

**Statement of Congresswoman Jackie Speier (representing California's 14<sup>th</sup> District)**

**House Committee on Transportation & Infrastructure**

**Subcommittee on Aviation**

**April 1, 2022**

Thank you, Chairman Larsen and Ranking Member Graves, for holding a hearing on the issue of aviation noise and progress made on addressing community concerns. Conveyed with this statement are comments from my constituents that I wish to have included in the record of this hearing. I also support comments previously submitted by the San Francisco Airport Community Roundtable (Roundtable). I work closely with the Roundtable on this important matter.

I have long been concerned about the serious public health issue of aviation noise.

The government's measurement of annoying noise was found by the FAA's own research to be deficient. Noise contours, a benchmark tool for federal noise policy, are identified using this deficient metric. In the recent hearing, several committee members and witnesses noted that the official tally of those heavily impacted by noise had decreased by 94% over several decades to about 400,000 today. There's no question that aircraft engines and airframes have improved over the past decades, but the 94% reduction that the FAA touts is largely smoke and mirrors because of the flawed nature of the metric.

As the FAA's Neighborhood Environmental Survey (NES) indicated, annoyance occurs much more frequently and at much lower levels than previously appreciated.<sup>1</sup> Because the noise standard is deficient, tens of thousands of affected households exist *outside the official boundary formed by the deficient standard*. I understand the FAA is reviewing the current noise metric, and I would urge it to

---

<sup>1</sup> [https://www.faa.gov/regulations\\_policies/policy\\_guidance/noise/survey/#results](https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/#results)

adopt a far more nuanced and holistic measurement or sets of measurements that actually reflect the experiences of local communities. It does not do the cause of noise reduction any favor by using faulty official measurements to guide policy.

Aside from the deficient metric of annoying noise, our law is also broken in part because statutory language creates an inadequate prioritization of airspace management. No one takes issue with safety as the FAA's first priority. However, efficiency is the only other stated priority. In my district and surrounding areas, efficiency trumps noise mitigation around the clock and in areas far removed from the airport.

My first recommendation for the Committee's consideration is to change the FAA's prioritization of airspace management to include the reduction of aviation noise and environmental impacts. Adverse health impacts from intrusive noise and environmental pollution fall on households of all income levels, but often disproportionately impact marginalized communities. My bill, HR 4925, the F-AIR Act, would make noise and environmental impacts secondary priorities, below safety but on par with efficiency. I suggest this measure as a starting point for the Committee to consider.

The second recommendation, related to the first, is that the definition of annoyance from airport and aircraft noise be significantly improved. For example, low frequency noise—such as occurs with the backblast of an airplane taking off—is overlooked as a problem using the current methodology. While efforts are already underway to make changes in the wake of the publication of the NES, we are now some seven years after authorization of that study, and the FAA has still not taken any substantive *action* on the results. I also hope that the FAA will inform its work by evaluating noise measurement techniques from around the globe.

Third, and in my judgment, the FAA is not sufficiently resourced to reduce noise. It seems to take an inordinate amount of time to implement beneficial changes to flight paths. For example, after five years of dialogue with the community, the FAA recently agreed to send planes taking off from SFO and Oakland airports up the Bay and out over the Golden Gate Bridge, largely skipping populated areas, from the time of 1 a.m. to 5 a.m.

I want to thank the FAA for the accommodation that it made. Allowing planes to avoid populated areas from 1 a.m. to 5 a.m. will provide meaningful relief to my constituents, at least for those hours of the night. However, and as noted, this accommodation to human health occurred five years after the community first identified this choice as one way to reduce noise. Two of these years were impacted by the pandemic, but three were not within the pandemic time period.

Fourth, the FAA's regulation that permits an airport to petition to establish a noise-sensitive flight path puts the FAA in the position of determining, in essence, if the requested accommodation would cost the airlines more money by increasing fuel burn or would otherwise place a burden on interstate commerce. Noise reduction as a public benefit itself is not officially a priority of airspace management, so it isn't surprising that efficiency-related factors override public health benefits of noise reduction. It should be easier for an airport to obtain approval for a flight path change.

