Park Service Land), Sunset Cliffs Park, and Fort Rosecrans Cemetery. With so many schools and parks impacted by the proposed flight path, how will the FAA mitigate risk, address noise level, impact to education, health and safety? Today, it appears this has not been accounted for and is blatantly missing from the FAA document as none of these establishments are referenced in the SoCal Metroplex Project Environmental Assessment. Please advise if and how you plan to address this lack of review.

**1319-03**

5. I would like to understand the proposed noise impact on the community and how you are measuring noise levels today in the Point Loma/Wooded Area specifically? What is the baseline noise level that you have measured today, where are you measuring and what technology are you using for measurement? Is this metric and process in-line with California requirements for noise level monitoring? If so, please explain and if not, please explain?

**1319-04**

6. As you may not be aware, this area of Point Loma is historically a very quiet area, populated by migratory birds and wildlife. It is known for its trees, the Cabrillo Monument and Fort Rosecrans Cemetery. The Department of Defense is working closely with Partners in Flight to address migratory birds on DOD land in Point Loma. Please advise if you have been working with Partners in Flight, the National Park Service, and other organizations specific to this community and how you will avoid negative impact? I spoke with the Audubon Society and they were unclear as to the resulting noise level and the proposed flight path and altitude metrics that you are proposing, asking if I could obtain this information and follow up accordingly. Can you please communicate this clearly to all parties so that we can work with Cornell University to determine if there will be a negative impact to the migratory birds in the area?

**1319-05**

7. Does the FAA plan to increase the number of flights out of San Diego International Airport with the implementation of the SoCal Metroplex Proposal? If so, please provide today's baseline metric and the proposed increase in flights. What altitude will the FAA mandate for flights over Point Loma and the Peninsula? What percentage of flights will be Eastbound? Will only Eastbound flights be routed over the Peninsula?

In closing, I strongly urge you to reconsider the SoCal Metroplex Draft Environment Assessment. Please reconsider your effort to remove the Waypoint LOWMA, please revisit the proposed flight path and clearly define the actual flight path you are proposing with metrics per path for route frequency and altitude. Proposing the elimination of LOWMA Waypoint and the use of two waypoints (JETTI/ZZOOO) that the FAA states cannot realistically be executed to as proposed should be revisited before any further due process.

Sincerely,

Kristin H. Gillespie  
khgillespie@gmail.com

**1319****Response****1319-01**

Please see **Topical Response 11 – Point Loma**.

**1319-02**

Please see **Topical Response 11 – Point Loma**.

**1319-03**

Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

**1319-04**

Please see **Topical Response 11 – Point Loma**.

**1319-05**

Please see **Topical Response 05 – Purpose and Need**.

1320

Shana Conzelman

**From:** Shana Conzelman [sconzelman@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:50 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Todd.Spitzer@ocgov.com; dkiff@newportbeachca.gov; lindayardo@aol.com; rgibson@ocair.com; cwiercioch@ocair.com  
**Subject:** FAA Draft Environmental Assessment (EA) Southern California Metroplex Project

October 5, 2015

SoCal Metroplex EA  
Federal Aviation Administration  
Western Service Center – Operations Support Group  
1601 Lind Avenue SW  
Renton, WA 98057

Dear Sir or Madam:

1320-01

The purpose of this letter is to express our concern for diminished quality of life associated with changes to air traffic at SNA. We purchased our waterfront home on Lido Island knowing that it was one of the least impacted areas on the bay.

Approximately two years ago we noticed a significant increase in departures closer to the east end of Lido. During the September 9, 2015 City Hall meeting Ms Courtney Wiercioch, Deputy Airport Director for John Wayne Airport informed us that when the FAA changed the runway magnetic heading from 19 to 20 they over corrected resulting in departures drifting to the west and negatively impacting our home with noise and air pollutants. Assuming this error is corrected as represented and standard departures return to crossing the coastline around Balboa Pier, we support the “NexGen” proposed change under the premise that **no new areas will be affected.**

In order to avoid future litigation please respect the historical flight paths established to minimize negative impacts associated with departures from SNA and do not create a noise problem for new areas such as Lido Isle.

Sincerely,

Mark & Shana Conzelman  
939 Via Lido Soud  
Newport Beach, CA 92663

1320

Response

1320-01

Please see **Topical Response 12 – SNA Current Departures.**

1321

Sandra Smith

**From:** Sandra Smith [usapooh@live.com]  
**Sent:** Wednesday, October 07, 2015 6:52 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex EA - San Diego, Point Loma

Sirs:

I generally agree with the San Diego County Regional Airport Authority comments of Sept 3, 2015 regarding the proposed flight path changes. As a resident of Point Loma I can speak from first-hand knowledge of potential impacts, and particularly agree with comment 1. in that response to the FAA:

1321-01

1. The proposed replacement of the POGGI departure (IBBEE) removes the LOWMA waypoint south of Pt. Loma. In today’s environment, some aircraft bypass LOWMA and thus fly over the community of Pt. Loma as a result. The permanent removal of LOWMA may increase these flights and move both noise and visual disturbance further to the north of Cabrillo Point. Both the current RNAV and

1321

Sandra Smith (continued)

1321-01

conventional SIDs have the noise abatement goals included in their design. Since the proposed IBBEE RNAV SID does not contain the LOWMA waypoint south of Point Loma, the Authority is concerned that this may make compliance with the Airport's existing noise abatement procedures more difficult to achieve. We would suggest the FAA consider retaining the LOWMA waypoint to ensure the Airport's noise abatement procedures can be maintained to limit aircraft flying over the Pt. Loma community.

However, I would like to emphasize my concerns more forcefully than the very polite and politically sensitive comment above. We are already experiencing the apparently lax enforcement of current rules regarding take-off flight paths, particularly in the evening. Whereas we only occasionally experienced very loud, very close aircraft in the vicinity of our residence in past years, they have now become a regular occurrence in the hours after ca. 1900. Recordings of radar tracks available through WebTrack (<http://webtrak5.bksv.com/san>) also show that aircraft cross the southern tip of Point Loma on a regular basis in the evening. If the new rules are adopted we will likely observe much higher noise and debris aggravation at all hours from aircraft observing the new rules, and might anticipate the behavior of outliers to become even more inconsiderate and hazardous. We might also be mindful of the fact that significant investment has been made already to mitigate the noise disturbances due to departing aircraft observing current departure paths. The new proposal will certainly require new and considerable investment to satisfy legal claims and mitigate noise disturbances to a whole new group of homeowners and dwellers. Although the FAA probably will not need to cover all that cost, the homeowners and the passengers departing San Diego International as well as the Regional Airport Authority will all need to face that reality.

For these reasons I appeal to the FAA to reconsider the new rules as regard the vicinity of San Diego and Point Loma and ultimately to abide by the current rules. In addition, I appeal to the FAA to approach this and future rule changes with more transparency and openness with regard to affected communities than exhibited in this case to date.

Sandra Smith  
4246 Santa Cruz Ave.  
San Diego, CA 92107

619-222-4578

1321

Response

1321-01

Please see **Topical Response 11 – Point Loma.**

1322

Christy Schisler

**From:** Christy Schisler [christy.schisler@gmail.com]  
**Sent:** Wednesday, October 07, 2015 6:53 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Nextgen/Metroplex San Diego International Airport (SAN)

1322-01

I am asking the FAA to postpone this program, until better data documenting air pollution and sound pollution are gathered. The EA currently being used to justify the change in air flights is inadequate.

Stop Nextgen now!

Christy Schisler  
2803 Carleton Street  
San Diego CA 92106

1322

Response

1322-01

Thank you for your comment.

1323

Casey Schnoor

**From:** Casey Schnoor [casey.schnoor@cox.net]  
**Sent:** Wednesday, October 07, 2015 6:54 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex

Please see attached:

**R. Casey Schnoor**

**4159 Hill St.**

**San Diego, California 92107**

October 7, 2015

RE: So Cal Metroplex Draft Environmental Assessment, June 2015

To whom it may concern:

As documented in the San Diego County Airport Authority ("SDAA") meeting notes of January 1, 2015 (copy attached), the SDAA brings to your attention documentation of the so called "early turn" and fan separation problems in Point Loma and Ocean Beach. Further, current SDAA tracking documents that this early turn activity is continuing to occur under the POGGI 5 SID, presumably as a result of air traffic control directives, which accurately mimics the available departure patterns under the proposed IBBEE 1 SID. This evidence is also supported by the statements and physical evidence shared by residents in the public forum held in San Diego on October 6, 2015, that unfortunately was precluded from being added to the public record.

1323-01

Given the fact that the "early turn" activity within the POGGI 5 is not referenced in any capacity and fan separation only briefly described generically within your Draft Environmental Assessment of June 2015 ("EA"), it becomes very apparent that the EA was inadequate in its approach. **It did not address the early turn nor fan separation impacts to: noise, water, storm water runoff, historical and cultural resources, air quality nor cumulative impacts. Nor did it address threats to endangered species.**

**Therefore, the Proposed actions to modify the departure SIDs at San Diego International Airport ("SAN") will certainly generate "significant impacts and adverse effects" on the Point Loma and Ocean Beach environments. For these and other important reasons, I strongly oppose the FAA's proposed actions at SAN.**

Sincerely,

R. Casey Schnoor



ANAC Member  
package 1-21-15.pdf

1323

Casey Schnoor (continued)

SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY



**AIRPORT NOISE ADVISORY COMMITTEE (ANAC)  
MEETING AGENDA**

**Wednesday, January 21, 2015 4:00 P.M.**

**Airport Noise Mitigation Offices  
2722 Truxtun Road  
San Diego, CA 92107**

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1. Welcome and Introductions
  2. Approval of the July 16, 2014 and October 15, 2014, meeting minutes
  3. Information Items:
    - A. Airport Authority Update
  4. Presentation Items:
    - A. Quieter Home Program Update
    - B. Fly Quiet Program Update
    - C. Flight Operations Statistics
    - D. Noise Complaints Statistics
    - E. Curfew Violation Review Panel (CVRP) Statistics
  5. Public Comment
  6. New business
  7. Next meeting date April 15, 2015
  8. Adjourn
-

1323

Casey Schnoor (continued)



SAN DIEGO  
INTERNATIONAL  
AIRPORT

# DRAFT MINUTES

Airport Noise Advisory Committee

Date | time 10/15/2014 4:02 PM | Meeting called to order by Jennifer Lilley

## In Attendance

| <u>Name</u>                | <u>Affiliation</u>                                                          | <u>In Attendance?</u> |
|----------------------------|-----------------------------------------------------------------------------|-----------------------|
| John Bennett               | County of San Diego                                                         | Yes                   |
| Captain (Ret.) Jack Bewley | Airline Pilot (Retired)                                                     | Yes                   |
| Rob Cook                   | FAA Representative                                                          | No*                   |
| Carl "Rick" Huenefeld      | MCRD                                                                        | Yes                   |
| Tracy Cambre               | San Diego City Council, District 2                                          | Yes                   |
| Kyle Peterson              | Downtown Community Planning Council                                         | No*                   |
| Victor Ravago              | Midway/Pacific Highway Community Planning Board                             | No                    |
| David Swarens              | Greater Golden Hill Community Planning Committee                            | Yes                   |
| Deborah Watkins            | Mission Beach Precise Planning Board                                        | No*                   |
| Paul Webb                  | Peninsula Community Planning Board                                          | Yes                   |
| Tom Gawaronski             | Ocean Beach Planning Board                                                  | Yes                   |
| Tait Galloway              | City of San Diego                                                           | No*                   |
| Lee Steuer                 | Congresswoman Susan Davis                                                   | No*                   |
| Greg Murphy                | County Supervisor Greg Cox                                                  | No*                   |
| Kirk Hanson                | Community at Large                                                          | No                    |
| Joseph Naskar              | Uptown Planners                                                             | No                    |
| Vacant                     | Acoustician                                                                 | No                    |
| Vacant                     | Little Italy Association                                                    | No                    |
| Vacant                     | Airline Representative                                                      | No                    |
| Authority Staff            | Keith Wilschetz, Sjohnna Knack, Garret Hollarn, Steve Cummings, Craig Mayer |                       |
| Jennifer Lilley            | Facilitator/Lilley Planning Group                                           |                       |

\*Members contacted staff ahead of the meeting and are considered "excused"

## 1. Welcome and Introductions

Jennifer Lilley, Facilitator, began the meeting, and she asked that the ANAC members introduce themselves.

## 2. Approval of Minutes

There was no quorum, approval of minutes was tabled until next meeting.

1323

## Casey Schnoor (continued)

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**3. Information Items**


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**Airport Authority Update** – Keith Wilschetz, Director of Airport Planning and Noise Mitigation, provided his “Airport Authority Update”.

Regarding the north side construction, construction is on-going with the Rental Car Center (RCC) where roads are being built to accommodate the connection on the airport between the north and south road which will be going around the east end of the runway. The construction started a few weeks back and will continue until early summer. This will be a restricted road and will not be opened to the general public; only shuttle buses connected to the RCC parking will have access to this road. A traffic signal on Harbor Drive by the entrance to the Coast Guard Station will be included in the construction. Mr. Wilschetz mentioned that everything is on schedule and the RCC will be opened on January 2016.

Updates on north side projects can be found at [http://www.san.org/sdcraa/airport\\_initiatives/north\\_side/default.aspx](http://www.san.org/sdcraa/airport_initiatives/north_side/default.aspx)

In terms of the activity at the airport, Mr. Wilschetz was pleased to announce that the figures for this year had surpassed the figures of most enplanement from 2008. In August, passenger enplanements were up 7% this year over August of 2013 and total passengers were up 5.7% over last year. As for operations, it has increased by only .09%, which is less than 1%. In terms of cargo, it had gone down to 2.5% from August of this year as opposed to last year; but for year to date it went up by 3%.

*Questions by ANAC:* Where will the traffic light mentioned in the update be located and how effective will it be since it may be a road block?

Mr. Wilschetz responded that it will be on North Harbor Drive at the entrance to the Coast Guard Station. Mr. Wilschetz explained that the traffic signals are inter-connected and that it will be inter-connected with the rest of the traffic lights on Harbor Drive.

**Fly Quiet Program** – Sjohnna Knack, Program Manager, Airport Noise Mitigation, explained that the inception of the Fly Quiet Program was one of the measures recommended from the recent Part 150 Noise Compatibility Program Update. Ms. Knack explained that Fly Quiet Program is a compilation of data combined into a report that grades air carrier operators on how quietly they fly in and out of the airport. She explained to the members how this Program will allow staff an opportunity to acknowledge airline operators who are making an attempt to fly quieter and lessen the noise impact around the community. She had also informed the committee that an “App” was developed to educate both the community and the pilots about the Fly Quiet Program. The program will be going to the Board for approval in November.

