

F Responses to Comments on the Draft EA
Volume III

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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 III 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 III includes comment letters 1,378 through 2,106 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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1378

N. J. Kuebler

From: Jeanie32HMB@aol.com [Jeanie32HMB@aol.com]
Sent: Wednesday, October 07, 2015 9:20 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: proposed flight path revisions

From: N. J. Kuebler
 Homeowner's address: 32 Half Moon Bend, Coronado, CA 92118 (Coronado Cays)
 Temporary mail address: 509 Carvalos Dr. Chula Vista, CA 91910

I believe the amount of intended savings for this project are nullified by the losses of the citizens who will be affected by the inordinate amount of noise pollution and air fouling that will occur. This already is a fact on Coronado Island and the Silver Strand areas due to military flights.

1378-01

The safety issues of bringing all those flights over land instead of the safer paths further over the ocean seems apparent.
 Military craft of many type occupy air space near and at these sites you are revising. This looks to be a recipe for an air disaster, if not a potential Homeland Security issue.
 Please reconsider the project,

N. J. Kuebler

1378

Response

1378-01

Please see **Topical Response 11 - Point Loma.**

1379

John Bauer

From: John Bauer <ballastpointelabs@gmail.com>
Date: Wednesday, October 7, 2015 at 9:22 PM
To: <9-ANM-SoCalOAPM@faa.gov>
Cc: Air Noise <airnoise@san.org>, <sherrilighner@sandiego.gov>, <loriezapf@sandiego.gov>, Sheila Bauer <sheilabauer17@gmail.com>, John Bauer <ballastpointelabs@gmail.com>
Subject: Nextgen SoCal Metroplex and current takeoff changes

To all:

1379-01

I am a long-term resident of Point Loma, first living under the jet noise in northern Ocean Beach (1976), and for the past 21 years, living at **4635 Tivoli St, San Diego, CA 92107**. For as long as we have lived at our current address we been spared the noise from the airport. Over the past several weeks, that has changed. Planes are now taking off with a more southerly vector, and the noise level, and frequency of flights, has increased to the point that my wife and I have discussed selling our house. Not a small decision for us, as this is where we raised our three children. This neighborhood was quite, and compared to areas under the jets, requires more from ones paycheck to live in. This is a middle class neighborhood, where everyone votes and most parents work. Collectively, we believe that the government must be responsive the public.

I attended the FAA meeting last night at Liberty Station, and was dismayed to hear from the FAA speakers that there has been no recent changes in flight take off patterns. This is clearly not factual. So, I must ask, if the FAA would deny what is obvious to those who have, until recently, not been subjected to the jet noise, why would I expect them to be honest regarding Nextgen SoCal Metroplex?

The current flight path changes, if they continue, will (a) decrease our property values, (b) decrease local air quality, (c) dramatically increase noise pollution, (d) decrease the quality of our lives, and (e) will result in long-term resident departing the area. As a biologist, I am aware of the health issues linked to air quality and noise pollution. As a home owner, no one has to explain to me the economic impact of having my largest asset decrease in value. I ask myself, and I am asking each of you, if the current iteration of the Nextgen SoCal Metroplex proposal is implemented, how will this further exacerbate the aforementioned damages?

Having recently had the unpleasant experience of dealing with CALTRANS on a project that impacts some of our research at the University of California, San Diego, I have also learned that infrastructure projects are often implemented by bullies. I

1379

John Bauer (continued)

expect that this also applies to the FAA, and the Nextgen SoCal Metroplex proposal. Last night, the FAA representatives explained that the average decibel (noise) level would not change. As a scientist, I know that when you are asking the question, "if I change a variable (in this case, flight paths), will there be an impact?," you must also use the correct measurement tools, and the correct analytical approach. If you knowingly do not use the correct measurement tools and the correct analytical approach, this is regarded as fraud.

Thus, I ask you the following questions:

1379-01

(a) What is the projected decrease property values, what is the validated model that was used, and how will home owners be compensated?

(b) How will the decrease local air quality impact our health, how will this be monitored and how will those subjected to increase pollution be compensated?

(c) How will the dramatic increase noise pollution impact our health, how will noise pollution be monitored (of course using proper equipment and analysis), and mitigated in a manner that does not require resident to have their windows closed all of the time?

(d) What is the economic value that you are associating with the decrease the quality of our live

Sincerely,
John C. Bauer
4635 Tivoli St, San Diego, CA 92107
619.300.4300

1379

Response

1379-01

Please see **Topical Response 11 - Point Loma.**

1380

Geogory Virissimo

From: Gregory Virissimo [gregoryvirissimo@icloud.com]
Sent: Wednesday, October 07, 2015 9:27 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed flight path change!

1380-01

To FAA I have a concern that was never mentioned at the public meeting held at the McMillan building on the 6th of October, I would like to know the Secretary of the navy's opinion of you the FAA diverting planes over a Nuclear Submarine base witch is located at Ballast PointPoint Loma has anybody thought this over , do you recall an incident witch occurred on 09-11-01 ,our enemies used commercial airliners to attack us do you think it wise to be flying these aircraft over Nuclear Powered Submarine,s. Just thought I would put this little thought for you people to think over especially in these times we are facing now we have ISIS whom claim they are here and waiting and planning attacks on our homeland and that's just one group don't forget we still are at war with Alcaida. I am a Coast Guard Licensed Merchant Marine Master and well aware of the difficulties we face today with real life Pirates and terrorists around the globe of all people you the FAA are aware of what these fanatical groups are capable of doing to and with aircraft I implore you to use good judgment when making your decision to allow airliners to fly anywhere near Such a strategic base. My name is Gregory Virissimo I live at 3750 Dudley Street San Diego CA. 92106 .
I was born here in San Diego and am proud to be part of this great city and this glorious Nation.
Sent from my iPhone

1380

Response

1380-01

Please see **Topical Response 11 - Point Loma.**

1381

Shelley Halpain, PhD

From: Shelley Halpain [shalpain@ucsd.edu]
Sent: Wednesday, October 07, 2015 9:30 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: elimination of LOWMA

Dear FAA Officials,
 Can you please clarify whether the decision has already been made to eliminate the way point LOWMA. Has it already been eliminated? My neighbors and I have observed planes flying over our neighborhood. Is this expected?
 I am registering my objections to the elimination of this way point due to the several negative impacts it has on our community.
 - Shelley Halpain

1381-01

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.
 Sanford Consortium
 2880 Torrey Pines Scenic Drive
 La Jolla, CA 92037-0695

1381

Response

1381-01

Please see **Topical Response 11 - Point Loma.**

1382

Stephanie Wilson

From: Steph [spettigrew2000@hotmail.com]
Sent: Wednesday, October 07, 2015 9:32 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Metroplex Opposition

To the Officials at the FAA,

My name is Stephanie Wilson. I live at 1430 Savoy Circle, San Diego, CA 92107. My email is

spettigrew2000@hotmail.com. Phone is 619-546-0096 . I have attended several community meetings concerning the Metroplex program for San Diego International Airport. I have many concerns, complaints, questions and comments.

1382-01

1. I attended the community meeting on Tuesday, October 6 at the Dewey Library for a 'presentation' by the FAA to answer questions regarding this program. Over 1000 people attended. The FAA showed a few slides of already distributed materials, such as the google Earth map with the black 'current' line and the white 'proposed' line. This map is not accurate and makes so sense and what was more discouraging was the fact that the FAA agent could not answer any of the room's questions about the map. He was just reciting pre-planned verbiage.

The other slide I had issue with was the chart of how the program came to be. It was filled with jargonistic marketing speak and acronyms that the FAA speaker used quickly and authoritatively, as if we were trying to be deceived or swayed by 'big, important-sounding' words. Point Loma is an unusually well-educated community, so none of those tactics worked for us.

1382

Stephanie Wilson (continued)

1382-01

The fact that we were 'allowed' to have a meeting, yet were unable to have our comments as part of a written record was deplorable. What was the point in having a meeting if the FAA presentation contained no new information, and the attendees were not allowed to have their opinions documented?

Finally, the FAA said the community could send written comments to the FAA. They then presented a slide with WHITE LETTERING on a WHITE background so as not to be able to read the contents. It was later corrected to a darker color, but even the most basic professional person who has given 1 presentation knows better than that. Another sense that the FAA was trying to dismiss the whole thing.

2. Concerns: The new Metroplex program will NOT make things safer in the San Diego area. It not only will bring a greater number of planes taking off over a populated area, but it is increasing the scope of that take-off direction. So in the past planes had to take off in a small point area and affected the same neighborhoods. Not that area is increasing so the Fan Pattern can be implemented to allow 'safer, more continuous' takeoffs in a row, but really that just endangers more homes and businesses.

3. The FAA agent at the meeting said that currently flight patterns have not changed at all. That it's just our 'heightened awareness' of the noise and location of the planes. That the only times planes fly over the Point are for re-directs, emergencies, weather, etc. He then went on to say that Metroplex would allow for much more streamlined, safer, targeted takeoffs, so the only time planes would fly over the Point would be for re-directs, emergencies, weather, etc. HOW IS THAT DIFFERENT THAN WHAT IS HAPPENING NOW?

1382-02

4. Safety: This is multi-pronged, as there is outright safety concerns of planes flying over a heavily populated area with lots of children and schools and houses. Also concerning is future effects of the grime and pollution the added fuel dropping will cause on the health of the residents.

5. Environmental: There are a number of endangered species, both flora and fauna in the Point Loma area, especially in the Cabrillo Monument area. Endangered birds include the Western Snowy Plover, Light-footed Clapper Rail and the California Least Tern.

6. Noise: The noise level will grow, as the number of airplanes grow.

7. I moved to the part of Point Loma I am in fully aware of the airport. I grew up in and have lived in Point Loma almost all of my life, so plane noise is to be expected. But certain parts of Point Loma are NOT supposed to be under the flight path.

I fully OPPOSE this project.

1382

Response

1382-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1382-02

Please see **Topical Response 11 – Point Loma.**

1383

Mark Dodge

From: Mark Dodge [19markwdodge56@gmail.com]

Sent: Wednesday, October 07, 2015 9:33 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Point Loma Flight Path Proposals

1383-01

As a property owner in the area affected I am concerned about the changes. When I purchased my home 5 years ago I had assumed the fly over points were fixed and I could live with the noise at the time. With eastbound flights to veer further south (over my home) I feel my safety, comfort and health will be affected.

Will the FAA or the Port District be willing to insulate and re window my home as they have done with my more northerly neighbors?

1383

Mark Dodge (continued)

1383-01

Have the decision makers studied the effects of increased particulate matter on our health. If not for us adults at least for the children attending the four schools to be affected?

And finally will the Port District and the FAA be willing to clamp down on the airlines use of noisy planes when the technology is available to further hush them?

Sincerely,

Mark Dodge
4604 Del Mar Ave

1383

Response

1383-01

Please see **Topical Response 11 - Point Loma.**

1384

Chuck Sinks

From: Chuck Sinks [azteceagleent@gmail.com]
Sent: Wednesday, October 07, 2015 9:34 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment on SAN Flightpath and Waypoint

Comments included in attached letter.

October 7, 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:
Julia Quinn, Chair
PCPB

Paul B. Webb, Chair
PCPB Airport Subcommittee

Dear Mrs. Quinn and Mr. Webb,

1384-01

I attended the public forum held last evening at the McMillan Center in the Point Loma neighborhood of San Diego.

Good media for residents, bad media for government bureaucrats, overall a waste of time for taxpayers. The FAA, SoCal Metroplex organizers and the San Diego Airport Authority could not have been more transparent. This "hearing" was nothing more than a thinly veiled whitewash of a government (FAA) policy that is already enacted, in place and functioning. Classic government "hear them out, wait them out, they will go away" tactics.

For example, the "waypoint observed" outbound flight path slide presented by the FAA in their "presentation" last evening was from 2013. Really? This is the best ruse the broken Federal

1384

Chuck Sinks (continued)

bureaucracy can come up with? Of course outbound flights were observing the waypoints in 2013; and surprise, the 500+ residents of Point Loma who showed up last night and the 3,000 more who have signed a petition were not upset in 2013.

This is October 2015. The flight paths have obviously changed, kerosene soot is raining down everywhere, planes are lower, louder and further south than ever before. Believe it or not, the residents and stakeholders in this area are not ignorant. They see the change, and they are very, very angry.

The “if you like your doctor, you can keep your doctor” style arrogance / lying that the FAA exhibited last evening has unfortunately become a new standard for our Federal Government. The “proposed waypoint change” is poppycock. This policy is already in place and waypoints are being ignored by outbound aircraft. Why would the FAA and others make this change then try and bulldoze the public with faux public hearings and comment? You don’t have to be a Harvard Law School graduate to figure it out; someone somewhere is getting paid.

This is not about fuel savings and it is certainly not about the environment. Kerosene soot on school children is bad environmental policy. One less political golfing boondoggle on a 737, 757 or 747 would save enough fuel for decades of the waypoint observance we are talking about here.

1384-01

Simply take 2 minutes and LOOK UP. Airliners exiting Lindbergh field today are consistently flying further south at lower altitudes than ever before. Today, they are not honoring “waypoints” that keep them over the ocean, the very topic of the FAA “presentation.”

The outcome is these airliners are dumping 2x, 3x, 4x kerosene soot on homes, residents, marinas, National Parks, National Cemetery’s, colleges, universities, hotels, businesses etc. never mind the incredible noise pollution, visual pollution on and on. Point Loma residents are living with this, today and every day.

Stop by any home, school, business, National Park, university, National Cemetery etc., in Point Loma. Take home all the soot you want. It’s real, unlike the narrative we heard last evening from the FAA.

Reinstate the waypoints for aircraft exiting Lindbergh (SAN) to keep the planes over the Pacific Ocean and well south of Point Loma until turning east. The white line below will not stand.

Congressman Peters, all of Point Loma has eyes on you regarding this embarrassing government presentation and Federal issue.

1384

Chuck Sinks (continued)



Chuck Sinks
30 year PL resident

1384

Response

1384-01

Please see **Topical Response 11 - Point Loma.**

1385

Dr. Lila Schmidt

From: Lila Schmidt [schmidtacct@gmail.com]
Sent: Wednesday, October 07, 2015 9:34 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego plane route change

My name is Dr. Lila Schmidt my address is 3454 Bangor Pl., San Diego CA. 92106

I am in complete opposition of your attempt to change the route of sending the airport planes over the point Loma area. Your mission site statement says you're goal is safety. Your proposal will lead to the planes Passover point Loma twice once westbound and again when they turn to go eastbound.

You're now proposing to expose people and their homes to planes twice per plane. This will increase The chance of harm to the residence a point Loma as you're being subjected to twice the number of passes by your planes.

Currently your plans are not adhering to their specified routes. Three years ago when I left point Loma to do it to million-dollar remodeling my home in point Loma I'm had no plane noise. Now upon returning I hear Plains daily and have them serve them coming directly over my home which is not in your current flight path your plans also fly at lower than your agreement previously made. Nothing in your plan will increase safety for the residences of point Loma. serving the airline industry which is a private enterprise so they may decrease her costs thereby increase their profit margin is not in your job description. It makes me wonder Who is being paid for this maneuver that will help the bottom line of the private airline industry. Had I known this was your intent I would not of put to mine dollars and a remodel in point Loma where I purchased 22 years ago. If this goes through I will be upside down on my mortgage.

Sent from my iPhone

1385-01

1385

Response

1385-01

Please see **Topical Response 11 - Point Loma.**

1386

David Frank

From: David Frank [dfrank@alexanders.net]
Sent: Wednesday, October 07, 2015 9:52 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Optimization of airspace - 4592 Tivoli Street SD, CA 92107

FAA,

My name is David Frank, I live at 4592 Tivoli Street in San Diego, CA 92107. I purchased my home on Tivoli approximately one year ago. One of the primary reasons we chose to live in this area was that it was not in the flight path, and had very limited noise from Lindbergh Airport, when the large jets took off. This cost me more money but was worth it when the jet noise, and fuel fall out was reduced.

1386-01

Your new plan not only changes the path of the jets but brings them very close to our home, the parks, and cliffs that we all enjoy. This is going to make it very uncomfortable to live in my home and cost me greatly in reduced property values.

There was already an agreement in place with the residents of this community and the state of California, that determined the path you would allow the air traffic to follow, and the amount of aircraft noise that would be acceptable.

If this airway is approved, I would like to know how I will be compensated for this change in my property value and quality of life.

Please get back to me at:
619.954.9145
4592 Tivoli Street
San Diego, CA 92107

1386

Response

1386-01

Please see **Topical Response 11 - Point Loma.**

1387

Carl Accomazzo

From: xxx99@nethere.com [xxx99@nethere.com]
Sent: Wednesday, October 07, 2015 9:53 PM
To: 9-ANM-SoCalOAPM (FAA); xxx99
Subject: Lindberg Field Outgoing Flight Path Changes

October 7, 2015

I am totally opposed to the proposed Lindberg Field Flight Path Changes, as briefed by the FAA at the October 6 meeting, sponsored by the San Diego County Regional Airport Authority.

1. The FAA said the changes were being done to save the Airlines money on fuel.

1387-01

I have lived in my peaceful quiet Point Loma neighborhood for 41 years. It was purposely purchased to be away from the flightpath

I don't want it disrupted with noise or other pollution because of frequent or infrequent overflights.

1387

Carl Accomazzo (continued)

Why are Point Loman's going to be thrown under the bus i.e., have our lives disrupted and our property depreciated, to benefit the Airlines?

2. The FAA said that all current flights were staying within the current flightpath borders, yet at 8:05 AM this morning, a flight went directly over my home.

This and other discrepancies, in the FAA presentation, calls into question the facts upon which the FAA is making decisions.

3. I retired after 34 years of civil service.

During my career, I made many technical presentations. I know what government employees can do.

However, this presentation by the FAA left a lot to be desired.

I hope that you will review the facts, change your report, and include the impact flightpath changes will have on Point Loman's not already subject to flight path problems.

1387-01

Sincerely,
Carl Accomazzo
3360 Trumbull St.
San Diego, California 92106
619-222-4675

1387

Response

1387-01

Please see **Topical Response 11 - Point Loma.**

1388

Melinda Moore

From: Melinda Moore [Melinda.Moore@visitsandiego.com]
Sent: Wednesday, October 07, 2015 9:56 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma / San Diego flight pattern changes

Melinda Moore, homeowner
1875 Willow Street
San Diego, CA 92106

1388-01

Please consider keeping the current flight patterns. The San Diego Airport Authority has invested significant resources in the "Quieter Homes" program in order to protect the health and welfare of residents who live just under the flight pattern as it currently exists. Because of what has already been accomplished, I urge you to keep the flight pattern as it is.

By modifying the paths for Eastbound air traffic, it creates a whole new area of residents who will need to have "Quieter Homes."

For the sake of our Cabrillo National Monument and Fort Rosecrans Cemetery as well as homeowners and Point Loma Nazarene University, I want to express my strong disagreement in changing the flight patterns of air traffic at San Diego International Airport.

Melinda Moore

1388

Response

1388-01

Please see **Topical Response 11 - Point Loma.**

1389

Jacqueline Joy Weiser

From: Joy Weiser [thejoyweiser@gmail.com]
Sent: Wednesday, October 07, 2015 9:58 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: city.clerk@culvercity.org
Subject: New Flight Regulations over Culver City

Dear FAA,

I am resident of Culver City since 1999.

I have watched Culver City grow to become the thriving city it is today!

What a tragedy to let the new flight regulations mar the beauty of our city.

Now, Airplanes and helicopters wake me up!

Please help protect our health and happiness, by forcing whoever is in power, to create policies in which our communities health is more important than dollars!

Or eventually, Culver City won't be a place where I want to live.

Thank you for your representing our best interests,

Regards, Jacqueline Joy Weiser

1389-01

1389

Response

1389-01

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

1390

Steve Crow

From: Stephan [mailto:sm.crow@cox.net]
Sent: Wednesday, October 07, 2015 9:58 PM
To: Air Noise <airnoise@san.org>
Subject: Airplane noise complaint 9:57pm 10.07.15

Very loud low flying plane now!

too loud, too low!

When are you going to respond to this complaint? Who will be responding to this complaint?

1390-01

Steve Crow
92107

1390

Response

1390-01

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

1391

Thomas Damiani

From: Thomas Damiani [trdamiani@gmail.com]
Sent: Wednesday, October 07, 2015 9:59 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Todd.Spitzer@ocgov.com; Michelle.Steel@ocgov.com; DDixon@NewportBeachCa.gov; Petros, Tony; DDuffield@NewportBeachCa.gov; KMuldoon@NewportBeachCa.gov; EdSelich@roadrunner.com; SPeotter@NewportBeachCa.gov; curryk@pfm.com; Kiff, Dave; lbuzby@newportbeachca.gov
Subject: Comments on the FAA's SoCal Metroplex Environmental Assessment

Attached is a petition providing comments to the FAA's SoCal Metroplex Environmental Assessment (Reference). A hard copy of the attachment was sent via overnight mail to:

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

This hard copy was delivered this morning.

Respectfully,

Thomas R. Damiani

Reference: Draft Environmental Assessment for the Southern California Metroplex Project, United States Department of Transportation, Federal Aviation Administration, Seattle, WA, June 2015

Copies:

County of Orange

Todd Spitzer, Chairman, Board of Supervisors, Supervisor, Third District
Todd.Spitzer@ocgov.com
Michele Steel, Supervisor, Second District
Michelle.Steel@ocgov.com

City of Newport Beach

Honorable City Councilmember Diane Dixon, Newport Beach City Council, District 1
DDixon@NewportBeachCa.gov
Honorable City Councilmember Tony Petros, Newport Beach City Council, District 2
TPetros@NewportBeachCa.gov
Honorable City Councilmember Duffy Duffield, Newport Beach City Council, District 3
DDuffield@NewportBeachCa.gov
Honorable City Councilmember Kevin Muldoon, Newport Beach City Council, District 4
KMuldoon@NewportBeachCa.gov

Via Electronic & Overnight Mail

Thomas R. Damiani for
Concerned Residents of Affected Communities
1048 Irvine Ave. #463
Newport Beach, CA 92660

1391

Thomas Damiani (continued)

SoCal Metroplex EA
Federal Aviation Administration
Western Service Center - Operations Support Group
1601 Lind Avenue SW
Renton, WA 98057
9-ANM-SoCalOAPM@faa.gov

October 6, 2015

Subject: Resident Comments and Petition Regarding the SoCal Metroplex Draft Environmental Assessment

Residents of Newport Beach are stakeholders in the proposed Metroplex because they are directly affected by noise and emissions from air traffic for John Wayne Airport (SNA). The signers of the attached petition do not believe that their status as stakeholders was adequately addressed in the FAA's Draft Environmental Assessment issued in June 2015.

Although the FAA's responsibility and expertise in the design and development of airspace is acknowledged and respected, a mutually acceptable revision to JWA flight patterns must involve a dialog between the FAA and Newport Beach residents as well as a revision and reissue of the Draft Environmental Assessment. The revised and reissued Draft Environmental Assessment must describe in much more detail proposed changes to flight paths and the resulting noise and emissions effects on local communities so that impacts can be adequately evaluated.

1391-01

A petition citing the concern and requests of local residents is included as Attachment 1, signatures to this petition are included as Attachment 2, and an alphabetic list of petition signers is included as Attachment 3.

Your serious consideration and positive response to this petition is eagerly awaited.

Very truly yours,


Thomas R. Damiani
tdamiani@gmail.com

Attachment 1: Petition Text

**Resident Stakeholders Petition
Regarding SoCal Metroplex Draft Environmental Assessment**

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1391-02

We implore the FAA to schedule, within the next 60 days, public meetings where the FAA clearly describes any changes being considered, presents rationale for those changes, presents the impacts those changes will have on the local communities, and receives comments from local resident stakeholders.

1391

Thomas Damiani (continued)

1391-03

We further implore the FAA to revise and reissue their Draft Environmental Assessment (EA) to incorporate in-depth responses to comments and requests presented in the comment letters

1391-04

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1391-05

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**Resident Stakeholders Petition
Regarding SoCal Metroplex Draft Environmental Assessment**

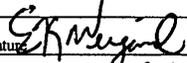
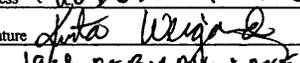
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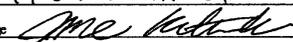
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01	Signature 	Printed Name ERIK K WEIGAND
	Address 1918 DEBORAH LANE	City & Zip NEWPORT BEACH, CA 92660
02	Signature 	Printed Name KRISTA WEIGAND
	Address 1918 DEBORAH LANE	City & Zip NEWPORT BEACH, CA 92660
03	Signature 	Printed Name MILES WEIGAND
	Address 1918 DEBORAH LANE	City & Zip NEWPORT BEACH, CA 92660

1391

Thomas Damiani (continued)

04	Signature 	Printed Name ANNE WEILAND
	Address 1910 DEBORAH CANE	City & Zip NEWPORT BEACH, CA 92660
05	Signature 	Printed Name JANE KOTWICK
	Address 222 W NAVARINO APT 4	City & Zip SAN CLEMENTE CA 92682

**Resident Stakeholders Petition
Regarding SoCal Metroplex Draft Environmental Assessment**

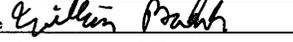
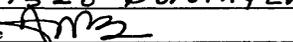
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01	Signature 	Printed Name Elizabeth Lomas
	Address 290 16 ST.	City & Zip NB, CA 92663
02	Signature 	Printed Name Winston S. Whitney
	Address 2189 TUSTIN AVE	City & Zip COSTA MESA CA 92627
03	Signature 	Printed Name WILLIAM BOHRK
	Address 1312 WESTLIFF	City & Zip NB 92660
04	Signature 	Printed Name Betty Bohrk
	Address 1520 Dorothy Ln. NB	City & Zip N.B. 92660
05	Signature 	Printed Name Anne Lomas
	Address 1312 Westcliff Dr	City & Zip NB 92660

**Resident Stakeholders Petition
Regarding SoCal Metroplex Draft Environmental Assessment**

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1391

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01	Signature <i>William R. Glendinning</i>	Printed Name <i>William R. Glendinning</i>
	Address <i>1915 DeSoto Ln</i>	City & Zip <i>Newport, 92660</i>
02	Signature <i>Lora Lee Glendinning</i>	Printed Name <i>Lora Lee Glendinning</i>
	Address <i>2415 DeSoto Ln</i>	City & Zip <i>Newport Beach 92660</i>
03	Signature	Printed Name
	Address	City & Zip
04	Signature	Printed Name
	Address	City & Zip
05	Signature	Printed Name
	Address	City & Zip

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01	Signature <i>Gary W. Brewer</i>	Printed Name <i>GARY W. BREWER</i>
	Address <i>17B VIRGINIA PL.</i>	City & Zip <i>COSTA MESA, CA 92627</i>
02	Signature <i>Miriam Glueck</i>	Printed Name <i>Miriam Glueck</i>
	Address <i>1208 Somerset Lane</i>	City & Zip <i>Newport Beach, 92660</i>
03	Signature <i>Michael A. Glueck</i>	Printed Name <i>Michael A. GLUECK</i>
	Address <i>1208 Somerset Ln</i>	City & Zip <i>Newport Beach 92660</i>
04	Signature	Printed Name
	Address	City & Zip
05	Signature	Printed Name

1391

Thomas Damiani (continued)

	Address	City & Zip
05	Signature	Printed Name
	Address	City & Zip

**Resident Stakeholders Petition
Regarding SoCal Metroplex Draft Environmental Assessment**

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01	<i>Thomas R Damiani</i>	THOMAS R. DAMIANI
	Signature	Printed Name
	1900 DEBORAH LANE	NEWPORT BEACH 92660
	Address	City & Zip
02	<i>Armand B. Crump Sr</i>	Armand B. Crump Sr
	Signature	Printed Name
	1741 Tustin Ave 9A CMC	Costa Mesa Ca 92676
	Address	City & Zip
03	<i>John Gustafson</i>	John Gustafson
	Signature	Printed Name
	John 148 Virginia Ln.	Newport Beach Ca 92660
	Address	City & Zip
04		
	Signature	Printed Name
	Address	City & Zip
05		
	Signature	Printed Name
	Address	City & Zip

Attachment 3: Alphabetic List of Petition Signers

Last Name	First Name	Address	City	Zip
Bohrk	William	1312 Westcliff Drive	Newport Beach	92660
Bohrk	Anne Marie	1312 Westcliff Drive	Newport Beach	92660
Bohrk	Betty	1520 Dorothy Ln	Newport Beach	92660
Brewer	Geary	178 Virginia Pl	Costa Mesa	92627
Crump	Armand	1741 Tustin Ave, 9A	Costa Mesa	92627

1391

Thomas Damiani (continued)

Damiani	Thomas R.	1900 Deborah Ln	Newport Beach	92660
Glendinning	William R.	1915 Deborah Ln	Newport Beach	92660
Glendinning	Lora Lee	1915 Deborah Ln	Newport Beach	92660
Glueck	Michael A.	1208 Somerset Ln	Newport Beach	92660
Glueck	Miriam	1208 Somerset Ln	Newport Beach	92660
Gustafson	John	1418 Vivian Ln	Newport Beach	92660
Kotwick	Jane	222 W Margirita Apt 4	San Clemente	92672
Thomas	Elizabeth	2110 E 16th St	Newport Beach	92660
Weigand	Erik	1918 Deborah Ln	Newport Beach	92660
Weigand	Krista	1918 Deborah Ln	Newport Beach	92660
Weigand	Miles	1918 Deborah Ln	Newport Beach	92660
Weigand	Anne	1918 Deborah Ln	Newport Beach	92660
Whitney	Winston	2189 Tustin Ave	Costa Mesa	92627

Honorable City Councilmember Ed Selich, Newport Beach City Council, District 5,
 Mayor EdSelich@roadrunner.com
 Honorable City Councilmember Scott Peotter, Newport Beach City Council, District 6
 SPeotter@NewportBeachCa.gov
 Honorable City Councilmember Keith D. Curry, Newport Beach City Council, District 7
 curryk@pfm.com
 David Kiff, City Manager, City of Newport Beach
 dkiff@newportbeachca.gov
 Aaron Harp, City Attorney, City of Newport Beach
 lbuzby@newportbeachca.gov

--

Tom Damiani
 1048 Irvine Ave. #463
 Newport Beach, CA 92660

Via Electronic & Overnight Mail

Thomas R. Damiani for
 Concerned Residents of Affected Communities
 1048 Irvine Ave. #463
 Newport Beach, CA 92660

SoCal Metroplex EA
 Federal Aviation Administration
 Western Service Center - Operations Support Group
 1601 Lind Avenue SW
 Renton, WA 98057
9-ANM-SoCalOAPM@faa.gov

October 6, 2015

Subject: Resident Comments and Petition Regarding the SoCal Metroplex Draft Environmental Assessment

Residents of Newport Beach are stakeholders in the proposed Metroplex because they are directly affected by noise and emissions from air traffic for John Wayne Airport (SNA). The signers of the attached petition do not believe that their status as stakeholders was adequately addressed in the FAA's Draft Environmental Assessment issued in June 2015.

1391

Thomas Damiani (continued)

Although the FAA's responsibility and expertise in the design and development of airspace is acknowledged and respected, a mutually acceptable revision to JWA flight patterns must involve a dialog between the FAA and Newport Beach residents as well as a revision and reissue of the Draft Environmental Assessment. The revised and reissued Draft Environmental Assessment must describe in much more detail proposed changes to flight paths and the resulting noise and emissions effects on local communities so that impacts can be adequately evaluated.

A petition citing the concern and requests of local residents is included as Attachment 1, signatures to this petition are included as Attachment 2, and an alphabetic list of petition signers is included as Attachment 3.

Your serious consideration and positive response to this petition is eagerly awaited.

Very truly yours,



Thomas R. Damiani
trdamiani@gmail.com

Attachment 1: Petition Text

**Resident Stakeholders Petition
Regarding SoCal Metroplex Draft Environmental Assessment**

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Attachment 2

Signed Petitions

1391

Thomas Damiani (continued)

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Regarding SoCal Metroplex Draft Environmental Assessment**

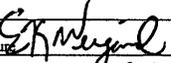
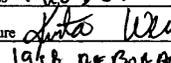
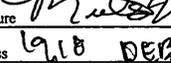
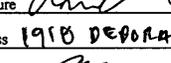
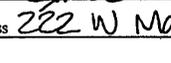
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01	Signature 	Printed Name ERIK K WEIGAND
	Address 1918 DEBORAH LANE	City & Zip NEWPORT BEACH, CA 92660
02	Signature 	Printed Name KRISTA WEIGAND
	Address 1918 DEBORAH LANE	City & Zip NEWPORT BEACH, CA 92660
03	Signature 	Printed Name MILES WEIGAND
	Address 1918 DEBORAH LANE	City & Zip NEWPORT BEACH, CA 92660
04	Signature 	Printed Name ANNE WEIGAND
	Address 1918 DEBORAH LANE	City & Zip NEWPORT BEACH, CA 92660
05	Signature 	Printed Name JANE KOTWICK
	Address 222 W MARQUITA APT 4	City & Zip SAN CLEMENTE CA 92682

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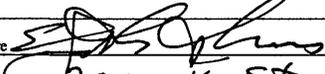
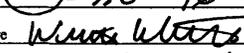
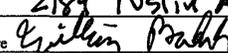
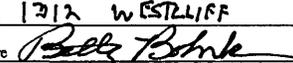
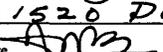
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01	Signature 	Printed Name Elizabeth Land
	Address 220 16 ST.	City & Zip NB, CA 92665
02	Signature 	Printed Name Winston S. Whitney
	Address 2189 TUSTIN AVE	City & Zip Costa Mesa Ca 92627
03	Signature 	Printed Name WILLIAM BOHRK
	Address 1312 WESTLIFE	City & Zip NB 92660
04	Signature 	Printed Name Betty Bohrk
	Address 1520 Dorothy Ln. NB	City & Zip N.B. 92660
05	Signature 	Printed Name Annell Aguirre Bohrk
	Address 1312 Westcliff PK	City & Zip NB 92660

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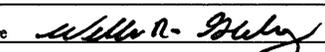
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01	Signature 	Printed Name William R. Glendinning
	Address 1915 DEBORAH LANE	City & Zip Newport, 92660
02	Signature 	Printed Name Lora Lee Glendinning
	Address 1915 Deborah Lane	City & Zip Newport Beach 92660
03	Signature	Printed Name
	Address	City & Zip

1391

Thomas Damiani (continued)

04	Signature	Printed Name
	Address	City & Zip
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01	Signature <i>Gary W. Brewer</i>	Printed Name <i>GARY W. BREWER</i>
	Address <i>178 VIRGINIA PL.</i>	City & Zip <i>COSTA MESA, CA 926</i>
02	Signature <i>Miriam Glueck</i>	Printed Name <i>Miriam Glueck</i>
	Address <i>1208 Somerset Lane</i>	City & Zip <i>Newport Beach, 92660</i>
03	Signature <i>Michael A. Glueck</i>	Printed Name <i>Michael A. GLUECK</i>
	Address <i>1208 Somerset Ln</i>	City & Zip <i>Newport Beach 92660</i>
04	Signature	Printed Name
	Address	City & Zip
05	Signature	Printed Name
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01	<i>Thomas R Damiani</i>	THOMAS R. DAMIANI
	Signature	Printed Name
	1900 DEBORAH LANE	NEWPORT BEACH 92660
	Address	City & Zip
02	<i>Armand B. Crump Sr</i>	Armand B. Crump Sr
	Signature	Printed Name
	1741 Tustin Ave 9A OMC	Costa Mesa Ca 92716
	Address	City & Zip
03	<i>John Gustafson</i>	John Gustafson
	Signature	Printed Name
	John 1418 Vivian Ln.	Newport Beach Ca 92660
	Address	City & Zip
04		
	Signature	Printed Name
	Address	City & Zip
05		
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	Address	City & Zip

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Bohrk	Anne Marie	1312 Westcliff Drive	Newport Beach	92660
Bohrk	Betty	1520 Dorothy Ln	Newport Beach	92660
Brewer	Geary	178 Virginia Pl	Costa Mesa	92627
Crump	Armand	1741 Tustin Ave, 9A	Costa Mesa	92627
Damiani	Thomas R.	1900 Deborah Ln	Newport Beach	92660
Glendinning	William R.	1915 Deborah Ln	Newport Beach	92660
Glendinning	Lora Lee	1915 Deborah Ln	Newport Beach	92660
Glueck	Michael A.	1208 Somerset Ln	Newport Beach	92660
Glueck	Miriam	1208 Somerset Ln	Newport Beach	92660
Gustafson	John	1418 Vivian Ln	Newport Beach	92660
Kotwick	Jane	222 W Margirita Apt 4	San Clemente	92672
Thomas	Elizabeth	2110 E 16th St	Newport Beach	92660
Weigand	Erik	1918 Deborah Ln	Newport Beach	92660
Weigand	Krista	1918 Deborah Ln	Newport Beach	92660
Weigand	Miles	1918 Deborah Ln	Newport Beach	92660
Weigand	Anne	1918 Deborah Ln	Newport Beach	92660
Whitney	Winston	2189 Tustin Ave	Costa Mesa	92627

1391

Response

1391-01

The commenter requests that the EA be revised and reissued describing in much more detail the proposed changes to flight paths and the resulting noise and emission effects on local communities, so that impacts can be adequately evaluated. 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. 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 including noise and air quality. 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.

Exhibits 3-7 and 3-8 in the EA provide the flight corridors associated with the No Action and Proposed Action Procedures. Additionally, the *SoCal Design and Implementation Team Technical Report* provides detailed depictions of the Proposed Action routes. Please see **Topical Response 08 – Supplemental Materials** for a description of all the materials the FAA has provided.

1391-02

The commenter has requested that the FAA schedule public meetings to discuss changes to operations to and from John Wayne Airport, the rationale for those changes, and the potential impacts to local communities. Substantial public outreach was conducted in support of the SoCal Metroplex Project EA. To encourage public participation, in June and July 2015 the FAA hosted 11 public workshops in several locations throughout the General Study Area. A public workshop was held in Santa Ana on June 16, 2015. 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 review and provide input on the Project. Please also see **Topical Response 03 – Comment Period Extension**.

Regarding environmental impacts, 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. As

1391

Response (continued)

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.

1391-03

The commenter requests that the FAA revise and reissue the Draft EA to include in-depth responses to comments. Responses to substantive comments received during the comment period on the Draft EA have been included as Appendix F of the Final EA.

1391-04

The commenter requests a period of at least 90 days subsequent to reissue of EA for review and comment by interested parties including local residents. The FAA is committed to involving the public in the environmental review process. The FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including an extended 120-day public review period, 11 public workshops, and numerous meetings with federal, state, and local elected representatives and agency officials. A description of public involvement can be found in Appendix A of the EA, *Agency Coordination, Agency Consultation, and Public Involvement*.

1391-05

The commenter has requested that a revised Draft EA be prepared that includes an in-depth treatment of noise and health impacts. The EA is prepared in full compliance with the NEPA and FAA Order 1050.1E. 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.

1392

Charles Best

From: Charles Best [laplayaca1@gmail.com]
Sent: Wednesday, October 07, 2015 9:59 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Barbara Franklin
Subject: Flight path over Point Loma

1392-01

I protest the proposed flight path over Point Loma. It runs contrary to common sense. Dumping carcinogenic pollutants twice over a neighborhood in which the average home is priced at \$1,250,00.00. The noise level is increased exponentially to the increased number of flights. The whole affair is considered dangerous by the ENTIRE community. It makes no sense whatsoever aside from sheer bureaucratic hubris and sheer bully boy-iness.

-Charles Best

1394

Charles Best (continued)

Charles L. Best, Booksellers
854 Rosecrans
Point Loma Station
San Diego, California 92106
619 223/3418
Available on Abe Books and Amazon

1392

Response

1392-01

Please see **Topical Response 11 - Point Loma.**

1393

Supervisor Greg Cox, San Diego County Board of Supervisors

From: Cox, Greg [Greg.Cox@sdcounty.ca.gov]
Sent: Wednesday, October 07, 2015 10:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: County Supervisor Greg Cox comments on the Draft SoCal Metroplex Environmental Assessment



GREG COX
SUPERVISOR, FIRST DISTRICT
San Diego County Board of Supervisors

October 7, 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 Ladies and Gentlemen:

1393-01

As Supervisor for the First District of San Diego County, which includes Point Loma, I heard loud and clear the wishes of more than 600 residents in my district who showed up at a public meeting on October 6, 2015 to express their opposition to the proposed changes to the flight paths out of Lindbergh Field. It is clear to me having reviewed the SoCal Metroplex Environmental Assessment and hearing from my constituents that the best interest of the community is to extend the deadline for public comment and retain the LOWMA waypoint.

Improving the aviation efficiency system is a worthy goal of the SoCal Metroplex Project and one that I support in communities where it makes sense. However, San Diego's Lindbergh Field is a single-runway airport that already has a narrow flight path. My concern is that any further optimization of flight operations at Lindbergh Field has far more costs than benefits.

1393

Supervisor Greg Cox, San Diego County Board of Supervisors
(continued)

1393-01

Therefore, I respectfully request that the Federal Aviation Administration consider extending the public comment deadline so more residents can be heard, recognize Lindbergh Field as already having a highly efficient flight management system and retain the LOWMA waypoint.

Sincerely,



GREG COX
Supervisor, First District

County Administration Center • 1600 Pacific Highway, Room 335 • San Diego, CA 92101
(619) 531-5511 • Fax (619) 235-0644 www.gregcox.com
Email: greg.cox@sdcounty.ca.gov

1393

Response

1393-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 03 – Comment Period Extension**.

1394

Marc Lyman

From: Marc Lyman [marc@marclyman.com]
Sent: Wednesday, October 07, 2015 10:08 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: objection to changes in San Diego's flight path

Dear FAA,

1394-01

As a realtor and 10+ year homeowner in the Point Loma neighborhood of San Diego, I am opposed to your plans to re-route planes closer to Point Loma. Our community is already disproportionately impacted by having a major airport so close to a highly populated area. A thriving and growing Liberty Station community resource is bombarded by extreme noise and pollution on a near constant basis. We are also home to Cabrillo National Park (essentially where you intend to re-route planes over). Rather than shave a nominal amount of fuel off flights, the FAA should be focused on further mitigating the daily burden the proximity of the airport subjects our community to. Expanding the Quieter Homes program here, investigating options for reducing noise and air pollution and minimizing errant flights over parts of Point Loma that are not supposed to be in the flight path at all are a few suggested starting points.

1394-02

After attending a packed community meeting regarding this yesterday, it also appears the FAA is doing little to not only communicate accurately with the community, but also to seriously take our concerns into consideration. I strongly oppose any changes to the existing flight path that in any way might increase noise pollution and may negatively impact our community further. Thank you for considering our community's vehement opposition to your plans before making a decision on this matter.

Sincerely,
Marc



Marc Lyman | Winning trust, delivering results
Realtor, Pacific Sotheby's International Realty
619.363.3000 | marc.lyman@sothebysrealty.com |
<http://www.marclyman.com>



CalBRE #01959445

1394

Response

1394-01

Please see **Topical Response 11 - Point Loma.**

1394-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

1395

Diane Murdoch

From: Diane Murdoch [dianelmurdoch@gmail.com]
 Sent: Wednesday, October 07, 2015 10:09 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Airplane noise and air pollution

We do not have A/C and must leave our windows open. We are on a very reduced retirement income and have been in our house since 1974 and are both in our mid seventies.

1395-01

In the short while since we have had many more airplanes flying over the Sunset Cliff/Ocean beach area we are having allergies. In addition the airplanes are so loud that are waking us up.

In the Loma Portal area they have the same issue but all our friends who live there have been offered to have their houses sound proofed and been provided with A/C.

1395-01

My husband and I will join the lawsuit is the plane issue is not significantly addresses and planes fly further west before returning over residential areas.

The Murdoch's
 863 Amiford
 SD 92107

1395

Response

1395-01

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

1395-02

Please see **Topical Response 11 - Point Loma.**

1396

Megan Leer

From: Megan Leer [meganleer@cox.net]
 Sent: Wednesday, October 07, 2015 10:13 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Please keep waypoint LOWMA

To Whom it May Concern:

I am a resident of the Point Loma neighborhood in San Diego. We purchased our home in 2004 because of its location on the peninsula, close-knit community and peaceful environment. We moved away from a home that was affected by freeway noise and saved to buy a home where we only heard wild parrots and the occasional fog horn. Life here was idyllic, but now that's threatened.

1396-01

I am strongly opposed to the FAA's plan to eliminate the LOWMA waypoint. After attending last night's hearing I'm concerned that the FAA or the Metroplex plan does not takes into account the balancing of interests between fuel savings for the airlines and the residents of the areas that would be greatly affected by the change. Beyond the blow to our home values there are other health and safety considerations that deserve answers. The proposed changes would result in increased noise pollution, more environmental pollution through exposure to spent jet fuel and the associated safety risks of flying over residential areas. 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 tremendously 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

1396

Megan Leer (continued)

in policy that is simply inconsistent with the FAA's mission and the welfare of the citizens it was designed to protect.

1396-01

Please consider the emails from our community, maintain the LOWMA waypoint, and work with the citizens you serve and achieve your mission through "due consideration for economics, environmental compatibility, local proprietary rights and the safeguarding of the public investment."

Sincerely,
Megan Leer
1022 Tarento Drive
San Diego, CA 92107
(619) 223-5337

1396

Response

1396-01

Please see **Topical Response 11 - Point Loma.**

1397

Ryan Lane

From: Ryan Lane [ryanlaner@me.com]
Sent: Wednesday, October 07, 2015 10:15 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposed to San Diego NextGen/MetroPlex proposal

To Whom this may concern,

1397-01

My name is Ryan Lane, Senior Director of Engineering at Qualcomm Inc, and I am home owner in the Wooded area in Point Loma. My address is 920 Moana Dr.

I am opposed to this NextGen/Metroplex flight path proposal in San Diego. I have lived in this area for 15+ yrs. My first home (which I still own and rent out) is in the direct flight path of the old/existing waypoints. Noise was and still is a problem there. But, we knew that when we purchased the house.

3 years ago we saved up enough to move away from the flight path to the point loma Wooded area. We have enjoyed the quiet for the last 3 years including our kids now attending the schools in this area. Starting last week, planes have already started moving much closer to house. My wife and kids are now woken up at 6:30am to this noise. If this is the precursor to what the new proposal will bring, this is completely unacceptable. And regardless of comments made that no changes to flights have been made yet, that absolutely have and I would recommend you send someone down to have listen and look at the plane flight paths.

I would not have purchased my new home with this flight path proposal. The cost of this new home I paid is higher compared to surrounding areas due to the reduced noise levels. I would expect property value and taxes to be lowered after this proposal is put in place. This is simply taking money from our property and shifting it over to airline cost savings. Completely unacceptable. When new property wants to be put in like a gas station or liquor store in a community, there is due process zoning requirements that the community affected has direct control of vetoing. I do not see how the air space over the same communities does not require a similar due process.

I have the following questions to this proposal:

- 1) Please provide report/analysis showing the assessed impact to schools and our kids learning and development programs
- 2) Please provide report/analysis of the cost tradeoff between airline savings vs property value and taxes in the affected areas. And who will compensate home owners for this impact?
- 3) Please provide the cost that will be required to cover the Quieter Home program for retrofitting newly affected houses for noise

/ryan

Ryan Lane
Senior Director of Engineering
Qualcomm Inc.

920 Moana Dr
San Diego, CA 92016

1397

Response

1397-01

Please see **Topical Response 11 - Point Loma.**

1398

Brian Stanford

From: Brian Stanford [btstanford@gmail.com]
Sent: Wednesday, October 07, 2015 10:17 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to the removal of way point LOWMA

To Whom It May Concern,

This letter is to voice a strong opposition to the proposed changes to the San Diego area flight patterns by way of removing the LOWMA virtual way point. I have lived in Point Loma for 26 of my 38 years and have purchased a home in Point Loma with no intentions of leaving the area. Although my current home is under the flight path and a block outside of the Quieter Homes project, so I am all too aware of what a nuisance the plane noise is in the area, this was the home we could afford at the time of purchase. It has always been our family goal to move farther "down" (south) the Point and out from under the flight path. The expansion area of eastbound traffic out of SAN will add unnecessary noise and nuisance to a greater population of the Point Loma/Ocean Beach area, not to mention the potential safety concerns with a broader scope of the population being to the potential aftermath of one of the most statistically dangerous portions of a flight.

1398-01

With SAN having only a single runway, there is no benefit from a broadening of the departure pattern. Only so many planes can take off and as I watch flights depart from my backyard, I can already see a wide array of departure paths. Widening that path will not allow for a greater number of takeoffs. Some have sited a fuel savings for the airlines, which is a fruitless argument as the costs associated with fuel usage are passed on to the consumers as a key factor in determining ticket prices. There is no benefit.

This proposed change punishes a portion of the San Diego community by lowering home values, increasing noise pollution, worsening a threat to the safety of the community, and it does all of this with no appreciable benefit to any party involved.

You have undoubtedly received thousands of emails in opposition to this proposed change and for good reason. This is a change that serves no benefit to the greater good.

Regards,

Brian Stanford
 4012 Tennyson Street
 San Diego, CA 92107

1398

Response

1398-01

Please see **Topical Response 11 - Point Loma.**

1399

Mark Mussen

From: Mark Mussen [mm@wensco.sdcxmail.com]
Sent: Wednesday, October 07, 2015 10:18 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Changes to waypoint LOWMA

FAA,

1399-01

As a lifelong resident of the Point Loma peninsula I have been subjected to the effects of air traffic on a daily basis. At the beginning of the recent "green build" project at Lindberg field the west bound departure traffic was routed more southerly at times directly over my residence. Residents were told this was only temporary, but this has not been the case. The proposed departure routes planned may save a small amount of fuel, but will increase flight time over the populated areas of Point Loma, reducing safety and increasing noise pollution. Additionally there are other techniques to reduce fuel burn, such as reducing ground idle times and improving descent profiles.

Mark Mussen, President.
Western Environmental Systems Co.
"WENSCO"
3411 E Street
San Diego, CA 92102
(office) 619-234-6671
(cell) 619-218-6061

1399

Response

1399-01

Please see **Topical Response 11 - Point Loma.**

1400

Katie Busch-Sorensen

From: Katie Busch-Sorensen [kbuschsorensen@yahoo.com]
Sent: Wednesday, October 07, 2015 10:18 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to new flight path over Point Loma

My name is Katie Busch-Sorensen, I am a home owner and resident at:

4344 Point Loma Ave,
San Diego, CA 92107

1400-01

I vehemently oppose the proposed new FAA flight path over Point Loma.

Katie Busch-Sorensen

1400

Response

1400-01

Please see **Topical Response 11 - Point Loma.**

1401

Beth Zedaker

From: Beth Zedaker [bethzedaker@gmail.com]
Sent: Wednesday, October 07, 2015 10:18 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma and FAA

As a citizen and resident of the Point Loma community for nearly 40 years I am very concerned about the increased flight noise, the increased air traffic and damage to our community.

We intentionally reside in a neighborhood that is not impacted by air craft noise. This no longer the case and for the FAA to make these changes with no regard for the residents of our community is hard to fathom and comprehend.

1401-01

I would like to think that serious consideration will be given to the voice of the people in our Point Loma and Ocean Beach community and you will listen and give consideration to our very serious concerns.

The compromise on the over all health of the residents is also a huge concern. It's obvious that the discharge of the fuel particles in our atmosphere is not healthy for any living thing. We treasure our community and sincerely hope you will listen to the voice of the people. Please.

Sincerely,
 Beth Zedaker

1401

Response

1401-01

Please see **Topical Response 11 - Point Loma.**

1402

Richelle Kemler Vanden Bergh, Esq.

From: Schuyler VandenBergh [schuylershelley@yahoo.com]
Sent: Wednesday, October 07, 2015 10:21 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Path Changes

To Whom It May Concern:

1402-01

I am writing to protest any flight path changes over the Point Loma peninsula. My husband and I purchased our home on Hill Street on August 28, 2015. We specifically purchased, and paid a premium for, our home because it was NOT in the flight path. As we were looking, several less expensive homes, some of which we actually liked better, were available, but we passed them by because they were in the flight path. I do not appreciate that just one month later, we are faced with the possibility of planes flying over our new home. A few things I hope someone has taken into consideration. 1) Homeowners on the peninsula will likely file a class action lawsuit seeking new windows and other noise-reduction measures to be added to their homes. 2) Homeowners, like me, who have recently purchased their home, will seek actual damages for the "flight free" premiums paid on their properties. 3) School teachers will have to pause their lessons for the planes to fly over. The "Point Loma Pause" is bad enough in Liberty Station when we're eating at a restaurant. But I can't imagine the frustration of teachers trying to conduct a lesson during that noise, or the children trying to concentrate.

It is my understanding that this new flight path is being considered to save fuel. I have heard the sum of \$7,000,000 floated around in various posts and newscasts. This is a paltry amount of "savings" if the decision makers actually consider the future costs of the lawsuits that are sure to follow. The attorneys' fees alone will likely cost the government more than that amount. I certainly hope there is still time for reconsideration of this plan.

Please contact me if you have any questions. I would appreciate acknowledgment of receipt of this email.

Regards,
 Richelle Kemler Vanden Bergh, Esq.

1402

Response

1402-01

Please see **Topical Response 11 - Point Loma.**

1403

Christine Hoey

From: Christine Hoey [100starfish@gmail.com]
Sent: Wednesday, October 07, 2015 10:23 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on Draft SoCal Metroplex Environmental Assessment (San Diego)

Ladies and Gentlemen:

After attending the poorly organized public meeting in San Diego on 10/6/15 and on short notice trying to sort through all the EA documents on the Metroplex website to meet your deadline for public comment, my questions are as follows:

1. Why are the San Diego EA studies:

- * based on model projections rather than actual data?
- * based on 2012 Google map flight data rather than current 2015 flight data?
- * using outdated sound level meters to measure jet noise in Pt Loma?
- * not addressing in section 4.3.8 any actual health impact studies of potential increased noise, air particulates on the residents of Point Loma (despite the fact there are NUMEROUS studies in the medical literature documenting the negative health effects of living near an airport)? For examples, see:
<http://www.bmj.com/content/347/bmj.f5561>
<http://www.thelancet.com/journals/lancet/article/PIIS0140-6736%2805%2966660-3/abstract?cc=y>
- * deficient of any baseline data reflecting current air quality and ground pollution in the Pt Loma area related to current flight paths?

1403-01

2. Why is there no medical representation on the "List of Preparers" who provided input to the FAA on the proposed flight changes as part of the EA document?

3. Why was the June 2015 San Diego public meeting located in Logan Heights rather than Pt. Loma where residents will be directly affected by the FAA proposed changes?

I echo the thoughtful responses sent in by my fellow community neighbors and I oppose the elimination of waypoint LOWMA. If the FAA approves waypoint LOWMA, we the residents of Pt. Loma will suffer and endure the negative effects of your decision as it relates to our health & wellbeing, quality of life and depressed property values. Saving \$5 per flight does NOT justify destroying a beautiful thriving community!

Respectfully,

Christine Hoey
4461 Bermuda Ave
San Diego, CA 92107
619-892-7260

1403

Response

1403-01

Please see **Topical Response 11 - Point Loma.**

1404

Alexis Dallinger

From: Alexis [bunnyfeather@gmail.com]
 Sent: Wednesday, October 07, 2015 10:25 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: No more planes: Mar vista resident

Hello

Please don't allow more planes to fly over mar vista. It's noisy enough already with jets slowing down all the time! It shakes our house constantly.

We have a 2 year old and the thought of her living under the new proposed lower flying jet streams is scary. We have a right to live in peace and safety!

1404-01

Thank you
 Alexis Dallinger

1404

Response

1404-01

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

1405

Giselle Nyenhuis

From: Images by Giselle [gnyenhuis@cox.net]
Sent: Wednesday, October 07, 2015 10:28 PM
To: 9-ANM-SoCalOAPM (FAA); awarren@san.org; trussell@san.org
Cc: Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; scott.peters@mail.house.gov
Subject: FAA Proposed Flight Path Changes

Hello,

I currently live in the Point Loma/Fletridge 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?

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?

1405-01

When did flight paths change to allow flights over the peninsula? The FAA meeting last night did nothing to explain the current situation nor the "future" one since they did not acknowledge that things have changed.

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?

Why did the FAA host a meeting, want people's feedback, and do nothing to record, document, or acknowledge the concerns of those that live in Point Loma and Ocean Beach?

Thank you in advance for your response.

Giselle Nyenhuis
 3643 Liggett Dr.
 San Diego, CA 92106
 619-865-5038

1405

Response

1405-01

Please see **Topical Response 11 - Point Loma.**

1406

Robert Nickel

From: Robert Nickel <robert_nickel@yahoo.com>
To: "9-ANM-SoCalOAPM@faa.gov" <9-ANM-SoCalOAPM@faa.gov>
Sent: Wednesday, October 7, 2015 10:46 AM
Subject: Public comment on proposed San Diego flight path changes

Sir or Madam:

As I understand the proposed changes, the new flight path passes directly over Cabrillo National Monument. This is a public treasure whose value lies, in part, in that it is a predominantly natural area, which is rare in the neighborhood, having one of the lowest park-space/population ratios in the city. I often go there for birding, and I see many bird species that are seen nowhere else in San Diego. There are occasional fly-overs now, but to re-route air traffic so that a fly-over of the monument is included in the normal routing of every east-bound plane departing from Lindberg Field... this seems to me like it would permanently and irreparably disrupt the character of the monument.

1406-01

Another important public space for quiet meditation and reflection, the Fort Rosecrans National Cemetery, is also nearby and, I fear, would also be permanently disrupted by the proposed flight path changes.

Quiet, especially in the midst of nature, is such a rare commodity in modern life. I do not see how the damage of dramatically increased noise pollution in these two places can be mitigated by any means, other than retaining the flight paths out at sea as they currently are. Anything short of that seems like it would profoundly alter the character of these two important public places.

Thank you,

-Robert Nickel, San Diego resident

1406

Response

1406-01

Please see **Topical Response 11 - Point Loma.**

1407

Janet Holland

From: Janet Holland [hollandxyz@sbcglobal.net]
Sent: Wednesday, October 07, 2015 10:41 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Change of Flight Path Plan, Point Loma, CA

1407-01

I protest to the currently proposed change of flight path pattern over the Point Loma, CA area. I believe removing the waypoint LOWMA from the departure path of San Diego International Airport (SAN) is not in the best interest of the community of Point Loma. I request retention of waypoint LOWMA to ensure overflight is kept to a minimum over the Point Loma community. The additional reasons I do not want the flight path pattern changed are: increased air pollution, public safety concerns and increase in aircraft noise.

Janet Holland
4376 Coronado Ave.
San Diego, CA 92107
Phone: 619-226-3272

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

1407

Response

1407-01

Please see **Topical Response 11 - Point Loma.**

1408

Mark Kramer, MD

From: Mark Kramer [arkmaymd@cox.net]
 Sent: Wednesday, October 07, 2015 10:42 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Cc: Jane Kramer
 Subject: nextGen/Metroplex proposal

1408-01

Sirs:I have lived at 1699 Plum St In Point Loma San Diego for 11 years.I feel that the negatives for Point Loma in terms of noise pollution/jet fuel pollution/increased health risks far outweigh the positives to airline efficiency and fuel consumption for your plan for eastbound flights from San Diego International.I watched the recent(Oct 6th) FAA meetin with Point Loma residents with great dismay.There was no record kept of residents uniformly negative thoughts.The FA officials and their behavior bring to mind that great saying "I'm from the government and I'm here to help".Were it not for a few alert local residents this whole issue would never have come to the general publics attention.In short-Do not change the present eastbound flight pattern and allow to planes fly over southern Point Loma.

Sincerely
 Mark Kramer MD

1408

Response

1408-01

Please see **Topical Response 11 - Point Loma.**

1409

Frank Filippone

From: Frank Filippone [fjohnf76@gmail.com]
 Sent: Wednesday, October 07, 2015 10:43 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: San Diego airport

1409-01

Hello my name is Frank Filippone and I own the home at 3511 Dickens St. San Diego 92106. The last couple days of testing flight patterns out of Lindbergh field has sent planes flying directly over my home creating terrible noise, pollution, and potential for disaster directly overhead. I have been a resident of Point Loma for nearly 10 years, 8 of which I lived under the typical flight path and I hated it but had no choice. Through hard work my wife and I were able to purchase a more than 1 million dollar home so we would no longer have to endure planes flying over at all times of the day. There are many residents here that have spent tons of money to stay in our beautiful community but move from under the planes. It makes no sense that the FAA would change flight path options to accommodate the multi-billion dollar airline industry in turn hurting the residents of our quiet community. Here's a few thoughts on the topic.

- 1: to save airlines fuel money we all will lose money on our property values. (We're not talking about cheap properties either).
- 2: our children will now be stuck in schools that need to stop education every few minutes so the teachers can be heard during their lessons. (That's just what this country doesn't need; more distractions in our schools).
- 3: more of our beautiful community will be affected by fallout pollution from these aircraft emissions.
- 4: the airport authority has already added to the price of airline tickets to pay for the retrofit of hundreds if not thousands of homes under the existing flight path. It seems ridiculous that after the millions spent doing that, they would now extend flights over unprotected areas.

Thank you for taking the time to evaluate my concerns which I'm sure are the concerns of many good people here in beautiful Point Loma.

Frank Filippone
 NERIUM international
 5* National Marketing Director
 (619)992-5438
www.globalskinfix.arealbreakthrough.com

1409

Response

1409-01

Please see **Topical Response 11 - Point Loma.**

1410

Carol Buser

From: Carol Buser [cbuser222@yahoo.com]
Sent: Wednesday, October 07, 2015 10:44 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Against the FAA plan to revise the flight paths around Lindbergh Field

I am writing as a concerned resident of Point Loma, San Diego **AGAINST** the FAA plan to revise the flight paths around Lindbergh Field. The noise and pollution would be an obvious detriment to our family and children. However, I am more concerned about safety and security.

1410-01

Any additional flight patterns that could potentially jeopardize the flights that are currently launched from our Naval Base at North Island would only complicate the already compromised air space. In addition, our Navel Base at the tip of Point Loma would suffer increased security as commercial flights loom overhead. As I understand it, this is marketed as a "cost/fuel savings" endeavor that is purportedly a minasculc savings per take off.

If lives matter, just say "no" to this change. 🙏

Carol
619.226.6332 home
925.323.6265 cell

1410

Response

1410-01

Please see **Topical Response 11 - Point Loma.**

1411

Barbara Tourtellott

From: Barbara Tourtellott [barbara@fittoworkinc.com]
Sent: Wednesday, October 07, 2015 10:49 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Objection to the Proposed FAA Metroplex Flight Path Changes

Dear FAA,

I am writing to you to officially record my objections to the proposed FAA Metroplex Flight Path Changes here in San Diego/Lindbergh Field. As you know, San Diego is the smallest footprint airport in this highly densely populated Southern California area. This airport already has to extend variances to allow its daily operations.

The neighborhood surrounding the airport has been in existence before commercial airliners were flying out of this location. The current flight path has been in place as a compromise to our community to minimize the health and safety effects to the citizens. I attended the community workshop last night and was concerned about the lack of accurate information presented.

1411-01

My concerns are as follows:

1. There has been no measurement of the health impacts to the individuals who live within this area. This would include accurate projections of both noise and impact regarding the jet fuel. I previously lived directly in the most impacted area of the noise contours and had daily jet fuel absolutely covering my home, plants and contained in the air we breathed. I moved out of the area as a result. Now, you wish to change the patterns without fair hearing to bring the planes back over my home.
2. Children and students who attend the many schools are already losing valuable education time due to the fact that classroom instruction is impacted by the noise impacts.
3. The environmental report notes no historical sites located under the proposed new flight paths. However, this is not true. We have a National Monument (Cabrillo), a national cemetery (Fort Rosecrans) as well as Point Loma Nazarene University.
4. I am not satisfied that the environmental impact of endangered species that live underneath the proposed changes will be minimal and certainly not the environmental impact to the citizens.

1411

Barbara Tourtellott

1411-01

5. I strongly urge greater study on this issue and compromise by working with the community in which this Airport is located.

Sincerely,

Barbara Tourtellott
Concerned Point Loma Resident
3510 Emerson St.
San Diego, CA 92106

1411

Response

1411-01

Please see **Topical Response 11 - Point Loma.**

1412

Ken Sauder

From: Ken Sauder [ksauder@cox.net]
Sent: Wednesday, October 07, 2015 10:52 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: scott.peters@mail.house.gov; awarren@san.org; airnoise@san.org
Subject: NextGen Proposal

To Whom It May Concern:

I have lived in the Point Loma area for over 25 years. Early on in those 25 years, I lived in near the flight path and remember hearing planes taking off. Fifteen years ago my wife 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.

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.

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.

I have some questions that need to be addressed:

What is the goal of this NextGen Proposal?

What consideration was given to the communities where planes will travel over during departure?

How much airplane fuel does it save? both overall and per trip (or departure)?

Is safety a part of this proposal? And if so how exactly is it addressed?

Why have you waited so long before accepting input from the Point Loma Community?

Please add my voice to the thousands of concerned Point Loma and San Diego residents who vigorously oppose this change.

1412-01

1412

Ken Sauder (continued)

Thank you. We appreciate your attention to this matter.

Ken Sauder
839 Moana Drive
San Diego, CA 92106

619-861-3029

1412

Response

1412-01

Please see **Topical Response 11 - Point Loma**.

1413

Cassandra Beltran

From: Cassandra Beltran [cassandra@hyperionconstruction.com]
Sent: Wednesday, October 07, 2015 10:54 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path Changes

1413-01

The office I work at is in the area over which the new flight path is being proposed. If the aircraft were to be redirected over Point Loma, it would have an immediate negative effect on the day-to-day business operations that are so critical to the success of our company. Much of our job consists of making phone calls and conducting meetings in-office, all of which would be directly impeded with the addition of the noise pollution generated by the aircraft. In nearby Liberty Station, the noise of the planes overhead is already so much that any effort to have a conversation is rendered utterly futile, so we know with absolute certainty that the same would occur at our office. We ask fervently that you reconsider and reject the idea of sending the air traffic over Point Loma.

Cassandra Beltran

Hyperion Construction
3725 Talbot St. Ste F
San Diego, Ca 92106

P.619.550.8720
F.619.568.3142

1413

Response

1413-01

Please see **Topical Response 11 - Point Loma**.

1414

Carolyn Kutzke

From: Carolyn Kutzke [sigprop@cox.net]
Sent: Wednesday, October 07, 2015 10:57 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex

1414-01

I live in Point Loma and was distressed to learn of the new SoCal Metroplex EA plan. I'd like the FAA to consider what will happen to the six schools, the National Park at Cabrillo and the quality of life for Point Loma residents.

Carolyn Kutzke

1414 Response

1414-01 Please see **Topical Response 11 - Point Loma.**

1415 Cathie Olson

From: Cathie Olson [olsonjce@gmail.com]
Sent: Wednesday, October 07, 2015 11:03 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Changing the Flight Path

1415-01 I object to the change in the flight path and do NOT approve of the suggested route as being over The Wooded Area of Point Loma. Probably the main reason we live where we do is that we get little noise from San Diego Airport. I am requesting that the path does not change.

Thank you,

Cathie Olson
3719 Jennings St
San Diego, CA 92106

1415 Response

1415-01 Please see **Topical Response 11 - Point Loma.**

1416 Jon Hagopian

From: J. Hagopian [jchagop@yahoo.com]
Sent: Wednesday, October 07, 2015 11:06 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: STRONG OPPOSITION TO PROPOSED FAA San Diego Air Traffic Changes

1416-01 Dear FAA,
We strongly appose the changes in airline traffic proposed by the FAA for San Diego. There are laws in place that protect our communities from the noise pollution and other adverse environmental effects of air traffic with the new proposed routes. We will fight these changes by any means necessary to protect our neighborhoods, schools, national monuments, families and friends.

Sincerely,
Jon Hagopian
Home Owner
528 Tarento Drive
San Diego, CA 92106

1416 Response

1416-01 Please see **Topical Response 11 - Point Loma.**

1417

Jim DeBello

From: Jim DeBello [jdebello@miteksystems.com]
Sent: Wednesday, October 07, 2015 11:11 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Hugo.Carmona@mail.house.gov; casey.schnoor@cox.net; kevinfaulconer@gmail.com; Cox, Greg; loriezapf@sandiego.gov; Jim DeBello
Subject: Strongly Opposed to the SoCal Metroplex Proposal

To the FAA Director:

I am writing to strongly voice my opposition to the proposed SoCal Metroplex flight pattern changes in San Diego. I attended a community meeting conducted by your Southern California staff at Liberty Station on October 6, 2015. We were informed that none of the public comments would be recorded and that the FAA representatives were "legally prevented" from answering our questions. The FAA presentation was shockingly incompetent, full of jargon and despite the stated objective by your administrator to improve safety on the "flight deck," did nothing to explain how this objective would be met to improve the safety of the citizens who visit, live and work in this historic community. Quite the contrary, the rerouting of flights over a populated community increases safety risks materially. It was not that long ago when San Diego suffered the tragic crash of PSA flight 182 in our North Park community. **How does the SoCal Metroplex proposal for San Diego "improve safety" when diverting planes from departures over the ocean, to fly over schools, homes, a college, a national park and a hallowed cemetery?**

1417-01

I have lived in the Point Loma community of San Diego for over twenty five years. I currently reside at 373 San Gorgonio Street. This unilateral FAA SoCal Metroplex proposal is senseless, without proper environmental review, and does not comply with state laws regarding noise measurement and abatement. We have been informed that the proposed change in the flight patterns would benefit fuel reductions for the airlines. I do not recall that the FAA's mission was to protect profitability for airline shareholders. This is an outrage when profit is put before the concerns of the citizens as it relates to safety, health and environmental protections. **How does the SoCal Metroplex proposal for San Diego with an environment report presented by the FAA that does not include the national park tidelands, and the emissions over schools, homes, and a national veterans cemetery comply with EPA standards?**

During the meeting, it was very clear from community statements and my personal observations from my home that the flight patterns have already changed mimicking the Metroplex routes prior to the "proposed implementation" in 2016. Your staff deflected on this point, claiming that no flight patterns have changed. It was an alarming assertion, in light that commercial flights are clearly operating in areas over restricted areas in Point Loma, and in accordance with the proposed flight patterns in the Metroplex plan. **Please provide data from the last 90 days on actual flight patterns to support the FAA assertion that these flyovers did not occur.**

The flight pattern changes embodied in the Metroplex proposal are not limited to Point Loma and will affect numerous communities in San Diego county, including Coronado, Ocean Beach, and Chula Vista. **As a broader community, we expect that our elected representatives will take an active role in vigorously opposing the SoCal Metroplex proposal for San Diego.**

As a deeply concerned citizen and taxpayer, I am strongly opposed to the SoCal Metroplex proposal for San Diego, and am in favor of continuing the current LOWMA waypoint standard. We have lost our way as a nation when the government "Of the People, By the People and For the People" - as personified by recent FAA actions - becomes insensitive to its citizens, refuses to record or answer questions at a community meeting, and whitewashes a process that affects the safety and wellbeing of an entire community.

Sincerely, James DeBello

James DeBello | President, CEO



Direct: 858.309.1757
www.miteksystems.com

| Mobile: 858.254.3065

1417

Response

1417-01

Please see Topical Response 11 - Point Loma.

1418

Bruce Miller

From: Bruce [hyper2u@yahoo.com]
Sent: Wednesday, October 07, 2015 11:12 PM
To: 9-ANM-SoCalOAPM (FAA); Bruce Miller; Laura Miller
Subject: Fw: New flight path

On Wednesday, October 7, 2015 7:07 PM, Bruce Miller <bmillier39@att.net> wrote:

1418-01

Please reconsider a flight path away from Point Loma in San Diego. It is primarily a residential neighborhood with schools, churches and countless outdoor activities. The danger, noise, pollution, and grime from the jet fuel seem like an environmental hazard in such a populated area. Surely there is another solution to this plan. Why ruin one of nicest areas in CA and for that matter, in all of the United States. Thanking you in advance for reading my opinion

1418

Response

1418-01

Please see **Topical Response 11 - Point Loma.**

1419

Gayle Nuffer

From: Gayle Nuffer [cgnuffer@cox.net]
Sent: Wednesday, October 07, 2015 11:14 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: 'Carl Nuffer'
Subject: Oppose Change of flight path over Point Loma, San Diego, CA

TO the FAA:

We strongly oppose:

The NextGen proposal to delete the waypoint near the tip of Point Loma which 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 (south) from the westbound runway to their easterly route.

These "efficiency" decisions by the FAA need to make sense for ALL. There is no way that the "savings" in fuel for the airline industry is greater than the decrease in the value of the homes in Point Loma and the decrease in the quality of life (with additional noise and airplane exhaust soot raining down). I believe, as do many in Point Loma that the time and fuel saved by flying around the proposed waypoint is minuscule compared to the negatives to the Point Loma Community.

1419-01

We did not buy our property under flight paths (like some of our neighbors to the north who knowingly bought under current flight paths and the value of the property reflects that negative). Don't make the value of our property go down to help the airline industry's bottom line! Is the FAA and the airline industry prepared to compensate the people of Point Loma for this loss?

Were these losses/negatives factored into your cost benefit analysis? Please provide our community with this analysis! The FAA is supposed to protect the people by regulating the airline industry, not benefit the airline industry *at the expense of the people and their homes.*

As a government agency, it is your fiduciary duty to make sure these decisions make sense and are fair for ALL.

1419

Gayle Nuffer (continued)

Thank you, Gayle Nuffer

--
Gayle Nuffer
1127 Barcelona Drive
San Diego, CA 92107
Cell: 619-990-9609

1419

Response

1419-01

Please see **Topical Response 11 - Point Loma.**

1420

Carla Pekin

From: carla pekin [pekincarla@gmail.com]
Sent: Wednesday, October 07, 2015 11:15 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight pattern

1420-01

Please do not change the departure route out of San Diego International Airport. It will environmentally affect our health, creating black soot in our lungs. The change will create a safety hazard to all of us underneath the path. We bought our homes because we were not under the path, so our homes will be devalued. The fuel dollar savings by the airlines should not be the citizens burden. This is not a well thought out plan and I urge you to NOT change the flight path.
Thank you, Carla Pekin

1420

Response

1420-01

Please see **Topical Response 11 - Point Loma.**

1421

Anne Chambers

From: carla pekin [pekincarla@gmail.com]
Sent: Wednesday, October 07, 2015 11:26 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Departure flight psth

1421-01

I am strongly opposed to the proposed changes to the departure flight path at the San Diego airport. The changes will be detrimental to the homeowners, schools and businesses below with increased noise and dirt.
Anne Chambers
1023 Tarento Drive
San Diego 92107

1421

Response

1421-01

Please see **Topical Response 11 - Point Loma.**

1422

John Hill

From: Hill, John [JSHill@BBandT.com]
Sent: Wednesday, October 07, 2015 11:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Hill, John
Subject: SoCal Metroplex EA

Dear FAA:

My name is John Hill, and I have been a resident of the Point Loma area of San Diego since 1991, and a property owner (and tax payer) since 1998. I am strongly opposed to the proposed changes to the flight pattern of eastbound commercial aircraft departing out of San Diego's International Airport.

If the current flight pattern that directs eastbound aircraft around the tip of Point Loma is changed to allow aircraft to make a tighter turn, and to make a 2nd pass over our Point Loma neighborhood, it will have the following detrimental impact:

1422-01

- . Decreased property values.
- . Safety concerns for several schools including Sunset View Elementary, Silvergate Elementary, Cabrillo Elementary, Dana Middle School, Cabrillo Jr. High School, Point Loma High School and Point Loma Nazarene University.
- . Negatively impacts the learning environment for students at the above listed schools.
- . Burned fuel residue will accumulate on our residences, and will cause mental and health concerns.
- . Sight pollution.
- . Noise pollution.
- . Sleep loss.
- . Reduced enjoyment of homes and communities.
- . Diminished trust in the government to protect our rights.

Please re-evaluate the proposed flight pattern changes, and don't put airline profits ahead of the quality of life of the effected residents.

Sincerely,
 John

John Hill, CIC, AAI
 Senior Vice President
 JSHill@BBandT.com
BB&T - John Burnham Insurance Services
 750 West B Street, #2400
 San Diego, CA 92101

1422

Response

1422-01

Please see **Topical Response 11 - Point Loma.**

1423

Radmila Fulton

From: Radmila Fulton [radmilafu@gmail.com]
Sent: Wednesday, October 07, 2015 11:31 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment regarding proposed elimination of Waypoint LOWMA

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 ZZ000 (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 values, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks
that have never been previously impacted by the present flight path

The proposed flight path will directly impact Silver Gate Elementary, Warren Walker Elementary, Sunset View Elementary, Pt. Loma Nazarene University (with over 3000 students), Ft. Roscreans Cemetery, Cabrillo National Monument and Sunset Cliffs.

Your document does not provide an environmental assessment as to the impact to these schools and landmarks. There is also no assessment provided on the impact of endangered species.

1423-01

What assurances will be provided to the public that there will be no deviations from the flight path? As it is now, deviation from the current flight path has already commenced. If deviation is already taking place, there are absolutely no assurances that further deviations won't take place, further impacting the people that live here.

At what altitude will planes fly over homes, schools, and national treasures? It appears that with the proposed change, planes will need to accelerate at a lower altitude generating more noise and soot/debris being disbursed over our homes.

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.

As is the stated in your mission statement:

The mission of the FAA is to provide the safest, most efficient aerospace system in the world.

The role of the FAA Airports organization in meeting this goal is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States. The FAA Airports organization accomplishes this task with due consideration for economics, environmental compatibility, local proprietary rights and the safeguarding of the public investment.

To comply with your own mission statement, you should NOT eliminate Waypoint LOWMA.



Please feel free to contact me at this email address:

Radmila Fulton
776 Amiford Dr.
San Diego, CA 92107

1423

Response

1423-01

Please see **Topical Response 11 - Point Loma.**

1424

Elizabeth Smith

From: Betsy Smith [betsysmith1946@yahoo.com]
Sent: Wednesday, October 07, 2015 11:33 PM
To: ANM-SoCalOAPM@faa.gov; 9-ANM-SoCalOAPM (FAA); CouncilMember Lorie Zapf
Subject: Flight Path Change

To Whom it May Concern:

1424-01

I am opposed to the proposed change. I have been a Point Loma resident for 45 years. Please consider our objections. We already have some noise and increased noise will affect the schools in this areas adversely, not to mention the people who live here. The Loma Portal area homes were retrofitted with added insulation, double-paned windows and air conditioning. Will you be retrofitting our homes? I already have to clean black soot off my window sills - inside and outside - and I have allergies for which I recently had to start taking Zirtec everyday. More and more children are being diagnosed with asthma than ever before. Our air quality is getting worse and worse. Your reason for changing the flight pattern is unconscionable - to save the airlines money? How about the home owners who paid more to live in a quieter neighborhood and would experience lower home values with the increased noise and air pollution. Keep the flight pattern as is.
Thank you.

Elizabeth Smith

1424

Response

1424-01

Please see **Topical Response 11 - Point Loma.**

1425

Janet Griffin

From: Janet Griffin [janetg143@gmail.com]
Sent: Wednesday, October 07, 2015 11:36 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: OPPOSE FAA's proposed Flight Path change out of San Diego airport

I am writing to voice my opposition to the changes of Flight path from San Diego airport. Do not reroute any aircraft over Pt Loma and Ocean Beach.

Looking on the Federal Aviation Administration website one can read the following Mission statement:

Mission

Our continuing mission is to provide the safest, most efficient aerospace system in the world. **There is nothing efficient in hosting a public meeting that wastes everyone's time when complaints and comments are not allowed to be recorded.**

1425-01

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. **The Oct 6 meeting at Liberty Station was not efficient and showed NO leadership. Where is the accountability to the public, who pays taxes the FAA spends?**

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.

1425

Janet Griffin (continued)

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.

1425-01

The services the FAA provided last night were not excellent, had no integrity and undervalued the people who will be affected by this rerouting.

Pt Loma residents do not want this proposed change. Stop this plan now.

Pt Loma resident and tax paying citizen

Janet Griffin

1425

Response

Please see **Topical Response 11 - Point Loma.**

1425-01

1426

Kathy Rea

From: Kathy Rea [pacificbeachrea@gmail.com]

Sent: Wednesday, October 07, 2015 11:41 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: San Diego airport flight path change

1426-01

Your airplane soot is detrimental to our health. Especially children. Come on people. Get a clue.

1426

Response

Thank you for your comment.

1426-01

1427

George Szabo

From: George Szabo [gszabo@quantumsails.com]

Sent: Wednesday, October 07, 2015 11:42 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: San Diego - southern california metroplex - takeoff pattern

SAN Diego Airport waypoint and takeoff flight pattern concerns

I ask that you DO NOT remove the waypoint south of Point Loma that you are currently considering to remove.

- San Diego is an odd airport that really should not be in the middle of the city, but it is.
 - o Safety is a major concern.
 - While pilots are able to take off, get the gear up AND make a turn, we have all watched pilots do this with PLENTY of space, hit a BIG FLOCK of Geese and land in the Hudson. Heck – we've watched guys Land Before the runway. Yikes! – Lets keep the distractions down for the Pilots
 - The tight turn and climb out brings the planes back over or near a nuclear powered submarine Navy base. I don't want to speculate what that accident could look like
 - The tight turn back South and South East brings also brings the planes near Three aircraft carriers. Should a plane ever again be hijacked – this would be an obvious target, and could be made easier by the allowance of the tight turn.

1427-01

1427

George Szabo (continued)

- Turning tight brings plane over a community a 2nd time. If the planes stay over the ocean (what are we talking 7-20 seconds more out to sea), they safety margin is greatly increased for any person living in that area
- PSA airlines took out a neighborhood 37 years ago in a crash. We do not want to see that again.
- Noise
 - By keeping the planes over the ocean, only the fish are affected by increased noise. We are not transferring noise from one party to another. We are not creating more noise for the civilian population
 - Point Loma is already adversely affected by the LOUD navy. We cope with that as it is the sound of freedom. But even that has it's limits. Like when the airforce F15's were practicing vertical takeoffs at the end of the North Island runway for a month and buildings were rattling. We understood the need to practice what would save their life at an overseas air base, but . . . we knew the noise would not last forever
- WEATHER and it's affect on Noise affects San Diego differently than in other places. Sounds travel further and louder.
 - There is a significant Marine layer that transmits sounds louder and further
 - There is often FOG that covers Point Loma
 - There is a COOLER air mass over the COLD pacific ocean. It keeps the air cold and moist
 - There is often an Inversion layer that transmits sound DOWNWARD more easily.
 - With the removal of your way point, and ability to get planes off the runway more quickly, 3 or more planes can be in the air circling and/or going over Point Loma at the same time.
 - Bring the 4 points above together on the same day, and noise is GREATLY increased
 - Your models are not accurately predicting noise impact on Point Loma. You need real world studies confirm this.
- Environmental
 - Your EA assumes that no reporting is needed because your flight operations occur above 3000 feet where the air is well mixed. This is not accurate. Point Loma residents are already seeing increase dirt, oil and debris on walkways, cars, windows, screens and so on. This is a visible change in the last several months after the airplanes have been making tighter and tighter turns to come back over Point Loma.
 - This issue of increase soot and pollutants needs to be addresses because several endangered, mating birds have been recently observed at Cabrillo National Park.
- Personal
 - Just because you CAN keep a noise level below a Federally allowed level does not mean that it is the right thing to do, that it is good for the community, or that it is good for the environment.
 - If, you can show great savings in many ways, and show that you can save further in the future, your plan is more likely to be implemented with more fanfare, and less drama from the community.
- History
 - San Diegans have worked for years to keep the takeoff corridor in a narrow space over land to affect the least number of people. There are previous agreements between the FAA and the City, senators, and others. Keeping the takeoff corridor as narrow as possible, and the planes over the ocean keeps these agreements of the past. Apparently, the old Flight tower controllers used to have DOTS painted on their radar screen to help them vector the planes in the correct direction.
- Conclusion Win – Win
 - Keep the planes out over the ocean longer
 - Keep the take off path more north and more narrow
 - You keep San Diego beautiful, and a nice tourist destination
 - You keep San Diegans Happy
 - You affect the smallest number of San Diegan's possible – just what the city has asked you to do for years
 - Your reduce your safety concerns
 - You Stay with Historical Standards
 - You don't increase costs for the airline. They stay the same or are reduced. And, actually, you are still reducing costs by doing so many other good things with this overall plan
 - Noise IS NOT transferred to any other party. Parties with noise keep their current noise, and no new noise classes or areas are created

1427-01

1427

George Szabo (continued)

1427-01

The next best option? Turn right instead of left to send your planes East. You can climb out higher than the arrival aircraft, and cross them. Then, with your Super-duper-awesome GPS vectoring, outbound planes can easily navigate the narrow corridors you need them to go through. Turning Right offers more time and fuel savings and less noise to the population (if they go above the South inbound aircraft) than any other alternative.
[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

1427

Response

1427-01

Please see **Topical Response 11 - Point Loma.**

1428

August Felando

From: Augustfelando@aol.com [Augustfelando@aol.com]
Sent: Wednesday, October 07, 2015 11:42 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN IIBEE SID Replaces POGGI SID FAA Proposed SoCal Metroplex

This is to oppose any removal of the LOWMA Waypoint, primarily for safety reasons.

San Diego City and County coastal regions subject to aircraft activity are different than most if not all of the other 19 regional airports affected by FAA rules. Unique because of the extensive and necessary concentration of both civilian and military aircraft activity. The presence of military aircraft activity originating from North Island, Miramar, and other military bases in San Diego County is greater than any area in the State of California, and perhaps in our Nation. In my opinion, this fact has not been thoroughly vented by the FAA in determining whether the changes proposed increase or reduce safety concerns and challenges that exist in the limited airspace covering North Island and Point Loma. Especially to affected residents of Point Loma. Residents are already experienced in dealing with daily aircraft activity over their homes, schools, churches, parks, beaches, and workplaces. Residents who do not need more noise from aircraft, more water, air, and other pollution. The cost of these new burdens far outweigh the claim that the LOWMA Waypoint will help some unidentified persons \$7.8 million in fuel costs.

1428-01

The FAA argues that the proposed changes would not result in ground disturbance or increase the number of aircraft operations within the **Southern California airspace**. Point Loma residents are concerned about how the proposed changes would affect the **airspace over Point Loma**. The FAA presents no arguments to address the specific concerns of the residents of Point Loma regarding safety, noise, pollution, cultural concerns, and property values. The FAA does this by retreating to a generality or inadequate statement about how the proposed changes will affect all of the airspace in Southern California.

In my opinion, safety of airflight is increased by flying more over water than over residential areas such as Point Loma. The FAA should consider having all civilian aircraft flying westerly but not within 4 nautical miles of the tip of Point Loma. Presently, the photo used by the FAA shows that flights do travel in that direction (SAN IIBEE SID Replaces POGGI SID). Then, making a right turn, the flights would travel northward, again staying 4 miles off Point Loma, until approaching the mouth of the, San Diego river for landing at the Airport.

Thank you.

August Felando

San Diego Harbor is the home of many naval vessels that use aircraft, perhaps more than any other commercial harbor in the United States. My home faces the San Diego Bay in an easterly direction. It is not unusual for me and other members of my family to hear naval airplane repair activity-especially when the large aircraft carriers are in port at North Island and under repair-during hours after Midnight. This is in addition to the unexpected aircraft departures from North Island because of security reasons. Residents in Point Loma are fully aware and understand the continuing but

1428

August Felando (continued)

1428-01

Island because of security reasons. Residents in Point Loma are fully aware and understand the continuing but necessary military aircraft activity that exists at the Naval Airport on North Island. We do not believe that the FAA fully understand the extent of aircraft activity over Point Loma.

During October 1960 through March 1965, our family lived in an apartment located (near West Point Loma Blvd, on Adrian Street) just under the north way flight path for aircraft departing from the San Diego Airport. We know about living near an airport. In April, 1965, we moved into the southern area of Point Loma, near Talbot Street, where we learned to adjust to the military aircraft activity based at North Island. Now, it is my understanding that the proposed change would cause most if not all aircraft traffic to be directed for a second pass from the Cabrillo Monument to Talbot and Hill Streets

e San Diego airport.

1428

Response

1428-01

Please see **Topical Response 11 - Point Loma.**

1429

Captain Lou Milioti

From: loumilioti@san.rr.com [loumilioti@san.rr.com]
 Sent: Wednesday, October 07, 2015 11:44 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: FAA Proposed Modification to Flight Paths of Aircraft Taking Off
 >From Lindberg Field, San Diego, Ca

Dear FAA

Thank you for the opportunity to comment on your proposed changes to the flight path of aircraft departing Lindberg Field.

I am Lou Milioti, Captain US Navy (retired) and I bought a home in Coronado Cays in 1991 at 30 St. Christophers Lane, zip code 92218 and have lived in that home since 1991.

I am a Navy pilot and flew the P-3 aircraft, commanding squadrons and a major Naval Air Station. We always went out of our way to work with the local community to reduce any noise/pollution issues for our neighbors.

I respectfully request that you listen to what people are objecting to in regards to your proposed flight path changes at Lindberg and take the necessary action required to eliminate our concerns.

My concern is that aircraft making a tighter left turn departing Lindberg Field will fly over the Silver Strand Beach point at a lower altitude, as they have less time and distance to reach the point on the Silver Strand Beach, thus crossing that point at a lower altitude than before the changes.

1429-01

This will result in the aircraft flying over the 1200 homes in the Coronado Cays, which is directly across from the Silver Strand Beach point at a lower altitude, with increased aircraft noise and fuel vapor pollution. This is not an issue for you to take lightly or ignore.

I respectfully request that you do not make the proposed flight path changes from Lindberg Field. The negative impact on the quality of life to the residents of the Coronado Cays if you make the proposed changes will be significant.

Additionally request you change the aircraft fly over point on the Silver Strand Beach to a point either further south or further north of the current point, thereby flying over land with no homes.

One last point, for the last couple of days or so I have heard first, then saw second more aircraft flying over Coronado Cays than I have ever heard or saw in a day, over the past 24 years on a daily basis. It appears as if the aircraft are for some reason trying out the proposed flight path changes now.

Bottom line I did not buy a new retirement home in the Coronado Cays to be harassed by increased aircraft noise, which will only get worse in future years as the number of aircraft departures increase.

Thank you
 Captain Lou Milioti-619-575-8004
 30 St. Christophers Lane
 Coronado, Ca. 92118 (Coronado Cays)

1429

Response

1429-01

Please see **Topical Response 11 - Point Loma.**

1430

Stu Wilson

From: Stu Wilson [stuwilson3739@gmail.com]
Sent: Wednesday, October 07, 2015 11:54 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: awarren@san.org; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; scott.peters@mail.house.gov
Subject: Proposed Flight Path Change over Point Loma

Dear Sirs,

Your proposed flight path will directly impact our home on Rosecroft Lane in Point Loma. We vehemently oppose this change, which will increase noise and pollution, and, I am told will not save fuel (hear commentary on this on Sullivan Demayo Report KOGO Radio). So what is the reason for this? It certainly doesn't have anything to do with the environment.

1430-01

Please consider our quality of life and make use of the unlimited airspace out over the ocean.

Stu Wilson
3739 Rosecroft Lane
San Diego, Ca 92106
619 992 8305

1430

Response

1430-01

Please see **Topical Response 11 - Point Loma.**

1431

Tina Braun

From: Tina Braun [tinabws@gmail.com]
Sent: Wednesday, October 07, 2015 11:56 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Noise/pollution

To whom this may concern:

I have been a homeowner in Ocean Beach for the past 36 years. I wanted to send my voice to you today after being at the meeting last night. I have endured the jet noise and pollution all of these years and do not anyone else to have to endure this.

Preferably, I would like the airport moved altogether and have joined every campaign and sent letters prior to this in hopes of making a difference to no avail. It makes no sense, but the forces that are in charge are bigger than the little OB residents.

1431-01

I was planning to sell my home in OB and move to Point Loma in the near future and leave the jets behind.

If this goes through there will be no reason really to do that. My youngest son just

purchased a home in Point Loma after living with the jets for his entire life. It was worth it to him to live with me for two years

along with his wife and two young children as not to put my grandchildren through the noise and pollution. Trust me, this was difficult on all of us.

1431 Tina Braun (continued)

1431-01

He also had to pay a much higher price for this home than he would have just a few streets away, and now to change what we all have counted on? Spend one full day in our shoes and you would go to bat for the residents as well.

Take care,

Tina A. Braun
2310 Seaside Street
San Diego, CA 92107

1431 Response

1431-01

Please see **Topical Response 11 - Point Loma.**

1432 Joseph Worley

From: Joseph Worley [josephcworley@att.net]
Sent: Wednesday, October 07, 2015 11:57 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: planes over point loma

1432-01

if the new way point puts planes over point loma will we be eligible for double pains and air conditioning units?

joseph worley 4231 hill st san diego ca 92107 619-222-7965

1432 Response

1432-01

Please see **Topical Response 11 - Point Loma.**

1433 James Flaherty

James Flaherty
4312 Santa Cruz Avenue
San Diego CA 92107

Federal Aviation Administration

Re: Proposed Shift In Flight Path, San Diego

To whom it may concern,

1433-01

Please allow this letter to serve as an objection to your proposed flight path, for flights departing San Diego International Airport. This is a horrible idea that will negatively impact the greater Point Loma community.

Sincerely,



James Flaherty

10/8/15

1433

Response

1433-01

Please see **Topical Response 11 - Point Loma.**

1434

John Pietig, City of Laguna Beach



RECEIVED OCT 15 2015

October 8, 2015

Southern California Metroplex EA
Federal Aviation Administration
Western Service Center – Operations Support Group
1601 Lind Avenue SW
Renton, WA 98057

Re: Southern California Metroplex
Draft Environmental Assessment (EA)
City of Laguna Beach Supplemental Comments

Dear Sir or Madam:

As you know, the City of Laguna Beach (City) is one of many Orange County communities overflowed by the commercial air carrier fleet at John Wayne Airport (JWA). The City submitted comments on the draft Environmental Assessment (EA) for the Southern California Metroplex Project on July 9, 2015. The comments included a request for additional information and additional analysis. The Federal Aviation Administration (FAA) did provide additional data after the close of the initial comment period with some information posted as late as August 18, 2015. Given the timing of the release of this data and the very technical nature of the information, the City is again requesting an extension of the comment period and additional analysis of the data provided. In that context, the City submits the following comments:

1434-01

1. Insofar as the County of Orange and JWA are concerned (and we suspect the same is true of other areas/airports), the EA fails to clearly and simply identify the specific changes to JWA departure and approach procedures that would result from approval of the project. For example, one diagram suggests that aircraft departing Runway 20R could operate in an area between Yorba Linda and Irvine. This is just one example of many extremely wide departure and approach corridors that would impact areas that currently experience little or no aircraft noise. The failure to identify what will happen if the "Proposed Action" is approved precludes any meaningful analysis of noise and environmental impacts. As to JWA, the EA must describe, in terms that ordinary citizens can understand, the changes to air carrier aircraft departure and approach procedures that are proposed and then analyze the difference in noise and pollution that would result from the modifications. At the very least the FAA should, prior to approving the EA, post clarification of the specific routes that departing and approaching aircraft will be required to fly if the project is approved and analyze the impacts if those routes differ significantly from the existing condition.

1434-02

1434-03

2. In a related issue, the flight tracks that form the basis for the environmental analysis (evaluated using Noise Integrated Routing System – NIRS) are not consistent with the proposed procedures (TARGETS). For example, the TARGETS data for the HAYLO, FINZZ and PIGGN standard instrument departures are the same but the NIRS flight tracks for the HAYLO and FINZZ

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1434

John Pietig, City of Laguna Beach (continued)

SoCal Metroplex EA
October 8, 2015
Page 2 of 2

1434-03

procedures are not the same as those reflected for the PIGGN SID. These inconsistencies need to be explained and analyzed.

1434-04

3. The City understood, based on input from FAA personnel at the workshop held in Santa Ana, that the HAYLO, FINZZ and PIGGN were designed to follow the existing STREL 3 SID. However, we now understand that the proposed procedures contemplate a change in the location of the initial turn and elimination of the TOING waypoint. The FAA should provide additional information, including clear graphics depicting the difference between the existing and proposed standard instrument departure procedures as well as an objective analysis of the noise impacts using both CNEL and DNL metrics.

1434-05

The City understands that the Metroplex process is complex and respects the difficulty in modifying long-standing approach and departure procedures. However, the complexity of both the process and the impact of many other factors, such as the right of a pilot to control the aircraft, require the FAA to provide data that ordinary citizens can understand and that represent the impacts of the whole of the action proposed – including the variables inherent in the operation of air carrier aircraft. The City also requests the FAA give appropriate weight to procedures that – as Congress has mandated – “reduce the exposure of noise and emissions pollution on affected residents.”

Respectfully,



John Pietig
City Manager

cc: Laguna Beach City Council Members
Christa Johnson, Assistant City Manager

1434

Response

1434-01

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

1434-02

The commenter states that the EA fails to clearly and simply identify the specific changes to JWA departure and approach procedures that would result from the Proposed Action. Exhibits 3-7 and 3-8 in the EA depict the corridors associated with the No Action and Proposed Action Procedures respectively. Please see the *SoCal Design and Implementation Team Technical Report* which provided detailed depictions of the Proposed Action routes.

The FAA also released supplemental materials in Google Earth format depicting the routes, including waypoints, the NIRS flight tracks associated with the Proposed Action and No Action Procedures, and the corridors associated with those procedures. TARGETS Distribution Packages were also made available providing the routing in a PDF format.

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

1434

Response (continued)

1434-03

The commenter states that the EA fails to identify the specific changes to SNA departure and approach procedures. 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.

1434-04

The commenter requests additional information in the form of clear graphics depicting the difference between the existing and proposed procedures as well as noise impacts in both CNEL and DNL. 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 10 – CNEL and Supplemental Noise Metrics**.

1434-05

Thank you for your comment.

1435

Paige Hazard

Paige Hazard
3548 Wilcox St.
San Diego, CA 92106
paigehazard@gmail.com
619.540.0201

RECEIVED OCT 15 2015

October 8, 2015

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

RE: Impacts of Plane Noise and Pollution on Point Loma; So Cal Metroplex Draft Environmental Assessment, June 2015

1435-01

I am a Point Loma resident deeply concerned about the significant impacts and adverse effects the proposed altered flight paths will have on the entire peninsula. This area includes park land, dense residential housing, and a national park. Many animals and people call this their home. Countless tourists come to visit. I would like to know more about how the new route will adversely affect this area because it does not appear as though the negative affects were considered.

1435

Paige Hazard (continued)

It has been proven that noise and pollution negatively affect park and residential areas, and no small leap to conclude it would negatively affect tourism as well. What are the costs associated with moving the flight path? In other words, though I am told it will save on fuel, those dollar amounts will surely be outweighed by the negative impacts to this area.

1435-01

Despite assurances, it seems as though flights have already changed routes. Is that true? Please remit results of a full environmental and noise analysis which needs to be conducted prior to any permanent change being made.

Alternatively, just leave the routes as they were.

Sincerely,



Paige Hazard

1435

Response

1435-01

Please see **Topical Response 11 - Point Loma.**

1436

Pam Purbaugh

From: Pam Purbaugh [pampurbaugh@gmail.com]
Sent: Thursday, October 08, 2015 12:03 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Planes

To Whom it May Concern:

1436-01

Why were the citizens not substantially informed that the FAA was changing the air path?

Why were we not sent flyers, letters explaining the process the FAA was taking?

Why are we now hearing planes departing from our home? as we never have in the past?

Why was Point Loma Nazerene College, Sunset View Elementary, Cabrillo National Monument, Rosecrans National Cemetery not included in the Environmental Impact Report?

Please consider our lives as stated in your Mission Statement. We are unique with the Naval Air Station flying planes, our National monument, Rosecrans National Cemetery, and stretch of coastline visited daily by people from across the globe.

Pam Purbaugh
 4424 Hill ST.
 San Diego, CA 92107

1436

Response

1436-01

Please see **Topical Response 03 – Comment Period Extension** and **Topical Response 11 - Point Loma.**

1437

Tad Wallin

From: tadwlaw@aol.com [tadwlaw@aol.com]

Sent: Thursday, October 08, 2015 12:08 AM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Factually inaccurate statements in the Environmental Review

1437-01

FAA: The environmental review, as summarized , indicates that the new proposed Sids would not increase ground noise. this is a palpable misrepresentation. I live in a departure path, In Coronado, Ca, just east of Point Loma. I have noticed in the last few days commercial jet noise overhead that never existed before. The commercial jets are heading east by this time in climb power. they are now at a lower altitude than before. The Faa representatives at the Oct 6th meeting fooled the group saying the new routes were not yet established. The new Sids may not be, but obviously the controllers have been instructed at least some of the time to vector these flights on a path that would mimic the new proposed s\Sids. These clearly increase noise in Coronado, in The Coronado Cays (where it never existed abefore) and in Point Loma. Stop this illegal action. Tad Wallin 31 Antigua ct, Coronado Ca 92118, 6194291694

1437

Response

1437-01

Please see **Topical Response 11 - Point Loma.**

1438

Karen Mudgett

From: Karen [kmudgett@gmail.com]
 Sent: Thursday, October 08, 2015 12:09 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Questions concerning EA draft

To whom it may concern,

I am a resident of Point Loma and I attended the informational workshop yesterday. I am sorry that understandable information was not presented at the meeting. It's my understanding that the NextGen project is to improve safety, environmental concerns and update an old air traffic control system.

I applaud the FAA's efforts in this very complicated undertaking. I have a few questions and concerns about implementing this in San Diego.

1) It's my understanding that SAN is in class B airspace and that requires air traffic controllers to be more involved in take offs and landings. How does this new system help in San Diego where there will be more flights to monitor because of the increased efficiency?

2) What is the advantage of removing the Llama waypoint? It seems to me that the impact to the environment, both noise and pollution, would be increased with planes crossing the Point twice instead of once. And safety seems to be an issue with planes flying so low twice over the Point when there is the ocean to fly over. I am concerned because we have owned our home for 30 years and have never seen or heard the planes as much as the last year or two when the planes were allowed outside the normal routes during construction. I understand that it is necessary in some cases, for safety, weather, missed approaches, etc. Point Loma residents are already bearing a burden of noise and pollution from SAN and the military base in Coronado.

And I'm sure that will continue. What is gained by changing the waypoint?

3) Have the impacts to the environment been studied adequately to be able to say (as the report indicates) that there would be no noise or environmental impacts to this area? It seems like just the air pollution falling to the ground and then being washed out to the oceans and Bay as runoff would impact nature and recreational activity of the area. And how was the impact on local schools, parks, Rosecrans Cemetery and Cabrillo Nat'l Park studied? These are precious resources of this area.

4) What are the environmental impacts of the increased number of flights anticipated by the new system? What are the altitudes expected for these flights? And how much fuel is used in the process? Has the impact on the local military bases been adequately addressed?

As a resident of Point Loma, I am very concerned about the quality of life issues and safety of this new plan. I believe that the system can be used to increase efficiency without unnecessary increase in noise and air pollution and safety issues by keeping the Llama waypoint in place.

Respectfully,

Karen Mudgett
 1065 Alexandria Dr
 San Diego, CA 92107

1438-01

1438

Response

1438-01

Please see **Topical Response 11 - Point Loma.**

1439

Paul J. Hartley, III

From: Paul Hartley [pointlomapaul@gmail.com]
Sent: Thursday, October 08, 2015 12:13 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Please do not approve the changes proposed to the flights out of Lindbergh Field

Dear FAA,

Please see my attached letter regarding the proposed changes.

Thank you,

Paul

--

Paul J. Hartley, III
Broker Associate
CalBRE #00606758
Excellence through Experience

Pacific Sotheby's International Realty
1075 Rosecrans St.
San Diego, CA 92106

(619) 222-7443
(619) 810-0730 fax

paul@paulhartley.com
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October 7, 2015

FAA

To whom it may concern,

Please do not make any changes in the flight patterns from San Diego's Lindbergh Field without hearing from the people who live in the affected area.

As far as I know, you have not considered that it is beyond the scope of your charter to benefit airlines financially at the expense of tax paying Americans who already carry much of the financial and lifestyle burdens of having an International Airport grow up around us.

We also have negative sound impact from the US Military although their presence is very much appreciated. The noise level and frequency has also risen over the years.

Why would you allow commercial air traffic to further intrude on our peace and quiet when they have routes that satisfy their neighbors now? I understand there will be fuel cost savings and this is what has prompted you to propose these changes but that should not be your responsibility and consequently our burden.

Please explain to me why this is an acceptable course of action on your part.

Until then I am fully against the changes you have proposed.

Thank you in advance for your response,

1439-01

1439

Paul J. Hartley, III (continued)

Sincerely,

Paul J. Hartley, III
La Playa resident and business owner
619-222-7443
pointlomapaul@gmail.com

1439

Response

1439-01

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

1440

Whitney Wilkinson

From: whitney-tracy@cox.net [whitney-tracy@cox.net]
Sent: Thursday, October 08, 2015 12:14 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: whitney-tracy@cox.net
Subject: SoCalMetroplex EA

1440-01

I am writing in regard of the FAA's proposal to eliminate the LOWMA waypoint south of Point Loma, San Diego. The reason for the proposed elimination as I understand is for economy and fuel savings, allowing aircraft to turn sooner for east bound flights. This would not be the case, after takeoff the acceleration and climb combined with a tighter turn would cause more fuel burn. Most importantly is the safety issue that will be caused by the elimination of waypoint LOWMA. With out having the waypoint flights will be crossing over a much denser population (as opposed to the ocean) as is already happening with the wider fanning of takeoffs form Lindbergh. The projected new flight paths will allow air traffic over nearly 2 dozen more schools, churches, parks. If the FAA is true to its #1 priority of safety and there is no tangible economic saving for eliminating the waypoint, then the FAA should have a no change decision and keep the LOWMA waypoint as it is.

Sincerely
Whiney Wilkinson
3815 Liggett Dr.
Point Loma, San Diego

Sent from Windows Mail

1440

Response

1440-01

Please see **Topical Response 11 – Point Loma.**

1441

Frank Greene

From: Frank Greene [fsgj@sbcglobal.net]
Sent: Thursday, October 08, 2015 12:16 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment regarding proposed elimination of Waypoint LOWMA

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 ZZ000 (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 values, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks

that have never been previously impacted by the present flight path

The proposed flight path will directly impact Silver Gate Elementary, Warren Walker Elementary, Sunset View Elementary, Pt. Loma Nazarene University (with over 3000 students), Ft. Rosecrans Cemetery, Ca

br

illo National Monument and Sunset Cliffs.

Your document does not provide an environmental assessment as to the impact to these schools and landmarks. There is also no assessment provided on the impact of endangered species.

What assurances will be provided to the public that there will be no deviations from the flight path? As it is now, deviation from the current flight path has already commenced. If deviation is already taking place, there are absolutely no assurances that further deviations won't take place, further impacting the people that live here.

At what altitude will planes fly over homes, schools, and national treasures? It appears that with the proposed change, planes will need to accelerate at a lower altitude generating more noise and soot/debris being disbursed over our homes.

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.

As is stated in your mission statement:

The mission of the FAA is to provide the safest, most efficient aerospace system in the world.

The role of the FAA Airports organization in meeting this goal is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States. The FAA Airports organization accomplishes this task with due consideration for economics, environmental compatibility, local proprietary rights and the safeguarding of the public investment.

To comply with your own mission statement, you should NOT eliminate Waypoint LOWMA.

Please feel free to contact me at this email address:

Frank Greene
4411 Pescadero Avenue
San Diego, CA 92107
fsgj@sbcglobal.net

1441

Response

1441-01

Please see **Topical Response 11 - Point Loma.**

1442

Jamie Ogle

From: Jamie Ogle [jamie.ogle@lloydpest.com]
Sent: Thursday, October 08, 2015 12:17 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: MetroPlex and San Diego Flight path

Hi FAA,

I am a lifelong Point Loma resident and I am concerned about the current flight path being widened and the proposed MetroPlex plan that appears to increase the amount of land coverage that a flight will take. The flight path continues to move closer and closer to our national monuments (Cabrillo and Fort Rosecrans cemetery) and the environmental study for the area and impact appears to be very incomplete and needs to be more thoroughly vented before being approved or implemented.

1442-01

As feedback on the meeting, the FAA official's presentation was very poor and did not help explain the current proposal or situation very well at all. They also did not answer any questions or have our questions on the record which seems like a poorly handled process for the taxpayers. They should have at least had our community's comments being a part of the record and not make the community jump through more hoops to be heard.

Most importantly, we would like to keep Point Loma's environment quiet, clean, and safe. We believe that the flight path changes and current deviations are impacting our noise, our beaches, our coastline, and decreasing the safety of our schools.

If saving fuel is the objective then perhaps, the airlines should invest in more fuel efficient engines.

James Ogle
 3726 Dupont St.
 San Diego, CA 92106

1442

Response

1442-01

Please see **Topical Response 11 - Point Loma.**

1443

Elaine Treadwell

From: Elaine Treadwell [elainetreadwell@hotmail.com]
Sent: Thursday, October 08, 2015 12:17 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed change of San Diego flight plan

1443-01

I am adamantly opposed to the "proposed" (even though it has already started) flight path change for the Point Loma area of San Diego. It is a totally unnecessary change that will create more problems than it solves in terms of safety, economics and environmental impact. There is a big ocean out there with lots of room for planes to make their turns without disrupting the lives and safety of residents, students, teachers and employees (civilian and military) of that area...not to mention the risks to national treasures like Cabrillo National Monument, Fort Rosecrans National Cemetery and Sunset Cliffs Natural Park and Reserve. Please, for the sake of this valuable area of our city and all who go there, DO NOT make this change!

Elaine Treadwell
 5428 Beaumont Ave
 La Jolla, Ca 92037

Sent from my iPad

1443

Response

1443-01

Please see **Topical Response 11 - Point Loma.**

1444

John Callery

From: John Callery [john@bopdesign.com]
Sent: Thursday, October 08, 2015 12:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex

To Whom It May Concern:

1444-01

I would like to state that I am extremely dissatisfied and unhappy with the FAA's proposed changes to the flight pattern over Point Loma in San Diego, California. As a resident of Point Loma for more than 5 years, I already deal with the noise and pollution from San Diego airport. It is the most disgusting part of daily life in the area I call home.

Routing jets back over Point Loma a second time, or effectively removing the waypoint off Point Loma, is entirely unacceptable, regardless of the jet's altitude.

As a private pilot, aviation enthusiast, and supporter of many airport initiatives in San Diego, I am vehemently opposed to your anticipated changes.

Respectfully,
John Callery



John Callery
Lead Web Developer
<http://BopDesign.com>
John@BopDesign.com

1444

Response

1444-01

Please see **Topical Response 11 - Point Loma.**

1445

Brad Segal

Sent: Thursday, October 08, 2015 12:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Santa Monica Airport

Hello

1445-01

My name is Brad Segal. I have heard that the FAA's Metroplex plan will send aircraft departing from Santa Monica Airport NORTH before reaching the shoreline AND allow the planes to fly lower over the residential neighborhoods. This was attempted in 2010 with the "250-Heading" and that caused a tremendous uproar in the community. Please do not move forward with changing the flight path.

Thank you
Brad

Please if possible, keep my email address private!

1445

Response

1445-01

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

1446

Alex Watt

From: Alex Watt [wwwtrailers@yahoo.com]
Sent: Thursday, October 08, 2015 12:19 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on the EA for LOWMA (Revised to include my contact information)

I live in the area affected by the proposed removal of the Point Loma Waypoint (LOWMA), and understand the decision by the FAA to prepare an Environmental Assessment instead of an Environmental Impact Statement. The initial analysis of the proposed changes did not result in any significant impacts. This is only one of the criteria under NEPA to determine whether an EIS needs to be prepared. If the project is controversial under 40 CFR 1508.27 (b) (4) The degree to which the effects on the quality of the human environment are likely to be highly controversial. This project fits this requirement for the preparation of an EIS, and as such the FAA will be in violation of NEPA if a full EIS is not prepared prior to proceeding with the proposed flight path changes.

1446-01

Another section of the CEQ guidelines that must be followed is:

40 CFR 1502.1: Purpose

The primary purpose of an environmental impact statement is to serve as an action-forcing device to insure that the policies and goals defined in the Act are infused into the ongoing programs and actions of the Federal Government. It shall provide full and fair discussion of significant environmental impacts and shall inform decision-makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.

I look forward to receiving notification that either the LOWMA will remain in place or that the FAA is starting the preparation of an EIS to fully address the controversial nature of this proposal.

Alex Watt
 3610 Dupont Street
 San Diego, CA 92106

(619) 223-6519
 wwwtrailers@yahoo.com

1446

Response

1446-01

Please see **Topical Response 11 - Point Loma.**

1447

Michelle Lapworth

From: Lapworth, Michelle [Michelle.Lapworth@pimco.com]
Sent: Thursday, October 08, 2015 12:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: michellelapworth@yahoo.com
Subject: Petition re: excess flight noise and pollution over our community - deadline to comment 10/8/15

Dear sir/madam:

On behalf of many citizens and residents of Newport Beach, CA, we are submitting for your review our serious concerns over the impact of the FAA's introduction of Metroplex to our area. (Please see attached letter.)

We have collected hundreds of signatures from residents and concerned citizens who support the concerns and requests in the attached letter. Some can be found in the attached excel file (and were obtained using the online petition below). But many more in hard copy format are on their way to you.

https://www.change.org/p/faa-ask-the-faa-to-stop-the-increase-in-aircraft-traffic-noise-and-pollution-in-newport-beach?recruiter=395697335&utm_source=share_petition&utm_medium=copylink

Thank you for your attention to our concerns.

Sincerely,
 Michelle Lapworth

1447

Michelle Lapworth (continued)

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute, alter or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmissions cannot be guaranteed to be secure or without error as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender, therefore, does not accept liability for any errors or omissions in the contents of this message which arise during or as a result of e-mail transmission. If verification is required, please request a hard-copy version. This message is provided for information purposes and should not be construed as a solicitation or offer to buy or sell any securities or related financial instruments in any jurisdiction. Securities are offered in the U.S. through PIMCO Investments LLC, distributor and a company of PIMCO LLC.

Name	City	State	Postal Code	Country	Signed On
Michelle Lapworth				United States	10/1/2015
Shawn Liberty	Newport Beach	California	92660	United States	10/1/2015
Cheryl Jones	Newport Beach	California	92660	United States	10/1/2015
Julie Wilkins	Newport Beach	California	92660	United States	10/2/2015
Daniel Mazmanian	Newport Beach	California	92660	United States	10/2/2015
Joan Ramstedt Andersen	Newport Beach	California	92660	United States	10/2/2015
Stephanie Pedersen	Newport Beach	California	92660	United States	10/2/2015
Ted Wilkins	Newport Beach	California	92660	United States	10/2/2015
Joseph Jones	Newport Beach	California	92660	United States	10/2/2015
Lindsay Bibb	Newport Beach	California	92660	United States	10/2/2015
Jennifer Peterson	Newport Beach	California	92660	United States	10/2/2015
Marjorie Murray	Newport Beach	California	92660	United States	10/2/2015
Mary Mazmanian	Newport Beach	California	92660	United States	10/2/2015
Chantal Buslot	Hasselt	Texas	78756	United States	10/2/2015
Patty West	Newport Beach	California	92660	United States	10/2/2015
Concerned Citizen	New City	New York	10956-240	United States	10/2/2015
Al Blake	Newport Beach	California	92660	United States	10/2/2015
Nadine Rodriguez	Newport Beach	California	92660	United States	10/2/2015
Mike Minna	Newport Beach	California	92660	United States	10/2/2015
Pamela Rychel	Newport Beach	California	92660	United States	10/2/2015
Julia Bruening	Newport Beach	California	92660	United States	10/3/2015
Niels Pedersen	Newport Beach	California	92660	United States	10/3/2015
Carolyn Goates	Newport Beach	California	92660	United States	10/3/2015
Dominic Fratantaro	Newport Beach	California	92660	United States	10/3/2015
Danielle Fratantaro	Newport Beach	California	92660	United States	10/3/2015
Alison Martodam	Newport Beach	California	92660	United States	10/3/2015
Devon Borje	Newport Beach	California	92660	United States	10/3/2015
Frank Carpenter	Newport Beach	California	92660	United States	10/3/2015
DON WINANS	Newport Beach	California	92660	United States	10/4/2015
David Miller	San Joaquin	California	93660	United States	10/4/2015
Kim Miller	Newport Beach	California	92660	United States	10/4/2015
Save Our Skies	Santa Cruz	California	95065	United States	10/4/2015
Prisca Gloor	Iso angeles	California	90066	United States	10/4/2015
Stephen Murray	Culver City	California	90230	United States	10/4/2015
Mandana Farboudmanesch	Newport Beach	California	92660	United States	10/4/2015
Lien Pham	Culver City	California	90230	United States	10/4/2015
Lisa Thompson	Corona del Mar	California	92625	United States	10/4/2015
Anita Kanitz	Stuttgart		70378	Germany	10/4/2015
Brian Underhill	Newport Beach	California	92660	United States	10/4/2015
Valen Treadaway	Newport Beach	California	92660	United States	10/5/2015
Alan Baron	Newport Beach	California	92660	United States	10/5/2015
Richard white	Newport Beach	California	92660	United States	10/5/2015

1447

Michelle Lapworth (continued)

George Jones	Newport Beach	California	92662 United States	10/5/2015
Juan Vazquez	Newport Beach	California	92660 United States	10/5/2015
Mike Mollett	Newport Beach	California	92660 United States	10/5/2015
Nancy Alston	Newport Beach	California	92660 United States	10/6/2015
Robin Oderman	Newport Beach	California	92660 United States	10/6/2015
Robin Christensen	Newport Beach	California	92625 United States	10/7/2015

September 20, 2015

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 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,

**Communities of
 Newport Beach**

1447-01

1447

Response

1447-01

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

1448

Louise Mansfield

Dear Sirs,

In the 1980s I needed a quieter and more serene place to raise my babies...my husband and I established our home here on "Sunset Ridge" and raised 3 successful and pro Point Loma children.

I understand business and its impact on the local population and I feel diverting the flight paths over" the Point "would seriously ruin not only our home value but its aesthetic value as a peaceful oasis to raise children.

1448-01

how high will the planes be?

can I sue the airlines?

what is in the exhaust?

does it hurt people with asthma?

1448

Response

1448-01

Please see **Topical Response 11 - Point Loma.**

1449

Tom Frichtel

From: Tom Frichtel [tfrichtel@cox.net]

Sent: Thursday, October 08, 2015 12:21 AM

To: 9-ANM-SoCalOAPM (FAA)

Subject: SoCal Metroplex Project - Comments

1449-01

I am opposed to the proposed changes the FAA wishes to make to the flight patterns for westerly take-offs from San Diego International Airport. The flight pattern changes proposed for westerly take-offs do not substantially contribute to the purpose and need stated in the EA. Furthermore the changes do pose needless environmental impact on the Point Loma area, specifically Fort Rosecrans National Cemetery, Cabrillo National Monument, Point Loma Nazarene University and the associated residents over or near whom the proposed flights would occur. Additionally, it's estimated that there will be no fuel savings for the aircraft involved and these changes could potentially result in unnecessary safety hazards.

Please record my opposition to these unnecessary changes.

Tom Frichtel
3827 Bernice Drive
San Diego, CA 92107

1449

Response

1449-01

Please see **Topical Response 11 - Point Loma.**

1450

Adam Cohen

From: Adam Cohen [adam@superdelicious.net]

Sent: Thursday, October 08, 2015 12:24 AM

To: 9-ANM-SoCalOAPM (FAA)

Subject: KSMO Metroplex

1450-01

I don't think it's prudent and at all fair for this new departure plan. We bought into Sunset Park understanding we were near the airport but not under it. The people who bought right under the flight path... well they should have known better.

Please abort this plan and keep the airport as is. Don't you think the airport has made enough enemies. You want more? I love the FAA and what you do. Help us out in the community.

1450

Adam Cohen (continued)

Thanks very much

Adam Cohen
Sunset Park resident.

Adam Cohen  Super Delicious
6121 Santa Monica Blvd. Suite G
Hollywood, CA 90038
adam@superdelicious.net

1450

Response

1450-01

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

1451

Ruthie Churchill

From: Ruthie Churchill [ruthiechurchill@gmail.com]
Sent: Thursday, October 08, 2015 12:24 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment regarding proposed elimination of Waypoint LOWMA

My name is Ruth E. Churchill and I live in the Sunset Cliffs area of San Diego, an area directly affected by the proposed changes brought about by NextGen. I attended the public meeting on October 6, 2015 here in Point Loma along with 1000 of my neighbors. I went specifically to hear first hand the plans that the FAA has been making without the input of the public. I was very disappointed in the lack of information given by the FAA or the fact that our meeting was not recorded or had any official minutes being taken.

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 2003 specifically based on the fact that it was NOT in the flight path. My family had lived in the Loma Portal area (2669 Jonquil Dr, San Diego, CA 92106) for 13 years prior to our purchase of our home located at 1079 Devonshire Drive, San Diego CA 92107. When we lived on Jonquil Drive we lived directly under the flight path and so it was our specific desire to purchase our home outside of the flight path. With the proposed changes, our home will now be subjected to noise levels that were not present when we purchased.

1451-01

In addition to decreased property values, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks

that have never been previously impacted by the present flight path

The proposed flight path will directly impact Silver Gate Elementary, Warren Walker Elementary, Sunset View Elementary, Pt. Loma Nazarene University (with over 3000 students), Ft. Rosecrans Cemetery, Ca
br
illo National Monument and Sunset Cliffs Natural Park.

Your document does not provide an environmental assessment as to the impact to these schools and landmarks. There is also no assessment provided on the impact of endangered species. What impact will there be on the above listed schools and landmarks from the new flight paths? What impact will the planned flight path changes make on natural species that make their home in the affected areas?

What assurances will be provided to the public that there will be no deviations from the flight path? As it is now, deviation from the current flight path has already commenced. If deviation is already taking place, there are absolutely no assurances that further deviations won't take place, further impacting the people that live here.

At what altitude will planes fly over homes, schools, and national treasures? It appears that with the proposed change, planes will need to accelerate at a lower altitude generating more noise and soot/debris being disbursed over our homes.

1451

Ruthie Churchill (continued)

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.

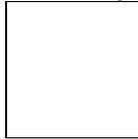
As is stated in your mission statement:

1451-01

The mission of the FAA is to provide the safest, most efficient aerospace system in the world.

The role of the FAA Airports organization in meeting this goal is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States. The FAA Airports organization accomplishes this task with due consideration for economics, environmental compatibility, local proprietary rights and the safeguarding of the public investment.

To comply with your own mission statement, you should NOT eliminate Waypoint LOWMA. I am opposed to the planned changes as outlined in the NextGen plan for San Diego.



Please feel free to contact me at this email address: ruthiechurchill@gmail.com

Ruth E. Churchill
1079 Devonshire Dr
San Diego, CA 92107

1451

Response

1451-01

Please see **Topical Response 11 - Point Loma.**

1452

Deb Dahlseid

From: Deb Dahlseid [deb.dahlseid@cox.net]
Sent: Thursday, October 08, 2015 12:26 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Concerns about new Point Loma, San Diego, CA waypoint

I attended last night's forum at Liberty Station. I would have been interested in hearing the entire presentation; perhaps you could make it available on your website.

1452-01

Obviously I attended because I am extremely concerned about the changes you plan to implement. There are so many different reasons – quality of life, impact on environment, cost to the Government, involved, that I won't bother to expound on them. My question is – have you investigated other alternatives? What are those alternatives? I have heard that the airport will be over capacity in a few years anyway – is it really worth antagonizing the populace now when you may need their support down the road, when the benefits (if any) seem so small. I know being sued probably doesn't bother you at all (unless we could figure out some way to sue you personally), but it sounds like you are setting yourselves up for a public relations nightmare.

Deborah Dahlseid

1452

Response

1452-01

Please see **Topical Response 11 - Point Loma.**

1453

Teresa Robinson

From: Teresa Robinson [teci.rob@att.net]
Sent: Thursday, October 08, 2015 12:29 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Air Traffic in San Diego County

The air traffic in the Chula Vista area has dramatically increased over the past year. It has disrupted the peaceful enjoyment of our home. All day and all times of the night and early morning the noise from air traffic can be heard. Propeller planes and helicopters often fly low enough to set off car alarms.

We have to contend with military air traffic and small planes out of Brown Field and the noise and pollution it generates. Additional air traffic over this area would be very disruptive.

I feel I have not been adequately informed or had an opportunity to give an input. All residents should have received an official notice of all meetings and workshops conducted and the opportunity to attend. There needs to be a larger forum to allow this opportunity.

I oppose any additional air traffic over my area and my air space. The airlines make huge profits invading our environment at our personal expense.

Additionally, I feel the impact reports are false. There is no way additional emissions will not impact the air quality and health of residents in the proposed flight plan areas.

The negative affects of this plan could decrease the value homes in this area.

1453-01

1453

Response

1453-01

The commenter is concerned with existing noise, lack of opportunity to provide input, public notice, and sufficiency of the environmental analysis. The FAA has not made a final decision on the SoCal Metroplex Project. As such, none of the Proposed Action Procedures have been implemented. Any changes to the air traffic in the area are not related to the SoCal Metroplex EA. For more information regarding existing noise, please see **Topical Response 02 – Existing Conditions**.

Regarding public involvement and notice, 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, including a 120-day public comment period. Please see Appendix A in the EA for a description of public involvement, coordination, and agency consultation conducted for the EA.

The EA was prepared in full compliance with NEPA and FAA Order 1050.1E. 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 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.

1454

Tiiu Lukk

From: Tiiu Lukk [restlesstraveler@gmail.com]
Sent: Thursday, October 08, 2015 12:30 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: zinajosephs
Subject: Re FAA's SoCal Metroplex Plan

To Whom it may Concern:

Please stop the Metroplex plan that would require aircraft departing from Santa Monica Airport to turn north before reaching the shoreline. If you pass this, you will ruin the quality of life for our entire community. Since when did aircraft take such precedence over an entire community? You tried this before, as an experiment, and our lives were filled with planes flying low, over our homes, non-stop. The sound pollution is deafening, and the air pollution is disgusting. My walls regularly accumulate a layer of black soot from the airport nearby, and the planes aren't yet flying over our homes. Furthermore, Ocean Park and Sunset Park are neighborhoods full of pre-schools, schools and a college—now you are going to put us in the flight path of these planes? Why should we have to put up with jets that the super-rich want conveniently located close to their homes, and non-stop traffic over what used to be a relatively quiet neighborhood. Please, mercy! Don't ruin our lives, and the neighborhood that we have built up over decades. Send the planes somewhere else. What makes their rights prevail over those of the entire community?

1454-01

Sincerely,
Tiiu Lukk
1211 Ashland Avenue
Santa Monica, CA 90405
restlesstraveler@gmail.com

1454

Response

1454-01

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

1455

Sharon Sommers

From: Sharon Sommers [sommerstar@gmail.com]
Sent: Thursday, October 08, 2015 12:31 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to San Diego NextGen proposal

I am opposed to the NextGen proposal to change the flight path for east bound planes departing San Diego Lindbergh field. The proposal to shift these planes from flying offshore to flying over the populated neighborhoods of Point Loma, Sunset Cliffs and Ocean Beach is a detriment to our community. I am concerned about the decreased safety of our neighborhood, increased noise pollution, increased air pollution, decreased property values and decreased quality of life.

1455-01

The NextGen proposal is opposed by the San Diego County Regional Airport Authority, our local Congressman Scott Peters, our Mayor Kevin Falconer, our District Council Woman Laurie Zapf and the citizens of San Diego.

I request that you retain the LOWMA waypoint and continue to route aircraft over the ocean rather than our neighborhood.

Sharon Sommers
P O Box 81281
San Diego, CA 92138-1281

1455

Response

1455-01

Please see **Topical Response 11 - Point Loma.**

1456

Barbara Goodson Gustafson

From: Barbara Goodson [babs1617@hotmail.com]
Sent: Thursday, October 08, 2015 12:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA's SoCal Metroplex plan

1456-01

I want to make it clear that I do not see this as an improvement. It's more like a detriment to others and does not solve anything. Closing the airport however would.

I am opposed to it going through.

Sincerely,
Barbara Goodson Gustafson
 3218 18th Street
 Santa Monica, CA 90405

1456

Response

1456-01

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

1457

Suzanne Pettigrew

From: Suzanne Pettigrew [SPettigrew@warren-walker.com]
Sent: Thursday, October 08, 2015 12:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen Metroplex plan

1457-01

My name is Suzanne Pettigrew. I live at 4511 Narragansett Ave. 92107. My phone is: 619-226-0814. I want to strongly object to the proposed plan to change the turning radius after takeoff from Lindbergh Field. We have noticed increased noise, pollution, and soot in the last few months as the "soft" rollout of this plan has been implemented. As the take off vector is widened the planes are turning more sharply taking them over areas previously unaffected. It is a health and safety issue.

Sent from my iPhone

1457

Response

1457-01

Please see **Topical Response 11 - Point Loma.**

1458

Marjorie Templeton

From: Marjorie Templeton [mpt@rwtia.com]
Sent: Thursday, October 08, 2015 12:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex changes

1458-01

We do have more planes over our house, but I do NOT see it as a problem. They must go over some houses, so it is important to bring them in on the most efficient route.

****Marjorie Templeton*****
 3233 Federal Ave., LA, CA 90066
 310-390-4507

1458

Response

1458-01

Thank you for your comment.

1459

Mark Radovich

From: Mark Radovich [mradovich@icloud.com]
Sent: Thursday, October 08, 2015 12:35 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego airport FAA flight plan

1459-01

Just follow the same game plan the John Wayne Airport, SNA, has in place. Climb to 1,000 feet, throttle back for noise abatement for residents below, ie Newport Beach, go out over the ocean while continuing to climb, slowly turn towards your desired destination. My family still owns property on Browning Street since 1942 and we grew up with The Point Loma pause. Life stops till planes pass and that affected school classrooms, athletic events and mostly daily life.

Please keep it the same or follow Orange County's lead.

Mark Radovich
24072 Lindley Street
Mission Viejo, CA 92691
C-949-220-4510

1459

Response

1459-01

Please see **Topical Response 11 - Point Loma.**

1460

Dede Tharp Allen

From: Dede Tharp Allen [dede3284@aol.com]
Sent: Thursday, October 08, 2015 12:37 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Dede AA
Subject: San Diego Proposed Flight Path Changes.

1460-01

Our family purchased our home in Loma Portal in 1960, knowing that the planes were flying over our home. We elected to remain in this house even though over the years the noise and frequency have increased... that was our choice.

I believe that it is wrong to change the flight path that will eventually lead to noise, pollution and questionable safety issue when the planes cross back over various populated areas such as "The Wooded Area, Fleetridge, Point Loma Nazaren University, Cabrillo National Monument, Roscrans cemetery and other areas. These residence purchased these homes because it was away from the flight paths. Now the FAA wants to cause undue personal and financial harm.

Shame on your process. Please consider making these proposed changes which are already being implemented. I have been at friends homes in the areas and I have seen for myself.

3131 Zola street
San Diego, CA.

Dede Tharp Allen

310-613-3284

1460

Response

1460-01

Please see **Topical Response 11 - Point Loma.**

1461

Leanne Tibiatowski

From: Leanne Tibiatowski [leannetibiatowski@gmail.com]
Sent: Thursday, October 08, 2015 12:41 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight path change in Point Loma San Diego (Lindbergh Field)

Hello,

This email is to share my strong opposition to the proposed flight path change at Lindbergh Field.

1461-01

The proposed difference in fuel use as compared to the incredible impact in an already noise saturated area is stunning. The health and well being of many is at risk.

The format for the meeting at Liberty Station was also eye opening. Not recording the citizens perspective was telling and disappointing. I urge you to revisit this topic internally and with the community whose lives you are about to change.

Thank you in advance for your consideration and action,
 Leanne Tibiatowski
 Resident 92107

1461

Response

1461-01

Please see **Topical Response 11 - Point Loma.**

1462

Helen Ghio

From: Helen Ghio [helenghio@gmail.com]
Sent: Thursday, October 08, 2015 12:42 AM
To: 9-ANM-SoCalOAPM@faa.gov; 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org
Subject: Nextgen SoCal Metroplex - Point Loma San Diego

My family and I oppose the proposed flight path change in San Diego. Our house was originally built in 1953, and we have lived in it since 1993. We have not experienced commercial aircraft flying overhead until recently.

What is the FAA's justification for changing the flight path?

1462-01

What legal right allows FAA to change the flight path to the detriment of residents?

Is FAA aware that in real estate, a designation of "flight path" imposes a stigma on properties located within it, meaning that properties lose value as a direct result of being within a flight path; and that affected property owners are prepared to fight tooth and nail to protect their property values?

Helen Ghio
 945 Orma Drive
 San Diego, California 92106-2815

1462

Response

1462-01

Please see **Topical Response 11 - Point Loma.**

1463

Kenneth A. Martin, PhD

From: Ken Martin [KenMartin@pointloma.edu]
Sent: Thursday, October 08, 2015 12:43 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: loriezapf@sandiego.gov; kevinfaulconer@sandiego.gov; boxer@senate.gov; peters@house.gov
Subject: RE: Change in the take off route for the San Diego Airport

Dear FAA Officials,

There wasn't opportunity for everyone to speak their concerns at the public hearing you held last evening (Oct 6, 2015). There were many questions and concerns raised at that meet and they all deserve serious considerations by your agency before any change is implemented.

Here I raise the question of how you have calculated the risk benefit factor. What tangible benefit is there to change the "take off" route out of Lindbergh Field in my city of San Diego? It has been mentioned that significant fuel savings might accompany this change but precisely how were those savings calculated? What are the assumptions that went into those calculations? For example, was the added fuel consumption associated with the steeper ascent included in the calculation and how was that factored in?

1463-01

On the negative side of this equation is the diminished quality of life for those living under the proposed flight path. We have already experienced some of that as, on numerous occasions each day planes are being directed to turn back toward land before they reach the designated turning point over the ocean. Students in schools under the flight path already lose instruction time due to noise pollution and this will only become more severe and widespread if the new plan is implemented.

The new plan seem to only benefit the airline industry while harming thousands of individuals each day. I strongly recommend rejecting this new plan and maintain the current rule for air traffic control.

Sincerely

Kenneth A Martin PhD

1463

Response

1463-01

Please see **Topical Response 11 - Point Loma.**

1464

Patricia Paul

From: Patricia Paul [kappypaul@cox.net]
 Sent: Thursday, October 08, 2015 12:44 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Airplane Changes for 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.

1464-01

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

1464

Response

1464-01

Please see **Topical Response 11 - Point Loma.**

1465

Susan Alinsangan

From: SUSAN ALINSANGAN [hellosusan@me.com]
 Sent: Thursday, October 08, 2015 12:45 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: FAA's SoCal Metroplex Plan

If the proposed plan to have aircraft departing from SMO, turning north before the shoreline and allowing for lower altitude is to increase noise and pollution over residential neighborhoods and schools, it's quite effective.

1465-01

We live "technically" off the flight path and took that into consideration when we purchased our home 16 years ago. And I often wonder these days if many aircraft comply with FAR Noise Standards. When they fly off the flight path, directly over our property and we're directly in their sound footprint, I seriously doubt it.

When I see proposals like this, I don't know if you guys are hearing what we're hearing.

Tell you what, have a mid-size Gulfstream, Lear or even a little Falcon fly over your house, at the proposed altitude when your baby is sleeping with the windows open and let me know how it goes okay?

Regards, Susan Alinsangan

1465

Response

1465-01

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

1466

Benjamin Pavone

From: Benjamin Pavone [bpavone@cox.net]
Sent: Thursday, October 08, 2015 12:48 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma

In reference to the following issue: <http://www.nbcсандiego.com/news/local/Emotions-Run-High-at-FAA-Flight-Path-Public-Meeting-in-Liberty-Station-331039902.html>:

1466-01

As a Point Loma Heights resident, and an attorney, it seems to me the fair solution is to make the airlines pay something for the extra routes they use. They are getting greater access and generating additional revenue by creating extra airplane noise. While I would of course prefer no additional routes, and no noise, if that is politically impossible, they should at least compensate the residents in some fair measure for the extra pollution they create.

Kind regards,
-Ben Pavone



619 224 8885
F: 619 224 8886
bpavone@cox.net
benpavone.com

BENJAMIN PAVONE, ESQ.

OFFICES OF

PAVONE & FONNER, LLP

A LAW PARTNERSHIP

7676 HAZARD CENTER DR.
5TH FLOOR
SAN DIEGO, CA 92108

1466

Response

1466-01

Please see **Topical Response 11 - Point Loma.**

1467

Margie Cooper

From: mcoopshome@yahoo.com [mcoopshome@yahoo.com] Sent:
Thursday, October 08, 2015 12:56 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point loom flight pattern

1467-01

To whom this May concern,

I would like to it to be know that the new flight pattern at the San Diego airport is troubling. I would like more information on what is in the works Margie Cooper

Sent from my iPad

1467

Response

1467-01

Please see **Topical Response 11 - Point Loma.**

1468

Linda Phillips

From: Linda Phillips [stpaul@aol.com]
Sent: Thursday, October 08, 2015 12:58 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA flight plan

To Whom It May Concern:

This e-mail is to register concern over the proposed LAX flight path.

1468-01

I am a resident of Westside Village. As I understand it, there is a new plan afoot to reduce/eliminate the current number of planes landing at LAX from various directions. Rather than distributing the noise (and risk) over a number of neighborhoods, incoming flights will be channeled in one direction — right over our heads. The sequence at high time will reputedly be every 60 seconds to 3-5 minutes apart. The proposed flight path will shatter whatever tranquility this neighborhood and others have managed to eke out in a city already struggling with excessive noise.

Please reconsider this plan.

Sincerely,

Linda Phillips

1468

Response

1468-01

Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

1469

Julie Anderson

From: Julie Anderson [watercolorworks@gmail.com]
Sent: Thursday, October 08, 2015 1:00 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Elimination of LOWMA waypoint

I was in attendance at a meeting last evening at Liberty Station in San Diego, CA, at which FAA representatives made a very unclear presentation about the looming changes to departure patterns at SAN. In addition they listened to public comments and concerns about the proposed plan. Unfortunately, there was no recording of what was said. I live in the area of Point Loma that is affected by the changes in the eastbound departures out of SAN, and I have the following questions to which I would like a response:

1469-01

1. Have you determined why your information about the current eastbound flight paths out of SAN is so different from the eyewitness information from people living south of the old eastbound flight path? Someone is directing these planes to fly over Point Loma twice on their way east - who is doing that?
2. Will you consider the numerous concerns of Point Loma residents about the elimination of LOWMA waypoint?
3. How do you plan to monitor airplane noise when preparing your Environmental Impact Report?
4. At what altitude will eastbound departing planes be flying after they have turned and are heading east?
5. What is the number and frequency of eastbound flights that will be passing over Point Loma?
6. Will the EIR address the negative effects of residue produced by flights passing over Point Loma?
7. Since you state that planes are currently not flying over Point Loma after making their turn to the east after takeoff (contrary to what we are experiencing), how will you prove to us that this is the case?
8. If you eliminate LOWMA waypoint, what assurances do we have that flights will not begin making even tighter turns when heading east - creating flight paths over even more homes and schools and negatively affecting the quality of life of people below?

1469-02

I urge you to keep LOWMA waypoint and make sure that all eastbound aircraft use it.
 Thank you.
 Julie Anderson

1469

Response

1469-01

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

1469-02

Please see **Topical Response 11 – Point Loma.**

1470

Cameron Peter

From: Cameron Peter [campeter@cox.net]
Sent: Thursday, October 08, 2015 1:06 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex plan for San Diego

I attended the meeting last night , October 6, and came away as did so many frustrated. It was disappointing to hope for some legitimate answers only to be told that no questions would be answered and no record of the proceedings would be made. Thus all concerned citizens comments fell on deaf ears.

Why is it not permissible for questions concerning this proposal be given answers to about 800 people in attendance.?

This whole process seems to lack transparency. Comments to the FAA will only be taken until October 8, but the meeting was two days before that deadline and that is when citizens learned that nothing would actually be heard or considered verbally.

The proposal to eliminate the LOWMA waypoint will cause tighter turns which will reroute planes directly over more schools, neighborhoods and businesses. The mission statement of the FAA is to provide the safest and most efficient routes for the people, not change flight paths to save the airlines fuel money. There are real health and safety issues that need to be taken into account. This proposal has an impact on a national park and wildlife not to mention schools and a university.

1470-01

The current flight path has worked well for many years. The concerns of those under the existing path were addressed at great expense with retrofitting their homes. Is that an issue that has been thought of as more areas experience extreme jet noise over their homes? How is noise being monitored? It seems the current system is outdated and not reliable.

In spite of what was said by the FAA at the meeting, planes are flying an altered flight path from Lindbergh field. Recently planes have been seen, heard and photographed over Fleetridge and other areas that have not previously heard much airplane noise.

San Diego is unique in that it has a small airport footprint and is extremely close to Naval operations at Coronado North Island .

The residents of Pt Loma urgently request that the current proposal be abandoned and that the flight path using waypoint LOWMA be continued.

Thank you.

Cameron Peter
35 year Pt Loma resident
Mall foot

Sent from my iPad

1470

Response

1470-01

Please see **Topical Response 11 - Point Loma.**

1471

Andrew Grove

From: Andrew Grove [andrew@openworksdevelopment.com]
Sent: Thursday, October 08, 2015 1:09 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA's SoCal Metroplex plan

1471-01

As a pilot and resident of SoCal, I strongly support the FAA's plan to better align arrivals and departures in the area. The current system wastes time, money and fuel severely impacting pilots, passengers, the environment and residents on the ground. I fear that many residents may not support the changes for lack of understanding of the current systems in place. Many people do not like change and as non-pilots do not recognize the costs of time and on the environment the current procedures have.

Please implement the recommended new procedures and recognize that not every voice is equal in this debate. Residents on the ground might fight the changes for lack of understanding and think that the changes might make things worse, but I'm certain pilots, ATC and operators, who are in the system regularly will agree that the changes are vast improvements over the current procedures.

Sincerely,

Andrew Grove
CFII & SoCal Resident
662 El Medio Avenue
Pacific Palisades, CA 90272

1471

Response

1471-01

Thank you for your comment.

1472

Maureen McGrath

From: Maureen McGrath [mmcgrath.realtor@gmail.com]
Sent: Thursday, October 08, 2015 1:10 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed changes to the flight path in San Diego

I am a resident of Point Loma. My address is 3031 Ibsen St., San Diego, ca. 92106. It has come to my attention that there is a proposal to change the flight path of east bound planes leaving Lindburg Field. Currently the planes go west out to the ocean before turning to go east. The proposal would allow the airplanes to turn sooner, thereby flying back over the Point Loma peninsula.

In addition to being a resident of Point Loma, I am a Real Estate Agent so this new flight path would have an extremely negative impact on the property values in this area. For the home owners in the area, since this is a large investment for them, this can be devastating.

I attended the FAA meeting on Oct. 6. In the meeting the representative from the FAA said that these changes are to make the flight time shorter, thereby saving money for the airlines, and it will also make the flight paths safer. No one from the FAA was able to explain how additional airplanes over the community is safer for the people who live here. It actually seems counter-intuitive.

1472-01

Many of the residents who were at the meeting said that the flight paths have already changed. These are residents who in the past had no airplanes flying over their homes, and now they are seeing dozens of planes over head, so it appears the changes are already taking place.

Beside for the home owners, there are additional schools, a university, a national park and several historical buildings in the area. The schools will be affected by the additional noise interrupting the class rooms. The additional soot and air pollution will have a negative effect on the buildings and the local environment.

The final concern that I have is that it appears the new flight paths will be dangerously close to the airspace for the Naval Airstation on Coronado Island. Having military aircraft and commercial aircraft flying close together seems to be a form of Russian roulette and can lead to a catastrophic result.

Listen to the residents of the Point Loma peninsula and do not change the flight paths, the minimal savings to the airlines are not worth the devastation to this community. The meeting on Oct. 6 was not recorded, so no one who is in a decision making position was there and appeared to be a sham. Now is your opportunity to listen to the community and do the right thing.

Maureen McGrath
Berkshire Hathaway Home Services California Properties
The Ghio Group
BRE #01714823

619-922-2441
mmcgrath.realtor@gmail.com

1472

Response

1472-01

Please see **Topical Response 11 - Point Loma.**

1473

Carol Landis

From: Carol Landis [c-landis@cox.net]
 Sent: Thursday, October 08, 2015 1:10 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: New Flight Path in San Diego

Dear FAA,

I am writing to oppose the new flight path that will result from the NextGen/Metroplex proposal. I understand that the goal is to maximize the use of the airspace, but this should not be done at the expense of the community that lives below the airspace in San Diego. Your proposal ignores the impact of noise pollution on sensitive lands on Point Loma including Sunset Cliffs Natural Park which is an ecological preserve. It will send flights over Point Loma Nazarene University where three thousand students live and study, and it will disrupt the lifestyle, health and safety of the entire Point Loma community.

1473-01

I want to know who will benefit from this proposal?

Will you extend the Quieter Homes Program to the residents of Point Loma who will be affected by the increase in noise pollution?

Why can't you implement the new technology to increase safety without deleting the LOWMA Waypoint to avoid having eastbound planes cross over the Point Loma peninsula two times?

This proposal may be good for airlines but it is not right for the people of San Diego and I hope that you will not implement it.

Sincerely,

Carol Landis
 381 Silvergate Avenue
 San Diego, CA 92106
 619-224-9097

1473

Response

1473-01

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

1474

Sam Anderson

From: Samantha [samand8@msn.com]
Sent: Thursday, October 08, 2015 1:12 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma-San Diego Public Comment

1474-01

I oppose the the plan to make any changes to flight plan/path in Point Loma/San Diego. We already have too much noise and too much pollution. The debris I clean off my house scare me as to what effect jet fuel is having. I used to live on Tennyson right under the flight path and saved for years to move away from it! Now planes are more frequent and loud enough to hear constantly in my neighborhood of Fleetridge/Point Loma. Saving revenue or making money for the Airlines, or the San Diego Airport, shouldn't be at the expense of the PEOPLE living in the area. San Diego airport was made to be a small airport- if you want a large multi-use multi runway airport MOVE the airport or open another larger one inland where there is open space/land.

I'd like to know how to get a report on real noise decibels- not what is currently being measured by old devices. I'd also like the information/study done on environmental impact.

I want to see the study regarding how it is safer to have more planes over land for more time than going out to ocean and staying over it.

I want to know who is the advocate for the people- who represents the people (Us)- at the FAA person's name?

Regards,

Sam Anderson
 1536 Clove Street
 San Diego, CA 92106

1474

Response

1474-01

Please see **Topical Response 11 - Point Loma.**

1475

Norman Cullen

From: Norman Cullen [storminnorman16@cox.net]
Sent: Thursday, October 08, 2015 1:24 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex Project Draft

Per the project's report it states;

"The Project may involve changes in aircraft flight paths and altitudes in certain areas, **but would not result in any ground disturbance...**" this is a lie!

1475-01

By changing the existing flight path and having airplanes detour from the established flight path(s) that have been in existence for over 50 years, and having them fly over an increased land area(s), definitely affects the homes under the "new" areas.

Further studies **MUST** be made and an informed and complete EIR must be submitted to the areas that will be affected by these changes.

Norman Cullen

1475

Response

1475-01

Please see **Topical Response 11 - Point Loma.**

1476

Thomas Murphy

From: Thomas Murphy [thedodgers@yahoo.com]
Sent: Thursday, October 08, 2015 1:16 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen/MetroPlex proposal

Thomas Murphy
4475 Osprey St.
San Diego CA 92107
phone 415-602-0674

1476-01

Thank you in advance for reading my comment. I am genuinely open to policy changes when there is a sound reason for the policy change. Saving pennies per passenger on fuel costs is de minimis. The amount of fuel saved / environmental impact is similarly small.

The trade-off is impacting a community that has made decisions around flight paths that have been in place for quite some time. This includes material decisions like home purchases – the most highly leveraged investments that most Americans make – as well as general quality of life in the community.

Please help by informing the 'why' and 'why now' behind this change. It seems like the FAA is over resourced and trying to justify its current staffing level visa vi pushing through small changes quite simply for the sake of change and demonstrating its value.

Thomas Murphy

1476

Response

1476-01

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

1477

William Hurr

From: William Hurr [bhurr@me.com]
 Sent: Thursday, October 08, 2015 1:19 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Cc: airnoise@san.org
 Subject: New-Proposed-Flight paths for SAN

i aM HeRe RegisTeriNg oPPosiTioN to Changes iN FlighT PatterNs which aFFecT the Point Loma PeninsuLa..
 NoTe: alreaDy flighTs on WesTerLy TaKe offs.. aRe " BreaKing" 'oLd'
 approved aNd Traditional Routes both iN Direction (Veering SoutherLy imediaTeLy upoN LifToFF) aNd Altitude{{
 climbing aT a Low, sLow RaTe}} [[[going over DaNa School instead of Pt.Loma High which has been Retrofitted with
 NoiSe Abatement.]]]]

1477-01

i'M Thinking it is to saVe fuel aT the iNconVenienCe of The underLying Residences..
 TheRe iS a Big Beautiful aNd SaFer oCeaN to climb aNd turn oVer befoRe Heading EaST..
 PLanes shouLd taKe STRaight oFF frOM the RuNwaY aNd Climb To Cruising aLtituDe aNd theN gO EaST..

PLeaSe Consider---
 ---LeaVe +& Return TaKe-Offs to Pre-2014 Guides...

aNy attention to thiS ProbleM iS Sincerely aPPreciaTed

William Hurr
 3476 Ullman St.
 San Diego,CA

92106

1477

Response

1477-01

Please see **Topical Response 11 - Point Loma.**

1478

Tina Ogata

From: info@tinaogata [info@tinaogata.com]
Sent: Thursday, October 08, 2015 1:26 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Santa Monica Airport

1478-01

I am writing to remind the FAA that it is comprised of elected officials that that are being paid by tax payer money! That means you should be serving the people and implement what the majority wants. The majority of the Santa Monica voters does not want jets at our airport!
 Why should we be forced to have something we do not want? Please tell me: what is in it for you? Please just do the right thing and do what the voters have asked for. Remove the jets from Santa Monica airport or completely close the airport!

The fact that you are planning on allowing aircrafts turn north before reaching the shoreline and allow jets to fly lower, is yet another plot to aggravate the residents close to the airport.

Thank you!

Tina Ogata

1478

Response

1478-01

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

1479

Laurie Hurl

From: Laurie Hurl [hurl.laurie@gmail.com]
Sent: Thursday, October 08, 2015 1:30 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma airplanes

1479-01

I'm very concerned of the recent proposed changes to the San Diego flight plan over Point Loma. I worked at Point Loma High School for 23 years, and the planes were always the issue we worried about regarding students safety. Now they will go over more schools, homes, Cabrillo National Monument, Point Loma Nazarene University and Sunset Cliffs Natural park. Let alone, the military air space. My concern is safety and health issues from dirt, and lung issues of old and young. The noise from the planes makes living day to day very difficult.

I urge you to be honest and not change the current pattern.

Laurie Hurl
4629 Tivoli Street San Diego Ca 92107

--
Laurie Hurl
hurl.laurie@gmail.com

1479

Response

1479-01

Please see **Topical Response 11 - Point Loma**.

1480

Irene Oberbauer

From: Irene Oberbauer [ioberbauer@cox.net]
 Sent: Thursday, October 08, 2015 1:35 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: SoCal Metroplex

To Whom It May Concern:

I am writing to express my displeasure not only in the process for the proposed flight changes over Point Loma, but also the lack of professionalism at the meeting that was held last night at McMillan Hall.

I truly was embarrassed for the FAA representatives. First of all, none of the Point Loma property owners were ever notified about a proposed change. Posting it in the newspaper or notifying elected officials doesn't mean that everyone reads the paper, nor your elected official will choose to share the letter with all of its constituents. Certainly a mailed letter could have been sent to the Point Loma residents.

The presentation last night was extremely poor. To start the meeting by letting the audience know that none of the speakers would be recorded and that no time would be taken to address the questions was absurd and absolutely disrespectful to the people who made time to be in attendance.

This was stated over and over again that none of the meeting was being recorded. Why have the meeting? If it was intended to cause further frustration to the individuals present, then I would say they succeeded.

The slides were apparently not even accurate and the explanations of each slide was not stated in layman terms. To rub more salt in the wound, the slide that had the website information and/or the mailing address wasn't legible. No one in the audience could read the website information in order to be able to send an email in time for the October 8 deadline. The FAA representative stated that it wasn't in black ink so it wasn't visible.

What did they do, type it in yellow so that no one in the audience could see it? Very poor. You would think with this sensitive an issue, that they would have prepared themselves and even prepared a document to hand out to everyone that provided a clear explanation and objective of what was happening with the proposal. There were over 800 individuals present who left even more frustrated than when they arrived. When someone offered to pay to have a court reporter transcribe the video from one of the news stations that were present, the FAA stated that was our choice; however, the follow-up question was asked if there could be an extension from the October 8 deadline. A lot of nonsense rambling took place by the FAA and gave an answer that they would have to look into it to determine if an extension would be granted. Obviously it would require more than 48 hours to be able to transcribe the video/meeting.

1480-01

Point Loma residents are loyal. They have either grown up in Point Loma or chose to live in Point Loma due to the community feeling, the closeness to a National Park and the fact that planes didn't fly over. I am a native Point Loman, and spent less than a year directly under the flight path in Loma Portal where you could stand in your backyard and literally read the numbers off the bottom of the plane.

Now that the window retrofitting project has occurred in Loma Portal with millions of dollars being spent, are there plans to do the same thing for the Point Loma residents? We can already hear the planes flying over; clearly the flight path has changed but we were never notified.

The beautiful Cabrillo Monument, a National Park, will be clearly impacted.

What respect has been given to Fort Rosecrans and the cemetery where our fallen soldiers are buried having served our country. How do you define "Rest In Peace" if there's airplane noise flying over. How will the survivors of these families

visit the burial site in solemnity having to listen to the airplanes overhead? Where is safety addressed in the proposal? There are numerous schools directly under the proposed flight path.

I also recall hearing the FAA representative state: "I'm a Federal employee, I have a lot of work to do". This was his attempt to tell the audience that he's busy and doesn't have time to deal with our issues. It truly was a slap in the face. The mediator was a total waste of your money. He lost the respect of the audience after his first three sentences.

I am submitting this email to you with the hopes that it will not fall on deaf ears unlike the meeting last night. It is very upsetting and unnerving to be unfortunately involved in this less than professional mess. I used to be a County employee and had a lot of pride in my work, but I can't say that the employees of the Federal government feel the same.

Irene Oberbauer
 Point Loma Resident

1480

Response

1480-01

Please see **Topical Response 11 - Point Loma.**

1481

Anthony J Rosa

From: Rosa, Anthony J. [Rosa.Anthony@scrippshealth.org]
Sent: Thursday, October 08, 2015 1:36 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Path.

To whom it may concern.

1481-01

I will keep my point short and sweet as the myriad of other concerns have been well documented.

Flying over a nuclear subbase is a recipe for disaster. The point (Point Loma) should always be considered a military controlled asset, limited to governmental use, both around and above.

Regards,

Anthony J. Rosa
RDMS.

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1481

Response

1481-01

Please see **Topical Response 11 - Point Loma.**

1482

Lyndee Logan

From: Lyndee [lyndeelogan@yahoo.com]
Sent: Thursday, October 08, 2015 1:38 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Southern California Metroplex Project

Sir/Madam:

My name is Lyndee Logan and I have been a resident of Point Loma for 61 years. My family built this house in 1941.

We have resided on the Peninsula for nearly 100 years.

Over time, our community has had to stand up for our rights to quiet enjoyment regarding airplane noise.

We have always been able to stave off the planes, so as not to impact our lives to the point of lower the quality.

We have had a good neighbor agreement in effect for many years. Although not perfect, it does allow for the least amount of impact, as the planes are routed out a flood control channel and subsequently over the ocean which gives the least amount of noise pollution, safety concerns and exhaust fallout.

I am wondering if it is because there is no "local" study in place, that we are now having to voice our concerns.

1482-01

My questions are the following.

1 Where are the decisions being made to change the current flight path?

If you are looking at a 2D map, in your office in Washington, or in Los Angeles, or anywhere other than San Diego itself, I would want that to change.

2. Why would you want to devalue property and impact the quality of life to citizens that have lived in an area for nearly 100 years.

3. What kind of studies have been conducted given the fact that their are Parks, a national cemetery, the area is a major tourist attraction in a city that depends on tourist dollars.

1482**Lyndee Logan (continued)****1482-01**

4. Where and when and to whom were the letters sent informing "city leaders" that this implementation was on the table.

5. Could I please get a copy of those said letters.

6. Why would the FAA want to quickly discard our good neighbor agreement?

7. Can you provide specifics on just how much "savings" each jet would save in fuel etc., if this plan is implemented.

Thank you for your kind attention.

I implore you to stop this process.

Lyndee Logan
lyndeelogan@yahoo.com
4384 Coronado Avenue
San Diego, CA 92107

1482**Response****1482-01**

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 03 – Comment Period Extension**.

1483**Ray Rainer**

From: Ray Rainer [rrainer@cox.net]
Sent: Thursday, October 08, 2015 1:43 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to proposed changes in San Diego airport flight paths

1483-01

I am strongly opposed to the proposed Metoplex changes in east bound flights fro San Diego International Airport. I am a long time resident of the Point Loma area. I live at 1024 Moana Dr and will be effected by the increased noise and pollution as the planes fly over the point. I feel the environmental impact statement on the proposed flight change is severely lacking and does not speak to the the true issues of this proposal.

I also have to comment on the public meeting held by the FAA with the residents of Point Loma, in my opinion it was a complete farce. There was no record kept of the comments from the approximately 1,000 people that attended and none of the question to the two FAA representatives were answered. It makes me believe that the decision to move forward with this plan is already made. It was very frustrating.

Ray Rainer
1024 Moana Dr
San Diego, CA 92107
(619) 507-6020

Sent from my iPad

1483**Response****1483-01**

Please see **Topical Response 11 - Point Loma**.

1484

Pamela, Alex, and Evan Zuckerman

From: Paula Montgomery [plm.montgomery@gmail.com]
Sent: Thursday, October 08, 2015 1:43 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Metroplex plan

Paula Montgomery
720 Gage Dr. 92106

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's 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.

1484-01

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 explain why this is going to be implemented?

1484-02

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

Sent from my iPad

1484

Response

1484-01

Please see **Topical Response 11 - Point Loma.**

1484-02

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

1485

Alex Brough

From: Alex Brough [alex.brough@gmail.com]
Sent: Thursday, October 08, 2015 1:46 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SMO Flight Plan

1485-01

I've read that there are proposed changes to the flight plan for planes leaving SMO -- they are to turn north sooner and are able to fly lower. This is a TERRIBLE thing for our family and our neighborhood. We live north of Marine park and Penmar Golf Course. The planes already fly close to us but if they can fly right over our house -- and lower -- they will not only make so much noise it would be unbearable but they also will deposit even MORE exhaust particles on our house where our CHILDREN live and play.

I am VEHEMENTLY opposed to this change and will do anything in my power -- that includes my power to VOTE -- to stop this change and to eliminate the jets.

You are welcome to call me as a follow-up to my note. We live on Sunset Ave in Sunset park.

Best,

Alex
Alex Brough

1485

Response

1485-01

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

1486

Leasa Fisher

From: Leasa & Brian Fisher [lbfisher@cox.net]
Sent: Thursday, October 08, 2015 1:46 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org
Subject: Opposition to the Nextgen SoCal Metroplex

To whom it may concern:

1486-01

I oppose the Nextgen SoCal Metroplex and 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. The FAA's proposed alternative which eliminates the LOWMA waypoint near the tip of Point Loma west of Lindberg Field (SAN) in metropolitan San Diego, with simultaneous widening of the eastbound departure path will result in substantial amount of air traffic being routed over the Point Loma/Loma Portal/Peninsula area. This particular proposed element of the Project will result in a double crossings by a large number of aircraft which on departure head west, then cross again to attain eastbound travel direction --- rather than only once after takeoff, as in is currently the case (and would be the case if the FAA adopted a "no action" alternative for this particular waypoint, LOWMA). I urge the FAA to adopt a No Action Alternative in regard to westward departures of aircraft departing for eastbound flights; these aircraft should be using the currently approved departure route which requires a very short southbound leg, past the end of Point Loma peninsula, prior to turning eastward. It is my understanding that maintaining the LOWMA waypoint would achieve this outcome. In fact, at a meeting in Liberty Station this week, it was suggested by FAA staff that the limitations of airplane turning radius dictated that most flights would still pass at or near the tip of Point Loma. If this is true, ***maintaining the LOWMA Waypoint would be consistent with safe aircraft operation***, and should be prioritized over any fuel savings or other efficiency concerns. There has already been one commercial jet aircraft crash with over 100 fatalities in the aircraft and 7 fatalities in houses near the Lindberg field area, with additional injuries and dozens of damaged houses. ***Having hundreds of flights per year cross densely populated residential land rather than continuing to route those flights over open ocean cannot possibly be seen as a safety improvement, and clearly puts the public at higher risk than the no action alternative for this particular waypoint and departure route.***

Also has the FAA considered what arrangements should be 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? What arrangements have been made with the Department of Veterans Affairs for maintaining the cleanliness and serenity of Fort Rosecrans National Cemetery? 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? When can these residents expect the Quieter Home Program to renovate their homes?

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 STOP now!!!

I understand that the comment period on the Metroplex Project and associated DEA closes October 8. These comments are being served via electronic mail on October 7, 2015 and are therefore timely.

Sincerely,
 Leasa Fisher
 4538 Point Loma Ave
 San Diego, CA 92107

1486

Response

1486-01

Please see **Topical Response 11 - Point Loma.**

1487

Mike

From: km eck [et1eck@hotmail.com]
Sent: Thursday, October 08, 2015 1:56 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point loma. I am for cleaner air!

Dear FAA,

1487-01

I am for less pollution and cleaner air. I would like to encourage you to proceed with the proposed new flight paths.

Something that would be nice is mandating quieter airplane engines for airplanes servicing San Diego.

Thank you,

Mike

1487

Response

1487-01

Thank you for your comment.

1488

Patricia MacDonald

From: Pat MacDonald [pam649@cox.net]
Sent: Thursday, October 08, 2015 1:56 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Flight Plan Point Loma SanDiego, CA

1488-01

The community meeting held on 10/6/2015 concerning the changes in the flight plan for the San Diego airport over the point loma community was disgraceful. The speaker, Robert Henry, was ill prepared, did not present an understandable cogent argument for the changes to the flight plan and his audio visual aid was useless.

1488-02

The proposed changes will impact all aspects of the quality of life in this area. It will affect the health of all residents, children, adults and the elderly. Furthermore the majority of residents living in the affected area did so because their homes would not be in the flight path.

In addition the proposed changes will disrupt the tranquility of the Cabrillo National Park, the education of those attending the University and the general well being of all who live, work and recreate in the area.
I implore the decision makers of the FAA to reverse this flawed plan.

Patricia MacDonald
Point Loma Resident

Sent from my iPad

1488

Response

1488-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1488-02

Please see **Topical Response 11 - Point Loma.**

1489

S. Fisher

From: Sffinancial [sffinancial@aol.com]
 Sent: Thursday, October 08, 2015 2:00 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Santa Monica airport

To whom:

I am a homeowner in

Sunset Park north of Ocean Park Boulevard. As a property owner I recently paid considerably more money for my property than those owners in the airport flight path.

1489-01

I have always been against continuing the Santa Monica airport due to the danger that it creates with crashes and pollution of several kinds, environmental and noise. Now more than ever I oppose continuation of Santa Monica airport and in particular moving the flight path north.

Respectfully
 S. Fisher

Sent from my iPhone

1489

Response

1489-01

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

1490

Susan Mannara

From: r [susannacucina@aol.com]
Sent: Thursday, October 08, 2015 2:01 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Santa Monica Airport Noise

1490-01

I am against your plans for the Santa Monica airport. There is no need to reduce the level of safety and security anymore than present by implementing your presented rules. Why would you allow planes to fly over residential properties disturbing our sleep and daily routines. The noise of the planes go on well after 11 PM and I as a flight attendant need to be sleeping, not hearing planes blast over my home. We are disrupted weekly with these sounds, and worse on the weekends. What are you doing to preserve the tranquility of our neighborhood? As you can see I am in the transportation industry but what you have done and want to do is not beneficial to me or my neighbors. Get rid of the flying, this is a community not a tar mac we live on.

Susan Mannara
 United Airlines Purser

1490

Response

1490-01

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

1491

Jan Bauman

From: Jan Bauman [baumom@hotmail.com]
Sent: Thursday, October 08, 2015 2:04 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Planes over Pt. Loma

1491-01

I am against the FAA plan.

Jan bauman

Sent from my iPad

1491

Response

1491-01

Please see **Topical Response 11 - Point Loma.**

1492

Jesse Kramer

From: jesse kramer [thejok@verizon.net]
Sent: Thursday, October 08, 2015 2:08 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA's SoCal Metroplex plan

To whom it may concern,

I strongly object to the FAA's proposed Metroplex plan as it relates to Santa Monica Airport. The proposed plan, which would require planes departing SMO to turn north BEFORE reaching the shoreline and would allow aircraft to fly LOWER over residential areas of Santa Monica will have the following detrimental impact:

- 1.) It will create enormous incremental noise and exhaust pollution in my immediate area.
- 2.) It will likely reduce my property value and that of large areas of Santa Monica including Ocean Park and Sunset Park.
- 3.) It will create a safety hazard as any aircraft accident will now threaten schools, dense residences, etc. The current heading, over the golf course out to the shoreline, provides a much safer path.

1492-01

As the FAA is aware, its failed experiment with a 250 deg heading resulted in thousands of residential complaints and the proposed Metroplex heading is substantially the same. SMO/FAA can expect an order of magnitude more complaints from Santa Monica residents should the Metroplex's proposed flight path be implemented. Why would FAA want to exacerbate an already tense relationship with the city of Santa Monica when a safe and simple change in its own separation rules solves the problem.

Again, it would seem that a very simple solution to this problem, and one which would satisfy both the FAA's and Santa Monica's needs, would be for the FAA to relax their 3 mi rule to 2.9mi and thereby eliminate the need for this proposed change in flight path.

I look forward to your written response.

Best regards,

Jesse Kramer
658 Ashland Ave.
Santa Monica, CA 90405

1492

Response

1492-01

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

1493

Anne M. Donnellan, PhD

From: Anne Donnellan [anned@sandiego.edu]
Sent: Thursday, October 08, 2015 2:11 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: change in flight routes-San Diego airport

1493-01

I attended the open forum on proposed changes to San Diego airport and was appalled at the lack of concrete information, the refusal of the FAA personnel to answer questions and the fact that our comments were not recorded.

I wish to record now that the FAA has to take into consideration that change the flights in and out of San Diego airport will multiply the flights over the nuclear submarine base adjacent to the Point Loma Peninsula. This safety hazard ought to be a primary concern of the government and the citizens.

Kindly record this concern.

Anne M. Donnellan, PhD

1493

Response

1493-01

Please see **Topical Response 11 - Point Loma.**

1494

Laura Carol Parker

From: Carol Parker [sdcparker42@gmail.com]
Sent: Thursday, October 08, 2015 2:13 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Removal of LOWMA Waypoint and Proposed Flight Path Changes

1494-01

I am re-sending this email, as it has been brought to my attention that in order to be considered I need to include my phone number and email, which were not included on the email sent earlier today.

I am writing to strongly oppose the proposed FAA Flight Path changes proposed by NextGen and the FAA!

My name is Laura Carol Parker and my address is 558 Savoy St, San Diego, Ca 92106. My phone number is

619-997-8659

and my email address is sdcparker42@gmail.com

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.

1494

Laura Carol Parker (continued)

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!!

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!

1494

Response

1494-01

Please see **Topical Response 11 - Point Loma.**

1495

Kent and Marlene Alves

From: KENT ALVES [khalves@msn.com]
Sent: Thursday, October 08, 2015 2:13 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Proposal to re-rout traffic over Mar Vista, CA

Dear FAA,

1495-01

I am commenting on the proposed flight path changes that move more flight paths over the Santa Monica airport area. In our community of Mar Vista, the residents have been suffering with a small local airport that has been allow to become a major business jet hub. The airport noise and fumes invade the many homes that that are in very close proximity to the airport and the larger community. The community has been requesting help from the FAA for relief on this situation for many years.

The new proposal by FAA to increase the noise to our community from large commercial airplanes flying overhead is total inappropriate considering our existing aircraft problems that remain unaddressed by the FAA.

Sincerely,

Kent and Marlene Alves
Mar Vista , CA

1495

Response

1495-01

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

1496

R.D. MacBain

From: Dennis MacBain [macdennis@att.net]
Sent: Thursday, October 08, 2015 2:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed Change to Departures of Eastbound Aircraft at San Diego International

I am opposed to your plan to route aircraft departures over Point Loma en route to TOPGN waypoint. If anything, the aircraft ought to be required to make their first turn over water farther from the present position and subsequently cross TOPGN at a much higher altitude.

1496-01

I am concerned that if the MCA at TOPGN is only 6000', aircraft will be unbearable close in terms of AGL over the populated areas of Point Loma. Other airports are doing a much better job of mitigating noise. Do not do this.

This is a bad idea and any "fuel savings" will be a drop in the bucket for any of the commercial carriers operating out of SAN.

R.D. MacBain
 4525 Leon St.
 San Diego, CA 92107
 macdennis@att.net

1496

Response

1496-01

Please see **Topical Response 11 - Point Loma.**

1497

Andrea Bell

From: Andrea Bell [dreabell@verizon.net]
Sent: Thursday, October 08, 2015 2:19 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: re: proposed changes to flight patterns of planes landing in LAX Airport

Dear Sir or Madam,

1497-01

The information made available about the proposed changes to LAX flight patterns is very confusing. There is no easy way to access what the current landing patterns are nor what the proposed future landing patterns may be. Supposedly some items are available in Google Earth. However, there are no directions posted on how to look at the file in Google Earth to see if they may answer our questions.

1497-02

My concern is that when we moved to Mar Vista 16 years ago there were no planes flying over our community. That is one of the reasons we chose Mar Vista as our home instead of El Segundo or Westchester, where the proximity to the airport is an issue. However, over time we have noticed more air traffic overhead. We are very disturbed by this new trend. We do not want to deal with the fallout of jet planes and their fuel being over our property and affecting our health and that of our families. And we shouldn't have to.

1497-03

Please make the documents regarding the proposed changes easier to understand and provide easily accessible visuals of the proposed changes.

Thank you.

Sincerely yours,
 Andrea Bell

1497

Response

1497-01

The commenter states that the information about the proposed changes to the LAX flight patterns is very confusing, and she cannot find directions for accessing the information contained in the EA in Google Earth format. Exhibits 3-7 and 3-8 in the EA represent arrival and departure flows to the Study Airports for the Proposed Action and No Action Alternative. The corridors represent the area analyzed and depict the areas where aircraft will operate. The information shown in these exhibits has also been made available in Google Earth format.

Additional instructions may be found on the website instructing users on how to access the flight paths and grid points that they are interested in. For additional information regarding the supplemental materials see **Topical Response 08 – Supplemental Materials**.

1497-02

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

1497-03

Please see response to Comment 1497-01.

1498

Lori Roth

From: Lori Roth [lorimroth@gmail.com]
Sent: Thursday, October 08, 2015 2:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Waypoint LOWMA

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 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 values, I am worried about air traffic and safety as planes turn drastically, accelerate and climb over a large number of homes, schools and parks **that have never been previously impacted by the present flight path**

1498-01

The proposed flight path will directly impact Silver Gate Elementary, Warren Walker Elementary, Sunset View Elementary, Pt. Loma Nazarene University (with over 3000 students), Ft. Rosecrans Cemetery, Ca
br
illo National Monument and Sunset Cliffs.

Your document does not provide an environmental assessment as to the impact to these schools and landmarks. There is also no assessment provided on the impact of endangered species.

What assurances will be provided to the public that there will be no deviations from the flight path? As it is now, deviation from the current flight path has already commenced. If deviation is already taking place, there are absolutely no assurances that further deviations won't take place, further impacting the people that live here.

1498

Lori Roth (continued)

At what altitude will planes fly over homes, schools, and national treasures? It appears that with the proposed change, planes will need to accelerate at a lower altitude generating more noise and soot/debris being disbursed over our homes.

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.

As is stated in your mission statement:

1498-01

The mission of the FAA is to provide the safest, most efficient aerospace system in the world.

The role of the FAA Airports organization in meeting this goal is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States. The FAA Airports organization accomplishes this task with due consideration for economics, environmental compatibility, local proprietary rights and the safeguarding of the public investment.

To comply with your own mission statement, you should NOT eliminate Waypoint LOWMA.



Please feel free to contact me at this email address:

Lori Roth
302 San Antonio Ave
San Diego, CA 92106

1498

Response

1498-01

Please see **Topical Response 11 - Point Loma.**

1499

Jim Schultz

From: Jim Schultz [j.schultz@mac.com]
Sent: Thursday, October 08, 2015 2:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: EA for Culver City Overflights

To Whom It May Concern,

I am a resident of Culver City and I am writing to inform your environmental assessment report of the impacts we are seeing as a result of the flight path changes to planes over our home.

1499-01

We moved to Culver City in 2009 and at that time, our house and our neighborhood was a very quiet, very tranquil place to live. Since then, and noticeably in the summer of 2012, we began to experience a rapid and dramatic increase in low altitude overflights. Before such time, we never experienced any noise issues with planes whatsoever. Today, we experience a constant barrage of overflights averaging altitudes around 6000 feet. With a decibel meter in my backyard, I can register these planes anywhere between 79 and 90 decibels. They are exceptionally loud, constant, and have turned our once very quiet neighborhood into a freeway of loud planes overhead.

1499

Jim Schultz (continued)

1499-01

I am not naive. I realize that I live in one of the largest metropolitan areas in the country and some noise is to be expected. I also realize that the planes must fly over many communities to reach their final destination at Los Angeles International Airport. However, a few years ago, we had no problem with the planes, today that change is drastic and substantial. I am urging the FAA to consider the impacts to our community below the newly design airspace.

1499-02

Perhaps there is the potential to use waypoints that would be just as safe, just as efficient as the newly proposed redesign, however, they would take into consideration that changes the residents below are experiencing. With a very slight shift north to the waypoints SMO, CLIFY and DAHJR, the flights could concentrate along a much more business and urban flight path, one that would avoid many of the quiet residential areas of Culver City. It could also follow the Interstate 10 freeway eastbound thus following a corridor that would not notice the additional noise. I would also ask that the FAA please consider increasing the altitudes the planes fly over Culver City if the waypoints can't be moved. At the very least, we would like to see the planes return to the altitudes they used to fly over us when we never experienced any noise issues from them.

I would have not purchased our home here in Culver City in 2009 had the neighborhood experienced overflights at the current concentration, frequency, altitude, and noise factor. This has had a direct impact on our quality of life. Please consider making some minor changes to the altitudes and waypoints that would still achieve your desired goals while also adversely impacting the fewest amount of people possible. I know it would be possible should you apply the effort. Please work with our community and all the others that are directly impacted by your Metroplex design to create a plan that doesn't concentrate the entirety of it's negative impacts in any one single neighborhood.

sincerely,

Jim Schultz
4276 Madison Ave
Culver City, CA. 90232
310-425-8417

1499

Response

1499-01

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

1499-02

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

1500

Peter and Debra Snell

From: grandhorse2@gmail.com [grandhorse2@gmail.com] on behalf of Debra Alouise [dufraine@cox.net] **Sent:** Thursday, October 08, 2015 2:23 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen/MetroPlex proposal

Questions to FAA on "Changes" at SDIA

1500-01

1. Specifically what studies have been done to determine what the effects of this new plan will have on the current, air traffic controllers, who work in an all Class B air space here in San Diego and are going to be forced to contend with a Next Gen Plan which is specifically designed to be used in a Class A Only air space regions?

2. How is not utilizing the Pacific Ocean, which is uniquely directly adjacent to our airport, that helps assist with the dispersal of the fine particulate pollution from spent jet fuel on a continual basis a better idea as proposed in the Next Gen Plan which allows for the above described pollution to accumulate on local neighborhoods which will then be washed into storm drains and oceans in more highly concentrated and harmful levels be a better/good or acceptable idea?

1500

Peter and Debra Snell (continued)

1500-01

3. How are we expected to Enjoy our backyards, homes and property with the levels of noise, soot, concern for our safety with the increase of planes flying directly over our neighborhoods? How can something as simple as putting my laundry out to dry be taken away from me, due to the unnecessary soot and pollution from the proposed flight changes?

Please confirm your receipt of these questions. We look forward to receiving answers from the FAA.

Peter & Debra Snell
Residents of Point Loma since 1977

(619) 222-0667
dufraine@cox.net

1500

Response

1500-01

Please see **Topical Response 11 - Point Loma.**

1501

Josh Bleibtreu

From: josh bleibtreu [panahead@mac.com]
Sent: Thursday, October 08, 2015 2:25 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: note from josh

1501-01

To whom it may concern... my name is Josh Bleibtreu and I live at 12228 Everglade St., Los Angeles, CA 90066... I have lived in this home since 1990... The airplane traffic overhead has increased to the point where it is a major concern... and a big problem... the noise is unbearable ... this has to stop..... I just want to address my feelings...

Thank you,
josh bleibtreu
12228 everglade st
los angeles ca 90066
310-508-1458

1501

Response

1501-01

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

1502

Scott Dupree

From: Scott Dupree [sdupree@conam.com]
Sent: Thursday, October 08, 2015 2:30 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego metroplex departure plan from Nextgen

1502-01

I own a home at 4564 Tivoli Street, San Diego, Ca. I have reviewed the FAA plan to re-route departing aircraft from SAN that would result in aircraft passing over Pt Loma going eastward rather than the historic route that takes departing aircraft well south of Pt Loma before turning eastward. The new proposed route would create substantial hardship to me, my family and neighborhood. The noise, soot and debris not only impacts my quality of life, but is also poses a dramatic reduction in the value of my home. It is no secret that homes located under the traditional take off area from Lindberg Field have a substantially lower value than similar size and quality homes further south on the Point. Speaking for myself, but I know it is a position shared by my neighbors, I paid more for my home because of its premium location away from aircraft noise and I depended on the fact that the historic departure path was well north of my home and aircraft traveling east turned east well south of Point Loma. In legal terms, this is what is known as detrimental reliance, if now the FAA arbitrarily changes the departure routing over my home to my detriment. I see no compelling reason for such a decision. You should also keep in mind that millions of taxpayer dollars have been spent retrofitting homes for noise abatement under the traditional departure route even though many of those homeowners knew full well when they purchased their homes of the noise from take-offs. Just conceive of the claims that will be asserted by those of us who made decisions to purchase our homes based on one set of circumstances, only to have those circumstances materially and adversely impacted by the FAA's actions. Any "savings" you project from such new re-routing will be either minimized or eliminated by the millions of dollars that will be paid out in claims by adversely impacted homeowners. I urge you to retain all of the current "way points" specifically including, the way point south and west of Point Loma and as such, keep the current departure routing. You are not serving the public nor the taxpayers by this decision, which appears to be made without taking into consideration the full adverse impacts that will result.

Respectfully submitted

Scott Dupree
4564 Tivoli Street
San Diego, Ca 92107

Sent from my iPad

1502

Response

1502-01

Please see **Topical Response 11 - Point Loma.**

1503

Mark Cunningham

From: Mark [mlcunningham@hotmail.com]
Sent: Thursday, October 08, 2015 2:34 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Changes to San Diego Departure Path

1503-01

I am against removing the Way point South of Point Loma and allowing planes to execute sharper turns for East bound flights. I live on Guizot Street 92107 and we accept the noise. Allowing tighter turns only worsens this.

Why would anyone want planes to fly over more people more often?

Thanks

Mark

1503

Response

1503-01

Please see **Topical Response 11 - Point Loma.**

1504

Steve Chupik

From: Steve Chupik [chupik@aol.com]
 Sent: Thursday, October 08, 2015 2:36 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: New Flight Paths Over San Diego

Your stated noise increases are inaccurate. Increased noise is significant as the planes have "already" been using the new flight paths.
 Pollution over our homes will be drastically increased.
 No environmental impact study has been completed.
 Property values will decrease.

1504-01

As good citizens we have accommodated an airport that is already in an illogical location; however, we "have" accommodated it and the current flight paths are the most logical and safest possible with respect to the airport location. The proposed flight paths are totally illogical!!!

The FAA, as a government agency, should be protecting the citizens not the financial interests of the airlines. It is your job to put the citizens first.

Please stop this inappropriate plan.

Steve Chupik
 3436 Trumbull St
 San Diego, CA 92106

1504

Response

1504-01

Please see **Topical Response 11 - Point Loma.**

1505

John Cloughley

From: John Cloughley [jcloughley@yahoo.com]
 Sent: Thursday, October 08, 2015 2:38 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Departure waypoint change Point Loma

We are writing to object to the proposed changes to departure waypoints from Lindbergh field. There are already numerous excursions from the current departure route. Tightened waypoint route will increase these excursions. This puts departing aircraft over more densely populated area. This is exacerbated by higher Ground level of residential area. Our concerns include:

- 1) Increased air (fuel soot) pollution from residential over flights
- 2) Increased noise pollution from over flights of more densely populated terrain
- 3) Increased safety risk as densely populated area over flights will increase
- 4) Increased departure route excursions as waypoints are tightened south.
- 5) Decreased property values related to increased Aircraft decibel levels.

1505-01

We would like to see recent data from:
 1) Lindbergh Field noise complaint hotline
 2) Departure route excursions and fines assessed.

We would also like to understand current departure corridor boundaries and proposed departure corridor boundaries.

We strongly feel that the waypoint changes and fuel/time savings do not outweigh safety, pollution and hardship impacts.

John Cloughley
 4635 Granger St
 San Diego, Ca. 92107

1505

Response

1505-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 08 – Supplemental Materials**.

1506

Siri E. Riiber

From: Siri Elise Riiber [siri@kingsburymd.com]
Sent: Thursday, October 08, 2015 2:47 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed change in flightpath over Point Loma, San Diego

To whom it may concern:

1506-01

I was present at the community meeting 10/6/2015 where 2 FAA representatives attempted to explain, educate and defend the "proposed" FAA plan. It was the most unprofessional and useless presentation I have ever witnessed. Truly appalling! It struck me that the persons sent to represent the FAA were either incompetent pawns or directly deceitful. Likely it was a combination of the two enacted by design to ensure desired outcomes. The meeting was entirely useless to us as citizens, but did serve to gather supporters against the proposal and increase suspicion and opposition.

1506-02

As a homeowner and resident here with two children, it concerns me greatly how this plan has snuck up on us. It is of great concern to me that to promote "efficiency" so many factors have been overlooked and given short shrift. Deciding to have jets fly over our community at even greater numbers and wider area is very disheartening. Point Loma is home to a richness of natural treasures and wildlife that will be negatively affected as well as a dozen schools where learning is sure to be encumbered. The quality of everyday lives will be impacted negatively as we have to pause mid-sentence in our conversations and keep our windows and doors closed to the exterior here in sunny southern California. The increased soot will prevent us from hanging clothes out instead of using the dryer, and our cars will be coated with the familiar sticky grime that we can expect to be breathing in as well.

I am very much against this measure not only based on principle, but for the sake of our collective future as a community and a city. The benefit of "efficiency" does NOT measure up/outway the – not yet proven – high cost, which for those of us who live here and endure the planes from both SAN and North Island already, can only too easily imagine.

Please reevaluate with the specific area in question closely examined. There needs to be an environmental impact study that takes into consideration all the variables of our unique condition/situation.

Sincerely,

Siri E. Riiber
1162 Fleetridge Drive
San Diego, CA 92106

1506

Response

1506-01

Please see **Topical Response 13 - Point Loma Public Meeting**.

1506-02

Please see **Topical Response 11 - Point Loma**.

1507

Susan Winkie

From: Susan Winkie [susan@winkie.sdcoxmail.com]
 Sent: Thursday, October 08, 2015 2:49 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Proposed flight pattern change

Hello,

I am writing to express my opposition to the proposed change to the flight pattern over Point Loma in San Diego. I do not believe that the savings in fuel have been fully vetted. I am not convinced that the additional fuel required to make the tighter turn has been factored into the savings calculation.

1507-01

I believe the environmental impact reports done for this project are sorely inadequate. I do not feel that the public at large was allowed to contribute to the discussion until the last hour.

I feel the FAA has been negligent in their communication to the public, specifically the public most affected by this change and I call for the FAA to rescind the project as a whole.

I am both a home owner and a business owner in Sunset Cliffs.

Thank you,
 Susan Winkie
 4371 Piedmont Drive
 San Diego, CA 92107
 619.467.9000

1507

Response

1507-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 03 – Comment Period Extension**.

1508

Cynthia Morgan-Reed

From: Cynthia Morgan-Reed [cynthia@morganreedlaw.com]
Sent: Thursday, October 08, 2015 2:50 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Pt. Loma and Ocean Beach Airport Flight Path Changes

To Whom It May Concern:

I oppose the proposed changes to the San Diego Airport Flight Path. That proposed changes have significant environmental and safety impacts to our community.

The Point Loma and Ocean Beach area have substantial air traffic from the military that closely follows the coastline. There are substantial safety concerns when both civilian and military planes are sharing air space.

1508-01

Furthermore, the Draft EA, fails to meet the requirements of the National Environmental Policy Act (“NEPA”). 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.

1508

Cynthia Morgan-Reed (continued)

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 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.

The noise levels are high enough to startle a person from a deep sleep, and general disruption and annoyance to everyday 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.

1508-01

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, and Silvergate Elementary, elementary schools 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 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

1508

Cynthia Morgan-Reed (continued)

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.

In sum, the 28-page Draft EA is woefully inadequate, fails to fully analyze the potential impacts of the propose 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.

1508-01

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 that there other inaccuracies in the document regarding notice of the proposed changes. The significant impacts to the park and other significant sites on Point Loma warrant preparation of an Environmental Impact Statement. Thus, reliance on an EA is not sufficient under NEPA.

In sum, keep the flight path exactly where it is. 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.

Cynthia Morgan-Reed
Owner, Morgan Reed Law
cynthia@morganreedlaw.com

619-301-0456

1508

Response

1508-01

The commenter is concerned with the environmental analysis conducted for the EA, specifically for impacts in Point Loma. The EA was prepared in compliance with the 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

1508

Response (continued)

1508-01

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.

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.

Results of the noise analysis are also used to assess potential impacts to Section 4(f) properties (see Section 5.3 of the EA) and Historic and Cultural Resources (see Section 5.4 of the EA). Based on the thresholds of significance applied in these analyses, the Proposed Action, when compared with the No Action Alternative, would not result in any significant impacts to these resources. Furthermore, no National Park Service properties, Section 4(f) property, or schools located within the General Study Area would experience reportable noise increases under the Proposed Action when compared to the No Action Alternative. The National Park Service was consulted with during the EA process. Please see Appendix A for information on consultation conducted as part of the SoCal Metroplex Project EA process.

Please also see **Topical Response 11 – Point Loma**.

1509

Daniel J. Frankel

From: Dan Frankel [frankeldvm@gmail.com]
Sent: Thursday, October 08, 2015 2:51 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject:

Dear FAA,

I'm sure my email is one of hundreds, if not thousands regarding the change in the airplane flight paths over Point Loma, San Diego, CA. The impact of the change is NOT negligible. From the meeting with the FAA representatives last night, it became clear that making the flight path "less complicated" is not for safety reasons, nor protecting the environment. It's so that fewer air traffic controllers are needed thus saving the airline industry and FAA money.

It is undeniable that the flight path or "vectors" have changed. Since this change began, my 6-month old has been waking up crying at exactly [6:31am](#) when the first flight passes closer to our home. The episodes persist; she has not gotten used to it. For hours in the morning and again in the evening, flight noise is practically constant as the planes arc around my home from west to south to east. The din from one plane has not yet subsided before it crescendos again as next plane takes off, again and again and again. I worry that my family and neighbors are being exposed to much, much more toxins and pollutants. Not only are the planes closer and thrusting harder to gain altitude, they are closer throughout their entire turn-around. The prevailing winds are from the ocean toward land. Why subject our land and community to such negative exposure when it can so easily be avoided?

Point Loma is one of our region's unique treasures. Thousands have chosen to live and raise their families here and thousands more visit every day. We are here to enjoy the surf off our shores, the sunsets from our cliffs, and the life in our tide pools. We are here to experience the nautical heritage of our marinas, the eclectic spirit of our neighborhoods, and the history of our monuments. From a political perspective, this means millions of dollars in property taxes, sales taxes, and federal income taxes all of which will diminish along with the beauty and charm of the peninsula.

We are also here to remember, express gratitude, and bury fallen family, friends, and even strangers, many of whom made the ultimate sacrifice to defend and preserve our way of life. Is this how we honor the soldiers laid to rest at Cabrillo National Cemetery? May they rest in peace, unless it prevents the airline industry and FAA from saving a couple dollars?

Susi, Mia, and I cordially invite you to our home to experience the magnitude of this problem first-hand. We truly welcome the opportunity to meet you and discuss this matter further.

Sincerely,
 Daniel J. Frankel
[802 Amiford Dr.](#)

Sent from my iPhone

1509

Response

1509-01

Please see **Topical Response 11 - Point Loma.**

1510

Chastidy Ruiz

From: daisy cr [daisycr1975@yahoo.com]
Sent: Thursday, October 08, 2015 2:54 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point loma flight path change

1510-01

My name is Chastidy Ruiz and I am a homeowner in Point Loma. Your proposed flight plan changes will become a major problem in our property values. When I purchased our home we specifically looked at the airport flight paths so we could choose a location not affected by the noise. We have a 2 year old daughter who attends preschool in the area. The changes will also effect the children ability to learn in a quiet environment. We oppose the new changes.

Chastidy Ruiz
 3851 Bernice Drive
 San Diego CA 92107
 858 603 6771

1510

Response

1510-01

Please see **Topical Response 11 - Point Loma.**

1511

Jay Schwartz

From: Jay Schwartz [j.schwartz@cox.net]
Sent: Thursday, October 08, 2015 2:55 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: ENVIRONMENTAL ASSESSMENT FOR SOUTHERN CALIFORNIA

The following are formal comments on the proposed "IIBEE" SID for San Diego International Airport: (As the result of Oct 6, 2015 Public Comment meeting in San Diego, CA.)

1511-01

TRANSPARENCY & FULL DISCLOSURE - The FAA spokesman FAILED to present a pictorial example of the actual chart to be used by pilots flying the "IIBEE" RNAV departure. Thus failing to show any restrictions and unique flight perimeters that pilots must adhere to. The result was that the public had no true understanding of what the procedure entailed.

1511-02

FULL-MOTION SIMULATOR FLIGHT TEST OF THE SID - The FAA spokesman FAILED to describe the tests and their results, i.e. airspeed used, altitudes attained at what geographical points, angles of bank used, resultant size of turn radii, and if any engine out scenarios we practiced, and their outcome. SAFETY!

1511-03

IMPROVED FLEXIBILITY - The FAA Spokesman FAILED to describe the flexibility of the "IIBEE" SID. Will the departure allow for "Present Position Direct" clearances? (Short Cuts) NOISE!

1511-04

OVER ALL QUALITY OF PRESENTATION - In short. The FAA came away from this meeting with a very black eye. It was an unmitigated disaster.

Respectively,
Jay Schwartz
1705 Chatsworth Blvd.,
San Diego, CA 92107

1511

Response

1511-01

Please see **Topical Response 11 - Point Loma.**

1511-02

Please see **Topical Response 11 - Point Loma.**

1511-03

Please see **Topical Response 11 - Point Loma.**

1511-04

Please see **Topical Response 13 - Point Loma Public Meeting.**

1512

Susan Grant

Sent: Thursday, October 08, 2015 2:55 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex plan

Regarding the SoCal Metroplex plan:

As a 20 year resident of Santa Monica, I absolutely object to the following possible airport changes:

1512-01

1- aircraft departing from Santa Monica Airport to turn north before reaching the shoreline. NO!
 2 - allow aircraft to fly lower over residential neighborhoods NO NO!!
 3 - reducing delays in jet takeoffs at SMO which would encourage an increase in jet traffic at Santa Monica Airport NO NO NO!!!

Susan Grant
 Santa Monica, CA

1512

Response

1512-01

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

1513

Katherine Reuter

From: Katherine Reuter [kereuter@aol.com]
Sent: Thursday, October 08, 2015 2:58 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: comments on So Cal plan

To Whom It May Concern,

Am I reading this correctly? It looks as if this will cause the take offs from Santa Monica airport to fly more directly over the residential neighbors and at a lower altitude than before. The flight plan over the PenMar golf course is truly the safest plan, witness the Harrison Ford crash that happened this past year. If the flight plan takes them over the golf course, any mishaps (in or out, depending on the prevailing winds) would give a safety buffer to residential, commercial and more populated areas.

1513-01

It also appears that this plan allows more frequent jet traffic by reducing the time between jet take-offs and landings? As such, this is not prudent. As the FAA knows, the Santa Monica Airport does not meet minimum standards for the length of a jet runway with appropriate buffer zones. Any calamity has no margin of error at all. This is a safety hazard in and of itself. But allowing more frequent jet traffic can only increase the potential for emergency evasion actions causing additional problems, such as another jet arriving before a previous emergency can be appropriately tracked and mitigated.

Please respond with some specifics as to (1) flight pattern in and out of the airport, (2) any proposed frequency in jet traffic timing, and (3) overall increase in frequency/decrease in inter-flight time allowance for jet traffic. Of course justification for the proposed plan would be appreciated.

1513-02

Please know that I am not for closing the Santa Monica Airport. I think the airport should be maintained at a safe and minimal level for regular use, but is critical for emergency management operations in the event of an earthquake or other public disaster.

Sincerely,

Katherine Reuter
 1210 Grant Street
 Santa Monica, CA 90405

1513

Response

1513-01

The commenter is concerned with the safety of the flight patterns at Santa Monica Airport. All Proposed Action procedures for Santa Monica Airport (SMO) are provided in the EA located in Section 3.2.2. 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 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 (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.

The amount of separation required between successive departure aircraft is outlined in FAA Order 7110.65. 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). Please see **Topical Response 04 – LAX-SMO Departure Interactions**.

1513-02

Thank you for your comment.

1514

Beth Gramoy and Kevin O'Leary

From: Beth&Kevin [bgramoyandkoleary@cox.net]
Sent: Thursday, October 08, 2015 2:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Beth&Kevin
Subject: Comment re: SoCal Metroplex EA

Federal Aviation Administration:

1514-01

We believe it is unacceptable (illegal?) for a single government agency (FAA) to institute an action that prohibits other government agencies from executing their mandates, specifically in this case the Departments of Interior and Veterans Affairs. The National Park Service, under the governance of the DOI, is tasked to safeguard America's Best Idea, our National Parks, and the DVA is required to administer our National Cemeteries, both of which will be hampered in accomplishing their missions by the implementation of the SoCal Metroplex Plan.

1514

Beth Gramoy and Kevin O'Leary (continued)

1514-01

This plan negatively impacts more than individuals, more than schools, more than businesses. In the case of Cabrillo National Monument, it prohibits the NPS from doing its duty to "preserve unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations." And it restrains the DVA from fulfilling President Lincoln's promise "To care for him who shall have borne the battle, and for his widow, and his orphan" by serving and honoring the men and women who are America's veterans."

We would like to see the DOI's and DVA's written approvals of your proposed plan.

Thank you for the opportunity to comment.

Beth Gramoy
Kevin O'Leary
San Diego, CA

1514

Response

1514-01

The commenters claim that implementation of the SoCal Metroplex Project will prevent the National Park Service and the Department of Veterans Affairs from carrying out their missions. The FAA coordinated with government agencies including the National Park Service and provided opportunities for agencies to review the Project and provide comments. Please see Appendix A of the EA for the Agency Coordination.

As discussed in Chapter 5, the Proposed Action, when compared to the No Action Alternative, would result in no significant environmental impacts within the General Study Area, including Cabrillo National Monument.

1515

Ysela Chacon

From: Ysela Chacon [jacques.sd@cox.net]
Sent: Thursday, October 08, 2015 2:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: jacques.sd@cox.net
Subject: Point Loma California Flight Path

1102 Concord Street
San Diego, CA 92106
Jacques.sd@cox.net
619 226 3337

October 7, 2015

TO: Federal Aviation Administration

I am extremely concerned that you are not looking at all the Noise Pollution you are creating with your new flight path over Point Loma School of Nazarene, Sunset Cliffs National Park, Point Loma Lighthouse, and the Tide Pools. Where is the study and impact on this option?

Secondly, you will be affecting the tourist destination of the above areas due to noise pollution. Why would you visit San Diego and go to Sunset Cliffs National Park, Point Loma Lighthouse, and the Tide Pools to hear planes above nonstop! Not something I would look forward to.

As a government agency that serves us, I look forward to hearing back from you on how you will continue to keep this area free from noise pollution for the continuation and growth of our economy that benefits from the peaceful vistas located under your extremely flawed flight path proposal.

1515

Ysela Chacon (continued)

Sincerely,

Ms. Chacon

1515

Response

1515-01

Please see **Topical Response 11 - Point Loma.**

1516

Robert Crow

From: Robert Crow [rob_crow1@msn.com]
Sent: Thursday, October 08, 2015 3:00 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Robert Crow
Subject: SoCal Metroplex - I OPPOSE THE PROPOSAL + Questions

Dear FAA

1516-01

This note is to express my disapproval of the Proposed So CAI Metro Plex Flight Path and Waypoint changes

I own two homes in Point Loma and have been a resident since 2002 and oppose the FAA's proposed plan as well the federal government's support of the Airlines vs. the people in which the government represents.

1516-02

Question 1: Aside from the "efficiency" considerations outlined in your proposal, can you please confirm if the change can, may, or will result in the additional volume of flights leaving and or arriving into San Diego International Airport

1516-03

Question 2: Have you assessed the long term health impact of the human population below the proposed flight path

Question 3: Will the FAA's proposed plan also include funding to support the Point Loma Quieter Home (window replacement) program and if yes, will it guarantee payment/reimbursement of window replacement within the first 2 years within the proposal being approved

1516-04

Question 4: While you say there has been no documented change in the flight path, can you confirm that the Aircraft controllers have already directed airplanes to fan out over the POint Loma community (i concede that you have NOT changed the flight path but that is not the same as saying Aircraft controllers are already fanning out the current traffic over point loma?)

1516-05

Question 5: Has any airline supported or provided funding to this research

1516-06

Question 6: Who is the consulting firm hired to do this study/proposal? How much were they paid, and can we see all of their working papers as they are a matter of public record

Kind regards
Robert Crow
1536 Clove
San Diego, CA

1516

Response

1516-01

Please see **Topical Response 11 - Point Loma.**

1516

Response

1516-02

The commenter asks whether the Proposed Action will allow for more arrivals and departures to San Diego International Airport. 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.

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

1516-03

Please see **Topical Response 11 - Point Loma**.

1516-04

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

1516-05

The commenter asks if any airlines supported or provided funding for the Metroplex Project. Please refer to Chapter 1 of the EA for background on the Metroplex initiative. The FAA is the lead Federal agency for the SoCal Metroplex Project and utilized Congressionally-appropriated funds for its development. The SoCal Metroplex Project is a key step in the overall process of transitioning to the NextGen air traffic management system. As described in the *SoCal Design and Implementation Team Tech Report*, the FAA sought and the airline industry voluntarily provided input for the project, 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.

1516-06

The commenter requests information on the consulting firm hired to do this study/proposal. The FAA conducted the SoCal Metroplex Project as part of the FAA's efforts to modernize the country's National Airspace System. A list of preparers for the Environmental Assessment can be found in Appendix B of the EA document. Documentation associated with the EA can be found online at: http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html

1517

Jadwiga B. Smith

From: Jackie Smith [smithjackieb@gmail.com]
Sent: Thursday, October 08, 2015 3:05 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Re: San Diego Airport Flight pattern change:

I attended meeting on Oct. 6th 2015 in SD and we all were tolled by FAA Member that at this time our Airport is being studied for future Flight Patter change in a mean time many of us including myself have noticed that changes all ready have taken place. I am at this time asking FAA how could our Airport change the Flight patern without FAA Approval.

1517-01

What is the Status of this Study and implementation?

What is the main reason for changing the Flight Patern? Is this a done deal ?

Please in a Future give the residence little more notice of the meeting.

Do study include impact on schools and other Public places?

Yours truly,

Jadwiga B. Smith
3228 Emerson St
an Diego, CA 92106

1517

Response

1517-01

Please see **Topical Response 11 - Point Loma.**

1518

Vikki Korporaal

From: Vikki Korporaal [terifvik@gmail.com]
Sent: Thursday, October 08, 2015 3:08 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Concerns and Questions Regarding New Flight Path in San Diego

I have lived in Point Loma for the past 29 years on the southern peripheral of the current flight take off path. Needless to say I am extremely concerned about the proposed changes to the take off flight pattern being crimped to reduce the turning radius for planes as they head east. As of now smaller aircraft are taking off and flying directly over my residence, on Liggett Dr, which never used to be the case.

My concerns are addressed below:

1518-01

1. Why are you planning to END the current waypoint Loma (the longitude and latitude programmed into each plane as the point of turn)?

2. 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?

3. 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.

4. How frequently will planes fly out of San Diego? Into San Diego? Which paths will those planes take in the new 'fan' plan?

1518

Vikki Korporaal (continued)

5. Why are the procedures created by the FAA designed to exclude local concerns UNTIL the plan is about to be implemented?
6. 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?
7. 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?
8. How will I be compensated for my home value reduction if planes begin flying directly over.
9. What about the affect to all the local elementary and collegiate schools under this new plan?
10. Wouldn't an environmental study be necessary to address the actual and long term affects?

1518-01

I appreciate your addressing and considering these concerns prior to any actual changes.

Vikki Korporaal
3842 Liggett Dr
San Diego, CA 92106

Shared with Sunset Cliffs North + 15 nearby neighborhoods in General

1518

Response

1518-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1519

Cynthia Hanson

From: CYNTHIA HANSON [chanson@cox.net]
Sent: Thursday, October 08, 2015 3:08 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Cindy Hanson
Subject: Comment and Questions on SoCal Metroplex plan

Dear SoCalMetroplex Project FAA Managers,

I am strongly opposed to the FAA So Cal Metroplex project, in particular with the proposed change to rid the San Diego waypoint of LOWMA, permitting possible flights from waypoint JETTI to waypoint ZZOOO. In layman's terms, this changes the flight path that it currently is over ocean, to a half a mile inland crossing over homes (including mine!), businesses, and schools in Pt. Loma.

1519-01

We paid a premium for buying a house that was not under the flight path in Pt. Loma. With this change we, along with many others in our area, will be under the flight path and experience increased air pollution/particulates, noise pollution, and significantly reduced home values. We have received no warning of this, seem to have no recourse except to get responses to comments, and have been offered no compensation.

The primary motivation for the SoCal Metroplex project seems to be a conversion to newer aviation technology with the promise of more efficient use of airspace, and corresponding reduction of pilot workloads. I cannot believe that the change of a mile or less of the current flight path in San Diego is required

1519

Cynthia Hanson

to take advantage of the newer technology. And if it is, do we need to be so wedded to the technology that we accept it in spite of damaging the quality of life for people living and working underneath the new flight path? I say work on the engineering of the new technology a bit more!

This SoCal Metroplex project does not meet any of the other goals for FAA projects such as environmental improvement or safety. Environmentally this might save some fuel savings translating to a small profit for the airlines, but significantly increases the air and noise pollution for those living under the new flight path. Safety might be marginally improved with the new technology, but the risk of flying over populated areas instead of the ocean would offset this gain.

1519-01

Questions for the FAA Project Managers involved with the SoCal Metroplex Project:

- Exactly what would the new possible flight paths be: Both a birds-eye view, and an elevation view
- What are the expected peak and average particulate count and dB expected at ground level for the proposed new paths?
- How can we succeed in not making the change to rid San Diego waypoint LOWMA? How good of a chance is there for maintaining San Diego waypoint LOWMA?
- Would the new technology work at all if the current flight path were maintained? If it is not optimal, what percentage would it work?

Cynthia Hanson

chanson@cox.net

1519

Response

1519-01

Please see **Topical Response 11 - Point Loma.**

1520

Eric Nielsen

From: eric nielsen [mrrericnielsen@gmail.com]
Sent: Thursday, October 08, 2015 3:08 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: proposed flight path change

1520-01

Please don't increase the time any planes go over Point Loma. The pollution is already piling up on my plants and the noise is unbearable often. It's not worth a small reduction in fuel costs.

Thank you,
Eric Nielsen
Ocean Beach resident for 26 years

1520

Response

1520-01

Please see **Topical Response 11 - Point Loma.**

1521**Barry R. Hunt**

From: bhunt [vidar999@cox.net]
 Sent: Thursday, October 08, 2015 3:10 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Cc: b hunt
 Subject: Comments on proposed metroplex for San Diego Area

October 7, 2015 8:11 PM PDT

The plan contends that elimination of the LOWMA waypoint will save fuel and reduce "carbon footprint" by shortening the flight path to an eastbound direction and will encourage sharper turns.

I have discussed this plan with a military "air boss" and have concluded the fuel and carbon footprint reduction claim is false. This is because when an aircraft turns the drag significantly increases and if the pilot does not increase thrust, the aircraft will actually lose altitude.

The sharper the turn, the more the fuel wastage. Typically, the higher the thrust, the less efficient the engine. So, the tighter turns will burn more fuel and increase pollution.

Clearly the increased fuel consumption of this new plan increases the "carbon footprint" rather than the claimed reduction.

For eastbound flights the elimination of the LOWMA waypoint will double the paths over Point Loma and therefore double the risk and pollution to Point Loma residents.

For these reasons, the LOWMA waypoint should be kept and its use enforced.

Barry R. Hunt
 3658 Charles St,
 San Diego, Ca 92106

1521-01**1521****Response****1521-01**

Please see **Topical Response 11 - Point Loma.**

1522**Jeff Halldorson**

From: Jeff Halldorson [jhalldor@me.com]
 Sent: Thursday, October 08, 2015 3:15 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Point Loma

1522-01

People are more important than saving a small amount of money for big corporations. Flights should be directed over non urban areas whenever possible. Do unto others as you would have them do unto you.

Jeff Halldorson

1522**Response****1522-01**

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

1523

Elizabeth DiMelfi

From: edimelfi@juno.com [edimelfi@juno.com]
Sent: Thursday, October 08, 2015 3:17 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path Controversy

To whom it may concern,

I am e-mailing to voice my disagreement with the FAA and it's proposed flight path change. Realistically, I know that it is a DONE DEAL and like so many other decisions, it is based on the will of the powers that be. But, I like so many others around the country are trying to act as though we actually might have a say in the matter.

1523-01

I am opposed to the flight path change for reasons of health, noise and quality of life. Perhaps those people in charge might think a little more clearly if their lives or the lives of their family members were actually affected by the decisions they make.

If you have taken the time to read this e-mail then I thank you. If not then it shows the real travesty of the FAA and the power of the airlines and their stockholders to boost their bottom line.

Elizabeth DiMelfi (Point Loma California resident)

1523

Response

1523-01

Please see **Topical Response 11 - Point Loma.**

1524

Debbie Carter

From: Deborah L. Carter [dlcarter@sbgvtv.com]
Sent: Thursday, October 08, 2015 3:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: To low, too loud, to frequent!

1524-01

I have lived in Mar Vista for 18 years it has been a peaceful quiet neighborhood. Not anymore! Planes, big giant jets are flying under 10,000 feet over my house and neighborhood and Mar Vista park which serves the community and beyond. This is ridiculous! My entire community is not happy with the noticeable change in planes flying over our houses every 3-5 minutes. These planes are flying low (under 10,000ft.) and are very loud. This is an obvious health risk. I tried to play tennis on Saturday at the Park and the 5 planes flew over my head in a matter 30minutes. I couldn't take it and quit. It is very disruptive. I did not buy a home under a low incoming flight path or next to a large airport for a reason. I paid extra not too. They have mountains they could fly over, they could fly higher, they could fly over the 10 fwy with it's 8-10 lanes of hwy, they could even go back to what they were doing the last 10 years. This is intolerable!!! I would like a meeting scheduled with the community.

1524-02

Please respond. Thank you.

Debbie Carter

Sinclair – RSM
Bakersfield/ KBAK, KBFX & Reno / KRNV, KRXI, KAME

Direct line: (323) 966-5274

or Cell # - (213) 200-5440

1524

Response

1524-01

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

1524-02

The commenter requests a meeting with the community. The FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including several public workshops. A series of eleven public workshops was held throughout the SoCal Metroplex General Study Area between June 16 and July 1, 2015. The San Diego public workshop was held on June 22, 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). Copies of the notice of availability of the Draft EA announcing the public workshops can be found in Appendix A, *Agency Coordination, Agency Consultation, and Public Involvement*.

1525

Patricia Simpson

From: Patricia Simpson [simpson.pat@sbcglobal.net]
Sent: Thursday, October 08, 2015 3:20 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Question/comment about the metroplex proposal in San Diego, CA

Greetings,

Questions/comments on the metroplex proposal in San Diego, CA.

Has the FAA consulted with other federal agencies such as U.S. Fish and Wildlife, National Park Service, biologists in the U.S. NAVY, U.S. Geological Survey, U.S. Coastguards and U.S. Department of Veterans Affairs to study the impact of the metroplex proposal on species found at Cabrillo National Monument (CNM), Fort Rosecrans Cemetery (FRC) and the Point Loma Navy Base?

Has the FAA consulted with local agencies such as the City of San Diego Wastewater Treatment Plant, California Department of Fish and Wildlife and the University of California San Diego to study the impact of the metroplex proposal on species found at Cabrillo National Monument (CNM), Fort Rosecrans Cemetery (FRC) and the Point Loma Navy Base?

If no is the answer to the above questions, does the FAA intend to consult with agencies named above prior to implementation?

1525-01

If no to the question above, what is the FAA's reason(s) for ignoring the potential environmental impact on the Point Loma Ecological Conservation Area (PLECA)?

In case you didn't know, there are a number of threatened and endangered species in the Point Loma Ecological Conservation Area (PLECA). The Navy and National Park Service are the predominant landowners and have and still are conducting multiple studies on the flora and fauna found in PLECA. Other landowners with interest in these studies are U.S. Coast Guard, the City of San Diego Wastewater Treatment Plant, and the Department of Veterans Affairs. These agencies should be consulted before the metroplex proposal can proceed.

Other agencies involved in the studies that should be consulted for knowledge of the potential impact of implementing the metroplex proposal are U.S. Geological Survey, California Department of Fish and Wildlife and the University of California San Diego.

All of the above agencies have been studying the PLECA ecosystem for many years and have relevant data regarding the decline of once thriving species found here. Reasons for such decline include habitat fragmentation from developments, chemical and light pollutants and noise levels. **The metroplex proposal cannot possibly be implemented before serious studies are conducted regarding the added environmental impact on the PLECA ecosystem.**

Endangered (E.) and Threatened (T.) species, according to US Fish and Wildlife:

- Orcutt's Spineflower (*Chorizanthe orcuttiana*) E., Plant
- California Least Tern (*Sterna antiserum brownii*) E., Bird
- California Gnatcatcher (*Poliophtila californica*) T., Bird

1525

Patricia Simpson (continued)

Additional species considered threatened or Endangered at Cabrillo National Monument according to NPS:

- Ferruginous Hawk (*Buteo regalis*), Bird
- Swanson's Hawk (*Buteo swainsoni*), Bird
- Long-tailed Duck (*Clangula hyemalis*), Bird
- Horned Lark (*Eremophila alpestris actia*), Bird
- Baird's Sparrow (*Ammodramus bairdii*), Bird
- Cerulean Warbler (*Dendroica cerulea*), Bird
- Ashy Storm-Petrel (*Oceanodroma homochroa*), Bird
- Desert Christmas Tree (*Pholisma arenarium*), Plant
- Peak Rush Rose (*Helianthemum scoparium*), Plant
- Western Dichondra (*Dichondra occidentalis*), Plant

1525-01

Also, a new development you may not be aware of that deserves to be addressed very carefully: the California Gnatcatcher (*Poliopitila californica*) was reported on at least 7 different occasions (1) at both CNM and FRC between April and September 2015, including the capture of a juvenile by USGS net survey. The California Gnatcatcher is on the Threatened species list according to US Fish and Wildlife.

A bit of history: the California gnatcatcher hadn't been seen in Point Loma since 1997 (Unitt, 431). USGS captured one individual in 2012, but no other sightings were reported that year or in 2013. This year's numerous sightings and capture could indicate that this species is considering CNM and FRC as a home. "The California Gnatcatcher is nonmigratory" (Unitt, 432), so these sightings are not the results of migration movements.

(1) *Data from iNaturalist.org and Ebird.org*

As an avid naturalist and experienced volunteer at Cabrillo National Monument, I could also give you a list (double the size of the above ones combined) of plants, birds, reptiles, arachnids, insects that are found in PLECA, but are almost entirely absent from the rest of the Point Loma peninsula (due to habitat fragmentation, chemical, light and noise pollutants).

Many thanks,

Patricia Simpson
Resident at 877 Gage Drive, San Diego, CA 92106

619-987-7677
simpson.pat@sbcglobal.net

1525

Response

1525-01

Please see **Topical Response 11 - Point Loma.**

1526

Robert Lipman

From: Robert Lipman [rlipman@me.com]
Sent: Thursday, October 08, 2015 3:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: So Cal Metroplex plan

Dear Sirs-

1526-01

Please do NOT change the flight path out of SMO. The noise level is already WAY to high, and there are too many planes and jets. Aircraft should absolutely NOT be turning north before reaching the shoreline, and planes should be flying higher, not lower, over our neighborhoods. There is too much pollution and noise as is. We want the pollution and noise to stop.

There were over 15,000 jet landings and takeoffs at SMO in 2014. STOP MAKING IT WORSE!!!!

Robert Lipman

1526

Response

1526-01

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

1527

Dan Halperin

From: dan@epiphanypictures.com [carneydog@aol.com]**Sent:** Thursday, October 08, 2015 3:22 AM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** Re: aircraft departing from Santa Monica Airport turning north before reaching the shoreline - NO!!

To whom it may concern.

1527-01

I live on Cedar Street and I am vehemently opposed to aircraft departing from Santa Monica Airport turning north before reaching the shoreline (similar to the FAA 250-heading test in 2010 which was a total nightmare.

Please stop this bad bad idea!

Dan Halperin
Cedar Street

Sent from my iDan

1527

Response

1527-01

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

1528

Eileen Tunick

From: Eileen Tunick [eileen.et@verizon.net]**Sent:** Thursday, October 08, 2015 3:23 AM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** no more airport noise!

To whom it may concern:

I am very much against your new proposal for the Santa Monica airport. I have been a resident homeowner in Santa Monica for 35 years.

This plan would require aircraft departing from Santa Monica Airport (SMO) to turn north before reaching the shoreline (similar to the FAA 250-heading

test in 2010 that led to thousands of complaints from Santa Monica residents). It would also allow aircraft to fly lower over residential neighborhoods

and, by reducing delays in jet take offs at SMO, apparently **encourage an increase in jet traffic at Santa Monica Airport (15,000 jet landings and**

takeoffs at SMO in 2014).

Thank you for your attention to this matter.

Sincerely,

Eileen Tunick

1528

Response

1528-01

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

1529

Pamela, Alex, and Evan Zuckerman

From: Pamela Zuckerman [PBandZ@cox.net]
Sent: Thursday, October 08, 2015 3:23 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Metroplex

1529-01

On another note- Orange County compromised with the FAA many years ago to fly the planes at a high angle so they were no so loud for the people below. This deal was set for 50 years and avoided many of the Point Loma residence are concerned over.

From: Pamela Zuckerman [mailto:PBandZ@cox.net]
Sent: Wednesday, October 7, 2015 12:10 PM
To: '9-ANM-SoCalOAPM@faa.gov' <9-ANM-SoCalOAPM@faa.gov>
Subject: Metroplex

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.

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

1529

Response

1529-01

Please see **Topical Response 11 - Point Loma.**

1530

John Sommers

From: John Sommers [john.sommers@cox.net]
Sent: Thursday, October 08, 2015 3:32 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to San Diego NextGen Proposal

1530-01

I am opposed to the NextGen proposal to change the flight path for east bound planes departing San Diego Lindbergh field. The proposal to shift these planes from flying offshore via waypoint LOWMA to flying over the populated neighborhoods of Point Loma is a detriment to our community. I am concerned about the decreased safety of our neighborhood, increased noise pollution, increased air pollution, decreased property values and decreased quality of life.

The NextGen proposal is opposed by the San Diego County Regional Airport Authority, our local Congressman Scott Peters, our Mayor Kevin Falconer, our District Council Woman Laurie Zapf and the citizens of San Diego.

I request that you retain the LOWMA waypoint and continue to route aircraft over the ocean rather than our community.

1530

John Sommers (continued)

John Sommers
3528 Felenon Street
San Diego, CA 92106
(619) 523-8518

1530

Response

1530-01

Please see **Topical Response 11 - Point Loma.**

1531

Madonna Maxwell

From: Madonna Omens [madonna@omens.com]
Sent: Thursday, October 08, 2015 3:39 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: so cal metroplex EA

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 Lorie 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.

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

1531-01

1531

Madonna Maxwell (continued)

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.

1531-01

Questions Related to Health and Safety

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 5th 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 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.

1531-02

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?

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?

1531-03

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.

Madonna Maxwell

1531**Response****1531-01**Please see **Topical Response 11 - Point Loma.****1531-02**Please see **Topical Response 02 - Existing Conditions.****1531-03**Please see **Topical Response 11 - Point Loma.****1532****Marie Baer**

From: Marie [mkbaer1@aol.com]
 Sent: Thursday, October 08, 2015 3:39 AM
 To: 9-ANM-SoCalOAPM (FAA); airnoise@san.org; scott.peters@mail.house.gov
 Subject: New Proposed Flight Route Over Point Loma

Good evening,

Unfortunately I was unable to attend last night's meeting at Liberty Station.

My husband and I bought our home a bit more than 13 years ago. There was absolutely zero jet noise.

1532-01

Now, it is so annoying, I cannot hear my own TV set when planes are taking off. I cannot sleep past 6:30 a.m. 7 days a week.

I was told it was because of airport construction. Really, with only one runway?

Planes just keep creeping down The Point. There is absolutely no reason, and it's been bad for years now.

Now, you want to save fuel??? Return to the flight paths, prior to the airport construction excuse. Go out over the San Diego River.

1532-02

This is an extremely expensive area to live, and we chose our current residence with the flight path in mind. We signed NO documents on noise at the closing.

I had a house in a different area in the late 80's KNOWING I was under the flight path. I signed documents on the db levels at closing. It was a choice I knowingly made.

This is my opinion. Listen to the people living in this area!

Marie Baer
 92107

1532**Response****1532-01**Please see **Topical Response 02 - Existing Conditions.****1532-02**Please see **Topical Response 11 - Point Loma.**

1533

David Smedley

From: david smedley
Sent: Thursday, October 08, 2015 3:42 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex EA

1533-01

I am concerned about safety. The FAA should be as well. Safety primarily means avoiding collisions, but also means avoiding environmental damage. Please put that as your top concern in your analysis. Routing the planes out over the ocean and South of Point Loma for the turns to the East is safer.
Thank you.
David Smedley

EMAIL: dsmedley@sgg-law.com
Please don't make my address/phone public.

1533

Response

1533-01

Please see **Topical Response 11 - Point Loma.**

1534

Barth Hudiburgh

From: Barth Hudiburgh [barthhud@gmail.com]
Sent: Thursday, October 08, 2015 3:49 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex EA

To whom it may concern,

1534-01

I oppose the SoCal Metroplex EA Project. I have lived in Point Loma all of my life. My wife and I purchased our home at 970 Temple Street in Point Loma 35 years ago because of the location and because it was NOT in the flight path.

By allowing the change in the flight path, directing the planes over our neighborhood will cause an increase in environmental, health and safety issues.

Why would you consider a plan that jeopardizes education of the students at several local schools and a university just to save a small amount of fuel?

Why would you consider a plan that subjects more people to cardiovascular, respiratory diseases, including lung cancer, from the air pollution caused by the plane's exhaust?

1534

Barth Hudiburgh (continued)

Why would you want to destroy the beauty of our community, national park, and outdoor living with the noise, pollution and safety hazards with planes flying overhead?

1534-01

We could have purchased a home in the Loma Portal area for far less money but chose to pay more in an area that would not be affected by the planes flying overhead. Now our investment will be greatly diminished and that takes away from our retirement!

Please redirect the planes out over the ocean and not over Point Loma!

Thank you,

Barth Hudiburgh

970 Temple Street

San Diego, CA 92106

1534

Response

1534-01

Please see **Topical Response 11 - Point Loma.**

1535

Bridget Sullivan

From: Bridget Sullivan [sully4235@gmail.com]
Sent: Thursday, October 08, 2015 3:52 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Citizen, formal complaint

To Whom it May Concern,

1535-01

I am a citizen of San Diego who lives in the point loma area. I am opposed to the new changes in the flight path that are to begin in Nov. 2016. I want to make sure that the e.p.a . conducts a study of the flora/fauna and how the effects of multiple airlines flying over sensitive ocean habitat is affected.

I also want to the faa to consider how the increase in noise level will not affect the students of the public/ and private schools in the Point Loma area.,I am opposed to the new Metroplex flight path for San Diego. The cost of this proposal is far greater than anticipated when the citizens of Point Loma file lawsuits against the faa. Please reconsider the changing the flight paths in Point Loma.

Bridget Sullivan

1535

Response

1535-01

Please see **Topical Response 11 - Point Loma.**

1536

Dave Wegmann

From: Lynn Wegmann [daveandlynn@mac.com]
Sent: Thursday, October 08, 2015 3:53 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SOCAL Metroplex Plan Comments

FAA Metroplex Team,

Please review my comments and respond to my questions on the SOCAL Metroplex Plan.

I am concerned about this plan for the following reasons:

1536-01

1. Removal of the LOWMA waypoint for departing flights from SAN DIEGO INTERNATIONAL AIRPORT will cause considerable disruption to residents. It will also disrupt the existing tranquility of the following recreational areas and parks: Sunset Cliffs Natural Park, Cabrillo National Monument and associated tidelands, and Ft Rosecrans National Cemetery. The environmental impact report does not specifically address this issue. The only evidence of consideration of the noise and other environmental impacts is a vague reference indicating that noise levels will increase in these areas by no more than 5dB. As you know, 5dB represents 3.16 times the acoustic energy received. This is a non-trivial increase in acoustic noise levels in residential neighborhoods, state and local parks, and a national cemetery. I respectfully request that the acoustic calculations used to estimate the 5dB noise level increase be provided for review and comment. I also request that assumed current and projected acoustic noise levels in these areas be released for review and comment.
2. It is asserted that the purpose of the removal of the LOWMA waypoint is to save fuel. My fuel savings calculations follow. Request the FAA release their fuel savings calculations for review and comment. It would appear that the \$11 per flight fuel savings is more than offset by the disruptions identified in paragraph one.

Thank you for your time and consideration.

Sincerely,

Dave Wegmann

Burning 737 Fuel burn rate (Gal/hr)	Boeing 737 Fuel burn rate (Gal/min)	Fuel cost per minute at \$3.75/Gal	Fuel Consumed During 2 hr Flight	Cost of fuel during 2 hr flight	Assumed speed during climb/Turn near FT LOWMA	Aircraft speed in miles/min	Assumed distance savings by removal of LOWMA	Flight Time Saved	Fuel Savings
768 Gal/hr	12.8 Gal/min	\$22	1536	3426	250 mph	4.2	2 min	18 sec	\$11.00

1536

Response

1536-01

Please see **Topical Response 11 - Point Loma.**

1537

Ruth Rollins

From: Ruth Rollins [rollinsv@aol.com]
Sent: Thursday, October 08, 2015 3:53 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex plan

1537-01

The following is the statement I presented at the Oct. 6 meeting in Point Loma, San Diego, CA.

What a disappointment. Told nothing we said or presented mattered. In fact we were given the impression we did not matter. We are just inconvenient and unimportant brief delaying factors to the almighty FAA.

Ruth Rollins
 1268 Savoy St.
 San Diego, CA 92107

619-222-9344
 rollinsv@aol.com

1537**Ruth Rollins (continued)**

Oct. 6, 2015

FAA Sirs:

Regarding the proposed take off flight plan over Point Loma;

I have a clear view of flights arriving and departing the San Diego Airport. One day, last year, I see two planes at the same altitude leaving the airport. One, a Southwest flight was turning north and the other was heading directly for my house and did fly overhead.

1537-02

One plane was taking off and the other was landing but the runway was not clear, so the landing plane aborted and headed south to go around again. I was on a flight once when this situation occurred, so I understand aborting the scheduled landing.

If your proposed changes were in effect, where would the second plane go. If it went over my house, it could collide with planes on your new heading.

This is just one of numerous reasons that I oppose the flight path changes.

The noise, the pollution and other health reasons are being stated by many others at this hearing.

Add my name to being totally opposed to your proposals.

Respectfully,

Ruth Rollins
Resident, Homeowner

1537**Response****1537-01**

Please see **Topical Response 13 - Point Loma Public Meeting.**

1537-02

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

1538**Danny Prater**

From: Danny Prater [dandtprater@gmail.com]

Sent: Thursday, October 08, 2015 3:56 AM

To: 9-ANM-SoCalOAPM (FAA)

Cc: Danny Prater; Kalissa 

Subject: San Diego flight path change

1538-01

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.

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.

I am very aware of the potential for serious 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.

1538-02

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....!!!!

Danny Prater
619-952-3549

Sent from my iPhone

1538

Response

1538-01

Please see **Topical Response 11 - Point Loma.**

1538-02

Please see **Topical Response 13 - Point Loma Public Meeting.**

1539

Louis Blum and Snezana Nesic

From: snezana nesic [bikersnez@gmail.com]
Sent: Thursday, October 08, 2015 3:58 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org
Subject: FAA SoCalMetroplex Public Comments

We oppose the proposed changes to flight paths from Lindbergh Field. The benefits appear negligible or non-existent relative to the cost to the community.

At the meeting on October 6, many residents complained about flights flying further south on departure than previously. FAA's staff indicated that this was not related to the SoCal Next GEN program, but the result of "vectoring." The implication, is that waypoints provide a general path, but that planes may be directed away from this path. There seems to be a broad consensus supported by flightpath data that this vectoring has increased dramatically in the past year or so. In light of this fact, please:

- (1) explain what has been done to identify the limits (latitude, altitude, timing, frequency) of such a vectoring based on the proposed new waypoints.
- (2) explain what has been done to determine the frequency of deviations based on vectoring away from the proposed new waypoints.
- (3) explain what, if any, analysis has been done to determine the frequency and latitude of flights over Point Loma resulting from the new waypoint.
- (4) explain what measures have been taken to limit the number of deviations away from strict adherence with the waypoints.

1539-01

Also at the same meeting, it was suggested by FAA staff that the limitations of airplane turning radius dictated that most flights would still pass at or near the tip of Point Loma. The suggestion was, as a consequence, there would be very little difference in the impact to Point Loma. If this is true, please state what consideration was given to maintaining the LOWMA Waypoint, or moving it only slightly north. Please explain the rationale for eliminating the waypoint if its elimination makes little or no difference. If the physics of flight dictate little change to the flight path, what utility is there in eliminating the waypoint?

1539-02

What has been done to study the impact to property values in the neighborhood? Anecdotal evidence indicates buyers are already reluctant or factoring this into their purchase decision.

What has been done to study the impact to recreational use, including use by San Diego residents and tourists of the Sunset Cliffs nature area?

Louis Blum and Snezana Nesic
1214 Moana Dr.
San Diego, CA 92107

1539

Response

1539-01

Please see **Topical Response 11 - Point Loma.** Please also see **Topical Response 02 - Existing Conditions.**

1539-02

Please see **Topical Response 11 - Point Loma.**

1540

Karl E Kliewer, MD

From: karl [kkliwer@earthlink.net]
Sent: Thursday, October 08, 2015 3:59 AM
To: 9-ANM-SoCalOAPM (FAA)
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.

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.

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.

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,
 Karl E Kliewer, M.D.

1540-01

1540-02

1540

Response

1540-01

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

1540-02

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

1541

Patricia McClure

From: Patricia McClure [patricia.mcclure@gmail.com]
Sent: Thursday, October 08, 2015 4:01 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed elimination of the LOWMA waypoint

To whom it may concern:

I would like my comments about your proposed elimination of the LOWMA waypoint to be considered. Your goal is safety, yet elimination of the LOWMA waypoint will increase flights over populated areas, including schools, churches, parks, environmentally sensitive tide pools, local and national parks and a national cemetery. That increases the danger, it does not make anything safer. Your environmental impact study does not include the impact on the tide pools, endangered species on the point, and the Sunset Cliffs Natural Park. I am also concerned about the health impact of breathing air polluted by jet fuel, eating vegetables from the garden covered in soot and fuel debris, and having concentrations of these pollutants running off onto our shoreline every time it rains.

San Diego is a variance airport so it's impact on the people needs to be considered BEFORE the interests of the airport. The actual noise data for a proposed flight path change has not been measured with current devices. Another concern is the potential safety hazard of flights from SAN conflicting with cargo flights out of Rodriguez Airfield in Mexico.

This plan is not an improvement for San Diego, the airport or the residents of Pt. Loma.

1541-01

1541

Patricia McClure (continued)

Patricia McClure
4591 Del Mar Ave.
San Diego, CA 92107

619-222-1847 
patricia.mcclure@gmail.com

1541

Response

1541-01

Please see **Topical Response 11 - Point Loma.**

1542

Robert McClure

From: Patricia McClure [rpcc@msn.com]
Sent: Thursday, October 08, 2015 4:05 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: LOWMA waypoint elimination

1542-01

To whom it may concern:

I would like my comments about your proposed elimination of the LOWMA waypoint to be considered. Your goal is safety, yet elimination of the LOWMA waypoint will increase flights over populated areas, including schools, churches, parks, environmentally sensitive tide pools, local and national parks and a national cemetery. That increases the danger, it does not make anything safer. Your environmental impact study does not include the impact on the tide pools, endangered species on the point, and the Sunset Cliffs Natural Park. I am also concerned about the health impact of breathing air polluted by jet fuel, eating vegetables from the garden covered in soot and fuel debris, and having concentrations of these pollutants running off onto our shoreline every time it rains.

San Diego is a variance airport so it's impact on the people needs to be considered BEFORE the interests of the airport. The actual noise data for a proposed flight path change has not been measured with current devices. Another concern is the potential safety hazard of flights from SAN conflicting with cargo flights out of Rodriguez Airfield in Mexico.

This plan is not an improvement for San Diego, the airport or the residents of Pt. Loma and the public was not informed of your proposed plan in a timely manner.

Robert McClure
4591 Del Mar Ave.
San Diego, CA 92107

619-222-1847
rpcc@msn.com

1542

Response

1542-01

Please see **Topical Response 11 - Point Loma.**

1543

Vicki Wyatt

From: V [lorikeet@cox.net]
 Sent: Thursday, October 08, 2015 4:07 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Flight Path Change Protest

To Whom it May Concern

1543-01

As a Pt. Loma property owner and resident, I respectfully ask that you NOT alter the current flight path. I lived under the flight path in Ocean Beach for years, and made a conscious effort and went to great expense to get out from under it.

I could list numerous concerns - health, property values, noise - but all I can ask is that you reconsider this change. It is unfair to countless people who made a conscious decision to not live under the flight path.

Sincerely
 Vicki Wyatt

1543

Response

1543-01

Please see **Topical Response 11 - Point Loma.**

1544

William Contreras, MD FACP

From: William Contreras [billmailbox@yahoo.com]
Sent: Thursday, October 08, 2015 4:08 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Nextgen SoCal Metroplex

Dear Sirs;

As a resident of the Point Loma community in San Diego, California I request that you reconsider the upcoming plan to eliminate the LOWMA waypoint. Presently, the LOWMA waypoint keeps departing flights flying south over the open ocean clearing the peninsula of Point Loma prior to turning east. The LOWMA waypoint is only about a few miles south of the proposed new routes but removal of it will lead to new air traffic at low altitudes over residential neighborhoods causing increased pollution and safety concerns. Within our community there are several elementary and middle schools, along with a university (Point Loma Nazarene). If, god forbid, an accident occurs, there is the potential for high numbers of injuries and deaths on the ground.

I understand the reason for the removal of the LOWMA waypoint is for the purpose of efficiency and fuel savings. I question, however, how much fuel will be saved if the new departure route causes a tighter turning radius and need for a steeper climb rather than the present only slightly longer route.

Therefore, in order to better understand this issue, I request the following information:

1544-01

1. How many flights per day will no longer pass the LOWMA waypoint before heading eastward?
2. At what altitudes will commercial aircraft be flying when crossing over the Point Loma peninsula?
3. What is the anticipated PEAK noise level of an MC-80 during departure when crossing eastward over the Point Loma peninsula?
4. What is the average fuel cost savings per flight anticipated by eliminating the LOWMA waypoint ?
5. What is the estimated cost, both financially and in lost lives, of a hypothetical commercial airline crash into the residential communities of the Point Loma peninsula?

As safety is the FAA's principle mission , it seems obvious to me that the FAA should consider the risk of increased pollution, and potential for a devastating crash into a residential area to far exceed the benefit of minimal cost saving of elimination of the LOWMA waypoint . Furthermore, maintaining the presence of the LOWMA waypoint would not produce any deleterious effects upon any other communities as it would merely keep the departing flights off land for a slightly longer duration and avoiding flying over residential neighborhoods. I request the LOWMA waypoint remain unchanged due these safety considerations.

1544

William Contreras, MD FACP (continued)

Sincerely,
William Contreras, MD FACP

675 Silvergate Ave
San Diego, CA 92106

Phone:619-523-4937

email: billmailbox@yahoo.com

1544

Response

1544-01

Please see **Topical Response 11 - Point Loma.**

1545

Leonie de Picciotto

From: Leonie de Picciotto [ldepicciotto@gmail.com]
Sent: Thursday, October 08, 2015 4:09 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex Assessment Comments

I oppose the Metroplex Project for the following reasons:

1545-01

1. The 260 departure heading will turn jets before the shoreline to fly over more neighborhoods creating more unhappy residents.
2. The 260 departure heading will also allow unrestricted jet and turboprop departures effectively sealing SMO's role as a jet and turboprop port, bringing with it more noise, pollution and safety risks.

1545-02

3. The Metroplex failed to meaningfully involve the public in its creation; failed to provide discernable and 'quality' Draft EA document 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.

Signed,

Leonie de Picciotto
890 Commonwealth Ave.
Venice, CA 90291

1545

Response

1545-01

The commenter states that the 260 departure heading will turn jets before the shoreline, bringing with them more noise, pollution, and safety risks. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The Proposed Action increases efficiency and safety while reducing complexity. 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

1545

Response (continued)

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.

1545-02

The commenter states that the Metroplex failed to meaningfully involve the public, failed to provide a discernible and quality Draft EA document, and failed to review and propose revisions to the arcane 3-mile separation rule. The FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including an extended public review period, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. A notice of availability of the Draft EA was published in major newspapers throughout the General Study Area. Copies of this notice were mailed to federal, state, and local elected representatives and agency officials. Public workshops were 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. The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. For a description of public involvement conducted for the project, please see Appendix A in the EA, *Agency Coordination, Agency Consultation, and Public Involvement*.

The commenter requests revision of the 3-mile separation rule and that the FAA study alternatives to the 260 heading. The request that the FAA change separations standards under FAA Order 7110.65 does not meet the purpose and need for the Proposed Action and is beyond the scope of the EA. For a discussion of procedure design, please refer to Section 3.2.1 of the EA and the *Design and Implementation Team Technical Report*.

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

1546

Dinah McKean and Col. Dennis R. Hall (Ret.)

From: Dinah McKean [dinahmckean@gmail.com]
Sent: Thursday, October 08, 2015 4:13 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Proposed 'Metroplex' proposed changes

1546-01

As residents of Point Loma (San Diego, California), we strongly condemn the proposed changes to the flight path for departing aircraft from Lindbergh Field, which changes will adversely impact safety, health and the environment by routing eastbound traffic to re-cross the peninsula directly over highly populated residential and heavily trafficked visitor destination areas. The changes will intensify the rain of particulates and noise over the land (instead of the ocean), and will increase the chance of collisions with military aircraft from Naval Air Station North Island.

Has the fact that the southern tip of Point Loma is at the highest elevation in San Diego been considered in bringing additional aircraft so close?

Has the impact to the health of residents been evaluated in any meaningful way?

Has the impact to the health of the environment and wildlife been evaluated?

What specific benefits will result from the proposed changes and specifically who will reap these benefits?

Clearly, Point Loma will not benefit.

Sincerely,
Dinah McKean and
Col. Dennis R. Hall, (Ret.)
829 Tarento Drive, San Diego, CA 92106

Sent from my iPhone

1546

Response

1546-01

Please see **Topical Response 11 - Point Loma.**

1547

Steven R. Smith

From: Smith, Steve [srs@cwsl.edu]
Sent: Thursday, October 08, 2015 4:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex

Attached is a formal comment regarding the Metroplex proposal.

In the event that the attachment does not come through, below is a copy (although the formatting is not preserved).

Please let me know if this comment is received within the comment period.

Thank you.

Steven R. Smith
 839 Sunset Cliffs
 San Diego, CA 92107

October 7, 2015

SoCalMetroplex EA
 FAA
 Western Service Center
 Via: 9-ANM-SoCalOAPM@faa.gov

Formal Comment Regarding the SoCal Metroplex Proposal and Environmental Assessment

Thank you for the opportunity to respond to the proposed change in the San Diego departure plan that is part of the Metroplex proposal. I have the following comments. I would appreciate responses to these concerns.

A. The Environmental/Noise Reports Are Flawed

The environmental/noise studies are flawed and cannot reasonably be relied upon, at least as it relates to the San Diego departures that initially head west, then turn south and then turn east (south/east departures). The environmental reports are not at all user friendly. As best I can discern from the documents you have posted, there are a number of problems.

1. The reports do not appear to rely on real and reliable data about the existing noise levels of departing aircraft in the areas where the real changes in flight paths will occur. The noise monitoring stations are miles away, as set out by the airport on the web site. It was murky in the report how the actual current noise levels near the south end of Point Loma were actually measured for this study. If these current sound levels were just imputed for the study, then any comparison of current and proposed noise levels

would be suspect as little more than projection piled upon projection—just numbers of second and third order projections.

2. There appear to be a number of technical problems with the studies, including averaging day and night departure traffic and not using the most up to date, generally acceptable methodology for measuring sound. Any one of these would be sufficient to reject their conclusions.

3. It appears that the studies take account of the fact that air traffic controllers allow many departing aircraft to fly inside of the waypoint—but may have failed to take it into account in the proposal. That is, they apparently used actual flight paths, which include substantial deviations from the approved path (over LOWMA). There is no reason to think that these substantial deviations from the approved path (discussed below) would suddenly disappear if the LOWMA waypoint were eliminated. Thus, any reasonable study would have to account for those likely deviations from the proposal or explain how these deviations will stop and it was not clear that the environmental analysis did so.

4. The reports did not adequately take account, or any account at all, of the special issues presented by a lengthy stretch of City Park along the western cliffs, a major National Cemetery, a National Monument, a state marine reserve and other especially noise-sensitive areas. Any increase in noise in these areas should have been of special concern, but did not seem to be appropriately considered. Of special note is that the likely deviations from the approved flight path would put flights directly over some of these important areas.

1547-01

1547-02

1547

Steven R. Smith (continued)

1547-02

5. The report essentially ignored the fact that the San Diego Airport Authority is operating under temporary “variance” to Noise Regulations for the California Airports regulations. Any change in the noise associated with the operation of the San Diego airport should, for a variety of reasons, be taken seriously and considered in detail in any environmental noise report. The Airport Authority itself has indicated that the proposed change “may make compliance with the Airport’s existing noise abatement procedures more difficult to achieve.” (See point A.7 below.)
6. The report seems at odds with, and fails to address in a meaningful way, the FAA’s own documents regarding the consequences of noise from the proposal. In its presentation to the San Diego Airport Authority, for example, the FAA said, “It may increase Single Event Noise levels in certain areas.”
7. There has not been adequate consideration of the issue raised by the San Diego Airport that, “The permanent removal of LOWMA may increase these flights [over the Point Loma Community] and move both noise and visual disturbance further to the north of Cabrillo Point....[T]he Authority is concerned that this may make compliance with the Airport’s existing noise abatement procedures more difficult to achieve.” (September 3, 2015 letter) Because this letter was sent only in early September, there might not have been time to respond specifically to that letter. However, given the extreme sensitivity to environmental noise in San Diego (as evidenced by the existence of the Variance), one would expect a thorough environmental noise evaluation to have been aware of this critical issue and have addressed it in some detail.

1547-03

B. A Significant Number of Flights Fly Inside LOWMA or Over Point Loma Now

The public comment meeting on October 7, 2015, sponsored by the Airport Authority at which FAA officials attended included a number of comments, both formal comments from the microphone and informal comments from the audience. These comments suggested that many people believe that the FAA has already started implementing proposed changes regarding the LOWMA waypoint. The FAA officials strongly denied that.

The disconnect between these strongly held positions was puzzling, so I looked at the WebTrac of flights maintained on the Airport Authority’s website at <http://webtrak5.bksv.com/san>. I followed the paths of each of the flights from the time the meeting began (6:00 PM, October 6) until the airport curfew last night (11:00 PM). The results were surprising. There were, by my count, 28 flights in the south/east departure that should have gone over the LOWMA waypoint (this excludes one missed landing that some residents may have mistaken as a departure). The vast majority of these flights went north of that waypoint. A significant majority of them (17 of 28—61%) were so far north as to be over the landmass of Point Loma—that apparently is even farther north than the proposed route. (These routes are based on Slide 7 of the FAA’s presentation to the Airport Authority on July 23, 2015.)

Another reason that some residents may have concluded that the FAA had jumped the gun is that there appears to be some commercial flights (particularly turbo-jets) that do fly over parts of Point Loma in unusual ways. (Perhaps PCM8707 at 7:07 AM this morning was an example.)

Below is a summary of the flights I noted. The “Land Mass” refers to the southern portion of the peninsula (all, of course, went over the northern part upon initial takeoff). It is not specifically noted on the table, but a few of these flights were well into the land mass.

Flights Going South and Then East October 7, 2015, 6:00 PM-11:00
(Flights are listed by approximate time of crossing over Point Loma)

1547

Steven R. Smith (continued)

Flights NOT Flying Over Point Loma Land Mass	Flights FLYING OVER Point Loma Land Mass
6:06	6:32
7:04	6:58
7:43*	7:01
9:12	7:29
9:30	7:30
9:32	7:33
9:38	7:38
9:53	7:46
9:59	8:12
10:33	8:16
10:39	8:35
	8:52
	8:56
	9:06
	10:02
	10:09
	10:24

1547-03

*This flight was too close to call, but included as NOT flying over.

Note that most of the flights listed as NOT going over Point Loma were north of the existing flight path as set out by the FAA in Slide 7 (see above).

These data are anecdotal in the sense that they are one evening, which happened to be the night of the FAA meeting and may not be representative of every evening. The FAA presentation to the airport (Slide 7), however, when examined carefully, suggested that a meaningful number of flights are going north of the existing flight path/waypoint and even over the land mass of Point Loma.

I take the FAA at its word that it is not implementing the proposal. Yet, something significant is going on. For whatever the reason, last night a majority of the flights acted as though the new plan were in effect, and the FAA's Slide 7 confirms that it is not a rare occurrence. (This seems unlikely, but if Slide 7 does not present the actual existing and proposed plans, that should be clarified.)

The FAA—or perhaps the Airport Authority—seems unable or unwilling to control sufficiently its air traffic controllers and the airlines. They are not adequately adhering to the existing flight paths, and in particular, they are not preventing significant departures northward over the land mass of Point Loma.

This has special meaning for the proposal to move the flight path farther north. There is no strong reason to think that the FAA, air traffic controllers, airlines and airport will be any better than it is now in enforcing the flight path. However, deviations northward from the proposed path would move the flights even closer to Point Loma Nazarene University, populated areas, and national/state/city park areas. This represents a significant environmental matter as well.

C. San Diego Presents Special Circumstances

1547-04

Every metropolitan area presents its own circumstances of population, environment and geography. The southern Point Loma area certainly represents some special concerns. The proposal would almost certainly increase flights over heavily used national and local treasures. For example, the Cabrillo National Monument, Fort Rosecrans National Cemetery and Cabrillo State Marine Reserve would all suffer from the more northern flight path. There are other tender environmental areas, as well as a university and populated areas that would be noticeably affected. These special circumstances do deserve some attention.

A particular circumstance that deserves the most careful review is the fact that the San Diego Airport Authority is operating under a Variance from the California Noise Standards. A great deal of money and effort has gone into reducing the noise level in Point Loma and elsewhere to acquire this variance. The variance is not permanent and we have to reapply for it. Given these circumstances, any increase in the noise from the airport is inappropriate and an unnecessary risk. This creates special conditions that make the template of the environment study too narrow, even if it had been done more appropriately.

1547

Steven R. Smith (continued)

Conclusion

Thank you for the opportunity to comment on the proposal.

For all of the reasons noted above, I urge that the FAA:

1. not rely on the existing, flawed noise/environmental studies, and
2. withdraw from consideration any version of the proposal that would bring departing flights (that head south and then east) any closer, at any place, to the land mass of Point Loma after the initial takeoff across Point Loma.

The current process and discussion has also revealed that there are substantial deviations from the current FAA flight path. It is reasonably clear that these are not associated only with emergencies, local weather or the like. Whether because of FAA policy, air traffic controller deviations from policy, airline pressure, or Airport Authority decisions, these should be curtailed. I urge that the FAA immediately begin an inquiry to the causes for this problem.

1547-04

Finally, it would be helpful to consider how the process involved could be improved.

1. I personally have found many of the documents very hard to follow and confusing; they certainly are not user friendly. Surely there must be a better way to present important information.
2. There was too much reliance on constructive notice and too little on actual, effective notice of what was in the process of happening.
3. The failure of the Airport Authority to offer more timely and attention-getting information to the public about changes of this magnitude was unfortunate. We count on them not only to run the day-to-day operation of the airport, but to be the community's eyes and ears (along with technical expertise to know what is really going on). Given the sensitivity to noise in this area and the variance issue, they should have been sounding the alarm in a vivid way. Our early warning system did not work. As a result, the meeting last night was unnecessarily emotional and not as helpful as it might have been.
4. Regarding that meeting, whatever the legal impediment is (and it was not clear what the law was that prohibits this) to answering simple questions from the public, it might profitably be re-examined. It is distressing to see experts sitting there, unable to answer reasonable inquiries. I felt bad for our visitors who could not use their expertise, and also for the resulting ill feelings from my neighbors that were expressed too often last night.

1547-05

In short, surely the process can be improved and I hope it will be.

Thank you again for the opportunity to respond.

Sincerely,

Steven R. Smith
839 Sunset Cliffs
San Diego, CA 92107

619-223-4747
ssmith@cwsl.edu

cc: San Diego Regional Airport Authority

1547**Response****1547-01**

The commenter mentions 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.

The commenter disputes that the EA is based on real and reliable data about existing noise levels. As described in Section 2.2 of the *Aircraft Noise Technical Report*, radar flight tracks were used in the analysis to model typical flight routes and flows. Please see Section 3.2, *Alternatives Overview*, within the EA.

To assess the environmental impacts of the proposed action, the FAA used the required noise model, the NIRS model, which utilizes assumptions as described in Section 5.1.2 of the EA to compare future conditions under the No Action and Proposed Action Alternatives. The criteria for determining the impact of changes in aircraft noise is the DNL metric as required in FAA Order 1050.1E. Please see Appendix E, *Basics of Noise*, of the EA for further discussion.

1547-02

Please see **Topical Response 11 - Point Loma**.

1547-03

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

1547-04

Please see **Topical Response 11 - Point Loma**.

1547-05

Thank you for your comment.

1548

Cynthia Weir

From: Cynthia Weir [colettw56@aol.com]
Sent: Thursday, October 08, 2015 4:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: The Metroplex Proposal

There certainly appeared to be an effort to "fly under the radar" on this issue! Though some minimum standard of notification may have been met, the vast majority of impacted residents and businesses were unaware that a change of this import to us was being recommended. I do wonder how those conducting this Environmental Assessment and making the recommendation to allow air traffic over more neighborhoods would feel if their families and homes were going to be affected in this manner, and they were given minimal notice and time to comment!

Two key issues are not being adequately addressed: SAFETY (flying aircraft over more people = more potential for disaster) and PROPERTY VALUE (unnecessarily putting more homes under the flight path = reduced ability to attract buyers and loss of property value).

My husband and I purchased our home in Point Loma almost 3 years ago. We looked for 5 years in all areas of the Point, including those under the flight path. We could have spent far less there for a far bigger, nicer home, but did not want to deal with safety concerns, pollution and noise from the aircraft, and related property value issues. So we chose another area and paid much more. We are somewhat affected by North Island, but planes do not fly right over us and flights are intermittent. As any real estate agent in Point Loma can attest, **adding jet flights over our neighborhood will mean an instant and permanent devaluation of our property. How will we and our neighbors be compensated?!**

1548-01

More importantly, the safety of our neighborhood will be compromised. *I have lost both my father and my aunt and uncle in separate plane crashes.* This gives me a unique perspective on the pain and devastation caused by such accidents. If the FAA's focus is on "Safety and Efficiency", I'd like to know where safety is being addressed in this recommendation! Why would the FAA choose to allow a tight turn over the peninsula, flying right over even more residents, schools, a University, parks, beaches, when a water route is already in use and less impactful? **Planes can and do go down, as we San Diegans vividly remember (PSA flight 182). Here in San Diego, unlike most major airports, we have the option to leave the over water route as is, and avoid more residents, workers, etc. Should fuel savings really trump human beings?**

Cynthia Weir
311 San Antonio Ave.
San Diego, CA 92106

Sent from my iPad

1548

Response

1548-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 03 – Comment Period Extension**.

1549

John Reaves

From: John Reaves [john@lawreaves.com]
Sent: Thursday, October 08, 2015 4:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: John Reaves
Subject: Opposition comments to the NextGen/MetroPlex proposal

My name is John Reaves. 320 San Elijo Street, San Diego, CA 92106. 619-525-0035 . I live in the La Playa, bedside section of Pt. Loma near the military base. I have lived here 11 years and in Pt. Loma nearly 20 years.

I am opposed to the proposed NextGen/MetroPlex proposal for several reasons.

Reasons for Opposition:

- 1) I received no notice from the FAA about the proposal. I live in an area over which planes may fly if your proposal is approved. Currently they are not supposed to fly over my house. I first learned of the proposal through local community opposition in 9/15. Thus, due process is lacking.
- 2) You have not considered the cumulative impacts of noise on the Pt Loma neighborhood(s). Over the last 11 years, the Naval base both on Pt. Loma and North Island have increased their noise output. In particular, during the past half year, the helicopter frequency and noise along the Bay and very near our house, and revving of engines during maintenance on North Island, have added considerable noise and made it difficult on some occasions to leave windows open. Why add a huge noise burden when it is unnecessary, particularly when Pt. Loma is already shouldering a large noise burden as our military has beefed up helicopter training out of North Island and consolidated helicopters here from other bases? Your Environmental Assessment (EA) does not even mention, much less discuss, the existing noise problems, military flights and noise, threats to military aircraft, or how your proposal adds to the noise and congestion.
- 3) Opponents claim planes might save 3-5 dollars by shaving off a couple minutes of the flights. However, the cost to our neighborhoods is huge, including greatly diminished peace and quiet and likely substantial loss in property values. I, for one, will move rather than have to live with regular plane traffic overhead or nearly overhead. Why cause these impacts and upheaval? to save literally less than five bucks per flight? I would opt for one less packet of peanuts over this.
- 4) Others have voiced concern about increased air pollution dropping on us and safety concerns, such as an accident or possible loss of materials in the event of a mishap, where people live and go to school. I share those concerns.
- 5) You have heard complaints about planes already ignoring the LOWMA, which I, too, have personally witnessed. If LOWMA is removed, why would there not be continued, chronic violation of whatever new loose flight path restrictions you propose? More importantly, by removing the southwest LOWMA, your proposal would seem to expressly permit planes to cut across almost the entire coastline of Pt. Loma, depending on how sharp they make their turn. Is that an accurate interpretation? That will wreak Pt. Loma. Where does the impacted quality of life factor into your analysis? I could somewhat understand a proposed flight pattern change that actually is needed for the safety of the planes, crew, and passengers, such as adding space to a tight entry by skyscrapers, but your proposal has nothing to do with safety. Thus, there is no need based on safety, and any claim of financial savings as the sole benefit is de minimus and inconsequential, especially relative to the harm imposed on residents and visitors to the popular area, including tourists to Cabrillo National Monument or people bereaving lost ones at Rosecrans National Cemetery. Where do you factor in the costs to the affected neighborhoods, tourism, the local economy, and diminished quality of life, health, property values, and safety?

Thank you for considering these and all the other issues of concern from the people of Pt. Loma and San Diego. Please drop the proposed new flight pattern. It does not suit the needs of San Diego or add any safety value. It only adds considerable burdens to our community and hits hard at our already eroding quality of life.

Sincerely, John Reaves

1549

Response

1549-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 03 – Comment Period Extension**.

1550

Judith E. Coker

From: Judith at Berkshire Hathaway [moomooski@yahoo.com]
Sent: Thursday, October 08, 2015 4:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal metroplex project objections

Dear FAA,

My name is Judith Coker and I live at 1021 Scott Street, Unit 206, San Diego, CA, 92106 and I am an attorney and real estate broker, specializing in Point Loma.

1550-01

At the meeting last evening October 6, 2015, at Liberty Station, the FAA representatives seemed to truly believe the graphics they displayed regarding current flight patterns accurately reflect reality. Present at the meeting were over 500 residents and all who spoke about the issue stated that flights are greatly deviating from the current authorized routes. In other words, commercial planes are already taking short cuts over Pt. Loma even though the authorized flight path has not changed yet. There seems to be very little redress for the complaints of citizens regarding this problem.

1550-02

When you are evaluating the risks versus benefits, PLEASE take into account that planes already wrongfully shortcut their path. The draft EA is woefully inadequate on many fronts: the reliance on inaccurate models instead of actual flight paths, the affect on invaluable sites such as Pt. Loma Nazarene University, the natural environment, Cabrillo National Monument, Fort Rosecrans and Sunset Cliffs.

1550-03

Safety should be your biggest priority. With little benefit, this change increases the potential danger, noise, and pollution for the Point Loma community. This is a significant quality of life issue for thousands of residents. Is the relatively minor savings worth the negative affects? If we are to believe your models, the actual fuel saving is minimal. If you were to accept the reality of actual flight activity, you'd see that those savings must be happening now. Please don't make it worse by approving the proposed changes, thus allowing the airlines to be even more bold in their criss-crossing of Point Loma, its neighborhoods and irreplaceable natural beauty.

1550-04

Just to make it perfectly clear: What part of the EA takes into account the current deviation of flight paths? How can the EA serve its function if the analysis is based on erroneous assumptions? Thank you.

Sincerely,

Judith E. Coker,
Broker Associate
Berkshire Hathaway HomeServices California Properties
1221 Rosecrans Street
San Diego, CA 92106
brokercoker@gmail.com

(619) 708-2454

1550

Response

1550-01

Please see **Topical Response 13 - Point Loma Public Meeting**.

1550-02

The commenter suggests the model is inaccurate because it does not rely on actual flight paths. 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. The NIRS modeling incorporated empirical data in the form of radar data as part of the analysis process. The frequency, altitude, location, 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. 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).