My fifth recommendation is that the Committee amend our statutes to again allow airports to create and enforce curfews. I acknowledge that mine is a minority viewpoint in the context of current federal aviation policy, but many airports around the globe have some version or another of curfew policies. Few in the United States are permitted this tool of public health.

I acknowledge the point made by some during the hearing that a disproportionate number of complaints about noise are sometimes generated by a tiny fraction of individuals. The number of

complaints about aircraft operations is, at best, an imperfect indicator of annoyance in a community. On the other hand, I wish to point out that most of my constituents concerned about noise tell me that they complained a few times, and nothing happened, so they gave up. Many residents simply don't have the time to submit complaints. The absence of complaints is not a signal that all is well. In fact, it might be a signal that our democracy is failing to provide resolution for a significant public health issue.

Noise is a problem. I believe that we can have a comfortable community and a thriving economy. I hope that the Committee will support significant changes in the FAA's noise practices when it considers the FAA reauthorization.

### **Comments of constituents in CA-14 relative to aviation noise**

Below are comments submitted by my constituents for purposes of informing the committee's work on aviation noise. In cross-referencing the constituents' addresses with a map, it's worth noting that all of the addresses are outside any noise contour line established under federal regulations. Therefore, in theory, the regulations deem that there is *no disturbing noise* in the areas represented in these comments. As the comments below reflect, the reality on the ground is the opposite: There is a great deal of disturbing noise. The experiences of all constituents- inside or outside the contour lines- are genuine and their problem with noise is important.

City	Additional Information	Comment
1. Joe Baylock, Burlingame, CA	Approximately 3 miles in a straight line from RWY 1, SFO	<p>I am writing to express my desire for The House Committee on Transportation &amp; Infrastructure that is holding a Subcommittee hearing on Aviation Noise to make some progress on reducing the runway noise from SFO. I am an active community member working on this issue having spoken with your point staff member, attended Airport Roundtable Ground-based Noise subcommittee meetings and attempted to recoup some damages in Small Claims Court (thus far unsuccessfully, but the quest continues on April 4, 2022 after many delays).</p> <p>I have had the Aircraft Noise Abatement Office install a temporary noise monitor in my yard and have exact measurements in the report as to the high-levels of noise emanating from take-offs and some landings with a particular focus on late night noise. Midnight to 1:30 am and 3 to 3:30</p>

		am are particularly troublesome and detrimental to my health and that of the whole community. The airport uses the fig-leaf of CNEL 24-hour average noise to cover for the 30 second to 2 minute bursts of noise on take-off. Adding a shorter duration metric and limits would be an excellent start to solving this problem. Carriers also do test "run-ups" in the middle of the night for any aircraft scheduled to depart prior to 9am the following day. These can last substantially longer and cause more neighborhood noise. While I am reluctant to let the City of San Francisco deny any responsibility, help on the Federal front would be most welcome.
2. Kitty Chen, Hillsborough, CA	Approximately 2.5 miles straight line from RWY 1, SFO	The airport noise affects my sleep and health badly.
3. Michael and Stella Daire, Burlingame, CA	Approximately 1.5 miles straight line from RWY 1, SFO	I am writing to express my concern about the increasing impacts of ground-based noise from San Francisco International Airport. Planes seem to take off at all hours from late night, to middle of the night, to very early morning on a regular basis, not to mention the noise from daytime planes. As you can imagine (and are likely very aware), for anyone who lives close to SFO, we must keep our windows closed at night or suffer sleep disruption. Warmer weather is approaching (in fact it's 82 degrees here in Burlingame today, March 22nd) we can't enjoy our sanctuary garden, and our friends/guests frequently comment on the rumbling noise, that can be as loud as a thunderstorm at times, particularly when the air is still/no wind. We appreciate your efforts to help us to get some resolution at the federal level to protect your constituents who otherwise have very little power against San Francisco International Airport or the FAA. We have been appealing to them for help for several years now with no meaningful responses to our requests.
4. Dona Edlund, Burlingame, CA	Approximately 2 miles straight line from RW1, SFO	Dear Congresswomen Jackie Speier, It's 11:55 pm I'm sitting at my kitchen table emailing you and the rumbling of airplane noise continues to be disruptive. I know you are aware of the noise because you held a Town Hall Meeting which my husband and I attended along with a few neighbors at Skyline College. The date was October 23, 2018. You also said that you were home and recovering from foot and you couldn't believe the continual airport noise. We have lived in our home since 1974 and the only extreme noise that we were aware of until 2016 was when it was about to rain and planes changed there flight patterns. The runway (back blast) noise was especially loud even during the day. When travel was cut back because of Corvid it was very quiet and now that travel restrictions have been lifted it is once again unbearable! I hope that you are able that you can help before you leave office. Thank you for all you have done in the past years for our community. Omg it is now 12:22 am and the planes are still rumbling explosive noise and accelerating as if the plane engines were right outside my house! We have attended many meetings and SFO denies that any noise is outside accepted range. Please help! It is a nuisance !
5. Jane Gomery, Burlingame, CA	Approximately 2 miles straight line	Subcommittee hearing on Aviation Noise - Please work towards eliminating aviation ground-based noise. The airplane