*Questions by ANAC:* Mr. Bewley asked who initiates an “Early Turn”, is it the pilot or Air Traffic Control?

Ms. Knack responded that using the flight track data staff can review ATC’s recorded communication to determine who initiated the Early Turn. The majority of the time is under the control of the pilot, although there may be instances where ATC will have the control.

Mr. Huenefeld had asked if the Program is only a “feel-good” thing where no one will be penalized and is only used to encourage operators do the right thing, especially when an economic decision that is contrary to the program? He also asked why modeled noise levels are used for operations as opposed to the sophisticated measuring system now being used. Ms. Knack’s response to the first question is that operators will not be penalized for economic decisions and also mentioned that there are no incentives for operators, at this time, for having a high grade; and for the second part, explained that if the actual noise measurements were used, it would not give an accurate rating metric. Mr. Hollam also added that it is the fairest way to compare noise levels.

Mr. Swarens commented that an incentive would make operators more likely to be on board in complying with the Program; Ms. Knack stated that a tangible incentive will most likely be part of the Program’s future, but from past experience, recognition and publicity was enough.

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#### 4. Presentation items

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Note: A copy of the presentations can be found under "Airport Noise Advisory Committee Agendas and Minutes" click under "14-10-15"; the following link will take you there:

<http://www.san.org/Airport-Projects/Airport-Noise-Mitigation#October-15-2014-362>

**Quieter Home Program (Program) Update** – Mr. Craig Mayer, Sr. Project Manager, provided the committee an update on the Program status. There are approximately 535 homes on the wait list, which includes both single family homes and units within a multi-family property. The Program is anticipating completing approximately 370 homes by the end of this calendar year; and homes completed for Third Quarter 2014 has dropped 20 units or so compared to First Quarter due to moving away from larger multi-family complexes to single-family homes.

There is no update as of yet regarding the Program Guidance Letter (PGL), although lines of communication have been opened directly with the FAA regarding the acoustical test plan, anticipating further discussions in the near future, and there is still no approval the acoustical testing plan.

Mr. Mayer informed the committee that the new boundary will be expanding and staff will be contacting the new eligible homeowners in December. A mail out will be sent out to the almost 2,900 homes to apply to the program.

A big milestone is approaching where the 3,000<sup>th</sup> home will be completed this fourth quarter and an invitation will be sent out to ANAC members to attend the celebration as soon as all details are in place.

There were no questions or feedback from the members.

**Flight Operation Statistics** - Mr. Hollarn presented updated flight operation statistics, covering missed approaches, "Early Turns", and operational facts and figures. Mr. Hollarn stated that the missed approaches and "Early Turn" stats for year-to-date have increased a little bit. Mr. Hollarn also stated that the operational numbers are trending higher when you compare 2014 with 2013, but compared to 2007, they are still about 18% less flight operations. Missed approaches are still low for this timeframe due to the better weather. Also, there were zero counter-flow operations in 3<sup>rd</sup> Quarter 2014.

**Complaint Statistics** - Mr. Cummings presented an update of year-to-date Noise Complaints. The total complaints for the year are 117, which are down 20% from same time last year; and one of the main reasons for the drop in numbers is due to the outreach given to the community.

*Questions by ANAC:* Mr. Hadley asked if the statistics information associated with the household for each grouping is still available; Mr. Cummings stated that it still is and can be incorporated in future presentations.

**Curfew Violation Review Panel (CVRP) Statistics** - Mr. Cummings informed the committee that there were nine curfew violations between July 1<sup>st</sup> and September 30<sup>th</sup> and two more in October which gives a total of 41 for 2014. The next CVRP will be on December 3<sup>rd</sup>, and four violators will be going up in front of the Panel: US Airways, Spirit Airlines, jetBlue, and Net Jets. Compared to last year's violations, we are 10% down.

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#### 5. Public Comment

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Suhail Khalil, will be requesting that their group, Pt. Loma People for Progress, (P3) be included in the ANAC committee and be represented by one of their members.

Ms. Lilley clarified that the policy or by-laws as of now has a 12 member committee, appointed by the Authority, all committee members represent a specific area for diverse representation, and ex-officio or non-voting members are appointed by the Authority, and these are mostly members that are outside the 65 decibel contour area or are elected officials; for a group not currently a member of ANAC that is within the contour, they may ask permission from the Authority Board to be a representative, but if their community is already represented, than this would be a

1323

Casey Schnoor (continued)

duplicate representation and the by-laws will have to change and the Authority Board will either allow or not allow the change in the by-laws.

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**6. New Business**

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There is no new business.

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**7. Next Meeting/Adjourn**

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The next meeting is scheduled for Wednesday, January 21, 2015 at 4:00 p.m. at the Quieter Home Program building located at 2722 Truxtun St.

Ms. Lilley adjourned the meeting at 4:51 p.m.

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Sjohnna Knack  
Program Manager, Airport Noise Mitigation

DRAFT

1323

Casey Schnoor (continued)



SAN DIEGO  
INTERNATIONAL  
AIRPORT

## QUIETER HOME PROGRAM

Airport Noise Advisory Committee

January 21, 2015

### Program Updates

| Program Stats                          |           |
|----------------------------------------|-----------|
| Applicants / homes on the Wait List    | 287 / 587 |
| Homes completed in CY 2014             | 330       |
| Homes completed in Fourth Quarter 2014 | 47        |

- Program Guidance Letter: The Acoustical Test Plan (ATP) has been submitted to the FAA for review. Until FAA has approved the ATP, the Program will continue to treat homes above 45 decibel (dB) interior noise levels. Any homes that test below 45 dB will be put on hold until the FAA provides approval on the ATP.
- Boundary Expansion: The program boundary has been updated to include expansion to the 66 dB contour. This update will allow approximately 2,828 additional homes to apply for the program. These homeowners were contacted by mail in December to apply for the Program. We have received over 300 new applications to date.
- 3,000<sup>th</sup> Home Celebration: The Program will be celebrating the completion of its 3,000<sup>th</sup> home on January 28, 2015. Members of ANAC should have received an invitation to this celebration.

Item 4.A – Quieter Home Program Update (1/21/15 ANAC Mtg.)

1323

Casey Schnoor (continued)

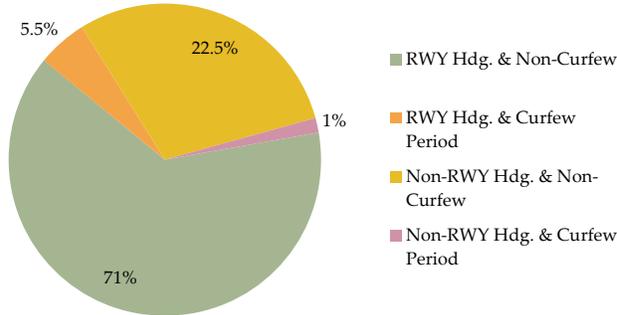


# FLIGHT OPERATIONS STATISTICS

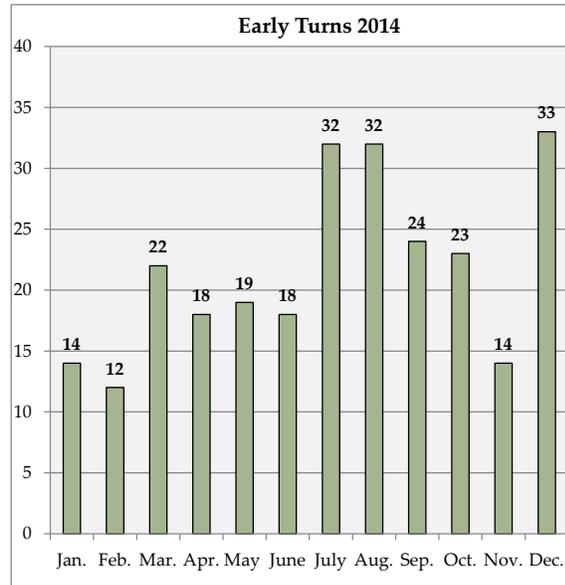
Airport Noise Advisory Committee

January 21, 2015

## 2014 Type/Time of Missed Approach



| Year | Total Missed Approaches |
|------|-------------------------|
| 2010 | 539                     |
| 2011 | 595                     |
| 2012 | 692                     |
| 2013 | 659                     |
| 2014 | 637                     |



Item 4.C – Flight Operation Statistics (1/21/2015 ANAC Mtg.)

1323

Casey Schnoor (continued)



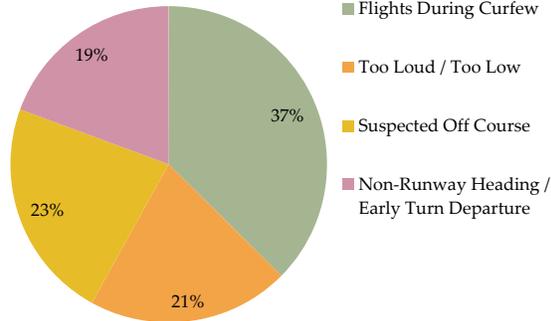
# COMPLAINT STATISTICS

Airport Noise Advisory Committee

January 21, 2015

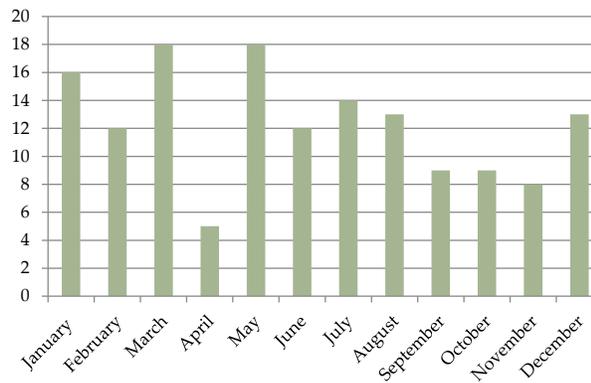
## Complaint Summary

### Type of Complaint



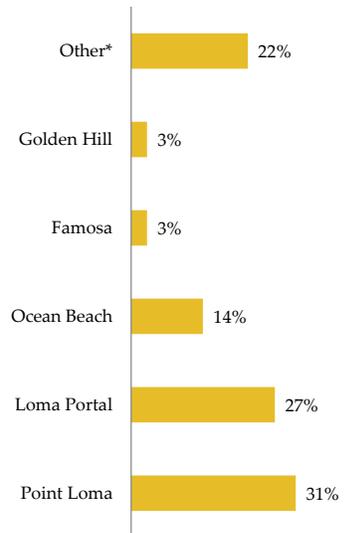
| Year | Total Complaints |
|------|------------------|
| 2008 | 295              |
| 2009 | 268              |
| 2010 | 274              |
| 2011 | 203              |
| 2012 | 232              |
| 2013 | 172              |
| 2014 | 156              |

### 2014 Complaints by Month



\*Other Locations include areas with three (3) or less complaints for the entire year.

### 2014 Complaints By Location



Item 4.C – Noise Complaint Statistics (1/21/15 ANAC Mtg.)

1323

Casey Schnoor (continued)



SAN DIEGO  
INTERNATIONAL  
AIRPORT

## 2014 CURFEW VIOLATION SUMMARY

Airport Noise Advisory Committee

Curfew Violations for 4<sup>th</sup> Quarter 2014 (October 1 – December 31)

January 21, 2015

| Date       | Time  | RWY | Airline (Flight #)                       | Aircraft                          | Amount Fined  |
|------------|-------|-----|------------------------------------------|-----------------------------------|---------------|
| 10/3/2014  | 00:17 | 27  | jetBlue Airways 20                       | Airbus A320-232 (A320)            | \$30,000      |
| 10/4/2014  | 23:36 | 27  | NetJets (nee Executive Jet Aviation) 841 | Cessna 560 Citation Encore (C560) | \$2,000       |
| 10/29/2014 | 23:51 | 27  | United Airlines 1125                     | Boeing 737-824 (B738)             | No Penalty    |
| 11/3/2014  | 23:50 | 27  | FedEx 1840                               | Airbus A300B4-622RF (A306)        | Pot. \$2,000  |
| 11/30/2014 | 23:38 | 27  | American Airlines 1148                   | Boeing 757-223 (B752)             | Pot. \$2,000  |
| 11/30/2014 | 23:40 | 27  | Virgin America 969                       | Airbus A319-112 (A319)            | Pot. \$2,000  |
| 12/3/2014  | 00:18 | 27  | Delta Air Lines 2208                     | Boeing 767-332 (B763)             | Pot. \$2,000  |
| 12/3/2014  | 23:41 | 27  | jetBlue Airways 20                       | Airbus A320-232 (A320)            | Pot. \$30,000 |
| 12/3/2014  | 23:44 | 27  | US Airways 579                           | Airbus A321-231 (A321)            | Pot. \$6,000  |
| 12/30/2014 | 23:37 | 27  | Delta Air Lines 1345                     | Airbus A320-212 (A320)            | Pot. \$6,000  |

| Year | Total Curfew Violations |
|------|-------------------------|
| 2010 | 24                      |
| 2011 | 25                      |
| 2012 | 36                      |
| 2013 | 60                      |
| 2014 | 47                      |

Item 4.D – Curfew Violation Review Panel (CVRP) Statistics (1/21/15 ANAC Mtg.)

1323

Response

1323-01

The commenter states the EA did not address the early turns (associated with the existing POGGI5 or proposed IIBEE1 SID) or fan separation impacts to any of the resource categories listed in the document. The FAA acknowledges that vectors from the San Diego Departure procedures have occurred and will continue to

1323

Response (continued)

occur as necessary for safety, sequencing, and separation. The EA utilized one year of historic data in the development of flight tracks for both the Proposed Action and No Action Alternative. As such, vectoring (early turns) from existing and proposed routes due to safety, sequencing, and separation are accounted for in the EA. Visual depictions of the flight corridors, including any vectoring, may be found in exhibits 3-7 and 3-8 of the EA document.

The commenter states the Proposed Action to modify the departure SIDs at San Diego will certainly generate significant impacts and adverse effect. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts are anticipated with implementing the Proposed Action Procedures.

Please see **Topical Response 11 – Point Loma**.

1324

Sarah Walton, MD

From: Sarah Walton [srwalton@me.com]  
Sent: Wednesday, October 07, 2015 6:57 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Opposed to new flight pattern over point Loma

I am lodging a formal complaint about the newly proposed flight patterns over my neighborhood in Pt. Loma, CA.

1324-01

1). The increase in noise and pollutants will devalue properties and decrease tax revenue while benefitting only a few... Namely private enterprise and their shareholders. The fuel savings is relatively small in comparison to the environmental damage in noise pollution and emissions.

