

SOSEB (“Save Our Skies East Bay”) is a community advocacy group formed in 2016 by residents of the East Bay, who were greatly impacted by the sudden and dramatic increase in frequency and volume of airplane traffic and noise over their previously tranquil homes. This noise explosion was the result of the FAA’s NextGen program which imposed greatly narrowed flight paths over communities making life miserable for those of us who now lived under this constant, 24 hour-a-day barrage of noise, with planes flying as low as 1,500 ft over our homes with planes, sometimes barely 2 minutes apart and dB levels reaching 80db. Peaceful communities became noisier than subway stations.

Since 2016 SOSEB has worked with local and state and federal government officials; local, state and national airplane noise advocacy groups, impacted communities, and the OAK Airport Community Noise Forum. 7 years have passed and still no progress has been made! Despite the fact that the FAA claims to care about impacted communities they have not offered one mitigation for the noise they created. As our country’s aeronautical and aviation experts (and the ones who created the NextGen noise problems) they should be the ones to find resolutions. How can communities, who lack the FAA’s expertise, resolve problems created by the FAA? The answer is we can’t. So our suffering continues with no end in sight.

For this reason and the reasons that are stated below SOSEB STRONGLY OBJECTS TO OAK AIRPORT’S CURRENT PROPOSAL AND TO ANY GROWTH AT OAK INTERNATIONAL AIRPORT. WE DO NOT WANT TO SEE ANY NEW TERMINALS, GATES OR RUNWAYS. THESE WILL BRING MORE PLANES AND MORE INTOLERABLE NOISE TO OUR COMMUNITIES WHO ARE ALREADY SUFFERING FROM TOO MUCH INTOLERABLY LOUD AIRPLANE NOISE!

SOME SPECIFIC OBJECTIONS TO THE DEIR:

- Increased airplane noise impacts must be addressed as a Single Noise Event and not averaged over 24 hours

When implementing NextGen the FAA stated that there was no negative noise impact because they averaged airplane noise over 24 hours. Since the human ear hears noise as a single event and does not average sound, any DEIR analysis of increased airplane noise must be done as a single noise event and not averaged over time. Despite the fact that the FAA claimed there was no noise impact, the reality is that noise complaints to

OAK Airport have increased by thousands since NextGen was implemented.

In addition, analysis of additional flight noise must include the actual proximity of homes to the plane altitude, and not be based on the plane's altitude over sea level. When a plane flies at an altitude of 5,000ft over sea level, and is flying over homes in hills that are 2,000 feet high, the planes are only 3,000 feet over the homes and that creates a significant noise event. The altitude of homes, must be used in noise calculations, not the altitude of planes over sea level.

This OAK Airport growth proposal will bring an unknown number of planes over our homes and the planes will be bigger and louder. This proposed passenger and terminal growth along with airplane size, number and frequency increases must be addressed by this DEIR because without the addition of a terminal there would be no (or much fewer) added planes. These additional plane flights are OAK's responsibility because they are providing the space for the planes to land and the runways for them to use. Consequently it is OAK Airport's responsibility to analyze the impact these additional planes will have on Bay area population health and quality of life.

- We disagree with the DEIR Projection of Passenger Growth

On what basis did they choose to use the 2019 passenger data? Could it be because these figures are right before COVID hit and travel was greater than in 2023? Covid changed our personal lives,(which included travel plans) and business practices and their travel plans were totally changed, Jan 2019 pre-Covid passenger data show that 954,000 passengers went through OAK airport. However, current Jan 2023 passenger data, showed that 819,000 passengers went through OAK, a 14 % drop since 2019. Life styles and habits have changed because of Covid: more businesses have remote workers and they are doing less traveling and using ZOOM for meetings: families are traveling more locally, via cars and trains. These are relevant and important changes that need to be factored into projected passenger growth. For these reasons the current 2023 passenger data needs to be used

- Where are the alternatives to this project?

It is our understanding that CEQA requires the inclusion of a reasonable range of alternatives to a proposed project. Where are these proposed alternatives? Is there a lack of alternatives because the point of this proposal is growth, adding more passengers and flights? Is modernization just a meaningless tag-on to get more buy-in from the public? Are they

afraid to admit to the community that they really want to grow and add more flights? Are they afraid of a backlash because of the major environmental, social, noise, and traffic impacts this growth would have on the Bay area? The public deserves and has the right to see more alternatives proposed to this project.

- The DEIR fail to address the climate change impacts of increased flights due to OAK's proposed growth.

As global temperatures rise and weather patterns change world-wide we need to be eliminating sources of greenhouse gasses and from our atmosphere, not adding them, as increased airplane flights would. The Bay Area is increasingly experiencing severe fires, droughts, rain storms and temperature fluctuations that are all tied to climate change.

This environmental impact analysis must include a discussion of how the proposed project would increase the number of flights into and out of the Bay area how that would impact Climate Change and consequently weather, drought issues and fire dangers and severity in the Bay area.

The DEIR must take into account the significant aircraft emissions **during flights**, not just during takeoff, taxi and landings. And this analysis must increase it's scope to include impact on climate change.