Q: There seems to be more and more noise coming from Buchanan Field (CCR). Have the number of flights increased recently?

A: Aviation activity varies depending on weather and economic factors and typically increases in spring and summer months. Buchanan Field averages approximately 112,000 operations (take-off or landings) per year. The peak use of Buchanan Field in the last 30 years was in 1990, when the Airport had over 300,000 operations, and was home to a commercial airline and a helicopter flight training school. Annual operations decreased during the recent recession—hitting a 25 year low of 78,098 in 2012—but have rebounded with the economy. Total operations at CCR were 112,061 in 2018.

Q: Why are airplanes flying over my home sometimes more, sometimes less?

A: For safe operations, aircraft must take off and land into the wind. Wind direction changes by season and even throughout the day, thus altering the runways in use. Typically, this places aircraft over different residential areas. Pilots are asked to utilize noise abatement runways and avoid residential areas as much as possible. Also, when runways are closed for various reasons, aircraft must use other runways that bring them over different neighborhoods.

Q: Why can't the airplanes fly over some other neighborhood?

A: The Airports have Federal Aviation Administration (FAA) established traffic patterns that aircraft must follow in order to avoid collision with aircraft, buildings, or other landmarks. Traffic patterns are dependent on which runways are in use and the FAA Air Traffic Controllers specify which runways are in use.

Q: Is there a curfew for airplanes to arrive and depart at Buchanan Field? Why can't the County limit the aircraft that fly into and out of Buchanan Field?

A: Federal law requires Buchanan Field to remain open to the public 24 hours per day, 7 days per week on a non-discriminatory basis. This includes both civilian and military aircraft. However, Buchanan Field is one of only a few airports in California with an adopted noise ordinance. The ordinance prohibits older and louder stage 2 jets (as rated by the FAA) and limits training operations to 7AM until 10PM on weekdays and from 8AM to 10PM on weekends and holidays.

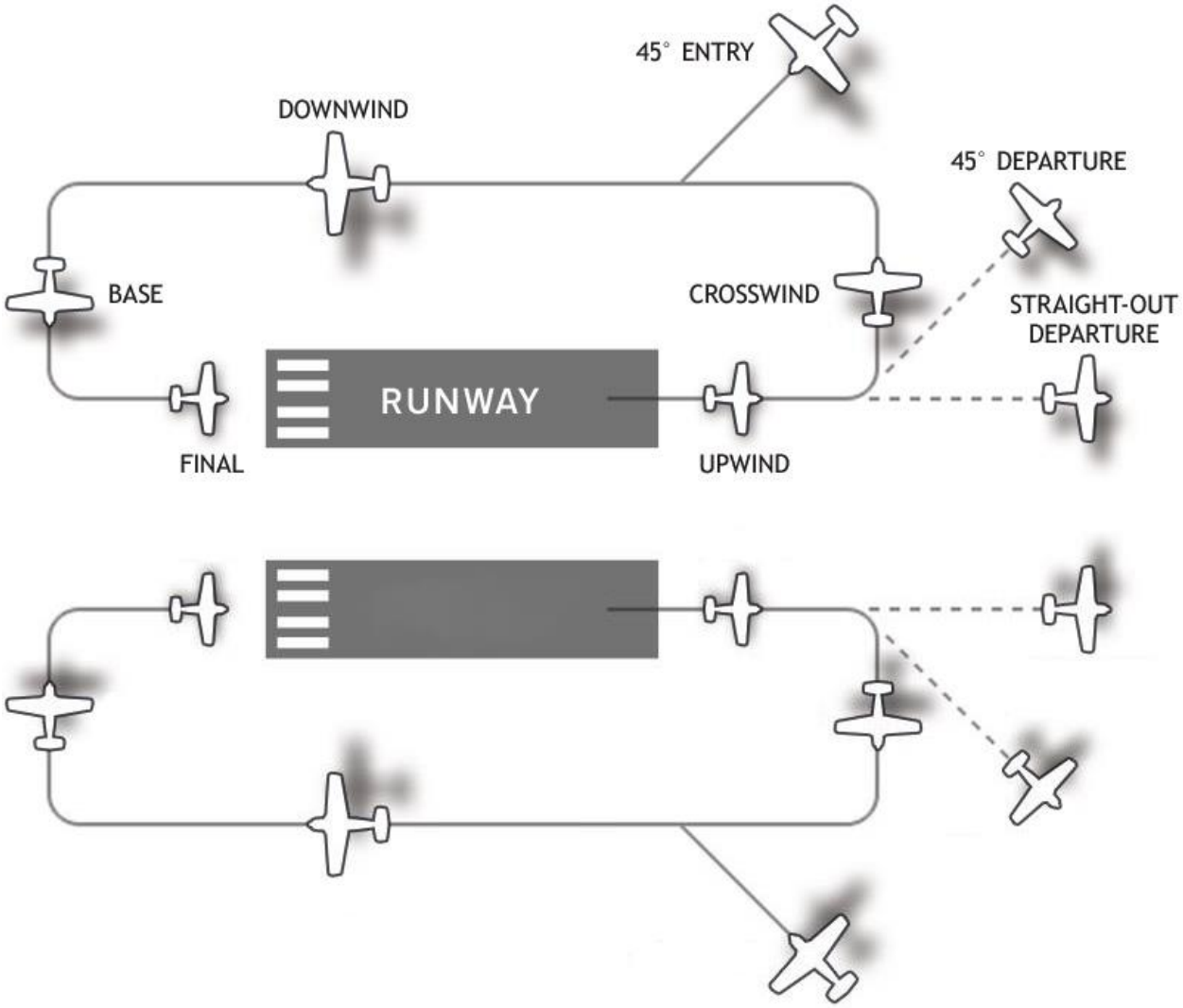
Q: What are the roles and responsibilities of the County and FAA as it relates to the airport?