2). Although crashes and aviation accidents are relatively rare, there is a significant concern for resident safety as most accidents occur during take-off and landing, and planes will still be early in their initial ascent when they return over Point Loma in this new pattern.

3) A significant percentage of the homeowners in this area have served their country in some capacity. As Patriots and taxpayers, we would appreciate the government agencies of this country to serve the needs and interests of these citizens by protecting the integrity of their properties over the interests of private enterprise.

Sarah Walton, MD  
CAPT, USN (Retired)  
Orchard Avenue  
Loma Heights

Sent from my iPhone

1324

Response

1324-01

Please see **Topical Response 11 – Point Loma**.

1325

Scott Finkboner

**From:** Scott Finkboner [scottsails@cox.net]  
**Sent:** Wednesday, October 07, 2015 6:58 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** New flight departures at San Diego Intl Airport.

Dear Sirs,

1325-01

I formally object to the proposed new aircraft departure routes from Lindberg Field from the decades long approved routes some of which have deceptively been put in place the past several months for the following reasons:

1325-02

1. Increased noise pollution over populated areas, residences, businesses, K-12 schools, colleges, nature preserves, state parks, yacht clubs, businesses, marine anchorages, etc., etc.

1325-03

2. Increased pollution from jet engines causing increased sickness and other health issues to persons of all ages, damage to property structures and landscaping, trees, etc. such pollution seeping into the surrounding land and being washed into the storm drains and waterways in violation of the Clean Water Act.

1325-04

3. Your inadequate and whitewashed generic EA which for 135 pages for all proposed cities in the US which on its face is totally insulting and outrageous. The recent completed new SD Chargers stadium EIR alone is over 6000 pages.

4. Decreased property values and tax collections which will cause deferment of infrastructure improvements in the Ocean Beach/Point Loma areas and will add to the cost of cleaning up the areas caused by the pollution.

5. Increased harm to property owners due to the noise and other pollution due to increased maintenance and repairs.

1325-05

I am sure the FAA has had to fight these similar cases in other areas over the years and has a defenses already planned to rebut guaranteed future litigation. I think the cost to the persons living in the affected areas and the consequences of are many fold the itty bitty costs savings the airlines think they are saving. You the FAA are supposed to report to and represent the people of the USA instead of the airlines. I will guarantee you there will be litigation against the FAA as promised by many persons so far. I am very disappointed with the FAA's actions and the very subtle way the FAA has not publicized the venting process in a more open and publicized way. I hope the FAA will reconsider the new planned departure routes and revert back to the route agreed upon since the 1960's.

Your proposed departure routes some of which are premature will destroy our beautiful communities of Ocean Beach, Point Loma and Coronado. Please do not bully us. There will be legal consequences guaranteed. I don't suppose the FAA would be willing to condemn/purchase all the properties in Pt. Loma and Ocean Beach. That would be cost prohibitive. I don't think replacing windows and other structural noise abatement actions would be substantial enough in light of the fact we live outdoors as much as indoors here in Southern California.

Again please cancel the proposed(some of which are already in place) departure routes immediately so the affected communities can live in an already peaceful, non-polluted, healthy environment. Thank you. I await your immediate response.

Sincerely

Scott Finkboner  
 Ocean Beach resident and multiple residential property owner.

1325

Response

1325-01

Please see **Topical Response 11 – Point Loma.**

1325-02

Please see **Topical Response 11 – Point Loma.**

1325-03

The commenter states the Draft EA is inadequate, whitewashed and generic, insulting and outrageous. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have

1325

## Response

a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. No significant impacts will result from the implementation of the Proposed Action. Additional documentation can be found in the appendices and technical reports located on the website.

[http://www.metroplexenvironmental.com/socal\\_metroplex/socal\\_docs.html](http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html)

For more information, please see **Topical Response 08 – Supplemental Materials**.

1325-04

Please see **Topical Response 11 – Point Loma**.

1325-05

Please see **Topical Response 05 – Purpose and Need**.

1326

## Jack Leer

**From:** Jack Leer [thejackleer@gmail.com]  
**Sent:** Wednesday, October 07, 2015 7:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** NexGen SoCal Metroplex

To Whom it May Concern:

1326-01

I am a resident of the Point Loma neighborhood in San Diego. I am opposed to the FAA's plan to eliminate the LOWMA waypoint. I do not think the FAA or the Metroplex plan takes into account the balancing of interests between fuel savings for the airlines and the residents of the areas that would be affected by the change. While there is undoubtedly a cost savings for the airlines, I do not believe that minimal savings justifies increasing the number of citizens who will be impacted by the new routes. The FAA has historically tried to minimize the impact of take-off and landing routes to limit the effect to as few neighborhoods and citizens as possible. The Metroplex plan seems to discard that historical goal in favor of reducing airline fuel costs. I submit that this is a shift in policy that is simply inconsistent with the FAA's mission and the welfare of the citizens it was designed to protect.

Sincerely,  
Jack Leer  
1022 Tarento Drive  
San Diego, CA 92107

1326

## Response

1326-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1327

Christopher T. Behr, MD

From: Dr. Christopher Behr [cbehr528@aol.com]  
 Sent: Wednesday, October 07, 2015 7:01 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: Proposed Flight Plan Change

To whom it may concern,

1327-01

I am writing to express my strong opposition to the metroplex FAA proposed change to flight plan for San Diego International Airport (SAN). We are residents of Point Loma and purchased our house in 2000, specifically to be out from under the direct flight path. Noise, health and safety are our primary concerns. Increasing air traffic by alternating the takeoff directions and at the same time inconveniencing thousands of San Diego residents seems short sighted and self centered to say the least. As Point Loma residents we are already burdened with the existing inconveniences of noise, jet fuel pollution and traffic with the airport located in our community. Now, because a national plan to make flight plans "more efficient", our community has to make more sacrifices?  
 Again, totally unreasonable, in my opinion.  
 Schools being interrupted by noise, property values decreased, reduced tax revenue because of lower property values, increased pollution and jet fuel residue on our homes and the real worry of catastrophic plane crash into the homes of our community are some of my major concerns.  
 All of which can be completely avoided by continuing the current flight path over out over the Pacific Ocean.

Respectfully,

Christopher T. Behr, M.D.  
 Head Orthopaedic Surgeon,  
 San Diego State Univ. Aztecs  
 San Diego Orthopaedic Associates  
 4060 Fourth Ave. Suite700  
 San Diego, CA 92106  
 Ph: (619) 299-8500  
 Fax: (619) 299-1948

1327

Response

1327-01

Please see **Topical Response 11 – Point Loma.**

1328

Bill and Judy Meyer

**From:** Judy Meyer [odefin@cox.net]  
**Sent:** Wednesday, October 07, 2015 7:01 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** san diego flight path

1328-01

If you are concerned about the environment as you say you are you most certainly would not change the flight path. They already cut over the point sooner than they are supposed to. Please do not give in to the airlines pressure. You work for US> Bill and Judy Meyer, 827 gage dr., san diego , ca 92106

1328

Response

1328-01

Please see **Topical Response 11 – Point Loma.**

1329

Alan Gordon

**From:** Alan Gordon [mailto:rsvp2al@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 7:09 PM  
**To:** awarren@san.org; Russell Tony <trussell@san.org>; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov  
**Subject:** Fw: Comments on Draft SAN Metroplex Proposal

----- Forwarded Message -----

**From:** Alan Gordon <rsvp2al@yahoo.com>  
**To:** "9-ANM-SoCalOAPM@faa.gov" <9-ANM-SoCalOAPM@faa.gov>  
**Sent:** Wednesday, October 7, 2015 7:02 PM  
**Subject:** Comments on Draft SAN Metroplex Proposal

I object to the portion of the above proposal dealing with the SAN IIBEE SID WEST Flow. Specifically I object to the elimination of waypoint LOWMA which will result in a proposed airplane flow directly over my house as opposed to the miles separation of the current flow. My comments, which you are required to respond to, are as follows:

Elimination of LOWMA and/or the proposed west flow will:

- 1.) Be very dangerous as it requires a greater than 270 degree turn around waypoint JETTI for aircraft departing SAN runway 9. This maneuver will take place on ascending aircraft and result in excess noise as well as causing discomfort to passengers. The same is true in reverse for descending aircraft landing on runway 27 during "Santa Ana" conditions. This dangerous maneuver reduces the safety margins of those in the plane and on the ground compared with the gentle turn of the present flow.
- 2.) Wheres now the flow is completely over water between waypoints JETTI and ZZOOO, under the proposed flow will be largely over built up, residential land leading to increased noise, decreased safety, and loss of property values of the residents.
- 3.) The cost savings by eliminating LOWMA are only a small gas savings. The FAA has not considered their large financial liability for decreased property values and the increased liability for any flight incident (e.g. crash) which will now occur over a residential area rather than over water.

1329-01

Please reconsider your proposed elimination of waypoint LOWMA.

Sincerely,

Alan Gordon  
805 Loma Valley Road  
San Diego, CA 92106

1329

Response

1329-01

Please see **Topical Response 11 – Point Loma.**

1330

Pamela, Alex, and Evan Zuckerman

**From:** Pamela Zuckerman [PBandZ@cox.net]  
**Sent:** Wednesday, October 07, 2015 7:09 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Metroplex

1330-01

I have grave concern about the Metroplex expansion of plane flight path over Point Loma, San Diego. At least a thousand people attended the program at Liberty Station last night to understand what was happening with the Metroplex program. The FAA three members gave no information to the public that wasn't easily accessed which citizens voicing their very real concerns for an hour with no answers.

**1330** Pamela, Alex, and Evan Zuckerman (continued)

**1330-02** The fanning out of planes over our homes is environmentally hazardous to everything below your flight path. Sound and fuel debris left below the planes is bad for our health and all the animal that live at Cabrillo National Monument and Sunset Cliffs. The planes would fly right over the Grey Whale migratory route and be polluting our oceans close to shore. I survey the birds that are in the restricted areas of Cabrillo and I'm sure your planes changes would decrease our rare birds and migratory route. There are many children in the elementary school through colleges that will be impacted with health issues.

Between the noise from the planes, the junk falling on our houses, the value decrease in our homes, and the environmental impact on our house this entire idea is bad. **What is wrong with the FAA that the airplanes movement have come before citizens???????????**

Please stop the destruction of our homes and lives that we each have worked so hard to make peaceful and safe.

Pamela, Alex, and Evan Zuckerman

**1330** Response

**1330-01** Please see **Topical Response 13 – Point Loma Public Meeting.**

**1332-02** Please see **Topical Response 11 – Point Loma.**

**1331** Teresa Boyea

**From:** TERESA BOYEA [teresaboyea@cox.net]  
**Sent:** Wednesday, October 07, 2015 7:19 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego waypoint removal

FAA,  
 I oppose removal of the current LOWMA waypoint. I have the following questions:

- 1331-01**
1. The draft EA is incomplete. Impacts on Ft Rosecrans, Sunset Cliffs Park, Pt Loma Lighthouse, Cabrillo National Monument, Pt Loma Nazarene University are not addressed. All points south of the current path need an impact assessment. When do you plan to have this information available to the public?
  2. How can you circumvent CA law regarding use of the correct noise monitoring system? How can you support use of the 'old' decibel system?
  3. FAA is a government agency. Why are you concerned with saving money for the airlines in terms of fuel costs?
  4. What is the impact on the coastal CA gnatcatcher? This threatened species is now living in southern Point Loma

Teresa Boyea  
 1224 Savoy Street  
 San Diego, CA 92107

**1331** Response

**1331-01** Please see **Topical Response 11 – Point Loma.**

1332

Steve Crow

From: Stephan [mailto:sm.crow@cox.net]  
Sent: Wednesday, October 07, 2015 7:24 PM  
To: Air Noise <airnoise@san.org>  
Subject: 10/07/15 - Noise complaint - FedEx flight FX 1222

Very loud low flying Fedex plane just now!

too loud, too low!

1332-01

Questions:

When are you going to respond to this complaint?

Who will be responding to this complaint?

Steve Crow  
92107

1332

Response

1332-01

Please see **Topical Response 02 – Existing Conditions.**

1333

Nick Theios

**From:** Nick Theios [nick@mikelsonyachts.com]  
**Sent:** Wednesday, October 07, 2015 7:32 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed SoCal Metroplex Changes to San Diego Flight Path

October 7, 2015

SoCal Metroplex EA  
FAA, Western Service Center  
1601 Lind Avenue SW  
Renton, WA 98057

Subject: Proposed SoCal Metroplex Changes to San Diego Flight Path

To whom it may concern,

I am strongly opposed to proposed Metroplex flight path changes to departures out of San Diego International Airport if these changes bring any additional aircraft or aircraft noise over Point Loma or send departing aircraft on a more southbound trajectory at takeoff.

1333-01

I live at 3922 Wildwood Rd in the Roseville-Fleet Ridge section of Point Loma, just south of the departing flight path. Until approximately 4-6 weeks ago, I only occasionally heard departing aircraft and could see them in the distance. Since then, departing flights are much closer to my home, the noise level is significantly higher, and I can physically see the airplanes are much closer. At 6:30am I now hear planes taking off one after another, whereas 4-6 weeks ago I could not. I am very concerned about flight path changes that have already occurred and to proposed changes that Metroplex will bring to our community.

1333

Nick Theios ( continued)

My questions are:

1333-01

1. Will proposed Metroplex changes require departing flights to clear waypoint JETT1 prior to turning left?
2. What percentage of departures will proposed Metroplex changes send on the southernmost departure trajectory?
3. Has the FAA studied noise level changes proposed Metroplex flight path changes will have on the Roseville-Fleet Ridge section of Point Loma? If so, what do those studies show?

Regards,

Nick Theios  
 3922 Wildwood Rd  
 San Diego, CA 92107  
 619-861-2631  
 nick@mikelsonyachts.com

1333

Response

1333-01

Please see **Topical Response 11 – Point Loma.**

1334

Monika Johnson

**From:** Monika Johnson [mjinsxx@gmail.com]  
**Sent:** Wednesday, October 07, 2015 7:34 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Changes to San Diego airport flight path

1334-01

As stated on the FAA mission statement " The mission of the FAA is to provide the safest efficient aerospace system in the world. Please address how changing the San Diego flight path is the safest route. The new flight path will include flying over a dense residential area not once but twice for the same flight. Also included in the flight path is a University of 3K plus students an natural park , a National monument full of tourists and a National cemetery.

I would like to see environmental reviews of the impact of these changes also economic impact to the area.

This change impacts thousands, the economic impact is in the millions. All to save \$3-5.00 per flight.

