



United States Senate

November 7, 2017

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Huerta,

I write to report the increasing number of concerns I am hearing from constituents in Southern California who are experiencing new or increased incidence of airplane noise and to ask that you take all possible steps to address these concerns. It appears this increase in noise is a result of new flight patterns instituted by the FAA as part of its implementation of the NextGen air traffic control technology.

Residents from the coastal communities of Malibu and Pacific Palisades, the central Los Angeles areas of West Adams and Culver City, and the mountain village of Lake Arrowhead complain of unrelenting airplane noise occurring at all hours of the day and night. These complaints echo the concerns I have heard in Northern California, which I understand you are working to address. In addition, I suspect there are communities throughout the state that are experiencing similar disruptions.

I understand new FAA flight paths have concentrated routes over a narrow track above Los Angeles, which means that residents who used to hear the occasional airplane are now subject to near-constant noise. In the case of Lake Arrowhead, the flight path adjustment resulted in planes that formerly flew over an unpopulated mountain peak now travel directly above the lake community en route to Ontario International Airport.

As the FAA engages in its post-implementation review of its SoCal Metroplex project, I ask that you consider all options to reduce the noise impact on affected communities. Also, please address these specific issues:

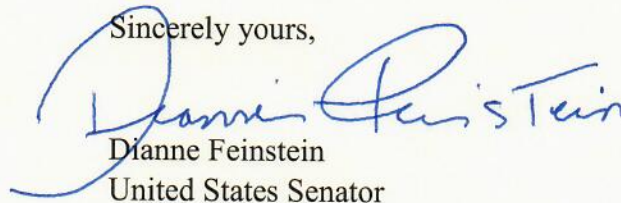
1. **Adjustments to the current flight paths, or a return to previous flight paths, to limit the noise in particular communities.** It is important to not simply move the noise burden from one neighborhood to another. With that in mind, will you seek to make better use of flight paths over the ocean and above sparsely populated areas where possible?

2. **Enforcement of FAA-established altitude levels for planes flying above residential areas.** My understanding is a significant number of airplanes, in some cases more than half, fail to cross FAA waypoints at prescribed altitude levels. What will you do to work with air traffic controllers to enforce compliance with established altitude levels?
3. **Reduce impact of future FAA flight path changes.** How does the FAA plan to improve its analysis of flight path changes in the future to avoid causing noise disruptions in other communities?

Additionally, I ask that you provide my office with an update on the FAA's progress in implementing noise-impact mitigation measures in the San Francisco Bay Area, which were submitted to your agency by the Select Committee on South Bay Arrivals last year.

Thank you very much for your attention to this matter.

Sincerely yours,

A handwritten signature in blue ink that reads "Dianne Feinstein". The signature is fluid and cursive, with a large initial "D" and "F".

Dianne Feinstein
United States Senator