A: Contra Costa County owns and operates both general aviation airports, Buchanan Field and Byron Airport. However, once aircraft are in the process of or have left the ground, then they are in FAA jurisdiction. The FAA's primary mission is to ensure the safety and efficiency of navigational airspace. Only the FAA Air Traffic Control Tower (ATCT) staff can direct aircraft to change its altitude, flight path or runway assignment; those decisions are generally based on

wind patterns, weather, and air traffic conditions. The Buchanan Field ATCT has a 3 mile control radius; generally aircraft operating outside the 3 mile are only contact the ATCT if they are planning to land or depart from Buchanan Field. The FAA has sole jurisdiction to direct aircraft in the air using flight paths and patterns based on national standards that have been in effect at Buchanan Field for over 50 years.

Q: Has the airport changed its flight patterns? Is that why I notice increases or decreases in the number of airplanes over my house?

A: The Federal Aviation Administration (FAA) through the Air Traffic Control Tower located on the airport controls the movement of all aircraft on the ground and in the airspace over and around the airport. The FAA has NOT changed or attempted to change any flight patterns into or out of the airport. The following diagram represents a typical flight pattern on the parallel runways at Buchanan Field:



Contra Costa County Airports Noise Program FAQ's

Q: Can Contra Costa County Airports change flight paths?

A: No. The FAA controls and regulates the airspace. Airport ATC are the only group authorized to direct aircraft at Buchanan Field. Any change in departure or arrival flight paths must be approved and implemented by the FAA. The noise office is here in large part to help communicate between the Airport, Pilots, FAA and local community.

Q: Why do the aircraft fly so low?

A: Aircraft have to fly low in order to properly line up with the runways and execute safe landings. Aircraft may, however, appear to be lower than they actually are because their large sizes make them look closer. Also, when the airspace is crowded, aircraft may spend time flying a holding pattern at relatively low altitude in order to ensure a suitable flow of traffic. This may make it seem as though they are flying lower than usual. In general, air traffic is restricted by local airspace limitations.

Q: Is there a minimum altitude airplanes can fly over residential areas?

A: Aircraft altitude is established by Title 14, Code of Federal Regulations Section 91.119. However, these regulations do not apply to aircraft in the process of landing or taking off, helicopters or to military aircraft. It is important to be aware that most aircraft operating in the vicinity of the airport are in the process of landing or taking off. The minimum traffic pattern altitudes for Buchanan Field Airport are:

- Light Aircraft – Maintain pattern altitude of 1,026 Above Ground Level (AGL) to the maximum extent possible.
- Heavy Aircraft– Maintain pattern altitude of 1,526 Above Ground Level (AGL) to the maximum extent possible.