Monika Johnson  
 3136 Jarvis St  
 San Diego,CA 92106  
 mjinsxx@gmail.com

1334

Response

1334-01

Please see **Topical Response 11 – Point Loma.**

1335

Greg McCarty

**From:** Greg McCarty [greg@kindleylawyers.com]  
**Sent:** Wednesday, October 07, 2015 7:38 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** RE: Draft EA for San Diego Airport

To Whom It May Concern,

1335-01

As a resident of Point Loma, the proposed changes to the flight path (some of which have already occurred) are unacceptable. The proposed changes would increase air traffic, noise, and pollution over Point Loma. It would also put our children at greater risk as the proposed flight paths would now fly over additional elementary and middle schools. The effects of the proposed changes on public safety and public health have not been sufficiently investigated. Bottom line, the proposed changes to the flight path should not be allowed to go forward.

Sincerely,

Gregory M. McCarty  
4067 Alicia Dr.  
San Diego, Ca 92017

1335

Response

1335-01

Please see **Topical Response 11 – Point Loma.**

1336

Jeff Fischbeck

**From:** Jeff Fischbeck [jfisch777@aol.com]  
**Sent:** Wednesday, October 07, 2015 7:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Conrad Wear; loriezapf@sandiego.gov; Congressman Scott Peters; KevinFaulconer@sandiego.gov  
**Subject:** Request for Point Loma Waypoint (LOWMA) Review

Dear FAA Representative,

I am sending this email to meet the 8 Oct 2015 deadline for comments on the FAA's proposed NextGen, which eliminates the current waypoint LOWMA in San Diego. **My simple request is to review all the reasons why the LOWMA waypoint was first established, and assess if any of those reasons are still valid.** The waypoint LOWMA was established over 20 years ago with the coordination of then City Councilmember Byron Wear, US Representative Brian Bilbray, the FAA, military and other federal agencies. If any of the original reasons for its existence remain valid, that particular waypoint should not be eliminated without further study and evaluation by the appropriate Federal authorities (e.g., FAA, DOD, DOE and EPA).

1336-01

For instance, did the FAA's recent Environmental Assessment (EA) for the Southern California Metroplex areas take into account that eliminating LOWMA could increase the overflight risks associated with climbing and banking over a military base that includes many naval nuclear reactors, a nuclear waste handling facility, and a farm of fuel tanks that comprise 10 percent of our national fuel reserves? If the EA did not consider these factors, a more detailed Environmental Impact Statement (EIS) for the effects of removing this waypoint seems appropriate.

I support and applaud the general idea of NextGen nationwide to improve efficiencies, safety and fuel conservation. However, elimination of this one specific waypoint LOWMA does very little in any of those regards, **but at great cost in terms of safety risks, noise, pollution, property devaluation, and a reduction in the local tax basis.**

**It is therefore requested that LOWMA be retained as a waypoint in NextGen until its elimination is fully evaluated by the appropriate Federal authorities.**

Thank you for your consideration in this matter.

1336

Jeff Fischbeck (continued)

Sincerely,

Jeff Fischbeck  
 Captain, USN (Ret)  
 and former CO, USS LA JOLLA (SSN 701)

1336

Response

1336-01

Please see **Topical Response 11 – Point Loma.**

1337

Annette Pozos, MD

**From:** annette bpozos [annettepozos1@gmail.com]  
**Sent:** Wednesday, October 07, 2015 7:39 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex EA

Gentlemen: I attended the San Diego County Regional Airport Authority public meeting last evening regarding the proposed new FAA flight plan over Point Loma. I am extremely disappointed and vehemently oppose the proposed new flight plans.

1. There have been absolutely no environmental studies conducted to document the clear increase in noise and pollution that would occur with planes being directed back over Point Loma. To just assume that there would be "minimal" increases in same is naive.

2. The information given at the meeting was difficult to understand, the speaker used acronyms which were not defined. We were told that there would be no answers to questions and none of our questions or comments would be recorded. This is arrogance at its best (or worst).

1337-01

My husband and I have lived on Point Loma for 20 years in the same home. Over time, we have experienced planes flying closer and closer to our home--with the explanation that it is due to weather, wind etc. I certainly understand when conditions require the change in flight plan, but too often these planes pass nearby on just a normal SoCal day. Over the past two weeks there is a flight that passes DIRECTLY over our home around 8:10pm at a low level. This has NEVER occurred in the past. The exterior of our home now collects a black oily dust that has increased over the years.

I found it disturbing that the presenter stated that the two or three simulation studies (cockpit) indicated that the new flight path would be safe for the pilot. I doubt that the reason for the new path is safety, but rather to save fuel costs and get more planes in the air sooner from San Diego. So who is looking after our safety and quality of life??? Will the FAA reimburse me for any devaluation in my home??? (The new path goes directly over my home.)

San Diego should have moved the airport years ago but did not. We cannot just keep putting more planes in the air by redirecting take offs and landings. We have a single landing strip. Perhaps the most appropriate step to take would be to put a limit on the number of planes so that the neighborhoods surrounding the airport can enjoy some quality of life.

I hope you carefully consider my concerns.

Respectfully,

Annette Pozos MD  
 1231 Catalina Blvd.  
 San Diego, CA 92107

1337

Response

1337-01

Please see **Topical Response 11 – Point Loma.**

1338

Pam Fairley

From: Pam Fairley [pgfairley@gmail.com]  
Sent: Wednesday, October 07, 2015 7:40 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Proposed changes to San Diego flight path - comments re EA

I am a resident of Point Loma, on the Sunset Cliffs part of the peninsula.  
I opposed your proposed flight path changes as they apply to the San Diego International Airport.

The proposed changes will entail planes flying closer to the residential area, if not over it, as a result of the elimination of the LOWMA waypoint.

Noise pollution has not been adequately addressed, and will have a major impact on the homes and schools in the flightpath.

The increase in noise and soot will negatively affect home values.

1338-01

Soot in the air and on our homes and schools is a health risk.

Flights over Cabrillo National Monument will increase noise for visitors and local residents alike.

You have an existing flight path which takes planes out over the ocean as directly as possible, impacting the smallest number of homes possible. Why make a deliberate decision to fan out the flights over more homes, risking the health, safety and enjoyment of more people? San Diego's location is unique. You can direct planes over the water. Do it. Allow the planes to reach altitude away from the homes, before turning east.

The cost savings per flight is minimal. The small savings to the airlines shouldn't be weighed against the disruption to the residents, and even if it is, it would come out on the losing end of the comparison.

1338

Response

1338-01

Please see **Topical Response 11 – Point Loma**.

1339

Lief Hendrickson

From: Lief Hendrickson [hendrick14@cox.net]  
Sent: Wednesday, October 07, 2015 7:43 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: SoCal Metroplex San Diego meeting

Ref: Discussion of SoCal Metroplex effect on Point Loma in Oct 6 meeting with FAA

1339-01

The FAA rep showed a slide with the proposed new flight path near Point Loma, San Diego. The slide may be clear to the FAA and pilots but it was very confusing to the public. It showed white lines representing the proposed new flight path. The place where the two white lines intersect (where the San Diego River meets the ocean) had a sharp angle which would be an impossible sharp turn for a plane. How is the corner rounded off? It doesn't do any good to show confusing charts to the public. You need to show something that the layman can understand.

The proposed flight path is too close to Sunset View Elementary School (on Hill St.) and Point Loma Nazarine University, homes along Sunset Cliffs, and other structures.

1339

Response

1339-01

Please see **Topical Response 11 – Point Loma**.

1340

George Kindley

**From:** George Kindley [george@kindleylawyers.com]  
**Sent:** Wednesday, October 07, 2015 7:51 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Brian Malarkey; Travis Likert  
**Subject:** I AM AGAINST THE RECENT CHANGES AND PROPOSED CHANGES RELATING TO THE SAN DIEGO INTERNATIONAL AIRPORT

To Whom It May Concern,

I live at 4344 Del Mar Ave, San Diego, CA 92107.

I attended the FAA Meeting in Point Loma last night. The way the meeting was conducted was very unsettling: (1) the FAA misrepresented facts regarding changes to the flight pattern exiting the SD airport within the last 3-4 weeks; (2) the presentation did not include information relating to the recent changes in flight patterns but instead showed the flight maps from 2012; (3) the presentation did not include noise studies to show the recent increase in noise over sections of Point Loma at Del Mar Avenue and Santa Barbara Streets much less other areas that have not had any noise for the last 5 years excepting the last 3-4 weeks; (4) the presentation did not include the increased noise projections for Point Loma in the future; (5) the presentation did not include environmental impacts on the neighborhood, much less all of the schools that will be impacted; (6) the presentation did not include safety studies of changing the flight patterns to go to more than double over the neighborhood; (7) the presentation did not discuss the nuisance that will be caused or how residents would be compensated for the nuisance/proposed taking of private property; (8) when the FAA heard something it did not like, people were asked to "go to the parking lot" and discuss those issues; etc.

1340-01

Please address each of the items listed (1)-(8) above and promptly respond to me.

Let it be noted that I am disturbed by the complete lack of veracity and transparency by the FAA.

Let it be noted that I am against the recent changes to the flight patterns. Let it be noted that I am against the FAA's proposal to make any future changes as they will destroy the point, destroy quiet enjoyment of property, take private property, not meet safety goals and objectives, increase pollution with noise and hazardous materials, etc.

I realize the impetus is likely the bottom lines/profits for certain airlines. The airlines already charge for fuel consumption and the prices are reflected in ticket rates. Even though fuel prices have gone down, ticket prices have not.

Please act in our best interests. Put things back to the status quo. Do not make any changes.

**\*PLEASE NOTE OUR NEW CONTACT INFORMATION BELOW\***

George R. Kindley  
*The Kindley Firm, APC*  
 275 West Market Street  
 San Diego, CA 92101  
 (P): 619.550.1313  
 (F): 619.550.1315  
[www.kindleylawyers.com](http://www.kindleylawyers.com)  
[www.elderabusefirm.com](http://www.elderabusefirm.com)

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1340

Response

1340-01

Please see **Topical Response 11 – Point Loma.**

1341

Matt Naiman

**From:** Matt Naiman [mattnaiman@cox.net]  
**Sent:** Wednesday, October 07, 2015 7:51 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Oct 6th Meeting in San Diego

Last night at the Oct 6<sup>th</sup> FAA community meeting, a representative told the +/- 800 people in attendance that Waypoint LOWMA was still in effect and that there has been no changes to outbound traffic.

1341-01

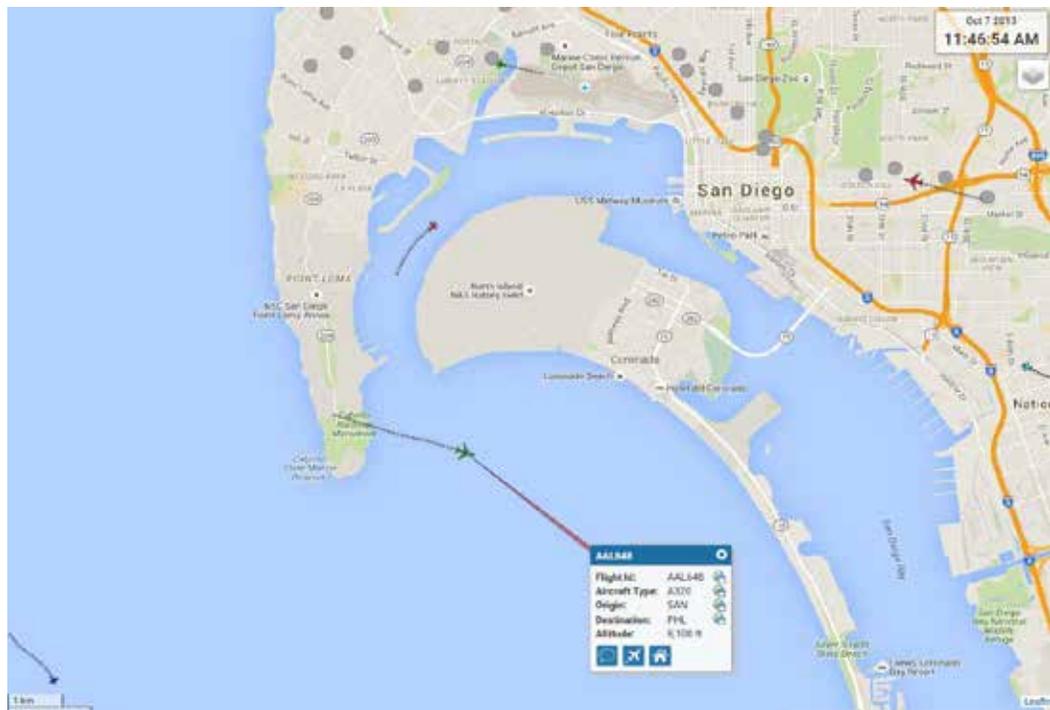
Today, at approximately 11:46 AM, I heard louder than normal jet noise. I checked my flight tracking software and saw Flight AAL648 crossing the Peninsula just North of the Cabrillo National Monument and well north of the LOWMA Waypoint (image attached).

I also witnessed another mid-sized passenger jet run a similar route earlier this morning but failed to get the details or screen capture.

I would like to hear the FAA's comments as to why this occurred, how frequently it happens, and what measures are in place prevent future incidents since it seems there is no government agency enforcing or publically reporting violations of the current guidelines.

Sincerely,

Matthew Naiman  
3554 Charles Street  
San Diego, CA 92106  
(619) 840-4975



1341

Response

1341-01

Please see **Topical Response 11 – Point Loma.**

1342

Dr Aaron Chamberlain

**From:** Aaron Chamberlain [chamberlainak@gmail.com]  
**Sent:** Wednesday, October 07, 2015 7:52 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Keep planes away from Point Loma

Dear FAA,

I attended your workshop on the proposed change in flight patterns in San Diego. The workshop was an utter disgrace and the plan is atrocious. The hall was filled with hundreds of angry people who all oppose this change in flight plans. No one in the audience supported the plan.

1342-01

Why did they not take any notes at the meeting? Clearly in that meeting and in the environmental report, you did not give any consideration to the opinions of the people who live there - the people who will be affected by the change.

I specifically chose my house and neighborhood because there was no plane noise. Now it is very clear that we are getting noise under this new plan.

I, like my neighbors, are extremely angry at this proposal. Please stop flying close to Point Loma.

Could a human please respond to this message?