	from RWY 1, SFO	noise has gotten worse at San Francisco Airport. I have lived in Burlingame for over 40 years and the recent changes at the airport affect my daily life in a negative way. I have sleep disruptions, and am unable to sleep at night especially with my windows open even a crack. I enjoy my outdoor space and garden but can't spend any time there due to the interruption of noise. When guests visit they can't talk at times due to the terrific rumbling. It is as loud as a thunderstorm at times. Something needs to be done on a federal level to protect citizens who have very little power against local airports or the FAA. Thank you
6. Laurie Hietter, San Mateo, CA	Approximately 7 miles from RW1, SFO	Dear Representative Speier, The House Committee on Transportation & Infrastructure is holding a Subcommittee hearing on Aviation Noise on Thursday, March 17, 2022 7:00 am PST. Please let them know that noise from San Francisco International Airport has increased dramatically over the years and is interfering and degrading our quality of life. We have lived in San Mateo for 42 years. The flight patterns have changed. In the last 5 years, the planes have started to fly directly overhead, sometimes at elevations less than 5000 feet. That means I am woken up at 3:30 a.m, 5:30 a.m. we can't hear each other when we are relaxing outside on our deck. Yes, I moved here knowing there was an airport 7 miles away. It is only in the last several years this has been a problem. Please help!
7. Lynn Israelit, MD, Burlingame, CA	1.5 miles straight line from RW1, SFO.	I understand that a subcommittee of the House Committee on Transportation & Infrastructure will be meeting to discuss Aviation Noise. I am a resident of Burlingame, CA and am one of the founders of a group of 230 citizens who have been impacted by the increase of ground-based noise from SFO airport. For the past 5 years, our group has attended meetings of the SFO Roundtable with city government representatives and complained to the airport director but have made very little headway in having our concerns addressed. It seems that the average citizen has no way to protect themselves from changes made by the FAA or local airports, even when those changes severely impact their communities.  Let me give you an idea of my family's experience. When we first moved to Burlingame in 2007 we explained to friends that our new town was near the San Francisco airport but quickly followed by the fact that we didn't hear any airplane noise and enjoyed watching them takeoff and land. There was one flight at night around 11 PM every day that I would hear and that was it. However, for the past five years something has changed at SFO and we now hear such loud rumbling and vibration from planes that it wakes us from sleep. It keeps us from being able to sit outside in our yard and enjoying conversation with friends. We are no longer able to sleep in the warm weather with our windows open so are forced to use air conditioning throughout the entire summer. The low vibrations and noise can be so bad that one of our dogs--who is terrified of thunder--will often be woken from sleep and begin frantically barking.