The commenter also asserts that the Draft EA is inadequate because it does not assess invaluable sites such as Pt. Loma Nazarene University, the natural environment, Cabrillo National Monument, Fort Rosecrans, and Sunset Cliffs. The FAA-approved NIRS noise model used grid points to calculate and evaluate noise throughout the entire General Study Area which covers noise sensitive areas such as educational institutions. Please see Sections 2.3, 2.4, and 2.5 of the *Aircraft Noise Technical Report* for more details.

As discussed in Chapter 5, the Proposed Action, when compared to the No Action Alternative, would result in no significant environmental impacts within the General Study Area, including Cabrillo National Monument and Sunset Cliffs Natural Park. Please see Section 4.3.1.1 of the EA for a description of the noise analysis methodology related to historic and 4(f) properties.

Please see **Topical Response 11 – Point Loma**.

1550-03

Please see **Topical Response 11 - Point Loma**.

1550-04

The commenter asks what part of the EA takes into account the current deviation of flight paths.

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

1550

Response (continued)

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.

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. The NIRS modeling incorporated empirical data in the form of radar data as part of the analysis process.

The frequency, altitude, location, 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. Radar data was used in the environmental analysis for the No Action and Proposed Action Alternatives.

1551

Pamela Kirst

From: Pamela Kirst [drpamelakirst@gmail.com]
Sent: Thursday, October 08, 2015 4:22 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Air traffic in Westdale Trousdale tract

I am writing to express my deep concern about plans calling for routing air traffic through my neighborhood. I live at 3206 Corinth Avenue, 90066, and I understand that plans are to continue an increased pattern of LAX air-traffic through our area, causing noise pollution, a drop in property values, and a negative impact on the air quality. I vehemently object to this proposal.

1551-01

When I moved to this area 5 years ago, I made a thoughtful, considered choice to avoid purchasing a home in an area with overhead airplane traffic. I am aware that during the past year, we have experienced an increase in such airspace activity and am quite concerned about it. I now learn there is a plan afoot to continue and perhaps increase the traffic, due to a change in plane-approach-plans to LAX. As a tax-paying homeowner with an asthmatic son, I strenuously object to these plans!

Pamela Kirst
 3206 Corinth Avenue
 LA 90066
 310 208 1144

1551

Response

1551-01

The commenter expresses concern about plans calling for routing air traffic through their neighborhood and an increase in LAX air traffic through the area. 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, with or without the Project. 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 also states that during the past year they have experienced an increase in such airspace activity. Please see **Topical Response 02 – Existing Conditions** for more information.

1552

John C. Bauer

From: John Bauer [ballastpointelabs@gmail.com]
Sent: Thursday, October 08, 2015 4:22 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Air Noise; sherrilightner@sandiego.gov; loriezapf@sandiego.gov; Sheila Bauer; John Bauer
Subject: Nextgen SoCal Metroplex and current takeoff changes

To all:

I am a long-term resident of Point Loma, first living under the jet noise in northern Ocean Beach (1976), and for the past 21 years, living at **4635 Tivoli St, San Diego, CA 92107**. For as long as we have lived at our current address we been spared the noise from the airport. Over the past several weeks, that has changed. Planes are now taking off with a more southerly vector, and the noise level, and frequency of flights, has increased to the point that my wife and I have discussed selling our house. Not a small decision for us, as this is where we raised our three children. This neighborhood was quite, and compared to areas under the jets, requires more from ones paycheck to live in. This is a middle class neighborhood, where everyone votes and most parents work. Collectively, we believe that the government must be responsive the public.

1552-01

I attended the FAA meeting last night at Liberty Station, and was dismayed to hear from the FAA speakers that there has been no recent changes in flight take off patterns. This is clearly not factual. So, I must ask, if the FAA would deny what is obvious to those who have, until recently, not been subjected to the jet noise, why would I expect them to be honest regarding Nextgen SoCal Metroplex?

1552-02

The current flight path changes, if they continue, will (a) decrease our property values, (b) decrease local air quality, (c) dramatically increase noise pollution, (d) decrease the quality of our lives, and (e) will result in long-term resident departing the area. As a biologist, I am aware of the health issues linked to air quality and noise pollution. As a home owner, no one has to explain to me the economic impact of having my largest asset decrease in value. I ask myself, and I am asking each of you, if the current iteration of the Nextgen SoCal Metroplex proposal is implemented, how will this further exacerbate the aforementioned damages?

1552

John C. Bauer (continued)

Having recently had the unpleasant experience of dealing with CALTRANS on a project that impacts some of our research at the University of California, San Diego, I have also learned that infrastructure projects are often implemented by bullies. I expect that this also applies to the FAA, and the Nextgen SoCal Metroplex proposal. Last night, the FAA representatives explained that the average decibel (noise) level would not change. As a scientist, I know that when you are asking the question, "if I change a variable (in this case, flight paths), will there be an impact?," you must also use the correct measurement tools, and the correct analytical approach. If you knowingly do not use the correct measurement tools and the correct analytical approach, this is regarded as fraud.

Thus, I ask you the following questions:

(a) What is the projected decrease property values, what is the validated model that was used, and how will home owners be compensated?

(b) How will the decrease local air quality impact our health, how will this be monitored and how will those subjected to increase pollution be compensated?

1552-02

(c) How will the dramatic increase noise pollution impact our health, how will noise pollution be monitored (of course using proper equipment and analysis), and mitigated in a manner that does not require resident to have their windows closed all of the time?

(d) What is the economic value that you are associating with the decrease the quality of our live

Sincerely,
John C. Bauer
4635 Tivoli St, San Diego, CA 92107

1552

Response

1552-01

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

1552-02

Please see **Topical Response 11 - Point Loma.**

1553

Seija Gerdt

From: Seija Gerdt [seijagerdt@yahoo.com]
Sent: Thursday, October 08, 2015 4:26 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Aircrafts

1553-01

For the aircrafts to turn north before the ocean pollutes more neighborhoods than flying straight to the ocean.
Unbelievable plan.
Seija Gerdt

Sent from my iPad

1553

Response

1553-01

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

1554

J. Newman

From: Newman, Joanne [jnewman@maharam.com]
Sent: Thursday, October 08, 2015 4:26 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA SoCal Metroplex/Nextgen proposed changes to air traffic routes San Diego/Point Loma

To whom it may concern,
 I am a Point Loma native of over 60 years. I am concerned about the proposed changes to the flight path for departing planes from SAN. On page 4-4 of the EA it is stated that the changes should not affect loss in community tax base. The homes south of the existing flight path are generally in higher demand and hold higher value resulting in higher property taxes collected by the city. With increased flights over this area as proposed, home values will likely decrease and community revenue with it. Has this been taken into consideration?

1554-01

On page 4-14 it is implied that parks that are quiet zones will be respected as such and I want to know if the planners took into consideration the 68 acre Sunset Cliffs Natural Park and the Cabrillo National Park that the proposed changes will fly directly over? Cabrillo National Monument is one of the most visited National Parks in the country. Visitors come from all over the world to enjoy the panoramic view and serenity of this spot. Sending planes over this area will negatively affect the attraction and enjoyment of this region which in turn may negatively impact tourist revenue. Has our tourist industry been taken into consideration?

www.nps.gov/cabr/faqs.htm

It is unfortunate that this has come up at a time when the local airport has continued to abuse the flight paths under the "temporary" exceptions granted them during construction. The construction is done but the abuse continues. Residents are weary and untrusting as we take the brunt of the noise and pollutions from the planes.

Thank you for reviewing my questions and concerns. I look forward to your reply.
 J. Newman

1554

Response

1554-01

Please see **Topical Response 11 - Point Loma.**

1555

Linda Hudiburgh

From: Linda D. Hudiburgh [lindahud@pacbell.net]
Sent: Thursday, October 08, 2015 4:32 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex EA

To whom it may concern,
 I oppose the SoCal Metroplex EA Project. I have lived in Point Loma all of my life. When I first started looking for a home of my own, my father always said "the three most important things to think about when buying a home is location, location, location!" My husband and I purchased our home at 970 Temple Street, in Point Loma, 35 years ago because of it's location and because it was NOT in the flight path!
 By allowing the change in the flight path, directing the planes over our neighborhood will cause an increase in environmental, health and safety issues.

1555-01

Why would you consider a plan that jeopardizes education of the students at several local schools and a university just to save a small amount of fuel?
 Why would you consider a plan that subjects more people to cardiovascular, respiratory diseases, including lung cancer, from the air pollution caused by the plane's exhaust? It has been less than four years since I was diagnosed with breast cancer and after the removal of both breasts and some of my lymph nodes, I will live the rest of my life with a compromised immune system. Now I have an even greater concern for my life because of the pollutants being forced upon me, my family and my community!
 Why would you want to destroy the beauty of our community, national park, and outdoor living with the noise, pollution and safety hazards with planes flying overhead?
 My husband and I could have purchased a home in the Loma Portal area for far less money but chose to pay more in an area that would not be affected by the planes flying overhead. Now our investment will be greatly diminished and that takes away from our retirement!
 Please, redirect the planes out over the ocean and not over Point Loma!
 Thank you,

Linda Hudiburgh
 970 Temple Street
 San Diego, CA 92106

1555

Response

1555-01

Please see **Topical Response 11 - Point Loma.**

1556

Alin Maxon

From: A-Maxon [amax@cox.net]
Sent: Thursday, October 08, 2015 4:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego FAA proposed modification inquiry

As a resident in the impacted area I have several questions I would like to have answered
My contact information follows
Alin Maxon
4364 Hill St
San Diego CA 92107 amax@cox.net

Please address the following

1556-01

What does the environmental impact study indicate will be adversely impacted?
If there is not an environmental impact study – why?

1556-02

Areas of particular concern include: The beach area, the college land, shoreline and cliffs the national cemetery and the national park, the tide pools, property noise, various species, property values are some of the items I would like to hear about from the FAA – what are the projections, findings, risks and options?

1556-03

This is proposed to save airlines money is that right?
This is eminent domain of the sky – is that right?
What is the procedure to fight against this decision or proposed change?
What is needed to get attention from the FAA since the public meeting was such a ridicule with no comments recorded, questions answered or response given?

I look forward to hearing from you and appreciate your attention to the issues and questions I have raised. I assume that I am not alone in this inquiry and perhaps you will provide additional information in some sort of report to respond to our neighborhood, environmental, economic and various other concerns.
Sincerely
Alin Maxon

1556

Response

1556-01

The commenter asks what the environmental impact study indicates will be adversely impacted. They also ask, if there is not an environmental impact, why not.

The Environmental Assessment was prepared in full compliance with the FAA's NEPA implementing regulations set forth in FAA Order 1050.1E. 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.

1556**Response (continued)****1556-02**

The commenter has identified areas of particular concern and requests the findings, risks and options related to those areas. Please see response to Comment 1556-01.

1556-03

The commenter asks if the Project is supposed to save airlines money, about eminent domain of the sky, the procedure to fight against this decision, and what is needed to get attention from the FAA. Please see Section 2.1 of the EA for a discussion of the purpose and need for the Proposed Action, which does not include saving airlines money. It is unclear what is meant by "eminent domain of the sky" since, as discussed in Section 2.4 and Chapter 5, neither the Proposed Action nor the No Action Alternative would involve land acquisition or physical changes to the environment resulting from ground disturbance or construction activities. 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 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. Efforts included issuance of notification of the preparation and availability of the Draft EA, 11 public workshops and a 120-day comment period. Please see Appendix A of the EA for a discussion of the public outreach conducted for the project.

1557

Tim Hawk

From: Tim Hawk [TimHawk6@hotmail.com]
Sent: Thursday, October 08, 2015 4:38 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment on Proposed Changes to Flight Path Departure Routes from San Diego, Point Loma

FAA: Re: Metroplex, San Diego, Point Loma

1557-01

It doesn't appear that the FAA is talking to the Navy. My source indicates that the Commander at the Navy's North Island Air Facility, just across the San Diego bay straights to the east of Point Loma, will not permit its aircraft to travel over the Point Loma peninsula because the Navy has massive jet fuel storage tanks on the Point Loma peninsula near the Naval Base on the peninsula and near the many homes in the wooded area of Point Loma peninsula. The fear is that if there was a plane crash into or near the storage tanks, there would be a horrific catastrophe that would destroy the Naval Base and many homes with tremendous loss of life.

1557-02

Also, is the FAA talking to the National Park Service about flying over one of the most special national parks in the USA, the Cabrillo National Park? The environmental impact would be dreadful to the parkland and the tide pools, etc.

Finally, the FAA should follow its mission, which is to protect the health and safety of the American people and communities, not to protect the bottom lines or economic interests of private sector airlines at the expense of our Point Loma community. Furthermore, to institute this proposal would be an economic taking from the Point Loma community members by the FAA to be given to the airlines. This is just plain wrong. People invested in their Point Loma homes based to a large degree on where the old or existing flight paths lay. To change the flight paths now, after Point Lomans careful investment amounts to economic theft.

1557-03

Do not go forward with the proposal to eliminate the waypoint LOWMA currently in existence to the south of the southern tip of Point Loma.

Tim Hawk, 1116 Alexandria Drive, San Diego, CA 92107

1557

Response

1557-01

Please see **Topical Response 11 - Point Loma**.

1557-02

The commenter asks whether the National Park Service was contacted by the FAA. As discussed in Appendix A of the EA, the FAA initiated contact with the National Park Service with issuance of the Notice of Intent to prepare a Draft EA. 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. To facilitate dialogue with the National Park Service, the FAA met with National Park Service representatives during the public comment period. The National Park Service also submitted a comment letter on the Draft EA which has been incorporated into Appendix A. Please see Appendix A for a discussion of outreach conducted for the EA.

1557-03

Please see **Topical Response 11 - Point Loma**.

1558

Terri Mathes

From: Teresa S. Mathes [tmathes@tmathesconsulting.com]
Sent: Thursday, October 08, 2015 4:41 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: response to Metroplex Plan

I am writing in response to the proposed plan to alter flight paths from San Diego's Lindbergh field, specifically the removal of Waypoint LOWMA. Making this response is my First Amendment right and I request that no personally identifying information be made public. Furthermore, I consider the FAA's warning that my "name, address, phone number, email address, or other personal identifying information... may be made publicly available at any time" to be a form of intimidation.

The Metroplex Plan is environmentally unsafe, both in terms of immediate impact and in terms of contingent possibilities. In the short term, jet fuel exhaust which currently disperses over the Pacific will settle over dry land and will build up to even greater concentration over dry land in San Diego's arid climate, creating highly concentrated pollution in run-off water during storms as well as affecting ground water. Residents already experience blackened foliage & exhaust grime on exterior walls, even at the southern end of the point, where we are currently still protected from low-flying aircraft. Allowing flights to traverse Point Loma means planes will dump even greater concentration of exhaust on the area, ruining habitat and exposing inhabitants to carcinogens in their own homes.

The project's claim that it would not result in any ground disturbance reflects no awareness of the area affected. A quick review of any local real estate site will illustrate the drop in property values beneath the existing flight path. Point Loma real estate agents routinely use the "south of Canon" marker to designate property unaffected by airport traffic. The reason for this marker is directly related to noise from aircraft passing overhead.

Finally, the most disastrous environmental effect would occur in the event of an accident. The carnage of the PSA crash over North Park in 1978 should serve as a reminder of the dangers of urban approaches--22 homes destroyed, 7 residents killed, scores injured and 4 city blocks riddled with wreckage. As the FAA surely knows, the most likely times for an airline accident are take-off and landing. Why would the FAA deliberately reroute take-off to expose more population? A crash over a population-dense, high-property-value area with a national military monument would create an environmental disaster on scale New York City's fallout after the building collapses on 9/11.

We in San Diego are aware that the FAA is already considering modifications to the plan in other areas, and we see no reason to inflict the Metroplex Plan on our population merely to save fuel costs, which are already passed along to ticketed travelers. We are notifying our elected officials of our concerns.

Terri Mathes
 880 San Antonio Place
 San Diego, CA 92106

619-955-5277

1558

Response

1558-01

Please see **Topical Response 11 - Point Loma.**

1559

David B. Gee

From: David Gee [webeggee@gmail.com]
Sent: Thursday, October 08, 2015 4:47 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Path Changes

To whom it may concern:

1559-01

I have resided in my home to the south of the Lindbergh Field departure path for 42 years. I have not been exposed to the environmental impact, noise pollution and safety hazards that will exist if the existing flight path is altered. As a retired attorney, I assure you I will pursue all legal means of stopping the proposed flight path changes and recovering the enormous financial damages resulting from this ridiculous action.

Sincerely,
David B. Gee

619 985-3283

1559

Response

1559-01

Please see **Topical Response 11 - Point Loma.**

1560

Dave McCallum

From: David McCallum [davemccallum@me.com]
Sent: Thursday, October 08, 2015 4:50 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path Change Point Loma

1560-01

The shortsighted plan the FAA proposes does little more than benefit the commercial airline infrastructure, saving millions of dollars for the airlines at the price of those that live in the Point Loma community. Please do not continue to pursue this shortsighted proposal at the expense of the surrounding neighborhoods.

I'm confident that if you or your family were located in this community you would also have the same concerns for the impact on your quality of life.

We live in Point Loma and are located approximately 4 miles south of the airport. It's 9:40 pm and even with earphones in I can hear the constant drone of departing aircraft. I can only imagine what your proposed changes will bring?

As a licensed pilot and 25 year member of AOPA, I request you listen to and respect the wishes of the surrounding community. This is not what anyone in this community signed up for when we moved here.

Please don't make this another example of our government officials failing to listen to the public that they serve. Make your decision based on what's best for the public interest not private interests!

Respectfully,

Dave McCallum
3840 Talbot St.
San Diego, CA 92106

1560 Response

1560-01 Please see **Topical Response 11 - Point Loma.**

1561 Lori Jones

From: Lori Jones [cato1020@yahoo.com]
Sent: Thursday, October 08, 2015 4:51 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: No more flights over Ocean Beach

1561-01 Don't fly any more planes over the beach area.
Way too loud, can't hear each other speak.

Ocean Beach resident.

Sent from my iPhone

1561 Response

1561-01 Thank you for your comment.

1562 Deborah Thompson

From: deborah thompson [deborahthompson1@yahoo.com]
Sent: Thursday, October 08, 2015 4:54 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Air Noise
Subject: Question re Social Metroplex

1562-01 Exactly how much money, per plane flight, will the elimination of waypoint LOWMA save?
Doesn't most of that savings accrue to the airline companies?
Isn't that cost then shifted to the people living under these flight paths in terms of noise, pollution and decreased safety?

Thanks,

Deborah Thompson
675 Silvergate Ave
San Diego, CA 92106

1562 Response

1562-01 Please see **Topical Response 11 - Point Loma.**

1563

Deborah Thompson

From: deborah thompson [deborahthompson1@yahoo.com]
Sent: Thursday, October 08, 2015 4:56 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Social metroplex questions

1563-01

Isn't the goal of these "efficiency changes" to SAN airport to increase overall numbers of arrivals and departures out of this tiny airport?

Deborah Thompson
675 Silvergate Ave
San Diego, CA 92106

1563

Response

1563-01

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

1564

Steve Crow

From: Stephan [sm.crow@cox.net]
Sent: Thursday, October 08, 2015 4:57 AM
To: airnoise@san.org
Subject: Airplane noise complaint 9:57pm 10.07.15

1564-01

Very loud low flying plane now!

too loud, too low!

When are you going to respond to this complaint? Who will be responding to this complaint?

Steve Crow
92107

1564

Response

1564-01

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

1565

Sue Martin

From: Sue Martin [sue.martin.ptloma@gmail.com]
Sent: Thursday, October 08, 2015 4:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to NextGen proposal to delete the LOWMA waypoint

Commissioners of the FAA:

I strongly urge the FAA to reconsider the proposed change in flight pattern, deleting the LOWMA waypoint for the following reasons.

1. **The ONLY charter of the FAA is to ensure public safety.** The current flight pattern for eastbound flights takes aircraft out over water and around the tip of Point Loma (LOWMA) then over a sparsely populated area of the Silver Strand as it leaves the metropolitan area.

2. The NextGen proposal takes flights over populated areas by turning sooner and crossing over Point Loma twice (takeoff, then the turn east). **This reduces public safety.** The turn east may take planes over Naval installations on Point Loma, a college, many residences and Cabrillo National Monument, the most visited national monument in the United States.

Everyday I see and hear some planes taking this new route. The impact is considerable. The safety of the public you are charged to protect is jeopardized by some very questionable calculations of fuel saved.

I have three questions: 1) At what altitude will planes fly when the turn is made to head east. What is the estimated decibel level at that point? 2) At what altitude will the planes be at when they cross back over Point Loma? And what is the predicted decibel level? 3) Some aviation experts have pointed out that making the sharp turn will require extra fuel which will cancel the savings of the NextGen proposal. Please comment.

In summary, the pattern change is in direct opposition to the FAA charter and I strongly urge the FAA to maintain the current LOWMA waypoint.

Sue Martin
 4589 Adair Street
 San Diego, CA 92107

1565-01

1565

Response

1565-01

Please see **Topical Response 11 - Point Loma.**

1566

Shoni Blevins

From: Shoni Blevins [shonipsd@yahoo.com]
Sent: Thursday, October 08, 2015 4:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Lindberg Airport Flight Plan

To FAA

We have listened to FAA disclosure of 5% Decibels with five percent increase in average Decibels: This might be deceiving as to the quality of life. What is the **maximum** decibels going to be with the flight change? In the middle of the night approximate 8 hours of no flights. Does the average include the no flight times in a 24 hour period?

The loudness over 100 decibels can be very painful.

Warm Regards,

Shoni Blevins

1566-01

1566

Response

1566-01

The commenter requests information on the maximum noise change value due to flight changes. 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.

1567

Deborah Thompson

From: deborah thompson [deborahthompson1@yahoo.com]
Sent: Thursday, October 08, 2015 4:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Social Metroplex Questions

1567-01

The elimination of waypoint LOWMA results in planes flying at low altitude not just once, but twice over one heavily populated neighborhood. How is that consistent with the FAA's mission to promote safety?

Or is that only for the flying public, not the public on the ground?

Deborah Thompson
675 Silvergate Ave
San Diego, CA 92106

619-523-4937
deborahthompson1@yahoo.com

1567

Response

1567-01

Please see **Topical Response 11 - Point Loma**.

1568

Spencer Persson

From: Spencer Persson [spencer.persson@gmail.com]
Sent: Thursday, October 08, 2015 5:02 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight path

1568-01

A recent UCLA study found that Mar Vista has the worst air in Los Angeles. Now I've noticed recently an increase in flights from LAX, over that same neighborhood, my neighborhood. I only recently realized that the SoCal METROPLEX EA program was underway and that its recommendations may seriously affect our standard of living.

My 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. Divert this traffic elsewhere.

Thank you for your consideration.

Spencer Persson
Norton Rose Fulbright LLP

1568

Response

1568-01

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

1569

Colleen Morse

From: Colleen Morris [mcm12@cox.net]
Sent: Thursday, October 08, 2015 5:03 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN Airport Proposed Waypoint Change

FAA,

I strongly request that you do not change the current take off flight path from the LOWMA waypoint because it will cause significantly more noise and air pollution in our community. We are already experiencing the affects of the earlier turn back over Point Loma even though your representatives are denying the planes are turning earlier than the LOWMA way point. We see them, hear them and the maps show them turning early.

1569-01

I find it disrespectful and inconsiderate of the FAA to allow this to go forward as well as denying the early turn in is already happening. Your studies are minimal and self serving. Even though the California noise measurements and requirements are more modern and accurate your representatives said you are federal and you don't have to follow state guidelines. You had the local meeting so now you can check that box that you had the meeting and you listened to the people.

We used to hear the roar of only on take offs now we hear the planes roar back over the top as they make the early turn back over the point. The planes start at 6:30 AM and don't stop until 11:00 pm 7 days a week. And the planes have been getting bigger and louder and the flight frequency is increasing and now with the new flight path that is undeniably happening you are adding more noise and pollution to us directly overhead.

My question to you is what would you do if the FAA did this to your community, home and family? Please provide a detailed answer. I would be willing to come to your place any early morning or late evening and share a lot of noise – how about Sunday – that's what has been happening here. Last weekend at about 7:00 PM 3 planes back to back turned early and one was significantly louder than the others. 3 roars going and now 3 roars coming back.

I didn't write all the technical language of why this is wrong because I don't feel its necessary to explain to you how wrong this is from a community and personal level and how many people you are negatively affecting. Feel free to have the FAA person making this decision call me or stop by anytime for a chat over a cup of coffee or tea in our back yard.

Regards FAA Person,

Colleen Morse
 3728 Dudley Street
 San Diego, CA 92106

(619) 226-4860

1569

Response

1569-01

Please see **Topical Response 11 - Point Loma**.

1570

Deborah Thompson

From: deborah thompson [deborahthompson1@yahoo.com]
Sent: Thursday, October 08, 2015 5:05 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Air Noise
Subject: Social Metroplex questions: SAN

1570-01

The current flight path utilizing waypoint LOWMA provides for minimal extra travel time for the plane, but ensures much less flyover of populated areas--- Point Loma, Coronado, National City. Does it make sense to sacrifice the health and well being of hundreds of thousands of people to achieve a small fuel and time savings?

Deborah Thompson
675 Silvergate Ave
San Diego, CA 92106

619-523-4937
deborahthompson1@yahoo.com

1570

Response

1570-01

Please see **Topical Response 11 - Point Loma.**

1571

Deborah Thompson

From: deborah thompson [deborahthompson1@yahoo.com]
Sent: Thursday, October 08, 2015 5:07 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex:SAN- Elim of Waypoint LOWMA

1571-01

Isn't it both unsafe and unfair to have a flight plan that goes over the same neighborhood twice -- in quick succession?
Especially, when there is an easily available nearby over water route that would not eliminate one of these overflights?

Deborah Thompson
675 Silvergate Ave
San Diego, CA 92106

619-523-4937
deborahthompson1@yahoo.com

1571

Response

1571-01

Please see **Topical Response 11 - Point Loma.**

1572

Deborah Thompson

From: deborah thompson [deborahthompson1@yahoo.com]
Sent: Thursday, October 08, 2015 5:09 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Air Noise
Subject: SOCAL Metroplex: SAN/Elim of waypoint LOWMA

1572-01

In your draft EA regarding the elimination of waypoint LOWMA, why is there no mention of the loss of revenue to the very significant tourist areas of Ocean Beach, Sunset Cliffs and Cabrillo National Monument National Park?

Deborah Thompson
675 Silvergate Ave
San Diego, CA 92106

619-523-4937
deborahthompson1@yahoo.com

1572

Response

1572-01

Please see **Topical Response 11 - Point Loma.**

1573

Srickon

From: srickon [srickon@yahoo.com]
Sent: Thursday, October 08, 2015 5:13 AM
To: 9-ANM-SoCalOAPM (FAA); srickon
Subject: SD route

1573-01

I am in favor of flying over the cemetery and the ocean as quickly as possible.

Sent from my Verizon Wireless 4G LTE smartphone

1573

Response

1573-01

Thank you for your comment.

1574

Deborah Thompson

From: deborah thompson [deborahthompson1@yahoo.com]
Sent: Thursday, October 08, 2015 5:14 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Air Noise
Subject: SoCal Metroplex: SAN

1574-01

Why should any credibility be given to your very cursory environmental analysis of the effects of these flight route changes when cities across the US have been assured there will be no impact to their quality of life but are now suffering greatly as a result of these changes.

Phoenix, Flushing, Queens and Minneapolis were all assured there would be no impact and are now vehemently opposing these changes.

Deborah Thompson
675 Silvergate Ave
San Diego, CA 92106

619-523-4937
deborahthompson1@yahoo.com

1574

Response

1574-01

Please see **Topical Response 11 - Point Loma.**

1575

Brian R. Bland

From: Brian Bland [blandcbhs@aol.com]
Sent: Thursday, October 08, 2015 5:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex Plan

Dear FAA:

Among the divisive aspects of the SoCal Metroplex plan are the effects of air traffic -- particularly of jet traffic -- on the tens of thousands of residents in Los Angeles and Santa Monica subject to the constant noise and pollution from the Santa Monica Airport.

My understanding is that the Metroplex plan has the potential of moving the bulk of the problem from one neighborhood to the other, but not significantly lessening the overall danger and unhealthy conditions for the larger neighborhood. As you no doubt know, some homes at either end of the single-runway airport are within 300 feet of the runway, which has no overrun/safety zones at either end.

1575-01

My further understanding of Metroplex is that its overriding purpose is to "increase efficiency" in handling air traffic -- in other words, finding a safe method to increase air traffic. Where SMO is concerned, that's a disaster for anyone living within a mile of the facility.

I realize the FAA has two prime missions: keep planes from colliding and promote aviation. It does a great job in both categories. Unfortunately, where SMO is concerned, the benefit ratio skews heavily against the many thousands of people negatively affected by the airport. The benefits are for a few hundred registered local pilots and, of course, the business jet operators who want SMO to be a full-scale jetport.

1575

Brian R. Bland (Continued)

1575-01

SMO has a lively history, but its day as a truly useful facility to any entity except corporate jet companies ended years ago. At the very least, jet traffic at SMO should be eliminated and flying schools should relocate to less densely populated areas. Ideally, SMO should be closed. Short of that, it should return to recreational propeller-driven flying, with an accelerated move to no-lead fuel. Metroplex is of no help for any of this.

Yours truly,

Brian R. Bland
blandCBHS@aol.com
Santa Monica

1575

Response

1575-01

Thank you for your comment.

1576

Michelle and Scott Shoemaker

From: Michelle Shoemaker [designershoe@me.com]
Sent: Thursday, October 08, 2015 5:19 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Scott♥☐ Shoemaker
Subject: San Diego/Point Loma FAA flight path change proposal

To whom it may concern:

We deeply disagree with the proposed flight path changes. And ask you to recall this dubious proposal.

1) Our understanding is that the FAA was established to protect the safety of american citizens when it comes to all things aeronautical. If "safety" is the top priority ... why then are you putting the profits of the airlines, over the safety of the people on the ground? In no way can it be safer to fly over land (including homes, several elementary schools, a junior high, high school, private university, library, beaches, tide pools, Federal park and cemetery, and thousands of private homes) rather than flying/turning around over the ocean?

I also would add that for most cities that are landlocked by neighborhoods you may not be able to avoid going over more homes than needed. But in coastal cities, like San Diego and Orange County ... if you actually HAVE an ocean (or a back-bay) to fly over, rather than flying over peoples private homes ... why on earth wouldn't you do it? It makes no sense, and invites much distaste, and distrust towards your organization. (And I assume many law suits!)

1576-01

2) If you do this, are you willing to pay for the same noise abatement items (windows and air conditioning) for all the homes and the Point Loma Nazarene University campus buildings you'll be flying over, the same way that you have done in the Loma Portal neighborhoods? The neighbors will be demanding equal treatment on the southern end of the point.

3) Point Loma is one of the most beautiful areas in California. Half of it already is under the constant burden of the plane noise. The southern end of the point has been a refuge; an oasis. Not just for people but for countless species of animals, marine life and birds. We have bird watchers all over the place. Have you done an environmental study to assure that there are no endangered species of birds or other wildlife in our tide pools? I would imagine this would be worth looking into.

1576

Michelle and Scott Shoemaker (Continued)

1576-01

On the human end of the equation are countless families that have gone to great expense to purchase a home out of the flight path. You will be disrupting the financial, and quality of life equation for hundreds of families with the prices of their homes falling, and the dreams of many years in the making for those who worked hard to move a mile away to get out of the flight path. For this reason alone, as good neighbors, the airport authority, FAA, and anyone else who is reading all of these emails... PLEASE take into account the lives that you are affecting. Many people in this area spent their childhoods under the flight path, with the dream of moving to a quiet street. Now that they are here, that is about to be disrupted, and the huge mortgages and property taxes that we pay to sustain a life out of the flight path will all be for naught, not to mention the time and energy we all spent with realtors and selling our previous homes to get here ... all to be changed by people in suits far away, who have probably never lived under the constant barrage of planes every few minutes all day long every day. We have.

The first night we moved to our house on Wilcox street (after living for many years on Niagara in Ocean Beach right above the pier), my husband turned to me as we laid down in our bed the first night, and said... "Can you

hear that?" I said, "What?" He said, "You can hear the grass growing out side"... That comment was said May 31, 1998, and it will be remembered forever, because It took us 15 years to get to this neighborhood. We have worked very hard to get to our current home on Pio Pico Street, out of the plane path. We are but one of hundreds of similar stories. Please find some semblance of compassion for our coastal Point Loma, and help us to keep it the beautiful, peaceful, and spiritual place that it is. We may have chaotic lives and work, but when we return to our homes they are our refuge. This all changes when planes barrage us all day long.

Sincerely,
Michelle (& Scott) Shoemaker
3724 Pio Pico Street
San Diego, CA 92106
e designershoe@me.com
c 619.933-2314

This is the day that the Lord has made; Let us rejoice and be glad in it! Psalm 118:24

1576

Response

1576-01

Please see **Topical Response 11 - Point Loma.**

1577

Cyndi and Wayne Macy

From: owlsnest55@cox.net [owlsnest55@cox.net]
Sent: Thursday, October 08, 2015 5:29 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on SoCal Metroplex Draft Environmental Assessment

October 7, 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: Comments on the SoCal Metroplex Draft Environmental Assessment

To Whom It May Concern:

1577

Cyndi and Wayne Macy (continued)

My husband and I live in the San Diego, Point Loma "wooded residential area" in the house where I was born in 1950. We can watch the SDIA airplanes depart from our living room window.

The June 2015 EA Draft Document, Figure E.1-4 shows that airplane noise in the San Diego residential wooded area was evaluated. We were listed as a Quiet Urban neighborhood with a Day-Night decibel reading of 50. The Watts area was listed as a Noisy Urban area with a reading close to 65.

Our questions are:

1577-01

1. Did you use the same type of airplane noise monitoring equipment to record these measurements or make these estimates in each of these two locations? If you used monitoring station(s) in either area, please provide the street names/locations.
2. Beginning in July 2015, planes have been flying over the wooded area and on a few occasions directly over our house. Have you been monitoring this increased noise decibel level? If so, what is the current decibel level now that planes are flying over the Wooded Neighborhood?
3. If the FAA is not implementing the proposed changes until February 2016 then why have the San Diego airplane departures changed course over the past few weeks to fly over the Wooded Neighborhood? Is this a permanent change and if so, why was this implemented? If not, when will the planes begin departing on their May 2005 flight paths?

Sincerely,
Cyndi and Wayne Macy
745 Silvergate Ave.
San Diego, CA 92106
(619)223-7545
owlsnest55@cox.net

1577

Response

1577-01

Please see **Topical Response 11 - Point Loma.**

1578

R. Jarvis Ross

From: RRichardscot@aol.com [RRichardscot@aol.com]
Sent: Thursday, October 08, 2015 5:31 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex in San Diego,CA.

To: Federal Aviation Administration
800 Independence Avenue
Washington, DC 20591

From: R. Jarvis Ross
4352 Loma Riviera Court
San Diego, CA 92110

Subject: Metroplex

On October 6, 2015 over 1000 residents met at Point Loma's Liberty Station unanimously objecting to the proposed Metroplex change of the southern take off flight pattern from Lindbergh Field. The new flight path would be over residential and a university in the southern part of the Point Loma peninsula.

1578-01

It was announced at the meeting that neither the local airport authority of FAA rep would be recording the meeting or send same to you. Local media have documented it.

The proposal was opposed on three environmental grounds:

1. Air pollution as documented in the Northern Lindbergh field flight pattern.
2. Safety. Exposing more peninsula residents to aircraft hazards.
3. Noise.

1578

R. Jarvis Ross (continued)

Furthermore is the impact upon expensive property values and resulting lawsuits.

The main beneficiaries are the airlines by reducing the amount of jet fuel by making tighter turns. This would be offset by resident's decline in property values and tax revenue to the city. As we are all aware the price of fuel has dropped considerably in recent months.

1578-02

Please rescind the proposed Metroplex change in the airlines southern take off pattern from Lindbergh Field that would cut across Point Loma.

Sincerely Yours,

R. Jarvis Ross
Board Member and past president
of the Peninsula Community Planning Board
of San Diego, CA.

1578

Response

1578-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1578-02

Please see **Topical Response 11 - Point Loma.**

1579

Ruth Ely

From: Ruth Ely [ruth33@cox.net]
Sent: Thursday, October 08, 2015 5:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA changing loWMA marker

I am concerned about the FAA changing the LOWMA marker causing planes to come closer/over the Point Loma area and especially Point Loma Nazarene College where hundreds of students study each day. Also noise and carbon will be released over our Cabrillo National park that draws thousands of visitor each year. The noise and carbon will also effect the people in the homes at the end of the point.

1579-01

The sharper turn of the planes will use more fuel. I understand that a trial study has not been done and the people in the area only recently found out about this plan. I thought the FAA was concerned with the people instead they seem to be more concerned with the money airlines are going to make.

I say that we must reject this plan by being more concerned with the people who live, work, and play in this area.

Ruth Ely
3814 DelMar Ave
San Diego, CA. 92106

1579

Response

1579-01

Please see **Topical Response 11 - Point Loma.**

1580

Clinton Beard

From: Clinton Beard [cbeard0@gmail.com]
Sent: Thursday, October 08, 2015 5:35 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight path changes

1580**Clinton Beard (continued)**

Good evening,

I am concerned about FAA flight path changes in and around San Diego. I live in Otay Ranch and in the past year I have seen nearly 40% increase of small and large aircraft flying overhead, some as low as 300 yrs overhead.

1580-01

As one that suffers from severe asthma, I worry about the additional air pollution, and I'm not a fan of the noise pollution. I'm certain that not all of the propellor, jet and rotary aircraft flying overhead originate or land at

1580-02

Brown field.

Respectfully,
Clinton Beard

1580**Response****1580-01**

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

1580-02

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

1581**Ruth Fajarit-Davis**

From: Ruth Fajarit-Davis [fajarit-davis@cox.net]
Sent: Thursday, October 08, 2015 5:36 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Lindbergh Field proposed flight path changes

To the FAA,

I would like to express our concerns regarding the FAA proposed changes to the flight path over Point Loma from Lindbergh Field airport. The FAA has not properly explained the reason and changes to the community. Detailed environmental and safety studies specific for Lindbergh Field have not been done and made available to the community.

The old flight paths for take-offs flies planes out over ocean before turning eastbound so they do not flight back over Point Loma. The proposed new flight path allows eastbound planes to make sharp turns and double back over Point Loma increasing and negatively impact a great number of people in the area.

Concerns include increasing noise and jet exhaust falling over Point Loma since the planes are flying back as they head east. Has the noise impact been studied? How has it been measured? Is it per State requirement?

1581-01

Has the jet exhaust pollution been measured and studied how it would affect residents? Buildings, outdoor furniture, pavement, etc are already dirty from jet exhaust. The proposed flight path change would increase the amount of jet exhaust people are breathing in Point Loma. This would increase the adverse affects to people's health and decrease the quality of life in the area.

Safety should be high priority for the FAA. Because of the steep land topography of Point Loma, it is already challenging for planes to fly out of Lindbergh. Planes doubling back over Point Loma means there is a greater chance of collisions. Navy planes flying out of nearby North Island will have more more commercial flights to maneuver around over a very populated area. If there is a collision, many people on the ground in addition to people in the airplane could be hurt or killed. Increased flight paths over Point Loma is a very great safety concern.

Please address the environmental and safety concerns and do not increase flight paths over Point Loma.

Sincerely,
Ruth Fajarit-Davis

1581**Response****1581-01**

Please see **Topical Response 11 - Point Loma.**

1582

Lisa and Trevor Perich

From: Lisa Perich [lisa@teamcairncross.com]
Sent: Thursday, October 08, 2015 5:36 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: trevor@perichinc.com
Subject: SoCal metroplex - deleting LOWMA waypoint

To whom it may concern,

I am writing you today about my concern with deleting the LOWMA waypoint for outbound air traffic.

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.

The proposed changes will directly impact the areas we frequent often;

Fort Rosecrans: We have several family members buried there. Some who died in active duty protecting our country. The noise and the soot is incredibly disrespectful to all the families who have love ones buried there.

Cabrillo National Monument: This is a great part of San Diego history and provides revenue to our national park system. Thousands of tourists enjoy this area and we do too.

Sunset Cliffs National Park: We are raising our two-year-old twins to respect and enjoy the environment. This unique area has a distinct designation of a multiple habitat conservation area. The impact will adversely affect this area.

1582-01

If possible, we would like answers to the following questions:

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, negatively impactful and most of all unnecessary. I truly hope you will reject it.

Sincerely,

Lisa & Trevor Perich

619-865-1022

522 Savoy Street

[San Diego, CA](#) 92106

1582

Response

1582-01

Please see **Topical Response 11 - Point Loma.**

1583

Matthew Schwartz

From: matthew.h.schwartz@gmail.com [matthew.h.schwartz@gmail.com]
 Sent: Thursday, October 08, 2015 5:36 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: SoCal MetroPlex. Just say no!

As an owner of 4 homes in the proposed flight path I am strongly against this proposal.

I firmly believe the study is flawed.

The environmental study does not take into account rapid changes to the weather in San Diego. Increased Humidity, fog and clouds will have a negative impact on air travel and the study does not take this into account.

1583-01

For example - in harsher weather conditions when aircraft are flying at a lower altitude what are the noise and environmental impacts?

How was this tested?

What weather simulations were used and since past weather patterns are not a predictor of future weather patterns what statistical models were used to depict the changing patterns?

This is bad for San Diego and the environment!

Thanks,
 Matt
 858.703.7001

1583

Response

1583-01

The commenter requests information on how the noise model considers weather conditions. The NIRS model includes the regional effects of temperature and atmospheric conditions in the Southern California area. Please see Section 5.1.2 of the EA and Section 3.2.2, *Local Environmental Variables*, within the *SoCal Metroplex Aircraft Noise Technical Report*.

1584

Ellen Elgin

From: Ellen Elgin [emelgin5@gmail.com]
Sent: Thursday, October 08, 2015 5:37 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: PLEASE DON'T change flight path over Pt. Loma!

1584-01

Please don't have flights from Lindbergh field fly over Pt. Loma! We are trying to preserve the quality of life we have here in San Diego, protect long term health of residents and property values.

As citizens, we have to believe that our voices will be heard and considered as we stand up for our rights!

I'd rather pay little extra per flight!

Than you
 Ellen Elgin
 San Diego

1584

Response

1584-01

Please see **Topical Response 11 - Point Loma**.

1585

Chris and Dale Frost

From: Chris Frost [dcfrost1@yahoo.com]
Sent: Thursday, October 08, 2015 5:38 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment, SoCal Metroplex

October 7, 2015

Public Comment on Draft SoCal Metroplex Environmental Assessment

Please retain the waypoint LOWMA to ensure overflight is kept to a minimum over the community of Point Loma. Support the "good neighbor practice" of not flying over Point Loma for eastbound flights. The San Diego County Regional Airport Authority has worked in partnership with the air traffic control tower for SAN to support these departure procedures and be a "good neighbor."

Consider not only the airspace, but the land below. What are the environmental effects--noise levels and pollution-- of flying directly over Sunset Cliffs, Cabrillo National Monument, Fort Rosecrans National Cemetery, Point Loma Nazarene University, numerous parks and elementary schools and thousands of homes?

1585-01

Why fly right over Point Loma when the Pacific Ocean is RIGHT THERE?

How much fuel per flight can possibly be saved when aircraft must accelerate/maneuver to make the tight turns over Point Loma?

How can this route over Point Loma be considered safer than flying over the ocean?

Why cause a loss in property tax revenue to San Diego County through diminishing the value of real estate in Point Loma by the creation of added noise and air pollution?

Thank you,

Chris and Dale Frost
1247 Bangor Street
San Diego, Ca. 92106

1585

Response

1585-01

Please see **Topical Response 11-- Point Loma.**

1586

Bee and Lynn Hanna

From: Bee Hanna [bee.barker@gmail.com]
Sent: Thursday, October 08, 2015 5:47 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Flight Path Changes for San Diego Lindbergh

1586-01

Safety, pollution (affecting health of residents), decrease in property values, noise pollution.....the list goes on. How greed of airlines to pad their own wallets has total disregard for us. We the people, who will be forced to live under new conditions governed by you!

Please take another look at the proposal. Huge mistake!

Bee and Lynn Hanna
Point Loma, CA 92106

Sent from my iPad

1586

Response

1586-01

Please see **Topical Response 11-- Point Loma.**

1587

Aaron and Deana Franz

639 Tarento Drive
San Diego, CA 92106
agfranz@gmail.com

October 7, 2015

SoCal Metroplex EA
Federal Aviation Administration
Western Service Center - Operations Support Group

To Whom It May Concern:

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 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. Please reconsider this change.

Furthermore, we respectfully request that the following questions be addressed by the FAA formally, with respect to the changes outlined by the FAA in the draft EA and other documents specifically with respect to the San Diego International Airport:

1. How does elimination of waypoint LOWMA help the Point Loma community from a health, safety and economic perspective? Please respond with factual evidence.
2. How will the elimination of waypoint LOWMA increase, reduce or not at all affect the likelihood of overflights over the local Point Loma community? We would like to know what studies have been conducted to assess this risk to the local community and homeowners who live underneath the flight path.
3. What alternatives to the elimination of waypoint LOWMA have been considered, while still meeting the purported goals of the SoCalMetroplex project? What are the pros and cons of each of those alternatives? Who was involved in deciding to eliminate waypoint LOWMA? To what extent was the local community involved in consideration of each of those alternatives?
4. Please quantify the increased risk of fan separation, overflights, the local air traffic control's propensity to modify departures that would increase: a) an expansion of the current departure routes to fly over a greater span of the Point Loma Peninsula than that immediately due west of the airport, and b) a second pass over the Point Loma Peninsula, say for planes eastbound, due to the new IBBEE 1 departure and other changes outlined in the SoCalMetroplex proposal.
5. How can the SoCalMetroplex proposal be modified to *reduce* the local air traffic control's ability to increase fan separation?
6. How can the SoCalMetroplex proposal be modified to *keep* waypoint LOWMA, while still meeting the purported goals stated by the FAA? The implication is that such modifications would NOT result in overflights over a broader range of the Point Loma Peninsula.
7. Will the FAA consider maintaining the pre-SoCalMetroplex flight departures – keeping waypoint LOWMA and not enabling fan separation – and instead consider flight modifications when the plane is at altitudes higher than 15,000 feet? The assumption is that the modification to reduce gas and increase GHG reductions does not occur at the point of the flight path when the local community is impacted the greatest at lower altitudes. Instead, the FAA could consider changes when the plane is at cruising altitude that would still meet its goals.
8. What state, local and federal agencies have evaluated pollution and other disturbance impacts to the Point Loma peninsula residents, the local flora and fauna? What were those conclusions?
9. How has the FAA evaluated the curricular impacts to local schools and university resulting from the possibility of increased overflights and disturbances to its students, faculty and staff?
10. How will the FAA compensate local Point Loma residents for adverse impacts to property values resulting from increased air traffic, if such increased traffic materializes due to the proposed SoCalMetroplex project?

Sincerely,
Aaron and Deana Franz

Point Loma, San Diego, CA Homeowners

1587-01

1587

Response

1587-01

Please see **Topical Response 11– Point Loma.**

1588

Robin Sinclair

From: Robin Sinclair [rsinclair@verizon.net]
Sent: Thursday, October 08, 2015 5:53 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Your new flight plan

1588-01

Santa Monica Airport should be closed because too many big planes fly over a densely populated area with many houses and many schools. In the last few years alone there have been too many crashes where people have died or been severely injured and houses have been crashed into. Why on earth would you send planes north from Santa Monica Airport and allow them to fly lower over this densely populated area? Just to speed up the traffic on the Santa Monica Airport runway. Just to help with the takeoff traffic you are willing to risk a terrible disaster. Whoever thought of this plan should lose their job. Do you recall in 2010 when the FAA tried to change the flight path? The citizens of Santa Monica fought back.

Please get back to me on your reason to risk so many lives to help ease the traffic at Santa Monica Airport. To me it just seems like catering to the one percent who don't want to fly commercial and hate to wait.

Sincerely,

Robin Sinclair

1588

Response

1588-01

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

1589

Barbara O'Meara

From: Ronald Omeara [ron@benneromeara.com]
Sent: Thursday, October 08, 2015 6:01 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Ronald Omeara
Subject: METROPLEX PLAN

To Whom It May Concern:

I am a long time resident of the Sunset Park and Ocean Park Neighborhoods (50 years) I am highly opposed to any changes in the flight departures from the Santa Monica Airport.

I am very observant of the planes flying to take off and land at the airport. The way they take off now gives them a safer place to land, in an emergency, at Penmar Golf Course or on the beach if there is a problem. There are fewer homes that they have to fly over as they travel West towards the Ocean.

1589-01

If they bank north before reaching the shore line the noise, pollution and danger is exaggerated to a nerve racking degree. The jets are very loud any way and traveling North just means they will affect a great many more citizens in a very negative way. The loudness of the engines increases as they gather the speed to bank and travel in the arch that they would have to take to bank north. I have observed many planes doing this over the years. They bank low over homes, over Clover Park where Children play. Over schools. It just is a HORRIBLE idea.

In 1980 we as home owners were told that the jets would only be flying out of our Airport for a few years. We were promised that the FAA would stop them from flying out of SMAir Port by Mrs Kruger of Kruger Aviation.

1589

Barbara O'Meara

Obviously that was a VERY MISLEADING statement on her part. The whole idea of Jets at our Airport is for a few folks to make an extraordinary amount of money. With complete disregard to the lives of thousands of citizens.

1589-01

We who live in the communities near the airport (**and most of us have lived here for years**, grown up here actually) are impacted in a negative way every day by the JETS. THE ODER, THE DUST AND DIRT, THE NERVE RACKING NOISE, IT IS DISGUSTING!!!!!! Give us back our small airport with prop planes!!!!!!!!!!!!

Sincerely, Barbara O'Meara PS as I type this, there is a jet taking off. I assume that the tower is not manned and I thought that the curfew was 10:00pm. I wonder who will pay the fine for a plane leaving at 10:43pm????? A second plane is banking over my house at 10:57pm!!! NICE!!!!

1589

Response

1589-01

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

1590

Barbara Menard

From: Barbmenard@aol.com [Barbmenard@aol.com] **Sent:** Thursday, October 08, 2015 6:09 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Changes to flight path

Dear FAA,

1590-01

I live in the current flight path. My house is covered in black soot, the residue of jet fuel. I hear the noise all day and sometimes late into the night, past the curfew. I STRONGLY object to moving the flight path to bring the planes back over my house for a second time.

1590-02

Why is it that I had to receive FAA approval in order to remodel my house to ensure that it was not too high for the flight path, but you can change that very flight path without any notice or input from the community that is affected? Is this really going to save that much money for the airlines? They charge higher and higher prices all the time, so why punish us all day long for their issues?

Sincerely,
 Barbara J. Menard
 4467 Santa Cruz Avenue
 San Diego, CA 92107

1590

Response

1590-01

Please see **Topical Response 11 – Point Loma.**

1590-02

The commenter is concerned about public notification for changing the flight paths and if the Project will save the airlines money. The FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including an extended public review period, several public workshops, and 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 fed-

1590

Response (continued)

eral, state, and local elected representatives and agency officials. A series of 11 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. The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. Please see Appendix A of the EA for information on public involvement conducted for the EA.

Regarding saving the airlines money, please see Section 2.1 of the EA for a discussion of the purpose and need for the Proposed Action.

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

1591

Shannon and Paul Wehsener

From: Shannon & Paul Wehsener [pswez1@gmail.com]
Sent: Thursday, October 08, 2015 6:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NO TO FAA PLANS

1591-01

I am opposed to the expansion of the flight path.
I have lived under the planes my entire life & have already endured expanded flight paths & increased noise.
We also already have a noise monitoring pole on our street

Paul & Shannon Wehsener
1954 Plum Street
San Diego, CA 92106
pswez1@gmail.com

1591

Response

1591-01

Thank you for your comment.

1592

Stephen Russell

From: Stephen Russell [s-d-russell@cox.net]
Sent: Thursday, October 08, 2015 6:30 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: 'Stephen Russell'
Subject: Concerns Over Flight Path Over Point Loma

1592-01

As a private citizen, I expect you to address the following concerns over the proposed changes to the flight path to/from SAN given the proximity of Naval Base Point Loma:

Naval Base Point Loma is home to the US Navy's Marine Mammal Program located at the Space and Naval Warfare Systems Center Pacific. The FAA must address whether the new flight pattern will conform to the Marine Mammal Protection Act which prevents harassment due to overflights. Will the FAA work with the NOAA's National Marine

1592

Stephen Russell (continued)

Fisheries Service, the Department of the Navy, and the Department of the Interior's US Fish & Wildlife Service to verify that overflights will not cause harassment, which can be construed as anything that changes natural behavior. To prove non-harassment, the FAA must be prepared to provide scientific evidence of maximum sound exposure for all potential flight paths, including emergency landings which may be below planned operational elevations, and compare that to the scientific data that exists for every species in the US Navy's Marine Mammal Program. Absence of such data, the FAA must conduct, or have conducted on their behalf, the scientific data that would conclusively prove compliance with the Marine Mammal Protection Act.

1592-01

Point Loma is also home to the Naval Submarine Base, Space and Naval Warfare Systems Center, Third Fleet and other military installations. Given the State Department's Open Skies Treaty, and advances in digital imagery that may change the definition of an observation aircraft to include all civil aviation, the FAA should be prepared to address how, and with how much notice, will the military installations will be notified by the FAA whenever a plane having a foreign citizen of one of the signatories to the Open Skies treaty traverses over Point Loma. Will the FAA do a pre-flight check to ensure that any such flights and sensors carried on-board conform the treaty standards. Will the Department of Defense be reimbursed by the FAA for actions that must be taken to mitigate exposure of sensitive, no foreign materiel or testing? Will the FAA work with the State Department to review the current state of the art in digital imagery to re-evaluate the definition of an observation aircraft. Will the FAA work with the State Department to request a treaty review conference to address the definition of an observation aircraft to ensure our National security. If the FAA does not support the above actions, they must show cause both technically and legally why this is not a concern.

Stephen Russell

1592

Response

1592-01

Please see **Topical Response 11 – Point Loma.**

1593

Samantha Ramos

From: Samantha [s.davis8@cox.net]
Sent: Thursday, October 08, 2015 6:36 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Samantha Ramos
Subject: Subject: 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

October 6, 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,

1593-01

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.

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?

1593

Samantha Ramos (continued)

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. satellite technology for controlling navigation of airspace instead of ground-based technology. Why can't this technology be utilized to create a safer route that requires eastbound departures to fly to the "LOWMA" waypoint before turning to go east? Would there be a reason that flying this ½ to 1 mile extra would be less safe for the plane flight and wouldn't it be safer for residents of Point Loma to not have these planes fly directly over their homes and fly over the water instead?

1593-01

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. 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

Sent from my iPad

1593

Response

1593-01

Please see **Topical Response 11 – Point Loma.**

1594

Mrs. Lograsso

From: angraj@cox.net [angraj@cox.net]
Sent: Thursday, October 08, 2015 6:55 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Removal of wider NOMWA flight turn in San Diego

Dear FAA,

1594-01

Please reconsider moving the flight takeoff turn closer to land in San Diego. I live right under the takeoff path and can never sleep longer than 6:30 a.m. or hear the evening news without closing all windows and still miss spoken words on TV. In Point Loma and Coronado, residents pay high property taxes every year to live in one of the nicest places in the world. Tourists visit the Cabrillo monument at the Point to see the tide pools, and there are many anchorages with paying residents. The airport is not in a great location, but since it is here to stay in downtown, it is also located in a living area which has beaches, hiking and biking trails, and natural habitats. Point Loma is prone to fog which increases overflight noise many fold. It is worrisome that the FAA in Washington can sidestep local government to affect life below without having any representation here. Please find a resolution with our Mayor Kevin Faulconer.

Sincerely,

Mrs. Lograsso

1594

Response

Please see **Topical Response 11 – Point Loma.**

1595

Anne Hoiberg

From: AHoiberg@aol.com [AHoiberg@aol.com]
Sent: Thursday, October 08, 2015 7:05 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments

Dear FAA personnel,

I have lived in Point Loma for 43 years, overlooking Liberty Station. I also am the Past President of the Women's Museum of California, located in Barracks 16 at Liberty Station.

The flights going over the Museum is constant throughout the day, never wavering away for flying directly over the Museum in Barracks 16. For our educational programs, we have to stop every time a plane blasts overhead and wait until it passes and the noise lessens. In the past, the planes seemed to have taken turns, with most of the flights flying closer to the S.D. River and avoiding major parts of Point Loma. The noise has increased in decibels over the years, too. I don't remember the noise level being this loud.

1595-01

I do have a complaint about the FAA representatives who attended the meeting yesterday, the 7th. They seemed oblivious to our very serious concerns about the noise and the jet fuel droppings. They acted as though they could care less about what we endure. Don't they care about us?

I simply do not understand why the cost of jet fuel far outweighs the quality of life for those of us who live in Point Loma and Ocean Beach. When does "We, the people" have priority over saving money for the airlines. Their profits are unbelievably high, and that seems to be the number one consideration in creating flightpaths.

You FAA employees, paid in salaries by taxpayers, should design the flight paths that will impact the smallest number of people, the least populated parts of Point Loma. That should be the number one reason for your job.

Where is your humanity?

Sincerely yours,
 Anne Hoiberg

1595

Response

1595-01

Please see **Topical Response 11 – Point Loma.**

1596

Tim Wilkinson

From: Tim Wilkinson [mailto:twilkins71@msn.com]
Sent: Thursday, October 08, 2015 7:07 AM
To: awaren@san.org; Russell Tony <trussell@san.org>
Subject: Do Not Change LOWMA waypoint!!!

Good morning,

1596-01

I wanted to plead with you all to maintain the LOWMA waypoint. There will be a huge negative impact on Cabrillo National Monument, Fort Rosecrans National Cemetery and Point Loma Nazarene University and all the inhabitants that live there for a minimal impact to the routes.

Tim Wilkinson
Twilkins71@msn.com
Phone: 646-315-3076
Cell: 619-792-9341

1596

Response

1596-01

Please see **Topical Response 11 – Point Loma.**

1597

V. Seligman

From: Peter Seligman [pseligman@cox.net]
Sent: Thursday, October 08, 2015 7:13 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: deny the implementation of Nextgen SoCal Metroplex

This email is to encourage the FAA to deny implementing the Nextgen SoCal Metroplex

1. Although the FAA say these concerns are about environment and that is part of the problem, there will probably be an increase in takeoffs, and the new route proposals across so much land (when these routes could be accomplished by fanning out over the ocean), do not seem safe.

1597-01

2. If any accidents do occur the FAA would probably be subjected to law suits and the money so stated as saving because of these route proposals, will be utilized to defend this decision, should it go through.

3. 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, Sunset Cliffs (a large draw for tourists) also Silver Gate, Dana, Sunset view, Ocean Beach Elementary, Sacred Heart Academy, and Point Loma Nazarene schools?

From
V. Seligman
4427 Pescadero Ave
San Diego CA 92107

1597

Response

1597-01

Please see **Topical Response 11 – Point Loma.**

1598

Colin Peugh

From: colin pugh [colinshomes@yahoo.com]
 Sent: Thursday, October 08, 2015 7:18 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Cc: colinshomes@yahoo.com
 Subject: Fw: Flight plan change for San Diego Airport

1598-01

I recently went to an informational meeting regarding the Flight plan changes planned for San Diego airport. The FAA Spokesperson made it seem like the proposed flight plan change was to increase flight safety and conserve fuel but didn't provide any evidence of either goal.

I don't know how changing a route which turns over the open ocean to a route which makes a sharper and steeper turn over a very well populated area with schools, residences National monuments and even a military airbase would increase the safety of flight. Do you have any reports or evidence which will explain the logic of the FAA spokespersons remarks?

1598-02

With regards to the fuel savings I have my doubts on that as well since the full speed sharp turn while still gaining altitude would seem to use more fuel than the current slightly wider yet more relaxed path. It seems to me that this would be comparable to a gradual highway turn at constant highway speeds compared to flooring it in a car and trying race straight up a hill as fast as possible. In my experience the gradual regulated speed is usually the most efficient. Can you forward me some information which backs up your Fuel savings theory? Has there been an environmental study done on this plan?

Please respond back with any info on both of these questions.

Thank You,

Colin Peugh
 952 Moana Dr
 San Diego Ca 92106
 P) 619-322-8833
 ColinsHomes@yahoo.com

1598

Response

1598-01

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

1598-02

The commenter is concerned with the fuel savings and the environmental analysis conducted. 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.

The commenter also suggested a gradual regulated speed for climbing aircraft. Please see Section 1.2.5 for a discussion of optimal profile descent and optimal profile climb. Regarding fuel savings, please see **Topical Response 05 – Purpose and Need.**

1599

Harlan Aliment

From: Al Aliment [voyager2k@hotmail.com]
Sent: Thursday, October 08, 2015 7:23 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Changing of Flight Path To Go Over Point Loma is Not Required

Hi,

FAA's mission & responsibilities statement,

The mission of the FAA is to provide the safest, most efficient aerospace system in the world.

The role of the FAA Airports organization in meeting this goal is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States. The FAA Airports organization accomplishes this task with due consideration for economics, environmental compatibility, **local proprietary rights** and the safeguarding of the public investment.

1599-01

How can the FAA be concerned for "Local proprietary rights" for all the homeowners who will be under the new flight path? What is the solid reasoning for moving the flight paths from over the ocean to over people's homes? This will increase jet noise, jet engine exhaust fallout over the homes and property, reduce property values, and place the homes in danger of any debris falling off of planes.

It makes little sense to make such a small flight path adjustment to route the planes over Point Loma when the current flight path has worked so well for decades. There are no major safety or economic reasons to adjust the flight path. Leaving it as is over the ocean will not cause any problems for the airlines or reduce safety.

This is one time where the FAA would do well to follow the main guiding principle for doctors, "Do no harm." Leave the current flight path over the ocean, do not move it over Point Loma. It makes no sense at all for this to happen.

Thank you,
Harlan Aliment
6470 Glenroy St
San Diego, CA 92120

1599

Response

1599-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1600

Elizabeth Kinnon and Richard, Kevin, and Eric Mitchell

From: Liz Kinnon [lizkinnon@gmail.com]
Sent: Thursday, October 08, 2015 7:40 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed flight plan - Culver City

October 6, 2015

To: The Federal Aviation Administration
Re: proposed flight path over Culver City, California
To Whom It May Concern,

As a 20-year resident of Culver City, our family has experienced a steady increase of population, congestion, and NOISE. The proposed new flight paths, planned to fly directly over Culver City's only high school, middle school, and one of its elementary schools is deeply troubling to us and our community.

Our neighborhoods are already affected by increased plane noise! Hovering helicopters have become commonplace! Traffic in and out of Culver City has greatly intensified as a result of overbuilding of condos and office buildings! The idea of more planes in the air - flying at lower altitudes - on narrower flight paths - is unbearable. The added stress from the noise and pollution would be intolerable.

We made great sacrifice to buy a house in Culver City. We have been involved in our community in working to improve our city and quality of life. Still, the added traffic and noise have added significant stress to our peaceful community. These proposed changes would be devastating.

PLEASE help us protect our community by finding an alternative to this proposal or tabling it altogether. Thank you for your attention.

Sincerely,
Elizabeth Kinnon
Richard Mitchell
Kevin Mitchell
Eric Mitchell

11115 Farragut Drive
Culver City, CA 90230

1600-01

1600

Response

1600-01

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

1601

Patricia Kinniburgh

From: Pk227@aol.com [Pk227@aol.com]
Sent: Thursday, October 08, 2015 7:46 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Airport -- proposed flight pattern changes

It is my understanding that you are proposing to alter the flight paths of airplanes in the San Diego area. I am writing to express my concerns. We have owned a home in Sunset Cliffs/Ocean Beach for over 16 years. Occasionally, if the wind blows a certain way, we are aware of the planes flying out from the airport. We knew this when we purchased this house and have no problem with it. The change you are proposing will, reportedly, take these planes within blocks of our home. This is unacceptable.

About 15 years ago we planned to do a major and expensive renovation to our house and contacted the airport after hearing about some discussion of building a second runway or changing the flight patterns. We were assured that planes would not be flying over our home "in our lifetime". We went ahead and renovated the house. Now you, apparently, have decided that our property values, safety and freedom from pollution are not as important as saving the airlines a relatively small amount of fuel money. If the goal is also to "save the planet from global warming", it is obvious that a change that appears to be a mile or so will have no impact.

1601-01

This is not a matter of simply changing the discomfort from one neighborhood to another (as you did in Phoenix). It is a matter of your choosing to no longer fly over the ocean, which causes no disturbance and is safer, to deliberately negatively impacting tax-paying American citizens, schools and parks for a negligible benefit. This makes no sense. Since we were unable to gain any useful information at the FAA meeting held here this week, I have some questions.

1. How will my home be impacted? Noise level, pollution level.
2. What will the environmental impact be on Sunset Cliffs Natural Park and Cabrillo National Park? Is noise considered an environmental impact?
3. How much weight is given to public input and concerns in your decision-making process? Who makes the final decision? Is there an appeal process?

I would request that you, for the reasons stated above, reconsider taking this action.

Patricia Kinniburgh, 859 Sunset Cliffs Blvd, San Diego, CA 92107 619-224-6756. PK227@aol.com

1601

Response

1601-01

Please see **Topical Response 11 – Point Loma.**

1602

Burt Kinniburgh

From: Burt Kinniburgh [chazsago@aol.com]
Sent: Thursday, October 08, 2015 8:07 AM
To: 9-ANM-SoCalOAPM@faa.gov.
Subject: San Diego flight plan change

Please except this e-mail as opposition to the proposed change in flight path at the San Diego Airport.

COMMENTS:

1. Directing airplanes over highly populated land(homes,schools,college- not to mention national parks and monuments) rather than the ocean jeopardizes safety, produces pollution and generates unnecessary noise.
2. The small amount of fuel and timed saved from such a small route deviation is negligible and certainly NO justification for deliberately negatively impacting schools, parks and thousands of homeowners.
3. Currently the existing flight is not being honored and so the populous of Point Loma has no faith that the new plan will hold true to any new route.
4. We have a unique situation with the location of the Airport & the heavy military air activity in a small but highly populated area that should be seriously considered.
5. Any proposed change in the current flight plan that is detrimental to the community will be opposed VIGOROUSLY!!!

1602-01

QUESTIONS:

1. What is the new proposed flight plan route? The representatives didn't know and if they did they didn't share that information with us at the meeting, with by the way was not a all informative and a waste of everyone's time.
2. Why, as tax payers, were we given almost no meaningful information from the FAA representatives regarding this proposed change?

1602

Burt Kinniburgh (continued)

1602-01

3. Exactly how will our house be impacted? We are 1.5 blocks south of Hill Street on Sunset Cliffs Blvd.

4. Is a cost/benefit analysis part of your planning process? If so, have you considered the loss of tax revenue from reduction of affected home value or the cost of installing noise-reducing windows in the newly affected areas?

Burt Kinniburgh
859 Sunset Cliffs Blvd
San Diego, CA 92107

Phone 480-786-3234
E-mail chazsago@aol.com

1602

Response

1602-01

Please see **Topical Response 11 – Point Loma.**

1603

Julia Castlen

From: jecling@aol.com [jecling@aol.com]
Sent: Thursday, October 08, 2015 8:16 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex EA

Dear Sir/Madam:

I am writing this email to voice my concerns over the proposed changes to the flight routes departing from Lindbergh Field over Point Loma in San Diego. My name is Julia Castlen and I live at 815 Cordova Street, San Diego, CA 92107. I do not support the proposed flight route changes that would take aircraft over Point Loma from the east after their take off to the west. I am directly impacted by any changes made to flight routes at Lindbergh Field. I have lived in Point Loma/Ocean Beach most of my life. I was born here and my parents still live here. I lived in Point Loma/Ocean Beach until I graduated from high school. My husband and I bought our house at 815 Cordova in 2000 and moved here full time with our two sons in 2002. During that time we have seen and can hear significant changes already in the flight routes. During construction at the airport several years ago, flights were re-routed along slightly different paths that included paths further south than had existed previously and yes, we can hear those flights as they go out. My understanding is that all of those different flight paths are still in use, although the construction has ended, because they allow for more take-offs in a shorter period of time.

Just a little history so that you understand our community and that we already are dealing with increased air traffic and increased noise from that air traffic. From what I can tell, the proposed flight routes have the potential to double the air noise that I experience in terms of the minutes per day. This will happen because I already hear the air traffic taking off, to the north of me as flights go west. If the proposed changes take effect, I will hear many of those planes a second time as they come back across the point to the south of me moving east. Will the noise be constant as there will always be planes going in both directions?

1603-01

Other good things to understand is that we are a community who live by the ocean and love where we live. We live here for the temperate weather and as a result, most homes in our area do not have air conditioning. We do not generally need air conditioning as we are blessed to have a regular ocean breeze that brings us cooler, fresh air from the west. In order to experience the benefits of this air, we all live with our windows open -- mine are open 24 hours a day in the summer, and in fact as of this writing, are still all open at 1 a.m. on October 8, 2015. We don't need to close our windows until our weather really cools down, usually in November. Even then, I only close the windows at night, they are mostly open during the daytime until December or January when we do actually need to run a heater to stay warm. By April, all the windows are open again. My point being, it is not a solution for me to simply close my windows. My house is like a car during the summer, if you close the windows, you heat the place up very quickly and to an uncomfortable degree. We aren't allowed to do this with small children or animals in our cars, how can a government agency be allowed to do it to me in my own home?

So, I guess one answer would be for the government to pay me for better windows for purposes of noise and then to pay for my air conditioning so that I can still comfortably live in my house with the windows closed. Well, I could have bought a house in the desert if that was going to be my life. I don't like air conditioning, neither does my husband or my kids. We bought our house in a location where we wouldn't need air conditioning. I don't want it, regardless of who would pay for it. I want to hear the ocean and enjoy the ocean breezes and not have everything covered over by the sound of planes.

Please take into account the impact these proposed changes will have on our community. This is very stressful for many of us and our fate is in the hands of people we don't know and who don't know us and who frankly, don't seem to care whether our quality of life is decreased in order to save money for the airlines. We all want to save money certainly, but this is not the way to do it.

Respectfully,

Julia Castlen
Concerned Point Loma/Ocean Beach resident
815 Cordova Street
San Diego, CA 92107

1603

Response

1603-01

Please see Topical Response 11 – Point Loma.

1604

Pat Boyce

From: Pat Boyce [patboyce@cox.net]
Sent: Thursday, October 08, 2015 8:42 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments regarding the San Diego (SAN) aspect of the Metroplex Plan

Gentlemen:

I attended your meeting in Point Loma on October 6, 2015, and was appalled at the lack of information and very cursory explanations provided. It is clear that the environmental factors have not been addressed as required by federal and state law. It is also clear that the data provided is incomplete to perform the analysis that is needed for these assessments. A much clearer and more complete presentation of your data is required to inform the public properly for this decision.

Central to the studies and evaluations that are needed by the public to "buy-in" are the proposed revised aircraft routes. My comments below are limited to the proposed new flight paths that have been presented in the news media, at the meeting and online at your webpage- [[click here presentation](#)] - pages 4 and 5 of this presentation can be referenced for the following comments. This is basic data needed to perform an EIS or EA and also show the public that it is the "best" alternative plan.

- 1. The baseline track data is reported to be from a week in 2012. Much recent observational data is available that clearly depicts that these are not the current flight paths or tracks. Many residents have surmised that the current (i.e. 2015) tracks are dispersed over Point Loma now as opposed to adhering to a transit over waypoint JETTI as was the requirement in 2012. I request that the graphic be updated to show the actual tracks over a 3 month period in mid-2015 - no earlier than May, 2015. Please include the data described below with this updated graphic. This will provide a current reference for residents of Point Loma and clarify the actual change from current average conditions.*
- 2. The graphic provides a center line of the expected flight paths for "heavy" and "med" jets. It does not provide an estimated center line for "small" jets or for other aircraft that may leave from SAN on 270. Please provide those estimated center lines in the updated graphic of the proposed change.*
- 3. As can be seen from the blur of actual flight paths in the referenced graphic from 2012, aircraft flights do not conform to the intended center line predictions that models readily provide. Weather, aircraft and flight parameters, pilot preferences and much more create these variations. The expected flight paths presented for heavy and med jets assuming the deletion of waypoint LOWMA only show the intended or expected center line of those future flight paths. To make a real assessment and understand the environmental impacts, you must portray and analyze the full distribution of the probable future flight paths. If one were to use the 2012 data that is presented, it easy to estimate that a significant number of heavy and med flights would fly over central Point Loma and even over NAS North Island. This would be entirely unsatisfactory to residents and fully negate any environmental and safety studies that were performed using the limited center line estimates. Please update your analysis and presentation to depict the probabilistic dispersion of the flight paths to be expected for ALL types of aircraft departing from SAN on 270.*

1604-01

1604

Pat Boyce (continued)

1604-01

4. *Because we are dealing with noise and pollution at ground level it is important to look at the flight paths in 3D. The environmental analysis needs to consider the varying elevations under the Point Loma flight paths. The referenced presentation graphic is in 2D and begs the question of the altitudes of the "current" and projected flight paths. Please provide this information including a graphical portrayal of the probable flight path envelope for at least 5 points along the projected center line after waypoint JETTI compared to the 2015 actual flight path data in 3 above.*

5. *The Metroplex initiative seems to be based on reducing the amount of fuel consumed by modifying established flight routines. There was no data provided to show the trade-offs and cost parameters that were used to establish the current proposal. There were no alternative flight plans presented and compared to the proposal. Mathematical transportation models have been used for decades to evaluate trade-offs such as these. Please provide the cost and other parameters and data for the top three alternatives considered in preparing this Metroplex plan.*

The above are very basic data needed to understand the proposed change and assess its impact on our environment. That this data has not been provided, or worse, not considered is troubling to me and other residents (i.e. citizen tax payers). This data can only provide the beginning of the basis to make an informed evaluation and its absence only increases public distrust of the FAA and the Metroplex plan..

You need to extend your project timeline to provide adequate time to provide and evaluate the data such as the above that is needed for a mutually agreeable solution.

Best regards,

Pat Boyce

Point Loma resident (13 years)

San Diego resident (47 years)

1604

Response

1604-01

Please see **Topical Response 11 – Point Loma.**

1605

Terri Mathes

From: Teresa S. Mathes [mailto:tmathes@tmathesconsulting.com]

Sent: Thursday, October 08, 2015 9:09 AM

To: awaren@san.org; Russell Tony

Subject: FAA Metroplex Plan

1605-01

I am writing to express my grave concern about the proposed flight path changes reflected in the Metroplex plan. As a business traveler who averages two flights per month, I am aware that the "\$7.8 million" in "fuel savings" purported by this proposed plan are a miniscule percentage of operational costs for the airlines flying out of Lindbergh Field. Furthermore, fuel prices are already reflected in ticket prices, which have not dropped to reflect recent declines in oil prices.

It is well known that the NextGen plan was fast-tracked and allowed to skip environmental impact hearings. In fact, the city of Phoenix is now suing the FAA over the environmental effects of this plan on their residents. It is equally well known on Point Loma that jet exhaust already coats our foliage and dirties our homes. Noise pollution is so clearly defined on the Point that a quick look at Zillow or any other real estate site will illustrate the effect air traffic noise has on property values. The proposed Metroplex changes will have enormous environmental impacts.

1605

Terri Mathes (continued)

1605-01

These immediate concerns pale in comparison to the possibility of an air traffic accident over a densely populated area. Perhaps the airport administration has forgotten the carnage of the PSA crash over North Park in 1978: 22 homes destroyed, 7 residents killed, scores injured and 4 city blocks riddled with wreckage. As the managers of Lindbergh Field surely know, the most likely times for an airline accident are take-off and landing. Why would you encourage the FAA to reroute take-off to expose more population? A crash over a population-dense, high-property-value area with a national military monument would create an environmental and PR disaster on scale with New York City's fallout after the building collapses on 9/11. And in the Internet Age, your decision-making will all have been recorded on file footage.

We who live here and use Lindbergh Field do not wish to think of it as a place that privileges the airline industry's convenience over the welfare of the community in which you do business. I ask you to prove this is not the case by opposing the Metroplex plan and maintaining (and enforcing) the use of waypoint LOWMA. I urge you to let airlines know that area residents are capturing video and screen shots of specific flights already violating the current waypoint and are posting them to the Internet, identified by airline and flight number.

Lindbergh Field made good neighbor commitments to our community during the early plans for expansion. I urge you to live up to your word.

Terri Mathes
880 San Antonio Pl
San Diego, Ca 92106

1605

Response

1605-01

Please see **Topical Response 11 – Point Loma.**

1606

Christopher Kuzmich

From: Christo Kuzmich [mailto:obchristo@gmail.com]
Sent: Thursday, October 08, 2015 9:35 AM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Air Noise; Glen.Martin@faa.gov; elizabeth.ray@faa.gov; Loriezapf@sandiego.gov; Kevinfaulconer@sandiego.gov; awarren@san.org; Russell Tony; scott.peters@mail.house.gov
Subject: Nextgen SoCal Metroplex Questions

Hello,

My name is Christo Kuzmich.

I am a long-term resident of Point Loma, first living under the jet noise in northern Ocean Beach in 1990 and renting in 6 different locations in the zip code of 92107- ranging from directly under the flight path on Muir Street to far away on Osprey finally purchasing my home on Del Mar Ave. I have extensive experience in the noise level generated by flight activity around Point Loma, and chose my location accordingly.

1606-01

Until the Green Build began at SAN, we were spared most of the noise from the airport. We were told by the San Diego Airport Authority that once the construction of the Green Build was over, the flight patterns would return to normal. They have not. In fact- over the past several weeks, the noise has gotten worse. Planes are now taking off with a more southerly vector and turning earlier. It is apparent that the JETTI and LOWMA waypoints are not being respected. The noise level and frequency of flights has increased to the point that my wife and I have discussed selling our house. Not a small decision for us, as this is where we raising our children. This neighborhood was quiet compared to areas under the jets and thus requires more from ones paycheck to live in. This is a middle class neighborhood where everyone votes and most couples work. We believe that the government must be responsive to the public.

I attended the FAA meeting last night at Liberty Station, and was dismayed to hear from the FAA speakers that there has been no recent changes in flight take off patterns. This is clearly not factual as data presented on <http://webtrak5.bksv.com/san> illustrates that the JETTI and LOWMA waypoints are not being respected. .

1606

Christopher Kuzmich (continued)

The current flight path changes- if they continue, will (a) decrease our property values, (b) decrease local air quality, (c) dramatically increase noise pollution, (d) decrease the quality of our lives, and (e) will result in long-term residents departing the area. I am aware of the health issues linked to air quality and noise pollution. As a home owner, no one has to explain to me the economic impact of having my largest asset decrease in value. I ask myself, and I am asking each of you, if the current iteration of the Nextgen SoCal Metroplex proposal is implemented, how will this further exacerbate the aforementioned damages?

Tuesday night, the FAA representatives explained that the average decibel (noise) level would not change. When you are asking the question, "if I change a variable (in this case, flight paths), will there be an impact?," you must also use the correct measurement tools, and the correct analytical approach. If you knowingly do not use the correct measurement tools and the correct analytical approach, this is regarded as fraud.

Thus, I ask you the following questions:

(a) What is the projected decrease property values, what is the validated model that was used, and how will home owners be compensated?

(b) How will the decrease local air quality impact our health, how will this be monitored and how will those subjected to increase pollution be compensated?

(c) How will the dramatic increase noise pollution impact our health, how will noise pollution be monitored (of course using proper equipment and analysis), and mitigated in a manner that does not require resident to have their windows closed all of the time?

(d) What is the economic value that you are associating with the decrease in the quality of our lives?

Sincerely,

Christopher Kuzmich
4754 Del Mar Ave
San Diego, Ca 92107

1606 -01

1606

Response

1606-01

Please see **Topical Response 11 – Point Loma.**

1607

John Michael

From: John Michael [johnmichael1237@gmail.com]
Sent: Thursday, October 08, 2015 10:57 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Proposal to Change San Diego Airline Flight Path

Please consider the thoughts in attachment.

Comments: impressions or just feelings after attending 6 October 2015 meeting in Point Loma, San Diego, meant to inform local residents about an FAA proposal to change the flight path leaving San Diego. And from living in the Sunset Cliffs area, bordering the Point Loma Nazaren College (3 blocks above ocean).

1607-01

The meeting left me with the impression that the FAA proposal targets saving the airlines a relatively small amount of money per flight that adds up to a lot of money because of the increasingly large number of flights. The proposal, which some said was already decided, seems designed to bring industry profits at the cost of public safety. And the population is already being adversely affected by flights violating existing restrictions. Several speakers brought out that the FAA hasn't enforced regulation(s) that were supposed to be binding; e.g., many people spoke of an increasing number of illegal flights over their houses.

1607

John Michael (continued)

1607-02

However, the FAA didn't seem to care what people thought as they told us that none of the comments in the meeting would be forwarded. The FAA and airport representatives didn't bring recording equipment! To her credit, one of the FAA employees was taking notes. However, we were told that people in attendance could email their comments and that all received would be considered. At first the email address for comments, given on the presentation screen, wasn't even readable. Because of a loud shouting, a new slide was created on the spot even though the moderator spent a significant amount of time telling us that our outcries were using up a lot of valuable time. Someone asked how long did we have to submit our written comments because he wanted to organize an effort to transcribe the videos taken of the speakers. The response was we had the next day and one more after that; i.e., we only had two days to get them in. This makes transcribing not likely unless an extension is granted. I heard someone sitting near me ask, "Where is Erin Brockovich?"

1607-03

As a home owner, I am concerned about the airlines making Point Loma increasingly polluted in several significant ways. The most obvious is the noise. An FAA official mentioned after the meeting that only noise pollution is considered, not air pollution. And the approach for that seems very poor. An FAA speaker admitted that it is the noise levels averaged over 24 hours that are considered. Really? If someone lit a firecracker in your bedroom at 3AM, you would probably have a major upset, but if that same noise was averaged over 24 hours, you might not even notice it. Averaging data masks the problem of the significant disruptions that loud noise presents.

I've heard from news services that noise pollution, even at lower levels is unhealthy. And airline noise is often significantly above low levels. Obviously, it's emotionally irritating and stressful. People testified in the meeting, that when planes fly over, they had to stop conversations inside their homes and that professors in the Point Nazarene college had to pause lectures until the planes passed by. This proposal would significantly worsen it. And it violates FAA's nominal purpose. To me it seems irrational that this proposal was even considered, let alone allowed to go forward.

1607-04

The second type of pollution that is even more objectionable is the air pollution. The airlines are fouling the air to such a degree that everything is being coated with unburned fuel droplets. Several speakers spoke of this. I know this from personal experiences starting in 1998 when I first noticed a white patio table had in the back yard had a lot of dark oil droplets all over it. My house was purchased because it was as far south as possible on the west side of the Point Loma peninsula. Inside I couldn't hear the plains but it was not far enough south to avoid the un-burnt fuel coating the back yard. This deposit of pollution includes the soil that is no longer suitable for growing vegetables. The air lays a fine coating of petroleum fuel products on the soil, the plants absorb it from the soil, and people absorb it from plants. So much for gardening. Seems to me, and speakers in the meeting, that the airlines have violated to an increasing degree our safety on the ground! Also, one of the officials said off line that the FAA is only concerned with noise levels and not the air pollution caused by the airlines. **Is that true?**

My conclusion, reinforced by the meeting, is that Lindberg field would better serve the Point Loma area by shutting down. I think the convenience of having an airport close by is not worth the degradation in quality of life.

1607

Response

1607-01

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

1607-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

1607-03

The commenter asks about noise levels being averaged over 24 hours. Additional information about the DNL noise metric can be found in Appendix E, Section E.7 of the EA.

1607 Response (continued)

1607-03 The commenter is concerned with the proposal significantly worsening the noise pollution. 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 impacts or reportable noise increases.

Regarding the comment about air pollution, Section 5.8 of the EA discusses the analysis of air quality impacts under the Proposed Action and the No Action Alternatives. Section 5.8.2 discusses the methodology, and Section 5.8.3 discusses the potential impacts, indicating that no significant impacts to air quality would be anticipated.

Please see **Topical Response 11 – Point Loma** for more information.

1607-04 Please see **Topical Response 06 – Air Quality - Air Pollution**.

1608 Frank and Patricia Brower

From: Frank and Patricia Brower [fpbrower@cox.net]
 Sent: Thursday, October 08, 2015 11:20 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: FAA flight revisions from SAN over Pt Loma

1608-01 We reside near the entry to the Navel Facilities (south end of Rosecrans St) and due to added airplane noise object to the planned takeoff revisions for east bound air traffic over the point. We can see and hear the planes as is but it is not objectionable, but if they are lower and closer to us as planned the noise would be much greater, therefore our objection. Please consider our point of view in your decisions. Respectively, Frank and Patricia Brower, 2991 Rosecrans St., Point Loma, 92106

1608 Response

1608-01 Please see **Topical Response 11 – Point Loma**.

1609

Anette Thanner

From: nettie [mailto:nettie1985@att.net]
Sent: Thursday, October 08, 2015 11:41 AM
To: 9-ANM-SoCalOAPM@faa.gov; susan.davis@mail.house.gov; scott.peters@mail.house.gov;
kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov
Cc: awarren@san.org; Russell Tony
Subject: Comments on Draft SoCal metroplex Environmental Assessment

Ladies and Gentlemen:

Thank you for the opportunity to voice my comment on the FAA's SoCal Metroplex Environmental Assessment.

I understand that the intent of the Metroplex project is to improve the national airspace system by using advanced air navigation technology for air traffic procedures, reducing air traffic control, pilot workloads and fuel consumption. I oppose the FAA proposal; and believe retaining waypoint LOWMA will ensure overflights are kept to a minimum over the lovely community of Point Loma. It is a safety issue and good neighbor policy to retain the waypoint LOWMA.

I own two homes in Point Loma and I have lived in Point Loma for 40 years. I investigated and researched the flight paths before purchasing my first home. At that time, my house was south of the departing flight paths from the San Diego airport (SAN). Over the last two years, I have experienced numerous flights per day flying directly over my house. The noise is now deafening and interferes with my quality of life and safety. Black soot on my home and air pollution is a consequence of these overflights. It is destructive to buildings; and my property value has decreased as a result of being under the flight path.

1609-01

My second home is located near Talbot Street (on the south end of Point Loma) and only receives the occasional noise of Navy planes operating from North Island when the Navy is conducting deployment exercises (The Navy does not fly over Point Loma). I do not want the devastating noise, soot, air pollution and safety issue to also affect this home. Your proposal will have this outcome.

SAN is one of the most dangerous airports in the USA with the steep decent required for landings, and steep takeoff's over populated residential areas of Point Loma and Ocean Beach. I know you are very interested in the safety of our community, and I do feel it is prudent on your part to take the most direct straight way out over the ocean and not make the additional trips over residential and school areas when you have the whole Pacific Ocean to fly over, instead of the land and people. San Diego is unique in having the ocean area available and this option. Your proposal/project eliminates the LOWMA waypoint. Without the LOWMA waypoint, the SAN East-departing planes will also cross over the southern part of Point Loma impacting another flyover area of residential homes, schools and National Monuments. And we will not forget the PSA Flight 182 crash in 1978 over San Diego killing 144 people and destroying 22 homes!

Thank you for giving me an opportunity to let my voice be heard. I know you will use your best common sense and keep the LOWMA waypoint.

Sincerely,

Anette Thanner
1852 Tustin Street
and 1041 Leroy Street
San Diego, California 92106

1609

Response

1609-01

Please see **Topical Response 11 – Point Loma.**

1610

Karen Wise

From: Karen Wise [kwise2@gmail.com]
Sent: Thursday, October 08, 2015 12:04 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Please do not implement proposed changes to flight paths at SMO

Dear FAA staff:

1610-01

As a neighbor of the Santa Monica airport I write to urge you not to implement the proposed changes to flight paths there specifying lower flying and earlier turns. I ask that you please instead look at how to make the historic airport more compatible with the dense neighborhood. My main request is that you limit the number and size of jets as well as the hours they may take off and land.

Thank you very much.

Sincerely yours,

Karen Wise
2443 25th St.
Santa Monica, CA 90405
Kwise2@gmail.com

1610

Response

1610-01

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

1611

Tim McCarthy

From: timmccarthy5 [timmccarthy5@yahoo.com]
Sent: Thursday, October 08, 2015 12:16 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed flight plan change in pt. Loma S D ca Lindberg field.

1611-01

I keep a boat at pt loma shelter island. Er land at takeoff. I also hearBetween the airport the military copter and jets there is constant air noise. Now in the interest of the almighty dollar the airlines want to add to the noise by flying over land

1611-02

Also what is up with the irresponsible practice of dumping fuel into our atmosphere. That is bullshit. It is high time we start to respect the poor earth and leave something for future . The fax should take responsibility and look at the public interest in these matters. Not the airlines.

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

1611

Response

1611-01

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

1611-02

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

1612

Brian Malarkey

From: Brian Malarkey [Chef@brianmalarkey.com]
Sent: Thursday, October 08, 2015 12:49 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Please Stop

1612-01

Re Direction flights over Point Loma. The current path has brought down home prices for years – the damage is done. Lets not ruin more home prices and endanger more neighborhoods. If its a money issue please just add \$10 per tickets so tourist and locals alike can pick up the expense.

Brian Huntington Malarkey

www.brianmalarkey.com
www.searsucker.com
www.herringboneeats.com
www.greenacresd.com

1612

Response

1612-01

Please see **Topical Response 11 – Point Loma.**

1613

Heather Odell

From: Heather Odell [heathawho@cox.net]
Sent: Thursday, October 08, 2015 1:08 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex SoCal

1613-01

I am proposed of the Metroplex SoCal. The draft has not thoroughly taken into count the true environmental impact to our area. As a Loma Portal resident that is affected daily by the airplane noise, I request that the current environmental impact be updated and a true measure be used to evaluate any future changes.

In 2001, I was nieive to buy my home not clearly informed as to upcoming changes. Use, I had some noise and was willing to live with the noise due to my desired location. A few years later I found that the flight path was changing and the noise level has increased. My home is noticeably dirtier.

I question if this plan goes through what other changes will be down the road? If the FAA is so interested in increasing safety flying over populated areas is not the solution.

Be a good neighbor and do not sacrifice e our health and quality of life for a few dollars.

Sincerely, Heather Odell

1613

Response

1613-01

Please see **Topical Response 11 – Point Loma.**

1614

William Reed

From: BillReed1@aol.com [BillReed1@aol.com]
Sent: Thursday, October 08, 2015 1:27 PM
To: 9-ANM-SoCalOAPM (FAA); billreed1@aol.com
Subject: Santa Monica Airport Usage

1614-01

We have lived at our address since 1974. For many years no jets of any kind were allowed to land at or depart from the Santa Monica Airport. Recently, a judge decided it would be allowed for jets to use the Santa Monica Airport. Since the judge's decision more and more jets are using the Santa Monica Airport instead of larger airports (LAX, etc.). The additional noise and pollution has increased year after year. Please do not allow airplanes departing Santa Monica Airport to now depart using more northerly departure paths. The golf course at the end of the airport is intended to be used by aircraft departing Santa Monica Airport which have technical or other problems to land without impacting the Santa Monica residents.

Sincerely,

William Reed
 2215 Pier Ave
 Santa Monica, CA 90405

1614

Response

1614-01

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

1615

Pat Baker

From: Pat Baker [p_t_baker@hotmail.com]
Sent: Thursday, October 08, 2015 1:31 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: comment/question re Metroplex San Diego

I attended the community meeting in San Diego on 10/6.

During that meeting a couple of people asked the question about why the FAA used the DNL metric rather than the more modern CNEL metric to evaluate potential noise impacts of the Metroplex changes.

Despite repeatedly stating that no questions would be answered that night, that all questions needed to be submitted in writing, one of the FAA representative did respond to one of these questions. Paraphrasing his answer, he said that the DNL metric had worked well for them for over 20 years and that was what they intended to stick with. He also said that no consideration was given to California tough environmental laws because Federal law trumps state law.

1615-01

I have since learned that there is an FAA Order 1050.1E, CHG 1 that recognizes CNEL as an alternative metric for California. there is also FAA Order 1050.1E requiring in California the use of the CNEL metric not the DNL metric.

So my questions to you are there:

Why is this information not included in the EA?

Does this not show that the FAA is violating it's own rules and procedures?

What is the plan for revisiting this issue using the CNEL metric?

I look forward to your response.

Pat Baker
 3759 Dupont Street
 San Diego, CA 92106

1615

Response

1615-01

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

1616

John Saunders

From: J [js4015@cox.net]
Sent: Thursday, October 08, 2015 1:44 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: san diego flight path changes

1616-01

How can changing the flight path from over the ocean to over a crowded neighborhood improve safety or noise pollution? Who would even think of such a thing except a person not affected by it?

John Saunders
San Diego

1616

Response

1616-01

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

1617

Jeri Koltun

From: Jeri Koltun [jerikoltun@gmail.com]
Sent: Thursday, October 08, 2015 1:48 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: jerikoltun@gmail.com
Subject: Proposed Airplane routes over Point Loma

1617-01

I am writing to ask you to please consider the concerns of the residents of Point Loma San Diego in regards to the "proposed" airline rerouting. I attended the meeting this week along with hundreds of other concerned residents and we truly felt the safety of quality of life for the thousands of people that live here is not being considered in this proposal. There are many schools and one college, Point Loma Nazarene, directly under the proposed new flight paths. There is also Cabrillo National Monument, which is a top tourist attraction and national Park in San Diego and tourism is our number one industry. From my understanding there is at least one endangered species residing in this sensitive habitat at Cabrillo National Monument. Thousands of people have chosen to buy homes in this area solely for the reason that is was NOT under the flight path from Lindberg Field. Growing up in Loma Portal area, which is under the flight path, I wanted to be away from the airplane noise when I bought my home here 32 years ago. I urge you to evaluate the concerns of the residents and safety in the strongest terms. Thank you for your consideration.

Sincerely,
Jeri Koltun, a 3 generation Point Loma resident

1617

Response

1617-01

Please see **Topical Response 11 – Point Loma.**

1618 Mary Bateman

From: mary bateman [maryj.bateman@gmail.com]
 Sent: Thursday, October 08, 2015 2:01 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: LOWMA waypoint over Point Loma

1618-01 Please add my name to the Point Loma residents that will be effect if the LOWMA waypoint is not retained. I have been a Point Loma resident since 1935 . Wabaska Drive and Centraloma Drive was the corner location of my family’s home address before Wabaska Drive became Nimitz boulevard. At that time, the flight pattern was over Midway Drive... In 1953 my husband and I built our home at 3835 Milan Street. We didn’t built under the flight pattern and at 84, I am asking you to please retain the LOWMA waypoint.

Sincerely,
 Mary Bateman
 3835 Milan Street
 San Diego, Calif., 92107

1618 Response

1618-01 Please see **Topical Response 11 – Point Loma.**

1619 Michele Reynolds

From: Michele Reynolds [mailto:Michelereynolds@cox.net]
Sent: Thursday, October 08, 2015 2:02 PM
To: Henry, Robert (FAA)
Subject: Southern California Metroplex

Dear Mr Henry,

1619-01 Please do not go forward with the plan to change the Waypoint and reroute the planes over Point Loma. Stop the NextGen changes. Why route the planes back over our homes and neighborhood when you can easily route them to turn over the ocean?

1619-02 The air traffic over Point Loma causes pollution, which affects the health of the local residents. It damages our lungs. It causes unsightly soot that covers our buildings, patios and windows. This pollution has a negative environmental impact. There needs to be analysis done of the chemical composition of the soot that is falling on us from the planes. Your Environmental Assessment totally disregarded the importance of this pollution. Will you please address this issue?

1619-03 The noise is annoying. The decibel level increases by more than 10 decibels from many of the flights that go over my house; I have a decibel meter. I frequently need to pause the TV because I can’t hear. This happens as often as 5 times in 30 minutes. The planes always wake me up in the morning. There needs to be accountability regarding the decibel level of the planes over our community. There is no ongoing monitoring of this problem and no accountability. Will you please be accountable for the noise pollution?

1619-04 The property value of most of our home will drop, so these changes would be made at a great expense to our community.

Safety is also an issue. Our community will never forget the crash of PSA flight 182. These planes flying over, or are being rerouted to fly over, elementary schools, the high school and Point Loma Nazarene University. Will you please address these safety concerns?

The Liberty Station meeting did not address what altitude these planes will fly at. Please make that information public.

How will our community be protected from the impact of the changes you are proposing?

1619

Michele Reynolds (continued)

Cabrillo National Monument gets 890,000 visitors a year. This will have a huge impact on air quality and noise there. Cabrillo National Monument and Fort Rosecrans National Cemetery were not given any consideration in your Environmental Assessment.

1619-04

You did not follow due process and did not make a written copy of the Environmental Assessment available to the public. Please postpone your deadline for gathering public information so you can address our concerns.

It is my understanding that the airport needs a Title 21 variance. Cooperation goes both ways and our community may vote against giving the airport this variance in 2017.

Thank you.

Sincerely,

Michele Reynolds

4437 Newport Ave

San Diego, CA 92107

619-550-9425

1619

Response

1619-01

Please see **Topical Response 11 – Point Loma.**

1619-02

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

1619-03

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

1619-04

Please see **Topical Response 11 – Point Loma.**

1620

Steve and Crystal Evans

From: crystal Evans [c2dido@gmail.com]
Sent: Thursday, October 08, 2015 2:09 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Change of flight plan for takeoff from San Diego Airport

We used to live at the end of Voltaire Street in Ocean Beach and we were under the flight plan. Many planes were so noisy, that it was impossible to talk on the phone or listen to the TV. In fact some planes set off car alarms because of the high decibels of noise. We wanted to get away from this noise pollution and barrage, so we moved to Adiar Street, which is just south of Point Loma Ave. Planes take off just north of us. We can see and hear them, but it is just tolerable. Now, the FAA wants to reroute planes so they go directly over our neighborhood, so the airlines can save a little bit of money. Again, we were be subject to noise pollution with its related health concerns as well as safety issues, as planes do have problems and can crash. Since we live in Southern California, we live outside. We enjoy our outdoor space, to relax, and to entertain. That will be gone, as it will be too noisy to enjoy our gardens, to relax and to entertain our friends. We are not in favor of the FAA changing flight takeoff routes. We want takeoff routes to remain as they are. Thank you. Steve and Crystal Evans

1620-01

1620

Response

1620-01

Please see **Topical Response 11 – Point Loma.**

1621

John Franklin

From: jfranklin12@cox.net [jfranklin12@cox.net]
 Sent: Thursday, October 08, 2015 2:14 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Cc: Home Franklin
 Subject: Federal Aviation Administration (FAA) Proposed New Flight Routes, San Diego International Airport

October 7, 2015

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

Subject: Federal Aviation Administration (FAA) Proposed New Flight Routes, San Diego International Airport

To Whom it may concern:

Established routes are being abruptly abandoned in favor of imposed NextGen routes, despite the fact that these established routes had evolved slowly, over decades, to balance aviation efficiency against airport neighbor quality of life. Routes are being concentrated instead of using dispersed flight paths causing unjust hardship to the citizens directly under the new routes. This includes health, lost quality of life (sleep interruption at night, and new streams of aviation noise during many stretches of the day), and diminished property values. The proposed IIBEE SID will introduce households not currently experiencing aircraft noise to new sources of noise. All this, despite a history of community involvement on the issue of flight paths. Lip service was given to community involvement, as the original meeting was not sufficiently noticed (or perhaps purposely minimally noticed), for a fair community discourse, with a meeting held in the middle of the day (we work), at a venue outside of the affected community, Point Loma. Many residents, like me, moved to Point Loma to get out of the flight path from Ocean Beach, based on the established routes previously negotiated.

The proposed IIBEE SID will have no significant effect on the carbon footprint (this is a world-wide phenomena, even if you believe this nonsense), and any fuel savings are lost during hard banks adhering to the new flight path. Stacking planes in a line awaiting landing increases the risk of accident, rather than having them dispersed and in view.

Please provide accurate information on how the affected population will be compensated for the health issues, lost quality of life, and diminished property values, of this ill-conceived sham.

John Franklin
 941 Temple St.,
 San Diego, CA 92106

1621-01

1621

Response

1621-01

Please see **Topical Response 11 – Point Loma.**

1622

Lisa Craig

From: Lisa Craig [lcraig2004@yahoo.com]
Sent: Thursday, October 08, 2015 2:14 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flying Over South Point Loma

Here is our family questions:

- 1) Why are you saying that these changes haven't been made yet planes are clearly flying over the Wooded area. I hear one right now.
- 2) The noise is loud and can't be avoided. Our children's education will be affected by stopping and starting class. You our now affecting 3 elementary schools and a middle school just in our immediate area. Did you know that? Would you want that for your child?
- 3) Environmentally, the air is different. What tests have you done to make sure that our children's health, our environment, etc. won't be affected?
- 4) Our property values will go down. As a Realtor I have seen it on the north side of Nimitz. What will you do to protect our savings, our home?
- 5) Why do you care about the airlines and how they can increase their bottom line more than you care about the people of Point Loma?

1622-01

Lisa Craig
Keller Williams Realty

619.405.9911

1622

Response

1622-01

Please see **Topical Response 11 – Point Loma.**

1623

Cynthia M. Ryan, PhD

From: Cynthia Ryan [ryacynt@cox.net]
Sent: Thursday, October 08, 2015 2:21 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Flight Path

To FAA,

1623-01

It is unacceptable to disregard the community in your attempt to change flight paths. We are a very unique community. A National Monument, a Naval facility and Fort Rosecrans Cemetery. We have people from all over the world who visit here.

Your approach toward our home has been manipulative, deceptive and lacking integrity.

Rethink the plan.

Cynthia M. Ryan Phd.
997 Catalina Blvd.

1623

Response

1623-01

Please see **Topical Response 11 – Point Loma.**

1624

Lee Pearl

From: Lee Pearl [smartpearl1@hotmail.com]
Sent: Thursday, October 08, 2015 2:22 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Bill Longfield; Jack Callahan; Ken Yonkers; Kristine Taft; Mary Pat Earl; Ryan Gunderson; Scott Sibley; Sue Olson; Sue Sibley; Terry Janssen; Tom Houston; Vicki Frank; Dave Kiff; tony Khoury; michelle.steel@ocgov.com; Tony Petros; Duffy Duffield; kathleen.staunton@mail.house.gov
Subject: Metroplex Comments Addendum JWA BIIA

Attached is an addendum to the September 6 2015 comments by the BIIA and LBIPOA and illustrative map showing unoccupied open water areas. The addendum is only submitted by the BIIA and not inclusive of the LBIPOA.

Please confirm receipt to this email address or contact Lee Pearl or Terry Janssen President BIIA with any question at the email address in the cc line of this email. Thank you. Lee Pearl

Balboa Island Improvement Association
 Balboa Island CA 92662
 October 8, 2015

To: SoCal Metronlex EA
 Federal Aviation Administration
 Western Service Center
 1601 Lind Avenue SW
 Renton, WA 98057

From: Balboa Island Improvement Association

Subj: SoCal METROPLEX EA ADDENDUM

Thank you for the opportunity to review the EA for the FAA Metronlex project. The Balboa Island Improvement Association (BIIA) works to improve Balboa Island. We represent approximately 3,000+ residents that are subject to noise and pollution from JWA.

SUMMARY OF ADDENDUM COMMENTS:

The following is added to our September 6 2015 comments previously submitted based on the October 7, 2015 meeting with the FAA and staff of Congressman Rohrabacher.

The departure pattern in the Metronlex Plan and future narrowing flight path with the implementation of Nextgen technology will have the greatest environmental impact on our residents. The BIIA is requesting a FAA plan for the IWA departures that will relieve aircraft noise and pollution for our residents below the departure pattern.

1624-01

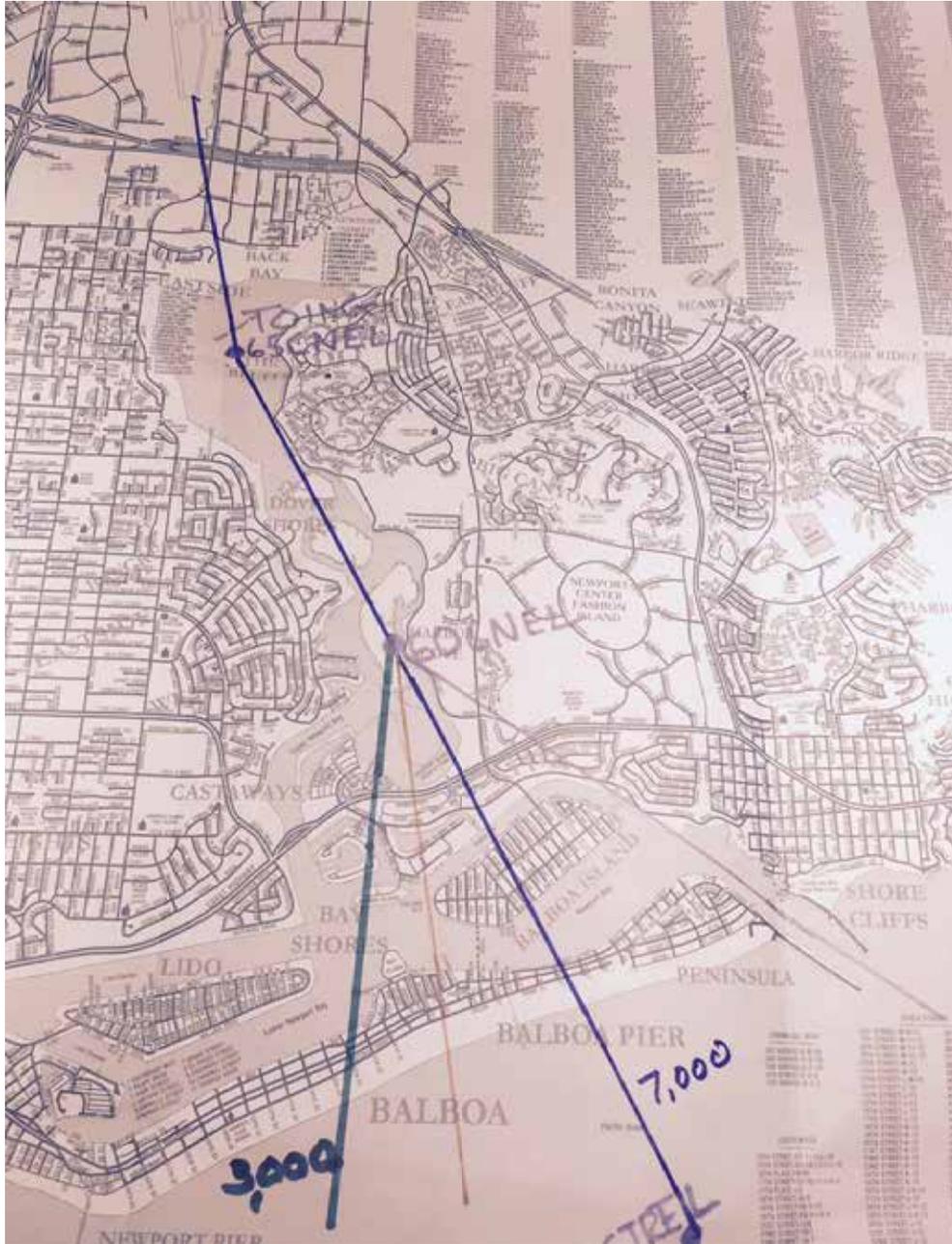
We believe it is in the best interests of the Island and the approximately 7,000 residents of Newport Beach impacted by noise and pollution after the planes pass the final noise monitor for the FAA to consider alternative departure patterns over more unoccupied open water or **use of a fan or varied pattern** to reduce direct impact on residents. This would provide relief or move the departures away from historic neighborhoods and high density areas of the City.

1624

Lee Pearl (continued)

Addendum Attachment:

Departure Map for illustrative purposes only showing some open water areas.



1624

Response

1624-01

Please see Topical Response 12 – SNA Current Departures.

1625

Dave Milligan

From: Liz Milligan [davidmilligan@msn.com]
Sent: Thursday, October 08, 2015 2:25 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Waypoint change to San Diego International Airport

1625-01

Please DO NOT change the exit waypoints for San Diego International Airport. This change WILL increase the noise over my house in San Diego and WILL increase the exhaust pollution load rained down on my house.

Dave Milligan
 4625 Bermuda Ave San
 Diego CA
 davidmilligan@msn.com
 ph: 619 822 2649

Sent from [Mail](#) for Windows 10

1625

Response

1625-01

Please see **Topical Response 11 – Point Loma.**

1626

Kenneth L. Hunrichs

From: Ken Hunrichs <kenhunrichs@cox.net>
Date: October 8, 2015 at 2:33:14 PM CDT
Cc: <Glen.Martin@faa.gov>, <elizabeth.ray@faa.gov>, <airnoise@san.org>
Subject: Impact on protected marine mammals from proposed changes to flight paths from Lindbergh Field in San Diego

FAA Administrators,

1626-01

I am opposed to changing the flight path for departing aircraft from Lindbergh Field in San Diego. The changes proposed will cause the departing airplanes to make sharp turns at a low level over populated portions of Point Loma instead of over the ocean. That change will significantly impact the local residents and will cause increased danger from plane crashes and the long term effects of noise and pollution. This proposal appears to be only to save a minor fuel expense to extend the flight path well out over the ocean where there would be a reduction in negative impacts. It is a false economy and should be rejected. This flight path has been used for many years and is the reason the current flight path turn way-points from Lindbergh were established.

A closer turn over Point Loma would bring the turning aircraft closer to the airspace and aircraft from North Island Naval Air Station in Coronado, CA. That potential interference between civilian and military aircraft should stop the proposed change for aircraft leaving Lindbergh Field.

There is a well known, but officially unrecognized, breeding site and rookery for the [Harbor Seal, Phoca vitulina](#), on the western side of Point Loma. This rookery is near the City of San Diego's waste water treatment plant. This growing rookery has been monitored by local citizens and has been monitored by City officials for the past several year when the controversy over a Harbor Seal rookery in La Jolla, CA began impacting local land use decisions.

1626

Kenneth L. Hunrichs (continued)

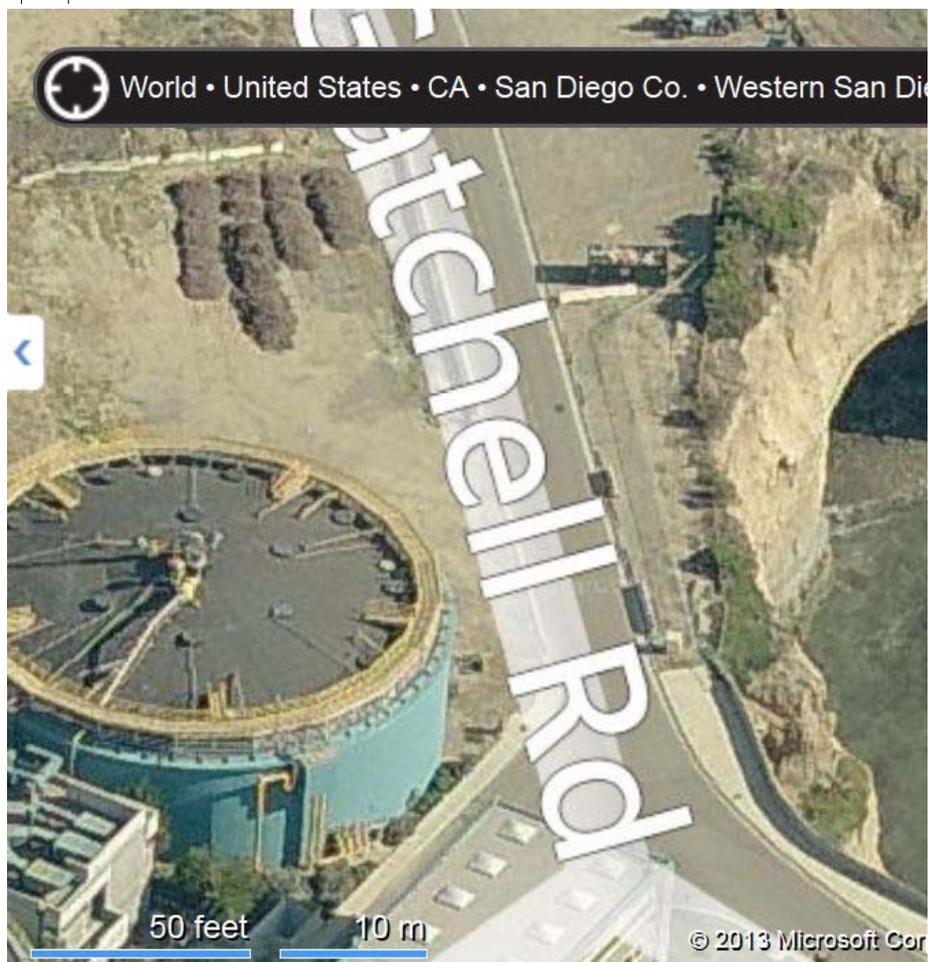
1626-01

As are all marine mammals in the United States and its Territories, Harbor Seals enjoy a special protection from disturbance by human source activity. Any change in their environment would potentially cause a negative impact in their life cycle and their ability to reproduce in this location. A change in aircraft flight paths over the seal rookery would be potentially harmful in violation of the Marine Mammal Protection Act. Officials in San Diego and the National Marine Fisheries Service in Long Beach are well aware of the Point Loma rookery but have yet to officially recognize this rookery as they have done at several other locations on the west coast.

... environmental impact statement / environmental analysis ... proposed flight path change but it did not analyze the impact on marine mammals in the effected areas along Point Loma. Before proceeding with any change this impact must be studied.

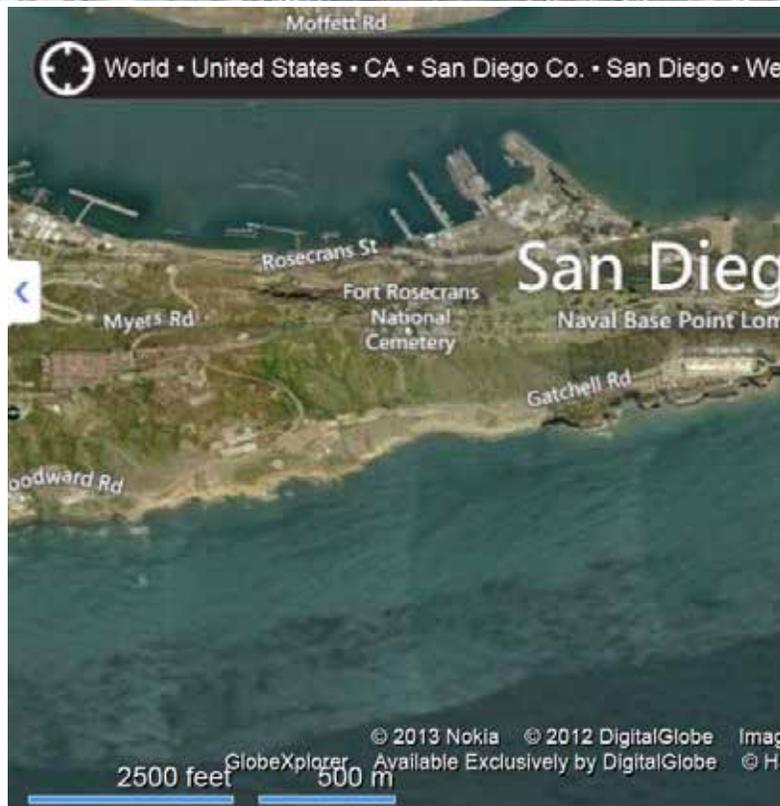
Thank you,

Kenneth L. Hunrichs 6530
Springfield St San Diego, CA
92114-1524
kenhunrichs@cox.net



1626

Kenneth L. Hurrichs (continued)



1626

Response

1626-01

Please see **Topical Response 11 – Point Loma**.

1627

Jeanine Ely

From: Jeanine Ely [jeanine.ely@gmail.com]
Sent: Thursday, October 08, 2015 2:33 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: All morning long....Airplane noise above my home

FAA

1627-01

I've heard continuous air flight noise and viewed commercial aircraft in the area all morning today. Do you know or have approved record that numerous planes have flown over areas in the Peninsula of Point Loma?

Jeanine Ely

1627

Response

1627-01

Please see **Topical Response 11 – Point Loma**.

1628

Kenneth L. Hunrichs

From: Ken Hunrichs <kenhunrichs@cox.net>
Date: October 8, 2015 at 2:33:14 PM CDT
Cc: <Glen.Martin@faa.gov>, <elizabeth.ray@faa.gov>, <airnoise@san.org>

Subject: Impact on protected marine mammals from proposed changes to flight paths from Lindbergh Field in San Diego

FAA Administrators,

1628-01

I am opposed to changing the flight path for departing aircraft from Lindbergh Field in San Diego. The changes proposed will cause the departing airplanes to make sharp turns at a low level over populated portions of Point Loma instead of over the ocean. That change will significantly impact the local residents and will cause increased danger from plane crashes and the long term effects of noise and pollution. This proposal appears to be only to save a minor fuel expense to extend the flight path well out over the ocean where there would be a reduction in negative impacts. It is a false economy and should be rejected. This flight path has been used for many years and is the reason the current flight path turn way-points from Lindbergh were established.

1628

Kenneth L. Hunrichs (continued)

A closer turn over Point Loma would bring the turning aircraft closer to the airspace and aircraft from North Island Naval Air Station in Coronado, CA. That potential interference between civilian and military aircraft should stop the proposed change for aircraft leaving Lindbergh Field.

There is a well known, but officially unrecognized, breeding site and rookery for the [Harbor Seal, *Phoca vitulina*](#), on the western side of Point Loma. This rookery is near the City of San Diego's waste water treatment plant. This growing rookery has been monitored by local citizens and has been monitored by City officials for the past several year when the controversy over a Harbor Seal rookery in La Jolla, CA began impacting local land use decisions.

As are all marine mammals in the United States and its Territories, Harbor Seals enjoy a special protection from disturbance by human source activity. Any change in their environment would potentially cause a negative impact in their life cycle and their ability to reproduce in this location. A change in aircraft flight paths over the seal rookery would be potentially harmful in violation of the Marine Mammal Protection Act. Officials in San Diego and the National Marine Fisheries Service in Long Beach are well aware of the Point Loma rookery but have yet to officially recognize this rookery as they have done at several other locations on the west coast.

I understand there was a preliminary environmental analysis done on this proposed flight path change but it did not analyze the impact on marine mammals in the effected areas along Point Loma. Before proceeding with any change this impact must be studied.

Thank you,

Kenneth L. Hunrichs 6530
Springfield St San Diego, CA
92114-1524
kenhunrichs@cox.net

1628

Response

1628-01

Please see **Topical Response 11 – Point Loma.**

1629

Stephen Vafis

From: Stephen Vafis [sgvhome@cox.net]
Sent: Thursday, October 08, 2015 2:47 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: loriezapf@sandiego.gov
Subject: SAN departure path

To whom it may concern,

As a lifelong resident of San Diego (specifically Point Loma and currently 708 Temple Street) - I have opinions about this proposed change and expect that they should be heard.

I am strongly opposed to this proposed change in the flight path exiting SAN (Lindbergh Field) for several reasons.

The change does not provide benefit to the local residents of San Diego and / or more specifically those in Point Loma where they are directly affected by the new path(s).

The change does not improve upon the safety of human beings.

1629-01

To the contrary; the change will only put the residents and visitors of Point Loma at a greater exposure to pollutants and noise as well as the chance of injury, death or devastation of property from a plane crash.

In addition the environmental effects upon the coastal marine life, animals, and vegetation can only be negative for the same reasons (the nature / animal activists are likely to have a say here as well) .

Also noteworthy is the negative affect this change would have on non-locals as well as tourists – to include the people whom visit the Cabrillo National Monument, Fort Rosecrans, as well as the local aquatics, tide pools, roads, and foot trails enjoyed by many.

The change in flight path would in fact have a direct negative impact on the property values in Point Loma as they would be subjected to increased noise, pollution, and risk of plane crash. As well there would be an accelerated deterioration of structures, vegetation, landscapes, hardscapes, etc. as a result of the increased pollution.

These points in fact increase the liability for the city, county, federal, or other entities in support of this change. AND, this matter will likely be taken to the courts before some of these factors are decided upon and that only costs money and time form those involved - so I would ask – what is the point of all this ???

After all, isn't it the responsibility of the FAA to maintain the safety and well-being of the people – including the passengers, and any persons or even environments affected by the flights they regulate ?

I have never known that it is one of the FAA's responsibilities is to save the Airlines money – this bears a whole new question of whom is really supporting this change and why ???

The suggestion that the change will save the Airlines in fuel costs is questionable as I expect this theory is not adequately supported – and even if so, the likelihood that the residents of San Diego will ever see the financial benefit of this is also very questionable.

1629-01

Some practical application of physics theory here would prompt further questions of the fuel savings suggested - the efficiency of fuel use per distance traveled is minimized when climbing and turning – therefore to turn tighter while climbing uses more fuel than a broader turn – ie.. the originally dedicated flight path provides more efficient use of fuel.

Again, I adamantly oppose the proposed change in flight path.

STEPHEN VAFIS
PO Box 60102
San Diego, CA 92166
SGVhome@cox.net

1629

Response

1629-01

Please see **Topical Response 11 – Point Loma.**

1630

Gwen Mathews

From: Gary or Gwen Mathews [gmathews1720@gmail.com]
Sent: Thursday, October 08, 2015 2:54 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex Plan for San Diego

1630-01

I am writing to strongly oppose the changes proposed by the Metroplex Plan for San Diego. The meeting held on October 6th was attended by over 800 residents, all expressing opposition. The FAA, while in attendance, offered no useful information, answered no questions, and made no record of the questions and comments made by concerned residents.

1630-02

I have issues with the Environmental impact of the proposed changes but my primary concern is SAFETY! Please answer the following questions:

With an ocean conveniently nearby, how can you justify flying over a heavily populated area which includes 3 elementary schools and a University of over 3000 students?

What noise studies have been conducted to address the impact and loss of instruction time to these schools?

Have you addressed the environmental impact to the Sunset Cliffs National Park and the Cabrillo National Monument? If so, what were the results?

We are already seeing planes flying an alternative route despite this being a "proposed" change. The impact to our area is significant in the areas of health, safety and noise. I strongly opposed this proposal and look forward your response.

Sincerely,

Gwen Mathews
 3rd Generation Point Loma Resident

1630

Response

1630-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1630-02

Please see **Topical Response 11 – Point Loma.**

1631

Sibet Hyder Alspaugh, MA, MFT

From: Sibet Alspaugh [sibet@sbcglobal.net]
Sent: Thursday, October 08, 2015 2:55 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: No plane noise!

1631-01

I object to the metroplex report because fails to properly consider the environmental impact of the proposed flight path deviations.

1631-02

I also object because it also endangers school children/young adults because of the new proposed flight path over schools and universities.

1631-03

I further object because it inadequately measures the amount of particulates due to the increase in flights and air traffic.

1631-04

Let's not further deteriorate our planet and our quality of life in the name of the almighty dollar and the unnecessary pursuit of MORE!

1631

Sibet Hyder Alspaugh, MA, MFT (continued)

Thank you for your consideration,

Sibet Hyder Alspaugh MA, MFT
3337 Trumbull St.,
San Diego, CA 92106
619-246-1067 sibet@sbcglobal.net

1631

Response

1631-01

The commenter states that the EA failed to properly consider the environmental impact of the proposed flight path deviations. 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.

Regarding the commenter's concern about "deviations," the analysis took into consideration aircraft vectoring or "deviations" as the commenter phrased it. Please see Section 5.1 of the EA for a description of noise modeling methodology.

1631-02

Please see **Topical Response 11 – Point Loma**.

1631-03

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

1631-04

Thank you for your comment.

1632

Lynn Sinks

From: Chuck Sinks [azteceagleent@gmail.com]
Sent: Thursday, October 08, 2015 3:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Airport Flight Path / Waypoint changes

1632-01

Reinstate and enforce the waypoints.

Thank you.
Lynn

October 7, 2015

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

1632

Lynn Sinks (continued)

Subject: Federal Aviation Administration (FAA) Southern California Optimization of Airspace and Procedures in the Metroplex (SoCal Metroplex) Draft Environmental Assessment (EA) Document

TO:
Julia Quinn, Chair
PCPB

Paul B. Webb, Chair
PCPB Airport Subcommittee

Dear Mrs. Quinn and Mr. Webb,

I attended the public forum held last evening at the McMillan Center in the Point Loma neighborhood of San Diego.

1632-02

Good media for residents, bad media for government bureaucrats, overall a waste of time for taxpayers. The FAA, SoCal Metroplex organizers and the San Diego Airport Authority could not have been more transparent. This "hearing" was nothing more than a thinly veiled whitewash of a government (FAA) policy that is already enacted, in place and functioning. Classic government "hear them out, wait them out, they will go away" tactics.

For example, the "waypoint observed" outbound flight path slide presented by the FAA in their "presentation" last evening was from 2013. Really? This is the best ruse the broken Federal bureaucracy can come up with? Of course outbound flights were observing the waypoints in 2013; and surprise, the 500+ residents of Point Loma who showed up last night and the 3,000 more who have signed a petition were not upset in 2013.

1632-03

This is October 2015. The flight paths have obviously changed, kerosene soot is raining down everywhere, planes are lower, louder and further south than ever before. Believe it or not, the residents and stakeholders in this area are not ignorant. They see the change, and they are very, very angry.

The "if you like your doctor, you can keep your doctor" style arrogance / lying that the FAA exhibited last evening has unfortunately become a new standard for our Federal Government. The "proposed waypoint change" is poppycock. This policy is already in place and waypoints are being ignored by outbound aircraft. Why would the FAA and others make this change then try and bulldoze the public with faux public hearings and comment? You don't have to be a Harvard Law School graduate to figure it out; someone somewhere is getting paid.

This is not about fuel savings and it is certainly not about the environment. Kerosene soot on school children is bad environmental policy. One less political golfing boondoggle on a 737, 757 or 747 would save enough fuel for decades of the waypoint observance we are talking about here.

1632-03

Simply take 2 minutes and LOOK UP. Airliners exiting Lindbergh field today are consistently flying further south at lower altitudes than ever before. Today, they are not honoring "waypoints" that keep them over the ocean, the very topic of the FAA "presentation."

The outcome is these airliners are dumping 2x, 3x, 4x kerosene soot on homes, residents, marinas, National Parks, National Cemetery's, colleges, universities, hotels, businesses etc. never mind the incredible noise pollution, visual pollution on and on. Point Loma residents are living with this, today and every day.

Stop by any home, school, business, National Park, university, National Cemetery etc., in Point Loma. Take home all the soot you want. It's real, unlike the narrative we heard last evening from the FAA.

Reinstate the waypoints for aircraft exiting Lindbergh (SAN) to keep the planes over the Pacific Ocean and well south of Point Loma until turning east. The white line below will not stand.

Congressman Peters, all of Point Loma has eyes on you regarding this embarrassing government presentation and Federal issue.

1632

Lynn Sinks (continued)



Lynn Sinks

30 year PL resident

1632

Response

1632-01

Please see **Topical Response 11 – Point Loma.**

1632-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

1632-03

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

1633

Paul Balistocky

From: Paul Balistocky [basilica001@yahoo.com]
Sent: Thursday, October 08, 2015 3:02 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Metroplex-NO

I am a San Diego resident directly affected by the new FAA proposal to alter the current flight path over residences in Point Loma, San Diego.

1633-01

I am writing this to express my **OPPOSITION** to the new FAA light path proposal. Kit will create noise, pollution and increased hazards to me and thousands of residents under the new flight path.
NO. NO. NO to the San Diego airport Metroplex FAA proposal.

Paul Balistocky,

San Diego, CA

1633

Response

1633-01

Please see **Topical Response 11 – Point Loma.**

1634

Rachel Parker

Subject: jets over Mar Vista**Date:** October 8, 2015 3:02:24 PM PDT**To:** 9-ANM-SoCalOAPM@faa.gov

To the FAA:

Mar Vista is a neighborhood filled with children, young and old adults, and pets. The noise and pollution from the jets flying overhead has substantially reduced the quality of life here. If I am correct in addressing this issue to you, please, please ban jets from this area. There are jets flying at all hours from the Santa Monica airport, and it seems as if LAX has also begun intruding into our area. Clean air and reasonable quiet is why many of us moved here. As a homeowner who hopes to age in place, the jets ruin the peace, vitality and the air quality of my neighborhood.

1634-01

I realize that it is unlikely that anyone wants a flight pattern over their home, but the arrival of jets seems to violate the rights of the neighborhood. There are likely more industrialized areas that will suffer less than this family oriented area. The Mar Vista Elementary School and Mar Vista Park are right under the jets. This is a violation of our community. Please reconsider the incursion from LAX. As I've written this email (total time 15 minutes), 6 jets have flown overhead. This is an unacceptable violation of my rights and the rights of the people of Mar Vista. Reconsider, please.

Sincerely,

Rachel Parker

3116 Coolidge Avenue

Los Angeles, CA 90066

1634

Response

1634-01

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

1635

Cesar Fernandez

From: Cesar Fernandez [hailcesar@cox.net]**Sent:** Thursday, October 08, 2015 3:05 PM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** Point Loma Flight Plan

FAA:

I am a long time resident of San Diego living in the Point Loma Community. Please record my statement in opposition to the proposed waypoint changes in aircraft taking off from Lindberg Field in San Diego. My wife, kids, and I live on the peninsula that will be impacted by the proposed changes. We live about two miles from the hallowed and sacred grounds of Fort Rosecrans National Cemetery. Above and beyond the impact the new proposed FAA flight path will have on our neighborhoods, schools, and families what I consider a complete disregard and disrespect by the FAA is flying over our national cemetery. This is the final peace and tranquility honoring those who have served in the United States Armed Forces. I completely oppose this FAA flight path change that is under consideration with every cell in my body.

1635-01

I request the FAA to please inform me and the people of San Diego clearly and concisely in a didactic response what the benefits for the people of San Diego are for this proposed change, not for the airlines, not for the government, but for us who live here?

Who or whom does this flight path change benefit? As I see it only one major benefactor wins here. The airline industry, who is reporting record earnings and profits for the first half of 2015. This is completely unjust, and by allowing them to muscle this through you are a part of it and you are to be held accountable in the court of law. The FAA is our agency, we fund it, we own it, we pay your salaries. You are there to serve the people not there for crony capitalism to serve one industry.

1635

Cesar Fernandez (continued)

1635-01

I will vehemently against this, please respond to my request on who this change benefits.

DO NOT LET THIS FAA FLIGHT PATH CHANGE HAPPEN!!

Cesar Fernandez
President
Del Sol Landscapes
10637 Roselle Street Suite F
San Diego, CA 92121-1532

Office: 858-866-0715

Fax: 858-866-0716
www.DelSolLandscapes.com



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1635

Response

1635-01

Please see Topical Response 11 – Point Loma.

1636

De Vee Lange

From: Dee Lange [dlange133@gmail.com]
Sent: Thursday, October 08, 2015 3:20 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight change

1636-01

In regards to the "proposed" flight change over the Pt.Loma area in San Diego, CA I would like to offer my opinion of ALL flights over the beach areas.

I live in South Mission Beach where the noise of the outgoing flights during the dinner hour prohibits conversation and/or hearing the TV. The late night flight at 11:00 seems to be inches from my bedroom roof and often wakes me...and is often later than the regulated 11:00 time.

In addition I clean up inches of black soot from my bird feeders, the patio furniture and my exterior house walls.

So, I am in support of the Pt.Loma residents who do not want to suffer the same discomfort.. and urge you to not change the flight pattern.

Sounds like GREED more than necessity.

Thank you for listening (I hope!)

De Vee Lange
734 Balboa Court
San Diego CA 92109

1636

Response

1636-01

Please see **Topical Response 11 – Point Loma.**

1637

Barry Scott

From: Barry Scott [barriedtreasure@gmail.com]
Sent: Thursday, October 08, 2015 3:21 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SO CAL METROPLEX AND LINDBERG FIELD FLIGHT PATTERNS

1637-01

I am a resident of Point Loma in San Diego, Ca. I wish to express my opposition to the change of flight patterns at Lindberg Field. Having attended the "workshop" on Oct. 6th, and witnessing how poorly presented it was, it only served to escalate my concerns. And I have several questions.

1) The FAA's environmental study is a mere 135 pages in depth. In comparison, the same study in San Diego regarding a new football stadium is 6000 pages in length. One has to question which is more thorough? I would like to see your data on the impact to our parrot population (yes, we have lots of them). I would also like to see how the noise and physical pollution will affect the Bobcat species (yes, we have them) that populate the Point.

2) And, what address do I send my cleaning bills for the pollution that will fall upon my newly purchased home (out of the flight path)? Contact info please.

Barry Scott
 3225 Kellogg St.
 San Diego, Ca. 92106

1637

Response

1637-01

Please see **Topical Response 11 – Point Loma.** Please also see **Topical Response 13 – Point Loma Public Meeting.**

1638

Ronald R. Reitz, SPPA

From: Ron Reitz [rreitz@QualityClaims.com]
Sent: Thursday, October 08, 2015 3:23 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition comments to the NextGen/MetroPlex proposal

My name is Ron Reitz and I reside at 555 San Antonio Ave. San Diego, CA 92106. 619-222-1344

My house is in the La Playa, bayside section of Pt. Loma across the water from the Kona Kai and Police Dock, and a few houses down from the Southwestern Yacht Club. I have lived here 4.5 years and in Pt. Loma nearly 14 years.

I am opposed to the proposed NextGen/MetroPlex proposal for several reasons.

Reasons for Opposition:

1) I received no notice from the FAA about the proposal. I live in an area over which planes may fly if your proposal is approved. Currently they are not supposed to fly over my house. I first learned of the proposal through local community opposition in 9/15. Thus, due process is lacking.

1638-01

2) You have not considered the cumulative impacts of noise on the Pt Loma neighborhood(s). Over the last 11 years, the Naval base both on Pt. Loma and North Island have increased their noise output. In particular, during the past half year, the helicopter frequency and noise along the Bay and very near our house, and revving of

1638

Ronald R. Reitz, SPPA (continued)

engines during maintenance on North Island, have added considerable noise and made it difficult on some occasions to leave windows open. Why add a huge noise burden when it is unnecessary, particularly when Pt. Loma is already shouldering a large noise burden as our military has beefed up helicopter training out of North Island and consolidated helicopters here from other bases? Your Environmental Assessment (EA) does not even mention, much less discuss, the existing noise problems, military flights and noise, threats to military aircraft, or how your proposal adds to the noise and congestion.

3) Opponents claim planes might save 3-5 dollars by shaving off a couple minutes of the flights. However, the cost to our neighborhoods is huge, including greatly diminished peace and quiet and likely substantial loss in property values. Why cause these impacts and upheaval? To save literally less than five bucks per flight? I would opt for one less packet of peanuts over this.

4)) Others have voiced concern about increased air pollution dropping on us and safety concerns, such as an accident or possible loss of materials in the event of a mishap, where people live and go to school. I share those concerns. I previously lived in the Mission Hills area and was directly under the flight path for incoming aircraft. It was necessary to wash my sidewalks, patios and yard on a frequent basis as fuel and exhaust blanketed my entire property from the daily flights.

5) You have heard complaints about planes already ignoring the LOWMA, which I, too, have personally witnessed. If LOWMA is removed, why would there not be continued, chronic violation of whatever new loose flight path restrictions you propose? More importantly, by removing the southwest LOWMA, your proposal would seem to expressly permit planes to cut across almost the entire coastline of Pt. Loma, depending on how sharp they make their turn. Is that an accurate interpretation? That will wreak Pt. Loma. Where does the impacted quality of life factor into your analysis? I could somewhat understand a proposed flight pattern change that actually is needed for the safety of the planes, crew, and passengers, such as adding space to a tight entry by skyscrapers, but your proposal has nothing to do with safety. Thus, there is no need based on safety, and any claim of financial savings as the sole benefit is de minimus and inconsequential, especially relative to the harm imposed on residents and visitors to the popular area, including tourists to Cabrillo National Monument or people bereaving lost ones at Rosecrans National Cemetery. Where do you factor in the costs to the affected neighborhoods, tourism, the local economy, and diminished quality of life, health, property values, and safety?

Thank you for considering these and all the other issues of concern from the people of Pt. Loma and San Diego. Please drop the proposed new flight pattern. It does not suit the needs of San Diego or add any safety value. It only adds considerable burdens to our community and hits hard at our already eroding quality of life.

Ronald R. Reitz, SPPA
President
PO Box 87611 | San Diego, CA 92138-7611

Direct: 619-450-8601

Cell: 619-980-6017
Email: rreitz@qualityclaims.com



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1638

Response

1638-01

Please see **Topical Response 11 – Point Loma.**

1639

Dr. James Cummins

From: James Cummins [cuptloma@cox.net]
Sent: Thursday, October 08, 2015 3:23 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed Flight Path Changes - Lindbergh Field, San Diego

I am writing to express my opposition to the FAA plan to change the flight paths of aircraft at Lindbergh Field in San Diego, California.

I lived in the northern portion of Point Loma from 1978 to 1985. I was well aware of the planes overhead when I moved into the area. After 7 years I moved my family farther south to get out of the present, consistent and well-established, pattern.

I attended the meeting on October 6, 2015 at Liberty Station. Those in attendance were told by the FAA representative that audience questions and comments would not be recorded. In essence - "Go ahead. Blow off some steam. We are just here to stare at you.". We were also told that the public awareness campaign had been upfront and well-publicized for a quite some time. Your agency says it wants those most affected to give their input before a "final decision" is made. This community is neither foolish nor unaware. You must communicate in a much louder whisper.

It appears the major reason for the flight path change is to save fuel (money). At first glance, that would seem to make sense. However, to increase efficiency while at the same time adversely affecting:

1. Public safety- "flying busses" overhead
2. Public health- decreased air quality and particulate matter residue
3. Noise- no explanation needed
4. Property values- decrease in the value of most peoples greatest investment
5. Property taxes- decreased property values = decreased government income (taxes)

In addition the EA does not address Fort Rosecrans National Cemetery, Cabrillo National Monument, Point Loma Nazarene University, local elementary schools, Dana Middle School and previously unaffected natural habitats on land as well as the protected tidepools. We, who you are tasked to protect, will lose far more than your agency and the airline industry would gain.

This is not a NIMBY (not in my back yard) situation. Those of us in the southern portion of Point Loma were here first. A change in aircraft traffic paths would be an encroachment on a well-established environment. A very negatively impacting new arrival.

I realize government entities, at times, feel they "need to do something". Well, I believe, the best thing to do is keep the flight paths the same as they have been for at least the last 30 years.

Respectfully,

Dr. James Cummins
 3751 Jennings St.
 San Diego, CA 92106

cuptloma@cox.net

1639-01

1639

Response

1639-01

Please see **Topical Response 11 – Point Loma.**

1640

Meredith Sudborough

From: Meredith Sudborough [sudborough@gmail.com]
Sent: Thursday, October 08, 2015 8:49 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Removal of waypoint LOWMA in San Diego

Meredith Sudborough
984 Catalina Blvd
San Diego, CA
92106

619-223-3001
sudborough@gmail.com

To Whom It May Concern:

I am writing to express my extreme disagreement with the removal of waypoint LOWMA in San Diego California. As a residents of the Point Loma neighborhood in San Diego my family and countless others will be directly impacted by the removal of this waypoint. When we relocated to San Diego five years ago we wanted to live in Point Loma due to the proximity to the shipyard where my husband was transferred to as well as the highly rated public schools. After renting an apartment in the flight path we specifically purchased a house NOT in the flight path to get away from the noise and pollution.

1640-01

While renting we noticed that the bottoms of our feet would turn black from the soot our shoes brought in even though the carpets had just been cleaned. There was no need for an alarm clock as the planes would wake us up promptly at 6:30 am each morning and we wouldn't be able to go to sleep before they stopped taking off at 11 pm. We ended up buying out our lease after only four months because we could not acclimate to the planes.

I have read estimates that homes in a flight path are valued anywhere from 10% - 30% less than their counterparts outside of the flight path. For people that purchased a home in this neighborhood specifically because it was not in the flight path, that is a huge loss - possibly causing some to be upside on their mortgages as well as the city losing out on the corresponding tax revenues. If the flight path is changed will the FAA be reimbursing the affected residents for the devaluing of their homes and the adverse health effects caused by the increase of air pollution? Will the FAA install filters in the runoff systems to protect the ocean from the highly concentrated toxins that the rains will collect? Please do not alter San Diego's flight path.

Sincerely,

Meredith Sudborough

1640

Response

1640-01

Please see **Topical Response 11 – Point Loma.**

1641

Dr. Burton Neuner III

From: Burton [burtonneuner@gmail.com]
Sent: Thursday, October 08, 2015 3:24 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to the Metroplex Initiative in San Diego: SAN Airport

October 8, 2015
 Dr. Burton Neuner III
 3435 Udall St
 San Diego, CA 92106

(619) 356-3979
Opposition to the Metroplex Initiative in San Diego
 To Whom It May Concern,

1641-01

I have been a resident of Point Loma, San Diego for several year, and have learned to tolerate the unpleasant airplane noise. The proposed flight path changes are disturbing, however, as planes will be given the opportunity to turn left (south) earlier than previously allowed. This change will cause greater disturbance to my family, especially my two young children, who find it difficult to sleep when large jets noisily take off under full throttle. I strongly request that no change be made to the FAA's San Diego-area waypoints, and that the flight paths remain the same.

Regards,
 Dr. Burton Neuner III

1641

Response

1641-01

Please see **Topical Response 11 – Point Loma.**

1642

Jon Bleyer

From: Jon Bleyer [jbleyer@50plus1.com]
Sent: Thursday, October 08, 2015 3:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: I OPPOSE the proposed revisions to flight paths at San Diego airport

To whom it may concern,

1642-01

As someone who has lived in the Ocean Beach/Point Loma area almost continuously since 1992, I strongly OPPOSE the changes being proposed by the FAA. My concerns range from increased noise pollution to increased health risk to residents, as well as adversely impacting property values. Additionally, the FAA has utterly failed to convince me that any benefit from their proposal outweighs the risks and concerns I and other local community members have noted. Please do not enact these changes or subject Point Loma and Ocean Beach residents to any more than we already put up with from the airport. Thank you.

Jon Bleyer
 3926 Wabaska Dr.
 San Diego, CA 92107

619-255-4043

1642

Response

1642-01

Please see **Topical Response 11 – Point Loma**.

1643

Angela Chalfant

From: angela chalfant [angelachalfant@gmail.com]
Sent: Thursday, October 08, 2015 3:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: I oppose flying over Pt. Loma!

1643-01

I oppose the proposed flight path over Pt. Loma!

Angela Glauthier Chalfant
3304 Talbot Street
92106

Go Green! Please consider the environment before printing this email and/or its attachments.

1643

Response

1643-01

Please see **Topical Response 11 – Point Loma**.

1644

Susan Stone

From: Susan Stone [suelstone@hotmail.com]
Sent: Thursday, October 08, 2015 3:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Impact

Gentlemen:

1644-01

Does the FAA have any responsibility for the flight paths of commercial airliners? After the Liberty Station meeting I am concerned. The FAA representative said there were no changes yet, but commercial airliners are flying close to my home when they never did before.

1644-02

In your Plan, did you incorporate the North Island Jet noise already present in the neighborhood in your decision-making?

1644-03

I was surprised the noise meters you are using are not the ones required in California. Do you plan to comply with state law and record the true noise before making a final recommendation?

1644-04

Did you study the impact on the tidepools off Point Loma Nazarine and the species in San Diego bay along with Sunset Cliffs park?

1644-05

Our daughter attended Point Loma Nazarine University. The old buildings are not soundproof. What will be the increase in noise for students there if the Metroplex plan is implemented?

Sincerely,
Sue Stone
840 Armada Terrace
San Diego, CA 92106

(858)454-0240
sueLstone@hotmail.com

1644

Response

1644-01

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

1644-02

The commenter asks if jet noise from North Island Naval Air Station was incorporated into the plan. North Island Naval Air Station (NZY) is one of 21 study airports in the SoCal Metroplex Project. To assess the noise 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. The noise analysis included NZY aircraft operations.

1644-03

The commenter raises the issue of noise meters and complying with state law. 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 FAA's NIRS (Noise Integrated Routing System) model and was conducted according to FAA Order 1050.1E. Please see **Topical Response 10 – CNEL and Supplemental Noise Metrics**.

1644-04

The commenter asks whether the EA assessed potential impacts to tidal pools and marine species off Point Loma. As discussed in Section 4.2 of the EA, the Proposed Action would not involve ground disturbance or other activities that would affect plant or terrestrial animal species, including marine species. 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.

1644-05

Please see **Topical Response 11 – Point Loma**.

1645

Thomas More

From: Tom More [tommore@att.net]
Sent: Thursday, October 08, 2015 3:34 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed Route Change

1645-01

For the sake of safety, which is in your mission statement, please do not reroute airplanes over the peninsula in Point Loma, San Diego, California. There is less danger and pollution to the homes and business (including a university which has 3,000 students a day) if the airplanes make their turns around the peninsula instead of over it. It is not worth the saving of \$5 per airplane, much less the tax revenue lost due to lowered housing values.

Thank you for your consideration,

Thomas More
1563 Sunset Cliffs Blvd.
San Diego, CA 92107

1645

Response

1645-01

Please see **Topical Response 11 – Point Loma.**

1646

Barbara E. Lichman, PhD

From: Barrett, Susan [sbarrett@buchalter.com]
Sent: Thursday, October 08, 2015 3:35 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Lichman, Barbara
Subject: City of Culver City and City of Inglewood Supplemental Comments on SoCal Metroplex OAPM - Environmental Assessment

Attached please find the City of Culver City and City of Inglewood's supplemental 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

Direct Dial: (949) 224-6264 | Switchboard: (949) 760-1121
Email: sbarrett@buchalter.com | www.buchalter.com

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1646

Barbara E. Lichman, PhD (continued)

BuchalterNemer
A Professional Law Corporation

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Direct Dial Number: (949) 224-6292
Direct Facsimile Number: (949) 224-6480
E-Mail Address: blichman@buchalter.com

October 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: Supplemental Comments re: SoCal Metroplex OAPM - Environmental Assessment

Dear Sir or Madam:

These comments, submitted on behalf of the Cities of Culver City and Inglewood ("Cities") supplement the original comments on the SoCal Metroplex OAPM EA ("OAPM EA") timely submitted by Cities on the original submittal date of September 8, 2015 ("Supplemental Comments"). These Supplemental Comments are occasioned by Cities review and analysis of the "TARGETS Distribution Package" for Los Angeles International Airport ("LAX"), distributed barely a week before the comments on the OAPM EA were originally due on September 8, 2015. The contents of the TARGETS Distribution Package, "Supplemental Materials" including "waypoint latitude/longitudes, distances between waypoints on a route, altitude restrictions at key waypoints, and map(s) depicting route[s]," allowed somewhat more specific analysis, ending ultimately in more questions than answers.

I. THE OAPM EA NOISE ANALYSIS IS BASED ON INACCURATE FLIGHT PATHS

The TARGETS Distribution Package for LAX reveals that the CLIFY waypoint was relocated from its initial position at a point north of the Santa Monica Airport ("SMO") VORTAC depicted in the OAPM EA to a point collocated with the VORTAC, which is further south and closer to certain areas of Culver City. While this does not appear to represent a substantial distance from an absolute perspective, about one-half mile, the movement is significant from a noise modeling perspective, because the OAPM EA's noise modeling appears to have been based on the more northerly location; and from a human perspective, as it has potentially serious, but as yet technically undocumented impact on surrounding residents and businesses. If the flight paths subject to the original modeling were misplaced, the noise impacts on Culver City were materially understated. This change must be accommodated in a reanalysis of the noise data using the current waypoint locations and attributes. If it is not, when taken

1646-01

BN 19220627v1

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1646

Barbara E. Lichman, PhD (continued)

BuchalterNemer

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1646-01

together with the utilization of an incorrect noise metric, *i.e.*, DNL instead of CNEL, and outdated noise model, the NIRS vs. the AEDT, the errors will vitiate the “hard look” at environmental impacts required by the National Environmental Policy Act, 42 U.S.C. § 4321, *et seq.*, *Save the Yaak Committee v. Block*, 840 F.2d 714, 717 (9th Cir. 1988).

II. THE OAPM EA FAILS TO ADEQUATELY ANALYZE THE IMPACTS OF GREENHOUSE GAS EMISSIONS

The OAPM EA concludes that, although fuel burn would increase under the project as compared with the No Action Alternative, not only should the project be considered more “efficient,” and, thus, be presumed to conform, but that no significant impact on greenhouse gas (“GHG”) emissions related to climate change should be anticipated. OAPM EA, pp. 5-17, 5-22. In support of that conclusion, the OAPM EA asserts that, while the GHG emissions from the Project “represents a slight increase of approximately 29 [metric tons (MT)] of [CO₂ equivalent (CO₂e)] or .33 percent under the Proposed Action when compared to the No Action Alternative. This would comprise less than 0.00000011 percent of U.S.-based greenhouse gas emission and less than 00000014 percent of global greenhouse gas emissions.” OAPM EA, pp. 5-17. This reasoning, however, runs directly contrary to both the guidance provided by the Council on Environmental Quality (“CEQ”), the federal entity charged with implementing NEPA, and the applicable law in the State of California where the Project is expected to take place.

1646-02

The CEQ expressly rejects the use of a *de minimis* standard in assessing GHG related climate change impacts. “[T]he statement that emissions from a government action or approval represent only a fraction of global emissions is more a statement about the nature of the climate change challenge, and is not an appropriate method for characterizing the potential impacts associated with the proposed action and its alternatives and mitigation.” Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts, p. 9.¹

Rather than utilizing an *de minimis* approach to evaluating the GHG and air quality significance of the proposed action, and, in addition to considering the context and intensity of the Project’s GHG emissions on a nationwide basis, *see* 40 C.F.R. §§ 1508.27(a) and (b), the OAPM EA should also consider the way in which the Project will affect California, the region exclusively affected by the Project, in reaching its emissions reduction goals under Assembly Bill 32, the California Global Warming Solutions Act of 2006, and the California Health & Safety Code § 38500, *et seq.* (2015).² Under AB32, California must reduce its GHG emissions to 1990 levels by the year 2020. In addition, under the Governor’s Executive Order B-30-15, by 2050, California must reduce its GHG emissions to 80% below 1990 levels. Nevertheless, the OAPM EA entirely omits consideration of whether the Project would impede the State’s ability

¹ Available at: <https://www.whitehouse.gov/administration/eop/ceq/initiatives/nepa/ghg-guidance> (as of June 25, 2015).

² *See* Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts, p. 14 [explaining that the Bureau of Land Management considers the effect of its proposed actions on California’s GHG emission reduction goals].

BN 19220627v1

1646

Barbara E. Lichman, PhD (continued)

BuchalterNemer

SoCal Metroplex EA
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Page 3

1646-02

to meet these goals, and, therefore, fails to fully consider the environmental consequences of the Project.

Finally, the OAPM EA violates NEPA by failing to discuss reasonable mitigation measures to reduce the Project’s air quality and GHG impacts. Mitigation includes considering the avoidance of impacts, minimizing them by limiting them, rectifying the impact, reducing or eliminating the impacts over time or compensating for them. 40 C.F.R. 1508.20, 1508.25. The OAPM EA should evaluate whether, for example, operational adjustments, and/or the purchase of carbon credits, will sufficiently reduce or compensate for the imposition of additional air quality and GHG impacts on exposed populations.

In short, to rely solely on a presumption of conformity, and a nationwide basis for the calculation of air quality and GHG emissions, while ignoring the laws and regulations of the underlying jurisdictions, is to fly in the face of one of NEPA’s most fundamental purposes, to “make available to states, counties, municipalities, institutions, and individuals, advice and information useful in restoring, maintaining and enhancing the quality of the environment.” 42 U.S.C. § 4332(G).

The Cities once again thank the FAA for accepting these supplemental comments and for taking the requisite action pursuant to them in evaluating and rectifying the Project’s impacts on the environment.

Sincerely,

BUCHALTER NEMER
A Professional Corporation

By 

Barbara Lichman

BN 19220627v1

1646

Response

1646-01

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

1646-02

The commenter is concerned about the EA conclusions on greenhouse gases and instead proposes that the FAA comply with the California Global Warming Solutions Act of 2006. The FAA complied with FAA Order 1050.1E, Change 1, Guidance Memo #3, Considering Greenhouse Gases and Climate under the National Environmental Policy Act Interim Guidance in conducting its environmental analysis. The EA discloses the potential environmental impacts of the Proposed Action on the climate and greenhouse gas emissions in Section 5.9 of the EA. A fuel burn analysis was computed and reported in the EA as quantifiable amounts of CO₂ in metric tons. The analysis concluded that the Proposed Action, when compared to the No Action Alternative, would have no significant impacts to the climate.

Mitigation is not provided in the EA because the results of the environmental analysis indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. Accordingly, mitigation is not warranted.

1647

Jonathan B. Gerson

From: Jonathan Gerson [jb@gersonproperties.com]
Sent: Thursday, October 08, 2015 3:26 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: flight path change over Point Loma

1647-01

If it isn't broke don't fix it!!!!!!!

I have been in Point Loma and Ocean beach for 44 years and lived in a number of homes in the area during that time period as well as worked here. I have always made it my business not to live under the flight pattern. I understand the airport was here before I was so I have acted accordingly. The FAA needs to act the same way and have some respect for the home owners and people that live in the area. Some don't mind living under the flight pattern but others simply can't. Now you are asking us or telling us we have to move because a few individuals in a small group are going to inconvenience and disturb many by deciding to change the air route costing many people their peace and well being not to mention the value of their homes to decline. The FAA is trying to violate a basic right, the right to quiet enjoyment. What is happening to individual rights? **THIS IS NOT OK!!!!!!!**

727 Albion Street, San Diego, Ca. 92106

Best Regards,

Jonathan B. Gerson
 State Lic. # 00805693

Gerson Properties
 Amalgamated Concepts Inc.
 State Lic.# 00797484
 Since 1981
 PO BOX 99975
 San Diego Ca. 92169

Ph: 888-805-9991

Fax: 888-805-9993

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1647

Response

1647-01

Please see **Topical Response 11 – Point Loma.**

1648

Glen Feye

From: Glen Feye [glen@accuratefdaconsulting.com]
Sent: Thursday, October 08, 2015 3:37 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Do NOT implement new EA proposal at SD Airport

Dear FAA,

I have reviewed the Draft Environmental Assessment (Draft EA), and feel strongly that the FAA is NOT meeting their mission statement (See below) of providing safety to downtown San Diego residents if you implement this EA over Point Loma, all in the sake of efficiency.

Key points. FAA plans to fly more aircraft over Pt Loma in an unsafe manner. Turns will be sharper and more flights will be taking off

1648-01

This plan only benefits commercial airlines and harms the beach communities.

Is the FAA (Glen Martin) willing to take full responsibility for the next airplane disaster in San Diego- for the sake of efficiency.

Put this proposal on the ballot in November and see where they residents of San Diego stand.

In addition, this FAA process lacks full integrity.

Mission Hills and Pt Loma Resident

Glen Feye

The FAA continuing mission is to provide the safest, most efficient aerospace system in the world.

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.

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.

--

Accurate Consultants Inc.
3234 Ibis Street
San Diego, CA 92103
www.accuratefdaconsulting.com
Office (619)291-3695

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1648

Response

1648-01

Please see **Topical Response 11 – Point Loma.**

1649**Laurie Wolff**

From: Laurie Wolff [Laurie.Wolff@mitchell.com]
Sent: Thursday, October 08, 2015 3:44 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN Departure Changes - Questions

To whom it may concern,

As per the FAA requirement to have comments / questions submitted in writing I am submitting the following:

1. Has any research been done on the affects of the flight path change in the IBEE SID with regard to the pollution generated by aircraft falling on Point Loma residence? If so could you please provide me the names of the agencies and the case numbers of this investigation.
2. Is there any SOP or regulations in place to monitor / prevent aircraft from deviating outside of the projected flight path that is indicated on your website in relation to the IBEE SID? Of specific concern is the noticeable increase in air traffic over the central portions of Point Loma.
3. Could you please break down the specific savings in fuel and flight time per aircraft with the proposed IBEE SID.

I would like to put in writing that I am opposed to this flight change.

Thank You,

Laurie Wolff
 3328 Ullman St
 San Diego, CA 92106

1649-01**1649****Response****1649-01**

Please see **Topical Response 11 – Point Loma.**

1650**Sarah Jane Allen**

From: Sally Allen [sallyjane.allen@gmail.com]
Sent: Thursday, October 08, 2015 3:48 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA's SoCal Metroplex Plan

Dear FAA,

We are against the new SoCal Metroplex Plan that permits aircraft departing from Santa Monica Airport to turn north before reaching the shoreline thus allowing aircraft to fly at low altitudes over residential neighborhoods. Also, the SoCal Metroplex Plan reduces delays of jet takeoffs at SMO thus probably increasing jet traffic at SMO, a small airport surrounded by residential neighborhoods.

1650-01

Sant MONica had 15,000 takeoffs and landings in 2014.

Please listen to our concerns.

Please do not make my personal information publicly available.

Thank you,

Sarah Jane Allen
 1011 Pine Street
 Santa Monica, CA 90405
 sallyjane.allen@gmail.com

1650

Response

1650-01

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

1651

Holly S. Wallace

From: Holly S. Wallace [hollyso@gmail.com]
Sent: Thursday, October 08, 2015 3:51 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Plane Noise

1651-01

My name is Holly Wallace and I live at 2512 Worden St. San Diego, Ca. 92110. I am writing regarding the issue of new flight path from Lindbergh Field. The environmental impact on Point Loma will be devastating. The noise alone is already an issue but now with the new flight path plan it will be even worse. Please consider not allowing this to happen. This is a major disturbance to our town and communities. The flight path will affect residents, schools, tourism, health, real estate, military cemetery, gardens, and most importantly quality of life in this part of town. We already have to deal with enough with the existing plane noise and path. Please help!!!

Holly S. Wallace

1651

Response

1651-01

Please see **Topical Response 11 – Point Loma.**

1652 Mary Pennell

From: Mary Pennell [marypennell5@gmail.com]
Sent: Thursday, October 08, 2015 3:52 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Request for information and Objection to proposed flight track in San Diego

Mary Pennell

619-929-2516
 marypennell@cox.net
 808 Armada Terrace
 San diego CA 92106

Begin forwarded message:

From: Mary Pennell <marypennell5@gmail.com>
Subject: Request for information and Objection to proposed flight track in San Diego
Date: October 7, 2015 6:49:23 PM PDT
To: 9-ANM-SoCalOAPM@faa.gov
Bcc: robert@pwproperties.com, cazadorracing@cox.net

Dear FAA staff and Ms Bowen:

As a resident of Point Loma for over 30 years I have lived with "our fair share" of noise. It's a city and I accept this aspect of city living, so please do not consider this a routine NIMBY letter but lacking other persuasive information I OBJECT: to the addition of more noise pollution, air quality degradation and unknown health and safety risks that will be caused by sending airplanes at a low altitude directly over our homes.

The public meeting here on Tuesday October 6th was of little informational value. While it is helpful to know the process for the FAA review, it is also important to be informed of the research and the facts that are being used to make a decision. The public meeting provided too little information. We need to do better.

I understand you accept questions in writing only and provided us with your email for that purpose. I would like to know, specifically:

1. What is the specific HARM the FAA seeks to address with the change in the flight paths?
2. What efficiency does the FAA hope to achieve in concrete terms? Dollars saved, words spoken by controllers, incidents avoided, miles flown, what ever your metrics are and however you will judge your information when you make a finding.
3. What are those considerations?
4. Who are the decision makers?
5. What is their contact information?
6. What damage to the residents and the environment does the FAA consider acceptable to reach Faa goals? In dollars, in healthcare, in real estate values lost, in sleep disturbed, in safety risks to children at public schools, etc.
7. Does the FAA have a cost/benefit model that is used to assess the damage to health, safety and welfare of the residents of Point Loma as compared to the benefits to the airlines? How does the FAA weight these considerations? What is the applicable law or standards used to make consideration? Please provide the citation(s).
8. What is the financial goal of the proposed flight track changes?
9. How is our congress person involved?
10. Who specifically represents me on the FAA?
11. How does Ms Bowen participate?
12. Who on Scott Peters Staff is involved in meetings and public outreach?

1652-01

1652-02

Thank you for taking the time to respond to my inquiry.

Sincerely,
 Mary Pennell
 808 Armada Terrace,
 San Diego Ca 92016

1652

Response

1652-01

Please see **Topical Response 11 – Point Loma**.

1652-02

The commenter asks how congressional staff were involved and who specifically represents the commenter on the FAA. They also asked who on Scott Peter's staff was involved in meetings and public outreach. The SoCal Metroplex Project is an FAA project, and the FAA is the lead federal agency for compliance with NEPA for the proposed 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 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 both electronically (email) and via U.S. Mail, as well as publication of the notice of availability of the Draft EA in major Southern California newspapers. Please see Appendix A for information on agency coordination, public involvement, and a list of receiving parties.

1653

Ernest Pennell

From: Ernie Pennell [mailto:cazadorracing@cox.net]
Sent: Wednesday, October 07, 2015 6:32 PM
To: '9-ANM-SoCalOAPM@faa.gov'
Subject: San Diego Airport flight path

TO: FAA

1653-01

My name is Ernest Pennell and my residence is 808 Armada Ter. San Diego 92106. I wish to state my absolute objection to the proposed rerouting of air traffic over Pt. Loma. In the Ocean beach, Point Loma area we already have our "fair share" of noise and pollutants from the San Diego Airport. Rerouting of air traffic would exacerbate all of the existing conditions that are noise pollution, pollution from fuel on surfaces outdoors and poor air quality beyond a tolerable level. We also have the North Island naval air station with Marine helicopter noise, fighter jet noise, touch and go take offs that shake the house and the fumes that go with it. Yes we knew North Island Naval station was there when we bought. The proposal to change the flight path dumps more on an already bad situation. The savings in time and fuel to the airline industry is miniscule. I believe time saved would be 7 seconds and an extremely small amount of fuel per flight. Consider that there are several thousand people that this would affect. I ask you to cancel the proposal and keep the current routes as they are.

Sincerely,

Ernest Pennell

1653

Response

1653-01

Please see **Topical Response 11 – Point Loma**.

1654

Frank Manfredi

From: frank manfredi [frank2aaa@gmail.com]
Sent: Thursday, October 08, 2015 3:46 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed Flight Path Change

1654-01

Why are we being forced to subsidize the airlines by having them save a tiny amount of fuel through a flight path change. The negative financial impact this will have on neighborhoods already impacted by noise pollution due to the current flight path will be significantly greater than any cost savings the airlines might experience.

1654

Response

1654-01

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

1655

Frank Silva

From: FSS56@aol.com [FSS56@aol.com]
Sent: Thursday, October 08, 2015 3:57 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: New Flight Route Over Point Loma

1655-01

Please allow the following statement to be a loud voice of opposition to the proposed new flight track over Point Loma:

It is apparent, after the Tuesday (10/6/15) FAA Public Meeting held at Liberty Station, that the main objective for the new proposed flight track over Point Loma is the intention of saving fuel costs and money for the airlines. This objective was stated at the meeting and, by admission, it becomes an invalid reason for this proposal. It appears that this articulated objective could save the airlines dollars, however, at the expense of the long time property owners in Point Loma!

As a 4th generation San Diegan, it is apparent that our community will not accept this new proposal....Whatever might be necessary to take this issue and any other related issues to judicial review, will willingly be made to preserve the property rights of a distinguished community....Let there be no doubt, that this proposal, if pursued, will be elevated to a novel legal issue that will only be determined by the courts!

If a legal battle over saving the airlines a few dollars is worth the fight, then please realize the Point Loma community is prepared to engage!!

Sincerely submitted,
Frank S. Silva
Life-long Point Loma Resident

1655

Response

1655-01

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

1656

David Pettigrew

From: David Pettigrew [pettigrew@cox.net]
Sent: Thursday, October 08, 2015 3:58 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego NexGen Plan

1656-01

I would like to raise my concern for SAFETY reasons regarding the proposed flight departure route from SAN which directs Eastbound flights to fly over concentrated residential homes in Point Loma, Point Loma Nazarene University and several elementary and secondary schools.

As I understand it, SAFETY is the number one objective of the FAA. That being the case, how can the FAA justify altering their departure vectors with its potential for harm to save the airlines \$3-5.00 per flight?

David Pettigrew
4511 Narragansett Ave.
San Diego, CA 92107
619 218 1940

1656

Response

1656-01

Please see **Topical Response 11 – Point Loma.**

1657

Alan and Jacqueline Borkenhagen

From: Jacqui Begood [jq.begood@gmail.com]
Sent: Thursday, October 08, 2015 4:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Airport realignment of take-off

1657-01

As a recent resident of Point Loma, San Diego, Ca. we would like to oppose the realignment of the take-off pattern recently proposed. ne of the reasons we moved to Point Loma was for the quiet. We paid a hefty price for this. Now you want to destroy the very thing we love about Point Loma. There is really no reason for the shift in air path. The so-called savings in fuel is negligible. The effect of t his change in take-off affects the quiet and value of our homes. Please reconsider this change.

Thank you,
Alan and Jacqueline Borkenhagen
818 Loma Valley Road
San Diego, Ca. 92106

1657

Response

1657-01

Please see **Topical Response 11 – Point Loma.**

1658

Patti Rank

From: Patti Rank [pattisellspl@cox.net]
Sent: Thursday, October 08, 2015 4:01 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Draft SoCal metroplex Environmental Assessment

Ladies and Gentlemen:

Thank you for the opportunity to voice my comment on the SoCal Metroplex Environmental Assessment. My family and I have lived in Point Loma, San Diego, California since the 1800's.... I have lived in my home that my mother designed and father built after he returned from WWII being a young Damage Control Officer, and saving many lives with aircraft and explosions in Miami Beach on the Naval Base in 1945. Living in my home since 1948, and not in the LOWMA waypoint area, I have notice the flights coming closer and closer to my home... The noise is now become deafening especially when my windows are opened in the recent months. The soot on my home and window sills and screens is so black, it looks like we live in a coal mining town...

1658-01

You know we are one of the most dangerous airports in the USA.. with the steep decent with landings, and steep take off's over populated residential area's.. I know you are very interested in the safety of our community, and I do feel it is prudent on your part to take the most direct straight way out over the ocean and not make many trips over residential and schools areas when you do not have to having the whole Pacific Ocean to fly over, not land and population. That is where we are so very lucky and have a wonderful option.

I understand that the intent of the Metroplex project is to improve the national airspace system by using advanced air navigation technology for air traffic procedures to reduce air traffic control and pilot workloads in the San Diego area. However, I believe retaining waypoint LOWMA will ensure overflights are kept to a very minimum over the lovely community of Point Loma.. It is truly a safety issue and good neighbor policy to retain the waypoint LOWMA..

Thank you so very much for giving me a opportunity to let my voice be heard.. and I know you will use your best common sense and keep the LOWMA waypoint.

Most Sincerely, your good neighbor,

Patti Rank
 1865 Capistrano Street
 San Diego, California 92106

1658

Response

1658-01

Please see **Topical Response 11 – Point Loma.**

1659

Frank Manfredi

From: frank manfredi [frank2aaa@gmail.com]
Sent: Thursday, October 08, 2015 4:02 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path

1659-01

Why was there no environmental impact report done ?

1659

Response

1659-01

The commenter asked why an Environmental Impact Report (EIR) was not prepared for the SoCal Metroplex Project. An EIR is 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) and, therefore, preparation of an EIR is not warranted. In compliance with NEPA, the FAA has analyzed the potential environmental impacts associated with the SoCal Metroplex Project in this EA. As discussed in Chapter 5 of the EA, the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

1660

Rick Pluth

From: rick pluth [rickpluth@gmail.com]
Sent: Thursday, October 08, 2015 4:04 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego flight path change

1660-01

Do not change!!! Will cause excessive noise and debris over all the marinas in Point Loma. There will be more precious water used to clean vessels.
Rick Pluth

1660

Response

1660-01

Please see **Topical Response 11 – Point Loma**.

1661

Paula Montgomery

From: Paula Montgomery [plm.montgomery@gmail.com]
Sent: Thursday, October 08, 2015 4:10 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex

October 8, 2015

Paula Montgomery
 720 Gage Dr.
 San Diego, Ca 92106

1661-01

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.

1661-02

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 animals 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.

1661-03

Between the noise from the planes, the junk falling on our houses, the safety of our children who attend schools under the flight plan, 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? The FAA says this plan has not yet been implemented. Please explain why we are experiencing airplanes flying over our house since September 25, 2015, when they did not do so prior?**

Please stop the destruction of our homes and lives that we each have worked so hard to make peaceful and safe.

Paula Montgomery

1661

Response

1661-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1661-02

Please see **Topical Response 11 – Point Loma.**

1661-03

The commenter states the entire Proposed Action is a bad idea and requests information about perceived changes dating to September 25, 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.

Please see **Topical Response 02 – Existing Conditions** and **Topical Response 11 – Point Loma.**

1662

Jan Cherubin

From: jancherub@aol.com [jancherub@aol.com]
Sent: Thursday, October 08, 2015 4:16 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: please no planes north before santa monica shoreline

1662-01

Please do not implement the plan for santa monica airport that has planes allowed to fly lower and required to turn north before they reach the shoreline. it is inhumane. our neighborhood residents are already stressed to the limit by airport pollution, noise, and safety issues, as everyone well knows. i am a supporter of the airport. but i won't be if this plan is implemented.

jan cherubin
1710 oak street
santa monica, ca 90405

1662

Response

1662-01

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

1663

Lynn Borkenhagen, Esq.

From: Borkenhagen, Lynn [lborkenhagen@allenmatkins.com]
Sent: Thursday, October 08, 2015 4:17 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: hugo.carmona@mail.house.gov; lee.steuer@mail.house.gov; Jacqui Begood
Subject: San Diego Flight Ppaths

As a resident at 3671 Cedarbrae Lane in Point Loma, I wish to voice my objections to the proposed new departure flight paths.

It is clear that the FAA operates with the typical bureaucratic and engineering blinders typical of governmental agencies, by only considering what is in the air, and not what is on the ground.

It should not take a rocket scientist to understand that what is BELOW the flight path is a serious parameter when designing routes.

The community recently held a meeting, hoping to get information about the proposed change. What we received was 5 minutes of engineering-speak and no answers whatsoever. I do not consider the public comment period to even have begun until the public has some facts with which to respond. Facts such as: (i) where exactly will be the new path of the planes, (ii) at what altitude will the planes be at different locations and (iii) what will be the decibel levels at different locations?

1663-01

How can the public respond if it does not even have this basic information?

The FAA's basis for the change is supposedly efficiency and safety.

I understand from commercial pilots I know, that this change will make basically no difference to the flight itself. So efficiency is minimal.

The FAA did not present any good reason why CHANGING FLIGHT PATHS SO THAT PLANES FLY OVER **MORE** RESIDENTIAL NEIGHBORHOODS is safer. Particularly when there is the entire adjacent Pacific Ocean to work with.

I understand that the airline lobby would like to squeeze more flights out of San Diego airport. But guess what, the airport is in a bad location. All of San Diego knows this. It will never be a major airport at its present location, nor should it be. If the airlines want more flights out of San Diego – they need to work at getting a different location for the airport. Do not try to shove a square peg into a round hole.

Lynn Borkenhagen Esq.

Partner
Allen Matkins Leck Gamble Mallory & Natsis LLP
501 West Broadway, 15th Floor, San Diego, CA 92101-3541

1663

Lynn Borkenhagen, Esq. (continued)

(619) 235-1553 (direct)

(619) 233-1158 (fax)

Allen Matkins
CHALLENGE. OPPORTUNITY. SUCCESS.

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1663

Response

1663-01

Please see **Topical Response 11 – Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1664

Carol Mayfield

From: don mayfield [donmayfi@gmail.com]
Sent: Thursday, October 08, 2015 4:20 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path over Point Loma in San Diego.

1664-01

The route over Point Loma is NOT acceptable. You need to redo your plan. Keep it the same as it is now or build another airport inland.

Carol Mayfield
3566 Garrison Street
San Diego, Ca
92106

Sent from my iPad

1664

Response

1664-01

Please see **Topical Response 11 – Point Loma**.

1665

Tim McQueen

From: Tim McQueen [tim@mkisinc.com]
Sent: Thursday, October 08, 2015 4:20 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Airplane noise in Point Loma

1665-01

I am writing to voice my anger about the new airplane noise in my Point Loma neighborhood. Years ago I lived directly under the flight path of San Diego airport and after window renovation and adding air conditioning (only to allow to keep the windows closed) to the house, we finally moved out of the flight path. Now, I find myself hearing the departing flights again. I would like to know if there is a plan to assist in window renovation and air conditioning for the new flight paths? Most of us in my neighborhood do not have either "new" windows or air conditioning but now it will become a necessity. Is the FAA going to compensate for these damages and property value loss?

Your prompt reply is appreciated.

Tim McQueen
3606 Rosecroft Lane
San Diego, CA 92106

1665

Response

1665-01

Please see **Topical Response 11 – Point Loma.**

1666

Jon Belsha

From: Jon Belsha [jbplbrew47@gmail.com]
Sent: Thursday, October 08, 2015 4:21 PM
To: 9-ANM-SoCalOAPM (FAA); Jon Belsha
Subject: NextGen SoCal MetroPlex Redesign EA- San Diego

1666-01

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.

Jon Belsha
3625 Loma Way
San Diego, Ca. 92106-203

619-224-8848
jbplbrew47@gmail.com

1666

Response

1666-01

Please see **Topical Response 11 – Point Loma.**

1667

Jon Belsha

From: Jon Belsha [jbplbrew47@gmail.com]
Sent: Thursday, October 08, 2015 4:21 PM
To: 9-ANM-SoCalOAPM (FAA); Jon Belsha
Subject: NextGen SoCal MetroPlex Redesign EA- San Diego

1667-01

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.

Jon Belsha
 3625 Loma Way
 San Diego, Ca. 92106-203
 619-224-8848 
 jbplbrew47@gmail.com

1667

Response

1667-01

Please see **Topical Response 11 – Point Loma.**

1668

Ellen Freeman

From: Donald Freeman [donellen2012@gmail.com]
Sent: Thursday, October 08, 2015 4:24 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to Metroplex Initiative in San Diego

Opposition to Metroplex Initiative in San Diego

1668-01

It is the FAA's responsibility to take into consideration the highly negative impact that seemingly small changes in the flight path has on a community. Especially for such an infinitesimal gain in fuel efficiency and such a large effect on lowering property values, quality of life, noise, pollution and safety. We as a community already struggle with more than our fair share of negative impact being between two airfields. Expanding this impact to even more families is unacceptable.

Ellen Freeman, 2702 Qualtrough St, San Diego, CA 92106

1668

Response

1668-01

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

1669

Donald Freeman, OD, PhD

Sent: Thursday, October 08, 2015 4:26 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to Metroplex Initiative in San Diego

Opposition to Metroplex Initiative in San Diego

1669-01

The FAA representative stated that a \$5/flight savings was a primary reason for the flight path change. If every take off flight at the field saved \$5, the annual savings amounts to \$84,862. The annual loss in county property taxes will likely far exceed that number as property values decline. Added noise pollution could further disrupt the education process at local schools and colleges and was not calculated in the FAA presentation. The increase in future lung cancer deaths and their cost was not taken into consideration. The failure to do a scientifically cogent Environmental Impact Study demonstrates poor judgement and low regard for the needs of the community. Donald Freeman, O.D., Ph.D., 2702 Qualtrough St, San Diego, CA 92106

1669-02

1669

Response

1669-01

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

1669-02

The commenter states concern that the FAA has failed to prepare an adequate environmental document in support of the SoCal Metroplex Project. 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. 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.

1670

Deidre MacKenna, PhD and Andrew McCulloch, PhD

From: Deidre MacKenna [dmackenna@ymail.com]
Sent: Thursday, October 08, 2015 4:29 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Andrew McCulloch
Subject: Flight Path Changes

October 8, 2015

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 Lorie 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. I look forward to your responses.

1) Noise Pollution

First, we are concerned with aircraft noise pollution spreading to neighborhoods that have heretofore experienced little to no aircraft noise pollution. We previously lived in the prime runway path (on Niagara) and understand the level of noise pollution that this is likely to achieve. 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.

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. As indicated above, we previously lived in the primary flightpath (Niagara Avenue); our patio furniture would regularly develop a tar-like patina and needed to be replaced regularly. Our cars were also much dirtier than they are now that we live approximately 1.5 miles south (on Alhambra St.).

Questions Related to Health and Safety

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?

1670-01

1670

Deidre MacKenna, PhD and Andrew McCulloch, PhD (continued)

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?

1670-01

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 5th 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 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?

1670-02

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?

How does the FAA and City of San Diego plan to address the impact of the noise pollution on property values. People will lose real and invested value in their properties as the noise pollution impacts the sale-ability. Will property taxes be lowered across the Peninsula?

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,

Deidre MacKenna and Andrew McCulloch

Deidre MacKenna, Ph.D. and Andrew McCulloch, Ph.D.
4614 Alhambra St.
San Diego, CA 92107

1670

Response

1670-01

See responses to comment letter 1531.

1670-02

1671

Gale Barlow

From: Vocational Counselor [school_to_work_transition@yahoo.com]
Sent: Thursday, October 08, 2015 4:32 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: objections to flight path revisions impacting the Point Loma neighborhood

I am Gale Barlow of 1092 Evergreen Street, San Diego CA 92106. Phone: 619-501-8480

. email: school_to_work_transition@yahoo.com

Please acknowledge receipt of my comments summarizing my objections to flight path revisions, those proposed and those already implemented:

1671-01

I moved to my neighborhood of Cabrillo Terrace in the Roseville area of Point Loma over 40 years ago. Our pedestrian friendly, hillside neighborhood includes Cabrillo Elementary School, an adjacent joint-use recreation field, and two miniparks. I stress that this is a neighborhood, not a flight path. For decades, we could enjoy views of planes departing Lindbergh Field without hearing commercial aircraft noise. We had been enjoying the simple things that life in Point Loma affords: leaving our windows open to catch the prevailing sea breeze; growing fruits, flowers, and vegetables year round in backyard gardens; hanging clothes outside to dry for that wonderful fresh smell; cooking and dining outdoors; attending evening concerts at Point Loma Park and Westminster Presbyterian Church; walking to Point Loma village for drugstore, post office, retail, and dining errands; birdwatching along the Point Loma flyway. These priceless benefits of the natural climate and geography are threatened by your proposed changes. The noise and particulate pollution will destroy the pleasures of the outdoor activities that define living in our neighborhood. I volunteer at Cabrillo National Monument, the only national park in San Diego, located at the tip of Point Loma. I'm not speaking for the National Park Service, but as a volunteer who interacts with many visitors to the Monument. The rare experience of walking along the paths of the Monument, enjoying views of the busy harbor entrance while being able to hear ocean waves and bird song inspires people to return again and again. Commercial air traffic routed over this peaceful, natural, national treasure will make it impossible to appreciate the sounds of silence. Just north of Cabrillo National Monument is Fort Rosecrans National Cemetery. The auditory image of commercial flights interrupting respectful, perhaps mournful visits to those interred here is distressing. I reiterate, we are a neighborhood, not a flight path. Our neighborhood is rich in natural, historical, and educational features that demand a clean, quiet environment to preserve our quality of life. Sincerely, Gale Barlow

1671

Response

1671-01

Please see **Topical Response 11 – Point Loma.**

1672

Tom Stacey

From: Tom Stacey [tjstacey@gmail.com]
Sent: Thursday, October 08, 2015 4:32 PM
To: 9-ANM-SoCalOAPM (FAA); airnoise@san.org
Cc: Martin, Glen (FAA)
Subject: San Diego flight path

To Whom It May Concern:

Below are some questions regarding the proposed changes (which actually are already in effect) to the SAN flight path, specifically the deletion of the LOWMA Waypoint.

1672-01

1. Who made this decision? Were our elected representatives consulted?
2. We have seen the figure of \$7 million cited as "savings" as a result of this action. To whom do these savings accrue?
3. 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?
4. What arrangements have been made with the Department of Veterans Affairs for maintaining the cleanliness and serenity of Fort Rosecrans National Cemetery?
5. 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?

1672

Tom Stacey

1672-01

6. When can these residents expect the Quieter Home Program to renovate their homes?
7. What remuneration is planned for the thousands of home owners who will incur a loss of property values?
8. What evidence convinces you that deleting the LOWMA waypoint for outbound air traffic is worth jeopardizing the safety of thousands of people?

The flight path out of SAN is not broken; it does not need fixing. Please leave things the way they are.

Sincerely,

Tom Stacey
2931 McCall Street, Apt H
San Diego CA 92106

--
Tom Stacey
tjstacey@gmail.com

1672

Response

1672-01

Please see **Topical Response 11 – Point Loma.**

1673

Michael Dorgan

From: Michael Dorgan [mike@dorganyachts.com]
Sent: Thursday, October 08, 2015 4:35 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposed to the Flight Plan changes in Point Loma, San Diego, CA.

Dear FAA.

Please do not make any changes to the flight patterns from San Diego's Lindbergh Field without hearing from the people who live in the affected area.

As far as I know, you have not considered that it is beyond the scope of your charter to benefit airlines financially at the expense of tax paying Americans who already carry much of the financial and lifestyle burdens of having an International Airport grow up around us.

1673-01

We also have negative sound impact from the US Military although their presence is very much appreciated. The noise level and frequency has also risen over the years.

Why would you allow commercial air traffic to further intrude on our peace and quiet when they have routes that satisfy their neighbors now? I understand there will be fuel cost savings and this is what has prompted you to propose these changes but that should not be your responsibility and consequently our burden.

Please explain to me why this is an acceptable course of action on your part.

Until then I am fully against the changes you have proposed.

Thank you in advance for your response,

Best,

Michael Dorgan
President & Licensed Broker
Dorgan Yachts, Inc.

1673

Response

1673-01

Please see **Topical Response 11 – Point Loma.**

1674

Carolyn Kutzke

From: Carolyn Kutzke [SIGPROP@COX.NET]
 Sent: Thursday, October 08, 2015 4:35 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: SoCal Metroplex

1674-01

I live in Point Loma and as distressed to learn of the new So Cal Metroplex EA plan. I'd like the FAA to consider what will happen to the six schools, the National Park at Cabrillo and the quality of life for Point Loma residents.

1674

Response

1674-01

Please see **Topical Response 11 – Point Loma.**

1675

Christine Gerson

From: Chris Gerson [chrisgerson8@gmail.com]
 Sent: Thursday, October 08, 2015 4:37 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Proposed Flight path Change in Point Loma - I am AGAINST IT

1675-01

Dear Sir/ Mamam: I have called San Diego home for 50 years and I am a Point Loma resident. In the final analysis the flight path change advantages are negligible especially relative to the noise, pollution and destruction to our property values which as a community we have all worked very hard to preserve. You don't see inappropriate mixed use, high rises on the Point. or commercial use.

For you to exercise this plan without the public voice (ours) being heard is both undemocratic and WRONG. As a result, proposed actions like this wind up in class action lawsuits that both waste time and money. However, if that is what it takes for you as the "organization" pushing this arbitrary decision to actually curb this rush to decision; then so be it. We will not stand to have our right to quiet enjoyment and the safety of our environment taken away.

Please spend the resources you are expending on this destructive project and assist the airlines in finding cleaner fuels, lighter aircrafts and god forbid increased safety measures for passengers.

Point Loma Resident.

Christine Gerson

1675

Response

1675-01

Please see **Topical Response 11 – Point Loma.** Please also see **Topical Response 03 – Comment Period Extension.**

1676

Carolyn Kutzke

From: Carolyn Kutzke [SIGPROP@COX.NET]
Sent: Thursday, October 08, 2015 4:38 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex

1676-01

Point Loma is a special environment. It is a fly way for migrating birds and when there is no jet noise you can hear the crickets. Let's not mess with nature anymore than we already have with our current jet situation.

1676

Response

1676-01

Please see **Topical Response 11 – Point Loma.**

1677

Robert Bates

From: Robert Bates [robertbates@cox.net]
Sent: Thursday, October 08, 2015 4:41 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Mary Kay Bates
Subject: SAN Departure Flight Path

Dear Sir or Madam -

I'm an Airline Transport Pilot and have lived near SAN for two decades. I'm very familiar with the need to increase efficiencies of the SoCal Metroplex, and I'm also very sensitive to aircraft noise, safety, and pollution.

I feel your EA, in regards to the proposed change of departure path from SAN, does not adequately illustrate the environmental impact to the Point Loma neighborhoods.

As an airline employee, I understand the push for efficiencies. My estimate for the proposed shorter SID is an \$18 fuel savings for each SAN departing jet.

1677-01

This savings for the airlines, in my opinion, does not justify the increased noise and pollution that will be sprayed over a National Monument, a National Veterans Cemetery, a City Park, a university campus, and some of California's most affluent neighborhoods.

And it does not escape me that the proposed time and fuel savings will come as a cost to us airline employees, as we get paid by the hour, and will earn less for each flight from SAN, taking more money from the economy, in addition to the loss of our property values and the tax base.

The property values and worth in this part of San Diego are based largely on flight paths. For decades, the established paths have formed the established values. To change one will change the other, and I feel the FAA should respect the property owners and the public spaces of Point Loma, and implement Metroplex efficiencies only where prudent.

Thank you for your consideration,

Robert Bates
3305 Yonge Street
San Diego CA 92106
619.253.8320

1677

Response

1677-01

Please see **Topical Response 11 – Point Loma.** Please also see **Topical Response 05 – Purpose and Need.**

1678

Dennis H. Pennell

From: Dennis Pennell Sr [dpennell@shaw.ca]
Sent: Thursday, October 08, 2015 4:47 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Changing route over Point Loma, San Diego, California

1678-01

Dear FAA: My name is Dennis H. Pennell, I have lived at 716 Stafford Place, San Diego, Calif. 92107 for 31 years. Our home is on the Ocean side of Point Loma below Point Loma Nazarene University. Over the past few years the airplane noise for departing flights has increased at our home consistently particularly with the 6:30 AM departures. Along with this increase in noise level has been an increase in the oil and soot that drops onto our decks from the departing aircraft. Under the FAA's proposed new departing flight path this will impact us more than ever. I ask that you reconsider this proposed new flight path as it will only save the airlines about 7 seconds in flight time and about \$4.00 worth of fuel. This hardly seems logical or fair to the thousands of home owners and renters that live on Point Loma. Respectfully, Dennis H. Pennell, 716 Stafford Place, San Diego, Calif. 92107 telephone 619 226 0826.

1678

Response

1678-01

Please see **Topical Response 11 – Point Loma.**

1679

Karen Kapp

From: Carolyn Kutzke [SIGPROP@COX.NET]
Sent: Thursday, October 08, 2015 4:47 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex

1679-01

Please reconsider the proposed FAA flight plan. Point Loma is a tourist destination with many parks, one a National Park and varied recreational activities. Dirty, sooty air and loud jet noise is hardly conducive to relaxing.

Karen Kapp
 Point LKoma

1679

Response

1679-01

Please see **Topical Response 11 – Point Loma.**

1680

Jonathan Benedict

From: Jonathan Benedict [jonbeno60@gmail.com]
Sent: Thursday, October 08, 2015 4:49 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Airport Proposal

To whom this may concern:

1680-01

I am a property owner that would be affected by the proposed FAA change's in flight path out of Lindburge I am writing to voice my concerns over the increased noise level and loss of real estate value should these changes be enacted. My property is located in Point Loma, and as a owner I'd appreciate any alternatives you and your team can come up with.

Sincerely,

Jon Benedict

1680

Response

1680-01

Please see **Topical Response 11 – Point Loma**.

1681

Gregory Taylor

From: Gregory Taylor <lurchf18@gmail.com>
Date: October 8, 2015 at 4:50:45 PM CDT
To: <Glen.Martin@faa.gov>, <elizabeth.ray@faa.gov>
Cc: <Michael.Huerta@faa.gov>
Subject: Wednesday's Town Hall Meeting In San Diego

Dear Glen and Elizabeth,

I would first like to thank you for attending the meeting Wednesday. But I would also like to point out that you missed a golden opportunity to reach out to our community and put forth an image that the FAA cares.

Your Values statement reads, "We seek results that embody professionalism, transparency and accountability."

1681-01

We simply wanted a chance to tell our side of the story, because honestly, it seems the FAA is being anything but transparent in regard to the implementation of the NextGen and the SoCal Metroplex. You would have been heroes if you had simply said, "We will stay until the last person in this room has a chance to speak. If it means staying until the sun comes up, we will do it! We are here to listen to you and more clearly understand your concerns." Simple! Instead you threw up a wall of silence and indifference that has now sparked a level of outrage in our community that was not previously there.

I sincerely hope, as officials that work for the American People, that you will learn from this experience and in the future live up to the values you say you embody.

Sincerely,

Greg Taylor
Point Loma

1681

Response

1681-01

Please see **Topical Response 13 – Point Loma Public Meeting**.

1682

Ernest S. Figler

From: Ernie Figler [efigler@ix.netcom.com]
 Sent: Thursday, October 08, 2015 4:50 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Removal of the Point Loma Waypoint

To the FAA:

We have lived under the jet noise in Ocean Beach for 10 years. We bought a home in La Playa to get away from the plane noise. For as long as we have lived at our current address we have been spared the noise from the airport. Over the past several weeks that has changed. Planes are now taking off with a more southerly vector, and the noise level, and frequency of flights, has increased to the point that my wife and I are now, because of the possibility of the permanent path change, discussing selling our house. This neighborhood was quite, and compared to areas under the jets, requires more from ones paycheck to live in. This is a middle class neighborhood, where everyone votes and most couples work. Collectively, we believe that the government must be responsive to the public.

I attended the FAA meeting at Liberty Station, and was dismayed to hear from the FAA speakers that there has been no recent changes in flight take off patterns. This is clearly not factual. Yesterday I watched and heard a large passenger plane fly directly over our house in La Playa where the NEW planned plane path is not even scheduled to fly. So, I must ask, if the FAA would deny what is obvious to those who have, until recently, not been subjected to the jet noise, why would I expect them to be honest regarding Nextgen SoCal Metroplex?

The current flight path changes, if they continue, will (a) decrease our property values, (b) decrease local air quality, (c) dramatically increase noise pollution, (d) decrease the quality of our lives, and (e) will result in long-term resident departing the area. As a home owner, no one has to explain to me the economic impact of having my largest retirement asset decreased in value. I ask myself, and I am asking each of you, if the current iteration of the Nextgen SoCal Metroplex proposal is implemented, how will this further exacerbate the aforementioned damages?

My questions to you are:

- (a) What is the projected decreased property values, what is the validated model that was used, and how will home owners be compensated?
- (b) What is the decrease to the city and state's property tax collection?
- (c) How will the decrease local air quality impact our health, how will this be monitored and how will those subjected to increase pollution be compensated?
- (d) How will the dramatic increase noise pollution impact our health, how will noise pollution be monitored (of course using proper equipment and analysis), and mitigated in a manner that does not require resident to have their windows closed all of the time?
- (e) What is the economic value that you are associating with the decrease of the quality of our live?
- (f) Have you considered the noise and disruptions to the Fort Rosecrans Cemetery/Memorial or Cabrillio Natl. Monument? I find it totally distasteful that you are willing to constantly disrupt the memorial services of our war heros in order to make a buck for the airlines industries.
- (g) What is the minimum altitude of the airplanes when crossing over Point Loma?
- (h) What will the cost be for disrupting the learning process of students of the schools and colleges under the proposed path?
- (i) Will you consider measuring the noise with more modernized algorithms rather than the outdated DNL methodology currently being applied?

I understand this is making money for someone but it will at the expense of the home owners under the flight paths that work and pay taxes. How will you compensate them for their losses in financial and health costs.

Sincerely,

Ernest S. Figler
 925 Rosecrans St.
 San Diego, Ca. 92106
 (619) 297 3899

1682-01

1682

Response

1682-01

Please see **Topical Response 11 – Point Loma.**

1683

Carolyn Kutzke

From: Carolyn Kutzke [SIGPROP@COX.NET]
Sent: Thursday, October 08, 2015 4:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex

1683-01

I live in Point Loma and am opposed to the SoCal Metroplex proposal. It is very difficult to carry on a conversation with jet noise and with six schools on The Point, one a renowned University, learning and instruction will suffer.

Carolyn Kutzke
Point Loma

1683

Response

1683-01

Please see **Topical Response 11 – Point Loma.**

1684

Stuart Paul Hartley

I am writing to you today to express my thoughts and concerns on the implementation of the SoCal Metroplex at San Diego International Airport.

On January 18, 1994, I was a US Coast Guard Aircraft Commander and Instructor Pilot based at Air Station San Diego and in a joint operation with Air Station Los Angeles I flew Federico Pena in the 6505 over the damage created by the Northridge Quake.

I hold an ATP Rotorcraft with a type designation in the SA365 and a Single Engine Land/Instrument rating. I have flight experience both in the low density uncontrolled airspace on the Oregon Coast and the high density Class B airspace in Southern California. I learned to fly using a chart, a kneeboard and a pencil. The USCG HH65A was one of the first /R aircraft and many times we only had 2 GPS satellites for navigation. I agree that it is time to switch from ground based to satellite based navigation to improve traffic flow and safety.

Lindbergh Field has been a part of my life for almost 50 years. The home I grew up in is located at 3045 Homer Street and is directly under the flight path, slightly left of centerline on ILS. Our home and cars were always covered with the black residue from the burnt fuel and the raw fuel dumped from the wingtips while on the ILS to runway 9 killed two 120 foot Star Pines years ago. From K-12 I lost on average over an hour a day as the teachers had to pause as the planes flew over Loma Portal Elementary, Collier Junior High and Point Loma High School. My great grandfather, James Monroe Hartley, founded North Park. PSA Flight 182 crashed 13 blocks from where my father was raised on Grim Street and 2 blocks from where my son now lives. I am a stakeholder in how SoCal Metroplex is implemented and the safety of those on the ground is as important to me as those in the air.

1684

Stuart Paul Hartley (continued)

1684-01

Last night, October 6 2015, I attended a meeting concerning the SoCal Metroplex held at Liberty Station, the old Naval Training Center, in Loma Portal a few blocks from where I grew up. Close to a 1000 of my angry neighbors also attended. I wish I could tell you that the meeting was well run and informative. The information presented by your local people was poorly delivered and in no way addressed the concerns of those present who are worried that the removal of LOOMA will route departure traffic directly over the southern part of the peninsula increasing noise and pollution that will directly affect quality of life, health, safety and have a significant negative impact on commerce, education and recreation to those affected by the proposed changes.

All of the FAA Metroplex educational materials tout the benefits to the traveling public, the airlines and ATC. Those not accounted for in these materials and the EA are the ones under the new flight paths proposed in this change. There seems to me to be very little financial, environmental or operational benefit to removing LOOMA.

You have said that you take public input very seriously and strongly encourage people, agencies and officials to learn about, and weigh in on, this proposal.

I have looked over your proposal and these are the questions I would like to have answered by the FAA before this proposal is enacted next year are:

Were any of the Stakeholders mentioned in footnote 3 on page 1-3 of the June 2015 Draft of the SoCal Metroplex EA members of the Point Loma community who will have to live under the new flight path created by the elimination of LOOMA?

Do you think that having one scheduled meeting in San Diego on Monday June 22, 2015 from 4-7 pm at Logan Heights Library that has parking for less than twenty cars meets or falls short of your Value Statement; "Excellence is our promise. We seek results that embody professionalism, transparency and accountability." I am guessing that the number of those affected by the proposed changes is greater than 80 people, assuming that those attending the meeting carpooled. Last night's meeting on this proposal had over 1000 people in attendance in a venue that was set up for 400.

1684-02

How does the proposal plan to separate the military rotary and fixed wing aircraft that operate from MCAS Miramar and NAS North Island from the civilian commercial traffic? As a Coast Guard pilot who had to daily defend myself against both Navy tower controllers receiving training who forgot to inform me about conflicting jet traffic departing North Island and newly winged Navy pilots learning to fly their gray airframes in the gray overcast at dusk at my 500 foot altitude in the radio transition area between North Island Tower and Lindbergh Tower I think this is an issue that should be addressed especially considering the Federal Aviation Act of 1958 (USC 40101) is responsible for maintaining safety and efficiency of domestic civil and military operations.

1684-03

My experience using both San Diego and North Bend Oregon airspace makes me believe strongly that vertical separation of aircraft is exponentially safer than lateral separation especially between civilian and military aircraft and rotary and fixed wing while significantly reducing midair collision potential.

Please let me know what models you used to determine that a concentrated flight path that uses vertical separation is not adequate to handle the potentially greater air traffic that is expected from the newly completed Terminal 2 at San Diego International Airport. Next Gen aircraft using RNAV and technologies like Boeing's Quiet Climb system should be able to easily maintain precise and narrow flight paths while meeting noise abatement regulations. I believe that Section 1.2.5.1 addresses how the accuracy of RNAV procedures allows for more efficiency and requires less airspace reducing the workload of both pilot and controller.

1684

Stuart Paul Hartley (continued)

Please advise who you worked with at Cabrillo National Monument to determine that under the EA Section Light Emissions and Visual Impacts the proposed removal of LOOMA would not constitute an adverse impact between aircraft and viewers on the ground and the project related noise would not substantially impair the resource

1684-04

Please Advise which organizations you worked with in San Diego that determined that under the Socioeconomic Impacts sub-category the proposed action would not involve relocating residents or community businesses, loss in community tax base, or changes to the fabric of the community. During the October 6th meeting at Liberty Station 2 senior executives of Point Loma Nazarene University expressed how overflights of their campus would seriously impair their ability to meet their obligations to both staff and students. Realtors and residents expressed how market research shows a 25-30 percent devaluation of property values when homes are under the flight path. The market price of the home I grew up in on Homer Street validates this research. The loss of revenue to the city of San Diego due to reduced property tax values would impact the city budget.

Please advise which organizations and people you worked with in San Diego that determined that under Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risks the proposed changes would not involve products or substances that a child is likely to be exposed to, come in contact with, ingest or use. Dana Middle School, Silver Gate Elementary, Sunset View and Point Loma Nazarene University would all be affected if LOOMA is removed.

1684-05

Please provide the data you acquired under FAA order 1050.1E for this proposed action which shows where the new microphones were located that acquired the date for the EA.

Thank you,

Stuart Paul Hartley

1684

Response

1684-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1684-02

The commenter asks how the Proposed Action will separate military aircraft from civilian commercial traffic. Aircraft separation requirements are outlined in FAA Order 7110.65. Operations between Lindbergh Airport Traffic Control Tower and NAS North Island Airport Traffic Control Tower will not change as a result of the Metroplex Proposed Project. Additionally, the design/dimensions of airspace (Class D, Class B) will not change as a result of the Metroplex Proposed Project. 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's (ATO's) Safety Management System (SMS). The

1684 Response (continued)

1684-02 SMS is the system for assessing and managing the safety of ATC and navigation services in the National Airspace System (NAS).

1684-03 The commenter states that vertical separation is exponentially safer than later separation especially between civilian and military aircraft and rotary and fixed wing. The SoCal Metroplex Proposed Action procedures were designed under FAA criteria and provide the required separations as described in the Orders listed in section 3.1.2 of the EA document.

1684-04 Please see **Topical Response 11 - Point Loma**.

1684-05 The commenter requests data which shows where new microphones were located. As they are not required by FAA Order 1050.1E, noise monitors were not utilized for conducting the noise analyses to determine whether a significant or reportable noise impact is expected. 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.

1685 William D. Carey, Esq.

From: Bill Carey [wcarey@careylawpractice.com]
Sent: Thursday, October 08, 2015 4:56 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Changing Flight Routes in San Diego

Greetings:

I live in Point Loma and have heard about the proposal to change the flight path in San Diego. I have a number of concerns:

- 1) I understand you claim to have proof that the changes have not yet been implemented, yet planes are clearly flying over the Wooded area (i.e. not traveling to the end of the point). Is the actual flight plan going to bring planes even further north than they are currently traveling?

- 2) I understand the proposal will save airlines (not taxpayers) less than \$3M annually. In order to achieve those savings, the flight path will disrupt 3 elementary schools, a middle school and PLNU not to mention the disruption to the homes, businesses, and tourists. What is the calculation used to determine whether the cost/benefit analysis justifies the change? It appears to the ends (saving \$3M in private air carrier fuel) do not justify the means (disruptions to schools, homes, businesses and tourism).

1685-01 3) Having moved from the current flight path in Loma Portal, I can speak from experience when I say everything outside is affected by the oily soot coming off the planes during take off. Is any testing planned to assure residents of the newly affected area that they will not suffer from any adverse health effects?

- 4) I specifically moved from the Loma Portal area to the La Playa/Wooded area to get out from under the flight path. Now it appears the flight path is coming to my home. Are there any plans to compensate homeowners whose property values will decrease as a result of this new proposed flight path?

- 5) This proposed flight path appears to favor commercial airlines to the detriment of the tax-paying residents of Point Loma. What analysis is used to determine that a neighborhood can be forced to suffer this detriment to benefit the commercial airline industry?

1685

William D. Carey, Esq. (continued)

5) This proposed flight path appears to favor commercial airlines to the detriment of the tax-paying residents of Point Loma. What analysis is used to determine that a neighborhood can be forced to suffer this detriment to benefit the commercial airline industry?

1685-01

I just cannot fathom how the commercial airlines (which bring tourists vital to this area) would even want to detrimentally affect such popular tourist destinations such as Sunset Cliffs, Cabrillo Monument, Shelter Island, etc. It seems counter-intuitive on every level to implement this proposed change.

Respectfully submitted,

Bill Carey
883 Loma Valley Place
San Deigo, CA 92106

--
William D. Carey, Esq.
Carey Law Practice
4690 Executive Drive, Suite 125
San Diego, CA 92121

1685

Response

1685-01

Please see **Topical Response 11 - Point Loma.**

1686

Linda Gohlke and Jane Hardin

From: Marty and Jane [sandiegogals@gmail.com]
Sent: Thursday, October 08, 2015 4:58 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: New Flight Pattern

At 62 and 70 years of age respectively, my wife and I purchased our dream home and our final home in the Kellogg Beach area of Point Loma in December of 2014. Jane and I are not wealthy but we know about real estate investing and stretched our resources to buy the home in an area where we knew the value would be maintained.

We researched plane noise before we bought the property. (My wife was a real estate agent in Washington State and knows how to find this information. Other parts of Point Loma were not of interest to us because of the jet noise.) We accepted the fact that there would be jet noise occasionally from the airfield in Coronado. So far, that hasn't been horrible and at least, it is not consistent. It *seemed* that Kellogg Street was a safe bet.

1686-01

A couple of weeks ago, we heard a couple of large and likely commercial jets flying over our neighborhood. It was VERY noisy. I'm not sure if the noise level was due to the low altitude of the plane or the fact that any noise reverberates off of the water a block away or the very high hillside up the street from us. We looked at each other and said, "Hope that isn't going to become the norm!" Of course, we were also thinking, "There goes our property value!"

Our neighborhood is largely condos and apartments and residents are mostly our age, living out their retirement years in a little piece of San Diego heaven. Now we're all concerned that it might become a little piece of hell. Please, DON'T alter the flight pattern for planes leaving the San Diego Airport. The planes have flown the same flight pattern over part of Point Loma for years. If you own a home there, you knew there would be jet noise starting at 6:00 am and ending well after bedtime. Houses are priced according in that area. If you change the flight pattern, you mess with our the future of many residents in their "sunset years" who have worked hard for years to live in a little piece of heaven.

Linda Gohlke
Jane Hardin
2921 Kellogg Street
San Diego, CA 92106

1686

Response

1686-01

Please see **Topical Response 11 - Point Loma.**

1687

Gene Berger

From: hebeberger@hotmail.c
 Subject: LOWMA Waypoint removal
 Date: Wed, 7 Oct 2015 17:42:01 -0700

This letter is to the :

So CA. Metroplex EA
 FAA western Service Center Operations Support Group
 1601 Lind Ave. SW
 Denton, WA 989057

To whom it may concern, and Scott Peters , Mayor Faulconer

I have lived in Pt. Loma for over 50 years- and have a business under the flight path for over 20 years, I have lived all over Point Loma in the flight path because of reduced rents and have owned homes in the flight path and moved to get away from the noise, soot, and general safety hazard generated by airplanes.

I wanted to ask several questions to the FAA since they did want this all in writing.

1687-01

1. Why wasn't the public more involved in this public proceeding, why wasn't this noticed, like a zoning change in a neighborhood, this impacts us dramatically? Who is representing the public?
2. Why was this such a soft sell with the newspaper and confusion by the local community paper.
(it wasn't until the jets starting coming over our homes was any of this registering to the public)
3. Why isn't the public comment time closing so soon and why can't it get extended and who is the one in charge of this decision?
4. Why was the meeting not recorded?
5. The FAA says that they tout themselves as : Reliability, Flexibility and Safety- by changing the lowma waypoint they will be flying over a University, multiple children's schools and the reason you give is to save fuel.
6. How much fuel is actually saved when the planes have to increase power to bank the plane? (extra fuel)
7. Why is it the FAA's job to save fuel at the expense of the community below it?
8. Why was the picture on the projection screen not actual paths of current flights? And the FAA said they were (not truthful) I have seen flights over my home along with other residents which are very far south of the airport starting in September which were not there before.
9. Why is the EA assessment of 21 airports only a 135 page document? What is the background of the people who did this study?
10. Has their been an assessment of the the Harm done to animals in the multiple species habitat @ Sunset Cliffs Park and Cabrillo Monument?
11. Could you tell me about Title 21 variance?

Please keep the LOWMA Waypoint the way it has been for 20 years to ensure a better life for us under the planes,

Gene Berger
 3770 Pio Pico St.
 San Diego, Ca. 92106
 hebeberger@hotmail.com

1687

Response

1687-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 13 – Point Loma Public Meeting**.

1688

Allyson Ledsam

From: Allyson Ledsam [allyson.ledsam@gmail.com]
Sent: Thursday, October 08, 2015 5:09 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org
Subject: POINT LOMA AIR NOISE

To whom it may concern:

Why didn't you ask us or create more forums?

1688-01

I've lived in Point Loma for over 60 years and now you've chosen to fly jets and FedEx and other planes over our community from 6:30am to midnight without ANY input from us? You fly over one impacted area (Loma Portal) and are making a quick turn back over Point Loma, the peninsula, to fly over an equally impacted area (Point Loma) with no regard to our university, military program with the dolphins, an estuary, schools.....what are you thinking??

STOP THE NOISE!!!!!!!!!!!!!!

Allyson Ledsam
3905 John Street
SD CA 92106

1688

Response

1688-01

Please see **Topical Response 11 - Point Loma**.

1689

Susan Pettit

From: Susan Pettit [sfpettit8@gmail.com]
Sent: Thursday, October 08, 2015 5:11 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: sfpettit@gmail.com
Subject: New flight path for San Diego International Airport

I have numerous concerns about the proposal to change the flight path in San Diego to fly over homes, schools, and National Monuments.

1689-01

My first concern is that the increased pollution from jet fuel will present a greater health risk to the thousands of people who live in this area. As it is, soot from jet fuel already drops on our cars, houses and gardens and fruit trees. Our health will be compromised.

Secondly, the noise pollution will interfere with student learning at several schools including a college right under the proposed flight path.

The noise pollution will also greatly decrease the property values of the many homeowners who paid premium prices for their homes to be OUT of the flight path.

Thirdly, navy jets are right off of Point Loma in Coronado. This new proposal will increase the possibility of mid air collisions as well as crashes over Point Loma homes.

I request that you Do Not change the flight path in San Diego.

Susan Pettit
619-224-4580

1689

Response

1689-01

Please see **Topical Response 11 - Point Loma.**

1690

Frederick Kosmo

From: Kosmo Frederick W. [fkosmo@wilsonturnerkosmo.com]**Sent:** Thursday, October 08, 2015 5:12 PM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** Objection to Proposed Change to the East Bound Flight Plan at San Diego International Airport

My name is Fred Kosmo. I live at 1162 Barcelona Drive, San Diego, CA 92107. I have lived in the Point Loma and Ocean Beach area for the last 18 years. The issue here is quality of life v. efficiency. The proposed flight plan change is fundamentally flawed because it unilaterally values small efficiency gains over significant quality of life impacts on the residents of Point Loma and Ocean Beach. These adverse quality of life issues include noise, pollution, soot, safety and health issues. These are significant and real adverse issues. The plan ignores these adverse issues. Importantly, the residents already live with these significant burdens. Adding to these burdens, is completely unfair and inappropriate, unless there is some compelling reason. No such compelling reason exists. Instead, small marginal benefits in fuel and time savings, simply do not justify damaging real persons lives.

Thus, 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. For example, the old, the young, and persons with health issues such as asthma, will all suffer more under this plan. 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.

1690-01

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.

1690

Frederick Kosmo (continued)

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.

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.

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

(619) 236-9600

fkosmo@wilsonturnerkosmo.com

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1690

Response

1690-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1691

Dennis H. Pennell

From: Dennis H. Pennell II [dennis@pennellproperties.sdcoxmail.com]
Sent: Thursday, October 08, 2015 5:14 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN Flight Path proposal

TO: FAA

My name is Dennis H. Pennell II and my residence is 3801 John St., San Diego 92106. I wish to state my absolute objection to the proposed rerouting of air traffic over Pt. Loma. In the Ocean beach, Point Loma area we already have our "fair share" of noise and pollutants from the San Diego Airport. Rerouting of air traffic would exacerbate all of the existing conditions that are noise pollution, pollution from fuel on surfaces outdoors and poor air quality beyond a tolerable level. I am fearful for the safety of my children who will unnecessarily be subjected to fuel fall-out, Noise Pollution and other hazards as they play in the back yard and neighborhood with their friends and neighbors.

1691-01

We also have the North Island naval air station with Marine helicopter noise, fighter jet noise, touch and go take offs that shake the house and the fumes that go with it. Yes we knew North Island Naval station was there when we bought our home. But to now be subjected to additional problems so that an already more than profitable airline industry can further add to their bottom line at the cost our health and safety is unacceptable. The proposal to change the flight path dumps more on an already bad situation. The savings in time and fuel to the airline industry is miniscule. I believe time saved would be 7 seconds and an extremely small amount of fuel per flight. Consider that there are thousands of people and innocent children that would be affected. I ask you to cancel the proposal and keep the current routes as they are.

Sincerely,

Dennis H. Pennell

1691

Response

1691-01

Please see **Topical Response 11 - Point Loma.**

1692

Graham Thorley

From: Graham Thorley [graham.thorley@sbcglobal.net]
Sent: Thursday, October 08, 2015 5:18 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Interactive Noise Map

For two months, I have attempted to get a definitive explanation on where the noise data shown came from with no response from the FAA. However, in talking to Metroplex FAA people in the October 6, 2015 Point Loma meeting, I was finally told that data is not based on actual ground based noise monitoring stations. Rather it is a computer algorithm program based on statistical data.

I was told the data is derived from:

- Type of plane, altitude and speed
- Plane manufacturer's noise specification at that altitude and speed

1692-01

NOT included in the formula is:

- Ground Topography
- Actual engine conditions
- Pilot speed leeway
- Wind speed and direction
- Atmospheric conditions

If that is true, all I can say is --- you got to be kidding. Or as the accounting profession is famous for saying - Garbage in Garbage out.

1692

Graham Thorley (continued)

1692-01

If my information is correct, the entire Metroplex EA needs to be treated for what it is - at best inaccurate and needs to be resubmitted for public comments with a correct interactive noise map. To do anything else is unconscionable.

Graham R. Thorley

1692

Response

1692-01

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

1693

Lance Murphy

From: Lance Murphy [lmurphy@cox.net]
Sent: Thursday, October 08, 2015 5:20 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Concerns and comments regarding SoCal Metroplex Environmental Analysis

Below are my concerns and comments as they apply to the SoCal Metroplex Environmental Analysis. I trust that complete and responsive answers will be published.

Regards,
 Lance Murphy
 4530 Santa Monica Ave.
 San Diego, CA 92107

1693-01

1. Environmental Analysis Document and assorted references

1.1 This Environmental Assessment and the related documents are not written for the affected residents and institutions to be able to clearly understand the intent, impact and alternatives. The documents are organized for the entire So Cal area and don't present the San Diego area in a simple and comprehensive manner, it is buried throughout the document in highly technical and jargon based terms. For the San Diego area, please restate the expected flight track changes, noise impact and alternatives considered.

Ref:
"Public engagement and participation in the Southern California Metroplex process is critical," said FAA Administrator Michael Huerta. "We take public input very seriously, and we strongly encourage people, agencies and officials to learn about, and weigh in on, this proposal."

(above taken from FAA Press Release dtd. 6/10/2015 announcing the Metroplex Environmental Assessment https://www.faa.gov/news/press_releases/news_story.cfm?newsId=19034)

1693-02

1.2 I requested that the actual and anticipated flight paths (overlaid on the local map) be published. The links to Google Earth do not display the flight paths nor the sample points. I assume these were to be responsive, but don't work:

http://metroplexenvironmental.com/docs/socal_metroplex/sandiego.kml
http://metroplexenvironmental.com/docs/socal_metroplex/noise_san_diego.kml

Where can the expected flight paths be found? What are the expected overflight areas for an analysis of 3-standard deviations - e.g., 99.73% confidence interval? If the actual flight paths deviate from the planned/forecasted tracks, what procedure will be in place to redirect flights or relocate the way-points?

1693-03

1.3 On page 1-25 of the DEA Complete document it displays the 3 typical configurations for the SDIA arrivals and departures. It is in error. The third configuration on Exhibit 1-14 shows 'head to head' occurring with departures on Rwy 9 and arrivals on Rwy 27. That is exactly opposite of how they occur. How does the FAA validate the information presented in this document? What other errors have been found and not corrected? Will the document be republished?

1693

Lance Murphy (continued)

2. Interaction with Stake Holders

1693-04

2.1 Nearly every opportunity to better describe the program and inform the affected parties has been ineffective and created a hostile environment with the stake holders and residents. Only one official FAA meeting was held in the San Diego area on 6/22/15; that being a poorly advertized and insufficiently informative session at a location not within the affected area - Barrio Logan Library. How does the FAA characterize the outreach effort that was performed? Is it considered adequate and responsible given the impacted area? Will additional meetings be scheduled prior to any implementation and after implementation?

1693-05

2.2 At a community meeting on 10/6/15 the FAA representatives were confronted with a very large and angry audience. This anger stems from the lack of clear information and distrust on the part of the affected parties. If the intent of the FAA is to create a supportive and educated community, this whole project needs to be re-started with clear objectives, methods and meeting protocol. Does the FAA intend to implement SoCal Metroplex regardless of community complaints and inadequately prepared stakeholders? If there are law suits to block implementation this program, how will the FAA proceed while such suits are pending?

1693-06

2.3 The San Diego County Airport Authority is considered by the residents to be the responsive and responsible agency when dealing with aircraft overflight and related impacts. It is clear the FAA chooses not to engage the local community based on the responses to telephone inquiries and the stated policy that all noise/aircraft complaints must be handled by the SDCRAA. For this reason, the community must request that the FAA consider the SDCRAA as the stakeholder to protect their rights. This is not considered or discussed anywhere in the document. How will problems, concerns, and complaints be addressed once the Metroplex is implemented?

1693-07

3. Analysis of Significant Impact

3.1 The noise modeling under DNL is not accurate and reliable per the guidelines and prior decisions by the FAA. It is only used in the analysis because the original consulting contract specified DNL analysis. Given the enormous cost, resistance and distrust, how does the FAA justify remaining with the DNL modeling rather than revise the contract to include the CNEL noise analysis? Although it is a Federal program, shouldn't the project follow State law when possible, California also mandates CNEL noise analysis? What would be the cost to re-analyze this project for affected California airports if it were to comply with California requirements?

1693-08

3.2 On page 5-5, Table 5.2 the 'no significant impact' is declared when the increased noise is less than 1.5 dB for those currently in 65 dB or greater; 3.0 dB increase for the 60-65 dB area and 5 dB for those under 60 dB. How does the FAA justify a setting of No Significant Impact for the those residents? In California it is considered unacceptable to expose people to 65 and greater in residences, yet this 'no significant impact' will allow many in the 60-65 dB zone to be moved into the 65 and even some below 60 to be moved nearly into the 65 - is this correct? If so, what are the counts of residences and individuals that will be impacted by increased noise, a simple chart could identify the counts vs the existing noise and new noise levels. Can this information be supplied for various geographical areas? Will the FAA supply the SDCRAA with the specific estimated noise impact for the affected areas in the San Diego area, sufficient for the SDCRAA staff to be able to reply to inquires when only given the street address?

1693-09

3.3 Given that the FAA and The NextGen project have been given the 'god like power' to declare a environmental "categorical exclusion", why is this environmental review even being done? Is it the intent of the FAA Administrator to utilize the powers granted in House Resolution #658? (see below for reference to HR 658) If the FAA Administrator is not going to utilize this authority, will this be considered a violation of the House Resolution #658? It clearly states "the Administrator SHALL issue and file a categorical exclusion ...", the term "shall" is not discretionary, but appears to be a directive.

Please clearly state the FAA analysis and the Administrator's intent when it comes to utilizing and complying with HR #658 as it applies to the SoCal Metroplex.

With the U.S. House Resolution #658, titled "FAA Modernization and Reform Act of 2012", there was a complete and total elimination of NEPA environmental oversight (selection underlined for emphasis, found in Section 213.c (2) - page 46 of this 162 page Resolution)

"NEXTGEN PROCEDURES - Any navigation performance or other performance based navigation procedure developed, certified, published or implemented that, in the determination of the Administrator, would result in measurable reductions in fuel consumption, carbon dioxide emissions, and noise, on a per flight basis, as compared to aircraft operations that follow existing instrument flight rule procedures in the same airspace, shall be presumed to have no significant effect on the quality of the human environment and the Administrator shall issue and file a categorical exclusion for the new procedure."

1693

Response

1693-01

The commenter states that the EA was not written for the affected residents to clearly understand the intent, impact, and alternatives. 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. Tables 3-1 and 3-2 identify the airports served by the procedures under the No Action Alternative and Proposed Action, respectively. Exhibits 3-7 and 3-8 in Chapter 3 of the EA document depict all the procedures under the No Action Alternative and Proposed Action, respectively, for the entire General Study Area. The exhibits are interactive, and each procedure can be turned on or off to provide greater ease of use by the viewer. The *SoCal Design and Implementation Team Technical Report* includes additional information for each of the Proposed Action procedures.

The information shown in Exhibits 3-7 and 3-8 have also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

1693-02

The commenter states the links to Google Earth do not display the flight paths or the sample points. Both of the links referenced in the commenter's email do depict the Proposed Action flight paths, routes, and corridors, as well as the grid points utilized in the noise analysis. The commenter also asks if flight paths deviate from the planned/forecasted tracks. 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 for the Project.

1693-03

The commenter states the exhibit on page 1-25 of the Draft EA incorrectly depicts the 9/27 configuration at SAN. The commenter is correct in that the departure and arriving aircraft were inadvertently transposed. Exhibit 1-14 SAN Runway Operating Configurations has been updated in the Final EA.

1693

Response (continued)

1693-04

The commenter asks whether the FAA considers the level of outreach conducted to be adequate and responsible. 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. 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. All notices provided a link to the SoCal Metroplex Project website where more information on the Environmental Assessment is available for review (<http://www.metroplexenvironmental.com>). Please see Appendix A to the EA for information on public outreach conducted for the SoCal Metroplex project.

1693-05

The commenter references a community meeting on 10/6/15 and says the anger was from the lack of clear information and distrust. 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 13 – Point Loma Public Meeting**.

The commenter also asks if the FAA intends to implement the SoCal Metroplex Project regardless of community complaints and inadequately prepared stakeholders. 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. This included a 120-day public review and comment period, 11 public workshops, and meetings with federal, state, and local elected representatives and agency officials. All substantive comments received during the comment period will be considered by the FAA, and responses are provided in the Final EA. Please see Appendix A of the EA for information on public participation conducted for the SoCal Metroplex EA.

1693-06

The commenter requests that the FAA consider the San Diego County Regional Airport Authority (SDCRAA) as a stakeholder. The commenter also asks how

1693

Response (continued)

problems, concerns, and complaints will be addressed once the Metroplex is implemented.

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 including to the SDCRAA. Information on the FAA's public outreach efforts for the SoCal Metroplex Project can be found in Appendix A of the EA. It shows that FAA has met with SDCRAA several times throughout the NEPA process.

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.

1693-07

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

1693-08

The commenter raises questions regarding significant impact. 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 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 commenter requests information regarding existing noise and new noise levels. The FAA provided supplemental materials on the noise analysis on the public website. Please see **Topical Response 08 – Supplemental Materials** and **Topical Response 07 – Request for More Data**.

1693-09

The commenter asks why the FAA is conducting an environmental review and not a categorical exclusion. He also asks if the FAA Administrator intends to use the powers granted in House Resolution #658 and if this is a violation of House Resolution #658.

Given the large study area and the number of study airports, the FAA decided to conduct an EA to determine the anticipated impacts of the SoCal Metroplex Project. The EA was prepared in full compliance with NEPA and FAA's Order

1693

Response (continued)

1050.1E. As disclosed in Chapter 5 of the EA, results of the analysis shows no significant impacts are anticipated from the Proposed Action when compared to the No Action Alternative.

With regard to the Categorical Exclusion in Section 213(c)(2) of the FAA Modernization and Reform Act of 2012, guidance can be found in FAA Order 1050.1F Desk Reference, Chapter 17.

1694

Elizabeth Reid

From: Elizabeth Reid [sandsreid@cox.net]
Sent: Thursday, October 08, 2015 5:23 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: flight plan

1694-01

I totally object to the FAA plan to change the flight plan at Lindberg Field San Diego. This will cause added noise and pollution. Please rethink this BAD idea.
Elizabeth Reid

1694

Response

1694-01

Please see **Topical Response 11 - Point Loma.**

1695

Keith Melville

From: Melville, Keith W. [KMelville@semprautilities.com]
Sent: Thursday, October 08, 2015 5:29 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Southern California Metroplex Project - Point Loma Peninsula Area Impacts - LOWMA Waypoint

Re-sending with my phone number and email address appended.

From: Melville, Keith W.
Sent: Wednesday, October 07, 2015 3:03 PM
To: '9-ANM-SoCalOAPM@faa.gov'
Cc: 'airnoise@san.org'
Subject: Southern California Metroplex Project - Point Loma Peninsula Area Impacts - LOWMA Waypoint

SoCal Metroplex EA
Federal Aviation Administration
Western Service Center - Operations Support Group:

1695-01

I am writing in regard to the Southern California Metroplex Project, and in particular the portion of the FAA's proposed alternative which eliminates the LOWMA waypoint near the tip of Point Loma west of Lindberg Field (SAN) in metropolitan San Diego, with simultaneous widening of the eastbound departure path. This change will result in substantial amount of air traffic being routed over the Point Loma/Loma Portal/Peninsula area twice. This particular proposed element of the Project will result in a double crossings by a large number of aircraft which on departure head west, then cross again to attain eastbound travel direction) --- rather than only once after takeoff, as is currently the case (and would be the case if the FAA adopted a "no action" alternative for this particular waypoint, LOWMA).

1695

Keith Melville (continued)

Although the draft Environmental Assessment (DEA) reaches a conclusion that no significant or reportable noise impacts are forecasted for either 2015 or 2020 scenarios, this is at least in part because the noise impacts typically measure flight path changes much further from airports, and at higher altitudes. In the case of westbound departures from Lindberg Field (SAN) which are then directed eastward back across the Point Loma Peninsula (rather than south of them prior to eastbound turns, as is the current practice), the noise impacts cannot be assumed to be insignificant; among other changes they will double in frequency (count, not hertz) on a daily basis as the same aircraft traverse this area in dual compass headings. Maintaining the LOWMA waypoint would eliminate this negative impact, and would be a simple "fix" that would have little effect on the remainder of the Metroplex Project.

While the Metroplex Project is largely focused on efficiency, the FAA's primary function is public safety. The efficiency "savings" from re-routing dozens of aircraft per day twice over the same residences, schools, parks, retirement/assisted living facilities, and national landmarks does not begin to justify doubling the local noise impacts. The DEA's tentative findings on noise impacts do not address this shortcoming, and must be reassessed. As the DEA itself notes, under the No Action Alternative no changes to air traffic routes in the Southern California Metroplex would occur in either 2015 or 2020 and no effects related to changes in aircraft noise exposure would be anticipated. I am not suggesting that the FAA adopt "no action" with regard to the entire project, but it should rectify at least the LOWMA waypoint deletion by treating this as a no action alternative on its own.

1695-01

In addition, the elimination of the existing waypoint and widening of the eastbound departure route will cause these numerous aircraft to cross densely populated areas twice, rather than once (with a subsequent eastbound turn over the Pacific Ocean). The FAA is surely aware that there has already been one commercial jet aircraft crash with over 100 fatalities in the aircraft and 7 fatalities in houses near the Lindberg field area, with additional injuries and dozens of damaged houses. Having hundreds of flights per year cross densely populated residential land rather than continuing to route those flights over open ocean cannot possibly be seen as a safety improvement, and clearly puts the public at higher risk than the no action alternative for this particular waypoint and departure route.

I urge the FAA to adopt a No Action Alternative in regard to westward departures of aircraft departing for eastbound flights; these aircraft should be using the currently approved departure route which requires a very short southbound leg, past the end of Point Loma peninsula, prior to turning eastward. It is my understanding that maintaining the LOWMA waypoint would achieve this outcome. In fact, at a meeting in Liberty Station this week, it was suggested by FAA staff that the limitations of airplane turning radius dictated that most flights would still pass at or near the tip of Point Loma. If this is true, maintaining the LOWMA Waypoint would be consistent with safe aircraft operation, and should be prioritized over any fuel savings or other efficiency concerns.

I understand that the comment period on the Metroplex Project and associated DEA closes October 8. These comments are being served via electronic mail on October 7, 2015 and are therefore timely.

Sincerely,

Keith Melville
4616 Granger Street
San Diego, CA 92107

619 222-3261

, keithmelville6@gmail.com

1695

Response

1695-01

Please see **Topical Response 11 - Point Loma.**

1696

Leslie Perlis

From: Leslie [leslielp@cox.net]
Sent: Thursday, October 08, 2015 5:31 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Lindberg Flight Pattern Changes

To FAA,

It would be very detrimental to change the flight departure pattern from Lindberg Field for the planes that will be heading east.

Having the planes cross over another area of Point Loma as they turn to the east is unnecessary and dangerous. There are 3 elementary schools, a middle school and a university plus thousands of residences that will be affected. And don't forget our National Park Cabrillo Monument and the sacred Cemetery at Fort Rosecrans. The airport authority has already spent millions of dollars sound proofing homes in the Point Loma/Ocean Beach area. It would be wasteful and irresponsible to have to do this for other homes that would be affected by this new flight plan.

Please do not change the flight pattern to cross over any part of Point Loma as the planes are heading east.

Sincerely,
 Leslie Perlis
 955 Cornish Dr.
 San Diego, CA 92107

1696-01

1696

Response

1696-01

Please see **Topical Response 11 - Point Loma.**

1697

Sandy Baranski

From: Sandy Baranski [sbaranski@cox.net]
Sent: Thursday, October 08, 2015 5:35 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to Proposed revised departure flight paths at San Diego Intl Airport

I strongly oppose the FAA's proposal to revise departure flight paths at San Diego Intl airport. It will effect the health and well being of my family, the community and environment. Please respond to the following questions.

1. What is the rationale for changing the flight route over Point Loma from the ocean that acts as a natural sound buffer and safety buffer to over land which includes colleges, elementary schools and houses?
2. If it is for fuel consumption cost, can you give me the specific cost analysis for the saving for the airport vs the cost of the health and environment of the people Point Loma?
3. Under the proposed changes I need a detailed map of where the planes will be flying over?
4. I currently see and hear a change in the flight path now, why?
5. My family which includes children are going to be impacted by the noise pollution, air pollution and environment changes. When we bought our first house in 1994, we had to sign a disclosure form at the closing of sale of the house stating we understood that we were under the flight path and knew what we were getting into. In 2001, we moved from that house to our new house because we were not near the flight path and now you are proposing to put us back under the flight path. I think this is horrible and unjust.
 What is the environmental impact for my family and the community.

I'm praying that you take our concern and issues and make a more rationale flight path that is not going to effect millions of people.

Thank you
 Sandy Baranski
 4415 Algeciras Street
 San Diego, CA 92107
 619-223-5023

1697-01

1697

Response

1697-01

Please see **Topical Response 11 - Point Loma.**

1698

Janeen Bralla

From: Janeen Bralla [JBralla@tristaff.com]
Sent: Thursday, October 08, 2015 5:36 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: 'loriezapf@sandiego.gov'; 'kevinfaulconer@sandiego.gov'
Subject: Concerned about the proposed San Diego Flight Path change

To whom it may concern,

I was unable to attend the meeting Tuesday night in San Diego at Liberty Station, but I want to voice my concerns about the change in the flight path in Point Loma.

I have been a resident of Point Loma for 30 years. I purchased my current home in Point Loma, where I have lived for 27 years, because it was out of the flight path. Previously I lived in the flight path, but could not handle the noise and soot. I paid more for the location out of the flight path. Of course I hope eventually when I sell my home, it will command more because the location is in a nice family location out of the flight path. I am close to retirement and would be greatly affected if my home price decreased due to the flight path change.

This change may provide a little more cost savings for the airlines, but who is going to pay us for the decrease in all our home values? The airport has been in the same location for many, many years. Anyone who buys in the flight path has to accept the airport has been flying planes over there home for a long time. However those of us who purposely bought out of the flight path, should not now be penalized.

Please take into serious consideration of the concerns I and other Point Loma residents have about the proposed changes in the San Diego Airport's (Lindberg Field) flight path.

Sincerely,

Janeen Bralla
Director – IT & Software Engineering
TriStaff Consulting | San Diego, CA 92122

Phone 858.453.1331 ext. 183 | Mobile 619.994.6180
jbralla@tristaff.com



1698

Response

1698-01

Please see **Topical Response 11 - Point Loma.**

1699

Culver City for Quiet Skies

From: Culver City For Quiet Skies [culver.city.for.quiet.skies@gmail.com]
Sent: Thursday, October 08, 2015 5:37 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: city.clerk@culvercity.org
Subject: Petition from Culver City Residents Regarding Current Jet Noise and NextGen

To the SoCal Metroplex EA Federal Aviation Administration:

Please see attached a petition with 1,523 signatures and 488 comments from Culver City residents and concerned citizens regarding the current increased jet noise we are experiencing and the FAA's implementation of NextGen over Culver City.

Respectfully,
 Culver City for Quiet Skies

Email: culver.city.for.quiet.skies@gmail.com

change.org

Parents and Residents of Culver City, CA

October 8, 2015

Recipients: The President of the United States of America Barack Obama
 Federal Aviation Administration Michael Huerta
 SoCal Metroplex EA Federal Aviation Administration
 United States Senator Dianne Feinstein
 United States Senator Barbara Boxer
 United States Congresswoman Karen Bass
 United States Congressman Ted Lieu
 Culver City Mayor Micheal O'Leary
 Culver City Vice Mayor Andrew Weissman
 Culver City Council Member Meghan Sahli-Wells
 Culver City Council Member Jeffrey Cooper
 Culver City Council Member Jim B. Clarke
 Mayor of Los Angeles Eric Garcetti
 Mayor of Santa Monica Kevin McKeown
 Los Angeles City Council Member Mike Bonin
 LAX Airport Environmental Manager Scott Tatro

To the SoCal Metroplex EA Federal Aviation Administration:

1699-01

The FAA is proposing changing the flight paths over Culver City beginning 2016. The proposed flight paths will fly DIRECTLY over Culver City High School (and nearby Farragut Elementary School and Middle School) and DIRECTLY over downtown Culver City (and Linwood Howe Elementary School). This change is part of the FAA's implementation of a new air traffic control system (NextGen) that allows more planes in the air, flying at a lower altitude, and closer spacing between planes along a narrower flight path, which concentrates flight paths over our homes and schools.

1699

Culver City for Quiet Skies (continued)

1699-02

Culver City residents have noticed an increased amount of aircraft noise over our once quiet Culver City neighborhoods. The sky is humming with jet noise, 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). 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 jet noise and pollution WILL GET WORSE when NextGen takes effect in 2016, and has the potential to negatively change the characteristics of our city and neighborhoods.

1699-03

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

1699-04

NextGen has been exempt from normal environmental impact reviews and public hearings unless there is "a division of an established community." Other cities have recently sued the FAA over increased aircraft noise in their neighborhoods due to NextGen.

Phoenix sues FAA over flight path changes:

<http://www.usatoday.com/story/todayinthesky/2015/06/01/phoenix-sues-faa-over-flight-path-changes/28329559/>

Plane exhaust kills more people than plane crashes:

<http://news.nationalgeographic.com/news/2010/10/101005-planes-pollution-deaths-science-environment/>

Lower altitudes of proposed late night flights over Culver City may negatively affect residents' health and sleep:

<http://doorstoarrival.com/proposed-flight-path-undermines-lax-noise-abatement-efforts/>

1699-05

The proposed FAA NextGen flight paths over Culver City have the potential to squash a flourishing, vibrant American community that is in the midst of a renaissance.

1699

Culver City for Quiet Skies (continued)

Culver City is on the international map, known worldwide for art, architecture, and food. Citizens around the world are talking about Culver City as “a magnet for lovers of the arts, good food and culture” and it is considered “L.A.'s new restaurant mecca.” The Culver City Arts District is home to the world’s most cutting-edge art galleries and architecture that, according to the NY Times and the BBC, rival those of other cities around the world. Innovative startups and technology companies (such as NantWorks and Beats Electronics) and entertainment industry giant, Sony Pictures Studios, have made Culver City their home.

Although located within the urban metropolis of Los Angeles, Culver City has its own highly acclaimed local government and has a small town feel where involved residents actively form block party committees to organize annual Fourth of July celebrations with their families, friends, and neighbors. Culver City is an ideal, united, and all-American town that takes pride in its racial, ethnic, religious, and socio-economic diversity. We celebrate and honor our senior citizens and veteran’s community.

1699-05

Families throughout Southern California and around the world move to Culver City because of our highly ranked, award-winning public schools at the elementary school, middle school, and high school levels. The first public dual-language immersion school in the U.S. began in Culver City. Culver City is also home to some of the most prestigious private schools in Southern California.

Culver City is also known as a pedestrian community where residents, young and old, enjoy and bond with one another in outdoor spaces. When you walk around the residential neighborhoods of Culver City you will see neighbors walking their dogs, environmentally conscious citizens tending to their organic vegetable gardens, senior citizens practicing Tai Chi every Saturday morning in Culver City’s many parks, fathers playing soccer with their sons, and mothers and daughters going door-to-door to raise funds for their schools.

The proposed FAA NextGen flight path over Culver City is a THREAT to EVERYTHING we (and the world) love about Culver City.

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Culver City for Quiet Skies (continued)

1699-05

We implore you to use all your power, influence, and connections to protect this flourishing, internationally acclaimed American city.

The World is Talking About Culver City

Culver City: LA's hottest new neighborhood:

<http://www.bbc.com/travel/feature/20110105-culver-city-ready-for-its-close-up>

http://www.utsandiego.com/uniontrib/20070826/news_1t26culver.html

An art district grows in Culver City:

<http://www.blouinartinfo.com/news/story/24440/an-art-district-grows-in-culver-city> <http://query.nytimes.com/gst/fullpage.html?res=9B01E3D7153FF930A35757C0A9639C8B63>

<http://www.latimes.com/news/local/la-me-culvergallery27mar27,0,3849,full.story>

<http://www.latimes.com/news/local/la-me-culvergallery27mar27,0,3849,full.story>

Culver City is the site of a burgeoning food scene:

<http://www.latimes.com/features/food/la-fo-critic3may03,0,3270162,full.story>

Culver City: L.A.'s newest design destination:

<http://www.travelandleisure.com/articles/next-stop-culver-city>

Culver City is a tech haven:

<http://culvercity.patch.com/groups/local-internet-companies/p/the-words-out-culver-city-is-a-tech-haven>

<http://culvercity.patch.com/groups/local-internet-companies/p/the-words-out-culver-city-is-a-tech-haven>

<http://labusinessjournal.com/news/2014/sep/08/culver-city-mayor-talks-tech-development/>

<http://labusinessjournal.com/news/2014/sep/08/culver-city-mayor-talks-tech-development/>

Culver City's local government as a model for other cities:

<http://culvercity.patch.com/groups/politics-and-elections/p/culver-city-ranked-3-in-los-angeles-countys-88-cities-in-201213>

<http://culvercity.patch.com/groups/politics-and-elections/p/culver-city-ranked-3-in-los-angeles-countys-88-cities-in-201213>

CBS News Media Coverage:

<http://losangeles.cbslocal.com/2015/09/03/culver-city-residents-warn-of-more-jet-noise-pollution-from-new-faa-flight-paths/>

<http://losangeles.cbslocal.com/2015/09/03/culver-city-residents-warn-of-more-jet-noise-pollution-from-new-faa-flight-paths/>

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Culver City for Quiet Skies (continued)

Attached are 1,523 signatures and 488 comments from Culver City residents and concerned citizens who adamantly oppose the FAA NextGen flight paths over Culver City.

Respectfully,
Parents and Residents of Culver City, CA

Culver City for Quiet Skies
P.O. Box 3000
Culver City, CA 90231

Email: culver.city.for.quiet.skies@gmail.com

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Culver City for Quiet Skies (continued)

Comments

	Name	Location	Date	Comment
1699-06	Marissa Krupa	Culver City, CA	2015-08-30	I'm a culver city homeowner and resident and I don't want increased pollution and noise from planes.
	Claudia Jaramillo	Culver City, CA	2015-08-30	I live in culver city and I am affected by this change.
	Staci Malone	Culver City, CA	2015-08-30	I live in the neighborhood and do not want the flight path over my home and Childs school. It will negatively affect our quality of life.
	sara nelson	culver city, CA	2015-08-30	I want to live peacefully with out airplane noise and more pollution dropped on my home!!
	Janet Higdon	Culver City, CA	2015-08-30	I live in this community and my children attend schools that would be affected.
	Travis Higdon	Culver City, CA	2015-08-30	I am a Culver City resident and property owner and do not want the increased in air and noise pollution to negatively affect my family and community.
1699-07	John Kent	Culver City, CA	2015-08-30	The airplane noise is very disturbing.
	Maureen McGlynn	Culver City, CA	2015-08-30	I'm signing because I've experienced a marked increase in flight noise over my home late night and early morning. It's constant!
1699-08	Sheila Iverson	Culver City, CA	2015-08-30	I'm signing because I'm concerned for the health of my family.
	Beatriz Scobie	Culver City, CA	2015-08-30	The airplane noise is unbareable already!
1699-09	Alexandra Hughes	Culver City, CA	2015-08-30	There's enough noise and pollution already. It's not fair to make it worse for people who intentionally bought homes outside the direct flight path.
	Joanne Tortorici Luna	Long Beach, CA	2015-08-30	Increased aircraft activity is harmful to our physical and mental health. That the proposed changes fly directly over our high school is even more exposure to our children.
	Patrick Dwyer	Culver City, CA	2015-08-30	I grew up very near an a busy major airport and know how disruptive flyovers can be. We chose our home in a quiet neighborhood in Culver City after careful consideration and would be very unhappy if we had to consider a move based on the change in flight patterns.
	Erin Ragland	Culver City, CA	2015-08-30	I have noticed an increased amount of noise from planes and its impacting the lives of my family members. We didn't buy a home in westchester due to the flight patterns and we pay a premium to be further from the noise and jet fuel. Please don't crowd our airspace with planes!
1699-10	Lila Swenson	Culver City, CA	2015-08-30	There is already too much air traffic over Culver City!
	Shona Gupta	Culver City, CA	2015-08-30	I want to enjoy the blue skies and starry nights without constant noise...
1699-11	Elizabeth Stocksdale	Santa Monica, CA	2015-08-30	I'm signing because I do not want increased flight traffic over my home. As much as I love pointing out planes in the sky with my one year old, the noise and air pollution are not worth it.
1699-12	Michael Stocksdale	Culver City, CA	2015-08-30	The jets are already too loud and frequent.
1699-13	Jennifer Martin	Culver City, CA	2015-08-30	Noise pollution is a huge problem in our community.
	Bernie O'Dowd	Culver City, CA	2015-08-30	Increased air traffic negatively impacts residents in a multitude of ways. Do not allow even more flights over Culver City!
	Lawrence Rodriguez	Culver City, CA	2015-08-30	On Fox Hills we already get the noise from take offs at LAX as well as noise from jet engine testing. We don't need more noise from the airport.
	Eric Metz	Culver City, CA	2015-08-30	I live in the flight path. I did not but my house next to an airport and should not be subjugated to new flight paths.

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Culver City for Quiet Skies (continued)

	Name	Location	Date	Comment
1699-13	Amy Salzmann	culver city, CA	2015-08-30	As a resident, I strongly stand against this change in flight pattern that we adversely affect the quality of our lives.
1699-14	Barbara Branstetter	Culver City, CA	2015-08-30	The noise and pollution is bad enough already.
	Melinda Keough	Culver City, CA	2015-08-30	I live directly under the proposed flight path. My children go to school at Farragut Elementary which would be directly under the flight path.
1699-15	Jane Wong	Culver City, CA	2015-08-30	I don't want extra air traffic noise as there is enough going by already. And when they fly low, its quite loud...being on the 3rd floor, I hear everything!
	Dorien Davies	Culver City, CA	2015-08-30	We don't live in Westchester for a reason. Please consider limiting this new flight path.
	Debbie Weiss	Culver City, CA	2015-08-30	The noise is already intolerable at night, I can't imagine it getting worse. Please find an alternate route. This is extremely scary.
1699-16	Marci Baun	Culver City, CA	2015-08-30	I have noticed a huge increase in plane traffic. There are times I've woken up in the middle of the night because our house is rattling from the noise.
	Cindy evans	Vista, CA	2015-08-30	I used to live in Culver City and would like it to remain the same.
	Jennifer Carter	Culver City, CA	2015-08-30	I'm signing because I care about my children's air quality and noise disrupting our sleep.
1699-17	Matthew Ross	Culver City, CA	2015-08-30	I am signing because the Culver City low altitude air traffic is obnoxious and there needs to be a better way to distribute air traffic volume across more areas.
	Lucille Petersen	Culver City, CA	2015-08-30	No more noise and air pollution!
	Claudia Reynoso	Culver City, CA	2015-08-30	Culver City is already getting more traffic congestion due to all the hybrid apartment buildings being built and noise due to the Metro. We don't need anymore!
	Paolo Ziemba	Los Angeles, CA	2015-08-30	no noise
1699-18	Carol Pass	Culver City, CA	2015-08-30	we have enough plane noise already
	Frederique Haustete	Culver City, CA	2015-08-30	There's enough planes going over my house already.
1699-19	Jason Carter	Santa Monica, CA	2015-08-30	I am concerned the noise pollution and safety issues will affect our quality of life.
	Laura Stuart	Culver City, CA	2015-08-30	The faa is wrong on more levels than can be counted.
1699-20	Angie Hamilton-Lowe	Culver City, CA	2015-08-30	http://www.ncbi.nlm.nih.gov/pubmed/15624071/
	Lisa Desai	Culver City, CA	2015-08-30	I just bought new windows as part of my remodel and did not get the kind required for homes LAX adjacent. They need to consider the noise affect with building codes. Also, I want to maintain the quiet, healthy skies over our neighborhood and school. That is I bought my home in this location. Thanks for your consideration.
1699-21	Barrie Winter	Culver City, CA	2015-08-30	The airplane noise is constant and annoying. We're very concerned for the noise and pollution! When we moved here, it was so peaceful and quiet and that is no longer true. We purposely didn't move to Westchester because we didn't want to be near the airplanes. We want this situation to get better. An increase in airplanes is not the way to go!!

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Culver City for Quiet Skies (continued)

	Name	Location	Date	Comment
1699-21	Christie Gaynor	Culver City, CA	2015-08-31	I am both a resident and business owner in Culver City and have 2 small children at El Marino in Culver City. We are building our home here and this change I air traffic would be devastating. We we already battling air pollution being so close to the freeways and now you want to add more pollution as well as disruptive noise pollution. STOP! This is a HUGE FAMILY CITY. Do not fly over us. Please. I pay taxes on both sides here. Thank you!
1699-22	Paula Wilson	Culver City, CA	2015-08-31	The noise over my house is exhausting. It is getting worse everyday. The Geico plane has been the worst yet!
	Christine Galloway	Culver City, CA	2015-08-31	The air noise in culver city is becoming unbearable. Please stop flying so loudly over our homes.
	Melissa Barnes	Los Angeles, CA	2015-08-31	im against increased noise pollution
1699-23	Jessica Seaton	Culver City, CA	2015-08-31	I am sensitive to noise. I bought a house in Culver City because it was so quiet. Having low flying planes flying over my house would upset me.
	Mia Viljoen	Culver City, CA	2015-08-31	I'm against increased flights over Culver City
	Bonnie Hammerschlag	Bethesda, MD	2015-08-31	I am signing this because my grandchildren live in Culver City and will be attending the schools that this new change would have the planes fly over.
	Tia Chew	Culver City, CA	2015-08-31	This is a huge health hazard!
	Marianna Chodorowska	Los Angeles, CA	2015-08-31	I live in the area.
	Jody Reichel	Culver City, CA	2015-08-31	I'm signing because I love my home and my town and they will change for the worse with such a large increase in jet noise.
	Tracey Gee	Culver City, CA	2015-08-31	I am concerned about noise pollution in Culver City
	Kara Frans	Culver City, CA	2015-08-31	PLEASE! No additional flight noise over Culver City. It's already noisy enough with low flights starting each evening at 11:25p and flights come every 3-4 minutes. It's beyond frustrating and annoying. This will negatively impact so many of us, and home values will plummet. Thank you, Kara F.
	Dani Zandel	Culver City, CA	2015-08-31	I'm signing because I've already experienced low flying and late night planes over my home, and I am NOT happy, because I did NOT buy a home near a flightpath, and I do not want my home to become part of a flightpath!
1699-24	Deanna Newell	Culver City, CA	2015-08-31	I'm signing because I am concerned about the air and noise pollution.
	Kurt Anderson	Culver City, CA	2015-08-31	I am opposed to putting more jets over our heads. The flight pattern changed after 9/11. Ever since, we have more noise, jet fuel toxins, etc. This is cancer causing and unhealthy for us and our children. We should be finding ways to reduce the air and noise pollution in our city.
	Melissa Burton	Culver City, CA	2015-08-31	I am concerned about the health of my children and the negative impacts that the air pollution and noise pollution this will cause.
	Jennifer Graham	Culver City, CA	2015-08-31	I would like to help protect the schools from more pollution and noise.
	Sylvie Rothenberg	Los Angeles, CA	2015-08-31	I am signing this because I am very concerned on the negative impact this will have on the air quality and noise level in Culver City. We should look at measures to reduce the air pollution for the generation to come instead of making it worth with more jet fuels toxins dumping.
	Andre Doumitt	Culver City, CA	2015-08-31	Health and well being of my neighborhood and household
	Kerry Maguire	Culver City, CA	2015-08-31	I feel that Culver City is already affected by noise and air pollution from planes with the current flight paths. Increased plane traffic over Culver City will decrease quality of life and health.

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Culver City for Quiet Skies (continued)

	Name	Location	Date	Comment
1699-25	Nathan Miller	Culver City, CA	2015-08-31	I'm signing because of the potential Benzene levels that will increase with this proposed plan.
	Penelope Berro	Culver City, CA	2015-08-31	The house and pollution gave steadily gotten worse the past couple years and are interfering with the quality of lure.
	Carolyn Strauss	Culver City, CA	2015-08-31	I bought my townhome when it was quiet here and I want for it to stay that way!
1699-26	Lisa Davis Larry	Culver City, CA	2015-08-31	I'm signing this petition because the proposed flight paths generate a lot of aircraft noise over one of our elementary schools, Farragut Elementary School, Culver City Middle School, and Culver City High School. I have witnessed the increased airplane traffic already and it is very noisy. Also, more airplane traffic means more pollution. Several aircrafts seem to be flying at a low altitude. I fear the pollution would affect the students' ability to concentrate and have more problems with increased asthma or environmental breathing problems, and possible aircraft accidents that would affect approximately 3,000 children's lives who attend these three schools.
	Colin Walker	Culver City, CA	2015-08-31	I have two young children and already hear the planes quite a bit.
1699-27	Emily Dibine	Culver City, CA	2015-08-31	We have enough Noise pollution & smog from the 405, hundreds of children in Culver city already suffer from Asthma.
	Claudia Mereles	Los Angeles, CA	2015-08-31	I am signing this petition because I believe the health of our kids as well as the residents is in danger.
1699-28	Darcy Parsons	Culver City, CA	2015-08-31	I am concerned with the noise pollution and jet emission increases over Culver City if this is passed.
	Crystal Ann Lea	Culver City, CA	2015-08-31	I do not want air traffic over my home, schools and neighborhood.
1699-29	Lynn Dodd	Los Angeles, CA	2015-08-31	An environmental impact report should be conducted at minimum; already we have jet noise that adversely affects us ---from Santa Monica as well as LAX. Culver city and the Venice corridor residents are investing in the community to improve it and this will take the run right out from under us in terms of quality of life and property values.
	Stephanie Weiss	Culver City, CA	2015-08-31	I disagree with the proposal. I am a resident with severe health issues and do NOT want the toxic pollution that will occur in my breathing space if you change the flight paths. Do not do this, thank you.
1699-30	Kimberly Warwick	Los Angeles, CA	2015-08-31	Please keep these planes away from our formerly quiet neighborhood! Move the path closer to the 10 Freeway. The noise is constant and a menace to our peace and quiet. My husband and I urge you to move the path away!!
	Paul Mandelbaum	Culver City, CA	2015-08-31	Flying planes low over Culver City's Carlson Park threatens the peace and safety of an historically quiet neighborhood. Please route incoming planes coming from the north and west to mimic the path of the already blighted 10 Freeway, and keep their altitude as high as possible as long as possible. Thank you for your consideration.
	Colleen Malone-Engel	Los Angeles, CA	2015-08-31	I absolutely do NOT want this over the schools. It would be very disruptive and create dangerous air quality for the kids to be breathing during PE classes. Also the residents in that area did not purchase their homes expecting the noise and air pollution that would result.
1699-31	Betty Isono	Culver City, CA	2015-08-31	The proposal is unacceptable to the health and well being of the residents of Culver City. To think that they are routing the plans knowingly over our children, is unconscionable.
	Sara Mascall	Culver City, CA	2015-08-31	This flight plan will be severely detrimental for our community and the children in it.

1699 Culver City for Quiet Skies (continued)

	Name	Location	Date	Comment
1699-31	Myeisha Jacobs	Culver City, CA	2015-08-31	I disagree with this proposal as it would disrupt the quietness of the area and cause added pollution. It is also a major distraction for students attending school in the the proposed airpath school district. My son attends Culver City Highschool and we have been in the district for over 12 years. My son attended St. Augustine prior in Downtown Culver City and this could greatly affect the learning of students. People live in Culver City based on the educational school district rating.
1699-32	Peter Vogel	Culver City, CA	2015-08-31	This cannot happen. The airport doesn't have the right to arbitrarily change people's live like this.
	Raquel Gallegos	culver city, CA	2015-08-31	No planes and pollution over my air please!
	Jay Antani	Culver City, CA	2015-08-31	There is enough jet noise in this area. Enough with all the planes! We live and go to school here!
1699-33	Leslie Gardner	Redondo Beach, CA	2015-08-31	I live in Culver City and am concerned about more airplane noise from LAX
	Heather Dickson	Culver City, CA	2015-08-31	I care about health for my family. Pollution and toxic chemicals from airplanes are one of the highest contributors to poor health, heart disease, stroke, early death.
	Heather Litman	Culver City, CA	2015-08-31	Because I am against increased noise and air pollution
	Gerardo Parra	Culver City, CA	2015-08-31	I do not want air traffic over my house or neighborhood.
	Andrea Bardin-Schainen	Culver City, CA	2015-08-31	We want to keep our beautiful city with clean air and free of noise pollution
1699-34	Brian Lloyd	Culver City, CA	2015-08-31	There are enough planes in the air already.
	Norman Palley	Culver City, CA	2015-08-31	Flights directly over my house are already nearly constant and annoying.
	Thomas Graham	Culver City, CA	2015-08-31	My home is in the area impacted by these proposed changes.
	Kelley Miller	Culver City, CA	2015-08-31	I am a Mom and I live in Culver City
1699-35	Luke Silverman-Lloyd	Culver City, CA	2015-08-31	I am a Culver City resident and strongly oppose these proposed changes.
	Gary Gegan	Culver City, CA	2015-08-31	It is already way too noisy with air traffic over Culver City. This will significantly affect our quality of life and diminish our property values.
1699-36	Mark Kelly	Los Angeles, CA	2015-08-31	The planes are very low and loud over my home in Blair Hills. Sometimes loud enough to rattle our windows in their frames.
1699-37	Kieran Shamash	Culver City, CA	2015-08-31	I'm a mother, registered nurse, and homeowner in the wonderful neighborhood of Carlson Park. It is very important to me to keep our neighborhood as safe as possible for the many children and adults that live here. I'm deeply concerned about the consequences, including increased noise and air pollution, of new flight paths over our neighborhood and strongly urge the FAA to revise this plan. Thank you, Kieran M. Shamash, RN, MSN
	Joe Vaux	Culver City, CA	2015-08-31	I'm concerned about the air quality and increased noise pollution my family will have to endure.
	Ruben Ruckman	Culver City, CA	2015-08-31	I am concerned about noise pollution for my family and kids
	Ellen Sinatra	Culver City, CA	2015-08-31	The noise is disrupting and the resulting noise pollution takes away from the beauty of our quiet neighborhoods. Geico had an advertising plan cruising over our area last weekend for hours, and I found I could barely think because of the disturbance.

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Culver City for Quiet Skies (continued)

	Elizabeth Layne	Culver City, CA	2015-08-31	i care about my health!
	Jacqueline Joy Weiser	Los Angeles, CA	2015-08-31	Reduce noise pollution and reduce serious potential health risks
	Name	Location	Date	Comment
1699-38	Allen Lulu	Los Angeles, CA	2015-08-31	I have lived under a flight path before and I moved to Culver City to be away from it.
1699-39	Amy Campion	Los Angeles, CA	2015-08-31	These changes to flight paths should NOT be exempt from Environmental Impact Review. EIS's are required for a reason.
	Diane Bulgatz	Culver City, CA	2015-08-31	I do not want any more planes flying over Culver City. It is noisy enough now and don't want any more noise pollution.
1699-40	Caroline Galanty	Culver City, CA	2015-08-31	The noise and pollution of the airport needs to be borne by all adjoining areas equally, and not just by one or two neighborhoods.
	Holly Gable	Culver City, CA	2015-08-31	This greatly affects our children in schools!
1699-41	Stacy Young	Culver City, CA	2015-08-31	I have noticed an increase in air activity. I not only believe this affects my family's health but the value of my home!
	suzi kiefer	culver city, CA	2015-08-31	I currently live near the CCHS. I am already under the planes path and it is very disturbing, loud and the thought of it being louder and even more of a health risk is just ridiculous to me and my family. I moved here to raise my children, if I wanted to live near an airport I would have done so. Please save Culver City!
1699-42	Jared jurentkuff	Culver City, CA	2015-09-01	There's no greater good than protecting the children of Culver City from increased levels of airline pollution. Please vote against this proposal
1699-43	George Rownak	Culver City, CA	2015-09-01	The Jets are getting larger and louder. They fly late at night and early am hours.
	Shelly Papadopoulos	Culver City, CA	2015-09-01	I'm signing because airplanes already fly over my house every few minutes. I don't need them to start coming lower and with more frequency.
1699-44	Jenny rogers	Culver City, CA	2015-09-01	The noise from aircraft over my house is already too loud. If the nextgen plan increases that it will have a dramatic effect on our quality of life and property values.
	Brian Harkr	Culver City, CA	2015-09-01	This change creates noise pollution and adds unnecessary danger flying over schools and homes at such frequency and low altitude
1699-45	Gregg Tilson	Culver City, CA	2015-09-01	I'm sick and tired of the helicopters and other air traffic noise
	Jennifer Kaplan	Culver City, CA	2015-09-01	I am a resident that will be directly affected by the increase air traffic. We intend to raise a family in Culver City and don't want the air/noise pollution to affect the well-being of our children in this wonderful city.
	Zack Kaplan	Culver City, CA	2015-09-01	The current and proposed flight paths over Culver City are unacceptable.
1699-46	Michael Gutenplan	Culver City, CA	2015-09-01	Sick of the airplane noise, and the obvious negative affect it has on property values.
	Lisa Baskin	Los Angeles, CA	2015-09-01	I do not want to have the flight plan changed to fly over Culver City.
	Pete Spiegelman	Culver City, CA	2015-09-01	We don't need any more noise or pollution in Culver City!!
	Harry Chang	Culver City, CA	2015-09-01	The planes currently flying over head are too close as it is. It is too loud, making it difficult for our children to sleep during nap times, and it's quite disturbing for me and my wife to hear every time each plane passes by.
	Teresa T. Mammana	Culver City, CA	2015-09-01	I live here and pay taxes here and contribute to this community and this is absolutely preposterous!!!!
1699-47	rocco matone	Los Angeles, CA	2015-09-01	there already is considerable noise pollution from these jets. It's out of control.

