

**SUPPLEMENTAL E-MAIL QUESTIONS AND COMMENTS FOR THE FAA  
SUBMITTED TO THE FORUM FROM JULY 11, 2018 THROUGH THE PERIOD  
ENDING JULY 27, 2018**

**Kerstin Kågelius  
Oakland  
July 11, 2018**

I am with my neighbours totally fed up with the low flying commercial jets over our once peaceful homes. Our children, our pets and wild life and ourselves are fed up with this noise from commercial jets thanks to disgusting NextGen flying over our once peaceful homes!!! I have lived in my home for 40 years and once peaceful but now disgusting!!!

Please help us!!!

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**Kerstin Kågelius  
Oakland  
July 12, 2018**

My family, my neighbours and friends are sick and tired of huge commercial Jet Planes flying over our homes steadily, daily!!! All Day!! And night!!

My foundation is starting to crack from the vibrations of these commercial jet planes!!! Unbelievable that this can go in daily and us living in the hills of Oakland have to suffer and can no longer sit outside!!! It starts up at 6am (here comes one right now right over my once peaceful home!!!)

We need this to STOP! I have lived in my home for 40 years and never experienced such abuse from FAA!

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**Kerstin Kågelius  
Oakland  
July 13, 2018**

I might add last night I went watch "Oklahoma" at Woodminster outdoors theater in Oakland. I counted 8 jetplanes flying over the performance!!! This am I must have sent off 10 emails with complaints of huge Commercial Jet Planes right over my home.

Thanks for your help to shut down NextGen! We all know what they are up to and it is only about \$\$\$ not human beings welfare!

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**Kerstin Kågelius  
Oakland  
July 14, 2018**

This entire morning at least 7 -8 huge Commercial Jet Planes right over my home of 40 years! My house is vibrating as they fly right over!

Please help us stop NextGen another creepy organization who only cares only about saving \$\$ for the big Commercial Jetliners!!! Could care less about us who lived in peace for 40 years till now!!!

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**Kerstin Kågelius**  
**Oakland**  
**July 17, 2018**

The point is this has to stop. I know FAA is meeting this week with us who suffer from NextGen. When your foundation and house shakes from Jet Planes flying low it need to stop. We can no longer sit outside!!! They are flying so low you can almost see the pilots.

I have lived in peace in my house for 40 years and now we can barely sit outside. It wakes me up at 6am when they start up! I am recovering from a broken neck.

Any idea when this will stop? Can this be passed on to SFO?

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**Rani Marx, PhD, MPH**  
**Oakland**  
**July 19, 2018**

I believe this is my fourth or fifth letter regarding the effect NextGen is having on me personally and on the community. I am an epidemiologist, concerned with health and illness in human populations. Sleep deprivation is associated with increased morbidity and mortality (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3655374/>).

Since NextGen was implemented it has contributed to severe sleep disturbance and deprivation. Not to mention the disturbance during daylight hours. Just this month on a regular basis, multiple flights pass over my head like a truck on my roof late at night and again early in the morning. They prevent me from getting a healthy amount of sleep. There are have been a slew of flights after 10pm, often after 11pm, and amazingly enough at 12:15am and even 12:40am with more flights beginning BEFORE 7 am! By whose metric is this acceptable? Why does the FAA get to determine how much sleep we are permitted? This is FAA-induced illness. It has been and continues to be completely unacceptable.

Would any decision-makers endorse the current flight paths and elevations if they were personally affected? I think not. The absurdity is that there are alternatives that can meet both FAA and community needs. Please act immediately to take the steps outlined by SOSEB, diversifying flight paths and increasing elevations, steps that you have taken in other communities such as Newport Beach (also submitted online to Diane Feinstein, Barbara Lee, Nate Miley, SF Airport Community Roundtable, Bay Area FAA/FSDO).