		<p>When communities are negatively impacted by high-density commercial poultry farms or hot pepper sauce factories, they can sue the companies that are creating problems for the surrounding residents. But due to almost no restrictions other than safety issues on the FAA and airports, people who live near an airport that makes changes have absolutely no recourse to push back. The changes may include beginning to have takeoffs late at night so that flights landing in Asia don't wake the residents there when landing (very ironic!) or changing direction of takeoffs or having planes take off simultaneously on parallel runways, which amplifies the sound. It's time to change this and be responsive to those of us who simply want some restrictions to make our communities livable again.</p>
8. Jullin Kwok, Burlingame, CA	Approximately 2 miles from RWY 1, SFO	<p>RE: Aviation Noise coming from SFO Airport</p> <p>In summary, the noise from SFO airport has affected my family's lives in a negative way. Some examples are as follows:</p> <p>Sleep disruption -It is increasing difficult for me to fall asleep and stay asleep. At night, I can't fall asleep because of the noise, and I'm awoken from sleep because of the noise. My husband has to wear ear plugs to sleep. I've listened to music or talk-shows to fall asleep.</p> <p>Unable to enjoy the outdoor space, including having windows open because of the noise.</p> <p>Quality of life impacted due to the lack of sleep. I've been getting more headaches and migraines.</p>
9. Marcia Leonhardt, Burlingame, CA	Approximately 1.5 miles from RWY 1, SFO	<p>Dear Jackie,</p> <p>The noise from the airport has increased tremendously since I have lived in Burlingame. There are times when we cannot hear each other speaking in our house because of the loud noise from airplanes overhead. This is not only disruptive for conversation, but it makes us afraid the plane is going to land on us, very nerve-wracking. If there is some way to have the flight path over water or some other direction, it would be much appreciated.</p>
10. Louis Maraviglia, Hillsborough, CA	Approximately 5 miles straight line from RWY 1, SFO	<p>Unabated ground and departure noise from SF have been a nuisance and detrimental to a healthy environment. I have attended the SFO Round table meetings since its inception and there has been no meaningful progress in noise attenuation.</p>
11. Martha Millar Moore, San Mateo, CA	Approximately 4.5 miles straight line from RWY 1, SFO	<p>Airplane noise is a HUGE issue for those of us who live near the San Francisco Airport. Having lived in this home for over 29 years I will tell you how significant the increase in noise pollution from the airport truly is. It has become a lifestyle issue for our neighborhood with windows shaking, run up noise in the middle of the night waking us, pets, kids etc. Something has to change. Monitoring is a first step, but keeping planes away from established neighborhoods, preventing these 'helicopter commute' companies from operating up and down the peninsula are both going to be crucial to keeping noise pollution at a healthy/manageable level moving into the future. PLEASE pass legislation to prevent further destruction of the peace and quiet of our communities.</p> <p>thank you.</p>
12. Mary Patrician,	Approximately 3	<p>My parents purchased this house in 1965 and we never had a</p>

<p>Burlingame, CA</p>	<p>miles straight line from RW1, SFO</p>	<p>problem with airport noise unless a storm had blown in and the planes had to depart from a different runway over the town. This was understandable and a different kind of noise...but what is not is the constant ground noise that affects us every day. This ranges from being awoken at all hours, particularly in the summer when sleeping with the windows open to windows rattling in their frames from the vibrations given off. Often it is impossible to have a conversation while outside in the garden until the noise had died down. We have tried to resolve this issue by round table meetings with the airport and other avenues, however at this point it seems like it needs to be escalated to the Federal level where there is a better chance of being heard.</p> <p>I appreciate any help you can give us to ensure a resolution. I have great hopes for a peaceful retirement without this type of stress in the future.</p>
<p>13. Deborah Payne, Hillsborough, CA</p>	<p>Approximately 2 miles straight line from RWY 1, SFO</p>	<p>Dear Congresswoman Speier, Greetings and thank you for being our advocate in Congress.</p> <p>I would like to bring to your attention the challenges we encounter on a regular basis -- loud jet noises emanating from the SFO airport. (The House Committee on Transportation &amp; Infrastructure is holding a Subcommittee hearing on Aviation Noise. )</p> <p>Even with our double-pane windows closed we are rattled awake by the drone of SFO airplane noise. Cargo planes idle with their engines groaning late at night. The idling can go on and on! Finally, these rumbling hulks amble noisily down the runway. The finale is an ear-deafening take off.</p> <p>As dawn comes, we hear the hum of planes idling on the tarmac as they cue up for take off. That low, ongoing hum is like nails on a chalk board. Their noises bounce off the hills behind as they turn onto the takeoff line.</p> <p>At other times when wind patterns change planes fly low over our community as they prepare to land. The noise is intensely loud and the rattling feels like an earthquake as dishes vibrate in the cabinets, fixtures sway, and windows rat-a-tat-tat. Sometimes it feels as if the roof is about to come off!</p> <p>We appreciate anything that you can do to help our community. We have lived in Hillsborough for 30 years. The noise has increased over time (except during the peak of the pandemic when there were few flights into or out of SFO.)</p> <p>Practical noise abatement measures are needed. Identify the types of planes that make the loudest noises and prohibit them from flying in the middle of the night. Identify a quiet hours period to give us relief. Look into noise shields to keep the jet noise from bouncing up into the hills behind the airport. Consider the noise patterns and make adjustments when landing. Many other options are possible and deserve action! We need noise relief please.</p>