1699 Culver City for Quiet Skies (continued)

1699-47	Robert Barnes	Westchester, CA	2015-09-01	Noise from flights over Culver City has been increasing in North Kentwood, Westchester. It is unwelcome here.
	Louise Kahn	Los Angeles, CA	2015-09-01	We have so many planes going over our house as it is
1699-48	john kurtz	culver city, CA	2015-09-01	Increase in air and noise pollution
	Name	Location	Date	Comment
1699-49	Ericl Kalmus	Culver City, CA	2015-09-01	Im not interested in the noise or health effects of being in the path of LAX planes
	Norman Lehnert	Culver City, CA	2015-09-01	Our noise level is already offensive. To increase it and raise the pollution level is absurd.
1699-49	Roseanne Di Gregorio	Culver City, CA	2015-09-01	I have noticed more airplanes flying lower over Culver City. This is noisy and and hazardous. Require the planes to fly in at a higher altitude.
1699-50	Paula Hibbs	Culver City, CA	2015-09-01	I live in Culver City right under the proposed flight pattern changes.
1699-51	Michele Fielding	Los Angeles, CA	2015-09-01	It's already too noisy and disruptive from all of the aircraft overhead.
	Stefanie Kwasaki	Los Angeles, CA	2015-09-01	I live in the community and oppose the proposed flight path
1699-52	Jim MacGaffey	Culver City, CA	2015-09-01	This is a very important issue.
	Vladimir Jandov	Culver City, CA	2015-09-01	Planes should not fly directly or near schools!!!The solution and noise will be just too enormous!!! Please, don't allow that to happen!
1699-53	George Madaraz	Los Angeles, CA	2015-09-01	I don't like nasty.
	Riley jordan	Culver City, CA	2015-09-01	Im signing because the increase in plane traffic has had a significant negative impact on living in my neighborhood.
	Bernard Altman	Los Angeles, CA	2015-09-01	Already more planes than ever flying lower than ever. Village Green, National Historic Landmark, is directly under the flight path. Less noise--less pollution, not more!
	Jennifer Velazquez	LA, CA	2015-09-01	I live under the proposed new flight paths and don't want the noise or air pollution near my family
	Jayne Higgott	Culver City, CA	2015-09-01	We don't need more planes in the air and especially over our houses and schools!
	Norma Riedman	Long Beach, CA	2015-09-01	My daughter and her family live here. No planes over my grand children's house please
	Christine Johnson	Culver City, CA	2015-09-01	noise and air pollution over highly populated neighborhoods and in an area with outdoor school campuses.
	Maria Johnson	Culver City, CA	2015-09-01	I'm concerned about the health of residents being impacted by jet noise and pollution. I'm also concerned about decreasing home values.
1699-54	Rosalind Renfro	Los Angeles, CA	2015-09-01	During the day and night planes are constantly flying over my house. It is very annoying and already seems to be getting worst. If I am on the phone and a plane goes over I get very bad reception. I have to wait till the plane leaves before I can hear what the person on the other end is saying.
	Sophie Nenner	Los angeles, CA	2015-09-01	noise
1699-55	eric raschka	Redondo Beach, CA	2015-09-01	I am VERY concerned this flight path change will negatively effect my community and family. The noise is already considerable, and increasing the rate, lowering the altitude, and increasing the number of planes they fly over my home, work, and children's school will be a distraction, and potential health hazard. Also, it could effect the property value of my home. Please do not move forward with this proposal.

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Culver City for Quiet Skies (continued)

	Sarah Andrews	Los Angeles, CA	2015-09-01	I work a lot in Culver City and am affected by this problem.
	Valerie Samuels	Culver City, CA	2015-09-01	I'm signing this petition because every time a plane flies overhead, I lose my phone signal and I have a brother with a heart condition who often has to be rushed to the ER...And you lose my signal could be a danger to his life. It affects our landlines as well.
1699-55	Mary Harris	Culver city, CA	2015-09-01	Please stop the low flying aircraft and super highways over Culver City!
	Name	Location	Date	Comment
	Kevin Gallagher	Culver City, CA	2015-09-01	Do not want the increased air pollution and noise over residences. We have many elderly residents and I have an autistic son. I think toxic residue from jet fuel can contribute to an increased incidence of autism and other disorders. We lived near Reagan National Airport for a number of years before and after our son's birth. An article in the Wall Street Journal 10 years ago noted an increase in levels of neurotoxin in the water table all over the country from jet and rocket fuels. Probably worse when you're right under a flight path. Who knows if the residue doesn't contribute to other mental conditions.
1699-56	Shirley Price	Culver City, CA	2015-09-01	The noise is extremely loud during the night. Sounds like the plane is going to crash.
1699-57	Danielle Williams	Culver City, CA	2015-09-01	We are Culver City residents, raising our family, and do not want increased noise and air pollution in our community.
1699-58	Mark Salkin	Culver City, CA	2015-09-01	Too much noise, especially at night. Scary to see planes so low, can see the emblems often on the tails of these planes. More planes - we have been at our home, directly under the flight path and noise gets worse every year. Now planes flying new paths over our city creating noise from two directions. Even more noise from LAX as flights take off during overcast cloudy days/nights and the sound bounces off the clouds into our bedrooms.
1699-59	Joan Moon	Culver City, CA	2015-09-01	I do not want the quality of my life impaired and feel it should be illegal for airports to arbitrarily invade that quality.
	Angela Hamilton	Los Angeles, CA	2015-09-01	My kids go to Linwood Howe
1699-60	Clea Markman	Westchester, CA	2015-09-01	I'm absolutely opposed to lower air traffic altitudes in the LA basin. It is both a noise and health risk.
	leslie ostrin	culver city, CA	2015-09-01	too much noise from overhead planes
1699-61	Louise Smith	Culver City, CA	2015-09-01	I see and hear the planes everyday. Since I moved into my house in culver city 15 years ago I have noticed the increase in planes flying over and the noises getting louder and louder. I don't like this at all. There is enough noise pollution from helicopters and cars and the freeway right now. Please please do not further degrade the quality of life we in culver city have that is now threaten with more planes flying over us at a lower altitude, our neighborhoods have had enough. Why are you concentrating these flight paths over us!
	Arturo Villa	Los Angeles, CA	2015-09-01	It will detrimental to a thriving community.
	Jean Hopper	Saint Paul, MN	2015-09-01	I am signing because of the noise pollution and air pollution concerns.
1699-62	Keith Jones	Culver City, CA	2015-09-01	The plane noise is getting worse and worse. Planes are coming into LAX lower & lower over my home.
1699-63	Assaf Rees	Culver City, CA	2015-09-01	This directly affects the health and well being in our home and at our children's school
	Galya Rees	Culver City, CA	2015-09-01	Flight paths directly affect the health and quality of life at my home and at my kids' school

1699 Culver City for Quiet Skies (continued)

1699-63	Bob Kramer	Culver City, CA	2015-09-01	We don't need anymore noise in the city. Between sirens screeching down the streets day and night, lawn movers and leaf blowers, street cleaning trucks and trash collection trucks, we have all the noise we can handle.	
	Alice Impliazzo	Culver City, CA	2015-09-01	I do not want the flight pattern to change and ruin our neighborhood with the noise	
	Michele de la Rosa	Los Angeles, CA	2015-09-01	I do not support increased air pollution nor more and lower planes in the air in our community.	
1699-64	Lisa Garcia	Culver City, CA	2015-09-01	The noise has been incredibly upsetting and annoying. Please make it stop!	
	Name	Location	Date	Comment	
	David Morioka	Los Angeles, CA	2015-09-01	There is too much noise and air pollution in this area as it is. We don't need any more.	
	Constance Moffatt	Culver city, CA	2015-09-01	Between the Metro and Washington blvd , the noise pollution is becoming a high-decibel problem. There is never any quiet in our neighborhood anymore. And with the gigantic new bldgs at Washington and national, we are bracing for noise from thousands more cars each day. NO PLANES TOO!	
	Elizabeth Taylor	Culver City, CA	2015-09-01	i live in this area and the thought of having this right over our children's school is terrible! Please stop this.	
	Phoebe Liebig	Culver City, CA	2015-09-01	I am a light sleeper and am increasingly awakened by early morning arrivals and take-offs from the Santa Monica airport that often sound as if they are coming right into my house. I would love to be able to get at least 6 hours of sleep a night, but with these new flight patterns that is more difficult all the time. Loss of sleep affects productivity and health of all ages	
	Vivek Hungund	Culver City, CA	2015-09-01	I've noticed an increase in plane noise and don't want it to continue or get worse.	
	Miroslava Stambolyska	Culver City, CA	2015-09-01	The health and well-being of our children is an unacceptable cost to pay. When we purchased our property in CC one of the main reasons was that it is NOT on a flight path.	
	Vallier Hardy	Culver City, CA	2015-09-01	Flights have recently become more frequent, and much lower creating noise pollution. This would amplify an already bad situation.	
	Elisheva Gross	Culver City, CA	2015-09-01	As a mother, citizen, and neighbor, I am deeply concerned about the proposed flight paths. My children would be impacted daily at Linwood Howe Elementary and already we have seen (and especially HEARD) more jets overhead at home, and it is of serious concern and disruption to our family and our neighborhood.	
	Paul Gansky	Culver City, CA	2015-09-01	I have trouble sleeping already. Please do not add more flights over my house in Culver City!	
	Melissa Sanders	Culver City, CA	2015-09-01	I don't want my once quiet neighborhood ruined by unnecessary air traffic noise & pollution. Unacceptable.	
	Glenn Spann	Culver City, CA	2015-09-01	I'm a resident of Culver City and I'm concerned that higher volume of air traffic eat lower altitudes will negatively impact my neighborhood and the health of the people who live here.	
	1699-66	judith scott	venice, CA	2015-09-01	this is insane..
		lauren Cruickshank	Culver City, CA	2015-09-01	It is already unbearable. Please consider the impact this would have on our city that is already bearing the burden of other major industry noise and pollution

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Culver City for Quiet Skies (continued)

	Kathleen O'Donnell	Culver City, CA	2015-09-01	I already experience far too much airplane / jet noise. Sometimes it is so loud it seems like the plane is landing in my backyard. This is an established, quiet neighborhood - new sources of noise should not be added.
1699-66	Melissa Camacho-Cheung	Culver City, CA	2015-09-01	I'm a Culver City resident. We live, and my kids go to school under a proposed flight path. They are already next to the 405. Do not add more particulate matter pollution to their playgrounds!
	Eileen O'Sullivan	Culver City, CA	2015-09-01	There is no need to change the flight path.
	Nicole Rhoden	Culver City, CA	2015-09-01	I am a Culver City resident and am concerned about the negative impact, changing the flight paths, would bring to my city.
1699-67	Jesse Flores	Los Angeles, CA	2015-09-01	I live in this flight path .
	Paul O'Carroll	Culver City, CA	2015-09-02	I'm tired of the noise and the additional pollution caused by the flyovers.
1699-68	Name	Location	Date	Comment
	Leslie Rosdol	Culver City, CA	2015-09-02	It's becoming extremely noisy and this has an impact on mental and physical health
1699-69	Carol Hayes	Culver City, CA	2015-09-02	increase noise and particulates
	Roberta Frye	Culver City, CA	2015-09-02	Noise from descending planes is much too loud.
1699-70	Rosa Maurtua	Culver City, CA	2015-09-02	I live in Culver City and I don't want airplanes flying over my house
	Rich Kissel	Culver City, CA	2015-09-02	Nothing will destroy property values and a thriving business and residential community like an overhead flight path. Just look at what it has done at every major airport.
1699-71				
	Sara Hartley	Culver City, CA	2015-09-02	I hear the noise every day.
1699-72	Carole Sackerman	Culver City, CA	2015-09-02	When I purchased my home in 1988, what planes were above were way up high in the sky and you were hardly aware they were there. For the last few years you notice big changes. The numbers of planes have increased and they fly much lower so that you can easily hear them all hours, it seems. It's not fair. I bought into a quiet neighborhood.
1699-73	Jim MacDonald	Culver City, CA	2015-09-02	The airport was put in over Westchester and everyone who purchased there understands that they will have jets flying overhead. We did not sign up for this noise and should not now be subject to it.
	scott pearson	Culver City, CA	2015-09-02	I don't want planes flying over my neighborhood
	katia davidova	Culver City, CA	2015-09-02	I want my child to breathe cleaner air!
	Jessica Kite	Culver City, CA	2015-09-02	I live in Culver City
1699-74	Megan Kirkpatrick	Culver City, CA	2015-09-02	A full environmental study should be done to insure that this proposed change will not increase pollution and negatively effect the health of the residents of Culver City and surrounding communities of Los Angeles County
	Amy Brubaker	Culver City, CA	2015-09-02	I'm a Culver City resident who is concerned
	Wendy Merritt	Culver City, CA	2015-09-02	I live in Culver City and I care about my community.
1699-75	Patricia Ziegler	Culver City, CA	2015-09-02	I do not want Noise and air pollution to continue due to hundreds of airplanes flying over my head. Children in nearby schools are breathing contaminated air.
	Sam Bernstein	Culver City, CA	2015-09-02	While this petition description hints that the people who wrote it are actually nutso chemtrail conspiracists, I don't want my property value to go down.
	Hortencia Gutierrez	Culver City, CA	2015-09-02	I love my City and i will like to keep it that way!
	Ralph Luna	Culver City, CA	2015-09-02	A very bad idea
	Barbara lewkow	Culver City, CA	2015-09-02	I don't want this over our little town

1699 Culver City for Quiet Skies (continued)

	Al Casillas	Culver City, CA	2015-09-02	The negative impact it will have on the children of Culver city
1699-76	Michelle Leyva	Culver City, CA	2015-09-02	I live right in this area. We do not want this plan implemented!!!
	Gabriela Alonzo	Culver City, CA	2015-09-02	I live in Culver City and this would disturb our city with unwanted noise and possible unknown health ailments. I believe this would cause property value in Culver City to drop.
1699-77	Alex Wong	Culver City, CA	2015-09-02	I am a Culver City resident living adjacent to Ballona Creek and I have noticed the lower flying planes and increased noise.
	Michael Monagan	Culver City, CA	2015-09-02	Spent jet fuel falling on our homes and neighborhoods is dangerous to our health.
	Name	Location	Date	Comment
	Alexis Ramirez	Los Angeles, CA	2015-09-02	I am a Culver City native and attended 3 schools that are listed in the projected new flight paths. I believe the increased flights over Culver City schools will harm the students and faculty health, as well as disrupt the classrooms due to noise issues. Culver City has become a health haven, directing flights over the city will counter-act the healthy environment.
1699-78	Kim OBrien Jordan	Culver City, CA	2015-09-02	I'm signing this bill because I live in the city of Culver City and I can't imagine having any more air noise above us thank you.
	Kerby Caudill	Culver City, CA	2015-09-02	This new flight path is over the middle school my daughter attends with well over 1000 others, the high school where she will be going & the elementary school where she used to go. Noise and air pollutions have very serious, well documented negative impacts on schools & children. This is unacceptable.
	Reza Behradi	Los Angeles, CA	2015-09-02	I am a frequent patron of the Culver City shops/restaurants/parks. Additionally I am looking forward to becoming a home owner in Culver City. Unfortunately I would make a conscious effort to avoid patronizing and most certainly living in Culver City, if noise and air pollution were to increase due to flight path changes.
	Maria Viviana Munoz de Esteves	Culver City, CA	2015-09-03	Air conditions could be worst for my allergies.
1699-79	Mike Clement	Culver City, CA	2015-09-03	I'm signing due to the noticeable increase in noise pollution coming from planes that appear to be flying at about half the altitude they previously flew. What used to be a low distant rumble is now a window rattling experience in some cases.
	Daisy Claro	Culver City, CA	2015-09-03	I live here
1699-80	Hayley Babcock	Culver City, CA	2015-09-03	Do NOT change your flight plans to now fly over areas which previously had little or no fly overs. We cannot move our homes, schools or businesses - you can move your planes to keep them in places where they are already expected and accepted.
	Kathleen Bordiga	Culver City, CA	2015-09-03	I don't want noise or pollution
1699-81	Laurence Green	Culver City, CA	2015-09-03	I notice the greater frequency of planes flying over my house and the noise that it brings.
1699-82	Greg Cahill	Culver City, CA	2015-09-03	Concerned about increased noise and pollution as well as safety; the FAA is drawing lines on a map as though no one lived under them but they are funneling dangerous traffic over our heads.
	Max Ludvigson	Culver City, CA	2015-09-03	I am deeply concerned about the health and well-being issues contained in the petition, as well as the high-handed and arbitrary attitude of the unelected bureaucrats at the FAA who hand down decisions with no regard for the interests of the citizenry affected by those decisions.

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Culver City for Quiet Skies (continued)

1699-82

Bethany Wendel	Culver City, CA	2015-09-03	I already hear enough plane noise and don't need more, and we don't need the pollution.
Elizabeth Smollins	Culver City, CA	2015-09-03	I am a resident and do not want to be disturbed by the noise level the change in flight plan will create. It will lower our housing prices significantly. One of the reasons we decided to settle in Culver City was the absence of overhead flight patterns. This was a major concern to us for several reasons, not the least of which is health related and sleep disturbance. Please guard against making this horrifying idea a reality.
Diana Zaslove Kahn	Culver City, CA	2015-09-03	I do not want more pollution and noise over my home in Culver City.

Name	Location	Date	Comment
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Dave Stott	Salt Lake City, UT	2015-09-03	I have family living in Culver City and attending the schools. Also, visit there on a regular basis.
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E. Fucci	Culver City, CA	2015-09-03	This is a very bad for the community
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Stuart Linderman	Culver City, CA	2015-09-03	There is already too much air traffic and noise above our neighborhood.
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Brigitte Langeneckert	Culver City, CA	2015-09-03	increased air pollution and noise from airplanes
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Willow Jenkins	Culver City, CA	2015-09-03	I live here and it's loud enough with the 405 right here. Our kids go to school three blocks away and the few times a plane or helicopter fly by they say they can't even hear in the classroom. Please don't let more noise pollution affect their learning.
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claudia pealozza	Culver City, CA	2015-09-03	I don't want air traffic on culver city
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Frances Saito	Culver City, CA	2015-09-03	I care about the safety and well being of residents of Culver City, CA. As a long time resident of Culver City, anything that affects the city and its environment affects me. I am apposed to the changing of the flight paths over Culver City.
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1699-83

Moises & Alejandra Cisneros	Culver City, CA	2015-09-03	For our family's Health, We have enough noise with 405 Fwy and school traffic. We don't want more pollution in our neighborhood.
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Liz Kinnon	Culver City, CA	2015-09-03	Are you kidding? Traffic, noise, and population in Culver City has drastically increased in recent years. It is no longer the peaceful city it was even a few years ago. Our quality of life must be preserved. Increased air traffic is unacceptable.
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Raisa Lilling	Culver City, CA	2015-09-03	The air quality East of the 405 is already worse than it is just to the West. It is unfair to our children, and all other residents, to add the increased pollution that would be created by the changes in air traffic.
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Joy Jacobs	Culver City, CA	2015-09-03	These plans are coming over Culver City too frequently and are very disturbing because of the noise they make. We are unable to sleep at night until after 1 pm when these fly overs begin to end. Then they start again, as early as 5:30 am, again waking us up.
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neal tabachnick	culver city, CA	2015-09-03	too much noise, too much pollution/dust, we live in residential area, surrounded by planes from lax and sm airport; enough already
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Mark Sampson	Los Angeles, CA	2015-09-03	i have kids and can't sleep
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1699-84

James Bruce	Culver City, CA	2015-09-04	As a local resident with 3 and 5 year old boys (the youngest of whom has asthma) I would like to protect the air they breathe from further pollution.
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Eileen Higa	Culver City, CA	2015-09-04	Oppose flying over the most populated area of Culver City. And the additional noise from what we already hear is not welcome plus the additional pollution, especially when flying at lower altitude will affect our air greatly.
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nafisa jamal	Culver City, CA	2015-09-04	I have a set of twins and its disturbing
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1699 Culver City for Quiet Skies (continued)

	Brian Addie	Culver City, CA	2015-09-04	I live under the proposed flight path changes.
	Sabiha Jamal	Los Angeles, CA	2015-09-04	i think the proposed change flight paths will disturb the residents and have a negative impact on their well being especially children.
1699-85	Melissa White	Culver City, CA	2015-09-04	...this is harmful to my two children.
	Nate White	Culver City, CA	2015-09-04	I'm signing because the current level of air traffic noise is pushing the boundaries of what is acceptable, seeing as it wakes me up at night as it is. More noise more frequently is unacceptable.
1699-86	Dorit Hanover	Culver City, CA	2015-09-04	As a longtime Culver City resident, I recently became acutely aware of the marked increase of jets flying over my residence. This has caused serious noise pollution and air pollution which could lead to health problems.
	Name	Location	Date	Comment
1699-87	Nathalie Boutin	Culver City, CA	2015-09-04	The pollution level is already pretty bad in Culver City. We don't need the situation to be aggravated with more air traffic over our homes. This would have a direct impact on our health and more importantly on our children's health. Once again we value profits over people's lives. Preposterous!
	Vera Chang garcia	Culver City, CA	2015-09-04	I live directly adjacent to Linwood How where the plane path is programmed to be next year.
	Vivian Nathan	Culver City, CA	2015-09-04	I'm signing because I deserve the quiet enjoyment of my living quarters without added noise.
1699-88	Cali Brandau	Culver City, CA	2015-09-04	Cali Brandau
	Jennifer Chen	Culver City, CA	2015-09-04	My children are going to grow up with too much noise and pollution.
1699-89	Molly Youngkin	Culver City, CA	2015-09-04	I already hear noise from planes at night, often after 10pm, and increased noise is not acceptable.
	michael latzer	Culver City, CA	2015-09-04	Aircraft noise is already a major issue over Culver City, this would make a bad situation even worse.
	Kathryn Cody	Culver City, CA	2015-09-04	opposed to flights directly over schools
	Natalie Bergman	Culver City, CA	2015-09-04	Im signing because as a resident of Culver City I am concerned about the increased aircraft noise and danger to our community. I oppose the flight plan proposal from the FAA.
1699-90	Janice Higashi	Culver City, CA	2015-09-04	I live 1 block from the 405 which is so loud that we can't sit outside on our patio. I had to install trouble pane windows on our second floor so we could sleep. It's still loud. Airplanes from LAX will be unbearable. It has become a health issue for us.
	Christian Kienapfel	Los Angeles, CA	2015-09-04	I am very concerned about the increased noise level during the day and night, increased air pollution, potential negative health effects, potential negative effect on property values.
	Allison Pryharski	Culver City, CA	2015-09-04	i live here
	Susan Haroutunian	Laguna Niguel, CA	2015-09-04	I have a home directly under the area where the changes are proposed. This is a heavily populated area and many will be affected.
1699-91	Jeffrey Lewis	Mulino, OR	2015-09-04	FAA is an agency run amok, thoroughly captured and serving only the industry, not the People who pay for FAA. This petition and others like it need support, so we can defeat and reform FAA.
	Stacey Horn-Bostel	Culver City, CA	2015-09-04	I'm tired of my home being on the flight path. It's enough already and don't need more of it. I think there are health concerns that need to be addressed.

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Culver City for Quiet Skies (continued)

1699-92

Joyce Raineri	Los Angeles, CA	2015-09-04	This is dangerous and noisy. They are flying too low! I live under the flight path for the Santa Monica airport and I can't imagine larger planes going overhead as they get closer to land.
Antoinette Packard	Culver City, CA	2015-09-04	I don't want a flight going over Culver City. I live in a condo complex in the city and have enough noise from that. I am older and those noises bother my hearing,
Kenneth Rabiner	Culver City, CA	2015-09-04	Stop the new flight pattern
Matthew Barzman	Los Angeles, CA	2015-09-04	The planes are already too noisy and annoying! We have a right to quiet enjoyment of our property! Stop the new air traffic plans!
Thomas Oshjima	Culver City, CA	2015-09-04	I am signing this petition because I am directly under the landing path of the big planes, which worries me.
sarah gaskell	culver city, CA	2015-09-04	I live right below the proposed flight path in Culver City. I do not want the added air and noise pollution!!!
Name	Location	Date	Comment

1699-93

Jeffrey Levine	Culver City, CA	2015-09-04	I'm concerned with increased noise and pollution. There are already too many planes flying over our house everyday.
Shonda Grant	Culver City, CA	2015-09-04	I'm a concerned resident and parent who has children at the effected schools.
Nannette McAlister	Soquel, CA	2015-09-04	Where ever NextGen comes to a community people suffer from the increase in noise. The FAA's claim of no significant impact is bogus. Protest on NoFlyDay. www.noflyday.org
Marcus Raymond	Los Angeles, CA	2015-09-04	I'm signing because my 2 years old son, goes to daycare in this area.
Lisette Palley	Culver City, CA	2015-09-04	I am hearing more noise from low flying planes. It wakes me up in the middle of the night and disturbs my sleep and then I can have a bad day at work the next day from lack of sleep. I am worried that it is going to impact my health and the health of my family. Our Culver City community as a whole is going to be negatively impacted by this change. Please do something to stop this from happening and ruing our quiet enjoyment of our city.

1699-94

Sandi Kirby	Madeira Beach, FL	2015-09-05	In support of a Culver City resident
Jeannie Kuhn	Los Angeles, CA	2015-09-05	Because I live near by and I don't want to hear this air traffic. I get enough from Santa Monica Airport.
Sandy Stevens	Culver City, CA	2015-09-05	I'm signing because the noise of the Jets and low flying planes is disturbing and dangerous.
Grace Elliott	Culver City, CA	2015-09-05	Spread the flights to surrounding airports not over Culver.
Patty Jausoro	Los Angeles, CA	2015-09-05	Hearing loss, academic challenges, just the right to live a somewhat comfortable life.... Not worth it.
Janice Horowitz	Culver City, CA	2015-09-05	I do not want more noise and pollution over my home or over the schools. Culver City does not want or need it.
Paty and Gerardo Solana	Culver City, CA	2015-09-05	We don't want more airliners flying over our City than they already do. If other they should be reduced not increased.
William Flick	Los Angeles, CA	2015-09-05	I'm signing because I'm concerned about the increased jet noise and pollution negatively impacting our home values, businesses, environment, children's ability to concentrate and learn in school, and their ability to safely play outside without the spew of toxic chemicals from the jet fuel overhead. I want to stop this before it starts or we'll end up like Westchester or El Segundo.

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Culver City for Quiet Skies (continued)

1699-94	Suzanne Mand	Santa Monica, CA	2015-09-05	My husband & I just bought a lovely house in the Arts District. We have 2 little girls, oldest one just started K (after loving TK) at Linwood Howe ES. Their little baby lungs can't handle air pollution. Please don't knowingly add to any health problems my kids may have in the future.
1699-95	Peter Reich	Costa Mesa, CA	2015-09-05	I'm signing because I believe that overflights constitute an uncompensated taking of my residential property.
	Kristen Isaacs	Santa Monica, CA	2015-09-05	we purchased a house in culver city specifically because it was not in a flight path
	Terri Kinnon	Thousand Oaks, CA	2015-09-05	I was born there are care about culvert city
	Kat Zhou	Los Angeles, CA	2015-09-05	I have a young kid and a baby. I chose to live here instead of playa vista or mar vista because there's less noise created by airplanes. I want it to keep it that way.
	Joshua White	Los Angeles, CA	2015-09-05	I am against the change in air traffic over my home. We already have enough planes overhead Please don't do this to my family and neighborhood
	Justin Scupine	Los Angeles, CA	2015-09-05	As a home owner and father in the area I am concerned about additional noise and pollution
	Name	Location	Date	Comment
	Ana Cuellar	Los Angeles, CA	2015-09-05	the noise from the airplanes will disturb the daily life activities that go on in culver city since there is schools, animals, hospitals and business.
1699-96	Lily Ng	Los Angeles, CA	2015-09-05	I live here and this directly affects me.
	Thomas Morgan	Los Angeles, CA	2015-09-05	I'm concerned about the flight path revisions
	Zach Merck	Los Angeles, CA	2015-09-05	I'm signing because I dont want loud airplanes flying over our family neighborhood at all hours of the night. We spent a lot of money to own our house and the change of flight pattern isn't fair to me or our neighbors.
	Lydia Randolph	Los Angeles, CA	2015-09-05	"Bad Politicians get in office by people who don't vote. Jet traffic, Noise and pollution will become permanent if we fail to respond now."
	Teresa Ward	Culver City, CA	2015-09-05	Plane noise above will ruin our quiet and destroy our health
	Joellen Lapidus	Los Angeles, CA	2015-09-05	We want less noise and less pollution not more!!!!
	Markoe Barbara	Culver City, CA	2015-09-06	I'm opposed to proposed flight path changes
	Jason Groves	Los Angeles, CA	2015-09-06	We moved into this neighborhood because of its quiet setting. This potential change of overflights is very concerning to our investment in this property and to our health. We are adamantly opposed to any increase in air traffic overhead and or lowering of flight path altitude over our city.
	Tracee Marra	Monrovia, CA	2015-09-06	I grew up in Culver City and I support my home town
	nair backlar	Los Angeles, CA	2015-09-06	I don't want LAX routing air traffic over Culver
	Sandra Avincola	Culver City, CA	2015-09-06	I live in Carlson Park and it's already noisy enough!!
	Roberts Little	Culver City, CA	2015-09-06	Polution and noise.
1699-97	Melissa Egusa	Koloa, HI	2015-09-06	Safety first. Please don't compromise the safety of passengers or residents with low flying or increased flight schedules over Culver City and the surrounding areas. Enough is enough. Thank you for your understanding.
	Sakerkhanoo Khanmohamed	Los Angeles, CA	2015-09-06	concerned the increased jet noise and pollution will negatively impact our home values

1699 Culver City for Quiet Skies (continued)

1699-97	Cara Giallanza	Los Angeles, CA	2015-09-06	I am opposed to the proposed flight path over Culver City. I have a family and a child who will be effected by the fumes and the sound. We will keep fighting to oppose this.
1699-98	David McGiffert	Topanga, CA	2015-09-06	This neighborhood is not a necessary location for an approach to LAX
	xxxx xxxxx	xxxx, CA	2015-09-06	Aircraft, especially in the mid evening fly over my home at almost minute intervals.
1699-99	Charlene Salazar	Los Angeles, CA	2015-09-06	I'm signing the petition so my house and all my neighbors don't have to hear the planes fly over with chances of getting cancers from the fuel.
	Luther Kepple	Culver City, CA	2015-09-06	Too many flights, too low, much to noise. Disrupts nightly sleep.
	Kevin Kilbride	Culver City, CA	2015-09-06	We already have enough flight noise and pollution being so close to LAX. There needs to a limit on how many flight paths cover our neighborhoods. Thank You
	Barbara Kline	Culver City, CA	2015-09-06	I'm a concerned resident of Culver City.
	Jane Huseby	Los Angeles, CA	2015-09-06	marold huseby culver city isn't the 405 freeway enough noise for one city?
1699-100	Julie Schatz	Los Angeles, CA	2015-09-06	I'm a concerned resident living under the proposed flight path
	Carlos Rojas	Culver City, CA	2015-09-07	We already have issues with so many flights over our city. The increase air and noise pollution is already affecting our quality of life negatively. There is also an increase danger of accidents which would have terrible consequences for our residents and their families. The "convenience" is simply nowhere near worth it.
	Ronald Sim	Culver City, CA	2015-09-07	I love my community
	Name	Location	Date	Comment
1699-101	Thelma Balverde	Culver City, CA	2015-09-07	Do not allow increased pollution over Culver City schools
	Sarah Siwek	Culver City, CA	2015-09-07	I live here. I do not want airport noise over my home of nearly thirty years.
1699-102	Sarojini Durr	Culver City, CA	2015-09-07	I am signing this petition because there has been a increase in both airplane especially helicopter fly overs very close to our house which is on a hill. This is especially disturbing since it happens at all hours from 5 or 6am to 10 to 11pm. Now there are even airplanes that are really loud carrying banners circling over the area. The website to report these fly bys no longer exists and I am sure was removed to all this to continue.
	Rose Lan	Culver City, CA	2015-09-07	increased jet noise and pollution will damage my health and my home environment & value.
	chih lan	culver city, CA	2015-09-07	I am signing because the noise and pollution caused by additional airplanes fly over Culver city
	desmond hsu	culver city, CA	2015-09-07	The noise from planes is already bad during the day and night.
	Gaili Schoen	Culver City, CA	2015-09-07	I live in Culver City- it's really not fair to change the flight patterns of a major international airport.
1699-103	Carey Zeiser	Culver City, CA	2015-09-07	...I want my kids to breathe fresh air!! Having invested a lot of money in my home and the community, I would hate to see the addition of aircraft noise bring down the property values in Culver City.
	William Taylor	Culver City, CA	2015-09-07	It is unhealthy to fly over schools. I am an architect who specializes in school design. Recently the nearby City of Inglewood denied ICEF (Inner City Education Foundation Public Schools) the right to build a school in the current LAX flight path. If other cities disallow new schools in flight paths, why alter flight paths to fly over existing schools? William Taylor FAIA
	jennifer stewart	Culver City, CA	2015-09-07	Too loud already

1699 Culver City for Quiet Skies (continued)

1699-103

Tanner Ragland	Culver City, CA	2015-09-08	I don't want flight traffic passing over my home. I pay a lot of money to live here and this was not part of the deal. You will negatively affect the health and welfare of my family in addition to the value of my home, which is my biggest asset.
Richard Richmond	Culver City, CA, AL	2015-09-08	I am signing because I don't airplane traffic to negatively impact our quality of life.
Jennifer MaHarry	Culver City, CA	2015-09-08	I'm signing because the noise from the current increased air traffic disrupts our lives and infringes on our right to live peacefully. Please do NOT increase it any further.
Stuart Grant	Culver City, CA	2015-09-08	I am a concerned resident that has two children at affected schools.
Linda Lancaster	Culver City, CA	2015-09-08	There is enough noise without adding more. Also, we not only have aot of children in the community but also a large senior citizens, many of who have lung problems who do not need the added fuel chemicals!

1699-104

Linda Parnell	Calimesa, CA	2015-09-08	i'm signing because i'm considering moving to culver city
Kelly Eubanks	Culver City, CA	2015-09-08	I live in Culver City and don't want more noise pollution. Planes overhead are already loud at certain times, but it is still a relatively quiet area, good for families. Noise pollution can be very hazardous to sleep & mental health, it could ruin an otherwise thriving community.
Terry silberman	Culver City, CA	2015-09-08	I want to preserve the quality of our local environment.
Lyndon Stambler	Culver City, CA	2015-09-08	I do not want increased air traffic over Culver city
chia mei jui	Culver City, CA	2015-09-08	I do not want airplanes flying through Culver City
Name	Location	Date	Comment
Martin Rubin	Los Angeles, CA	2015-09-08	Why do aviation noise and air pollution impacts continue to worsen?! FAA: Please do not continue to ignore public health and quality of life concerns. Groups around the country are asking that there should be some form of representation at the table to address community concerns. The FAA's process to set aviation guidelines and standards lacks representation from impacted communities. The potential to overlook aviation impacts on the public health is exemplified by the current situation at Santa Monica Airport. Fly higher at least, Please!
Louise Rollin	Culver City, CA	2015-09-08	I'm concerned about negative health impacts associated with extra aircraft traffic.
Lynn Akamine	Culver City, CA	2015-09-08	I oppose the proposed FAA NextGen flights over Culver City.
steuart liebzig	culver city, CA	2015-09-08	there are already enough airliners with a flight path over my home. why would i want more?
Chelsea Raval	Culver City, CA	2015-09-08	This will greatly change our neighborhood, noise levels, house prices and schools. I have already noticed an increase is jets, sometimes even making our house shake. I have seen increase is air traffic destroy neighborhoods and will fight for it not to negatively affect Culver City.
Denise Gallagher	Alexandria, VA	2015-09-08	As a resident of Culver City, I am concerned about the noise and pollution these proposed flights over Culver City will cause. Please find another alternative that will not affect the quality of the residents here.
John Minnix	Culver City, CA	2015-09-08	We already have enough plane noise in Culver City.

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Culver City for Quiet Skies (continued)

1699-104

Katie Anderson	Culver City, CA	2015-09-08	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, is coated with a slightly black dust. And we don't need more pollutants, not to mention what you're doing to the children in the school next door!
Mirna Cervantes	Culver City, CA	2015-09-08	We have enough pollution coming from car exhaust from the 10, 405, and 90 Frwy - the planes are another burden on human livelihood - keep the planes exiting over the Ocean please
Rachelle Jackson	Culver City, CA	2015-09-08	I am opposed to increased jet noise and increased pollution in my neighborhood. Flight paths should avoid residential communities and, where necessary to fly over them, planes should be as high as reasonably and safely possible to limit the impact of noise and pollution on the residents. Where possible, flights should be directed over existing highways such as the 405, the 10, and the 5 freeways.
Linda Firth Firth	Culver City, CA	2015-09-08	There is enough noise with the trains going back and forth and no sounding walls to stop the noise and now with the jets. When is enough enough???????
Harmon patricia	Culver City, CA	2015-09-08	pollution concerns.

julie rogers	Los Angeles, CA	2015-09-08	I reside in Culver City
Patrik Giardino	Culver City, CA	2015-09-08	The noise level is still high as it is and the pollution is bad as it is.
Debbie Leathers	Culver City, CA	2015-09-08	am concerned about flight path. IAX noise is already awful 2 x per day. Do not want any more
Larry Brownstein	culver city, CA	2015-09-08	Keep Culver City quiet.
Patricia Askin	Culver City, CA	2015-09-08	I live here and do not agree with the proposed changes the FAA is trying to make
Rusty Austin	Los Angeles, CA	2015-09-08	We do enough for LAX already. Let the rest of the basin take on some of the load.

1699-105

Name	Location	Date	Comment
Kunya DesJardins	Culver City, CA	2015-09-08	I am concerned about noise from the flights overhead if we are part of the flight path
Noah Clark	Culver City, CA	2015-09-08	This will directly effect my homes comfort, property values, and my daughters childhood experience and possibly health.
Nancy Finnimore	Culver City, CA	2015-09-08	I'm a resident of Culver City and want to be sure it continues to be the safe and quiet place it has always been!
Joyce Perkins	Los Angeles, CA	2015-09-08	I live next door to Culver City. The proposed flight pattern will pose a physical hazard to our neighborhood and disturb the quiet enjoyment of our community.
Mark Herscovitz	Culver City, CA	2015-09-09	Please keep Culver City quiet, healthy and peaceful. Please don't change the flight patterns and ruin our city.
			Sincerely, Mark Herscovitz
Jessica thiele	Los Angeles, CA	2015-09-09	No planes in our community. We have enough jets and pollution from lax and Santa Monica airport. Don't change flight paths

1699-106

Jamie myer	Los Angeles, CA	2015-09-09	i love across the street from Culver City
Timothy Sovay	Culver City, CA	2015-09-09	I do not agree with the FAA flight path changes the will cause a huge increase in planes over my home and son's school.
Lynda Malerstein	Culver City, CA	2015-09-09	I want my city to remain safe and clean. The proposed changes to flight path have the potential to exacerbate damage to my already fragile immune system.

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Culver City for Quiet Skies (continued)

	Candance Pilgram	Culver City, CA	2015-09-09	i live in a culver city and can't noise!
	Lori Murchison	Culver City, CA	2015-09-09	If I wanted to listen to airplanes, I would have stayed in Westchester
	Angela Garcia	Los Angeles, CA	2015-09-09	Position kills
1699-107	Daniel Rojas	Los Angeles, CA	2015-09-09	I have a recording studio in Culver City and this would be detrimental to my business and my career! So much money spent in sound proofing for nothing.
	Taylor Hannah	Australia	2015-09-09	Where there are businesses in peace there will be much disturbance. Plenty of music studios are located in that location and they will severely suffer.
1699-108	Jacqueline Smith	Culver City, CA	2015-09-09	over the last year there is a lot more noise from planes over my house and an increase in black dust inside my house. I need to dust every day and the cloth is black after dusting.
1699-109	Tim Arthur	Irvine, United Kingdom	2015-09-09	I believe that flight paths should be determined far BEFORE neighborhoods are established. This is clearly a reflection of poor city/county planning.
	Beth Gardner	Los Angeles, CA	2015-09-09	I have noticed increase air traffic noise in a previously peaceful apartment, and dread any increase.
	Caroline Moore	Los Angeles, CA	2015-09-09	The jet fuels are harmful and the planes are noisy and I don't think we should increase the amount of planes flying into an already enormous airport hub
	Laurie Heath	Aptos, CA	2015-09-09	Buying a house right there... Culver City. I don't want it if there are planes flying low over my house. Too close to schools also
	Jerry Mendel	Culver City, CA	2015-09-09	Culver City is a highly residential neighborhood. Having more flights over our small city will make it else attractive for people to want to live here.
	Hiroko Kusano	Culver City, CA	2015-09-10	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 have small children at school where the new paths will fly over. Our pollution from the highway is pretty bad as is. Please Keep flight patterns as they are, and continue to use over ocean take offs and approaches. Our children do not need to have more pollution here.
1699-110				
	Name	Location	Date	Comment
	William Bush	Culver City, CA	2015-09-10	We don't need more flights, first of all. In addition, the noise and air pollution from the 405 freeway is enough without having to deal with it from LAX traffic.
	Kylee Heath	Los Angeles, CA	2015-09-10	I am moving to Culver City. Just bought a house there-please don't pollute more and steal it's charm.
1699-111	Erin Taylor	Culver City, CA	2015-09-11	I live in Culver City and have noticed an increase in noise that is constant and disruptive.
1699-112	Victoria Gardner	Culver City, CA	2015-09-11	I'm signing because I have a young child and don't want the extra pollution in culver city.
	Brenda Ramsey	Culver City, CA	2015-09-12	There is already too much air traffic over this area and we are a very densely populated area.
1699-113	David jaffe	Culver City, CA	2015-09-13	noise from the new routes have been terrible to the point of being waken several times in the middle of the night
1699-114	daanesh chanduwadia	Los Angeles, CA	2015-09-14	I moved to this neighborhood for the quiet, and now I already have planes whirring overhead at all hours. More than now would drive me out of the area and force me to buy my first CA property elsewhere. Please consider those this will affect.
	Melanie Linehan	Los Angeles, CA	2015-09-14	I live in Village Green and do not want anymore air traffic over my home.
	Chloe Dan	Los Angeles, CA	2015-09-14	I don't want flight paths over my home

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Culver City for Quiet Skies (continued)

1699-114

RICH CHERRY	culver city, CA	2015-09-14	I will be affected by the noise.
Richard Garcia	Culver City, CA	2015-09-14	Having this new airline flight plan wi in no way helps students at Culver City Middle school succeed and more Importantly learn.
Bruce Teter	Los Angeles, CA	2015-09-14	I am against the FAA plan
Sara Jo Ward	Culver City, CA	2015-09-14	Just today as I was sitting in my yard I noticed increased aircraft noise. Additional planes at lower altitudes will be very disruptive to our quality of life here.
Bryant Horowitz	Culver City, CA	2015-09-14	This affects my community and my family.
Janis Rosenberg	Culver City, CA	2015-09-14	Please less noise and air pollution!
Larissa Tootla	Los Angeles, CA	2015-09-14	I live in the pathway of these flights
Katy McLaughlin	Culver City, CA	2015-09-14	I chose this neighborhood specifically because it didn't have loud plane noise. I would be devastated if this became a neighborhood under a flight path.
Michael Mandaville	Culver City, CA	2015-09-14	I don't want the flight paths rerouted. thank you.
Emi Onishi	Santa Monica, CA	2015-09-14	It directly impacts my community and neighborhood schools.
Scott Morchowder	Culver City, CA	2015-09-15	The amount of noise has already increased in the last several weeks and I am very concerned about it getting worse.
Londy zeytounian	Culver City, CA	2015-09-15	im signing because, my home is old and the noise of planes ate keeping up at night . I have a 5 year old son with respertory problems pollution is a mayor factor. Not able to sleep at night is inpering me to be able to provide for my son and I , I do not recollect been asked if it was ok to have planes day and night over our peaceful home . Beautiful culver city.
williamson ralph	Culver City, CA	2015-09-15	noise is too much as is.
Jennifer Salem	Los Angeles, CA	2015-09-16	I am a concerned about the noise and air pollution the proposed flight paths will cause.
Julia Mandaville	Culver City, CA	2015-09-16	I care about the health and well-being of my fellow Culver City residents as well as the future of my hometown
Name	Location	Date	Comment
Matt Bowen	Culver City, CA	2015-09-17	I am unhappy with the CURRENT amount of jet noise, and only expect things to get worse.
Jeffrey Kirby	Kailua, HI	2015-09-18	Enough is enough!!!! It is an absolute wanton disregard for the health, safety, well being and desires of the majority of peace and quiet loving humans in the Culver City area. Not to mention all others like myself who view the callous shove it down your throats mentality as something totally repugnant!
Summer Bowen	Culver City, CA	2015-09-18	I want the plane noise to STOP.
Kathleen McCabe	Culver City, CA	2015-09-19	This increase in air traffic is huge, distracting and unhealthful. It will force me to leave if it keeps up like this.
Cheryl Poland	Los Gatos, CA	2015-09-19	Because the FAA's Nextgen Norcal rollout has destroyed the lives of tens of thousands of people in my community. The once pristine and serene Santa Cruz Mountains have become the jet noise dumping ground for the entire region. With no warning whatsoever, we woke up to hundreds of noisy jets overhead, day and night. We are 60 miles from SFO and OAK, and 25 miles from SJC, yet we have jets as low as 1,000' buzzing over our homes. We have shown the FAA irrefutable proof that these new routes are not only inefficient - they are unsafe, causing pilots to routinely violate Class B airspace which could result in a mid air collision. The FAA does not care. Michael Huerta should be forced to resign.

1699-115

1699 Culver City for Quiet Skies (continued)

1699-115	John Ziegler	Culver City, CA	2015-09-19	stop the planes flying over my house and contaminating the environment
	Kristen Gordon	Culver City, CA	2015-09-19	Aircraft noise and pollution above my house and child's school
1699-116	Annie Yakutis	Buellton, CA	2015-09-19	I have family in Culver City.
	Eva Yakutis	Coronado, CA	2015-09-20	I have family in Culver City and am a regular visitor of many years...
	Gary suissa	Culver City, CA	2015-09-20	I can Hear every plane on low grounds
	Vijita UG	Los Angeles, CA	2015-09-21	I am signing because I live in Mar Vista a small neighborhood next to Culver City and I have noticed recently the increased noise from jet planes overhead. I love my neighborhood and it is sad that I can hear the roaring 405 freeway and I do not want additional noise and air pollution from jets overhead.
	Patty Smith	Culver City, CA	2015-09-23	I'm signing because I am a Culver City resident and I prefer not to have the jet noise that Inglewood or El Segundo has. Please stop this plan to re-route planes over Culver City!
1699-117	mark conlon	los angeles, CA	2015-09-23	I live in Culver City and there is already helicopter and plane noise now.
	Shannon Weil	Cool, CA	2015-09-24	A former Culver City resident.
1699-118	Christophe Bragard	Culver City, CA	2015-09-24	This sudden change in regulations, the noise, loud nuisance, pollution for the sole benefit of airlines and airport facilities is just unacceptable.
	Si Wu	Redwood City, CA	2015-09-24	Experience frequent and loud overflight noise at home.
	Robert Bell	Los Angeles, CA	2015-09-25	There is already high plane traffic in the area. It is undesirable background noise. If there is increase in poor air quality, it is unacceptable. Culver City deserves to retain its position as a desirable, quiet community in Los Angeles.
	Caitlin Reed	Culver City, CA	2015-09-25	I live in Culver City and I am very concerned about flight paths bringing more planes at lower altitudes over our homes and schools.
	Kris Koby	Los Angeles, CA	2015-09-26	We don't want noise and pollution in our area...it's unsafe for us and our children.
1699-119	elizabeth smith	Los angeles, CA	2015-09-26	I am a parent and home owner in this community.
	Duane Samples	Culver City, CA	2015-09-27	Plane emissions and noise will hurt our children's health
	Name	Location	Date	Comment
	Vicky Foxworth	Culver City, CA	2015-09-28	Planes just started flying overhead disrupting our sleep. They are LOUD, disruptive and negatively impacting our quality of life already. I do not want planes flying over our public schools disrupting out kids education and our downtown area that attracts so many visitors. We would NOT have bought our house in Culver City had we known we would be in a flight path.
	douglas warner	culver City, CA	2015-09-28	I'am signing because the noise pollution is too much now & it will only get worse!
	Raye Robertson	Culver City, CA	2015-09-28	I live in the area with family and children and would like my area to stay quiet.
	Jeff Pressman	Culver City, CA	2015-09-28	I'm extremely concerned about the noise and air pollution that this will cause. It will have direct negative effects on our health, quality of life, and property value.
	Susan Caggiano	Los Angeles, CA	2015-09-29	I have noticed the increased Asia activity, and want to limit the power the FAA and LAX have over the changes that occur in my neighborhood.
	Seth Rosenzweig	Culver City, CA	2015-09-29	I am a concerned Culver City Resident that had already noticed increases in air traffic
	Charles Stephens	Culver City, CA	2015-09-29	The noise is already too much. It is not right to let the aviation industry increase their profits by destroying the peace and quiet of our neighborhoods and polluting our air. They are taking money out of our pockets to put in theirs.

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Culver City for Quiet Skies (continued)

1699-120	orit alon	Culver City, CA	2015-09-29	I hate the loud noise above my house!!
	Jason Hardman	Culver City, CA	2015-09-30	Culver City resident with flights often routed over my home.
1699-121	Peter Frintrup	Culver City, CA	2015-09-30	I'm signing because the noticeable sound difference has already been exceptionally intrusive. The windows on our home don't keep out the added noise and I don't like the idea of more pollution directly overhead.
	Ingrid Day	Culver City, CA	2015-09-30	My families first home is in Inglewood CA 90305, the flight traffic is incredible. The noise and the soot is also. I do not want to see my current neighborhood to suffer from the same plight our home in Inglewood suffers from. We have owned this property since 1967, our property is just beyond the noise abatement programs boundaries. I do not want to see my current neighborhood suffer from increased traffic of any sort let alone a new type. We suffer from the over development of our area, Playa Vista, the added congestion is incredible, let's not add more to the mix thus causing our properties to become less desirable.
	David Boucher	Culver City, CA	2015-09-30	The increased traffic over our neighborhood is lowering the quality of life in our neighborhood. This is our airspace and we should have a say in the noise and pollution from for-profit companies. Go around! Noise abatement now!
1699-122	Donald G. Herman	Los Angeles, CA	2015-09-30	I use to live in Playa del Rey so I am relate with what these families have to put up with.
	Teresa Norden	Downey, CA	2015-09-30	This is over my house and I don't want the noise and pollution and toxins affecting my weak immune system.
	Thomas Meloth	Culver City, CA	2015-09-30	I do not want increased noise and pollution. The planes over head are already loud, to increase it is a bad idea and will affect our quality of life.
	Tahmina Khan	Culver City, CA	2015-09-30	The new route goes over our schools which directly affects our kids's education and well being - noise and air pollution not needed.
	Dan Hyslop	Culver City, CA	2015-09-30	This is damaging to my quality of life.
	Jessica Horowitz	Culver City, CA	2015-09-30	I am signing this because I do not want my son to breath jet fuel as he plays outside.
	george cathcart	Los Angeles, CA	2015-09-30	I don't want increased jet noise
	Name	Location	Date	Comment
1699-123	Greg Kishiyama	Culver City, CA	2015-10-01	I do not want added noise added to my neighborhood.
	Karol Mora	Culver City, CA	2015-10-01	Please help us!
	Siegel Lisa	Los Angeles, CA	2015-10-02	We homeowners bought in a quiet neighborhood. If we wanted airplane noise, we would have bought homes near LAX. This is not what we signed up for.
	lorraine bohnet	San Diego, CA	2015-10-03	We feel your pain, from San Diego!
1699-124	Lucy Lee	Brooklyn, NY	2015-10-03	I am a very concerned parent with 2 very young children. We moved out of New York city to get away from extreme noises and this is very distressing. It's already becoming unbearable
	Brendan Bigelow	Santa Monica, CA	2015-10-03	Noise is keeping me up at night
	Lauren Campbell	Encino, CA	2015-10-04	My niece and nephew live in Culver City and constantly have low flying planes over their house - it disturbs the whole family and makes playing outside unenjoyable
1699-125	Rebecca Unterman	Culver City, CA	2015-10-04	I'm signing because I don't want the flight path over my home to negatively affect me and my children.
1699-126	bronwen hunter	culver city, CA	2015-10-04	they planes are lower, more frequent and louder. Please stop this in culver city
	Sharon Andreone	Beverly Hills, CA	2015-10-04	I don't want low flying planes over culver city where I live with out children!

1699 Culver City for Quiet Skies (continued)

1699-127	Arlene Nelson	Culver City, CA	2015-10-04	i love my neighborhood Culver City and our peace
	Michelle Barker	Culver City, CA	2015-10-05	The planes never stop and keep us awake throughout the night.
	Kendall Bishop	Beverly Hills, CA	2015-10-05	I'm signing because my daughter and her family live in Culver City and her two children go to school there.
1699-128	Esther Kim	Culver City, CA	2015-10-05	I live in culver city
	Thomas Forgeng	Culver City, CA	2015-10-05	Noise over my home
	Andrew Cohen	Culver City, CA	2015-10-05	Constant noise pollution is irritating and no one wants Culver City property values to decrease because of lower flying aircraft. Five less aircraft landings per hour will not hurt Los Angeles County's income stream.
1699-129	Greg Heath	Aptos, CA	2015-10-05	We 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.
	Matthew Brown	Culver City, CA	2015-10-05	I can hear the jet engine noise from the planes flying over my house much more than ever before. It's constant and I've even heard them in the early morning hours.
1699-130	Michelle Theis	West Hollywood, CA	2015-10-05	I live within walking distance of downtown Culver City, frequent the area and I do not want the FAA to ruin a beautiful area.
	Michael Halmy	Culver City, CA	2015-10-05	The amount of aircraft already has increased greatly in terms of noise and the number of aircraft within a one to three minute interval. It is totally
	Mahtash Rahbar	Thousand Oaks, CA	2015-10-06	I own a property in culver city and do not wish to hear plane traffic . Thank you
1699-131	Julie Groya	Culver City, CA	2015-10-06	I'm a teacher in this area with two kids in elementary school. None of us need this extra jet fuel over our heads daily!
	Neil Bulk	Glendale, CA	2015-10-06	I work at home as a sound editor and will not be able to work with constant airplane traffic
	Howard Chesley	Los Angeles, CA	2015-10-06	I am concerned about noise over my Mar Vista house from a new LAX flight pattern.
	Name	Location	Date	Comment
1699-132	Amanda Bonilla	Culver City, CA	2015-10-06	I would like to STOP the next gen highway from being built over our homes.
	Patty Urbansky	Culver City, CA	2015-10-06	Jet noise has become increasingly loud over my house. Any additional noise would be unacceptable!
	Debra Olesky	Culver City, CA	2015-10-06	The jet noise is already too loud, and is occurring 24/7. It is affecting my quality of life.
	Sivan Salem	Culver City, CA	2015-10-06	I work in Culver City and as it is, we regularly hear the sound of planes passing overhead!
1699-133	Leela Rao	Culver City, CA	2015-10-06	Planes flying directly over Culver City could cause multiple problems such as noise pollution , air pollution for the homes and schools. This is detrimental to the health and wellbeing of the residents who already face with a traffic that has multiplied several degrees in the last five years due to Playa Vista development causing extreme congestion and greenhouse gasses.
	Nicole Naito	culver city, CA	2015-10-06	I'm signing this because our quality of life matters. Please don't lessen that by implementing this new plan.
	Claudia Real	Culver City, CA	2015-10-06	I don't approve of the new flight pattern due to potential health hazards. Also, the noise level would be very disruptive to our children
	Marla Corburn	Culver City, CA	2015-10-06	Noise and air pollution increase
	Adam Lilling	Culver City, CA	2015-10-07	I live in Culver City. We moved here 8 years ago because of the amazing community. The increased plane traffic is seriously affecting our quality of life.

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Culver City for Quiet Skies (continued)

	Susan Sullivan	Los Angeles, CA	2015-10-07	I live under the flight path of planes now and it is loud and noisy. More planes directly overhead is completely unacceptable. Do not citizens have the right to make decisions about what disrupts the peace and quiet of our own neighborhood.
	Monica Guggenheim	Culver City, CA	2015-10-07	I live in culver city and I want to keep this small gem in LA safe and desirable.
	Roger Fresch	Culver City, CA	2015-10-07	against increased air traffic over culver city
	Susan hostler	Culver City, CA	2015-10-07	I have already noticed the noise made by jets that fly over my home. I can hear the wheel gears from the jets as they fly overhead.
	Mercy Hahne	San Diego, CA	2015-10-07	I am part of the SoCal Metroplex and oppose changes that primarily support the airline industry and NOT the American people.
1699-133	June Poyourow	Los Angeles, CA	2015-10-07	I think it is disgraceful for NextGen to be changing flight paths so irreverently and creating havoc in neighborhoods where people live. Having planes diverted to fly above areas where they KNOW people reside and raise families and where children attend school is exposing families and children to noise and air pollution. This is not only irreverent, it is disrespectful and cruel. I will also mention that nextGen's track record is one where they likely run afoul of numerous local ordinances put in place to prevent the problems they are causing. People are watching you, NextGen and do not like what they see. Poor planning always comes back to bite you in the end.
	Allison Herbst	Culver City, CA	2015-10-07	I don't want any more airplane noise in our neighborhood. We chose to live here because it is quiet.
	Francine Graff	Los Angeles California, CA	2015-10-07	I don't want more air and noise pollution
	Lise Friedman	Culver City, CA	2015-10-07	The low flying airplanes have made a significant impact to our community.
1699-134	Peter Stern	Culver City, CA	2015-10-07	We suffer from daily overflights and would request palnes to use another flight path to LAX
	Lei Stephens	Culver City, CA	2015-10-07	The noise level from the airplanes is high. It is disruptive for every day life!
	Name	Location	Date	Comment
1699-135	Kevin Mitchell	Culver City, CA	2015-10-07	I want to preserve the quiet and peaceful atmosphere that I've come to love in Culver City over the last 20 years.
	Felice Bullard	Los Angeles, CA	2015-10-07	I live in Culver City and just bought a house here a year ago so we want a quiet neighborhood and for our house value not to be affected.
1699-136	Sean Heyman	Los Angeles, CA	2015-10-07	Culver City is a place with a lot of children, families and jets are flying right over the populated city.
	Colin Golden	Venice, CA	2015-10-07	I make theater with the Actors' Gang in Media Park and jet noise frequently drowns us out.
	Donna Jo Thorndale	Los Angeles, CA	2015-10-07	I work in Culver City!
	Nadine Panetti	Culver City, CA	2015-10-07	Because it's noisy and dirty enough in this neighborhood.
1699-137	Louis Cioffi	Culver City, CA	2015-10-08	I do not want more plane noise over my house! Which is why we didn't buy in Westchester!
	Debbie Cahill	Culver City, CA	2015-10-08	I want my quiet neighborhood back!!
	Lynel Moore	Culver City, CA	2015-10-08	This is exactly why we didn't buy a house in Westchester. I do not want more planes flying over Culver City.
	Becky Linder	Culver City, CA	2015-10-08	I like my quiet!!

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Culver City for Quiet Skies (continued)

Nathan Kornelis	Portland, OR	2015-10-08	I love a theater in Culver City, and I know they need peace and quiet (not to mention clean air).
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Signatures

Name	Location	Date
Hitomi Kaniya	Culver City, CA, United States	2015-08-30
Marissa Krupat	Culver City, CA, United States	2015-08-30
Claudia Jaramillo	Culver City, CA, United States	2015-08-30
Alexandra Dorros	Culver City, CA, United States	2015-08-30
Catherine Algra	Culver City, CA, United States	2015-08-30
Marnie Zimmerman	Culver City, CA, United States	2015-08-30
Lien Pham	Culver City, CA, United States	2015-08-30
Melinda Blechner	Culver City, CA, United States	2015-08-30
Alexis Kelly	Culver City, CA, United States	2015-08-30
Staci Malone	Culver City, CA, United States	2015-08-30
Sara Nelson	Culver City, CA, United States	2015-08-30
Eun Kim	Culver City, CA, United States	2015-08-30
Janet Higdon	Culver City, CA, United States	2015-08-30
Erin Bossin	Culver City, CA, United States	2015-08-30
Elizabeth Marconi	Culver City, CA, United States	2015-08-30
Travis Higdon	Culver City, CA, United States	2015-08-30
Vivian Nagao	Culver City, CA, United States	2015-08-30
John Kent	Culver City, CA, United States	2015-08-30
Kelly Delgado	Arcata, CA, United States	2015-08-30
Sabrina Pick	Culver City, CA, United States	2015-08-30
Agnes Wiacek	Culver City, CA, United States	2015-08-30
Maureen McGlynn	Culver City, CA, United States	2015-08-30
karim sahli	Culver City, CA, United States	2015-08-30
Dylan Gottlieb	Culver City, CA, United States	2015-08-30
Fran Kissel	culver city, CA, United States	2015-08-30
Julie Bernard	Culver City, CA, United States	2015-08-30
Sheila Iverson	Culver City, CA, United States	2015-08-30
Stephanie Wald	Culver City, CA, United States	2015-08-30
Beatriz Scobie	Culver City, CA, United States	2015-08-30

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Culver City for Quiet Skies (continued)

Name	Location	Date
Mariana Villalobos	San Francisco, CA, United States	2015-08-30
kimberly gibson	culver city, CA, United States	2015-08-30
Alexandra Hughes	Culver City, CA, United States	2015-08-30
Alex Fisch	Los Angeles, CA, United States	2015-08-30
Joanne Tortorici Luna	Long Beach, CA, United States	2015-08-30
Patrick Dwyer	Culver City, CA, United States	2015-08-30
Murphy Gilson	Culver City, CA, United States	2015-08-30
Erin Ragland	Culver City, CA, United States	2015-08-30
Lila Swenson	Culver City, CA, United States	2015-08-30
Kim Bickerton	Lizella, GA, United States	2015-08-30
Shona Gupta	Culver City, CA, United States	2015-08-30
Justin Hakuta	Culver City, CA, United States	2015-08-30
Elizabeth Stocksdale	Culver City, CA, United States	2015-08-30
Michael Stocksdale	Culver City, CA, United States	2015-08-30
Jennifer Martin	Culver City, CA, United States	2015-08-30
Bernie O'Dowd	Culver City, CA, United States	2015-08-30
Lawrence Rodriguez	Culver City, CA, United States	2015-08-30
Jessica Gilman	Culver City, CA, United States	2015-08-30
Sumika Dwyer	Culver City, CA, United States	2015-08-30
Candice Chang	Culver City, CA, United States	2015-08-30
Eric Metz	Culver City, CA, United States	2015-08-30
amy salzmann	Culver City, CA, United States	2015-08-30
Suzanne Lye	Culver City, CA, United States	2015-08-30
Barbara Branstetter	Culver City, CA, United States	2015-08-30
Sara Murtaza	Culver City, CA, United States	2015-08-30
Vladimyr Dubuche	Los Angeles, CA, United States	2015-08-30
Caroline Tse	Culver City, CA, United States	2015-08-30
christie ramsey	Culver City, CA, United States	2015-08-30
Melinda Keough	Culver City, CA, United States	2015-08-30
Jane Wong	Culver City, CA, United States	2015-08-30
Marcia Caldwell	Culver City, CA, United States	2015-08-30

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Culver City for Quiet Skies (continued)

Dorien Davies	Culver City, CA, United States	2015-08-30
Debbie Weiss	Culver City, CA, United States	2015-08-30
Name	Location	Date
Marci Baun	Culver City, CA, United States	2015-08-30
Cindy evans	Vista, CA, United States	2015-08-30
Donna Allison	Culver City, CA, United States	2015-08-30
Rose Fairbairn	Culver City, CA, United States	2015-08-30
Angela C Cook	Culver City, CA, United States	2015-08-30
Timothy Eckert	Los Angeles, CA, United States	2015-08-30
Jennifer Carter	Culver City, CA, United States	2015-08-30
Annie Zawada	Culver City, CA, United States	2015-08-30
Matthew Ross	Culver City, CA, United States	2015-08-30
Lucille Petersen	Culver City, CA, United States	2015-08-30
Linda Rosenberg	Culver City, CA, United States	2015-08-30
Gerard San Gemino	Culver City, CA, United States	2015-08-30
Claudia Reynoso	Culver City, CA, United States	2015-08-30
Jonathan Zawada	Culver City, CA, United States	2015-08-30
Paolo Ziemba	Los Angeles, CA, United States	2015-08-30
Daniel hamilton-Lowe	Culver City, CA, United States	2015-08-30
Martha Timmer	Culver City, CA, United States	2015-08-30
Carol Pass	Culver City, CA, United States	2015-08-30
Frederique Haustete	Culver City, CA, United States	2015-08-30
Jason Carter	Culver City, CA, United States	2015-08-30
Matthew Winks	Culver City, CA, United States	2015-08-30
J.E. Brockman	Culver City, CA, United States	2015-08-30
Jason Tabach	Culver City, CA, United States	2015-08-30
Laura StuArt	Culver City, CA, United States	2015-08-30
Monica Arnold	Culver City, CA, United States	2015-08-30
Gillian Brecker	Culver City, CA, United States	2015-08-30
Iris Lee	Culver City, CA, United States	2015-08-30
Colleen fielder	Downey, CA, United States	2015-08-30
Kelly Hatfield	Culver City, CA, United States	2015-08-30

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Culver City for Quiet Skies (continued)

Rich Siegel	Culver City, CA, United States	2015-08-30
Danielle Whittaker	Culver City, CA, United States	2015-08-30
Ashley Cain	Culver City, CA, United States	2015-08-30
Name	Location	Date
Jessica Sherman	woodside, NY, United States	2015-08-30
Aimee McManus	Los Angeles, CA, United States	2015-08-30
Gabrielle Doheny	Culver City, CA, United States	2015-08-30
Laura Loo	Culver City, CA, United States	2015-08-30
Sheri barber	Culver City, CA, United States	2015-08-30
Nargis Pirani	Los Angeles, CA, United States	2015-08-30
Sayaka Karitani	Culver City, CA, United States	2015-08-30
Angie Hamilton-Lowe	Culver City, CA, United States	2015-08-30
Lisa Marie Desai	Culver City, CA, United States	2015-08-30
Jill Korengold	Culver City, CA, United States	2015-08-30
Barrie Winter	Culver City, CA, United States	2015-08-30
Hilary Dzurec	Culver City, CA, United States	2015-08-30
Ruth Z Edwards	Culver City, CA, United States	2015-08-31
Owen Fighter	Culver City, CA, United States	2015-08-31
Todd Johnson	Culver City, CA, United States	2015-08-31
Christie Gaynor	Culver City, CA, United States	2015-08-31
Mitchell Gettleman	Culver City, CA, United States	2015-08-31
Paula Wilson	Culver City, CA, United States	2015-08-31
Nancy Adzentoivich	Culver City, CA, United States	2015-08-31
Dona Holmberg	Culver City, CA, United States	2015-08-31
Christine Galloway	Culver City, CA, United States	2015-08-31
Melissa Barnes	Los Angeles, CA, United States	2015-08-31
Jessica Seaton	Culver City, CA, United States	2015-08-31
Mia Viljoen	Culver City, CA, United States	2015-08-31
Bonnie Hammerschlag	Bethesda, MD, United States	2015-08-31
Marcus Johnson	Culver City, CA, United States	2015-08-31
Linda Deitch	Culver City, CA, United States	2015-08-31
Tia Chew	Culver City, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

Glenn Williams	Culver City, CA, United States	2015-08-31
Evan Gillespie	Culver City, CA, United States	2015-08-31
Alicia Drummond	Culver City, CA, United States	2015-08-31
tina mccoey	Culver City, CA, United States	2015-08-31
Name	Location	Date
Jenn Nascimento	Culver City, CA, United States	2015-08-31
Robynn Nichols	Culver City, CA, United States	2015-08-31
Ann Easley	Culver City, CA, United States	2015-08-31
Marianna Chodorowska	Los Angeles, CA, United States	2015-08-31
Raul R. Gonzalez	Culver City, CA, United States	2015-08-31
Jody Reichel	Culver City, CA, United States	2015-08-31
Nancy Barba	Culver City, CA, United States	2015-08-31
Bronwyn Jamrok	Culver City, CA, United States	2015-08-31
Tracey Gee	Culver City, CA, United States	2015-08-31
Kara Frans	Culver City, CA, United States	2015-08-31
Benny Gee	Culver City, CA, United States	2015-08-31
Sage Raval	Culver City, CA, United States	2015-08-31
Lisa Chester Schyman	Culver City, CA, United States	2015-08-31
Lindsey DiLoreto	Culver City, CA, United States	2015-08-31
Sari DiLoreto	Culver City, CA, United States	2015-08-31
Tara Fitzkoff	Culver City, CA, United States	2015-08-31
Akiko Kim	Culver City, CA, United States	2015-08-31
Erin Ruckman	Culver City, CA, United States	2015-08-31
Dani Zandel	Culver City, CA, United States	2015-08-31
Angela Dyborn	Culver City, CA, United States	2015-08-31
rila ochiai	ロサンゼルス, CA, United States	2015-08-31
Renae Niles	Culver City, CA, United States	2015-08-31
Junko Ogihara	Culver City, CA, United States	2015-08-31
Deanna Newell	Culver City, CA, United States	2015-08-31
Kurt Anderson	Culver City, CA, United States	2015-08-31
Robb Lanum	Culver City, CA, United States	2015-08-31
Stephen Murray	Culver City, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

Liliya Toneva	Culver City, CA, United States	2015-08-31
Rachel Stowell	Culver City, CA, United States	2015-08-31
Melissa Burton	Culver City, CA, United States	2015-08-31
Juan Moreno	Culver City, CA, United States	2015-08-31
Michelle Vogel	Culver City, CA, United States	2015-08-31
Name	Location	Date
Daphna Anderson	Culver City, CA, United States	2015-08-31
Jeff Bossin	Culver City, CA, United States	2015-08-31
Krista Gonzalez	North Hollywood, CA, United States	2015-08-31
Jennifer Graham	Culver City, CA, United States	2015-08-31
Sylvie Rothenberg	Los Angeles, CA, United States	2015-08-31
Andre Doumitt	Culver City, CA, United States	2015-08-31
Greg Chung	Culver City, CA, United States	2015-08-31
Cheryl DIFATTA	Culver City, CA, United States	2015-08-31
Kerry Maguire	Culver City, CA, United States	2015-08-31
Malena Dobal-Parra	Culver City, CA, United States	2015-08-31
Ling Chen	卡尔弗城, CA, United States	2015-08-31
Jason Wilborn	Culver City, CA, United States	2015-08-31
Nathan Miller	Culver City, CA, United States	2015-08-31
Penelope Berro	Culver City, CA, United States	2015-08-31
Christina Impastato	Culver City, CA, United States	2015-08-31
Zena Van ackeren	Culver City, CA, United States	2015-08-31
Carolyn Strauss	Culver City, CA, United States	2015-08-31
Maria Sundeen	Culver City, CA, United States	2015-08-31
Lisa Davis	Culver City, CA, United States	2015-08-31
Gladys CArmona	Culver City, CA, United States	2015-08-31
Debra Barrath	CULVER CITY, CA, United States	2015-08-31
Julie Wright	Culver City, CA, United States	2015-08-31
Taisuke Kimoto	Culver City, CA, United States	2015-08-31
Christa Bancroft	Culver City, CA, United States	2015-08-31
Colin Walker	Culver City, CA, United States	2015-08-31
Emily Dibine	Culver City, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

Kataoka Setsuko	カルバー・シティ, CA, United States	2015-08-31
Irene French	Culver City, CA, United States	2015-08-31
Claudia Mereles	Los Angeles, CA, United States	2015-08-31
Bao Bui	Culver City, CA, United States	2015-08-31
darcy parsons	Culver City, CA, United States	2015-08-31
Aung Min	Culver City, CA, United States	2015-08-31
Name	Location	Date
Nicky Marble van Dam	Culver City, CA, United States	2015-08-31
Bonnie Fornander	Culver City, CA, United States	2015-08-31
Crystal Ann Lea	Culver City, CA, United States	2015-08-31
Lynn Dodd	Los Angeles, CA, United States	2015-08-31
june lehrman	Culver City, CA, United States	2015-08-31
Stephanie Weiss	Culver City, CA, United States	2015-08-31
Kimberly Warwick	Los Angeles, CA, United States	2015-08-31
mark tarpley	Culver City, CA, United States	2015-08-31
Denton Fisch	Culver City, CA, United States	2015-08-31
Isabel Rippy	Culver City, CA, United States	2015-08-31
linda chung	Culver City, CA, United States	2015-08-31
Elaine Kojima	Culver City, CA, United States	2015-08-31
Nancy Spear	Culver City, CA, United States	2015-08-31
Meta Valentic	Culver City, CA, United States	2015-08-31
Kim Page	Culver City, CA, United States	2015-08-31
Jeannine Wisnosky	Culver City, CA, United States	2015-08-31
Richard Rodriguez	Culver City, CA, United States	2015-08-31
Paul Mandelbaum	Culver City, CA, United States	2015-08-31
Colleen Malone-Engel	Los Angeles, CA, United States	2015-08-31
James Bowie	Los Angeles, CA, United States	2015-08-31
John Derevlany	Culver City, CA, United States	2015-08-31
Hiroko Oda	Culver City, CA, United States	2015-08-31
Betty Isono	Culver City, CA, United States	2015-08-31
Sara Mascall	Culver City, CA, United States	2015-08-31
Wendy Tlen	Culver City, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

Mark Galanty	Culver City, CA, United States	2015-08-31
Myeisha Jacobs	Culver City, CA, United States	2015-08-31
Lisa Grace	Culver City, CA, United States	2015-08-31
Brian Christie	Culver City, CA, United States	2015-08-31
Deborah Dawson	Culver City, CA, United States	2015-08-31
Adriana Poblano	Culver City, CA, United States	2015-08-31
Jodie Fratantuno	Culver City, CA, United States	2015-08-31
Name	Location	Date
Yukiko Kinkel	Culver City, CA, United States	2015-08-31
Barbara Hsu	Culver City, CA, United States	2015-08-31
Karen Hutta	Los Angeles, CA, United States	2015-08-31
Diana Muscianisi	Culver City, CA, United States	2015-08-31
Peter Vogel	Culver City, CA, United States	2015-08-31
Tom Murray	Culver City, CA, United States	2015-08-31
Mara Silverman	Culver City, CA, United States	2015-08-31
Yuriy Perelman	Culver City, CA, United States	2015-08-31
Raquel Gallegos	Culver City, CA, United States	2015-08-31
Constance Carlson	Culver City, CA, United States	2015-08-31
Zig Gauthier	Culver City, CA, United States	2015-08-31
Anna Kelly	Culver City, CA, United States	2015-08-31
Jay Antani	Culver City, CA, United States	2015-08-31
Jonathan Weiss	Culver City, CA, United States	2015-08-31
Alicia Vega	Culver City, CA, United States	2015-08-31
Leslie Gardner	Redondo Beach, CA, United States	2015-08-31
Stephanie ONeal	Culver City, CA, United States	2015-08-31
Heather Dickson	Culver City, CA, United States	2015-08-31
Heather Litman	Culver City, CA, United States	2015-08-31
Gerardo Parra	Culver City, CA, United States	2015-08-31
Andrea Bardin-Schainen	Culver City, CA, United States	2015-08-31
Elena Berezhnikh	Culver City, CA, United States	2015-08-31
Eli Silverman-Lloyd	Culver City, CA, United States	2015-08-31
jane brown	culver city, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

angie cady	Los Angeles, CA, United States	2015-08-31
Brian Lloyd	Culver City, CA, United States	2015-08-31
Emma Powell	Culver City, CA, United States	2015-08-31
Norman Palley	Culver City, CA, United States	2015-08-31
Thomas Graham	Culver City, CA, United States	2015-08-31
Mary Church	Culver City, CA, United States	2015-08-31
Megan Meloth	Culver City, CA, United States	2015-08-31
Kelley Miller	Culver City, CA, United States	2015-08-31
Name	Location	Date
Luke Silverman-Lloyd	Culver City, CA, United States	2015-08-31
Jorge H Vargas	Culver City, CA, United States	2015-08-31
Gary Gegan	Culver City, CA, United States	2015-08-31
dana chotiner	Culver City, CA, United States	2015-08-31
Wlodek Proskurowski	Culver City, CA, United States	2015-08-31
Mark Kelly	Culver City, CA, United States	2015-08-31
Alan Weiss	Culver City, CA, United States	2015-08-31
Laura soileau	Culver City, CA, United States	2015-08-31
Kieran Shamash	Culver City, CA, United States	2015-08-31
Joe Vaux	Culver City, CA, United States	2015-08-31
Ruben Ruckman	Culver City, CA, United States	2015-08-31
Jerry Chabola	Culver City, CA, United States	2015-08-31
Stacy Carson	Culver City, CA, United States	2015-08-31
Ellen Sinatra	Culver City, CA, United States	2015-08-31
Todd Shays	Culver City, CA, United States	2015-08-31
Lauren Varsano	Culver City, CA, United States	2015-08-31
Richard Nguyen	Culver City, CA, United States	2015-08-31
Elizabeth Layne	Culver City, CA, United States	2015-08-31
Jacqueline Joy Weiser	Los Angeles, CA, United States	2015-08-31
Marjorie Atkins	Culver City, CA, United States	2015-08-31
Allen Lulu	Los Angeles, CA, United States	2015-08-31
Janet Chabola	Culver City, CA, United States	2015-08-31
Elizabeth Calvin	Los Angeles, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

Brett Barker	Culver City, CA, United States	2015-08-31
Jack Escobedo	Culver City, CA, United States	2015-08-31
Cynthia Gutenplan	Culver City, CA, United States	2015-08-31
Cornelius Vanvliet	Culver City, CA, United States	2015-08-31
Caroline Armstrong	Culver City, CA, United States	2015-08-31
Amy Champion	Los Angeles, CA, United States	2015-08-31
Meredith Bixon	Los Angeles, CA, United States	2015-08-31
Cody Ryder	Culver City, CA, United States	2015-08-31
Diane bulgatz	Culver City, CA, United States	2015-08-31
Name	Location	Date
Caroline Galanty	Culver City, CA, United States	2015-08-31
Asron Guggenheim	Culver City, CA, United States	2015-08-31
Holly Gable	Culver City, CA, United States	2015-08-31
Stacy Young	Culver City, CA, United States	2015-08-31
Harold Shin	Culver City, CA, United States	2015-08-31
Susan Kiefer	Culver City, CA, United States	2015-08-31
Jared jurentkuff	Culver City, CA, United States	2015-08-31
Tim Hart	Los Angeles, CA, United States	2015-08-31
George Rownak	Culver City, CA, United States	2015-08-31
Ted Blaisdell	Culver City, CA, United States	2015-08-31
Shelly Papadopoulos	Culver City, CA, United States	2015-08-31
Jodi Shays	Culver City, CA, United States	2015-08-31
FIEL VALDEZ	Los Angeles, CA, United States	2015-08-31
Patricia Robinson	Culver City, CA, United States	2015-08-31
Irene Dorsey	Culver City, CA, United States	2015-08-31
Jenny rogers	Culver City, CA, United States	2015-08-31
Graham Leach	Culver City, CA, United States	2015-08-31
Theresa Miller	Culver City, CA, United States	2015-08-31
Marcus Huntley	Culver City, CA, United States	2015-08-31
Brian Harkr	Culver City, CA, United States	2015-08-31
Gregg Tilson	Culver City, CA, United States	2015-08-31
Jennifer Kaplan	Culver City, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

Cecile Lopes	Los Angeles, CA, United States	2015-08-31
Violet Mendoza	Culver City, CA, United States	2015-08-31
Zack Kaplan	Culver City, CA, United States	2015-08-31
Patricia Gust	Los Angeles, CA, United States	2015-08-31
Brian Kinkel	Culver City, CA, United States	2015-08-31
Tara Aarons	Culver City, CA, United States	2015-08-31
Christian Argueta	Culver City, CA, United States	2015-08-31
Michael Gutenplan	Culver City, CA, United States	2015-08-31
Aida Barragan	Culver City, CA, United States	2015-08-31
Jennifer Dickey	Ojai, CA, United States	2015-08-31
Name	Location	Date
Lisa Baskin	Los Angeles, CA, United States	2015-08-31
Mark Miller	Culver City, CA, United States	2015-08-31
Pete Spiegelman	Culver City, CA, United States	2015-08-31
Carrie Lam	Culver City, CA, United States	2015-08-31
ute Friesleben	Culver City, CA, United States	2015-08-31
Yuan Duan	Culver City, CA, United States	2015-08-31
Paula Turner	Culver City, CA, United States	2015-08-31
Harry Chang	Culver City, CA, United States	2015-08-31
William Miller	Culver City, CA, United States	2015-08-31
Stephanie Bressler	Culver City, CA, United States	2015-08-31
peter jacobs	Culver City, CA, United States	2015-08-31
Teresa T. Mammana	Culver City, CA, United States	2015-08-31
Marcia Meldrum	Culver City, CA, United States	2015-08-31
Nicole Woolsey	Culver City, CA, United States	2015-08-31
Kenneth Luey	Culver City, CA, United States	2015-08-31
rocco matone	Los Angeles, CA, United States	2015-08-31
Kelly Cohen	Culver City, CA, United States	2015-08-31
Robert Barnes	Los Angeles, CA, United States	2015-08-31
Louise Kahn	Los Angeles, CA, United States	2015-08-31
Steven Smith	Culver City, CA, United States	2015-08-31
Karli Heineman	Culver City, CA, United States	2015-08-31

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Culver City for Quiet Skies (continued)

john kurtz	Culver City, CA, United States	2015-08-31
Ericl Kalmus	Culver City, CA, United States	2015-08-31
Rita Zupancic	Los Angeles, CA, United States	2015-09-01
Katty Perez	Culver City, CA, United States	2015-09-01
Norman Lehnert	Culver City, CA, United States	2015-09-01
Thao Sebata	Culver City, CA, United States	2015-09-01
shannon gauding	Culver City, CA, United States	2015-09-01
Roseanne Di Gregorio	Culver City, CA, United States	2015-09-01
Paula Yablon	Culver City, CA, United States	2015-09-01
Enrique Pablo	Culver City, CA, United States	2015-09-01
Paula Hibbs	Culver City, CA, United States	2015-09-01
Name	Location	Date
Luu Nguyen	Culver City, CA, United States	2015-09-01
Jeannine Guido	Culver City, CA, United States	2015-09-01
Mary Eckel	Culver City, CA, United States	2015-09-01
Araceli Arenas	Culver City, CA, United States	2015-09-01
mary heyl	Culver City, CA, United States	2015-09-01
Marsha Hirsch	Culver City, CA, United States	2015-09-01
Tony Huynh	Culver City, CA, United States	2015-09-01
Michele Fielding	Los Angeles, CA, United States	2015-09-01
Alan Huynh	White Plains, NY, United States	2015-09-01
Stefanie Kawasaki	Culver City, CA, United States	2015-09-01
Karen Cooke	Los Angeles, CA, United States	2015-09-01
Kristine Mulleneaux	Culver City, CA, United States	2015-09-01
Paul Weiser	Culver City, CA, United States	2015-09-01
Darcy MacGaffey	Culver City, CA, United States	2015-09-01
Kelli Johnson	Culver City, CA, United States	2015-09-01
Vladimir Jandov	Culver City, CA, United States	2015-09-01
Tami Wedekind	Culver City, CA, United States	2015-09-01
Tamora Thomas	Los Angeles, CA, United States	2015-09-01
Sofiya Zhandova	Los Angeles, CA, United States	2015-09-01
J. Sherman	Culver City, CA, United States	2015-09-01

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Culver City for Quiet Skies (continued)

Maggie Ross	Culver City, CA, United States	2015-09-01
George Madaraz	Los Angeles, CA, United States	2015-09-01
Loretta Sheridan	New York, NY, United States	2015-09-01
Irene Matar	Culver city, CA, United States	2015-09-01
Renate Jordan	Culver City, CA, United States	2015-09-01
Bernard Altman	Los Angeles, CA, United States	2015-09-01
Jennifer Velazquez	LA, CA, United States	2015-09-01
Grace Olmeda	Culver City, CA, United States	2015-09-01
Nina Lehrman	Culver City, CA, United States	2015-09-01
Laura Behary	Culver City, CA, United States	2015-09-01
Jayne Higgott	Culver City, CA, United States	2015-09-01
Brianne Mammana	Mesa, AZ, United States	2015-09-01
Name	Location	Date
Anna Copeland	Culver City, CA, United States	2015-09-01
Sae Edwards	Culver City, CA, United States	2015-09-01
Corey Silverman-Lloyd	Culver City, CA, United States	2015-09-01
Nico Silverman-Lloyd	Culver City, CA, United States	2015-09-01
Suzanne Fisher	Culver City, CA, United States	2015-09-01
Abbie Tingstad	Culver City, CA, United States	2015-09-01
Jon-Michael Herrmann	Culver City, CA, United States	2015-09-01
Angelica Miles	Culver City, CA, United States	2015-09-01
Norma Riedman	Long Beach, CA, United States	2015-09-01
Christine Johnson	Culver City, CA, United States	2015-09-01
Maria Johnson	Culver City, CA, United States	2015-09-01
Rosalind Renfro	Los Angeles, CA, United States	2015-09-01
Michael Stivers	Culver City, CA, United States	2015-09-01
sophie nenner	Culver City, CA, United States	2015-09-01
Britt Potter	Culver City, CA, United States	2015-09-01
Miranda Vatterott	Culver City, CA, United States	2015-09-01
neal weiss	Culver City, CA, United States	2015-09-01
MICHAEL KRUPAT	Culver City, CA, United States	2015-09-01
Eric Raschka	Culver City, CA, United States	2015-09-01

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Culver City for Quiet Skies (continued)

Martina Meier	Culver City, CA, United States	2015-09-01
Kim Guggenheim	Los Angeles, CA, United States	2015-09-01
peter tuccillo	Culver City, CA, United States	2015-09-01
Barbara Guggenheim	Los Angeles, CA, United States	2015-09-01
Cynthia Thompson	Culver City, CA, United States	2015-09-01
Alejandra Brizuela	Culver City, CA, United States	2015-09-01
Sarah Andrews	Los Angeles, CA, United States	2015-09-01
Stacey Travis	Santa Monica,, CA, United States	2015-09-01
Rebecca Leckman	Venice, CA, United States	2015-09-01
Rachel Gyrling	Los Angeles, CA, United States	2015-09-01
Cynthia Crawford	Culver City, CA, United States	2015-09-01
Mark Warwick	Culver City, CA, United States	2015-09-01
Chris Horton	Culver City, CA, United States	2015-09-01
Name	Location	Date
Chih-Ying Tsai	Culver City, CA, United States	2015-09-01
V Davis	Los Angeles, CA, United States	2015-09-01
Ken Gould	Los Angeles, CA, United States	2015-09-01
Valerie Samuels	Culver City, CA, United States	2015-09-01
Shelly Pearlman	Culver City, CA, United States	2015-09-01
Tonja Dews	Randallstown, MD, United States	2015-09-01
Mary Harris	Culver city, CA, United States	2015-09-01
Sheryl Silverman	Culver City, CA, United States	2015-09-01
Gina Willman	Waimea, HI, United States	2015-09-01
Dorene Slavitz	Culver City, CA, United States	2015-09-01
Heidi Finberg	Los Angeles, CA, United States	2015-09-01
Karyn Eichenberger	Culver City, CA, United States	2015-09-01
Kevin Gallagher	Culver City, CA, United States	2015-09-01
Howard Cohen	Culver City, CA, United States	2015-09-01
Yolanda Reid	Los Angeles, CA, United States	2015-09-01
Linda Shahinian	Culver City, CA, United States	2015-09-01
Dave Ochoa	Culver City, CA, United States	2015-09-01
mai thor	Los Angeles, CA, United States	2015-09-01

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Culver City for Quiet Skies (continued)

Shirley Price	Culver City, CA, United States	2015-09-01
Judith Monkkonen	Culver City, CA, United States	2015-09-01
Kavi Downey	Culver City, CA, United States	2015-09-01
Danielle Williams	Culver City, CA, United States	2015-09-01
Alysha Featherman	Los Angeles, CA, United States	2015-09-01
Lori magnier	Culver City, CA, United States	2015-09-01
Deborah Corwin	Culver City, CA, United States	2015-09-01
Mark Salkin	Culver City, CA, United States	2015-09-01
david williams	Culver City, CA, United States	2015-09-01
Joan Moon	Culver City, CA, United States	2015-09-01
Ben Zlotucha	Los Angeles, CA, United States	2015-09-01
Angela Hamilton	Los Angeles, CA, United States	2015-09-01
Lyndal Heathwood	Culver City, CA, United States	2015-09-01
Daniel Berberich	Los Angeles, CA, United States	2015-09-01
Name	Location	Date
Clea Markman	Los Angeles, CA, United States	2015-09-01
Christina Dronen	Los Angeles, CA, United States	2015-09-01
leslie ostrin	culver city, CA, United States	2015-09-01
Louise Smith	Culver City, CA, United States	2015-09-01
Arturo Villa	Los Angeles, CA, United States	2015-09-01
Cynthia Johnson	Culver City, CA, United States	2015-09-01
Jean Hopper	Saint Paul, MN, United States	2015-09-01
Keith Jones	Culver City, CA, United States	2015-09-01
Haleh Shoa	Los Angeles, CA, United States	2015-09-01
Regina Gong	Culver City, CA, United States	2015-09-01
Louisa Lombard	Culver City, CA, United States	2015-09-01
Mitch cohen	Culver City, CA, United States	2015-09-01
Assaf Rees	Culver City, CA, United States	2015-09-01
Galya Rees	Culver City, CA, United States	2015-09-01
Bob Kramer	Culver City, CA, United States	2015-09-01
Alice Impliazzo	Culver City, CA, United States	2015-09-01
jim Gelfat	culver city, CA, United States	2015-09-01

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Culver City for Quiet Skies (continued)

Michele de la Rosa	Culver City, CA, United States	2015-09-01
Janet Schmidt	Culver City, CA, United States	2015-09-01
Gail Carter	Culver City, CA, United States	2015-09-01
Roman Culjat	Culver City, CA, United States	2015-09-01
josie Freedman	Culver City, CA, United States	2015-09-01
K Gibbons	Los Angeles, CA, United States	2015-09-01
Enoch Arya	Culver City, CA, United States	2015-09-01
Ted Nishimura	Culver City, CA, United States	2015-09-01
Lisa Garcia	Culver City, CA, United States	2015-09-01
Penelope Facher	Culver City, CA, United States	2015-09-01
David Morioka	Los Angeles, CA, United States	2015-09-01
Roberto Ammendola	Los Angeles, CA, United States	2015-09-01
Patricia Hsu	Culver City, CA, United States	2015-09-01
Anna Casas	Los Angeles, CA, United States	2015-09-01
KAREN DAKS	Porter Ranch, CA, United States	2015-09-01
Name	Location	Date
Constance Moffatt	Culver city, CA, United States	2015-09-01
bogdan tomalevski	Culver City, CA, United States	2015-09-01
jackie tomalevska	Culver City, CA, United States	2015-09-01
Elizabeth taylor	Culver City, CA, United States	2015-09-01
Phoebe Liebig	Culver City, CA, United States	2015-09-01
Gwendoline Gansky	Culver City, CA, United States	2015-09-01
Tracie Khan	Culver City, CA, United States	2015-09-01
Vivek Hungund	Culver City, CA, United States	2015-09-01
Miroslava Stamboliyska	Culver City, CA, United States	2015-09-01
Vallier Hardy	Culver City, CA, United States	2015-09-01
Albert Barragan	Palmdale, CA, United States	2015-09-01
Elisheva Gross	Culver City, CA, United States	2015-09-01
Paul Gansky	Culver City, CA, United States	2015-09-01
Melissa Sanders	Culver City, CA, United States	2015-09-01
Irina Shtonova	Culver City, CA, United States	2015-09-01
Karen Marx	Culver City, CA, United States	2015-09-01

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Culver City for Quiet Skies (continued)

Glenn Spann	Culver City, CA, United States	2015-09-01
Dan O'Brien	Culver City, CA, United States	2015-09-01
Candy Pruitt	Utica, NY, United States	2015-09-01
judith scott	Venice, CA, United States	2015-09-01
Lauren Cruickshank	Culver City, CA, United States	2015-09-01
Luci Jenkins	Culver City, CA, United States	2015-09-01
Kathleen O'Donnell	Culver City, CA, United States	2015-09-01
Roberta Holt	Culver City, CA, United States	2015-09-01
Carlos Sanchez	Culver City, CA, United States	2015-09-01
Melissa Camacho-Cheung	Culver City, CA, United States	2015-09-01
Eileen Sullivan	Los Angeles, CA, United States	2015-09-01
Nicole Rhoden	Culver City, CA, United States	2015-09-01
Jesse Flores	Los Angeles, CA, United States	2015-09-01
Paul O'Carroll	Culver City, CA, United States	2015-09-01
roman chiu	Culver City, CA, United States	2015-09-02
Mary Lim	Culver City, CA, United States	2015-09-02
Name	Location	Date
Leslie Rosdol	Culver City, CA, United States	2015-09-02
Roberta Frye	Culver City, CA, United States	2015-09-02
Rosa Maurtua	Culver City, CA, United States	2015-09-02
Rich Kissel	Culver City, CA, United States	2015-09-02
Larry Caldwell	Culver City, CA, United States	2015-09-02
Denise Gonzalez	Los Angeles, CA, United States	2015-09-02
Sara Hartley	Los Angeles, CA, United States	2015-09-02
marva baumgart	Culver City, CA, United States	2015-09-02
Elvia abdullah	Culver City, CA, United States	2015-09-02
Carole Sackerman	Culver City, CA, United States	2015-09-02
Michael Nusbaum	Culver City, CA, United States	2015-09-02
Jim MacDonald	Culver City, CA, United States	2015-09-02
Ann Petit	Culver City, CA, United States	2015-09-02
Jessica mulleneaux	Culver City, CA, United States	2015-09-02
Raina Lorenz	Playa Vista, CA, United States	2015-09-02

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Culver City for Quiet Skies (continued)

Anne Lefton	Culver City, CA, United States	2015-09-02
scott pearson	Culver City, CA, United States	2015-09-02
Zoe Garaway	Los Angeles, CA, United States	2015-09-02
Jim Schultz	Culver City, CA, United States	2015-09-02
virginia spencer	Rochester, NY, United States	2015-09-02
Helen Salem	Culver City, CA, United States	2015-09-02
Marcia Inada	El Segundo, CA, United States	2015-09-02
John Davidson	Culver City, CA, United States	2015-09-02
Elizabeth Zeitler	Culver City, CA, United States	2015-09-02
Rich Waters	Culver City, CA, United States	2015-09-02
christopher Du	Culver City, CA, United States	2015-09-02
Susan Mitchell	Culver City, CA, United States	2015-09-02
Katia Davidova	Culver City, CA, United States	2015-09-02
Jamie Taylor	Los Angeles, CA, United States	2015-09-02
Jessica Kte	Culver City, CA, United States	2015-09-02
Megan Kirkpatrick	Culver City, CA, United States	2015-09-02
David Cagle	Los Angeles, CA, United States	2015-09-02
Name	Location	Date
Assenka Rizova	Los Angeles, CA, United States	2015-09-02
Megan Taylor-Ford	Culver City, CA, United States	2015-09-02
Arthur Litman	Culver City, CA, United States	2015-09-02
Amy Brubaker	Culver City, CA, United States	2015-09-02
Linda Cao	Culver City, CA, United States	2015-09-02
Diane Bernstein	Culver City, CA, United States	2015-09-02
Savin Kumar	Culver City, CA, United States	2015-09-02
Wendy Merritt	Culver City, CA, United States	2015-09-02
Mary Hunter Ellegood	Venice, CA, United States	2015-09-02
Patricia Ziegler	Culver City, CA, United States	2015-09-02
Sam Bernstein	Culver City, CA, United States	2015-09-02
Miyashiro Mari	カルバー・シティ, CA, United States	2015-09-02
Sayed Attalla	Culver City, CA, United States	2015-09-02
Hortencia Gutierrez	Culver City, CA, United States	2015-09-02

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Culver City for Quiet Skies (continued)

Ralph Luna	Culver City, CA, United States	2015-09-02
Barbara lewkow	Culver City, CA, United States	2015-09-02
Satoko Reynolds	Culver City, CA, United States	2015-09-02
Neil Nusbaum	Culver City, CA, United States	2015-09-02
Gwen Deglise	Los Angeles, CA, United States	2015-09-02
bryan tjomsland	Culver City, CA, United States	2015-09-02
Ali Hussain	Los Angeles, CA, United States	2015-09-02
Mark Bingener	Culver City, CA, United States	2015-09-02
Orit alon	Culver City, CA, United States	2015-09-02
Michael Hsu	Culver City, CA, United States	2015-09-02
gail brooks	Culver City, CA, United States	2015-09-02
Al Casillas	Culver City, CA, United States	2015-09-02
Blake Buckley	Culver City, CA, United States	2015-09-02
Rebecca Stout	Culver City, CA, United States	2015-09-02
Henry Sebata	Culver City, CA, United States	2015-09-02
Michelle Leyva	Culver City, CA, United States	2015-09-02
Alexandra Alonzo	Culver City, CA, United States	2015-09-02
Gabriela Alonzo	Culver City, CA, United States	2015-09-02
Name	Location	Date
Nelly Alonzo	Culver City, CA, United States	2015-09-02
Ernesto Alonzo	Culver City, CA, United States	2015-09-02
Ronnie W	Culver City, CA, United States	2015-09-02
Alex Wong	Culver City, CA, United States	2015-09-02
Michael Monagan	Los Angeles, CA, United States	2015-09-02
Carla Lowe	Los Angeles, CA, United States	2015-09-02
Alexis Ramirez	Los Angeles, CA, United States	2015-09-02
Jessica Woods	Culver City, CA, United States	2015-09-02
Jane Solie-Niles	San Pedro, CA, United States	2015-09-02
Theresa Kim	Culver City, CA, United States	2015-09-02
Michelle Weiner	Culver City, CA, United States	2015-09-02
Kim OBrien Jordan	Culver City, CA, United States	2015-09-02
Evan nusbaum	Culver City, CA, United States	2015-09-02

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Culver City for Quiet Skies (continued)

Cathleen Arechiga	Culver City, CA, United States	2015-09-02
Ajae Clearway	Santa Monica, CA, United States	2015-09-02
Kerby Caudill	Culver City, CA, United States	2015-09-02
Reza Behradi	Los Angeles, CA, United States	2015-09-02
Jennifer Schultz	Culver City, CA, United States	2015-09-02
Carol Pan	Culver City, CA, United States	2015-09-02
Carol Mitchell	Culver City, CA, United States	2015-09-02
Leon Berro	Culver City, CA, United States	2015-09-02
Jeff Caudill	Culver City, CA, United States	2015-09-02
Nancy Cardenas	Culver City, CA, United States	2015-09-02
Deborah Fryman	Culver City, CA, United States	2015-09-02
Yun Woo	Culver City, CA, United States	2015-09-02
Maria Viviana Munoz de Esteves	Culver City, CA, United States	2015-09-02
Mike Clement	Culver City, CA, United States	2015-09-02
Collette Dolland	Culver City, CA, United States	2015-09-02
ann Rosencrans	culver city, CA, United States	2015-09-02
Linda Sacks	Culver City, CA, United States	2015-09-02
Nicole Jones	studio city, CA, United States	2015-09-02
Daisy Claro	Culver City, CA, United States	2015-09-02
Name	Location	Date
Hayley Babcock	Culver City, CA, United States	2015-09-02
Douglas Hunter	Culver City, CA, United States	2015-09-02
John Collazos	Culver City, CA, United States	2015-09-02
Kathleen Bordiga	Culver City, CA, United States	2015-09-02
Ryan Vincent	Los Angeles, CA, United States	2015-09-02
Laurence Green	Culver City, CA, United States	2015-09-03
Carlos Rodriguez	Culver City, CA, United States	2015-09-03
Greg Cahill	Culver City, CA, United States	2015-09-03
Miles Davidson	Culver City, CA, United States	2015-09-03
Gary Langman	Culver City, CA, United States	2015-09-03
Jon Kramer	Los Angeles, CA, United States	2015-09-03
Max Ludvigson	Culver City, CA, United States	2015-09-03

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Culver City for Quiet Skies (continued)

Bethany Wendel	Culver City, CA, United States	2015-09-03
Susan Sullivan	Los Angeles, CA, United States	2015-09-03
Elizabeth Smollins	Culver City, CA, United States	2015-09-03
Diana Zaslove Kahn	Culver City, CA, United States	2015-09-03
Dave Stott	Salt Lake City, UT, United States	2015-09-03
Becky Schreiber	Culver City, CA, United States	2015-09-03
Ron Chandra	Culver City, CA, United States	2015-09-03
Tanya Hadlock-Piltz	Los Angeles, CA, United States	2015-09-03
Bonnie Poon	Culver City, CA, United States	2015-09-03
Natalie Marsden	Culver City, CA, United States	2015-09-03
Jerry Huynh	Culver City, CA, United States	2015-09-03
vivian felan	Culver City, CA, United States	2015-09-03
Mauricio Rodriguez	Culver City, CA, United States	2015-09-03
daniel venti	Culver City, CA, United States	2015-09-03
George Young	Culver City, CA, United States	2015-09-03
E. Fucci	Culver City, CA, United States	2015-09-03
Benjamin Richter	Culver City, CA, United States	2015-09-03
Stuart Linderman	Culver City, CA, United States	2015-09-03
Teresa De Anda	Culver City, CA, United States	2015-09-03
Elizabeth Rundle	Culver City, CA, United States	2015-09-03
Name	Location	Date
Brigitte Langeneckert	Culver City, CA, United States	2015-09-03
Craig Clark	Los Angeles, CA, United States	2015-09-03
Willow Jenkins	Culver City, CA, United States	2015-09-03
ernest adzentoivich	Culver City, CA, United States	2015-09-03
Ellen Davidson	Culver City, CA, United States	2015-09-03
Claudio Faeh	Culver City, CA, United States	2015-09-03
Adriana Alrjandre	Culver City, CA, United States	2015-09-03
claudia pealoza	Culver City, CA, United States	2015-09-03
Amy Mendoza	Culver City, CA, United States	2015-09-03
Patrick Vorgeack	Culver City, CA, United States	2015-09-03
Frances Saito	Culver City, CA, United States	2015-09-03

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Culver City for Quiet Skies (continued)

Moises & Alejandra Cisneros	Culver City, CA, United States	2015-09-03
William Burke	Los Angeles, CA, United States	2015-09-03
Liz Kinnon	Culver City, CA, United States	2015-09-03
Joseph Arevalo	Culver City, CA, United States	2015-09-03
Audrey Hess	Los Angeles, CA, United States	2015-09-03
Raisa Lilling	Culver City, CA, United States	2015-09-03
Joy Jacobs	Culver City, CA, United States	2015-09-03
Robert Haupt	Culver City, CA, United States	2015-09-03
Richard Mitchell	Culver City, CA, United States	2015-09-03
N Willick	Culver City, CA, United States	2015-09-03
Damon Willick	Culver City, CA, United States	2015-09-03
neal tabachnick	Culver City, CA, United States	2015-09-03
yauvan kumar	Culver City, CA, United States	2015-09-03
Vaness Reyes	Culver City, CA, United States	2015-09-03
Harry Haese	Los Angeles, CA, United States	2015-09-03
Susan Rosales	Culver City, CA, United States	2015-09-03
Deborah Alexander	Culver City, CA, United States	2015-09-03
Mark Sampson	Los Angeles, CA, United States	2015-09-03
Sophie Addie	Culver City, CA, United States	2015-09-03
James Bruce	Culver City, CA, United States	2015-09-03
Melissa Louie	Culver City, CA, United States	2015-09-03
Name	Location	Date
Nancy Wilson	Culver City, CA, United States	2015-09-03
lillian jenkins	Culver City, CA, United States	2015-09-03
Heather Larimer	Culver City, CA, United States	2015-09-03
Christine Cadena	Culver City, CA, United States	2015-09-03
Arthur Kassan	Culver City, CA, United States	2015-09-03
azeem Lokhandwala	Culver city, CA, United States	2015-09-03
Michael Tong	Culver City, CA, United States	2015-09-03
nafisa jamal	Culver City, CA, United States	2015-09-03
Teri Arthur	Irvine, CA, United States	2015-09-03
Naushad Jamal	Los Angeles, CA, United States	2015-09-03

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Culver City for Quiet Skies (continued)

Brian Addie	Culver City, CA, United States	2015-09-03
Suzanna Mast	Culver City, CA, United States	2015-09-03
Sabiha Jamal	Los Angeles, CA, United States	2015-09-03
Melissa White	Culver City, CA, United States	2015-09-03
Alexandra Mahlke	Los Angeles, CA, United States	2015-09-03
Nate White	Culver City, CA, United States	2015-09-03
Dorit Hanover	Culver City, CA, United States	2015-09-04
Julie Stone	Culver City, CA, United States	2015-09-04
Tim Sakamoto	Culver City, CA, United States	2015-09-04
Carol Zaremba	Los Angeles, CA, United States	2015-09-04
Kevin Mendoza	Culver City, CA, United States	2015-09-04
Noemi Penalzoza	Culver City, CA, United States	2015-09-04
angel mendoza	Culver City, CA, United States	2015-09-04
Lore Oehmichen	Culver City, CA, United States	2015-09-04
Judith Hochman	Culver City, CA, United States	2015-09-04
roy cohn	Culver City, CA, United States	2015-09-04
Nathalie B	Culver City, CA, United States	2015-09-04
Vera Chang Garcia	Culver City, CA, United States	2015-09-04
Viviane Nathan	Culver City, CA, United States	2015-09-04
Cali Brandau	Culver City, CA, United States	2015-09-04
Jennifer Chen	Culver City, CA, United States	2015-09-04
Molly Youngkin	Culver City, CA, United States	2015-09-04
Name	Location	Date
Adnan Choudhary	Los Angeles, CA, United States	2015-09-04
Marc Arneson	Culver City, CA, United States	2015-09-04
Craig Brandau	Culver City, CA, United States	2015-09-04
Dalia Allon-Meeter	Culver City, CA, United States	2015-09-04
Veronique Humbert	Culver City, CA, United States	2015-09-04
michael latzer	Culver City, CA, United States	2015-09-04
Liz Wang	Topanga, CA, United States	2015-09-04
Dragana Rodriguez	Culver City, CA, United States	2015-09-04
Kathryn Cody	Culver City, CA, United States	2015-09-04

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Culver City for Quiet Skies (continued)

Rachel Hadlock-Piltz	Los Angeles, CA, United States	2015-09-04
Kathleen Battersby	Los Angeles, CA, United States	2015-09-04
Sharad Gupta	Culver City, CA, United States	2015-09-04
Autumn Beth Wegner	Los Angeles, CA, United States	2015-09-04
kim bergman	culver city, CA, United States	2015-09-04
John Dagenais	Culver City, CA, United States	2015-09-04
Natalie Bergman	Culver City, CA, United States	2015-09-04
Ansel Rodriguez	Culver City, CA, United States	2015-09-04
Jason Chen	Culver City, CA, United States	2015-09-04
david rosenstein	Los Angeles, CA, United States	2015-09-04
Sherry Price	Los Angeles, CA, United States	2015-09-04
John Coanda	Los Angeles, CA, United States	2015-09-04
Yuki Ishiba	Culver City, CA, United States	2015-09-04
julie bean	Los Angeles, CA, United States	2015-09-04
Isabel Sanz	Culver City, CA, United States	2015-09-04
Diehang Zheng	Los Angeles, CA, United States	2015-09-04
Janice Higashi	Culver City, CA, United States	2015-09-04
Francisco Martinez	Los Angeles, CA, United States	2015-09-04
Christian Kienapfel	Los Angeles, CA, United States	2015-09-04
S. Fisher	Culver City, CA, United States	2015-09-04
Pablo Gutierrez	Culver City, CA, United States	2015-09-04
Allison Pryharski	Culver City, CA, United States	2015-09-04
Suzanne Krant	Culver City, CA, United States	2015-09-04
Name	Location	Date
Susan Haroutunian	Laguna Niguel, CA, United States	2015-09-04
Tracey Kiyohara	Culver City, CA, United States	2015-09-04
J v	Culver City, CA, United States	2015-09-04
Mary Nishimoto	Queens, NY, United States	2015-09-04
Rocio Romero	Culver City, CA, United States	2015-09-04
Jeffrey Lewis	Mulino, OR, United States	2015-09-04
Annika DeHennis	Los Angeles, CA, United States	2015-09-04
Stacey Horn-Bostel	Culver City, CA, United States	2015-09-04

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Culver City for Quiet Skies (continued)

Gary Weber	Culver City, CA, United States	2015-09-04
Greg Smith	Portland, OR, United States	2015-09-04
ida rabiner	Culver City, CA, United States	2015-09-04
Joyce Raineri	Los Angeles, CA, United States	2015-09-04
Barbara Hammers	Culver City, CA, United States	2015-09-04
Jackie Balanan	Culver City, CA, United States	2015-09-04
Donna Hicks	Dallas, GA, United States	2015-09-04
Abby Weber	Culver City, CA, United States	2015-09-04
Jill Davine	Culver City, CA, United States	2015-09-04
Antoinette Packard	Culver City, CA, United States	2015-09-04
Kenneth Rabiner	Culver City, CA, United States	2015-09-04
Chase Madrid	Los Angeles, CA, United States	2015-09-04
Matthew Barzman	Los Angeles, CA, United States	2015-09-04
Michael Fernandez	Long Beach, CA, United States	2015-09-04
Jaclyn Lieber	Culver City, CA, United States	2015-09-04
Tim Ayers	Culver City, CA, United States	2015-09-04
Corey Prost	Santa Monica, CA, United States	2015-09-04
Jin Wu	Culver City, CA, United States	2015-09-04
James Lo	Culver City, CA, United States	2015-09-04
maryjane donofrio	cupertino, CA, United States	2015-09-04
Katie Laase	Culver City, CA, United States	2015-09-04
Zoenda McIntosh	Culver City, CA, United States	2015-09-04
Jessica Melnick	Culver City, CA, United States	2015-09-04
Jamison Huber	Culver City, CA, United States	2015-09-04
Name	Location	Date
Andreas Molisch	Los Angeles, CA, United States	2015-09-04
Amy Epman	Culver City, CA, United States	2015-09-04
Camille Greenspan	Culver City, CA, United States	2015-09-04
Diana Bouch	Buena Park, CA, United States	2015-09-04
Steve Hibbert	Los Angeles, CA, United States	2015-09-04
ROBERT BORDIGA	Culver City, CA, United States	2015-09-04
Sandy Collins	Culver City, CA, United States	2015-09-04

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Culver City for Quiet Skies (continued)

Keizo Ishiba	Culver City, CA, United States	2015-09-04
Thomas Oshjma	Culver City, CA, United States	2015-09-04
sarah gaskell	Culver City, CA, United States	2015-09-04
Jeffrey Levine	Culver City, CA, United States	2015-09-04
Eileen Erickson	Los Angeles, CA, United States	2015-09-04
Darren Griffith	Culver City, CA, United States	2015-09-04
Shonda Grant	Culver City, CA, United States	2015-09-04
Nannette McAlister	Soquel, CA, United States	2015-09-04
Marcus Raymond	Los Angeles, CA, United States	2015-09-04
Alessandra Pereira	Los Angeles, CA, United States	2015-09-04
Rosa Moss	Culver City, CA, United States	2015-09-04
Lisette Palley	Culver City, CA, United States	2015-09-04
Doug Kuhn	Los Angeles, CA, United States	2015-09-05
Sandi Kirby	Saint Petersburg, FL, United States	2015-09-05
Jeannie Kuhn	Los Angeles, CA, United States	2015-09-05
Sandy Stevens	Culver City, CA, United States	2015-09-05
Grace Elliott	Culver City, CA, United States	2015-09-05
Liz Mejia	Culver City, CA, United States	2015-09-05
Robyn Johnson	Culver City, CA, United States	2015-09-05
Patty Jausoro	Los Angeles, CA, United States	2015-09-05
Carolina Labi	Culver City, CA, United States	2015-09-05
Janice Horowitz	Culver City, CA, United States	2015-09-05
Sharlene London	Culver City, CA, United States	2015-09-05
Drew Dembowski	Culver City, CA, United States	2015-09-05
michelle (Shelli) wright	Culver City, CA, United States	2015-09-05
Name	Location	Date
Alisa Reich	Los Angeles, CA, United States	2015-09-05
Paty and Gerardo Solana	Culver City, CA, United States	2015-09-05
Kevin Knopf	Culver City, CA, United States	2015-09-05
William Flick	Los Angeles, CA, United States	2015-09-05
Joseph Yoshitomi	Culver City, CA, United States	2015-09-05
Jonathan Troper	Culver City, CA, United States	2015-09-05

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Culver City for Quiet Skies (continued)

Elizabeth Belser	Los Angeles, CA, United States	2015-09-05
Patricia Trelinski	Los Angeles, CA, United States	2015-09-05
Jeffery Fear	Los Angeles, CA, United States	2015-09-05
Suzanne Mand	Lizella, GA, United States	2015-09-05
Karen Pan	Culver City, CA, United States	2015-09-05
Lynne Tarvyd	Culver City, CA, United States	2015-09-05
Heather Luna	Los Angeles, CA, United States	2015-09-05
Kevin Lachoff	Los Angeles, CA, United States	2015-09-05
John Priebe	Marina del Rey, CA, United States	2015-09-05
Sakol Mongkolkasetarin	Culver City, CA, United States	2015-09-05
Andrea Larkin	Culver City, CA, United States	2015-09-05
Tony Ly	Los Angeles, CA, United States	2015-09-05
Derek Heath	Los Angeles, CA, United States	2015-09-05
SARA JANI	Los Angeles, CA, United States	2015-09-05
Peter Reich	Los Angeles, CA, United States	2015-09-05
Kristen Yarbrough	Culver City, CA, United States	2015-09-05
Greg Rice	Los Angeles, CA, United States	2015-09-05
Doneil Weissman	Culver City, CA, United States	2015-09-05
Joseph Sanders	Culver City, CA, United States	2015-09-05
Angeline Sanders	Culver City, CA, United States	2015-09-05
Karen Agueros	San Antonio, TX, United States	2015-09-05
Cecilia Tsan	Altadena, CA, United States	2015-09-05
Jonathan Moerschel	Culver City, CA, United States	2015-09-05
Josephine Moerschel	Culver City, CA, United States	2015-09-05
Jennifer Merlis	Culver City, CA, United States	2015-09-05
Karen Ogron	Culver City, CA, United States	2015-09-05
Name	Location	Date
Linda Asklof	Culver City, CA, United States	2015-09-05
Terri Kinnon	Thousand Oaks, CA, United States	2015-09-05
Kat Zhou	Los Angeles, CA, United States	2015-09-05
E Brooke	Los Angeles, CA, United States	2015-09-05
Allen Rundle	Culver City, CA, United States	2015-09-05

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Culver City for Quiet Skies (continued)

Joshua White	Los Angeles, CA, United States	2015-09-05
Justin Scupine	Los Angeles, CA, United States	2015-09-05
marc blackbird	Culver City, CA, United States	2015-09-05
Pasy Wang	Culver City, CA, United States	2015-09-05
Gretchen Goddard	Los Angeles, CA, United States	2015-09-05
Kelly Lytle Hernandez	Los Angeles, CA, United States	2015-09-05
nancy melton	Los Angeles, CA, United States	2015-09-05
shirley wiliani	Culver City, CA, United States	2015-09-05
Ana cuellar	Los Angeles, CA, United States	2015-09-05
Bruce Nozick	Los Angeles, CA, United States	2015-09-05
Howard Paris	Los Angeles, CA, United States	2015-09-05
Fred Backlar	Los Angeles, CA, United States	2015-09-05
Lily Ng	Los Angeles, CA, United States	2015-09-05
Thomas Morgan	Los Angeles, CA, United States	2015-09-05
Zachary Merck	Los Angeles, CA, United States	2015-09-05
Ellis Rahhal	Los Angeles, CA, United States	2015-09-05
Nancy Part	Los Angeles, CA, United States	2015-09-05
Lydia Randolph	Los Angeles, CA, United States	2015-09-05
Teresa Ward	Culver City, CA, United States	2015-09-05
Saima Awan	Los Angeles, CA, United States	2015-09-05
Lucy Howatd	Culver City, CA, United States	2015-09-05
Deb Mann	Los Angeles, CA, United States	2015-09-05
Marc Naylor	Los Angeles, CA, United States	2015-09-05
Marla Berk	Los Angeles, CA, United States	2015-09-05
S Morizet	Los Angeles, CA, United States	2015-09-05
Joellen Lapidus	Los Angeles, CA, United States	2015-09-05
Janet Martinez	Los Angeles, CA, United States	2015-09-05
Name	Location	Date
Sarah Daunis	Providence, RI, United States	2015-09-05
John Bowman	Culver City, CA, United States	2015-09-06
Markoe Barbara	Culver City, CA, United States	2015-09-06
Roslyn Henderson	Culver City, CA, United States	2015-09-06

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Culver City for Quiet Skies (continued)

geoffrey mann	Los Angeles, CA, United States	2015-09-06
julie anderson	culver city, United Kingdom	2015-09-06
Jason Groves	Los Angeles, CA, United States	2015-09-06
Maria Mancia	Culver City, CA, United States	2015-09-06
Tracee Marra	Monrovia, CA, United States	2015-09-06
Gary Marra	Monrovia, CA, United States	2015-09-06
Leonel Ibarra	Culver City, CA, United States	2015-09-06
Albert Vicencio	Culver City, CA, United States	2015-09-06
Nair Backlar	Los Angeles, CA, United States	2015-09-06
Lisa Cushing	Culver City, CA, United States	2015-09-06
Deni Mosser	Los Angeles, CA, United States	2015-09-06
Monica Studer	Los Angeles, CA, United States	2015-09-06
Daniella Gould	Colorado Springs, CO, United States	2015-09-06
Sandra Avincola	Culver City, CA, United States	2015-09-06
Roberts Little	Culver City, CA, United States	2015-09-06
Melissa Egusa	Koloa, HI, United States	2015-09-06
Sam Wald	Culver City, CA, United States	2015-09-06
June Kato	Culver City, CA, United States	2015-09-06
Erika Sloane	Culver City, CA, United States	2015-09-06
William Cdebaca	Culver City, CA, United States	2015-09-06
Consuelo Cdebaca	Culver City, CA, United States	2015-09-06
Joe Gaynor	Culver City, CA, United States	2015-09-06
Sakerkhanoo Khanmohamed	Los Angeles, CA, United States	2015-09-06
Helene Morgay	Los Angeles, CA, United States	2015-09-06
Donna Paul	Culver City, CA, United States	2015-09-06
David Lai	Culver City, CA, United States	2015-09-06
Greg Scarano	Culver City, CA, United States	2015-09-06
Louise Bale	Culver City, CA, United States	2015-09-06
Name	Location	Date
Mike Eaton	Los Angeles, CA, United States	2015-09-06
Adham Refaat	Culver City, CA, United States	2015-09-06
Patrice Kinnon	Culver City, CA, United States	2015-09-06

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Culver City for Quiet Skies (continued)

Amanda Merck	Los Angeles, CA, United States	2015-09-06
James Harrold	Culver City, CA, United States	2015-09-06
Bettina Axley	Culver City, CA, United States	2015-09-06
Kai Gordon	Culver City, CA, United States	2015-09-06
Adrian Radtke	Culver City, CA, United States	2015-09-06
Cara Giallanza	Los Angeles, CA, United States	2015-09-06
David McGiffert	Northbrook, IL, United States	2015-09-06
Jill Davidson	Los Angeles, CA, United States	2015-09-06
Dawn Holliday-Mack	Culver City, CA, United States	2015-09-06
Pamela Eilerson	Malibu, CA, United States	2015-09-06
Hollis Alexander	Culver City, CA, United States	2015-09-06
Stacey Paydar	Los Angeles, CA, United States	2015-09-06
Laurel Szeto	Culver City, CA, United States	2015-09-06
Jeanne Eden	Culver City, CA, United States	2015-09-06
Paul Struhl	Los Angeles, CA, United States	2015-09-06
Lysandra Renteria	Rosemead, CA, United States	2015-09-06
Charlene Salazar	Los Angeles, CA, United States	2015-09-06
Betty Tang	Los Angeles, CA, United States	2015-09-06
Luther Kepple	Culver City, CA, United States	2015-09-06
Shahriar John Shafae	Culver City, CA, United States	2015-09-06
Noam Rubin	Los Angeles, CA, United States	2015-09-06
Marianne Young	Los Angeles, CA, United States	2015-09-06
McKenna Maxwell	Culver City, CA, United States	2015-09-06
Michele Venetis	Thousand Oaks, CA, United States	2015-09-06
Scott Vanderbilt	Culver City, CA, United States	2015-09-06
Antoinette Lowe	Culver City, CA, United States	2015-09-06
Martin McGrel	Culver City, CA, United States	2015-09-06
Kerry Lyn McKissick	Los Angeles, CA, United States	2015-09-06
Kevin Kilbride	Culver City, CA, United States	2015-09-06

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Culver City for Quiet Skies (continued)

Name	Location	Date
michael kaufman	Culver City, CA, United States	2015-09-06
Melanie Spinder	Culver City, CA, United States	2015-09-06
Allie Riley	Los Angeles, CA, United States	2015-09-06
Barbara Kline	Culver City, CA, United States	2015-09-06
Karen Huseby	Culver City, CA, United States	2015-09-06
Karen Thomas	Culver City, CA, United States	2015-09-06
Marla Koosed	Culver City, CA, United States	2015-09-06
Jane Huseby	Los Angeles, CA, United States	2015-09-06
Julie Schatz	Los Angeles, CA, United States	2015-09-06
Katherine tarvyd	Culver City, CA, United States	2015-09-07
Mathew Needleman	Culver City, CA, United States	2015-09-07
Susan Obuchi	Culver City, CA, United States	2015-09-07
Anne Kepple	Culver City, CA, United States	2015-09-07
erika love	Culver City, CA, United States	2015-09-07
Frédéric Tomasi	Culver City, CA, United States	2015-09-07
Natalie Kurtz	Culver City, CA, United States	2015-09-07
Shannon Smith	Los Angeles, CA, United States	2015-09-07
Robert Maloney	Los Angeles, CA, United States	2015-09-07
john Scarpaci	Los Angeles, CA, United States	2015-09-07
John Church	Los Angeles, CA, United States	2015-09-07
Carlos Rojas	Culver City, CA, United States	2015-09-07
Iain Gulin	Culver City, CA, United States	2015-09-07
Nancy Mizuno	Culver City, CA, United States	2015-09-07
Edward Straka	Culver City, CA, United States	2015-09-07
Marissa Langman	San Francisco, CA, United States	2015-09-07
Ronald Sim	Culver City, CA, United States	2015-09-07
J. R.	Culver City, CA, United States	2015-09-07
Cheryl Walterscheid	Los Angeles, CA, United States	2015-09-07
Gena Linden	Culver City, CA, United States	2015-09-07
Sarah Dry	Culver City, CA, United States	2015-09-07
Cam Sampson	Culver City, CA, United States	2015-09-07

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Culver City for Quiet Skies (continued)

Name	Location	Date
Claudette Choquette	Culver City, CA, United States	2015-09-07
Rodney Gordy	Los Angeles, CA, United States	2015-09-07
Eric Howland	Culver City, CA, United States	2015-09-07
Ernesto Alonzo	Culver City, CA, United States	2015-09-07
Camilla Granasen	Los Angeles, CA, United States	2015-09-07
Thelma Balverde	Culver City, CA, United States	2015-09-07
Sotirios Tetradis	Culver City, CA, United States	2015-09-07
William Brunner	Culver City, CA, United States	2015-09-07
Michael Klastorin	Los Angeles, CA, United States	2015-09-07
Edel Murphy	Culver City, CA, United States	2015-09-07
Sarah Siwek	Culver City, CA, United States	2015-09-07
Danielle Langman	Culver City, CA, United States	2015-09-07
sally schlosstein	Culver City, CA, United States	2015-09-07
Gregory Naufal	Culver City, CA, United States	2015-09-07
Hans Hitner	Culver City, CA, United States	2015-09-07
Sarojini Durr	Culver City, CA, United States	2015-09-07
Dipankar Goswamy	Los Angeles, CA, United States	2015-09-07
Rose Lan	Culver City, CA, United States	2015-09-07
Carmen Herrada	Culver City, CA, United States	2015-09-07
chih Lan	Culver City, CA, United States	2015-09-07
desmond hsu	culver city, CA, United States	2015-09-07
Tracy zehnder	Culver City, CA, United States	2015-09-07
Mary Van Loo	Culver City, CA, United States	2015-09-07
Gaili Schoen	Culver City, CA, United States	2015-09-07
Kelly Hutchinson	Culver City, CA, United States	2015-09-07
Alana Sheldon	Long Beach, CA, United States	2015-09-07
Brian Schlosstein	Bodega Bay, CA, United States	2015-09-07
Carey Zeiser	Culver City, CA, United States	2015-09-07
William Taylor	Culver City, CA, United States	2015-09-07
jennifer stewart	Culver City, CA, United States	2015-09-07
G.E. Stinson	Culver City, CA, United States	2015-09-07

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Culver City for Quiet Skies (continued)

Pamela Dresher	Culver City, CA, United States	2015-09-08
Stephanie Michaels	Los Angeles, CA, United States	2015-09-08
Name	Location	Date
Ling Teng	Culver City, CA, United States	2015-09-08
Tanner Ragland	Culver City, CA, United States	2015-09-08
Richard Richmond	Culver City, CA, United States	2015-09-08
marie anne aizac	Culver City, CA, United States	2015-09-08
Jennifer MaHarry	Culver City, CA, United States	2015-09-08
phillip greenlief	oakland, CA, United States	2015-09-08
Sharon Bowman	Albion, NY, United States	2015-09-08
Corey shiffman	Culver City, CA, United States	2015-09-08
Sami Kally	Los Angeles, CA, United States	2015-09-08
Stuart Grant	Culver City, CA, United States	2015-09-08
Linda B. Lancaster	Culver City, CA, United States	2015-09-08
Antoine Durr	Culver City, CA, United States	2015-09-08
Markus Kurtz	Culver City, CA, United States	2015-09-08
Esperanza Shearer	Los Angeles, CA, United States	2015-09-08
Wendy Gafni	Culver City, CA, United States	2015-09-08
Linda Parnell	Yucaipa, CA, United States	2015-09-08
Debbie Yumori	Culver City, CA, United States	2015-09-08
Chin Ping Fang	Culver City, CA, United States	2015-09-08
Henry Lowenfels	Culver City, CA, United States	2015-09-08
Edmund Griffin	Culver City, CA, United States	2015-09-08
Cynthia Lundquist	Culver City, CA, United States	2015-09-08
Elizabeth Brownlow	Culver City, CA, United States	2015-09-08
Jorge Sanchez	Culver City, CA, United States	2015-09-08
Kelly Eubanks	Culver City, CA, United States	2015-09-08
Terry silberman	Culver City, CA, United States	2015-09-08
Lyndon Stambler	Culver City, CA, United States	2015-09-08
Chia Mei JUI	Culver City, CA, United States	2015-09-08
Martin Rubin	Los Angeles, CA, United States	2015-09-08
Louise Rollin	Culver City, CA, United States	2015-09-08

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Culver City for Quiet Skies (continued)

Lee Schmicker	Los Angeles, CA, United States	2015-09-08
Lynn Akamine	Culver City, CA, United States	2015-09-08
Marge Brownstein	Culver City, CA, United States	2015-09-08
Name	Location	Date
todd shyres	Culver City, CA, United States	2015-09-08
Marc Juon	Culver City, CA, United States	2015-09-08
steuart liebigh	Culver City, CA, United States	2015-09-08
Robert krisch	Culver City, CA, United States	2015-09-08
Sheila Strober	Los Angeles, CA, United States	2015-09-08
Timothy Yarbrough	Santa Monica, CA, United States	2015-09-08
Ilbert Phillips	Culver City, CA, United States	2015-09-08
Chelsea Raval	Culver City, CA, United States	2015-09-08
Neli Georgiev	Culver City, CA, United States	2015-09-08
Alexandre Georgiev	Culver City, CA, United States	2015-09-08
Laura Minnix	Culver City, CA, United States	2015-09-08
Chris Hickman	Culver City, CA, United States	2015-09-08
Jeffrey Apfelberg	Los Angeles, CA, United States	2015-09-08
Lillian Coye	Los Angeles, CA, United States	2015-09-08
Kathleen Tsao	Culver City, CA, United States	2015-09-08
Mark Johnson	Culver City, CA, United States	2015-09-08
Thompson Kim	Culver City, CA, United States	2015-09-08
Brock Anderson	Culver City, CA, United States	2015-09-08
Denise Gallagher	Alexandria, VA, United States	2015-09-08
John Minnix	Culver City, CA, United States	2015-09-08
Elizabeth Smith	Culver City, CA, United States	2015-09-08
Jennifer Trapnell	Culver City, CA, United States	2015-09-08
shabnum husain	Los Angeles, CA, United States	2015-09-08
Katie Anderson	Culver City, CA, United States	2015-09-08
Mirna Cervantes	Culver City, CA, United States	2015-09-08
Eduardo Rodriguez	Los Angeles, CA, United States	2015-09-08
James Meehan	Culver City, CA, United States	2015-09-08
Sarah Fix	Culver City, CA, United States	2015-09-08

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Culver City for Quiet Skies (continued)

Donald Lemon	Culver City, CA, United States	2015-09-08
Rachelle Jackson	Culver City, CA, United States	2015-09-08
Patricia Elkaim	Culver City, CA, United States	2015-09-08
Susan Ettner	Culver City, CA, United States	2015-09-08
Name	Location	Date
Linda Firth Firth	Culver City, CA, United States	2015-09-08
June Grimes	Culver City, CA, United States	2015-09-08
Harmon patricia	Culver City, CA, United States	2015-09-08
Jill Giardino	Culver City, CA, United States	2015-09-08
julie rogers	Culver City, CA, United States	2015-09-08
Patrik Giardino	Culver City, CA, United States	2015-09-08
Debbie Leathers	Culver City, CA, United States	2015-09-08
veda veach	Culver City, CA, United States	2015-09-08
Larry Brownstein	Culver City, CA, United States	2015-09-08
Patricia Askin	Culver City, CA, United States	2015-09-08
Troy Jackson	Culver City, CA, United States	2015-09-08
Jeffrey Zimmerman	Culver City, CA, United States	2015-09-08
Gabriel Romero	Los Angeles, CA, United States	2015-09-08
Rusty Austin	Los Angeles, CA, United States	2015-09-08
Justine Osborne	Los Angeles, CA, United States	2015-09-08
Kunya Desjardins	Culver City, CA, United States	2015-09-08
Eric Lees	Culver City, CA, United States	2015-09-08
Yang Hsiu-Ping	Culver city, LA, United States	2015-09-08
Noah Clark	Culver City, CA, United States	2015-09-08
Melanie Cobb	Culver City, CA, United States	2015-09-08
Nancy Finnimore	Culver City, CA, United States	2015-09-08
Amy Palmer	Culver City, CA, United States	2015-09-08
Ryan Davis	Culver City, CA, United States	2015-09-08
Ken Palmer	Culver City, CA, United States	2015-09-08
Therese Gegesi	Los Angeles, CA, United States	2015-09-08
Joyce Perkins	Los Angeles, CA, United States	2015-09-08
Garrett Williamson	Lizella, GA, United States	2015-09-08

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Culver City for Quiet Skies (continued)

kahlil sabbagh	los angeles, CA, United States	2015-09-09
Mark Herscovitz	Culver City, CA, United States	2015-09-09
Kathryn Dahlberg	Culver City, CA, United States	2015-09-09
Robert Barham	Orem, UT, United States	2015-09-09
Jessica thiele	Los Angeles, CA, United States	2015-09-09
Name	Location	Date
Jamie myer	Los Angeles, CA, United States	2015-09-09
Bryan Lambird	Culver City, CA, United States	2015-09-09
Liana Morgado Oren	Culver City, CA, United States	2015-09-09
Jennifer Herrmann	Culver City, CA, United States	2015-09-09
Cameron Steenhagen	Los Angeles, CA, United States	2015-09-09
Jennifer Jordan	Los Angeles, CA, United States	2015-09-09
Namita Patel	Los Angeles, CA, United States	2015-09-09
Tim Sovay	Culver City, CA, United States	2015-09-09
Janet Gegan	Culver City, CA, United States	2015-09-09
Diana Weber	Culver City, CA, United States	2015-09-09
Lin Hsiao	Culver City, CA, United States	2015-09-09
Michael Fenton	Culver City, CA, United States	2015-09-09
Lynda Malerstein	Culver City, CA, United States	2015-09-09
Candance Pilgram	Culver City, CA, United States	2015-09-09
Joseph Bertolami	Culver City, CA, United States	2015-09-09
Jennifer Hsiao	Culver City, CA, United States	2015-09-09
melissa hsiao	Culver City, CA, United States	2015-09-09
Oliver Liu	Culver City, CA, United States	2015-09-09
Robin Brient	Culver City, CA, United States	2015-09-09
Lori Murchison	Culver City, CA, United States	2015-09-09
Gina Suing	Culver City, CA, United States	2015-09-09
Angela Garcia	Los Angeles, CA, United States	2015-09-09
Suzan Matuszewski	Culver City, CA, United States	2015-09-09
Daniel Rojas	Los Angeles, CA, United States	2015-09-09
Mei Hung	San José, Costa Rica	2015-09-09
Taylor Hannah	, Australia	2015-09-09

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Culver City for Quiet Skies (continued)

Peter Sestina	Culver City, CA, United States	2015-09-09
Christine Brown	Culver City, CA, United States	2015-09-09
Jacqueline Smith	Culver City, CA, United States	2015-09-09
melissa rabinowitz	Culver City, CA, United States	2015-09-09
Tim Arthur	Irvine, United Kingdom	2015-09-09
Beth Gardner	Los Angeles, CA, United States	2015-09-09
Name	Location	Date
Chase Mohseni	San Diego, CA, United States	2015-09-09
Charlene Nagakura	Culver City, CA, United States	2015-09-09
Caroline Moore	Los Angeles, CA, United States	2015-09-09
Erika Bertling	Culver City, CA, United States	2015-09-09
Lindsay Hopkins	Venice, CA, United States	2015-09-09
Melissa Altamirano	Los Angeles, CA, United States	2015-09-09
Laurie Heath	Aptos, CA, United States	2015-09-09
Nicholas Park	Culver City, CA, United States	2015-09-09
Jef Bontrager	Culver City, CA, United States	2015-09-09
Jerry Mendel	Culver City, CA, United States	2015-09-09
Imani Gardner	Culver City, CA, United States	2015-09-10
Glenn Neufeld	Los Angeles, CA, United States	2015-09-10
Jacob Shelby	Los Angeles, CA, United States	2015-09-10
Hiroko Kusano	Culver City, CA, United States	2015-09-10
Amie Barnett	Glendora, CA, United States	2015-09-10
Emily Clark	Culver City, CA, United States	2015-09-10
Stephen Chow	Culver City, CA, United States	2015-09-10
John Bailey	Torrance, CA, United States	2015-09-10
Inez Bush	Culver City, CA, United States	2015-09-10
William Bush	Culver City, CA, United States	2015-09-10
Kylee Heath	Los Angeles, CA, United States	2015-09-10
Erin Grahame-Smith	Culver City, CA, United States	2015-09-10
mary kao	Los Angeles, CA, United States	2015-09-10
Amy Uyematsu	Culver City, CA, United States	2015-09-10
Tony Ly	Culver City, CA, United States	2015-09-10

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Culver City for Quiet Skies (continued)

Karen Ho	Los Angeles, CA, United States	2015-09-10
Erin Taylor	Culver City, CA, United States	2015-09-10
Robin Cayetano	Culver City, CA, United States	2015-09-10
Carole Tiep	Culver City, CA, United States	2015-09-11
Ann Dimitroff	Culver City, CA, United States	2015-09-11
Scott Gardner	Culver City, CA, United States	2015-09-11
Roland Del Cid	Culver City, CA, United States	2015-09-11
Name	Location	Date
Beatriz Eugenia Del Cid	Culver City, CA, United States	2015-09-11
Fausto Rolando Del Cid	Culver City, CA, United States	2015-09-11
Jessica Del Cid	Culver City, CA, United States	2015-09-11
Laura Del Cid	Culver City, CA, United States	2015-09-11
Victoria Gardner	Culver City, CA, United States	2015-09-11
Stephanie Jensen	Culver City, CA, United States	2015-09-11
Brenda Ramsey	Culver City, CA, United States	2015-09-11
Susan Grossman	Culver City, CA, United States	2015-09-11
Julie Austin	Los Angeles, CA, United States	2015-09-11
Ann Meyers	Culver City, CA, United States	2015-09-11
Greg Dellerson	Culver City, CA, United States	2015-09-12
Nicole Sims	Culver City, CA, United States	2015-09-12
William Palazzolo	Culver City, CA, United States	2015-09-12
Christopher Cobb	Culver City, CA, United States	2015-09-12
Jeffrey Shiffman	Culver City, CA, United States	2015-09-13
Robert Rhoden	Culver City, CA, United States	2015-09-13
Crystal Lagunas	Los Angeles, CA, United States	2015-09-13
kevin cheung	Culver City, CA, United States	2015-09-13
Nanora Thompson	Culver City, CA, United States	2015-09-13
David jaffe	Culver City, CA, United States	2015-09-13
Tamara Matz	Los Angeles, CA, United States	2015-09-13
Angelica Cesareo	Culver City, CA, United States	2015-09-13
John Florance	Los Angeles, CA, United States	2015-09-13
charles Dale	Los Angeles, CA, United States	2015-09-13

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Culver City for Quiet Skies (continued)

daanesh chanduwadia	Los Angeles, CA, United States	2015-09-14
Melanie Linehan	Los Angeles, CA, United States	2015-09-14
Mary Daval	Culver City, CA, United States	2015-09-14
Chloe Dan	Los Angeles, CA, United States	2015-09-14
Rich Cherry	Culver City, CA, United States	2015-09-14
david dresher	Culver City, CA, United States	2015-09-14
Nicole Stoltz	Culver City, CA, United States	2015-09-14
Theresa Herrera	Los Angeles, CA, United States	2015-09-14
Name	Location	Date
Marcia McGraine	Culver City, CA, United States	2015-09-14
Brian knappmiller	Burbank, CA, United States	2015-09-14
Richard Garcia	Culver City, CA, United States	2015-09-14
Bruce Teter	Los Angeles, CA, United States	2015-09-14
Sara Jo Ward	Culver City, CA, United States	2015-09-14
Ayron Adamson	Inglewood, CA, United States	2015-09-14
Bryant Horowitz	Culver City, CA, United States	2015-09-14
Ruth Zasadil	Culver City, CA, United States	2015-09-14
Diana Solomon	Culver City, CA, United States	2015-09-14
Deborah Rissman	Culver City, CA, United States	2015-09-14
Janis Rosenberg	Culver City, CA, United States	2015-09-14
aaron grosky	Bedford, PA, United States	2015-09-14
carol goodkind	Los Angeles, CA, United States	2015-09-14
andrew mcgraine	Culver City, CA, United States	2015-09-14
Robert Owens	Culver City, CA, United States	2015-09-14
DeEtta Breitwieser	Beverly Hills, CA, United States	2015-09-14
Adam Tootla	Los Angeles, CA, United States	2015-09-14
Max Liebl	Culver City, CA, United States	2015-09-14
Larissa Tootla	Los Angeles, CA, United States	2015-09-14
Shirley Miyamoto	Culver City, CA, United States	2015-09-14
Lisa Seno	Los Angeles, CA, United States	2015-09-14
Katy McLaughlin	Culver City, CA, United States	2015-09-14
Michael Mandaville	Culver City, CA, United States	2015-09-14

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Culver City for Quiet Skies (continued)

Prisca Gloor	Iso angeles, CA, United States	2015-09-14
Maria gonZalez	Culver City, CA, United States	2015-09-14
Sacha Mueller	Culver City, CA, United States	2015-09-14
Emi Onishi	Culver City, CA, United States	2015-09-14
Lance Patacsil	Culver City, CA, United States	2015-09-14
Rolan Hernandez	Culver City, CA, United States	2015-09-14
colin wilson	Culver City, CA, United States	2015-09-14
Joanna Garcia	Los Angeles, CA, United States	2015-09-14
Donald Strauss	Los Angeles, CA, United States	2015-09-15
Name	Location	Date
Michael Laase	Culver City, CA, United States	2015-09-15
Scott Morchower	Culver City, CA, United States	2015-09-15
Londy zeytounian	Culver City, CA, United States	2015-09-15
Julia van Huuksloot Ward	sun city, AZ, United States	2015-09-15
Melina Pillar	Culver City, CA, United States	2015-09-15
Yuka Okamura	Culver City, CA, United States	2015-09-15
williamson ralph	Culver City, CA, United States	2015-09-15
Amanda Mayeda	Culver City, CA, United States	2015-09-15
isa dolce	Culver City, CA, United States	2015-09-15
Gregory Olmeda	Culver City, CA, United States	2015-09-15
Kimberley Morchower	Culver City, CA, United States	2015-09-15
Lexi De Forest	Culver City, CA, United States	2015-09-15
Bonnie Deckel	Los Angeles, CA, United States	2015-09-15
Aimee London	Culver City, CA, United States	2015-09-15
Jeremy London	Culver City, CA, United States	2015-09-15
Jennifer Salem	Los Angeles, CA, United States	2015-09-16
Lhasa Ray	Culver City, CA, United States	2015-09-16
Julia Mandaville	Culver City, CA, United States	2015-09-16
Nagam Rao	Culver City, CA, United States	2015-09-16
Greg Olmeda	Culver City, CA, United States	2015-09-17
Wendie Kim	Culver City, CA, United States	2015-09-17
Matt Bowen	Culver City, CA, United States	2015-09-17

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Culver City for Quiet Skies (continued)

Jeffrey Kirby	Kailua, HI, United States	2015-09-18
Summer Bowen	Culver City, CA, United States	2015-09-18
Kathleen McCabe	Culver City, CA, United States	2015-09-19
Cheryl Poland	Los Gatos, CA, United States	2015-09-19
John Ziegler	Culver City, CA, United States	2015-09-19
Didi Franco	Culver City, CA, United States	2015-09-19
Kristen Gordon	Culver City, CA, United States	2015-09-19
Annie Yakutis	Buellton, CA, United States	2015-09-19
Bethanie Mohammed	Culver City, CA, United States	2015-09-20
Brent Jacobsen	Culver City, CA, United States	2015-09-20
Name	Location	Date
Eva Yakutis	Coronado, CA, United States	2015-09-20
Gary suissa	Culver City, CA, United States	2015-09-20
Vijita UG	Los Angeles, CA, United States	2015-09-21
Qing Hu	Culver City, CA, United States	2015-09-22
ROBERT Brown	Santa Monica, CA, United States	2015-09-22
Andy Young	Pine Mountain Club, CA, United States	2015-09-23
Claude Langevin	Culver City, CA, United States	2015-09-23
Patty Smith	Culver City, CA, United States	2015-09-23
Mark Conlon	Culver City, CA, United States	2015-09-23
Shannon Weil	Cool, CA, United States	2015-09-24
Christophe Bragard	Culver City, CA, United States	2015-09-24
Si Wu	Culver City, CA, United States	2015-09-24
Allison Bragard	Culver City, CA, United States	2015-09-25
Robert Bell	Culver City, CA, United States	2015-09-25
Caitlin Reed	Culver City, CA, United States	2015-09-25
Sandra Shimoda	Culver City, CA, United States	2015-09-26
Kris Koby	Los Angeles, CA, United States	2015-09-26
Alison Bonn	Culver City, CA, United States	2015-09-26
Joseph Bonn	Culver City, CA, United States	2015-09-26
elizabeth smith	Culver City, CA, United States	2015-09-26
Alejandra Bravo	Culver City, CA, United States	2015-09-26

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Culver City for Quiet Skies (continued)

olivia shores	venice, CA, United States	2015-09-26
Stephanie Carbone	Los Angeles, CA, United States	2015-09-26
Lisa Margeson	Los Angeles, CA, United States	2015-09-26
Duane Samples	Culver City, CA, United States	2015-09-27
Amy Warner	Culver City, CA, United States	2015-09-28
Vicky Foxworth	Culver City, CA, United States	2015-09-28
douglas warner	culver City, CA, United States	2015-09-28
Katherine Jarvis	Culver City, CA, United States	2015-09-28
Tamara Struminger	Los Angeles, CA, United States	2015-09-28
Raye Robertson	Culver City, CA, United States	2015-09-28
Jeff Pressman	Culver City, CA, United States	2015-09-28
Name	Location	Date
Tracy Hale	Culver City, CA, United States	2015-09-28
Stacie Neroni	White Plains, NY, United States	2015-09-28
Sage Sims-Bleser	Culver City, CA, United States	2015-09-28
Palvi Mohammed	Culver City, CA, United States	2015-09-29
Carlos Ariza	Culver City, CA, United States	2015-09-29
Susan Caggiano	Los Angeles, CA, United States	2015-09-29
RuthAnn Arbuckle	Culver City, CA, United States	2015-09-29
Seth Rosenzweig	Culver City, CA, United States	2015-09-29
David Lopez	Culver City, CA, United States	2015-09-29
Charles Stephens	Culver City, CA, United States	2015-09-29
RAMSEY SALEM	Los Angeles, CA, United States	2015-09-29
orit alon	Culver City, CA, United States	2015-09-29
James Bologna	Culver City, CA, United States	2015-09-30
Jessica Clark	Culver City, CA, United States	2015-09-30
Wendy Trilling	Culver City, CA, United States	2015-09-30
Jason Hardman	Culver City, CA, United States	2015-09-30
Jordan Tilzer	Culver City, CA, United States	2015-09-30
David Andreone	Culver City, CA, United States	2015-09-30
Peter Frintrup	Culver City, CA, United States	2015-09-30
Richard Heineman	Culver City, CA, United States	2015-09-30

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Culver City for Quiet Skies (continued)

Ingrid Day	Culver City, CA, United States	2015-09-30
Marissa Cousin	Culver City, CA, United States	2015-09-30
Matthew Torrington	Culver City, CA, United States	2015-09-30
David Boucher	Culver City, CA, United States	2015-09-30
Donald G. Herman	Los Angeles, CA, United States	2015-09-30
Marie Merillat	Culver City, CA, United States	2015-09-30
Michael Strauss	Culver City, CA, United States	2015-09-30
Ross Piro	Culver City, CA, United States	2015-09-30
brad burlingham	Culver City, CA, United States	2015-09-30
rachel schinderman	Culver City, CA, United States	2015-09-30
Teresa Norden	Downey, CA, United States	2015-09-30
Eugenje Lago	Culver City, CA, United States	2015-09-30
Name	Location	Date
Thomas Meloth	Culver City, CA, United States	2015-09-30
Tahmina Khan	Culver City, CA, United States	2015-09-30
Jim Wills	Culver City, CA, United States	2015-09-30
Dan Hyslop	Culver City, CA, United States	2015-09-30
Jessica Horowitz	Culver City, CA, United States	2015-09-30
george cathcart	Los Angeles, CA, United States	2015-09-30
Natalie Weinstein	Culver City, CA, United States	2015-09-30
David Ferreria	Culver City, CA, United States	2015-09-30
karine newman	Culver City, CA, United States	2015-09-30
Christine Ferreria	Culver City, CA, United States	2015-09-30
Mike Fratantuno	Culver City, CA, United States	2015-09-30
Tatiana Gaur	Culver City, CA, United States	2015-09-30
Courtney abrams	Culver City, CA, United States	2015-09-30
Silvia Yoshimizu-yee	Culver City, CA, United States	2015-10-01
Cushing Donelan	Culver City, CA, United States	2015-10-01
Greg Kishiyama	Culver City, CA, United States	2015-10-01
M. Banks	Culver City, CA, United States	2015-10-01
Molly Phelps	La Jolla, CA, United States	2015-10-01
Siegel Steve	Culver City, CA, United States	2015-10-01

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Culver City for Quiet Skies (continued)

Ian Keough	Culver City, CA, United States	2015-10-01
Nate Panasi	Los Angeles, CA, United States	2015-10-01
Karol Mora	Culver City, CA, United States	2015-10-01
Helen Overmoyer	Los Angeles, CA, United States	2015-10-01
Rosanne Giza	Culver City, CA, United States	2015-10-01
Peggy Koyanagi	Culver City, CA, United States	2015-10-01
Steven Weber	Culver City, CA, United States	2015-10-01
Jeff Cline	Culver City, CA, United States	2015-10-01
Keely Pompa	Torrance, CA, United States	2015-10-02
Allen Ho	Culver City, CA, United States	2015-10-02
Kiki Belzer	Culver City, CA, United States	2015-10-02
Marianne Affi	Culver City, CA, United States	2015-10-02
Siegel Lisa	Los Angeles, CA, United States	2015-10-02
Name	Location	Date
Randy Bishop	Los Angeles, CA, United States	2015-10-02
Sherri Akers	Mar Vista, CA, United States	2015-10-03
Michele Bigelow	Culver City, CA, United States	2015-10-03
Julie Connolly	San Diego, CA, United States	2015-10-03
Judith Tillson	San Diego, CA, United States	2015-10-03
Iorraine bohnet	San Diego, CA, United States	2015-10-03
Lucy Lee	Culver City, CA, United States	2015-10-03
Charles Boone	Culver City, CA, United States	2015-10-03
Jean Li	Barrigada, Guam	2015-10-03
Grant Young	Culver City, CA, United States	2015-10-03
brendan bigelow	Culver City, CA, United States	2015-10-03
Lauren Campbell	Los Angeles, CA, United States	2015-10-04
Daniel Katz	Culver City, CA, United States	2015-10-04
Rebecca Unterman	Culver City, CA, United States	2015-10-04
Bernadette Kelly	Culver City, CA, United States	2015-10-04
Bronwen Hunter	Culver City, CA, United States	2015-10-04
Shea Andreone e	Culver City, CA, United States	2015-10-04
Nancy Shin	Culver City, CA, United States	2015-10-04

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Culver City for Quiet Skies (continued)

Liz Wada	Culver City, CA, United States	2015-10-04
Arlene Nelson	Culver City, CA, United States	2015-10-04
Katherine Webb	Culver City, CA, United States	2015-10-04
David Lyon	Culver City, CA, United States	2015-10-04
Hilary Graham	Culver City, CA, United States	2015-10-04
jill mcnitt	Los Angeles, CA, United States	2015-10-04
david mamann	Beverly Hills, CA, United States	2015-10-04
Hillary Kessler	Culver City, CA, United States	2015-10-05
Brad Barker	Culver City, CA, United States	2015-10-05
Michelle Barker	Culver City, CA, United States	2015-10-05
Ken Biahop	Beverly Hills, CA, United States	2015-10-05
Esther Kim	Culver City, CA, United States	2015-10-05
Jack Stehlin	Culver City, CA, United States	2015-10-05
cynthia Ettinger	Los Angeles, CA, United States	2015-10-05
Steve Yee	Culver City, CA, United States	2015-10-05
Shea Cunningham	Culver City, CA, United States	2015-10-05
Jeanette Horn	Culver City, CA, United States	2015-10-05
Steve Porter	Santa Monica, CA, United States	2015-10-05
Andrew Cohen	Culver City, CA, United States	2015-10-05
Thomas Forgeng	Culver City, CA, United States	2015-10-05
marc singer	Los Angeles, CA, United States	2015-10-05
Sanjay Gaur	Culver City, CA, United States	2015-10-05
Shinobu Koda	Culver City, CA, United States	2015-10-05
Kevin Koda	Culver City, CA, United States	2015-10-05
greg Heath	Culver City, CA, United States	2015-10-05
Matthew Brown	Culver City, CA, United States	2015-10-05
Marlene Jaffe	Culver City, CA, United States	2015-10-05
Nancy Cousineau	Culver City, CA, United States	2015-10-05
Michelle Theis	Los Angeles, CA, United States	2015-10-05
Michael Halmy	Culver City, CA, United States	2015-10-05
Marleen Pugach	Culver City, CA, United States	2015-10-06
Mahtash Rahbar	Thousand Oaks, CA, United States	2015-10-06

1699

Culver City for Quiet Skies (continued)

Shan-Tan Lu	Culver City, CA, United States	2015-10-06
Julie Groya	Culver City, CA, United States	2015-10-06
David Yumori	Culver City, CA, United States	2015-10-06
Wendy binder	Culver City, CA, United States	2015-10-06
Neil Bulk	Culver City, CA, United States	2015-10-06
Paulette Zubata	Los Angeles, CA, United States	2015-10-06
Howard Chesley	Los Angeles, CA, United States	2015-10-06
sally maslon	Los Angeles, CA, United States	2015-10-06
Michael Wozniak	Culver City, CA, United States	2015-10-06
Amanda Bonilla	Culver City, CA, United States	2015-10-06
Catherine Monkarsh	Los Angeles, CA, United States	2015-10-06
Patty Urbansky	Culver City, CA, United States	2015-10-06
Bowen Campbell	O'Fallon, MO, United States	2015-10-06
Laureen Tieche	Culver City, CA, United States	2015-10-06
Name	Location	Date
Debra Olesky	Culver City, CA, United States	2015-10-06
Trisha Myers	Los Angeles, CA, United States	2015-10-06
Rachel Koch	Los Angeles, CA, United States	2015-10-06
Sivan Salem	Culver City, CA, United States	2015-10-06
Leela Rao	Culver City, CA, United States	2015-10-06
gavin downey	Culver City, CA, United States	2015-10-06
Nicole Naito	Culver City, CA, United States	2015-10-06
Jerilyn Osterberg	Culver City, CA, United States	2015-10-06
Tony Heyer	Saratoga, CA, United States	2015-10-06
Dennis Weiss	Culver City, CA, United States	2015-10-06
Anne Butcher	Culver City, CA, United States	2015-10-06
Brian Butcher	Culver City, CA, United States	2015-10-06
Claudia Real	Culver City, CA, United States	2015-10-06
George Alva	Los Angeles, CA, United States	2015-10-06
Caitlin Bauler	Los Angeles, CA, United States	2015-10-06
Christy Thomas	Marina del Rey, CA, United States	2015-10-06
Sonia Neiers	Culver City, CA, United States	2015-10-06

1699

Culver City for Quiet Skies (continued)

Marla Corburn	Culver City, CA, United States	2015-10-06
Rebecca Danelski	Culver City, CA, United States	2015-10-06
marie thomasson	Culver City, CA, United States	2015-10-06
Daniella Liber	Culver City, CA, United States	2015-10-06
Charlie Fritzius	Los Angeles, CA, United States	2015-10-06
Sophie Livsey	Los Angeles, CA, United States	2015-10-06
Jo Young	Culver City, CA, United States	2015-10-06
angela botoulas	Marina del Rey, CA, United States	2015-10-06
Jason Andrew	Culver City, CA, United States	2015-10-06
Scott Corburn	Culver City, CA, United States	2015-10-06
Aimee Nelson	Culver City, CA, United States	2015-10-06
Melissa Tapie	Culver City, CA, United States	2015-10-06
Ana martinez	Los Angeles, CA, United States	2015-10-06
Shannon Andrew	Culver City, CA, United States	2015-10-06
Bill Asher	Los Angeles, CA, United States	2015-10-07
Name	Location	Date
Jessica ASher	Los Angeles, CA, United States	2015-10-07
Adam Lilling	Culver City, CA, United States	2015-10-07
Sue Yim	Culver City, CA, United States	2015-10-07
Susan Sullivan	Los Angeles, CA, United States	2015-10-07
Dolores Romo	Santa Monica, CA, United States	2015-10-07
Monica Guggenheim	Culver City, CA, United States	2015-10-07
Diana mendez	Culver City, CA, United States	2015-10-07
Geoff abbott	Torrance, CA, United States	2015-10-07
Roger Fresch	Culver City, CA, United States	2015-10-07
Peggy Bottger	Culver City, CA, United States	2015-10-07
susan hostler	Culver City, CA, United States	2015-10-07
Allan Erskine	Culver City, CA, United States	2015-10-07
Carol Gutierrez	Culver City, CA, United States	2015-10-07
Julie Hsu-Hickman	Culver City, CA, United States	2015-10-07
Brian Owings	Culver City, CA, United States	2015-10-07
John Jewell	Santa Clarita, CA, United States	2015-10-07

1699

Culver City for Quiet Skies (continued)

Mercy Hahne	San Diego, CA, United States	2015-10-07
Linda Valachovic	Culver City, CA, United States	2015-10-07
Nancy King	Culver City, CA, United States	2015-10-07
Deneen Smith	Los Alamos, CA, United States	2015-10-07
Robin Heckendorf	Culver City, CA, United States	2015-10-07
June Poyourow	Los Angeles, CA, United States	2015-10-07
Andrew Ulmen	Culver City, CA, United States	2015-10-07
Allison Herbst	Culver City, CA, United States	2015-10-07
Ryan Olson	Los Angeles, CA, United States	2015-10-07
Francine Graff	Culver City, CA, United States	2015-10-07
Debbie Debbie Jones	Culver City, CA, United States	2015-10-07
Wendy Hamill	Culver City, CA, United States	2015-10-07
Lise Friedman	Culver City, CA, United States	2015-10-07
Yin Ulmen	Culver City, CA, United States	2015-10-07
Josette Trux	Culver City, CA, United States	2015-10-07
Peter Stern	Culver City, CA, United States	2015-10-07
Name	Location	Date
Mark Trux	Culver City, CA, United States	2015-10-07
Lei Stephens	Culver City, CA, United States	2015-10-07
Troy Goh	Culver City, CA, United States	2015-10-07
Honig Barbara	Culver City, CA, United States	2015-10-07
Derek Brown	Santa Cruz, CA, United States	2015-10-07
Rosa Dolce	Culver City, CA, United States	2015-10-07
Linda Miller	Culver City, CA, United States	2015-10-07
Betsy Marumoto	Culver City, CA, United States	2015-10-07
Jon Graff	Culver City, CA, United States	2015-10-07
Kevin Mitchell	Culver City, CA, United States	2015-10-07
Michelle Krupkin	Los Angeles, CA, United States	2015-10-07
tomoko S	Culver city, CA, United States	2015-10-07
Felice Bullard	Culver City, CA, United States	2015-10-07
Carol Easton	Venice, CA, United States	2015-10-07
Andrew Powell	Los Angeles, CA, United States	2015-10-07

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Culver City for Quiet Skies (continued)

Brian finney	Los Angeles, CA, United States	2015-10-07
Ashley Gardner	Los Angeles, CA, United States	2015-10-07
Pierre Adeli	Culver City, CA, United States	2015-10-07
Kaili Hollistee	Los Angeles, CA, United States	2015-10-07
Dora kiss	Alhambra, CA, United States	2015-10-07
patti tippo	Pasadena, CA, United States	2015-10-07
Guebri VanOver	Santa Monica, CA, United States	2015-10-07
Bunny Saavedra-Leslie	Culver City, CA, United States	2015-10-07
Mary ODell	Los Angeles, CA, United States	2015-10-07
Laura Ward	Los Angeles, CA, United States	2015-10-07
Sean Heyman	Los Angeles, CA, United States	2015-10-07
Kerri Glickman	Culver City, CA, United States	2015-10-07
christiane Georgi	Los Angeles, CA, United States	2015-10-07
Colin Golden	Venice, CA, United States	2015-10-07
Jon Kellam	Los Angeles, CA, United States	2015-10-07
Cyrille Autin	los angeles, CA, United States	2015-10-07
Holly Burrell	Culver City, CA, United States	2015-10-07
Name	Location	Date
Donna Jo Thorndale	Los Angeles, CA, United States	2015-10-07
OLivia courtin	Los Angeles, CA, United States	2015-10-07
Parker Sampson	Culver City, CA, United States	2015-10-07
Eric Mitchell	Culver City, CA, United States	2015-10-07
Nadine Panetti	Culver City, CA, United States	2015-10-07
Alex Oana	Culver City, CA, United States	2015-10-08
Louis Cioffi	Culver City, CA, United States	2015-10-08
Francine R. Frazer	Culver City, CA, United States	2015-10-08
Debbie Cahill	Culver City, CA, United States	2015-10-08
Lynel Moore	Culver City, CA, United States	2015-10-08
Shawn Taylor	Huntington Beach, CA, United States	2015-10-08
Anne Nguyen	Culver City, CA, United States	2015-10-08
Adam Griffin	Culver City, CA, United States	2015-10-08
Becky Linder	Culver City, CA, United States	2015-10-08

1699

Culver City for Quiet Skies (continued)

Brian finney	Los Angeles, CA, United States	2015-10-07
Ashley Gardner	Los Angeles, CA, United States	2015-10-07
Pierre Adeli	Culver City, CA, United States	2015-10-07
Kaili Hollistee	Los Angeles, CA, United States	2015-10-07
Dora kiss	Alhambra, CA, United States	2015-10-07
patti tippo	Pasadena, CA, United States	2015-10-07
Guebri VanOver	Santa Monica, CA, United States	2015-10-07
Bunny Saavedra-Leslie	Culver City, CA, United States	2015-10-07
Mary ODell	Los Angeles, CA, United States	2015-10-07
Laura Ward	Los Angeles, CA, United States	2015-10-07
Sean Heyman	Los Angeles, CA, United States	2015-10-07
Kerri Glickman	Culver City, CA, United States	2015-10-07
christiane Georgi	Los Angeles, CA, United States	2015-10-07
Colin Golden	Venice, CA, United States	2015-10-07
Jon Kellam	Los Angeles, CA, United States	2015-10-07
Cyrille Autin	los angeles, CA, United States	2015-10-07
Holly Burrell	Culver City, CA, United States	2015-10-07
Name	Location	Date
Donna Jo Thorndale	Los Angeles, CA, United States	2015-10-07
OLivia courtin	Los Angeles, CA, United States	2015-10-07
Parker Sampson	Culver City, CA, United States	2015-10-07
Eric Mitchell	Culver City, CA, United States	2015-10-07
Nadine Panetti	Culver City, CA, United States	2015-10-07
Alex Oana	Culver City, CA, United States	2015-10-08
Louis Cioffi	Culver City, CA, United States	2015-10-08
Francine R. Frazer	Culver City, CA, United States	2015-10-08
Debbie Cahill	Culver City, CA, United States	2015-10-08
Lynel Moore	Culver City, CA, United States	2015-10-08
Shawn Taylor	Huntington Beach, CA, United States	2015-10-08
Anne Nguyen	Culver City, CA, United States	2015-10-08
Adam Griffin	Culver City, CA, United States	2015-10-08
Becky Linder	Culver City, CA, United States	2015-10-08

1699**Culver City for Quiet Skies (continued)**

Lee Hanson	Los Angeles, CA, United States	2015-10-08
Patricia Haight	Culver City, CA, United States	2015-10-08
Kayce Vanderbeek	Los Angeles, CA, United States	2015-10-08
Kathryn Carner	Culver City, CA, United States	2015-10-08
Sara Wasserstrom	Culver City, CA, United States	2015-10-08
Nathan Kornelis	Portland, OR, United States	2015-10-08
Margaret kharraz	Culver City, CA, United States	2015-10-08

1699**Response****1699-01**

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

1699-02

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

1699-03

The commenter expresses concern about the negative impact of increased jet noise and pollution. 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 anywhere within the General Study Area. In addition, the Proposed Action would result in no reportable noise when compared to the No Action Alternative.

Section 5.8 discusses the analysis of air quality impacts under the Proposed Action and the No Action Alternative. Section 5.8.2 discusses the methodology, and Section 5.8.3 discusses the potential impacts indicating that no impacts to air quality would be anticipated. Also, please see Section 5.9 for a discussion on greenhouse gas emissions.

1701-04

The EA was prepared in full compliance with 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.

1699 Response (continued)

- 1699-05** Please see Topical Response 09 - LAX North Arrivals.
- 1699-06** Please see Topical Response 09 - LAX North Arrivals..
- 1699-07** Please see Topical Response 02 – Existing Conditions.
- 1699-08** Please see Topical Response 02 – Existing Conditions.
- 1699-09** Please see Topical Response 09 - LAX North Arrivals.
- 1699-10** Please see Topical Response 02 – Existing Conditions.
- 1699-11** Please see Topical Response 09 - LAX North Arrivals.
- 1699-12** Please see Topical Response 02 – Existing Conditions.
- 1699-13** Please see Topical Response 09 - LAX North Arrivals.
- 1699-14** Please see Topical Response 02 – Existing Conditions.
- 1699-15** Please see Topical Response 09 - LAX North Arrivals.
- 1699-16** Please see Topical Response 02 – Existing Conditions.
- 1699-17** Please see Topical Response 09 - LAX North Arrivals.
- 1699-18** Please see Topical Response 02 – Existing Conditions.
- 1699-19** Please see Topical Response 09 - LAX North Arrivals.
- 1699-20** Please see Topical Response 09 - LAX North Arrivals.
- 1699-21** Please see Topical Response 09 - LAX North Arrivals.
- 1699-22** Please see Topical Response 02 – Existing Conditions.
- 1699-23** Please see Topical Response 09 - LAX North Arrivals.

1699

Response (continued)

1699-24

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

1699-25

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

1699-26

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

1699-27

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

1699-28

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

1699-29

The commenter states that an Environmental Impact Report (EIR) should be prepared for the SoCal Metroplex Project. 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. Therefore, preparation of an EIR is not warranted. The commenter should note that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. Please see Chapter 5 of the EA for discussion on the environmental consequences of the SoCal Metroplex Project.

1699-30

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

1699-31

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

1699-32

The commenter states this cannot happen, and the airport doesn't have the right to arbitrarily change people's lives like this. Comment noted.

1699-33

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

1699-34

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

1699-35

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

1699-36

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

1699-37

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

1699**Response (continued)****1699-38**Please see **Topical Response 09 - LAX North Arrivals**.**1699-39**

The commenter states these changes to flight paths should not be exempt from environmental impact review. 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.

1699-40Please see **Topical Response 09 - LAX North Arrivals**.**1699-41**Please see **Topical Response 02 – Existing Conditions**.**1699-42**Please see **Topical Response 09 - LAX North Arrivals**.**1699-43**Please see **Topical Response 02 – Existing Conditions**.**1699-44**Please see **Topical Response 09 - LAX North Arrivals**.**1699-45**Please see **Topical Response 02 – Existing Conditions**.**1699-46**Please see **Topical Response 09 - LAX North Arrivals**.**1699-47**Please see **Topical Response 02 – Existing Conditions**.**1699-48**Please see **Topical Response 09 - LAX North Arrivals**.**1699-49**Please see **Topical Response 02 – Existing Conditions**.**1699-50**Please see **Topical Response 02 – Existing Conditions**.**1699-51**Please see **Topical Response 09 - LAX North Arrivals**.

1699

Response (continued)

1699-52

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

1699-53

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

1699-54

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

1699-55

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

1699-56

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

1699-57

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

1699-58

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

1699-59

Comment noted.

1699-60

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

1699-61

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

1699-62

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

1699-63

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

1699-64

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

1699-65

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

1699-66

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

1699-67

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

1699-68

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

1699-69

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

1699-70

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

1699 Response (continued)

1699-71 Please see **Topical Response 09 - LAX North Arrivals**.

1699-72 Please see **Topical Response 02 – Existing Conditions**.

1699-73 Please see **Topical Response 09 - LAX North Arrivals**.

1699-74 The commenter requests that a full environmental study be conducted to ensure the proposed change will not increase pollution and negatively affect the health of area residents. The EA was prepared in full compliance with the 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.

1699-75 Please see **Topical Response 09 - LAX North Arrivals**.

1699-76 Please see **Topical Response 09 - LAX North Arrivals**.

1699-77 Please see **Topical Response 02 – Existing Conditions**.

1699-78 Please see **Topical Response 09 - LAX North Arrivals**.

1699-79 Please see **Topical Response 02 – Existing Conditions**.

1699-80 Please see **Topical Response 09 - LAX North Arrivals**.

1699-81 Please see **Topical Response 02 – Existing Conditions**.

1699-82 Please see **Topical Response 09 - LAX North Arrivals**.

1699-83 Please see **Topical Response 09 - LAX North Arrivals**.

1699-84 Please see **Topical Response 09 - LAX North Arrivals..**

1699-85 Please see **Topical Response 09 - LAX North Arrivals**.

1699

Response (continued)

- 1699-86** Please see **Topical Response 02 – Existing Conditions**.
- 1699-87** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-88** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-89** Please see **Topical Response 02 – Existing Conditions**.
- 1699-90** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-91** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-92** Please see **Topical Response 02 – Existing Conditions**.
- 1699-93** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-94** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-95** Thank you for your comment.
- 1699-96** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-97** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-98** Please see **Topical Response 05 – Purpose and Need**.
- 1699-99** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-100** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-101** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-102** Please see **Topical Response 02 – Existing Conditions**.
- 1699-103** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-104** Please see **Topical Response 09 - LAX North Arrivals**.

1699 Response (continued)

- 1699-105** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-106** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-107** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-108** Please see **Topical Response 02 – Existing Conditions**.
- 1699-109** Thank you for your comment.
- 1699-110** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-111** Please see **Topical Response 02 – Existing Conditions**.
- 1699-112** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-113** Please see **Topical Response 02 – Existing Conditions**.
- 1699-114** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-115** Please see **Topical Response 09 - LAX North Arrivals..**
- 1699-116** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-117** Please see **Topical Response 02 – Existing Conditions**.
- 1699-118** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-119** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-120** Please see **Topical Response 02 – Existing Conditions**.
- 1699-121** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-122** Please see **Topical Response 09 - LAX North Arrivals**.
- 1699-123** Please see **Topical Response 09 - LAX North Arrivals**.

1699

Response (continued)

1699-124

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

1699-125

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

1699-126

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

1699-127

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

1699-128

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

1699-129

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

1699-130

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

1699-131

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

1699-132

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

1699-133

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

1699-134

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

1699-135

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

1699-136

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

1699-137

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

1700

Nicole Bradley

From: Nicole Bradley [nbradley@demaximis.com]
Sent: Thursday, October 08, 2015 5:37 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: EA for SoCal Metroplex Project

To Whom it May Concern:

1700-01

I recently moved from 1727 Froude Street in San Diego to get out from under the flight path. This route change will cause me to be under the flight path in my new house. I am not in favor.

Thank you,
Nicole Bradley
727 Stafford Place
San Diego, CA 92106

1700

Response

1700-01

Please see **Topical Response 11 - Point Loma.**

1701

Robert C. Gallion

From: Bob Gallion [gallion1@earthlink.net]
 Sent: Thursday, October 08, 2015 5:37 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: LAX FLIGHT PATTERN

1701-01

Of course we do not want increased air traffic and decreased altitude day and night over our neighborhood near the Santa Monica Airport. I have noticed the increase in noise from commercial air traffic recently which I dislike along with the increased risk associated with increased traffic.

Robert C. Gallion
 3350 Colonial Ave.
 Los Angeles CA, 90066

1701

Response

1701-01

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

1702

Jeffrey Watkins

From: Jeffrey Watkins [jwatk36863@aol.com]
Sent: Thursday, October 08, 2015 5:38 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Change of Flight Pattern Point Loma San Diego

Sir, or Madam,

I, as a taxpayer, strongly object to the proposed change in Flight Pattern at Point Loma San Diego, Lindberg Field. for the following reasons:

(1) Extra noise pollution, and potential danger to wonderful high priced homes, and lovely wooded areas containing great wildlife (birds, parrots, doves other endangered creatures).

(2) Disruption of school classes with intermittent loud noise. 3 elementary schools in the pattern and one wonderful University. (Nazarene University).

(3) Filthy soot dropping from high pollution exhausts of the aircraft. Proven by many residents of Loma Portal (the present take off pattern. Friends there show me the filth on their houses and windows. Some are unable to open their windows because of pollution entering. I am a jet engine designer and I know of what I speak. (Rolls Royce, General Electric).

(4) Health problems accentuated, and possibly death occurrences to those suffering from breathing problems, due to the pollution.

(5) More disruption to Memorial celebrations at the great Cemetery of Rosecrans. North Island military take-offs currently cause some.

(6) A repeat to some degree of (1) but more emphasis: The many wildlife sanctuaries on the North side of Point Loma, the tide pools, the sanctuaries at the Nazarene University, parrot habitats in the many palm and other trees in the wooded area.

I am so incensed as to gather with many others who object to discuss possible legal objection.

As an aside I was disgusted with the FAA presentation given on October 6th at the McMillin Center in Point Loma.

Sincerely Jeffrey Watkins 845 Moana Drive, San Diego, CA. 92106

Jeffrey Watkins
 jwatk36863@aol.com

1702-01

1702

Response

1702-01

Please see **Topical Response 11 - Point Loma.**

1703

Captain Michael J. Caruso (ret.)

From: Mike Caruso [sandiegomike@cox.net]
Sent: Thursday, October 08, 2015 5:38 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego SID

Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

October 8, 2015

Dear Administrator Huerta,

I write to you as a citizen concerned about the proposed Southern California Metroplex (SoCal METROPLEX) Environmental Assessment.

1703-01

Living in close proximity to San Diego Lindbergh Airport, I have observed significant changes in the departure flight paths of commercial aircraft leaving San Diego on the Westerly Standard Instrument Departure.

Notwithstanding the statement by FAA representatives Elizabeth Gray and Glenn Martin at the public meeting on October 6th, 2015, in San Diego, the procedures that are part of the proposed revision to the SoCal Metroplex departure procedures, but which have not been reviewed and/or approved, have been implemented in fact.

You are requested to cease and desist these inappropriate procedures immediately.

1703-02

As a retired Naval Aviator with 26 years of flying experience, most of which was in aircraft similar in size and performance to typical commercial airliners, I feel that I have "expert" credentials to note this change in behavior by aircraft departing San Diego Lindbergh Airport.

I am confident that the review process for the San Diego SID will validate the need to retain Waypoint LOWMA and justify the procedure by which departing commercial aircraft fly around rather than over the densely populated areas of Point Loma for a second time on each departure. So far, this review process has not adequately considered input from the residents in proximity to San Diego Lindbergh Airport who will be directly affected by the proposed changes. The review process cannot be considered complete without full opportunity for input by the community.

I urge you to return to approved and customary handling of commercial aircraft departing San Diego Lindbergh Airport until the SoCal Metroplex Environmental Assessment is complete. To do otherwise is reckless and, in all likelihood, illegal.

Michael J. Caruso
Captain, US Navy (ret)
875 Rosecrans Street
San Diego, CA 92106

Email: sandiegomike@cox.net
Phone: 619-846-0215

1703

Response

1703-01

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

1703-02

Please see **Topical Response 11 - Point Loma.** Please also see **Topical Response 13 – Point Loma Public Meeting.**

1704

Dr. Klaus Thiele

From: Klaus Thiele [klaus@ratec.com]
Sent: Thursday, October 08, 2015 5:38 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: comment to the proposed FAA EA San Diego

To home it may concern:

This is with reference to your proposed changes to the departure procedure at San Diego International Airport.

Due to the sheer amount of emails you might receive I will make it as efficient as possible to you and just ask you the following questions, I would appreciate your responses:

1704-01

How precise is the proposed new departure from KSAN with respect to the waypoint JETTI? What altitude what speed is recommended to fly a B737-800 with a destination PHX i.e. before it will turn left traffic crosswind? How much can that differ from the actual navigational procedure under your new proposed procedure?

How much will San Diego Tower vary the departure heading from the runway heading 275 past the runway?

1704-02

What increase of the number of departures are you expecting this procedure will result in for the westbound departure from SAN Lindbergh Field?

1704-03

What is the average saving in miles for the departure via JETTI without waypoint LOWMA and the current procedure which includes waypoint LOWMA?

Are you at any time considering the overfly of the Navy Submarine Base which is located on the east side of Point Loma and lays within your proposed new computer generated area defined by a line from waypoint JETTI to waypoint Z2000?

1704-04

How much will this proposed departure change affect General Aviation? Currently there is a clearance possible from Crystal Peer to Ocean Beach Pier at or below 500 feet the only section which needs to be flown under Lindbergh tower's control. Will that change?

1704-05

**My last question is with respect to your presentation and the disastrous meeting on October 6th 2015:
 Why does your proposal not show a generated "one day simulation" of the departure situation best and worst case under the new proposed departure procedure.**

Environmental impact questions I am leaving to other concerned citizens and experts here in Point Loma, but I will state my strongest concerns here as well.

I appreciate your efforts to answer questions of concerned citizens in this area.

Sincerely



DrKlausThiele
 Senior Engineering Consultant
 klaus@ratec.com
 cell 619/997-7760

563 Savoy Street
 San Diego, CA. 92106
 619/ 224-7776
 Fax 619/ 224 7790

1704

Response

1704-01

The commenter requests information regarding departures at SAN to Phoenix. Information on the Proposed Action Procedures is found in Section 3.2.2 of the EA and Exhibit 3-8. Also please see **Topical Response 11 – Point Loma**.

1704-02

The commenter asks what increase in the number of departures will result for westbound departures from SAN. 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. Section 3 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.

1704-03

Please see **Topical Response 11 - Point Loma**.

1704-04

The commenter asks how the Proposed Action would affect general aviation. The routing specifically mentioned in the comment would not be changed by the Proposed Action Procedure.

1704-05

The commenter asks why the proposal does not show a “one day simulation” of the departure situation, best and worst case, under the new proposed departure procedure. 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. As discussed in Section 4.3.1 of the EA, radar data was obtained from the FAA's Performance Data Analysis and Reporting System (PDARS) that identified 1,242,614 IFR-filed flights to and from the Study Airports from December 1, 2012 through November 30, 2013. The 365 days of usable data span all seasons and runway usage configurations for the Study Airports. The FAA used this data to develop the average annual day (AAD) fleet mix, time of day and night and runway use input for NIRS. Please see **Topical Response 13 – Point Loma Public Meeting**.

1705

Libby Levine

From: Libby Levine [libbylevine1@gmail.com]
 Sent: Thursday, October 08, 2015 5:44 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Help

To Whom I May Concern

I am a Point Loma native. Born and raised here since 1953. I have very grave concerns about the removal of the LOWMA Waypoint.

My main concern is the safety of our community. I believe that is also your first priority. The San Diego airport is located in one of the densest air traffic controlled environments in the world. Your representatives have stated that by removing the LOWMA Waypoint and making the routes more efficient they will, be saving fuel and money.

The money is minimal. The fact they will be flying over more homes and many schools instead of out over the nearby ocean is unconscionable.

With the many horrific air accidents in recent history please rethink this decision .

I believe there must be intelligence within your department to create a win-win situation here.

For the past four months the number of aircraft has increased remarkably over our previously quiet neighborhood.

It is a very scary situation.

Anxious to hear from you.

Sincerely,

Libby Levine

1442 Carleton Square

San Diego, Ca 92106

Sent from my iPad

1705

Response

1705-01

Please see **Topical Response 11 - Point Loma.**

1706

Sarah Hunter

From: Sarah Hunter [l.sarah.hunter@gmail.com]
Sent: Thursday, October 08, 2015 5:46 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex Environmental Assessment

Please address the comments/questions attached and below regarding the **SoCal Metroplex Environmental Assessment (EA).**

October 8, 2015
 10:45 am PST

To: SoCal Metroplex Environmental Assessment
 Federal Aviation Administration
 Western Service Center – Operations Support Group
 1601 Lind Avenue SW
 Renton, WA 98057
9-ANM-SoCalOAPM@faa.gov

Please address the following questions regarding the SoCal Metroplex Environmental Assessment (EA).

1706-01

1. Since the Federal Aviation Administration (FAA) accepts the Community Noise Equivalent Level (CNEL) as a metric to measure the exposure of individuals to noise resulting from the operation of an airport according to *FAA Order 1050.1F Appendix B[1]*, why are you using the day-night average sound level (DNL[2]) sound level instead of the CNEL? California's noise thresholds are reflected in the State's **mandate** to use the Community Noise Equivalent Level (CNEL[3]) metric for assessing airport noise exposure[4]. It should be noted that FAA documents say that a maximum day-

1706

Sarah Hunter (continued)

1706-01

night average sound level of 65 dB is **incompatible** with residential communities (see footnote 2 again).

2. Be sure to include the definition of FAA Order 1051.E Appendix A, Section 14.1a or FAA Order 1051.F Appendix B-1, whichever one you use in the final document. Also, include the definitions of the DNL and CNEL in the final document.

1706-02

3. How many of the 21 airports covered in the EA currently request and obtain a California Code of Regulations Title 21, Division 2.5, Chapter 6, Article 5 (Title 21) variance to stay in business (and list each one)?^[5]

4. When was the Title 21 variance for the San Diego airport (KSAN) last approved and when does it expire? Provide a copy of the variance within the final document.

1

1706-03

5. How do you justify a 135 page EA that covers 21 airports? This is a huge project area and the EA includes very little detail for each airport area.

1706-04

6. Provide complete and accurate existing data from established noise monitoring points for KSAN.

1706-05

7. Cabrillo National Park is a stop along the Pacific Flyway for migratory birds. Migratory birds are covered under the Federal Migratory Bird Treaty Act. What effects will the proposed increased noise and particulate matter pollution have on migratory birds that use the Cabrillo National Park and the Point Loma peninsula as a resting place? What studies were done or reviewed to come to your conclusion? Provide data/citations.

1706-06

8. When creating the proposed noise contours/flight pattern changes were the hundreds of thousands of annual flights from North Island Naval Air Station considered? If not, why not? If so, please provide data.

1706-07

9. What is the existing parts per million (ppm) of jet fuel and other jet-related particulate matter within the San Diego portion of the study area and what is the proposed ppm to be? Please provide specific data.

10. I see in the EA that Instrument Flight Rules (IFR) aircraft arriving at and departing from the Study Airports burn approximately 289,341 gallons of fuel on an annual average day. Specifically, how much fuel do IFR flights departing from San Diego airport (KSAN) under existing conditions use during take-off on an annual average day? How much fuel will IFR flights departing KSAN use under the proposed conditions of removing waypoint LOWMA resulting in a tighter turn? Please provide specific data.

1706-08

11. List the average altitude and highest altitude of an IFR aircraft departing KSAN over the land portion of Point Loma area (prior to getting out over the Pacific Ocean) under current and proposed conditions. Provide a map of the area that these altitudes encompass.

12. Provide data regarding jet fuel pollutants at the altitudes listed in response to question #10 above as the data relates to asthma and other respiratory illnesses.

13. Provide data regarding jet fuel pollutants at the altitudes listed in response to question #10 above as the data relates to sensitive habitats such as coastal sage scrub, southern maritime chaparral, and the intertidal zone at Cabrillo National Monument.

14. Part of the FAA's mission statement includes safety as the prime concern. How do you reconcile jet safety with flying planes over more homes, schools, and business by removing the existing LOWMA waypoint?

15. What is the estimated dollar amount that will the FAA estimates to pay all property owners located within the proposed noise impact areas in San Diego for devaluation of real property? Was this dollar amount taken into consideration and included in the proposed

1706

Sarah Hunter (continued)

1706-08

fuel savings calculations? If not included in the proposed fuel savings calculations, then what would the estimated fuel savings be after paying all property owners for the property devaluation?

16. Given the expected property devaluation in the proposed noise impact areas within San Diego what is the actual dollar amount of anticipated tax revenue loss to the City & County of San Diego?

17. What is the estimated dollar amount that the San Diego County Regional Airport Authority expects to pay out to San Diego property owners (and this includes residential, business, schools, etc.) within the proposed noise impact areas for sound attenuation as noise mitigation as required under the Quiet Homes program, etc. (and this must be more than that which was paid to homeowners in the existing noise impact area due to inflation)? Was this taken into consideration and included in the proposed fuel savings calculations? If not included in the proposed fuel savings calculations, then what would the fuel savings be after paying all property owners for noise attenuation?

Thank-you.

Sarah Hunter

[1] http://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf
FAA Order 1051.E Appendix A, Section 14.1a (Effective Date: March 20, 2006). Note that this Order was cancelled upon approval of FAA Order 1051.F dated July 16, 2015. 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.

http://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf
FAA Order 1051.F Appendix B-1 (Effective Date: July 15, 2015) - For aviation noise analyses, 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), the FAA's primary noise metric. The Community Noise Equivalent Level (CNEL) may be used in lieu of DNL for FAA actions in California.
 [2] https://en.wikipedia.org/wiki/Day-night_average_sound_level The day-night average sound level (DNL) is the average noise level over a 24-hour period. The noise between the hours of 10pm and 7am is artificially increased by 10 dB. This noise is weighted to take into account the decrease in community background noise of 10 dB during this period. The Federal Aviation Administration has established this measure as a community noise exposure metric to aid airport noise analyses under Federal Aviation Regulation Part 150. The FAA says that a maximum day-night average sound level of 65 dB is incompatible with residential communities. Communities in affected areas may eligible for mitigation such as soundproofing.

[3] CNEL is similar to DNL in that it is the average noise level over a 24-hour period, but the CNEL also considers three time periods for weighting:

Day: 7 am –7 pm: No weighting or penalty

Evening: 7 –10 pm: 3 times weighting (approx. 4.8 dB penalty)

Night: 10 pm –7 am: 10 times weighting (10 dB

penalty) http://www.lawa.org/uploadedFiles/lax/noise/presentation/noiseRT_090311_Noise%20101%20Presentation.pdf

[4] CA Department of Transportation, State Aeronautics Act (Public Utilities Code Section 21669), California Code of Regulations (Title 21, Division 2.5, Chapter 6, Section 5000 et seq.).

[5] All California airports that impact their surrounding communities with a cumulative noise level of 65 decibels (dB) Community Noise Equivalent Level (CNEL) or greater must receive a variance to certain provisions of the California Noise Standards provided by the State of California, Division of Aeronautics (CALTRANS Aero). The California Noise Standards use the FAA-approved 65-decibel CNEL contour to define a noise impact area around an airport. It is the ultimate objective of the California Noise Standards that there will be no incompatible land uses (i.e., residential, schools, churches, hospitals) located within the 65 decibel CNEL contour. Since the late 1970s, the owner and operator of San Diego International Airport (SDIA) has received multiple variances to the California Noise Standards that allow SDIA continue to operate.

October 8, 2015

10:45 am PST

To: SoCal Metroplex Environmental Assessment
 Federal Aviation Administration
 Western Service Center – Operations Support Group
 1601 Lind Avenue SW
 Renton, WA 98057
9-ANM-SoCalOAPM@faa.gov

Please address the following questions regarding the SoCal Metroplex Environmental Assessment (EA).

1. Since the Federal Aviation Administration (FAA) accepts the Community Noise Equivalent Level

1708

Sarah Hunter (continued)

(CNEL) as a metric to measure the exposure of individuals to noise resulting from the operation of an airport according to *FAA Order 1050.1F Appendix B*¹, why are you using the day-night average sound level (DNL²) sound level instead of the CNEL? California's noise thresholds are reflected in the State's **mandate** to use the Community Noise Equivalent Level (CNEL³) metric for assessing airport noise exposure⁴. It should be noted that FAA documents say that a maximum day-night average sound level of 65 dB is **incompatible** with residential communities (see footnote 2 again).

2. Be sure to include the definition of FAA Order 1051.E Appendix A, Section 14.1a or FAA Order 1051.F Appendix B-1, whichever one you use in the final document. Also, include the definitions of the DNL and CNEL in the final document.

¹ http://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf
FAA Order 1051.E Appendix A, Section 14.1a (Effective Date: March 20, 2006). Note that this Order was cancelled upon approval of FAA Order 1051.F dated July 16, 2015. 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.

http://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf
FAA Order 1051.F Appendix B-1 (Effective Date: July 16, 2015) - For aviation noise analyses, 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), the FAA's primary noise metric. The Community Noise Equivalent Level (CNEL) may be used in lieu of DNL for FAA actions in California.

² https://en.wikipedia.org/wiki/Day-night_average_sound_level The day-night average sound level (DNL) is the average noise level over a 24-hour period. The noise between the hours of 10pm and 7am is artificially increased by 10 dB. This noise is weighted to take into account the decrease in community background noise of 10 dB during this period. The Federal Aviation Administration has established this measure as a community noise exposure metric to aid airport noise analyses under Federal Aviation Regulation Part 150. The FAA says that a maximum day-night average sound level of 65 dB is incompatible with residential communities. Communities in affected areas may eligible for mitigation such as soundproofing.

³ CNEL is similar to DNL in that it is the average noise level over a 24-hour period, but the CNEL also considers three time periods for weighting:
 Day: 7 am –7 pm: No weighting or penalty
 Evening: 7 –10 pm: 3 times weighting (approx. 4.8 dB penalty)
 Night: 10 pm –7 am: 10 times weighting (10 dB penalty)
http://www.lawa.org/uploadedFiles/lax/noise/presentation/noiseRT_090311_Noise%20101%20Presentation.pdf

⁴ CA Department of Transportation, State Aeronautics Act (Public Utilities Code Section 21669), California Code of Regulations (Title 21, Division 2.5, Chapter 6, Section 5000 et seq.).

3. How many of the 21 airports covered in the EA currently request and obtain a California Code of Regulations Title 21, Division 2.5, Chapter 6, Article 5 (Title 21) variance to stay in business (and list each one)?⁵
4. When was the Title 21 variance for the San Diego airport (KSAN) last approved and when does it expire? Provide a copy of the variance within the final document.
5. How do you justify a 135 page EA that covers 21 airports? This is a huge project area and the EA includes very little detail for each airport area.
6. Provide complete and accurate existing data from established noise monitoring points for KSAN.
7. Cabrillo National Park is a stop along the Pacific Flyway for migratory birds. Migratory birds are covered under the Federal Migratory Bird Treaty Act. What effects will the proposed increased noise and particulate matter pollution have on migratory birds that use the Cabrillo National Park and the Point Loma peninsula as a resting place? What studies were done or reviewed to come to your conclusion? Provide data/citations.
8. When creating the proposed noise contours/flight pattern changes were the hundreds of thousands of annual flights from North Island Naval Air Station considered? If not, why not? If so, please provide data.
9. What is the existing parts per million (ppm) of jet fuel and other jet-related particulate matter within the San Diego portion of the study area and what is the proposed ppm to be? Please provide specific data.

1706

Sarah Hunter (continued)

10. I see in the EA that Instrument Flight Rules (IFR) aircraft arriving at and departing from the Study Airports burn approximately 289,341 gallons of fuel on an annual average day. Specifically, how much fuel do IFR flights departing from San Diego airport (KSAN) under existing conditions use during take-off on an annual average day? How much fuel will IFR flights departing KSAN use under the proposed conditions of removing waypoint LOWMA resulting in a tighter turn? Please provide specific data.
11. List the average altitude and highest altitude of an IFR aircraft departing KSAN over the land portion of Point Loma area (prior to getting out over the Pacific Ocean) under current and proposed conditions. Provide a map of the area that these altitudes encompass.

⁵ All California airports that impact their surrounding communities with a cumulative noise level of 65 decibels (dB) Community Noise Equivalent Level (CNEL) or greater must receive a variance to certain provisions of the California Noise Standards provided by the State of California, Division of Aeronautics (CALTRANS Aero). The California Noise Standards use the FAA-approved 65-decibel CNEL contour to define a noise impact area around an airport. It is the ultimate objective of the California Noise Standards that there will be no incompatible land uses (i.e., residential, schools, churches, hospitals) located within the 65 decibel CNEL contour. Since the late 1970s, the owner and operator of San Diego International Airport (SDIA) has received multiple variances to the California Noise Standards that allow SDIA continue to operate.

12. Provide data regarding jet fuel pollutants at the altitudes listed in response to question #10 above as the data relates to asthma and other respiratory illnesses.
13. Provide data regarding jet fuel pollutants at the altitudes listed in response to question #10 above as the data relates to sensitive habitats such as coastal sage scrub, southern maritime chaparral, and the intertidal zone at Cabrillo National Monument.
14. Part of the FAA's mission statement includes safety as the prime concern. How do you reconcile jet safety with flying planes over more homes, schools, and business by removing the existing LOWMA waypoint?
15. What is the estimated dollar amount that will the FAA estimates to pay all property owners located within the proposed noise impact areas in San Diego for devaluation of real property? Was this dollar amount taken into consideration and included in the proposed fuel savings calculations? If not included in the proposed fuel savings calculations, then what would the estimated fuel savings be after paying all property owners for the property devaluation?
16. Given the expected property devaluation in the proposed noise impact areas within San Diego what is the actual dollar amount of anticipated tax revenue loss to the City & County of San Diego?
17. What is the estimated dollar amount that the San Diego County Regional Airport Authority expects to pay out to San Diego property owners (and this includes residential, business, schools, etc.) within the proposed noise impact areas for sound attenuation as noise mitigation as required under the Quiet Homes program, etc. (and this must be more than that which was paid to homeowners in the existing noise impact area due to inflation)? Was this taken into consideration and included in the proposed fuel savings calculations? If not included in the proposed fuel savings calculations, then what would the fuel savings be after paying all property owners for noise attenuation?

Thank-you.

Sarah Hunter

1706

Response

1706-01

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

1706-02

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.

1706-03

The commenter asks for justification of the 135-page EA. 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

1706-04

The commenter requests existing data from established noise monitoring points for SAN Airport. As they are not required by FAA Order 1050.1E, noise monitors were not utilized for conducting the noise analyses to determine whether a significant or reportable noise impact is expected. The FAA-approved NIRS noise model used grid points to calculate and evaluate noise throughout the entire General Study Area. Please see Section 2.3, 2.4, and 2.5 of the *Aircraft Noise Technical Report* for more details.

1706-05

Please see **Topical Response 11 - Point Loma.**

1706-06

The commenter asks if flights from the North Island Naval Air Station were considered in the proposed noise contours/flight pattern changes. North Island Naval Air Station (NZY) is one of 21 study airports in the SoCal Metroplex Project. To assess the noise 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. The noise analysis included NZY aircraft operations.

1706-07

The commenter is concerned with jet fuel particulates and the fuel burn analysis conducted in the EA. The EA for the Southern California Metroplex is prepared in compliance with NEPA and FAA Order 1050.1E. Please see Sections 4.3.8, 4.3.9, 5.8, and 5.9 of the EA for a discussion of air quality and climate within the General Study Area. The FAA also complied with FAA Order 1050.1E, Change 1 Guidance Memo #3, *Considering Greenhouse Gases and Climate under the*

1706

Response (continued)

National Environmental Policy Act: Interim Guidance, in conducting its environmental analysis. The EA discloses the potential environmental impacts of the Proposed Action on the climate and greenhouse gas emissions in Section 5.9 of the EA. A fuel burn analysis was computed and reported in the EA as quantifiable amounts of CO₂ in metric tons. The analysis concluded that the Proposed Action, when compared to the No Action Alternative, would not result in significant impacts to the climate.

1706-08

Please see **Topical Response 11 - Point Loma**.

1707

Fran Del Santo

From: franmcob [franmcob@gmail.com]
Sent: Thursday, October 08, 2015 5:52 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: air path Ocean Beach Ca

DEAR FAA,

I am not happy with your plans for Ocean Beach, CA.

1707-01

The gift of windows is to do what?

- Cut noise and that will work if your windows are closed.
- I paid for my own windows but they are never closed unless it is raining
- air conditioner I gave it away when we moved here
 - one we didn't need it because of the weather here
 - the electoral would not support it
 - cost for upgrade in 1992 would have been \$15,000.00

How much will it cost to run air conditioner in the homes?

- The news was saying there will be another increase over time of 75%
- Cost of living has not gone up as fast so more and more people are forced out of homes
- Social Security is a fix income and will not go up to meet the cost of living

How many homes are there and then multiplying each for power to serve everyone in Ocean Beach, Ca.

How much power will be needed for the following buildings?

- HOMES
- APARTMENTS
- PUBLIC BUILDINGD (cool zone our library)
- SCHOOLS
- BUSINESS
- MEDICAL OFFICES

How many brown outs or full loss of power?

- We already have power problems and told when we can or can't use power.
- We have cool zones for those of us who can't buy and run air conditioner due to limited funds.
- Most of us when we could have bought appliances to save power.

Now let's talk money real money they will save \$5.00 for each plain

1707

Fran Del Santo (continued)

- Cost to the community will be the following
- Loss of value of our homes
 - Mental health will increase of noise (reason flights end early this will not help those who work at night)
 - Will have to pay to upgrade the electrical in the older homes
 - Many of the older homes don't have insulation to make the air conditioner run efficiently.

- Noise increases
- will also increase valiance,
 - which will increase police force,
 - which will increase taxes to pay for all the added cost needed to protect the community

1707-01

- who will be paying for the following
- carbon monoxide in to our air
 - added cost due to smog (smog is equal to 6 cars per people on the plain)
 - asthma
 - respiratory ailments
 - heart disease
 - skin disease from the fuel out fall

FAA what has happen to you in the pocket of the big boys just like our politicians and the insurance companies. Will you be there when a plane crashes in to our neighborhood. Please make sure you are the first to dig out bodies and pay for the funerals.

Fran Del Santo

PO Box 7998

San Diego, Ca 92107

Fran Miller-Del Santo
www.franmcob.com
RIDE THE WIND RIDE SAFE & RIDE FREE

1707

Response

1707-01

Please see Topical Response 05 – Purpose and Need.

1708

Richelle Kemler Vanden Bergh, Esq.

From: Schuyler VandenBergh [schuylershelley@yahoo.com]
Sent: Thursday, October 08, 2015 5:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Path Changes

I am resending my email from yesterday because I understand that my personal information needed to be included for my comments to be considered.

To Whom It May Concern:

I am writing to protest any flight path changes over the Point Loma peninsula. My husband and I purchased our home on Hill Street on August 28, 2015. We specifically purchased, and paid a premium for, our home because it was NOT in the flight path. As we were looking, several less expensive homes, some of which we actually liked better, were available, but we passed them by because they were in the flight path. I do not appreciate that just one month later, we are faced with the possibility of planes flying over our new home. A few things I hope someone has taken into consideration. 1) Homeowners on the peninsula will likely file a class action lawsuit seeking new windows and other noise-reduction measures to be added to their homes. 2) Homeowners, like me, who have recently purchased their home, will seek actual damages for the "flight free" premiums paid on their properties. 3) School teachers will have to pause their lessons for the planes to fly over. The "Point Loma Pause" is bad enough in Liberty Station when we're eating at a restaurant. But I can't imagine the frustration of teachers trying to conduct a lesson during that noise, or the children trying to concentrate.

It is my understanding that this new flight path is being considered to save fuel. I have heard the sum of \$7,000,000 floated around in various posts and newscasts. This is a paltry amount of "savings" if the decision makers actually consider the future costs of the lawsuits that are sure to follow. The attorneys' fees alone will likely cost the government more than that amount. I certainly hope there is still time for reconsideration of this plan.

Please contact me if you have any questions. I would appreciate acknowledgment of receipt of this email.

Regards,
 Richelle Kemler Vanden Bergh, Esq.
 4332 Hill St. San Diego, 92107

1708-01

1708

Response

1708-01

Please see **Topical Response 11 - Point Loma.**

1709

Conrad Prebys

From: Conrad Prebys [cprebys@gmail.com]
Sent: Thursday, October 08, 2015 5:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Flight Path Change

1709-01

- 1) There are no instruments recording the jet noise over Point Loma, south of Talbot. How could there be EIR without this data.
- 2) The homes, schools, churches, landmarks, sensitive tide pools and tourist destination in Point Loma were not built to withstand the noise or pollution from jet aircraft.
- 3) Please provide a copy of the EIR. Not the 4 page document that covered multiple cities.
- 4) At the Oct 6 Community Meeting with the Regional FAA Manager, Glen Martin, he told the community repeatedly that the metroplex plan and routes have not been implemented. The residents of Point Loma knew that was not the accurate. The new routes are in effect. Commercial pilots are confirming it, more every day. Lindbergh Field gas also confirmed it in an email. If you email a noise complaint to Lindbergh, they respond that it is the FAA's metroplex plan.

Please respond to my comments and questions.

Conrad Prebys

1709

Response

1709-01

The commenter is concerned with noise impacts over Point Loma and that the SoCal Metroplex Proposed Action Procedures have already been implemented. The commenter also requests a copy of the Environmental Impact Report (EIR). 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, not subject to state review or approval. Therefore, preparation of an EIR is not warranted. As a federal project, the SoCal Metroplex Project is subject to the NEPA. In compliance with NEPA, the FAA has analyzed the potential environmental impacts associated with the SoCal Metroplex Project in this EA. As discussed in Chapter 5, the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

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. 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*, and Section 2.3, 2.4, and 2.5 of the

1709**Response**

Aircraft Noise Technical Report for further information.

The commenter claims that the FAA has already begun implementing the Proposed Action. 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 also see **Topical Response 11 – Point Loma**.

1710**Eric and Terri Brelin**

From: Eric & Terri Brelin [entbrelin@aol.com]
 Sent: Thursday, October 08, 2015 5:54 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: San Diego Airport flight path

1710-01

We live in the Pt Loma area south of Talbot street and have noticed an increase in the aircraft flyovers especially in the morning hours. We attended the Oct. 6th meeting and found that the FAA was not forthcoming in their description of the new flight turn points and that the EA does not take into account the noise or pollution effects on the environment and homeowners. Although the FAA representatives stated that the new turn points were not in effect we have definitely noticed an increase in the plane noise in the past few months. It is our understanding that these waypoint changes are being effected to benefit the airlines in fuel savings costs to the detriment of the residents and environment. We oppose these flight path changes. thank you for your attention, Eric & Terri Brelin

1710**Response****1710-01**

Please see **Topical Response 11 - Point Loma**.

1711

Lana Sherman

From: lanasandiego@yahoo.com [lanasandiego@yahoo.com]
Sent: Thursday, October 08, 2015 5:55 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Citizen against Pr. Loma Flight Revisions

1711-01

Please consider public input. Too often decisions are made regardless of what the people who it directly affects think. It makes it feel as if there is no real democratic process.
Thank you.
Lana Sherman

1711

Response

1711-01

Thank you for your comment. Please see **Topical Response 03 – Comment Period Extension**.

1712

Lynn Douglas

From: LYNN M. Douglas [lynnilene@hotmail.com]
Sent: Thursday, October 08, 2015 5:55 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: "NextGen" proposal to eliminate waypoint LOWMA

Dear Administrator Huerta,

1712-01

I am writing you with a question about the SoCal Metroplex Project. Is there anything we citizens in San Diego can do to encourage the FAA to reconsider their options and retain the waypoint LOWMA??

Thank you for your time.

Sincerely,

Lynn Douglas, concerned citizen
5034 East Mountain View Dr
San Diego, CA 92116

1712

Response

1712-01

Please see **Topical Response 11 - Point Loma**.

1713

Martin Cole, City of Culver City

CITY OF CULVER CITY

9770 CULVER BOULEVARD
CULVER CITY, CALIFORNIA 90232-0507
CITY HALL Tel. (310) 253-6000
FAX (310) 253-6010

MICHEÁL O'LEARY
MAYOR

ANDREW WEISSMAN
VICE MAYOR

COUNCILMEMBERS
JIM B. CLARKE
JEFFREY COOPER
MEGHAN SAHLI-WELLS

October 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

Dear Sir or Madam:

Please find enclosed hundreds of comments from citizens of Culver City, both specific as to the potential impacts of the SoCal Metroplex project and its Environmental Assessment, and general with respect to the current impacts of increasing aircraft overflights of the Culver City community at decreasing altitudes.

1713-01

These comments are aimed at informing FAA that the impacts of its procedure are not merely theoretical, but, rather, affect the everyday lives of hardworking, taxpaying citizens who want to enjoy their homes without repeated interference by the deafening sounds of low level overflying aircraft. We are confident FAA will take these concerns to heart and institute a process for reevaluating both current procedures over Culver City and the increase in procedures over Culver City projected in the OAPM EA.

The citizens of Culver City thank the FAA for its serious consideration of the enclosed comments.

Sincerely,

/s/ Martin R. Cole

Martin R. Cole, MPA
Assistant City Manager/City Clerk

cc: John Nachbar, City Manager
Carol Schwab, City Attorney
Lisa Vidra, Senior Deputy City Attorney

Enclosure: Report of Concerns – LAX Overflights (Approximately 800 Comments)

1713

Martin Cole, City of Culver City (continued)

Request #	Topic	Date Entered	Request By	Description
2075334	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075336	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075345	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075346	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075349	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075352	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075353	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075354	Overflights and Other Impacts	2/24/2015	Anonymous	loud overflight
2075551	Overflights and Other Impacts	2/25/2015	Anonymous	loud overflight
2075559	Overflights and Other Impacts	2/25/2015	Anonymous	loud overflight
2076893	Overflights and Other Impacts	2/25/2015	Anonymous	loud overflight
2076894	Overflights and Other Impacts	2/25/2015	Anonymous	loud overflight
2076899	Overflights and Other Impacts	2/25/2015	Anonymous	loud overflight
2076916	Overflights and Other Impacts	2/25/2015	Anonymous	loud overflight
2076918	Overflights and Other Impacts	2/25/2015	Anonymous	Every 5-7 minutes of evening over flights
2077142	Overflights and Other Impacts	2/26/2015	Anonymous	5-7 minute over flights continuing.
2078672	Overflights and Other Impacts	2/27/2015	Anonymous	Night time over flights continuing
2080986	Overflights and Other Impacts	3/2/2015	Anonymous	Midnight over flights resume.
2080987	Overflights and Other Impacts	3/2/2015	Anonymous	Over flights noted
2080988	Overflights and Other Impacts	3/2/2015	Anonymous	Night time over flights continuing.
2082966	Overflights and Other Impacts	3/3/2015	Anonymous	Night time early morning over flights resume.
2084723	Overflights and Other Impacts	3/4/2015	Anonymous	Early morning over flights occurring frequently.
2086350	Overflights and Other Impacts	3/5/2015	Anonymous	Midnight over flights continuing.
2087794	Overflights and Other Impacts	3/5/2015	Anonymous	Flight over our house
2087807	Overflights and Other Impacts	3/6/2015	Anonymous	Midnight over flights continue frequently.
2089158	Overflights and Other Impacts	3/7/2015	Anonymous	Midnight over flights resume.
2089541	Overflights and Other Impacts	3/7/2015	Anonymous	Flight over our house was quite loud right now
2089710	Overflights and Other Impacts	3/8/2015	Anonymous	Midnight through dawn over flights continue.
2090421	Overflights and Other Impacts	3/9/2015	Anonymous	Past midnight over flights frequently continue.
2092331	Overflights and Other Impacts	3/10/2015	Anonymous	Midnight over flights resume.
2092336	Overflights and Other Impacts	3/10/2015	Anonymous	Midnight over flights continuing.
2094227	Overflights and Other Impacts	3/11/2015	Anonymous	Midnight over flights continuing.
2096013	Overflights and Other Impacts	3/12/2015	Anonymous	Frequent midnight over flights resume.
2097620	Overflights and Other Impacts	3/13/2015	Anonymous	Midnight over flights frequency.
2098964	Overflights and Other Impacts	3/14/2015	Anonymous	Midnight over flights continuing.
2100123	Overflights and Other Impacts	3/16/2015	Anonymous	Midnight over flights resumption.
2102171	Overflights and Other Impacts	3/17/2015	Anonymous	Midnight over flights continuing.
2104016	Overflights and Other Impacts	3/18/2015	Anonymous	Midnight over flights resume.
2105646	Overflights and Other Impacts	3/19/2015	Anonymous	Midnight over flights continuing.
2107342	Overflights and Other Impacts	3/20/2015	Anonymous	Midnight over flights annoyance continues.
2108826	Overflights and Other Impacts	3/21/2015	Anonymous	Midnight over flights annoyance continues.
2109372	Overflights and Other Impacts	3/22/2015	Anonymous	Midnight over flights annoyance resumes.
2109986	Overflights and Other Impacts	3/23/2015	Anonymous	Midnight over flights frequent resumption.
2111922	Overflights and Other Impacts	3/24/2015	Anonymous	Midnight over flights frequent resumption.
2113573	Overflights and Other Impacts	3/25/2015	Anonymous	Midnight over flights frequent resumption.
2115287	Overflights and Other Impacts	3/26/2015	Anonymous	Annoying midnight over flights continue.
2117004	Overflights and Other Impacts	3/27/2015	Anonymous	Annoying midnight over flights resumption.
2118304	Overflights and Other Impacts	3/28/2015	Anonymous	Annoying midnight over flights continue.
2118833	Overflights and Other Impacts	3/29/2015	Anonymous	Annoying midnight over flights continue.

1713

Martin Cole, City of Culver City (continued)

2119427	Overflights and Other Impacts	3/30/2015	Anonymous	Annoying midnight over flights resumption.
2121380	Overflights and Other Impacts	3/31/2015	Anonymous	Annoying midnight over flights resumption.
2123402	Overflights and Other Impacts	4/1/2015	Anonymous	Annoying midnight over flights continue.
2125160	Overflights and Other Impacts	4/2/2015	Anonymous	Annoying midnight over flights resumption.
2126895	Overflights and Other Impacts	4/3/2015	Anonymous	Annoying midnight over flights resumption.
2128120	Overflights and Other Impacts	4/4/2015	Anonymous	Annoying midnight over flights resumption.
2129192	Overflights and Other Impacts	4/6/2015	Anonymous	Annoying midnight over flights resumption.
2134528	Overflights and Other Impacts	4/9/2015	Anonymous	Annoying over flights resumption.
2136067	Overflights and Other Impacts	4/10/2015	Anonymous	Annoying midnight over flights resumption.
2137383	Overflights and Other Impacts	4/11/2015	Anonymous	Annoying midnight over flights resumption.
2137849	Overflights and Other Impacts	4/12/2015	Anonymous	Annoying midnight over flights resumption.
2138471	Overflights and Other Impacts	4/12/2015	Anonymous	Noisy flight at 10:27 pm
2138499	Overflights and Other Impacts	4/13/2015	Anonymous	Annoying midnight over flights continue.
2140336	Overflights and Other Impacts	4/14/2015	Anonymous	Annoying midnight over flights continue.
2142199	Overflights and Other Impacts	4/15/2015	Anonymous	Annoying midnight over flights continue.
2145772	Overflights and Other Impacts	4/17/2015	Anonymous	Annoying midnight over flights continue.
2152160	Overflights and Other Impacts	4/22/2015	Anonymous	Annoying midnight over flights continue.
2155574	Overflights and Other Impacts	4/23/2015	Anonymous	Flight noise
2156925	Overflights and Other Impacts	4/25/2015	Anonymous	Annoying midnight over flights continue
2157917	Overflights and Other Impacts	4/26/2015	Anonymous	Noisy plane
2157940	Overflights and Other Impacts	4/27/2015	Anonymous	Annoying midnight over flights continue.
2159907	Overflights and Other Impacts	4/28/2015	Anonymous	Annoying midnight over flights continue.
2165419	Overflights and Other Impacts	5/1/2015	Anonymous	Annoying midnight over flights continue.
2169954	Overflights and Other Impacts	5/4/2015	Anonymous	Low flying helicopter.
2175906	Overflights and Other Impacts	5/7/2015	Anonymous	Too much noise and pollution from aircraft over the area.
2178403	Overflights and Other Impacts	5/11/2015	Anonymous	Annoying midnight over flights resumption
2181114	Overflights and Other Impacts	5/12/2015	Anonymous	Loud disturbing the peace jets and pollution from low jets
2182600	Overflights and Other Impacts	5/13/2015	Anonymous	Constantly from 4 to 5 am. Every 2-3 minutes the sound peaked and was loud enough to wake us up.
2186203	Overflights and Other Impacts	5/15/2015	Anonymous	Annoying midnight over flights continue.
2186239	Overflights and Other Impacts	5/15/2015	Anonymous	Very loud airplane awakened us.
2187064	Overflights and Other Impacts	5/15/2015	Anonymous	Loud
2187075	Overflights and Other Impacts	5/15/2015	Anonymous	Louder
2192331	Overflights and Other Impacts	5/19/2015	Anonymous	Low flight so Loud could hear TV
2192559	Overflights and Other Impacts	5/19/2015	Anonymous	Loud low flying plane
2194434	Overflights and Other Impacts	5/20/2015	Anonymous	Low flying heicopter
2195841	Overflights and Other Impacts	5/21/2015	Anonymous	Low flying plane
2198898	Overflights and Other Impacts	5/25/2015	Anonymous	Loud
2218542	Overflights and Other Impacts	6/7/2015	Anonymous	Low flying helicopter.
2244661	Overflights and Other Impacts	6/24/2015	Anonymous	Low-flying helicopter.
2251420	Overflights and Other Impacts	6/29/2015	Anonymous	Jet so loud i couldnt hear TV
2253191	Overflights and Other Impacts	6/30/2015	Anonymous	Annoying midnight over flights resumption.
2301125	Overflights and Other Impacts	7/31/2015	Anonymous	Annoying midnight over flights continue.
2332799	Overflights and Other Impacts	8/21/2015	Anonymous	overflight noise
2333448	Overflights and Other Impacts	8/22/2015	Anonymous	many
2333456	Overflights and Other Impacts	8/22/2015	Anonymous	one after another for 30 minutes
2335952	Overflights and Other Impacts	8/24/2015	Anonymous	many
2341690	Overflights and Other Impacts	8/28/2015	Anonymous	from about 6 to 7 am--constant noise from airplanes!

1713

Martin Cole, City of Culver City (continued)

2343880	Overflights and Other Impacts	8/30/2015	Anonymous	excessive noise from low flying small airplane w/advertising banner. both saturday and sunday. unacceptable!
2351755	Overflights and Other Impacts	9/3/2015	Anonymous	noise from plane
2351756	Overflights and Other Impacts	9/3/2015	Anonymous	noise from planes
2351758	Overflights and Other Impacts	9/3/2015	Anonymous	more noise from more planes
2362809	Overflights and Other Impacts	9/13/2015	Anonymous	Low flying large jetliner
2075506	Overflights and Other Impacts	2/25/2015	Kerri	Noticed noise from airplane flying overhead
2077140	Overflights and Other Impacts	2/26/2015	Kerri	Noticed noise from overflight. Not overly load, but aware of.
2099759	Overflights and Other Impacts	3/15/2015	Warwick,Kim	Airplane low overhead at 4274 Motor at 1:51pm
2099762	Overflights and Other Impacts	3/15/2015	Warwick,Kim	There was another very low overhead noisy flight at 2:01 PM over 4274 motor
2099921	Overflights and Other Impacts	3/15/2015	Sahli-Wells,Meghan	Several large planes passing over head - can be heard from indoors.
2102138	Overflights and Other Impacts	3/16/2015	Sahli-Wells,Meghan	Loud jet plane noises
2102162	Overflights and Other Impacts	3/16/2015	Sahli-Wells,Meghan	Several large jets - every 3 to 8 minutes for the past hour. Heard from interior.
2105824	Overflights and Other Impacts	3/19/2015	Sahli-Wells,Meghan	3 loud airplanes heard from indoors with all the windows and doors shut.
2114187	Overflights and Other Impacts	3/25/2015	Sahli-Wells,Meghan	My husband and I continue to be disturbed by loud airplanes flying overhead every morning & evening. Although I have...
2157916	Overflights and Other Impacts	4/26/2015	Sahli-Wells,Meghan	Very loud jet plane overhead
2136014	Overflights and Other Impacts	4/9/2015	Warwick,Kim	The lowest jet I've ever seen come overhead. Terribly low. 6:41pm
2343917	Overflights and Other Impacts	8/30/2015	Anderson,Cary	Aircraft has been circling from Vets Park to Downtown Culver City for 30 minutes. This is the third day this flying...
2075063	Overflights and Other Impacts	2/24/2015	Schwab,Carol	Noisy
2176588	Overflights and Other Impacts	5/8/2015	Liber,Daniella	I have been noticing more, louder airplanes overhead in the afternoon and evening when I am at home. The planes appear...
2343865	Overflights and Other Impacts	8/30/2015	Riccio,Kathryn	Plane pulling ad banner Too long. Too long. Please make it stop. I can't think it's so loud!! Please.
2218971	Overflights and Other Impacts	6/7/2015	Sahli-Wells,Meghan	Series of several loud aircraft, once every few minutes.
2391290	Overflights and Other Impacts	10/2/2015	Sahli-Wells,Meghan	Extremely loud airplane
2392890	Overflights and Other Impacts	10/5/2015	Sahli-Wells,Meghan	Multiple loud airplanes
2339790	Overflights and Other Impacts	8/26/2015	Gonzalez, Esq.,Raul	We are writing to express our serious concerns regarding the LAX flight paths DIRECTLY over La Ballona Elementary...
2331143	Overflights and Other Impacts	8/20/2015	Henderson,R	Low flying helicopter
2343099	Overflights and Other Impacts	8/29/2015	sonia	The airplane made a lot of noise. One by one, it is endless. When one made the noise above your head, and other one's...
2176069	Overflights and Other Impacts	5/8/2015	Greenspan,Camille	We have experienced much more air noise overhead. Steadily increasing.
2172734	Overflights and Other Impacts	5/6/2015	Chie,Margarita	In the past few years our very quiet neighborhood is now blasted with aircraft noise from the lower flying and larger...
2174722	Overflights and Other Impacts	5/7/2015	Chie,Margarita	Loud aircraft overhead disrupting my meditation.

1713

Martin Cole, City of Culver City (continued)

2174727	Overflights and Other Impacts	5/7/2015	Chie,Margarita	Loud aircraft overhead at 8:57 a.m.
2173726	Overflights and Other Impacts	5/6/2015	Meyer,Florence	Frequent low flights over my home apparently interfere with my cable TV signal. My provider is Time Warner Cable.
2101961	Overflights and Other Impacts	3/16/2015	Heyl,Mary	Hello, Wish to file noise complaint against flight id: CPZ5815 Aircraft type: E170 origin: PDX destination: ...
2103693	Overflights and Other Impacts	3/17/2015	Heyl,Mary	Good afternoon, I would like to file a noise complaint against this airplane: Flight id: AAL182 aircraft type: ...
2105613	Overflights and Other Impacts	3/18/2015	Heyl,Mary	Hello, I wish to file a noise complaint against the following airplane: flight id: VOZ1 aircraft type: B77W ...
2105614	Overflights and Other Impacts	3/18/2015	Heyl,Mary	hello, I wish to file a complaint against the following flight: flight i.d. : DAL1735 aircraft type: B752 ...
2105615	Overflights and Other Impacts	3/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1298 aircraft type: B752 origin: ...
2105617	Overflights and Other Impacts	3/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA266 aircraft type: B733 origin: OAK...
2105619	Overflights and Other Impacts	3/18/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following airline: flight id: QFA11 aircraft type: A388 ...
2105620	Overflights and Other Impacts	3/18/2015	Heyl,Mary	hello, my family and I wish to file a noise complaint against the following airplane: flight id: QFA15 aircraft...
2105623	Overflights and Other Impacts	3/18/2015	Heyl,Mary	my family and I wish to file a complaint against the following flight: flight id: QFA93 aircraft type: A388 ...
2105642	Overflights and Other Impacts	3/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL34 aircraft type: A332 origin: OGG ...
2109038	Overflights and Other Impacts	3/21/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: FDX1508 aircraft type: MD11 ...
2109049	Overflights and Other Impacts	3/21/2015	Heyl,Mary	I wish to file a complaint against the following flight for noise: flight id: SKW6429 aircraft type: CRJ2 origin:...
2109053	Overflights and Other Impacts	3/21/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: SKW5316 aircraft type: CRJ2 ...
2109056	Overflights and Other Impacts	3/21/2015	Heyl,Mary	I wish to file the following noise complaint against this flight: flight id: DAL1735 aircraft type: B752 origin: ...
2109058	Overflights and Other Impacts	3/21/2015	Heyl,Mary	hello, I wish to file a noise complaint against this flight: flight id: EVA620 aircraft type: B744 origin: ...
2109063	Overflights and Other Impacts	3/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA2184 aircraft type: B737 origin: ...
2109064	Overflights and Other Impacts	3/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: ...
2109065	Overflights and Other Impacts	3/21/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: CPZ5722 aircraft type: E170 ...

1713

Martin Cole, City of Culver City (continued)

2109067	Overflights and Other Impacts	3/21/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: ASH5757 aircraft type: CRJ9 ...
2109071	Overflights and Other Impacts	3/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1229 aircraft type: B753 origin: ...
2109074	Overflights and Other Impacts	3/21/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: SWA2526 aircraft type: B733 ...
2109450	Overflights and Other Impacts	3/22/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following airplane: flight id: DAL1298 aircraft type: B752 ...
2109453	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following airplane: flight id: PAL112 aircraft type: A343 ...
2109454	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: YBBN...
2109456	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5757 aircraft type: CRJ9 origin: ...
2109478	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6463 aircraft type: CRJ7 origin: ...
2109479	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4450 aircraft type: CRJ9 origin: ...
2109481	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPZ5712 aircraft type: E170 origin: ...
2109483	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5316 aircraft type: CRJ2 origin: ...
2109486	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2882 aircraft type: CRJ2 origin: ...
2109488	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA898 aircraft type: B77W origin: ...
2109489	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CSN8707 aircraft type: B772 origin: ...
2109492	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: PAC968 aircraft type: B744 origin: ...
2109495	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL1250 aircraft type: B738 origin: ...
2109585	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1447 aircraft type: A320 origin: ...
2109831	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5389 aircraft type: E120 origin: ...
2109835	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA2082 aircraft type: B748 origin: ...
2109837	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA4150 aircraft type: B733 origin: ...

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Martin Cole, City of Culver City (continued)

2109838	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA454 aircraft type: B734 origin: ...
2109840	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1229 aircraft type: B753 origin: ...
2109842	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA558 aircraft type: B739 origin: ...
2109844	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA466 aircraft type: B739 origin: ...
2109846	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA708 aircraft type: B739 origin: ...
2109848	Overflights and Other Impacts	3/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: JAL60 aircraft type: B788 origin: ...
2110918	Overflights and Other Impacts	3/23/2015	Heyl,Mary	Hello, I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 ...
2111917	Overflights and Other Impacts	3/23/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: UAL357 aircraft type:A319 ...
2113462	Overflights and Other Impacts	3/24/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 ...
2115273	Overflights and Other Impacts	3/25/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: SWA897 aircraft type: B737 ...
2115274	Overflights and Other Impacts	3/25/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: SWA1798 aircraft type: B733 origin: SFO ...
2115275	Overflights and Other Impacts	3/25/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: TWY01 aircraft type: GLEX ...
2115276	Overflights and Other Impacts	3/25/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: AAR284 aircraft type: B744 ...
2117085	Overflights and Other Impacts	3/27/2015	Heyl,Mary	good morning, I wish to file a noise complaint against the following flight: flight id: VOZ1 aircraft type: ...
2118535	Overflights and Other Impacts	3/28/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: AAL14 aircraft type: B752 ...
2118538	Overflights and Other Impacts	3/28/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: UAL840 aircraft type: B772 ...
2118541	Overflights and Other Impacts	3/28/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: AAL286 aircraft id: B752 ...
2118544	Overflights and Other Impacts	3/28/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: SWA2184 aircraft type: B737 ...
2118988	Overflights and Other Impacts	3/29/2015	Heyl,Mary	good morning, I wish to file a noise complaint against the following flight: flight id: ALL286 aircraft type: ...
2118990	Overflights and Other Impacts	3/29/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: UAL671 aircraft type: B752 ...

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2118991	Overflights and Other Impacts	3/29/2015	Heyl,Mary	I wish to file a noise complaint against the following the flight: flight id: DAL2116 aircraft type: B752 origin:...
2118992	Overflights and Other Impacts	3/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL ...
2118994	Overflights and Other Impacts	3/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: YBBN...
2118995	Overflights and Other Impacts	3/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: YSSY ...
2121095	Overflights and Other Impacts	3/30/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: DAL1735 aircraft type: B752 ...
2121098	Overflights and Other Impacts	3/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA150 aircraft type: B739 origin: ANC...
2121104	Overflights and Other Impacts	3/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2116 aircraft type: B752 origin: ...
2121107	Overflights and Other Impacts	3/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CAL008D aircraft type: B77W origin: ...
2121168	Overflights and Other Impacts	3/30/2015	Heyl,Mary	hello, I wish to file a noise complaint against the following flight: flight id: AAL270 aircraft type: B752 ...
2121172	Overflights and Other Impacts	3/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL182 aircraft type: B772 origin: ...
2123382	Overflights and Other Impacts	3/31/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ELY005 aircraft type: B772 origin: ...
2125122	Overflights and Other Impacts	4/1/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA3399 aircraft type: B737 origin: ...
2125123	Overflights and Other Impacts	4/1/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: YBBN...
2126278	Overflights and Other Impacts	4/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UPS904 aircraft type: B763 origin: SDF...
2126286	Overflights and Other Impacts	4/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1750 aircraft type: MD11 origin: ...
2126297	Overflights and Other Impacts	4/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1026 aircraft type: B763 origin: ...
2126303	Overflights and Other Impacts	4/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1508 aircraft type: MD11 origin: ...
2128094	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA150 aircraft type: B739 origin: ANC...
2128096	Overflights and Other Impacts	4/3/2015	Heyl,Mary	flight id: VOZ7 aircraft type: B77W origin: YBBN airplane engine noise too loud!
2128100	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: YBBN...

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Martin Cole, City of Culver City (continued)

2128101	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA508 aircraft type: B737 origin: SMF...
2128102	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA096 aircraft type: B744 origin: ...
2128103	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL162 aircraft type: B752 origin: HNL...
2128104	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: KAL213 aircraft type: B748 origin: ANC...
2128105	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1221 aircraft type: B738 origin: ...
2128106	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1710 aircraft type: B738 origin: ...
2128107	Overflights and Other Impacts	4/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA2163 aircraft type: B737 origin: ...
2131107	Overflights and Other Impacts	4/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL ...
2131112	Overflights and Other Impacts	4/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL286 aircraft type: B752 origin: LIH...
2131113	Overflights and Other Impacts	4/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: EVA610 aircraft type: B744 origin: ANC...
2131114	Overflights and Other Impacts	4/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA266 aircraft type: B737 origin: OAK...
2131115	Overflights and Other Impacts	4/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZ3 aircraft type: B77W origin: YSSY ...
2131117	Overflights and Other Impacts	4/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: THA692 aircraft type: B772 origin: RKSI ...
2131118	Overflights and Other Impacts	4/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: A388 origin: YMML...
2134505	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA898 aircraft type: B77W origin: ...
2134506	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ELY005 aircraft type: B772 origin: ...
2134507	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B737 origin: ...
2134508	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6457 aircraft type: E120 origin: ...
2134509	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZ7 aircraft type: B77W origin: ...
2134510	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: YSSY...

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Martin Cole, City of Culver City (continued)

2134511	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1229 aircraft type: B753 origin: ...
2134513	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL261 aircraft type: A319 origin: SFO...
2134515	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: A388 origin: YMML...
2134516	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA444 aircraft type: B738 origin: SEA...
2134517	Overflights and Other Impacts	4/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ATN1817 aircraft type: B752 origin: ...
2136045	Overflights and Other Impacts	4/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1151 aircraft type: B763 origin: ...
2136046	Overflights and Other Impacts	4/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: 1404 aircraft type: A306 origin: MEM ...
2136049	Overflights and Other Impacts	4/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1742 aircraft type: A306 origin: ...
2136050	Overflights and Other Impacts	4/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: USPS904 aircraft type: B763 origin: ...
2136053	Overflights and Other Impacts	4/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1750 aircraft type: MD11 origin: ...
2137818	Overflights and Other Impacts	4/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: YSSY...
2137821	Overflights and Other Impacts	4/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: KAL8213 aircraft type: B744 origin: ...
2137823	Overflights and Other Impacts	4/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA898 aircraft type: B77W origin: ...
2137824	Overflights and Other Impacts	4/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL261 aircraft type: A319 origin: ...
2137826	Overflights and Other Impacts	4/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL218 aircraft type: B738 origin: ...
2137827	Overflights and Other Impacts	4/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA3499 aircraft type: B733 origin:...
2137828	Overflights and Other Impacts	4/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CLX431 aircraft type: B748 origin: ANC...
2138450	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5316 aircraft type: CRJ2 origin: ...
2138451	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZ7 aircraft type: B77W origin: YBBN ...
2138452	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2852 aircraft type: CRJ2 origin: ...

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Martin Cole, City of Culver City (continued)

2138454	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA898 aircraft type: B77W origin: ...
2138455	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: PAL112 aircraft: A343 origin: RPLL
2138457	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5732 aircraft type: CRJ9 origin: ...
2138459	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4633 aircraft type: CRJ7 origin: ...
2138486	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QXE554 aircraft type: DH8D origin: ...
2138487	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: A332 aircraft type: HAL2 origin: HNL ...
2138488	Overflights and Other Impacts	4/12/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL8128 aircraft type: B738 origin: ...
2140317	Overflights and Other Impacts	4/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1221 aircraft type: B753 origin: ...
2140318	Overflights and Other Impacts	4/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VRD942 aircraft type: A319 origin: ...
2140319	Overflights and Other Impacts	4/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CAL008 aircraft type: B77W origin: ...
2140320	Overflights and Other Impacts	4/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA4213 aircraft type: B737 origin: ...
2140321	Overflights and Other Impacts	4/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA880 aircraft type: B77W origin: ...
2140323	Overflights and Other Impacts	4/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1205 aircraft type: B753 origin: ...
2140325	Overflights and Other Impacts	4/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: PAC916 aircraft type: B744 origin: ...
2153852	Overflights and Other Impacts	4/22/2015	Heyl,Mary	Hello, I wish to file a noise complaint against a low flying helicopter.
2153855	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL 1735 aircraft type: B752 origin: ...
2153857	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL ...
2153860	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA915 aircraft type: B737 origin: ...
2153861	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B737 origin: ...
2153864	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA150 aircraft type: B738 origin: ANC...
2153865	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA867 aircraft type: B737 airplane...

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Martin Cole, City of Culver City (continued)

2153867	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6457 aircraft type: E120 origin: ...
2153868	Overflights and Other Impacts	4/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL261 aircraft type: A319 origin: SFO ...
2161498	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: YBNN...
2161502	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZI aircraft type: B77W origin: YSSY
2161545	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA915 aircraft type: B737 origin: OAK
2161548	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B737 origin: ...
2161551	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: ...
2161554	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6457 aircraft type: E120 origin: ...
2161558	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: A388 origin: ...
2161563	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1229 aircraft type: B753 origin: ...
2161704	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a complaint against a low flying helicopter. Buzzed right passed the house. Noisy engine.
2161707	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL636 aircraft type: B763 origin: ...
2161710	Overflights and Other Impacts	4/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CCA983 aircraft type: B77W origin: ...
2166920	Overflights and Other Impacts	5/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL286 aircraft type: B752 origin: LIH...
2166921	Overflights and Other Impacts	5/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: EVA610 aircraft type: B744 origin: ...
2166923	Overflights and Other Impacts	5/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW 6457 aircraft type: E120 origin: ...
2166924	Overflights and Other Impacts	5/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZ7 aircraft type: B77W origin: YBBN ...
2166927	Overflights and Other Impacts	5/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL ...
2166928	Overflights and Other Impacts	5/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: A388 origin: YMML ...
2167462	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6457 aircraft type: E120 origin: ...

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Martin Cole, City of Culver City (continued)

2167468	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4554 aircraft type: CRJ9 origin: ...
2167471	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6512 aircraft type: CRJ2 origin: ...
2167474	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL246 aircraft type: B752 origin: KOA...
2167477	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: A388 origin: ...
2167480	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6463 aircraft type: CJR7 origin: ...
2167831	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1229 aircraft type: B753 origin: ...
2167832	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA898 aircraft type: B77W origin: ...
2167833	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1535 aircraft type: B733 origin: ...
2167835	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: PAL112 aircraft type: A343 origin: ...
2167837	Overflights and Other Impacts	5/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA3697 aircraft type: B737 origin: ...
2169931	Overflights and Other Impacts	5/4/2015	Heyl,Mary	I wish to file a noise complaint against a low flying helicopter which flew by the house. Ground shook and engine noise...
2175922	Overflights and Other Impacts	5/7/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: ...
2175923	Overflights and Other Impacts	5/7/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ELY005 aircraft type: B772 origin: ...
2175927	Overflights and Other Impacts	5/7/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1735 aircraft type: B752 origin: ...
2175928	Overflights and Other Impacts	5/7/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B733 origin: ...
2177628	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2177630	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5316 aircraft type: CRJ2 origin: ...
2177674	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4700 aircraft type: CRJ9 origin: ...
2177679	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4450 aircraft type: CJR9 origin: ...
2177681	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL

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Martin Cole, City of Culver City (continued)

2177870	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CCA983 aircraft type: B77W origin: ...
2177871	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA446 aircraft type: B734 origin: ...
2177872	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL636 aircraft type: B763 origin: ...
2177873	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAY229 aircraft type: A319 origin: ...
2177874	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2885 aircraft type: CRJ2 origin: ...
2177877	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: WJA1512 aircraft type: B737 origin: ...
2177881	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA880 aircraft type: B77W origin: ...
2177882	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AFR076 aircraft type: B772 origin: ...
2177883	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA444 aircraft type: B738 origin: SEA...
2177884	Overflights and Other Impacts	5/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL894 aircraft type: B738 origin: SEA...
2187400	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: CPZ6649 aircraft type:...
2187401	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: AAL218 aircraft type: ...
2187403	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SKW4708 aircraft type:...
2187407	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SKW5516 aircraft type:...
2187446	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: CPZ6445 aircraft type:...
2187447	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date:05/14/2015 flight id: ASA444 aircraft type: ...
2187449	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SWA734 aircraft type: ...
2187451	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: DAL894 aircraft type: ...
2187453	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SKW5306 aircraft type:...
2187454	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SWA136 aircraft type: ...

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Martin Cole, City of Culver City (continued)

2187456	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14 2015 flight id: SWA255 aircraft type: ...
2187496	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SKW4806 aircraft type:...
2187499	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: ATN1817 aircraft type:...
2187500	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: HAL2 aircraft type: ...
2187503	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 22:40 flight id: SWA3119 aircraft type: ...
2187505	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: VRD948 aircraft type: ...
2187508	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SWA4378 aircraft type:...
2187509	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SWA1220 aircraft type:...
2187510	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SKW530H aircraft type:...
2187512	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: UAL1192 aircraft type:...
2187513	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SWA723 aircraft type: ...
2187514	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: ASA566 aircraft type: ...
2187516	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: AAL212 aircraft type: ...
2190668	Overflights and Other Impacts	5/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL
2190669	Overflights and Other Impacts	5/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA915 aircraft type: B737 origin: ...
2190670	Overflights and Other Impacts	5/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B737 origin: ...
2190672	Overflights and Other Impacts	5/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2116 aircraft type: B752 origin: ...
2192405	Overflights and Other Impacts	5/19/2015	Heyl,Mary	I wish to file a noise complaint against a low flying helicopter that buzzed the house. The windows rattled.
2197404	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SWA915 aircraft type: ...
2197405	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SWA1814 aircraft type:...

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Martin Cole, City of Culver City (continued)

2197406	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SKW6512 aircraft type:...
2197410	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: QFA93 aircraft type: ...
2197414	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: HAL64 aircraft type: ...
2197416	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: ASA562 aircraft type: ...
2197419	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: ASH5727 aircraft type:...
2197423	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SKW2848 aircraft type:...
2197424	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date:05/21/2015 flight id: AAL162 aircraft type: ...
2197425	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: UAL1205 aircraft type:...
2197427	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date:05/21/2015 flight id: UAL525 aircraft type: ...
2197428	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: C25A origin: SBP
2197430	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SKW2894 aircraft type:...
2197431	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SWA4213 aircraft type:...
2197433	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: ASAS66 aircraft type: ...
2197437	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: CPZ6451 aircraft type:...
2197440	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: DAL894 aircraft type: ...
2197442	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SWA455 aircraft type: ...
2197444	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: ROU1884 aircraft type:...
2197448	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: AAL212 aircraft type: ...
2197450	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: ASA450 aircraft type: ...
2197451	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: SWA4840 aircraft type:...

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Martin Cole, City of Culver City (continued)

2197453	Overflights and Other Impacts	5/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/21/2015 flight id: UAL1636 aircraft type:...
2198583	Overflights and Other Impacts	5/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/23/2015 flight id: VOZ1 aircraft type: ...
2198584	Overflights and Other Impacts	5/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/23/2015 flight id: AAL286 aircraft type: ...
2198585	Overflights and Other Impacts	5/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/23/2015 flight id: DAL2116 aircraft type: ...
2198589	Overflights and Other Impacts	5/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/23/2015 flight id: QFA11 aircraft type: ...
2198590	Overflights and Other Impacts	5/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/23/2015 flight id: VOZ7 aircraft type: ...
2198591	Overflights and Other Impacts	5/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/23/2015 flight id: SKW4554 aircraft type:...
2199071	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: AAL284 aircraft type: ...
2199073	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: CPA880 aircraft type: ...
2199074	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: HAL2 aircraft type: ...
2199080	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: DAL894 aircraft type: ...
2199082	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: DAL1434 aircraft type:...
2199084	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: AAL218 B738 origin: ...
2199085	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: UAE9907 aircraft type:...
2199089	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: ROU1884 aircraft type:...
2199091	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: AAL212 aircraft type: ...
2199093	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: AAL162 aircraft type: ...
2199095	Overflights and Other Impacts	5/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/24/2015 flight id: RSP223 aircraft type: ...
2201272	Overflights and Other Impacts	5/26/2015	Heyl,Mary	I wish to file a noise complaint against a helicopter that was flying very low. It caused the ground underneath the...
2206750	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against a low flying helicopter that flew close to our roof tops. The noise shook the...

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Martin Cole, City of Culver City (continued)

2206979	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL840 aircraft type: B772 origin: ...
2206980	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: B744 origin: ...
2206982	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA915 aircraft type: B737 origin: ...
2206983	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2116 aircraft type: B752 origin: ...
2206984	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1735 aircraft type: B752 origin: ...
2206985	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AA142 aircraft type: B752 origin: HNL
2206988	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B737 origin: ...
2206989	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZ7 aircraft type: B77W origin: YBBN
2206991	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZ1 aircraft type: B77W origin: YSSY
2206992	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: A388 origin: ...
2206995	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2206997	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1229 aircraft type: B739 origin: ...
2206999	Overflights and Other Impacts	5/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4554 aircraft type: CRJ9 origin: ...
2207555	Overflights and Other Impacts	5/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1814 aircraft type: MD11 origin: ...
2207556	Overflights and Other Impacts	5/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL246 aircraft type: B752 origin: ...
2207558	Overflights and Other Impacts	5/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL298 aircraft type: B752 origin: ...
2207560	Overflights and Other Impacts	5/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CAL5156 aircraft type: B744 origin: ...
2214399	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: YBBN
2214402	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA915 aircraft type: B737 origin: ...
2214404	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ELY005 aircraft type: B772 origin: ...

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Martin Cole, City of Culver City (continued)

2214405	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B737 origin: ...
2214406	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: B744 origin: ...
2214408	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA898 aircraft type: B77W origin: ...
2214409	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2214412	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6512 aircraft type: CRJ7 origin: ...
2214413	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4554 aircraft type: CRJ9 origin: ...
2214417	Overflights and Other Impacts	6/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4450 aircraft type: CRJ9 origin: ...
2216413	Overflights and Other Impacts	6/4/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL286 aircraft type: B752 origin: ...
2216415	Overflights and Other Impacts	6/4/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1735 aircraft type: B752 origin: ...
2216416	Overflights and Other Impacts	6/4/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA915 aircraft type: B737 origin: ...
2216418	Overflights and Other Impacts	6/4/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ELY005 aircraft type: B772 origin: ...
2216419	Overflights and Other Impacts	6/4/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1814 aircraft type: B737 origin: ...
2217720	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: HAL2 aircraft type: ...
2217722	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: N528B5 aircraft type: ...
2217723	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: SWA455 aircraft type: ...
2217726	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: ROU1884 aircraft type:...
2217728	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: AAL212 aircraft type: ...
2217730	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: ASA450 aircraft type: ...
2217731	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: SWA4840 aircraft type:...
2217734	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: SWA723 aircraft type: ...

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Martin Cole, City of Culver City (continued)

2217736	Overflights and Other Impacts	6/5/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06-04-2015 flight id: UAL1636 aircraft type:...
2223065	Overflights and Other Impacts	6/9/2015	Heyl,Mary	I wish to file a noise complaint against a low flying helicopter that flew over our neighborhood. The thunderous roar...
2223066	Overflights and Other Impacts	6/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA2334 aircraft type: B737 origin: ...
2223067	Overflights and Other Impacts	6/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5399 aircraft type: CRJ2 origin: ...
2223068	Overflights and Other Impacts	6/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPZ6441 aircraft type: E170 origin: ...
2223072	Overflights and Other Impacts	6/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2896 aircraft type: CRJ2 origin: ...
2223076	Overflights and Other Impacts	6/9/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4671 aircraft type: CRJ9 origin: ...
2229724	Overflights and Other Impacts	6/14/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ELY005 aircraft type: B772 origin: ...
2229725	Overflights and Other Impacts	6/14/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL
2237406	Overflights and Other Impacts	6/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1257 aircraft type: B752 origin: ...
2237409	Overflights and Other Impacts	6/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA4575 aircraft type: B737 origin: ...
2237415	Overflights and Other Impacts	6/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL840 aircraft type: B772 origin: ...
2237418	Overflights and Other Impacts	6/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA2579 aircraft type: B737 origin: ...
2237421	Overflights and Other Impacts	6/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: ...
2237422	Overflights and Other Impacts	6/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2116 aircraft type: B752 origin: ...
2237426	Overflights and Other Impacts	6/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4688 aircraft type: CRJ9 origin: ...
2239866	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: UAL1256 aircraft type:...
2239870	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id : AAL286 aircraft type:...
2239872	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: AAL142 aircraft type: ...
2239955	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: N395MB aircraft type: ...

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2239956	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: QFA11 aircraft type: ...
2239959	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: N398LS aircraft type: ...
2239961	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/20/2015 flight id: FDX1814 aircraft type: ...
2239962	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: VOZ7 aircraft type: ...
2239965	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: SWA1653 aircraft type:...
2239969	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: SWA1362 aircraft type:...
2239970	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: VOZ1 aircraft type: ...
2239973	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/20/2015 flight id: ASH5742 aircraft type: ...
2239974	Overflights and Other Impacts	6/21/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 06/20/2015 flight id: SKW4482 aircraft type:...
2244165	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1628 aircraft type: B737 origin: ...
2244166	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ELY005 aircraft type: B772 origin: ...
2244168	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ABX803 aircraft type: B763 origin: ...
2244169	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id:1645 aircraft type: B737 origin: LAS
2244171	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA4575 aircraft type: B737 origin: ...
2244173	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA2579 aircraft type: B737 origin: ...
2244174	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL246 aircraft type: B752 origin: ...
2244175	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL298 aircraft type: B752 origin: ...
2244176	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4688 aircraft type: CRJ9 origin: ...
2244177	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2116 aircraft type: B752 origin: ...
2244178	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6463 aircraft type: CRJ7 origin: ...

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2244179	Overflights and Other Impacts	6/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPZ5753 aircraft type: E170 origin: ...
2245934	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: UAL471 aircraft type: ...
2245935	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: SKW4666 aircraft type: ...
2245937	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date:6/23/2015 flight id: ASA566 aircraft type: ...
2245941	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: AAL266 aircraft type: ...
2245944	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date:6/23/2015 flight id: SWA898 aircraft type: ...
2245945	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: DAL2780 aircraft type: ...
2245948	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2105 flight id: AAL284 aircraft type: ...
2245974	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: SKW413E aircraft...
2245976	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: SWA4126 aircraft type: ...
2245977	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6-23-2015 flight id: CPZ5786 aircraft type: ...
2245979	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date:6/23/2015 flight id: ASA444 aircraft type: ...
2245980	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: SWA4027 aircraft type: ...
2245982	Overflights and Other Impacts	6/24/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/23/2015 flight id: HAL2 aircraft type: ...
2248349	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1628 aircraft type: B737 origin: ...
2248350	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ABX803 aircraft type: B763 origin: ...
2248351	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: N266NR CL215 1A10 origin: VNY
2248353	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA2579 aircraft type: B737 origin: ...
2248354	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA4575 aircraft type: B737 origin: ...
2248356	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL142 aircraft type: B752 origin: ...

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Martin Cole, City of Culver City (continued)

2248359	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2248360	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4688 aircraft type: CRJ9 origin: ...
2248361	Overflights and Other Impacts	6/25/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA93 aircraft type: A388 origin: ...
2250241	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ABX803 aircraft type: B763 origin: ...
2250243	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1653 aircraft type: B733 origin: ...
2250244	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CAL006D aircraft type: B77W origin: ...
2250246	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SOO096 aircraft type: B77L origin: ...
2250249	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: ...
2250252	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4482 aircraft type: CRJ9 origin: ...
2250254	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2250318	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1362 aircraft type: B737 origin: ...
2250319	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4511 aircraft type: CRJ7 origin: ...
2250320	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPZ5753 aircraft type: E170 origin: ...
2250322	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW6463 aircraft type: CRJ7 origin: ...
2250324	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4688 aircraft type: CRJ9 origin: ...
2250325	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1068 aircraft type: B733 origin: ...
2250326	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2851 aircraft type: CJR2 origin: ...
2250327	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA898 aircraft type: B77W origin: ...
2250329	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA499 aircraft type: B738 origin: ...
2250330	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5316 aircraft type: CRJ2 origin: ...

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Martin Cole, City of Culver City (continued)

2250332	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL
2250333	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VRD922 aircraft type: A320 origin: SFO
2250335	Overflights and Other Impacts	6/27/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2754 aircraft type: B712 origin: ...
2250861	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2756 aircraft type: B712 origin: ...
2250863	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL33 aircraft type: B789 origin: RJAA...
2250865	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL338 aircraft type: B752 origin: ...
2250866	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW321H aircraft type: E170 origin: ...
2250868	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPZ5759 aircraft type: E170 origin: ...
2250870	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA884 aircraft type: B77W origin: ...
2250871	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1578 aircraft type: B738 origin: ...
2250872	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CSN621 aircraft type: B77W origin: ...
2250873	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5739 aircraft type: CRJ9 origin: ...
2250874	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ANA6 aircraft type: B77W origin: RJAA
2250876	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPZ5905 aircraft type: E170 origin: ...
2250878	Overflights and Other Impacts	6/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL284 aircraft type: B77L origin: ...
2253074	Overflights and Other Impacts	6/29/2015	Heyl,Mary	I wish to file a complaint against the following flight: date: 6/28/2015 flight id: ROU1876 aircraft type: A319 ...
2253079	Overflights and Other Impacts	6/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/28/2015 flight id: DAL2754 aircraft type: ...
2253083	Overflights and Other Impacts	6/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/28/2015 flight id: SWA2512 aircraft type: ...
2253086	Overflights and Other Impacts	6/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/28/2015 flight id: AAY303 aircraft type: ...
2253090	Overflights and Other Impacts	6/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 6/28/2015 flight id: HAL2 aircraft type: ...

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Martin Cole, City of Culver City (continued)

2187456	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14 2015 flight id: SWA255 aircraft type: ...
2187496	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SKW4806 aircraft type:...
2187499	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: ATN1817 aircraft type:...
2187500	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: HAL2 aircraft type: ...
2187503	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 22:40 flight id: SWA3119 aircraft type: ...
2187505	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: VRD948 aircraft type: ...
2187508	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SWA4378 aircraft type:...
2187509	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SWA1220 aircraft type:...
2187510	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: SKW530H aircraft type:...
2187512	Overflights and Other Impacts	5/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 05/14/2015 flight id: UAL1192 aircraft type:...
2257087	Overflights and Other Impacts	7/1/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA11 aircraft type: A388 origin: ...
2257089	Overflights and Other Impacts	7/1/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: EVA620 aircraft type: B744 origin: ...
2257090	Overflights and Other Impacts	7/1/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2257094	Overflights and Other Impacts	7/1/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL142 aircraft type: B752 origin: ...
2259800	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1814 aircraft type: MD11 origin: ...
2259801	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL246 aircraft type: B752 origin: ...
2259804	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1147 aircraft type: B753 origin: ...
2259806	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1298 aircraft type: B753 origin: ...
2259808	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1735 aircraft type: B752 origin: ...
2259815	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1212 aircraft type: B753 origin: ...

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Martin Cole, City of Culver City (continued)

2259817	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL aircraft type: A332 origin: OGG ...
2259818	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL14 aircraft type: B752 origin: OGG
2259819	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL1256 aircraft type: B753 origin: ...
2259820	Overflights and Other Impacts	7/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5324 aircraft type: CRJ2 origin: ...
2263054	Overflights and Other Impacts	7/6/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: TV4 aircraft type: Helicopter origin:...
2267127	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: TV11 aircraft type: HELICOPTER origin: ...
2267130	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1628 aircraft type: B737 origin: ...
2267132	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1645 aircraft type: B737 origin: ...
2267133	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ABX803 aircraft type: B763 origin: ...
2267135	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VOZ7 aircraft type: B77W origin: YBBN
2267136	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA2579 aircraft type: B737 origin: ...
2267137	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2267138	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: TV5 aircraft type: helicopter origin: ...
2267139	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: general aviation origin: VNY altitude: ...
2267140	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4688 aircraft type: CRJ9 origin: ...
2267141	Overflights and Other Impacts	7/8/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: N126KC aircraft type: H25B origin: ...
2270949	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: TV4 aircraft type: Helicopter origin: ...
2270951	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 7/11/2015 flight id: SWA1628 aircraft type: ...
2270953	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: 7/10/2015 flight id: TV7 aircraft type: ...
2270957	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: ...

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Martin Cole, City of Culver City (continued)

2271066	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: 7/10/2015 flight id: QFA15 ...
2271077	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: 7/10/2015 flight id: SWA2579 ...
2271080	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: 7/10/2015 flight id: VOZ1 ...
2271134	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: 5742 ...
2271136	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: AAL142...
2271138	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: TV11 ...
2271139	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: VOZ7 ...
2271160	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: CPA898...
2271161	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: PAL112...
2271163	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: QFA11 ...
2271164	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: ...
2271165	Overflights and Other Impacts	7/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date of occurrence: July 10, 2015 flight id: ...
2271810	Overflights and Other Impacts	7/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: PEDE3 origin: SMO ALTITUDE: 400 feet ...
2275692	Overflights and Other Impacts	7/14/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2762 aircraft type: B712 origin: ...
2275699	Overflights and Other Impacts	7/14/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: General Aviation LAX TOA altitude: ...
2275705	Overflights and Other Impacts	7/14/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL478 aircraft type: A320 origin: ...
2275711	Overflights and Other Impacts	7/14/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: helicopter origin: SMO altitude: 900 ...
2277942	Overflights and Other Impacts	7/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPZ5742 aircraft type: E170
2277945	Overflights and Other Impacts	7/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VRD798 aircraft type: A320
2277952	Overflights and Other Impacts	7/15/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: N6825SH aircraft type: Helicopter R44 ...

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Martin Cole, City of Culver City (continued)

2281771	Overflights and Other Impacts	7/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: ...
2281775	Overflights and Other Impacts	7/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL142 aircraft type: B752 origin: ...
2281852	Overflights and Other Impacts	7/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SOO096 aircraft type: B77L origin: ...
2281855	Overflights and Other Impacts	7/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2281856	Overflights and Other Impacts	7/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1362 aircraft type: B737 origin: ...
2281857	Overflights and Other Impacts	7/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1653 aircraft type: B737 origin: ...
2281858	Overflights and Other Impacts	7/18/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4688 aircraft type: CRJ9 origin: ...
2282225	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: CPZ7586 aircraft...
2282238	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: N525PH aircraft...
2282239	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: SWA4378 aircraft...
2282241	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: HAL34 aircraft...
2282243	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: DAL1470 aircraft...
2282247	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: AAL212 aircraft...
2282249	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: ASA574 aircraft...
2282250	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 18, 2015 flight id: SWA3713 aircraft...
2282296	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a complaint against the following flight: flight id: AAL14 aircraft type: B752 origin: OGG
2282325	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL4 aircraft type: A332 origin: HNL
2282327	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL286 aircraft type: B752 origin: ...
2282329	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH5742 aircraft type: CRJ9 origin: ...
2282332	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4688 aircraft type: CJR9 origin: ...

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Martin Cole, City of Culver City (continued)

2282333	Overflights and Other Impacts	7/19/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5316 aircraft type: CRJ2 origin: ...
2284361	Overflights and Other Impacts	7/20/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW4806 aircraft type: CRJ9 origin: ...
2284364	Overflights and Other Impacts	7/20/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: N737PM aircraft type: C172 origin: VNY...
2284365	Overflights and Other Impacts	7/20/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2865 aircraft type: CRJ2 origin: ...
2284366	Overflights and Other Impacts	7/20/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: P18 aircraft type: Helicopter origin: ...
2288775	Overflights and Other Impacts	7/22/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: date: July 21, 2015 flight id: TV11 aircraft type:...
2292432	Overflights and Other Impacts	7/25/2015	Heyl,Mary	I wish to file a noise complaint against a low flying helicopter that flew over the house. helicopter shook the...
2293225	Overflights and Other Impacts	7/26/2015	Heyl,Mary	I wish to file a noise complaint against a plane that was towing a banner in the sky for over an hour at a low altitude....
2297494	Overflights and Other Impacts	7/28/2015	Heyl,Mary	I wish to file a noise complaint against a low flying helicopter. Noise from the helicopter shook the ground underneath...
				I wish to file a noise complaint against the following flight:
2297496	Overflights and Other Impacts	7/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2902 aircraft type: CRJ2 origin: ...
2297498	Overflights and Other Impacts	7/28/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL612 aircraft type: B763 origin: ...
2301037	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: FDX1579 aircraft type: md11 origin: ...
2301038	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL216 aircraft type: B772 origin: ...
2301040	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1249 aircraft type: B737 origin: ...
2301071	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1645 aircraft type: B737 origin: ...
2301073	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ABX803 aircraft type: B763 origin: ...
2301074	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASH9820 aircraft type: CRJ9 origin: ...
2301117	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL670 aircraft type: B712 origin: PDX...
2301119	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: HAL226 aircraft type: B752 origin: ...