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**Martin Bern**  
**Oakland Hills**  
**July 19, 2018**

I wanted to attend the meeting at Jack London Square this evening, but was taken out of town by work. I want to express my dismay at the fact that after more than twenty years living in the Oakland Hills, I find myself under a near constant roar of airplanes. There are large planes with the deep rumble, and small planes with the loud propellers. They seem much closer and louder than ever before. And frequently, they just stream overhead, one after another after another. I can no longer sit outside in my garden because of the noise. But when I go inside my house, the noise permeates as well. Basically, I am looking to sell my home because the noise is intolerable.



vast wide open airspace there is. I drive over the san mateo bridge and look out over the bay north and south i never see planes?? its wide open, (over ten miles wide on the ground airspace is much larger) i take the bridge at all different hours of the day and a couple times a week and have pictures to prove my point. If thats not good enough then fly in over 880, 680 ,580 , the freeway system pick one!!!! but stop flying over homes at low altitudes for miles????????????????? Boy that was easy, If the FAA can't fix this within the next two years then my family will move out of the bay area, we can't live the rest of your lives like this. Basically the FAA is destroying the bay area just to save a few more minutes of air time. Question to ask Mr Roberts does he live under six flight paths????????????????????????????????????? can you please forward the comments to Mr Roberts. Thank you for your support.

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**Duana Fullwiley**  
**Oakland Hills**  
**July 19, 2018**

I would like to join my well-spoken neighbors in sharing my personal experiences with the life disturbing consequences of the concentrated NextGen flight paths. The main problem for me is the frequency of the planes. On some days I have recorded them to be every two minutes, and on those same days at different times they are every five minutes. On Monday July 16th, I was up late because the planes were flying after midnight. At least three flew over between midnight and 12:15am. Those woke me up, and then it was hard to go back to sleep and function for my day the following day. This happens often.

The frequency of the flights make them so much more noticeable and a real nuisance. When I wake up in the morning it is usually to the sounds of airplanes, when i go on my deck to see the sky and trees, it is also to the sounds of airplanes. When i have family or friends over for meals or visits, we are interrupted by the sounds of airplanes. It really is non-stop. It is just too much traffic for any one neighborhood to have to sustain. This unfair noise and air pollution burden on only some of our city's citizens is the real problem.

I'm a professor at Stanford and I teach on issues of science, medicine and ethics. These policy decisions can really have an ill effect on populations and should be taken seriously. I also have a hard time believing that our current computing technology cannot handle a more dispersed flight system. This assumption, or more likely complacency, is not convincing to me and many of the bay area residents who work in these areas and are watching the ways computing is outpacing even our wildest expectations. Please include my comment to any communications with the FAA regional manager.

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**Katherine Bedeian**  
**Oakland Hills**  
**July 19, 2018**

I want to thank you for being open to comments from community members regarding the impact of NextGen and jet noise. I am writing this email to you since I was unable to attend last night's Oakland Airport Noise Management Forum; needless to say I was delighted to have another option for letting my voice be heard. As a resident of Oakland, California since October 1973, I have enjoyed living, working, playing, and growing old in my community. Since 1984 I have been hiking, biking, and running in [Redwood Regional Park](#). Six years ago, I was fortunate enough to buy a house that is within walking distance to [Redwood Regional Park](#). I spend nearly every day at the park along with hundreds of other urban dwellers taking advantage of the many trails provided in this open space. [Redwood Regional Park](#) use to provide a refuge from the hectic urban environment and a place to go where one could enjoy the silence among the redwood trees. This is no longer the case, since the implementation of NextGen, one of the quietest spiritual places to visit in the city is now filled with the thunder of jet engine noise almost on a constant basis. One Friday afternoon I was going for a run when I counted 25 (twenty five!)

low flying noisy jets within a 40 minute period. What makes it particularly bad is that the noise of the jets echoes in the valley and sometimes the rumbling low sounds of the jet engines are sustained for more than two minutes as they gain distance and altitude. I have tried putting my hands over my ears, I have tried inserting my fingers into my ears, but the low hum vibrates not only the ossicles of my inner ear but sends vibrations throughout my entire nervous system. To have this park bombarded with a constant deluge of jet plane noise pollution is criminal. When I go home from my outing in the park I continue to be plagued with jet engine noise pollution. I can no longer open my windows, I can no longer sleep in (did I mention I get woken up every morning by the noise pollution generated by jet engine planes).

I am pleading with you for the hundreds of people who enjoy the solitude that [Redwood Regional Park](#) provides, I am pleading with you as a home owner who lives directly below a NextGen corridor, I am pleading with you as a citizen of the United States of America to recognize that not only is NextGen not working but it is a community menace and hazard that needs to be rolled back.