		Thank you Congresswoman Speier. May God bless!
14. Michael Robinson, Burlingame, CA	1.5 miles straight line from RWY 1, SFO	<p>Congresswoman Speier, I understand that you will be representing our community's concerns at an upcoming Subcommittee hearing on Aviation Noise. I wanted to share with you that I and my family consider the issue of ground-based airport noise to be a mental health and quality of life issue. I ask you to do everything you can at the federal level to ensure that our local airports and the FAA tackle this issue directly and in a way that improves life for the citizens that live near airports.</p> <p>We used to live even closer to SFO than we do now, and we had very little issues with the ground-based noise. Nowadays, living further from SFO than before, we are unable to sleep with open windows in the summer, we often can't enjoy our backyard, and our windows rattle - all due to the rumbling and shrieking that comes from the jets on the ground at the SFO airport. Please do whatever you can to reduce the amount of ground-based noise that an airport is allowed to generate, so that we can go back to enjoying the outdoors in our own community.</p> <p>I would be happy to discuss this with you or any other representatives further. Thank you for your time and attention.</p>
15. Vanessa Seacrest, Hillsborough, CA	Approximately 2.5 miles straight line from RWY 1, SFO	<p>Re: Upcoming meeting of the Subcommittee hearing on Aviation Noise</p> <p>Hello,</p> <p>I have been a resident of Burlingame and Hillsborough for eight years. Our lives became impacted by airport noise some years ago and we are so pleased to see that this issue is moving forward in the House Committee. In the past many years our family has experienced items rumbling on shelves, windows vibrating, being woken up in the middle of the night due to late night and early morning take-offs, children and adults being woken up fearing a plane was crashing when flights our rerouted over our neighborhoods during a rain storm, and the smell of jet fuel being blown into our neighborhoods.</p> <p>We do realize living in close proximity to an airport will create inevitable nuisance, but we lived here for 3-4 happy, peaceful years before air traffic increased and our peace and quiet was severely affected.</p> <p>We hope that, with your help and the fight in our community, that mitigation efforts will be put in place to return some peace to our homes.</p>
16. Olen Simon, Burlingame, CA	Approximately 1.5 miles straight line from RWY 1, SFO	We have lived here 30 years, the noise from SFO just keep getting worse; near intolerable at this point at all hours of the day and night. Please make this know at the upcoming meeting of the Subcommittee hearing on Aviation Noise.
17. Irene Zukin, Burlingame, CA	Approximately 2 miles straight line from RWY 1, SFO	This is in regards to the "upcoming meeting of the Subcommittee hearing on Aviation Noise" from SFO. The noise level coming from the airport at night especially is not only extremely loud, sometimes it's even scary. You can't open the windows at night, you can't fall in sleep because it's too loud and the house is literally shaking. There have got to be meaningful measures to reduce the noise, so we can enjoy

### **Comments on Aviation Noise submitted by Millbrae Councilwoman Ann Schneider**

I watched the recent Congressional Hearing on FAA and Airplane / Airport Noise. The comments below reflect the specific experiences of people within the City of Millbrae, California, which is immediately next to San Francisco International Airports terminals, taxiways and runways. Several Millbrae neighborhoods and hotels are 500 yards away from San Francisco International Airport (SFO) operations.