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Martin Cole, City of Culver City (continued)

2301120	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA562 aircraft type: B738 origin: ...
2301121	Overflights and Other Impacts	7/30/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL284 aircraft type: B763 origin: ...
2305971	Overflights and Other Impacts	8/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: VRD798 aircraft type: A320 origin: ...
2305974	Overflights and Other Impacts	8/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: QTR8179 aircraft type: B77L origin: ...
2305975	Overflights and Other Impacts	8/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: N3229Q aircraft type: PA34 origin: ...
2305977	Overflights and Other Impacts	8/3/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA8501 aircraft type: B737 origin: ...
2317580	Overflights and Other Impacts	8/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAL887 aircraft type: A320 origin: ...
2317581	Overflights and Other Impacts	8/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight; flight id: SWA1258 aircraft type: B737 origin: ...
2317582	Overflights and Other Impacts	8/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW5237 aircraft type: CRJ2 origin: ...
2317584	Overflights and Other Impacts	8/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CAL008 aircraft type: B744 origin: ...
2317585	Overflights and Other Impacts	8/11/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL2764 aircraft type: B712 origin: ...
2323479	Overflights and Other Impacts	8/16/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL216 aircraft type: B772 origin: ...
2325656	Overflights and Other Impacts	8/17/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL246 aircraft type: B752 origin: ...
2325659	Overflights and Other Impacts	8/17/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1298 aircraft type: B753 origin: ...
2325660	Overflights and Other Impacts	8/17/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL298 aircraft type: B752 origin: ...
2342899	Overflights and Other Impacts	8/28/2015	Heyl,Mary	I wish to file a noise complaint against a low flying banner plane towing an advertisement for geico insurance. the...
2343364	Overflights and Other Impacts	8/29/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: N5DB aircraft type: HP14 altitude: ...
2343894	Overflights and Other Impacts	8/30/2015	Heyl,Mary	I wish to file a noise complaint against a low flying unidentified plane. the engine noise is too loud and annoying! ...
2349977	Overflights and Other Impacts	9/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CPA882 aircraft type: B77W origin: ...
2349978	Overflights and Other Impacts	9/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SWA1467 aircraft type: B737 origin: ...

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Martin Cole, City of Culver City (continued)

2349979	Overflights and Other Impacts	9/2/2015	Heyl,Mary	I wish to file a noise complaint against an unidentified helicopter which flew low through our neighborhood causing the...
2358534	Overflights and Other Impacts	9/9/2015	Heyl,Mary	I wish to file a noise complaint against an unidentified helicopter that was flying very low. The noise shook the...
2360328	Overflights and Other Impacts	9/10/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: KAL011 aircraft type: A388 origin: ...
2360330	Overflights and Other Impacts	9/10/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL198 aircraft type: B738 origin: ...
2360332	Overflights and Other Impacts	9/10/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: N737PM destination: VNY aircraft type: ...
2360333	Overflights and Other Impacts	9/10/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW2898 aircraft type: CRJ2 origin: ...
2360337	Overflights and Other Impacts	9/10/2015	Heyl,Mary	I wish to file a noise complaint against an unidentified low flying helicopter. ground shook under the house.
2360343	Overflights and Other Impacts	9/10/2015	Heyl,Mary	I wish to file a noise complaint against an unidentified plane flying approximately 800 ft. altitude. Engine was...
2360346	Overflights and Other Impacts	9/10/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: SKW409Z aircraft type: CRJ2 origin: ...
2362540	Overflights and Other Impacts	9/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: DAL1735 aircraft type: B752 origin: ...
2362542	Overflights and Other Impacts	9/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: CKS2827 aircraft type: B744 origin: ...
2362573	Overflights and Other Impacts	9/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL14 aircraft type: B752 origin: OGG
2362576	Overflights and Other Impacts	9/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: AAL298 aircraft type: A321 origin: ...
2362578	Overflights and Other Impacts	9/13/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ABW667 aircraft type: B748 origin: ...
2371527	Overflights and Other Impacts	9/18/2015	Heyl,Mary	I wish to file a noise complaint against an unidentified low flying helicopter which flew over the neighborhood. The...
2371532	Overflights and Other Impacts	9/18/2015	Heyl,Mary	I wish to file a noise complaint against an unidentified low flying helicopter that buzzed our neighborhood. helicopter...
2371534	Overflights and Other Impacts	9/18/2015	Heyl,Mary	I wish to file a noise complaint against a low flying helicopter. the engine noise rattled the windows and the ground...
2374662	Overflights and Other Impacts	9/21/2015	Heyl,Mary	I wish to file a noise complaint against a low flying noisy helicopter. the noise vibrations shook the ground...
2378349	Overflights and Other Impacts	9/23/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: ASA562 aircraft type: B739 origin: ...

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Martin Cole, City of Culver City (continued)

2381362	Overflights and Other Impacts	9/25/2015	Heyl,Mary	I wish to file a noise complaint against an unidentified low flying helicopter. The noise from the engine rattled the...
2391197	Overflights and Other Impacts	10/2/2015	Heyl,Mary	I wish to file a noise complaint against a noisy helicopter: flight id: N360PD aircraft type: R44 origin: SMO
2391198	Overflights and Other Impacts	10/2/2015	Heyl,Mary	I wish to file a noise complaint against the following flight: flight id: UAE215 aircraft type: A388 origin: ...
2207562	Overflights and Other Impacts	5/30/2015	hey1,mary	I wish to file a noise complaint against the following flight: flight id: AAL14 aircraft type: B752 origin: OGG
2207563	Overflights and Other Impacts	5/30/2015	hey1,mary	I wish to file a noise complaint against the following flight: flight id: AAL14 aircraft type: B752 origin: OGG
2207565	Overflights and Other Impacts	5/30/2015	hey1,mary	I wish to file a noise complaint against the following flight: flight id: ASA150 aircraft type: B737 origin: ...
2207566	Overflights and Other Impacts	5/30/2015	hey1,mary	I wish to file a noise complaint against the following flight: flight id: AAL286 aircraft type: B752 origin: ...
2207568	Overflights and Other Impacts	5/30/2015	hey1,mary	I wish to file a noise complaint against the following flight: flight id: QFA15 aircraft type: B744 origin: ...
2207570	Overflights and Other Impacts	5/30/2015	hey1,mary	I wish to file a noise complaint against the following flight: flight id: VOZ1 aircraft type: B77W origin: YSSY
2105596	Overflights and Other Impacts	3/18/2015	Heyl,John	AAL182 passed overhead at the lowest altitude I have ever witnessed outside of aircraft landing at LAX. Tracker says it...
2342894	Overflights and Other Impacts	8/28/2015	Heyl,John	Prop plane towing a sign "Save Money Geico" has been circling for about 90 minutes making a lot of noise. LAX Web Trak...
2343369	Overflights and Other Impacts	8/29/2015	Heyl,John	prop plane towing sign "SAVE MONEY GEICO" making circle over Vets Park area of Culver City with loud engine noise - up a...
2344016	Overflights and Other Impacts	8/30/2015	Heyl,John	for the third day in a row, a prop plane towing a sign reading "SAVE MONEY GEICO" circled the VETS PARK neighborhood. ...
2341927	Overflights and Other Impacts	8/28/2015	Young,Jo	Aircraft noise is not noticeable in my neighborhood. And I live close to Carlson Park.
2179349	Overflights and Other Impacts	5/11/2015	jobst,peter	The air traffic over head shakes our house all day and in the middle of the night. We have noticed an increase in low...
2132814	Overflights and Other Impacts	4/7/2015	Bowen,Matt	I am very concerned with the increased airplane noise going over our house, as I have noticed a dramatic spike in noise...
2338342	Overflights and Other Impacts	8/26/2015	ZIEGLER,PATRICIA	Noise from planes every minute around 9-10PM. Then every 2-3 minutes until 2AM This cause noie and pollution because...
2340052	Overflights and Other Impacts	8/27/2015	ZIEGLER,PATRICIA	Hundreds of planes a day are flying over my head spewing noxious gases into the air and dropping toxic materials. ...

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Martin Cole, City of Culver City (continued)

2342533	Overflights and Other Impacts	8/28/2015	ZIEGLER,PATRICIA	The noise level has increased immensely since we have moved here since the recent large plane fly-overs. The noise is...
2344075	Overflights and Other Impacts	8/31/2015	ZIEGLER,PATRICIA	It's after midnight and I can't sleep Continuous Jumbo Jets are flying over my house with no space in between. The...
2348014	Overflights and Other Impacts	9/1/2015	ZIEGLER,PATRICIA	I am upset about the noise and air pollution caused by hundreds of planes flying over my head all day long and making...
2350572	Overflights and Other Impacts	9/3/2015	Langeneckert,Brigitte	Noise and air pollution from overflights of large planes. Keeps me awake and pollutes my air.
2343906	Overflights and Other Impacts	8/30/2015	Gupta,Sharad	I'd like to strongly oppose any decision which would increase overflights over Culver City.
2345172	Overflights and Other Impacts	8/31/2015	Olmeda,Grace	Dear City Council Member: I would like to register a big complain that has been occurring. It seems LAX flight pattern...
2165208	Overflights and Other Impacts	4/30/2015	Sandbank,Lisa	I live in Santa Monica but I can't find anywhere here to get more info on the incoming LAX traffic that suddenly became...
2083987	Overflights and Other Impacts	3/3/2015	Monagan,Michael	What bothers my family the most is the low flying helicopters. Couldn't they be given a minimum height that would put... Very frequent loud noise from overflight all day long,
2174466	Overflights and Other Impacts	5/7/2015	Winks,Matthew	Low flying helicopter
2176973	Overflights and Other Impacts	5/8/2015	Winks,Matthew	Low flying helicopter.
2177507	Overflights and Other Impacts	5/9/2015	Winks,Matthew	Very low flying helicopter.
2178381	Overflights and Other Impacts	5/10/2015	Winks,Matthew	Low flying helicopter.
2185018	Overflights and Other Impacts	5/14/2015	Winks,Matthew	Low flying helicopter.
2185515	Overflights and Other Impacts	5/14/2015	Winks,Matthew	Low flying helicopter.
2187521	Overflights and Other Impacts	5/15/2015	Winks,Matthew	Low flying helicopter.
2188511	Overflights and Other Impacts	5/17/2015	Winks,Matthew	Low flying helicopter.
2190519	Overflights and Other Impacts	5/18/2015	Winks,Matthew	Low-flying helicopter.
2190569	Overflights and Other Impacts	5/18/2015	Winks,Matthew	Low-flying helicopter.
2193598	Overflights and Other Impacts	5/20/2015	Winks,Matthew	Low flying private plane.
2193612	Overflights and Other Impacts	5/20/2015	Winks,Matthew	Low-flying helicopter.
2195139	Overflights and Other Impacts	5/21/2015	Winks,Matthew	Low-flying helicopter.
2195245	Overflights and Other Impacts	5/21/2015	Winks,Matthew	Low-flying helicopter.
2197629	Overflights and Other Impacts	5/23/2015	Winks,Matthew	Low-flying helicopter.
2204741	Overflights and Other Impacts	5/28/2015	Winks,Matthew	Low-flying helicopter.
2208115	Overflights and Other Impacts	5/31/2015	Winks,Matthew	Low flying helicopter.
2208901	Overflights and Other Impacts	6/1/2015	Winks,Matthew	Low-flying helicopter.
2216205	Overflights and Other Impacts	6/4/2015	Winks,Matthew	Low-flying helicopter.
2218526	Overflights and Other Impacts	6/7/2015	Winks,Matthew	Low-flying helicopter.
2218799	Overflights and Other Impacts	6/7/2015	Winks,Matthew	Low flying helicopter.
2220625	Overflights and Other Impacts	6/8/2015	Winks,Matthew	Low-flying helicopter.
2220658	Overflights and Other Impacts	6/8/2015	Winks,Matthew	Low-flying helicopter.
2222217	Overflights and Other Impacts	6/9/2015	Winks,Matthew	Low-flying helicopter.
2228535	Overflights and Other Impacts	6/12/2015	Winks,Matthew	Low flying helicopter.
2229596	Overflights and Other Impacts	6/14/2015	Winks,Matthew	Low-flying helicopter.
2231733	Overflights and Other Impacts	6/15/2015	Winks,Matthew	Low-flying helicopter.
2246592	Overflights and Other Impacts	6/25/2015	Winks,Matthew	Low-flying helicopter.
2248207	Overflights and Other Impacts	6/25/2015	Winks,Matthew	Low-flying helicopter.
2248228	Overflights and Other Impacts	6/25/2015	Winks,Matthew	Low-flying helicopter.

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Martin Cole, City of Culver City (continued)

2343876	Overflights and Other Impacts	8/30/2015	Winks,Matthew	This advertising plane has been circling for over an hour, plus 4 hours yesterday. That can't be legal.
2362811	Overflights and Other Impacts	9/13/2015	Winks,Matthew	Increased low flying passenger jet overflights today. Here's one hour's worth of info, but it's been happening since...
2077603	Overflights and Other Impacts	2/26/2015	Mandelbaum,Paul	Airplane noise Note multiple times listed for one-hour sample.
2078414	Overflights and Other Impacts	2/26/2015	Mandelbaum,Paul	* flyover airplane noise during three hour period this morning at: 9:02 am, 9:04, 9:10, 9:12, 9:14, 9:17, 9:26, 9:41,...
2078976	Overflights and Other Impacts	2/27/2015	Mandelbaum,Paul	* 4:04 pm; 4:05, 4:26, 4:30, 4:55, 4:57, 5:05, 5:22, 5:34, 5:59, 6:07; 6:24; 6:30; 6:53; 6:59; 8:42, 8:46, 9:01; 9:23;...
2080294	Overflights and Other Impacts	2/28/2015	Mandelbaum,Paul	* 2/28/15 overflight noise 8:47 am; 8:50; 8:52; 8:57; 9:10; 9:13; 9:16; 9:21; 9:25; 9:27; 9:40; 9:44; 9:48; 10:01;...
2083831	Overflights and Other Impacts	3/3/2015	Mandelbaum,Paul	Excessive airplane noise: March 2 9:19 am; 9:31 am; 9:35 am; 9:41; 9:43; 10:06; 10:09; 10:15; 10:34 am; 11:20am; ...
2109706	Overflights and Other Impacts	3/22/2015	Mandelbaum,Paul	Various times/dates of flight noise. March 21 9:27 am; 9:38; 9:48; 9:54; 10:16 am; 11:06; 11:08; 11:16 am; 12:18 ...
2112826	Overflights and Other Impacts	3/24/2015	Mandelbaum,Paul	airplane noise march 23, 2015 9:10 am; 9:13; 9:49; 10:06; 10:13; 10:24; 10:28; 10:42; 10:50; 11:09; 11:12; 11:16;...
				April 13, 2015 8:53 am; 8:57; 9:01; 9:04; 9:27; 9:30; 9:43;
2104696	Overflights and Other Impacts	3/18/2015	fisch,Denny	Aircraft descending, engine noise very loud
2104736	Overflights and Other Impacts	3/18/2015	fisch,Denny	Airplane descending, loud engine noise
2075330	Overflights and Other Impacts	2/24/2015	lehrman,june	loud overflight
2075331	Overflights and Other Impacts	2/24/2015	lehrman,june	loud overflight
2075583	Overflights and Other Impacts	2/25/2015	lehrman,june	this is a test to see if this website is functioning correctly and capturing my complaints
2076895	Overflights and Other Impacts	2/25/2015	lehrman,june	loud overflight
2076896	Overflights and Other Impacts	2/25/2015	lehrman,june	loud overflight
2076900	Overflights and Other Impacts	2/25/2015	lehrman,june	loud overflight
2076917	Overflights and Other Impacts	2/25/2015	lehrman,june	loud overflight
2076926	Overflights and Other Impacts	2/25/2015	lehrman,june	loud overflight
2077196	Overflights and Other Impacts	2/26/2015	lehrman,june	loud overflight
2077521	Overflights and Other Impacts	2/26/2015	lehrman,june	loud overflight
2077524	Overflights and Other Impacts	2/26/2015	lehrman,june	loud overflight
2077528	Overflights and Other Impacts	2/26/2015	lehrman,june	loud overflights every couple of minutes this morning
2078406	Overflights and Other Impacts	2/26/2015	lehrman,june	loud overflights at 258pm 301pm 310pm 316pm 321pm 325pm
2080087	Overflights and Other Impacts	2/28/2015	lehrman,june	2/27/2015 730am 1123pm 1133 pm
2080946	Overflights and Other Impacts	3/1/2015	lehrman,june	loud overflights but not awful today while I was home-- they do change patterns and today was a good day 747 am 755am ...
2082942	Overflights and Other Impacts	3/2/2015	lehrman,june	not a bad day, not every two minutes like some days 656am 808am 747pm 750pm 820pm 836pm 846pm 852pm 900pm ...

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Martin Cole, City of Culver City (continued)

2084683	Overflights and Other Impacts	3/3/2015	lehrman,june	3/2 loud overflights noted: 648am 654am 718am 543pm 553pm 923pm 959pm 1002pm 1005pm 1008pm 1012pm 1049pm ...
2089690	Overflights and Other Impacts	3/7/2015	lehrman,june	Friday march 6 loud overflights: 1013pm 1038pm 1052pm 1101pm
2089701	Overflights and Other Impacts	3/8/2015	lehrman,june	sat mar 7 loud overflights 1008pm 1010pm 1153 pm 1156pm
2090407	Overflights and Other Impacts	3/8/2015	lehrman,june	loud overflights Sunday 3/8 951am 956am 1053am 613pm 704pm 727pm 838pm 851pm 854pm 919pm 923pm 930pm ...
2094173	Overflights and Other Impacts	3/10/2015	lehrman,june	3/10 loud overflights 550pm 552pm 800pm 804pm 806pm 818pm 832pm 834pm 847pm 853pm 856pm 858pm 900pm
2102159	Overflights and Other Impacts	3/16/2015	lehrman,june	loud overflights Mon 3/16: 909pm 928pm 931pm 939pm 949pm 951pm 954pm 1000pm 1014pm 1017pm 1022pm 1035pm ...
2113563	Overflights and Other Impacts	3/24/2015	lehrman,june	Tuesday 3/17 loud overflights: 735am
2113564	Overflights and Other Impacts	3/24/2015	lehrman,june	Thursday mar 19 loud overflights 1032pm 1033pm 1036pm
2113565	Overflights and Other Impacts	3/24/2015	lehrman,june	Friday mar 20 loud overflights 643pm 1133 pm 1143 pm 1200 am
2113566	Overflights and Other Impacts	3/24/2015	lehrman,june	Sat mar 21 was a very quiet day, such a relief, planes went elsewhere not overhead. whew one quiet day like the good...
2113567	Overflights and Other Impacts	3/24/2015	lehrman,june	sunday march 22 loud overflights 715am 737am 752am 757am 132pm 140pm 143pm 145pm 148pm 159pm 209pm 230pm ...
2113568	Overflights and Other Impacts	3/24/2015	lehrman,june	Monday mar 23 loud overflights 1221am 1016pm 1023pm 1100pm 1102pm 1110pm 1120pm 1121pm
2113569	Overflights and Other Impacts	3/24/2015	lehrman,june	very loud overflight
2389965	Overflights and Other Impacts	10/1/2015	Dresher,Pamela	Wow, these planes flying over are unbelievable! They are coming every 1-2 minutes and are flying quite low. Is this all...
2348591	Overflights and Other Impacts	9/2/2015	Wong,Alex	I'm a Culver City resident at 5024 Pickford Way and I have noticed a significant increase in jet noise since moving here...
2177866	Overflights and Other Impacts	5/9/2015	Payne,Kerri	Flight going over head exceptionally loud around 10:05pm.
2339230	Overflights and Other Impacts	8/26/2015	Frye,Roberta	In the past year the noise from planes flying into LAX has increased to a disturbing level.
2101824	Overflights and Other Impacts	3/16/2015	tarpley,mark	Once a quit neighborhood now has become a steady roar of jet noise. I have built three homes in this neighborhood ...
2337826	Overflights and Other Impacts	8/25/2015	Kay,John	Unable to sleep due to increased airplane noise. Also I must shut the windows at night in my home due to the air...

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Martin Cole, City of Culver City (continued)

Cole, Martin

From: Liz Kinnon <lizkinnon@gmail.com>
Sent: Thursday, October 08, 2015 12:42 AM
To: Clerk, City
Subject: FAA letter from CC resident
Attachments: FAA letter from CC resident.pdf

October 6, 2015

To: The Federal Aviation Administration

Re: proposed flight path over Culver City, California

To Whom It May Concern,

As a 20-year resident of Culver City, our family has experienced a steady increase of population, congestion, and NOISE. The proposed new flight paths, planned to fly directly over Culver City's only high school, middle school, and one of its elementary schools is deeply troubling to us and our community.

Our neighborhoods are already affected by increased plane noise! Hovering helicopters have become commonplace! Traffic in and out of Culver City has greatly intensified as a result of overbuilding of condos and office buildings! The idea of more planes in the air - flying at lower altitudes - on narrower flight paths - is unbearable. The added stress from the noise and pollution would be intolerable.

We made great sacrifice to buy a house in Culver City. We have been involved in our community in working to improve our city and quality of life. Still, the added traffic and noise have added significant stress to our peaceful community. These proposed changes would be devastating.

PLEASE help us protect our community by finding an alternative to this proposal or tabling it altogether.

Thank you for your attention.

Sincerely,

Elizabeth Kinnon

Richard Mitchell

Kevin Mitchell

Eric Mitchell

11115 Farragut Drive
Culver City, CA 90230

1713-02

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Martin Cole, City of Culver City (continued)

Cole, Martin

From: Joy Weiser <thejoyweiser@gmail.com>
Sent: Wednesday, October 07, 2015 2:58 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: New Flight Regulations over Culver City

Dear FAA,

I am resident of Culver City since 1999.

I have watched Culver City grow to become the thriving city it is today!

What a tragedy to let the new flight regulations mar the beauty of our city.

Now, Airplanes and helicopters wake me up!

Please help protect our health and happiness, by forcing whoever is in power, to create policies in which our communities health is more important than dollars!

Or eventually, Culver City won't be a place where I want to live.

Thank you for your representing our best interests,

Regards, Jacqueline Joy Weiser

1713-03

Cole, Martin

From: Joy Weiser <thejoyweiser@gmail.com>
Sent: Wednesday, October 07, 2015 2:52 PM
To: Clerk, City
Subject: New Flight Regulation

Dear Culver City Officials,

I am resident of Culver City since 1999.

I have watched Culver City grow to become the thriving city it is today!

What a tragedy to let the new flight regulations mar the beauty of our city.

Now, Airplanes and helicopters wake me up!

Please help protect our health and happiness, by forcing whoever is in power, to create policies in our skies that make health more important than dollars!

Or eventually, Culver City won't be a place where I want to live.

Thank you for your representing our best interests,

Regards, Jacqueline Joy Weiser

Cole, Martin

From: Anita First <afirst@goldenoutcomes.com>
Sent: Wednesday, October 07, 2015 1:35 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: Routing LAX traffic over Culver City

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.

1713-04

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

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Rich Waters <rufarout@gmail.com>
Sent: Tuesday, October 06, 2015 9:21 PM
To: Clerk, City
Subject: Sent email to FAA

Rich Waters, Lincoln Ave.

Cole, Martin

From: mary kiang <mjkay23@yahoo.com>
Sent: Tuesday, October 06, 2015 9:18 PM
To: 9-ANM-SoCalOAPM@faa.gov; Clerk, City
Subject: Concerns over Future Culver City Overflights

To Whom It May Concern:

1713-05

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

Cole, Martin

From: A Bonn <acbonn@gmail.com>
Sent: Tuesday, October 06, 2015 8:49 PM
To: Clerk, City
Subject: Nextgen Overflights in Culver City

To Whom It May Concern:

1713-06

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?

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

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Greg and Laurie Heath <theheaths@sbcglobal.net>
Sent: Tuesday, October 06, 2015 5:40 PM
To: Clerk, City
Subject: Fw: Concern over Jet Path over Culver City

To Whom it May Concern

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. 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.

1713-07

Very Concerned,

Laurie Heath

Cole, Martin

From: Sara Hartley <sara.hartley@parklabrea.com>
Sent: Tuesday, October 06, 2015 5:28 PM
To: '9-ANM-SoCalOAPM@faa.gov'
Cc: Clerk, City
Subject: Flights over Culver City -location 4242 Keystone Ave.

Dear FAA Policymakers,

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.

1713-08

Please come up with a more environmentally sensitive plan.

Thank you,

Sara Hartley, LEED AP
 Project Manager-Capital

PRIME

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

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Lori Murchison <Lori.Murchison@vca.com>
Sent: Tuesday, October 06, 2015 5:12 PM
To: Clerk, City
Subject: LAX jet noise and proposed flight paths

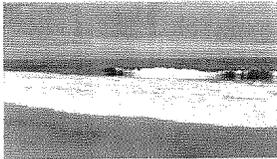
1713-09

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

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



1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Bruce Markoe <bmarkoe@gmail.com>
Sent: Tuesday, October 06, 2015 12:43 PM
To: Clerk, City
Subject: LAX Aircraft Approach Noise Problem

This was sent to the faa email address just now from me.

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.

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

Cole, Martin

From: Jessica Seaton <drjessica@drjessicaseaton.com>
Sent: Tuesday, October 06, 2015 12:13 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
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.

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

1713-10

1713-11

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Wendy Binder <wendy.binder@gmail.com>
Sent: Tuesday, October 06, 2015 11:05 AM
To: Clerk, City
Subject: jet noise above Culver City

1713-12

I'm writing to add my concern about the increased jet noise over Culver City. The change in air traffic pattern affects our quality of life and our property values and we should have a say in any change that impacts these important areas of life. While perhaps less convenient than spreading out the flight path, and certainly less nice for those not in it anymore, it is unfair to put such a burden on a segment of the population with no recourse.

Something should be done to reverse this unfair action.

Thank you for your time,
Wendy Binder,
Culver City resident

Cole, Martin

From: Diana Solomon <deedeediana@sbcglobal.net>
Sent: Tuesday, October 06, 2015 11:04 AM
To: Clerk, City
Subject: Increased noise over new flight path

1713-13

Hello - I am a 24 year resident of Culver City, at 11020 Lindblade St., and do not want any more noise or air pollution over my neighborhood. We already live close to the 405 freeway and have to deal with the noise and dirt from that. We don't want any additional noise or air pollution over our lovely Veteran's Park neighborhood. Thank you.

Diana Solomon

Cole, Martin

From: Connie Moffatt <artitalia@ca.rr.com>
Sent: Tuesday, October 06, 2015 10:41 AM
To: Clerk, City
Subject: No flight path over culver city

1713-14

Please don't let the flight path go directly over Culver City. The planes are loud enough as it is in the current path, waking me very early in the morning. We have double-paned windows and we can hear them now quite clearly. Imagine how our lives would be ruined when the flight path changes, not to mention the jet fuel causing possible health problems and a lower path vibrating buildings and us!

Please help your citizens and pass this on to our City Council.

Sincerely,
Constance Moffatt
--
Constance Moffatt, Ph.D.
Professor of Art History
2nd VP Senate, Curriculum Chair
Department of Art + Architecture
Pierce College
818.710.4365

Co-Editor-in-Chief
Leonardo Studies

"The noblest pleasure is the joy of understanding."
Leonardo da Vinci

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Jeffrey Apfelberg <jeffreyaa@yahoo.com>
Sent: Tuesday, October 06, 2015 10:35 AM
To: 9-ANM-SoCalOAPM@faa.gov; Clerk, City
Subject: Opposing LAX overflights over Culver City

1713-15

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

Cole, Martin

From: Marleen Pugach <marleen.pugach@gmail.com>
Sent: Tuesday, October 06, 2015 10:29 AM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: Changes in flyover patterns from LAX over Culver City, CA

1713-16

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

Cole, Martin

From: McLaughlin, Katy <Katy.McLaughlin@wsj.com>
Sent: Tuesday, October 06, 2015 10:24 AM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: concerned about airplane noise in Culver City

Dear FAA,

1713-17

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

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: kara frans <kara@karafrans.com>
Sent: Monday, October 05, 2015 10:41 PM
To: 9-ANM-SoCalOAPM@faa.gov
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.

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

Kara Frans

Culver City, CA 90232
 (310) 990-8850

1713-18

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Ernest Adzentoivich <eadzent@icloud.com>
Sent: Monday, October 05, 2015 10:15 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: current and future LAX flights routed over culver city

1713-19

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

Cole, Martin

From: Adam Griffin <adamandbear@mac.com>
Sent: Monday, October 05, 2015 9:58 PM
To: 9-ANM-SoCalOAPM@faa.gov; Clerk, City
Subject: Culver city overflights

1713-20

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

Cole, Martin

From: Marissa Krupat <marissa.krupat@yahoo.com>
Sent: Monday, October 05, 2015 8:44 PM
Cc: Clerk, City
Subject: Culver City Proposed Flight Path Opposition

I am a Culver City, CA resident and I am writing to express my opposition to the proposed flight path changes over Culver City.

1713-21

In recent weeks, neighbors have heard increased jets overhead and experienced increased pollution as a result of more frequent and louder planes flying overhead.

1713-22

Culver City residents will not stand for increased noise and air pollution as a result of new flight paths.

Signed,
 Marissa Krupat
 (Culver City resident)

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Culver City For Quiet Skies <culver.city.for.quiet.skies@gmail.com>
Sent: Monday, October 05, 2015 1:58 PM
To: Clerk, City
Subject: Petition from Culver City Residents Regarding Jet Noise and NextGen
Attachments: O'Leary CULVER CITY For Quiet Skies Petition.pdf

Dear Culver City Mayor O'Leary,

1713-23

Please see attached a petition from Culver City parents and residents regarding the current increased jet noise we are experiencing and the FAA's implementation of NextGen over Culver City.

Please help us.

Respectfully,
Culver City for Quiet Skies

Email: culver.city.for.quiet.skies@gmail.com

Cole, Martin

From: Culver City For Quiet Skies <culver.city.for.quiet.skies@gmail.com>
Sent: Monday, October 05, 2015 1:54 PM
To: Clerk, City
Subject: Petition from Culver City Residents Regarding Jet Noise and NextGen
Attachments: Weissman CULVER CITY For Quiet Skies Petition.pdf

Dear Culver City Vice Mayor Weissman,

1713-23

Please see attached a petition from Culver City parents and residents regarding the current increased jet noise we are experiencing and the FAA's implementation of NextGen over Culver City.

Please help us.

Respectfully,
Culver City for Quiet Skies

Email: culver.city.for.quiet.skies@gmail.com

Cole, Martin

From: Culver City For Quiet Skies <culver.city.for.quiet.skies@gmail.com>
Sent: Monday, October 05, 2015 1:47 PM
To: Clerk, City
Subject: Petition from Culver City Residents Regarding Jet Noise and NextGen
Attachments: Clarke CULVER CITY For Quiet Skies Petition.pdf

Dear Culver City Council Member Clarke,

1713-23

Please see attached a petition from Culver City parents and residents regarding the current increased jet noise we are experiencing and the FAA's implementation of NextGen over Culver City.

Please help us.

Respectfully,
Culver City for Quiet Skies

Email: culver.city.for.quiet.skies@gmail.com

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Culver City For Quiet Skies <culver.city.for.quiet.skies@gmail.com>
Sent: Monday, October 05, 2015 1:44 PM
To: Clerk, City
Subject: Petition from Culver City Residents Regarding Jet Noise and NextGen
Attachments: Cooper CULVER CITY For Quiet Skies Petition.pdf

Dear Culver City Council Member Cooper,

1713-23

Please see attached a petition from Culver City parents and residents regarding the current increased jet noise we are experiencing and the FAA's implementation of NextGen over Culver City.

Please help us.

Respectfully,
 Culver City for Quiet Skies

Email: culver.city.for.quiet.skies@gmail.com

Cole, Martin

From: Culver City For Quiet Skies <culver.city.for.quiet.skies@gmail.com>
Sent: Monday, October 05, 2015 1:40 PM
To: Clerk, City
Subject: Petition from Culver City Residents Regarding Jet Noise and NextGen
Attachments: Sahli-Wells CULVER CITY For Quiet Skies Petition.pdf

Dear Culver City Council Member Sahli-Wells,

1713-23

Please see attached a petition from Culver City parents and residents regarding the current increased jet noise we are experiencing and the FAA's implementation of NextGen over Culver City.

Please help us.

Respectfully,
 Culver City for Quiet Skies

Email: culver.city.for.quiet.skies@gmail.com

Cole, Martin

From: Vivian Chiang <vivchiang2004@yahoo.com>
Sent: Monday, October 05, 2015 12:19 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: LAX Overflights

To whom it may concern:

1713-24

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.

Sincerely,
 Vivian Nagao

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Matt Bowen <matt_n_bowen@yahoo.com>
Sent: Monday, October 05, 2015 9:59 AM
To: 9-ANM-SoCalOAPM@faa.gov; Clerk, City
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.

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

1713-25

Cole, Martin

From: Lien Pham <lienbphamphd@yahoo.com>
Sent: Sunday, October 04, 2015 5:17 PM
To: Clerk, City
Subject: The Current Increased Jet Noise in Culver City and NextGen

To:

Culver City Mayor Micheal O'Leary
Culver City Vice Mayor Andrew Weissman
Culver City Council Member Meghan Sahli-Wells
Culver City Council Member Jeffrey Cooper

Culver City Council Member Jim B. Clarke

1713

Martin Cole, City of Culver City (continued)

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:

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

1713-26

1713

Martin Cole, City of Culver City (continued)

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:

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

1713-26

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 these 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.

1713

Martin Cole, City of Culver City (continued)

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, 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.

Please help us.

1713-26

Sincerely,

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

Cole, Martin

From: Jon Barton <jonbarton10@gmail.com>
Sent: Sunday, October 04, 2015 2:39 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: Flight noise over Culver City

1713-27

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

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Charles Stephens <charlesdstephens@sbcglobal.net>
Sent: Saturday, October 03, 2015 8:04 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: Redesign of LAX Airspace

1713-28

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 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 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 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 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

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Molly Youngkin <molly.youngkin@att.net>
Sent: Saturday, October 03, 2015 8:12 AM
To: Clerk, City
Subject: Fw: Comments to FAA

I just sent these comments to the FAA regarding the proposed flight regulations, but I accidentally put your email address in the subject line instead of the cc: line. Here is a copy of my comments for your record.

Thanks,
 Molly

On Saturday, October 3, 2015 8:09 AM, Molly Youngkin <molly.youngkin@att.net> wrote:

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.

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.

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

1713-29

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Michele Bigelow <michele.bigelow@att.net>
Sent: Friday, October 02, 2015 7:43 PM
To: Clerk, City
Subject: Fw: False alarm fee

Hello, Culver City Government/City Council Members:

I recently received a bill for a false alarm fee that was problematic in several ways. I enclosed a note with the check I sent, but I don't know where that goes, so here is my note, copy and pasted. I hope you will make some changes to the billing system. Thank you.

Oct 1 2015

To: City of Culver City
Re: False Alarm Fee

I am paying this fine under protest and I request a refund (of the fine portion, not the permit portion). I have a home alarm system. I did not know I needed a permit for it.

I had a false alarm on 9/3. Due to the house settling, the front door sensor went off when I was not home. (So not due to carelessness.) I have fixed the problem.

I got a demand for the large sum of \$253 on 9/28, with a note that if I did not pay by Oct 3—in 5 days!—it would go up to \$488. WHAT???

I called the number on the letter and talked to the billing person. She said the first false alarm is waived, even if you do not have a permit and I said, This is my first. She said No you had one 8/22.

I got off the phone and called my alarm co, as this was news to me. Yes, I had had one; it was just a missed call on my phone from the alarm co, as they do not leave a message, and I did not notice it. I was only out of the house 2 hours that day and apparently the police did come, but I had no way of knowing that.

So I think I should have received a notice in August of the first false alarm—with a demand for the permit fee, and the info that this one had been waived, and the next would cost me. (Also I would have known there was a sensor issue, and fixed it!)

But I was not notified till after my second false alarm, and in fact not notified till 25 days after that false alarm, with a timeline of 5 days to pay a giant fine I was not expecting.

This is not a good way to treat citizens who are trying to do the right thing.

Also, I went online to see about paying the fine, and both the Firefox and Chrome browsers told me that the site to pay is dangerous, i.e., open to hackers. So anyone paying online is in danger of having their information stolen.

I always tell people that one of the many great things about living in Culver City is the good, fair and responsive local government.

This situation does not remotely live up to that, I'm really disappointed. And if I don't get a refund I will have to cancel my service, the fine is nearly 5 months of monitoring fees, I can't afford it. So a local business loses a customer.

Sincerely,
Michele Bigelow
310-613-9653

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Bronwyn Jamrok <bsjamrok@me.com>
Sent: Friday, October 02, 2015 11:52 AM
To: Clerk, City
Subject: Fwd: Jet Noise and Pollution over Culver City, CA

Resending—address wrong in original message.

Begin forwarded message:

From: Bronwyn Jamrok <bsjamrok@me.com>
Subject: Jet Noise and Pollution over Culver City, CA
Date: October 2, 2015 at 11:50:26 AM PDT
To: 9-ANM-SoCalOAPM@faa.gov
Cc: city.clerk@culvercity.org

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.

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.

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.

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.

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.

Thank you,
 Bronwyn Jamrok
 Culver City Resident

1713-30

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Pam <padresher@gmail.com>
Sent: Thursday, October 01, 2015 5:45 AM
To: Clerk, City
Subject: Fwd: Airplane noise

Fyi

Sent from my iPad

Begin forwarded message:

From: Pam <padresher@gmail.com>
Date: September 30, 2015 at 6:20:01 PM PDT
To: "9-ANM-SoCalOAPM@faa.gov" <9-ANM-SoCalOAPM@faa.gov>
Subject: Airplane noise

1713-31

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. 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

Sent from my iPad

Cole, Martin

From: Kathleen McCabe <tatyakutis@mac.com>
Sent: Wednesday, September 30, 2015 7:23 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: LAX Overflights

1713-32

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



1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: deannan@ca.rr.com
Sent: Wednesday, September 30, 2015 10:42 AM
To: Clerk, City
Subject: Fwd: Culver City under new flight path
Attachments: Culver City under new flight path

Dear City Clerk,

1713-33

I just emailed the FAA about the newly proposed flight plan (email attached). Please do whatever you can to stop this from happening to our city. I am extremely worried about the impact this will have on our neighborhood, school children under the flight path, environment and home values. We need to stop this!

Thanks,
 Deanna Newell
 4445 Commonwealth Ave resident
 Culver City, CA

Cole, Martin

From: mark herscovitz <markh0825@gmail.com>
Sent: Tuesday, September 29, 2015 10:42 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: Airplane noise over Culver City

Dear FAA,

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.

1713-34

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.

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

1713

Martin Cole, City of Culver City (continued)

Cole, Martin

From: Paul Cooley <prc.calif@gmail.com>
Sent: Tuesday, September 29, 2015 5:52 PM
To: 9-ANM-SoCalOAPM@faa.gov
Cc: Clerk, City
Subject: SoCal Metroplex OAPM, Overflights over Culver City

1713-35

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

1713

Response

1713-01

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

1713-02

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

1713-03

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

1713-04

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

1713-05

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

1713-06

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

1713-07

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

1713-08

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

1713-09

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

1713-10

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

1713-11

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

1713-12

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

1713 Response (continued)

- 1713-13** Please see **Topical Response 02 - Existing Conditions**.
- 1713-14** Please see **Topical Response 02 - Existing Conditions**.
- 1713-15** Please see **Topical Response 09 - LAX North Arrivals**.
- 1713-16** Please see **Topical Response 09 - LAX North Arrivals**.
- 1713-17** Please see **Topical Response 02 - Existing Conditions**.
- 1713-18** Please see **Topical Response 02 - Existing Conditions**.
- 1713-19** Please see **Topical Response 09 - LAX North Arrivals**.
- 1713-20** Please see **Topical Response 02 - Existing Conditions**.
- 1713-21** Please see **Topical Response 02 - Existing Conditions**.
- 1713-22** Please see **Topical Response 09 - LAX North Arrivals**.
- 1713-23** Thank you for your comment.
- 1713-24** Please see **Topical Response 02 - Existing Conditions**.
- 1713-25** Please see **Topical Response 02 - Existing Conditions**.
- 1713-26** Please see **Topical Response 02 - Existing Conditions**.
- 1713-27** Please see **Topical Response 02 - Existing Conditions**.
- 1713-28** Please see **Topical Response 02 - Existing Conditions**.
- 1713-29** Please see **Topical Response 02 - Existing Conditions**.
- 1713-30** Please see **Topical Response 09 - LAX North Arrivals**.
- 1713-31** Please see **Topical Response 02 - Existing Conditions**.

1713 Response (continued)

1713-32 Please see **Topical Response 02 - Existing Conditions.**

1713-33 Please see **Topical Response 09 - LAX North Arrivals.**

1713-34 Please see **Topical Response 02 - Existing Conditions.**

1713-35 Please see **Topical Response 02 - Existing Conditions.**

1714 Tad Wallin

From: tadwlaw@aol.com [tadwlaw@aol.com]

Sent: Thursday, October 08, 2015 5:57 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Comments/Objections and Legal questions on new proposed SIDS for eastbound departures over Point Loma/Coronado from Lindberg Field, So Cal Division; objections to the Environmental Report

1714-01

Gentlemen: First, as a pilot , secondly as an affected landowner and thirdly as an attorney, I strenuously object to the outrageous claims made in the Environmental Report concerning the conclusion that no noise pollution nor noise affections would/will result by virtue of the implementation of this new take off pattern for eastbound departures(revised SIDS) at Lindberg In San Diego. This is patently false, and I have ,as well as thousands of others (In Coronado and Point Loma) actual anecdotal evidence to the contrary.

Intially, let us dispell any smoke and mirrors. It may well be true (indeed probable) that these new SIDS are not in effect yet. But controllers undoubtedly have been advised to vector these eastbound departures off runway 27 (or 25, 26, 28 or 29-I don't fly Lindberg, andmy chart is in my plane) in a manner that approximates the new proposed SIDS.

I have been woken up every morning since Oct 6, 2015 by commercial jet take off noise over my residence THAT NEVER HAS BEEN HEARD BEFORE. Previously, for the last 13 years the only thing that told us we were in the departure path was binoculars or a real clear day. For all those years the altitude of these take offs by the time they arrived over my residence is estimated by me to be about 2500 to 4000 feet higher than they are being flown the last days. Now one can see these planes like a red light and the noise is palpable. The following is a blow by blow of Oct 8, 2015

By 6:53 am, I was noticeably woke up by commercial jet climb power. These jets passed directly overhead at 7:00 a.m., 7:02, 7:05, 7:07,7:09,7:10,7:12, 7:13, 7:14,7:16,,7:17,,7:18, and 7:24. I stopped being detective at that time , that last one a jumbo (777,767 or a jumbo airbus) Note in the "Q" were some singles, as in Caravan, etc, and that jumbo which were longer in passing (longer noise pollution) and lower thus noisier. Never before has this happened as experienced, other than obvious traffic, weather or other emergencies... This is wake up loud, These interrupted my TV watching with the volume of noise.With my bathroom window closed I heard these jets come across. Now I pose

1714-02

questions, direct question that I have a legal right to have answered here and if necessary through FOIA, and in discovery in any upcoming litigation on this matter:(Note in all these questions it is presumed that the departure runway is 27, as earlier explained)

1. For normative SIDS for the last several years which guide an eastbound departure off of 27 at Lindberg(which take the departure east, then south then south of the Point Loma Waypoint) what is the altitude normally by the time these departures cross the ismus that connects Coronado and Imperial Beach?

2. For each of the departures from Lindberg Field starting at 6:30 am local time (13:30 zulu) that were eastbound with left turns over the area of Point Loma and over the south part of Coronado, what was the altitude of each of the departures as such crossed the ismus connecting Coronado and Imoerial Beach? Include the single engine Caravan type departures and the jumbo/heavy that crossed such Ismus at 7:24 am.

3. Produce true, legible copies of all notices, bulletins , and instructions to Lindberg tower controllers to vector, conditions allowing , departures over Point Loma and lower Coronado(with altered the previously used SIDS) within the last 6 months. This commuication is intended to be a legally binding communication on its intened receiver, and as such the folowing information is provided: Sender is Tad Wallin, 31 Antigua Ct., Coronado, Ca 92118, 6194291694, and email is tadwlaw@aol.com. A timely resopnse is requested. Sincerely, Tad Wallin, Esg.

1714 Response

1714-01 Please see **Topical Response 11 - Point Loma.**

1714-02 Please see **Topical Response 02 - Existing Conditions.**

1715

Lloyd Guth

From: Lloyd Guth [lloyd525@msn.com]
Sent: Thursday, October 08, 2015 5:57 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Oppose FAA Proposal San Diego

I am immensely opposed to the FAA's proposed plan to revise flight paths for San Diego airport.

Please retain existing LOWMA and JETTI waypoints to ensure air traffic cannot fly over the core of Point Loma.

Expanding flight paths over Point Loma will severely adversely impact us environmentally, economically, medically, not to mention the safety aspect.

Most flight failures occur at takeoff and landings. Why add to the probability of even one accident - one unnecessary death due to a flight accident over our residential area. Doing so is nothing short of immoral. Your #1 job as the FAA is safety! You work for the public, not the airlines.

This proposal is nothing more than you, the FAA, accommodating the airlines, and for very small gain for the airlines (i.e. \$5 fuel savings per flight).

We reside on Hill Street. We purchased about 20 years ago based on the fact that we were safely outside the flight paths of Lindberg Field. Only recently, we have began noticing flight paths encroaching our ear space. It was not that way prior. There is no doubt that Traffic Control is already expanding flight fanning and overflight paths per this proposal - at least disregarding prior limits. Is it not the FAA's job to police the air industry when they are not adhering to current regulations?

1715-01

The soot resulting from planes is disgusting and is difficult and costly to remedy. We understand airlines favor this proposal so they can trim a couple dollars off their per flight costs. We the residents of Point Loma and the overall economy of San Diego are bearing a brunt far far far in excess of airline savings. We are all adversely impacted.

Our home values will dive, as prices have for the beautiful elegant homes under the existing flight path. This will be result in a huge loss of tax revenue to San Diego. Those homes have been retrofitted by tax dollars to soundproof via roof, window, and AC modifications. Again the airlines take the profits and leave the taxpayers with the bills.

Key San Diego visitor sites and a college will be under the new flight path. What visitor or student will want to visit them any longer.

Please demonstrate that you are not the bureaucratic, industry-serving, monsters you've so far convinced us you are. I say this based on the fact that this proposal was being ramrodded in secret of the public. You may have informed the city government, but a brief study of San Diego government will tell you they're in the same pond with federal bureaucrats. Ineffective, self-serving, gutless. Your the FFA have no interest in serving the Public.

Please convince my I'm wrong by living up to your published mission statement taken verbatim from your official web site.

Our Mission

Our continuing mission is to provide the safest, most efficient aerospace system in the world.

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.

1715

Lloyd Guth (continued)

- 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.

Thank you in advance for your sincere moral ethical attention to this matter,

Lloyd A. Guth

1715

Response

1715-01

Please see **Topical Response 11 - Point Loma.**

1716

C. Elizabeth Blower

From: C.Elizabeth Blower [muscl_84@hotmail.com]
Sent: Thursday, October 08, 2015 5:57 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to the Metroplex Initiative in San Diego

October 8, 2015

C. Elizabeth Blower
1520 Gregory St
San Diego, CA 92102

(619) 238-1593

Dear Madam or Sir,

I urge the FAA to scrap the proposed NextGen Initiative for San Diego and leave the LOWMA waypoint as part of the departure flight track. Eliminating the LOWMA waypoint creates an intense safety issue. Under the current LOWMA waypoint departure path Point Loma is flown over only once per departure. Under the NextGen Initiative Point Loma will be flown over twice, with many of those flights not only over homes, but also over schools and National Treasures. With planes that once flew over water now flying over land, there will be significant increases in ground concentrations of PAH's.

1716-01

If the FAA does not scrap the new flight plan, I respectfully request a complete Environmental Impact Study to address issues merely glanced over by the Draft EA focusing on monitoring of noise impact of newly affected neighborhoods which will be under the departure flight path, monitoring of increased PAH pollutants in higher concentrations as PAH pollutant will most likely accumulate in the storm water drainage system awaiting rain storm which will result in higher concentrations of PAH's into the water shed.

I understand the need to increase departure efficiencies. I believe these efficiencies can be accomplished without increasing departures over Point Loma. Keeping the current flight path with the LOWMA waypoint does not negatively impact anyone who is not already impacted, but elimination of the waypoint will subject many thousands to noise and air pollution they currently are not subjected to. Not to mention, the negative impacts on the military cemetery and Cabrillio National Monument.

Sincerely,
C. Elizabeth Blower

1716

Response

1716-01

Please see **Topical Response 11 - Point Loma.**

1717

Denise Davis Perich

From: Denise David Perich [ddperich@gmail.com]
Sent: Thursday, October 08, 2015 6:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org
Subject: FAA change in flight path

I oppose to this change in the flight path.

My family grew up in Loma Portal directly under the flight path. When we considered purchasing our home back in the 70's we were told the airport would be moving in about 10 years, how many decades later, it just got bigger and noisier.

1717-01

My son's family purchased a home in the wooded area where they could raise their children in quiet, now this?? with property values dropping, etc.

The worse thing is that we weren't notified of these changes until of late.

Not good, FAA, I oppose!!!!

Denise David Perich
ddperich@gmail.com

1717

Response

1717-01

Please see **Topical Response 11 - Point Loma.**

1718

John Gouveia

From: sdcharger54 [sdcharger54@cox.net]
Sent: Thursday, October 08, 2015 6:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FW: Point Loma Flight path proposal

John Gouveia
3545 Addison St
San Diego Ca 92106

619-222-1938

John B. Gouveia Jr.

1718

John Gouveia (continued)

From: sdcharger54 [mailto:sdcharger54@cox.net]
Sent: Thursday, October 08, 2015 10:24 AM
To: '9-ANM-SoCalOAPM@faa.gov'
Subject: Point Loma Flight path proposal
Importance: High

1718-01

I am very concerned about the new proposed flight path!!! I do not agree with the proposed changes for these reasons:

1. It is unsafe for airliners to fly over populated areas...as you know the risk of accidents are highest during take offs and landings. Keep the flights flying over the ocean where if an accident occurs it will not impact people on the ground.
2. It is unhealthy to have planes polluting the air over populated areas. For the few gallons of fuel that airlines would save it is not wise to have our health compromised.
3. Leave the airspace around our neighborhoods alone. The new changes have planes flying right over schools like Cabrillo Elementary, Ocean Beach Elementary, Dana Middle school, Sunset View, Point Loma Nazarene to just mention a few. You have more potential noise, risk of accidents that could have an airliner crash into one of schools, not to mention of the unhealthy pollution of fuel or other things that can fall from the sky.
4. Point Loma already has more flights flying over since the change was made because of construction of the new runway at Lindbergh field. It was supposed to be just a temporary adjustment until the runway was completed. The new runway is done and we still have planes flying over our house. When is that going to change?
5. Point Loma does have military jets flying maneuversthey are noisy but that are not flying all hours of the day and night. How safe is it to have airlines and military jets flying virtually in the same airspace?
6. Please show us the environmental impact study that was done to document any risk of the proposed changes. Was one done?
7. Why is the FAA being so concerned about shortening the flight pattern at the risk of contributing to safety and health of our community?
8. Do not try and fix what is not broken!!!!
9. Let's keep Point Loma families safe and leave the current flight path in place.

1718-02

John B. Gouveia Jr.

1718

Response

1718-01

Please see **Topical Response 11 - Point Loma.**

1718-02

The commenter requests the environmental impact study that was done to document any risk of the proposed changes. Per 40 C.F.R. section 1508.9 and FAA Order 1050.1E, para. 404, FAA prepared an Environmental Assessment (EA) for the SoCal Metroplex Project. An EA 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. Regarding the risks of the Project, 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 air traffic control and navigation services in the National Airspace System (NAS).

1719

Jane Doft

From: Jane Doft [janedoft@cs.com]
Sent: Thursday, October 08, 2015 6:01 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Jane Doft
Subject: Comments SoCal Mertoplex - Pt.Loma

October 7, 2015

9-ANM-SoCalOAPM@faa.gov

From: Jane Doft

SoCal Metroplex EA *Regarding* – Pt. Loma (San Diego)
 Federal Aviation Administration
 Western Service Center - Operations Support Group
 1601 Lind Avenue SW
 Renton, WA 98057

This email contains questions I would like answered and contains my PUBLIC COMMENT and PROTEST regarding air traffic changes to the San Diego International Airport proposed by the FAA's "SoCal Metroplex Project".

Please respond to each point and my concerns.

1719-01

First and foremost, I want to say that there was very little communication about this project until only recently. And while I appreciate that a meeting was set up to explain this "proposed" project to our community, that meeting was held yesterday Oct. 6th, We were then told at that meeting, that nothing was being recorded, They did not go over the presentation and they stated that they were not allowed to answer any questions. They suggested that we could submit our comments and concerns in writing by Oct. 8th. That's a pretty small window. My comment and questions are about the very serious concerns I have regarding these proposed changes.

What are you really saving?

1. I really do not understand what you are trying to do. You say these changes are to save fuel costs??? My understanding is that comes out to about \$5. an airplane. If that is not correct please tell me what the exact savings is and who exactly will benefit from that?

1719-02

Safety Concerns

2. Why in the world would you want to change the flight path to fly over a more densely populated area including, pre schools, elementary schools, Middle schools and Pt. Loma Nazarene University, just to name a few. When you have a perfectly good flight path that avoids the population and landmarks by flying SAFELY over the ocean?

By moving the flight path over the populated area, It is a no brainer that you are increasing the health and safety risks of the population and the area, and you are increasing your negligence in this matter.

- a. Most of us remember the PSA plane crash.
- b. We also remember the military plane that crashed into a Mira Mesa neighborhood
- c. We have an unusual airport which is already more difficult then most to take off and land from, being that it is located in the middle of the city with large buildings around it. In addition to that, we also have a very large military air presence that we coordinate around.
 And we also often have helicopter rescue operations at Sunset Cliffs.

1719

Jane Doft (continued)

Health Concerns

There are many concerns about the health risks directly related to jet fuel air pollution, specifically related to emissions of carbon monoxide, nitrogen oxides, volatile organic compounds, sulfur oxides and fine particulate matter.

It is my understanding that the combustion of jet fuels yields gaseous and particulate exhaust that can with sufficient exposure, be hazardous to the health of those living in the flight path.

1719-03

3. What studies, data and research have you done regarding the health impact of people living under the flight path in San Diego or anywhere? Please include dates, specific data, conclusions and who conducted these studies?

4. Is it true that the fine particulates are not regulated by the FAA, 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 had heard that the FAA chooses not to regulate fine particles. Is this true?

If you do, please describe the process. If not, please tell me why the FAA has made this choice and include the research that drives that decision?

5. I would like to know from you, the FAA, answers to the following questions, including the data and research and who conducted the 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?
- J. Birth defects

1719-04

Environmental Concerns

1719-05

6. What considerations and methodologies were used in evaluating the impact to the environment, the wildlife and the historical and cultural resources in the area affected? Who specifically, in San Diego was consulted regarding this impact to the environment including but not limited to ...Cabrillo National Monument, Sunset Cliffs Park and Reserves, (one of the most beautiful places in the USA), the tide pools, the schools and Universities?

Noise Pollution Concern

7. The noise concern is a big concern as well. Many of us had lived in the flight path and moved to this area because it was NOT in the flight path. We worked hard saved our money and made a conscious choice not to be living in the flight path. We paid a premium for that in our houses and our property taxes.

This noise pollution will negatively affect our

- Hearing, subsequently causing hearing loss
- Quality of life, Not be able to have conversations, difficulty hearing the TV or music
- Stress, Anxiety & Depression
- Depreciation of property value
- Depreciation of property taxes
- Loss of revenue from tourist
- Learning, hearing and concentration issues for our students/children

1719-06

What considerations have you given to these issues?

1719

Jane Doft (continued)

Have you set aside money to retrofit all of these houses and schools with new soundproof windows to keep out the noise?

Have you set aside money to compensate us for the loss in property value that we will have? Have you set aside money for the City's loss in property taxes? And the loss in revenue from tourism?

Property Pollution Concerns

1719-07

8. What considerations have you given to property pollution due to the impact of the black sticky debris that falls from the Airplanes and settles on our houses, cars, plants and parks?

I would like to think that the FAA is not like the Tobacco Industry who tired to lie about what they knew were health issues related to tobacco.

1719-08

9. Does the FAA plan to INCREASE the number of flights in and out of San Diego? If yes, please detail numbers of flights NOW, as compared to the Next Gen numbers.

1719-09

10. What is the altitude that the planes will be flying over Pt. Loma?

11. What is the sound level of the proposed flights that will be overhead?

12. Why are the procedures created by the FAA designed to exclude local concerns, until the plan is about to be implemented?

What exactly did the FAA or this SoCal Metroplex Project do to get input from the community prior to this meeting on Oct.6th?

1719-10

13. Who exactly are the people involved with developing this proposed flight path change over Pt. Loma? (What are their names and who are they with FAA ?) ?

Who exactly in San Diego was consulted and/or had input on this project?

If the **mission of the FAA is to provide the safest, most efficient aerospace system in the world.** Then realize that keeping the existing route over the water is truly the safest route and most efficient.

If your **Vision is to strive** to reach the next level of **safety, efficiency, environmental responsibility and global leadership. And you are accountable to the American public and your stakeholders,** Then realize that keeping the existing route over the water is truly the safest route and most efficient for the community.

If these are truly your Values

1719-11

- 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.

Then realize that keeping the existing route over the water is truly the safest route and most efficient for the community.

1719

Jane Doft (continued)

I look forward to hearing your response to my questions.

Thank you

Jane Doft

4665 Granger St.

San Diego, Ca. 92107

janedoft@cs.com

1719

Response

1719-01

Please see **Topical Response 13 - Point Loma Public Meeting**.

1719-02

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

1719-03

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

1719-04

Please see response to comment 1719-02.

1719-05

The commenter asks what considerations and methodologies were used in evaluating the impact to the environment within the General Study Area. 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.

In terms of consultation, 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. Please see Appendix A of the EA for information on the public outreach conducted for the Project.

Furthermore, as discussed in Section 5.4.2 of the EA, the FAA is required to engage in consultation with State Historic Preservation Officers and Tribal Historic Preservation Officers regarding potential impacts to historic and cultural resources. Further discussion on this consultation process can be found in Section 5.4 and in Appendix A of the EA.

1719

Response (continued)

1719-06

The commenter is concerned that the noise pollution will negatively affect various issues, including hearing loss, quality of life, stress, and financial aspects. A noise analysis was conducted in support of the EA for the SoCal Metroplex Project is discussed in Section 5.1 of the EA. The noise analysis 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.

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 commenter requests soundproof windows and monetary compensation for perceived noise impacts. Mitigation is not provided in the EA because 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. Similarly, the analyses conducted for other environmental resource categories indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts. Accordingly, mitigation is not warranted.

1719-07

Please see **Topical Response 06 - Air Quality - Air Pollution**.

1719-08

Please see response to comment 1719-05.

1719-09

Please see **Topical Response 11 - Point Loma**.

1719-10

Please see response to comment 1719-06.

1719-11

Please see **Topical Response 11 - Point Loma**.

1720

Warren Allen, MD

From: Allen, Warren M MD [Warren.Allen@providence.org]
Sent: Thursday, October 08, 2015 6:03 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Santa Monica Airport - SoCal Metroplex Plan

Dear FAA,

I am against the new SoCal Metroplex Plan that permits aircraft departing from Santa Monica Airport to turn north before reaching the shoreline thus allowing aircraft to fly at low altitudes over residential neighborhoods.

This change (requiring planes to turn north before reaching shoreline) will produce: 1) increased noise and pollution over densely-inhabited residential neighborhoods, 2) a greater danger of catastrophic accidents, and 3) it would also allow aircraft to fly lower over residential neighborhoods and, by reducing delays in jet takeoffs at SMO, apparently encourage an increase in jet traffic at Santa Monica Airport.

SMO is a small airport surrounded by residential neighborhoods. Santa Monica had 15,000 takeoffs and landings in 2014 - far too many considering the close proximity of the airport to local housing.

Please do not make my personal information publicly available.

Warren Allen, MD

1720-01

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

1720

Response

1720-01

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

1721

Danna Cope

From: Danna Cope [mailto:dannacope@gmail.com]
Sent: Thursday, October 08, 2015 6:05 PM
To: 9-ANM-SoCalOAPM (FAA); Henry, Robert (FAA); Weller, Ryan (FAA)
Subject: Southern California Metroplex Project

Enclosed please find my additional comments on the Southern California Metroplex Project.

--
Danna Cope
dannacope@gmail.com

DANNA COPE
8219 Reading Avenue
Westchester, CA 90045
310 641-2503
dannacope@gmail.com

SoCal Metroplex EA
Operations Support Group
FAA Western Service Center

1721

Danna Cope (continued)

1601 Lind Ave SW
Renton, CA 98057

Attn: 9-ANM-SoCalOAPM@faa.gov, Robert.Henry@faa.gov, and
Ryan.Weller@faa.gov

Subject: Additional Comments to the Environmental Assessment (EA) for the
Southern California Metroplex Project June 2015

Dear Sirs:

The separation distance between incoming aircraft needs to be reexamined. By streamlining and concentrating air traffic into narrow corridors, there is too little leeway to make adjustments in an emergency.

The usage of Runway 24L and LAX as a dual runway while modifications were made to Runway 24R this fall demonstrated that the incoming stream of aircraft was too concentrated and departing aircraft were not exiting the runway and safety zones fast enough to accommodate both uses at once. This was during a planned dual usage. To minimize the go-arounds for the incoming traffic that could not land, the FAA had to increase the separation (up to 7 miles) between incoming aircraft. However, this change has to be made many miles from LAX; it is not something that can be done immediately when a runway is suddenly unable to accommodate aircraft.

Repair and maintenance of runways is ongoing at a busy airport. Additional closures of one or more of the four runways during these operations are also possible. There is also the danger of an accident or sabotage closing a runway.

The Southern California area has extensive air traffic going to many airports. Therefore, several emergency operation procedures should be included. First and foremost, alternate airports and flight tracks should be included to handle emergencies at LAX – from minor to extreme.

1721-01

Analyzing and setting definite flight paths by utilizing satellite-based navigation technology throughout Southern California is an admirable goal for controlling air traffic. However, there have been many concerns stated by neighbors about the

1721-02

Additional Comments by Danna Cope on SoCal Metroplex EA page 2

durability of the satellites and whether a back-up system could be activated seamlessly.

1721-03

The increase in noise and air pollution for the residences under the concentrated flight paths is still a major concern. The amount of these impacts must be determined as part of the EA process. The study must also include the expected increase in air traffic for the area.

Due to the issues raised above and in my communication of September 9, 2015, I **disagree with the FAA's conclusion**: "Under both the Proposed Action and No Action Alternative, there would be no changes in aircraft noise exposure that would exceed the FAA's significance threshold for noise impacts on people..."

Thank you for the response deadline extensions, and the opportunity to attend the public hearings and to comment on this EA.

1721

Danna Cope (continued)

Sincerely,

Danna Cope
8219 Reading Avenue
Westchester, CA 90045
310 641-2503
dannacope@gmail.com

1721

Response

1721-01

The commenter is concerned with separation distances between incoming aircraft and suggests the development of several emergency operation procedures. The purpose of the SoCal Metroplex Project is to improve the efficiency of the southern California airspace with the development of satellite-based navigation while maintaining or improving safety. As stated in Section 2.2 of the EA, *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).

1721-02

The commenter is concerned with the durability of the satellites and whether a back-up system could be activated seamlessly. As stated in Section 2.2 of the EA, *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's (ATOs) 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).

1721-03

The commenter expresses concerns regarding noise and air pollution for the residences under the concentrated flight paths. The EA was prepared in full compliance with 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

1721

Response (continued)

of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories.

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. Section 3 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.

Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

1722

Jennifer Pennell

From: Jennpennell [jennpennell@gmail.com]
 Sent: Thursday, October 08, 2015 6:05 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Planes over Pt Loma

To Whom It May Concern:

The rerouting of the flight path over Pt. Loma is a detriment and shows a lack of respect to the national cemetery, the national park and to the residents of the community. There is a reason the flight path has avoided these area up until now.

1722-01

Please make the right decision. Listen to the communities affected and the look at the impact of national sites that respect the fallen and historical significance of the area. Think about if this were your community. The current path is functional and is still a win-win for all.

Sincerely,
 Jennifer Pennell

Sent from my iPhone

1722

Response

1722-01

Please see **Topical Response 11 - Point Loma**.

1723

Joe Bruckart

From: Joseph.R.Bruckart@wellsfargo.com [Joseph.R.Bruckart@wellsfargo.com]
Sent: Thursday, October 08, 2015 6:07 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: joebruckart@gmail.com
Subject: Point Loma Flight Path Change

A couple of simple questions –

1723-01

- Do the benefits of these proposed flight path changes really outweigh the safety of our children and preservation of academic institutions and natural parks?
- Why even consider the potential risk of, and increasing public endangerment by, running more flights over homes, schools, and natural parks when the current flight path (that the FFA has considered satisfactory for many decades) runs over an uninhabited ocean?

Thank you and I look forward to your response.

Joe Bruckart

1723

Response

1723-01

Please see **Topical Response 11 - Point Loma.**

1724

Harry Schmidt

From: harry [harrys1970@hotmail.com]
Sent: Thursday, October 08, 2015 6:08 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to the Metroplex Initiative in San Diego

October 8, 2015

Harry E. Schmidt
1520 Gregory St
San Diego, CA 92102

(619) 238-1593

Dear Madam or Sir,

1724-01

I urge the FAA to scrap the proposed NextGen Initiative for San Diego and leave the LOWMA waypoint as part of the departure flight track. Eliminating the LOWMA waypoint creates an intense safety issue. Under the current LOWMA waypoint departure path Point Loma is flown over only once per departure. Under the NextGen Initiative Point Loma will be flown over twice, with many of those flights not only over homes, but also over schools and National Treasures. With planes that once flew over water now flying over land, there will be significant increases in ground concentrations of PAH's.

If the FAA does not scrap the new flight plan, I respectfully request a complete Environmental Impact Study to address issues merely glanced over by the Draft EA focusing on monitoring of noise impact of newly affected neighborhoods which will be under the departure flight path, monitoring of increased PAH pollutants in higher concentrations as PAH pollutant will most likely accumulate in the storm water drainage system awaiting rain storm which will result in higher concentrations of PAH's into the water shed.

1724

Harry Schmidt (continued)

1724-01

I understand the need to increase departure efficiencies. I believe these efficiencies can be accomplished without increasing departures over Point Loma. Keeping the current flight path with the LOWMA waypoint does not negatively impact anyone who is not already impacted, but elimination of the waypoint will subject many thousands to noise and air pollution they currently are not subjected to. Not to mention, the negative impacts on the military cemetery and Cabrillio National Monument.

Additionally, I observe Southwest Airlines planes taking shortcuts on the arrival flight path. Please address changes to both arrival and departure flightpaths.

Sincerely,
Harry E. Schmidt

1724

Response

1724-01

Please see **Topical Response 11 - Point Loma.**

1725

R. Casey Schnoor

From: Casey Schnoor [casey.schnoor@cox.net]
Sent: Thursday, October 08, 2015 6:22 PM
To: 9-ANM-SoCalOAPM (FAA); Martin, Glen (FAA); Ray, Elizabeth (FAA)
Cc: airnoise@san.org; 'Wear, Conrad'; jly@sandiego.gov; 'Carmona, Hugo'; 'Francine Marseille'; 'Neal Esterly'; 'Bruce Bailey'; hppurdon@cox.net; 'Melissa Hernholm'; 'Julie Gildred Connolly'; 'Gregory Taylor'; JoeWatkins@pointloma.edu; 'Jill Monroe'
Subject: NextGen San Diego

Dear FAA,

I have attached a printable pdf of the petition, as of the morning of 10/8/2015, opposing the proposals within the SoCal Metroplex plan which directly impact San Diego International Airport and its surrounding communities. Please consider this document an additional comment to the June 2015 Draft Environmental Assessment.

This document contains over 3,300 signatures collected on line over **just the past 3 weeks**. It also provides comments from these 3,000+ interested and concerned residents or visitors to San Diego. Further, the petition continues to gain 100's of views and new signatures daily.

Obviously, with very short notice (independent of whatever public outreach you may have provided), the community is speaking loudly against your initiatives.

We sincerely hope that you take serious notice and understanding that, while you may have certain powers to do or not due things (such as EIS's), that does not make those actions the right things to do.

Sincerely,
R. Casey Schnoor
4159 Hill St.
San Diego, CA 92107

Your printable petition comments are ready to download at https://change-production.s3.amazonaws.com/petition_comment_lists/fa7bbf105252bc89ae2285f9463d36184060afb1ed811e80e8a8208541d2afe7/4310300/comments_1444325538.pdf. It will be available until Fri Oct 09 at 5:32pm UTC.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-diego-intl-airport#delivered-to>

[Petitioning Federal Aviation Administration](#)

Oppose FAA’s proposal to revise departure flight paths at San Diego Intl Airport.

[robert schnoor United States](#)



[robert schnoor United States](#)

3,721

Supporters

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.

1725-01

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

1725 R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-diego-intl-airport#delivered-to>

1725-01

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.

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.

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Supporters

- Top-rated
- Most recent

1725-02

[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.](#)

1725-03

[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.](#)

1725-04

[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.](#)

1725-05

[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.](#)

[Neal Esterly, San Diego, CA](#)
6 months ago

4
Report

Report abuse

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't drive through my neighbor's front yard even though it would reduce my gas cost marginally.](#)

[Greg Szalay, San Diego, CA](#)

[6 months ago](#)

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1725-06

[Since 2012 low altitude aircraft are visible and nerve-gratingly audible 24/7 and there's nowhere to escape it thanks to the NextGen procedures of gradual ascent/descent and denser skies. The FAA is not answerable to the public; it's not in this agency's remit; suing the FAA if you can afford it would be the most useful engagement with that agency. The FAA gets paid to sit and ignore the public. Conspicuously absent are our elected officials at the local, state, and federal levels. Congress gave the FAA carte blanche on implementation; the FAA Administrator gets to file a categorical exclusion of the negative impact on the human environment \(H.R.658 - FAA Modernization and Reform Act of 2012\). Millions of Americans across the United States are getting no redress from elected officials legislating for the benefit of aviation industry profits against the wellbeing of the public they claim to represent. We are not being represented. When elected officials direct people to the FAA or airport noise managers, etc., they are shifting their responsibility and the public's focus from where it needs to be: on them. It's not our job to police a government agency doing the bidding of the global aviation industry \(this low altitude flying near and far from airports and packing the skies with layers and layers of aircraft is happening worldwide under different names, all given an environmental-safety-efficiency spin and no surprise that major media is not covering the scope of the detrimental impact to quality of life on the ground\). When people attack those concerned about these new NextGen procedures and cry NIMBY or say, Be fair and spread the noise, they demonstrate that they have yet to understand the scope of this. It does not matter whether you live close to an airport. Aircraft is now permitted to fly at unprecedentedly low altitudes for miles and miles from airports and more and more flights paths are being added and more and more layers of flight paths. \(And just wait until the drones kick in.\)](#)

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1725-06

[Boycott flying as much as you can—hit the aviation industry in the only place it appears to care about. Don't let your elected officials shirk their duty to represent; do not let them stop hearing from you until sleep, home, and the outdoors are no longer afflicted by this relentless aerial assault being experienced by countless communities throughout our country. Representation can't get any more basic than that. All these committees, studies, meetings, noise monitors, and on and on \(a great big diversion\) while implementation of these procedures continues across the globe headlong. Don't let them wear us down further. Our elected officials and the FAA know exactly what millions are going through; clearly they don't care. We can't make them care, but millions of Americans flooding their elected officials with complaints can't be ignored. And don't vote for any that don't redress this. In a response I got from one of our Senators, the human rights and environmental violations were ignored and instead the aviation industry was trumpeted, how important it is to the vitality of the national economy. Really? Our elected officials care so much about the economy that they don't care if millions of Americans are sleep-deprived and stressed owing to these NextGen procedures. What's the economic impact of that? I guess it doesn't matter so long as the profit reports look good and they get reelected.](#)

[It's not the new technology the NextGen proponents never stop talking about that's the problem, but how it's being used. Get that altitude back up \(the lower they go the louder it gets\), don't pack the skies with aircraft, have curfews, avoid flying over populated areas. The wellbeing of the majority should not be sacrificed for the profits of an industry.](#)

[Laura Laife, Redmond, WA](#)

[3 months ago](#)

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1725-07

[When you buy a house under the flight pattern, you are signing up for the noise. When you buy a house outside of the flight pattern, and you pay more because of that, you should not have to endure the noise down the road. Everyone who bought a house near or under the flight pattern knew what we signed up for. But you should not be allowed to change the flight pattern just to save a few bucks at the expense of the citizens who made a conscious choice and paid accordingly.](#)

[Dave Ness, San Diego, CA](#)

[6 months ago](#)

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[Our university classrooms will be immensely impacted negatively if the flight pattern from SD Int'l. airport changes toward our campus.](#)

[John Calhoun, San Diego, CA](#)

[6 months ago](#)

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[I moved here to GET OUT FROM UNDER THE FLIGHT PATH at Sea Colony. The noise was awful.](#)

[Elizabeth Saarni, San Diego, CA](#)

[6 months ago](#)

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[I strongly oppose any noise encroachment by aircraft over residential Point Loma. Those that violate existing noise laws should be fined.](#)

[Paul Yancey, San Diego, CA](#)

[6 months ago](#)

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[I am signing because there is already so much noise around my house in Point Loma that it is hard to block out. We have all the traffic noise from people going to the navy base or to the college on the point, plus we have noise of the delivery trucks for the shopping center across the street. And I can't forget all the noise coming from the Naval Air Station North Island. Enough is enough. Do not lower our quality of life any more.](#)

[Diana Mikesell, San Diego, CA](#)

[2 months ago](#)

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1725-08

[The airplane noise is unbearable. Its 7:05 am the noise has been seemingly non-stop since the airport opened this morning. Every flight that flies has been an annoyance . Why arent the flights at least fanned out. It makes no sense to me oil prices are at an all time low](#)

[Martha bryson, san Diego, CA](#)
[2 months ago](#)

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[Stanley F. Mockus](#)

[Stanley Mockus, Easton, PA](#)
[3 months ago](#)

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Load more

1725-08

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[Diana Mikesell, San Diego, CA](#)

[2 months ago](#)

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[Stanley F. Mockus](#)

[Stanley Mockus, Easton, PA](#)

[3 months ago](#)

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[Laura Laife, Redmond, WA](#)

[3 months ago](#)

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[NO MORE POLLUTION OVER US](#)

[Chester Chas, San Diego, CA](#)

[3 months ago](#)

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[I am a resident in Point Loma](#)

[Jacqueline Strohbehn, San Diego, CA](#)

[4 months ago](#)

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1725-09

[It will adversely affect quality of life and property values in point Loma](#)

[Jay Federhart, San Diego, CA](#)

[4 months ago](#)

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1725-09

[I live in the area and do not want our environment affected in the area nor the horrible noise we are beginning to hear more of.....even though the FAA says that nothing has changed!](#)

[Michael Huey, San Diego, CA](#)
5 months ago

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1725-10

[The FAA is only thinking about saving money. Refused to speak with the community at the meeting and are just bulldozing the change without taking into consideration the damage it will to the homeowners along the coast. Wrong. Wrong. Wrong.](#)

[Patricia Leslie, San Diego, CA](#)
5 months ago

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1725-11

[One pass over my house is enough!! Keep the flight patterns the way they are. Fuel prices are at an all time low, there is no excuse!](#)

[Steve Orr, Mountain View, CA](#)

[5 months ago](#)

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1725-12

[Our neighborhood already has flights coming over our homes every few minutes all day long as it is. It doesn't make sense to shove all flights over one neighborhood, and it's not fare for us. Please don't let this happen](#)

[Aaron Illes, Seattle, WA](#)

[5 months ago](#)

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[Planes are not awesome to go to sleep to and not awesome to wake up to. No more planes over OB!!!!](#)

[Nikki Ruesch, San Diego, CA](#)

[5 months ago](#)

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1725-12

[The noise is outrageous](#)

[Tom Norton, San Diego, CA](#)

[5 months ago](#)

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[I live in OB and don't want more noise](#)

[John Morse, Shelton, CT](#)

[5 months ago](#)

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[I live in Ocean Beach San Diego and the noise is already base enough from te planes flying over. Allowing them to turn and fly over the point will only increase noise.](#)

[Nathanael Greene, San Diego, CA](#)

[5 months ago](#)

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[I am a resident and will be negatively affected by this proposal.](#)

[Stephanie Bowers, Santee, CA](#)

[5 months ago](#)

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[It's so loud enough ! Please do not add more](#)

[Lindsey starn, San Diego, CA](#)

[5 months ago](#)

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Add a reason (optional)

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[It's already loud enough!!!](#)

[Amy Stevens, San Diego, CA](#)

[5 months ago](#)

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Add a reason (optional) 

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1725-12

[There are already plenty of flights over my home and ocean beach. It is not ok to make this a bigger problem for us. There is constant dust and pollution from the planes as is.](#)

[Andrew Schuster, San Diego, CA](#)

[5 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-13

[I don't want more planes flying over my house!](#)

[Bryan Lorenz, San Diego, CA](#)

[5 months ago](#)

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1725-13

[I would like to be able to sleep more and not have plan traffic even more of a distraction.](#)

[Brandon Bridgman, San Diego, CA](#)
[5 months ago](#)

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-14

[There is much more noise now, and each evening, I can easily see several planes short-cutting even the new required routs/waypoints. Any of the FAA PR folks are welcomed to come over to our house to join us for wine and relaxing jet noise.](#)

[Chris Logan, San Diego, CA](#)
[5 months ago](#)

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[I am signing because I spend many hours at my sister's house in Pt Loma.](#)

[Margaret King, Redondo Beach, CA](#)

[5 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-15

[First - the approach taken by the FAA is just flat out wrong and deceptive/sneaky. If this is the manner in which our fine Government functions, then I am embarrassed to be a U.S. citizen. It is like a corrupt, inconsiderate third world country. I cannot believe that it would be considered legal for our Government to function in this manner. I am surprised it is not criminal to use such deception - trying to sneak it in without informing the population being impacted. Second, I would also call into question the accuracy of the true cost saving. Did they take into consideration the decrease in value of the hundreds of homes being devalued because they are now being put under the flight path? I would venture to say that was not part of their calculations in the analysis. There definitely is an impact to those of us who intentionally purchased houses outside the flight path at prices that were higher because of that fact. And now, it is just flat wrong that the Government can after the fact implement changes \(without citizen inputs or compensation to those impacted\) which will cause significant devaluation in our homes and reduction in our quality of life. And finally, I call complete B.S. on their claims that the sound level will be in the noise...WRONG. They are welcome to come over to my house and sit for a while - the should-be-illegal, already implemented flight path changes are DEFINITELY noticeable - I am sitting here listening to them every few minutes while I type this. This will definitely decrease the value of my property and the quality of living here. It is indeed not only noticeable, but annoying and it will have an impact on my property's value. This whole thing is just wrong - Government employees sitting in a cubical in DC should not be afforded the power to ruin our quality of life and the value of our homes values/investments. I very seriously doubt the true validity of any misconceived cost savings - there are significant impacts which were neglected to be considered in their incompetent analysis. This embarrassing, should-be-illegal action on the Government's part needs to be reversed.](#)

[Todd Webber, San Diego, CA](#)

[5 months ago](#)

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1725-15

[This change in the flight path offers no real benefits. We oppose the changes.](#)

[Joseph Devlin, San Diego, CA](#)

[5 months ago](#)

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1725-16

[I do not want the flight path over Point Loma. I bought a home in Pt Loma 27 years ago because it was in a quiet Pt Loma neighborhood. Scott Peters needs to fight for this or he will be voted out of office!](#)

[Mark Adams, San Diego, CA](#)

[5 months ago](#)

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1725-16

[I work in Point Loma in education and we cannot teach and learn with the proposed plan! Our students, neighbors, and friends deserve to keep our skies as NOISE FREE as we have it now! Why change what is working?? DO NOT change the flight path for San Diegans!](#)

[Robin Ballarin, Escondido, CA](#)
[5 months ago](#)

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1725-17

[This will impact my home and I prefer the route stay as is.](#)

[Suzanne Launey, San Diego, CA](#)
[5 months ago](#)

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[Increased noise](#)
[Decrease in property value](#)
[COMMON SENSE](#)
[FAA would NOT do this to their home](#)

[Francis \(Frank\) Slater, San Diego, CA](#)
[5 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is in violation of sound ordinates. Its just about cutting costs to airlines](#)

[Debra Resnik, San Diego, CA](#)
[5 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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[I frequently walk and or enjoy the point area. Adding the additional plane traffic would decrease the beauty and natural scenery of that area.](#)

[Zachary McWaters, San Diego, CA](#)

[5 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-17

[Im against NextGen for SD departures](#)

[Bob Lemme, San Diego, CA](#)

[5 months ago](#)

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1725

R. Casey Schnoor

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1725-18

[I have seen a significant change in the route the departing flights are currently taking and am concerned as there is no enforcement or accountability now, what will it be like if the proposed new routes are enacted.](#)

[Kristen Lemme, San Diego, CA](#)
[5 months ago](#)

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-19

[I don't believe the FAA or any federal entity can just do what they choose without the consent of the resident in the area. Isn't this America?](#)

[Austin Anderson, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Airplane noise effects everyone's quality of life.](#)

[Ted Caplaneris, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional)

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[Noise!](#)

[Dan Phin, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-19

[Sunset cliffs is my favorite vacation spot and to be destroyed to save a few dollars that will never be seen by the consumer is just nonsense.](#)

[James ekern, Salt Lake City, UT](#)
[6 months ago](#)

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I want our beautiful city to have vibrant communities on the coast, not communities ravaged by noise pollution!](#)

[Ted Torre-Bueno, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Impact to health on adults and children](#)

[Serenity Pascual, San Diego, CA](#)

[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

["The Fan" pattern has affected our home. When we purchased our home 15 months ago the flight pattern was about 5-6 blocks to the north of our home, now I have planes flying directly overhead. I have developed some ringing in my ears, over the past 6-8 weeks, which is a new physical experience for me. The style of take-off is different, too. Now a slower & lower ascent is being used, resulting in a louder noise for a lower period of time. I'm concerned about my health, \(sound & air pollution issues\). I'm nearing retirement age and had hope to retire in this home, now I have doubts about the healthy life quality of this neighborhood.](#)

[Peggy Barmeyer, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am outraged that the FAA would show no consideration for the people. We bought our home a year ago and had no problems with noise. I want to do my part to fight this. They can't get away with this.](#)

[Alejandra Klemaske, San Diego, CA](#)

[6 months ago](#)

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1725-20

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[By moving the departure flight paths you are creating more noise for the neighborhood and putting more exhaust fumes into the homes of neighbors who live close by as well as lowering the price of the properties effected by the change.](#)

[Will Schussel, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The new flight path will ruin property values](#)

[John Osborne, Stone Ridge, VA](#)
[6 months ago](#)

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Add a reason (optional) 

1725-21

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R. Casey Schnoor

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i don't want the noise to be around my neighborhood and reduce my property value](#)

[Liliana Dumas, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[A change in this flight path only financially benefits big airlines. While they save money on gas, the entire housing markets which the new flight path will go over will dramatically reduce.](#)

[Christopher Pohle, San Diego, CA](#)

[6 months ago](#)

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1725-21

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1725-21

[I oppose the new flight path over our neighborhood](#)

[JessIca mahoney, san Diego, CA](#)

6 months ago

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-22

[I live under the flight path. Its loud enough already!](#)

[Susannah Bandish, San Diego, CA](#)

6 months ago

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-23

[I am opposed to pollution and noise in my clean and peaceful neighborhood.](#)

[Gina Flink, San Diego, CA](#)

6 months ago

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I just cannot believe this. The planes are almost on top of my neighborhood already-leave it alone or make changes that would decrease plane noise and contact with our neighborhoods.](#)

[Bert Wood, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am very concerned about additional noise and pollution.](#)

[Warren Arnett, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't think it's safe, I really don't think we should be encouraging planes to fly over north island and the sub base. These are both strategic locations that are vulnerable under the new plan. Furthermore, it will create more noise and pollution in a residential area and national park. Remember - Cabrillo Monument is a national park and a wildlife preserve. We need to preserve the serenity and integrity of this area!](#)

[Laura Beatty, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in Point Loma in the Wooded Area and I don't think this should happen.](#)

[Thomas Beatty, San Diego, CA](#)

[6 months ago](#)

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1725-24

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-25

[Too many cons. Not enough pros for this change. Please reconsider.](#)

[C Villanova, Pittsfield, MA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-26

[airplane noise is already a problem in my neighborhood. The change in flight patterns will increase this in my neighborhood](#)

[miles stanich, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-26

[I'm signing because ever since the flight path changes, we've been hearing a lot of airplane engine noise. This seems a LOT louder than the FAA advertised 5 dB increase in background noise. It is VERY noticeable!](#)

[Siggy Tsadok, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-27

[I'm signing because I live beneath the proposed flight path. Not only would we be inundated by the noise of hundreds of daily flights, my porch would receive even more black pollution from the planes' exhaust than it does already. The noise would also disturb people visiting Cabrillo National Monument and the creatures living in the natural environment there. The savings in fuel would be minimal, and not worth the damage to the environment and the nerve-wracking noise of airplanes for everyone living below the proposed flight path.](#)

[Susan Randerson, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Health reasons. The end doesn't justify the reason.](#)

[Nancy Cervi, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-28

[It's a bad idea](#)

[John Dodge, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change in paths is unacceptable and makes all of our homes decrease in value. Unethical change.](#)

1725

R. Casey Schnoor

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[Shannon Lund, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-28

[I am concerned about the increasing noise, disruption, soot and health impacts](#)

[Marianne Placey, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-29

[noise, safety, health concerns, prior promises by FAA to adhere to existing and long established flight path, decrease in property values of residents out of the historical flight path](#)

[Terry Treiber, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The increased noise over Point Loma would be intolerable.](#)

[Mark Fleming, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in Point Loma and care about the quality of life for my family and neighbors.](#)

[Lana Shapiro, San Diego, CA](#)

[6 months ago](#)

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1725-29

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R. Casey Schnoor

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-30

[I am signing this petition because:](#)
[1. Draw attention to the existing situation of Ocean Beach OB.](#)
[OB carries double Airline traffic because OB accomodates both West and East outgoing traffic to the Ocean. All this traffic uses the curremt flight pass that crosses across the core of OB.](#)
[This causes OB to be exposed to unsafe People environment, Noise, Pollution, Environment issues, and a threat to a high impact area. Why is this flight pass not changed to a low impact area like the San Diego River?](#)
[Most of all, the proposed FAA changes will only make the existing worse.](#)

[will KURTH, SAN DIEGO, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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[eileen loughnane](#)

[Eileen Loughnane, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The FAA claims the increase in noise level would be negligible. I assert the increase in fuel consumption would be negligible relative to the increase in pollution and decrease in public safety with the proposed new flight paths.](#)

[Dave Leuck, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[THIS IS WRONG!!!!](#)

[JOSHUA REES, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the FAA's NextGen proposal in SAN.](#)

[Luke Danzo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My family and I are directly impacted by the FAA's proposal.](#)

[Victor Ramsauer, San Diego, CA](#)

[6 months ago](#)

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1725-30

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-31

[Tourism. No reason to ruin all of Point Loma with noise pollution & disturb National Park with noise](#)

[Scott Nauert, San Diego, CA](#)
6 months ago

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-32

[its already too noisy](#)

[Xochi voder, San Diego, CA](#)
6 months ago

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-33

[We bought this property specifically because it was OUT of the flight path. This proposal will destroy our property value. This is horrible](#)

1725

R. Casey Schnoor

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[Susan Christy, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am heartbroken to think that jets would be routed right over my house! There is no reason to change the routing. There is enough airplane noise as it is.](#)

1725-33

[Joanna Espana, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-34

[Move the airport AWAY from our neighborhoods...](#)

[Mick Moore, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[Current route is adequate.](#)

[Dale Barbat, Temecula, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The environmental health as well as personal health is a huge issue. Jet fuel residue is found on the vegetation of Point Loma residents, and there are known health issues due to the jet fuel pollution.](#)

[Janet Smith-lowrey, San Diego, CA](#)

[6 months ago](#)

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1725-35

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-36

[I live in the flight path -- our home was NOT in the path in 1988 when we bought, but the so-called "Quieter Home, Program" has changed that.](#)

[John Ledford, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[repellently short-sighted, adipose republicans and their greedy, oleaginous lawyers are the modern ecosystemic equivalent of biblical vermin - AND MUST BE SQUASHED, PERIOD. END.](#)

[saïd-ramón ibn araïza, chula vista, CA](#)
6 months ago

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Add a reason (optional) 

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R. Casey Schnoor

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-37

[We've never had airplanes flying over our house and had purchased our house because of this. Those people bought that house in an understanding that that would happen to them and they've had new windows put in with air conditioning and now wants to switch it . It's unfair and unjust for us whose value of our homes will decrease because of this exact situation if it following through .](#)

[Ashley Berardino, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is BS](#)

[Colin McDonald, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-38

[The extra air and noise pollution is not what I signed up for. I think whoever tried to sneak this through without any input from the people affected should be very ashamed, as usual money rules!!!](#)

[Sandra Goble, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-39

[We bought in Point Loma and carefully followed the air traffic in making our decision. We are opposed to any change in the flight patterns.](#)

[Nancy Lee Meverdirk, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown]
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1725-39

[I object to the Flight Plan change.](#)

[Jeffrey Watkins, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[FAA should take into consideration A\) Quality of Life for Residents under the Flight Pattern B\) HIGH STUDENT POPULATION \(density\) at Pt Loma Nazarene University--I understood from an appraisal class years ago, that certain housing was restricted under the flight pattern... particuarlay HIGH DENSITY. C\) The residence in this area have not likely given their AIR SPACE RIGHTS to the FAA.](#)

[Carole Otterstad, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)  

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Object to proposed flight plan.](#)

[Dolores M. Wright Wright, San Diego, CA](#)

1725-40

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Why fly over additional Point Loma land than what is already done, Loma Portal and Ocean, causing additional pollution!](#)

[Lance Smith, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I lived under a flight path for 18 years near Cleveland Hopkins airport. It undoubtedly diminishes quality of life. The FAA has done the right thing by preventing planes flying over Point Loma until now, and it is frustrating and inexplicable that the FAA would reverse this sensible decision.](#)

[Amanda Birmingham, San Diego, CA](#)

[6 months ago](#)

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Report

1725-41

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the change to the Point Loma flight pattern. It is not safe for those planes to fly down the length of our peninsula. They should continue out and make their turnover the water. I've noticed recently that no matter where you are in Point Loma, you feel like you are in the flightpath. It's changing the character of our neighborhood.](#)

[Lisa Kenny, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I feel the Flight pattern change is unnecessary and dangerous.](#)

[Tad Burgert, Chula Vista, CA](#)

[6 months ago](#)

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1725-41

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposal does not justify the compromise to safety for thousands of people. The savings on fuel, if any, and efficiency is negligible. The health effects are significant.](#)

[Jeannie Selden, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I totally disagree with the proposal to revise the departure path for San Diego Intl Airport](#)

[Patty Williams, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

1725-42

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose FAA's proposal to revise departure flight paths at SD Intl Airport](#)

[julianne markland, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live right under the path in Coronado](#)

[Julie Adams, Coronado, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-42

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Point Loma, and the east end in the downtown area, have always been impacted by the airport. Noise abatement sound proofing has been implemented for the homes closest to the takeoff and landings. Those of us outside the abatement areas have acquired our houses with an understanding and acceptance of the current noise and pollution levels.](#)

[By bringing the aircraft closer and, depending on the an aggressive left turn by a pilot, over our houses. Our quality of life will be degraded. The projected savings of fuel and time are insignificant compared to this impact.](#)

[Please do not change the waypoint, unless, of course, you would like to extend it even further out of the ocean before heading east.](#)

[Point Loma, and the east end in the downtown area, have always been impacted by the airport. Noise abatement sound proofing has been implemented for the homes closest to the takeoff and landings. Those of us outside the abatement areas have acquired our houses with an understanding and acceptance of the current noise and pollution levels.](#)

[By bringing the aircraft closer and, depending on the an aggressive left turn by a pilot, over our houses. Our quality of life will be degraded. The projected savings of fuel and time are insignificant compared to this impact.](#)

[Please do not change the waypoint, unless, of course, you would like to extend it even further out of the ocean before heading east.](#)

1725-43

[Craig Tyndall, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm already in the flight path and don't want more noise in my community.](#)

[Sean Peterson, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-43

[i do not want more planes flying over pt loma](#)

[Rosemary benya, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-44

[This will have a clear negative impact on the community.](#)

[Chiara Batalia, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-44

[The harm from this change would far outweigh any possible benefits.](#)

[Glen Sullivan, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-45

[I have lived under the current flight path, it directly impacts home values, now I am a little further south and Point Loma is considered a highly desirable neighborhood, we need this for San Diego's real estate market to keep rebounding and if the flight patterns change it will impact the neighborhood very significantly. Now that maybe a selfish reason, but why change now, we've only one runway as it is, get a new airport built away from populated areas instead.](#)

[Jane Loveday, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

1725 R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed changes will definitely hurt Point Loma residents. - Also, airlines have already initiated the departure plan. I was on a flight Sunday that made a u-turn right over the point. NOT GOOD!](#)

[Alison DaRosa, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-45

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the noise level to increase in my immediate neighborhood.](#)

[Laurel Trujillo, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-46

[Policies and procedures pertaining to the management of aircraft and the public airspace should be primarily driven by public safety, consideration for the environment, and the well being of the citizenry. The proposed procedural changes to the Westerly San Diego Airport Standard Instrument Departure do not adequately protect any of those concerns.](#)

[Michael Caruso, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-47

[Negative impact to Pt. Loma properties and the potential for accidents involving the North Island air base of the US Navy.](#)

[susan nance, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-47

[I am against any change to the existing flight path.](#)

[Johnl Veal, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[plane sucks over my head](#)

[PIERRE BENATTAR, san diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-48

[I live in Point Loma and the planes are loud enough as it is, it's ridiculous.](#)

[matthew gillott, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-49

[the planes suck - I had to leave my beautiful 1 million dollar home because I don't want to raise my toddler in this constant aural invasion](#)

[Lisa Carulli, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[john clark](#)

[clark clark, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-50

[I do not want planes flying over my head just because.... There is no logical plan or reason to change the flight path....](#)

[Kyle Poe, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-51

[I'm already in the flight path and I oppose more flyovers.](#)

[Mary Klement, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-52

[I oppose the NextGen proposal to eliminate the LOWMA waypoint. The proposal comes with increased safety risks, increased noise, air & water pollution, and adverse impacts on local and protected wildlife that far outweigh any potential benefits.](#)

[Kelly Becker, San Diego, CA](#)
6 months ago

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Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-53

[I'm signing because the noise over my house is loud now and I don't want it to get worse.](#)

[Mary Hardwick, San Diego, CA](#)
6 months ago

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Add a reason (optional) [dropdown menu]

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-53

[I am adamantly opposed to the proposed flight paths.](#)

[Richard Gilbert, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-54

[I grew up in Pt. Loma and visit my parents there often. This tranquil, gorgeous setting in San Diego is so unique and would be very compromised with this proposed new flight path. It would disrupt this quiet, beautiful peninsula from not only a noise standpoint but a safety standpoint as well. Lastly, property values would be compromised as well with the obnoxious sound of constant planes flying above.](#)

[Kirsten ellis, San Carlos, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-55

[I strongly disagree with the proposed changes by the FAA.](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Ami Rahilly, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown]
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1725-55

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the added noise, dirty air, unsafe conditions, and reduced property values.](#)

[Michael Prickett, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The change without question would have a negative impact on Point Loma and Ocean Beach properties.](#)

1725-56

[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.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-56

[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.](#)

[Mary Zoeller, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because I will be directly impacted by additional hazards: increased noise, air pollution, water pollution from condensing fuel emissions falling on ground.](#)

[Jerry Kubik, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[FAA plan is poorly conceived and not in the interest of safety or the community](#)

[Bruce Cromer, San Diego, CA](#)

1725-57

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a member and past president of the Peninsula Community Planning Board. I oppose things that benefit business \(airlines\) at the expense of the public.](#)

[Richard Ross, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[new plan is not in agreement with your mission statement! not safe, not good for health of people, plants,wildlife, your facts are not valid!. scrap your plan](#)

[Marie Anciaux, San Diego, CA](#)

[6 months ago](#)

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1725-57

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the proposed changes to the flight path. This is a health and safety issue](#)

[Jane Doft, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The new flight plan is not a sound plan. Environmentally harmful, unsafe, increased pollution and noise! Protect the beauty of Point Loma and our community. Stop this ill-conceived plan.](#)

[Janet Berger, San diego, CA](#)

[6 months ago](#)

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1725-58

1725

R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the added noise, fuel "droppings".](#)

[Kristen Barry, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The FAA is not responsive to the community under today's flight tracks, the potential for greater impact is too large. This program needs to have a test phase and a change in the complaint system.](#)

[Lance Murphy, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-59

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[WE NEED TO STOP THIS](#)

[Chrissy Gomez, SAN DIEGO, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a ridiculous proposed change that would disrupt the lives of our community and significantly lower the property values of a well-respected and quite neighborhood.](#)

[Alex Chrisman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-59

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[I own a condo which was purchased knowing we were not in the flight path. It is outrageous to think you would then change it to impact an area set up not to be in the pathway.](#)

[John Leblanc, Scottsdale, AZ](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is only a minuscule benefit to airline companies and great disruption to local citizens.](#)

1725-59

[Earl Kline, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My family owns property in San Diego and this new proposed flight path scenario will eventually devalue the property as well as add more pollution.](#)

[Melanie Florio, San Diego, CA](#)

[6 months ago](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Proposed change will adversely impact my home and community ecologically & economically](#)

[Lloyd Guth, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Any possible fuel savings from this change in flight path are completely negligible, even over many decades. The resulting environmental damage to the affected residential and park area will offset and outweigh any environmental benefit from decreased fuel usage.](#)

[Alexander Klein, San Diego, CA](#)

[6 months ago](#)

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1725-59

1725

R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Property devaluation, health concerns, safety issues.](#)

[CM STEVENS, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Property devaluation, safety concerns, health issues](#)

[JOE STEVENS, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[the route will increase jet noise at our home](#)

[James Herr, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because there is no benefit from the proposed changes. only negatives.](#)

[Alyssa wilcox, Spring Valley, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

1725-59

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's bad enough without these changes...I've lived in OB/Pt. Loma area almost continuously for the past 23+ years and strongly oppose the FAA's proposed revisions.](#)

[Jon Blever, san diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

1725-59

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I own a condo that would be directly affected by the proposed flight path. I do not want my property values to plunge, safety issue concerns or the pollution. Please reconsider as the savings is negligible but the impact to our neighborhood is immense.](#)

[Della LeBlanc, Scottsdale, AZ](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[safety, noise and health concerns](#)

[Mary Pennell, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a stupid rule change that will negatively affect people's living conditions.](#)

[Douglas Buser, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am against removing the LOWMA Point Loma way point. Planes are already too noisy. Why would you want to make it worse???](#)

[Mark Cunningham, San Diego, CA](#)

[6 months ago](#)

0

1725-59

1725-60

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want increased jet noise over my home in Point Loma](#)

[Keith lorence. san diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[All departures should stay north of Loma Portal elementary, Point Loma High, Dana Jr High & Correa Jr High, proceed westerly then split their routs after clearing the coast](#)

[Victor Anderson, San Diego, CA](#)

[6 months ago](#)

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Report

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1725-60

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-60

[I've lived in point Loma for 15 years and will continue to do so. The plain path has always been some sort of an issue and took some getting used to. I don't think it makes sense to make things worse for this community by flying over a national park of which thousands of people enjoy daily. There has to be a better solution to where everyone can benefit.](#)

[John Makens, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Isnt it obvious?](#)

[L St James, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This would bring planes right over the monument parking lot and could impact grey whale migration.](#)

[Stephen Hassler, Leawood, KS](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-60

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change to flight routes only benefits the airlines and that benefit is very small compared to the loss of value to the homes in Point Loma and the tax base for the city of San Diego. The plan is full of misrepresentations and misleading information which makes one think that its implementation would be much worse than even currently imagined.](#)

[John Boyce, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-60

[Point Loma has experienced an increased volume \(up to 30%\) of Naval helicopters & jets off North Island in the past few years.](#)
[How could we possibly include domestic flights in to an already busy air space?](#)
[Seems to be a conflict on many levels.](#)

[Kathryn Rhodes, Los Angeles, CA](#)
[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-61

[There seems to be no clear benefit to the change.](#)

[Scottie Romero, San Diego, CA](#)
[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1727-61

[I'm a victim of NextGen in Santa Cruz and I urge you to prevent this nightmare before it begins.](#)

[DEBORAH LUHRMAN, Soquel, CA](#)
[6 months ago](#)

0
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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-62

[I don't want the planes flying south over Point Loma and creating additional noise.](#)

[David Baer, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-63

[I am insulted that these changes are occurring without the resident\(s\) knowledge and/or consent. Shame on you!!!](#)

[Brenda Pranti, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-64

[Only the federal government would be idiotic enough to encourage flying over and closer to more housing, national monuments and parks that should be tranquil, and a university when there are miles of ocean to turn planes around over. I purchased where I did specifically because it was away from the flight path - this amounts to a taking of property.](#)

[Branden Boysen, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[I feel that this change is unnecessary , will create more pollution over land and seems dangerous to make theses sharper turns](#)

[Sue Binns, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-64

[Noise pollution and air pollution with lower flying aircraft are hazardous to our health. Most of our neighbors are either small children or seniors](#)

[Diane Murdoch, San Diego, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i am against changing the flight path. I grew up in PL, and sadly no longer live there. I do, however, strongly oppose the proposed flight path . It's ridiculous, and needlessly flies over people, schools, and national treasures like Cabrillo Monument and Fort Rosecrans Cemetery](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Jessica Etheridge, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-64

[After growing up in the heart of ocean beach directly underneath the planes my wife and I worked our asses off to move up the hill away from the planes with my two girls. I didn't pay more than 3/4 mil to relive the noise. What rights do we really have as born and raised members of this community if such a drastic effect can be placed on our lives and our voices go unheard. This is unfair to say the least and a completely dishonest underhanded way of going about things. Go fuck yourselves. Thank you.](#)

[Matt Braun, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-65

[you should not be flying over Navy airspace.](#)

[vicki mattia martin, San Diego, CA](#)

[6 months ago](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[this is a ridiculous example of government meddling without citizen comment](#)

[peter jensen, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed change has no positive merit whatever.](#)

[Classen Gramm, San Diego, CA](#)
[6 months ago](#)

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1725-65

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-66

[The EIR does not address Eastbound flight variances from the existing route AND does not address incoming flights that currently fly over Kearny Mesa-AND planes currently seem to flying closer South over Linda Vista and Mission Valley.](#)

[Norman Cullen, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-67

[I am not only against the increase in noise and pollution these changes will result in, I am disgusted by the manner in which this is being forced on the people of Point Loma and our environment with deceptive tactics - all in the name of being "more efficient". \\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$\\$](#)

[Siri Riiber, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I have lived in the Point Loma area for 70 years. Why the change now? You work for citizens not for the airlines. You will be endangering all in the new air path, it will be noisier, the worth of houses will go down, schools will be impacted by the noise, and all of the area will be impacted by noise and air pollution. It is just confusing as to why change it now from over the ocean to over homes, people and schools. I was teaching when the PSA airplane went down. It was so difficult for all involved. Don't want to happen it again, anywhere in San Diego, but especially in Point Loma where it does not need to be endangered because of the change from over the ocean to over additional areas in Point Loma.](#)

[Antoinette Hille, San Diego, CA](#)
[6 months ago](#)

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 Report

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Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Flights have been coming closer & closer to our condo. The soot residue and noise are awful. Go back to the old pattern.](#)
[Are they going to pay us to retrofit our homes as they did in Loma Portal?](#)

[Pat Woodard, San Diego, CA](#)
[6 months ago](#)

0
 Report

Report abuse

1725-67

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do NOT want the NextGen proposal to move forward!](#)

[Sharon Bythewood, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I want to keep Point Loma peaceful. This would disrupt the entire peninsula community.](#)

[Bret Thomson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

1725-67

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I recently purchased my house in Point Loma and paid a premium because it is not in the current flight path. This proposal puts my property directly under the flight path.](#)

[Kai Haber, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Very ill-conceived plan!](#)

[Vince Heald, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-67

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I didnt build a house with 279 windows to look through the debry that come s from the aircraft.My windows are not sound proof ether for all the newly generated noise.](#)

[Thomas Rone, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

1725-67

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[FAA needs to keep the LOWMA instead of eliminating it.](#)
[Prove that it is safer covering residents with soot, noise pollution, and flying over multiple schools, multiple species habitats, really not seeing the big picture if their focus is saving money for the airlines-not the local people. IS THIS A DONE DEAL? FLIGHTS ARE COMING OVER MY HOUSE AND IT WASN'T HAPPENING LAST MONTH. WHERE IS THE CULPABILITY OF THE FAA BY NOT RECORDING THE MEETING, NOT EVEN HAVING A WORKABLE DIAGRAM OF WHERE THE PLANES ARE GOING TO BE GOING OR WHERE THEY ARE PROJECTED TO GO.](#)
[PLEASE EXTEND THE COMMENT TIME SINCE IT WAS SO ILL ANNOUNCED BY THE MEDIA AND THE FEDERAL GOVERNMENT TO TRY TO FLY UNDER THE RADAR](#)

[eugene berger, San Diego, CA](#)
[6 months ago](#)

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Add a reason
(optional)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I grew up there and know the negative impact it will have on community!!](#)

[Scott Castlen, Olympia, WA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the FAA's proposal to revise departure flight paths at San Diego Intl Airport](#)

[Mike Pelloth, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-68

1725-69

[I appose the changing of the way point, which would allow planes to fly over my childrens schools, my home and place of worship. Please Do NOT implement a change that has planes turning over Pt. Loma!](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-69

[Jeff Pastore, San Diego, CA](#)
[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-70

[If it ain't broke, don't fix it. I picked up immediately on the FAA boys' frauding/misleading the assemblage in Point Loma on Oct 6th. I know controllers have been told to vector east bound departures over what may become a SID \(Standard Instrument departure. By saying they have not made the changes is an intended lie, supposedly supported by the fact that a new SID has not yet been adopted. But inasmuch as I live in the departure path in the Coronado Cays I have anecdotal evidence--my eyes and ears on the ground that new, lower routes are being ordered, resulting in ground noise never in existence before.](#)

[tad wallin, Coronado, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-71

[I have lived under the jets for 36 years and don't want anyone else to go through this!](#)

[Tina Braun, San Diego, CA](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-71

[The change will not save fuel. If the FAA wants savings, keep the current path and have each airline cut 1 flight per day.](#)

[Larry Clague, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's desperately needed!](#)

[James Dvorak, Yellville, AR](#)

[6 months ago](#)

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Report

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's an outrageously biased, unfriendly noise pollution and dangerous change.](#)

[Jack Ladinsky, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Effects my fathers home](#)

[Karen Crummer, Lakewood, CA](#)

[6 months ago](#)

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1725-71

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[in support of family](#)

[Geraldine Berg-Evans, El Cajon, CA](#)

[6 months ago](#)

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1725-71

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We carefully bought our house as it was OUTSIDE the flight path. Grave concerns watching effects of similar plan in cities such as Pheonix.](#)

[Hallie Herbert, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-72

[I am signing this petition because I do not want more air noise around the Point Loma community. The areas badly affected are the Nazarene University, all the various schools not to mention the community in general. We get enough noise from the North Island Air Base! I live at the 92115 address, but I have owned the 3045 Lawrence Street, 92106 property since 1970. It is a rental property until I return from traveling. Please listen to the community of residents, businesses and tourists who frequent these areas daily! Thank you, Judy White](#)

[Judy White, An Diego, CA](#)
6 months ago

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-73

[For safety amd peace and quiet!](#)

[Donna Winn, San Diego, CA](#)
6 months ago

0

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-74

[I have lived in Encanto for over 23 years and this past year has been the noisiest and if this continues on this level it will decrease home values. The fact that planes are coming in regularly after 11:30 P. M. At times when I am out in my yard I have to move or go inside to avoid jet stream fuel. My last patio cover was ruined from airplane oil and had to be replaced. Here you never know what direction the planes are going to come from. They are crossing my home from many directions, perhaps all!](#)

[Gelsamina Merritt, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-75

[Don't want additional noise and jet fuel exhaust particulate](#)

[John Church, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the flight paths to change.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Rachel Armstrong, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This proposed flight path will take away from the beauty of serenity of Pt. Loma and it's amenities.](#)

1725-75

[Rebecca Ahring, Lakeside, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This plan in every way shape and form will harm the environment, the people and the savings we all have invested in our property.](#)

[alex bernal, san diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-75

[i don't agree with this plan and its community impact.](#)

[Mark Watkins, san diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-76

[We are in the original flight path no matter what I know how loud it is and would hate to see anyone else have to deal with this unnessasary noise. Also we have been on the Quieter homes program for six years and still have not seen our windows so what will this do to our wait time when the other houses they now affect need them as well??](#)

[Dan Sopotnick, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing this because it will cause more noise for residents and effect quality of life. In addition the fuel costs the airlines are saving is very little in relation to future environmental impacts.](#)

[Richard Boyce, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I oppose the FFA changes to flight departures/arrivals to San Diego/SDO airport. It has unacceptable environment impact and quality of life issues.](#)

[Frank Michell, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


1725-77

1725

R. Casey Schnoor

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The new flight path isn't worth the savings in gas and distance it's totally wrong](#)

[luke Kilgore, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I disagree with the proposed change to the flight path and as a property owner in this area feel any proposed change in the current path needs discussion and input from those who will be most impacted.](#)

[Ian Bonewitz, La Jolla, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-78

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-78

[I care about our San Diego residents and not about saving the airlines a buck.](#)

[Ethan Barkett, La Mesa, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[SAN & FAA should be sued! That's the only thing that will stop this.](#)

[steiner steiner, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-78

[Point Loma already has more than its fair share of airport noise. I already live under the flight path. No changes should be made that deliberately bring the airplanes closer to the residents.](#)

[Susan Dixon, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-78

[The additional noise of the planes will be a nuisance. The FAA already doesn't follow the city rules of flight times. What makes us believe that you will follow the proposed "new flight" paths. I have counted many planes flying in and out of the airport after city restricted time periods.](#)

[Antonio Melgarejo, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-79

[FAA SAN Control Tower has been consistently directing early turns eastbound off 270 departure heading for the past 5 years! Noise and Pollution caused by SAN overflights has adversely impacted our neighborhood. Respectfully request FAA stay on standard departure headings around noise dots established in 1990 one mile off Peninsula.](#)

[Subail Khalil, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[THIS WILL SIGNIFICANTLY DECREASED MY PROPERTY VALUE. THERE APPEARS TO BE NO FUEL SAVINGS ON EVEN THE SHORTEST EASTBOUND DESTINATIONS AND WITHOUT QUESTION WOULD HAVE A NEGATIVE IMPACT ON POINT LOMA PROPERTY VALUES.](#)

[Laura Miller, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the proposed change in routing air carriers over Point Loma. Point Loma already bears the brunt of noise and pollution from the airport. I strongly oppose any additional noise or pollution over my neighborhood.](#)

[Mary Holley, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-80

1725

R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Planes are flying over our home. We paid to out of the fly zone. This will reduce our value at least 500,000](#)

[Jack/Shirley Wehrs, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-80

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Safety concerns. Aircraft are probably at a high enough altitude by the time they cross back over Point Loma that noise should not be an issue.](#)

[Mark Christopherh, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I care about the residual effects to the PL neighborhood](#)

[madruga lisa, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-80

[Do not change flight plan in Point Loma](#)

[Dana DeNamur, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The monetary savings does not justify the nuisance and disruption of life style for the residents of Point Loma.](#)

1725

R. Casey Schnoor

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[Lynn Douglas, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-80

[Degrading the local community with noise and pollution in order to save gas is not worth it!](#)

[Jolinda Marshall, Ramona, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am an owner in the property affected by the flight proposed flight path](#)

[Kelly Cravath, Scottsdale, AZ](#)

[6 months ago](#)

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[FAA is ignoring due process. Costs seem to far outweigh benefits. Who from FAA developed this policy? Someone needs to held personally accountable for such obvious acts of negligence. FAA needs to clean their house.](#)

[Scott Whitley, Poway, CA](#)
[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-81

[I oppose the proposed revision by the FAA to the San Diego International Airport flight departure path.](#)

[Randy Ochoa, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-81

[I happen to live in the landing pattern. There are times when I feel that planes are going to land on top of my house. I have lived all my life in San Diego and remember the PSA crash 37 years ago. Changing something that works is crazy. I wonder if there is some money changing hands because the airlines see a way to increase their profits by the use of less fuel consumption.](#)

[Donna Lawrence, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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1725-82

[We bought our PL home just two years ago and Selected this home and area because it was NOT in the flight path! This proposed change will adversely affect our quality of life and home value.](#)

[Mary Zbik, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Our home is in the new proposed flight path.](#)

[Martha McKinnon, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing this because I am against the NextGen proposal to delete the waypoint. This will increase the noise in our neighborhood, create air pollution and safety concerns.](#)

[tracy moore, san diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-82

1725

R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is not progress. Progress is to reduce noise, pollution for people. FAA is going the opposite way. I would like to know. How much money was spent by lobbying of airlines on that "project" already finalized without any concern for our kids, Family.](#)

[Gilles Fougères, San Diego, CA](#)
6 months ago

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a former PL resident, and continue to visit.](#)

[Karen Irwin, Canton, GA](#)
6 months ago

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Add a reason (optional)

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1725-82

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1725-82

[I purchased a home outside of the airport noise- I am a shift worker and often need to sleep during the day. This altered flight path may require me to sell my home if there is increased noise throughout the day. The proposed route will also decrease the value of my home](#)

[Emi Latham, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We bought early home for years ago. We did so because it was not in the takeoff and landing path of airplanes. It's not fair to change that now. Whatever's being gained by time or fuel peers to be negligible. The noise at our house will be tremendously louder than it is now](#)

[Stephen Wagner, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am seriously considering a move to the Point Loma peninsula to stop making a 40 mile commute. This change will negatively impact the quality of life there and property values and I am wholeheartedly against any changes. And the](#)

1725-82

1725

R. Casey Schnoor

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[FAA needs to better enforce the existing flight paths to respect LOWMA as numerous planes violate this waypoint regularly.](#)

[Robin Greene, Oceanside, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[One of several reasons - I work from home. My job involves web conferences and customer phone calls. The airplane noise is very disruptive to my job.](#)

[Rebecca Rhea, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a bad idea for many reasons besides property values, but also for North Island air traffic - it could cause confusion and safety issues. This just isn't worth it.](#)

[Beth Charbonnet, San Diego, CA](#)

1725-82

1725

R. Casey Schnoor

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[6 months ago](#)

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Add a reason (optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-83

[I am signing because I live also in San Diego and this change does not seem to save anything but would affect residents quality of life](#)

[Deborah GUSS, France](#)

[6 months ago](#)

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Add a reason (optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-84

[Do not change the plane route over Point Loma.](#)

[Victoria GARRISON, San Diego/Point Loma, Madagascar](#)

[6 months ago](#)

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1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-84

[We see no need for this shortcut that directly impacts our neighborhood.](#)

[tim lacey, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Living in La Playa](#)

[Cher Lagda, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I opposed changes that primarily support the airline industry rather than the American people.](#)

[Mercy Hahne, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing this because I live in Point Loma and it bad enough as it is then to make it worst](#)

[Robert Cortes, San Diego, CA](#)

[6 months ago](#)

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1725-84

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm mad as hell about the noise and grime new flight path entails.](#)

[Lawrence Schlitt, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i unfortunately have to hear these planes all day long..](#)

[melinda Murray, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-86

[Point loma has enough plane noise as it is. I also don't see the benefit. AND, the cemetery on the point will be heavily impacted, which just makes me sad for those visiting loved ones and all the souls that rest there.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-86

[Jen Derks, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing this because of the noise and the pollution that already affects my house and yard. I don't want more jet fuel raining down.](#)

[Barbara Menard, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-87

[This would lower the quality of our sleep](#)

[Nick Totah, Oceanside, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-87

[I oppose this change.](#)

[Rebecca Wassem, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-88

[I'm signing to oppose the elimination of the LOWMA waypoint. The planes already fly over our communities at takeoff. Now you want them to turn around and blast us again?! This will be devastating to the quality of life for thousands of households who live in areas currently relatively protected from the flight path.](#)

[David Carruthers, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Protect my neighborhood](#)

[Jody Santibanez, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the additional noise pollution this flight path will cause.](#)

[Elizabeth Liner, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-89

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-89

[Noise pollution](#)

[Michael Fenison, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[92107](#)

[Alison Pope, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-89

[I will be living under the flight path if the change takes place.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Wiwat Wongkham, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The current flight plan is just southwest of my home. I don't want it any closer.](#)

[Meg Newcomb, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My son is a student in Pt. Loma and there is already enough airplane noise.](#)

[Barbara Ruys, San Diego, CA](#)

[6 months ago](#)

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Report

1725-89

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional) 

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1725-89

[The plane noise has become more and more disturbing and it very negatively affects our lives, especially the lives of our young grandsons who are woken up by plans early in the morning.](#)

[Clara Blenis, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-90

[I live in the neighborhood and the flight path change doesn't make sense. The current flight plan impacts the least amount of Point Loma and Ocean Beach residents. The proposed change would impact 1000's. It doesn't make sense. Jet fuel is also carcinogenic and those same people would exposed to dangerous fumes and fallout. I don't think the FAA needs lawsuits in exchange for convenience.](#)

[Katy Burress, San Diego, CA](#)
[6 months ago](#)

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Report

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the flight path change for safety reasons.](#)

[Patrice Saxon, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm opposed to the revised departure flight paths at San Diego Intl Airport. The new flight paths change home values and quality of life in PL](#)

[Kerry Peter, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

1725-90

1725

R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Aircraft should fly around the southern portion of Point Loma and not over it. Current flight plans should be left intact.](#)

[Grant Beeson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

Submit

1725-90

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Next Gen is pathetic excuse and ignores alternatives discussed \(at length\) in the past 26 FAA studies on San Diego AirPort.](#)

[1\) restrict SD Lindbergh to modern equipment that is far more cost efficient, quieter, requires less take off and landing space and results in fewer daily flights. 2\) The risks associated with increasing flights over populated areas, by any standard, outweighs them attempt at miniscule fuel savings \(if any\). Also any fuel saving is pales against the discharge of fuel exhaust over populated areas. 3\) does anyone actually believe that the current 465 daily take offs from SD Lindbergh, after flying over a populated area, should then be turned around and again pass over more populated areas? ... especially when the current flight corridor \(which may add 1-2 minutes of flight time\) avoids this. Safety and quality of life is more important.](#)

[Brian Chambers, San Francisco, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned about the safety of the residents of Pt. Loma and the noise levels and pollution from departing aircraft](#)

[Linda Schneider, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Our home is already impacted by noise with the current flight path. Being inside the loop will result in still greater additional negative impact.](#)

[Brent Bernau, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This not correct. We paid extra money to stay away from the flight zone. How are we going to be reimbursed by the FAA it this approved.](#)

[Chris Shannon, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I searched for and bought my house near the end of point loma for the view AND the distance from the flight path. Now you want to change that pathway and alter my lifestyle. It's unfair and illegal!](#)

[Caroline Dennis, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-90

[I've lived here for 27 years peacefully and I would like to keep it that way.](#)

[marcus butler, San Diego, CA](#)
[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-91

[We're supposed to be living in a country where our voices should be heard.](#)

[David Ball, San Diego, CA](#)
[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing this because I live in the affected area.](#)

[VERONICA NGUYEN, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Opposing the revised departure flight paths at San Diego Intl Airport](#)

[Nancy Davidson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i care!!](#)

[Merrilee Neal, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[No good reason to make the change](#)

[Bert Levine, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I frequent and am an alumna of PLNU, and the noise created is not conducive to a learning environment that has produced great minds thus far.](#)

[Aimi Ah Sing, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My home would be affected by this proposal.](#)

[Melvin Kuhnel, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't like the noise at night](#)

[Eli Jones, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I'm concerned about the noise, air quality, jet fuel pollution and fallout, and a bit befuddled why the FAA had their first meeting in Barrio Logan!? Was their lunch budget cut? Were cocktails half price? They should reimburse the taxpayer for the cost of time wasted!](#)

[Tom Bishop, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-91

[The noise is unbearable! We once had a quiet neighborhood and now nonstop noise.](#)

[Joe Caltabellotta, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am disturbed by the increase in jet noise!](#)

[Rory Wicks, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want quality of life for residents, schools, and parks destroyed for thousands of people, by totally unnecessary flight route changes!](#)

[McCleary Larry, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I live in the flight path, and this would greatly effect my family and I.](#)

[Cameron Ishee, San Diego, CA](#)
[6 months ago](#)

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1725-92

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The plane noise is one reason I moved out of Loma Portal to the more quiet La Playa area.](#)

[James Person, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because as a pointloma resident we already tolerate enough airplane noise that we knew about when we moved to this neighborhood. Now they want to increase the noise level which will decrease property values, and create health hazards. Also I believe that the change in flight paths is totally unnecessary.](#)

[Terry Antl, San Diego, CA](#)

[6 months ago](#)

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1725-92

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-92

[The flight path will go directly over my house!](#)

[Andrew Saarni, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Melissa Botts](#)

[Melissa Botts, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The air traffic is already ridiculous. Year after year squeezing flights into an already overloaded path. Allowing transport back over our point on top of all of the outbound traffic is unnecessary and insulting to our community.](#)

[David Levine, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-92

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The negative effects of the FAA's new routes will impact residents of Pt. Loma both financially and esthetically. Frequent and loud flights over Pt. Loma will take away the quiet enjoyment of residential homes in neighborhoods that had no or minimal previous aircraft noise. They will dishonor the solemnity of Fort Rosecrans National Cemetery and damage property values. Congress, do your job and end this insidious disaster taking place nationwide.](#)

[Judy Hamilton, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There would be very little benefit for flights but major problems for residents of Point Loma as well as anyone visiting sites such as Cabrillo National Monument. The FAA needs to consider the people who live under the flight path.](#)

[Beth Luthye, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I just bought my house in a neighborhood at a premium price to avoid the noise and pollution from the airport. Now I need to clean the decks every other day and wake to the sound of airplanes overhead.](#)

[Dale Buermann, San Diego, CA](#)

[6 months ago](#)

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1725-92

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Noise pollution is a sin!](#)

[daniel moore, san diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-92

[Developer in the great area of Point Loma and Ocean Beach!
Concerned about desirability and values...Also, how can we do this to Coronado and Point Loma, two of the very best areas in San Diego.](#)

[alfonso aldrete, San Diego, CA](#)

[6 months ago](#)

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1725-92

[Looking at the new potential departure routes, it does not appear that this change would have a very big direct impact on my home as I already live under the planes as they take off. I am writing because I think that it is an abomination to have planes fly directly overhead of grieving families and resting soldiers at the Fort Rosecrans National Cemetery. Are we going to take away these families quiet moments with loved ones to save a very small amount of](#)

1725

R. Casey Schnoor

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1725-92

[fuel and time? I urge the FAA to deeply consider this point and revise your proposed elimination of waypoint LOWMA. Let those that have given the ultimate sacrifice for this country rest in peace, and let those that are visiting a loved one reflect in peace.](#)

[Josh Whalen, SAN DIEGO, CA](#)
6 months ago

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-93

[I live in liberty station and have had enough of the airplane noise.](#)

[Patti Hyman, San Diego, CA](#)
6 months ago

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[A client owns a home in the area affected area.](#)

[Rafael Molina, La Jolla, CA](#)
6 months ago

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is already too much jet related solution in Point Loma. Increasing air activity over Point Loma will create and even broader negative impact over the already polluted Point.](#)

[Steve Sacks, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under the proposed new route. The take-offs are already loud enough.](#)

[Robert Brownlie, San Diego, CA](#)
[6 months ago](#)

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Report

1725-94

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional) 



Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is no indication that the eastbound 'crossing' altitudes of departing a/c will be held to a higher AGL than the existing eastbound leg](#)

[Richard Wright, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 



Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm concerned about air quality, noise and safety. what ever savings in fuel will cost property values and tax base](#)

[Charles Roberts, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-94

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[no more noise](#)

[carl accomazzo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-94

[When you buy a house under the flight pattern, you are signing up for the noise. When you buy a house outside of the flight pattern, and you pay more because of that, you should not have to endure the noise down the road. Everyone who bought a house near or under the flight pattern knew what we signed up for. But you should not be allowed to change the flight pattern just to save a few bucks at the expense of the citizens who made a conscious choice and paid accordingly.](#)

[Dave Ness, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-94

[When we purchased our home in Sunset Cliffs 27 years ago, the airplane noise was negligible, much as it is today. In my opinion the FAA plan to alter the existing eastbound airplane traffic to fly over directly over Point Loma will have a major negative impact on the entire area in a way not currently realized. I am at a loss to determine why this change in flight path is being considered and to what benefit to justify the impact, including quality of life and reduced property values. I am against the proposed change to the eastbound traffic pattern from San Diego International.](#)

[Roger Brenes, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-94

[I'm a native San Diegan who grew up in Point Loma and Ocean Beach. As a current resident here, I value my quality of life as well as our property values and those of our neighbors in this community.](#)

[Robin Dishon, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-94

[I work at PLNU and believe the noise will significantly hinder students learning in the classroom. I also own a vacation rental and am certain the additional noise will reduce the popularity of our place as well as the value of our home.](#)

[Danielle Friberg, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't need more noise!!](#)

[Carmel Self, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 


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R. Casey Schnoor

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1725-94

[I'm concerned about the safety of the Point Loma residence and families.](#)

[Todd Barnes, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-95

[The flights are already becoming more numerous and deposit enough pollution. We do not need more.](#)

[Joe Kielbaso, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I'm signing the petition because my property is going lower and we paid higher prices for our property for no plane noises.](#)

[Brienne Pham, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will destroy our lifestyle in Point Loma.](#)

[sean germon, La Jolla, CA](#)

[6 months ago](#)

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Report

Report abuse

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to planes flying over the University](#)

[David Napoleon, San Diego, CA](#)

[6 months ago](#)

0

1725-96

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Point Loma and Ocean Beach does not need more plane traffic!](#)

[Toni colter, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not believe the flight path should be changed.](#)

[Steve Phillips, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

1725-96

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will ONLY benefit the airlines.](#)

[Jean Pugh, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to planes flying over the national cemetery, schools and homes. This new path does not save a significant amount of fuel for all the noise and pollution.](#)

[Karen Metzger, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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1725-96

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[this idea is another example of the contempt that the people who live here and are impacted by the airport are held.](#)

[R. Sufur, Ramona, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-95

[noise pollution](#)

[Gerald Barstow, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[no increased plane noise in our neighborhood, please!](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[celia condit, san diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to the new proposed flight path](#)

1725-96

[Bob Woodard, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I strongly oppose the proposed flight plan changes.](#)

[Stephanie Grinnan, San Diego, CA](#)

[6 months ago](#)

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Report

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am against the new proposal of moving the flight path.](#)

[Lisa Calabotta, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I grew up in Loma Portal under the flight path. I purposely did not buy a home under the flight path \(even though that neighborhood is more charming\). PLEASE DO NOT ALLOW THIS TO HAPPEN](#)

[molly love, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-96

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[the flight plan should NOT expand.](#)

[jon gardner, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

1725-96

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the proposed change in the flight path departing from San Diego Airport and turning sharply to travel east. the new flight path will cause damage, noise and pollution to the homes under the new flight path. The time and fuel savings are negligible.](#)

[Glory S. Giffin Giffin, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional) 


1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because of the impacts on our community and our environment.](#)

[Robert Kolb, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[the airplane noise is much louder. Not fair to reduce quality of life on the point.](#)

[Terry stricker, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-97

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[the flight path directly affects my property and I do not believe the "savings" stated by the FAA are justified.](#)

[Susan Winkie, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As noise and pollution increase, property values decrease.](#)

[M William Tilden, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-99

[planes are loud!!! We went from having a peaceful home to an unbearably noisy one all day long.](#)

[Susan Madueno, San Diego, CA](#)

[6 months ago](#)

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Report

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm against additional airplane noise and the reduction of property values because of it.](#)

[Peggy Sue Tilden, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Too much noise already. This will cause property values to decrease and more air pollution for the residents that call OB/Point Home.](#)

[Todd Parker, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-100

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We live in OB and disagree with any flight path changes.](#)

[James Minyard, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Community atmosphere is more valuable than saving \\$5 on gas per flight. Community atmosphere is measurable and real estate values Point Loma reflect that. Don't choose the path that has a net negative affect.](#)

[rachel szalay, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

1725-100

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Besides not being equitable, Big business should not prosper at the expense of the individual .](#)

[William Metz, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We own a condo at 2230 Historic Decatur #64, San Diego 92106](#)

[Wendy Nishikawa, Capistrano Beach, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-101

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[We deal with enough noise pollution as it is. Also, planning to add noise and visual pollution directly over a national park and hallowed cemetery is just ludicrous.](#)

[steve ohrmund, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I agree!!!!](#)

1725-102

[Patricia Sanford, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The route change does not save enough fuel to justify routing planes over land vs sea. Noise and residual fuel is messy and unsafe not to mention elevating to gain height to safely clear land.](#)

[Sandra Clifton, San Diego, CA](#)

[6 months ago](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

0
Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown arrow]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live directly under proposed flight path.](#)

[Mark Williams, San Diego, CA](#)

[6 months ago](#)

0
Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown arrow]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a resident of Sunset Cliffs and have noticed a substantial increase in noise as a result of the new flight path.](#)

[Jesse Hindman, San Diego, CA](#)

[6 months ago](#)

0
Report

Report abuse

1725-102

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because this would impact Point Loma Nazarene University's classroom environment.](#)

[Taylor Hertel, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am moving to point Loma in January and do not want the noise over our house.](#)

[Jared Munde, Lemoore, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

1725-102

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a staff member at Point Loma Nazarene University and the noise of planes flying overhead during the day would be disruptive to students in class, faculty who teach, staff members who work and neighbors who desire to have quiet air space during the day. Thank you.](#)

[MARY LYNN HEWETT, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned about my families health with planes taking off over my house.](#)

[Peter Barron, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-102

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Stop the noise!](#)

[Susan Heemstra, Huntington Beach, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Our university classrooms will be immensely impacted negatively if the flight pattern from SD Int'l. airport changes toward our campus.](#)

[John Calhoun, San Diego, CA](#)

[6 months ago](#)

1

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[property values within the proposed flight paths will be reduced more than the airlines would save](#)

[Anzalone John, San Diego, CA](#)

[6 months ago](#)

1725-102

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-103

[I don't drive through my neighbor's front yard even though it would reduce my gas cost marginally.](#)

[Greg Szalay, San Diego, CA](#)
[6 months ago](#)

2
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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-104

[I live with this loud noise](#)

[Barbara Lang, San Diego, CA](#)
[6 months ago](#)

0
Report

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I moved here to GET OUT FROM UNDER THE FLIGHT PATH at Sea Colony. The noise was awful.](#)

[Elizabeth Saarni, San Diego, CA](#)
[6 months ago](#)

1
Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose this proposal!!!](#)

[Joye Blount, San Diego, CA](#)
[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

1725-105

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I teach classes in the new flight path. Having lived under the current flight path, I know that the noise from ascending planes makes conversation difficult if not impossible.](#)

[Rebecca Flietstra, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Point Loma has had it's quota of Air Traffic NOISE over the last 30 years! Deafening sounds! Giving us MORE over the quieter areas of our community is an OUTRAGE!!](#)

[Paul Montesano, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-105

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[The neighborhood, including Ft Rosecrans cemetery, Cabrillo State Park and a local university, would be adversely impacted with no benefit to our community.](#)

[Jerold Hall, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[the noise would be unbearable at my work site. We have chapel services, small groups and classrooms happening and the noise would not allow us to do our work.](#)

[Raquel Aparicio, San Diego, CA](#)

[6 months ago](#)

0

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-105

1725-106

[Saving \\$ for the airlines is not a sufficient reason to adversely effect an entire neighborhood through noise pollution, health risks form chemicals and dirt from the airplanes, and the decrease in property value.](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Elizabeth Northam, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I work at Point Loma Nazarene University. This proposed flight plan would negatively impact classes and chapel services.](#)

[Deborah Ries, Lakeside, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm a music professor who values the integrity of musical performances. Jet background noise was never conceived as an element in the scores of even the greatest of composers.](#)

[Philip Tyler, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-107

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want planes flying over my house and reducing the property value. I specifically bought a home out of the flight path!](#)

[Suzanne Brown, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We need to reduce flights over residential areas, not increase them. The noise of the flights and the air pollution they cause is unhealthy.](#)

[Linda Weber, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

1725-108

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I bought a home that was not in the flight path. I paid a lot to NOT be in the flight path. Now, I hear departing and returning planes.](#)

[Debra Turner, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Flight paths over PLNU would disrupt classes, chapel services, and meetings. It would also take away from the peaceful environment at PLNU, which is so important to our young college students.](#)

[Gayle Sollfrank, Chula Vista, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

1725-108

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I work at PLNU and don't want the distraction of planes constantly flying overhead. My apartment is under the flight path, so I know how disruptive the sounds of planes are. Because our students expect to study in an environment conducive to learning, changing the flight path would directly negatively impact our students and any staff and faculty who work at PLNU.](#)

[Arianna Farinelli, San Diego, CA](#)
[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I teach at Point Loma Nazarene University, and the proposed change in flight paths would have a detrimental impact on the quality of our classroom environment and instruction.](#)

[Bettina Pedersen, San Diego, CA](#)
[6 months ago](#)

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1725-108

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[When I purchased my home 13 years ago in Liberty Station, Point Loma, I was told the homes that were built by Corky McMillan & Co would be South of the airport's flight path and that's why the layout of Liberty Station was planned the way it was planned. The flight path would go over the business part of the community so as not to disturb the residents or the students/teachers on the High Tech High Campus. My child, and probably many others, find it difficult to learn in an environment that is constantly interrupted by airplane noise. This was not the case a few years ago, but since the construction of the new runways at the airport started, the noise and interruptions \(which were to be temporary\) have now become permanent. Why can't the takeoff runway head towards the business section of Point Loma \(near Target, Home Depot, etc. between Midway and Sports Arena roads\)? Why can't the planes have a steeper takeoff and then make the turn to head east? Obviously the lower the planes are over the homes and schools during takeoff, the louder they are. In addition, I paid a premium price for my home so I could live in Point Loma and I pay property taxes that would make another middle class worker have a heart attack. I have always expected some airport noise, but certainly not what it has become. If this continues, perhaps those homes under the flight path should have their property taxes cut in half!](#)

[JayJay Hummel, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-108

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I work from home. The noise from the test flights over my home was a major intrusion on trying to conduct business phone calls. The availability of open ocean space that avoids this conflict is a simple an cost-effective solution. Additionally, the previous flight path over the ocean mitigates the expenses of reimbursement for retrofitting property owners for noise-proofing, climate control, and property value decreases. The FAA can expect litigation from this community.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Russell DuChene, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I own a house in Point Loma - @ Canon and Del Mar Ave.](#)

[Scott Wesley, Richardson, TX](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the increase in noise and pollution. It has already gotten bad enough!](#)

[Susan Romero, San Diego, CA](#)

[6 months ago](#)

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Report

1725-108

1725

R. Casey Schnoor

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Strongly dislike airplane jet noise and exhaust when im trying to relax in my home which i worked hard to purchase.](#)

[Peter Lepman, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will not only expose us to more noise pollution, but also pollution in general! That "black dust" that I have to sweep away will increase! Plus this will devalue all of our home values in this area of Fleetridge and Sunset Cliffs area! Please, please don't do this to us! We sure don't need or want more pollution and noise pollution! It's bad enough as it is! All this just so the airlines, who make billions of dollars, can save \\$250,000.00 annually? NO!! Not right!](#)

[Wendy Wesley, Monroe, NC](#)

[6 months ago](#)

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Report

Report abuse

1725-109

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm against commercial air traffic flying over Pt. Loma](#)

[Janice McKinnon, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to changes in the flight path](#)

[Michael Ramotowski, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


1725-110

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1727-110

[Out of common courtesy and respect, Commercial airline traffic - should not be routed over the top of\(or disturb\) Cabrillo National Monument, or Fort Rosecrans National Cemetery.](#)

[William Fischer, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) ^
v

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-111

[They have been getting louder and louder. I have been to airport authority meeting in the past fighting for the peace. They have been giving me lip service. They don't even send out the noise flyer anymore. They are mini Government and sneaky sneaky!!!! I live on Tennyson St. on the top of the hill. I wear ear plugs every night and still I hear them. It is appalling that they even fly over houses at all. Who can get any sleep. Surgeon general says 8 hours then changed it to 7 hours. Try no hours. Now I am concerned about my parents who live on the point. How will the city get any money when everybody files for lower tax bracket? HaHa! It isn't any laughing matter. My Dad told me to fight the airport years ago when he asked me if I wanted to have the airport authority dictate when I go to sleep and when I wake up. I do not want them going over my 80 year old parents in their peaceful neighborhood. Point Loma is a peaceful neighborhood and one of the last last places you can find peace in San Diego. I am a 3 generation native.](#)

[amy ryan, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-112

[Our community is suffering from the FAA's imposing a new Nextgen flight paths. We went from a quiet rural community to living next to an airport \(60 miles away from SFO\) No one deserves what the FAA are doing to the people on the ground.](#)

[Vicki Miller, Santa Cruz, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-113

[I am signing this petition because I oppose the proposed regional airline flight changes. I want to maintain the use of hte LOWMA Waypoint at the south tip of Point Loma](#)

[Judith Liu, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The flight path should not be changed. This creates more noise to thousands of more citizens of Point Loma. It also increases noise over Fort Rosecrans Cemetary which is a place for the families and friends of those who served our country with honor, to go and pay their respect, and they should be able to do so without the disrespectful increase of noise from the commercial jet traffic. Cabrillo National Monument also would be affected by the increase in jet noise, which should not be allowed to happen!](#)

[Joseph Zeugschmidt, San Diego, CA](#)
6 months ago

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Report

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Please report any offensive or inappropriate content.

1725-113

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We know that this neighborhood is subject to airplane noise and knew it when we moved here. But it was the only area that we could afford near where my husband grew up an near where his aging mother lived. However, the noise problem has seemed to be getting worse and to add it to an area of Pt. Loma that was previously mostly protected from it is not right! Everything should be done to minimize the impact for those on the ground near any airport and this change that will increase the harm does is definitely not justified in my opinion! Please reconsider the terrible plan!!!](#)

[Tracey Smedley, San Diego, CA](#)
6 months ago

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R. Casey Schnoor

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed changes seem to have little to no improvement on flight travel/ industry. However, these changes would have great negative impact on the community. The noise from the flights would diminish the quiet beauty of Cabrillo National Monument. Many people, both local and non-local, come to the Cabrillo National Monument and surrounding areas to enjoy the natural beauty of San Diego. To have a flight path over this area would ruin this beauty.](#)

[Catherine Crockett, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We do not need to even risk increasing our noise pollution level in Point Loma. Sound proofing of additional houses in the area could run into the billions of dollars \(based on efforts already being paid for by the airport authority and FAA in some portions of our city\). Why do I have a need to save the airlines \\$. What are they doing for me in return.](#)

[John Dishon, San Diego, CA](#)

[6 months ago](#)

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Report

1725-113

1725

R. Casey Schnoor

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-113

[I am a frequent visitor to Cabrillo National Monument, often taking out-of-town guests and foreigners. The experience will much diminished if there is more airplane noise. The impact upon mourners at the Fort Rosecrans National Cemetery will be substantial, and that is disrespectful.](#)

[Ashley Mullen, La Jolla, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-114

[i believe plane engine noise negatively affects quality of life and increasing this noise should only be allowed if there is a significant benefit.](#)

[Jesse Green, Oceanside, CA](#)
[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise is already bad enough, and would be little benefit to anyone.](#)

[Jan Walker, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Fear of safety and health issues along with noise pollution.](#)

[Tim Wilkinson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)  

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1725-114

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-115

[I already don't like the current plane noise](#)

[jenavi Hamilton, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-116

[I live right below the proposed flight path.](#)

[Rebecca Campbell, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I love the serenity of Sunset Cliffs and this would be such a disturbance!](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Monet Diamante, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It affects the way I will travel and the way family and friends will visit me](#)

[Ana Medina, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-117

[Moving the LOWMA waypoint will have a terrible negative effect on my home and family](#)

[Summer Lee, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise resulting will reduce property values plus cause problems with learning at the local college and other schools.](#)

[Rod McLennan, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We already have plenty of noise with North Island helicopters and jets. Please do not change the flight path.](#)

[Nancy Hurlburt, San Diego, CA](#)

[6 months ago](#)

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1725-117

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want my quality of life to deteriorate further due to increased flight noise](#)

[Dennis Bauman, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because PLNU was my home for 5 years and San Diego Furst Church of the Nazarene is the place I gather in Peace. Having the planrs fly over these areas would take away the tranquility of being by the cliffs.](#)

[Kristi Ehrlich, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-117

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-118

[Noise pollution affects quality of life](#)

[Mark Sanders, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-119

[I do not want my property value to decrease. I also do not want the plane noise. We specifically bought in this area of Point Loma to avoid hearing the plane noise.](#)

[Taren Everett, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-120

[Sorry Southwest Airlines, this is wrong. If it's not broken, there's no reason to try and fix it.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Randi Coulthard, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-121

[I'm signing because I have witnesses too many planes outside of the flight path \(going over my house, yet I am outside the noise abatement zone\) and eliminating the waypoint will just result in more planes cutting the corner. It will also result in planes turning closer to the coast, resulting in greater noise and more jet fuel particulate pollution on Point Loma.](#)

[Frank Thomas, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-122

[It simply is
Not a sound and cost effective proposal](#)

[diane sterling, Santa Cruz, CA](#)

[6 months ago](#)

1725

R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned there will be an excessive amount of exhaust particles falling on Point Loma, the national monument, and the waters of La Playa Cove as a result of this change. I am also very concerned about additional noise in the area. We already have high noise levels from North Island operations, enough to set off car alarms on our streets.](#)

[Ann Kinner, San Diego, CA](#)
[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the planes to fly over point loma. I think it will have an impact on the residences, the national park, and PLNU.](#)

[Elizabeth Bumer, San Diego, CA](#)
[6 months ago](#)

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Report

1725-123

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live here and moved out of the flight path to live in peace and quiet!](#)

[Lynn Konen, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is really bad idea in all ways! Please do what is right for the people and the environment of Point Loma and Ocean Beach, by voting No!](#)

[Cheri Joseph, SD, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-124

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Common sense.](#)

[Dean Caves, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We get enough plane noise already!](#)

[Derek Falconer, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

Submit

1725-124

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-125

[I moved to this house to avoid the noise and grimy fallout from the flight path. I lived near Pt. Loma High School before and I know what it is like to live under the flight path. Moving the path WILL lower my property values and more importantly my quality of life.](#)

[Erin Scott, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-126

[I grew up in the area that would be affected and strongly oppose the NextGen proposal.](#)

[Lisa Lorhan, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Increased noise interferes with education at PLNU where I teach.](#)

[Lewis Rutledge, Los Angeles, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I cannot stand when the airlines abuse people, their homes and our earth because of their profiteering.](#)

[Elissa Jury, High Falls, NY](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I will be impacted in a negative way.](#)

[Gordon Gerber, San Diego, CA](#)

[6 months ago](#)

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1725-126

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose this new proposed flight plan.](#)

[Muzette Coy, San Diego, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We've lived here 15 years and never had a problem. The FAA changes would suddenly take flights directly over our house - something that was never supposed to be happening.](#)

[Gary Jorgensen, San Diego, CA](#)

[6 months ago](#)

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1725-127

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This proposal makes no sense and will negatively effect and the entire neighborhood of Point Loma.](#)

[Kathleen Volle, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-127

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[aLready too much Noise from SAN...](#)

[The onLy reason to NOT maKe the turn over the ocean is to save FueL aT the expense of the residents quality of LiFe...>>> Keep the Waypoint near the tip of P.L.](#)

[William Hurr, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because the proposed flight plan would be very detrimental to the academic environment at PLNU. The increase in noise level would be a huge distraction to the learning environment.](#)

[Kim Hogelucht, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[No Increase Plane noise to be allowed!!!](#)

[William Moseley, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-127

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[I live in point loma over the proposed path and do not want the waypoint to impact my neighborhood.](#)

[Matt Smiley, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-127

[I'd like to sleep.](#)

[john wood, San Diego, CA](#)

[6 months ago](#)

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the flight path and suffer as it is with the noise. I feel the revision is unnecessary and will also impact our property values.](#)

[Cynthia Balistocky, San Diego, CA](#)

[6 months ago](#)

0

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I want to preserve the quiet, safe neighborhood I've invested in since buying my home in 2011.](#)

[Joe Bruckart, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm extremely concerned that this proposed modification to the flight plan will cause an increase in anxiety and health-related issues to me and my family.](#)

[Anne Ryan, San Diego, CA](#)

[6 months ago](#)

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1725-128

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-128

[Don't fix what's not broken.](#)

[Epifanio Silva, San Diego, CA](#)
6 months ago

0
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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-129

[Dear FAA and others,](#)

[I feel very strongly that that the LOWMA waypoint should NOT be deleted. The airplane fuel savings are negligible, especially when compared to the amount of fuel the planes use during their entire flights. I am also very concerned about safety. I have understood that to keep the risk of an airplane crash in the residential areas of Point Loma as low as possible, the panes need to get out over the open ocean as quickly as possible, and that is via a straight path to the open ocean, as it is now. And crossing back over Point Loma a second time, which would happen if the LOWMA waypoint is eliminated, increase the risk of a crash in a residential area, or the Cabrillo National Monument, which is usually heavily populated with visitors.](#)

[Sincerely, Douglas C. Lawrence](#)

[Doug and Sandra Lawrence, San Diego, CA](#)
6 months ago

0

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-130

[research shows from airports in Sweden and the Netherlands that chronic airplane noise is a/w memory and learning in children. The cardiovascular risks to adult males is now proven in multiple studies...and the airport commission's ploy to hide behind "just a 5dB increase is ludicrous...this is a HUGE increase in background noise pollution which has already depressed our home values from "splaying" the pattern.](#)

[cary gresham bayne MD, San Diego, CA](#)

[6 months ago](#)

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-131

[This proposed flight path would severely impact our home, which is directly under that path.](#)

[Thomas Sayer, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-132

[The noise from 2009 until today has significantly increased over my home. I will not tolerate any further increase in noise. I purchased this property for the view and the quiet setting](#)

[Lila Schmidt, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-133

[This hurts the public health. This impacts the personal use and enjoyment of property in the area.](#)

[Dawn Boquet, Del Mar, CA](#)
6 months ago

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a 65 year-old, home-bound, disabled person living on SS. I am home all day due to a 2013 pulmonary embolism with a Deep Vein Thrombosis \(DVT\) in my right leg which makes walking very difficult, so I am DMV Disabled. I get sick from the current runway 270 West jet fuel chemtrail. I am sure this new FAA Scheme will make it more difficult to breathe in my home in Point Loma. Please FAA got back to the spread-out take off scheme that was in place for 50 years sending planes heading west on a 1/3 240 West / 1/3 250 West, and 1/3 270 West Fight Path.](#)

[George Csanka, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-134

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This would definitely impact multiple school environments, preK through college and graduate level classrooms, thus negatively affecting the education that our next generation is receiving. PLEASE do not eliminate LOWMA without putting an alternate plan in place that avoids this area. As someone who currently teaches classes at Liberty Station, I frequently have to pause in the middle of a lecture do to plane noise. This proposed flight plan would put that noise level burden into multiple other areas in the community!](#)

[Kathleen Helgesen, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I love my sister and this greatly impacts where she lives.](#)

[Lindsey Sims, Henderson, NV](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I have lived on the other side of the hill on Santa Monica Street and lived with the departing noise for years. That is why I moved to Fleetridge and do not particularly want to see my property values go down nor listen to jet noise again.](#)

[Michael Conner, San Diego, CA](#)

[6 months ago](#)

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1725-135

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-135

[GPS flight patterns do not take life styles into consideration. Plus, their inch, my well turn into a mile or more.](#)

[Stacy Miller, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-136

[We moved here and paid a lot of money to be out of the flight path.](#)

[Susan O'Brien, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It is the noise and potential increase in pollution. We already have noise from the military jets. The impact will reduce property values and negatively impact our communities and city](#)

[Joan Gregor, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the noise of the planes to affect my enjoyment and peace of my home.](#)

[Catherine Bradley, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-136

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R. Casey Schnoor

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1725-136

[The last thing Point Loma needs is more pollution both noise and chemical. The only thing these changes ensure it the increase in both.](#)

[John Landon, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[concerned resident](#)

[Jeff bolster, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-136

[I'm signing because I'm very concerned about the noise of aircraft flying over Point Loma Nazarene University. This will disrupt classroom instruction -- creating distractions and affecting our effectiveness and efficiency as an educational institution.](#)

[Alan Hueth, San Diego, CA](#)

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R. Casey Schnoor

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[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-136

[Im a resident of Ocean Beach. The planes are already a problem. To change the flight path would be unhealthy and a larger disruption \(the planes are already a disruption\) of daily living in our town. Please put yourself in our shoes, live your life with integrity and do what is right.](#)

[Sunshine Sims, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-137

[Since the day change in flight patterns began, my 6-month old has been waking up crying every morning at exactly 6:30 when the flights start. She has not gotten used to it. The flight noise is is practically constant as I watch the the planes arc around my home changing course from west to east. The noise from the first plane has not yet subsided before the next plane takes off. I am very worried that this means my family and neighbors are being exposed to much, much more pollutants. Not only are the planes closer and thrusting harder, they are closer throughout their entire turn-around. As a previous resident of OB moved to Sunset Cliffs from OB specifically to get away from the](#)

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R. Casey Schnoor

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1725-137

[noise and pollution as I was starting a family. The negative effects on quality of life for me, my family, and neighbors is NOT negligible!!! This is an issue I will fight as long as it persists!](#)

[daniel frankel, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Having noisy jet flights over our Point Loma campus will seriously disrupt our educational efforts. They will also disturb visitors at the Ft. Rosecrans National Cemetary. This sounds like a terrible idea.](#)

[William Hankins, Escondido, CA](#)
[6 months ago](#)

0

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise would be disruptive to PLNU students, staff, and faculty](#)

[mcKensey Wise, San Diego, CA](#)
[6 months ago](#)

1725-138

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-138

[I'm signing because the noise increase will negatively impact my home and life. The theoretical benefits do not outweigh the negative impact on point loma citizens.](#)

[RYAN GREEN, Carlsbad, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-139

[The noise is already unbearable](#)

[Christopher Etson, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want airplane noise over our home. It is an unnecessary nuisance.](#)

[John Morgan-Reed, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I work at PLNU and care about the community!](#)

[Courtney Mayer, San Diego, CA](#)
6 months ago

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1725-140

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R. Casey Schnoor

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-140

[peace and safety should be valued over a few dollars saving](#)

[Barbara tourtellott, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-141

[As a resident directly affected by this proposal I am ardently opposed to the change and the negative impact it would have on the environment of our community. In addition, as an educator with over 40 years experience in California, including Point Loma Nazarene University for the last 25 years, I am even more adamantly opposed to the negative impact it would have on the teaching and learning environment of the University. I am absolutely opposed to this action because of the negative impact it would have on this community and educational institutions.](#)

[Jim Johnson, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm worried about the pollution and noise in our neighborhood. I carefully bought our house away from the flight path and do not wish to live under it.](#)

[claire moga, seattle, WA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the proposed flight zone and think that it is completely unnecessary for the flight path to change for such a little change for the airlines and have such a major impact on our home. I have lived under the flight path in the past and it is very loud and annoying when you are trying to have a conversation in person or on the phone. Also when you are listening to music, watching tv, or trying to sleep.](#)

[N A, San Diego, CA](#)

[6 months ago](#)

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1725-141

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1727-142

[Too great a sacrifice \(noise\) for too little gain \(less fuel\).](#)

[Simoneau Ann, San Diego, CA](#)
[6 months ago](#)

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-143

[This will not save any gas! It will put planes directly over my house, pollute my property and create safety issues.](#)

[Lisha Lytle, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[the airport noise and air pollution is already adversely affecting my home and neighborhood. This seemingly useless change would exacerbate it.](#)

[Denise Paccione, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There's already too much plane noise. This change would make it worse, especially for residents who live in the areas where planes would traverse Point Loma a second time on their way eastward.](#)

[Ronald Wakefield, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-143

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R. Casey Schnoor

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[No more noise](#)

[Margery Curry, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-144

[i go to PLNU](#)

[MacKenzie Spycher, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I teach at PLNU and having the air traffic crossing directly overhead while taking off will greatly impact the environment of the area and our ability to effectively teach students. By traveling just a bit further south, the planes are able to get higher in the air before crossing over residential areas and thus have less of a noise impact.](#)

[Michael Dorrell, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want So. Pt. Loma to become Loma Portal; ruined by aircraft noise.](#)

[Timothy Adler, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the new proposed flight path.](#)

[Charlene Patterson, San Diego, CA](#)
[6 months ago](#)

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Report

Report abuse

1725-145

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Do not want the additional flights and noise. We have plenty already!](#)

[Ken Henderson, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a needless disturbance on the neighborhood and college.](#)

[Rick Kennedy, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

1725-145

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is not fair, I bought this house at a high price to be away from the noise.](#)
[This will literally drive me insane, I can not sleep as it is.](#)

[linda roper, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because of the noise, the negative impact on the environmental air above my home and values lost by residents exceeds values received by air traffic.](#)

[Mary Lou Harris, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-145

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[We have made long-term investments and institutional decisions based on current flight paths. This is certainly the same for local homeowners. Impact is significant and irreversible.. a flight path change immediately robs millions in property values and an immeasurable negative impact on the current standard of life in Point Loma.](#)

[N A, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-145

[Concern over noise and safety with increased flights over my neighborhood.](#)

[Bruce Montgomery, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to the change in flight pattern because of the direct effect it will have in quality of life for me and my family.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Charlene Pate, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a former employee located in the Point Loma area...](#)

[Kathryn McConnell, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live and work on the Point Loma peninsula. The Sunset Cliffs National Park and Reserve is not only a beautiful and quite area to hike or reflect, but it also is home to many species of birds that would be effected by this change in flight path.](#)

[Erin Corbin, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-145

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I work at PLNU and do not want the noise disrupting the learning/working environment at PLNU with the change in flight path.](#)

[Caitlyn Cook, Spring Valley, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because I am concerned for the learning environment at PLNU and noise for the neighbors.](#)

[Patty Richardson, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

1725-145

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I work at Point Loma Nazarene University and having large aircraft flying over campus would be incredibly disruptive to the teaching and learning process. Please don't allow this change.](#)

[Frank Quinn, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As a mother of two students and a staff member, I care about the quality of life and education at Point Loma Nazarene University.](#)

[Kathryn Homer, San Diego, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 


1725-145

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-145

[I am opposed to the FAA's flight path proposal as it will greatly impact our University's environment of learning and it's peaceful and reflective culture. Please help us to maintain a place where our students can learn and study without constant noise.](#)

[Sarah Binsfield, San Diego, CA](#)

6 months ago

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-146

[This benefits no one but the airlines. The planes are already sneaking out of their flight paths and effecting the quality of life with their noise. We can't even have a conversation in person or on the phone while they fly over. We can't even hear the television now either.](#)

[jill jensen, Modesto, CA](#)

6 months ago

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Add a reason (optional) [dropdown menu]

Submit

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I teach at Point Loma Nazarene University and believe that the change in noise level will be detrimental to our educational environment.](#)

[Maria Zack, Encinitas, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I had to deal with this as a student at PLHS and saw how it impacted classroom environments. This will definitely have a negative impact on our the students I work with at PLNU!](#)

[Ashley Reynolds, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-147

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-147

[I work at PLNU. This change in flight plan will have a devastating impact on the quality of learning and the quality of life for our students.](#)

[Mary Boles, San Diego, CA](#)

[6 months ago](#)

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-148

[I live in the area that will be effected by this change.](#)

[Justin Denney, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I will be directly under this new path and do not need any more noise over my head. I can the traffic as it is now.](#)

[Kurt Baranski, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because the flight path changes would have a negative impact upon the educational opportunities at Point Loma Nazarene University and have an unacceptable impact upon my neighbors in 92106.](#)

[Joe Watkins, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[making this change just to have the airlines make a quick U-Turn is wrong on many levels. But primarily for the community. LAX does not make turns until Seal Beach, why does SAN need to do it so quickly?](#)

[Bryan Bennett, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-149

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-149

[I am signing because I am a concerned citizen who will be horribly impacted by this change. Why fly planes directly over more residences?](#)

[Michael Clark, San Diego, CA](#)

[6 months ago](#)

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-150

[I have had it with the planes going over the top of our house before the 7am to 11pm time allotted. Twice a week FedEx comes over at 2 am.](#)

[Kathryn Clow, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-151

[The noise and soot are already bad. After the City paying millions to retrofit home in Loma Portal, do they really want the expense of retrofitting Pt Loma homes?](#)

[Elizabeth Smith, La Mesa, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-152

[Rerouting flight path is a symbolic irritating gesture that saves only a theoretic amount of fuel and travel time. Simple fact is the current turn over the ocean was based upon noise and safety factors that have not changed.](#)

[Rich Snapper, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing in because I live here, have for 43 years. This area is very crowded. Adding additional disturbance to our environment is totally unnecessary. Where does this leave the environment? First NO WATER and then being sprayed with JET FUEL. This really is rocket science without the science.](#)

[Gail Dueck, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because I live in the proposed flight path and feel there is absolutely no benefit, only compromises to Safety and quality of life. Keep the air pattern as it currently exists, impacting only one land mass for all flights and not placing the entire point loma peninsula at risk should there be a malfunction](#)

[Paul Cooper, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

1725-152

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-153

[We were put into the 7th circle of HELL on March 5, 2015 when Nextgen routes were implemented, without warning, without notification and without an opportunity for community input. This needs to stop NOW. Don't do this to yet another community.](#)

[Stefania Pietraszek, Scotts Valley, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-152

[north island is bad enough with their f18's some of the time with their full afterburner take off's. don't need 737's all the time with the presumption it's going to save fuel because it wont, sharper turns actually burn more fuel then the slow ones planes have being doing for decades.](#)

[travis evraets, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I am part owner of 557 Savoy St. 92107](#)

[Fran Hardesty, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-153

[I do not want the noise nor the soot that is a result of the jet fuel. This action will also lower the value of the properties in the Point Loma Area.](#)

[Carole Garrett, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-154

[1. i don't trust the pilots to comply. we are known to take shortcuts.](#)
[2. the FAA should stick to safety not protecting airlines making more money when the price of fuel is reduced or when routes are shortened.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[robert matheny, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Negative impact on PL residents and now significant benefit.](#)

[Frank Hanson, Solana Beach, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want planes flying over my house just for them to save money on their plane gasoline. They can increase the cost of their tickets to cover those expenses! It is noisy. I want to continue to live in a quiet neighborhood, that I paid good money for!!! It's NOT right!!](#)

[Donna Kaup, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-155

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live close to the airport. I'm tired of the black dust in my house and the last thing I want is more!](#)

[Angela Revalce, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[When our family was looking at homes in Point Loma, we picked our specific location to AVOID noise from flight departures. As a person who works from a home office, the change in the flight path will significantly impact my business and our family's quality of life.](#)

[Rebekah Gillespie, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

1725-155

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-155

[Noise above Point Loma is all ready bad, this will only make it unbearable!](#)

[shannon page, mill valley, CA](#)
[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-156

[To limit the pollution in my daughter & son in-laws city.](#)

[Diane Goodall, Brighton, MI](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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R. Casey Schnoor

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I support this issue](#)

[Carla McPhee, Apple Valley, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in point loma and am concerned](#)

[Kevin Ketzel, San Diego, CA](#)

[6 months ago](#)

0

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-157

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I don't want planes flying over my home.](#)

[Rick Dunn, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[How about the planes departing over La JollaWe've had them long enough!](#)

[susi aldrige, San Diego, CA](#)

[6 months ago](#)

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-157

1725-158

[The planes are noisy enough on the departure route they take now....If they moved farther south it would be unbearable](#)

[steve aldrige, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Three years ago I moved from Loma Portal area to get away from the noise of the planes. I don't want it to follow me.](#)

[Krishna Kudva, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We bought our home in Pt Loma and paid a bit more specifically because it didn't have airplane noise! And now there's a bait and switch so a small amount of fuel is saved that will add a bit more profit to the airline industry? Not fair. No way.](#)

[Cynthia Hanson, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-158

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live here and value my health. this deviation in planned use will cause my health to decline and my life to be harmed in many ways ...](#)

[Patricia Lewis, San Diego, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want planes flying over Point Loma.](#)

[Teresa Austin, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-158

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I have a home in the area that will be adversely affected by this change. I have two children that will have to hear, see and play in the polluted air.](#)

[Valerie Zucker, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The Quality of life in our community has already been impacted by airport noise and pollution. Our quality of life trumps the airlines adding to their profit.](#)

[Thea Reed, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


1725-158

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-158

[We have too much air traffic noise in this area from SAN, navy at Coronado, and this change would create a great deal more, with all the hazards of flight, possible. Flights will be much lower over a large portion of housing of the general community, including schools, Pt. Loma Nazarene University, and the historic Point.](#)

[Please keep the present Departure Routes. I have been at the Liberty Station Ace hardware when planes take off, a few yards above the building and the noise is deafening.](#)

[Stephens Stephens, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-159

[Although this new departure flight path has not yet been approved, the pilots seem to have already started flying over the wooded area. As I watch and listen to the departure of flight after flight, I feel like we've lost the wonderful ambiance of the wooded area. Instead of our peaceful existence, now we're experiencing noise & pollution! Several planes flew directly overhead this afternoon as I tried to relax on our patio...before being driven inside by plane noise. We moved to the wooded area in 1968 to get away from airplane noise! This proposal is not fair, especially since the alternative of keeping the original departure path is still a viable solution.](#)

[Ann Swanson, San Diego, CA](#)

[6 months ago](#)

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Report

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1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-160

[Noise will only get worse.](#)

[Peter Ellsworth, San Diego, CA](#)
[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-161

[I'm signing this because all of my life growing up in Point Loma, it supposed to be a quiet neighborhood, not another noise pollution air traffic pathways under and over my rooftops.](#)

[Steven Matchinske, San Diego, CA](#)
[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-161

[I live in Sunset Beach area and I do not want increased noise, pollution. And it lowers the value of my property. The savings from the changed flight routes is minimal compared to loss of property value and loss of quality of life!! Not worth it! Keep the flight paths as is! Safer too.](#)

[Gayle Nuffer, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-162

[I am opposed to more noise and pollution.](#)

[Mirna Carson, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-163

[Because I live in the area and it will affect my neighbor's property values, which in turn, will affect ALL San Diego homeowners. And secondly, I wonder just how safe it is. And last of all, I don't like the way it was done in such a sneaky, under-handed way, having a meeting in a library located in LOGAN HEIGHTS, not the safest part of town, nor anywhere near the affected areas.](#)

[Debra Keith, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-164

[This is a terrible proposal. It promotes noise pollution in a residential area. It is not worth sacrificing our safety to save a few gallons of gas. Bad idea.](#)

[Henry Herschman, San Diego, CA](#)

[6 months ago](#)

0

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Please don't pollute my air and endanger my children.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Michael Crawford, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will ruin Point Loma](#)

[Patrick Phillips, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-164

1725-165

[It will increase noise over a residential area, and will reduce the value and tax revenue for the city of San Diego for a 650 yard saving in distance which is miniscule. Leave the turning distance as it is!!](#)

[ALVIN BABER, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change would be directly above my home and for 650yds hardly seems worth the effort for change and the noise that would affect the Ft. Rosecrans Cemetery and Cabrillo Monument serenity.](#)

[Lesa Mitchell, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm against the flight pattern change. Will this lower my property taxes ?](#)

[Janet Fogerty, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-165

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-166

[I live in Santa Cruz and am directly affected by the NextGen changes in our area. Sometimes every couple of minutes. Fight this with all your might!! Once implemented, the fight is more difficult \(impossible?\). Good luck!](#)

[Lisa Lee, Santa Cruz, CA](#)

6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-167

[Above & beyond the points raised in the petition, CA Building Code on track to Zero Net Energy Residential Homes by 2020. Additional soot from proposed flight path with reduce solar energy conversion efficiency & maintenance costs. Also want high-efficiency Blended Wing Body aircraft accelerated into San Diego International Airport inventory to achieve 20% fuel savings & >15 dB\(A\) noise abatement.](#)

[Sam Pritchett, San Diego, CA](#)

6 months ago

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[n/a](#)

[Paul Fontenot, Santee, CA](#)

[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-168

[Point Lomans already have too much airplane noise](#)

[Reeve Peterson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Noise pollution!](#)

[Linda Ybarra, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in this area and do not feel that this would serve our neighborhoods quality of life.](#)

[Ysela Chacon, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-168

1725-169

[I live in Point Loma and would be greatly affected by the change in flight path. Please reconsider this plan.](#)

1725

R. Casey Schnoor

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[Kelly Goodall, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a resident of Point Loma \(Sunset Cliffs\) for more than half the year and bought my home to get away from the noise of airplanes.](#)

1725-169

[Vidya Kudva, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Noise pollution property value](#)

[JoDee Fulton, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing this because I did not buy in the flight pattern and will not sit by and watch this happen! Law suits will be filed!](#)

[Pauline Clarke, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Husband works on Point Loma at SPAWAR. Too dangerous to have planes fly over people. Growing up in Tucson we had huge plane crash near our house...horrible!!](#)

[Sheri Armendariz, Encinitas, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under this potential flight path, and I do not want an increase in noise and additional safety problems.](#)

[Henry Copeland, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-169

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Stop the airlines and FAA from noise pollution](#)

[Matt Schwartz, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-170

[I'm signing because the flight noise increase is quite noticeable and annoying already!](#)

[Julie Mebane, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-171

[We experience enough airport/plane traffic/noise/pollution as it is. I don't want the added noise and pollution for my family, my neighborhood or the entire Point Loma community.](#)

[Kristen Cox Jimenez, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because I live in Point Loma, and this will affect my quality of life.](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Logia Cerqueira, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i dont want the planes to change direction](#)

1725-171

[Shelly pool, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Why bring unneeded noise into a residential area? In San Diego we get to enjoy being outside all year round, plane noise stops us from being able to fully enjoy the outdoors. Why do we need to change the flight path?](#)

[Susan Kennedy, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The whole reason I moved to this area was to get away from airplane noise](#)

[Andrea Lane, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the sunset cliffs neighborhood and do not wish to add plane noise to our community.](#)

[Danielle Stroud, San Diego, CA](#)

[6 months ago](#)

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1725-171

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R. Casey Schnoor

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I visit Fort Rosecrans National Cemetery regularly. I do not want airplane noise while I honor those who served our country.](#)

[John Wilson, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Not fair to current homeowners who bought property assuming flight patterns would not go over their residences](#)

[Michael Burdick, Los Angeles, CA](#)

[6 months ago](#)

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Add a reason (optional) 


1725-171

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-172

[I live in The Authors street area of Point Loma and the noise has worsened in the recent months](#)

[Dawn Dell'angela](#) , San Diego, CA
[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-173

[The new FAA plan does not appear to supply sufficient benefits to warrant noise and pollution spread over an even larger area than is already affected by airport traffic.](#)

[Maggie Locke](#), San Diego, CA
[6 months ago](#)

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Add a reason
(optional)

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1725

R. Casey Schnoor

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1725-174

[Departing and arriving aircraft need to strictly follow the route established by the air traffic controllers and the FAA. Many times daily I witness aircraft "cutting the corner" not following established flight paths.](#)

[Jerry Encoe, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-175

[This is nonsensical. Stay over the ocean.](#)

[William Herrin, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-176

[Noise should be the primary consideration on this proposed change.](#)

[Mike Zdon, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The fight oath SHOULD NOT be changed.](#)

[Linda Bixler, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is no need for the FAA to make this change. It is understandable for there to be airplane noise for homes/business/schools directly in front and behind the runway. The current path keeps most of the air traffic over the ocean until the aircraft is at a much higher altitude. This will result in higher noise and pollution that impacts schools, the Cabrillo National Monument, Fort Rosecrans cemetery \(currently a quiet and peaceful setting as it should be, and many homes and businesses where individuals have invested their hard earned money. Any alleged fuel savings would be more than offset by pollution and costs to this area.](#)

[Rebelo Michael, San Diego, CA](#)

[6 months ago](#)

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1725-177

1725

R. Casey Schnoor

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a Point Loma resident and I don't planes flying over my home.](#)

[Christopher Calatrello, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm tired of the noise in my neighborhood.](#)

[Laura Capolino, San Diego, CA](#)

[6 months ago](#)

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1725-177

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-178

[This is a national issue that must be addressed. NextGen is disrupting lives from California to New York and there is more to come. Please go to \[www.noflyday.org\]\(http://www.noflyday.org\) to participate in National NoFlyDay on October 24th. Groups are protesting in San Francisco, Minneapolis, Culver City, Seattle, Phoenix, New York, Boston and more. Join the movement now. A protest guide is available through the \[www.noflyday.org\]\(http://www.noflyday.org\) website.](#)

[Nannette McAlister, Soquel, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-179

[i have lived in Point Loma and have friends there and this would make a huge impact!](#)

[Lisa kohl, Ballwin, MO](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I used to live there and can't imagine the noise this will create to such a beautiful community.](#)

[Jason Kohl, Fairport, NY](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-179

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The benefits do not out weigh the noise pollution that would in pace residential communities and schools in the area.](#)

[Tiffani Klug, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the new routes the planes are taking over my house. The FAA needs to know that this isn't right and we don't want this to happen. Go back to the routes you had and stop this noise and air pollution.](#)

[Laura Fouquier, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Don't want planes flying over my house. We bought this house because it was well south of flight plan. Now you want to change flight plan negatively affecting our lives as well as the value of our home.](#)

[Kenneth Bozigian, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-179

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[Increased jet fuel smell](#)

[Joseph Inzunza, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[No reason to endanger urban area when alternative routes over the ocean are available.](#)

[Jeff Halldorson, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because there are numerous schools \(including one I taught in and several that my children and grandchildren attended\)--also a university under that flight pattern. Plus thousands of families live there too.](#)

[Thomasine Adelizzi, San Diego, CA](#)

1725-179

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[6 months ago](#)

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Add a reason
(optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-179

[Sunset Cliffs, the Cabrillo Monument, Fort Rosecrans Cemetery are scared grounds to all of San Diego. They are national treasures for everyone's use and enjoyment. The last thing we need is a commercial jets flying over at low altitude just a save a few gallons of gas. The environmental cost of noise, jet fuel soot, etc is too high for such a low benefit. Keep the eastbound flight path unchanged!](#)

[Chris Sullivan, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's my neighborhood!](#)

[Mark McLarry, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will affect my home as I live directly in front of PLNU. Why is there a need to change what is already standard?](#)

[Jean Benthien, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the area which it will effect!](#)

[Trevor Perich, San Diego, CA](#)

[6 months ago](#)

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1725-179

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed change will adversely affect my property value and health.](#)

[Mark Albrecht, San Diego, CA](#)

[6 months ago](#)

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1725-179

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is nothing wrong with the current waypoints. Moving the waypoint as proposed subjects undo noise and potential risk to the inhabitants of Point Loma.](#)

[Marshall Head, Oceanside, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-179

[To protect Point Loma economically and environmentally](#)

[Hawk Tim, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-180

[As a resident already under the flight path I have noticed that the frequency of take offs has increased in the morning. No more 2 minutes or 2 miles, is this because they are letting certain flights already cut the corner?](#)

[Julie Cegelski, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[The Point Loma neighborhood prides it's property value on being a safe and quiet place for families to live. Don't depreciate everyone's property value with this dramatic change!](#)

[Katie Haeuser, San Diego, CA](#)

[6 months ago](#)

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1725-181

[It doesn't make sense to change the flight path if it is not improving noise issues for the residents on the point.](#)

[Joi M, San Diego, CA](#)

[6 months ago](#)

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[I oppose the FAA's proposal to revise departure flight paths at San Diego International Airport.](#)

[Kathryn Kim, San Diego, CA](#)

[6 months ago](#)

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1725-181

[For the dubious benefits of shortening the turn radius of airplanes residents and others who work or reside on Point Loma will be required to endure significant degradation of air quality, safety, and noise level. This makes no sense and leads one to the old saying of "if it ain't broke don't fix it."](#)

[David Carton, San Diego, CA](#)
6 months ago

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-182

[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 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](#)

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R. Casey Schnoor

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1725-182

[conclusions also lack substantial evidence as required by NEPA.](#)

[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, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional) 


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1725-183

[I live here and wish to maintain the quiet enjoyment](#)

[Karan Greenwald, San Diego, CA](#)

[6 months ago](#)

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[I grew up in beautiful Point Loma and have numerous family members who still live there. The airport noise has destroyed the neighborhoods surrounding Loma Portal. Now the government and special interests want to further impact another old and established neighborhood for no compelling reason. This is crazy.](#)

[David Fleet, Newport Beach, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-183

[We just bought our home last year specifically not under the flight path. The pollution from planes flying directly over head and noise are both an issue. Property values were 100k less with houses under the flight path. We are going to lose value in a house we just purchased. This is wrong and should have legal problems.](#)

[Michael Carvalho, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We just recently purchased a house and specifically looked in an area outside of the flight path. Now planes are illegally flying over our house. This is unsafe and disrespectful to the community. It's changing our noise level.](#)

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[polluting our air and lowering the value of our home. Planes flying over your house leave pollutants of jet fuel in the air that eventually fall on your house. My family has allergies and history of cancer. This is disrespectful of the FAA. Are they going to replace the new flight path homes with new windows and AC? It's not worth it. They need to solve their fuel problems on their own.](#)

[Shannon Carvalho, San Diego, CA](#)

[6 months ago](#)

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1725-183

[Too much Airport noise!](#)

[John Shackelford, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Do not ruin beautiful Point Loma with air and noise pollution](#)

[Margaret Coval, Chula Vista, CA](#)

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[6 months ago](#)

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[I have close friends in the area that have a beautiful home that will be negatively impacted by this unfair change.](#)

[Mike McCandless, Poway, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[Increased safety risk in the event of an air disaster, increased environmental impact to schools, decrease in city tax revenue](#)

[pat cates, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The planes will now fly over all our schools putting children at risk. More nooise and pollution will result and property vaules will decline.](#)

[Shawn Fettel, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I value my health and have a right to a noise and jet fuel free neighborhood.](#)

[Cheryl Lee, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The flight change is a bad idea.](#)

[Carolyn Moulton, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[considering moving to Pt. Loma](#)

[Stephanie Walsh, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live in the affected area and am very concerned.](#)

[Susan Duthie, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a ridiculous proposal. It does nothing more than raise safety and noise concerns.](#)

[Sharon Davis, Fallbrook, CA](#)

[6 months ago](#)

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1725-184

1727-185

[I spend all my free time in Point Loma. Please go back to the other flight path due to disruption for school children.](#)

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[Clare O'Dowd, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Health concerns from noise and smog from jet engine exhaust!](#)

[Richard Sweet, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's a horrible idea!!!!](#)

[bob fleet, San Diego, CA](#)

[6 months ago](#)

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1725-186

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We see a large negative impact on quality of life in a unique residential area \(the southwestern tip of the U.S.\)](#)

[Timothy Liebert, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am the retired principal of PLHS--was not thrilled with pathway then but cannot see how putting it over a more densely residential area would help.](#)

[Michael Price, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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[GarrieLynn Rhodes](#)

[Garrie Rhodes, Carlsbad, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-187

[Definitely NO - NO - NO](#)

[I don't want the noise. It hurts my ears and lowers the price point of my home.](#)

[Alicia Chase, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This jeopardizes some of the greatest monuments and institutions in California. No reason to change current pattern. As a flier another 5 minutes in the air makes no difference.](#)

[ALAN SCHULTZ, San Diego, CA](#)

[6 months ago](#)

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1725-187

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We do not want jets flying over our heads and neighborhoods. Point Loma/Sunset Cliffs is a nice and quiet neighborhood. We are not willing to sacrifice our quiet neighborhood so the FAA and airlines can save money on their flights. Next the city will have to pay more money for abatement. Please leave flight plans the way they are](#)

[John Stone, San Diego, CA](#)

[6 months ago](#)

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[The proposal increases noise pollution over schools](#)

[Alex Stanton, Dana Point, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Many airplanes are taking off too far south, many are taking off over Sunset Cliffs. This change has greatly increased the noise level. Besides the reduction in quality of life these changes will adversely affect property values.](#)

1725-187

[Alan Gordon, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is senseless - it will result in minimal savings while destroying the quality of life for those under the new proposed flight path.](#)

[Gordon Permann, San Diego, CA](#)

[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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[Noisy enough now.](#)

[William Irwin, San Diego, CA](#)
6 months ago

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Add a reason (optional)

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[The collateral costs of this proposed plan is extremely high given the extremely limited advantages \(if there are any, really\).](#)

[Steve Hansen, San Diego, CA](#)
6 months ago

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1725-188

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1725-189

[The additional noise and visual effects of airplanes regularly flying over structures such as the Cabrillo National Monument, Fort Rosecrans National Cemetery will create adverse effects to the use of these areas that are on the National Register of Historic Places.](#)

[Patrick O'Neill, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)  

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1725-190

[We elderly people did not move into a safe neighborhood to have that jeopardized by some desk clerks thousand of miles away from here.](#)

[Angela Ecker, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-190

[noise pollution is also pollution and impacts everybody.](#)

[Klaus Thiele, San Diego, CA](#)

[6 months ago](#)

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1725-191

[The overall benefit seems to be minimal and only puts more money in the airlines.](#)

[The disadvantages include significantly higher annoyance noise, decreased property values in the Pt. Loma area, among others.](#)

[Richard Park Park, San Diego, CA](#)

[6 months ago](#)

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1725-192

[We already have too much noise and pollution from the airport. 20 years ago the planes never came over my house. They now do it daily, and as you can tell from the map, they are not supposed to.](#)

[Warren Arnett, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-193

[Protect Cabrillo National Monument, Fort Rosecrans National Cemetary, Point Loma Nazarene University, and Point Loma.](#)

[Bill Thaxton, San Diego, CA](#)

[6 months ago](#)

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[This change will effect the value of my property. The noise & the pollution will produce health concerns.](#)

[William R. Burgener Burgener, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-193

[We do not need more airplane noise going over Point Loma. There already is enough!](#)

[Joseph Rohn, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because changing the flight path will hurt our coast, seriously impact our neighborhood and hurt the Cabrillo National Monument.](#)

[Gary Weitzman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown]
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1725-193

[I get enough plane noise already.](#)

[Richard Carey, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown]
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1725-194

[Federally mandated projects that usurp private property \(airspace and noise\) should go through Eminent Domain just as a freeway insertaion does.](#)

[Jonathan Louie, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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[Because I believe this deviation interfere with National Security](#)

[Joe Baptista, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It is terrible to create more noise and environmental pollution over the national cemetery, point Loma Nazarene college, and cabrillo national monument as well as thousands of homes unnecessarily. The current flight path works and is established to prevent noise and pollution from affecting the population of San Diego.](#)

[Grant McGann, San Diego, CA](#)

[6 months ago](#)

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1725-195

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

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1725-196

[Its the right decision](#)

[Isaac Clark, Chino Hills, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-197

[As a resident this will put planes over my home.](#)

[greg shay, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live in the community](#)

[Rosamaria DeSimone, Rancho Santa Fe, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-197

[I oppose the routing.](#)

[Gregg Haggart, La Jolla, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the flight path change. We can only hope the FAA doesn't join the ever-growing list of those founded on - yet, failed in representing truth and fairness for the greater good of the public.](#)

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https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Becky Blair, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want planes flying over my home, and I am supporting Dr. Ben Carson for President.](#)

[Alfred Rava, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We paid more for our house specifically because it wasn't in the flight path. We knew that and chose this area for that specific reason when we moved here 4 years ago. Changing the flight pattern will significantly alter the noise and soot level here. We do not support this change.](#)

[Susan Flieder, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Jet noise in Point Loma will increase](#)

[Brian Thomas, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under the flight path and I would not want the noise pollution to get any worse that it already is. I was very dissapointed when the airport wasn't moved to Miramar.](#)

[Brian Viora, San Diego, CA](#)

[6 months ago](#)

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1725-197

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The amount of time and fuel savings resulting from this FAA flight pattern change are minuscule. The impact on the residents who invested in properties and those enjoying the public parks and cemeteries, under the new proposed flight plan will be tremendous. There is no reason to impact so many lives with this noise pollution, reduce property values and public enjoyment of public lands for absolutely no valuable purpose.](#)

[John Lipsey, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want a commercial flight path to be my new neighbor. It was my old neighbor 30 years ago. I moved. It should stay put.](#)

[James Cummins, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My home purchase in Point Loma was largely based on the airport noise maps and other noise information I obtained from the City and County of San Diego, the local planning group and other sources. I strongly oppose any change to flight paths that adversely affect my quality of life or property value.](#)

[Thomas Wurfl, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm a resident of Point Loma and I oppose the flight path change.](#)

[Tracy Sheppard, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Keep the noise over the ocean and don't disturb the peace at out homes.](#)

[Michael McDonnell, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is already enough noise pollution and this is just tightening the noose by expanding the noise footprint on the ground. If their goal is to save money, I'm sure that there are other ways to do this without adding to the city's noise pollution. How about listening to the people for a change and not funding some airline's executives' next vacation because he saved some money.](#)

[carl Rosengrant, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It will disturb the serenity of Point Loma](#)

[Coy Thompson, San Diego, CA](#)

[6 months ago](#)

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1725-197

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I grew up on Point Loma and graduated from Point Loma High in 1967. Since then this area has been negatively impacted by many things but this suggested airplane route change has been one of the worst proposals ever. We have enough noise as it is from airplanes, vehicles, Sea World fireworks, hydroplanes and helicopters. Enough is enough.](#)

[LINDA LUTHER, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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[I do not want any changes made to the Lindberg Airport flight path. As a matter of fact there are way too many flights already. Why dont they open an airport in east san diego?](#)

[Bob Crow, San Diego, CA](#)

[6 months ago](#)

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1725-197

[I do NOT want more flights at Lindberg nor do i want to change the flight path. This airport is already too busy](#)

[Samantha Anderson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want more airplanes, airplane noise, or other changes to an already busy flight path](#)

[robert crow, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Adds noise to no neighborhood benefit](#)

[Kenneth Osborne Osborne, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is going to hurt our property values and destroy the beauty of Point Loma.](#)

[Point Loma has it all. Great community close to everything and great schools. Why would anyone want to destroy this for the lousy dollar.](#)

[Dawn mayo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's already too noisy and filthy from the jets in Point Loma](#)

[Ray Mungo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the proposed flight path, but it appears they have already started turning sooner than what has been reported. It also appears that the fuel savings excuse is a ruse, and we should not suffer the ill effects of noise and air pollution because of greed.](#)

[Teri Ferguson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The negative noise impacts to residents, students, workers, visitors to Cabrillo, Sunset Cliffs, Fort Rosecrans Cemetery is not justified to save an insignificant amount of travel time and fuel costs; both of which could be considered a rounding error. Heidi Mather](#)

[Mather Heidi, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the flight plan to change.](#)

[norma phillips, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 


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1725-198

[We need a long term solution to the growing airport needs that does not negatively impact surrounding neighborhoods.](#)
[The airport needs to be relocated to meet growing demands.](#)

[Helen Downs, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-199

[I'm signing because I own a home in Point Lome and the FAA proposed change in the flight path for commercial planes departing the San Diego airport will negatively impact our propert values as well as present both safety and environmental concerns.](#)

[Jason Shelby, San Diego, CA](#)
6 months ago

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Add a reason (optional) [dropdown menu]

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The amount of distance saved is absurdly small \(as written a rounding error\) and it will drastically worsen quality of life not only for the residents of Point Loma but also for visitors to the Point Cabrillo National Park - the most popular National Park \(in terms of # annual visitors\) in the nation!](#)

[Tom Marsilje, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We moved to Sunset Cliffs fleeing the area under the flightpath. The quiet natural environment is worth the extra cost. Airplane noise was not here when we bought this house and it would not be fair to introduce it now.](#)

[Susan Peinado, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-199

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1727-200

[I live in the flight path as does my mother. We get air plane noise coming and going from SAN. It does not stop during the hours of curfew. I work at home and at times cannot talk on the phone due to the noise.](#)

[Betty Sherman, San Diego, CA](#)
[6 months ago](#)

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1725-201

[Wild/Naturalized Parrots call Ocean Beach & Point Loma home, one in particular the Lilac Crested Amazon an endangered species. Additional noise and pollution will have a negative impact on their environment, not to mention my family and the community I call home.](#)

[vivian mccardle, San Diego, CA](#)
[6 months ago](#)

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1725-202

[I don't want the quality of are neighborhood to depreciate.](#)

[Marc Boyea, San Diego, CA](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I believe the negative impacts on the community and cultural resources far exceeds any benefit the aviation industry might gain in time and fuel savings.](#)

[John Lamott, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose this effort to reroute low flying traffic directly over family neighborhoods.](#)

[Kenneth Slaght, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I strongly oppose the proposed rerouting of air traffic eastbound from SAN. The rerouted traffic would be over quiet residential areas and increase the risk of catastrophic accident. Keep the air traffic over the ocean!](#)

[John Don Carlos, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Any change in the flight path permitting planes to fly closer to and/or over residential areas could have a significant impact on home prices for hundreds of families. Further, the responsible authorities \(FAA? SD Airport?\) might be forced to incur major costs sound-proofing homes, just as they were forced to do on the area of Point Loma at the west end of the runway. Lastly, any flight path that potentially intersects the flight path/runway for N. Island Coronado seems to pose safety concerns. Please reconsider this proposal and leave the flight path as it is. Thank you, Bill VanDeWeghe, 3733 Warner St., San Diego, 92106](#)

[G. W. \(Bill\) VanDeWeghe, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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[Minimal savings and noise issues](#)

[John Staff, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Keeping the flightpath offshore of Point Loma makes much more sense in both the realms of environmental impact AND safety. These should be the priorities of the FAA, not airline company costs.](#)

[Cathy molloy, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is no reason I've read that justified changing the flight path to fly large jets over so many homes, when it currently takes them down to the end of point loma before it turns.](#)

[Eileen Brennan, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose airplane noise in Pt Loma](#)

[Rebecca Irving, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We strongly object to the change of flight pattern](#)

[Joanna Darrow, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-202

[This is just wrong. Most of these how owners purchased them because of their location and because it was out of the flight path.](#)

[Todd Bernard, San Diego, CA](#)

[6 months ago](#)

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[I don't want planes flying low over my house in Point Loma](#)

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[Keith Holly, San Diego, CA](#)

[6 months ago](#)

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[I oppose any increase in the already load plane noise.](#)

[brian clulow, san diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We have lived here for almost 30 years and were always assured the flight path will never change. It is bad enough as it is and the air quality and pollution - noise AND particles - is bad enough. Please keep Point Loma a decent place to live.](#)

[Patricia Daugherty, San Diego, CA](#)

[6 months ago](#)

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1725-202

[We are hearing the take off noise for 2-minutes and now we are most likely going to continue to hear them as they turn. With better equipment te newer planes will take even a shorter route resulting in a constant noise.](#)

[Terri Johnson, San Diego, CA](#)
[6 months ago](#)

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[It is affecting George Gildred.](#)

[Sandy Watson, Del Mar, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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1725-203

[This FAA proposal adds no value to the community. There is no verbiage regarding how any gains acquired by the FAA reroute will be transferred in whole to the residents of Point Loma directly.](#)

[Jeff Jaszczak, San Diego, CA](#)
6 months ago

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1725-204

[I am signing this petition because I do not want to live under the flight pattern again. i grew up in Loma Portal.](#)

[Sally Bixler, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[If this new flight plan is implemented, it will double the loud air traffic over our house.](#)

[Bonnie Rodgers, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My concern is with the intollerable increase in noise in Loma Portal. The only area high school and a large elementary school were moderately impacted before but nothing like now. My house not only has many more aircraft going over but at a much lower level. Sunday morning between 6:30 and 7:30 I can count between 30 and 36 planes. We fought this battle years ago and had come to a resolution everyone in the area could live with. There had been no organized complaints for decades. Clearly, whoever has come up with this concept either knows nothing about the history of this problem or doesn't care.](#)

[Sharon st. John, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[concerned about increased noise due to eliminating the lowma waypoint. Smaller planes will be able to turn even sharper and create noise pollution. Single engine turboprops will pass over the wooded area and create noise in La Playa. I urge retaining the Loma waypoint in the SID.](#)

[robert faucett, san diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[it's just a bad idea. we live here.](#)

[stephen loomis, San Diego, CA](#)
[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I believe changing the flight path is a huge safety hazard to passengers and to the residents of Point Loma.](#)

[ELIZABETH BOGOSIAN, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I was born and raised on the Point as life time resident I have always had to deal with the noise. It's not OK that the FAA can just do what they please without input from neighbors!](#)

[Annette Najjar, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[N. DeMaria](#)

[Nidhal Nancy DeMaria, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The operators of the Airport are "boiling the frog slowly" to gain residents' acceptance of change. Back in 2009 San Diego Lindbergh Field altered the flight path of westerly aircraft departures. The traditional 275-degree departure track was supplemented by an additional 250-degree departure track. This new track launches jet aircraft further to the south. We live in Fletridge and have experienced the increased noise impact. The current proposal will further impact neighborhoods to the south of Loma Portal.](#)

[Charles Bahde, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live directly in the flight path and this change would affect me](#)

[Chelsea acker, Carlsbad, CA](#)

[6 months ago](#)

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1725-204

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The plane noise is getting increasingly louder. Something needs to be done to protect our home values and quality of life.](#)

[Claudette Augusta-Wasson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I just recently moved from San Diego, and I know first hand the issues of flight patterns & times and how they effect the San Diego communities.](#)

[Edward Keher, Inwood, WV](#)

[6 months ago](#)

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1725-205

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-206

[I love the Point and I don't think it is in the best interest of the city to have jets flying over an historical monument, naval operations, and an area that people far and near flock to - to enjoy the nature of the wide expanse of beach and bay.](#)

[Ann Sutherland, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-207

[First, thanks to all who have donated time and effort to this cause. Its much appreciated. I may have become hyper sensitive but it seems the take off has moved south as a well? Last night \(9/24\) between 10:30 pm to 11:00 pm I could hear both take off and the return fly over. I bet the FAA authorities wouldn't want us blowing our car horns in their neighborhood as long as it didn't bother legal sound curfews. This is so inconsiderate, we already have significant noise and they feel its justified to incrementally grab another portion. Push hard now to stop the creep. Thanks again and I'll be looking to help. Regards.](#)

[Kevin Morse, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It makes no sense. I purchased our property because it was not impacted by commercial flights and not considering "better homes" under the flight path in Loma Portal.](#)

[David Johnson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am negatively affected by the flight path and I don't want other Point Loma residents to be added to the affected group.](#)

[Chrysa Mineo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


1725-208

1725

R. Casey Schnoor

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned about the health impacts of this change.](#)

[Barbara Lamb, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

1725-208

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the additional noise pollution on Talbot Street, loud car traffic is plenty. Loma Portal received sound proofing from the City due to airport expansion and the increase in noise pollution. This new route will effect properties values, living under the flight path is always less desirable. Will we get new windows and doors too? I am totally against this new proposed route over the Cabrillo monument, PLNU, and my neighborhood.](#)

[Lauren Azevedo-Grondona, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-209

[This is not an action that appreciates the very neighborhood which supports the airport and it's activiities...this purported saving of "money" is at the direct expense of those who use the airport and are most supportive of it's mission...the presupposed savings rests with the airlines and those having no investment in the very community being exploited by this action....a sad logic indeed.](#)

[Gordon Carrier, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Way to go! Getting ahead of the curve, doing the research, and acting fast! --A friend from Sky Posse in the NorCal Metroplex.](#)

[Alison Raleigh, Palo Alto, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[I just moved to Fleetridge/Roseville from Loma Portal to get away from most of the airplane noise.](#)

[Mariam True, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-210

[I am a tax paying homeowner directly negatively affected by this change. It is unfair that a board of unconcerned bureaucrats can rule over the neighbors by proposing this flight path. Quality of life in the neighborhood will be severely impacted. NO.](#)

[Paul Balistocky, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in Point Loma and airlines should not be able to increase noise pollution.](#)

[Patrick O'Neil, San Diego, CA](#)

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[6 months ago](#)

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Add a reason (optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i used to live in Point Loma](#)

[Amanda Myers, St Helena, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-210

[I do NOT want airplane traffic, noise over Point Loma!](#)

[JUDY EWING, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 



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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I purchased my home because of its location. Flight pollution and noise wasn't a factor. Now I will have to deal with these issues as well as my home value of our decreasing in value! This is simply not okay!!](#)

[Tracy Morton, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 



Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live here. This impacts my and my children's lives.](#)

[Kira Karmazin, San Diego, CA](#)

[6 months ago](#)

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[Do not approve changes in flight plan](#)

[John Gish, Imperial Beach, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My family and I live in the area and are concern of the effects of the noise and air pollution.](#)

[Lisa Perich, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in point loma and moving the flight path closer to my house will impact my children and us. The noise is a danger to our hearing, and ad I am already deaf in one ear am sensitive to anything that might damage their hearing. Also, I specifically bought my house so it was not in the flight path, paid more for it because of that fact and think this change will negatively affect my life.](#)

[Renee Tietsworth, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change would mean more noise with no real advantage in fuel saving.](#)

[Keith Meyers, San Diego, CA](#)

[6 months ago](#)

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[I own a home in point loma that would be directly impacted by the flight path change](#)

[Fletcher Sigler, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The Fort Rosecrans National Cemetery and Cabrillo National Monument are two places that should never be sullied by additional noise and air pollution. Our city should have the decency to be respectful of these special places.](#)

[Amy Ogle, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[No real savings in fuel or distance. The airport should be in a rural location anyway.](#)

[marilyn bloom, San Diego, CA](#)

[6 months ago](#)

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1725-210

[The proposed flight path is a bad idea for all of the residents of Point Loma and for the Fort Rosecrans National Cemetery.](#)

[Michael O'Donnell, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[friends need help!](#)

[jules arthur, San Diego, CA](#)

[6 months ago](#)

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1725-210

[I purchased a house in a relatively quiet section of Point Loma. I'd like to keep it that way. Further, the city has already spent enough money soundproofing Loma Portal. Now Sunset Cliffs and the Wooded Section, too? Naturally we will argue for the same regard as our neighbors in Loma Portal. Fuel savings are questionable; soundproofing costs are real. Why proceed?](#)

[Lisa Danaher, San Diego, CA](#)
[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I taught school for ten years under the flight path and know the noise and disruption the flights cause.](#)

[Mary turnberg, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing this because the change is unwarranted and causes noise pollution and increased risk over populated areas. Don't bring the flight path over land!!](#)

[Joseph Morse, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to changing SAN departure flight paths that will intersect Point Loma. Increased pollution \(noise, air, water, land\) of a pristine natural wild landscape. San Diego needs to fight to keep our natural landscapes from more pollutants. Don't change the LOWMA waypoint!](#)

[brian sebenaler, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want to hear planes overhead, this is why I paid more for my house than one on OB.](#)

[Robert Power, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change will cost the city, county and home owners millions in lost property values, tax and tourist revenue! It will diminish quality of life in Point Loma and irreversibly damage the beauty of Cabrillo monument areas](#)

[Leslie Garrett, San Diego, CA](#)

[6 months ago](#)

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[this is not right, stop it now](#)

[thad kahlow, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I own house at 3208 Lucinda st. San Diego ca 92106](#)

[Tasos Belias, Fremont, CA](#)

[6 months ago](#)

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[I don't want to planes flying over these houses!](#)

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[Donna Ogle, Irvine, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Concerns about the health affects the proposed flight path will have.](#)

[Jon Engle, Dallas, TX](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm already under the flight path and it's dirty and noisy, but I moved in know ign this. To change the flight path now and add this dirt and noise to other areas of Point Loma , including a National Monument, a very special cemetery for our service people, PLNU and other schools seems unfair and disrespectful.](#)

[Teresa Hall, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Difficulty sleeping/hearing/talking...do U think the aero-planes need that much "loud lift" over such a quaint family neighborhood? Please tell us that today's aero-space can NOT quiet the jet engine?!
C](#)
[Attended Pt. Loma High school & for 4 disruptive/stressful years it indeed disrupted learning & teaching...enough is enough!](#)

[Virginia Hughes, San Diego, CA](#)
[6 months ago](#)

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1725-211

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My career was at a Point Loma school.](#)

[Wanda Davie, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Reduce noise and soot pollution.](#)

[Randolph West, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will significantly impact the quality of life for the residents of point loma.](#)

[Craig Lotzof, La Jolla, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[An insignificant savings in fuel and efficiency for the airlines could have potentially serious negative impact on Point Loma property values.](#)

[John Collins, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live right under this area moved out of Loma Portal to get away from flight path . Will fight this however needed.](#)

[Gary Zeugschmidt, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-212

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I value our homes and air quality. please stop this!](#)

[Michelle Nickel, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

1725-212

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I've lived in my home since 1960. Even when I graduated from Point Loma HS in 1970 we measured that we spent 20 minutes each school day in silence waiting for planes to go over so we could hear the teacher. We not only get flight noise from Lindbergh Field, we also get considerable noise from North Island Naval Air Station--both with planes and copters taking off and landing, but also with their preparation. The canyons of Point Loma magnify this. This needs to be taken into account too. We have an investment in our homes and, unlike other areas, we were here first. \(Lindbergh Field had 3 flights daily when I was growing up and was located on Pacific Highway.\)](#)

[Wendy Harrison, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[MORE NOISE, AIR POLLUTIONS TO FOLLOW THIS PLAN. KEEP OUR COMMUNITY SAFE AND FREE OF THIS COMMERCIAL VIOLATION.](#)

[MARY JEAN DELCAMPO, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-212

[The noise level will affect our schools and homes.](#)

[Sandra CAMET, San Diego, CA](#)

[6 months ago](#)

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[property values!](#)

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[Marisea stanley, Fitzgerald, GA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want Point Loma to be under the flight path. We bought our house on the understanding that we were not going to be polluted by air with noise and soot from the airliners](#)

[Maribeth Shanahan, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[THE AIRPLANE NOISE WOKE ME UP FROM A DEAD SLEEP THIS MORNING AT APPROX 6:52 AM. AND HAS NOT STOPPED BY THE TIME OF THIS WRITING ... One plane takes off and then after hearing that noise for two to three minutes anOTHER takes off ... No break!!!](#)

[Please cal or write our congress a Scott Peters at scottpeters@mail.house.gov and email he FAA at 9-ANM-SoCalOAPM@faa.gov](#)

1725-212

1727-213

1725 R. Casey Schnoor

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[Please HELP SAVE OUR NEIGHBORHOOD!!!](#)

[Lucy Celeste, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-214

[This proposed change could triple the noise over my home.](#)

[Eric Graves, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The negative effects of this proposal far outweigh the questionable benefits.](#)

[William Sward, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The path should not be changed, it will negatively impact the homes, business and individuals who reside and work in the PL community.](#)

[cindy edson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise "pollution" from flying the planes closer to more homes in Point Loma would cause significant suffering to many residents. Many of us had to pay extra for our homes to be farther away from the flight path; so it is unfair to arbitrarily change that. The FAA ought to be liable for said losses in property value values.](#)

[Kenneth Collins, San Diego, CA](#)

[6 months ago](#)

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Report

1725-214

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We live in Point Loma and bought this house specifically because it was NOT in the flight path!](#)

[Katherine Rodda, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Eliminating the LOWMA waypoint will increase residential pollution lowering resident health, will increase noise pollution, and could result in frequent 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.](#)

[An increase in fuel particle pollution and noise pollution will negatively impact my health and the quality of life for my family-- it would of all residents underneath the resulting flight path if the LOWMA waypoint is eliminated.](#)

[Debra Koren Lilburn, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I completely agree with the arguments of the petition. This proposed change saves minimal fuel but severely disturbs the peace of thousands of San Diego residents. Please keep the flight path out over the ocean.](#)

[Chris Schmid, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I spend a lot of time in the area of Point Loma where the planes will be rerouted. There is enough "soot" or "gasoline emissions" or whatever it is that sticks to bodies, houses and cars!](#)

[Terry Satin, La Jolla, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I love point Lima!](#)

[Bonnie Soria, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-215

[I'm signing because this is not really abut the fuel savings but that the FAA is Kowtowing to the airlines with disregard to the neighborhoods, their property and health.](#)

[Paula Wasserman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-216

[This proposal is ridiculous and the FAA is not taking any responsibility for the noise pollution or worse the environmental impact that the airplane fuel exhaust creates.](#)

[Michael Maggiora](#), San Diego, CA

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-217

[As a scientist and attorney I am very concerned about the impact of this proposal to our community in the form of higher noise level and our environment in the form of more concentrated pollution. This proposal's benefits don't appear to exceed it's likely problems.](#)

[Steven Tietsworth](#), San Diego, CA

[6 months ago](#)

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Add a reason (optional)

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R. Casey Schnoor

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1725-218

[I also own another home overlooking Lindbergh field.](#)
[At present the Airplanes fly over my home in East county. I always feel one night I will have a airplane land in my living room.](#)

[Nancy Garner, Spring Valley., CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Bought my house here because it Was Not in flight path. Increased noise, pollution and lower property value.](#)

[Steve Chupik, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed flight path changes will have a negative impact on our community.](#)

[Jonathan Hagopian, San Diego, CA](#)
[6 months ago](#)

1725-219

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under the area proposed to be affected by this change.](#)

[Raymond Barrera, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The jet fuel swing dropped overhead will greatly affect the health of my already auto immune challenged ahold of 9 years. Please help us keep her and other children and elderly well.](#)

[Tracy Duhs, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[For safety reasons and noise. Flights cutting over Point Loma places the planes over population unnecessarily. The most critical times of flight are take off climbs and landing. No need to place population in the take off/climb out area without some major safety reason. There does not seem to be a logical reason.](#)

[Scott Killough, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed "benefits" are negligible \(and will the airlines pass on any fuel savings to customers?\) relative to OBVIOUS environmental impact on areas of Point Loma not already impacted by planes. The FAA's environmental impact analysis seems both incomplete and misleading. In addition, there would seem to be cause for concern from a national security perspective. The route changes would increase flights over and risks to the Point Loma submarine base as well as the North Island air station.](#)

[Walter Aviles, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-220

[why fix something that isn't broken!!!](#)

[Jim Saxon, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-221

[I live in Point Loma and am a concerned property owner and voter.](#)

[Nicholas Cole, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Do NOT change the flight path.](#)

[allyson ledsam, san diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

1725-221

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live on pt. loma & will effected](#)

[Richard Malloy, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-222

[I'm already plagued by aircraft noise and this change will make it even worse in the Midway area.](#)

[Jerome Eggers, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-223

[This is a poorly reasoned idea. Houses in the flight path sell for less. We paid more to be outside the flight path. Change now punishes people who paid to avoid the noise and risk of existing flight path and the savings to airlines is minuscule. This is government at its worst.](#)

[Jim Roberts, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725

R. Casey Schnoor

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[I think the new plan is offensive. Hurting our quality of life with more noise and soot to save Airlines money is inappropriate.](#)

[Fred Kosmo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I moved to this area to get away from the noise at my previous house on Chatsworth at Goldsmith.](#)

[Ian Storer, San Diego, CA](#)

[6 months ago](#)

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[Noise](#)

[Marilyn Hickey, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a homeowner in the affected area and I am very concerned about the very probable damage which this flight pattern change would cause: damage to the health of all who live and work in this area of Pt. Loma; damage to the natural environment, including vegetation and wildlife; and damage to, of all things, a national monument. What price should American citizens have to pay for any amount of fuel saving, much less one with such miniscule numbers?](#)

[Zylpha R Crowe, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This proposal is nuts. Terrible idea. Why fly over our homes when you can fly over the ocean?!? Stupid idea.](#)

[Candice Gleeson, San Diego, CA](#)

[6 months ago](#)

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1725-223

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R. Casey Schnoor

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I would think the burdon carried by Point Loma-especially of beautiful air traffic noisy Loma Portal/Ocean Beach is enough.](#)

[Rick Ludwig, San Diego, CA](#)
6 months ago

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Keep the flight path the same, most people in ot Loma have purchased those properties well aware of the flight path. Changing it will effect significant property values throughout the point Loma area.](#)

[Mark Geelan, Alpine, CA](#)
6 months ago

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R. Casey Schnoor

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Add a reason (optional) 


Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[To maintain the integrity of the area.](#)

[Erika norton, Phoenix, AZ](#)

[6 months ago](#)

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Add a reason (optional) 


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1725-223

[This would route planes directly over my house.](#)

[Peter Karvelis, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We have enough airport noise already!](#)

[Judith Ehlers, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The motivations to do this are ridiculous. This puts flights over our national cemetery and park, and cuts the property values of the Wooded Area which generate enormous property taxes. All for the reason of shaving <1% off of flight distance.](#)

[Dylan Kelly, San Diego, CA](#)

[6 months ago](#)

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1725-223

[I'm a Ocean Beach refugee from the SAN airplane noise now living further out on Point Loma. I also vote for representatives who support my best interests. Please represent me and all the other voters on Point Loma by not allowing the FAA to modify take off paths from SAN. The petition I signed says it all.](#)

[Thomas Hampton, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want any change to existing flight patterns or additional noise.](#)

[Steve Schmitz, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I agree that the negatives outweigh what seems like small gains](#)

[Mark Kramer, San Diego, CA](#)

[6 months ago](#)

1725-224

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R. Casey Schnoor

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I disapprove of changing the current flight path. I believe that plans goin east should avoid fling over the peninsula.](#)

[Stephen Cota, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I have two homes in the area and this change will have a negative impact on them](#)

[Andre Lusti, San Diego, CA](#)
[6 months ago](#)

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1725-225

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I want to keep the National Monument and Cemetery free of the sound of air traffic overhead. Also, it is unfair to residents who purchased these valuable homes in the neighborhood.](#)

[Adrienne Cyr, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[I live in point loma.](#)

[Carl Cadwell, San Diego, CA](#)

[6 months ago](#)

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1725-225

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want flights over my home. I recently moved from Loma Portal to get away from them.](#)

[allan wasserman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The costs savings are negligible while the loss of quality of life is too high. There is already too much noise pollution in our residential areas. Why add to this needlessly.](#)

[Glen Volk Volk, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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[Terrible idea not worth destroying neighborhoods for small amount of carbon footprint saved](#)

[Lesa Burton, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm a long time Point Loma resident. Although this change does not directly impact me, it does impact all the families living at the end of the point. It seems unnecessary in terms of fuel savings, and potentially has pollution, safety, and noise impacts for residents.](#)

[Kathleen Grove, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We are now encircled by a constant rumble from low-flying aircraft. I worry about safety as more planes are flying directly over homes and through airspace shared by sea birds crossing the Point and migratory birds heading for their rest stop at Ft. Rosecrans. I remember when the PSA plane came down in North Park and cannot believe that the FAA thinks this is a good plan!](#)

1725-225

1725

R. Casey Schnoor

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[Jan Maxted, Jamul, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The change makes no sense...imposing noise on thousands of residents, and on visitors to one of the nation's most popular National Monuments for minimal benefit to airlines.](#)

[vanessa griggs, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Please stop this intrusion on our lives.](#)

[jim hillier, la canada, CA](#)

[6 months ago](#)

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1725-225

1725-226

1725

R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The plane noise over my home is bad enough now and will be significantly higher than the current levels with the unnecessary proposed change.](#)

[Richard Denzler, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Concern over noise, emissions and loss of property value.](#)

[Monica Hickey, San Diego, CA](#)

[6 months ago](#)

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1725-227

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live where the proposed flight plan is located. Will the city be now retrofitting the homes in the "new" flight path? Why not fly out East or better yet, build a plane engine more economical. Those of us that fly often are crammed into smaller and smaller seats with no services a it is. The city should take care of it's residents.](#)

[Deborah Ferreira, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I believe the proposed changes will be detrimental & hazardous to the wellbeing of San Diegans who live in that vicinity of San Diego.](#)

[Meredith Kennedy, El Cajon, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-227

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-228

[The noise level over Point Loma starting @ 6:30 AM is getting too loud](#)

[RALPH VIGNA, El Cajon, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-229

[please reduce air travel over point loma, not increase.](#)

[Elaine Dill, San Diego, CA](#)
[6 months ago](#)

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[Point Loma Resident](#)

[Matt Aminoff, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-230

[This proposal of changing flight path will lower property values by hundreds of millions of dollars. It will cheapen the serenity of our National Monument. Not a fair trade for the airlines to make a minimal amount of money. This hurts all Americans.](#)

[Richard Kersulis, San Diego, CA](#)

[6 months ago](#)

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1725-230

[I enjoy the quiet serenity on Point Loma and I feel this change would be a threat to that.](#)

[Bruce Harris, Austin, TX](#)

[6 months ago](#)

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Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-231

[Significant noise increase over my house. Disrupts phone conversations, reading, office work.](#)

[Gordon Vickie, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-232

[plane noise is harmful](#)

[Joe Weiner, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Residents of Pt Loma have suffered property devaluations and noise pollution for years. They have paid the price. Enough is enough!](#)

[katherine mayo, coronado, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

["I am opposed to the FAA's proposal to alter the departure flight path at SAN. Please keep existing flight paths intact."](#)

[Donna Ramos, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Pollution and Noise over my home](#)

[Patricia Kosmo, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live below the flight affected flight path.](#)

[BRIAN JONES, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I see no benefit and a great harm and impact to those that are exposed to the proposed new flight routes.](#)

[Theodore Olson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It should require Point Loma residents' permission to change the flight path, and I do not give that permission. We chose our location carefully when we bought our home in 1988.](#)

[William Ladd, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-233

[I am signing because I live here. It's Loud enough as it is. I understand that I chose to live here and deal with the noise, however, the current flight path takes a good portion of the noise over the ocean, while the new waypoint takes the noise directly over a populated area, forces an aerial maneuver over a densely populated area \(increasing the complexity of the pilots takeoff load\) for a 650 foot flight path savings. This equates to a three times bad idea and potential lawsuit by the residents affected and insurance companies influenced...something out taxpayer dollars should be burdened with.](#)

[Richard Flynn, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-234

[The amount of pollution \(noise and exhaust\) that will settle of the surrounding neighborhoods I](#)

[ari hoffman, san diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-235

[I live in Point Loma and specifically in the wooded area because it is NOT CURRENTLY UNDER THE FLIGHT PATH. I previously live on Elliott street in a very nice neighborhood, but it was directly under the flight path and very very noisy, the air smelled like her fuel and I felt it to be unhealthy, also dangerous if there were to be a plane crash. Also, being under the flight path reduces property value and I pay a LOT to love where I live. \(Not to mention a lot in property taxes as well\)](#)

[Veronica Sheahan, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-236

[There is no significant benefit to the airlines and will increase noise and pollution in our neighborhoods](#)

[John Konecki, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This represents a tacking that is totally unjustified by any public benefit!](#)

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[Donald Maxted, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We moved to this part of Point Loma to avoid the air traffic noise. So many reasons!](#)

[Selise Pastore, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the revised flight pathway. Kristen Keltner](#)

[Kristen Keltner, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a third generation point loma resident. The planes as they fly now are a constant health hazard to my children, and we have to suffer the noise and pollution that very few neighborhoods in the county have to deal with.](#)

[Robert Roulette, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My mom lives in that area. I live in the plane path and it is terrible.](#)

[Sibila Reves, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a very bad idea. The savings in miles flown, if any, would be a very small percentage of a plane's flight path with correspondingly very low reduction in atmospheric pollution. Furthermore, air and noise pollution would now be shifted over some densely populated areas of Point Loma. However, no doubt the airlines would be happy with whatever savings in flight times and fuel this plan might allow.](#)

[Mustonen Eric, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The benefits seem negligible, while the negative impacts on residents in Point Loma, students at PLNU, and visitors to Cabrillo National Monument and Fort Rosecrans National Cemetery seem obvious.](#)

[carl scragg, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want anymore plane fuel or noise over my house!](#)

[Jill Haverly, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want our beautiful community and preserves to be polluted by sound and fuel!](#)

[Nancy truesdail, San Diego, CA](#)

[6 months ago](#)

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[Barbara](#)

[Sandra Smith, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is already too much air traffic sound impacting the southern portion of Pt. Loma by naval air traffic. Please do not add to this with civilian traffic. There is no clear benefit, but there is clear detriment.](#)

[John Reaves, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a resident in Point Loma \(La Playa area \) and I find the air traffic sounds very bothersome.](#)

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[Kelly Barbieri, San Diego, CA](#)

[6 months ago](#)

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[I'm signing because I moved here to get away from the flight path and noise. I oppose the FAA's proposal to change the flight paths.](#)

1725-237

[Genevieve Leisz, San Diego, CA](#)

[6 months ago](#)

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[i moved here 4 years ago to specifically not be in the flight path!](#)

[Susan Flieder, San Diego, CA](#)

[6 months ago](#)

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[For a friend](#)

[alex arzola, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not think it is in the best interest of people living in this area and you are in control of that....not a good idea](#)

[john chandler, SD, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This ill-conceived plan is outrageous!](#)

[John Franklin, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-239

[This change in the flight patterns will impact the neighborhood creating noise disrupting the peace and quiet.](#)

[Charmian Ronis, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This shortened flight path must be prohibited to prevent noise pollution, and devalue residential and commercial property values. Please DO NOT create more noise pollution for our families, school children, tourists, and business owners/customers.](#)

[Lynn Gelman, Arlington, VA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We specifically bought in this area because it is out of the flight path changing the rules now is not fair. Who will make up for the premium price we paid to live away from the flight path?](#)

[Gary Mathews, San Diego, CA](#)

[6 months ago](#)

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1725-239

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[safety](#)

[Andrew LeBarron, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Will destroy the peace and quiet of my neighborhood.](#)

1725-240

[Lynne Warner, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I think it is unfair to change the flight paths and impact people who chose to live where they live because their new home was not under a flight path.](#)

[Leslie Freund, Berkeley, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is already enough noise from the planes. Plus changing the flight path is pointless there you don't even save fuel its only 650 yards!](#)

[Justin Delgado, San Diego, CA](#)

[6 months ago](#)

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[We live in the affected area](#)

[Annemarie Keating, San Diego, CA](#)

[6 months ago](#)

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[catastrophic decrease in property value](#)

[Stephen Bothwell, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We recently purchased our home on San Gorgonio St. Fully aware of the North Island Naval Base and the noise we could expect. We did not expect that we would also have to contend with commercial noise pollution as well. The people in the current flight path purchased in those locations fully aware of the flight path to Lindberg field.](#)

[Robert Taylor, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We just spent \\$300,000 buying a new house to get out of the flight path. We moved last weekend from Tennyson Street. Please do not change the patterns.](#)

[Deborah Hiland, San diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The FAA has not proven how this will benefit the San Diego \(Point Loma\) community.](#)

[Kathy Johnson, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in Point Loma and already put up with significant noise and air pollution from the planes. Adding more flyovers in both directions is intolerable and not necessary. The density of population in this area means that this change would affect so many lives. For me it is not about property values but about quality of life.](#)

[Bonnie Nangle, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[It's not right and will cause more issues](#)

[Francesco Licari, San Diego, CA](#)

[6 months ago](#)

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[My family and I just moved here a few short months ago from our previous home to get away from the noise of the airplanes! I implore you to not allow the change to go through!](#)

[Jessica Correia Chase, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-241

[If the purpose of the FAA is to save fuel costs for the airlines, then they are no more than a lobbyist for the airlines, and that is not their function!! The airlines earned 5.5 billion for the second quarter this year. They don't need the help of the FAA!! But the citizens of Point Loma do. There is simply no valid reason to change the waypoint LOWMA. Please, do not do this!!](#)

[Gerri Monaghan, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This effects where I live.](#)

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[Jayne Harriman, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-242

[I support the local residents in this matter!](#)

[Jamie Knollmiller, Irvine, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-243

[Noise is an environmental health risk as is exhaust droppings. I moved here from Loma Portal specifically to get away from airplane effects](#)

[charlene lutes, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'd like to preserve the quality of life for my family and I. I don't take kindly to the draconian tactics of the FAA imposing their ill advised scheme to "save fuel" and the expense of residents in the area. The new "plan" will have deleterious health impacts on the most vulnerable, specifically the very young and elderly. it is for the above reasons i sign this petition.](#)

[erik hemmi, san diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The effect of this proposed change will devastate the tranquility and character of this community, and pollute a broad natural area with noise and fallout. If this change is approved the FAA and "SAN" will undoubtedly face significant, costly legal challenges from a community vehemently opposed to this terrible proposal.](#)

[Tim Ekstrom, San Diego, CA](#)
[6 months ago](#)

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Report

1725-243

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[R.H. Stone](#)

[richard stone, San Diego, CA](#)

[6 months ago](#)

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1725-243

[You will waste fuel making a sharper turn while climbing over our Wooden Area than you would keeping the current smoother turn over the ocean.](#)

[This is terrible PR. Now you not only impact Loma Portal but now you are threatening to encroach on the peaceful Wooded Area.](#)

[Oh, by the way, aren't you now proposing to fly over a classified Naval Submarine Base?](#)

[Three strikes and you're out... Loma Portal, Wooded Area and the Sub Base. For what? Cutting flight distance does not equal saving fuel when there is a sharper turn while climbing!](#)

[Who thought of this stupid idea?](#)

[Willis Ramos, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-244

[This proposed flight pattern would be a taking of private property rights without a proper public purpose and in violation of the Point Loma property owners' Constitutional rights.](#)

[Anne Beste, San Diego, CA](#)
[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-245

[The noise experienced by those of us living under the flight path is a disruption of our peace and quiet for negligible gain in shortening the flight. Many people live in this area. The impact on their quality of life should be considered.](#)

[Nancy Kaufman, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-245

[I am a teacher in the area and hope to continue to enjoy the area without noise and pollution.](#)

[Laura Zimmer, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-246

[The planes pass over my house once already.... We don't want them to turn sharply back and pass over a second time effectively doubling the noise and air quality effects on my family. The flight path over residential areas is already bad, let's not make it worse.](#)

[Gary Eastman, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This kind of noise pollution has a great effect on physical and mental health. We have a large family of children and grandchildren numbering 16 and I seriously worry Health, mental peace, and property value. Please deny this proposal. Samuel Sandweiss M.D.](#)

[Samuel Sandweiss, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[When I bought this property the flight path had been permanently established. We need another airport, not a band aid that infringes the rights of citizens.](#)

[Daniel Carusillo, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i lived in point Loma and understand what it's like to live under a flight path](#)

[Alicia gilbert, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-246

[I care about my grandkids hearing.](#)

[barbara Friedman, Surprise, AZ](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The Point Loma community has already been impacted with enough pollution of noise, air & water by aircraft taking off from SAN.](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[The proposed changes will have untold negative economic impact of devalued real estate values, based on quality of life issues, resulting in a disastrous end result for all concerned. Property tax revenue will go down long term, based on the devalued R.E.](#)
[I for one, will immediately sell the house I purchased in 2013 \(at any loss necessary\) to escape the noise pollution, Cabrillo Monument & the beautiful grounds will be polluted with exhaust, noise & more.](#)
[Who will pay the extra expense of upkeep & maintenance?](#)
[Please know that the residents of Point Loma are opposed to any modification of the SAN departure flight path.](#)
[The potential impact of this change is far reaching & hardly worth the diversion.](#)

[Jacque Huey, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The planes are going to be flying over Fort Rosecrans National Cemetery and one of the most spectacular monuments in the country. I believe this new flight path \(just to save a little fuel\) with the noise and pollution associated with it disrespects our veterans and the families of the veterans buried at Fort Rosecrans. People come from all over the country and the world to visit Cabrillo National Monument and enjoy one of the most beautiful views of a city imaginable. Hard to believe anyone who loves San Diego could want to do this. 'Just to save a little fuel'..... Really?](#)

[William Brady, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There's enough noise and polution already going overhead by these planes. I really wish they had moved the airport years ago to Miramar. Perhaps where the landfill is!](#)

[Eddie Ortega, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[That flight path makes no sense...They should reverse the direction of take off and landings to prevent noise and save fuel if thats the real issue! Lindberg needs to move to Brown field in Otay mesa... Too much noise and air traffic.plus that property is better suited for commercial development such as a new stadium...not more air traffic which its already maxed out!](#)

[dylan osmonson, san diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I moved to 966 Tingley Lane in 2009 from 3021 Elliott Street to get away from jet noise. Please don't approve this and cause me to have to move again!](#)

[Ralph Leisz, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[That sharper turn looks extremely dangerous. We already have a terribly steep approach in to the airport. This just makes it worse on both ends. Let the pilots get to altitude before engaging in maneuver acrobatics. Fuel savings are minimal.](#)

[Scott Higby, San Diego, CA](#)

[6 months ago](#)

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https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[we shouldn't be looking to bring planes in over land when they didn't fly over it before. The noise is a real issue when living under a flight path.](#)

[Lauren Cheung, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

Submit

1725-246

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will impact my home greatly as planned. You will increase the issues of noise that we currently have from North Island NAS. Jet fuel spillage already impacts any vehicles outside of my home with planes from Lindbergh flying just south of my home, this will increase environmental and economic impact on the area, harming our neighborhood, called Point Loma. I am tired of the Government having a not in my backyard mentality. This area is sensitive to not only families, but Naval facilities and GOV homes. Stop this nonsense, please!! I vote NO on your ridiculous proposal!](#)

[Jack Crivello II, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I do not want the traffice from San Diego Airport coming over my area. We have enough noise from North Island Naval Air Station already!](#)

[N A, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-246

[I do not want the noise and air pollutions to increase on Point Loma.](#)

[Jill Hall, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Noise impact Unacceptable](#)

[Geoffrey Stevens, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I moved to, and bought, my house specifically to get out from under the flight path.](#)

[Harry Carter, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Dear Sir or Madam,](#)

[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](#)

1725-246

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[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, 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.](#)

[I urge the FAA to keep the flight paths as they exist now.](#)

[Sincerely,](#)

[Holly Volberding
631 Savoy St
San Diego, CA 92106](#)

[Holly Volberding, San Diego, CA
6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's not right to fly over homes you now don't have to.](#)

[William Doyle, Santee, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We already have more than enough noise and air pollution from the existing traffic pattern. I chose to live directly under the flight path and must deal with the noise and black grime on everything in my yard. Others should not be forced to do the same.](#)

[Elizabeth Vieira, San Diego, CA](#)

[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I'm signing because the quality of life is important to me--there seems to be no reason to change the flight pattern so that it will impact the quality of life in Pt.Loma](#)

[Margaret Cooper, San Diego, CA](#)

[6 months ago](#)

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1725-246

[The new plan is illogical: It re-routes commercial flights from open water to a densely populated residential and recreational area. The stated reason for this is to save airlines \\$7.8 million/year in fuel costs. This is a miniscule percentage of the total operational cost of all airlines using Lindbergh Field; furthermore, fuel costs are already passed along to passengers in higher ticket prices.](#)

[The new plan is unsafe: the most likely times for an airline accident are take-off and landing. The carnage of the PSA crash over North Park in 1978 should serve as a reminder of the dangers of urban approaches--22 homes destroyed, 7 residents killed, scores injured and 4 city blocks riddled with wreckage. Why would the FAA deliberately reroute take-off to expose more population? Furthermore, the jet fuel exhaust which currently disperses over the Pacific will settle in even greater concentration over dry land. Residents already experience blackened foliage & grime even at the southern end of the point. Allowing flights to traverse the point will dump even greater exhaust on the area, ruining habitat and creating highly concentrated pollution in run-off water during storms.](#)

[The new plan preferences the airline industry over the citizens: Whether commercial flights are being rerouted for financial gain or for navigational ease, the new routes will significantly compromise property values on Point Loma. A quick look at any real estate site will illustrate the drop in value beneath the existing flight path, and real estate agents routinely use the "south of Canon" marker to designate property unaffected by airport traffic.](#)

[That the FAA is openly making changes for the convenience and financial gain of the very industry they are assigned to regulate suggests lobbying interests are driving the FAA process rather than concern for the common welfare. Thus, the new plan is also unethical and unjust.](#)

[Teresa Mathes, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional) ⬆
⬇

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Unacceptable negative impact with no real benefit.](#)

[Dennis Berg, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) ⬆
⬇

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[the \\$800,000. dollars of air fuel savings will actually be off set by the added cost of quieter homes program and decreased home values in a neighborhood of million dollar homes. Why would the FAA want to incite the good citizens of San Diego for corporate greed?](#)

[Kelly Madruga, San Diego, CA](#)

[6 months ago](#)

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1725-247

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-248

[My home value and quality of life will be dramatically impacted by the proposed change in plane routing.](#)

[Thomas Novotny, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-249

[I'm a native San Diegan and the only thing this will cause is noise pollution. There is absolutely no benefit to this proposal.](#)

[Brian Tickson, Dallas, GA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under the revised path](#)

[Stacey Nelson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-250

[I don't want any more plane noise](#)

[Mandy Buss, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Please don't change the SAN flight path. It will ruin the precious Wooded Area of Pt. Loma.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[BJ Barclay, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am strongly opposed to conducting flights over the Point Loma peninsula by eliminating the currently required LOWMA flight path. I am a 26 year resident of Point Loma. The proposed "shortcut" allowing flights over the peninsula would negatively impact the quality of life for residents, the national cemetery and park with increased noise, pollution and risk to our schools, neighborhoods and homes. Thank you for rejecting this alteration to the flight path.](#)

1725-250

[James DeBello, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I firmly oppose FAA's revised flight departure path from SAN](#)

[Nathaniel Bazydlo, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-250

[Don't agree to more planes taking off over residential areas](#)

[Sally Todter, San Diego, CA](#)
[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-251

[Dear Sir or Madam,](#)

[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.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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.

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.

I urge the FAA to keep the flight paths as they exist now.

Sincerely,

Brant Volberding
631 Savoy St
San Diego, CA 92106

Brant Volberding, San Diego, CA
6 months ago

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Add a reason (optional)

1725-251

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R. Casey Schnoor

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We purchased our house in our neighborhood specifically away from the flight path. Why should the value of our property be devalued to save the FAA a few pennies. Not to mention my dog has ear issues and cannot handle the loud overhead noises.](#)

[Chaise Fitzgerald, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I would like to keep air, noise and environmental pollution to a minimal in our town.](#)

[Janine Fisher, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-252

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-252

[The aircraft noise seems to cause a very significant imposition on work environment for SPAWAR offices and for student life and academics at Point Loma Nazarene University.](#)

[Stephen Hobbs, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-253

[I am very concerned about the air pollution and noise that it will bring to our neighborhood.](#)

[Teresa Zucchet, San Diego, CA](#)

[6 months ago](#)

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Report abuse

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-254

[I live here and I don't think it's safe.](#)

[Mary Fickert, San Diego, CA](#)

[6 months ago](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Close elderly friends live under the proposed flight path. They would be adversely affected if this went thru.](#)

[Bruce Covner, San Diego, CA](#)
[6 months ago](#)

0
Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am against this very much.](#)

[Hans Strom, San Diego, CA](#)
[6 months ago](#)

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Report

Report abuse

1725-254

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want additional flyovers from the San Diego Airport over our Point Loma and Ocean Beach areas.](#)

[Sam/Jeanette Ridgway, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-255

[Dear Sir or Madam,](#)

[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](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

1725-255

[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, 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.](#)

[I urge the FAA to keep the flight paths as they exist now.](#)

[Sincerely,](#)

[Brant Volberding](#)
[631 Savoy St](#)
[San Diego, CA 92106](#)

[Brant Volberding, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[It is time the FAA listens to the community and not the airlines. We bought in a neighborhood w/out air traffic for a reason: to avoid noise and air pollution. My suggestion: move the airport to Brown field. It has a lot of open space for more runways and air traffic patterns.](#)

[Margaret Sbardellati, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-256

[this will mean every plane is heard twice that is going south, with additional soot from the planes beyond what is already experienced.](#)

[Brant Noziska, San Diego, CA](#)

[6 months ago](#)

0

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a huge quality of life issue!](#)

[Snezana Nesic, San Diego, CA](#)

1725

R. Casey Schnoor

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[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I spend time in Point Loma and don't want planes flying over my house!](#)

[mark doyle, Wesley Chapel, FL](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Intrusive disturbances for no savings or improvements over existing patterns.](#)

[Jim Mosteller, San Diego, CA](#)

[6 months ago](#)

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Report

1725-256

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's true](#)

[Dewilla Rowley, Union Grove, AL](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-257

[It will cost the airlines a lot more money to retrofit the rest of the homes on Point Loma for noise abatement than they will save in fuel!](#)

[Stephen Doyle, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the FAA's proposed actions. Their analysis is faulty and the highly questionable benefits benefits do not outweigh the significant impact on current residents living on Point Loma.](#)

[Todd Sprague, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[No major benefit - more impacted areas](#)

[mary rogondino, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-258

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not think it necessary to change the airlines's departure routes over Point Loma. It is of little savings in time and money. It will impact the tranquil Point Loma community with noise pollution. Please STOP this!](#)

[Cherie Halladay, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-258

[Proposal appears to offer little benefit and opens the possibility of fly over populated areas in the future.](#)

[Thomas Baker, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The present path is working well-leave it alone!](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Patricia Stadel, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[its loud enough](#)

[Danielle Williams, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I bought a home located away from the flight path after living under the flight path for seven years.](#)

[Elizabeth French, San Diego, CA](#)

[6 months ago](#)

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1725-258

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live right in Point Loma.](#)

[Heloise Brodin, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It seems like an unnecessary, unsafe change. I see NO reason the FAA thinks this will be acceptable. I also live directly under the proposed new route. Why put lives in risk for NO reason if there is zero benefit from the proposed move?](#)

[mandi odonnell, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The impact on this area would be EXTREMELY detrimental](#)

[Karen Nyman, San Diego, CA](#)

[6 months ago](#)

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1725-258

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the noise over my home. It has worked fine for years the way it is and it simple will not make a big difference to the airlines by shaving off less than 5 miles by turning tighter.](#)

[wallace Springstead, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It is too noisy already](#)

[James Palmer, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[too noisy](#)

[Darren correia, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-259

1725-260

[The increased noise pollution not only affects us in our homes but the kids that are sitting in our local schools](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

- [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](#)
- [Is there an eminent domain issue? Do they need to compensate us for the reduction in the value of our homes \(not that that is what we are after, but maybe that is an avenue for us to pursue to prevent the change\)](#)

[Alfred McKelvey, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

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v

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[You have already ruined half of point loma and now you are going after the other half.](#)

[laurie price, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-260

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I strongly oppose the change of flight paths under consideration by the FAA. Fort Rosecrans is a solemn sacred and honored burial ground for war veterans. Disturbing this sacred ground is completely unacceptable. LEAVE THE EXISTING WAYPOINT OFF THE COAST OF POINT LOMA AS IT ALWAYS BEEN.](#)

[Cesar Fernandez, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-260

[The departure flight pattern should be changed so that flights are directed to the right rather than left over Point Loma. I have been told by an FAA official that this is a viable option.](#)

[Mark Scribner, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The change in the flight pattern would have a devastating effort on the quality of life in the entire Point Lima area.](#)

[Robin Rodger, San Diego, CA](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the flight path changed. It is not fair.](#)

[Tracy Stacey, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The FAA's proposal negatively impacts my -- and many others' -- home values by changing the waypoint LOWMA and allowing aircraft to turn more sharply for alleged fuel savings. First, why now!? Second, it does not appear -- from analyses I've seen -- there is true cost savings. Third, since when do you "take real property" without due process?](#)

[Stop this nonsense. You've got a workable system now. Knock it off! Too much government.](#)

[Michael Mudgett, San Diego, CA](#)

[6 months ago](#)

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1725-260

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I disagree with the proposal to expand the flight path of the San Diego Intl Airport.](#)

[William Ruff, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This proposal would increase noise and pollution in a community that already suffers from aircraft overflight and noise from both the naval base Coronado and Lindbergh field](#)

[Sandy Vissman, San Diego, CA](#)

[6 months ago](#)

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1725-260

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-261

[Because of the anticipated noise & air pollution over 4 local elementary schools. There should be full hearings on this subject before there is any taking of property rights](#)

[Jackie Reese Mann, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-262

[We need to maintain safety and keep the noise and pollution to a minimum beneath the flight path.](#)

[DeAnn Reynolds, San Diego, CA](#)
6 months ago

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Add a reason (optional)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a resident and a Realtor and adding to overhead flight noise will definitely affect property values detrimentally.](#)

[arlette Smith, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The take off pattern in use now works well for the point. Stay with the existing pattern.](#)

[Carol Roland, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-262

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-262

[My family has lived in the La Playa and Wooded areas in Point Loma since 1913. The FAA's decision to change the flight path will affect the quality of life for our neighborhood, as well as our home values. Please DO NOT make a decision that will so negatively affect us all. Thank you](#)

[Karen Wheeler, San Diego, CA](#)

6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-263

[Ocean Beach is my neighborhood and air traffic noise has increased since I moved in 8 years ago but especially in the last year.](#)

[Karena Endrizzi, San Diego, CA](#)

6 months ago

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-264

[This new flight path will bring planes directly over my house, for no intelligent reason](#)

[Brian Duran, San Diego, CA](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The flight pattern should stay the way it is.](#)

[Pamela Kelly, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The health and safety for all of us is at risk as opposed to a government agency making money!!! We at this end of the Point are at a higher elevation than the current flight path. Planes will have to get UP there --- much higher and sooner. That takes more fuel.](#)

[If you do this, you must replace our windows as you did in the current Noise Abatement Program for the rest of Point Loma. How can that expenditure save you any money at all?! We already experience soot on our homes, patios and shades. The danger of airplane parts or ,God forbid, an airplane crashing down into this heavily populated region is an event just waiting to happen, especially since this would be a new procedure for pilots and involves a turn rather than a straight out and up trajectory.](#)

[The noise over these million dollar homes would be excruciating to endure and will cost us heavily as property](#)

1725-264

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[values plunge.](#)

[We say NO. OUR HEALTH AND SAFETY IS MORE IMPORTANT THAN A GOVERNMENT AGENCY LOOKING TO MAKE MONEY ON THE TAX PAYERS' BACKS. Perhaps we need a lawsuit.](#)

[Martha Tyson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I believe it is important for the FAA to be more economic but they need to take every case individually and understand to what extent they are sacrificing culture and livelihood for saving money on fuel.](#)

[Heather Harris, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is not a necessary measure. I also think allowing commercial planes to fly over navy property with nuclear equipped submarine is a terrible idea.](#)

1725-264

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Patricia Simpson, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

1725-264

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I have lived in San Diego all of my life and have enjoyed the weather here the best in the world. I bought my home 32 years ago and payed a premium to live here in the wooded area I could have bought elsewhere for much less like under the flight path of Limberge field which I chose not to do I also attended Point Loma High which is under the flight path of the airport, my brother's live under the flight path of the airport the noise from the planes is a huge nuisance their property values are much less than mine for that reason and now the FAA wants to put planes flying over my home well I think this could be a class action suite for loss of property values from all of us that this will affect. I am not an attorney but I imagine their are a few that live here. Let me know if this is an option because I am in.](#)
[As I am writing this a plane just passed overhead this must stop now!!!](#)

[Gregory Virissimo, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[There is not any benefits to the residents of San Diego. Plus, it seems to create safety concerns.](#)

[Steve Krueger, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There are no compelling reasons to change the flight paths departing from Lindbergh Field. I only see downsides for homeowners and businesses in the affected area.](#)

1725-265

[Carolyn Krebs, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Point Loma is one of the most wonderful communities in California, one that I visit for its people and peacefulness. There is no need to ruin this community.](#)

[John Crow, Winterset, IA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Keep LOWMA. This is not worth the bad pub you'll get, not to speak of the damages to our homes \(price, windows, etc.\)](#)

[Mary Bishop, San Diego, CA](#)
6 months ago

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I'm 85 years old, that much noise would rattle my bones!!!](#)

[Edward Buxbaum, San Diego, CA](#)
6 months ago

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R. Casey Schnoor

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Add a reason (optional) 

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Between North Island and Ocean Beach, we need to maintain a least one less noisy area.](#)

[Scott Morrison, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We bought this house because it was not in the flight path.](#)

[Lee Ann Raddatz, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is unnecessary and uncalled for. I completely disagree with any changes in the airplane traffic pattern that would shorten the turn radius and result in planes over Point Loma at a lower altitude. This is dangerous and will disrupt an entire community. You would not consider doing this to residents in La Jolla--do not consider doing this to Point Loma!](#)

[Patricia Crowder, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Noise, pollution, safety concerns should come BEORE a few pennies to the airlines.](#)

[Maxine Young, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will be a disruption to residents who paid a higher price for their home primarily because it was not in a flight path.](#)

[Karen Day, Windsor, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm strongly opposed due to the negative impact on point loma property values, noise and pollution to the area.](#)

[Regina Virissimo, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the area. I bought in this area because the planes do not pass over head. It would negatively affect our quality of life and ruin our the peace of our beautiful Cabrillo Park.](#)

[Carlene Hardesty Albrecht, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise over my sister's house in Point Loma is already a huge negative impact to the area. Please stop this. The alleged benefits are at too high a cost, severely reducing the quality of life in these neighborhoods.](#)

[Carisa Davis, Irvine, CA](#)

[6 months ago](#)

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Add a reason (optional)

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https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Because the rational for making the changes are bogus. No significant savings in fuel will be realized. The same path is easily implemented by the RNAV system. It exposes the residences on the Point to significant increases in noise along environmental issues.](#)

[Bryson Pennoyer, San Diego, CA](#)

[6 months ago](#)

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1725-266

[We moved from Loma Portal many years ago to escape the airplane noise. We object to the changes FAA is considering.](#)

[Penny Faucett, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing this petition because it creates a negative impact on all of Pt. Loma without compensation.](#)

[Daniel Conger, San Diego, CA](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the modification of the flight path to allow flights over Cabrillo, Fort Rosecrans and Pt Loma Nazaene University.](#)

[Bruce Bailey, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I have been living in point Loma most of my life I live off of Talbot street. The planes wake me up! The flight path needs to stay the way they have always been if the path changes then our property value will drop 300,000 or more are the airlines going to pay all home owners the money they will lose? Airlines should raise the price on tickets to make up the difference instead.](#)

[COLLEEN SOUZA, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose more noise and pollution.](#)

[Fulton Andrea, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[concerned about increase in noise pollution, fuel debris, as well as a decrease in my property value.](#)

[Stephanie Noonan, San Diego, CA](#)

[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't see any reason or benefit to change the existing departure patterns](#)

[Joanne Anderson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Do not allow the LOWMA waypoint to be removed!](#)

[Jeff Giek, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-266

[It will greatly change the quality of life in Point Loma and Coronado as well.](#)

[Susan Matthews, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-267

[It will definitely increase aircraft noise in our neighborhood. I don't believe the 5 dB increase. I am an engineer at northrop Grumman and well aware of what the dB increase will be.](#)

[Brad bergman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I'm signing because I like my neighborhood just as it is and do not want noise and pollution from airline burnt fuel that occurs at take off. This change will not provide any fuel advantage and will hurt current neighborhoods.](#)

[Suzanne Carlson, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-268

[I'm strongly opposed to any additional noise, soot, visual pollution from Lindbergh Field.](#)

[Betsy Lis, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport.:](#)

[Negative impact on air quality.](#)

[Damage to vegetation, property and structures from jet fuel.](#)

[Increased danger to population.](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Increase in noise.](#)
[Multiple negative factors the affect quality of life, safety, health and property values.](#)

[STEPHAN CROW, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown menu]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-268

[No impact on savings and would impact more noise over residents.](#)

[marty Matula, Clearwater, FL](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Too much added noise.](#)

[Danny Keiller, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I bought my home on a busy street because it was more important for me to be out of the flight path. Why would I be asked to lose property values with planes overhead and the fuel soot that comes along with planes overhead to save private airlines that charge substantial amounts to their customers to fly money? It makes no sense and is very scary from where I sit. Please do the right thing.](#)

[Susan Gedestad, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My house will now be under the flight path. I bought outside of the flight path. My life savings in my Point Loma home. Changing the flight path takes multimillion dollar homes in one of the state's most beautiful communities, and devalues them to the point that no one will want to live there, despite the amazing view of the pacific ocean. The change diminishes significantly the quality of life for residents of Ocean Beach and Point Loma, and increases health risks.](#)

[Bonnie Bade, San Marcos, CA](#)

[6 months ago](#)

1725-268

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R. Casey Schnoor

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Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-269

[The government should not be allowed to change property values once established without adequate compensation](#)

[Eric DeGraff, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-270

[The quality of life for thousands of Point Loma residents would be severely diminished. I oppose!](#)

[Judy Bickler, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I strongly oppose the FAA revisions. We specifically moved to this neighborhood to distance ourselves from the fight path noise and pollution.](#)

[Cary Bickler, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I strongly oppose any noise encroachment by aircraft over residential Point Loma. Those that violate existing noise laws should be fined.](#)

[paul crowder, San Diego, CA](#)

[6 months ago](#)

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1725-270

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This alteration of the flight path will disturb the quiet enjoyment of our neighborhoods and increase noise pollution. For what? So the airlines can save \\$8 million a year? There is no good outcome for the residents of Point Loma and the tourists who come to admire the beauty of the Sunset Cliffs area. I don't imagine that the airlines would compensate the residents of the area for the diminution of property values that would occur as a result of the increased noise pollution. The only group that benefits is the airlines and not by enough to warrant a change in direction. I vigorously oppose this proposed plan.](#)

[Robert Barton, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want flights to intersect Point Loma](#)

[David Levy, San Diego, CA](#)

[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Saving the airlines money isn't our responsibility. Protecting our land and home investments is our responsibility. I don't buy the Decibels BS. It's bad for your ears, your soul and daily demeanor. I am opposed to any deviation off the current flight path and will do everything legal to prevent the proposal.](#)

[Joseph Goodman, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned about noise levels for residents, the college and our national park](#)

[Sara Cone-Afsahi, San Diego, CA](#)
[6 months ago](#)

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[\\$8,000,000 is a drop in the bucket. Seriously. It's got to be going into just one or two pockets or no one would bother. This represents 1 cent for every U.S. domestic flight. All the residents of Point Loma would gladly shell out \\$100.00 each to cover the entire \\$8,000,000 that the national flight change is supposed to save the airlines.](#)

[Point Lomans have paid prime dollars for their homes---prices based, in part, on the level \(or lack\) of flight noise. To slip in a measure that dramatically alters property prices for some million homes across the nation will unfairly cost residents billions of dollars, for no benefit.](#)

[Dr. Linda F. Palmer, SAN DIEGO, CA](#)

[6 months ago](#)

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1725-270

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The change makes no sense and would create problems with the community due to increased AND UNWANTED NOISE.](#)

[Jose da Rosa, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because the noise from the planes is already annoying and the possibility of interference in Air Station Coronado is understated](#)

[Travis Wilkie, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I just bought a \\$2.3 million dollar home in Sunset Cliffs. It is not justifiable to increase efficiency at the airport at the expense of homeowners that are paying VERY high taxes and want to live in a quiet neighborhood.](#)

[Anne St Louis, San Diego, CA](#)
[6 months ago](#)

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1725-270

[This will create a dangerous and unhealthy atmosphere in our neighborhood.](#)

[Lynn Saivar, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I've been told signing this petition won't help and our only option is the courts- I hope that's not the case!](#)

[Anne Chambers, San Diego, CA](#)

[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[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:](#)

- [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.](#)

[Neal Esterly, San Diego, CA](#)
[6 months ago](#)

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1725-271

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I don't think the flight path should ever impact more of the Point Loma community than it already does. As is, some of the most beautiful historic neighborhoods, that would otherwise be even more desirable, have far too much noise and other pollution from aviation. Please do not impact this area anymore than has already happened.](#)

[Rachel Inmon, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I purchased this property specifically to be out of the flight path. We have single pane windows and no HVAC. Is the FAA going to give us a remodel allowance as they did for the Loma Portal residents?](#)

[Mary Bryan, San Diego, CA](#)

[6 months ago](#)

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1725-272

1725-273

[There is not a valid reason to change the route.](#)

[Susan Libbey, San Diego, CA](#)

1725

R. Casey Schnoor

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[6 months ago](#)

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Add a reason (optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I agree point loma needs to remain out of flight paths](#)

[David Donner, Temecula, CA](#)

[6 months ago](#)

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Add a reason (optional)

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I love Point Loma, truly a spiritual experience. Keep it quiet.](#)

[Allen Thomsen, Lincoln, NE](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The flight pattern should stay as it is and impact as few communities as possible. Unacceptable !](#)

[Juliet Crowder, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As an airline pilot and Point Loma resident I feel the changes are not necessary and will cause an increase in aircraft noise pollution in an area that is already heavily impacted. I also believe it is unwise to reroute air traffic over Cabrillo National Monument and Fort Rosecrans National Cemetary. If anything is done, the departure path should take aircraft father from these tranquil places, not closer.](#)

[Robert Herrin, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Live in the area](#)

[Kia Afsahi, Carlsbad, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in point Loma!!!](#)

[claudia wetzel, san diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Increased noise pollution for Pt. Loma](#)

[Jean Emery, San Diego, CA](#)

[6 months ago](#)

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[The savings of fuel do not equate with the damage the change in route would inflict on Historic Sites and property on the most beautiful old neighborhood in SanDiego proper.](#)

[Leona Levy, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the revised flight path](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[KARL WOLF, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Flight path should remain as current.](#)

1725-274

[Dell Kronewitter, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i don't want to live under the flight path at all!](#)

[Yolanda Brionez, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 



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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I would be living in the new flight path, substantially impacting the value of my property. Higher value, higher property taxes...think about it](#)

[julie bratspis, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 



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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed change makes no sense and negatively impacts the population in Pt. Loma.](#)

[Trudy Dunaway, Spring, TX](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want airport noise over my house!](#)

[Victoria Cole, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the airplane noise disturbance.](#)

[Melinda Dworkin, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Don't fly over innocent people's houses dude. Pony up the cash for more fuel, fly over the sea instead and keep the good citizens of Point Loma happy!](#)

[James Norris, Los Angeles, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[They have not declared Why they are doing it and it's a dumb idea!](#)

[Barbara Ward, San Diego, CA](#)

[6 months ago](#)

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[This is a crime!](#)

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[Rosamaria Acuña, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the modification of the SAN \(Lindberg Field\) departure flight path, specifically the elimination of the LOWMA waypoint. The NextGen proposals are unacceptable!](#)

[Anette Thanner, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed changes to the flight pattern for San Diego airport are bad for the community.](#)

[Jerrold Polandky, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Change of flight path would desecrate the National cemetery, Cabrillo Monument & also spread pollution over Point Loma residents.](#)

[Caroline Costa, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Prevent the FAA from changing the present departure process.](#)

[william dickinson, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose FAA's proposal to revise departure flight paths at SDIA.](#)

[Kathleen Kita-Palmer, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in Point Loma and already have way too much impact \(noise, pollution\) from airplane traffic!! Don't change the flight paths!!](#)

[Julia Castlen, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm moving closer to the point to get away from the air traffic noise; I don't want it to follow me!!](#)

[Pamela LeBlanc, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We moved here in 2001 to get away from the jet noise and fuel residue. We previously lived in the flight path off Nimitz for 16 years. We get enough jet noise from North Island and do not want to again be in Lindberg Field's flight path.](#)

[Janet Axtater, San Diego, CA](#)

[6 months ago](#)

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[Enough noise already!](#)

[Chris Pappas, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is insufficient benefit to justify the increased noise and property value devaluation that the residents of Point Loma would have to endure. The proposal makes NO SENSE at all.](#)

1725-274

[Brian Hardy, Morgan Hill, CA](#)

[6 months ago](#)

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[I am strongly opposed to the FAA proposal!](#)

[Frank Silva, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned with jet exhaust carbon falling on the school and University](#)

[Anthony DaSilva, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I strongly oppose anymore noise encroachment by airplanes in the Pt Loma area.](#)

[Linda Davis, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The impact on our community is not worth any amount of money saved by the airlines.](#)

[Linda Wilt, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Increased noise and pollution over populated areas and federal park land.](#)

[William graham, San Diego, CA](#)

[6 months ago](#)

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1725-275

[Of noise and soot pollution potential to harm neighborhoods, schools, federal and city parks and meeting places.](#)

[Martha Phillips, San Diego, CA](#)

[6 months ago](#)

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[i live there](#)

[Jeffery Skipper, San Diego, CA](#)

[6 months ago](#)

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[I DO NOT support this proposal to change the SAN flight path!](#)

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[David Stafford, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Decisions/changes should not cater to airlines and degrade neighborhoods just for money!](#)

1725-276

[Mel Ely, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As frequent east coast commuter \(1x/month\), this change is ridiculous. The FAA is impacting \\$70million in home values. I'll pay an extra \\$5 in checked bag fees.](#)

[Ken Graulich, San Diego, CA](#)

[6 months ago](#)

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[I love ob/pl area](#)

[Pablo Davila, San Diego, CA](#)

[6 months ago](#)

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[I am totally opposed to the proposed FAA flight path for SAN. It will impact far more than the current path.](#)

[Lynn Silva, San Diego, CA](#)

[6 months ago](#)

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This plan will increase noise and pollution!](#)

[Eric Gerhardt, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We bought our house to start a family in just a year ago in the wooded area. We decided on the wooded area due to the flight path not being over the wooded area. We are upgrading our house and hope to keep our home value instead of lose value due to this FAA potential change!](#)

[Deana Franz, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm a home owner that would be adversely affected by this change.](#)

[Sarah Kanemasu, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed changes will affect our quality of life & home values!](#)

[Meridith Budde, San Diego, CA](#)

[6 months ago](#)

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[MILAN MILLER](#)

[MILAN MILLER, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want jest flying over Cabrillo National Monument or any other parts of Point Loma.](#)

[Kirsty Mechalas, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The FAA needs to leave flight patterns as they are. Point Loma should not be impacted any more than it is already. More pollution and noise is not acceptable. We purchased here specifically to be outside the flight path.](#)

[Wendy Gillespie, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am worried about the increase of airplane noise and the impact it will have on our life style.](#)

[Joost Stokkel, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Political decisions to benefit bottom line of airlines at expense of homeowners will not be tolerated.](#)

[Ed Voss, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am very concerned about the increased noise levels for Point Loma.](#)

[Tail Tuchin, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This proposed departure flight path change will negatively affect our neighborhood with more noise, air pollution and water run off pollution. It will lower property values and negatively impact National Parks, schools and churches.](#)

[Cecilia Carrick, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose this plan](#)

[Anne Blankenship, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I foresee a big time class action community law suit in the futures of the FAA/City of San Diego/ALL real estate companies involved concerning airplanes flying over our area if these planes r rerouted. Why? Because when we/all of us bought in this area...we stretched budgets/paid the extra dollar so as not to live under the noise AND pollution of airplanes in and out of Lindberg Field.](#)

[Ann walker, San Diego, CA](#)

[6 months ago](#)

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1725-276

[The Peninsula community already bears a considerable noise burden from airport operations. The proposed flight path revision is an unnecessary amplification of this environmental burden.](#)

[Stanley Nadel, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Enough is enough](#)

[Ron Cota, San Diego, CA](#)
[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-277

[I worry about my cousins mental health issues. This will send him over the edge.](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Christine McCune, Uhrichsville, OH](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Unhealthy for the residents of Pt Loma.](#)

[Quelene Yapp Slattery, Coronado, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is no doubt that Point Loma will be negatively impacted by the change in the flight path. It is bad enough to put up with the terrible airplane noise from North Island but to increase not only the noise, but the dirt from the international planes is most annoying and unfair to the Point Loma residents](#)

[Dorothea Laub, San Diego, CA](#)

[6 months ago](#)

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Report

1725-278

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The NextGen proposal only benefits the airlines bottom line and profits. We the community should not have to experience increased noise for airlines to increase profits!!!!](#)

[Vince George George, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the area and want to have kids grow up with out the constant, distracting noise of planes](#)

[Brad Anderson, San Diego, CA](#)

[6 months ago](#)

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1725-278

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm worried about our property value declining.](#)

[Catherine Hanna-Blentzas, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-278

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am against the airplanes flying over my house. They are noisy enough now](#)

[Deborah Dahlseid, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

I'm a resident of the area which will be impacted. This is an unsafe decision on a number of levels. Creating an additional flight path over residential neighborhood where jet fuel residue, noise pollution will be created, routing the flight path over a National Monument and military cemetery and part of North Island Naval Air Station where military jets take off, are all short sighted reasons to implement these changes for cost saving for the airlines. The reason given is to reduce green house gas emission and other climate change related effects, however the direct negative environmental impact on the residents will significantly increase. While saving \$7-8million in fuel costs is notable, in a multi billion dollar industry it is small in scale compared to the harm it may cause to residents, active duty military on the point, Point Loma Nazarene University students and faculty, visitors to Ft Rosecrans Military cemetery and Cabrillo National Monument. Cutting the route to fly BACK over a highly concentrated residential neighborhood and numerous schools is completely irresponsible. It is offensive to hear that environmental concerns are the driving force, when it is in reality airline profit. Even more offensive is putting this profit in higher regard than the health and safety of a community of residents, students, military and visitors.

Catherine Hill, San Diego, CA

6 months ago

0

Report

1725-278

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

I am signing because I live under flight path, and I spend time further in the point for recreation and as an escape from all the noise. This would leave no quality space for anyone in Point Loma to have a serene environment to meditate pray and feel at peace.