Dr Aaron Chamberlain  
 1020 Concord St  
 San Diego

1342

Response

1342-01

Please see **Topical Response 11 – Point Loma.**

1343

William and Abbie Burton

**Sent:** Wednesday, October 07, 2015 7:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA/SoCal METROPLEX Environmental Assessment

**To:** Federal Aviation Administration  
**Re:** Southern California Metroplex (SoCal METROPLEX) Environmental Assessment

We are residents of Point Loma, and have a boat at the Kona Kai Marina. We are strongly opposed to the FAA plan to modify the flight paths from San Diego Intl Airport. Specifically the elimination of the waypoint LOWMA. I don't believe the report saying that there will be no impact on the area, we already get noise and soot, and they will surely be more. Below are our concerns:

1343-01

- Health: There is already significant pollution impacts on Residents, knowingly increasing health risks for residents and the many visitors to Point Loma.
- Safety: Planes over sea are safer for residents than plans over land.
- Quality of Life: Noise of increased, and closer flight traffic is a real concern to all.
- Potential fuel savings will only benefit the airlines and likely be offset by lawsuits battling this proposal
- Why? - The existing conditions are currently tolerated by citizenry, "if it aint broke, don't fix it"
- National treasures - As the Exhibit shows, the revised path would allow planes to travel over the top of Cabrillo National Monument, Fort Rosecrans National Cemetery and Point Loma Nazarene University.
- This Environmental Assessment is not the same as a full Environmental Impact Report is it? Why is that not required?

Please keep all current waypoints for flight paths AND INFORCE their use.  
 Currently residents believe there are already shortcuts occurring.

Therefore, for the above concerns and highly questionable benefits, we urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA from any FAA or NextGen proposal.

1343

William and Abbie Burton (continued)

William and Abbie Burton  
1060 Anchorage Lane  
San Diego, CA 92106

1343

Response

1343-01

Please see **Topical Response 11 – Point Loma.**

1344

Patti Witt

**From:** Patti Witt [patti@pattiwitt.com]  
**Sent:** Wednesday, October 07, 2015 8:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** Patti Witt  
**Subject:** PLEASE DO NOT ALLOW THIS TO OCCUR

HELLO, MY NAME IS PATTI WITT AND I LIVE IN SAN DIEGO, CA. AND I OWN A HOME IN SAN DIEGO.

1344-01

I WOULD LIKE TO REGISTER A COMPLAINT REGARDING THE FLIGHT PATTERN ALTERATIONS FROM LINBERGH FIELD TO FLY MORE DIRELCTYL OVER THE POINT LOMA AREA. THIS WILL BECOME MORE DISRUPTIVE FOR MANY HOME OWNERS, CITIZENS OF SAN DIEGO, AND CAUSE ADDITIONAL NOISE AND POLLUTION FROM AIRFLIGHT TRAFFIC.

PLEASE RECONSIDER AND THINK OF THE PEOPLE OF SAN DIEGO AND NOT THE AIRLINES.  
THANK YOU FOR ALLOWING ME TO COMMUNICATE TO YOU. I AM HOPEFUL THIS WILL NOT HAPPEN TO OUR BEAUTIFUL CITY.  
PATTI WITT

1344

Response

1344-01

Please see **Topical Response 11 – Point Loma.**

1345

Kristy Putnam

**From:** Kristy Putnam [kaynani@gmail.com]  
**Sent:** Wednesday, October 07, 2015 8:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** San Diego Metroplex changes

Hello,

1345-01

It should be known that I strongly oppose the flightpath change from San Diego Lindbergh Field which will reroute eastbound planes.

When my fiancé and I moved to San Diego and were choosing where to live, we selected Point Loma because of its safety, schools, beautiful landscape, wonderful neighbors, and relative quite in an otherwise busy city.

This proposed change would have significant deleterious effects to the community and this precious part of San Diego.

I attended the FAA meeting in Point Loma on October 6 in an effort to truly understand the proposal and its goods and bads. Unfortunately, I did not come away understanding any more about the proposal, during which no one addressed the reasons why this was proposed. I did come away feeling as if the FAA cares only about saving the airline industry money, not about the safety, environmental quality, or financial wellbeing of the residents of our community. I also felt that the meeting, which sadly was not recorded, was not reflective of any effort to truly

1345

Kristy Putnam (continued)

1345-01

integrate community feedback in the proposed changes.

Several questions were raised. Specifically, what is the method by which the FAA is going to do pre and post-LOWMA change assessments on noise, air pollution, and financial detriment to the homes under the flight path? Why were several of our area natural resources (tide pools, Point Loma Nazarene campus, Sunset Cliffs park, and many others) not included in the environmental impact assessment? What are the proposed methods by which Point Loma residents can recover lost property value and increased cost of cleaning associated with plane debris? What methods will be used to evaluate the health effects of exposure to plane debris and noise pollution? What is the FAA doing to improve the safety of a community that not only sees current flights but now potentially two overflies by each departing plane? How can you justify the improvement in fuel costs when planes will have to use more fuel and increased thrust to make a quicker turn over the point?

I would be happy to discuss the multitude of potential negative impacts.

Our community is ready to fight this change, which would include mounting an organized legal response if need be. I hope we are able to come to a safe and logical conclusion, rather than legal recourse.

Sincerely,  
Kristy Putnam  
391 Catalina Blvd  
San Diego, CA 92106

(Formerly mission beach resident)

1345

Response

1345-01

Please see **Topical Response 11 – Point Loma**.

1346

Melissa and Luke Danzo

**From:** Melissa Hernholm [melissa@hernholmgroup.com]  
**Sent:** Wednesday, October 07, 2015 8:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** airnoise@san.org  
**Subject:** NextGen in SAN

To whom it may concern:

As documented in the San Diego County Airport Authority (“SDAA”) meeting notes of January 1, 2015, the SDAA brings to your attention documentation of the so called “early turn” and fan separation problems in Point Loma and Ocean Beach. Further, current SDAA tracking documents that this early turn activity is continuing to occur under the POGGI 5 SID, presumably as a result of air traffic control directives, which accurately mimics the available departure patterns under the proposed IBEE 1 SID. This evidence is also supported by the statements and physical evidence shared by residents in the public forum held in San Diego on October 6, 2015, that unfortunately was precluded from being added to the public record.

1346-01

Given the fact that the “early turn” activity within the POGGI 5 is not referenced in any capacity and fan separation only briefly described generically within your Draft Environmental Assessment of June 2015 (“EA”), it becomes very apparent that the EA was inadequate in its approach. **It did not address the early turn nor fan separation impacts to: noise, water, storm water runoff, historical and cultural resources, air quality nor cumulative impacts. Nor did it address threats to both protected and endangered species.** Furthermore, as there are no noise “monitors” in any of the areas over which new routes are being flown, there has been no baseline for DNL off which to base your EA.

**Therefore, the Proposed actions to modify the departure SIDs at San Diego International Airport (“SAN”) will certainly generate “significant impacts and adverse effects” on the Point Loma and Ocean Beach environments. For these and other important reasons, we strongly oppose the FAA’s proposed actions at SAN.**

1346

Melissa and Luke Danzo (continued)

Regards,

Melissa and Luke Danzo  
1540 Garrison Place  
San Diego, CA 92106

1346

Response

1346-01

Please see **Topical Response 11 – Point Loma.**

1347

Mitch Siegler

**From:** Mitch Siegler [msiegler@pathfinderfunds.com]  
**Sent:** Wednesday, October 07, 2015 8:09 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA's proposed Metroplex flight plan changes for San Diego

Dear Sir/Madam -

I attended a community meeting last night at San Diego's Liberty Station, near Lindbergh Field to hear about the FAA's proposed Metroplex flight plan changes. A couple of FAA representatives were present along with more than 500 members of the Point Loma community. Dozens of people stood up to comment/ask questions – but nothing was recorded or transcribed so none of the comments become part of any public record! Several pilots/aviation experts remarked that the maps provided by the FAA are inaccurate – aircraft have been flying well outside these boundaries for weeks. I understand that the noise monitoring equipment is antiquated and decibel readings are understated and inaccurate. Furthermore, the Environmental Impact Report appears to be a blanket report for numerous cities and the San Diego section fails to address multiple major parks, universities and other important places (including Fort Rosecrans National Cemetery, Point Loma Nazarene University, Sunset Cliffs State Park and Cabrillo Monument), completely undermining its credibility. I've read numerous such reports for small apartment projects and they dwarf this multi-city FAA "metroplex" report, which is a whopping 135 pages. The above, combined with the lackluster manner in which comments are being sought from the community and the extremely tight deadline for comments (tomorrow, October 8), suggests an approach which is neither thoughtful, balanced nor transparent and which is short on integrity and openness.

1347-01

I have read the FAA's Mission, Vision and Values (posted below). I cannot comment on whether the proposed plan improves safety – based on the remarks of many of the speakers, that seems a dubious claim. From what I've heard and read, the sharper aircraft turnarounds over the Point Loma peninsula are being driven by a desire to reduce transit times and save the airlines a bit of fuel – I've heard calculations that estimate the time and fuel savings at 10 seconds/\$5 per flight. That would seem to be a very minor benefit when balanced against the massive disruption to thousands of residents, the potential safety hazards, the additional pollution and what is likely a massive remediation cost by the San Diego Port Authority for new windows and roofing systems for thousands of homeowners. It is clear to me that the FAA's plan and the method in which it has been communicated to the community, falls far short of the FAA's vision (and emphasis on "the next level of environmental responsibility") and values ("safety is our passion, excellence is our promise...we seek results that embody professionalism, transparency and accountability...integrity is our touchstone.").

I urge you to analyze the proposed San Diego plan in further detail, considering the above concerns and the potential safety hazards with Coronado's North Island Naval Air Stations hundreds of thousands of annual flights – in essentially the same airspace.

Sincerely,

Mitch Siegler (475 San Geronio St., San Diego, CA 92106)

**FAA's Mission:** *Our continuing mission is to provide the safest, most efficient aerospace system in the world.*  
**FAA's Vision:** *We strive to reach the next level of safety, efficiency, **environmental responsibility** and global leadership. We are accountable to the American public and our stakeholders.*

1347

## Mitch Siegler (continued)

*FAA's Values*

- *Safety is our passion. We work so all air and space travelers arrive safely at their destinations.*
- *Excellence is our promise. We seek results that embody professionalism, transparency and accountability.*
- *Integrity is our touchstone. We perform our duties honestly, with moral soundness, and with the highest level of ethics.*
- *People are our strength. Our success depends on the respect, diversity, collaboration, and commitment of our workforce.*
- *Innovation is our signature. We foster creativity and vision to provide solutions beyond today's boundaries.*

**Mitch Siegler**

Senior Managing Director

Pathfinder Partners, LLC

Office: (858) 875-4455

Fax: (858) 875-4655  
 4380 La Jolla Village Drive, Suite 250  
 San Diego, CA 92122  
[msiegler@pathfinderfunds.com](mailto:msiegler@pathfinderfunds.com)  
[www.pathfinderfunds.com](http://www.pathfinderfunds.com)



 Watch our video to learn more about Pathfinder.

1347

## Response

1347-01

Please see **Topical Response 11 – Point Loma.**

1348

## Rosalind Owen

From: ROSALIND A OWEN [rozyo@cox.net]  
 Sent: Wednesday, October 07, 2015 8:10 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: FLIGHTS OVER MY HOME

TO: FAA

1348-01

I LIVE AT 2154 HANIMAN DR., SAN DIEGO, CA 92105. YOUR AIRCRAFTS ARE FLYING IN VARIOUS DIRECTIONS OVER MY HOME. THEY ARE COMING FROM A NORTHERN DIRECTION THEN TURNING RIGHT INSTEAD OF FLYING DIRECTLY OVER HW94. THEY HAVE BEEN USING AT LEAST 6 DIFFERENT FLIGHT PATHS OVER MY AREA.

1348

Rosalind Owen (continued)

I DELIBERTELY LIVE IN THIS AREA TO AVOID AIR TRAFFIC. HOW DARE YOU DAMAGE AND POLUTE MY NEIGHBORHOOD. I FEEL YOU HAVE BEEN VERY DUPLICITOUS IN THE WAY YOU HAVE HANDLED THIS. THE WEB SITE YOU POSTED FOR YOUR CONTACT WAS VAGUE AND DIFFICULT FOR THE PUBLIC TO FIND.

1348-01

I AM A SENIOR WHO CAN NOT AFFORD TO REMODEL MY HOME TO PREVENT YOUR NOISE, DIRT AND POLLUTION FROM REACHING ME. WHEN I GO INTO MY BACKYARD IT SOUND LIKE A AIRPLANE FLYING OVER NIGHT AND DAY. THIS IS SO DISTURBING. I FEEL LIKE A LIVE IN A FISH BOWL. SOOT IS ALL OVER!

NOW MY PROPERTY VALUE HAS DROPPED AND I WAS PLANNING ON USING THAT MONEY FOR MY SENIOR YEARS.

YOU HAVE GONE TOO FAR AND TAKEN ADVANTAGE OF PRECIOUS CITIZENS.

ROSALIND OWEN

1348

Response

1348-01

Please see **Topical Response 11 – Point Loma**.

1348

Matt Naiman

**From:** Matt Naiman [mattnaiman@cox.net]  
**Sent:** Wednesday, October 07, 2015 8:12 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Another Flight Violation

1349-01

Again, here is screenshot (see attached) of another flight violating current FAA mandatory waypoints. In this case, Flight DAL403 crossed "The Strand" or Coronado Peninsula well north of the ZOOO Waypoint at 12:39 PM on October 7<sup>th</sup>. This is less than one hour after I reported the last one.

If we can't trust the FAA to monitor and enforce their own guidelines, why should this community trust their judgment in loosening these guidelines any further?

Please comment.

Matthew Naiman  
3554 Charles Street  
San Diego, CA 92106  
(619) 840-4975 

1349

Response

1349-01

Please see **Topical Response 11 – Point Loma**.

1350

Evelyn Viora

**From:** Evelyn Viora [viora.elv@gmail.com]  
**Sent:** Wednesday, October 07, 2015 8:21 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SoCal Metroplex

1350-01

This email is a PUBLIC COMMENT AND PROTEST of the proposed air traffic changes from the San Diego International airport.

I am a lifelong resident (68 years) of the Ocean Beach/Pt. Loma area of San Diego. I live on the south edge of the takeoff flight pattern. We now experience noise at 6:30 when the airplanes begin their takeoffs. If the existing waypoint that requires the aircraft to fly out to the Pacific Ocean and THEN turn is changed, our home

**1350****Evelyn Viora (continued)**

and many other residences in the area will be **seriously** impacted for the worse. We will experience more noise, more pollution, more fine particulate matter to harm our health, and more risk of airplane accidents. We will be endangered in many ways.

**1350-01**

I have read materials, attended the meeting on Oct. 6, and cannot understand any real, beneficial reason for the existing flight path to change. It is logical to use the ocean and NOT houses for the path of the aircraft as they ascend. Please listen to our concerns and put the PEOPLE'S WELFARE first and foremost. Do not change the existing waypoint and reroute air traffic over the Ocean Beach/Pt. Loma area.