The City of Millbrae was incorporated, by an act of the California Supreme Court in 1948 when residents in unincorporated Millbrae fought the expansion of Mills Field that became San Francisco Municipal Airport. SFO has continued to expand operations ever since with little mitigation of noise and air pollution caused by its operations to the City and people of Millbrae.

Millbrae experiences every type of noise created by airport and flight operations. Almost all operations create noise, air pollution and in some cases aviation fuel leaks that spread over many Millbrae neighborhoods. This includes ground operations from luggage wagons to fuel vehicles refilling jet tanks within hundreds of feet of homes, to prop and jet planes taxiing around SFO, to departure and arrivals all day and night, 365 days a year. SFO does not have a curfew. We are subjected to SFO based general aviation and commercial flights, US Coast Guard operations, general helicopters as well as overflights from all Bay Area airports, commercial and municipal.

Over time the FAA has reduced noise contours based on the stages of jet engines moving from Class 2, to 3 to 4 and based on the newest Class 5 engines. However, these noise ratings are based on **in flight high frequency noise**, not the low frequency noise and vibration given off during taxiing and departures. Noise ratings used by the FAA completely ignore the major noise type created by ground operations and departures, “Low frequency noise (LFN)” that travels farther than high frequency noise and is directed into Millbrae, Burlingame and Hillsborough. LFN does not dissipate as quickly as high frequency noise. A recent study conducted by the SFO Noise Roundtable found that LFN from departing

planes on all runways, travels behind and to the sides of each jet engine and this noise concentrates and gets louder as the noise travels from SFO and up into our hills and valleys. The study shows LFN reaching levels well beyond the FAA's 65 decibel (db) contours. The FAA's current contours only have 3 homes in Millbrae within the 65 db contour BECAUSE, they do not include LFN in the noise calculations. This must change. The FAA, airports and airlines cannot continue to ignore noise behind and to the sides of runways. The FAA must change the noise formulas to include all levels of LFN. Then depending on local topography consider how noise can grow as it moves up hillsides.

The FAA establishes the "Community Noise Equivalent Level (CNEL)" using only A-weighted noise. In simple terms this is the higher frequency noise most common from aircraft in flight. It does not consider C-weighted or low frequency noise that is generated at departures and travels in back of a jet engine and to 45 degrees in all directions. This is how the FAA has gotten away with saying fewer people in the United States are now impacted, annoyed, by aircraft noise. They simply ignore C-weighted noise and the communities subjected to this noise. They ignore the communities in back and to the sides of runways. The recent Neighborhood Noise Annoyance study completed by the FAA (2021) did not include a single neighborhood that is in back of runways and are hit with LFN upon departures. They might have included one neighborhood to the side of runways, but it is unclear if this is a flat topographical region or how far away that neighborhood is to the runways. So basically, the FAA ignored all LFN implications and all neighborhoods and people living behind and to the sides of runways.

Look at the current SFO contour maps that imply that Millbrae, Burlingame and Hillsborough are not impacted by noise, as only 3 homes in Millbrae fall within the CNEL 65 decibel contour. This formula needs to reflect C-weighted noise from all directions of departing and arriving flights.

The FAA and SFO in their noise abatement programs completely ignore "alternate flow departures and arrivals". Alternate flow departures and arrivals were historically used on bad weather days but are more frequent now with climate changes to wind directions and fires creating their own wind patterns. The FAA and SFO use a 24 hour/7 day/365 year averaging of noise measurements which completely ignores all the flights landing and departing over Millbrae, Burlingame and Hillsborough. If

you look at the SFO contour map, you would not think any flights fly just hundreds of feet over our homes, day and night. These flights prevent sleep, interrupt study time for students and drop large amounts of micro-particulates air pollution into our homes. Since these flights happen in bad weather and they fly just a few hundred feet above our homes, it is scary to our residents. Planes crash in bad weather, and we are at risk from crashes. The contour maps created by the FAA deliberately ignore the real impacts of alternate flow flights. Again, the formulas used by the FAA are not an honest, true report of what really happens at SFO. A true contour would acknowledge that alternate flow flights exist and create severe noise, safety and air pollution issues for the residents of Millbrae and adjacent communities.