Q. Why am I hearing increased late night jet activity near Buchanan Field?

A: Buchanan Field is a 24 hour facility, but there are typically few late night operations. Some late night operations can be attributed to the emergency service providers based at Buchanan Field; two air medical rescue helicopters and the law enforcement helicopters (Sheriff). The increased late night jet activity is likely a result of the FAA revising jet flight paths for the three major Bay Area international airports. Since 2015, the FAA began incrementally rolling out their new satellite based tracking system, NextGen, which subsequently has altered jet flight paths. NextGen provides precision aircraft guiding and tracking which allows for increased air traffic throughout the region and many communities have now experienced increased or new aviation activity. In addition, warmer months often result in increased aviation activity. That coupled with residents being outdoors more, and for extended daylight hours, plus leaving windows open result in increased noise related concerns. Noise impacts related to NextGen can be found online and are detailed in these news articles; http://www.latimes.com/politics/la-pol-ca-california-

noise-faa-html-20151117-htmlstory.html, http://peninsulapress.com/2015/11/23/sfo-airplane-noise-complaints/.

Q: Why do aircraft sound louder at night than during the day?

A: Nighttime noise events seem louder because the ambient noise is lower. More noise events may be noticed at night compared to daytime hours when there exists a higher ambient noise level.

Q: How is Buchanan Field able to have a new "commercial airline"?

A: Buchanan Field last had major commercial activity in 1992 until the airline was acquired and the route was cancelled due to the downturn in economy. Since that time, Buchanan Field has maintained a commercial certificate to allow for commercial airline service if it were to return. While we have not had a commercial carrier start operations, JetSuiteX recently began scheduled charter service daily between Buchanan Field and Burbank in April of 2016. JetSuiteX operates some of the quietest jet aircraft that seat a maximum of 30 passengers. They currently operate up to 6 total daily flights, in and out, of Buchanan Field. JetSuiteX is not a commercial airline but is a different business model for the charter activity that has been ongoing at Buchanan Field over the past 20 years.

Q: Where can I voice my concerns?

A: You may call the Airport noise complaint line at (844) 359-8687 then press 4 or you may submit a form online at http://www.cccounty.us/3804/Buchanan-Field-Noise-Program. The Aviation Advisory Committee (AAC) is scheduled to meet monthly at the Director of Airports Office and provides a public forum to voice opinions and concerns on airport matters including noise issues. The AAC schedule is posted online at http://www.cccounty.us/3811/Aviation-Advisory-Committee.

Q: What information to provide in your noise complaint?

A: The Community Relations Officer documents noise complaints by obtaining information from the caller about the nature of the complaint, time of the occurrence and location of the caller's residence. Date, time, and location are most critical but it is helpful to include as much description as possible regarding the aircraft. Staff uses this information to determine the probable activity responsible for the complaint and, when requested, provides a follow up call or a letter to the caller.

Q: What happens to my aircraft disturbance complaint?

A: The Community Relations Officer will log your complaint in the complaint database. The Officer investigates all complaints by researching FAA ATCT flight recordings to determine if specific aircraft are in violation of FAA Rules and Regulations and following abatement procedures. When appropriate, staff follows up with aircraft operators and/or the FAA to investigate what action can be taken to minimize noise in the future. The data is then presented monthly to the AAC for review.

Q: Who can do something about low-flying planes? My concern really isn't noise; it's safety. Who should I contact?

A: The Federal Aviation Administration (FAA) is responsible for aviation safety. To help ensure the safety of persons and property on the ground and those onboard an unauthorized low-flying or reckless aircraft should be reported to the local Flight Standards District Office located in Oakland at (510) 748-0122.

Q: Why can't Contra Costa County Airport staff always identify each aircraft that disturbs me?

A: Without the aircraft identification number, staff must try to recreate the situation that occurred during the time of the complaint. We do this by listening to all the Buchanan Field Airport radio recordings and/or contact with FAA Air Traffic Control personnel. We then decipher the information collected to identify which aircraft that were on frequency were in the vicinity of the caller's home or business. We are typically able to narrow it down to a specific aircraft: however, it is not always an exact science.

Q: What does it mean when an aircraft is "outside Buchanan Field Airport's control area"?

A: Buchanan Field Airport Air Traffic Control Tower has a three-mile control radius that encircles the airfield, also known as Class D Airspace. While the Air Traffic Control Tower is in operation, aircraft must establish communications with the tower prior to entry into and departure from the Class D airspace. Thereafter, communications must be maintained at all times while inside the Class D airspace. When the tower is closed, Buchanan Field's airspace reverts to Class E airspace. Aircraft have no specific requirements for communication into and out of Class E airspace during that time. If an aircraft is flying outside the three-mile control area, it is unlikely that Airport staff will be able to identify that aircraft, since no radio communications is required with Buchanan Field's Control Tower.