Evelyn Viora  
4571 Osprey St.  
San Diego, CA 92107

**1350****Response****1350-01**

Please see **Topical Response 11 – Point Loma.**

**1351****Kathryn Adams**

From: James Morgan and Kathy Adams [jfmorgan@cox.net]  
Sent: Wednesday, October 07, 2015 8:23 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: LOWMA

**1351-01**

Please do not eliminate the LOWMA waypoint. I have lived in Point Loma my entire life and had to deal with airplane noise. It is tolerable, but barely so. Your EA report considers 1.5 dB increase to be insignificant, however we are at the limits of what we can tolerate so ANY increase IS significant to us. There is definitely an increase in the number of flights per day over the years so the cumulative noise exposure has already increased and ANY further increase should not be allowed. It awakens me every morning. I have heard three planes now, as I type this. It harms property values (I would not buy in the flight path now). The noise abatement program is inadequate and even if it covered all who need it, which it doesn't- we are then deprived of the finest thing San Diego has to offer- the gentle sea breeze.

Thank you,  
Kathryn Adams  
1410 Savoy Circle  
92107

**1351****Response****1351-01**

Please see **Topical Response 11 – Point Loma.**

**1352****Ed and Barbara Malone**

From: Barbara Malone [barbaramalonesd@gmail.com]  
Sent: Wednesday, October 07, 2015 8:25 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Flight path for airplanes at San Diego International Airport

**1352-01**

I attended the meeting with the FAA last night in San Diego and was very disappointed by the presentation by the FAA. They did not address the issue of why this new way point would be better. The noise and exhaust particles will now impact Point Loma and Coronado instead of the ocean.

It appears to me that the potential for accidents over land will be much greater. There are many flights from the Navy that airliners could crash into. Universities, schools, hotels and residents will be negatively affected. Please rethink this proposal.  
Ed and Barbara Malone 581 San Antonio Ave, San Diego, CA 92106

1352

Response

1352-01

Please see **Topical Response 11 – Point Loma.**

1353

Ann Swanson, CNPC

**Sent:** Wednesday, October 07, 2015 8:26 PM  
**To:** 9-ANM-SoCalOAPM (FAA); Kevin Faulconer; loriezapf@sandiego.gov  
**Cc:** Larry McCleary; Neal Esterly  
**Subject:** FAA - Plane Departure Routing in San Diego

To: FAA

Attached is a letter expressing the Sunset Cliffs Natural Park Council's concerns about the new plane departure plans.

Thank you!

Ann Swanson,  
Sunset Cliffs Natural Park Council  
3611 Warner St.  
San Diego, CA 92106

## *Sunset Cliffs Natural Park Council*

*3611 Warner St.  
San Diego, California 92106  
sunsetcliffs@swanson2.com  
619-222-8141*



TO: FAA

SUBJECT: Impacts of Plane Noise and Pollution on Sunset Cliffs Natural Park

Members of the Sunset Cliffs Natural Park Council are deeply concerned about impacts of the proposed departure flight routing on Sunset Cliffs Natural Park (SCNP), a San Diego regional park where park visitors seek a calm and peaceful respite from the stresses of their busy urban lives. This unique 68 acre coastal gem, featuring dramatic cliffs and inspiring ocean vistas, stretches for 1 ½ miles along the Pacific Ocean on the west side of Point Loma. The park provides a treasured island of tranquility, a rare resource in our urban setting. Can you imagine the jarring effect of plane noise as park users seek the restorative powers of the natural coastal environment?

1353-01

Sunset Cliffs Natural Park is a Multiple Habitat Preservation Area (MHPA), a designation which restricts loud noises and bright lights because it has been proven that these adversely impact the lives of the animals. The environmental analysis should address: a) noise and pollution impacts on both the environmentally sensitive Sunset Cliffs Natural Park and the contiguous Point Loma Ecological Reserve and, b) public health impacts and quality of life factors.

In conclusion, a simple solution to the potential noise and pollution impacts would be to leave the departure flight pattern as it exists. While the proposed new departure plan might save a little on fuel, it would be expected to be very expensive in terms of human factors.

Sincerely,

Ann E. Swanson, Chair  
Sunset Cliffs Natural Park Council  
(The official SCNP advisory council)

1353

## Response

1353-01

Please see **Topical Response 11 – Point Loma**.

1354

## Suzie Graham

**From:** Suzie Graham [suzie.graham@gmail.com]  
**Sent:** Wednesday, October 07, 2015 8:27 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Comments for EIS

1354-01

This document has been incorrectly prepared as an EA. FAA should have determined that the proposed action rises to the level of an EIS, as there are numerous potential activities described in the EA that will have significant environmental effects. The threshold for for EIS has been met and lead agency should have bypassed EA preparation and moved directly to preparation of an EIS.

1354-02

Increased departures within the noise burdened community of Point Loma will increase cumulative effects with the natural environment and effects on human health by further degrading air quality from the increase in planes emitting pollutants in surrounding areas.

1354-03

Moreover, increased air traffic will also allow for an overall increase in all types of flights. many plane manufactures have moved their fleet to larger and heavier planes. Upon takeoff, these planes fly lower in the affected departure areas. These heavier low flying planes brings dangerous plane emissions into closer contact with residents living under the flight path. Proposed action has not evaluated the cumulative impacts of these reasonably foreseeable future with regards to the changing fleet of larger planes within the airline industry. Cumulative impacts of these heavier planes' emissions and lower flight path should be analyzed.

1354-04

Mitigation measures have not been presented for residents that are newly affected by flight path changes that increase the dB within the Loma Portal area. Quieter homes programs should be evaluated as a mitigation remedy for residents in Loma Portal that will have significant impacts due to the additional number of planes going through the Point Loma airspace.

1354-05

Additionally, significant controversy surrounds this project, which has been exemplified by the 6 Oct 2015 meeting in San Diego, CA. Numerous persons attended meeting and comments were not recorded. Official from lead agency (FAA) was quoted as saying, "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." This comment suggests that FAA recognizes that the action has significant controversy and the document must be forfeit in lieu of an EIS.

1354

## Response

1354-01

The commenter suggests the determinations in the Proposed Action raise it to the level of an EIS. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. The EA was prepared in full compliance with NEPA and FAA Order 1050.1E.

1354

Response (continued)

1354-02

The commenter states that increased departures over Point Loma will lead to increased cumulative impacts and impacts to air quality. The Proposed Action would not result in an increase in the number of aircraft operations at the Study Airports, but is designed to increase the efficiency of the airspace. Airport capacity would remain unaffected by the Proposed Action. Table 23 of the Average Annual Day Flight Schedules Technical Report includes data derived from the FAA's Terminal Area Forecast (TAF). Based on the data in the TAF, there is an anticipated increase in Average Annual Day (AAD) air carrier traffic between the years 2016 and 2021. The SoCal Metroplex Project used the forecast data to model noise for 2016 and 2021 conditions. The forecasted increase in operations is unrelated to the SoCal Metroplex Project. Furthermore, as discussed in Section 5.8, no significant impacts to air quality would be anticipated from implementation of the Proposed Action. Similarly, as discussed in Section 5.10 of the EA, the implementation of the Proposed Action when considered with other past, present, and reasonably foreseeable future actions would not be expected to result in significant cumulative impacts.

Please also see **Topical Response 11 – Point Loma**.

1354-03

The commenter states that increased departures will lead to an increase in the use of larger, heavier aircraft and should be accounted for in a cumulative impact analysis. For purposes of evaluating potential noise impacts associated with the Proposed Action, information was collected on planned acquisition of new aircraft by airlines and reflected in the future fleet mix serving the Study Airports. The future fleet mix was fully accounted for in the noise analysis, and a description can be found in the Average Annual Day Flight Schedules Technical Report, available on the Project website – <http://www.metroplexenvironmental.com>.

As discussed in Section 2.4 of the EA, implementation of the Proposed Action would not increase the number of aircraft operations at the Study Airports. In addition, a cumulative impacts analysis evaluates the cumulative effects of the Proposed Action, when added to other past, present, and reasonably foreseeable future actions.

1354-04

The commenter has noted that mitigation measures have not been included in the EA for the Point Loma neighborhood and referenced “quieter homes programs.” As discussed in Chapter 5 of the EA, the Proposed Action, when compared to the No Action Alternative, would not result in significant environmental impacts. Accordingly, no mitigation measures are warranted for the SoCal Me-

1354

## Response (continued)

metroplex Proposed Action procedures. The San Diego County Regional Airport Authority maintains a current Noise Compatibility Program, and any questions regarding the quieter homes programs should be directed to them.

1354-05

The commenter states that significant controversy surrounds the SoCal Metroplex Project, as exemplified by the October 6 meeting held by the San Diego County Regional Airport Authority. Please see **Topical Response 13 – Point Loma Public Meeting** for a description of the October 6, 2015 Point Loma Meeting.

The commenter also states the FAA should proceed to an EIS. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, an Environmental Assessment is a concise public document that serves to provide an analysis for determining whether to prepare an EIS or a FONSI. The environmental analyses completed in support of the EA indicate that the SoCal Metroplex Project would not result in any significant environmental impacts.

1355

## Ann Swanson

**From:** canoeswanson@gmail.com [canoeswanson@gmail.com] on behalf of Ann Swanson [ann@swanson2.com] **Sent:** Wednesday, October 07, 2015 8:29 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** FAA - New plane departure plans for San Diego

TO: FAA

Attached is a letter regarding the new plane departure plans for San Diego. Please send me any new or revised information.

Thank you.

Ann Swanson  
 3611 Warner St.  
 San Diego, CA 92106

1355

Ann Swanson (continued)

3611 Warner St.  
San Diego, CA 92106  
October 6, 2015

FAA

SUBJECT: Flight Departure Routing over Point Loma

Dear Sir:

1355-01

I am strongly opposed to the proposed fan departure flight pattern from Lindbergh Field, especially if the recent trial flights are any example of the impeding impacts on the Point Loma Community.

In 1968 my husband and I moved from our home which was directly under the flight pattern to our present home in the wooded area. Through the years we've reflected on the fact that it has been well worth the additional expense to live in a peaceful, quiet neighborhood. It is ironic that after 47 years of peace and quiet, except for a few North Island flights, we're again in danger of being under the flight pattern!

Last Thursday (10-1-15) afternoon, I sat on our patio watching plane after plane fly either directly over our home or nearby. The planes were very loud! After a while, I left the patio to try to get away from the obnoxious noise. While I value being able to enjoy our patio and garden, the unbearable noise made that impossible. I also worry about the effect of pollution from the planes on public health.

1355-01

It appears that there is no real need to change the flight pattern and that the savings in fuel would be minor considering the impacts to the community. Has there been a non biased cost benefit analysis? Would this change mean that the big corporations like the airlines are being subsidized by local citizens and local businesses? Would more homes need to be retrofitted? Would property values decrease? Would local schools and businesses lose working time because of the noise?

Please do not trade our quality of life for the proposed new departure pattern!

Thank you!

Sincerely,

Ann Swanson

1355

Response

1355-01

The commenter is opposed to a "fan departure" flight pattern from Lindbergh Field and mentions recent trial flights. There is no "fan departure" plan, only the Proposed Action which includes arrival and departure procedures serving the Study Airports in the Southern California Metroplex. The flight corridors associated with the Proposed Action are depicted in Exhibit 3-8 in Chapter 3 of the EA. The SoCal Metroplex Proposed Action Procedures have not been implemented, and a final decision has not been made. For additional information about existing noise, please see **Topical Response 02 – Existing Conditions**.

The commenter also is concerned about the purpose for the Proposed Action, fuel savings for airlines, and the impacts to the community. As stated in Section 2.2 of the EA, *Purpose of the Proposed Action*, the SoCal Metroplex Proposed

1355

## Response (continued)

Action would optimize procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Regarding the consideration of environmental impacts, the EA was prepared in full compliance with NEPA and FAA Order 1050.1E. Appendix A to Order 1050.1E includes the environmental resource categories that must be evaluated in FAA's NEPA documents. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action. Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. The results of this analysis show that there would be no significant impacts of the Proposed Action when compared to the No Action Alternative.

Please see **Topical Response 05 – Purpose and Need**.

1356

## Anita First

**From:** Anita First [afirst@goldenoutcomes.com]  
**Sent:** Wednesday, October 07, 2015 8:35 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** city.clerk@culvercity.org  
**Subject:** Routing LAX traffic over Culver City

1356-01

I am a long time resident in Culver City. I absolutely object to the rerouting of airline traffic to fly over Culver City. We all purchased our homes here with the understanding and expectation that our community would be peaceful and quiet. Deciding to route airplane traffic over us will dramatically reduce the value of our homes and make the living circumstances very unpleasant.

I OBJECT TO THIS PLAN TO ALLOW TRAFFIC TO FLY OVER CULVER CITY. PLEASE DO NOT GRANT THIS PERMISSION.

Anita First  
 5009 Rainbows End  
 Culver City, CA 90230

1356

## Response (continued)

1356-04

Please see **Topical Response 09 – LAX North Arrivals**.

1357

Nicole Harris

From: nicole harris [hi\_nicole@sbcglobal.net]  
Sent: Wednesday, October 07, 2015 8:36 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Point Loma flight path

1357-01

I am in total opposition regarding the change in flight path in Point Loma. It will increase pollution, noise, and quality of life for the residents. Those that live in the flight path choose to live in the path. It is not okay to change the path and affect others.

Sincerely  
Nicole Harris  
PL Resident

1357

Response

1357-01

Please see **Topical Response 11 – Point Loma.**

1358

Goran Lacan

**From:** GORAN LACAN [glacan@ucla.edu]  
**Sent:** Wednesday, October 07, 2015 8:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** LAX flight path

**To Whom It May Concern:**

1358-01

As the home owners at 3448 Greenfield Ave., LA, CA 90034, we would like to voice our objection to the new flight paths for the air traffic directed to LAX. They are destroying our what used to be considered a peaceful neighborhood and will seriously lower our property values. We do not believe the FAA has the right to undertake this destructive action and behave as if the air traffic is above some uninhabited desert space and not above the densely populated urban area.

We as taxpayers and citizens of Los Angeles have the right to the same noise free environment that has this area of our city enjoyed for the past 50 years. When we purchased our home we would not have bought it if there has been a problem with airplane noise. To impose this new and unwelcome intrusion into our neighborhood is environmentally untenable, unfair, and probably illegal. The level and the increased frequency of the noise pollution caused by the proposed flight paths is unacceptable and will be another sign of a reckless policy of a government agency which is supposed to work in public's interest.

