



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

April 10, 2015

The Honorable Michael P. Huerta, Administrator
Federal Aviation Administration
800 Independence Avenue, SW, Room 1022
Washington, D.C. 20591

Dear Administrator Huerta,

I'm writing in regard to the ongoing significant complaints I have received regarding new patterns of aircraft noise affecting thousands of my constituents. In several different communities in my Congressional District, my constituents have experienced substantial increases in aircraft noise since the Finding of No Significant Impact-Record of Decision (FONSI-ROD) was issued for the Northern California Airspace Optimization on August 7, 2014. I assure you that the impacts have in fact been significant to many of my constituents and that's why I'm requesting your leadership to identify changes to mitigate existing flight paths impacting constituents in Santa Cruz County, Santa Clara County and San Mateo County. In some cases, this might be a simple altitude adjustment that could literally return a good night's sleep to many.

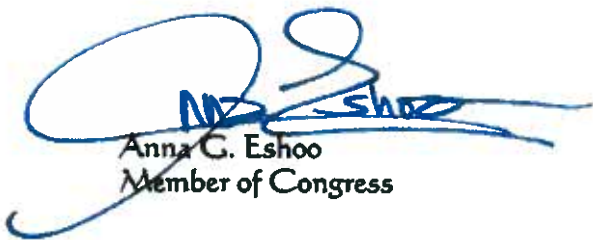
Since my May, 2014 letter to you regarding the lack of data on aircraft altitude and noise impacts in the Draft Environmental Assessment, the amount of aircraft noise throughout my District has worsened. Constituents in all three of the counties I represent are experiencing the consolidation of flight paths resulting in an inequitable amount of aircraft noise concentrated on certain communities.

The following is a sampling of the correspondence I have received from my constituents in recent weeks. These are not models predicting average impacts. They are my constituents speaking. From Santa Cruz County, a constituent writes: "There are now commercial airliners flying very low and loud every 5-10 minutes flying north between Scotts Valley and the San Lorenzo Valley impacting the lives of tens of thousands of mountain residents. My house shakes, the planes are so low." Another constituent in Portola Valley in San Mateo County writes: "The noise from jets flying directly over my head has become unbearable—even with the windows closed." Meanwhile, constituents in Palo Alto write that the increased and continuous noise brought on by the recent flight path changes have become "intolerable."

Having heard from so many constituents about noise impacts since the Environmental Assessment (EA) was finalized, I'm concerned that the findings of the Final EA and the Noise Integrated Routing System (NIRS) model do not match the actual facts on the ground. It is also unclear to me how the NIRS model accounts for repeat and continued exposure to elevated decibel levels. While I appreciate the FAA's efforts to optimize the Northern California Airspace as part of the NextGen program, I believe compromises can and must be made to ensure that the noise impacts of this new program are minimized to every extent possible.

I look forward to your timely response and I thank you in advance for it.

Most gratefully,



Anna C. Eshoo
Member of Congress

Congress of the United States
Washington, DC 20515

April 15, 2015

Mr. Michael Peter Huerta
Administrator, Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

RE: NextGen Air Traffic Impact in Santa Cruz and Santa Clara Counties

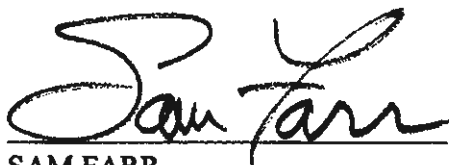
Dear Administrator Huerta;

We are writing today to address the growing concern regarding aircraft noise in several Santa Clara and Santa Cruz County neighborhoods caused by the rerouting of large commercial aircraft pursuant to the NextGen air traffic control modernization program.

While we understand that the Federal Aviation Administration (FAA) notified various public officials in the planning stages of this project, it failed to effectively communicate the real world impact of these changes to the public. When the FAA began implementing the NextGen program last month, the dramatic increase in aircraft noise over previously peaceful neighborhoods in our respective districts came as a complete surprise to residents. This change has dramatically affected the quality of life in several quiet rural areas that had previously experienced little or no aircraft noise impacts.

Our offices will continue to work with the Federal Aviation Administration in seeking out solutions to this issue. However, we respectfully request that the FAA hold public forums in Santa Clara and Santa Cruz Counties in the immediate future in order to allow the constituents of our districts to voice their concerns.

Sincerely,



SAM FARR
Member of Congress



ANNA ESHOO
Member of Congress