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**Virginia Vogel**  
**Oakland**  
**July 19, 2018**

There has been information circulated that WNDSR was designed based on a mistake of fact. The designers thought that the Berkley-Oakland hills were uninhabited parkland. In fact, the Berkeley Oakland hills are a densely populated, high elevation, low ambient noise residential area. It is clear that the designers intended to route WNDSR over this mistaken "parkland" as WNDSR comes straight down from the north and then takes a sudden jog to the west to fly low over the ridge line of the Berkeley Oakland hills before then jogging back to the east. It is unthinkable that they would have designed this route as it now stands if they had been working with proper information. Why should it take 2 years and counting to correct an obvious mistake?

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**Juliet Eichberg**  
**July 19, 2018**

As detailed in my statement, on Saturday, April 28, 2018 (between the hours of roughly 8:00am and 10:00am) I logged departing SFO flights that go over my house in the Broadmoor District of San Leandro. The information was then correlated with historical information from WebTrak. In those two hours, I counted 30 planes, or an average of one flight every 4 minutes. As soon as one would leave the airspace, another one would follow in frequent succession (8:02, 8:03, 8:09, 8:11, etc.). I understand I live near three busy airports but the constant bombardment of air traffic over my neighborhood is unacceptable.

The departing flights produce excessive noise with the average decibel level of 59, or the sound of an air conditioner on full blast. The droning of the engines has caused me undue stress and aggravation, even triggering frequent migraines. My sleep is disrupted in the morning, my outdoor time is greatly diminished, and I have difficulty studying because of the ongoing noise of the planes. Attached is the collected data, but this is only a small sample of what I and other frustrated residents have logged. Each user of the stopjetnoise.net collects information that can be used identify a solution to the problem. As Mr. Lee said last night: The data is already there; the FAA just needs to use it. Employing a Data Analyst to review existing data in order to determine the most efficient flight plan while also truly taking into account the noise impact at the ground level would be the first step in the right direction.

Studies show that excessive noise pollution has the same impact on health as polluted air. I am tired of the stress caused by the noise. I work full time and want to come home to rest and relax. My quality of life, health, and that of my neighborhood has been reduced as a result of the botched implementation of NextGen. Finally, as Mr. McClintock and Mr. Lee are local residents, I would like to extend an invitation to visit my location to understand the impact this NextGen flight path has on me and my neighborhood.

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**Tina Alexandra**  
**Oakland (Piedmont Pines)**  
**July 19, 2018**

My husband and I purchased our house in late 2011 and were pleased and excited to move from the convenient though extremely noisy and polluted downtown Oakland to the quiet residential neighborhood of Piedmont Pines. In the last couple years, we have had to adjust to the near constant sound of planes flying overhead - I hear them first thing when I wake up in the morning, sometimes being awakened by them, and constantly in the evening and after I've gone to bed. I hear quite large planes which shake the house at 11:30 pm and sometimes even midnight when I am trying to fall asleep. There is also one flight in particular that I hear each night between 10:30 and 11 pm that is surprisingly loud.

We spent a long time searching for a house to buy, and how peaceful and quiet the neighborhood was a huge factor. It was a relief to not see airplane noise as a major factor in the disclosure, but unfortunately now it is. The change in flight patterns has been disruptive to my peace of mind, my rest, and my property value. Public health studies have demonstrated that being subjected to constant noise pollution is damaging to physical, emotional, and mental health. It makes my neighborhood a less comfortable and more polluted area to live. Please do what you can to improve the lives of your constituents and address airport noise. I ask that you relay our concerns to FAA Regional Administrator Dennis Roberts and work toward a solution to improve the health and wellbeing of those of us living under this flight path. Thank you for your consideration.

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**Carla Shapreau**  
**Berkeley**  
**July 20, 2018**

It is my understanding that emails to FAA Western Regional Administrator Dennis Roberts should be directed to you, so please assist me in providing my input to Mr. Roberts (including the attachments to this email), as a follow-up on the July 18, 2018 public meeting with the FAA to review Jet overflight noise concerns in the S.F. East Bay.

