In a February email to Temecula officials, Craig Evans, who compiled the report, wrote that TVNSDE does want to work on solutions, including changes to takeoff and landing patterns, curfews and minimum altitude requirements.

"To keep airports open, we need to be friendly to our neighbors," Evans, who declined an interview, wrote.

In an emailed statement, Lake Local, Temecula’s director of community development, said the airport spoke with the director of the Native American Use Commission, which deals with how airports interact with Native Americans and residents of reservations.

To address noise concerns, Temecula leaders about “lesser experienced pilots” not realizing they’re covering areas they’re not supposed to be in.

The airport has a voluntary program that lets residents sign up to be notified if and when people are landing near them.

Melissa McClelland, went to Temecula from nearby Riverside, to be Temecula’s regional manager for the aircraft owner and operator of the airport.

In an email that all airport employees received, McClelland spoke with the director of the Native American Use Commission, which deals with how airports interact with Native Americans and residents of reservations.

"It’s not just civil aviation that is affected in Temecula," McClelland wrote.

Some complain of airlines offering emergency medical flights are causing more noise and pollution.

"Commercial Plane Noise is a Concern at the Quiet Valley," read an April article from Anndalyn Kostal, written for the White House.

"This is affecting our quality of life. It makes it so we can’t enjoy our noise," McClelland wrote.

When asked about flights over southeast Riverside County, Federal Aviation Administration spokesman Greg Greer redirected to the Southern California Metroplex project, which replaced traditional radar controllers with software-based procedures.

The project, which was fully implemented in 2015, applied to six major airports in Southern California, according to a 2016 FAA news release. It increased the number of people who can see the flight and landing patterns, controlling the noise.

Riverside County Supervisor Chuck Mauro, who represents Temecula and French Valley, said the airport was relatively quiet when it opened in 1965. It’s not the case now, with the county having to spend millions to bring homes near the airport.

"These homes owners should have been told about the airport," Mauro said.

Pilot Nick Jameson, a retired naval officer who has been flying for Delta Airlines for 15 years, suggested the government has a的责任 to say when they fly.

"Many of us fly in and out of that area," Jameson said. "We can’t control when we fly over a neighborhood."

The coronavirus pandemic shut down air travel last year, and while business is starting to return, Jameson said flights now have a higher capacity.

The airport has a very high capacity, with 200 flights a day, and the city can’t tell the FAA what it might do to them.

"Each of us has a decision to make. Is this scientifically credible authority?" he said. "See, is a source accurate? Is what we’re going to do fair to everyone?"

Each time we post something on social media, we’re talking to people and we’re communicating.

"And it’s not, it’s not, don’t trust anyone who does that," he said.