

Dear Senator:

As I am sure you are aware, the implementation of the FAA's NextGen/Metroplex project has caused many communities within California to become alarmed at the excessive aircraft noise which we never experienced before. It is my understanding that the 2018 FAA Reauthorization Act has been passed by the House of Representatives with a number of amendments which address this issue. I urge your support of Sections 156, 157, 159, 160, 162, 166 and 167.

I live in Huntington Beach, California and our city is between three airports including Long Beach, Santa Ana and Los Angeles. We have no airport in our City, and residents have become the victims of excessive aircraft noise from these three airports when there was not a significant problem in the past. Although the FAA has said that they notified our community of the changes involved in NextGen, most residents had no knowledge that these changes would occur or have any effect on our quality of life. Of the two people who have come forward that attended one of the FAA meetings regarding NextGen, they were told by the FAA that there would be no impact. The direct quote is "You will see them, not hear them." This primarily has to do with the way the FAA averages decibel levels over a 24 hour period. If we have low altitude flights flying over us every 5 minutes for 11 hours a day but many fewer flights at night, it is not possible for decibel levels, when averaged, to ever exceed the FAA's threshold of 65 DNL. This is why it is imperative for you and other Senators whose states are experiencing these problems to support the Sections mentioned above and then amend the bill to include "frequency of flights" as part of the noise disturbances to be studied.

For example, Section 157 states: "(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with an eligible institution of higher education to conduct a study on the health impacts of noise from aircraft flights on residents exposed to a range of noise levels from such flights." It would be extremely beneficial to amend this sentence to read.....exposed to a range of noise levels including frequency of flights and decibel levels from such flights. While "Southern California Metroplex" residents are specifically mentioned as a focus for the study, there needs to be a way for a City such as Huntington Beach to apply to be part of the study since we are located between three major airports as mentioned above.

Section 159 reads: "(a) REVIEW. —The Administrator of the Federal Aviation Administration shall conduct a review of the relationship between aircraft noise exposure and its effects on communities around airports." Again, there is a place to include "frequency of flights" as part of the review of aircraft noise exposure.....aircraft noise exposure to include frequency of flights and decibel level and its effects on communities around airports.

Section 160. Community Involvement in FAA NextGen projects located in Metroplexes asked the FAA how they can improve community involvement. Since the City of Huntington Beach, which was greatly affected by the changes implemented by the FAA's NextGen/Metroplex project, received little notification of how these changes would impact its community, I believe it is imperative that this section be amended to require the FAA to have a representative from Cities within 20 miles of a major airport to be part of any group the FAA consults with about current and future NextGen and Metroplex projects.

Huntington Beach has been left out of the loop concerning the implementation of NextGen and Metroplex projects, although many, if not most, of the flights going into Long Beach, Santa Ana and LAX flight over our once quiet city. In addition to the many residential homes, schools and businesses being affected, we are home to the a sensitive nature habit called the Bolsa Chica Wetlands and many of the flights arriving into Long Beach fly over our area at altitudes from 1400 to 2000 feet. We believe we were not made a party to this conversation because we do not have an airport, but we also believe that we have more flights affecting our city than cities that have airports. There is no possible way that our residents could have known the significant detriment in our quality of life prior to actually experiencing the numerous and frequent flights that traverse our city today due to NextGen's implementation. By the time we realized the impact, we were outside the 60 Day limit to file a lawsuit. We feel deceived and misled by the FAA, as many other communities do in California. I hope you will help us by supporting Sections 156, 157, 159, 160, 162, 166 and 167 of the 2018 FAA Reauthorization Act and that you will amend any section to include "frequency of flights" among the noise to be studied and mitigated, as well as provide us a way to gain a place at the table. Thank you in advance for your support.

Sincerely,