

# OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM

An Advisory Body to the Executive Director of the Port of Oakland

## Co-Chairs

28 June 2021

Ms. Trish Herrera  
Spencer  
Elected-  
Representative  
City of Alameda

Ms. Raquel Girvin  
Regional Administrator, AWP-1  
FAA Western-Pacific Region  
777 S. Aviation Blvd, Suite 150  
El Segundo, CA 90245

Mr. Walt Jacobs,  
Citizen-  
Representative  
City of Alameda

## Via E-Mail

### **RE: Request for Clarification of Status of WNDSR TWO Arrival Procedure**

## Members

Dear Regional Administrator Girvin:

City of Alameda

We apologize for not getting this to you sooner, but, quite frankly, the Forum and its member communities were taken aback by your April 21, 2021 announcement that the “WNDSR TWO arrival procedure will not be modified.” You stated that this decision was based upon the FAA’s having a “better understanding of community concerns,” and that there is no longer any “need to change WNDSR.” As shocked as the Forum was to hear this, and to read your follow-on statement of April 23, 2021, the real shocker was your reference to this unilateral decision by the FAA as a “mutually beneficial solution.”

City of Berkeley

City of Hayward

City of Oakland

City of Richmond

City of San Leandro

County of Alameda

Port of Oakland

## Forum Facilitator

Michael R.  
McClintock

We are appreciative of the fact that the FAA has worked with the Forum over the past six years in a collaborative effort to resolve the WNDSR TWO overflight and noise issues. However, the Forum must take exception to the FAA’s decision that this was a “*mutually beneficial solution*.” **It is NOT a mutually beneficial solution.** The FAA’s decision to not modify the existing WNDSR TWO procedure certainly was of great relief to the residents of the cities of Berkeley and Richmond, as well as other parts of western Alameda and Contra Costa counties; which would have experienced increased aircraft overflights and noise levels as a result of the FAA’s proposal to shift WNDSR to the west. Of all the organizations and people involved with the WNDSR procedure since 2015, the FAA, above all, should know that the proposed action to shift the WNDSR TWO procedure to the west over the East Bay communities of Richmond and Berkeley was not designed to resolve the original problem brought to the FAA’s attention back in 2015—this was the issue of concentrated overflight and noise over the East Bay hills as a result of the implementation of NextGen RNAV procedures, specifically the WNDSR TWO Arrival procedure.

## Technical Advisors

Federal Aviation  
Administration

Federal Express

KaiserAir, Inc.

Southwest Airlines

Harris Miller Miller &  
Hanson, Inc.

Landrum & Brown

The original problem with the WNDSR TWO Arrival was the ill-informed placement of the flight track over a populated region of the East Bay hills; an area with elevations ranging upwards of 1,000 to 1,500 feet MSL. The ensuing noise intrusions have seriously affected the quality of life for thousands of people living in this idyllic and comparatively quiet area. To date, the FAA has proposed nothing to alleviate these issues and has done nothing to mitigate their impacts. Continuing WNDSR TWO in its current configuration is most certainly NOT a “mutually beneficial solution.”

Ms. Raquel Girvin  
Regional Administrator, AWP-1  
FAA Western-Pacific Region  
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From the Forum's perspective, and that of the residents of the East Bay hills, the FAA may have solved the issues it identified over the safety of the current WNDSR arrival procedure, but has utterly and completely ignored the original noise and overflight issues brought to its attention back in 2015. These issues remain as they have since 2015 when the WNDSR TWO Arrival was implemented. The adverse effects from concentrating flights over the East Bay hills has greatly affected the lives of thousands of people living under the WNDSR flight track. Moreover, as air traffic rebounds in the aftermath of the Covid-19 pandemic, traffic will assuredly increase on the WNDSR track.

Based on your representations, and those of previous FAA Western-Pacific Regional Administrators, to the Forum and the affected communities, we trust the FAA will to continue to engage with the Forum, and to work toward the resolution of the on-going, unmitigated WNDSR issues of disproportionate noise and overflight; along with the impacts of other flight procedures brought about by NextGen, and to mitigate these impacts, especially with regard to the HUSSH TWO procedure. These matters have not been concluded in any way, shape or form.

As always, the Forum's NextGen Subcommittee is prepared to engage with FAA technical experts to review these and other previously identified procedures. We look forward to our virtual meeting with them as scheduled for July 14, 2021.

Thank you for your consideration.

Respectfully submitted:

By: Michael R. McClintock for Mr. Marcuzzo  
Peter Marcuzzo, Chair  
Forum NextGen/Metroplex Subcommittee

Authorized and Approved:

By: Michael R. McClintock for Ms. Spencer Herrera  
Trish Spencer Herrera, Co-Chair

By: Michael R. McClintock for Mr. Jacobs  
Walt Jacobs, Co-Chair

Cc: Honorable Barbara Lee, CA-13  
Forum Members  
Faviola Garcia, FAA  
Marina Landis, FAA  
Michael R. McClintock, Forum Facilitator