Elizabeth Trejo, San Diego, CA

6 months ago

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm Opposed to FAA's proposal to revise departure flight paths at San Diego Intl Airport.](#)

[Michael Christensen, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-278

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in lower OB and do not want any additional airplane noise nor pollution.](#)

[Susan Flaherty, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-279

[too much air traffic noise already!!!!](#)

[Mark Yancey, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-280

[I live in the area that will be affected. I don't want increased noise or more jet fuel pollution over my house and neighborhood.](#)

[Susan Pettit, San Diego, CA](#)
[6 months ago](#)

0

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[family](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Julie smith, Ballwin, MO](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My husband and I live under the flight path. The changes would be detrimental to all.](#)

[Yvonne Dows, La Jolla, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under the proposed flight path and never expected to have to deal with this. Also, I will expect an equivalent "quieter homes" evaluation and solution, if the flight paths are moved.](#)

[Spencer McClymont, San Diego, CA](#)

[6 months ago](#)

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Report

1725-280

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under what would become the new flight path, and do not want the planes flying near my home. We bought our home up further on the Point to avoid the planes!!](#)

[Daniel Mendes, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There are so many reasons to oppose the faa's proposal - quality of life, noise pollution, environmental pollution, safety concerns \(flying directly over North Island\) - all for an miniscule financial savings to the airline industry - NO.](#)

[Holly Jones, San Diego, CA](#)

[6 months ago](#)

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1725-280

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's OK the way it is.](#)

[Carol Schindewolf, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the new flight path proposal.](#)

[matt hiland, san diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-280

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The potential savings is just a drop in the bucket for the multi-billion dollar airline industry. This simply cannot justify the negative impact on our wonderful community, our schools and our national treasures.](#)

[Julie Garland, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[noise and more impact won't help anyone](#)

[Mellissa seaman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want to see this happen!](#)

1725-280

1725

R. Casey Schnoor

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[Keely Belding, Bend, OR](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[don't want more noise over home](#)

[Geri Nielsen, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-281

1725-282

[i lived in Point Loma for 15 years and I understand very well the impact on this community that this proposed change would make. This area is very concentrated. The number of educational institutions, tourist sights, churches, community parks, homes and businesses affected would be enormous. This area is highly used by more than just the local residences. The Point is one of the greatest gems in San Disgo county. The parks libraries businesses etc are used by citizens from all over San Diego county. The impact on this community Far exceeds just the small geographical area of the point. The economic impact would be far reaching and can't possibly be justified. Please oppose this illogical change.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[CIND DUPEE, ORLAND, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Noise pollution increase is unacceptable.](#)

[Sandra Campbell, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the FAA's proposal to revise departure flight paths at San Diego Intl Airport](#)

[Linda Fox, San Diego, CA](#)

[6 months ago](#)

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Report

1725-282

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise from the planes flying low over our house is already much too loud and frequent](#)

[Dorothy Kohanowich, Novato, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because there is not enough fuel savings to justify the impact on health, noise pollution, drop in property value, and safety of our community.](#)

[Eric Pearson, San Diego, CA](#)

[6 months ago](#)

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1725-282

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[signing because I live in the point Loma area and we are already overly affected by plane traffic. Those determining plane routes need to plan alternative routes that do not further impact our community.](#)

[Debra Cota, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Strongly opposed. Damaging impact.](#)

[Folsom Ralph, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We paid for the value of our property based on the flight pattern that existed for decades. If the pattern is changed over our home, it will decrease the value of our investment decision based on the FAA's established procedures.](#)

[Kevin O'Beirne, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

1725-282

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This amounts to a taking of the value of my home. Everyone who purchased homes under the existing flight path did so knowing of the noise and the homes' values reflected that issue.](#)

[Josh Gruenberg, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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[I am signing because San Diego does not need to endanger the beauty of the rest of Point Loma.](#)

[Roberta Ann Cigainero, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-282

[The noise is intrusive and unacceptable.](#)

[Steven Doctor Doctor, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Health and safety hazard](#)

[Kathleen Simon, Oldsmar, FL](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I know what impact the flight patterns have in the area.](#)

[Robert Sisemore, Sacramento, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in Pt. Loma and I think the new route is unnecessary!](#)

[Diana Taylor, San Diego, CA](#)

[6 months ago](#)

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1725-282

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-282

[Increase in noise,pollution, run off. Opposed to this change!](#)

[Judith King, San Diego, CA](#)
[6 months ago](#)

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-283

[Will we receive free, retrofitted dual pain windows in this plan?](#)

[Dean Sutter, San Diego, CA](#)
[6 months ago](#)

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Add a reason
(optional)

Submit

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I own a business where people come to relax. I also live on this street.](#)

[Danae Koolen, San Diego, CA](#)

[6 months ago](#)

0

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-284

[Keep the flight path the same.](#)

[William Travis Berggren, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I care about the peace and quiet in Point Loma, particularly the national monument and cemetery. I also think it would devalue homes unfairly with added noise.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Andrea Boyles, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-284

[oppose any flight changes. Grew up in Pt. Loma.](#)

[Mark Valin, Ashland, WI](#)

[6 months ago](#)

0

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Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under the proposed new flight path and I do not want this change!](#)

[Margaret Gibert, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We don't want the noise ever never in 75 years plus](#)

[Steve Anderson, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My home and lifestyle will be directly affected by this change.](#)

[Karen George, San Diego, CA](#)

[6 months ago](#)

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1725-284

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm against the noise pollution this will create above Point Loma and Little Italy.](#)

[alicia watkins, Escondido, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-284

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Re-routing commercial aircraft froSAN over Point Loma homes and schools is wrong and I strongly oppose it.](#)

[Lewis Schainuck,MD, Newport Beach, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Please keep the current flight path.](#)

[Donald Brenneman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-284

[Unecessary.](#)

[Andrew Allen, San Diego, CA](#)

[6 months ago](#)

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[More noise, air and water run off pollution, the health and safety of long established neighborhoods including more than half a dozen schools, a National Park, and the devaluation of property resulting in the loss of tax revenue far](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[exceeding the 7 million the airlines will save on fuel...this simply does NOT make sense. Please do not delete the waypoint LOWMA.](#)

[Kim Esterly, San Diego, CA](#)

[6 months ago](#)

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Airplane noise already disrupts normal quality of life over Point Loma. Please respect the citizens of this small geographic area by not adding another air traffic lane over this small area of land to benefit the airlines.](#)

[Rebecca Laird, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in South OB and do not need any more airplane noise. Yes I bought my house after the airport was in place but the air flight pattern was more to the north and that is why I bought in south OB.](#)

[Neena Kuzmich, San Diego, CA](#)

1725-284

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It does make a difference in the quality of my families lives. The new flight path make the noise go from 30 seconds to over 2 minutes per flight. This an EXTREMELY noticable difference and is not fair!!!!](#)

[Christopher Kuzmich, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing this because the shorter route would decrease all property value which means you're stealing money from residents. My parents may not be able to retire when they planned on it.](#)

[Kendra Bramley, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-284

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live here and don't want planes flying over our schools and homes](#)

[Michael brewster, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am very concerned about the noise and visual pollution this will bring into our community and over National Treasures.](#)

[There is already a well established flight path in our community \(although it seems to get wider and busier every month\) so why would you taint the entire Point with flight traffic. The estimated small savings in fuel is laughable and it by the way, takes that from our local economy. So pay attention FAA or you will have a huge fight on your hands.](#)

[Jeff Tadder, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Reasons given for making this change does not address or consider the negative impact it will have on the PL peninsula and its residents. This change should not be implemented by the FAA.](#)

[Blanche Welch, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing this because the new proposed flight path will be over my home. It will decrease its value and the my quality of living in my home.](#)

[Luanne Brito, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Like many other long time Point Loma Homeowners, we chose to live away from the established flight path for many reasons.](#)

[Jeanette Osias, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Because I live under the proposed light path.](#)

[joe silverman, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I moved here to be away from flight path](#)

[Justin Hoehn, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a another form of corporate welfare, that tax payers will have to fund through reduced property values and standard of living. They would also likely spend all the supposed savings paying for legal fees, since this is likely to end up in the courts.](#)

[Michael Crawford, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Because saving airline fuel is not worth the loss in housing value and the loss of a quality-of-life that many have scrimped, scratched, clawed and saved to enjoy. You'll be ruining an entire neighborhood full of thousands of people.](#)

[Greg Whiteley, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-284

[The noise is too loud and destroys the beauty of Cabrillo Nat. Monument](#)

[Chavonne Karahadian, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the planes closer to our house!](#)

[Erin Whiteley, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[There is no reason to inflict flight pattern noise on PT Loma residents just to save the airlines money.](#)

[shelley goren, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the affected area.](#)

[Keith Rowley, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a very ill conceived plan that will negatively impact a large community, National Monument, and Veterans Cemetery. It makes no sense whatsoever to do this harmful proposal. I live in the affected area and purposely moved here to get out of the flight path.](#)

[Jeffrey Ramos, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We purchased our home and paid significantly more because it is not under the flight path. I feel that this change will increase the noise pollution over my home and decrease the value.](#)

[Antoinette Ketner, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My family home on Point Loma \(92107\) would be severely negatively impacted by this flight change. We already have the planes going overhead going in one direction; the last thing we need is hearing them come back the other direction as well! Pam Tyler-Hiller](#)

[Pamela Tyler-Hiller, Olympia, WA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the flight path changed.](#)

[Marilyn Daniels, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

1725-284

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R. Casey Schnoor

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in Point Loma!](#)

[Kathryn Flaherty, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the departure flight path, no need to negatively impact others and the no peaceful Fort Rosecrans cemetery or Cabrillo National Park.](#)

[Niels Methlagl, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-284

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R. Casey Schnoor

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[I live in the proposed new flight path](#)

[Marcus Collaw, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live on the point.](#)

[Mike Sahd, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the potential new flight plan that would result in planes flying over our new home. Not only would it be a noise nuisance, it would probably damage our windows and reduce our quality of life that we have paid dearly for.](#)

[Loretta Doctor, San Diego, CA](#)

[6 months ago](#)

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1725-284

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in a residential neighborhood at sunset cliffs. This will mean that airplanes will be disrupting my living environment with their noise and chem trails](#)

[Jessica Palladino, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I built a custom home in the Sunset Cliffs area and would be dedicated with additional property value loss. As a single parent trying to send my daughter to college, this would wipe me out.](#)

[Kendra Keating, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This violates the noise disclosure documents that are included in my deed. It also desecrates the nation's most beautiful national cemetery.](#)

[Thomas Augustine, San Diego, CA](#)

6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Flight plan should stay as it is.](#)

[Colin peugh, San Diego, CA](#)

6 months ago

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Concerned about additional noise over an area not covered by the EA. There is no need to take the LOWMA waypoint out and it would disturb the current noise mitigation being done by SAN. Also, I don't like the weather averages used in the EA for KSAN averages, it is not realistic for this area and the impact on noise. I am retired FAA NextGen Reduce Weather Impact Solution Set Coordinator so I am aware of benefits more over jet routes than departure patterns for Part 121 aircraft.](#)

[Mary Cairns, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is sacred ground above Fort Rosecrans National Cemetery. Show respect for our fallen Soldiers and our pristine neighborhoods.](#)

[Terri Neunecker, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[n/a](#)

[Joyce LaMartina, Saint Louis, MO](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-285

[I don't want any more airplane noise or burnt fuel droppings!!!](#)

[Jerry Symanski, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want aircraft over any part of Point Loma unless they are over 10,000 ft.](#)

[Judy Maddox, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want airplane pollution on my house](#)

[Judy Melville, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-287

[I live under the proposed new flight path. We already have enough noise pollution. I see that no benefit of any kind would result from this change.](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Sharon Jackson, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is sacred ground above Fort Rosecrans National Cemetery. Show respect for our fallen Soldiers and our pristine neighborhoods.](#)

1725-287

[Ken Compton, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[this would disrupt the quaint neighborhood of Point Loma](#)

[Keith hudson, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the flight path to move over our quiet neighborhood where we chose to move in order to be out of the flight path.](#)

[Kyle Ybarra, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live and have a home for elderly in the Point Loma area and we require a quiet and clean area, that is why we bought here. Noise and pollution will ruin home values and damage my business, assisted living for the elderly.](#)

[Dana Woods, San Diego, CA](#)

[6 months ago](#)

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1725-287

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R. Casey Schnoor

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[the impact to property values has already started. I had a buyer decide not to write an offer on a property directly under the new path as he believes he will lose \\$100,000 in value.](#)

[Bards stroesser, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm a property owner](#)

[Tina Rohrs, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

1725-287

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-287

[i live in the flight path](#)

[Chris Blentzas, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-288

[Departing planes are already deviating straight over Fleetridge neighborhood of PL dumping fuel and making more noise than ever - don't need more airplane pollution.](#)

[Antonio Rodriguez, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)  

Submit

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1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[we don't live in a million dollar neighborhood so a billionaire company can save a few bucks on fuel when you overcharged for flights extra bags food etc.](#)

[Miles Doughty, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-289

[I don't think the changing of the path is really worth the quality of life for the people in Point Loma](#)

[Milton Karahadian, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[All of the logic for fuel savings is bogus as is the parachuting school in Otay. The flight path shown is the same after passing over the Silver Strand. FAA's responsibility is to minimize impact on residential around airports, even when special takeoff and landing patterns are required.](#)

[James Southerland, San Diego, CA](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's already too noisy!](#)

[briar greenway, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is bad for our children and it's bad for our community](#)

[Van Tran, San Diego, CA](#)

[6 months ago](#)

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Report

1725-290

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to any change in flight pattern over Pt. Loma](#)

[judi curry, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm a resident](#)

[jenna morwood, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-290

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-290

[noise pollution](#)

[Toni Buck, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-291

[I live with noise pollution from planes everyday living in Ocean Beach. I don't want to see noise pollution increase in our community. We have to deal with what we have already but the thought of more noise over beautiful Point Loma is just too much! Cabrillo National Monument, Fort Rosecrans \(where my grandfather is buried\), and the Wooded Area are treasures and this would ruin them.](#)

[Kim Matranga, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in point loma...fuckers...](#)

[ian Bartlett, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-291

[changing the flight path is incredibly silly. I don't even understand how the FAA thinks it will work to cross military aircraft with commercial and private aircraft. On top of that this would change home values in an established neighborhood where people paid a premium knowing they were not in the flight path. In addition, it would ruin the serenity of arose Rams National Cemetary, which shows no respect for our brave military who are resting there. It doesn't work in any way.](#)

[Niza Brown, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-292

[The Air traffic is needs to be discussed. IT is already extremely loud and polluting our air.](#)

[Utaw Cuseo-White, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-293

[I live in the flight path and this proposed change will have a negative effect on my life.](#)

[Matt Quinn, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a Point Loma resident and I am concerned about the FAA's proposal because of the impact it will have on our community: more noise pollution, more air pollution, decreased safety, lower property values, and lower quality of life in general.](#)

[Steve Case, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i am signing because I oppose the propose flite path changes impacting Pt Loma](#)

[Elaine baker, San Diego, CA](#)

[6 months ago](#)

0

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-293

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[It appears that this would provide no benefit and only cause more frustrations to pt. loma residents.](#)

[Matthew Herring, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change will have a very negative affect on our real estate values not to mention the infringement to our right to quiet enjoyment of our property.](#)

[Denis Cormier, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Please don't try to fix something that is working just fine. The current flight path works and altering it will create numerous issues.](#)

[Kim Curtis, San Diego, CA](#)

[6 months ago](#)

1725-293

1725

R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I strongly oppose any noise encroachment by aircraft over residential Point Loma. Those that violate existing noise laws should be fined.](#)

[Paul Yancey, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As a retired Airline pilot I believe the flight pattern should remain as it was, not going over any land mass until the aircraft altitude is over 10,000 ft.](#)

[Guy Maddox, San Diego, CA](#)
[6 months ago](#)

0
Report

1725-293

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-293

[we moved away from the flight path purposely and feel it's unfair to change this over our property](#)

[Liz Peterson, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Are you kidding me?](#)

[Philip Weisbecker, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-293

[There is absolutely no practical benefit from the proposed change, and it will negatively impact the noise and quality of life for Pt Loma residents.](#)

[Tim Ash, San Diego, CA](#)
6 months ago

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-294

[we are in the outbound flight path and they are not maintaining heading to first way point--they are going farther and farther south which puts us in the flight path more--volume of plans and drastically increased at our home and technically we are one block out of quieter home zone--which we feel is wrong as they plans are now flying overhead--please help-expand quieter home or force airlines to stay to heading specified--even on attached map they are not showing the flights going farther south on take off and they are!!](#)

[Robert Santoro, San Antonio, TX](#)
6 months ago

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Please report any offensive or inappropriate content.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As a pilot for a major US Airline and frequent operator out of SAN who happens to live in Point Loma I agree that this SID change is foolhardy with negligible economic benefits for the airlines and will significantly degrade quality of life for residents of Point Loma, Ocean Beach and Coronado.](#)

[John Bruhn, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise pollution alone will significantly disrupt our tranquil neighborhood.](#)

[Rosemary Sutter, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 


1725-295

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the extra noise at the school or my home.](#)

[Shane Balderston, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The benefit to airlines is totally out weight by the cost both economically and environmentally to the community of Point Loma. The pollution from these flights in both carbon and noise falls on our community and will be significantly increased with the new flight paths.](#)

[Darryl Solberg, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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1725-295

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I am signing because this will negatively impact a long established community including lowering property values + pollution.](#)

[Emily Schaefer, La Mesa, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I you not want the flight path changed to directly over my house and place of business](#)

[Sean Smith, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-295

[It's already getting louder and louder in our neighborhood - all while they are narrowing the boundaries of the quieter home program...The already deafening changes were supposed to be temporary, and instead of reprieve we are At risk of getting completely manipulated and our quality of lives, decreased significantly..](#)

1725

R. Casey Schnoor

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[Patricia Mahoney, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Dont interrupt just beautiful places ie. Cabrillo National Monument, Fort Rosecrans National Cemetery](#)

[Maikayla Desjardins, Hawthorne, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The FAA needs to reconsider the shortcut to reduce fuel without regard to the neighborhoods that will be impacted by this decision putting more households at risk.](#)

[Tracey DeBello, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-297

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We chose to live in a area OUT of the flight path. We do not want planes flying over our home or our children's school.](#)

[Lauren Brewster, San Diego, CA](#)
[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My home property value will decrease](#)

[Tessa Adler, San Diego, CA](#)
[6 months ago](#)

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1725-297

1725

R. Casey Schnoor

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the area and I would hate for an increase in the noise.](#)

[Laurel Lecault, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We don't need more noise pollution, and it isn't going to get better](#)

[Darren Pym, Malibu, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

1725-297

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-297

[Will make my home very loud when I moved here since it was away from the direct flight pathh/more quiet.](#)

[KIMBERLY BUSKE, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-298

[I'm signing because I feel it important to combat administrative incompetence .](#)

[Thomas Datz, San Diego, CA](#)
6 months ago

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-299

[This is absolutely ridiculous. We are already impacted by flights not following proper flight paths. This would mean we would hear most easterly planes twice! This is an expensive residential neighborhood. And yes, this would lower](#)

1725 R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[property values. Why should residence have to suffer so the airlines can take supposed short cut, which they already do many times. With the restriction gone the planes would keep creeping even further north. Please keep the planes out of Point Loma!](#)

[Cindy Whitehawk, Honaunau, HI](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-299

[Fearful of further noise](#)

[Diane Bell, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I bought this home 13 years ago because I wanted quiet, no noise, low pollution. Now this new proposal will reduce my property values and create significant air noise and pollution, significantly degrading my quality of life. Do NOT follow this proposal to change flight paths. It is bad enough already.](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[Steve Seelig, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I live in Point Loma & am raising my family here. This change will negatively impact our quality of life by increasing plane noise, decreasing our air quality, and making a very peaceful place more industrial. Cabrillo National Monument & Armed Forces Cemetery will be in the path of this new flight plan. I firmly believe this change would be disrespectful to a San Diego historical monument as well as our American heroes' resting place. The citizens of this community urge you to reconsider. I understand the benef The benefits it's of making this change are minuscule. Thank you.](#)

1725-299

[Tracy Case, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the waypoint deleted. I think the increase in noise level for Point Loma residents including schools and work locations as well as residences will be negatively impacted. This impact outweighs any minute fractional savings in distance that could be gained by](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[the "shortcut" over Point Loma.](#)
[Please DO NOT let this waypoint be deleting.](#)

[Stacy Reddan, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will be unbearable for my family members who work from home.](#)

1725-299

[Aileen Jessup, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want path to change](#)

[Susan stephens, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I chose my home based upon NO planes flying over; negative impact to the community.](#)

[Kerri De Rosier, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Previously I lived in Loma Portal. I moved to this area to avoid the flight path. Airport noise is debilitating to the point where it can affect your health and well being. Also, we get enough airplane noise from Coronado air field.](#)

[mary murphy, San Diego, CA](#)

[6 months ago](#)

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1725-299

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R. Casey Schnoor

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change is unnecessary and should not be implemented. The peace in the neighborhood, schools and Cabrillo National Park/Monument should have a high value placed on it. We moved from Loma Portal to escape the noise pollution even though we loved the neighborhood otherwise. Why would you direct traffic over populated areas when you have other options that have worked for years????](#)

[Karen Brown, San Diego, CA](#)
[6 months ago](#)

0
Report

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1725-299

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing this because the noise pollution on the Point is already significant enough. Those of us who live and work here are clearly affected. Please no more...](#)

[David Ah Sing, San Diego, CA](#)
[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I will personally be affected by this change](#)

[Cheryl Husted, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change will be very disruptive to our community.](#)

[Karen Davis, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

1725-300

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The change may significantly increase and expand the air traffic noise in the Point Loma/Ocean Beach Community to areas previously not impacted. It does not seem to make sense to direct air traffic over populated areas if it could be directed over the ocean.](#)

[Erik Sattler, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned about the impact of overhead jet traffic over the Cabrillo National Monument and The Hotel Del. Both are major tourist attractions. Cabrillo is also an import natural preserve.](#)

[matthew naiman, san diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-301

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[This change of the flight path of departing flights will have an enormous detrimental impact on my property value as well as the air and water quality in the Point Loma community. Please retain the present flight paths and noise mitigation programs.](#)

[David Gee, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-301

[We would like to move back to Point Loma but this would be devastating to the area and make it a much less desirable place to live.](#)

[Summer Crabtree, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the plane noise to disrupt the schools on the point- 3 elementary schools, two middle schools and the high school. In addition, the port is still finishing class action lawsuit remodels of homes affected by noise with sound proof windows and AC. Will this be happening prior to the route change?](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

1725-301

[Amy Radonich, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As a frequent traveler I see the impact to the neighborhood where my mother resides, as well as many friends, as a negative with regards to quality of life as well as potentially diminishing property values while the benefit is negligible, marginal at best. Might it be a possible "rounding" error that might exaggerate said "savings"? The cost in this proposal appears to significantly outweigh the questionable benefits and should be re-examined.](#)

[John Oliver, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-302

[The FAA has not offered quantitative evidence that the proposed fuel savings would justify increased noise and associated property value impact.](#)

[Randall Milanowski, San Diego, CA](#)

[6 months ago](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I doubt the airport authority is interested in installing dual pain windows in homes south of Nimitz Blvd. Re-routing flights out of Lindberg Field toward the SOUTH is a BAD and impractical idea.](#)

[William Waite, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[My family lives in point Loma and the noise pollution is already intense. This plan does not benefit the community. I'm also concerned about possible adverse health effects with increased air and noise pollution.](#)

[Stephanie Williams, Glen Ellyn, IL](#)
[6 months ago](#)

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Report

1725-303

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because it's idiotic to think the plans will stay within the boarders of the proposed "white line", and will affect the entire Pt. Loma area.](#)

[Peter Palmiotto, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)  

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing this petition because I just do not see the benefits of shavin 650 yards off of a flight path while the negative impacts to the affected properties and those adjacent will be substantial.](#)

[Rob Fletcher, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-303

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-304

[I don't see any particular need to do so. It won't save time, money, fuel, etc., so why would anyone in their right mind vote for this change that will affect thousands of people?](#)

[Patricia DiMasi, San Diego, CA](#)
6 months ago

0
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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-305

[When I bought my house in OB I was aware of the plane noise and accepted it. I would never complain about it...I bought the house knowing that and paid the price accordingly. When we bought the house in La Playa we paid for not having the noise. We will loose a substantial amount if this is approved. Who will compensate us for the devaluation of our houses? The FAA? No. And my house in OB has been on the Quieter Homes Program list for 14 years and no one can even tell me when I will receive those upgrades. If this is approved when will WE receive those upgrades? In another 14/years? And how much money is being saved if the path is changed? Not nearly what it will cost to implement the Quieter Home upgrades in La Playa.](#)

[Ernest Figler, San Diego, CA](#)
6 months ago

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Please report any offensive or inappropriate content.

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the neighborhood and issues with the schools, monuments etc](#)

[Pat Fitzmorris, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-305

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because I strongly oppose the FAA's proposal to reroute planes over the south end of Point Loma at the San Diego International Airport.](#)

[Van Thaxton, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This directly impacts me and my family. When buying our house 13 years ago we purposely chose an area outside of the current flight path!](#)

[Christy Connor, San Diego, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-305

[I have friends in ob and enjoy the peace and quiet of the neighborhood.](#)

[Dennis Kemper, Rocklin, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I opposed this change in flight path](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[joe Virgilio, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[this airport is in a dense residential area. Property values take into account current operations. Any change is irresponsible.](#)

1725-305

[Forrest Knowlton, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[More airplane noise will be a terrible disruption in Point Loma.](#)

[DEE WAMBAUGH, San Diego, CA](#)

[6 months ago](#)

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Horrible idea. Way to noisy for residents](#)

[Karen Simmons, Del Mar, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This has a terrible impact on the desirability of living in our neighborhood and imposes dangers that are not necessary](#)

[Michele Melden, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

1725-306

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a Point Loma resident that will be adversely affected by this change.](#)

[Susan Mitchell, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

1725-306

Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[no reason for this - preserve our enjoyment](#)

[Lauren Hanna, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

 Submit

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-306

[to prevent plane going over our home. plane fuel and noise is not good.](#)

[julie pennell, San Diego, CA](#)
[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-307

[I live on the street next to Point Loma Nazarene and we get a lot of noise already from traffic going to the navy base on Catalina Blvd. I, as a homeowner am not happy to hear this. Please do not let this happen. This neighborhood is in fact the nicest in all of Point Loma and worth it to preserve it.](#)

[Marla Crivello, San Diego, CA](#)
[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[I know how disruptive air plane noise can be. We get enough aircraft noise from the military flights.](#)

[Lowell Chapin, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Just purchased a new home on Savoy to get away from 40 years living under the flight pattern in Loma Portal despite the Quieter Homes perks.](#)

1725-307

[Linette Baptista, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown menu]

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Lived here because it was quiet now it is not.](#)
[Decreases value of our home that is our major asset.](#)
[Increases the black grime that falls from the planes.](#)
[Flies over two important monuments](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[This a beautiful and serene neighborhood please keep it that way.](#)

[Ruth Haughwout, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[bad planning to change flight pattern after 60 years of having it the same](#)

[donald clark donchar@cox.net, Downey, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason
(optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-307

1725-308

[For many reasons it makes no CENTS](#)

[john mccarthy, san diego, CA](#)

[6 months ago](#)

0

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-309

[We have owned our home for 35 years, and one reason we purchased on our street was the lack of airplane noise. I object to any change in flight paths that could increase noise and therefore harm property values. In addition, increasing noise in a national park, a cemetery and a university seems to be a poor decision.](#)

[Gale Krause, San Diego, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-310

[I was awakened by airplanes shortly after 6:30am not long ago. I grew up on Palermo Drive, under the flight path, and my husband and I intentionally purchased a home away from that flight path. This appears to be little gain for the FAA compared to the number of lives it will disrupt on the ground.](#)

[Jill O'Beirne, San Diego, CA](#)

[6 months ago](#)

0

Report

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live on the point and there is no need to change things... The airline traffic would fly directly over my house and it would effect everything including my music studio](#)

[Skyler lutes, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It is not fair home owners to change the flight path. those who purchased in loma portal expect planes to fly over their homes. Why should other Point Loma residents lose value on their homes for a change the doesn't make sense.](#)

[Katharine Jacobson, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

1725-311

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-311

[There doesn't need to be any added noise pollution to the Point Loma neighborhoods or Fort Rosecrans Cemetary!](#)

[Matt Simpson, Del Mar, CA](#)
[6 months ago](#)

0
Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i live in this area](#)

[katie kelly, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This will significantly decrease value of my home from 1.8m to under 1m Are you willing to pay the difference?](#)

[Sam/Carolyn Laub, San Diego, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-311

[When I bought my house in OB I was aware of the plane noise and accepted it. I would never complain about it...I bought the house knowing that and paid the price accordingly. When we bought the house in La Playa we paid substantially more so that we were not in the flight path.](#)

[Also my house in OB has been on the Quieter Homes Program list for the 14/years that I've owned it. They STILL cannot tell me when they will get to that house. I'm not banking on that program to 'help' \(not eliminate\) minimize plane noise before I am dead or want to sell my house in La Playa - at a huge loss.](#)

[Another problem is the black fuel remnants that shower the entire area; cars, houses and everything under the flight path will suffer.?](#)

[Finally the amount of money saved yearly to move the path will be substantial less than what they will pay yearly to implement the Quieter Home Program. And all the bells and whistles that are provided in that program does NOT eliminate the noise.](#)

[MJ Myers, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-312

[The arguments presented by those in favor of the petition seem reasonable. It seems to me that more pressing reasons \(other than the desire to negligibly increase profits\) are needed to justify this plan when the current situation has worked just fine in the past. The adverse affects of the proposed flight plan need to be considered.](#)

[Alex Huber, Berkeley, CA](#)
6 months ago

0
Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-313

[It's a shame that San Diego could have planes flying over Cabrillo National Monument. Spoiling the peace of Fort Rosecrans cemetery too. Isn't anything sacred? Or is the cost of fuel that important out of one airport amongst hundreds in this country?](#)

[Cathy Coleman, San Diego, CA](#)
6 months ago

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1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because I am afraid for the welfare of young children and elderly people who share this neighborhood.](#)

[Anne Donnellan, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the area and will be affected.](#)

[greg quint, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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1725-313

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R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise is bad enough already. This new route generates no real time or fuel savings and will only decrease the quality of life and property values for Point Loma residents.](#)

[Joseph Hoey, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't want the air pollution or noise pollution in my neighborhood. Nor do I want to see my home's property value deteriorate due to the change in flight path.](#)

[Megan rebelo, San Diego, CA](#)

[6 months ago](#)

0

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-313

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[The proposal would directly effect my neighborhood.](#)

[Nadine Benton, San Diego, CA](#)

[6 months ago](#)

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-314

[Already suffer from the airport noise and any chance of additional racket is a disservice to our community.](#)

[Harry Olton, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live under the proposed flight path.](#)

[Sandy Silverman, San Diego, CA](#)

[6 months ago](#)

0

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We have carefully planned our living any financial future around the air traffic patterns in Point Loma. They cannot be changed](#)

[Claudia Gillam, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Flying over the ocean does not effect anyone - please keep current path](#)

[Brian Malarkey, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

1725-315

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm a resident and a pilot. Stay clear of the Cabrillo, our National Cemetery, North Island and our homes!](#)

[Robert MacFarlane, San Diego, CA](#)

[6 months ago](#)

0

Report

1725-315

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want the flight path changed.](#)

[Cory Miller, san diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional) 


1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-316

[I am a frequent visitor to OB and my sister lives there, the increased traffic would be over her house. Thank you.](#)

[Kristin Carlson, Marina del Rey, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-317

[marginal "savings" versus decreased qualify of life for those in the new flight path. NO!](#)

[Ronald Deen, San Diego, CA](#)

[6 months ago](#)

0

Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[This does NOT reduce fuel costs nor flight times by anything but negligible amounts but will SEVERELY degrade quality of life for people living in Pt Loma - don't allow this!!!](#)

[Renatte Adler, San Diego, CA](#)

[6 months ago](#)

0

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-317

[it is wrong to change a flight path that is well established and integrated into the economy of 1000s to save a drop of jet fuel for major corporate interests.](#)

[parker lyons, Solana Beach, CA](#)

[6 months ago](#)

0

Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We bought our home here on the end of Point Loma in 1998 purposely to avoid the airport noise!!!](#)

[Lynne Westphal, San Diego, CA](#)

[6 months ago](#)

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I want to save our beautiful neighborhood from noise pollution!](#)

[Estrop MARCELA, San Diego, CA](#)
[6 months ago](#)

0
Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The questionable benefit to the airlines does not outweigh the severe prejudice to the residents of Point Loma.](#)

[Kevin Wheeler, San Diego, CA](#)
[6 months ago](#)

0
Report

Report abuse

1725-317

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Because I have lived under the path for 22 years.... And maybe I would love to sleep in for a change! Not cool what you plan!!!](#)

[Sandra Montague, San Diego, CA](#)

[6 months ago](#)

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Report

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Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It directly affects my home.](#)

[Amy Jones, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

1725-318

1725

R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I see no advantage for this change. And many disadvantages.](#)

[Rosalind Thomas, San Diego, CA](#)

[6 months ago](#)

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Report

Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is a change that would benefit no one, but would instead cause more noise in the Point Loma neighborhood. In fact, this would likely cause a larger area for the Quieter Home Program which is severely under-funded.](#)

[William Phillips, San Diego, CA](#)

[6 months ago](#)

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Report abuse

Please report any offensive or inappropriate content.

Add a reason (optional)

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-319

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[I live in the area and there is zero reason for this change except to save those planes a couple pennies . We don't need for more jet fuel exhaust over our precious Monument nor do we need the added sound to residential communities.](#)

[Ryan Willson, San Diego, CA](#)

[6 months ago](#)

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1725-320

[Proposed flight path change would impact our residents with more pollution and noise. Planes should remain outside of the point.](#)

[Liz Pape, san diego, CA](#)

[6 months ago](#)

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[It will devalue my home and increase noise](#)

[Tim Mantoani, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown]
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[It's loud enough already](#)

[Matt Dathe, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in a peaceful, quiet neighborhood. I chose to live here for that reason. Please please do not change the flight pattern. I used to live in the flight pattern, it is awful! Noise pollution is toxic and it is very stressful!](#)

[Lynne Miller, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to the change in flight pattern due to increased noise pollution. We already have a lot of noise from North Island. \(Which we do not complain about\) To add Lindbergh field noise to North Island's aircraft noise is too much for any neighborhood.](#)

[Laurie Kellerhouse, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because families are more important than saving 5 minutes of flight time. For safety reasons a plane needs to go straight and gain altitude and airspeed as long as possible before turning.](#)

[Nancy Harden, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing this as I do not want air traffic noise over Point Loma. This is primarily a residential neighborhood.](#)

[JoAnn Woodruff, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I want preserve our neighborhood and quality of life.](#)

[Jim Newman, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-320

[Changing the flight path will be bad for our neighborhood.](#)

[Rachel Herman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)  

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1725-321

[This change destroys the quality of life for thousands or residents who will be impacted. Who benefits??](#)

[Carol Landis, San Diego, CA](#)

[6 months ago](#)

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[I live right below the pro](#)

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[Laura Buckley, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing this not only to protect the value of my home but also because the airlines have already increased their flight prices to accommodate for increased costs. I don't believe for a minute that costs will go down if the flight patterns are altered. Stop bending to the big guys and stick up for us little guys.](#)

[Pamela O'Toole, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[I'm signing this because I believe the waypoint should remain as is for the best interests of all the people living in Point Loma. We have enough plane notice as it is. There is no reason to add more.](#)

[Karen ness, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want planes flying over my house and the gas floating down onto my kids and the noise.](#)

[angela chalfant, san diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Trading decreased jet fuel costs for the health of the residents of the Point Loma area is preposterous.](#)

[Leigh Almack, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because the noise of the planes flight path impacts me directly.](#)

[Cora Nowel, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am signing because this would directly affect the learning at Point Loma University with added noise. I am a resident in Point Loma and I purchased this property with the promise there would be no planes flying overhead. The flight path should stay the same so it does not affect every resident in Point Loma and Ocean Beach.](#)

[Bobette Seelig, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Keep the ascending aircraft offshore instead of over neighborhoods - it's safer](#)

[Trisha Schuster, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason
(optional)



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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose this flight plan change.](#)

[Michael Brooker, San Diego, CA](#)

[6 months ago](#)

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[Noise pollution.](#)

[Jennifer Trapp, San Diego, CA](#)

[6 months ago](#)

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[I do not want the flight path change. We purposly bought a home out if the flight path not only fot sound but for safety. Please do. Not make this change.](#)

[Michele Kalla, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want planes flying over Fort Rosecrans.](#)

[James Stone, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This proposal will create noise over a national cemetery that would be disrespectful to those mourning a loss of a loved one. Fuel/carbon savings would be negligible.](#)

[T.J. McCann, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The environmental impact and the noise.](#)

[Cinda Caruso, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Airplane noise is detrimental to community well being and individual member's health](#)

[walter rubio, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned about the noise in our neighborhood schools](#)

[Homer Porter, San Diego, CA](#)

[6 months ago](#)

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As a Point Loma resident, I am concerned about the impact it will have on our quality of life, home value and overall safety of our neighborhood. I oppose the FAA change of flight path over Point Loma peninsula.](#)

[Angela Gilmore, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Against this proposal - my health. This is the reason we purchased a house in this area and not in Loma Portal.](#)

[Carolyn Johnson, San Diego, CA](#)

[6 months ago](#)

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[For at least 15 years \(when we purchased our home on Rosecroft Lane\), it's been made very clear that planes departing from SAN would be passing south of the tip of Point Loma, not directly above it. The residents, workers and students from this area have made important family decisions based on that fact. There are at least 4 elementary schools in the area that will be adversely impacted: Sunset View, Silver Gate, Cabrillo and Warren Walker. About 1700 young children attend these schools. Because of our wonderful San Diego climate, these schools are designed to take advantage of their outdoor spaces. During classes, their windows are kept open and lunch times are taken outdoors. Additionally, the Point Loma Nazarene University has undergraduate and graduate enrollment of approximately 3300 students. The costs to these institutions and the students, whether in terms of disruption to classes and/or expenses associated with noise abatement will certainly be considerable. Please do not allow any modification of the flight path, the negatives will easily outweigh any perceived benefits. Thank you.](#)

[Steven Bluhm, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a real estate invesgor and I know based on professional experiance that diverting the air path over our homes rather than where it is now, over the ocean , will negatively affect our home values. Hundreds if not tousands of San Diego residents will collectively lose literally millions of dollars in home equity due to the high values in the Point Loma neighborhood. This is all done so that corporations can save millions of dollars. No matter how minimal the sound increase may be, home values will fall. If the change is enacted, residents should be compensated. This is just further proof that corporations own our government and influence its decisions, not citizens.](#)

[Patrick Kappel, Fargo, ND](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We bought our home in the wooded area because their was no flight path over our neighborhood. I understand the FAA wanting to save money but there has to be another solution.](#)

[Erica Morton, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in PL and do not want additional aircraft noise over my home.](#)

[Patti Bruffey, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am a concerned resident of Point Loma.](#)

[Lisa Alonso, San Diego, CA](#)

[6 months ago](#)

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[I am signing because the planes would go over our home as well as Many Others, polluting as they go over.](#)

[CAROLYN TAXER, San Diego, CA](#)

[6 months ago](#)

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[This will greatly decrease the value of my property!](#)

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[Grace Alcancia, San Dieog, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We moved here to be out if the flight path while still in the Point Loma neighborhood. This is a big mistake. Putting more homes and schools under the flight path is a really poor choice.](#)

[Sara Heckman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[This will cause more pollution!](#)

[Patti Adams, San Diego, CA](#)

[6 months ago](#)

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[I live in Point Loma](#)

[Ed Applbaum, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)  

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I would like to keep point loma peaceful and quiet](#)

[Ryan Lorence, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It seems like there is no need to change the flight path and it will create more noise for people like my husband and I who live near the end of the residential area of the point.](#)

[Joanne Leidenberger, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm concerned that this shortened course will interfere with aircraft from North Island as well as increase noise over a larger portion of the Peninsula.](#)

[Margaret Fischbeck, San Diego, CA](#)

[6 months ago](#)

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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I have livde in Point Loma for 24 years. The air traffic has slowly moved more south every year. Soon air traffic will be passing directly over my house. I don't believe the FAA should have the right to affect my quality of life without my consent.](#)

[Katina Carusillo@hotmail.com, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown menu]

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[As a member of the Pt Loma community, I agree and support the above comments. No further noise pollution from the planes](#)

[Jennifer Pennell, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want to have any air traffic above or around our homes and in this neighborhood.](#)

[Chantelle Malarkey, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Our quality of life is important in Point Loma. We already have a lot of noise due to air traffic. Any increase in that noise is not acceptable](#)

[Patricia Katashima, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[i don't want planes flying over my neighborhood and disrupting the national monument, cemetery, and PLNU](#)

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[Mike Tappero, Emeryville, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the wooded area of Point Loma for a reason, no airplane noise. Please do not change the flight path.](#)

1725-324

[polly tyndall, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It doesn't appear to make a significant impact for the airlines/airport/industry and the cost to residents will be significant.](#)

[Jennifer Oden, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

I really oppose the proposed changes to the San Diego flight plan. We are residents of the southern part of Pt. Loma, and we bought our home in 1981 in large part because it was NOT under the flight path of planes from Lindburgh field. We do not think that the FAA has adequately considered the impact of the noise of planes overhead on this neighborhood, which has never had planes overhead. Also, the fallout of jet fuel from the planes will be a big, negative impact, and has not been adequately considered. When that jet fuel hits the ground, and plants, and houses, it later washes down the storm drains, causing water pollution when it runs out to the ocean. DO NOT MAKE THIS CHANGE.

Pam Fairley, San Diego, CA

6 months ago

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

I would live in flight path. I moved from OB and lower point Loma to avoid it. Please don't follow me up the hill

Rachel wils, San Diego, CA

6 months ago

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the Wooded Area of Point Loma and specifically moved here and paid an incredible amount of money to be out of the flight path. This will impact the value of my home, the money I invested in my property and my quality of life.](#)

[Natalie McQueen, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[we purposes chose to move to this part of PL to NOT be in the flight path.](#)

[Katie Kelly, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Former Naval aviators and airline pilots flatly state that any increase in the angle of bank to make a sharper turn requires an accompanying increase in power to hold altitude or continue a rate of climb. This required increase in power will certainly negate any fuel savings gained by the minimal reduction in distance resulting from this proposal. That fact alone makes one wonder why the action was proposed for San Diego in the first place.](#)

[Stuart Jewell, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want my residence impacted with any more noise. We already suffer from the military on North Island.](#)

[Jane Kenny, San Diego, CA](#)

[6 months ago](#)

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1725-324

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R. Casey Schnoor

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The combined loss of real estate valuations will eclipse the fuel savings by orders of magnitude.](#)

[Matthew Heidt, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I oppose the FAA change of flight path over Point Loma peninsula](#)

[Laura Sagawa, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Enough already!](#)

[Mary Jo Finley, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)  

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This can not happen!](#)

[Brian OHearn, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)  

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1725-325

[Noise pollution. We also have the military flying over us](#)

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R. Casey Schnoor

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[Erin Walsh, San Diego, CA](#)

[6 months ago](#)

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1725-326

[There seems to be no "value added" to this particular FAA plan therefore I oppose it.](#)

[Rod Grove, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-327

[I live near the college and children school Sunset View Elementary](#)

[Julie Tweeten, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The airplane noise is already impactful on the Pt. Loma community - this NextGen proposal will exacerbate the present noise issue. Airlines may desire to save \\$7+ million in fuel costs, but not at citizen expense. Loss of our property values, which collectively as a community will far exceed the \\$7 million estimated fuel savings, should not be the price we pay so the airlines can be more profitable.](#)

[PJ Zirkle, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want airplanes dumping fuel over new parts of Point Loma, Ca. The environmental impact of the fuel and oil winding up in the streets and with any water it goes down in the sewer lines and down to the ocean. Also, coats houses and plants/gardens which is not healthy. Why impact even more people and homes than currently are impacted? Move that sky diving enterprise instead of the major airline paths.](#)

[Richard Cleary, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We have enough noise from the military. This is just crazy!](#)

[Dianne Childs, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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[I will be affected by this and am a concerned Point Loma resident](#)

[Maxine Virissimo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[no need for additional point Loma over flights. U.S. Military does this already](#)

[Will stout, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to any change.](#)

[Sandra Angel, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We have the military...we don't need more noise or pollution! Absolutely ridiculous and unnecessary! Just say NO! Do not revise flight paths over Point Loma!](#)

[susan houser](#), San Diego, CA

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I bought a home and paid more for it to NOT be over the flight path.](#)

[Jen Thomas](#), San Diego, CA

[6 months ago](#)

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Add a reason (optional)

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[No more airplane noise. Already bad enough](#)

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[Tybur Reed, San Diego, CA](#)

[6 months ago](#)

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(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I believe the benefits are minimal compared with the increased noise on Point Loma.](#)

1725-327

[Kerry Mckay, San Diego, CA](#)

[6 months ago](#)

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Add a reason
(optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am concerned about the pollution, noise and reduced property values.](#)

[Anne Tadder, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The airplanes are too impactful now.](#)

[Kirk Mather, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Planes need to be the least obstrusive as possible to residents on the ground](#)

[Susan Wright, Wayne, PA](#)

[6 months ago](#)

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Add a reason (optional) 


Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[No REAL savings for the negatives involved](#)

[Richard Stoddard, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed flight path goes over my house. Which in turn has negative impact on many levels](#)

[Rebecca Tontz, San Diego, CA](#)

[6 months ago](#)

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1725-330

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

1725-330

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[property values and safety are affected by these flight patterns](#)

[Mary Iavine, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-331

[The change in flight path will affect my property value.](#)

[Amy Lindsay, San Diego, CA](#)

[6 months ago](#)

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[I am very concerned about noise, air quality and water pollution in this area of Point Loma if the flight pattern is changed. The benefits seem to be negligible, and the real costs huge for us who live here. Who is pushing for this? Please, FAA, do not modify the SAN departure flight path!](#)

[Karin Haldeman, San Diego, CA](#)

[6 months ago](#)

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1725-332

[I currently in the direct flight path. Flights are to terminate at 11:30 pm but frequently continue well past up until 3 or 4 am. Airlines simply pay a fee for this violation. What will preclude airlines from using the most southern path, pay the fine and continue the violation???](#)

[Tennyson Clark, San Diego, CA](#)

[6 months ago](#)

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[We purchase our home here specifically to avoid airplane noise. This would destroy the value we place in living in this beautiful place. The price tag of homes here also was determined by NOT having to hear the airplanes. Please NO.](#)

[Julia Burnier, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The flight path should remain over Loma Portal and Mission Bay where there is much less population density](#)

[Michael Sise, San Diego, CA](#)

[6 months ago](#)

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Please report any offensive or inappropriate content.

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change is not necessary, but will impact thousands of residents and visitors.](#)

[Laura Dennison, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) [dropdown]
Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[68 year San Diego resident. 24 year Pt Loma resident. I spend weekends with friends in Pt Loma and OB. DON'T DELETE WAYPOINT!](#)

[Michael Foster, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) [dropdown]
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I would be grateful if the proposal were to be cancelled. Please research other means to save money. Changing the flight path over Point Loma's residential neighborhood will impact the RESIDENT'S savings as their house values decrease.](#)

[Leslie Lumpkin, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[to maintain property values](#)

[Robert Ritz, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-332

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[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.](#)

[Amanda Geller, Seattle, WA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because it is not the responsibility of home owners and schools to help large business to save some questionable fuel costs.](#)
[An increase in noise will lower the quality of life here in Point Loma and that is priceless.](#)

[Ruth Rollins, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in this area and paid much much more for my home specifically because it was far away from the flight path and in a quiet beautiful area. It would be unfair to move the flights and impose this noise and burden on us. We STRONGLY oppose any change to the flight path.](#)

[Beth Malachowski, San Diego, CA](#)
[6 months ago](#)

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Please report any offensive or inappropriate content.

Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The shortcut will cause more noise over our federal monument and homes for no good reason.650 yards \(0.12\) miles has no effect on safety or fuel savings but will do more harm to the eco system and humans...](#)

[Michael Herman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm member of a club on Pt. Loma which I visit frequently. The additional airplane noise will prohibit sitting outside for meals.](#)

[Bud Suiter, Surprise, AZ](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I don't like the noise](#)
[Too many homes in potential danger](#)
[Don't want the emissions any closer than they are](#)

[Lynda Cleary, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

 Submit

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[The proposed change causes more negative impact to residents than beneficial results.](#)

[Kelly McKeown, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-333

[this could be very dangerous with the North Island Navy Jets taking off and landing. It doesn't save any time or fuel according to the statement.](#)

[Joy Frye, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-334

[As a Point Loma resident I am concerned about the impact it will have on our quality of life, home value and overall safety of our neighborhood.](#)

[Susanna Peredo, San Diego, CA](#)

[6 months ago](#)

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1725-334

[The negative impact on this entire community along with North Island and Coronado would be huge!](#)

[Payment details](#)

[Payment method Preferred / Accepted](#)

[Credit or debit card through PayPal](#)

[PayPal Preferred](#)

[PayPal Credit](#)

[Put time on your side.](#)

[Choose PayPal Credit to pay for your purchase when it's right for you.](#)

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[Interest will be charged on your account from the posting date \(which is usually within a few days after the purchase date\) if the purchase balance is not paid in full within financing period. Subject to credit approval. See terms - opens in a new window or tab](#)

[K](#)

[Immediate payment required for this item](#)

[Immediate payment of US \\$14.49 is required.](#)

[Barbara Morrow, San Diego, CA](#)

[6 months ago](#)

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<input type="button" value="Submit"/>	

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[noise](#)

[Daniel Cousins, San Diego, CA](#)

[6 months ago](#)

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1725-335

[Safety issues and noise pollution will be created by this attempt to increase the profits of the airline industry. it is just wrong..](#)

[sally ault, San Diego, CA](#)
[6 months ago](#)

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Add a reason (optional)

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1725-336

[If flights paths change to fly over point loma neighborhoods the noise will negatively impact my life and the lives at my children at home and school.](#)

[Elizabeth Venz, san diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-337

[Planes are already loud enough.](#)

[jan hall, san diego, CA](#)
[6 months ago](#)

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Add a reason (optional) 

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1725-338

[It is not fair to sacrifice the quality of life of the locals for the benefit of International Air carriers. The cost of doing business in San Diego has to be the Midway district flight path. Flying over residential areas and numerous schools should never be an option when we have the obvious route over the river.](#)

[Mary Anderson, San Diego, CA](#)
[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[NOISE POLLUTION](#)

[Debra Cousins, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We deserve to be more important than the saving of fuel. Our way of life means more than that](#)

[Sandi Winter, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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1725-338

1725 R. Casey Schnoor

https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...

[Want to retain quiet in neighborhood and not lose property value due to airplane noise.](#)

[Julia Anderson, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Safety should be the airlines first priority. This only increases the possibility of an accident, especially over a heavily populated neighborhood with schools. Bad idea !!](#)

1725-338

[Peter Benjamin, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I bought my home in Point Loma 14 years ago, and after looking all over the Point, paid about a 50% premium so that I could live well south and avoid the noise from Lindbergh Field departures. Now the noise pollution is happening here. I am regularly awakened at 6:30 a.m. as flights begin taking off, and hear planes intermittently all day, every day. I have heard four while typing this paragraph. If this is happening already, I dread the result if even more planes cut across the Point. The fuel costs savings cited by the FAA for this proposed change are negligible](#)

1725

R. Casey Schnoor

<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

[compared to the loss in home value for thousands of families that would result, not to mention the significant damage to our quality of life whether we ever sell or not. The fact that noise here does not reach the 65 dB level does not mean that it isn't a problem in our daily lives and won't affect real estate values. I implore the FAA to reconsider this policy change and retain the LOWMA waypoint.](#)

[Elizabeth Bluhm, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Noise has significantly increased in our neighborhood with flight paths farther south. This would only increase the noise and other environmental debris.](#)

[Tracey Ferguson, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This just isn't right!](#)

1725-338

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R. Casey Schnoor

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[karen gross, San Diego, CA](#)

[6 months ago](#)

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1725-338

[I'm signing because I have growing children that will be exposed to cancer causing pollutants; sulfur dioxide and nitrogen oxides \(also linked skin irritation, brain, lung, and gastrointestinal damage\) from the jet fuel that will burn above my house if this goes thru. I'm signing because I paid a premium for my house south of Point Loma Ave to avoid living under the flight path to keep my growing children safe. I'm signing because of the significant value of my house, my biggest investment, that I will lose if this goes thru. I'm signing because of the egregious noise pollution my family and I will have to put up with if this goes thru. I'm signing because San Diego County will lose \\$100,000,000's of million of property tax revenue over the life time value of these revised routes by owners like me that will appeal to have my property taxes lowered to reflect the new valuation of my home. I'm signing because it's wrong for bureaucrats in the FAA to make decisions in Washington without regard to the people their uninformed decision effect. I'm signing because I love my children and I love raising them in a safe environment.](#)

[jason hemmi, san diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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[I do not want the FAA to drop the LOWMA waypoint. I am worried about noise and reduced property values. If Pt.Lomans lose even 5% of the average of home worth of \\$1million .then the average loss for all of the houses affected is a lot more than the \\$7.8million dollars the FAA wants to "save" for the airlines.](#)

[Deborah Porter, San Diego, CA](#)

[6 months ago](#)

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1725-338

[For local property owners to lose upwards of \\$100,000,000 in property values so airlines can save 7.8 million doesn't seem quite right.](#)

[don pasquill, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I am opposed to the new proposed departure light path](#)

[Diane Sullivan, San Diego, CA](#)

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R. Casey Schnoor

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[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This proposed change has no basis in benefitting residents of Point Loma; it is a benefit for commercial air carriers only.](#)

[Edward Zell, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It's unfortunate that the FAA would prioritize a saving a few dollars over a barrage of negative effects of this change. Noise pollution, public safety \(23% of accidents occur during initial climb\), and negative impacts on a national monument, a military cemetery, and numerous properties along the point, just to name a few.](#)

[William Tarr, San Diego, CA](#)

[6 months ago](#)

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<https://www.change.org/p/9-anm-socaloapm-faa-gov-oppose-faa-s-proposal-to-revise-departure-flight-paths-at-san-d...>

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in the area. The current flight path has houses that have been given the opportunity to install double paned windows for noise abatement. Changing to a new flight path would involve new neighborhoods and it would be costly to have the noise abatement features added to the homes in the new path.](#)

[Elizabeth Staff, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Changing the flight pattern will negatively affect quality of life for citizens under the revised flight path](#)

[CLAYTON D PRUETT, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing it because of safety, noise, pollution and housing values.](#)

[Sarah Lowe, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[when i bought my house it was out of the flight path, i paid a lot to have a quiet home.....now the planes go very close...it was supposed to be temporary while they built a second runway...but that is not the case...more planes, more times and more noise...now this.....no](#)

[joyce watkins, San Diego., CA](#)

[6 months ago](#)

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Add a reason (optional) 

Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We should be doing more to eliminate plane noise in Pt Loma NOT increase it!](#)

[Kent Bradshaw, San diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I live in area being affected by flight path change. I do not want overhead air traffic above my home and children's school.](#)

[Dina Hemmi, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I've had enough of San Diego Intl. Airport making changes which impact the community in a negative manner.](#)

[Kimberly Daubner, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change in routing can have no good effects. In order to execute this apparent extreme course change while the aircraft is trying to gain altitude would seem to indicate that the transit over Pt Loma would be at a low altitude and high engine thrust increasing the noise level above reasonable levels. This routing change would also seem to interfere with flights and operations in and out of the military airfield on Coronado. It's not clear that there would be any benefit in reducing fuel consumption and would increase environmental noise pollution over inhabited areas.](#)

[Paula Hodgkiss, San Diego, CA](#)

[6 months ago](#)

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[This makes no sense to have planes taking off and flying over the same neighborhood, as well as cutting across North Island. From a safety standpoint alone, this is a bad change.](#)

[Marsha Bettis, San Diego, CA](#)

[6 months ago](#)

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1725-338

[I think aircraft should fly further south of Pt Loma when east bound, especially to reduce noise & pollution over Coronado & Pt Loma.](#)

[Morgan Miller, Coronado, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The noise level from the air traffic is too high. I also think this would be more dangerous for residential areas.](#)

[Noy Sibounheuang, San Diego, CA](#)

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[6 months ago](#)

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Add a reason (optional)

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[Linda Huyard](#)

[Linda Huyard, livingston, MT](#)

[6 months ago](#)

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Add a reason (optional)

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[Airplane noise is a constant here in the OB area, and this proposal will only make it much worse for residents here. Keep the flight path away from residential neighborhoods!](#)

[Joyce Awramik, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I'm signing because I care about our community!](#)

[sarah fleming, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This is not a case of someone complaining about the airport *after* moving under the flightpath. We moved here specifically because it was far enough to the south to avoid it! Don't change the rules now.](#)

[Mark Ring, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

 Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The plane noise in Pt Loma is already too loud, and the proposed change will make it worse for practically no savings to the airlines.](#)

[Frank Gutterman, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I believe this will dramatically impact quality of life, property values and an increased likelihood of another disaster like the PSA crash years ago.](#)

[Jack Abbott, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed change in flight path makes no sense at all. We should not fly commercial aircraft over residential housing for no significant benefit.](#)

[Dan Aeling, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The airplanes already are loud and any closer they would interfere with daily life.](#)

[Donna Jones, San Diego, CA](#)

[6 months ago](#)

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[too loud!](#)

[Stephanie Boes, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We cannot have the flight path directly over our local school on Hill Street. This will negatively impact our children and our home values.](#)

[Briana Ruff, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[exhaust pollutants, excessive noise and vibrations](#)

[david garcia, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It will effect the noise level](#)

[Jeff Brown, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[No real savings, but a real negative impact on schools, kids and a quiet way of life.](#)

[Charles Gillespie, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I do not want planes directly overhead! Keep the corner and preserve our beaches and bay.](#)

[Julie Connolly, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional) 


Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The 270 flight path from Lingburgh is an intrusion on our neighborhood and schools. Leave the LOWMA waypoint.](#)

[Charles Sinks, San Diego, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[It is a dumb idea the fall out from which will bring unrest to a large number of our citizens. Is is not saving a dime for the airlines, brings the airlines closer to NAS North Island flight operations as well as jeopardizing the security of moored navy ships. The noise factor over the Bay Area would be a nuisance for the numerous boat owners that enjoy the water space in that part of the bay as well.](#)

[Riley Mixson, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The flight plan change would impact our airplane noise level and we already have high noise level from North Island](#)

[Frederick Frve, San Diego, CA](#)

[6 months ago](#)

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[The new proposed flight path will increase air and noise pollution from the planes. Going directly over homes in Point Loma across North Island certainly should have some adverse implications on national security with respect to Navy installations on Point Loma and North Island. I strongly am opposed to the proposed changes in the flight path exiting Lindbergh Field.](#)

[Vernon Lee, San Diego, CA](#)

[6 months ago](#)

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1725-338

[It's just plain wrong!!!!!!!!!!!!!!](#)

[Anthony Miklosovic, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[Seems like a lot more aircraft noise over residential areas for no significant benefit.](#)

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R. Casey Schnoor

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[John Laun, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change in flight path will come as an extreme detriment to our Point Loma community.](#)

[karen fitzgerald, san diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[This change affects our children.](#)

[Judy Anderson, Encinitas, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The additional noise will impact my quality of life](#)

[Christopher Jacobs, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[The proposed change doesn't save enough fuel, if any, to justify the increased overflights, noise, and decreased property values.](#)

[Jeff Fischbeck, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-339

[I oppose the FAA's proposal.](#)

[Marlisa Anderson, San Diego, CA](#)

[6 months ago](#)

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Add a reason
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Submit

Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

1725-340

[This change makes no sense to me as explained. What is their intended gain?](#)

[John Gladstone, La Jolla, CA](#)

[6 months ago](#)

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R. Casey Schnoor

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I did not buy a home under a flight path. Also I do not want to have planes going over our cities National Park or NAVY facility.](#)

[Stacey szabo, San Diego, CA](#)

[6 months ago](#)

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Add a reason (optional)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[I moved to get out of flight path. This would put it back over my house](#)

[Chuck Skewes, San Diego, CA](#)

[6 months ago](#)

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Thank you for taking the time to report content. Our team will review your claim, and contact you if we need more information.

[We have enough noise pollution already...](#)

643

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[Chris Snow, San Diego, CA](#)

[6 months ago](#)

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Report

1725-341

1725	Response
1725-01	Please see Topical Response 11 - Point Loma.
1725-02	Please see Topical Response 05 – Purpose and Need.
1725-03	Please see Topical Response 11 - Point Loma.
1725-04	Please see Topical Response 06 – Air Quality - Air Pollution.
1725-05	Please see Topical Response 11 - Point Loma.
1725-06	Thank you for your comment.
1725-07	Please see Topical Response 11 - Point Loma.
1725-08	Please see Topical Response 11 - Point Loma.
1725-09	Please see Topical Response 02 – Existing Conditions.
1725-10	Please see Topical Response 13 – Point Loma Public Meeting.
1725-11	Thank you for your comment.
1725-12	Please see Topical Response 02 – Existing Conditions.
1725-13	Thank you for your comment.
1725-14	Please see Topical Response 02 – Existing Conditions.
1725-15	Please see Topical Response 11 - Point Loma.
1725-16	Please see Topical Response 11 - Point Loma.
1725-17	Please see Topical Response 11 - Point Loma.
1725-18	Please see Topical Response 02 – Existing Conditions.
1725-19	Thank you for your comment.

1725 Response (continued)**1725-20** Please see **Topical Response 02 – Existing Conditions**.**1725-21** Please see **Topical Response 11 - Point Loma**.**1725-22** Please see **Topical Response 02 – Existing Conditions**.**1725-23** Please see **Topical Response 02 – Existing Conditions**.**1725-24** Please see **Topical Response 11 - Point Loma**.**1725-25** Thank you for your comment.**1725-26** Please see **Topical Response 02 – Existing Conditions**.**1725-27** Please see **Topical Response 11 - Point Loma**.**1725-28** Thank you for your comment.**1725-29** Please see **Topical Response 11 - Point Loma**.**1725-30** Thank you for your comment.**1725-31** Please see **Topical Response 11 - Point Loma**.**1725-32** Please see **Topical Response 02 – Existing Conditions**.**1725-33** Please see **Topical Response 11 - Point Loma**.**1725-34** Please see **Topical Response 05 – Purpose and Need**.**1725-35** Please see **Topical Response 11 - Point Loma**.**1725-36** Thank you for your comment.**1725-37** Please see **Topical Response 11 - Point Loma**.**1725-38** Thank you for your comment.

1725

Response (continued)

1725-39

Please see **Topical Response 11 - Point Loma.**

1725-40

Thank you for your comment.

1725-41

Please see **Topical Response 11 - Point Loma.**

1725-42

Thank you for your comment.

1725-43

Please see **Topical Response 11 - Point Loma.**

1725-44

Thank you for your comment.

1725-45

Please see **Topical Response 11 - Point Loma.**

1725-46

Thank you for your comment.

1725-47

Please see **Topical Response 11 - Point Loma.**

1725-48

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

1725-49

Thank you for your comment.

1725-50

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

1725-51

Thank you for your comment.

1725-52

Please see **Topical Response 11 - Point Loma.**

1725-53

Thank you for your comment.

1725-54

Please see **Topical Response 11 - Point Loma.**

1725-55

Thank you for your comment.

1725-56

Please see **Topical Response 11 - Point Loma.**

1725-57

Thank you for your comment.

1725 Response (continued)

1725-58 Please see **Topical Response 11 - Point Loma**.

1725-59 Thank you for your comment.

1725-60 Please see **Topical Response 11 - Point Loma**.

1725-61 Thank you for your comment.

1725-62 Please see **Topical Response 11 - Point Loma**.

1725-63 The commenter is concerned that these changes are occurring without residents' knowledge and/or consent. The FAA recognizes the importance and value of public input in the NEPA process. In furtherance of that principle, the FAA conducted substantial public outreach in support of the SoCal Metroplex Project Draft EA. Please see Appendix A to the EA for more information regarding public involvement conducted for the EA.

1725-64 Please see **Topical Response 11 - Point Loma**.

1725-65 Thank you for your comment.

1725-66 Please see **Topical Response 11 - Point Loma**.

1725-67 Please see **Topical Response 11 - Point Loma**.

1725-68 Thank you for your comment.

1725-69 Please see **Topical Response 11 - Point Loma**.

1725-70 Please see **Topical Response 02 – Existing Conditions**.

1725-71 Thank you for your comment.

1725-72 Please see **Topical Response 11 - Point Loma**.

1725-73 Thank you for your comment.

1725-74 Please see **Topical Response 02 – Existing Conditions**.

1725

Response (continued)

1725-75

Thank you for your comment.

1725-76

Please see **Topical Response 11 - Point Loma.**

1725-77

Thank you for your comment.

1725-78

Please see **Topical Response 11 - Point Loma.**

1725-79

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

1725-80

Please see **Topical Response 11 - Point Loma.**

1725-81

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

1725-82

Thank you for your comment.

1725-83

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

1725-84

Please see **Topical Response 11 - Point Loma.**

1725-85

Thank you for your comment.

1725-86

Please see **Topical Response 11 - Point Loma.**

1725-87

Thank you for your comment.

1725-88

Please see **Topical Response 11 - Point Loma.**

1725-89

Thank you for your comment.

1725-90

Please see **Topical Response 11 - Point Loma.**

1725-91

Thank you for your comment.

1725-92

Please see **Topical Response 11 - Point Loma.**

1725-93

Thank you for your comment.

1725 Response (continued)

- 1725-94** Please see **Topical Response 11 - Point Loma**.
- 1725-95** Please see **Topical Response 02 – Existing Conditions**.
- 1725-96** Please see **Topical Response 11 - Point Loma**.
- 1725-97** Thank you for your comment.
- 1725-98** Please see **Topical Response 11 - Point Loma**.
- 1725-99** Please see **Topical Response 02 – Existing Conditions**.
- 1725-100** Please see **Topical Response 11 - Point Loma**.
- 1725-101** Thank you for your comment.
- 1725-102** Please see **Topical Response 11 - Point Loma**.
- 1725-103** Thank you for your comment.
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- 1725-105** Thank you for your comment.
- 1725-106** Please see **Topical Response 11 - Point Loma**.
- 1725-107** Please see **Topical Response 05 – Purpose and Need**.
- 1725-108** Please see **Topical Response 11 - Point Loma**.
- 1725-109** Thank you for your comment.
- 1725-110** Please see **Topical Response 11 - Point Loma**.
- 1725-111** Please see **Topical Response 02 – Existing Conditions**.
- 1725-112** Thank you for your comment.

1725

Response (continued)

1725-113

Please see **Topical Response 11 - Point Loma.**

1725-114

Thank you for your comment.

1725-115

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

1725-116

Thank you for your comment.

1725-117

Please see **Topical Response 11 - Point Loma.**

1725-118

Thank you for your comment.

1725-119

Please see **Topical Response 11 - Point Loma.**

1725-120

Thank you for your comment.

1725-121

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

1725-122

Thank you for your comment.

1725-123

Please see **Topical Response 11 - Point Loma.**

1725-124

Thank you for your comment.

1725-125

Please see **Topical Response 11 - Point Loma.**

1725-126

Thank you for your comment.

1725-127

Please see **Topical Response 11 - Point Loma.**

1725-128

Thank you for your comment.

1725-129

Please see **Topical Response 11 - Point Loma.**

1725-130

Please see **Topical Response 11 - Point Loma.**

1725-131

Please see **Topical Response 11 - Point Loma.**

1725 Response (continued)

- 1725-132** Please see **Topical Response 02 – Existing Conditions**.
- 1725-133** Thank you for your comment.
- 1725-134** Please see **Topical Response 11 - Point Loma**.
- 1725-135** Thank you for your comment.
- 1725-136** Please see **Topical Response 11 - Point Loma**.
- 1725-137** Please see **Topical Response 02 – Existing Conditions**.
- 1725-138** Please see **Topical Response 11 - Point Loma**.
- 1725-139** Please see **Topical Response 02 – Existing Conditions**.
- 1725-140** Thank you for your comment.
- 1725-141** Please see **Topical Response 11 - Point Loma**.
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- 1725-143** Please see **Topical Response 11 - Point Loma**.
- 1725-144** Thank you for your comment.
- 1725-145** Please see **Topical Response 11 - Point Loma**.
- 1725-146** Please see **Topical Response 02 – Existing Conditions**.
- 1725-147** Please see **Topical Response 11 - Point Loma**.
- 1725-148** Thank you for your comment.
- 1725-149** Please see **Topical Response 11 - Point Loma**.
- 1725-150** Please see **Topical Response 02 – Existing Conditions**.

1725

Response (continued)

1725-151

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

1725-152

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

1725-153

Please see **Topical Response 11 - Point Loma.**

1725-154

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

1725-155

Please see **Topical Response 11 - Point Loma.**

1725-156

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

1725-157

Thank you for your comment.

1725-158

Please see **Topical Response 11 - Point Loma.**

1725-159

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

1725-160

Thank you for your comment.

1725-161

Please see **Topical Response 11 - Point Loma.**

1725-162

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

1725-163

Please see **Topical Response 11 - Point Loma.**

1725-164

Thank you for your comment.

1725-165

Please see **Topical Response 11 - Point Loma.**

1725-166

Thank you for your comment.

1725-167

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

1725-168

Thank you for your comment.

1725-169

Please see **Topical Response 11 - Point Loma.**

1725**Response (continued)****1725-170**Please see **Topical Response 02 – Existing Conditions.****1725-171**Please see **Topical Response 11 - Point Loma.****1725-172**Please see **Topical Response 02 – Existing Conditions.****1725-173**Please see **Topical Response 11 - Point Loma.****1725-174**Please see **Topical Response 02 – Existing Conditions.****1725-175**Please see **Topical Response 11 - Point Loma.****1725-176**

Thank you for your comment.

1725-177Please see **Topical Response 11 - Point Loma.****1725-178**

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1725-179Please see **Topical Response 11 - Point Loma.****1725-180**Please see **Topical Response 02 – Existing Conditions.****1725-181**Please see **Topical Response 11 - Point Loma.****1725-182**Please see **Topical Response 11 - Point Loma.****1725-183**Please see **Topical Response 11 - Point Loma.****1725-184**

Thank you for your comment.

1725-185Please see **Topical Response 11 - Point Loma.****1725-186**

Thank you for your comment.

1725-187Please see **Topical Response 11 - Point Loma.****1725-188**

Thank you for your comment.

1725

Response (continued)

1725-189

Please see **Topical Response 11 - Point Loma.**

1725-190

Thank you for your comment.

1725-191

Please see **Topical Response 11 - Point Loma.**

1725-192

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

1725-193

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1725-194

Thank you for your comment.

1725-195

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1725-196

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1725-197

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1725-200

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1725-201

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1725-202

Thank you for your comment.

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1725-204

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1725-205

Thank you for your comment.

1725-206

Please see **Topical Response 11 - Point Loma.**

1725-207

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

1725 Response (continued)

- 1725-208** Please see **Topical Response 11 - Point Loma**.
- 1725-209** Please see **Topical Response 05 – Purpose and Need**.
- 1725-210** Please see **Topical Response 11 - Point Loma**.
- 1725-211** Thank you for your comment.
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- 1725-214** Please see **Topical Response 11 - Point Loma**.
- 1725-215** Please see **Topical Response 05 – Purpose and Need**.
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- 1725-225** Please see **Topical Response 11 - Point Loma**.
- 1725-226** Thank you for your comment.

1725

Response (continued)

1725-227

Please see **Topical Response 11 - Point Loma.**

1725-228

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

1725-229

Thank you for your comment.

1725-230

Please see **Topical Response 11 - Point Loma.**

1725-231

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

1725-232

Thank you for your comment.

1725-233

Please see **Topical Response 11 - Point Loma.**

1725-234

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

1725-235

Please see **Topical Response 11 - Point Loma.**

1725-236

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1725-237

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1725-238

Thank you for your comment.

1725-239

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1725-240

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1725-241

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Please see **Topical Response 11 - Point Loma.**

1725-244

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1725-245

Thank you for your comment.

1725 Response (continued)

- 1725-246** Please see **Topical Response 11 - Point Loma**.
- 1725-247** Please see **Topical Response 05 – Purpose and Need**.
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- 1725-262** Please see **Topical Response 11 - Point Loma**.
- 1725-263** Please see **Topical Response 02 – Existing Conditions**.
- 1725-264** Please see **Topical Response 11 - Point Loma**.

1725

Response (continued)

1725-265

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

1725-266

Please see **Topical Response 11 - Point Loma.**

1725-267

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

1725-268

Please see **Topical Response 11 - Point Loma.**

1725-269

Please see **Topical Response 11 - Point Loma.**

1725-270

Please see **Topical Response 11 - Point Loma.**

1725-271

Please see **Topical Response 11 - Point Loma.**

1725-272

Please see **Topical Response 11 - Point Loma.**

1725-273

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

1725-274

Please see **Topical Response 11 - Point Loma.**

1725-275

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

1725-276

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1725-277

Thank you for your comment.

1725-278

Please see **Topical Response 11 - Point Loma.**

1725-279

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

1725-280

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1725-281

Thank you for your comment.

1725-282

Please see **Topical Response 11 - Point Loma.**

1725-283

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

1725**Response (continued)**

- 1725-284** Please see **Topical Response 11 - Point Loma**.
- 1725-285** Please see **Topical Response 06 – Air Quality - Air Pollution**.
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- 1725-302** Please see **Topical Response 05 – Purpose and Need**.

1725

Response (continued)

1725-303

Please see **Topical Response 11 - Point Loma.**

1725-304

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1725-305

Please see **Topical Response 11 - Point Loma.**

1725-306

Thank you for your comment.

1725-307

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1725-308

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1725-310

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1725-311

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1725-312

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

1725-313

Please see **Topical Response 11 - Point Loma.**

1725-314

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1725-315

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1725-316

Thank you for your comment.

1725-317

Please see **Topical Response 11 - Point Loma.**

1725-318

Thank you for your comment.

1725-319

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

1725-320

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1725-321

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

1725 Response (continued)

- 1725-322** Please see **Topical Response 11 - Point Loma**.
- 1725-323** Please see **Topical Response 06 – Air Quality - Air Pollution**.
- 1725-324** Please see **Topical Response 11 - Point Loma**.
- 1725-325** Thank you for your comment.
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- 1725-333** Please see **Topical Response 11 - Point Loma**.
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- 1725-336** Please see **Topical Response 11 - Point Loma**.
- 1725-337** Please see **Topical Response 02 – Existing Conditions**.
- 1725-338** Please see **Topical Response 11 - Point Loma**.
- 1725-339** Thank you for your comment.
- 1725-340** Please see **Topical Response 05 – Purpose and Need**.

1725 Response (continued)

1725-341 Please see **Topical Response 11 - Point Loma.**

1726 Peggy Lloyd

From: Peggy Lloyd [peggyolloyd@hotmail.com]
Sent: Thursday, October 08, 2015 8:31 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight path

1726-01

I pay thousands of dollars a year in property taxes in an area that was not impacted by the airport. If new flight plans are implemented without any regard to citizens, I will demand all new windows, landscape cleanup, an environmental report on pollution levels above my home, and medical bills addressed for health issues that will come up. I will also expect hearing checkups to be paid. The difference in my property value from now to what it will become will be reimbursed as well.
Thank you and I hope you consider your hard working, tax paying citizens concerns. Question: do any FAA members have homes in potential impacted zones?

1726 Response

1726-01 Please see **Topical Response 11 - Point Loma.**

1727 Timothy Ekstrom

From: Timothy Ekstrom [royalstar10@cox.net]
Sent: Thursday, October 08, 2015 8:48 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Questions, comments So Cal Metroplex project/study

Tim Ekstrom
976 Moana Dr.
San Diego CA 92106

1727-01

I have resided at the above address since 1998. Prior to residing at this address I lived at 1824 Capistrano St., also in the 92106 zip code. I am intimately familiar with air traffic departing from and, on occasion, returning to SAN (San Diego International Airport). The proposed change to departing, eastbound air traffic flight patterns, carrying a still unstated number of departing east bound flights directly over the Point Loma peninsula, is a disaster for this historically significant community in San Diego. The diversity, tranquility, ecology, safety, and community of Point Loma will suffer significant damage as a result of the proposed changes in the Metroplex plan. Considerations that must be taken into account by the FAA before imposing this horrific impact on the community of Point Loma are as follows:

The significant decrease in property values resulting from increased noise, pollution, and destruction of clear marine views far exceed any saving realized by airlines. FAA, and anyone that approves this realignment, will be responsible for decrease property values. Is the FAA prepared to reimburse Point Loma's for the loss in value their properties will realize if this plan is approved?

The significant safety risks the Point Loma community will be subjected to as a result of outbound flights now twice traversing densely populated areas is not justified by minimal fuel savings achieved in this proposal. Is the FAA prepared to answer the public, and accept full responsibility for the death and destruction a tragic accident would sow in the neighborhoods of Point Loma?

Can the decreased "carbon footprint" of these newly directed outgoing flights, cited by FAA officials, be easily achieved by slightly reducing cruising speed during flights also?

Certain class action, and individual litigation, if this proposal proceeds, guarantees that this plan will be entangled in extremely costly legal battles for many years before any hope of implementation. Is the FAA prepared to financially support costs of litigation to achieve the objectives stated within this plan?

The impact on schools in the area, including Point Loma Nazarene University, will be terribly destructive; the world renowned learning atmosphere of the higher institution "PLNU" will be ruined. Is the FAA prepared to pay restitution to

1727

Timothy Ekstrom (continued)

PLNU and sound proof or pay to relocate the university?

Has the unique ecology of Sunset Cliffs Natural Park, and Cabrillo National Monument been taken into full account in the very general EIR submitted in support of this realignment? Many environmental groups will be quick to pursue litigation in the event accurate science has not been performed and evaluated in consideration of the fragile ecosystem that Sunset Cliffs supports.

1727-01

It is my opinion that none of these questions can be answered to the satisfaction of Point Loma residents, students, educators, and businesses. The FAA is far more concerned about adhering to a non sensical policy of reducing emissions and "carbon footprints" at the complete expense of a local community. The present plan for departing SAN flights is functional and successful. Why change it for a minimal gain that costs so much in loss of safety and terribly damaging disruption to a local community? These concerns, and many others, must be taken into account by FAA officials before it administers a decision that will have profoundly negative consequences for everyone involved. Do the right thing and leave the present plan in place. The benefits of such a decision far outweigh any nominal gain achieved by changes proposed in the "Metroplex" plan.

Tim Ekstrom

1727

Response

1727-01

Please see **Topical Response 11 - Point Loma.**

1728

Meredith Sudborough

From: Meredith Sudborough [sudborough@gmail.com]
Sent: Thursday, October 08, 2015 8:49 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Removal of waypoint LOWMA in San Diego

Meredith Sudborough
 984 Catalina Blvd
 San Diego, CA
 92106
 619-223-3001
 sudborough@gmail.com

To Whom It May Concern:

I am writing to express my extreme disagreement with the removal of waypoint LOWMA in San Diego California. As a residents of the Point Loma neighborhood in San Diego my family and countless others will be directly impacted by the removal of this waypoint. When we relocated to San Diego five years ago we wanted to live in Point Loma due to the proximity to the shipyard where my husband was transferred to as well as the highly rated public schools. After renting an apartment in the flight path we specifically purchased a house NOT in the flight path to get away from the noise and pollution.

1728-01

While renting we noticed that the bottoms of our feet would turn black from the soot our shoes brought in even though the carpets had just been cleaned. There was no need for an alarm clock as the planes would wake us up promptly at 6:30 am each morning and we wouldn't be able to go to sleep before they stopped taking off at 11 pm. We ended up buying out our lease after only four months because we could not acclimate to the planes.

I have read estimates that homes in a flight path are valued anywhere from 10% - 30% less than their counterparts outside of the flight path. For people that purchased a home in this neighborhood specifically because it was not in the flight path, that is a huge loss - possibly causing some to be upside on their mortgages as well as the city losing out on the corresponding tax revenues. If the flight path is changed will the FAA be reimbursing the affected residents for the devaluing of their homes and the adverse health effects caused by the increase of air pollution? Will the FAA install filters in the runoff systems to protect the ocean from the highly concentrated toxins that the rains will collect? Please do not alter San Diego's flight path.

Sincerely,

Meredith Sudborough

1728

Response

1728-01

Please see **Topical Response 11 - Point Loma.**

1729

Bruce Cromer

From: bscromer@cox.net [bscromer@cox.net]
Sent: Thursday, October 08, 2015 8:50 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment on nextgen/metroplex proposal

1729-01

NextGen/MetroPlex proposal has been poorly planned and terribly communicated to the concerned public. All state and local elected officials, including California Governor Brown, who were informed are universally opposed.

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 proposal.

Bruce Cromer

4327 Santa Cruz Avenue
San Diego, CA 92107

619-993-0036

1729

Response

1729-01

Please see **Topical Response 11 - Point Loma.**

1730

Ronald Oliver

From: rlo@ronaldleeoliver.com [rlo@ronaldleeoliver.com]
Sent: Thursday, October 08, 2015 8:51 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Flight Path

1730-01

There are reasons why the existing flight path which SHOULD NOT be changed was established in the current configuration. Two of those reasons are safety and noise. The current path is the route which creates the least noise for the least number of people and also exposes the least population to potential danger. Fuel savings should fall somewhere below these two factors in the in the hierarchy of consideration. It's obvious that profit margins are driving this effort to change what isn't broken and doesn't need to be fixed. The airlines already make healthy profits. They have squeezed the customer's legroom, have added exorbitant baggage fees, and now are squeezing the fuel expenses while feeding the passengers peanuts. It stinks.

Changing the flight path is just another money grab at the expense of the people who will live with it every day.

1730

Response

1730-01

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

1731

Richard Wright

From: Richard Wright [rman473@gmail.com]
Sent: Thursday, October 08, 2015 8:52 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: comment on metroplexenvironmental

I am against changing the SAN departure flight path as proposed by the metroplex proposal for San Diego.

I have illustrated my comment/rational in the attached drawing.

Richard Wright
 4505 Coronado Avenue
 San Diego, CA 92107

sent 10/8/2015 1:53 PM local

1731-01



sales data from the San Diego Association of Realtors multiple-listing service

shadow portion represents a swath one half mile either side of the FAA track

numbers indicate actual affected properties sold for the six month period (Jan thru Jun of 2015) with closed sale prices totaling \$134,657,435

My Comment:

If the future property values of six months of sales are reduced 5% (\$6,732,871) because of the noise and pollution attributed to aircraft overflight, the annual \$7,800,000 fuels savings falls short of offsetting the impact on the property owner.

This is unfair to shift the operators cost savings to a deficit of a property seller. Especially when a noise/pollution free alternate is available.

Please maintain the current departing traffic pattern criteria.

comment by:
 Richard Wright
 4505 Coronado Ave.
 San Diego, CA 92107
 rman473@gmail.com

10/8/2015

1731

Response

1731-01

Please see **Topical Response 11 - Point Loma.**

1732

Sharon Gardner

From: sharon gardner [andsoitgoes@msn.com]
Sent: Thursday, October 08, 2015 8:52 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex Proposal Objections

I am writing with an urgent request for further research to determine the impact of the FAA SoCal Metroplex proposal to be implemented in January. This proposal removes the LOWMA & JETTI wavepoints for air traffic patterns departing Lindberg airport. The result is increased/expanded air traffic paths over the peninsula not once - but twice. This revision was requested by the airlines for efficiency and cost savings - at a price to residents and our precious environment.

I can't believe the necessary EPA requirements and approvals were met – were they?

What are the actual baseline noise/ pollution measurements on the entire peninsula , including the southern end of the point – not just model averages.

1732-01

Have you considered the negative economic impact to home owners, businesses, colleges, tourism, National Park?

Have you included the Naval Base North Island operations which contributes air traffic and noise as well?

Although you stated you do not want a rehash of the health and safety issues, isn't that your top priority?

Certainly the FAA did not receive public approval as witnessed by the hundreds of residents that stepped forward this week now that they learned of the proposal. This proposal would renege on the Noise Dots agreements of 1990. The only benefit of this new proposal is to the airline industry and the community is repulsed that our federal agencies are railroading this project.

Sharon Gardner
3430 Hill St
San Diego, CA 92106
andsoitgoes@msn.com

1732

Response

1732-01

Please see **Topical Response 11 - Point Loma.**

1733

Donald Carron

From: Donald Carron [dcarron@san.rr.com]
Sent: Thursday, October 08, 2015 8:54 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Terminal Control Area Route Changes - San Diego, California

Dear FAA representative,

The most basic tenet of the federal government is to be 'of the people, for the people, and by the people'—not to legislate in favor of special interest groups. Far too much of this occurs in Washington DC today, and as a pilot I have always believed that the Federal Aviation Administration represents the best interests of both pilots and the general public—without pandering to the benefit of any particular group, particularly the airline lobby.

The only real benefit I can see about the 'proposed' departure route changes at San Diego Lindbergh Field is to save aircraft fuel, at the expense of increased noise and air pollution over the land rather than the sea. The fuel-saving measure is to make the runway 27 post-departure turn sooner, over land rather than over sea (where currently it demands a longer westbound flight path over water before the turn commences).

In Orange County at John Wayne Airport the airliners throttle back during departure to lower the sound decibels over sensitive populated areas. Noise abatement results in departure procedures that accommodate the public interest. Doesn't this fuel-saving plan conflict with such policies?

All in all I am very disappointed, and I do not even live in the impacted area of the city (I am far to the north of the departure routes). But I follow events that involve the flying community, and in this particular case it is the general public that will be greatly affected (not the pilots of the airline industry). Perhaps that is why I haven't seen the level of interest in the groups (ex: AOPA) that I am a member of. But I am firmly on the side of the public with this issue.

Please carefully consider appeasing a powerful lobby at the risk of increased alienation of the general public. After the 'town meeting' held in the Point Loma area earlier this week I guarantee you the public does NOT hold the FAA in high regard! The representatives from the FAA were not even prepared to record the public comments! Other cities such as Phoenix, Arizona are reporting similar public outrage at the changes (and the implementation process with little to no early information or communication). Finally, I had to REALLY search to find this email address for comment submission (on the last day comments were to be taken!).

Tabling the proposed changes or even 'going back to the drawing board' may be the best action in this case.

Sincerely,

Donald A. Carron
 San Diego, California

1733-01

1733

Response

1733-01

Please see **Topical Response 11 - Point Loma.**

1734

Jack Fisher

From: fisherjguy@aol.com [fisherjguy@aol.com]
Sent: Thursday, October 08, 2015 8:54 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Loriezapf@sandiego.gov; kevinfaucner@sandiego.gov
Subject: Public Comment on: 9-ANM-SoCalOAPM from Jack G Fisher

To: FAA personnel associated with Public Comment inputs for: 9-ANM-SoCalOAPM

Please find attached my Public Comment on: 9-ANM-SoCalOAPM.

Jack G Fisher

1228 Willow St.
San Diego, CA 92106

619-546-4147

fisherjguy@aol.com

10-08-15

Public Comment on: 9-ANM-SoCalOAPM

From: Jack G Fisher

1228 Willow St,

San Diego CA. 92106

To: 9-ANM-SoCalOAPM@faa.gov

Reference: A) FAA meeting held on 10-06-15 in San Diego (Point Loma area), to brief the public on Proposal to revise departure flight paths for East bound commercial flights out San Diego (SAN).

1734-01

Reference: B) Envelope containing Jet fuel ash that currently rains down on the Point Loma area from existing aircraft traffic. This envelope was given to an FFA representative at the conclusion of the Ref A meeting.

1734

Jack Fisher (continued)

1734-01

Thank you for providing the Ref A briefing. Until this meeting I have always held the FAA in high regard. This meeting although extremely important gave every one in attendance the impression the FAA plans to implement this change regardless of the health, safety, and quality of life impacts on the citizens of San Diego's Point Loma/Ocean Beach area. This proposed change appears to driven by the

Further, the meeting appeared to be scheduled to limited time to understand the issues (and short comings) and to provide the "written only" official comments required by your agency.

What needs to be done:

1734-02

Do not eliminate Waypoint "LOWMA". Doing so will allow flights over the entire southern half of Point Loma and portions of Naval Air Station at North Island. Consider moving it quarter a mile north instead – traffic controllers are already directing flights over the end of Point Loma just South of the historic "old Light house" (over bayside trail – my observation).

Stop and reschedule this propose flight path revision until a properly performed, reviewed and certified set of impact analysis and simulations are performed and documented. These include:

Safety and health and quality of life issues the first priority. The meeting identified several insufficient/ incomplete studies/analysis to include: a) environmental impact studies, b) noise study results using incorrect methods, and c) the complete lack of data and analysis of

1734

Jack Fisher (continued)

1734-02

the human health effects of the constant rain of jet fuel ash over all of Point Loma. At the end of the reference A meeting I provided and FAA official with a sample of this ash from an outside window sill at my home- he said he would enter it as part of the comments/data.

Apparently there is no existing baseline that has measured the current amount of jet fuel ash that results from the current flight path and associated health impacts.

This needs to be performed before the proposed flight changes are made. In addition predictions of the health effects for the proposed flight path needs to be performed based on simulations and models.

If the results of the health impact for the current or proposed flight paths indicate unhealthy results, the FAA need to establish one or more additional waypoints west of JETTI and LOWMA to mitigate this issue.

I have additional points to make, but, I'm running out of time to meet your input deadline.

Again, thank you for the opportunity to comment.

Jack G. Fisher

1228 Willow St

San Diego, CA 92106

Fisherjguy@aol.com

619-546-4147

1734

Jack Fisher (continued)

I am a retired aerospace and defense engineer with a background in airborne avionics design and development, to include guidance navigation and control, GPS systems, and flight and avionics simulation.

1734

Response

1734-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1734-02

Please see **Topical Response 11 - Point Loma.**

1735

Daphinne and Gino Accomazzo

From: Daphinne Accomazzo [daphaccomazzo@gmail.com]

Sent: Thursday, October 08, 2015 8:58 PM

To: 9-ANM-SoCalOAPM (FAA); kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; toddgloria@sandiego.gov; markkersey@sandiego.gov; chrisbate@sandiego.gov; scottsherman@sandiego.gov; davidalvarez@sandiego.gov; martiemerald@sandiego.gov; cityattorney@sandiego.gov

Subject: Opposition to FAA/SDIA Implementation of NextGen and Proposed Elimination of LOWMA Waypoint in Point Loma

Dear FAA, Mayor Kevin Faulconer, Council member Lorie Zapf,

Attached is a letter regarding the NextGen plan.

Regards,

Daphinne and Gino Accomazzo

Opposition to FAA/SDIA Implementation of NextGen and Proposed Elimination of LOWMA Waypoint in Point Loma, Ca.

October 8, 2015

Re: Opposition to and questions regarding the San Diego International Airport and FAA implementation of NextGen and Proposed Elimination of LOWMA Waypoint.

Dear FAA, SDIA, Congressman Scott Peters, Mayor Kevin Faulconer, Council member Lorie Zapf,

We would like to express our concerns regarding the proposed elimination of LOWMA, the proposed displaced threshold for Runway 9 and potential impact of the California Least Tern, the proposed increase in fuel burn that will take effect if this proposal is adopted which will increase the Co2 emissions both locally and globally. . Our concerns are based upon our review of the Environmental Assessment of the SoCal Metroplex Project.

After reviewing the EA, we have several questions that we were not able to find answers to within the EA.

1735

Daphinne and Gino Accomazzo (continued)

1735-01

1. **What is the necessity to eliminate LOWMA waypoint rather than mirroring it through the use of RNAV.** As there is always a necessity to increase efficiency, this can not be done at the cost of safety. Utilizing NAVAID Procedures require 6 miles of separation due to the inaccuracy that can occur when the line of site has been disrupted. However, allowing 2 mile separation in densely populated areas could increase the potentiality for aircraft incidents that ultimately could result in collision. **Please provide an example of how changing the STAR/SID rather than mirroring the current STAR/SID for the San Diego International Airport will be safer than mirroring the current use of NAVAID.** As we do understand the need to comply with separation for safety in urban areas, creating more traffic over residential area of Point Loma does not seem to be necessary due to the ability for RNAV to mirror NAVAID and utilize RNAV enroute to gain efficiency and location expectancy to destination. While we understand the thought behind the advanced technology, the safety of all communities within the SoCal Metroplex must take priority over the ability to fly from Point A to Point B in a more direct route in regards to the communities that are directly located within the take off and landing areas of any given airport. **Please provide information that will show the intended use for aircraft separation with respect to utilizing NAVAID or RNAV. Has the 2 mile-vs 6 mile separate requirement been carefully considered in regards to takeoff and landings in densely populated areas.**

1735-02

2. **Is there an intent to allow more arrival/departures on a daily basis?** After reviewing be impactful on both the aviators and air traffic controllers. One of the main benefit points for implementing the NextGen plan is to decrease the workload and stress level for both pilots and ATC. Will there be any assurance that there will not be an increase that could be a by product of a more efficient system? If there is no assurance given to the public, we find that the EA has no validity as any increase in current operations could change all of the findings that have been published in the EA.

1735-03

3. **Has the Federally Endangered California Least Tern been considered in regards to the proposed 300' runway 9 threshold displacement?** As an endangered species, it is imperative that any and all projects related to the NextGen plan consider the impact on the California Least Tern in regards to San Diego International Airport as they currently nest in protected areas of the airfield. Please provide documentation that supports the EA item 4.3.5 table 4-2.

1735-04

4. **Have the effects of increasing CO2 emmissions been analyzed to insure the health and welfare of the surrounding neighborhoods over a specific period of time?** Item 5.9.3 table 5-6 shows the increase in levels of CO2 over an annual basis. The number associated with the definition of the 5 year table is incorrect on the EA draft as it refers to the level for the proposed action to be 8850 and the no action alternative to be 8879. The graph indicates opposite. The statement regarding summary of impacts 5.10.1 states that "The No Action Alternative would not result in a change in the number of aircraft operations or air traffic routes; therefore, no cumulative impacts would be anticipated." however the proposed plan states, "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 provide the baseline as to what constitutes a significant cumulative impact.**

As we are currently experiencing the current cumulative effects of Global Warming- Climate change around the world, we find the cost to adding any action that could help speed the degradation of our climate changes to be a cost not worth considering.

We look forward to your clarification regarding our questions and concerns.

Best Regards,

Daphinne and Gino Accomazzo
4405 Piedmont Drive
San Diego, CA 92107
daphaccomazzo@gmail.com

1735

Response

1735-01

Please see **Topical Response 11 - Point Loma**.

1735-02

The commenter asks whether the Proposed Action will allow for more arrivals and departures. 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.

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

1735-03

The commenter asks whether the California Least Tern has been considered in regard to the proposed 300' Runway 09 threshold displacement at San Diego International Airport. Please see Section 4.3.5 and 5.5 of the EA for information regarding endangered and threatened species. See also Table 5-7 in the EA for a discussion of the Displaced Threshold Relocation for Runway 9 at SAN. The Runway 9 project is not part of the SoCal Metroplex Project, but has been considered in the EA for cumulative impacts in Section 5.10.

1735-04

The commenter asks whether the effects of increasing CO₂ emissions have been analyzed to ensure the health and welfare of the surrounding neighborhoods over a specific time. As discussed in Section 4.3.9 in the EA, Federal GHG Accounting and Reporting Guidance directs federal agencies to calculate and report GHG emissions associated with their operations in CO₂ equivalent (CO₂e). Accordingly, the purpose of Section 5.9 in the EA is to calculate and disclose the estimated emissions of CO₂e generated by the No Action Alternative and the Proposed Action.

The commenter has also pointed out that the text in Section 5.9.3 incorrectly transposes emissions values for the Proposed Action and the No Action Alternative. The text has been corrected for the Final EA.

The commenter also asks for the baseline as to what would constitute a significant cumulative impact. As discussed in Section 5.10.2 of the EA, the same significance thresholds used to determine impacts associated with the Proposed

1735

Response (continued)

Action are applied to determine significant cumulative impacts.

1736

Brad Jones

Comment Letter 1736 is the first received example of a form letter. Duplicate copies of this letter were also sent by the following individuals:

- Glen Volk, SIOR
- Celeste Gallen
- Jason Santos
- Cindy Edson
- Amy Jones
- Jennifer Pennell
- Brianne Ice

From: Jones, Brad @ San Diego Central [Brad.Jones@cbre.com]
Sent: Thursday, October 08, 2015 9:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments to Proposed Flight Path Change

Dear FAA,

I am opposed to your proposed changes as is most if not all of the Point Loma residents affected. This is really about money for the airlines. There is nothing at all beneficial to anyone in this other than the shareholders of the airlines.

Changing the flight path as described will most likely result in:

1. More noise pollution
2. More air pollution from jet fuel will fall on a greater number of the residents
3. A greater number of flights is probable thereby greatly impacting our friends in Loma Portal
4. More danger to the residents and visitors on the southern end of Point Loma, not to mention Point Loma Nazarene University.

Where is the benefit to the people? Are the airlines going to reduce fares? I understand the average cost savings is about \$5.00 per flight. So, I am not expecting any big discounts to fly any time soon.

1736-01

Along with your reply and under the Freedom of Information Act, I would like to see every single e mail from every party involved in discussions of this project from its inception.

1736-02

1736-03

The FAA should be ashamed for waiting until the last possible moment to inform the residents of this radical change to the flight path.

Bradley K. Jones | First Vice President | Lic. 01211248
CBRE | Retail – Specialty Service
4365 Executive Drive, Suite 1600 | San Diego, CA, 92121

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1736**Response****1736-01**

Please see **Topical Response 11 - Point Loma**.

1736-02

The commenter requests every single email from every party involved under the Freedom of Information Act. The request was forwarded to the appropriate FAA office which manages Freedom of Information Act requests.

1736-03

The commenter states the FAA should be ashamed for waiting until the last possible moment to inform residents of this radical change to the flight path. The FAA has conducted substantial public outreach 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.

1737

Stephen Rodi

From: Stephen Rodi [srodi4340@gmail.com]
Sent: Thursday, October 08, 2015 9:02 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN Flight Path Proposal - Please Cancel!

TO: FAA

My name is Stephen Rodi and my residence is 2367 Caminito Eximio, San Diego 92107. I wish to state my absolute objection to the proposed rerouting of air traffic over Pt. Loma.

In the Ocean Beach and Point Loma areas we already have our "fair share" of noise and pollutants from the San Diego Airport. Rerouting of air traffic would exacerbate all of the existing conditions that are noise pollution, pollution from fuel on surfaces outdoors and poor air quality beyond a tolerable level. I am fearful for the safety of my children who will unnecessarily be subjected to fuel fall-out, Noise Pollution and other hazards as they play in the back yard and neighborhood with their friends and neighbors. **Not to mention, this change will directly impact the quality of education and environment at three elementary schools, a middle-school, a university, as well as several community centers.**

1737-01

We also have the North Island naval air station with Marine helicopter noise, fighter jet noise, touch and go take offs that shake the house and the fumes that go with it. Yes we knew North Island Naval station was there when we bought our home. But to now be subjected to additional problems so that an already more than profitable airline industry can further add to their bottom line at the cost of our health and safety is unacceptable. **To benefit a single industry at the expense of an entire community's quality of life is not only irresponsible but almost criminal.** No matter the savings the negative impact on our communities well being will always outweigh the benefit to each airline's bottom line.

Consider that there are thousands of people and innocent children that would be affected. I ask you to cancel the proposal and keep the current routes as they are.

Sincerely,
Stephen D. Rodi

1737

Response

1737-01

Please see Topical Response 11 - Point Loma.

1738

Lloyd Guth

From: Lloyd Guth [lloyd525@msn.com]
Sent: Thursday, October 08, 2015 9:02 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Proposal EPA San Diego

I am vehemently opposed to the FAA's proposed plan to revise flight paths for San Diego airport. Please **retain existing LOWMA and JETTI waypoints** to ensure air traffic cannot fly over the core of Point Loma.

Regarding the FFA's current Metroplex Proposal specific to San Diego, you need to **commission a professional Environmental Impact Report** for all the obvious reasons, with the assessment performed by a disinterested 3rd party, not the FAA, Airport Authority, or any airport customers or beneficiaries.

The health and safety issues that will be associated with the implementation of your proposed flight plans will be unbearable and unethical.

Airplane pollution dispersed over water is at least diluted, bad as that may be, due to the distribution of emissions. Soot deposited on land will accumulate and concentrate until one of the rare rains in the coastal climate resulting in a high concentration of toxic pollutants into the ocean at storm-water outfalls. Marine life along the coast is highly sensitive and vulnerable to pollution. Make reference to the Calif Fish and Game restrictions on gathering marine life, recreational and commercial, to ensure survival of several stressed marine species. Calif has rigid constraints on the quality of outfall water. You'll be in direct violation of these standards.

A professional EPA report is a must. Not a slide-by Environmental Assessment by yourselves, like you've already tried.

Key San Diego visitor sites and a college will be under the new flight path. What visitor or student will want to visit them any longer.

Please demonstrate that you are not the bureaucratic, industry-serving, monsters you've so far convinced us you are. I say this based on the fact that this proposal was being ramrodded in secret of the public (i.e. prior unannounced public meeting in a neighborhood unaffected by this issue. You may have informed the city government, but a brief study of San Diego government will convince you they're in the same pond with federal bureaucrats. Ineffective, self-serving, gutless, and mis-guided. You the FFA have no interest in serving the Public.

Please convince me I'm wrong by living up to your published mission statement taken verbatim from your official web site.

1738-01

Mission

Our Mission

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.

Thank you in advance for your sincere moral ethical attention to this matter,

Lloyd A. Guth

1738

Response

1738-01

Please see **Topical Response 11 - Point Loma.**

1739

Pete and Judy Korab

From: judykorab@cox.net [judykorab@cox.net]
Sent: Thursday, October 08, 2015 9:07 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Objection to FAA SoCal Metroplex Proposal for San Diego Airport (SAN)

Hello,

I recently purchased a home on 3849 John Street, San Diego, CA 92106 (Point Loma Nazarene College area). The proposed departure route will have airplanes flying directly over our house. This aircraft noise and pollution will extremely devalue our homes worth (I am hearing as much as 50%) as well as pollute the air we breath with the toxic jet fuel emissions. In addition allowing airliners to fly over a national monument (Point Loma Lighthouse) and a higher education university (Point Loma Nazarene University) would subject the buildings, tourists, students and teachers to noise and significant toxic air pollution. WE VOTE "NO" on this proposed change.

1739-01

Pete and Judy Korab
3849 John Street
San Diego, CA 92106
619-593-6145

1739

Response

1739-01

Please see **Topical Response 11 - Point Loma.**

1740

Matt Naiman

From: Matt Naiman [mattnaiman@cox.net]
Sent: Thursday, October 08, 2015 9:08 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Metroplex Comments and Questions

Dear FAA:

I live in the Point Loma area of San Diego. Our community has recently experienced a very noticeable increase in aircraft noise from departing flights leaving San Diego International Airport. A meeting was held on October 6th where FAA representative Glen Martin claimed that the proposed changes to the SoCal Metroplex have not yet been implemented. Most everyone in attendance disagreed.

I was curious about the noise increase myself, so yesterday I started to intermittently monitor outbound air traffic to see if flights are still in compliance with current FAA guidelines. I have attached screenshots for your review. Here is what I observed:

Between 11:45AM and 1:15PM on October 7th the following waypoint violations were observed:

1. At 11:46AM, Flight AAL648, an A320 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.
2. At 12:39PM, Flight DAL403, a B738 aircraft, crossed the Coronado peninsula (aka "The Strand") north of the ZZOOO Waypoint.
3. At 1:03PM, Flight JBU190, an A320 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.
4. At 1:05PM, Flight SCX402, a B737 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.

Between 6:40AM and 8:30AM on October 8th the following waypoint violations were observed:

1. At 6:44AM, Flight DAL978, a B752 aircraft, crossed the Coronado peninsula (aka "The Strand") north of the ZZOOO Waypoint.
2. At 6:47AM, Flight DAL1592, a B753 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.
3. At 7:06AM, Flight SWA3074, a B737 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.
4. At 7:08AM, Flight SWA994, a B738 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.
5. At 7:12AM, Flight SWA485, a B737 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.

1740-01

1740

Matt Naiman

6. At 8:27AM, Flight UAL1982, a B737 aircraft, crossed the Point Loma peninsula north of the LOWMA Waypoint.

1740-01

I believe I speak for the entire community with my complaint about the recent increase in departing air traffic noise levels which now can last for several minutes due to flights making sharper southbound trajectories and thus circumnavigating the peninsula at closer and more audible vectors.

1740

Response

1740-01

Please see **Topical Response 11 - Point Loma.**

1741

Denise Gleb

From: Denise Gleb [ptlomablondie@gmail.com]
Sent: Thursday, October 08, 2015 9:09 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Nextgen Metroplex

Dear Federal Aviation Administration,

1741-01

I am writing in regards to the proposed **SoCal Nextgen Metroplex** Project that would eliminate the current **LOWMA** way point as it relates to San Diego Airport. I have owned my home in Point **Loma** on **Quimby** St. since 1996. When I bought my home it was required to legally disclose that the home does sit within the noise barrier. I was aware of the impact that the airport would have on my home and health during the time of purchase. However, like many of my fellow residents we have seen a marked increase of planes taking off in a more Southwesterly direction closer my home. Will the change create a situation where flight paths will fan out even further thus causing planes to come more directly over my home?

For you to consider changing the flight path just so the airlines can save fuel is absurd! This is what the FAA representative told us at our meeting on October 6th and it was held at the Corky Mcmillin Events Center in Liberty Station here in Pt Loma. By the way it was all **OFF THE RECORD!** Why on earth would you have a meeting with the community that was off the record?? These homes that the flight path will and do go over right now bought their places with no disclosure as it was not needed nor did anyone ever think it would be needed! Home prices will decrease because of the change in the flight paths. You will be putting thousands more people in danger with this change not to mention the health effects on the community!

I am not in favor of you implementing the **SoCal NextGen Metroplex.**

Sincerely,

Denise **Gleb**
 3132 **Quimby** St
 San Diego, CA 92106

619.347.3609
ptlomablondie@gmail.com

1741

Response

1741-01

Please see **Topical Response 11 - Point Loma.**

1742

Mary Decker

From: Mary Decker [marydeck57@sbcglobal.net]
Sent: Thursday, October 08, 2015 9:11 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: No planes over Point Loma PLEASE

I am writing to voice my grave concerns regarding the plan to fly commercial planes over San Diego's Point Loma neighborhood.

Please consider the following:

(1) The environmental impact report neglected to mention that there is a National Monument, a university, tidepools and nature parks under the new proposed flight path. Endangered species will be adversely affected. The historical value of the area will be impacted in a negative way.

(2) Property value will decrease if plane noise comes to Point Loma.

(3) When property value decreases, so will tax revenue.

Please do not allow the creation of new flight paths over Point Loma.

-Mary Decker

SAFETY (planes will fly over Pt. Loma Nazarene and other schools not under the flight path currently) which is huge safety issue. FAA mission statement mentions public safety so WHY are they ignoring that in favor of SAVING a few cents of GAS per flight for mega airline companies????

PROPERTY VALUE decrease if home is under the flight path

TAX REVENUE decreases if home values go down

ENDANGERED SPECIES/HISTORICAL VALUE: The environmental impact report neglected to mention that there is a National Monument, a University, tidepools, nature parks under the new proposed flight path

1742-01

1742

Response

1742-01

Please see **Topical Response 11 - Point Loma.**

1743

Alfonso Aldrete

From: alfonso aldrete [alfonsoa24@gmail.com]
Sent: Thursday, October 08, 2015 9:11 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex SAN DIEGO.

Hello how are you. I am a local developer in Point Loma and i have many friends that live in the area as well.

I attended the recent meeting in San Diego at Liberty Station. I got a chance to speak to Glen A. Martin who was very patient and a gentleman throughout the meeting.

I would like to say that in my opinion people are completely misunderstanding the new proposed plan of the FAA for the San Diego route modifications.

>From what I gathered before people interrupted the presentation, the proposed plan simply gets rid of the way point "LOWMA" which allows planes to make a more narrower turn down to the bottom way point "ZZOOO". This does NOT, in my opinion imply any changes to the "JETTI" way point or the way or direction planes take off...Since they still have to go to "JETTI" they need to take off at a 275 degree angle like they have been. If planes still need to go to "JETTI" and make their turn there then there is no way that they can come back over the middle of Point Loma. To me this simply means they turn closer to the coast (at about 5,000-6,000 feet in the air at least) and

1743-01

1743

Alfonso Aldrete

when they come to the bottom of the peninsula they still have to go to way point "ZZOOO". If this is true, I don't see any changes in noise levels or pollution for that matter. I am trying to understand this correctly and I believe at this point I do... This is to confirm my analysis.

1743-01

The only comment contradicting my point was someone that told me that the FAA is going to end up making the turn at "Abbot Street" in North Point Loma right before they reach the coast which will create room for a turn way before "JETTI" and then in fact they would be flying closer to the middle of Point Loma vs the Cabrillo Monument area on their way back east at about 4,000 feet...

I would appreciate a quick response so I can clarify that for my own peace of mind. I believe if I understand your proposal correctly that we are not in any danger of more noise or pollution... The biggest misunderstanding has been the famous proposed "white line" you drew that got people confused.

Thank you very much.

Alfonso Aldrete
4016 Caminito Davila
San Diego, CA 92122
(858) 245 2344

1743

Response

1743-01

Please see **Topical Response 11 – Point Loma.**

1744

Joe Janesic

From: Joe Janesic [jjanesic@gmail.com]
Sent: Thursday, October 08, 2015 9:12 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA to eliminate the waypoint LOWMA at the end of the Point Loma

To whom it may concern,

I work as a volunteer interpretive ranger at the Cabrillo National Monument on Point Loma in San Diego. I'm writing the committee today to encourage you to not eliminate the waypoint LOWMA at the end of the point, and to vote to keep the current path in place.

1744-01

Making the proposed change would significantly effect the visitor experience in the area surrounding San Diego's only National Park. This park is a real treasure for the citizens of San Diego County, and offers incredible views and a serene environment that is enjoyed by millions of people each year. Having large jets flying over one of the only uncrowded and open view sites would significantly impact the experience in the park and the adjoining Fort Rosecrans National Cemetery.

These spaces are a rarity in this country and the National Cemetery especially should be a place of quiet reflection in our lives.

Thank you for taking a moment to read this message.

Joe Janesic
VIP Program member
Cabrillo National Monument
(National Parks Service)
Board of Directors
Cabrillo National Monument Conservancy.

1744

Response

1744-01

Please see **Topical Response 11 - Point Loma.**

1745

Jenna Hughes

From: Jenna Hughes [jennaghughes@gmail.com]
Sent: Thursday, October 08, 2015 9:12 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego flight path

Jenna Hughes

619-417-0591
Jennaghughes@gmail.com

517 Tarento Dr
San Diego, CA 92106

1745-01

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?

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?

1745

Jenna Hughes (continued)

1745-01

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

1745

Response

1745-01

Please see **Topical Response 11 - Point Loma.**

1746

Kay Spafford

From: Kay Spafford [kayspafford@cox.net]
Sent: Thursday, October 08, 2015 9:14 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject:

TO: FAA

1746-01

My name is Kay Spafford and I live at 3535 Wilcox St. in Pt. Loma. I wish to state my absolute objection to the proposed rerouting of air traffic over Pt. Loma.

In the Ocean beach, Point Loma area we already have our "fair share" of noise and pollutants from the San Diego Airport. Rerouting of air traffic would exacerbate all of the existing conditions that are noise pollution, pollution from fuel on surfaces outdoors and poor air quality beyond a tolerable level. I am fearful for the safety of my grandchildren who will unnecessarily be subjected to fuel fall-out, Noise Pollution and other hazards as they play in the back yard and neighborhood with their friends and neighbors.

We also have the North Island naval air station with Marine helicopter noise, fighter jet noise, touch and go take offs that shake the house and the fumes that go with it. Yes we knew North Island Naval station was there when we bought our home. But to now be subjected to additional problems so that an already more than profitable airline industry can further add to their bottom line at the cost of our health and safety is unacceptable. The proposal to change the flight path dumps more on an already bad situation.

The savings in time and fuel to the airline industry is miniscule. I believe time saved would be 7 seconds and an extremely small amount of fuel per flight.

Consider that there are thousands of people and innocent children that would be affected. I ask you to cancel the proposal and keep the current routes as they are.

Sincerely,
Kay E. Spafford

Kay E. Spafford
3535 Wilcox St.
San Diego, CA 92106
619-222-3071

Sent from my iPhone

1746

Response

1746-01

Please see Topical Response 11 - Point Loma.

1747

Patti Adams

From: Patti Adams [pattiannadams@hotmail.com]
Sent: Thursday, October 08, 2015 9:15 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject:

I am very concerned about the changes to the flight paths out of Lindbergh Field at SAN.

San Diego is a very small, single runway airport. All flights should be directed straight out from the runway on the paths they were traditionally designed to take...directly out over the ocean before they turn south or north.

1747-01

There is a long standing understanding of which areas of Point Loma are affected by plane noise and jet exhaust and falling plane parts. You must not change that long standing pattern. If we need more flights out of SAN we can take them to another airport.

Please protect the quality of life of our neighborhoods by keeping the planes to the old path (which has been wavered from in recent months) AND enforcing waypoint LOWMA.

Patti Adams, Broker
Pacific Sotheby's International Realty

text or call 619-887-9313

2850 Womble Road, Suite 102
Liberty Station, Point Loma
San Diego, CA 92106

CalBRE 01229068

1747

Response

1747-01

Please see Topical Response 11 - Point Loma.

1748

Martha Kolb

From: Bob & Marty Kolb [bandmkolb@cox.net]
Sent: Thursday, October 08, 2015 9:17 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Environmental Assessment Comment

My concern is the health and safety issues as mentioned in the EA document. At best the document is missing parts.

The jet fuel residue health and safety issues are *not* addressed only mentioned. The proposed changes do not take into account that several elementary and secondary schools will now be in the new

1748-01

proposed flight paths. In our area because of our climate school lunches are served on picnic tables outdoors. Children will be eating under these planes' proposed flight paths and can not help but be effected. Recesses and PE classes will

also be impacted. Children outdoors will be in contact with jet fuel residue several times on a daily basis while at school as the planes go over head at a low altitude. In other parts of the country because of the way schools are constructed this is a lesser issue.

What assurances can you give that this is not harmful to children and staff at these schools?

Martha Kolb
 4453 Casitas St.
 San Diego, California 92107

1748

Response

1748-01

Please see **Topical Response 11 - Point Loma.**

1749

Richard "Dick" Plutt

From: Plutt, Richard S CIV (FACSFAC San Diego) [Richard.Plutt@navy.mil]
 Sent: Thursday, October 08, 2015 9:17 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: San Diego International (SAN) new routing

1749-01

The FAA is trying to bamboozle the public again by rerouting traffic out of Lindberg Field (San Diego, CA) and over areas of Point Loma. This is not to save gas or the environment. I'm going on the record to object to the proposed change.

I've been in the aviation business 46 years now, and have an airline transport license and over 5000 hours of high performance jet time (Navy and Air Force - F-9s, F-4s, and F-14s). As usual, I take exception that the FAA knows best on how to improve our business models for airports around the Southern California Area - if it isn't broken quit trying to fix it.

Respectfully,

Richard "Dick" Plutt
 Contract Air Services Program Manager
 Fleet Area Control and Surveillance Facility San Diego, California
 (619) 767-1161 (Office)
 (619) 851-2059 (Cellular)
 (619) 545-4711 (FAX)
 richard.plutt@navy.mil

1749

Response

1749-01

Please see **Topical Response 11 - Point Loma.**

1750

Sheila Bauer

From: Sheila Bauer [sheilabauer17@gmail.com]
Sent: Thursday, October 08, 2015 9:19 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NEX GEN

Name: Sheila Bauer
Email: sheilabauer17@gmail.com
Address: 4735 Tivoli St
San Diego, CA. 92107
Phone: 619 400 5696

To Whom it may concern,

I am writing this letter to express my concern and displeasure with the changes that have been taking place in the plane take off pattern in the Point Loma neighborhood near San Diego's Lindbergh field.

We have lived in this neighborhood for 22 years and we specifically moved to this location to escape plane noise levels that were unacceptable to us. We understood that an agreement was in place to ensure that planes followed a certain trajectory on takeoff that did not veer south from a previously agreed upon location. During the time we have lived here we have never had plane noise like we have experienced lately. The noise level is disruptive.

There are two elementary schools and a university that will be adversely affected by increase in plane activity. Furthermore, the Cabrillo peninsula is a nature preserve.

1750-01

My questions for you include:

Do you have a detailed environmental impact study, including but not limited to, increase in plane noise which has been correlated to an increase in health problems (ie: heart disease)?

Do you have plans in place to retrofit the houses, schools, places of business to make them soundproof?

As you will undoubtedly know from the many complaints you are receiving, these changes to our community are most distressing to the entire community.

Sheila Bauer

1750

Response

1750-01

Please see **Topical Response 11 - Point Loma.**

1751

Albert Winter

From: Albert Winter [albertwinter@hotmail.com]
Sent: Thursday, October 08, 2015 9:22 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition To FAA Flight Path Proposal

1751-01

There were hundreds of Point Loma residents at the 6 October 2015 meeting at Liberty Station in San Diego, CA. From their comments and the response, I would estimate that 99% of them were very confused and disappointed in the FAA briefing. I was a federal employee for over twenty nine years and am ashamed of the poor showing by the FAA representatives. My question is: Are we going to have another chance to look at this proposal before it becomes the law ???

1751

Response

1751-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1752

Brian Daugherty

From: brianndaugherty@gmail.com [brianndaugherty@gmail.com] on behalf of Brian Daugherty [bdaugher@calpoly.edu]
Sent: Thursday, October 08, 2015 9:23 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; sherrilighner@sandiego.gov
Subject: Please DO NOT CHANGE the Lindbergh Field flight plan

Please do not remove or relocate the existing waypoint just south of Point Loma in San Diego, CA.

1752-01

The proposed realignment of the flight path will direct even more planes directly over our homes, schools, businesses, beaches and parks. As a native born San Diegan, I oppose the change and urge the FAA and our representatives to keep our neighborhood safe and let us have a decent quality of life.

Please do not relocate the existing LOWMA waypoint.

Thank you,

Brian Daugherty

1752

Response

1752-01

Please see **Topical Response 11 - Point Loma.**

1753

Steve Schmitz

From: Schmitz, Steven (Child Support) [Steven.Schmitz@sdcounty.ca.gov]
Sent: Thursday, October 08, 2015 9:24 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Lorr, T
Subject: Comments to Proposed Flight Path Change

1753-01

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.

1753-02

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.

I am very aware of the potential for serious 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.

1753-03

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

1753

Response

1753-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1753-02

Please see **Topical Response 11 - Point Loma.**

1753-03

Please see **Topical Response 13 - Point Loma Public Meeting.**

1754

Melvin D. Ely

From: Mel Ely [melruth4@cox.net]
Sent: Thursday, October 08, 2015 9:25 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on Draft SoCal Metroplex Environmental Assessment

Current planning for RNAV-based procedures in San Diego, according to FAA presentations, will route eastbound aircraft closer and perhaps lower over residential areas of Pt. Loma, San Diego. This will increase noise and concentration of emissions in residential areas, albeit by small percentages. Nevertheless, the FAA as part of government of the people and by the people should respect the public's right and not ignore the people's requests to not make changes that deteriorate the environment.

1754-01

As a system engineer, it is obvious to me that RNAV will have the capability of being programmed. So - one way the system can utilize the efficiencies of RNAV and also respond to the public's environmental impact fear, is to program RANAV to guide aircraft within the current flight paths using waypoint LOWMA location as an RNAV parameter even if the waypoint is not maintained physically/electronically.

RNAV procedures can reduce the need for controllers to employ vectoring and speed adjustments, thus reducing controller and pilot workload. These efficiencies could still be achieved without changing flight paths. This will not achieve the small financial gains the airlines would like, but it increases efficiency while preserving the current flight patterns which the public has accepted for years. Implementation of RNAV in this way would win friends and influence people in favor of the FAA!

It's not about money for the airlines!

Melvin D. Ely
 3814 Del Mar Ave.
 SanDiego, CA 92106

1754

Response

1754-01

Please see **Topical Response 11 - Point Loma.**

1755

Allyson Ledsam

From: Allyson Ledsam [allyson.ledsam@gmail.com]
Sent: Thursday, October 08, 2015 9:25 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org
Subject: PLANE NOISE OVER POINT LOMA

To whom it may concern:

1755-01

I had the misfortune of attending an informational meeting last Tuesday (October 6th) in Point Loma (San Diego) to discuss the new changes in flight patterns over our peninsula, specifically, my home. What a total joke. The people who were representing the government must have drawn the short straws on that dog and pony show and were clearly the sacrificial lambs for the FAA that day. There were over 500 people in attendance and we were not allowed to have our questions answered or recorded and there must have been twenty news stations there. How utterly disrespectful and insulting to be treated as non-citizens. I felt like I was living in Russia.

So, I have a few questions for you:

1755-02

1. I've lived in and around Point Loma for 60 years and have grown up with families who have had generations live here as well. I've lived under the flight path in Loma Portal as a kid and as an adult we worked extremely hard to buy a home out of the flight pattern and into Point Loma for the safety and health of our family. For the past several weeks, I've listened and watched as planes fly a more southerly route at departure (our first loud noise), then go out over the ocean and quickly bank to the left and cross over my house (2nd set of noise) or to the end of the point over our national park. I feel like I'm living in the eye of a hurricane. This freight train noise begins at 6:30am and continues every five minutes until after midnight.

1755

Allyson Ledsam

My questions:

What are you going to do to **stop the noise** that is over my home?

What will you do to mitigate the stress and upset to our community and to my family, caused by the continuous flight noise? I can tell you with total honesty, that I used to wake up to the sounds of palm trees and birds. I paid for that. I now wake up to two freight trains per flight. I didn't pay for that.

I invite you to come sit at my home and my place of work, which looks out over the ocean so you can see and hear for yourselves, how this obviously "proposed" pattern has actually been "implemented".

Will you come?

Are you prepared to face litigation regarding these questions if they cannot be resolved?

2. Since living on the "Point" all these years, I can attest to you that we have NEVER had flights over our populated areas as they are now. Criss-crossing over homes, schools, universities, wild-life, dolphin programs, military bases, estuaries and parks...all these areas have been hugely affected. The Airport Authority and FAA said flight patterns have not changed. They lie.

My questions:

What are you going to do about the **new flight pattern** that endangers not only our population but our animal programs and natural species?

Are there specific dates we need to be aware of?

Who is the Chair of this decision and what is their phone number or e-mail?

Will you actually take a look at this, or are you only engineers that sit amongst maps and numbers?

Do **we** matter?

Are you prepared to face litigation regarding these questions if they cannot be resolved?

3. I am not an engineer but it doesn't take a rocket scientist to know that when there is a peninsula with a massive body of water in front of a plane at departure, the most logical and sound solution is to continue over the water, gain altitude, and bank away from the population.

My questions:

Who or what company or airline has paid the FAA to change the flight patterns?

If it's a matter of saving fuel, how much fuel per flight is actually being changed in relation to just San Diego?

How much fuel per airline is being saved?

Are you prepared to face litigation regarding these questions if they cannot be resolved?

4. The pollution which is falling on our homes is already dramatic. Samples of black soot from cars and screens have been presented as examples in our meetings.

My questions:

Is the FAA prepared to compensate our local citizens for expected health issues caused by your decision to change flight patterns to fly directly over our homes and close enough over the ocean to dispense toxins into our air quality?

Are you prepared to face litigation regarding these questions if they cannot be resolved?

5. When I have my home appraised for its current and projected value, there will be substantial loss in monetary gain due to plane NOISE. Our tax base will also fall considerably, which will impact our city and our city improvements.

My questions:

How will you rectify the loss of value to our homes after you have made the decision to launch jets over our neighborhoods?

How will you compensate our city for the loss of income which could have been used to fix streets, etc?

Are you prepared to face litigation regarding these questions if they cannot be resolved?

6. Our community will be taking this problem as high up as we can go. These changes should have been presented to our citizens first, and to be sucker-punched by a government agency with no regard to the consequences will, to coin a phrase, "not fly".

My questions:

I would like a call from someone with authority, not an assistant, to answer my questions personally....is that possible, and if not, why?

Thank you.

Allyson Ledsam
3905 John Street
San Diego, CA 92106

619-818-9639

1755-02

1755

Response

1755-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1755-02

Please see **Topical Response 11 - Point Loma.**

1756

A. Sharon McCarthy

From: McCarthy, Sharon [amccarthy@ucsd.edu]
Sent: Thursday, October 08, 2015 9:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego/ Pt Loma flight egress changes

1756-01

I have been a Pt Loma resident for 45 years. I oppose these changes on the grounds of safety, air pollution, and noise. I feel that this is a ploy to maximize the take off ability of an airport that has long outgrown itself. Why not just move the airport instead of this bandaid, which I foresee as only becoming worse in the years to come. I am not happy with the poor informational meeting that was presented with NO questions answered. I know that the display of current plane paths on take off is totally inaccurate. where is the reality of the baseline and what do we expect in reality to come. The airport says it is the FAA, The FAA says it isn't so and that we need to talk with the airport. Our elected official has said to contact the FAA but there is no "contact" !!!

A. Sharon McCarthy, 4553 Tivoli Street, SD, CA 92107. 619-224-8900

1756

Response

1756-01

Please see **Topical Response 11 - Point Loma.**

1757

Bruce Bourdon

From: Bruce Bourdon [bourdonb@cox.net]
Sent: Thursday, October 08, 2015 9:29 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: bourdonb@cox.net
Subject: Lindbergh Field San Diego

To Whom it May Concern:

1757-01

I' am writing to voice my concern over the proposed change to the flight pattern out of Lindbergh airport in San Diego, Ca.

As of now San Diego flights take off over ocean make their turns and stay over ocean for a period of time where they obtain more elevation and have a lessor impact on what's below. The proposed change will have the flights make a tighter turn going over land at a lower altitude affecting more population to include several elementary schools and one college university.

This is in no way an attack on the airport as the airport has been around longer than I have, but to have flights making a tighter turn to come back over land giving everyone a double whammy of noise pollution plus the air pollutants that come with this change is wrong. This will most definitely affect the desirability and the value of properties in this community.

I strongly oppose the flight pattern change and hope the FAA reconsiders their position and keeps the flight patterns as they have been for years.

1757

Bruce Bourdon (continued)

Thank you in advance for listening.

Regards,

Bruce Bourdon

San Diego

619.787.4663

1757

Response

1757-01

Please see **Topical Response 11 - Point Loma.**

1758

Vince George

From: Vince George [salesnetvince@cox.net]
Sent: Thursday, October 08, 2015 9:30 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma San diego Noise

Dear FAA,

In the meeting the other night the FAA claimed that no changes had been made to departure paths.

This is not true and is not factual and is a distrotion of reality.
Today i have counted well over a dozen planes that have turned short and passed over Point Loma Collage and just south of my house at 604 Catalina Blvd.

The FAA has broken the long standing agreement with the city to have planes fly past the Point Loma Way Location at the end of the Point.

1758-01

The FAA gave San Diego and the citizens no advanced warning that the FAA was going to break the long standing agreement with the city. And now the FAA claims that nothing has changed yet and these fly overs are not even happening. Join the reality of Point Loma and come see and hear the planes for yourself.

The FAA has shown no accountability to the American public you are charged to serve. The FAA has sold out to big business and has moved forward without regard for the quality of life in San Diego.....SHAME ON YOU.

If planes don't return to the flight path they have been flying for years you will be hearing from our layers.

Please reform your ways and work for the safety of the American Public.

Vince George
604 Catalina Blvd
San Diego, Ca 92106

1758

Response

1758-01

Please see **Topical Response 11 - Point Loma.**

1759

Anabel Sardo

From: Anabel Sardo [anabel.sardo@gmail.com]
Sent: Thursday, October 08, 2015 9:32 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Anabel Sardo
Subject: Against FAA flight change in San Diego

I watched a video presentation on Oct 6 in San Diego regarding the Metroplex Environmental-Southern California Metroplex project that includes the change in the flight patterns out of San Diego Lindbergh Field. I am writing to you to strongly protest the change of the flight patterns that will result in even more noise and safety concerns over the Point Loma community. Our community will be heavily impacted if this proposed project change takes effect.

I understand that one of the reasons for the proposed flight pattern change is fuel savings. That reason should be completely removed. The FAA is a business. If another business desired higher revenues and did that by effecting thousands of home owners, schools, and businesses as well as bringing about safety concerns, it would never be allowed.

The existing published flight patterns are already not being met and often digressing off the specified path. If this project were to go forth, these frequent "off-shoot" patterns would result in even greater impact to all parts of Point Loma. So, in addition to the areas that would be effected by low altitude flight patterns resulting from the proposed Metroplex change, the surrounding areas for "off-shoot" patterns would be effected as well.

The flight altitudes in the proposed plan will be much lower over residential and schools with this new proposal, resulting in many safety concerns as well as noise and quality of life for all residents. In addition to five new schools the new flight patterns would target, a national park, Sunset Cliffs, will also be impacted, which effects San Diego tourism as well.

Bottom line. The FAA's responsibility is not to the airlines. The FAA has no business in taking into consideration an airline's "fuel savings" in the planning air traffic control. Your responsibility is to the American citizens that pay you to assure safety and quality of life for all, in relation to the air traffic control.

Money should NOT be a reason for this. If you require fuel savings, more fuel efficient airplanes should be the solution. Please do NOT go forth with this project. If this were any other business, it would never be approved.

Thank you for listening,
Anabel Sardo
3507 Lowell Way
San Diego, CA 92106
email: anabel.sardo@gmail.com

619-405-9418

1759

Response

1759-01

Please see **Topical Response 11 - Point Loma.**

1760

Jennifer and Ramsey Salem

From: Jennifer Ilana Salem [jennifer@jennifersalem.com]
Sent: Thursday, October 08, 2015 9:33 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA flight path over culver city

1760-01

To Whom it may concern,

Our family recently bought a home in Culver City on Coolidge Avenue. It is a lovely street with a top rated school district.

After living here for 2 months I have noticed airplanes flying over my home every few minutes. They fly at altitudes low enough that it creates a huge noise disturbance.

I am writing to view my concerns that I am against the FAA proposal to re-route more aircraft over culver city. The noise and health consequences are detrimental to all of us who live here.

Thank you,
Jennifer and Ramsey Salem

1760

Response

1760-01

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

1761

Cynthia Parks

From: Cynthia Parks [cmparks61@gmail.com]
Sent: Thursday, October 08, 2015 9:34 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: LAX flight pattern change

1761-01

Please reconsider this change. It has resulted in increased noise and air traffic over our densely populated neighborhood.

Cynthia Parks
3973 Albright Ave
Los Angeles CA 90066

Sent from my iPhone

1761

Response

1761-01

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

1762

Kelly Madruga

From: Kelly Madruga [plobrealor@gmail.com]
Sent: Thursday, October 08, 2015 9:36 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: waypoint LOWMA San Diego

FAA representatives,

As a native San Diegan, and Realtor in the Point Loma area, I oppose the FAA plans to eliminate the waypoint LOWMA at the end of Point Loma San Diego. 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. Many residences in the Point Loma Area are the elderly and as is have difficulty with hearing and this change will adversely affect their health and well being as well as elementary school children that this plan in San Diego will affect, basically the most vulnerable of our society.

1

1762-01

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,
(name)

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;aualst=Babisch>

Sincerely yours,

Kelly Madruga
3220 Hugo St.
San Diego, CA 92106

1762

Response

1762-01

Please see **Topical Response 11 - Point Loma.**

1763

Tim and Karen Cunningham

From: Karen and Tim Cunningham
 [mailto:ktcunn@cox.net] **Sent:** Thursday, October 08,
 2015 11:38 AM
To: awaren@san.org; Russell Tony; Air Noise
Subject: Fwd: Oppose New Flight Patterns for SAN

Begin forwarded message:

From: Karen and Tim Cunningham <ktcunn@cox.net>
Date: October 7, 2015 at 9:39:04 PM PDT
To: 9-ANM-SoCalOAPM@faa.gov
Subject: **Oppose New Flight Patterns for SAN**

1763-01

As fifty year residents of Point Loma, we attended the meeting Oct. 06 at Liberty Station with concerns about the new proposed flight patterns for SAN and came away dismayed and frustrated. The FAA representatives came across as incompetent, uninterested, ill prepared, condescending and dismissive. The meeting was not informative. The community speakers were allowed to talk and question, but their comments were not recorded so basically they talked to the wall. It was very frustrating for all in the packed room.

Nevertheless, as instructed, we are sending this email opposing the proposed new flight patterns for SAN that eliminates the LOWMA waypoint for the following reasons:

1. NOISE...The noise will adversely affect homeowners, wildlife in the Natural Parks, as well as the schools and PLNU in the area. Proper study of the noise impact has not been done. Is the FAA prepared to retrofit the homes as was done in Loma Portal?
2. POLLUTION....The additional pollution will greatly affect homes, people, animals, wildlife. We already endure the the effects of the planes from their take off. Again proper studies have not been done.
3. SAFETY CONCERNS OF PLANES CROSSING THE PENINSULA A SECOND TIME
4. DECREASE IN PROPERTY VALUES
5. LOSS OF PROPERTY TAX REVENUES
6. THE MEAGER SAVINGS IN FUEL PALES IN COMPARISON TO DEVASTATING IMPACTS TO QUALITY OF LIFE, HEALTH, SAFETY, AND ESTHETICS OF THE POINT LOMA COMMUNITY.

1763-02

We urge the FAA to cancel this proposed change to eliminate the LOWMA waypoint. The LOWMA waypoint should be kept and its use enforced. We hope our elected officials will join the Point Loma community in opposing this proposed change.

Thank you,

Tim and Karen Cunningham
 1152 Moana Drive
 San Diego, CA 92107

1763

Response

1763-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1763-02

Please see **Topical Response 11 - Point Loma.**

1764

Cathy Miller

From: Cathy Crawford Miller [cathymiller833@gmail.com]
Sent: Thursday, October 08, 2015 9:39 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: scott.peters@mail.house.gov; loriezapf@sandiego.gov
Subject: Input re FAA flight changes: SAN

FAA
To Whom It May Concern:

I strongly oppose the FAA proposal (SoCal MetroPlex-NextGen) which would directly affect the neighborhoods of Point Loma, near the San Diego International Airport.

My concerns are these:

1. The Draft Environmental Assessment does not comply with the National Environmental Policy Act because it fails to analyze the environmental impact of proposed flight path changes. In the "Affected Environment" section of the EA, harbor seals, migratory birds, and fragile tide pool life are not mentioned in the report. Each of these is protected by law.

QUESTION: Considering the laws in effect protecting wildlife and the environment in Point Loma, does the FAA have the authority to supersede the EPA?

2. The Environmental Assessment report fails to mention safety issues related to the schools that are directly under the proposed flight paths: Silvergate Elementary, Cabrillo Elementary, Sunset View Elementary, and Dana Middle School. Nor did it mention Point Loma Nazarene University with 3000 students, faculty and staff.

QUESTION: Since the mission statement of the FAA charter is "to insure public safety", how does increasing flights over four public schools and one private university on Point Loma fit into the purpose of the FAA?

3. At the FAA community meeting on October 6, 2015, the spokesman failed to give reasons why these flight path changes are being made.

QUESTION: Who directly benefits from these changes? Families with children, university students, seals, migratory birds, tide pool life, airline companies, airport authorities, the federal government?

Thank you for reading this and sending your written response.

My family has lived on Point Loma for five generations. When the FAA spokesman told us emphatically and repeatedly that the flight patterns over our neighborhood have not changed, and that planes are not flying over our houses, I was insulted.

I urge the FAA to rescind its proposal to change flight paths out of SAN.

Sincerely,

Cathy Miller
833 Moana Dr.
San Diego, CA 92106

(619) 813-8657
cathymiller833@gmail.com

Please do not use my address, phone, and email in the public record.

1764

Response

1764-01

Please see **Topical Response 11 - Point Loma.**

1765

Robert Asahina

From: Robert Asahina [hybris@aol.com]
Sent: Thursday, October 08, 2015 9:39 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen flight paths over West Los Angeles

To the FAA:

1765-01

Residents in the Palms/Mar Vista neighborhood of Los Angeles have noticed an increased amount of aircraft noise from flights in and out of LAX. The sky is loud with jet noise from planes, with as little as 60 seconds between them, throughout the day and night. Some planes are flying at such a low altitude that residents are able to identify them 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 jet noise and pollution will get worse when NextGen takes effect in 2016, and they have the potential to negatively change the characteristics of our city and neighborhoods.

1765-02

Palms/Mar Vista residents are concerned that the increased jet noise and pollution will negatively impact our environment as well as our home values and businesses, will harm our children's ability to concentrate and learn in school, and will jeopardize their ability to safely play outside without suffering toxic chemicals from the jet fuel overhead.

1765-03

NextGen has been exempt from normal environmental impact reviews and public hearings unless there is "a division of an established community." Other cities have recently sued the FAA over increased aircraft noise in their neighborhoods due to NextGen.

Phoenix sues FAA over flight path changes:

<http://www.usatoday.com/story/todayinthesky/2015/06/01/phoenix-sues-faa-over-flight-path-changes/28329559/>

Plane exhaust kills more people than plane crashes:

<http://news.nationalgeographic.com/news/2010/10/101005-planes-pollution-deaths-science-environment/>
 Lower altitudes of proposed late night flights over Culver City may negatively affect residents' health and sleep:
<http://doorstoarrival.com/proposed-flight-path-undermines-lax-noise-abatement-efforts/>

The proposed FAA NextGen flight paths over the Palms/Mar Vista neighborhood of Los Angeles have the potential to squash a flourishing, vibrant American community.

We strongly protest the implementation of NextGen without normal environmental impact reviews and public hearings. We will vigorously pursue our legislative, judicial, and executive branch options to stop NextGen before it can create further environmental damage.

Robert Asahina

1765

Response

1765-01

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

1765-02

The commenter expresses concern about the negative impact of increased jet noise and pollution. 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 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.

Section 5.8 discusses the analysis of air quality impacts under the Proposed Action and the No Action Alternative. Section 5.8.2 discusses the methodology, and Section 5.8.3 discusses the potential impacts, indicating that no significant impacts to air quality would be anticipated with the Proposed Action.

1765

Response (continued)

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

1765-03

Please see responses to Comment Letter 1701-04.

1766

Ruth Haughwout

From: Pixie [seafevergearpixie@gmail.com]
Sent: Thursday, October 08, 2015 9:41 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Re: San Diego Metroplex plan

Hello,

This is Ruth Haughwout at 826 Amiford Drive, San Diego, Ca. 92107. I have lived here since 1977 and chose this location for its quiet, beauty, the the sea breezes that come in our always open windows.

I am distressed with the proposed changes to the flight path for the following reasons:
 -- Noise and air pollution from planes cause medical problem. Please reference the research in the following article. In summary there is an increase in cardio vascular disease hospital admissions near airports, as well as an increase in sleep disturbance, anxiety, frustration, stress, and speech patterns in children.

Residential exposure to aircraft noise and hospital admissions for cardiovascular diseases: multi-airport retrospective study

BMJ 2013; 347 doi: <http://dx.doi.org/10.1136/bmj.f5561> (Published 08 October 2013) Cite this as: *BMJ* 2013;347:f5561

- Article
 - Related content
 - Metrics
 - Responses
 - Peer review
1. *Andrew W Correia, quantitative analyst*¹,
 2. *Junette L Peters, assistant professor*²,
 3. *Jonathan I Levy, professor*²,
 4. *Steven Melly, geographic information systems specialist*³,
 5. *Francesca Dominici, professor, associate dean of information technology*⁴
- Author affiliations
1. Correspondence to: F Dominici fdominic@hsph.harvard.edu
 - **Accepted** 5 September 2013

1766-01

Abstract

Objective To investigate whether exposure to aircraft noise increases the risk of hospitalization for cardiovascular diseases in older people (≥ 65 years) residing near airports.

Design Multi-airport retrospective study of approximately 6 million older people residing near airports in the United States. We superimposed contours of aircraft noise levels (in decibels, dB) for 89 airports for 2009 provided by the US Federal Aviation Administration on census block resolution population data to construct two exposure metrics applicable to zip code resolution health insurance data: population weighted noise within each zip code, and 90th centile of noise among populated census blocks within each zip code.

Setting 2218 zip codes surrounding 89 airports in the contiguous states.

1766

Ruth Haughwout (continued)

Participants 6 027 363 people eligible to participate in the national medical insurance (Medicare) program (aged ≥ 65 years) residing near airports in 2009.

Main outcome measures Percentage increase in the hospitalization admission rate for cardiovascular disease associated with a 10 dB increase in aircraft noise, for each airport and on average across airports adjusted by individual level characteristics (age, sex, race), zip code level socioeconomic status and demographics, zip code level air pollution (fine particulate matter and ozone), and roadway density.

Results Averaged across all airports and using the 90th centile noise exposure metric, a zip code with 10 dB higher noise exposure had a 3.5% higher (95% confidence interval 0.2% to 7.0%) cardiovascular hospital admission rate, after controlling for covariates.

Conclusions Despite limitations related to potential misclassification of exposure, we found a statistically significant association between exposure to aircraft noise and risk of hospitalization for cardiovascular diseases among older people living near airports.

Introduction

Exposure to aircraft noise has been associated with physiological responses and psychological reactions,^{1 2} such as sleep disturbances, sleep disordered breathing, nervousness, and annoyance.²³ However, the extent to which exposure to aircraft noise might increase the risk of adverse health outcomes is not well studied. Recent literature, primarily from one multicenter European study, has provided evidence of a relation between aircraft noise and hypertension outcomes, including incidence of hypertension,⁴ self reported hypertension,³ increased blood pressure,^{5 6 7 8} and antihypertensive medication use.^{1 9 10 11} These findings are supported by a broader literature, which evaluated the association between residential exposure to noise and cardiovascular disease and found substantial evidence for biological plausibility and positive associations between noise and hypertension, myocardial infarction, and ischemic heart disease.¹² Potential biological mechanisms may include induced release of stress hormones^{13 14 15} and indirect effects on sympathetic activity, which is associated with adverse metabolic outcomes.^{15 16 17}

The article is extensive I have given you the summary.

-- Decrease in property values. It is a well know rule of thumb that airport noise is not heard below Nimitz Street. It is heard now on a daily basis I suspect at the will of the traffic controllers ability to change the flight pattern for various reasons. It starts promptly at 6:30 and growls on steadily till 11:00 and then all day long. This is a new thing. Please don't tell us otherwise. And there go our property values for most of us our major nest egg.

--The black grime from the jet fuel that would increase on plants, window sills, and inside the house.

--Noise over four school systems, Fort Rosecrans, Cabrillo National Monument, tide pools and Sunset Cliffs Blvd all major tourist and local attractions. Noise and pollution a major distraction on these sensitive areas.

--If safety and integrity are your bi words why is creating flight plans closer to populated areas safer?

I have studied the plans available on the changes. It's readily clear that they are much closer to Point Loma, and one option the "white line" indicated on the slide presented to us goes right down Point Loma over an elementary school. The the so called "fan" pattern would cover all of Point Loma would change the nature, safety, health, value and grow of our children in our neighborhood in every way. Please think again about what you are suggesting.

Questions:

How are theses changes going to be relate to the 1990 noise expectation policy?

If safety and integrity are your bi words why is creating flight plans closer to populated areas safer?

Where is the the environmental study on the project?

What are the current noise volumes on the Point for the past three years to be able to measure expected changes?

What are the current and expected flight altitudes ?

1766-01

1766

Ruth Haughwout (continued)

1766-01

Why was the presentation in Point Loma on Oct 6th so short on information?
Why were the comments not recorded?

A concerned citizen,
Ruth Haughwout
826 Amiford Drive
San Diego, Ca, 92107

619-222-7074
Seafevergearpixie@gmail.com

1766

Response

1766-01

Please see **Topical Response 11 - Point Loma.**

1767

Tom Wolverton

From: Tom Wolverton [tomwolverton@gmail.com]
Sent: Thursday, October 08, 2015 9:41 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed flight pattern change in San Diego

Dear FAA -

Regarding the FAA proposed removal of waypoint LOWMA in San Diego, I have the following concerns:

1. The ONLY charter of the FAA is to insure public safety.
2. The FAA should not be obligated to the profitability of the airline industry.
3. The new pattern reduces public safety by having planes flying over land during more of the duration of take-off.
4. The pattern change is in direct opposition to the charter of the FAA.

1767-01

Thank you

1767

Response

1767-01

Please see **Topical Response 11 - Point Loma.**

1768

Lyndee Logan

From: Lyndee [lyndeelogan@yahoo.com]
Sent: Thursday, October 08, 2015 9:41 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed flight path changes at Lindbergh Field/SD International airport

Dear FAA,

I wrote earlier, but I have a new question. Many years ago, a plan was implemented to vector the planes out over the flood control channel and then out to sea. This would be the least amount of impact on residents as the planes fly over commercial areas and then over water.
Sea World is located here, so it has been brought to our attention that they don't want the planes because it will disturb the visitors and effect their revenues.
My question.

1768-01

1768

Lyndee Logan (continued)

1768-01

1. Does Sea World mean more to the Federal FAA then the residents in a neighborhood.

2. The planes woke me up this morning. That doesn't really happen, but it did today. Please provide me with proof positive that the proposed changes will benefit me and will have little impact.

I am not imagining this increased noise. My family has lived in this area for nearly 100 years. We realize things change and we need to be "good neighbors", but this impact is disturbing the quality of my life.

Respectfully,

Lyndee Logan
lyndeelogan@yahoo.com
4384 Coronado Avenu San
Diego, CA 92107

1768

Response

1768-01

Please see **Topical Response 11 - Point Loma.**

1769

Michael Mora

From: Michael Mora [mike@themorateam.com]
Sent: Thursday, October 08, 2015 9:41 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: OPPOSE FAA FLIGHT PATH Changes

Hello,

1769-01

I am very concerned about the proposed flight path changes. I grew up in Point Loma and currently live in Point Loma. My parents as well as brother also live in Point Loma. We are very worries and oppose these proposed changes. This would greatly change many aspects of point loma. The real estate prices would be effected, the quite enjoyment of ones neighborhood and the community as a whole.

Please keep the current flight path and m2141ake no changes.

Michael Mora
645 san antonio avenue
san diego, ca 92106

mike@themorateam.com

619-417-9247



Mike Mora - The Mora Team
Broker Associate
Welcome to San Diego Real Estate

e | mike@themorateam.com

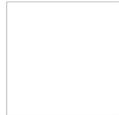
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1769

Response

1769-01

Please see **Topical Response 11 - Point Loma.**

1770

Dave Flesner

From: Dave Flesner [1spirited@cox.net]
Sent: Thursday, October 08, 2015 9:42 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov
Subject: To FAA, regarding Fights out of San Diego Lindberg Field

My name is David Flesner, and I am a 30 year plus resident on the bay side of the Peninsula, on Hill Street in 92106, Pt Loma. I specifically made the decision to move from under the flight path to get away from the many polluting factors. I moved from my former home under the flight path, in Ocean Beach to my longtime home here on Hill Street. I paid much more to live here, but that was my choice, as it was for my neighbors. The consistent refrain of myself and neighbors in this general location on this side of the hill, has always been: "we can see the airport, but not hear the airplanes". NOT NOW!

BEFORE I ASK MY QUESTIONS, THE CURRENT STATE OF the FAA directed FLIGHT changes MUST BE ADDRESSED!

The FAA has created a dangerous conundrum, that has become very apparent over the past weeks, culminating with a rubber stamp/farce meeting in Point Loma two days ago in front of 1,000 astonished citizens. It can rightfully be called a **very deadly farce, with incredibly harsh and dangerous consequences to this community**. First, there is absolutely no question that the FAA has changed flight departures! For the FAA to keep repeating that lie, as is now done in the Federal Government regularly, is an insult, a lie.

It is clear that the FAA is establishing a NEW base point to use in supporting your proposed actions. Yet, the FAA asks us to not believe our lying eyes and ears.

1770-01

Unfortunately, I believe this letter is just another hoop to put people through, on decisions the FAA has ALREADY made, sitting around a table. The slide that your representative clearly showed at the farce meeting, CLEARLY SHOWED NO REVIEW PROCEDURAL MEETINGS NOR STEPS THAT INCLUDED **THOSE UNDER THE PLANES!** It appears ALL of your meetings have been with bureaucrats, NOT, interfacing with and working with the citizens, business's, schools, colleges, National Parks, National Cemetery, Environmentalists regarding Tide Pools, and pristine coastline that brought people like me here. If so, please show me those results!

In my case, I have worked hard, invested in my home, and have paid more to be **OUT OF** the Lindberg Flight pattern. Yes, living right here, my neighbors and myself often experience substantial noise and other negative impact from the **military flights out of North Island, Coronado**. That is the "sound of freedom", and though often bothersome, we accept that.

WE DO NOT ACCEPT THE NEW FLIGHT PATTERNS AS BEING THE SAME ONES WE HAVE LIVED WITH 24/7, NOR the LIES.

Now the FAA is sending flights further south on take off, and flying close to the point, then coming back across the point! Double crossing of land! So, now you expect my neighbors and I on this Bay facing side that ALREADY HAVE THE NOISE AND POLLUTION From NORTH ISLAND to embrace the noise, visuals, soot, fuel drops, and NOW increased DANGER from BOTH Lindberg and North Island? Accept without question the FAA's already changed flight patterns as not being changed?

We are to believe that this is not part of the FAA creating new BASE (noise, pollution) Levels? OF COURSE IT IS!

1770-02

Now my response with specific questions regarding The FAA decision to eliminate the LOWMA way point that was formerly used, as well as a new route that will be tighter, and will then necessarily hug the Point Loma Peninsula, crossing either across the point for a second time, or close to it.
 Questions:

1. Health/environmental :

You are planning on planes flying closely over far more homes with all ages including children, business's, Fort Rosecrans cemetery, PLNU University, Cabrillo National Monument-Pt Loma is a unique location that your computer flight path strategy apparently did not tell you about. **What will be the increased health impacts anticipate for Asthma, COPD, lung ailments? What are they now in this location, and what is the true projected increase? The cost? This is very important to know, as many of us live here because of the cleaner ocean breeze and air, and to avoid much of the air pollution that must avoid. There are also the streets related issues of hypertension/cardio problems. How much will lawsuits for additional negative health impact cost the government?**

1770

Dave Flesner (continued)

What will be the environmental impact on our coastline cliffs, tide pools, creatures of the sea, those in the water surfing, swimming? Have you interfaced with other government agencies to discuss the impact? What is the impact, NOT

2. Noise/Pollution:

Since residents here KNOW the flight patterns have been changed, will the FAA agree to use a BASELINE for noise and pollution from two years ago, NOT the one you are NOW creating with the flights we hear, see, feel in pollution? **Can we expect THE BASELINE TO BE 2013, not the falsified 2015?**

Since those of us in this part of Roseville (Pt. Loma) already have a substantial noise/pollution impact from the North Island, have you considered the **DOUBLE IMPACT ON THIS NEIGHBORHOOD? What is the combined NOISE/POLLUTION impact on my neighborhood, quantified with a number, and how does that compare with 2013?**

3. Collision/accident Danger:

Your logic makes it apparent that this was decided on a computer, without considering the people, business's, College, schools, tourist attractions that bring millions here every year. **Why would the FAA choose to endanger far more people by more southerly takeoffs, hugging the Pt Loma Peninsula, and the crossing over it again, over homes, business's naval facilities, elementary schools, PLNU University, Cabrillo monument? How much is the added risk of collision over a populated area? What is QUANTIFIED PERCENTAGE ADDED RISK? WHAT IS THE quantified \$ ADDED RISK, POTENTIAL COST TO THE GOVERNMENT?**

Your proposed "changes" now put you in closer airspace to North Island, with fighter planes, transports, and helicopters. What is the quantified INCREASED danger of collisions? Of collisions OVER POPULATED AREAS? Are you aware of amount of tourist population heading to the Peninsula? Have you factored in this increase in tourist population traveling across the Peninsula?

4. Cost savings:

It has been quantified that the FAA proposed elimination of the LOWMA point will save \$5 per flight. **How is it possible that the FAA would consider this change, or the existing flight changes, at the far more substantial risks of the flight changes?**

What do you expect the cost of a legal battle over our rights will be?

5. Property losses/reduced taxes:

My neighbors and myself bought homes here specifically to **NOT BE IN A FLIGHT PATH!** We pay more to be here, yet the FAA is **ARBITRARILY** jeopardizing not just our chosen **LIVING** environment, but will very probably create a loss of real estate home, business values. The same goes for the PLNU University which will be affected, as will be the property tax revenue. Also the tourism is likely to be reduced. **How will the FAA/government compensate residents, business owners for loss of property values? What studies have you made about the loss of tourism?**

It is obvious to me that the FAA is already undergoing **FLIGHT DEVIATION AND CHANGES** creating a far greater risk to limb, life, environment, tourism, educational facilities, and all else, and potentially imposing this as a permanent change. **I request, and logically expect to see quantification that corroborates your EXISTING flight changes; explanation of BASELINE (Propose FAA is honest and uses BASELINE for sound, pollution for 2013, NOT 2015); FAA response to my questions on LOWMA as outlined above.**
Sincerely,

David Flesner
3211 Hill Street
San Diego, CA 92106

619-990-6554

1770-02

1770

Response

1770-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1770-02

Please see **Topical Response 11 - Point Loma.**

1771

Chuck Bahde

From: Chuck Bahde [cbahde@cox.net]
Sent: Thursday, October 08, 2015 9:43 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Path

We purchased our home six years. It is located in Fletridge at the corner of Clove and Emerson Streets, South of Loma Portal and Nimitz Blvd. We chose this area specifically, because it used to be away from the noise of the flight path. Over the past years we have noticed an incremental increase of noise from airliners as they take off. Every once in a while, planes fly directly overhead. One of the more regular violators of the flight path is a turbo prop jet (I think it may be a Federal Express plane) taking off over our area in the late afternoon/early evening.

My wife and I are opposed to the new "shortcut" flight path and ask that the traditional 275 degree tract be followed in the future. Through the Quieter Home Program, a huge amount of public money has been spent to lessen the noise impact of those living under the flight path. If the flight path is expanded, so should the Quieter Home Program.

The incremental increase of noise began with the shift of the traditional 275 degree departure tract to a more southerly 250 degree departure track.

We were told that this would only be temporary change while Runway C and the new terminal were being built. It looks the promise has been broken and the new track will be permanent.

By personal observation over the years I have noticed that the planes take off a much lower incline. They stay at a much lower altitude, for a longer period of time, and with this increase the noise impact on more and more homes and businesses.

1771-01

There are better ways to increase the efficiency of the Airport. The following is from my position paper written in 2002 when I ran for City Council to represent the Point Loma area.

The key is to improve efficiencies of operation at Lindbergh. Here are some ideas

1. **Enforce established plane pathways**, airport curfew (11.30 to 6.30) and plane noise reduction (stage 3 aircraft).state regulations 3 year renewal. **Fines for violations must be increased to discourage breaking of curfew.** With the current penalty of between \$1,000. to \$5,000. and you have a plane filled with 120 passengers \$600. (\$72,000) you are going to take off.
2. **Eliminate Lindbergh as a destination for Civil (private, hobby, non-commercial) flights** which in 2000 account for 10% of all flights at Lindbergh. In the distributed system they should be restricted to use Brown, Gillespie, Montgomery, and Palomar Airports.
3. **Sell a busy airports prime landing and take off times to the highest bidder and raise landing fees.** This is like rush our traffic HOV lanes.
4. Air traffic Management must be improved beginning at the federal level. More traffic controllers must be hired. The software and computers currently uses are 30 years old and inefficient. The Air transportation Association has called upon the FAA to Install a Satellite Navigation system (GPS) with data link capability within 5 years. Such a system pinpoints aircraft locations. Boeing Company is developing the system and is willing to pay initial costs; with more air space capacity they will sell more products.! This will increase potential capacity by 45% and add 17 to 25 year breathing room .
Chuck Bahde 1345 Clove St.

1771

Response

1771-01

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

1772

Mary Anne Wentink

From: Mary Anne Wentink [mawmaw@cox.net]**Sent:** Thursday, October 08, 2015 9:43 PM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** Comments and questions regarding the SoCAL Metroplex project

I attended Tuesday night's meeting here in San Diego and have since read your online Draft Environmental Assessment. Both have left me with more questions than answers. Here are some of the items I believe should be discussed overall and specifically in regards to your proposed changes to the SAN departure pattern.

1772-01

1. Per my reading of the document, I was particularly discouraged by the lack of appendices supposedly explaining some of your conclusions and the telescoping of "conclusions" over the entire impacted area – i.e., all of the Southern CA Metroplex. Will you let us know where the appendices may be found?

1772-02

2. The environmental speculations within the document were particularly problematical, the assumption seeming to be that as these planes are flying today, there's no major difference in the impact to the overall area. I.e., changes within or over communities immediately affected by these proposed changes are not considered at all. Noise, pollution, sensitive environmental, endangered species and socio-cultural impacts are all concluded to have no significant change *over the entire scope of the project*. In short there does not appear to be any detailed review of how the specific changes to any of the airports within the study impact the communities/environments immediately surrounding those airports.

1772-03

3. There is indeed a question as to whether any environmental impact studies have taken place. This is, after all, a draft environmental assessment. It is quite possible that at this stage you only need report on the overall scope of the project vice how specific areas are impacted. If so, this should have been made clear within the document. It is not.

1772-04

4. Also of concern was the lack of detailed mapping of the changes. The use of layered maps confuses the issue – perhaps each airport's patterns (proposed and current) appear within these maps, but I was unable to separate them. As a minimum, the flight patterns (current and proposed) for each runway of each airport should be displayed in such a manner the proposed changes to each pattern are fully and clearly documented. This is not done within this document.

1772-05

5. Safety risks are not specifically addressed within this document and presumably have not been considered (or have been considered and only documented elsewhere). The only mention of safety pertains to the safety of children within low-income communities from pollution, some consideration of bird impacts perhaps affecting endangered species of birds, and 2 referenced LAX runway safety studies. This document did address acceptable flight envelopes (3-D flight separations) and the recognition of a jumping zone that must be avoided by SAN departures but did not address how changes to the flight patterns reduced or increased the possibility of airplanes using different airports might find themselves in competition for the same airspace. I personally find this to be my greatest concern regarding the proposed SAN Eastern Departure flight pattern taking passenger jets directly over the NAS North Island runways. There is no mention of how high the SAN flights are supposed to be when they do fly over North Island.

6. As a San Diego, Point Loma resident I am particularly concerned by the potential impact of the proposed changes to the SAN departure path for east-bound flights.

- Years ago a special accommodation was agreed to by the FAA to minimize flight impact over the Point Loma residential and public areas. This project appears to have tossed aside this agreement willy-nilly without any serious attempt to confer with the folks on the ground who will be impacted by your proposed changes. (Last Tuesday's meeting doesn't count. I've already registered my complaints separately.)
- Proposed pattern change will bring flights directly over residential areas, several public schools and a large private university, a national park (one of the most visited within the nation), several city parks and a city natural scenic park, environmentally sensitive tide pools, a major governmental research facility, a Naval sub base and a Naval Air Station. How can you possibly claim there will be no environmental impacts (including noise and pollution impacts) without having previously tested the entire environment being impacted?
- In regard to the above, numerous folks at Tuesday's meeting complained that the flight pattern had changed in the past two weeks, seeming IAW your proposed pattern. If so, how can you measure conditions before this change was made?
- Proposed pattern change will bring commercial flights directly over North Island Naval Air Station which boasts a lot of helicopter as well as jet activity. San Diego already has some of the most congested air traffic in the nation. How does this proposed change in pattern decrease the possibility of mid-air collisions with traffic already extent in that location?

1772

Mary Anne Wentink (continued)

1772-05

- e. Proposed pattern change proposes a sharp turn following the faster than average take-off ascent needed to clear Point Loma. SAN is already known as one of the more difficult major airports on which to land and take off. This proposed change seems to further complicate the physical difficulties of the procedure on commercial jets that may or may not have been designed to perform these maneuvers on a regular basis. Has anyone considered how this strain on the aircraft may affect the aircraft's airworthiness over time?
- f. Southern Point Loma is one of the most expensive residential areas within a San Diego market that is already considered among the highest in the nation. The price of these homes determines the taxes assessed on these homes. The prices of these homes have been increased over others of similar size and near location by the promise that they are not and will not be under the Lindberg Field flight plan. The proposed change brings planes over these homes thus significantly decreasing their value and the taxes that can be assessed. Consequently the proposed change brings financial harm to both the home owners and to San Diego. How does the FAA plan to reimburse these homeowners and San Diego for the financial harm caused them?
- g. No one has announced at what altitude planes will be flying as they complete their turn and again come over Point Loma airspace. At what height does the FAA expect these planes to be flying per the proposed flight pattern? Until this is determined, how can the FAA project the potential pollution of these flights?
- h. At no point within the document or the Tuesday night meeting has the FAA explained exactly why the proposed changes to the SAN departure pattern are beneficial to anyone. It has been guesstimated that the change might save \$5/flight in fuel costs – a largely problematical figure. Frankly, there appears to be no good reason for making this change. Is there any reason? If so, please clarify.

As you can see I am a concerned citizen with a lot of detailed questions. I am sure that there are other people contacting you with other questions that might of interest to the general public. I would be interested in seeing their questions and your answers to them as well as answers to the questions and concerns I have raised. Will you please put both questions and answers up on your website so we who have taken the time to write them down can review your responses?

Thank you.

Mary Anne Wentink
1092 Leroy St.
San Diego, CA 92106

619-225-8093
mawmaw@cox.net

1772

Response

1772-01

The commenter asks where the appendices to the EA may be found. The appendices were published at the time of the Draft EA release on June 10, 2015 and can be found on the website.

http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html

A copy of the Draft EA and appendices were available at a number of libraries and at the public workshops.

1772

Response

1772-02

The commenter is concerned with the environmental analysis conducted for the EA. The EA is prepared in full compliance with the 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.

1772-03

The commenter is concerned with the lack of detail in the maps.

The EA for the SoCal Metroplex identifies flight corridors for both the Proposed Action and No Action scenarios in Chapter 3, *Alternatives*. Refer to Chapter 1 of the EA for a more complete discussion of how aircraft operate and interact with air traffic control. Refer to Chapter 3 for a more complete discussion of the Proposed Action.

Please see **Topical Response 07 – Request for More Data** and **Topical Response 08 – Supplemental Materials**.

1772-04

The commenter states that safety risks are not specifically addressed or considered within the document. 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's (ATOs) 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).

The commenter states that her greatest concern is in regard to airplanes flying directly over NAS North Island runways. None of the Proposed Action procedures are designed to direct aircraft over the NAS North Island Runways.

1772-05

Please see **Topical Response 11 - Point Loma**.

1773

Susan Johnson

From: susanjohnsonlist@cox.net [susanjohnsonlist@cox.net]
Sent: Thursday, October 08, 2015 9:44 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Plane Noise

Hi,

I am a 23 year Point Loma resident & home owner.

We purchased our home in 1992. We paid more for it to be out of the flight path.

We are very upset about the news of the flight path possibly moving into our area.

1773-01

This is like buying a home on a calm street & then FAA decides to make the street a freeway!!

The noise is bothering, pollution, dust, etc.

We will all lose value in our homes!! I know this as a fact, as I'm a Realtor in the area.

Please consider this as your decision is made.

Respectfully,

Susan Johnson
648 Catalina Blvd. San Diego, Ca.
92106 619 818-5960
email, susanjohnsonlist@cox.net

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Susan Johnson
619-818-5960 Cell
619-224-7295 Home
susanjohnsonlist@cox.net

1773

Response

1773-01

Please see **Topical Response 11 - Point Loma.**

1774

Riley D. Mixson

From: Riley Mixson [rmixson832@aol.com]
Sent: Thursday, October 08, 2015 9:46 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: hppurdon@cox.net; casey.schnoor@brookfieldrp.com
Subject: FAA proposal to revise departure patd from San Diego International

1774-01

I am a resident of Pt Loma and right under your proposed flight path. I have been inside when you have tested your proposed departure route. The noise is deafening and the fall out from jet exhaust messy to say the least. I am also a boat owner at San Diego Yacht Club. Your proposed flight will pollute the part of the bay where a large number of pleasure craft from all over San Diego recreate. Both increased noise and pollution will be a major nuisance to those of us in that area.

I do not think an EA is sufficient. I would like to see an full blown Environmental Impact Study (EIR) on this subject. Most of all I would like to see you withdraw your effort disguised as more efficient fuel saving for the airlines! A felicitous argument to say the least.

Riley D. Mixson
Point Loma Resident

1774

Response

1774-01

Please see **Topical Response 11 - Point Loma.**

1775

Prof. Helen Amanda Fricker

From: hafricker@gmail.com [hafricker@gmail.com] on behalf of Helen Amanda Fricker [hafricker@ucsd.edu]
Sent: Thursday, October 08, 2015 9:47 PM
To: Jonathan Berger
Cc: 9-ANM-SoCalOAPM (FAA); scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; Dannie Berger; awarren@san.org; trussell@san.org; airnoise@san.org; Cammie Ingram
Subject: Re: Comments on the Draft EA for SoCal Metroplex Project

Dear Sir,

I strongly agree with this statement from my neighbour and USCD colleague. This decision would affect the health and quality-of-life of all Point Loma residents, including several schools and two universities (UCSD-SIO at Rosecrans and PLNU).

1775-01

The fact the FAA are denying the fact that some departing aircraft from SAN are already flying this new route, when we can track these aircraft with apps on our phones, or just by the naked eye, is ludicrous and appalling. It is time to address this issue once and for all. Please reconsider your plan to eliminate the LOWMA waypoint.

Respectfully - Prof. Helen Amanda Fricker, SIO/UCSD 3920 Coronado Ave, San Diego, CA 92107.

On Tue, Oct 6, 2015 at 10:57 AM, Jonathan Berger <jberger@ucsd.edu> wrote:

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. 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

Jonathan Berger
 3376 Hill Street
 San Diego, CA 92106

--

Dr Helen Amanda Fricker
 Professor
 Scripps Institution of Oceanography
 La Jolla, California, USA

Tel: 858-534-6145 (w)
 619-993-3569 (cell)

1775

Response

1775-01

Please see **Topical Response 11 - Point Loma.**

1776

Leslie L.J. Reilly

From: Leslie Reilly [leslieljr@gmail.com]
Sent: Thursday, October 08, 2015 9:51 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed Pt. Loma Flight Path changes

Dear FAA,

I am opposed to the proposed flight path changes in Point Loma, California.

1776-01

I am the mother of a young son, and the additional air pollution, noise, and danger affect not only me, but the 47,981 people residing in Point Loma. You must put families first and foremost in our community.

Yes, big business and airlines are important, but when it's at the expense of family safety in the community, it is shameful.

Best,
Leslie L.J. Reilly
Point Loma resident since 1996

--

Leslie L.J. Reilly

1776

Response

1776-01

Please see **Topical Response 11 - Point Loma.**

1777

Robert Kolb

From: Bob Kolb [bobkolb@cox.net]
Sent: Thursday, October 08, 2015 9:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Questions on FAA's SoCal Metroplex EA

Greetings,

Please consider the following comments and questions:

1777-01

The subject document shows a clear bias towards the airline and aircraft industry. Citizens that live in the Metroplex area were not represented thus apparently giving the airline industry a free hand in designing a system that is optimized to their needs regardless of the impacts of the people living there.

Questions: How much additional populated area will be impacted by aircraft overflights? The EA as written does not deal with the impacts on the ground in a substantive manner.

1777-02

The stated goals of the Metroplex Project is to Reduce Complexity, Provide Predictability, and Provide Flexibility with the view expressed that meeting these goals will improve safety and efficiency. It was very difficult to see if these goals were met by this proposal.

Questions: Were all of these goals measured from the prospective of flight operations? How was resident safety, including health and welfare issues, accounted for?

1777-03

Simulations were used to assess the proposed Metroplex improvements. I assume that these simulations only dealt with flight procedure improvements.

1777

Robert Kolb (continued)

1777-03

Questions: What simulations were performed to assess the impact on the environmental impacts? Did they account for the larger area of ground infrastructure covered by the revised flight paths? The EA conveyed to me the view that hand waving was the primary method used to address impacts in these important areas. Several speakers at the meeting on October 7 pointed out the inadequacy of the noise metrics and instrumentation. Are these deficiencies going to be addressed?

Regards,

Robert Kolb
4453 Casitas St.
San Diego, CA 92107

619-222-4114
bobkolb@cox.net

1777

Response

1777-01

Please see **Topical Response 11 - Point Loma**.

1777-02

The commenter asks if the goals of the SoCal Metroplex were measured from the perspective of flight operations and how was resident safety, including health and welfare issues, accounted for. The comparison of the Proposed Action against the No Action alternative can be found in Section 3.3 of the EA document.

The commenter asks how safety was accounted for in the EA. Section 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's (ATOs) 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). Regarding the commenter's concern of resident health and welfare, please see Chapter 5 of the EA for a description of the anticipated impacts of the Proposed Action.

1777-03

The commenter raises questions about the simulation and assessment of environmental impacts and the noise metrics. 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. The environmental analysis, including the required methodology and standards, is described in Chapter 5 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.

1777

Response (continued)

1777-03

With regard to noise, the FAA used the required noise model, the NIRS model, and the required noise metric, DNL. 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, during a given year of interest. Please see Appendix E, *Basics of Noise*, of the EA for further discussion. The results of the 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 impact when compared to the No Action Alternative.

1778

Jonathan Morell

From: JONATHAN MORELL [jonathan.morell@icloud.com]
Sent: Thursday, October 08, 2015 9:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: No point Loma fly- over

1778-01

Please do not change plane routes to include Point Loma. This route change will increase airplane noise, air pollution and safety concerns for our community.

Jonathan Morell
4642 point Loma ave
619-849-2677

1778

Response

1778-01

Please see **Topical Response 11 - Point Loma**.

1779

Joe and Cecilia Stevens Family

From: Stevens family [stevensfamily@cox.net]
Sent: Thursday, October 08, 2015 9:55 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Our family concerns regarding the FAA SoCal METROPLEX proposal for San Diego

October 8, 2015 @ 11:45 am PST

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

Here are our concerns regarding the FAA SoCal METROPLEX proposal for San Diego;

1. SAFETY

Is the Navy aware of the thousands of 'flyovers' proposed for their Pt. Loma and North Island facilities, e.g. *DEFENSE FUEL SUPPLY POINT (DFSP) at Point Loma, Ballast Point/Coronado fuel supply farms, Naval Surface Force and Supply Center U.S. Pacific Fleet Operations, nuclear submarines/nuclear carriers/nuclear ships, airport runways and aircraft, air space, nuclear ammunitions loading/unloading supply facilities, affecting military leadership/personnel housing noise levels, military/civilian work facilities, interfering with SPAWAR and U.S. communication facilities, and the 'top secrets' being conducted on Point Loma and North Island?

* DFSP Point Loma is the only defense fuel facility in the Southern California region, providing fleet assets and airfields annually with fuel valued at \$500 million. Last year alone, DFSP Point Loma handled 7.7 million barrels (323 million gallons) of fuel in more than 1,278 fueling evolutions, making it the largest single fuel handling facility in the Navy inventory. http://www.navy.mil/submit/display.asp?story_id=43931

Is the loss of any of these assets worth saving \$5 per flight for the airlines?

2. PROPERTY DEVALUATION

It is estimated the property value for Point Loma, Coronado Island, La Jolla, beach and surrounding communities will devalue by 10% immediately. Please note my estimates from ZILLOW property tax assessment 'Zestimate' states these communities pay up to 30% more San Diego City property taxes than most of the communities within the city. Can the City of San Diego take a loss of millions of dollars to the budget to repair our roads, utilities, emergency and mental/physical health services?

Is the reduction of our city's property tax base worth saving \$5 per flight for the airlines?

3. HEALTH COSTS

The FAA proposal will increase health issues regarding additional noise, airborne pollutants (onto our National Parks, cemetery, massive recreational areas, /homes/schools/property) and

the environmental land runoff concentrated pollutants (onto our beaches and into our ocean/bays).

Are these health issues going to be paid by the City of San Diego, State of California or federal health agencies out of the \$5 per flight savings for the airlines?

In closing, is the FAA estimate savings of seven million dollars per year worth implementing any part of the FAA SoCal METROPLEX proposal impacting our communities, our military and 'America's Finest City' of San Diego?

Sincerely,

Joe & Cecilia Stevens family
 Point Loma Heights, San Diego, CA 92017
 stevensfamily@cox.net

Cc: Congressional Representatives
 Affected Government Agencies
 Local and National Media
 Local Support Groups

1779-01

1779

Response

1779-01

Please see **Topical Response 11 - Point Loma.**

1780

Kirk D. Hanson

From: hansonlaw@cox.net [hansonlaw@cox.net]
Sent: Thursday, October 08, 2015 9:56 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex So Cal comments to EA

1780-01

Please consider this my comments and the comments of the Airport Coalition to the proposed SoCal metroplex program w/ respect to Lindbergh Field in San Diego CA. The EA fails to properly consider and evaluate the following impacts to the surrounding neighborhood directly to the west of the airport (e.g. Loma Portal, Ocean Beach, Point Loma, Sunset Cliffs, etc.)

1. Additional noise- these neighborhoods already get hammered 6:30 am to 11:30 pm w/ flight traffic on the existing flight pattern. The new flight pattern will double the existing noise because it calls for a U-turn back over these same neighborhoods directly after take off. Thus, the noise and related impacts will double. Its not just the decibels, but that these neighborhoods will have to endure these impacts two times for each plane that is eastbound.
2. Pollution- for the same reasons set forth in comment no. 1 above, these neighborhoods will be subject to two times the amount of jet exhaust for each eastbound plane.
3. Safety- for the same reasons (e.g. the new U-turn flight pattern), these neighborhoods will be subject to double the risk of plane malfunctions/crashes for each eastbound plane.

--
Regards,

Kirk D. Hanson

Law Offices of Kirk D. Hanson
2790 Truxtun Rd., Suite 140
San Diego, CA 92106
Tel. (619) 523-1992
Fax (619) 523-9002

1780

Response

1780-01

Please see **Topical Response 11 - Point Loma.**

1781

Sandy Valone

From: Sandy Valone [s.valone@cox.net]
Sent: Thursday, October 08, 2015 9:57 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org; KevinFaulconer@sandiego.gov; Scott.peters@mail.house.gov; LorieZapf@sandiego.gov; Susan.davis@mail.house.gov; ron-roberts@sdcounty.ca.gov; greg-cox@scounty.ca.gov; Denise_Braemer@boxer.senate.gov; Trevor_Higgins@feinstein.senate.gov; Michael.Campbell@mail.house.gov
Subject: Opposition to the NextGen FAA MetroPlex Plan

Dear FAA and copied representatives:

Please see my letter below and attached, of FAA NextGen MetroPlex opposition.

Thank you for your support.

Sandy Valone

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
 October 8, 2015

RE: Opposition to FAA's NextGen MetroPlex plan proposal to revise departure flight paths at San Diego Intl Airport (SDIA).

- **Keep the LOWMA waypoint**
- **No departure fanning of aircraft from established flight routes**
- **Request for actual statistical data demonstrating that the flight patterns are complying with the SDIA Title 21 Variance to operate.**

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.

I have been a resident of Point Loma for 7 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 noise pollution and lack of noise abatement by SDIA Airport Noise Mitigation, we desperately wanted to get away. When we moved to Point Loma we researched and chose an area, Fleetridge, which we thought was far from the departure plane noise. Over the last year, and particularly recently, there has been a significant increase in noise disruption due to plane traffic and I began investigating the issue and our rights as homeowners of Fleetridge.

San Diego airport is a non-conforming airport and has a Title 21 Variance to operate. The Title 21 Variance is renewable in 2017. The Point Loma community existed before the airport, therefore it is the responsibility and obligation of the airport and the FAA to **monitor, measure, and mitigate** noise, pollution, air quality, etc., before and after any changes are proposed. There have been no noise monitors placed around and below the Chatsworth Street. See GoogleEarth Image below, Table 1 and Table 2. According to and mapped from the SDIA website noise tracking, RMT#20, RMT#21, and RMT#25 are the only monitors remotely close to my residence, and the proposed MetroPlex plan and flight patterns (with "enhanced efficiency" as the number one priority, stated by Glenn Martin of the FAA, meeting 10/6/15) will change more to the south. RMT#20 at the end of Plum Street is 0.64 miles away, and is placed in a canyon. RMT#21 at Del Mar and Froude, 0.72 miles away, is on the other side of a mountain due west, as is RMT #25, 0.76 miles away and also on the other side of the mountain, hence there is no noise monitoring being performed for the neighborhood of Fleetridge or South. Fleetridge sits on the top of the hill and is experiencing a dramatic increase in air traffic, consequently noise pollution. This lack of monitoring is unacceptable and is not conforming to the Title 21 Variance of the SDIA. There has been a significant increase in planes flying at or below the 270 angle, with no monitoring of the noise and pollution impact. The FAA has the right to divert planes for safety purposes, **but NOT for efficiency**, to pack in more flights, and it is the burden of the FAA to prove that any fanning is necessary for safety purposes.

The graphic shown at the FAA meeting 10/6/15 is a model only, and not actual. It does not reflect the number of plane routes that are already flying over the community, south of the established 290 JETTI waypoint.

1. Are there statistical charts that can be shown to demonstrate the plans are following the Title 21 Variance routes?
2. Why haven't there been noise monitors placed south of the RMT #20, #21, and #25?
3. Does the FAA have an established baseline history of flight patterns at the 310, 290, 270 and 250 angles? If so, please respond with graphs and charts demonstrating Title 21 Variance compliance.

1781-01

1781

Sandy Valone (continued)

Chatsworth Street. See GoogleEarth Image below, Table 1 and Table 2. According to and mapped from the SDIA website noise tracking, RMT#20, RMT#21, and RMT#25 are the only monitors remotely close to my residence, and the proposed MetroPlex plan and flight patterns (with “enhanced efficiency” as the number one priority, stated by Glenn Martin of the FAA, meeting 10/6/15) will change more to the south. RMT#20 at the end of Plum Street is 0.64 miles away, and is placed in a canyon. RMT#21 at Del Mar and Froude, 0.72 miles away, is on the other side of a mountain due west, as is RMT #25, 0.76 miles away and also on the other side of the mountain, hence there is no noise monitoring being performed for the neighborhood of Fleetridge or South. Fleetridge sits on the top of the hill and is experiencing a dramatic increase in air traffic, consequently noise pollution. This lack of monitoring is unacceptable and is not conforming to the Title 21 Variance of the SDIA. There has been a significant increase in planes flying at or below the 270 angle, with no monitoring of the noise and pollution impact. The FAA has the right to divert planes for safety purposes, **but NOT for efficiency**, to pack in more flights, and it is the burden of the FAA to prove that any fanning is necessary for safety purposes.

The graphic shown at the FAA meeting 10/6/15 is a model only, and not actual. It does not reflect the number of plane routes that are already flying over the community, south of the established 290 JETTI waypoint.

1. Are there statistical charts that can be shown to demonstrate the plans are following the Title 21 Variance routes?
2. Why haven't there been noise monitors placed south of the RMT #20, #21, and #25?
3. Does the FAA have an established baseline history of flight patterns at the 310, 290, 270 and 250 angles? If so, please respond with graphs and charts demonstrating Title 21 Variance compliance.
4. What are the established acceptable departure altitudes the have the least noise impact on the community? Can the FAA demonstrate compliance of these altitudes?
5. Are there historical noise statistics as a baseline with those flight patterns?
6. Has there been a study completed to demonstrate there will be no noise increase across the community?
7. With the proposed changes, does the FAA have a budget set aside in advance of changes, to retrofit affected properties to reduce internal noise level?
8. 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?

I have many other concerns about the proposed FAA MetroPlex plans of “Enhanced Efficiency”, including a few environmental questions:

9. Can the proposed changes demonstrate there will be no change in air quality in the populated area
10. Has the FAA monitored Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge, our populated beaches?
11. Has the FAA studied Fuel's damage to trees and vegetation?
12. Has the FAA studied the deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

Finally, from a commonsense business persons perspective, it was maddening and embarrassing of our federal government FAA representatives, to show up and be so ill-prepared for a community meeting held 10/6/15. The meeting was well attended by concerned residents and media outlets. I can't believe we as tax payers, pay these government representatives.

Please respond to my concerns and questions.

Sincerely,

Sandy Valone

Taxpaying resident of Fleetridge neighborhood, Point Loma, CA
s.valone@cox.net

1781-01

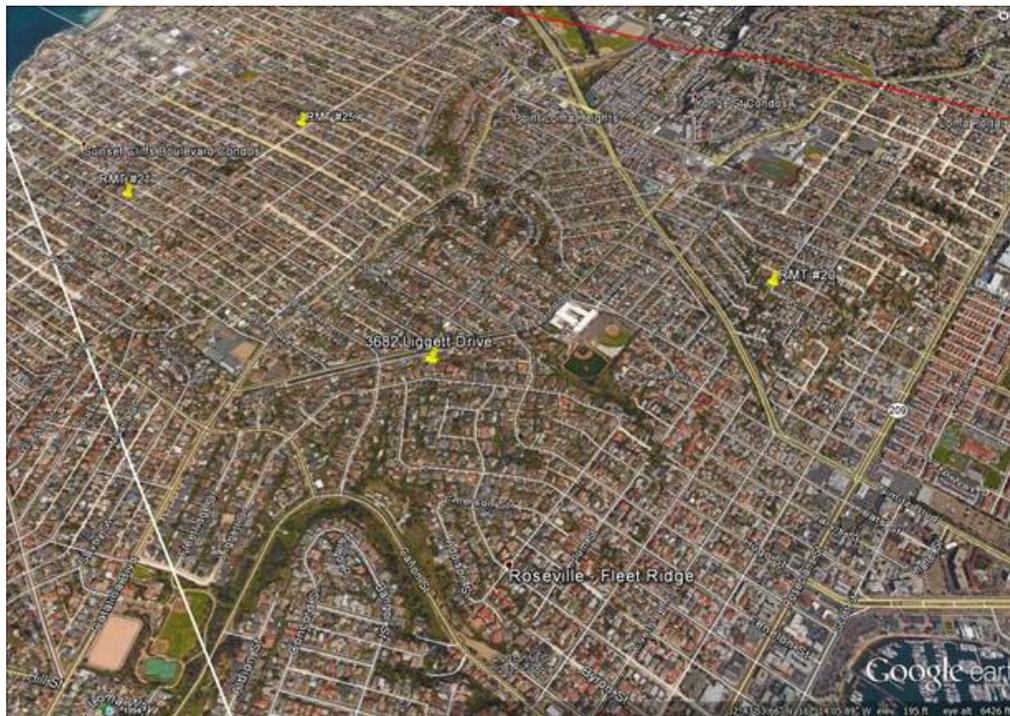
1781

Sandy Valone (continued)

Table 1. GoogleEarth Image pinpointing RMT#20, RMT #21, and RMT#25, the only Noise Monitors representing Point Loma South.



Table 2. GoogleEarth Image, closer view, also demonstrating No Noise Monitors near or south of Chatsworth



1781

Sandy Valone (continued)

9-ANM-SoCalOAPM@faa.gov
CC: airnoise@san.org, Mayor Kevin Faulkner, Lori Zapf, Scott Peters, Susan Davis, Ron Roberts, Greg Cox, Senator Box, Senator Fienstein

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

October 8, 2015

RE: Opposition to FAA's NextGen MetroPlex plan proposal to revise departure flight paths at San Diego Intl Airport (SDIA).

- **Keep the LOWMA waypoint**
- **No departure fanning of aircraft from established flight routes**
- **Request for actual statistical data demonstrating that the flight patterns are complying with the SDIA Title 21 Variance to operate.**

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.

I have been a resident of Point Loma for 7 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 noise pollution and lack of noise abatement by SDIA Airport Noise Mitigation, we desperately wanted to get away. When we moved to Point Loma we researched and chose an area, Fleetridge, which we thought was far from the departure plane noise. Over the last year, and particularly recently, there has been a significant increase in noise disruption due to plane traffic and I began investigating the issue and our rights as homeowners of Fleetridge.

San Diego airport is a non-conforming airport and has a Title 21 Variance to operate. The Title 21 Variance is renewable in 2017. The Point Loma community existed before the airport, therefore it is the responsibility and obligation of the airport and the FAA to **monitor, measure, and mitigate** noise, pollution, air quality, etc., before and after any changes are proposed. There have been no noise monitors placed around and below the Chatsworth Street. See GoogleEarth Image below, Table 1 and Table 2. According to and mapped from the SDIA website noise tracking, RMT#20, RMT#21, and RMT#25 are the only monitors remotely close to my residence, and the proposed MetroPlex plan and flight patterns (with "enhanced efficiency" as the number one priority, stated by Glenn Martin of the FAA, meeting 10/6/15) will change more

1781

Sandy Valone (continued)

to the south. RMT#20 at the end of Plum Street is 0.64 miles away, and is placed in a canyon. RMT#21 at Del Mar and Froude, 0.72 miles away, is on the other side of a mountain due west, as is RMT #25, 0.76 miles away and also on the other side of the mountain, hence there is no noise monitoring being performed for the neighborhood of Fleetridge or South. Fleetridge sits on the top of the hill and is experiencing a dramatic increase in air traffic, consequently noise pollution. This lack of monitoring is unacceptable and is not conforming to the Title 21 Variance of the SDIA. There has been a significant increase in planes flying at or below the 270 angle, with no monitoring of the noise and pollution impact. The FAA has the right to divert planes for safety purposes, **but NOT for efficiency**, to pack in more flights, and it is the burden of the FAA to prove that any fanning is necessary for safety purposes.

The graphic shown at the FAA meeting 10/6/15 is a model only, and not actual. It does not reflect the number of plane routes that are already flying over the community, south of the established 290 JETTI waypoint.

1. Are there statistical charts that can be shown to demonstrate the plans are following the Title 21 Variance routes?
2. Why haven't there been noise monitors placed south of the RMT #20, #21, and #25?
3. Does the FAA have an established baseline history of flight patterns at the 310, 290, 270 and 250 angles? If so, please respond with graphs and charts demonstrating Title 21 Variance compliance.
4. What are the established acceptable departure altitudes the have the least noise impact on the community? Can the FAA demonstrate compliance of these altitudes?
5. Are there historical noise statistics as a baseline with those flight patterns?
6. Has there been a study completed to demonstrate there will be no noise increase across the community?
7. With the proposed changes, does the FAA have a budget set aside in advance of changes, to retrofit affected properties to reduce internal noise level?
8. 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?

I have many other concerns about the proposed FAA MetroPlex plans of "Enhanced Efficiency", including a few environmental questions:

9. Can the proposed changes demonstrate there will be no change in air quality in the populated area
10. Has the FAA monitored Jet fuel in storm water runoff which ends up in storm drains making the pollution more concentrated at the point of discharge, our populated beaches?
11. Has the FAA studied Fuel's damage to trees and vegetation?
12. Has the FAA studied the deterioration of the structures below the flight path such as homes, cars, hardscapes and headstones and historical structures at Cabrillo.

1781

Sandy Valone (continued)

Finally, from a commonsense business persons perspective, it was maddening and embarrassing of our federal government FAA representatives, to show up and be so ill-prepared for a community meeting held 10/6/15. The meeting was well attended by concerned residents and media outlets. I can't believe we as tax payers, pay these government representatives.

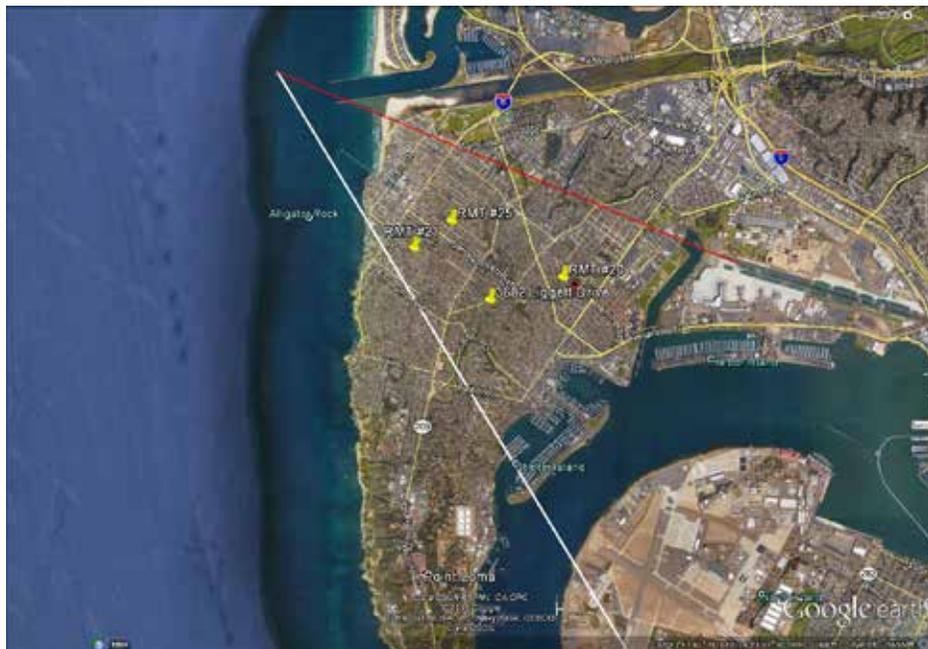
Please respond to my concerns and questions.

Sincerely,

Sandy Valone

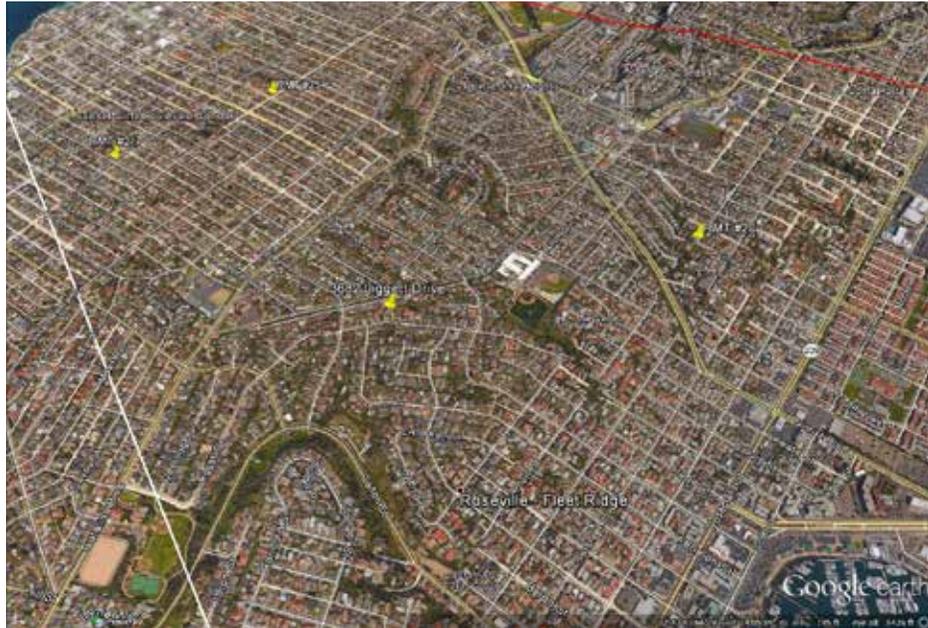
Taxpaying resident of Fleetridge neighborhood, Point Loma, CA
s.valone@cox.net

Table 1. GoogleEarth Image pinpointing RMT#20, RMT #21, and RMT#25, the only Noise Monitors representing Point Loma South.



1781

Sandy Valone (continued)



1781

Response

1781-01

Please see **Topical Response 11 - Point Loma.**

1782

Steve Brown

From: Steve Brown [Sbrown@alexanders.net]
Sent: Thursday, October 08, 2015 10:03 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Optimization of Airspace -

Dear FAA,

*My name is Steve Brown, as a home owner in point Loma (Coronado Ave.) and a born in San Diego & resident of 54 years;
Btw; My family has lived in point Loma 1918 -*

I'm more than just concerned about this proposed destruction of our coast line, long time home and disregard for our general Safety .

We've invested our life savings, and purposely now moved towards the south end of the point to avoid the flight path and all that comes with it... we've have had limited / Simi acceptable noise from Lindbergh Airport when the large jets took off until a few weeks / months ago, the planes continue to cheat more and more to the south...

Also, Have you included the impact that this will have on the coveted ecological ocean tide pools, multiple schools, Cabrillo National Monument / Park and safety of all who live under this proposed new plan in your impact studies ? including fuel fall out in your report?-

- *I strongly oppose this plan; and will fight this to the end, including any available litigation needed –*

your responsibly is to the safety of the community not the dollars of the airlines –

Also, the meeting set up for the public to be heard regarding this mater in point Loma was he most unprofessional, abomination and disrespectful appearance I've ever seen ... there was not even someone from the FAA to recorded the public questions and suggestions, why were we all (800 People) there ? - Was this for Show ?

If this horrific plan is approved, I'll need to be notified asap on how I; and my community and home owners will be financially compensated for the enormous change in my property value and quality of life.

Please respond ...

*thank you –
Steve Brown
4546 Coronado Ave.
San Diego 92107*

619 840-3948

cell -

1782

Response

1782-01

Please see Topical Response 11 - Point Loma.

1782-02

Please see Topical Response 13 - Point Loma Public Meeting.

1783

Katie Treadwell

From: Kathleen Foley [katiefol@yahoo.com]
Sent: Thursday, October 08, 2015 10:04 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Resident

Dear FAA,

Why have you already begun test flights of your proposed route over Point Loma? I have been a resident of Point Loma for two years and until now have never been affected by the noise of the planes taking off. I am so upset by this matter. How can you possibly think this is okay? My husband and I bought our home on Tarento Drive because there was no plane noise. Our neighborhood schools are now affected by the noise as well as our physical and mental health. I hope you will do right by all the tax payers in Point Loma and stop this immediately. WE WANT OUR PEACE AND QUIET. GIVE IT BACK TO US!

1783-01

Katie Treadwell
1066 Tarento Drive
San Diego, CA 92107

1783

Response

1783-01

Please see **Topical Response 11 - Point Loma.**

1784

Elizabeth B. Bluhm

From: Elizabeth B. Bluhm [ebbluhm@gmail.com]
Sent: Thursday, October 08, 2015 10:06 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on Draft EA: Southern California Metroplex project

Please see attached letter.

Elizabeth Bluhm 3636
Rosecroft Lane San
Diego, CA 92106
ebbluhm@gmail.com

(619) 972-9900

1784

Elizabeth B. Bluhm (continued)

October 8, 2015

Mr. Michael P. Huerta
Administrator
Federal Aviation Administration

Re: Draft Environmental Assessment for Southern California Metroplex Project

Dear Mr. Huerta,

I am writing with questions and comments related specifically to the proposed changes for San Diego International Airport (SAN) as part of the NextGen initiative. I oppose the removal of the LOWMA waypoint as part of the new SAN IIBEE SID, which would result in an increase in overflights of the densely populated Point Loma peninsula to the west and southwest of the airport. I am also requesting more information about the increase in vectoring to the south on departures from SAN, a pattern which also increases overflight of the peninsula and which appears to have taken place in recent months, and I would like to understand whether and how that vectoring pattern fits into the NextGen proposal.

I believe the Draft Environmental Assessment is fundamentally inadequate, both generally and as it relates to the proposal for SAN, and much further analysis and information are needed. The introduction to the EA states that federal agencies must “disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from proposed federal actions,” and further, that Congress has directed federal agencies to “encourage public involvement in decisions that affect the quality of the human environment.” To date the information the FAA has made available is neither clear nor accurate, and the efforts to encourage public involvement have been poorly publicized and even more poorly executed.

1784-01

I attended a public meeting held by the San Diego Airport Authority and the FAA on October 6 at which I hoped to gain a better understanding of the proposal. The meeting had a big turnout not due to any efforts on the part of the FAA, but because a few people in the community became aware of the potential impact of the proposed changes and through social media efforts rallied a crowd of several hundred people who wished to provide commentary to the FAA on the proposal. The FAA representatives were woefully underprepared and unable to convey useful information, and the community was insulted to be told that none of their comments or questions would be recorded or transcribed in any way; in other words, the meeting to which we had been invited appeared to have no purpose whatsoever.

I have since read the Draft EA in its entirety and I am left with numerous unanswered questions. Of the 136-page Draft EA, the actual discussion of environmental impacts, as opposed to description of the proposal, begins on page 86. To think that a discussion of 50 pages can provide an adequate environmental assessment of the entire Southern California Metroplex on a project of this magnitude is laughable. Given the deadline for comments to be provided, I cannot begin to address all the areas in which the EA is lacking, but I will try to cover the most critical. Again, had the FAA done a better job of publicizing the proposal months ago, the community would not be forced to react in such a compressed time frame and could provide more useful input.

1784

Elizabeth B. Bluhm (continued)

My concerns with the Draft EA fall into two primary categories, safety and environmental impact.

Safety

There are many references in the Draft EA to the FAA's primary responsibility to ensure safety in aircraft operations. According to the Draft EA Introduction, "When changes are proposed to the NAS, the FAA works to ensure that the changes *maintain or enhance system safety* and enhance efficiency" (emphasis mine).

And from Section 2.1.1, Description of the Problem: "It is important to note that a key design constraint is safety. *Any proposed change to a procedure to resolve a problem must not compromise safety*, and if possible must enhance safety" (emphasis mine).

Departures from SAN typically head west over the northern part of the Point Loma peninsula and out over the Pacific Ocean. Eastbound flights then turn south and pass waypoint LOWMA, southwest of Point Loma, before heading east. The elimination of the LOWMA waypoint invites the routing of flights back over the peninsula itself during their ascent, instead of over water.

It is clearly *reducing* safety – neither maintaining it nor enhancing it – to direct more flights during their ascent over a densely populated residential area. In addition to thousands of homes, Point Loma has multiple elementary schools, a university, and sensitive cultural areas and natural resources such as Ft. Rosecrans National Cemetery, Cabrillo National Monument, and Sunset Cliffs Natural Park, a City of San Diego property. It is indefensible to route aircraft over these areas when the option to maintain a route over the open ocean is available and only minimally less efficient.

Questions:

- Were the study authors aware of the elementary schools and the 3,000-student university that will experience additional overflights under the proposed plan, and was there any consideration of the increased risk to those young people?
- Did the study authors give any weight at all to safety considerations when they proposed the elimination of LOWMA? If so, how did they conclude that the Proposed Action maintains or enhances safety compared to the No Action Alternative, specifically as it pertains to elimination of LOWMA?

Environmental Impact

In Section 4.2, the Draft EA states that there will be no affect on a long list of resource categories or subcategories "because the resource either does not exist within the General Study Area or the types of activities associated with the Proposed Action would not affect them." The list includes coastal resources, historic and cultural resources, children's health, and loss in community tax base, among others. Point Loma has all of the resources mentioned above and all will be impacted.

1784-01

1784

Elizabeth B. Bluhm (continued)

Questions:

- What specific analysis was done to conclude categorically that there could be no impacts on these resources?
- Was there any consultation with the National Park Service regarding Cabrillo Monument, the Veterans Administration regarding Rosecrans National Cemetery, the City of San Diego regarding Sunset Cliffs Park, the schools in the area regarding impacts on children, or any other federal, state, or local jurisdictions whose properties may in fact be impacted?
- Was there any consideration of the likely reduction in real estate values of homes experiencing increased flight noise and the resulting reduction in community tax base? Or was the fact that noise impacts are not projected to exceed a 1.5 dB increase over 65 dB mean that this was considered a non-issue? If so, that is not a reality-based assessment.

Apart from the Draft EA, I would like to understand changes that have been made already to departures from SAN in recent years which have dramatically increased noise impacts to the central and southern parts of the Point Loma peninsula. I realize this may not be part of the NextGen proposal, but because residents have been experiencing a notable change, it has been difficult to separate the issues and many comments on the Southern California Metroplex project include complaints about the newly increased noise levels.

1784-01

Questions:

- Can the FAA make available clear and detailed descriptions of what flight paths have been used in departures from SAN over the past two to three years?
- Were there specific changes involving fanning departures out over a wider area by vectoring to the north and south related to work that was done on the airport terminal and runway in recent years? Were those changes meant to be temporary, and have they become permanent?
- Is there increased fanning of departures from SAN anticipated as part of the NextGen proposal?
- Can the FAA provide data regarding the altitude at which aircraft are crossing Point Loma and are expected to cross Point Loma under NextGen?

I respectfully request that you consider these questions and concerns in finalizing plans for the Southern California Metroplex project. I understand that this is a massive project within an even larger national project, and NextGen may well have positive impacts in some places, but the specific proposal to eliminate the LOWMA waypoint in San Diego, as well as any increase in vectoring of departures to the south, are unjustifiable within the goals and directives of the project.

Sincerely,

Elizabeth B. Bluhm
3636 Rosecroft Lane
San Diego, CA 92106
ebbluhm@gmail.com

1784

Response

1784-01

Please see **Topical Response 11 - Point Loma.**

1785

Howard Haimsohn

From: Howard Haimsohn [howard@lawrance.com]
Sent: Thursday, October 08, 2015 10:11 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Howard Haimsohn
Subject: comments on proposed flight path

Following are my comments regarding the "proposed" new flight paths for San Diego, specifically for Lindbergh Field.

The only benefits I have heard, and this has been through third party comments (no real benefits were described at the Oct 6th meeting in Point Loma) is that of cost savings and potential safety benefits.

- The possible safety benefits are said to be due to use of new satellites. Will this added safety not be achievable with existing flight paths? I doubt it.
- The cost savings seems to relate to a shortening of only some routes and by a distance of less than a mile. I have heard amounts of \$3 – \$5 per affected flight. While this amount may add up to hundreds of thousands of dollars in fuel savings per year, this is hardly a meaningful cost vs benefit ratio or risk/reward.
- The added risk of pushing more flights over populated areas does not seem to be worth the minimal cost benefits, I was here when the PSA plane went down. It can happen
- Cost will benefit large corporations, not 'the people'
- Pushing flights closer to and over more land area will absolutely cause more noticeable pollution both on land and in the air we breathe, it is bad now in Point Loma and it will get worse
- Moving the flight paths will also cause more damage to the environment, nature parks, and public and private property with added soot being dumped from the plane exhaust
- I challenge anyone to really spell out the benefits vs potential risks to the people and property on the ground

I urge you to reconsider this and not make these changes.

Respectfully,
Howard Haimsohn

404 San Antonio Ave, Unit K
San Diego, CA 92106

619-871-9353

1785

Response

1785-01

Please see **Topical Response 11 - Point Loma.**

1786

Chris E. Ghio

From: Ghio, Chris [GhioC@CTT.com]
Sent: Thursday, October 08, 2015 10:13 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex Project San Diego

Dear FAA:

I am opposed to the Metroplex project as currently presented in San Diego. The deviation from the existing flight paths will cause way too much harm than good to the community. Instead of taking the planes out over the ocean as they do now and have for over 50 years the plan calls for flights over land where there is a dense population living below. I know this plan may work great in other areas of the U.S. but please do not implement it for San Diego.
Thank you.

1786-01

Chris

Chris E. Ghio
Vice President/Sales Manager
Chicago Title Company
Commercial & Builder Services

2365 Northside Drive, Suite 600
San Diego, CA 92108

(619) 521-3524 Direct

(619) 521-3646 Fax
ghiocc@ctt.com
ChicagoTitleSoCal.com



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1786

Response

1786-01

Please see **Topical Response 11 - Point Loma.**

1787

Atle Hakon Knutsen and Lara McGinty Knutsen

From: Lara McGinty [laragraceatsea@yahoo.com]
 Sent: Thursday, October 08, 2015 10:15 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: SoCal Metroplex - San Diego

Dear Ladies and Gentlemen of the FAA,

1787-01

We are one of many concerned members of the Point Loma community. We have a special and unique neighborhood and we would hate to have that altered by noise and pollution from commercial airplanes - not to mentioned jeopardizing our safety.

We will make our plea short and sweet - please reconsider and do not do away with waypoint LOWMA.

Thank you for your consideration.

Atle Hakon Knutsen & Lara McGinty Knutsen
 701 San Fernando Street
 San Diego, CA 92106

1787

Response

1787-01

Please see **Topical Response 11 - Point Loma.**

1788

Jennifer Caltabellotta

From: Jennifer Caltabellotta [jencalta@yahoo.com]
Sent: Thursday, October 08, 2015 10:16 PM
To: 9-ANM-SoCalOAPM (FAA); airnoise@san.org
Subject: New FAA Flight Eastbound Path proposals out of Lindbergh Field

To whom it may concern,

This letter is opposing your removal of the LOWMA eastward route. I attended your meeting here in Point Loma on Oct. 6th. I was shocked that not only a govt agency was unable to speak clearly on your intentions, you were not recording any of our questions or comments and give us responses. I live on 555 Silver Gate Ave in the wooded area of Point Loma. We moved to this area so we can raise our children out of the flight path and out of harms way from airline fuel being dumped on us on a daily basis. Now your new route will go directly over our home.

It is my understanding that the FAA's main purpose as you state in your mission statement is the safety of the people. Why is it that you are taking away the safest route, out and around our peninsula, and going through a heavily populated area where there are schools, families, parks, beaches? How is going through our heavily populated neighborhood making us safer? It seems like saving money for who? The airliners seems to be your primary concern; not the people. I am not sure if you remember but 30 years ago a jet engine fell off an airliner and fell directly into a neighborhood in Plumosa Park. We are in harms way already by you taking up half of our peninsula. Now you want to take the rest putting ALL of Point Loma/OB in harms way.

I am also a birdwatcher and I want to let you know about an endangered species that just reintroduced itself to our peninsula. It is called the Gnatcatcher. A little bird they thought was gone from Cabrillo National Park. They just spotted twice this year and know of a breeding pair. Surely planes flying over will disrupt this species from reestablishing itself here. Have you done a environmental report on the effects of the airplane fuel on this species or he noise pollution. There are over 370 Migratory Species of Birds here a year just on this peninsula. This has the largest Migratory Bird population then anywhere else in the United States. Have you done an environmental study on these birds? Have you done an environmental impact study on Cabrillo National Park? In Cabrillo there is a rookery of Harbor Seals that are protected by the Marine Mammal Act. Have you done a study on the impact of overhead noise and pollution on their rookery?

This is a very special area. Please do not destroy our fragile ecosystem and neighborhoods.

Jennifer Caltabellotta
 555 Silver Gate Ave
 San Diego, CA 92106

619-990-6061
 jencalta@yahoo.com

1788-01

1788

Response

1788-01

1789

Hana Meglic

From: Hana Meglic [hanameglic@me.com]
Sent: Thursday, October 08, 2015 10:20 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: terrible LAX air traffic above Mar Vista

1789-01

The airplanes are flying very low, the noise is so loud and constant. This needs to change!

Hana Meglic
Mar Vista resident

310-913-0372

1789

Response

1789-01

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

1790

Nancy Nilsen

From: Nancy Nilsen [nnilsen@cox.net]
Sent: Thursday, October 08, 2015 10:21 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: The proposed elimination of waypoint LOWMA for eastbound departures out of KSAN

To Whom It May Concern:

I am writing to you regarding the proposed elimination of waypoint LOWMA off the southern tip of Point Loma for eastbound departures out of KSAN.

Here are my questions/concerns:

1790-01

The financial impact the proposed change will have on the City of San Diego is far reaching. This is a short list of how this will impact our city, and beyond, financially: loss of property values, loss of property tax, the city's need to greatly extend the Quieter Home Program, procuring environmental reports needed to determine the short and long-term effects of this plan for the entire area, including protected areas of Sunset Cliffs Natural Park. Additionally, Cabrillo National Park is one of the top tourist attractions in San Diego. The

1790

Nancy Nilsen (continued)

beautiful, white headstones at Fort Rosecrans National Cemetery will now be covered in black residue which is consistent with all property located under the flight path.

The toxic fallout from the jets' continuous and increasing flights over homes in Point Loma is a concern for health issues to all of the local residents. In addition, noise pollution will take away from the peace and quiet that the residents of the affected area have paid large amounts of money for to reside outside of the flight path.

Seeing that the FAA is placing the profits of the airlines over the desires of the community seems to be a conflict of interest. When did the FAA become involved or interested in the profits of businesses? This is contrary to the "Mission, Vision and Values" stated in the Mission Statement of the FAA.

If the goal of the FAA is to make KSAN more like KLAX by increasing air traffic, I'd like to remind you that KSAN has only one runway. Increasing the number of flights and fanning them out over the residential community is unsafe. If ATC needs to fan aircraft to decrease separation requirements to make room for more departures, they will be taxing the controller's workload and therefore increasing the potential for human error, thus creating unsafe situations. This is also inconsistent with your mission statement.

1790-01

My question is, who is policing the air traffic controllers and penalizing them for breaking the rules of flying outside the designated flight path for non-emergency situations? Clearly, breaking the rules and directing planes to fly outside of the designated flight path has become the norm over Point Loma since approximately Labor Day weekend. If all of the flights that have deviated from the flight path recently are due to avoiding emergency situations, then this continuous problem is about to be exacerbated by the removal of LOWMA.

The residents of Point Loma have sent a loud message to the FAA regarding their disapproval of the above proposed plan. A community meeting was held Tuesday night where over 1,000 residents assembled with two representatives from the FAA. The residents of Point Loma voiced numerous concerns of problems that will arise if this plan is implemented and all we received in return was a disrespectful, symbolic raise of the hand by the FAA saying "We won't be responding to any of your questions or concerns nor is this meeting being recorded for any purpose." This was an eye-opening experience, witnessed by all who attended, of the seemingly arrogant and dismissive attitude displayed by the FAA.

I hope that your organization will seriously consider the points brought up in this email and all the other numerous emails you have received regarding this issue. We are a determined group of people and we will not easily turn our backs and walk away without your serious consideration of the huge impact this will have on our community of Point Loma and our City of San Diego. Please review your Mission Statement to insure that you are continuing to strive for safety, environmental responsibility and accountability to the American public.

Thank you for taking the time to consider my email.

Nancy Nilsen
3517 Hugo Street
San Diego, CA 92106
nnilsen@cox.net

1790

Response

1790-01

1791

Bennett Dahlin

From: Ben Dahlin [bendahlin@yahoo.com]
 Sent: Thursday, October 08, 2015 10:25 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: SoCal MetroPlex LOWMA waypoint elimination

Bennett Dahlin
 3036 Meadow Grove Dr
 San Diego, CA 92110
 619-957-9208

To FAA:

I am a resident of the San Diego Loma Portal area. My residence is less than 100 yards or so outside of the official 65dB noise contour line, and also within about 100 yards of a noise monitoring station. Despite being outside the official line, my family has to pause our conversations for any SAN departures that turn north towards WNFLD after takeoff. Occasionally small commuter aircraft pass literally directly overhead. We are planning to move far to the south side of the flight path in Point Loma to avoid the noise.

Based on the air traffic corridor presented on slide 7 of the SAN presentation, it appears there will be little to no impact on aircraft noise in the residential areas south of the flight path.

Despite this presentation, I have concerns. I also work in a US Navy office building on Naval Base Point Loma. Noise from Naval Aircraft at NAS North Island is the main source of aircraft related noise at Naval Base Point Loma. However, over the past few years I have noticed that a significant number of aircraft from SAN turn before the LOWMA waypoint and then cross eastbound over the land portion of Point Loma, and sometimes over the populated portion, and not over water as is depicted on the FAA's presentation.

These "early turns" may not be standard procedure, and I assume these turns are made only when permitted by Air Traffic Control. However, despite these early turning aircraft being documented in numerous places online, including by the San Diego Airport Noise Mitigation Program, there is no mention of this in the presentation nor in the Draft EA. While the presentation does include the caveat that "Single Event Exposures may increase," it is the frequency of "single events" that is a concern. I assume that these early turns are considered "single events" because the overall frequency is below some threshold. If the LOWMA waypoint is eliminated, how much more frequently will these "early turn" events occur? And how frequently do "single events" have to occur before they are tracked and fully accounted for?

1791-01

As another area of concern, slide 7 in the FAA's SAN presentation shows a large number of aircraft tracks heading in the general northeast direction, but these tracks are less closely grouped together and don't present a dense orange line like the eastbound flights do. These NE bound flights routinely turn to the NE well before reaching the ZOOO waypoint. The LOWMA waypoint ensures that the flight path of those NE bound aircraft generally do not turn to the NE until they are past Point Loma, giving the aircraft time and distance to gain altitude before they cross over inhabited areas of Coronado, Downtown San Diego, etc.

If the LOWMA waypoint is eliminated will these northeast bound aircraft be able to simply continue their left hand turn after passing JETTI for a maybe 225 to 240 degrees instead of only 180? If so, many NE bound aircraft could pass over the populated areas of Point Loma before reaching sufficient altitude, which could cause noise impacts as these aircraft would still be in a full power climbing attitude producing a lot of noise.

There is a major noise management effort underway for the Point Loma and Ocean Beach areas which has involved large amounts of public expenditure in the impacted areas. Based on the diagram on that slide 7, it appears that the elimination of the LOWMA waypoint will save a negligible amount of actual distance traveled by aircraft, if any at all. That reduction in distance traveled and associated fuel usage reduction seems to be the primary justification for the elimination of LOWMA. However, if there is any noise impact that results in an expansion of the noise mitigation area, this could result in the San Diego Airport Authority being required to spend much more public money to mitigate the noise in the affected area.

This leaves out the human interest consideration that even noise below the 65dB threshold is bothersome for area inhabitants. As a hypothetical, if areas south of the departure flight path become routinely exposed to noise at the 60dB level while previously the noise was only 55dB, that increase will be noticeable and annoying to the area residents, even though it is below the official 65dB threshold.

I hope that the FAA has been and will be working with the San Diego Airport Noise Abatement Program to assess the impacts of any changes to the departure flight path out of SAN especially as it relates to the LOWMA waypoint.

Sincerely,
 Bennett Dahlin
 Concerned Point Loma Resident and
 Senior Mechanical Engineer

1791

Response

1791-01

1792

Mike McCurdy

From: Mike McCurdy [mikemccurdy99@yahoo.com]
Sent: Thursday, October 08, 2015 10:25 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN IIBEE SID - Point Loma Flight Path Proposal

To whom it may concern at the FAA,

I have owned a business and home in Point Loma for 7 years now. Until recently, my home was quite and enjoyable to live in. Over the past few week we have experienced flights going over our neighborhood starting at 6:30 am. Before these flights, we could sleep with our windows open and enjoy the cool breeze and quite. Now, we are awakened by plane noise from morning to night. This is not why I paid substantially more money for my home in the "Wooded" area of Point Loma. I am very concerned with the following questions and would like these properly looked into and a response.

1792-01

- 1) What is the projected decrease property values, what is the validated model that was used, and how will home owners be compensated?
- 2) How will the decrease local air quality impact our health, how will this be monitored and how will those subjected to increase pollution be compensated?
- 3) How will the dramatic increase noise pollution impact our health, how will noise pollution be monitored (of course using proper equipment and analysis), and mitigated in a manner that does not require resident to have their windows closed all of the time?
- 4) What is the economic value that you are associating with the decrease in the quality of our lives?

Best,
 MIke McCurdy

3625 Charles St
 San Diego, CA
 92106

858-225-9243

Mike McCurdy

REALTOR® Cal BRE #01435434

Pacific | Sotheby's
 INTERNATIONAL REALTY

Phone: 858-225-9243
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2850 Womble Road, Suite 102
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www.McCurdyHomes.com



1792

Response

1792-01

1793

Sandra and Richard Gilbert

From: Richard Gilbert [rgilbert5@cox.net]
Sent: Thursday, October 08, 2015 10:33 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego International Airport Proposed Flight Paths

The climate of San Diego's Point Loma is unique, and that requires special consideration when planning changes to aircraft flight patterns. For most of the year, the average daily high temperature ranges from 70 to 80F, the humidity is low and we have a light breeze. This means that houses are maintained comfortable simply by leaving some windows and doors open.

If aircraft were to fly over the area, we would have to close all doors and windows in order to keep out noise and pollution. After buying air conditioners, double-glazed windows and sound insulation, we would have to operate the air conditioners most of the day. The energy required to do this might well dwarf that saved by slightly shorter flights. The net effect of the proposed flight paths would be an increase in energy consumption.

Our climate being what it is, most homes have patios and decks, and we have very little rain in the summer. The particulates from jet aircraft would require frequent cleaning of these areas, normally done with a garden hose. So the proposed flight paths would also increase the consumption of water. Currently, of course, water in all of California is in short supply, and Point Loma is no exception.

The proposed flight paths work against conservation of both energy and water, and we urge you to consider the above facts before making any changes in them.

Sandra & Richard Gilbert
1160 Akron St.
San Diego, CA 92106-2402

619 795 6645

1793-01

1793

Response

1793-01

1794

Michael and Liz Prickett

From: Mike Prickett [mikejccc@yahoo.com]
Sent: Thursday, October 08, 2015 10:33 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FFA San Diego Flight Patten Proposal

The FAA

We are opposed to the proposal to change San Diego flight patterns over San Diego/ Pt.Loma for several reasons:

1. Higher risk to hundreds of homes, businesses, and SCHOOLS based on the San Diego PSA airliner crash several years ago.
2. Dirty air and material coming down on hundreds of additional homes, businesses, and SCHOOLS.

1794-01

1794

Michael and Liz Prickett (continued)

1794-01

3. Much higher level of noise being forced on thousands of additional citizens

4. The proposed change will reduce both property and tax values causing a loss of several million dollars.

All this damage to save the airlines a few dollars in fuel cost per flight. That is not a part of the FAA mission statement. Please reference the environmental report that has analyzed this proposed change.

Sincerely,

Michael and Liz Prickett
3537 Addison St.
San Diego, CA.
92106

email: mikejccc@yahoo.com

Phone: 619 573-8045

1794

Response

1794-01

1795

Lisa Hill

From: lisajhill3@cox.net [lisajhill3@cox.net]
Sent: Thursday, October 08, 2015 10:36 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Lisa Hill
Subject: Proposed Flight Pattern Change

Dear FAA,

We are 25 year residents and homeowners in the 92107 zip code, about 2 blocks in from Sunset Cliffs. We are strongly opposed to your proposed flight pattern change which will negatively impact our community and are requesting an immediate halt on this proposal.

May I ask the following questions please:

- 1) Has the FAA researched the enormous cost at replacing this entire community's windows to decrease the noise pollution created from said proposed flight pattern change?
- 2) Have you researched the enormous cost of paying for the decreased property values of this entire community because of the proposed flight pattern change?
- 3) Has there been an environmental impact study done to show damage to air quality and shoreline quality in our community due to proposed flight pattern change?
- 4) Has there been a study on the large point Loma elderly and new family population that will be negatively impacted by the poor air quality this will create?
- 5) Has there been any research as to the safety of the proposed flight pattern change, as to airline crashes or collisions?
- 6) Has there been any statistics done on actual safety of increasing arrival/departures on a one airstrip airport?
- 7) I would like to ask what are your top 3 reasons for proposing the flight pattern change please.
- 8) What is the primary goal of this proposed flight pattern change?

1795-01

I look forward to your responses and ask you to stop the proposed flight pattern change due to the negative environmental impact both to the shoreline as well as the population, substantial decrease in property value, safety of passengers and of people in the community, and significant expense to the FAA for residential upgrades as well as compensation of property value loss.

Thank you for your time,

Lisa Hill
Registered Nurse
Mother of 3 children
Homeowner in Point Loma for 18 years
Taxpayer

1795

Response

1795-01

Please see **Topical Response 11 - Point Loma.**

1796

Edward J. Zell

From: Ed Zell [ejzell2601@icloud.com]
Sent: Thursday, October 08, 2015 10:44 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Plane Exhaust Kills More People Than Plane Crashes

1796-01

Per the attached, please advise specific analysis that has been done for SAN within the SoCal Metroplex.

Please also advise if the FAA will sign off on documentation if you determine there is no effect on the population under the proposed flight path departures.
<http://news.nationalgeographic.com/news/2010/10/101005-planes-pollution-deaths-science-environment/>

Thank you,

Edward J. Zell

755 Loma Valley Road
San Diego, CA 92106

Sent from my iPhone

1796

Response

1796-01

Please see **Topical Response 06 - Air Quality - Air Pollution.**

1797

Randall J. LaRocco

From: Randall LaRocco [randalllarocco@cox.net]
Sent: Thursday, October 08, 2015 10:45 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Randall LaRocco
Subject: San Diego Flight Path

To whom it may concern,

1797-01

It has come to our attention that the proposed (revised) flight path is to be implemented shortly in our City. There is more than noise that is an outrage to our community.

This plan is designed to save dollars for the Airlines in fuel consumption.

This proposal has not informed our community with proper time to respond and/or vote on this plan.

1797-02

It is unacceptable, to our City, to have plans as this forced upon us. We, the citizens of San Diego County demand response to this topic in a expedited manner! All City Representatives are getting up to date information and we will petition within our rights to pursue this revised flight plan legally if need be.

Randall J. LaRocco
619-376-9331

1797

Response

1797-01

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

1797-02

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

1798

Meg Tyndall

From: Meg Tyndall O'Hearn [sunsetviewmeg@gmail.com]**Sent:** Thursday, October 08, 2015 10:52 PM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** Opposing the Removal of LOWMA waypoint

To whom it may concern:

As documented in the San Diego County Airport Authority ("SDAA") meeting 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 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.

1798-01

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 flight path change.

Meg Tyndall

3735 Charles Street

San Diego, CA 92106

619-226-4743

meg@coolclick.com

1798

Response

1798-01

Please see **Topical Response 11 - Point Loma.**

1799

Jerry Peckar

From: John [agave8@yahoo.com]
Sent: Thursday, October 08, 2015 10:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NO flights over Venice CA

Hi

We do not want LAX or SMO air planes and jets flying over our heads here in Venice Ca and Mar Vista Ca. Please redirect the routes to accommodate Malibu, Beverly Hills and Century City to the North of us. We have had enough BS from the unsafe Santa Monica Jets as well as the huge increase in local jet traffic. (SMO was not built for this big jets and the runway is unsafe) just another "over site" and "loophole" from the FAA!

1799-01

We also get the LAX flights over our heads. It is not fair for our community to receive all this loud and toxic jet traffic. We want Metroplex to use other flight paths not put all traffic over our heads. Enough is enough.

Thank you
Jerry Peckar

1799

Response

1799-01

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

1800

Lisa Bishop

From: Lisa Bishop [lbish4@gmail.com]
Sent: Thursday, October 08, 2015 10:56 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: LOWMA

From what I understand, the FAA 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).

The revised path would allow planes to travel over the top of Cabrillo National Monument, Fort Rosecrans National Cemetery and Point Loma Nazarene University.

1800-01

So the potential savings in fuel costs is how much?

From what I understand it is about \$5 per flight to the airlines. Yet what about the people who live under this flight plan? People like me who purposely moved away from the flight plan and paid more money as a result?

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. I urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA.

Thank you, Lisa Bishop

1800

Response

1800-01

Please see **Topical Response 11 - Point Loma.**

1801

Jane Welsh

From: Jane Welsh [jwelshahern@gmail.com]
Sent: Thursday, October 08, 2015 10:57 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Waypoint LOWMA OBJECTION

October 9, 2015

To whom it may concern at the FAA~

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.)

The Point Loma/Ocean Beach community has been a very good neighbor to the airport, patient with past- curfew take- offs and the take off flight path “creep” which finds many more planes taking off in a more southerly path than ever before. In fact, when we moved to our house on Narragansett Ave in Ocean Beach twenty years ago, we hardly ever heard the planes when they flew over Point Loma. Now, however, many fly very close over our house, causing more noise and pollution. We were never even notified that a new southern flight path was being added. Now that the FAA has notified our community of the proposed elimination of Waypoint LOWMA, we are compelled to act and voice our strong objection to this proposal.

We are more than just a peninsula on a map at the southern end of California. We are elementary and high schools, colleges and National Parks, and a peaceful final resting place for our military. We are socio-economically diverse; rich, blue collar, middle-class, hippies and struggling drifters. We are libraries and beaches, businesses and backyards. We are summer concerts in the park, skateboard facilities, softball fields and beautiful ocean side cliffs that welcome visitors from near and far. Most of all, we are a community that cares for one another. The change that you are recommending will no doubt negatively, and irreparably, affect each and everyone here on our Point. Just as our family’s quality of life has eroded over the past twenty years due to plane “creep” and the resulting noise and pollution, so will the rest of Point Loma experience this, with the planes noisily slicing through more of our cherished peninsula, leaving more soot and debris, if this proposal is allowed to pass.

In bad weather, the Lindberg Field planes land from the reverse direction, flying over Pt. Loma to land. I am assuming that this proposal will allow the planes to fly over more of the peninsula as well, bypassing the safety of the Waypoint LOWMA. This puts more lives at risk with low flying aircraft, dealing with rain, fog and wind, making sharper turns on approach,

The existing waypoint LOWMA has worked for our community for many years now. The reasons behind the FAA’s proposal are not as important as our community’s well-being. Please respect our objections and take into consideration that your vote for the change in the flight path will be harmful to your fellow citizens.

Thank you.

Sincerely,
 Jane Welsh
 4053 Narragansett Ave
 San Diego, CA 92107

1801-01

1801

Response

1801-01

Please see **Topical Response 11 - Point Loma.**

1802

Susan Matthews

From: Susan Matthews [smatthews23@gmail.com]
Sent: Thursday, October 08, 2015 11:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: New Flight Path

Susan Matthews

619-997-9035
1070 Tarento Dr.
San Diego, CA 92107
smatthews23@gmail.com

1802-01

I am writing to voice my serious concerns about the new flight path. Not only is it a health hazard (additional pollution in Point Loma), but it is also going to have a negative affect on many schools including Silvergate Elementary, Sunset View elementary and Point Loma Nazarene University. The schools are not equipped to deal with the extra noise that will interrupt their classes. They will need either thicker windows and/or air conditioning because they won't be able to open their windows on warm days (which are frequent in San Diego). Students will literally lose out on several minutes of their classes because of the plane noise. Who will pay for the schools to get the upgrades they need to deal with the plane traffic?

I strongly urge you not to approve this new flight path.

- Susan Matthews

1802

Response

1802-01

Please see **Topical Response 11 - Point Loma.**

1803

Jon Belsha

From: Jon Belsha [jbpbrew47@gmail.com]
Sent: Thursday, October 08, 2015 11:01 PM
To: 9-ANM-SoCalOAPM (FAA); Jon Belsha
Subject: NextGen SoCal Metroplex Redesign, EA San Diego

1803-01

San Diego airport is a non-conforming airport and has a Title 21 Variance to operate. The Title 21 Variance is renewable in 2017. The Point Loma community existed before the airport, therefore it is the responsibility and obligation of the airport and the FAA to monitor, measure, and mitigate noise, pollution, air quality, etc., before and after any changes are proposed. There have been no noise monitors placed around and below the Chatsworth Street. See GoogleEarth Image below, Table 1. RMT#20, RMT#21, and RMT#25 are the only monitors remotely close to my residence, and the proposed MetroPlex plan and flight patterns (with "enhanced efficiency" as the number one priority, stated by Glenn Martin of the FAA, meeting 10/6/15) will change more to the south. RMT#20 at the end of Plum Street is 0.64 miles away, and is placed in a canyon. RMT#21 at Del Mar and Froude, 0.72 miles away, is on the other side of a mountain due west, as is RMT #25, 0.76 miles away and also on the other side of the mountain, hence there is no noise monitoring being performed for the neighborhood of Fleetridge or South. Fleetridge sits on the top of the hill and is experiencing a dramatic increase in air traffic, consequently noise pollution. This lack of monitoring is unacceptable and is not conforming to the Title 21 Variance of the SDIA. There has been a significant increase in planes flying at or below or at the 270 angle, with no monitoring of the noise and pollution impact. The FAA has the right to divert planes for safety purposes, but NOT for efficiency, to pack in more flights, and it is the burden of the FAA to prove that any fanning is necessary for safety purposes. The graphic shown at the FAA meeting is a model only, and not actual. It does not reflect the number of plane routes that are already flying over the community, south of the established 290 JETTI waypoint.

1803

Jon Belsha (continued)

Jon Belsha
 3625 Loma Way
 San Diego, Ca. 92106-2033
 619-224-888
 jbplbrew47@gmail.com

1803

Response

1803-01

The commenter expresses concern that no noise monitors have been installed in areas he feels are experiencing noise from aircraft overflight, and as a consequence San Diego International Airport is in violation of California Code of Regulations Title 21 variance. The SoCal Metroplex Project is a federal action by the FAA and subject to NEPA. Furthermore, 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.

Regarding current aircraft noise, please see **Topical Response 02 – Existing Conditions**.

1804

Sally Gary

From: Sally R. [Sally4th@cox.net]
 Sent: Thursday, October 08, 2015 11:02 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Please don't route the planes over the end of Pt Loma

Hi,

1804-01

Please don't route the planes over the end of Point Loma.
 i don't want the noise or fallout. Keep the planes over the ocean.
 Thanks

Sally Gary
 3451 Talbot Street
 San Diego 92106

1804

Response

1804-01

Please see **Topical Response 11 - Point Loma**.

1805

Keith Damsky

From: Keith Damsky [kdpl@cox.net]
Sent: Thursday, October 08, 2015 11:04 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight patters

TO: FAA

My name is Keith Damsky and I live in the Point Loma community for over 25 years. My current residence is 1335 Clove St, San Diego, CA 92106. It is my belief that the proposed changes to the Lindbergh Field flight patterns is not necessary and I wish to state my absolute objection to the proposed rerouting of air traffic.

In our community we already have the noise and the pollutants from the San Diego Airport. Rerouting of air traffic would increase all of these existing conditions and bring the noise, pollution and poor air quality beyond a reasonable level. I am fearful for the safety of my children who will unnecessarily be subjected to fuel fall-out, noise pollution and other hazards as they are in the neighborhood with their friends.

1805-01

Additionally, Point Loma also has the North Island naval air station with Marine helicopter noise, fighter jet noise, touch and go take offs that shake the house and the fumes that go with it. The increase in noise will potential devalue our homes that we bought knowing the existing flight paths. The proposal to change the fight path dumps more on an already bad situation. The savings in time and fuel to the airline industry is miniscule. I believe time saved would be 7 seconds and an extremely small amount of fuel per flight of .05 cents. Considering that there are thousands of people and children that would be affected. I ask you to cancel the proposal and keep the current routes as they are.

Sincerely,

Keith Damsky
619-316-9446

1805

Response

1805-01

Please see **Topical Response 11 - Point Loma.**

1806

Kevin and Mary Fickert

From: Fickert, Kevin E. (Kevin) [kefickert@avaya.com]
Sent: Thursday, October 08, 2015 11:04 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Flight Changes for San Diego

Sirs,

I am writing this email as I am very concerned that the FAA has not included in their research the negative impact on our community in general.

My questions are:

1. What research or evidence does the FAA have as it relates to the negative impact to real estate prices to the impacted areas?
 - a. Does the FAA care about the millions of lost value as a result of this decision?
2. How did the FAA arrive at the cost savings of 7.5M?
 - a. Don't passengers already pay specific fees that cover this cost?
3. What studies has the FAA conducted to determine the noise impact on our quiet neighborhoods?
4. 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.
5. 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

1806-01

1806

Kevin and Mary Fickert (continued)

- 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
 - g. impact on children learning, listening, and the ability to focus
 - h. hearing loss
6. 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.
 7. 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.
 8. 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?
 9. 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?
 10. Why are you planning to END the current waypoint Loma (the longitude and latitude programmed into each plane as the point of turn)?
 11. 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?
 12. 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.
 13. How frequently will planes fly out of San Diego? Into San Diego? Which paths will those planes take in the new 'fan' plan?
 14. Why are the procedures created by the FAA designed to exclude local concerns UNTIL the plan is about to be implemented?
 15. 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?
 16. How does this community move forward with our many concerns? Would you consider a panel of experts meeting with the FAA 'leaders' to discuss our concerns?

1806-01

We are opposed to the FAA's decision to change the flight paths and formally oppose this decision and ask for it to be overturned immediately.

Kevin and Mary Fickert

1806

Response

1806-01

Please see **Topical Response 11 - Point Loma.**

1807

Irv Brown

From: Irv brown [irv_brown@yahoo.com]
 Sent: Thursday, October 08, 2015 11:04 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Point Loma flight changes

1807-01

My name is Irv Brown and I live on 3190 Jenkins St in San Diego. I have several questions/points to address.

- 1). How are you going to address the several hundred thousand take off and landings on North Island NAS? They include fixed wing, rotary wing, and drones.
- 2). Are you prepared for the potentially catastrophic accident if a commercial aircraft has mechanical or human failure over the submarine base?

1807

Irv Brown (continued)

1807-01

We have millions of gallons of aviation fuel stored next to our neighborhood. We also have nuclear submarine squadrons based here. Flights away from the peninsula over water bring the chance of accident to near zero. Why take that chance?

3). NAS North Island is enlarging it's presence militarily as a base.

Talking to official naval representatives we have been told more squadrons of aircraft and more naval ships will be based on North Island NAS. Is it necessary to fly tighter along the Point and crossing over the # 2 NAS base in the US? (#1 is Norfolk VA) Safety first is your mandate.

Thank you for your consideration in this critical safety matter.

Sent from my iPad

1807

Response

1807-01

The commenter asks how the FAA will address operations and logistics associated with North Island NA. 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 the Orders listed in Section 3.1.2 of the EA document. 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. Any proposed change to a procedure must not compromise safety and should enhance it whenever possible.

Please see **Topical Response 11 – Point Loma**.

1808

Brian A. Matthews

From: Brian A. Matthews [bmatthews23@gmail.com]

Sent: Thursday, October 08, 2015 11:07 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Fwd: Comments on eliminating the waypoint LOWMA

Dear FAA,

1808-01

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.

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

1070 Tarento Dr.
San Diego, CA 92107

619-269-3950
bmatthews23@gmail.com

Brian A. Matthews
bmatthews23@gmail.com

1808

Response

1808-01

Please see **Topical Response 11 - Point Loma.**

1809

Brian A. Matthews

From: Brian A. Matthews [bmatthews23@gmail.com]
Sent: Thursday, October 08, 2015 11:08 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Fwd: Flight Path

1809-01

Where is the cost-benefit analysis of this decision to change the flight path? I see only one benefit -- minimal, almost non-existent fuel savings for the airlines. The costs are too numerous to count -- increased pollution, decreased safety, declining property values, costs to soundproof thousands of homes... and the list goes on.

The FAA works for the people, not for the airlines. And there has been no attempt to frame this flight path decision in any logical light.

-Brian Matthews
1070 Tarento Dr.
San Diego, CA 92107
619-269-3950
bmatthews23@gmail.com

--

- Brian A. Matthews
bmatthews23@gmail.com

1809

Response

1809-01

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

1810

Cheryl Mitchell

From: Cheryl Mitchell [cammm@aol.com]
Sent: Thursday, October 08, 2015 11:10 PM
To: cammm@aol.com; 9-ANM-SoCalOAPM (FAA)
Subject: SD Airport Flight Changes, FAA, We need to be heard in San Diego

Dear FAA,

1810-01

I attended the mtg on Monday night at Liberty Station . As a native San Diegan the flight path changes are not Safe for residents and our city.

- My concerns.....
- Planes flying over same area twice
- Planes flying too low
- Gas fuel dropping
- Plane crashes
- Children
- Residents

1810

Cheryl Mitchell (continued)

Homeowners
Commercial Business
Damage to homes, soot , diesel dust
SAFTEY concerns
Ocean
Bay
Boats
Animals
Sea life
Birds
Parks
Landscaping
Fort Rosecrans Cemetary
Navy base
Ecology our water , landscaping
National reserves
Schools

1810-01

This meeting was hidden from us and the general public.
Shame on the FAA

I expect some answers and changes in your plan.
Phoenix sued
Minneapolis
What are you planning for other airports across the country....
No recordings of SD Mtg
No Transcripts taken SD mtg
!!!!!!
We need to take this on the National TV news and media

NOT OK

Regards,

Cheryl Mitchell
5665 Friars Rd. 214
San Diego, Ca 92110
Hm 619-296-5582

President
CAMM & Associates
Creative Marketing & Advertising
Cell 619-840-5582
Off. 619-574-0574
camm@aol.com

Sent from my iPhone

1810

Response

1810-01

Please see Topical Response 11 - Point Loma

1811

John and Faith Kleven

From: John Kleven [viewsd@cox.net]
Sent: Thursday, October 08, 2015 11:13 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Lindberg Field Flight Path Changes

We are against the suggested flight path changes for Lindberg field San Diego for the following reasons:

1811-01

- 1 We live in Point Loma. The suggested new route will fly over our house.
 - 2 Falling soot from departing aircraft will cover our area.
 - 3 San Diego mayor lives in suggested new routew and he against the new FAA proposal for flight pattern.
 - 4 On October 7, 2015 at approximately 8 AM an aircraft following new proposed route flew above our home.
 - 5 There will be a decline in property values of any home in new flight plan.
- Thank you for considering our request..

John and Faith Kleven
 3380 Trumbull Street
 San Diego, CA 92106

This email has been checked for viruses by Avast antivirus software.
www.avast.com

1811

Response

1811-01

Please see **Topical Response 11 - Point Loma.**

1812

Robert Hammond

From: Hammond [RRH@COX.NET]
Sent: Thursday, October 08, 2015 11:13 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Faa's 6 October meeting on Proposed Lindberg Field Departure Flight Paths.

1812-01

This so called public meeting was a joke. The FAA's presentation provided, what I believe, was a purposeful lack of information on planed path changes.
 You people have the data available, at your fingertips, to statistically model expected aircraft flight paths and estimate noise levels for affected areas. How could citizens give reasonable comments based on very restricted information? But this made little difference since "No Recording" was made of the extensive public comments.
 This form of meeting is a farce and should not be counted as a required "public meeting" .You are increasing public distrust in citizen ability to be heard and have any input on Federal decision making.
 I hope you figured legal costs into your projections.

Robert Hammond
 619-224-9740
 One of many confused San Diego, Point Loma residents.
 rrh@cox.net

1812

Response

1812-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1813

Jessica Bunster

From: Jessica Bunster [jessiekayb@gmail.com]
Sent: Thursday, October 08, 2015 11:14 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Please Don't Chang the Flight Path

To whom it may concern:

I would like to voice my concern over the flight path change proposal. My husband and I bought a house less than a year ago on Concord and Talbot. We spent our entire savings to buy and remodel our dream home. I am extremely concerned about the impact this new flight path will have on the value of our property. We wouldn't have invested in this property if we had known it would be beneath noisy flight path. My husband works construction and work is not always guaranteed. What happens if we need to sell but can't because of the flight path and lose everything just so the airlines can save a little on fuel? Is this worth more than our future? Also, we have two children that need to sleep with the windows open when it's hot. How will this impact they're sleep? Will you come rock them back to sleep? Furthermore, my husband works graveyard shifts at times and needs to sleep during the day. I am concerned the planes will keep him up and he will not be able to get the rest he needs to support our family.

1813-01

I also think it's outrageous that a meeting was held in secret to supposedly let the people of Point Loma know about this change. Please put yourselves in our position. I beg you not to make this proposed change (although planes seem to already be flying over us).

Jessica Bunster
1012 Concord St
San Diego, Ca 92106
909.239.8882

Sent from my iPhone

1813

Response

1813-01

Please see **Topical Response 11 - Point Loma.**

1814

Laura G. Zagar, Cabrillo National Monument Conservancy

From: 9-ANM-SoCalOAPM@faa.gov
Sent: Monday, October 26, 2015 12:16 PM
To: Robert.Henry@faa.gov; feefatc@yahoo.com
Cc: scs@atac.com
Subject: FW: Cabrillo National Monument Conservancy Comments on Draft EA

From: Laura Zagar [friendsofcabrillo.laura@gmail.com]
Sent: Thursday, October 08, 2015 11:15 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Randal Rand; Ted Lee; Ramona Feliz; Tara Dell; Joe Janesic; Nicole McAleer
Subject: Cabrillo National Monument Conservancy Comments on Draft EA

To Whom It May Concern:

These comments are submitted on behalf of the Cabrillo National Monument Conservancy. The Cabrillo National Monument Conservancy is a friends group, a private non-profit 501(c)(3) organization founded in 2013. The purpose of the Conservancy is to help conserve the natural resources and cultural heritage of Cabrillo National Monument, to raise funds for the park, and to promote education and public involvement at the park. The Conservancy also advocates on behalf of Cabrillo by engaging with the public to raise awareness of the park and the challenges it faces.

Cabrillo is San Diego County's only national park, and is rich in cultural, historical, and natural resources. It is located at the southern end of Point Loma. It not only commemorates the landing of Juan Rodriguez Cabrillo at San Diego Bay in 1542, but also is the site of Fort Rosecrans, a U.S. Army base that was part of the nation's coastal defenses. In addition, Cabrillo is the home of the Old Point Loma Lighthouse, a San Diego icon since 1855.

1814

Laura G. Zagar, Cabrillo National Monument Conservancy (continued)

The park's natural resources are a critical component to the park. The park is home to some of the best preserved tidepools, which allows visitors to experience intertidal species. The park is home to important native plant and animal species, some of which are protected by the Endangered Species Act and the Migratory Bird Treaty Act. Cabrillo's shores are also visited by species protected by the Marine Mammal Protection Act, including seals and migratory gray whales.

The park is among the most visited national monuments in the nation by tourists, visiting local school children, and San Diego residents to learn about San Diego's history and natural resources.

The FAA is required to comply with the NEPA before taking any major action that may significantly affect the quality of the human environment. As a preliminary matter, representatives of the Conservancy have observed planes leaving San Diego airport outside of the approved flight pattern. The Conservancy is unaware of any environmental review performed prior to directing these planes to deviate from the 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.

Turning to the sufficiency of the Draft Environmental Assessment (EA), the Conservancy believes that it woefully inadequate. It fails to acknowledge significant environmental impacts of the proposed changes. Thus, use of an Environmental Assessment is inadequate under NEPA.

1814-01

The Conservancy incorporates by reference the entirety of the comments of the National Park Service (NPS) dated September 8, 2015. The Conservancy is particularly concerned with the erroneous conclusion in Section 5.2.1 that there are no conflicts with federal, regional, state, local land use plans, policies or controls. As NPS observes, there is no indication that the FAA adequately performed noise studies to assess the impacts of the proposed route on Cabrillo, a national park unit. The Conservancy also agrees with the NPS that the EA used the incorrect metrics to determine whether the proposed route would result in significant noise impacts to Cabrillo, and instead should evaluate annoyance to park visitors using the method in NASI 12.9/Part 4.

1814-02

The Conservancy would like to add additional comments on the Draft EA's noise analysis. The Draft EA fails to note the baseline conditions near Cabrillo, which experiences noise from military flights leaving North Island. When this noise is added to the potential additional noise resulting from the changed flight pattern, there is potentially a significant cumulative effect that is completely ignored in the Draft EA. NEPA requires analysis of cumulative effects, which 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. See 40 C.F.R. Section 1508.7. Failure to sufficiently analyze the cumulative effects of the proposed new route renders the Draft EA insufficient under NEPA.

Also, the noise analysis fails to acknowledge impacts to other sensitive areas that are near Cabrillo, such as Fort Rosecrans National Cemetery, Point Loma Nazarene University, Sunset Cliffs Natural Park, and Sunsetview Elementary School. Teachers will need to stop speaking while a flight crosses over these schools, and visitors to one of the most iconic military cemeteries in the country will be disturbed during moments of quiet reflection. 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.

1814-03

The analysis of impacts to historic, cultural, and natural 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 conclusion does not satisfy NEPA's requirements. Ground disturbance is only one type of impact to historic, cultural, and natural resources. 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. 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.

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.

1814-04

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. To our knowledge, Cabrillo National Monument management was not consulted the FAA prior to release of the Draft EA. There are also concerns regarding the compatibility of the proposed route vis a vis the Navy's flight pattern out of North Island, and the resulting potential safety and security risks to Navy personnel, Cabrillo's visitors and residents of Point Loma.

1814-05

Putting aside the grave deficiencies in the Draft EA, the Conservancy would like to stress that any change to the flight pattern that would increase air traffic over Cabrillo and Fort Rosecrans National Cemetery is truly a poor idea on the part of the FAA. The incremental money savings simply does not justify the long-lasting impacts on these important sites of national importance.

1814-06

As one of our board member noted in his individual comments, the proposed change would significantly effect the visitor experience in the area surrounding San Diego's only National Park. Cabrillo is an iconic treasure for the citizens of San Diego County, and offers incredible views and a serene environment that is enjoyed by millions of people each year. Having large commercial jets fly over one of the only uncrowded and open view sites would significantly impact the experience in the park and the adjoining Fort Rosecrans National Cemetery. Such spaces are a rarity in this country and the National Cemetery especially should be a place of quiet reflection in our lives and to honor the sacrifices of those who have died to protect its shores.

Laura G. Zagar
Grants and Awards Administrator
Board of Directors
Cabrillo National Monument Conservancy

1814

Response

1814-01

The commenter states that the FAA did not adequately perform noise studies to assess the impacts of the proposed route on Cabrillo National Monument. The EA was prepared in full compliance with the FAA's NEPA implementing regulations set forth in FAA Order 1050.1E. Appendix A to Order 1050.1E includes the

1814

Response

1814-01

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 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. Cabrillo National Monument was properly analyzed in the EA and the results can be found in the *Aircraft Noise Technical Report*. Also, please see Section 4.3.3 for a description of a Section 4(f) resource.

1814-02

The commenter alleges that the EA used incorrect metrics to determine whether the proposed route would result in significant noise impacts to Cabrillo. 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 Order 1050.1E-mandated DNL metric.

The commenter claims the EA fails to sufficiently analyze noise cumulatively by not including existing noise in the analysis. The No Action Alternative captures routes and air traffic flow in use in the Southern California Metroplex (representing existing conditions) which includes North Island military IFR flight operations. Please see Section 3.2.1, *No Action Alternative*, within the EA for more details.

The commenter also states that the EA did not fully evaluate the impact on "sensitive areas" near Cabrillo National Monument. As discussed in Section 5.1 of the EA, noise analysis results indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases. For noise results for specific historical and cultural resources, please see Section 5.3 and 5.4 of the EA and the *Aircraft Noise Technical Report*.

Please also see **Topical Response 11 – Point Loma**.

1814

Response (continued)

1814-03

The commenter is concerned with coastal resources, endangered species, and historic properties. The EA was prepared in full compliance with 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. Please see Section 5.3 in the EA for a description of the Section 4(f) Resource analysis and Section 5.4 in the EA for cultural and historical properties.

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.

Please see **Topical Response 11 – Point Loma**.

1814-04

The commenter states that the FAA did not contact the Cabrillo National Monument management prior to the release of the Draft EA. The FAA consulted with the National Park Service on the SoCal Metroplex Project. Please see Appendix A for information on consultation activities conducted for the Project.

1814-05

The commenter expresses concerns over compatibility of the proposed routes with flights out of North Island. 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 the Orders listed in Section 3.1.2 of the EA document. Please see **Topical Response 11 – Point Loma**.

1814-06

Please see **Topical Response 11 - Point Loma**.

1815

Suzanne Knight Carlson

From: Suzanne Carlson [skc1115@yahoo.com]
Sent: Thursday, October 08, 2015 11:18 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flights Over Point Loma

Name: Suzanne Knight Carlson
Address: 1046 Leroy St.
San Diego, CA 92106
Phone: 619-252-9528

1815-01

Do not change the take off and landing from what was previously established years ago with San Diego citizens. The air plane noise will negatively impact resident homes never before subjected to this noise. The flight path will increase the time over established neighborhoods increasing opportunities for tragic errors. With fuel now less costly, the fuel savings to airline companies is less important than quality life of San Diego residents. Government, including government agencies, Departments and offices serve "the citizens" and input from those citizens must inform this decision in a democracy or government by representation.

I look forward to hearing from you soon.

Respectfully,
Suzanne Knight Carlson

Sent from my iPhone

1815

Response

1815-01

Please see **Topical Response 11 - Point Loma.**

1816

George A. Alspaugh, Jr., Esq

From: George Alspaugh [gaa356@sbcglobal.net]
Sent: Thursday, October 08, 2015 11:24 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: So Cal Metroplex Draft Environmental Assessment, June 2015

October 8, 2015

George A. Alspaugh
3337 Trumbull St.
San Diego, CA 92106

(619) 441-8501

RE: So Cal Metroplex Draft Environmental Assessment, June 2015

Dear Sir/Madam:

1816-01

I believe the Environmental Assessment report ("EA") prepared for the So Cal Metroplex is inadequate and fails to address several important issues. I request the FAA to table or totally scrap the NextGen issue for San Diego and leave the LOWMA as part of the departure flight path. The EA does not adequately analyze the environmental impact of the proposed "early turn" of eastbound traffic. No analysis of the impact on the national parks affected by this proposal is offered, nor is the resulting pollution addressed.

The EA is also silent on the impact of the proposal on the educational facilities adversely affected by the proposal. The proposed early turn results in aircraft flying directly over multiple schools and universities which were previously unaffected by the existing flight path. How does the EA address the disruptions created by the early turn, as well as the increased danger to school age individuals?

1816

George A. Alspaugh, Jr., Esq

1816-01

The EA fails to state the minimum altitude the large jets would need to reach over the schools and universities. The altitude substantially affects the disruption caused by the proposed early turn.

I would appreciate a written response to this issues.

Thank you,

George A. Alspaugh, Jr., Esq
Alspaugh & Alspaugh
 275 East Douglas Avenue, Suite 104
 El Cajon, California 92020
 (619) 441-8501

(619) 442-8060 fax
www.alspaughlaw.net

1816

Response

1816-01

Please see **Topical Response 11 - Point Loma.**

1817

Mary Kubik

From: Mary Kubik [mkubik927@gmail.com]
Sent: Thursday, October 08, 2015 11:25 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: STRONG OPPOSITION TO METROPLEX INITIATIVE IN SAN DIEGO AIRPORT

From: Mary Kubik, 1106 Barcleona Drive, San Diego, CA 92107, phone 619-450-4740

1817-01

Again, the government is supporting a stand to put more money in the pockets of the "corporations "at the expense of the "people". The only one who benefits from this proposed change is the airlines saving money on fuel, I can see no other benefit. The FAA representatives cannot point to any other advantages, other than supporting CORPORATIONS! The EA dated June 2015 does not directly address fuel cost, instead the report is diluting (hiding) the information by combining information together. No matter how you try and dress this up, we are looking a "wolf in sheeps clothing".

1817-02

As taxpayers this will cost us more money in either airline ticket tax or federal tax dollars going to support the FAA QUIETER HOME PROGRAM due the additional noise levels for homes in the area. What impact studies have been completed to determine the noise levels and the number of homes impacted by the area? Where can I find this information? Does this include the additional cost to replace consumers windows/doors?

As taxpayers we are entitled to the FAA to completing an ENVIRONMENTAL IMPACT STUDY to address all issues discussed in the EA draft dated June 2015 in a sufficient, complete unbiased manner. The study does not address the noise impact of the newly affected neighborhoods, impact of increased PAH pollutants, impact of drain systems with additional pollution and impact of water shed. This study is positioned to eliminate/minimize information that supports the residents and finding statistics that support the FAA. Any statistic can support your agenda, just control the subjects, Statistics 101! Who paid for the study, FAA?

1817

Mary Kubik (continued)

1817-03

As taxpayers we are entitled to a risk assessment for aircraft accidents on takeoff. Statistically, most aircraft accidents occur either on take off or landing. What risk assessment has been completed to address the number of fatalities if an accident happened on the current path, over the ocean, or over a residential housing area? Mid air collisions were an issue in the San Diego area in the 80's and 90's, with 2 major incidences before changes made for radar on every aircraft.

In closing, is saving the CORPORATIONS more money FAA objective? If so, this would be the perfect program to support that objective. If FAA cares about people and environmental impact I would urge your to reconsider the change and support the "people".

Stand up and TAKE A TOUGH STAND AGAINST CORPORATE GREED!

I thank you for your time and consideration of my request. I look forward to working together to making our neighborhoods and FAA a collaborative relationship.

Mary Kubik

1817

Response

1817-01

Please see **Topical Response 11 - Point Loma**.

1817-02

The commenter asks what impact studies have been completed to determine noise levels and number of homes impacted. Chapter 5, *Environmental Consequences*, in the EA provides details about the environmental impact categories that were evaluated. Specifically, 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 EA was prepared in accordance with FAA Order 1050.1E. The EA can be accessed at the project website – http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html#ge.

The purpose of an EA is to determine the significance of the environmental effects and to look at alternative means to achieve the agency's objective. The environmental analysis shows that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

The commenter asks who paid for the study. The FAA is the lead Federal agency for the SoCal Metroplex project and utilized Congressionally-appropriated funds for its development. The SoCal Metroplex Project is a key step in the overall process of transitioning to the NextGen air traffic management system.

The commenter asks about the impact of increased pollutants. Please see **Topical Response 06 – Air Quality - Air Pollution** for more information.

1817

Response (continued)

1817-03

The commenter is concerned with risk assessment for aircraft accidents on takeoff and requests information on what risk assessments were performed. As stated in Section 2.2 of the EA, *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. 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).

1818

Jim Huck

From: jim huck [james.huck@hriasia.net]
Sent: Thursday, October 08, 2015 11:27
PM To: 9-ANM-SoCalOAPM (FAA)
Cc: james.huck@hriasia.net
Subject: Lindbergh Field/SAN Flight Paths

As a nearly 40-year resident of Point Loma (1976, Plumosa Park), the airplane noise, danger, and the airplane residue has done nothing but increase ... in all these concerning areas. The number of flights departing SAN has increased significantly, as has the disturbances these flights have caused.

The FAA sponsored Quieter Home Program was a step in the right direction, attempting to "shield" homeowners from the noise, but this certainly doesn't eliminate the noise or the irritation of the frequency of flights. When a plane takes off from SAN, even with all doors and windows of a home closed, residents still have to pause when on the phone and/or unable to hear a 15-20 seconds narrative of a movie or program on TV. While this may sound minor, I assure you it is not when this occurs several times within a short period ... all evening long. Try watching "60 Minutes" at a home under the flight path and you will quickly learn how disruptive the noises from these flights are to the residents.

The 65-decible level is the level under which the Quieter Home Program is attempting to attenuate the noise level in the homes directly under the flight path. THAT IS NOT TO SAY THE NOISE HAS BEEN ELIMINATED ... ONLY ATTENUATED. Let's say the sound inside the home is reduced to the 64 or 65 decibel level, which is still a level of noise where conversation must pause and/or a voice from across the room cannot be heard. Clearly, it is impossible to entertain outside without a constant barrage of conversation-interruption noise from departing aircraft from Lindbergh Field. So the FAA under the Quieter Home Program wants to reduce the noise level to a more acceptable one, albeit still damaging, only to add to the frequency of these flights by altering the range of the take-off pattern.

1818-01

Do these proposed FAA changes expand or narrow the range of homes falling under the QHP attenuation program?

Prior to purchasing my home in Plumosa Park (1976), moving here directly from Michigan, I inquired within the neighborhood if the noise from living in the flight path was disruptive. At that time, the consensus was that they were "irritating, at times annoying, but flights took off in 'clusters' so it wasn't a constant all day long." My how things have changed!!! The only "cluster" now is at 6:30 AM, and from that time forward, they are heard ALL DAY LONG. In 1976 there were nearly 5 million passengers flying in and out of SAN; today that number has increased to over 19 million. And, as Lindbergh Field has the busiest single commercial runway for take offs in the country, every one of those planes fly over Point Loma and my home (except in bad weather) ... estimated at 550 flights scheduled PER DAY. The resulting environmental impact (danger, noise, and pollution) has been immensely negative. ENOUGH!!!

1818

Response

1818-01

Please see **Topical Response 11 - Point Loma.**

1819

Bill Hogle

From: Rosa Hogle [hoglerosa@yahoo.com]
Sent: Thursday, October 08, 2015 11:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA's SoCal Metroplex Plan

I have lived at 1217 Pearl Street since 1956. My father and I both worked at Douglas Aircraft and then McDonnell Douglas. I am definitely not anti aircraft or anti Airport. I am **anti NOISE** and **anti POLLUTION**.

1819-01

After thousands of complaints, we made some improvement and now you want to turn back the clock. "Outrageous" is an understatement. You are damaging the quality of life for thousands of Santa Monica residents to cater to a few non-residents, a lot of whom are top 1%.

Bill Hogle

1819

Response

1819-01

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

1820

Diane Sullivan

From: Diane Sullivan [diane@dianesullivanrealestate.com]
Sent: Thursday, October 08, 2015 11:31 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: awaren@san.org; trussell@san.org; Loriezapf@sandiego.gov; Kevinfaulconer@sandiego.gov; scott.peters@mail.house.gov
Subject: Opposition to the NextGen Metroplex

My name is Diane Sullivan. I am a long time Realtor and Resident of Point Loma. When I bought my home in Sunset Cliffs in 1995, I purposely looked for a home that was not in the flight path of Lindbergh Field and paid a premium on my house to accomplish that goal.

I attended the very hastily called meeting on 10/6/15 that was supposed to explain the NextGen SoCal Metroplex, but I have to say, was extremely disappointed with the lack of information and the lack of interest on the part of the FAA representatives that attended. There were no notes taken, no recording of the comments and no questions were answered. I want to state my opposition to the NextGen Metroplex.

In addition, a couple of years ago, we were told that the flight paths would be TEMPORARILY changed to a more southward departure due to construction at the airport. The construction was completed quite some time ago, but the TEMPORARY flight path change is still in place.

Up until a couple of years ago, I would occasionally hear a plane departing in the distance. I now hear them ALL DAY long very up and close. I realize this is a different issue than the NextGen Metroplex, but they are both very important issues to our community.