The FAA Neighborhood Noise Annoyance study did show that people are highly 'annoyed' by noise in the 55 A-weighted decibel range. This study shows the need to change the formula for the contours which then allow for noise abatement mitigation aka insulation programs. Prior to airlines upgrading engines to Class 3 or 4, much of Millbrae fell within the SFO 65 dbl contour. SFO did significant window replacements in the early 1990s. Many of those windows have failed and residents in Millbrae have to keep baseball bats in their bedrooms to break the windows in the event of a fire as the windows will not open, have fogged in and were poorly installed creating dry rot and the need to reframe homes like mine. Yet Millbrae does not qualify for the Second Chance Insulation Program or replacement of the cheap windows installed by SFO in the 1990s. Requiring the FAA to change from A-weighted noise to C-Weighted and to include LFN in the contours might provide some relief from the ever-growing number of flight operations at SFO. SFO still keeps us trapped within our homes, but honest contours might provide insulation work to return to Millbrae.

The worst of the noise, when it is most annoying, is in the NIGHT period of 10 pm to 7 am, with a peak from midnight to 3 am when on some night's planes are leaving every 90 seconds with durations of over a minute per plane. LFN drives through our walls and windows preventing sleep and affecting our health. The one real recourse is NIGHT curfews except for emergency operations.

Prior to the Covid pandemic, SFO reported serving over 57 million passengers per year with growth expected to reach 71 million passengers per year. To achieve this, they have created more

terminals, more gates adding to ground based noise. But the biggest change will be every larger, i.e., more passengers per plane and therefore heavier planes. The larger and heavier the plane the greater the LFN produced during departures. SFO states they can't control when an airline wants to fly, so many take off in the NIGHT timeframe. Sleep can be impossible on those nights here in Millbrae. I know as I experience many nights when I am awoken at midnight and can't back to sleep till the last Amazon cargo flight departs at 3:12 am, a flight that rattles my house and my bed. NIGHT curfews are the only solution. There are 23,000 people in Millbrae, and we should not be sacrificed so Jeff Bezos can fly to space or for someone to get shampoo the day after they order it. It is up to Congress to bring balance back to our lives.

We often hear from this region, well too bad Millbrae, you knew the airport was there when you moved there. This is wrong, Millbrae was farm county from the arrival of Spain, but we subdivided in the 1880s. We had several neighborhoods built prior to the creation of SFO in 1927 and in fact my home was built in 1930. For a past SFO expansion, the Bayshore Highway was moved next to existing Millbrae neighborhoods. Creating more noise, all unabated as California Transportation Agency (Caltrans) uses the FAA CNEL that again ignores LFN created by car traffic. Since Caltrans uses the FAA's CNEL as the measurement tool for the California Public Resources Code Title 21 noise work, it too then ignores LFN. The FAA's use of only A-weighted noise has even greater detrimental impacts to communities impacted by the transportation sector that just flight operations.

SFO recently moved two runways 250 and 450 feet closer to Millbrae with no mitigation at all. They maintain other heavy industrial activities right at our entryway adding to our noise and particulate pollution levels. The FAA allowed this, I assume, because LFN impacts were not considered in the evaluation of the expansion. This moved noise farther into Millbrae and the adjacent communities. Yet the FAA talks about how it can't move noise from one place to another. How was this allowed and what can be done now to fix the noise problems?

It is well past time the noise and air pollution we experience is considered and mitigated by both the Federal Government, the State of California and the City and County of San Francisco and SFO. All

of these governmental bodies have treated us as if we do not matter. Worse that we should be happy that SFO and aviation are a big part of the regional, state and US economy. It is impossible to sleep now, what will it be with 71 million passengers and cargo flying 24/7/365 days?

Please change the CNEL to reflect C-Weighted Noise, include the impacts of LFN on people living behind and to the sides of runways, make the FAA clearly map alternate flow impacts and stop the 24/7/365 averaging that hide what we really experience here in Millbrae.

Sincerely,

Ann Schneider

Councilwoman, Former Mayor

City of Millbrae, California