We respectfully suggest that the FAA alter its plans.

Goran Lacan

Viktorija Lejk--Lacan

3448 Greenfield Ave

Los Angeles, CA 90034

1358

Response

1358-01

Please see **Topical Response 02 – Existing Conditions.**

1359

Michael Brodsky

Sent: Wednesday, October 07, 2015 8:41 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Commentbs on SoCal Metroplex Env Draft Assessment

To SoCal Metroplex EA / FAA

1359-01

I oppose the changes to the flighttrack from Santa Monica Airport that will force jets to turn north BEFORE the coastline and route more noisy jets over Santa Monica homes.

Sincerely,

Michael Brodsky  
3009 17th St.  
Santa Monica, CA 90405

1359

Response

1359-04

Please see **Topical Response 11 – Point Loma.**

1360

Stuart Bean

**From:** [spbean@pacbell.net](mailto:spbean@pacbell.net) [spbean@pacbell.net]  
**Sent:** Wednesday, October 07, 2015 8:41 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** SOCIAL METROPLEX EA MEETING SAN DIEGO 10-6-15

I, along with about a thousand of my neighbors attended the so called EA information meeting last night in San Diego.

1360-01

I have attended many large meetings in my career but never have I encountered the arrogance of the FAA personnel who were supposed to answer our questions.

A presentation was given that was full of errors. No questions were answered and the two hours of comments from the audience were heard with none of it be put on the record by the FAA.

This was a complete sham.

Stuart Bean

1360

Response

1360-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1361

Matt Naiman

**From:** Matt Naiman [mattnaiman@cox.net]  
**Sent:** Wednesday, October 07, 2015 8:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Four Waypoint Violations within 90 minutes.

I am submitting two additional waypoint violations (see attached) for your review and comments:

1361-01

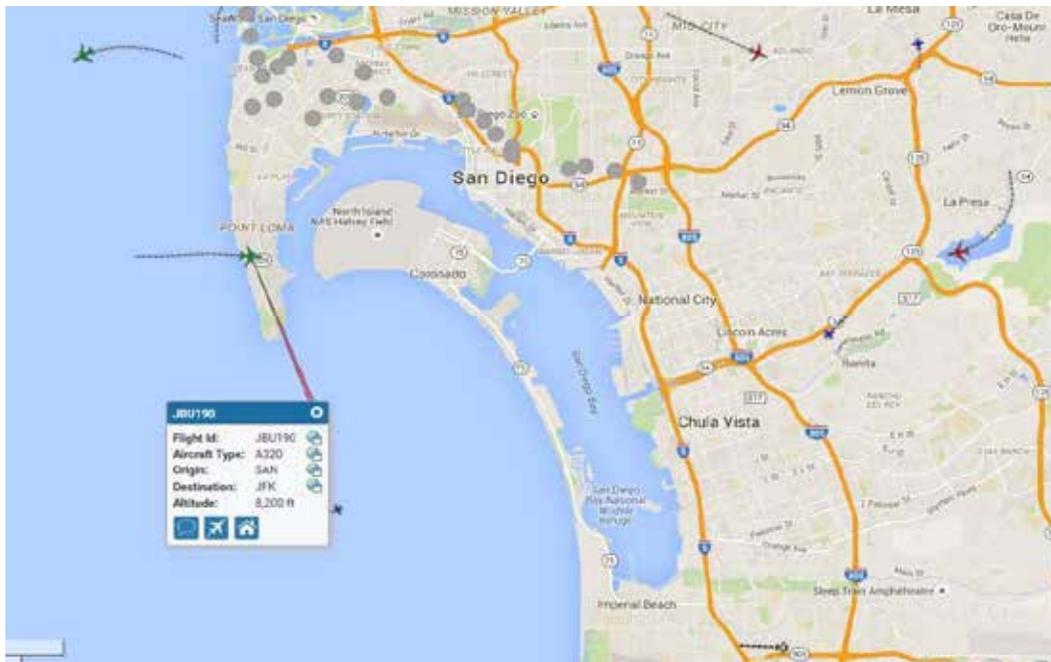
1. On October 7<sup>th</sup> at 1:03PM Flight JBU190 crossed the Point Loma Peninsula well North of the LOWMA Waypoint.
2. On October 7<sup>th</sup> at 1:05PM Flight SCX402 crossed the Point Loma Peninsula well North of the LOWMA Waypoint.

Again, I am requesting FAA comments on this matter. In particular, these are the third and fourth waypoint violations observed and reported to you that all occurred within a 90 minute timespan.

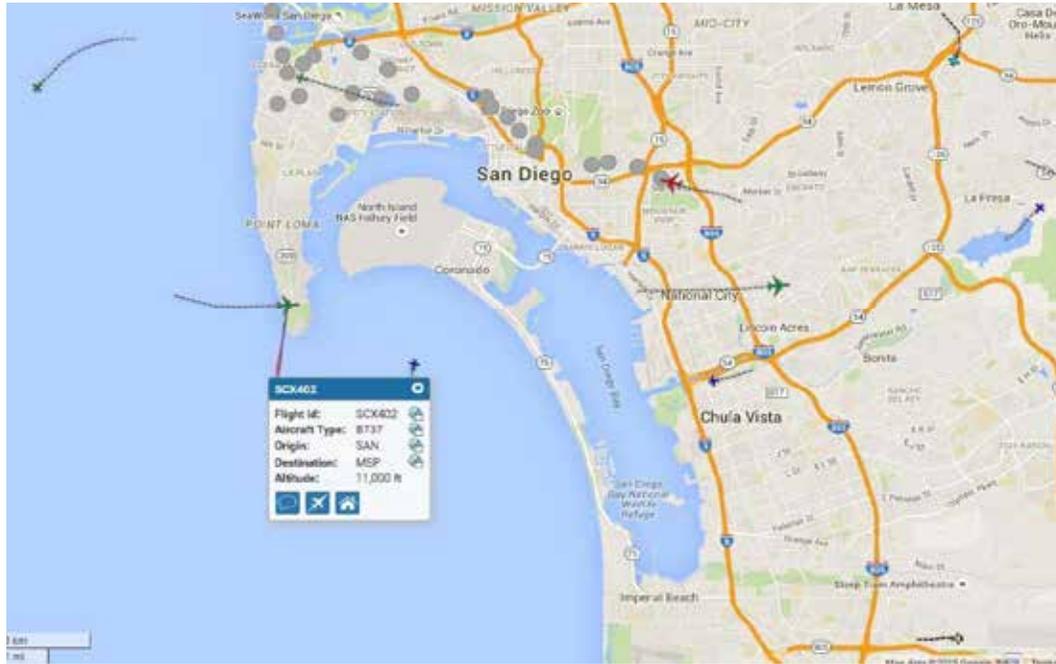
Sincerely,

Matthew Naiman  
3554 Charles Street  
San Diego, CA 92106

(619) 840-4975



**1361** Matt Naiman



**1361** Response

**1361-01** Please see **Topical Response 11 – Point Loma.**

**1362** Clay and Joanna Darrow

**From:** Joanna Darrow [joannamdarrow@gmail.com]  
**Sent:** Wednesday, October 07, 2015 8:45 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** flight pattern change

**1362-01** Our home will be impacted greatly by the flight pattern change.  
 My question is...  
 How much money will it cost faa to retrofit all of the homes that will be impacted by this change?  
 The neighborhood north of us was retrofited by you some years ago.  
 We will expect you to do the same for us.  
 Clay and Joanna Darrow  
 3734 Rosecroft In  
 San Diego, Ca  
 92106

**1362** Response

**1362-01** Please see **Topical Response 11 – Point Loma.**

1363

Robert Easton

From: Robert Easton [reaston282@aol.com]  
Sent: Wednesday, October 07, 2015 8:58 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: San Diego Flight Path

1363-01

Sent from my iPad The change of the San Diego flight path will bring bad consequences to the Pt Loma area. (Has an official EPA study regarding noise (db level), pollution, wildlife impact, etc been done?). There are schools, child care centers, colleges, churches under the proposed flight path. The southern Pt Loma area contains the Cabrillo National Monument, a major tourist attraction. The Fort Rosecrans National Cemetery is there. Services happen there. (Please defer to our Vets, their friends, and family. While the dead may or may not hear the noise, the living, the grieving should be respected. Let them have a peaceful, quiet place to say "Good-By".)

1363

Response

1363-04

Please see **Topical Response 11 – Point Loma.**

1364

Juergen Richter

**From:** J&Y Richter [j-y-r@cox.net]  
**Sent:** Wednesday, October 07, 2015 8:59 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Proposed flight pattern changes for SAN

1364-01

We live on Casitas Street in the south-western part of Ocean Beach.

The new pattern causes us to hear the planes as they go west, then south, then east over the peninsula.

It is steady noise for us here because we are at the mid-point of the west, south, and east paths.

We have enough noise already with all of the helicopters and planes along the coast.

Please don't change the present pattern for SAN.

Juergen Richter  
4444 Casitas Street  
San Diego, 92107

1364

Response

1364-01

Please see **Topical Response 11 – Point Loma.**

1365

Eugene Berkenstadt

**From:** LEEP2OL@aol.com [LEEP2OL@aol.com]  
**Sent:** Wednesday, October 07, 2015 9:00 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Opposition to FAA Flight Path Proposal San Diego Intl. Airport

To Whom It May Concern:

Please find attached my letter dated October 7, 2015 address to the FAA in Opposition to the FAA Proposal to Revise Flight Paths at San Diego International Airport.

If anyone should wish to discuss this matter further, please do not hesitate to contact me.

Eugene R. Berkenstadt, Esq.  
BORNHOFT & BERKENSTADT  
3667 Voltaire Street  
San Diego, CA 92106

Phone: 619-226-1844

Fax: 619-222-3667  
Leep2ol@aol.com

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**BORNHOFT & BERKENSTADT**  
Attorneys at Law

**Robert W. Bornhoff**  
12707 High Bluff Drive, Suite 100  
San Diego, CA 92130  
Phone : (858) 481-1844 • Fax: (858) 481-9414

**Eugene R. Berkenstadt**  
3667 Voltaire Street  
San Diego, CA 92106  
Phone : (619) 226-1844 • Fax: (619) 222-3667

October 7, 2015

Federal Aviation Administration

**Re: Opposition to FAA Proposal to Revise Flight Paths at San Diego Intl. Airport**  
**Our Residence: 1033 Moana Drive**  
**San Diego, CA 92107**

To Whom It May Concern:

My heritage in San Diego goes back over 100 years when my Great Grandparents first arrived here from Denver. As such, we are very familiar with our City's history and the history of our airport and its flight path.

Prior to moving into our current residence my wife and I lived directly under that flight path in an apartment building located at 5050 Santa Monica Avenue in Ocean Beach. In 1980 our first child was born and we began looking for a home. Having lived under the flight path for six (6) years we understandably decided to look for a home near the beach but outside the flight path. In 1981 we found and purchased our current residence at 1033 Moana Drive.

1365-01

1365

Eugene Berkenstadt (continued)

1365-01

For the past 34 years we have lived in that residence and raised two children in almost complete peace and tranquility on an isolated and insulated peninsula. We are currently involved in our second major renovation project and over the years have enjoyed watching (while we paid the mortgage and taxes) the home's appreciation in value.

For the first time (34 years) this past Saturday while I trying to take a nap I was repeatedly disturbed by aircraft jet noise. When I went out to investigate it became clear that departing planes were vectoring out from the airport closer to our home than ever before and then making a much sharper waypoint turn closer to shore than ever before and then coming back across Point Loma at a lower and closer altitude than ever before. I subsequently learned about your revised flight path with alleged fuel saving and carbon saving benefits which was no doubt based on some ridiculous study not worth the paper it was written on (by people who don't live in our neighborhoods) who decided it would have only a negligible impact on the affected neighborhoods. I will respectfully disagree and suggest to the invisible people who are making this decision that they test their theory by first putting their homes and their family's under a flight path.

Page 2  
Federal Aviation Administration  
October 7, 2015

1365-01

Any alleged benefits (fuel or carbon savings) from this program will be negligible and come with a huge cost to the residents of Point Loma by way or noise, air and water runoff pollution and reduced property values. Up until now I never would have had to disclose to a potential buyer that I lived under the flight path.

Five minutes of legal research however, assured me that the operation of low-flying aircraft over real property damages that property's value and amounts to a compensable taking. As such, (according to the US Supreme Court) a cause of action (against the local authority owing and operating the airport facility) in inverse condemnation arises if the height, frequency, and nature of the flights constitute an immediate interference with enjoyment and use of the property, and the interference is sufficiently direct and peculiar that the property owner would contribute more than his fair share to the public undertaking. Courts have also pointed out that when the airport authority expands its facility with knowledge of the residential character of the area, plaintiffs are permitted to recover in inverse condemnation for damages to their real property and under a nuisance theory for personal injuries. History seems to suggest that class actions and restraining orders (maintaining the status quo) are the best way to go.

For all of the above reasons I urge the FAA to exclude any modifications of the SAN departure flight path, including the proposed elimination of waypoint LOWMA from any FAA or NextGen proposal.

Very truly yours,

BORNHOFF & BERKENSTADT



EUGENE R. BERKENSTADT

ERB/

1365

Response

1365-01

Please see **Topical Response 11 – Point Loma.**

1366

Patricia Daugherty

**From:** Patricia Daugherty [pdaughertydesign@gmail.com]  
**Sent:** Thursday, October 08, 2015 4:07 AM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Fwd: I strongly oppose the proposed changes to the Lindbergh Field flight plan

----- Forwarded message -----  
From: **Patricia Daugherty** <pdaughertydesign@gmail.com>  
Date: Wed, Oct 7, 2015 at 9:01 PM  
Subject: I strongly oppose the proposed changes to the Lindbergh Field flight plan  
To:

9-ANM-SoCalOAPM@faa.go, trussell@san.org, awaren@san.org,  
scott.peters@mail.house.gov, Kevinfaulconer@sandiego.gov, Loriezapf@sandiego.gov,  
sherrilighner@sandiego.gov

Please do not remove or relocate the existing waypoint just south of Point Loma in San Diego, CA.

The proposed realignment will direct even more planes directly over our homes, schools, businesses, beaches and parks.

This will create an obvious hazard and severely impact quality of life. We San Diegans already face very high risks from flights with the existing flight paths. Many consider our airport one of the most dangerous in the country.

I know first hand how dangerous the airport is and making this change will make it even more hazardous. We frequently see aborted flights that can't make the landing. They pull up at the last minute presumably to come around for another try. I knew someone who died on PSA flight 182 - which killed many and devastated one of San Diego's neighborhoods.