I went on to the faa.gov website to research your mission statement. This is what I found:

Summary of Activities

We're responsible for the safety of civil aviation. The Federal Aviation Act of 1958 created the agency under the name Federal Aviation Agency. We adopted our present name in 1967 when we became a part of the Department of Transportation. Our major roles include:

Regulating civil aviation to promote safety

Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation

Can you please explain to me how increasing the amount of time that the airplanes will be flying over residences, schools, and natural parks accomplishes those goals?

Can you please explain to me how the additional discharge of soot and jet fuel into our neighborhoods, yards and gardens would be controlling environmental effects?

Can you please explain to me why the FAA is in charge of saving money for the airlines to improve their bottom line?

How much will each flight departing from San Diego save? Is it really worth the cost to our community and the County of San Diego. While I understand your organization doesn't have an interest in what happens in our County, City and Community let me explain:

I have already had prospective Buyers tell me they are putting their home search on hold until this issue has been resolved. If the entire Peninsula is affected (which it will be if these changes are implemented), the values of our homes

1820-01

1820

Diane Sullivan (continued)

1820-01

will fall as Buyers will turn to other quieter communities. In turn, property tax revenues to the County will also fall. We live in an amazingly beautiful and tight knit community that includes Cabrillo National Monument, Fort Rosecrans National Cemetery and Sunset Cliffs Natural Park. Please don't take that away from us.

Diane Sullivan | Pacific Real Estate Center
Broker Associate, GRI, ABR | CalBRE # 01409974

t 619-223-4263 | t 619-22-Diane | c 619-990-2297
Find your next home at
www.dianesullivan.net Visit us on FaceBook

1820

Response

1820-01

Please see **Topical Response 11 - Point Loma.**

1821

Lawrence Kurkey

From: lawrence kurkey [lawrencekurkey@yahoo.com]
Sent: Thursday, October 08, 2015 11:31 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: lindberg flight path change

1821-01

why change because it wont prevent the inevitable horrible crash into point loma, because there is no proper overrun and cleared emergency path. most big cities have relocated their airports for the same reasons. i cant believe the faa is willing to certify this airport as safe.

1821

Response

1821-01

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

1822

Robert Neches

From: R Neches [RNeches@earthlink.net]
Sent: Thursday, October 08, 2015 11:35 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Bob Neches
Subject: Comments on Southern California Metroplex Project Draft EA

Although public input is solicited, the document is written at a technical level that cannot be comprehended by the general public.

Section 5 on environmental consequences falsely and unfairly rules out several considerations when it states that:

Neither the Proposed Action nor the No Action Alternative would involve changes in patterns of population movement or growth, increases in public service demands, or business and economic activity; or generation, disturbance, transportation, or treatment of hazardous materials. Therefore, neither alternative is expected to result in impacts to certain environmental resource categories (please see Section 4.2 for a list of excluded categories). The excluded environmental resource categories are not further discussed in this chapter.

In fact, noise pollution from jet traffic patterns is a long-recognized factor which has affected the desirability of neighborhoods (affecting population movement and growth, as well as business and economic activity), and created needs for publically financed ameliorations such as soundproofing subsidies (a public service demand). Although other factors have larger impacts, air pollution from jet fuel is also a recognized factor. Failure to consider these factors is improper.

1822-01

1822

Robert Neches (continued)

1822-02

No evidence is available in the published documents comprising this draft report that the noise modeling technology has ever been scientifically evaluated for accuracy. The ATAC Corporation Airport Noise Technical Report contains hundreds of pages on the inputs to and outputs from the noise model. There is, however, no evidence provided for public evaluation that the model accurately predicts actual results. The entire impact analysis rests on this unsupported assumption. In contrast, there are many, many residents of Mar Vista ready to attest that recent changes in flight patterns have already had significant negative impact on their lives.

Robert Neches
Robert Neches Consulting Services
RNeches@earthlink.net

1822

Response

1822-01

Please see **Topical Response 06 - Air Quality - Air Pollution.**

1822-02

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

1823

Lauren Mason

From: lauren mason [Inmason@icloud.com]
Sent: Thursday, October 08, 2015 11:36 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Please don't change the flight path!!

1823-01

I am a resident of Point Loma. I do not want planes flying over my head. I paid high real estate purchase prices to be OUT OF THE FLIGHT PATH but still wanted to be in Point Loma. I just spent 3 years remodeling my entire property, pool, home, yard, only to learn that the money I paid will be de-valued by your decision. I am extremely saddened that my way of life will be disrupted and the lives of my three children changed. What was once a peaceful backyard at the end of the peninsula will be inundated with interruptions and audible chaos. I'm hoping you will hear the community of Point Loma and just simply keep the flight paths that have existed for years and years.

Thank you,
Lauren Mason
Owner 320 San Fernando street, San Diego, ca 92106
619-278-8278

Sent from my iPhone

1823

Response

1823-01

Please see **Topical Response 11 - Point Loma.**

1824

Mike Doherty

From: MD [mike.doherty@gmail.com]
Sent: Thursday, October 08, 2015 11:36 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma SAN Airport Flight Path Changes

1824-01

Please tighten up the flight path restrictions over Point Loma and keep any turning radius out to Sea and NOT over residential neighborhoods in Point Loma.

Signed - Mike Doherty
Owner: 3246 Ingelow Street, San Diego, CA 92106

1824 Response

1824-01 Please see **Topical Response 11 - Point Loma.**

1825 Kirk LaRocco

From: Rockit [sdrockit@cox.net]
 Sent: Thursday, October 08, 2015 11:37 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: San Diego flight pattern

1825-01 This email is to voice my concern of your projected flight pattern change. I have already witnessed with my own eyes that your so called projected flight pattern has already changed course. It seems to me everything about this plan is a bunch of lies.
 There was nothing in the paper or social media or anything anywhere letting us know about your so called community meeting that wasn't even held in our community. The meeting I'm referring to was held in Logan heights. When there was finally a meeting in our community you weren't prepared for the amount of community members who showed up, bad public address system, lack of leadership, no real agenda, no literature, no minutes, no business even having that worthless meeting.
 So on to my next point, we pay a lot of money to this in this beautiful part of town. Everybody seems to be okay with how life goes on in our high rent district. We really don't need your airlines who apparently are going to save \$5 a flight to interfere with our lives, safety, property values, noise restrictions and environmental impact.
 How does my community benefit from this projected flight plan? No one has addressed that what so ever.

Thank you
 Kirk LaRocco

Sent from my iPhone

1825 Response

1825-01 Please see **Topical Response 11 - Point Loma.**

1826 Lynne and Bill Westphal

From: Lynne Westphal [sdlynne@cox.net]
Sent: Thursday, October 08, 2015 11:37 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA meeting Oc. 6

1826-01 Our home backs up to PLNU at 820 Moana Drive. I attended the meeting Tuesday evening with an open mind and left with more questions than before I attended!!!!
 1) What exactly is the overall plan? **Why** are these changes necessary?

1826-02 2) Where are the environmental studies?Cabrillo National Monument/Tide Pools, Point Loma Nazarene University with it's historic buildings and exotic trees and birds.

3) What about the impact on local elementary schools and PLNU students? Plane noise over schools diminishes the quality of learning by anyone's standard.

1826-03 4) Why are planes already flying over our houses? It isn't helpful to be told they aren't. We hear them, we see them, and neighbors are tracking them with photos.

So many questions. In the end, no one wants to see this beautiful environment destroyed by noise and gray matter dropping from the sky. The airport is important, but quality of health for the humans who live here and the protection of our unique environment need to be factored into your planning process.

Sincerely,
 Lynne and Bill Westphal
 820 Moana Drive

619-523-4806

1826

Response

1826-01

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

1826-02

The commenter expresses concerns about “environmental studies” related to specific sites. The EA was prepared in full compliance with the FAA’s NEPA implementing regulations set forth in 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 Section 5.1 of the EA, noise analysis results indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases. For noise results for specific historical and cultural resources, please see Section 5.3 and 5.4 of the EA and the *Aircraft Noise Technical Report*.

Please also see **Topical Response 11 – Point Loma**.

1826-03

Please see **Topical Response 11 - Point Loma**.

1827

Nicole Brewer

From: MD [stuffmd@gmail.com]
Sent: Thursday, October 08, 2015 11:39 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: protest - Point Loma SAN Airport Flight Path Changes

1827-01

Please tighten up the flight path restrictions over Point Loma and keep any turning radius out to Sea and NOT over residential neighborhoods in Point Loma.

Signed - Nicole Brewer
Co-Owner: 3246 Ingelow Street, San Diego, CA 92106

1827

Response

1827-01

Please see **Topical Response 11 - Point Loma**.

1828

Donald and Sue Ann Brenneman

From: Don Brenneman [don@pointlomachurch.org]
Sent: Thursday, October 08, 2015 11:45 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex Plan

10-8-15

Dear Sirs,

My wife and I strongly oppose this new proposed change in the flight path.

1828-01

It will become an aeronautical blight on property in Point Loma.

Please keep the airplanes on the current flight path.

Sincerely,

Donald and Sue Ann Brenneman
857 Rosecrans St.
San Diego, CA 92106

Sent from my iPad

1828

Response

1828-01

Please see **Topical Response 11 - Point Loma.**

1829

Ann Kinner

From: Seabreeze Books & Charts [nav2bridge@sbcglobal.net]
Sent: Thursday, October 08, 2015 11:47 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Please Stop the Plan to Change the Easterly Take Off Points around Point Loma

1829-01

I am particularly concerned that in addition to adding noise to the area, the plane exhaust material will contribute to both air pollution and water pollution in the vicinity of the Cabrillo monument, Fort Rosecrans national cemetery, and the residential communities adjacent to the Naval operations. I cannot imagine what it will do to those who visit Fort Rosecrans to have jet planes overhead during burial services or visits to those sites.

This is a terrible and terribly misguided plan and needs to be better analyzed and reviewed for its potential environmental impacts.

Ann Kinner
on-board resident at Half Moon Marina
2303 Shelter Island Drive
San Diego, 92106

Member of the Cabrillo Monument Foundation

1829

Response

1829-01

Please see **Topical Response 11 - Point Loma.**

1830

Sheryl Lehmkuhl

From: Lehmkuhl [sdlehm@cox.net]
Sent: Thursday, October 08, 2015 11:48 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Air Traffic Change

To whom it may concern,

I am writing in regards to the proposed air traffic changes. I used to live under the flight path in Ocean Beach. When I met with a realtor to purchase a new home, I was shown a map of the decibel levels of the airplane noise in Point Loma and purposely bought a home that was not under the flight path. One pleasant surprise of this move was the lack of black exhaust dust on my patio furniture. It concerned me, however, about the quality of air I had been living with. Now I am concerned about more people being exposed to this.

1830-01

I have noticed that over the years, flights have gradually moved closer to where I live. I don't sleep well at night and now get woken up every morning at 6:30 by loud planes taking off one after another. From what I understand of the proposed changes, I will not only be hearing the planes over Ocean Beach, but will hear them again when they go back over Point Loma. This is very upsetting to say the least.

You can't just say that people in Point Loma knew they bought near the airport so they should just live with it. The people that bought homes under the newly proposed route bought them thinking that they were not under the flight path. Homes are more expensive the farther you get away from the flight path so you are causing a decrease in property values, which in turn will affect city revenue.

I urge you to reconsider your route change. There have been some studies done that have shown that the money saved in fuel is not that great when you divide it between all the airports in Southern California.

Sincerely,
Sheryl Lehmkuhl

1830

Response

1830-01

Please see **Topical Response 11 - Point Loma.**

1831

John Ziebarth

From: John Ziebarth [john@zaap.biz]
Sent: Thursday, October 08, 2015 11:48 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex EA Comments

Attached is my comment letter on the EA for the portion in San Diego of the SoCal Metroplex Project.

JOHN ZIEBARTH
[Principal | AIA | LEED AP](#)
2900 Fourth Avenue #204
San Diego, CA 92103
P: 619.233.6450
F: 619.233.6449
www.zaap.biz



1831

John Ziebarth (continued)

October 8, 2015

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

RE: Comments on the SDIA portion of
 SoCal Metroplex EA



Dear EA Review

I was a member of the public stakeholder team working with the San Diego Airport Authority on the development of Airport Land Use Compatibility Plans (ALUCPs) around 14 airports in San Diego County including San Diego International Airport (SDIA). As an architect and a planner, I have reviewed numerous environmental documents. Several have been over a thousand pages. The review of this Environmental Assessment seems seriously inadequate. I am unable to determine if there is or is not any significant impacts from the data provided. This lack of proper analysis not only has potentially led to wide scale misconceptions among the public regarding this project, but it makes it impossible for the decision makers to make a justifiable and factual decision. I would request the following information:

1831-01

1. What is the altitude of the flights as they depart over Pt. Loma and Ocean Beach compared with the altitude of the flights as they return over the south end of Pt. Loma?
2. What is the projected noise level below the flights as they return over Pt. Loma at the higher altitudes?
3. The ALUCP for SDIA included a noise contour map which identified the decibel levels over areas around SDIA (see attached). Please provide a revised noise contour map to reflect the change in contours anticipated with the So Cal Metroplex flight pattern modifications.
4. In order to make the tight turning radius proposed, will departure headings follow a more concentrated flight pattern directly departing over Pt. Loma towards the ocean and thus reduce some of the current impacts due to the current wide fan shape departure routes?
5. As stated in the letter of September 3, 2015 from the San Diego Airport Authority, currently some flights have ignored the LOWMA waypoint and flown north of the Cabrillo Point resulting in current noise complaints. It is logical to conclude that the implementation of the SoCal Metroplex will result in additional noise complaints. This is evidence of a potential significant noise impact.
6. Please quantify the benefits of the new flight pattern: reduced fuel consumption, reduce flight time, faster processing of departures, etc.

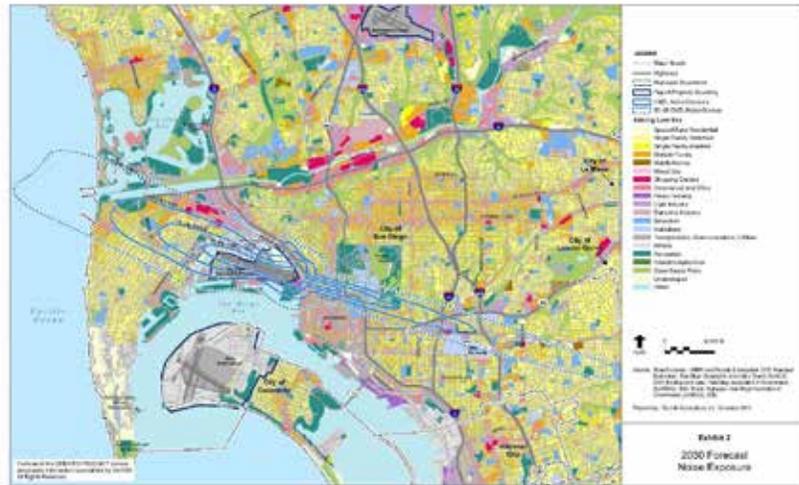
The SoCal Metroplex flight pattern appears to be a computer generated flight path developed by a machine with no human review of the physical impacts or benefits. It does not appear that the elimination of the LOWMA waypoint will actually results in a significant benefit to off-set the potential noise and visual impacts, but the analysis in the EA is inadequate to support either position. Therefore I request additional information be provided for public and decision maker's review.

Respectfully,

John C. Ziebarth, AIA, LEED AP

2900 Fourth Avenue #204, San Diego, CA 92103 619.233.6450 619.233.6449 www.zaap.biz

1831 John Ziebarth (continued)



2900 Fourth Avenue #204, San Diego, CA 92103 619.233.6450 619.233.6449 www.zaap.biz

1831 Response

1831-01 Please see Topical Response 11 - Point Loma.

1832

Theresa Badet

From: Theresa Badet [tbadet@hotmail.com]**Sent:** Thursday, October 08, 2015 11:52 PM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** Request to keep Waypoint LOWMA and my complete opposition to NextGen plan and altered flight paths

To the FAA:

1832-01

I attended the meeting held with members of the FAA on October 6, 2015, 6:00 p.m. in the McMillan Event Center at Liberty Station and it was a complete disgrace to the citizens of Ocean Beach/Point Loma/San Diego. There is no reason to alter the flight paths and not one person in attendance at the meeting was in support of eliminating waypoint LOWMA and implementing the NextGen plan. Supposedly this is a proposal however, I am currently witnessing first hand from my home that flights departing San Diego are already fanning out all over Ocean Beach/Point Loma. Numerous flights every day are south of Newport Avenue.

1832-02

My husband and I lived in Loma Portal and were under the southern edge of the flight path. We spent more money and intentionally moved further south in order to get out of the flight path. I was pregnant at the time and constantly had wiping black, oily soot off my outdoor plants, window sills and even inside my home when windows were left open. I now have two children and I am concerned not only for their health but the health of all Point Loma/Ocean Beach residents.

In reviewing the documents on the FAA website, I believe the Draft Environmental Assessment does not comply with the National Environmental Policy Act. It fails to analyze the significant environmental impacts that will occur due to changes to the flight path and the additional fallout from overhead planes. Specifically, how are the new flight paths affecting every aspect of our environment? There will also be significant changes to the noise levels across the community. The amount of noise is doubling in the Point Loma community and this is also not properly reflected in the Draft EA. There are an increasing number of flights (most of which are not complying with the approved flight path) and creating added noise. I believe the Draft EA ignores all the added noise and does not touch on how all will be affected (residents, Fort Rosecrans National Cemetery, Cabrillo National Monument, the preserved tide pools, Point Loma Nazarene University, all the schools, just to name a few). Clearly the noise has always been an issue and this is justified by the Quieter Homes Program previously being enacted. With the changed flight paths does this mean the Quieter Homes Program will now be available to all 92106 and 92107 residents and possibly the residents of Mission and Pacific Beach?

There has also been complete disregard in making the FAA proposal known to residences, schools, Point Loma Nazarene University, Cabrillo National Monument and the list goes on. I only found out about the FAA's proposal through Next Door.com.

The environmental impacts, the added pollution, the added noise, the devaluing of our homes, putting the safety of our community at further risk, is simply not acceptable. The government which I thought was for the people couldn't be more against the people with this NextGen plan. This is simply a matter of the airlines and agencies making more money at the direct expense of our country and its citizens.

And why are planes already flying the new routes if this is a proposal?

-Theresa Badet

1832

Response

1832-01

Please see **Topical Response 13 - Point Loma Public Meeting.**

1832-02

Please see **Topical Response 11 - Point Loma.**

1833

Jeanie Pugh

From: Jean Pugh [jpugh@guhsd.net]
Sent: Thursday, October 08, 2015 11:52 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Do not eliminate the LOWMA waypoint

1833-01

The impact of changing the flight pattern will be huge. The community of Point Loma was built when Lindberg Field was a small airport and mostly small jets were used. As such the noise level was minimal. As the airport grew so did the noise and impact to the Point Loma community. The current flight plan impacts a few schools in the area. If you were a student in those schools, you would understand the impact to their learning environment. Now with the proposed "fanning" and "short cut" approach, the flight noise is going to impact even more schools including Point Loma Nazarene a community university and church. Many schools move their outdoor graduations to this venue to avoid the noise of the airplanes. Now there will be no places quiet to hold community events as it seems that the entire point will be impacted. This will only help airlines and will severely impact the entire community.

Please listen to our concerns and do not be beholden to the airline industry. You are suppose to be on our side!!!!!!

--
Jeanie Pugh
Resident Point Loma
965 Cordova
San Diego, CA

1833

Response

1833-01

Please see **Topical Response 11 - Point Loma.**

1834

Deval Zaveri and Jimmy Tabb

From: Deval Zaveri [devzaverihks@gmail.com]
Sent: Thursday, October 08, 2015 11:56 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Jimmy Tabb
Subject: Re: LOWMA pathway

Please allow me to add the following thoughts that I shared with my neighbors:

Many homes in Point Loma don't have air conditioning.

It matters because that means we keep our windows open for ventilation and hence, will hear more airplane noise AND have greater exposure to particulates than average. Additionally, we keep our windows open year-round -- and even people who have air-conditioning often keep their windows open to save on electricity costs and enjoy the breeze.

On the financial argument front - if we are subject to more airplane noise, we will need not only new windows, but many of us will need air-conditioning installed. And I must say, I am dismayed in that one of the reasons that we haven't installed air-conditioning is that we did not want to contribute to the changing climate -- now I'm finding out that by not doing so and instead opening windows, I may have exposed/will be exposing my kids to unregulated particulates!

To the argument that we are merely whiny, wealthy residents - anything our group uncovers or policies we get changed, and any concessions we procure, can later be used by those in other communities around the country who don't have access to the resources that our community has when fighting their battles with the FAA. Indeed, in many parts of the country, airports are located near less prosperous areas. So our efforts don't just benefit us, but will benefit others too. It is my understanding that the LOWMA flight path keeps the airplanes over the ocean longer, so we are not asking another community to bear our potential burden, hence the NIMBY and/or environmental justice arguments don't apply.

1834

Deval Zaveri and Jimmy Tabb (continued)

On Oct 6, 2015, at 4:22 PM, Deval Zaveri <zaveri1@yahoo.com> wrote:

Hi,

I am a mother of two kids. We have lived under the LOWMA pathway for over ten years. I have noticed in the last few years since that pathway was adjusted to accommodate airport construction, an increasing amount of bits of black soot/jet fuel residue on my off-white outdoor cushions. Every morning when I sit out there, I have to first wipe the cushions. It makes me wonder what my kids are breathing in when they play outside, which I highly encourage (they are not allowed to watch TV except Friday and Saturday nights hence they spend a lot of time outside). Same for my lungs when I run. So while I'd love to go back to whatever pathway was in existence prior to the airport construction tweak (when I wasn't regularly wiping soot of the sofas), I write to request that you at least not eliminate the LOWMA pathway.

1834-01

I work really hard to feed my kids good, healthy meals (they love kale and lentils - how many parents of elementary school kids can say that!), so it breaks my heart that they may instead be developing long-term illnesses by what I thought till recently was a good idea - having them spend their free time playing outside. (FYI, when we bought our house, we intentionally paid extra to live in a part of Point Loma that was NOT under the flight path.)

Please don't add to our risk level by eliminating the LOWMA pathway. The \$7.8 million annual savings isn't worth the grief that the thousands who live here may one day suffer from the additional soot we will be exposed to with the proposed routes. To you, the additional soot exposure may be negligible, but given that in this community, people live here their entire lives, it's hard for me to believe long-term exposure has no impact. And I've personally witnessed even what a tweak in flight paths has done over the last few years.

Thank you,

Deval "Dev" Zaveri

P.S. I also write on behalf of my husband, Jimmy Tabb, who is copied on this email. We live on Tivoli Street.

1834

Response

1834-01

Please see **Topical Response 11 - Point Loma.**

1835

Joe Watkins, PhD

From: Joe Watkins [JoeWatkins@pointloma.edu]

Sent: Thursday, October 08, 2015 11:56 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Point Loma Nazarene University's Concerns and Questions re: the FAA's SoCal Metroplex plan

October 8, 2015

To whom it may concern:

1835-01

This email reflects further comment regarding the FAA's SoCal Metroplex plan in addition to my previously submitted letter dated October 5, 2015. Our concerns and questions are presented with all due respect to the FAA with some appreciation of the complex planning necessary for a national scale modernization of the FAA's practices and policies. It should be noted that the paucity of information in the SoCal Metroplex plan leaves many details open to speculation which, in our view, is unfortunate making it necessary for potentially affected parties to ask questions and raise concerns that may well have been alleviated with a more detailed report and plan.

Given the complexities of this matter the university's representatives are more than willing to meet personally with representatives of the FAA and the San Diego Airport Authority at a time and place of your choosing to explore alternative solutions to those currently being considered.

Please note that the university opposes the current proposal and encourages the retention of the LOWMA

1835

Joe Watkins, PhD

waypoint south of Point Loma for the following reasons:

1. The EA for the Metroplex Plan did not take into account or acknowledge the existence of a university of 3000 people within the area described by the EA. The presence of the unique coastal environment of Point Loma Nazarene University (PLNU) means that any noise beyond the current level of background noise would create a disruption to the teaching and learning environment of the university.

Question: How is it that the FAA's EA did not take into account the presence of a selective liberal arts university that could well be impacted by deviations from the heavy jet flight paths proposed in the SoCal Metroplex plan?

2. PLNU recently completed a 36,000 square foot science research lab and teaching facility that contains highly sensitive research equipment that is affected by vibration.

Question: Can the FAA document that there would be no change or detrimental vibration created by heavy jets flying over the university?

3. The EA does indicate some additional exhaust would be experienced under the proposed plan. The exhaust debris will create an additional maintenance cost for the university.

Question: Can the FAA provide data to the university to indicate the amount of exhaust debris we might incur as a result of the proposed plan?

4. It follows that increased exhaust will reduce the air quality in the vicinity of the university through direct overflights of the university and due to onshore winds if heavy jets fly along the coast to the south.

Question: With 3000 people on campus daily and nearly 1700 residential students on campus what studies can the FAA provide the university that would detail any health concerns that might be experienced due to the potential exhaust debris from the heavy jet flights across the Point Loma peninsula in the vicinity of PLNU?

1835-01

5. The university also has a child development center on campus that provides educational opportunities for students seeking degrees in child development as well as offering child care to employees and the local community.

Question: What impacts upon the learning environments of young children can the FAA identify if heavy jets deviate from the proposed flight paths as they make their way to the east from Lindbergh Field?

6. As a liberal arts residential university with 1700 residential students living on campus the presence of heavy jets that may deviate from the proposed course will negatively impact the quality of the learning and residential environment of PLNU making it difficult to recruit students to a once pristine coastal campus.

Question: What recourse will the university have if under the proposed plan heavy jets deviate from the proposed flight paths, should those deviations become frequent enough to hinder the university's future? To whom should we seek compensation from?

7. Since the proposed heavy jet routes would no longer benefit from the LOWMA waypoint it would appear that the FAA might expect heavy jets to turn east on a bearing sharper than the proposed routes.

Question: If jets have the option of making sharper turns to the east than the proposed heavy jet routes indicate, how frequently would the FAA anticipate such deviations to occur?

Finally, the university estimates that if heavy jets were to make sharper turns to the east than the proposed routes illustrated in the FAA's proposal and were to cross Point Loma in the vicinity of PLNU with any regularity the university would suffer a negative \$100M impact in the first year of operation of the proposed plan.

For all of the reasons stated above we encourage retention of the LOWMA waypoint and oppose the current plan.

Respectfully,
Joe

Joe Watkins, Ph.D.
Executive Vice President
Point Loma Nazarene University
619-849-2650 - Office
619-849-7007 - Fax

1835

Response

1835-01

Please see **Topical Response 11 - Point Loma.**

1836

Steve Martin

Subject: SoCal Metroplex EA Comment
 From: Steve (stevevmartin@yahoo.com)
 To: 9-ANM-SoCalOAPM@faa.gov;
 Date: Thursday, October 8, 2015 4:57 PM

RECEIVED OCT 20 2015

See comment letter attached in pdf. Please contact me if there are any issues opening the document.

-Steve

Comment Letter re SoCal Metroplex EA

Request for privacy of personal identifying information: I hereby request that you withhold my personal identifying information. The SoCal Metroplex EA website states "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."

Request for future notification regarding the SoCal Metroplex EA: Please provide me with updates regarding the SoCal Metroplex EA, particularly with respect to operations at SAN, when documents are available, and when meetings will be held.

Comment from: Steve Martin, 4470 Monaco St, San Diego, CA 92107

Date of Comment Submission: October 8, 2015

Submitted via: email to 9-ANM-SoCalOAPM@faa.gov

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

Comment:

The EA is flawed and presents an arbitrary and capricious proposed action that is being undertaken by the FAA without having first taken a hard look and considering the significant impacts that the proposed action will cause upon the human environment. As discussed below, adopting the action will result in a violation of the National Environmental Policy Act and other environmental statutes, regulations and policies. These comments are focused primarily upon the flawed analyses of impacts caused by the change in the departing flight path from Lindbergh Field (San Diego International Airport; SAN), which begin in a westward direction, turn southward over the Pacific Ocean to return back toward the east for eastbound flights. The proposed action removes a waypoint at the south end of the Point Loma peninsula used for the current flight path, which results in a proposed flight path that will send planes eastbound over residential neighborhoods located on the Point Loma peninsula where flights have not previously travelled. As noted in these comments, the EA fails to acknowledge and consider the impacts caused by this change, fails to inform the public of the impacts of this change, and violates NEPA by its failure to do so. Although the flaws in the EA presented in these comments are focused on the alteration of the above-noted flight path, they are equally relevant to other locations affected by similar oversight related to the proposed action.

The following flaws impact the validity of the analysis and require the FAA to consider changes to the proposed action and consider the actual impacts of the proposed action:

1836

Steve Martin (continued)

1836-01

1. The FAA failed to include the affected community. As a member of the affected community, I was never informed about the proposed action removing a waypoint at Point Loma that drastically changes the flight path for departures at SAN in a manner that now includes my home in the flight path when it previously was not. I only became aware of the action on October 6, 2015 from hearing about it on the evening news. The EA review period should be extended to provide for additional notice to and comment by the public.
 - a. FAA 1050.1E, Chg 1, Section 208. NEPA and the CEQ regulations, in describing the public involvement process, require Federal agencies to: consider environmental information in their decision making process; obtain information from the public regarding environmental concerns surrounding an agency's proposed action; fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives; and provide the public with this information and allow it to comment on these findings. Public involvement is also required when FAA revises its rules, or when it proposes substantial changes to its NEPA implementing instructions. FAA's "Community Involvement Policy Statement" (dated April 17, 1995) affirms FAA's commitment to make complete, open and effective public participation an essential part of its actions, programs, and decisions.

1836-02

2. The EA failed to draft the explanations of the flight paths in plain language for the public to understand and comment. The diagrams contain only technical jargon with no explanation of the changed flight path for departures at SAN.
 - a. FAA 1050.1E, Chg 1, 210b. Executive Order 12866, Regulatory Planning Review, and the Presidential Memorandum on Plain Language in Government Writing, dated June 10, 1998 (63 FR 31885, June 10, 1998), requires all Federal agencies to use plain language in all proposed and final rulemaking documents published in the Federal Register and in government documents generally.
3. Most of the diagrams depicting flight operations and impacts are illegible, and regarding impacts to Point Loma in San Diego in particular, many of the diagrams contain large icons that completely obscure the peninsula from view. (See, e.g., Noise Technical Report, May 2015.)

1836-03

4. An Environmental Assessment is the wrong document to use because the action will result in a significant impact to the human environment since it changes the flight path for SAN departures to no longer stay away from residential areas, but rather fly nearby and over areas at the south end of Point Loma. These effects will be highly controversial since they impact a densely populated residential region that was not previously impacted by pursuant to the prior flight path and thus impacts a noise-sensitive area. The FAA is completely ignoring impacts from noise, particulate and other air pollution, and biological impacts such impacts to endangered species on Point Loma, among other impacts. The action will also require the city and/or airport authority to revise its airport impact plans due to the changed flight path, and thus the action is not consistent with plans and goals that have been adopted by the community in which the project is located. Adopting a FONSI without considering these significant and unmitigated impacts would violate NEPA. An EIS is required. Mitigation of significant impacts is needed by altering maintaining a flight path away from Point Loma along the prior flight path.
 - a. 400c. Actions causing significant environmental effects. If, based on an EA, the responsible FAA official determines that the proposed action would cause a significant environmental effect, and mitigation would not reduce that effect below applicable significance thresholds, the responsible FAA official shall publish a notice of intent (NOI) to prepare an EIS in the Federal Register and begin the EIS process. Of course, if the

1836

Steve Martin (continued)

responsible FAA official anticipates that significant effects may result, a decision can be made to prepare an EIS without first developing an EA.

5. The purpose and need is not clearly explained in understandable language, the following standard has not been followed:

- a. 405c. Purpose and Need. This discussion identifies the problem facing the proponent (that is, the need for an action), the purpose of the action (that is, the proposed solution to the problem), and the proposed timeframe for implementing the action. The purpose and need for the proposed action must be clearly justified and stated in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. To provide context while keeping this section of the EA brief, FAA may incorporate any supporting data, inventories, assessments, analyses, or studies by reference.
- b. There is no explanation in the EA of the need for an altered SAN departure flight path that traverses eastward over the southern portion of Point Loma, when the current path away from and around Point Loma avoids unnecessary impacts to Point Loma residents. There is no explanation why the use of new technology for efficient airspace usage means that the flight path has to be altered in a manner that creates significant impacts to residents when that same efficiency could implemented with a flight path that is located away from the residents without such impacts. The SAN departure eastbound path over Point Loma should be revised to its prior path to be consistent with the purpose and need for the action since the purpose and need can be fulfilled without the changed flightpath.

1836-04

6. The proposed action in section 2.4 of the Draft EA states the action would not require physical alterations to environmental resources identified in FAA Order 1050.1E, Chg. 1. This is incorrect and very misleading to the public's understanding of the action. Where the proposed action involves a changed flight path over and near residences, where it previously did not occur, there will be unquestionable physical alterations to environmental resources from increased particulate and other pollutants and increased noise, among other issues and concerns caused by airplane traffic. Further the added noise from the action will directly and proximately cause affected residents to mitigate the significant impacts from the altered flight path by installing noise mitigation (such as sound barriers). The FAA has failed to consider these impacts it is causing with the action. The proposed action states that it would not increase the number of aircraft operations, which is entirely misleading because it fails to consider and recognize that the proposed action's alteration of the eastbound departure flight path over Point Loma from SAN is likely to cause a 100% increase of such flights traveling far closer to and directly impacting residents where the aircraft previously had not travelled.

1836-05

7. Section 4.2 states that the project is generally located above 3000 feet AGL and thus will not affect plant or terrestrial animal species. This is incorrect and significantly misleads the public. In the proposed departure path at SAN over Point Loma, the closer flight path caused by the action will bring planes over areas previously not traversed by the prior flight path. During departure, planes will be at a lower altitude and these factors combined will impact plants and terrestrial species (including humans) with significantly increased noise where it was not previously present and increased particulate and other air pollutants that will contaminate plant life and terrestrial animal species. For endangered species living on Point Loma, this harassing

1836-06

1836 Steve Martin (continued)

- 1836-06
- noise would amount to a taking of endangered species in violation of Section 9 of the Endangered Species Act, as well as a willful adverse modification of critical habitat for such species and violate the Migratory Bird Treaty Act for such impacts on protected migratory birds. These impacts have been entirely ignored in the EA.

- 1836-07
- 8. Section 4.2 states the project would not generate, disturb or transport hazardous materials or solid waste. This is incorrect. As noted above, pollutants will be transported, generated, and disturbed in areas where they were not previously so affected. These impacts have been ignored.

- 1836-08
- 9. Section 4.2 states the project would not cause light emission or visual impacts. Again, the project alters the flight path over Point Loma for departing flights in a manner that places planes where they were previously absent on the prior flight path. There will be increased light emissions from planes in residential areas that will be affected and there will similarly be visual impacts caused to those neighborhoods from the planes' presence. These impacts have been entirely ignored.

- 1836-09
- 10. Section 4.2 states the project will not impact natural resources. This is incorrect, because as mentioned above the pollutants emitted from airplanes under a new flight path over Point Loma from SAN will result in impacts to natural resources caused by pollution. FAA must mitigate this significant impact caused by the action.

- 1836-10
- 11. Section 4.2 states there are no secondary impacts. This is incorrect because the change in flight path over Point Loma will impact buyers and sellers of homes in their purchase/sale/lease of property in the vicinity of the altered flight path. A reduction in occupancy caused by impacts from the action will affect public service demands and business and economic activity, and relocation of people and business from potential lack of interest in the affected areas due to noise and pollution impacts. These factors will also negatively affect the community tax base from the reduced population and business, and it will impact the fabric of the community by changing the way of life from being greatly impacted by noise and pollution impacts. The increased pollution and noise will impact the schools in the area, and thus cause significant impacts to Children's Environmental Health and Safety Risk---contrary to the unsupported assertions in the EA to the contrary. The EA entirely ignores this significant impact.

- 1836-11
- 12. For noise impacts, the EA entirely ignores that the flight path is being changed by the proposed action to fly over Point Loma from SAN's departure path where it did not fly previously, and that each plane that flies over this path will be adding noise that did not previously exist. This single-airplane impact, repeated over-and-over throughout the day, week, month and year results in an unquestionable significant impact because there was no previous flight path over the affected properties. Rather, than addressing this obvious, significant impact, the FAA employs unnecessary models looking at unreasonable and irrelevant timeframes of noise impact as day-night average sound levels over 24-hour periods to attempt to mute and explain-away the elephant in the room—the significant impact that will occur from each plane flying over residential areas where they did not previously occur. The EA does not even acknowledge or consider that changing the departure flight path from SAN over Point Loma will place planes and plane noise in amounts and locations where it was not previously located and heard. The EA ignores this unquestionable significant impact of previously non-existent noise. This impact should be mitigated by maintaining the prior flight path away from the residences that would be affected.

1836

Steve Martin (continued)

13. Particularly, the noise impact technical analysis is flawed. Page 605 of the Appendix A to the Noise Technical Report has a line item titled "Point Loma Park," which based on the latitude and longitude provided is located a Sunset View Elementary School in the southern vicinity of Point Loma. The current flight path does not cover Sunset View Elementary School. However, the proposed action's flight path allows for flights to fly directly over and nearby the school. The noise impact analysis shows there is "0.0" change in noise between the proposed and no action alternatives. The claim that there is no change in noise is incorrect and misleads the public in the effects of the proposed action. As shown in the following table from EPA, a jet fly-over at 1000 feet produces A-Weighted Sound Level dBA of 110. The table also notes that the subjective loudness of this level is "intolerable or deafening," is equivalent to an indoor "rock band," and has the effect of causing "hearing loss." There is no explanation in the EA of the effects of the change of the flight path for planes as they pass over and closer to Point Loma, after having just departed from SAN. The EA's representation that there is ZERO impact at Sunset View Elementary School from the proposed action is incomprehensible given the common understandings of the impacts of airplane noise. The FAA is failing to consider an important aspect of the problem presented with the proposed action.

1836-12

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110	VERY NOISY	SPEECH INTERFERENCE
LOUD AUTO HORN		100		
GAS LAWN MOWER AT 1m (3 ft)		90	LOUD	SLEEP DISTURBANCE
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70		
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	MODERATE	SLEEP DISTURBANCE
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50		
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40	FAINT	NO EFFECT
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	NO EFFECT
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

14. Is unclear how the above-noted "0.0" change in noise that school can occur with an entire waypoint removed that allows flights to turn over the Sunset View Elementary School location. Even assuming that the noise study is based on the "estimated flight path from SAN to ZOOO" depicted by a blue dashed flight path shown in Exhibit 3-6 on page 3-9 of the EA, the noise study

1836

Steve Martin (continued)

1836-12

is entirely flawed in its "0.0" change finding, and all of its other related findings. This dashed-blue flight path depiction is merely a guesstimate of where planes might fly when they are unbounded by the removed LOWMA waypoint. The curvilinear trajectory from JETTI to ZZ000 may appear somewhat similar to prior flightpath trajectories. However, without the waypoint depicted as LOWMA in Exhibit 3-5 on page 3-8 of the EA, there is no means to ensure that flights will in fact be directed to follow the same curve to avoid flying over residential areas on the Point Loma peninsula. They may instead fly directly over residential areas on the peninsula. Flights appear to be directed by the "Proposed Procedure" to fly over Point Loma rather than along the presumed curvilinear path. The EA provides no support for this curvilinear presumption. The studies are flawed in this respect. It is unclear why the D&I Team removed the LOWMA waypoint in the first place, and why it failed to replace it with another waypoint if the D&I Team's intent was for the flightpath to follow the "Estimated Flight Path from SAN to ZZ000." Instead the studies are based on an unsupported guess as to the flight path's trajectory, which forms a fatal flaw to the noise study's conclusion that there will no noise impacts from the removed waypoint. The EA ignores and fails to consider the impacts that will be caused by the removal of the waypoint.

Respectfully submitted,
Steve Martin

1836

Response

1836-01

The commenter states the FAA failed to include the affected community. The FAA has conducted substantial public outreach in support of the SoCal Metroplex Project Draft EA. 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. To encourage public participation, in June and July 2015, the FAA hosted 11 public workshops in several locations throughout the General Study Area. Public notices for the 11 public workshops were advertised in major newspapers in the General Study Area, including the San Diego Union Tribune. A public workshop was held in San Diego on June 22, 2015. 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 see Appendix A to the EA for public coordination and involvement.

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

1836-02

The commenter states that the EA fails to present the explanation of flight paths in plain language for the public to understand. The EA was prepared in compliance with NEPA and FAA Order 1050.1E. This includes the use of plain language

1836

Response (continued)

in the document as required under Paragraph 210b of FAA 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.

The commenter also states that diagrams depicting flight operations and impacts are illegible and obscured by large icons. Exhibits 3-7 and 3-8 in the EA represent arrival and departure flows to the Study Airports for the Proposed Action and No Action Alternative. The corridors represent the area analyzed and depict the areas where aircraft will operate. The supplemental materials provided in Google Earth format include the Proposed Action Procedures, flight tracks, corridors, and noise impact results associated with the Proposed Action. Please see **Topical Response 08 - Supplemental Materials**.

1836-03

Please see **Topical Response 11 - Point Loma**.

1836-04

The commenter expresses concern that the purpose and need for the Proposed Action does not explain the need for an altered flight path over Point Loma. Also, the commenter states there are significant impacts as a result of the Proposed Action procedures. 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. To meet this goal, the Proposed Action would optimize procedures serving the Study Airports by reducing dependence on ground-based NAVAID technology in favor of more efficient satellite-based navigation, such as RNAV. The overall intent is to use limited airspace as efficiently as possible for congested metroplex areas. Please see the *Design & Implementation Team Technical Report* for a description of specific procedures.

Please see **Topical Response 05 – Purpose and Need** for a discussion of the purpose and need. Please see **Topical Response 11 – Point Loma** for a discussion of procedures in the Point Loma region.

1836-05

The commenter expresses concern that assumed changes in flight paths will result in physical alterations to environmental resources. As discussed in Section

1836**Response (continued)**

2.4 and Chapter 5 in the EA, neither the Proposed Action nor the No Action Alternative would 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. Chapter 5 of the EA discloses the potential environmental impacts of the Proposed Action. The Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts. With regard to noise impacts, the 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. Regarding the comment that aircraft will fly in areas previously not flown, the Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks.

Please also see **Topical Response 11 – Point Loma**.

1836-06

The commenter states that the Proposed Action would have adverse noise and air quality impacts on endangered species living on Point Loma. Regarding concerns for wildlife and endangered species, Section 5.5 of the EA provides a methodology and summary of impacts to wildlife. Section 4.3.5 of the EA discusses the existing wildlife resources within the General Study Area and includes threatened and endangered species. As stated in Chapter 5 of the EA, *Environmental Consequences*, and summarized in Table 5-1 of the EA document, the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

Please also see **Topical Response 11 – Point Loma**.

1836-07

The commenter expresses concern that pollutants will be transported, generated, and disturbed in areas where they were not previously so affected. Please see Section 4.2 in the EA for information on resource categories not affected by the Proposed Action. Also, see Section 5.8 for information on the air quality methodology and impacts of the Proposed Action when compared to the No Action alternative.

1836-08

The commenter expresses concern that the Proposed Action will generate impacts from light emissions and visual intrusion. As stated in Section 4.2 in the EA, the Proposed Action would not involve construction of any structures that

1836

Response (continued)

would introduce new sources of lighting or result in visual impacts to surrounding areas. Furthermore, the Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks.

1836-09

The commenter expresses concern that pollutants emitted from airplanes under a new flight path over Point Loma from SAN will result in impacts to natural resources caused by pollution. As discussed in Section 5.8 in the EA, the Proposed Action is not anticipated to have a significant impact to air quality when compared to the No Action Alternative. Please also see **Topical Response 06 – Air Quality - Air Pollution**.

1836-10

The commenter expresses concern that the Proposed Action will have secondary effects to the Point Loma community and impacts to children’s environmental health and safety. Please see Section 4.2 of the EA for a description of secondary (induced) effects and children’s environmental health and safety risks.

1836-11

The commenter questions the analysis of significant impact for SAN Airport departures flying over Point Loma where flights did not fly previously. 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.

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 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.

Please see **Topical Response 11 – Point Loma for more information**.

1836-12

The commenter disputes the noise impact analysis result of “0.0” change between the Proposed Action and No Action Alternative at “Point Loma Park.” The commenter is correct that the latitude and longitude of the gridpoint is over the Sunset View Elementary School, not the Point Loma Park, as described in

1836

Response

Table 2 of the *Aircraft Noise Technical Report*. Sunset View Elementary School is not considered a 4(f) cultural or historic property. The noise analysis, however, is correct and remains valid for this gridpoint, namely that when comparing the noise exposure of the No Action Alternative (48.5) with the Proposed Action (48.5) over this gridpoint, there would be no change. Table 2 of the *Aircraft Noise Technical Report* has been updated.

1837

Steve Crow

From: Stephan [sm.crow@cox.net]
Sent: Thursday, October 08, 2015 11:58 PM
To: airnoise@san.org
Subject: Airplane noise complaint 10.08.15

Very loud low flying plane now!

1837-01

too loud, too low!

When are you going to respond to this complaint? Who will be responding to this complaint?

Steve Crow
92107

1837

Response

1837-01

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

1838

Elizabeth Bluhm

From: Elizabeth B. Bluhm
To: Scott Peters; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov
Cc: awaren@san.org; Russell Tony
Subject: FAA NextGen Proposed Changes for San Diego
Date: Thursday, October 08, 2015 11:58:35 PM
Attachments: FAA Comments on SoCal Metroplex EA.doc
ATT00001.htm

Dear Congressman Peters, Mayor Faulconer, and Councilmember Zapf,

1838-01

Please see the attached letter sent today to the FAA containing my comments and questions on the Draft Environmental Assessment for the Southern California Metroplex project. The FAA contends that there will be no significant impact on the community as a result of its proposed plan, but the Draft EA is completely inadequate to answer that question and every indication is that there will be material negative impacts for the Point Loma community.

A complicating factor in this process is that Point Loma residents are experiencing a dramatic increase in noise from aircraft departures recently, while the FAA states that no changes have been made to flight paths. This is patently false, as residents can not only hear but see ascending aircraft in places where they haven't previously been, but I understand that the NextGen project has not been implemented; therefore I have also asked the FAA for

1838

Elizabeth Bluhm

information to help the community understand current flight paths and how they compare to flight paths of two or three years ago. I am concerned that part of the FAA's claim that there will be no change to noise levels under NextGen is based on using as a baseline levels that have recently increased, rather than the historically low noise levels experienced in earlier years.

1838-01

Thank you for the communications you have already sent to the FAA regarding these matters. I and my Point Loma neighbors greatly appreciate your continued attention and diligent efforts to persuade the FAA to reconsider its proposal for San Diego.

Respectfully yours,

ElizabethB. Bluhm
3636 Rosecroft Lane
San Diego, CA 92106
ebbluhm@gmail.com

1838

Response

1838-01

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

1839

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

October 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 Additional Comments to the Southern California Metroplex Draft Environmental Assessment.

To whom it may concern:

On September 1, 2015 the Federal Aviation Administration (FAA) released additional material to further clarify the draft Environmental Assessment (draft EA) for the Southern California Metroplex project (SoCal Metroplex). This letter presents the City of Santa Monica's comments on the new material.

1839

Martin Pastucha, City of Santa Monica

The new material released on Sept. 1st show the grid values on a Google Earth aerial. There is an inconsistency between these grid values and proposed flight paths described for Santa Monica Airport (SMO). SMO departures to the west currently proceed on runway centerline to the coast which are proposed to change as part of the draft EA with the introduction of a new turn prior to the coastline. Additionally, the draft EA introduces a new arrival from the west to runway 03. This proposed arrival is not a straight in approach but rather it follows a trajectory that is north of the centerline to the runway and therefore it impacts an area that is not currently impacted by aircraft operations.

These turns should be reflected in the associated grid values of noise as shown on the Google Earth base maps with a change in the Day Night Average (DNL), but the grid values reflect no change in the DNL which strongly suggests that the inputs used to conduct this noise analysis were incorrect.

1839-01

One example is grid point ID GRID00000709001952 located at latitude 33.99984 and longitude -118.478787, a point under the new proposed flight departure route that shows a no action alternative of 53.6 dB DNL, and a proposed action of 53.6 dB DNL. This represents a 0 dB DNL change in noise. It is not plausible to have no noise impact and seems to indicate that the Noise Integrated Routing System (NIRS) modeling prepared for this draft EA failed to account for the new right turn prior to the coast line. Furthermore, the City believes that using a 0.5 nm grid spacing may be too large to reflect changes in noise to this proposed flight track change.

The City respectfully requests as part of revisions to the EA that the FAA provide a map, in Google Earth, that shows the flight tracks used for the no action NIRS modeling and the proposed action NIRS modeling to verify that the NIRS model had the correct input to calculate the noise changes to the DNL.

Additionally, the draft EA's choice of graphics does not allow the City or anyone else to have the ability to determine the impacts from the changes of the flights destined for LAX and which overfly Santa Monica. As an informational report, the draft EA is seriously lacking, seemingly deliberately so. By masking necessary information, the draft EA does not allow for informed and considered decision making. It is the City's belief that one of the draft EA's main weakness is the poor graphics and its inability to allow for someone to compare relevant data such as the before and after flight tracks.

1839-02

At the scale and level of detail of this graphically challenged EA, the proposed flight paths seem to overlay the existing flight paths, suggesting that there is no difference between the two. But the existing paths are drawn to be so wide and over inclusive that this observation may be illusionary and actually not reflect the reality that the public will experience after the change. If the tracks move by even a few blocks, it would not be apparent in the EA graphics, but the public may very well notice the significance difference in real time experience, generating many complaints and protests, similar to what was experienced during the 250 degree heading test.

Given that this draft EA does not provide for adequate information or graphical representations for the City to determine the areas impacted by LAX flights, the City can only conclude that this omission and the format chosen were intentional and represent deliberate efforts to hide that the proposed changes in the LAX procedures may have a significant impact on the residents of the City of Santa Monica.

Again, the City appreciates the opportunity to comment on the Metroplex Draft Environmental Assessment.

Sincerely,



1839

Martin Pastucha, City of Santa Monica(continued)

Martin Pastucha
Director of Public Works/Airport Director

Cc: City Manager
City Attorney
Airport Manager

1839

Response

1839-01

The commenter states that there is an inconsistency between the grid values and the proposed flight paths because an example grid point (GRID000007001952) reported a 0 dB DNL change in noise despite having Proposed Action changes. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. This includes departure procedures for SMO. The existing historic flight tracks include aircraft that turn prior to the coastline as is evidenced by the No Action flight tracks. See Exhibit 3-7 of the EA for the corridors for SMO west flow departures. Additionally, the turn on the Proposed Action procedures does not start until approximately 1.1 NM from the airport, therefore any gridpoints in the surrounding area would be similar between No Action and Proposed Action. The example grid point referenced by the commenter is located approximately 1.25 nautical miles west of SMO Airport, and in that area there is very little change between No Action and Proposed Action procedures. Regarding the 0 dB noise change, the noise value results at each of the grid points are rounded to the nearest tenth of a decibel.

The commenter requests a map in Google Earth that shows flight tracks for the No Action NIRS modeling and the Proposed Action NIRS modeling. 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 including the NIRS information. Please see **Topical Response 08 – Supplemental Materials**.

1839-02

The commenter states that the graphics within the EA do not allow for the City to have the ability to determine the impacts from the changes of the flights destined for LAX which fly over Santa Monica. Exhibits 3-7 and 3-8 in the EA allow for layers to be turned on/off by selecting the layer from the layer menu. 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.

1839

Response (continued)

Detailed instructions on how to turn on and turn off the layers are provided in the Introduction pane on the exhibits.

The commenter also believes the FAA deliberately attempted to hide the proposed changes in the LAX procedures. 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 including the NIRS information. Please see **Topical Response 08 - Supplemental Materials** for additional information.

1840

Nate Treadwell

From: Nate Treadwell [ntreadwell77@yahoo.com]
Sent: Friday, October 09, 2015 12:03 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA flight path changes in San Diego

To whom it may concern,

I am writing this to express my sincere opposition to the proposed flightpath changes that would include a second overflight of the Point Loma neighborhood of San Diego. There is a large ocean out there where airplanes can make their turns and gain altitude without subjecting our children to harm, noise and jet fuel pollution, and reducing our quality of life and property values. The object of the FAA is to serve the people and protect our safety. This proposed change does absolutely nothing to that end, only achieves the opposite in actuality. Keep the LOWMA waypoint in use and do not change the flight path!

1840-01

Sincerely,
Nate Treadwell
1066 Tarento Dr
San Diego, CA 92107
858-337-1432
Ntreadwell77@yahoo.com
Sent from my iPhone

1840

Response

1840-01

Please see **Topical Response 11 - Point Loma**.

1841

Kelly McKeown

From: Kelly McKeown [mckeown.kelly@gmail.com]
Sent: Friday, October 09, 2015 12:06 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: awarren@san.org; trussell@san.org; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; airnoise@san.org; Denise_Braemer@boxer.senate.gov; Trevor_Higgins@feinstein.senate.gov; Michael.Campbell@mail.house.gov
Subject: Questions/Comments regarding NextGen So Cal Metroplex Draft Environmental Assessment, June 2015

Kelly McKeown
4120 Atascadero Drive
San Diego, CA 92107
mckeown.kelly@gmail.com

1841

Kelly McKeown (continued)

To Whom It May Concern:

I am contacting you in regard to the SoCal Metroplex program, specifically the portion that eliminates the LOWMA waypoint near the tip of Point Loma in San Diego, resulting in a widening fan of eastbound traffic.

I find the Draft Environmental Assessment for the So Cal Metroplex to be woefully incomplete.

Following the October 6, 2015, forum in San Diego, CA, I am submitting my questions and comments to you, as per your instructions.

1. What research has been done to evaluate the negative impacts to the environments, animals, and humans living under the flight paths for eastbound planes? Please provide detailed explanations of the tests performed and the resulting data.

2. How can you accurately identify fuel efficiencies, when the Metric 3 in the attached report clearly indicates that airlines will not disclose their fuel savings? https://www.faa.gov/about/office_org/headquarters_offices/agi/reports/media/FAA_Report_to_Congress_on_NextGen_Performance_Metrics.pdf

3. The Draft EA makes no mention of the negative impacts to: tide pools at Sunset Cliffs, Point Loma Nazarene University, Cabrillo National Monument, nor Fort Rosecrans National Cemetery. Why?

4. If this program is adopted, how will the FAA increase funding to the San Diego Airport Authority so that they may expand their Quieter Home Program to all Point Loma residents negatively affected by the increased noise and pollution?

5. When will the additional funding for the expansion of the Quieter Home Program be allocated?

6. The stated mission of the FAA is “to provide the safest, most efficient aerospace system in the world.” What evidence leads the FAA to believe that eliminating the LOWMA waypoint will not jeopardize the safety of the thousands of people below 2 transits across Point Loma for eastbound traffic?

7. What studies have been done regarding the negative impacts to property values?

8. What do your sound measurements in the study use the outdated DNL (Day-Night Average Sound Level) methodology, instead of CNEL (Community Noise Equivalent Level) as mandated by the State of California.

The increase fanning of flight paths over Ocean Beach and Point Loma is in direct conflict with the FAA’s mission statement. <http://www.faa.gov/about/mission/>. Although the Metroplex program is focused on efficiency, any fuel savings are purely subjective, as per Metric 3 in the report linked above. The primary focus of the FAA should be safety. Doubling the number of transits over Point Loma is not a safe solution. **The simple solution is to maintain the LOWMA waypoint, which will result in the elimination of any negative impacts.**

I am strongly opposed to the FAA’s proposed NextGen SoCal Metroplex program for the San Diego region. I urge the FAA to adopt a No Action Alternative for westward departures of aircraft for eastbound flights.

Sincerely,
Kelly McKeown

1841-01

1841

Response

1841-01

Please see **Topical Response 11 - Point Loma.**

1842

Peter and Debra Snell

From: grandhorse2@gmail.com [grandhorse2@gmail.com] on behalf of Debra Alouise [dufraine@cox.net] **Sent:** Friday, October 09, 2015 12:09 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Next Gen

Hello,

1. Who is in support of this Next Gen Flight Plan Change? Do they Live here in San Diego? Do they live in the airplane pattern? I truly want to know who is supporting this plan and why are you listening to them and not to us, the people, neighborhoods that are directly effected with our quality of life?
2. I personally heard the News Reporter at the Point Loma meeting say, "Who is in support of this" I have not seen one person. The FAA Representative said "oh ya we have some" So tell us who are they? The News Reporter said, "Hey I have not seen One person in support of this, In my 14 Years Reporting, this is the first time, I have not seen one person in support of this Plan"
3. I also spoke with Glen Martin, about Health of the people living in the Neighborhood being effected in a negative manner. I told him about an issue I have with my lungs, Glen told me he has Asthma, and understands how I feel with my worry and concern. How can you possibly Implement this change while even Glen Martin, has an understanding of how negatively this will harm my lungs along with possibly many others? Glen Martin shook my hand, looked me in the eye and told, me he understood, the sensitivity of a lung issue, which he even shares.
4. At this Beach area Community, it is Not common place to have indoor Air Conditioning. Most homes here Do Not have it. Most home owners here live with there doors and windows open most of the time, to get fresh, cool air to cool there homes. Why should we be expected to radically change our lifestyle to accommodate a problem that does not exist?

1842-01

Peter & Debra Snell
4504 Tivoli Street
San Diego Ca 92107

(619) 222-0667

dufraine@cox.net

1842

Response

1842-01

Please see **Topical Response 11 - Point Loma.**

1843

Carole Mayo

From: Carole Mayo [cmayo@san.rr.com]
 Sent: Friday, October 09, 2015 12:09 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Flight path

1843-01

Please do not change the Flight Path! It will ruin the environment for so many San Diegans who live happily along the Coast. There's nothing louder than a plane taking off or landing above your home. How about constructing a runway off shore?

Carole Mayo

Sent from my iPad

1843

Response

1843-01

Please see **Topical Response 11 - Point Loma.**

1844

Margaret Molloy

From: Margaret Molloy [mmmolloy@earthlink.net]
Sent: Friday, October 09, 2015 12:10 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: re Social Metroplex

Hello,

I would appreciate your help with my concerns regarding current flight paths for Santa Monica airport and LAX that effect my neighborhood in Mar Vista and any changes proposed by the Social Metroplex plan. The public comment opportunity for this proposal ends today. The plans are unintelligible. I have asked Congressman Ted Lieu's office for help and find that he has written a letter of complaint to the FAA that states as much. If these proposals are unintelligible to our elected officials, what chance does the citizenry have to interpret their effects on the quality of our lives?

1844-01

I live on Beethoven St in Mar Vista. CD 11 Councilman Mike Bonin has a petition suggesting protecting Venice and West LA from excessive noise & pollution as a result of current flight paths from LAX & Santa Monica Airopport but where is he proposing those flight paths get moved to? >From my neighborhood East Zanja blog, it seems that people experiencing an increase in the number of flights, noise associated with that increase, planes flying lower over our homes, and air fuel debris effecting their properties.

1844-02

I would like to know if there have been "any" changes to flight paths affecting my neighborhood over the last 2yrs? If so, can you please explain these changes in detail?

1844-03

Are there are changes proposed in the Social Metroplex plan that effect my immediate neighborhood?

If there have been changes, or there are changes proposed in the Social Metroplex plan that effect my immediate neighborhood, how do we challenge these changes?

Below is a copy of Mike Bonion's petition and a copy of my neighborhood blog.

Thank you for your help.

Sincerely,

margaret

Margaret Molloy
 3841 Beethoven Street
 Los Angeles, CA 90066
 310 560 2523 cell
 mmmolloy@earthlink.net

1844

Response

1844-01

The commenter states the plans are unintelligible. 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.

1844-02

The commenter asks about changes that have occurred over the last two years. See **Topical Response 02 – Existing Conditions**.

1844-03

The commenter asks if there are any changes in the proposed SoCal Metroplex Project that affect their immediate neighborhood. Exhibits 3-7 and 3-8 in the EA depict the corridors of the No Action alternative and the Proposed Action alternative respectively. Additionally, the FAA has made available Google Earth files that may be downloaded here:

http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html#ge

For additional information please see **Topical Response 08 – Supplemental Materials** for more information.

1845

Julie Mebane

From: Julie Mebane [julie.mebane@gmail.com]
Sent: Friday, October 09, 2015 12:11 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Airnoise@san.org
Subject: Intended FAA Changes

Dear Sir/Madam -

1845-01

My husband and I are 30-year residents of Point Loma, California. We purchased a home in the "wooded area" there because it was a peaceful, quiet and safe place to live. We are extremely unhappy about the proposed actions and changes by the FAA relating to departures from the San Diego International Airport, which will directly affect us, our health and well-being, and our property value.

Although the FAA actions have been described as "proposed," we have already noticed significant changes in the amount of flight activity over the wooded area of Point Loma in the past few weeks. The noise and distraction of these frequent and low flights is quite pronounced even now, and we are extremely concerned about further changes in the skies over our neighborhood.

1845

Julie Mebane (continued)

1845-01

The proposed actions of the FAA to modify the departure SIDs at the San Diego International Airport will generate significant impact and adverse effects on the Point Loma, Ocean Beach and San Diego environments. I strongly oppose the FAA's proposed actions and will do what I can to challenge them vigorously now and in the future.

Sincerely,

Julie Mebane
3539 Jennings Street
San Diego, CA 92106

--

Julie Mebane
julie.mebane@gmail.com

1845

Response

1845-01

Please see **Topical Response 11 – Point Loma.**

1846

Jeanne Ellen Scott

From: E. Scott [erumpunch@gmail.com]
Sent: Friday, October 09, 2015 12:12 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Metroplex

1846-01

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.

1846-02

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.

My address is 3225 Kellogg St., San Diego, CA 92106
My phone number is 619-888-3244

1846

Response

1846-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1846-02

Please see **Topical Response 11 – Point Loma.**

1847

Patricia Zirkle

From: zirkle4 [zirkle4@gmail.com]
Sent: Friday, October 09, 2015 12:14 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path Changes Over Pt. Loma

1847-01

I am deeply concerned about the changes to the flight path proposed over Point Loma. This change will adversely affect our community and will exacerbate the existing noise and air pollution impacts on our neighborhoods by the overflight of aircraft.

Sincerely,
Patricia Zirkle
3212 Keats Street
San Diego CA 92106
619-222-6479

1847

Response

1847-01

Please see **Topical Response 11 – Point Loma.**

1848

Eric Wilson

From: Eric Wilson [ehwilson@cox.net]
Sent: Friday, October 09, 2015 12:14 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Kevinfaulconer@sandiego.gov; scott.peters@mail.house.gov; Loriezapf@sandiego.gov
Subject: Proposed Flight Path Changes

To whom it may concern,

1848-01

I'm a lifelong resident of Point Loma and have recently come to hear that you have proposed a new flight path over my neighborhood. This is very troubling to me since this has never been needed any other time in history. Your plans are very detrimental to my way of life and my overall property value. We live in a very peaceful setting in Point Loma and I would hope that you would re consider this plan and help us maintain our neighborhood.

Eric Wilson
3739 Rosecroft Lane
San Diego, CA 92106

1848

Response

1848-01

Please see **Topical Response 11 – Point Loma.**

1849

Susan Wilson

From: Susan Wilson [susanwilson1@cox.net]
Sent: Friday, October 09, 2015 12:18 AM
To: 9-ANM-SoCalOAPM (FAA); scott.peters@mail.house.gov; awaren@san.org;
 kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov
Subject: Airport Noise

Subject: Proposed Flight Path Change over Point Loma

We vehemently oppose this change, which will increase noise and pollution, and, I am told will not save fuel (hear commentary on this on Sullivan Demayo Report KOGO Radio).

1849-01

So what is the reason for this? It certainly doesn't have anything to do with the environment.

Please consider our quality of life and make use of the unlimited airspace out over the ocean.

Susan Wilson,
 3739 Rosecroft Lane
 San Diego, Ca 92106
 619 225 1040

1849

Response

1849-01

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

1850

Susan Toner

From: Susan Toner [panamstu@yahoo.com]
Sent: Friday, October 09, 2015 12:35 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Air Traffic over La Jolla Shores, San Diego, CA

1850-01

I have noticed an extreme increase in air traffic over my home in La Jolla Shores, La Jolla, CA 92037. I'm seeing commercial passenger jets overhead creating much noise, as well as a substantial number of small "joy riding" aircraft flying low and noisy over my home. It's gotten to the point that I cannot sit in my back yard (or front yard) anymore. I feel trapped in my home, not being able to enjoy my passion of gardening anymore. I've been a flight attendant for 30 years (starting my career with Pan Am and now with United Airlines. When I'm not in the company of 383 of my newest, closest friends on my way to Sydney AU 3-4 times a month I look forward to the peace and tranquility of my own back yard. Now I cannot spend more than 60 seconds without at least a small plane flying low and noisy over my home. I've tried taking pictures of these planes but they fly so fast and low I haven't been successful seeing any sort of numbering on them. Please advise as to what I can do about this. Thank you in advance for any help you can render.

Sincerely,

Susan Laine-Toner
 Mother of Myles and Devin
 8021 La Jolla Shores Drive
 La Jolla, CA 92037
 858-344-7144

1850

Response

1850-01

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

1851

Paul Diamond

From: Paul Diamond [pdiamond333@gmail.com]
Sent: Friday, October 09, 2015 12:22 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: LAX flight patterns

Dear FAA,

1851-01

I am writing to protest the new flight paths that increase LAX flights over Mar Vista. This area is already adjacent to Santa Monica Airport and receives a great deal of noise and exhaust from this. It seem very unjust to additionally burden this neighborhood with flight traffic from LAX.

Thank you,
Paul Diamond
12006 Navy St
LA CA 90066
310 200 1642

1851

Response

1851-01

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

1852

Cheryl and William Bramley

From: Cheryl Bramley [cherylbramley@me.com]
Sent: Friday, October 09, 2015 12:24 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA plan for San Diego

1852-01

To Whom it May Concern,
I am very concerned with the plan that the FAA has come up with for the San Diego Airport. It does not promote safety, which should be its main goal.
My husband and I would like to think that your Agency will come to the realization that they need to scrap this plan and start over.

Cheryl and William Bramley
3320 Hill St.
San Diego, CA 92106
619 223 9075
cherylbramley@me.com
william.bramley@bramleylaw.com

Sent from my laptop
cherylbramley@me.com

1852

Response

1852-01

Thank you for your comment.

1853

Michael Rebelo

From: mike_rebelo@yahoo.com [mike_rebelo@yahoo.com]**Sent:** Friday, October 09, 2015 12:25 AM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** I Oppose the FAA proposal to Delete LOWMA WayPoint Near Tip of Point Loma, San Diego, CA

Dear FAA,

I am writing to strongly oppose the proposed change to delete the LOWMA 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 and should expect such noise and pollution. I am not asking to move the airport or change the existing flight path. The current flight path with the existing waypoints JETTI and LOWMA minimize the impact to populated areas surrounding the airport.

Significant money has been spent to retrofit homes and businesses in those areas.

The proposed plan will **needlessly** extend the noise and jet fuel pollution impacts to thousands of additional homes, businesses, schools, and the following areas that millions of tourists and San Diegans from all parts of the city visit and enjoy: (a) the Fort Rosecrans National Military Cemetery (that should be peaceful and quiet), (b) the Cabrillo National Monument that is a beautiful and peaceful park for San Diego, and (c) the Sunset Cliffs beach park. 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, Cabrillo National Monument and tide pools, and the Sunset Cliffs beach park.

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 LOWMA waypoint south of Point Loma is best for the area and should not be changed. The FAA is communicating that this change will shorten flight times and save jet fuel. This may be the case for parts of the nation-wide proposal, but the cons of eliminating the LOWMA waypoint outweigh any benefits. In addition, a sharper turn will actually use just as much fuel as the current route per my understanding. 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 areas impacted. The planes will not be at a high enough altitude when they are

1853-01

1853

Michael Rebelo (continued)

crossing over the Point Loma peninsula to mitigate the increased pollution from jet fuel and noise.

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 choose to **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 and are extremely fortunate to live in such a nice and historic San Diego neighborhood.

The FAA needs to protect the residents of the surrounding community, the taxpayers that fund your budget and salaries. Although it appears a significant amount of money has been invested in the NEXTGEN software project, if there are flaws in the proposals, those flaws should be addressed and revised. Removing the LOWMA waypoint is one flaw. There may be many good changes to other flight paths nation-wide, but this is one change that should not be made. I understand other communities near airports impacted have similar complaints and if their complaints are similar to ours in San Diego, I would also support that those flaws also be removed. The FAA should not be pressured by the airline companies that may be 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 LOWMA and JETTI waypoints are a compromise that has been proven to be adequate for many years and should not be changed.

1853-01

Following are the arguments against removing the LOWMA waypoint:

1. Cabrillo National Monument/tide pools, Fort Rosecrans Military Cemetery and Sunset cliffs beach park will be significantly negatively impacted by increased noise pollution and jet fuel pollution that is currently avoided by having the JETTI and LOWMA waypoints. Millions of tourists and San Diegans from all over the city will be impacted, not just the Point Loma/Ocean Beach community.
2. The following schools will be impacted: Sunset View Elementary School (grades K-4), Silvergate Elementary School (grades K-4), Cabrillo Elementary (grades K-4), Dana Middle School (grades 5-6), Warren Walker School, and Point Loma Nazarene college. This will significantly impact the ability for children to study and learn in a peaceful environment.
3. Homes and businesses in the impacted area – Everyone that lives and works in the area impacted understand the airport is there and I am not asking to move the airport. We purchased our homes knowing we were **not in the flight path** and there would be no logical reason to change the flight path. This was

1853

Michael Rebelo (continued)

researched before we purchased our home. Many people will have to move as even if their homes are retrofitted by the airport at a significant cost, I do not want to live with my windows closed all the time, I want my windows opened and fresh air to breath.

4. The current path avoids the above mentioned areas and does not materially impact current flight times or fuel costs, if at all. There is no reason to make a change and the FAA has not communicated a valid reason via its report or its community meeting on October 6, 2015.
5. Significant time and money will be saved by the FAA, residents/schools and business owners of the Point Loma/Ocean Beach community if the LOWMA and JETTI waypoints are retained, and current flights are required to follow those waypoints. If this part of the plan proceeds, there will certainly be legal action taken, and we would much rather avoid paying attorney fees when this can be resolved now by leaving the waypoints as they are.

Following are the questions that must to be addressed and discussed before any change is made:

1. What are the benefits per the FAA of the removing the LOWMA waypoint? The jet fuel savings is not adequately quantified as a sharper turn will increase fuel usage.
2. Please provide the exact fuel savings that will benefit the airlines bottom line and will not be passed along as lower fares to consumers.
3. Please provide the flight time savings.
4. Please address how the minimal, if any, time or fuel savings is the same as having a person drive a car in a direct straight-line through houses, backyards and fences to get from point A to B. This is not performed as you, the FAA would not want a car driven through your yard. Streets have angles and curves and adjust to the surrounding terrain, both natural and man-made. The current LOWMA and JETTI waypoints perform this function of not driving directly through your back yard, front yard and/or living room/bedroom.
5. Please provide the current flight paths over a period of time so we know the baseline. It appears that airlines are recently starting to not follow these waypoints, and are not being told by the FAA to observe the rules.
6. Please provide exactly where the proposed flight path will go after the proposals are put in place. The communications from the FAA to date, including the October 6, 2015 meeting at the McMillian Events Center in Point Loma, have residents, business and schools 100% confused. The map shows a white line with air traffic going over Point Loma/Ocean Beach. That clearly shows it will go over the area, but the FAA report and the October 6 meeting the speakers were attempting to say that is not the case, but that will clearly be the case even if a plane cannot directly follow the white line due to physics, but it will be close.
7. The exact impacts must be communicated to the area impacted (residents and businesses), then time allowed for those impacted to communicate their concerns, and a verbal and written discussion must take place to arrive at a plan. The current communication is not clear to even start the dialogue.

1853-01

1853

Michael Rebelo (continued)

8. Several additional meetings must take place with the public, more than one due to busy schedules of those impacted. A clear presentation explaining the change should be provided, allow for oral and written comments and FAA to provide responses to those comments.
9. The October 6, 2015 meeting in Point Loma was a complete waste of time for all that attended. The FAA was not prepared, did not have a presentation, did not record any comments from residents/business owners, and did not respond to any questions/comments. For future meetings, please be prepared.
10. Please explain who requested these changes, who purchased the NEXTGEN software, how much has been spent on this project.
11. Please explain any relationships between who at the FAA or government agency authorized the spending on this project and the companies that provided the software and consultants. Are there any independence issues?
12. Please explain who is to benefit from removing the LOWMA waypoint. Is it the airlines, it is the FAA employees that authorized spending for this project that need to support why they spent the money. Please quantify and explain how these offset the negative impacts documented above.

1853-01

Following appear to be the pros, however, these are far outweighed by the cons:

1. There appears to be a minimal amount of fuel savings by flying directly over additional homes/business/schools. This has not yet been quantified and a sharper turn will use just as much fuel as the current flight path.
2. The environment will benefit by having less fuel used; however, the amount is not significant to overcome the new problems it will create.
3. There may be several seconds saved on flight times; however, flight time are impacted by numerous events, including national events such as wind that could offset any minimal second savings.

Please do not make this change. I look forward to hearing your viewpoints against my above comments. My contact information is below. If the FAA proceeds with the proposal, it will be faced with certain lawsuits and I will contribute if necessary, and will continue to contact my congressman, governor, state senators, mayor, council persons and all other elected officials to counter this proposal.

Thank you,

Michael Rebelo
1144 Catalina Blvd.
San Diego, CA 92107
619-246-0363
Mike_rebelo@yahoo.com

1853

Response

1853-01

Please see **Topical Response 11 – Point Loma.**

1854

Danielle Stroud

From: Danielle Stroud [danielle.stroud@gmail.com]
Sent: Friday, October 09, 2015 12:29 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FLIGHT CHANGES IN POINT LOMA

I am a concerned resident of Sunset Cliffs neighborhood. I am a mother of two young children, one of whom attends PLNU's Early Childhood Learning Center. We bought our house with everything we could possibly scrape together to live in our favorite part of the city, and although we love the Loma Portal homes, specifically bought south of those to avoid living under a flight path.

I am concerned that with the elimination of the way point south of Pt. Loma, more planes will be coming back over the peninsula, closer to our neighborhood. I'm concerned that this will affect the health and safety of my family, that this will negatively impact the environment around us, that this will impact our quality of life drastically and that this will make it difficult for my children to prosper, learn and develop normally.

I attended the Oct 6th public meeting, which was extremely unorganized and disappointing. There were two slides shown by FAA representatives and they cleared up non of the confusion that the presenter admitted was caused by the slide showing the line between the new way points and new projected flight pattern. **Why, if as that slide shows, planes will be flying just over Cabrillo, and not be coming further north, will you not move the way point to Cabrillo? What is stopping planes from flying right over us, even though you say they wont? Are planes able to make a sharp turn and come directly over the homes in our neighborhood? Will they be in the future, as technology improves? At what elevation will they be flying east?**

We have air conditioning and rely on leaving our windows open, almost year round for cool, fresh and clean air to breathe! Please let us continue to do that! I want my family to live in this community for generations, enjoying the university, the natural parks, including a NATIONAL park that we must respect and avoid polluting both with noise and harmful jet fuel.

Thanks you for considering our community, I truly hope that you find the risks and detriment caused by these changes do not outweigh the benefits you have identified.

danielle.stroud@gmail.com

1854-01

Response

1854-01

Please see **Topical Response 11 – Point Loma.**

1855

Joe and Susan Kielbaso

From: geminiminerals@cox.net [geminiminerals@cox.net]
Sent: Friday, October 09, 2015 12:31 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Re: Change of flight path over Point Loma, CA

1855-01

Our home was purchased in 1973, We made sure, at extra expense that it was not under the flight path. This new plan proposed by the FAA would add a large amount of pollution, both air and noise, to many homes. (the plane would be at full power at a low altitude). In addition several schools, including a 3000 student college, the tidal pools, a much visited major national monument, many tourist attractions, and military bases. It would also ruin the value of all the homes under the new flight path. The FAA was

1855

Joe and Susan Kielbaso (continued)

1855-01

started to protect the people, not to save a relatively small amount of fuel money for the airlines, which is small in comparison to the many losses to the environment, and to the residents of and the visitors to Point Loma..

Sincerely,
Joe and Susan Kielbaso

1855

Response

1855-01

Please see **Topical Response 11 – Point Loma.**

1856

Susan J Mitchell

From: Susi Mitchell [susimitchell@cox.net]
Sent: Friday, October 09, 2015 12:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on Draft SoCal Metroplex Environmental Assessment - SAN

My name is Susan J. Mitchell. I am a resident of Point Loma in the City of San Diego, State of California.

I hereby respectfully submit my comments, attached hereto in the form of a Word Document.

Thank you for your consideration.

Best regards,

Susan J. Mitchell
3324 Harbor View Drive
San Diego, CA 92106

Susan J. Mitchell
3324 Harbor View Drive
San Diego, CA 92106

October 7, 2015

Via email: 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 on Draft SoCal Metroplex Environmental Assessment

Ladies and Gentlemen:

1856-01

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) associated with the SoCal Metroplex Project.

1856

Susan J Mitchell (continued)

My Point Loma Background – A Child Born of Pilots

I am a community member in the City of San Diego and, more specifically, a resident in the community of Point Loma. I am a third generation, native “Point Loman.” My father was a fighter pilot in the Army Air Corps during WWII, as well as a private pilot of small aircraft and small jets up until his mid 70’s. My mother was a licensed co-pilot and my sister a commercial pilot. From the time I was born, up until my mid-40’s, my family owned and operated single engine, twin engine and small jet aircraft. I regularly flew in all of those aircraft throughout my life, often sitting in the cockpit with my dad, up until the time that my father was no longer able to fly, due to his advanced age. However, my sister is still a licensed pilot and continues to fly today.

Born and Raised with a View to Linbergh Field and North Island

Back in 1955, my parents built a home in the Fleetridge area of Point Loma, with a sweeping view of the City of San Diego. One of the main reasons my parents built their home on this particular lot in Point Loma was so that my dad could view the take offs and landings of aircraft at both Lindbergh Field and North Island. He had a passion for flying and for aircraft in general. For as long as I can remember, we had an air traffic control radio tuned into the Lindbergh Field tower playing in our kitchen, constantly. Watching aircraft land and take off was a daily activity enjoyed by our entire family for decades.

Living Directly Underneath the Departing Flight Plath

In 1985 I moved out of my parents’ home and purchased a home in Point Loma on Montalvo Street, *directly* underneath the departing flight path from Lindbergh Field. I literally could look up into the sky and see the particulates from the jet engines floating down onto me, and my home. My home was constantly covered in greasy soot and black grime. I had white carpet in my home and it turned black all around the outer edges, though I vacuumed daily and had a “no-street shoes” policy inside the home. When planes flew overhead, *everything* stopped, while the planes thundered over and the walls shook...you could not hear conversation, even with a person sitting right next to you; you had to disrupt and pause all telephone conversations and wait until the jets passed before resuming; you could not hear radio or television broadcasts whenever a plane was flying overhead. A lot of information from television and radio programs was missed, as technology was not as it is today.

Eventually, the mid- and large-jet noise began to take its toll on both me and my home. I decided to do some lay-research on the adverse health effects that can result from prolonged exposure to loud, consistent recurring noise and from toxic particulates from jet exhaust emissions. It became very clear to me that I had to move out from underneath the flight path in order to preserve my health, though I wished to remain in Point Loma, where all of my immediate family lived.

In 1991 I moved from Montalvo Street to Narragansett Avenue in Point Loma, far enough away from the flight path such that I could watch, from afar, departing jets from Lindbergh make their ascent to altitude. I was at my Narragansett home for approximately 24 years. Towards the end of that 24-year period, the number of daily and nightly flight departures significantly increased and more recently the trajectory of departing aircraft began shifting to a path over my home. At first the explanation was that this change was temporary until one of the runways at Lindbergh was improved. Following the runway improvement, the flights continued flying closer and closer and sometimes directly overhead. I heard that the Airport Authority determined that departing flights would continue their “temporary” trajectory to a permanent path. I specifically moved to Narragansett Avenue to get out from underneath the flight path and its resulting negative effects. As an aside, while living at Narragansett, one day I heard a departing plane overhead and, given my many years of experience, it sounded “off.” I looked up to see the commercial passenger plane’s right engine on fire! I watched it circle to the left, with flames coming out of the engine, until the plane flew out of my purview. That night, when I returned home from work, there was

1856-01

1856

Susan J Mitchell (continued)

a news broadcast about that very flight having to make an emergency landing. Disaster averted!

Air-Traffic Every Which Way

In January of this year, my husband and I purchased a home further south on the Point to the expensive neighborhood of La Playa, with one of the key considerations in purchasing this home being that we were sure to be further away from the seemingly ever-encroaching departure flight path from Lindbergh Field. In just the very brief period of time that we have occupied this new home on Harbor View Drive, we have slowly and continually physically observed flight paths moving closer and closer around and over our property. We have personally witnessed the steeper banked turns by aircraft just past the coastline heading eastbound just south of our property. In fact, my husband and I last week took a flight from San Diego to Phoenix and the commercial plane we were flying in took the very route our community has been complaining about and which the FAA is denying is taking place. I took photographs from our US Air flight with my iPhone as proof.

At the time we purchased our new home in La Playa, we planted organic gardening beds to grow our own healthy fruits and vegetables. Our good health is of the utmost importance to us. We also strive to achieve a certain quality of life for an improved healthy lifestyle.

I tell you my personal history to highlight my familiarity with both the history of the approach and departure trajectories of Lindbergh Field, my personal connection to flying and the perspective of pilots, my familiarity with the increased air traffic in the City of San Diego and my understanding of the growth that comes along with a burgeoning city over the past 58 years. I also tell you this so I can, with personal experience, remark on the ever-changing quality of life we in the Point Loma area are experiencing and that many of us are so desperately and diligently trying to preserve for ourselves and others to enjoy.

As a native Point Loman, I have seen the quality of life in Point Loma diminish incrementally and, now, much more significantly. Consider, for example, the bombardment of noise levels in daily life affecting all residents in and around Point Loma. Point Loma has more than its fair share of noise pollution coming from contributors such as Lindbergh field and commercial and private aircraft, military aircraft including fighter jets at North Island, helicopters, large transport planes flying in and out of both Lindbergh and North Island. Other noise polluters immediately affecting our area include the summertime nightly SeaWorld firework displays, the incessant sound of speedboat events at Mission Bay (yes, we hear those too), the Formula One racing event at North Island each year, Shelter Island's Concerts at the Bay, and so much more than I can possibly list here. It's not just the airplane noise, it's the cumulative affect of a variety of urban noise.

Now To the Crux of the Matter – My Plea to the FAA

First, I am very much in support of the Federal Aviation Administration's (FAA) efforts and goals to establish operational improvements and optimize airspace, which include reduced fuel use, reduced greenhouse gasses, reduced particulate matter in the environment and reduced noise pollution, *so long as such goals are not met at the expense of a greater risk to public health, safety and wellbeing for the general good, and not at the greater risk of placing our National Parks and protected environments' in greater peril.*

1856-02

1856

Susan J Mitchell (continued)

Arguments in Favor of Retaining LOWMA Waypoint and Rejecting the Proposed SAN IIBEE SID Departure:

- *If properly adhered to*, the existing waypoint LOWMA guiding eastbound departing aircraft from SAN, accomplishes, to an even greater degree, the intended goals of NextGen and the FAA better than the recommended SAN IIBEE SID alternative.
- Maintaining waypoint LOWMA would (1) safeguard Point Loma residents from undue overhead flight noise, (2) reduce the amount of particulate matter and pollution from entering the environment and (3) reduce the potential for loss of human life and plant and animal life, as well as the potential for the destruction of property, in the event of a disaster by directing said flights out over the ocean in a southerly direction past the tip of Point Loma before heading eastbound to cross back over land (Silver Strand), allowing aircraft to ascend to higher altitudes before crossing back over into populated areas in its eastern trajectory.
- Not only are Point Lomans' health, safety and homes protected by using the existing guidance points, but also the very sensitive natural habitats surrounding the Cabrillo National Monument, Sunset Cliffs Natural Park (with its Multiple Habitat Preservation Area (MHPA), the fragile marine life at the Point Loma Tide Pools, the migratory bird paths that stretch along the Point Loma peninsula and Sunset Cliff's coastline, the sensitive plant and animal life at the Point Loma Ecological Reserve will be more fully protected if waypoint LOWMA is retained.
- Adopting the newly recommended SAN IIBEE SID (and eliminating the waypoint LOWMA) can only serve to adversely affect all life on the Point, including human populations, animal and marine life and their sensitive habitats with a **redoubling of noise, air pollution, increased particulate matter raining down upon the sensitive ecosystems and human life on the Point as aircraft are first directed, not once, but twice, over Point Loma in a single departure path.**
- In addition, if SAN IIBEE SID is adopted, academic life at Point Loma Nazarene University (PLNU) will suffer greatly as noise pollution will undoubtedly disrupt the academic environment, compromising the teachers' ability to teach and the students' ability to concentrate throughout the course of a single day (and night), over and over again, as departing aircraft pass directly over the PLNU campus.
- Equally disturbing and concerning is that aircraft will pass directly over beautiful Fort Rosecrans National Cemetery, where funeral services, memorial services and celebrations of life are regularly held. Both the PLNU campus and Fort Rosecrans are locations at which quiet reflection is required.
- Lastly, but certainly not finally, it has come to my attention that adopting the recommendations of NextGen departure paths proposed for SAN will be in direct contravention to a previously entered into Agreement between the FAA and the City of San Diego with regard to negotiated departure flight paths which Agreement comes up for renewal in 2017 (Title 21 Variance).

The Benefits of Replacing Waypoint LOWMA with SAN IIBEE SID is Negligible

- In reviewing the FAA's stated goals, listed, in part, above, the only possible benefit⁴ of the proposed change from LOWMA to SAN IIBEE SID would be (1) that it might reduce fuel and greenhouse gasses and (2) could possibly optimize airspace by allowing more flights to depart within a shorter period of time. But, at what cost and to whom? From data gleaned from various sources by concerned Point Loma residents, it is my understanding that fuel savings would be negligible (and a savings to whom?). The risks to the citizens of San Diego and the City at large far outweigh any perceived benefit.

1856-02

1856

Susan J Mitchell (continued)

- The Community, so far as I am aware, has not had the benefit of receiving any information regarding the reduction of greenhouse gasses that might result from implementing NextGen recommendations and how such reduction will be measured and achieved. However, if the FAA's goal to "optimize airspace" means to allow for a greater number of aircraft to move through SAN, then, in fact, this "optimization of airspace" and increased number of aircraft will defeat the purpose of any fuel savings and conversely contribute to greater amounts of greenhouse gas being released into the atmosphere, significantly increasing pollution and causing harm to our environment and its residents. This adverse affect will not just harm the Point Loma community, but will harm all of San Diego and beyond.

We Are United as a Community in our Request and Efforts to Maintain LOWMA Waypoint

- Fortunately, there is consensus among the community members in Point Loma, as was witnessed at the informal FAA meeting hastily organized for October 6, 2015 held at Liberty Station. We, the citizens of the City of San Diego, are united in our efforts to see the waypoint LOWMA remain, in that it best preserves and protects all citizens, as well as San Diego's National Parks and National Monuments, its natural habitats and sensitive plant and wildlife located in and around the Point for all of San Diego and its visitors to enjoy.

1856-02

Retaining the LOWMA Waypoint is a Win/Win for the Citizens of the City of San Diego and in the FAA's Quest to Meet Its Stated Goals

- For the reasons set forth above, retaining the LOWMA waypoint as it currently exists will best meet the desired goals of both the Citizens of San Diego and the FAA.

In sum, as a native San Diegan, native Point Loman, as the daughter of parents, both of whom were pilots, and as an avid traveler myself, I have for the most part enjoyed living in close proximity to Lindbergh Field. I do understand that as technology advances and our city grows and our needs expand, certain changes are required to be made for a better quality of life for all. However, we must let our actions be guided by careful consideration, with a high moral and ethical standard. The citizens of San Diego require transparency and full participation in the process of changes that will radically affect our health, safety and wellbeing and that will dramatically affect our community. We must not rush through processes so quickly in order to achieve a single goal that we shut out the very voice of the citizens the FAA claims it wants to protect.

I urge the FAA to adopt a No Action Alternative with regard to westward departing aircraft from SAN headed for eastbound destinations. It is my hope the recommendations for SAN be reconsidered and revised to maintain and preserve the LOWMA waypoint for departing eastbound flights in the FAA's efforts to meet its goals in a sound, considered, thoughtful and ethical way with the health and safety of American citizens as its primary goal.

Respectfully submitted,

Susan J. Mitchell
3324 Harbor View Drive
San Diego, CA 92106

1856

Response

1856-01

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

1856-02

Please see **Topical Response 11 – Point Loma.**

1857

Jay Simpson

From: Jay Simpson [simpson.jay@sbcglobal.net]**Sent:** Friday, October 09, 2015 12:35 AM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** Flight path change

To whom it may concern,

I live in the community that will be directly affected by the newly proposed flight path. My primary concerns about the proposed flight path change are health and safety.

According to the newly proposed flight path, planes that currently fly over the ocean will be directed to fly over land where there are communities of people including schools and tourist attractions. It's hard for me to believe this is a safer option.

My health concern is pollution, including noise pollution. It seems to me that planes flying over communities will increase the pollution in these communities while planes flying over the ocean will not. I also believe noise generated by planes to be a health risk. Airplane noise is a stressful thing. I have lived under the flight path and know first hand. Now even from my home in Point Loma I can now hear plane noise so it appears planes are taking off further south than they once did.

So here are my questions for you.

1857-01

1 - Can you guarantee the new flight path will be as safe or safer than the existing one?

2 - Can you guarantee the new flight path will not increase pollution including noise pollution?

Your mission statement says, "Our continuing mission is to provide the SAFEST, most efficient aerospace system in the world." and your vision statement says, "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."

If you can not guarantee both of these things, when flying over the ocean is a perfectly viable option, I don't see how you in good conscience can move forward with the newly proposed path when safety is in both your mission statement and your vision statement. I'm not ignoring the fact that efficiency is in there as well, I'm just hoping you wouldn't jeopardize safety and environmental responsibility for efficiency.

I beg you to reconsider this new plan.

1857

Jay Simpson (continued)

1857-01

I and many others in my neighborhood that will be directly affected by this proposed change are the American public. Please listen to us and be accountable.

Best Regards,

Jay Simpson
877 Gage Dr.
San Diego, CA 92106
619-988-7007
simpson.jay@sbcglobal.net

1857

Response

1857-01

Please see **Topical Response 11 – Point Loma.**

1858

Craig Tyndall

From: Craig Tyndall [ctyndall2@gmail.com]
Sent: Friday, October 09, 2015 12:35 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Argument for NOT changing the San Diego WayPoint

Point Loma, and the east end in the downtown area, have always been impacted by the airport. Noise abatement sound proofing has been implemented for the homes closest to the takeoff and landings. Those of us outside the abatement areas have acquired our houses with an understanding and acceptance of the current noise and pollution levels.

1858-01

By bringing the aircraft closer and, depending on the an aggressive left turn by a pilot, over our houses. Our quality of life will be degraded. The projected savings of fuel and time are insignificant compared to this impact.

Please do not change the waypoint, unless, of course, you would like to extend it even further out of the ocean before heading east.

Thank you,

Craig Tyndall
3707 Garden Ln
San Diego, CA

ctyndall2@gmail.com

1858

Response

1858-01

Please see **Topical Response 11 – Point Loma.**

1859**Susan Laine-Toner**

From: Susan Toner [panamstu@yahoo.com]
 Sent: Friday, October 09, 2015 12:35 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Air Traffic over La Jolla Shores, San Diego, CA

1859-01

I have noticed an extreme increase in air traffic over my home in La Jolla Shores, La Jolla, CA 92037. I'm seeing commercial passenger jets overhead creating much noise, as well as a substantial number of small "joy riding" aircraft flying low and noisy over my home. It's gotten to the point that I cannot sit in my back yard (or front yard) anymore. I feel trapped in my home, not being able to enjoy my passion of gardening anymore. I've been a flight attendant for 30 years (starting my career with Pan Am and now with United Airlines. When I'm not in the company of 383 of my newest, closest friends on my way to Sydney AU 3-4 times a month I look forward to the peace and tranquility of my own back yard. Now I cannot spend more than 60 seconds without at least a small plane flying low and noisy over my home. I've tried taking pictures of these planes but they fly so fast and low I haven't been successful seeing any sort of numbering on them. Please advise as to what I can do about this. Thank you in advance for any help you can render.

Sincerely,

Susan Laine-Toner
 Mother of Myles and Devin
 8021 La Jolla Shores Drive
 La Jolla, CA 92037
 858-344-7144

1859**Response****1859-01**

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

1860

Mitch Malachowski

From: Mitch Malachowski <malachow@sandiego.edu>
Date: October 9, 2015 at 12:38:16 AM EDT
To: "elizabeth.ray@faa.gov" <elizabeth.ray@faa.gov>
Subject: airport

To Whom It May Concern at the FAA:

We are writing to express our strong opposition to the NextGen/MetroPlex proposal to change the flight path at San Diego Lindbergh Field Airport.

We firmly oppose the NextGen/MetroPlex plan because it would severely impact our quality of life and substantially reduce the value of our home, our largest asset.

When we purchased our home in Point Loma 30 years ago we chose to pay substantially more to be far away from the airport and far away from the flight path in the tranquil area at Point Loma's Sunset Cliffs Natural Park stretching along the Pacific Ocean. We chose this location for its tranquility and quality of life. Any plan to move the flight path closer to our homes in Point Loma is unacceptable because any such plan would encroach upon our quality of life and substantially diminish the value of our homes.

1860-01

We have lived here 30 years, and we intend to live here another 30 years and leave our home to our children. No cash settlement would ever make your plan acceptable to us. We do not want the noise from planes flying over our homes. We do not want the dirt from planes flying over our homes. We do not want the air pollution of planes flying over our homes. We do not want the danger and risk of planes flying over our homes. San Diegans remember PSA flight 182.

Furthermore, no mitigation would ever make your plan acceptable to us. We do not want new windows to trap us indoors behind them. Instead we want to continue to enjoy our quiet beach lifestyle, with indoor/outdoor living with open windows and fresh air.

Our tight-knit community will stand united in our opposition to any plan to move the flight path closer to our homes, and we will pursue all legal means available to oppose this plan, today, tomorrow and for as long as it takes for you to withdraw your proposal from San Diego and Point Loma.

Mitch Malachowski and family

1015 Cordova Street

San Diego, CA 92107

1860

Response

1860-01

Please see **Topical Response 11 – Point Loma.**

1861

Valerie Michelotti, MD

From: Valerie Michelotti [wozfive@gmail.com]
Sent: Friday, October 09, 2015 12:44 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Public Comment Point Loma Next Gen

Valerie Michelotti, MD
 San Diego CA 92106

October 8, 2015

This email is a PUBLIC COMMENT and PROTEST regarding air traffic changes. I understand that my concerns will be answered.

1861-01

I attended the meeting held in Point Loma at 6:00 pm on 10/6/15 . This letter is to express my concerns about the Next Gen Project. and to ask questions requiring a response.

1861-02

How is the FAA planning on encroaching my property air rights without an aviation easement?

1861-03

I am concerned about the gaseous and particulate matter that will be dropped on my home due to the new routes. Please 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.

1861-04

How will the increased noise be assessed and mitigated?

1861-05

What altitude will the FAA mandate flights maintain over Ocean Beach and Point Loma?

1861-06

How many more flight takeoffs and landings will be possible with the Next Gen proposal.

1861-07

Why are you planning to end the current waypoint Loma (the longitude and latitude programmed into each plane as the point of turn)?

Why do all planes turn south and then eastward, rather than north and then eastward in the proposed Next Gen plan?

How does this community move forward with our many concerns? Would you consider a panel of experts meeting with the FAA 'leaders' to discuss our concerns?

Thank you for your attention to this urgent matter.

Valerie Michelotti, MD

1861

Response

1861-01

Comment noted.

1861-02

The commenter asks how the FAA is planning on encroaching on her property air rights without an aviation easement. As stated in Section 2.2, *Purpose of the Proposed Action*, the Proposed Action would optimize airspace procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with FAA's mandate under federal law. The Proposed Action Alternative would not involve land acquisition or physical changes to the environment or require condemnation or aviation easements.

1861-03

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

1861-04

The commenter asks how increased noise will be assessed and mitigated. 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. The results of the noise analysis 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. Furthermore, the Proposed Action, when compared to the No Action Alternative, would result in no reportable noise increases. Because no significant noise impacts were identified, mitigation is unwarranted.

1861-05

The commenter is concerned with the altitudes of the flights over Ocean Beach and Point Loma. 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 and the procedure design details. Please see **Topical Response 08 – Supplemental Materials**.

1861

Response (continued)

1861-06

The commenter asks how many more takeoffs and landings will be possible under the Proposed Action. 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 SoCal Metroplex 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. However, this forecasted increase in operations is unrelated to the SoCal Metroplex Project and would occur under either the Proposed Action or the No Action Alternative.

1861-07

Please see **Topical Response 11 – Point Loma**.

1862

Elizabeth Robson

From: Elizabeth Santillanez [elizasant2@gmail.com]
Sent: Friday, October 09, 2015 12:45 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Block changes in flight routes in Point Loma, CA

To Whom it May Concern:

1862-01

Please receive my plea requesting the FAA to block and stop all plans for new proposed flight routes over Point Loma in San Diego, CA! The noise is unbearable, and the residents and animals will suffer if the noise levels increase. This would hurt the quality of life in the area!

Thank you,
 Elizabeth Robson
 elizasant2@gmail.com

1862

Response

1862-01

Please see **Topical Response 11 – Point Loma**.

1863

Sally Brown

From: Sally Brown [sally@gopherprints.com]
Sent: Friday, October 09, 2015 12:49 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on FAA Flight Path Changes San Diego

1863-01

The DEIS for the proposed flight path changes over Point Loma should address section 4(f) of the transportation act with regard to constructive uses to Cabrillo National Monument, including noise effects to hikers and bird watchers.

1863-02

The DEIS should address impacts resulting from dry deposition of pollution such as nitric acid to native vegetation composition at Cabrillo National Monument and how deposition of nitrogen can facilitate invasion of non-native plant species.

The DEIS should address how increased noise as well as alterations in plant communities resulting from increased nitrogen deposition will affect the federally endangered Coastal California gnatcatcher within native habitats at the end of the Peninsula. The FAA's section 7 consultation with the US Fish and Wildlife Service should be included as an appendix to the DEIS.

1863-03

It is not clear why the substantial noise impacts to schools and the community that are proposed are considered non- mitigable. The DEIS should include a thorough analysis of what the effects of the project to school children and residents will be and how they can be avoided or offset.

FAA should ensure that accurate and robust noise data is collected to inform the project decision making process. Bird exclusion devices should be affixed to noise monitoring equipment to prevent perching. FAA should ensure that pilots abide by current flight path restrictions during the collection of baseline data.

1863-04

Insufficient public outreach was conducted on the project and insufficient time (1 day) was provided for the public to comment following the public meeting for the project. The public meeting for the project was poorly organized in that it did not allow for recording and addressing public comment. The comment period should be extended and additional public meetings that allow for response to comment should be conducted.

Sally Brown
OB/Point Loma Resident

Sent from my iPhone

1863

Response

1863-01

The commenter states that the EA should address constructive use of the Cabrillo National Monument under Section 4(f) of the Department of Transportation Act of 1966. Section 4(f) resources within the General Study Area are discussed in Section 4.3.3 of the EA, and potential impacts to Section 4(f) resources are discussed in Section 5.3 in the EA. While the Cabrillo National Monument is not specifically named in the EA, this resource was included in the analysis of potential impacts to Section 4(f) resources. Please see Table 2 in Appendix 2 to the SoCal Metroplex Noise Technical Report for a full listing of the Section 4(f) resources analyzed.

As discussed in Section 5.3.1, the FAA's aircraft noise exposure analysis indicates that the Proposed Action would not result in changes in aircraft noise exposure that would exceed the FAA's significance threshold or result in reportable noise increases at any Section 4(f) resource identified within the General Study Area when compared with the No Action Alternative. Therefore, constructive use of a Section 4(f) resource associated with the Proposed Action would not occur.

1863-02

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

1863-03

The commenter is concerned with substantial noise impacts to schools and the community including a request for a thorough analysis. Also, the commenter requests why mitigation isn't considered. The SoCal Metroplex EA considered the impacts to noise sensitive areas including educational facilities and 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.

1863

Response (continued)

1863-03

The commenter is concerned with noise monitoring equipment and preventing birds from perching. 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 Sections 2.3, 2.4, and 2.5 of the Aircraft Noise Technical Report for further information. The noise monitors are operated by the local airport authority.

1863-04

The commenter also states the FAA should ensure that pilots abide by current flight path restrictions during the collection of baseline data. The FAA acknowledges that vectors from the San Diego Airport procedures have occurred and will continue to occur as necessary for safety, sequencing, and separation.

Please see **Topical Response 13 – Point Loma Public Meeting**.

1864

Susan and Ken Slaght

From: Susan Slaght [susan.c.slaght@gmail.com]
Sent: Friday, October 09, 2015 12:50 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA Flight Path Change Proposal Impacting the San Diego Region

To Whom It May Concern,

1864-01

As homeowners in the Point Loma Woods Subdivision off of Talbot St in Point Loma, we strongly oppose the FAA Flight Path Change Proposal that has been only recently called to our attention. This proposed flight path change will negatively impact our area by: significantly increasing air noise; placing the safety of residences, schools, Pt Loma Nazarene University, Cabrillo National Monument, and several local businesses in jeopardy; jeopardizing the environment of a National Park and all of beautiful Point Loma; and significantly decreasing property values, resulting in decreased property tax collection by the State of California. The amount of money that would be saved by the airlines utilizing these proposed flight paths is minuscule, and is a real affront to the affected community.

Very Truly Yours,

Susan and Ken Slaght

3709 Southernwood Way
San Diego, CA 92106
ph # 619-523-9539
susan.c.slaght@gmail.com

1864

Response

1864-01

Please see **Topical Response 11 – Point Loma.**

1865

Margaret Molloy

From: Margaret Molloy [mmmolloy@earthlink.net]
Sent: Friday, October 09, 2015 12:48 AM
To: lisa.pinto@mail.house.gov; 9-ANM-SoCalOAPM (FAA)
Subject: PHOTOS- Harrison Ford plane crash & investigators at the scene

For the record: my photos of a plane crash in the residential neighborhood next to Santa Monica Airport.

margaret

1865-01



I believe it was this incident- **July 1, 2010: Cessna 152 (fatal)**. Cleared by the tower for touch-and-go pattern work, the pilot failed to maintain adequate air speed and airplane control during the initial climb, resulting in an aerodynamic stall/spin. Witnesses observed the plane make a 90-degree left turn and enter into a spiraling nose dive. The plane crashed nose-down near the 8th hole of the Penmar Golf Course, and the pilot died. The plane was rented from Justice Aviation.

Margaret Molloy
Photographer

3841 Beethoven Street
Los Angeles, CA 90066

310 560 2523
mmmolloy@earthlink.net
member PPAGLA
www.margaretmolloyphotography.com

1865

Response

1865-01

Thank you for your comment.

1866

Mark K Smith

From: Mark K.S. [kingsley22@gmail.com]
Sent: Friday, October 09, 2015 12:55 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: ScCal Metroplex EA

October 7, 2015

Mark K. Smith

3469 Ullman St.
San Diego, CA 92106
619-223-5167
kingsley22@gmail.com

RE: So Cal Metroplex Draft Environmental Assessment, June 2015

To whom it may concern:

1866-01

The " Early Turn " and " Fan Separation " described in the So Cal Metroplex Draft Environmental Assessment to modify the existing departure SIDs at San Diego International Airport does not address the severe impacts and adverse effects on the Point Loma environments. There is a whole Ocean to the west of Point Loma where these turns and separation should occur. Please consider the PEOPLE and the Environment who live on this unique Peninsula community... I strongly oppose the Metroplex Draft...

Mark K. Smith

1866

Response

1866-01

Please see **Topical Response 11 – Point Loma.**

1867

Margaret Molloy

From: Margaret Molloy [mmmolloy@earthlink.net]
Sent: Friday, October 09, 2015 12:58 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: re Social Metroplex

Hello,

I would appreciate your help with my concerns regarding current flight paths for Santa Monica airport and LAX that effect my neighborhood in Mar Vista and any changes proposed by the Social Metroplex plan. The public comment opportunity for this proposal ends today. The plans are unintelligible. I have asked Congressman Ted Lieu's office for help and find that he has written a letter of complaint to the FAA that states as much. If these proposals are unintelligible to our elected officials, what chance does the citizenry have to interpret their effects on the quality of our lives?

1867-01

I live on Beethoven St in Mar Vista. CD 11 Councilman Mike Bonin has a petition suggesting protecting Venice and West LA from excessive noise & pollution as a result of current flight paths from LAX & Santa Monica Airoport but where is he proposing those flight paths get moved to? From my neighborhood East Zanja blog, it seems that people experiencing an increase in the number of flights, noise associated with that increase, planes flying lower over our homes, and air fuel debris effecting their properties.

I would like to know if there have been "any" changes to flight paths affecting my neighborhood over the last 2yrs? If so, can you please explain these changes in detail?

Are there are changes proposed in the Social Metroplex plan that effect my immediate neighborhood?

1867-02

If there have been changes, or there are changes proposed in the Social Metroplex plan that effect my immediate neighborhood, how do we challenge these changes?

Below is a copy of Mike Bonion's petition and a copy of my neighborhood blog.

Thank you for your help.

Sincerely,

margaret

Margaret Molloy
 3841 Beethoven Street
 Los Angeles, CA 90066
 310 560 2523 cell
 mmmolloy@earthlink.net

[Petitioning SoCal Metroplex EA Federal Aviation Administration](#)

Stop SMO Noise and Pollution: Tell the FAA to Put Neighborhoods First



[Mike Bonin Los Angeles, CA](#)



If you are concerned about the harmful impact Santa Monica Airport has on your neighborhood, your time to act is now.

1867

Margaret Molloy (continued)

For several years, Santa Monica Airport has operated in a manner that has placed undue burdens on neighborhoods in the City of Los Angeles - particularly West LA, Mar Vista, and Venice. Under the cynically named "Fly Neighborly" program, the airport actually directs air traffic and noise over Venice, and projects dangerous jet exhaust and pollution toward West LA. The FAA is now reviewing these procedures as part of its "Metroplex" program, and the changes they make will impact your neighborhood. I need your help today to fight back and urge the FAA not to place the burdens of Santa Monica's airport on our communities.

Will you please sign this petition to urge the FAA to stop the practice of diverting air traffic to Venice and air pollution to West LA?

SMO is an airport that is out of its time period, and 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 Los Angeles International Airport (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 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 residents 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. Recently, the Los Angeles City Council unanimously passed a resolution I authored, urging the federal government to stop the practice of diverting air traffic over Venice and air pollution to West L.A. I have, and will continue to advocate for SMO to be shut down. Until that can happen, however, we need to do everything we can to protect the Los Angeles neighborhoods who suffer increased dangers because of Santa Monica's airport. Will you please help me protect our neighborhoods by signing this petition to the FAA today?

Thank you for you help putting the health and safety of our neighborhoods first.

- Mike Bonin

LA City Councilmember, 11th District

East Zanja blog:

https://eastzanja.nextdoor.com/news_feed/?post=16581591

[Take ACTION! \(link included\) New LAX flight pattern is channeling planes over our neighborhood! 10/8 deadline to speak up! 2d ago](#)

[Marty Chas](#) from Mar Vista



Debbie Carter found out what is going on in our neighborhood with all the Jet noise and constant airplanes flying across our path. LAX has devised a plan over the course of several years (which many cities, paid no attention too) and are rolling it out. Instead of having the planes come in randomly from all directions they are funneling all the planes right through our neighborhood, one after the next (high time it's every 60sec to 3-5 minutes apart. As well as coming in lower so they don't have to power down as much when coming in for the final

1867

Margaret Molloy (continued)

stretch of the runway. So yes, planes are flying lower over our neighborhood, hence the increased noise.

Below is a link asking for public input (which was expanded to 90 days) ending this Thursday 10/8. You can click on the link and send an e-mail stating your concerns.

<http://www.metroplexenvironmental.com/so...>

Don't know if it is bother anyone else, but our house is under serious fire. Any complaints you can log in would be greatly appreciated.

Help us get out quiet peaceful neighborhood back!

[Metroplex Environmental-Southern California Metroplex](#)
metroplexenvironmental.com

Shared with Mar Vista + 17 nearby neighborhoods in [General](#)

Thank 11 Reply 19

[Sally](#), [Hraztan](#), [Julie](#), and 8 others thanked [Marty](#)



[Sally Maslon](#) from Culver West 2d ago

Hi Marty- thank you for this. Planes are flying right over my house pretty constantly. I do see the email address. Thanks again.

Edited 2d ago

Thank Flag

[Julie](#) thanked [Sally](#)



[Elizabeth Belser](#) from Culver West 2d ago

I am hoping this link works. A petition was started on [Change.Org](#)

This information is not just limited to Culver City. I don't know if we are all in the same district, but if Bass is not your representative, please forward the request along to your representative.

Culver City is staging a protest in front of Culver City Hall - NO FLY DAY RALLY (new time): 11AM-12PM, OCTOBER 24.

I would encourage people to stage protests around the westside.

Please ask Congresswoman Bass to support the Quiet Communities Act of 2015

Parents and Residents of Culver City

Oct 4, 2015 — Please write to Congresswoman Karen Bass to ask her to support the Quiet Communities Act of 2015, a federal legislation that will benefit all communities across the U.S., including Culver City and surrounding communities.

The Quiet Communities Act of 2015 would restore the EPA's Office of Noise Abatement and Control, require the EPA Administrator to conduct a study of airport noise, and examine the FAA's selection of noise measurement methodologies, health impact thresholds, and abatement program effectiveness.

1867

Margaret Molloy (continued)

<https://www.change.org/p/federal-aviatio...>

Thank Flag

[Julie](#) thanked [Elizabeth](#)



[Andrea Malinsky](#) from Mar Vista 2d ago

Good morning! This is interesting because my husband and I have lived on Mar Vista Hill for 18 years and haven't noticed additional LAX incoming air traffic.

Thank Flag



[Pat Dengler](#) from Mar Vista Hilltop 2d ago

Same here - I haven't noticed anything different. I went to the FAA informational meeting and as it was explained to me any changes are only in how planes approach the airport. In a nutshell it would be in a fashion that uses less fuel and creates less noise (less acceleration) than their current approach. I don't want to imply that it's 'in your head' for those folks hearing more noise but if you pay more attention to something, it will seem greater. Like when you get a new car and suddenly you see the same model more often. It's a matter of perception. None of the changes they propose have been implemented.

Thank Flag



[Elizabeth Belser](#) from Culver West 2d ago

Pat and Andrea, it may not impact you. Not everyone will notice the difference. Or at least not yet. There are changes in the works. I live in the west part of Culver City and I have not noticed much change, but people in other parts of Culver City have and the plan is for the planes to fly right over the heart of Culver City including the schools. This is not an issue of being more aware or hyper sensitive. This is a reality for some people and not for others. However, things could change once the plans are in place.....that is why the neighborhoods and cities should gather together to have a say.

Thank Flag

[Alexia](#) and [Ben](#) thanked [Elizabeth](#)



[Evelyn Hatt](#) from North West Mar Vista 1d ago

I have noticed a big increase in the planes flying over my home on Colonial Ave. My digital TV freezes every time. It is such an annoyance that I hardly turn the TV on now.

Thank Flag

[Alexia](#) thanked [Evelyn](#)



[Lee Kaye](#) from Culver West 1d ago

This finally validates my observations that over the last couple years the planes are being routed over our blocks. I live on Mildred between Washington & Short - when I moved here years ago, the planes used to go out farther over the ocean, bank around & fly in more over in the area of Santa Monica Airport. It that point they were ascended much higher in the sky. I have noticed with dismay that the planes fly pretty low over my house - huge planes

1867

Margaret Molloy (continued)

only several hundred feet above my house!. When I first saw this, I thought the plane was going down in a crash, it was so low!

Aside from the noise & air pollution, my cars are constantly covered in hard-to-remove yellow dots that come from the unburned jet fuel being sprayed out of the the jet engines & descended down with the wind. My garage door is covered with them - a vertical surface.

I will speak up on the website, but I fear that, as usual, there will be nothing I can say that will change their plans. I feel powerless.

Thank Flag

[Alexia](#) thanked [Lee](#)



[Sherri Akers](#) from So Marvista-Venice 1d ago

Here is the letter that was sent by Representatives Ted Lieu and Karen Bass - pg 2 to follow



Thank Flag

[Michelle](#) thanked [Sherri](#)



[Sherri Akers](#) from So Marvista-Venice 1d ago

Pag 2 -



Thank Flag

[Michelle](#) thanked [Sherri](#)



[Lee Kaye](#) from Culver West 1d ago

The letter is unreadable. Can you repost it larger?

Thank Flag



[Sherri Akers](#) from So Marvista-Venice 1d ago

I just emailed you the pdf of the letter - is there a way to post that to Nextdoor? I haven't been able to find it on line.

Thank Flag



[Sherri Akers](#) from So Marvista-Venice 1d ago

I've asked the MVCC Airport Committee to see if they will post it on this web page - fingers crossed! <http://www.marvista.org/committees/airpo...>

Thank Flag



[Sherri Akers](#) from So Marvista-Venice 1d ago

1867

Margaret Molloy (continued)

Here is the link to the letters <http://marvista.org/node/3292>

Thank Flag

[Michelle](#) thanked [Sherri](#)



[Bobbie Hamovitz](#) from Westdale Trousdale - Mar Vista 1d ago

If you go to LAX INTERNET FLIGHT TRACKING SYSTEM you will see the patterns and the altitudes as it is happening.

Thank Flag



[Evelyn Baron](#) from Westdale Trousdale - Mar Vista 1d ago

Letter done.

Thank Flag



[Alexia Ben](#) from So Marvista-Washington 23h ago

Planes flying low and changing pressure from slowing down have haunted us in our part of mar vista for years. I can't imagine how much worse it will be if this passes. Thanks for the link, I sent an email. Hope it helps!

Thank Flag



[Sue and Cynthia \(Hornish\) Eisfelder](#) from Westdale Trousdale 21h ago

Emailed!!

Thank Flag



[Jennifer Salem](#) from Culver City-McLaughlin 7m ago

Done!

Thank Flag



[Margaret Molloy](#) from East Zanja Just now

Is this a good proposal for those of us in Mar Vista?

Stop SMO Noise and Pollution: Tell the FAA to Put Neighborhoods First
Mike Bonin Los Angeles, CA

If you are concerned about the harmful impact ... [View more](#)

1867

Response

1867-01

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

1867-02

The commenter asks if there are any changes resulting from the SoCal Metroplex project that would affect her immediate neighborhood. Exhibits 3-7 and 3-8 in the EA represent arrival and departure flows to the Study Airports for the Proposed Action and No Action Alternative. The corridors represent the area analyzed and depict the areas where aircraft will operate. The information shown on Exhibits 3-7 and 3-8 have also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

Chapter 5 of the EA discloses the potential environmental consequences of the Proposed Action when compared to 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.

1868

Margaret Molloy

From: Margaret Molloy [mmmolloy@earthlink.net]
Sent: Friday, October 09, 2015 12:59 AM
To: lisa.pinto@mail.house.gov; 9-ANM-SoCalOAPM (FAA)
Subject: PHOTOS: Santa Monica Airport CRASH 6:22 p.m Sunday, September 29, 2013

For the record: my photos of a plane crash at Santa Monica Airport on September 29, 2013

margaret

Margaret Molloy
 Photographer

3841 Beethoven Street
 Los Angeles, CA 90066

310 560 2523
mmmolloy@earthlink.net
 member PPAGLA
www.margaretmolloyphotography.com

Caption: Santa Monica Fire Department respond to a crash at Santa Monica Airport in the 3000 block of Donald Douglas Loop on Sunday, September 29. FAA spokesman Ian Gregor said a twin-engine Cessna Citation went off the right side of the runway after landing at around 6:22 p.m. Photo by Margaret Molloy

1868

Margaret Molloy (continued)



1868-01



1868

Response

1868-01

Thank you for your comment.

1869

Barbara Franklin

From: Barbara Franklin [msbarbpl@gmail.com]
Sent: Friday, October 09, 2015 1:02 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen Metroplex at San Diego CALIFORNIA, next to the ocean

The letter below by Jess and Ann Walker was so well written, and I have permission to use it, so consider that part of my protest.

If you consider giving public **notice**, as to have a meeting, unpublished, in the middle of the day, and in the middle of the week, in an area outside of the Peninsula, then I'm truly shocked!

1869-01

Then you use more of our tax money to send out your representatives, and they are showing us maps from 2012, and appear to not know that planes ARE flying overhead at low altitudes. You are the FAA! You are supposed to know this. Your reps had no useful information at all. The informational meeting with the FAA on 10/6/15 was a total waste of time & our tax dollars.

I have lived on this peninsula for 60 years. My parents and grandparents did as well. I think we know where the flight paths have been. We had one fly over in the 1990's, due to an emergency. It made front page news. Planes did not fly over this area before.

1869-02

I'm under the impression that you are unaware of where your planes are. We have been tracking flights, and you deny that are already flying over new areas. I'm supposed to trust you, but you are lying to me, or uninformed...chosed one. We are a small area, and we are being hit twice with noise and fallout.

You are putting us in extreme danger and desecrating our national monuments, schools, parks, water sheds...you are supposed to protect us.

You are putting US citizens in unnecessary danger.

We are a peninsula, surrounded by water!!!! It is so much safer to fly over water, and you can.

1869-03

This doesn't appear to be about saving fuel (because it does not) or time. You may spend 2 minutes max to spare a community. This must be about cascading planes out of our small, one runway airport, so the airlines and their offspring can make more money. How totally greedy, at the expense of our safety. How are you planning to pay for the catastrophic accident that will happen? With more of our tax dollars?

<http://news.nationalgeographic.com/news/2010/10/101005-planes-pollution-deaths-science-environment/>

Today we received our property tax bill.

I look forward to receiving your response to all questions entered in this complaint.

Regards,

Barbara y Franklin
 941 Temple Street
 San Diego, CALIFORNIA
 92106

1869

Barbara Franklin (continued)

Jess and Ann Walker
October 7, 2015
San Diego, California

CC: New FAA Flight Eastbound Path proposals out of Lindbergh Field

This email contains PUBLIC COMMENTS and PROTESTS regarding the proposed air traffic changes as presented to us last night in public forum at Liberty Station, San Diego, California [from 6 to 7:45pm](#). We respectfully request a response to each point listed in numerical format below.

As residents of Pt Loma in San Diego, my husband and I were present at the meeting last night to hear the FAA's "informative" presentation on the "proposed" new flight plan in our area on outgoing flights heading east from our area. The FAA map used did not give us the right information and was erroneous / outdated. Other informational visuals used were missing pertinent content as well.

As a Graphic Artist and past Art Director of Lockheed Missiles and Space Company, Sunnyvale, California, I found the visual material presented last night to be totally unacceptable. The scant few visuals presented were non professional, hard to read plus contained false and outdated material. It became obvious to all 1,000 of us who attended this forum that the FAA people present were unprepared and uninformed on much of what they were telling our community. We were, also, told the meeting was not being transcribed nor were the FAA representatives present allowed to answer our questions, although we were allowed to ask them. Understandably, our community participants quickly became agitated.

We were told, instead, to email you our questions / comments / concerns at the above email address. We were assured we would get detailed answers.

The following is our input:

Questions:

HEALTH

1. As an ex United Airlines Stewardess, at one point in my life, I understand airplane noise and fallout. I am most concerned as to the quality of the air as a result of your rerouting airplanes over our area not once, but twice during each east bound flight. I would like to get from you, including the data and research to support your answer, what the health hazards are to our environment, humans and animals living in the flight patterns that your are "proposing" to set up in our area. I would like this information before you say you will begin these "proposed" routes by the end of this year, 2015.

2. What are the statistics on humans and animals in similar situations, such as you are proposing in our area, in relationship to asthma, COPD, lung ailments, and hearing loss? What are the cardiovascular disease statistics including development of blocked arteries? What are the high blood pressure and stroke statistics? Have you, the FAA, done any studies on the above information here or...anywhere in the country? If so, where? Please respond with exact dates, times and written material references.

3. What are the ambient particulate matter statistics on fallout from your airplanes...both on land and water...on our beaches and in our waters on our beautiful San Diego bay? Have you done any studies at all on these important life challenging situations before charging ahead with your "proposed" new flight paths? **Be very careful with your response.** We have a Scripps

1869

Barbara Franklin (continued)

Oceanography facility near us that can usurp your reply if not accurate/honest!

4. We live in an area where biologists, microbiologists, and geneticists reign and have a healthy system of top notch hospitals and doctors. Some of these experts, who were at the meeting last night, reported our children will suffer the impact on learning, listening and the ability to focus due to the constant noise as a result of the increased noise we understand will occur! Please address this very important issue giving researched facts, reference to articles in the thoroughness of your answer.

SAFETY

5. We live on a hill overlooking the San Diego bay. Some months we get heavy fog and can't see out the windows! Can you guarantee THIS community that your increased outbound flights traveling east and flying over our properties twice each flight will not result in crashes right over our heads? There are many that remember the PSA flight in our North Park area not that long ago which killed everyone onboard due to a similar incident! Also, aren't you going to be in competition with our military North Island flights that are plentiful on any given day? We were not aware domestic flights could fly over military installations?

6. San Diego is lucky...we have a huge ocean we live next to! Can you tell me why airplanes can't take off and head out to open sea to make turns right or left allowing flights to completely clear the land once aloft? It doesn't make sense that you do not make use of this important environmentally friendly resource for all concerned!!!

7. We were told that the cost savings to the airlines is \$5 per flight! Since when is the FAA involved with the airline's COST SAVINGS POLICIES? Plus, even if you were, is this cost worth jeopardizing everyone's health and safety in the process? Also, will WE, the consumers of flights in and out of San Diego, find the price of our tickets going down as the result of gas savings on these "proposed" new air routes? When answering THIS question, as long as you have stated that your purpose for these new routes is to save fuel money, do not come back and tell us that you are not involved with each airline's pricing policies.

GENERAL

8. We, the people of Pt Loma, would prefer to have a legitimate discussion with a more informed panel of FAA representatives with up to date information on all the issues mentioned above. People who are allowed to speak / answer our questions. Is that possible?

9. Seriously...WHAT ARE YOU THINKING? Do you think you are THE most important area of our government that you can trump all else that is going on in this extremely unique community? We are host to aircraft carriers on our bay and a security system that extends far beyond your area of propriety. Further, you do not own the airspace above our homes and your pollution / fallout is not welcome to fall upon us!!! This IS a serious question and I would like to have a serious answer!

In closing, I want to point out that I have used the word "proposed" throughout this missive mainly because...your routes are not "proposed". You have been implementing them for several weeks if not several months. I know this for a fact because I took a flight on the 24th of September / Southwest # 2048/11: [15am](#) heading for Albuquerque, NM. The flight took off from Lindbergh and banked closer on into the point than I have been used to ... then went out over the ocean for a short time before returning to bank sharply over the Pt Loma "wooded area". I sincerely am qualified to know what I am looking at when I look out the window of an airplane on a clear, beautiful San Diego morning! THIS flight was well over land! Know that the wooded area contains a national park; tide pools; a University (Pt Loma Nazarene); several high schools, middle schools, grammar schools and pre schools; several yacht clubs where people live on their

1869

Barbara Franklin (continued)

boats; a big beautiful bay where military operations are going on, with large mammals, daily. OUR Seal team trains in these waters. And...YOU are proposing to pollute it all!

KNOW we are ALL aware, in this community, that your proposed pattern of flight directions is in direct opposition to the FAA charter.

It has been suggested that we need to go after you, sue you, and that a legal restraint needs to be put in place until this is settled in court. I do believe a movement is afoot to do just that.

My husband and I look forward to your nine, detailed replies. Your FAA representatives, Glen Martin and Rob Henry, assured us several times we would get replies to our questions if we emailed YOU directly by the deadline, tomorrow / [midnight PDT, October 8th](#).

Sincerely,

Jess and Ann Walker

1869

Response

1869-01

Please see **Topical Response 13 – Point Loma Public Meeting**.

1869-02

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

1869-03

Please see **Topical Response 11 – Point Loma**.

1870

Margaret Molloy

From: Margaret Molloy [mmlmolloy@earthlink.net]

Sent: Friday, October 09, 2015 1:02 AM

To: lisa.pinto@mail.house.gov; 9-ANM-SoCalOAPM (FAA)

Subject: PHOTOS- Harrison Ford plane crash at Penmar Golf Course near Santa Monica Airport on Thursday, March 5, 2015.

For the record: my photos of a plane crash in the residential neighborhood next to Santa Monica Airport on March 5, 2015.

margaret

1870-01

Actor Harrison Ford crash-landed his 1942 Ryan Aeronautical ST3KR at Penmar Golf Course near Santa Monica Airport on Thursday, March 5. He reported engine failure shortly after take off at around 2pm Ford was taken to hospital by ambulance but is expected to make a full recovery. Photo b Margaret Molloy

1870

Margaret Molloy (continued)



Actor Harrison Ford crash-landed his 1942 Ryan Aeronautical ST3KR at Penmar Golf Course near Santa Monica Airport on Thursday, March 5. The airport is in a residential neighborhood with homes across the street from the golf course. Photo b Margaret Molloy

1870-01



Actor Harrison Ford crash-landed his 1942 Ryan Aeronautical ST3KR at Penmar Golf Course near Santa Monica Airport on Thursday, March 5. The airport is in a residential neighborhood

1870

Margaret Molloy (continued)

with homes across the street from the golf course. Photo b Margaret Molloy



1870-01

Actor Harrison Ford crash-landed his 1942 Ryan Aeronautical ST3KR at Penmar Golf Course near Santa Monica Airport on Thursday, March 5. He reported engine failure shortly after take off at at around 2pm Ford was taken to hospital by ambulance but is expected to make a full recovery. Photo b Margaret Molloy

1870

Response

1870-01

Thank you for your comment.

1871

Christine G.

From: christineg0622@yahoo.com [christineg0622@yahoo.com]
Sent: Friday, October 09, 2015 1:03 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Lindbergh

1871-01

I have safety concerns with the change in flight path. Another concern is that there are many schools in the proposed flight path. Learning is very difficult with the airplane noise and the pollution from the airplane.
Sent from my iPhone

1871

Response

1871-01

Thank you for your comment.

1872**Paul Ryan**

From: Paul Ryan [capecodcinema@me.com]
Sent: Friday, October 09, 2015 1:03 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Santa Monica Airport

Regarding the Santa Monica Airport (SMO)

I have been a Santa Monica resident living just northwest of the airport since 1979. I have a small house with a back deck. In all the years I have never been bothered by departing aircraft. They pass quickly, the sum total of aircraft noise is far less than gardening machines, passing motorcycles or other street vehicles.

1872-01

I do get a lot of emails and other propaganda advocating the closure of the airport. Most of this material is self serving, almost entirely from property owners in the immediate vicinity of the airport largely interested in increasing their property values. To me the value of local aviation is immense. SMO is part of a national general aviation system that, if gradually whittled down by losing smaller airports, will be a detriment to our country's economy.

Please do what is necessary to continue operation at Santa Monica Airport.

Paul Ryan

Paul Ryan,
capecodcinema@mac.com
H: 310-392-2169
C: 310-729-2102

1872**Response****1872-01**

Thank you for your comment.

1873

Margaret Molloy

From: Margaret Molloy [mmmolloy@earthlink.net]
Sent: Friday, October 09, 2015 1:03 AM
To: lisa.pinto@mail.house.gov; 9-ANM-SoCalOAPM (FAA)
Subject: PHOTOS- plane crash n the residential neighborhood next to Santa Monica Airport, 2010

For the record: my photos of a plane crash in the residential neighborhood next to Santa Monica Airport.

margaret

1873-01



Los Angeles Police Department respond to a small aircraft crash at Penmar Golf Course, next to Santa Monica Airport.

I believe it was this incident- **July 1, 2010: Cessna 152 (fatal)**. Cleared by the tower for touch-and-go pattern work, the pilot failed to maintain adequate air speed and airplane control during the initial climb, resulting in an aerodynamic stall/spin. Witnesses observed the plane make a 90-degree left turn and enter into a spiraling nose dive. The plane crashed nose-down near the 8th hole of the Penmar Golf Course, and the pilot died. The plane was rented from Justice Aviation.

Margaret Molloy
Photographer

3841 Beethoven Street
Los Angeles, CA 90066

310 560 2523
mmmolloy@earthlink.net
member PPAGLA
www.margaretmolloyphotography.com

1873

Response

1873-01

Thank you for your comment.

1874

Leslie FitzGerald

From: FitzGerald, Leslie [LFitzgerald@sandiego.gov]
Sent: Friday, October 09, 2015 1:04 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Metroplex

Please see attached. I apologize if you received duplicate copies of this letter. Thank you for your consideration.

Leslie FitzGerald

Senior Chief Deputy City Attorney
 San Diego City Attorney's Office
 1200 Third Avenue, Suite 1100
 San Diego, California 92101-4106
 619.533.5800
 lfitzgerald@sandiego.gov

	OFFICE OF	CIVIL ADVISORY DIVISION
	THE CITY ATTORNEY	1200 THIRD AVENUE, SUITE 1620
DANIEL BAMBERG ASSISTANT CITY ATTORNEY	CITY OF SAN DIEGO	SAN DIEGO, CALIFORNIA 92101-4178
LESLIE FITZGERALD CHIEF DEPUTY CITY ATTORNEY	JAN I. GOLDSMITH	TELEPHONE (619) 236-6220
	CITY ATTORNEY	FAX (619) 236-7215

October 8, 2015

VIA ELECTRONIC AND U. S. MAIL

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: Comments on the SoCal Metroplex Draft Environmental Assessment

To Whom It May Concern:

We submit this letter on behalf of the City of San Diego (“the City”). This letter is prompted by the community meeting hosted in San Diego by the San Diego County Regional Airport Authority on the evening of October 6, 2015, featuring staff from the Federal Aviation Administration.

After that meeting, community members contacted the City expressing severe concerns about the lack of information and confusion caused by the meeting. For example, we received the letter from R. Casey Schnoor (attached as Exhibit “A”) raising significant questions about information in the Draft Environmental Assessment (“EA”), and join in those questions. Additionally, we have reviewed the comment letter dated September 4, 2015, from the law firm Remy Moose Manley (attached as Exhibit “B”), and concur with those comments, as well.

Several residential communities are located under or near the departure pattern of commercial and general aviation aircraft operating from Lindberg Field. Like other cities, the City is concerned by the FAA’s proposal to hastily adopt an EA for this region. Specifically, the City is concerned about a lack of quantifiable information in the Draft EA regarding the increases in noise level expected to result from the proposed action. The City is further concerned about the lack of information about significant air quality and greenhouse gas emissions, along with related health issues and climate change that may result from the action, and the overall cumulative impacts.

For this reason, we urge the FAA to take time to prepare an adequate environmental study and not adopt a Final EA in haste.

1874-01

Sincerely yours,

JAN I. GOLDSMITH, City Attorney

By 

Leslie FitzGerald
Chief Deputy City Attorney

EXHIBIT "A"

R. Casey Schnoor

4159 Hill St.

San Diego, CA 92107

October 8, 2015

RE: Comments and Questions to the FAA regarding the June 2015 "draft" Environmental Assessment for the SoCal Metroplex

FAA:

- I. **FUEL COST SAVINGS:** You have published a number of \$7.8million in fuel cost savings for the entire SoCal Metroplex region of 21 airports and 180,00 sq miles. This equates to \$5.00 per arrival and departure. You also state in the EA' Environmental Consequences (5.8.1) that there would be a "slight increase in emissions".
 1. How can you have an increase in emissions yet generate a fuel cost savings?
 2. What verifiable base line data supports your statement that the increase in emissions will not cause significant adverse effects to air, water, visual or noise pollution, nor impact endangered species or cause a significant negative effect to cumulative impacts?
 3. How was the \$7.8 million number calculated?
 4. What portion of the alleged \$7.8Million in fuel cost savings for the SoCal region is associated with the elimination of the approx. 48,000 annual POGGI 5 left turn departures?
 5. This is a very nominal savings compared to the real risks not addressed in the EA; who does the FAA perceive are the beneficiaries of the IBEE SID proposal?
- II. **FAN DEPARTURES:** One important component of NextGen is the lateral separation or fanning out of departures which increases the lateral side by side separation (1.2.2) thereby reducing the amount of time required and distance "in trail" separation between departing aircraft and allowing the increased volume of departures over a given period.
 1. Prior to implementation of these fanning out techniques, what were the minimum and maximum departure vectors Air Traffic Control (ATC) was allowed to use on each of the various SAN Standard Instrument Departure (SID's) and what was the maximum rate of "departures per hour" for each hour between 6:30 am and 11:00 pm?
 2. What are the current minimum and maximum departure vectors and maximum rate of "departures per hour" and what will be the minimum and maximum departure vectors and maximum rate of "departures per hour" with no increase in airport departure volume?
 3. What will be the minimum and maximum departure vectors and maximum rate of "departures per hour" with your forecasted increase in airport departure volume and what verifiable data supports your position that these types of departure will not cause significant adverse effects nor impacts to the public and the environment?

1874

Leslie FitzGerald (continued)

4. What assurances can you provide the users, school children, students and residents of Point Loma, Fleetridge and Ocean Beach that there will be no negative impacts from implementation of the NextGen fan out departure strategy?
- III. **POGGI \ IBBEE DEPARTURES:** Your Environmental Assessment states that in 2011, SAN had 185,650 IFR operations (Table 1-2) or "arrivals and departures", it also states that 52% of departures use the current POGGI SID departure (3.1.2.2); assuming 50/50 split of arrivals and departures, that equates to 48,269 POGGI departures in 2011.
1. 2011 was a period of slow economic growth in San Diego but commercial air traffic has certainly increased since then; what is the most recent data for arrivals and departure traffic in San Diego?
 2. What is the current 9 month 2015 YTD number for POGGI departures? How many of these POGGI 5 departures resulted in early turns, inside\ north of the POGGI waypoint?
 3. What is the potential forecasted increase in arrival and departure traffic over the next 5 and ten year period? What data supports these forecasts?
 4. What is the forecasted share of these departures that will result in "early left turns" over Point Loma? At what altitudes; high and low?
 5. What are your assumptions for early left turns used in your Noise analysis?
 6. What percentage of early left turns are you forecasting will fly inside\north of the IBBEE procedure corridor shown to be located over Cabrillo National Monument? What data supports this assumption?
 7. What data supports these forecasts?
 8. How much additional fuel per minute is consumed during a rapid climb \ quick turn departure for an average plane type using the IBBEE SID versus the current POGGI 5 SID?
 6. What data supports your statement that early turns will not cause significant adverse effects to air, water, visual or noise pollution, nor impact endangered species or cause a significant negative effect to cumulative impacts?
- IV. **HISTORICAL \ CULTURAL:** Your definition of historical and cultural sites is very narrow, such that Cabrillo National Monument, Fort Rosecrans, Sunset Cliffs, the tide pool area and PLNU are not referenced in the EA, nor are any impacts to these icons addressed.
1. What data supports your conclusion to exclude those national iconic landmarks from your impact analysis?
 2. What data supports your conclusion that "the Proposed Actions would not result in potential impacts to historic or cultural resources" (note historic and cultural are undefined terms) when clearly, ANY increase in flight activity will impact the environment at these cultural.
 3. What data supports your statement that "any changes in aircraft traffic patterns would occur at altitudes and distances from viewers that would not substantially impair the view or setting of historic resources" given any flight activity over a National Park, a National Cemetery and a University would clearly cause "significant impacts"!

V. **AIR QUALITY:** Your Environmental Assessment states that the Environmental Consequences that “the Proposed Action would result in a slight increase in emissions” and that changes to flight paths ARE PRESUMED to conform with the applicable state implementation plans and the “increased emissions are expected to have little if any effect on emissions or ground concentrations”.

1. What data has been compiled to support this “presumption” of conformity with the state you’re your statement of “little if any effect” and where is it available to the public?
2. Where in the Environmental Assessment does it reflect that the proposed IBBEE SID departure will result in increased flyovers?
3. What data supports your statements given ANY increase in emissions would result in significant negative impacts to air and storm water quality and resulting negative impact to cumulative effects on air and storm water quality.

VI. **AIR QUALITY \ CLEAN AIR ACT:** Your Environmental Assessment states that “increased fuel burn corresponds with an increase in emissions, operational changes that “could” result in an increase in fuel burn would occur at 3,000 feet AGL or above and “would not” result in an increase in emissions and ground concentrations (5.8.3).” Any operational changes that could result in an increase in fuel burn would occur at or above 3,000 feet AGL. Procedures above 3,000 feet AGL are considered a “de minimis” action, would have “little if any effect” on emissions and ground concentrations, and are presumed to conform to all SIP’s (state implementation plan) for criteria pollutants.

1. What data has been compiled to support this “presumption” of conformity with the state the and statement “little if any effect” and where is it available to the public?
2. Where is the data to support the presumption that the quick altitude climb, early turns and increased flyovers will not significantly increase emissions and ground concentrations to a level above your presumption of a “de minimus” impact on air and water quality in Point Loma?
3. Please explain how, by simply declaring the impact amounts as “de minimis”, you believe it appropriate and supportable for the Air Quality issue to then be exempt from obligations under the Clean Air Act?
4. Please explain how, by simply declaring the impact amounts as “de minimis”, without scientific data to support it, that emissions will not cause significant adverse effects to air, water, visual or noise pollution, nor impact endangered species or cause a significant negative effect to cumulative impacts?

VII. **ENVIRONMENTAL ASSESSMENT:** The SoCal Metroplex Environmental Assessment region is bounded by the Oakland, Salt Lake, Denver, Albuquerque airspaces to the north and east, Mexico to the south and the Pacific ocean to the west; it covers 180,000 sq. miles and 21 airports, including LAX and SAN. This 135 page document, of which only 22 pages comprise the ENTIRE “Environmental Consequences”.

1874

Leslie FitzGerald (continued)

1. While the EA may satisfy the fast track provisions of the 2012 legislation, how can this document possibly consider all of the potential impacts to those 180,000 sq. miles, in 135 pages?
2. How is it possible that this EA could not identify ONE SINGLE impact nor reflect any significant impact or significant adverse effect, whatsoever from the proposed actions in the entire Metroplex 180,000 sq mi region?
3. How can the FAA justify these proposed significant changes to the SAN arrival and departure routes without any discussion with your local Airport Authority, your constituency, the American public?
4. How does this behavior meet the FAA's integrity, transparency, accountability, visibility and and environmental responsibility tests, as stated in your published Mission, Values and Vision Statement?

VIII. ENDANGERED SPECIES: There have been sightings of endangered species in Point Loma.

- 1) What Federal, State and Local agencies have been consulted and have provided you conclusions to determine that there are no adverse effects to these species?

IX. NOISE MONITORING: Currently there are no noise monitoring devices south of the current westbound departure route, however, San Diego County Airport Authority has historical data verifying significant "early turns", turns inside \ north of the LOWMA waypoint.

- 1) How will the FAA demonstrate that there is no significant negative impact to noise as a result of the change in departure patterns if there is no base line data to compare against?

X. SDCAA: Why was the San Diego County Regional Airport Authority not consulted nor asked to provide input prior to the publication of the draft Environmental Assessment in June 2015?

I will look forward to your sincere and accurate responses to the above.

Sincerely,

R. Casey Schnoor

EXHIBIT "B"

RMM

REMY | MOOSE | MANLEY
LLP



Andrea K. Leisy
aleisy@rmmenvirolaw.com

September 4, 2015

VIA ELECTRONIC & OVERNIGHT MAIL

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: Comments on the SoCal Metroplex Draft Environmental Assessment

To Whom It May Concern:

We submit this letter on behalf of our client the City of Newport Beach (“the City”). The City is home to over 85,000 residents, many of whom are affected by aircraft operations at the John Wayne Airport (“JWA” or “SNA”). Impacts related to SNA are now, and will continue to be, the most significant threat to the quality of life of Newport Beach residents. As such, the City Council’s primary objective is to protect its residents from the impacts of commercial aircraft operations at and from JWA. *See* City Council Policy A-17; *see also* Goal N 3 of the General Plan Noise Element (“Protection of Newport Beach residents from the adverse noise impacts of commercial air carrier operations at JWA as provided in the City Council Airport Policy”). As explained below and in the attached expert comment letters on the air quality and noise analysis, the City finds the Draft Environmental Assessment (“Draft EA”) deficient under the National Environmental Policy Act (“NEPA”), 42 U.S.C. § 4321 et seq. (2012).¹

Most glaringly, the Draft EA fails to identify the potential changes in aircraft flight patterns and intensity at SNA that could result from adoption of the Southern California Metroplex project (“the Proposed Action”) and, consequently, neglects to take a “hard look” at the corresponding and potentially significant adverse noise impacts that could

^{1/} The expert comment letters included as Attachments A and B to this letter are incorporated by reference as if fully set forth herein. If the Federal Aviation Administration (“FAA”) moves forward with preparing a Final EA, rather than an environmental impact statement (“EIS”), the attached comment letters on the Draft EA’s noise analysis (Attachment A) and air quality analysis (Attachment B) must receive individual responses. A true and correct copy of City Council Policy A-17 and Goal N3 is also attached hereto as Attachment C.

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result. The Draft EA also omits meaningful analysis of air quality, greenhouse gas emissions and cumulative impacts, among others.

The City is concerned by the FAA's repeated, rapid processing and adoption of EAs and Findings of No Significant Impacts ("FONSI's") in other regions and sincerely hopes the FAA has not predetermined the adequacy of the immediate EA based on a need to comply with a previously adopted implementation timeframe. *See Metcalf v. Daley (Metcalf)*, 214 F.3d 1135, 1143 (9th Cir. 2000) (an agency violates NEPA if it commits itself to an outcome before the process is completed); *Davis v. Mineta (Davis)*, 302 F.3d 1104, 1112 (10th Cir. 2002) (an agency must perform an EA for the purpose of determining whether an EIS is necessary "and not the other way around").

The FAA, for example, has issued six FONSI's, to date, out of eleven Metroplex projects. EAs are in process for four more regions, with the SoCal Metroplex EA being the only one currently out for public review and comment. *See* Attachment D (Metroplex Schedule included in the NextGen Implementation Plan 2015); *see also* FAA Modernization and Reform Act of 2012 [H.R. 658, Title II, Sec. 225 (a) (urging implementation of the NextGen operational capabilities "on an accelerated basis"). In fact, the FAA's own website shows the new departure procedures proposed for SNA as already under development. *See* Attachment E (FAA, Instrument Flight Procedure Information Gateway Search Results for SNA).

It is somewhat remarkable that in all six previously adopted EAs and FONSI's, not one significant impact has been found to result from similar proposed actions in any region nationwide and irrespective of the already degraded nature of noise and air quality in some basins, including the South Coast Air Basin. While we understand the desire of the FAA to proceed quickly, and that the FAA estimates that it could take up to three years to prepare an EIS, based on the Draft EA, it is our opinion that the FAA is rushing through the environmental process to meet an unrealistic schedule to move forward with the Implementation Plan for the SoCal Metroplex Project. Rather than rush through the environmental analysis, the City requests that the FAA take the concerns expressed in this letter seriously and not prepare a Final EA and FONSI in haste. Instead, the City requests that the FAA take the time to clarify the project proposal and analysis and make a good faith effort to resolve the concerns raised by the City and others. *See Metcalf*, 214 F.3d at 1143; *Davis*, 302 F.3d at 1112.

I. BACKGROUND

A. THE CITY'S INTEREST IN THE PROPOSED ACTION

Many residential communities in Newport Beach are located under or near the departure pattern of commercial and general aviation aircraft operating out of SNA. Since the mid-1970s, the City and community groups concerned about adverse airport impacts have developed and implemented compromises to minimize those impacts. Consequently, SNA is now considered one of the most "community friendly" airports in the nation.

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Although early efforts to reduce impacts associated with SNA focused on “route authority” court proceedings, in 1985, the City, the Airport Working Group, and Stop Polluting Our Newport entered into a Settlement Agreement with Orange County to resolve federal court litigation initiated by Orange County concerning the 1985 JWA Master Plan. The terms of the JWA Settlement Agreement have been extended and amended over the years, most recently in 2014. The FAA has provided letters confirming that the various amendments comply with the Airport Noise and Capacity Act (“ANCA”), 49 U.S.C. § 47521 et seq. (2012), including the grandfathering provisions pertaining to SNA.

Under the most recent JWA Settlement Agreement, amendment restrictions designed to protect the residents surrounding SNA will remain in effect until at least December 31, 2030, and the existing curfew will remain in effect until at least December 31, 2035.² The amendment allows for a gradual increase in the number of regulated Class A commercial passenger flights and the number of passengers departing and arriving annually. See Attachment F³ (Ninth Supplemental Stipulation and Order).

Ensuring compliance with the JWA Settlement Agreement, as amended, is the single most important vehicle for controlling adverse airport impacts in Newport Beach. The Draft EA fails to acknowledge and consider how the Proposed Action would, or would not, result in operations consistent with the terms of the recently amended JWA Settlement Agreement. Would, for example, the Proposed Action result in changes to existing flight patterns such that new residents would be exposed to significant levels of aircraft noise, or a substantial increase in existing noise levels? As explained below, the Draft EA is vague.

As it has in the past, the City will continue to work in good faith with interested stakeholders, including the FAA if such opportunities are provided, to ensure that the potentially significant impacts of new operations and technologies at JWA/SNA are identified and mitigated. See *Wetlands Action Network v. U.S. Army Corps of Engineers (Wetlands Action Network)*, 222 F.3d 1105, 1121 (9th Cir. 2000) (an agency’s decision to forego issuing an EIS may be justified in some circumstances by the adoption of sufficient mitigation measures); *Nat’l Parks and Conservation Ass’n v. Babbitt (National Parks)*, 241 F.3d 722, 734 (9th Cir. 2001) (listing cases holding the same) (abrogated on other grounds by *Monsanto Co. v. Geertson Seed Farms* 561 U.S. 139, 157 (2010)).

^{2/} The curfew prohibits regularly scheduled commercial operations from taking off between 10:00 PM and 7:00 AM (8:00 AM on Sundays) and landing between 11:00 PM and 7:00 AM (8:00 AM on Sundays).

^{3/} To reduce paper consumption, Attachment F, and Attachments F through N are provided only in electronic format to the FAA on the enclosed CD. In addition, the enclosed CD contains other documents relevant to the environmental effects of the Proposed Action for the FAA’s consideration and inclusion in the administrative record.

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B. LEGAL FRAMEWORK

The backbone of NEPA includes “a broad national commitment to protecting and promoting environmental quality.” *Robertson v. Methow Valley Citizens Council* (*Robertson*), 490 U.S. 332, 348 (1989); see 42 U.S.C. § 4331 (2012). As such, NEPA requires an agency to prepare an EIS when it proposes “major federal actions significantly affecting the quality of the environment.” 42 U.S.C. § 4332(C) (2012); *Robertson*, 490 U.S. at 348. NEPA is designed to insure that a federal agency has fully contemplated the environmental effects of its action, and “to insure that the public has sufficient information to challenge the agency.” *Id.* at 349.

“As a preliminary step, an agency may prepare an EA to decide whether the environmental impact of a proposed action is significant enough to warrant preparation of an EIS.” *Blue Mountains Biodiversity Project v. Blackwood* (*Blue Mountains*), 161 F.3d 1208, 1212 (9th Cir. 1998), citing 40 C.F.R. § 1508.9. “The purpose of an EA is to provide the agency with sufficient evidence and analysis for determining whether to prepare an EIS or to issue a [FONSI].” *Metcalfe*, 214 F.3d, at 1143, citing 40 C.F.R. § 1409.0. “Because the very important decision whether to prepare an EIS is based solely on the EA, the EA is fundamental to the decision-making process.” *Ibid*; see also 40 C.F.R. § 1500.1(b).

An agency must prepare an EIS if substantial questions are raised as to whether a project “may cause significant degradation of some human environmental factor.” *Center for Biological Diversity v. National Highway Traffic Safety Admin. (Center for Biological Diversity)*, 538 F.3d 1172, 1185 (9th Cir. 2008) (emphasis original, internal quotations omitted). “If an agency decides not to prepare an EIS, it must supply a ‘convincing statement of reasons’ to explain why a project’s impacts are insignificant. ‘The statement of reasons is crucial to determining whether the agency took a “hard look” at the potential environmental impact of a project.’” *Blue Mountains*, 161 F.3d, at 1212, quoting *Save the Yaak Comm. v. Block*, 840 F.2d 714, 717 (9th Cir. 1988); see also *Earth Island Inst. v. United States Forest Service (Earth Island Institute)*, 697 F.3d 1010, 1019 (9th Cir. 2012) (EAs must take a “hard look” at environmental impacts).

If the FAA continues to insist that the Proposed Action would not result in significant effects, the FAA, at a minimum, must prepare a revised or supplemental EA with evidence supporting the impact conclusions, and adopt any necessary mitigation measures identified as part of that analysis. The perfunctory and cursory nature of the Draft EA leaves the reader unable to understand the bases for the FAA’s less-than-significant conclusions. See *California Trout v. F.E.R.C.*, 572 F.3d 1003, 1007 (9th Cir. 2009) (An EA ‘need not conform to all the requirements of an EIS, [but] it must be sufficient to establish the reasonableness of the decision not to prepare an EIS’). The Draft EA does not provide a reasonable basis for decision-making, and therefore violates NEPA.

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II. INADEQUACIES OF THE DRAFT EA

A. DESCRIPTION OF THE PROPOSED ACTION

The FAA's Press Release states that the Project includes 109 new satellite-based procedures within the SoCal Metroplex Project area, including new departure, arrival and approach procedures, and expands the number of entry and exit points into and out of the SoCal airspace – "like creating more on- and off-ramps in the sky." Press Release, p. 2; see also Draft EA, p. 1-11 ("RNAV [Area Navigation] routes can mirror conventional routes or, by using satellite technology, provide paths within the airspace that were not previously possible with ground-based NAVAIDS").

The Draft EA does not clearly explain or show in diagrams what the FAA specifically proposes for SNA, making it difficult, if not impossible, to understand the ways in which the Proposed Action would affect residents within the City and the environment generally. Instead, the public must attempt to ferret out the SNA analysis from various tables and graphics buried in ATAC's Aircraft Noise Technical Report (May 2015) and documents prepared by the FTA after the FTA's released the Draft EA, such as the "updated" TARGETS distribution packages released just two weeks prior to the close of public comment on the Draft EA.

The Draft EA's vague description of the project is inadequate under NEPA because it fails to provide sufficient detail to allow the public a meaningful opportunity to comment on the Proposed Action, and to allow the FAA's own experts to express an informed opinion. It also deprives the FAA decision makers of the opportunity to make an informed decision. See 40 C.F.R. § 1501.2(b) (each agency shall "[i]dentify environmental effects and values in adequate detail so they can be compared to economic and technical analyses"); see also e.g., *Sierra Club v. Babbitt*, 69 F.Supp.2d 1202, 1217-18 (E.D. Cal. 1999) (EA violated NEPA for failing to provide an adequate description of the proposed project); *Blue Mountains*, 161 F.3d at 1213-14 (NEPA requires EAs to provide more than vague and conclusory information). The materials released by the FAA since the Draft EA's release do not cure this defect.

Although it is difficult to ascertain what the Proposed Project actually proposes for SNA, based on Table 3-2 of the Draft EA, as well as the information presented in the Draft EA's technical appendices and other documents found on the FAA's website, it appears the major changes proposed by the FAA include modifications to SNA's commercial departure and arrival procedures and include, but are not limited to: (i) replacing the conventional CHANL2 Standard Instrument Departure ("SID") procedure with the HAYLO SID (an RNAV procedure); (ii) replacing the conventional MUSEL7 SID with the FINZZ SID (an RNAV procedure); and (iii) replacing the STREL4 (previously STREL 3 at the time of preparation of the EA) with the PIGGN SID (an RNAV procedure).

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Prior to the subsequent release of the Targets Distribution Package by FAA, a member of the public and reader of the Draft EA would not have realized that under the Proposed Action, *for the first time*, all three major commercial departures – the FINNZ, the HAYLO and the PIGGN - would utilize the STREL waypoint (whereas the existing CHANL2 SID does not utilize the STREL waypoint, and the existing MUSEL7 SID utilizes the MUSEL waypoint). Rather than disclosing and analyzing this important change in departures as part of the Draft EA analysis, the document suggests that departures would remain *essentially unchanged* under the Proposed Action as compared to existing conditions and as compared to the No Action Alternative. This appears not to be the case, however.

While the above-referenced departures will now all utilize the STREL the Draft EA and other materials provided by the FAA do not disclose adequately how the modified commercial departures will navigate to the STREL waypoint and how they differ from the current commercial departures. More importantly, the FAA has not analyzed or disclosed how such changes in departures would affect the human environment. After all, under the Proposed Action there is a change to current flight paths as well as a potential narrowing of the current departures which would result in shifting noise from one portion of the community to another, even if there is no increase in flights, but this has not been disclosed or analyzed. A Supplemental Draft EA or an EIS should be prepared to explain how the modified commercial departures will navigate to the STREL waypoint and disclose the full effects thereof including, but not limited to, how such changes in departures would affect the human environment.

In addition, the City requests that the FAA explain its justification for removing the TOING waypoint and include a detailed analysis showing the effect of the removal of a critical waypoint for SNA departure procedures, particularly on noise. The FAA should include this analysis in the Final EA or a revised and re-circulated version of the Draft EA. *See also* Attachment A, § 2.1- §2.3 (incorporated by reference).

B. NOISE

The City is gravely concerned with the lack of explanation and quantifiable information in the Draft EA regarding the increases in noise levels expected to result from implementation of the Proposed Action in the vicinity of SNA. Although the City appreciates the FAA disclosing additional information since release of the Draft EA, the subsequent information does not cure the omissions in the Draft EA. This is especially disconcerting given FAA's statutory duty to protect residents and property owners from the deleterious effects of aircraft noise. *See* 42 U.S.C. § 4901(b) (2012) ("it is the policy of the United States to promote an environment for all Americans free from noise that jeopardizes their health or welfare"); *see also* 49 U.S.C. § 40103(b)(2)(B)(2012); 14 C.F.R. §150.1 (Part 150 Program). This duty 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. *See Helicopter Assoc. Int'l, Inc. v. FAA*, 722 F.3d 430, 433-35 (D.C. Cir. 2013).

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(i) The Draft EA Omits Any Consideration of Local Noise Standards.

FAA Order 1050.1E, CHG 1 (March 20, 2006) (“the Order”), requires that when local land use jurisdictions have adopted local noise standards that differ from FAA’s significant noise thresholds, FAA will disclose those local standards in its NEPA documentation. See Order, § 4.2a, p. A-14. The Order also “recognizes CNEL (community noise equivalent level) as an alternative metric for California.” Order, p. A-60, § 14.1a. (Requirements); see also USDOT FAA Order 5050.4B (April 28, 2006) (NEPA Implementing Instructions for Airport Actions), p. 8 (requiring “in California, use the [CNEL] instead of the DNL metric”). The EA excludes this information.

Pursuant to the City’s 2006 General Plan, the City has adopted 65 and 45 CNEL as the outdoor and indoor noise compatibility criteria for residential land uses. The Noise Element of the General Plan includes noise land use compatibility guidelines and noise standards for a variety of land use types. Policy N 1.8 establishes criteria for significant noise impacts to existing sensitive uses (listed below), and the CNEL increase described in this policy is shown in Table 4.6-3 below. See JWA Settlement Agreement Draft Environmental Impact Report (“EIR”), p. 4.6-22⁴.

Policy N 1.8: Significant Noise Impacts: Require the employment of noise mitigation measures for existing sensitive uses when a significant noise impact is identified. A significant noise impact occurs when there is an increase in the ambient CNEL produced by new development impacting existing sensitive uses.

NEWPORT BEACH GENERAL PLAN POLICY N1.8
 SIGNIFICANT NOISE IMPACT CRITERIA FOR NEW
 DEVELOPMENT IMPACTING EXISTING SENSITIVE USES

CNEL (dBA)	dBA Increase
55-60	3
60-65	2
65-70	1
70-75	1
Over 75	Any increase is considered significant
CNEL: community noise equivalent level; dBA: A-weighted decibel.	
Source: <i>Noise Analysis Technical Report</i> , Section 2.6.2, Landrum & Brown 2014.	

^{4/} A true and correct copy of the certified Final EIR (which includes the Draft EIR) for the JWA Settlement Agreement is included herein as Attachment N.

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If the City's CNEL thresholds were applied to the analysis of the Proposed Action as applicable to SNA and as required by the Order, would significant noise impacts result? An analysis that includes and considers the City's adopted CNEL noise thresholds is missing from, and must be included in, the FAA's environmental analysis. *See also* Attachment A, p. 3 (finding "[t]he degree to which the proposed action would have a greater noise impact when assessed in terms of CNEL can only be determined through a CNEL analysis"). The City requests that the FAA present a CNEL analysis as part of the Final EA and in response to these comments.

(ii) The Draft EA Mischaracterizes the Thresholds of Significance Required by the Order.

The Draft EA states that a significant impact would occur 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 65 dB noise exposure* when compared to the no action alternative for the same timeframe. *See* Draft EA, p. 5-1. Consideration of "an increase from 63.5 dB to 65 dB" is identified as a "reportable" noise increase rather than a threshold of significance. *See* Draft EA, pp. 5-5 thru 5-6; *see also* Order Section 14.3. Section 14.3 of Order states, however, that an *"increase from 63.5 dB to 65 dB is considered a significant impact"* and that "[s]pecial consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within . . . national wildlife refuges[.]" Order, p. A-61.

The Draft EA includes only conclusory statements about the FAA's analysis, without any quantification. It also does not consider any changes in potential noise levels and impacts to wildlife or the noise environment of the Upper Newport Bay (also known as Back Bay or the Upper Newport Bay Ecological Reserve).

The Draft EA should also be revised to consider and apply the following thresholds of significance included in the FAA's Draft Order 1050.1F (2013), including as provided in Appendix B. A true and correct copy of the Draft Order is included herein as Attachment G. As provided in the Draft Order, for air traffic airspace and procedure actions such as the Proposed Action, change-of-exposure tables and maps at population centers and noise sensitive areas (e.g. residences, schools, churches, hospitals, parks and recreation areas) are to be provided to identify noise sensitive areas where noise will change by the following specified amounts:

- For DNL 65 dB and higher: ± 1.5 dB
- For DNL 60 dB to <65 dB: ± 3 dB
- For DNL 45 dB to <60 dB: ± 5 dB

"The identification of noise increases that would constitute a significant impact is the same as described above for actions in the immediate vicinity of an airport." *See* Attachment G, p. B-4. To meet the requirements of NEPA, maps and tables that

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specifically show the modeled change in exposure of noise levels to residents and other sensitive receptors within the vicinity of SNA must be included in the environmental analysis.

Lastly, the Draft Order contemplates mitigation that goes unmentioned in the Draft EA by nature of the constrained application of FAA's threshold of significance. The Draft Order provides that: "[w]hen a noise analysis in the immediate vicinity of an airport identifies noise sensitive areas that would have an increase of DNL 3 dB or more from DNL 60 dB up to DNL 65 dB noise exposure, the potential for mitigating noise in those areas should be considered, including consideration of the same range of mitigation options available at DNL 65 dB and higher and eligibility for Federal funding." Attachment G, pp. B-7 thru B-8. Here, however, the environmental analysis is deficient as it is impossible to discern if the Proposed Action will result in an increase of DNL 3 dB or more from DNL 60 dB within the vicinity of SNA, and what mitigation measures are proposed. The omission of this analysis makes the Draft EA insufficient for purposes of NEPA.

- (iii) The Draft EA Includes Cursory Information Regarding Baseline Conditions, Applies Standard Aircraft Operating Assumptions Despite the Unique Operating Requirements at SNA, and Uses an Outdated Noise Model.

1. Baseline Information

The Draft EA's analysis also falls short of the FAA's own adopted Order requiring that "[t]he noise analysis will be conducted *to reflect current conditions and forecast conditions* . . . [t]his analysis should include maps and other means to depict land uses within the noise impact area. The addition of flight tracks is helpful in illustrating where the aircraft would normally fly. Illustrations *shall be* large enough and clear enough to be readily understood." See Order, § 14.4e, at A-62 (emphasis added).

Despite this direction, the Draft EA does not include legible or "readily understood" flight tracks showing where the aircraft fly and would fly under the Proposed Action, along with an explanation of the potential changes in noise levels to these areas. See enclosed letter of review of Draft EA prepared by Harris, Miller, Miller & Hanson, Inc. (HMMH) (Attachment A, p. 4 [explaining that by including all arrival and departure tracks for the various modeling conditions, the Noise Technical Report in the Draft EA makes it impossible to consider individual airports within the Proposed Action area and the potential effects from changes to operations at each airports – including how flight track assignment percentages may change]).

As part of the Final EA or a supplement to the Draft EA, the City requests that the FAA provide detail of the assumed existing noise levels surrounding SNA, and noise assumptions regarding the no-action and proposed-action alternatives. This should

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include: (1) the assumed utilization of individual procedures; and (2) the percentage utilization of individual flight tracks used in each modeling procedure. *See also* Attachment A, p. 4, § 1.4.

In fact, as explained above, the Draft EA includes factually incorrect information, including, but not limited to, the failure to disclose the concentration of commercial departures in the description of the Proposed Action. The Draft EA and ATAC analysis is also not clear as to whether arrival or departure flight patterns below 3,000 feet AGL would change with adoption and implementation of the Proposed Action. If so, a substantial possibility would exist that the FAA's action could significantly affect the quality of the human environment by resulting in significant noise levels.

These are fundamental flaws in the Draft EA that understate the anticipated noise impacts of the Proposed Action. Without such information there is no evidence supporting the Draft EA's conclusion of no significant noise impacts from changes in flight patterns or, potentially, an increase in intensity from use of more concentrated departure routes under the Project.

2. Use of Standard Aircraft Operations is Inapplicable to SNA

As explained in the expert comment letter from HMMH, the use of standard procedure profile data (e.g., the noise model inputs related to climb rates, speed and power settings that the model uses to calculate noise emissions) below 3,000 feet AGL is not appropriate for modeling departures at SNA. This is because aircraft operators must comply with energy-averaged single event noise exposure level (SNEL) limits for certain classes of aircraft and County regulations, including the General Aviation Noise Ordinance. *See* Attachment A, p. 3. Accordingly, many operators have developed SNA specific noise abatement departure profiles (NADPs) which differ from standard procedures utilized at most airports. *See* Attachment A, p. 6, § 2.4 (quoting FAA's SNA Airport Traffic Control Tower's Standard Operating Procedures, § 7-3-3 [Departure Noise Abatement Procedures]). Consequently the noise modeling should reflect "user-defined" profiles for modeling such procedures in order to identify and consider whether the proposed action would result in any new noise impacts, for example. "The degree to which non-standard departure profiles affect noise exposure in the environs of SNA can only be determined through development and application of such user-defined profiles in the modeling process." Attachment A, p. 4. The City requests that the FAA present such an analysis and include it in the Final EA.

Also, the City reiterates its request that the FAA affirm the continued application of the existing Standard Operating Procedures (SOPs) for SNA in a form that reflects the full array of Runway 20 RNAV procedures. Specifically, this section of the SOP should be revised to specify that no Runway 20 departures following any RNAV SID will be vectored until passing abeam STREL, unless operationally required for reasons other than operator or FAA convenience. As discussed in Section 1.4 of HMMH's letter, the

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Draft EA does not provide information on the percentage utilization of individual tracks that was assumed in the noise modeling for either the No-Action or Proposed-Action Alternative. FAA representatives agreed to provide a draft of revised language to address this request. The City therefore requests that the FAA provide the promised language in the Final EA and, preferably, before.

3. Use of Outdated NIRS Model

The Draft EA and ATAC noise study uses NIRS as a model despite that model having been replaced by FAA in March 2012 - prior to release of the Draft EA - with AEDT version 2a for analysis of air traffic airspace and procedure actions.⁵ Utilizing a dated model may render the noise analysis deficient and calls into question why the FAA did not use its latest noise modeling software when preparing the EA. Why was the NIRS model used and not the AEDT version 2a used? Would the impacts analysis be different had the currently adopted noise model been used?

(iv) The Draft EA's Noise Modeling of Certain Key Procedures is Skewed.

As discussed in Section 1.4 of HMMH's letter, the "Supplemental Materials, Google Earth files for SoCal Metroplex Draft EA Procedures and NIRS Tracks" provide a basis for viewing and comparing the Proposed-Action and No-Action Procedure Routes and the noise-modeling flight tracks used in NIRS to model each route. The Google Earth files also provide "flight corridor" boundaries for each procedure. Given the large number of no-action and proposed-action routes and tracks, however, it was not practical for HMMH to assess a substantial number. Review and comparison of the Runway 20 jet departure procedures was feasible, however.

Based on Table 3-2 in the Draft EA and other FAA documentation, the City understands that the following relationships apply to the no-action and proposed-action procedures for Runway 20 jet departures:

- The PIGGN RNAV SID is largely intended to replace the existing STREL RNAV SID.
- The FINZZ RNAV SID is largely intended to replace the existing conventional (non-RNAV) MUSEL SID.
- The HAYLO RNAV SID is largely intended to replace the existing conventional CHANNEL SID.

⁵/ https://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/nirs_nst/ (as of July 9, 2015). A printout of this website is included in the enclosed CD.

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Comparison of the noise modeling flight tracks for these procedures lead to the following observations and questions:

- The modeled HAYLO dispersion is similar in width to that for the conventional CHANNEL SID that it replaces, at least as far out as STREL. Maintaining the conventional SID's wide dispersion is inconsistent with the substitution of an RNAV SID. An RNAV SID should significantly reduce dispersion relative to the conventional SID that it overlays. We would expect the HAYLO RNAV SID to have narrower dispersion that is similar to that for the existing STREL and proposed PIGGN RNAV procedures. The City requests that the FAA respond to this matter.
- The modeled FINZZ dispersion is similar in width to that for the conventional MUSEL SID that it replaces and significantly more dispersed than those for the PIGGN procedure – at least as far out as STREL. Once again, maintaining the conventional SID's wide dispersion is inconsistent with the substitution of an RNAV SID. Since the FINZZ and PIGGN procedure steps are essentially identical out to the STREL waypoint, we would expect the modeled dispersion for both procedures to be essentially identical; i.e., similar to that observed for the existing STREL RNAV procedure. The City requests that the FAA respond to this matter.
- The noise-modeling flight tracks for the conventional MUSEL SID also appear to include tracks with left-hand turns (perhaps to the THERMAL and OCEANSIDE transitions) that are essentially identical to the existing STREL and proposed PIGGN RNAV SIDs. This agreement is surprising, particularly given that the MUSEL procedure involves an initial turn from runway heading after crossing the Seal Beach VOR 118° radial to a 177° heading, whereas the STREL and PIGGN procedures involve flying runway heading to intercept a 175° heading to STREL. The MUSEL modeling tracks continue to overlay the STREL and PIGGN for some distance past STREL. This agreement – for at least a portion of the modeling tracks – is also surprising when comparing conventional and RNAV SIDs. HMMH understands that the MUSEL procedure is rarely used (although, as noted in Section 2.4, the Draft EA does not provide sufficient information to confirm this understanding). The City requests that the FAA address the rationale for the apparent consistency of the MUSEL modeling tracks with those for STREL and PIGGN.

The City requests that the FAA enhance the “Supplemental Materials, Google Earth files for the SoCal Metroplex Draft EA Noise – Grid Points – Orange County,” posted on the FAA's website after release of the Draft EA, by adding Google Earth layers that depict the 45 to 65 dB DNL exposure levels in the form of noise contours, in five-decibel increments. This enhancement would greatly facilitate the use of the tool and

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permit interested parties to obtain a more nuanced understanding of changes in noise exposure.

(v) Revision of Proposed Procedures after Publication of the Draft EA.

Approximately two months after publication of the Draft EA for public review and comment, the FAA posted “updated” TARGETS distribution packages for a number of RNAV procedures, including six RNAV SIDs and two RNAV STARS for SNA online. These updated packages are dated August 25, 2015 and September 1, 2015. The original packages that they replace – and which were the basis of the Draft EA analyses – are dated March 5, 2015.

The FAA did not provide any information on the extent to which the revisions might affect modeling assumptions in the Draft EA, or any commentary on the potential changes in noise exposure that might be associated with the revisions. Most significant for Newport Beach, updated TARGETS packages were provided for the proposed FINZZ, HAYLO, and PIGGN RNAV SIDs. These SIDs apply to Runway 20 jet departures down Newport Bay, which historically have been the primary operations of concern to Newport Beach residents.

Revisions to proposed RNAV procedures made approximately two months after publication of the Draft EA, without any associated discussion of potential effects on noise modeling assumptions or results, call into question the extent to which the noise analyses presented in the Draft EA accurately reflect the proposed project impacts. The FAA should, at the very least, also provide an updated noise analysis as part of a supplement to the EA or, if noise impacts are found to be significant, prepare an EIS.

The City requests that the FAA explain: (1) what changes in the procedures required publication of updated TARGETS packages, and (2) why no noise modeling analyses or results were presented to address the revised procedures in the EA to date.

(vi) The Draft EA’s Conclusion that the Proposed Action would not have a Significant Impact on any Affected Community is Arbitrary and Capricious and Skews the Future Baseline Noise Analysis.

The Draft EA appears to rely on a critical assumption that is not supported by the appendices and ATAC study; specifically, that the assumed number of aircraft flying into SNA and other airports within the SoCal Metroplex would increase at roughly the same pace over the future year scenarios regardless of whether the Proposed Action was implemented. *See* Draft EA, ATAC Technical Report (May 2015), p. 5-2 (“Because the Proposed Action does not involve changes that are considered capacity enhancements or any actions that would induce growth in operations, operation levels, fleet mix and day/night distribution input was the same as for No Action for both 2015 and 2020”); cf. Tables 2 thru 3 (§ 4(f) Analysis showing negligible increases or no increases in noise

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levels between the no action and proposed action scenarios). Considering the repeated statements that the Proposed Action would increase operational efficiencies, and would increase total fuel usage, what evidence supports the EA's assumption that operations levels would remain the same as for the No Action Alternative? This is an open question that is not sufficiently explained in the Draft EA and for which there does not appear to be any substantial evidence in support.

Because the raw number of overhead flights is a critical metric for determining noise levels under the DNL community averaging method and standard, this is a key assumption upon which ATAC's noise calculations rely. Elevated and unsupported assumptions regarding the number of flights that would occur if the Proposed Action were not implemented would improperly inflate the No Action noise baseline level. Consequently, the conclusions regarding the relative noise increases presumed to be caused by the Proposed Action in the future year scenarios appear understated. *See N. Plains Res. Council v. The Surface Transp. Bd.*, 668 F.3d 1067, 1083 (9th Cir. 2012) ("NEPA requires that the agency provide the data on which it bases its environmental analysis . . . [s]uch analysis must occur before the proposed action is approved, not afterward"). To be sufficient for purposes of NEPA, the environmental analysis must disclose the evidence supporting the assumption that there will be no future increases in flights under the Proposed Action as assumed in the ATAC study.

C. AIR QUALITY AND GREENHOUSE GAS EMISSIONS

The Draft EA fails to take a hard look at the potentially significant air quality and greenhouse gas ("GHG") emissions of the Proposed Action. These deficiencies are also discussed in the analysis prepared by Ramboll Environ, attached hereto and incorporated by reference as if fully set forth herein. (Attachment B.) In addition to the comments presented by Ramboll Environ, the City has the following comments on the air quality and GHG analysis presented in the EA.

- (i) The Draft EA Inappropriately Relies on the Clean Air Act's De Minimis Exemption in Concluding the Proposed Action Would Not Cause Significant Air Quality Impacts.

The South Coast Air Basin is in extreme nonattainment with the federal national air quality standards for ozone (O₃) and in non-attainment with the federal particulate matter (both PM₁₀ and PM_{2.5}) standards. *See* Draft EA, p. 4-27 to 4-28 (Table 4-8). Although the Proposed Action would increase harmful air emissions from SNA, the EA fails to take a hard look at the Proposed Project's potential to contribute adversely to the region's already-poor air quality. The general information about increased fuel use presented in the Draft EA tells the reader nothing about the actual type and amount of harmful emissions that the Proposed Action would produce, or even about the magnitude of the impact. The information presented in the Draft EA is insufficient to support its conclusion that the Proposed Action would not have an adverse effect on air quality.

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Rather than providing information to support a conclusion of less than significant air quality emissions, the Draft EA finds the Proposed Action would not result in significant impacts because it is purportedly exempt from the Clean Air Act's, 42 U.S.C. § 7401 et seq. (2012), conformity requirement. The stated bases for the conclusion that the Proposed Action is exempt from the conformity requirement is that, according to the Draft EA, operational changes that could result in an increase in fuel burn would occur at or above 3,000 feet AGL. Draft EA, p. 5-16.

Although the U.S. Environmental Protection Agency's regulations exempt air traffic control activities at 3,000 feet AGL or above from the conformity requirements of the Clean Air Act, (See 40 C.F.R. 93.153(c)(xxii)), the Draft EA provides no factual support for the conclusion that the *only* operational changes associated with the Proposed Action that would result in increased fuel consumption would occur at or above 3,000 feet AGL. See Attachment B, p. 2. In fact, the Draft EA contradicts this conclusion by also stating that the reason the Proposed Action would increase fuel consumption is that it would change air traffic flows during departures, descents, and approaches of flights – all of which occur near ground levels. See Draft EA, p. 5-15; see also Draft EA, p. 5-10 (stating “[c]hanges to flight paths under the Proposed Action would *primarily* occur at or above 3,000 feet AGL[,]” thus implying some changes to flight paths would occur below 3,000 feet AGL (emphasis added)).

Other evidence generated by the FAA also suggests that this assumption (that the increase in fuel use would only occur at elevations above 3,000 feet AGL) is inaccurate. The FAA's recent publication, “Aviation Emissions, Impacts & Mitigation: A Primer,” (Jan. 2015) (hereafter, “FAA Primer,” attached hereto as Attachment H) explains that “[g]enerally, about 10 percent of air craft pollutant emissions are emitted close to the surface of the earth (less than 3,000 feet above ground level).” FAA Primer, p. 2, fn. omitted.

If any changes in activities under the Proposed Action would occur at or under 3,000 feet AGL and could increase criteria pollutant emissions, these changes must be specifically identified and discussed in the Draft EA.

(ii) The Draft EA Fails to Consider Localized Air Quality Impacts including Health Effects.

Many sensitive receptors (i.e., those segments of the population most susceptible to impacts from air pollution, including children, the elderly, and people with pre-existing serious health problems) are located immediately adjacent to SNA. See JWA Settlement Agreement Draft EIR, Appendix D, Air Quality Technical Report, Table 3.3-1 and Figure 4. The nearest sensitive receptors to the SNA site are residents of the City immediately adjacent to the southern portion of SNA. Other sensitive receptors include:

- Schools: the nearest schools are the Orange County Christian School (approximately 1,100 feet (335 meters) from the western boundary of

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SNA, and the Newport Montessori private school, approximately 1,215 feet (370 meters) to the east of SNA;

- Daycare Centers: the nearest daycare center is the Tutor Time Child Care/Learning Center, approximately 1,520 feet (463 meters) to the east of SNA;
- Elderly Residential Facilities: the nearest residential facility for the elderly is Irvine Cottages No. 9, located approximately 1,745 feet (532 meters) to the east of SNA;
- Parks and Athletic Facilities: the Newport Beach Golf Course is immediately south of SNA, while the Upper Newport Bay Nature Preserve recreational area is approximately 2,400 feet (723 meters) to the south.⁶

(Also, there does not appear to be any analysis of potential effects on birds and other wildlife within the Upper Newport Bay from the operational changes that could result from adoption and implementation of the Proposed Action.)

The Draft EA discloses that the Proposed Action would increase air emissions as compared to the No Action Alternative. Draft EA, p. 5-15 to 5-17. Because this increase in emissions is due to increased fuel consumption, increased emissions of hazardous air pollutants (“HAPs”) (also called “toxic air pollutants” or “TACs”) may also occur. Among other pollutants, the Proposed Action could possibly result in an increase in black carbon⁷ and ultrafine particle⁸ emissions which should be considered in the final environmental document. Potential impacts to human health associated with releases of HAPs may include increased cancer risks and increased chronic (long-term) and acute (short-term) non-cancer health hazards from inhalation of HAPs by people working, living, recreating, or attending school on or near SNA.

If, as it appears, the Proposed Action would result in a narrowing of flight paths, aircraft emissions will also become concentrated in those areas. What are the potential health risks to sensitive receptors under this scenario?

As the FAA is well aware, methodologies exist to conduct analyses which would enable the FAA to consider the health impacts of the Proposed Action’s HAP and particulate matter emissions. See FAA Primer, p. 11–12 (discussing methodologies); see also Attachment B, at p. 4 (discussing EA’s failure to consider potential impacts on

^{6/} JWA Settlement Agreement Draft EIR, Appendix D, Air Quality Technical Report, p. 26.

^{7/} The U.S. EPA has published important information about black carbon and its adverse effects (attached hereto as Attachment I).

^{8/} As shown in the attached study (Attachment J), LAX is a source of ultrafine particles to nearby communities.

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human health). Yet the Draft EA fails to address whether the Proposed Action would result in any health impacts to sensitive receptors.

(iii) The Draft EA Fails to Take a Hard Look at GHG Emissions and Climate Change.

The Draft EA concludes that although fuel burn would increase under the Proposed Action as compared to the No Action Alternative, no significant impacts on GHG emissions related to climate change are anticipated. Draft EA, p. 5-17, 5-22. The Draft EA attempts to support this conclusion by reasoning that the project-related GHG emissions “represents a slight increase of approximately 29 [metric tons (MT)] of [CO₂ equivalent (CO₂e)] or 0.33 percent under the Proposed Action when compared to the No Action Alternative.” *Ibid.* According to the Draft EA, “[t]his would compromise less than 0.00000011 percent of U.S. based greenhouse gas emissions and less than 0.00000014 percent of global greenhouse gas emissions.” *Ibid.*; see also *Id.* at 5-22 (concluding that the Proposed Action would not result in cumulative climate change impacts).

A “de minimis” rationale for concluding impacts would not be significant is not supported by NEPA. As cogently explained by the Council on Environmental Quality (“CEQ”), in its Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts (hereafter, “CEQ Draft GHG Guidance,” attached hereto as Attachment K)⁹: “Government action occurs incrementally, program-by-program and step-by-step, and climate impacts are not attributable to any single action, but are exacerbated by a series of smaller decisions, including decisions made by the government.” CEQ Draft GHG Guidance, p. 9; see also *Mass. v. EPA*, 549 U.S. 497, 523-25 (2007) (“Agencies, like legislatures, do not generally resolve massive problems in one fell regulatory swoop. They instead whittle away at them over time, refining their preferred approach as circumstances change as they develop a more nuanced understanding of how best to proceed”).

For this reason, the CEQ rejects the use of a de minimis standard in assessing GHG related climate change impacts. As stated by the CEQ: “[T]he statement that emissions from a government action or approval represent only a fraction of global emissions is more a statement about the nature of the climate change challenge, and is not an appropriate method for characterizing the potential impacts associated with a proposed action and its alternatives and mitigations.” CEQ Draft GHG Guidance, p. 9, (emphasis added). Yet, this is exactly the approach taken by the Draft EA for the Proposed Action.

Rather than utilizing a de minimis approach to evaluating the significance of the Proposed Action’s GHG and climate change impacts, the Draft EA must be revised to consider the context and intensity of the Proposed Action, including adoption of Metroplex nationwide rather than on a piecemeal region by region basis. 40 C.F.R., §§

⁹/ Available at: <https://www.whitehouse.gov/administration/eop/ceq/initiatives/nepa/ghg-guidance> (as of June 25, 2015).

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1508.27(a), 1508.27(b) (context is the situation in which something happens, and which gives it meaning; intensity is the severity of impact). To help provide context for the Proposed Action's adverse GHG effects, the Draft EA should discuss applicable emission targets for GHG reductions. As indicated by the CEQ, doing so would "provide a frame of reference and make it clear whether the emissions being discussed are consistent with such goals." CEQ Draft GHG Guidelines, p.14.

Among other things, in discussing the regulatory context of the Proposed Action's GHG and climate change effects, the Draft EA should evaluate the Proposed Action's potential to hinder the United States' goal of achieving carbon-natural growth for U.S. commercial aviation by 2020, using 2005 emissions as a baseline.¹⁰ The Proposed Action appears to conflict with this goal because it is not carbon natural and instead increases GHG emissions over the No Action Alternative in 2015 and 2020.

Notably, the United States Aviation Greenhouse Gas Emissions Reduction Plan cites the FAA's NextGen program as a means of helping to achieve the federal government's goal of carbon neutrality, yet the Proposed Action would *hinder* the ability of the federal government to achieve this goal. As such, the Draft EA should conclude that the Proposed Action would have a significant adverse climate change impact, and an EIS should be prepared.

To provide further context concerning the Proposed Action's climate change and GHG impacts, the Draft EA should also consider how the project will help or hinder California in reaching its emission reduction goals under California State Assembly Bill ("AB") 32, The California Global Warming Solutions Act of 2006, Cal. Health & Safety Code, § 38500 et seq. (2015).¹¹ Under AB 32, California must reduce its GHG emissions to 1990 levels by 2020. Furthermore, under California Governor Jerry Brown's recent Executive Order B-30-15, by 2050, California must reduce its GHG emissions to 80 percent below 1990 levels. The Draft EA fails to consider whether the Proposed Project would impede California's ability to meet these important goals, and thereby fails to consider the full context and consequences of implementing the Proposed Action.

The Draft EA's climate change analysis also fails to assess whether the Proposed Action would have a disproportionate impact on the climate, in that aviation emissions occur in the climatically sensitive upper troposphere and lower stratosphere. FAA Primer, p. 10. Such information is necessary in determining the intensity and context of the

^{10/} The United States Aviation Greenhouse Gas Emissions Reduction Plan is available at:

https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/media/Aviation_Greenhouse_Gas_Emissions_Reduction_Plan.pdf (as of June 25, 2015.) See Attachment L.

^{11/} See CEQ Draft GHG Guidelines, p. 14 [explaining that the Bureau of Land Management considers the effect of its proposed actions on California's GHG emission reduction goals].

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Proposed Action's impacts on climate change. The failure to consider such disproportionate impacts demonstrates that the FAA has failed to take a hard look at this crucial environmental issue. Additionally, the climate change impacts of black carbon produced by the Proposed Action should be discussed. See Attachment I.

Moreover, the Draft EA violates NEPA for failing to discuss reasonable mitigation measures to reduce the Proposed Action's air quality and GHG impacts. *Wetlands Action Network*, 222 F.3d, at 1121; *National Parks*, 241 F.3d, at 734. Mitigation includes considering the avoidance of the impacts, minimizing them by limiting them, rectifying the impact, reducing or eliminating the impacts over time, or compensating for them. 40 C.F.R. §§ 1508.20, 1508.25. The Draft EA should consider whether there are operational improvements that could be incorporated into the Proposed Action that would reduce emissions of GHG and other air pollutants. The Draft EA should also consider the purchase of carbon credits to offset the Proposed Action's increase in GHG emissions. Doing so is not only necessary to achieve compliance with NEPA, it would also help the Proposed Action achieve the FAA's goals for reducing GHGs through its NextGen program. See U.S. Aviation Greenhouse Gas Emissions Reduction Plan, p. 6-7 (explaining that the NextGen program is intended to result in lower fuel burn).

D. CUMULATIVE IMPACTS

An EA must fully assess the cumulative impacts of a project. 40 C.F.R. § 1508.7. The CEQ regulations define each term within NEPA's requirement of an EIS for "every ... major Federal action ... significantly affecting the quality of the human environment." The term "significantly" is defined as those actions "with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment." 40 C.F.R. § 1508.7. "Cumulative impact," in turn, is defined as:

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. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

40 C.F.R. § 1508.7.

It is firmly established that an analysis of cumulative environmental effects of a proposed action is an essential part of the environmental review process. *Native Ecosystems Council v. Dombeck*, 304 F.3d 886, 896 (9th Cir. 2002). The courts have emphasized the importance of addressing cumulative effects in EAs in particular. *Kern v. U.S. Bureau of Land Management*, 284 F.3d 1062, 1077 (9th Cir. 2002) (*Kern*) (explaining that under Ninth Circuit precedent, EAs must analyze cumulative impacts);

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Blue Mountains, 161 F.3d, at 1208 (discussing importance of cumulative impact analysis in EAs); *see also* 40 C.F.R. 1508.8.

As noted by Ninth Circuit Court of Appeals, “[g]iven that so many more EAs are prepared than EISs, adequate consideration of cumulative effects requires that EAs address them fully.” (*Kern*, 284 F.3d, at 1076, quoting CEQ, *Considering Cumulative Effects Under the National Environmental Policy Act*, at 4.) Despite the importance of an adequate cumulative impacts analysis, the Draft EA for the SoCal Metroplex provides only a perfunctory cumulative impacts analysis that in no way satisfies NEPA’s “hard look” requirement.

As the Ninth Circuit has emphasized, “[a] proper consideration of the cumulative impacts of a project requires some quantified or detailed information; ... [g]eneral statements about the possible effects and some risk do not constitute an hard look absent a justification regarding why more definitive information could not be provided.” *Klamath-Siskiyou Wildlands Center v. U.S. Bureau of Land Management (Klamath-Siskiyou)*, 387 F.3d 989, 993 (9th Cir. 2004) (internal quotations omitted). The analysis “must be more than perfunctory; it must provide a useful analysis of the cumulative impacts of past, present, and future project.” *Id.* at 994. The Draft EA falls far short of these standards.

The Draft EA, for example, devotes less than one page to the cumulative effects of the Proposed Action. *See* Draft EA p. 5-21 to 5-22. The Draft EA does not so much as *mention* cumulative noise impacts, let alone take a hard look at such impacts. *Ibid.* Instead, the Draft EA’s purported cumulative impacts analysis is limited to energy, air quality, and climate change impacts. For cumulative air quality and climate change impacts, rather than taking the requisite hard look, the Draft EA simply reiterates that the Proposed Action would not have significant indirect or direct impacts in these areas when compared to the No Action Alternative. *Id.* at 5-22. The Draft EA also states that the environmental documentation prepared for the projects identified in Table 5-7 found no significant long-term impacts to air quality and did not evaluate climate change impacts. For these reasons, the Draft EA concludes that the Proposed Action would not result in significant cumulative air quality or GHG-related climate change impacts. This cursory and unsupported discussion does not satisfy NEPA’s requirements.

As noted, the Draft EA’s conclusion that the Proposed Action would not have cumulative air quality or climate change impacts is based on the Draft EA’s (flawed) assumption that the Proposed Action itself would not have significant air quality or climate change impacts. *See* Draft EA, p. 5-22. As discussed above, the Draft EA is mistaken in concluding that the Proposed Action would not itself cause significant air quality or climate change impacts. Moreover, the fact that a proposed action would not cause significant direct or indirect effects is not a sufficient basis to conclude that the project would not result in significant cumulative effects.

Klamath-Siskiyou, 387 F.3d, at 994–97, is instructive. That case involved two EAs prepared for proposed timber sales. The Ninth Circuit held that the EAs violated

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NEPA by failing to adequately evaluate cumulative impacts. The EAs at issue in that case devoted more than a dozen pages to the discussion of “Cumulative Effects,” but, as the court reasoned, a “considerable portion of each section discusses only the direct effects of the project at issue on its own minor watershed.” *Ibid.* As explained by the court, the problem with such a discussion is that “it only considers the effects of the very project at issue. It does not appear to take into account the combined effects that can be expected” as a result of undertaking other foreseeable projects, in addition to the project itself. *Id.* at 996. “In sum, the only mention of cumulative effects in the two EAs comes in the form of generalized conclusory statements that the effects are not significant or will be effectively mitigated[.]” in violation of NEPA. *Ibid.*; see also *Te-Moak Tribe of W. Shoshone of Nev. v. U.S. Dept. of Interior*, 608 F.3d 592, 604–05 (9th Cir. 2010) (holding that an EA’s cumulative impact analysis was inadequate when the discussion focuses on the action’s lack of unmitigated direct effects in lieu of a discussion of cumulative impacts).

The SoCal Metroplex Draft EA suffers from the exact same flaw: the Draft EA simply assumes that the Proposed Action would not cause significant cumulative effects based on the assumption that the Proposed Action itself would have relatively minor air quality and climate change impacts as compared to the No Action Alternative. The Draft EA makes no attempt to consider the potential of the Proposed Action’s emissions to combine with the emissions of other past, present, and reasonably foreseeable projects to result in cumulatively significant impacts – including other Metroplex projects. See Draft EA, p. 5-22. As the court made clear in *Klamath-Siskiyou*, such an approach violates NEPA. *Klamath-Siskiyou*, 387 F.3d, at 994–97; see also *Te-Moak*, 608 F.3d, at 604–05.

The Draft EA’s discussion of other past, present, and reasonably foreseeable actions also violates NEPA. Again, *Klamath-Siskiyou*, 387 F.3d, at 994–97 is informative. In addition to being legally inadequate for focusing on the lack of significant direct or indirect effect as a bases for concluding cumulative impacts would be less than significant, the Draft EAs at issue in that case also violated NEPA for failing to quantify the effects of other projects. Instead, the reader was only informed whether the particular environmental factor was “unchanged,” “improved,” or “degraded,” and whether that change would be “minor” or “major.” *Id.* at 994. As noted by the court, the reader was “not told what data the conclusion was based on, or why objective data cannot be provided.” Such an analysis did not satisfy NEPA. As explained by the court, “[g]eneral statements about possible effects and some risk do not constitute a hard look absent a justification regarding why more definitive information could not be provided.” *Ibid.*, quoting *Neighbors of Cuddy Mountain v. U.S. Forest Service*, 137 F.3d 1372, 1380 (9th Cir. 1998).

Here too, the Draft EA’s purported list of past, present, and reasonably foreseeable future actions only states whether environmental review has been completed for the projects, and if so, whether the environmental documents found significant long-term energy, air quality, or cumulative impacts. See Draft EA, p. 5–19 to 5–21 (Table 5-7). Because the environmental review documents were either still underway, or had

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concluded that the impacts would not be significant, the Draft EA assumes, without analysis or evidentiary support, that the effects of the projects would not combine with the Proposed Action to cause significant cumulative impacts.

Absent quantified data about the air quality, GHG/climate change, and noise effects of the past, present, and reasonably foreseeable future actions, however, it is impossible to ascertain whether the combined effects of the Proposed Action and the projects listed in Table 5-7 would be cumulatively significant, in violation of NEPA. *See Klamath-Siskiyou*, 387 F.3d, at 994-97.

Moreover, even if the Draft EA had provided adequate quantified data regarding the noise, air quality, and climate effects of the projects listed in Table 5-7 (which it has not), the Draft EA's discussion of other projects would still violate NEPA in that the list is incomplete. Crucially, the Draft EA omits the 2014 JWA Settlement Agreement Amendment from its list of cumulative actions. The JWA Settlement Agreement extended and amended the terms of the 1985 Agreement between the County of Orange, the City of Newport Beach, the Airport Working Group, and Stop Polluting Newport. Pursuant to the California Environmental Quality Act, Pub. Resources Code, §§ 21000 et seq., the County of Orange, as lead agency, certified an EIR for the JWA Settlement Agreement amendment in late 2014.

The EIR prepared for the 2014 JWA Settlement Agreement amendment concluded that the Agreement would result in significant and unavoidable noise, air quality, and GHG/climate change impacts. With respect to noise impacts, the JWA Settlement Agreement EIR concluded that the Agreement would generate aircraft noise that would increase exterior noise levels of 65 CNEL or above and interior noise levels of 45 CNEL or above for residences and schools. *See JWA Settlement Agreement Draft EIR*, p. 4.6-67 to 4.6-77. Furthermore, the Agreement would result in significant and unavoidable impacts associated with mass daily emissions, ambient air quality standards, cumulative air quality impacts, conflicts with applicable air quality plans, and the generation of greenhouse gases. *See JWA Settlement Agreement Draft EIR*, p. 4.1-27 to 4.1-75, 4.3-23 to 4.3-29, 5-29 to 5-30, 5-32.

The Draft EA fails to consider whether the noise and emissions created by the JWA Settlement Agreement would combine with the Proposed Action to result in cumulatively significant noise, air quality, and/or climate change impacts, in violation of NEPA. 40 C.F.R. § 1508.7; *Earth Island Institute*, 351 F.3d, at 1291 (agency's failure to consider cumulative impacts of project together with reasonably foreseeable adjacent project violated NEPA).

Lastly, the FAA does not appear to have taken the required "hard look" at the potential cumulative effects of the Proposed Action to the surrounding communities, including the Upper Newport Bay. Specifically, the EA does not address the cumulative impacts in light of other air flights over the Bay and City, including in future year scenarios. The EA does not mention the reasonably foreseeable future aircraft activity at SNA, fleet composition and increased flights (as agreed to in the Settlement Agreement),

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all of which would contribute to cumulative noise, air quality, and GHG impacts, among others. See Draft EA, p. 4-7 (excluding noise from VFR aircraft), p. 5-18 thru 5-21 (listing only other Past, Present, & Reasonably Foreseeable Future Actions related to Runway Related Projects).

E. CYBERSECURITY RISKS

NEPA also requires the preparation of an EIS if the proposed federal action has the potential to significantly affect the quality of the human environment. 42 U.S.C. § 4332 (2012); *Foundation for North American Wild Sheep v. U.S. Dept. of Agriculture*, 681 F.2d 1172, 1178 (9th Cir. 1982). Even if a project's risks of environmental harm are uncertain, if they are potentially significant, an EIS is required. *City of Davis v. Coleman (City of Davis)*, 521 F.2d 661, 676 (9th Cir. 1975). In determining whether a federal action would "significantly" affect the environment, the agency should consider "[t]he degree to which the proposed action affects public health and safety." 40 C.F.R. § 1508.27. A federal agency is therefore responsible for taking a "hard look" at its project's effect on safety. See *Metro. Edison Co. v. People Against Nuclear Energy*, 460 U.S. 766, 772, 775 (1983) (holding that the Nuclear Regulatory Commission properly considered the risk and effect of a possible nuclear accident, though it did not need to consider the effect of such risk on the psychological well-being of residents).

Furthermore, an agency must evaluate the "degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks." 40 C.F.R. § 1508.27. To that end, the agency must "directly address substantial questions" regarding the possible effects on the human environment. *Center for Biological Diversity*, 538 F.3d, at 1223 (internal citations omitted). As has been held by the Ninth Circuit: "If the risk of a terrorist attack is not insignificant, then NEPA obligations [the agency] to take a 'hard look' at the environmental consequences of the risk." *San Luis Obispo Mothers for Peace v. Nuclear Regulatory Commission (Mothers for Peace)*, 449 F.3d 1016, 1032 (9th Cir. 2006).

The Draft EA does not satisfy these standards. In particular, the Draft EA fails to include any analysis of heightened cybersecurity risks, including cyberterrorism risks, posed by the Proposed Action. A recent report prepared by the U.S. Government Accountability Office ("GAO") (GAO-15-370, published April 14, 2015)¹² found that the FAA's NextGen efforts face cybersecurity challenges in at least three areas: (1) protecting air-traffic control information systems, (2) protecting aircraft avionics used to operate and guide aircraft, and (3) clarifying cybersecurity roles and responsibilities among multiple FAA offices. Among other things, the GAO report determined that

^{12/} The full text of the GAO report is available at: <http://www.gao.gov/assets/670/669627.pdf> (as of June 29, 2015). The highlights of the report can be viewed at: <http://www.gao.gov/assets/670/669628.pdf> (as of June 29, 2015). These documents, and other documents relevant to potential safety and security risks associated with the FAA's NextGen project, are attached hereto as Attachment M.

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“significant security-control weaknesses remain that threaten the [FAA’s] ability to ensure the safe and uninterrupted operation of the national airspace system.” *Highlights of GAO-15-370*. Furthermore, the increased reliance on the Internet “can potentially provide unauthorized remote access to aircraft avionics systems.” *Ibid*.

According to the report, “[h]istorically, aircraft in flight and their avionics systems used for flight guidance and control functioned as isolated and self-contained units, which protected their avionic systems from remote attack.” *GAO Report*, at 18. The FAA and several experts consulted by the GAO explained that firewalls, which should now protect flight-critical avionics systems from intrusion by passengers using in-flight entertainment, could be hacked just like any other software and circumvented as they essentially share the same physical wiring harness or router and use the same networking platform. *Id.* at 18-9. The report warns that “[a]ccording to cybersecurity experts [the GAO] interviewed, Internet connectivity in the cabin should be considered a *direct link between the air craft and the outside world, which includes potential malicious actors.*” *Id.* at 19 (emphasis added). “[V]iruses or malware planted in websites visited by passengers could provide opportunity for a malicious attacker to access the [Internet-protocol]-connected onboard information systems through their infected machines.” *Ibid.* Even a pilot’s personal smartphone and tablet could pose a risk of a system being compromised because these devices have the capability to transmit information to aircraft avionics systems. *Ibid.*

Another principle cybersecurity problem is protecting air traffic control information systems under the Proposed Action. As the congressional requesters of the GOA report noted, increased reliance on integrated information systems and distribution of information, as proposed by NextGen, may put the air traffic control system at greater risk for intentional or unintentional information-system failures and breaches. *GAO Report*, at 2.

The Draft EA never addresses these increased risks associated with the Proposed Action and their associated effects on the human environment, including public health and safety. As demonstrated by the GAO report and the other documents provided in Attachment M, the Proposed Action has the potential for very significant effects on public health and safety and environmental quality due to the increased risks associated with information-system breaches and failures. Therefore, NEPA requires the FAA to prepare an EIS prior to adopting the Proposed Action. 40 C.F.R. § 1508.27(b)(2); *Mothers for Peace*, 449 F.3d, at 1032; see also *Scientists’ Inst. for Pub. Info., Inc. v. Atomic Energy Comm’n*, 481 F.2d 1079, 1092 (D.C. Cir. 1973); *City of Davis*, 521 F.2d, at 676.

III. CONCLUSION & REQUEST FOR MONITORING

As explained above, NEPA requires the FAA to prepare an EIS prior to adopting the Proposed Action. At the very least, the FAA must prepared a revised or supplemental EA that complies with NEPA’s requirements to identify, specifically, the foreseeable consequences of the Proposed Action and any significant noise, air quality, GHGs,

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cumulative, or cybersecurity impacts that would result and therefore require mitigation. The Draft EA, as proposed, falls short of NEPA's requirements.

If the FAA eventually adopts the Proposed Action after conducting the additional environmental review required by NEPA, the City requests that the FAA commit to at least a six-month post-implementation monitoring and evaluation period in collaboration with the City and County, and with the goal of ensuring that if unintended consequences result, appropriate action will be taken. (See Attachment A, § 4.)

As a procedural matter, please add me to your mailing list or email list for any future public notices issued by the FAA relating to the EA or future EIS, and adoption of the Proposed Action. 40 C.F.R. § 1506.6(b).

Thank you in advance for your consideration of our client's comments and concerns. Please contact me if you have questions or require anything further from the City.

Very truly yours,



Andrea K. Leisy

Encl.
cc: (via regular mail w/Attachments provided via CD)

Senator Barbara Boxer
Senator Dianne Feinstein
Congressman Dana Rohrabacher
Congresswoman Mimi Walters
Honorable Chairman Todd Spitzer, Orange County Board
of Supervisors, Third District
Honorable Vice Chair, Lisa A. Bartlett, Orange County Board
of Supervisors, Fifth District
Honorable Supervisor Michelle Steel, Orange County Board
of Supervisors, Second District
Honorable Supervisor Andrew Do, Orange County Board of
Supervisors, First District
Honorable Supervisor Shawn Nelson, Orange County Board of
Supervisors, Fourth District
Honorable Mayor Edward D. Selich, Mayor, Newport Beach City Council
Honorable Mayor Pro Tem Diane B. Dixon, Newport Beach City Council
Honorable City Councilmember Tony Petros, Newport Beach City Council

1874

Leslie FitzGerald (continued)

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Honorable City Councilmember Duffy Duffield, Newport Beach City Council
 Honorable City Councilmember Kevin Muldoon, Newport Beach City Council
 Honorable City Councilmember Scott Peotter, Newport Beach City Council
 Honorable City Councilmember Keith D. Curry, Newport Beach City Council
 David Kiff, City Manager, City of Newport Beach
 Aaron Harp, City Attorney, City of Newport Beach
 Lawrence G. Serafini, Acting Airport Director, JWA
 Brandon D. Young, Esq., Manatt, Phelps & Phillips

1874

Response

1874-01

The commenter is concerned with the departures from Lindbergh Field and the information in the EA. Several comments from other individuals were also included. 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. 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 in each of the relevant environmental resource categories. 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.

1875

Kia Afsahi

From: Kia Afsahi [kiaafsahi1@gmail.com]
Sent: Friday, October 09, 2015 1:04 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Lindbergh field

Hello,

I would like to state my objection to the new flight routes at San Diego Lindbergh field. First of all I would like to let you know that I am a 35 year resident of the area and work for San Diego fire department as a firefighter. So my view point is focused on public safety vs FAA' cost saving. I'm always puzzled of the port districts decision to continue exceeding the number of flights over such a dense population. My late aunts first husband was the pilot of the PSA plane that crashed over north park neighborhood of San Diego in 1978 killing 144 people. To this day the devastation is a vivid memory in firefighters mind. I hear old timers describe the scene with horror. My personal experience was when a F/A 18 crashed in university city neighborhood killing 4 people, 2 adults and 2 children and destroyed 4 homes. I live with the memories of burned children's bodies everyday. I am frustrated and angry when I think about the lack of responsibility by those in charge to continue risking the public lives. The current flight path is dangerous enough. The jumbo jets are only a few hundred feet off the ground as they pass a high school and an elementary school. With the new proposed plans many more schools are effected in addition to the residents. There is no need to change the path with a sharp turn and traverse the peninsula again. Cost savings is a poor excuse. We are the federal tax payers and our safety supersedes fuel costs. Furthermore the noise level is not what the homeowners in the south end of the peninsula bargained for. Many if not all have made the huge financial choice to live out of the path for safety and quite. The claims of insignificant noise is a complete lie. The roar of jets is now a continuous event on this side and I can only imagine it getting worse. In closing I implore you to discard the new proposal. As I said before I have first hand experience with the devastating safety outcomes university city and north park suffered and sure would not want it to happen in my neighborhood. I hope that with my demand as a federal tax payer does not fall on deaf ears for it would cause this entire population to lose faith in the government.

1875-01

Regards,
Kia Afsahi
1078 Albion street
San Diego CA, 92106
Fleet ridge neighborhood of Point Loma
Sent from my iPad

1875

Response

1875-01

Please see **Topical Response 11 – Point Loma.**

1876

Danna Cope

DANNA COPE
 8219 Reading Avenue
 Westchester, CA 90045
 310 641-2503
 dannacope@gmail.com

SoCal Metroplex EA
 Operations Support Group
 FAA Western Service Center
 1601 Lind Ave SW
 Renton, CA 98057

Attn: 9-ANM-SoCalOAPM@faa.gov, Robert.Henry@faa.gov, and
 Ryan.Weller@faa.gov

Subject: Additional Comments to the Environmental Assessment (EA) for the
 Southern California Metroplex Project June 2015

Dear Sirs:

The separation distance between incoming aircraft needs to be reexamined. By streamlining and concentrating air traffic into narrow corridors, there is too little leeway to make adjustments in an emergency.

The usage of Runway 24L and LAX as a dual runway while modifications were made to Runway 24R this fall demonstrated that the incoming stream of aircraft was too concentrated and departing aircraft were not exiting the runway and safety zones fast enough to accommodate both uses at once. This was during a planned dual usage. To minimize the go-arounds for the incoming traffic that could not land, the FAA had to increase the separation (up to 7 miles) between incoming aircraft. However, this change has to be made many miles from LAX; it is not something that can be done immediately when a runway is suddenly unable to accommodate aircraft.

1876-01

Repair and maintenance of runways is ongoing at a busy airport. Additional closures of one or more of the four runways during these operations are also possible. There is also the danger of an accident or sabotage closing a runway.

The Southern California area has extensive air traffic going to many airports. Therefore, several emergency operation procedures should be included. First and foremost, alternate airports and flight tracks should be included to handle emergencies at LAX – from minor to extreme.

Analyzing and setting definite flight paths by utilizing satellite-based navigation technology throughout Southern California is an admirable goal for controlling air traffic. However, there have been many concerns stated by neighbors about the durability of the satellites and whether a back-up system could be activated seamlessly.

The increase in noise and air pollution for the residences under the concentrated flight paths is still a major concern. The amount of these impacts must be determined as part of the EA process. The study must also include the expected increase in air traffic for the area.

1876

Danna Cope (continued)

1876-01

Due to the issues raised above and in my communication of September 9, 2015, I **disagree with the FAA's conclusion**: "Under both the Proposed Action and No Action Alternative, there would be no changes in aircraft noise exposure that would exceed the FAA's significance threshold for noise impacts on people..."

Thank you for the response deadline extensions, and the opportunity to attend the public hearings and to comment on this EA.

Sincerely,

Danna Cope
8219 Reading Avenue
Westchester, CA 90045
310 641-2503
dannacope@gmail.com

1876

Response

1876-01

Thank you for your comment.

1877

Karen Dye

From: Karen Dye [karenhaynesdye@gmail.com]
Sent: Friday, October 09, 2015 1:11 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: POINT LOMA

1877-01

I AM OPPOSED TO THE CHANGE IN THE FLIGHT PATH BECAUSE:

1. LINDBERGH FIELD IS A BUSY AIRPORT WITH ONLY ONE RUNWAY THAT CANNOT SAFELY HANDLE ADDITIONAL TIGHTER TURNS THAT RETURN OVER POINT LOMA
2. FLIGHTS THAT MAKE A TIGHTER TURN TO THE SOUTH AND OVER POINT LOMA ARE HEADING TOWARD LINDBERGH FIELD WITH MORE OPPORTUNITIES FOR COLLISIONS AND NORTH ISLAND NAVAL AIRPORT WHICH SERVICES JETS AND HELICOPTERS. ANOTHER AREA WITH ADDITIONAL OPPORTUNITIES FOR COLLISIONS
3. LASTLY, I DO NOT BELIEVE THE FAA HAS BEEN HONEST ABOUT THE REASON FOR THE CHANGES. IT IS NOT TO SAVE GAS... THAT IS NOT A FAA CONCERN. IT IS LIKELY TO INCREASE THE NUMBER OF FLIGHTS OVERALL. ADDITIONAL FLIGHTS WILL MAKE THE AIRPORT MORE DANGEROUS AND POSE A THREAT TO ALL PASSENGERS AND RESIDENTS AND ANYONE IN THIS AREA. IT WILL RUIN THE BEAUTIFUL NEIGHBORHOOD AROUND THE AIRPORT, BEACHES, AND DOWNTOWN AND NEGATIVELY AFFECT OUR TOURIST INDUSTRY.

KAREN DYE

1877

Response

1877-01

Please see **Topical Response 11 – Point Loma.**

1878

Candace Szalay

From: Candace Szalay [szalays@cox.net]
Sent: Friday, October 09, 2015 1:12 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen Proposal, San Diego International Airport

Dear Sir or Madam of the FAA,

I have been a life-long resident of Point Loma (San Diego, CA 92106) and I strongly oppose your NextGen Proposal that will redirect flights over our neighborhood. Our community has always been impacted by our close proximity to Lindberg Airport. However, your proposal to delete the waypoint (LOWMA) near the tip of Point Loma to allow eastbound airplane traffic departing San Diego International Airport to fly over a densely populated community will have a tremendous negative impact on our lives. Although I would support your goal to reduce your "carbon FOOTPRINT", this reduction will "STOMP" on the quality of life in our community. Any small goal of fuel savings expected to result from this specific SAN departure flight path realignment will come at the significant cost of noise, visual, air and water runoff pollution to our residential, elementary schools, college, national park and national cemetery areas of Point Loma.

As a federal agency, one your priorities is to protect the public safety. Considering that responsibility, please answer the following questions:

1878-01

1. How can the savings of a small amount of fuel justify endangering the residents living under the proposed change in flight path. Is there a cost you have allocated to human health and safety?
2. Considering that the current portion of the flight path is over the ocean and does not have an direct negative impact on any community, what cost factors have you associated with the noise, air, and water pollution adverse effects on our homes and schools generated by your NextGen Proposal?
3. When creating your NextGen proposal, was any research completed that considered the number of people (population numbers) impacted by redirecting the flights over our community and the number of students attending public and private schools (grades preschool through college) in the area whose education will be impacted? It is my sincere hope that you did not just look at a map and your statistics to make this revision. Were human factors and quality of life considered during your decision?

I am looking forward to receiving you answers to my questions regarding the human health and safety impact of your NextGen proposal. Once again, I strongly protest your proposed revision in the flight path that would direct additional air traffic over our Point Loma community.

Submitted by
 Candace B. Szalay
 977 Orma Drive,
 San Diego, CA 92106

1878

Response

1878-01

Please see **Topical Response 11 – Point Loma.**

1879

Tracy Woodside

From: tracywoodside@cox.net [tracywoodside@cox.net]
Sent: Friday, October 09, 2015 1:17 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex EA concerns

1879-01

The meeting you held on Tuesday night in the Point Loma area of San Diego (92106) was a travesty. Your presenters were putting incorrect (far out-of-date and inconsistent with reality) information on the screen, would not respond to questions, and cared so little about the opinions, questions, and concerns of those who would be affected by the removal of the LOWMA waypoint that they did not even bring a recorder.

1879-02

Planes flying over the south half of the Point Loma peninsula, where they are not supposed to be now but have been doing for the past couple of weeks anyway will negatively impact the Cabrillo National Monument, Loma Nazarene University, and residents below whose health, property values, and lifestyle would be severely impacted by the noise and air pollution. I am a senior citizen with asthma, live in a home without air conditioning (few in our area have air conditioning, having purchased here because the weather is temperate most of the time) so the windows can be opened to enjoy the ocean breezes. My health will definitely be impacted if I open windows to breathe in jet-fuel soot or close them to suffer in 80 and 90-degree temperatures unmitigated by cooling breezes.

Many of the residents of our area are also seniors who may be more impacted by the air pollution and soot that planes flying over our area TWICE (leaving the airport, then sharply turning back east to fly over us again) than those with younger lungs. Seniors find it more difficult physically and financially to move to get away from your efforts to ruin our remaining years.

1879-03

The current waypoint was agreed to by the FAA many years ago; you should not renege on it! If you do, you should be prepared to recompense all the people in the southern half of the peninsula for the hundreds of thousands of property value you will be stealing from them, as well as for the medical expenses they will incur from jet-fuel pollution.

Since airplanes must rise instantly on leaving the airport to clear the elevation of Point Loma, safety concerns of those living below the flight path that could arise from mechanical and/or human error are very real. Greatly expanding those at risk, then doubling back over homes again is adding insult to injury.

Terribly impacting so many lives to save a bit of jet fuel and air time is a horrible, unconscionable trade-off. Obviously, you have been well bribed by the airlines to even consider it.

Crooked FAA officials should be imprisoned, not force deviation from our over-the-OCEAN (nor people) waypoints.

Do not expand the land you are flying over and dishonor your past compacts with our area,

Tracy Woodside, 3429 Hill Street, San Diego, CA 92106, 619-255-6436,
tracywoodside@cox.net.

1879

Response

1879-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1879-02

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

1879-03

Please see **Topical Response 11 – Point Loma.**

1880

Katherine Landis

From: Kathie Landis [k-landis@cox.net]
Sent: Friday, October 09, 2015 1:19 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to NextGen Proposal

October 8, 2015

To Whom It May Concern:

1880-01

San Diego airport is a non-conforming airport and has a Title 21 Variance to operate. The Title 21 Variance is renewable in 2017. The Point Loma community existed before the airport, therefore it is the responsibility and obligation of the airport and the FAA to monitor, measure, and mitigate noise, pollution, air quality, etc., before and after any changes are proposed. There have been no noise monitors placed around and below the Chatsworth Street. The only monitors remotely close to my residence, and the proposed MetroPlex plan and flight patterns (with “enhanced efficiency” as the number one priority, stated by Glenn Martin of the FAA, meeting 10/6/15) will change more to the south. RMT#20 at the end of Plum Street is 0.64 miles away, and is placed in a canyon. RMT#21 at Del Mar and Froude, 0.72 miles away, is on the other side of a mountain due west, as is RMT #25, 0.76 miles away and also on the other side of the mountain, hence there is no noise monitoring being performed for the neighborhood of Fleetridge or South. Fleetridge sits on the top of the hill and is experiencing a dramatic increase in air traffic, consequently noise pollution. This lack of monitoring is unacceptable and is not conforming to the Title 21 Variance of the SDIA. There has been a significant increase in planes flying at or below or at the 270 angle, with no monitoring of the noise and pollution impact. The FAA has the right to divert planes for safety purposes, but NOT for efficiency, to pack in more flights, and it is the burden of the FAA to prove that any fanning is necessary for safety purposes. The graphic shown at the FAA meeting is a model only, and not actual. It does not reflect the number of plane routes that are already flying over the community, south of the established 290 JETTI waypoint.

1880-02

1. Why is the safety of the peninsula being compromised for fuel savings?
2. Why are flights proposed to cross military sub base with 1/10th of countries gas reserves?
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 residences?
4. When can these residents expect the Quieter 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,
Katherine Landis
940 Gage Drive
San Diego, CA 92106
Sent from my iWizard

1880**Response****1880-01**

The commenter expresses concern that San Diego International Airport is “non-conforming,” subject to a Title 21 variance under California law, and has not installed new noise monitors near her house. These concerns are outside the scope of the Proposed Action and should be directed to the local airport authority. The SoCal Metroplex Project is a federal action by the FAA and subject to Federal requirements, including NEPA.

The commenter also alleges a recent increase in aircraft overflights. Any changes in aircraft overflight currently being observed by the commenter is not part of the Proposed Action. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action nor has the proposed procedures been implemented. Please see **Topical Response 02 – Existing Conditions**.

1880-02

Please see **Topical Response 11 – Point Loma**.

1881

Rachel Kelley

From: Rachel Kelley [rachelkelley@verizon.net]
Sent: Friday, October 09, 2015 1:21 AM
To: 9-ANM-SoCalOAPM (FAA); Gregor, Ian (FAA)
Subject: Re: FAA SoCal Metroplex Project Advisory

To all concerned:

Please do not change the current SMO flight pattern.

My name is Rachel Kelley and my family and I have lived in Sunset Park, Santa Monica, CA for twenty years.

The newly proposed flight path for SMO would fly directly over my house. (Please see attached photo showing plane over my next door neighbor's roof).

It seems that this plan would require aircraft departing from Santa Monica Airport (SMO) to turn north before reaching the shoreline (similar to the FAA 250-heading test in 2010 that led to thousands of complaints from Santa Monica residents). It would also allow aircraft to fly lower over residential neighborhoods and, by reducing delays in jet takeoffs at SMO, it would apparently **encourage an increase in jet traffic at Santa Monica Airport (15,000 jet landings and takeoffs at SMO in 2014)**.

1881-01

There have been 14 airplane crashes since 1970 that could have directly affected my family's safety due to their location in my Sunset Park, Santa Monica neighborhood. If not for Pen Mar Golf course and Rose Ave being available for the pilots, at least four of these crashes would likely have occurred in my densely populated neighborhood.

This new flight path proposal is insane because it eliminates the Rose Ave/Pen Mar "emergency landing" option. Look at my attached photo and see how ridiculously close some of these pilots fly to our homes as they "underestimate" the surrounding hillsides.

There are already LAX approach landing patterns flying over my house. How much air traffic, fuel/pollution, noise and risk is my family/neighborhood to endure so a priveleged few at SMO do not have to wait on clearance from LAX should the new heading be adopted? How convenient for the them, what a daily nightmare for us.

Please do not change the current SMO flight pattern.

Thank you for your attention,

Rachel Kelley

1881

Response

1881-01

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

1882

Steven Bluhm

Steven. R. Bluhm
 3636 Rosecroft Lane
 San Diego, CA 92106
stevenbluhm@gmail.com
 619-226-4624
 10/08/15

To: FAA
 Re: Impact of FAA Flight Path Change Proposal on local schools

To Whom It May Concern:

I am deeply concerned about the proposed flight path changes for Lindbergh Airport (SAN), particularly due to the fact that the new routes will immediately impact the health, safety and environment of five (5) elementary schools (K through 8). The combined enrollment of these schools, according to their websites, is nearly 2500 children. If the new flight paths are implemented, the following schools will find themselves placed under departing flights:

1. Dana Middle School	1775 Chatsworth Blvd. 92107	809 Students
2. Cabrillo Elementary	3120 Talbot St. 92106	186 Students
3. Silver Gate Elementary	1499 Venice Blvd. 92107	503 Students
4. Warren Walker	4605 Point Loma Ave 92107	445 Students
5. Sunset View Elementary	4365 Hill Street 92107	500 Students

In addition to the above young children, the campus of Point Loma Nazarene University, located at 3900 Lomaland Dr. 92106, has undergrad enrollment of 2568. Therefore, about five thousand students will be negatively impacted by the change in the takeoff routes, in perpetuity.

1882-01

"Research on the effects of aircraft noise on children's learning suggests that aircraft noise can interfere with learning in the following areas: reading, motivation, language and speech acquisition, and memory"

-FEDERAL INTERAGENCY COMMITTEE ON AVIATION NOISE
 FICAN Position on Research into Effects of Aircraft Noise on Classroom Learning
 Dated September, 2000 (See PDF attachment for full report)

"For example, a recent study prepared for the European Union suggests that a 5 dB-increase in noise exposure translates to a 2-month delay in reading scores..."

"Furthermore, a pilot study for the Federal Interagency Committee on Aviation Noise (FICAN) found that low-performing students' test scores were more likely to improve after their schools were insulated against aircraft noise."

-Assessing Aircraft Noise Conditions Affecting Student Learning

-Transportation Research Board. ACRP 02-26 [Final]

<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=2797>

AIRCRAFT NOISE AFFECTS STUDENT LEARNING

As your administration is presumably aware, countless worldwide studies, including those from US Government Agencies consistently show that students are negatively impacted when airplane noise intrudes the classroom.

I have enclosed copies of detailed research work performed by universities, international agencies, Ph.D.'s, The European Commission, and the National Academy of Sciences. The evidence is overwhelming, and must be considered when

1882

Steven Bluhm (continued)

deciding to reroute planes over these schools.

Kindly make note of the fact that one of these studies has suggested that an increase as little as 5dB can have an adverse impact on children's learning. Also, please make a note of the EU's follow up report on students which shows evidence of long-term effects.

1882-01

In Summary

I appreciate that there are many variables in this decision. However, I implore the committee to consider the long term ramifications of putting these schools at risk, especially considering the evidence in countless studies.

The media has tossed around an annual savings of something like \$5million if these changes are implemented. It seems ludicrous to compare that number to the impact on the generations of students whose education will be significantly downgraded.

Respectfully submitted.

Steven R. Bluhm
10/08/15

ENC as attachments to email

1882

Response

1882-01

The commenter is concerned about flight path changes from Lindbergh Airport and the health, safety, and environmental impacts for five elementary schools. 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.

Regarding safety, 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 as stated in Section 2.2 of the EA. 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).

Please see **Topical Response 11 – Point Loma**.

1883

Danita Gouveia

From: 1luckymom [1luckymom@cox.net]
Sent: Friday, October 09, 2015 1:26 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight path proposal

To may it concern-

I am very concerned about the new proposed flight path!!! I do not agree with the proposed changes for these reasons:

1. It is unsafe for airliners to fly over populated areas...as you know the risk of accidents are highest during take offs and landings. Keep the flights flying over the ocean where if an accident occurs it will not impact people on the ground.
2. It is unhealthy to have planes polluting the air over populated areas. For the few gallons of fuel that airlines would save it is not wise to have our health compromised.
3. Leave the airspace around our neighborhoods alone. The new changes have planes flying right over schools like Cabrillo Elementary, Ocean Beach Elementary, Dana Middle school, Sunset View, Point Loma Nazarene to just mention a few. You have more potential noise, risk of accidents that could have an airliner crash into one of schools, not to mention of the unhealthy pollution of fuel or other things that can fall from the sky.
4. Point Loma already has more flights flying over since the change was made because of construction of the new runway at Lindbergh field. It was supposed to be just a temporary adjustment until the runway was completed. The new runway is done and we still have planes flying over our house. When is that going to change?
5. Point Loma does have military jets flying maneuversthey are noisy but that are not flying all hours of the day and night. How safe is it to have airlines and military jets flying virtually in the same airspace?
6. Please show us the environmental impact study that was done to document any risk of the proposed changes. Was one done?
7. Why is the FAA being so concerned about shortening the flight pattern at the risk of contributing to safety and health of our community?
8. Do not try and fix what is not broken!!!!
9. Let's keep Point Loma families safe and leave the current flight path in place.

1883-01

Danita Gouveia
 619-222-1938

1883

Response

1883-01

Please see **Topical Response 11 – Point Loma.**

1884

Amy Blum and David Zubkoff

From: David Zubkoff [dz@dzubkofflaw.com]
Sent: Friday, October 09, 2015 1:27 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: 'Amy Blum'
Subject: Southern California Metroplex project -- questions and comments regarding contemplated elimination of waypoint LOWMA

From: David Zubkoff & Amy Blum
 3691 Liggett Drive
 San Diego, CA 92106
 619-804-0433
 dz@dzubkofflaw.com

To: FAA Staff

Date: October 8, 2015

Re: Southern California Metroplex project -- questions and comments regarding contemplated elimination of waypoint LOWMA

Thank you for affording this opportunity for members of the public to pose questions and comments regarding the contemplated elimination of waypoint LOWMA, as part of the Southern California Metroplex project. The matter is one of concern to us as long-time residents of Point Loma, as business and homeowners in Point Loma, and as the parents of children who attend schools and participate in outdoor activities in Point Loma. One of us having attended the October 6, 2015 community meeting at which several members of your staff introduced themselves, we noted with appreciation their assurances that all questions and comments submitted before midnight tonight would be addressed in the FAA's next round of Southern California Metroplex reports. Hence these questions and comments:

1884-01

1. We understand that a principal motivation for the contemplated elimination of waypoint LOWMA is to achieve anticipated cost savings for air carriers that operate out of Lindbergh Field. What is the annual magnitude of the projected cost savings (a) in the aggregate and (b) on average per departing flight? What other considerations are weighing in favor of the contemplated elimination of waypoint LOWMA? What sort of cost-benefit analysis has been performed to weigh such benefits against the effect on quality of life?
2. We understand that people in many areas of the country live in communities that experience aircraft noise; however, most of those communities are not beside the ocean. Reflecting on the tragic collision of flight PSA 182, in which more than 150 people – comprised not only of aircraft passengers, but also of people going about their day-to-day affairs on the ground – perished not far from Point Loma some years ago, we are moved to ask: Why would we not continue to avail ourselves of an area as thinly populated as the adjacent ocean for completing the eastward turn, rather than effectively doubling the amount of time that aircraft remain aloft over an area as heavily populated and (with military flight activity) heavily congested with aircraft as the communities of Point Loma, Ocean Beach, and Coronado?
3. What consideration has been given to the difference in the effect on water quality that fuel and fuel particulates and byproducts have when released over land versus over water? It is my understanding that, when such pollutants are released directly over water, they dissipate relatively quickly on contact with the

1884

Amy Blum and David Zubkoff (continued)

water; whereas, when such pollutants are released over land in an environment (such as San Diego) that experiences very little rainfall, they accumulate over time on and in the ground and on buildings and trees and other surfaces, resulting in unusually high concentrations of pollution through storm water discharge when rain occurs.

4. Many people have made decisions to move to (or not move from) areas of Point Loma not historically affected, or only minimally historically affected, by aircraft noise, and they have done so in large part because of a desire to not experience aircraft noise. These people have not moved to the nuisance. But it appears as though the contemplated elimination of waypoint LOWMA might have the effect of moving the nuisance to them/us.
5. One of the benefits of the eastward turn being completed over the ocean, rather than over Point Loma, is that it has spared visitors to Fort Rosecrans National Cemetery, Cabrillo National Park, and Sunset Cliffs Natural Park from the noise of jet engines while visiting and tending to grave sites or enjoying the park lands. It also likewise has spared students at the numerous primary and secondary schools in the Point Loma and Ocean Beach communities and at Point Loma Nazarene University. What consideration has been given to the contemplated action's impacts on these features of Point Loma?
6. Concerns were expressed at the October 6 meeting about the method the FAA is using to assess noise levels in connection with the Southern California Metroplex project. What are the relative merits of the different available methods for making these assessments, and why has the FAA elected the method it is using over the other available methods?
7. Does the contemplated action include changes in the number or frequency or altitude over Point Loma of any category of flights (for example, so-called "heavy planes") that would be departing Lindbergh Field?
8. Mention was made at the October 6 meeting of California Title 21 pertaining to noise level monitoring, and an assertion was made that the FAA either was out of compliance or, if the contemplated action were to be implemented, would be out of compliance with Title 21. Please comment on the effect if any that the contemplated action would have with regard to Title 21, and visa versa.

1884-01

Thank you in advance for including these questions and comments among the matters to be substantively addressed in your next round of Southern California Metroplex reports. We have no doubt that Metroplex is a challenging undertaking, we appreciate your service, and we appreciate your taking our input to heart.

Amy Blum & David Zubkoff

1884

Response

1884-01

The commenter asks about the assumed cost savings associated with the Proposed Action. For further discussion on cost savings, please see **Topical Response 05 – Purpose and Need**.

The commenter asks about the routing associated with the proposed IIBEE (now ZZ000) SID and the elimination of the LOWMA waypoint. For further discussion on these topics, please see **Topical Response 11 – Point Loma**.

The commenter expresses concern for air pollution and the impacts on water quality. The EA analysis concludes that the Proposed Action, when compared to the No Action Alternative, will not result in significant impacts. Please see section 5.8 for a description of air quality analysis.

1884

Response (continued)

1884-01

The commenter states that the FAA's noise analysis for this project was questioned at the October 6 meeting hosted by the San Diego County Regional Airport Authority. The noise analysis conducted in support of the EA for the SoCal Metroplex Project uses the FAA's required noise model, NIRS, and a standard methodology consistent with direction issued in FAA Order 1050.1E. The FAA-approved NIRS noise model used grid points to calculate and evaluate noise throughout the entire General Study Area. This includes one or more grid points located at or adjacent to Fort Rosecrans National Cemetery, Cabrillo National Monument, Sunset Cliffs Natural Park, and Point Loma Nazarene University. The results of this noise analysis are discussed in Section 5.1 of the EA and 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, including at the specific locations identified by the commenter. In addition, the Proposed Action would result in no reportable noise increases when compared to the No Action Alternative.

The commenter also asks whether the Proposed Action would include a change in the frequency and/or number of operations over the Point Loma area. 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.

Finally, the commenter also expresses concern regarding an assertion that the FAA may be in violation of a noise variance issued under the State of California's noise standards as set forth in California Code of Regulations Title 21. The noise variance is issued under a California law and may be applicable to San Diego International Airport (SAN). Regardless, the EA prepared for the SoCal Metroplex Project assesses potential noise impacts associated with the Proposed Action. As stated above, 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.

1885

Kathryn Vaughn, Esq.

From: Kathryn Vaughn [k@vv-law.com]
Sent: Friday, October 09, 2015 1:31 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: SoCal Metroplex Project - LOWMA Waypoint

Kathryn Vaughn
 907 Bangor Street
 San Diego, CA 92106

October 7, 2015

Federal Aviation Administration
 Seattle, Washington

**RE: OPPOSITION TO PROPOSED FAA CHANGE OF FLIGHTS FOR
 EASTBOUND PATH OUT OF LINDBERGH FIELD REMOVAL OF LOWMA
 WAYPOINT**

**Draft EA for SoCal Metroplex Project June 2015 is Insufficient and
 Defective on its face:**

Our family has lived in the proposed FAA change of flights for Eastbound Paths out of Lindbergh Field area for over thirty years and we are directly impacted by this proposal. We hereby oppose the FAA's flight path proposal and removal of LOWMA Waypoint for multiple reasons including but not limited to: the draft EA is insufficient and fails to specifically address the impact upon the Point Loma Region. Specifically, the draft fails to detail the potentially significant and detrimental impact upon the health and safety of the new flight paths upon the Point Loma residents. If the FAA adopts this defective draft EA and rushes to finalize the environmental process with the Implementation Plan for the SoCal Metroplex Project, the long term effect will not only impact those that live here now, but our children, grandchildren and generations to come from increased air traffic over our homes and schools. We highly recommend that the FAA take a closer study of the actual impact of their decision upon the Point Loma region and not rush to any decisions until such time that all detailed data and analysis are completed via an EIS.

1885-01

First, the Draft EA for SoCal Metroplex Project is insufficient on its face and fails to properly evaluate the actual environmental impact upon the Point Loma Area. The FAA has a duty to thoroughly evaluate the safety and environmental impact of flight path changes in each of the cities. The current draft is a generic report for multiple cities and to adopt such findings that if aircraft are allowed to fly in a new boundary area that a *"minimal impact"* will occur by the removal of the LOWMA waypoint fails to meet established legal rights of its citizens. (SEE EXHIBIT A attached hereto.) Please review Exhibit A which outlines exact defects of this insufficient drafted EA. We ask that the FAA take the time to review the comments and information provided by its citizens on October 6, 2015 at Liberty Station workshop and conduct an EIS. We request the FAA to publish the draft of an EIS for review by the public with proper individual notice to all of its residents followed by a hearing with FAA representatives prepared to reviews, discuss and record statements by all.

1885

Kathryn Vaughn, Esq. (continued)

1885-01

degradation of some human environmental factors. On October 6th, during the FAA hosted workshop, hundreds of people stated their complaints about experiencing a personal significant impact from noise and air pollution from the increasing number of airplanes flying in the newly proposed flight area: additional soot covering of their houses, yards, school grounds and a significant increase in noise. Several citizens attested to the fact that they are currently experiencing black soot on their homes and the noise level impacts a basic conversation—from the recent change in airplane flights over their home that had not utilize the same flight path in the past. The majority of citizens felt their lives have been changed by planes which are now flying over their homes. Once man testified that he had cleaned a screen of his window each day for four days and held up a cleaning cloth showing black residue (he lives in an area that is experiencing new flights over their homes which would or could be similar to potential flight routes under the proposed plan). We ask the FAA to take a detailed look at the potential adverse impact of noise, air quality and upon the Point Loma residents, school children, and University students from the proposed change of airplane pathways. Please take the time to evaluate our area and not adopt a plan that covers numerous cities without specific findings of the potential impact of our local area.

Third, we are concerned about our safety. Does the draft EA discuss or analyze the increased risk of an aircraft crashing on the point if the current boundary is changed and the removal of the LOWMA waypoint is approved. Why fly more aircraft over homes and schools, when the current route has aircraft flying over the ocean. If the FAA adopts and approves the environmental study and implements the increased new flights over Point Loma, we all face new safety risks from a decision to fly over populated areas rather than open ocean space. If a plane goes down in this new area and hurts or kills its families--- what will the FAA say then? We ask the FAA to take a hard look at the safety aspect of adopting a draft EA that neglects to address potential risk of flights over populated areas versus water and conduct an EIS.

Fourth, your proposal to remove the LOWMA Waypoint and hence, change the flight boundary will also cause a significant loss of property values without compensation. I listened to several citizens of all ages who expressed their concern about saving their money to purchase property in an area with reduced flights based upon the LOWMA Waypoint plan. We understand the concept of saving airplane fuel but what about the financial impact upon the residence who live in the areas you plan to introduce new flight paths. If the Federal government wants to implement a defective unsafe change of flights over homes that devalues their property, then I'm sure the Federal government would also like to compensate these impacted property owners and provide funds to insulate their homes from sound and cleaning companies to remove additional soot from their homes and plants, as well as medical compensation for those who suffer from health conditions impacted by airplane fuel dispersed upon them on a daily basis by additional planes from new flight path boundary line.

1885

Kathryn Vaughn, Esq. (continued)

Fifth, I am on non-profit boards that serve our military and their families in the San Diego area—what is the plan to clean the thousands of monuments at Fort Rosecrans that will be covered with plane debris and soot every day from the flight path change? I can't even imagine what those headstones will look like with black streaking down their names. They served our country and deserve respect.

Conclusion, not only is the draft EA defective and insufficient as to the actual physical proposed impact upon our geographical area, but we the citizens of Point Loma are demanding that the FAA and Airport Authority conduct an EIA to evaluate the impact of additional aircraft flights already diverted over our populated areas in the Peninsula and the proposed elimination of the LOWMA Waypoint. Let's be truthful--The increase in air flights on our one runway system in San Diego can no longer be sustained without an impact on Point Loma; and San Diego air traffic control is systematically spanning the flight routes covering all of the Peninsula area to accommodate the Airline industry. ***“More flights equals more plane pollution-more planes over all of Point Loma=direct impact on its citizens.”***

Let's work together to scientifically research the proposed flight path boundary changes and removal of the LOWMA Waypoint, and properly and adequately access plans that will impact everyone's future. Thank you for your time and consideration of this matter.

Very Truly,

Kathryn Vaughn, Esq.

1885-01

Exhibit A

The following comments pertain to Draft EA for SoCal Metroplex Project June 2015

1. The Proposed Action must address a “need”, as described by Section 2.1 of the Draft EA. “The problem in this case, is the inefficiency of the existing aircraft flight procedures in the Southern California Metroplex.” The airspace of the Southern California Metroplex cover 179,416 square miles and 44 airports, 21 of which are part of this Project.

1885-02

“The purpose of the Proposed Action is to address the problems and airspace issues discussed in the previous sections (2.1.2.1 thru 2.1.2.3) in order to improve the efficiency of the procedures and airspace utilization in the Southern California Metroplex.” From Section 2.2 of the Draft EA.

Nowhere in the “previous sections” (2.1.2.1 thru 2.1.2.3) is the removal of the LOWMA waypoint discussed.

If the removal of the LOWMA waypoint is not a “need” and is not part of the “purpose of the Proposed Action”, why is it not discussed as part of the Project?

1885

Kathryn Vaughn, Esq. (continued)

2. Section 2.1.1 states “It is important to note that a key design constraint is safety. Any proposed change to **a procedure to resolve a problem must not compromise safety**, and if possible must enhance safety. Although the current procedures are less efficient, **they meet current FAA safety criteria.**”

By the removal of the LOWMA waypoint, the FAA is introducing a new issue of safety to the Point Loma Community. That negative impact to our safety comes from the impacts of increased noise, increased air pollution and increased risk to personal safety from living under a flight pattern. A simple way to mitigate those risks is to leave the LOWMA waypoint in the flight pattern.

How does the FAA justify the removal of the LOWMA waypoint when its removal is in conflict with their design constraints?

3. Section 3.1.2.3 discusses departure procedures for design. “The Study Design Team made recommendations to address the issues identified with SAN POGGI THREE departures. Two of these recommendations were (1) Separating the departure flow from the jump zone traffic, by moving departing traffic south, (2) remove speed constraints to improve efficiency.” From page 3-8.

Exhibit 3-5 shows that the JETTI – LOWMA – ZZOOO waypoints are part of the current and proposed design recommendations in November of 2011. (page 3-8)

Exhibit 3-6 shows the deletion of the LOWMA waypoint from the proposed design recommendations in July of 2014. It also shows the “Estimated Flight Path from JETTI – ZZOOO taking the same course, as if LOWMA was still part of the recommendation. (page 3-9)

1885-02

If the flight path didn’t change, why did you remove the LOWMA waypoint?

4. The JETTI – LOWMA – ZZOOO flight path keeps the departing aircraft from overflying the community of Point Loma. The removal of the LOWMA waypoint creates the opportunity for a flight path to cross over 1/3 of the populated area of Point Loma as well as the Cabrillo National Monument, the Fort Rosecrans National Cemetery, the Point Loma Nazarene University, the Ballast Point Naval Base, local elementary and middle schools, local parks and recreation centers. There is no discussion of this in EA summary of impacts.

Why are the impacts to safety, air quality and significant cultural, historic and biologic resources ignored?

What are the proposed mitigations for these impacts? What is the cost of these mitigations? What is the implementation schedule for these mitigations?

5. Cabrillo National Monument is the second most visited National Monument in the state of California. Over 736,000 people visited this local treasure in 2014. There are historic, cultural and biologic resources of great importance to the San Diego and California regions on display at this facility. Outdoor activities like hiking, whale watching, tidal pool exploration and others will be impacted by the over-flights of the Cabrillo National Monument.

The SAN IIBEE SID aerial map with current and proposed flight tracks, clearly shows the medium and heavy jets will overfly the Cabrillo National Monument. The noise and air pollution from these over-flights will impact the enjoyment of this

1885

Kathryn Vaughn, Esq. (continued)

facility.

In Section 4.3.3 the Draft EA discusses the Department of Transportation Act, Section 4(f), which states "...the Secretary of Transportation will not approve any ... project that requires the use of any publicly owned land from a public park ... unless there is no feasible alternative ... and unless the project includes all possible planning to minimize harm resulting from the use. The term "use" includes both physical and indirect impacts to Section 4(f) properties." ... "An [indirect] use would occur when an action would result in substantial impairment of a resource to the degree that the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished."

Flyovers by medium and heavy jets will impact the enjoyment of the Cabrillo National Monument. Retention of the LOWMA waypoint will minimize the harm to the Monument, and is certainly feasible and far more economic than other mitigation measures.

Has the FAA consulted with the National Parks Service, the Department of the Interior and the Secretary of Transportation specifically with regards to the impacts created by the removal of the LOWMA waypoint on the resources at the Cabrillo National Monument?

1885-02

6. From the documentation supplied in the Draft EA and from the Exhibits offered, it is impossible to decipher the noise and Compatible Land Use impacts to the property south and west of the flight path limitation line drawn between JETTI and ZZOOO. Table 5-1 states the Threshold of Significance for Noise Impacts is "A significant noise impact would occur if analysis shows that the proposed actions will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above the 65 dB noise exposure when compared to the no action alternative for the same timeframe."

What are the current ambient noise levels across Point Loma? There are numerous noise monitoring stations already in place from previous litigation of airplane noise. What is the existing condition? That information is not provided.

What are the results of the "analysis" for future noise increases? Since the Project would remove the LOWMA waypoint, should the analysis be limited to the "proposed medium and heavy jet flight patterns"? Current flight tracks already show that planes are crossing over Point Loma before the LOWMA waypoint. The future flight tracks will certainly be "inside" your proposed medium and heavy jet flight paths. What are the worst case analysis results for noise impacts when the jets travel along the flight path limitation line between JETTI and ZZOOO?

7. Since the Threshold of Significance for impacts to Compatible Land Use is the same as the noise impact. My questions are the same. What are the impacts to the land uses of the Cabrillo National Monument, the Point Loma Nazarene University, the local elementary and middle schools, local parks and recreation areas? What are the worst case analysis results for compatible land use impacts when the jets travel along the flight path limitation line between JETTI and ZZOOO?

1885

Kathryn Vaughn, Esq. (continued)

8. The Threshold of Significance for impacts to Air Quality is “a significant air quality impact with an FAA project or action would be demonstrated by the project or action exceeding one or more of the NAAQs for any of the time periods analyzed.”

What are the current air quality levels across Point Loma? There are numerous air quality monitoring stations already in place from previous litigation of airplane pollution. What is the existing condition? That information is not provided.

What are the results of the “analysis” for future air quality impacts? Since the Project would remove the LOWMA waypoint, should the analysis be limited to the “proposed medium and heavy jet flight patterns”? Current flight tracks already show that planes are crossing over Point Loma before the LOWMA waypoint. The future flight tracks will certainly be “inside” your proposed medium and heavy jet flight paths. What are the worst case analysis results for air quality impacts when the jets travel along the flight path limitation line between JETTI and ZZOOO?

9. Since no significant impacts were found due to noise, compatible land use, air quality or the DOT Act for Section 4(f) resources, the Draft EA deems this Project to have no requirement for mitigation. However, if your determinations of level of significance for these impacts (or others) are found to be insufficient, the cost of the mitigation programs will be very significant. The Purpose of the Proposed Action deals with significant issues at 21 airports around Southern California. The Project proposes significant improvements in the air traffic control efficiencies at, around and between these airports.

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The departure flight path changes from SAN are one of the least important improvements to efficiency with the Project, yet it may carry with it the greatest potential for additional costs and law suits challenging the Projects’ environmental analysis. The removal of LOWMA waypoint has the potential for significant impacts to the health and well-being of the Point Loma residents, students, military personnel and the Cabrillo National Monument. The retention of the LOWMA waypoint has the least impact on the improvements in overall efficiency sought by the Project.

The FAA Design Constraints require “Any proposed change to a procedure to resolve a problem must not compromise safety, and **if possible must enhance safety.**” Removing LOWMA may compromise safety. Removing LOWMA does not enhance safety!

In developing Alternatives, Section 3.1.2 states “...If a procedure introduced a new hazard or increased the severity and/or likelihood of an existing hazard, the design was adjusted or mitigated to reduce the hazard to acceptable levels.” Removing the LOWMA waypoint has introduced a new hazard and increased the severity of an existing hazard. The Project design was not adjusted or mitigated. Therefore, the Project has failed to address an alternative that is required. Retaining the LOWMA waypoint does not introduce a new hazard. If the Project will continue as the Draft EA suggests, a new Alternative of retaining the LOWMA waypoint should be analyzed and included in the Final EA.

In the discussion of the D&I Team recommendations in Section 3.1.2.3, the retention

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Kathryn Vaughn, Esq. (continued)

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of the LOWMA waypoint does not preclude the new SID called IIBEE, therefore the recommendation to move the routing south to eliminate the interaction with the jump zone can be achieved. The recommendation to remove speed requirements to improve efficiency was not accepted until after the JETTI waypoint was cleared because of noise impacts to the Loma Portal community. The retention of LOWMA waypoint does not preclude the removal of the speed constraints after the JETTI waypoint (if any), it will only require those departure flights to continue south to clear the Cabrillo National Monument before turning east. Granted, this will be lesser improvement to the Projects overall efficiency improvements, but one that comes with much greater upside, than downside.

Will the FAA acknowledge the validity of these arguments and retain the LOWMA waypoint?

Kathryn Vaughn Esq. | Managing Partner

[Law Offices of Vaughn & Vaughn](#)

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1885

Response

1885-01

Please see **Topical Response 11 – Point Loma**.

1885-02

The commenter provides a number of comments related to the SoCal Metroplex Project.

1. The commenter is concerned with the need of the project and that nowhere in the EA is the removal of LOWMA waypoint discussed. As stated in Section 2.2 of the EA, *Purpose of the Proposed Action*, the Proposed Action would optimize

1885

Response (continued)

procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with the FAA's mandate under federal law. Also, information on specific Proposed Action designs is found in the SoCal Design and Implementation Team Tech Report.

2. The commenter states that the removal of LOWMA waypoint introduces a new issue of safety to the Point Loma Community. 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).

3. The commenter asks why the LOWMA waypoint was removed in the Proposed Action procedure in 2014 compared to the 2011 Study Team proposal which included the LOWMA waypoint. The route length between the JETTI and LOWMA waypoint on the current POGGI SID does not meet criteria requirements in accordance with FAA Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design. After multiple design prototypes and evaluations, the D&I Team concluded that LOWMA waypoint would need to be removed in order to meet design criteria due to the length between JETTI and LOWMA. The FAA has considered comments received on the Proposed Action proposal over Loma Point and included a departure procedure named the ZZOOO that has adjustments included. For more information, please see **Topical Response 11 – Point Loma**.

4. The commenter is concerned with the flight paths over the community of Point Loma and that the impacts are ignored. The EA was prepared in full compliance with 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 there would be no significant impacts of the Proposed Action when compared to the No Action Alternative in each of the relevant environmental resource categories. The commenter should note that, until completion of the NEPA process, no decision has been made on the SoCal Metroplex Proposed Action.

Mitigation is not provided in the EA because the results of the noise analysis

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Response (continued)

indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases. Similarly, the analyses conducted for other environmental resource categories indicate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts. Accordingly, mitigation is not warranted.

5. The commenter is concerned with Cabrillo National Monument and asks if the FAA consulted with National Parks Service, the Department of Interior, and the Secretary of Transportation. 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 discussed in Section 4.3.3.1 of the EA. Please see Appendix A of the EA for information on governmental outreach conducted for the EA.

6. The commenter is concerned with the noise impacts and the methodology involved in the noise analysis. She is also concerned with ambient noise levels and the noise monitoring stations already in place. 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 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**.

Regarding noise monitors, the SoCal Metroplex Project is a Federal action by the FAA and subject to NEPA. 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*, and the *Aircraft Noise Technical Report* for further information.

1885

Response (continued)

7. The commenter is concerned with compatible land use and the impacts to Cabrillo National Monument, the Point Loma Nazarene University, and local schools, parks, and recreational areas. Regarding Cabrillo National Monument, please see number 5 above. 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.

8. The commenter is concerned with air quality impacts. 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 there would be no significant impacts of the Proposed Action when compared to the No Action Alternative.

9. The commenter is concerned with impacts from the Proposed Action and says the removal of LOWMA waypoint has the potential for significant impacts to health and well-being. The commenter also states that the project requires mitigation. Regarding mitigation, please see number 4 above. Regarding the retention of LOWMA waypoint, please see number 3 above.

1886

Travis J. Likert

From: Travis Likert [travis@cresre.com]
Sent: Friday, October 09, 2015 1:38 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Concerned Citizen

To whom it may concern,

My name is Travis Likert and I live at 702 Albion Street, San Diego, CA 92106

I was a recent attendee of the FAA community meeting in Point Loma. I am alarmed by the lack of disclosure regarding the proposed changes in the flight path. The information presented was inconsistent, poorly managed and did little to explain the ramifications on homeowners who will now be subject to noise, jet fuel, and safety concerns associated with aircraft flying over our neighborhood. I have 2 small children and moved to my current location after spending a brief time on Niagara Street which is subject to a similar traffic. I would like the questions below responded to as soon as possible.

1. What will be the environmental impact on my neighborhood?
2. Do you have information regarding the effect of the pollution caused by the traffic?

1886-01

1886

Travis J. Likert

1886-01

3. What is the policy regarding flight paths over the schools in the area?
4. Why we only provided with a slideshow included a map dated 2013? Do you have a complete presentation that represents the scope of the new flightpath?
5. How may planes per day will be flying over my neighborhood?

Your prompt reply is appreciated, thank you in advance for your response.

Sincerely,

Travis J. Likert
 525 B Street #1500
 San Diego, CA 92101
 877-550-2737 **Office**
 619-770-9231 **Cell**
 619-923-2778 **Fax**
www.cresre.com

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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.

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

1886

Travis J Likert (continued)

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

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1886

Response

1886-01

The commenter is concerned about the environmental impact on his neighborhood in San Diego, CA. 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 there would be no significant impacts of the Proposed Action when compared to the No Action Alternative.

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 commenter is also concerned with the policy regarding flight paths over the schools in the area. Schools or educational facilities are included as noise sensitive areas and considered in the noise analysis. Please see Chapter 5 of the EA for a description of the impacts to noise sensitive areas.

1886

Response (continued)

1886-01

The commenter references a meeting he attended in Point Loma and is concerned they were only provided a slideshow. The commenter is referencing a meeting that was not part of the FAA Draft EA public workshops. Please see **Topical Response 13 – Point Loma Public Meeting**. The commenter also asks how many planes per day will fly over his neighborhood. As discussed in Section 4.3.1.1, the EA analysis included one year’s worth of flight track data to and from the Study Airports throughout the entire Study Area.

1887

Patrick O’Neil

From: Patrick O'Neil <paddypower@yahoo.com>
Date: October 9, 2015 at 1:40:12 AM EDT
To: "9-ANM-SoCalOAPM@faa.gov" <9-ANM-SoCalOAPM@faa.gov>
Cc: "airnoise@san.org" <airnoise@san.org>, "Glen.Martin@faa.gov" <Glen.Martin@faa.gov>, "elizabeth.ray@faa.gov" <elizabeth.ray@faa.gov>, "michael.huerta@faa.gov" <michael.huerta@faa.gov>, "michael.whitaker@faa.gov" <michael.whitaker@faa.gov>, "peggy.gilligan@faa.gov" <peggy.gilligan@faa.gov>, "carl.burleson@faa.gov" <carl.burleson@faa.gov>
Subject: Comments on Draft SoCal Metroplex Environmental Assessment
Reply-To: Patrick O'Neil <paddypower@yahoo.com>

Patrick R. O’Neil
 3324 Harbor View Drive
 San Diego, CA 92106

October 7, 2015

Via email: 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 on Draft SoCal Metroplex Environmental Assessment

Ladies and Gentlemen:

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) associated with the SoCal Metroplex Project (the “Project”).

In considering the proposed Project, I first looked at FAA’s mission statement. FAA’s mission statement is “. . . to provide the safest, most efficient aerospace system in the world.” I note FAA deliberately chose the word “safest” and not just “safe.” This is clearly a commendable mission that must be respected and adhered to.

The reason I looked up your mission statement is that mission statements are the starting point and ending point when making any important decisions, such as the Project. At the beginning of a project decision makers should refer to the mission statement to ensure the project is consistent with the organization’s overall mission. Likewise, at the end the decision makers must reassess to ensure that the proposed project still meets the organization’s mission. This last step is important, because sometimes decision makers can lose sight of the core mission along the way.

I also would like to excerpt two value statements FAA notes: (1) “Safety is our passion . . .” and (2) “Innovation is our signature. We foster creativity and vision to provide solutions beyond today’s boundaries.”

These mission statements and values are important waypoints (sorry, had to) to keep in mind throughout this letter.

1887

Patrick O'Neil (continued)

I fully support FAA's efforts and goals to establish operational improvements and optimize airspace, with the goal of minimizing the health and environmental impact of airplane emissions, *so long as such goals are not met at the expense of a greater risk to public health, safety and wellbeing.*

If implemented, the Project would significantly increase the time airplanes are flying at low altitudes above residential areas vs. the current regime where airplanes fly over the ocean. This has two major impacts:

1. Dramatically increases the likelihood an accidental or intentional airplane crash will cause human fatalities and injuries (not to mention the destruction of property); and
2. Dramatically increase the collection of particulates from airplane exhaust in residential areas, which has been shown to have deleterious health effects on people, and which will ultimately be washed in concentration into the watershed, causing harm to the environment.

By ignoring these two major impacts the Project places reducing fuel consumption above safety, health and other more direct and damaging environmental impacts. Although reducing fuel consumption is a worthwhile goal, safety and other environmental harm must take precedence. Doing otherwise would violate FAA's mission of providing the "safest" aerospace system in the world.

You may argue that your computer models (the veracity of which many dispute) do not show an inordinate increase in flights traveling over residential areas. I would counter, "Why take a chance when being wrong could result in a devastating loss of life?" Remember, San Diego has a recent history of military and commercial airlines crashing into residential neighborhoods.

As such, I would respectfully request FAA revisit its mission statement and prioritize safety (that is what "safest" requires you to do) above efficiency. Do not lose sight of your fundamental mission.

To ensure that FAA stays true to its mission, I recommend the following:

1. Maintain waypoint LOWMA, which would (a) reduce the potential for loss of human life in the event of a disaster by directing flights out over the ocean in a southerly direction past the tip of Point Loma before heading eastbound to cross back over land (Silver Strand), allowing aircraft to ascend to higher altitudes before crossing back over into populated areas in its eastern trajectory, and (b) reduce the amount of particulate matter and pollution from being deposited, and thereby collected, in populated areas and the watershed.
2. Establish an alternative waypoint near the Southern Tip of Point Loma, past the residential neighborhoods, that could result in the efficiencies desired by FAA, but would ensure that flights stay over the ocean, resulting in the same reductions noted in 1(a) and 1(b) above. If you defend the Project by referencing the models predicting air traffic will largely stay over the ocean, why not ensure such a course by establishing a waypoint, rather than leaving it to chance when the risk is so great?
3. As part of the Project commit to measuring and tracking actual data regarding the flight paths, particulates and noise increases during the first year of implementation and assessing the risk/benefit vs. "go/no go" standards set in advance, with the further commitment to revert to waypoint LOWMA if such standards are not met;
4. As part of the Project, publicly commit to lead a multi-agency effort to update airplane fuel standards (such as reducing sulfur) to minimize the environmental pollution caused by burning jet fuel. Again, I commend your efforts to minimize consumption, but the real goal is to minimize pollution, so please commit to deal with the problem directly at the source. An additional benefit of this public commitment would be to silence any inference that FAA is prioritizing the airline's profits, a critique you have undoubtedly already heard.

Please show that FAA can be truly be innovative, creative and can "provide solutions beyond today's boundaries." Without implementing the recommendations above you will be simply cutting corners, and in doing so, will be dishonoring your mission statement.

Respectfully submitted,

/s/ Patrick R. O'Neil

Patrick R. O'Neil
3324 Harbor View Drive
San Diego, CA 92106

1887-01

1887

Response

1887-01

Please see **Topical Response 11 - Point Loma**. Please also see **Topical Response 05 – Purpose and Need**.

1888

Catherine J. Colvin

From: catcolvin7@gmail.com [catcolvin7@gmail.com]
 Sent: Friday, October 09, 2015 1:43 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Long time Point Loma resident, San Diegan (and know aviation)

Please do not impose upon our fine community, Point Loma.

Our family home is at 3863 Atascadero Drive, San Diego, CA 92107. This is eight houses southwest of Nimitz Boulevard, and thus also southwest of the flight path, since the year 1968. Our family has sacrificed greatly to buy and maintain this home near our schools and church, and our library. We are familiar with this topic. My mother is now 83 and this topic disturbs her deeply as well. (My siblings and I feel upset by the prospect of more intrusion.)

We have experienced thousands of airplane departures - over 47 years of being GOOD UNDERSTANDING neighbors 24/7 - and we know the different sounds. Night and day, we can identify the various aircraft without looking. We can also hear the military aircraft at North Island NAS. We accept these things. We agree that Aviation is a very positive part of San Diego.

After 47 years at 3863 Atascadero Drive,
 YES, we noticed changes this year. No question!
 YES, a number of pilots have chosen a different path!
 YES, this is a very suspicious and very bothersome intrusion!

We have always known about operations at Lindbergh (KSAN).
 At Montgomery Field (KMYF) I am surrounded by aviation people.
 Our FAA FSDO office is just one block west. We know FAA people.
 Yes, we know Wayne Reiter at San Diego's noise office at KMYF!
 Yes I know MANY pilots, examiners, airport administration staff.
 My husband is a career pilot! Yes we do know more than most.

Please listen to San Diegans and hear our valid concerns!
 Point Loma is a fine quality community, it deserves better.
 Even if we did not have this home, we see offensive behavior!
 Shameful is another word that comes to mind.
 We LOVE aviation, but we ALSO recognize unacceptable behavior.

(May I add something meant to HELP meet with people regarding Point Loma: refrain from using "SoCal Metroplex." That is frighteningly backward, and sounds completely out of touch. I also believe that since we pay significant salary and benefits, the staff can keep up a professional appearance. Maybe someone is underestimating us. I feel this is disrespectful to all of the sincere decent residents who must voice their VALID CONCERNS.)

I became more upset that it was so difficult to find this e-mail address. (That should not be a huge effort for a citizen comment.) That fact alone speaks volumes and does not give me any warm feeling.