I am providing one case study to add to the analysis from the North Berkeley Hills. I am pasting below graphics of the jet flight pattern over our home and neighborhood, which were provided to me by the Oakland Airport Senior Noise Abatement Specialist. The repeated noise directly overhead is at times relentless and this traffic should be better dispersed over a wider area to lessen the noise, health, and safety burdens on our East Bay communities, and rerouted over less populated areas, for example over the bay or over the wooded area directly east of our the North Berkeley hills. Looking at the graphics, the flight pattern seems designed to unduly burden certain communities over others, and our community seems to be at the vortex of this jet noise. Our community hopes that the FAA will soon reroute these jet overflights and would be grateful for the FAA's consideration of this request. [Note: Attachments not included, but available from Oakland Airport Noise Management office as follow:

- Flight Tracks - March 12, 2018 thru March 16, 2018 – Mix of Southeast Plan and West Plan;
- Flight Tracks - March 19, 2018 thru March 23, 2018 – Mix of Southeast Plan and West Plan; and
- Pre-NextGen Flight Tracks – March 19, 2012 thru March 23, 2018 – Flights are more dispersed during West Plan].

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**Rani Marx, PhD, MPH**  
**Oakland**

**July 20, 2018**

Please include these questions for Dennis Roberts.

1. What are the economic savings gained by the current NextGen flight paths over the East Bay Hills as compared with pre-NextGen flight paths?
  2. What are the health costs to the community (illness & quality of life deprivation due to sleep deprivation/disturbance and daytime noise) by current NextGen flight paths?
  3. How would the answers to these questions change with a modified flight path (much broader/over non-residential neighborhoods incl water) and higher elevations?
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Judy Upsdell  
July 20, 2018

I sent an email to the FAA about the new routes for airplanes over Oakland. I got a dumb reply that told me to contact Oakland Airport as the FAA didn't decide what routes were used.

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**Kerstin Kågelius**  
**Oakland**  
**July 22, 2018**

Right over our once PEACEFUL homes!!!

This has got to STOP!!! Right over our homes it is SOOO NOISY we cannot SIT OUTSIDE nor INSIDE!!!  
Do I have to sell my wonderful home after living in it for 40 years!!!!

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**Kathryn Muir**  
**July 22, 2018**

This evening 7/22/2018 between 8 and 8:23pm there were 8 flights from SFO coming over my neighborhood. I fail to understand WHY they cannot be exiting over the Bay then hanging a right at Pt. Richmond when the area over the Bay sky was clearly devoid of air traffic during their departures. This was a small example of the air show that went on this clear windless calm evening.

Listed below are not all of the flights, just the ones low and loud enough to rattle my nerves. There were more. One after another:

5:12, 5:15, 5:24, 5:30, 5:31, 5:42, 5:45, 5:46, 6:22, 6:33, 6:52, 7:00, 7:30, 7:31, 7:33, 7:36, 8:00, 8:07

This is nothing less than torture.

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**Reva Fabrikant**  
**Oakland**  
**July 25, 2018**

[Dennis Roberts] stated that air traffic around the NorCal Metroplex is very complicated:

1. But the amount of air traffic hasn't really changed since before NextGen so why did the noise levels have to change so dramatically? Intense noise levels clearly have nothing to do with our 'complicated' air traffic.
2. How does having 'complicated' air traffic slow down the reading and evaluation (which really wasn't done) of 35 recommendations? If 'complicated' air traffic slows down the FAA's evaluation and planning

process how did you ever plan and implement NextGen? I assume you had to deal with lots of 'complicated' air traffic throughout the country and a lot more than 38 recommendations.

**Q:** Before NextGen, I heard 4-5 planes a day over my house. This past Saturday, between 8:11am and 9:18am I heard 21 planes fly over my house. In 67 minutes I heard a plane every 3 minutes! One plane was as low as 3,900ft over my home and the highest was 9,900ft. You get to sleep on Saturday morning if you choose, so WHY CAN'T I? How can you justify this kind of torture Year after Year?

**Q:**

[Dennis Roberts] stated that you have no authority, and that most of your staff is just dealing with the facilities that you are in. You also said that addressing our problems to the FAA in DC won't help because that only slows things down. If you have no authority and the DC FAA will only slow things down, who do you suggest we work with to mitigate this severe noise problem?

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No additional e-mail comments/questions were received through close of the extended comment period at 5:00 p.m., Friday, July 27, 2018.