

## Reduction of SFO Airplane Noise Over Residential Areas, October 7, 2015

By Ken Miles, Pacifica CA

We live in the Vallemar District of Pacifica and recently had to file a complaint with the SFO Noise Abatement organization regarding the increase of loud airplane noise over our home, often hearing planes 7 days a week, sometimes before 6 AM and after mid-night. We were contacted by a SFO representative who acknowledged there are now more planes flying in and out of SFO due to the recent “tech” boom, and more planes will be flying overhead in the future.

As a long time frequent flyer, I am well aware that planes leaving SFO used to fly far out over the ocean then made their turns towards the south or southeast to avoid flying over residential areas. Now, they climb and make their turns directly over Pacifica. We believe the airlines have altered their flight paths to save fuel and time.

The SFO Noise Abatement organization sent us lots of data in response to our complaint. Some of the information was useful and the rest senseless. The following are my comments:

1. Nearly 18,000 complaints were filed during the month of July 2015, mostly from 3 cluster communities: Pacifica / Daly City; north Santa Clara Co.; and the Santa Cruz area. Only 7 complaints were from residents of San Francisco, the city that owns and operates SFO, and receives large amounts of tax revenue and benefits from the airline industry.

2. In response messages to complainants, include location of permanent and temporary noise monitors on maps to illustrate relationships of complainants' residence and SFO. A SFO Noise Abatement website shows locations of the permanent noise monitors: 7 in San Francisco, 1 in Daly City, several just over the hill in SSF and San Bruno. but none in Pacifica.

(See: [http://flysfo.proofic.net.s3.amazonaws.com/images/sfoNMS\\_lowres.jpg](http://flysfo.proofic.net.s3.amazonaws.com/images/sfoNMS_lowres.jpg).)

3. In response messages to complainants: include better illustrations of plane flight paths (landing and taking off) within a 2-3 mile radius of their residence.

4. In response messages to complainants: include the known lowest altitude planes fly over the zone not the average altitude. Clearly define “altitude” as “above sea level” or “above land”.

5. In response messages to complainants: identify flights that exceed the 65 decibel limit, including highest decibel level recorded, and duration when the noise limit was exceeded.

6. In response messages to complainants: Describe planes by type of engines and noise ratings, (Type 2 or 3, model ((DC 9, 747-400 etc.)), jet / turbojet, propeller), which would be helpful in understanding the issues.

7. In response messages to complainants: Describe how SFO plans to reduce noise levels (new types of engines allowed, reconfigure flight paths over the bay; etc.).

8. The airlines do not receive fines for exceeding noise limits. Beside identifying and awarding airline companies that meet and exceed SFO’s “Fly Quiet Program”, SFO’s Roundtable committee should identify to the public the airlines that exceed noise levels and/or fly too low over residential areas (with quantifying data), and list the monetary fine and other penalties cited to specific offending airline companies.

9. Please address SFO’s short range plans to reduce noise around the Greater Bay Area:

- a. Take offs and landings primarily over the Bay?
- b. Steep take offs similar to John Wayne Airport?
- c. Or?

10. Please address SFO’s long range plans to reduce noise around the Greater Bay Area:

- a. Build a new regional airport in the Central Valley or elsewhere, with high speed rail connections (similar to Denver and Hong Kong), to serve San Francisco, San Jose, Oakland and Sacramento and other N. California communities?
- b. Or?