Please, no more intrusion, it is already plenty,
 Thank you,
 Catherine J Colvin

Sent from my iPad

1888-01

1888-02

1888

Response

1888-01

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

1888-02

Please see **Topical Response 11 – Point Loma.**

1889

Pamela J. Fair

From: pamfair@cox.net [pamfair@cox.net]
Sent: Friday, October 09, 2015 1:44 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to the Metroplex Initiative in San Diego

From:
Pamela J. Fair
4402 Casitas Street
San Diego, CA 92107

phone 619-223-8333

To Whom it May Concern:

This letter is to request that you reconsider the proposed changes in the flight routes that affect San Diego. As was raised in the recent public meeting, the impacts are more significant than has been documented in the FAA's proposal, and the draft EA is incomplete and environmental impacts have not been fully or adequately assessed.

While I understand the need to increase departure efficiencies I believe these efficiencies can be accomplished without increasing departures over Point Loma. Keeping the flight path the way it is with the LOWMA waypoint does not negatively impact anyone not already impacted but elimination of the waypoint will subject many thousands to noise pollution they currently are not subject to. Currently, much of the plane-related noise does not affect major coastal populations of San Diego since the noise is over the ocean. Unfortunately, the proposed route would create noise over populated areas and have an adverse impact on those visiting Sunset Cliffs Natural Park, a key tourist destination in San Diego, along with the Fort Rosecrans National Cemetery and the Cabrillo National Monument.

There are options that allow the FAA to meet their intentions of improving efficiency, while not creating such adverse impacts on residents and tourists. I encourage you to consider these options, and consider the key input provided by the concerned citizens most impacted by this proposed change in route.

Pamela J. Fair

1889-01

1889

Response

1889-01

Please see **Topical Response 11 – Point Loma.**

1890**Mike Strobe**

From: Ms4golf@aol.com [Ms4golf@aol.com]
Sent: Friday, October 09, 2015 1:45 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Flight Path Alteration

I am a 72 year old resident who, along with my wife, have lived in this home for 27 plus years. It is our retirement money when we sell it, which is in the not too distant future, and you're about to greatly reduce that for which we've worked our entire lives.

1890-01

We are acutely aware of the airport and its location and is why we chose this home in 1988. I have noticed in the past couple of weeks planes flying over our home simply by the noise they create which we've never had because the flight pattern has never been where you propose it or already have authorized its use. The question is, for what? Everything I've heard and read makes no economic sense, no environmental sense, nor any other "sense". The airlines who, according to your Mission Statement, are not the ones you are to be serving and to whom you are to be responsive. Your statement says the people are those to whom your allegiance lies. This flies in the face of your "Mission".

1890-02

We, my wife and I, request you not implement this plan for the absolute minimal impact on travel time and airline cost, but maximum impact on people who never bargained for, nor anticipated such a horrendous impact on our lives an economic future.

Mike Strobe
Pacific Link Development Services
731 Golden Park Ave.
San Diego, CA. 92106
Office 619-223-9915
Cell 619-890-4060
Fax 619-223-1388

1890**Response****1890-01**

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

1890-02

Please see **Topical Response 11 – Point Loma.**

1891

Russ Valone

Comment Letter 1891 is the first example of a form letter. Duplicate copies of this letter were also sent by the following individuals:

- Karen and Tim Wright
- Neal Johnson
- Hillary Kay
- Mary Zoeller
- Elizabeth Courtier
- Alfonso V. Escalante
- Peter Karvelis
- Kelly and Matt Cox
- Matthew A. Becker, Esq.
- Katherine Wright

Russ Valone
3682 Liggett Dr.
San Diego, CA 92106
RValone@marketpointe.com
619-818-8100

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

October 8, 2015

RE: Opposition to the Metroplex Initiative in San Diego

To Whom It May Concern,

This email is to be considered a PUBLIC COMMENT and PROTEST regarding air traffic changes associated with the NextGen. Please review and comment on a number of issues I take exception to in the Draft Environmental Assessment (EA) dated June 2015 and respond to the email address in the header of this letter. To start, as a consultant for the homebuilding industry I have read countless environmental impact reports in my 40 plus years in business and have yet to read one that was as incomplete and as fact less as the Draft EA being relied upon to make major changes to Metroplex operations. Where minimal scientific data is provided it is provided for Los Angeles and not San Diego. Therefore I would make two request of the FAA regarding this matter. One table or totally scrap the proposed NextGen Initiative for San Diego and leave the LOWMA waypoint as part of the departure flight track. Not accepting that solution I would request a compete Environmental Impact Study (EIS)that could and would address issues merely glanced over by the Draft EA focusing on monitoring of noise impact of newly affected neighborhoods which will be under the departure flight path, monitoring of increased PAH pollutants in higher concentrations as PAH pollutant will most likely accumulate in the storm water drainage system awaiting rain storm which will result in higher concentrations of PAH's into the water shed.

While I understand the need to increase departure efficiencies I believe these efficiencies can be accomplished without increasing departures over Point Loma. Keeping the flight path the way it is with the LOWMA waypoint does not negatively impact anyone not already impacted but elimination of the waypoint will subject many thousands to noise pollution they currently are not subject to.

I understand that the FAA in its many analyses of flight path departures cannot and will not consider noise transfers among communities in its final decision "Noise transfer tends to be a zero sum game; Community A is ecstatic and Community B is furious. Such split decisions allow the FAA to move forward with its preferred option". Fortunately in San Diego, Community B is the Ocean were not one lives and Community A is Point Loma were tens of thousands live.

1891-01

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Russ Valone (continued)

Section 5.4 - Historic and Cultural Resource

This section did not fully evaluate the impact on Historical Resources that would accompany the NextGen departure flight changes over Point Loma. While this section did discuss impact to tribal lands, 4.3.4 Historic, Architectural, Archeological, and Cultural Resources – Historic and Cultural Resources Sub-Categories and concludes no impact.

“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.”

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The Draft EA is deafeningly quiet on two major National Treasures located on the southern end of Point Loma, the Cabrillo National Monument and Fort Rosecrans National Cemetery.

Changes to flight patterns that eliminate the LOWMA waypoint will result in increased fly overs of Cabrillo National Monument which would result in significant noise impact to the more than 800,000 persons that visit Cabrillo National Monument annually.

Of all of the National Resources in the United States, one of the most distinguished is Fort Rosecrans National Cemetery. This National Treasure is the final resting place for dozens of Medal of Honor recipients as well as other notable service personnel including but not limited to Major Reuben E. Fleet. A full list of notables buried at Fort Rosecrans can be accessed by the link below.

https://en.wikipedia.org/wiki/Fort_Rosecrans_National_Cemetery

The Fort Rosecrans National Cemetery was registered as [California Historical Landmark #55](#)^[3] on December 6, 1932 and was designated as a Historical Landmark by the City of San Diego on November 6, 1970. Like the Cabrillo National Monument, this National Treasure would be gravely impacted by increased air traffic departures should the Metroplex Initiative for San Diego Airport be implemented.

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Russ Valone (continued)

5.4.1 Summary of Impacts

“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. Furthermore, any changes in aircraft traffic patterns would occur at altitudes and distances from viewers that would not substantially impair the view or setting of historic resources or tribal lands. Therefore, no adverse indirect effects to historic resources or tribal lands under the Proposed Action would be anticipated for 2015 or 2020.”

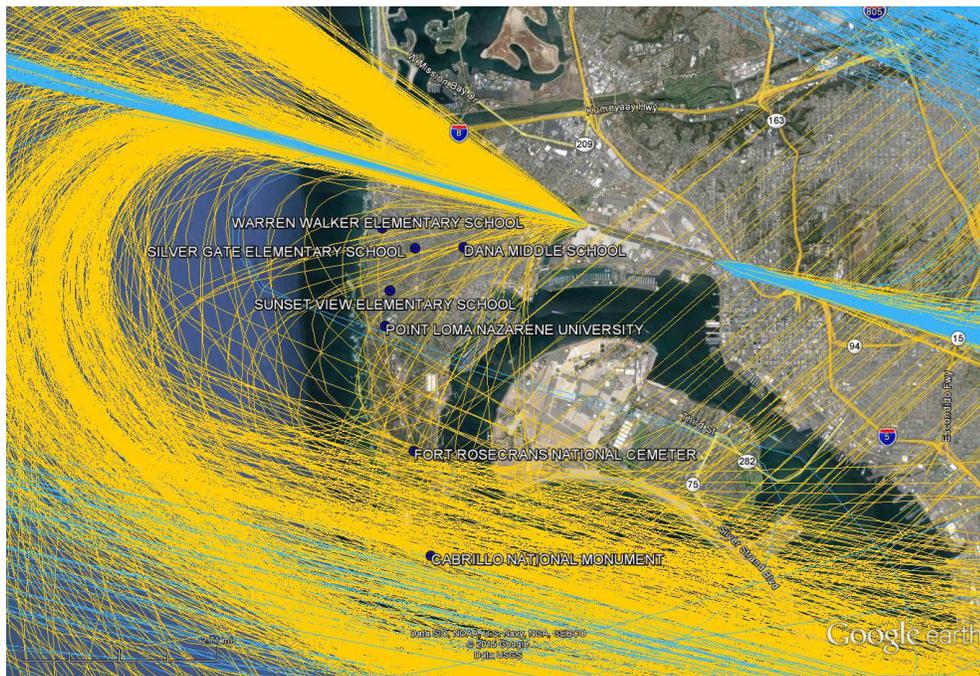
Please direct me to that portion of the Draft EA that addresses the altitude of departing flights that will cross over Cabrillo National Monument and Fort Rosecrans National Cemetery and the noise levels generated by those departing flights as I cannot locate this data in the Draft EA June 2015 report or any supplemental documents provided by the FAA and assume that they are unknown because no scientific monitoring was included in the Draft EA.

1891-01

The final treasures which need to be addressed though not a national treasure are educational treasures. Point Loma Nazarene University is located just north of Fort Rosecrans Nation Cemetery. Increased noise levels resulting from increased departure traffic over land resulting from the elimination of the LOWMA waypoint will significantly impact this learning and teaching institution that was not built to mediate higher noise levels. Furthermore, increased over land air traffic will impact several other schools not currently impacted by noise they include, Sunset View Elementary Dana Middle Schools, Silver Gate Elementary and Warren Walker Elementary School.

Eliminating the LOWMA waypoint becomes an intense safe issue. Under the current LOWMA waypoint departure path Point Loma is flown over only once per departure. Under the NextGen Initiative Point Loma will be flown over twice with many of those flights not only over homes but also over schools.

Proposed NextGen Action Flight Tracks



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Russ Valone (continued)

Section 5.8 – Air Quality

In the Draft EA section 5.8.3 it states, “Any operational changes that could result in an increase in fuel burn would occur at or above 3,000 feet AGL. Procedures above 3,000 feet AGL are considered a de minimis action and would have little if any effect on emissions and ground concentrations, and are presumed to conform to all SIPs for criteria pollutants. Therefore, no further air quality analysis is necessary, a conformity determination is not required, and the Proposed Action would not result in a significant impact to air quality. The No Action Alternative would not result in a change in the number of aircraft operations or air traffic routes; therefore, no impacts to air quality would be anticipated.”

First off, as stated in Section 5.71; In comparison to the No Action Alternative, the Proposed Action would result in a relatively small increase in aircraft fuel burned: 0.33 percent increase in 2015 and 0.33 percent increase in 2020. Since there is a .33 percent increase in fuel burn it is impossible to have “no impact to air quality”. I would argue that there will be increased impact to air quality. Assuming 48,269 POGGI 5 departures and then assuming only two gallons of fuel per departure, a total of 96,538 gallons of fuel would be burned. A .33 percent increase in fuel burn would result in 318 gallons of additional fuel burned especially since most of the PAH’s will be deposited on land as opposed to water.

It is also stated in Section 5.8.3; “Under the Proposed Action there would be a slight increase in fuel burn (0.33 percent in 2015 and 0.33 percent in 2020) when compared to the No Action Alternative. While increased fuel burn corresponds with an increase in emissions, operational changes that could result in an increase in fuel burn would occur at 3,000 feet AGL or above and would not result in an increase in emissions and ground concentrations”. This is impossible. With planes that once flew over water now flying over land, there must be significant increases in ground concentrations of PAH’s.

What scientific methodologies were employed to come to the FAA’s conclusion?

Furthermore the Draft EA is mute on the potential for increased concentrations of PAH’s in the water shed. Have there been any measurements taken on the volumes of PAH’s in the storm drainage system utilizing departure patterns that include the LOWMA waypoint? How many metric tons of PAH’s would be discharged in 1.25 miles of departure assent that will take place as planes fly over land as opposed to water with the elimination of the LOWMA waypoint? How many metric tons of PAH’s will be deposited on land by increasing the fanning arch? What percentage of that PAH residue would make its way into the storm drainage system? These are big questions given the California Air Resources Boards (CARB) commitment to limiting the amounts and increases of pollutants into the water shed.

With a storm what elevated concentrations of PAH’s would make their way into the offshore environment at higher concentrations than are generated by normal over water departures where fuel residue is dispersed daily? Doesn’t any increase in pollutants into the water shed violate the Federal Clean Water Act and anti-degradation policies?

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1891

Russ Valone (continued)

Once again the Draft EA does not address increased concentrations of PAH's in the water shed as a result of changes to the flight path over Point Loma as opposed to keeping the LOWMA waypoint and directing flights over water instead of land.

FUEL COST SAVINGS

A key reason behind removal of the LOWMA waypoint is fuel cost savings to the airlines; these cost savings are not directly addressed in the Draft EA.

The only way that the Draft EA attempts to shed some light on fuel cost saving is in combining several sections together which would allow for an analysis of costing.

Table 1-2 assumes 1,497,617 IFR per annum throughout the Southern California Metroplex. Though not in the Draft EA, purported saving from implementing the NextGen procedures would result in a savings of \$7.8 million throughout the SoCal Metroplex. Assuming \$7.8 million in saving for 1,497,617 IFR's the net cost equates to \$5.21 per operation.

$$\$7,800,000 / 1,497,617 = \$5.21$$

San Diego accounts for 186,650 of the annual IFR's. Assuming a 50/50 split between departures and arrivals and that 52% of the departures would be southbound heading toward POGGI 5 the net savings for the 48,269 POGGI 5 departures would be \$251,398, a relatively insignificant amount.

$$48,269 * \$5.21 = \$251,398$$

However **according to the Draft EA there would be a .33 percent increase in fuel consumption under the NextGen new flight path scenario that eliminates the LOWMA waypoint, thus there is no fuel cost savings.** Please enlighten me if my mathematics is incorrect, as I could find no direct analysis as to cost savings incorporated into the Draft EA.

LOSS IN PROPERTY VALUES AND PROPERTY TAX REVENUES

Has the FAA done a fiscal impact analysis to determine losses in tax revenues to San Diego City/County as a result of property devaluation of the homes that will be under the flight path with the elimination of the LOWMA waypoint?

As a real estate analyst I conducted an analysis of the potential impact to property values and property tax revenues to San Diego City/County as a result of increased air departure traffic in areas which heretofore had not been impacted by air traffic noise. Since it would be extremely difficult to address overall property value losses on all homes on the southern end of the Point, my analysis focuses only on property values/taxes losses associated with homes sold over the next 10 years. Over the past several years, housing values in the southern portion of Point Loma defined as the neighborhoods south of Narraganset Avenue increased over 35 percent from \$841,051 in 2010 to an average of \$1,136,377 through the end of September 2015, Table 1.

1891-01

Table 1
Southern Point Loma Single Family Detached Resale Values and Sales Volumes
2010-2012

		YEAR SOLD					
of Narragansett	Data	2010	2011	2012	2013	2014	2015
SOUTH of NARRAGANSETT	Average Sales Price	\$841,051	\$943,564	\$942,288	\$1,019,861	\$1,063,003	\$1,136,377
	# Transactions	186	192	240	283	284	209

In our analysis of property values and property tax loss we wanted to take a very conservative approach. As noted earlier values over the past six years have increased 35.1 percent or 5.8 percent per annum as compared to 6.5 percent per annum over the past 15 years and 7.5 percent annual over the past 25 year. Our analysis indicates that the southern portion of Point Loma has registered an average of 237 detached homes sales annually. For this analysis we assumed only 200 homes sales per annum, additional sales would only increase tax revenue loses.

Assuming the five percent increase in property values over the next 10 years, the average price of a resale single-family detached home on the southern end of Point Loma would be \$1,193,196. Assuming 200 transactions the gross assessed property values of these 200 transactions would be \$238,639,139 which equate to \$2,386,391 in property tax revenues. By 2025 assuming the same five percent annual increase in values the 200 sold that year would sell for an average of \$1,851,038 yielding a gross assessed value of \$370,207,630 which equate to \$3,702,076 in property tax revenues from those 200 home sales.

1891-01

Next we focused on the value differential for single family homes located north and south of Narragansett Avenue, homes north of Narragansett Avenue being considered impacted by departure flight operations while homes south of Narragansett Avenue, not so much. The first analysis looked at all detached homes north and south of Narragansett Avenue which yielded a 48 percent differential in values, \$661,455 vs \$447,610. However part of that differential must be attributed to the differential in average home size 2180 vs 1578. A note however is the differential in price per square foot \$303.48 vs \$283.71. As a general rule, as average home size get smaller, the average value ratio (price per square foot) gets higher due in part to the wet-core factor in a home, baths and kitchens. An analysis of the differential in values between the northern and southern portions of the Point indicates an outside impact on values, i.e. airplane takeoff noise, Table 2.

Table 2
Aggregated Single Family Detached Home Values South of Narragansett Avenue.

	MARKET VALUES		
of Narragansett	Average of PRICE	Avg SQFT	Avg \$/Sqft
NORTH of NARRAGANSETT	\$447,610	1,578	\$283.71
SOUTH of NARRAGANSETT	\$661,455	2,180	\$303.48

1891

Russ Valone (continued)

Next we focused on homes sold since 2010. This analysis yielded a 46 percent value differential; \$998,397 vs \$681,882, however again part of the differential can be attributed to home size differentials, Table 3.

Table 3
Aggregated Single Family Detached Resale Values South of Narragansett Avenue
Homes Sold 2010 – September 2015

	MARKET VALUES		
of Narragansett	Average of PRICE	Avg SQFT	Avg \$/Sqft
NORTH of NARRAGANSETT	\$681,882	1,563	\$436.22
SOUTH of NARRAGANSETT	\$998,397	2,194	\$455.11
Grand Total	\$918,082	2,034	\$451.42

Therefore in order to produce a more apples to apples comparison we focused on the value differential north and south of Narragansett Avenue but only for homes offering over 2000 square feet of living space. This analysis yielded a 35 percent differential in values, Table 4.

Table 4
Aggregated Single Family Detached Resale Values for Homes
Sold 2010 – September 2015 and
Restricted to Homes Featuring More Than 2000 Square Feet of Living Space

1891-01

		HOME TYPE	SIZE RANGE		
		Single Family Residential			Grand Total
of Narragansett	Data	2000-2499	2500-2999	>=3000	
NORTH of NARRAGANSETT	Average of PRICE	\$808,112	\$915,143	\$1,234,238	\$948,946
	Avg SQFT	2,231	2,726	3,579	2,718
	Avg \$/Sqft	\$362.30	\$335.65	\$344.90	\$349.19
	Count of HOME TYPE	50	28	28	106
	Average of YEAR BUILT	1959	1964	1960	1961
SOUTH of NARRAGANSETT	Average of PRICE	\$975,454	\$1,069,117	\$1,740,706	\$1,247,822
	Avg SQFT	2,241	2,730	3,828	2,893
	Avg \$/Sqft	\$435.26	\$391.65	\$454.78	\$431.35
	Count of HOME TYPE	273	210	227	710
	Average of YEAR BUILT	1959	1963	1965	1962

Using an average of 200 home sales for the southern portion of the Point and using current 2015 home value of \$1,136,377s shown on Table 1, and assuming a 10% decrease home values as a result of increased noise from the NextGen Initiative flight path which eliminates the LOWMA waypoint, San Diego City/County stands to lose \$1.5 to \$3.0 billion in loss property values which translates into \$15 to \$30 million in loss property tax revenues to the San Diego City/County over 10 years? Taking those compounded tax revenues losses out an additional 10 years to 2035, the City/County stand to lose between \$71 and 142 million in loss tax revenues.

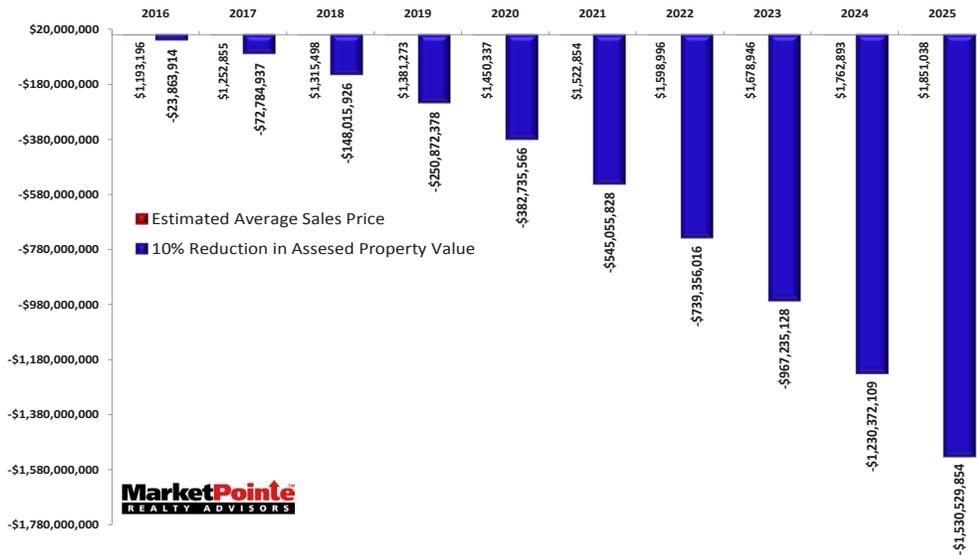
1891

Russ Valone (continued)

1891-01

Since there is no associated fuel cost saving with implementation of the NextGen Initiative according to the Draft EA which states there would be a .33 percent increase in fuel consumption as opposed to maintaining the existing flight path which utilizes the LOWMA waypoint, the question remains, is it worth \$15 to \$30 million in loss property tax revenues over the next 10 years and upwards of \$142 million over the next 20 years? Dollars that could go to fix public streets, hire first responders, pay pension. My guess is that the San Diego City/County would find those losses unacceptable.

Over the Next Decade San Diego City/County Could See Over \$1.5 to \$3.0 Billion in Lost Assessed Property Value From an Average of 200 Detached Home Sales Per Annum, Resulting in....

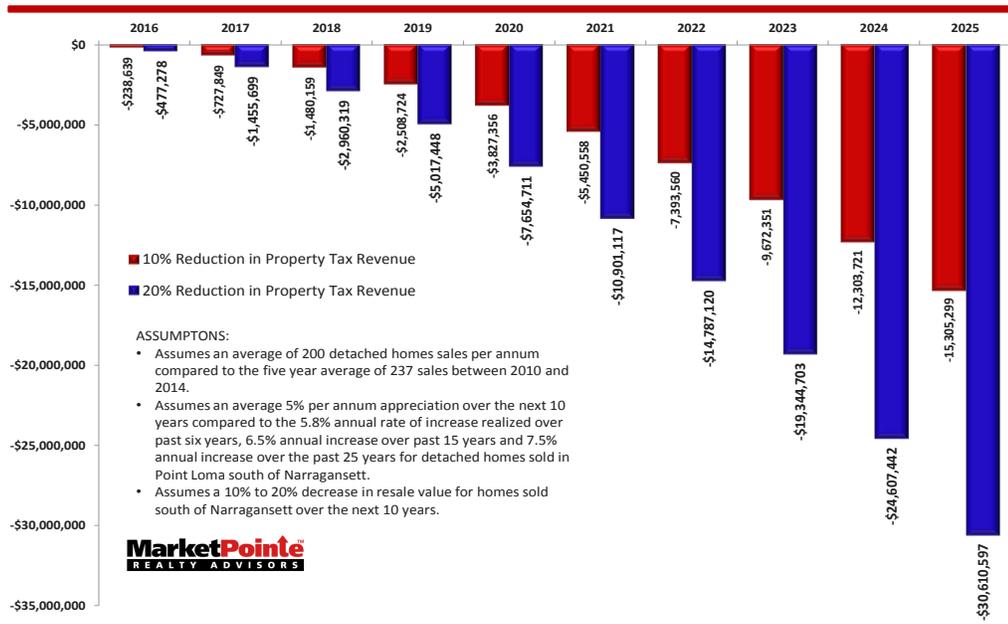


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1891

Russ Valone (continued)

\$15 to \$30 Million in Lost Property Tax Revenues Received by the City/County



11

1891

Response

1891-01

Please see Topical Response 11 – Point Loma.

1892

Mr. and Mrs. Richard Knoth

From: Dick Knoth [keyknoth@cox.net]
Sent: Friday, October 09, 2015 1:52 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight plan

1892-01

My wife and I have lived in San Diego since 1955 and in Pont Loma in particular. During that time, we have experienced horrendous aircraft noise which, at times, made it impossible to carry on a conversation, even on the telephone. We moved several times over the years, each time further out on the Point, endeavoring to get out from under the noise problem. We thought the problem was solved with our last move adjacent to Point Loma Nazarene University. Now, with this unexpected change in flight plans, we and the majority of Point Loma residents have been whipsawed again. We are elderly and not in good health and we decry this unnecessary decision that seems to be primarily in the interests of the airlines. Property values will plummet inflicting hardships on the many residents of this lovely part of San Diego.
 Please do not do this.
 Mr. & Mrs. Richard Knoth

1892

Response

1892-01

Please see **Topical Response 11 – Point Loma.**

1893

Karen Blechman

From: Karen Blechman [kblech@aol.com]
Sent: Friday, October 09, 2015 1:52 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed 260 heading at SMO under Metroplex plan

Re: The SoCal Metroplex Draft Environmental Assessment.

I am a resident in the Ocean Park neighborhood of Santa Monica. I have studied the proposals for SMO departures under the SoCal Metroplex plan and find that they would affect my neighborhood in an extremely negative fashion. I also find that the proposed 260 heading is unnecessary to achieve the goals set forth by the FAA.

Impact on neighborhood

I live in the Third Street Neighborhood Historic District and have lived here for over 20 years. When my husband and I bought our home in 1995 we didn't notice any planes flying overhead because they followed the established route from SMO west directly to the ocean before turning north. We knew when we bought our home that it was not under the standard departure flight path for SMO.

More recently, however, we have experienced planes flying overhead or close to overhead, particularly since the 250 heading experiment a few years ago. Many planes are obviously not following the established departure route from SMO. It is *very* disturbing, brings a lot of pollution in the form of black soot and fumes, and it is especially disturbing late at night. The jets in particular are extremely noisy, impossible to ignore. The FAA's proposed 260 heading would make these aberrant departures official and the impact of planes on my neighborhood would only increase. The Assessment does not find that there are any impacts, but that does not match the experience of those of us who live here. There is a big difference between *no* planes and lots of planes. A new and realistic EIR needs to be done before any decisions are made about implementing the Metroplex plan and among other things it should include, as required, consideration of the impact of the plan on historic buildings.

1893-01

FAA goals

The FAA has the intention of uncoupling the SMO and LAX departures which are currently staggered to

1893

Karen Blechman (continued)

maintain a 3 mile distance between the paths of flights departing the two airports. This would prevent delays at both airports and reduce idling time on the tarmac. The Metroplex Plan recognizes that GPS navigation is available to replace the old radar-based system and that way points do not have to have a physical presence on the ground. The 3-mile requirement, however, is based on the older navigational system now being replaced, and it should be modified to reflect the new reality. There is no reason why the requirement should still be 3 miles rather than say, 2.8 miles, which would obviate any need for a 260 heading and still achieve the uncoupling of flights from the two airports.

1893-01

If I understand correctly Hawthorne Airport has been given a waiver of the 3-mile requirement. I ask that Santa Monica be given the same consideration so that the departing flights from SMO can be sent in a straight line to a way point some 500 feet or so over the ocean before making a turn north, thus impacting the smallest possible number of residents in the area. Otherwise the proposed 260 heading will bring planes diagonally across the densely populated Ocean Park neighborhood, affecting additional thousands of people. Opposition to Santa Monica Airport is already strong in Santa Monica and surrounding areas. If the proposed 260 heading is implemented, the increase in overhead air traffic, noise, and pollution will anger many more residents and opposition to the airport will only grow.

The FAA has an interest in keeping airports such as SMO open. The Metroplex plan has worthy goals, but in order to achieve them every consideration should be given to residents likely to be affected by the proposals, to ensure that the negative impacts are kept to an absolute minimum.

Karen Blechman
2625 Third Street,
Santa Monica,
CA 90405

1893

Response

1893-01

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

1894

V. L. Hesterman

From: V. L. Hesterman [vhes@mac.com]
Sent: Friday, October 09, 2015 1:54 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma flight path concerns

Dear Decision-Makers:

You have the power to stop what will be a protracted, expensive, law-suit ridden fight that will disrupt life for you and for us for years. Please do the right thing and leave the flight path over the ocean, and do not change it to fly over Point Loma homes, schools, parks, a college, and sensitive military and environmental places.

We have many concerns---physical and mental health the foremost.

1894-01

Any money saved by this shortcut will be less than costs that will be incurred but retrofitting many homes with soundproof windows, fighting lawsuits by residents, organizations, and environmental groups.

Although many residents of Point Loma are well-to-do and in legal, medical, or business fields, many are not wealthy and teach, do freelance work, or are in the service fields. For these citizens, it was a huge sacrifice financially to move to a quieter and healthier area out of the flight path. They give up many other things to raise their children and live away from jet fuel, fumes and noise.

1894**V .L. Hesterman****1894-01**

Please use your influence and power and discretion and help keep our community healthy and quiet.

Thank you.

V. L. Hesterman
Talbot Street
Point Loma, CA 92106

1894**Response****1894-01**

Please see **Topical Response 11 – Point Loma.**

1895**Kerry Peter**

From: Kerry Peter [jkpeter@cox.net]
Sent: Friday, October 09, 2015 1:54 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Qesitons regarding the San Diego Airport route changes

Attended the meeting at Liberty Station in Point Loma and was told that the proposed route hasn't changed. I live at 3603 Garrison Street, San Diego, CA and we can hear planes that we have NEVER heard before. Something has changed so I have a few questions for you.

The FAA refers to studies on noise that have been done and that prove there is no impact. Please share the study and location that proves that the Fleetridge area of Point Loma had no impact?

1895-01

This is our third move in Point Loma, each time moving further away from airport noise and paying more for our land and home. Who will pay for the devaluation of our property from airport noise pollution, double pain windows, air conditioners, and health impact?

The new flight path requires a hairpin turn, which should take more fuel because of the increased speed. Please explain how a hairpin turn saves more money?

Does the FAA work for the safety of the people or the airlines? Please explain how this new proposed flight path fits with your mission, vision, and value statements, which all mention safety in the first sentence?

I look forward to your response!

Kerry Peter
3603 Garrison Street
San Diego, CA 92106

1895**Response****1895-01**

Please see **Topical Response 11 – Point Loma.**

1896

Bob Bowen

From: Bob Bowen [bbowen@cox.net]
Sent: Friday, October 09, 2015 1:57 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org; Martin, Glen (FAA); Ray, Elizabeth (FAA)
Subject: Flight Path Changes over Point Loma

My address is 4211 Hill Street, San Diego, Ca, 92107. I have lived at this address for over 30 years.

When I moved here, it was very rare that I ever heard any noise from a plane and that was typically from the Naval Air Station.

Recently, plane noise and pollution has become a regular occurrence. Starting at 6:30 A.M. until I leave for work, I hear a steady stream of planes as they come back after circling over the ocean. The plane noise I hear is mostly from the south. It's occasionally from the north when I can see a plane taking off from my kitchen window. That NEVER used to happen.

I attended a meeting 2 days ago where representatives of the FAA and the San Diego Airport Authority told the audience that nothing has changed. Everyone in the room knew better. We have been dealing with the increased noise. There is no question that something has changed. There are no charts or statistics that are going to convince the people who live here that nothing has changed. We hear it and see it every day and we all know charts and statistics can easily be manipulated.

As I write this at 6:30 in the evening, I have heard quite a few planes as they circle back.

What has changed?

Has the FAA introduced new flight paths early to see if we noticed?

Have the airport controllers been more flexible with the airlines letting them fly inside the existing waypoints and closer to populated areas after turning over the ocean? Online tools indicate that at least some of this is happening but not enough to account for all the recently added plane noise at my house.

Are planes circling earlier and are therefor lower when they turn over the ocean and fly back to populated areas?

There is no doubt that something has changed that has increased the planed noise and pollution over our homes.

Please consider the lives of the people you are impacting as you make your plans.

Please roll back whatever changes were made that have increased the plane noise and pollution over the southern parts of Point Loma.

1896-01

1896

Response

1896-01

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

1897

Carl Rosengrant

From: Carl Rosengrant [ccmgkia@outlook.com]
Sent: Friday, October 09, 2015 1:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: CHANGE SAN DIEGO DEPARTURE AIR TRAFFIC PATH TO MINIMIZE NOISE AND AIR POLLUTION

The aircraft traffic from Lindberg field has been a problem for at least the past 40+ years. The latest FAA proposed traffic patterns and altitudes will make the problem much worse. It appears that who ever came up with the latest rules is either dumb, insensitive or has a grudge against the city.

1897-01

The person who showed up to present the FAA plans this week was totally unprepared. That is all I will say about that. However, he did allow public comments against the new flight paths and altitudes that could have gone all night if they had not been cut off after two hours.

Do the smart thing and listen to the people concerning noise and air pollution. It will give you fewer headaches.

Sent from [Mail](#) for Windows 10

1897

Response

1897-01

Please see **Topical Response 11 – Point Loma.**

1898

Blake Oversmith

From: Blake Oversmith [blake@stanmiller.com]
Sent: Friday, October 09, 2015 1:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Flight Pattern

Hello,

I am writing the FAA to voice my concern over the San Diego Flight Pattern changes.

1898-01

First, the find it interesting that you want to implement changes without hearing from the people affected by the change. Your first meeting was held at an obscure location only to be followed by a meeting short in duration. This was really bad.

1898-02

Second, the FAA has not informed the public on what at the changes really mean. All that I hear is that Eastern bound planes are going to be able to turn earlier and fly over all of Southern Point Loma. This makes no sense. Instead of using the current flight take off route, you now want to spread the noise and environmental impact around.

Third, I have read that fuel savings are not significant. So, what is the point. Who works for who. Does the FAA get funding from the airlines? Last time I read the FAA budget, the Federal Government provides your funding.

1898

Blake Oversmith

1898-02

Fourth, it is just a matter of time that there is another airplane disaster in San Diego. Small runway, steep landings and takeoffs, and too many flights. Lindbergh field is taxed to say the least.

>From what I have heard in the community, you are in for a real fight including legal action if you don't "come in for a landing" yourselves.

Sincerely,

Blake Oversmith, CPA

Sent from my iPad

1898

Response

1898-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1898-02

Please see **Topical Response 11 – Point Loma.**

1899

Steve Crow

From: Stephan [sm.crow@cox.net]
Sent: Friday, October 09, 2015 2:02 AM
To: airnoise@san.org
Subject: Airplane noise complaint 10.08.15 7pm - LOUD!

1899-01

Very loud low flying plane now!

too loud, too low!

When are you going to respond to this complaint?

Who will be responding to this complaint?

Steve Crow
92107

1899

Response

1899-01

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

1900

Aaron and Deana Franz

From: Aaron [agfranz@gmail.com]
Sent: Friday, October 09, 2015 2:03 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Questions regarding SoCal Metroplex EA

Aaron and Deana Franz
 639 Tarento Drive
 San Diego, CA 92106
 agfranz@gmail.com
 619-318-7406

October 8, 2015

SoCal Metroplex EA
 Federal Aviation Administration
 Western Service Center - Operations Support Group

To Whom It May Concern:

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 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. Please reconsider this change.

Furthermore, we respectfully request that the following questions be addressed by the FAA formally, with respect to the changes outlined by the FAA in the draft EA and other documents specifically with respect to the San Diego International Airport:

1. How does elimination of waypoint LOWMA help the Point Loma community from a health, safety and economic perspective? Please respond with factual evidence.
2. How will the elimination of waypoint LOWMA increase, reduce or not at all affect the likelihood of overflights over the local Point Loma community? We would like to know what studies have been conducted to assess this risk to the local community and homeowners who live underneath the flight path.
3. What alternatives to the elimination of waypoint LOWMA have been considered, while still meeting the purported goals of the SoCalMetroplex project? What are the pros and cons of each of those alternatives? Who was involved in deciding to eliminate waypoint LOWMA? To what extent was the local community involved in consideration of each of those alternatives?
4. Please quantify the increased risk of fan separation, overflights, the local air traffic control's propensity to modify departures that would increase: a) an expansion of the current departure routes to fly over a greater span of the Point Loma Peninsula than that immediately due west of the airport, and b) a second pass over the Point Loma Peninsula, say for planes eastbound, due to the new IBBEE 1 departure and other changes outlined in the SoCalMetroplex proposal.
5. How can the SoCalMetroplex proposal be modified to *reduce* the local air traffic control's ability to increase fan separation?
6. How can the SoCalMetroplex proposal be modified to *keep* waypoint LOWMA, while still meeting the purported goals stated by the FAA? The implication is that such modifications would NOT result in overflights over a broader range of the Point Loma Peninsula.
7. Will the FAA consider maintaining the pre-SoCalMetroplex flight departures – keeping waypoint LOWMA and not enabling fan separation – and instead consider flight modifications when the plane is at altitudes higher than 15,000 feet? The assumption is that the modification to reduce gas and increase GHG reductions does not occur at the point of the flight path when the local community is impacted the greatest at lower altitudes. Instead, the FAA could consider changes when the plane is at cruising altitude that would still meet its goals.
8. What state, local and federal agencies have evaluated pollution and other disturbance impacts to the Point Loma peninsula residents, the local flora and fauna? What were those conclusions?
9. How has the FAA evaluated the curricular impacts to local schools and university resulting from the possibility of increased overflights and disturbances to its students, faculty and staff?
10. How will the FAA compensate local Point Loma residents for adverse impacts to property values resulting from increased air traffic, if such increased traffic materializes due to the proposed SoCalMetroplex project?

Sincerely,

Aaron Franz
 Point Loma, San Diego, CA Homeowner

1900-01

1900-02

1900

Response

1900-01

Please see **Topical Response 11 – Point Loma**.

1900-02

The commenter asks what agencies evaluated the potential impacts of the SoCal Metroplex Project and whether the FAA has evaluated the curricular impacts to local educational facilities. 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.

Regarding impacts to schools, 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.

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 (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.

1901

Greg Whiteley

From: Greg Whiteley [gregpotato@gmail.com]
Sent: Friday, October 09, 2015 2:20 AM
To: Erin Whiteley
Cc: 9-ANM-SoCalOAPM (FAA); Greg Whiteley
Subject: Re: point loma

1901-01

I live on Fenelon Street in Point Loma and the meeting held in Point Loma was a major disappointment. The FAA representatives left us feeling more baffled than we were at the start, and they were woefully underprepared and dishonest. I would love to see the questions my neighbor raised below answered honestly, succinctly, and accurately.

Sincerely,

Greg Whiteley

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.

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 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.

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.
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 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

1901

Greg Whiteley (continued)

Diego?

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?

On Thursday, October 8, 2015, Erin Whiteley <erin@onepotatoproductions.com> wrote:

I live on Fenelon Street in Point Loma and the meeting held in Point Loma was a major disappointment. The FAA representatives left us feeling more baffled than we were at the start, and they were woefully underprepared and dishonest. I would love to see the questions my neighbor raised below answered honestly, succinctly, and accurately.

Sincerely,

Erin Whiteley

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.

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 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.

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.

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

1901

Greg Whiteley (continued)

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?

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 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?

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?

1901

Response

1901-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1902

Linda Lynn

From: Linda Lynn [lindalynn@me.com]
Sent: Friday, October 09, 2015 2:23 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: No change in flight path over Pt Loma San Diego

Dear FAA

Please reconsider your plan to fly over Pt Loma in San Diego CA. It would create air and noise pollution in my Pt Loma neighborhood and disturb visitors and wildlife at Cabrillo National Monument.

Also it would cause deterioration of my property value and more importantly quality of life.

Thank you very much for your consideration.

Linda Lynn

Sent from my iPhone

1902-01

1902

Response

1902-01

Please see **Topical Response 11 – Point Loma.**

1903

Peggy Sue and Bill Tilden

From: Peggy Sue Tilden [peggytilden@gmail.com]
Sent: Friday, October 09, 2015 2:24 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Potential Changes to Flight Patterns in San Diego

To whom it may concern:

This letter is written to object to the changes to the long-standing flight patterns proposed regarding Lindberg Field in San Diego. My wife and I purchased our home here over 10 years ago. We did so after reviewing the flight patterns as existed to determine the placement of our home based on those patterns. We are not alone in this decision-making and any change although it may have a minor economic benefit to the airlines will have a major economic impact on those of us under the revised patterns.

1903-01

Please take whatever steps are necessary to terminate review of these potential changes and leave things the way they are. Thank you for your consideration of our viewpoint.

Sincerely,
Peggy Sue and Bill Tilden
1202 Plum Street
Point Loma
San Diego, CA 92106

Sent from Peggy Sue's iPhone

1903

Response

1903-01

Please see **Topical Response 11 – Point Loma.**

1904

Robert McGregor

From: Robert McGregor [RMcGregor@mcgregorlawfirm.com]
Sent: Friday, October 09, 2015 2:26 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Chris McGregor (mcgre4@cox.net)
Subject: Oppose FAA's proposal to revise departure flight paths at San Diego Intl Airport.

Dear FAA,

My name is Robert A. McGregor. My wife – Christine T. McGregor -- and I are real property owners in the La Playa neighborhood of Point Loma. Specifically, we own a single-family home at 635 San Elijo Street, San Diego, CA 92106, in which we have resided for over 22 years, and a single-family home located 3025 Qualtrough Street, San Diego, CA 92106, which we rent.

We strongly object to the proposed removal of LOWMA waypoint and thereby redirection of eastbound flights over the Point Loma neighborhood.

Based on the very limited information provided by the FAA, we understand that the purpose of the proposal is to increase fuel efficiency and reduced pilot operational complexity. The information provided is insufficient for us to fully understand the proposal's benefits, much less to quantify them or identify who will enjoy them. However, if the principal beneficiaries include the airlines, then we would submit that the benefits of the proposal should not outweigh its detriments. If the beneficiaries include the public in terms of increased passenger safety, then that benefit would need to be quantified and weighed against the detriments of the proposal. However, we are highly skeptical that the removal of the LOWMA waypoint will materially increase passenger safety or reduce air travel costs. If the LOWMA waypoint exposed air travelers to unreasonable risks, then why has the FAA permitted the LOWMA waypoint been observed for decades?

The detriments of the proposal are clear. Implementation of the proposal will subject the Point Loma neighborhood to increased jet noise and air pollution. mitigate the jet noise and air pollution over the Point Loma neighborhood. If the adverse impact of implementing the proposal will be modest, why has the LOWMA waypoint been observed by eastbound air traffic for decades? Is the FAA suggesting that the LOWMA waypoint does not mitigate the jet noise and air pollution for the Point Loma neighborhood? If so, then the FAA has no credibility. Obviously, implementing the proposal will result in the adverse impacts on the Point Loma neighborhood that the LOWMA waypoint was designed to mitigate.

In quantifying the adverse impact of implementing the proposal, please consider the uniqueness of the Point Loma neighborhood. It is one of San Diego's few cohesive urban neighborhoods. It is a very desirable neighborhood

1904-01

1904

Robert McGregor (continued)

1904-01

for San Diego residents in part for its close proximity to downtown San Diego. For example, our home is located only seven or so miles from downtown. Using the freeway is unnecessary for residents of Point Loma to commute to downtown because there is ample surface street access. It is exactly the kind of urban neighborhood that city planning policy has tried to promote because it reduces freeway congestion and automotive fuel consumption, enhances the City of San Diego's urban core, and provides the City of San Diego with a solid property tax base. Moreover, Point Loma is a thriving family neighborhood -- it has a private university, and public and independent high schools, junior high schools, and elementary schools; it has very little crime; it has an economically diverse population, with some residents (such as my wife and I) have millions of dollars invested their residential properties, and middle-class families, which predominate; it has numerous little leagues and softball leagues, boy scout and girl scout troops, churches, and parks. It is becoming a thriving business community with tremendous recent financial investment in hotels, restaurants, shopping centers, townhomes and condominiums, and office buildings. The Ocean Beach district of Point Loma, a district that has been historically economically challenged, is now experiencing an economic renaissance, rejuvenated by significant recent investment in new restaurants, retail facilities, and condominiums. Point Loma has extraordinary marina facilities, including the San Diego Yacht Club, which is world-renowned for hosting the America's Cup. It has a rapidly appreciating residential real estate market with multi-million dollar homes in the La Playa residential area. It has beautiful public beaches and tide pools. It is the location for the Fort Rosecrans National Cemetery.

It would be unfair and wrong to remove the LOWMA waypoint and thereby redirect of eastbound flights over the Point Loma neighborhood. Doing so would impose a permanent cloud over the Point Loma neighborhood, making it less attractive for San Diego residents and economic investment. It would encroach on homes of thousands of families. It would defeat the efforts of San Diego city planners to encourage urban development. It would present health risks to thousands of residents. It is hard to believe that the benefits of fuel conservation or reduction of flight complexity could outweigh the detrimental effects on the Point Loma neighborhood.

Robert A. McGregor
McGregor Law Firm
402 West Broadway, Suite 400
San Diego, CA 92101-3542
T: 619-699-1400
C: 619-838-5686
F: 619-699-1415

1904

Response

1904-01

Please see **Topical Response 11 – Point Loma.**

1905

John D. Gonnerman

From: John Gonnerman [jdgonnerman@gmail.com]
Sent: Friday, October 09, 2015 2:27 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: mtomassi@yahoo.com; B Johnson
Subject: Flight Operations from SD Lindbergh Field

1905-01

My question, to which I know I will never receive an answer, is that from watching the San Diego Regional Airport Authority provided tracker over a number of days is this.

During the morning rush hours, 06:30 to 08:20, approximately 35 flights depart to the east. Of these 35 flights on any given morning about 11-12 of these flights turn well inside the currently designated waypoint and pass over Ft. Rosecrans(land). Of these 11-12 flights a high percentage are SWA flights. I assume that these tighter turns to the east are done with the concurrence of the FAA ATC. This is likely the result of different airlines allowing their pilots to make more severe military style turns.

These same conditions seem to apply throughout the day when air operations become busy.

1905-02

So my question is what path will these inside turning flights take when all flights have a designated flight path which will take them over land at the end of the Point Loma.

I believe this is a legitimate concern as the estimates regarding increases in average DBA noise levels over residences are an assumption based on all flights following the designated flight path which is clearly not the case at this time.

If all flights followed the new proposed eastbound departure routes the noise increase might not be so bad however given current practice it seems a high percentage of flights will continue to a tighter radius and fly over neighborhoods.

As far as reduction in CO2 emissions a more significant reduction could be achieved by not having 20+ aircraft lined up at the end of the runway waiting in line for take off. Do a lottery each morning. The airline company would save fuel and increase profits.

John D Gonnerman

1905

Response

1905-01

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

1905-02

Please see **Topical Response 11 – Point Loma.**

1906

Sandy Arbuckle

From: Sandy Arbuckle [sarbuckle@ententedesign.com]
Sent: Friday, October 09, 2015 2:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Southern California Metroplex Project, San Diego area - comments

To Whom It May Concern:

The following are comments on the EA for the Southern California Metroplex Project, San Diego area. See also attached Federal Regulations.

1. General

Exhibit 3- 5 Study Team Recommendations and 3-6 Proposed Design does not show the true potential flightpaths. On 11/7/15 a Spirit Airlines flight passed over the intersection of Toronto and Savoy St, 92016 at 8:09 am. The weather was clear with no adverse conditions. The flight obviously did not fly to the waypoint JETTI. This demonstrates that an aircraft that commonly uses Lindbergh will be passing over areas not included or considered in the EA. It is clear that the purpose of the changed waypoints is to create a “fan” of possible takeoffs from Lindbergh as opposed to the “saving” of fuel. The EA states that the most efficient way for an aircraft to fly is to achieve cruising attitude as soon as possible. Taking off and turning immediately is less efficient than taking off and climbing in a straight path to achieve cruising altitude. The EA must be revised to include all true potential flight paths created by removing JETTI. This should include a transparent process including citizens, industry representatives, elected officials and pilots.

1906-01

2. Provide graphic illustrations and documentation of all flood plains to demonstrate that none are affected in the San Diego area. The provided graphics is at a scale that does not demonstrate the local environment. Include the Sunset Cliffs Park, Point Loma Community Park, Point Nazarene University

3. Provide environmental reports developed by local registered environmental biologists that that the Proposed Actions do not produce ground disturbing activities such as pollutants and noise that would affect coastal resources in the San Diego area. Include the Sunset Cliffs Park, Point Loma Community Park, Point Nazarene University

4. The Proposed Action will deposit pollutants on the San Diego area. Demonstrate that the Proposed Action will not negatively affect existing fish, wildlife and plants. Include the Sunset Cliffs Park, Point Loma Community Park, Point Nazarene University.

5. The Proposed Action will deposit pollutants on Rosecrans National Cemetery. See attached Code of Federal Regulations – requirements circled in red. Proposed Action does not comply with these regulations.

1906-02

6. Demonstrate that the Proposed Actions will not deposit hazardous materials, pollution or solid waste in the San Diego area. Include the Sunset Cliffs Park, Point Loma Community Park, Point Nazarene University

7. Demonstrate that the Proposed Actions will not negatively affect historic, architectural archeological and cultural resources in the San Diego area. Document all historic, architectural archeological and cultural resources in the affected area. Include the Sunset Cliffs Park, Point Loma Community Park, Point Nazarene University and Rosecrans National Cemetery

8. The Proposed Actions will introduce light emitting sources that do not now occur in the affected area. Demonstrate that the Proposed Actions will not negatively affect historic, architectural archeological and cultural resources in the San Diego area. . Include the Sunset Cliffs Park, Point Loma Community Park, Point Nazarene University, Rosecrans National Cemetery

9. Secondary (induced) Impacts: The Proposed Action will affect population movements and growth. Residents will move and relocate due to the increased pollution and noise. Businesses will relocate due to increased noise and pollution. Provide peer reviewed reports that document your claim.

1906

Sandy Arbuckle (continued)

1906-02

10. 4.3.5.3 - Wildlife strikes will increase due to the wider area ("fan") that will be available to flights if the existing waypoint is revised. Provide simulation studies that demonstrate the wildlife strike potential.
11. The publication in local newspapers or hard copies available in local libraries does not, in the present day internet based society, constitute a "notice of intent". This was a calculated strategy to not inform the citizens.
12. The "Study Team" did not include local citizens or representatives. The outreach meetings did not include local citizens or representatives. This was a calculated strategy to not inform the citizens.
13. The "Safety Risk Management Panel" did not include local citizens or representatives. This was a calculated strategy to not inform the citizens.
14. The "D & I Team" did not include local citizens or representatives. This was a calculated strategy to not inform the citizens.
15. The Proposed Actions will adversely affect schools in the are such as Sunset View Elementary and Silvergate Elementary Include specific information documenting impacts to these schools.

Sandy Arbuckle
 528 Savoy St San Diego, California 92106
 619 318 7793
 sarbuckle@ententedesign.com

1906

Response

1906-01

The commenter is concerned with Exhibits 3-5 and 3-6 of the Study Team Report. 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**.

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 commenter further states that the EA must be revised to include all true potential flight paths created by removing JETTI. Please see **Topical Response 11 - Point Loma**.

1906-02

The commenter provided a number of comments.

The commenter requests graphic illustrations and documentation of all flood plains to demonstrate that none are affected in the San Diego area. The SoCal Metroplex Proposed Action is an air traffic proposal that affects aircraft navigation. Section 4.2 of the EA identifies those environmental resource categories that were not evaluated because they would not be affected by the Proposed Action. The Proposed Action would not be located in areas that include floodplains, therefore, floodplains analysis was not performed. Section 4.3 of the EA identi-

1906

Response (continued)

1906-02

ifies those environmental resource categories or components that the Proposed Action could potentially affect.

The commenter requests environmental reports by local biologists that the Proposed Action does not produce ground disturbing activities such as pollutants and noise that would affect coastal resources. As described in Section 4.2 of the EA, the Proposed Action does not involve land acquisition or ground disturbing activities that would affect coastal resources.

The commenter is concerned with pollutants in the San Diego area and asks for information demonstrating that the Proposed Action will not negatively affect existing fish, wildlife, and plants. Please see Section 5.5 of the EA for a description of Wildlife analysis performed for the EA.

The commenter is concerned with pollutants on Rosecrans National Cemetery and states the Proposed Action does not comply with Code of Federal Regulations. The EA analysis concludes the Proposed Action, when compared to the No Action Alternative, will not result in significant impacts. Please see Section 5.8 of the EA for a description of air quality analysis.

The commenter requests information demonstrating that the Proposed Action will not deposit hazardous materials, pollution, or solid waste. The EA analysis concludes that the Proposed Action, when compared to the No Action Alternative, will not result in significant impacts. Please see Section 5.8 of the EA for a description of air quality analysis.

The commenter requests demonstration that the Proposed Action will not negatively affect historic, architectural, archeological, and cultural resources. The commenter is specifically concerned with light emitting sources. Section 4.2 of the EA describes that light emissions will not be impacted because the Proposed Action would not involve construction of structures that would introduce new sources of lighting. Further, the Proposed Action changes generally occur at an altitude that would be sufficient to avoid intrusions that would not constitute an adverse impact. Please see section 5.4 of the EA for a description of the summary of impacts and methodology for historic and cultural resources. The analysis indicates there would be no substantial change to the noise environment at any historic resources or tribal land.

The commenter is concerned with secondary impact because the Proposed

1906

Response (continued)

1906-02

Action will affect population movements by residents relocating due to increased pollution and noise. Section 4.2 of the EA provides resource categories not affected by the Proposed Action and the reason for not being affected. Please see this section for a description of secondary or induced impacts.

The commenter is concerned with wildlife strikes in section 4.3.5.3. Please see Section 5.5 of the EA for a summary of impacts and methodology of wildlife impacts.

The commenter is concerned with publication in local newspapers or hard copies in the present day internet-based society and states this was a calculated strategy to not inform the citizens. Also, there was concern regarding the study team and D&I team not including local citizens or representatives. 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. Please see Appendix A in the EA for a description of public involvement, coordination, and agency consultation conducted for the EA.

Regarding the safety risk management panel, please see Sections 2.1 and 2.2 of the EA for a description of how safety is key design constraint. 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) 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).

The commenter is concerned the Proposed Action will adversely affect schools. 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.

1907

Steve Grimes

From: Steve Grimes [steven.grimes14@gmail.com]
Sent: Friday, October 09, 2015 2:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to the Metroplex Initiative in San Diego

To Whom It May Concern,

1907-01

I have been a resident of the Point Loma area for over fifty years. Our property sits on the bluff above Sunset View Elementary School and just North of Point Loma Nazarene University. Airplane traffic over Point Loma has always been an issue but the route during takeoff was always known. Planes would fly directly from runway over the ocean, bank left and then left again when clearing the tip of Point Loma while heading east. It has been this way as long as I can remember. The impact was known during every aspect of that path. To change the path not heading around the tip of the Point but heading over land makes no sense. The amount of fuel and time saved is minimal, but the disruption the new path after takeoff over the southern portion of the tip will be drastic. Keeping the flight path the way it is with the LOWMA waypoint does not negatively impact anyone not already impacted but elimination of the waypoint will subject many thousands to noise pollution they currently are not subject to.

Therefore I strongly oppose the proposed change!

Steve Grimes
916 El Mac Place
San Diego, CA 92106

1907

Response

1907-01

Please see **Topical Response 11 – Point Loma.**

1908

Jonathan Ice

From: Jonathan Ice [jice176@gmail.com]
Sent: Friday, October 09, 2015 2:37 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Proposed Flight Path Change

Dear FAA,

1908-01

I am opposed to your proposed changes as is most if not all of the Point Loma residents affected. This is really about money for the airlines. There is nothing at all beneficial to anyone in this other than the shareholders of the airlines.

Changing the flight path as described will most likely result in:

1. More noise pollution
2. More air pollution from jet fuel will fall on a greater number of the residents
3. A greater number of flights is probable thereby greatly impacting our friends in Loma Portal
4. More danger to the residents and visitors on the southern end of Point Loma, not to mention Point Loma Nazarene University.

1908

Jonathan Ice (continued)

From: Jonathan Ice [jjice176@gmail.com]
 Sent: Friday, October 09, 2015 2:37 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: San Diego Proposed Flight Path Change

Dear FAA,

I am opposed to your proposed changes as is most if not all of the Point Loma residents affected. This is really about money for the airlines. There is nothing at all beneficial to anyone in this other than the shareholders of the airlines.

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3. A greater number of flights is probable thereby greatly impacting our friends in Loma Portal
4. More danger to the residents and visitors on the southern end of Point Loma, not to mention Point Loma Nazarene University.

Where is the benefit to the people? Are the airlines going to reduce fares? I understand the average cost savings is about \$5.00 per flight. So, I am not expecting any big discounts to fly any time soon.

1908-01

Along with your reply and under the Freedom of Information Act, I would like to see every single e mail from every party involved in discussions of this project from its inception.

1908-02

The FAA should be ashamed for waiting until the last possible moment to inform the residents of this radical change to the flight path.

Sincerely,
 Jonathan Ice

Sent from my iPhone

1908

Response

1908-01

Please see **Topical Response 11 – Point Loma**.

1908-02

The commenter states under the Freedom of Information Act, he would like to see every single email from every party involved in discussions of this project from its inception. Also, the commenter states the FAA should be ashamed for waiting until the last possible moment to inform the residents of this radical change to the flight path. The request has been forwarded to the appropriate FAA office. Please see **Topical Response 13 – Point Loma Public Meeting**.

1909

Matthew Mattox

From: Matthew Mattox [hogrocket@sbcglobal.net]
Sent: Friday, October 09, 2015 2:40 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma FAA proposed flight change

1909-01

I am against the FAA proposed flight change for the following reasons.

1. Planes are already flying into Pt. Loma further than they used to. It used to be that South of Nimitz and in the Fleet ridge area of Pt. Loma, the plane noise was not an issue. Now it is as if the flight pattern has already changed. This is denied by both the FAA and the San Diego Airport. Despite the denials, every day from 6:30 AM until 11PM I can sit in my living and watch numerous airplanes take off on a flight pattern too far South. The continuous noise is stressfull, it adds to the other noise pollution on the neighborhood (traffic, etc) and it is having a negative effect on our home values. When we moved to this area, no planes. Now, every 5 minutes.

1909-02

2. Allowing the planes to cut over the tip of the peninsula will cause the same issues as noted above, but in another Point Loma neighborhood, La Playa.

3. The Savings noted by the FAA in both fuel and mileage is of such a small amount (approximately 1 mile and 5 to 6 dollars in fuel savings at that altitude and speed) the trade off is not worth the disruption of peoples livelihood, lessening of home values, stress and health issues caused by constant plane noise (especially when it wasn't an issue when these people purchased their residence) noise and fuel pollution over residences, a National Monument and Cemetery and Tide pools, all visited by millions of tourist on a yearly basis.

4. The litigation issues caused by this proposal will costs the FAA and taxpayer millions of dollars as this WILL end up in the courts based on Health issues.

Thank,

Matt Mattox
Point Loma--San Diego resident and home owner

1909

Response

1909-01

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

1909-02

Please see **Topical Response 11 – Point Loma.**

1910

Rosalyn Smyth

From: Rosalyn Smyth [rozsmlyth@hotmail.com]
Sent: Friday, October 09, 2015 2:45 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Aircraft noise over Point Loma

1910-01

I live at 3050 Rue D'Orleans, San Diego, CA 92110. This complex is a large, round building with a massive courtyard in the interior which holds tennis course, a swimming pool, a lagoon and clubhouse. The airplanes take off from San Diego International Airport and fly right over, or nearby our complex. The noise is tremendous as it echoes off the interior walls of the building. If my windows are open, I cannot talk on the telephone or hear the radio or television. Even with the windows closed (and I have double glazed windows), I am woken up early in the morning. The airplanes fly from 6:30 a.m. to 11:30 p.m.

With the increased number of airplanes flying, the noise is constant all day. The airplanes need to fly further west to keep away from our building which was built in 1965. It was not designed for this noise.

I would appreciate your consideration.

Sincerely,
 Rosalyn C. Smyth
 3050 Rue D'Orleans, Unit 239
 San Diego, CA 92110

Sent from Windows Mail

1910

Response

1910-01

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

1911

Ken Smith

From: hey kent [heykent@gmail.com]
Sent: Friday, October 09, 2015 2:47 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: flight changes

1911-01

I have owned my home for 18 years and a deciding purchase factor was the lack of plane noise.
 The day after the meeting liberty station a plane went almost directly overhead.
 I feel so cheated out of an opportunity to participate.
 So today is the deadline just a days reach from the meeting?
 The mandate of the FAA is safety why send send planes back over occupied land rather then flat sea or bay?
 What will be done to insulate my house from the noise or reduce my property taxes?
 With a sharp turn fuel is used to combat the G forces how much is really saved?
 Is making the airlines more money an FAA mandate?
 Ken Smith
 977 Manor Way San Diego 92106

1911

Response

1911-01

Please see **Topical Response 11 – Point Loma.**

1912

Kim Hecht

From: Kim Hecht
Sent: Friday, October 09, 2015 2:49 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Air traffic changes in San Diego

Dear FAA,

I am a Point Loma resident and am in strong disagreement for the proposed air traffic changes. I believed these changes will make a negative impact on my health and the health of my family.

1912-01

If these changes go through, will the FAA replace windows with noise reduction windows and pay for the installation of central air to all of the homes affected? In my opinion, that would have to be done if this plan goes through.

I hope you will listen to the hundreds of residents who are opposed to this plan.

Thank you.

Kim Hecht

1912

Response

1912-01

Please see **Topical Response 11 – Point Loma.**

1913

Sherie Richards

From: Sherie Richards [sheriej@hotmail.com]
Sent: Friday, October 09, 2015 2:55 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: OPPOSED FAA's SAN SID CHANGE

It's obvious that Commercial Airlines are bird dogging the proposed FAA departure change. By tightening the departs, the Airlines are the only benefactors, at the expense of the citizens and community. Cutting these proposed miles are a minimal gain.

In regards to this proposed SID (Standard Instrument Departure) plan at SAN, my suggestion is to:

1913-01

1. Pick up a westerly heading of 270 after takeoff.
2. Climb to altitude and pass over the coast at a minimum altitude of 10,000 ft.
3. Continue west climbing for 3 NM.
4. At that point, start a left climbing turn and pick up a heading of 90 degrees and, climbing to a minimum to 20,000 ft, passing south of the Pt.

1913

Sherie Richards (continued)

Loma Lighthouse.

There would be a minimal increase in fuel consumption by following this proposal verses the FAA's proposal.

1913-01

>From this point on they follow departure control to their inroute heading and altitude.

Home owner and voter in Pt. Loma.

Kindly,

Sherie Richards
2230 Historic Decatur Rd. #66
San Diego, CA 92106
858 449-6293

Clinical Sleep Educator

www.letstalksleep.com

1913

Response

1913-01

The commenter is concerned with the tightening of SAN departures and states the only benefactor is the airlines at the expense of the citizens and community. The commenter also provides suggestions for specific altitudes and headings on the departures. As stated in Section 2.2 of the EA, 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, the SoCal Metroplex procedures meet current FAA design criteria, which include climb and altitude requirements. Please see Section 3.1.2 of the EA for additional information regarding procedure design criteria. Please see **Topical Response 11 – Point Loma**.

1914

Wilf Kurth

From: Wilf Kurth [wfkurth@gmail.com]
Sent: Friday, October 09, 2015 2:56 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SocialMetroPlex Proposal

Wilf Kurth, 4574 Newport Ave, San Diego, CA, 92107
Ph: 619-230-5811
wfkurth@gmail.com

10-6-2015

To: Airline and FAA Presenters

1914-01

Ocean Beach Issues

This e-mail addresses Current Peninsula Problems and opposed additional problems being added by the FAA.

First, I would like to draw attention to the Ocean Beach (OB) situation re peninsula air traffic.

1914

Wilf Kurth (continued)

First, I would like to draw attention to the Ocean Beach (OB) situation re peninsula air traffic.

I felt there was no effective representation for OB at the meeting last night - why is that? How can we improve that?

1914-01

OB gets the traffic of all airplanes going out toward the ocean. The new Metroplex proposal only worsens the situation for the Peninsula.

The Peninsula Issues should be addressed by Point Loma and Ocean Beach together to be a more effective force to make the FAA aware that they are working for the tax payer and not the FAA.

2. Re-route the OB flight pass over the San Diego River.
Currently the OB flight pass cuts right across the precious town core area of OB.
Re routing the flight pass over the SD River moves the Airplanes from a High to a Low impact area.
- why isn't that done?

Rather than optimizing the flight path for the Airline profit we should optimize for People and the Environment? Why is this not a priority?

1914-02

3. OB Particulars
OB has 100% of the west and east flights. The FAA is attempting to make this situation worse instead of better.

4. Cross Traffic
This is the term for the flights to pass in opposite directions.
OB normally only has outgoing traffic (East to West - both to the Ocean).
However, on foggy days incoming flights (from the ocean) are

Wilf Kurth, 4574 Newport Ave, San Diego, CA, 92107
Ph: 619-230-5811
wfkurth@gmail.com

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1914

Wilf Kurth (continued)

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 OB has 100% of the west and east flights. The FAA is attempting to make this situation worse instead of better.

4. Cross Traffic
 This is the term for the flights to pass in opposite directions. OB normally only has outgoing traffic (East to West - both to the Ocean).
 However, on foggy days incoming flights (from the ocean) are added.
 This causes flights going and coming in opposite directions; flying airplanes very low and at close distance.

A truly frightening experience when you are asleep at Newport and Froude and looking to the west.
 added.

This causes flights going and coming in opposite directions; flying airplanes very low and at close distance.

A truly frightening experience when you are asleep at Newport and Froude and looking to the west.

wk

1914

Response

1914-01

The commenter is concerned with current peninsula problems and the lack of representation for Ocean Beach at the San Diego County Regional Airport Authority meeting held in Point Loma. Please see **Topical Response 13 - Point Loma Public Meeting** for additional information. Also, please see **Topical Response 02 - Existing Conditions**.

1914

Response (continued)

1914-02

The commenter suggests re-routing the SAN departures over the San Diego River and suggests optimizing the flight paths for the people and environment instead of the airlines' profits.

As stated in Section 2.2 of the EA, the purpose of the Proposed Action procedures is to 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**. Regarding moving the flight path over the San Diego River, the FAA considered all substantive comments received on the EA. The commenter's suggestion to re-route departures over the river reduces efficiency of SAN departures, thus it does not meet the purpose and need of the Project. Further, the Proposed Action procedures must meet current FAA procedure design requirements. See Section 3.1.2 of the EA for additional information regarding procedure design requirements.

1915

Kathy Brown

From: Kathy Brown [kvolle4318@aol.com]
Sent: Friday, October 09, 2015 2:56 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Objection to change of So-Cal Flight Path

Dear FAA:

1915-01

I live in San Diego, CA (specifically the Point Loma area) where you are proposing to change the flight path. I am opposed to the changes due to the environmental impact it will have on my community. I live on the Peninsula facing east where I can see the naval base in Coronado. Presently, we experience helicopter and airplane noise daily from the Naval Airbase across San Diego Bay. Additionally, the jet fuel is stored in large tanks below our house and emits fumes not to mention the fumes of the Navy planes flying overhead. To add more noise pollution and exhaust/fumes to our community will definitely adversely impact our environment and health. For these reasons, I am strongly opposed to the flight path changes.

Sincerely,

Kathy Brown
3580 Kellogg Way
San Diego, CA 92106

Sent from my iPhone

1915

Response

1915-01

Please see **Topical Response 11 – Point Loma**.

1916

Peggy Weinbrecht

From: Peggy Weinbrecht [peggyweinbrecht@hotmail.com]
 Sent: Friday, October 09, 2015 2:57 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: FAA's

1916-01

How dare the FAA try to pull a fast one on the people of San Diego by changing flight patterns in and out of Lindbergh Field adding more noise and pollution over our pristine coastal environment. This is not Los Angeles! We will not sit still and accept being ignored by the Democrat appointed Washington bureaucrats who want to turn our environment into their plaything without a fight. Wake up and listen to us. You will not implement any changes without total, full disclosure and approval by all citizens who will make the final determination not you.

Peggy Weinbrecht
 Coldwell Banker Residential Real Estate
 930 Prospect St
 La Jolla, CA 92037
 858-456-3251 direct
 858-243-2304 cell
 BRE #0667123

1916

Response

1916-01

Thank you for your comment.

1917

Sharon St John

From: ssjlegal@aol.com [ssjlegal@aol.com]
Sent: Friday, October 09, 2015 2:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to Alteration of Flight Path in San Diego

1917-01

Your total disregard for the safety and well being of the thousands of residents impacted by this change is amazing. You have made the determination to adversely impact the quality of life for an entire community with no meaningful input - for this alteration will affect all of Point Loma.

1917-02

For your edification, Point Loma is one of the oldest and nicest communities in San Diego and one of the few in which people who work downtown can live without spending untold hours commuting. The volume and height of the planes in this new flight path is frightening. They are coming over lower and louder than ever before and one cannot imagine how many thousands of people would be killed by a malfunction. In the hour between 6:30 A.M. and 7:30 A.M. on Sunday morning, there are no fewer than 36 flights going over our house - an intolerable number.

If you have done your homework, you should know that the flight path issue has been disputed here before. A resolution was achieved in the early 90's and had worked successfully since largely due to the airport's efforts to minimize flight time over housing. You have thrown that success to the wind for what can be seen as a marginal benefit for the airlines.

One can only question your priorities.

Sharon St John
 3605 Curtis Street
 San Diego, Ca. 92106

1917

Response

1917-01

Please see **Topical Response 11 – Point Loma.**

1917-02

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

1918

Candice Gleeson

From: Candice Gleeson [keagank9@gmail.com]
Sent: Friday, October 09, 2015 3:06 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Fwd: Concern over Point Loma Flight Path Changes

Dear FAA & San Diego Airport Authority,

1918-01

I am have lived in Point Loma for the last 15 years. As long as we have lived here we have been spared the noise and pollution from our neighboring airport, Lindbergh Field (SAN). That has changed in the recent weeks with planes now taking off with a more southernly vector and an increase in noise pollution and jet exhaust over our home and neighborhood.

We are now concerned with how this may affect the property values of the neighborhood, with health issues for us and our neighbors, how it will detrimentally affect our schools, pets and wildlife here in Point Loma. Also, we have concerns with how will this affect residents and workers at Point Loma Nazarene College, the National Park, Sunset Cliffs, and the military base including Fort Rosecrans Cemetery.

We chose our home location specifically, because it was not in the air traffic patterns and has never been in the Lindbergh Field flight path. Changing it without notice, without input, without involvement of our community is a disgrace, irresponsible and may have larger detrimental affects to our community.

1918-02

If these new flight patterns are put into place for good, how will you address the following: Our Neighborhood's decreased property values; our decrease in local air quality; the increase in noise pollution? How will you compensate the neighborhood for an impact to our quality of life? I would like to know if there is a fund set aside to pay for costs for those that now may want to move or leave the area? Additionally, is there a fund for long term health impacts for those that wish to remain in the area? Lastly, where is the study that says flying over people and communities is safer, cleaner, and less contaminant than flying and banking over water? Who was the independent governing body that oversaw these studies?

Thank you for your time and attention to this matter. We look forward to you working with our city and community in getting this resolved.

Regards,
Candice Gleeson
975 Gage Drive
San Diego, CA 92106
619 922 7865
keagank9@gmail.com

1918

Response

1918-01

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

1918-02

Please see **Topical Response 11 – Point Loma.**

1919

Anne Hoffman

From: annehoffman21@gmail.com [annehoffman21@gmail.com]
 Sent: Friday, October 09, 2015 3:09 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Safety concerns for proposed change San Diego Airport

1919-01

Dear FAA, I do not live in Point Loma but I oppose the change in flight paths that would bring additional planes over Point Loma University, the elementary school on Hill St, residential homes and guarded Naval Research site. Lindbergh Field has always been a difficult flight approach and this proposed change would increase congestion and technical difficulties for pilots. Thank you for taking note of my opposition to proposed change. Anne Hoffman

Sent from my iPhone

1919

Response

1919-01

Please see **Topical Response 11 – Point Loma.**

1920

Gregory Jamrok

From: Greg Jamrok [gjamrok@me.com]
Sent: Friday, October 09, 2015 3:14 AM
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.

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.

1920-01

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.

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.

1920

Gregory Jamrok (continued)

1920-02

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.

Thank you,
Gregory Jamrok
Culver City Resident

1920

Response

1920-01

The commenter expresses concern over potential noise and air quality impacts to Culver City. As discussed in Section 5.1 of the EA, a noise analysis was conducted in support of the EA for the SoCal Metroplex Project. The noise analysis 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.

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 – 0600 am. 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.

The EA also discusses potential impacts to air quality associated with the SoCal Metroplex Project. As discussed in Section 5.8 of the EA, neither the Proposed Action nor the No Action Alternative would result in significant impacts to air quality. Also see **Topical Response 09 – LAX North Arrivals**.

1920-02

The commenter requests that data be provided in a way the public can understand and not in DNL. 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 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 commenter also requests that an EIR be conducted. An EIR is a document related to certain projects subject to the California Environmental Quality Act (CEQA). The SoCal Metroplex Project is a proposed federal project and subject to the National Environmental Policy Act (NEPA).

1921

Laura Kyle

From: Laura Kyle [Isouhrada@aol.com]
Sent: Friday, October 09, 2015 3:14 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen, Metroplex and Lindbergh Field

I am writing about the FAA's "proposed" change of flight paths for Lindbergh Field in San Diego, including the elimination of way-point LOWMA. People in my community believe that their best interests are being shunted aside in favor of commercial interests. What is the FAA's charter? Is it to increase profit for airlines through fuel savings (a miniscule amount in this case) and increased airplane traffic? Or is to ensure public safety? I assume "public safety" includes people who are on the ground BELOW -- as well as those riding IN -- airplanes.

The "proposed" new flight pattern reduces public safety by putting planes over land for longer durations during take-off, sending them not once, but twice, over the same general vicinity. San Diego is lucky...we have an ocean right next door. Can you tell us what benefit there is to having airplanes fly over our homes in the process of turning, rather than over the open ocean? Please explain why the cost and efficiency of air traffic trumps the well-being of an entire community and the tourists who visit? Where is the evidence that the new air traffic pattern would have "no significant impact" on my community? The environmental assessment with its 24-hour average of noise levels is not a realistic measure of noise impacts on our daily lives. We'd also like to see evidence that there will NOT be an increased level of pollutants in the air that we breathe.

The new pattern will expose a new group of thousands of residents, workers and students to pollution (noise and particulates). As you know, Lindbergh Field operates under a variance to Title 21 of the California State Code of Regulations. Therefore, it is the responsibility and obligation of the airport and the FAA to measure, monitor and mitigate pollution before and after any changes are implemented.

Laura S Kyle
 2910 Owen St.
 San Diego, CA 92106

1921-01

1921

Response

1921-01

Please see **Topical Response 11 – Point Loma.**

1922

Peter and Barbara Morrow

From: Bobbie Morrow [two.morrows@icloud.com]
Sent: Friday, October 09, 2015 3:17 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: POINT LOMA FLIGHT PATH

Being a Coastal community, the overwhelming majority of homes do not have air conditioning! Ocean Beach and Point Loma, unlike most other areas, are outdoor oriented.

The homes in the Loma Portal area have fought for years and the Quieter Homes project was developed but, to this day, not all homes have been retrofitted. Their fight was over the location of the airport! Why would you further impact our community by creating far more problems?

It's frustrating that government agencies assume you can "bulldoze" and disrupt citizens and figure that we will roll over and take it. We have been watching the planes already starting to fan out even though we are told they're not.

All we have heard is "saving money".....but, at what price? We have worked too long and hard to now deal with this change!

Please allow us to live in peace!!!

1922-01

Peter and Barbara Morrow
 1117 Moana Drive
 San Diego, Ca. 92107

619-223-3293

1922

Response

1922-01

Please see **Topical Response 11 – Point Loma.**

1923

Lynde Selden II and Jeannie Selden

From: ljsel@cox.net [ljsel@cox.net]
Sent: Friday, October 09, 2015 3:19 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: ljsel@cox.net
Subject: SoCal Nextgen Metroplex Redesign

To: The FAA
From: Lynde Selden II, Attorney at Law
Jeannie Selden, MPH, Industrial Hygienist
544 Silver Gate Avenue, San Diego, California 92106
(619)223-8819
ljsel@cox.net
Re: Proposed Flight Changes in San Diego California

1923-01

The So Cal Nextgen Metroplex Redesign was presented at a meeting in San Diego, California on October 6, 2015. We were made aware of this plan only 2 weeks before the meeting took place which left us with little time or resources to secure our own experts to weigh your findings and offer our own. We appreciate that the FAA is working on implementing new procedures to optimize flight performance and that safety and efficiency is included in the proposal. The current flight plan has planes flying just a few miles south of the Point Loma Peninsula (the Peninsula itself is about 5 miles long) and making their turns east out over the Pacific Ocean. The proposal to change the flight pattern to fly over a densely populated area instead of the ocean for a negligible savings on fuel and supposed efficiency does not justify the compromise to safety for thousands of people. This change in flight pattern will not change the take-off flight pattern already in place for decades due to the location of our airport and San Diego Bay. The proposed flight plan route will not shift the burden from one area to another; it will simply add communities to bear the burden. It will also continue to add to the noise and particulate pollution to our neighborhood and greatly affect the quality of life for thousands of people at home, in school, and in their businesses. As an Industrial Hygienist, I can tell you that the long term effects of loud intermittent noise, especially on children, is very detrimental. The literature is very clear on this. The Peninsula is an environmentally sensitive and valued area. Planes flying over would impact our wildlife, our national treasures, and our property values significantly. Since the upper peninsula where the proposed changes are to take place is not even a mile wide, a turn over the ocean would not incur an increase in fuel use. The current flight plan does meet your goals for safety, fuel use, and pollution. We ask that you reconsider your proposal. Thank you for your attention to this matter.

1923

Response

1923-01

Please see **Topical Response 11 – Point Loma.**

1924

Vince George

From: Vince George [salesnetvince@cox.net]
 Sent: Friday, October 09, 2015 3:21 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Toxic material - black soot on my windows and screens

Dear FAA,

Since you have started routing jets over Point Loma i have now collect Soot from all screens in the house. Please let me know where is can send this toxic material for disposal.

1924-01

More importantly, when are you (the FAA) going to do the write thing and stop flying jets over point loma. The FAA has broken the law and the rules that have existed for years. What is wrong with you people.....

1924-02

I am calling my layer tomorrow and the FAA can expect to be sued. I wish i did not have to do this but the FAA does not work for the American Population/

Vince George
 604 Catalina Blvd
 San Diego, CA 92106

1924

Response

1924-01

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

1924-02

Please see **Topical Response 11 – Point Loma.**

1925

Anne Hartley

From: stuart hartley [stusart@me.com]
Sent: Friday, October 09, 2015 3:22 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex comments San Diego

As a concerned resident of Point Loma for many years, I am appalled by the actions of the FAA regarding the proposed changes to the flight path over the peninsula and the lack of communication regarding this extremely important and controversial issue.

1925-01

I attended the meeting on Tuesday 10/6/2015 for which I thought was to be an informative exchange only to find out that the meeting was essentially a sham used to ramrod a policy change on the residents of our neighborhoods.

I would like to know what method of communication you used to inform us of this proposal and why we were given only two days following that disgraceful event on 10/6, to comment on what could be a life changing, disastrous and unsafe course of action? Are we left with no alternatives other than law suits to fight this proposed horrific action?

1925-02

My home will be directly affected by jets flying this proposed flight path change and I fear for the safety of my family and neighbors. Noise and fuel vapor pollution are already a concern in Point Loma with the current supposedly "set" flight path which many residents including myself have seen fan out over the Point since the airport expanded its capacity in the last year. The FAA denies this practice vehemently

1925

Anne Hartley (continued)

1925-02

which I believe is another ploy to trick residents into agreeing to this abhorrent proposal.

Anne Hartley

1925

Response

1925-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1925-02

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

1926

A Menas

From: A. Menas [anmlngshot1@hotmail.com]
Sent: Friday, October 09, 2015 3:26 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Hello

1926-01

This is a great idea.

Sent from Windows Mail

1926

Response

1926-01

Thank you for your comment.

1927

Roberta Lohla

From: gardenbirdlohla@gmail.com [gardenbirdlohla@gmail.com]
Sent: Friday, October 09, 2015 3:27 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Lindbergh Airport

1927-01

Following up on the raucous "public hearing" at Liberty Station I would like to repeat my concerns about the planned change in plane departures which will increase noise and air pollution over our homes in Point Loma. It seems that the FAA cares more about saving the airlines some money than worrying about the major effects these changes will bring to households in their path.

So much for our hearing that netted no answers and showed very little in the way of government responding to local needs.

Roberta Lohla
Lowell Street, Point Loma, San Diego

Sent from my iPad

1927

Response

1927-01

Please see **Topical Response 11 – Point Loma and Topical Response 13 – Point Loma Public Meeting.**

1928

Donna Lynn

From: 3104869464 [donna.lynn1@sbcglobal.net]
Sent: Friday, October 09, 2015 3:27 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: LAX FLIGHT PLAN

1928-01

PLEASE STOP THE PLANS TO ROUTE THE PLANES OVER THE WESTSIDE VILLAGE NEIGHBORHOOD! CONSTANT NOISE AT THAT LEVEL IS A FORM OF TORTURE USED ON PRISONERS OF WAR BY THEIR ENEMIES!!! THANK YOU IN ADVANCE FOR YOUR CARING, AND YOUR COOPERATION!

1928

Response

1928-01

Thank you for your comment.

1929

Peggy Weinbrecht

From: Peggy Weinbrecht [peggyweinbrecht@hotmail.com]
Sent: Friday, October 09, 2015 3:30 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Lindbergh Field Flight Pattern Changes

1929-01

What are the changes in flight patterns which may affect the community of La Jolla CA? We already are impacted by USMC military helicopters out of Camp Pendleton and Miramar Marine Air Station, Coast Guard helicopter patrols, low-flying private and civilian single engine aircraft, planes pulling advertising banners and bi-planes flying simulated dog fights and flying low over the beach areas. Private jets sometimes fly low level going into Lindbergh. Now will we have to put up with commercial aircraft? Keep the current patterns in place and don't change them to add more pollution (both auditory and chemical by-products) to our beautiful coastal environment. Thank you.

Peggy Weinbrecht
 5980 La Jolla Drive
 La Jolla, CA 92037
 858-243-2304

1929

Response

1929-01

The commenter is concerned with changes in flight patterns which may affect the community of La Jolla, CA. The commenter states they are already impacted by the military helicopters and want to keep the current patterns in place. The flight corridors associated with the Proposed Action and the No Action alternatives are depicted on Exhibit 3-8 and Exhibit 3-7 in Chapter 3 of the EA. The information shown on Exhibit 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

1930

Jim Wheyland

From: Agpc@aol.com [Agpc@aol.com]
Sent: Friday, October 09, 2015 3:30 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Flight Path

BACKGROUND: San Diego is a pioneer in aviation. Military aviation presence here dates from its birth. During the 1940's and 1950's much of the nation's manufacturing and assembly aircraft industry was located here and elsewhere in the region. It was a major employer and economic engine for San Diego County. As a consequence San Diego's citizens are generally knowledgeable and sympathetic toward aviation. This said, the flight paths of takeoffs and landings of aircraft from San Diego International Airport (Lindbergh Field), Naval Air Station North Island, Marine Corps Air Station Miramar as well as to a lesser extent general aviation airports of Montgomery Field, Brown Field and NOLF Imperial Beach have always required compromise with the citizens most affected.

Over the years Lindbergh Field due to its location and number of flights has been the subject of ongoing debate over safety, noise and other environmental, property damage, legal and financial concerns including economic loss and defacto condemnation. Roughly 20 or so years ago a compromise as to curfew, flight path, mitigation and compensation was reached with the Airport Authority and airline industry brokered by the FFA and facilitated by then Congressman Brian Bilbray's office. This compromise established the protocol for the present flight paths.

1930-01

CONCERNS NOT PROPERLY ADDRESSED:

1) The proposed re-vectoring of outgoing westerly flights including nullifying or elimination of the intent of the Loma way point by reducing the arc of the flight path resulting in aircraft crossing over Point Loma having the potential to affect considerably more people and locations than those agreed upon in the current compromise flight path. My concern is the Environmental Assessment fails to address the impact and implications on the tourist trade particularly in the Point Loma-Shelter Island corridor. Performance venues such as Humphreys cannot help but to be affected. Tourists come to the area for relaxation and are willing to pay good money for our scenic bay and its amenities. Being assaulted by recurring over flights creates the potential of lower room rates and less occupancy for hotels and resorts in the area. Why were these impacts not considered and quantified?

1930-02

2) The agreed upon flight path mitigation of years past appears not to be mentioned, nor apparently the historic back and forth accommodations between the industry and citizens even considered. Why has this accord been summarily disregarded?

1930-03

3) The altering of the flight path will almost certainly result in lowering of desirability in some areas of Point Loma and subsequent loss of property values. It is likely that actions for compensation or even inverse condemnation will arise from your proposed actions. Although the FAA and other public agencies have very deep pockets and likely can string litigation on for decades, it is not without cost to the tax payer on both sides of litigation. Why are not the potential for legal actions, their cost and possible claims not addressed and cast into the overall cost benefit analysis of this pending action – not just for operating efficiencies in terms of air space and possible fuel savings for the airlines.

1930-04

4) And finally, why has your agency (the FFA) chosen an obtuse and disingenuous course of action with their interface with the public masking the impacts on the various communities in San Diego, and prospectively surrounding areas as well, burying the possible impacts, incomplete and poorly researched as they appear to be, in a nationwide environmental assessment document that by its nature and scope are intended to be nothing more than a survey. The Agency has to have known this document to be inadequate for the issues specific to San Diego's International Airport.

1930

Jim Wheyland (continued)

1930-05

In summary it is recognized the FAA's duty is to balance the needs of flying public, the airline industry, adequacy and safety of physical facilities and infrastructure of local agencies and the overall benefit to the Nation. Your entire process smacks of being highly influenced and skewed toward the airline industry in the public be-dammed public exposure process. Fuel savings and improved efficiencies as a compelling argument for implementation of the proposed plan echo hollow when considered in the context of this Administration's energy policy and practice as it pertains to the largest sectors of domestic energy production. It is not the duty of private citizens and private enterprise to subsidize the airline industry through reductions in value of capital assets and loss of business opportunity through ill informed and capricious governmental action.

S/Jim Wheyland, 13444 Calais Drive, Del Mar, CA 92014 858/204-1729

1930

Response

1930-01

Please see **Topical Response 11 – Point Loma**.

1930-02

The commenter is concerned with an agreement or accord from 20 years ago between the airport authority and the airline industry. The proposed action procedures were designed wherever possible to remain within the existing historical flight tracks. The flight corridors associated with the No Action and Proposed Action alternatives are depicted on Exhibits 3-7 and 3-8 in Chapter 3 of the EA. The information shown on Exhibit 3-7 and 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

1930-03

Please see **Topical Response 11 – Point Loma**.

1930-04

The commenter appears to be under impression that the EA has been prepared for a nationwide project. As discussed in Chapter 1, while the Metroplex Initiative affects metroplex areas across the United States, this EA was prepared specifically for the Southern California Metroplex project and is focused on arrival and departure procedures serving 21 Study Airports located within the Southern California Metroplex. The EA has been prepared in full compliance with 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.

Substantial public outreach has been conducted in support of the SoCal Metroplex Project EA. Outreach efforts included issuance of notification of both

1930

Response (continued)

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 in major newspapers throughout the Southern California, including the San Diego Union Tribune. These public notices included invitations to 11 public workshops held in various locations throughout the General Study Area. The San Diego workshop was held on June 22, 2015. 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 from an initial 30 days to a total of 120 days in order to provide the public with sufficient time to provide input on the Project.

1930-05

The commenter states it is not the duty of private citizens and private enterprise to subsidize the airline industry. It is the FAA's mission to provide the safest, most efficient aerospace system in the world. As discussed in Chapter 2 of the EA, the purpose of the Proposed Action is to address problems and issues that have been identified in the Southern California Metroplex airspace by improving the efficiency of aircraft arrival and departure procedures and optimizing utilization of the airspace, while maintaining or enhancing safety in accordance with FAA's mandate under federal law. Please see **Topical Response 05 – Purpose and Need**.

1931

Steve Stangland

From: Steve Stangland [sstangland@cox.net]
Sent: Friday, October 09, 2015 3:31 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Nancy Stangland
Subject: Flight Changes Over San Diego

FAA -

1931-01

I am writing regarding the proposed changes to flight patterns over San Diego. I want to remind you that both you and San Diego residents live in the United States...which is supposed to have the highest living standard in the world...and you want to diminish it! There is a great big Pacific Ocean over which you can continue to fly your patterns without flying over Point Loma Nazarene University, several grade schools, the Cabrillo National Monument, the tide pools, and thousands of homes and apartments. Many people, including myself, paid extra money to purchase homes that were not under the major flight patterns. What gives you the right to reduce the value of my home and the homes of hundreds, probably thousands, of other people? What gives you the right to degrade my standard of living?? Maintaining the standard of living for people trumps any reason you may have for changing flight patterns that have been in place for 50 years. Don't give me any crap about saving fuel, etc. Read the line two sentences back again! What this is really all about is your GREED.

I would not be in favor of raising ticket prices. However, if ticket prices were raised 10 cents per person, on a 50 passenger plane, that would be an

1931

Steve Stangland

1931-01

additional \$5. On a 100 passenger plane, \$10. Any citizen would prefer to pay an extra 10 cents per ticket to what you are proposinglowering everyone's living standard. But once again as stated above, not one thing you are proposing needs to be done. Based on what I have seen so far, the FAA believes it is God and can do anything it pleases. What I can guarantee you is that the people of San Diego will challenge you...and win...in court if you proceed with this absurd, idiotic plan you have devised.

Steve Stangland - 3846 Talbot Street - San Diego, CA 92106 - 619-985-8562
- sstangland@cox.net

1931

Response

1931-01

Please see **Topical Response 11 – Point Loma.**

1932

Dick Hingson

From: dhingson@infowest.com [dhingson@infowest.com]
Sent: Friday, October 09, 2015 3:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Southern California Metroplex

To FAA -

Having just seen the FOX News coverage, and the local press coverage, of the overwhelming and raucous recent public meeting in San Diego, with Glenn Martin, re the ill-advised Southern California Metroplex flightpath redesign out of Lindbergh Field, it looks best for FAA to *withdraw this redesign project*.

1932-01

It has the potential to dishonor the very name "Lindbergh", what with all the unwanted urban noise likely from the flight path re-design.

The politics are very disturbed, and funding best spent on other projects than this one, with the current Lindbergh flightpaths maintained, into the indefinite future. Don't make the mistake FAA made with the Phoenix Sky Harbor flightpaths, please!!

I have often stayed in Point Loma - and the aircraft noise there should not be increased, but rather decreased. This plan looks ominous.

Dick Hingson
424 W. Dale Ave, No. 4
Flagstaff, AZ 86001

1932

Response

1932-01

Please see **Topical Response 11 – Point Loma.**

1933

Maria Heredia

From: Maria Heredia [mcrheredia@gmail.com]
Sent: Friday, October 09, 2015 3:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org; Maria Heredia
Subject: Point Loma - FAA Plan Re LOWMA Waypoint

To Whom It May Concern:

I am one of a large and growing number of homeowners in the Ocean Beach/Sunset Cliffs area of Point Loma who are deeply concerned about the FAA's plans to remove the waypoint called LOWMA.

As we understand it, today the LOWMA waypoint is located about 1.5 miles off the coast of Point Loma. The waypoint currently provides aircraft sufficient time to gain altitude over the ocean, where pollution and noise associated with aircraft can dissipate without affecting residents, homes, schools and natural attractions. However, it appears as if the FAA is entertaining removing the LOWMA with the stated intention of saving fuel and reducing carbon emissions and building airline traffic efficiencies.

From our perspective, these arguments for removing the LOWMA seem to lack support as the elimination of the waypoint only appears to save 650 yards (0.12 miles), which is a negligible measure of distance. What is not negligible is the noise pollution that will fall on Point Loma areas, schools, natural resources and residents who historically have had the quiet enjoyment associated with being sufficiently removed from the flight path.

1933-01

While we can appreciate the FAA's goals of saving fuel and reducing emissions, it seems as though those goals are not best met with the FAA's intended actions. Moreover, while there appears to be little gained by the proposed removal, those in the affected areas have much to lose. Before any such action, we believe the alleged benefits of the FAA's plans should be weighed against the impact to our community, and the health, well-being and quiet living of its residents.

When we purchased our home 20 years ago we looked closely at Point Loma scrutinizing where the flight patterns existed. Like our neighbors, we specifically chose the area where we reside because it was not under the flight path, and had little to no noise related to the same.

It seems to us and to our neighbors that some testing of changed flight paths has already begun as there have recently been periods of time with significant increases in noise related to planes flying directly overhead. We can assure you that there is a marked difference in noise when the patterns are shifted. Please consider the long-term impacts to the well-being and health of this community and leave the LOWMA waypoint in its place.

Sincerely,

Maria Heredia
Cornish Drive
San Diego, CA 92107

--

Maria CR Heredia

1933

Response

1933-01

Please see **Topical Response 11 – Point Loma.**

1934

Neal Esterly

From: Neal Esterly [Neal.Esterly@FraserYachts.com]
Sent: Friday, October 09, 2015 3:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; trussell@san.org; Loriezapf@sandiego.gov
Subject: Questions for SoCal Metroplex EA

October 6, 2015

Neal Esterly
 3635 Dupont St.
 San Diego, CA 92106
 Neal.esterly@fraseryachts.com
 619.823.9034

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

C/C: Senator Dianne Feinstein
 Senator Barbara Boxer
 Congressman Scott Peters

Dear Sir or Madam;

The following are questions to the FAA regarding the “draft” Environmental Assessment for the SoCal Metroplex. I am requesting the answers to be returned in writing via the above email address prior to the end of public discussion and final implementation. If you cannot do so, I expect a written explanation as to why not and what my legal remedy is under the law.

1934-01

1. Please provide past sound measurements data for monitoring stations that are located in the newly impacted area: basically from Nimitz Blvd to Cabrillo National Monument. Since the FAA says there will be negligible noise impact, then a current baseline is needed so as to be able to compare new flight paths’ noise pollution. If there are no sound monitors installed at this time, the does the FAA / Airport Authority intend to install monitors and, if so, for what period will you take measurements for the noise projections of the traditional and long standing departure routes going around LOWMA?

1934-02

2. With safety and noise abatement being two of the primary responsibilities of the FAA, why would you re-route jets over a heavily populated residential area rather than continuing to use route over the "noise compatible" ocean? A route that had been used very successfully since the airport was built?

3. Why is it that that the FAA uses outdated science to measure aviation noise when newer more accurate science is commonly used in the rest of the world to measure noise such Lden.

4. SAN has asked that you re-do your noise measurement study in CNEL. Will you be doing so? The law provides that noise measurements in CA be done using CNEL, not DNL. Why didn't you use that metric?

1934

Neal Esterly (continued)

1934-03

5. Why does the FAA continue to use 65 dB's as the threshold to determine if noise mitigation is needed when the EPA
6. Why has the FAA chosen to stop adhering to the 1998 "Red Dot" agreement that agreed to between the FAA and the City of San Diego



I will look forward to your response.

Sincerely,

Neal Esterly

This e-mail (including any attachments), may be confidential and is intended only for the use of the addressee(s). If you are not an addressee, please inform the sender immediately by contacting Fraser Yachts at http://fraseryachts.com/Contact_Us/Default.aspx. No warranty is given that this email is free of viruses, secure or error free. No liability or responsibility is accepted if information or data is, for whatever reason corrupted or does not reach its intended recipient. The views expressed in this email are, unless otherwise stated, those of the author and not those of Fraser Yachts Monaco S.A.M., or of any of its affiliates.

1934

Response

1934-01

The commenter requests that noise monitoring equipment be installed in newly impacted areas and asks how a baseline was measured in areas without noise monitoring equipment. As they are not required by FAA Order 1050.1E, noise monitors were not utilized for conducting the noise analyses to determine whether a significant or reportable noise impact is expected. The FAA-approved NIRS noise model used grid points to calculate and evaluate noise throughout the entire General Study Area. Section 5.1.2 of the EA in particular discusses the noise analysis methodology and the criteria for determining the impact of

1934

Response (continued)

changes in aircraft noise using the FAA's required DNL metric. Please see **Topical Response 11 – Point Loma**.

1934-02

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

1934-03

The commenter asks why the significance threshold of 65 dB is used to determine if noise mitigation is needed. 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 that order. 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 commenter asks why the FAA has chosen to stop adhering to the 1998 “Red Dot” agreement. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. Concerns regarding current noise impacts are beyond the scope of the SoCal Metroplex Project. Please see **Topical Response 02 – Existing Conditions** regarding existing noise concerns.

1935

Kay Lee Sperling

From: Kay Lee Sperling [kaylee@teamsperling.com]
Sent: Friday, October 09, 2015 3:40 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org
Subject: Opposition to the Metroplex Initiative in SAN DIEGO

Kay Lee Sperling
2880 Locust Street
SD, CA 92106

(770) 490-8748

Hello-

1935-01

This may very well be the most informal email you get regarding this matter but I can assure you the concerns and the worries are equivalent to those that have drafted a more well thought out/professional letter.

You see, I am sending this note with only a couple of hours to spare before the deadline. Why wait so late? Well to put it simply, I have been shuffling my two young daughters from school, to lacrosse, to Girl Scouts, to soccer,

1935

Kay Lee Sperling (continued)

1935-01

to music, to swim and other various kid activities. This is important because you should know that EVERY single one of these events takes place in my local community of Point Loma! The bottom line is I am concerned about the safety of my children and all the others that live in the beautiful community. The air that we breath is already so polluted and I'm concerned that my girls are constantly under planes at any given time of the day now. If this new plan goes into effect, My kids will NEVER get a break from having planes above them! Isn't it enough that the FAA already flies over Loma Portal at take offs but do you really have to implement the new route that will put more homes and people at risk? Please, please I beg you not to implement the Metroplex initiative!!

Thank you for listening!

Kay Lee, Ben, Hannah (7), and Gracie (5)
We also like to call ourselves...Team Sperling

1935

Response

1935-01

Please see **Topical Response 11 – Point Loma.**

1936

Pat C

From: Pat C [sdpcnkl@gmail.com]
Sent: Friday, October 09, 2015 3:45 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: New flight paths over Pt. Loma

Dear FAA Officials,

My husband is a native Pt. Loman and is 61 years old. He has lived on the same street almost his entire life and I have lived here since 1985. From 1979 to 85 we lived 3 blocks from our current location. Our son lives across the street. We love Pt. Loma; a wonderful place to live.

I don't profess to know what the most efficient flight path is for the area. I do know that efficiency and reality don't always match. An electric car may be the most efficient method of travel, but if it gets 30 miles on a charge and your place of work is 40 miles away, the reality dictates that you NOT buy an electric car.

The reality in this case is that thousands more residents, visitors, college students, workers, etc. are going to be impacted by the change in flight paths causing planes to turn and fly over the residential areas, Cabrillo Monument, Pt. Loma Nazarene University, businesses, etc. This will be in addition to those already impacted by the initial take off from the airport. The noise and particulate matter from the airplanes should not be imposed on anymore people than are already affected.

1936-01

It is one thing when people buy a home in a flight path. They know, or should know, what they are getting into. Their homes are also priced accordingly. (Although nothing is cheap in the area.) To be living in your home not under the flight path for 30 years and, in the 31st year, planes are going over your house all day long, is not something easily stomached. Imagine the person who looked at homes under the flight path and decided they could not adapt to the noise and debris from the sky, so they buy a Pt Loma home and pay a premium because it is not in the flight path. Now the FAA announces that the flight paths have been re-evaluated and will now go over that recently purchased home. If the home owners decide to sell because they had already determined they could not live with the noise and pollution, they will never recoup their purchase price.

1936

Pat C (continued)

Will the FAA reimburse all homeowners for the decrease in property values? Will the FAA pay the short fall when someone sells their house for less than their mortgage? Will the FAA buy homes that do not sell by the time the sellers have to vacate to relocate for a job, health, or for any other reason? Will the FAA pay for all the homes to be upgraded with double or triple pane windows, air conditioning and added insulation as they do for the homes in the existing flight path? Move FAA and other government employees into these homes and see how long they last.

Reports I've heard have been that the airlines are doing very well right now financially. Yes, this change would save them money on fuel and maybe even a minute or 2 in flying time, but at what cost?

Please reconsider this decision. Yes, we all know that the decision was made before the meeting was announced for public input. Was the meeting an afterthought? "Oops, we have to get public input before we announce the decision. Schedule the meeting before the official announcement of the change even if it's a couple of days before. Then no one can accuse us of not following the P&P."

Remember, you work for the public's best interest, to keep us safe in, around and under the airplanes. If you notice, "safety" comes before "efficiency" in your mission and vision statements.

Our Mission

Our continuing mission is to provide the **safest**, most efficient aerospace system in the world.

1936-01

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.

1936

Pat C (continued)

1936-01

In this day and age of everyone being worried, especially in CA, about lead, asbestos, number of flights over people wherever they are and for whatever reason.

Thank you for your time.

Sincerely,

Pat

1936

Response

1936-01

Please see **Topical Response 11 – Point Loma.**

1937

Steve Crow

From: BestArt [bestartgraphics@cox.net]
Sent: Friday, October 09, 2015 3:45 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Denise_Braemer@boxer.senate.gov; Trevor_Higgins@feinstein.senate.gov;
Michael.Campbell@mail.house.gov
Subject: RE: Comments and Questions to the FAA regarding the June 2015
“draft” Environmental Assessment for the SoCal Metroplex

FAA:

1937-01

I. FUEL COST SAVINGS: You have published a number of \$7.8million in fuel cost savings for the entire SoCal Metroplex region of 21 airports and 180,00 sq miles. This equates to \$5.00 per arrival and departure. You also state in the EA’ Environmental Consequences (5.8.1) that there would be a “slight increase in emissions”.

1. How can you have an increase in emissions yet generate a fuel cost savings?
2. What verifiable base line data supports your statement that the increase in emissions will not cause significant adverse effects to air, water, visual or noise pollution, nor impact endangered species or cause a significant negative effect to cumulative impacts?
3. How was the \$7.8 million number calculated?
4. What portion of the alleged \$7.8Million in fuel cost savings for the SoCal region is associated with the elimination of the approx. 48,000 annual POGGI 5 left turn departures?
5. This is a very nominal savings compared to the real risks not addressed in the EA; who does the FAA perceive are the beneficiaries of the IBBEE SID proposal?

II. FAN DEPARTURES: One important component of NextGen is the lateral separation or fanning out of departures which increases the lateral side by side separation (1.2.2) thereby reducing the amount of time required and distance “in trail” separation between departing aircraft and allowing the increased volume of departures over a given period.

1. Prior to implementation of these fanning out techniques, what were the minimum and maximum departure vectors Air Traffic Control (ATC) was allowed to use on each of the various SAN Standard Instrument Departure (SID’s) and what was the maximum rate of “departures per hour” for each hour between 6:30 am and 11:00 pm?
2. What are the current minimum and maximum departure vectors and maximum rate of “departures per hour” and what will be the minimum and maximum departure vectors and maximum rate of “departures per hour” with no increase in airport departure volume?

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Steve Crow (continued)

1937-01

3. What will be the minimum and maximum departure vectors and maximum rate of “departures per hour” with your forecasted increase in airport departure volume and what verifiable data supports your position that these types of departure will not cause significant adverse effects nor impacts to the public and the environment?
4. What assurances can you provide the users, school children, students and residents of Point Loma, Fleetridge and Ocean Beach that there will be no negative impacts from implementation of the NextGen fan out departure strategy?

1937-02

- III. POGGI \ IBBEE DEPADRTURES: Your Environmental Assessment states that in 2011, SAN had 185,650 IFR operations (Table 1-2) or “arrivals and departures”, it also states that 52% of departures use the current POGGI SID departure (3.1.2.2); assuming 50/50 split of arrivals and departures, that equates to 48,269 POGGI departures in 2011
1. 2011 was a period of slow economic growth in San Diego but commercial air traffic has certainly increased since then; what is the most recent data for arrivals and departure traffic in San Diego?
 2. What is the current 9 month 2015 YTD number for POGGI departures? How many of these POGGI 5 departures resulted in early turns, inside\ north of the POGGI waypoint?
 3. What is the potential forecasted increase in arrival and departure traffic over the next 5 and ten year period? What data supports these forecasts?
 4. What is the forecasted share of these departures that will result in “early left turns” over Point Loma? At what altitudes; high and low?
 5. What are your assumptions for early left turns used in your Noise analysis?
 6. What percentage of early left turns are you forecasting will fly inside\ north of the IBBEE procedure corridor shown to be located over Cabrillo National Monument? What dat supports this assumption?
 7. What data supports these forecasts?
 8. How much additional fuel per minute is consumed during a rapid climb \ quick turn departure for an average plane type using the IBBEE SID versus the current POGGI 5 SID?
 6. What data supports your supports your statement that early turns will not cause significant adverse effects to air, water, visual or noise pollution, nor impact endangered species or cause a significant negative effect to cumulative impacts?

1937-03

- IV. HISTORICAL \ CULTURAL: Your definition of historical and cultural sites is very narrow, such that Cabrillo National Monument, Fort Rosecrans, Sunset Cliffs, the tide pool area and PLNU are not referenced in the EA, nor are any impacts to these icons addressed.
1. What data supports your conclusion to exclude those national iconic landmarks from your impact analysis?
 2. What data supports your conclusion that “the Proposed Actions would not result in potential impacts to historic or cultural resources” (note historic and cultural are undefined terms) when clearly, ANY increase in flight activity will impact the environment at these cultural.
 3. What data supports your statement that “any changes in aircraft traffic patterns would occur at altitudes and distances from viewers that would not substantially impair the view or setting of historic resources” given any flight activity over a National Park, a National Cemetery and a University would clearly cause “significant impacts”!

1937-04

- V. AIR QUALITY: Your Environmental Assessment states that the Environmental Consequences that “the Proposed Action would result in a slight increase in emissions” and that changes to flight paths ARE PRESUMED to conform with the applicable state implementation plans and the “increased emissions are

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Steve Crow (continued)

expected to have little if any effect on emissions or ground concentrations”.

1. What data has been compiled to support this “presumption” of conformity with the state you’re your statement of “little if any effect” and where is it available to the public?
2. Where in the Environmental Assessment does it reflect that the proposed IBBEE SID departure will result in increased flyovers?
3. What data supports your statements given ANY increase in emissions would result in significant negative impacts to air and storm water quality and resulting negative impact to cumulative effects on air and storm water quality.

VI. AIR QUALITY \ CLEAN AIR ACT: Your Environmental Assessment states that “increased fuel burn corresponds with an increase in emissions, operational changes that “could” result in an increase in fuel burn would occur at 3,000 feet

AGL or above and “would not” result in an increase in emissions and ground concentrations (5.8.3).” Any operational changes that could result in an increase in fuel burn would occur at or above 3,000 feet AGL. Procedures above 3,000 feet AGL are considered a “de minimis” action, would have “little if any effect” on emissions and ground concentrations, and are presumed to conform to all SIP’s (state implementation plan) for criteria pollutants.

1. What data has been compiled to support this “presumption” of conformity with the state the and statement “little if any effect” and where is it available to the public?
2. Where is the data to support the presumption that the quick altitude climb, early turns and increased flyovers will not significantly increase emissions and ground concentrations to a level above your presumption of a “de minimis” impact on air and water quality in Point Loma?
3. Please explain how, by simply declaring the impact amounts as “de minimis”, you believe it appropriate and supportable for the Air Quality issue to then be exempt from obligations under the Clean Air Act?
4. Please explain how, by simply declaring the impact amounts as “de minimis”, without scientific data to support it, that emissions will not cause significant adverse effects to air, water, visual or noise pollution, nor impact endangered species or cause a significant negative effect to cumulative impacts?

1937-04

VII. ENVIRONMENTAL ASSESSMENT: The SoCal Metroplex Environmental Assessment region is bounded by the Oakland, Salt Lake, Denver, Albuquerque airspaces to the north and east, Mexico to the south and the Pacific ocean to the west; it covers 180,000 sq. miles and 21 airports, including LAX and SAN. This 135 page document, of which only 22 pages comprise the ENTIRE “Environmental Consequences”.

1. While the EA may satisfy the fast track provisions of the 2012 legislation, how can this document possibly consider all of the potential impacts to those 180,000 sq. miles, in 135 pages?
2. How is it possible that this EA could not identify ONE SINGLE impact nor reflect any significant impact or significant adverse effect, whatsoever from the proposed actions in the entire Metroplex 180,000 sq mi region?
3. How can the FAA justify these proposed significant changes to the SAN arrival and departure routes without any discussion with your local Airport Authority, your constituency, the American public?
4. How does this behavior meet the FAA’s integrity, transparency, accountability, visibility and and environmental responsibility tests, as stated in your published Mission, Values and Vision Statement?

1937-05

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Steve Crow (continued)

VIII. ENDANGERED SPECIES: There have been sightings of endangered species in Point Loma.

1) What Federal, State and Local agencies have been consulted and have provided you conclusions to determine that there are no adverse effects to these species?

IX. NOISE MONITORING: Currently there are no noise monitoring devices south of the current westbound departure route, however, San Diego County Airport Authority has historical data verifying significant “early turns”, turns inside \ north of the LOWMA waypoint.

1) How will the FAA demonstrate that there is no significant negative impact to noise as a result of the change in departure patterns if there is no base line data to compare against?

X. SDCAA: Why was the San Diego County Regional Airport Authority not consulted nor asked to provide input prior to the publication of the draft Environmental Assessment in June 2015?

I will look forward to your sincere and accurate responses to the above.

1937-05

Steve Crow
4390 Niagara Avenue
San Diego, CA 92107
619-280-3451

1937

Response

1937-01

The commenter states concerns over fuel cost savings and environmental impacts. As discussed in Chapter 2 of the EA, the purpose of the Proposed Action is to address problems and issues that have been identified in the Southern California Metroplex airspace by improving the efficiency of aircraft arrival and departure procedures and optimizing utilization of the airspace while maintaining or enhancing safety in accordance with FAA’s mandate under federal law. Fuel savings is not a part of the project’s purpose and need. Please see **Topical Response 05 – Purpose and Need**. Please see section 4.3 of the EA for information on 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 commenter is concerned with fan departures procedures. There is no “fan” departure procedure, 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**.

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Response (continued)

1937-02

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

1937-03

The commenter is concerned with historical properties not being mentioned or impacts evaluated for them. 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 discussed in Section 4.3.3.1 of the EA. Please see Appendix A of the EA for information on governmental outreach conducted for 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.

1937-04

The commenter requests data regarding the air quality analysis. 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 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 there would be no significant impacts of the Proposed Action when compared to the No Action Alternative. Please see Section 5.8 of the EA for a specific discussion of the air quality impacts and supporting data. Please also see **Topical Response 06 – Air Quality - Air Pollution.**

1937-05

The commenter states that the EA is only 135 pages and questions how the Environmental Assessment was conducted in such a short report and questions the findings. 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

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Response (continued)

1937-05

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. Regarding concerns with wildlife and endangered species, Section 5.5 of the EA provides a methodology and summary of impacts to wildlife. Section 4.3.5 discusses the existing wildlife resources within the General Study Area and includes threatened and endangered species. No significant impacts will result from the implementation of the Proposed Action.

The commenter also questions the outreach and consultation that was conducted for the EA. The FAA recognizes the importance and value of public and governmental input in the NEPA process. Substantial outreach has been conducted in support of the SoCal Metroplex Project EA. Please see Appendix A of the EA for information on the public involvement conducted for the EA.

The commenter also asks how the noise modeling was conducted without noise monitors devices south of the current westbound departure route. 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 may occur. Please refer to Chapter 5, *Environmental Consequences*, of the EA and the Aircraft Noise Technical Report. The FAA-approved NIRS noise model used grid points to calculate and evaluate noise throughout the entire General Study Area. Please see Section 2.3, 2.4, and 2.5 of the Noise Technical Report for more details.

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Sam Pritchett

From: prit@envoysystems.com [prit@envoysystems.com]**Sent:** Friday, October 09, 2015 3:56 AM**To:** 9-ANM-SoCalOAPM (FAA)**Cc:** Glen Volk; Ronnie He**Subject:** Comments on SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal.

To whom it may concern,

My name is Sam Pritchett and I reside at 932 Cordova street, San Diego, CA 92107.

I have the following comments regarding SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal:

Comment/Question: I urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal. Specifically, since the Environmental Protection Agency has researched & documented[1] that “*outdoor yearly levels on the Ldn scale are sufficient to protect public health and welfare if they do not exceed 55 dB in sensitive areas (residences, schools & hospitals).*” Therefore, the FAA’s Environmental Assessment for the Southern California Metroplex Project document, Section 5 Environmental Consequences, Table 5-1, Environmental Impact Category-Noise, in which the FAA defines the following threshold of significance “A significant noise impact would occur 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 65 dB noise exposure when compared to the no action alternative for the same timeframe” to which the FAA indicates there will be no impact. This finding is patently false for multiple reasons. First, the FAA ignores the EPA’s 55 dB Ldn threshold to “protect public health and welfare.” Second, the FAA uses a minimum increase of 1.5 dB above 65 dB; but if 65 dB is the threshold, then to ensure the threshold is not exceeded, the DNL before NEXTGEN’s implementation MUST be below 63.5 dB in order for the noise after implementation of NEXTGEN not to exceed the 65 dB threshold. Third, the FAA ignores that fact that other federal agencies have issued regulations[2] that recognize the US EPA’s 55 dB threshold... such as the Federal Energy Regulatory Commission (FERC) regulations that require: “*the noise attributable to any new compressor stations, compression added to an existing station, or any modification, upgrade*

or update of an existing station, must not exceed a day-night average sound level of 55 dB at any pre-existing noise-sensitive area (such as schools, hospitals, or residences).” FERC developed this policy based on the level of significance identified by the USEPA at a DNL of 55 dB. The emphasis here is pre-existing noise-sensitive areas... and my home and the surrounding community of “pre-existing” single family residential homes (outside of the City of San Diego General Plan’s (San Diego International Airport) Airport Approach Overlay Zone) represent pre-existing noise-sensitive residences. Fourth, Schomer[3] references the Schultz relationship between “percent highly annoyed” and DNL for transportation noise sources; to which Mr. Schomer explains “the prediction interval can be understood to mean that if one were to survey many communities where the DNL was, for example, 65 dB, then one would expect to find that the rate of high annoyance was between about 5 and 28% in 90% of the communities surveyed.” Fifth, Schooner[3] recommends a 10 dB DNL

1938-01

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Sam Pritchett (continued)

“normalization” added to the current DNL noise value to accurately account for night time (per current DNL formulation). Furthermore, the FAA’s FAR Part 150 stipulates “most land uses are considered to be compatible with airport noise that does not exceed 65 decibels (dB), although Part 150 declares that “acceptable” sound levels should be subject to local conditions and community decisions;” and this is one citizen (among over 3000 in the petition) that stipulates the 65 dB threshold is not an acceptable threshold... especially since I reside in Point Loma (west of San Diego International Airport) and I do not reside within the City of San Diego’s General Plan “Airport Approach Overlay Zone” and my decision, as part of the community impacted by the FAA’s NEXTGEN plan, is to declare the current noise is airport approach noise is already “highly annoying” and reject increasing the airport approach noise 0.22 dB (5%) much less the FAA’s suggested 1.5 dB (40%) criteria.

“Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety,” U.S. Environmental Protection Agency, Office of Noise Abatement and Control (ONAC), EPA Report 550/9-74-004, Washington, DC (March 1974).

“Revision of Existing Regulations Under Part 157 and Related Sections of the Commission’s Regulations Under the Natural Gas Act,” 18 CFR Part 157.206(d)(5); Docket No. RM98-9-001; Order No. 603-A; FERC Citation 88FERC61,297 (Federal Energy Regulatory Commission, Washington, D.C., USA, Issued 29 September 1999). (www.ferc.gov/docs-filing/elibrary.asp)

“On Normalizing DNL to Provide Better Correlation with Response” by P. D. Schomer, SOUND AND VIBRATION, DECEMBER 2002

1938-01

Comment/Question: I urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal. Specifically, in view of the FAA’s FAR Part 150 stipulation that “most land uses are considered to be compatible with airport noise that does not exceed 65 decibels (dB), although Part 150 declares that “acceptable” sound levels should be subject to local conditions and community decisions;” and knowing the FAA has not solicited a vote of citizens inside and near the City of San Diego General Plan’s (San Diego International Airport) Airport Approach Overlay Zone, I declare the FAA is using a (65 dB DNL) noise measurement threshold that significantly exceeds the threshold that would be determined by said vote of citizens inside and near the City of San Diego General Plan’s (San Diego International Airport) Airport Approach Overlay Zone (i.e. community decision). Furthermore, by not hearing the “will of the people” by said vote of citizens inside and near the City of San Diego General Plan’s (San Diego International Airport) Airport Approach Overlay Zone the FAA is patently violating its own FAR.

Comment/Question: I urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal. Specifically,

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Sam Pritchett (continued)

Comment/Question: I urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal. Specifically, in view of the FAA's FAR Part 150 stipulation that "most land uses are considered to be compatible with airport noise that does not exceed 65 decibels (dB), although Part 150 declares that "acceptable" sound levels should be subject to local conditions and community decisions;" and knowing the FAA has not solicited a vote of citizens inside and near the City of San Diego General Plan's (San Diego International Airport) Airport Approach Overlay Zone, I declare the FAA is using a (65 dB DNL) noise measurement threshold that significantly exceeds the threshold that would be determined by said vote of citizens inside and near the City of San Diego General Plan's (San Diego International Airport) Airport Approach Overlay Zone (i.e. community decision). Furthermore, by not hearing the "will of the people" by said vote of citizens inside and near the City of San Diego General Plan's (San Diego International Airport) Airport Approach Overlay Zone the FAA is patently violating its own FAR.

1938-01

Comment/Question: I urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal. Specifically, in since the Environmental Protection Agency has researched & documented[1] that "*outdoor yearly levels on the Ldn scale are sufficient to protect public health and welfare if they do not exceed 55 dB in sensitive areas (residences, schools & hospitals).*" the FAA's inception, when the FAA proposed air traffic route and/or fanout changes for one or more airports (inclusive of NEXTGEN), has the FAA ever rescinded the proposed air traffic route changes, in whole or in part, and what were the conditions that the FAA believed to be sufficiently compelling to warrant the FAA's rescission of said proposed air traffic route and/or fanout changes.

Comment/Question: I urge the FAA to exclude any modification of the SAN departure flight path, including the proposed elimination of waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal. Specifically, since California law requires all residential housing starts to be zero net energy by the year 2020 (California Global Warming Act). Additionally, the cost of solar photovoltaics is projected to be cost neutral with grid power by 2020. Together, these forces are driving rapid residential adoption/deployment of rooftop solar photovoltaics. With the San Diego International Airports present flight path, we already collect a substantial amount of nonvolatile particulate matter on our solar cells from commercial jet traffic (because the winds prevail from the west), which markedly decreases our solar energy collection rates as well as our rooftop maintenance (cleaning off the solar panels). With that said, my question for the FAA is... by what criteria has the FAA determined the proposed changes to the SAN

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Sam Pritchett (continued)

departure flight path, the level of significance for nonvolatile particulate matter not having a significant effect (the World Health organization recommends not exceeding 5 ug/m^3) and what measurements have been taken to ensure no significant impact will occur? The FAA's proposed changes to the SAN departure flight path are in direct opposition to the California legislation mentioned above as the additional quantity of commercial jet exhaust nonvolatile particulate matter on installed & future residential/commercial rooftop solar energy collection & rooftop solar photovoltaic panel maintenance will make it harder for the State of California to accomplish its legislative directive without breaking the backs of its citizens.

1938-01

Comment/Question: Why does the FAA publish an executive summary for "Southern California Metroplex Project Proposed Final Design Packages, dated June 3, 2015 that is 669 pages long... whose table of contents spans from page 1 to page 3 (i.e. it covers less than 0.5% of the pages in the document). Furthermore, the graphics in the appendix (i.e. in the 666 pages after the table of contents drops off a cliff). Is this the standard which the FAA sets for themselves when their task is to inform the citizenry of the United States... the same country in which most newspapers are written for assimilation by a 9th grade readership? I have an advanced degree from a nationally recognized university and trying to find information in this document is most frustrating! I am a taxpayer who pays (a portion of) your FAA salaries and I can say for certain this does not make me proud! It does not matter who wrote it, the FAA is responsible for the document because it bears the FAA's label on the front page.

Thanks and best regards,
Sam Pritchett

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Response

1938-01

The commenter provided several comments. The commenter suggests no modification of the SAN departure flight path, including elimination of the waypoint LOWMA and/or incorporating the departure fan-out from any FAA or NextGen proposal. Please see **Topical Response – 11 Point Loma**.

The commenter is concerned with the FAA's definition of significant noise impacts and states the EA analysis that indicates no impacts is false for multiple reasons and asserts that FAA should use a different noise methodology and metric. A noise analysis was conducted in support of the EA for the SoCal Metroplex Project in accordance with FAA Order 1050.1E. 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 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

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Response (continued)

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.

The commenter is also concerned with environmental impacts, specifically compatible land use and air quality. Appendix A to FAA 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, including compatible land use (Section 5.2) and air quality (Section 5.8). As disclosed in the EA, no significant impacts will result from the implementation of the Proposed Action when compared to the No Action Alternative.

The commenter asks if, when the FAA proposed air traffic route and/or fanout changes for one or more airports, the FAA has ever rescinded the proposed air traffic route changes, and what were the conditions that the FAA believed to be sufficient to warrant the FAA's rescission. There are no "fanout" changes, only the Proposed Action which includes many new and updated arrival and departure procedures serving the Study Airports in the Southern California Metroplex. The commenter expresses concern over the technical reports and the use of 9th grade readership. 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 Program, 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.

1939**Arthur and Elizabeth Bogosian**

From: Elizabeth & Ben Bogosian [bigocan@sbcglobal.net]
Sent: Friday, October 09, 2015 3:46 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comment to new FAA proposal - San Diego International Airport

1939-01

We oppose the FAA's proposal to revise departure flight paths at San Diego International Airport mainly for the safety concerns of flying over heavily populated land areas of Point Loma/Ocean Beach including several schools. Changing the flight pattern only decreases the safety of citizens by endangering the lives of the passengers on the airplane and the community on the ground. A lot of analysis was done to implement the current flight path taking into consideration the safest route for the community, which goes out to the ocean and around the peninsula. Now the FAA wants to deviate from this flight path in the interest of time and money with little consideration for safety.

In addition, this will lower property values which in turn will lower property tax revenues. A lot more is lost with this new proposed flight path for very little gain.

We urge the FAA to keep their independence and continue to serve the people instead of the airlines. Please reconsider and keep the existing flight path unchanged as it's been these past many years.

Sincerely,
 Arthur & Elizabeth Bogosian
 3750 Milan Street
 San Diego, CA 92107

1939**Response****1939-01**

Please see **Topical Response 11 – Point Loma.**

1940**Matt Pearlmutter**

From: Matt Pearlmutter [mpearlmutter@saturnfreight.com]
Sent: Friday, October 09, 2015 3:47 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: I oppose

1940-01

I oppose the flight path changes out of the San Diego intl airport. I recently moved from being in the flight path. To home outside of the flight path. I took a loss on that house just to be out of the flight path. The changes you are proposing will direct flights right back over my current home.

3651 Rosecroft Ln
 San Diego ca 92106.

These flight changes are not necessary and have no Merritt. Please do not make changes to the system.

Matt Pearlmutter
 Saturn Freight Systems
 619-261-6859

Please excuse any typos
 Sent from my iPhone

1940**Response****1940-01**

Please see **Topical Response 11 – Point Loma.**

1941

Nancy Stangland

From: Nancy Stangland [nstangland@cox.net]
Sent: Friday, October 09, 2015 3:48 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Plan for San Diego

1941-01

I forgot to put my phone Number on my note to you so here it is 619-222-8562. This was the summary of my note-- I oppose the plan. I was there on Tuesday evening and heard the explanation. Nancy Stangland, 3846 TALBOT Street, San Diego 92106, email address nstangland@cox.net, Nancy Stangland

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Response

1941-01

Thank you for your comment.

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Carol Hackim

From: Carol Hackim [carolhackim@gmail.com]
Sent: Friday, October 09, 2015 3:51 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN DIEGO Plane Re-route

October 8, 2015
965 Harbor View Drive
San Diego, CA 92106
Cellphone: 619.892.2820
Email: carolhackim@gmail.com

1942-01

RE: SAN DIEGO Flight Pattern Re-Route/No Plane Noise
To the FAA:

I purchased my home in Point Loma at the above location because it was NOT in the flight pattern. Further, I worked in upper management for PSA during the 1978 crash, which killed everyone aboard the plane and many innocents on the ground. I knew many employees who died aboard that flight and one woman who was killed in the privacy of her home, whose child grew up without a mother as she was attending school during the time of the crash—the same school the plane almost hit. It was PSA's fault, as a vice president in a very key position with the company later relayed to me. This crash, as you may recall, wiped out practically the whole North Park area, which 37 years later, still has not fully recovered.

Your job is to protect the citizens of this nation. To do it with honor and integrity. But your actions are in direct violation of that responsibility, as you are knowingly and willingly putting citizens in harm's way, endangering the health and welfare of San Diegans, their health, their air quality and their property values. In accordance with the original flight pattern, the planes went over Loma Portal, climbed above Santa Monica Avenue in Ocean Beach, headed out over the Pacific and remained over the ocean before turning left to make an Eastern take off. Again, I reiterate: the flight path was intentionally over the ocean. As you well know, flights that crash typically do so within the first five to ten minutes after take-off. The few dollars per flight plus the couple minutes of time these airlines are trying to save could never amount to the value of the lives and health of residents in this community. You are public servants paid by us, the tax payers. Or have you forgotten, as you're now in bed with the airlines?

Step up and do your job,

Carol Hackim

1942

Response

1942-01

Please see **Topical Response 11 – Point Loma.**

1943

Tricia Kosmo

From: Tricia [tkkosmo@cox.net]
Sent: Friday, October 09, 2015 3:55 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to proposed flight plan

1943-01

There was a current theme portrayed at Tuesday night's meeting...the misrepresentation that the current flight paths had no bearing on the FAA's new proposed flight path. Nothing could be further from the truth, because what was not articulated is that for whatever reason those planes do "cut the corner" on an everyday basis so we know exactly how your proposed flight plan will run havoc on our neighborhood.

Until four months ago I lived on La Cresta Dr in the Point Loma Heights neighborhood of Ocean Beach south of the current flight path. Everyday we heard rumblings of your aircraft stopping conversations, muting TV, etc. And, we were outside of your so called impacted zone. But what ended to be the undoing was the soot, on our screens, on our furniture, on our house siding, umbrellas, etc. The most poignant sample was our patio table. Everyday you could wipe down the table and achieve several black muddy paper towels of soot dampened by the marine layer. Four months later we have moved 1.7 miles south only to find us right back "within" the range of your aircraft. Sure, we get those exceptions of those aircraft that cut the corner, but it has been relatively pleasant without the barrage of noise and I love that I can invite someone over to patio and not be embarrassed by the black sooty grime on our table.

1943-02

What I'm trying to say, is without question, how can you legitimately say that your proposal will have limited affect on our neighborhood. I have experienced it. Safety: taking a turn over ocean is definitely safer than taking it over neighborhoods and schools. Noise: it is studied that aircraft noise has an adverse affect on hypertension and learning difficulties in school aged children. Environment: we are talking about precious national landmarks that overtime soot and pollution will have a lasting effect on our cliffs and wildlife.

All for what - meaningless less minutes of flight time and fuel savings while the Point Loma residents bear all the cost both figuratively and literally by less sleep, more pollution and lower property values all affecting our quality of life. Quality of life is more important than a minute savings in efficiency. Not to mention that these "savings" are mitigated by the Quieter Home Program, lawyers and precious use of our water used to clean up your mess. Please, please reverse your decision to change the waypoint...it's only fair. Respectfully submitted. Tricia Kosmo, 1162 Barcelona Dr, San Diego, CA 92107. 619-758-0905

Sent from my iPad
 Tricia Kosmo
 619-985-0905

1943

Response

1943-01

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

1943-02

Please see **Topical Response 11 – Point Loma.**

1944

Beth Malachowski

From: beth malachowski [bethmalachowski@gmail.com]
Sent: Friday, October 09, 2015 3:55 AM
To: 9-ANM-SoCalOAPM (FAA); Martin, Glen (FAA); Ray, Elizabeth (FAA)
Cc: Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; awarren@san.org; trussell@san.org; airnoise@sandiego.org
Subject: We Oppose the NextGen/MetroPlex proposal for San Diego airport

To Whom It May Concern at the FAA:

We are writing to express our strong opposition to the NextGen/MetroPlex proposal to change the flight path at San Diego Lindbergh Field Airport.

We firmly oppose the NextGen/MetroPlex plan because it would severely impact our quality of life and substantially reduce the value of our home, our largest asset.

When we purchased our home in Point Loma 30 years ago we chose to pay substantially more to be far away from the airport and far away from the flight path in the tranquil area at Point Loma's Sunset Cliffs Natural Park stretching along the Pacific Ocean. We chose this location for its tranquility and quality of life. Any plan to move the flight path closer to our homes in Point Loma is unacceptable because any such plan would encroach upon our quality of life and substantially diminish the value of our homes.

1944-01

We have lived here 30 years, and we intend to live here another 30 years and leave our home to our children. No cash settlement would ever make your plan acceptable to us. We do not want the noise from planes flying over our homes. We do not want the dirt from planes flying over our homes. We do not want the air pollution of planes flying over our homes. We do not want the danger and risk of planes flying over our homes. San Diegans remember PSA flight 182.

Furthermore, no mitigation would ever make your plan acceptable to us. We do not want new windows to trap us indoors behind them. Instead we want to continue to enjoy our quiet beach lifestyle, with indoor/outdoor living with open windows and fresh air.

Our tight-knit community will stand united in our opposition to any plan to move the flight path closer to our homes, and we will pursue all legal means available to oppose this plan, today, tomorrow and for as long as it takes for you to withdraw your proposal from San Diego and Point Loma.

Beth Malachowski and family
1015 Cordova Street
San Diego, CA 92107

1944

Response

1944-01

Please see **Topical Response 11 – Point Loma.**

1945

Vince George

From: Vince George [salesnetvince@cox.net]
Sent: Friday, October 09, 2015 3:57 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: mpre planes in point loma

Dear FAA,

1945-01

In all respect. You have not been honest with us. I am out in my back yard at 8:45 pm and watching the planes fly over. This is a new event and load and not very inviting.

1945

Vince George

I have just seen 3 jets fly over well in noise and visual range range to cause me to question why i live in Point Loma. Planes have NEVER flow over out house!!!!!!!!!!!!!!

1945-01

The FAA has sold out Point Loma and deserves to hear our anger and dissatisfaction. Hopefully the FAA will changes its whys and work with San Diego.

As always, legal means are part of the formula and we will hold the FAA accountable.

Regards,

Vince George
604 Catalina Blvd
San Diego, Ca 92106

1945

Response

1945-01

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

1946

Evelyn Hatt

From: evelynhatt [evelynhatt@aol.com]
Sent: Friday, October 09, 2015 3:58 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: LAX flight path

1946-01

To FAA:
I live in Mar Vista and depend on over-the-air signal for TV viewing. I do not have cable. There has been a big increase in planes from LAX going over my home. My digital TV freezes every time a plane is heard. This is very annoying and prevents me from watching TV. I urge you to find a solution.
Evelyn Hatt

Sent on the new Sprint Network

1946

Response

1946-01

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

1947

Jessica Costa (continued)

From: Jessica Costa [jcosta7621@yahoo.com]
Sent: Friday, October 09, 2015 3:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: jcosta7621@yahoo.com
Subject: Metroplex comment for San Diego

Dear FAA-

As a home owner on Adair Street in Point Loma, San Diego I would like my strong feelings against the proposed flight path changes associated with the Metroplex plan to be registered on record.

When we choose to buy this house we stretched our budget to be able to be out from under the existing (at that point 2010) flight path. The new flight path we would get the take off noise along with the return noise from the elimination of the turning point at the end of point loma.

1947-01

I am very concerned about the health concerns, damage to hearing, asthma, and etc buy the shorter turn radius, not only for myself and my family, but for the community which includes many schools.

Please confirm that this comment letter has been read and filed with the appropriate party. I would strongly suggest extending the comment period and flushing out the FAA flight plan, environmental report, etc. Please advise if the metroplex plan has been approved by the San Diego Coastal Commission.

Thank you for your time and attention to my comments.

Jessica Costa
4434 Adair Street San Diego, CA 92017
jcosta7621@yahoo.com
home) 619-228-9826

1947

Response

1947-01

Please see **Topical Response 11 – Point Loma.**

1948

Pamela Hamilton Lester

From: Pam Hamilton [PamHamiltonLester@cox.net]
Sent: Friday, October 09, 2015 3:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Comments on the Environmental Assessment for the Southern California Metroplex Project.

These comments are directed to the Environmental Assessment for the Southern California Metroplex Project (EA), specifically the assessment of the proposed change in departure flight paths for San Diego Lindbergh Field. I understand the deadline for comments is this evening, October 8, 2015.

1948-01

I am dumbfounded that this proposal was advanced by the FAA at all. Common sense dictates that when departing flights have open water over which to fly while turning south and then proceeding east, why would anyone think it is a good idea to change the flight path to fly back over Point Loma? Sections 4.2 and 4.3 of the EA are blatantly NOT FACTUAL with respect to Lindbergh Field. It is clear to me, a person who has prepared and evaluated environmental documents for decades in my professional career, the statements contained in Sections 4.2 and 4.3 are false. The EA is designed in checklist and rote fashion to dismiss environmental impacts when, if any understanding of the environment surrounding Lindbergh Field and the impact of changing flight paths from over water to over land were fairly evaluated, major and inmitigable impacts would be obvious.

1948

Pamela Hamilton Lester (continued)

Section 4.2: Unbelievably the EA dismisses 14 resource categories of impacts by deciding that only land acquisition or ground disturbing activities are relevant to these categories. Citing only one of the examples of blatant disregard for the truth, I direct the reader to “Socioeconomic Impacts, Environmental Justice , and Children’s Environmental Health and Safety Risks . Incredibly the EA uses these statements as though they were true:

- “The Proposed Action would not involve acquiring real estate, relocating residents or community businesses, disrupting local traffic patterns, loss of community tax base, or changes to the fabric of the community.” WRONG! RIDICULOUS! Point Loma’s most southern neighborhoods are among the most highly assessed homes in San Diego because of their proximity to Lindbergh Field and downtown WITHOUT the adverse impacts of the airport. Current property values are based on the current flight paths which stay north, then turn south, and then turn east over water, not back over Point Loma. The Wooded and La Playa areas of Point Loma are characterized by a rural character of quiet, tree-lined streets without sidewalks, custom homes—NO airport noise or jet fuel grime to disturb the tranquility. As stated in the EA, the FAA isn’t planning on acquiring real estate but a virtual and devastating “taking” will occur with the change in flight paths as property values will be irreparably damaged. BOTH the loss of community tax base AND changes to the fabric of the community WILL BE, WITHOUT QUESTION, NEGATIVE AND SIGNIFICANT ADVERSE IMPACTS if the FAA’s NEXTGEN proposal for Lindbergh Field were to be implemented. This proposal absolutely ruins the southern neighborhoods of Point Loma.
- “[T]he 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.” Well . . . I can agree with the last sentence, since EVERYONE’s environmental health and safety risks will be adversely affected. Changing flight paths which now direct departing flights to fly west, then south, then east over water to a path that requires a sharper turn south and then east over land are going out of the FAA’s way to adversely affect as many San Diego residents as possible. Any savings to jet fuel consumption or flight times for airlines are factually de minimis with this FAA proposal, while the adverse environmental effects are devastating—what’s the purpose, really? Why is the EA so deceitful on the impacts? Oh, and perhaps the FAA hasn’t noticed that the proposed flight path will send planes over a nuclear submarine base?!

1948-01

Section 4.3:

- Section 4.3.1.1: This section tells the reader, basically, that it doesn’t matter whether the FAA changes existing flight paths or keeps the existing flight paths in place. This is not true for the existing flight paths affecting Point Loma. The FAA presumably is not proposing to change waypoint JETTI before turning south (at least that is the representation). Currently the next waypoint (LOWMA) is on the extreme end of Point Loma where planes are directed around Point Loma over water. So, currently, planes fly west after leaving the coastline to waypoint JETTI, then south over water before turning east over water south of waypoint LOWMA. This is a HUGE issue if you live under what would be a flight path if waypoint LOWMA were changed to proposed waypoint ZZOOO—flights would fly back over Point Loma rather than using an over water path around Point Loma. Oh, and then there’s that pesky nuclear submarine base.
- Section 4.3.2: The EA discusses Compatible Land Use as though all of Southern California were characterized by the same dense urban development. The residential areas of Point Loma are not characterized by dense urban development. Nuclear submarine bases and colleges of 3,000 students are not typical of all of Southern California.

1948-02

1948

Pamela Hamilton Lester (continued)

- Section 4.3.2: The EA discusses Compatible Land Use as though all of Southern California were characterized by the same dense urban development. The residential areas of Point Loma are not characterized by dense urban development. Nuclear submarine bases and colleges of 3,000 students are not typical of all of Southern California.
- Section 4.3.3 and 4.3.3.1: While the EA quotes language of Section 4(f) “Resources” of the DOT Act, “. . . [the] Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park; recreation area; or wildlife and waterfowl refuge or national, state or local significance as determined by officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land. . . and [unless] the project includes all possible planning to minimize harm resulting from the use.” The section goes on to explain that the term “use” includes both physical and indirect or “constructive” impacts to Section 4(f) properties. It describes a constructive use would occur when an action would result in substantial impairment of a resource to the degree that the enjoyment of activities, features, or attributes of the resource are substantially diminished. Parks and natural areas where a quiet setting is a generally recognized purpose and attribute receive special consideration. The EA ignores the impacts which would occur to the Cabrillo National Monument if planes were permitted to fly over the Monument rather than to the south and around it over water.
- Section 4.3.4: The EA dismisses any adverse impacts to historic and cultural resources by stating that if there is no impact involving ground disturbance there is no impact. I do not believe that is a valid interpretation of the requirements of the NHPA of 1966, as amended. There are significant historic resources at Point Loma Nazarene University and at Cabrillo Monument and they will indeed be legitimately and adversely affected by noise if the FAA were to change the existing waypoints of JETTI and LOWMA.

I have tried to address the above comments to the EA as presented, but here are the policy reasons why any change to the existing waypoints for departures would be ill advised:

1948-02

- Why adversely impact a quiet neighborhood, a university, and a national monument with noise, and chance the safety of San Diegans and military personnel by permitting planes to fly over a nuclear submarine base, when the benefits are virtually non-existent for anyone—the only advantage accrues to airlines but this advantage is de minimis (it is estimated that airlines might save \$5 per flight in jet fuel).
- Residents in the southern neighborhoods of Point Loma purchased their homes very strategically and at great expense—changing the waypoints will destroy the economic value of these homes. A comparison of the value of beautiful homes adversely affected by Lindbergh’s noise now with the value of comparable homes in the southern neighborhoods of Point Loma would demonstrate that homes in the southern neighborhoods are purchased and sold at twice the value of the other homes.
- Changing the waypoints ignores the fact that there is an OCEAN which helps to mitigate the noise and visual impacts of planes flying over the City of San Diego. Why change the advantage of Lindbergh Field’s location within the metropolitan area by eliminating the requirement that once planes leave the coastline they must fly over water around Point Loma before flying east over land (at a much greater altitude)?
- Safety, safety, safety is part of everything the FAA boasts about itself. There is NOTHING safer about changing the waypoints so that planes now directed over water will be directed over land.
- Lindbergh Field is a VERY urban airport—it adversely affects too many San Diego residents now, why would the FAA want to adversely impact even more residents and businesses since any benefits of changing waypoint LOWMA are virtually negligible?
- Very personally, please appreciate that I served in the public and non-profit sectors for more than 45 years. I understand as well as anyone that the greater public good sometimes

1948

Pamela Hamilton Lester (continued)

1948-02

requires that a fewer number of people are adversely affected. In this case, I see no reason to change the current flight path after take-off which directs planes over water and not over land. I do not see the greater public interest being served in this proposal which will adversely impact my neighborhood's quality of life--the quiet enjoyment of our homes and outdoor areas, our health and sense of well-being, and the value of our properties. In my case, I bought property in Point Loma in 1978 and built a new home more than 20 years ago—the property purchased in a location to avoid the noise and jet fuel grime of Lindbergh Field. And I was confident that the over water flights around Point Loma were so explicitly logical that those flight paths would never be changed.

Sincerely,

Pamela Hamilton Lester
778 Bangor Street
San Diego, CA 92106

1948

Response

1948-01

The commenter disputes the EA determination of no significant impacts as a result of the Proposed Action. 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.

Regarding the flights over Point Loma, please see **Topical Response 11 – Point Loma** for information.

1948-02

Please see **Topical Response 11 – Point Loma**.

1949

Jon Vance

From: Jon Vance [jon@mdxca.com]
Sent: Friday, October 09, 2015 3:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metrolex EA

FAA administrator:

1949-01

Can you please identify any changes to the SAN flight departure routes in the last year made as a consequence of CATEX that are included in the No Action alternative of the draft EA?

Jon Vance
750 Tarento Drive
San Diego, CA 92101

1949

Response

1949-01

The commenter asked to identify any changes to the SAN flight departure routes in the last year made as a consequence of CATEX included in the No Action alternative in the Draft EA. Table 3-1 in the EA contains lists the names of the No Action Alternative procedures, the procedure type, etc. Further, the flight corridor for the procedures associated with the No Action alternative are depicted on Exhibit 3-7 in Chapter 3 of the EA. The information shown on Exhibit 3-7 has also been made available in Google Earth format.

1950

David Esterly

From: David Esterly [esterlydavid@gmail.com]
Sent: Friday, October 09, 2015 4:00 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Opposition to the Metroplex Initiative / Proposed Flight Path Changes in San Diego

To Whom It May Concern,

My family and I are deeply opposed to the proposed flight path changes in San Diego. Entire communities have been shaped around the existing flight paths. Many families have much their life savings invested in their homes in Point Loma and the surrounding communities, and re-routing flight paths could have the effect of financially ruining many, many people's futures. Clearly, this would also result in lower property tax revenues for the City.

1950-01

Beyond the financial concerns for both the community and the City, as we have learned more about this issue, it has become clear that there has been a lack of transparency, a lack of adequate community input, and perhaps most concerning of all: lack of a truthful environmental impact assessment on the community.

There are thousands of people that care deeply about these very special communities – and we are deeply concerned about this proposal. This issue has started a firestorm within the community (and many other across the US) for very good reason.

1950

David Esterly (continued)

Sincerely,
David Esterly

5057 February St.
San Diego, CA 92110
619.300.1118
esterlydavid@gmail.com

1950

Response

1950-01

Please see **Topical Response 11 – Point Loma.**

1951

Jeff Peter

From: Jeff Peter [jeffpeter@cox.net]
Sent: Friday, October 09, 2015 4:01 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Kerry Peter; Jeff Peter
Subject: Concerns with LOWMA Adjustment - MetroPlex

Dear FAA Staff & Other Involved Parties:

As a resident of the Point Loma area in San Diego, California; I am extremely concerned and disappointed to learn that the FAA plans to eliminate the LOWMA waypoint in an effort to save fuel for the airline industry and to also make for more efficient use of air space.

On the surface, the study may show that the above would be benefits.

But in reality the negative affects of increased noise, air pollution and health risk far outweigh potential savings for the airline industry, which continues to post growing profitability every year. This will also have a negative impact on a public library and several public and private educational institutions.

Even more concerning is the lost property tax revenues that will occur at the City, County and State levels due to decreased property values as a result of the adjusted flight paths.

I have the following specific questions that I respectfully request be answered:

1951-01

1. How will fuel efficiencies and savings be obtained by aircraft that will be turning on a much tighter radius (left hand turn) as they pass back over the Point Loma Peninsula in an eastbound direction?
 1. It makes no sense that an aircraft can turn that sharp without losing air speed and consequently having to re-accelerate thru a turn to maintain air speed and altitude.
2. What federal programs will have to be implemented to abate increased aircraft noise and pollution?
 1. Numerous federal programs related to (dual pane windows, insulation, roofing, etc.) have recently expired, but many will have to be re-implemented at a significant cost to federal, state and local government
 1. Are we really saving any money in the end?
3. What analysis has been done on the long term health affects of US Citizens related to increased exposure to jet fuel exhaust and fallout?
 1. Is the increased health risk to US Citizens really worth the financial increase in profit to the airline industry?

1951

Jeff Peter (continued)

1951-01

1. Why is a federal agency (FAA) supporting increased health risk to it's citizens?
4. As a resident of Point Loma for 40 years and having lived in four different homes in the Point Loma area there is absolutely no question in my mind, ears or eyes that multiple aircraft are already "fanning out to the South" as they depart Lindberg field in an eastern direction.
 1. What monitoring and accountability system is already in place or will be in the future to guarantee and/or fine airlines that cheat the current and/or proposed flight paths?
 1. We are know that they will cheat and cut the corner if they can save time or money
 2. How come aircraft are already departing on adjusted patterns that have no alignment to historical patterns with respect to route, noise and air pollution as we speak?
 1. It was my understanding that all of these adjustments are proposed per the MetroPlex Study, so why are we already seeing adjustments?
5. As a professional emergency responder (Fire Battalion Chief in Chula Vista) and a Federal Emergency Management Agency (FEMA) responder with the Urban Search & Rescue System (US&R), I have to also ask a safety question.
 1. Why would the FAA approve a plan that routes the same plane over the same community when not necessary?
 1. The end result of the adjusted flight paths due to the LOWMA removal is double risk and exposure from a potential aircraft emergency or crash.
 2. The double exposure of all residents, educational facilities, infrastructure and military assets makes zero sense especially when the main objective is to save money and promote airspace efficiency.
 3. As a young child, I personally watched the PSA flight crash over a community, killing hundreds and destroying an entire community as well as its infrastructure.
 1. The stories and horrific images of the day are still negatively imbedded in many of my predecessors throughout San Diego County Fire Services as well as the entire community.
 4. I have responded as a Firefighter to plane crashes and they are never pretty for anyone involved
 1. So, I must ask again, why would you approve a plan that exposes citizens, a community, educational institutions and major federal military assets to double the risk of an aircraft emergency or crash?

I look forward to answers to all of the above questions.

Thank you for your time and consideration.

Jeff Peter

3603 Garrison Street
San Diego, CA 92106

(619) 942-1483
jeffpeter@cox.net
jpeter@chulavistaca.gov

1951

Response

1951-01

Please see **Topical Response 11 – Point Loma.**

1952**Stacey Szabo**

From: Stacey Szabo [szabodesigns@gmail.com] on behalf of Stacey Szabo [stacey@szabodesigns.com]
Sent: Friday, October 09, 2015 4:01 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org; Martin, Glen (FAA); Ray, Elizabeth (FAA)
Subject: Opposition to the Metroplex Initiative in San Diego

October 8, 2015

Stacey Szabo

711 Albion Street, San Diego, CA 92106

619-523-9223

RE: Opposition to the Metroplex Initiative in San Diego

To Whom It May Concern,

1952-01

I am concerned about the wildlife in our neighborhood and in the southern part of Point Loma. Bird watchers come from around the world just to visit our rare and endangered birds.

1952-02

As a home owner for over 15 years in Point Loma I have seen a drastic change in the last few weeks in our backyard and streets. The jet fuel does mix and ends up in our neighborhood then into our oceans and bays.

Sincerely,

Stacey Szabo

principal / creative director | szabo designs
 619.523.9223 phone | 619.804.2423 mobile
 szabodesigns.com

1952**Response****1952-01**

The commenter is concerned with wildlife in the southern part of Point Loma, specifically endangered birds. Section 4.3.5 of the EA discusses the existing wildlife resources within the General Study Area (GSA), including a discussion of threatened and endangered species. Tables 4-2 and 4-3 list the Federal and State listed avian species found within the GSA, respectively. Please see section 5.5 of the EA for the potential impacts to wildlife (avian and bat species) and the methodology for determining potential impacts. Additionally, the Proposed Action Procedures were designed wherever possible to remain within the existing historical flight tracks. Please see **Topical Response 11 – Point Loma** for additional information.

1952-02

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

1953

Leslie Hanna

From: leslienileshanna@gmail.com [leslienileshanna@gmail.com]
Sent: Friday, October 09, 2015 4:02 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path change

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 specifically
based on the fact
that it was NOT in
the flight path.

With the proposed

1953-01

1953

Leslie Hanna (continued)

changes, our
 home will now be
 subjected to noise
 levels that were
 not present when
 we purchased.
 In addition to
 decreased
 property values, I
 am extremely worried about
 air traffic and
 safety as planes
 turn drastically,
 accelerate and
 climb over a large
 number of homes,
 schools and parks
**that have never
 been previously
 impacted by the
 present flight
 path** . The
 proposed flight
 path will directly
 impact Silver Gate
 Elementary,
 Warren Walker
 Elementary,
 Sunset View
 Elementary, Pt.

1953-01

1953

Leslie Hanna (continued)

Loma Nazarene

University (with

over 3000

students), Ft.

Rosecrans

Cemetery, Ca br illo

National

Monument and

Sunset Cliffs .

Your document

does not provide

an environmental assessment as to the impact to these schools and landmarks. There is also no assessment provided on the impact of endangered species. The most important and significant factor that has not been addressed is the noise disruption during Memorial Services for our Veterans. These men and woman have valiantly and honorably served our nation. It is completely disrespectful to have commercial airplanes fly over Fort Rosecrans Cemetery where Memorial Services are held throughout the week. The only planes that should be permitted to fly over Fort Rosecrans are from North Island and those that fly in honor of a deceased aviator in the missing man formation. Dishonoring our Veterans is a deplorable proposal by the FAA.

Please address what assurances will be provided to the public that there will be no deviations from the flight path and planes will not disrupt memorial services at Fort Rosecrans. As it is now, deviation from the current flight path has already commenced. If deviation is already taking place, there are absolutely no assurances that further deviations won't take place, further impacting the people that live, work, study and our honored here.

At what altitude will planes fly over homes, schools, Fort Rosecrans and our other national treasures? It appears that with the proposed change, planes will need to accelerate at a lower altitude generating more noise and soot/debris being disbursed over our community.

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.

1953-01

1953

Leslie Hanna (continued)

As is stated in
your mission
statement:

1953-01

The mission of the FAA is to provide the safest, most efficient aerospace system in the world.

The role of the FAA Airports organization in meeting this goal is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States. The FAA Airports organization accomplishes this task with due consideration for economics, environmental compatibility, local proprietary rights and the safeguarding of the public investment.

To comply with your own mission statement, you should NOT eliminate Waypoint LOWMA.



Please feel free to contact me at this address:
Leslie Hanna
1136 Devonshire Drive
San Diego, California 92107
619-962-6918

Sent from my iPhone

1953

Response

1953-01

Please see **Topical Response 11 – Point Loma.**

1954

Vicki Beaubien

From: Beaubien Home [rv-beau@pacbell.net]
Sent: Friday, October 09, 2015 4:02 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: abuse of the priviledge

1954-01

Last month I was on a flight from San Diego to Chicago. I fly often so I am well versed in the routes the planes take.

This plane flew east **directly over the San Diego-Coronado bridge** - right over the middle.

The new flight plan is not approved yet and United Airlines is going even farther afield and flying over the bridge!

Who is tracking these flights? Who's to keep them on their legal path? If not happening now we can't expect it in the future.

A new flight path will only lead to more abuse of the legal routes; don't approve the changes – it's bad enough as it is now.

Vicki Beaubien

1954

Response

1954-01

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

1955

Clarissa Cowan

From: Clarissa [clydecowan22@gmail.com]
Sent: Friday, October 09, 2015 4:04 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma flight pattern proposal

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.

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.

I oppose this this FAA proposal

Sent from my iPhone
Clarissa Cowan

1955-01

1955

Response

1955-01

Please see **Topical Response 11 – Point Loma.**

1956

Kim B. Esterly

From: Kim [kimesterly@gmail.com]
Sent: Friday, October 09, 2015 4:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject:

From: Kim <kimesterly@gmail.com>
Subject: FAA
Date: October 8, 2015 at 8:48:58 PM PDT
To: 9-ANM-SoCalOAPM@faa.gov
Cc: scott.peters@mail.house.gov, Kevinfaulconer@sandiego.gov, Loriezapf@sandiego.gov, awarren@sdgov

SoCal Metroplex EA
 Federal Aviation Administration
 Western Service Center p Operation\Support Group
 1601 Lind Avenue SW
 Renton WA 98057

Cc: Senator Dianne Feinstein, via FAX
 Senator Barbara Boxer, via FAX
 Governor Jerry Brown, via FAX

To Whom It May Concern:

As a San Diegan and 40 year resident of Point Loma, I strongly oppose the FAA's NextGen proposal to remove Waypoint LOWMA. I am including my home address as well as my email contact. You may answer the following questions using either of the addresses and I will await your response.

1) As part of the FAA's mission statement, you state that "Safety is our Passion." With that in mind, can you explain and point out the studies that were used to determine that eliminating the Waypoint LOWMA and therefore allowing commercial jets to cross over Point Loma for a second time, and in so doing, over thousands of homes as well as schools, churches, libraries, parks and businesses, will support your vision of safety for the citizens?

1956-01

This is NOT a zero sum game. To use an FAA term, the "noise compatible" Pacific Ocean is located immediately to the west of the San Diego Airport. With the additional noise and pollution of a second flyover, your plan defies all logic. Please explain what studies were used to reach the conclusion that removing waypoint LOWMA will not cause more safety hazards, pollution and noise for the community?

And with the additional complication of being a Category B airport with the busiest single runway airport in the country, were there studies conducted to ensure our safety? San Diego

lives with the permanent scar of the PSA crash and there is obvious concern with hundreds of commercial jets crisscrossing our peninsula every day.

1956-02

2) "Integrity is our Touchstone" Please explain why the decision was made to hold the NextGen community information meeting at an obscure location like Logan Heights? Clearly, the FAA and SAN realize that Ocean Beach and Point Loma are already severely impacted by the location of the San Diego Airport. Would it not have been in the best interest of the citizens to hold the meeting in a neighborhood closer to the impacted communities? We have school auditoriums, meeting halls, churches and libraries that would have welcomed your slideshow. As per your mission statement, please explain how this decision reflected transparency and integrity within your agency? Please explain how this decision was not a deliberate attempt to deceive the public who might object to your NextGen program. Who made this decision and why?

1956

Kim B. Esterly (continued)

1956-03

3) As a community that was here before the San Diego Airport was built, we tolerate and endure over 500 commercial flights a day. In addition, we are home to the Naval Air Station. Giving the airlines the option to cross over the peninsula for the second time is a hardship on a community that is already facing a daily cropdusting of jet fuel and noise. Why didn't the EA address the possible environmental ramifications and consequences for the 68 acre Sunset Cliffs Natural Park, Cabrillo Monument, and Fort Rosecrans Cemetery? Can you send me studies that confirm there will be no environmental harm to these national treasures?

1956-04

4) The FAA has access to the many studies that have determined how harmful jet noise can be to a school child's learning environment. In the best interest of the many schools and children that might be affected, would it have not been more transparent and honest to use more modern noise metrics, such as 55dB and CNEL? Knowing that CNEL is the noise metric used in California, why did you use DNL in your study? Is this an example of your "transparency and accountability?" Again, from your Mission Statement: "We perform our duties honestly, with moral soundness, and with the highest level of ethics." Please explain how using a 40 year old noise metric is performing your duty honestly and with moral soundness?

1956-05

5) During your information session that was held last minute and very unprofessionally in Point Loma, I found your maps to be thoroughly confusing, as well as outdated. Please send me a more accurate depiction of what the NextGen proposal is likely to mean to San Diego. Additionally, please explain how any noise analysis can be completed without noise monitors in the more southern end of the peninsula.

I strongly oppose the removal of the Waypoint LOWMA.

You may send your response to the below address.

Sincerely,

Kim B. Esterly
3635 Dupont St
San Diego, CA 92106

kimesterly@gmail.com

This e-mail (including any attachments), may be confidential and is intended only for the use of the addressee(s). If you are not an addressee, please inform the sender immediately by contacting Fraser Yachts at http://fraseryachts.com/Contact_

1956

Response

1956-01

Please see **Topical Response 11 – Point Loma.**

1956-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

1956-03

Please see **Topical Response 11 – Point Loma.**

1956-04

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

1956-05

The commenter is concerned with materials presented at the SDCRAA meeting held in Point Loma. For information regarding this meeting see **Topical**

1956

Response (continued)

1956-05

Response 13 – Point Loma Public Meeting. For information regarding supplemental materials see **Topical Response 08 – Supplemental Materials.**

The commenter requests information regarding the noise analysis and how it can be completed without noise monitors in the southern end of the peninsula. 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 may occur. The FAA-approved NIRS noise model used grid points to calculate and evaluate noise throughout the entire General Study Area. Please see Sections 2.3, 2.4, and 2.5 of the Aircraft Noise Technical Report for more details. 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 Aircraft Noise Technical Report for further information.

1957

Christina H. Amaral

From: Christina Amaral [ChristinaAmaral@live.com]
Sent: Friday, October 09, 2015 4:19 AM
To: 9-ANM-SoCalOAPM (FAA); Christina Amaral
Subject: SAN DIEGO FLIGHT RE-ROUTE

8 October 2015
 965 Harbor View Drive
 San Diego, CA 92106
 Cellphone: 619.892.2820
 Email: ChristinaAmaral@live.com

ATTENTION: FAA

1957-01

I am a former Marine Corps civilian and 9/11 survivor who lived 2 blocks south of Ground Zero for a full year, where the toxic air quality from jet fuel pollution alone endangered thousands of Americans. At the time, we were lied to by our governing officials and told the area was safe. Years later, we now know that the exposure to the toxic air quality contributed to thousands of first responders' and lower Manhattan residents' life-threatening illnesses and deaths. These Americans deserved better, and they still do. Here in San Diego, a town that prides itself on tourism, our military presence, and our beautiful ecology, you seek to ruin that by re-routing planes over Point Loma to save five dollars and a little gas per flight. For your information, the Marine Corps gifted that property at Lindbergh Field for the purpose of an airport for the citizens of San Diego—a gift, not the curse it has become. And the intention was never to disturb the residents, but rather provide a reasonable point of travel to bring travelers in and out of a city in order to bolster our economy.

1957-02

Your actions will not only decimate the vibrant commerce of our city, property values and the health of our citizens, but also the efforts of our Marine Corps and the generosity they provided all those years ago. As the FAA your allegiance is to the people—not the privatized corporate goon squad you've let run amuck.

1957

Christina H. Amaral (continued)

1957-02

Do your job,

Christina H. Amaral

1957

Response

1957-01

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

1957-02

Please see **Topical Response 11 – Point Loma.**

1958

John Nickel

From: John Nickel
Sent: Friday, October 09, 2015 4:20 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed change to San Diego flight path

Hello,

1958-01

Re. the inexplicable plan to change the current functional flight path to one that has some major negative impacts, I'm wondering, have you done any sort of cost-benefit analysis? And if so, can you email me a copy? It seems impossible that you have, because the situation is so lopsided I can't believe anyone even proposed it, much less that you're actually thinking of implementing it. The only positive would be an absolutely trivial savings to the airlines (some analysis suggests there would be no savings at all due to other factors, but even if there were, any distance saved would be the tiniest fraction of the whole trip). In contrast, the cost side is huge, as I'm sure has been laid out by other San Diegans who have emailed you: Homes in the flight path sell for at least 20% less than comparable homes without the planes, so you're devaluing a huge number of homes by an average of probably \$200,000 or so -- and that's not just a one-time issue, as they'd appreciate more slowly from here on as well, lowering their value to our children, and adversely impacting our tax base. On that point, a second question: Do you plan to compensate us? If so, that alone would outweigh the infinitesimal possible cost savings to the airlines, by a factor of, what, 1,000 or more? And that's just one component of the economics of this madness. More important to me is the degradation of quality of life, including noise and especially air quality: I've spent my entire adult life working to buy the house I wanted to live in, fixing it, making it the way I want it, so that I can enjoy my time at home and in my yard. I bought a house toward the end of Point Loma precisely because the air is cleaner here, with few cars and planes going by. I already have a chronic cough and related lung issues, and cannot afford to be breathing additional jet fuel. So add in the health cost to all the people who will be affected, and how much is that worth? How much are your health and breathing worth to you? Finally, there are the impacts to our National Monument, our university (Point Loma Nazarene), and to all the other residents and visitors who will be adversely affected by the noise, fumes, safety issues, and decreased property values. These costs are many and huge, versus the one exceedingly tiny claimed benefit -- and none of the new negatives happen if you simply keep flying over the ocean. There's just no argument that this flight path change makes any sense at all. The idea should never have made it past brainstorming, because it comes nowhere close to standing up to a cost-benefit analysis. It can't possibly be justified. I'm asking you, please, listen to 100% of the people who will be affected -- all of them adversely, no one at all positively -- and stop this plan. It's a bad plan. It would be like my deciding to drive through my neighbor's yard instead of on the street in order to save a few feet on my daily commute: a virtually non-existent gain, and real bad for my neighbor. It's better to drive on streets than through people's homes, as it's better to fly over the ocean than over people's homes. No one wants this change. Please listen to us, and thanks in advance for reading and considering my email!

John Nickel

1958

Response

1958-01

Please see **Topical Response 11 – Point Loma.**

1959

Robert Holcomb

From: Glenn Holcomb [glennerator@gmail.com]
Sent: Friday, October 09, 2015 4:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Plan

Please consider my thoughts.

4478 Santa Monica Ave. San Diego, CA. 92107 Robert Holcomb

1959-01

I was ok I guess with the old flight plan. With the new flight plan the last few weeks have been to much. I am considering ordering new sound reduction windows. Not sure if the windows will makes that much difference. I do know this, the new fight plan affects my quality of life

1959

Response

1959-01

Thank you for your comment.

1960

Matt Nilsen

From: outlook_2ee5a9015d1cc3b4@outlook.com [outlook_2ee5a9015d1cc3b4@outlook.com] on behalf of Matt Nilsen [mnilsen@cox.net]
Sent: Friday, October 09, 2015 4:22 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Departure changes from Lindbergh Field

To whom it may concern,

1960-01

Please consider reevaluating the proposed pattern changes for departures from Lindbergh field. The community and city have become accustomed and adapted to the increased air traffic, the airport authority has finished retrofitting hundreds of homes to meet noise abatement requirements, and property values have been determined based on these conditions.

As a private pilot, I am aware of the minor efficiencies these changes can bring, but at way too high of a cost to the local communities and the public the FAA is charged to serve and protect.

Thank you,

Matt Nilsen

1960

Response

1960-01

Please see **Topical Response 11 – Point Loma.**

1961

Adam Bromwich

From: Adam Bromwich [bromwich@gmail.com]
Sent: Friday, October 09, 2015 4:23 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Disapprove of the SoCal Metroplex plan

1961-01

Please register my disapproval of the plan to establish a new flight path from Santa Monica airport. There will be significant negative environmental, noise, and financial impacts on me and my family, as well as many thousands of other Santa Monica residents. There is not a single piece of quantitative evidence indicating that the proposed flight path is necessary or beneficial to anyone.

Adam Bromwich
2424 7th Street
Santa Monica, CA 90405

1961

Response

1961-01

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

1962

Jan Driscoll

JAN S. DRISCOLL
485 SAN GORGONIO STREET
SAN DIEGO, CA 92106 Email:
jan@driscollyachts.com

MICHAEL P. HUERTA
ADMINISTRATOR, FEDERAL AVIATION ADMINISTRATION
800 INDEPENDENCE AVENUE, SW
WASHINGTON, D.C. 20591

October 8, 2015

RE: COMMENTS ON DRAFT SOCAL METROPLEX ENVIRONMENTAL ASSESSMENT

Dear Administrator Huerta:

1962-01

Thank you for extending the time to comment on the Draft SoCal Metroplex EA. I have been a resident of the Point Loma Peninsula in San Diego since 1973. My husband, John, and I have lived at our present address of 485 San Gorgonio Street, San Diego, CA 92106 since 1991. Our home is only 3 blocks north of the Naval Submarine Base on Point Loma and also directly across San Diego Bay from the runways at North Island Naval Station.

The area of concern on the Point Loma Peninsula is the Proposed replacement of POGGI SID with San IIBEE SID, which will delete the existing waypoint near the tip of Point Loma for aircraft departing San Diego International Airport (SAN), will allow eastbound airplane traffic to instead intersect Point Loma and fly directly over the Point as they turn to the left after their westbound take-off to head east. The Draft ES does not provide any concrete evidence of the

1962

Jan Driscoll (continued)

baseline for the categories of potential environmental impacts for this area. Instead, the EA seems to rely on some computer generated imaginary baseline without regard to the individual areas. There are no noise receptors south of the intersection of Catalina Blvd and Naragansett Ave, which is the area that will be affected by the change. There are many schools, parks, and recreational areas that would be greatly affected the proposed change: Sunset View Elementary School, Cabrillo Elementary School, Warren Walker Elementary School, Point Loma Nazarene College, many small Church sponsored nursery schools, Rosecrans National Cemetery, Cabrillo National Monument and Park, and others.

I recently retired from the practice of law after 40 years. The last 25 years of my practice concerned environmental issues and I have reviewed and participated in the creation of many Environmental Impact Reports (EIRs) under the California Environmental Quality Act (CEQA) as well as many Environmental Impact Statements (EISs) and Environmental Assessments (EAs) under the National Environmental Protection Act (NEPA), including EISs and EAs prepared or reviewed and commented upon by the Army Corps of Engineers (decommissioning of dams), the Environmental Protection Agency, the U.S Fish & Wildlife Agency, NOAA Fisheries, Bureau of Land Management, U. S Bureau of Reclamation (re: Colorado River water allocations and transfers), and others. I have never seen an EA that purports to assess such a huge geographic area that includes multiple changes at multiple sites (the airports) that affect multiple residential areas with so little real analysis of the potential impacts of the Proposal.

The FAA's Mission Statement on the FAA website states:

“Our Mission

Our continuing mission is to provide the **safest**, most efficient aerospace system in the world.”

“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.”

The FAA website further states that Safety is the foundation of everything that the FAA does. FAA's responsibilities include “Regulating civil aviation to promote safety” and “Developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation.” The EA does not comport with the FAA's Mission, Vision or Values.

My comments focus on the Proposed replacement of POGGI SID with SAN IIBEE SID.

1. Why is there no discussion of Safety for the members of the American public who live, work and attend schools under the Proposed departure flight path?
2. Why is the only Alternative the No Action Alternative? Surely there are other potential ways to achieve the goals of the SoCal Metroplex.

1962-01

1962

Jan Driscoll (continued)

3. Chapter 5 of the EA discusses the potential environmental impacts that could result from adopting the Proposed Action or the No Action Alternative. Table 5.1 lists the categories of potential environmental impacts that the FAA believes should be assessed: Noise, Compatible Land Use, Department of Transportation Act, Section 4(f) Resources, Historic and Cultural Resources, Wildlife (Avian and Bat Species), Environmental Justice, Energy Supply (Aircraft Fuel), Air Quality and Climate. There is no evidence that any baseline studies were conducted for the Point Loma area affected by the change in waypoint. Please explain why there is no baseline data for this area.

4. Noise. The SAN Airport Authority shows no noise receptors south of the intersection of Catalina Boulevard and Naragansett Avenue. The ES has a Google Earth map that purports to show noise readings taken at .5 mile intervals but there is no explanation of when measurements were made, what type of receptor was used, time of day, etc. So there is no baseline against which to assess the potential level of noise impact on this area. Please explain why no current factual baseline was prepared for the ES or explain in layman's terms exactly how the noise measurements were made. Explain whether noise was measured when aircraft were overhead or was a general assumption made of what level of noise overhead aircraft would emit. Was it assumed that aircraft were flying at certain altitudes?

5. Energy Supply. A major reason given to the Point Loma public for the SoCal Metroplex was cost savings. Yet every part of the Energy Supply analysis concludes that "In comparison to the No Action Alternative, the Proposed Action would result in a relatively small increase in aircraft fuel burned: 0.33 percent increase in 2015 and 0.33 percent increase in 2020." See Section 5.7.1. Why then is the public being told the change will **save** money?

I regret that I and others did not learn sooner of this change of existing waypoint POGGI SID to San IIBEE SID and how it will affect our area. I would have liked more time to try to understand the rationale behind the ES. What we want is for the FAA to reconsider the change. FAA told us that planes cannot be following the proposed waypoint because it has not been adopted. However, assuming that the planes are following the current waypoint requirements, even under the rule that they cannot turn until they are past the end of Point Loma, they ARE DOING SO. This means that the proposed waypoint will give them even more leeway to fly over Point Loma, with no savings in time or money but a great deal of noise and safety issues for the residents, i.e., the American Public that it is your mission to serve.

Very Truly Yours,
Jan S. Driscoll
485 San Gorgonio Street
San Diego, CA 92106

1962

Response

1962-01

Please see **Topical Response 11 – Point Loma.**

1963

Eliabeth Malachowski

From: beth malachowski [bethmalachowski@gmail.com]
Sent: Friday, October 09, 2015 4:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: loriezapf@sandiego.gov; Kevinfaulconer@sandiego.gov
Subject: Draft Environmental Assessment for Southern California Metroplex Project

October 8, 2015

Mr. Michael P. Huerta
 Administrator
 Federal Aviation Administration

Re: Draft Environmental Assessment for Southern California Metroplex Project

Dear Mr. Huerta,

I am writing with questions and comments related specifically to the proposed changes for San Diego International Airport (SAN) as part of the NextGen initiative. I oppose the removal of the LOWMA waypoint as part of the new SAN IIBEE SID, which would result in an increase in overflights of the densely populated Point Loma peninsula to the west and southwest of the airport. I am also requesting more information about the increase in vectoring to the south on departures from SAN, a pattern which also increases overflight of the peninsula and which appears to have taken place in recent months, and I would like to understand whether and how that vectoring pattern fits into the NextGen proposal.

I believe the Draft Environmental Assessment is fundamentally inadequate, both generally and as it relates to the proposal for SAN, and much further analysis and information are needed. The introduction to the EA states that federal agencies must “disclose to decision makers and the interested public a clear, accurate description of the potential environmental impacts that could arise from proposed federal actions,” and further, that Congress has directed federal agencies to “encourage public involvement in decisions that affect the quality of the human environment.” To date the information the FAA has made available is neither clear nor accurate, and the efforts to encourage public involvement have been poorly publicized and even more poorly executed.

1963-01

I attended a public meeting held by the San Diego Airport Authority and the FAA on October 6 at which I hoped to gain a better understanding of the proposal. The meeting had a big turnout not due to any efforts on the part of the FAA, but because a few people in the community became aware of the potential impact of the proposed changes and through social media efforts rallied a crowd of several hundred people who wished to provide commentary to the FAA on the proposal. The FAA representatives were woefully underprepared and unable to convey useful information, and the community was insulted to be told that none of their comments or questions would be recorded or transcribed in any way; in other words, the meeting to which we had been invited appeared to have no purpose whatsoever.

I have since read the Draft EA in its entirety and I am left with numerous unanswered questions. Of the 136-page Draft EA, the actual discussion of environmental impacts, as opposed to description of the proposal, begins on page 86. To think that a discussion of 50 pages can provide an adequate environmental assessment of the entire Southern California Metroplex on a project of this magnitude is laughable. Given the deadline for comments to be provided, I cannot begin to address all the areas in which the EA is lacking, but I will try to cover the most critical. Again, had the FAA done a better job of publicizing the proposal months ago, the community would not be forced to react in such a compressed time frame and could provide more useful input.

My concerns with the Draft EA fall into two primary categories, safety and environmental impact.

1963

Eliabeth Malachowski (continued)

Safety

There are many references in the Draft EA to the FAA's primary responsibility to ensure safety in aircraft operations. According to the Draft EA Introduction, "When changes are proposed to the NAS, the FAA works to ensure that the changes *maintain or enhance system safety* and enhance efficiency" (emphasis mine).

And from Section 2.1.1, Description of the Problem: "It is important to note that a key design constraint is safety. *Any proposed change to a procedure to resolve a problem must not compromise safety*, and if possible must enhance safety" (emphasis mine).

Departures from SAN typically head west over the northern part of the Point Loma peninsula and out over the Pacific Ocean. Eastbound flights then turn south and pass waypoint LOWMA, southwest of Point Loma, before heading east. The elimination of the LOWMA waypoint invites the routing of flights back over the peninsula itself during their ascent, instead of over water.

It is clearly *reducing* safety – neither maintaining it nor enhancing it – to direct more flights during their ascent over a densely populated residential area. In addition to thousands of homes, Point Loma has multiple elementary schools, a university, and sensitive cultural areas and natural resources such as Ft. Rosecrans National Cemetery, Cabrillo National Monument, and Sunset Cliffs Natural Park, a City of San Diego property. It is indefensible to route aircraft over these areas when the option to maintain a route over the open ocean is available and only minimally less efficient.

1963-01

Questions:

- Were the study authors aware of the elementary schools and the 3,000-student university that will experience additional overflights under the proposed plan, and was there any consideration of the increased risk to those young people?
- Did the study authors give any weight at all to safety considerations when they proposed the elimination of LOWMA? If so, how did they conclude that the Proposed Action maintains or enhances safety compared to the No Action Alternative, specifically as it pertains to elimination of LOWMA?

Environmental Impact

In Section 4.2, the Draft EA states that there will be no affect on a long list of resource categories or subcategories "because the resource either does not exist within the General Study Area or the types of activities associated with the Proposed Action would not affect them." The list includes coastal resources, historic and cultural resources, children's health, and loss in community tax base, among others. Point Loma has all of the resources mentioned above and all will be impacted.

Questions:

- What specific analysis was done to conclude categorically that there could be no impacts on these resources?
- Was there any consultation with the National Park Service regarding Cabrillo Monument, the Veterans Administration regarding Rosecrans National Cemetery, the City of San Diego regarding Sunset Cliffs Park, the schools in the area regarding impacts on children, or any other federal, state, or local jurisdictions whose properties may in fact be impacted?

1963

Elisabeth Malachowski (continued)

- Was there any consideration of the likely reduction in real estate values of homes experiencing increased flight noise and the resulting reduction in community tax base? Or was the fact that noise impacts are not projected to exceed a 1.5 dB increase over 65 dB mean that this was considered a non-issue? If so, that is not a reality-based assessment.

Apart from the Draft EA, I would like to understand changes that have been made already to departures from SAN in recent years which have dramatically increased noise impacts to the central and southern parts of the Point Loma peninsula. I realize this may not be part of the NextGen proposal, but because residents have been experiencing a notable change, it has been difficult to separate the issues and many comments on the Southern California Metroplex project include complaints about the newly increased noise levels.

Questions:

- Can the FAA make available clear and detailed descriptions of what flight paths have been used in departures from SAN over the past two to three years?
- Were there specific changes involving fanning departures out over a wider area by vectoring to the north and south related to work that was done on the airport terminal and runway in recent years? Were those changes meant to be temporary, and have they become permanent?
- Is there increased fanning of departures from SAN anticipated as part of the NextGen proposal?
 - Can the FAA provide data regarding the altitude at which aircraft are crossing Point Loma and are expected to cross Point Loma under NextGen?

I respectfully request that you consider these questions and concerns in finalizing plans for the Southern California Metroplex project. I understand that this is a massive project within an even larger national project, and NextGen may well have positive impacts in some places, but the specific proposal to eliminate the LOWMA waypoint in San Diego, as well as any increase in vectoring of departures to the south, are unjustifiable within the goals and directives of the project.

Sincerely,

Elisabeth Malachowski
1015 Cordova Street
San Diego, CA 92107

1963-01

1963

Response

1963-01

Please see **Topical Response 11 – Point Loma**.

1964

Lisa Kenny

From: Lisa Kenny [lkennylaw@aol.com]
Sent: Friday, October 09, 2015 4:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma

Dear ladies and gentlemen FAA,

I wanted to share a few thoughts with you about your proposed change to the flight patterns over Point Loma, which I oppose.

My first concern is safety. I cannot agree that turning left and flying over our homes on the small peninsula is worth whatever dollars you have saved for the airlines. It is my understanding that turning in airplane destabilizes it, so to do the turns over our small piece of land, when we are entirely surrounded by water, seems illogical to me in light of the risk. In the past the planes took off straight and flew straight over point Loma, not making turns. Now it appears to me that the planes start to turn away from the take-off line almost immediately towards the left.

I also want to comment on why you're getting so much pushback from our community. In the past the planes flew straight over Point Loma in a line and all the people that lived and purchase land underneath that line knew they were buying property that was affected by the planes. Those people were compensated with air-conditioning and triple pane windows, which took forever for the homes to receive, but the promise alone of air conditioning and new windows helped to offset the loss of value that results from living in the flight path.

1964-01

What you're having your planes do now, is turning not just a few streets, but our entire neighborhood into a flight Path. I spent several hours in Point Loma this afternoon driving to different locations. What I noticed is that right now, you can hear plane noise anywhere you go. Not just in the old flight path, but all over the point. I was at the beach, I watched planes in areas I've never seen planes. I was out in La Playa, I saw the planes going over again and again. You're changes are kind of haunting Point Lomas residents because we can't get away from the noise and the planes.

I hope you will consider these thoughts when finalizing the flightplan leaving San Diego international Airport. I understand that you would like to shorten the time before airplanes turn left after take off. My suggestion is that the planes fly straight and the turn occur over the water, and that the planes fly south long enough to gain enough altitude that they won't be heard or seen as they cross back over the Point Loma peninsula on their way. As with most things, there is probably a resolution somewhere in the middle that makes the most sense. I hope you will look for that kind of a solution, rather than disregarding your neighbors.

I appreciate your consideration of the above. Please do not hesitate to contact me if I can be of any help.

Best Regards,
Lisa M. Kenny
Attorney at Law
(619)234-1910

Sent from my iPhone-my apologies for any errors.

1964

Response

1964-01

Please see **Topical Response 11 – Point Loma.**

1965

Tim Hawk

From: Tim Hawk [TimHawk6@hotmail.com]
Sent: Friday, October 09, 2015 4:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Identifying info on my comment

FAA,

1965-01

I provided a comment on October 7, 2015 opposing the elimination of the Point Loma LOWMA waypoint in regard to the FAA proposed flight paths. I gave my name and address: Tim Hawk, 1116 Alexandria Drive, San Diego, CA 92107. I now provide my phone no.: 619-226-6366, and my email address: timhawk6@hotmail.com, just for your information. I was told that you needed my phone no. and email address. It is now 9:33 pm, Oct. 8, 2015, before the deadline to offer up comments. I have met the deadline, regardless of what time the email will register; it is sometimes way off.

Tim Hawk, Point Loma

1965

Response

1965-01

Please see **Topical Response 11 – Point Loma.**

1966

Jim Hurl

From: HOME [jlhurl@cox.net]
Sent: Friday, October 09, 2015 4:31 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Nextgen SoCal Metroplex & current takeoff changes

1966-01

I (Jim Hurl) have resided at 4629 Tivoli St, San Diego, Ca. 92107 (619-222-50760) for the past 30 years.

One of the criteria for purchasing our home originally was that it was South of the outgoing flight path from Lindbergh Field. At the time of the purchase, and until about 6 months ago, departing planes were flying out between Narragansett Ave. and Orchard Ave. , approximately 4-6 blocks North of my residence. Over the past 3 months the departing planes have been flying almost directly over our residence.

The noise level has increased dramatically, as has the pollution level from jet fuel exhaust. In addition to the air and noise pollution over our houses, I believe we will suffer economically because of the decrease in value of our homes now that they are under the flight path. I believe that we are being subjected to both health, safety, and economic issues due to the increase in departing flights over our neighborhood.

It seems to me that the FAA should not be able to change horses in mid stream, for no more apparent reason than helping the airlines increase their profitability to the detriment of homeowners, schools, colleges, and businesses they fly over. As a concerned citizen and tax payer this smacks of a government agency running amuck with little recourse other than a class action law suit.

1966

Response

1966-01

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

1967

Jeff Bruhn

From: Jeff Bruhn [jeff@atlastree.com]
Sent: Friday, October 09, 2015 4:37 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Faa proposed flight pattern change

1967-01

I have lived in Point Loma for the past fifty years. My wife Kathy and I are strongly opposed to changing the west bound take off flight path. We intentionally purchased a home in the La Playa area to live clear of the Linberg west bound flight takeoff noise and health concerns. Jeff Bruhn, 327 San Fernando St. SD, CA 92106

Jeff Bruhn

1967

Response

1967-01

Please see **Topical Response 11 – Point Loma.**

1968

Thomas W. Rodger

From: twrodger [twrodger@aol.com]
Sent: Friday, October 09, 2015 4:37 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Re: FAA Formal Letter

1968-01

Dear Sirs, In reference to the new proposed departure out of San Diego's Lindbergh Field. I am a retired Delta Air Line pilot and reside on Warner St. in the Point Loma wooded area. My previous house was on San Fernando St. which was 2 blocks from the Submarine base. Both of these locations were chosen for their proximity to the airport and the fact that they were out of the designated entry and exit flight paths. Your new proposed departures will bring hundreds of homes into noise jeopardy and significantly lower the desirability and value of those homes. Once again the general public is being subjected to the influence of a bureaucratic agency which is apparently trying to make a name for itself at our expense. Mark me down as against the new departure changes.

Thomas W. Rodger
3748 Warner St.
San Diego, Ca. 92106

-----Original Message-----

From: Nextdoor The Wooded Area <reply@rs.email.nextdoor.com>
To: twrodger <twrodger@aol.com>
Sent: Thu, Oct 8, 2015 8:42 am
Subject: FAA Formal Letter

 Oliver Smith, The Wooded Area

We missed the meeting last night but want to send a formal letter today. Does someone have one ready to go that we can print, sign and send since time is an issue. Thank you.

Oct 8 in General to your neighborhood

[View or reply](#) [Thank](#) · [Private message](#)

1968

Thomas W. Rodger

You can also reply to this email or use Nextdoor for [iPhone](#) or [Android](#)

This message is intended for twrodger@aol.com.

[Unsubscribe](#) or [adjust your email settings](#)

Nextdoor, 760 Market Street, Suite 300, San Francisco, CA 94102

1968

Response

1968-01

Please see **Topical Response 11 – Point Loma.**

1969

Linda Simpson

From: Linda Simpson [lindasimpson955@gmail.com]

Sent: Friday, October 09, 2015 4:45 AM

To: 9-ANM-SoCalOAPM (FAA)

Subject: San Diego Flight Plan

Keep the flight plan you have do not change.

The sharper turns to reach areas that have not been in your path STOP do not do!

Also Thousands of dollars have been spent to sound proof homes that are under the current path

What do you want to create more homes that will need these double pain windows at a cost to you.

Then you pass it forward to your customer.

Please keep your customer and employees save.

1969-01

1969

Response

1969-01

Please see **Topical Response 11 – Point Loma.**

1970

Mary J. Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]

Sent: Friday, October 09, 2015 4:49 AM

To: 9-ANM-SoCalOAPM (FAA)

Subject: RE: Metroplex plan for San Diego email 1

Dear FAA,

1) I would like you to tell me how you are going to account for sound increases in the Point Loma area that are magnified by the hills and valleys of the peninsula if you allow planes to fly over the peninsula residential areas that are now south of the existing flight path.

For instance, the street that backs up to our home (Talbot St) is a deep canyon and we hear any sound on opposite sides of canyon magnified many times normal simply because of the unique nature and slant of the landscape.

Any airplane noise overhead will also reverberate around the canyons and make them sound even louder than they 'technically' may be at your open area dB sound measuring devices.

1970-01

1970

Mary J. Powell (continued)

1970-02

2) Are we going to be compensated for the cost of having to install double glaze windows (which we don't have now in most windows) to manage to be able to live under a flight path or closer to the southern-moving new flight pattern?

3) Will we be compensated for the expense of having to install A/C (which we do not currently have or need because the ocean breeze coming up the canyons combined with ceiling fans is adequate to cool the house. But if the flight path moves south and/or goes overhead we will need to keep windows closed due to sound and air pollution and we will need A/C to be able to stay in our home many days of the year.

Sincerely,
Mary J Powell
940 Runnymead Lane
San Diego, CA 92106

1970

Response

1970-01

The commenter asks how sound increases are accounted for in the Point Loma area that are magnified by hills and valleys. 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. 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.

The commenter mentions the use of sound measuring devices. 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.

Please see **Topical Response 11 – Point Loma** for more information.

1970-02

The commenter is concerned with being compensated for the costs of having to install double glaze windows and air conditioning. 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

1970

Response (continued)

Action Alternative, would not result in any significant impacts. Accordingly, mitigation is not warranted.

Please see **Topical Response 11 – Point Loma**.

1971

Allen Hobbs

From: Allen Hobbs [allenmhobbs@msn.com]
Sent: Friday, October 09, 2015 4:57 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Changing the flight plan for Lindbergh Field

Please do not change the flight path out of Lindbergh Field. I live in Pt. Loma and I bought my house many years ago because the airplane noise was very minimal. Now if the planes take off further south the noise will be terrible. I also have asthma and cannot handle the extra pollution from planes coming too close to my house.

1971-01

Like me none of my neighbors have air conditioning and we depend on opening up our windows to keep the house cool. The noise from planes flying over our houses will make us have to close our windows and get air conditioning. This will contribute to global warming and cost us a fortune to run.

KEEP THE FLIGHT PATH THE SAME. DO NOT CHANGE THE FLIGHT PATH OUT OF LINDBERGH FIELD.

Allen Hobbs
 4571 Alhambra Street
 San Diego, CA 92107

1971

Response

1971-01

Please see **Topical Response 11 – Point Loma**.

1972

Mary J. Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]
Sent: Friday, October 09, 2015 4:57 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Metroplex plan NextGen for San Diego email questions 2

Dear FAA,
 Why is the FAA concerned about saving millions of dollars gas costs for private airline companies instead of
 1) the millions of dollars in lost housing values of residences soon to be affected by the new flight path
 2) the millions of dollars to be spent by homeowners installing upgraded windows and doors to dampen airport noise
 3) the millions of dollars lost property tax revenue to the city when housing prices go down
 4) the millions of dollars that will need to be spent by homeowners on A/C units when the house has to be shut from dawn to 11pm
 5) the millions of dollars that will need to be spent by homeowners/renters on Air Filtration systems to counter the air pollution of being closer to or under the flight path when they weren't before this change

1972-01

1972

Mary J. Powell (continued)

1972-01

Why are you handing \$ to businesses that can fairly easily raise \$ by raising prices (to us homeowners/renters) when you SHOULD be CONCERNED with the economic and physical well being of your CITIZENS.

Thanks you for replying if you do.

Mary J Powell
940 Runnymead Lane
San Diego, CA 92106

1972

Response

1972-01

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

1973

Mary J. Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]
Sent: Friday, October 09, 2015 4:58 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Metroplex plan NextGen for San Diego email questions 3

Dear FAA,

1973-01

Why was the metroplex plan only available in public libraries about 100 highway miles away from an area that will see major affects of it?

Thank you,
Mary J Powell
940 Runnymead Lane
San Diego, CA 92106

1973

Response

1973-01

The SoCal Metroplex Draft EA and associated technical reports were made available in 46 public libraries located throughout the General Study Area. The Draft EA was made available at three libraries in the city of San Diego, including a hard copy that was available to the public at Point Loma Public Library at 3701 Voltaire Street in San Diego. The Point Loma Public Library is in close proximity to the commenter's address. In addition, the Draft EA has been available for download from the project website (<http://www.metroplexenvironmental.com/>) since June 10, 2015.

1974

Mary Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]
Sent: Friday, October 09, 2015 5:02 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Metroplex plan for San Diego email 4

Dear FAA,

1974-01

Why do you want to have less pilot-air traffic controller contact and go to a more 'automated' system when we need more jobs that require good education, pay well and are steady?

Why do you want to outsource air traffic control?

1974

Mary Powell (continued)

1974-01

Will you guarantee that any new source of outsourced employees will provide the same benefits and protections to employees that the federal government does?

Sincerely,
Mary Powell
940 Runnymead Lane
San Diego, CA 92106

1974

Response

1974-01

The commenter is concerned with pilot to air traffic controller contact and going to an automated system. As stated in Section 2.2 of the EA, *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. Please see **Topical Response 05 – Purpose and Need**.

The move to performance-based navigation will decrease the amount of pilot and controller interaction. Please see Chapter 1 of the EA for a description of Next Generation Air Transportation System and air traffic control. Published instrument procedures provide predictable, efficient routes that allow aircraft to safely fly in the NAS while reducing verbal communications between air traffic controllers and pilots. This potentially reduces the number of read back errors. The procedures have specific route details including waypoints, speeds, and altitudes, so the pilot and air traffic controller interaction is reduced.

1975

Dorothy and Alvin Baber

From: Dorothy Baber [baber673@gmail.com]
Sent: Friday, October 09, 2015 5:04 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA proposed flight pattern

1975-01

Please honor your Mission Statement. I am Dorothy Baber and live on 673 Rosecrans street Point Loma and have for 77 years. It is not necessary to change your flight pattern and The noise and pollution will effect my daughter who has a serious eye condition and has no tears. She needs as pure air as she can get and bought a home in this area also after checking the atmosphere conditions throughout San Diego. Please keep your Mission Statement Promise and I will not lose faith in FAA
Thank You

Mrs. Dorothy Baber and Mr. Alvin Baber

1975

Response

1975-01

Please see **Topical Response 11 – Point Loma**.

1976

Mary Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]
Sent: Friday, October 09, 2015 5:09 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Metroplex plan for San Diego email 5

Dear FAA:

I don't want planes flying over the southern tip of Point Loma and neither do any other residents around me. We already have to put up with noise from the airport north of us, but we were aware of what those sounds were when we bought the house and decided we could live (and have lived) with it.

It is NOT FAIR to change the rules after decades of it being this way and send planes over a residential area that is full of schools (elementary, secondary and university), has major tourist attractions (tidepools, Sunset Cliffs park, Cabrillo National Monument, etc.) and has many, many residences.

When instead...you COULD continue to send those planes another mile or to south using the old waypoint for turning. THERE IS NO REASON of possible minimal gas savings that makes sense to do this given the increased noise, air and soot pollution, risk of parts falling off planes, risk of crashes, etc.

Please justify your position on all counts because it makes NO SENSE to any of the thousands of residents and thousands of visitors to the area that are going to be directly negatively affected.

Sincerely,
Mary Powell
940 Runnymead Lane
San Diego, CA 92106

1976-01

1976

Response

1976-01

Please see **Topical Response 11 – Point Loma.**

1977

Leonard and GERALYN Schulkind

From: GERALYN [geraldyns@cox.net]
Sent: Friday, October 09, 2015 5:16 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SDIA

To whom it may concern,

1. Most people in the affected areas do NOT have air conditioning and enjoy our weather with windows open. Are we now going to be prisoners in our own homes just to get quiet? We'll have to close our doors and windows?
2. Specifically what studies have been done to determine what the effects of this new plan will have on the current, air traffic controllers, who work in an all Class B air space here in San Diego and are going to be forced to contend with a Next Gen Plan which is specifically designed to be used in a Class A Only air space regions?
3. How is not utilizing the Pacific Ocean, which is uniquely directly adjacent to our airport, that helps assist with the dispersal of the fine particulate pollution from spent jet fuel on a continual basis a better idea as proposed in the Next Gen Plan which allows for the above described pollution to accumulate on local neighborhoods which will then be washed into storm drains and oceans in more highly concentrated and harmful levels be a better/good or acceptable idea?
4. How are we expected to enjoy our backyards, homes and property with the levels of noise, soot, concern for our safety with the increase of planes

1977-01

1977

Leonard and GERALYN Schulkind (continued)

1977-01

flying directly over our neighborhoods? How can something as simple as putting my laundry out to dry be taken away from me, due to the unnecessary soot and pollution from the proposed flight changes?

Please confirm your receipt of these questions. We look forward to receiving answers from the FAA.

Sincerely,
Leonard and GERALYN Schulkind
1353 Trieste Drive
SD, CA 92107

1977

Response

1977-01

Please see **Topical Response 11 – Point Loma.**

1978

Kenneth Hunrichs

From: Ken Hunrichs [kenhunrichs@cox.net]

Sent: Friday, October 09, 2015 5:17 AM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Additional questions about propose flight plan change for San Diego, Lindbergh Field

FAA Administrators,

1978-01

In reference to my letter sent to you earlier today, I felt it necessary to follow up with a specific question about the potential impact to Federally protected marine mammals. My question is how the FAA intends to mitigate the disturbance to Harbor Seals that give birth to their pups in the San Diego area from January to April each year. The seal rookeries at this latitude, under the flight path of a major airport facility, have the likelihood to be disturbed to the extent it would be a violation of the Marine Mammal Protection Act.

There may be a way to mitigate the impact in some manner by re-routing flights over Point Loma during the seal pupping season from January to April. There may also be a way to get authorization under the law to "take" (incidentally harass or disturb seals) and avoid violation of the law by obtaining an Incidental Harassment Authorization (IHA) permit from the NMFS. The process to obtain such permission requires extensive study of the potential impacts on marine mammals over an extended period of time at the subject location.

I don't believe such analysis has yet been done and the potential to disturb harbor seals at Point Loma would require this kind of analysis in advance of taking any action to change the flight patterns over the seal rookery. Please let me know what your agency intends to do to address this issue at the Harbor Seal rookery in Point Loma from January to April each year. You may know that at a City lifeguard tower construction site in La Jolla that work is shut down for six months each year for the Harbor Seal pupping season even though the seals at that location are fully acclimated to the typical construction noise generated at the site. Every disturbance is documented and if the number exceeds the level authorized under their IHA, work may be shut down.

1978

Kenneth Hunrichs (continued)

Kenneth L. Hunrichs
6530 Springfield St
San Diego, CA 92114

kenhunrichs@cox.net
619 263 8667

1978

Response

1978-01

The commenter is concerned with potential impacts to protected marine mammals. Section 4.3 of the EA identifies those environmental resource categories and subcategories that have a potential for being affected by the Proposed Action, including Fish, Wildlife and Plants in Section 4.3.5. Chapter 5 discloses the potential environmental consequences of the Proposed Action and the No Action Alternative in each of the relevant environmental resource categories. Please see Section 5.5 of the EA for a summary of impacts and methodology of wildlife impacts. No significant impacts will result from the implementation of the Proposed Action.

1979

Robin Marks

From: robinmarks2@gmail.com [robinmarks2@gmail.com]
Sent: Friday, October 09, 2015 5:18 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Routes

Dear FAA,

1979-01

I am writing to voice concern about the flight path changes. Please reverse this decision or at least provide a more transparent decision making process.

Thanks,

R Marks

1979

Response

1979-01

Thank you for your comment.

1980

Lori Borg

From: Lori Borg [lori_borg@hotmail.com]
Sent: Friday, October 09, 2015 5:19 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Strongly oppose the proposed flight path changes

FAA,

1980-01

I live in the Point Loma area near the San Diego International Airport and I strongly oppose the proposed flight path changes. The changes will increase noise and pollution levels for Point Loma residents who purchased homes south of the flight path to avoid these downfalls of being near the flight path. Additionally, there will be increase risk of a crash and other safety concerns. Please do not change the flight path for negligible reductions in fuel savings.

Thank you,

Lori Borg
 Point Loma Resident for over 20 years
 92107

1980

Response

1980-01

Please see **Topical Response 11 – Point Loma.**

1981

Don Szalay

From: Don Szalay [donszalay@yahoo.com]
Sent: Friday, October 09, 2015 5:20 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: szalays@cox.net
Subject: NextGen Proposal, San Diego International Airport

Dear FAA,

1981-01

I lived for 8 years under the Lindbergh Field flight path from 1978 to 1986 until I and my family moved to the wooded area of Point Loma to escape the deafening noise of the jets taking off from Lindbergh from 6:30 am to 11 pm. EVERY DAY. For the last 29 years it has been a peaceful, quiet existence.

When I heard rumors of the FAA proposal for east-bound flights to fly back over this region of the peninsula I could not believe it. I immediately thought "how stupid can our federal government be?"

It is my understanding that the fundamental role of the FAA is to insure that the public has the highest standard of safety regarding aviation.

1981-02

I have several questions I request that you answer with the utmost integrity:

1. When were the residents of Point Loma originally notified of the FAA proposal to alter the existing east-bound departure flight pattern ?
2. Where was the notification made?
3. If made in a newspaper or newspapers, which ones?
4. Why was there no mention of your proposal, or public meeting regarding the proposal, in the local community newspaper, The Peninsula Beacon?

1981

Don Szalay (continued)

5. Is the FAA actually going to consider community input -- or is this "a done deal" and you are just doing this for public relations as if our concerns matter?

6. Why does the FAA continue to be so arrogant when dealing with the public when the FAA makes proposals such as this one ? Have you not learned from your mistakes in Minneapolis and Phoenix ?

7. Did the FAA notify the congressional representative for Point Loma, Rep. Scott Peters, of this proposal, and, if so, when? And, if not, why?

8. What power does a member of the House of Representatives have over the FAA?

9. What House committees have oversight of the FAA?

10. How is funding for the FAA appropriated?

11. If the FAA proposal is implemented and the value of my residence goes down as a direct result, will the FAA compensate me if I sell my house to, once again, escape from the negative noise impact?

12. Why does the FAA continue to use out of date mechanisms to measure decibel levels instead of using state of the art digital devices?

13. How and when will the affected residents of Point Loma be notified by the FAA of its final decision regarding this proposal?

14. How many Point Loma residents have written to the FAA opposing this proposal ?

15. How many Point Loma residents have written to the FAA supporting this proposal?

For the record, I am staunchly opposed to the FAA proposal to alter the current departure flight path from Lindbergh Field. The current plan is not great, but much better than your proposal .

Sincerely,

Don Szalay

Respond to: donszalay@yahoo.com

Oh, by the way, I work at Point Loma High School where departing flights over our campus are an irritating given that my students and I have to endure from 7:30 to 2:15 Monday thru Friday. I hope you can understand why I don't want to rear ANY jet noise when I get home.



Sent from my iPad

1981

Response

1981-01

Please see **Topical Response 11 – Point Loma.**

1981-02

The commenter submitted several 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

1981

Response (continued)

1981-02

EA, providing ample opportunity for the public to review and comment on the Proposed Action. This included an extended public review period, several public workshops, and several meetings with federal, state, and local elected representatives and agency officials. The FAA provided public notification of the intent to prepare an Environmental Assessment in January 2014. The Draft EA was released for public review on June 10, 2015. A 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. Materials presented at that workshop are available on the project website (http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html#sandiego). The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. Please see Appendix A in the EA for a description of public involvement, coordination, and agency consultation conducted for the EA. Representative Scott Peters was included in the mailing list for all notifications.

Regarding whether the FAA will consider community input or if this is a done deal, the FAA considered all substantive comments received during the 120-day public comment period and comments received after the comment period. The FAA responses to comments are provided in the Final 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.

Regarding home values and the FAA noise measuring levels, 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. 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.

1981

Response (contiued)

1981-02

Regarding how many Point Loma residents are opposing or supporting this proposal, please see Appendix F of the EA for comments received during the public comment period.

1982

Dan Waller

From: Daniel Waller [d-waller@sbcglobal.net]
Sent: Friday, October 09, 2015 5:21 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Path

To whom it may concern,

When someone moves next to an airport they "move to the nuisance" and really have no legal status. Those properties are less expensive.

Property values outside of this flight path are higher, and will be adversely affected by a change in this path. Does the Airport plan to pay each homeowner under or near this new proposed flight path for the loss of their property values?

1982-01

If you change the value of my home, I will be looking for compensation. I did nothing but stay in my home, and you will have intruded upon my neighborhood, and would be held liable.

The current path has been used for years. The people living in this path new it when they purchased their homes, and the values have stabilized, but are lower than the surrounding areas.

Leave it the way it is!

Dan Waller
2726 Shelter Island Dr. 121
San Diego, CA 92106

1982

Response

1982-01

The commenter is concerned with changing flights paths and the potential to affect home values. 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 the EA, results of this analysis show that there would be no significant impacts when compared to the no action alternative. Please see **Topical Response 11 – Point Loma** for additional information.

1983

Marjorie Block

From: Marjorie Block [mpblock@gmail.com]
 Sent: Friday, October 09, 2015 5:21 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Cc: mpblock@gmail.com
 Subject: Pt Loma air flight route

Dear Sir,

Please consider our desperate request NOT to change the air flight pattern over additional homes in Point Loma. When we bought our home over 15 years ago, we chose a place to live and retire. We studied the flight patterns and noise decibel levels and determined what area we could afford to live and

raise our children. We bought our home in Point Loma for this reason as we worked at Pt Loma Nazarene University. We now have grandchildren two of which are significantly sensitive to noise levels above normal acceptable levels. I.E. ABOVE 20,000 Hz. We would have to move if the suggested proposal is allowed. The potential law suits to our realtor for mis and incorrect undisclosed information is possible.

Changing the flight pattern would significantly impact their development and ability to be in our home.
 Do you have a child on the Autism spectrum.? Do you know how sensory and auditory sensitive they can be? There are several children on our very street that fall into this category. Please Please reconsider NOT changing the flight patterns. Saving this small amount of money (on fuel) does not even closely compare to the impact it will have on sensory sensitive children in this neighborhood and their families and schools. Autism is expensive, it impacts generations. Fuel costs can be absorbed in other ways than changing the flight path.

Thank You for your understanding of how this can impact those with disabilities.

1983-01

Marjorie Block, MS, OTR/L
 California Licensed Occupational Therapist
 Pt. Loma resident
 Parent, Grandparent and Therapist

Sent from my iPad

1983

Response

1983-01

Please see **Topical Response 11 – Point Loma.**

1984

Colin and Jenna McDonald

From: Colin McDonald [cdmcdona@gmail.com]
 Sent: Friday, October 09, 2015 5:22 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: FAA plans for modifications to SAN air traffic.

Members of the FAA,

This message is in regards to the current FAA plans to modify air traffic patterns in and around San Diego International Airport.

1984-01

I am appalled at the lack of community outreach the FAA has done to this point. The individuals who are responsible for the implementation of the new FAA proposal appear to have assumed that the residents of Point Loma would sit by quietly while the property and livelihoods of those living on the peninsula were devalued and

1984

Colin McDonald (continued)

degraded when the plans went into effect. This is an extremely affluent, well-educated and tight-knit community and it appears we have been severely under estimated in our willingness to fight this action.

1984-01

If the FAA believes there are truly significant savings to be had by the removal of waypoint LOWMA, they need to make a clear case to the residents of Point Loma to explain why those benefits outweigh all alternatives, while giving real consideration to alternatives brought up by the residents in an open forum. If it just boils down to profits and fuel savings then I would like to propose two thoughts for consideration: 1) Impose a fuel surcharge on all flights leaving San Diego to pay for the "extra fuel" that it takes to round waypoint LOWMA, rather than deleting waypoint LOWMA, and these funds can be directed to the airlines in the form of profit, or 2) Impose the same surcharge, delete waypoint LOWMA and embark on a retrofit of all homes under the new flight path to update windows, install conditioning, and install air filtration systems.

When big corporations or agencies in the past have pursued profits at the expense of the health, safety and well being of a community, it has never turned out well for the corporations or agencies. I strongly suggest that you take our concerns seriously. As Americans and human beings, I don't see how you can pursue this plan without having a real, open conversation with the residents where all questions are answered and studies are conducted to address the residents' concerns, of which there are many.

1984-02

You can answer them now, while you still have a chance to ease the tensions, or you can answer them later, perhaps in the court of law.

I look forward to a response with information on when and where the FAA will be conducting an open forum with informed members of the FAA ready to answer all questions by the residents of Point Loma and commit to criteria that will be met with the new plan, with real penalties for failures to comply with those criteria. Please provide at least 16 hours of available question-and-answer time over multiple meetings as there are many residents who would like to be heard.

Thank you for your time,

Colin & Jenna McDonald
Point Loma Residents
993 Catalina Blvd, 92106

1984

Response

1984-01

Please see **Topical Response 11 – Point Loma.**

1984-02

The commenter indicates displeasure at the level of community outreach the FAA has engaged in on behalf of the SoCal Metroplex Project EA. 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. Efforts included issuance of notification of both the preparation and availability of the Draft EA to local, state, and federal officials and elected representatives both electronically (email) and via U.S. Mail, as well as publication of

1984

Response (continued)

1984-02

the notice of availability of the Draft EA in major Southern California newspapers, including the San Diego Union Tribune. All notices provided a link to the SoCal Metroplex Project website (<http://www.metroplexenvironmental.com>) where more information on the Metroplex Project and the NextGen program is available for review.

To encourage public participation, in June and July 2015, the FAA hosted 11 public workshops in several locations throughout the General Study Area. The San Diego workshop was held on June 22, 2015. Invitations to the 11 public workshops were included in the notices distributed to public officials and published in newspapers. During these public workshops, FAA representatives were available to answer questions about the Project, and written comments from the public were accepted. In addition, individual briefings were held with each of the Study Airports along with outreach briefings to government officials and agency representatives. Please see Appendix A of the EA for a description of the public and government outreach activities.

To provide the public with sufficient time to review the information and provide input, the FAA provided a 120-day public comment period which closed on October 8, 2015. Please see **Topical Response 05 – Purpose and Need**. Please also see **Topical Response 11 – Point Loma**.

1985

Michelle and Luigi Rizzo

From: Michelle Wheeler [mwheeler81@gmail.com]
Sent: Friday, October 09, 2015 5:24 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Against new flight path plan

1985-01

After learning about the new flight path over Point Loma im very concerned and upset that it will affect our quality of living. We have a new baby and have chosen to live in our neighborhood due to location. This new flight path will now make our location much less enjoyable and desirable. Affecting our daily life and future plans and possibly our surrounding environment. Please do not make this change my family would really appreciate that this is reconsidered.

Thank you,
Michelle & Luigi Rizzo
Point Loma residents
on Keats Street, 92106

Sent from my sweet iPhone

1985

Response

1985-01

Please see **Topical Response 11 – Point Loma**.

1986

Mary Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]
 Sent: Friday, October 09, 2015 5:26 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: RE: Metroplex plan for San Diego email 6

Dear FAA,

I strenuously object to the way you conducted this proposal to change flight path and direct flights more over the southern tip of Point Loma.
 I object that you did not record the citizen comments at the meeting on October 7, 2015.
 I object that you did not TELL US IN ADVANCE that you would not record the meeting.
 I object that you did not provide someone to ANSWER questions at the meeting.
 I object that you did not provide adequate notice of meeting with posters, emails or emergency call line information service to residents and businesses that will be affected if this plan is approved.
 You might THINK that legally it is OK to publish it in a local newspaper (Union) that virtually no one reads compared to New York Times, LA Times and Wall Street Journal in this neighborhood. Not that even publishing notice in a newspaper is a good way to communicate with citizenry anymore.
 Perhaps this is legal what you did, but it is in my opinion UNFAIR to the citizens of our area to not use a more effective way to reach out to the community.
 My feeling is that you didn't really WANT to reach out to the community and I want you to prove that you DID want to reach out to us and REALLY get meaningful feedback.
 The fact that you held your (miserable excuse for an) explanatory meeting just 52 hours before comments and questions are closed is DISASTROUS to the community and totally CRUEL and UNFRIENDLY in my view.
 And the fact that you posted a slide that was nearly completely unreadable of the contact email (until it was shouted repeatedly that it was unreadable to the point that you fixed it) is really bad performance on your part.
 Thank you for listening, but if we were under the flight path you propose now, you might not be able to hear me because I know what it is like when the jets go over farther north....but then maybe you just don't WANT to hear from YOUR fellow citizens. You are OUR FAAWHY are you doing this to US?

1986-01

Do you think we give a hoot about the doing-perfectly-fine-thank-you airlines saving about 5 CENTS per passenger (maybe not even that much) compared to
 1) having to live under a flight path not of our choosing with its increased noise;
 compared to

1986-02

2) having to deal with the fuel residue and black sticky soot that coats cars and windows and plants below the flight path often...I've lived under the flight path and the soot that falls and sticks is NOT pretty;
 compared to

1986-03

3) having to now the worry in the back of our minds about an air crash overhead....(many of us lived through PSA crash in Hillcrest/North Park)
 One stupid mile further south and you wouldn't have to DO this to thousands of people. WHYYYYYYYY are you thinking of this and what are you doing to residents in other cities comparably? THIS IS NOT FAIR and it has not been a FAIR PROCESS in my opinion.

1986-04

Mary Powell
 940 Runnymead Lane
 San Diego, CA 92106

1986

Response

1986-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

1986-02

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

1986-03

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

1986-04

Please see **Topical Response 11 – Point Loma.**

1987

Olivia Morasco

From: Olivia Morasco [omorasco@gmail.com]**Sent:** Friday, October 09, 2015 5:28 AM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** San Diego flight path change.

1987-01

PLEASE DO NOT CHANGE the flight path over Point Loma! I already live under the flights going out and the idea of the extra noise and jet "dust" in my home makes me very disappointed and will cause us to consider leaving our neighborhood and everything we've worked so hard for. :(

1987

Response

1987-01

Please see **Topical Response 11 – Point Loma.**

1988

Toni Crockett

From: Toni Crockett [tcrockett1502@gmail.com]**Sent:** Friday, October 09, 2015 5:29 AM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** PROPOSED Flight PATTERN CHANGE AT LINDBERGH AIRPORT

1988-01

Please do not change flight pattern over Point Loma. My children spent many years dealing with flight noise during school hours. These disruptions though out the day had a direct effect on their education. By changing this pattern noise and pollution will increase by two fold according to this proposal. Remember these children are our future and this change will definitely have a detrimental effect. Thank you for your consideration on this very important issue.

1988

Response

1988-01

Please see **Topical Response 11 – Point Loma.**

1989

Alleda Harrison

From: alledalaw@gmail.com [alledalaw@gmail.com]
Sent: Friday, October 09, 2015 5:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight path in San Diego

1989-01

As the Chairman of The Tax Assessment Appeals Board, for the area directly impacted, also a Real estate Broker and an attorney, it is my professional opinion that your new flight path will have a significant economic cost to this community. Not only for individuals where their property is devalued but to the county in reduced tax assessments due to these lower values, thus effecting the entire community of San Diego.

Please reconsider your decision.

Respectfully,

Alleda Harrison
Chairman of the Tax Assessment Appeals Board
Attorney
Broker

1989

Response

1989-01

The commenter is concerned with the new flight path and that it will have a significant economic cost to the community with home value reductions. 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. The results of this analysis show that there would be no significant impacts of the Proposed Action when compared to the No Action Alternative.

1990

Korla Eaquina

From: Korla Eaquina [korlajane@icloud.com]
Sent: Friday, October 09, 2015 5:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex

Ladies and Gentlemen of the FAA,

1990-01

I attended the October 6, 2015 meeting at Liberty Station where I heard numerous complaints about the Metroplex already being implemented. The representatives from FAA denied it and said Metroplex has not been nor could it have been implemented. I am emailing to tell you that it **HAS BEEN IMPLEMENTED**. My daughter had major surgery and I have been staying in the College area until the last few days. I was walking home from dinner this evening and watched three planes in a row fly right over my house!! This has NEVER happened before. My neighbors tell me it has been happening for weeks but as I said, I have not been home.

1990

Korla Eaquina (continued)

Tuesday night I submitted a letter with many concerns. Tonight I am submitting this email to tell you that the representatives were not truthful. If you complain about noise they will tell you that it is Metroplex.

How can we be told that Metroplex has not been implemented when I just saw it with my own eyes?

Korla Eaquina
3112 Byron St.
San Diego, CA 92106
619-222-1579
korlajane@icloud.com

1990

Response

1990-01

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

1991

Mary J. Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]
Sent: Friday, October 09, 2015 5:37 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Metroplex plan for San Diego email 7

Dear FAA,

That should be:

Oh DEAR! FAA?! are you LISTENING to residents and business people affected by your whopping new plan to save the airlines a few million at our expense????

Your mission statement says SAFETY is important.

It is NOT safe to change a flight path over the ocean/bay to a flight path over schools, residences and with a very sharp turn to do so!

This crazy little Lindbergh field of an airport we have in San Diego already has a runway that is basically nearly TOO SHORT and now you're going to make planes fly out of hear like bats out of hell making very sharp turns on some stupid more automated system so you can get rid of employees and outsource the automated circuits to WHERE?...some geek in a foreign country watching a computer monitor.

Maybe a ROBOT? Yea, thats a good one...just get ROBOTS to fly the plane, land the plane, give directions and maybe ..hey wait..that's where you're headed isn't it? drones eventually.

Well the whole idea is bad, sorry to say because the people YOU ARE SUPPOSED TO BE SERVING don't WANT your planes flying over our houses. Period. Leave them where they are PLEASE.

Oh,...and THIS I want an answer to: lately (last few weeks for sure, and actually often in last months...) airport noise has increased noticeably at homes to the south of the historic flight path of the last few years.

Whether you are doing this (which you and the airport DENY)...what do you think all of us who LIVE with THIS day after day can't SEE and HEAR that they are flying closer and more loudly than ever before?????

anyway...are you doing this change in flight NOW so that your sensors will record a higher dB average sound so that if/when you adopt the NextGen plan (that the residents here strenuously oppose!) then you can say...but it is only (slightly) higher dB than it was. it is ALREADY higher than it was and the planes are closer and it is NOT OK and it is NOT FAIR and you need to STOP IT.

1991-01

1991

Mary J. Powell (continued)

1991-01

(not that you're listening if you are bureaucrats and doing what you're told.)
Best comment of the meeting (that you refused to record) was the funny one that one woman said...so this is like if I drove my car over your fence and through your back yard because it is closer to get to the store that way and saves me gas!
think about it.
laugh about it.
then DO SOMETHING helpful to us citizens out here please and DON'T change the waypoint from what it has been all these past few years and DON'T stop using the 'noise dots' that Billbray and others negotiated so that we could have a semblance of livable neighborhoods here.
PLEEEEEEEASE.
Mary J Powell
940 Runnymead Lane
San Diego, CA
92106

1991

Response

1991-01

Please see **Topical Response 11 – Point Loma.**

1992

Patrick O'Neil

From: Patrick O'Neil [paddypower@yahoo.com]
Sent: Friday, October 09, 2015 5:40 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: airnoise@san.org; Martin, Glen (FAA); Ray, Elizabeth (FAA); Huerta, Michael (FAA); Whitaker, Michael (FAA); Gilligan, Peggy (FAA); Burleson, Carl (FAA)
Subject: Comments on Draft SoCal Metroplex Environmental Assessment

Patrick R. O'Neil
3324 Harbor View Drive
San Diego, CA 92106

October 7, 2015

Via email: 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 on Draft SoCal Metroplex Environmental Assessment

Ladies and Gentlemen:

1992-01

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) associated with the SoCal Metroplex Project (the "Project").

In considering the proposed Project, I first looked at FAA's mission statement. FAA's mission statement is "... to provide the safest, most efficient aerospace system in the world." I note FAA deliberately chose the word "safest" and not just "safe." This is clearly a commendable mission that must be respected and adhered to.

The reason I looked up your mission statement is that mission statements are the starting point and

1992

Patrick O'Neil (continued)

ending point when making any important decisions, such as the Project. At the beginning of a project decision makers should refer to the mission statement to ensure the project is consistent with the organization's overall mission. Likewise, at the end the decision makers must reassess to ensure that the proposed project still meets the organization's mission. This last step is important, because sometimes decision makers can lose sight of the core mission along the way.

1992-01

I also would like to excerpt two value statements FAA notes: (1) "Safety is our passion . . ." and (2) "Innovation is our signature. We foster creativity and vision to provide solutions beyond today's boundaries."

These mission statements and values are important waypoints (sorry, had to) to keep in mind throughout this letter.

I fully support FAA's efforts and goals to establish operational improvements and optimize airspace, with the goal of minimizing the health and environmental impact of airplane emissions, *so long as such goals are not met at the expense of a greater risk to public health, safety and wellbeing.*

If implemented, the Project would significantly increase the time airplanes are flying at low altitudes above residential areas vs. the current regime where airplanes fly over the ocean. This has two major impacts:

Dramatically increases the likelihood an accidental or intentional airplane crash will cause human fatalities and injuries (not to mention the destruction of property); and

Dramatically increase the collection of particulates from airplane exhaust in residential areas, which has been shown to have deleterious health effects on people, and which will ultimately be washed in concentration into the watershed, causing harm to the environment.

By ignoring these two major impacts the Project places reducing fuel consumption above safety, health and other more direct and damaging environmental impacts. Although reducing fuel consumption is a worthwhile goal, safety and other environmental harm must take precedence. Doing otherwise would violate FAA's mission of providing the "safest" aerospace system in the world.

You may argue that your computer models (the veracity of which many dispute) do not show an inordinate increase in flights traveling over residential areas. I would counter, "Why take a chance when being wrong could result in a devastating loss of life?" Remember, San Diego has a recent history of military and commercial airlines crashing into residential neighborhoods.

As such, I would respectfully request FAA revisit its mission statement and prioritize safety (that is what "safest" requires you to do) above efficiency. Do not lose sight of your fundamental mission.

1992-02

To ensure that FAA stays true to its mission, I recommend the following:

Maintain waypoint LOWMA, which would (a) reduce the potential for loss of human life in the event of a disaster by directing flights out over the ocean in a southerly direction past the tip of Point Loma before heading eastbound to cross back over land (Silver Strand), allowing aircraft to ascend to higher altitudes before crossing back over into populated areas in its eastern trajectory, and (b) reduce the amount of particulate matter and pollution from being deposited, and thereby collected, in populated areas and the watershed.

Establish an alternative waypoint near the Southern Tip of Point Loma, past the residential neighborhoods, that could result in the efficiencies desired by FAA, but would ensure that flights stay over the ocean, resulting in the same reductions noted in 1(a) and 1(b) above. If you defend the Project by referencing the models predicting air traffic will largely stay over the ocean, why not ensure such a course by establishing a waypoint, rather than leaving it to chance when the risk is so great?

As part of the Project commit to measuring and tracking actual data regarding the flight paths, particulates and noise increases during the first year of implementation and assessing the risk/benefit vs. "go/no go" standards set in advance, with the further commitment to revert to waypoint LOWMA if such standards are not met;

1992

Patrick O'Neil (continued)

1992-02

4. As part of the Project, publicly commit to lead a multi-agency effort to update airplane fuel standards (such as reducing sulfur) to minimize the environmental pollution caused by burning jet fuel. Again, I commend your efforts to minimize consumption, but the real goal is to minimize pollution, so please commit to deal with the problem directly at the source. An additional benefit of this public commitment would be to silence any inference that FAA is prioritizing the airline's profits, a critique you have undoubtedly already heard.

Please show that FAA can be truly be innovative, creative and can "provide solutions beyond today's boundaries." Without implementing the recommendations above you will be simply cutting corners, and in doing so, will be dishonoring your mission statement.

Respectfully submitted,

/s/ Patrick R. O'Neil

Patrick R. O'Neil
3324 Harbor View Drive
San Diego, CA 92106

1992

Response

1992-01

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

1992-02

Please see **Topical Response 11 – Point Loma.**

1993

Jeff Rahilly

From: Jeff Rahilly [jrahilly1502@gmail.com]
Sent: Friday, October 09, 2015 5:45 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma Flight Path Change

Jeff Rahilly
4485 Del Mar Ave
San Diego CA 92107
RE: Opposition to the Metroplex Initiative in San Diego
To Whom It May Concern,

1993-01

Please review and comment on a number of issues I take exception to in the Draft Environmental Assessment (EA) dated June 2015.

To start, I have yet to read one that was as incomplete and as fact-less as the Draft EA being relied upon to make major changes to Metroplex operations. Where minimal scientific data is provided it is provided for Los Angeles and not San Diego. Therefore I would make two request of the FAA regarding this matter. One table or totally scrap the proposed NextGen Initiative for San Diego and leave the LOWMA waypoint as part of the departure flight track. Not accepting that solution I would request a complete Environmental Impact Study that could and would address issues merely glanced over by the Draft EA focusing on monitoring of noise impact of newly affected neighborhoods which will be under the departure flight path, monitoring of increased PAH pollutants in higher concentrations as PAH pollutant will most likely accumulate in the storm water drainage system awaiting rain storm which will result in higher concentrations of PAH's into the water shed.

While I understand the need to increase departure efficiencies I believe these efficiencies can be accomplished without increasing departures over Point Loma. Keeping the flight path the way it is with the LOWMA waypoint does not negatively impact anyone not already impacted but elimination of the waypoint will subject many thousands to noise, air and water pollution they currently are not subject to.

I understand that the FAA in many analyses of flight path departures the FAA cannot and will not consider noise transfers among communities in its final decision "Noise transfer

1993

Jeff Rahilly (continued)

tends to be a zero sum game; Community A is ecstatic and Community B is furious. Such split decisions allow the FAA to move forward with its preferred option". Fortunately in San Diego, Community B is the Ocean.

Section 5.4 – Historic and Cultural Resource

This section did not fully evaluate the impact on Historical Resources that would accompany the NextGen departure flight changes over Point Loma. While this section did discuss impact to tribal lands, 4.3.4 Historic, Architectural, Archeological, and Cultural Resources – Historic and Cultural Resources Sub-Categories and concludes no impact.

"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."

The Draft EA is deafeningly quiet on two major National Treasures located on the southern end of Point Loma, the Cabrillo National Monument and Fort Rosecrans National Cemetery. Changes to flight patterns that eliminate the LOWMA waypoint will result in increased fly overs of Cabrillo National Monument which would result in significant noise impact to the more than 800,000 persons that visit Cabrillo National Monument annually.

Of all of the National Resources in the United States, one of the most distinguished is Fort Rosecrans National Cemetery. This National Treasure is the final resting place for dozens of Medal of Honor recipients as well as other notable service personnel including but not limited to Major Reuben E. Fleet. A full list of notables buried at Fort Rosecrans can be accessed by the link below.

https://en.wikipedia.org/wiki/Fort_Rosecrans_National_Cemetery

The Fort Rosecrans National Cemetery was registered as California Historical Landmark #55[3] on December 6, 1932 and was designated as a Historical Landmark by the City of San Diego on November 6, 1970. Like the Cabrillo National Monument, this National Treasure would be gravely impacted by increased air traffic departures should the Metroplex Initiative for San Diego Airport be implemented.

5.4.1 Summary of Impacts

"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. Furthermore, any changes in aircraft traffic patterns would occur at altitudes and distances from viewers that would not substantially impair the view or setting of historic resources or tribal lands. Therefore, no adverse indirect effects to historic resources or tribal lands under the Proposed Action would be anticipated for 2015 or 2020."

Please direct me to that portion of the Draft EA that addresses the altitude of departing flights that will cross over Cabrillo National Monument and Fort Rosecrans National Cemetery and the noise levels generated by those departing flights as I cannot locate this data in the Draft EA June 2015 report or any supplemental documents provided by the FAA and assume that they are unknown because no scientific monitoring was included in the Draft EA.

The final treasures which need to be addressed though not a national treasure are educational treasures. Point Loma Nazarene University is located just north of Fort Rosecrans National Cemetery. Increased noise levels resulting from increased departure traffic over land resulting from the elimination of the LOWMA waypoint will significantly impact this learning and teaching institution that was not built to mediate higher noise levels.

Furthermore, increased over land air traffic will impact several other schools not currently impacted by noise they include, Sunset View Elementary, Dana Middle Schools, Silver Gate Elementary and Warren Walker Elementary School.

Eliminating the LOWMA waypoint becomes an intense safety issue. Under the current LOWMA waypoint departure path Point Loma is flown over only once per departure. Under

1993-01

1993

Jeff Rahilly (continued)

LOWMA waypoint departure path Point Loma is flown over only once per departure. Under the NextGen Initiative Point Loma will be flown over twice with many of those flights not only over homes but also over schools.

Proposed NextGen Action Flight Tracks

Section 5.8 – Air Quality

In the Draft EA section 5.8.3 it states, “Any operational changes that could result in an increase in fuel burn would occur at or above 3,000 feet AGL. Procedures above 3,000 feet AGL are considered a de minimis action and would have little if any effect on emissions and ground concentrations, and are presumed to conform to all SIPs for criteria pollutants.

Therefore, no further air quality analysis is necessary, a conformity determination is not required, and the Proposed Action would not result in a significant impact to air quality. The No Action Alternative would not result in a change in the number of aircraft operations or air traffic routes; therefore, no impacts to air quality would be anticipated.”

First off, as stated in Section 5.71; In comparison to the No Action Alternative, the Proposed Action would result in a relatively small increase in aircraft fuel burned: 0.33 percent increase in 2015 and 0.33 percent increase in 2020. Since there is a .33 percent increase in fuel burn it is impossible to have “no impact to air quality”. I would argue that there will be increased impact to air quality. Assuming 48,269 POGGI 5 departures and then assuming only two gallons of fuel per departure, a total of 96,538 gallons of fuel would be burned. A .33 percent increase in fuel burn would result in 318 gallons of additional fuel burned especially since most of the PAH’s will be deposited on land as opposed to water.

It is also stated in Section 5.8.3; “Under the Proposed Action there would be a slight increase in fuel burn (0.33 percent in 2015 and 0.33 percent in 2020) when compared to the No Action Alternative. While increased fuel burn corresponds with an increase in emissions, operational changes that could result in an increase in fuel burn would occur at 3,000 feet AGL or above and would not result in an increase in emissions and ground concentrations”. This is impossible. With planes that once flew over water now flying over land, there must be significant increases in ground concentrations of PAH’s.

What scientific methodologies were employed to come to the FAA’s conclusion?

Furthermore the Draft EA is mute on the potential for increased concentrations of PAH’s in the water shed. Have there been any measurements taken on the volumes of PAH’s in the storm drainage system utilizing departure patterns that include the LOWMA waypoint? How many metric tons of PAH’s would be discharged in 1.25 miles of departure ascent that will take place as planes fly over land as opposed to water with the elimination of the LOWMA waypoint? How many metric tons of PAH’s will be deposited on land by increasing the fanning arch? What percentage of that PAH residue would make its way into the storm drainage system? These are big questions given the California Air Resources Boards (CARB) commitment to limiting the amounts and increases of pollutants into the water shed. With a storm what elevated concentrations of PAH’s would make their way into the offshore environment at higher concentrations than are generated by normal over water departures where fuel residue is dispersed daily? Doesn’t any increase in pollutants into the water shed violate the Federal Clean Water Act and anti-degradation policies?

Once again the Draft EA does not address increased concentrations of PAH’s in the water shed as a result of changes to the flight path over Point Loma as opposed to keeping the LOWMA waypoint and directing flights over water instead of land.

FUEL COST SAVINGS

A key reason behind removal of the LOWMA waypoint is fuel cost savings to the airlines; these cost savings are not directly addressed in the Draft EA.

The only way that the Draft EA attempts to shed some light on fuel cost saving is in combining several sections together which would allow for an analysis of costing.

Assume 1,497,617 IFR per annum throughout the Southern California Metroplex. Though not in the Draft EA, purported saving from implementing the NextGen procedures would result in a savings of \$7.8 million throughout the SoCal Metroplex. Assuming \$7.8 million in saving for 1,497,617 IFR’s the net cost equates to \$5.21 per operation.

$$\frac{\$7,800,000}{1,497,617} = \$5.21$$

San Diego accounts for 186,650 of the annual IFR’s. Assuming a 50/50 split between departures and arrivals and that 52% of the departures would be southbound heading toward

1993-01

1993

Jeff Rahilly (continued)

POGGI 5 the net savings for the 48,269 POGGI 5 departures would be \$251,398, a relatively insignificant amount.

$$48,269 * \$5.21 = \$251,398$$

However according to the Draft EA there would be a .33 percent increase in fuel consumption under the NextGen new flight path scenario that eliminates the LOWMA waypoint, thus there is no fuel cost savings. Please enlighten me if my mathematics is incorrect, as I could find no direct analysis as to cost savings incorporated into the Draft EA.

LOSS IN PROPERTY VALUES AND PROPERTY TAX REVENUES
Has the FAA done a fiscal impact analysis to determine losses in tax revenues to San Diego City/County as a result of property devaluation of the homes that will be under the flight path with the elimination of the LOWMA waypoint?

I conducted an analysis of the potential impact to property values and property tax revenues to San Diego City/County as a result of increased air departure traffic in areas which heretofore had not been impacted by air traffic noise. Since it would be extremely difficult to address overall property value losses on all homes on the southern end of the Point, my analysis focuses only on property values/taxes losses associated with homes sold over the next 10 years. Over the past several years, housing values in the southern portion of Point Loma defined as the neighborhoods south of Narragansett Avenue increased over 35 percent from \$841,051 in 2010 to an average of \$1,136,377 through the end of September 2015. Southern Point Loma Single Family Detached Resale Values and Sales Volumes 2010-2012

In our analysis of property values and property tax loss we wanted to take a very conservative approach. As noted earlier values over the past six years have increased 35.1 percent or 5.8 percent per annum as compared to 6.5 percent per annum over the past 15 years and 7.5 percent annual over the past 25 year. Our analysis indicates that the southern portion of Point Loma has registered an average of 237 detached homes sales annually. For this analysis we assumed only 200 homes sales per annum, additional sales would only increase tax revenue loses.

1993-01

Assuming the five percent increase in property values over the next 10 years, the average price of a resale single-family detached home on the southern end of Point Loma would be \$1,193,196. Assuming 200 transactions the gross assessed property values of these 200 transactions would be \$238,639,139 which equate to \$2,386,391 in property tax revenues. By 2025 assuming the same five percent annual increase in values the 200 sold that year would sell for an average of \$1,851,038 yielding a gross assessed value of \$370,207,630 which equate to \$3,702,076 in property tax revenues from those 200 home sales.

Next we focused on the value differential for single family homes located north and south of Narragansett Avenue, homes north of Narragansett Avenue being considered impacted by departure flight operations while homes south of Narragansett Avenue, not so much. The first analysis looked at all detached homes north and south of Narragansett Avenue which yielded a 48 percent differential in values, \$661,455 vs \$447,610. However part of that differential must be attributed to the differential in average home size 2180 vs 1578. A note however is the differential in price per square foot \$303.48 vs \$283.71. As a general rule, as average home size get smaller, the average value ratio (price per square foot) gets higher due in part to the wet-core factor in a home, baths and kitchens. An analysis of the differential in values between the northern and southern portions of the Point indicates an outside impact on values, i.e. airplane takeoff noise.

Aggregated Single Family Detached Home Values South of Narragansett Avenue.

Next we focused on homes sold since 2010. This analysis yielded a 46 percent value differential; \$998,397 vs \$681,882, however again part of the differential can be attributed to home size differentials.

Aggregated Single Family Detached Resale Values South of Narragansett Avenue
Homes Sold 2010 – September 2015

Therefore in order to produce a more apples to apples comparison we focused on the value differential north and south of Narragansett Avenue but only for homes offering over 2000 square feet of living space. This analysis yielded a 35 percent differential in values.

Aggregated Single Family Detached Resale Values for Homes
Sold 2010 – September 2015 and Restricted to Homes Featuring More Than 2000 Square Feet of Living Space

Using an average of 200 home sales for the southern portion of the Point and using current 2015 home value of \$1,136,377s shown on Table 1, and assuming a 10% decrease home

1993

Jeff Rahilly (continued)

values as a result of increased noise from the NextGen Initiative flight path which eliminates the LOWMA waypoint, San Diego City/County stands to lose \$1.5 to \$3.0 billion in loss property values which translates into \$15 to \$30 million in loss property tax revenues to the San Diego City/County over 10 years? Taking those compounded tax revenues losses out an additional 10 years to 2035, the City/County stand to lose between \$71 and 142 million in loss tax revenues.

Is no fuel cost saving worth \$15 to \$30 million in loss property tax revenues over the next 10 years and upwards of \$142 million over the next 20 years? Dollars that could go to fix public streets, hire first responders, pay pension. My guess is that the San Diego City/County would find those losses unacceptable.

1993-01

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, resident or student safety, 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 proposal.
Jeff Rahilly

1993

Response

1993-01

Please see **Topical Response 11 – Point Loma.**

1994

Vivian McCardle

From: Vivian [vivsd@cox.net]
Sent: Friday, October 09, 2015 5:47 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego's Lindbergh Field

Dear FAA & Whom it may concern,

1994-01

I was born and raised in San Diego and am very proud about my home town. Our family has been here for three generations. There has always been something special about San Diegans, and always will be. You may have noticed this in the past week. People today are more educated and aware of what's going on in their backyard. I am a volunteer for SoCal Parrot and count the naturalized wild parrots that have called San Diego county home. Their population mate and raise their young in Point Loma and Ocean Beach. The Lilac Crested Amazon is one of the thirteen wild parrot of our area are critically endangered and have to be given more consideration form your agency. We are just beginning to learn that these parrots may have been here since the Kumeyaay Indians, which may mean that they are not naturalized but indigenous.

1994-02

Regarding Safety why would you spend more time over homes and not the ocean. I live here when the PSA plane crashed in North Park and that is a scary thought of that happening again. Please consider the safety and well being of our community.

--
Vivian McCardle
4726 Del Monte Avenue
San Diego CA 92107
619-806-4301
vivsd@cox.net

1994**Response****1994-01**

The commenter is concerned with the Lilac Crested Amazon parrot and other naturalized parrot species. Section 4.3.5 of the EA discusses the existing wildlife resources within the General Study Area (GSA). Tables 4-2 and 4-3 list the Federal- and State-listed threatened and endangered avian species found within the GSA, respectively. Please see section 5.5 of the EA for the potential impacts to wildlife (avian and bat species) and the methodology for determining potential impacts.

1994-02

Please see **Topical Response 11 – Point Loma**.

1995**Timothy McCardle**

From: ppmick@cox.net [ppmick@cox.net]
 Sent: Friday, October 09, 2015 5:48 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: San Diego Lindbergh Field Proposed Flight Path

Ladies and Gentlemen,

1995-01

The proposed Flight Path Changes for San Diego's Lindbergh Field, in my opinion, are a bad idea and should not be implemented. The changes would be a huge detriment to the entire Peninsula while only benefitting the airlines. No changes should be made and the previous landmarks used to determine the flight path should be reinstated. Flying over Ft. Rosecrans National Cemetery should strictly be off-limits on respect for our deceased veterans whose families deserve better than to be deluged by excessive noise pollution when paying their respects. Whatever the perceived benefits are, it is clear that the effect on the Point Loma/Ocean Beach area would be extensive and not good for the citizens and the environment.

Thank you for your consideration in this matter.

Timothy McCardle
 4726 Del Monte Ave.
 San Diego, CA 92107

1995**Response****1995-01**

Please see **Topical Response 11 – Point Loma**.

1996**firmfoundation@cox.net**

From: firmfoundation@cox.net [firmfoundation@cox.net]
 Sent: Friday, October 09, 2015 5:50 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Health Issues

1996-01

Because of the health issues, we purposely purchased our home where I would not be subjected to the pollution of the airplane. Now we learn you are going to change that without letting us give you input. We have learned you have already made the decision.

1996

firmfoundation@cox.net (continued)

1996-01

While attending Point Loma High Schol, our son did a science research project that included putting Petre dishes around the city - especially in the flight pattern. The results were as "black and white". The findings were astounding. It proved the air pollutants in the air in the flight patterns were horrible! Based on this and other research finding of air quality in airplane flight paths, we purchased our home out on the Point for health reasons. After spending 25 years to work to pay off our home, now we must consider moving. This is so unfair.

PLEASE - do not allow the flight patterns to change. Please do not allow the flight patterns to fly over our home.

1996

Response

1996-01

Please see **Topical Response 11 – Point Loma.**

1997

Sandra Angel

From: sangelz@msn.com
To: 9-anm-socaloapm@faa.gov
Subject: FAA & Point Loma 92106
Date: Thu, 8 Oct 2015 22:40:07 -0700

FAA

1997-01

As a resident of Point Loma (3rd Generation) I herby request you do not eliminate the waypoint of LOWMA

1997-02

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,

Sandra Angel
462 Rosecrans St
(619)224-1411 Home
(619)838-4663
sangelz@msn.com

1997

Response

1997-01

Please see **Topical Response 11 – Point Loma**.

1997-02

The commenter asks what arrangements have been made with the Department of the Interior to mitigate environmental impacts to Cabrillo National Monument and what arrangements have been made with the Department of Veterans Affairs for maintaining the cleanliness and serenity of Fort Rosecrans National Cemetery. As the environmental impact analysis (see Chapter 5) indicates, the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases or other significant environmental impacts. Please see Appendix A of the EA for a description of the coordination with governmental agencies and offices conducted for the SoCal Metroplex Project.

The commenter also asks what remuneration the FAA will provide to the San Diego County Regional Airport Authority so that it can expand the Quieter Home Program. The Quieter Home Program is not part of the scope of the SoCal Metroplex Project and is managed by the San Diego County Regional Airport Authority. As stated above, the Proposed Action, when compared to the No Action Alternative, would not result in any significant noise impacts or reportable noise increases. Accordingly, mitigation is not warranted.

Finally, the commenter asks about deletion of the LOWMA waypoint. Please see **Topical Response 11 – Point Loma**.

1998

C. Waldecker

From: Curtissd [curtissd@aol.com]
Sent: Friday, October 09, 2015 5:53 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego Lindberg Field

1998-01

Dear FAA. I am TOTALLY in FAVOR of the new flight path that is being proposed. I am tired of hearing the residents of Pt. Loma complaining about ALL airport issues that are designed to help All the residents and tourists to San Diego.

I am a NATIVE San Dieagan, born and raised since 1961. ALL the residents who live in Pt. Loma moved in AFTER Lindberg Field was built. I am so tired of hearing them complain over issues pertaining to the airport. I saw expand the airport, and expand the flight times of departures. Like I said, they knew an airport was near their residence when they bought it.

Please don't be bullied by the Pt Loma residents, and do what is right for ALL San Diegans.

C. Waldecker

1998

Response

1998-01

Thank you for your comment.

1999

Mary Powell

From: puppetsafari@cox.net [puppetsafari@cox.net]
Sent: Friday, October 09, 2015 5:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: Metroplex plan for San Diego email 8

1999-01

FAA: Check your math please and report back:
You say the plane noise level won't be more than 5 dB average louder in 24 hours, but we ONLY have an 18 hour window of flying time in San Diego so wouldn't that average dB actually be HIGHER since it is over fewer effective hours than 24?

1999-02

Also, you might or might not be interested to know, but as I sit here at my computer typing to you, I can hear planes roaring at Lindbergh.
I didn't use to be able to hear that so much (and my ears are NOT getting better with age!) so why are YOUR sensors saying the planes are not louder now than in the past?

1999-03

that was an aside. Just do the above math please....and then please tell me why the supposedly advanced enough to think of Metroplex FAA is using the outdated less accurate dB system? Why not use what other modern nations use? (but of course you won't know what that is since you didn't record the meeting comments... UNLESS you really DO know....and so why do you use the outdated dB?)

sorry, it is late and I am punchy tired but I had better get used to it or move if you get your way with this stupid idea of new flight paths because we will have a lot MORE early morning music of planes (they actually roar at low level in our home now when they take off sequentially in early morning which they NEVER did in the 1980's or 90's or even the 2000's...SOMETHING has changed...and as I say, I don't think it is my ears getting BETTER!)

Mary Powell
940 Runnymead Lane
San Diego, CA 92106

1999

Response

1999-01

The commenter has questions about the DNL noise metric. Please see the discussion of the noise modeling methodology in Section 4.3.1 of the EA. Additional information about the DNL noise metric can be found in Appendix E, *Basics of Noise*, Section E.7, *Day-Night Average Sound Level*, of the EA.

1999-02

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

1999-03

Thank you for your comment.

2000**Kirk Yake, Esq.****From:** kirk@kirkyakelaw.com [kirk@kirkyakelaw.com]**Sent:** Friday, October 09, 2015 5:59 AM**To:** 9-ANM-SoCalOAPM (FAA)**Subject:** High Noise Levels Affecting Surrounding Community at San Diego International Airport

I live at 4536 Santa Monica, my home for over 20 years. Over that time, and recently, the noise has increased in severity. Planes rarely flew over my property, now they do with regularity. Sometimes they are low. The noise is sometimes ear-splitting. I strongly object to an increase in overflight over my home, an increase in flights, and an increase in noise and disruption. I feel the noise has adversely affected my well-being and health.

2000-01

I have reviewed the report, and cannot determine the overlay of the proposed changes to my property, or to any known geographic points. I downloaded Google Earth as instructed, but it failed to display the current flight paths and the proposed flight paths. The notice of these changes was poorly distributed to the affected community, and I only heard about it after the fact. The lack of a competent effort to notify me and other affected citizens has deprived us of our ability to evaluate and provide comments in any meaningful way.

Sincerely,
Kirk Yake, Esq.

LAW OFFICE OF KIRK D. YAKE
1951 Cable Street
San Diego, CA 92107
Tel: (619) 292-1060
Fax: (619) 222-3166
kirk@kirkyakelaw.com
www.kirkyakelaw.com

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2000**Response****2000-01**

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

2000-02

The commenter states that he was unable to access the Google Earth files provided to the public. 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.**

2000

Response (continued)

2000-02

The commenter also states that public notice was poorly distributed and that he has been deprived of the ability to evaluate and provide comments in any meaningful way. 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. Efforts included issuance of notification of both the preparation and availability of the Draft EA to local, state, and federal officials and elected representatives both electronically (email) and via U.S. Mail, as well as publication of the notice of availability of the Draft EA in major Southern California newspapers, including the San Diego Union Tribune. Please see Appendix A of the EA for information on public involvement conducted for the EA.

2001

Mary Patejak

From: Mary Patejak [mpatejak@icloud.com]
Sent: Friday, October 09, 2015 6:01 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: New airport routes

2001-01

It is not ok that a zillion planes are nice flying lower over my house in Mar Vista. It is noisy and unhealthy for my family.

Mary Rose Patejak

2001

Response

2001-01

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

2002

Jody Costello

From: Jody Costello [jc@contractorsfromhell.com]
Sent: Friday, October 09, 2015 6:02 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA flight pattern changes proposed

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

2002-01

2002

Jody Costello (continued)

2002-01

public forum held in San Diego on October 6, 2015, that unfortunately was precluded from being added to the public record.

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

2002-02

Let me add that the lack of transparency on the part of this inept agency whose intentions are to deceive the public and veer off course not only flight wise but ethically by abandoning the original mission statement and goals of this agency to preserve the safety of the public and for the greater good of our communities. Not the way it was stated by a former airline pilot now working for the FAA in which he stated that it was being done for the “greater good”, that being the FAA and not the people and communities they serve.

WE are not idiots and know exactly what is going on and we will fight this all the way and know that there will be consequence for your unconscionable actions that will harm individuals and communities alike and the brunt oft that will be on your backs. This will not go down without a fight and we will not stop until we are heard and action is taken to reverse the decision.

Jody@contractorsfromhell.com
619-223-3040
3219Carleton St, Point Loma, CA 92106

<<http://www.contractorsfromhell.com>>
don't get burned...get informed!

2002

Response

2002-01

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

2002-02

The commenter is concerned with the transparency of the FAA and wants the FAA to reverse the decision. 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 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 outreach conducted for the EA.

2002

Response (continued)

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.

2003

Karen Rooney

From: Karen Rooney [KRooneylcsw@cox.net]
Sent: Friday, October 09, 2015 6:06 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: flight path changes

To Whom it may concern,

I am writing to submit my protest and fear of proposed flight path changes in San Diego.

I have always been concerned of the jet fuel that has covered the fruit trees in Ocean Beach.
After just moving to Point Loma from Ocean Beach in May of this year, I had hoped to reduce my risk of cancer with the move from OB.

As a resident for 24 years, I have lived in various rentals within different distances to planes.
The black residue is POSITIVELY an ingredient in the increased diagnosis' of cancer. I know the airlines, and the FAA will be paying far more in litigation than they will save in jet fuel costs if they allow the proposed flight path change. Science speaks, the truth can not be denied.

There will be so much more environmental damage, the cost cannot even be calculated!

My name is Karen Rooney. I just purchased a home in May at 1306 Clove Street, San Diego, CA 92106.
My phone # is 619-980-5826, and I will be extremely involved in protesting this devastating plan.

Karen Rooney
krooneylcsw@cox.net

2003-01

2003

Response

2003-01

Please see **Topical Response 11 – Point Loma.**

2004**Bill Munz**

From: wjmunz@aol.com [wjmunz@aol.com]
Sent: Friday, October 09, 2015 6:11 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight pattern over Pt Loma, San Diego, CA

The flight pattern is not about the efficiency of airport operations; nor is it about the individual airline. It is about how the flights impact the environment around the flight patterns.

2004-01

Historically the flight pattern was well to the west where the land is lower and the the area less populated. Moving the flight pattern to the east, towards Point Loma continues to cause a significant negative impact on a greater number of people and schools.

There are schools and residential areas that continue to be impacted by the noise and pollution.

Bill Munz

2004**Response****2004-01**

Please see **Topical Response 11 – Point Loma.**

2005**Sarah Seyler**

From: Sarah [sarahseyler@gmail.com]
 Sent: Friday, October 09, 2015 6:12 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Planes flying over my house

October 8, 2015

Sarah Seyler
 990 Manor Way
 San Diego, CA 92106
 858-220-2410

RE: Opposition to the Metroplex Initiative in San Diego

2005-01

To Whom it May Concern,

I am a Mom with a daughter who suffers from severe asthma and eczema. We intentionally moved to this area of Point Loma to avoid being under the direct flight path. We pay higher rent to not live under the flight path. This decision was made to prevent my daughter's illness from getting worse from the higher concentration of air pollutants from the planes. We will have to move if this plan goes in to effect. We would be living under, and both of my children would be going to school directly under, these new shortened flight plans and we just can't choose to do that when we are doing everything in our power to make my daughter better and healthier.

2005

Sarah Seyler (continued)

This very unique and peaceful community would drastically change if suddenly we all had to be under the noise and air pollutants of constant air traffic. The real estate market here would take a dive, people spend the extra money here to live in peace. What are the reasons for implementing this new flight path?

How would the quality of our air change?

2005-01

What happens when it rains and all of the run off goes into the ocean at once?
How high would the PAH levels be at that time and what effect would that have on our oceans and sea life?

Would our schools have noise reducing windows installed and then air conditioning because all of the windows would need to stay closed for the students to hear the teachers as the planes go by?

2005-02

So many of us here are holding our breath, hoping this doesn't happen. Point Loma is a very special, historical community. Many people living here are third and fourth generation families. We take pride in our rich history, our strong presence of Military, the Cabrillo National monument up the street and Fort Rosecrans Cemetery. Point Loma is a destination spot for many to come enjoy the peace and beauty that is here. Having planes fly over this community would take away so much from that and the families that live here. I strongly oppose this plan. For myself, my children, the ocean and all of the people living in Point Loma and Ocean Beach, do not change San Diego's flight path.

Sarah Seyler
Third generation San Diego native
Sent from my iPhone

2005

Response

2005-01

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

2005-02

Please see **Topical Response 11 – Point Loma.**

2006

Dylan Kelly

From: Dylan Kelly [djkelly@psemi.com]
Sent: Friday, October 09, 2015 6:11 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Katie
Subject: Comments on proposed flight path change.

Dear FAA,

2006-01

I am opposed to your proposed changes as is most if not all of the Point Loma residents affected. This is really about money for the airlines. There is nothing at all beneficial to anyone in this other than the shareholders of the airlines.

2006

Dylan Kelly (continued)

2006-01

Changing the flight path as described will most likely result in:

1. More noise pollution
2. More air pollution from jet fuel will fall on a greater number of the residents
3. A greater number of flights is probable thereby greatly impacting our friends in Loma Portal
4. More danger to the residents and visitors on the southern end of Point Loma, not to mention Point Loma Nazarene University.

5. Unneeded air traffic over our national park and national cemetery.

Where is the benefit to the people? Are the airlines going to reduce fares? I understand the average cost savings is about \$5.00 per flight. So, I am not expecting any big discounts to fly any time soon.

2006-02

Along with your reply and under the Freedom of Information Act, I would like to see every single e mail from every party involved in discussions of this project from its inception.

The FAA should be ashamed for waiting until the last possible moment to inform the residents of this radical change to the flight path.

Sincerely,
Dylan Kelly
858-663-9526
556 Tarento Drive
San Diego, CA 92106

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2006

Response

2006-01

Please see **Topical Response 11 – Point Loma**.

2006-02

The commenter asks under the Freedom of Information Act (FOIA) for every single email from every party involved in discussions of the project. It is assumed the commenter is requesting it be treated as a formal request under FOIA. The request has been forwarded to the appropriate FAA office.

The commenter also states the FAA should be ashamed for waiting until the last possible moment to inform the residents of this radical change to the flight path. The FAA engaged in extensive public involvement for the SoCal Metroplex

2006

Response (continued)

Project Draft EA, providing ample opportunity for the public to review and comment on the Proposed Action. This included an extended public review period, several public workshops, and several meetings with federal, state, and local elected representatives and agency officials. The FAA provided public notification of the intent to prepare an Environmental Assessment in January 2014. The Draft EA was released for public review on June 10, 2015. A 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. Materials presented at that workshop are available on the project website (http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html#sandiego). The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. Please see Appendix A in the EA for a description of public involvement, coordination, and agency consultation conducted for the EA.

2007

Claire Connolly

From: Claire Connolly [cconnolly2003@gmail.com]
Sent: Friday, October 09, 2015 6:13 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SOCAL METROPLEX

Dear FAA,

Please to do not alter the flight pattern in San Diego. It appears the POGGI SID is being altered to increase efficiency yet there has not been any studies to evaluate the long term environmental effects.

In the SoCal Metroplex EA the cumulative effects analysis on table 5-7 in section 5.19 regarding the flight path change over Point Loma states:

"Cumulative Effects Analysis: The environmental review for this project has not yet been undertaken given that the pocedural design process has not yet been completed."

Have you fully investigated the impact this change will have on the endangered species that live on point Loma?

What about the national parks?

What about Fort Rosecrans National Cemetery?

What is the reason for sending planes over land when you can easily send them over water?

Please do not change the departure pattern over Point Loma. In fact, make LOWMA a required waypoint as the "red dot" agreement with the FAA and Brian Bilbray set up for the skies above San Diego decades ago.

Thank you,
 Claire Connolly
 1144 Moana Drive
 San Diego ca 92107

2007-01

2007

Response

2007-01

Please see **Topical Response 11 – Point Loma.**

2008

Beth Thomassen

From: Beth Thomassen [tsewb@hotmail.com]
Sent: Friday, October 09, 2015 6:16 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Re: new Point Loma proposed flight paths

2008-01

There was no new flight path information available to me when I bought a house in December 2014. The house was specifically chosen not to be under any flight paths, primarily because of a family history of cancer and respiratory problems.

Beth Thomassen
 935 Windflower Way, San Diego, CA 92106
 619.795.8955
 tsewb@hotmail.com

Sent from my Verizon Wireless 4G LTE smartphone

2008

Response

2008-01

Please see **Topical Response 11 – Point Loma.**

2009

Julie Frost-Gildred Connolly

From: Julie Connolly [jgconnolly@yahoo.com]
Sent: Friday, October 09, 2015 6:28 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: aimoise@san.org
Subject: SoCalMetroplex in San Diego

2009-01

Update - please respond also with regards to the native species on the point under the proposed departure, specifically the California gnatcatcher.

Thank you in advance for answering these and my other questions below:

2009-02

As an involved member of the community, I can honestly say your showing tonight was pathetic. We expected real education and dialogue.

Please respond to the four questions I had prepared tonight, in hand in writing as requested by the organizers of the "workshop." We were told by FAA representatives that all questions must be emailed - so here we go.

Please see the attached PDF with graphics pulled from your website and flightaware.com
 Thank you,
 Julie Frost-Gildred Connolly

October 6, 2015
 SoCal Metroplex EA - Federal Aviation Administration
 <9-ANM-SoCalOAPM@faa.gov>
 Western Service Center- Operations Support Group
 1601 Lind Avenue SW
 Renton, WA 98057

As a 4th generation resident of San Diego living on the peninsula of Point Loma, I have the following questions regarding the SoCal Metroplex Environmental Assessment.

1. In your document
http://www.metroplexenvironmental.com/docs/social_metroplex/SoCal_Metroplex_DEA_Ch5_Environmental_Consequences.pdf

2009

Julie Frost-Gildred Connolly (continued)

- Section 5.19 states the IIBEE SID has not had an environmental review as the procedural design process has not yet been completed.
When will this environmental review be completed and what does it entail?
2. How many eastern bound planes will the new SAN IBEE SID departure route send over the peninsula of Point Loma each day and at what altitude?
 3. Why are sound measurements in this study using DNL (Day-Night Average Sound Level) methodology instead of CNEL (Community Noise Equivalent Level) which is contrary to California Law?
 4. Why are some outbound planes currently on the new departure route if the design process has not been completed?
Image: Southwest 1620 Sunday, October 3, 2015

Sincerely yours,
Julie Frost-Gildred Connolly
1144 Moana Drive, San Diego CA 92107
H 619-222-0652
jgconnolly@yahoo.com

2009

Response

2009-01

The commenter is concerned with native species, specifically the California Gnatcatcher, on the point under the proposed departure. Regarding concerns with wildlife and endangered species, Section 5.5 of the EA provides a methodology and summary of impacts to wildlife. Section 4.3.5 of the EA discusses the existing wildlife resources within the General Study Area and includes threatened and endangered species. This includes the California Gnatcatcher listed on Table 4-2 of the EA.

2009-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

2010

Ron Reedy, PhD

From: Ron Reedy [ruffreedy@gmail.com]
Sent: Friday, October 09, 2015 6:33 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Ronald Reedy
Subject: FAA route proposal

Dear Madam/Sir;

I am a long time Pt Loma resident and live in the area that will be impacted by your proposed change. As a veteran and company builder in San Diego I fully understand the need to consider business factors when making public policy and am generally in favor of saving fuel and carbon footprint. If there were any scenario under which your proposed change made any sense, I would be able to consider your proposal more positively.

2010-01

However, after evaluating your proposed change and it's rationale, I can only conclude that this is a bureaucratic decision that has gotten the FAA into a no-win situation. Considering the Boeing 737 as representative of the flights you will now fly over a densely populated neighborhood, which has a fuel economy of about 1 gallon/mile for an average load. Since your new route will save no more than a mile or two, the fuel savings will literally be negligible and unmeasurable.

Even at peak oil prices, the savings for the average flight cannot even be proven, and therefore by the scientific method it cannot be proven. In other words, you are taking on a dedicated and well-financed community, burn up any possible good will you have in the airport neighborhood for an effect you cannot measure.

2010

Ron Reedy, PhD (continued)

Even at peak oil prices, the savings for the average flight cannot even be proven, and therefore by the scientific method it cannot be proven. In other words, you are taking on a dedicated and well-financed community, burn up any possible good will you have in the airport neighborhood for an effect you cannot measure.

