

Sent: Sat, Nov 18, 2017 1:36 pm

Subject: **OAK FORUM ALERT--FAA Update on Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties**

Forum Members and all:

Implementation of the FAA's NextGen satellite based aircraft navigation system in California continues to be the focus of controversy. On November 7, 2017 U.S. Senator Dianne Feinstein wrote to FAA Administrator Michael P. Huerta citing the concerns of her Southern California constituents over increased airplane noise resulting from "new flight patterns instituted by the FAA as part of its implementation of the NextGen air traffic control technology." In her letter (attached) she asked that the FAA provide her office with an update on the FAA's progress in implementing noise-impact mitigation measures in the San Francisco Bay Area, which were submitted to the FAA by the Select Committee on South Bay Arrivals last year. Although the Senator's efforts to have the FAA reduce noise impacts over all communities affected by NextGen implementation is greatly appreciated, she was apparently unaware of the fact that Alameda and Contra Costa Counties are also part of the FAA's Northern California Metroplex; and that the Oakland Airport-Community Noise Management Forum had also submitted its recommendations and proposals to the FAA to adjust and/or revise its procedures to mitigate or alleviate East Bay community noise concerns due to NextGen implementation.

On November 14, 2017, Forum Co-Chairs Councilmember Benny Lee (San Leandro) and Walt Jacobs (Alameda) wrote to the Senator asking her to have the FAA also consider the effects of NextGen implementation on the communities of the East Bay, and not just the Peninsula, by means of the following:

- Adjustments to the current flight paths, or a return to previous flight paths, to limit the noise in particular communities.
- Enforcement of FAA-established altitude levels for planes flying above residential areas.
- Reduce impact of future FAA flight path changes.

On November 16, 2017, the FAA released an update on Phase Two of its "Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties." (attached). This is the FAA's response to the Peninsula counties noise mitigation recommendations. It includes the declaration that the SFO Roundtable's recommendation to transfer southeast bound aircraft departing on STICK to TRUKN is not feasible, as it would be in conflict with the Peninsula's Select Committee's and Roundtable's consistent recommendation for a wider dispersal of traffic and would shift noise. This issue is addressed on pages 51 and 121. Forum NextGen subcommittee chairperson, Leslie Ransbottom, notes that this is a living document, and that the FAA has encouraged the Roundtable to review the proposals not deemed feasible to see if they can be refined and made feasible. It needs to be made clear that any transference of noise away from the Peninsula to the East Bay is unacceptable.

REQUESTED ACTIONS:

The completion of the FAA's Phase Two report should mean that it can now turn its attention to the noise mitigation measures recommended by the Forum and submitted to the FAA on March 17, 2017. In an effort to expedite this process and to ensure that there will be no transfer of noise from the Peninsula to the East Bay the Forum is requesting the following actions:

1. Forum member cities and Alameda County should prepare letters to Senator Feinstein supporting the Forum's requested actions in its November 14, 2017 letter. Copies should go to Rep. Barbara Lee, FAA Administrator Huerta, and FAA Regional Administrator Dennis Roberts.
2. CLASS, SOSEB, and KJOB should prepare similar letters in support of the Forum's requests.

Thank you for your consideration. Please contact me if you have any questions or require any additional information.

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