

CITY OF ALAMEDA RESOLUTION NO. _____

REQUESTING THE FEDERAL AVIATION ADMINISTRATION TO
ADDRESS INCREASED AIRCRAFT NOISE IN ALAMEDA

WHEREAS, the Federal Aviation Administration (FAA) is implementing a planned transition to the Next Generation Air Transportation System (NextGen) to standardize arrival and departure routes through the use of GPS based technologies in 21 identified metroplexes, which are regions with multiple airports serving major metropolitan areas where heavy airport activity and environmental constraints combine to hinder the efficient movement of air traffic; and

WHEREAS, the Northern California Metroplex is comprised of four commercial airports, San Francisco International Airport (SFO), Oakland International Airport (OAK), Mineta San Jose International Airport (SJC), and Sacramento International Airport (SMF); and

WHEREAS, as part of the transition to NextGen, the FAA recently changed the flight paths followed by commercial aircraft flying into and out of OAK, SFO, and SJC, as well as other airports in the Northern California Metroplex under a project the FAA calls the Northern California Optimization of Airspace and Procedures in the Metroplex (NorCal OAPM); and

WHEREAS, according to the FAA, the NorCal OAPM consists of new procedures and technologies to establish more direct flight routes intended to improve safety, efficiency, and reduce fuel burn and carbon emissions; and

WHEREAS, modernizing air space using a sophisticated satellite controlled system and precision flying can embrace FAA goals alongside minimizing and equitably distributing noise impacts experienced on the ground; and

WHEREAS, on July 31, 2014, the FAA issued a Finding of No Significant Impact that NorCal OAPM would not have any significant noise impact on communities and surrounding areas based on sound metrics which did not reflect the true disturbance to the communities on the ground; and

WHEREAS, the new flight paths out of OAK entitled HUSSH and CNDEL; the existing flight path out of OAK entitled OAKLAND NINE; new flight paths out of SFO, entitled TRUKN, GRTFL, DEDHD, HYPEE, and COSMO; and increasing vectored OAK departures are impacting residents of the City of Alameda; and

WHEREAS, significant environmental impacts created by the new flight paths adversely impact the enjoyment, preservation, and protection of natural, cultural, and scenic resources along the Alameda Shoreline; and

WHEREAS, as evidenced by the increasing number of complaints received by the City of Alameda, as well as the complaints received by the OAK and SFO Noise Abatement Offices, the new routes have created noise impacts that appear to be far more adverse than those of the former routes for our residents; and

WHEREAS, on October 19, 2016, FAA Western-Pacific Regional Administrator Glen A. Martin announced at the OAK Noise Management Forum that possible resolution to Alameda concerns could come in six to eight months.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Alameda that it hereby requests the FAA's commitment to mitigate the increased aircraft noise at ground level in Alameda caused by the NorCal OAPM project by expeditiously identifying all short and long-term solutions and the expected timetable for their implementation; and

BE IT FURTHER RESOLVED that the Alameda City Council requests the FAA, as part of the above analysis of aircraft noise mitigation measures, consider the expeditious solution of adjusting the HUSSH procedure to be identical to the prior SILENT procedure, and, as part of the longer-term solutions, consider a redesign of the flight paths within the Northern California Metroplex to disperse flights equitably, minimize single event overflight noise, and take advantage of the Bay as a flight corridor provided, however, that such efforts shall not include "noise shifting," i.e., simply moving the noise from one community to another; and

BE IT FURTHER RESOLVED that the Alameda City Council requests that the Congress of the United States amend the FAA Modernization and Reform Act to eliminate the availability of a categorical exclusion and bar the presumption of no significant impact on the quality of the human environment that currently applies to navigation performance and performance based navigation (PBN) procedures; and

BE IT FURTHER RESOLVED that the Alameda City Council requests that the Congress of the United States implement statutory changes to the FAA that require more robust and substantive community engagement before flight paths are changed, more accurate measures using updated metrics and full spectrum acoustic impacts of aviation noise experienced on the ground and independent research on the health and environmental impacts of aviation noise, and requirements that the FAA take such research into account when making decisions regarding airspace design; and

BE IT FURTHER RESOLVED that the Alameda City Council requests that the FAA continue to meet in good faith with community representatives and impacted residents from Alameda to further discuss and address these matters; and

BE IT FURTHER RESOLVED to consider and implement recommendations set forth by the OAK Noise Management Forum on January 18, 2017 requesting the FAA to address increased aircraft noise; and

BE IT FURTHER RESOLVED that copies of this resolution be distributed to the offices of the members of the Bay Area Congressional Delegation, the Oakland Airport Community Noise Management Forum, the offices of United States Senators Dianne Feinstein and Kamala Harris, and the office of U.S. Representative Barbara Lee.

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I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Council of the City of Alameda in a regular meeting assembled on the 7th day of March 2017, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

IN WITNESS, WHEREOF, I have hereunto set my hand and affixed the seal of said City this 8th day of March 2017.

Lara Weisiger, City Clerk
City of Alameda

APPROVED AS TO FORM:

Janet C. Kern, City Attorney
City of Alameda