2010-01

In addition, you will undoubtedly be dragged into lawsuits that could cost hundreds of thousands of dollars. Why not ask the airlines you choose to represent if they will make that investment instead of using taxpayer money? Any business person will recognize this is a completely losing proposition.

From every direction, your proposal makes no sense. Please face your reality and back out of this terrible proposal gracefully while you can.

Best Regards,
Ron Reedy, Ph.D.
Founder, Peregrine Semiconductor
m: +1.619.997.1761
ruffreedy@gmail.com

2010

Response

2010-01

Please see **Topical Response 11 – Point Loma.**

2011

Phyllis McCracken

From: Phyllis Metz McCracken [redzinnia427@gmail.com]
Sent: Friday, October 09, 2015 6:34 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path

2011-01

PLEASE do NOT approve the flight path changes. Point Loma Nazarene University, noted for its excellent nursing program, is located under the proposed new flight path. Our young people are a major part of our nation's future. Please don't sicken the nurses (and others) with pollution. We may need them to take care of us someday, as our generation ages.

Sincerely,
Mrs. Phyllis McCracken

2011

Response

2011-01

Please see **Topical Response 11 – Point Loma.**

2012

Steve Barlow

From: Steve Barlow [sbarlownm@gmail.com]
Sent: Friday, October 09, 2015 6:30 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; awarren@san.org; trussell@san.org
Subject: SoCal Metroplex EA comments

Below please find my comments to the proposed SoCal Metroplex EA. I have also attached the comments as a Word document. Please enter them into the public record

2012

Steve Barlow (continued)

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

October 8, 2015

To the F.A.A

This SoCalMetroplex proposal would, in the San Diego airspace, eliminate the LOMA waypoint and also allow for a tighter turning radius for outbound flights from Lindberg Field, relocating aircraft flights over the Point Loma neighborhoods that have not had overflights previously. This portion of the Proposed Action raises several points that warrant ruling out a change in flight patterns resulting in overflight of the Point Loma Peninsula.

1) It is disturbing that this report would claim that the Proposed Action (new overflights of the Point Loma Peninsula) would not affect or increase the likelihood of childhood exposure to hazardous materials. The increase that would occur in exposure to exhaust fumes and debris such as particulates from airplane engine exhausts is prohibited under the rules governing Children's Environmental Health and Safety risks section as cited in this proposal.

2) It is disturbing that this report would claim that the Proposed Action would not lead to a loss in community tax base. This neighborhood, which developed as a quiet area not under a flight path, is suddenly to be turned into an area of aircraft overflight. Homes in this new overflight area would immediately lose some of their property value, and this would be a significant negative impact on the local property taxes for the City of San Diego.

3) It is disturbing that this report would claim that the Proposed Action would not lead to a change in the fabric of a community which has grown and developed in the absence of overflights. Many of the homeowners came to live in this proposed overflight area as a result of fleeing other parts of San Diego that have grown up under the overflight areas of long established several civilian and military airfields.

4) It is disturbing that this report would claim that the Proposed Action would not lead to a negative impact upon Cabrillo National Monument, a national park, or the Rosecrans National cemetery for our armed forces veterans, both areas where the intrusion of noise would be ruinous. Such an impact upon these areas is yet another reason why the Proposed Action (rerouting of flights out of San Diego Lindberg Field in the San Diego airspace) should not be allowed. given that Section 4(f) of the DOT Act (codified at 49 U.S.C. § 303(c)), states that "Parks and natural areas where a quiet setting is a generally recognized purpose and attribute receive special consideration."

5) The F.A.A is charged with upholding safety in our skies, and by extension, safety on the ground. As part of the Proposed Action, the F.A.A. wants to change the flight patterns of San Diego Lindberg field to allow new overflights over populated areas. The new overflight proposal would decrease safety by exposing more people to airplane failures during critical take-off and landing maneuvers around Lindberg Field.

The Proposed Action is to improve efficiency and airlines operations by using new technologies to better control aircraft in the SoCal Metroplex area. While this is a worthy objective, it should not be considered in a vacuum. People and communities will be negatively impacted-- it should be possible to utilize new tracking technologies to better direct air traffic as it currently exists over the San Diego area.

Thank you for your consideration of these points.

2012-01

2012

Steve Barlow (continued)

Steve Barlow
1092 Evergreen St
San Diego CA 92106
sbarlownmi@gmail.com

2012

Response

2012-01

Please see **Topical Response 11 – Point Loma.**

2013

Stephen Murray

From: Stephen Murray [stmurray@2pound.com]
Sent: Friday, October 09, 2015 6:41 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Schwab, Carol; junel1; Hamilton, Jacqueline
Subject: EA Comment: Specific Comments about RNAV and the Social Draft EA

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/general-and-specific-comments/>

Specific Comments about RNAV and the Social Draft EA

Stephen Murray

7 September 2015, 6:17 pm

Specific Comments about RNAV Implementation and the Social Metroplex Draft Environmental Assessment.

The central community issue with the FAA's implementation of RNAV flight paths is they take wide dispersed flow of aircraft paths and focus them into a concentration of flights around a centerline.

The modeling needs to accurately reflect the anticipated noise impacts from the proposed changes and communicate them to the public.

Instead there is confusion about the results, a lack of clarity of the changes, and aside from some specific points on specific flight paths being lowered or moved, a general forfeiture of understanding and belief. This is counter to the type of clarity a project needs to move forward.

The general questions I have are:

1.) What is the FAA doing differently to prevent the increased and concentrated ground noise, annoyance and complaints that occurred with RNAV deployment at other airports and communities such as Pheonix, Palo Alto, Queens, Charlotte, Chicago, Minneapolis and Boston, and will the implementation here have the same problems?

- For all operations, below 10,000 ft, will the the design team keep established elevations and/or raise them higher?
- Are areas of existing noise going to get any relief?
- Will any movements of flight paths be sensitive to residents and not just be a shifting from one community to another?
- How does the FAA plan to mitigate the noise from a steady and repetitive stream of flights that will be created by narrowed RNAV corridors? And why is this missing from the EA?
- What are the NextGen's priorities between air traffic flexibility, efficiency and a populations annoyance level?

Despite the efforts of the EA it seems difficult to accurately gauge the noise impacts without additional metrics, study and data. An attitude of "we won't know until it's implemented" demonstrates the limitations of the draft Environmental Assessment. The concerns of communication and clarity will be better addressed by a more robust EIS.

In the event an EIS is not performed:

2.) Can additional feedback periods be planned for the next iteration of an EA (if not proceeding to an EIS), and immediately after implementation?

2013-01

2013

Stephen Murray (continued)

2013-02

3.) "How was the flight track data modeled to conform to RNAV/RNP expectations?"

Surely the FAA has learned from its mistakes. They must have stacks of statistical equations and studies of existing RNAV usage to help predict distribution and and modify future planning.

The answer I received: "The noise analysts took existing flight tracks and centered them over the new waypoints."

Limitations of how the EA "modeled" the RNAVs How were RNAV/RNP's modeled?

Another question I asked was "Did you reshape, or redistribute the flight tracks in any way to make them conform to RNAV or RNP distribution rules and lateral boundaries?"

The Answer I received was "We shaped the outside contours to fit within the expected outer boundary." The authors of a paper documenting the procedure claimed that no reshaping was done [1] so this is an interesting point of disagreement.

4.) Can the FAA supply the correct answer to this?

Using the nominal (as-is) flight tracks may give an adequate result when one RNAV is replacing another but it will completely fall apart when the new RNAV is significantly different. In addition a more laterally restrictive RNP final approach procedure will be completely inaccurate. Dispersion modeling of new RNAV and RNP procedures through a statistical analysis of past RNAV/RNP or using a formulaic distribution model will yield a more accurate result of expectations and future traffic.



The expected outcome of RNAV implementation (Phoenix RNAV changes)

The expectation of RNAV and RNP is a concentration of flights along the flight path centerline. This increase in operations along a fixed path would result in an increase in noise effects, Specifically recognized by metrics such as N60 or N70 (number of airplane related noise events above 60 or 70dB) and represented by DNL, along the centerline, and a decrease at the outer boundary.

2013-03

Number of Aircraft flying the RNAV

It is assumed that not all aircraft will fly the RNAV. Statement of the exact number of RNAV users is required for noise modeling and needs to be explicit in the EA. An FAA ATC rep shared at the LAX public meeting that only 30% of the aircraft are expected to fly the RNAV. This number is based off the number of current flights that currently use IFR. The Study team estimated that 90% of LAX aircraft are RNAV capable. To fly RNP the planes FMC needs to be RNP-0.3 capable and the fleets must train the operators, and be approved. Industry source suggest the RNAV capable aircraft is 95%.

Culver City is in the North downwind leg of LAX. The IFR plates for the [SADDE SIX STAR](#) that routes arrivals into the downwind leg has this to say about how to fly over Culver City:

"..From over [SADDE INT](#) via [SMO R-261](#) to [SMO VOR/DME](#), then via [SMO R-068](#) to [SMO 9 DME](#) for Runways 24 and 25. From [SMO 9 DME](#) expect vector to final approach course for Los Angeles Intl Airport." The ATC issue these instructions: "...cross Santa Monica VOR at 7000, descend and maintain at 2500."

The low number of aircraft following IFR is probably due to it not offering much benefit while under clear skies. GPS RNAV is very different than current IFR and linking them will not yield an accurate estimate. Even without the NextGen Program the flying public has been wanting better integration of satellite navigation.

5.) The percentage of planes expected to utilize RNAV and RNP is not explicitly stated in the EA and requires arguments to support why this number is chosen. .

6.) What values for frequency of RNAV vs conventional flight tracks were used in the noise modeling? The noise analysis assumptions needs to be verified and explicitly stated so as not to be arbitrary.

2013-04

What are possible RNAV mitigations

7.) Is it possible to deploy Satellite navigation efficiencies without the concentration of disadvantages of the current NextGen deployment. With procedures that use appropriate distances and altitudes to minimize noise impact?

8.) How far away is the technology, or is it possible now, to deploy multiple dispersed flight paths within an RNAV corridor that will more equitably distribute noise over a larger area?

9.) What new mitigation strategies will you be deploying to communities burdened with RNAV overflights? Will you fold them into noise mitigation programs reserved for 65DB DNL, will you supplement funding by RNAV users, the

NextGen Program or other source?

10.) DNL doesn't seem adequate to describe the situation of a concentrated flight paths effects. Can a supplemental metric such as N60 or N70 be used to describe this to the public?

[1]"Super Density Operations Airspace Modeling for the Southern California Metroplex, AIAA Modeling and Simulation Technologies Conference,, Sebastian D. Timar, 2011"

*A nautical mile represents a minute of arc or 160th of a degree along a meridian or great circle. Its continued use makes chart reading easier as grid spacing is one minute of latitude.

2013

Stephen Murray (continued)

Stephen Murray
Culver City Representative, LAX/Community Noise Roundtable

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

2013

Response

2013-01

The commenter is concerned with the noise modeling conducted for the EA and the lack of clarity regarding the changes being proposed. The commenter believes the community concerns will be better addressed by a more robust EIS. Regarding the proposed changes and the noise impacts at specific locations, the FAA released supplemental materials to help the reader understand the information in the EA. The information was provided in Google Earth format to allow the reader to obtain information on specific locations or areas of interest.

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.

2013-02

The commenter was also concerned with RNAV implementation and the concentration of flights. Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

2013-03

The commenter is requesting additional data regarding the modeling of RNAV/RNP procedures. For a discussion of the noise modeling methodology used in the environmental analysis, please see Sections 4.3.1.1 and 5.1 of the EA. Please also see **Topical Response 07 – Request for More Data**.

2013-04

The commenter is requesting additional data regarding the percentage of planes expected to utilize RNAV/RNP procedures and the values for frequency of RNAV versus conventional flight tracks. For a discussion of the variety of modeling inputs used in the environmental analysis, please see Sections 4.3.1.1 and 5.1 of the EA. Please also see **Topical Response 07 – Request for More Data**. The commenter asks about possible RNAV mitigation options including multiple

2013**Response (continued)**

dispersed flight paths. The proposed action procedures were designed wherever possible to remain within the existing historical flight tracks. 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.

With regard to the noise metric and mitigation, the EA considered the noise impacts throughout the General Study Area. A noise analysis was conducted in support of the EA for the SoCal Metroplex Project. As discussed in Section 4.3.1 of the EA, the FAA used the 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 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.

2014**Jim Donaldson**

From: J DONALDSON [jn.donaldson@verizon.net]
 Sent: Friday, October 09, 2015 6:44 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: SoCal Metroplex EA (Public Comment)

9-ANM-SoCalOAPM@faa.gov

October 8, 2015

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

Dear Sirs:

2014-01

I'm writing this letter because I've noticed an increase in the amount of jet traffic from LAX, flying over our neighborhood recently. I've also noticed that the jets are flying lower than they did before the increase in the jet traffic and the noise from the jets has gotten a lot louder since the increase in the jet traffic over our neighborhood.

2014

Jim Donaldson (continued)

2014-01

We now have jets from LAX constantly flying over our neighborhood one right after the other all day long and all night long. We have always had jets from LAX fly over our neighborhood but not like they do now. When were watching TV you can hear the noise from the jets engines over the TV were watching. You can also hear the noise from the jets engines when you have the doors and windows in your house closed during the day and night. Before the increase in the jet traffic we would have jets fly over our neighborhood from LAX and most of the time you did not notice the jets because they did not make much noise. Sometimes you would have a jet fly over our neighborhood that was louder than normal and you would look up and see the jet. But that didn't happen that often.

When I first started noticing the increase in the jet traffic and the noise from the jets flying over our neighborhood I thought maybe something happened somewhere and the jets were diverted over our neighborhood temporarily. Except the jet traffic never returned back to what it was before I noticed the increase in the jet traffic. It actually got worse. I just found out today from our local community news letter about the SoCal Metroplex EA and that the public can email their concerns to the FAA.

2014-02

The changes the FAA has made in the flights from LAX over our neighborhood as a test has had a negative effect on our neighborhood. It has changed the quality of live we had in our neighborhood before the changes were made. We have never had the amount of noise we now have from the jets flying over our neighborhood since I've lived in my house since 1971 or 972. If the changes are made permanent they could affect our property values and our health especially if the noise and pollution from the increased jet traffic continues over our neighborhood.

I'm very concerned about the changes the FAA as made as a test over our neighborhood and I would hope that the FAA does not make these changes permanent under the SoCal Metroplex EA. There must be a better way to accomplish what the FAA wants to accomplish.

Thanks,

Jim Donaldson
310-339-7673
2666 Barry Avenue
Los Angeles, CA 90064

2014

Response

2014-01

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

2014-02

Thank you for your comment.

2015

David Pepper

From: Dave and Patti Pepper [drspepper@sbcglobal.net]
Sent: Friday, October 09, 2015 6:45 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SAN proposed new SID

2015-01

I am a resident of Pt Loma. I am also an ATP pilot flying for an air carrier out of SAN and LAX. I have flown out of SAN and most other SoCal airports for the past 28yrs following 9yrs on active duty, having flown more than 20,000 hrs. As you are aware, satellite based

2015

David Pepper (continued)

2015-01

SID's have an RNP (required navigational performance) value and the aircraft that fly them have onboard systems that compare this to the ANP (actual navigational performance). Pilots are mission hackers and will whenever possible shorten their route, turning at the earliest possible legal point and will utilize the tightest turn in order to go in the direction that they want. If you look at the dispersion of ground tracks on your current SID, you cannot interpolate these tracks as representative of the probable tracks that you will see when you remove LOMMA from the SID. LOMMA in essence keeps keeps pilots honest. There is little to be gained by trying to cut corners during this portion of the SID. Removal of LOMMA will make early turns within the RNP value a likely outcome as the proposed turn after JETTI will result in more closely establishing a track in the desired direction of flight. The ground tracks you will see will be more dispersed and will tend to be earlier than you currently see. I have occupied airline flight decks for the past 28 yrs and I know what these people will legally do, I am after all one of them! Further the probable flight path will not only fly over many more houses than you anticipate, it will likely overfly the nuclear Submarine base at Pt Loma. Examination of the current SID actual ground tracks show that satellite based tracks are anything but precise and show a greater dispersion than tracks going over points enroute where RNP values are many times larger than the RNP values of SID's. Please reconsider this change.

David Pepper
3741 DuPont St
San Diego, Ca. 92106



Sent from my iPad

2015

Response

2015-01

Please see **Topical Response 11 – Point Loma.**

2016

Jose Romero-Mariona, PhD

From: Jose Romero-Mariona [romeromariona@gmail.com]
Sent: Friday, October 09, 2015 6:54 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Re: Don't change the LOWMA route please

Forgot to include my email address
Romeromariona@gmail.com

Jose Romero-Mariona, Ph.D.
School of Information and Computer Sciences
University of California, Irvine

Sent from my iPhone

> On Oct 8, 2015, at 8:53 PM, Jose Romero-Mariona <romeromariona@gmail.com> wrote:

>

> As a Point Loma resident, I am very concerned about the proposed change to eliminate the LOWMA route and thus bring planes closer to our homes, schools, and parks. The potential environmental effects (noise and pollution) that this change could have in both the short and long term are too much to gamble to save a few dollars here and there in fuel. Thank you for considering our request to leave the LOWMA route as is. If you need further input please feel free to contact me.

2016-01

2016

Jose Romero-Mariona, PhD (continued)

>
 > Jose Romero-Mariona, Ph.D.
 > 4430 Granger St.
 > San Diego, CA 92107
 > 949-929-1006
 >
 > Sent from my iPhone

2016

Response

2016-01

Please see **Topical Response 11 – Point Loma.**

2017

Bob Ciotti

From: Bob Ciotti [bob.ciotti@gmail.com]
Sent: Friday, October 09, 2015 6:54 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal EA Comments

2017-01

The FAA admits that metrics used do not match community expectations of noise disclosure. This is evidenced by the FAA administrators own announcement on May 8th 2015, that new study's on noise impacts will be undertaken (over the next year+). Why does the FAA believe that the EA process can proceed when the FAA does not have a complete understanding of noise impacts of the changes it is proposing? The EA process should be suspended until the FAA completes its work in understanding noise impacts so that a its impact assessments are valid.

2017-02

The FAA uses DNL instead of CNEL as required by California State Law. FAA Order 1050 indicates that State standards will be deferred to and specially mentions CNEL as an example, but the FAA instead uses DNL for the MetroPlex noise assessment. We believe that this was done intentionally to mislead the California Public since using CNEL may lead to reportable noise impacts in areas where only using DNL would not.

Two specific questions:

- 1) Does using CNEL result in a 'reportable noise' impact as compared to DNL anywhere in the MetroPlex area, and if so where.
- 2) Why did the FAA ignore California Law in its noise assessment?

2017-03

In projecting the cost savings of any given route, the FAA fails to consider costs to anyone other than the "FAA's Stakeholders". Since the FAA is in effect, the United States Federal Government, it has a responsibility

2017

Bob Ciotti (continued)

2017-03

to consider costs of anyone affected by the MetroPlex changes, and not only those individuals or corporations lucky enough to be a 'stakeholder' in the eyes of the FAA. In particular, persons and property under new flight paths are likely to experience a reduction in their ability to enjoy their land and/or a devaluation of their property value when new flight paths are quickly shifted over them. In fact, 49 U.S. Code 40103 (B)(3) requires the administrator to "protect individuals and property on the ground". However, rural property owners or property owners with low ambient noise levels who place a value on these quiet settings hereby formally state that low ambient noise or a quiet natural environment contributes to the lands property valuation and is a characteristic enjoyed by these land owners. Introducing noise into these areas, while below reportable or actionable DNL thresholds, will result in property devaluation and will also interfere with the property owners ability enjoy their property.

Questions:

- 1) Why does the FAA ignore its duty under 49 U.S. Code 40103 (B)(3) to protect property on the ground by ignoring potential land devaluations and loss of use/enjoyment?
- 2) Why does the FAA exclude land devaluation or loss of use/enjoyment when performing a cost savings analysis that only includes benefit's accrued to a select subgroup of individuals or corporations (e.g. airline industry)?
- 3) Are private property owners expected to ignore or absorb any devaluations associated with these newly created flight paths?
- 4) Several property owners have successfully had their taxable property valuations reduced as a result of NextGen changes made in other MetroPlex areas to account for new noise impacts created by the FAA. Has the FAA created any uniform guidance that an impacted property owner can use to assess the magnitude of their property devaluations as a result of the proposed action?
- 5) California law requires that 'neighborhood noise issues' be disclosed upon the sale of real property. Failure to disclose neighborhood noise problems results in a liability against the seller who is then required to reimburse the buyer appropriate damages. Weather patterns, airport congestion or other issues can cause significant shifts in airport noise levels and as such a potential property buyer may not be aware of significant levels of annoying aircraft noise even after several visits to a property. Is it the stated legal position of the FAA that sellers of real property in California have no legal obligation to report a 'neighborhood noise issue' under California law because the FAA has made a determination that there is 'no significant noise impact' and 'no reportable noise levels' under this EA? If there is a legal obligation to report, where in the MetroPlex area is this required?
- 6) Is it legal for the Federal Government to create the need for a landowner to disclose a 'neighborhood noise problem' in California while at the same time declaring that the FAA action has 'no noise impact' and

2017

Bob Ciotti (continued)

'no reportable noise impacts'?

7) What recourse does a landowner have against the FAA for an act that interferes with enjoyment of property. Normally this would be considered a nuisance.

8) The issue of a aviation easements and prescriptive aviation easements is not settled law in California. What recourse does a landowner have in addressing noise impacts created as a result of this MetroPlex implementation?

In striving for efficiency, fuel cost savings or cost savings from other changes are passed directly onto the airline industry while property devaluation or a loss of use and enjoyment is not considered. This should be viewed as a direct transfer of wealth from property owners to the airline industry. The FAA is required to take a hard look at potential issues that result from its actions and consider the impacts of noise and what it could do to reduce those impacts. For example, say a route over water can reduce noise impacts substantially, but increase flight distances by some small amount, say 60 seconds. This currently cannot be considered in route design for two reasons:

2017-03

1) The FAA did not did not take the time to understand local topography or ground conditions that may influence how the public will react to new noise impacts and what methods may be used to mitigate, such as longer flight paths.

2) The FAA has no methodology, policy, or even guidance that route designers can employ to reduce noise impacts at the expense on slightly longer route distances. We believe that the FAA has a responsibility to understand this trade and instead choose to not deal with it because the trade is a difficult one to make. However, by claiming that the proposed action is suitable for only an EA, the FAA is in effect saying that the proposed changes are simple and straight forward, and unlikely to result in high levels of annoyance or to result in community concern over changes in land use patterns, etc. As such, the EA should be able to address this trade off. If the EA can't address it, then the FAA should engage in a more thorough EIS.

In the Noise Technical Report, The method used to communicate DNL noise levels in "Table 2 - Department of Transportation Act, Section 4(f) Single Point Properties and Historic and Cultural Resources Inventory and Noise Exposure Results", is in violation of the Paperwork Reduction Act. 44 U.S. Code § 3501-352.1 This Federal Law was enacted to reduce the burden of paperwork that the US Government imposes on its citizens. There are 654 pages of tabular information including lat/lon, DNL change levels etc. As the FAA has distributed the information, it is organized in such a way that the true impact is incomprehensible by a human. This is the quintessential example of where a picture is worth 10,000 words, or in this case, over 20 million numerical values contained in the 654 pages of Table 2. If the

2017

Bob Ciotti (continued)

FAA would simply produce a simple graphical depiction (i.e. DNL contours) of this information, it would solve this issue. The appearance is that the FAA does not want to produce any easily understandable graphic of noise related impacts and is attempting to obscure the information that it is required to release. FAA should produce DNL noise contours for 4.f properties in the MetroPlex area as a minimum.

This pattern of resisting clear communication or even withholding more accurately depicted noise related impacts or information, is seen in other MetroPlex implementations in the country where the FAA has refused to employ alternate noise metrics that may better convey actual impacts to the public. We find this acting in bad faith and the FAA fails to protect the interest's of the American People by avoiding truthful, candid disclosure about potential impacts, since there is complete disagreement between the Public and the FAA about what impacts levels should be. This truthful disclosure is something that the Federal Government is sworn to do. More so, the appearance is that the FAA is seeking to protect themselves from scrutiny or future lawsuits by providing the absolute minimum of information they possible can and still meet the letter of the law.

>From FAA Order 1050.1E, Appendix A 14.5b. Relate that "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."

2017-04

However, the FAA description of noise impacts cannot be understood by the public. This has been shown to be the case in previous MetroPlex implementations. In section 14.5f. "The following metrics have been used in developing supplemental noise analyses for a variety of reasons such as sleep disturbance, speech interference, soundproofing, and analysis for special areas such as national parks:

- (4) TA (time above) - A time-based metric that gives the duration, in minutes, for which aircraft-related noise exceeded a specified A-weighted sound level during a given period.
- (5) SPL (sound pressure level) - One-third octave band sound pressure levels that form the starting point for all other noise metrics. SPL provides a detailed description of the frequency components of a single complex sound and are used in assessing the effectiveness of soundproofing.
- (6) Audibility - A time-based metric developed for use in Grand Canyon National Park to evaluate the substantial restoration of natural quiet as mandated by Public Law 100-91.

These metrics better convey the impacts of the FAA proposed actions. DNL is an arcane metric that requires expertise in the field of psycho-acoustics and is not generally understood by the public, and has been recognized by the FAA to be inadequate. The FAA must report changes in noise in a manner that the general public can understand and has failed to do that in the EA and should both adopt alternate metrics, and to report actual projected noise levels. The area contains numerous parks and noise sensitive areas where

2017

Bob Ciotti (continued)

supplemental noise metrics should be used. A few pictures containing noise level contours would convey the information the public should be given access to.

For instance, SPL was shown in the Extended East Coast Plan EIS, which the FAA references in other places in the EA document. Picking certain references in the EECF EIS to follow and intentionally excluding others from the same document lack consistency and is not justified.

The exclusion of noise impacts below DNL 45 is not well supported in the scientific literature or the by the EPA. In the EPA's original work on the the noise control act and the resulting 'levels document', the EPA specifically states that any assumptions made in urban settings cannot be simply applied to quiet rural environments and that caution must be given in making determinations in those rural environments. The EPA also cautions that their identified levels were not intended to simply be adopted as regulatory limits. The FAA did not properly consider this guidance and provides no analysis or substantial reasoning of why 45 DNL is relevant in rural communities.

In Section 1.1 - Noise Impact Criteria. The statement "even distant ambient noise sources and natural sounds such as wind in trees can easily exceed the [DNL 45] value"

2017-04

The FAA deliberately confuses the public by equating distant transient noise with accumulated sound as calculated by DNL. Its categorically false that 'distant ambient noise' exceeds DNL 45 in all areas under consideration in the SoCal MetroPlex area.

That the FAA believes the sound of rustling trees or chirping crickets is equivalent is any way to the industrial waste product of aircraft noise shows just how out of touch the FAA is in understanding rural landowners and their desire for a quiet natural setting. "Quiet" in the mind of a rural landowner is not the absence of sound, but more accurately the absence of man made sound that's often a waste product of some (industrial) process. If I made a recording of a flushing toilet and played that every few minutes all day and all night long in your house or bedroom at a DNL level less than that of a couple 100 crickets, no reasonable person would claim such an activity isn't highly annoying. But this is exactly what the FAA does by making such a ridiculous comparison between the occasional rustling of trees and the incessant and repetitive drone of a turbine jet aircraft engine in areas with very low ambient noise levels.

Further, we can find no official action, process defined, or official record created that establishes the reasoning behind the 45 DB DNL limitation as a reporting threshold, other than that it shows up in

2017 **Bob Ciotti (continued)**

various memos or documents. The references provided are adhoc and improperly used to form the basis of federal law regarding noise reporting thresholds.

For example, In Section 1.1, the FAA Refers to the Extended East Coast Plan EIS as effectively creating a legal standard of 45DNL. That document (EECP) lists a table indicating a 5DNL change will cause negative community reaction and refers to a report prepared for an airport in Canada, not even in the United States by Harris, Miller, Miller, Hanson, Inc, titled Report 291060.01 prepared for Transport Canada, Toronto Ontario October 1991. Another report referenced by Miller, Von Gierke, Eldred in "Impact Assessment Guidelines for the Effects of Noise on People" references yet another document, which is a quarterly newspaper article on noise impacts to people. In fact, one of the tables in this article says that the 45 DNL threshold for annoyance is in fact "normalized for urban environments", which would agree with previous EPA guidance that the FAA has ignored by adopting a universal threshold across all environments, whether urban or rural.

2017-04

Even so, this absurd chain of documentation serves to form the entire 'scientific' and legal basis for noise reporting thresholds upon which the EA FOSNI determinations will be made. None of these documents are available on the MetroPlex website as they should be and requiring the public to randomly search the web for these documents and then to make some assessment on their validity as a basis for the determinations of federal law is inappropriate. The FAA should produce a verifiable chain of documentation that clearly show scientific justifications for these thresholds (e.g. 45DNL) and how they are applicable to the variety of environments present in the MetroPlex area. In particular, what is the documentation and scientific basis that show the FAA's reasoning of why a 45DNL threshold is appropriate in rural environments when both the EPA and 'Harris, Miller, Miller, Hanson' both express serious concern over its validity.

FAA Order 1050.1E 501(e)(4) requires the preparation of an EIS if the action is likely to:

(4) causes substantial division or disruption of an established community, or disrupts orderly, planned development, or is likely to be not reasonably consistent with plans or goals that have been adopted by the community in which the project is located.

2017-05

We believe that there are many communities (e.g rural) in the MetroPlex area that will be disrupted or that have 'plans or goals' that are not consistent with the introduction of Aircraft Noise, particularly into historically quiet locations. These problems will occur at impact levels well below those that the FAA considers reportable or otherwise problematic.

As a result, the FAA is required to perform an EIS.

2017

Bob Ciotti (continued)

2017-05

The time from the determination of the EA FOSNI-ROD to when route changes and noise impacts actually take place has typically been longer than the amount of time legally granted by the federal government that the public can file a lawsuit against the proposed action that been declared FOSNI-ROD. Leaving a catch 22, either the public file their case against the government before changes are implemented and true impacts known, or risk dismissal of their claim against the government. In fact, the Federal Government moved to dismiss the case that the City of Phoenix brought against MetroPlex changes there for this very reason. The FAA should extend this period of time, so as to give a reasonable period of time to adjust procedures to address public concerns.

- 1) How does the government justify this approach to such a complicated undertaking that will likely generate such controversial changes over an extended time period?
- 2) What is the statutory time limit to file against this FOSNI-ROD decision?
- 3) Will the FAA grant an extension to the deadline of filing against the FOSNI-ROD to better facilitate a way to address concerns/changes outside the courtroom process?

2017-06

In the noise analysis, the FAA did not include noise impacts for certain aircraft (e.g VFR). The technical report states that the FAA has no such data. This is not a valid excuse to completely ignore the noise source from its impact assessment and noise analysis. The FAA should take the time to either collect this data explicitly or to estimate it - since VFR aircraft do exist and the FAA has regulatory authority over them. The FAA methodology is incorrect to assume that the noise contribution is 0 from these sources. By ignoring noise generated from VFR aircraft, the FAA is ignoring their responsibility to consider the cumulative effects of its actions. paragraph 405f (c) of FAA order 1050.1E requires the FAA to consider cumulative effects.

Its standard engineering practice when predicting potential negative impacts, that worst case impacts

2017 Bob Ciotti (continued)

2017-06 are modeled and used to make impact determinations. This is considered a best practice and is done universally throughout numerous health, scientific and engineering fields. However, the FAA uses techniques like yearly averaging instead of peak traffic, or average temperatures/humidity, or adjusts traffic loads down based on variable such as Flow directions. This is poor engineering practice and invalidates the entire methodology used in forecasting noise impact levels. The FAA should estimate worst case impacts when making their noise assessments to insure that the public is aware of how bad the noise impacts may be on any given actual day.

2017-07 In other MetroPlex implementations that the FAA has undertaken, there has been community outrage, Congressional involvement, letters from airport directors, city, county and state elected official all expressing that communities are experiencing significant levels of annoyance and noise impacts.

Yet, there is no section in the EA that concisely outlines the FAA's responsibilities as it relates to the complaint process and how the FAA will change/mitigate or otherwise try to address noise or other impacts that were asserted to be insignificant in the EA, but turn out to be problematic to the public. Specifically, the FAA should:

- 1) Design and manage a complaint process for the MetroPlex. This should include reporting and resolution.
- 2) Designate a point(s) of contact for the MetroPlex. This point of contact should be knowledgeable about local conditions and issues.
- 3) The FAA needs to be available and responsive to the communities concerns that are created from the implementation of new procedures. The willingness to meet with the public and to discuss potential changes is not exclusively at the discretion of the FAA or to require congressional intervention as a prerequisite. The FAA should act in a timely, transparent and responsive manner to issues and concerns that public has expressed. The FAA should also approach resolution and mitigation of impacts it creates with a sense of urgency and proactive engagement.

2017

Bob Ciotti (continued)

2017-07

There is great controversy over the noise levels and associated impacts. As such, the public wants to

understand in detail how the FAA is making its impact determinations.

Because the noise technical report lacks meaningful details about potential noise level impacts,

there is no way to verify that a given procedure the FAA proposed was actually implemented as stated

and that they have the impacts levels that the FAA claims. This lack of accountability stems from the

fact that the FAA has made an internal determination using a closed process involving a computer model

and data that the public has no access to, to then make a claim of no impact. The public is asked to trust

that the FAA has done its job correctly, but this asks too much. The FAA should release the modeling system

and data so that independent verification of the results can be made to increase accountability and to

improve the public's understanding of the noise impact and modeling process.

FAA regulations require the FAA to 'fully assess and disclose potential environmental impacts resulting from the proposed action and alternatives'. The FAA has failed to do this by deliberately not recognizing natural quiet as a preservable

resource on private land. The FAA also violates the 14th amendment that guarantees equal protection under law by creating

a different standard of protection and disclosure for government owned properties, known as 4(f) properties. The FAA does

this by withholding information vital for the public to understand the impacts on privately held property, while providing this same

information to government interests (4(f) properties.)

2017-08

According the the Noise Control Act, Public health and welfare includes personal comfort and well being, the absence of

mental anguish, disturbances and annoyance. Noise annoyance is not an indication of weakness or inability to cope with stress.

For the purposes of identifying protective noise levels, annoyance is is quantified using the percentage of people who are

annoyed. The FAA by its own methodology use the 'Schultz curve' to judge annoyance levels as a proxy for community

disturbance. The Schultz curve claims that at DNL 45 no more than 1.1% of people would be highly annoyed and at 65 DNL,

no more than 13.6% of people would be highly annoyed. Has the FAA ever re-validated the Schultz curve within the context

of any action it has ever taken? Is the Schultz Curve a valid metric to use in 2015 since many people consider it to be

based on outdated research from the 1970's.

2017

Response

2017-01

The commenter is concerned with noise impacts including the metrics and suggests that the EA be suspended until the FAA completes work on understanding noise impacts. The noise analysis conducted for the SoCal Metroplex Project was prepared using FAA's NIRS (Noise Integrated Routing System) model and was conducted according to 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 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.

2017-02

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

2017-03

The commenter is concerned with the new flight paths and the devaluation of property value and reduction in ability to enjoy the land. The EA was prepared in full compliance with 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 impact will result from the implementation of the Proposed Action.

The commenter is concerned with California laws related to property values and asks why the EA does not disclose this information. The SoCal Metroplex Project is a federal project. As a federal project, the SoCal Metroplex Project is subject to the National Environmental Policy Act (NEPA).

The commenter believes the FAA did not take into consideration topography in the EA and that noise reduction was not a component of route design. Topography is included in the NIRS noise model and included in the analysis. Regarding noise reduction in route designs, please see Section 2.2 of the EA, for information on the purpose and need of the Project. 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.

Regarding the noise impacts at specific locations, the flight corridors associated with the Proposed Action are depicted in Exhibit 3-8 in Chapter 3 of the EA. The

2017

Response (continued)

information shown in Exhibit 3-8 has also been made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

2017-04

The commenter is concerned with the length of the Noise Technical Report and suggests a graphic of the noise impacts. 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.

The commenter is also concerned with the DNL metric and suggests supplemental noise analyses. The EA is prepared in full compliance with FAA Order 1050.1E and uses the FAA required noise analysis (NIRS). 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 FAA released supplemental materials to help the reader understand the information in the EA. The information is 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** for information on information provided.

2017-05

The commenter believes FAA Order 1050.1E requires the preparation of an EIS. The commenter suggests the determinations in the Proposed Action raise it to the level of an EIS. The EA was prepared in full compliance with 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 asks the statutory time limit to file against this FONSI-ROD decision. 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.

2017-06

The commenter requests that the FAA include Visual Flight Rules (VFR) aircraft in the EA to assess the cumulative impacts of the Project. As described in Section 1 of the EA, the SoCal Metroplex Project is intended for arriving and

2017

Response (continued)

departing aircraft operating under Instrument Flight Rules (IFR) at the study area airports. Aircraft operating under Visual Flight Rules (VFR) are not a part of the Project. Please see Section 1.2.2 of the EA for a description of VFR and IFR. For a discussion of the cumulative impact analysis please see Section 5.10 of the EA.

2017-07

The commenter expresses concern that the EA does not describe a noise complaint process or other mitigation for noise or other impacts because of implementation of the proposed project. 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. During the NEPA process, the FAA engaged in extensive public outreach for the SoCal Metroplex Project Draft EA, including an extended public review period, 11 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. Copies of this notice were mailed to federal, state, and local elected representatives and agency officials. A series of 11 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. The public comment period for the Draft EA was open for 120 days and closed on October 8, 2015. For a description of public involvement conducted for the project, please see Appendix A of the EA, *Agency Coordination, Agency Consultation, and Public Involvement*.

The FAA provided supplemental materials to allow the public another means to view the data. Please see **Topical Response 08 – Supplemental Materials**.

2017-08

The commenter states that the FAA has failed to fully assess and disclose potential environmental impacts resulting from the Proposed Action and alternatives by deliberately not recognizing natural quiet as a preservable resource on private land. The FAA prepared this EA in full compliance 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.

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

2017

Response (continued)

made available in Google Earth format. Please see **Topical Response 08 – Supplemental Materials**.

As discussed in Section 5.1.2 of the EA, the NIRS model was used to compute DNL values for 2016 and 2021 Proposed Action and No Action Alternative conditions at three sets of data points throughout the General Study Area:

1. 175,488 2010 Census block centroids
2. 87,069 uniform grid points at 0.5-nautical mile (nm) intervals on a uniform grid covering the General Study Area, which were also used to calculate DNL values at potential Department of Transportation Act (DOT) Section 4(f) resources and historic sites
3. 76,966 unique points representing 7,422 Section 4(f) resources too small to be captured in the uniform grid, including 760 unique points representing National Register listed historic sites

2018

Dona Coulon

From: Coulon Dona [dcoulon@sandi.net]
 Sent: Friday, October 09, 2015 6:55 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: proposed new flight path over San Diego

2018-01

FAA you should be ashamed at being so greedy, putting your greed for the money you will save over the quality of many peoples lives here in San Diego. We have put up with so much already from these planes. Shame on you!
 Dona Coulon SDUSD teacher.

2018

Response

2018-01

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

2019

Stephen Murray

From: Stephen Murray [stmurray@2pound.com]
Sent: Friday, October 09, 2015 6:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: KLM Errors

2019-01

In an earlier comment I noted the error in CLIFY coordinates in Google Earth Data vs TARGETS. I want to give you a friendly note about another few errors I discovered.
 CLIFY Error:
 Google Earth is -118.4566494689281,34.01704041074508 and
 Target Coordinates is -118.4571055555556,34.01017777777778.

2019

Stephen Murray (continued)

2019-01

Other errors:

1.) LAX BIGBR STAR has at least 5 extra waypoints Between CLIFY and TOMYS over Baldwin Hills that should be deleted.

2.) KLIPR (in LAX ORKA SID) should be -118.4323611,33.9329444 not -118.4131911521656,33.95149537535652
KLIPR (ORCKA SID)

•



TARGET: 33°55'58.60"N 118°25'56.50"W

• Google Earth Data: 33°57'5.38"N 118°24'47.49"W

Stephen Murray

Northern KLIPR from KML data, Southern KLIPR from TARGET, Unnamed waypoint from presentation boards.

2019

Response

2019-01

The commenter alleges errors he discovered in the EA. A review was conducted to evaluate those concerns. No adjustments were necessary.

2020

Rochelle Deems

From: Deems, Rochelle [Rochelle.Deems@thermofisher.com]
Sent: Friday, October 09, 2015 6:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Why?

2020-01

Why disrupt thousands of lives for a shortcut? How does this benefit our city. Schools, churches, homes involved all to save a few bucks. Shame!

2020

Response

2020-01

Please see **Topical Response 11 – Point Loma.**

2021

Ronald Abbott

From: Ronald Abbott [rtac1@cox.net]
Sent: Friday, October 09, 2015 6:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Proposed changes to San Diego's Lindbergh Fields air traffic patterns

October 8, 2015

Subject: Proposed flight pattern changes to Lindbergh Field in San Diego
 Dear FAA,

I just learned a few days ago about the ruckus here in the Point Loma area of San Diego over FAA proposed changes for take-off and landing patterns for Lindbergh Field that will come from a modern air traffic control system that can dynamically optimize air traffic for time and fuel efficiency. I'm an engineer. I believe I read an article about this developing system in an IEEE magazine about ten years ago. I've lived in Ocean Beach since 1956, and since 1973 about one block from the main line of traffic flying west of Lindbergh Field. For me, and my girlfriend who lives about one block on the other side of the center line, I believe this new system can provide a wonderful improvement for our life.

2021-01

I haven't had the time to look at any of the documents relating to the proposed changes, but I strongly support more geographically distributed landing and takeoff patterns. A more distributed pattern of some sorts was done for awhile some years ago in an effort to reduce noise complaints. I liked it. It didn't last long. Only quiet jets were promised many years back. That promise wasn't kept either – it might be better than it used to be, but there are still some very noisy aircraft used at Lindbergh Field. In recent years the volume of flights, and the loading of flights, has caused a lot more noise and pollution in my neighborhood. Some flights are hardly noticeable, but others blast us. I also worry about the increased risk of an accident hurting our neighborhood. Our lives are significantly impacted. Flights used to not start until 7am – the current 6:30am start is a lot tougher on us. Also flights often occur past the 10pm limit which is annoying. Geographically distributing the load and reducing consumption of fossil fuels sounds like good goals to me.

2021-02

On the other hand, I can understand why people who have had no air traffic near them complaining about possibly having it in the future. One thing I've wanted to know for a long time about Lindbergh Field is how is it allowed to provide the level of service it does, size and weight of aircraft, and cargo flights, plus keep growing, when it does not, as I understand it, come close to meeting minimum FAA standards for safety zones at the ends of the runways? Why hasn't the FAA forced San Diego to develop an alternative a long time ago, by enforcing regulations, limiting how the airport can be used? At a larger scale, why was the Marine Corp allowed to move into Miramar, instead of making Miramar the new San Diego International Airport?

2021-03

The core of the problem here is that Lindbergh Field is at the center of the jewels of the city – the harbor, the port, downtown, Balboa Park, Point Loma, Ocean Beach, Mission Beach, Pacific Beach, Mission Bay. They are all impacted by the operation of Lindbergh Field and thus the natural beauty, attraction, and value of these assets are reduced. The real solution to the problem is to move the Marine Air Station at Miramar somewhere reasonable for a military airport – it doesn't make sense in this era for it to be at Miramar. Then put all the large aircraft and cargo aircraft flights, and any connecting type flights, that now use Lindbergh Field out at Miramar. Restrict Lindbergh Field to aircraft that are small, quiet, and meet safety standards for the existing runway by having short landing and takeoff distances, and thus can have lots of safety buffer zone, and minimize impact to nearby neighborhoods by being quieter and higher up during fly overs. And of course, there is the possibility of eventually eliminating Lindbergh Field entirely and reclaiming all that valuable property for other purposes. I imagine the income from using that property differently could pay for a lot of other transportation system improvements, including a new airport at Miramar and high speed ground transit between Miramar and the downtown San Diego region.

We need a long term vision for San Diego's transportation systems, not patch after patch after patch that never leads us to a good result. The Point Loma residents complaining about the proposed changes might be much more amenable to sharing a bit of the traffic load if they knew that a long-term vision and plan for San Diego's transportation needs will dramatically reduce the problems that Lindbergh Field causes many parts of San Diego, and thus improve the value of their property instead of diminish it.

Sincerely,
 Ronald Abbott
 4627 Saratoga Ave
 San Diego, CA 92107
 (619) 224-6922

2021

Response

2021-01

Please see **Topical Response 11 – Point Loma**.

2021-02

The commenter is concerned with Lindbergh Field meeting minimum FAA standards for safety zones at the runway ends and forcing SAN to develop airport limits. The SoCal Metroplex Project is a Proposed Action that involves the navigation of aircraft within the national airspace system. As stated in Section 2.2 of the EA, Purpose of the Proposed Action, the Proposed Action would optimize airspace procedures serving the Study Airports, while maintaining or enhancing safety, in accordance with FAA's mandate under federal law. The utilization of an airport is not a part of the SoCal Metroplex Project. Regarding the safety zones at runway ends, the SoCal Metroplex Project does not affect the physical characteristics of the runway or the runway safety areas of the airport.

2021-03

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

2022

Lynne Miller

From: Lynne Miller [oblyne1@gmail.com]
Sent: Friday, October 09, 2015 6:59 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: SDIP

PLEASE SEND A RECEIPT, SO THAT I KNOW YOU RECEIVED THIS EMAIL. IT IS A DUPLICATE, WITH ONE MORE QUESTION.

Lynne Miller
4691 Adair Street
San Diego, California 92107

October 8, 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.

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 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.

Questions:

2022-01

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

- 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

2022

Lynne Miller (continued)

2022-01

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?
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 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?
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?

2022-02

14. Is it true that the basis of this change that will double fly over the Peninsula was set in motion many years ago in a Federal Agreement with Mexico? As a citizen of America who has paid high taxes my entire LONG life, I am confused why the rights of Americans were not considered.



***Aloha and Be Well,
Lynne***

Self Discovery Website: www.whispersfromsamadhi.com

Blog: www.sandplayyoga.com

2022

Response

2022-01

Please see responses to Comment Letter 1166.

2022-02

The commenter asks if the basis of this change was set in motion many years ago in a Federal Agreement with Mexico. The Proposed Action does not stem from an agreement with Mexico. As described in Section 1.1 of the EA, the Metroplex Project is a NextGen Mid-Term Initiative prompted by Task Force 5 recommendations. One of the Task 5 recommendations directed the FAA to undertake planning for implementing Performance Based Navigation procedures

2022

Response (continued)

on a Metroplex basis including Area Navigation (RNAV) and Required Navigation Performance (RNP). Please see Section 1.1 of the EA for a full description. As stated in Section 2.2 of the EA, *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.

2023

Sandy Vissman

From: saundra m vissman [bigtruckbigtruck@hotmail.com]
Sent: Friday, October 09, 2015 7:29 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NextGen MetroPlex comments

Sandy Vissman

316 San Antonio Avenue

San Diego, California 92106

Email: bigtruckbigtruck@hotmail.com

Mr. Michael P. Huerta
8, 2015

October

Federal Aviation Administration

800 Independence Avenue

Washington, D.C.

Dear Mr. Huerta,

Thank you for the opportunity to comment on the proposal to implement the Next Gen Metroplex Project at airports including Lindberg Field (San Diego Airport) in San Diego, California. I have reviewed the draft Environmental Assessment and offer the following comments, pertaining primarily to the implementation of this Project at San Diego Airport.

2023

Sandy Vissman (continued)

2023-01

The area of concern is the Point Loma Peninsula in San Diego, California. Aircraft departing from San Diego Airport currently fly over Point Loma once upon departure. The draft Environmental Assessment (EA) provided inadequate information to adequately assess the anticipated impacts of the proposed action on this area. The Point Loma Peninsula includes several elementary and middle schools, one high school, and one college. The area of concern also supports one federally listed bird species (California gnatcatcher) and one federally listed plant species (*Chorizanthe orcuttiana*), as well as a species of special conservation concern (peregrine falcon). The EA did not provide baseline information on these features of the point, and also provide inadequate baseline information on the noise and particulate deposition. The EA did not adequately describe the proposed altitude at which aircraft would fly over Point Loma. How much particulate matter would be deposited on Federally listed species habitats? How much noise would occur in the vicinity of peregrine falcon nest sites? What would be the frequency of overflights over areas that currently experience no, or infrequent overflight?

2023-02

The public meeting that was held in Point Loma on October 6, 2015 did not provide information to the public. I am a federal employee and have participated in public meetings as a regular part of my job. Why were the comments provided by the residents of Point Loma not recorded by the FAA? The comments provide should be part of the public record. The public comment period should be extended, since no record was taken of extensive public comment, there was likely inadequate time for many of those present at the meeting on the evening of October 6, to review the EA and get their comments to the FAA in writing.

2023-03

Baseline information should be collected regarding the baseline level of overflights, noise, and particulate matter deposition at sensitive receptor areas including schools and sensitive species habitats. This should be compared to anticipated overflights, noise, and particulate matter deposition to allow assessment of the effects of the proposed action. Information should be provided regarding the anticipated elevation at which aircraft would fly over Point Loma. The EA should also include information pertaining to the anticipated increases in air traffic at San Diego Airport, and how the anticipated increases would contribute to the anticipated noise and particulate matter expected from additional overflights over the Point.

2023-04

The FAA should develop an alternative that includes retaining a waypoint that will guide aircraft away from the Point before they make their turn, to reduce the potential for aircraft to fly over Point Loma as they turn to fly east.

Please consider these requests, and the requests of the community. This community already endures significant levels of noise and pollution from San Diego Airport and Naval Base Coronado. Naval Base Coronado has increased air traffic and aircraft activity over 30% in recent years. Adding more noise and particulate matter from more overflights is not acceptable to this community.

Sincerely,

Sandy

Vissman

2023

Response

2023-01

The commenter is concerned with Point Loma and believes the Draft EA provides inadequate information and does not provide baseline information. The commenter is also concerned with schools, birds, and plants, including noise and particulate deposition. The EA was prepared in accordance with NEPA and FAA Order 1050.1E. Chapter 4 of the EA discusses the affected environment and describes existing conditions within the General Study Area for each of the environmental resource categories required under FAA Order 1050.1E. Chapter 5 describes the potential environmental consequences associated with the SoCal Metroplex Project, including noise, air quality, and wildlife. When compared to the No Action Alternative, the Proposed Action Alternative would not result in any significant environmental impacts

2023-02

Please see **Topical Response 13 – Point Loma Public Meeting**.

2023-03

The commenter states that baseline information should be collected to establish baseline levels of overflights, noise, and particulate matter deposition. Please see Section 3.2.1 (*No Action Alternative*) and Chapter 4 (*Affected Environment*). The No Action Alternative, captures routes and air traffic flow in use in the Southern California Metroplex as of 2013 (representing existing conditions). 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. The NIRS modeling incorporated empirical data in the form of radar data as part of the analysis process. The frequency, altitude, location, 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. 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 asks if there will be an increase in the number of flights in and out of San Diego. 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

2023

Response (continued)

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.

For more information specific to Point Loma, please see **Topical Response 11 – Point Loma**.

2023-04

Please see **Topical Response 11 – Point Loma**.

2024

Marcia Hilmen

From: Marcia Hilmen [3copperland3@att.net]
Sent: Friday, October 09, 2015 7:40 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Submission of Public Comment - MARCIA HILMEN, San Diego 92106

2024-01

The Southern California Metroplex project is a comprehensive proposal to improve the flow of air traffic into and out of Southern California by making the airspace safer and more efficient.

1. I do not believe that the project looks at safety at all when it proposes (with the SAN IIBEE SID way point replacing the POGGI SID point)- cutting off the safest plane route generally over water and sends planes from its current water route to the projected route over a highly populated area with no less than three elementary schools and countless day care centers - not to mention a university and the air space of North Island where there is other plane traffic to contend with.

2. Took me days to read and understand the online presentation of the project - and for the most part didn't begin to figure out the total impact of what is proposed - not sure of what most of the projected routes do for most of the communities impacted by the changes - there is no reference on any of the maps provided that even show communities, including schools, hospitals, or any reference to whether or not the plane projected routes use the safest routes possible at the cost of a few tenths of miles of travel to save not that much money?

Also this highly complicated plan was never properly introduced or explained to anyone! Between my husband and I who are 65 plus in age and generally aware of our community issues - NEITHER of us had ever heard of the project until Oct 5.

2024-02

We heard of one meeting from a mailing that occurred within three days of mailer receipt and attended it - it was lame and useless as a presentation of facts - and not just because of the outrage of the attendees, which there was plenty, but because first, this meeting did not begin to plan for the need of real explanation for so large a community - and even more it even occurred way AFTER the extension of public comment and then only within two days of that extension deadline.

I write this quickly to get a small piece of my concern off to public comment tonight - as past two days I am already tied up working on another deadline of my own that is part of my means of making a living and feeding my family.

2024

Marcia Hilmen (continued)

Sincerely, Marcia Hilmen
791 Gage Drive
San Diego CA 92106

2024

Response

2024-01

Please see **Topical Response 11 – Point Loma**.

2024-02

The commenter expresses that she has had difficulty understanding the exhibits provided in the EA. 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**.

The commenter also expresses concern that she was unaware of the SoCal Metroplex Project until October 5, 2015. 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. Please see Appendix A of the EA for information on public involvement for the EA.

The meeting referred to by the commenter was hosted by the San Diego County Regional Airport Authority. Please see **Topical Response 13 – Point Loma Public Meeting**.

2025

Camilla Ingram

From: Cammie Ingram [cingram@ucsd.edu]
Sent: Friday, October 09, 2015 11:58 AM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Camilla Ingram
Subject: Comments on the Draft EA for SoCal Metroplex Project

Mr. Michael P. Huerta
Administrator, FAA
800 Independence Avenue
Washington, DC 20591

Dear Mr. Huerta,

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.

2025-01

I have lived in Point Loma for about 43 years, on both the bay side and the ocean side, and know that even though we do not live under the flight path that there are times when it is noisy, and the “fallout” of fuel on our plants and house.

2025

Camilla Ingram (continued)

2025-02

I am also concerned that the additional noise will negatively affect the Multi-species Habitat Protection Area that encompasses the Cabrillo National Monument through Sunset Cliffs Natural Park.

Sincerely,

Camilla Ingram
4369 Osprey Street
San Diego, CA 92107

2025

Response

2025-01

Please see **Topical Response 11 – Point Loma**.

2025-02

The commenter has expressed concern that additional noise will negatively affect the multi-species protected habitat in the Point Loma area. The results of the noise analysis prepared for the EA are discussed in Section 5.1. 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. Please see **Topical Response 11 – Point Loma** for additional information.

2026

Debbie Carter

From: Deborah L. Carter [dlcarter@sbgvtv.com]
Sent: Friday, October 09, 2015 12:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: MAKE IT STOP!!!!

2026-01

It's a day after the comments period, but I can no longer lay in bed without hearing the CONSTANT noise of jet planes going over my house. Your plan to let the Jets come in at a gradual approach fails to consider harm to the entire L.A. basins physical and mental health as well as safety. They are coming over my house RAPID FIRE every 1-2minutes. I've lived in Mar Vista for 18 years and have never had to live through the current re-routing plan you have proposed. If this is to save the corporations-airlines fuel, you are putting a whole community of people at risk. Please I beg you go please increase the elevation over a major city. Huge jet are now flying at avg. 7,000 ft. and below over my neighborhood. This is ridiculous the noise level has increased tenfold. Please make it STOP!

Debbie Carter

Sinclair – RSM
Bakersfield/ KBAK, KBFX & Reno / KRVN, KRXI, KAME
Direct line: (323) 966-5274 or Cell # - (213) 200-5440

2026

Response

2026-01

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

2027

Lew Gildred

Dear FAA,

Please do not alter the flight pattern in San Diego. It appears the POGGI SID is being altered to increase efficiency yet there has not been any studies to evaluate the long term environmental effects.

2027-01

In the SoCal Metroplex EA the cumulative effects analysis on table 5-7 in section 5.19 regarding the flight path change over Point Loma states: "Cumulative Effects Analysis: The environmental review for this project has not yet been undertaken given that the procedural design process has not yet been completed."

Please do not change the departure pattern over Point Loma. In fact, make LOWMA a required waypoint as the "red dot" agreement with the FAA and Brian Bilbray set up for the skies above San Diego decades ago.

Thank you,
Lew Gildred
667 San Elijo Street
San Diego CA 92106
ggildred@earthlink.net

2027

Response

2027-01

Please see **Topical Response 11 – Point Loma.**

2028

Elizabeth Bluhm

October 8, 2015

Mr. Michael P. Huerta
Administrator
Federal Aviation Administration

Re: Draft Environmental Assessment for Southern California Metroplex Project

Dear Mr. Huerta,

2028-01

I am writing with questions and comments related specifically to the proposed changes for San Diego International Airport (SAN) as part of the NextGen initiative. I oppose the removal of the LOWMA waypoint as part of the new SAN IIBEE SID, which would result in an increase in overflights of the densely populated Point Loma peninsula to the west and southwest of the airport. I am also requesting more information about the increase in vectoring to the south on departures from SAN, a pattern which also increases overflight of the peninsula and which appears to have taken place in recent months, and I would like to understand whether and how that vectoring pattern fits into the NextGen proposal.

I believe the Draft Environmental Assessment is fundamentally inadequate, both generally and as it relates to the proposal for SAN, and much further analysis and information are needed. The introduction to the EA states that federal agencies must "disclose to decision makers and the interested public a clear, accurate description

2028

Elizabeth Bluhm (continued)

of the potential environmental impacts that could arise from proposed federal actions,” and further, that Congress has directed federal agencies to “encourage public involvement in decisions that affect the quality of the human environment.” To date the information the FAA has made available is neither clear nor accurate, and the efforts to encourage public involvement have been poorly publicized and even more poorly executed.

I attended a public meeting held by the San Diego Airport Authority and the FAA on October 6 at which I hoped to gain a better understanding of the proposal. The meeting had a big turnout not due to any efforts on the part of the FAA, but because a few people in the community became aware of the potential impact of the proposed changes and through social media efforts rallied a crowd of several hundred people who wished to provide commentary to the FAA on the proposal. The FAA representatives were woefully underprepared and unable to convey useful information, and the community was insulted to be told that none of their comments or questions would be recorded or transcribed in any way; in other words, the meeting to which we had been invited appeared to have no purpose whatsoever.

I have since read the Draft EA in its entirety and I am left with numerous unanswered questions. Of the 136-page Draft EA, the actual discussion of environmental impacts, as opposed to description of the proposal, begins on page 86. To think that a discussion of 50 pages can provide an adequate environmental assessment of the entire Southern California Metroplex on a project of this magnitude is laughable. Given the deadline for comments to be provided, I cannot begin to address all the areas in which the EA is lacking, but I will try to cover the most critical. Again, had the FAA done a better job of publicizing the proposal months ago, the community would not be forced to react in such a compressed time frame and could provide more useful input.

2028-01

My concerns with the Draft EA fall into two primary categories, safety and environmental impact.

Safety

There are many references in the Draft EA to the FAA’s primary responsibility to ensure safety in aircraft operations. According to the Draft EA Introduction, “When changes are proposed to the NAS, the FAA works to ensure that the changes *maintain or enhance system safety* and enhance efficiency” (emphasis mine).

And from Section 2.1.1, Description of the Problem: “It is important to note that a key design constraint is safety. *Any proposed change to a procedure to resolve a problem must not compromise safety*, and if possible must enhance safety” (emphasis mine).

Departures from SAN typically head west over the northern part of the Point Loma peninsula and out over the Pacific Ocean. Eastbound flights then turn south and pass waypoint LOWMA, southwest of Point Loma, before heading east. The elimination of the LOWMA waypoint invites the routing of flights back over the peninsula itself during their ascent, instead of over water.

It is clearly *reducing* safety – neither maintaining it nor enhancing it – to direct more flights during their ascent over a densely populated residential area. In addition to thousands of homes, Point Loma has multiple elementary schools, a university, and sensitive cultural areas and natural resources such as Ft. Rosecrans National Cemetery, Cabrillo National Monument, and Sunset Cliffs Natural Park, a City of San Diego property. It is indefensible to route aircraft over these areas when the option

2028

Elizabeth Bluhm (continued)

to maintain a route over the open ocean is available and only minimally less efficient.

Questions:

- Were the study authors aware of the elementary schools and the 3,000-student university that will experience additional overflights under the proposed plan, and was there any consideration of the increased risk to those young people?
- Did the study authors give any weight at all to safety considerations when they proposed the elimination of LOWMA? If so, how did they conclude that the Proposed Action maintains or enhances safety compared to the No Action Alternative, specifically as it pertains to elimination of LOWMA?

Environmental Impact

In Section 4.2, the Draft EA states that there will be no affect on a long list of resource categories or subcategories “because the resource either does not exist within the General Study Area or the types of activities associated with the Proposed Action would not affect them.” The list includes coastal resources, historic and cultural resources, children’s health, and loss in community tax base, among others. Point Loma has all of the resources mentioned above and all will be impacted.

Questions:

- What specific analysis was done to conclude categorically that there could be no impacts on these resources?
- Was there any consultation with the National Park Service regarding Cabrillo Monument, the Veterans Administration regarding Rosecrans National Cemetery, the City of San Diego regarding Sunset Cliffs Park, the schools in the area regarding impacts on children, or any other federal, state, or local jurisdictions whose properties may in fact be impacted?
- Was there any consideration of the likely reduction in real estate values of homes experiencing increased flight noise and the resulting reduction in community tax base? Or was the fact that noise impacts are not projected to exceed a 1.5 dB increase over 65 dB mean that this was considered a non-issue? If so, that is not a reality-based assessment.

Apart from the Draft EA, I would like to understand changes that have been made already to departures from SAN in recent years which have dramatically increased noise impacts to the central and southern parts of the Point Loma peninsula. I realize this may not be part of the NextGen proposal, but because residents have been experiencing a notable change, it has been difficult to separate the issues and many comments on the Southern California Metroplex project include complaints about the newly increased noise levels.

Questions:

- Can the FAA make available clear and detailed descriptions of what flight paths have been used in departures from SAN over the past two to three years?

2028-01

2028

Elizabeth Bluhm (continued)

2028-01

- Were there specific changes involving fanning departures out over a wider area by vectoring to the north and south related to work that was done on the airport terminal and runway in recent years? Were those changes meant to be temporary, and have they become permanent?
- Is there increased fanning of departures from SAN anticipated as part of the NextGen proposal?
- Can the FAA provide data regarding the altitude at which aircraft are crossing Point Loma and are expected to cross Point Loma under NextGen?

I respectfully request that you consider these questions and concerns in finalizing plans for the Southern California Metroplex project. I understand that this is a massive project within an even larger national project, and NextGen may well have positive impacts in some places, but the specific proposal to eliminate the LOWMA waypoint in San Diego, as well as any increase in vectoring of departures to the south, are unjustifiable within the goals and directives of the project.

Sincerely,

Elizabeth B. Bluhm
3636 Rosecroft Lane
San Diego, CA 92106
ebbluhm@gmail.com

2028

Response

2028-01

Please see **Topical Response 11 – Point Loma.**

2029

Steve Crow

From: Stephan
To: Air Noise
Subject: Airplane noise complaint 10.09.15 - LOUD!
Date: Friday, October 09, 2015 4:32:27 PM

2029-01

Very loud low flying planes!

too loud, too low!

When are you going to respond to this complaint?

Who will be responding to this complaint?

Steve Crow
92107

2029

Response

2029-01

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

2030

Scott Finkboner

From: Scott Finkboner
To: Air Noise; FAA; awarren@san.org; Russell Tony; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov
Subject: Lindberg departures over OB and Pt Loma,
Date: Friday, October 09, 2015 5:27:59 PM

Hi All

2030-01

I live at 4565 Santa Cruz Ave 92107. Today I have noticed most all eastbound departures are further flying more southwest now consistently over the foot of Coronado Ave at the coast than ever before. Are you aware of this ?? Can something be done about this further southwest route for eastbound departures legally ?? I am seeing planes moving ever closer over my home than just last week ago and the noise is deafening. My windows and house are shaking ever more and I am getting more depressed every day. I have heart problems and these over flights may cause me to have a heart attack. Please help me. What can I do NOW ? What can be done ? What is the FAA doing ? Are they doing subtle tests to see how many complaints are being generated to test our will ?? What goes? I am very upset.

2030-02

Isn't it time to file for an injunction not only against the new routes over Pt Loma/OB but restore the 270 degrees heading over the Mission Bay Jetty waypoint ?? Please send out your email to all on your email lists this fact the departures are ever departing further SW every day so all those can do anything legally possible. Can we go national on this !! What responsibility does the Airport Authority have in this mess ?

This FAA action reminds me of those famous words Japanese Admiral Yamamoto said after the bombing of Pearl Harbor "I think we have awakened a sleeping giant ", meaning the residents of OB/Pt Loma. OB/Pt Loma residents and the political leaders needs to continue to unite and act now with an immediate injunction or it may be too late.

Help please!

Scott Finkboner
619-222-8788

2030

Response

2030-01

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

2030-02

Please see **Topical Response 11 – Point Loma.**

2031

Cleo Pearson

From: Susan Maguire [susanImaguire@gmail.com]
Sent: Friday, October 09, 2015 5:30 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Point Loma flight path change from Cleo Pearson

2031-01

As a 30 year resident of point Loma I take issue and strongly protest the flight path changes over my home.

2031**Cleo Pearson (continued)****2031-01**

I have allergies which are being effected by the debris and pollution from this change.
I am deeply concerned about property values and the safety of residents in point Loma
Thank you
Cleo Pearson

2031**Response****2031-01**Please see **Topical Response 11 – Point Loma.****2032****Kirstin Rone**

From: Kirstin Rone [Kirstin@wesource.com]
Sent: Friday, October 09, 2015 5:44 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path Change

2032-01

FAA,
I would like to know the benefits for changing the flight path and the risks to the community. Will Point Loma residence see an increase in pollution and noise?

2032-02

Will all the questions and responses be published?

Sincerely,

Kirstin Rone
1035 Devonshire Dr.
San Diego CA 92107

2032**Response****2032-01**Please see **Topical Response 05 – Purpose and Need.****2032-02**

The commenter asks whether comments on the Draft EA and responses will be published. All substantive comments received on the Draft EA and corresponding responses are provided in the Final EA.

2033**Jeanine Ely**

From: Jeanine Ely [jeanine.ely@gmail.com]
Sent: Friday, October 09, 2015 6:28 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: American Airlines just flew low directly over my house!

FAA,

2033-01

Just before 11:20 an American airlines jet flew directly over my home on Wilcox St just below POINT LOMA NAZARENE .
It had to have flown over the University also on its route towards the

2033

Jeanine Ely (continued)

2033-01

ocean. The plane was low enough that I could see the name of the commercial flight.
The dogs in the neighborhood began barking!!! This is disturbing to many!
This is and has never been a customary flight route.
NOTE: It is a clear day.... no fog.....no clouds....nor wind.
Can you send me an explanation of this event?
Is there anyone that I can complain to at Lindberg field?

Jeanine Ely
3635 Wilcox
San Diego CA 92106

2033

Response

2033-01

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

2034

Keith L. Rowley

From: Keith [zenmarinemicocosms@yahoo.com]
Sent: Friday, October 09, 2015 5:50 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Airline Flight path change Lindbergh Field

Dear FAA,

2034-01

I oppose the move to change the flight departures at Lindbergh Field for safety reasons as well as noise concerns. I have had training in aviation accident investigation as part of my job as an aerospace engineer for NAVAIR (Naval Air Systems Command). Most aviation accidents have more than one contributing factors but human error is a common thread in most. Anytime changes are made to an already established, tried and proven system and/or procedure, a much higher potential for human error exists. I am very concerned that this proposed change is a recipe for disaster due to the fact that aircraft departing Lindbergh Field will be too close to Naval Air Station North Island traffic. Helicopter flights are also common off the coast of Pt Loma from military, coast guard and law enforcement agencies.

In summary, I feel that this proposal only benefits the monopolizing airlines. All safety concerns should be carefully analyzed. Will it take another horrific tragedy such as the PSA disaster to convince the FAA that sometimes change is not a good thing - even if it saves the airlines money?

Respectfully,

Keith L. Rowley
977 Catalina Blvd
San Diego, CA 92106

keef69@gmail.com
619-545-0385

Sent from my iPhone

2034

Response

2034-01

The commenter expresses concern that safety concerns have not been adequately addressed in the Proposed Action. 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. Furthermore, 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). Please see Section 3.1 of the EA to learn more about the alternatives development process. Please see **Topical Response – 11 Point Loma** and **Topical Response – 05 Purpose and Need** for additional information.

2035

Lawrence Schlitt, MD

From: Lawrence Schlitt [schlitt.lawrence@gmail.com]
Sent: Friday, October 09, 2015 8:43 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: FAA change of flightpath at SAN

Dear Sirs,

2035-01

I am a resident of the Fleetridge area of Point Loma, and live just Northwest of the Airport. I bought my home 6 months ago specifically because it was NOT over the flight path of departing flights leaving San Diego International Airport. Your proposal to change the fan separation departure and LOWMA waypoint removal will have multiple ill effects on our lovely community in San Diego. The added noise and fuel pollution will have dire consequences not just to Fleetridge where I live, but also affect the well being and environments of Point Loma University, Fort Rosecrans National Cemetery, Point Loma Lighthouse, Sunset Cliffs and the delicate protected environment of the Tidelands. The changes you propose will drastically decrease the quality of life with increased noise, lower property values, and subject all of us to both noise and fuel pollution with potentially dire health consequences. We are very proud to have our airport in the heart of the city, but the FAA must recognize the give and take to being in the heart of a city such as San Diego. While convenient, adding noise and physical pollution to our community, as you propose with the new changes, will have a strongly negative impact on the quality of life of San Diegans living in and around the airport. I am sure you have some good reasons for wanting to make the changes, but PLEASE recognize the impact on those of us living in and around the airport. The gains you feel justify the changes do NOT outweigh the multiple ill effects and harm to the community to which you serve so well. Let us work together, keeping the airport flight plans the way we had them in the past. To "change the rules" at this point and alter the fan separation and remove the LOWMA waypoint

2035

Lawrence Schlitt, MD (continued)

2035-01

is unfair to those of us who made decisions to live in Point Loma based on the way the airport departures have been for many a year. We love our city and our airport, but please don't make the fan separation changes. To do so will create hell for those of us in Point Loma, one of the true crown jewel communities of San Diego.

PLEASE, be a good neighbor, working WITH those of us living in Point Loma, in a spirit of cooperation and not one of confrontation with no concern for the Point Loma community.

Respectfully yours,

Lawrence Schlitt, MD
3664 Carleton Street
San Diego, CA 92106

2035

Response

2035-01

Please see **Topical Response 11 – Point Loma.**

2036

Scott Finkboner

From: Scott Finkboner [scottssails@cox.net]

Sent: Friday, October 09, 2015 9:27 PM

To: airnoise@san.org; 9-ANM-SoCalOAPM (FAA); awarren@san.org; trussell@san.org; scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov

Subject: Lindberg departures over OB and Pt Loma,

Hi All

2036-01

I live at 4565 Santa Cruz Ave 92107. Today I have noticed most all eastbound departures are further flying more southwest now consistently over the foot of Coronado Ave at the coast than ever before. Are you aware of this ?? Can something be done about this further southwest route for eastbound departures legally ?? I am seeing planes moving ever closer over my home than just last week ago and the noise is deafening. My windows and house are shaking ever more and I am getting more depressed every day. I have heart problems and these over flights may cause me to have a heart attack. Please help me. What can I do NOW ? What can be done ? What is the FAA doing ? Are they doing subtle tests to see how many complaints are being generated to test our will ?? What goes? I am very upset.

2036-02

Isn't it time to file for an injunction not only against the new routes over Pt Loma/OB but restore the 270 degrees heading over the Mission Bay Jetty waypoint ?? Please send out your email to all on your email lists this fact the departures are ever departing further SW every day so all those can do anything legally possible. Can we go national on this !! What responsibility does the Airport Authority have in this mess ?

This FAA action reminds me of those famous words Japanese Admiral Yamamoto said after the bombing of Pearl Harbor "I think we have awakened a sleeping giant ", meaning the residents of OB/Pt Loma. OB/Pt Loma residents and the political leaders needs to continue to unite and act now with an immediate injunction or it may be too late.

Help please!

Scott Finkboner
619-222-8788

2036**Response****2036-01**Please see **Topical Response 02 – Existing Conditions.****2036-02**Please see **Topical Response 11 – Point Loma.****2037****Darrell Clarke and Stephen Murray on behalf of the Sierra Club**

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10/8/2015

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

9-ANM-SoCalOAPM@faa.gov

The mission of the Sierra Club is to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; to educate and enlist humanity to protect and restore the quality of the natural and human environment; and to use all lawful means to carry out these objectives. The Sierra Club regularly reviews and comments on large scale projects that affect the environment.

The Sierra Club is interested in the effects of aircraft in terms of air quality, greenhouse gases, fuel use, noise impacts and environmental justice. After a review of the Draft Environmental Assessment and project documents for the SoCal Optimization of Airspace Procedures in the Metroplex (OAPM) project, the Sierra Club Angeles Chapter has the following comments on the project.

I. AIR QUALITY, GREENHOUSE GAS (GHG) AND FUEL USE

Greenhouse Gas (GHG) emissions from aircraft are currently responsible for more than 3 percent of total US emissions,¹ and jet fuel is 9% of finished petroleum products consumed in the U.S.² The Sierra Club applauds efforts to reduce GHG impacts by increasing aircraft fuel efficiency, changing the mix of fuels, and increased flight track efficiency.

2037-01

1.) The EA declares that "... the Proposed Action would result in a slight increase in emissions when compared to the No Action alternative."³ This does not demonstrate a reduction in emissions that was promised at the outset. As such, increases and reductions should be quantified and stated specifically instead of using the ambiguous description of "slight." A breakdown of quantity of volume of specific emissions will be helpful here. What Specific emissions have increased and by how much?

2037-02

2.) 3,000 feet is inaccurately stated as the "mixing height" of the study area⁴. Mixing height is a variable which differs according to the region, time of day and time of year. Southern California has 2 distinct temperature inversion layers that control the vertical depth of pollutant mixing. The height of the base of the

1 U.S. Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2012 (April 2014) at ES-2, Tables 2-15, 3-12, 3-50, 3-52, available at <http://www.epa.gov/climatechange/ghgemissions/usinventoryreport.html#fullreport> .

2 U.S. Energy Information Administration for 2014, from http://www.eia.gov/dnav/pet/pet_sum_snd_d_nus_mbbld_a_cur.htm .

3 SoCal Metroplex Draft EA. Chapter 5 – Environmental Consequences. Section 5.8.1 Summary of Impacts

4 SoCal Metroplex Draft EA. Chapter 4 – EA. Section 4.3.8 Air Quality

2037	Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)
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2037-02	marine/subsidence inversion and the radiation inversion layers is the “mixing height.” The inversion base height changes as a result of seasonal influences and daily heating and cooling effects. Aircraft fly at different altitudes throughout the day. The impact of each aircraft will be unique depending on the altitude, the time of day, season and the region. Throughout the Study area mixing heights will vary markedly and a single mean value will not represent effects.
2037-03	Has the FAA consulted with atmospheric scientists, analysts or meteorologists with the South Coast Air Quality Management District, National Oceanic and Atmospheric Administration, University of California at San Diego or Irvine, Jet Propulsion Laboratory or other organizations to evaluate the appropriateness of using the tools used to model, and help customize them appropriately, for the unique and diverse characteristics of the Southern California airspace?
2037-04	<p>3.) The EA declares that “changes to flight paths under the Proposed Action ... are presumed to conform with the applicable state implementation plans (SIPs).”</p> <ul style="list-style-type: none"> a) This presumption requires justification. b) The argument that emissions are below the EPA <i>de minimus</i> threshold is likewise unsupported and needs proof. c) The claim that changes in air traffic procedures which increase operational efficiency between 1500 feet AGL and the mixing height is exempt is likewise unsupported: The EA fails to demonstrate any operational efficiencies that are occurring within this mixing height.⁵ d) The methodology lacks science and demonstration. Rather than numbers the analysis uses words like “typically”, “normally not required”, and “presumed” (which is used 3 times.) e) The EA fails to demonstrate how this conforms to a California SIP.
2037-05	4.) Fuel Use will increase as a result of the Proposed Action vs. No Action by 8 Metric Tons in 2015, and 9 Metric tons in 2020 ⁶ . This 0.33% increase in fuel use does not appear to demonstrate the reduction of fuel savings as promised as rationale for the project.
2037-06	Altitudes have been lowered, approach and departure procedures have been shortened, and more direct paths have been created. Can you explain why the reduction of fuel use was not met? What is the fuel use difference for each procedure change?
2037-07	If the efficiency of the procedure hasn't been increased, as demonstrated by this higher fuel use, what benefit does it serve to enforce procedures that increase ground noise, such as lowering flight altitudes and shortening approaches and departures?
2037-08	5.) The EA used the Noise Integrated Routing System (NIRS) model v7.0b ⁷ to perform Noise Modeling and to estimate fuel burn and GHG emissions. The NIRS model is used to evaluate flight track changes above 3000 feet and is unable to provide meaningful information below 3000 feet. The AEDT superseded NIRS in March 2012. There appears to be an issue in that the outdated NIRS was used while AEDT was available. The EA should have an updated analysis using AEDT – the FAA recommended and approved tool.
2037-09	6.) The calculation of CO ₂ appears inconsistent. Section 4.3.7 declares “IFR aircraft arriving at and departing from the Study Airports burn approximately 289,341 gallons of fuel on an annual average day”. It is not clear if this is fuel use of the Proposed Action, No Action or something else. It is also unclear where the boundaries of fuel use are calculated. According to the EPA the CO ₂ conversion factor of jet fuel is 9.75 kg CO ₂ /gallon. This equals 1,029,700 MT CO ₂ /year. This is different than the 7882 & 7909 MT of CO ₂ respectively listed in Section 5.9.3 for the No Action and Proposed Alternatives. The fuel burn, CO ₂ and other emission calculations needs to be calculated openly, have a defined boundary of applicability, and use federally accepted formulas.

⁵ SoCal Metroplex Draft EA. Chapter 5 – Environmental Consequences. Section 5.8.2 Methodology

⁶ SoCal Metroplex Draft EA. Chapter 5 – Environmental Consequences. Section 5.7.3 Potential Impacts – 2015 and 2020

⁷ SoCal Metroplex Draft EA. Chapter 4 – EA. Section 4.3.1.1 Noise Modeling Methodology

2037

Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

2037-10

7.) The EA States that “Changes to flight paths under the Proposed Action would primarily occur at or above 3,000 feet AGL.” This suggests that there are changes below 3000 feet. These changes should be described in order to determine via a quantitative analysis what further impacts to air quality may result.

2037-11

8.) The EA is missing a Hazardous Air Pollutant (HAP) emissions inventory and fails to correlate the potential health impacts of the Proposed Action. An inventory and discussion should include organic gases created by aircraft emissions as well as particulate matter (PM₁₀ & PM_{2.5}) due to their potential impacts on human health.

2037-12

9.) A discussion should be included about how GHG emissions from Aircraft engines and the Proposed Action may affect air pollution and regional/Global Climate Change.

II. NOISE

2037-13

1.) FAA Order 1050.1E requires special consideration be given to noise sensitive environmental and cultural resources. It further holds the DNL 65 dB threshold inadequate and Part 150 guidelines insufficient when evaluating aircraft noise impacts on noise sensitive areas within national parks, national wildlife refuges and historic sites, including traditional cultural properties.

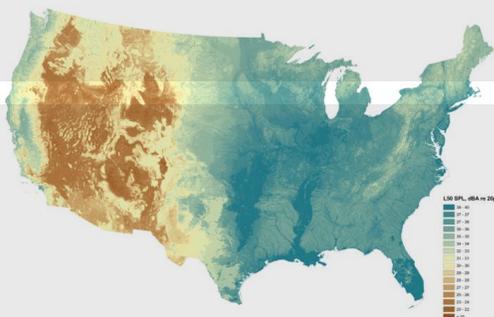
The Sierra Club Angeles Chapter believes the order applies to state, county and municipal parks, environmental and cultural resources as they satisfy the requirement of “noise is very low and a quiet setting is a generally recognized purpose and attribute.” This view is reinforced by the FAA actions in already including such sites and resources in the study⁸. In the summary dismissal of no impacts, the FAA has demonstrated it hasn't taken the required “hard look” at the problem and reviewed the impacts on these sites and resources.

2037-14

2.) The FAA needs to be considering the effect that an incremental increase in aircraft noise has on the cumulative impact of aircraft noise⁹ “when added to other past, present, and reasonably foreseeable future actions regardless of what agency ... or person undertakes such other actions.”

2037-15

3.) The DNL 45 dB threshold was put forth 10 years ago in the Environmental Impact Statement (EIS) for the Expanded East Coast Plan (EECP). This level was recommended on the rationale that “even distant ambient noise sources and natural sounds such as wind in trees can easily exceed this [DNL 45 dB] value.”¹⁰ This ignores the summary by a 2015 National Park survey¹¹ of ambient noise levels that areas within the Southwest and the Study Area are up to 15 dB quieter in Natural Conditions than the rest of the United States.¹² DNL 45 is unsuitable as a basis of quiet. A baseline the FAA should use as “quiet”, and the basis of measurements, is the per site existing ambient noise level.



Use of existing natural ambient noise levels allows comparing the project to an environmental baseline of natural

8 EA Noise Technical Report, Appendix 2- Section 4(f) Resources and Historic and Cultural Resources

9 Title 40 C.F.R. § 1508.7- Cumulative Impact., Grand Canyon Trust v. FAA (2002)

10 U.S. Department of Transportation, Federal Aviation Administration, Expanded East Coast Plan – Changes in Aircraft Flight Patterns Over the State of New Jersey, Pp. 5-9. 1995.

11 National Park Service, Geospatial sound modeling. 2013-2015. Project-2217356
<http://www.nature.nps.gov/sound/soundmap.cfm>

12 A-weighted hourly L50 sound pressure level dB re 20 uPa on a typical summer day at 270m resolution.

2037

Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

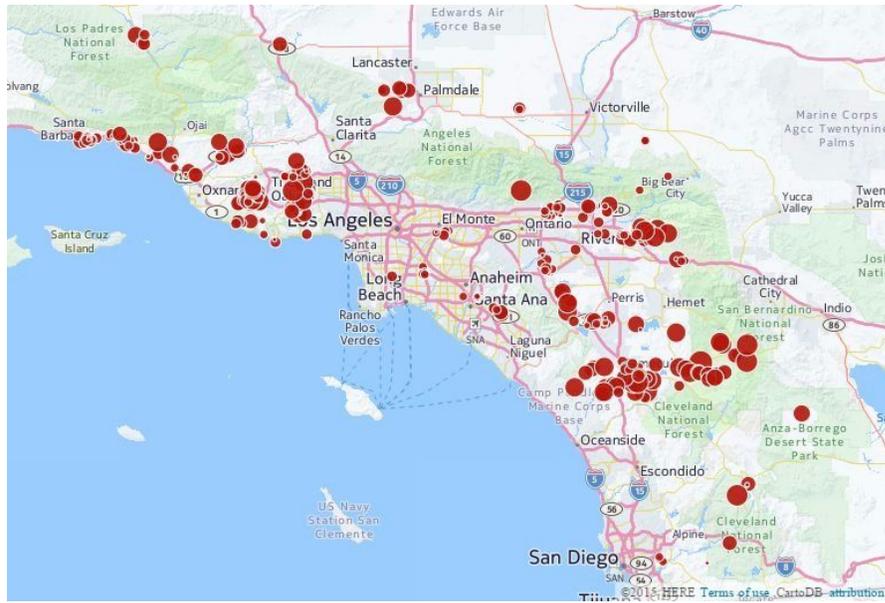
2037-15

quiet. Since some of these sites already have extremely low natural ambient noise levels of 25 dB¹³ a “significant” cumulative threshold may have been reached.

The baseline of what measurement is a “quiet setting” must be defined. The existing DNL 60-65 dB and DNL 45 to 60 dB exposure level brackets don’t represent “quiet” and are orders of magnitude above ambient levels.

2037-16

4.) Out of the 3875 sensitive sites within the SoCal Metroplex that have increases between 1.5 – 5 dB DNL¹⁴, the Sierra Club has identified 400 sites that require extra consideration in terms of a “hard look” both as a special consideration and cumulative impacts. The list is added to this Document as Appendix A and includes 193 parks, 30 open spaces, 11 beaches, 8 ecological or wildlife preserves, 7 conservation areas and numerous other canyons, arroyos, creeks and mountain areas. The list is not exhaustive, it is meant as a sampling of areas.



Map of identified sensitive sites that need evaluation for special consideration and cumulative impacts.

2037-17

5.) The FAA recognizes CNEL (Community Noise Equivalent Level) as an alternative metric for California (FAA Order 1050.1F). Caltrans Division of Aeronautics specifies the use of CNEL for aviation noise impacts. In addition local communities use CNEL in noise ordinances. Use of DNL instead of CNEL is inconsistent with local and state regulations and practice. Regardless of whether the SoCal OAPM project team believes it needs to use CNEL. A CNEL analysis should be performed in addition to, or to substitute, a DNL analysis in order to make impacts more understandable to the public.

2037-18

6.) The use of the best available technology and known noise assessment techniques will help the FAA engage

13 NPS Geospatial sound modeling. 2013-2015. Project-2217356

14 Appendix A of the SoCal Metroplex Noise Technical Report, Section 4(f) of the Department of Transportation Act of 1966.

2037 Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

with communities by making the impacts more understandable to the general public.

FAA Order 1050 allows supplementing the DNL “to describe aircraft noise impacts for specific noise-sensitive locations or situations and to assist in the public’s understanding of the noise impact.”¹⁵

2037-18 The ACRP released a FAA sponsored handbook for airports on dealing with a variety of community issues including noise.¹⁶ On Page 114 under “Noise Metrics and Community Response” the report states:
 “Cumulative aircraft noise contours often are challenged by airport neighbors as not representing what can be heard and measured every time an aircraft flies over their home. Long duration measurements and computer technology may show the contour patterns are correct for the community, but they fail to capture the discrete nature of the single events that people actually find and complain about.”

An alternate noise level or metric that would adequately address the noise effects needs to be used.¹⁷ For example the St George EIS used L_{eq} , Number of operations above 35dB and Time above Ambient as supplemental metrics.¹⁸

III. ENVIRONMENTAL IMPACTS

2037-19 1.) The FAA has only considered the bird and bat strikes which occur at 3,000 feet or below as an environmental impact. There are no studies on the impact of chemical drop outs, gaseous emission or Particulate Matter that may be dispersed over sensitive areas. Chemical residuals on the fragile Orcutt's spineflower (highly endangered) could be fatal. On other plants (since toyon and lemonade berries will be coated with chemicals) the impact will be very big on birds both migratory and local who rely on a healthy food source.

2037-20 2.) According to the FAA this is the largest overhaul of flight tracks in the history of Southern California. In many instances the flight tracks have been in place for decades or longer with very little movement. Species have been given time to adapt and survive in the environment. A sudden change or moving of a flight path over or away from its current position could have a deleterious effect on the species ability to survive under both the old and new positions. Some species of birds and other wildlife may have impaired abilities to communicate due to noise level changes. The FAA needs to take a “hard look” at potential impacts to endangered, threatened and sensitive wildlife species found at all of the 213 ecological or wilderness reserves, wildlife refuges, sanctuary’s, preserves and study areas affected in the Metroplex. A list of these Sensitive Natural Sites is included below. In addition:

- 2037-21**
1. Has the FAA consulted with biologists at other federal agencies such as U.S. Fish and Wildlife, National Park Service, Bureau of Land Management, Department Of Agriculture, U.S. Geological Survey, U.S. Coast Guard and U.S. Department of Veterans Affairs to study the impact of the Metroplex proposal on species at these sensitive natural sites?
 2. Has the FAA consulted with biologists at local agencies such as the California Department of Fish and Wildlife, California Wildlife Conservation Board, and the University of California to study the impact of the Metroplex proposal on species at these sensitive natural sites?

Sensitive Natural Sites

5 Winds Ranch Open Space Preserve	Forrestal Nature Preserve	River Wilderness Park
Agua Hedionda Lagoon Ecological	French Valley Wildlife Area	Robert E. Ward Nature Preserve

15 FAA Order 1050.1E, Appendix A, Paragraphs 14.4c, 14.5a, 14.5e; and Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Issues, August 1992.
 16 ACRP: Aircraft Noise: A Toolkit for Managing Community Expectations, 2007
 17 FAA Order 1050.1E, Appendix A, Paragraphs 14.3, 14.4b
 18 St. George Airport Environmental Impact Statement, FAA

2037

Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Reserve		
Agua Tibia Wilderness	Galster Wilderness Park	Rock Mountain Preserve
Agua Tibia Wilderness Study Area	George F Canyon Nature Park and Preserve	Sage Hill Preserve
Aliso and Wood Canyons Wilderness Park	Glendora Wilderness Park	San Diego Bay National Wildlife Refuge
Arcadia Wilderness Park	Golden Hills Wilderness Park	San Diego National Wildlife Refuge
Arroyo Conejo Nature Preserve - COSCA	Goleta Slough Ecological Reserve	San Diego River Ecological Reserve
Bailey Canyon Wilderness Park	Goodhart Wildlife Habitat Preserve	San Dieguito Lagoon Ecological Reserve
Ballona Lagoon Marine Preserve	Goodhart Wildlife Habitat Preserve	San Elijo Lagoon Ecological Reserve
Ballona Wetlands Ecological Reserve	Gordon Mull Preserve	San Felipe Hills Wilderness Study Area
Barkentine Canyon Preserve	Hauser Mountain Wilderness Area	San Felipe Valley Wildlife Area
Batiquitos Lagoon Ecological Reserve	Hauser Mountain Wilderness Study Area	San Gabriel Wilderness
Beauty Mountain G Wilderness Study Area	Hauser Wilderness	San Gorgonio Pass Wildlife Corridor
Big Morongo Canyon Preserve	Heller's Bend Preserve	San Gorgonio Wilderness
Bighorn Mountain Wilderness	Hellhole Canyon County Open Space Preserve	San Jacinto Wilderness
Bighorn Mountains Wilderness	Hollenbeck Canyon Wildlife Area	San Jacinto Wildlife Area
Black Mesa Significant Ecological Area	Hope Nature Preserve	San Luis Rey River Ecological Reserve
Blaisdell Preserve	Hopkins Wilderness Park	San Mateo Canyon Wilderness
Blanche Hamilton Wildlife Sanctuary	Hopper Mountain National Wildlife Refuge	San Rafael Wilderness
Blue Sky Ecological Reserve	Iron Mountain Wildlife Area	San Ysidro Mountain Wilderness Study Area
Bluebird Preserve	Jackrabbit Flats Wildlife Sanctuary	Santa Margarita Ecological Reserve
Boden Canyon Ecological Reserve	Jacumba Wilderness	Santa Margarita Preserve
Bolsa Chica Ecological Reserve	James Scripps Bluff Preserve	Santa Margarita River Ecological Reserve
Bonsall Preserve	Joshua Tree Wilderness	Santa Rosa Plateau Ecological Reserve
Boulder Creek Ecological Reserve	Knollwood Preserve - The Environmental Trust	Santa Rosa Wilderness
Boulder Oaks Open Space Preserve	Laguna Coast Wilderness Park	Santa Rosa Wildlife Area
Briar Summit Open Space Preserve	Laguna Laurel Ecological Reserve	Sawtooth Mountains A Wilderness Study Area
Buena Vista Creek Ecological Reserve	Lake Hodges Ecological Reserve	Sawtooth Mountains Wilderness
Buena Vista Lagoon Ecological Reserve	Lake Mathews Ecological Reserve	Seal Beach National Wildlife Refuge
Carl O. Gerhardy Wildlife Sanctuary	Limestone-Whiting Wilderness Park	Seaside Wilderness Park
Carlsbad Highlands Ecological Reserve	Linden H. Chandler Preserve	Sepulveda Basin Wildlife Reserve
Carrizo Canyon Ecological Reserve	Lopez Canyon Open Space Preserve	Sespe Wilderness
Carrizo Gorge Wilderness	Los Jilgueros Preserve	Sheep Mountain Wilderness
Caspers Wilderness Park	Los Penasquitos Canyon Preserve	Sheila Agnes Nature Preserve

2037

Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Chatsworth Nature Preserve and Reservoir	Lunada Canyon Preserve	Silverwood Wildlife Sanctuary
Chino Fish & Wildlife Base	Magnesia Spring Ecological Reserve	Sky Valley Ecological Reserve
Chula Vista Wildlife Reserve	Mason Wildlife Refuge	Sperling Preserve
Chumash Wilderness	Matilija Wilderness	Summerland Greenwell Preserve
Claremont Hills Wilderness Park	McCain Valley Nat'l Co-op Land & Wildlife Mgmt Area	Sycamore Canyon Ecological Reserve
Cleveland National Forest Wildlife Corridors	McCrea Wildlife Preserve	Sycamore Canyon Preserve
Coachella Valley Ecological Reserve	McGinty Mountain Ecological Reserve	Sycuan Peak Ecological Reserve
Coachella Valley National Wildlife Refuge	Meadowbrook Ecological Reserve	Talbert Nature Preserve
Coachella Valley Preserve	Mecca Hills Wilderness	Thomas F Riley Wilderness Park
Coachella Valley Preserve - WCB	Michael D Antonovich Open Space Preserve	Tijuana Slough National Wildlife Refuge
Coal Canyon Ecological Reserve	Monrovia Wilderness Preserve	Trimark Otay Tarplant Preserve
Cold Creek Canyon Preserve	Monserate Mountain Preserve	University of California Ecological Study Area
Cold Creek Valley Preserve	MSCP Open Space Preserve Land	Fallbrook Land Conservancy
Coldwater Canyon Ecological Reserve	Newport 5 Preserve	Upper Las Virgenes Open Space Preserve
Coronado Butterfly Preserve	North Etiwanda Habitat Preserve	Upper Las Virgenes Open Space Preserve / Ahmanson
Coyote Mountains Wilderness	North Peak Preserve	Upper Newport Bay Ecological Reserve
Crestridge Ecological Reserve	O'Neal Canyon Preserve	Upper Newport Bay Nature Preserve
Cucamonga Wilderness	Orocopia Mountains Wilderness	Verdugo Mountains Open Space Preserve
Culverdale Wilderness Park	Otay Mountain Ecological Reserve	Vista de la Valle - Land Preserve/Mitigation Area
Day Canyon Preserve	Otay Mountain Wilderness	Walker Canyon Ecological Reserve
Del Dios Highlands Preserve	Otay National Co-op Land & Wildlife Mgmt Area	Walnut Creek Wilderness Park
Del Mar Mesa -- Lopez Ridge Ecological Reserve	Palos Verdes Shoreline Preserve	Weir Canyon Wilderness Park
Deukmejian Wilderness Park	Park Place Open Space Preserve	West Marshall Canyon Wilderness Area
Dick Smith Wilderness	Peninsular Ranges Ecological Reserve	Western Cold Creek Preserve
Dinwiddie Preserve	Pilgrim Creek Ecological Reserve	Westridge-Canyonback Wilderness Park
Duarte Wilderness Preserve	Pine Creek Wilderness	Westridge-Canyonback Wilderness Park of LA
East Elliott Preserve	Pipes Canyon Preserve	Whelan Preserve
Edom Hill-Willow Hole Preserve	Plaisted Creek Ecological Reserve	White Point Nature Preserve
Emerson Wildlife Preserve	Point Loma Ecological Reserve	Whitewater Floodplain Preserve
Engel Family Preserve	Portuguese Bend Nature Preserve	Wilderness Basin Park
Environmental Trust Preserve	Poway Creek Riparian Preserve	Wilderness Gardens Open Space Preserve
Estelle Mountain Ecological Reserve	Ramona Grasslands Preserve	Wilderness Glen Park
Ewing Oak Preserve	Rancho Jamul Ecological Reserve	Wilderness Park

2037 Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Fond Wilderness Preserve	Rancho La Costa Preserve	Wilmont Preserve
	Rancho Mission Viejo Ecological Reserve	Woodridge Preserve

IV. SPECIFIC FLIGHT PATH AND WAYPOINT CHANGES

2037-22 1.) The proposed SAN flight path IBEEE which replaces POGG has removed the waypoint LOWMA. Waypoint LOWMA was put in place to protect the natural resource on Point Loma(FRC) and Cabrillo National Monument(CNM) from overflights. Removal of the LOWMA waypoint will expose the bird breeding grounds to the potential of increased noise, stress, and endangerment from overflights.

Endangered (E.) and Threatened (T.) species at Point Loma, according to US Fish and Wildlife:

- Orcutt's Spineflower (Chorizanthe orcuttiana) E., Plant
- California Least Tern (Sterna antiserum browni) E., Bird
- California Gnatcatcher (Poliopitila californica) T., Bird

The California Gnatcatcher (Poliopitila californica) was reported on at least 7 different occasions at both CNM and FRC between April and September 2015, including the capture of a juvenile by USGS net survey. The California Gnatcatcher is on the Threatened species list according to US Fish and Wildlife.

Additional species considered threatened or Endangered at Cabrillo National Monument according to NPS:

- Ferruginous Hawk (Buteo regalis), Bird
- Swanson's Hawk (Buteo swainsoni), Bird
- Long-tailed Duck (Clangula hyemalis), Bird
- Horned Lark (Eremophila alpestris actia), Bird
- Baird's Sparrow (Ammodramus bairdii), Bird
- Cerulean Warbler (Dendroica cerulea), Bird
- Ashy Storm-Petrel (Oceanodroma homochroa), Bird
- Desert Christmas Tree (Pholisma arenarium), Plant
- Peak Rush Rose (Helianthemum scoparium), Plant
- Western Dichondra (Dichondra occidentalis), Plant

The Sierra Club opposes the removal of the LOWMA waypoint, and the threat it poses to the sensitive habitat on Point Loma, and we recommend its reinstatement or movement farther south.

2037-23 2.) Southern California beaches are an important natural resource and provide integral benefits to Southern California. In a study by the California Climate Change Center (CEC-500-2009-033-F) the authors Pendleton, King, Mohn, Webster, Vaughn, and Adams summarize the benefits as such:

“Beaches are an important recreational resource enjoyed by residents of California and many visitors to the state. According to The National Survey of Recreation and the Environment (NSRE) in 2000, nearly fifteen million people participated in beach activities in California. This dominates all other forms of marine recreation in the state but is still an underestimate because foreign tourists were not included in the survey. Most of these beach visitors spend money at the beach. It has been estimated that out-of-state beach-oriented tourism brings annual revenues of \$61 billion to California (California Department of Boating and Waterways 2002). An additional \$4 billion is spent annually on beach recreation by California residents (Pendleton and Kildow 2006). Many local visitors are able to enjoy the beach at little or no cost, but they enjoy considerable economic benefit from their presence. This benefit, beyond what people do pay, is called the consumer surplus or non-market value of beaches and represents the willingness to pay to visit beaches, beyond what people actually do

2037

Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

pay. These non-market values are real and are most often realized when beaches are damaged (either through beach loss or deterioration of water quality) or removed from use (e.g., due to an oil spill). The non-market value of beaches has been evaluated numerous times in the literature and has been estimated to contribute more than \$2 billion to the economic well-being of Californians (Pendleton and Kildow 2006).

The billions of dollars spent by beachgoers contribute to a number of local economic activities. Day visitors to beaches spend money locally on food, beverages, parking, and beach-related activities and rentals (e.g., body boards, umbrellas). Such purchases partially represent a transfer of expenditures that may have been made elsewhere in the state (e.g., gas and auto), but are largely expenditures that would not have been made in the absence of the beach trip. King (1999) estimated the fiscal impact of beaches in California and reported that in 1998, California's beaches generated \$14 billion dollars in direct revenue (King 1999).

In two other studies, the average expenditures per person per day trip (\$/trip/person) were estimated for visits to California beaches at between \$23 and \$29 per day. Such numbers may appear small when compared to alternative activities, such as amusement parks, but with annual daily visits in the millions, it all adds up to a multi-billion dollar, renewable resource.”

2037-23

Southern California Beaches are an important resource. It is very surprising therefore that the FAA has decided to move flight paths and waypoints that were away from the shore closer to or onto points directly overhead of beaches. Flight paths parallel to the shoreline as well as paths that carried flights over the water to turn are now closer to shore and or at lower elevations. Beach use as a quiet setting is a generally recognized purpose and attribute. A listing, which is not exhaustive, of specific flight paths that encroach upon beaches are:

LAX DARRK SID	LGB HAWCC SID	LAX CRUSHR STAR
LAX KARVR SID	LGB ZOOM SID	SAN IBEEE SID
LAX OSHNN SID	LGB TOPMM SID	SAN MMOTO SID
LAX PANDH SID	LGB FRITR SID	LAX RDEYE2 STAR

The Sierra Club Angeles Chapter does not agree that disruption of the shorelines by increasing aircraft presence, lowering flight path altitudes, or bringing flight paths closer to shore is needed or a desired outcome.

Has the FAA researched the historical basis for these paths to exist in their current places and altitudes? In some cases noise abatement procedures negotiated with communities at LAX, SNA and SAN have resulted in these specific situations. Has the FAA reviewed all airport's noise abatement and standard operating procedures prior to eliminating their negotiated effects?

2037-24

Has the FAA done an analysis on the economic impact of air traffic blight on a beach's non-market value and consulted with local Municipalities, Chamber of Commerce's, beach-going citizens and tourists about the effects that an increase in the amount of aircraft noise that closer flight paths, and lowering of paths, would have on the economic and emotional benefits of Southern California Beaches?

V. ENVIRONMENTAL JUSTICE

2037-25

1.) The EA fails to demonstrate proof for its claim “Therefore, no disproportionately high and adverse effects to minority¹⁹ populations or low-income populations would occur under either the Proposed Action or No Action Alternative.” According to the released Google Earth data there are census tracts which would experience a disproportionate impact that can be categorized as an adverse effect.

19 DOT defines minority as: Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander.

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There is no official definition of Low-income²⁰ but in Federal use it:
 1.) always includes the poverty population- those within 100% of the Federal Poverty Level (FPL) and,
 2.) usually refers to either <200% FPL or <185%FPL. The data below is from the US Census Bureau and at the time of this writing was only available in the 100% and <200% FPL.

A few samplings across the Metroplex area demonstrate the disproportionate effect of noise increases on minorities and low-income populations.

2037-25

Locale	Tract	Max increase in noise	Ethnic Majority	% of Majority	Population	100% poverty level	200% poverty level
Orange	759.01	4.3 dB	Non-white	51%	3920	24%	43%
Orange	759.02	4.3 dB	Hispanic	49%	7336	15%	17%
Orange	758.06	4.5 dB	Hispanic	45%	5904	8%	31%
Home Gardens	414.12	3.7 dB	Hispanic	56%	4695	8%	36%
Temecula	432.53	5.3 dB	Non-white	52%	5532	11%	18%
Temecula	432.56	5.4 dB	Non-white	63%	3401	8%	23%
Murietta	498	3.1 dB	White	52%	3510	17%	57%
San Diego	135.03	3.7 dB	White	56%	5110	7%	24%
Pine Valley	212.02	4.9 dB	White	79%	2828	12%	28%
San Bernardino	110.01	5.8 dB	White	66%	2375	19%	45%
Yucaipa	87.05	5.4 dB	White	61%	4691	9%	34%
Yucaipa	88	6.0 dB	White	59%	6342	14%	28%

Executive Order 12898²¹ directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

Using localized census tract data and other relevant information sources, the FAA is required to gather data and list any readily identifiable groups or clusters of minority or low-income persons in the study area. Small clusters or dispersed populations should not be overlooked. The FAA needs to perform a population analysis to demonstrate that the changes from the Proposed Action effect all populations equally.

2037-26

2.) Has the FAA communicated directly or specifically reached out and notified communities that are being adversely impacted by the Proposed Changes? A phone call to the City authority of many of these communities indicated that they have not been contacted or told of the impacts.

2037-27

3.) The draft EA focuses on the difference between The Proposed Action and No Action. Discussion on the cumulative effects of Aircraft flights should be given to help contextualize the overall impacts.

VI. CONCLUSION

The Sierra Club is deeply interested in environmental impacts and involving the public in decisions that effect the environment and people's health.

²⁰ DOT uses the Department of Health and Human Services poverty guidelines.
²¹ Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, signed by the President on February 11, 1994

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

In order to determine whether it is necessary to prepare an EIS, federal agencies may prepare an Environmental Assessment (EA). An EA must "provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact." 40 C.F.R. 1508.9(a).

The term "significantly" is defined as those actions "with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment." 40 C.F.R. 1502.3.

A "Cumulative impact" is defined as: "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. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. 40 C.F.R. 1508.27(b)(7)

2037-28

According to the results of the Section 4(f) properties and resources noise study, the EA has potentially significant indirect impacts in the form of noise and or pollution where mitigation and a more detailed study may yield more information. Integration of supplemental metrics may help the public understanding of the impacts.

The Sierra Club applauds the detail in the Noise Technical Report and the additional release of supplementary data in the form of Google Maps and waypoint coordinates. These resources are allowing the public to better understand and investigate effects, in some parts, to a greater depth than is stated in EA. However, this supplemental data and information does not release the FAA from its requirement to take a "hard look" at the problem. Due to the complexity of the project, amount of missing information in the draft Environmental Assessment, the lateness of which the supplemental data arrived, proceeding to a final Environmental Assessment will not provide suitable feedback.

2037-29

The Sierra Club recommends the draft be repeated with all feedback incorporated, or as the reason for having an Environmental Assessment, the project should promptly proceed to an Environmental Impact Statement (EIS).

If the FAA, or courts, decide to proceed to a final EA it is recommended the FAA should consider a 12 month post-implementation period, with 2 months interim assessments, be set aside to complete mitigation and allow all stakeholders to provide final comments about the project. Aside from the issues pointed out here, a complex project may have unintended side-effects that may need to be mitigated or otherwise addressed. Boston-Logan was given a 12-month evaluation period for the implementation, assessment and refinement of the Runway 33L RNAV project. The SoCal Metroplex project is no less complex – and a much larger scale.

Sincerely,



Darrell Clarke
Angeles Chapter Conservation co-chair and Transportation co-chair



Stephen Murray
Contributing Author and Metroplex Response Team Project Manager

APPENDIX A: Table of Sensitive sites

Sensitive Site Name	Area (Acres)	2015 No Action dB DNL	2015 Proposed Action dB DNL	2015 Change in dB DNL	Latitude	Longitude
5 Winds Ranch Open Space Preserve	333	21.8	26.8	5	34.0586	-116.9937
Abrams	107	31.7	33.7	1.9	34.1343	-118.7289
Abrams Adj	26	31.6	33.4	1.7	34.1317	-118.7399
Agua Tibia Wilderness	17514	23	25.6	2.6	33.4167	-117.0497
Agua Tibia Wilderness Study Area	606	24.2	28.5	4.3	33.4579	-117.0188
Alberhill Conservation Area	2791	40.8	44.2	3.4	33.7313	-117.4216
Alberhill Conservation Area, Expansion 1	318	40	43.5	3.5	33.6962	-117.3025
Alberhill Conservation Area, Expansion 2	110	39.1	42.2	3.1	33.6879	-117.3026
Almeria Park	8	29.8	31.7	1.9	34.1224	-117.4613
Alta Vista Open Space - COSCA	11	32.5	34.6	2.1	34.1865	-118.9594
Ambassador Park	0	31.1	32.9	1.8	34.4103	-119.6929
Anne Shirrells Park	13	35.3	37.8	2.5	34.1237	-117.3300
Arrowbear Park Ball Field	1	28.1	31.8	3.7	34.2115	-117.0784
Arroyo Conejo - South Arroyo Conejo Open Space	46	32.1	36	3.9	34.1880	-118.9056
Arroyo Conejo Nature Preserve - COSCA	250	32.7	36	3.3	34.1930	-118.9096
Arroyo Simi Equestrian Center	9	33.7	35.6	1.9	34.2633	-118.7273
Arroyo Verde Park	129	37	38.6	1.6	34.2875	-119.2262
Arroyostow Park	2	38.7	40.7	2	34.2686	-118.6820
Avenue A Park	0	23	29	6	34.0331	-117.0377
Avenue I Park	10	25.9	30	4.1	34.0093	-117.0592
Bahia Vista Park	0	28.6	32.9	4.3	33.5076	-117.1154
Bancroft County Park	-	38.7	40.8	2.1	32.7403	-116.9867
Banman (Prairie Pacific)	136	28.8	32.2	3.5	34.3433	-119.0604
Banyan Park	7	33.2	35.1	2	34.1575	-118.9509
Barranca Vista Park	5	38.2	39.7	1.5	34.2628	-119.1937
Bassett Park	10	32.7	34.5	1.8	34.0514	-117.9867
Bell Canyon Open Space	46	39.6	42.5	2.8	34.2122	-118.6559
Bell Canyon Park	103	39.4	42.4	3	34.2014	-118.6634
Best	39	29.5	32.4	2.8	34.3694	-118.9844
Blair Park	34	35.6	37.4	1.8	34.1514	-117.3175
BLMCAUS_07240215	162	37.9	40.3	2.4	33.6813	-117.0954
BLMCAUS_07240223	199	24.1	29.2	5.2	33.4629	-117.0394
BLMCAUS_07240227	143	28.4	30.8	2.3	33.5209	-117.0015

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

BLMCAUS_07240246	328	23.9	27.7	3.8	33.5097	-116.8893
BLMCAUS_07240253	44	24	25.7	1.7	33.4360	-116.8902
BLMCAUS_07240268	43	21.9	26.1	4.2	33.4932	-116.8077
BLMCAUS_07240294	236	23.1	25.9	2.8	33.4780	-116.7071
BLMCAUS_07240310	21	26.8	28.7	2	33.5618	-116.6151
BLMCAUS_07240325	38	23.4	26	2.6	33.4903	-116.6743
BLMCAUS_07240326	44	29.3	31.4	2	33.5862	-116.6717
BLMCAUS_07240520	55	32.9	34.6	1.7	33.0451	-116.5615
BLMCAUS_07240551	136	26.3	28.2	1.9	33.5570	-116.6240
BLMCAUS_07240555	31	30.5	32.8	2.2	33.5976	-116.6902
BLMCAUS_07240561	17	21.6	23.2	1.6	33.3899	-117.0533
BLMCAUS_07240577	41	23	25.7	2.7	33.4720	-116.7181
BLMCAUS_07240647	6	31.2	33.1	1.9	34.4067	-117.0554
BLMCAUS_07240648	3	31.2	32.8	1.6	34.4067	-117.0515
BLMCAUS_07240655	80	40.7	42.8	2.1	33.7050	-117.2277
BLMCAUS_07240686	99	40.1	43.5	3.4	33.6969	-117.2951
BLMCAUS_07240696	99	44.2	47.3	3	33.8083	-117.4546
BLMCAUS_07240698	20	44.7	49.1	4.4	33.7802	-117.4204
BLMCAUS_07240700	145	44.7	49.1	4.4	33.7707	-117.4135
BLMCAUS_07240701	19	44.8	49.2	4.4	33.7748	-117.4130
BLMCAUS_07240713	20	44.1	48.1	4	33.7839	-117.4297
BLMCAUS_07240730	18	44.9	49.3	4.4	33.7725	-117.4078
BLMCAUS_07240731	180	45.2	49.2	4	33.8110	-117.4454
BLMCAUS_07240735	0	33.1	34.6	1.6	33.0390	-116.5667
BLMCAUS_07240738	1	33	34.5	1.6	33.0421	-116.5666
BLMCAUS_07240762	199	21.1	23.4	2.3	34.8211	-119.4776
BLMCAUS_07240765	37	22	24.5	2.4	34.7875	-119.4463
BLMCAUS_07240766	20	22	24.8	2.8	34.7947	-119.4410
BLMCAUS_07240767	17	35.3	37.4	2.1	34.3643	-119.3762
BLMCAUS_07240823	40	35.8	37.8	2	34.3576	-119.3676
BLMCAUS_07240873	5	28.5	30.4	1.9	34.6049	-118.3066
BLMCAUS_07240890	84	33	35.4	2.4	34.7855	-118.7915
BLMCAUS_07240896	42	27	28.9	1.9	34.5331	-117.6509
BLMCAUS_07240897	7	27.4	29.3	1.9	34.5295	-117.6506
BLMCAUS_07240921	37	29.2	31.5	2.3	34.6040	-118.2953
BLMCAUS_07240922	78	33.7	38.9	5.3	34.6055	-118.2075
BLMCAUS_07240937	29	22.1	24.8	2.7	34.7866	-119.4384
BLMCAUS_07240938	18	21.3	25.2	3.9	34.8223	-119.4359
Bohnett Park	2	30.7	32.5	1.8	34.4172	-119.7121

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Borchard Park	27	32	34.5	2.5	34.1811	-118.9509
Bryant St Detention Basin	52	22.4	27.5	5	34.0509	-117.0340
Butterfield Stage Park	3	26.9	32.2	5.2	33.4897	-117.0929
Byron Zinn Park	3	39.1	41.2	2.2	33.9089	-118.1106
Cabrillo Bell Park	4	31.6	33.2	1.6	34.4165	-119.6739
Cahuilla	18517	23.7	26.2	2.5	33.5288	-116.7878
Calle Aragon Park	1	28.5	32.9	4.4	33.5061	-117.1162
Canilla Corp.	3	32.9	35.2	2.2	34.1429	-118.9282
Carbon Beach	15	41.4	43	1.6	34.0375	-118.6637
Caroline Park	18	28.5	33.9	5.4	34.0231	-117.1586
Carpinteria Bluffs Public Open Space	44	34.6	36.6	2	34.3851	-119.4988
Carpinteria Cemetery	16	33.6	35.7	2	34.4119	-119.5398
Carpinteria City Beach	2	34.2	36.2	2	34.3944	-119.5271
Carpinteria Creek	3	34.3	36.4	2.1	34.3953	-119.5076
Carpinteria Salt Marsh Reserve	33	34.1	36.1	2	34.3962	-119.5280
Carpinteria Salt Marsh Reserve - UC Natural Reserve	157	33.9	35.9	2	34.4006	-119.5339
Carpinteria State Beach	58	34.4	36.4	2	34.3919	-119.5212
Caruthers Park	13	38.5	40.5	2	33.8792	-118.1098
Castle Peak Park	-	40.3	41.9	1.7	34.2072	-118.6540
Cedar Grove Park	10	36.8	38.3	1.5	33.7512	-117.7698
Cerritos Iron Wood Nine GC	27	38.7	40.9	2.1	33.8797	-118.1062
Chapman Heights Open Space	336	23.6	28.3	4.7	34.0448	-117.0733
Chapman Plaza	-	38.5	41.6	3.1	33.7936	-117.8522
Chapman Water Storage Tank	4	23.9	28.5	4.6	34.0426	-117.0809
Chase Palm Park	31	31.3	33	1.7	34.4152	-119.6857
Cheeseboro Canyon	0	31.3	33.6	2.3	34.1679	-118.7285
Chumash Park	102	36.4	39	2.6	34.2844	-118.6781
Circle X Ranch	59	34.8	37.1	2.3	34.0885	-118.9304
Citrus Grove - JACINTO MEMORIAL	4	27.6	30.4	2.8	34.0368	-117.1457
Citrus Grove - PROSPECT	3	29.3	31.7	2.4	34.0362	-117.1688
Citrus Ranch Park	17	37.3	38.8	1.5	33.7447	-117.7737
Clark/Tran	37	30.6	35.9	5.3	33.5099	-117.2984
Clough Park	-	46.3	48.1	1.8	33.9092	-117.5032
Community Environmental Council 1	1	30.9	32.7	1.8	34.4110	-119.7215
Conejo Canyons - Adventist Hill Open Space - COSCA	22	33	36	2.9	34.1967	-118.9476
Conejo Canyons - Rancho Conejo Open Space - City	645	34.4	36.9	2.5	34.2097	-118.9397
Conejo Canyons - Rancho Conejo Open Space - COSCA	287	36.4	38.1	1.7	34.2181	-118.9397

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Conservation Area	213	29.4	33	3.5	34.0683	-117.0737
Country Trail Park	1	32.5	34.5	2.1	34.2633	-118.9071
Crafton Hills Reservoir	19	23.6	25.7	2.1	34.0659	-117.0489
Crown Hill Park	4	27.7	32.2	4.5	33.4982	-117.0746
Cucamonga Wilderness	9206	30.2	32.2	2.1	34.2101	-117.6432
Cunningham Park	2	30.4	31.9	1.6	34.1196	-117.2227
Cuyamaca Rancho State Park	12250	32	33.9	1.9	32.9995	-116.6143
Cypress Park - CRPD	9	33.1	35.1	2	34.1682	-118.9632
Dana Point Park	6	27.4	29	1.6	34.2666	-116.9430
Darrah Park	-	34.4	36.3	1.8	34.2653	-118.7226
Darrah Volunteer Park	8	34.4	36.1	1.7	34.2667	-118.7236
Deer Creek - Denman	9	39.9	41.4	1.5	34.0805	-118.9700
Deer Ridge - Deer Ridge Open Space	59	32.2	34.8	2.7	34.1596	-118.9397
Del Parque Park	9	38.5	40.7	2.1	32.7340	-116.9671
Del Rosa School Field	3	34.7	36.2	1.5	34.1501	-117.2560
Del Vallejo Park	9	33.7	35.3	1.5	34.1439	-117.2442
Delmann Heights Park	19	35.2	37.5	2.2	34.1445	-117.3273
Diamond Point Park	0	38.8	41.3	2.5	33.6825	-117.2617
Dick Clark Open Space	57	41.2	42.7	1.5	34.0895	-118.9920
Dos Vientos Community Park	29	34.4	36.3	1.9	34.1751	-118.9836
Dos Vientos Neighborhood Park	6	35.3	37.3	1.9	34.1567	-118.9791
Dos Vientos Open Space	12	34.9	36.8	1.9	34.1564	-118.9744
Dos Vientos Open Space - COSCA	110	35.2	37.1	1.9	34.1603	-118.9797
Dos Vientos Open Space - MRCA	103	36.3	38.2	1.9	34.1597	-118.9900
Dos Vientos Playfield	20	33.4	35.4	1.9	34.1712	-118.9697
Duck Farm Property	29	32.6	34.6	2	34.0468	-118.0071
Dwight Murphy Field	6	31.8	33.3	1.5	34.4186	-119.6693
East Beach	19	32	33.5	1.5	34.4166	-119.6650
Eastport Park	3	38.7	41.1	2.4	33.6804	-117.2360
Ebell Club of Santa Paula	-	28.7	31.8	3.1	34.3517	-119.0656
Ebell Park	1	28.7	31.9	3.2	34.3519	-119.0648
El Carro Park	10	33.8	36	2.2	34.4050	-119.5101
El Escorpion Park	67	39.2	42.4	3.2	34.1964	-118.6634
El Mission Creek	2	30.7	32.3	1.7	34.4163	-119.7053
El Paseo Plaza de la Guerra	-	31	32.6	1.6	34.4206	-119.6996
El Presidio de Santa Barbara State Historic Park	2	31.1	32.6	1.5	34.4227	-119.6980
Elings Park	9	30.9	32.6	1.7	34.4157	-119.7332
Elings Park - Elings Park Foundation	211	31.1	32.8	1.7	34.4078	-119.7355

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Emerson Wildlife Preserve	-	24.4	29.5	5.1	33.4667	-117.0403
Equestrian Center	5	25.1	29.1	4.1	34.0134	-117.0357
Escondido Park	7	31.1	32.9	1.8	34.4114	-119.7282
Estelle Mountain Ecological Reserve	323	43.5	47	3.5	33.7647	-117.4209
Estrella County Park	-	40.4	42.1	1.7	32.7509	-116.9845
Estrella Drive Park	7	40.7	42.3	1.5	32.7527	-116.9847
Evans Park	12	35.9	38.1	2.2	33.9767	-117.3839
Fallbrook Land Conservancy	1166	23.6	26.2	2.6	33.4304	-117.3877
Flag Hill Veterans Memorial Park	8	22.8	28.8	6	34.0341	-117.0279
Fleischmann Field	-	33.3	35.2	1.9	34.4200	-119.5621
Fontana Park	34	24.9	26.4	1.5	34.1523	-117.4644
Foster Park	201	34.4	36.1	1.7	34.3513	-119.3121
Franklin Creek Park	-	33.8	36	2.2	34.4064	-119.5182
Freeman Donation	1	35.8	39.1	3.3	34.0911	-118.8746
Garbani, Rocco, Homestead	-	36.3	38.1	1.8	33.6595	-117.0741
Garcia Park	6	30.1	31.8	1.7	34.1094	-117.5181
Gates Canyon Park	7	35.2	40.6	5.4	34.1611	-118.6926
Geller Property	234	23.1	26.6	3.5	33.5051	-116.8582
Gilman Historic Ranch Park	198	29.4	31.4	1.9	33.9377	-116.8993
Gilman Ranch Historic Park	-	29.5	31.5	2	33.9397	-116.9042
Glazier Park	1	38.9	41.1	2.2	33.8953	-118.1034
Glen Tavern Hotel	-	28.6	32.2	3.5	34.3542	-119.0614
Goodhart Wildlife Habitat Preserve	909	35.7	38	2.3	33.6478	-116.9043
Grape Arbor Park	3	32.9	36.1	3.3	34.1420	-118.7118
Griffin Park	13	47.3	50.9	3.6	33.8926	-117.5079
Harding Park	16	28.6	32.7	4.1	34.3542	-119.0512
Harding Recreation Center	-	30.6	32.4	1.8	34.4169	-119.7207
Harrelson Memorial Park	0	38.8	41.5	2.7	33.6837	-117.2793
Harry A. Lyon Park	8	37.9	39.3	1.5	34.2998	-119.2922
Harveston Community Park	20	31.8	33.5	1.8	33.5327	-117.1599
Heath Ranch Park	-	33.8	35.9	2.1	34.4075	-119.5232
Heath Ranch Park and Adobe	2	33.8	35.9	2.1	34.4077	-119.5237
Heritage Circle Park	3	28.7	30.9	2.2	34.1168	-117.4926
Heritage Neighborhood Center	17	27.7	29.8	2.2	34.1211	-117.5021
Hidden Valley Park	13	30.5	32.1	1.5	34.4242	-119.7493
Highland Historic District	-	29.5	31.5	1.9	34.1280	-117.2090
Hilda McIntyre Ray Park	-	30.8	32.7	1.9	34.4125	-119.7232
Hilda Ray Park	1	30.9	32.8	1.8	34.4120	-119.7248
Hillcrest Center	6	33.2	34.7	1.5	34.1873	-118.8846

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Hobson County Park	3	36.8	38.3	1.5	34.3381	-119.4115
Holiday Harbor Park	4	38.6	41	2.4	33.6807	-117.2715
Honda Valley Park	21	31	32.9	1.9	34.4079	-119.7153
Honda Valley Park - Community Environmental Council	5	30.8	32.7	1.9	34.4117	-119.7132
Hope Nature Preserve	359	31.2	36.5	5.3	34.1680	-118.8996
Houghton-Schreiber Park	9	35.5	37	1.5	34.2939	-118.7115
Hulda Crooks Park	9	32.3	35.3	3	34.0386	-117.2448
Indian Beach Park	2	38.6	40.8	2.2	33.6784	-117.2508
Ingalls Park	34	47.5	49.4	1.9	33.9361	-117.5220
Inman Family Trust	19	29.6	35.2	5.6	33.5016	-117.3053
Irvine holding 26	65	36.8	38.4	1.6	33.7208	-117.7353
Jalem Productions Acquisition	1150	22.6	26.2	3.5	33.4880	-116.8387
John Magee Park	1	26.9	31.8	5	33.4753	-117.1170
John Tooker Civic Park	4	23.4	29.1	5.7	34.0342	-117.0589
Juan Bautista de Anza Park	3	34.5	37.1	2.6	34.1256	-118.7073
Juanamaria Park	5	36.3	37.8	1.5	34.2834	-119.1927
Kent Hintergardt Park	12	26.2	31.2	5	33.4693	-117.1059
Kimber Park	8	31.9	34.5	2.7	34.1739	-118.9454
Kimberly Crest	-	29.4	31.4	2	34.0379	-117.1703
Knapp Ranch Park	69	39.3	42.5	3.2	34.1889	-118.6634
Knoll Open Space	21	32.4	35	2.5	34.1902	-118.9522
Koehler Park / The Landings	10	27.4	29.5	2.1	34.1300	-117.4700
La Coronilla Park	15	31.3	33.1	1.9	34.4049	-119.7159
La Mesa Park	19	32.2	33.8	1.6	34.3981	-119.7226
La Palma	19	32.2	34	1.8	34.1244	-118.7436
Lake Casitas Recreation Area	3085	31.3	32.8	1.5	34.4012	-119.3727
Las Piedras Park	6	28.5	32.7	4.2	34.3625	-119.0557
Las Virgenes Creek Open Space	4	34.2	37.4	3.2	34.1280	-118.7073
Leadbetter Beach	16	31.2	33.1	1.9	34.4010	-119.6985
Lechuza Beach	3	35.2	36.7	1.5	34.0363	-118.8676
Legacy Park	4	24.6	26.1	1.5	34.1475	-117.4995
Liberty Canyon - Silver Rock	39	32.2	34	1.8	34.1235	-118.7393
Liberty Canyon Open Space	373	31.2	33.1	2	34.1426	-118.7289
Liberty Plaza	-	38.5	42	3.4	33.7928	-117.8522
Lillian Eaton Park	0	23.3	29	5.7	34.0343	-117.0573
Limonite Meadows Park	4	50	51.4	1.5	33.9688	-117.5454
Lions Parkq	0	38.9	41.3	2.5	33.6821	-117.2504
Loma Linda Park	2	26.7	31	4.3	33.4626	-117.1164

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Lookout Park and Beach	7	33.3	34.8	1.5	34.4203	-119.6021
Los Banos del Mar	-	31	33	1.9	34.4067	-119.6944
Los Robles Golf Course	133	32.6	34.9	2.3	34.1763	-118.8895
Los Robles Open Space	352	32.4	35.6	3.2	34.1679	-118.8895
Los Vientos Open Space	28	32.6	34.6	2.1	34.1767	-118.9615
Lucky Cove Park	0	38.9	41.5	2.6	33.6835	-117.2392
Lynn Oaks Park	16	31.3	36.2	4.9	34.1740	-118.9016
Lynnmere Open Space	109	33.6	35.6	2	34.2049	-118.8959
Lynnoaks Park	-	31.3	36.1	4.8	34.1750	-118.9007
Maple Street Park	-	36	37.7	1.7	34.1145	-117.3267
Margarita Community Park	11	29.7	33.5	3.8	33.5105	-117.1440
Marie Kerr Park	57	35	38.2	3.2	34.6037	-118.1798
Mary Van Dyke Park	2	33.6	35.3	1.7	34.0497	-118.0476
McConica Ranch	147	28.6	33.3	4.7	34.3600	-119.0302
Micor	141	37.1	40.6	3.5	34.1154	-118.7012
Mill Park	14	30.9	33	2.2	34.0847	-117.2739
Moonstone Beach Park	1	39.7	42.7	3	33.6927	-117.2697
Mt. Olympus Park	552	24.7	26.5	1.8	33.4092	-117.0996
New Temple Park	5	33.5	35.3	1.8	34.0431	-118.0434
Newbury Gateway Park	8	31.4	35.9	4.5	34.1803	-118.9267
Nicholson Park	9	36.2	38.7	2.6	34.1039	-117.3487
North Fontana Park	-	27.5	29.1	1.7	34.1383	-117.4542
North Heritage Park	1	27.5	29.6	2.1	34.1224	-117.5054
Northgate Park	1	32.8	34.5	1.7	34.1118	-117.4510
Oak Glen	352	23.2	28	4.8	34.0410	-116.9440
Oak Glen Creek Detention Basin	18	22.3	28	5.7	34.0442	-117.0274
Oakmont Park	15	27	33.2	6.2	34.0125	-117.1227
Old Agoura Park	10	31	32.6	1.5	34.1464	-118.7395
Old Conejo Open Space	38	33.4	35.5	2.1	34.1959	-118.9554
Old Towne Orange Historic District	-	41	42.8	1.8	33.7841	-117.8514
Olive Grove Park	8	24.8	26.4	1.6	34.1443	-117.4981
Other Federal 1	7	33.5	35.8	2.3	34.4067	-119.4862
Other Federal 2	16	33.1	34.6	1.5	34.4324	-119.5937
Outrigger Park	1	39.4	42.1	2.8	33.6881	-117.2416
Pablo Apis Park	2	25.5	30.9	5.4	33.4722	-117.0836
Pala Community Park	6	27	31.7	4.7	33.4720	-117.1175
Pala Road Park	-	27.6	32.2	4.5	33.4750	-117.1275
Paloma Del Sol	4	26.7	32	5.3	33.4836	-117.1023
Palza Vera Cruz	2	31.1	32.8	1.7	34.4189	-119.6940

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Paramount Ranch	0	32.9	34.5	1.6	34.1190	-118.7507
Parkview Park	6	46.3	48.4	2.1	33.9016	-117.5314
Parmenter Park	4	46.4	48	1.6	33.9225	-117.5473
Paseo Gallante Park	2	25.8	31	5.2	33.4685	-117.0978
Pass Valley Park	5	28.6	30.3	1.7	33.9328	-116.8642
Patricia Marrujo Park	5	26.4	27.9	1.5	34.1470	-117.4521
Patricia Murray Park	2	30.5	32.3	1.8	34.1075	-117.5127
Pauba Ridge Park	5	29	32.5	3.5	33.5113	-117.0806
Peacock Ridge Open Space	28	32.9	35.5	2.6	34.1330	-118.7151
Pechanga	4489	23.6	28.1	4.5	33.4511	-117.1086
Pechanga Indian Reservation	3961	24.6	29.4	4.8	33.4508	-117.0886
Pepper Tree Playfield	22	32.8	35	2.3	34.1914	-118.9551
Pershing Park	6	31	32.9	1.9	34.4086	-119.6960
Peto Family Trust	99	28.7	33.3	4.6	34.3537	-119.0372
Pilgrim Terrace Park	-	30.5	32.1	1.6	34.4256	-119.7240
Pitcher Park	1	39.8	43.7	3.9	33.7858	-117.8449
Plaza del Mar Park	6	31	32.9	1.9	34.4080	-119.6952
Plaza Square Park	1	39.8	43.1	3.3	33.7879	-117.8532
Point Dume State Beach	0	37.6	39.3	1.7	34.0107	-118.8168
Potrero / Kelley Estates	3	31.4	35.6	4.2	34.1775	-118.9299
Potrero / Potrero - COSCA	115	32.6	34.9	2.3	34.1672	-118.9459
Prado Park	3	35.4	37.6	2.2	34.0396	-117.2780
Promenade Community Park	20	47	50.2	3.2	33.8948	-117.5188
Quail Valley Park	-	40.7	43	2.2	33.7053	-117.2420
Ramona	546	31	33.4	2.5	33.6019	-116.6860
Ramona Indian Reservation	1353	32.1	34.9	2.8	33.6104	-116.6957
Rancho Conejo Open Space	-	33.4	36.6	3.3	34.2072	-118.9334
Rancho Conejo Playfield	14	32.4	36.2	3.9	34.1924	-118.9119
Rancho Santa Susana Community Park	45	37.8	39.6	1.8	34.2725	-118.6951
Rancho Simi Community Park	33	31.3	33	1.6	34.2656	-118.7634
Rancho Summit Park	7	24.7	26.2	1.5	34.1461	-117.5028
Rattlesnake Reservoir	59	36.6	38.4	1.8	33.7290	-117.7398
Redlands holding 1	2	28.1	31.2	3.1	34.0342	-117.1527
Repllier Park	9	28.7	30.3	1.6	33.9311	-116.8797
Reservoir Hill Park	5	39	41	2.1	33.8786	-118.1015
Rincon Beach Park	32	34.9	36.9	2	34.3781	-119.4818
Ritter Ranch	2417	37.3	39.1	1.9	34.5413	-118.2532
River Trails Park	-	49.4	51.2	1.8	33.9547	-117.5409
Riverside County Habitat Conservation	41	21.7	26	4.3	33.4901	-116.7991

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Agency 1						
Riverside County Habitat Conservation	41	21.6	26	4.4	33.4865	-116.7948
Agency 2						
Riverside County Habitat Conservation	31	21.7	25.9	4.3	33.4824	-116.7525
Agency 4						
Riverwalk Dog Park	4	45.6	47.4	1.9	33.8997	-117.4939
Rock Mountain Preserve	76	27.6	29.8	2.2	33.4349	-117.2442
Rock Vista Park	8	47.5	50.7	3.2	33.9028	-117.5242
Rosena Park	10	25.3	27	1.7	34.1435	-117.4726
Sage Ranch Park	579	39.7	42.8	3.2	34.2427	-118.6783
Sam Hicks Monument Park	2	29.6	33.7	4.1	33.4984	-117.1509
San Angelo Park	9	32.5	34.6	2.1	34.0506	-118.0028
San Bernardino Soccer Complex	46	31.4	33.2	1.8	34.1293	-117.2329
San Jose Creek	38	32.9	34.5	1.5	34.0331	-118.0110
San Manuel	669	32.3	33.8	1.5	34.1542	-117.2223
Santa Barbara holding 6	0	31	32.8	1.8	34.4099	-119.7224
Santa Barbara Maitime Museum	39	31	32.9	1.9	34.4078	-119.6937
Santa Claus Lane Beach	2	33.9	35.8	1.9	34.4044	-119.5470
Santa Fe Depot Park	-	39.9	42.9	3	33.7883	-117.8567
Santa Margarita Ecological Reserve	910	28.7	31.2	2.5	33.4359	-117.1985
Santa Margarita Preserve	211	25.4	27	1.6	33.4056	-117.2530
Santa Margarita River	222	29	32.5	3.6	33.4684	-117.1480
Santa Margarita River Ecological Reserve	162	28.7	31	2.4	33.4357	-117.1886
Santa Margarita River Lands	1361	26.9	28.8	1.8	33.4116	-117.2488
Santa Monica Creek	25	33.7	35.8	2.1	34.4149	-119.5264
Santa Paula	76	29.1	31.4	2.3	34.3392	-119.0679
Santa Rosa	10920	27.3	29.5	2.2	33.5326	-116.5684
Santa Rosa Indian Reservation	9255	30.2	33	2.9	33.5994	-116.5664
Santa Rosa Plateau Ecological Reserve	5557	32.9	36	3.1	33.5117	-117.2466
Settlers Park	11	36.8	38.4	1.6	33.7390	-117.7590
Shandin Hill Golf Course	65	35.4	37.4	2	34.1474	-117.3229
Shea Open Space - Las Virgenes	25	33.7	38.2	4.5	34.1555	-118.7038
Shiveley Park	6	33.8	35.5	1.7	34.0436	-118.0484
Sierra Park	4	38.8	41	2.1	33.7911	-117.9184
Simi Cemetery	5	31.1	32.7	1.6	34.2660	-118.7671
Simi Hills Golf Course	228	36.6	39.7	3.1	34.2872	-118.6943
Simi Hills Neighborhood Park	6	36.6	39.1	2.6	34.2870	-118.6961
Sorenson	28	27.5	33.2	5.7	33.4881	-117.3368
South El Monte Community Center	0	33.6	35.4	1.8	34.0462	-118.0468
Speicher Park	28	31.3	33.1	1.7	34.1270	-117.2339

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Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)

Spencer Adams Park	3	30.9	32.5	1.6	34.4222	-119.7076
Stagecoach Inn Park	16	31.5	36.4	4.9	34.1782	-118.9124
Stearns Wharf	4	31.2	33	1.8	34.4100	-119.6870
Steckel Park	200	27.2	32.2	5.1	34.4018	-119.0806
Sterling Park	2	33.8	35.3	1.5	34.1481	-117.2432
Stevenson Park	12	40.2	41.8	1.6	33.8711	-118.2579
Summer Lake Park	16	37	38.5	1.5	33.6931	-117.3920
Summerland Greenwell Preserve	2	33.3	34.9	1.6	34.4237	-119.5891
Swartz County Regional Park	214	37.1	38.7	1.5	32.8084	-116.6496
Tapo Canyon Park	203	34.1	36.5	2.4	34.3271	-118.7135
Tar Pits Park	9	34.6	36.5	1.9	34.3870	-119.5112
Tarantula Hill	45	33.6	35.1	1.5	34.1947	-118.8885
Taylor Family Ranch	39	29.1	32.6	3.5	34.3658	-118.9932
Teague Park	8	29.1	31	1.9	34.3430	-119.0793
Tehachapi Park	3	45.5	47.3	1.8	33.8940	-117.5289
Temecula Creek Trail Park	5	26.1	31.4	5.3	33.4828	-117.0730
Temecula Duck Pond	6	29.5	33.6	4.1	33.5027	-117.1469
Temeku Hills Park	11	30.1	32.7	2.6	33.5242	-117.1127
Thornbury Park	28	30.9	32.9	1.9	34.4083	-119.7107
Tokay Park	-	32	33.9	1.8	34.1120	-117.4567
Toland Park	220	29	32	3	34.3851	-119.0000
Toro Canyon Park	89	32.9	34.8	1.9	34.4339	-119.5543
Tuscany Hills Community Park	5	38.8	41.5	2.7	33.6820	-117.2836
Unknown - NGO	639	30.7	32.3	1.6	33.3264	-116.3062
Unknown - Santa Monica Mountains Conservancy	6	31.4	33.1	1.8	34.1389	-118.7327
Unknown Preserve - Fallbrook Land Conservancy	39	28	29.6	1.6	33.4105	-117.1792
Upper Las Virgenes Open Space Preserve	116	37.6	42.9	5.2	34.1676	-118.6786
Upper Las Virgenes Open Space Preserve / Ahmanson	5428	35.5	40	4.5	34.2094	-118.7287
Upper Stokes	46	41.4	43.6	2.2	34.1163	-118.6744
Vail Ranch Park	16	25.7	31.2	5.4	33.4755	-117.0834
Ven-Tu Park	-	31.4	36.4	5	34.1745	-118.9098
Ventu Park Open Space	125	31.5	36.4	4.9	34.1680	-118.9196
Ventura Community Park	97	37.4	38.9	1.5	34.2713	-119.1929
Verde Park	7	37.5	39.5	2.1	34.2744	-118.6720
Victoria Arbors Park	9	28.8	30.3	1.5	34.1178	-117.5307
Vista del Arroyo Park	3	33.4	35.3	1.9	34.2632	-118.7293
Walnut Grove Equestrian Center	13	31.8	35.8	4	34.1835	-118.9010
Walnut Open Space	9	32	35.3	3.4	34.1823	-118.8940

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2037**Darrell Clarke and Stephen Murray on behalf of the Sierra Club (continued)**

Warrack Park	32	31.1	37.2	6.1	34.6129	-118.2231
Wendy Park	5	32.3	34.7	2.4	34.1642	-118.9420
Wentworth Park	0	30.9	32.8	1.9	34.4118	-119.7020
West Hills Recreation Center	16	39.9	41.8	1.9	34.1975	-118.6570
Westward Beach	21	37.8	39.3	1.5	34.0064	-118.8129
Whelan	40	41.4	43	1.6	34.0798	-119.0005
White Oaks Park	-	38.5	40.8	2.4	34.2861	-118.6643
Wildwood - Lynnmere North Open Space	376	33.7	35.6	1.9	34.2097	-118.9196
Wildwood - Wildwood Mesa Open Space	221	34.6	36.4	1.8	34.2181	-118.9196
Wildwood Canyon	854	23.4	28.7	5.3	34.0254	-117.0046
Williams Property	112	22.7	25.6	2.8	33.4612	-116.7498
Wilson	114	31.9	33.7	1.8	34.1271	-118.7349
Wilson Creek Riparian Corridor	464	23.8	26	2.2	33.4690	-116.7197
Windrows Park	8	27	28.5	1.5	34.1292	-117.5295
Yarborough Park	2	38.4	39.9	1.5	33.6759	-117.3292
Yucaipa Regional Park	414	22.9	27.4	4.5	34.0513	-117.0541
Yucaipa Skate Park	6	24.3	29.3	4.9	34.0354	-117.0926
Zuma County Beach	0	37.7	39.6	1.9	34.0166	-118.8170

#END

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Response

2037-01

The commenter states that the slight increase in emissions associated with the Proposed Action and discussed in Section 5.8.1 “does not demonstrate a reduction in emissions that was promised at the outset.” 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. A reduction in emissions is not a part of the purpose and need for this Project. Furthermore, as discussed in Section 5.8.2 of the EA, the Proposed Action consisting of ATC activities and adoption of approach, departure, and enroute procedures for air operations is an action that will not exceed the applicable de minimis emissions levels and, therefore, presumed to conform to the applicable SIPs. Production of an emissions inventory as requested by the commenter is not warranted.

Please see **Topical Response 06 – Air Quality - Air Pollution** for additional information. Please also see **Topical Response 05 – Purpose and Need**.

2037-02

The commenter incorrectly states that the EA reports 3,000 feet as the “mixing height” in the General Study Area. Section 4.3.8 actually describes 3,000 feet as the “average mixing height.” This reflects the description included in the FAA’s list of presumed-to-conform actions under general conformity as published in the Federal Register. 72 Fed. Reg. 41565 (July 30, 2007). However, this should read the “annual average mixing height” and represents the annual average mixing height in the contiguous United States. The text has been corrected in the Final EA. An average mixing height of 3,000 feet AGL is a very conservative benchmark for purposes of air quality analysis. Aircraft emissions released into the atmosphere above 3,000 feet AGL are presumed to conform with applicable SIPs because these actions do not have an effect on pollution concentrations at ground level.

While as the commenter has noted aircraft may fly at different altitudes throughout the day, the changes associated with the arrival and departure procedures included in the Proposed Action and the aircraft that will be operating on these procedures are primarily situated at or above 3,000 feet AGL.

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

2037-03

The commenter asks whether the FAA has consulted with atmospheric scientists and other experts as part of the air quality analysis. Please see Appendix A for information regarding agency coordination and public outreach for the EA, which includes some of the agencies identified by the commenter. As discussed in Section 5.8 of the EA, the Proposed Action falls into a category that is presumed to

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Response (continued)

conform to applicable SIPs (Federal Presumed to Conform Actions under General Conformity, 72 Fed. Reg. 41565, [July 30, 2007]). No further air quality analysis is necessary. The EA is prepared in compliance with FAA Order 1050.1E, which describes the required methodology, models, and metrics for the air quality analysis.

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

2037-04

The commenter states that the FAA needs to justify the presumption of conformity applicable to the Proposed Action. As discussed in Section 5.8, the Proposed Action falls within a category of activities both recognized and promulgated in federal regulations by both the EPA and the FAA as presuming to conform to the applicable SIPs. A basic explanation of air quality, including a brief discussion of the General Conformity Rule and the Presumed to Conform Rule, can be found in **Topical Response 06 – Air Quality - Air Pollution**.

2037-05

The commenter states that the slight increase in fuel use associated with the Proposed Action “does not demonstrate a reduction of fuel savings as promised as rationale for the project.” 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. A reduction in fuel use is not a part of the purpose and need for this Project. Please also see **Topical Response 05 – Purpose and Need**.

2037-06

The commenter asks why the reduction of fuel use was not met. Fuel usage is not part of the Purpose and Need of the Project, as stated in section 2.1 of the EA document. Please see **Topical Response 05 – Purpose and Need**. As discussed in Section 4.3.7 and 5.7 of the EA, aircraft fuel burn was calculated for the Proposed Action and No Action Alternatives for the Study Airports in the General Study Area. As discussed in Section 5.7.3 of the EA, the Proposed Action, when compared to the No Action Alternative, resulted in a slight increase of 0.33 percent in 2016 and 2021.

2037**Response (continued)****2037-07**

The commenter asks, if the efficiency of the procedure hasn't been increased, as demonstrated by this higher fuel use, what benefit does it serve to enforce procedures that increase ground noise, such as lowering flight altitudes and shortening approaches and departures. 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.

Efficiency for the SoCal Metroplex Project is not measured in decreased fuel use. Efficiency is increased by updating or replacing conventional procedures that rely upon older ground-based navigational aids with RNAV procedures. Please see Chapter 2 of the EA for a discussion of the purpose and need of the Proposed Action procedures.

2037-08

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

2037-09

The commenter asks which scenario the fuel usage is associated with in Section 4.3.7 of the EA. The fuel usage number provided in Section 4.3.7 is contained within the Affected Environment chapter of the EA. Specifically, the fuel burn and noise were calculated for establishing the baseline for existing aircraft noise exposure; see Section 4.3.1.2, Existing Aircraft Noise Exposure, for more information.

The commenter asks where the boundaries of fuel use are calculated. The NIRS noise model calculates fuel burn using the same input used for calculating noise. See Section 4.3.7, Energy Supply (Aircraft Fuel), for more information.

The commenter disagrees with the CO₂e (MT) emissions values found in Section 5.9.3, Potential Impacts – 2015 and 2020, alleging incorrect use of CO₂ conversion factors and federally accepted formulas. 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. Fuel burn and CO₂ emissions are calculated using NIRS, and results found in Section 5.9.3 come directly from the NIRS output.

2037

Response (continued)

2037-10

The commenter states changes below 3,000 feet AGL should be described to determine via quantitative analysis what further impacts to air quality may result. 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 procedures were designed wherever possible to remain within the existing historical flight tracks.

2037-11

The commenter states that the EA is missing a Hazardous Air Pollutant (HAP) emissions inventory. As discussed in Section 5.8.2 of the EA, the Proposed Action consisting of ATC activities and adoption of approach, departure and enroute procedures for air operations is an action that will not exceed the applicable de minimis emissions levels and, therefore, presumed to conform to the applicable SIPs. A HAP emissions inventory is not required.

2037-12

The commenter states that the EA should include a discussion about how GHG emissions from aircraft engines and the Proposed Action may affect air pollution and regional/Global Climate Change. The GHG emissions analysis was prepared for the EA in accordance with CEQ and FAA guidelines requiring calculation and reporting of GHG emissions associated with the Project in terms of CO₂ equivalent or CO₂e. Section 4.3.9 provides a total annual calculation of CO₂e for 2013 existing conditions in comparison to estimates of national and global CO₂e output for the same time frame. Section 5.9.3 provides calculations of CO₂e under both 2016 and 2021 conditions for both the Proposed Action and No Action Alternative. The discussion includes a comparison of GHG emissions under both the Proposed Action and the No Action Alternative and calculation of the overall percentage the Proposed Action and No Action Alternative would contribute to national and global emissions for the same time frame.

2037

Response (continued)

2037-13

The commenter states that special consideration should be given in evaluating potential noise impacts to state, county, and municipal parks and environmental and cultural resources. The EA is prepared in compliance with NEPA and FAA Order 1050.1E. 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. 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, including noise impacts, on specific locations or areas of interest.

The commenter should note that in keeping with the requirements of Paragraph 14.5e in Appendix A to FAA Order 1050.1E, in addition to conducting a noise analysis to identify potential significant noise impacts, the noise analysis did evaluate the potential for reportable noise increases (i.e., a DNL 3 dB increase in areas exposed to DNL 60-65 dB and a DNL 5 dB increase in areas exposed to DNL 45-60 dB) in all areas of the General Study Area. The results of the noise analysis indicated that the Proposed Action, when compared to the No Action Alternative, would not result in any reportable noise increases anywhere in the General Study Area.

2037**Response (continued)****2037-14**

The commenter requests that the FAA consider the effect that an incremental increase in aircraft noise has on the cumulative impact of aircraft noise. Section 5.10 of the EA discusses the cumulative impacts resulting from the implementation of the Proposed Action with other actions. Due to the nature of the resources affected by the Proposed Action, only past, present, and reasonably foreseeable future actions with direct or indirect effects on aircraft flight patterns within the General Study Area were considered. Reasonably foreseeable future actions refer to projects likely to be completed before 2021 and for which information is available that provides enough specificity to provide meaningful information to a decision maker and the public. A list of projects included in the EA is provided in Table 5-7.

2037-15

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. 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.

2037-16

The commenter has provided a list of 400 sites they feel require “extra consideration” for purposes of the noise analysis. Both the EA and the noise analysis completed for the EA were prepared in compliance with NEPA and FAA Order 1050.1E. As discussed in Sections 5.1 and 5.3, 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. Accordingly, further analysis of potential impacts to the random sampling of resources identified by the commenter is not warranted. Please also see response to Comment 2038-13.

2037

Response (continued)

2037-17

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

2037-18

The commenter suggests an alternative noise level metric that would adequately address the noise effects. 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. FAA Order 1050.1E recognizes use of supplemental metrics which may optionally supplement DNL on a case-by-case basis to characterize specific noise effects, and a decision to calculate supplemental metrics is at the sole discretion of the FAA. However, while FAA Order 1050.1E allows for the use of supplemental noise analysis when necessary, the lack of significant noise impacts or reportable noise increases associated with SoCal Metroplex Project does not warrant additional analysis.

2037-19

The commenter states that the FAA has only considered the bird and bat strikes which occur at 3,000 feet or below as an environmental impact and that the EA provides no discussion on the impact of chemical drop outs, gaseous emissions, or particulate matter that may be dispersed over sensitive areas. As discussed in Section 5.5.3, the analysis of potential impacts to wildlife is focused on wildlife strike above 3,000 feet AGL because the changes associated with the Proposed Action would primarily occur at or above 3,000 feet AGL. Furthermore, as discussed in Section 5.8, it has been determined that aircraft emissions above the mixing height (assumed to be the national annual average of 3,000 feet AGL) do not have an effect on pollution concentrations at ground level. This would include ground level concentrations of particulate matter and potential chemical residuals on plants. Please also see **Topical Response 06 – Air Quality - Air Pollution**.

2037-20

The commenter states that a sudden change or movement of a flight path over or away from its current position could have a deleterious effect on certain species, and the FAA needs to take a “hard look” at potential impacts to endangered, threatened, and sensitive wildlife species found at 213 ecological or wilderness reserves, wildlife refuges, sanctuaries, preserves, and study areas. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. Furthermore, as discussed in Section 5.5, the greatest potential for impacts to wildlife species would result from wildlife strikes on avian and bat species at altitudes below 3,000 feet AGL. Because changes to flight paths under the Proposed Action would primarily occur at or above

2037

Response (continued)

3,000 feet AGL, the Proposed Action would not result in significant impacts to avian and bat species when compared with the No Action Alternative. In terms of noise impacts, the noise analysis assessed potential noise impacts at grid points located at wilderness reserves, wildlife refuges, sanctuaries, and preserves located within the General Study Area. 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 anywhere in the General Study Area.

2037-21

The commenter asks whether the FAA has consulted with biologists from various federal, state, and local agencies to study the potential impacts of the Metroplex proposal on species at the 213 identified “sensitive natural sites.” Regarding concerns with wildlife and endangered species, Section 4.3.5 discusses the existing wildlife resources within the General Study Area and includes threatened and endangered species. As discussed in Section 5.5, the Proposed Action would not result in significant impacts to threatened and endangered species when compared with the No Action Alternative. Also, please see Appendix A of the EA for a description of the agency and governmental involvement conducted for the SoCal Metroplex EA.

2037-22

Please see **Topical Response 11 - Point Loma**.

2037-23

The commenter is concerned with California beaches as an important natural resource and lists several Proposed Action procedures that are near beaches. The Proposed Action procedures were designed wherever possible to remain within the existing historical flight tracks. The Proposed Action procedures do not conflict with existing noise abatement procedures. The procedures were optimized wherever possible to fly at greater altitudes than the existing procedures and utilize optimized profiles (reducing thrust and level offs). 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.

2037**Response (continued)****2037-24**

The commenter asks whether the FAA, in consultation with local municipalities, chambers of commerce, beach goers, and tourists, has prepared an analysis of the economic impact of “air traffic blight” on Southern California beaches. The EA was prepared in accordance with NEPA and FAA Order 1050.1E. The environmental analysis includes a discussion of socioeconomic and noise impacts throughout the General Study Area. Please see Sections 4.3.6 and 5.1 in 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.

2037-25

The commenter claims that there are census tracts which would experience a disproportionate impact based on undefined criteria. The commenter also claims that the FAA needs to perform a population analysis to demonstrate that the changes from the Proposed Action affect all populations equally. The environmental analysis was conducted in compliance with NEPA and FAA Order 1050.1E. This noise analysis was based on census block population centroids located throughout the General Study Area and include all census block population centroids for tracts of environmental justice concern. As discussed in Section 4.3.6, minority and low-income populations for each census tract within the General Study were identified using GIS. Environmental justice communities within the General Study Area (i.e., census tracts with minority or low income populations that exceed the thresholds described above) are depicted in Exhibit 4-6.

The random sample provided by the commenter identifies noise increases assumed to represent the delta between the Proposed Action when compared to the No Action Alternative. However, as discussed in Section 5.6.3, the noise analysis prepared for the EA demonstrates that no census block centroids in the General Study Area would experience a change in noise exposure in 2016 or 2021 that exceeds any of the FAA’s significance or reportability thresholds for noise impacts on people. Therefore, no adverse direct or indirect effects would occur to any environmental justice populations within the General Study Area under the Proposed Action for 2016 and 2021.

2037-26

The commenter asks whether the FAA has communicated with communities adversely impacted by the Proposed Action. As discussed in Chapter 5 of the EA, the results of the environmental analysis demonstrate that the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts. The FAA engaged in extensive public outreach for the

2037

Response (continued)

SoCal Metroplex Project, including public notifications, notices in major newspapers throughout the General Study Area, a 120-day public review and comment period for the Draft EA, 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 public outreach, including a mailing list identifying all parties directly contacted.

2037-27

The commenter states that a discussion on the cumulative effects of aircraft flights should be given to help contextualize overall impacts. Section 5.10 discusses the cumulative impacts resulting from the implementation of the Proposed Action with other actions.

2037-28

The commenter states that supplemental metrics may help the public understand the “significant indirect impacts in the form of noise and or pollution” to Section 4(f) properties. As discussed in Section 5.1, the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts or reportable noise increases anywhere in the General Study Area. Similarly, as discussed in Section 5.8, no impacts to air quality are anticipated. Accordingly, the use of supplemental metrics as described by the commenter is not warranted. Please also see response to Comment 2038-13.

2037-29

The commenter requests that the Draft EA be reissued with all feedback incorporated or proceed to an EIS. The FAA engaged in extensive public outreach for the SoCal Metroplex Project, including a 120-day public review and comment period for the Draft EA. All comments received on the Draft EA during the comment period have been added along with responses to this appendix to the Final EA. Based on the comments received, where warranted, the EA has been updated with corrections and additions. A detailed description of all corrections and additions to the Final EA can be found immediately preceding Chapter 1.

The commenter also suggests implementation of a 12-month post-implementation period with two-month interim assessments to allow for implementation of mitigation and further public comments about the Project. 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.

2038

Steve Crow

From: Stephan
To: Air Noise
Subject: Airplane noise complaint 10.10.15 - LOW FLYING, LOUD PLANES!
Date: Saturday, October 10, 2015 2:20:57 PM

2038-01

Very loud low flying planes!

too loud, too low!

When are you going to respond to this complaint?

Who will be responding to this complaint?

Steve Crow
 619-280-3451
 92107

2038

Response

2038-01

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

2039

Linda Hadaway

From: Linda Hadaway [lindahadaway@hotmail.com]
Sent: Saturday, October 10, 2015 3:30 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight change

2039-01

An injustice to our community!!!

2039

Response

2039-01

Thank you for your comment.

2040

Robert Easton

From: Robert Easton [reaston282@aol.com]
 Sent: Saturday, October 10, 2015 4:28 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Metroplex

2040-01

FROM San Diego: JET NOISE RAPES OUR EARS

Sent from my iPad

2040

Response

2040-01

Thank you for your comment.

2041

Robert Easton

From: Robert Easton [reaston282@aol.com]
Sent: Saturday, October 10, 2015 4:44 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: San Diego

2041-01

Sent from my iPad SAFETY: Crashes are safer over water than over land.

2041

Response

2041-01

Thank you for your comment.

2042

Robert B. and Jacqueline B. Petersen

From: Bob and Jackie Petersen [rp720@sbcglobal.net]
Sent: Saturday, October 10, 2015 6:09 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight Path Change over Point Loma, San Diego

Oct 10, 2015

2042-01

We are very concerned about changing the flight pattern to fly over most of Point Loma because of the extra noise, exhaust pollution, and detriment to the entire tax base of the city of San Diego. We purchased our home because of the desirable environment of Point Loma.

People in the current flight path were given double pane windows and air conditioning systems to help alleviate the environmental impact to some degree, but the property value continues to be significantly reduced because of the air traffic.

Sincerely,

Robert B. Petersen, 30 years as engineer with

General Dynamics, retired

Jacqueline B. Petersen, 22 years as teacher with

San Diego City Schools, retired

2042

Response

2042-01

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

2043

Mark Smith

From: Mark Smith [mark.smith@solarforward.com]
Sent: Saturday, October 10, 2015 8:00 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Yes to metroplex

2043-01

I live in Ocean Park Santa Monica.
I am in favor of Metroplex.
New departures and new approaches please.

Mark Smith

C: 310 213 0790
F: 310 452 8231



www.solarforward.com

2043

Response

2043-01

Thank you for your comment.

2044

Steve Crow

From: Stephan
To: Air Noise
Subject: Airplane noise complaint 10.10.15 - LOW FLYING, LOUD PLANE JUST NOW!
Date: Saturday, October 10, 2015 11:56:24 PM

2044-01

Very loud low flying plane!
too loud, too low!
When are you going to respond to this complaint?
Who will be responding to this complaint?

Steve Crow
619-280-3451
92107

2044

Response

2044-01

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

2045

Steve Crow

From: [Stephan](#)
To: [Air Noise](#)
Subject: Airplane noise complaint 10.11.15 - UA1748 LOW FLYING, LOUD PLANE JUST NOW!
Date: Sunday, October 11, 2015 9:45:19 AM

2045-01

Very loud low flying plane - UA1748
too loud, too low!
When are you going to respond to this complaint?
Who will be responding to this complaint?

Steve Crow
619-280-3451
92107

2045

Response

2045-01

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

2046

Steve Crow

From: [Stephan](#)
To: [Air Noise](#)
Subject: Airplane noise complaint 10.11.15 - LOW FLYING, LOUD PLANE - RELENTLESS NOISE!
Date: Sunday, October 11, 2015 4:18:11 PM

2046-01

Very loud low flying planes - relentless!
too loud, too low!
When are you going to respond to this complaint?
Who will be responding to this complaint?

Steve Crow
619-280-3451
92107

2046

Response

2046-01

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

2047

Julie Wiseman

From: julie wiseman [newin52@icloud.com]
 Sent: Sunday, October 11, 2015 10:52 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: SMO

2047-01

from Julie's iPhone
 Please stop this new pattern is take off/landings. WHY THE CHANGE!

2047

Response

2047-01

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

2048

Ingrid Lobet

From: Ingrid Lobet [reportera@sbcglobal.net]
Sent: Sunday, October 11, 2015 11:21 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Please consider my letter - extenuating circumstance for being late

Dear FAA Representative,

Please consider this letter even though it arrives a couple of days late. I began a new job Oct. 5.

We live in Culver City and have noticed a significant change in the airplane traffic over our home. It has actually changed our experience of where we live, and even our dreams for a future here.

When we first considered buying this home, by far the biggest purchase we will ever make in our lifetime, we visited the place three different times and sat parked in front of the house for an hour each time, to see what the noise level was. We wanted to make sure there wasn't too much vehicle traffic on the street itself. And we wanted to make sure that the sound of the 405 freeway, between one quarter and a half a mile away, wasn't too large.

We did not put in a bid on the house until we were satisfied that it was quiet enough for the life we wanted. It was. We planned to stay for many years, forever, we hoped.

2048-01

We have not been disappointed. It's been a wonderful place to live, and quiet. Even though we are right in the city, the sounds of our house are mostly birdsong and the water in a small recirculating fountain. Birds and water and breeze.

Until recently. Recently I am woken up at 6:10 am on a Sunday, *a Sunday*, by a roar of aircraft noise that is like nothing else we have ever heard here unless there was a military flight of some ind. All of a sudden there is loud plane noise as I am going to bed after 11:00 pm. As loud as a power mower right in front of the window. And the sorry sounds are all day long. Sometimes it is a rumble, sometimes like a growl, and sometimes much louder than that, and they just follow each other, one after another, one growing as the last one begins to fade, sometimes three in five minutes. When we look up, the planes are much closer than they have been before. We can see all the lights, red, green, white. Whereas the pleas were always high and distant before and I never could see their lights, just their outlines. And they were quiet.

It ruins the moments we have as a family, finally all at home together, trying to eat dinner outdoors, suddenly we cannot hear each other.

The sound of the birds is gone much of the time now. On days I work at home it can be difficult to concentrate.

2048

Ingrid Lobet (continued)

2048-01

We are shocked and incredibly disappointed in this change in our home. We can't believe that such a change would have taken place, and so quickly, and with no one talking to us. For the first time, we are considering selling our house when our son goes to college in two years.

This place that we live and have invested so much, so much effort in over the last decade, and so much money, it's just not a place we would want to live, not like this.

Please reverse these changes you have made. They have very serious consequences.

Best regards,

Ingrid Lobet

2048

Response

2048-01

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

2049

Siamak Siyami, PhD

From: Mak Siyami [siyami@gmail.com]

Sent: Monday, October 12, 2015 9:11 PM

To: 9-ANM-SoCalOAPM (FAA)

Subject: Recent increased flights and increased noise in Southern California

Hello,

2049-01

I live in city of Laguna Niguel (92677) in California near Dana Point. Over last week there has been a substantial increase of flight traffic (large commercial planes and small planes) over our house. They usually start from 6 am throughout the day and even late in the night.

Can you please let me know what has changed? IS this permanent or temporary?

Why residents of Laguna Niguel were not notified or informed of such changes?

Thank you in advance,

Siamak Siyami, Ph.D.

(949) 226-7376

2049

Response

2049-01

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

2050

Matthew Naiman

From: Matt Naiman
To: 9-AWA-NoiseOmbudsman@faa.gov; Air Noise; awarren@san.org; Russell Tony
Cc: scott.peters@mail.house.gov; Kevinfaulconer@sandiego.gov; Loriezapf@sandiego.gov; Greg Cox
Subject: Waypoint LOWMA Flight Violations Early Sunday Morning
Date: Monday, October 12, 2015 10:39:41 AM

To The FAA and SDCRAA:

I would like to register a complaint about three flights (see attached photos) that all crossed the Point Loma Peninsula north of Waypoint LOWMA early Sunday Morning on Oct 11th. Not only are these incidents disruptive to the community, they have become routine and demonstrate the FAA's and San Diego County Regional Airport Authority's continued disregard to maintain the integrity of their own departure routes.

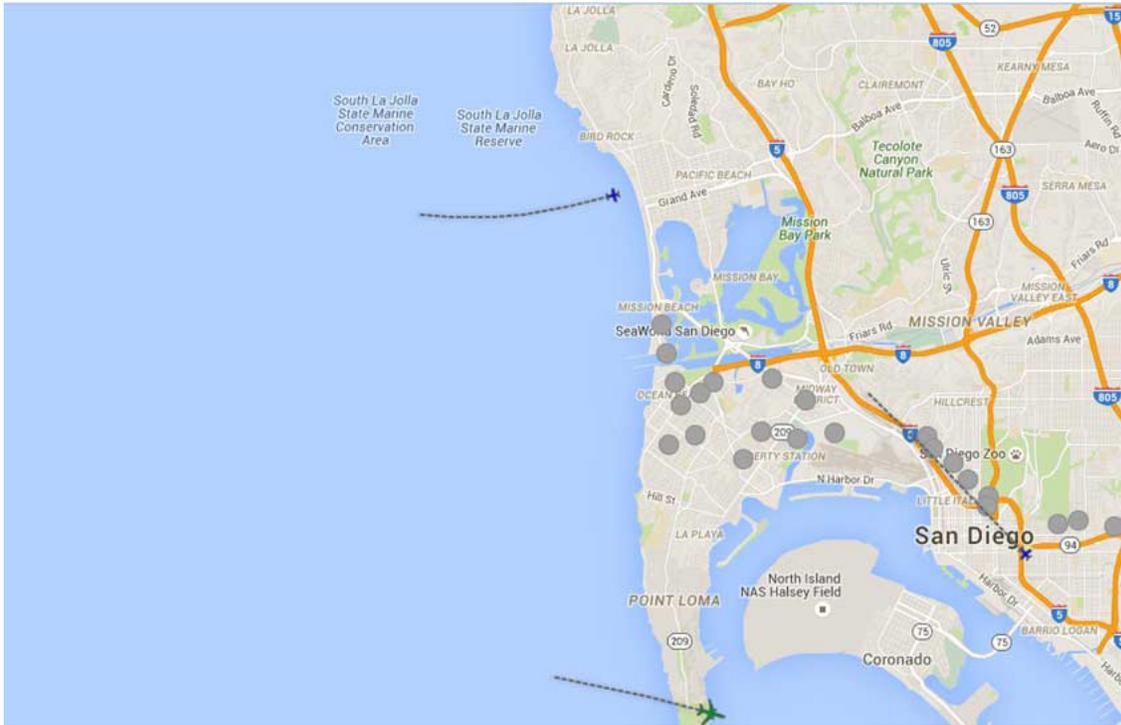
2050-01

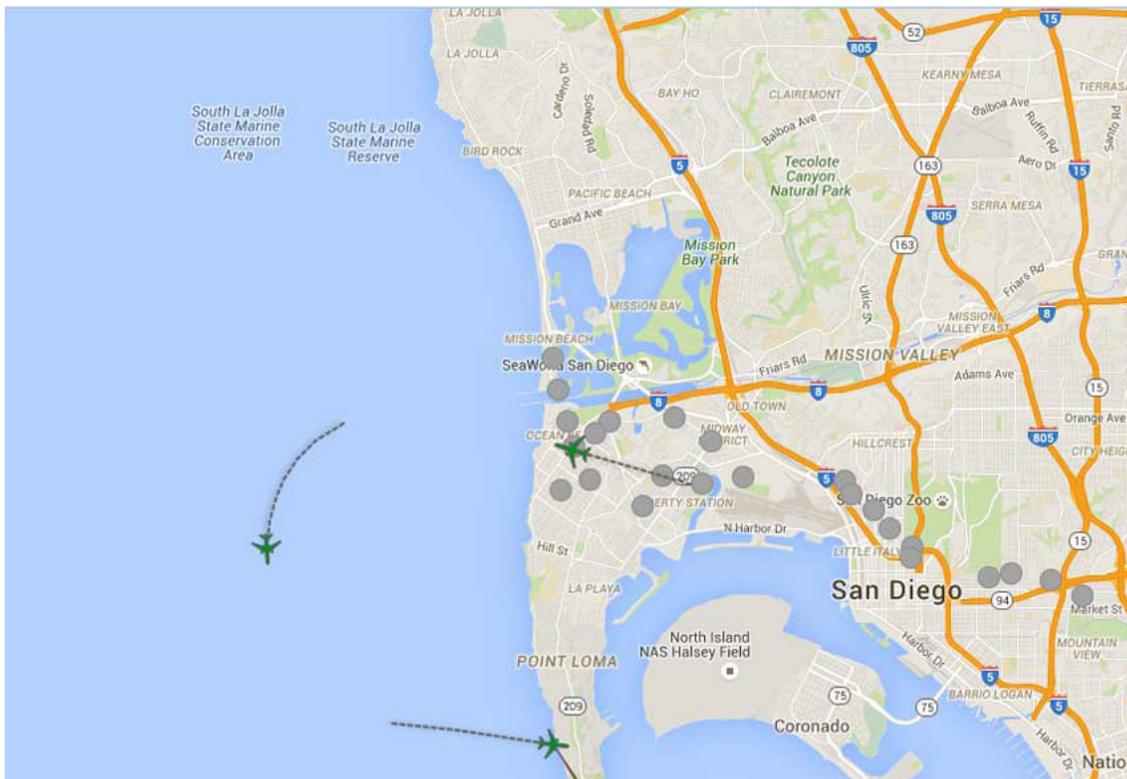
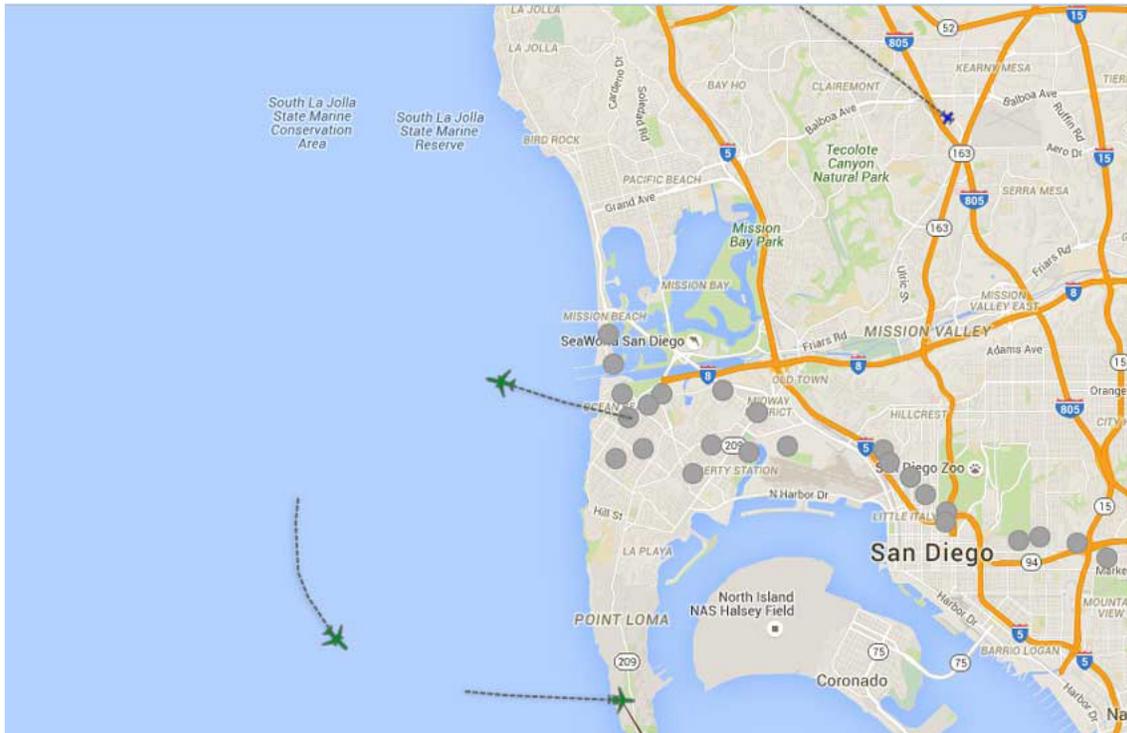
1. Flight UAL1748, a B739 aircraft crossed the peninsula well north of the LOWMA Waypoint at 6:46AM.
2. Flight DAL1864, an MD90 aircraft crossed the peninsula well north of the LOWMA Waypoint at 6:54AM.
3. Flight SWA2451, a B733 aircraft crossed the peninsula well north of the LOWMA Waypoint at 8:00AM.

Thank you for your time and attention in this matter.

Sincerely,

Matthew Naiman
 3554 Charles Street
 San Diego, CA 92106
 (619) 840-4975





2050 Response

2050-01 Please see Topical Response 02 – Existing Conditions.

2051

Teresa S Mathes

From: Teresa S. Mathes [tmathes@tmathesconsulting.com]
Sent: Tuesday, October 13, 2015 3:30 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Violations of Waypoint LOWMA already underway

To whom it may concern:

I am at this moment a passenger on United flight 1026 out of SAN bound for IAD, Captained by Lori Rossier. I had a clear view from my window as the plane banked after take off, violating the Waypoint LOWMA requirement, and crossed back over the point just north of Rosecranz Cemetery. This is the nation's second largest military cemetery and easily visible from the air. I am reporting this incident to my elected officials as well to provide additional data concerning the FAA's claim that the Metroplex changes in flight patterns are merely "proposed" and have not yet been implemented.

2051-01

Teresa S. Mathes
880 San Antonio Place
San Diego, CA 92106

Terri Mathes
tmathes@tmathesconsulting.com

2051

Response

2051-01

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

2052

Micah Linton

From: micah@micahlinton.com [micah@micahlinton.com]
Sent: Tuesday, October 13, 2015 11:46 PM
To: noise@smgov.net
Cc: "erinshipley@gmail.com"; "grahamballou@gmail.com"; "anastaciajd@gmail.com"; Jodie Ebbers; micah@micahlinton.com; "leslielieitner@aol.com"; akikoddj@gmail.com; lindseybrooks@hotmail.com; Ed Colman; ginahendrix@yahoo.com; Shara Karasic; prunefaire@gmail.com; "al.boglio@clitcheskate.com"; paklawonn@gmail.com; erik/annie rogers/johnson; nancy pittenger; debcarr1789; christina palmer; fred schruers; unni depresno; dalecstern; philiptscully; danielajeden; donna and wayne bartch; jan mcwilliams; stephanie bulger; Jennifer Scholnick; julien scholnick; christy and chris belt and keledjian; leo and jean goguen; kelly kruzick; veronica juarez; enrique juarez; Robin Walpert; dalysam; costas; david majuri; soozkampe; clairesbuchanan; dbirdseed; 99malo; mariakelly; janet dahlin; willgward; alanaperkins; mary lane; ramaniandreas; kelly levy; levymatthew; eileen archibald; jack archibald; kay hammer; jennifer eagen; Paula Mallis; todd mallis; mekolovos; brettwinton; bobeagen; andyk; wvoconnor; John Tripp; Tina Holmes; Mathew Satuloff; Alison Doherty; jonsilberman; laurie; craig; diana spurlin; dona diCarlo; "britta.gampper@fox.com"; xalmendarez@homerunsupply.com; "fatherpaulspellman@gmail.com"; "scottmacarthur@mac.com"; Cc: stewart oscar; tsmilenon@gmail.com; "katirocky@gmail.com"; "noahsherburn@gmail.com"; "tio@vonhale.com"; lisa.pinto@mail.house.gov; jesus.d.orozco@lacity.org; 9-ANM-SoCalOAPM (FAA)
Subject: SMO airport noise in venice

To whom it may concern,

I am a long time resident of Venice, specifically Presidents Row which is a neighborhood located between Washington Boulevard and Venice Boulevard, West of Lincoln Blvd. Recently it seems there has been an increase of single prop airplanes flying in and out of Santa Monica airport (SMO) and making U-turns directly above the neighborhood and two elementary schools creating a constant droning, and at times very loud disturbance.

We have a well insulated house with double-pane windows and yet the noise is very discernible and consistent beginning early in the morning and lasting until well past ten at night. As an example I have attached an audio clip taken 10/6/15 from my living room in which a prop plane audibly downs out a passing police siren just a block away.

2052-01

My inquiry is as such:

Can the flight plan be adjusted to avoid residential neighborhoods?
Why is Venice subjected to air traffic from SMO?
Is there any economic benefits to Venice from SMO?

Thank you,

Micah Linton

2052

Response

2052-01

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

2053**Carmen A. Brock, City of San Diego**

From: Brock, Carmen [CBrock@sandiego.gov]
Sent: Wednesday, October 14, 2015 4:12 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: So Cal Metraplex EA

Dear Sirs,

2053-01

The City of San Diego would like to know the next hearing date regarding the So Cal Metroplex EA. In other words, when will it be considered for final adoption? Please provide the next hearing date at your earliest convenience.

Thank you
 Carmen A. Brock
 Deputy City Attorney
 Land Use Litigation Unit
 Office of the City Attorney
 City of San Diego

2053**Response****2053-01**

The commenter would like to know the next hearing date regarding the SoCal Metroplex EA and when it will be considered for final adoption. The FAA has not made a final decision on the SoCal Metroplex Project and none of the Proposed Action Procedures have been implemented.

2054**Patricia and Don Worley**

From: talk2tricia@att.net [talk2tricia@att.net]
Sent: Wednesday, October 14, 2015 10:33 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Re: proposed changes to flight path

On Oct 14, 2015, at 3:32 PM, talk2tricia@att.net wrote:

To whom it may concern:

2054-01

The proposed change of the flight path is an unwise decision which will greatly impact residents living under the proposed path.

I already see and hear planes on a more regular basis in areas where they have only very infrequently flown in years past.

It makes no sense and it is a sharper turn for planes.

The amount of fuel that is supposedly saved will not make up for the damages created on residences and Ft. Rosecrans below.

Patricia and Don Worley
 456 San Elijo St
 San Diego, CA 92106
 619 225-1373

dandtworley@att.net

2054

Response

2054-01

Please see **Topical Response 11 – Point Loma.**

2055

Carmen A. Brock, City of San Diego

DANIEL F. BAMBERG
ASSISTANT CITY ATTORNEY
CARMEN A. BROCK
DEPUTY CITY ATTORNEY

OFFICE OF
THE CITY ATTORNEY
CITY OF SAN DIEGO
JAN I. GOLDSMITH
CITY ATTORNEY

CIVIL LITIGATION DIVISION
1200 THIRD AVENUE, SUITE 1100
SAN DIEGO, CALIFORNIA 92101-4100
TELEPHONE (619) 533-5800
FAX (619) 533-5856

October 14, 2015

Transmitted Via E-Mail

SoCal Metroplex EA
Federal Aviation Administration
Western Service Center—Operation Support Group
1601 Lind Avenue SW
Renton, WA 98057
9-ANM-SoCalOAPM@faa.gov

RE: SoCal Metroplex NextGen Air Transportation System for San Diego International Airport

Dear Sirs:

On October 8, 2015, the City of San Diego (City) submitted a comment letter to the Draft SoCal Metroplex Environmental Assessment (EA) for the Next Generation Air Transportation System (NextGen). However, since submitting its comment, residents of the City's Point Loma community have reported the new Next Gen flight patterns studied in the EA have already been implemented at San Diego International Airport (SAN). Because we understand the procedures studied in the EA should not be implemented prior to formal adoption of the EA and issuance of other permits, we are seeking clarification from the Operations Support Group regarding the statements made by the City's residents.

According to the EA, as of December 2013, arriving IFR aircraft may be assigned to one of two RNAV standard terminal arrival routes (STARs) or one of three conventional STARs, depending on where they enter the terminal airspace. Departing IFR aircraft may be assigned one RNAV standard instrument departure (SID) or one of three conventional SIDs. EA, p. 1-18. We would like to know if any of the new proposed STARs or SIDs for NextGen have been implemented so the City may properly address the residents' concerns.

Thank you in advance for your anticipated cooperation with this important matter.

JAN I. GOLDSMITH, City Attorney

By


Carmen A. Brock,
Deputy City Attorney

CAB:mr
cc: San Diego County Regional Airport Authority

2055-01

2055

Response

2055-01

The commenter is seeking clarification regarding the city residents' claim that the proposed STARs and SIDs have 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.

2056

Mayor Casey Tanaka, City of Coronado



RECEIVED OCT 15 2015

CITY OF CORONADO

OFFICE OF THE MAYOR

CASEY TANAKA

1825 STRAND WAY • CORONADO, CA 92118 • (619) 522-7320 • CTANAKA@CORONADO.CA.US

October 8, 2015

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

Sent Via E-Mail and Regular Mail
To: AMN-SoCalOAPM@FAA.gov

Ladies and Gentleman:

The City of Coronado has been made aware of the proposed Metroplex project and potential changes to the existing flight path of aircraft departing the San Diego International Airport (SAN). While we understand that the intent is to increase efficiency and reduce fuel consumption, we are concerned of the potential impacts such as noise and overflight issues it may have on our community.

In reviewing the Metroplex materials, it appears as if aircraft will be flying over the Coronado Cays area in approximately the same location as they currently do. However, because of the proposed elimination of the LOWMA waypoint, aircraft will be making tighter turns upon departure from SAN and flying over the Coronado Cays at a lower altitude, thereby potentially increasing the noise impacts to residents from these flights.

According to FAA representatives, the potential noise increase will be between 3-5 decibels, although it is not clear if this is specific to the area above the Coronado Cays. A change of 3 decibels can be perceptible to the human ear in typical indoor environments, and 5 decibels is readily perceptible to the human ear in outdoor environments. Seeing as the proposed changes will potentially be perceptible to residents under the flight path, the City of Coronado sees this aspect of the Metroplex project as a potential negative impact to our community.

Federal Aviation Administration
 October 8, 2015
 Page -2-

Therefore, the City of Coronado requests that the FAA maintain waypoint LOWMA so as to not exacerbate noise and overflight impacts generated from aircraft departing SAN when flying over the Coronado Cays area. We hope that you will consider this request as you continue to analyze the potential impacts of the Metroplex project.

Sincerely,

Casey Tanaka
 Mayor of Coronado

2056-01

2056

Response

2056-01

Please see **Topical Response 11 – Point Loma.**

2057

Jesse Hindman

From: Jesse Hindman [jesse.hindman@me.com]
Sent: Thursday, October 15, 2015 1:50 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Fwd: Proposed Plan Regarding Point Loma

To Whom It May Concern,

I live at 4545 Alhambra Street, San Diego, CA 92107.

2057-01

I attended the FAA Meeting in Point Loma last night. The way the meeting was conducted was disturbing: (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 – it was indicated that any complaints regarding present levels needed to be addressed “in the parking lot” outside of the building where the meeting was held; (3) the presentation did not include noise studies to show the recent increase in noise over sections of Sunset Cliffs at Alhambra and Froude much less other areas that have not had any noise for the last 5 years excepting the last 3-4 weeks – any resident who lives in this area knows that flight paths have already changed – it was represented that this was not the case; (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; (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.

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.

2057-02

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

2057

Jesse Hindman (continued)

2057-02

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. You are a government agency that purportedly works for taxpayers, not airlines.

Jesse Hindman

Please consider the environment before printing this email.

The information contained in this email may be confidential and/or legally privileged. It has been sent for the sole use of the intended recipient(s). If the reader of this message is not an intended recipient, you are hereby notified that any unauthorized review, use, disclosure, dissemination, distribution, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please reply to the sender and destroy all copies of the message. To contact us directly, send to postmaster@dlapiper.com. Thank you.

2057

Response

2057-01

Please see **Topical Response 13 – Point Loma Public Meeting.**

2057-02

Please see **Topical Response 11 – Point Loma.**

2058

Trisha Schuster

From: Robert Schuster [trish_longy@hotmail.com]
Sent: Thursday, October 15, 2015 2:04 AM
To: 9-ANM-SoCalOAPM (FAA); airnoise@san.org; awarren@san.org; trussell@san.org
Subject: KSAN Aircraft noise complaints

2058-01

I have noise complaints about the following aircraft:

October 14, 2015
 07:22 DAL 2016
 07:25 SWA 433, I continued to hear noise through 07:28 which I believe was a return over the peninsula
 08:34 AAL 458
 08:54 ASA 798
 09:15 SWA 3147
 09:16 FDX 890 exceptionally loud

This is a list compiled by time of noise events and take off records as I am inside at my desk working.

This evening at 18:41 SWA3217 came very close and I watched the plane turn south, without gaining much elevation, I'm not certain they even got over the ocean as it remained very visible from the center of the peninsula.

My home is well outside the established take off pattern. We have heard a handful of planes

2058

Trisha Schuster (continued)

2058-01

per day over the years. Since this summer it is multiple planes per hour. There is no noise monitoring station that would reflect the change in noise levels we have experienced.

Sincerely,

Trisha Schuster
3712 Fenelon St.
San Diego, CA 92106

2058

Response

2058-01

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

2059

Kristy Putnam

From: Kristy Putnam [kaynani@gmail.com]
Sent: Thursday, October 15, 2015 5:58 PM
To: Airnoise@san.org; 9-ANM-SoCalOAPM (FAA); Awarren@san.org; Trussell@san.org; scott.peters@mail.house.gov
Cc: Adam Schwartz
Subject: Air traffic noise in Point Loma

2059-01

As a Wooded Area of Point Loma resident, I have noted a significant change in flights overflying the midway point on Point Loma. We were told at the recent community meeting regarding the Metroplex changes that this is not happening but, as residents who never heard or saw planes flying over our house before, we know this is untrue. Furthermore, with no current noise measurement systems on the South side of Point Loma, it is impossible to measure changes in noise impact in our community.

2059-02

Last night after 10pm, my family heard two planes flying quite low and loudly over our house at 391 Catalina Blvd, which we then tracked through the SAN airport's website (see attached). This is happening very frequently and cannot be simply accounted for by natural variations. Each of these increasingly frequent flight paths are in direct violation of the LOWMA waypoint designed for the safety and community benefit of San Diego residents. Why is this occurring? What is the environmental impact of these current changes, not withstanding the planned Metroplex changes?

I would be happy to speak more with you about these questions and other issues related to airport changes. I also hope that our local leaders will take it upon themselves to represent the citizens of Point Loma in this important community issue.

Kristy Putnam
391 Catalina Blvd
San Diego CA 92106
585-472-0639

2059

Response

2059-01

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

2059-02

Please see **Topical Response 11 – Point Loma.**

2060

Mala Kapadia

From: Mala Kapadia [malabkapadia@icloud.com]
 Sent: Thursday, October 15, 2015 6:35 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Against Funneling Planes Over Mar Vista

2060-01

I am a Mar Vista resident. I am against the increased plane traffic and lower flying over my home. It's a huge distraction, increasing our noise and air pollution. I have two small children who play outside every single day. They often ask me why so many planes keep flying over our home. Please don't devalue our family neighborhood into a runway laden with polluting planes.

Mala Kapadia
 3750 Wasatch Avenue
 LA CA 90066

2060

Response

2060-01

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

2061

Kristen Lemme

From: Kristen Lemme [kblemme@gmail.com]
Sent: Thursday, October 15, 2015 7:03 PM
To: airnoise@san.org; awaren@san.org; trussell@san.org; 9-ANM-SoCalOAPM (FAA); Kevinfaulconer@sandiego.gov; scott.peters@mail.house.gov
Subject: Air Noise and Deviations from Approved Flight Paths in San Diego

Dear Sirs:

2061-01

I noted United Flight 1657 last night as it was extremely loud and low flying right before 10pm. I thought the departure route taken - see below- was a "proposed" route and was not to be flown until approved by the FAA. Who is being held accountable for deviations from the currently approved departure routes? Air traffic controllers? Pilots? Airlines? The San Diego Airport? The FAA? All of the above? None of the above? Seems to me that if there are no consequences for airlines/pilots who abuse the system, that there is no need to "propose" new routes as the airlines/pilots will take whatever route they wish, regardless. Where is the enforcement?

We have lived in San Diego for just over two years and I work out of my home. I have noticed, and my clients have unfortunately noticed, a significant change in the flight paths and an increase in incidents like the above - throughout the day and night. Again, who is being held accountable for deviations from the currently approved departure routes? Who is enforcing penalties for deviations? Are there even penalties for deviating from the approved flight paths and if not, why not? Who or what agency will assure San Diego residents that enforcement of penalties for abuses to the flight paths, current and proposed, will be enforced? I do not hold a great deal of respect for any agency or person which cannot or will not regulate itself. There has to be accountability somewhere.

Sincerely,
 Kristen Lemme

Kristen Lemme
 3968 Wildwood Road
 San Diego, CA 92107

2061 Response

2061-01 Please see **Topical Response 02 – Existing Conditions.**

2062 Donald Maxted

From: Don Maxted [dlmaxted@yahoo.com]
Sent: Thursday, October 15, 2015 7:25 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: This plane flew right over Ft. Rosecrans National Cemetery!

To Whom it May Concern,

My wife and I attended the public forum held at Liberty Station--it was interesting that the FAA presenters were not prepared to even take notes on public comments at the meeting. Does this mean that minds are already made up and that this is a "done deal"?

2062-01 A couple of point that were raised that bear repeating (as there is no public record of what was said) are:

1. A representative of the Pt. Loma Nazarene University spoke and asked if it made sense to fly airplanes right over a campus housing 3,000 students -not only because of the disruption to classes that the airplane noise causes, and the added pollution, but also the potential danger to that many more lives. Others mentioned the many additional schools right under the proposed flyway (Cabrillo, Sunset Cliffs, Warren Walker, Dana, Pt. Loma High School, Silvergate, etc.);

2. A pilot spoke at the meeting who had calculated the probable savings in fuel consumption achieved by abandoning the LOWMA waypoint (taking into consideration that the planes use more fuel to make a tighter turn than they do a wide turn)-- \$5.00/flight! Are you kidding me? If this is correct, I would like to know why this plan is even being considered. The FAA works for the people of the United States, not for the airlines.

I know the FAA flatly denies that the planes from San Diego Airport are already turning before the LOWMA way point but I was on this flight out of San Diego last week and saw the cemetery directly below my window. Also, we live on Gage Place in the "Wooded Area" and can actually see the many of the planes turning within sight of our house. If they were actually going around the end of the Point, we would not see them.

2062-02

Flight Details	Thursday, Oct 08, 2015 at 7:50 AM	
	American Airlines	Flight Number: AA2289
	From: San Diego, CA (SAN-San Diego Intl.)	Depart: 7:50 AM
	To: Dallas, TX (DFW-Dallas-Fort Worth Intl.)	Arrive: 12:48 PM
	Status: CONFIRMED	Class: Coach
	Equipment: Boeing 757 Jet	Seats: 35A, 35B

Please consider this request to deny the proposed changes to the flight path over Pt. Loma.

Thank you for your consideration.

Donald L. Maxted
 540 Gage Lane
 San Diego, CA 92106

2062 Response

2062-01 Please see **Topical Response 11 – Point Loma.**

2062-02 Please see **Topical Response 02 – Existing Conditions.**

2063

Dr. Prisca Gloor

From: Prisca Gloor [priscagl@aol.com]
Sent: Monday, October 19, 2015 2:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Airplane noise over Culver City, CA

To Whom It May Concern:

2063-01

When I moved to Culver City, I was telling everybody, how great it was that we don't have flight noise. Now, It is constant! Every 2 minutes I hear another airplane. They seem to fly low and the noise is very very loud.

I learned of the lowering of the midnight-6:30pm BIGBR flight path, and that it was combined with the East-flow arrivals. The lowering of Santa Monica's CLIFY, and east-flow combination, is arbitrary, unneeded, and counters an existing noise abatement solution.

I leaned that the paths are narrowing and concentrated. After buying a new table for our backyard, it was covered in black dirt after 1 week. That must be from the airplanes, I strongly assume. We already have 3 neighbors with cancer in half of our street and we don't need any more pollution!

2063-02

What are the real-world impacts of the changes? I am frustrated with the inadequacy in which the FAA has communicated them in a way the public can understand. Who really knows what a dB DNL sounds like? "Supplemental Metrics" that describe how many flights above 60dB occur and the time of day may help to explain the quality of noise that the DNL only quantifies. I, as a member of the public, want to participate in the process but I am intimidated by the barriers. Please speak in language that I can understand!

I need to express disbelief about the adequacy and accuracy of the modeling and noise criteria. Please explain in lay terms and I request to have research done about the noise level and the pollution.

Sincerely,

Dr. Prisca Gloor

2063

Response

2063-01

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

2063-02

Please see response to Comment Letter 2075-02.

2064

Rosamaria DeSimone

From: Rosamaria DeSimone [rdesimone@vpadvisors.com]
Sent: Monday, October 19, 2015 4:22 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: creating a new problem, not just moving the problem

2064-01

Because of the ocean, airplanes taking off are able to avoid many homes during take off. These are homes not currently affected by the airplane noise and pollution. Moving the flight path will not just "Move the path" it will CREATE a problem where there was none. You will adversely affect many people's lives – and our children's lives. OBSCENE. Please do not let this mess happen!

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

2064

Response

2064-01

Please see **Topical Response 11 – Point Loma.**

2065

Steve Crow

From: Stephan
To: Air Noise
Subject: Airplane noise complaint 10.19.15 - MORE LOW FLYING, LOUD PLANE - NOISE!
Date: Monday, October 19, 2015 5:03:21 PM

2065-01

Very loud low flying planes - very noisy!

too loud, too low! lots of low flying loud planes this afternoon...!

Can you schedule a meeting, or a series of monthly meetings, so all noise affected residents, schools, churches, businesses, etc. can discuss with you, noise, health and safety issues to help you make better decisions?

Steve Crow
619-280-3451
92107

2065

Response

2065-01

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

2066**Steve Crow**

From: Stephan
To: Air Noise
Subject: Airplane noise complaint - early evening 10.19.15 - San Diego - America's Loudest City Competition!
Date: Monday, October 19, 2015 9:34:42 PM

Today is very loud here in San Diego... America's Loudest City.

We hear it!!

We See it!!

Louder & louder, more & more flights over the Peninsula, over the Point, PLNU, Schools, Cabrillo National Monument, Shelter Island and all along the waterfronts - both Bay and Ocean shorelines.

2066-01

AMERICA'S LOUDEST CITY is not what the residents, students and businesses aspire to.

Too loud, too low!

Lots of low flying loud planes this afternoon...!

Can you schedule a meeting, or a series of monthly meetings, so all noise affected residents, schools, churches, businesses, etc. can discuss with you, noise, health and safety issues to help you make better decisions?

Steve Crow
619-280-3451
92107

2066**Response****2066-01**

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

2067**Robert Young**

From: rey [plastiktoe@yahoo.com]
Sent: Tuesday, October 20, 2015 5:26 PM
To: 9-AWA-NoiseOmbudsman (FAA); 9-ANM-SoCalOAPM (FAA)
Subject: LGB noise complaint

2067-01

Over 20 aircraft from 8 am to 11 pm (Jetblue A320, Delta/Skywest CR7&CR9 & American/Mesa CR7&CR9) a day fly low to very low on their 20 mile approach to runway 30/12 at LGB, some as low as 1500 ft. Several of these aircraft already have their landing gear dropped and the airport is over 20 miles away. Jetblue's aircraft (A320) in particular emit a long very loud droning sound on their 20 mile approach, dropping several hundred feet in altitude as they turn over residences. This noise has become unacceptable. Example: With double paned windows closed and the A/C running these aircraft are still heard. It is impossible to have a conversation outside as they pass overhead. Fedex's daily flight #3154 A306 is a massive aircraft that has flown at a mere 1500 ft. above a resident area several times a week. The noise levels are incredible as this plane makes it long, low, loud 20 mile approach. Flight approach altitudes need to be increased with LGB being over 20 miles away.

2067

Robert Young (continued)

A byproduct of the large number of these low flying aircraft is the jet fuel residue that is dropped on gardens, homes, autos, pets and people daily. This black powder is being rubbed off vegetables in back yard gardens and has been witnessed as a black film on the dogs water bowls. The black substance has been collected from several locations and is being submitted to testing labs. This is unacceptable and is a public health hazard and needs to be addressed. Elderly people in the neighbor have reported breathing issues.

The two attached images present more acceptable flight patterns.

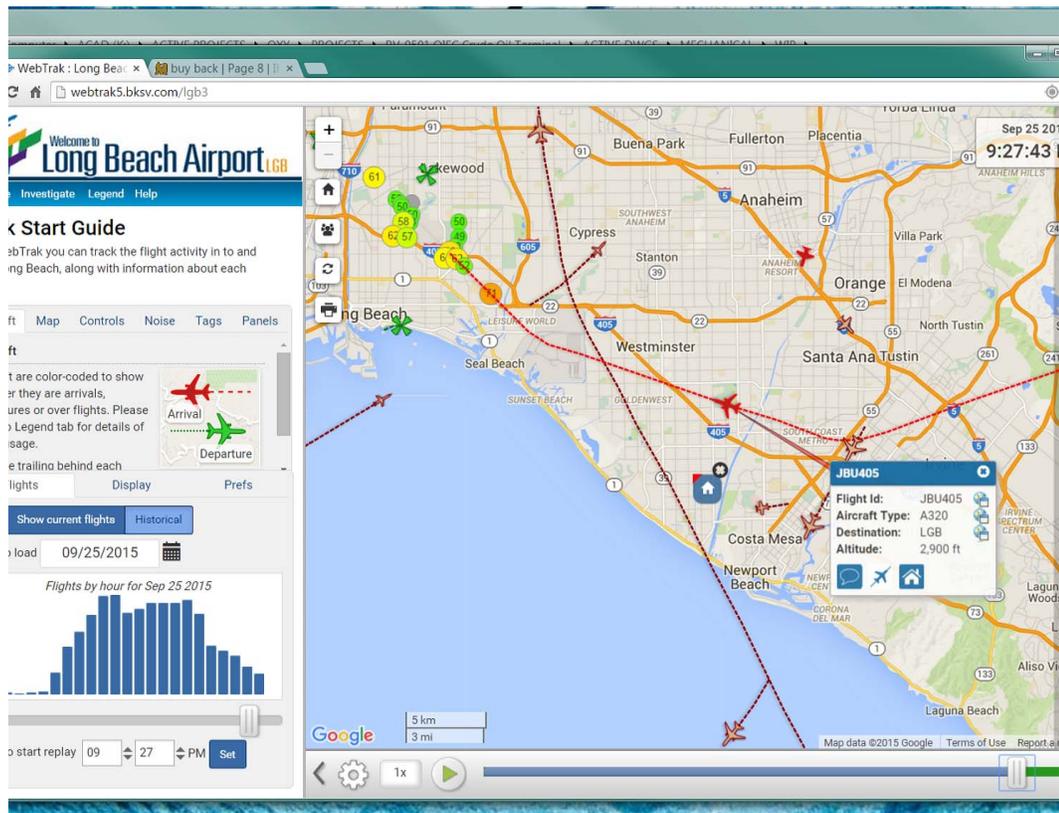
2067-01

Path1: is the optimal path as the turning pivot is over a nonresidential area.

Path2: follows the freeway and turns over a nonresidential area.

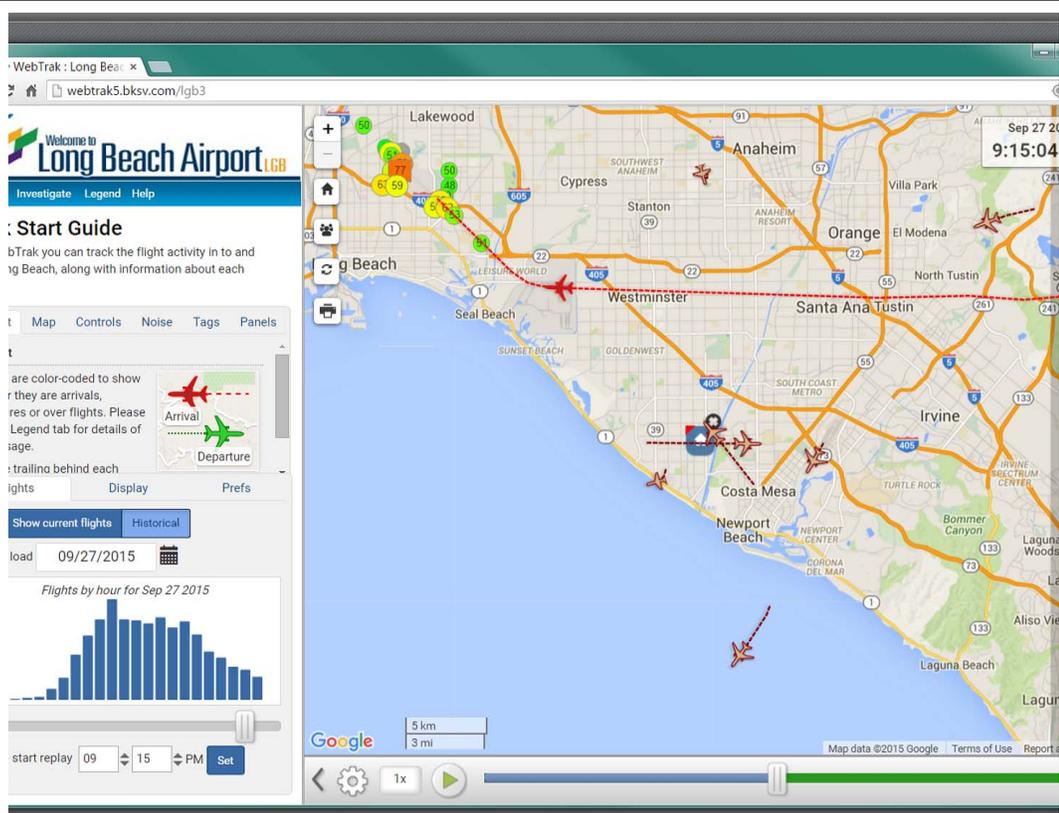
I have over 450 noise complaint receipts from LGB WebTrak and emails from LGBNoise that can be provided upon request.

Robert Young
9131 Warfield Dr
HB, CA 92646



2067

Robert Young (continued)



2067

Response

2067-01

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

2068

Steve Crow

From: Stephan [mailto:sm.crow@cox.net]
 Sent: Tuesday, October 20, 2015 6:52 PM
 To: airnoise@san.org Noise
 Subject: Airplane noise complaint - morning, afternoon and early evening
 10.20.15 - San Diego - America's Loudest City!

Low flying, loud planes this morning & afternoon & this early evening...!

2068-01

Can you schedule a meeting, or a series of monthly meetings, so all noise affected residents, schools, churches, businesses, etc. can discuss with you, noise, health and safety issues to help you make better decisions?

Steve Crow
 619-280-3451
 92107

2068 Response

2068-01 Please see **Topical Response 02 – Existing Conditions.**

2069 Wilf Kurth

From: Wilf Kurth [wfkurth@gmail.com]
Sent: Tuesday, October 20, 2015 9:01 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Peninsula Airline traffic

Will

- 2069-01** Airplane / Flight Pass Questions
Purpose:
- 2069-02** a) In addition to being concerned with the proposed FAA Waypoint changes, attention should be drawn to the current outgoing flight pass for 500 airplanes a day over OCEAN BEACH.
- 2069-03** b) The FAA should review this situation of incredible Air Pollution, Soot, Noise Pollution, etc. over a dense population area such as Ocean Beach. The FAA should also be concerned about people's health and legal action.
- 2069-04** - 1. Why does the Flight Pass for Lindbergh's outgoing East and West traffic fly over high impact core Ocean Beach (OB), crossing Newport Ave instead of the low impact San Diego RIVER?
- 2069-05** - 2. OB and Point Loma should be joined as "Peninsula" to present a united, common front in dealing with the FAA. Why aren't we presenting our common cause as 'Peninsula'?
- 2069-06** - 3. The FAA's priority should be a people and environment friendly Flight Pass. So why is the current outgoing flight pass over Ocean Beach instead of the low impact San Diego RIVER?
- 2069-07** - 4. Of our local politicians, who is responsible for Peninsula Flight Pass planning to be people and environment friendly?
- 2069-08** - 5. What is a good source for obtaining information on:
 - Published Flight Pass Air quality and Noise level measures
 - Published Flight pass height levels
 - An accurate picture of the current and the proposed Flight Pass
- 2069-09** o What areas are eligible for triple glass windows

2069 Response

2069-01 Please see **Topical Response 02 – Existing Conditions.**

2069-02 The commenter is concerned with the current air pollution, soot, and noise pollution over a densely populated area of Ocean Beach. For current concerns, please see **Topical Response 02 – Existing Conditions.**

For concerns related to the Proposed Action, please see Chapter 5 of the EA. Chapter 5 describes the environmental consequences associated with the SoCal Metroplex Project. As discussed in Chapter 5, the Proposed Action, when compared to the No Action Alternative, would not result in any significant environmental impacts.

2069**Response****2069-03**

Please see response to Comment Letter 1914-02.

2069-04

Thank you for your comment.

2069-05

Please see response to Comment Letter 1914-02.

2069-06

The commenter requests information regarding the local politicians responsible for peninsula flight pass planning. Without additional information, a response regarding the commenter's specific local officials cannot be provided. However, please refer to Appendix A of the EA for information on public involvement conducted for the EA.

2069-07

The commenter requests a good source for obtaining information on "flight pass" air quality, noise, height, and pictures. There is no "flight pass" 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 No Action and Proposed 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**.

Regarding air quality and noise, 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. Regarding air quality, the EA analysis concludes the Proposed Action when compared to the No Action Alternative will not result in significant impacts. Please see section 5.8 of the EA for a description of air quality analysis.

2070

Steve Crow

From: Stephan
To: Air Noise
Subject: Airplane noise complaint - morning, afternoon and early evening 10.20.15 - San Diego - America's Loudest City!
Date: Tuesday, October 20, 2015 9:51:51 PM

Low flying, loud planes this morning & afternoon & this early evening...!

2070-01

Can you schedule a meeting, or a series of monthly meetings, so all noise affected residents, schools, churches, businesses, etc. can discuss with you, noise, health and safety issues to help you make better decisions?

Steve Crow
619-280-3451
92107

2070

Response

2070-01

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

2071

Jonathon Vance

From: Jonathon Vance [jvance99@yahoo.com]
Sent: Tuesday, October 20, 2015 10:16 PM
To: Henry, Robert (FAA); Gonzalez, Jose J (FAA)
Cc: 9-ANM-SoCalOAPM (FAA)
Subject: KSAN IIBEE SID Final Procedure Coordinates?

Robert & Jose,

Can you confirm the coordinates for the JETTI and ZZOOO waypoints are accurate in your final KSAN departure procedures as published on the SoCal Metroplex website (link below)? When I map them on google earth (pictured below) they are both south of the US border vs. the traditional coordinates listed on FlightAware.com. Can you please clarify?

2071-01

http://www.metroplexenvironmental.com/docs/socal_metroplex/SAN%20IIBEE%20SID_FINAL_SUBMITTED-DistributionPackage.pdf



Jonathon Vance
750 Tarento Drive
San Diego, CA 92106
Phone: 619-606-2755
Email: jvance99@yahoo.com

2071

Response

2071-01

The commenter is concerned with the coordinates for the JETTI and ZZOOO waypoints for SAN departure procedures. The coordinates provided on the Project website are correct.

2072

Timothy Pershing, PhD

From: Pershing, Tim [Tim.Pershing@asm.ca.gov]
Sent: Monday, October 19, 2015 10:20 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Los Angeles flight paths

2072-01

- I am looking into a constituent complaint about what appears to be a new flight path in the Los Angeles area that crosses between the Santa Monica Bay and the City of LA just south of the Santa Monica Mountains. Constituents in this region noticed this occurring starting last week, and occurring at the rate of approx.. 2-3 minutes apart. Is it possible that this change is part of the implementation or testing of the meteroplex plan? Feel free to give me a call if you prefer. My best, Tim Pershing

Timothy Pershing PhD
Senior Field Representative
Office of Assemblymember Richard Bloom, AD 50
 2800 28th Street, Suite 105, Santa Monica, CA 90405
 T: 310-450-0041 F: 310-450-6090
 Tim.pershing@asm.ca.gov

2072

Response

2072-01

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

2073

Cara Thome

From: Cara Thome
To: awaren@san.org; Russell Tony
Subject: plane noise
Date: Wednesday, October 21, 2015 9:27:55 AM

2073-01

To Whom It May Concern:

My husband and I are greatly concerned about the increase in plane noise in our neighborhood. We bought a very old house three years ago and have just now nearly finished restoring it, including getting the historic designation. We have spent a fortune on fixing this house and lot. Within the last month or so, we have suddenly had plane noise that we have never had before. We get plane noise from the military sometimes, understandably, but this is all commercial. I have to get up at 4:00am for work and go to bed early. Now, I hear planes at 9:30pm flying over our house. I hear planes at 4:19am (like this morning) flying over our house. What is going on? From what I have heard, the flight path has not officially been changed and yet these planes are being flown over our neighborhood as if it has been. The impact on our lives, the value of our newly restored home and our health and peace is significant. Please take the concerns of the Pt. Loma/OB community seriously.

Sincerely,
 Cara Thome
 3114 Lawrence St.
 San Diego, CA 92106
 619-548-8893

2073

Response

2073-01

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

2074

Justin Beitler

From: Justin Beitler [justin@beitler.tv]
Sent: Wednesday, October 21, 2015 5:08 PM
To: Weller, Ryan (FAA)
Cc: 9-ANM-SoCalOAPM (FAA)
Subject: SoCal Metroplex Images (KSMO)

Ryan (et. al.),

Is it possible to get larger / original images related to the changes involving procedures involving KSMO (and KSMO relating to KLAX?)

2074-01

The images included in the draft are very small and thus difficult to analyze. It would be great if we could get the full rez images, or perhaps additional images which use a different scale?

Any help you can offer is greatly appreciated!

-Justin Beitler

Email: justin@beitler.tv

2074

Response

2074-01

The commenter requests larger original images related to procedures at SMO. 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**.

2075

Sherrie Pan and Chih-Ying Tsai

From: Sherrie Pan [Sherrie@vistadelmar.org]
Sent: Wednesday, October 21, 2015 6:55 PM
To: 9-ANM-SoCalOAPM (FAA); 'city.clerk@culvercity.org'
Subject: KEEPIG OUR SKIES QUIET

Pls see the attached letter re: the proposed flight path changes written by my mom and I. Please forward it to the appropriate department handling resident complaints. Thank you.

Sherrie T. Pan
Admin. Assistant
Vista School
310-836-1223 X572
310-836-3506 fax
span@vistadelmar.org

IMPORTANT NOTICE: This message and any attachments are intended solely for the addressee(s) named above and may contain confidential and legally privileged information. Healthcare information contained in this transmission is protected from misuse and unauthorized disclosure by the Health Insurance Portability and Accountability Act of 1996. Any unauthorized use, disclosure or copying in any manner is strictly prohibited. If you have received this message in error, please notify the sender and delete this message and any attachments from your system immediately. Thank you for your cooperation.

2075**Sherrie Pan and Chih-Ying Tsai (continued)**

Oct. 21, 2015

To Whom It May Concern:

2075-01

I have been living in Culver City for nearly thirty years. I have always enjoyed the safe and quiet neighborhood. We would hear the airplane once in a while, but nothing bothersome. Recently the situation has changed, we hear airplane noise every two minutes and the planes seem to be flying lower and the noise is very loud and annoying.

2075-02

I learned of the lowering of the midnight-6:30pm BIGBR flight path, and that it was combined with the East-flow arrivals. The lowering of Santa Monica's CLIFY, and east-flow combination, is arbitrary, unneeded, and counters an existing noise abatement solution.

I learned that the paths are narrowing and concentrated. I like to know the real-world impacts of the changes? I am frustrated with the inadequacy in which the FAA has communicated them in a way the public can understand. Who really knows what a dB DNL sounds like? "Supplemental Metrics" that describe how many flights above 60dB occur and the time of day may help to explain the quality of noise that the DNL only quantifies. I, as a member of the public, want to participate in the process but I am intimidated by the barriers. Please speak in language that I can understand!

I also need to express disbelief about the adequacy and accuracy of the modeling and noise criteria. Please explain in lay terms and I request to have environmental study done about the noise level and additional pollution. I believe it is our right as residents of Culver City to learn the real facts before any changes take place without our approval.

Thank you.

Sincerely,

Chih-Ying Tsai

Sherrie Pan

10739 Franklin Ave.

Culver City, CA 90230

2075**Response****2075-01**Please see **Topical Response 02 – Existing Conditions**.**2075-02**

The commenter is concerned with East-flow arrivals including the lowering of Santa Monica's CLIFY, states it is arbitrary and unneeded, and counters with an existing noise abatement solution. 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

2075

Response (continued)

2,000' higher as they arrive into LAX.

The commenter is also concerned with the narrowing and concentration of paths. Please see **Topical Response 14 – Area Navigation (RNAV) Flight Track Concentration**.

The commenter requests that the documents regarding the proposed changes be made easier to 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 under Paragraph 210b of FAA 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 Southern California 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.

2076

Steve Crow

From: Stephan
To: Air Noise
Subject: Airplane noise complaint - morning, early evening 10.21.15 - San Diego
Date: Wednesday, October 21, 2015 10:10:25 PM

2076-01

Low flying, loud planes this morning & this early evening so far...!

Lots of noise making it unpleasant to be outdoors - the noise is a violent sound!

Can you schedule a meeting, or a series of monthly meetings, so all noise affected residents, schools, churches, businesses, etc. can discuss with you, noise, health and safety issues to help you make better decisions?

Steve Crow
619-280-3451
92107

2076

Response

2076-01

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

2077**Allison Hagopian**

From: Alison Hagopian [alison_metz@yahoo.com]
 Sent: Wednesday, October 21, 2015 10:51 PM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Flight noise

2077-01

Please revert back to the old flight patterns in Point Loma/San Diego. It has become incredibly loud over the past two weeks. I saw a commercial airplane fly over my house today which we have not seen in the past. Airplane noise is now loud and frequent! It is disturbing our sleep. It is disturbing our schools and our community.

Thanks,
 Alison Metz Hagopian
 619-206-7308

Sent from my iPhone

2077**Response****2077-01**

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

2078**Melissa Hernholm Danzo**

From: Melissa Hernholm [melissa@hernholmgroup.com]
 Sent: Thursday, October 22, 2015 1:29 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Cc: airnoise@san.org
 Subject: Noise Complaint

2078-01

At 6:10pm today a southwest departure flew proximate to our home on garrison place. It was so close (and low) overhead that it was likely flying directly over narranganset street which is a much more southern departure route.

Melissa Danzo
 1540 garrison place

619.804.9387

Sent from my iPhone

> On Oct 15, 2015, at 10:56 PM, Melissa Hernholm <melissa@hernholmgroup.com> wrote:

>

> We live on Garrison Place and, until a month or so ago, had very little plane noise. Between 9-10pm tonight the departure route was almost over Fleetridge and the noise was incredible.

>

> At what decibel level have you measured the current airplane noise at or around Garrison Place and Chatsworth? Why are the planes departing more southerly?

>

> I want a reply.

>

> Melissa Hernholm Danzo

> 1540 Garrison Place

> 618.804.9387

>

> Sent from my iPhone

2078 Response

2078-01 Please see **Topical Response 02 – Existing Conditions.**

2079 Micah Linton

From: micah@micahlinton.com [micah@micahlinton.com]
Sent: Thursday, October 22, 2015 1:46 AM
To: kevin@mckeown.net; terry.oday@smgov.net; stelios.makrides@smgov.net; diana.hernandez@smgov.net; daniel.quezada@smgov.net; mark@aopa.org; info@nbaa.org; councilmember.bonin@lacity.org; info@tedlieu.com; noise@smgov.net; secretary@venicenc.org; ivan.campbell@smgov.net; marsha.moutrie@smgov.net; rod.gould@smgov.net; 9-ANM-SoCalOAPM (FAA)
Subject: SMO air traffic over Venice, CA

I am writing because there is a general increase in airplane traffic and noise directly above my neighborhood from flights in and out of Santa Monica Airport. I purchased my house in the Presidents Row area of Venice in 1998 and it has been a peaceful neighborhood until planes recently started flying directly overhead.

This is quite baffling because we are not on the flight path as we are south of Venice Blvd, <https://whispertrack.com/airports/KSMO.pdf?t=2> yet have recently been receiving constant noise from airplanes both making half arcs as well as flying directly over our neighborhood. This seems to be a recent development and our neighborhood is seriously affected by this problem.

A quick guide to noise pollution from aircraft can be found here:
<http://www.noisequest.psu.edu/noiseeffects-communityannoyance.html>

I can't help but notice there are not any noise monitoring terminals in Venice which is odd but considering that the flight plan is over Mar Vista and Venice instead of Santa Monica is in itself beyond reason, I'm not sure what to expect as far how concerned SMO and the FAA is regarding the welfare of Los Angeles citizens.

Nonetheless, I would suggest that monies generated from noise violation fines be allocated in a manner that benefits the people who live in the flight path. Long Beach has instituted a program that is ideal.

2079-01 <http://www.scpr.org/news/2015/07/29/53455/long-beach-airport-noise-violations-fund-library-a/>

For example, as a creative expression facilitator with UCLA's Creative Minds I work with youths in need as part of S.P.Y. (Safe Place for Youths) non-profit organization, and we would be more than happy to receive funds to help our job training programs. [Welcome to SPY - Safe Place for Youth](#)

<p>Welcome to SPY - Safe Place for Youth</p> <p>Safe Place for Youth's mission is to inspire, nurture, and empower the resilient human spirit of homeless youth by providing immediate and lasting solutions, one youth at a time.</p> <p><small>View on safeplaceforyouth.org Preview by Yahoo</small></p>	
--	--

Best,
 Micah Linton
 635 Crestmoore Place
 Venice CA 90291

2079 Response

2079-01 Please see **Topical Response 02 – Existing Conditions.**

2080 Steve Crow

From: Stephan [mailto:sm.crow@cox.net]
 Sent: Thursday, October 22, 2015 7:27 AM
 To: airnoise@san.org Noise
 Subject: Airplane noise complaint - morning 10.22.15 - San Diego

2080-01

Low flying, loud planes this morning!

Some real screeching sounds, too.

Look into this right away and get back to me.

Also, can you consider scheduling a meeting, or a series of monthly meetings, so all noise affected residents, schools, churches, businesses, etc. can discuss with you, noise, health and safety issues to help you make better decisions?

Steve Crow
 619-280-3451
 92107

2080 Response

2080-01 Please see **Topical Response 02 – Existing Conditions.**

2081 Steve Crow

From: Stephan
To: Air Noise
Subject: Airplane noise complaint - morning 10.22.15 - San Diego
Date: Thursday, October 22, 2015 10:27:24 AM

2081-01

Low flying, loud planes this morning!

Some real screeching sounds, too.

Look into this right away and get back to me.

Also, can you consider scheduling a meeting, or a series of monthly meetings, so all noise affected residents, schools, churches, businesses, etc. can discuss with you, noise, health and safety issues to help you make better decisions?

Steve Crow
 619-280-3451

2081 Response

2081-01 Please see **Topical Response 02 – Existing Conditions.**

2082

Trisha Schuster

From: Robert Schuster [trish_longy@hotmail.com]
Sent: Thursday, October 22, 2015 2:08 PM
To: airnoise@san.org; 9-ANM-SoCalOAPM (FAA); Robert Schuster
Subject: aircraft noise complaints

Wednesday 10/21/2015 Aircraft Noise

DAL1592
CPZ5812
AAL2205
SWA333
DAL978
SWA3018
DAL1864
UAL1748
SWA3074
FDX3613
ASA829
DAL2106
SWA433
FDX821
UAL1026
AAL94
SWA2997
UAL1982
ASA798
AAL1712
SWA2733
SCX402
ASA248
AAL1712
SWA2733
SCX402
ASA248
SWA2141
SWA596
JBU190
SWA3059
DAL89
SWA989
FFT554
GTI105
AAL464

2082-01

The aircraft are too low, too loud and South of the published flight pattern. Historically my home has not been impacted by flight noise. We have heard a handful of aircraft per day. Unfortunately, since there is no noise monitoring in this area it would be impossible to document the difference. But it is very significant. We now hear multiple aircraft per hour and the noise is intense and long lasting. A neighbor has suggested that we might also be hearing tarmac noise after the removal of the buildings on the south side of the airport, contributing to the duration of the noise events. I don't understand what is different in airport operations, but the noise impacts are extreme starting in the summer.

Sincerely,

Trisha Schuster
3712 Fenelon St.
San Diego, CA 92106
(619) 222-7834

2082

Response

2082-01

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

2083

Wilf Kurth

From: Wilf Kurth [wfkurth@gmail.com]
Sent: Thursday, October 22, 2015 11:37 PM
To: senator@feinstein.senate.gov; scott.peters@mail.house.gov; senator@boxer.senate.gov; 9-ANM-SoCalOAPM (FAA); loriezapf@sandiego.gov; kevinfaulconer@sandiego.gov
Subject: Fwd: Environment Issues/Concerns

Thank you Governor, and thank you for suggesting to send Gov Feinstein and Boxer.

Below is my original Message.

From: Will

Airplane / Flight Pass Questions

Purpose:

- a) In addition to being concerned with the proposed FAA Waypoint changes, attention should be drawn to the current outgoing flight pass for 500 airplanes a day over OCEAN BEACH.
 - b) The FAA should review this situation of incredible Air Pollution, Soot, Noise Pollution, etc. over a dense population area such as Ocean Beach. The FAA should also be concerned about people's health and legal action.
 - 1. Why does the Flight Pass for Lindbergh's outgoing East and West traffic fly over high impact core Ocean Beach (OB), crossing Newport Ave instead of the low impact San Diego RIVER?
 - 2. OB and Point Loma should be joined as "Peninsula" to present a united, common front in dealing with the FAA. Why aren't we presenting our common cause as 'Peninsula'?
 - 3. The FAA's priority should be a people and environment friendly Flight Pass. So why is the current outgoing flight pass over Ocean Beach instead of the low impact San Diego RIVER?
 - 4. Of our local politicians, who is responsible for Peninsula Flight Pass planning to be people and environment friendly?
 - 5. What is a good source for obtaining information on:
 - Published Flight Pass Air quality and Noise level measures
 - Published Flight pass height levels
 - An accurate picture of the current and the proposed Flight Pass
- What areas are eligible for triple glass windows

2083

Wilf Kurth (continued)

----- Forwarded message -----

From: <governor@governor.ca.gov>
Date: Wed, Oct 21, 2015 at 5:30 PM
Subject: Re:Environment Issues/Concerns
To: wfkurth@gmail.com

Thank you for your correspondence concerning the Federal Aviation Administration.

The issue you have addressed is federal in nature and falls outside of the Governor's jurisdiction. Our office suggests you contact U.S. Senator Dianne Feinstein or U.S. Senator Barbara Boxer on this matter at the following address:

The Honorable Dianne Feinstein
One Post Street, Suite 2450 San
Francisco, California 94104
(415) 393-0707
<http://feinstein.senate.gov>

The Honorable Barbara Boxer
United States Senator
70 Washington Street, Suite 203
Oakland, California 94607
(510) 286-8537

<http://boxer.senate.gov>

You may also contact your U.S. Congressional Representative. You can find your district's representative at this web address: www.house.gov/writerep.

We hope this information is useful to you.

Sincerely,

Constituent Affairs
Office of Governor Jerry Brown

California is in the midst of a historic drought. To find out how you can help conserve water, please visit SaveOurWater.Com.

2083

Response

2083-01

Please see responses to Comment Letter 2069.

2084

Marvin Helpfrey

From: Marvin Helpfrey [marvhel@cox.net]
 Sent: Friday, October 23, 2015 4:29 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: aircraft noise in Point Loma

2084-01

I am sitting in my home listening to classical music at a comfortable level and the airplanes circling Point Loma are louder than my music. It was much nicer when they went farther off shore and passed by here at a higher altitude and further off the point. I much prefer the old path.

Marvin Helpfrey

2084

Response

2084-01

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

2085

Trisha Schuster

From: Robert Schuster [trish_longy@hotmail.com]
Sent: Friday, October 23, 2015 2:26 PM
To: airnoise@san.org; 9-ANM-SoCalOAPM (FAA); Robert Schuster
Subject: noise complaints

In the 17 years I have lived here there has been nothing to complain about with the airport. Now the noise is constant. The flights are too low, take off too frequently and the sound reverberates around the peninsula.

This is the list of loud aircraft from October 22, 2015

2085-01

6:36 SWA333, 6:40 DAL1592, 6:42 DAL 978, 6:47 SWA3018, 6:57 UAL1748, 7:04 AAL1566, 7:17 SWA485, 7:25 FDX821, 8:26 UAL1982, 9:13 SWA3147, 10:01 FFT556, 10:07 AAL895, 10:29 DAL 2295, 10:30 ASA760, 10:35 AAL458, 12:09 SWA 1252, 12:14 SWA3659, 12:21 SWA2674, 12:26 UAL1150, 12:39 DAL403, 12:43 DAL1687, 12:57 AAL1712, 12:59 SWA2733, 1:05 ASA 248, 1:09 JBU190, 1:16 AAL2472, 1:19 SWA989, 1:26 N389DA 1:39 FFT 554, 2:24 SWA200, 2:54 AAL1445, 3:36 SWA2141, 4:27 SWA1256, 4:42 SWA 540, 4:43 dal 2078, 4:48 SWA186, 4:50 DAL513, 4:55 AAL1159, 6:43 SWA3217, 6:45 GTI105, 7:23 FDX1222, 7:29 FDX1654, 7:51 NKS108

Sincerely,

Trisha Schuster
 619-222-7834
 3712 Fenelon St.
 San Diego, CA 92106

2085

Response

2085-01

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

2086

Matt Naiman

From: Matt Naiman [mattnaiman@cox.net]
Sent: Saturday, October 24, 2015 6:15 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Overflight Complaint

2086-01

At 11:00AM on October 24th, an Alaska Airlines plane flew directly over the Wooded Area. It was so loud, I first assumed it was a Navy jet from North Island.

2086

Response

2086-01

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

2087

Lynne Miller

From: Lynne Miller
To: Russell Tony
Subject: Point Loma Skies
Date: Sunday, October 25, 2015 4:28:33 AM

October 25, 2015

RE: Flight Pattern Change OVER Point Loma and Sunset Cliffs in San Diego, California

I attended the meeting that was some kind of a legal requirement staged by the FAA Next Gen committee. We as a community, and perhaps a nation are disenfranchised. I remember when the voters of San Diego voted 'down' the Coronado bridge thrice. No matter, the State of California assumed they knew what was better for the people, and they built the bridge.

I have lived in Ocean Beach and Point Loma my entire life, which is approaching 7 decades. No matter what the 'experts' of the FAA stated in their ill prepared presentation, planes are flying further south, and over the Peninsula known as 'the Point' to locals. The Next Gen 'plan' has not yet been unleashed on our neighborhood, according to the FAA 'team', but flights have been coming over our house in the Sunset Cliffs area of Point Loma regularly for a few months. Of course, the FAA is testing the Next Gen plan, and are unwilling to admit it.

IF the FAA follows their mission statement, which is safety above all else, THEN, perhaps someone can inform them of the following:

Their new plans fan out wide and fly over 'the Point' and have removed 'waypoint Loma' which is/was a turning point WAY out in the ocean. Therefore the turns are tighter -- on land or close to land. The planes first fly west over the point, and then fly south along the coastline, then back east over the point. That means that a large segment of the Ocean Beach and Point Loma residents not only hear the take offs which are LOUD, but the long turn south and east. That means one plane, often every minute or two, fills our air with fuel and noise. We hear two planes at once, one either overhead or to the south, and one moving south or east. If safety is first, according to FAA mission statement, please be advised of the following:

2087-01

1. The new flight patterns send **planes over more homes, and schools, for more minutes per plane.**
2. The new flight plan flies planes back and forth **over a Nuclear Submarine Base.**
3. The new flight plan flies planes over a National Monument and a Veterans' Cemetery.
4. The new flight plan flies planes over areas that have in the past stored large volumes of fuel.

2087

Lynne Miller (continued)

5. San Diego International Airport has **ONE runway**, and therefore local Air Traffic Controllers are directing much of the plane traffic. **Switching to computer generated air control invites infinite possibilities for danger.**
6. **Part of safety on the ground is related to air and ground pollutants.** I believe that the **FAA is breaking the laws related to runoff into the ocean.** When the pollutants fall on land, and then later wash into the ocean the level of pollution increases and probably **does not meet EPA standards.** In addition, the **particulates that come from fuel in the air have known health hazards for the people on the ground.**

The FAA has been given power to change the lives of thousands of people in San Diego and around the nation. **The Federal Government, which is supposed to serve the people, has made choices that are 'serving' people on the ground noise and health pollution, and creating air pathways that are dangerously close to nuclear facilities and fuel storage. In addition the new flight patterns will introduce planes out of North Island Military Base to the same airways as commercial airplanes out of an International Airport.**

The new plan will place more demands on the air traffic controllers, and increase the potential for midair collisions. And as I type, minute by minute, I hear planes fly over my house west, and a bit further down the point I hear them fly back over the point to the east. Not only is the noise awful, but the potential for disaster is real and imminent.

I remember the time when the government officials who we elected were responsive to the people. It is a fading memory, and one that the new generations will learn about only in books. A democratic republic as designed by our founders was intended to serve the people. Today's power has shifted to the Federal Government. The growing frustration of the powerless public was heard at the FAA meeting held on October 6th.

Sadly, the only recourse American people have is to take legal action against their government. We give the government our money in taxes, and then we reach into our pockets to take legal action against agencies of the government which we fund. We are the disenfranchised. How did the balance of power get so out of balance? How did a peaceful quiet community change to one with continuous jet noise and air pollution?

The responsibility lies at the steps of Congress where California representatives did not serve their constituents, did not say NO to FAA, and did not inform the impacted communities YEARS AGO, about the invasive plans of the FAA.

Your agency, though local, has a responsible to serve this community. What do you intend to do in support of the local communities that are impacted minute after minute?

With sincere concern I am,
Lynne Miller
American Citizen

2087-01

2087

Response

2087-01

Please see **Topical Response 11 – Point Loma.**

2088 Steve Crow

From: [Stephan](#)
To: [Air Noise](#)
Subject: Airplane noise complaint - Loud Airplane Noise - Low Flying Airplanes all morning so far! 10.25.15 - San Diego
Date: Sunday, October 25, 2015 2:46:42 PM

2088-01

Low flying, loud planes all morning so far!
Relentless noise fro airplanes.
Log this complaint.
Also, look into this right away and get back to me.

Steve Crow
619-280-3451
San Diego
92107

2088 Response

2088-01 Please see **Topical Response 02 – Existing Conditions.**

2089 Klaus Thiele

2089-01

From: Klaus Thiele [mailto:klaus@ratec.com]
Sent: Sunday, October 25, 2015 11:10 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: RE: comment to the proposed FAA EA San Diego

Two weeks ago I have sent you this email and I have received neither a confirmation nor answers to my questions. I would appreciate it if I would receive some kind of a response to this email just to understand how or even if this will be considered in your investigation.

Sincerely
Klaus Thiele

From: Klaus Thiele [mailto:klaus@ratec.com]
Sent: Thursday, October 08, 2015 10:38 AM
To: 9-ANM-SoCalOAPM@faa.gov
Subject: comment to the proposed FAA EA San Diego

To whom it may concern:

This is with reference to your proposed changes to the departure procedure at San Diego International Airport.

Due to the sheer amount of emails you might receive I will make it as efficient as possible to you and just ask you the following questions, I would appreciate your responses:

How precise is the proposed new departure from KSAN with respect to the waypoint JETTI?
What altitude what speed is recommended to fly a B737-800 with a destination PHX i.e. before it will turn left traffic crosswind? How much can that differ from the actual navigational procedure under your new proposed procedure?

How much will San Diego Tower vary the departure heading from the runway heading 275 past the runway?

What increase of the number of departures are you expecting this procedure will result in for the westbound departure from SAN Lindbergh Field?

What is the average saving in miles for the departure via JETTI without waypoint LOWMA and the current procedure which includes waypoint LOWMA?

Are you at any time considering the overfly of the Navy Submarine Base which is located on the east side of Point Loma and lays within your proposed new computer generated area defined by a line from waypoint JETTI to waypoint ZZ000?

How much will this proposed departure change affect General Aviation? Currently there is a clearance possible from Crystal Peer to Ocean Beach Pier at or below 500 feet the only section which needs to be flown under Lindbergh tower's control. Will that change?

My last question is with respect to your presentation and the disastrous meeting on October 6th 2015:
Why does your proposal not show a generated "one day simulation" of the departure situation best and worst case under the new proposed departure procedure.

Environmental impact questions I am leaving to other concerned citizens and experts here in Point Loma, but I will state my strongest concerns here as well.

I appreciate your efforts to answer questions of concerned citizens in this area.

Sincerely

cid:image001.jpg@01C81E2A.3BD8B100

Dr. Klaus Thiele
Senior Engineering Consultant
klaus@ratec.com
cell 619/997-7760

563 Savoy Street
San Diego, CA, 92106
619/ 224-7776
Fax 619/ 224-7790

2089

Response

2089-01

Please see responses to Comment Letter 1704.

2090

Joanna Darrow

From: Joanna Darrow
To: Russell Tony
Subject: Flight pattern change
Date: Monday, October 26, 2015 12:01:04 AM

2090-01

The increased danger of low altitude plans over populated homes, schools and churches is asking for lawsuits and disaster of a crash. With 600 missed landings last year safety has to be the first and only consideration. Stop the insanity
 Sent from my iPhone

2090

Response

2090-01

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

2091

JoAnn Landis ,PhD

From: JoAnn Landis [aloftpl@sbcglobal.net]
 Sent: Monday, October 26, 2015 12:40 AM
 To: 9-ANM-SoCalOAPM (FAA)
 Subject: Potential signers, FAA petition sanDiego

2091-01

edf7carola@nethere.com
 Marcybergqvist@hotmail.com
 drkarenanderson@hotmail.org
 Sdsickler@live.com
 bpozos@gmail.com
 thecramer@aol.com
 ghemalis2@hotmail.com

JoAnn Landis, Ph.D.
 Westminster Presbyterian Church

Aloftpl@sbcglobal.net

2091

Response

2091-01

Thank you for your comment.

2092

Joanna Darrow

From: Joanna Darrow [joannamdarrow@gmail.com]
Sent: Monday, October 26, 2015 3:46 AM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Flight plan change

2092-01

With 600 missed landings per year, you will be subjecting schools, churches and homeowners to increased danger of an accident. Stop the insanity!!

Sent from my iPhone

2092

Response

2092-01

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

2093

Trisha Schuster

From: Robert Schuster [trish_longy@hotmail.com]
Sent: Wednesday, October 28, 2015 2:42 PM
To: airnoise@san.org; 9-ANM-SoCalOAPM (FAA); Robert Schuster; twarren@san.org
Subject: noise complaints

Tuesday October 27, 2015

According to the presentations by the airport authority and the FAA my home should be well away from the flight path as it has been for the previous 17 years. Imagine your distress if someone moved a freeway next to your home one day. That is what has occurred here. The following aircraft are too loud, flying too low and too far south:

AAL2491
 NKS470
 FFT556
 GAJ801
 HA15
 AAL895
 ASA489
 SWA3844
 SKW4859
 SWA2465
 DAL2295
 ASA857
 UAL555
 SWA215
 SWA141
 ASA238
 SWA1
 AAL156
 SKW3485
 SWA2917
 SWA3120
 DAL1687
 SWA2733
 SWA3059
 SCX402
 DAL89
 JBU190
 SWA200
 SWA2806
 NKS356
 SWA1338
 SWA457
 SWA1256
 UAL354
 AAL1159
 UAL370
 SWA2423
 SWA540
 AAL486
 SWA1292
 DAL2078
 SWA2150
 NKS108
 ASA233
 SWA340
 UAL1150
 UAL522
 SWA626

2093-01

2093

Trisha Schuster (continued)

2093-01

There are more, but I am not able to drop everything and note aircraft every time. It appears that almost all eastbound departures are traveling through the center of Point Loma instead of the north end where the noise mitigation efforts have occurred.

Sincerely,

Trisha Schuster
3712 Fenelon St.
San Diego, CA 92106
619-222-7834

2093

Response

2093-01

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

2094

Robert and Lucy Celeste

From: Lucy Celeste [lceleste@cox.net]
Sent: Wednesday, October 28, 2015 6:30 PM
To: 9-ANM-SoCalOAPM (FAA); airnoise@san.org
Cc: avarren@san.org; trussell@san.org; kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; 'Robert Celeste'
Subject: NON-STOP AIRPLAINE NOISE ALL DAY TODAY

To Whom it May Concern,

Here we are again!!! I have been out of town for a month and I return to NON-STOP airplane noise again today.

It was my understanding from the FAA that the exit flight path has not been altered. This is obviously false. All my windows and doors are closed and I can still hear the airplane noise.

2094-01

Point Loma residents are appalled at the lies we are being told by the FAA. You are taking away our health, home values and destroying the Point's natural resources.

THIS CHANGE IN THE TAKE OFF FLIGHT PATH FROM SAN DIEGO INTERNATIONAL AIRPORT MUST STOP!!!

Give us back our neighborhood.

Robert and Lucy Celeste
3555 Charles Street
San Diego, CA 92106

From: Lucy Celeste [mailto:lceleste@cox.net]
Sent: Tuesday, September 29, 2015 7:13 AM
To: '9-ANM-SoCalOAPM@faa.gov'
Cc: 'airnoise@san.org',
Subject: WHEN IS THE AIRPLAINE NOISE GOING TO STOP!??
Importance: High

To Whom it May Concern,

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.

2094**Robert and Lucy Celeste (continued)**

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!!!

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

2094**Response****2094-01**

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

2095**Barb Franklin**

From: Barb Franklin [msbarbpl@aol.com]
Sent: Wednesday, October 28, 2015 7:59 PM
To: 9-ANM-SoCalOAPM (FAA); trussell@san.org; airnoise@san.org; Dad; Karpe, Kevin (FAA); Bill.resto@faa.gov; Elikan, Steven (FAA); Davis, Barry (FAA); Janak, Paul (FAA); Darde, Sean (FAA); John.wennes@faa.gov; Ray, Elizabeth (FAA); Martin, Glen (FAA)
Subject: Re: NextGen/MetroPlex, FUEL TANKS!

To all,

2095-01

Besides the jet fuel farm at the end of Point Loma, (San Diego) that feeds Miramar and North Island, we also have nuclear subs, and a methane producing sewage treatment plant at the end of Point Loma. All of this within a few blocks of each other. Surely, since you are concerned with our safety, you'd agree that this is a very dangerous area to be sending commercial aircraft over. If there is something I'm missing in this, please let me know.

Barb Franklin

> On Oct 13, 2015, at 1:33 PM, Barb Franklin <msbarbpl@aol.com> wrote:
>
> Re: Point Loma, San Diego, CA 92106
> NextGen/MetroPlex proposal
>
> Glen Martin, Elizabeth Ray & respected representatives,
>
> One thing that you'll surely want to take into consideration in regards to your wanting to remove the Loma waypoint (LOWMA) at the end of Point Loma is the huge fuel tanks just inside of the Navy Base Point Loma.
>
> These huge fuel tanks store JET FUEL. The fuel feeds Miramar & I believe North Island. If a crash ever did happen you would wipe out the entire

2095

Barb Franklin (continued)

peninsula of Point Loma & possibly the many areas along the feed lines way including the destination points.
>
> I heard nothing mentioned by you addressing this. You currently have low flying commercial aircraft going directly over this area.
>
> Below I have included a photo, and you can see that fuel tanks above the red pin.
>
> Please let me know if you require more information about this.
>
> <image1.PNG>
>
>
> Respectfully submitted,
>
> Barb Franklin
> (619) 223-9757
> 941 Temple St
> San Diego, CA
> 92106

2095

Response

2095-01

Please see **Topical Response 11 – Point Loma.**

2096

Vince George

From: Vince George [salesnetvince@cox.net]
Sent: Wednesday, October 28, 2015 9:50 PM
To: 9-ANM-SoCalOAPM (FAA)
Cc: Karen Skalbeck
Subject: plane noise in San Diego

Dear FAA,

The planes fly over my house ALL THE TIME NOW!!!!

The FAA needs to deal with the changes they have put in place in San Diego that have no regard for the safety or quality of life in our community.

I have written many e mails to you and others and it is evident the FAA is above the law.

This is sad!!!!!!

We will be contacting a layer and hope to sue the FAA for damages and more.

I wish it would not come to this but the FAA has acted without regard for the Americans it represents and has not done a through Environmental impact review before making flight path changes.

2096-01

2096

Vince George (continued)

2096-01

Why would the FAA treat the people it represents this way?????? All i can think is the airlines are paying the FAA off!!!!!!!!!!!!!! This is tragic if it is true and we will hold the FAA accountable.

Vince George
604 Catalina Blvd
San Diego, Ca 92106

2096

Response

2096-01

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

2097

Trisha Schuster

From: Robert Schuster [trish_longy@hotmail.com]
Sent: Thursday, October 29, 2015 2:27 PM
To: airnoise@san.org; 9-ANM-SoCalOAPM (FAA); trussell@san.org
Subject: aircraft noise

October 28, 2015

2097-01

The following aircraft flew too low, creating excessive noise and their flight path is too far south:

DAL754
SWA2795
DAL2106
FDX3685
FDX3613
UAL1964
SWA994
SWA3147
AAL24
UAL555
SWA141
ASA238
AAL277
SWA1252
SWA3120
DAL1692
SWA2760
UAL1900
UAL554
AAL1445
AAL9200
SWA457
SWA2806

The airport authority has spent much time and funding implementing the quieter homes program to comply with state noise regulations. Now the aircraft are flying a different heading impacting different neighborhoods that have had no noise mitigation efforts. These neighborhoods have had no noise monitoring, because there was not significant noise. The noise is now an 8-10 dB increase every takeoff on a more southerly heading in neighborhoods that previously had no impact.

2097

Trisha Schuster (continued)

Sincerely,

Trisha Schuster

3712 Fenelon St.
San Diego, CA 92106
(619)222-7834

2097

Response

2097-01

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

2098

Al Marsella

From: Al Marsella [marsella@cts.com]
Sent: Thursday, October 29, 2015 10:53 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Change in flight plans - Large increase in flights over Rancho Bernardo, CA

Gentlemen,

I have noticed a large increase of flights over my home from a few to probably in the order of greater than 50 per day with the flights continuing well into the am hours. Just for a small sampling -- the following times for flights over my home between 15:00 and 15:55

15:10 October 29th
15:22 October 29th
15:39 October 29th
15:51 October 29th Very Loud

I am not a pilot and I don't know how to read the flight paths properly but it appears that there is a flight path designated as V186 that runs over my community and directly over my home. Though I don't believe all the flights follow this exact flight plan with some to the left or right of my home and some aircraft circling Battle Mountain.

2098-01

Military aircraft are also involved including Osprey and various helicopter groups as well as commercial prop aircraft. Clearly the Osprey is certainly the loudest craft with loud noise present for a prolonged period of time before and after the flights have left the area.

There seems to be a window sometime before dark when the flights increase drastically. Certainly it would require a heavy effort on my part to map all the flights going over my home but I believe there are likely flight paths that already show how many aircraft are going over my home and to be able to compare the number and types from June of this year to the current month.

Would you assist me in understanding whether there was indeed a change in the number of flights going over my home and whether this is relative to the "NextGen" flight path changes and whether this is just a preliminary change with the full implementation affective in November. Also, what are my options to express my opinions regarding the changes.

2098

Al Marsella (continued)

2098-01

I have been making inquiries regarding this issue and have been having difficulty locating anyone that can shed light on this issue. Your help is appreciated.

Al Marsella
18680 Caminito Pasadero
San Diego, CA 92128
858-204-0886

2098

Response

2098-01

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

2099

Trisha Schuster

From: Robert Schuster [trish_longy@hotmail.com]
Sent: Friday, October 30, 2015 3:29 PM
To: airnoise@san.org; 9-ANM-SoCalOAPM (FAA); Robert Schuster
Subject: aircraft noise

October 29, 2015

The following aircraft produced excessive noise at my location:

SKW6521
DAL1592
AAL2205
ASA573
SWA333
UAL276
DAL1864
DAL2404
UAL1621
UAL1964
AAL567
UAL307
AAL1566
ASA829
SWA433
UAL546
SWA989
UAL1750
AAL1445
SWA2806
UPS921

2099-01

Sincerely,

Trisha Schuster
3712 Fenelon St.
San Diego, CA 92106
619-222-7834

2099

Response

2099-01

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

2100

Robert and Lucy Celeste

From: Lucy Celeste [lceleste@cox.net]
Sent: Saturday, October 31, 2015 3:05 PM
To: 'Lucy Celeste'; 9-ANM-SoCalOAPM (FAA); airnoise@san.org
Cc: trussell@san.org; kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; 'Robert Celeste'
Subject: NOISE COMPLAINT FROM AIRPLANES DEPARTING FROM THE SAN DIEGO INTERNATIONAL AIRPORT

To Whom it May Concern,

Well here we go again this Saturday October 31st ... It seems to be a regular occurrence these days to be woken up by non-stop airplane noise every morning. In fact on Thursday morning, **the airplane noise was louder than my 7:00 a.m. alarm clock and this was with my windows closed.** For the past 20 years living in this home, I have went to sleep with the window next to my bed open. Unfortunately, even through the unseasonal heat this fall (San Diegians who live on the coast generally do not have air-conditioning in their homes), now I am unable to leave my bedroom windows open at night due to this new airplane noise.

On Thursday morning, I was at a meeting that I attend on a regular weekly basis over the past 10 years from September through May every year. This meeting takes place under the regular flight path in Loma Portal. In the past, the speaker has always had to stop speaking when an airplane flew over as it would be so loud. That is why the homes under the flight path had their windows replaced several years ago with 3 pane windows to help block out the noise and these upgrades were not paid for by the homeowners. It was paid for by the Airport Authority This past Thursday, the speaker was able to talk right over the airplane noise without even having to raise her voice. Just one more confirmation that the flight path from the San Diego International Airport has been altered. Now, not only is the airplane noise being spread from one end of Point Loma to the complete end of the Point at Cabrillo Monument but the pollution from the spent fuel will also destroy the health of more citizens, ground water, plants, neighborhood vegetable gardens, and natural resources.

We won't stop protesting until the airplane flight departures stop altering their course from the original flight path.

Concerned Citizens,
Robert and Lucy Celeste
3555 Charles Street
San Diego, CA 92106

2100-01

From: Lucy Celeste [mailto:lceleste@cox.net]
Sent: Wednesday, October 28, 2015 11:31 AM
To: '9-ANM-SoCalOAPM@faa.gov'; 'airnoise@san.org'
Cc: 'awarren@san.org'; 'trussell@san.org'; 'kevinfaulconer@sandiego.gov'; 'loriezapf@sandiego.gov'; 'Robert Celeste'
Subject: NON-STOP AIRPLAINE NOISE ALL DAY TODAY
Importance: High

To Whom it May Concern,

Here we are again!!! I have been out of town for a month and I return to NON-STOP airplane noise again today.

It was my understanding from the FAA that the exit flight path has not been altered. This is obviously false. All my windows and doors are closed and I can still hear the airplane noise.

Point Loma residents are appalled at the lies we are being told by the FAA. You are taking away our health, home values and destroying the Point's natural resources.

2100

Robert and Lucy Celeste (continued)

THIS CHANGE IN THE TAKE OFF FLIGHT PATH FROM SAN DIEGO INTERNATIONAL AIRPORT MUST STOP!!!

Give us back our neighborhood.

Robert and Lucy Celeste
3555 Charles Street
San Diego, CA 92106

From: Lucy Celeste [mailto:lceleste@cox.net]
Sent: Tuesday, September 29, 2015 7:13 AM
To: '9-ANM-SoCalOAPM@faa.gov'
Cc: 'airnoise@san.org',
Subject: WHEN IS THE AIRPLAINE NOISE GOING TO STOP!??
Importance: High

To Whom it May Concern,

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 ... an the noise continues as I write this email!!!

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



This email has been checked for viruses by Avast antivirus software.

www.avast.com

2100

Response

2100-01

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

2101

Robert and Lucy Celeste

From: Lucy Celeste [lceleste@cox.net]
Sent: Saturday, October 31, 2015 10:29 PM
To: 9-ANM-SoCalOAPM (FAA); airnoise@san.org
Cc: trussell@san.org; kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; 'Robert Celeste'
Subject: JET FUEL COMPLAINT FROM AIRPLANES DEPARTING FROM THE SAN DIEGO INTERNATIONAL AIRPORT

Shortly after I sent my message off to you this morning, I went out to pick up the morning paper. To my great shock, there was an overwhelming stench of fumes. I came in the house and called SDG&E's emergency line immediately. However, during my conversation with them I mentioned that the odor could possibly be jet fuel as it did not smell like the normal gas leak we in this area have had before.

2101-01

SDG&E was just here looking at our property and found everything a-okay. When they left I was talking with my neighbor about the terrible order this morning and yes in fact they smelled it also. My neighbors are certain it was jet fuel coming on the winds blowing down Albion Street.

If this odor was in fact, jet fuel, this is another extremely damaging environmental hazard we now have developing in the Point Loma Wooded Area due to the change in airplane departures from the San Diego International Airport. I feel there should be an environmental impact study done on all the adverse affects this change in the flight path is causing to residents in our area, including being a Health Hazard.

Sincerely,
 Robert and Lucy Celeste
 3555 Charles Street
 San Diego, CA 92106

From: Lucy Celeste [mailto:lceleste@cox.net]
Sent: Saturday, October 31, 2015 8:05 AM
To: 'Lucy Celeste'; '9-ANM-SoCalOAPM@faa.gov'; 'airnoise@san.org'
Cc: 'trussell@san.org'; 'kevinfaulconer@sandiego.gov'; 'loriezapf@sandiego.gov'; 'Robert Celeste'
Subject: NOISE COMPLAINT FROM AIRPLANES DEPARTING FROM THE SAN DIEGO INTERNATIONAL AIRPORT

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Concerned Citizens,
 Robert and Lucy Celeste
 3555 Charles Street
 San Diego, CA 92106

2101

Robert and Lucy Celeste (continued)

From: Lucy Celeste [mailto:lceleste@cox.net]
Sent: Wednesday, October 28, 2015 11:31 AM
To: '9-ANM-SoCalOAPM@faa.gov'; 'airnoise@san.org'
Cc: 'awarren@san.org'; 'trussell@san.org'; 'kevinfaulconer@sandiego.gov'; 'loriezapf@sandiego.gov'; 'Robert Celeste'
Subject: NON-STOP AIRPLAINE NOISE ALL DAY TODAY
Importance: High

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Give us back our neighborhood.

Robert and Lucy Celeste
 3555 Charles Street
 San Diego, CA 92106

From: Lucy Celeste [mailto:lceleste@cox.net]
Sent: Tuesday, September 29, 2015 7:13 AM
To: '9-ANM-SoCalOAPM@faa.gov'
Cc: 'airnoise@san.org',
Subject: WHEN IS THE AIRPLAINE NOISE GOING TO STOP!??

Importance: High

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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

2101

Robert and Lucy Celeste (continued)



This email has been checked for viruses by Avast antivirus software.

www.avast.com

2101

Response

2101-01

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

2102

Lisa Murzic

From: Lisa Murzic [lvmurzic@gmail.com]
Sent: Wednesday, October 07, 2015 5:19 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Change to LOWMA

2102-01

I live in the area affected by the proposed removal of the Point Loma Waypoint (LOWMA). My question is how was the decision made by the FAA to prepare an Environmental Assessment instead of an Environmental Impact Statement regarding the removal of LOWMA? My understanding is an EIS is required in this particular situation, however the FAA only prepared an EA which is in violation of NEPA.

Thank you.

Lisa Murzic

925 Temple Street

San Diego, CA 92106

2102

Response

2102-01

The commenter asks why an EA was prepared for the SoCal Metroplex Project instead 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. As discussed in Chapter 5 of the EA, the Proposed Action, when compared to the No Action Alternative, would not result in any significant impacts to the environment.

2103

Allyson Ledsam

From: Allyson Ledsam [allyson.ledsam@gmail.com]
Sent: Wednesday, October 07, 2015 6:01 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: NOISE!

2103-01

STOP THE NOISE OVER POINT LOMA NOW!!!
 EVERY 5 MINUTES STARTING AT 6:30AM TO MIDNIGHT!
 ALLYSON LEDSAM

2103

Response

2103-01

Please see **Topical Response 11 – Point Loma.**

2104

Erin Scott

From: Erin Scott [escott@g2ss.com]
Sent: Wednesday, October 07, 2015 9:02 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Public Input for Southern California Metroplex EA

2104-01

As a long time resident of Point Loma in San Diego and as someone who used to own a house directly under the existing flight paths in Ocean Beach, but now lives further south on the peninsula I would like to voice my opposition to proposed removal of the LOWMA waypoint.

I enjoy living in Point Loma and did so even when I lived under the flight path, but I also made a conscience choice to move away from the flight path at great personal expense. I did this to improve my quality of life and I am deeply troubled that the FAA is now moving toward the removal of the LOWMA waypoint for departing aircraft in San Diego.

The removal of this waypoint will decrease the quality of life for all residents in the Point and for visitors to our national monument and beaches. Noise levels will go up. Sooty pollution will fall on the families and schools on the southern end of the peninsula. Property values will decrease. Cost savings will not materialize. The government will be faced with having to retrofit older schools with noise abatement measures and probably even do the same for homeowners. This has been done in the past for homes directly under the current flight path. Homeowners will need to be compensated for the loss in property values, tax revenues for the city will fall as houses are re-assessed. I know from personal experience that a home under the flight path commands less in price than one not under the flight path. I have purchased one of each and I know the flight path will decrement the price a home can command on the market. The economic cost of this change is considerable given the current residential areas that will be affected by this change.

If the FAA adopts the new Metroplex guidelines and removes the LOWMA waypoint what will be the recourse for homeowners in the area? Who is responsible for reparations of lost property values caused by the long term impact this change will make? The benefit of fuel savings and increased profits of airlines and airports doesn't seem like a good trade-off when you look at the number of families that will experience a reduced quality of life and in some cases may loose their biggest financial hedge, the property value of their home.

2104

Erin Scott (continued)

2104-01

Please reconsider your recommendations for San Diego and leave the waypoint in place and the flight paths as they are.

Thank you,
Erin Scott
810 Loma Valley Rd
San Diego, CA 92106

2104

Response

2104-01

Please see **Topical Response 11 – Point Loma.**

2105

Jeffrey Watkins

From: Jeffrey Watkins [jwatk36863@aol.com]
Sent: Thursday, October 08, 2015 5:49 PM
To: 9-ANM-SoCalOAPM (FAA)
Subject: Chang in traffic pattern at Point Loma san Diego, Lindberg Field

Sir or Madam,

An important addition to my previous comments:

2105-01

It appears to me that total consideration was given to the Companies and their small desire to extract more money for their bottom line than to the taxpayers who keep the Companies afloat and pay the salaries of the Government employees.

Sincerely Jeffrey Watkins 845 Moana Drive, San Diego, CA.92106.

Jeffrey Watkins
jwatk36863@aol.com

2105

Response

2105-01

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

2106

Anabel Sardo

From: Anabel Sardo [anabel.sardo@gmail.com]
Sent: Thursday, October 08, 2015 11:44 PM
To: 9-ANM-SoCalOAPM (FAA); airnoise@san.org; awarren@san.org; trussell@san.org; kevinfaulconer@sandiego.gov; loriezapf@sandiego.gov; bwear@sandiego.gov; Sen.boxer@opencongress.org; Sen.feinstein@opencongress.org
Subject: Against FAA flight path change in San Diego

2106-01

I am writing to you to strongly protest the change of flight patterns that will result from the proposed Metroplex Environmental-Southern California Initiative for the San Diego Airport. This change will result in very large area of impacted homes, schools, churches, and national parks. I am greatly concerned with safety in the area, air pollution as a result of the lower altitude flying, schools unable to teach their students, massive lowering in property values, impacts to tourism at the National Parks and the area University, and a general lowering in the quality of life of all community members.

2106

Anabel Sardo (continued)

I understand that a primary reason for the proposed flight pattern change is to save fuel consumption and costs to the airlines. That is completely unacceptable. The FAA is a business. If another business desired higher revenues and did that by effecting thousands of home owners, schools, and businesses as well as bringing about safety concerns, it would never be approved or allowed to happen.

2106-01

In reviewing the Environmental Impact Report, I do not believe it is complete. It does not mention the three elementary schools, one middle school, the Point Loma Nazarene University, or the Sunset Cliffs National Park as part of it's studies.

The Bottom Line: **The FAA's responsibility is not to make the airlines more profitable by reducing fuel costs. Their responsibility is to assure air traffic control maintains the utmost safety and quality of life of the American citizens that pay their bill while assuring the environment is maintained.**

2106-02

I also need to file a formal complaint with the FAA regarding the forum held on Oct 6. The FAA held a public forum to inform the community of the proposed plan and allow the community to voice their concerns, which was a good thing. However, there were no meeting minutes taken to formally note the concerns and questions brought up by the citizens. Nor were the questions answered. What was the purpose of allowing a community to ask questions and state concerns if no one would answer them? That was an extremely bad business and political decision and frustrating to all parties involved.

Regards,
Anabel Sardo
3507 Lowell Way
San Diego, CA 92106
anabel.sardo@gmail.com

619-222-7720

2106

Response

2106-01

Please see **Topical Response 11 – Point Loma.**

2106-02

Please see **Topical Response 13 – Point Loma Public Meeting.**

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