



*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.

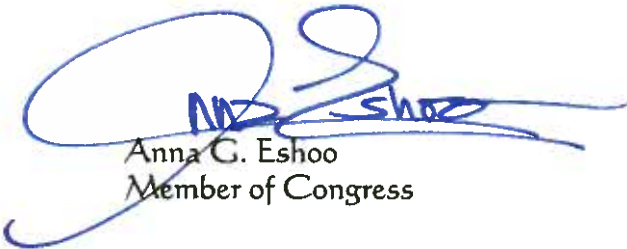
Since my May, 2014 letter to you regarding the lack of data on aircraft altitude and noise impacts in the Draft Environmental Assessment, the amount of aircraft noise throughout my District has worsened. Constituents in all three of the counties I represent are experiencing the consolidation of flight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