This and much of the development of San Diego is out of our hands. We want our voice to be heard again by developers, airport authorities, the FAA and our elected representatives. If you continue to move forward you are NOT doing it in the best interest of the public. This is our community and we should have a right to be listened to and heard.

Please leave the existing way-point in place. We urge you to stop trying to squeeze more flights in and out of the current location which clearly is maxed out.

Please move forward with relocation of San Diego's airport, and create an integrated transportation system that works for the people who live here.

Sincerely

Patricia Daugherty  
San Diego resident for over 28 years

1366-01

1366

Response

1366-01

Please see **Topical Response 11 – Point Loma.**

1367

Richard Bagnell

**From:** richard bagnell [bagsboy@yahoo.com]  
**Sent:** Wednesday, October 07, 2015 9:03 PM  
**To:** 9-ANM-SoCalOAPM (FAA); Richard Bagnell  
**Subject:** Changes at San Diego

1367-01

The FAA presentation at Liberty Station on Oct. 6, 2015 was a farce. The FAA would answer no questions, including question on their own slides. The meeting was not recorded and the residents under the flight paths question were ignored by the FAA representatives.

1367-02

Have flights return over Point Loma for a second time is not acceptable based upon safety or the local environment. The FAA and their plan was not vetted by the public and fails to have a reasonable environmental impact study. Using average dB daily data is not modern science, presenting models rather than data is deceptive, ignoring the environment impact on schools, a university, a National Monument and our veterans resting in Fort Rosecrans is unacceptable.

Stop this Plan, Respect the public and Stop representing the airlines.

Richard Bagnell

1367

Response

1367-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1367-02

Please see **Topical Response 11 – Point Loma.**

1368

Michael Olabisi

**From:** Michael Olabisi [m.olabisi@gmail.com]  
**Sent:** Wednesday, October 07, 2015 9:04 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** No to Flight Paths Over Culver City

1368-01

Aircraft passing over Culver City would be an unbearable nuisance to the families that live here. With the proposed OPD and RNAV procedures, it appears more planes will be flying over our residential areas at higher speeds. This makes things worse for residents.

1368-02

In recent weeks, the noise and vibrations from aircraft and helicopters have been loud enough to disturb sleep. Several households on my street have school age and pre-school age children.

If you would consider other approaches to optimizing aircraft routes that do not place an undue burden on families that moved to this area because of its peace and quiet, it would be very appreciated.

Thanks in advance for your consideration.

Michael Olabisi, PhD.  
Lincoln Ave, Culver City CA 90232

1368

Response

1368-01

Please see **Topical Response 09 – LAX North Arrivals.**

1368-02

Please see **Topical Response 05 – Purpose and Need.**

**1369 Dana Woods**

**From:** [casarosarcfe@aol.com](mailto:casarosarcfe@aol.com) [casarosarcfe@aol.com]  
**Sent:** Wednesday, October 07, 2015 9:05 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** proposed FAA Metroplex flight path changes San Diego Point Loma Peninsula

**1369-01** As a resident and a business owner directly within the proposed flight path in the San Diego, Point Loma area, I would like to express my objections to this proposal. I have senior residents who choose this particular location to spend their final days here on the Point Loma Peninsula. They chose this facility for many and various reasons, among the many, are the quiet and peaceful atmosphere this area enjoys.

To have aircraft running day and night over the top of us simply because it saves the airlines a few bucks is unacceptable.

Property values will also be affected in a negative way due to the noise and the whole area will receive a negative financial and esthetic impact from this should it move forward.

I also foresee many lawsuits that will be instituted against this damaging plan that will be costly to the agencies involved who are supposed to be looking out for the good of the community, not the profits of the airlines.

sincerely,  
 Dana Woods  
 Casa Rosa Assisted Living

**1369 Response**

**1369-01** Please see **Topical Response 11 – Point Loma.**

**1370 Zina Josephs**

**From:** [ZinaJosephs@aol.com](mailto:ZinaJosephs@aol.com) [ZinaJosephs@aol.com]  
**Sent:** Wednesday, October 07, 2015 9:06 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** [zinajosephs@aol.com](mailto:zinajosephs@aol.com)  
**Subject:** SoCal Metroplex comment

Sept. 6, 2015

To: SoCal Metroplex EA  
 Federal Aviation Administration  
 Western Service Center - Operations Support Group  
 1601 Lind Avenue SW  
 Renton, WA 98057

From: Board of Directors, Friends of Sunset Park (FOSP)  
 P.O. Box 5823  
 Santa Monica, CA 90409

Re: Southern California Metroplex Proposal

**Friends of Sunset Park (FOSP) opposes the proposed Santa Monica Airport (SMO) flight path alterations included in the SoCal Metroplex Plan.**

**1370-01** FOSP is the city-recognized neighborhood organization for the Sunset Park neighborhood of the City of Santa Monica. Santa Monica Airport is located within the boundaries of our neighborhood.

If the FAA's goal is to deconflict flights from SMO with those from LAX, the most effective way to do this would be to close SMO.

And, as a reminder, the land on which SMO is located belongs to the people of Santa Monica, as it was purchased in the 1920's with a park bond approved by the voters.

However, if SMO is not closed before the SoCal Metroplex plan is implemented, FOSP supports the City of Santa Monica's proposal to submit an alternative departure procedure that would maintain a straight departure path until executing a northward turn at the shoreline, in order to diminish noise impacts on residents.

This submittal would be a basis for a waiver request to the FAA Administrator to avoid the adverse impacts the SoCal Metroplex proposed departure flight path for SMO will produce. We base our position on the following reasons:

1370

Zina Josephs (continued)

In addition, the Metroplex plan includes provisions for lower minimum flight path altitudes. FOSP opposes this provision as it will also increase noise impacts on the dense residential neighborhoods surrounding SMO.

1370-01

**3. Emissions**

Even though our own neighborhood organization represents residents west of SMO, FOSP supports efforts to alleviate the impact of emissions caused by idling aircraft, in particular, on the neighborhood east of the SMO. [While the Sunset Park neighborhood is affected by the emissions, it seems that the neighborhood east of SMO bears the brunt of this environmental hazard.](#)

FOSP supports a design alternative that will allow the SMO aircraft departures to integrate with LAX to reduce idling times, yet preserve a flight path to the west that will not increase noise impacts on the western neighborhoods.

1370-02

Since additional material was presented to City of Santa Monica representatives on September 1, 2015, the FAA should extend the public comment period accordingly. Stakeholders and the public need the opportunity to study, evaluate, and make informed additional commentary in light of the additional material.

Sincerely,

Zina Josephs, President  
Board of Directors  
Friends of Sunset Park

1370

Response

1370-01

Please see Responses to Comment Letter 329.

1370-01

Please see **Topical Response 03 – Comment Period Extension**.

1371

Evelyn Baron

Sent: Wednesday, October 07, 2015 9:06 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Subject: Public comment

1371-01

I am a resident of Mar Vista, and I strenuously object to the proposed LAX flight plan. We already suffer from air traffic from Santa Monica Airport, the noise and the jet fuel pollution. Higher levels of asthma and other lung disease has been well documented because of jet fuel pollution. We also endure the noise and air pollution of the 405 freeway 24 hours a day.

This added noise and air pollution is an unfair burden on our community, which already suffers from two huge noise and air polluters.

Respectfully, Evelyn Baron

Sent from my iPad

1371

Response

1371-01

Please see **Topical Response 06 – Air Quality - Air Pollution**.

1372

Don Purvis

**From:** Don Purvis [donwpurvis@hotmail.com]  
**Sent:** Wednesday, October 07, 2015 9:08 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** Lindberg Field Flight Pattern

I am opposed to the proposed Flight Pattern change which would route planes directly over Point Loma.

1. These planes exhaust small particulate matter which can end up wedged in the lungs and migrate into the blood stream which would cause serious health problems.

1372-01

2. I live on Sunset Cliffs in Point Loma and am already exposed to soot problems on a daily basis, If I leave my bedroom window open during the day, I wipe the "soot" off my bedroom furniture before going to bed so I do not have to breath it. Obviously the proposed flight change will increase this problem.

3. My Backyard conversations are frequently interrupted by plane noise. This is a fairly recent development, as most flight takeoffs have been north of my house in the past. The new proposed Flight Path will certain will add to this problem.

Why have the Flight Takeoffs been routed further to the south?

I would appreciate your response to my concerns.

Sincerely

Don Purvis

1372

Response

1372-01

Please see **Topical Response 11 – Point Loma.**

1373

Josh Gruenberg

**From:** Josh Gruenberg [josh@gruenberglaw.com]  
**Sent:** Wednesday, October 07, 2015 9:14 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Subject:** proposed FAA flight plan changes in San Diego affecting Pt. Loma

1373-01

Please be advised, I am strongly against these changes.

Please have a representative from the FAA call me to discuss this issue and the ramifications of the proposed change.

I look forward to speaking with someone from the FAA.

My contact information is below.

Thank you,  
 Josh Gruenberg

--  
 Josh Gruenberg  
 GruenbergLaw  
 2155 First Avenue  
 San Diego, CA 92101

(619) 230-1234

1373

Response

1373-01

Please see **Topical Response 11 – Point Loma**.

1374

Jim Carlberg

Sent: Wednesday, October 07, 2015 9:15 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: LorieZapf@sandiego.gov  
Subject: Flight Path over South Mission Beach

Dear Sir:

I realize that the present effort to alter flight paths is to allow for shorter turns after takeoff from Lindberg Field in San Diego, to reduce fuel consumption and associated CO2 emissions, a valiant effort indeed. My concern is on a related matter, i.e. increased jet noise over south Mission Beach.

When we moved here 15 years ago, I was told that approximately 1/3rd of the flights (now 550 departures and landings daily) ascended over north Point Loma, Ocean Beach, and south Mission Beach, respectively. It appears that this situation has changes over the past few years. Many more flights now depart directly over south Mission Beach. There are three relevant issues:

1. more daily departures (unavoidable), 2. more flights over south Mission beach, and 3. to further reduce fuel consumption, that flights are ascending at a much lower angle, resulting in being closed to the ground over residential areas of Mission Beach.

I understand the concern of people living in south Point Loma about increased sound pollution and soot from emissions, but they should still share in accepting a reasonable amount of the air traffic over their properties and not expect residents in Mission Beach to be more impacted by these new routing path changes. The departures need to be spread equally across all three communities. The noise from planes turning at a much higher altitude over Point Loma is a much more acceptable issue than when the planes are at a much lower altitude on take-off.

Jim Carlberg  
825 Avalon Ct.  
San Diego, CA 92109  
(858) 488-2326

1374-01

1374

Response

1374-01

Thank you for your comment. Please also see **Topical Response 05 – Purpose and Need**.

**1375****David Pekin**

**From:** David Pekin [dpekin@ssccorp.com]  
**Sent:** Wednesday, October 07, 2015 9:16 PM  
**To:** 9-ANM-SoCalOAPM (FAA)  
**Cc:** loriezapf@sandiego.gov  
**Subject:** San Diego Airline Departure Modifications

Dear Sirs.

The FAA meeting last night (10-6-15) at Liberty station was very poorly done. You know very well the concerns of residents regarding changing the flight paths to possibly create more noise, pollution and safety issues for hundreds of homes, and thousands of residents, that presently do not suffer from them. Additionally property values will be depressed in newly overflowed areas. Your presentation not address these concerns in any intelligent way. I was very disappointed in the FAA.

**1375-01**

You intentionally did not want to address any specifics in your presentation. I'm sorry but I can only conclude you are not acting in good faith.

I would like to see a map indicating 1) all possible flight paths of current departures, and 2) all possible departure flight paths after the changes you propose.

That alone will show the impact of the changes, and if even more residents will be subject to the negative impacts. And if they are, are you willing to expand the mitigation and compensate owners for a decrease in property value?

Has a cost-benefit analysis been performed to determine if the fuel savings will outweigh the decrease of property values and associated lost tax revenue by the city due to those lower values?

I purchased my house 19 years ago specifically away from the flight path to avoid the airline noise and exhaust dust. I do not want planes flying directly over my house creating both noise and exhaust pollution.

David Pekin  
 3210 Harbor View Dr.  
 San Diego, CA 92106

**1375****Response****1375-01**

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 08 – Supplemental Materials**.

**1376****Eve Morris**

Sent: Wednesday, October 07, 2015 9:18 PM  
 To: 9-ANM-SoCalOAPM (FAA)  
 Subject: re changing course of planes

**1376-01**

OK, I'm being a fatalist thinking that the decision has already been made to alter the course of traffic over the Point Loma area. This change will be a great hardship for us, since we have a profoundly disabled daughter who startles easily. We had a custom home built for her 20 years ago and moving is not an option. The noise already is bad. I can't imagine it being worse! Please reconsider your decision. Thank you, Eve Morris

**1376****Response****1376-01**

Please see **Topical Response 11 – Point Loma**.

1377

Tracy Morton

Sent: Wednesday, October 07, 2015 9:18 PM  
To: 9-ANM-SoCalOAPM (FAA)  
Cc: Mark Morton  
Subject: San Diego/Point Loma Next Gen Flight Plan

To Whom It May Concern:

1377-01

After going to the FAA Meeting last night in Point Loma, I am even more concerned than I was before. The condescending tone of the FAA Representative seemed to add fuel to the fire, so to speak. Point Loma Residents were already, rightfully concerned but the format and overall tone of the meeting further frustrated many of us.

1377-02

1)The FAA Representative said that there had not been any changes to the flight path thus far.

Not true! It's fairly easy to look up and see the changes that have occurred, directly over our heads! Planes flying over. I live in an area called The Wooded Area of Point Loma. Many residents bought in this community to avoid the planes and the noise and debris that the planes leave behind! Our home prices will be devalued!

1377-03

2)There was NOT adequate notice!

The FAA Representative also put up a ridiculous slide showing the "process" that took place to change the Flight Path. Supposedly, this "process" started in 2012 & in 2014 there was a "public" meeting held in Logan Heights to discuss the Flight Path changes over Point Loma?! Why would you hold a meeting in Logan Heights about a huge change occurring in the Point Loma Area? The FAA seems to be intentionally misleading the public.

Have y'all done an EPR? If so please release all findings to the public.

I am concerned about the health of my children, my home value decreasing, the dirt and debris (causing health issues) and the noise. My main concern is how misleading this entire process has been and how it was handled!! The FAA is a government agency that should be following certain guidelines and regulations to "PROTECT" the citizens of The United States. This FAA a Plan does NOT follow Due process!

Concerned Resident & Citizen,  
Tracy Morton  
3650 Charles St.  
San Diego, Ca 92106

1377

Response

1377-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1377-02

Please see **Topical Response 02 – Existing Conditions.**

1377-03

Please see **Topical Response 11 – Point Loma.**

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